



**TIRES OF LOADED TRUCKS
DON'T PICK IT UP**



SPREADER

**NO FUSS NO MESS
NOTE THE SPREADER TRUCK
HAS MADE A PASS JUST
BEFORE TRAFFIC CROSSES
TREATED LANE**

Written By: Jim Ryan, Paramount Petroleum

Multipurpose Premium HPS (No Track Tack) Polymerized Tack Coat, Trackless Interlayer, Fabric Tacking Material, Crack Seal/Filler

HPS was first introduced in the California market around 2004 by the manufacturer, Paramount Petroleum and contractor, Western Oil Spreading Service of Santa Paula, CA. The two companies, listening to their clients and evaluating their own experiences, recognized the need of agencies and fellow contractors for a tack coat material that cured on contact so that treated pavements could be driven on and paved over immediately with no costly construction or road closure delays or costly post construction clean up. The inherent tracking issues of traditional emulsion/cutback tack coat applications created a niche, in both new and fully developed communities. Before its use in California, the product had been used in the Arizona market with great success. HPS was first used in Los Angeles County in developed housing areas to minimize paving delays associated with emulsions setup time and minimize tracking onto concrete curb, gutter, driveways and adjacent streets.

Because of the success of this quality asphalt base, fortified with both polymer and tire rubber additives, in so many applications over this period it is now commonly specified for use as a full coverage interlayer tack coat and/or bonding material for fabric interlayers by agencies. During this time period the paving contractors who have used it experienced firsthand its value as an easy to use, fast setting material that does not slow down or stop their paving process, which can be the case with emulsified/cutback tack coats. Many of these paving contractors now regularly use this material on jobs that do not specify its use, because of its proven time/cost savings which maximizes production and greatly reduces cleanup costs inherent with emulsion/cutback tack coat use.

Treatment is done in the traditional way with a computerized spreader truck. Application rates should range from 0.10 to 0.15 gallons of HPS material per square yard depending on the condition of the surface



NO WAIT TO CURE MEANS PAVING FULL SPEED AHEAD

being treated and the objective of the agency/contractor. For every lane mile of HPS tack used, depending on spread rate, roughly 18 to 25 used passenger tires are kept out of a landfill. The makeup of the product which includes used tire rubber and high performance polymer increases its flexibility and resilience. These additives help inhibit reflective cracking in a new pavement lift. In the case of lower PCI streets and roads, HPS, at a higher rate with full surface coverage will act as a water proofing, crack filling, interlayer.

As the HPS material is utilized by more agencies, engineering firms and exposed to more companies in the paving industry, its use has evolved and new, different applications are tried. One of the more successful processes being adopted for use is as a polymer/tire rubber modified crack filler. Western Oil Spreading Service has been successfully introducing

agencies to the use of HPS for a number of years as a high performance crack sealer. With its' ease of placement, flexibility, rapid setup and trackless quality the HPS low pen product lends itself to safe, clean and fast crack filling scenarios. The setup speed of the product means less exposure time for personnel on heavily travelled and higher speed streets treating cracked surfaces. The setup/trackless feature allows for immediate release of any treated streets to the driving public without worry of tacky material pickup or messy cleanup issues on adjacent streets, driveways and curb and gutter.

Jim Miller or Guy Tittlemier of Western Oil Spreading Service can be contacted for project references and further application information on HPS at 805-647-0693. Jim Ryan of Paramount Petroleum of California can be contacted for further product information at 661-392-3630. CAM



High Performance Seal HPS No Track Tack TR content: 3%

Property	HPS
Original Binder	
Flash Point, Min. °C	230
Solubility, Min %	97.5
Min.% Tire Rubber Content	1-3%
Max. R.Viscosity at 165°C, Pa.s	3.0
Max. R.Viscosity at 175°C, Pa.s	0.3
Min. Softening point, °C	71
Min. Penetration @ 25°C, dmm	10

- Low Viscosity to Improve Spraying application
- Quick Setting and early release to traffic
- No Bleeding and Tire pick up
- Promote interlayer adhesion
- Increase tear strength of fabric