Rekortan M -99

FULL POUR URETHANE SYSTEM SPECIFICATIONS

Full Pour system is a poured-in-place, durable, resilient, textured, all-weather track surface of impermeable design which can be installed in a multi-layered application. The base consists of flow-applied polyurethane coating and imbedded SBR or EPDM granules. The top consists of flow-applied polyurethane coating onto which colored EPDM rubber granules are broadcast. This system is warranted against defects in materials and workmanship. The warranty excluded damage or defects caused by improper construction or design of the base materials, vandalism, abuse, neglect, lack of maintenance, or acts of God.

MATERIALS

POLYURETHANE COATING - Two component MDI based system consisting of a polyurethane binder and a pigmented polyol coating,
NO HEAVY METALS (MERCURY) OR CLAY FILLERS.
LINE MARKING PAINT - Polyurethane based paint that is compatible with the track surface.
BASE GRANULES - Recycled SBR or Synthetic black EPDM rubber, chopped, processed and graded to 1-4mm in size (optional colored EPDM rubber may be specified).
TOP GRANULES - Synthetic colored EPDM rubber, chopped, processed, and graded to a maximum size of 1-3mm.

BASE INSPECTION AND PREPARATION

SURFACE INSPECTION - Prior to application of the synthetic track surface, the asphalt or concrete base will be inspected for conformity to planarity requirements. The base shall not deviate more than 1/8 inch in 10 feet when measured with a 10 foot straightedge in any direction. The surface may also be flooded with water to determine if any “bird paths” or low areas exist. Compaction of the base is to be inspected by the architect. Any areas found not to be in compliance with the above requirements will be repaired by others with compatible materials as approved by the surfacing contractor and allowed to cure prior to the application of the synthetic surface.
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 - An asphalt base will be allowed to cure for a minimum of 14 days and a Portland Cement Concrete base will be allowed to cure a minimum of 28 days. The moisture content in the concrete is to be less than 3% prior to commencement of work.

INSTALLATION

BASE - The base will consist of flow-applied pigmented polyurethane coating onto which the base granules are imbedded prior to the initial set. Once the initial cure is achieved any excess granules are removed by means of a mechanical sweeper. The process is repeated until specified base depth is attained.
TOP - The top will consist of flow-applied pigmented polyurethane coating onto which 1-3mm colored EPDM rubber granules are broadcast prior to initial set. After curing, the excess granules are removed by means of a mechanical sweeper.
LINE MARKINGS - All marking will be in accordance with the specifications and the local

FINISHED SURFACE PROPERTIES

COLOR: RED unless otherwise specified
THICKNESS: 13 mm unless otherwise specified
HARDNESS: Shore A, 45 to 55 @ 70 F
ELONGATION: 115%
TENSILE STRENGTH: 1.10N/mm2
COMPRESSION SET: 90 TO 95% @ 70 F over a 24 hour period
FRICTION: DRY .80, WET .63
RESILIENCE: 33%