Vuba Scores 100% on a UKAS Shaling Test!

As part of our BBA Accreditation process, we sent our Vuba system for a Determination of Scuffing Resistance Test in a UKAS Approved Laboratory.

The test measures the ability of Resin Bound Surfacing to withstand abrasion equivalent to a car tyre turning on the system. This is the closest test we have in our industry to a "shaling test", probably the most important test in the industry.

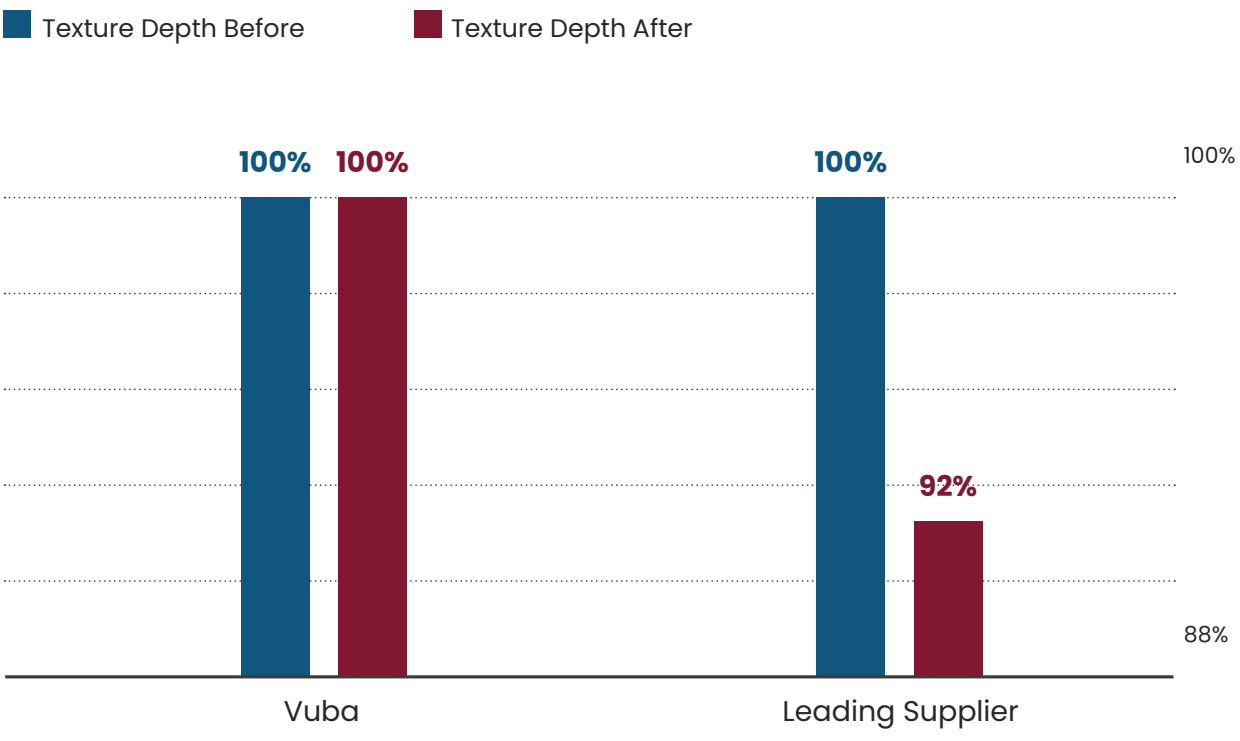
We were delighted to see that the Vuba Binder recorded a remarkable 0% loss in texture depth from exposure to the abrasion. The same test published online by a leading competitor has shown a 13% loss in texture.

We're in an industry without a British Standard (we're working on it), and so it's very difficult to have clarity on product quality. We have seen a lot of suppliers take advantage of that situation by spreading misinformation in the form of false "independent tests" that really don't mean anything.

So we were delighted to see our product and that of a leading competitor be compared in a head to head BBA test for shaling. We're even happier with the results. This is for a lot of contractors the first time they'll see a genuine comparable, independent test comparison between our product and a competitors.

Contact us for more information about these tests and the products tested.

Scuffing Test Vuba Vs Leading Supplier Texture Depth Lost



Determination of **Scuffing Resistance**

	RESULTS		
LABORATORY TESTS	**A**	**B**	**C**
Initial Properties			
Texture depth (mm)	1.1	1.3	1.3
Thickness	Approx 20mm	Approx 20mm	Approx 20mm
Properties after scruffing at 45°C			
Loss of aggregate (g)	0	0	0
Erosion Index	0.0	0.0	0.0

