



Euro[®] Paving Range

Adbri Masonry is Australia's leading masonry manufacturer supplying quality concrete bricks, Besser® blocks, pavers, retaining walls and architectural masonry products throughout Australia's East Coast, South Australia and Tasmania.

Work with us for peace of mind in your paving project. Adbri has:

- An onsite N.A.T.A accredited testing laboratory
- An experienced in house engineering team who can provide guidance and design support for commercial and civil projects
- A certified quality management system conforming to AS/NZS SIO 9001:2015 for production, development and sales of masonry products
- A full service Contracting Services division who offer design, product supply and installation as well as certification of masonry works
- The ability to work closely with designers on a project basis to develop special colours and mix designs. Minimum quantities and lead times apply.

Adbri is a division of Adelaide Brighton Ltd



Our pavers comply with the manufacturing specifications outlined in AS4455.1, and are suitable for use with design codes AS3700 and AS4773.1.

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Euro® Paving Range

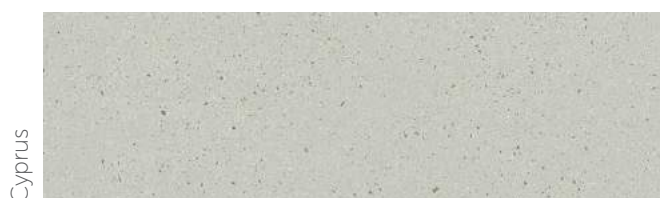
The Euro® Paving Range is a premium Australian made pavement solution for commercial projects, public works and residential landscaping projects.

The range consists of various large format sizes and four definitive surface textures.

Design flexibility has been catered for with ample opportunity to enhance landscapes with stunning detail that will complement every built environment. The range is available in a contemporary palette of colours which are created using Bayferrox® UV stable colour pigments.

Colour & Texture

EURO® CLASSIC



IN STOCK

EURO® SLATE



IN STOCK



* As our products are produced using natural raw materials, colour tones may vary from batch to batch. Colours will also vary across the texture ranges, according to the texture option selected. Always sight physical product samples before specification or purchase.



Made to Order Colours

While there are a range of standard colours to choose from, creativity has been catered for with the introduction of our personalised Made to Order service. This is ideal for designers looking to create with colour and provide a stamp of individuality on paved projects. Minimum quantity and lead times apply.

EURO® STONE

Prague



Riverina



Zurich



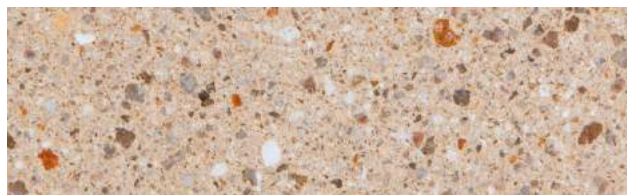
IN STOCK

EURO® HONED

Prague



Athens



Cyprus



Vienna



Riverina



Zurich



Latte



MADE TO ORDER – 6 WEEKS

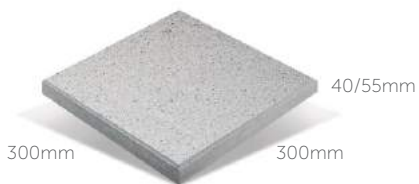


Paver Sizes

Available Sizes - In Stock

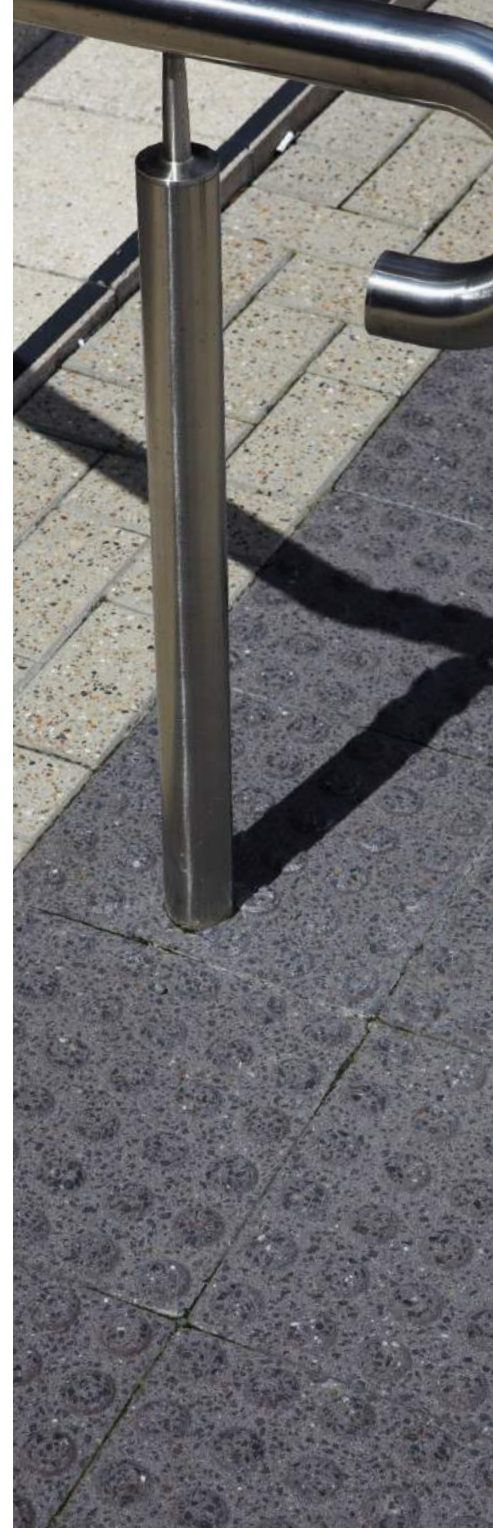


Available Sizes - Made to Order



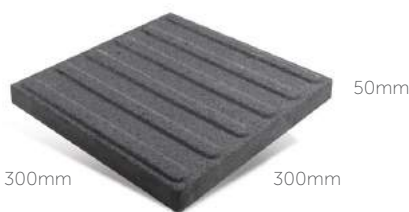
Sizes - Minimum quantities & lead times apply

Paver Sizes Available		Euro® Classic	Euro® Slate	Euro® Stone	Euro® Honed
Standard	400 x 400 x 40mm	•	•	•	•
	600 x 400 x 40mm	•		•	•
Made to Order	300 x 300 x 40mm	•		•	•
	300 x 300 x 55mm	•		•	•
	400 x 400 x 55mm	•		•	•
	600 x 400 x 60mm	•		•	•
	600 x 300 x 55mm	•		•	•

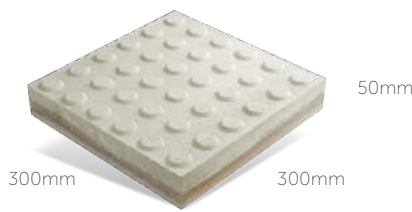


Tactile Pavers

Adbri's tactile pavers complement the Euro® range as the raised directional and hazardous indicators are incorporated into the mould of the paver, giving the benefit of minimal maintenance and ensuring indicators are less prone to wear and will not be sheered off.



