

# MultiTrack

THE UNBREAKABLE ORIGINAL

## TREAD PATTERNS

8x4 **GG48** 2.44 x 1.22m 39kg



8x3 **GG38** 2.44 x 0.9m 22kg



8x2 **GG28** 2.44 x 0.6m 15kg



Provided it is known that there are no buried services, we recommend putting anchor pins in any available holes left over, especially when creating a turning area, and also if the trackway is positioned on sloping ground.

When using an asphalt, a layer of MultiTrack joined with cable ties should be installed first, to protect the surface from marking by joiner clips. The standard MultiTrack mats are then installed over the top of these.



The Handi Hook enables easy moving of mats on site

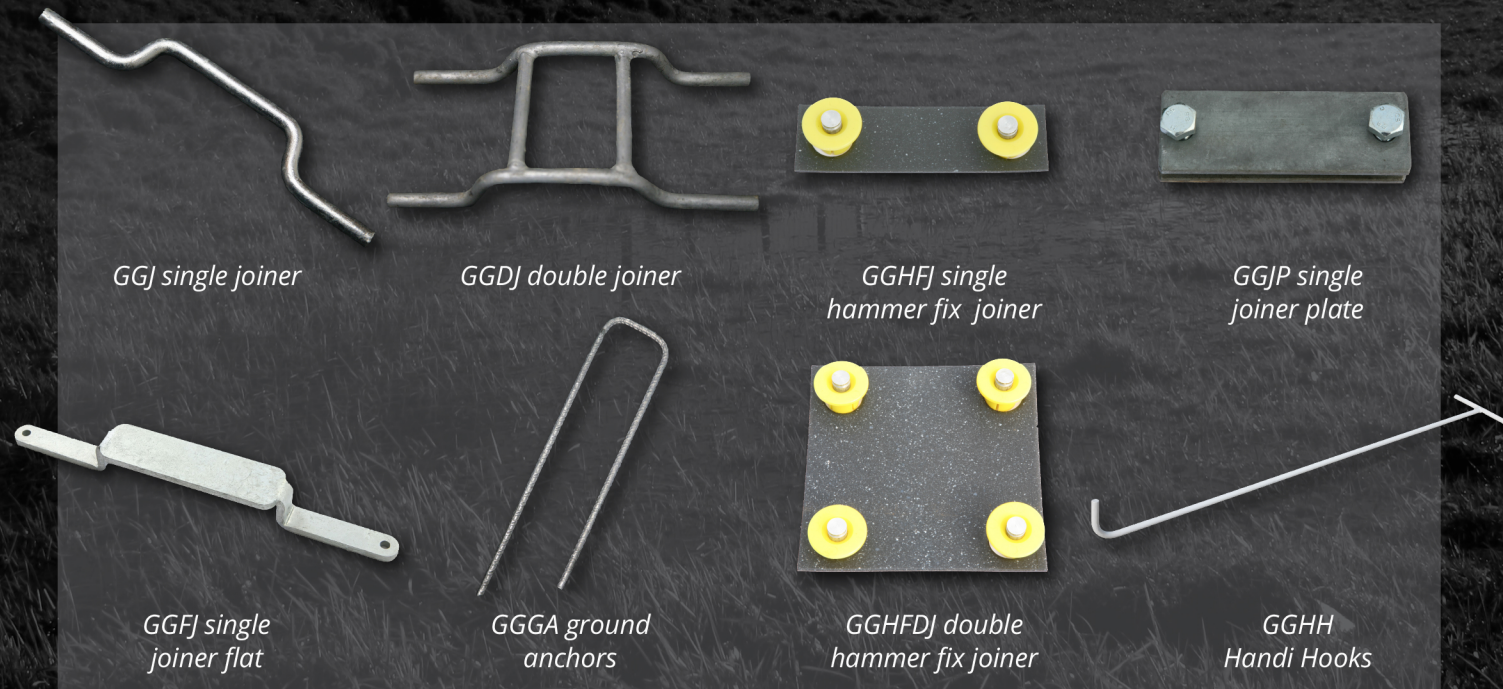


Correct way to use cable ties



A double layer is used on asphalt

## ACCESSORIES



GGJ single joiner

GGDJ double joiner

GGHFJ single hammer fix joiner

GGJP single joiner plate

GGFJ single joiner flat

GGA ground anchors

GGHFDJ double hammer fix joiner

GGHH Handi Hooks

If you experience any issues when installing the MultiTrack System, or have any questions, please do not hesitate to contact our experienced team on the number below:

