



PORCELAIN COBBLESTONES



COBBLESTONE TILES

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COBBLESTONE BLOCKS

- 01 COLORS
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ARCHATRAK PORCELAIN COBBLESTONES

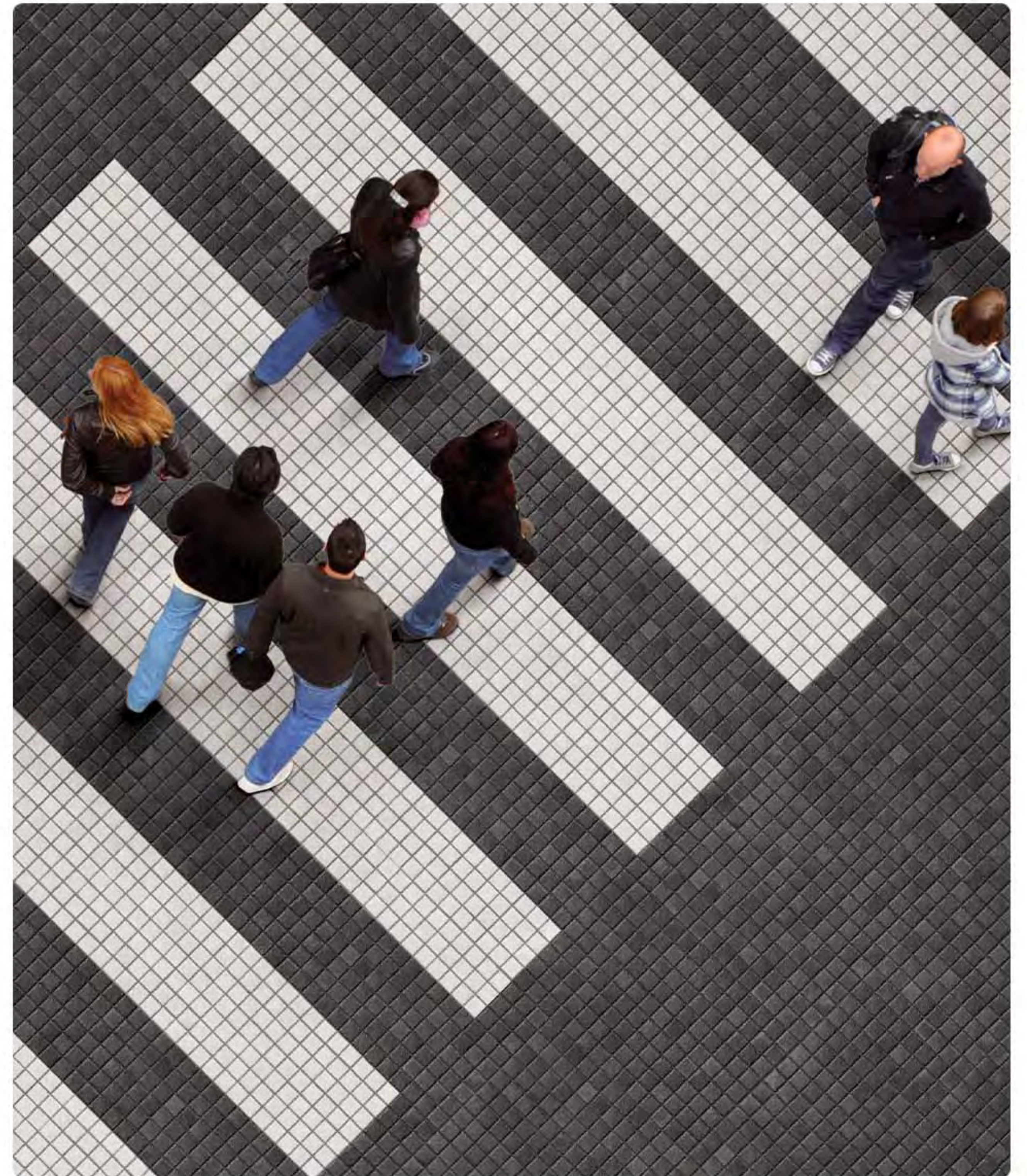
TILES & BLOCKS

Taking inspiration from the ageless elegance of natural stone cobblestones, Archatrak porcelain cobblestones faithfully replicate their coloring, their irregularities in surface texture and edges, but provide complete consistency in size, shape and thickness which enables much faster, simpler installation.

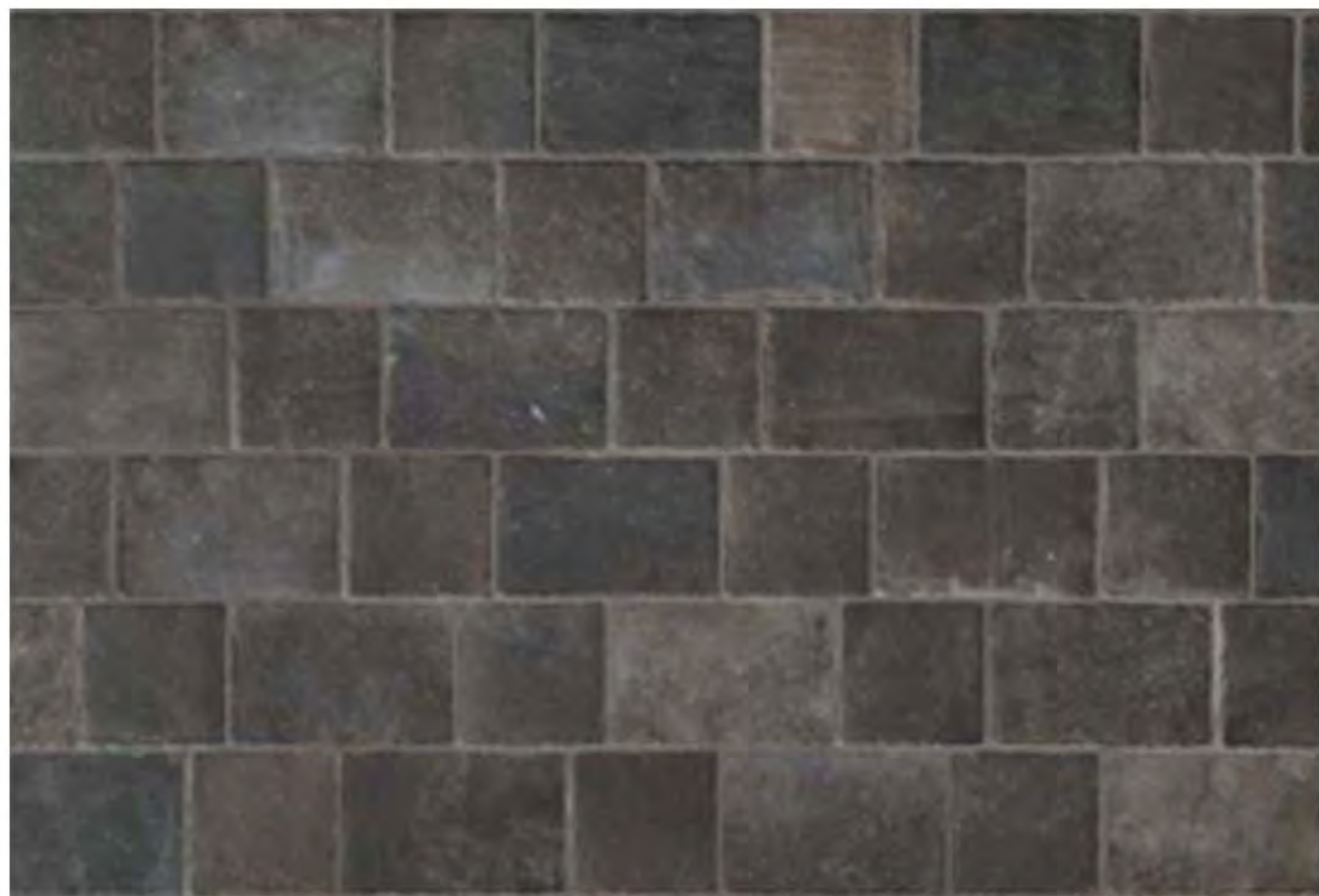
With a range of rustic colors emulating traditional stone used, Archatrak porcelain cobblestones offer an exceptional opportunity to create paving with similar character and style to centuries old stone paving for pedestrian walkways, driveways, plazas and patios, large or small.

