

Hydro Asphalt Technologies

ATTENTION: Mr. Eugene Taylor

Dear Sir

Test Report : COLD MIX TRIALS

Please find the attached test results for the sample/s as submitted to and tested by Roadlab (PTY)Ltd. in Primrose, Germiston, RSA
The unambiguous description of the sample/s as received are as follows :

SAMPLE TYPE	SAMPLE	
SAMPLE No.		
TEST TEMPERATURE	25°c	
CORE LENGTH DRILLED	-	
MIX TYPE	Cold Mix	
ROAD / AREA TESTED	-	
CHAINAGE OR Km	-	
DATE SAMPLED	-	
TEMPERATURE (When sampled)	-	
CLIENTS MARKING	-	
SUPPLIER	Hydro Asphalt Technologies	
TEST	-	
BINDER CONTENT % (C7b)		
B.R.D (C3) MARSHALL	2.449	
M.T.R.D. (C4)	2.598	
MARSHALL VOIDS %	5.7	
STABILITY kN	15+	
FLOW mm	11.0	
STAB/FLOW RATIO	1.4	
IMMERSION INDEX (C5) #		
ITS #		
BRD (C3) GYRATORY		
GYRATORY VOIDS @ 300N #		
SAMPLED BY		
DELIVERED BY	Customer	
SAMPLED ACCORDING TO	Customer Requirements	

There exists no worldwide Standard for testing Cold Mix asphalts. This is due to the fact that Cutback/Emulsified bitumens utilized in the preparation of these asphalts, have water added into the system in order that they may be manageable at ambient temperatures. It is this fact that hampers testing the Cold Mixes by means of hot Mix asphalt procedures.

The main limiting factor is the temperature at which the samples are tested, all research and existing methods carry out the procedures at 25 +/- 1degrees celcius.

It is stressed in all documentation/research that decent compaction together with sufficient curing is essential for sample preparation, exactly how this should be done is uncertain. However, consensus among the researchers indicate that conventional methods do not produce realistic densities and, hence, show unrealistic low stability when measured in the laboratory. It is suggested that more realistic samples for testing will be achieved from natural (in the field/on the road) applications, that are produced by construction and later traffic compaction.

All these premises support and enhance the goal of extracting the maximum amount of water from the system in order to achieve optimum curing.

Attached are Research Papers and articles that have studied these methods in detail.

Various compaction and curing methods are being investigated by Roadlab at present, in order that a true representative sample be achieve that could be tested according to Hot Asphalt methods, however, it is uncertain if water will always be retained in the system regardless.

**Remarks : The samples were subjected to analysis according to TMH 1, The results reported relate only to the sample tested,
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Compiled By : Mr Dion Klaver**

Kind Regards

