



## PAVEMENT MARKING MATERIAL – THERMOPLASTIC

### 1. SCOPE

- a) This specification applies to thermoplastic for use as a pavement marking material.
- b) This type of pavement marking material is applied to the following types of surfaces and areas, both in on-road and off-road applications, to increase their safe use:
  - i. Bituminous – Asphalt or Spray Seal roads.
  - ii. Concrete roads.
  - iii. Car parks.
  - iv. Bus lanes, cycle lanes and pedestrian crossings.
- c) Safe use of these pavement surfaces is facilitated through:
  - i. Brighter lines to separate traffic on both minor and major roads.
  - ii. Introduced order in car parks and public spaces.
  - iii. Delineation of roads.
- d) This document is prepared in a manner compliant with the requirements of AS/NZS ISO/IEC 17065.
- e) APAS® is a trademark registered with IP Australia, owned by CSIRO, the Scheme Owner, and protected under applicable laws. Use of the trademark or the Certification Scheme is prohibited unless prior approval in writing is obtained from CSIRO via the APAS Secretariat.

### 2. BACKGROUND

- a) To obtain a broad overview of the Australian Paint Approval Scheme (APAS), refer to APAS document AP-D001.
- b) To obtain an overview of restricted ingredients in APAS certified products, refer to APAS document AP-D123.
- c) To obtain the current list of APAS participating manufacturers and resellers, refer to APAS document AP-D152.
- d) To obtain an overview of how to participate in the APAS, refer to APAS document AP-D177.

### 3. DESCRIPTION AND GUIDE FOR USERS

#### 3.1 General Requirements

- a) Pavement marking materials are used by road authorities to:
  - i. Improve road safety and other surfaces used to carry all types of traffic including cars, trucks, pedestrians, cyclists, buses, and aircraft.
  - ii. Provide delineation, acting as a guide to drivers to maintain their respective lane position, deterring accidents and providing direction.
- b) Because of these functions, pavement marking materials must withstand numerous different types of wear and still perform as required.
- c) When selecting a pavement marking material, performance factors should be considered including, but not limited to, the roadway surface i.e., smooth, or rough, heat sensitivity, porosity, traffic volume, and environmental conditions.
- d) Pavement marking material durability is dependent on many factors including traffic volume, location of the lines, application rates, retroreflectivity, performance of the material under various traffic conditions, location of the lines and individual product durability.
- e) Depending on the circumstances, centre and lane lines can be painted yearly, and edge lines two-yearly but in high traffic volume areas, such lines can require repainting up to four times a year. More durable materials, such as cold applied plastics and thermoplastics, have been shown to reduce the frequency in pavement material marking application.
- f) Thermoplastics are high performance pavement marking materials containing resins that turn to liquid when heated, typically between 180-200°C. They cure quicker in cold weather, slower in hot weather and completely in ambient weather conditions. As products are typically 100% solids, they tend to give equal wet film build to final cured film so are applied at the final required thickness, generally less than 5 mm (typically less than 3 mm) but can be up to 10+ mm.
- g) Thermoplastic application is temperature and mixing dependent, and the manufacturer's guidelines must be followed closely in regard to these factors. All modes of application require surface applied glass beads and/or aggregate/anti-skid media in order to achieve initial retroreflectivity and anti-skid properties.
- h) Issues can arise if proper application temperature is not achieved at the time of installation. If the product is too hot, it can be low in viscosity, produce runaway markings, glass beads can sink in it and the resin can be burned causing discolouration. If the product is too cold, can be brittle and cause poor line quality, poor bead embedment and lack of adhesion to substrate.
- i) Thermoplastic products are applied at high film build and achieve long life due to the sacrificial nature of the material – it wears quickly, exposing new material, glass beads and aggregate/anti-skid media underneath. Degradation of the product occurs due to wear by traffic, weather, and UV exposure. This type of product does tend to become brittle with age.
- j) Thermoplastic products show excellent colour fastness, are quick to dry (less traffic disruption so particularly suited to longitudinal line work) and can be stored and transported safely due to their typically 100% solids nature (minimal to no VOC's or waste disposal issues). They are generally cheaper to use than Cold Applied Plastics, but more expensive than traditional solvent-borne or water-borne paint. This product type is also normally climate extreme resistant,

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### 3. DESCRIPTION AND GUIDE FOR USERS (Cont.,)

#### 3.1 General Requirements (Cont.,)

however, consideration to formulation used for the application of ATLMs must be considered in tropical climates due to potential slumping issues.

