

OIL WOOD TRAFFIK

Single-component oil-urethane finish with waxed/oiled effect



Description

OIL WOOD TRAFFIK is a single-component oil-urethane finish for wooden floors characterized by a high resistance to wear and abrasion, which can be compared with an excellent two-component solvent-based polyurethane varnish. It gives the wooden floor a warm and soft appearance, typical of the natural oil-based finishes, and it's very easy to be maintained. Moreover it is very easy to be applied, because it spreads well, and it never shows orange peel, neither overlapping, no bubbles, it dries quickly and the opaque compound spreads on the surface in a homogeneous way.

Characteristics

Mixture ratio	single-component
Application temperature	+10°C ÷ +25°C
Application	roller / brush
Thinning (if necessary)	DILUENTE DRV 1 / Terpentin
Coverage	100 g/m ²
Dust dry	3 h ⁽¹⁾
Fingerprint dry	6 h ⁽¹⁾
Sandpapering	24 h ⁽¹⁾
Gloss level	LD: 45 gloss, SL: 35 gloss, OP: 15 gloss, SUPER OP: < 10 gloss ⁽²⁾
Chemical and physical characteristics	very good
Coating	good
Storage stability	1 year ⁽³⁾
Packaging	12,5 L - 5 L
Tool cleaning	DILUENTE DNE

- 1 at 20°C and 65% R.H.
- 2 onto wet film of 90 micron hardened at 20°C and 65% R. H. for 7 days
- 3 in original sealed containers at temperatures between +10°C and +25°C

How to use

OIL WOOD TRAFFIK is a ready-to-use lacquer and it's applied onto previously sanded, filled and vacuumed wooden floor. After 24 hours sand the first coat with 220 grit sandpaper and apply the second coat. Its easiness of application allows you to obtain surface that is absolutely free from any kind of defect (roller marks, surmounts etc.).

OIL WOOD TRAFFIK becomes yellow in the dark, so we don't suggest the application over light colors of Lios Bioil range (i.e. Lios Bioil Bianco).

Inter-sanding between one and the other coat has to be made within 48 hours. After 48 hours, in order to have the best adhesion between coats, is necessary to sand with 180 paper grit.

N.B. OIL WOOD TRAFFIK is a lacquer with an oxidative polimerization. Therefore it is possible that some wood species

very rich of extractive elements slow down the drying process; from our experience, for example, IPE' Lapacho inhibits the drying of OIL WOOD TRAFFIK.

The drying of OIL WOOD TRAFFIK is strongly slowed by contact with reactive glues (both single and two-component) having as result a permanent polishing of the gaps. When necessary, dip the heads of wooden boards with dispersion glues of our PARKETTKOLL range.

Please bear in mind that in environments with high humidity, poor ventilation and different environment's temperatures, OIL WOOD TRAFFIK can suffer in drying time. This delay can cause a temporary stickiness of the coating.

The regular and/or intense maintenance of floors treated with OIL WOOD TRAFFIK has to be done with VELUREX or LIOS products.

Warnings

Cloths, rollers, pads used for the application (even sanding dust), must be soaked immediately after use in order to avoid the risk of self-ignition.

Safety and risk information

- Flammable liquid and vapour. · May be fatal if swallowed and enters airways. · May cause drowsiness or dizziness.
 - Repeated exposure may cause skin dryness or cracking. · Contains . May produce an allergic reaction.
 - If medical advice is needed, have product container or label at hand. · Keep out of reach of children. · Keep away from heat / sparks / open flames / hot surfaces. · No smoking. · Keep container tightly closed. · Wear protective gloves / protective clothing / eye protection / face protection. · IF SWALLOWED: Immediately call a POISON CENTER or doctor / physician. · Dispose of contents / container to . . .
- Contents: NAPHTHA (PETROLEUM), HYDROTREATED HEAVY ;



Web link

Be sure to have the latest version of this technical data sheet downloadable also from the following link:



http://www.chimiver.com/tds/EN_OIL_WOOD_TRAFFIK.pdf

These information are given from the best of our knowledge and technical experience. They are of general character and not binding in any way our company. Every single case should be put to a practical test by the user who assumes the full responsibility of the final result of his work.