



Designation: ~~D7377-07~~ Designation: D 7377 - 08

Standard Practice for Evaluating the Water Wash-Off Resistance of Traffic Paints¹

This standard is issued under the fixed designation D 7377; 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 reappraisal. A superscript epsilon (ϵ) indicates an editorial change since the last revision or reappraisal.

1. Scope

1.1 A newly applied traffic paint film may be exposed to ~~hard~~ rain of varying intensities shortly after application. This practice was designed to ~~simulate that condition and covers determination of~~ determine the relative water wash-off resistance of an applied traffic paint film under controlled conditions. This test can be used to compare conventional and fast-dry traffic paints and the binders used in them for their relative ability to withstand ~~heavy~~ rain soon after application on roadway surfaces.

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

2. Referenced Documents

2.1 ASTM Standards:²

D 562 ~~Test Method for Consistency of Paints Measuring Krebs Unit (KU) Viscosity Using a Stormer-Type Viscometer- Practice for Conducting an Interlaboratory Study to Determine the Precision of a Test Method~~

D 711 ~~Test Method for No-Pick-Up Time of Traffic Paint- Practice for Conducting an Interlaboratory Study to Determine the Precision of a Test Method~~

D 823 ~~Practices for Producing Films of Uniform Thickness of Paint, Varnish, and Related Products on Test Panels- Practice for Conducting an Interlaboratory Study to Determine the Precision of a Test Method~~

D 1005 ~~Test Method for Measurement of Dry-Film Thickness of Organic Coatings Using Micrometers- Practice for Conducting an Interlaboratory Study to Determine the Precision of a Test Method~~

D 1212 ~~Test Methods for Measurement of Wet Film Thickness of Organic Coatings- Practice for Conducting an Interlaboratory Study to Determine the Precision of a Test Method~~

D 4414 ~~Practice for Measurement of Wet Film Thickness by Notch Gages- Practice for Conducting an Interlaboratory Study to Determine the Precision of a Test Method~~

3. Terminology

3.1 Definitions:

3.1.1 *conventional waterborne traffic paint, n*—an aqueous traffic paint that uses a conventional-dry latex binder.

3.1.1.1 *Discussion*—Typical no-pick-up dry times for conventional traffic paints are 20 to 45 min.

3.1.2 *durable fast-dry waterborne traffic paint, n*—an aqueous traffic paint that uses a third generation durable fast-dry latex binder.

3.1.2.1 *Discussion*—Air or airless spray application on roadways is typically 0.65 mm (25 mils) wet or about 0.41 mm (16 mils) dry. The range of application for durable waterborne paints is 0.56 to 0.89 mm (22 to 35 mils) wet, but sometimes the durable paints are also striped at standard line thickness.

3.1.3 *effective water wash-off dry time, n*— the traffic paint dry time required for no visible loss of coating when conducting the water-wash off Standard Practice.

3.1.4 *fast-dry waterborne traffic paint, n*— an aqueous traffic paint that uses a fast-dry traffic latex binder.

3.1.4.1 *Discussion*—Typical no-pick-up dry times for fast-dry traffic paints are <10 min.

3.1.5 *standard line fast-dry waterborne traffic paint, n*—an aqueous traffic paint that uses a first or second generation fast-dry latex binder.

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.

3.1.5.1 *Discussion*—Air or airless spray application on roadways is typically 0.38 mm (15 mils) wet or about .223 mm (9 mils) dry.

3.1.6 *waterborne traffic paint, n*—an aqueous traffic paint (usually white or yellow) containing either a conventional or fast-dry latex binder.

4. Summary of Practice

4.1 This standard practice involves preparing a series of uniform thickness films of traffic paint on standard substrates. The films are allowed to dry over different time periods, and then each paint film is subsequently tested with the water-wash-off test to determine the relative amount of coating remaining at the end of the wash off period.

5. Significance and Use

5.1 After waterborne traffic paints are applied to a road pavement, it is important that they be sufficiently coalesced or cured so they will not be removed by rain. This practice can be used to determine the relative performance of binders and other components within traffic paint for their effect on the water-wash off resistance of the coating. Some key elements of the coating that may affect water-wash-off performance are the quality and type of latex binder, the dry time of the coating (often conducted by Test Method D 711), pigment volume concentration (PVC), and the relative water sensitivity of additives (for example, pigment dispersants, surfactants) in the coating.

6. Apparatus and Equipment

6.1 *Paddle Type Viscometer*, to measure viscosity (in Krebs units) of the traffic paint prior to application.

6.2 *Conditioned Room*, at $23 \pm 2^\circ\text{C}$ ($73.5 \pm 3.5^\circ\text{F}$) and $50 \pm 5\%$ relative humidity for film draw-downs and film drying.

6.3 *Humidity Gauge*, to record relative humidity during the drying period.

6.4 *Thermometers*, to record the air and water temperatures.

6.5 *Spatula*, to mix the paint prior to application.

6.6 *Glass Plates*, for film draw-downs (see also option for charts in 6.7).

6.7 *Draw-Down Chart*, preferred option for film draw-downs. Black Scrub Test Panels are preferred and can be cut in half to give two test panels of 16.5 by 21.6 cm ($6\frac{1}{2}$ by $8\frac{1}{2}$ in.) size. Use of these charts instead of a glass plate allows for a permanent record of the test results.

6.8 *Film Applicator (15 cm (6 in.) width)*, to obtain 0.38 mm (15 mil) wet thickness for standard traffic paints or 0.64 mm (25 mil) wet thickness for durable traffic paints.

6.9 *Wet Film Gauge*, to measure wet film thickness.

6.10 *Sink with combined hot and cold tap water faucet*, to apply water stream to the test panel.

6.11 *Water Sprayer (hand pumped type spray bottle or adjustable nozzle garden-type sprayer)*, to provide a water spray to the test panel for the alternative water spray method.

6.12 *Lab Jack*, to support the applied paint film, and to control distance from the water nozzle.

6.12

6.13 *Timer*, to time the film-drying and the water wash-off periods.

6.13

6.14 *Camera*, to record the image of the panel after completion of the test.

7. Reagents

7.1 *Tap Water (Cold)*—applied to the film preferably with a standard nozzle, at controlled flow rate, controlled water temperature, and constant distance from the test paint films.

7.2 *Acetone*—to clean glass plates prior to application (not needed for draw-down charts since they are not reused).

8. Procedure

8.1 *Paint Consistency*:

8.1.1 Determine the Krebs (KU) viscosity of the paint in accordance with Test Method D 562 using a paddle-type viscometer as prescribed by Test Method D 562. This determination is optional but can be important since the dry time of the traffic paint and water-wash off performance can be affected by the paint viscosity.

8.2 *Application of Paint Films* :

8.2.1 Select the appropriate draw-down bar to obtain a 0.38 mm (15 mil) wet film thickness for standard traffic paints or a 0.64 mm (25 mil) wet film thickness for durable traffic paints. This determination should be made in advance using Practice D 823 by making a series of draw-downs with different applicator gaps and measuring the wet-film thickness of each using Test Method D 1212 or Test Method D 4414. The actual wet film thickness is often much lower than the indicated film applicator gap, for example, a 25 mil gap may produce a 15 mil wet film thickness. Dry film thickness can optionally be determined using Test Method D 1005. Clean a series of four glass plates with acetone, or optionally use the preferred black draw-down charts for the film draw-downs. Allow the glass plates or charts to equilibrate to room temperature. A controlled temperature and humidity