

Om fillers mineralogiska sammansättning och dess funktionsegenskaper hos asfaltbeläggning

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Vägverket

Slutsatts

Filler har en betydande påverkan på beständigheten hos
asfaltmassor



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”**Stone mastic asphalt** was developed in Germany in the 1960's, Stone Mastic Asphalt (SMA) provides a deformation resistant, durable, surfacing material, suitable for heavily trafficked roads. SMA has found use in Europe, Australia and the United States as a durable asphalt surfacing option for residential streets and highways. SMA has a high coarse aggregate content that interlocks to form a stone skeleton that resist permanent deformation. The stone skeleton is filled with a mastic of bitumen and filler to which fibres are added to provide adequate stability of bitumen and to prevent drainage of binder during transport and placement. Typical SMA composition consists of 70–80% coarse aggregate, **8–12% filler**, 6.0–7.0% binder, and 0.3 per cent fibre”. *From Wikipedia, the free encyclopedia*



“For an optimum performance of an asphalt mixture, the aggregates surfaces in a mix, is intended to be covered by a bitumen film. Substituting the fine material (i.e. filler) in an asphalt mixture with a material with a noticeable different specific surface area, will influence the thickness of the bitumen film and thus the asphalt mixture properties, given that the binder content is constant.” *Said et al 2008*

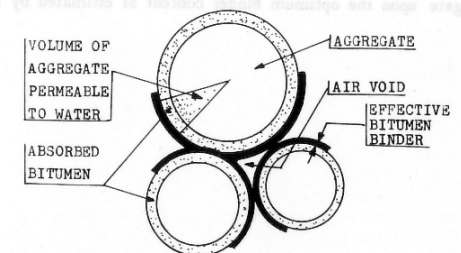


Figure 1. The structure of asphalt pavement presented schematically.

Hyypä, 1964



Sorptions egenskaper beror t.ex. av:

- Kornform
- Vattenabsorption
- Adhesion
- Svällningspotential

Mineralogisk sammansättning



Arbetside

- Variabel - filler
- Mätvärde/Funktion - vattenkänslighet hos asfaltmassa
- Material/filler karakterisering
 - Korta kornfraktioner (24 – 42 μm , 16 – 22 mm)
 - Petrografisk texturell beskrivning
 - Modal analys, mineralogisk sammansättning
 - Kornstorleksfördelning
 - *Korn form*
 - *Yttextur*
 - Specifik ytarea (Brunauer-Emmett-Teller method, BET)
- Utvärdera

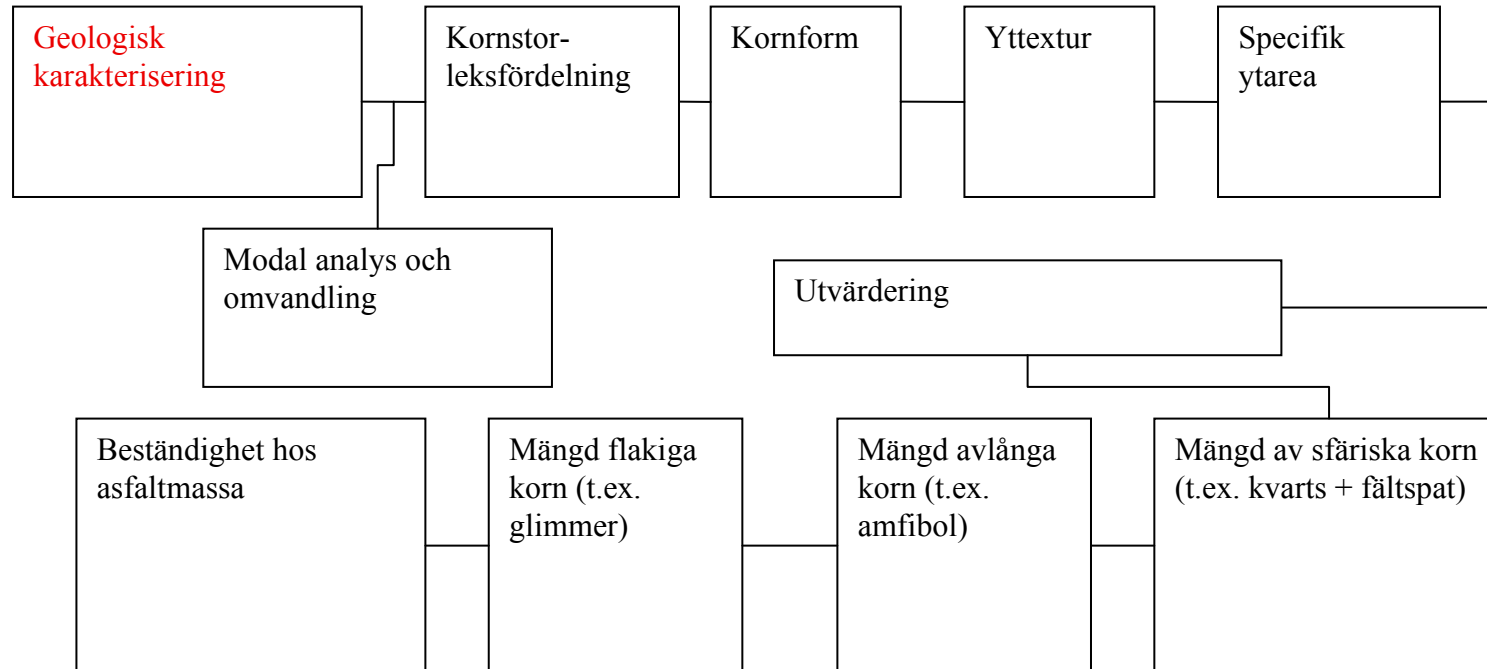


Ram

- Kommersiella egenfiller
- Under provberedning byttes fillerdelen ut av stenmaterialet
- Asfaltmassa har tillverkats enligt recept motsvarande kraven i ATB VÄG för en AG 16 med 4,8 % bitumenhalt av typen 160/220. Provkroppar har tillverkats genom gyratorisk packning (Ø150 mm).
- Vattenkänslighet testades genom att lagring i saltlösning (NaCl) varpå provkropparna utsattes för frys-tö cykling och därefter mättes styvhetsmodulen. En förändring i styvhetsmodul antogs som vattenkänslighet hos asfaltmassan. Styvhetsmodul är en icke förstörande provning (FAS Metod 454-1995, SS-EN 12697-26:2004 Annex C).