Directional Type C



Hazard Type A

Tread Treatments

Euro® pavers can be used with a post-production, **third party supplied step tread treatment**. Suppliers of tread treatments are to be sourced independently.



Edging Options

Step edge and bullnose edge profiles can be applied to the 400x400mm Euro® pavers. The pencil edge profile complies with AS 3700 DDA.

Standard Edge Profiles



Sharknose
Lead time 6-8 weeks



Pencilnose

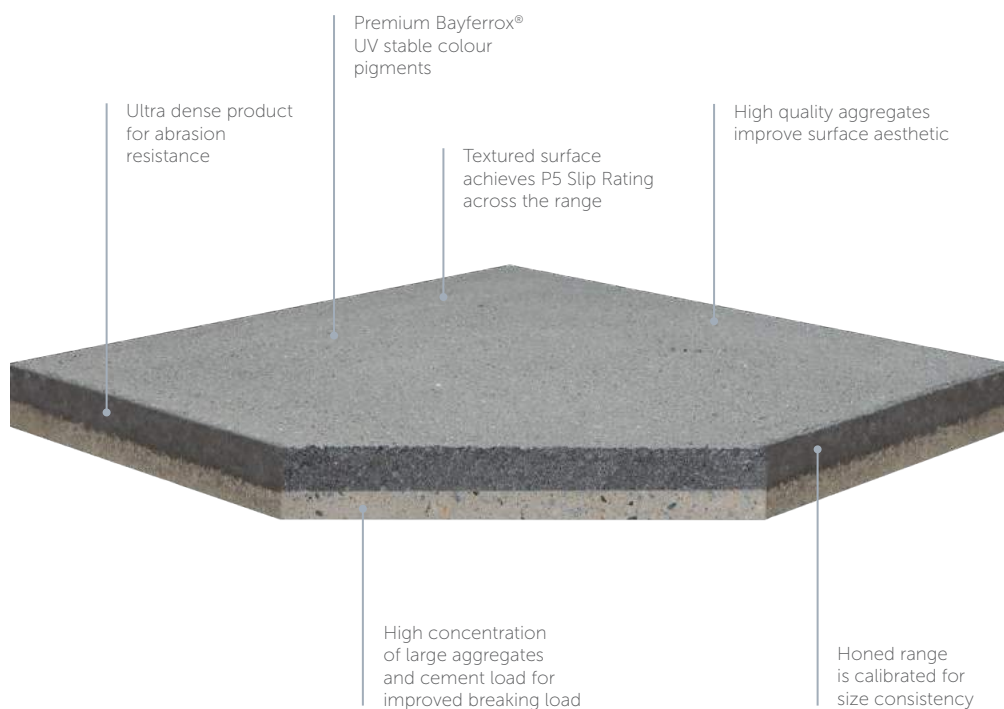
Special Edge Profiles – Made to Order



Full Bullnose
Minimum quantity and lead times apply

Concrete pavers, built to last

Euro® pavers strike the perfect balance between hardwearing durability and aesthetic appeal that you will be proud to specify in the most iconic projects. The Euro® range is abrasion resistant and purpose built to withstand weather, traffic, and wear in external pavement and streetscape projects.



AUSTRALIAN MADE
MASONRY

QUALITY
CONCRETE PRODUCTS
BUILT TO LAST.



Euro® Stone

The Euro® Stone range is the leading choice for commercial and streetscape paving with an on trend colour palette. A gentle shotblast to the surface of this premium concrete paver exposes the natural granite and marble stones within, producing a light sparkle in sunlit areas.



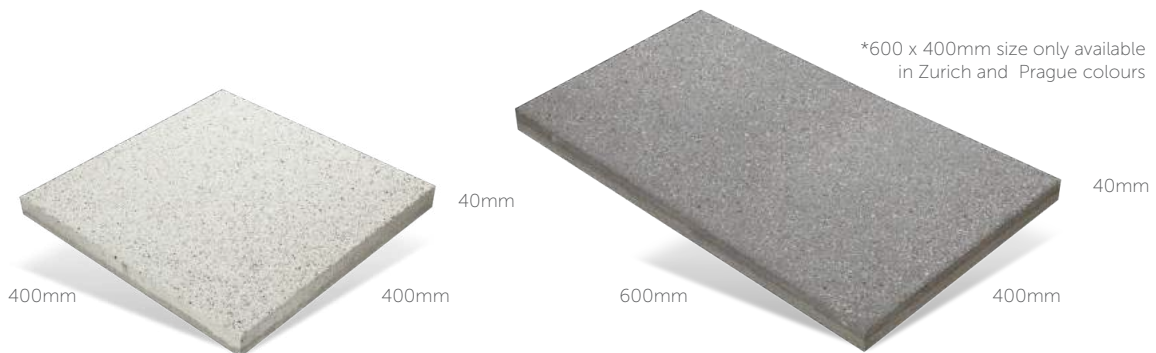
Riverina



Zurich*



Prague*



Standard Sizes - In Stock

Size	No. per m ²	Breaking Load	Slip Resistance	Abrasion Resistance
400 x 400 x 40mm	6.25	7kN AS/NZS 4456.5 : 2003	P5 Very low risk of slipping on surface when wet	3.5 (suitable for high traffic applications) AS/NZS 4456.9 : 2003
600 x 400 x 40mm	4.16			

Also available in Made to Order sizes and thicknesses – refer page 6.