Archatrak Cobblestone Tiles resemble larger format hand-hewn cobbles with hammered edges, textured surface and a somewhat rustic appearance. Available in two sizes, 8" x 8" or 8" x 12" which can be combined to form several different layouts.

Archatrak Cobblestone Blocks closely resemble split basalt blocks but are perfectly consistent in size and height. These 4" x 4" x 2 1/2" blocks are especially suited for areas subject to vehicular traffic.



COBBLESTONE TILES



NAMUR



GENT



BRUGES



COTTO



SILVER WHITE



PORFIDO

NAMUR





GENT





BRUGES



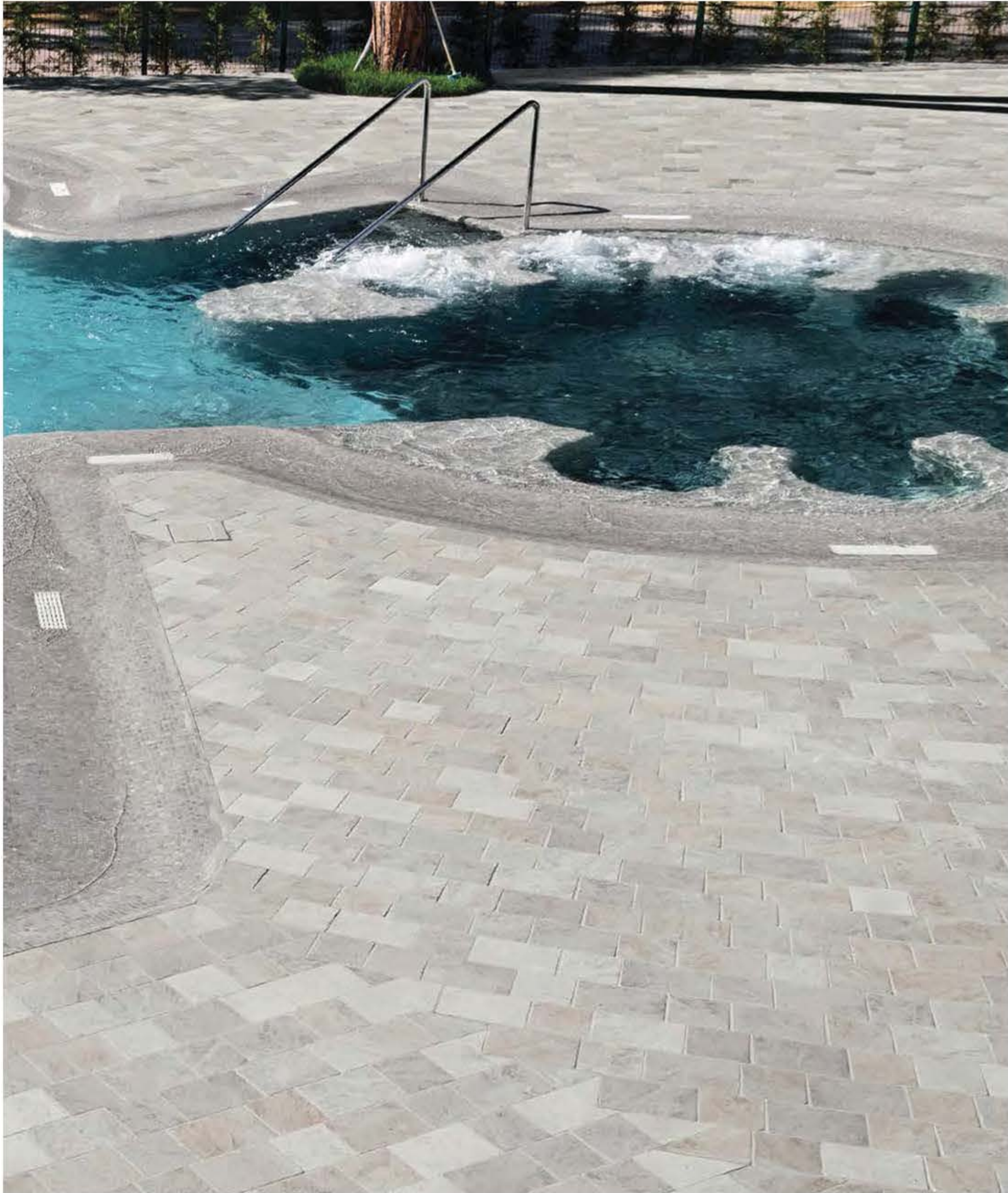
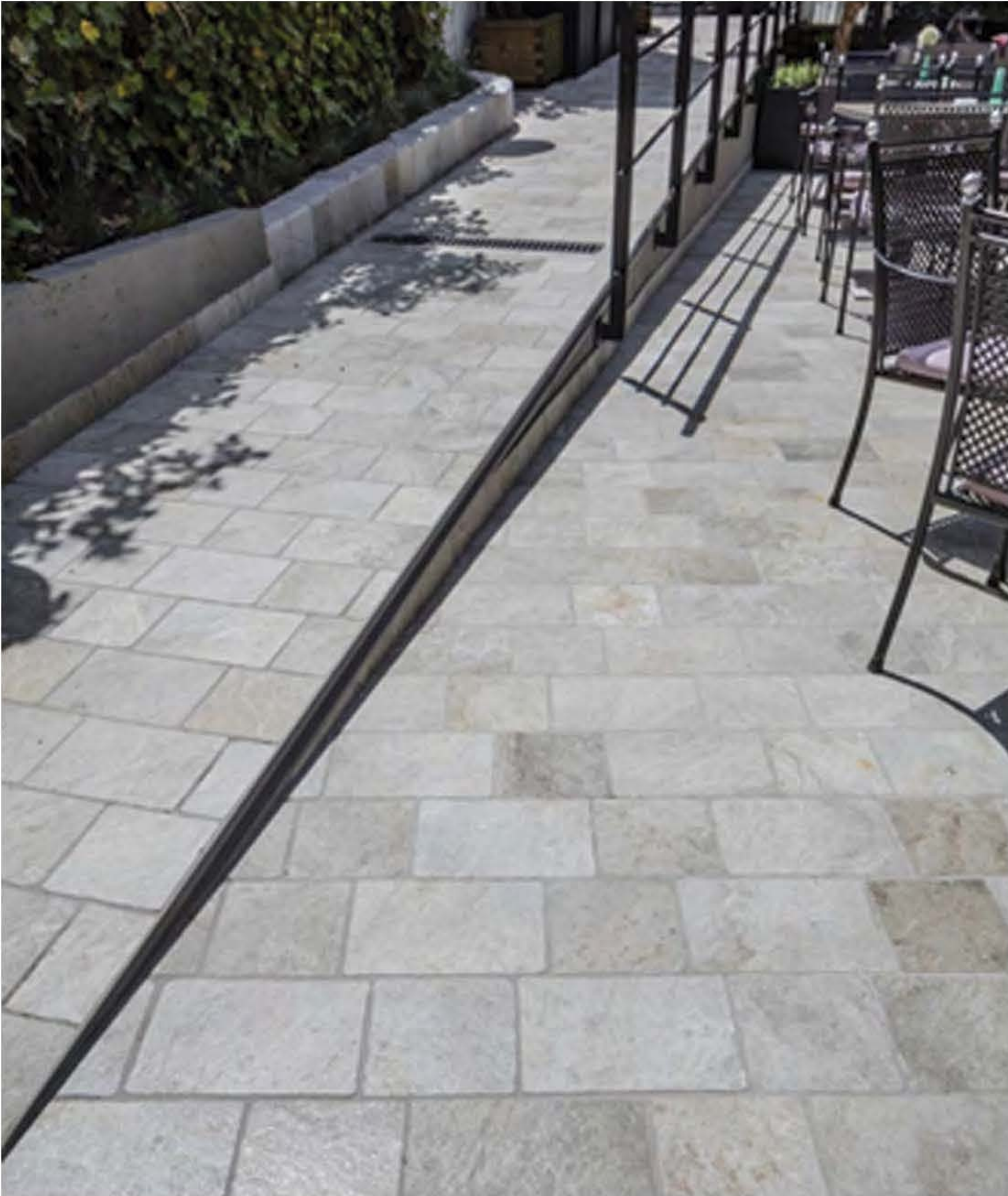


