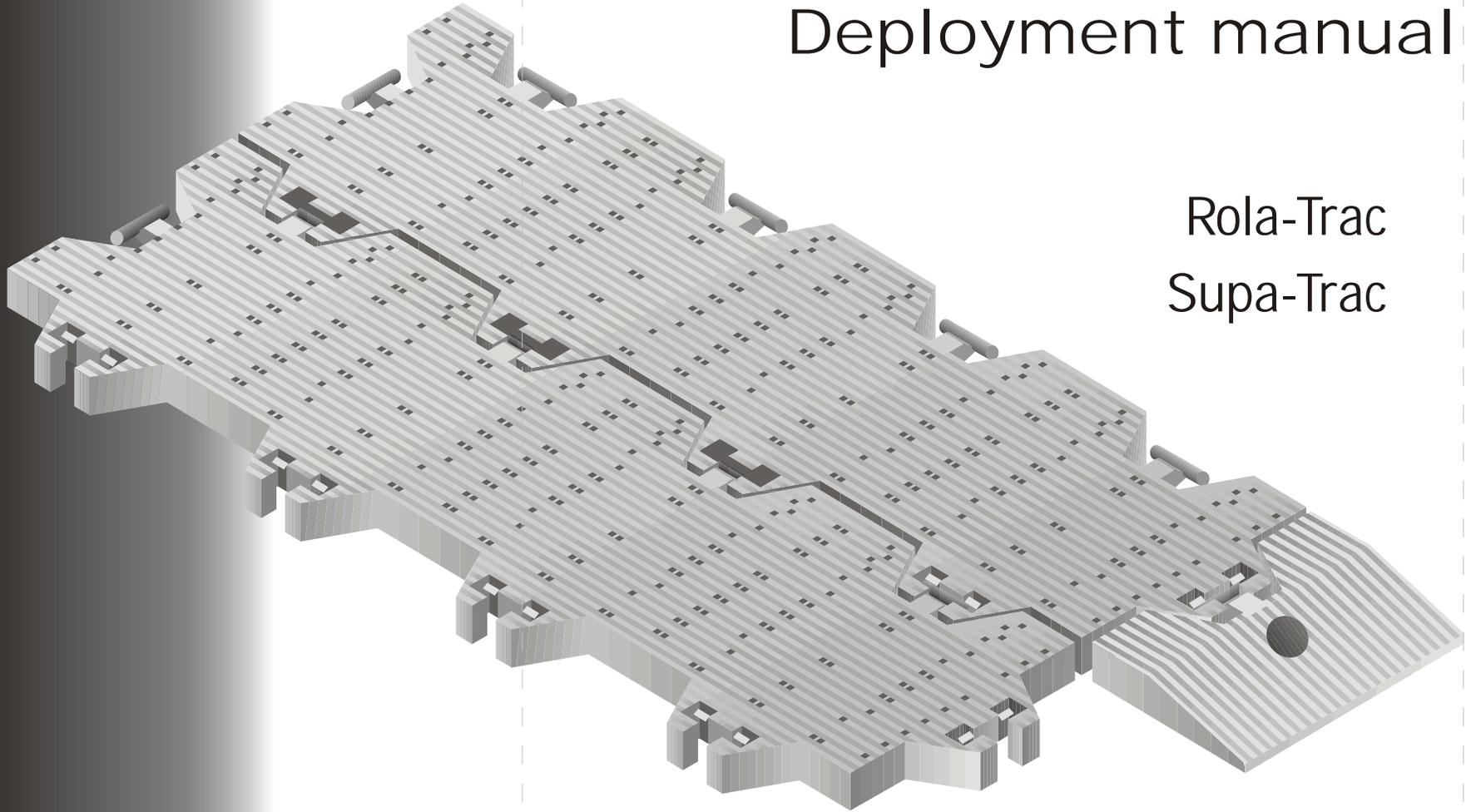


Innovation by design



Deployment manual

Rola-Trac  
Supa-Trac



## Site planning

Rola-Trac temporary plastic decking and Supa-Trac portable roadway systems are both designed to be deployed quickly and with minimum operator training.

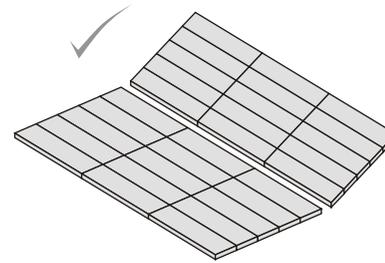
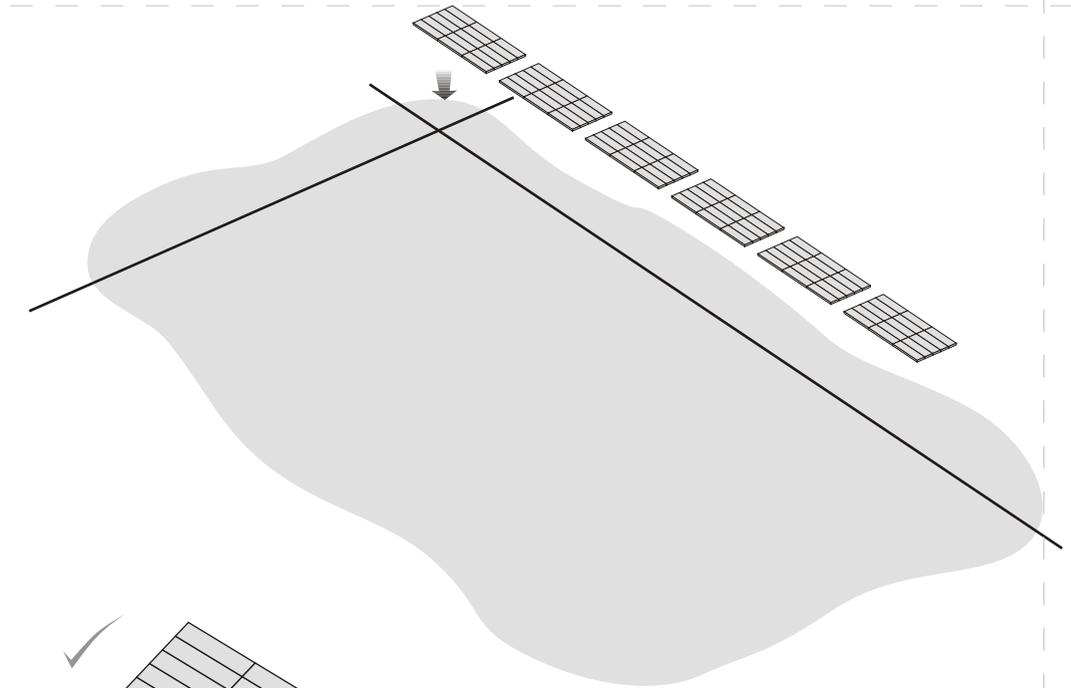
Applying the following simple guidelines to your particular site conditions and application will ensure that the products are deployed successfully.

