



**LUXOVIT®**

**Use of Luxovit®**



Raw flint



Calcined flint

***The use of Luxovit® to increase the nighttime visibility of road surfaces improves safety as well as being cost effective. It is a necessity, not a luxury.***

# LUXOVIT®

Luxovit® is calcined flint, i.e. flint that has been calcined, or heated, to high temperatures. Originally the flint was formed in cavities of lime formations through which water oozed for thousands of years. Hereby the water liberated silicon oxides in the form of tiny grains. The raw flint still contains about 0.2 % of chemically bound water.

When the flint is calcined to about 1200°C the water is liberated from flints and the stone becomes white and crystalline in character. If thin slices were cut through the stone it would appear transparent. This crystalline structure of the stone is what gives it its extremely high reflectivity of light and heat.

After calcination the white flint is crushed and sieved into the required fractions.

The white crystalline flint, Luxovit®, has a hardness of 7 on the Moh scale, diamond having a value of 10. This is why the Luxovit® is called the “Danish Diamond”.

The use of the product as an aggregate in the top layers of asphalt roads greatly increases the light reflection, thereby significantly increasing night time visibility in both dry and wet conditions.

## ADVANTAGES

- High anti skid resistance of the road surface.
- High resistance against deformation of the road surface, the highly reflective surface redu-



A very light parking site which is made 100% with Luxovit®.

ces the summer temperature build up of the road by several degrees.

- Good adhesion of the stone to binder, due to the cubic shape.
- Cost savings, initially in investments in road and street lighting and maintenance, thereafter in reduced energy consumption.

## Other important advantages:

Luxovit® is primarily used in Europe where great importance is attached to the following characteristics of road surfaces:

- Good visibility under wet and dry conditions
- High PSV
- High resistance to deformation in hot, sunny conditions
- High anti skid resistance
- Luminance
- Specular factors
- Remaining luminance
- Luminance coefficient
- Safety of drivers and pedestrians
- Cost effective, low maintenance lighting systems.

On roads without lighting, a driver can see a pedestrian from twice the distance if the surface contains the required amount of Luxovit® compared with standard roads.

In tunnels and other dark areas the road must be illuminated efficiently, mainly for safety reasons. Tests show that the use of Luxovit® increases the whiteness and therefore the reflectivity of the road, allowing the necessary levels of luminance to be easily achieved.



The Elb tunnel in Hamburg where the asphalt is made with Luxovit®.

# INFLUENCE OF THE ROAD SURFACE LIGHTNESS ON THE ROAD LIGHTNING

## Road example:

Width of carriageway 8 m, 2 lanes.  
Lighting class ME3, 1.0 cd.m<sup>-2</sup>  
(CEN TC 169/226 Draft EN)  
including additional requirements  
for wet road surface.

## Luminaires:

100 W or  
150 W – Philips SGS 203/-TFG  
250 W – Philips SGS 306/250 TFG  
Plane screen, mounting  
inclination: 3°.

and CIE TC 4-25. (Earlier used  
parameter Q0).

Specularity according to standard  
reflections tables, r-tables dry  
and wet by CIE 4-25.

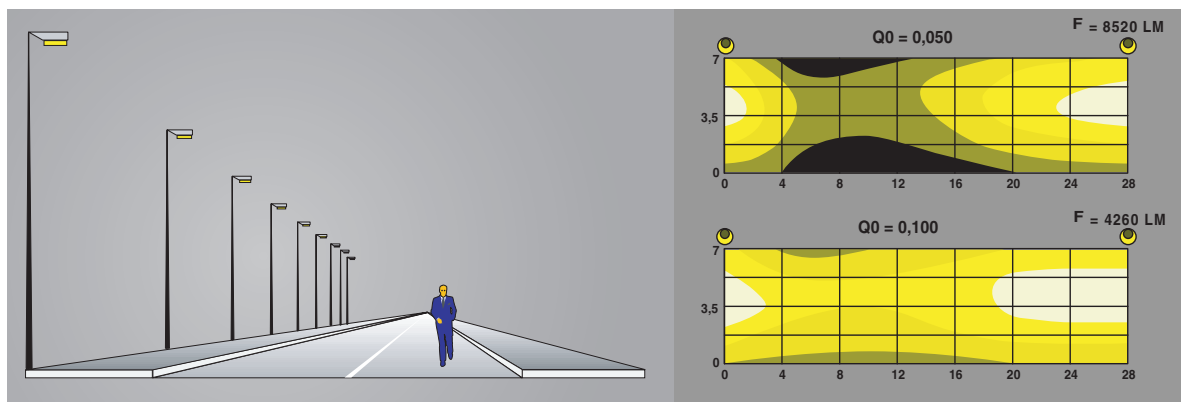
Increasing Qd from normal dark  
to medium light makes the road  
surface less specular and makes  
it easier to meet the require-  
ments of luminance uniformity.

