

ISSN 2518-170X (Online),  
ISSN 2224-5278 (Print)

ҚАЗАҚСТАН РЕСПУБЛИКАСЫ  
ҮЛТТЫҚ ФЫЛЫМ АКАДЕМИЯСЫ  
Satbayev University

# ХАБАРЛАРЫ

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**ИЗВЕСТИЯ**

НАЦИОНАЛЬНОЙ АКАДЕМИИ НАУК  
РЕСПУБЛИКИ КАЗАХСТАН  
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**N E W S**

OF THE ACADEMY OF SCIENCES  
OF THE REPUBLIC OF KAZAKHSTAN  
Satbayev University

**SERIES  
OF GEOLOGY AND TECHNICAL SCIENCES**

**6 (450)**

**NOVEMBER – DECEMBER 2021**

THE JOURNAL WAS FOUNDED IN 1940

PUBLISHED 6 TIMES A YEAR

ALMATY, NAS RK

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**ISSN 2518-170X (Online),**

**ISSN 2224-5278 (Print)**

Меншіктеуші: «Қазақстан Республикасының Ұлттық ғылым академиясы» РКБ (Алматы қ.).

Қазақстан Республикасының Ақпарат және қоғамдық даму министрлігінің Ақпарат комитетінде 29.07.2020 ж. берілген № KZ39VPY00025420 мерзімдік басылым тіркеуіне қойылу туралы күләлік.

Тақырыптық бағыты: геология, мұнай және газды өндөудің химиялық технологиялары, мұнай химиясы, металдарды алу және олардың қосындыларының технологиясы.

Мерзімділігі: жылдана 6 рет.

Тиражы: 300 дана.

Редакцияның мекен-жайы: 050010, Алматы қ., Шевченко көш., 28, 219 бөл., тел.: 272-13-19  
<http://www.geolog-technical.kz/index.php/en/>

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### **«Известия НАН РК. Серия геологии и технических наук».**

**ISSN 2518-170X (Online),**

**ISSN 2224-5278 (Print)**

Собственник: Республиканское общественное объединение «Национальная академия наук Республики Казахстан» (г. Алматы).

Свидетельство о постановке на учет периодического печатного издания в Комитете информации Министерства информации и общественного развития Республики Казахстан № KZ39VPY00025420, выданное 29.07.2020 г.

Тематическая направленность: геология, химические технологии переработки нефти и газа, нефтехимия, технологии извлечения металлов и их соединений.

Периодичность: 6 раз в год.

Тираж: 300 экземпляров.

Адрес редакции: 050010, г. Алматы, ул. Шевченко, 28, оф. 219, тел.: 272-13-19

<http://www.geolog-technical.kz/index.php/en/>

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**News of the National Academy of Sciences of the Republic of Kazakhstan. Series of geology and technology sciences.**

**ISSN 2518-170X (Online),**

**ISSN 2224-5278 (Print)**

Owner: RPA «National Academy of Sciences of the Republic of Kazakhstan» (Almaty).

The certificate of registration of a periodical printed publication in the Committee of information of the Ministry of Information and Social Development of the Republic of Kazakhstan **No. KZ39VPY00025420**, issued 29.07.2020.

Thematic scope: geology, chemical technologies for oil and gas processing, petrochemistry, technologies for extracting metals and their connections.

Periodicity: 6 times a year.

Circulation: 300 copies.