## Large areas

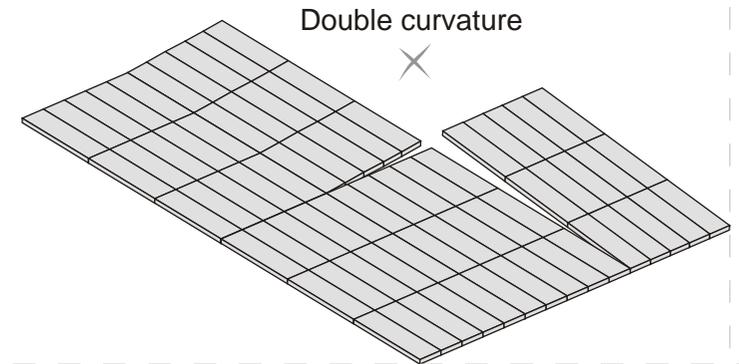
Although small areas of panels can be moved as a body after they have been laid, larger rectangular areas must be planned so that they fit square to the boundaries of the site.

It is essential that the first rows of panels being laid are aligned to a straight edge (line) along one side of the site to ensure that subsequent rows of panels will not run out of true.

Both Rola-Trac and Supa-Trac are designed to cope with undulating ground conditions and slopes, but not with steep curves in more than one direction. If sharp changes do occur in more than one direction it may be necessary to lay the products in separate sections to cope with very adverse conditions.



Single curvature



Double curvature

## Laying separate sections

It is advisable to lay Rola-Trac and Supa-Trac in separate sections where:

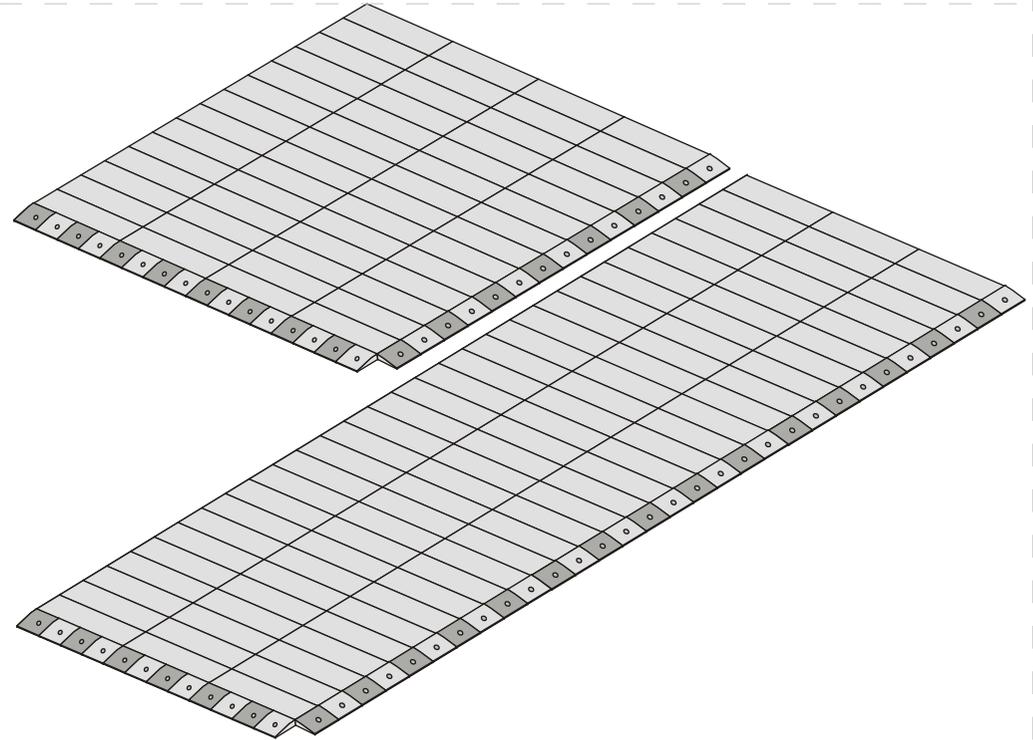
- Roadways are adjacent to rectangular parking areas
- The ground curves sharply in more than one direction or on long runs of road, and when roadways change direction
- Two or more sections meet at a corner.

## Ground conditions

Both Rola-Trac and Supa-Trac are designed to cope with soft and slightly muddy ground conditions. The panels allow air and water to penetrate the underlying ground and to both protect grass and maintain it in good condition.

Although the panels maintain a firm surface in muddy conditions, it is possible that in very soft conditions, mud may be forced between the webs that form the underside of the sections. When the panels are lifted, this mud may harden and become difficult to remove.

In very muddy ground conditions it may be necessary to lay a geotextile sheet over the ground before laying the panels. This will prevent mud from being forced up into the panels and protect the ground from further damage and increase load dispersing capability. However care must be taken when operating on sensitive sites as the geotextile will kill any underlying turf.



## Choosing the right product

Rola-Trac is designed to be used as a flooring suitable for foot traffic and for static loads (vehicles, storage etc.)

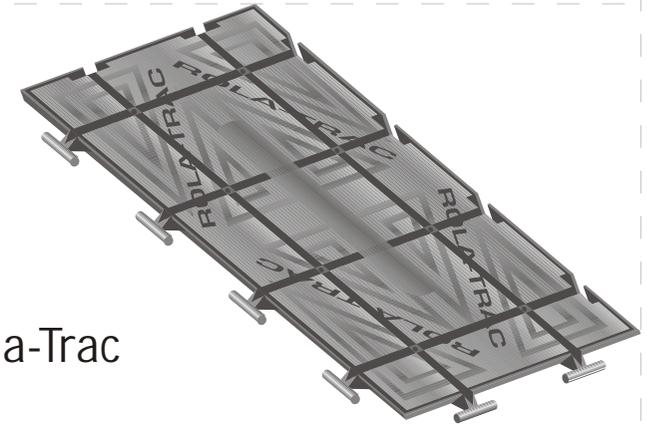
Rola-Trac is available in two materials suitable for different situations. High-impact polypropylene is a cost effective solution for smaller areas of flooring or where temperatures are largely static.

