NTPEP Committee Work Plan for

Evaluation of Warm Mix Asphalt Technologies

NTPEP Designation: WMA-15
INTRODUCTION

The National Transportation Product Evaluation Program (NTPEP) was established to minimize the amount of duplicative testing of transportation materials performed by AASHTO member states by providing a process where manufacturer/suppliers submit their products to NTPEP for laboratory and field testing. The results of the testing are then shared with member Departments for their use in product quality verification.

This work plan provides the NTPEP member departments information on the Warm Mix Asphalt Technologies testing program. In keeping with the NTPEP philosophy of purely testing materials, no conclusions are provided with the test results. The evaluation of the test results is left up to each member department.

1. SCOPE

1.1 This work plan covers the requirements and testing criteria for the National Transportation Product Evaluation Program (NTPEP) evaluation of Warm Mix Asphalt Technologies. The National Transportation Product Evaluation Program (NTPEP) serves the member departments of the American Association of State Highway and Transportation Officials (AASHTO).

1.2 This work plan may involve hazardous materials, operations, and equipment. It does not purport to address all safety problems associated with its use. It is the responsibility of the user of this work plan to establish the appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.

2. REFERENCED DOCUMENTS

2.1 AASHTO Standards:

- AASHTO M 320, Standard Specification for Performance-Graded Asphalt Binder
- AASHTO T 11, Standard Method of Test for Materials Finer Than 75-μm (No. 200) Sieve in Mineral Aggregates by Washing
- AASHTO T 27, Standard Method of Test for Sieve Analysis of Fine and Coarse Aggregates
- AASHTO T 84, Standard Method of Test for Specific Gravity and Absorption of Fine Aggregate
- AASHTO T 85, Standard Method of Test for Specific Gravity and Absorption of Coarse Aggregate
- AASHTO T 96, Standard Method of Test for Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine
- AASHTO T 104, Standard Method of Test for Soundness of Aggregate by Use of Sodium Sulfate or Magnesium Sulfate
- AASHTO T 164, Standard Method of Test for Quantitative Extraction of Asphalt Binder from Hot Mix Asphalt (HMA)
- AASHTO T 166, Standard Method of Test for Bulk Specific Gravity (Gmb) of Compacted Hot Mix Asphalt (HMA) Using Saturated Surface-Dry Specimens
- AASHTO T 168, Standard Method of Test for Sampling Bituminous Paving Mixtures
- AASHTO T 176, Standard Method of Test for Plastic Fines in Graded Aggregates and Soils by Use of the Sand Equivalent Test
- AASHTO T 209, Standard Method of Test for Theoretical Maximum Specific Gravity (Gmm) and Density of Hot Mix Asphalt (HMA)
- AASHTO T 255, Standard Method of Test for Total Evaporable Moisture Content of Aggregate by Drying
- AASHTO T 269, Standard Method of Test for Percent Air Voids in Compacted Dense and Open Asphalt Mixtures
- AASHTO T 275, Standard Method of Test for Bulk Specific Gravity (Gmb) of Compacted Hot Mix Asphalt (HMA) Using Paraffin-Coated Specimens
- AASHTO T 283, Standard Method of Test for Resistance of Compacted Hot Mix Asphalt (HMA) to Moisture-Induced Damage
- AASHTO T 304, Standard Method of Test for Uncompacted Void Content of Fine Aggregate
- AASHTO T 312, Standard Method of Test for Preparing and Determining the Density of Hot Mix Asphalt (HMA) Specimens by Means of the Superpave Gyratory Compactor
- AASHTO T 315, Standard Method of Test for Determining the Rheological Properties of Asphalt Binder Using a Dynamic Shear Rheometer (DSR)
- AASHTO T 324, Standard Method of Test for Hamburg Wheel-Track Testing of Compacted Hot Mix Asphalt (HMA)
- AASHTO T 327, Standard Method of Test for Resistance of Coarse Aggregate to Degradation by Abrasion in the Micro-Deval Apparatus
- AASHTO T 331, Standard Method of Test for Bulk Specific Gravity (Gmb) and Density of Compacted Hot Mix Asphalt (HMA) Using Automatic Vacuum Sealing Method
- AASHTO T 335, Standard Method of Test for Determining the Percentage of Fracture in Coarse Aggregate
2.2 ASTM Standards:

