

FastTrack - A "win win" solution to platform refurbishment

It's not often a company comes up with a solution that's better on all fronts and up to 40% cheaper. But that's the claim made by Kemper for their new FastTrack platform re-surfacing product. Drawing on their expertise in aggregate-resin technology, and working closely with one of London Underground's main refurbishment contractors, Kemper have developed a product that is lower cost, quicker to install, improves performance and far kinder to the environment. So what's the catch? **Mark Bruchez**, Kemper's FastTrack product manager explains that this really is a win, win product all round...

A technical solution

Kemper's experience in cold liquid-applied waterproofing and surfacing is well known, and it was the company's unique solvent-free product, Kemperol V210, that first attracted London Underground to the benefits of Kemper products, it being first specified to repair a failed roof on the Covent Garden Control Centre. Repairs to other stations followed, using V210 as well as solvent-free Kemperol 2K-PUR, and from this arose the idea of applying the same technology to the refurbishment of station platforms.

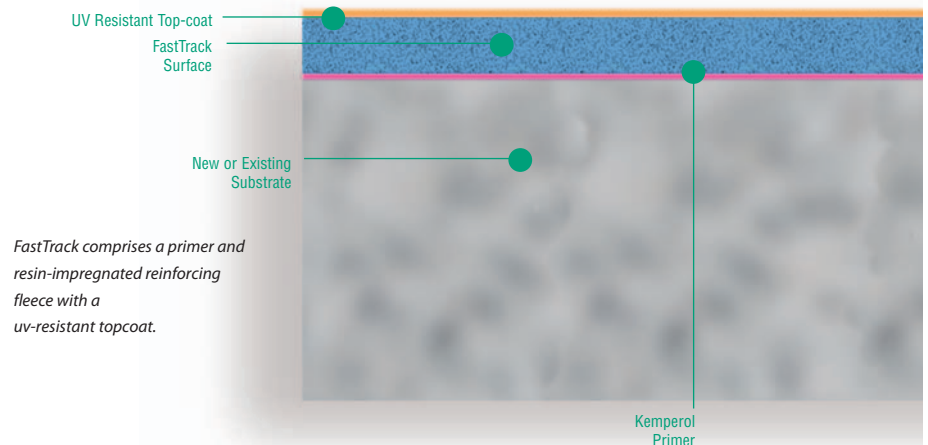
The problems of traditional repair

Platforms are typically surfaced using asphalt or tarmacadam, which over time will be subjected to significant vehicular and pedestrian traffic, as well as weathering, vibration and mechanical wear. This makes deterioration inevitable, to the point where full-scale refurbishment becomes necessary. Up until now, this has required the mechanical removal and disposal of the existing substrate, with the surface then being replaced with a new material. This is not only a relative expensive process - for both materials and labour - but necessitates the closure of the platform for quite lengthy periods whilst the work is carried out. This is inconvenient and disruptive, and on certain stations can have a significant commercial impact.

Applies over existing substrates

One of the key benefits of Kemperol products is that they can be applied over existing substrates. Would it be possible to develop this principle using a resin-based product that could withstand the severe demands of a railway platform? Our challenge was to find an alternative to the current process of restatement using a resin-based application over the existing surface.

The result, appropriately named FastTrack, resulted from extensive development and testing both in the laboratory and using field trials. The system comprises a primer with a resin-impregnated polyester fleece and a uv-resistant topcoat. It can be applied onto various substrates with only limited preparation and has excellent bonding characteristics. It's rapid-



curing performance also means disruption is minimised, meaning platforms need be out of commission for a fraction of the time when using conventional resurfacing methods and can be walked on within an hour of application.



FastTrack is a high-performance waterproof surfacing for platform repair that saves time, saves money and offers enhanced performance.

Many added benefits

But FastTrack offers much more. The resulting surface is easier to clean than traditional substrates, especially for the removal of chewing gum, and will happily accommodate the use of mechanical cleaning equipment. It has excellent resistance to chemicals, and with a surface roughness above 10uMRz, offers exceptional slip-resistance even in wet conditions. FastTrack has been independently tested to BS7976 and has passed London Underground's own rigorous Fire Safety performance on flammability, toxic fume and smoke emission. Environmentally, because FastTrack uses the existing surface as a base, it

not only avoids the use of new, hot-applied oil-based binders and aggregates, but eliminates the need for the disposal of the worn material.

Too good to be true...?

So what is the catch? Well, quite simply there isn't one. As Mark Bruchez explains... "FastTrack is a better-performing platform surfacing material that not only saves time, but it is also around 40% cheaper than using traditional repair techniques. It's versatile too, for the surface finish can be specified in a range of decorative colours, including platform marking or text, and the system also includes a blister tile - TrackTile - to provide tactile edge warning for the visually impaired. All are fully inter-compatible and build up to create a complete, but flexible design system."

A proven system

FastTrack has now been used to repair numerous London Underground platforms and is of course equally suitable for tram, light railway and bus stations. It's use on underpasses at Golders Green station subject to groundwater, an engineering nightmare, demonstrates its suitability in even the most demanding of applications.

Further information on FastTrack - which is installed only by fully trained operators - can be obtained from the manufacturer, Kemper Systems, using the reader reply number below or calling Technical Services on 01925 445532.