ABS is used for larger areas where large temperature fluctuations would be outside the range that polypropylene is designed to cope with.

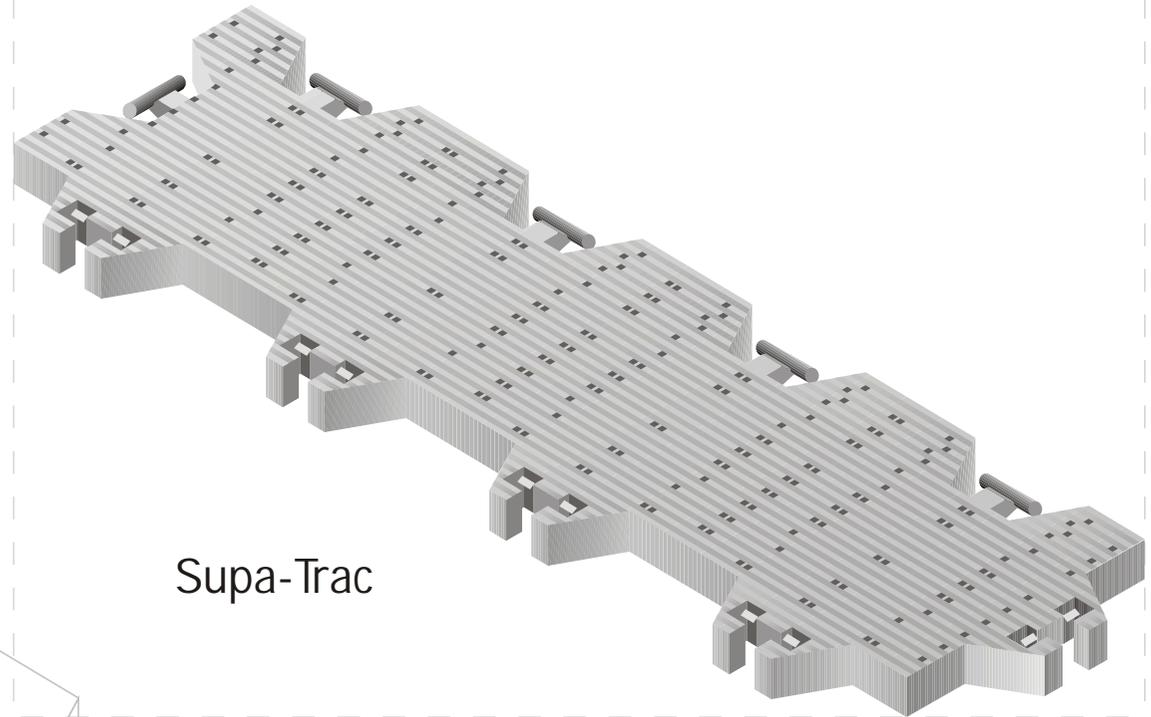
Supa-Trac is designed to be used as a portable roadway and to cope with the more demanding conditions encountered with moving vehicles. The larger panels and greater tolerance between sections enable Supa-Trac to be laid successfully in conditions of large temperature variation.

## Choosing delivery configuration

1. Supa-Trac is available for delivery in a continuous roll rather than as flat packed sections. These are rolled tightly round a 60 cm core to avoid breakage. This configuration is designed to for roadways rather than rectangular areas.
2. Flat packed sections are more cost effective for transport and storage as more panels can be loaded in a given space.



Rola-Trac



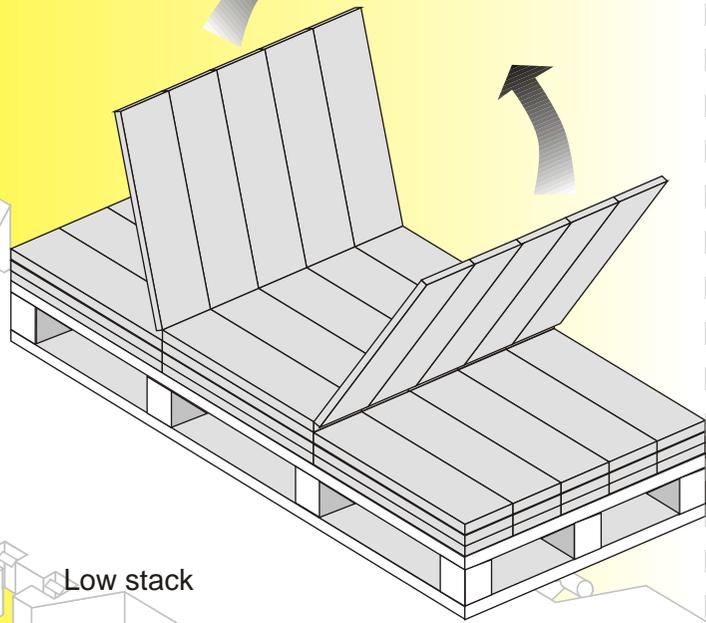
Supa-Trac

# Handling palletised sections

## Unloading

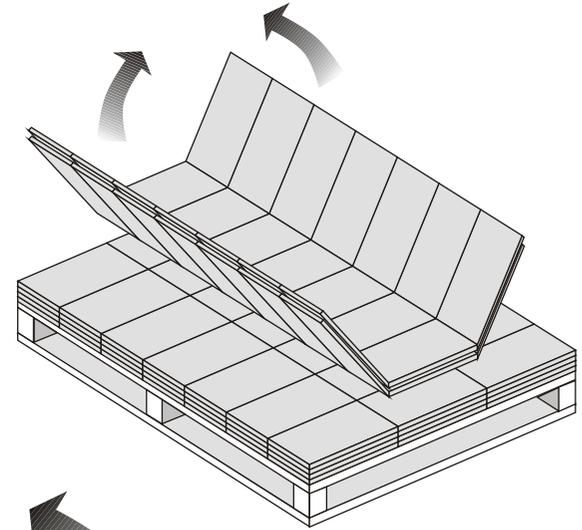
Rola-Trac and Supa-Trac are normally supplied in flat pre-assembled sections on pallets. Sections are easily lifted off the pallets by one person (Rola-Trac) and two people (Supa Trac) and can be laid in the manner shown.