Editorial address: 28, Shevchenko str., of. 219, Almaty, 050010, tel. 272-13-19  
<http://www.geolog-technical.kz/index.php/en/>

**NEWS**

OF THE NATIONAL ACADEMY OF SCIENCES OF THE REPUBLIC OF KAZAKHSTAN  
**SERIES OF GEOLOGY AND TECHNICAL SCIENCES**

**ISSN 2224-5278**

Volume 6, Number 450 (2021), 71-76

<https://doi.org/10.32014/2021.2518-170X.121>

**UDC 625.7/8:691.16**

**Zhurinov M.Zh<sup>1</sup>, Teltayev B.B<sup>2</sup>, Amirbayev Ye.D<sup>2</sup>, Begaliyeva S.T.<sup>2</sup>, Alizhanov D.A.<sup>2\*</sup>**

<sup>1</sup>JSC “D.V. Sokolskiy Institute of Fuel, Catalysis and Electrochemistry”, Almaty, Kazakhstan;

<sup>2</sup>Kazakhstan Highway Research Institute, Almaty, Kazakhstan.

E-mail: nanrk.mzh@mail.ru

## **MECHANICAL CHARACTERISTICS OF ROAD COMPOUNDED BITUMEN AT LOWTEMPERATURES**

**Abstract.** In this work the practical possibility has been shown for the manufacturing of a road bitumen with the improved low temperature characteristics by compounding of a viscous bitumen of the grade BND 100/130 with tar. The bitumen of the grade BND 100/130 has been produced by the Pavlodar petrochemical plant from the oil of Western Siberia (Russia) by direct oxidation. The standard characteristics of the bitumen satisfy the requirements of ST RK 1373-2013. The bitumen of the grade BND 100/130 and the tar from 5 to 30% have been used for preparation of the compounded bitumen by selection. A laboratory mixer (rotation rate is equal to 450-500 rotations per minute) and a container with heating have been used for the compounding of the bitumen under the laboratory conditions. Bitumen sample was heated up to the temperature of 120°C in the mixer, then the tar was added in the amount of 5, 10, 15, 20, 25, 27 and 30% by bitumen weight, and it was mixed for 30-40 minutes. Low temperature characteristics (stiffness and relaxation rate) of the bitumen have been determined on the bending beam rheometer at the temperatures of -24°C, -30°C and -36°C. Before testing the samples of the compounded bitumen have been subjected to double (short-term – RTFOT and long-term – PAV) aging. Optimum content has been determined for the tar in the bitumen, which is equal to 15-20 % by weight.

**Key words:** bitumen, tar, compounding, bending, beam rheometer, stiffness, relaxation fate.

**Introduction.** At present an asphalt concrete pavement, which is very sensitive to a temperature, has a priority distribution on the highways. Temperature resistance of a bitumen or a bituminous binder is the fundamental one in the service life of an asphalt concrete.

The plants of Kazakhstan produce road bitumens only of the grades BND 70/100 and BND 100/130. Low temperature cracks occur everywhere in asphalt concrete pavements constructed in the regions of the republic with the use of the bitumens of these grades; and irreversible plastic deformations (rut, waves) are observed on some sections with high-capacity traffic.

To improve the operational properties (resistance to rutting and low temperature cracking) of asphalt concretes bitumens are modified with different polymers [1-7]. However, polymers, as a rule, increase only high temperature resistance (resistance to the formation of plastic deformations) of asphalt concretes. Meanwhile, it is known that bitumens of less viscous consistence (the bitumens of the grades BND 130/200 and BND 200/300) have the comparatively better low temperature characteristics.

Considering the above in this work it is proposed to compound (liquefy) the viscous road bitumen of the grade BND 100/130, conventionally used in a road construction, with tar to obtain a bitumen with the improved low temperature operational characteristics.

**Materials and methods.** The bitumen of the grade BND 100/130 and the tar of the Pavlodar petrochemical plant have been accepted to determine the optimum tar content in the bitumen for manufacturing of the road compounded bitumen of more liquid consistence with better low temperature characteristics.

**Bitumen.** The bitumen of the grade BND 100/130 has been produced by the Pavlodar petrochemical plant from the oil of Western Siberia (Russia) by direct oxidation. The standard characteristics of the bitumen (Table 1) satisfy the requirements of ST RK 1373-2013 [8].

