

Calcium Treated Salt (CTS) has been utilized by road authorities for more than 50 years to enhance the performance of salt and sand stockpiles. Basic rock salt fully coated with liquid calcium chloride produces a high-performance deicer with all the advantages of pre-wetting and more!

Advantages:

- Accelerated melting action
- 30% LESS bounce & scatter
- Free-flowing stockpiles
- Low temperature performance
- Reduced cost per lane mile
- Use less = Save more



Treating a salt pile with 6-10 gallons of calcium chloride per ton of salt (25-40 liters/MT) greatly enhances the performance of the salt, especially at colder temperatures when regular salt does not have the ability to brine.

As a treatment for sand, 4-6 gallons of calcium chloride per ton of sand (15-25 liters/MT) is recommended. This application allows the sand to “bite” into the ice or snowpack greatly reducing the bounce and scatter experienced with dry sand.

Enhancements:

There are a number of commercially available enhancements for calcium chloride stockpile treatment fluids:

- Corrosion inhibitors (Protect equipment and infrastructure)
- Viscosity modifiers (Prevent leaching, improve residual performance)
- Biodegradable colorants (Increase melting speed and provide coverage indication)





Residual Effect:

Residual effect occurs when a material stays in the pores of pavement awaiting the next storm, unlike dry salts that remain on the surface to be ground up or blown away by traffic.

Science Proves It!

An Ontario Ministry of Transport study concluded that a prewetting agent containing calcium chloride was “much more effective than magnesium and sodium chloride brines”. Calcium chloride outperformed magnesium chloride by up to 71.4% in terms of reduction in average snow cover providing higher overall levels of service regardless of salt rate or pre-wetting ratio.

- Hygroscopic and deliquescent, calcium chloride absorbs moisture from the air to keep a stockpile wet and free flowing. Calcium chloride also has a low vapor pressure allowing it to resist evaporation while maintaining optimum moisture content.
- Unsurpassed freezing point (-60° F / -51° C for 30% calcium chloride)

Bottom Line:

- **CTS** is pre-mixed for a precise, evenly blended product (no special equipment required).
- Road maintenance personnel can avoid the hassle and expense of liquid deicers.
- Some viscosity modifiers include corrosion inhibition, translating into longer truck, equipment and roadway hardware life.
- The need for sand and sand clean-up is reduced or eliminated.
- One product equates to less inventory to carry.
- Customers experience improved service levels.



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