Supa-Trac

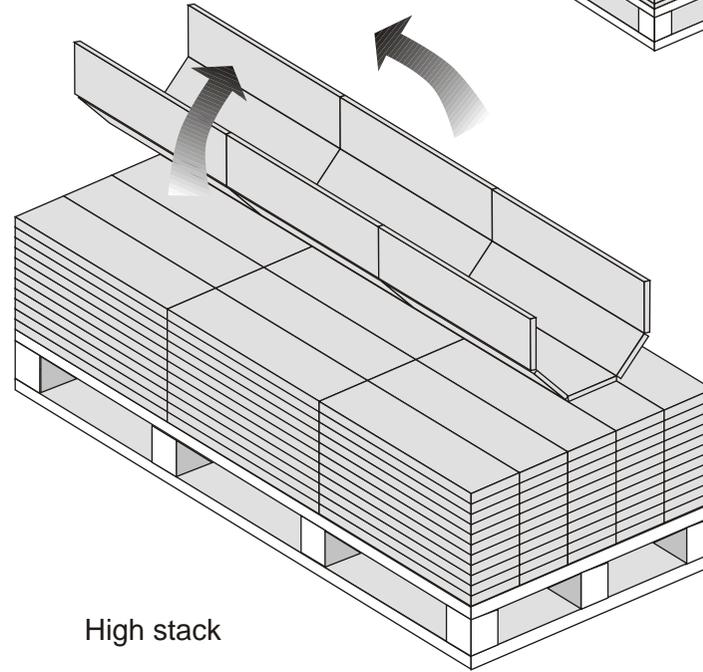


Low stack

Rola-Trac

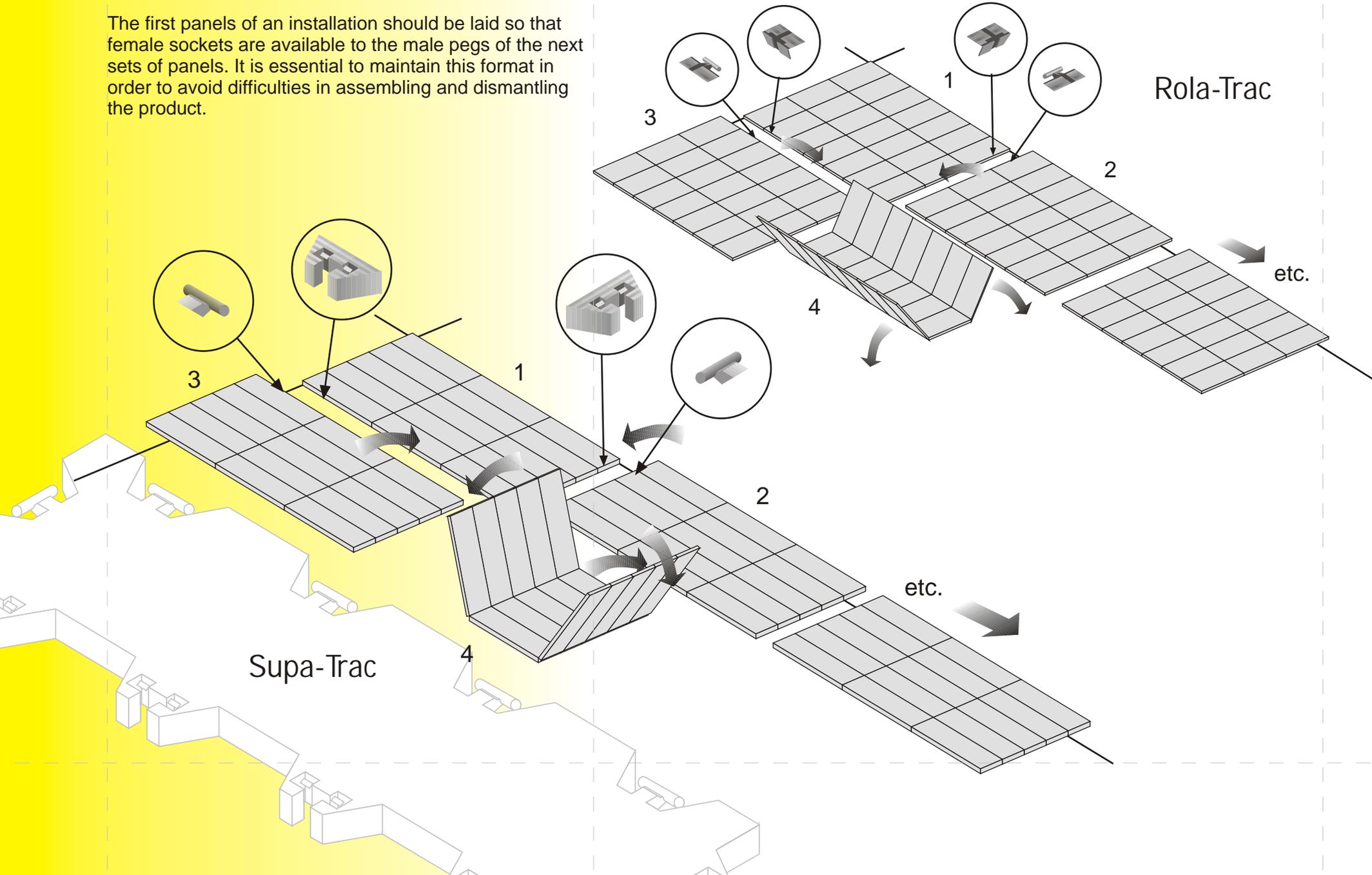


High stack



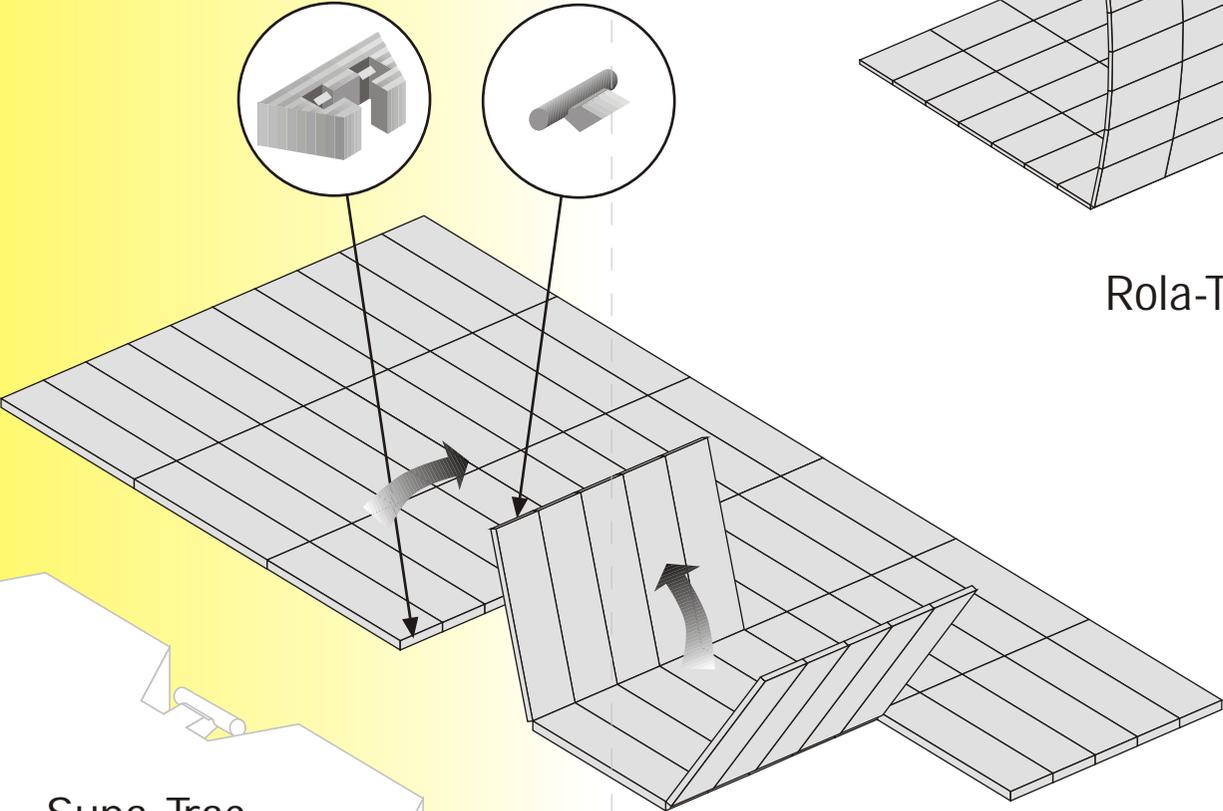
# Assembling

The first panels of an installation should be laid so that female sockets are available to the male pegs of the next sets of