



DESCRIPTION:	LOW VOK™ ACRYLIC TRAFFIC MARKING PAINT
COLOR:	RED - FED. STD: 595B 31136; BLUE – FED. STD: 595B 35180; BLACK – FED. STD: 595B 37038
APPLICABLE SPECIFICATION:	FED SPEC. A-A-2886 B TYPE I AND II, SOLVENT BASED 100 G/L REGULATIONS
TYPICAL USE:	STREETS, PARKING LOTS and AUXILIARY MARKINGS
DRY TIME:	MAXAMIN 10 MINUTES @ 77°F
COVERAGE:	APPROX. 320 LINEAR FEET OF 4" LINE APPLIED @ 15 MILS WET – PER GALLON

TECHNICAL DATA AND PRODUCT SPECIFICATIONS MAY BE FOUND ON REVERSE SIDE OF THIS DOCUMENT

WARNING

To avoid slips and falls, do not use Aexcel traffic marking paint on large pedestrian surfaces or inclined surfaces including, but not limited to, ramps, walkways, stairs, crosswalks, and loading zones. As another example, do not paint an entire traffic stall. When the paint is applied to areas where there may be pedestrian traffic, always apply in conjunction with sufficient anti-slip additives to ensure traction. Failure to add anti-slip additives could contribute to falls that could result in serious injury or death.

TO INCREASE SLIP RESISTANCE

Add G3 anti-slip aggregate to any paint that may be exposed to pedestrian traffic. The larger the surface area of paint being applied the greater the need for aggregate. We recommend 4 pounds of G3 aggregate per 100 ft². See the most recent ANSI guidelines for guidance on increasing slip resistance. See ANSI/NFSI B101.1 & ANSI/NFSI B101.3 for guidance on increasing slip resistance.

GENERAL INFORMATION

The following information has been provided as a general guideline for the use and disposal of Aexcel traffic marking paints. It is also very beneficial to run a small test in a non-critical area to ensure the surface preparation; weather conditions, equipment and product are suitable and working properly.

SURFACE PREPARATION

Care should be taken to ensure that the surface is clean, dry and free of loose material. A simple leaf blower is typically sufficient to remove gravel and dust in most instances. When applying over previously coated areas, however, take special care to remove any loose or peeling paint. Other surface conditions, such as areas with large amounts of oil buildup or existing epoxy coatings, may require a power-washing procedure or abrading the surface before application of the paint. New concrete and asphalt should be aged for a minimum of 30 days prior to painting. Use caution when stripping over a freshly sealed surface. Sealers can affect the adhesion and cure of traffic marking paints. For more information on the surface, please consult with the supplier or applicator of the surface.

WEATHER CONDITIONS AND APPLICATION

Air temperature, surface temperature, humidity and the weather conditions following application are extremely important factors in the success of the products. Aexcel formulates these coatings to be applied without further reduction. They can also be used in conjunction with the application of glass beads to improve reflectivity without sacrificing other properties. Protect fresh lines from traffic until thoroughly dry. These coatings should not be applied at temperatures below 40°F and/or less than 2 hours before any expected precipitation. At lower temperatures or when humidity is extremely high, a significant amount of extra time will be needed for the paints to dry.

EQUIPMENT

Tip size, fluid pressure, atomizing air pressure, paint viscosity and paint temperature are all critical to the appearance, consistency and performance of the paint. The equipment must be matched with the paint being applied to achieve the proper film thickness and coverage. These V.O.C.-compliant coatings contain extremely volatile solvents and should not be applied with paint temperatures above 120°F at the gun tip. Typical tip sizes for “airless” machines are .019”-.021”, while “air-atomized” machines use .086”-.11” at 60 lbs. pressure. For more information, please consult with the equipment manufacturer.

PAINT SELECTION AND SAFETY

These coatings, like all solvent-based products, are extremely flammable. Do not smoke or weld while working with these paints. Empty containers that hold these products will also contain residual vapor and should be handled in the same manner as those that are full. Use only paint recommended or specified for each application. Shelter the containers when possible and avoid prolonged outside storage. Agitation of the paints by stirring or shaking should be performed to ensure uniform consistency, application and performance. When storing partially filled containers, a small amount of solvent may be added and allowed to stand on top to avoid “skinning”. Always be sure the containers are sealed tightly during transport or storing to avoid spillage, risk of fire and solvent evaporation. Keep paints away from heat and flame. Consult the MSDS and/or labels for further safety, personal protection, first-aid, and spill or leak procedures.

WASTE DISPOSAL

Comply with all regulations regarding the handling, storage and disposal of all hazardous materials and waste. Consult local agencies or disposal companies for individual instructions and requirements. Improper disposal of paints and their related materials is illegal and may result in large fines. Please comply with all regulations and minimize waste whenever possible.

DESCRIPTION:	LOW VOK™ Acrylic Traffic Marking Paint		
COLOR:	Red	Blue	Black
CODE:	22R-D005	22L-D010	22A-D010
ΔE CIELAB UNITS FROM STD:	6 Max.	6 Max.	6 Max.
VISCOSITY @ 77°F, Krebs Units (KU):	70-80	70-80	70-80
WEIGHT PER GALLON @ 77°F, Lbs.:	12.09 +/- .2	12.16 +/- .2	12.13 +/- .2
PIGMENT, % By Weight:	57.86 +/- 2%	58.03 +/- 2%	58.11 +/- 2%
TOTAL SOLIDS, % By Weight:	74.09 +/- 2.0%	74.22 +/- 2%	74.34 +/- 2%
TOTAL SOLIDS, % By Weight:	53.26 +/- 2.0%	53.11 +/- 2%	53.56 +/- 2%
DRY TIME TO NO PICKUP, Minutes:	10 Max.	10 Max.	10 Max.
DRY OPACITY:	0.92 Min.	0.92 Min.	1.0 Min.
V.O.C.:	98.16 g/Liter (.819 Lb./Gal.)	88.29 g/Liter (.737 Lb./Gal.)	99.22 g/Liter (.828 Lb./Gal.)
BLEED RATIO, ASPHALT:	0.90 Min.	0.95 Min.	0.90 Min.
CLEANUP SOLVENTS:	Acetone	Acetone	Acetone
REVISION DATE:	02/07/2026		

AMERICA'S TOUGHEST TRAFFIC PAINTS™

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