

Warm mix asphalt technologies- A Review

Tanuj Parmar¹, Twinkle Prajapati², Honey Patel³, Ravi Vaghasiya⁴, Kevin Mavani⁵,
Dhrumil Patel⁶

¹Assistant Professor, Dr S & S S Ghandhy Government Engineering College, Surat.

^{2,3,4,5,6}BE Civil Engineering Students, Dr S & S S Ghandhy Government Engineering College, Surat.

Abstract - The goal of the examination is to discover the different favorable circumstances of Warm Mix Asphalt Technology (WMA) as contrasted and the Hot Mix Asphalt Technology (HMA) with the assistance of various research Papers Published in National and International Journals. From our exploration we have reached the end that Warm Mix Asphalt Technology can be better choice when contrasted with the HMA Technology in term of its natural advantages and different properties. With the utilization of WMA Technology we can accomplish wanted bitumen consistency at 20-30° C less temperature when contrasted with HMA.

WMA has better execution when contrasted with HMA. WMA has huge focal points, for example, vitality sparing, diminish fastener maturing, bring down emanation of energizes, clearing in colder locales and so forth. It is additionally discovered that with specific modifiers the execution of WMA is further increased. WMA has critical impact on various parameters, for example, Marshall soundness, Indirect Tensile Strength (ITS), Tensile Strength Ratio (TSR), groove profundity, distortion, durability, dampness obstruction and so on. This paper portrays distinctive strategies of acquiring WMA and diverse Warm Mix Chemicals that are accessible.

Key Words: Warm mix Asphalt, Warm ix asphalt technology, bituminous mix, indirect tensile strength (ITS).

1. INTRODUCTION

From the contemplations to secure the Earth people are on way of looking better innovations which are ecological amicable and conservative.

Looking for such ecological amicable strategies Highway Engineers have grown Warm Mix Asphalt Technology which is an option in contrast to Hot Mix Asphalt Technology. There are four sorts of Mixes:

- Hot Mix
- Warm Mix
- Half Warm Mix
- Cold Mix

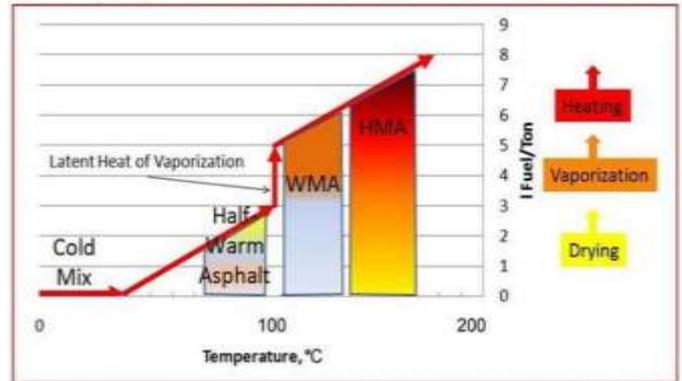


Figure 1: Compression of mixes

Warm blend black-top is delivered at temperatures in the scope of 20 to 40°C lower than customary hot blend black-top (HMA). Hot blends are delivered by warming the total and bitumen to high temperature with the end goal to accomplish the coveted consistency, to such an extent that it can satisfactorily coat the total and blend with different fixings. The target of WMA is to acquire wanted folio thickness and play out a similar goal at lower blending temperature without trading off on execution. Wanted consistency to completely coat the totals is gotten by including certain synthetic compounds or added substances. These synthetic compounds can either be in powder frame or in fluid shape. With the decrease underway temperature there are some extra advantages, for example, lessened ozone depleting substance discharges, exhaust, and smells produced at the plant and the clearing site.

2. Advantages of WMA:

In order to prove that Warm Mix Asphalt Technology is better than HMA Technology we have to find out certain advantages of WMA over HMA. These are listed below:

- A. Emanation: the first and the most obvious advantage is bring down outflow. When contrasted with HMA, WMA produces bring down emanations as a result of diminished temperature. As indicated by different examinations and reviews it is seen that there is a decrease of 20-35% in the emanations.
- B. Fumes: due to temperature reduction WMA yields less fumes as compared to HMA.
- C. Workability: by achieving the same viscosity at lower temperature the workability may improve, leading the better compaction.
- D. Cover maturing: because of high blending temperature unstable mixes present in bitumen are

lost it is called Binder maturing and in light of that asphalt creates splits after some time. Energy: reduced burner fuel led to energy saving.