Petrologisk beskrivning

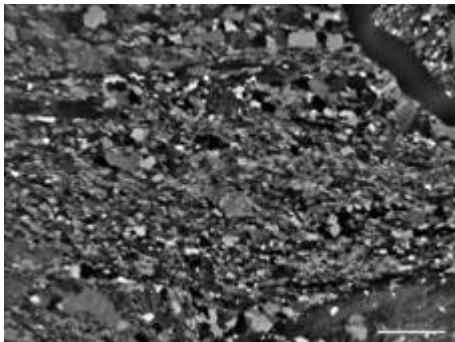
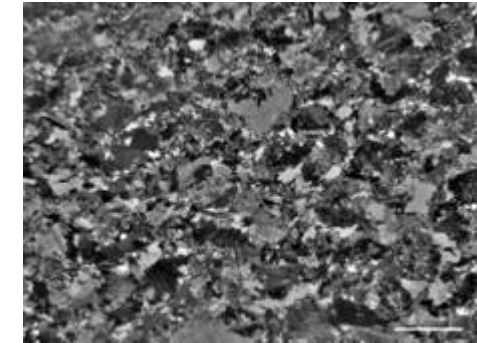
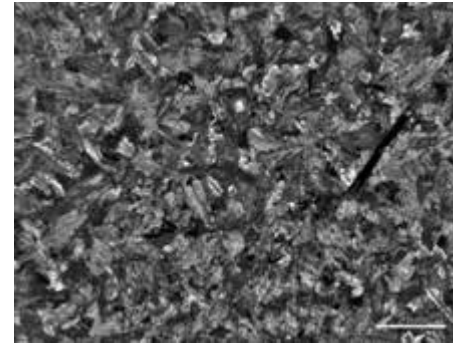
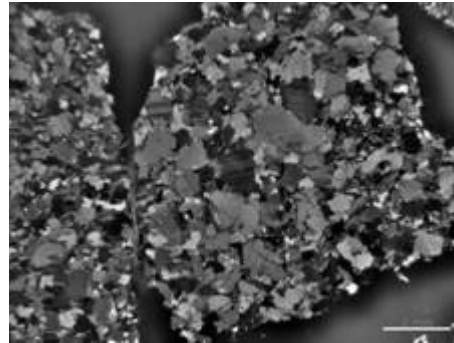
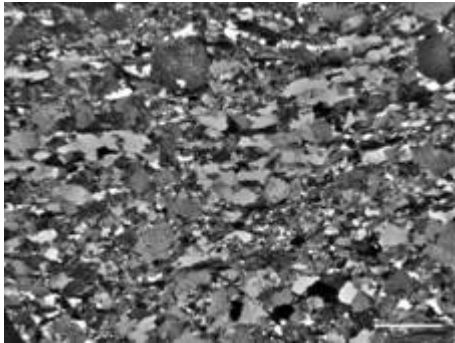
Sample 1 – medelkornig, grå plagioklas-kvarts-biotit gnejs

