

SS-1

ANIONIC SLOW-SETTING ASPHALT EMULSION

PRODUCT DESCRIPTION

SS-1 is a slow-setting anionic asphalt emulsion that is designed for various paving and industrial uses.

Asphalt emulsions are classified according to the electric charge that surrounds the emulsion's asphalt particles (i.e. whether it is a cationic or an anionic emulsion) and how quickly the suspended asphalt particles separate from the surrounding water ("breaking"). A slow-setting emulsion is designed to maximize the mixing time with aggregates. Longer workability times ensure a good coating on dense-graded aggregates with a high fines content. The setting speed of any emulsion is relative to atmospheric conditions at the time of construction.

GENERAL PRODUCT FEATURES

- Low-viscosity material may be further reduced with the addition of potable water.
- Provides extended workability for a mix and a good coating for dense-graded, high-fines-content aggregates
- Effective bond/tack preventing slippage planes between pavement layers
- Seals narrow cracks against moisture penetration

RECOMMENDED USE

SS-1 has been used successfully for tack coats, fog seals, and as a dust suppressant. Long workability times make it ideal for dense-graded emulsion base mixes and base stabilization. **SS-1** can also be used as a mulch treatment of soil that has been seeded and fertilized.

SPECIFICATIONS AND TYPICAL RESULTS

TEST	TYPICAL DATA	SPEC.	
		Min	Max
Tests on Emulsion			
SF Viscosity, 25°C, SFs	29	20	60
Sieve Test, 850 µm, %	0.04	-	0.1
Settlement, 5 days, %	1.2	-	5.0
Cement Mixing Test, %	1.2	-	2
Distillation Residue, 260°C, %	60.5	55	-
Oil Portion of Distillation, %	trace	-	-
Particle Charge	(-) or (0)	(-) or (0)	
Tests on Residue			
Penetration, 25°C, dmm	120	100	200
Solubility in TCE, %	99.75	97.5	-
Ductility, 25°C, cm	80+	40	-

PACKAGING, STORAGE AND HANDLING

- **SS-1** should be stored in bulk tanks, ideally vertical to minimize surface area.
- Do not allow **SS-1** to either freeze or boil: it will break. Safe storage temperatures range from 10°C (50°F) to 85°C (185°F).
- In bulk storage, mix the **SS-1** every 1 to 2 weeks (more frequently in cold weather). Mixing may be done by paddle agitator (slow), loose gear pump, slow centrifugal pump, or other suitable low shear pump.
- Do not bubble air through **SS-1** to agitate it: this creates excessive foam and may cause the **SS-1** to break.
- Always use clean storage containers. Make sure prior contents are compatible with **SS-1** or the emulsion may break.
- Only use approved and sealed containers for sampling the emulsion.



MCASPHALT INDUSTRIES LIMITED

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 ISO 9001/14001/45001

SS-1**ANIONIC SLOW-SETTING ASPHALT EMULSION****APPLICATION GUIDELINES**

- May be further diluted with potable water
- Do not apply if precipitation is anticipated.
- Do not dilute product with any cutter stock.
- Contact your local **MCA Marketing** representative for application temperature guidelines.

DESIGN GUIDELINES

Sand seal designs should be formatted prior to initial production and again each time sand sources are changed. The testing of final products is highly recommended to ensure a quality seal. **MCA Technical Services** offer complete mix design services and product quality analysis.

TACK COATS

SS-1 applied to an existing pavement surface will eliminate slippage planes and provide a bond with the new asphalt lift. It will deliver a strong bond and it will not track under construction traffic. Spray rates range from 0.25 to 0.70 L/m² (0.05 to 0.15 gal/yd²).

FOG SEALS

SS-1 is applied to an existing asphalt surface that has become oxidized with age in order to renew it and to seal narrow cracks and surface voids. Because of its quick cure and non-tracking properties, conventional sand blotting is often not required. Spray rates typically range from 0.45 to 0.70 L/m² (0.10 to 0.15 gal/yd²), depending on the surface texture and degree of cracking.

DUST CONTROL

SS-1 is ideal for spraying on low-volume, unpaved roads as a means of dust control. This emulsion is usually diluted with water to further decrease its viscosity in order to enhance its penetration into the existing surface. The diluted **SS-1** is sprayed in repeated light applications at a rate of 0.45 to 2.25 L/m² (0.1 to 0.5 gal/yd²), depending on the condition of the existing surface.

DENSE GRADED EMULSION MIXES

Dense-graded emulsion mixes are produced at a central plant or in place by mixing **SS-1** using dense-graded aggregates with a relatively high fines content. **SS-1** provides a mix that is workable on the job site immediately after mixing or when the mix is produced at a plant and trucked to the site. Application rates will vary depending on the type of aggregate and its gradation. A mix design is highly recommended.

BASE STABILIZATION

Base stabilization is an insitu rehabilitation process for pavements composed of asphalt concrete over a granular base. The process involves the pulverization of asphalt concrete and mixing it with the base course. This is followed by the stabilization of the resulting granular material with **SS-1**. A mix design is highly recommended to determine the appropriate asphalt emulsion content.

CERTIFICATION OF QUALITY

McAsphalt Industries Limited is accredited to the quality management standard **ISO 9001**, the environmental management standard **ISO 14001**, and the occupational health and safety standard **ISO 45001**.

Each lot of **SS-1** is produced using the strictest quality, safety, and environmental guidelines. Each production lot is tested to ensure it meets or exceeds all performance requirements and is delivered with a Certificate of Analysis.

PRODUCT SUPPORT

With the **MCA Advantage**, you get a partner and advisor who will consult with you about designs, specifications, technical services, processes, and material selection. By developing innovative, custom-designed products that offer additional benefits such as peak performance in unique conditions, improved field performance, and greater environmental and health benefits, the **MCA Advantage** provides significant long-term cost savings, resulting in lower total cost of ownership.

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