



APPLICATION GUIDELINES - PLURAL PAVEMENT MARKINGS

Application guidelines for the **HPS 2-5** series plural pavement markings are as outlined below.

Temperature

Both the pavement surface and ambient air temperature must be at least 35° F and rising prior to striping. This should be checked at least hourly when weather conditions cause temperatures to drop during the course of the striping operation. Please note your drying time will be increased when striping at low temperatures. Both the Part A and B must be heated to achieve adequate viscosity for application. Please refer to the temperature viscosity chart for starting points, but the temperatures may need to be varied with each distinct application device to insure maximum mixing and sprayability.

Surface preparation

The pavement surface on which the pavement marking is placed shall be free of all debris, laitance, and any other contaminants that may hinder the adhesion of the striping technology to the surface. Whenever grinding, scarifying, sandblasting, shot blasting or other operations are performed, the debris generated should be contained through vacuum equipment or equivalent. Additional prep for the surface indicated below is as follows:

Existing striped asphalt or concrete roadways - Any existing paint, thermoplastic, polyester, or tape pavement markings must be mechanically abraded away to a minimum of 90% removal to ensure adequate bonding. Removal of existing epoxy is not required unless the old epoxy is chipping or flaking.

New or not previously striped concrete roadways - Concrete must be allowed to cure at least 14 days, and must be mechanically abraded to remove any curing compounds or surface film.

New asphalt roadways - Although epoxy pavement markings can be applied 24 hours after the final roll is completed, it is recommended that a new asphalt roadway not be striped until all construction is completed (all paving, shoulder work, etc.) and the roadway has had at least 7 days of traffic flow. This allows any oils, roller aides, or other “liquid” surface coatings to be tracked off the road surface (thus assuring a better bond, giving a longer lasting line). Waiting also helps prevent any of these oils, dirt, etc. from being tracked or deposited onto and yielding a “dirty” looking epoxy stripe. As interim delineation, a thin coat of water borne traffic paint can be used (removal of this prior to the epoxy application is usually not required). Please note that in cases where an “exotic” additive or mix design is used in the asphalt, it may be necessary to lightly abrade the new asphalt surface prior to epoxy pavement marking application to aid the bonding of the epoxy and thereby yield a long lasting line.

*This data sheet is for information and evaluation purposes only. Since the application is out of our control, we make no guarantee of results, and assume no liability for damages incurred using the product. Ennis Paint reserves the right to change our products or literature at any time. Effective 12/1/03

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