

## Technical Guidance Notes NatraTex

The information contained in this document is intended as a guide when laying **NatraTex** products.

### Overview

**NatraTex** products are proprietary decorative hard landscaping materials, which use clear synthetic binder, which is manufactured and used extensively throughout Europe. We combine this unique binder together with complimentary aggregates at our dedicated Gloucester production facility to manufacture surfacing products that can be used in a number of applications and is available in a range of different colours.

Our products are manufactured on an asphalt plant similar to that used in the production of conventional black asphalt, is supplied in hot format and is laid in the same way as conventional black asphalt (however, it's important to make sure that all equipment: boots, rakes, barrows, pavers etc., are clean!).

**NatraTex** uses the clear binder and natural aggregate to produce an attractive and durable surface. We use a range of aggregates to provide both colour and performance. Also, the addition of pigment is adjusted to produce bright & vibrant natural finishes.

The aggregates used range from flint gravels to high skid resistant stone, if a PSV (Polished Stone Value) has been specified. Products boast long-term colour retention, are largely maintenance free and cost-effective when compared to other aesthetic systems.

### Technical Details

Pavement structure below the NatraTex layer may be identical to that of a conventional asphalt / macadam surface course.

**NatraTex** is supplied in nominal sizes of 6mm and 10mm depending on usage.

Aggregate Size (Nominal) and Grade	Recommended Thickness after Compaction	Intended Use
6mm Medium	25mm	Pedestrian Use , Footpaths, Playground and Cycle Routes
6mm Dense	30mm	Light Domestic Trafficking**
6mm Heavy Duty	30mm	Driveways and Residential Roads
10mm Dense	35mm	Residential Roads / Housing Estates and Car Parks**
10mm Heavy Duty	35mm	Main Carriageways

\*\* Excludes gravel aggregate

## Installation

### Preparation

**NatraTex** should be installed in accordance with **BS594987:2015** - the standard for Asphalt for roads and other paved areas.

**All equipment needs to be clean to avoid contamination**, resulting in discolouration of the finished surface.

We strongly recommend that **NatraTex** should be machine laid if possible. Particularly the Heavy Duty range. However, it is appreciated that this may not always be possible. Please contact us for additional guidance if required.

The surface onto which the material is to be installed should be of adequate strength to bear the construction of the new surface without deformation. Designers should take into consideration the possibility of any consolidation, movement or settlement of the foundation design.

Before the laying of our material the surface should be free of ice, standing water, snow and loose detritus.

It's recommended to apply a bond coat to the prepared surface to prevent the ingress of water, which can result in "plating off" i.e. where the surface separates from the binder course. Ensuring that the bond coat has cured is vital! Otherwise bleeding can occur, which will discolour and contaminate the surface.

We produce, and strongly recommend the use of a clear joint and edge sealant (which is supplied in 15/20 litre containers) this should be applied to all raised iron works and kerbs etc.

Although it is not always practical, joints in the new surfacing should be avoided. If unavoidable, care and attention to the laying plan should be given in regards the number and location of any joints.

### Compaction

**When the material has been laid, either by hand or machine, it is recommended to compact the surface as soon as possible.**

Steel wheel, tandem, vibratory rollers are recommended.

Compacting the finished surface requires less effort when the material is above 140°C. Continue compacting (polishing) the material until the temperature reaches approx. 60°C. (Infrared reading on the surface will show approx. 55°C)

(Refer to specific Material Specification Data Sheet for further information.)

### Additional Notes on Installation

Ideally, it is recommended to complete the scheme in as few visits as possible, to minimize the risk of variation in appearance.

If "day joints" are unavoidable, they must be treated on the vertical face with the clear joint edge sealant before additional installation.

#### Adverse Conditions

Laying should be avoided if standing water is present or wet weather is forecasted on the day of scheduled laying.

Material should not be laid if the ground is frozen. Laying should be suspended if air temperatures fall beneath 0°C, or -3°C in calm conditions.

Consideration should be given to compaction times if temperatures are falling.

Material less than 140°C will become more difficult to work.

Bear in mind that thinner layers cool quicker than thicker ones and that wind chill can significantly accelerate the cooling process.

Our material is loaded onto our insulated lorries at approx. 175°C. Depending on the size of load (the fuller the lorry, the less heat loss) **NatraTex** will lose approximately 3-5°C per hour whilst travelling.

## Installation Contractors

Reputable contractors with a knowledge and skill set that are able to lay "conventional asphalt" should be able to lay our material. We strongly recommend the use of competent Contractors who are familiar with placement of **NatraTex**.

For a list of contractors in your area who have installed our products, please call **Neil Robinson** on 07779 268631, **Mark Stott** on 07584 311266 or our **Sales Office** on 01594 826768.

## Opening to Traffic

Depending on weather conditions, product density and use, the opening of the installed surface course to traffic will vary. We recommend leaving the surface at least 12 hours before trafficking. In summer months, when temperatures are high, we'd suggest leaving the surface overnight, or until the whole course has fully cooled (ideally, to below 30°C).

## Maintenance & Aftercare

Our products are very low maintenance, making them ideal for a range of applications and sectors.

We also produce cold-lay grades of our products, available in 25kg containers, called **NatraTex Cold Lay** for use in areas where there has been changes to raised ironworks or small repairs due to bollard replacements or similar. This material has a 3 month shelf life.

If hot material is required, consideration should be given to quantities & travel time etc. to ensure there's enough workable material to complete the works.

If the finished surface becomes soiled from spillages or debris, it's recommended to remove these marks using a citrus cleaner. **Avoid using a solvent based cleaner.**

Please Note: Tyre marks and general black marking will be more visible on material produced using clear binder. However, the marking is usually on the binder film that covers the aggregate in early life, and will, after trafficking and weathering, become far less evident.

It is not advisable to place chairs, tables, producing high point loads on any asphalt surface, as the surface will deform particularly in warm weather.

## Quality Control

**NatraTex** is manufactured and supplied in accordance with the requirements of BS EN ISO 9001 and the factory process requirements of National Highways Sector Scheme 14.

## Further Information

We are the manufacturers and suppliers, therefore, any questions which relate to pavement design should be raised with a suitably qualified person.

Any further information can be found on our website [www.natratex.co.uk](http://www.natratex.co.uk)