# MultiTrack

THE UNBREAKABLE ORIGINAL



### TOUGH

Virtually indestructible HDPE polymer supports all vehicle types.

### EASY TO HANDLE

Lightweight 39kg mats easily handleable with two men.

### SIMPLE INSTALLATION

Multiple joiner clips give secure fixing.

Quick to lay by hand; no need for specialist tools.

### VERSATILE

Double-sided mats provide pedestrian and vehicular tread patterns.

### ENVIRONMENTALLY FRIENDLY

Made from 100% recycled plastic and fully recyclable.

### GUARANTEED UNBREAKABLE\*

Lifetime guarantee against breakage by vehicles up to 120 tonnes (T&Cs apply).



# Installation Instructions

[www.ground-guards.co.uk](http://www.ground-guards.co.uk)

**+44 (0) 113 267 6000**

[info@ground-guards.co.uk](mailto:info@ground-guards.co.uk)

**Ground-Guards®**

**Ground-Guards®**

[www.ground-guards.co.uk](http://www.ground-guards.co.uk)

**+44 (0) 113 267 6000**

[info@ground-guards.co.uk](mailto:info@ground-guards.co.uk)

## INSTRUCTIONS

The MultiTrack trackway system is for providing temporary roadways and ground protection. Please follow these instructions carefully to get the best performance from your mats.

## SAFETY

It is advised to lay a woven geotextile membrane under the mats, to suppress mud. Mats are usually supplied on pallets, or in stillages. Ensure they are unloaded and stored on the most firm level ground available. Do not stack higher than you are sure the ground can safely support.

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 40kgs when muddy.

Retain pallets or stillages, and straps for future use.

## USE

### SINGLE OR TWIN TRACKWAYS:

Lay down first mat (either lengthways or widthways as required) and install all joiners in the leading edge. (Figure 1a)

Offer up the second mat and locate joiner legs in holes. (Figure 1b)

Lower second mat and repeat process. (Figure 1c)

### 3.6m TRACKWAY

Install a run of mats connected lengthways, using one single and one double joiner per mat, then install double joiners into all the holes down one edge. (Figure 2a)

Add two further rows of mats alongside the first row. (Figure 2b)

The holes on the final edge can be connected with either anchor pins (if there are no buried services) or laser side joiners. (Figure 2c)

## WARNING!

Ensure that there are no buried services before hammering in anchor pins.



Figure 1a



Figure 1b



Figure 1c



Figure 2a



Figure 2b

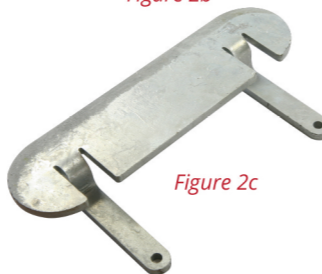


Figure 2c

### 4.8m TRACKWAY:

Join first two mats together with one single and one double joiner, then install two single and five double joiners along the leading edge. (Figure 3a)

Join two more mats together with one double joiner, and using five people, slide the second mats horizontally towards the first two mats until the holes are underneath the joiner legs of the first mat. (Figure 3b)

Then stand the second two mats up vertically and insert the joiner legs through the holes, before laying the mats back down again. (Figure 3c)

Repeat the process.

### PAD AREAS AND CAR PARKS

These are installed in basically the same way as a 3.6m trackway.

