



BEET 55™ JUICE Suggested Application Guidelines

Liquid Distribution

Always ensure that Juice is being applied to the road surface in a concentrated "stream" form to maximize the effect of the products when anti-icing and de-icing. A concentrated stream of product will provide:

- Improved retention value of the product on the road surface.
- Better penetration through the compact and thus provide quicker removal of the compact.
- A delay, or prevent the formation of a bond between the road surface and snow accumulation.
- Quicker elimination of frost and ice formed on the road surface.
- A higher concentration of liquid per m² of road surface.

*Anti-Icing

Using Juice in an anti-icing capacity is two-fold

- Primary objective is frost protection and the prevention of black ice forming.
- Secondary objective is for the anti-bonding of compact snow to the asphalt by creating a layer of brine between the asphalt and the snow so the compact may be easier removed.

Application Rates

Anti-Icing *Road temperatures between -9° and -20° Celsius

On dry or damp road surfaces 100L / Lane KM (Acre)

On recognized hot spots up to 200L / Lane KM (Acre)

*De-Icing

When liquid is applied directly as a de-icer, consideration must be given as to the volume of ice/snow that is to be melted. Dilution of the liquid will begin upon contact and will continue until either the ice/snow is melted, or the de-icer loses all effectiveness. Effective de-icing of heavier compact or ice may be best accomplished using a pre-wetted salt at 60L per tonne.

On compact road surfaces min 200L / Lane KM (Acre)

On black ice road surfaces min 200L / Lane KM (Acre)

Allow the Juice to work into the compact for best value. Do not plow off until the Juice has reached saturation and is no longer effective.

*Pre-Wet

The pre-wetting of abrasives and salt provides the following immediate benefits:

Less bounce and scatter, sticks to the road surface, faster reaction time, concentrated melting point where the job needs to be done, more effective melting action and bare pavement can be achieved more quickly with less material.

As well as:

| Less | Better |
|--|-------------------|
| Material Consumed (both Sand and Salt) | Air Quality |
| Spring Clean up | Water Quality |
| Equipment Hours | Safer Roads |
| Environment Impact | Levels of Service |
| Public Complaints | Use of Resources |
| Accidents | |

Pre-wet Salt at 40-60L / Tonne

Pre-wet Abrasives at 8L / Tonne (increase as road temperatures decrease)

Ex: a sand application rate of 500kg / Lane KM and a prewet of 20L / t you will end up applying 3.3ml of liquid and .17kg of sand to each m² of the lane KM.

*The suggested usage rates are considered as starting points and should be adjusted based on weather expectations, current local conditions, performance levels, and road usage/condition/material. Beet 55® is always mixed with a chloride brine and should not be applied as a stand-alone product (except for salt stockpile treatment).