CHANGING FOR THE BETTER

PRODUCED AT UP TO 40°C LOWER THAN TRADITIONAL HOT MIX ASPHALT

Meets National Highway standards (SHW Clause 908)

Less fuel is needed to dry and heat the aggregate

It has a lower embodied carbon footprint

Lower temperatures reduce binder ageing, which extends expected in-service life

Warm mix technology can reduce cooling time by over 50%

No specialist equipment is required

Reducing contract times, and reducing costs

Improving site installation productivity

Allowing earlier reopening of carriageways and less disruption to the travelling public

Mixed at a maximum of 150°C for penetration grade mixes and at a maximum of 175°C for PMB mixes.

WARM MIX ASPHALT