

# Technical Data Sheet

## STARCOAT PMMA VEHICULAR COAT

**Starcoat PMMA Vehicular Coat is a textured coating used as a wearing layer for the Starcoat PMMA cold applied liquid waterproofing system.**

pre-filled top layer noted for its outstanding resistance to wear and chemicals, including gasoline. It was developed especially for parking spaces and vehicle traffic areas in multi-story car parks. The coated surface can be any colour, used to create patterns or markings for traffic guidance.

### Material

2-component, fast-reactive, flexible, pigmented coating with PMMA-based (polymethyl-methacrylate) filler particles sized to control layer thickness.

### Properties and advantages

- High abrasion-resistance.
- High slip-resistance.
- Permanently weather-resistant (UV-, hydrolysis and alkali-resistant).
- Chloride-resistant.
- Resistant to frost and de-icing salts.
- High impact resistance.
- Highly resistant to chemicals such as gasoline.
- Any RAL colour.

- Pattern and colour design possible.
- Fast, simple application.
- Rapid curing.
- Solvent-free.
- Easy to clean.
- Low susceptibility to soiling.

## Areas of application

Starcoat PMMA Vehicular Coat is used as a pre-filled top layer to increase chemical and mechanical resistance. It is particularly suited as surfacing for parking and vehicle traffic areas in multi-story car parks.

## Packaging

Summer		Winter	
15.00kg	Starcoat PMMA Vehicular Coat	15.00kg	Starcoat PMMA Vehicular Coat
0.20kg	Starcoat PMMA Catalyst (2 x 0.1kg)	0.40kg	Starcoat PMMA Catalyst (4 x 0.1kg)
<b>15.20kg</b>		<b>15.40kg</b>	

## Colours

Starcoat PMMA Vehicular Coat is available in the following standard colours:

RAL 7032 Pebble Grey

RAL 7043 Traffic Grey B

Other RAL colours are available on request.

## Storage

Products should be stored sealed in their original airtight container and in a cool, dry, frost-free place. Unopened products have a shelf life of at least 6 months. Direct sunlight on the containers should be avoided, including on site. After removing some of the contents, reseal the containers so they are airtight.

## Application conditions

TEMPERATURES	The product can be applied within the following temperature ranges:		
Product	Temperature range in °C		
	Air	Substrate*	Material
Starcoat PMMA Vehicular Coat	-5 to +42	+3 to +42*	+3 to +30

\*The substrate temperature must be at least 3°C above the dew point during application and curing.

## Moisture

The relative humidity must be  $\leq 90\%$ .

The surface to be coated must be dry and ice-free. It must be protected from moisture until the coating has hardened.

## Reaction times and required amounts of catalyst

	Starcoat PMMA Vehicular Coat (at 20°C, 3% Starcoat PMMA Catalyst)
Pot life	approx. 12 minutes
Rain-proof after	approx. 30 minutes
Can be walked on or over-coated after	approx. 45 minutes
Curing time	approx. 2 hours

Higher temperatures or greater proportions of Starcoat PMMA Catalyst will reduce reaction times, while lower temperatures and smaller proportions of Starcoat PMMA Catalyst will increase reaction times.

The following table indicates the recommended amount of Starcoat PMMA Catalyst required to adjust the curing reaction to the temperature.

Product	Substrate temperature in °C / required amounts of Starcoat PMMA Catalyst in % (guide)									
Starcoat PMMA Vehicular Coat	-5	+3	5	10	15	20	25	30	35	40+
	-	4%	4%	3%	2%	2%	1.5%	1%	1%	1%

## Consumption rates

Substrate	Consumption
Smooth	Approx. 3.50kg/m <sup>2</sup>

## Application Rates

Substrate: Smooth  
Application Rate: Approx. 3.50kg/m<sup>2</sup>

## Technical data

Density: 1.87g/m<sup>3</sup>

## Skid Resistance

Standard application: R12  
SRT value: >55

## Application

<b>Application equipment/tools</b>	For mixing product:	Twin paddle stirrer
	For applying the product:	Aluminium blade approx. 60cm or Smoothing trowel
	Surface treatment (optional) using:	A toothed scraper with a handle for smoothing the surface to create a more uniform appearance

## Substrate preparation

The Starcoat PMMA Vehicular Traffic can either be applied to the hardened Starcoat PMMA Primer or to the hardened Starcoat PMMA Self-levelling Mortar.

## Mixing

Stir the contents of the tub thoroughly.

Add the Starcoat PMMA Catalyst while stirring the resin at a slow speed setting and mix for 2 minutes. Ensure that the product on the base and sides of the container is mixed in. Ideally the Starcoat PMMA Vehicular Coat should then be re-potted and stirred thoroughly again.

At product temperatures <10°C the product should be stirred for 4 minutes as the Starcoat PMMA Catalyst will take longer to dissolve.

### Application

Spread the mixture evenly using an aluminium blade or smoothing trowel and draw down over the thickness control particles without pressure. The advantage of using the aluminium blade is that this can minimize the otherwise normal trowel marks to create a smooth, even appearance. The fresh material can also be smoothed using a toothed scraper without applying pressure. This method should also result in a trowel mark free finish.

### Cleaning

Cleaning If work is interrupted or when it is completed, clean the tools thoroughly with Starcoat PMMA Cleaner within the pot life of the product (approx. 12 minutes). This can be done with a brush. Do not use the tools again until the Starcoat PMMA Cleaner has fully evaporated.

Simply immersing the tools in the Starcoat PMMA Cleaner will not prevent the material from hardening.

### Safety and risks

Please refer to the Safety Data Sheets (SDS) for the products used.

## General information

The above product and application information is based on extensive development work and experience and is provided to the best of our knowledge. However, the wide variety of requirements and conditions on site mean that it is necessary for the product to be tested to ensure that it is suitable for the intended purpose. Only the most recent version of the document is valid. We reserve the right to make changes to reflect advances in technology or improvements to our products. Axter Ltd makes no warranties, express or implied, as to the properties and performance under any variations from such conditions in actual construction.

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