

Truckcell Plus Porous Aggregate Surface

Structural design and installation guidance



Product Description

Truckcell Plus is a recycled plastic cellular porous paving solution for use in Sustainable Drainage Systems (SuDS). Truckcell Plus is suitable for a wide range of trafficked applications where a stabilised, free-draining gravel surface is required and where high vehicle loads are expected. Typical applications include: coach and truck parks, emergency access and maintenance routes. Considerations relating to the movement and attenuation of water within the porous pavement are not covered in this document. This document is intended to be a summary presenting typical solutions. Contact ABG for detailed site specific advice.

Typical Construction Detail

Truckcell Plus

Recycled plastic cellular paver
infilled with angular aggregate

Anti-slip surface

Raised 5mm tread

Paving edge restraint

Various options. Strong, deep
kerbs well haunched with
concrete on both sides. Detail
available from ABG

Sub-base

MCHW Series 800 Type
3 open-graded granular
aggregate (typical). Sub-base
thickness (D) from Table 1

Sub-base stabilisation

ABG Abgrid geogrid (typical)

Bedding layer

75mm
10-20mm
D
(See Table 1)

Upper filter / separator geotextile

ABG Terrex NW9 geotextile

Subgrade

Interlocking units

Truckcell Plus features secure interlocking male
and female connection

Carbon Saving

Heavy Traffic - Hard Surfacing

Heavy Duty Pre-cast Plastic Pavers
vs.
Cast on site Cellular Concrete

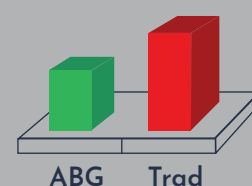
Truckcell Plus

- Interlocking heavy duty pre-cast pavers with 50% void space
- Made from recycled plastic
- Backfilled with gravel

Cast On-site Cellular Concrete

- Concrete poured on site
- Plastic formwork which is burned off to leave voids
- Backfilled with gravel

44%



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Technical Specification

System	Truckcell Plus
Surface finish & compliance	Tread finish. Compliant Part M (Building Regs) Equality Act (DDA)
Material	100% recycled and recyclable plastic (Polyolefins)
Colour	Grey
Paving unit dimensions	75mm x 379mm x 568mm
Coverage rate	4.65 blocks per m ² 80 blocks/pallet (17.2 m ²) 32 pallets/load (550.4 m ²)
Cell dimension	92mm x 92mm (nominal)
Cell wall thickness	46mm (nominal)
Weight	8.4kg/unit 39kg/m ²
Load & strength capacity	SLW60 – Vehicles: <60t gross weight & 10t (100kN) single wheel load. Compressive strength: 1,896 tons/m ² (18,600 kN/m ²) DIN Tested.
Connection & interlock	Integral tongue & groove - secure interlocking male & female connection
Chemical resistance	Excellent
UV stability	High resistance to colour & strength degradation
Infiltration capacity	Limited by the permeability of the specified infill material. Typical ≥ 2,500mm/hr for gravel
Cell infill material	Porous, clean angular aggregate: 7-10mm particle size, with greater proportion at 10mm, and in accordance with Table A.3 of BS 7533-13
Cell infill thickness	Finished level with top of cells
Bedding layer material	Porous, clean angular aggregate: 7-10mm particle size, with greater proportion at 10mm, and in accordance with Table A.3 of BS 7533-13
Bedding layer thickness	A level & uniform layer thickness: 10mm - 20mm maximum
Upper filter / separator geotextile	ABG Terrex NW9 non-woven geotextile 1.1mm thick, 120g/m ² , zero breakthrough head
Sub-base material	MCHW Series 800 Type 3 or a slotted pipe / fin drained Type 1 or BS 7533-13 4/20 or 4/40 (Ref. Note C)
Sub-base thickness	Refer to Table 1 for typical thickness 'D' in millimetres (mm)
Sub-base stabilisation	Typically Abgrid 20/20 or 30/30 geogrid (see Table 1). Alternative options may be suitable (Ref. Note B)
Lower filter / separator geotextile	ABG Terrex NW9 non-woven geotextile 1.1mm thick, 120g/m ² , zero breakthrough head

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Truckcell+ Installation Process

