



helping you **SAVE LIVES**

## Prismo Product Services

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## Product Specification

### TYREGRIP

**Epoxy resin based, pigmentable skid resistant surface treatment**

BBA/HAPAS approved Type 1 conforming to S.H.W Clause 924



### Description

Tyregrip is a highly durable, specialist hand machine applied coloured skid resistant surface treatment, consisting of a modified epoxy/amine binder which is usually pigmented and dressed with natural coloured or pigmented aggregate, typically calcined bauxite or granite. It provides a well textured surface typically 5mm thick for the standard road grade and 2-3mm thick for the pedestrian grade.

Tyregrip is BBA certified for application on bituminous road surfaces only.

For non-BBA applications the system can be readily applied to machine compacted asphalt, macadam and concrete surfaces provided the latter is suitably primed.

### Typical Applications

Tyregrip is available in two grades: a standard road grade which is ideal for traffic applications such as sharp bends, bridges, roundabouts, pedestrian crossing, junctions and other hazard sites; and a pedestrian grade for areas receiving foot/light traffic such as footpaths and cycleways.

### Benefits

Tyregrip is BBA/HAPAS approved Type 1 conforming to Specification for Highway Works Clause 924 for High Friction Surfacing System, Certificate No. 05/H115.

Exceeds the minimum Highways Agency requirements for skid resistance and texture depth.

Variety of applications from foot/light traffic to road traffic from traffic calming to skid resistant requirements.

Manufactured to BS EN ISO 9001:2000 and Environmental Standard BS EN ISO 14001:2004 Quality Assurance.

Chemically cured tough and durable surface, which is resistant to oil, fuel and de-icing salts.

Quick to apply, curing in approx 3 hours at ambient temperature 20°C.

### Preparation and Installation

The road surface shall be examined for texture, and if necessary, the texture depth measured by the sand patch method to determine the spread rate of binder. It shall be clean, dry and free from dust, laitance and foreign matter. If this is not the case, the surface shall be treated through a combination of cleaning with water/detergent solution followed by flushing with water and dried using a hot compressed air lance. Unless otherwise directed by the Engineer, all existing road markings, ironwork and studs shall be suitably masked. Application shall only be carried out at a road surface temperature of 5°C to 35°C.

For machine application, the two components (A & B) are warmed to below 50°C, loaded into separate feeder tanks on the spray machine and maintained at 55°C ± 5°C.

These components are automatically proportioned to the correct ratio (50:50 ± 5% by weight) and mixed.

The mixed components (binder) is then sprayed onto the road surface at a coverage rate of 1.7 to 2.2kg/m<sup>2</sup>, depending on the rugosity of the surface.

*Date of issue: July 2007*

*Revision no. 3*



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The hand application is either carried out by mixing an equal number of pre-weighed packs of A & B components, or drawing these components from separate feeder tanks situated on the back of specially designed rig into pre-calibrated vessels. The correctly proportioned components (50:50  $\pm$  5%) are mixed using a low speed high torque drill fitted with a helical stirrer in a separate container for at least 3 minutes or until homogenous. Once mixed, the binder is spread onto the substrate surface by means of a serrated edged squeegee at a coverage rate of 1.7 to 2.2kg/m<sup>2</sup>, depending on the rugosity of the substrate.

For both applications the specified aggregate is then applied to excess and once the binder is fully set, the excess is removed by means of a suction sweeper or by hand brushing. The coverage rate of the retained aggregate is approximately 7-8kg/m<sup>2</sup>.

#### Binder

The binder consists of a modified epoxy/amine compound, which holds the aggregate firmly in position, and has excellent adhesion to the substrate. It is applied between 5°C to 35°C at a typical application rate of 1.8kg/m<sup>2</sup> depending on the type and rugosity of the substrate and complies with Table 1.

#### Aggregate

The aggregates used are natural or pigmented calcined bauxite which has a typical Polished Stone Value (PSV) of 70 and Aggregate Abrasion Value (AAV) of 4., or high PSV (typically 60+) natural coloured or pigmented aggregates which provide a coloured skid resistant surface.

The average coverage rate is 7 to 8 kg/m<sup>2</sup> and typical gradings comply with Table 2.

The aggregate should be clean and free from foreign matter.

#### Aftercare

Once the treated surface has fully cured, any excess aggregate should be removed by suction sweeper or hand brushing.

**Table 1**

Properties (after 7 days curing @ 23oC) :

Tensile Strength @ 23°C	10.5 N/mm <sub>2</sub>
Elongation at break @ 23°C	30% minimum

**Table 2**

Aggregate Grading :

	Standard Road Grade	Pedestrian Grade
Retained :	3.35mm BS Sieve 5% max	1.70mm BS Sieve 5% max
Passing :	1.18 mm BS Sieve 5% max	0.71mm BS Sieve 5% max.

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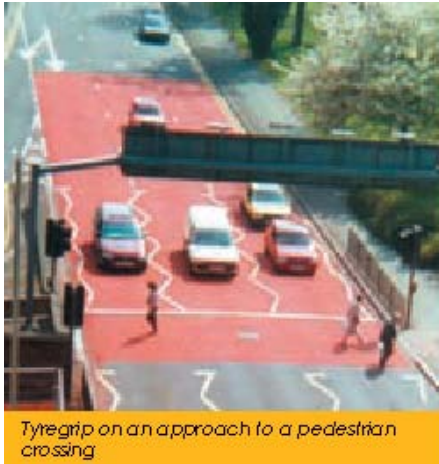
Prismo Road Markings Limited, incorporated in England and Wales under registered number 5906228. Registered office:  
1 Park Row, Leeds, LS1 5AB

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