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Agrément Certificate

**04/H090**

Product Sheet 1

**STIRLING LLOYD HIGH-FRICTION SURFACING SYSTEM**

**SAFETRACK HW**

This Certificate is issued under the Highway Authorities' Product Approval Scheme (HAPAS) by the British Board of Agrément (BBA) in conjunction with the Highways Agency (HA) (acting on behalf of the overseeing organisations of the Department for Transport; the Scottish Executive; the Welsh Assembly Government and the Department for Regional Development, Northern Ireland), the Association of Directors of Environment, Economy, Planning and Transport (ADEPT), the Local Government Technical Advisers' Group and industry bodies. HAPAS Agrément Certificates are normally each subject to a review every five years.

**PRODUCT SCOPE AND SUMMARY OF CERTIFICATE**

This Certificate relates to Safetrack HW, a high-friction surfacing system for use on bituminous or concrete highways.

**AGRÉMENT CERTIFICATION INCLUDES:**

- factors relating to compliance with HAPAS requirements
- factors relating to compliance with Regulations where applicable
- independently verified technical specification
- assessment criteria and technical investigations
- design considerations
- installation guidance
- regular surveillance of production
- formal five-yearly review.



**KEY FACTORS ASSESSED**

**Performance** — the system complies with the requirements for a Type 1 system in accordance with the *Guidelines Document for the Assessment and Certification of High-Friction Surfacing for Highways* (see Table 2).

**Durability** — the system, when used in an appropriate location as defined in the *Guidelines Document for the Assessment and Certification of High-Friction Surfacing for Highways*, should have a service life of between 5 and 10 years (see section 7).

The BBA has awarded this Agrément Certificate to the company named above for the system described herein. The system has been assessed by the BBA as being fit for its intended use provided it is installed, used and maintained as set out in this Certificate.

On behalf of the British Board of Agrément

Date of First issue: 1 September 2011

Originally certificated on 9 March 2004

Simon Wroe

Head of Approvals — Materials

Greg Cooper

Chief Executive

*The BBA is a UKAS accredited certification body — Number 113. The schedule of the current scope of accreditation for product certification is available in pdf format via the UKAS link on the BBA website at [www.bbacerts.co.uk](http://www.bbacerts.co.uk)*

*Readers are advised to check the validity and latest issue number of this Agrément Certificate by either referring to the BBA website or contacting the BBA direct.*

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# HAPAS Requirements

## Requirements

The Highways Technical Advisory Committee (HiTAC) and HAPAS Specialist Group 1 (High-Friction Surfacing) have agreed with the British Board of Agrément the aspects of performance to be used by the BBA in assessing the compliance of high-friction surfacing systems with the Guidelines Document. In the opinion of the BBA, Safetrack HW, when applied to suitable bituminous and concrete surfaces, in accordance with the provisions of this Certificate, will meet the relevant requirements and is deemed to be of Type 1.

Additional requirements of the overseeing organisations are given in the Manual of Contract Documents for Highway Works (MCHW)<sup>(1)</sup>, Volumes 1 and 2, Series 900, Clause 924 (08/08) *High Friction Surfaces*.

(1) The MCHW is operated by the Overseeing Organisations: The Highways Agency (HA), Transport Scotland, The Welsh Assembly Government and The Department for Regional Development (Northern Ireland).

## Regulations

### Construction (Design and Management) Regulations 2007

### Construction (Design and Management) Regulations (Northern Ireland) 2007

Information in this Certificate may assist the client, CDM co-ordinator, designer and contractors to address their obligations under these Regulations.

See sections: 3 *Delivery and site handling*, (3.1 and 3.2) and 9 *Precautions during installation* of this Certificate.

## Technical Specification

### 1 Description

1.1 Safetrack HW comprises a methyl methacrylate resin binder, thixotrope, BPO hardener powder and a graded nominal 1 mm to 3 mm calcined bauxite aggregate.

1.2 The system is available as a year round grade material for use at temperatures between 0°C and 40°C.

1.3 For new, porous or open textured bituminous substrates, Metaset Scratchcoat may be used as a pre-treatment to reduce the system binder consumption.

1.4 Metaset Scratchcoat consists of a methyl methacrylate resin component, filler and BPO hardener powder all supplied in pre-weighed quantities ready for on-site mixing.

1.5 Metaset Scratchcoat is available in a summer grade for use at ambient temperatures between 10°C and 40°C and a winter grade for temperatures between 0°C and 10°C.

