Quality

CMS Pavement Tech is committed to quality engineering. The Company is certified with the internationally recognised quality management standard, ISO 9001:2008. For our clients, this is an assurance that quality is maintained at all stages of project implementation.

We strive to achieve service par excellence, unparalleled in the industry by continually improving the quality, health, safety and environmental standards for our stakeholders.

Quality

We are committed to:

- Delivering value added goods and services in full compliance with contractual agreements, specifications, standards and statutory requirements;
- Applying best engineering practices, innovation and optimizing resources to deliver the goods and services efficiently, economically and effectively;
- Be the employer of choice and continuously developing our human resources.

Safety & Health

We are committed to promote safety and health values as a way of life amongst stakeholders. We will provide safe and healthy environment through the use of safe work methods to prevent occupational accidents, injuries and illnesses.

Environment

Our corporate social responsibility is to enhance and promote the quality of life of the community through environmental friendly construction practices and awareness. We will endeavour to prevent adverse impact to the environment arising from our activities through conservation of resources, prevention of pollution, waste recycling and disposal as well as emergency preparedness and response.

CMS Pavement Tech Sdn Bhd
(340934-W)

Lot 220-222, Section 63, KTLD
Lorong Ang Cheng Ho No. 9
Jalan Ang Cheng Ho
93100 Kuching Sarawak
T : +60 82 240 233 F : +60 82 239 842

www.cmsb.com.my/pavement

CMS PAVEMENT TECH

Your reliable and efficient service provider for pavement works statewide.

Our Company

CMS Pavement Tech Sdn Bhd (CMSPT) is a subsidiary company of CMS Works Sdn Bhd.

CMSPT is a specialist provider for pavement works covering construction, rehabilitation and maintenance.

Its core business is rehabilitation of existing pavement by cement/bitumen stabilisation using the recycling technique. The Company has specialised staff who are very knowledgeable in their field and are backed by a fleet of specialised machinery.

Our crew is capable of carrying out minor maintenance works for pavements such as potholes and deep-patch prior to stabilisation. CMSPT also carries out profiling or cold-milling.

The conventional method of pavement reconstruction is by building another pavement on top of the existing worn out pavement. This method is costly, inefficient, slow and causes long periods of traffic disruption.

CMSPT specialises in the use of cement stabilisation technology to reconstruct and rehabilitate pavements including soil stabilization in an efficient and cost effective manner.

Vision

To be the leading service provider in the construction industry.

Mission

We are committed to meeting the requirements of our clients by safely completing their projects on time, within budget, and to the required standards of quality, whilst safeguarding the environment and the best interest of the public.

Our Business

CEMENT STABILISATION

Roads are the greatest assets of any community and are designed to carry a certain number of equivalent standard axles during its life span and needs to be reconstructed/rehabilitated.

The conventional method is to build a totally new pavement on top of the old. Rehabilitation by Cement Stabilisation provides a very cost effective alternative by recycling the existing pavement and stabilising it with cement to form the new base.

Cement Stabilisation process

1 Preliminary Investigation & Design

Once a road section has been identified for rehabilitation by cement stabilisation, preliminary investigation of the existing pavement is carried out. The new pavement is then designed to carry the expected loading for the duration of its new lease of life.

In the event that the thickness of the existing pavement is not sufficient for it to be recycled to build the new pavement, fresh crushed aggregates is then laid on top of the existing pavement before it is cement stabilised.

2 Cement Spreading

Cement is then spread on the prepared surface. For efficient and accurate application, a Cement Spreader is utilised. The rate of spread of the cement is controlled mechanically by a rate meter that is installed at the back of the cement spreader.

3 Scarifying & Mixing

A major process involved in cement stabilisation is scarifying the existing pavement together with the cement and mixing them thoroughly. While the mixing is done, the correct amount of water is sprayed into the mix to achieve optimum moisture content in order to ensure maximum compaction of this new cement stabilised base.

The scarifying is carried out by the Stabiliser with a water tanker in front to supply water to the mixing chamber.

4 Grade & Compact

The roller follows right behind for the first pass of compaction. The grader then grade and trim the cement stabilised material to shape and level to form the new base before the roller provides the final compaction. All these must be carried out fast before the cement set. The completed section could be opened to traffic immediately. Meantime, water is sprayed to cure the cement stabilised base. The recommended curing period is 2 - 4 days.

5 Laying of Premix Surface

After the cement stabilised base is cured for 2 - 4 days, laying of premix should be carried out as soon as possible to minimise the deterioration of the said base due to wheel traction of passing traffic. It is recommended that premix be laid not more than 10 days after stabilisation.

CMSPT also carries out stabilisation works using other agents like Lime, Bitumen Emulsion, Foam Bitumen and Soil Stabilisation.

PROFILING

Profiling or cold milling as it is also known, is a cost effective way of removing part or all of an existing sealed surface prior to resurfacing. It ensures that there is no increase in level or thickness of the pavement. This is very critical for road sections beneath overhead bridges and also for bridge deck. The advantage of milling is that the problem of propagation of reflective cracking to the new surface is removed.

An additional advantage is that the milled material could be recycled if there is enough quantity to make it commercially viable.

PAVEMENT DESIGN

CMSPT offers a complete range of services covering investigation, design and construction. We also provide solutions to pavement problems.

Our Achievements

List of major completed road projects:

• Rehabilitation of Simunjan Road in Samarahan Division	June 2012
• Rehabilitation of Mendamit Road in Limbang Division	December 2011
• Upgrading of Bengoh Danu Road in Kuching Division	May 2011
• Rehabilitation of Similajau National Park Access Road Bintulu Division	December 2010
• Rehabilitation of Lubok Antu Access Road Sri Aman	November 2010
• Kuching-Bau Road	October 2010
• Padawan Road	September 2010
• Federal road, Sri Aman Division	June 2009
• Trusan - Lawas federal road	July 2008
• Federal road, Sri Aman Division	June 2008
• Sri Aman	December 2007
• Mile 6 Roundabout to Mile 7 Roundabout	July 2007
• Sri Aman	June 2007
• Samarahan	April 2007
• Pakan Road	February 2007
• Puchong Roundabaout, Miri	January 2006
• Belulu Road Road, Miri	February 2006
• Mile 7 to Mile 15	August 2006
• Temburong	October 2006
• Tg. Kidurong/ Suai/ Bakam, Miri Division, Sarawak (Section D2)	February 2005
• Padawan Road	August 2004
• Lubok Antu/ Betong Road	August 2004
• Mongkos Road	July 2004
• Pusa Road	December 2003
• Kabong/ Nyabor/ Roban Road	December 2003
• Sg. Assap	September 2003
• Oya/ Dalat	September 2003
• Federal roads, Bintulu area	May 2003
• Sg. Topah/ Kpd Pinang	September 2002
• Bintulu/ Miri Road	January 2002
• Restoration of Pavement, Limbang Division	September 2001
• Bintulu/ Miri Road	June 2001
• Lubok Antu Road	April 2000
• Tg. Genting Road, Sarikei	October 1998
• Sungair Kuap Bridge, (Kuching Outer Ring Road)	December 1997
• Sungai Sarawak Regulation Scheme	November 1997
• Tg. Manis Coastal Road	August 1997
• Jln. Istana Project	June 1996