- ASTM D 3549, Standard Test Method for Thickness or Height of Compacted Bituminous Paving Mixture Specimens
- ASTM D 4791, Standard Test Method for Flat Particles, Elongated Particles, or Flat and Elongated Particles in Coarse Aggregate
- ASTM D 5404, Standard Practice for Recovery of Asphalt from Solution Using the Rotary Evaporator

2.3 Other documents:

- TRB Research Results Digest 370 Guidelines for Project Selection and Materials Sampling, Conditioning, and Testing in WMA Research Studies

3. TERMINOLOGY

3.1 Air voids (Va) – The total volume of small pockets of air between the coated aggregate particles throughout a compacted paving mixture, expressed as a percent of the bulk volume of the compacted paving mixture.

3.2 Chemically-Processed Warm Mix Asphalt – Asphalt mixing process which includes technologies that use additives to improve coating, mixture workability, and compaction, as well as adhesion promoters.

3.3 Dynamic modulus – $|E^*|$, the absolute value of the complex modulus calculated by dividing the peak-to-peak stress by the peak-to-peak strain for a material subjected to a sinusoidal loading.

3.4 Dynamic modulus master curve – A composite curve constructed at a reference temperature by shifting dynamic modulus data from various temperatures along the log frequency axis.

3.5 Foaming-Processed Warm Mix Asphalt – Asphalt mixing process which includes processes that introduce small amounts of water to hot asphalt, either via a foaming nozzle, damp aggregate, or a mineral filler such as zeolite to reduce viscosity of the binder.

3.6 LMLC – Lab mixed, laboratory compacted.
3.7 **Organic-Additive Warm Mix Asphalt** – Asphalt mixing process which includes technologies that use synthetic wax additives specifically engineered to achieve the temperature reduction by reducing viscosity of the binder.

3.8 **PMLC** – Plant mixed, laboratory compacted.

3.9 **Voids in the mineral aggregate (VMA)** – The volume of the intergranular void space between the aggregate particles of a compacted paving mixture that include air voids and the effective binder content, expressed as a percent of the total volume of the specimen.

3.10 **Voids filled with asphalt (VFA)** – The percentage of the VMA filled with binder (the effective binder volume divided by the VMA).

3.11 **Warm Mix Asphalt (WMA)** – Warm mix asphalt refers to asphalt concrete mixtures that are produced at temperatures approximately 50°F (28°C) or more cooler than typically used in the production of hot mix asphalt. The goal with warm mix asphalt is to produce mixtures with similar strength, durability, and performance characteristics as hot mix asphalt using substantially reduced production temperatures.

### 4. SUMMARY OF WORK PLAN

4.1 The WMA Technologies program operates with capabilities of AASHTO member departments and private testing facilities. Individual Manufacturers/suppliers are assessed a testing fee that covers costs for actual laboratory testing by either state highway agencies or an approved testing facility. A portion of the testing fee is used for maintaining the online data repository and reports that are accessible to all member departments and other end users.

4.2 This document is furnished for the benefit of Manufacturers interested in participating in the program by submitting their products and AASHTO Member Departments that are interested in reviewing and utilizing the data generated through this product evaluation. The testing format has been established to provide the end user with test results which can be used to assess the performance of WMA technologies applied to traditional hot-mix asphalt production. Manufacturers are encouraged to submit technologies that they believe will perform well and meet the demands of the highway industry.

4.3 This work plan defines the evaluation procedures for WMA Technologies which will serve as the standard testing protocol for AASHTO’s National Transportation Product Evaluation Program for these products.

