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PRODUCT SPECIFICATION

KEYGRIP EPOXY BUS AND CYCLE LANE

Description

KeyGrip Epoxy Anti-skid is a cold hand laid anti-skid treatment for application to areas that are subjected too high breaking forces, i.e. bus lanes traffic light approaches, road junctions, roundabouts and pelican crossings. Other areas of application also include Cycle Lanes and Pedestrian areas
 KeyGrip Epoxy Anti-skid has been assessed under the Highways Agency Product Approval Scheme and been granted Road and Bridges Agrément Certificate No 00/H039 for Type One Surfaces.

Performance

When measured by the portable skid resistance tester (TRL Road Note 27 Pendulum Method). The minimum value is 70+. When measured by a mobile (Vehicle Mounted) skid tester (scrim or equivalent). The minimum initial value is 0.65+.

Aggregates

The most commonly used high PSV aggregates are Guyanan and Chinese bauxite, these give PSV's in the range of 70-75. Guyanan is grey in colour and Chinese is buff. These aggregates can be coloured along with the binder for use as traffic calming aids. Smaller sized aggregates are used for pedestrian areas.

Aggregate Grading

5% max retained on a 3.35 mm BS sieve and not more than 5% passing a 1.18 mm BS sieve.
 The aggregate shall be clean and free of foreign matter.

Application to a New Surface

New hot rolled asphalt should have the chippings spread into the asphalt at a minimum rate, so that the surface gives a final texture depth of 1.5 mm. Reducing the amount of chippings in the asphalt gives a smoother surface finish, that results in the anti-skid being more evenly applied.
 New hot rolled asphalt should be left for a minimum of four weeks, depending upon vehicle traffic. This is necessary to allow any volatile oils in the asphalt to oxidise.

Physical Properties of Binder

Properties	Specification	Test Method
Tensile Strength	10.5N/mm ² Minimum	BS 2782 Part 3 Method 320A
Elongation	30% Minimum	BS 2782 Part 3 Method 320A
Scuffing @ 45 ^o C	Nil Erosion	Appendix G TRL Report 176



MANUFACTURERS OF
 KEYGRIP EPOXY TYPE ONE HIGH FRICTION SURFACING
 KEYGRIP THERMOPLASTIC TYPE ONE AND TYPE THREE HIGH FRICTION SURFACING
 COLOURED TRAFFIC CALMING PRODUCTS : JOINT AND OVERBAND SEALANTS
INSTALLERS OF
 ANTI-SKID SURFACING : TRAFFIC CALMING CYCLE LANES ETC
 REFLECTIVE CRACKING TREATMENTS : ASPHALT AND CONCRETE REPAIR

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End Performance

The surface treatment work carried out at each site shall be deemed acceptable if the minimum standards of performance are achieved and maintained during the following twenty-four months. Performance in this respect shall be monitored by the engineer and evaluated in terms of "exposed aggregate retention". This shall be assessed initially by visual inspection and requires the absence of limitation of various possible defects defined as follows.

Aggregate Loss

Any area shall be regarded as having stripped to an unacceptable standard where 5% or more of the exposed surface particles have been lost from the original continuous pattern.

Loss of Adhesion

Any area where 5% or more of the matrix/binder film has lost adhesion to the original road surface within the works.

Total Abrasion Loss

Gradual abrasion of the matrix and /or aggregate is permissible within the service life of the material, provided that a continuous pattern of aggregate is exposed throughout the surface at all times. Any area where 5% or more of the underlying binder or original road surface is visible shall be defined as "total abrasion loss".

Aggregate Embedment

The criteria for embedment shall be defined in terms of the macrotexture, measured by the sand patch test in accordance with BS 598 Part 105. The number of individual measurements shall be decided by the engineer as appropriate to the size of the area under construction, but shall not be less than one measurement for any single dispute. Any area where 5% of the values fall below 0.95 mm shall be regarded as unacceptable. Remedial works shall be carried out to areas of the surface treatment, which fail to comply with the above.

Quality Assurance

All our materials are tested under the control of a quality assurance system to BS/EN/ISO 9002 and certificates of conformity issued when requested.

Coverage Rate

Binder	Minimum of 1.35 Kg/m ² depending on roughness of the road surface.
Aggregate	7-8 Kg/m ²
Packaging	22 Kg composite packs.
Cleaning	Suitable solvent mixture xylene/white spirit.

Health and Safety

It is recommended that a suitable barrier cream be used along with gloves and protective clothing when using KeyGrip 924.

For other information refer to Health and Safety Data Sheets.

Other Information

The conditions or methods of handling, storage, use or disposal of the product is beyond our control and may be beyond our knowledge.

For these and other reasons, we do not assume responsibility and expressly disclaim liability for loss damage or expense arising out of or in any way connected with the handling, storage, use or disposal of the product.