

TECHNICAL INFORMATION  
SWARCOPLAST Spraytex for bike lanes



# SWARCOPLAST spraytex for bike lanes

Art.-No.: 583020sp

Art.-No.: 58....RAL....sp

Version: 2024-02-21

<b>1</b>	<b>Main characteristics</b> .....	<b>3</b>
<b>2</b>	<b>Technical Data</b> .....	<b>3</b>
<b>3</b>	<b>Mixing ratio / Application techniques / Hardener</b> .....	<b>4</b>
<b>4</b>	<b>Processing instructions</b> .....	<b>4</b>
4.1	Preparation of material and application techniques .....	4
4.2	Optimizing application properties of cold plastic .....	4
<b>5</b>	<b>Surfaces / pretreatment</b> .....	<b>4</b>
5.1	General information .....	4
5.2	Concrete or cement-bound surfaces .....	5
5.3	Bituminous surfaces .....	5
5.4	Cobbled pavement .....	5
5.5	Floor coatings .....	5
<b>6</b>	<b>Application techniques</b> .....	<b>5</b>
<b>7</b>	<b>Field test reports</b> .....	<b>6</b>

## Important Information:

Please consider our General Terms and Conditions and the general notes of the Technical Information Sheet! No liability is accepted for any errors! The information is provided to our best knowledge and experience. This information is, however, no warranty for any properties of the material. We provide this information without obligation, also regarding the rights of third parties. The user has to make sure that the material is appropriate for the respective application.

# 1 Main characteristics

## SWARCOPLAST Spraytex for bike lanes...

- belongs to the group of solvent-free, multi-component, reactive systems
- consists of two components which – through chemical interaction – form a duroplastic compound and cannot be thermally plastified thereafter
- is formulated with particular elasticity and is especially used for large scale coatings
- is suitable for bike lane markings at intersections with high traffic volumes
- does not need any additional drop-on materials, due to its excellent skid resistance properties
- is suitable for bituminous surfaces (e. g. mastic asphalt, asphaltic concrete) and also for concrete surfaces (primer required)
- has been special developed for machine application (spray technique)

# 2 Technical Data

<b>Color</b>	Traffic red approx. RAL 3020 (other colors upon request)
<b>Density</b>	approx. 1.93 kg/l +/- 0.06 depending on color
<b>Potlife</b>	5 – 10 min. (depends on hardener quantity, air – and material temperature)
<b>Solvent content</b>	Solvent-free, do not add solvent
<b>Solvent for cleaning</b>	Special cleaner for marking machines Art.-No.: 3086
<b>Drop-on material</b>	SWARCOPLAST Spraytex for bike lanes has a high content of skidding agent. Therefore, it is not absolutely necessary to use a secondary sprinkling agent to increase the skid resistance, but glass granulate or quartz sand should be added if necessary to create a good fine roughness or to improve the optical properties.
<b>Storage stability</b>	6 months (unmixed), in sealed original packaging; protect from frost and direct sun light
<b>Trafficability / curing time</b>	approx. 30 – 40 min. Depends on climate conditions (temperature, humidity, wind) material, layer thickness and road surface. In general, the marking's trafficability must be checked before it is exposed to traffic.
<b>Standard packaging</b>	<b>SWARCOPLAST Spraytex for bike lanes:</b> tin container with 10/15/25kg filling weight; Other tin container / filling weights on request <b>Liquid hardener:</b> plastic cans - 20 kg filling weight <b>Attention:</b> all hardener types are organic peroxides – they must be transported and stored separately from the cold plastic
<b>Identification</b>	The regulations and instructions concerning appropriate transport, handling, storage, first aid measures, toxicology and ecology are stated in our material safety data sheet! The instructions stated on the product label and in the MSDS must be followed.
<b>Processing temperature</b>	min. + 5°C
<b>Surface temperature</b>	+5°C to +45°C
<b>Relative humidity</b>	max. 75% (dew point spreadsheet is to be regarded)
<b>Thickness to be applied</b>	approx. 2 – 3 mm
<b>Theoretical consumption</b>	approx. 3.86 – 5.79 kg/m <sup>2</sup> depending on color Actual consumption depends on applied thickness, application technique (squeegee, trowel or roller), type and state of the surface.

### 3 Mixing ratio / Application techniques / Hardener

Product	Art.-No.	Techniques	Hardener type
<a href="#">SWARCOPLAST Spraytex for bike lanes</a> traffic red	583020sp	Open mixing system Manual application with special designed machines	Liquid hardener
<a href="#">SWARCOPLAST Spraytex for bike lanes</a> colored	58....RAL....sp		
<b>Mixing ratio: reactive component / base component (SWARCOPLAST Spraytex for bike lanes) : liquid hardener = 98 : 2</b>			
Between October and April SWARCOPLAST Spraytex for bike lanes is delivered in winter formulation, due to weather conditions			

## 4 Processing instructions

### 4.1 Preparation of material and application techniques

SWARCOPLAST Spraytex for bike lanes must be homogenously stirred in the original container before processing.

