



DESCRIPTION:	ROADZILLA® YELLOW METHYL-METHACRYLATE (MMA) 1:1 THICK FILM TWO-COMPONENT TRAFFIC MARKING PAINT
COLOR:	YELLOW – PART “A AND B” (CATALYZE 1:1 BY VOLUME AFTER ADDING 4 PARTS BENZOYL PEROXIDE TO PART B)
PART B MIX RATIO:	MIX 4 PARTS BY WEIGHT OF BENZOYL PEROXIDE INTO PART B FOR EVERY GALLON OF PART B USED.
CORRESPONDING CODES:	PART A: 25Y-G026 PART B : 25Y-G027
APPLICABLE SPECIFICATION:	VARIOUS. PRODUCT HAS BEEN APPROVED IN AK, ID, WA, NY, CA AND IS BEING EVALUATED IN OTHER STATES.
TYPICAL USE:	CROSSWALKS, STOP BARS, SIGNAGE, AND OTHER AREAS WHERE DURABILITY IS CRITICAL
DRY TIME:	LESS THAN 30 MINUTES AT 77°F
COVERAGE:	APPROXIMATELY 25 SQ. FT. PER GALLON AT 60 MILS APPROXIMATELY 66 GAL/MILE AT 60 MILS
GLASS BEADS:	AT LEAST 12 POUNDS PER 100 SQUARE FEET WITH SWARCO MEGALUX 30/50 GLASS BEADS WITH THE T-13 COATING.



TECHNICAL DATA AND PRODUCT SPECIFICATIONS MAY BE FOUND ON THE 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 it 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.

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. Methacrylates should be applied to unpainted substrates or to previous methacrylate coatings. They will not adhere to existing waterborne or thermoplastic markings. They will adhere to solvent markings, however, to ensure bonding, there should be less than 25% of the old coating remaining prior to applications. Other surface conditions, such as areas with large amounts of engine 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 striping 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. Do not apply it to wet surfaces or over existing painted areas. 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. **This coating should not be applied to surfaces less than 35°F or to surfaces above 135°F.**

EQUIPMENT

The equipment must be matched with the paint being applied to achieve the proper film thickness and coverage. Methyl-Methacrylate coatings require specialized application equipment and should never be applied using standard equipment. Equipment recommendations are available on request.

PAINT SELECTION AND SAFETY

Use only paint recommended or specified for each application. Methyl-Methacrylates give off large amounts of heat upon reaction. Mixing volumes of more than five gallons at a time is not recommended due to the exothermic reaction. 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. Always be sure the containers are sealed tightly during transportation or storing to avoid spillage, risk of fire and solvent evaporation. Keep paints away from heat and flame. Consult the SDS and/or labels for further safety, 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 paint and its related materials is illegal and may result in large fines.** Please comply with all regulations and minimize waste whenever possible

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COLOR: YELLOW – PART “A AND B” (CATALYZE 1:1 BY VOLUME AFTER ADDING 4 PARTS BENZOYL PEROXIDE TO PART B)

CODE: PART A : 25Y-G026 PART B : 25Y-G027

VISCOSITY @ 77°F, Krebs Units: 85-105 KU’s

WEIGHT PER GALLON @ 77°F, Lb.: 12.8 +/- 0.2

TOTAL SOLIDS, % By Weight: 99.0 Minimum

PROPERTIES: (After combination at 1:1 Part “A” to Part “B” with 4 parts Benzoyl Peroxide added to Part “B”)

GEL TIME, Minutes: 10 Maximum

NO TRACK TIME, Minutes @ 77°F: 30 Maximum

HARDNESS, Shore Durameter, Type D: 60 Minimum

DRY FILM REFLECTANCE, % of Magnesium Oxide: 50 Minimum

CHEMICAL RESISTANCE: NO EFFECT AFTER SEVEN DAYS IMMERSION IN ANTIFREEZE, MOTOR OIL, DIESEL FUEL, GASOLINE, CALCIUM CHLORIDE OR TRANSMISSION FLUID

CLEANUP SOLVENTS, Green: CITRO-D Thermoplastic Equipment Cleaner - MGI Traffic Control Products (Natural - Biodegradable- Organic)

CLEANUP SOLVENT, Conventional: Acetone

REVISION DATE: 8/12/24

***NOTE: For best results for retro reflectivity, topcoat at least 12 pounds per 100 square feet with Swarco’s Megalux glass beads with the T-13 coating. Product data sheets of the beads are available upon request. Different gradations and coverage rates may be required based on the specifics of the installations. Use of other coatings on the glass beads could affect the cure and durability of the material.**

AMERICA’S TOUGHEST TRAFFIC PAINTS™

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