



# GUIDELINES FOR THE CARE AND MAINTENANCE OF YOUR REKORTAN® SYNTHETIC TRACK



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## INTRODUCTION

Maintenance of your synthetic Rekortan® athletic track surface is essential to ensure quality performance for athletes, minimize potential for injury while maintaining appearance and long-term durability.

It is important to understand that an appropriate and disciplined maintenance regime must be established and performed to ensure the track is kept in top condition.

This manual is aimed at assisting you to get the maximum value from your Rekortan® surface constructed by one of our approved installers. You will achieve the expected performance and longevity of the surface by:

1. Keeping it clean.
2. Do not allow any unsuitable activity to damage the surface.
3. Do not allow heavy vehicles on or across the surface.
4. Do not leave excessive loads on the track for extended periods of time.
5. Do not allow athletes to undertake inappropriate activity or utilize unsuitable equipment.
6. Repairing any damages at the earliest possible opportunity.
7. Contacting Rekortan®, or your approved installer, if any uncertainty exists on a planned or proposed activity that could raise cause or concern.

We expect that many of the commonly asked questions will be answered in this manual. Should you require further information, please contact your contractor (our authorized installer) or our head office for assistance.

**This manual is intended for use by personnel responsible for regular maintenance of the track. Be sure to present a copy to all appropriate people.**

## SPIKE RULES

Rekortan® highly recommends and prefers the use of **pyramid spikes** be used on the track for athletic activity as we believe they work best on the surface and cause the least amount of damage. In addition, Christmas tree (*compression tiered*) spikes are allowable, however, **no needle or pin spikes** are ever permitted.

Pyramid spikes will provide ideal performance for athletes on the Rekortan® surface and result in less damage due to a flatter profile and therefore lower point load. They are designed to compress the surface rather than dig in, providing energy restitution to the athlete, especially for sprinting events. Waffle type soles, cleats or hard soled shoes should not be used in competition on the track.

**NOTE: 'Needle' or 'Pin' spikes are strictly not allowed and usage of these spikes will affect your warranty.**

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Maximum length spikes are essential to performance and track longevity.

- Running activity maximum of 1/4" (6mm)
- Throw and Jump activity maximum of 3/8" (9mm)

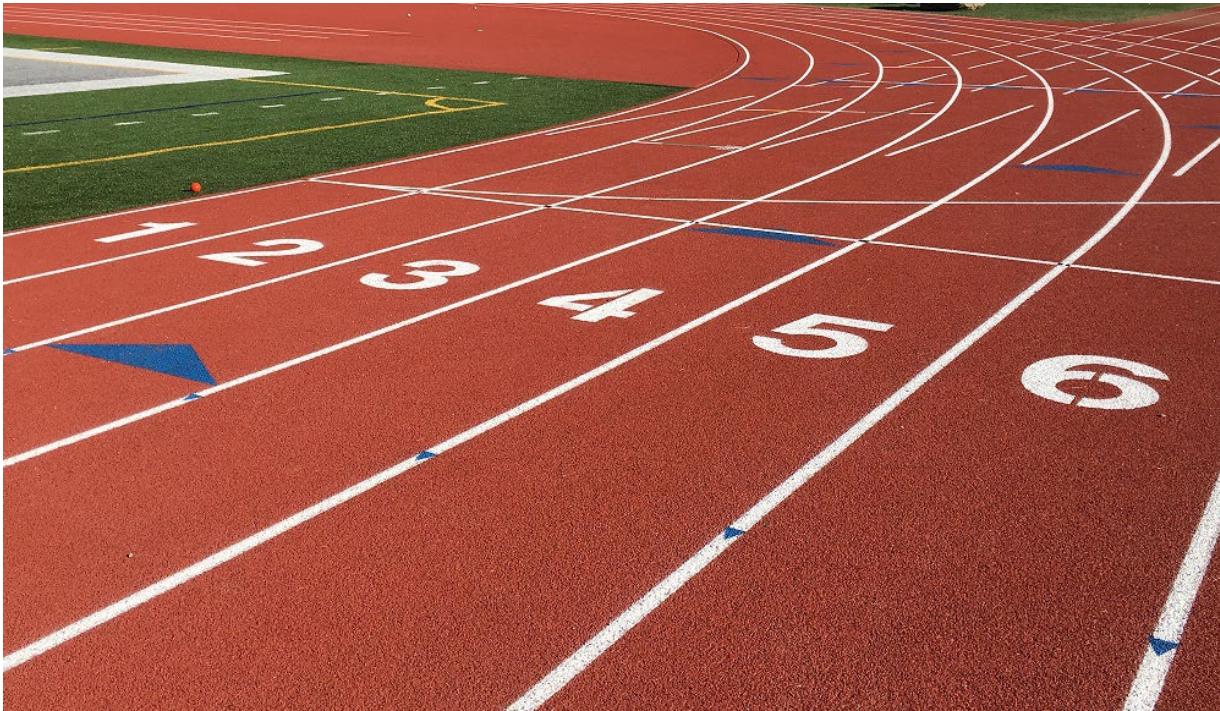
Supervision and attention of activity at start locations is strongly recommended to ensure minimization of damage from starting blocks.