- k) Thermoplastic products have been widely and successfully used in Australia, the USA, and parts of Europe for the last 60+ years.
- l) Thermoplastics have a lower tendency to pick up dirt due to the self-cleaning, sacrificial properties shown in normal traffic and weathering. This can, however, be an issue in underground applications such as kerbs, edge work of tunnel walls, vertical surfaces, cycle, and shared paths. The normal self-cleaning process cannot occur, providing a potential trip hazard due to high build edges to pedestrians and cyclists. Under these circumstances, the use of this type of material is not recommended.
- m) Thermoplastics are generally classified by their modes of application (with the exception of Profile):
- Screed:** The material is heated in bulk and mixed in a temperature-controlled pre-heater. This mode is best used in smaller quantity applications. There are three modes of screed application:
    - Hand Screeding:** Using a hand-box screeder.
    - Small Machine Screeding:** Using a small pedestrian machine; used for application of arrows, legends, and intersection markings.
    - Large Self-propelled Machine Screeding:** Used for longitudinal work, such as ATLMs.
  - Spray:** Machine applied from a heated and agitated pressure vessel through an air atomised spray gun; easily and quickly applied taking seconds to dry; used for longitudinal lines such as seen in highway application and generally applied at < 1.5 mm thicknesses.
  - Extruded:** Machine applied onto road surfaces using a method of dropping a curtain of material from a slightly elevated head; most common method for longitudinal line application as seen in highway and ATLM applications; is most economical when involving large quantities and is typically applied at thicknesses of 1.5 - 2.5 mm.
  - Preformed:** Applied to surfaces by applying heat, such as with the use of the flame of a blow torch, over markings melting them to between 150-180°C (according to grade and manufacturers recommendations); markings cool rapidly once the heat source is removed so are ready for use in traffic within minutes; markings are pre-manufactured with accurate thickness and are available in sheets in a range of sizes, for example 600 x 900 mm, or precisely pre-cut symbols; they are assembled from flat pack on road surfaces, allowing them to be adjusted into position prior to application; typically used for transverse lines or other markings like legends and symbols but can also be used for longitudinal in limited capacity; this mode of application is best used in smaller quantities.
  - Profile:** Also referred to as ATLMs; can be applied by either screed or extruded methods and are generally used in longitudinal line marking and application of ATLMs.
  - Structured:** A number of application patterns can be produced such as splatter, multi-dots, checkerboard pattern and a dotted lines can be achieved, producing a solid line effect in line marking and may contain intermixed glass beads.
- n) Thermoplastic products typically consist of aggregate/anti-skid media, pigment, binder (plasticised synthetic hydrocarbon resin, modified resin esters or alkyd resin-based compounds), intermix glass beads and extenders, capable of being softened by heating and hardened by cooling. Hydrocarbon thermoplastics (petroleum derived) are more heat stable and better suited to longitudinal markings but can also be used in other types of application. Alkyd-based thermoplastics are usually wood derived, less heat stable (thereby needing more care in their handling and heating), show a higher resistance to oil diesel drippings and greater durability giving higher retroreflectivity values; therefore, better suited to intersection work but can also be used in other types of application.
- o) Surface applied glass beads (Types B, B-HR, C, C- HR, D or D-HR) are used in conjunction with thermoplastics to provide retroreflectivity under all conditions. The HR glass bead types have been adopted by the majority of road authorities for use in main road production and maintenance due to their superior retroreflectivity for only a small cost increase. Standard glass beads are generally used in car parking applications. Glass beads are also used in thermoplastic production itself, typically Type C, C- HR, D or D-HR, depending on the end use and give retroreflectivity for the life of the road marking as the product wears over time. Drop On glass beads used in thermoplastics must have an adhesion coating so as to be retained in the product upon application and to improve glass bead retention, otherwise extensive glass bead loss can occur.
- NOTE:** Glass beads and glass particles are certified by APAS under specification AP-S0042.
- p) Surface applied anti-skid media are added at the time of production (and can also be added in application if required) to aid in the slip and skid resistance of these products. Anti-skid media typically consists of crushed quartz, glass particles, calcined bauxite aggregates or other approved materials, typically, but not limited to, cubic sized 0.4-0.7 mm or 1-2 mm (depending on end use) that are angular, polishing-resistant and coloured to match the markings.
- q) Coloured Thermoplastic products are used in a variety of road, line and pavement marking applications:
- White:** Longitudinal line and road markings.
  - Yellow:** Longitudinal line and road markings such as parking restriction lines and markings above the snow line.
  - Red:** Bus lanes.

