



Designation: **D2792 – 69 (Reapproved 2015) D2792 – 17**

Standard Test Method Practice for Solvent and Fuel Resistance of Traffic Paint¹

This standard is issued under the fixed designation D2792; 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 ~~test method practice~~ describes a laboratory ~~test procedure~~ for determining the resistance of a dried film of traffic paint to the action of a specified hydrocarbon solvent or gasoline fuel test fluid.

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.*

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

D471 Test Method for Rubber Property—Effect of Liquids

2.2 *Federal Standard:*

TT-S-735 Standard Test Fluids for Hydrocarbons³

3. Summary of Test Method

3.1 The test paint is applied to a specified, properly prepared, tin panel. After aging, the coated panel is immersed in the hydrocarbon test fluid for a specified period of time at a specified temperature. The paint is examined for blistering, wrinkling, and loss of adhesion immediately upon removal and for complete hardness after a specified recovery time.

4. Significance and Use

4.1 Traffic paints must have good resistance to motor oil and fuel drippings on the highway. This test method describes the procedure necessary to ~~measure~~reevaluate the resistance of traffic paint to reference test fluids in order to simulate this type of action.

5. Apparatus

5.1 *Tin Panel*—Panels shall be cut from bright tin plate weighing not more than 25 g and not less than 19 g/dm² (0.51 to 0.39 lb/ft²). The panel should be about 75 by 130 mm (3 by 5 in.).

5.2 *Film Applicator*, which will produce a 3 or 6-mil (76 or 142- μ m) (0.003 or 0.006-in.) wet film thickness.

6. Reagents and Materials

6.1 *Test Liquid*—The testing liquid shall be specified by the purchaser and shall be selected from the following, dependent on the paint tested:

6.1.1 Type I of Federal Specification TT-S-735 which is the same as ASTM Reference Fuel A (Test Method **D471**).

6.1.2 Type III of Federal Specification TT-S-735 which is the same as ASTM Reference Fuel B (Test Method **D471**).

¹ This ~~test method 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 Available from ~~Standardization Documents Order Desk, DODSSP, Bldg. 4, Section D, DLA Document Services, Building 4/D, 700 Robbins Ave., Philadelphia, PA 19111-5098~~, ~~http://dodssp.daps.dla.mil~~ 19111-5094, ~~http://quicksearch.dla.mil~~.