

Making the world stronger!

## **ABOUT THE COMPANY**





STEKLONIT JSC is the leading Russian manufacturer of geosynthetic materials.

#### The company comprises two production sites:

- The factory in Ufa has been operating since 1961
  - The plant territory is 8.2 hectares including open warehouses. Manufacturing workshops occupy an area of 2.7 hectares
  - Staff of the plant consists of more than 500 highly-skilled workers, more than 100 technical and engineering employees, mid-level managers and senior managers
- factory in the city of Tver, has been operating since 1965
  - The plant territory is 27 hectares including warehouses
  - Staff consists of more than 200 people

ISO-9001 quality management system is implemented at the both factories. The goods are tested by in-house certified laboratories.



STEKLONIT: HIGH EXPERTISE LEVEL BASED ON A HALF-CENTURY EXPIERENCE!

## THE COMPANY TODAY



### **ANNUAL CAPACITIES**

# >8 mln m

More than **8 000 000** square meters of anti-errosion geomats

### **ANNUAL CAPACITIES**

# >40 mln m

More than 40 000 000 square of geogrids





## **GEOGRAPHY OF SALES**





## **CERTIFICATES**











№ 1488-CPR-0448/Z

№ 1488-CPR-0446/Z

№ 1488-CPR-0447/Z

№ 1488-CPR-0500/Z



**EXTRAMAT** 

**ANTI-EROSION** 

**GEOMATS** 

## SCOPE OF USE. DEFINITION







Three-dimensional geomats (3D mats) are used to create persistent vegetative cover against water erosion or wind erosion of earthwork structures:

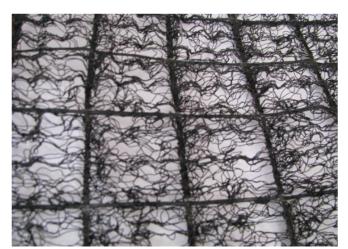
- slopes, banked earth, water courses, drain ditches
- bridge abutments
- landslide-prone slopes of ravines
- beds of occasionally flowing streams

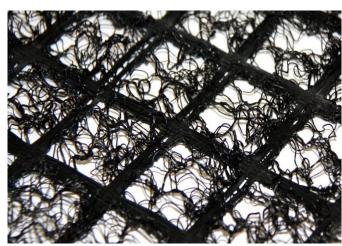
Geomats are produced of polypropylene by extrusion being simultaneously thermally bonded with a layer of reinforcing geosynthetic material: geogrid, non-woven fabric or without any backing.

## **ANTI-EROSION GEOMATS**



#### **MTA EXTRAMAT**







Polypropylene geomat with a glass/polyester impregnated geogrid backing, strength up to 100 kN/m

#### **MTS EXTRAMAT**



Polypropylene geomat without a backing

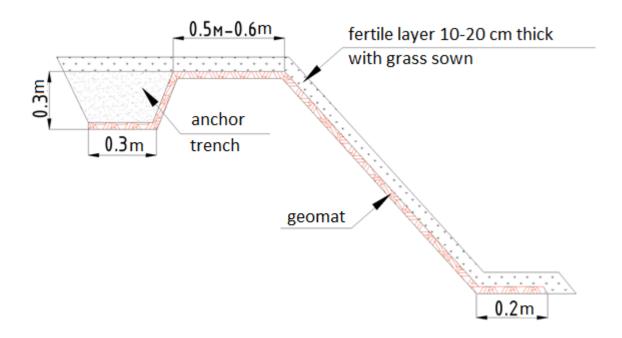
#### **MTAD EXTRAMAT**



Polypropylene geomat with nonwoven fabric

## **MOUNTING TECHNIQUE**



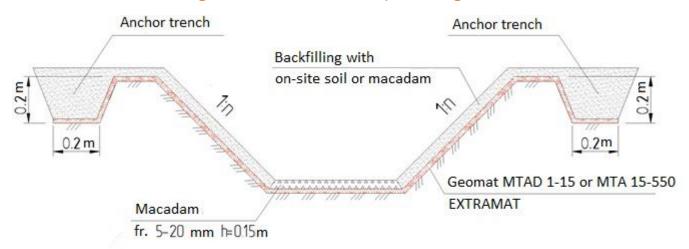


- 1. Laying out a face of slope
- 2. Arranging an anchor trench along the crest of earthwork
- 3. Delivering and spreading rolls
- 4. Casting seeds (1/3 of total amount)
- 5. Laying (unwinding) rolls in parallel, 0.15...0.2 m overlapped
- 6. Covering with vegetable soil as thick as per design
- 7. Casting the rest 2/3 of the seeds

