Dantex Ultra-Screed®

Thin Veneer Repair material for Asphalt and Concrete

MATERIAL DATA SHEET Latest Revision - December 2021

1. GENERAL DESCRIPTION:

A highly versatile product, **Ultra-Screed** fills voids, shallow potholes, ravelled surfaces, lane joints and most surface course defects. It is used for pre-surface dressing patches and screeded in layers to fill minor potholes. It is extensively used on airfield pavements and is very effective when recessed into taxiways and runways. Applied over cracks and joints and other defects it reduces associated FOD issues. **Ultra-Screed** can be used on all asphalt and concrete surfaces and all classes of roads.

Ultra-Screed is a unique blend of resins, high PSV aggregates and polymers. It is hot applied and results in an impervious, impact resistant and load bearing repair. **Ultra-Screed** remains slightly flexible and leaves a high friction finish that is able to withstand heavy traffic.

Ultra-Screed cures in less than 30 minutes, enabling the repaired area to be re-opened with minimal disruption.

2. APPLICATION:

- **Roads and Highways**
- **All Airfield Pavements**
- **Industrial Hardstandings**
- **Surface Car Parks**

3. BENEFITS:

- **Cost effective alternative to patching**
- **Rapid cure**
- **Regulates surface defects**
- **High friction surface finish**
- **Hard wearing thin-bond repair**
- **Versatile material**
- **Apply any time of year**
- **High performance**
- **Prevents foreign object damage (FOD)**
- **No waste**

4. INSTALLATION:

Weather Conditions: Installation should only be carried out on a dry surface with a surface temperature of >5°C.

Preparation of the Surface: The defects and the surrounding area are cleaned and dried using hot compressed air.

Any repairs in concrete must be primed with **Crete-Prime**. Ensure the primed surface is cured (approximately 15 minutes) before application.

5. SYSTEM INSTALLATION PROCEDURE:

5.1 Bags of **Ultra-Screed** material and pigments are emptied into a mixer and heated to 185±10°C with constant agitation to ensure complete mixing of the materials.

5.2 The hot **Ultra-Screed** material is applied to the defective area.

5.3 If the defective area requires pre-filling prior to the final screed then the void should first be filled with **Ultra-Screed** in lifts not exceeding 20mm. Additional layers may be built up using this method to leave a suitable level for the final screed. The final screed must be applied to ensure adequate skid resistance.

5.4 Cure time is approximately 30 minutes depending on ambient temperature and depth of repair. During the curing period no disturbance or trafficking of the material shall be permitted.

6. TECHNICAL SPECIFICATIONS:

SOFTENING POINT BS2000 PART 58:1988	95±5°C
SPECIFIC GRAVITY:	Approx. 2.2
FLOW RESISTANCE BS2499 PART 3:1993:	3mm max
FLEXIBILITY ASTM D3583 (MOD):	No surface cracking or crazing
SKID RESISTANCE:	Approx. 60 SRV
DE-ICING SALTS:	Resistant
TEXTURE DEPTH Typical value ≥1.5mm:	≥1.5mm
TENSILE ADHESION Typical value ≥0.6N/mm:	≥0.5N/mm
INSTALLATION TEMPERATURE RANGE:	0-35°C
APPLICATION TEMPERATURE:	185±10°C
MAX SAFE HEATING TEMPERATURE:	220°C
SURFACE APP TEMPERATURE RANGE:	>5ºC

7. PACKAGING AND STORAGE:

STORAGE: Store in a cool, dry, well-ventilated suitable for storing flammable materials.

PACKAGING: **Ultra-Screed** is available in 25kg melt-pack bags.

SHELF LIFE: Shelf life is 2 years if stored in dry conditions away from direct sunlight and in original unopened packaging.

8. WARRANTY:

The Company warrants that the materials meet stated specifications at the time of dispatch from the factory. Techniques used for the preparation of the repair prior to application are beyond the Company's control, as are the use and application of the materials. The Company shall not be responsible for improperly applied or misused materials. There shall be no other warranties expressed or implied.







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