Rekortan® offers specific recommendations due to the variety of track systems and footwear available. Any spikes worn should be of the above nature and we strongly encourage you to advise all athletes, coaches and facility users of our recommendation.

Start locations for sprinting activity are subjected to high wear and as such will require some rectification work prior to full resurfacing of the track. Control of the activity in these locations and lateral thinking by moving regular 'sprint start training activity' to less used areas of the track (rear straight, behind marshalling area at 100m hurdle start, etc) will reduce the need for expensive part-resurfacing works during the mid-stages of the track's life.

## USTAF SPIKE STANDARD

Athletes may only use pyramid, one or compression spikes that are no larger than 6mm (1/4") in length. High jumpers and javelin throwers may use a 9mm (3/8") or shorter spikes. Spikes will be checked in Athlete Control and those not meeting the regulations must be replaced by the athlete. No pin or needle spikes will be allowed on the competition, warm-up or practice tracks. [www.ustaf.org](http://www.ustaf.org).



### **ADDITIONAL TRACK MARKS**

Should you require additional markings on the surface, please consult your APT, Rekortan® or a Rekortan® approved installer prior to undertaking any painting. An incorrect application could result in unwanted permanent markings, while use of an improper paint could result in damage to the track surface.

### **MINIMIZE SURFACE DAMAGE**

Through regular athletic competition the inside lanes are subjected to more wear than the remainder of the track. To help spread usage across the entire track surface and prevent premature wear of the inner lanes, training access to the 1<sup>st</sup> and 2<sup>nd</sup> lanes should be restricted.

This can be done effectively with lockable barriers installed adjacent to the inside of the track. If these cannot be installed, then temporary measures such as traffic cones or movable barriers should be used to regulate track usage during training activity.

Many athletic tracks are installed with additional sprint facilities incorporated on the rear straight. To reduce stress on the main sprint event starting positions, sprint training should be conducted on the rear straight, where possible.



## TRAFFIC MOVEMENT & LOADING

Vehicles shouldn't be allowed to be driven on or across the track surface.

Your track surface and warranty will be affected by:

- Oil or fuel spills or drips onto the surface.
- Sudden starting or twisting of wheels under load.
- Excess traffic loading.

If a vehicle must cross the track, the vehicle cannot allow any oil, fuel or other fluid leaks onto the track surface. If such a leak does occur, wash the area immediately with a neutral pH, non-foaming detergent and flush thoroughly with cold water.