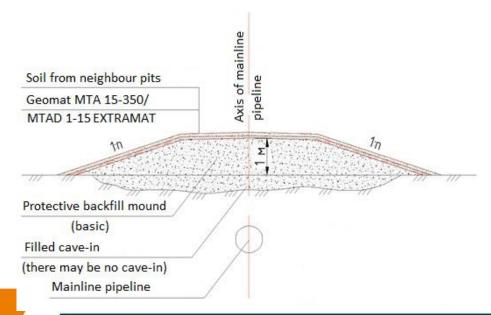
## **EXAMPLES OF CONSTRUCTIVE SOLUTIONS**



### Reinforcing a bed of occasionally flowing stream



#### Reinforcing a protective backfill mound above pipeline



## **ADVANTAGES**



#### 1. High mounting speed

Rolls of geomat are unwound downward bladed slope surface, at that being strained and smoothed out. In most cases no additional anchoring is needed.

#### 2. Cost

is lower than that of high-volume geogrids, height starting from 100 mm, which are regularly used in combination with non-wovens; the cost is lower than that of multilayer bio-mats with grass seeds.

### 3. Easy conditions of shipment and storage

Polymer geomat is highly resistant to chemically aggressive media, humidity and temperature extremes

### 4. Durability

Geomat reinforces surfacial area of a slope along with grass roots throughout the whole service life of a road

### 5. Great variety of versions

We manufacture geomats with various backings and physical-mechanical performance





"HIGHWAY"

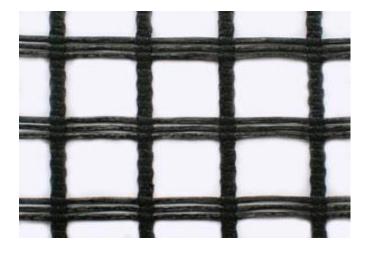
**GEOGRIDS FOR** 

**ASPHALT** 

REINFORCEMENT

## SCOPE OF USE. ADVANTAGES







Flat geogrids SSNP HIGHWAY, PS HIGHWAY and GB HIGHWAY are used for reinforcing asphalt-concrete motorway pavement.

**SSNP HIGHWAY** is produced of stabilized **glass-fiber** raw material.

GB HIGHWAY is produced of basalt raw material.

**PS HIGHWAY** is produced by warp-knitting method of **polymer (polyester) fibers.** 

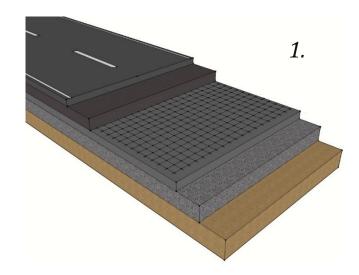
All geogrids are impregnated with complex formulations based on bituminous binding agents in order to improve their adhesive behavior.

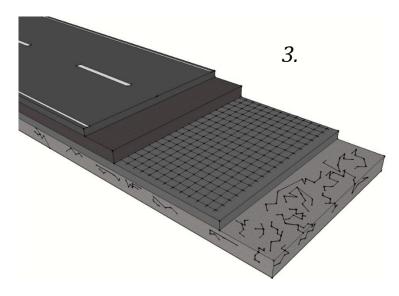
"HIGHWAY" geogrids significantly extend inter-maintenance period of road pavement.

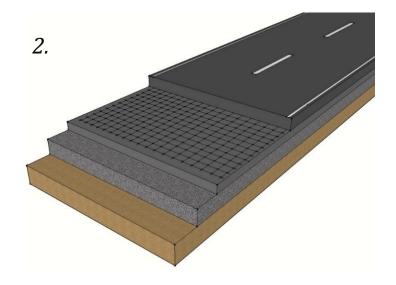
"HIGHWAY" geogrids extend service life of road structure, increase its bearing capacity, reduce shear deformation and slow crack and rutting formation

## LAYING CONFIGURATIONS









- 1. We recommend to lay "HIGHWAY" geogrids underneath two layers of asphalt concrete, which is mainly the case when a new road is constructed or during road renovation.
- 2. We recommend to lay "HIGHWAY" geogrids underneath one layer of asphalt-concrete, which is the case during road maintenance.
- 3. We recommend to lay "HIGHWAY" geogrids onto cement concrete base. Geogrid is laid onto asphalt-concrete leveling course.
- 4. When laying three layers of asphalt concrete, it is recommended to lay geogrid on the bottom layer.



