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HAPAS Certificate
20/H293
Product Sheet 1

WJ'S HIGH-FRICTION SURFACING SYSTEM

WEATHERGRIP TYPE 1 HIGH-FRICTION SURFACING SYSTEM

This HAPAS Certificate Product Sheet⁽¹⁾ is issued by the British Board of Agrément (BBA), supported by Highways England (HE) (acting on behalf of the Overseeing Organisations of the Department for Transport; Transport Scotland; the Welsh Government and the Department for Infrastructure, Northern Ireland), the Association of Directors of Environment, Economy, Planning and Transport (ADEPT), the Local Government Technical Advisers Group and industry bodies. HAPAS Certificates are normally each subject to a review every three years.

(1) Hereinafter referred to as 'Certificate'.

This Certificate relates to Weathergrip Type 1 High-Friction Surfacing System, a cold applied high-friction surfacing system for use on bituminous highways.

CERTIFICATION INCLUDES:

- factors relating to compliance with HAPAS requirements
- factors relating to compliance with Regulations where applicable
- independently verified technical specification
- assessment criteria and technical investigations
- design considerations
- installation guidance
- regular surveillance of production
- formal three-yearly review.



KEY FACTORS ASSESSED

Performance — the system complies with the requirements for a Type 1 system in accordance with the BBA HAPAS *Guidelines Document for the Assessment and Certification of High-Friction Surfacing for Highways* (see section 15, Table 2).

Durability — the system, when used in an appropriate location as defined in the BBA HAPAS *Guidelines Document for the Assessment and Certification of High-Friction Surfacing for Highways*, should have a service life of between 5 and 10 years (see section 7).



The BBA has awarded this Certificate to the company named above for the system described herein. This system has been assessed by the BBA as being fit for its intended use provided it is installed, used and maintained as set out in this Certificate.

On behalf of the British Board of Agrément

Date of First issue: 7 February 2020

Hardy Giesler
Chief Executive Officer

The BBA is a UKAS accredited certification body – Number 113.

The schedule of the current scope of accreditation for product certification is available in pdf format via the UKAS link on the BBA website at www.bbacerts.co.uk

Readers MUST check the validity and latest issue number of this Agrément Certificate by either referring to the BBA website or contacting the BBA directly.

Any photographs are for illustrative purposes only, do not constitute advice and should not be relied upon.

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Requirements

In the opinion of the BBA, Weathergrip Type 1 High-Friction Surfacing System, when assessed in accordance with the BBA HAPAS *Guidelines Document for the Assessment and Certification of High-Friction Surfaces for Highways*, and used in accordance with the provisions of this Certificate, will satisfy or contribute to satisfying the requirements of the *Manual of Contract Documents for Highway Works (MCHW)*⁽¹⁾, Volume 1 *Specification for Highway Works (SHW)*, Series 900, Clause 924.

(1) The MCHW is operated by the Overseeing Organisations: Highways England (HE), Transport Scotland, the Welsh Government and the Department for Infrastructure (Northern Ireland).

Regulations

Construction (Design and Management) Regulations 2015 **Construction (Design and Management) Regulations (Northern Ireland) 2016**

Information in this Certificate may assist the client, designer (including Principal Designer) and contractor (including Principal Contractor) to address their obligations under these Regulations.

See sections: 3 *Delivery and site handling*, (3.1 and 3.2) and 9 *Precautions during installation* of this Certificate.

Technical Specification

1 Description

1.1 Weathergrip Type 1 High-Friction Surfacing System consists of a modified methyl-methacrylate resin binder cured with Dibenzoyl Peroxide (DBPO) powder hardener all supplied in pre-weighed quantities ready for on-site mixing and a graded (nominal 1 to 3 mm) calcined bauxite aggregate.

1.2 The system is suitable for use at substrate temperatures between 0 to 35°C.

1.3 For porous, open textured or heavily worn bituminous substrates, Weathergrip HFS Scratch Coat may be used as a pre-treatment to reduce system binder drainage and to even the substrate surface.

