

LeeBoy PR900 asphalt distributor: transcript

Film length 3:35. Transcribed from the film's audio; statements are the speakers' own. Speakers are identified on screen in the film.

So today, LeeBoy and iEmulsions, as well as Blacklidge, we're all here at NCAT. It's the National Center of Asphalt Technology. And so with partnerships through Auburn University, we're here at the test track, unveiling this product. This is actually our second time out here. So in the infancy stages of this, we actually did a test track portion to prove the technology. And now we're out here showing the refined approach to what we've done, finally having a production vehicle to do this. So that's the brilliance of the LeeBoy PR900. And what LeeBoy has created is unbelievable.

Over time, asphalt binders oxidize and they become brittle. To impact the rheology means you make or improving the viscoelastic properties of an asphalt binder, and bio-based rejuvenators, specifically the one we just used here today on the NCAT track, do exactly that.

So NCAT exists to promote safe, sustainable, and durable asphalt pavements. Independent third-party evaluation of innovative products like this is absolutely critical. It's a necessity to extend service life, but it's also a necessity to get the most dollars out of a mile of roadway for American taxpayers.

Budgets are lower than they used to be. You've got to find ways to rejuvenate the asphalt, not just lay it down. So we want to be at the forefront of that to save the taxpayers money whenever we can.

With this new product, we have a way to extend those budgets across the life cycle of that paved road, and actually increase the amount of rehabilitation projects that can be funded throughout the course of the year.

This is a patented two spray bar system. So basically there's a rejuvenation oil in the front tank, and then there's a polymer in the back tank, and that polymer epoxy in the back tank is more of a sacrificial layer. Because they are oppositely charged, we can actually drive that rejuvenation oil deeper into the asphalt and re-molecularly bond the rock and the oil that's there to give that surface the tension that it needs again to be safe for the traveling public, as well as then extend the life cycle of that actual surface oil.

So really what this does is it minimizes the amount of people on a job site. So you've got to have traffic control first and foremost to increase safety. But secondly, outside of the

operator that's running the truck, there's really nobody else that's needed. And more so, this work can be done at nighttime.

With the dual spray bars, you have a rejuvenator and a polymer. A polymer allows a DOT to open a highway in under an hour or an hour and a half. Whereas if you just spray a rejuvenator, you would have to keep the road closed for a long period of time.

We have a tracking system that offers telemetry for the Department of Transportation. And that telemetry gives you within one one-thousandth of an error on the application rate of each individual bar.

Our most heavily traveled highways, those asphalt pavements, make up about 550,000 miles of highways in the U.S. This product extends the service life of it by a minimum of 25% and up to 70%.

Right now we're open to orders and we actually have several, both in the U.S. and abroad, that have come to CONEXPO and other various demos that we've done, and talking about this technology. And we look to see four or five units rolling out this year and numbers just rapidly increasing after that.

LeeBoy is the leader in R&D in the asphalt industry.