



3834 Carrick Bend Dr. • Kissimmee • FL • 34746

ALL SPORT 700

Full Pour System

A. PRODUCT

ALL SPORT 700 Full-Pour System is a poured-in-place running track surface of impermeable design that is installed in a multi-layered application. The base layer consists of two-component polyurethane compounded from polyol and MDI based isocyanate and SBR or EPDM granules. The top layer is a flow-applied textured layer of the same-pigmented polyurethane and embedded pigmented EPDM rubber granules. The result is a durable, resilient, textured all-weather surface.

ALL SPORT 700 Full-Pour System is warranted against defects in materials, workmanship, and significant color fade and granule loss for a period of five years. The warranty excludes damage or defects caused by subsequent deteriorating or improper construction or design of the sub-base materials, vandalism, abuse, neglect or lack of maintenance.

B. MATERIALS

Rubber Granulate (Base Layer)

Styrene Butadiene Rubber (SBR) the rubber granules shall be recycled SBR rubber, cryogenically processed, chopped, and graded 1-4 mm in size with less than 4% retained on a No. 50 sieve. Granules containing any traces of fiber or steel are unacceptable.

Polyurethane (Base and Top Layers)

This consists of two-component polyurethane, which is self-leveling and compounded from a proprietary, pigmented polyol and MDI based, "TDI Free", isocyanate. The liquid polyurethane shall contain no more than three parts polyol to one part isocyanate by volume with no mercury, lead, or any other heavy metals added by design.

EPDM Granulate

The EPDM granules shall be manmade, a minimum of 20% peroxide cured EPDM, chopped, processed and having a specific density of 1.6 plus or minus 0.08 and a Shore-A hardness of 60. Sulphur-cured rubber is not acceptable. The granules shall be graded 1mm to 4mm in size unless otherwise specified.

Line Marking Paint

The line marking paint shall be polyurethane-based paint specifically manufactured to be compatible with polyurethane synthetic track surfaces.

C. EXECUTION

Sub-base

The Synthetic Track Surfacing System shall be laid on an approved sub-base. The General Contractor shall provide compaction test results of 95% or greater for the installed sub-base and asphalt surface. For NCAA certification the following criteria must be followed. The track surface i.e., asphalt substrate, shall not vary from planned cross slope by more than + .1 % with a maximum lateral slope outside to inside of 1% and a maximum slope of .1% in any running direction. The finished asphalt shall not vary under a 10' straight edge more than 1/8".

It should be the responsibility of the asphalt-paving contractor to flood the surface immediately after the asphalt is capable of handling traffic, but within 24 hours. If, after 20 minutes of drying time, there are birdbaths evident, it shall be the responsibility of the architect, in conjunction with the surfacing contractor to determine the method of correction. No cold tar patching, skin patching or sand mix patching will be acceptable.

Any oil spills (hydraulic, diesel, motor oil, etc.) must be completely removed, either by chipping out or removing and replacing with new, keyed in asphalt. The minimum depth of any asphalt replacement shall be one inch. The curing time for the asphalt base is 28 days. It shall be the responsibility of the surfacing contractor to determine if the asphalt substrate has cured sufficiently prior to the



3834 Carrick Bend Dr. • Kissimmee • FL • 34746

application of polyurethane surfacing system. It shall be the responsibility of the general contractor to determine if the asphalt substrate meets all design specifications, i.e. cross slopes, planarity and specific project criteria. After all the above conditions are met, the synthetic surfacing contractor must, in writing, accept the planarity of the asphalt-receiving base, before work can commence.

Cleaning

The area to be surfaced shall be clean and free of any loose or foreign substances (dirt, oil, etc.) prior to the commencement of the work. The surface is usually cleaned by use of a power blower and high-pressure washer.

Base Layers

The base layers shall consist of multiple flow-applied layers of pigmented two component polyurethane and rubber granulates. Each layer shall be flow-applied polyurethane on to which pigmented SBR granules are broadcast at a rate of approximately 9-lbs. /square yard prior to the initial set. After the cure is complete, the excess rubber granulate is removed by means of a mechanical sweeper. This process is repeated until the desired thickness is reached.

Top Layer

The top layer shall consist of a flow applied 3mm layer of the same pigmented two component polyurethane on to which pigmented EPDM granules are broadcast at a rate of approximately 9 lbs./square yard prior to the initial set. After the cure is complete, the excess rubber granulate is removed by means of a mechanical sweeper. The EPDM granulate remaining embedded in the surface is approximately 5 lbs. /square yard. Total thickness of the three layers shall be 13 mm.

D. EQUIPMENT

The components for both layers shall be blended in a clean and dry, specifically designed, mixing machine with automatic proportioning controls to guarantee exact proportions of the polyols and isocyanates which control the reactions and balance of the varying climatic conditions during the laying process. No hand mixing or spray coating is utilized for the application.

Line Markings

Experienced personnel utilizing polyurethane-based paint compatible with the synthetic track surfacing shall apply all line and event markings. All markings dimensions will be certified in accordance with the specifications issued by the appropriate sanctioning or governing body such as IAAF, NCAA, NFSHSA, etc.

Physical Properties (ASTM/IAAF)

Color: Red or as specified by owner.

The new synthetic track surfacing system shall exhibit the following minimum performance standards as required by the IAAF.

Colors: Colors: Red, yellow, green, gray, blue as specified by Owner

Thickness: (1/2") 12-13 mm or as specified by architect/engineer or owner

Density:	0.75 – 0.78
ASTM D-412 Elongation at break:	Approx 110%
ASTM D-412 Tensile Strength:	0.80 N/mm ² @ 70F
ASTM D-395 Compression Set Recovery:	90% to 95% @ 70F over 24-hour period
ASTM D-501 Abrasion Resistance:	0.25 – 0.425 grams loss after 1000 cycles
ASTM D-822 Chalking:	No change > 1000 hours
ASTM D-1984 Coefficient of Friction:	Dry: 0.70 to 0.75 Wet: 0.80 – 0.95
ASTM D-2632 Resilience:	37 – 44%
ASTM D-624 Tear Resistance:	60 - 75 PSI
ASTM D-2240 Shore A Hardness:	55 +/- 5
Force Reduction:	35 to 50%



3834 Carrick Bend Dr. • Kissimmee • FL • 34746

E. QUALIFICATIONS

Product substitution as an “or equal” to the system specified must provide documentation 10 days prior to the bid opening.

F. INSTALLER

Only trained craftsmen who are full-time employees of the company shall install ALL SPORT 700 Full-Pour System.

G. CONTRACTOR QUALIFICATIONS

Contractors wishing to substitute an “or equal” must provide documentation for their product 10 days prior to the bid opening.

H. WARRANTY

ALL SPORT 700 is warranted against defects in workmanship, labor and materials under normal use and service for a period of sixty months. The warranty excludes any damage or defects caused by improper design or engineering, by an inadequate or defective base, by normal wear and tear, vandalism, abuse, neglect or lack of maintenance.

I. MANUFACTURER

ALL SPORT 700 as manufactured by
ALL SPORT LLC. Surfacing & Construction Sport Facilities