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- iv. **Green:** Cycle lanes and high conflict zones.
- v. **Various other colours:** i.e., blue etc., chevrons, words, numerals, and other miscellaneous road markings.
- vi. **Matt Grey and Matt Black:** Used to either:
  - Enhance visibility due to lack of contrast between pavement luminance and the marking itself; used in conjunction with concrete or light coloured spray seal and adjacent white or yellow markings; or
  - Applied to road surface with a compatible dark aggregate to black out existing line marking to reduce sheen; or
  - Used for offset ATLM or Profile markings away from the edge line onto the sealed shoulder or under the dividing / centre line in a continuous application and coloured so as to blend into the pavement colour background. They do not provide visibility or contrast so do not contain glass beads.
- r) Any substrate a Thermoplastic product is applied to must be stable as the thermoplastic material itself is not flexible and will crack with movement. The substrate must also be completely dry. If it is not, moisture can then be trapped underneath, causing seam holes to punch through the surface and cause delamination. Some substrate use is better with Thermoplastics than others:
  - i. **Asphalt:** As asphalt has a similar melting point to thermoplastic, this is the most compatible substrate to be applied to.
  - ii. **Concrete:** To avoid high adhesion failure seen in application to concrete, it must first be primed with a suitable material and works best when the concrete has initially been either shot or water blasted (smooth surfaces only) to increase the effect of the primer-thermoplastic interface.
  - iii. **Pavers:** Thermoplastic use is not recommended with pavers due to similar issues seen with concrete use, the numerous joints this substrate has, and the inflexibility of the material being applied.
  - iv. **Spray Seal:** Thermoplastic products adhere well to spray seal, particularly when screed applied, but may not be suited to coarse seals.

### 3. DESCRIPTION AND GUIDE FOR USERS (Cont.,)

#### 3.2 Sub-classes

- a) This specification incorporates the following sub-classes:
  - i. **0041/4.1:** Screed
  - ii. **0041/4.2:** Spray
  - iii. **0041/4.3:** Extruded
  - iv. **0041/4.4:** Preformed
  - v. **0041/4.5:** Profile
  - vi. **0041/4.6:** Structured

#### 3.3 Basis of this specification

- a) This specification is based primarily on AS 4049.2, AS 4049.4, industry standards and specifications, and road authority standards and specifications.

### 4. DEFINITIONS AND ACRONYMS

#### 4.1 Definitions

The definition of terms used in this document and in the Certification Scheme can be found in APAS document AP-D001. In addition, the following definitions within this document shall apply:

- a) **Agency for Conformity Assessment:** An organisation or testing authority, recognised by APAS, that is either part of the Clients Recognised Manufacturing Unit (RMU) and perform all the required tests, or a specialist laboratory contracted either by the APAS Secretariat or by the Client, to conduct specific tests that are beyond the capability of the Client RMU.
- b) **Audio Tactile Line Marking:** Raised ribs applied to the road surface to provide a tactile, audio, and visual response, also referred to as a type of profile pavement marking; can be in any colour, but are typically white, grey, or black; generally produced with CAP or thermoplastic materials but are not limited to this technology; white ATLMS contain intermix beads. There are historically two types:
  - i. **Continuous:** Raised ribs applied at regular intervals over a base strip layer of the same material; this type is generally not used anymore.
  - ii. **Discontinuous:** Raised ribs placed directly on road surface.
- c) **Certification Scheme:** The Certification system related to specified products (paint, surface coating materials and non-paint products) to which the same specified requirements, specific rules and procedures apply. APAS is the applicable Certification Scheme.
- d) **Coloured Surface Markings:** Provide a trafficable coloured surface for enhanced delineation for a specific road use i.e., bus lanes, cycleways, school crossings; consist of a coloured cold applied plastic used in conjunction with coloured aggregate.



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### 4. DEFINITIONS AND ACRONYMS (Cont.)