COTTO





SILVER WHITE



PORFIDO



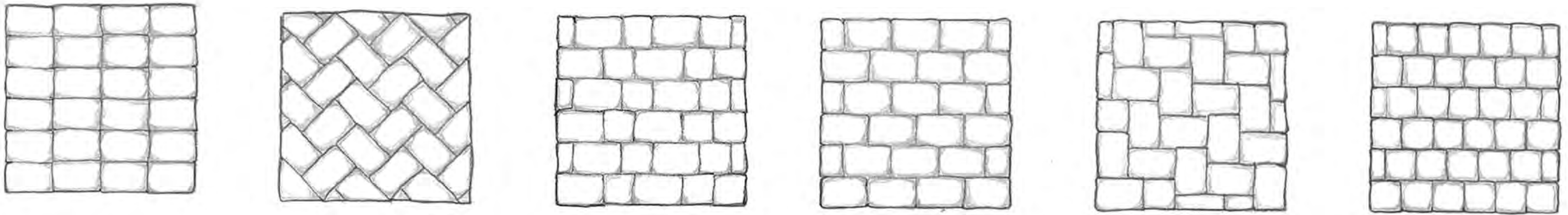


02 INSTALLATION

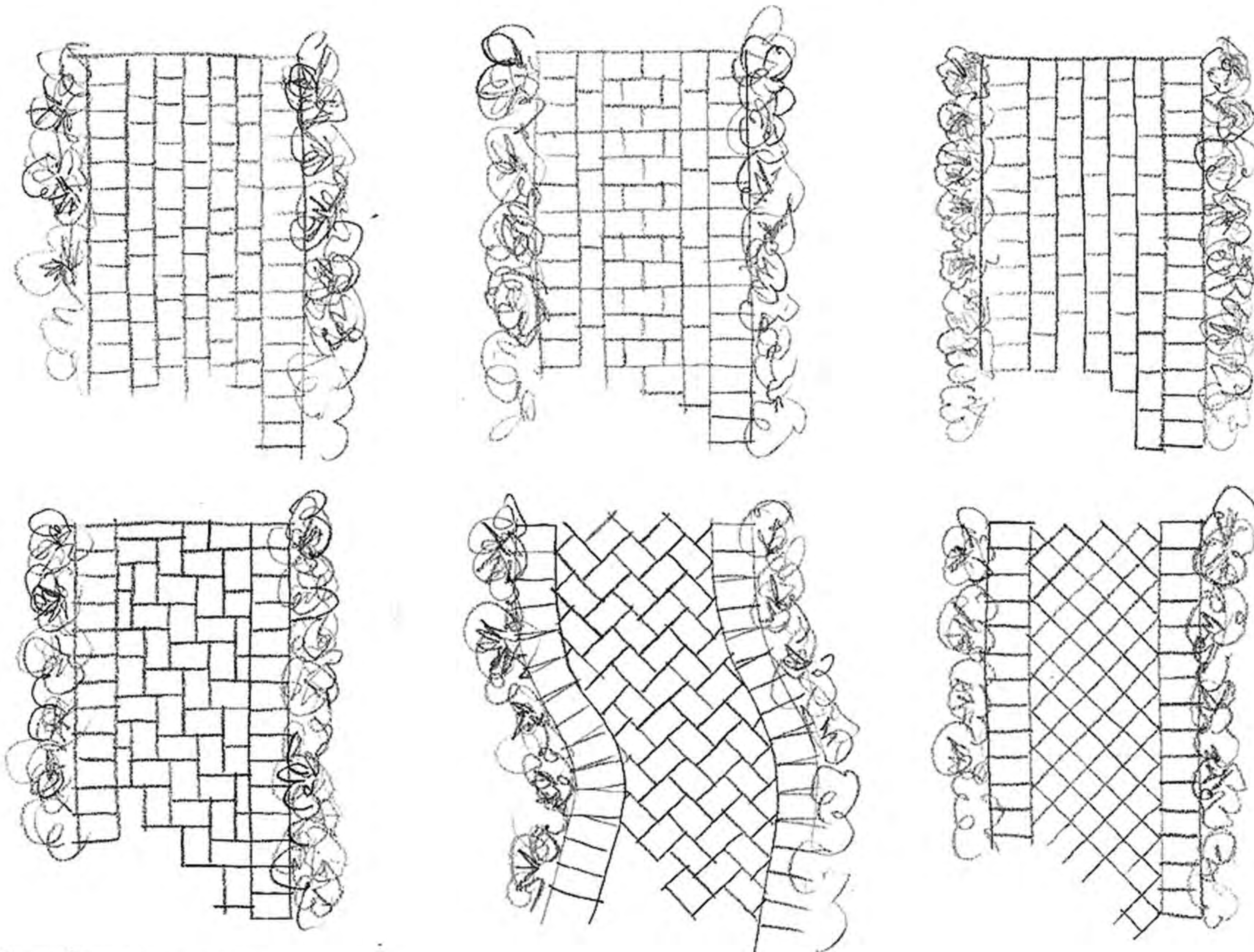
For commercial, high traffic applications, cobblestone tiles should normally be set in mortar over on a reinforced concrete base and grouted. However, for some residential applications, they can also be laid over an interlocking panel system such as that supplied by UltraBaseSystems. This system requires minimal ground excavation but creates a structurally sound base capable of supporting the weight of vehicles.

Laying directly over sand/gravel is not normally recommended because of possible movement or instability of the tiles.