Products are produced using natural raw materials which may vary over time and impact colour. Always sight a physical sample before purchase.
A nominal 3mm is taken from paver height when applying this texture. Our Made To Order products are not held in stock but are available.
Minimum quantities and lead times apply for Made To Order products.



Euro[®] Honed

These premium pavers feature a near polished, honed surface texture which increases aesthetic appeal by exposing the natural aggregates within the paver.

The highly detailed finish includes a light shot blast which lightly textures the surface which achieves a P5 Slip Rating. Selected colours within the Honed range are available in two sizes, catering for varying design and style requirements.



Riverina



Zurich*



Prague*



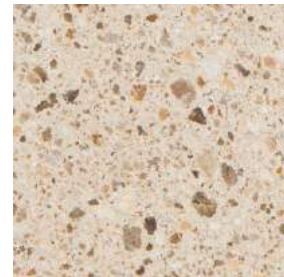
Latte



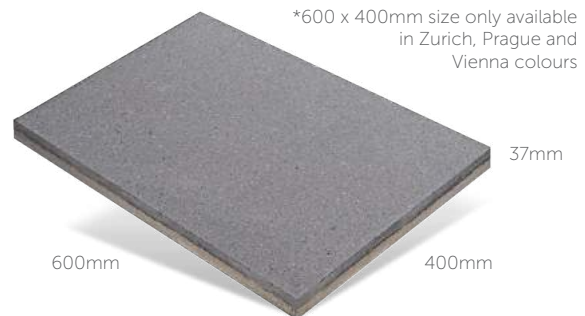
Athens



Vienna*



Cyprus



Standard Sizes MTO - 6 - 8 weeks

Size	No. per m ²	Breaking Load	Slip Resistance	Abrasion Resistance
400 x 400 x 37mm*	6.25	7kN AS/NZS 4456.5 : 2003	P5 Very low risk of slipping on surface when wet	3.5 (suitable for high traffic applications) AS/NZS 4456.9 : 2003
600 x 400 x 37mm*	4.16			

Also available in Made to Order sizes and thicknesses – refer page 6.

Products are produced using natural raw materials which may vary over time and impact colour. Always sight a physical sample before purchase.

*A nominal 3mm is taken from paver height when applying this texture. Our Made To Order products are not held in stock but are available.

Minimum quantities and lead times apply for Made To Order products.



Euro® Classic

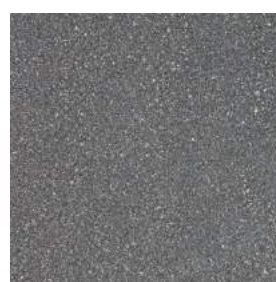
Euro® Classic pavers boast a traditional pressed surface finish that results in a high end, contemporary look when installed in residential and commercial paving projects. These pavers feature an understated bevel on all four sides which highlights the clean continuous lines in a paved area. The smooth surface of Euro® Classic also ensures the pavers are easy to clean and maintain over time.



