

PRESS RELEASE – FOR IMMEDIATE RELEASE

Melbourne, Victoria – August 31st 2009. Leading technology manufacturer Australian Composites Pty Ltd, has successfully developed a range of UV curing flame resistant resin pre-impregnated fibreglass materials (prepregs) called Auspreg 986T, which have just achieved the highest possible ratings for fire testing on building materials and structures after rigorous independent testing to BS 476 Parts 6 (Class 0) & Parts 7 (index 1) by Bodycote Warringtonfire in the UK. Materials meeting BS 476 parts 6 & 7 are widely used for manufacturing interior parts for commuter mass transit that are designed to resist lateral spread of flame and propagation of flame when in contact with radiant heat or actual fire.

Manufacturers of fire resistant parts for train, tram, and buses have up til now only had the option of using epoxy or phenolic resin systems which have short shelf lives, require refrigeration in shipping and storage and must be cured under heat and pressure for up to 8 hours in large commercial ovens known as autoclaves. Auspreg™ 986t does not need any refrigeration, can remain useable at room temperature for over 12 months and cures in a matter of minutes per layer using artificial or natural sunlight. The materials can also be cured in multiple layers in a one step process for thicker or stronger parts.

This technological breakthrough is an incredible example of Australian innovation and is designed to save time and money by reducing the amount of labour and curing time required to manufacture flame resistant composite parts.

Chief Executive Officer, Daniel Leipnik is delighted with the recent certification and believes that several large business opportunities that have specified this standard will now proceed with contractualising their orders. "The global demand for flame resistant composite parts is substantial and growing as billions of people turn to public transport as their daily travel means. Just think of all the structures such as internal walls, panelling, bulkheads, luggage compartments, and seating in trains, buses, trams, ferries, and even unusual items such as mosque domes themselves that all use composites and must be resistant to flame to protect the public in case of fire", Leipnik admits. "It's a huge market need".

"By utilising our rapid light curing prepreg technology with flame resistant properties, we have succeeded in producing a more economical, easier to handle, and time saving option that will likely be of great interest to the global composites industry." Leipnik said. Auspreg™ 986t is available in most glass types (E, C & S), various fibreglass weaves (Uni, Biax, CSM, Triax, DB, Combimat, etc) and in finished weights ranging from 300 gsm to 3500 gsm.

"In areas where the prospect for fire occurrences is a potential threat to human safety, the performance of this product is literally the difference between life and death," Mr Leipnik said.

For additional information, contact Daniel Leipnik, CEO, Australian Composites Pty Ltd +61 3 9559 7002 or email daniel@specialty.com.au

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Figure 1. Testing construction materials at Bodycote Warringtonfire UK to BS 476 Parts 6 & 7 – Propagation of flame when in contact with a 500 °C wall of fire. In order to meet a standard materials cannot burn pass the first marker.