### 2 Manufacture and quality control

The Safetrack HW resin binder and Metaset Scratchcoat resin are manufactured by a batch-blending process. A series of quality control checks is conducted on each batch. The packaged products are identified by a unique batch number which is recorded on a Certificate of Conformity prior to delivery to site.

### 3 Delivery and site handling

3.1 Safetrack HW is delivered to site in 25 kg packs, each pack also includes a pre-weighed bag of thixotrope and BPO hardener powder. Metaset Scratchcoat is delivered to site as 4.18 kg resin, 20 kg of filler and either 70 g BPO hardener powder (added to the summer grade) or 120 g BPO hardener powder (added to the winter grade).

3.2 The components are classified under *The Chemicals (Hazard Information and Packaging for Supply) Regulations 2009 (CHIP4)/Classification, Labelling and Packaging of Substances and Mixtures (CLP Regulation) 2009* and the packaging bears the appropriate hazard warning label(s). Flashpoints and hazard classifications are given in Table 1.

Table 1 Flashpoint and hazard classification

Component	Flashpoint (°C)	Classification
Binder	17	Highly flammable <sup>(1)</sup> /irritant
Metaset Scratchcoat	17	Highly flammable <sup>(1)</sup> /irritant
BPO hardener powder	>55	Oxidising/irritant

(1) The product should be stored in accordance with *The Dangerous Substances and Explosive Atmospheres Regulations 2002*.

3.3 When stored in accordance with the Certificate holder's instructions the unopened product has a shelf-life of at least six months.

# Assessment and Technical Investigations

The following is a summary of the assessment and technical investigations carried out on Safetrack HW.

## Design Considerations

### 4 General

4.1 Safetrack HW is satisfactory for use as a high-friction surfacing system on highways with surface texture depths of between 0.5 mm and 2.0 mm, measured using the sand patch test as defined in BS 598-105 : 2000. Negative textured bituminous surfacing with a texture depth greater than 2.0 mm must be pre-treated with Metaset Scratchcoat.

4.2 The system is classified as Type 1, in accordance with the requirements defined in Table 1 of the *Guidelines Document for the Assessment and Certification of High-Friction Surfacing for Highways* and detailed in section 7 of this Certificate.

4.3 The system is suitable for use on bituminous and concrete surfaces.

4.4 The in-service colour retention of the system has not been assessed and is outside the scope of this Certificate.

### 5 Practicability of installation

The system must be installed by a BBA Approved Installer<sup>(1)</sup>. Operatives must be trained and approved by the Certificate holder.

(1) See also the *Assessment and Surveillance Scheme for Installers of High-Friction Surfaces for Highways*.

### 6 Maintenance

The system is not subject to any routine maintenance requirements but any damage must be repaired (see section 14).

### 7 Durability

7.1 The results of the performance tests and the performance of the system in use indicate that the Safetrack HW when used in an appropriate location as defined in the *Guidelines Document for the Assessment and Certification of High-Friction Surfacing for Highways*, should have a service life of between 5 and 10 years (see Table 2).

Table 2 Area<sup>(1)</sup> of application by type classification

Site category (as defined in HD 28/04)	Site definition	Maximum traffic levels <sup>(2)</sup> (Type 1)
Q	Approaches to and across major junctions and approaches to roundabouts	3500
G1	Gradient from 5% to 10%, longer than 50 m	3500
S1	Bend radius <500 m – dual carriageway	3500
R	Roundabout	3500
G2	Gradient >10%, longer than 50 m	2500
S2	Bend radius <500 m – single carriageway	2500
K	Approach to pedestrian crossing and other high-risk situations	2500

(1) Suitable areas for use of systems classified in accordance with Table 1 of the *Guidelines Document* to give an expected service life of 5 to 10 years.

(2) Commercial vehicles per lane per day.

7.2 If the system is used in other locations or at different traffic levels then the expected life will be increased or decreased in relation to the severity of the site.

## Installation

### 8 General

8.1 The ambient and road surface temperatures should be recorded. Installation should not be carried out if the road surface temperature is outside the range of 0°C to 40°C.

8.2 Installation of Safetrack HW is carried out only by BBA Approved Installers<sup>(1)</sup> with trained operatives under competent supervision.

(1) See also the *Assessment and Surveillance Scheme for Installers of High-Friction Surfaces for Highways*.

8.3 The Certificate holder is responsible for training and monitoring the BBA Approved Installers to ensure the system is installed in accordance with the BBA agreed Method Statement and this Certificate.

