



Industrial Research Services

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Registered Testing Authority - Building Code of Australia

17 November 2004

Our Ref. EN13 / 1288 03/0212

TEST REPORT No. 3072-2s

Requested by: EpiMax
on (date): 15 November 2004
Manufacturer: EpiMax
Product Desc.: EpiMax 333

Sampling details:

Where: Delivered
Date: 15 November 2004
By whom: Courier
How (methods): N/A

The results reported relate only to the sample(s) tested and the information received. No responsibility is taken for the accuracy of the sampling unless it is done under our own supervision. CSIRO cannot accept responsibility for deviations in the manufactured quality and performance of the product. While CSIRO takes care in preparing the reports it provides to clients, it does not warrant that the information in this particular report will be free of errors or omissions or that it will be suitable for the client's purposes. CSIRO will not be responsible for the results of any actions taken by the client or any other person on the basis of the information contained in the report or any opinions expressed in it. The reproduction of this test report is only authorised in the form of a complete photographic facsimile. Our written approval is necessary for any partial reproduction.

This test report consists of 5 pages

SUMMARY OF SLIP RESISTANCE TESTS PERFORMED:

		Result	Class
AS/NZS 4586:2004	Slip resistance classification of new pedestrian surface materials Appendix A: WET Pendulum (Four S slider):		
	Mean BPN:	68	V
AS/NZS 4586:2004	Slip resistance classification of new pedestrian surface materials Appendix C: WET/BAREFOOT Ramp		
	Mean angle of inclination:	28°	B
AS/NZS 4586:2004	Slip resistance classification of new pedestrian surface materials, Appendix D: OIL-WET Ramp		
	Mean overall acceptance angle:	81.0°	R 13

In order to interpret the classifications, please refer to Standards Australia Handbook 197, An Introductory Guide to the Slip Resistance of Pedestrian Surface Materials, which recommends minimum classifications for a wide variety of locations.

It is important to realise that test results obtained on unused factory-fresh samples may not be directly applicable in service, where proprietary surface coatings, contamination, wear and subsequent cleaning all influence the behaviour of the pedestrian surface.