The first row of mats are joined end to end, then the pad is built off the side of this to the required dimensions. (figure 4a)

However, the larger the pad, the more consideration must be given for the effects of heat expansion. Mats should always be installed with their short dimension running with the longer side of the pad, to give the maximum number of expansion joints.

At the corners between the mats (figure 4a, circled), special corner joiners should be used (figure 4b) which give a larger spacing between the mats for expansion. These are identified by notches on the edges of the joiners.

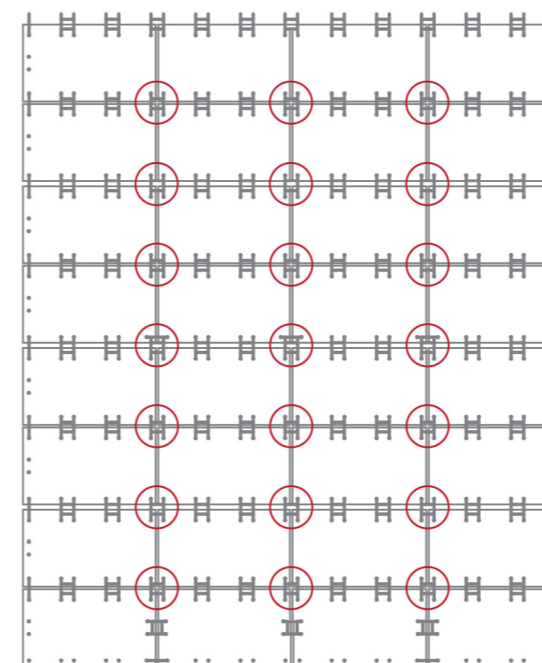


Figure 4a - Note the orientation of the mats.

If a pad area is very large, and the weather is most likely to be very hot, it is sometimes necessary to leave an extra 100mm expansion gap between every six rows of mats, on the short edge of the mats.

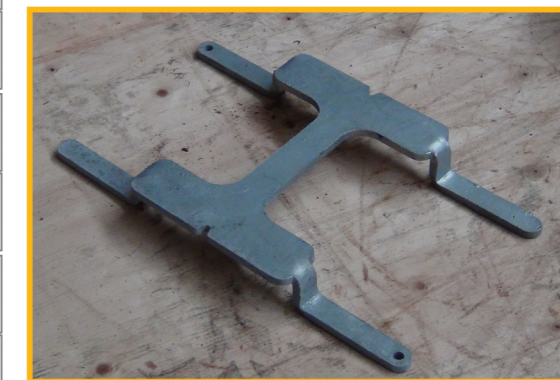


Figure 4b  
Corner joiner. Note the expansion notches.

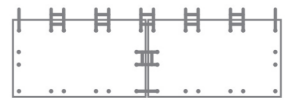


Figure 3a

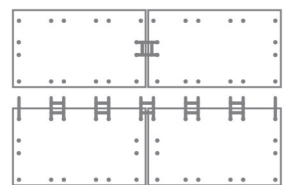


Figure 3b

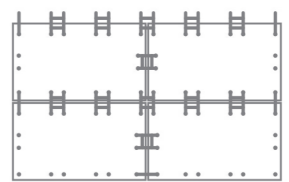
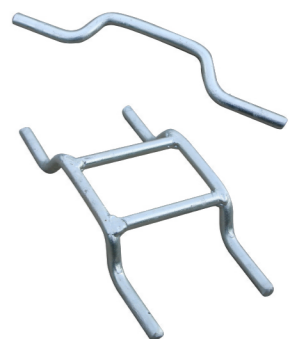
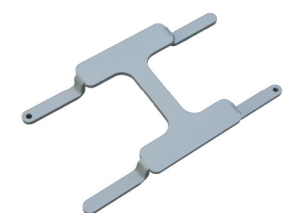


Figure 3c



Standard single and double joiners are most durable for construction sites.



Low profile laser joiners are more comfortable for walking on in pedestrian areas.