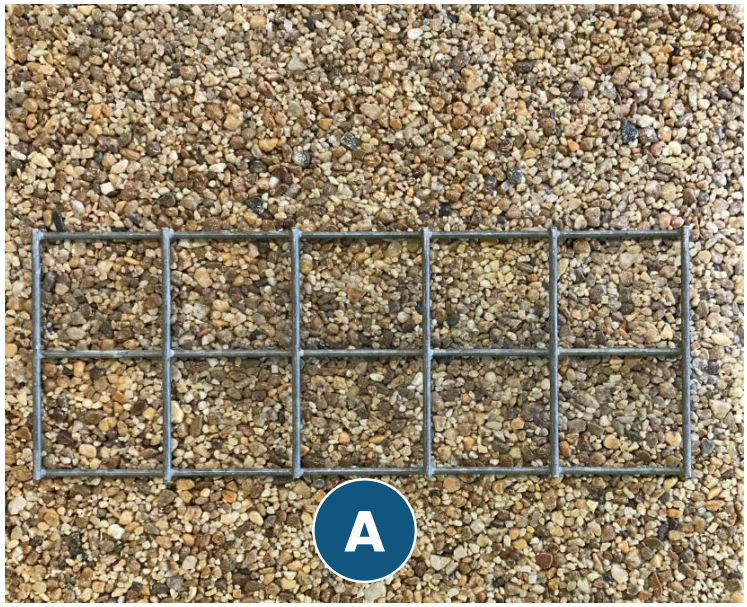
Tested in accordance with TRL 176, as amended by BBA "Guidelines Document for the Assessment and Certification of High Friction Surfaces for Highways" March 2015.

Test Method: Determination of scuffing

TRL 176 Appendix G

as amended by BBA "Guidelines Document for the Assessment and Certification of High Friction Surfaces for Highways" March 2017.

Specimen Number		00507
Identification of slab		A
Thickness of Slab (mm)		approx 20mm
SRV before Scuffing (55 slider)		n/a
SRV before Scuffing (96 slider)		n/a
Date of Test		29/11/2023
Time of Test		07:25
Test Temperature (C°)		45.0
Tyre Presure (Bar)	Initial	3.1
	Final	3.1
Tyre Tread Depth (mm)	Initial	1.1
	Final	1.1
Angle of Tyre to direction of Travel		20°00'
Surface Texture Depth (mm)	Initial	1.1
	Final	1.1



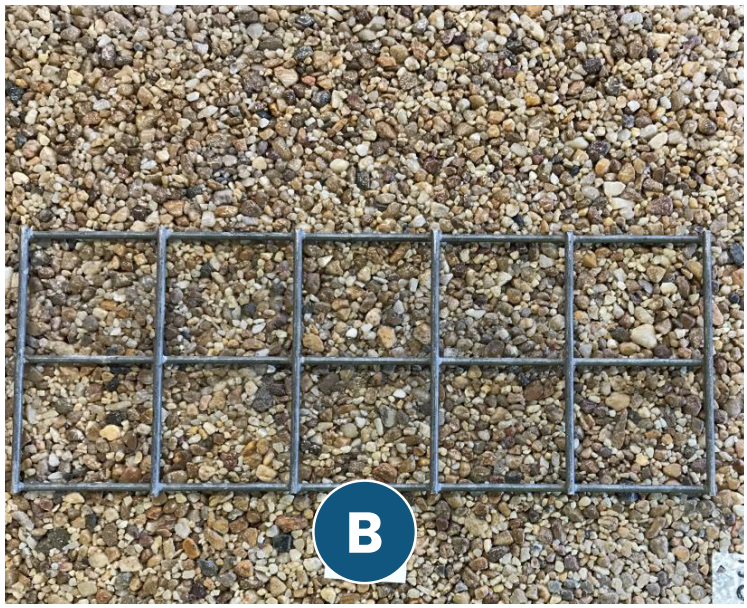
After 500 wheel passes at 45°C



0.0
Erosion Index

Description of visual condition
No erosion or aggregate loss in the scuffing track.

Specimen Number		00507
Identification of slab		B
Thickness of Slab (mm)		approx 20mm
SRV before Scuffing (55 slider)		n/a
SRV before Scuffing (96 slider)		n/a
Date of Test		29/11/2023
Time of Test		06:50
Test Temperature (C°)		45.5
Tyre Presure (Bar)	Initial	3.1
	Final	3.1
Tyre Tread Depth (mm)	Initial	1.1
	Final	1.0
Angle of Tyre to direction of Travel		20°00'
Surface Texture Depth (mm)	Initial	1.3
	Final	1.3



After 500 wheel passes at 45°C



0.0
Erosion Index

Description of visual condition
No erosion or aggregate loss in the scuffing track.

Specimen Number		00507
Identification of slab		C
Thickness of Slab (mm)		approx 20mm
SRV before Scuffing (55 slider)		n/a
SRV before Scuffing (96 slider)		n/a
Date of Test		29/11/2023
Time of Test		07:50
Test Temperature (C°)		45.7
Tyre Presure (Bar)	Initial	3.1
	Final	3.1
Tyre Tread Depth (mm)	Initial	1.0
	Final	0.9
Angle of Tyre to direction of Travel		20°00'
Surface Texture Depth (mm)	Initial	1.3
	Final	1.3



After 500 wheel passes at 45°C



0.0
Erosion Index

Description of visual condition
No erosion or aggregate loss in the scuffing track.

Find out more **from our technical team:**

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