With regard to moving vehicles and weight the following applies:

- Use vehicles with pneumatic tires ONLY.
- Total weight of the loaded vehicle must NOT exceed 4 ton.
- Average load per wheel must NOT exceed 1 ton.
- Where any uncertainty exists with a particular vehicle type or loading, dual layers of plywood must be laid in a brick-bond pattern to spread the load and eliminate point loading.
- Vehicle operators must be cautioned against:
  - Sudden twisting or turning of wheels.
  - Quick starting or stopping on the surface.
  - Planks or rails must be used when taking a loaded vehicle across the internal drainage at all times, to avoid damage to this lightweight structure.
  - The raised aluminum track curbing is not trafficable and curbing sections must be removed to enable vehicle across the track, when required.
  - It is highly recommended an access point and path is determined prior to crossing the track edge.
- Avoid heavy traffic on your track in hot weather (above 86 F/ 30°C).
- Use of wheeled vehicles (bicycles, two wheelers, three wheelers, four wheelers, strollers, roller blades, etc.) could damage the track surface and are not recommended on the track surface.
- Provide protection, such as plywood in any area subject to equipment traffic and in area of high pedestrian traffic. Indoor-outdoor carpet serves this purpose in area of light pedestrian traffic, football players, cheerleaders, etc. This is not a permanent solution and if left in place for long periods of time, it may leave stains on the track surface.
- Do not permit sharp, hard objects such as bicycle stands, bench legs, chairs, stands, etc. to be placed on the track without proper protection.





## MAINTENANCE GUIDELINES

There are several factors that cause deterioration of the track and create a need for maintenance work. These would include such items as the following:

1. Normal wear and tear due to track use.
2. Oxidation.
3. Heavy use of lanes one and two.
4. Vehicles crossing the surface for maintenance or service.
5. Vandalism.
6. Clogged drainage systems.
7. High stress on selected areas (i.e., the high jump takeoff area) Pedestrian traffic (athletes, cheerleaders, other activities). Fuel and oil spills.

It is important that reasonable protective measures be undertaken to minimize or prevent the effect these factors have on the track. Since some wear and deterioration is normal as the facility ages, it is also necessary to provide certain maintenance procedures to keep the facility in good condition.

Check your track and maintain regularly to avoid any impact on the track performance.

Things to consider when working out how regularly surface maintenance is required are:

- The condition of other nearby natural turf surfaces (grassed areas, internal field, etc.)
- Shaded, tree covered track areas where algae or moss might form around fallen leaves.
- Attention to cleaning and clearing beneath the internal aluminum running rail.

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Always sweep/vacuum any litter, dirt/mud, grass cuttings, leaves or sand off the track surface at the first opportunity. This can be done in the first instance by hand or with leaf blowers, although specialized equipment is also available to undertake this activity on a more thorough basis. Track surface should be swept/vacuumed on a regular basis (monthly).

Routine sweeping to remove grass clippings & vegetation is critical to prevent accumulation of organic material on the track surface. If left unattended, organic material can cause staining and hardening of the track surface.

Remove vegetation that grows through the surface. Do not let running grasses grow over the surface of the track and field event areas. We recommend that the edges of the track and field event areas be treated a minimum of twice annually with a soil sterilant to eliminate vegetation which may encroach into the track or track surface. Do not use a weed eater on the track to eliminate vegetation, as it will destroy the surface. Eradicate insect/ant infestation in the track base or surface.

If the Rekortan® track system is an embedded surface, the installation when new will show some initial shedding of the rubber granules. The granules will shed through regular usage of the track and this is a normal feature of this type of track system. The shedding of granules does not indicate premature failure of the system.

Loose rubber granule should be periodically removed from the track surface to prevent collection under the aluminum track curbing, which can impede the drainage performance of the facility.

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It is also essential that drainage channels, grates, sumps and the slotted drainage openings around the D-sections are kept clean and free of obstruction to maintain maximum drainage efficiency.

Where sand is blown or tracked onto the track surface (near long and triple jump pits), sweep and clean these areas on a regular basis.

Regularly remove weeds and trim grass at track edge. Those responsible for the regular maintenance activity should be conscious of the track maintenance requirements and ensure that surrounding areas are designed/ maintained to ensure that storm water run-off is not restricted by raised surfaces adjacent to the track.

