

CHEMICALS UNLOADING AREAS

TECHNICAL PROBLEMS

Chemicals unloading areas face their own specific challenges when it comes to the surfacing of the road. If products in tankers are contaminants (e.g. uranium hexafluoride), there is a high danger of soil contamination when the tanker is filled or emptied. In some cases, these liquids can be corrosive too. This means that the surfacing must also be chemically resistant to the liquids being handled. The surfacing must also be strong enough to withstand heavy vehicles moving over it (forklifts, tanker trucks, etc.), and their associated braking and starting constraints.

These areas are usually made of concrete and may also include a coat of protective paint or standard road surfacing.

Aside from being difficult to properly decontaminate, the main problem is that these substrates are not waterproof. Contaminants can become fixed in the soil, and in areas exposed to the elements, they may even penetrate further.

SOUPLETHANE TECHNIQUE

SOUPLETHANE meets all the criteria required for this type of use:

- **decontaminability = 99 %:** SOUPLETHANE can be decontaminated easily: just rinse it with a water jet.
 - **chemical resistance:** for all pH levels between 1 and 13.
 - **resistance to wear and to heavy vehicle traffic:** compression resistance: 113 MPa
 - extremely high resistance to shocks and impacts
- It will have a non-slip finishing coat using 0.8/1.2 silica aggregates sealed with a finished layer (500 g/m²)
- a guaranteed water seal, even if the substrate is cracked (up to 2 mm crack width).

SOUPLETHANE is also **easy to maintain and repair**.

It can also be applied directly to the support (whether concrete, asphalt or bitumen) with minimal support preparation.

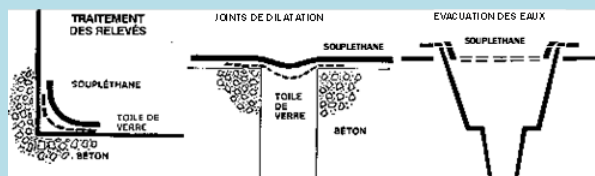
TESTS AND CERTIFICATIONS

- UV ageing tests: LCPC
- LCPC: **2mm** crack bridging in concrete
- Chemical resistance: SGN Laboratory Rhône Poulenc (Vitry)
- Decontaminability: 99 % (CEA test)
- Perforation resistance: 600 kg/cnV



SPECIFICATION

- **prepare the substrate:**
 - strip the substrate with a pressure hose or lightly sandblast.
 - on concrete: apply a base hardener primer.
 - on a bitumen or asphalt-type coating: you don't need to apply a layer of primer (it's not even recommended)
- **apply SOUPLETHANE** using an airless twin-component high-pressure pump, with a coat of at least **2 to 3 mm** thick (according to the desired durability and the mechanical stress it must withstand). It can also be applied manually with a roller or a cranted comb.
- **treatment of upstands** in retention tanks, with corners rounded off.



QUALITY CONTROL

Ensure that the substrate is dry and not contaminated prior to application (traces of oil, grease, etc.).

- Check the adherence of the support, the quality of the top layer (continuous, waterproof, with no holes or blisters) and the thickness.
- Check the raised sections (that all edges are properly rounded off, etc.)

WORK REFERENCES

DCAN Toulon Comurhex Pierretatte Atochem-Lavera EOF-CPN Nogent