



IKO PERMATRACK BRIDGE SURFACING

25% 4mm

Technical Data Sheet

September 2023

PRODUCT INFORMATION

IKO Permatrack Bridge Surfacing is a mastic asphalt paving material for use as a surface course, and as a protection layer on new and maintenance road construction of steel and concrete bridge decks. It can also be used as a surfacing for footway/walkway applications.

	Product Code
Block (20kg)	44911145
Hot Charge	54911145

USE

Permatrack Bridge Surfacing is used on steel, concrete, timber bridges and elevated carriageway structures.

Permatrack Bridge Surfacing is a mastic asphalt manufactured from selected SBS modified bitumen, Trinidad Lake Asphalt, limestone filler and specially graded aggregates.

Permatrack Bridge Surfacing is designed primarily for use as a wearing course over a proprietary accredited PMAA or bituminous sheet waterproofing system. Tackcoat/bond coats may be required as recommended by the manufacturer of the waterproofing system.

Permatrack Bridge Surfacing can also be applied to on existing planed traditional road surfacing material.

Permatrack Bridge Surfacing is also used as a protection layer over the waterproofing system prior to installing the traditional surfacing system or ballast for railway bridges.

IKO PLC

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FEATURES & BENEFITS

- Complies with BS EN 13108-6
- Excellent wearing properties against foot traffic
- Completely seamless
- Long term durability
- Good product stability across a wide temperature range
- CE / UKCA Certified
- Manufactured under a BS ISO 9001 Quality Assurance Scheme

APPLICATION

The product/system is installed only by contractors registered by IKO Ltd using purpose type paving equipment or by hand laying. The contractor should have operatives fully conversant with mastic asphalt laying techniques. (see installation section of this data sheet)

DENSITY

The mass per unit area of mastic asphalt varies due to a number of factors such as the differing proportions of constituents and the nature and quantity of coarse aggregate added. For practical and load calculation purposes the mass of the mastic asphalt can be taken to be 2.4Kg/m² per millimetre of thickness or 2.4 tonnes per cubic metre.

THICKNESS

Footpaths and cycleways generally min 25mm in a single layer
Footpaths and cycleways of greater depth can be built up in multiple layers.
Permatrack Bridge Surfacing can be used as a regulating layer, binder course and wearing course.

SURFACE MACROTEXTURE

The Permatrack Bridge Surfacing on its own does not provide a surface macrotexture but requires bitumen coated chippings of a specific size and min 65 PSV (Polished Stone value) , max 10 AAV (Aggregate Abrasion Value) to be embedded into the surface.
Unless otherwise specified by the purchaser, while still warm and in a plastic condition, should be covered with a layer of coated chippings.

The chippings should be evenly distributed at a rate of:

6mm chippings at a spread rate of 6.0Kg/m² to 7.5Kg/m²
14mm chippings at a spread rate of 7.5Kg/m² to 10Kg/m²
20mm chippings at a spread rate of 10kg/m² to 13.0Kg/m²

The chippings should then be lightly rolled into the surface of the asphalt by means of a suitable hand or mechanical roller.

When the chippings are being spread, the channels against kerbs should be covered by battens, not less than 150mm wide, so as to ensure that a smooth channel is maintained to facilitate the flow of surface water to the gullies.

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As an alternative to coated chippings, the IKO Permatrack Bridge Surfacing layer can be well rubbed with clean, sharp sand during final floating of the hot asphalt. In addition, a dimpled surface may be achieved by the use of a crimping roller.

DISCLAIMER

Whilst every precaution is taken to ensure that the information given in this literature is correct and up to date it is not intended to form part of any contract or give rise to any collateral liability, which is hereby specifically excluded.

IKO reserves the right to amend and/or withdraw this document without notice.

Intending purchasers of our materials should therefore verify with the company whether any changes in our specification, application details, withdrawals or otherwise have taken place since this literature was issued.

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