

**Description**

Gripex is a hot applied thermoplastic road surfacing materials designed to provide the user with colour demarcation and good skid resistance. Specifically formulated to provide a cost-effective durable coloured skid resistant surface for types of traffic calming schemes and cycleways.

**Benefits**

- Hot applied thermoplastic road surfacing materials
- Cost-effective durable skid resistant surfacing
- Colour is achieved by the use of selected pigments and naturally coloured aggregates
- Easy to use and can be applied quickly
- Hardens within 20 minutes
- A good bond to most common road surfaces
- It is highly resistant to water ingress

**Technical**

Skid resistance value (SRV)	>70
Max safe heating temp	220°C
Pouring temperature	190±10°C
Specific gravity (tonnes/m <sup>3</sup> )	2.2±0.1
Softening point (Wilhelmi)	>95°C
Nominal thickness of system	4.0-5.0mm
Spread Rate (m <sup>2</sup> /tonne)	90-114

**Colours**

Red Granite and Green Granite

**Application**

Ensure that the road surface temperature is not below 5°C and that it is sound, clean, dry, contamination free and suitable for the purpose. Sweep away loose and foreign matter. Remove oil, grease and similar contamination by scraping away or by the use of degreasing agents, or preferably using hot compressed air. Regulate depressions and pot holes with suitable repair materials and tamp or roll thoroughly to ensure total compaction. All substrates must be dry at time of application and ensure any presence of salt has been thoroughly washed away. Use masking tape to ensure neat edges, but remove before material has fully hardened.

Badly worn bituminous or concrete surfaces should be treated with Bitex primer (see separate data sheet) prior to application of hot applied surfacing.

The maximum safe heating temperature of 220°C should never be exceeded. Heating above the recommended pouring temperature or prolonged heating should be avoided otherwise deterioration of the pigment and the resin binder may occur.

Hot applied surfacing is supplied in meltable polythene sacks, which enables the whole sack to be placed into a pre-heater fitted with a mechanical stirrer and thermometer. A conventional vertical thermoplastic road marking boiler can normally be used. When the material has been heated to the required application temperature (see Technical) and is molten, homogenous, lump and segregation free, use a pre-heated bucket and preheated steel hand mould (or 'screed box') to screed out quickly, avoiding unnecessary heat loss.

Screeding is normally carried out transversely across the road surface. Screed out at a constant and steady rate to achieve even thickness and texture. The screed box should be kept filled during application and care should be taken to ensure that butt joints are kept neat, level and tidy between applications. Allow the material to cool and sweep off any loose debris. Surfaces treated with hot applied surfacing material can be returned to traffic typically within 20 minutes of the initial application.

***Aftercare***

Under normal traffic conditions with temperatures within normal ranges and periodic rainfall, hot applied surfacing material should be self-cleaning and require no ongoing maintenance.

***Packaging and Storage***

Hot applied surfacing materials are packaged in meltable polythene sacks and sold stretch-wrapped on pallets of approximately 1 tonne. This may vary for export/shipping requirements. The sacks contain vent holes through which water can enter and therefore the material should be stored under cover in dry conditions.

***Health and Safety***

See separate Safety Data Sheet.