



BS 6044 : 1987

UDC 667.637 : 625.84/.85

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British Standard Specification for

Pavement marking paints

Peintures de signalisation pour pavés

Straßenmarkierfarben

British Standards Institution

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Foreword

This revision of BS 6044 has been prepared under the direction of the Pigments, Paints and Varnishes Standards Committee. This revision supersedes BS 6044 : 1981 which is withdrawn.

The first edition of this standard was prepared as a replacement for BS 2086 : 1954 'White line road paint'. It was developed to be applicable to requirements for the marking of roads, airfield runways, parking bays and similar surfaces.

This first revision, like the first edition, is principally a performance specification in which both laboratory and in-service tests have equal prominence. Thus it is an essential feature that paints complying with the standard are required to give a satisfactory performance both in the laboratory tests and in the road trials. Only paints complying with 5.1 to 5.15 inclusive can be submitted to the road performance trials. Details of the road performance trials are given in clause 6 and appendix L.

The Department of Transport has agreed that a test site on a major public highway may be used when conducting the road performance trials, but an important proviso is that the trials should inconvenience traffic for a minimum period. Because of this, it should be noted that the road performance trials are to be conducted *not more than once annually*, and that application of the paints submitted for trial is to be carried out at the date and time stipulated by the Department of Transport.

Moreover, in the road performance trials, the Department of Transport will only allow white paints to be applied to the highway. Clause 6 specifies the conditions in which a yellow or black paint will be deemed to comply with this standard.

Paints complying with this standard have to be capable of retaining a surface layer of reflectorizing glass beads (see 5.3). It has not yet been possible to obtain suitable apparatus to assess reflectorization at the test site, but this aspect is being further investigated and a test, when thoroughly verified, may be introduced in a revised edition in due course.

To assist purchasers ordering paints complying with this standard, appendix N summarizes the information required by a supplier.

Since the publication of the first edition of this standard, a number of paints submitted for assessment in the road performance trials (see appendix L) were tested for skid resistance as required in that edition. However, such inconsistent skid resistance values were obtained that serious doubt was cast on the validity of the test. Hence it was decided that the skid resistance test should be excluded from the road performance trials, although this decision was not taken without reservations. It was believed that the variability of the data may have been due to the nature of the bituminous road surface at the test site and the timing of the tests after laying. Further work is being carried out to identify and specify the necessary conditions to reintroduce the test. It should be noted, nevertheless, that the requirement for the skid resistance of products to be determined under laboratory conditions, as added to the first edition by amendment, is retained in this revision.

Other changes from the first edition include the introduction of the test procedure for assessing sheen (appendix D) because the relevant method, BS 3900 : Part D3, has now been withdrawn. The stipulation regarding lead content (see 5.2) has been aligned with current UK legislation.

In addition, the standard now specifies the requirements for two types of paint: type A which is intended to cover products suitable for at least 12 months, and type B which is expected to have a shorter life span of at least 6 months. A requirement for photographic recording of the degree of erosion has been added.

Certification. It is strongly recommended that, in view of the nature of this specification, manufacturers should make use of the certification facilities described on the inside back cover of this standard.

Compliance with a British Standard does not of itself confer immunity from legal obligations.