



Designation: **D4797 – 12a D4797 – 17**

# Standard Test Methods for Gravimetric Analysis of White and Yellow Thermoplastic Traffic Pavement Marking<sup>1</sup>

This standard is issued under the fixed designation D4797; 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 ( $\epsilon$ ) indicates an editorial change since the last revision or reapproval.

## 1. Scope

1.1 These test methods cover procedures for the gravimetric analysis of the binder and hydrochloric Acid (HCL) insoluble particles in white and yellow thermoplastic traffic pavement markings. The HCL insoluble particles can be retroreflective optics, such as glass beads or some other type of retroreflective optic, or non-retroreflective particles such as silica sand, or a combination of any two or more of these materials.

1.2 This standard does not address the physical separation and the individual quantification of each component when a mixture of two or more HCL insoluble materials is present. Rather it requires the user to visually evaluate the HCL insoluble material (obtained from following this test method) and report the types of materials present.

1.3 This standard does not purport to address the titanium dioxide or lead chromate pigment measurement (after ashing) which is detailed in Test Methods **D1394** and **D126**.

1.4 This standard will attempt to address the interference of organic pigments with the binder results.

1.5 The analytical procedures appear in the following order:

	Sections
Percent Binder	10
Percent Retroreflective Optics or Non-Retroreflective Particles	11

1.6 The values stated in SI units are to be regarded as the standard. The values given in parentheses are for information only.

1.7 *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.*

1.8 *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:*<sup>2</sup>

**D126** Test Methods for Analysis of Yellow, Orange, and Green Pigments Containing Lead Chromate and Chromium Oxide Green

**D1394** Test Methods for Chemical Analysis of White Titanium Pigments

**D7307** Practice for Sampling of Thermoplastic Traffic Marking Materials

**D7308** Practice for Sample Preparation of Thermoplastic Pavement Marking Materials

**E177** Practice for Use of the Terms Precision and Bias in ASTM Test Methods

**E691** Practice for Conducting an Interlaboratory Study to Determine the Precision of a Test Method

## 3. Terminology

3.1 *Definitions of Terms Specific to This Standard:*

<sup>1</sup> These test methods are under the jurisdiction of ASTM Committee **D01** on Paint and Related Coatings, Materials, and Applications and are the direct responsibility of Subcommittee **D01.44** on Traffic Coatings.

Current edition approved Nov. 1, 2012/Dec. 1, 2017. Published December 2012/February 2018. Originally approved in 1988. Last previous edition approved in 2012 as **D4797 – 12**; **D4797 – 12a**. DOI: 10.1520/D4797-12A; 10.1520/D4797-17.

<sup>2</sup> For referenced ASTM standards, visit the ASTM website, [www.astm.org](http://www.astm.org), or contact ASTM Customer Service at [service@astm.org](mailto:service@astm.org). For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

3.1.1 *ash, n*—the inorganic components of thermoplastic trafficepavement marking including the pigment, ~~glass spheres,~~ retroreflective optics, and filler.

3.1.2 *binder, n*—the organic components (resinous components) of thermoplastic trafficepavement marking that bind the pigments, ~~glass spheres,retroreflective optics,~~ and filler together as a unit.

3.1.3 *filler, n*—the inorganic components of thermoplastic trafficepavement marking not including the pigments, retroreflective optics, or non-retroreflective particles that are considered functional.

3.1.4 *retroreflective optic, n*—functional particle that reflects and returns a relatively high proportion of light in a direction close to the light source. This characteristic is maintained over a wide variation of the angle made by the incident light ray and normal to the retroreflective surface. This includes a single component structure such as a spherical glass bead or a ~~multi-component structure with composite~~ optic such as a core and with a surface covered with a small retroreflector by small reflectors or such as a cluster of small reflectors bonded together.

3.1.5 *non-retroreflective particles, n*—functional particle that is insoluble in HCL, such as aluminum oxide, ground glass, quartz, etc., that are added for skid resistance or other non-retroreflective functional purpose.

3.1.6 *pigment, n*—titanium dioxide, lead chromate colorants, ~~and/or organic pigments.~~ other inorganic or organic pigments, or combinations thereof.

3.1.7 *thermoplastic, n*—See *thermoplastic trafficepavement marking*.

3.1.8 *thermoplastic trafficepavement marking, n*—a highly filled 100 % total solids highway marking system that when heated to a molten state can be extruded or sprayed onto a road surface and when cooled forms a solid durable delineator.

3.1.9 *hydrochloric acid (HCL) insoluble particles, n*—retroreflective optics, such as glass beads or some other type of retroreflective optic, or non-retroreflective particles such as silica sand, or a combination of any two or more of these materials.

#### 4. Summary of Test Method

4.1 Thermoplastic trafficepavement marking material is prepared for the described test methods by melting a sample to its application temperature under continuous agitation. The specimen is then poured into round patties on a non-stick surface such as a baking pan. The patties are then broken into pieces for ignition in a muffle furnace. The percent binder is calculated from the ~~ashed specimen and the specimen.~~ The various tests for retroreflective optics, non-retroreflective particles, titanium dioxide, and lead chromate pigment can be performed later on the ashed residue. Determining the binder content of organic pigment containing thermoplastic may not be as straight forward. Specimen selection and preparation are the same for each either sample tested.

#### 5. Significance and Use

5.1 The function of these test methods is to define the percent of binder and retroreflective optics or non-retroreflective particles in the composition of the thermoplastic trafficepavement marking as defined by the applicable specification for the manufacture of a specific thermoplastic trafficepavement marking. The subsequent sample, as a result of ashing can be used to later test for the presence of titanium dioxide, lead chromate and possibly organic pigments.

#### 6. Apparatus

6.1 *Balance*, analytical, capable of weighing to 0.1 mg.

6.2 *Crucibles*, 30+ mL, porcelain or aluminum pan. (**Warning**—Some aluminum pans will degrade at high temperatures.)

6.3 *Desiccator*.

6.4 *Furnace (Muffle)*, capable of maintaining 540°C (1004°F).

6.5 *Hot Plate or Heating Mantle*, capable of heating a can of thermoplastic to 218°C (425°F).

6.6 *Sieve*, 3 in., 45-µm (No. 325) (metal).

6.7 *Buchner Funnel*.

6.8 *Vacuum Flask and Rubber Hose*.

6.9 *Vacuum Pump*.

6.10 *Oven* capable of reaching 218°C (425°F).

6.11 *Microwave Oven*.

6.12 *400 mL Beaker* or acid proof container.

6.13 *Magnetic Stirring Bar*.

6.14 *Magnetic Stirring Plate*.

6.15 *Spatula*.