



Designation: D713 – 23

Standard Practice for Conducting Road Service Tests on Fluid Traffic Marking Materials¹

This standard is issued under the fixed designation D713; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ϵ) indicates an editorial change since the last revision or reapproval.

1. Scope

1.1 This practice covers the determination of the relative service life of fluid traffic marking materials such as paint, thermoplastic, epoxy, and polyester products under actual road conditions using transverse test lines. Materials under test are applied under prescribed conditions and periodic observations are made using prescribed performance criteria.

1.2 The values stated in SI units are to be regarded as the standard. The values given in parentheses are for information only.

1.3 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety, health, and environmental practices and determine the applicability of regulatory limitations prior to use.*

1.4 *This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.*

2. Referenced Documents

2.1 *ASTM Standards:*²

D913 Practice for Evaluating Degree of Pavement Marking Line Wear

D6628 Specification for Color of Pavement Marking Materials

E1710 Test Method for Measurement of Retroreflective Pavement Marking Materials with CEN-Prescribed Geometry Using a Portable Retroreflectometer

E2367 Test Method for Measurement of Nighttime Chroma-

ticity of Pavement Marking Materials Using a Portable Retroreflection Colorimeter

3. Significance and Use

3.1 This practice is an accelerated evaluation of bead retention, retroreflectivity, daytime color, night time color, and wear characteristics of fluid traffic marking materials. It is used to determine the useful life of such markings in the field. The same procedures are applicable to evaluating longitudinal lines to determine service life.

4. Type and Location of Pavement for Tests

4.1 Select sections where traffic is moderate and free-rolling with no grades, curves, intersections, or access points near enough to cause excessive braking or turning movements, where wear is uniform with full exposure to the sun throughout daylight hours, and there is good drainage. Select surfaces that are representative of the pavements upon which the fluid traffic marking material will be used in practice. Such surfaces include portland cement concrete, sheet asphalt, bituminous concrete, rock asphalt, and bituminous surface treatment.

5. Conditions at Time of Application

5.1 Clean the test area thoroughly of all foreign material. Follow the pavement marking manufacturer's recommendation for the application of the pavement marking to be tested. This should include the recommendations for air and pavement temperature, material temperature, relative humidity, wind chill, and wind speed. Application between 10 a.m. and 3 p.m. is recommended. During application record air and pavement temperature, wind speed, and relative humidity hourly.

6. Measurement of Wet Film Thickness

6.1 The wet film thickness should preliminarily be measured by the applicator using a comb gauge or other suitable mechanical instrument prior to performing weighted measurements. A length of roofing paper placed by the side of the road can be used and should be as level as possible to maintain a consistent speed of the motorized striper. Place a rigid metal test panel on the roofing paper and in the path of the test line. A 300 mm by 300 mm (12 in. by 12 in.) metal panel 1.5 mm ($\frac{1}{16}$ in.) in thickness is satisfactory. To determine the wet mils

¹ This practice is under the jurisdiction of ASTM Committee D01 on Paint and Related Coatings, Materials, and Applications and is the direct responsibility of Subcommittee D01.44 on Traffic Coatings.

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² For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

thickness by weight, apply a 4 in. test line across a 12 in. tared metal panel or one of a known weight, and weigh the panel immediately after application using a calibrated balance of 1500 g capacity with 0.1 g or better sensitivity. The balance should be level and shielded from wind and vibration. Weighed panels should be quickly cleaned and dried to their original tared weight. If the width, appearance, or wet film thickness is not satisfactory, adjust the motorized striper and repeat until the target wet film thickness is attained. It is important that no glass beads or other interfering materials be present that would give a false wet film reading. The weight of a paint line 100 mm by 300 mm (4 in. by 12 in.) (without consideration for solvent loss) can be calculated as follows:

$$t = W / (0.0943 \times g)$$

where:

W = weight of paint line, g,
 t = mil thickness, and
 g = weight per gallon, lb.

