

VERSION: 01

ISSUED: JAN 2025

**LARSEN**

**HIGHWAYS**

**TECHNICAL DATA SHEET**

# IPR06

**ONE VISIT FOR AN INSTANT &  
PERMANENT REPAIR**  
**OPEN TO TRAFFIC IMMEDIATELY**  
**ALL WEATHER USE – NO RESTRICTIONS**  
**NO WASTE**  
**HIGH SKID RESISTANCE >60 PSV**

Larsen Highways IPR 06 Instant Pothole Repair is an instant & permanent solution for roads, pavements, driveways, car park maintenance companies, school caretakers & homeowners. Instantly trafficable in any weather conditions, hot, wet or freezing. Larsen Highways IPR 06 is blended using specially graded high PSV aggregate to achieve an interlock under compaction combined with excellent anti-skid performance. IPR 06 bitumen binder is polymer modified creating a tougher, flexible, high performance instant repair.



For further information, consult our Technical Department.

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## TECHNICAL DATA SHEET

### PRODUCT INFORMATION

FORM	Black Asphalt Concrete
HAZARD INFORMATION	Not Classified as Hazardous – Always wear protective gloves, overalls & footwear when handling the material. Seek medical advice if discomfort is experienced. If product comes into contact with eyes rinse with water & seek medical advice - consult Safety Datasheet before use
CLEANING	Clean tools equipment etc. using white spirit or similar. Mechanical means are necessary when the product has set. Material can be removed from skin using soap & water.
PACKAGING	25kg plastic sacks - 56 per pallet 20kg plastic tubs - 48 per pallet
STORAGE INSTRUCTIONS	Store in sealed containers in dry conditions, protected from extremes of temperature.
SHELF LIFE	20kg buckets - 12 months 25kg bags - 6 months
APPLICATION TEMP	0 - 25°C
TEXTURE DEPTH (Initial):	≥1.2mm
SRV (Initial):	80
AAV (of aggregate):	≤10
PSV (of aggregate):	≥60
DURABILITY	For planned routine maintenance: at least 6 months
COVERAGE	Approximately 1m <sup>2</sup> at 15mm compacted

### DIRECTIONS FOR USE

#### USE

Larsen Highways IPR 06 is satisfactory for use in minor routine or reactive repairs of potholes and other similar defects found in bituminous surfaces with a total area less than 1 m<sup>2</sup> and a depth greater than 15 mm.

#### PREPARATION

The area to be repaired must be marked out and the edges saw cut back to sound material. The prepared area should ideally be regular in shape. All surfaces must be swept clean and free from ice, loose material, oil, grease, and standing water or other contaminants that may affect the bond to the existing surface. A bitumen emulsion tack coat (Larsen Highways BES 10) should be applied to the base and edges to improve adhesion to the substrate.

#### APPLICATION

IPR06 is supplied pre-blended and is ready to use straight from the bag or bucket. Apply IPR 06 directly from the packaging into the pothole leaving the product proud of the pothole. The product must be applied in lifts of between 15 mm and 50 mm, allowing approximately 30% surcharge per lift to allow for compaction. The product must be fully compacted and finished level with the adjoining surface using suitable equipment. Compaction must cease before migration of binder to the surface or crushing of aggregates is observed. On completion the installer visually inspects the finished surface for uniformity and any discernible faults, and takes action to remedy if necessary.



## DIRECTIONS FOR USE CONT.

### RESTRICTIONS

Not suitable for continuous or whole width defects. The product must only be installed where the adjacent surface has surface properties which are considered at least equivalent to those of Larsen Highways IPR 06. The product will not delay or stop the deterioration of the adjacent surface. The rate of cure of Larsen Highways IPR 06 is dependent on the volume of traffic and ambient conditions. In common with deferred set asphalts, the product may be susceptible to minor deformation, scuffing, marking, and de-bonding if used when a combination of the following apply:

- In areas of excessive turning, braking or static loads (eg within the wheel track)
- When air and road temperatures are high (typically greater than 20°C) immediately following installation
- When the complete depth of the repair is greater than 40 mm
- On sites classified higher than type 3 and 4 as defined in SROH
- Where installation methods are other than best practice.