Table 1 - Main standard characteristics of the bitumen of the grade BND 100/130

Description of indicators	ND for test methods	Standard under ND	Actual results
Needle penetration depth, 0.1 mm at the temperature of 25 °C at the temperature of 0°C	ST RK 1226	101-130 not less than 30	116 38
Softening point (ring and ball), °C	ST RK 1227	not lower than 43	45.0
Ductility, cm: at 25 °C at 0 °C	ST RK 1374	not less than 90 4.0	115 5.6
Fraas point, °C	ST RK 1229	not higher than -22	-27.0
Flash point, °C	ST RK 1804	not lower than 230	265
Softening point variation after heating, °C	ST RK 1224 ST RK 1227	not more than 7	6.0
Dynamic viscosity at 60 °C, P·s	ST RK 1211	not lower than 120	138
Kinematic viscosity at 135 °C	ST RK 1210	not lower than 180	332
Aging resistance after heating at the temperature of 163 °C: weight variation, % needle penetration depth, %, of the original one - ductility, cm, at the temperature of 25 °C - rise factor of the dynamic viscosity at 60 °C	ST RK 1224 ST RK 1226 ST RK 1374 ST RK 1211	not more than 0.8 not less than 50 not less than 80 not more than 2.5	0.2 65 43 2.5

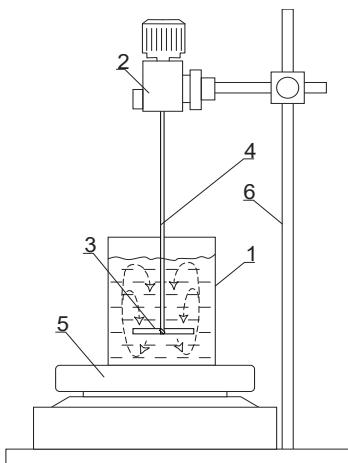
Tar. The tar used for the compounding of the bitumen of the grade BND 100/130 has been delivered from PNHZ. The standard characteristics of the tar (Table 2) satisfy the requirements of ST RK 3337-2018 [9].

Table 2 - Main standard characteristics of the tar

Description of indicators	Measurement unit	ND for test methods	Standard under ND		Actual results
			Grade A	Grade B	
Conditional viscosity under viscometer with a hole of 5 mm at 80°C, not less than	s	ST RK1683	20		82
Density at 20±2°C	kg/m <sup>3</sup>	ST RK2114	From 940 to 1050		956
Softening point, not lower than	°C	ST RK1804	200		280
Water content, not more than	%	ST RK1375	0.1		-

**Compounding.** The bitumen of the grade BND 100/130 and the tar from 5 to 30% have been used for preparation of the compounded bitumen by selection. A laboratory mixer (rotation rate is equal to 450-500 rotations per minute), creating a small swirl, and a container with heating (Figure 1) have been used for the compounding of the bitumen under the laboratory conditions.

Bitumen sample was heated up to the temperature of 120°C in the mixer, then the tar was added in the amount of 5, 10, 15, 20, 25, 27 and 30% by bitumen weight, and it was mixed for 30-40 minutes.



*Fig. 1 -Laboratory mixer with heating:*  
*1 – metal chamber; 2 – electric engine; 3 – screw;*  
*4 – belt pulley; 5 – hot plate; 6 – stand rod.*

**Bending beam rheometer.** Low temperature characteristics (stiffness and relaxation rate) of the bitumen have been determined on the bending beam rheometer (BBR) (Figure 2) at the temperatures of -24°C, -30°C and -36°C [10]. Before testing the samples of the compounded bitumen have been subjected to double (short-term – RTFOT [11] and long-term – PAV [12]) aging.



*Fig.2 - Bending beam rheometer (BBR)*

The bitumen stiffness  $S(t)$  at the time moment  $t$  is calculated under the formula:

$$S(t) = \frac{PL^3}{4bh^3\delta(t)} \quad (1)$$

where:  $S(t)$  is the stiffness at the time moment  $t$  (s), MPa;

$\delta(t)$  is maximum bending of a beam at time moment  $t$ , mm;

$L$  is the length of a span of a beam (distance between supports), mm;

$h$  is the height of a beam, mm;

$b$  is the width of a beam, mm;

$P$  is the applied load, H.

