INTRODUCING
NO TRACK TACK
NTT EMULSION

NTT Emulsion is a spray-applied emulsified asphalt used to bond existing pavement to newly applied pavement.

Our chemistry was developed specifically to track less than conventional tack coats.

NTT EMULSION
PRODUCT SPECS

Saybolt-Furol Viscosity @ 77° F, seconds | 20 min
Storage Stability Test, 24 – h, % | 1 max
5-day Settlement, % | 5 max
Sieve Test, % | 0.3 max
Residue by distillation
Residue, % | 50 min
Oil Distillate % | 1.0 max
Penetration, dmm | 20 max
Ash, % | 2.0 max

NTT EMULSION
BOND STRENGTH

WV DOT Test Method MP 401.07.23 P
All lab prepared specimens per AASHTO TP 114
Results in PSI.

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*Temperatures shown for bond strength were application and existing pavement temperatures. All testing was completed at room temperature.
Marathon’s Suggested NTT Emulsion Best Practices

Weather
Apply on dry surfaces only. Ambient air temperature should be 50°F and rising.

Curing Guidelines
No Track Tack must be fully cured prior to allowing truck/paver traffic. Curing times are dependent on:
- Ambient air temperatures
- Relative humidity
- General weather conditions
- Application rates and surface prep
- Spray between 165°F-185°F

Do NOT dilute.
Store between 165°F and 185°F for no longer than one month. Product should be agitated daily by driving the distributor or tank mixing.

Spray-Bar Essentials
- Double or triple-lap coverage.
- Spray nozzles height 12” from surface.
- Consistently set the nozzle orientation angle (between 15° – 30°).

Pre-Application Preparation
A clean, free of milling debris and dry surface is required.

Equipment
Distributor application rate, temperature controls and setting calibrations should be completed before application.

Recommended Spray Rates (Undiluted NTT)

<table>
<thead>
<tr>
<th>Surface Type</th>
<th>gsy</th>
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<tbody>
<tr>
<td>New HMA</td>
<td>0.04 to 0.07</td>
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<tr>
<td>Existing HMA</td>
<td>0.06 to 0.11</td>
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<tr>
<td>Milled Surface</td>
<td>0.06 to 0.12</td>
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<tr>
<td>Portland Cement</td>
<td>0.05 to 0.08</td>
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</tbody>
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