4.4 The testing facility will be either a state highway laboratory, university laboratory, or a private entity appropriately equipped and capable of performing the required laboratory tests. All laboratories performing these evaluations shall be contracted through AASHTO NTPEP. AASHTO NTPEP testing programs do not provide pass/fail acceptance criteria.

4.5 Evaluation reports will provide performance data and AASHTO does encourage member departments to take advantage of the program. However, the state highway agency will make the final determination regarding specification compliance and use of the products based on the data that is reported. WMA technologies may be evaluated by multiple agencies at different facilities, but for every WMA technology tested, a control material of Hot Mix Asphalt (HMA) with comparable constituents as the WMA must be tested in the same manner as the WMA for direct comparison. The constituent materials shall be selected by the testing facility.
5. SIGNIFICANCE AND USE

5.1 This work plan utilizes laboratory testing to determine properties and evaluate the performance of WMA Technologies. Acceptability of each material based upon the data generated as a result of the testing and evaluation in this work plan is the responsibility of the user.

5.2 The intent of this program is to verify that WMA technologies perform at least as well as a similar HMA mix design that can be used as an initial qualification that can be utilized by Agencies in their approval process. It is not the intent of the program to investigate relative performance of the individual WMA technologies.

6. MANUFACTURER’S PARTICIPATION

6.1 Manufacturers of Technologies for WMA who elect to participate in the AASHTO NTPEP program must submit a completed NTPEP Product Evaluation Form (PEF) to the attention of the AASHTO NTPEP Coordinator. This process is completed electronically through the NTPEP Data Mine program. For the purposes of this testing program, products intended for any non-highway applications will not be evaluated.

6.2 Under agreement with The American Road & Transportation Builders Association (ARTBA), this committee has two industry representatives. This ensures that industry concerns, experience, and technical knowledge are considered in the testing and evaluation of products, material, and/or devices that are commonly used by the AASHTO Member Departments.

6.3 The evaluation process requires laboratory testing on laboratory mixed, laboratory compacted (LMLC) samples using the same aggregate and asphalt binder source (selected by the testing facility) for all WMA technologies and the HMA control mix evaluated in the same test cycle. When a WMA additive must be pre-blended with the binder the WMA supplier shall provide the same binder with and without the additive, and when the technology is dependent on the use of specialized plant equipment or processes, test specimens shall be Plant Mix, Laboratory Compacted (PMLC). When a product has demonstrated compliance, it will be deemed “Laboratory Compliant”.

6.4 Test materials shall be labeled with traceable sample numbers to WMA produced.

7. TEST METHODS

7.1 The standard tests and methods are detailed in this work plan.

7.2 The Lead State and the NTPEP Evaluation of WMA Technologies Technical Committee shall address any questions regarding the testing procedures or exceptions to any testing procedure.

8. TEST REPORT

8.1 The primary testing facility is responsible for entering data generated in its facility and reviewing any data generated at subcontracted facilities in the NTPEP online database.

8.2 All information noted in the Test Report Section of this work plan shall be included in the test report.

9. PRODUCT SUBMISSION GUIDELINES

9.1 This testing program will accept products once in each calendar year. The deadlines for product submission will be posted on the NTPEP website.
9.2 The AASHTO NTPEP Coordinator and Lead State will verify receipt of testing fees and all appropriate documentation.

9.3 Once the Manufacturer is notified the technology has been accepted for evaluation, the testing facility will request that the Manufacturer submit clearly marked samples of the products. For technologies that use specialized plant equipment or processes, State Department of Transportation (DOT) representatives will select samples and ship to the testing facility.

9.4 The testing facility shall notify the Lead State and the AASHTO NTPEP Coordinator of receipt of samples for evaluation.

