

HELISPOT



Here are some of the uses for the interlocking mat system:

- **Oil field Roads/Pads**
- **Roads Across Wetlands**
- **Muddy Roads**
- **Roads Across Tundra**
- **Boat Launches**
- **Beach Roads**
- **Temporary Camp Site Foundation**
- **Remote Aircraft Runways**
- **Remote Helicopter landing Zone**
- **Boardwalks**
- **Winter River Crossings**
- **Rail Road Crossings**

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DURA-BASE®

Your Extreme Environment Access Solution

DURA-BASE® provides a safe, cost-effective surface for year-round, all-weather performance. The 8' x 14' mats are made of high performance thermoplastic for a strong, durable, uniform surface that can be used for any industry that requires access in special environments, the stabilization of heavy equipment or simple ground protection.

The built-in tread pattern improves traction for load-bearing vehicles and the interlocking system reduces the chance for drift and slippage. DURA-BASE® has significantly outperformed wooden mats in both strength and longevity.

Engineered for performance and strength, the 4.25 inch thick interlocking mats distribute weight across a large surface area, while remaining stable and strong through all weather conditions. With years of reusable performance and an endless shelf-life, DURA-BASE® outlasts conventional ground-cover. This translates into major cost savings for short and long-term projects.

DURA-BASE® provides solutions for a wide range of industries in a diverse array of applications.

MEASUREMENTS

LARGE MAT

SIZE

8' x 14'
2.44m x 4.27m

WEIGHT

1,050 lbs.
477 kg

SMALL MAT

SIZE

8' x 7.6"
2.44m x 2.29m

WEIGHT

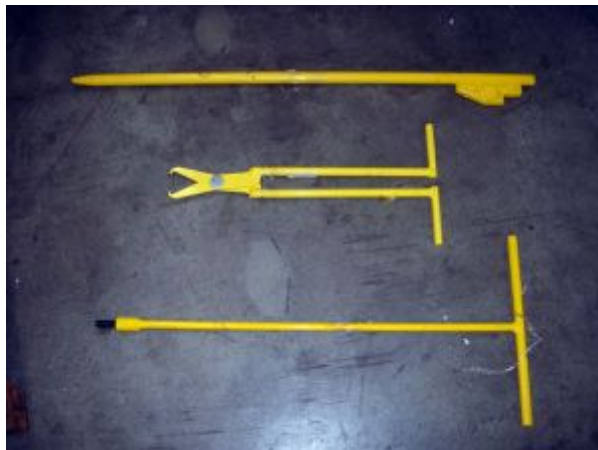
525 lbs
238 kg



Short Term Locking Pin



Long Term Locking Pin



Operational Tools



Configuration Layout

FACTS

COMPRESSION STRENGTH

600 psi

WEIGHT DISTRIBUTION

-12" Overhang

-Allows for Transference of Weight Across Mats

COLORS

MATS

Desert Tan



Installation & Handling

CMS's support staff is unparalleled in the mat industry and has established itself as the leader in mat technology. We will continue to improve existing products and seek to develop new mat technologies to assist all industries in their access, stabilization or transport needs.

Site Survey, Inventory and Analysis, What is the soil condition of your site? Is it soft, hard, muddy, sandy? Determining the California Bearing Ratio (CBR) of your site will assist in the planning process for quantities of mats and/or number of layers required.

If your site contains very soft soils, be assured SOLOCO can design a temporary roadway system to accomplish your project goals. With additional layers, geo-grids, fill soil or sand, we can enhance the bearing capacity of any existing soils to meet the project requirements.

Is the site level or does it contain undulations, rises and dips? The site should be relatively flat. Minimal to no preparation is required for most projects, a 6-8" variation over 4 linear feet can be traversed with the mat system.

CMS's technical staff and engineering department should be contacted to assist in the planning process of your project if the project consist of any of the following: Very soft soils combined with a critical lift. Critical lift with heavy loading or large weights.

What is the width of roadway and/or surface you require? What is the width and weight of the equipment you will place on the mats? What is the lift weight and point loading the project will assert?

Will you need a single lane road or double lane road? The equipment and/or project access requirements usually dictate this. After making the final decisions on the above factors, you are ready to order mats.

Placement of the Mats

The mats, pins and tools should be removed from the truck with a forklift. The mats may be lifted in groups or individually. Care should be taken not to push the mats off the backside of the truck. The forklift operator will gain confidence quickly while working with the mats.

Can you drive the forklift on areas around and where the mats will be laid? If not, you will need to work on the mats as you lay them over the soft soil. All prep work should be completed prior to mat placement. Any soil enhancements and/or geo-grids or geo-fabrics should be placed prior to installing the mats.

Note the configuration of the mats in the stacked pile. This is important due to the fact that you will need to lay the mats with the overlapping lip exposed to accept placement of the next mat. The next mat will sit-on or overlap the previously placed mat. This will allow the proper alignment of the mats for placement of the locking pin into the slot.

The pry-bar provided is a very useful tool. Both ends should be used, as they are both equally important. The plain end is used as a needle to thread the two mats together and assist with the aligning of the slots. After both mats are laid in place, the other end can be used to pry or align the position of the mats and the slots.

The mats should be adjusted so as to align the slots relatively well to accept the locking pin. The pins should be inserted into the slot for locking. To lock the pin the locking wrench should be inserted into the hex receiver of the locking pin and with a quarter or 90° turn the pin will become locked. The indicator line should be perpendicular to the length of the slot.

Sometimes the fasteners are difficult to secure; if so, there are two things that affect this:

The mats are not lying properly due to uneven ground or there are soil build-ups or foreign objects on the overlapping lips between the two mats. Use the forklift to press the two mats together while locking the fastener. The weight of the equipment will assist you to lock the mats together.

The mats are not aligned properly and the fasteners will not fit in the slot. Re-adjust the alignment of the mats for fastener insertion and acceptance. Fasteners should be placed at key corners and other locations as you see fit. Install the pin mud cap after locking the pin, this will ensure the hex receiver will be kept clean of mud and will keep the fastener in the locked position.

Lay the mats on large work areas in a pattern to resemble brick work. Alternating the seams will increase the strength of the system.

Removal of the Mats

The laying process is simply reversed. The twist-lock fastener mud cap is removed with a flat screwdriver and/or pocketknife. The twist-lock fasteners are removed by turning the hex receiver with the locking wrench a quarter or 90° turn until the indicator is aligned parallel too the length of the slot. The extractor tool can now be used to pull the fastener out of the slot.

If the fastener is difficult to remove, verify the fastener is in the unlocked position. If it is unlocked and still difficult to remove, the mats have shifted slightly during the project and have pinched the fastener in place. Simply use the pry-bar to adjust the mats in the adjacent slot, re-aligning the slots and the fastener can be more easily removed.

The mats will be damaged if you do not remove the fasteners prior to picking-up the mats. It is very important to remove the fasteners first.

Any remaining geo-fabric, geo-grid, and/or soil can now be removed. Minimal to no grading should be required to return the site to its pre-construction condition saving you time, effort, and money.