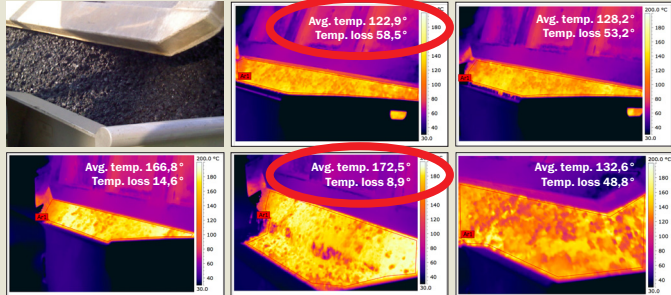
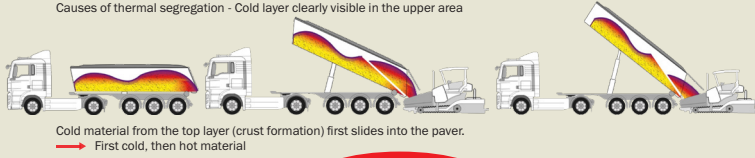


1) Mechanical segregation during transport and unloading



2) Thermal segregation during asphalt transport

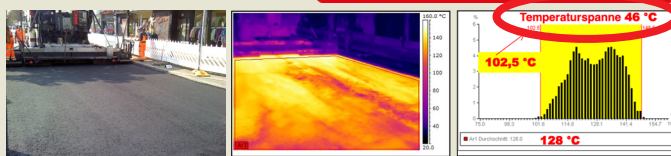
Temperature progression during unloading operation (Thermo Tipper)
Causes of thermal segregation - Cold layer clearly visible in the upper area



→ For tipping vehicles: partly large temperature differences before the 1st roller pass

Tonnage per truckload
Paving width (m) x paving thickness (m) x 2.5 t/m³

distance (m) between nests (coarse grain and cold spots)



Cold nests (approx. 15-35m²) often occur in cycles – the damages of tomorrow

Transport of concrete?

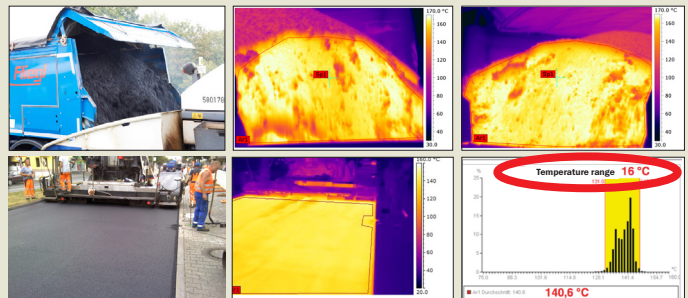
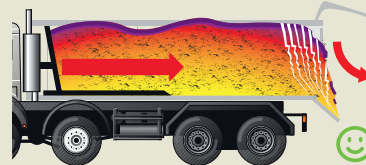


Transport of asphalt?



Of course with push-off technology

Mechanical and thermal mixing «little by little»
No problem with obstacles as e.g. overhead lines, avenues, traffic lights, underpasses...



Tender document for transporting mix materials

Measures to increase the asphalt installation quality

1. General

The lifetime of the road surface structure depends on various boundary conditions. These particularly also include a high-quality installation process, as well as reliable compliance with requirements from the technical regulations for asphalt building materials until completion of the bonded surface structure.

Investigation results make it clear that particularly the processing stages in the process chain from the production of the asphalt mixture, to the transport and installation of the asphalt have significant potential for assuring the quality of the asphalt mixture.

Strong technical temperature and granular segregation with the delivery / handover to the producer often lead to large fluctuations in the installation quality with relevant negative impact on the durability of the newly installed asphalt base layer and cover layer.

2. Technical requirements for the transport vehicles

Thermally insulated dumper vehicles with push-off function

(reduction of segregation during the emptying process)

To ensure sufficient thermal insulation of the transport bodies, the wall / base structure including the insulating material used, must have a thermal resistance (R-value) greater than or equal to 1.65 m²K/W (at 20 °C).

The dumper vehicles must be fitted with a covering device (e.g. tarpaulins), which remains closed until the start of the unloading process into the road paver / feeder.

The insulating material used must have long-term temperature resistance of up to 200°.