



PG 64-16

(Unmodified Performance Grade Bitumen)

PRODUCT DATA SHEET

Performance Grade (PG) bitumen PG 64-16 is an asphalt binder formulated to perform under specific temperature conditions. It is categorized within the Superpave Performance Grading (PG) system, which ensures that the binder provides resistance to both high-temperature rutting and low-temperature cracking.

CHARACTERISTICS	UNIT	LIMITS	TEST METHODS
Average 7-day maximum pavement design temperature	°C	<64	
Minimum pavement design temperature ^a	°C	>16	
Original Binder			
Flash Point	°C	Min. 230	AASHTO T48
Viscosity ^b @135°C	Pa.s	Max. 3.0	AASHTO T316
Dynamic Shear ^c , $G^*/\sin \delta^d$ at 64°C at 10rad/s	kPa	Min. 1.0	AASHTO T315
Residual Binder from Rolling Thin-Film Test (AASHTO T240 / ASTM D2872)			
Mass change ^e	%Wt	Max. 1.0	AASHTO T240
Dynamic Shear, $G^*/\sin \delta^d$ at 64°C at 10rad/s	kPa	Min. 2.2	AASHTO T315
Pressure Aging Vessel Residue (PAV)			
PAV Temperature	°C	100	AASHTO R28
Dynamic Shear, $G^*.\sin \delta^d$ at 28°C at 10rad/s	kPa	Max. 5000	AASHTO T315
Creep Stiffness ^f at -6°C			AASHTO T313
- S value	Mpa	Max. 300	
- M value (slope)		Min. 0.30	
Direct Tension ^f at, -6°C			AASHTO T314
- Failure strain, test temp @ 1.0 mm/min	%	Min. 1.0	

Notes:

a - Pavement temperatures are estimated from air temperatures using an algorithm contained in the LTPP Bind program, may be provided by the specifying agency, or by following the procedures as outlined in M323 and R35.

b - This requirement may be waived at the discretion of the specifying agency if the supplier warrants that the asphalt binder can be adequately pumped and mixed at temperatures that meet all applicable safety standards.

c - For quality control of unmodified asphalt binder production, measurement of the viscosity of the original asphalt binder may be used to supplement dynamic shear measurements of $G^*/\sin \delta$ at test temperatures where the asphalt is a Newtonian fluid.

d - $G^*/\sin \delta$ = high temperature stiffness and $G^* \sin \delta$ = intermediate temperature stiffness.

e - The mass change shall be less than 1.00 percent for either a positive (mass gain) or a negative (mass loss) change.

f - If the creep stiffness is below 300 MPa, the direct tension test is not required. If the creep stiffness is between 300 and 600 MPa, the direct tension failure strain requirement can be used in lieu of the creep stiffness requirement. The m-value requirement must be satisfied in both cases.

Quality:

Certification is conducted through our in-house testing laboratory, and witness testing protocols are available before cargo release. We ensure the quality of bitumen for every delivery by arranging for an international inspector to assess quality.

Application:

PG 64-16 bitumen offers a good balance of resistance to rutting in hot weather and cracking in colder

Packaging:

New steel drums, reconditioned steel drums or eco-friendly Weatherproof packaging in poly bags and also in Bulk.

Steel Drums: 150Kg, 180Kg, 200Kg

Poly Bags: 300Kg, 1000Kg

Bulk: Bitumen Tank Container



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temperatures down to -16°C. It is ideal for moderate climates and is widely used in roads, parking lots, industrial areas, bridges, and pavement overlays. Its standard formulation ensures durability under normal traffic loads, with the option for modification in more demanding conditions.


Proper storage and handling are crucial for maintaining its quality and ensuring optimal performance.

Health & Safety:

Bitumen is unlikely to present any significant health or safety hazard when properly used in the recommended application, provided good standards of industrial and personal hygiene are maintained.

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Code Approvals/Compliance:
Meets AASHTO M 320-16

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