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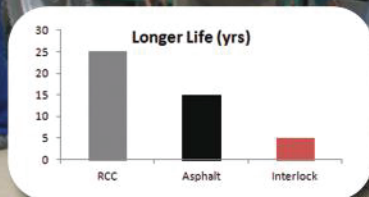
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ROLLER COMPACTED CONCRETE

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Building a better future

ROLLER COMPACTED CONCRETE



Process of R.C.C. Construction

- Sub-base material is levelled and compacted to provide a solid base for the R.C.C.
- Concrete is batched at a low slump and delivered to site in tippers
- R.C.C. is laid using a conventional asphalt paver. No special equipment is required.
- After laying, RCC is compacted using steel then rubber tyred roller, to achieve compaction and a smooth level surface.
- Sawn joints in R.C.C. between 2 and 18 hours after casting.



CX Roller Compacted Concrete (RCC) CEM-Pave RCC is simple, fast and economical to install as it doesn't contain any steel reinforcement, neither does it require formwork or finishing. Significant savings of up to 30% can be achieved over a traditional pavement construction.

The high strength of an RCC pavement eliminates common problems that have traditionally been associated with other pavement types. CX RCC is more resistant to rutting, is capable of withstanding heavy concentrated loads and is immune to low or high temperature extremes.

The basic ingredients of CX RCC are the same as for conventional concrete: sand, aggregates, cement, and water, however the quantities are different. Mix designs may vary based on the job application. RCC is a zero slump concrete mix that is placed using standard asphalt pavers and compacted with 10 ton rollers similar to the way hot mix asphalt is placed.

Features and Benefits

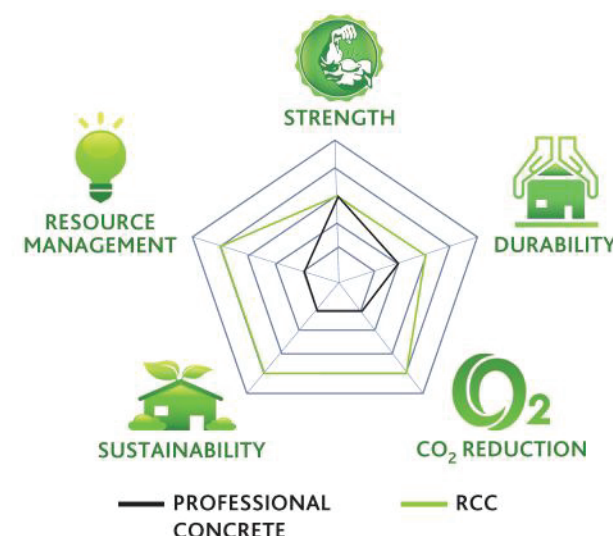
Product Advantages:

- Lower installation and maintenance cost than asphalt and similar to interlock (Heavy Duty Pave Stones).
- Fast speed of construction and open to traffic.
- Long service life and very durable solution with very low maintenance cost.
- Specially design for Heavy loads / Low speed areas Supports sustainable development (Start as RCC and then turned into Asphalt).
- GGBS can be integrated reducing up to 30% CO2 Footprint and apply for LEED or Estidama Points.
- Low Water / Cement Ratio reduces shrinkage cracks and increase durability of the structure.

Suitable For:

- Port Facilities
- Industrial Roads & Parks
- Airport Taxiways & Hardstanding
- Car Parking
- Warehouses

PERFORMANCE FOOTPRINT



TECHNICAL DATA

Concrete Grade (N/mm ²)	15 to 50
Durability (RCP, WP, WA)	3000/20/2.0
Maximum Aggregate (mm)	10 or 20
Typical Density (Kg/m ³)	2400 to 2500
Cement Types	OPC, SRC, MSRCP
Supplementary Cements	GGBS