1.4 Weathergrip HFS Scratch Coat consists of a filled methyl-methacrylate resin binder cured with Dibenzoyl Peroxide (DBPO) powder hardener all supplied in pre-weighed quantities ready for on-site mixing.

2 Manufacture

2.1 The system is manufactured by a batch-blending process

2.2 As part of the assessment and ongoing surveillance of product quality, the BBA has:

- agreed with the manufacturer the quality control procedures and product testing to be undertaken
- assessed and agreed the quality control operated over batches of incoming materials
- monitored the production process and verified that it is in accordance with the documented process
- evaluated the process for management of nonconformities
- checked that equipment has been properly tested and calibrated
- undertaken to carry out the above measures on a regular basis through a surveillance process, to verify that the specifications and quality control operated by the manufacturer are being maintained.

2.3 The management system of the manufacture has been assessed and registered as meeting the requirements of BS EN ISO 9001: 2015 by QMS (Certificate 17 QMS 6253) and BS EN ISO 14001 : 2015 by EMS (Certificate 17 EMS 1064).

3 Delivery and site handling

3.1 Weathergrip Type 1 High-Friction Surfacing System is delivered to site in 25 kg drums with pre-weighed sachets of DBPO powder hardener. Weathergrip HFS Scratch Coat is delivered to site in 20 kg drums with pre-weighed sachets of DBPO powder hardener.

3.2 The Certificate holder has taken the responsibility of classifying and labelling the system components under the *CLP Regulation (EC) No 1272/2008 on the classification, labelling and packaging of substances and mixtures*. Users must refer to the relevant Safety Data Sheet(s).

3.3 When stored in accordance with the Certificate holder's instructions the unopened material has a shelf-life of at least six months.

Assessment and Technical Investigations

The following is a summary of the assessment and technical investigations carried out on the Weathergrip Type 1 High-Friction Surfacing System.

Design Considerations

4 Use

4.1 Weathergrip Type 1 High-Friction Surfacing System is satisfactory for use as a high-friction surfacing system on bituminous highways with surface texture depths of between 0.5 and 2.0 mm, measured in accordance with BS EN 13036-1 : 2010 or BS 598-105 : 2000.

4.2 The system is classified as Type 1, in accordance with the requirements defined in the Guidelines Document, Table 1, and detailed in section 7 of this Certificate.

4.3 The in-service colour retention of the system has not been assessed and is outside the scope of this Certificate.

5 Practicability of installation

The system must be installed by BBA-Approved Installers⁽¹⁾. Operatives must be trained and approved by the Certificate holder.

(1) See also the BBA *Assessment and Surveillance Scheme for Installers of High-Friction Surfacing for Highways*.

6 Maintenance

The system is not subject to any routine maintenance requirements, but any damage must be repaired (see section 14).

7 Durability

7.1 The results of the performance tests and the performance of the system in use indicate that the Weathergrip Type 1 High-Friction Surfacing System, when used in an appropriate location as defined in the Guidelines Document, should have a service life of between 5 and 10 years (see Table 1).

Table 1 Area⁽¹⁾ of application by type classification

Site category ⁽²⁾	Site definition	Maximum traffic levels ⁽³⁾ (Type 1)
Q	Approaches to and across minor and major junctions, approaches to roundabouts and traffic signals	3500
G1	Gradient from 5 to 10%, longer than 50 m	3500
S1	Bend radius <500 m – carriageway (one-way traffic)	3500
R	Roundabout	3500
G2	Gradient >10%, longer than 50 m	2500
S2	Bend radius <500 m – carriageway (two-way traffic)	2500
K	Approaches to pedestrian crossings and other high-risk situations	2500

(1) Suitable areas for use of systems classified in accordance with the Guidelines Document, Table 1, to give an expected service life of 5 to 10 years.

(2) Site Category as defined in CD 228 .

(3) Commercial vehicles per lane per day.

7.2 If the system is used in other locations or at different traffic levels, the expected life will be increased or decreased in relation to the severity of the site.

Installation

8 General

8.1 The road surface must be dry before during installation of the system. Installation must not be carried out if the road surface temperature is outside the range of 0 to 35°C. The ambient and road surface temperatures must be recorded at the start and during installation.