Cyprus



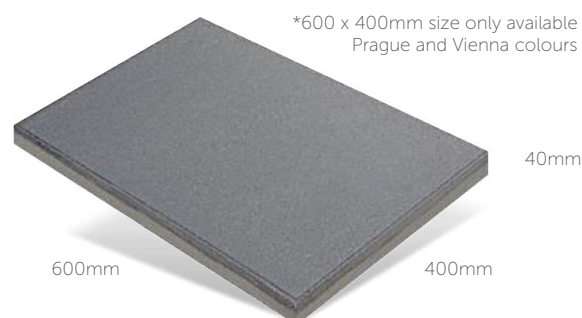
Athens



Prague*



Vienna*

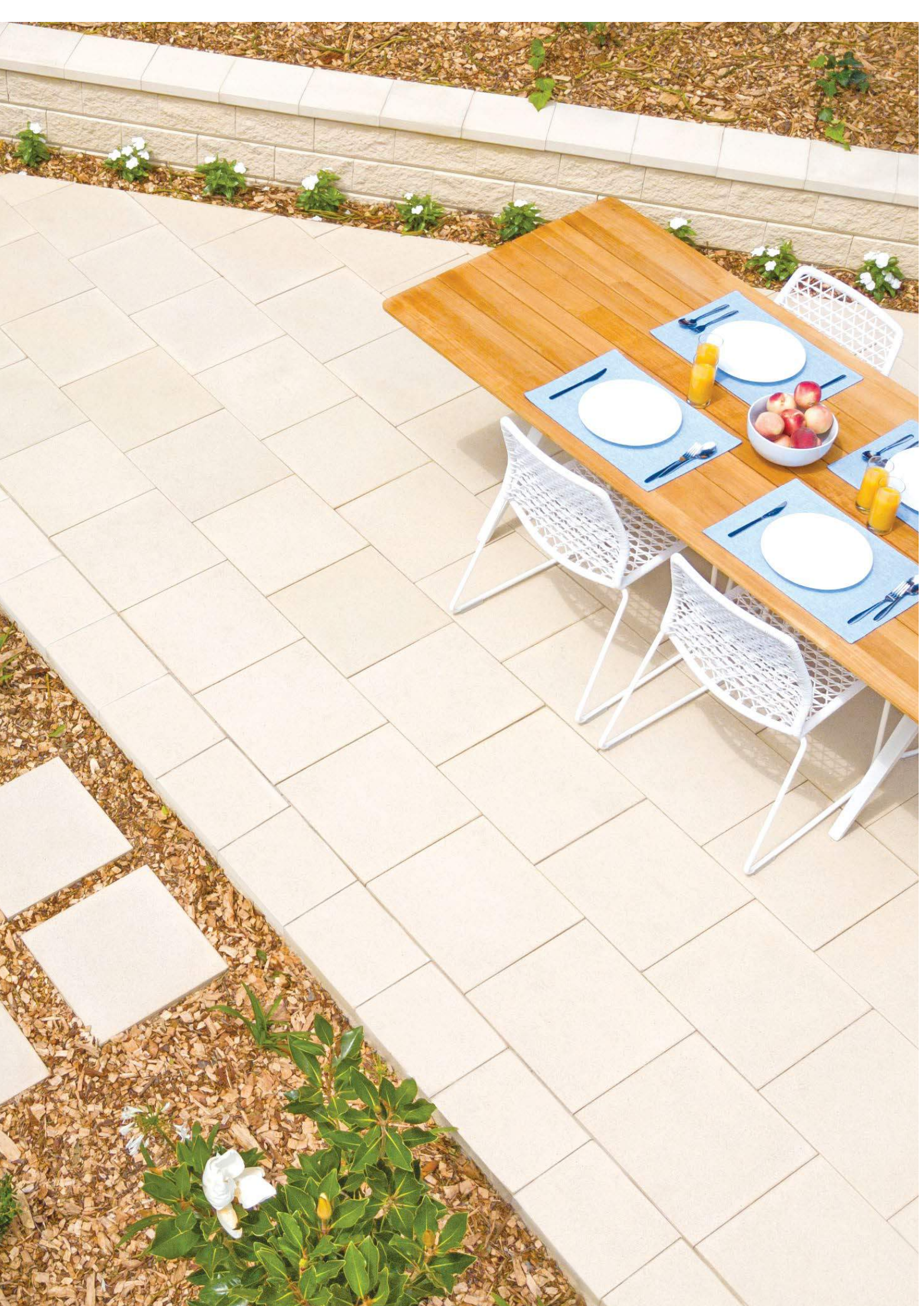


Standard Sizes - In Stock

Size	No. per m ²	Breaking Load	Slip Resistance	Abrasion Resistance
400 x 400 x 40mm	6.25	7kN AS/NZS 4456.5 : 2003	P5 Very low risk of slipping on surface when wet	3.5 (suitable for high traffic applications) AS/NZS 4456.9 : 2003
600 x 400 x 40mm	4.16			

Also available in Made to Order sizes and thicknesses – refer page 6.

Products are produced using natural raw materials which may vary over time and impact colour. Always sight a physical sample before purchase. Our Made To Order products are not held in stock but are available. Minimum quantities and lead times apply for Made To Order products.

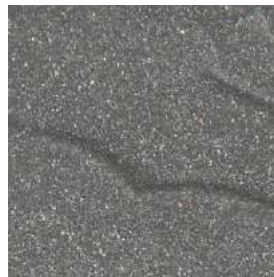


Euro[®] Slate

The natural aesthetic of these pavers brings the look and feel of traditional European style to your paved space. Euro[®] Slate pavers are finished with an undulating pattern replicating natural slate stone. These pavers are ideal for highlight and feature areas of larger paved surfaces. Euro[®] Slate pavers are especially suited for use in all outdoor areas including swimming pool surrounds.



Athens



Prague



Standard Sizes - In Stock

Size	No. per m ²	Breaking Load	Slip Resistance	Abrasion Resistance
400 x 400 x 40mm	6.25	7kN AS/NZS 4456.5 : 2003	P5 Very low risk of slipping on surface when wet	3.5 (suitable for high traffic applications) AS/NZS 4456.9 : 2003

Products are produced using natural raw materials which may vary over time and impact colour. Always sight a physical sample before purchase.



Rooftop & Balcony Pavements

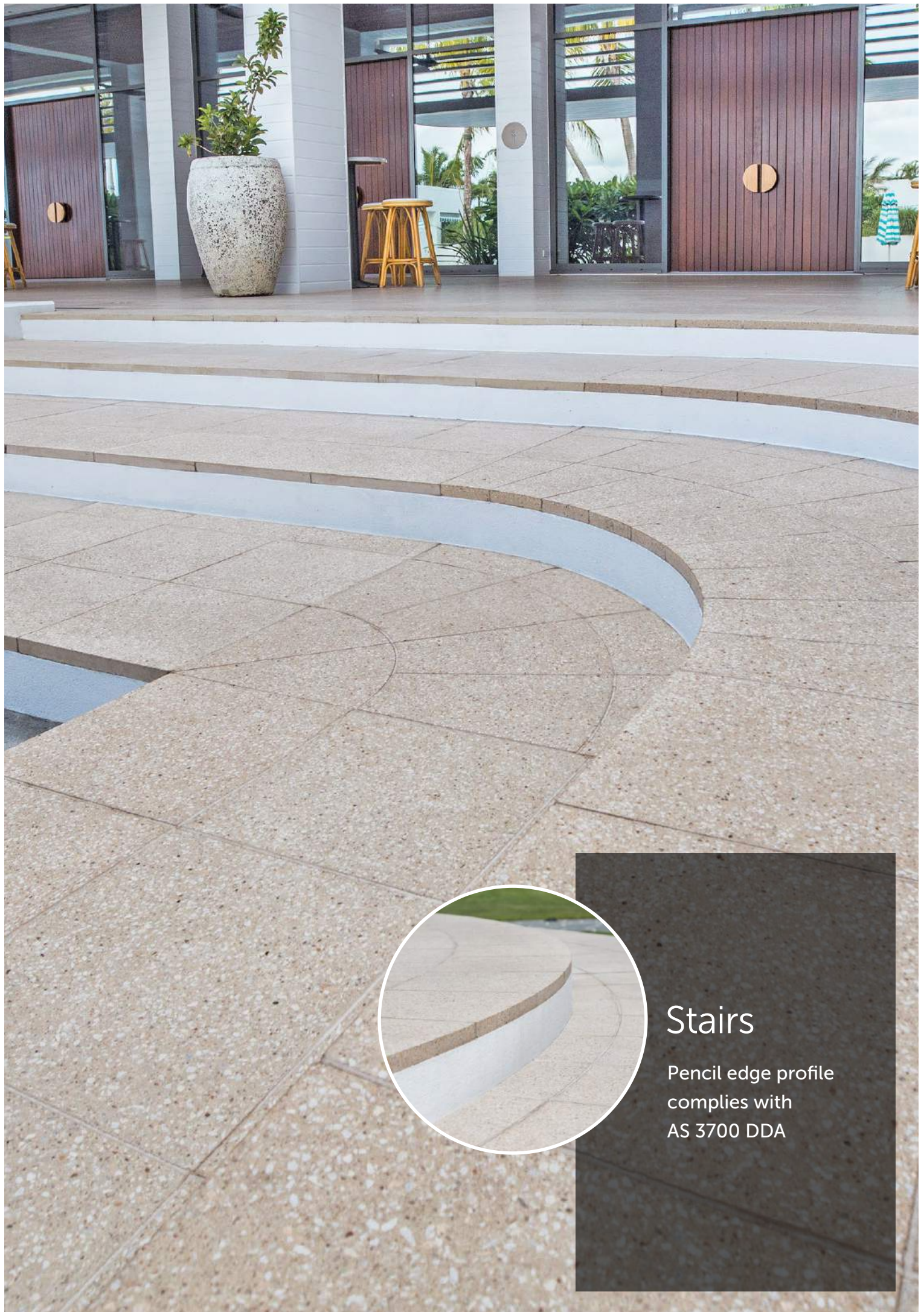
Euro® pavers
are suitable for use
on pedestal and
pod paving systems