panels. It is essential to maintain this format in order to avoid difficulties in assembling and dismantling the product.

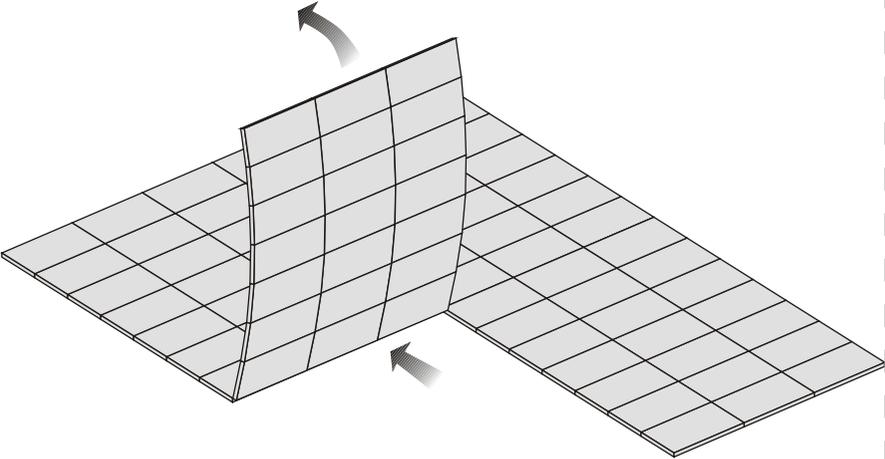


# Dismantling

Panels are easily dismantled to their original palletised configuration when dismantled in reverse order as shown in the diagrams below.



