

RM10 ROOF PADS—FUNCTION AND USAGE

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Purpose

This bulletin familiarizes the reader with Unirac's RM10 Roof Pads and offers additional insights on applications and installation.

Roof Pad function

The RM10 Roof Pad is a semi-flexible “sole” for a ballasted flat-roof system that sits between the ballast bay and the roof surface. This layer is designed to ensure that the crucial minimum friction coefficient of 0.4 is met for certain types of roofs or conditions. In form, the roof pad is a thin, semi-flexible rectangle with clips that fit into holes in the skis of the RM10 ballast bay. The material is Santoprene 201-73, Elastocon 2870, Unisoft TPE ST-70A BK-2-01, or similar and has been tested for all common roof types.

Important: Roof Pads are required for unattached system installation in certain seismic areas—if specified, they must be used for the design to be valid.

Please note that while designers may sometimes foresee additional benefits from using Roof Pads (e.g., protecting the roof surface), Unirac specifies and supports through its warranty only the designated purpose of the Roof Pad: providing necessary friction. (Please see the “Sacrificial layer” section.)

Sacrificial layer (also known as “slip sheet”)

An RM10 Roof Pad is not fully equivalent to what is commonly called a “slip sheet.” A slip sheet is an additional layer of roofing material designed to protect the main roof surface from weather and other elements by wearing away before the primary covering. As noted in “Roof Pad function,” the RM10 Roof Pad is not designed primarily for this purpose.

Roof pads are often accepted, but not guaranteed to be accepted, as a sacrificial layer that would preserve the roof warranty. If you have questions, please check with your roofing manufacturer or warranty holder to be certain.

Unirac also advises that if a slip sheet is used, it be adhered to the main roof surface, as this prevents motion and stops dirt from becoming lodged beneath the sheet, where the grit can become abrasive.

Quantity

Roof Pads are designed as part of your system to provide a set level of friction and to reduce cost are only

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supplied in the quantity necessary to achieve that level. Consequently, you may receive fewer pads than you might you might expect if Roof Pads were to be used as “slip sheets.” As explained in the “Sacrificial layer” section, this is not the primary use for this item.

The quantity is given in your BOM. Should you anticipate using Roof Pads for surface protection, double-check that you have the quantity required for that purpose and that this is reflected in your design. Here are *minimum* ratios by main roof types for applications where friction coefficients must be met:

EPDM	1:1	Pads on each bay
TPO	1:4	Pads on 1 of every 4 bays
PVC	1:4	Pads on 1 of every 4 bays
Mineral cap	N/A	No pads required

It is always an option to apply roof pads to all bays in an array even when not required..

Installation and application

Please consult your installation manual for a diagram showing the easy snap-in installation of the RM10 roof pad, noting that:

- Roof pads are always applied 2 per bay (one on each ski to avoid unbalancing the chassis).
- When installing minimum roof pads for friction (at a 1:4 ratio), apply 2 roof pads to every 4th bay, staggering the offset between rows.
 - Alternatively, install 2 roof pads to every other bay in a row of bays, then skip a row, and do it again.
 - Skip any bays that have mechanical roof attachments (i.e., Anchor Products or OMG attachments).

Compatibility with roofing surfaces

Unirac has thoroughly tested the material of the RM10 Roof Pad. An industry leader in the evaluation of the compatibility of plastic and rubber formulations tested its interaction with numerous roofing types at a range of pressures and high temperatures. No change in surface or visible exchange between raw materials was observed.

Further information

Consult our YouTube channel regularly for new Tips & Tricks (<https://www.youtube.com/user/uniracsolar1>).