

## POLTRACK JOGGING TRACK SYSTEM

Total thickness 15-20mm

This is a certified system by Labosport



**Elastic, seamless ,flexible coloured flooring, ideal for jogging tracks.** It consists of a shock-pad base of 2 layers, first layer is a base layer of SBR granules (granulometry 2-5mm or 3-5mm) in thickness of 8mm up to 13mm and second layer a base of flexible, coloured epdm granules(0,5-1,5mm) in thickness of 5mm. Then follows a PU flexible pore filler coating in 2 layers and a sealing PU UV resistant aliphatic top layer in two crossing layers.

### Preparation – Application

**Applied only on dry asphalt and concrete surfaces (over 30 days old from date of placement) without rising humidity issues and free of materials that might prevent bonding e.g. dust, loose particles, grease etc.** The success in the application depends on the right preparation of the underlay and use of the material.

- Priming of the surface with **polyurethane primer PU PRIMER 870** with 0,2 kg per square meter.
- After 5-12 hours and when the primer is almost dry but not completely, application of the **mixture of PU BINDER 1118** (17-20% in the mixture) **and SBR granules**(83--80% in the mixture) with paver machine in the thickness of 13mm to have the appropriate elasticity on the subfloor.
- Then when the first cushion surface is dry, application with paver machine of a mixture of **PU BINDER 1118** (20% in the mixture) **with epdm granules EPDM 856** (80% in the mixture) **in thickness of 5mm.**
- Afterwards when the surface of epdm is dry, application of polyurethane **elastic pore filler POLYSPORT STUCCO 1050E** with metal trowels to create a completely non porous surface with consumption 1,3-1,5 kg per square meter in 2 layers.
- Before the last **UV top layers** are applied, the surface needs the use of sandpaper machine to make a completely even surface without any irregularities or crumbs.
- After the sandpaper of the whole surface is finished follows the application of 250 gr/square meter from the our polyurethane UV, aliphatic two component resin **POLYSPORT 1052** in two cross layers by airless spray or by rollers.

## Important Remarks

- ✓ During summer or during temperatures over 35 degrees, ideal time for the application of **POLTRACK JOGGING TRACK** is between 21:00 and 06:00 and temperature less than 30°C, while in the winter, the minimum bearing temperature during application and drying should be over 10°C.
- ✓ The freshly coated surface should be protected from high temperatures, wind, rain and frost for at least the first 24 hours.

## Substrate

**Asphalt is the safer subfloor for sport floorings for sure and must be always preferred than concrete surfaces.**

### **A.ASPHALT SUBSTRATE**

The asphalt must have a slope of 0,7-1% **and must dry for at least 30 days so all solvents from the asphalt evaporate.**

The asphalt subfloor should be applied on well compacted 150 mm road base subfloor and asphalt should be laid in one layer (and not 2) in 6 to 8 cm with fine and coarse aggregates (up to 15mm granulometry) like the kind of asphalt used in road construction.

So, new road-grade asphalt will have to be laid (minimum 60mm) in one layer containing coarse aggregates and then mature for 30 days at least, before any application takes place on top of the asphalt to avoid bubbles on the final layer of the sport or rubber floorings.

### **B. CONCRETE SURFACES**

Concrete surface must be powerroweled and must be smooth with a slope of 0,7-1%.

**Then concrete must dry at least for 40 days and then the application takes place if there is no arising humidity for the subfloor.** Before the application takes place, there must **be a proper gridding** of the surface by a grinder machine to open the porous accordingly and also **a measurement by special instrument to measure humidity on the surface and in 10cm under the surface.**

**Generally concrete is a risky subfloor** and there may be problems **with arising humidity, especially in areas where the sea level is really high and when the sea is close.**

Always make expansion joints in large areas of concrete, in order to avoid uncontrollable cracks and failures.