Track curbing and drainage openings should be kept free of obstruction.



## **MAINTENANCE GUIDELINES FOR COLD AND SNOWY CONDITIONS**

Use of a synthetic running track during the winter months while possible, comes with potential risks to the athlete and the longevity of the surface. As the temperature drops, the ability of a synthetic track to provide a resilient surface for athletes may become compromised and lead to premature surface failure. If the track must be used, Rekortan® strongly recommends avoiding spike use in extreme, cold temperatures. Under these conditions, the track surface is more brittle and susceptible to excessive wear. In order to potentially increase longevity of the track surface, it is recommended to use rubber soled shoes during extreme, cold temperatures.



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When dealing with snow removal, it is strongly recommended to avoid machinery such as plows and snow blowers, and hand tools such as shovels and scrapers to remove snow and ice. Use of this equipment may cause tears in the surface as well as accelerated surface wear. In situations where snow removal is critical always proceed with care even when using a handheld snow blower. Damage caused by snow removal equipment is not covered under the track surface warranty.

Rock salt can be used but only occasionally. It should be applied lightly and evenly distributed. Rock salt may cause white chalk like stains and may require pressure washing to remove. Use of calcium chloride products is not recommended. Hot water can be used to promote snow and ice melting and will not cause harm to the track surface.

To maximize efforts to remove snow and ice, creating drainage channels to the inside of the facility (assuming the track is sloped to the inside field) will allow water to run off and not refreeze on the track surface. Channels can be created by using the sole of a boot or shoe to create.



**Ensure that the underside of the track curbing & drainage openings are kept free of obstruction**

## **RAISED RAIL**

To comply with World Athletics requirements, a raised aluminum curb or running rail is installed on the inner edge of your track. This rail is segmented and designed to be removable as part of regular athletics competition and for maintenance purposes (i.e. track cleaning or vehicular access).

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It is important to note that the aluminum rail is not designed to be trafficable and if vehicle access to the track infield or D-sections is required, then segments of the rail must first be removed to enable vehicle access.



Washing of track to be done with rotary cleaning head & hand held pressure cleaner

## CLEANING

APT, Rekortan® and Rekortan® approved installers strongly recommend a full track pressure cleaning be undertaken every two years and after any event that may cause water inundation or widespread dirt build-up on the track surface. This should be done with a combination of a rotary pressure cleaning head and medium pressure hand wand (combination shown above).

Should you choose to pressure wash the track with an in-house staff, APT/ Rekortan® approved installers should be contacted to ensure clear directions are provided before undertaking the first pressure cleaning. This is to ensure proper instruction on what is required and how to conduct the work is made available.

Ideally the aluminum rail should be cleaned occasionally with liquid detergent on a damp cloth and the rail fixing equipment (pins, mounting brackets and covers) checked.



## **REPAIRS**

Should any accidental damage occur, small bubbles or signs of delamination be detected, or excessive wear appear prematurely, call Rekortan® or an approved Rekortan® installer immediately for a site visit, repair activity or immediate temporary instruction.

Any repair work should be done by qualified, trained, experienced technicians.

## **PROPER MAINTENANCE DIRECTLY AFFECTS THE LONGEVITY OF THE SURFACE**

### **DO NOT LET UNTRAINED PERSONNEL UNDERTAKE THIS TASK!**

By applying the requirements and recommendations of this maintenance manual, your Rekortan ® track system will provide many years of service.

We hope you enjoy your new Rekortan ® synthetic track surface.

**Advanced Polymer Technology, Rekortan® and Rekortan® Approved Installers**

## **FAQ'S**

**Can our track be resurfaced? Yes.**

Depending on the surface selected, a track should be resurfaced at least every 8-15 years, sometimes sooner depending on usage and how well the track surface has been maintained. If you have an existing surface that you need to be evaluated, please contact Rekortan® or one of our approved installers for a free surface evaluation. This will provide you with your various options and even some budgetary numbers to help with your future planning.