8.2 The Certificate holder is responsible for training and monitoring the BBA Approved Installers to ensure the system is installed in accordance with the BBA agreed Method Statement and this Certificate.

9 Precautions during installation

9.1 Health and Safety Data Sheets and the *Control of Substances Hazardous to Health Regulations 2002 (COSHH)* risk assessments for the works must be deposited with the purchaser and be maintained on site by the approved installer.

9.2 Suitable personal protective clothing (eg, gloves and eye protection) must be worn to prevent skin contact with these materials.

10 Preparation

10.1 All imperfections in the road surface not acceptable to the installer must be reinstated with a material approved by the purchaser in consultation with the installer.

10.2 The road surface must be structurally sound, clean, dry, and free from ice, frost, loose aggregate, oil, grease, road salt and other loose matter likely to impair the adhesion of the system.

10.3 Surface contamination is removed using any suitable method agreed between the installer and purchaser, including grit blasting, high-pressure water jetting, scabbling and hot compressed air. Oil contamination is removed by washing with a suitable detergent followed by flushing with clean water and is then thoroughly dried. Drying equipment using naked flames must not be used as this can impair adhesion of the both treatments.

10.4 Existing road markings, iron works and studs must be masked, unless otherwise directed by the client or representative.

11 Pre-treatment

On bituminous substrates including new, porous, open textured or heavily worn hot rolled asphalt with texture depths greater than 2.0 mm, Weathergrip HFS Scratch Coat may be used to reduce drainage and consumption of the high-friction surfacing resin binder. It may also be used to even the substrate to include reinstatements. Installation of the pre-treatment must follow the Certificate holder's Installation Method Statement, taking particular note of the quantity of DBPO powder hardener depending on the substrate temperature.

12 Application

The quantity of DBPO powder hardener required for a particular installation of Weathergrip Type 1 High-Friction Surfacing System depends on the substrate temperature. Guidance on the quantity to be used according to specific substrate temperatures and details of the system application procedures can be found in the Certificate holder's Installation Method Statement, which must be strictly followed.

13 Aftercare

The installer must conduct a visual check on the installation for uniform surface texture, surface blemishes and any discernible faults. Any remedial work must be conducted as necessary.

14 Repair

If damage occurs during the installation or during service, the system must be repaired in accordance with the Certificate holder's Installation Method Statement document.

Technical Investigations

15 Performance

Laboratory performance tests were carried out on the Weathergrip Type 1 High-Friction Surfacing System (see Tables 2 and 3). The results of the tests complied with the Guideline Document requirements for a Type 1 system.

Table 2 Laboratory performance tests and requirements

Test	Parameter measured	Type 1 requirement	Method in TRL Report 176 ⁽¹⁾
Scuffing at 45°C			
initially	Texture depth (mm)	≥1.4	
after 500 wheel-passes	Texture depth (mm)	≥1.2	Appendix G
	Erosion index	≤3	
after heat ageing for 112 days at 70±3°C and 500 wheel-passes	Texture depth (mm)	≥1.2	
	Erosion index	≤5	
Wear			
initially	Texture depth (mm)	≥1.4	Appendix H
	SRV	≥65	
after 100 000 wheel-passes	Texture depth (mm)	≥1.1	
	Erosion index	≤3	
	SRV	≥70	
Tensile adhesion			
at (-10±2)°C	Stress at failure (N·mm ⁻²)	≥1.0	Appendix J
at (20±2)°C	Stress at failure (N·mm ⁻²)	≥0.5	

(1) Including any agreed amendments detailed in the Guidelines Document, Appendix D.

Table 3 Additional tests

Test	Parameter measured	Result	Method in TRL Report 176 ⁽¹⁾
Resistance to freeze/thaw	Texture depth/erosion index	Satisfactory	Appendix L
Resistance to diesel	Texture depth/erosion index	Satisfactory	Appendix M
Thermal movement	Thermal expansion coefficient	Satisfactory	Appendix N
Installation temperature at 0°C	Texture depth/erosion index	Satisfactory	Appendix P
Application to bituminous surfacing pre-treated with void filler	Texture depth/erosion index Tensile adhesion at (20±2)°C	Satisfactory	Appendix P

(1) Including any agreed amendments detailed in the Guidelines Document, Appendix D.

