

# MaxiTrack

## (Operation and Installation)



### Important Notes:

All installation work must be thoroughly planned before work commences on site to identify hazards and assess risk.

These instructions form guidance for the operation and installation of MaxiTrack. Non-standard applications should be approved by a suitably qualified engineer.

Ensure all personnel engaged in installation operations are properly briefed and adequately supervised by a competent person.

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**IF IN ANY DOUBT SEEK FURTHER ADVICE:  
24 HOUR HELPLINE: 0370 240 2381**

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Certification Number 14419  
ISO 9001  
ISO 14001  
ISO 45001

## Introduction

TPA's MaxiTrack Mat is the most heavy duty man-handleable trackway system available. It is a low cost, easy to deploy plastic ground protection panel for a wide range of uses within the construction, groundworks and events industries. Manufactured from Zetralene™, the material is five times stronger than standard HDPE. The matting has a reversible pattern with one side suitable for heavy vehicular use and the other side suitable for pedestrian walkways. Their high density and high impact strength make them ideal for applications including: temporary roadways, car parks, site compounds and event flooring.

The mats are expertly designed to optimise performance whilst maintaining the ease of installation for a two person lift. They are ideal for sites with restricted access or where quick reconfiguration is required without the need for a specialist installation vehicle and crew.

## Benefits

- Easy two person installation - no experience necessary
- A team of 4 and a forklift driver can install up to 60 mats per hour
- Easy joining holes that cater for heat expansion or contraction
- No need for specialist plant or equipment
- 130 tonnes max vehicle weight (subject to ground conditions)
- Flanged joints suppress mud seepage
- Recessed connection points to eliminate trip hazards
- Multiple Configurations provide maximum flexibility
- Fully recyclable and made from recycled plastic

## Technical Specification

| Individual MaxiTrack Mats |             |            |                             |                |             |
|---------------------------|-------------|------------|-----------------------------|----------------|-------------|
| Material                  | Length (mm) | Width (mm) | Surface Area M <sup>2</sup> | Thickness (mm) | Weight (kg) |
| Zetralene™ Plastic        | 1800        | 900        | 1620                        | 23             | 40          |

## Delivery

**Safety Note:** A Banksman must always be present when loading or unloading from a vehicle. Refer to the TPA document for the control of '**Loading and Unloading**' which is available to [download now](#) from the Hub



MaxiTrack mats will be delivered stacked 25 per pallet and banded. Position the stack in a clear, level area in close proximity to the planned installation.

Installation



**Safety Note:** Extreme care and adequate precautions must be taken to prevent trapping fingers during assembly and installation. Wear gloves when connecting panels.



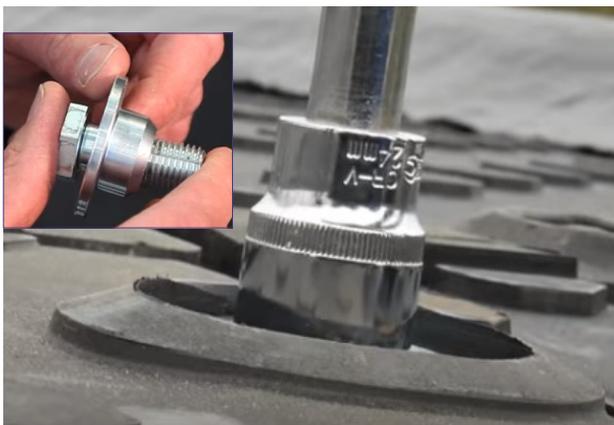
- Lay the track from the lowest point first, so that the overlapping flange joints can shed water.



1. If required, install a geo textile membrane: this is usually used on longer duration projects.



2. MaxiTrack mats are connected via the overlapping flange joints (see inset top right). The slotted holes allow for expansion and contraction.



3. Self-aligning collars and low profile bolts are used to connect the mats (see inset top left). Use a 24mm socket to tighten the bolts.

**Note:** When lifting mats, use at least two persons per mat; keep your back as straight as possible and do not overreach.

**Be aware that mats can sometimes weigh in excess of 40kg when muddy**

Possible Configurations

|    |    |
|----|----|
| 14 | 13 |
| 12 | 11 |
| 10 | 9  |
| 8  | 7  |
| 6  | 3  |
| 5  | 2  |
| 4  | 1  |

**Roadways**

Mats should be laid in straight runs: place the first mat with the short edge against the right hand of the roadway and the long edge with the overlapping lip pointing away from you.

Place the second mat with the overlapping flange over the first mat's underlapping flange and connect together with the shoulder bolts provided. Check that you are on course and install a third mat in the same manner.

Start a second row by joining mats to the short edges of the first three mats. Thereafter, mats may be placed side by side along the length of the roadway.

**Car parks and pad areas**

Mats are ideally installed in a half overlapping brick-bond pattern. Set out a string line along the lower edge of the pad and install the first row of mats in a straight line against this, with the underlapping flanges away from the string line. Then install a half mat to the start of the second row, followed by whole mats and another half mat at the end of the row. Start the third row with a whole mat and so on. If you have to branch out to the side of the main pad, it is important to set another string line.



**String Line** *Order of installation for car parks and pad areas, working uphill from the bottom of the slope*

By working from the bottom to top of the slope, the overlapping flanges will help to shed the rainfall downhill over the top of the mats rather than down between them, similar to the tiles on a roof. Ensure there is adequate provision for dispersing the water run-off at the bottom of the pad area.

**Note:** MultiTrack mats should be disassembled and cleaned before re-use or collection. Stack, banded 25 per pallet, as when delivered and store safely away from site traffic, taking care to not lose any connectors or fittings.