9.5 When the laboratory testing has been started, the Manufacturer is bound by the Non-Interference Policy as detailed in the General Terms and Conditions Section of submittal documents. After this time all written or verbal correspondence between the Manufacturer and the Testing Laboratory or Installation Facility must be done through the Lead State. Any implication of interference from the Manufacturer during the testing and evaluation process will be cause for the evaluation to cease. Any written or verbal communication between the Manufacturer and the Testing Facility or Installation Facility that is not shared with the NTPEP Coordinator or the Lead State will be considered a violation of the Non-Interference Policy.

9.6 Once a Manufacturer has submitted a product and a NTPEP sample ID has been assigned, the Manufacturer and product name will remain the same throughout the reporting cycle.

10. POLICIES FOR WITHDRAWING MATERIALS FROM NTPEP EVALUATION OF WMA TECHNOLOGIES

10.1 Please refer to the NTPEP Information and Operations Guide, Appendix E, for the policy for withdrawing materials from NTPEP WMA evaluations. A copy of the guide may be viewed and downloaded from the NTPEP website at: www.ntpep.org.

11. POLICY FOR REVIEW OF NTPEP REPORTS

11.1 The NTPEP Information and Operations Guide contains policies for review of reports. A copy of the guide may be viewed and downloaded from the NTPEP website at: www.ntpep.org.

12. TESTING AND REPORTING REQUIREMENTS

12.1 The following information defines the laboratory evaluation procedures consisting primarily of AASHTO and ASTM tests for the evaluation of WMA Technologies. It should be noted that this evaluation program is intended for structural asphalt mixtures; thus, bituminous seals, coatings, preservation, or other experimental materials are not included as part of this work plan. The evaluation procedures included herein will serve as the standard for NTPEP in serving the AASHTO states.

13. MATERIAL CRITERIA

13.1 The study will accept submittals from the following categories:

13.1.1 Foaming-Processes include processes that introduce small amounts of water to hot asphalt, either via a foaming nozzle, damp aggregate, or through mineral filler such as zeolite to reduce binder viscosity.

13.1.2 Chemical-Additives include technologies that use a combination of emulsification agents, surfactants, polymers, and additives to improve coating, mixture workability, compaction, and
adhesion. The chemical additive is used either in the form of emulsion or added to binder prior to or during the mix production process.

13.1.3 **Organic-Additives** include technologies that use synthetic wax additives engineered specifically to achieve the temperature reduction by reducing viscosity of binder.

13.1.4 **Other technologies** – Technologies that do not fit into the above categories, but allow the producers of asphalt pavement material to lower the temperatures at which the material is mixed and placed on the road.

Submittals to NTPEP may be limited per Manufacturer per year. A generic material composition description and Material Safety Data Sheet (MSDS) must accompany the submittal for classification purposes. Any additives used in addition to the WMA technology shall be documented by the manufacturer. The aggregates used will be 100% virgin - no recycled asphalt pavement or shingles will be used.

### 14. TESTING FACILITY CRITERIA

Candidate facilities to be considered for classification as an authorized testing facility for AASHTO NTPEP shall meet the following requirements:

#### 14.1 Facilities Requirements:
- Provide documentation to demonstrate experience in performing testing of asphalt materials and mixtures.
- Provide verification that it has the equipment, facilities, and capability to perform the required testing procedures contained in this work plan. The laboratory shall provide a list of equipment that it uses for testing bituminous materials and mixtures.
- Identify its policies regarding qualifications and training of its staff to ensure a high-quality level of performance. This shall include performance reviews of testing proficiencies and Standard Operating Procedures for each testing procedure as detailed in the Quality Control/Quality Assurance portion of this document.
- Identify the administrative procedures that have been implemented to ensure a high-quality level of comparative testing results.
- Provide verification that the facility is in conformance with Federal and State regulations related to health and safety.
- Provide verification that the facility has performed all testing procedures in conformance with requirements of the specified individual test methods. The testing facility shall hold accreditation through the AASHTO Accreditation Program, for the testing performed under this program.
- Complete all laboratory testing of the WMA materials within three (3) months from the date samples are received.