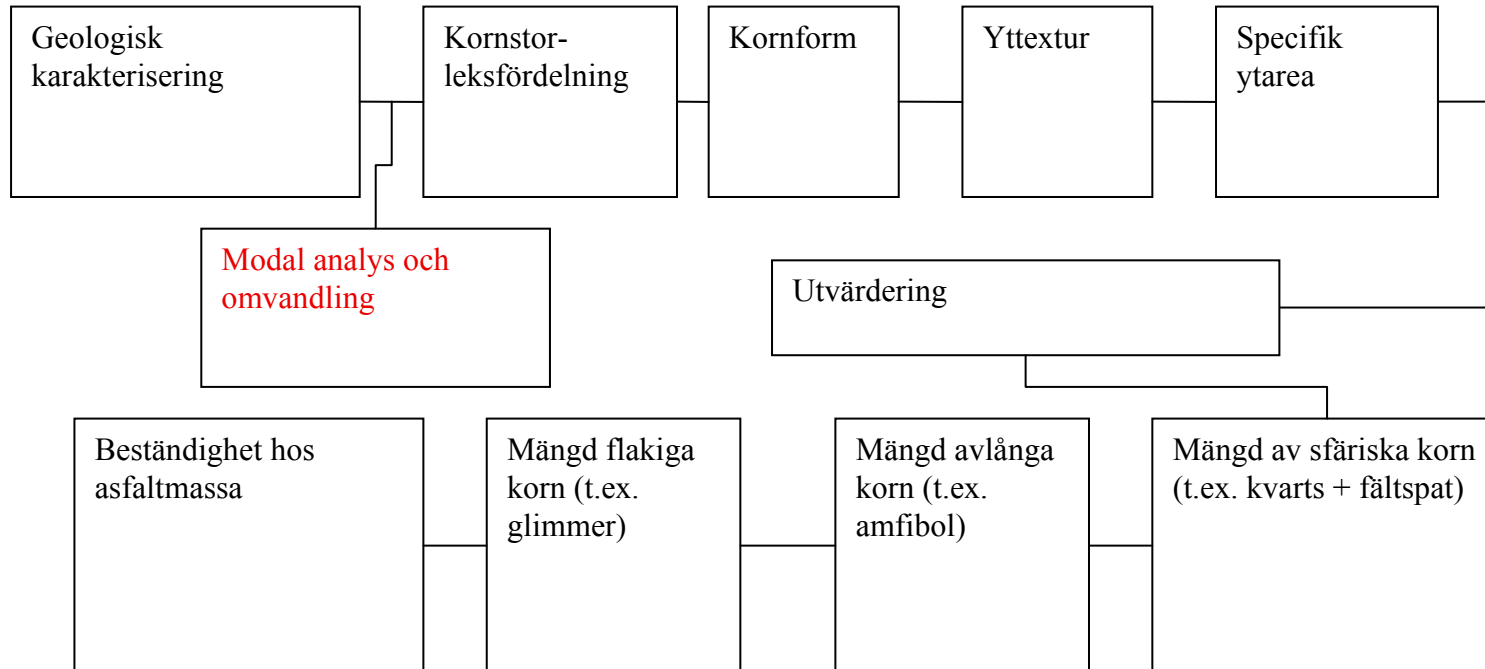
Sample 2 – medelkornig metagråvacka

Sample 3 – medelkornig, röd kvarts-plagioklas-Kalifältspat gnejs

Sample 4 – medelkornig diabas

Sample 5 – medelkornig grå till röd granit



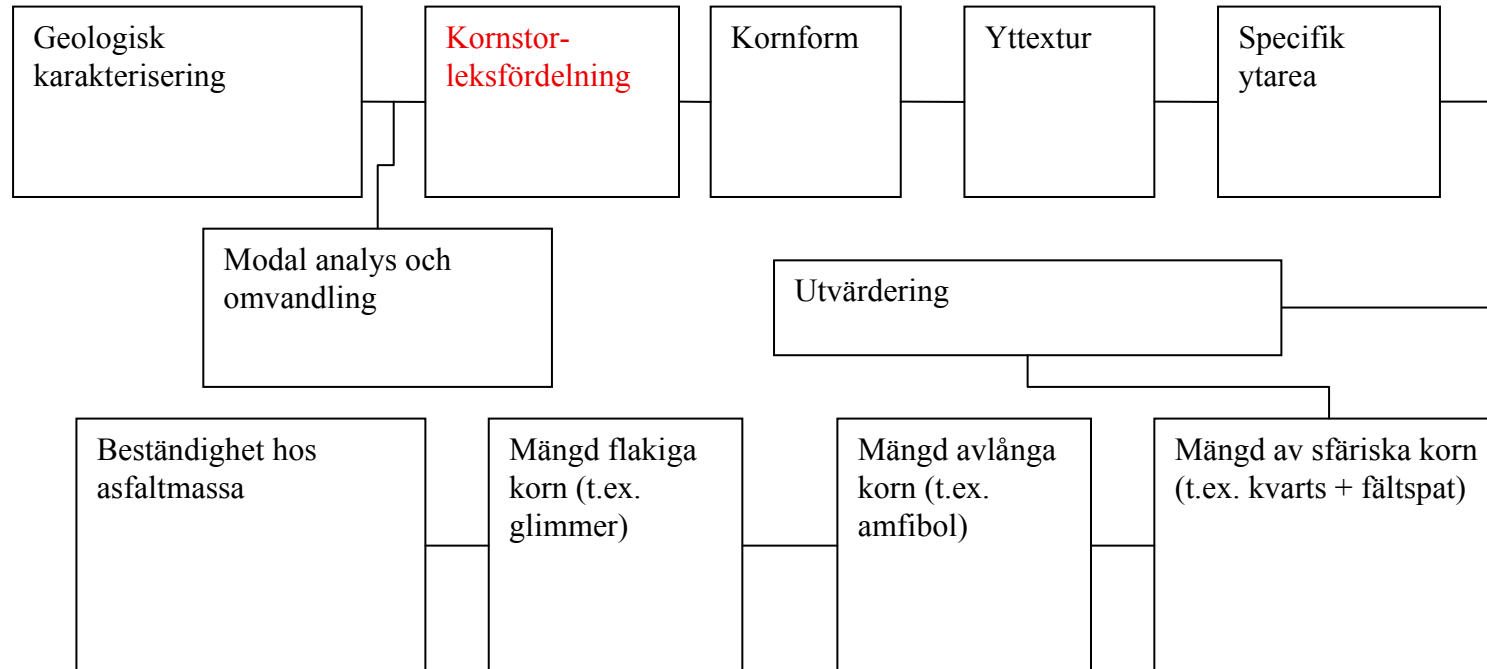


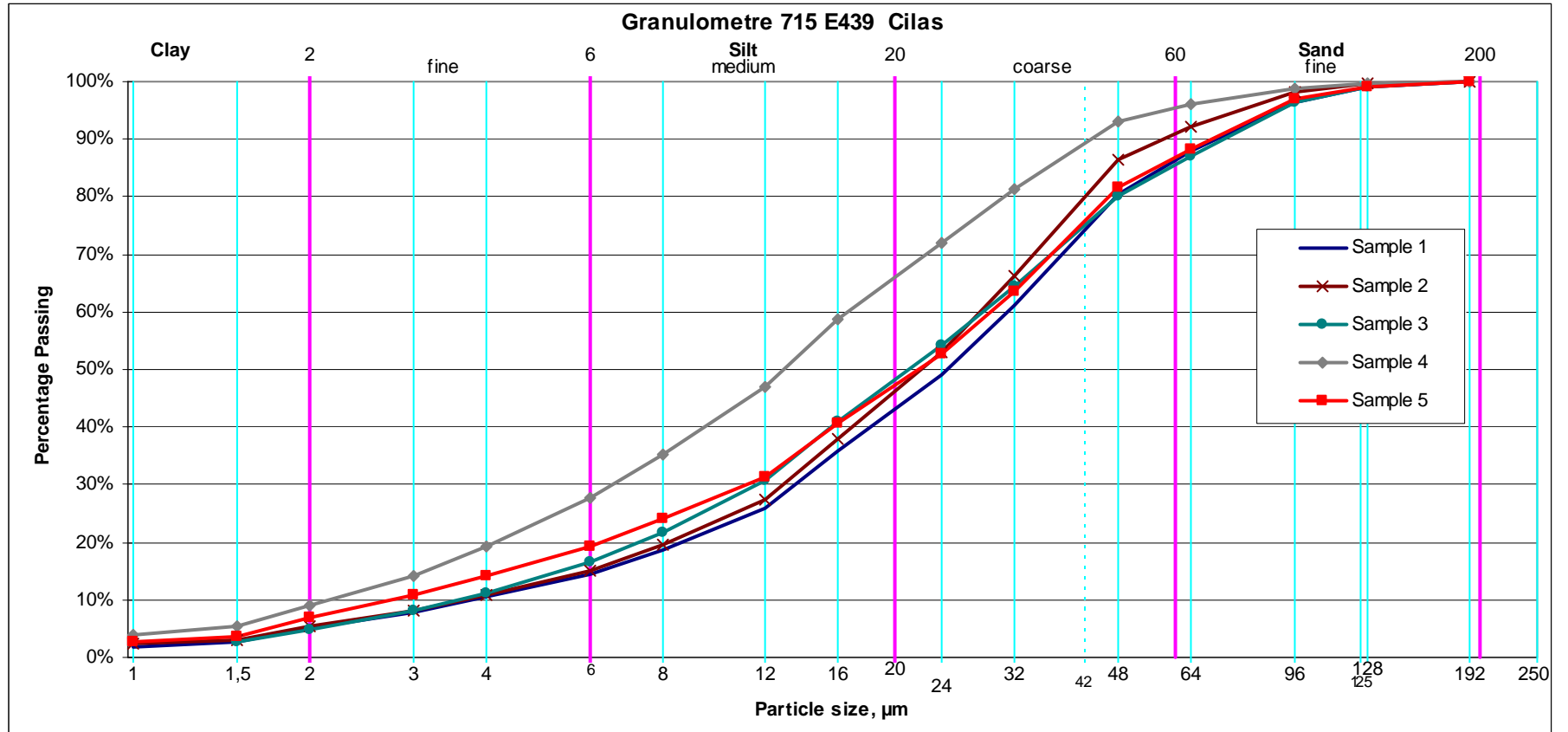
16 – 22 mm grain size fraction (thin section)

