

Description

Linemark Screed is a versatile thermoplastic road marking materials designed to produce excellent cost effective road markings.

Linemark Screed are supplied in a dry powder/granule form. The formulations are such that, when in the molten state, they can be applied onto carriageway surfaces to give lines of excellent definition and durability.

Linemark Screed is formulated for screed and extrusion application methods and is available in reflective and non-reflective form in a range of luminance factors and colours. Grades with enhanced skid resistance are available to meet specific client requirements.

Linemark Screed s available in grades suitable for all climatic conditions. In Western Europe and other temperate climates a softening point of 65°C is satisfactory but for sub-tropical climates 85°C is recommended and for tropical climates 95°C (using the BS 2000 method).

Benefits

- Versatile line marking materials
- Excellent definition
- Range of grades to fit climatic conditions
- Available in reflective or non-reflective grades
- A range of colours
- Highly durable
- Cost-effective
- User-friendly application properties

Technical

	White	Yellow
Luminance Factor	>70-78	>40
Softening Point °C (Wilhelmi)	>65	>65
Heat Stability (BS EN 1871)	>65	>45
Skid Resistance (BS EN 1436)	>45	>45
Flash Point (COC)°C	>270	>270
Relative Density (tonnes/m ³)	2.0±0.1	2.0±0.1
Max. Safe Heating Temp °C	220	220
Coverage Screed m ² /tonne @ 2mm - 5mm	100-250	100-250
Coverage Extrusion m ² /tonne @ 2.5mm - 3.5mm	143-200	143-200
Application Temp °C	180±10	180±10

Colours

White and Yellow

Surface Preparation

Ensure that the road surface is dry and free from dust, dirt, grease, salt and other contaminants. The road surface temperature must be above 5°C. Be aware that road markings applied to new or abnormally hot bituminous surfaces can become discoloured or obliterated by the transfer of surface bitumen by vehicle tyres.

Linemark Screed can be laid over existing thermoplastic markings if the original markings are sound. Old paint markings must be removed before applying thermoplastic.

On badly worn bituminous surfaces and concrete the road should be treated with Bitex Clear primer (see separate data sheet) prior to application of thermoplastic.

Application

The maximum safe heating temperature of 220°C should never be exceeded. Linemark Screed may be applied either by screed or extrusion methods. Thermoplastic is supplied in meltable polythene sacks, which enables the whole sack to be placed into a preheater fitted with a mechanical stirrer and thermometer.

When the material has been heated to the required application temperature (see Technical), carefully transfer to the application equipment and proceed with use.

Where initial retroreflectivity or skid resistance is specified, use glass beads or aggregate blends to suit. Please call us for advice.

Melted materials may be re-heated and used after solidifying providing the total time in the molten state has not exceeded 6 hours. Heating should be gradual to avoid scorching.

Linemark Screed should be laid to the following thicknesses:		
Linemark Screed	Screed	2-5 mm
Linemark Screed	Extrusion	2.5-3.5 mm

Aftercare

Under normal trafficking conditions with temperatures within normal ranges and periodic rainfall, thermoplastic should be self-cleaning.

Packaging and Storage

Thermoplastic road marking materials are packaged in polythene sacks and sold stretch-wrapped on pallets of approximately 1 tonne. This may vary for export/shipping requirements.

The sacks contain vent holes through which water can enter and therefore the material should be stored under cover in dry conditions. Under normal circumstances thermoplastic has a shelf life of at least 1 year.

Health and Safety

See separate Safety Data Sheet.