

### What are we talking about? (nomenclatures)


- **Terminal Blended Tire Rubber Asphalt (TBTRA)**
  - Processing takes place at the manufacturer's location. (the supplier's terminal)
  - A process that completely integrates tire rubber particles into an asphalt binder.
    - Tire rubber is at a micron size within the asphalt medium
  - Additional polymer modifiers can also be added to produce, certify and ship finish graded products from the manufacturer's location.
    - This material comes ready to use

## Description



### Terminal Blended Tire Rubber Asphalt

- Utilizing specific pressure, temperature, time and agitation requirements
- an absorption process that digest the tire rubber into the asphalt cement
- the process is completed when the tire rubber is digested and dispersed to a micron size within the asphalt cement
  - Solubility is ran to determine dispersion efficiency



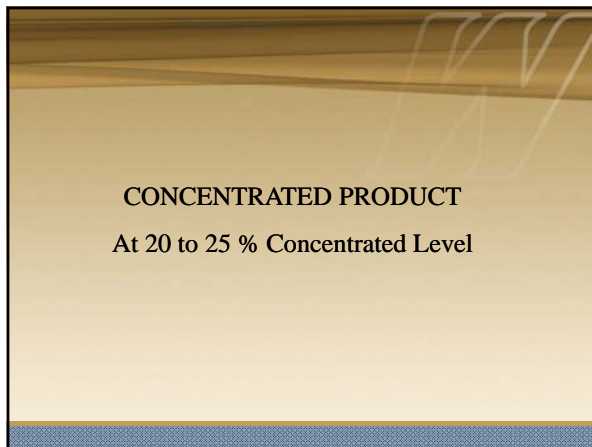

Model 80 Grizzly  
and Action Free Wire Reclaimer  
"The Grizzly"



Components of a Scrap Tire\*

Rubber -	70%
Steel -	20%
Fiber -	10%

\*varies according to type of tire



## Concentrated Product

- Ready to ship with full certification and testing
- Product visual characteristics
  - smooth with no texture (no visual signs of tire rubber) ❌
  - homogeneous consistency
  - Excellent storage stability (product will not phase or separate) ❌
  - asphalt cement is of a singular consistency
  - tire rubber is integrated at a micron size into the asphalt cement system
    - Solubility Test provides the needed information to determine all these characteristics









## TERMINAL BLEND PROCESS

- \*Allows the scrap tire rubber particle to be used as a polymer.
- \*Allows the scrap tire rubber particle to be used solely or in combination with all other modifiers used in the industry without compatibility issues.
- \*Allows the asphalt cement to be modified and to take on the characteristics of the scrap tire rubber components, which improves ultra violet resistance, added adhesiveness, elasticity and toughness.
- \*Allows the Construction and Materials Engineers to specify a scrap tire rubber modified asphalt cement through the Performance Grade (PG) System used in the Strategic Highway Research Program (SHRP).
- \*Allows Materials Engineers to specify scrap tire rubber modified cement which can be tested without modifying current testing equipment or test procedures.
- \*Allows for a scrap tire rubber modified asphalt cement to be used by local hot mix suppliers and local paving contractors with their conventional asphalt equipment.
- \*Allows the New Mexico's Department of Transportation, Cities and Counties, to use scrap tire rubber modified asphalt cements in their roads, with conventional and current construction practices and testing procedures.
- \*Allow **TERMINAL BLEND ENGINEERED ASPHALT CEMENTS AND ASPHALT EMULSIONS** to be a participant in New Mexico's quest for proven environmental friendly strategies