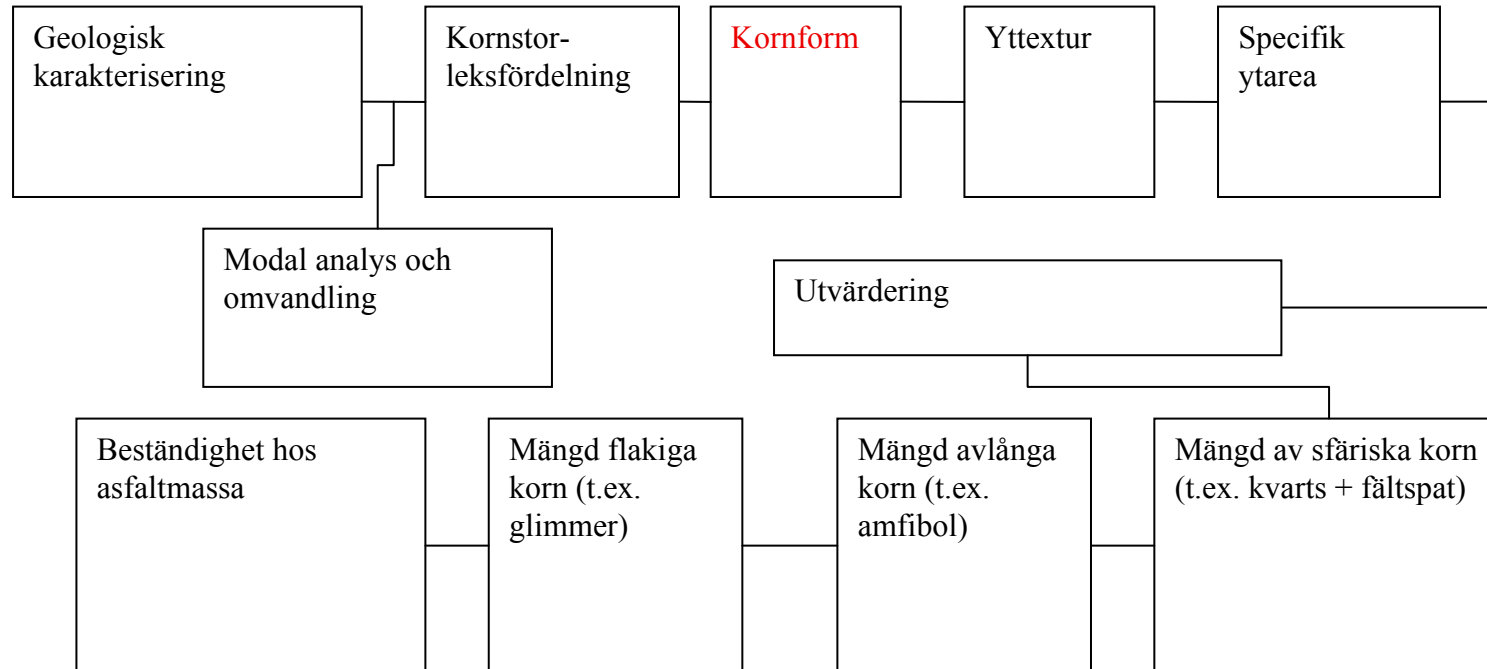
	Sample 1	Sample 2	Sample 3	Sample 4	Sample 5
Quartz	36.3	21.5	29.1	-	37.0
Plagioclase	43.9	47.7	29.3	42.9	14.0
K-feldspar	2.0	-	20.0	-	37.0
Amphibole	Trace	7.1	2.4		-
Muscovite	-	-	2.4	-	7.0
Biotite	16.8	22.3	0.6	0.3	4.0
Chlorite	0.5	0.5	12.4	22.7	1.0
Epidote	Trace		3.0	-	-
Opaque	Trace	Trace	0.7	6.0	
Apatite	Trace	0.3	-	-	-
Zircon	Trace	Trace	-	-	-
Titanite	0.3	0.5	0.4	-	
Calcite	0.2	0.2	-	-	-
Garnet	Trace	-	-	-	-
Pyroxene	-	Trace	-	17.9	-
Olivine	-	-	-	2.1	-
Serpentine	-			0.3	
Alteration	-		1.8	7.8	-

24 – 42 μm grain size fraction (grain mounts)

	Sample 1	Sample 2	Sample 3	Sample 4	Sample 5
Quartz	22.0	17.8	9.4	-	43.6
K-feldspar	0.9	-	3.7	-	25.4
Plagioclase	31.6	33.6	25.5	42.3	5.1
Muscovite	-	-	7.3	-	14.5
Biotite	40.8	31.9	2.5	0.2	10.1
Chlorite	0.1	1.4	28.9	33.2	1.4
Amphibole	2.4	12.8	4.5	13.5	-
Pyroxene	-	-	-	10.3	-
Titanite	0.1	-	1.2	0.5	-
Calcite	0.1	0.4	-	-	-
Opaque	1.9	0.9	3.4	11.5	-
Epidote	0.3	1.1	13.5	-	-