6.2 Application of pavement markings by the spray process shall be by an appropriate spray applicator with traction drive and a spray nozzle similar to that used on normal marking equipment. The machine must be capable of setting and maintaining a constant speed during the application process. Standard traffic paint shall be applied at a thickness of 15 mil (+ 1 mil).

6.2.1 Application of other materials shall be accordance with the manufacturers' recommended procedures and as similar as possible to that used on their normal marking equipment. High build water borne paints, epoxies, modified epoxies, polyurea, Methacrylate, and other exotic materials tested shall be applied at the rate recommended by the manufacturer with a 15 mil minimum. The minimum thickness for thermoplastic material tested shall be 30 mil. If the pavement markings are applied by some other method than spray, such as extrusion, it must be done with a piece of equipment that will provide consistent material thickness throughout the test marking and be able to meet the manufacturer's requirements for the application of the pavement marking.

6.3 Test line for traffic paint and thermoplastic applied at less than 60 mil in thickness shall be 4 in. $\pm$ ½ in. in width. Thermoplastic applied at more than 60 mil shall be 6 in. $\pm$ ½ in. in width. For any other materials the applied width shall be according to the manufacturers' recommendation.

6.4 If the material is sprayable and can be applied with traction drive and a spray nozzle similar to that used on normal marking equipment, thickness shall be checked by weight. For materials applied by any other means the thickness shall be checked by instrument. Thickness will be determined by use of a test panel and a micrometer or magnetic dry film thickness gauge.

7. Measurement of Glass Beads

7.1 After the completion of 6.1, apply another test line to a tared panel with the motorized striper, this time also adding the glass beads, and weigh immediately. The weight difference between this measurement and that in 6.1 gives the amount of

glass beads on the panel. Prior to weighing the panel, remove excess glass beads which are not adhered to the pavement marking from the panel to ensure an accurate representation of the bead rate. The process can be repeated if an adjustment in the bead application rate is needed. The weight of applied glass beads per gallon of pavement marking material can be calculated as follows:

$$W = 1.418 \times B \times (T / 15)$$

where:

W = weight of glass beads, g,
 B = glass beads per gallon of paint, lb., and
 T = thickness of paint being applied, mil.

7.1.1 To calculate the bead rate in terms of weight per unit area use the following calculation:

$$\text{Bead Rate (lbs / 100 ft}^2\text{)} = (W / A) * 100$$

where:

W = weight of glass beads, lb and
 A = area of pavement marking, ft².

7.2 Unless a manufacturer has requested to use a special coated bead, glass beads meeting requirements of AASHTO M247 for Type I Beads (identified at the time of application) will be applied to the pavement markings. The coating on the beads shall be specified by the purchaser and shall be noted as part of the test report. For standard traffic paint applied at 15 wet mil the glass beads shall be applied at a rate of 6 pounds per gallon (6 lbs/100 ft²) and will be supplied by the testing agency. The testing agency will provide quality control test results for the beads provided.

7.3 Use of special beads or other retroreflective optics may be applied at the manufacturer's recommended application rate and method. If this is to be done the manufacturer shall provide the recommended application methodology, and application rate in the form of weight per unit area (such as lb/100 ft²) for each bead or retroreflective optic that is to be used. The manufacturer shall also provide the technical information for the material being used to include such things as material description, pertinent specifications met, physical properties such as size, roundness, chemical properties, and coating characteristics. This information shall be available as part of the report.

7.4 If the bead or reflective optic application can be controlled then the actual bead application rate shall be determined and included as part of the report. If the rate cannot be consistently controlled then the beads or reflective optics should be applied in such a manner to fully saturate (flood) the marking and this should be reflected in the report.

8. Application Procedure

8.1 Apply the test stripes at the required width and transversely on the road. At the option of the purchaser, the test stripes may be applied to the pavement at an angle of 45° to the direction of the traffic, or longitudinally in each wheel path, in order to increase the area of contact with traffic. If the markings are to be applied in a longitudinal pattern then the pattern should be discussed and agreed to prior to conducting the field test.