#### 4.1 Definitions (Cont.)

- e) **Glass Beads:** Transparent, clear, colourless, smooth and spherical glass balls used to provide visibility at night, in conjunction with pavement marking materials, by retroreflecting a vehicle headlight beam back towards the driver.
- f) **Glass Particles:** Small pieces or fragments of glass, typically irregularly shaped, can be of virgin or recycled origin, used primarily for the provision of skid and slip resistance in place of traditional aggregate; can also be referred to as crushed glass, silica, silicon dioxide, fused quartz, sodium carbonate, pot ash or similar.
- g) **Longitudinal Line Markings:** All lines that are parallel to the traffic flow, such as dividing, barrier, lane, edge, turn, continuity and transition lines and outline markings.
- h) **Pavement Markings:** All longitudinal line markings, transverse line markings and pavement messages for the purpose of guiding traffic.
- i) **Retroreflectivity:** The value of reflected light measured in millicandela / square metre / incident lux (mcd/m<sup>2</sup>/lx) using a retroreflectometer.
- j) **Scheme Owner:** The organisation responsible for developing and maintaining the certification scheme. CSIRO is the APAS Scheme Owner.
- k) **Secretariat:** The organisation that provides administrative support and other resources necessary to keep the Certification Scheme functioning. The Secretariat is vested in CSIRO.
- l) **Thermoplastic:** A typically solvent-free pavement marking material, supplied in block, granular or powder form, heated to molten state and applied in the appropriate manner either by hand or mechanical application, forming a cohesive film when cooled.
- m) **Transverse Line Markings:** All lines and markings that are marked at right angles to the traffic flow such as stop and give way lines, turn lines, markings at stop and give way signs, pedestrian crossway lines, diagonal and chevron markings, arrows, shapes, symbols, numerals, parking areas and kerb markings.

#### 4.2 Acronyms

<b>ACE</b>	Agency for Conformity Assessment
<b>APAS</b>	Australian Paint Approval Scheme
<b>ATLM</b>	Audio Tactile Line Marking
<b>CRCL</b>	CSIRO Recognised Competent Laboratory
<b>CSIRO</b>	Commonwealth Scientific and Industrial Research Organisation
<b>EO</b>	Executive Officer, APAS
<b>PDS</b>	Product Data Sheet
<b>RMU</b>	Recognised Manufacturing Unit
<b>SDS</b>	Safety Data Sheet
<b>SUSMP</b>	Standard for the Uniform Scheduling of Medicines and Poisons
<b>TDS</b>	Technical Data Sheet
<b>VOC</b>	Volatile Organic Compounds
<b>WHS</b>	Workplace Health and Safety

### 5. REFERENCED DOCUMENTS

- a) The following standards are referenced in this document:
  - i. **AS/NZS 1580** – Paints and related materials: Methods of test
  - ii. **AS/NZS 2009** – Glass beads for pavement- marking materials
  - iii. **AS 2700** – Colour standards for general purpose
  - iv. **AS 4049.2** – Paints and related materials – Pavement marking materials – Part 2: Thermoplastic pavement marking materials – For use with surface applied beads
  - v. **AS 4049.4** – Paints and related materials - Pavement marking materials - Part 4: High performance pavement marking systems
  - vi. **AS 4049.5** – Paints and related materials - Pavement marking materials - Part 5: Performance assessment of pavement markings
  - vii. **AS 4663** – Slip resistance measurement of existing pedestrian surfaces
  - viii. **AS ISO/IEC 17025** – General requirements for the competence of testing and calibration laboratories
  - ix. **AS/NZS ISO/IEC 17065** – Conformity assessment: Requirements for bodies certifying products, processes, and services

These documents may be purchased through the Reference Standards Australia website: <https://www.standards.org.au/>





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### 6. COMPOSITION AND GENERAL REQUIREMENTS (Cont..)

#### 6.4 Glass Particles

- a) Glass particles used in the production of any thermoplastic **shall be APAS approved prior** to application of the thermoplastic for certification. For further information, refer to APAS specification AP-S0042.
- b) For any products certified prior to the inclusion of glass particles into the current version of AP-S0042, any glass particles used in the formulation of the thermoplastic shall be retrospectively certified to ensure compliance.
- c) Evidence of the approval of glass particles used in the production of the thermoplastic, such as valid, non-expired APAS Certificate of Product Conformity, shall be provided at the time of product submission / re-submission.
- d) The requirement for certification of glass particles is in line with the revision of APAS specification AP-S0042. After consultation with industry members of RIAA and RAMPG, the inclusion of glass particles in this specification was deemed necessary to aid in the regulation of their use, specifically regarding the long-term heavy metal leaching potential.

#### 6.5 Glass Beads

- a) All glass beads used in the production of any thermoplastic, such as (but not limited to) Type C or C-HR (intermix) beads, **must be APAS approved prior** to application of the thermoplastic for certification. For further information, refer to APAS specification AP-S0042.
- b) Evidence of the approval of glass beads used in the production of the thermoplastic, such as valid, non-expired APAS Certificate of Product Conformity, must be provided at the time of product submission / re-submission.

