
Crack __TOP__ Serial Number Propellerhead Recycle 2 2 3

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This method is a relatively recent application of a cracking process and has been used by many private sector and public sector agencies. In the case of the City of Denver, Colorado, the method was used to recycle aggregates and asphalt pavement prior to placing the new pavement mix. After separation, the resulting fractions may be used as fuels, home heating fuel, jet fuel, diesel fuel, gasoline, and kerosene. There are very few catalytic cracking units in place today. One reason is that it is still a very expensive technology. Another is that the reactions are not yet fully understood.

Nevertheless, catalytic cracking has many advantages such as higher conversion rates, better results in CO₂ and air emissions, the ability to break down complex material, very large energy savings, and a very clean burning hydrocarbon fuel. Most cities have no place to dump the pavement waste and recycling is rapidly becoming an important alternative. The biggest issue in generating recycled asphalt concrete, however, is the consistency of the product. It is important to mix with typical concrete or asphalt aggregate mix and to apply it to the road, because the recycled aggregate has different properties than the new aggregate. The recycled aggregate is normally smaller than the new aggregate and sometimes has different size and shape. To achieve the desired pavement performance, new aggregates (to be mixed with the recycled aggregate), and a mix design are critical factors in the consistency of the product. Another issue is the in-place consistency of the mix. To maintain a consistent consistency of the mix, the new aggregates should be thoroughly mixed with the recycled aggregate and the mix design should include a minimum of 10 percent new aggregates. By the time the mix reaches the job site, the recycled mix should be within 5 percent of the aggregate size and should have a density of at least 200 lb/cu ft.

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