Specify pavers on
rooftops/balconies for:

- ✓ Preserving WPM
condition and warranty
- ✓ Flexibility and ease
of repair
- ✓ Reduced energy costs

White paper on pedestal paving
available on request



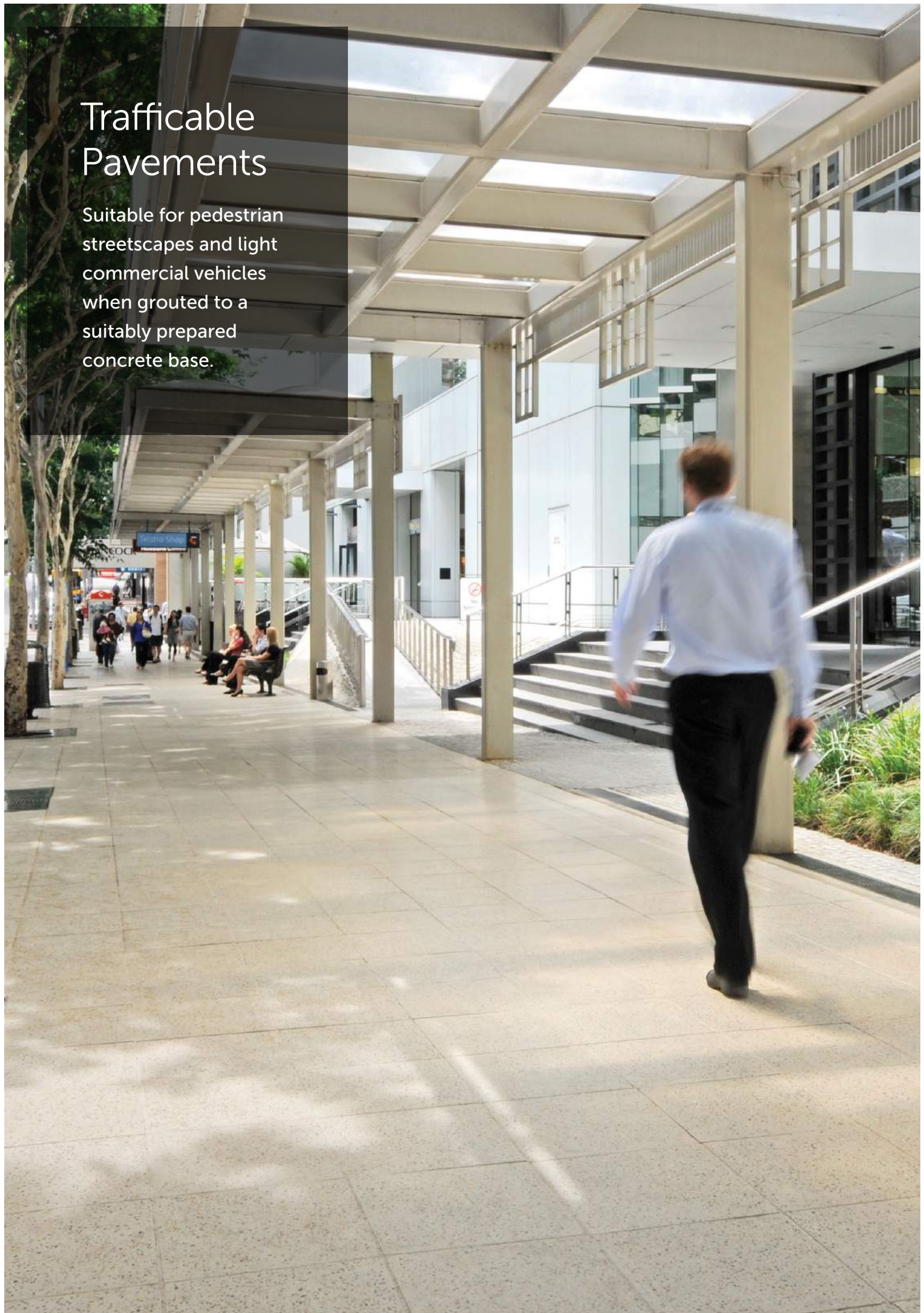


Stairs

Pencil edge profile
complies with
AS 3700 DDA

Trafficable Pavements

Suitable for pedestrian streetscapes and light commercial vehicles when grouted to a suitably prepared concrete base.





Pools

Euro® pavers achieve a P5 slip rating and are saline and salt resistant, suitable for use around pools

Installation and Specification Guide

1 - Definitions of Pavement Types

1.1 Flags

Large format concrete pavers with a gross plan area greater than 0.08m², laid on a bedding course to form a surfacing layer.

1.2 Pedestrian Pavements

Pavements subject only to foot traffic. These include footpaths not subject to vehicle over-run or parking, pedestrian precincts which are completely closed to vehicle access, residential paths and patios and hard landscaping.

Low Volume - residential paths, paths in public gardens, pavements at schools or campuses, hard landscape areas, common outdoor areas of residential buildings. Suburban shopping area pavements, pedestrian areas around institutional buildings, sporting or recreational areas. Pavements with less than 3000 passes per day.

Medium Volume - Pavements with greater than 3000 and less than 30,000 passes per day.

High Volume - Pavements with high-volume pedestrian traffic exceeding 30,000 passes per day - typically inner-city and major suburban pedestrian malls and paths.

1.3 Pedestrian and Light Vehicle Pavements

Pavements carrying pedestrians and light vehicles only. This includes residential driveways.