#### 6.6 Colour

- a) Longitudinal and transverse pavement markings are typically white and yellow.
- b) Transverse (and other pavement markings) can also be a variety of colours, typically but not limited to white, yellow, red (bus lanes), green (cycle lanes), blue, grey, and black. Refer to the manufacturer's Technical Data Sheet (TDS) or Product Data Sheet (PDS) for further information.

### 7. PRODUCT APPROVAL REQUIREMENTS

#### 7.1 General Requirements

- a) The product and its application for approval shall comply with the relevant requirements of this specification and of APAS document AP-D192 during the life of the approval.
- b) Upon successful assessment of the compositional and laboratory component of this specification, CLASS II (interim) certification may be awarded to undertake the field testing component. Three (3) years from the date of certificate issue is the period given to undertake this work.
- c) After successful assessment of the field testing component of this specification, CLASS I (full) certification may be awarded for the balance of the standard seven (7) year certification period i.e., 4 years.

#### 7.2 Technical Requirements

- a) **Current Requirements:** All laboratory testing shall be completed as per the requirements of clause 8 Table 1 by an ACE to be able to obtain CLASS II certification. All field testing shall be conducted in accordance with clause 9 Table 2 and Appendix A within the CLASS II certification period for consideration for conversion to CLASS I certification.
- b) **Future Requirements:** All laboratory testing requirements stated in clause 8 Table 1 shall be undertaken by an AS ISO/IEC 17025 accredited laboratory with all applicable test methods included in their Scope of Accreditation. A grace period is in effect for all testing facilities to achieve AS ISO/IEC 17025 accreditation and, due to delays experienced by some laboratories, this **grace period has been extended now ending on 31<sup>st</sup> December 2024**. All field testing shall be conducted in accordance with clause 9 Table 2 and Appendix A within the CLASS II certification period for consideration for conversion to CLASS I certification.
- c) AS ISO/IEC 17025 accreditation shall be provided by an organisation accredited by an ILAC Mutual Recognition Arrangement signatory and having a Scope of Accreditation covering AS ISO/IEC 17025 requirements. In Australia, NATA provides AS ISO/IEC 17025 accreditation. A list of international ILAC accreditation bodies can be found on the ISO website.
- d) Performance-based testing is typically undertaken on the **white** product only due to coloured materials representing lower market volumes, making them exempt from field testing. This exemption only exists **provided that** coloured materials are based on the same formulation (specifically the binder system) as the white product. Yellow products of the same formulation can be substituted in the absence of white.
- e) If a coloured material is the only product seeking certification, then it shall also undertake the performance-based testing requirements of clause 8 Table 1 and clause 9 Table 2.



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### 7. PRODUCT APPROVAL REQUIREMENTS (Cont..)

#### 7.3 Health and Safety Requirements

- a) The product shall comply with all requirements of clause 6.3 and 6.4 of APAS document AP-D192.
- b) The manufacturer's Safety Data Sheet (SDS) shall be studied closely prior to using the product and complied with during use of the product.
- c) If the product is solvent-borne, it is considered flammable and should be stored away from all sources of heat or ignition.
- d) Solvent-borne product containers should be resealed immediately after use and good ventilation provided during use to minimise the risk of fire or explosion and the long-term toxic effects of absorption of the vapour into the lungs.
- e) Care should be taken to avoid contact with the skin by using protective clothing and barrier cream where necessary.
- f) Products intended for sale in Australia shall comply with all the requirements of the Therapeutic Goods (Poisons Standard - October 2023) Instrument 2023. Products intended for sale in other countries shall comply with all local WHS and environmental requirements.



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### 8. COMPOSITIONAL REQUIREMENTS AND LABORATORY PERFORMANCE PROPERTIES