Bitumen relaxation rate  $m(t)$  at time moment  $t$  is calculated under the expression:

$$m(t) = [d(\log S(t))]/[d(\log t)]. \quad (2)$$

**Results and discussions.** The values of the stiffness and relaxation rate of the compounded bitumens at different tar contents and various temperatures are represented in Figures 3 and 4. It is seen from Figure 3 that the stiffness of the bitumens remains the same at the tar content of 20% and more. The relaxation rate is considerably decreased at the tar contents of 27% and 30%. Meanwhile, the values of the relaxation rate are higher than the allowable value ( $m=0.3$ ).

Thus, it is found out that the optimum tar content in the bitumen is within the range of 15-20% according to the results of the research for the stiffness and relaxation rate of the compounded bitumens at low temperatures.

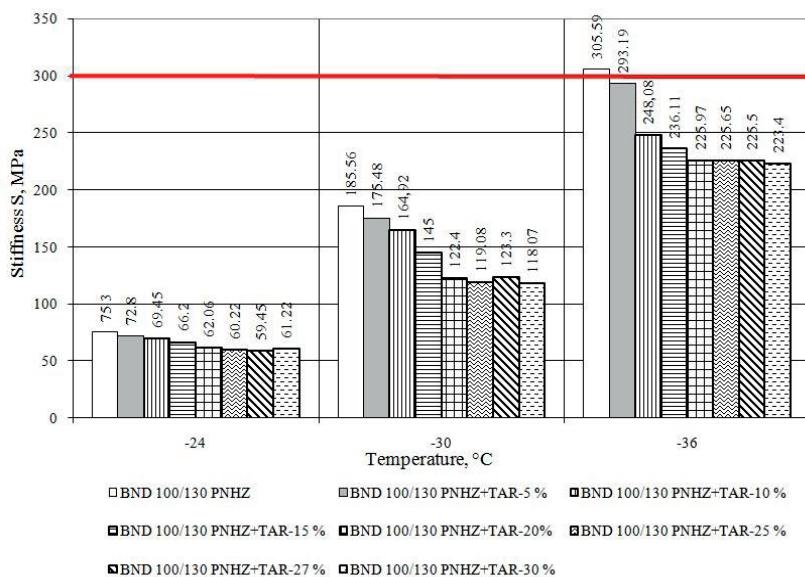


Fig.3 - Bitumen stiffness at different tar contents and various temperatures

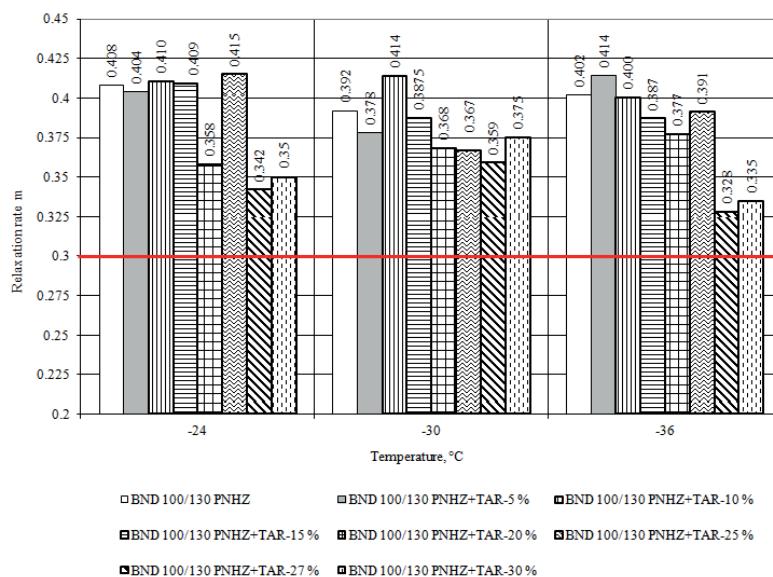


Fig.4 - Bitumen relaxation rate at different tar contents and various temperatures.