LAYING IDEAS FOR PEDESTRIAN OR VEHICULAR USE

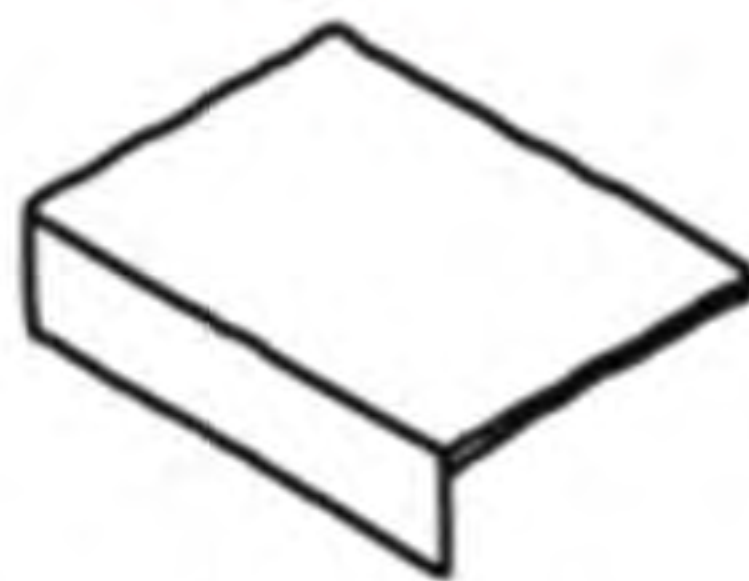


LAYING IDEAS FOR WALKWAYS



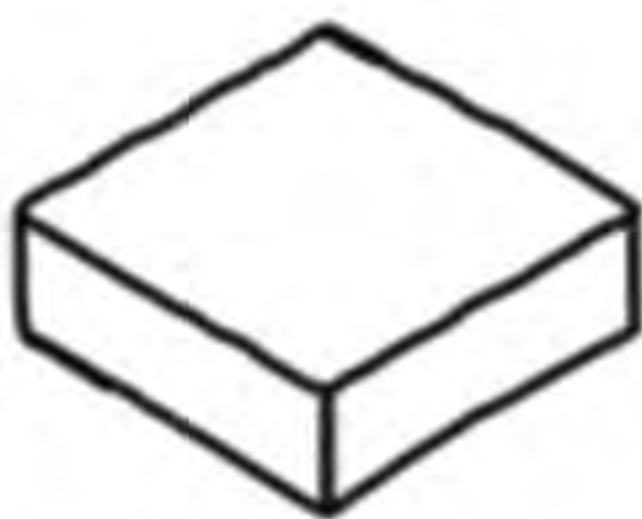
03 TRIM PIECES

STANDARD PIECES



'L' PROFILE

8" X 12" ELLE



CORNER

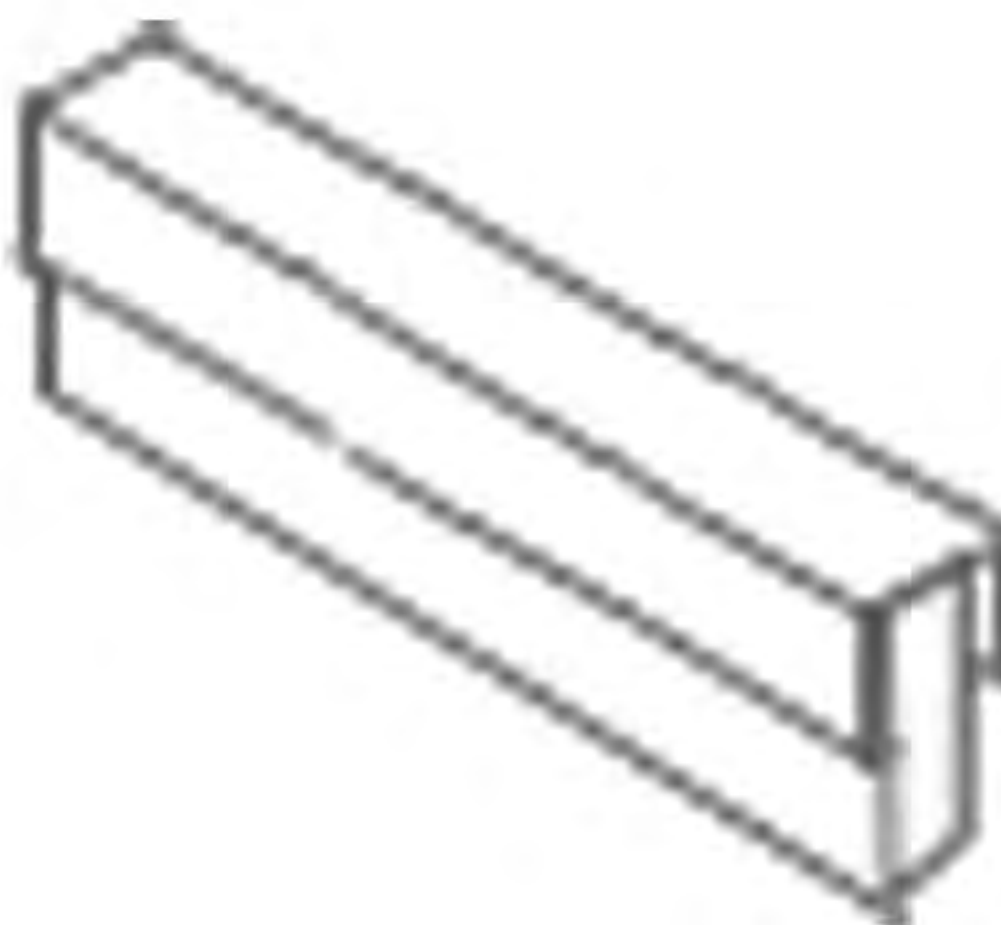
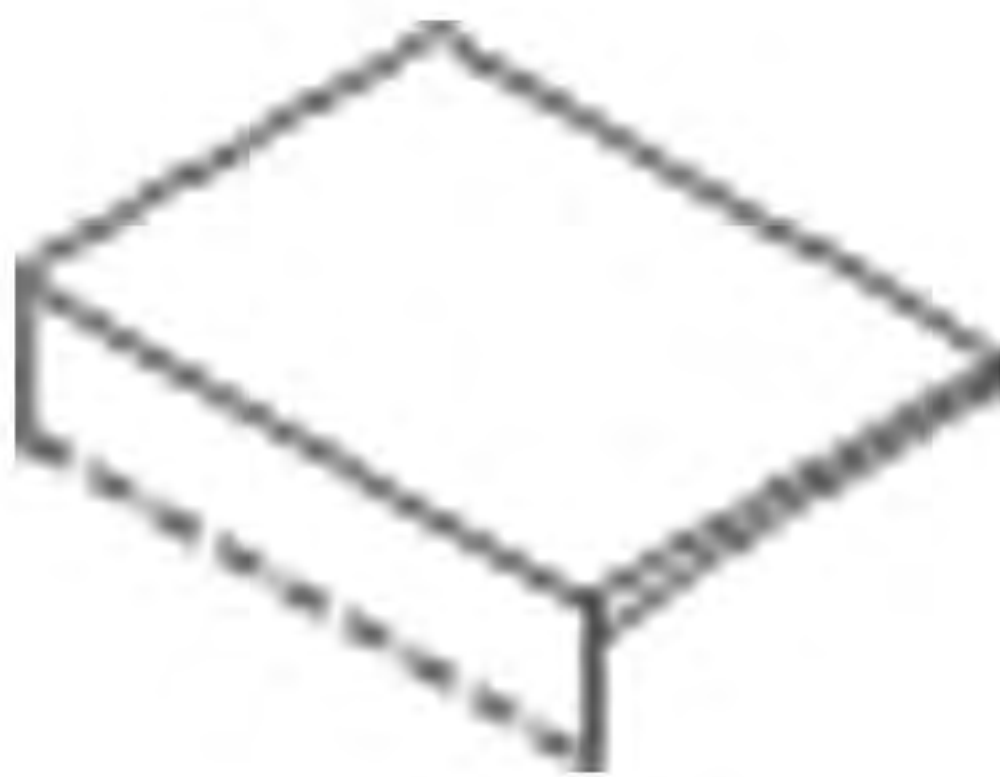
8" X 8" ANG.



