



Designation: D868 – 85 (Reapproved 2003)

Standard Test Method for Evaluating Degree of Bleeding of Traffic Paint¹

This standard is issued under the fixed designation D868; 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 The photographic reference standards that are part of this test method² are representative of the degrees of bleeding of traffic or pavement marking paints. The standards are intended primarily for comparative evaluation in the laboratory.

1.2 Bleeding as defined is the only type of discoloration in this test method.

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 and health practices and determine the applicability of regulatory limitations prior to use.*

2. Referenced Documents

2.1 *ASTM Standards:*³

D969 Test Method for Laboratory Determination of Degree of Bleeding of Traffic Paint

2.2 *ASTM Adjuncts:*

D 868 Bleeding resistance of paint (one photo)²

3. Terminology

3.1 *Definitions of Terms Specific to This Standard:*

3.1.1 *bleeding characteristic*—that condition of discoloration manifested in traffic paint when applied to tar or asphaltic-type substrates. The number assigned to evaluate the degree of bleeding failure represents in these reference standards a measure of the contrast between the color of the dry film on a nonbleeding surface and the color of the dry film on the test surface.

¹ This test method 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 Copies of the pictorial photographic reference standards are contained in the publication *Pictorial Standards of Coating Defects*, and may be obtained from ASTM International Headquarters (order Adjunct ADJD0868) or the Federation of Societies for Coating Technology, 492 Norristown Rd., Blue Bell, PA 19422. The original source of the photographic reference standards illustrated in Fig. 1 is the Federation.

³ 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. Significance and Use

4.1 Solvents in a traffic paint may cause bleeding of pavement constituents into the traffic marking, thereby rendering the traffic marking less effective as a lane or directional indicator. This test method in conjunction with the method for panel preparation in Test Method D969 is used to evaluate such bleeding properties. The evaluation is very subjective and raises questions as to the usefulness of the results for specification compliance.

5. Use of Photographic Reference Standards

5.1 The photographic reference standards that are part of this test method² are representative of the degrees of bleeding of traffic or pavement marking paints. The photograph in Fig. 1 is for illustration purposes only and should not be used for evaluation.

5.2 The use of the photographic reference standards shown in Fig. 1 should be as follows:

5.3 In preparing films to compare with the reference standards for evaluating the extent of bleeding, the paint shall be applied to:

5.3.1 A nonbleeding reference surface, and

5.3.2 The test surface.

5.4 The paint under test shall be applied at a film thickness sufficient to ensure complete hiding.

5.5 The contrast in color between the films over the nonbleeding reference surface and the test surface shall be compared with the reference standards in Fig. 1 for a numerical rating.

NOTE 1—The degree of bleeding must necessarily be a function of both the bleeding surface agreed upon and the initial color of the paint. For instance, a yellow paint in general would be expected to show less bleeding than a white paint since its initial color is darker and as a consequence the discoloration effect of the bleeding surface upon this darker color will be minimized.

6. Precision and Bias

6.1 *Precision*—Due to the poor precision of this test method, if it is used in a specification, the permissible deviation from the maximum specified value should be agreed upon between the purchaser and the seller.

6.2 *Bias*—Bias cannot be determined.

7. Keywords

7.1 bleeding test; traffic paints