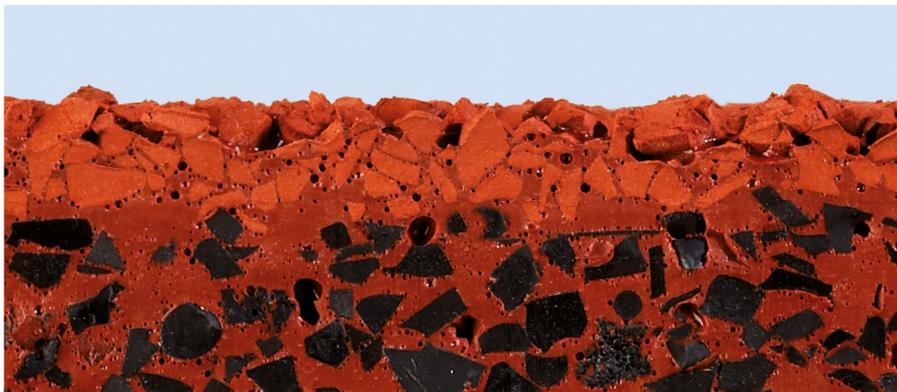


## FULL POUR SYSTEM SYSTEM INSTALLATION GUIDE AND PRODUCT DATA



POLYTRAK Full pour system is a high performance system designed to meet the most exacting standards of international competition to World Athletics regulations.

Cast in place with two layers of SBR rubber mixed with 50% elastic polyurethane flood coat and finished with a topping of coloured EPDM granules broadcast onto the polyurethane compound.

### Spreading rates

The following table of spreading rates provides an accurate guide to optimum usage on a perfectly flat substrate. Any undulation or voids may result in additional usage and an allowance must be made for on-site waste or spills. The contractor must ensure that adequate volumes of material are on hand at the time of installation.

FULL POUR SYSTEM SPREADING RATES			
Base	SC1 System	Part A & B 1:1 mix	2.70 kg/m <sup>2</sup>
4.3 mm	Black SBR 1-4 mm	Scatter to refusal	3.00 kg/m <sup>2</sup>
Middle	SC1 System	Part A & B 1:1 mix	2.70 kg/m <sup>2</sup>
4.3 mm	Black SBR 1-4 mm	Scatter to refusal	3.00 kg/m <sup>2</sup>
Top	SC1 System	A & B 1:1 mix	2.70 kg/m <sup>2</sup>
4.3 mm	Red EPDM 1-4 mm	Scatter to refusal	3.00 kg/m <sup>2</sup>

### Installation

Installation of the full pour system involves laying three layers of polyurethane compound and rubber granule, allowing each layer to cure before commencing with the next layer.

The polyurethane compound can be spread manually using squeegees or with the assistance of a pumped system. The rubber granule is scattered to refusal and the loose granule swept off when the polyurethane is fully cured.

Care must be taken with the sweepings to keep the material clean and dry, as this is used on subsequent track sections. The SC1 system can be supplied specified to a curing time that meets geographic conditions.

## FULL POUR MAINTENANCE OF THE WEARING SURFACE

POLYTRAK synthetic sports surfaces are produced using high quality rubber, polyurethane and EPDM products that are extremely resistant to normal wear and tear. It is good practice to regularly clean the surface as dirt does increase wear and tear and consequently can shorten the life span of the wearing surface.



### CLEANING:

The surface should be washed down periodically with a high-pressure water hose. Depending on the degree of dirt a light detergent in a low concentration can be added. The surface may also be vacuumed and brushed with synthetic brushes if necessary. Heavy dirt spots can be taken off by a damp rag that has been soaked wear coat in that case and should be done under strict supervision.

### PREVENTION:

To prevent excessive wear on the inner lanes on a running track, we suggest periodically blocking off different lanes for training purposes. This will ensure that the inner lanes do not wear out first and increase the total life span of the wearing surface.

### MAINTENANCE:

Keep the surface free from dust, dirt and pollution, which come from outside and around the running track depending on the layout of the surrounding area and how it is maintained. For cleaning use a water spraying machine with roll brushes similar to road cleaning machines for industrial parking areas. After preparing the surface with clean water the roll brushing machine should vacuum the dust, dirt and water, keeping the surface free and clean.

The frequency of cleaning will depend upon the level of pollution and outside influences, do not allow the dust to become hard and engrained. The line markings are made out of high quality 2-part-polyurethane lining paints. Depending on use these may require repainting after three to five years.

### TECHNICAL DATA

Full pour cast in place  
NON POROUS SURFACE

Force reduction	40%
Vertical deformation	2.2 mm
Friction	67 TRRL
Tensile strength	0.51 MPa
Elongation at break	72%



Cert No.1819  
ISO 9001. 2008  
ISO 14001. 2004