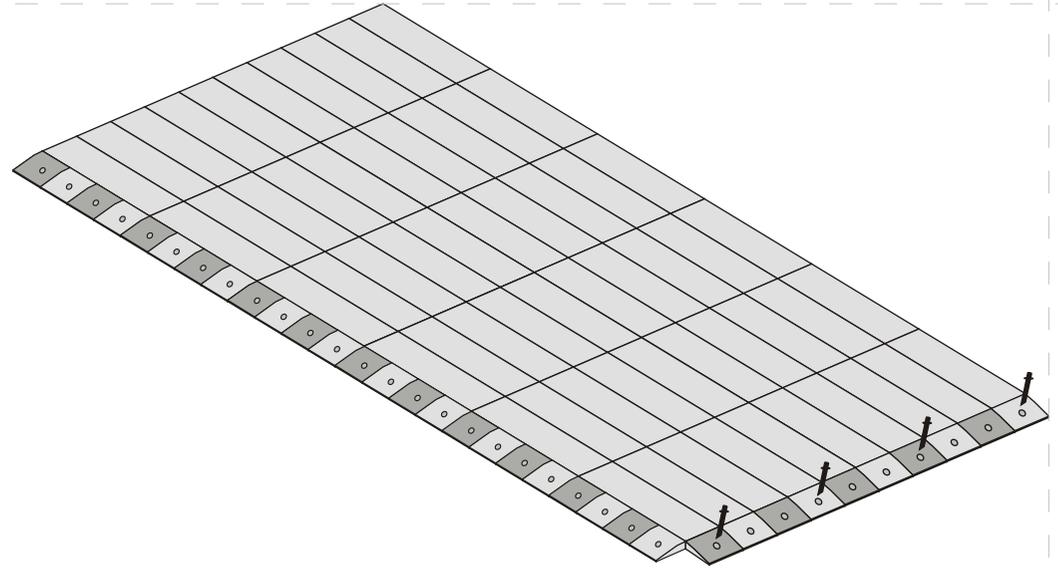
Supa-Trac



Rola-Trac

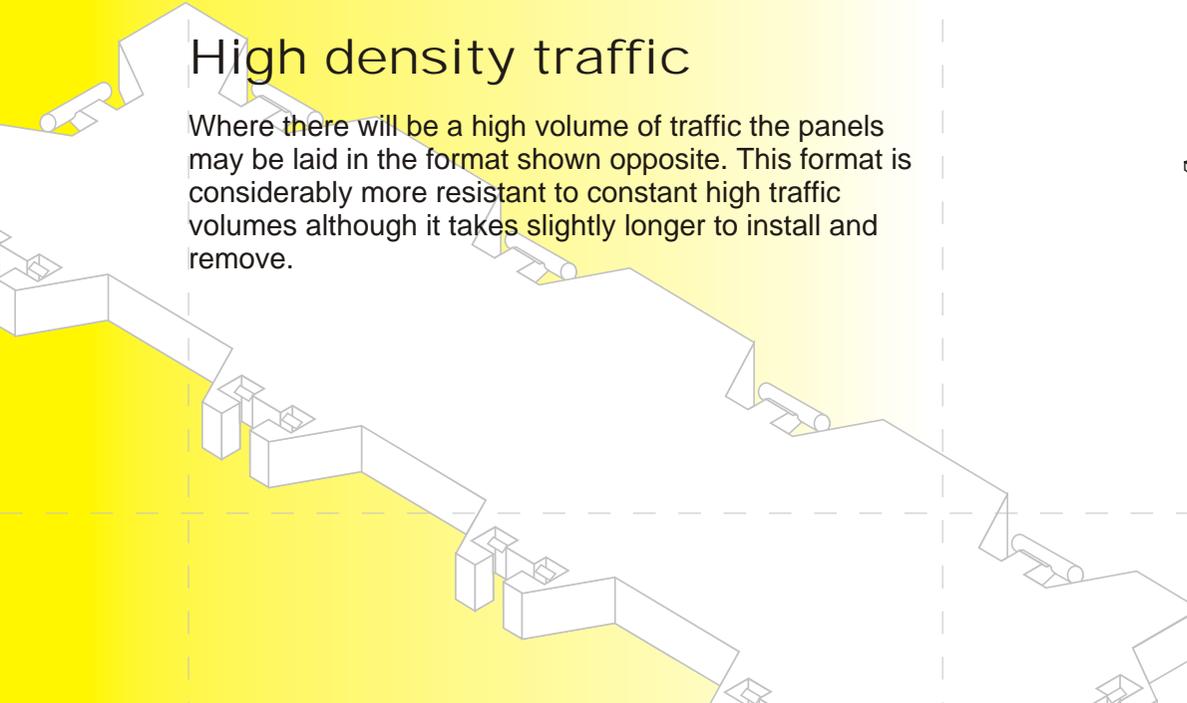
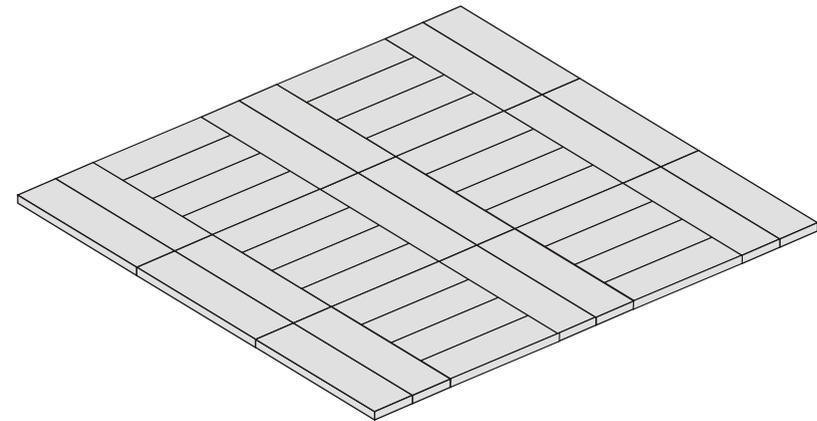
## Securing the base

Where Supa-Trac is subject to heavy traffic, it is advisable to secure the ramps attached to the base to the ground with the steel stakes supplied. These will prevent the roadway moving relative to the ground, particularly where vehicles are accessing the road from the sides or at one entrance point.



## High density traffic

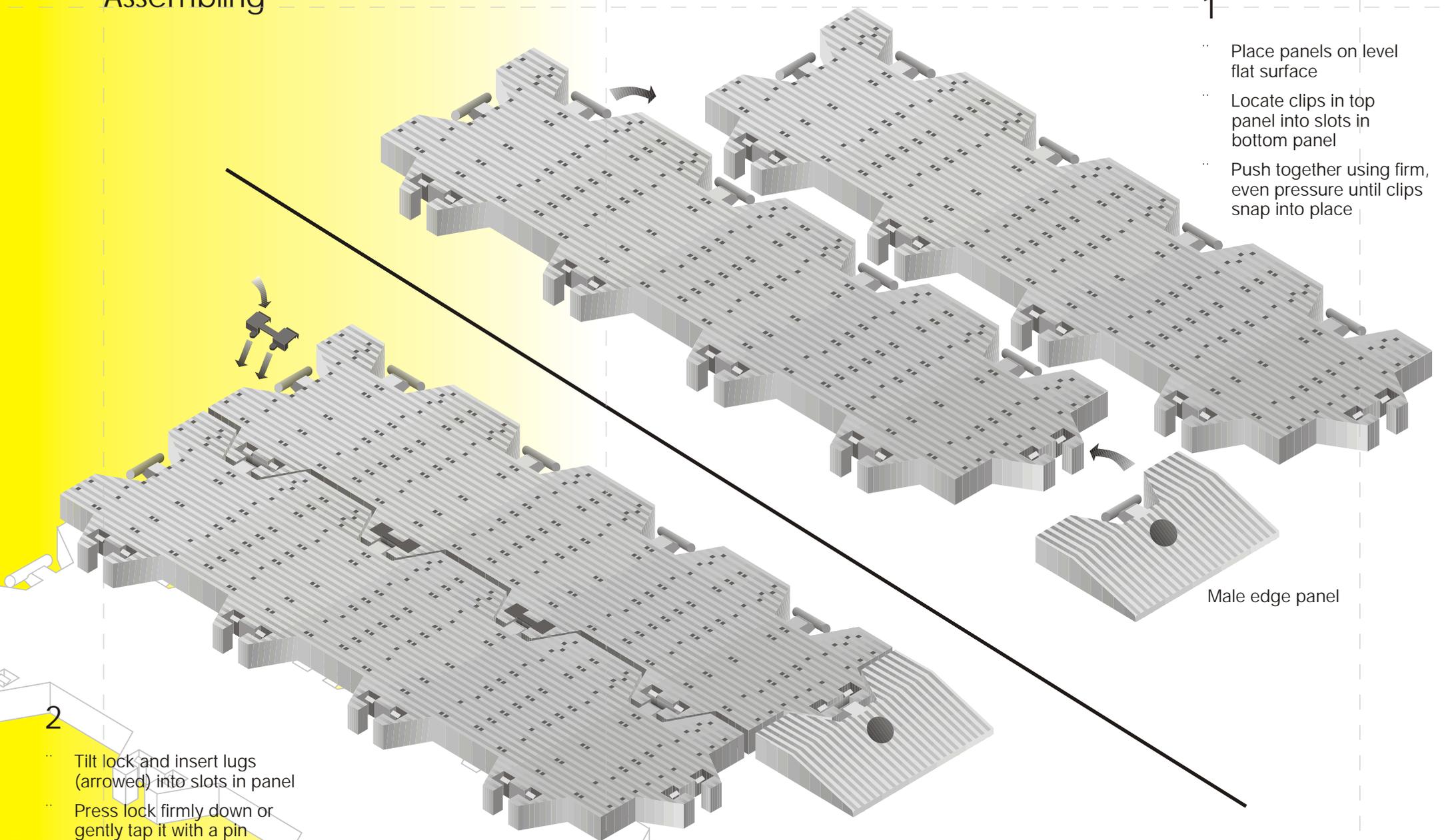
Where there will be a high volume of traffic the panels may be laid in the format shown opposite. This format is considerably more resistant to constant high traffic volumes although it takes slightly longer to install and remove.