### 9 Precautions during installation

Health and Safety Data Sheets and the *Control of Substances Hazardous to Health Regulations 2002* (COSHH) risk assessments for the works should be deposited with the purchaser and be maintained on-site by the approved installer.

## 10 Preparation

10.1 All imperfections in the road surface not acceptable to the installer should be reinstated with a material approved by the purchaser in consultation with the installer.

10.2 The road surface must be clean, dry, and free from ice, frost, loose aggregate, oil, grease, road salt and other loose matter likely to impair adhesion of the system to the road surfacing.

10.3 Surface contamination may be removed using any suitable method agreed between the installer and purchaser including grit blasting, high-pressure water jetting, scabbling and hot compressed air. Oil contamination is removed by washing with a suitable detergent followed by flushing with clean water and dried.

10.4 Existing road markings, iron works and studs must be masked.

## 11 Pre-treatment

11.1 If pre-treatment is required Metaset Scratchcoat is applied before the application of Safetrack HW. Metaset Scratchcoat must be fully cured before the application of Safetrack HW.

11.2 The Metaset Scratchcoat resin component is shaken thoroughly and poured into a suitably sized container. The pre-weighed BPO hardener powder is added to the resin and mixed until evenly dispersed. The pre-weighed filler is then added and mixed until evenly dispersed and free from lumps.

11.3 The mixed material is spread onto the prepared surface with a rubber squeegee providing a coverage of approximately  $2 \text{ kg} \cdot \text{m}^{-2}$  per mm texture.

## 12 Application

12.1 The Safetrack HW binder is mixed using a high-torque drill fitted with a mixing blade until fully homogenised. The pre-weighed quantity of thixotrope is added to the binder together with the correct amount of BPO hardener powder and mixed thoroughly for at least 30 seconds. The total kit size will be determined by the amount of BPO hardener powder required for the installation temperature, see Table 3.

Table 3 Mixing instructions

Substrate temperature (°C)	Resin binder (kg)	Thixotrope (kg)	BPO hardener powder	Total kit size (kg)	Maximum area covered by one kit on an unfilled substrate (m <sup>2</sup> )
0–5	25	2	4 x 250 g	28.00	15.5
5–15	25	2	3 x 250 g	27.75	15.4
15–20	25	2	2 x 250 g	27.50	15.3
20–40	25	2	1 x 250 g	27.25	15.1

12.2 The mixed binder is spread onto the prepared surface with a serrated squeegee at a minimum coverage rate of  $1.8 \text{ kg} \cdot \text{m}^{-2}$  on an unfilled substrate. Coverage rate will vary according to the texture depth and porosity of the surface.

12.3 After the binder is applied, calcined bauxite aggregate is broadcast to excess over the binder.

12.4 After the binder is fully cured, the excess aggregate is removed by vacuum sweeper or other suitable means.

12.5 Rolling of the aggregate is not permitted.

## 13 After-care

The installer should conduct a visual check on the installation for uniform surface texture, surface blemishes and any discernible faults. Any remedial work is conducted as necessary.

## 14 Repair

Should the system be damaged or become debonded from the substrate it is repaired by cutting the damaged area back to firmly bonded material, cleaning the prepared area, masking the perimeter and reinstating to the original specification.

## Technical Investigations

## 15 Tests

Laboratory performance tests were carried out on Safetrack HW (see Tables 4 and 5). The results of the tests complied with the requirements for a Type 1 system.

**Table 4 Laboratory performance tests**

Test	Parameter measured	Type 1 requirement	Method in TRL Report 176 <sup>(1)</sup>
Scuffing at 45°C			Appendix G
initially	Texture depth (mm)	≥1.4	
after 500 wheel-passes	Texture depth (mm)	≥1.2	
	Erosion index	≤3	
after heat ageing for 112 days	Texture depth (mm)	≥1.2	
at 70±3°C and 500 wheel-passes	Erosion index	≤5	
Wear			Appendix H
initially	Texture depth (mm)	≥1.4	
	SRV	≥65	
after 100 000 wheel-passes	Texture depth (mm)	≥1.1	
	Erosion index	≤3	
	SRV	≥70	
Tensile adhesion			Appendix J
at (−10±2)°C	Stress at failure (N·mm <sup>−2</sup> )	≥1.0	
at (20±2)°C	Stress at failure (N·mm <sup>−2</sup> )	≥0.5	

(1) Including any agreed amendments detailed in Appendix D of the *Guidelines Document for the Assessment and Certification of High-Friction Surfacing for Highways*.