#### 14.2 Personnel Requirements:
- Provide an organizational chart that identifies the names and positions of management personnel and each person that will be involved in, or associated with, testing and the review of the AASHTO NTPEP reports. A laboratory Quality Control Manager shall be designated
for review of all Standard Operating Procedures and Proficiency evaluations of technicians as described.

- Provide resumes or credentials for all persons identified in the organizational chart. It is recommended that the responsible person supervising the laboratory and the staff performing the testing have adequate levels of formal education.

14.3 Quality Control/Quality Assurance:

14.3.1 The laboratory shall identify the procedures being used to ensure a quality level of testing. The process used for quality control should be based upon statistically evaluated conclusions. The conclusions should verify that the laboratory is capable of producing testing results that are accurate and reproducible. The preferred technique for comparative conclusions is to obtain results based on tests performed on identical samples by other laboratories that are statistically evaluated for their comparative similarity. The comparative testing must be performed using the testing procedures required by AASHTO NTPEP.

14.3.2 Testing proficiencies of all technicians shall be evaluated and documented by the laboratory Quality Control Manager. These evaluations shall be performed at six (6)-month intervals unless the technician does not routinely perform the test. In this case, proficiency of the technician shall be evaluated and documented prior to testing of products for this program.

14.4 Testing Capability:

14.4.1 The testing facility shall be comprised of a single entity or the combination of no more than three (3) entities.

14.4.2 When more than one facility is used, a single lead facility shall be responsible for the coordination and oversight of all testing and reporting and for the compilation of the final report. The lead facility is responsible for identifying the tests that will be subcontracted and for providing the qualification, experience, and quality control programs of each of the facilities for review and approval of AASHTO NTPEP. Subcontracted facilities cannot be changed without the approval of AASHTO NTPEP.

15. LABORATORY EVALUATION OF WARM MIX ASPHALT

The intent of this evaluation is, as much as possible, to compare mixes prepared at the same air voids content containing various WMA technologies to a single HMA control mix using the same aggregate and binder to determine performance of WMA technologies relative to performance of the HMA control mix. Samples with the WMA additive shall be prepared at the reduced temperature recommended by the manufacturer.

In the case of a WMA technology which requires pre-blending with the binder, the manufacturer will provide sufficient quantities of the same binder with and without the WMA technology for sample preparation. Laboratory testing will be performed on LMLC samples prepared by the testing laboratory.

In the case of WMA technologies involving specialized plant equipment or processes, plant mixed samples from material produced in the presence of an NTPEP representative shall be collected. Plant mix produced at both warm and hot mix temperatures must be as similar as possible to minimize variability between the two. Samples shall remain in the possession of the NTPEP representative for submission to the testing laboratory.
Conditioning of specimens shall be in accordance with TRB Research Results Digest 370 Guidelines for Project Selection and Materials Sampling, Conditioning, and Testing in WMA Research Studies.

15.1 Binder Testing: Determine the continuous grade of the base binder and the warm mix modified binder per AASHTO M320. Also report the asphalt binder complex shear modulus $G^*$ in Pascals and phase angle, $\delta$, in degrees at an angular frequency of 10 rads/sec for a minimum of three temperatures as determined by AASHTO T315.

For WMA technologies which require pre-blending with the binder, sufficient quantities of the same binder with and without the WMA additive shall be submitted to the testing laboratory from the WMA manufacturer to prepare the samples.

15.2 Aggregate Testing: The same aggregate source (selected by the testing facility) shall be used for laboratory sample preparation for all WMA technologies and control (HMA) mixes. For technologies using plant processes, samples representing the compared WMA and HMA mixes shall be tested. In the case of WMA produced by specialized plant equipment or processes, Contractor quality control (QC) data shall be submitted by the Manufacturer from aggregate tests conducted prior to production of the test mixes. Data must be determined for the following aggregate properties: gradation, bulk specific gravity, absorption, stockpile moisture content, coarse aggregate angularity, fine aggregate uncompacted void content, flat and elongated particles, and sand equivalent value. For gradation properties, AASHTO T 27 will be employed, while bulk specific gravity and absorption details will be obtained through AASHTO T 84 and T 85 procedures.

