

*Resurfacing of Athletic Tracks  
made of prefabricated rubber  
roll down material*



# Athletic Track Surfaces made of prefabricated vulcanised rubber roll down material



Athletic track surfaces, which are constructed by using rolls of prefabricated, vulcanized rubber often bring about serious problems such as:

- open joints
- adhesion failures
- colour fading
- standing water due to unevenness
- wear problems
- material decomposition
- extremely hard surface with little force reduction



# General repairing options



1. **Complete** removal of existing surface and **installation of new system**
2. **Re-topping with prefabricated vulcanized rubber mats**
3. **Seamless re-topping** with in-situ polyurethane system

# 1. Completely new Installation



## Advantage:

- Best solution technical wise

## Disadvantage:

- High cost (disposal of prefabricated mat, completely new installation)



*Example: Olympic Stadium, Rome (Italy)*



## 2. Re-topping with prefabricated rubber mats



### Advantages:

- Cheaper than complete new installation

### Disadvantages:

- Technical risks (i.e. formation of bubbles possible)
- No change in system type, therefore similar problems as with the original system are to be expected

### 3. Re-topping with an in-situ polyurethane system !



#### Advantages:

- More cost-efficient than new installation
- Seamless surface that cannot be distinguished from a new insitu surface
- Force reduction can be individually adjusted

#### Disadvantages:

- Extensive lab testing necessary in order to achieve optimal adhesion and force reduction



*Example: Stadium Vasill Levski, Sofia (Bulgaria)*

# Re-topping with an in-situ polyurethane system

Important actions to be taken for polyurethane re-toppings:

1. Track inspection
2. Lab tests
3. Surface preparation
4. Careful cleaning
5. Primer application
6. Resurfacing

# 1. Track inspection



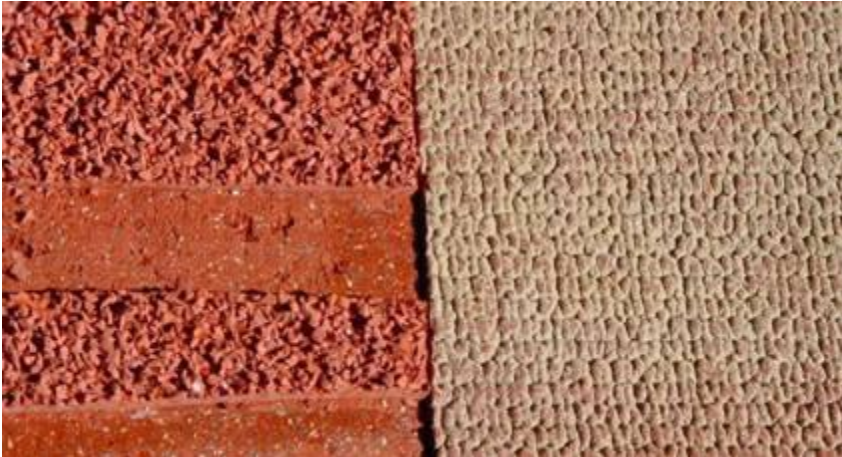
The track must be carefully inspected in order to identify all irregularities, e.g.:

- open joints
- delamination
- depressions
- bubbles
- local defects
- material decomposition

*In order to support track inspection CONICA can provide experienced technicians!*



## 2. Lab tests



Lab tests must be carried out with one or more representative track samples.

### **Objectives:**

- Identify the optimal primer
- Defining necessary surface preparations (e.g. grinding)
- **CONICA TEST REPORT**  
Recommendation of an individual resurfacing system which – in case - meets a certain force reduction and mechanical properties needed for IAAF requirements

*CONICA offers free lab tests to their customers.*

*(in the rare case of negative test results CONICA will advise against any re-topping)*



### 3. Surface preparation



In order to prepare the surface for re-coating:

- surface irregularities like open joints, delamination and holes must be repaired at the particular point
- the whole surface must normally be grinded down as defined in lab tests

## 4. Careful cleaning



The entire surface must be cleaned carefully from grinding dust, normally by using high pressure water jet.