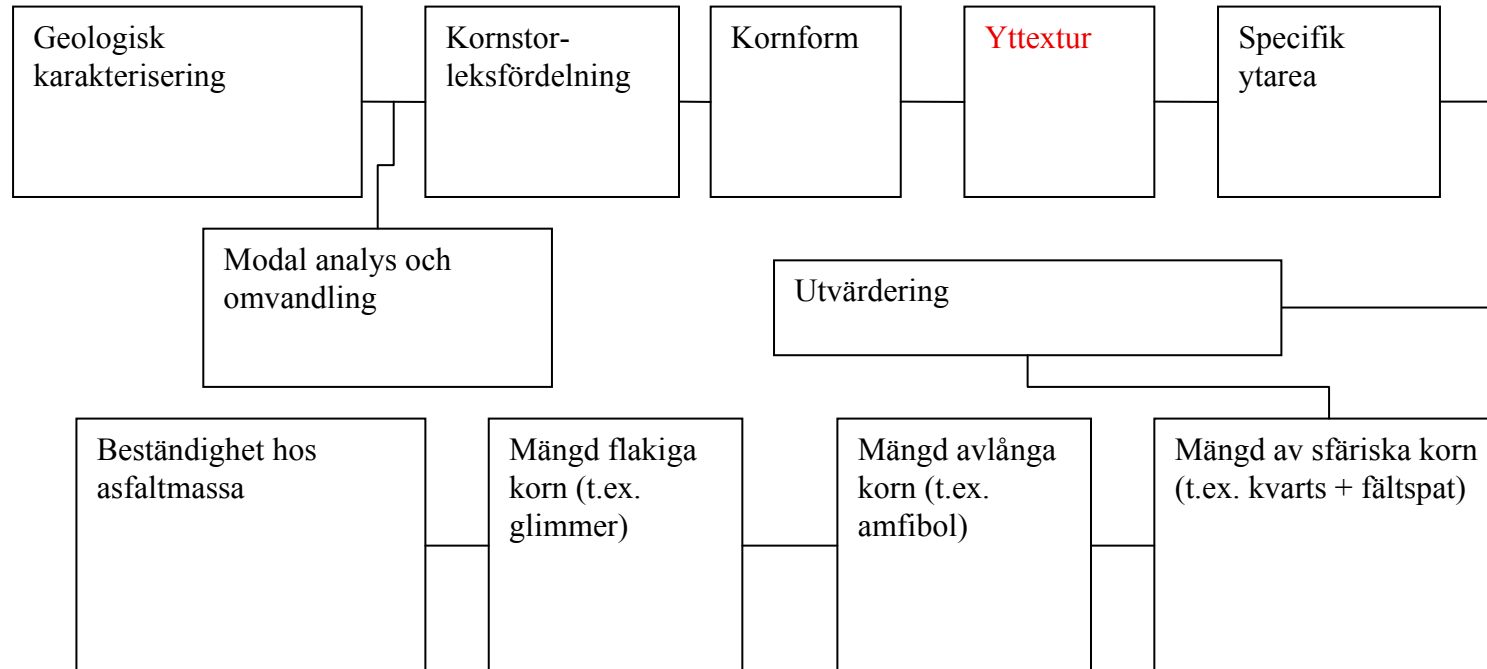


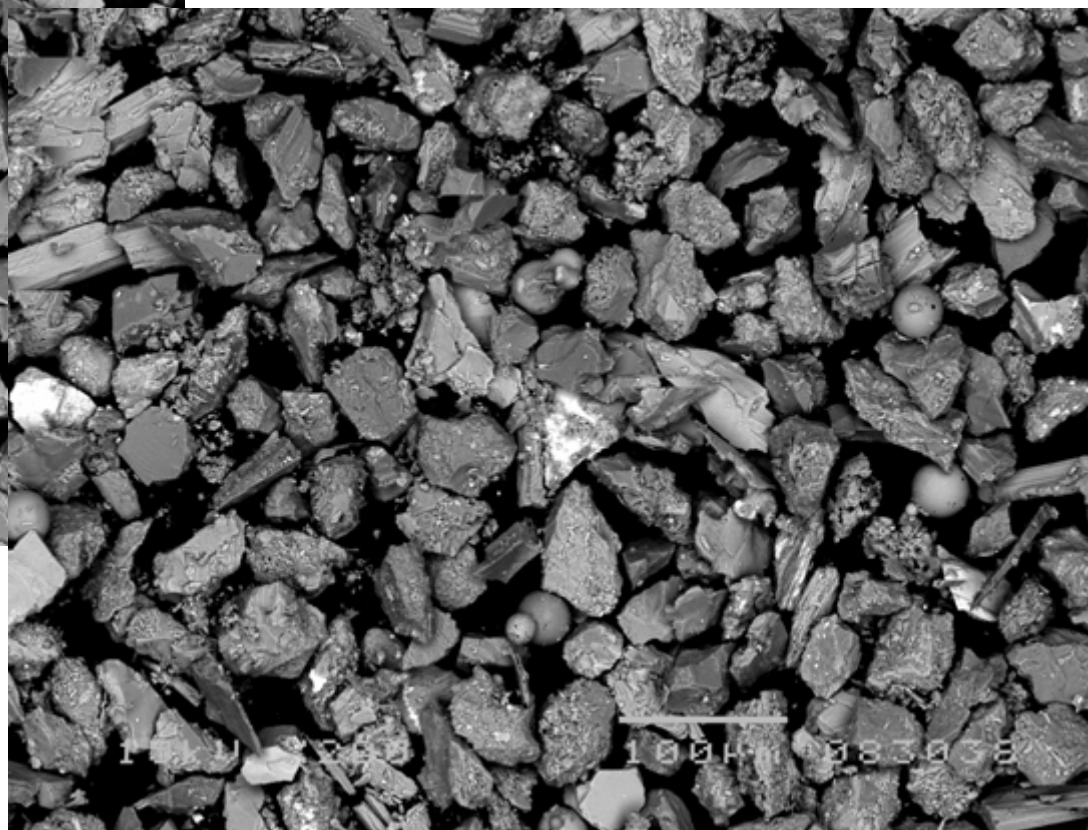
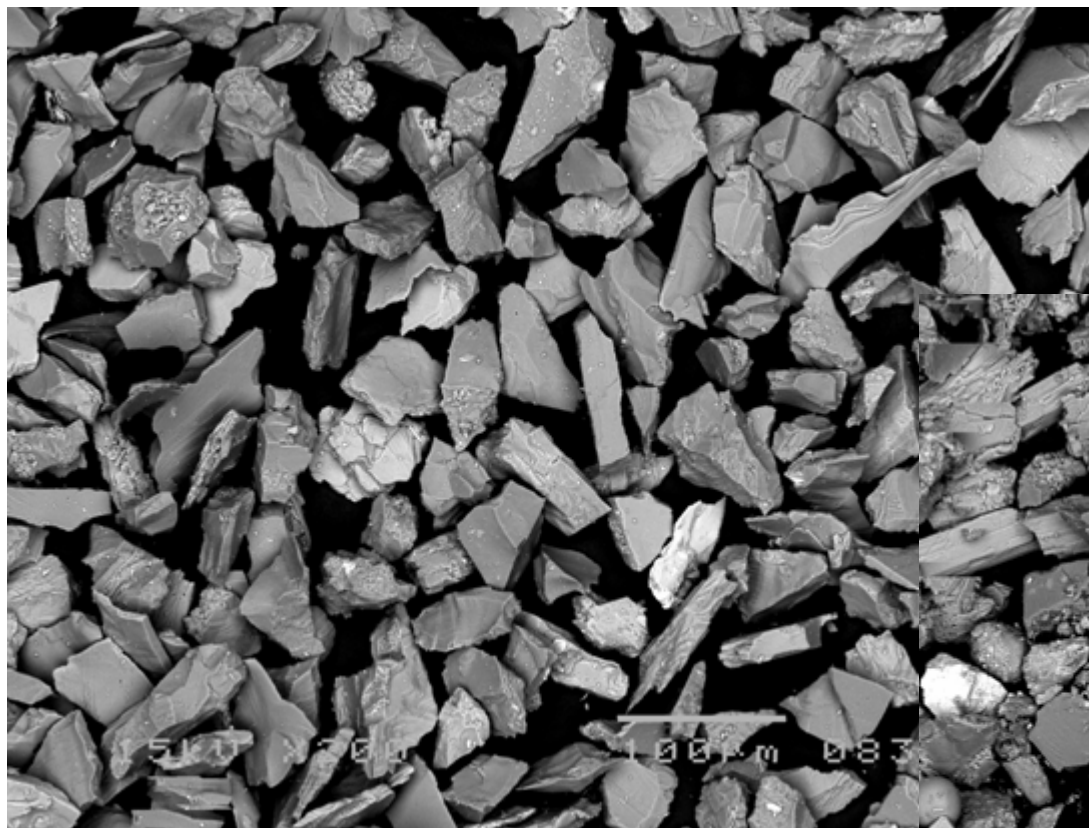


