

A number of helpful “Tips” pages:

Tips For Asphalt Distributors



- ★ Make sure you've read and understand the safety manuals.
- ★ Never light a burner unless you have at least 6” of oil covering the flue. Make sure the upper flue has this coverage as well before lighting it. Be sure to use “tank circulate” as you heat.
- ★ Never put hot AC-type oil into a tank that had emulsion in it until you have completely cleaned both tank and spraybar. Use an ounce or so of antifoam agent after cleaning if you are faced with this oil change circumstance. [AC oils are much hotter than the boiling point of water so the water in the residual emulsion will become vapor. Liquid water expands to gas by a factor of up to 1700 times!]
- ★ Especially for AC oils, know what shooting temperature your oil must be before shooting. This will be an even bigger issue if your oil has additives like latex or crumb rubber. [Distributor models typically cannot shoot more than 5% rubber additive, and 5% can be a headache to shoot.]
- ★ Keep all emulsion oils below 200 deg. F else you will ruin the emulsion as the water boils off. [Your oil supplier can give you appropriate storage and shooting temperatures.]
- ★ For the hotter oils especially, make sure the spraybar circulates long enough so the bar is properly heated. Oil that is too cool will become too viscous. Even if the oil in the tank is hot enough to shoot, you may have trouble during suck-back.
- ★ Be sure you shoot only petroleum based oils, which is needed for pump lubrication. Emulsions are about 1/3 water, which is okay. More than about 50% water content in your oil will wear your pump much faster than you might think.

Tips For Chipspreaders



- ★ Read the safety manuals.
- ★ The ideal rock shape, regardless of the grade (size) you chose is a cubical shape. [Impact crushers usually do better for this than other type crushers.] Crushed rock will produce helpful interlocking faces as opposed to rounded rock (e.g. river gravel).
- ★ Don't use rocks of many different sizes. The little rocks slip between the larger, normal, ones and will often cause the oil to be pushed on top of the rock. Also, some of the smaller rocks will prevent proper embedment of the larger rocks into the oil. Raveling and bleeding of the roadway is the likely result. Too many new chipseals have been ruined by allowing a wide range of rock sizes in their chipseal plans.
- ★ Don't put down too much rock (lbs./sq. yard). For one reason, as mentioned above, if an excess amount of rock is used per square yard, the falling of the rock onto the oil will displace the oil far more than it should. If the oil is pushed above the rock, tires will soon stick to the rock and pull the rock off the road (raveling). Too much rock will also reduce the amount of oil on each rock whenever the rocks are touching one another.
- ★ Don't put down too few rocks (lbs./sq. yard). If the spacing is too great between each rock then the tire will quickly wear the oil away. Also, the tires will more easily apply excessive pressure on the side of the exposed rocks, causing them to become dislodged from the oil.
- ★ It's best to have some spacing between the rocks. This assures the rock will have oil surrounding it, which is the glue that holds it to the road. [See Fig. 1. for an approximate spacing example.]
- ★ The embedment level for the rock when placed with a chipspreader is roughly only about 25% for Grade 5 and about 40% for Grade 2. Of course, after rolling the embedment increases partly because the rock is pushed downward and displaces more of the oil since the longer lengths of the rock will more often be pushed flatter into the oil.

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