## 5. Primer application



The recommended primer (lab tests) must be sprayed in about 60-100 g/m<sup>2</sup> onto the cleaned and dry surface using a low pressure airless spray equipment

It is essential to apply only the amount of primer which can be recoated within the defined time frame (see technical data sheet)



*CONICA has developed primers specifically for the retopping of prefabricated vulcanized rubber material*



## 6. Resurfacing - Application of self-levelling PU Coating



CONIPUR self-levelling coatings are applied with a minimum quantity of 3.0 kg/sqm on top of the primer (within its recoating interval) and broadcasted with EPDM granules

In order to reach a certain force reduction, the application of a second layer may be necessary



# Profit from CONICA's experience of in-situ retopping of Prefab Track Systems!

## References:

Country	City	Project Name	CONICA System
Bulgaria	Sofia	Vassil Levsky Stadium	CONIPUR M/SW retopping
Italy	CHIURO (SONDRIO)	Stadium	CONIPUR SW
Italy	CHIARI (BRESCIA)	Stadium	CONIPUR SP
USA	Tucson	Red Storm Stadium	CONIPUR M/SW retopping
Poland	Wrocław	AWF Stadium	CONIPUR M retopping



# Profit from CONICA's Technical Documentation & IAAF Test Report for in-situ Retopping on Prefab Track Systems!



## CONIPUR Retop

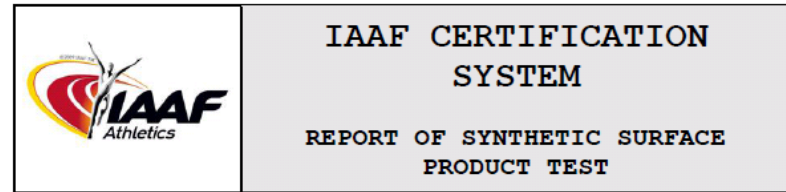
Re-Topping of Tracks Made of Full POUR, Sandwich or Pre-Fabricated Systems

Fields of application re-topping of existing full PU, sandwich or pre-fabricated track systems

System data

		product	consumption	application	remarks
Primer		CONIPUR 72	≤ 0.08 kg/m <sup>2</sup>	spray	The whole track needs to be examined for damages which need to be repaired before starting the re-topping. In some cases it might be necessary to grind the whole track. In any case the track has to be cleaned with high-pressure water jets and left to dry completely.
Coating	Top layer	CONIPUR 210	2.5-3.0 kg/m <sup>2</sup>	notched squeegee	Including excess minimum 4.4 kg/m <sup>2</sup> should be calculated. The exact consumption of CONIPUR EPDM depends on the condition of the surface to be re-topped.
		CONIPUR EPDM granules, 1-3.5 mm	≥ 3.0 kg/m <sup>2</sup> net consumption	broadcast	
Sealing Lacquer	optional	CONIPUR 2200 (CONIPUR 2210)	0.30 kg/m <sup>2</sup>	spray (in 2 coats)	
Line paint		CONIPUR 8150	20-30 g/m	spray	

Total thickness of the system approx. 4 mm (re-top only)



This form must be sent to: INTERNATIONAL ASSOCIATION OF ATHLETICS FEDERATIONS  
 Attention: Technical Manager  
 17, rue Princesse Florestine  
 BP 359 – MC 98000 Monaco Cedex  
 Tel: (+377) 93 10 88 88 – Fax: (+377) 93 15 95 15 – Direct Fax (+377) 93 50 32 63  
 E-mail: [technicalofficer@iaaf.org](mailto:technicalofficer@iaaf.org)

To obtain an IAAF Product Certificate for a synthetic surfacing material, the product must have been proven to conform to the specifications in the IAAF Track Facilities Testing Protocols. The testing must be undertaken by an IAAF Accredited Laboratory for Synthetic Surface Testing using equipment and testing procedures in accordance with the IAAF Track Facilities Testing Protocols and the results of the testing must be recorded on this proforma.

TESTING	
Testing Laboratory:	Institut für Sportbodentechnik, Switzerland
Date of Test:	April 28 to 30, 2014
Tester(s) Name(s):	Thomas Hartmann + Rolf Dising
Test Report No.:	8433
TRACK SURFACE PRODUCT	
Product's Trade Name:	Conipur retop
Manufacturer:	Conica AG
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