

POLY 1000

BLACK BASE MAT SPECIFICATION

Cast-in-place synthetic track surface of permeable design consisting of a polyurethane-bound black rubber base mat. The result is a durable and resilient, all-weather surface.

This system is warranted against defects in materials and workmanship. The warranty excludes damage or defects caused by improper construction or design of the base materials, vandalism, abuse, neglect, lack of maintenance, or acts of God.

MATERIALS

PRIMER - Polyurethane-base primer - specifically formulated to be compatible with the base and track surfacing materials.

BASE MAT GRANULATE - Recycled SBR rubber - chopped, processed, and graded to 1-3mm in size with not less than 4% retained on a number 50 sieve - with no trace of fiber or steel.

EPDM BASE MAT GRANULATE - Optional - Synthetic black EPDM rubber - chopped, processed and graded to 1-3mm in size.

POLYURETHANE BASE MAT BINDING AGENT - Single component, MDI-based polyurethane binder, compatible with both SBR and EPDM rubber granulate.

LINE MARKING PAINT - Polyurethane-based paint specifically manufactured to be compatible with polyurethane synthetic track surfaces.

BASE INSPECTION AND PREPARATION

SURFACE INSPECTION - Prior to the application of the synthetic track surface, the asphaltic or concrete base shall be inspected for conformity to planarity requirements. The surface shall not deviate more than 1/8 inch in 10 feet from the specified grade when checked with a 10 foot straightedge. The surface may also be flooded with water to determine if any "bird baths" or low areas exist. Any areas found not to be in conformance with the above requirements shall be repaired by others and allowed to cure prior to the application of the synthetic surface with compatible materials.

The architect will provide to the surfacing contractor, prior to surface installation, a letter stating that all repairs, if any, asphalt planarity, and specifications for the base are in compliance with the project documents.

COMPACTION- The systemic track surface shall be laid on an approved subbase. The contractor or construction manager shall provide compaction test results of 95% or greater for the installed subbase and asphalt surface.

CURING - As asphaltic concrete base shall be allowed to cure a minimum of 21 days and a Portland Cement Concrete base shall be allowed to cure a minimum of 28 days and moisture content must be less than 3.0% prior to the commencement of the work.

CLEANING -The area to be surfaced shall be clean and free of any loose or foreign particles (dirt, oil, etc.) prior to the commencement of work.

INSTALLATION

BASE MAT - The base mat shall consist of a mixture of polyurethane binder and SBR or optional EPDM rubber granules. The mixing ration shall be a minimum of 20% polyurethane binder as determined by the overall weight of the rubber granules per mix. The mixture shall be prepared in a clean and dry mechanical mixer until a homogeneous mixture is obtained. The blended materials shall be applied by a mechanically operated finisher with an electronically heated finishing screed bar. All joint work shall be troweled flush with the adjacent base mat. Cured joints shall have their edges primed with the base mat binding agent prior to the application of the adjacent base mat.

LINE MARKINGS - All markings will be in accordance with the specification and the local governing track body.

FINISHED SURFACE PROPERTIES

COLOR: Black.

THICKNESS: 13MM average or as specified by architect, engineer or owner.

HARDNESS (ASTM D-2240): Cannot be measured because of porous structure.

ELONGATION (ASTM D-412): 83%

TENSILE STRENGTH (ASTM D-412): 0.7N/mm² @ 70F

COMPRESSION SET (ASTM D-395): 90% TO 95% @ 70F over a 24 hour period.

ABRASION RESISTANCE (ASTM D-501): 0.25 Grams loss after 1,000 cycles.

CHALKING (ASTM D-822): No change after 1,000 hours in weather meter.

COEFFICIENT OF FRICTION (ASTM D-1894): DRY 1.07, WET 0.73

RESILIENCE (ASTM D-2632): 37% to 44%

TEAR RESISTANCE (ASTM D-624): 50 to 75 p.s.i.