# Assembling

1

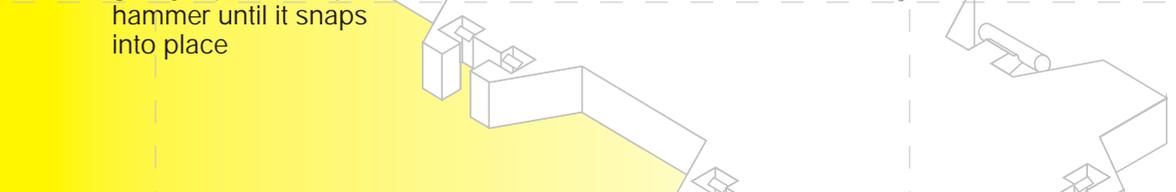
- Place panels on level flat surface
- Locate clips in top panel into slots in bottom panel
- Push together using firm, even pressure until clips snap into place



Male edge panel

2

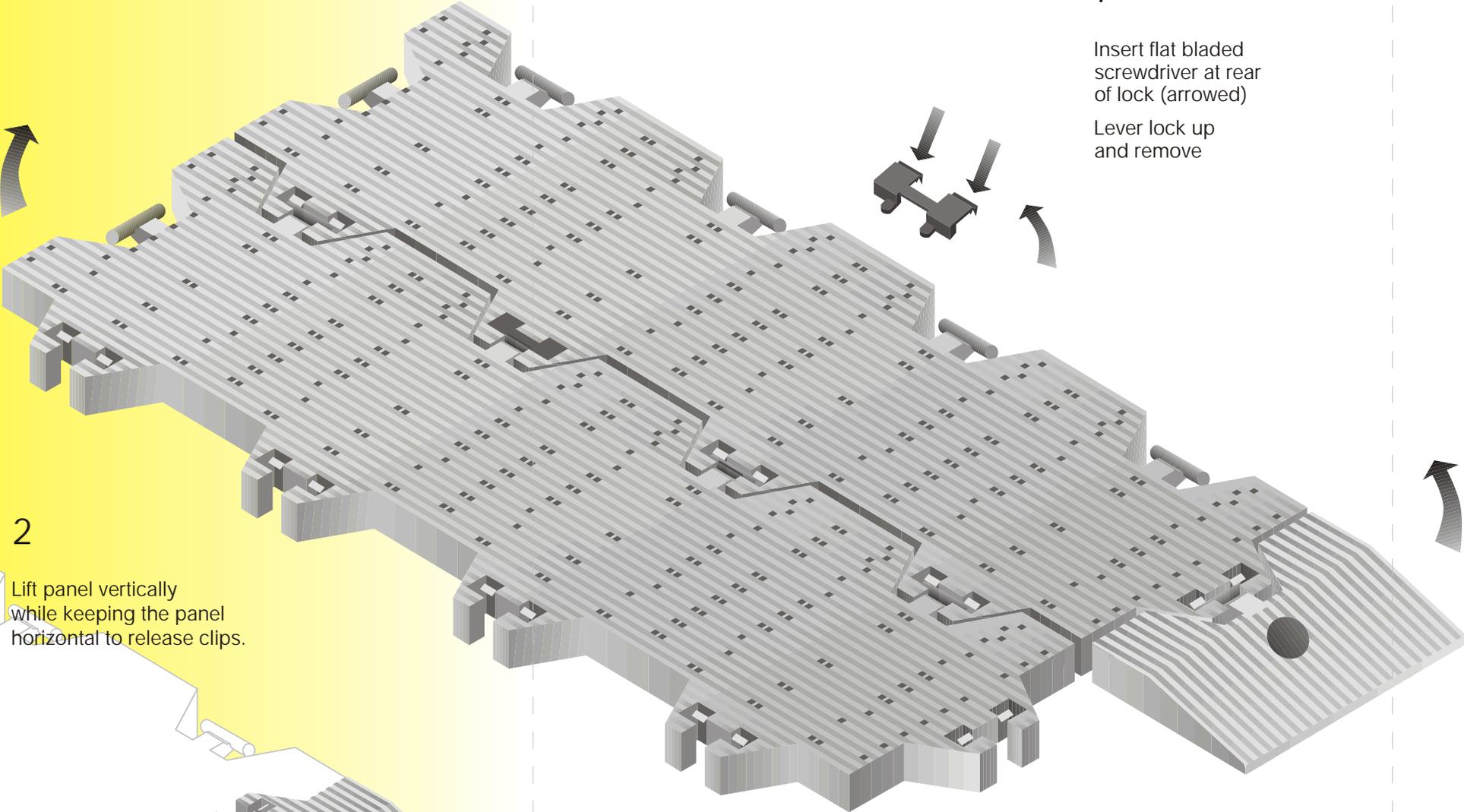
- Tilt lock and insert lugs (arrowed) into slots in panel
- Press lock firmly down or gently tap it with a pin hammer until it snaps into place