15.3 Mixture Volumetric Testing:

15.3.1 Conduct mixture design verification with 150-mm diameter and 115-mm high SGC specimens at the design number of gyrations ($N_{\text{design}}$). Condition all LMLC mixes in accordance with R30 and Appendix X2 of R35.

15.4 Mixture Performance Testing: All laboratory test specimens shall be prepared from laboratory mixed materials, except in the case of WMA technologies involving specialized plant equipment or processes, PMLC test specimens shall be prepared.

15.4.1 Compactability: All mixes shall meet the recommended compatability criteria stated in AASHTO R35 Appendix X2. Condition all LMLC mixes in accordance with Appendix X2 of R35.

15.4.2 Dynamic Modulus: Bulk mixture test specimens shall be conditioned in accordance with R30 short term conditioning procedure for mechanical properties. Prepare test samples in accordance with AASHTO PP 60. A target air void level of 7 ± 1 percent shall be used for compacting bulk mixture test specimens. AASHTO TP 79/PP 61 shall be followed to determine the dynamic modulus of the mixture. Include a plot of the fitted dynamic modulus master curve in the report.

15.4.3 Rutting: Hamburg rut testing (AASHTO T 324) shall be conducted on samples conditioned in accordance with AASHTO R30 short term conditioning procedure for mechanical properties. Air void tolerance for test specimens and specimen size shall be in accordance with AASHTO TP 79. Specimens shall be prepared in accordance with AASHTO PP 60, followed by measurement of bulk specific gravity (AASHTO T 166, T 275 or T331) and calculation of air voids per specimen (AASHTO T 269). Fabricate SGC specimens to the specific height of the plastic insert. No trimming of the specimens is allowed other than trimming along a secant line (or chord) to join together the specimens in the molds. The test temperature shall be 50°C.

15.4.4 Moisture Susceptibility: Bulk mixture test specimens shall be compacted to 150-mm diameter. The amount and type of anti-strip additive included in test mixture shall be recorded and the
WMA Appendix to AASHTO R 35 shall be followed for evaluation of moisture sensitivity using AASHTO T 283. Specimens shall be conditioned in accordance with AASHTO R30 long-term conditioning requirements. One (1) freeze/thaw cycle shall be included in the test sequence. AASHTO T 283 and T 324 tests shall be run on LMLC specimens, except use PMLC samples for technologies that require plant production.

### SUMMARY OF LABORATORY TESTS:

#### Binder:

<table>
<thead>
<tr>
<th>PROPERTY</th>
<th>STANDARD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continuous Grade of Asphalt Binder</td>
<td>AASHTO M320 and T315</td>
</tr>
<tr>
<td>Continuous Grade of Warm Mix modified asphalt binder</td>
<td>AASHTO M320 and T315</td>
</tr>
<tr>
<td>Continuous Grade of Extracted Binder</td>
<td>AASHTO T164 Method A, M320 and T315</td>
</tr>
</tbody>
</table>

#### Aggregates:

<table>
<thead>
<tr>
<th>PROPERTY</th>
<th>STANDARD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gradation</td>
<td>AASHTO T 27</td>
</tr>
<tr>
<td>Bulk specific gravity and absorption</td>
<td>AASHTO T 84 and T 85</td>
</tr>
<tr>
<td>Flat and elongated or AIMS method</td>
<td>ASTM D 4791 or use state or contractor data</td>
</tr>
<tr>
<td>Sand equivalent</td>
<td>AASHTO T 176 or use state or contractor data</td>
</tr>
<tr>
<td>Stockpile moisture content</td>
<td>AASHTO T 255 or use state or contractor data</td>
</tr>
<tr>
<td>Coarse aggregate angularity</td>
<td>AASHTO T 335 or use state or contractor data</td>
</tr>
<tr>
<td>Fine aggregate uncompacted voids</td>
<td>AASHTO T 304 or use state or contractor data</td>
</tr>
<tr>
<td>Geologic type</td>
<td>Use state or contractor data</td>
</tr>
<tr>
<td>Soundness</td>
<td>AASHTO T 104 or use state or contractor data</td>
</tr>
<tr>
<td>LA abrasion or Micro Deval test</td>
<td>AASHTO T 96 or T 327, or use state or contractor data</td>
</tr>
</tbody>
</table>