1. Install the specified lower filter / separator geotextile and sub-base stabilisation onto the prepared subgrade formation. To achieve the required performance, compact the sub-base in accordance with the site-specific advice from the ABG Design Department.
2. Install the specified sub-base & edge restraints: strong, deep kerbs, well haunched with concrete on both sides.
3. Install the upper filter / separator geotextile on top of the sub-base.
4. Install the specified bedding layer to a uniform thickness.
5. Ensure an accurate right-angled Truckcell+ laying pattern by setting-out the site using string-lines. Check the lines regularly for accuracy. Start installing the Truckcell+ pavers. Wherever possible start laying from a right angled corner and progress across the site in rows. The pavers can be installed in a width or lengthwise orientation and cross-bonded if required or appropriate to fit the site. When installing the interlocking type pavers (80mm deep) ensure that the male / female connectors are fully located together. Use protective gloves to avoid abrasions.
6. Truckcell Plus pavers can be cut to fit around obstructions & curves using a hand or power saw. Wherever possible avoid using small cut-pieces less than one-third original size.
7. Fill the cells with the specified angular aggregate, so that the finished level is at the top of the cells. A single pass with a light vibrating plate machine or roller may be used to firmly bed the pavers and settle the fill. Top-up the cells with aggregate as required after settlement. It is preferable not to overfill the cells with aggregate. The use of rounded pea gravel / shingle is not recommended.
8. The surface may be trafficked by slow moving plant during the cell-filling process, but care must be taken not to displace the unfilled pavers.
9. The surface may be trafficked immediately after the pavers are filled.
10. A routine management and maintenance programme to keep the surface in good condition and free of debris and weed growth will help to sustain the porosity, quality and longevity of the system.

Table 1: Truckcell Plus typical MCHW Series 800 Type 3 sub-base thickness (D) requirements - refer to specific construction drawing

Vehicle load and frequency	CBR strength of subgrade soil (%) (see Table 2)	MCHW Series 800 Type 3 sub-base thickness (D,mm)	ABG Abgrid geogrid
Light vehicles only with emergency HGV access	≥6	100	20/20
	4 < 6	100	20/20
	2 < 4	150	30/30
	1 < 2	Contact ABG	Contact ABG
Light vehicles with one HGV per week	≥6	130	20/20
	4 < 6	150	20/20
	2 < 4	200	30/30
	1 < 2	Contact ABG	Contact ABG
Light vehicles with 10 HGVs per week	≥6	150	20/20
	4 < 6	200	20/20
	2 < 4	280	30/30
	1 < 2	Contact ABG	Contact ABG
Regular HGV access	≥6	200	20/20
	4 < 6	250	20/20
	2 < 4	350	30/30
	1 < 2	Contact ABG	Contact ABG

Note: Sub-base thicknesses in Table 1 are indicative and for reference only. Customers must provide project-specific details to ABG Ltd., including subgrade soil condition, traffic loading, and axle loads, to request an assessment.

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NOTES

- A. Advice on subgrade CBR% strengths, ground conditions, and construction over weak ground is available from ABG.
- B. Alternative ABG stabilisation geosynthetics may be used in lieu of ABG Abgrid geogrid. These include ABG Gridtex Type 2 high-strength woven geotextile or ABG Erosaweb geocells. If the sub-base stabilisation is omitted, the total sub-base layer thickness ('D' on Table 1) is typically increased by a minimum of 50%.
- C. A permeable open-graded (reduced-fines) aggregate is recommended, such as MCHW Series 800 Type 3 low-fines roading aggregate, or BS 7533-13:2009 SuDS aggregate (4/20 or 4/40). However, where a conventional MCHW Series 800 Type 1 sub-base is to be used, it is essential that a drainage system such as ABG Fildrain is incorporated. Specific advice is available from ABG.
- D. Maximum sub-base particle size should match minimum sub-base thickness but must not exceed 75mm diameter. For sub-base thicknesses of around 100mm, a minimum 37.5mm particle size should be adopted to allow effective installation of the Abgrid. Type 1 or Type 3 aggregates should be clean, angular and hard enough to withstand traffic loads without crushing under maximum loading conditions.
- E. Edge restraints. Strong, deep concrete kerbs, well haunched both sides with concrete. Minimum sizes and haunch depths apply. Advice from ABG Technical.
- F. The sub-base must be overlaid by a Terrex NW9 geotextile to provide separation, enhanced water treatment function and prevent migration of the bedding layer.
- G. To provide a stable bedding layer for Truckcell Plus, the bedding layer must not be sand.
- H. Maximum 8% (1:12) 5° advised gradient for vehicle traffic applications.
- I. When designed in accordance with the recommendations, Truckcell Plus complies with BS8300:2009 : "Design of buildings and their approaches to meet the needs of disabled people" - Code of Practice (ISBN 9780 580 57419) & Building Regulations Document 'M' Section 6.
- J. **Expansion:** 1-2mm gaps left between units will accommodate temperature variation. **Large areas:** a 25mm soil filled gap should be left between Truckcell Plus and non-trafficked kerbs.
- K. Line marking can be created using road paint and/or red brick setts cut to fit into cells.
- L. All stated Truckcell Plus dimensions & weights are nominal and in accordance with manufacturing +/- 1.5% tolerances.
- M. Truckcell Plus is not recommended for small wheeled fork-lift applications.
- N. The recommendations in this document are only suitable for use with ABG products.
- O. ABG Ltd shall not be held liable for any warranties or collateral warranties arising from construction undertaken in accordance with this guide.

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