- E. Plant Wear: due to lower temperature there is less wear and tear in the plant
- F. Nearness to site: because of less outflows and exhaust WMA plants can be situated inside or close private social orders.
- G. Compaction: compaction is easier in warm mixes than HMA.
- H. RAP: the future use of pavement in terms of RAP is increased because of decreased binder ageing

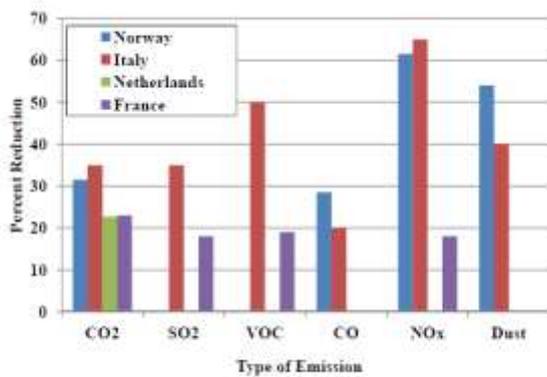


Figure 2 Reported Reduction in Plant Emission with the use of WMA for Selected EU Nations (data by WMA Technical Working Group[3])

3. Techniques to produce WMA and Warm Mix Chemical available:

The Most common techniques for producing WMA are organic additives, chemical additives and foaming techniques.

- i) **Organic additives:** Those strategies which utilize certain natural added substances, for example, natural waxes, or greasy amides having dissolving focuses somewhat higher than those of in administration temperatures. Because of these natural added substances watched decrease in temperature is 20-30° C.
- ii) **Foaming techniques:** Those methods which utilizes water for decreasing fastener thickness. This is finished by changing over water into steam which builds the volume of fastener along these lines lessening its consistency. The water at that point dissipates.
- iii) **Chemical Additives:** Those systems which utilize certain compound added substances which go about as surfactants and lessen the frictional powers among total and folio. Because of these substance added substances watched decrease in temperature is 20-30°C Sasobit, Asphaltan-B, Licomont BS and Aspha-Min chemicals are widely used in Germany. Aspha-Min, EOMAC, Ecoflex, LEA, Warm-Foam, Evotherm are used

in France. Advera, Double barrel Green, Evotherm, LEA, Aspha-Min, Asphaltan-B are used in U.S. Sasobit, WMA, Asphamin are used in European countries. Some other Chemicals are: Asphaltan A and Romonta, Evotherm DAT, Evotherm 3G, Rediset WMX, Revix, Cacabase, LT Asphalt etc.

Various researches carried out in different parts of the world revealed that:

- A. Following 46 months of administration both HMA and WMA have comparable International Roughness record.
- B. WMA have better workability than HMA.
- C. Both WMA and HMA have comparable expense since expense of fuel spared balance the expense of Warm Mix Chemical.
- D. There is no significant effect on moisture susceptibility of Warm Mix additives when compared to control mixes.
- E. The energy saving using WMA is equivalent to approximately 1.5-2 liters of fumes/tonnes of material.
- F. WMA reduces the total air pollutants such as CO, NO_x, SO_x and volatile organic compounds.
- G. WMA technology is suitable for cold regions because of lower temperature requirements.
- H. By using Rediset a mix of high strength is achieved at a temperature of 115°C and 135°C
- I. At maximum additive content of 4% only Sasobit can change the viscosity of binder with the reduction in mixing temperature of 10° C.
- J. Only Cacabase act as surfactant it do not affect the viscosity of bitumen.
- K. After 3 month of service Indirect Tensile Strength (ITS) values of WMA mixture had higher than the HMA mixture. However after 46 months HMA exhibit the higher ITS value.
- L. Normal dosage of Sasobit used is 4-5%.
- M. It was seen on permitting decrease of blending temperature of around 10°C Sasobit changes the consistency of the cover when the most extreme added substance of 4% was utilized.
- N. WMA has better performance than HMA in general.
- O. Decrease in fuel utilization by including natural, water based frothing and synthetic added substances are 35%, 11-20% and half separately.
- P. Overall from this study we have concluded that WMA have good performance than HMA.

4. Summary and Conclusions:

WMA innovation is a fresher innovation which empowers us to set up a bituminous blend at essentially bring down temperature than HMA innovation by including certain outer specialists. This innovation lessens the emanations of ozone depleting substances by 20-30%. It has critical impact on

bituminous blend attributes for instance Stability, thickness ITS, TSR, versatile modulus, exhaustion conduct and so on.

5. Gaps identified:

- A. The evaluation is newer; most of the studies have been done abroad need to made more in this country.
- B. No specific consideration has been given to different grades of binder.
- C. There are limited studies which are based on SUPERPAVE classification method which is not prevailing in India.
- D. Specific studies are needed to evaluate the properties of the surface and base course.



Twinkle Prajapati
BE CIVIL Student
Government Engineering College,
Surat



Honey Patel
BE CIVIL Student
Government Engineering College,
Surat



Ravi Vaghasiya
BE CIVIL Student
Government Engineering College,
Surat

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Kevin Mavani
BE CIVIL Student
Government Engineering College,
Surat



Dhrumil Patel
BE CIVIL Student
Government Engineering College,
Surat

AUTHORS



Prof. Tanuj Parmar
Assistant Professor
Civil Engineering Department
Government Engineering college,
Surat