**Table 1: Compositional Requirements and Laboratory Performance Properties**

TEST:	APPLICABLE STANDARD / TEST REFERENCE:	REQUIREMENTS:
<b>COMPOSITIONAL REQUIREMENTS</b>		
<b>NOTE:</b> For Thermoplastic products seeking certification that do not meet the Compositional Requirements below, submissions will be considered on a case by case basis by the APAS EO.		
Minimum Binder Content	AS 4049.2 (clause 5.2, Appendix D and Appendix E)	≥ 18 % w/w. Report all results.
Glass Bead Content	AS 4049.2 (clause 5.2, Appendix F)	≥ 20 % w/w. Report all results. <b>NOTE:</b> Intermix beads used in production are dependent on product end use and can be C/C-HR, D/D-HR or other, as specified by manufacturer. Above figure does not include surface applied beads.
Aggregate / Pigment / Extender / Glass Beads (Intermix) Content	AS 4049.2 (Clause 5.2)	≥ 70 % w/w. Report all results.
Inorganic Material Grading	AS 4049.2 (clause 5.3 and Appendix F) AS 1152	100% pass through 2.8 mm sieve. Report all results.
TEST:	APPLICABLE STANDARD / TEST REFERENCE:	REQUIREMENTS:
<b>LABORATORY PERFORMANCE PROPERTIES</b>		
<b>Colour</b>	AS 4049.2 (clause 6.1 and Appendix D) AS/NZS 1580.601.1 AS 2700	<b>White:</b> Approximate match to N14 White. Alternative colour is whiter than Y35 Off white. <b>Yellow:</b> Approximate match to Y14 Golden Yellow. Alternative colours are Y12 Wattle, Y13 Vivid Yellow or Y15 Sunflower. <b>Red:</b> Approximate match to R13 Signal Red. Alternative colours are R53 Redgum, R54 Raspberry or R62 Venetian Red. <b>Blue:</b> Approximate match to B21 Ultramarine. Alternative colours are B12 Royal Blue, B23 Bright Blue, B24 Harbour Blue, or B41 Bluebell. <b>Green:</b> Approximate match to G13 Emerald Green. Alternative colours are G16 Traffic Green, G23 Shamrock, or G35 Lime Green. <b>Black:</b> Approximate match to B64 Charcoal. Alternative colour is N61 Black. Report all results. <b>NOTE:</b> - Alternative colours (i.e., grey) may also be evaluated as per requirements of road authorities. - Colours must be compared to and equivalent to a known AS 2700 colour. State colour designation and results. - No glass beads (intermix or surface applied) are typically used with grey and black coloured materials.





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### 8. COMPOSITIONAL REQUIREMENTS AND LABORATORY PERFORMANCE PROPERTIES (Cont.,)

**Table 1: Compositional Requirements and Laboratory Performance Properties (Cont.,)**

TEST:	APPLICABLE STANDARD / TEST REFERENCE:	REQUIREMENTS:																
<b>LABORATORY PERFORMANCE PROPERTIES (Cont.,)</b>																		
<b>Luminance Factor</b>	AS 4049.2 (clause 6.2, Appendix D and Appendix G)	<table border="1"> <tr><td><b>White</b></td><td>≥ 80 %</td></tr> <tr><td><b>Yellow</b></td><td>≥ 45 – ≤ 50 %</td></tr> <tr><td><b>Red</b></td><td>≥ 5 – ≤ 15 %</td></tr> <tr><td><b>Blue</b></td><td>≥ 5 – ≤ 15 %</td></tr> <tr><td><b>Green</b></td><td>≥ 5 – ≤ 15 %</td></tr> <tr><td><b>Black</b></td><td>≤ 5 %</td></tr> <tr><td><b>Grey</b></td><td>≥ 5 – ≤ 15 %</td></tr> <tr><td><b>Other Colours</b></td><td>≥ 5 – ≤ 15 %</td></tr> </table> <p><b>NOTE:</b> Exceptions to the above luminance range values will be assessed on a case-by-case basis depending on end user requirements within the AS 2700 colour range.</p> <p>Report all results.</p>	<b>White</b>	≥ 80 %	<b>Yellow</b>	≥ 45 – ≤ 50 %	<b>Red</b>	≥ 5 – ≤ 15 %	<b>Blue</b>	≥ 5 – ≤ 15 %	<b>Green</b>	≥ 5 – ≤ 15 %	<b>Black</b>	≤ 5 %	<b>Grey</b>	≥ 5 – ≤ 15 %	<b>Other Colours</b>	≥ 5 – ≤ 15 %
<b>White</b>	≥ 80 %																	
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<b>Blue</b>	≥ 5 – ≤ 15 %																	
<b>Green</b>	≥ 5 – ≤ 15 %																	
<b>Black</b>	≤ 5 %																	
<b>Grey</b>	≥ 5 – ≤ 15 %																	
<b>Other Colours</b>	≥ 5 – ≤ 15 %																	
<b>Heat Stability</b>	AS 4049.2 (clause 6.3 and Appendix H)	<p><b>White:</b> ≥ 75 %  <b>Yellow:</b> ≥ 40 %  <b>Other Colours:</b> Within 5% of the reported Luminance Factor results for the specific colour.</p> <p>Report all results (including the specific AS 2700 colour).</p>																
<b>Softening Point</b>	AS 4049.2 (clause 6.4) AS 2341.18	<p><b>0041/4.5:</b> ≥ 95°C  <b>All other subclasses:</b> 85-105°C</p> <p>Report all results.</p> <p><b>NOTE:</b> Alternative temperature ranges will be considered on a case by case basis by the APAS EO as any new product innovations develop.</p>																
<b>Abrasion Resistance</b>	AS 4049.2 (clause 6.5) AS/NZS 1580.403.2	<p>Test run using CS17 abrasion wheels, 1000g applied weight.</p> <p>≤ 0.4g weight loss after 500 cycles. Report all results.</p>																
<b>Flow Resistance</b>	AS 4049.2 (clause 6.6 and Appendix I)	<p><b>0041/4.5:</b> ≤ 5%  <b>All other subclasses:</b> ≤ 10%</p> <p>Report all results.</p>																
<b>Density</b>	AS 4049.2 (clause 6.7 and Appendix J)	<p>≤ 0.05 kg/L variance from manufacturers stated values.</p> <p>Report all results.</p>																
<b>Volatile Organic Content (VOC)</b>	APAS AP-D181	<p>Refer to APAS document AP-D181 for method and limits.</p> <p>If the APAS specification is not listed on AP-D181, a declaration of VOC content is still required.</p> <p>Report all results.</p>																