BULLNOSE

8" X 12" TORO

SPECIAL PIECES - MADE TO ORDER

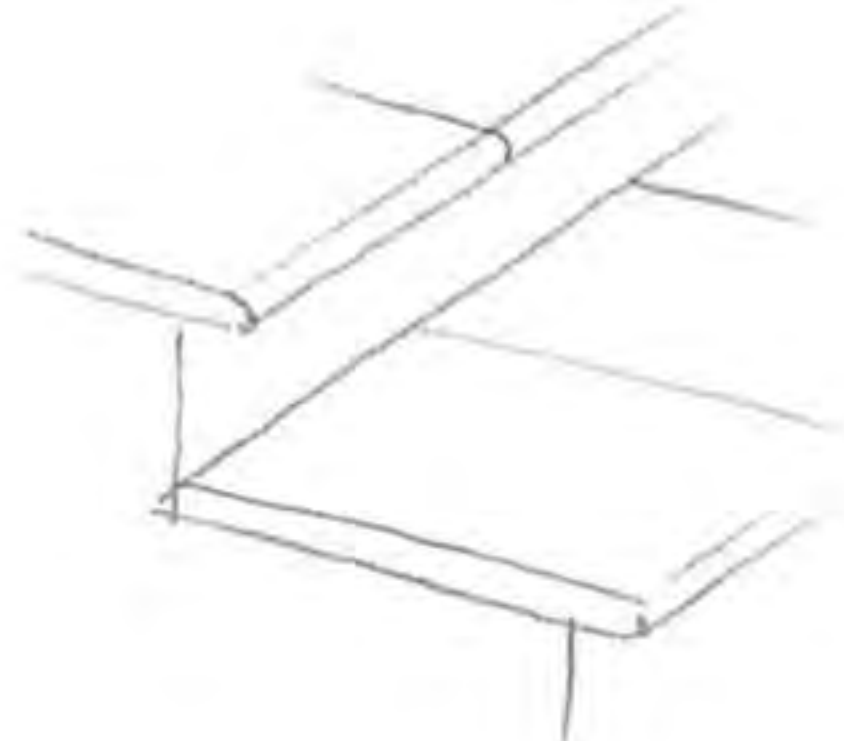
