

POLY 2000 - MODIFIED

BLACK BASE MAT WITH POLYURETHANE SEALED LAYER AND STRUCTURAL SPRAY SPECIFICATION

Cast-in-place synthetic track surface of impermeable design consisting of a polyurethane –bound black rubber base mat with a seal coat layer prior to a spray – applied structural coating of polyurethane-based pigmented binder and encapsulated pigmented EPDM rubber granules. The result is a durable, resilient, textured, all weather surface.

This system is warranted against defects in material 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.

MATERAILS

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 1-3 mm 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 1-4 mm in size.

SEALER EPDM DUST – Synthetic pigmented EPDM rubber – chopped, processed, and grades too .0 - .5mm in size. Dust shall be the same color as requested by the owner for the finished surface.

EPDM SPRAY GRANULATE – Synthetic pigmented EPDM rubber – chopped, processed and graded to 0.5 –1.5 mm in size. Granules shall be the same color as requested by the owner for the finished surface.

SEALER POLYURETHANE – Two component urethane.

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

POLYURETHANE STRUCTURAL SPRAY COATING BINDER – A two component system consisting of a single component, MDI-based polyurethane binder, mixed with a polyurethane base color paste. Color as selected by owner.

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 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 material shall be applied by a mechanically operated finisher with an electronically heated finishing screen 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.

SEAL LAYER – The seal application shall be a mix of two component polyurethane coating and rubber dust, squeegee applied to the base, thus sealing off the permeability of the basement.

STRUCTURAL SPRAY COATING – After the initial cure is complete, the base mat shall receive two coats of structural spray consisting of approximately 60% pigmented polyurethane structural spray binder and 40% pigmented EPDM structural spray rubber granulate. Structural spray shall be applied in two coats so as to achieve a uniform application. The color of the finished spray coating will be as selected by owner.

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

FINISHED SURFACE PROPERTIES

COLOR: Black, Red, Beige, Green, Blue or as specified by owner.

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

HARDNESS (ASTM D-2240): 55, +/-5

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.