



CHLORINATED RUBBER TRAFFIC AND PARKING LOT PAINT

PRODUCT DESCRIPTION: A fast drying, chlorinated rubber traffic paint for marking highways, parking lots, crosswalks, stop bars, and legends. It is suitable for application on bituminous and concrete roadways. A 15-mil application can be applied cold (ambient) or with low heat (maximum of 125 F) with airless or conventional spray equipment. This material is classified as **Zone Marking Paint**. This material meets the requirements of TT-P-115E, Type III. Available in Red, Blue, Black, White and Lead free yellow. Filled in 5-gallon pails.

PRODUCT ADVANTAGES: Versatile product for quick dry with excellent durability, applies with ease at ambient temperatures as low as 50 F. Normally requires no coning when painting lane lines and edge lines. It is designed to use with or without glass beads.

RECOMMENDED FOR: Street and parking lot applications with truck mounted or walk behind equipment. Excellent for parking lots where the lot can only be closed for short periods of time.

COVERAGE: 320 feet of 4" stripe @ 15 mils, 400 feet of 4" stripe @ 12 mils, 480 feet of 4" stripe @ 10 mils.

DRYING TIMES: 15 mils at ambient temperature dries to no pickup in 10-15 minutes. Heated applications of up to 125 F yields no pickup times of 6 minutes or less. To minimize dirt retention, lots should be closed to traffic for at least two hours after painting.

TECHNICAL DATA

	White	Yellow	Colors
Percent Pigment by Weight	57	57	55
Viscosity	82-85	82-85	82-88
Weight per Gallon (min.)	13.0	13.1	12.5
Flash Point	All colors below 25 degrees F		
VOC All Products	Less than 450g/L		
Percent Solids by Weight (min.)	74	74	73
Reflectance	85	50	
Hiding Power	All Colors: Complete @ 15 mils		
Reduction Solvent	All Colors: MEK/ Toluene		
Clean-up Solvent:	All Colors: Toluene or Xylene		

DIRECTIONS FOR USE: Mix thoroughly before using. Formulated to be applied as packaged. If thinning is necessary, use MEK or Toluene and not more than one (1) quart per 5 gallons of paint. When applying glass beads to line, use pressurized bead dispenser for best results.

SURFACE PREPARATIONS: Surfaces should be dry and free of dust, dirt and debris. Grease and antifreeze spots on surfaces should be removed to insure adhesion of paint.

CAUTIONS: PRODUCT FOR PROFESSIONAL USE ONLY
NOT INTENDED OR SUITABLE FOR USE IN OR AROUND A HOUSEHOLD OR DWELLING

DO NOT TRANSFER CONTENTS TO UNLABELED CONTAINERS
YELLOW PAINT MAY CONTAIN LEAD, UNLESS LABELED LEAD FREE

Dried film of this paint may be harmful if eaten or chewed.

WARNING: EXTREMELY FLAMMABLE. VAPOR HARMFUL. MAY IGNITE EXPLOSIVELY.

Keep away from heat, sparks, and open flame during use.

Can cause irritation of eyes, skin and respiratory tract. Contains Aliphatic and Aromatic hydrocarbons. SEE OTHER CAUTIONS ON MSDS.

Learned-the Hard Way HELPS AND HINTS

Note: Always remember to relieve all tank and/or line pressure.

MACHINE SET UP:

Set up of the machine should be as follows:

1. Tape a sheet of asphalt felt approximately 15 feet long to the surface. This allows ample space to spray and an easily disposable cleanup.
2. Flush pot, lines and spray gun with appropriate solvent.
3. Add paint to pot as is. If, when sprayed, it gives a ragged or orange peel appearance, Adjust pot or pump pressure and or atomizing air or tip size. Thinning should be a last resort.
4. Adjust gun height to give desired width.
5. Check film thickness and adjust pressure or speed to get desired mil thickness and uniform line thickness. Increase pressure to increase film thickness, decrease to lower.

COMMON COMPLAINTS:

Dirt retention, turning black, fading out, or looks like it wasn't painted.

This is by far the largest single complaint about traffic paint on parking lots. A very high percentage of the causes of the problem have nothing to do with the paint or how it is applied. It is simply a dirty, greasy parking lot. Very seldom is there any surface preparation on parking lots other than sweeping off the line to be painted. In every parking stall there are varying amounts of oil, grease antifreeze, tar and air conditioning condensate deposits. Care should be taken to observe these conditions before painting.

Wearing away or chipping.

1. Too thin application.
2. Over-thinned paint, leaving too low vehicle solids.
3. Sand or grit on lot needs to be swept or washed away.
4. Painting when pavement is damp. This is an acute problem when painting at night in humidity areas. Concrete absorbs moisture and can appear to be dry but actually is dry only at the surface. Trapped moisture under the line causes chipping.

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