

YELLOW T-BAR

'TRANSVERSE BAR' THERMOPLASTIC ROAD MARKING MATERIAL

MATERIAL SPECIFICATION SHEET (MSS08)

description >>>

YELLOW T-BAR is a specialist thermoplastic road marking designed to meet the requirements for Transverse Bar Markings. It is a very durable product and incorporates a carefully selected high PSV aggregate to provide *sustained* levels of high skid resistance.

scope of use >>>

Manufactured as a Screed material, YELLOW T-BAR is designed to provide a visual, sensory warning to drivers on high speed approaches to roundabouts, traffic lights or toll plazas. These markings have been shown to be effective in reducing accidents associated with speed adaptation, i.e. where drivers have been travelling at a sustained high speed for long periods.

In the UK, YELLOW T-BAR is primarily used in accordance with the requirements of Traffic Signs Manual, Chapter 5, Section 11 (Road Markings 2003). It may also be suitable for other related speed reduction or traffic calming applications.

product highlights / benefits >>>

- Effective material for the prevention and reduction of 'speed adaptation' accidents
- Sustainable high skid resistance
- Durable and long lasting properties
- Supplied as a reflective grade to enhance effectiveness at night (upon wear)
- Easily hand applied



technical data >>>

Laboratory Tests	Value	Class
BS EN 1871 Softening Point	≥ 80°C	SP2
Export Grades	≥ 95°C	SP3
BS EN 1871 Luminance (β)	≥ 50 Yellow	LF2
Other Data	Value	Class
BS EN 1436 Skid Resistance (SRT)	≥ 55	S3 (min)
Higher initial skid resistance is achieved by the use of a special Drop on Aggregate mixture.		
Flash Point (Open Cup)	≥ 230°C	N/A
Maximum Safe Heating Temp	220°C	N/A
Application Temp. Screed	150 - 200°C	N/A
Relative Density	1.9 ± 0.2 g/cm ³ (mt / m ³)	N/A
Coverage Rate Screed	100 - 200 m ² / mt	N/A
Coverage rate is approximate only and depends on applied thickness and road surface texture.		

packaging & storage >>>

YELLOW T-BAR thermoplastic is packed in approx. 25kg heat-sealed meltable "pillow sacks" in 1 tonne lots. Each batch is covered with a polyethylene top-sheet and shrink-wrapped. Materials should be stored under cover in dry conditions and if stored correctly will have a shelf life of > 1 year.

The pillow sacks contain ventilation holes to prevent bursting and it is important that the material is stored under cover to prevent ingress of moisture. Wet material poses a significant Health and Safety risk to operators as it can "foam" excessively and overflow from the pre-heater.

health & safety information >>>

Please refer to separate H&S Data Sheet (MSDS XX). General information for all products is contained on the reverse of the pallet weight sheet.

surface preparation >>>

The surface should be dry, free from dust, dirt, grease or oil and any other detritus material. The road surface temperature should be above 5°C. Ideally existing markings should be removed prior to application.

YELLOW T-BAR may be applied over existing



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markings provided that they are in a sound condition and will not be easily removed from the road surface. YELLOW T-BAR should not be applied over old paint markings.

On worn bituminous and concrete surfaces, a suitable tack coat primer should be used in accordance with the manufacturer's instructions prior to application.

It should be noted that thermoplastic road markings laid on new bituminous surfaces could suffer from "bitumen carry-over" leading to discolouration and masking of the road markings.



application information >>>

YELLOW T-BAR is supplied in 25kg (approx.) low melt polyethylene bags that may be melted with the product.

Place a few bags of product into the preheater, fitted with mechanical agitation and temperature control devices, and heat up to approaching the stated application temperature.

When this initial material is molten the remainder of the preheater may then be filled (heating a small amount initially, increases the rate of heat transfer and reduces heating time for a full preheater of material).

When the material has been brought to the recommended temperature, and has been thoroughly mixed, it can then be transferred to the application equipment.

DO NOT EXCEED the maximum safe heating

temperature as this is potentially dangerous and could lead to flashing, discolouration of the material and severe deterioration of the binder.

Drop-on glass beads should not be applied as this can detract from the skid resistance of the material.

YELLOW T-BAR products should be applied at the recommended thicknesses as follows:

1) SCREED 3 – 5mm

Although thinner markings might need more frequent renewal, they are less likely to result in noise levels which are unacceptable to local residents.



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The information contained in this specification is believed to be accurate as of the date of issue. Kestrel Thermoplastics Ltd. reserves the right to make changes to this specification as required. Performance data compiled from independent trials is INDICATIVE only and does not constitute a guarantee as in situ performance is significantly affected by application conditions. It is the users responsibility to ensure that the product selected is suitable for the intended use.



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