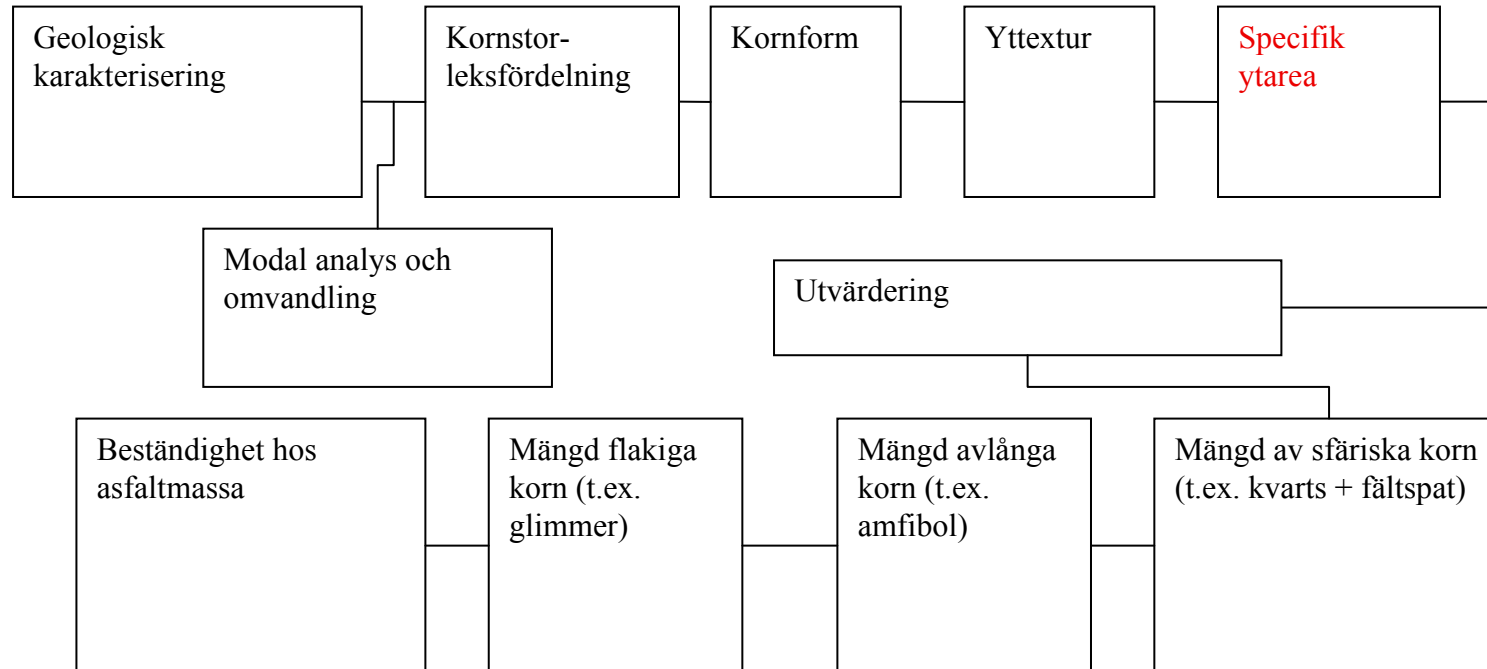


Analys av kornform

Grupp	Medelvärde "Feret's ratio"	Antal korn	Sample
A	0.6910	451	4
A	0.6784	329	5
AB	0.6669	404	3
B	0.6511	303	2
B	0.6467	323	1