## Mast geometry:

One sided, 3 m from the kerb.  
Overhang: -2.5 m.

## Road surfaces:

Brightness parameter:  
Qd according to CEN TC 226



The graphic above shows the difference in the view seen from the driver seat. With a dark road surface the driver will meet an endless variation between dark and light areas. With a light road surface the variation disappears.

## Energy consumption and installation costs

Road surface	Dark without light stone material		Medium light		Light
Qd(cd·m <sup>-2</sup> ·lx <sup>-1</sup> )	0.054		0.078		0.096
(Q0(cd·m <sup>-2</sup> ·lx <sup>-1</sup> ))	(0.069)		(0.090)		(0.110)
r-table dry/wet	N3 / W4		N2 / W4		N2 / W4
Height	8 m	9 m	8 m	9 m	8 m
Wattage	150 W	250 W	100 W	150 W	100 W
Masts per km	37	23	32	25	26
kW per km	6.3 kW	6.3 kW	3.6 kW	4.2 kW	3.0 kW
Installation cost per km	DKK <b>455,000</b>	DKK 375,000	DKK 410,000	DKK 370,000	DKK <b>370,000</b>
Running costs per km per year*	DKK* <b>30,000</b>	DKK* 29,000	DKK* 18,000	DKK* 20,000	DKK* <b>15,000</b>
Under the given condition	*Energy cost: 1.00 DKK per kWh		To achieve such a lightness of the road you have to mix in <b>app. 20% Luxovit®</b> – depending of how dark the rest of the stonemix is		To achieve such a lightness of the road you have to mix in <b>app. 30% Luxovit®</b> – depending of how dark the rest of the stonemix is



The factory at Kløv Kær.

### Luxovit® – Data

Chemical composition: (determined by gaschromatography).

SiO <sub>2</sub>	97%
Na <sub>2</sub> O + K <sub>2</sub> O + MgO	1%
CaO	1,2%
Fe <sub>2</sub> O <sub>3</sub>	0,2%
Al <sub>2</sub> O <sub>3</sub>	0,5%

Specific gravity: App. 2,4 g/ml

Density 0/2 and 0/5 mm, app:  
1300 Kg/m<sup>3</sup>

Density 2/5 and 5/8 mm, app:  
1100 Kg/m<sup>3</sup>

Contents of water (typical) when stored in the open:

0/2 mm 6-10%  
2/5 and 5/8 mm 2-4%

Hardness: 7 (Moh'scale)

Contents of organic ingredients: 0

The material is acid and base-proof (normally used acids and bases).

When used under normal conditions in the building and road building sectors the material can be considered frost-proof.

The material is totally crushed and cubicshaped.

The contents of grains without fractures do not exceed 2%.

Alkalisilica reactivity:

0 - no cracks (20 weeks)

Waterabsorption:

0/2 mm 2,5% - 5/8

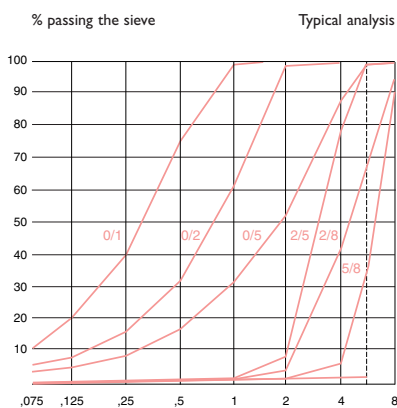
and 8/12 mm 2,8%

Free from asbestos.

Particles < 5 µ: less than 0,2%

PSV: 55-60

pH value app: 10



### SALES AND PRODUCTION



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