1.4 Light Vehicles

Light vehicles (LV) are vehicles which when fully-loaded have a gross weight of less than 3 tonnes. This category includes cars, utilities, delivery vans and some light 2-axle trucks.

1.5 Pedestrian and Commercial Vehicle Pavements

Areas carrying both pedestrians and mixed vehicular traffic. Mall traffic for example, will comprise a mix of light vehicles such as delivery vans with a gross weight less than 3 tonnes and commercial vehicles such as trucks, emergency and service vehicles having gross weights of 3 tonnes or more. This category of pavement includes commercial vehicle crossovers, driveways carrying occasional truck traffic, footpaths subject to truck overrun or parking, pedestrian malls accepting service vehicles and commercial vehicles, pedestrian crossing and lightly trafficked streets.

1.6 Commercial Vehicles

Commercial vehicles (CV) are vehicles having a gross weight of 3 tonnes or more and which comply with state or commonwealth and dimensions of normal on-road vehicles. Off-road, industrial, oversize, abnormally loaded or overloaded vehicles are specifically excluded from this guide. This vehicle category principally comprises 2 and 3 axle trucks. Trucks having 5 axles or more should not comprise more than 5% of the commercial vehicles. If data on the gross weights of the vehicles to be carried on the pavement are not available then all vehicles fitted with dual tyres and all trucks shall be classed as commercial vehicles.

2 - Euro® Paving System Base Details

2.1 Rigid Pavement System

A minimum 20 MPa reinforced concrete base is required for all rigid pavement construction as per engineers detail and be level to within a tolerance of 3mm in 3m. This concrete base is to be designed to accommodate all of the loads independent of the paving units. Do not attempt to use mortar or adhesive beddings over granular base.

2.1.1 Euro® pavers bedded on mortar

- Thoroughly clean and prepare the concrete base surface by removing any foreign material.
- Dampen concrete base and prepare and apply a slurry bonding mix (refer to 3.7). The slurry coat must remain moist to assist mortar bond. Broom the slurry onto the concrete surface ensuring only sufficient slurry is placed so that it does not dry out prior to it being covered by the mortar bedding.
- Expansion and control joint locations need to be identified prior to laying. Control joints need to be provided at intervals of no more than 4m and must mirror all concrete base control joints.
- Mortar comprising freshly mixed 1:3 cement-sand or 1:3 lime-sand in proportions by weight (note: proprietary plasticisers and retarders are available to modify the mortar performance) should be placed and screeded at nominal 15 to 30 mm thick. If thickness greater than 30mm is needed then a levelling screed comprising of cement and aggregate in the proportions of 1:4 should be used. The aggregate blend should be 80/20 blend of 5mm stone and sand. The levelling screed should be cured for 24 hours before Euro® pavers are laid.
- Considerations for weather conditions need to be taken into account when screeding mortar bed, to ensure that mix does not dry out. As soon as possible after screeding mortar, sprinkle dry cement evenly over area where laying is active. Depending on moisture content of mortar bed, dampening of dry cement may be required using a water mist spray.
- Tamper down paver to ensure embedment and full adhesion between Euro® pavers, mortar bed and concrete base.
- Where pavers are to have grouted joints, joints should be at least 5mm and preferably 10mm in width and filled using a non shrink cementitious grout. Joints of less than 5mm in width may be filled with jointing sand.

- The mortar bed must have stiffened sufficiently prior to filling with a non shrink cementitious grout. Ensure grout completely fills joints. Immediately after grouting pavement wipe pavers clean with clean water and a sponge.
- After pavement completed restrict all access for 24 hours.

2.1.2 Euro® pavers bedded on adhesive

There are numerous proprietary brands of adhesives on the market and due to their diversity it is vital that consultation with the manufacturer of the adhesives and installers is conducted prior to installation.

- Thoroughly clean and prepare the concrete base surface by removing any residual laitance, curing compounds, oils, greases and dirt by either diamond grinding, shot blasting, scabbling, scrubbing and/or washing with high pressure water. This work should be carried out in accordance with AS3958-1 2007 'Ceramic Tiles Part 1: Guide to the Installation of Ceramic Tiles' and AS3958-2 1992 'Ceramic Tiles Part 2: Guide to the Selection of a Ceramic Tiling System.
- Remove Euro® pavers from their pallet and place them upside down and adjacent to the proposed work area. The back face of the Euro® pavers should then be wiped clean to remove any dust using a flat sponge and clean water and allowed to dry.
- Apply the adhesive to the concrete surface with a curved notched trowel (8 to 15 mm notches) using a scraping motion to work the material into good contact with the surface to be covered. The selection of the correct trowel depends on the evenness of the substrate. Do not spread more material than can be covered with tiles within 5 minutes.
- Lay and lightly twist the Euro® pavers onto the adhesive ensuring 100% full bedding, ensuring a true surface without lipping and providing the correct joint spacing between the Euro® pavers. Should the adhesive form a skin, remove and re-spread the adhesive. Periodically inspect a paver by lifting to ensure correct coverage.
- Ensure any residue adhesive on the surface of the Euro® paver and between joints is removed with a wet sponge without delay, otherwise it will harden and can only be removed by mechanical means.
- After completion of the pavement, restrict all access for pedestrian traffic for 4 hours and light vehicle

traffic for 24 hours on dry substrate depending on the time of year and weather conditions (eg in winter the completed pavement may have to be left for 5 to 7 days).

- Mix the proprietary grout in accordance with the manufacturers instructions to a fluid consistency.
- Pre wet the area to be grouted with clean water and apply grout with a squeegee to the grout line and allow to firm up. Without delay, wipe excess grout off the surface of the Euro® pavers with clean water and a sponge by moving in diagonal strokes over the joints. Avoid excess clean up water getting into the joints, as it will weaken the joint. Joints should be full and free of any voids and pits.
- Provide expansion joints at all locations where the Euro® pavers abut restraining surfaces and provide expansion and control joints in the paved surface directly over any expansion and control joints that occur in the slab.
- Interior installations shall have control joints at a maximum of 6m x 6m and exterior applications at 4m x 4m or at centres specified by the engineer. Control joints shall be raked or cut through the adhesive bed to the concrete base surface. Any expansion joints shall be filled with an appropriate flexible material.

