Designation: ~~D713 – 12 (Reapproved 2017)~~ D713 – 23

Standard Practice for Conducting Road Service Tests on Fluid Traffic Marking Materials[1]

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]

~~D711 Test Method for No-Pick-Up Time of Pavement Markings~~

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 Chromaticity 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.

[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.

Current edition approved ~~Dec. 1, 2017~~June 15, 2023. Published ~~December 2017~~July 2023. Originally approved in 1943. Last previous edition approved in ~~2012~~2017 as ~~D713 – 12.~~D713 – 12 (2017). DOI: ~~10.1520/D0713-12R17.~~10.1520/D0713-23.

[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.

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 ~~To aid in obtaining the correct film thickness, a~~ 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.~~ 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 by 300-mm (12 by 12-in.)~~A 300 mm by 300 mm (12 in. by 12 in.) metal panel 1.5 mm (1/16 ~~in.)~~ in.) in thickness is satisfactory. ~~Immediately after the test line is applied by the motorized striper, read the wet film thickness. If the~~ To determine the wet mils 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 ~~spray pressure~~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. ~~When the wet film thickness is correct, apply a test line across a tared metal panel and weigh immediately. A balance must be immediately available and be thoroughly shielded from wind as well as be of 1500-g capacity with 0.1 g or better sensitivity. As a basis for determination of glass bead application (~~The ~~7.1) the~~ weight of a paint line ~~100~~100 mm by 300 mm (~~4~~(4 in. by 12 in.) (without consideration for solvent loss) can be calculated as follows:

$$W = 0.0943 \times t \times g$$

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

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 bourne 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~~4 in. ± ½ in. in width. Thermoplastic applied at more than 60 mil shall be ~~6~~6 in. ± 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:

$$BeadRate(lbs/100\ ft^2) = (W/A)*100$$

where:

W = weight of glass beads, lb and
A = area of pavement marking, ft^2.

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 ft^2) 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 ft^2) 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.

8.2 Apply test stripes (trained personnel under the supervision of the purchaser) by using a pavement-marking machine similar to the production pavement marking equipment. Apply the test stripes to at least two sections of each road surface selected to ensure against undetected road surface problems. When more than one specimen is tested at more than one location, change the sequence of placement to minimize the effect of time of day and time period before the test deck is opened to traffic.

8.3 Apply at least two lines of each specimen in each section for better statistical reliability. A tared panel as used in the measurement of glass beads (see 7.1) should be placed between the wheel track of one line's application as a double check for material and glass bead application rates. Weights between this reading and that found in 7.1 should agree within 0.5 g. The purchaser may wish to place another smaller panel between the wheel tracks to retain for future reference. The thickness of samples shall be checked within the first three foot section of the test lines.

8.4 For standard traffic paint the road surface test lines should have a wet film thickness within ±1.0 mil of that required by the purchaser.

NOTE 1—If no wet film thickness is specified, 15.0 mil is recommended.

8.5 High build waterborne 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 mil 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.

8.6 A fluid marking material with which the purchaser has had considerable production experience is recommended to be added to the test series as a control to gauge the relative performance for materials applied under the road service test conditions for a particular test series.

8.7 For standard traffic paint that utilizes the standard glass beads (AASHTO Type 1) for drop on application, the glass beads are placed in the paint film within ±0.5 lb/gal of that required by the purchaser. The standard glass beads are supplied by the purchaser.

NOTE 2—If no bead application rate is specified, 6.0 lb/gal (6 lb/100 ft^2) of paint that is applied at 15 mil is recommended.

8.8 If special beads or other retroreflective optics are used per the manufacturer's recommendations the application shall be made according to the manufacturer's recommended application methodology, and application rate for each bead or retroreflective optic that is to be used. The application rate shall be of each type of bead or other retroreflective optic shall be included in the report.

9. Performance Criteria

9.1 Unless otherwise stated all evaluations shall be performed in one or both of the following areas; the center of the left wheel path and in the skip line area. The evaluations will be made at the eighteen (18) in. length of line centered on the left wheel track area (wheel track) and nine (9) in. from the skip line area (centerline). The centerline can further be located as the area to the left of the left wheel path in the last nine (9) in. of the line.

9.2 *Auto-No-Track Time*—The auto no-track time is determined by passing over the freshly applied line in a simulated passing maneuver with a standard size passenger car with regular treads (no snow treads). A line showing no visual pick-up and redeposition of the materials onto the pavement surface when viewed from a distance of 15 m (50 ft) in the highway direction is considered as showing no pick-up and conforming to the drying time requirements.

9.2.1 The test line is applied at the same temperature, the same wet film thickness, and the same rate of glass beads as will be specified by the purchaser in production application.

9.2.2 The no-track maximum time is measured when the pavement temperature is from ~~15 to 50°C (60 to 120°F)~~15 °C to 50 °C (60 °F to 120 °F) and under local humidity conditions, providing that the pavement is dry.

9.3 *Appearance*—The impression of the observer of the general condition of the test lines when viewed without any detailed inspection, from a distance of at least 10 ft. It is a measure of satisfactory or unsatisfactory appeal to the observer. It includes a comparison of the color of the surface under consideration with the original color, taking into account changes due to yellowing, bleeding, darkening, fading, dirt collection, mold growth, etc. This determination is made in both the left wheel path and in the skip line area as defined in 9.1. The appearance is rated either acceptable or unacceptable.