As one of the largest independent asphalt resellers in the United States, Associated Asphalt stores, blends, hauls and sells a diverse mix of performance grade asphalt products. With a 5.3 million barrel capacity, we also supply quality paving grade asphalts, emulsions, modified and specialty polymer-modified asphalts throughout the Eastern United States, helping many contractors pave their own road to success.

For more information about StellarFlex FR™ and other Associated Asphalt products, call 800-542-5780.

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Permanent Deformation measured by an Asphalt Pavement Analyzer test machine. Test run for 8,000 cycles at 64°C with 100 psi hose pressure. Rutting measured in mm after 8,000 cycles.

Low temperature cracking

Fracture Energy, as measured by an Indirect Tensile Strength Test @ 0°C (High Fracture Energy indicates greater resistance to low temperature cracking).

Fatigue cracking

Fatigue Life measured by the Flexural Beam Fatigue Tester at a test frequency of 10 Hz, temperature of 15°C and at a tensile micro strain of 1,000. Failure determined by number of cycles required to reduce beam stiffness to 50% of initial stiffness.
The first FAA-specified fuel-resistant asphalt pavement

StellarFlex FR™ is a highly polymer-modified asphalt binder formulated for the extreme stresses that airport pavements must endure: exposure to jet fuel and the enormous weight of slow-moving aircraft.

Safe and worker-friendly, StellarFlex FR™ features a polymer modifier that allows asphalt to resist damage from jet fuel and hydraulic oil, as well as rutting and cracking. In the process, StellarFlex FR™ eliminates the need for coal tar sealers and extends pavement life substantially.

Backed by a proven, 20+year track record of success, StellarFlex FR™ is the first product to meet the FAA’s “P-601, Fuel Resistant Hot Mix Asphalt Pavement” specification.

Cost-effective production, application and wear

Asphalt mixes using StellarFlex FR™ can be produced at any hot mix plant without the need to modify equipment or operating procedures, so production and application don’t generate additional operating expenses.

StellarFlex FR™ need only be used in the surface layer of the pavement (minimum 1.5” thickness) to deliver years of superior protection against fuel and pressure-induced failure modes — without the recurring costs or health risks of coal tar sealers. Some StellarFlex FR™ airport pavement applications have been in place for more than 15 years and show no signs of rutting or cracking.

After 24 hours in jet fuel, the StellarFlex FR™ difference is clear

To meet the FAA’s P-601, Fuel Resistant Hot Mix Asphalt Pavement specification, compacted asphalt mix samples must not lose more than 2.5% of their weight after being immersed in jet fuel for 24 hours. As the below photos show, P-401 with PG 64-22 lost 10% of its weight after the 24-hour soak, while P-601 with StellarFlex FR™ lost only 1%!

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StellarFlex FR™ asphalt binder being applied to runway surfaces at an airport.