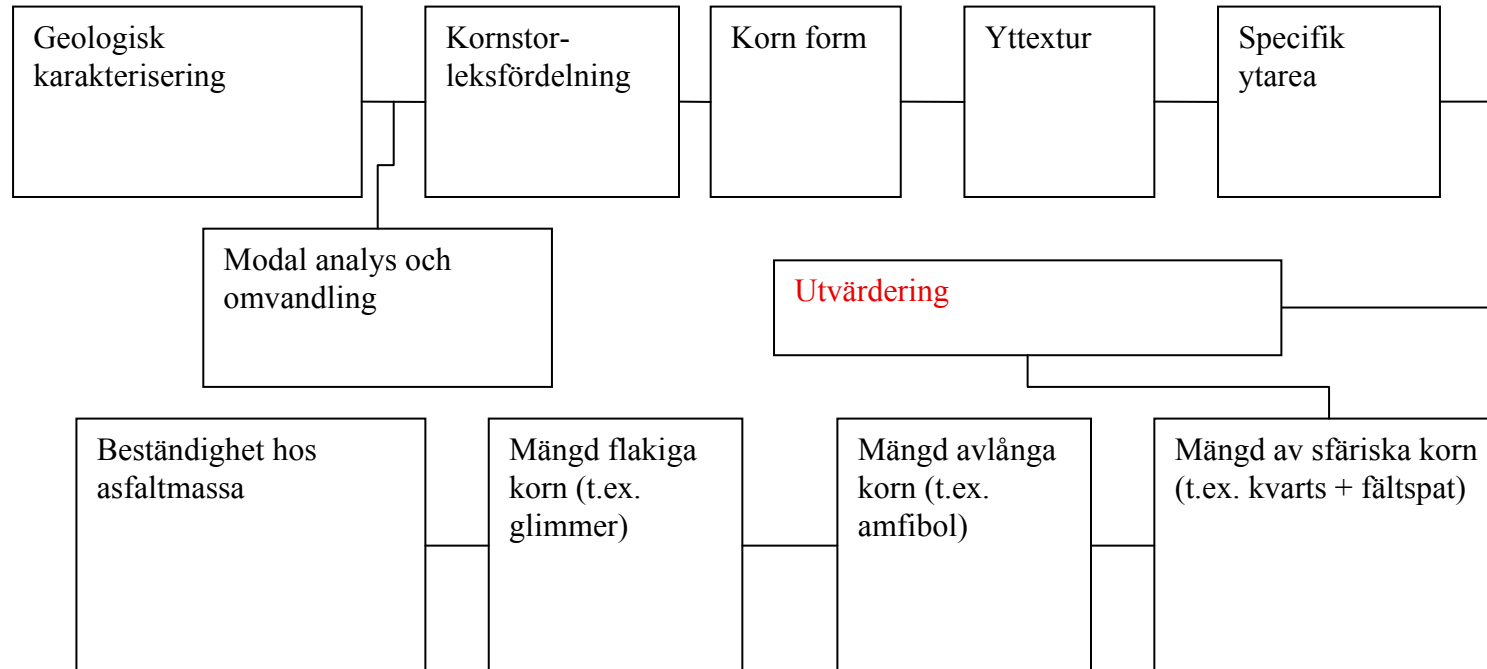


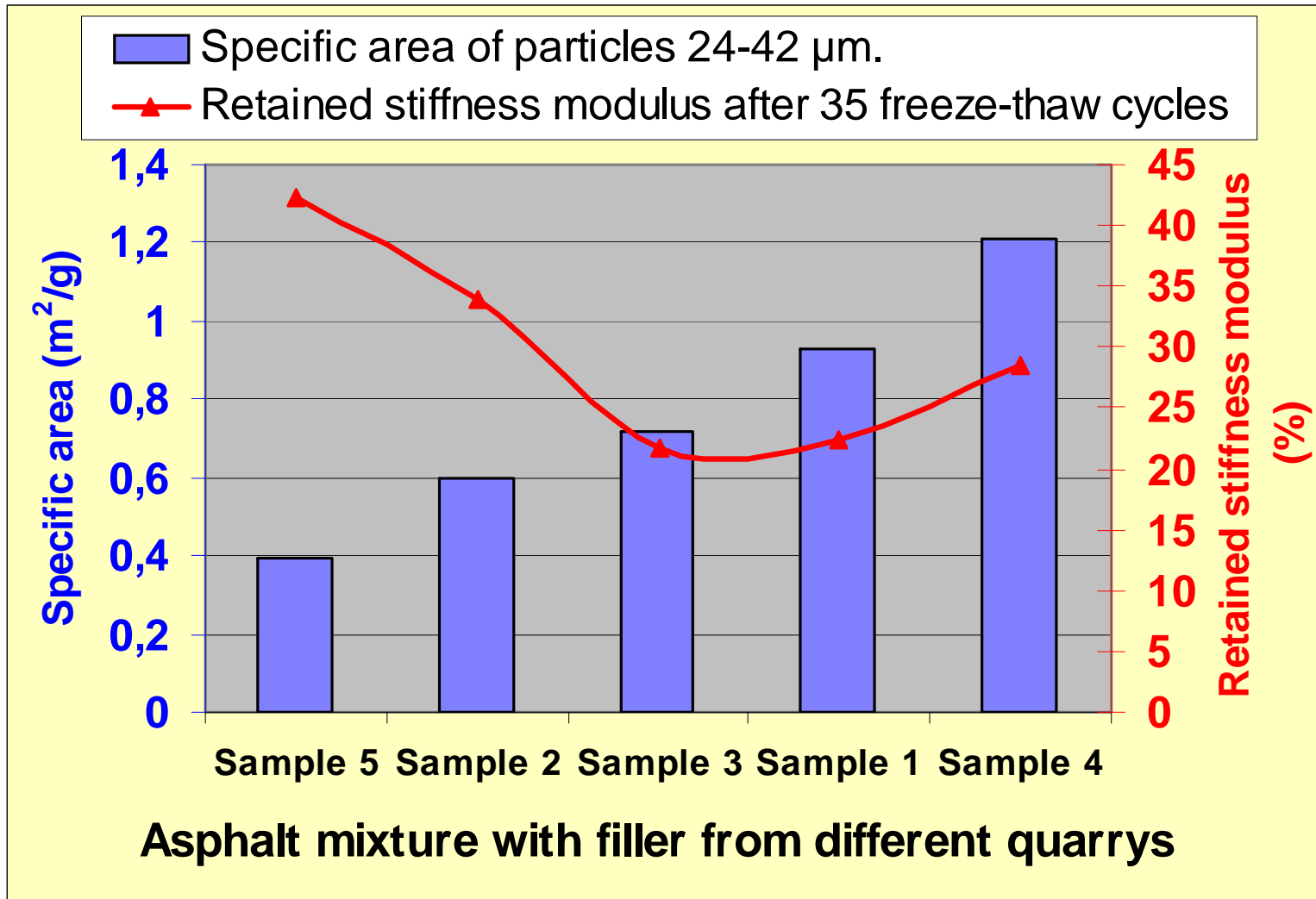




BET specifik ytarea m²/g (Said m.fl. 2008)

