



THORGRIP

Anti-Slip System

Decorative & Anti-skid surface coatings for roads, bridges, pontoons, link spans, pedestrian crossings, car parks, ships' decks and generally anywhere where slip and skid resistance is important.

INTRODUCTION

Safety has never been more important and the public's awareness never so high. There is a clear need to both incorporate non-slip surfaces into capital works and to carry-out improvements to existing surfaces. Skid resistance is inevitably degraded by use particularly as a result of heavy vehicle movements and high shear forces on ramps, bends and approaches to junctions, etc.

The Thorgrip system combines tough but flexible polyurethane resins with highly abrasion resistant aggregate. Unlike many systems Thorgrip cures very quickly. Disruption is therefore minimal and a surface can be returned to full use in about 3 hours depending on temperature. It also cures at low temperatures, has excellent adhesion qualities and does not embrittle with age.

BENEFITS

Amongst the benefits:

- Reduced braking distances, reducing the frequency of accidents
- Long service life compared with other similar systems
- Cold applied using mixer and squeegee
- Low hazard materials
- No need to remove road markings
- Resistant to oils and solvents
- Minimal maintenance
- Minimal traffic disruption
- Suitable for a wide range of substrates (bitumen, concrete, timber, steel, etc)
- Low initial and whole life cost

TYPICAL PROPERTIES OF BASE

Relative density at 20 ⁰ C	1.6
Tensile properties to BS 2782 Pt3 after curing for 14 days in air	
Tensile strength	6N/mm ²
Elongation at break	50% min
Adhesion properties to BS 24624:1993, pull-off test at 5 days	
To timber	5N/mm ²

To concrete	5N/mm ²
To bitumen macadam	5N/mm ²
To steel	12N/mm ²

When Thorgrip is applied to concrete, timber, or steel Priming will be required prior to application.

CS 100% solids epoxy primer would be preferable for steel or concrete.

COVERAGE/APPLICATION /CURE TIME

Both coverage and cure depend on ambient and surface temperatures, the type and condition of the substrate and the aggregate temperature and size.

Thorgrip must be laid to the following coverages :-

Foot traffic	2.0 to 2.5kg/m ²	(av 10.2m ² /unit)
Light Vehicle traffic	2.5 to 3.0kg/m ²	(av 8.4m ² /unit)
Heavy Vehicle Traffic	4.0 to 5.0kg/m ²	(av 5m ² /unit)

Aggregate loading varies with the chosen aggregate size and type. Typically:-

Foot traffic	5kg/m ²	(0.9 to 1.4mm agg)
Light Vehicle traffic	9kg/m ²	(1 to 3mm agg)
Heavy Vehicle Traffic	15kg/m ²	(3 to 5mm agg)

nb/ always ensure that there is always excess aggregate available on site to ensure full coverage prior to sweeping.

Aggregate is available in a range of natural colours and sizes and in more vivid colours as coated aggregates.

Curing times: -	Initial set @ 20 deg c	1 hour	Initial set @ 10 deg c	3 hours
	Open to traffic @ 20 deg c	3 hours	Open to traffic @ 10 deg c	8 hours

Application:

Thorgrip should only be applied to a dry substrate, in dry weather conditions. If immediate rainfall is forecast, or the relative humidity is 85% +, Thorgrip should not be applied until weather conditions are more favourable. Thorgrip can be applied between +3 deg c and + 30 deg c.

If temperatures are below 10 deg c catalyst can be added to assist curing times.

After curing any loose aggregate should be removed

PACKAGING / STORAGE

Thorgrip is supplied in 12.5kg units and in 3 components. Material should be stored in cool dry conditions, between 3 and 25 deg c.

HEALTH & SAFETY

Refer to Health and Safety Data Sheets for each component of this product.

It is the customer's responsibility to ensure that this product is suitable for purpose. Results are not guaranteed as application conditions are beyond our control. Every care has however been taken in the compilation of this information.

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