**Conclusion.** 1. The practical possibility has been shown for the manufacturing of a road bitumen with the improved low temperature characteristics by compounding of a viscous bitumen of the grade BND 100/130 with tar.

2. Optimum content has been determined for the tar in the bitumen, which is equal to 15-20% by weight.

Grant IRN AP 08857446 has been received from the Committee of Science of the Ministry of Education and Science of the Republic of Kazakhstan in support of our research work. Agreement No. 230 dated 12 November, 2020.

**Жұрынов М.Ж.<sup>1</sup>, Телтаев Б.Б.<sup>2</sup>, Әмірбаев Е.Д.<sup>2</sup>, Бегалиева С.Т.<sup>2</sup>, Әліжанов Да.А.<sup>2\*</sup>**

<sup>1</sup>«Д.В.Сокольский атындағы жанармай, катализ және электрохимия институты» АҚ, Алматы, Қазақстан;

<sup>2</sup>«Қазақстан жол ғылыми-зерттеу институты» АҚ, Алматы, Қазақстан.

E-mail: nanrk.mzh@mail.ru

## **КОМПАУНДТАЛҒАН ЖОЛ БИТУМЫНЫҢ ТӨМЕНГІ ТЕМПЕРАТУРАЛАРДАҒЫ МЕХАНИКАЛЫҚ СИПАТТАМАЛАРЫ**

**Аннотация.** Бұл жұмыста МЖБ 100/130 маркалы тұтқыр жол битумын гудронмен компаундтау арқылы төмөнгі температуралық сипаттамалары жоғарылатылған жол битумын алудың практикалық мүмкіндігі көрсетілген. МЖБ 100/130 маркалы битумы Павлодар мұнай-химия зауытында Батыс Сібірдің (Ресей) мұнайынан тіке тотықтыру жолымен өндірілген. Битумның стандарттық сипаттамалары КР СТ 1373-2013 стандартының талаптарын қанағаттандырады. Компаундтауға сол зауыттың 80°C температурадағы шарттық тұтқырлығы 82 с гудроны алынды. Компаундталған битумды даярлау үшін МЖБ 100/130 маркалы битумына гудрон массасы бойынша 5%-дан 30%-ға дейінгі мөлшерде қосылды. Компаундтауға зертханалық араластырғыш (жылдамдығы минутына 450-500 айналым) пен қыздырылатын контейнер пайдаланылды. Битум үлгісі 120°C температураға дейін қыздырылып, белгіленген мөлшерде (5, 10, 15, 20, 25, 27 және 30%) гудрон қосылды, одан әрі битум мен гудрон араласпасы 30-40 минут бойы араластырылды. Компаундталған битумның гудронның түрлі мөлшеріндегі төмөнгі температуралық сипаттамалары (қаттылық және релаксация жылдамдығы) идетін білікті реометрде (BBR) -24°C, -30°C және -36°C температураларда анықталды. Компаундталған битумның үлгілері BBR-дағы сынақтан бұрын екі сатылы (қысқы мерзімді – RTFOT және ұзак мерзімді – PAV) ескіруден өткізілді. Масса бойынша 15-20% гудроны бар компаундталған битумның құрамы оңтайлы екені табылды.

**Түйінді сөздер:** битум, гудрон, компаундтау, идетін білікті реометр, қаттылық, релаксация жылдамдығы.

**Журинов М.Ж.<sup>1</sup>, Телтаев Б.Б.<sup>2</sup>, Амирбаев Е.Д.<sup>2</sup>, Бегалиева С.Т.<sup>2</sup>, Алижанов Да.А.<sup>2\*</sup>**

<sup>1</sup>“Институт топлива, катализа и электрохимии им. Д.В. Сокольского”, Алматы, Казахстан;

<sup>2</sup>АО «Казахстанский дорожный научно-исследовательский институт», Алматы, Казахстан.