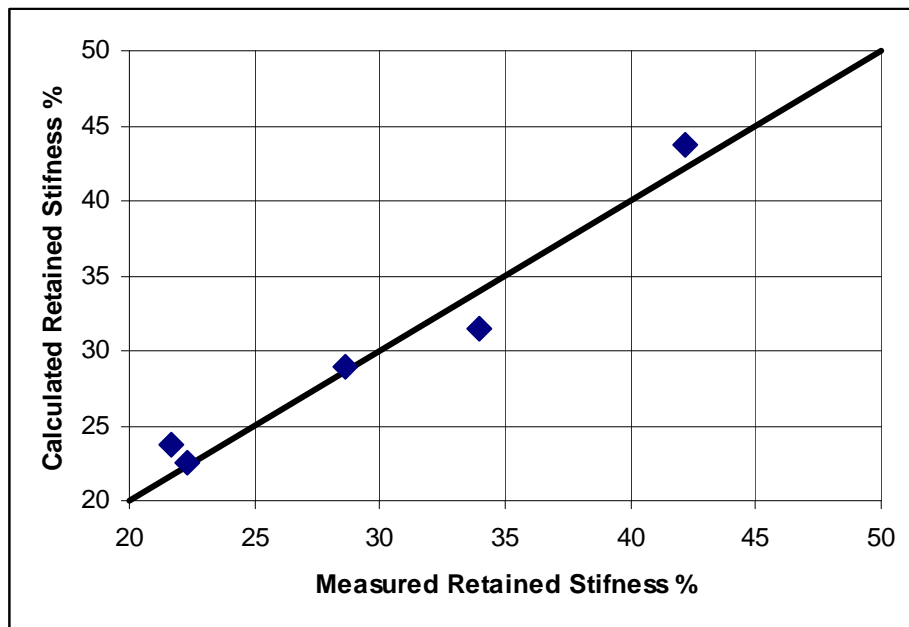
Fraktion (μm)	Sample 1	Sample 2	Sample 3	Sample 4	Sample 5
0 – 63	2,81	2,75	2,19	2,41	1,32
24 – 42	0,93	0,60	0,72	1,21	0,39





Normaliserade och grupperade mineral tillsammans med värden för specifik ytarea (SSA) och styvhetsmodul (S_r)

	Sample 1	Sample 2	Sample 3	Sample 4	Sample 5
Kvarts+K-fältspat+Plagioklas, %	54	51	39	40	74
Muskovit+biotit+klorit, %	41	33	39	16	26
Specific ytarea (SSA), m ² /g	0.93	0.60	0.72	1.21	0.39
Styvhetsmodul (S_r), %	22.30	34.00	21.70	28.60	42.20



$$R^2=0,96$$

$$S_r = 49,3 + 0,21 \cdot QKP - 0,57 \cdot MBC - 16,1 \cdot SSA$$

S_r =styvhetsmodul %

QKP=kvarts+Fältpsat %

MBC=Muskovit+biotit+klorit %

SSA=Specifik ytarea m²/g

Slutsatts

Filler har en betydande påverkan på beständigheten hos
asfaltmassor



Tack!

Said et al. Impact of mica content on water sensitivity of asphalt concrete. International Journal of Pavement Engineering

Loorents et al. On mineralogical composition of filler and durability of asphalt concrete. International Journal of Pavement Engineering



Table 10. Effect of the different minerals in the aggregate upon the CKE-tested quantity of binder.

Mineral	Specific gravity	CKE (per cent)	Oil retained (per cent)	Binder (per cent)
Quartz	2.66	5.35	2.40	5.3
Feldspar	2.56	6.00	3.05	5.8
Biotite	2.79	9.35	5.40	7.5
Muscovite	2.74	21.65	5.40	10.4
Calcite	2.74	5.75	2.95	5.6
Hornblende	3.21	5.55	2.50	5.2

”The results presented in Table 10 show that the oil-absorption capacity of different minerals varies considerably. The values obtained for micas show especially marked deviations from the others. **Mineral aggregates containing these minerals may retain binder in unexpected amounts.**” I ”The Influence of the quality of mineral aggregates upon the optimum binder content of asphalt concrete pavements, as determined by Hveem’s CKE method” J. M. I. Hyypä, Statens tekniska forskningsanstalt, Finland, publikation 88 (1964).

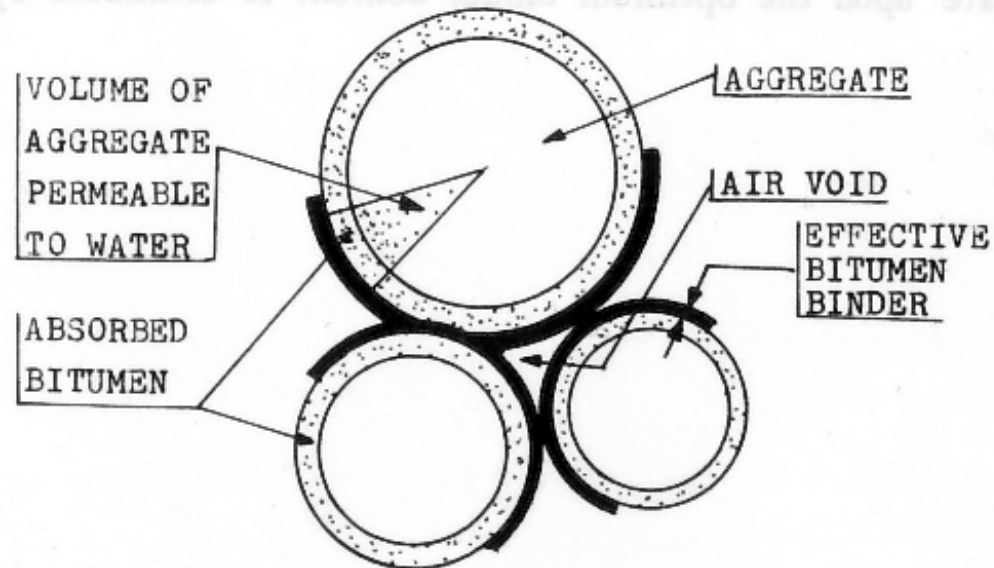


Figure 1. The structure of asphalt pavement presented schematically.

In "The Influence of the quality of mineral aggregates upon the optimum binder content of asphalt concrete pavements, as determined by Hveem's CKE method" J. M. I. Hyypä, Statens tekniska forskningsanstalt, Finland, publikation 88 (1964).

Moisture damage in an asphalt mixture can be defined as the loss of strength, stiffness and durability due to the presence of moisture leading to adhesive failure at the binder-aggregate interface and/or cohesive failure within the binder or binder-filler mastic. *Transportation Research Board Annual Meeting 2007 Paper #07-0348*

Damage in the mastic is usually caused by microcracking and plastic deformation related to:

- Sorption qualities of minerals
- Physical nature of grains