• Hamburg Wheel & TSR – Tolerances might not be tight enough to get repeatable results that will allow you to determine if the additive or the air void content is causing differences
  o We need to come to a consensus as a TC on what the tolerances should be
  o Question: How are we adjusting the air voids in the WMA samples to match the control?
  o Comment: Some WMA is marketed as a compaction aid as well, which would make it tough to meet the tolerance.
    ▪ Barry noted that by using specimen height rather than # of gyrations makes it easy to hit target air voids
• Are we specifying PG grade?
  o Some TCs have done this, and we could too.
  o Grades can affect the TSR
  o Believe we are using a 67-22 right now.
  o AI: Make the grade 64-22 and specify in Work Plan
• Some concern that 0.2% is too tight for Air Voids
• Saturation on TSR could also be a point of contention if manufacturers are looking for reasons their products failed
  o I MISSED THE OUTCOME OF OUR DECISION
• If all testing is performed in accordance with parameters on a test and then on a requested retest, how do you decide which set of data is correct.
  o AI: Delete 17.2
• Could look at taking retest data, and averaging with original data to get your final result