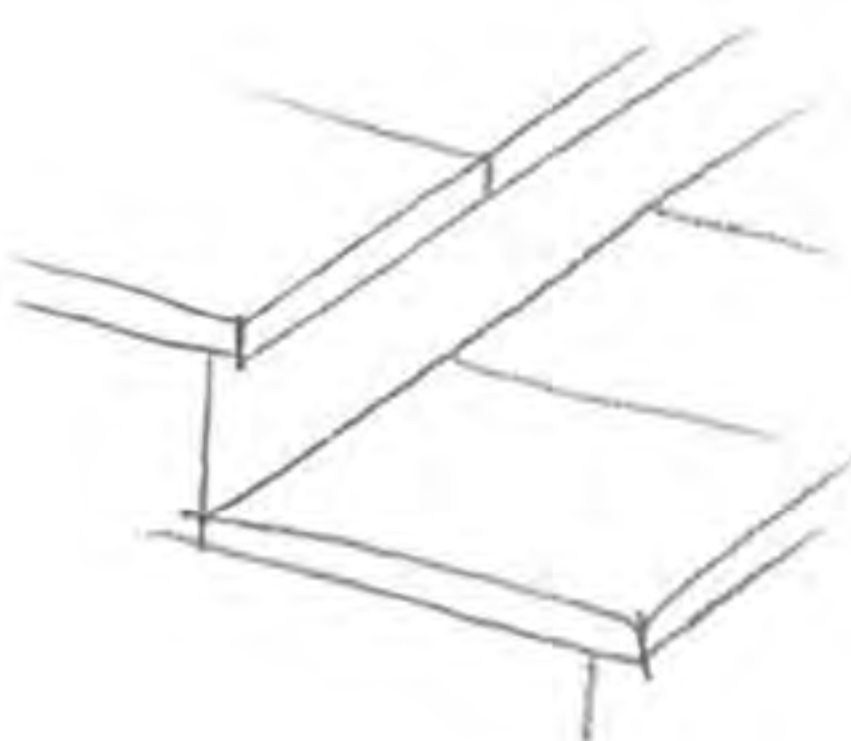
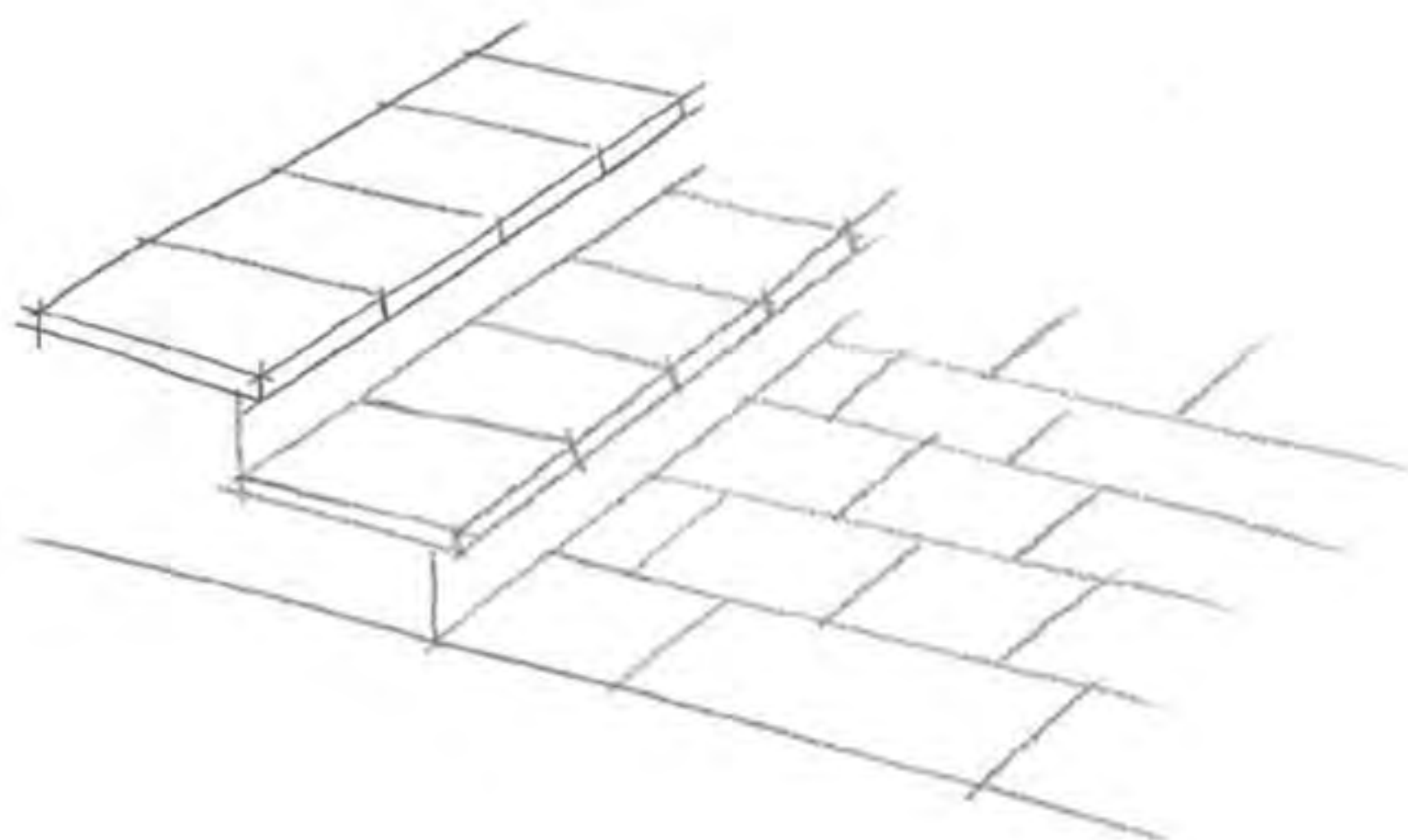
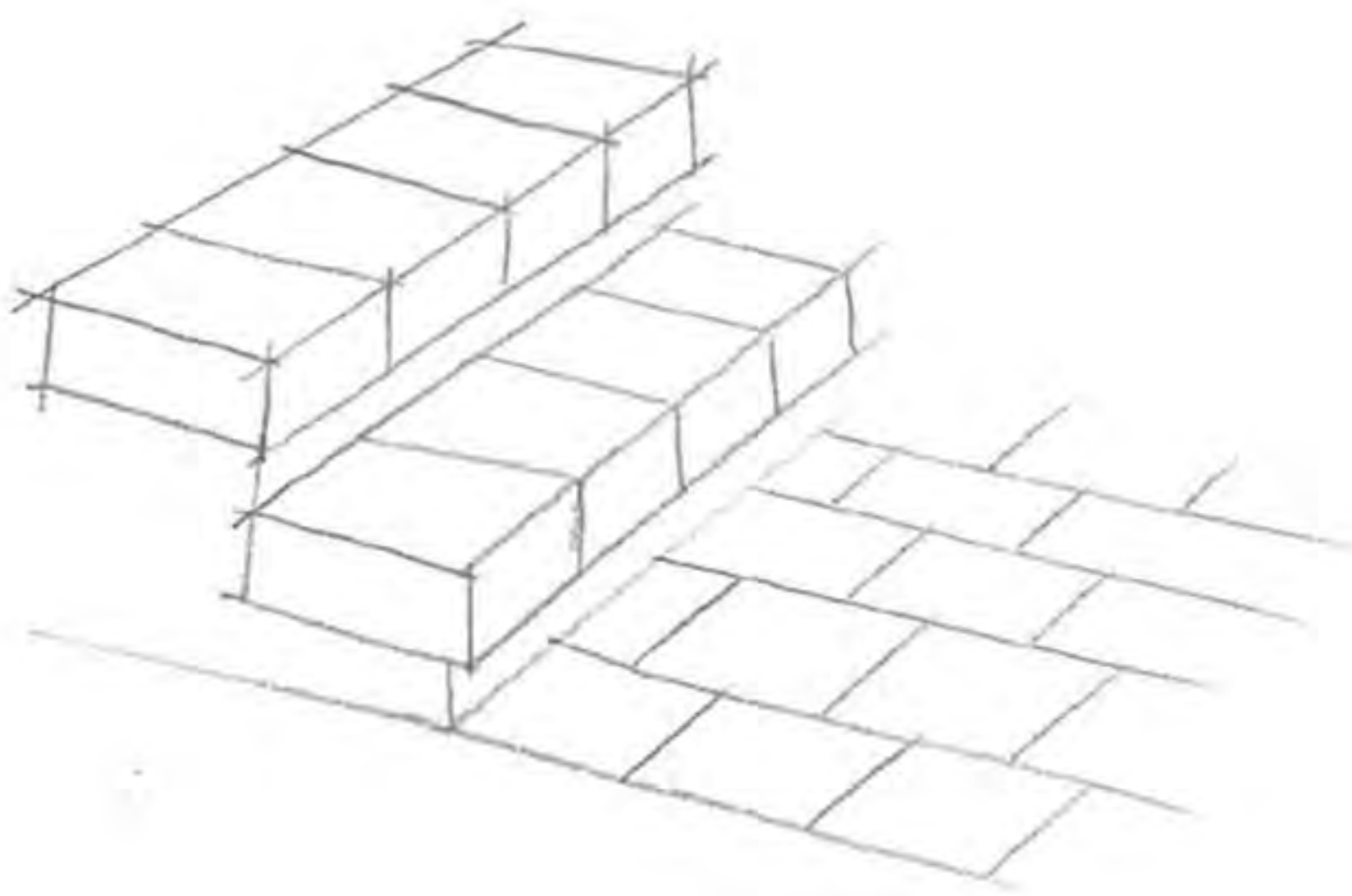


