



Emulsified Asphalt Storage, Loading & Shipping

Below are storage ranges for various grades of emulsified asphalt. Except as indicated below, storage of emulsified asphalt outside of these temperature ranges is not considered good practice and should be avoided.

Storage – Temperature and Mixing

- Emulsified asphalt will be shipped from Marathon terminals at product temperatures which are high enough to allow immediate application at the construction site with good performance.
- Caution should be used when pre-loading several hours before expected application at the construction site to ensure that the emulsified asphalt will still be hot enough for good application and performance.
- Storage of emulsion is preferred in vertical tanks vs. horizontal tanks.
- Maximum storage temperature, 185°F as noted in table below, should not be too high as to evaporate water and damage the emulsified asphalt specification properties.
- Rapid setting emulsions should not be held in long term storage nor over the winter. If the need for either arises, storage temperatures should be decreased. Please contact your Territory Manager for recommendations.
- Do not let the emulsion freeze. This breaks the emulsion, separating the asphalt from the water.
- Do not allow the temperature of the heating surface, tubes or coils to reach, or exceed boiling. This will cause premature breakdown of the emulsion on the heating surface.
- Direct fire heating in a distributor should be kept to a minimum.
- Emulsions should not be put through excessive pumping.
- Stored emulsions should be lightly agitated.
- Do not use forced air to agitate the emulsion. It may cause the emulsion to break. Occasionally, tank can be circulated top to bottom by using a pump, but contact your Territory Manager before attempting.
- Do not over shear emulsion by allowing the mixer to stay on for long periods of time.
- Depending on the volume in the tank, a half hour of mixing should be sufficient.
- The mixer should have large propellers.
- RPM's of the mixer should not exceed manufacturers recommendations.
- If there is concern about separation in a distributor or tanker, contact your Territory Manager for guidance.

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Asphalt Technology News

Emulsion Grade	Terminal Storage and Shipping Temperature
AE-3	140-185°F
AE-90	150-185°F
AE-90S	160-185°F
AE-150	150-185°F
AE-200	150-185°F
AE-300	140-185°F
AE-P	125-180°F
AE-PL	90-180°F
AE-T	125-180°F
CMS-2	150-185°F
CMS-2S	160-185°F
CRS-1	125-185°F
CRS-2	150-185°F
CRS-2H	150-185°F
CRS-2NV	150-185°F
CRS-2P	160-185°F
CRS-2PM	160-185°F
PMCRS-2H	160-185°F
LMCRS-2H	160-185°F
CRSP	160-185°F
CSS-1	125-180°F
CSS-1H	125-180°F
CQS-1H	125-180°F
CQS-1HP	125-180°F
LMCQS-1H	125-180°F
PMCQS-1H	125-180°F

Emulsion Grade	Terminal Storage and Shipping Temperature
MSE	125-180°F
RTE	125-180°F
EA-90	150-185°F
EA-150	150-185°F
EA-300	140-185°F
HFE-90	150-185°F
HFE-150	150-185°F
HFE-300	140-185°F
HFE-300 Mix	140-185°F
HFMS-2	150-185°F
HFRS-2	150-185°F
HFRS-2P	160-185°F
KP-4	140-185°F
MWS-90	150-185°F
MWS-150	150-185°F
PEA	125-185°F
PEP	125-180°F
RS-2	150-185°F
SS-1	125-180°F
SS-1H	125-180°F
SS-1HNVX	125-180°F
SS-1HP	125-180°F
TOPEIN C	125-180°F
TOPEIN S	125-180°F
HFRS-2P	160-185°F
NTT	160-185°F

Transport Vehicle Cleanliness

When loading an asphalt transfer vehicle at a Marathon facility, the loader must verify that the truck is “free of excess residue or contamination,” simply put CLEAN and EMPTY(as stated on the BOL) prior to loading.

The loader must verify this by examining the inside of the trailer at the loading rack, prior to loading. A flashlight should be used for maximum visibility. Follow all MPC safety procedures.

The trailer should be free of any residue or fouling clinging to the walls.

Look for: Residue showing up as ‘blobs’ wetted with material from past product, crusting or wall protrusions.

OK: Wall is smooth but still wet-looking from previous load.

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The trailer should be free of excess heel material.

Look for: Liquid level in bottom of trailer.

Probably OK: Liquid residue in center of trailer, no more than 4-8" wide.

The previous load in the trailer should be a similar, compatible product.

Never OK: Never switch between cationic and anionic emulsions. Never load asphalt on top of emulsion. In both cases, appropriate cleaning methods must be used to transition the trailer between services. For any questions on truck priors, please contact your Territory Manager.

OK: Previous load was same product.

Revision History

Revision #	Description of Change(s)	Author	Approver	Approval Date
0.0	Initial issue	S. Brewster	ATG	12/31/19

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