

OFFICE MEMORANDUM



MICHIGAN
DEPARTMENT OF STATE HIGHWAYS

October 9, 1974

To: L. T. Oehler
Engineer of Research

From: A. J. Permoda and A. R. Gabel

Subject: "Kling-Strip" Highway Striping Remover from Pert Products Company of Detroit. Research Project 74 NM-408. Research Report No. R-940.

Subject stripe remover was referred to the Laboratory on recommendation of the Committee on New Materials at the June 18, 1974 meeting, while discussing a previously evaluated stripe remover, "Stri-Cel" under Research Project 74 NM-385, with a "Not recommended for use," Laboratory conclusion. As noted in the minutes, the Committee's discussion included the statement, "It was observed that the crews in the Escanaba area are using the product Kling-Strip which works very well."

Incidentally, the meeting discussions included references to litigations against the Department for accidents allegedly caused by incomplete removal of temporary striping.

Subsequently, the Laboratory obtained two samples of subject stripper from the Escanaba crew, and a descriptive sheet from the producer in Detroit. Following the producer's general directions, we found the samples to be no more effective in removing roadway striping than previously evaluated strippers.

Obviously something was wrong, so we contacted the Escanaba crew foreman relative to his technique in obtaining stripe removal with subject stripper. We then got acceptably good stripe removal by following his directions which are, a) flood the striping with the remover, b) after several minutes scarify the striping with a wire brush, c) pond the off-striping flow back onto the striping and scarify with a wire brush, d) after 10 to 15 minutes repeat item (c) adding more remover if necessary, until satisfactory stripe removal, and e) flush off striping and residual remover with a stream of water.

Conclusions and Recommendations

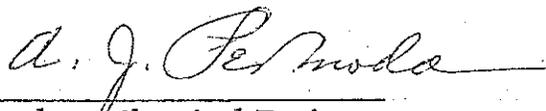
1. Subject highway striping remover does work providing the application technique developed by the Escanaba crew is used, for which they should be commended.

2. We recommend its test use by other crews with some reservations, because of hard-won personal experience. Its use must be accompanied by the following precautionary instructions, apparently followed by the Escanaba crew, which are:

a) This remover has a high vapor pressure and develops pressure in its container so it must be stored in a cool area. In addition, personnel handling it must wear safety glasses and be cautioned about removing the container closure, which will be under pressure.

3. The remover costs about \$5/gal. It consists of relatively high-solvency thinners, mostly methylene chloride, which will not damage tougher parts of the body, like hands, if wiped off promptly after accidental contact.

TESTING AND RESEARCH DIVISION



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cc: New Materials Committee