STEPS

Stairs created with
L-shaped special piece
and corner

Stairs created with
8" X 12" tiles

Possible edge finishes



WITH SINGLE TILE

FINISHED EDGE

BULLNOSE MACHINED

04 TECHNICAL

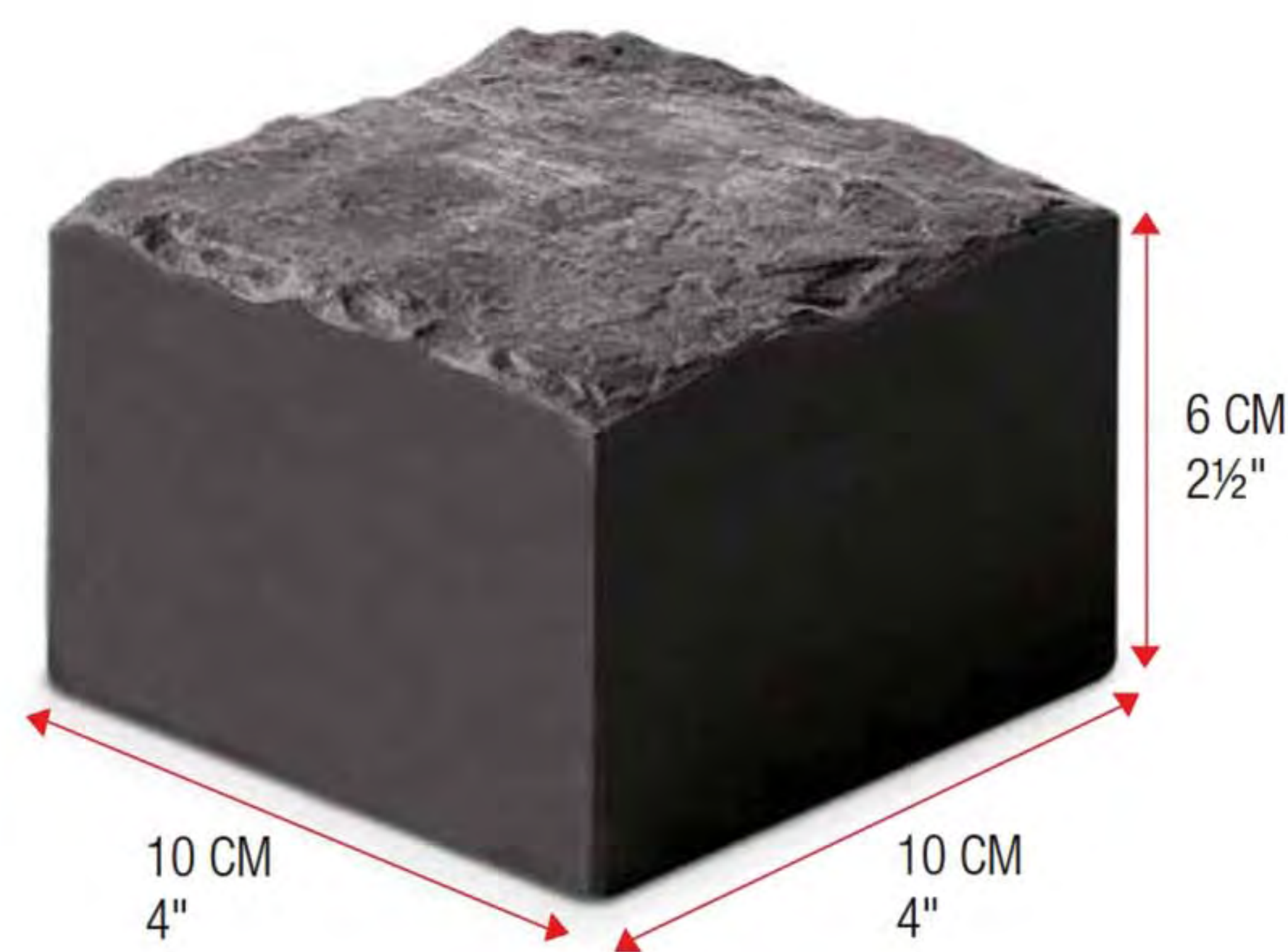
STANDARDS	CHARACTERISTICS OR PROPERTIES		COMPLIANCE WITH STANDARDS
ISO 10545-2	Thickness	¾"	Complies with standard
	Length and width	+/- 0,5 %	Complies with standard
ISO 10545-3	Water absorption	E < = 0,04 %	Complies with standard
ISO 10545-4	Bending strength		53 N/mm2
ISO 10545-6	Resistance to deep abrasion	<128 mm3	Complies with standard
ISO 10545-9	Thermal shock resistance		Complies with standard
ISO 10545-12	Frost resistance		Complies with standard
ISO 10545-13	Chemical resistance		UA ULA UHA
ISO 10545-14	Resistance to stain		5
EN 13501 - 1	Fire resistance		Class A1 - A1 FL
DIN 51130	Slip resistance		R11 grip
DIN 51097	Slip resistance		C grip
B.C.R.A. C.A. B.C.R.A. G.B. D.M. 236 DEL 4.6.1989	Slip resistance	Tortus Test	66 DRY / 60 WET
ANSI A137.1 BOT 3000	Slip resistance		Wet 0,70
B-ANSI 118.6.2013	Compression resistance		MpA 202
CAHIERS CSTB 3778 ANNEX 6	Heavy shock resistance		Class 1
CAHIERS CSTB 3778 ANNEX 5	Heavy rolling test		At the end of the test, no surface or massive abrasions and/or breakages were found.
ASTM C 1028/07	Slip resistance		0,76 DRY / 0,62 WET
ENV 12633 BPN	Pendulum		GRIP: Pendulum & pad 4S: 68 DRY / 60 WET Pendulum & pad TRL: 87 DRY / 52 W