2.1.3 Euro® pavers bedded on sand

- Base is to be constructed with sufficient cross fall to prevent ponding.
- Finish profile of base must reflect finished paver surface.
- Ensure edge restraints are in place to contain the bedding sand eg mortar edging, mortared down edge pavers, adjacent structures, kerbs, channels. Note: edge restraints must also be capable of accepting traffic loads.
- Thoroughly clean and prepare the concrete base surface by removing any foreign material.
- Deliver, stockpile and cover using tarpaulins or plastic sheets sufficient bedding sand for the complete project. Sand should only be drawn from the stockpile when needed for use that day.
- Place and spread sufficient sand for the planned amount of paving that day and screed to a nominal uncompacted thickness of 30mm (compacted thickness of 25mm). Note, it is bad practice to place and spread excessive amounts of sand prior to laying because of possible exposure to rain or hot

windy conditions. These conditions can result in moisture variations within the sand causing uneven compaction and poor surface finish. If wet sand results from rain, it should be removed and replaced with fresh dry sand.

- Rigid screed rails of aluminium, steel or timber are common for straight surfaces. Flexible plastic or metal tubing can be used when curved surfaces are required. Note: when the screed rails are removed, the resulting groove must be filled and screeded ahead of the laying face.
- Place set out string lines as required along the perimeter of the project. If possible the project should be set out to minimise the amount of edge cutting of the Euro® pavers.
- Bring Euro® pavers up to the laying face and lay them within the string lines whilst standing on pavers that have already been laid. Lay pavers so a nominal 2 to 5mm joint is achieved using either a 'stack bond' or 'stretcher bond' pattern. As laying progresses, uneven joints and non-aligned paving units should be corrected. Cuts can be placed as the work progresses or separately on completion of the laid area either way the cuts but should be placed before the paved surface is compacted.
- Commence initial compaction of the paving using a high-frequency, low amplitude plate compactor with a plate area of not less than 0.25m². To protect the paver surface and provide cushioning cover the metal base with 12mm plywood or thick rubber-backed carpet square. During compaction the pavers are vibrated into the bedding sand with some sand forced up into the joints providing initial lock-up between adjacent units. Initial compaction usually requires three passes of the plate compactor to be fully effective using a systematic approach to ensure all areas are compacted.
- Following initial compaction and prior to any traffic, spread joint filling sand over the pavement and broom back and forward until all joints are filled. Note: for ease of filling the joints, the joint filling sand and pavement surface should be dry. Topping up of the joint filling sand may be necessary at some future time due to self compaction or loss, so the pavement should be monitored for this condition.
- Sweep the pavement clean removing any debris or accumulation of jointing sand.
- Commence final compaction of the paving with two passes using a systematic approach to ensure all areas of the pavement are compacted. The process of brushing sand into the joints and compacting

should be repeated as often as necessary to fill the joints completely.

- Clean up of the site can be carried out once the joints have been totally filled and final compaction completed. Any chipped or cracked pavers should be replaced and pavers stained during installation cleaned. Only following completion of this work should any specified sealants or protective coatings be applied to the pavers.

2.1.4 Euro® pavers supported on proprietary pods

- Pods are to be supported by rigid concrete base.
- Concrete base is to be constructed with sufficient cross fall to prevent ponding
- Finished profile of concrete base must reflect finished paver surface
- Pods are to be adjusted to ensure that required surface levels are within acceptable tolerance.

2.2 Flexible Pavement System

A compacted granular material base installed to design depth with a layer of bedding sand installed on top. Design depth shall be based on traffic loads and CBR of foundation material.

2.2.1 Euro® pavers bedded on sand

- Trim, compact (if necessary) and prepare the subgrade to the desired set out and levels. If the subgrade is not excavated to the correct depth, the required base course will be thinner than required and may result in failure of the pavement. If over excavation of the subgrade exists, a suitable filling material that achieves the specified CBR must be placed and compacted to bring the subgrade up to the desired level.
- Spread the base layer materials (typically crushed rock with a maximum aggregate size of 20mm) evenly over the subgrade to a depth that will result in a final compacted thickness complying with the project specification or engineers' design. Compaction of roadbase is normally performed using a heavy plate compactor or vibrating roller.
- If a plate compactor is used, a maximum loose thickness placement layer of 100mm is recommended. If a roller is used the loose layer thickness can be increased to 200mm. Oversized or segregated material should be discarded.
- Deliver, stockpile and cover, using tarpaulins or plastic sheets with sufficient bedding sand for the complete project. Sand should only be drawn from the stockpile when needed for use that day.

- Place and spread sufficient sand for the planned amount of paving that day and screed to a nominal uncompacted thickness of 30mm (compacted thickness of 25mm). If wet sand results from rain, it should be removed and replaced with fresh dry sand.

- Rigid screed rails of aluminium, steel or timber are common for straight surfaces. Flexible plastic or metal tubing can be used when curved surfaces are required. Note: when the screed rails are removed, the resulting groove must be filled and screeded ahead of the laying face.

- Place set out string lines as required along the perimeter of the project. If possible the project should be set out to minimise the amount of edge cutting of the Euro® pavers.

- Bring Euro® pavers up to the laying face and lay them within the string lines whilst standing on pavers that have already been laid. Lay pavers so a nominal 2 to 5mm joint is achieved using either a 'stack bond' or 'stretcher bond' pattern. As laying progresses, uneven joints and non-aligned paving units should be corrected. Cuts can be placed as the work progresses or separately on completion of the laid area, either way the cuts but should be placed before the paved surface is compacted.

- Commence initial compaction of the paving using a high-frequency, low amplitude plate compactor with a plate area of not less than 0.25m² To protect the paver surface and provide cushioning, cover the metal base with 12mm plywood or thick rubber-backed carpet square. During compaction the pavers are vibrated into the bedding sand with some sand forced up into the joints providing initial lock-up between adjacent units. Initial compaction usually requires three passes of the plate compactor to be fully effective using a systematic approach to ensure all areas are compacted.

- Following initial compaction and prior to any vehicular traffic, spread joint filling sand over the pavement and broom back and forward until all joints are filled. Note: for ease of filling the joints, the joint filling sand and pavement surface should be dry. Topping up of the joint filling sand may be necessary at some future time due to self compaction or loss, so the pavement should be monitored for this condition.