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### 9. FIELD TESTING PERFORMANCE PROPERTIES

**Table 2: Field Testing Performance Properties**

**NOTE: Refer to Appendix A for the specific requirements of Field Testing (Field Testing Requirements).**

TEST:	APPLICABLE STANDARD / TEST REFERENCE:	REQUIREMENTS:																
<b>Degree of Wear</b>	AS 4049.2 (clause 8.4 and Appendix N)	≥ 95 % remaining intact at FMP in the wheel path. Report all results.																
<b>Dry Retroreflectivity</b>	AS 4049.2 (clause 8.3 and Appendix M Method 1)	<p><b>0041/4.5 (ATLMs):</b> ≥ 150 mcd/m<sup>2</sup>/lx at all times.</p> <p><b>All other subclasses for Longitudinal, Transverse, and other markings:</b></p> <table border="1" style="margin-left: 20px; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 15%;">Colour:</th> <th style="width: 15%;">IMP mcd/m<sup>2</sup>/lx</th> <th style="width: 15%;">INMP mcd/m<sup>2</sup>/lx</th> <th style="width: 15%;">FMP mcd/m<sup>2</sup>/lx</th> </tr> </thead> <tbody> <tr> <td>White</td> <td>≥ 350</td> <td>≥ 300</td> <td>≥ 150</td> </tr> <tr> <td>Yellow</td> <td>≥ 300</td> <td>≥ 250</td> <td>≥ 150</td> </tr> <tr> <td>Other colours*</td> <td>≥ 250</td> <td>≥ 200</td> <td>≥ 150</td> </tr> </tbody> </table> <p>*Not Including black or grey. Report all results.</p>	Colour:	IMP mcd/m <sup>2</sup> /lx	INMP mcd/m <sup>2</sup> /lx	FMP mcd/m <sup>2</sup> /lx	White	≥ 350	≥ 300	≥ 150	Yellow	≥ 300	≥ 250	≥ 150	Other colours*	≥ 250	≥ 200	≥ 150
Colour:	IMP mcd/m <sup>2</sup> /lx	INMP mcd/m <sup>2</sup> /lx	FMP mcd/m <sup>2</sup> /lx															
White	≥ 350	≥ 300	≥ 150															
Yellow	≥ 300	≥ 250	≥ 150															
Other colours*	≥ 250	≥ 200	≥ 150															
<b>Wet Retroreflectivity</b>	AS 4049.4 (clause 6.3.3, Table 4, Appendix K Method 2)	<p><b>Applicable to all substrate types and all colours (except grey and black):</b></p> <p>≥ 80 mcd/m<sup>2</sup>/lx at all times.</p> <p>Report all results.</p> <p><b>NOTE:</b> Measurements to be taken at IMP, INMP and FMP.</p>																
<b>Luminance</b>	AS 4049.2 (clause 8.5, Appendix G Method 2)	<p><b>White:</b> Lighter than Natural Colour System (NCS) swatch S 2500-N. Report all results.</p> <p><b>Yellow:</b> Approximate match to Natural Colour System (NCS) swatch S 1070-Y20R. Report all results.</p> <p><b>NOTE:</b> This is applicable to <u>white and yellow materials only</u>, refer to Colour Change for all other colours.</p>																
<b>Colour Change</b>	AS 4049.4 (clause 6.3.8 and Appendix G)	<p>All colours assessed at IMP, INMP and FMP testing points must have results ≥ 3 on grey scale. Report all results.</p> <p><b>NOTE:</b> <u>Only colours are assessed in this method</u>, refer to Luminance for white and yellow material testing.</p>																
<b>Skid Resistance</b>	AS 4049.2 (clause 8.2 and Appendix L) and/or TP343	<p>≥ 45 BPN or ≥ 0.55 Grip Number. Report all results.</p> <p><b>NOTE:</b> Shall be evaluated at two pre-determined locations (unless otherwise specified in Appendix A) within the field testing area and locations reported.</p>																
<b>Slip Resistance</b>	AS 4049.4 (clause 6.3.6) AS 4663 Appendix A and Table A1	≥ 35 BPN. Report all results.																
<b>Visibility</b>	AS 4049.5 (clause 8.3.1 and Appendix C)	<p>Markings shall be easily recognisable and clearly visible and shall meet the minimum visual performance levels for Transverse (and other) markings (Table C1) or Longitudinal markings (Table C2), whichever is applicable.</p> <p>A minimum of 5 testing locations over the length of a road shall be assessed. Record and report all measurements, the weather, on-road, and lighting conditions. Report all results.</p>																