**Table 5 Additional tests**

Test	Parameter measured	Result	Method in TRL Report 176 <sup>(1)</sup>
Resistance to freeze/thaw	Texture depth Erosion index	satisfactory	Appendix L
Resistance to diesel	Texture depth Erosion index	satisfactory	Appendix M
Thermal movement	Thermal expansion coefficient	satisfactory	Appendix N
Installation temperature test at 0°C	Texture depth Erosion index	satisfactory	Appendix P
Installation temperature test at 40°C	Texture depth Erosion index	satisfactory	Appendix P
Concrete substrate test	Texture depth Erosion index	satisfactory	Appendix P
	Tensile adhesion at (20 ± 2)°C		
Negatively textured bituminous surfacing pre-treated with a void filler	Texture depth Erosion index	satisfactory	Appendix P
	Tensile adhesion at (20 ± 2)°C		

(1) Including any agreed amendments detailed in Appendix D of the *Guidelines Document for the Assessment and Certification of High-Friction Surfacing for Highways*.

## 16 Investigations

16.1 An installation trial was carried out to assess the practicability of the installation and quality control/assurance procedures.

16.2 A user/specifier survey relating to existing sites, at least two years old, was carried out to assess the system's performance and durability.

16.3 The manufacturing process was examined, including the methods adopted for quality control, and details were obtained of the quality and composition of materials used.

## Bibliography

BS 598-105 : 2000 *Sampling and examination of bituminous mixtures for roads and other paved areas — Methods of test for the determination of texture depth*

*Guidelines Document for the Assessment and Certification of High Friction Surfacing for Highways*

HD 28/04 *Design Manual for Roads and Bridges : Volume 7, Pavement Design and Maintenance : Section 3, Pavement Maintenance Assessment : Part 1, Skid Resistance*

Manual of Contract Documents for Highway Works, Volume 1 *Specification for Highway Works, Series 900 Road pavements — bituminous bound materials*

Manual of Contract Documents for Highway Works, Volume 2 *Notes for Guidance on the Specification for Highway Works, Series 900 Road pavements — bituminous bound materials*

TRL Report 176 : 1997 *Laboratory tests on high-friction surfaces for highways*

## 17 Conditions

17.1 This Certificate:

- relates only to the product/system that is named and described on the front page
- is issued only to the company, firm, organisation or person named on the front page — no other company, firm, organisation or person may hold or claim that this Certificate has been issued to them
- is valid only within the UK
- has to be read, considered and used as a whole document — it may be misleading and will be incomplete to be selective
- is copyright of the BBA
- is subject to English Law.

17.2 Publications, documents, specifications, legislation, regulations, standards and the like referenced in this Certificate are those that were current and/or deemed relevant by the BBA at the date of issue or reissue of this Certificate.

17.3 This Certificate will remain valid for an unlimited period provided that the product/system and its manufacture and/or fabrication, including all related and relevant parts and processes thereof:

- are maintained at or above the levels which have been assessed and found to be satisfactory by the BBA
- continue to be checked as and when deemed appropriate by the BBA under arrangements that it will determine
- are reviewed by the BBA as and when it considers appropriate
- remain in accordance with the requirements of Highway Authorities' Product Approval Scheme.

17.4 The BBA has used due skill, care and diligence in preparing this Certificate, but no warranty is provided.

17.5 In issuing this Certificate, the BBA is not responsible and is excluded from any liability to any company, firm, organisation or person, for any matters arising directly or indirectly from:

- the presence or absence of any patent, intellectual property or similar rights subsisting in the product/system or any other product/system
- the right of the Certificate holder to manufacture, supply, install, maintain or market the product/system
- individual installations of the product/system, including their nature, design, methods, performance, workmanship and maintenance
- any works and constructions in which the product/system is installed, including their nature, design, methods, performance, workmanship and maintenance
- any loss or damage, including personal injury, howsoever caused by the product/system, including its manufacture, supply, installation, use, maintenance and removal.

17.6 Any information relating to the manufacture, supply, installation, use, maintenance and removal of this product/system which is contained or referred to in this Certificate is the minimum required to be met when the product/system is manufactured, supplied, installed, used, maintained and removed. It does not purport in any way to restate the requirements of the Health and Safety at Work etc. Act 1974, or of any other statutory, common law or other duty which may exist at the date of issue or reissue of this Certificate; nor is conformity with such information to be taken as satisfying the requirements of the 1974 Act or of any statutory, common law or other duty of care..