PACKAGING	THICKNESS	PCS PER BOX	SQ.FT	LB PER BOX	BOXES PER PALLET	SQ FT PER PALLET	LB PER PALLET
8"X8"	20 MM - ¾"	12	5.3	45	54	285	2473
8"X12"	20 MM - ¾"	7	4.6	45	60	278	2743

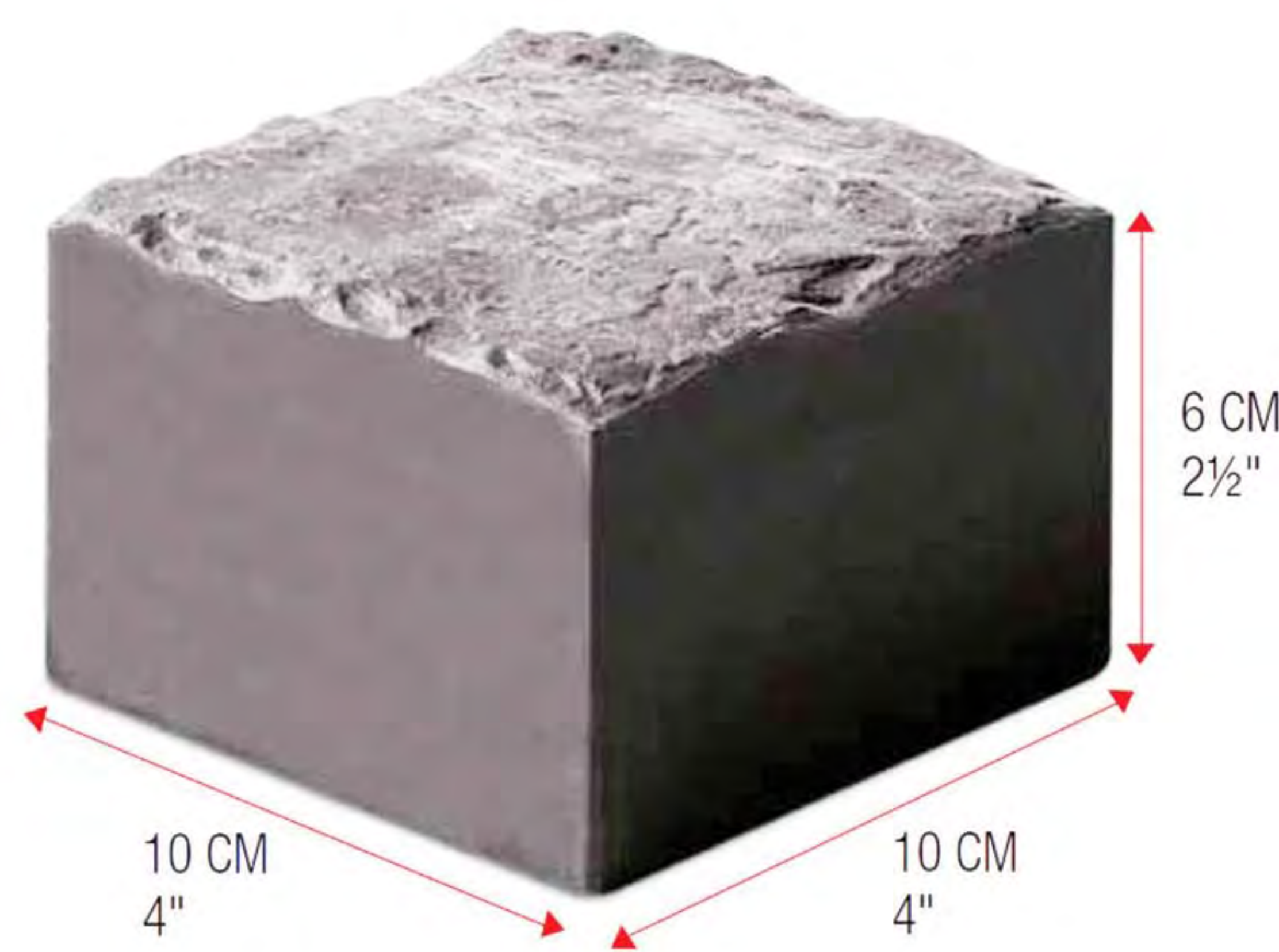
COBBLESTONE BLOCKS

01 COLORS

NERO



GRIGIO



02 INSTALLATION

For all vehicular applications, cobblestone blocks must be laid over a concrete aggregate base with mesh reinforcing, specifically designed for the type of traffic and the anticipated loading.

The blocks can be either dry laid on a bed of sand spread over the concrete base and joints filled with polymeric sand, or for maximum stability over time, laid on a bed of cement mixed with sand and joints filled with either polymeric sand or cement based grout.





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