- Sweep the pavement clean removing any debris or accumulation of jointing sand.

- Commence final compaction of the paving with two passes using a systematic approach to ensure all areas

of the pavement are compacted. The process of brushing sand into the joints and compacting should be repeated as often as necessary to fill the joints completely.

- Clean up of the site can be carried out once the joints have been totally filled and final compaction completed. Any chipped or cracked pavers should be replaced and pavers stained during installation cleaned. Only following completion of this work should any specified sealants or protective coatings be applied to the pavers.

2.3 Paving Pedestals/Pods

The use of pod support systems has grown in popularity for balcony and rooftop applications, and is an ideal way to support pedestrian only loads. Pods allow the paving units to be supported over the waterproof membranes that are typically applied in these applications.

Pod supports have the advantage of holding the paving units above the concrete slab surface, allowing free drainage around the paving units and allowing services to be installed without any direct load being applied to them. They are also environmentally friendly as the suspended paving units prevent direct sunlight from being absorbed by the slab and retaining the heat, and the air flow around the suspended paving units ensures the slab surface itself remains shaded and cooled. This in turn reduces air conditioning requirements for these buildings.

Pod support systems also allow you to create a level wearing surface by supporting the paving units above a slab that may require falls to drainage outlets to be provided on its surface. The paving pods are proprietary products. There are two distinct types of paving pods, the Fixed pod that will uniformly lift the paving units a set distance over the slab surface, and the Adjustable pods that allow variation in the way the paving unit is supported.

The Fixed pods are pod systems that have no adjustable parts. They lift the paving unit a set distance above the slab surface, this distance is determined by the thickness of the base component of the pod. These units are used to allow drainage around the units and to remove the requirements for sands, mortars or adhesives on site, but they can only be used where it will be acceptable for the paved surface to reflect all the falls on the slab surface.

Adjustable pods are a more intricate system that allows the pods to be stacked so the paving units can be supported a greater distance above the slab surface, they also break the support pad into quadrants so that each paving unit supported by the pod can be

supported at a different level or angle. These pod units are especially advantageous where there is a desire to install services over a slab surface or where the pavement surface is required to be flat and level and not to reflect the falls cast into the slab, these benefits are in addition to the free draining advantage offered by all pod systems.

3 - Construction Details

3.1 Base Course

3.1.1 Rigid System

The base course for a rigid system requires a minimum 20 MPa reinforced concrete slab construction in accordance with the engineers detail taking into account the California Bearing Ratio (CBR) of the subgrade and expected traffic volumes.

3.1.2 Flexible System

The base for a flexible system is normally constructed from unbound granular crushed rock roadbase with maximum aggregate size of 20mm. The nominated base thickness must take into account the California Bearing Ratio (CBR) of the subgrade and expected traffic volumes. Typical properties of the roadbase material are shown in Table 1 over page.

3.2 Bedding Sand

Bedding sand for either a rigid or flexible system should be coarse, well graded, angular, non plastic, containing no deleterious materials such as stones, clay lumps or excessive organic material and be similar to washed sand used as fine aggregate in concrete. Bricklayers sands, crusher dust, sands containing salt, beach sand or single-sized sands are not suitable. Typical properties of bedding sand are shown in Table 2.

3.3 Joint Filling Sand

Joint filling sand for either a rigid or flexible system should be fine, round, well graded and free from contaminants such as clay and soluble salts which are likely to cause staining or efflorescence of the paving units. A washed, white sand is recommended and should, ideally, be kiln-dried. Typical properties of joint filling sand are shown in Table 2.

3.4 Bonding Slurry Coat for Mortar

The slurry bonding coat is normally a mixture of 1 part GP cement and 1 part water.

3.5 Levelling Screed

The levelling screed comprises a 1 GP cement and 4 parts aggregate in a blend of 80 percent 5mm stone and 20 percent clean sand.

3.6 Mortar

Mortar generally comprises 1:3 GP cement-clean sand or 1:1:3 GP-lime-clean sand in proportions by weight (note: proprietary plasticisers and retarders are available to modify the mortar performance).

3.7 The Use of Sealants

The use of sealants on Euro® pavers is not compulsory, but is readily utilised to satisfy individual requirements. Sealing of Euro® pavers generally relates to one of three issues, avoiding permanent staining, water penetration and the aesthetic appeal of the pavement. There are numerous proprietary brands of sealants on the market and due to their diversity it is vital that consultation with the manufacturer and applicators be considered prior to sealing pavement. Always follow manufacturers instructions in relation to testing units prior to sealing.

Cleaner

- Anti-Eff - A cleaner that can be used to remove efflorescence.

4 - Euro® Paver System Specification

4.1 Slip Resistance Classification

Wet Pendulum Test in accordance with AS/NZS 4586: 2013 Appendix A Using TRL Rubber (Slider 55) in the Pendulum Test.

4.2 Abrasion Resistance

Abrasion Resistance Test in accordance with AS/NZS 4456.9:2003 Requirement in accordance with CMAA Document PA03.

4.3 Breaking Load

Breaking Load Test in accordance with AS/NZS 4456.5:2003.

Table 1 - Properties of roadbase material

Roadbase property	Size (mm)	Percentage Passing Sleeve Size	
		Class A	Class B
26.5mm		100	100
19.0mm		95-100	95-100
13.2mm		78-92	78-92
9.52mm		68-83	68-83
4.75mm		44-64	44-64
2.36mm		29-47	30-48
425 microns		12-20	14-23
75 microns		2-6	6-10
Liquid limit (max)		20	20
Plasticity Index (max)		6	6
Los Angeles Test % loss (max)		40	40
CBR after soaking at 98%		-	-
Modified maximum dry density		100% (min)	80% (min)

Table 2 - Properties of bedding and joint sand

Percent Passing		
Sleeve Size	Bedding Sand	Joint Filling Sand
9.52mm	100	N/A
4.75mm	90-100	N/A
2.36mm	75-100	100
1.18mm	55-90	75-95
600 microns	35-59	50-80
300 microns	8-30	20-45
150 microns	0-10	5-15
75 microns	0-5	0-5



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