**NTT - No Track Tack** is a tack coat that is meant to be rapid setting and end with a trackless finish that ensures there is no loss of tack coat. This aids in preventing delamination and shoving of the pavement.

Because of the harder penetration material and chemistry used in the No Track Tack, extra care **MUST** be used in handling the material. It cannot be treated the same as SS-1H.

**Material Handling**

- ✓ Keep the product segregated from other materials. Bring clean transports and distributors into the terminal when loading. Even when tack coats sound like they may be the same type, they may be completely incompatible.
- ✓ Keep the product hot. The product is best sprayed between 160-180F. Getting below 160F, you can have some issues coming out of the spray bar.
- ✓ The best way to get here is by storing the product hot, with light circulation, or picking up fresh distributors in the morning.
- ✓ Storage in a tanker for more than one week is not recommended. If it is necessary, it is best to slosh the material around each day to minimize settlement and skin formation.
- ✓ If storing in a vertical tank of your own, keep the temperature towards the lower end of the recommendation at 160F and mix with side mounted mixers.

**Distributor Handling**

- ✓ During periods of cooler temperatures, it may be necessary to manually heat the distributor pump to allow for easier circulation and if you have left over material, it is best to store the distributor indoors for the night. Freezing of the product, as with any emulsion, will cause breaking.
- ✓ Reheating of the emulsion should be minimized and done slowly. If you must heat up existing product in your distributor: slosh the material around by driving. It is difficult to get this product to circulate using your pumps when it is cold. So, even when you think you are mixing it, you are not.
- ✓ Once above 140F, you may attempt to circulate with your pumps, while heating. A visual inspection of the top of the distributor to make sure it is circulating is critical. You are looking for a light rolling at the top of the distributor. You can overheat the bottom without circulation.
- ✓ Make sure you know the temperature of the product. If your product is below the halfway point of your distributor, and that's where the temperature gauge is, you may not be able to get an accurate temperature.
- ✓ Freezing or heating emulsion above 200F will break the product.
- ✓ If you are on a job and won't be spraying anything for over 45 minutes or so, suck back the spray bars and wash out the pump. If you remain circulating through the bar and keeping the temps above 160F, the emulsion will be fine. But if you just leave residual material in the bar - not circulating - and try to spray a half hour later, there could be clogs.
- ✓ Clean spray bars and loading arms out once you are finished for the day. Clean out any solids before getting a fresh load. Any residual emulsion left will harden and clog overnight. Use small amounts of diesel. Using too much diesel changes the trackless properties of the emulsion and could lead to breaking of the emulsion.