# Dismantling

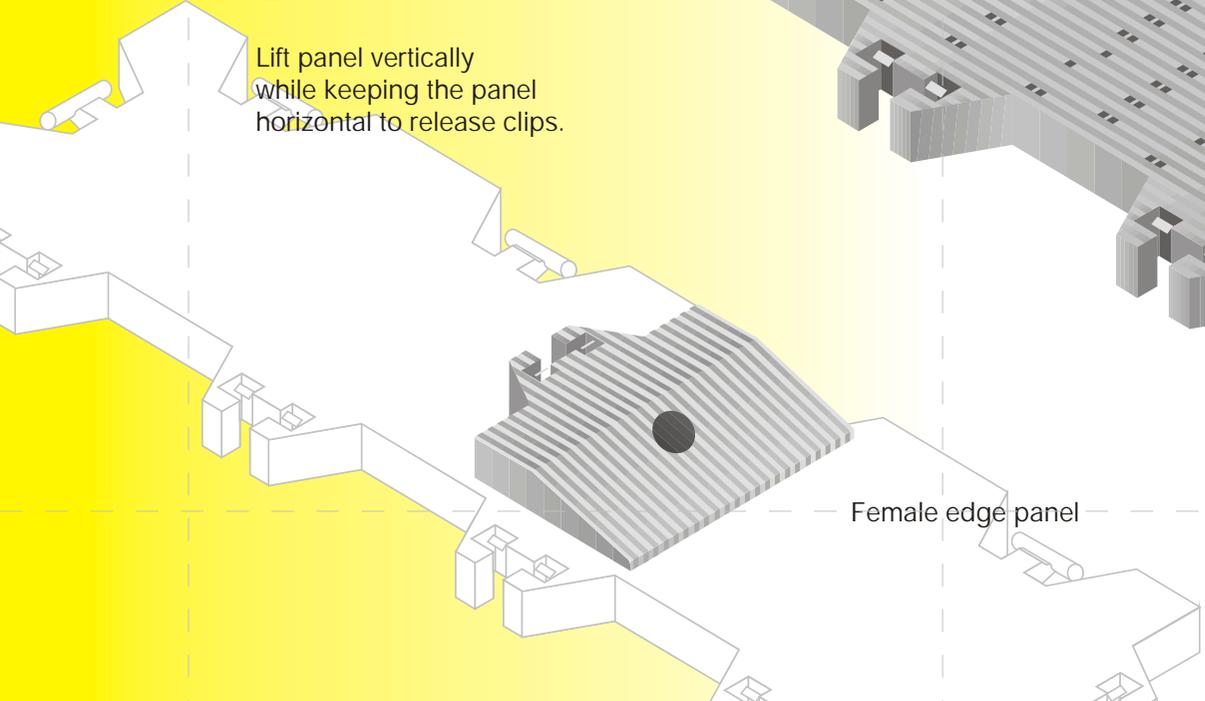
1

Insert flat bladed screwdriver at rear of lock (arrowed)  
Lever lock up and remove



2

Lift panel vertically while keeping the panel horizontal to release clips.



Female edge panel

## Recommendations for the use of Supa-Trac medium duty temporary roadway.

### **Recommendations.**

Supa-Trac is suitable for all road-going vehicles of G.V.W up to 3.5 tons. Vehicles of G.V.W up to 39 tons or more can be supported under certain conditions.

Supa-Trac is a surface enhancing product and not an independent replacement surface and as such it cannot support vehicles over a void so any and all voids present on a site should be filled in prior to deployment.

Supa-Trac is not suitable for use over rough or excessively soft and / or wet terrain (such as ploughed fields and unprepared sites. Uneven ground should be levelled prior to deployment). Where there may be rain or excessive water present a geotextile substrate may be used to seal the ground beneath the product to prevent the product 'bedding in'.

As Supa-Trac is a dynamic system and needs to move to absorb excessive stresses the product should be deployed in such a way that no traffic area should be connected to a fixed static standing area.

Entrance and Exits should be ramped to ease access onto the system, and where any trip hazard may occur. Where deemed necessary the entrance / exit points should also be secured.

Prior to deployment all locks should be inspected for wear and damage, where any damage or wear is seen the locks should be replaced.

When deploying Supa-Trac as a large pad the product should be installed in a straight line (measured) along one side of the area to be covered and then built off that line strip by strip.

Supa-Trac is suitable for Cars & Light vans with a GVW of up to 3.5 tons on smooth, dry and fairly level surfaces such as turf, sand, soil and gravel or any other surface that is fairly smooth and firm.

Where heavy vehicles with a GVW of up to 7.5 tons are used, the Supa-Trac may be deployed on top of a geotextile substrate (the approved substrate is Don & Lowe textile part no: 70/60) the underlying ground should be at least level, dry & firm, turf, sand, soil or gravel.

Where vehicles exceeding the 7.5ton weight are used the ground should be very firm and a geotextile substrate (the approved substrate is Don & Lowe textile part no: 70/60) may be used. The ground should be smooth & level, dry and very firm, (such as unmade up hard standing, hogging or rolled and stoned ground.)

### **Stipulations.**

Signs should be placed enforcing a strict 5mph speed limit and also signs should be placed informing drivers that diff locks are to be switched off. The necessary signs are available for purchase from Rola-Trac Ltd.

Supa-Trac is not suitable for tracked vehicles other than when travelling in a straight line over the surface, vehicles with rubber tracks should be avoided. Vehicles with solid tyres (such as warehouse forklift trucks) are not suitable for use on Supa-Trac other than when the product is laid over tarmac or other such hard surface.

The supply of Supa-Trac medium duty temporary roadway is subject to Rola-Trac Limited's standard terms and conditions of business. The above statements are recommendations for the safe and correct use of Supa-Trac medium duty roadway and do not confer or imply any warranty from Rola-Trac Limited except as set out in Rola-Trac Limited's standard terms and conditions of business. The stipulations above must be obeyed at all times; any usage where these stipulations are abused is at the risk of the operator, also improper use of the product or unsuitable site conditions present risks of injury to persons and damage to equipment. Rola-Trac Limited does not accept any liability for misuse of the product or for any misjudgement by a contractor / owner of a sites ability to support vehicles on Supa-Trac. As to the individual conditions on any site, or the suitability of any site for deployment of Supa-Trac any operations on a site are entirely at the risk of the person/s or company carrying out the works on the site. If requested Rola-Trac Ltd will carry out a survey to ascertain the suitability of the site for deployment of Supa-Trac, this is a chargeable service and cost will be quoted on an individual survey basis.