It is important for 2-component marking machines with shielded mixture procedure (98:2 system) to ensure the machine is adjusted with the correct mixing ratio inside the mixing tube.

SWARCOPLAST Spraytex for bike lanes is solvent-free and must be applied without adding any solvent (for optimizing of application properties, see 4.2.).

The cleaning must occur before the material has cured completely, using special cleaner for marking machines (Art.-No.: 3086).

The theoretical consumption for this material is listed in the table "Theoretical consumption of material and drop-on material" on our website in kg/m<sup>2</sup> as well as in kg/km of line to be marked depending on typical line width.

### 4.2 Optimizing application properties of cold plastic

The application properties and reactivity of the material depend on the temperatures of cold plastic, air and surface temperatures. Proper storage conditions partly improve application conditions (see Technical Data).

For optimizing application properties, i. e. the reduction of viscosity, max. 2% Condenser for SWARCOPLAST Spraytex (Art.-No.: 3044) can be added when temperatures of material, air and surface are low.

**Attention:** Only prepare the required material, since viscosity or settle properties may change later on.

## 5 Surfaces / pretreatment

### 5.1 General information

The surface must be dry, clean and free from grease, oil and loose gravel and other contaminations. The surface and potentially existing old markings must be checked for their carrying capacity and compatibility with the material to be applied. In case of doubt, test applications and adhesion tests are required. Ideally old markings should be removed with appropriate mechanical procedures.

## 5.2 Concrete or cement-bound surfaces

Pavement components that prevent good bonding – especially on new concrete – such as fine mortar layers, concrete slurries, concrete after-treatments as setting retarders, paraffins, silicate-based impregnations, etc. must be appropriately removed (e. g. with high pressure waterjet, fine millcut or similar). We recommend conducting test applications. In case of doubt contact us in written form.

Before applying SWARCOPLAST Spraytex for bike lanes on concrete or cement-bound surfaces should be pretreated with primers:

- a) using spray technique (paint spray machine) with 2-C EP Primer (Art.-No.: 8609000) or
- b) manually (roller) with 2-C primer B71 for concrete (Art.-No.: 8010)

It is essential to have a sufficient and uniform coverage with primer in order to obtain an optimum bonding of the cold plastic and the concrete. Primer consumption may vary depending on the concrete's porosity. The moisture of concrete must not exceed 4% when applying 2-C B71 for concrete primer. Primers based on epoxy resins are suitable for residual moisture surfaces. Primers diminish formation of bubbles that are likely to occur when concrete surfaces are not primed.

## 5.3 Bituminous surfaces

Any loose components such as chippings must be removed. Special agents used in new pavement asphalt (e. g. fluxoils, parting agents) are detrimental to good bonding of markings or may cause discoloration. Since these components are hardly removable with mechanical means, the surface should be exposed to traffic for 4-6 weeks prior to the application. Bonding checks are obligatory. If required before application of SWARCOPLAST Spraytex for bike lanes a thin primer layer (max. 200 µm) K815 for bike lanes should be applied to avoid bleeding.

## 5.4 Cobbled pavement

Natural, artificial and compound stone pavements are non-static surfaces and not suitable for bike lane markings with thick layers. No guarantee is given in cases of: crack formation, chippings caused by the movement of pavement parts, poor bonding (e. g. natural or artificial stones), penetration of moisture, wear of marking. Therefore, cobbled pavements are not suitable for SWARCOPLAST Spraytex for bike lane markings. Cobbled pavements require an expensive pretreatment (see: General Information of Technical Information sheets).

## 5.5 Floor coatings

For markings on floor coatings our SWARCO SAFETY-LINE products should be used.

# 6 Application techniques

Machine applied with specially designed spray marking machines in the 98:2 system with liquid hardener.

To improve the grip and the surface appearance, glass granulate can be added. This additionally creates a fine-rough surface.

With fresh bituminous surfaces, pre-priming with K815 for bike lanes should be applied to avoid bleeding.

## 7 Field test reports

Test report-no.	German Road Marking Society	Stretch	Traffic exposure	Layer thickness	Drop-on material	Skid resistance / SRT value
F 1104	PBS	Bike lane Nuremberg	24 months	3 mm	Glass granulate	49
F 1104	PBS	Bike lane Nuremberg	24 months	3 mm	Glass granulate	48
F 1104	PBS	Bike lane Nuremberg	24 months	3 mm		50
F 1104	PBS	Bike lane Nuremberg	24 months	2,6 mm		49
Fahrrad- straße Stralsund	PBS	Bike lane Stralsund	12 months	3mm	Glass granulate	56
Richard- Wagner-Str. (Rostock)	PBS	Bike lane Rostock	14 months	3mm	Glass granulate	70