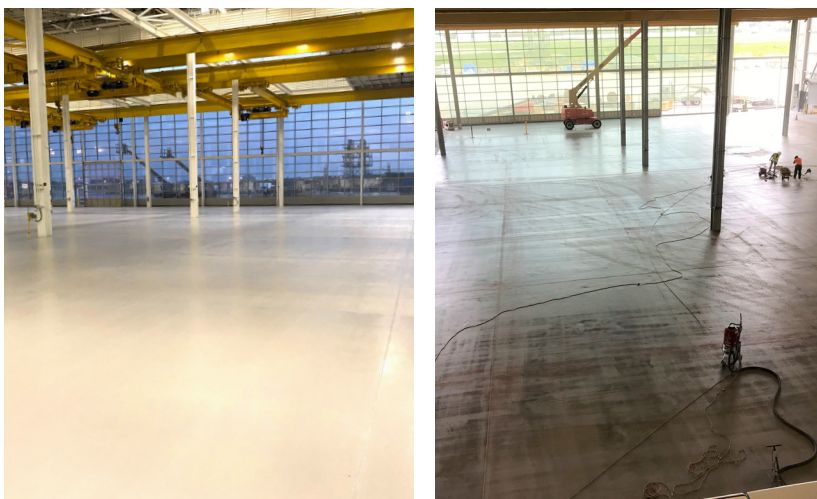




EUCLID CHEMICAL

PROJECT PROFILE

AIRLINE ENGINE SUPPORT FACILITY



PROJECT DATA

Location – Atlanta Hartsfield International Airport

Application – Coatings - 0.25 in (6.35 mm) trowel down 109,000 ft² (33,223 m²) followed by broadcast 137,000 ft² (41,757 m²)

Architect/Engineer – Frankfurt Short Bruza

Contractor – Hunt Construction

Applicator – Floor Coatings Etc.

Total Area – 137,000 ft² (41,757 m²)

PRODUCTS FEATURED

Euco 452 LV

Low Viscosity, High Modulus Epoxy Adhesive

Flexolith

Epoxy Coating and Broadcast Overlay System

Euco 700

Semi-Rigid Industrial Floor Joint Filler

Duraltex

Versatile Epoxy Flooring Binder

Eucothane

High Performance Aliphatic Urethane Coating

SCOPE OF PROJECT

Floor Coatings Etc. removed 16,000 ft² (4,876 m²) of failed 1/4 in trowel down epoxy system. Applied moisture mitigating primer, as well as a bond coat, followed by a 1/4 in trowel down system, tie coat and 65 mil broadcast application. Finished with urethane.

PROJECT SUMMARY

Initially, Frankfurt Short Bruza (Architect) approached this project with the intent to repair the existing floor. A sample, including joint repair, liquid densification and a grind and polish was provided; however, it was not accepted by the new owner. Understanding that this existing hangar was to be converted to an engine rebuilding shop, the new owner requested a “pharmaceutical” look. After many discussions, the project was converted to an epoxy-based system. Floor Coatings Etc. mobilized on the project in June of 2018, and completed the floor in two months.

The condition of the existing floor was so rough that a composite system was required, including a nominal 1/4 in troweled epoxy mortar using Euco 452LV and blended aggregate, as well as a full aggregate broadcast system using Flexolith, Duraltex and finish application of Eucothane. Duraltex was sanded down to a dress coat before applying the Eucothane finish coat. This eliminated the sharpness of the sand texture and created a deep orange peel textured surface. This in conjunction with reconstructing the 12,000 lineal feet (3,657 m) of joints was actually the key selling point for the system.