Softening Point Test For Bitumen Pdf Download !!EXCLUSIVE!!

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The amount of lignin added to the bitumen and the corresponding results of MV, penetration, softening point and VBN were recorded in Table 6. According to the results in Table 6, it is seen that by adding lignin into the bitumen at different percentages, the effect of lignin on the quality properties of asphalt mixture increased and the average of MV, VBN, penetration and softening point decreased in the following order: lignin 9 3 > 3 lignin 9 3 > 6 lignin 9 3 > 9 lignin 9 3 > 12 lignin 9 3. This shows that adding lignin to bitumen in the first step has a more significant effect on the improvement of quality properties of asphalt mixtures than the other percentage amounts. In this research, 6% of lignin was used as the amount of lignin in the mixture of bitumen and lignin. In the present study, the effect of lignin with different percentages on the softening point of bitumen has been evaluated and the results are recorded in Table 6. According to the results in Table 6, it is seen that the softening point of the bitumen-lignin mixtures decreased with increasing the lignin percentage. At the same time, by adding lignin to bitumen, the softening point decreases in more than 6%. Addition of the lignin with the required amounts of

bitumen is a proper choice for enhancing the performance of asphalt mixtures since increasing the softening point of bitumen makes it more resistant to temperature changes. In this research, the lignin with the amount of 6% in the mixture of bitumen and lignin was used. The effect of lignin with different percentages on the penetration of bitumen has been studied and the results are presented in Table 6. According to the results in Table 6, it is seen that increasing the percentage of lignin has a negative effect on bitumen with an increased in the penetration values. However, the penetration increased by increasing the amount of bitumen from 9% to 12 bitumen weight percent. Addition of the lignin to the required amount of bitumen is a good option for enhancing the quality of asphalt mixtures. It is important to note that in the case of asphalt mixture tests, adding the bitumen is a good option, and addition of lignin is a suitable option for improving the bitumen quality and forming a more stable asphalt mixture. In this research, adding the bitumen with the amount of 6% in the mixture of bitumen and lignin was selected.

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The effect of lignin with different percentages on the softening point of bitumen has been studied, and the results are recorded in Table 6. According to the results in Table 6, it is seen that the softening point of the bitumen-lignin mixtures decreased with increasing the lignin percentage. However, the softening point was decreased by increasing the amount of bitumen from 9% to 12 bitumen weight percent. Addition of the lignin with the required amounts of bitumen is a proper choice for enhancing the performance of asphalt mixtures since increasing the softening point of bitumen makes it more resistant to temperature changes. The main findings of this study, which will help to design optimum compositions of bitumen mixtures and enhance the performance of asphalt mixture, include; 1) The addition of lignin to the bitumen significantly increases the penetration grade. Generally The main findings of this study, which will help to design optimum compositions of bitumen mixtures and enhance the

performance of asphalt mixture, include; 1) The addition of lignin to the bit repairsers significantly increases the penetration grade.™ The test is done using the Torrey-Moore & Gyr 3-stage test method, which is a definitive method for determining the softening point of asphaltic bitumen. The modification of bitumen with lignin is a cost effective and convenient method to reduce the migration of bitumen into the air through the passive ventilation systems. Therefore, the modification of bitumen with lignin has become widely used in the road construction industry. In the equation of determining the softening point, steel bar is used as a softening and a bubbling container, and the height of the column is marked in pascal, and the bitumen is heated by infrared lamps, which are provided with a temperature control range to hold the bottom of the bitumen column in the softening range, i.e., the softening point temperature (Fig. 13) (adsbygoogle=window.adsbygoogle []).push({});SignificanceThis test allows us to have a rough idea about the maximum temperature at which the binder can resist or render the underlying bitumen soft in a specified time. In this test, the binder is heated

to a certain temperature with the help of infrared lamps, and then the binder is placed in a bubbling container filled with water. The binder is heated to the temperature that is a pre-determined softening point. A small air bubble is placed in the tank. The rate of bubble temperature increase is used to determine the softening point of the binder. As the heat source is switched off, the increase in temperature stops. Using this method, the temperature and time at which the binder starts to soften is determined (Fig. 14). The softening point data obtained from this test is used in construction field for determining the working conditions of the trucks and other portable heatemitting heating devices, as well as the amount of emulsion and aggregate needed to cover the binder samples. By comparing the softening point data with the representative data of native asphalt, additional or less bitumen can be added to the existing grade when compared to the initial samples [2]. Using the softening point test of bitumen can improve road, paving, and the service life of the bituminous mix. The advantage of using this test method is that samples can be investigated and analyzed 24 hours after the test,

which is a contrast to the other methods, such as penetration, ductility and rutting, which needs only one day after test. Its disadvantages are that its accuracy depends on the knowledge of the person performing the test, which affects the reproducibility of the test, and a considerable test time is required for determination of its effectiveness. 5ec8ef588b

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