"POLISET"

GEOGRIDS FOR

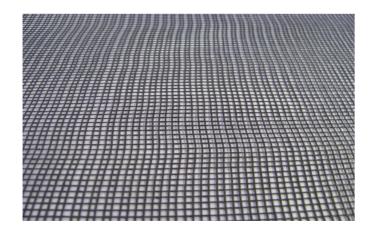
REINFORCING ROAD

PAVEMENTS

## DEFINITION. SCOPE OF USE







'POLISET' geogrids are made of high-strength polyester threads saturated with protecting compositions according to thread-sewing technology;

POLISETs are used for reinforcing road pavements that contact with large-fraction (inert) materials and, in combination with other materials, creating powerful ground yokes and reinforced ground structures.

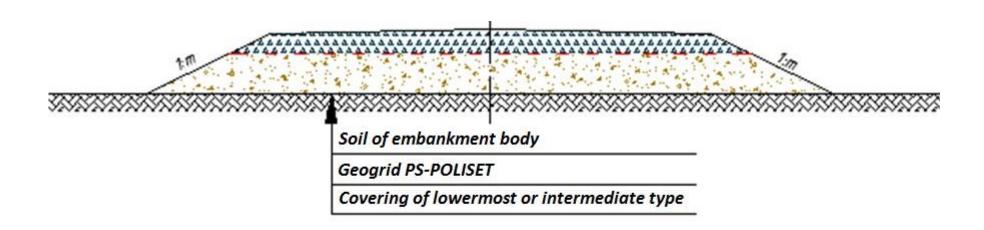
Functions of geogrids in ground structures:

- The increase of bearing capacity;
- The insurance of general stability;
- The reduction of differential settlements;
- The extension of service life.

## **CONSTRUCTIVE SOLUTIONS**



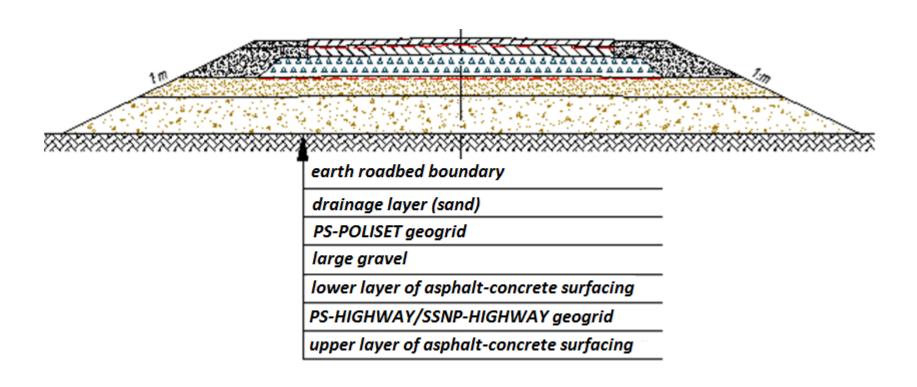
## Road dressing of lowermost or intermediate type



## **CONSTRUCTIVE SOLUTIONS**



### Heavy-duty pavement



## **ADVANTAGES**



#### Decrease in differential settlements

Due to redistribution of incoming loads caused by motor vehicles to a greater area, banked ground settlement is more uniform.

### 2. Separation Extension of road dressing service life

Structural layers of sand and macadam are not intermixed and function for a long time.

#### 3. Decrease in thickness of macadam layer

When calculated, macadam layer thickness may sometimes be 15-30% reduced by means of increasing general elasticity modulus of road dressing, depending on road characteristic and properties of construction materials.



























## 5 REASONS TO START COOPERATION



- ✓ We have been producing glass-fiber materials for 56 years
- ✓ More than **3 700 projects have been implemented** using our products
- ✓ Full-cycle manufacturing enterprise: from production of glass-fiber to manufacture composite articles and designing application solutions
- ✓ Quality of products is confirmed by **Russian and international certificates**
- ✓ European equipment, team of experienced and qualified specialists, innovative approach to work



# THANK YOU FOR YOUR ATTENTION!

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