



PT. BUTON ASPHALT INDONESIA



OVERVIEW



PT. Buton Aspal Indonesia (BAI) is headquartered in Jakarta, Indonesia. Its mining and manufacturing sites are in Buton Island, South East Sulawesi; yet it has been networking with various agents of infrastructure industry globally to support its business operation.

PT. BAI is specializing in the production of processed natural-rock-asphalt by manufacturing premium bitumen modifier for hot and cold mix asphalt with superior performance against all weather conditions.

PT. BAI's commitment is to provide a premium, durable, less maintenance, easy to apply, load bearing and extreme temperature resistant natural rock-asphalt with the utilization of a tight quality control and professional management scheme.

Using a state-of-the-art technology and by employing its best experts of engineers, PT. BAI puts maximum effort to provide the best paving solution to its clients locally and internationally.



Buton natural asphalt as raw material.



Buton Asphalt Indonesia (BAI)

Product Quality Control & Management



BAI® is produced with tight quality control to ensure a high quality product at the end of the process, increasing the easiness of use and delivery.

The raw material, the key to get a high quality BAI®, is selected through a series of quality check in order to comply with:

- Controlled water content
- Consistent bitumen content
- Homogeneous material size

The combination of our quality assurance program and routine quality control will guarantee that each client will receive a constant high quality product at "on time-on budget" manner.



Manufacturing site on Buton Island



Buton Asphalt Indonesia (BAI)

Product

Application & Utilization



In order to comply with demanding specifications of severe traffic loading in various weather conditions, PT Buton Aspal Indonesia produces Buton Asphalt Indonesia (BAI®). The BAI® is a processed natural rock asphalt from Buton island (Indonesia). In terms of material resource, BAI® is considered similar as Trinidad Lake Asphalt (TLA). It is made of granular material with maximum size 1.2 mm and easily applied without requiring any extra equipment.

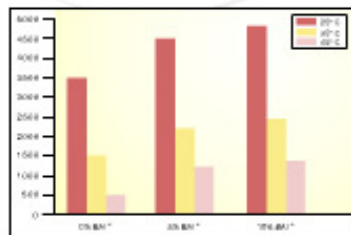
Acting as a bitumen enhancer, BAI® can be applied for all hot asphalt mixtures either hot mix or cold mix with various gradation types including gap graded Stone Matrix Asphalt. Not only can it be used as an additive for wearing course material, binder course or in asphalt traded base; it can also be used as an asphalt substitute.

For hot mix application, BAI® is added directly to pug mill in the Asphalt Mixing Plant (AMP) through filler silo without the need of using extra equipment. Alternatively, it is mixed with aggregates along with 'cutback' (MC 800) or emulsion asphalt using mixer pan or other equipment for cold mix application.

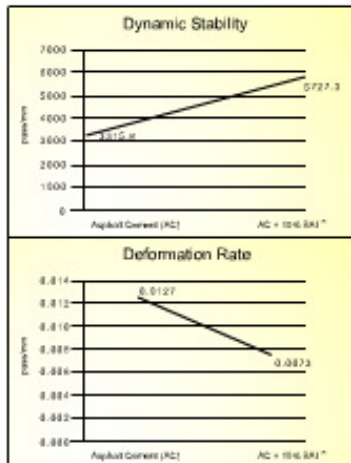


Buton Asphalt Indonesia (BAI)

Product Performance



Enhanced Modulus Value, Better Resistance against Plastic Deformation



Increased Dynamic Stability & Reduced Deformation Rate

Many experiments and researches indicate that adding Buton rock asphalt into conventional asphalt mixture can highly improve the bitumen quality significantly. Acting as a bitumen modifier, BAI® will notably improve the properties such as adhesion, softening point, dynamic stability, splitting and reactive strength; particularly suitable for such severe traffic loading condition in extreme temperature environment. As the mixture modulus value increases, it creates a better resistance against plastic deformation in the high pavement operating temperature.

Moreover, BAI® asphalt mixture can withstand 5700 pass/mm with deformation rate of 0,0073 mm/minute, while conventional asphalt cement can only perform 3000 pass/mm with deformation rate of 0,0127 mm/minute. Based on the results of experiments' and researches', BAI® can increase the pavement life time around 1.7 times compared to the conventional asphalt cement.

Acting as bitumen modifier, BAI® is proven to enhance the overall performance of the asphalt mix.

Experiment Temperature (°C)	Speed of Load Exerting (mm/min)	Destroying Strength (Mpa)	Reactive Change for Destruction (µε)	Module Volume of Destruction Strength (Mpa)
-10	50	8.2	3103	2614

Technical Requirement:
Reactive Change for Destruction under low temperature should at least be 3000 µε

Improved Bending Test Result in Low Temperature

Buton Asphalt Indonesia (BAI)

Product Features



- Durable
Long lasting paving performance



- Less Maintenance
Minimum reparation required



- Easy to Apply
No special equipment needed



- Load - Bearing resistant
Excellent against heavy traffic vehicles



- Extreme Temperature Resistant
Outstanding retention against radical weather condition (extremely high & low temperature)

