

Rekortan S

SANDWICH SYSTEM SPECIFICATIONS

The “Sandwich” system is a cast-in-place, durable, resilient, textured, all-weather surface of impermeable design consisting of a polyurethane bound black rubber base mat and a flow-applied pigmented polyurethane top coating with colored EPDM rubber granules broadcast onto the coating. This “Sandwich” 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

PRIMER - Polyurethane based material formulated to be compatible with the base and track surfacing materials.

POLYURETHANE BINDER - Single component, MDI based polyurethane binder, compatible with SBR and EPDM rubber granules.

POLYURETHANE COATING - Two component system consisting of a polyurethane binder and a pigmented polyol coating.

LINE MARKING PAINT - Polyurethane based paint that is compatible with the track surface.

BASE MAT GRANULES - Synthetic black SBR rubber, chopped, processed and graded to 1-3mm in size and not more than 4% retained on Number 50 sieve, with no trace of fiber or steel.

SEAL COAT POWER - Synthetic colored EPDM rubber dust 0.0-0.5mm in size.

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 measure with a 10 foot straightedge in any direction. The surface may also be flooded with water to determine if any “bird baths” 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.

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

INSTALLATION

PRIMING - Polyurethane based primer will be used prior to the application of the base mat. The application rate is not to exceed .18 pounds per square yard. Allow a minimum 30 minute cure time before continuing installation.

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

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

TOP - The top will consist of flow-applied pigmented polyurethane coating onto which 1-3mm colored EPDM rubber granules are broadcast prior to the initial set. After curing, the excess granules are removed by means of a mechanical sweeper.

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

FINISHED SURFACE PROPERTIES

COLOR: RED unless otherwise specified

THICKNESS: BASE: 9-10mm, TOP: 3-4mm TOTAL: 13mm

HARDNESS: Shore A, 45 to 55 @;70F

ELONGATION: 82%

TENSILE STRENGTH: .75n/mm²

COMPRESSION SET: 90 TO 95% @ 70F over a 24 hour period.

FRICTION: DRY .80, WET .63

RESILIENCE: 33 TO 40%