PG 76-22 (PMB)

(Modified Performance Grade Bitumen)

PRODUCT DATA SHEET

Performance Grade (PG) bitumen PG 76-22 is a type of asphalt binder designed under the Superpave Performance Grading (PG) system. The numbers in the grade reflect the highest and lowest pavement temperatures at which the binder can effectively perform.

CHARACTERISTICS	UNIT	LIMITS	TEST METHODS
Average 7-day maximum pavement design temperature	°C	<76	
Minimum pavement design temperature[a]	°C	>22	
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 δ[d] at 76°C at 10rad/s	kPa	Min. 1.0	AASHTO T315
Elastic Recovery	%	Min. 50	AASHTO T301
Residual Binder from Rolling Thin-Film Test (AASHTO T240 / ASTM D2872)			
Mass change[e]	%Wt	Max. 1.0	AASHTO T240
Dynamic Shear, G*/sin δ[d] at 76°C at 10rad/s	kPa	Min. 2.2	AASHTO T315
Pressure Aging Vessel Residue (PAV)			
PAV Temperature	°C	110	AASHTO R28
Dynamic Shear, G*.sin δ[d] at 31°C at 10rad/s	kPa	Max. 5000	AASHTO T315
Creep Stiffness[f] at -12°C			AASHTO T313
- S value	Mpa	Max. 300	
- M value (slope)		Min. 0.30	
Direct Tension[f] at, -12°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*/sinδ at test temperatures where the asphalt is a Newtonian fluid.

d - G*/sin? = high temperature stiffness and G* sinδ = 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 76-22 bitumen is a polymer-modified asphalt binder designed for use in areas with extreme temperature

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

variations. Its ability to resist rutting at high temperatures and cracking at low temperatures makes it suitable for highways, airports, bridges, urban roads, and industrial areas. This binder is an ideal choice for demanding climates where roads need to endure both heavy traffic and intense weather 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.

Code Approvals/Compliance:
Meets AASHTO M 320-16

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