E-mail: nanrk.mzh@mail.ru

## **МЕХАНИЧЕСКИЕ ХАРАКТЕРИСТИКИ ДОРОЖНОГО КОМПАУНДИРОВАННОГО БИТУМА ПРИ НИЗКИХ ТЕМПЕРАТУРАХ**

**Аннотация.** В настоящей работе показана практическая возможность получения дорожного битума с улучшенными низкотемпературными характеристиками компаундированием вязкого битума марки БНД-100/130 с гудроном. Битум марки БНД 100/130 был произведен Павлодарским нефтехимическим заводом из нефти Западной Сибири (Россия) путем прямого окисления. Стандартные характеристики битума удовлетворяют требованиям стандарта СТ РК 1373-2013. Для компаундирования был принят гудрон того же завода с условной вязкостью 82 с при температуре 80°C. Для приготовления компаундированного битума в битум марки БНД 100/130 был добавлен гудрон в количестве от 5% до 30% по массе. Лабораторный смеситель (скорость вращения 450-500 оборотов в минуту) и контейнер с подогревом были использованы для компаундирования. При этом образец битума был нагрет до температуры 120°C в смесителе, затем добавляется гудрон в выбранном количестве (5, 10, 15, 20, 25, 27 и 30% по массе) и смесь битума и гудрона перемешивалась в течение 30-40 минут. Низкотемпературные характеристики (жесткость и скорость релаксации) компаундированного битума при разных содержаниях гудрона были определены на реометре с изгибающейся балкой (BBR) при температурах -24°C, -30°C и -36°C. До испытания на BBR образцы компаундированного битума были подвержены двойному (кратковременному – RTFOT и длительному – PAV) старению. Установлено, что состав компаундированного битума с содержанием гудрона 15-20% по массе является оптимальным.

**Ключевые слова:** битум, гудрон, компаундирование, реометр с изгибающейся балкой, жесткость, скорость релаксации.

**Information about authors:**

**Zhurinov Murat Zhurinovich** – Doctor of Chemical Sciences, Professor, Academician, President of NAS RK, <https://orcid.org/0000-0001-5314-1219>, E-mail: nanrk.mzh@mail.ru;

**Teltayev Bagdat Burkhanbaiuly** – Doctor of Technical Sciences, Professor, President of JSC “Kazakhstan Highway Research Institute”, <https://orcid.org/0000-0002-8463-9965>, E-mail: bagdatbt@yahoo.com;

**Amirbayev Yerik Dikhanbayevich** – Chief of Road Construction Materials Division of JSC “Kazakhstan Highway Research Institute”, <https://orcid.org/0000-0001-8508-8803>, E-mail: erik\_neo@mail.ru;

**Begaliyeva Sakhypzhamal Temirkhanovna** – Leading Engineer of the JSC “Kazakhstan Highway Research Institute”, <https://orcid.org/0000-0002-0884-7375>, E-mail: begaliyeva\_58@mail.ru;

**Alizhanov Dinmukhambet Alizhanuly** – Leading Engineer of the JSC “Kazakhstan Highway Research Institute”, <https://orcid.org/0000-0001-6006-0230>, E-mail: dimash\_a92@mail.ru.

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**ISSN 2518-170X (Online),  
ISSN 2224-5278 (Print)**

Редакторы: *М.С. Ахметова, А. Ботанқызы, Д.С. Аленов, Р.Ж. Мрзабаева*  
Верстка на компьютере *Г.Д.Жадыранова*

Подписано в печать 15.12.2021.  
Формат 60x881/8. Бумага офсетная. Печать – ризограф.  
4,6 п.л. Тираж 300. Заказ 6.