16 Investigations

16.1 An installation trial was carried out to assess the practicability of the installation and quality control/assurance procedures.

16.2 A visual inspection of the trial installation was conducted by a BBA HAPAS Inspection Panel to visually assess the performance of the system. The installation had been in service for 24 months when inspected by the panel who concluded that the system had performed satisfactorily during the period and was awarded a Performance Level 1 as defined in Guidelines Document, Table 2 and Appendix F.

16.3 The manufacturing process was evaluated, including the methods adopted for quality control, and details were obtained of the quality and composition of the materials used.

Bibliography

Assessment and Surveillance Scheme for Installers of High-Friction Surfacing for Highways, March 2008

BS 598-105 : 2000 *Sampling and examination of bituminous mixtures for roads and other paved areas — Methods of test for the determination of texture depth*

BS EN 13036-1 : 2010 *Road and airfield surface characteristics — Test methods — Measurement of pavement surface macrotexture depth using a volumetric patch technique*

BS EN ISO 9001 : 2015 *Quality management systems — Requirements*

BS EN ISO 14001 : 2015 *Environmental Management Systems – Requirements*

Guidelines Document for the Assessment and Certification of High-Friction Surfacing for Highways, March 2008

CD 228 *Design Manual for Roads and Bridges : Volume 7, Pavement Design and Maintenance : Section 3, Pavement Maintenance Assessment : Part 1, Skid Resistance*

Manual of Contract Documents for Highway Works, Volume 1 Specification for Highway Works, Series 900 Road Pavements — bituminous bound materials

TRL Report 176 : 1997 *Laboratory tests on high-friction surfaces for highways*

17 Conditions

17.1 This Certificate:

- relates only to the product/system that is named and described on the front page
- is issued only to the company, firm, organisation or person named on the front page – no other company, firm, organisation or person may hold or claim that this Certificate has been issued to them
- is valid only within the UK
- has to be read, considered and used as a whole document – it may be misleading and will be incomplete to be selective
- is copyright of the BBA
- is subject to English Law.

17.2 Publications, documents, specifications, legislation, regulations, standards and the like referenced in this Certificate are those that were current and/or deemed relevant by the BBA at the date of issue or reissue of this Certificate.

17.3 This Certificate will remain valid for an unlimited period provided that the product/system and its manufacture and/or fabrication, including all related and relevant parts and processes thereof:

- are maintained at or above the levels which have been assessed and found to be satisfactory by the BBA
- continue to be checked as and when deemed appropriate by the BBA under arrangements that it will determine
- are reviewed by the BBA as and when it considers appropriate.

17.4 The BBA has used due skill, care and diligence in preparing this Certificate, but no warranty is provided.

17.5 In issuing this Certificate the BBA is not responsible and is excluded from any liability to any company, firm, organisation or person, for any matters arising directly or indirectly from:

- the presence or absence of any patent, intellectual property or similar rights subsisting in the product/system or any other product/system
- the right of the Certificate holder to manufacture, supply, install, maintain or market the product/system
- actual installations of the product/system, including their nature, design, methods, performance, workmanship and maintenance
- any works and constructions in which the product/system is installed, including their nature, design, methods, performance, workmanship and maintenance
- any loss or damage, including personal injury, howsoever caused by the product/system, including its manufacture, supply, installation, use, maintenance and removal
- any claims by the manufacturer relating to CE marking.

17.6 Any information relating to the manufacture, supply, installation, use, maintenance and removal of this product/system which is contained or referred to in this Certificate is the minimum required to be met when the product/system is manufactured, supplied, installed, used, maintained and removed. It does not purport in any way to restate the requirements of the Health and Safety at Work etc. Act 1974, or of any other statutory, common law or other duty which may exist at the date of issue or reissue of this Certificate; nor is conformity with such information to be taken as satisfying the requirements of the 1974 Act or of any statutory, common law or other duty of care.