#### Mixture Volumetric:

<table>
<thead>
<tr>
<th>PROPERTY</th>
<th>STANDARD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Theoretical maximum specific gravity and density of HMA</td>
<td>AASHTO T 209 or ASTM D 6857</td>
</tr>
<tr>
<td>Preparing and Determining Density of HMA Specimens by Means of Superpave Gyratory Compactor</td>
<td>AASHTO R35 and T 312</td>
</tr>
<tr>
<td>Practice for Superpave Volumetric Design for HMA</td>
<td>AASHTO R35</td>
</tr>
</tbody>
</table>

#### Mixture Performance

<table>
<thead>
<tr>
<th>PROPERTY</th>
<th>STANDARD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mixture design verification with 150-mm diameter</td>
<td>AASHTO M 323</td>
</tr>
<tr>
<td>Rutting</td>
<td>AASHTO T 324</td>
</tr>
</tbody>
</table>
17. **TEST REPORT REVIEW AND TEST RESULT APPEALS**

17.1 Each NTPEP contract laboratory will submit the DataMine data to the lead state Coordinator and the NTPEP Manager within 20 business days after completion of all testing. Each manufacturer will receive a copy of the portion of the report dealing with their specific products. The manufacturer will review the data and may appeal the results of the testing program in accordance with the AASHTO/NTPEP appeals procedures. Re-testing of the materials will be performed by the NTPEP contract laboratory, and only on the relevant sample and parameter being questioned. No additional sample material will be received for re-testing. Prior to re-test, the manufacturer/supplier making the appeal shall submit a fee to NTPEP to cover the costs of re-testing. The NTPEP Manager will determine if the results of the re-test uphold the appeal. Upon agreement between the organization appealing the test results and the NTPEP Manager, either the original set or re-test set of data shall be published. If the appeal is upheld and the re-test data is published, the re-testing fee shall be reimbursed to the submitting organization.

17.2 **Withdrawal of Product after Testing**

Please refer to the NTPEP Information and Operations Guide, Appendix E, for the policy for withdrawing materials from NTPEP WMA evaluations. A copy of the guide may be viewed and downloaded from the NTPEP website at: [www.ntpep.org](http://www.ntpep.org).

18. **RESUBMITTAL TESTING FREQUENCY**

18.1 Any changes made to WMA Technologies require re-submittal to NTPEP for evaluation.

18.2 Technologies that have not changed are required to be resubmitted and tested every seven (7) years. A signed certification from the Manufacturer will be required with the seven year re-submittal stating that the technology has not changed since the original submission.

19. **TESTING FEES**

19.1 Product submittal testing fees are to be paid at time of application.

19.2 Testing fees are assessed to cover all costs associated with laboratory testing, material installation, field evaluation, administrative costs incurred by the NTPEP lead state, report (electronic) generation and distribution by AASHTO, document preparation, and distribution to AASHTO member departments. Specific pricing for submission of products may be found at [www.ntpep.org](http://www.ntpep.org).

19.3 Laboratories will be reimbursed for testing performed if a system or technology is withdrawn after testing has begun. If the Manufacturer elects to withdraw initial samples after testing begins and resubmit products, the Manufacturer will be charged additionally for all costs incurred by the laboratory during the initial testing.

20. **KEYWORDS**

DataMine; NTPEP; warm mix asphalt; asphalt