# SPECIFICATION AP-S0041/4



## PAVEMENT MARKING MATERIAL – THERMOPLASTIC

### APPENDIX A

#### Field Testing Requirements

#### OPTION 1: Field Testing performed in conjunction with DIT-SA or ARRB/NTRO

- a) Product is applied in a test-deck type scenario, in line with the Australian Standard AS 4049.2 (clause 8.1 and Appendix K), by an authorised PCCP contractor only.

**NOTE:** The exception to this are products intended for and applied as high build i.e., Profile or other application modes producing markings > 3mm. This type of field testing option is not suitable for this intended end use, refer to Option 2 &/or 3 Field Testing Options.

- b) Products are typically applied as follows, in conjunction with the manufacturers recommended application parameters, depending on application type:

Thermoplastic Sub-class <sup>^</sup> :	Guidelines for Application <sup>~</sup> :
<b>Screed</b>	3 mm ± 1 mm WFT (or manufacturer's specified wet/dry film thickness) using B-HR or D-HR (specify which used) applied at >300g/m <sup>2</sup> ± 25 g/m <sup>2</sup> bead rate retained on surface with 0.4-0.7 mm anti-skid applied at 200 g/m <sup>2</sup>
<b>Spray</b>	1-2 mm ± 1 mm (or manufacturer's specified wet/dry film thickness) using B-HR or D-HR (specify which used) applied at >400g/ m <sup>2</sup> ± 25 g/m <sup>2</sup> bead rate retained on surface with and 1-2 mm anti-skid applied at 200 g/m <sup>2</sup>
<b>Extruded / Structured</b>	2-3 mm ± 1 mm WFT (or manufacturer's specified wet/dry film thickness) using B-HR or D-HR (specify which used) applied at >400g/m <sup>2</sup> bead rate retained on surface and 1-2 mm anti-skid applied at 200 g/m <sup>2</sup>
<b>Preformed</b>	2.5 mm ± 0.5mm WFT (or manufacturer's specified wet/dry film thickness) using B-HR or D-HR (specify which used) applied at >300g/m <sup>2</sup> bead rate retained on surface and 0.4-0.7 mm anti-skid applied at 200 g/m <sup>2</sup>

**NOTE:**

<sup>^</sup> Typically, Profile product can be applied up to 10-12 mm therefore is not suitable for a test deck application; if Profile (or other application mode) product is intended for builds >3mm, an alternative field testing option (Option 2 &/or 3) must be considered.

<sup>~</sup> **This is a guideline only:** variations to this can be made on a case-by-case basis dependent on the material under test, the technical and physical requirements, and constraints of the product under test, the glass bead / particle requirements of this material and via prior arrangement / notification with the APAS EO.

- c) Measurements are to be undertaken by either DIT-SA or ARRB/NTRO according to the test requirements of clause 9 Table 2 and are to be taken at three intervals as specified below with all values reported.

Substrate Type:	Initial Measurement Point	Interim Measurement Point	Final Measurement Point
Asphalt (or other substrate type)	After application / cure	2,000,000 Vehicle Passes	4,000,000 Vehicle Passes
Spray Seal	After application / cure	500,000 Vehicle Passes	1,000,000 Vehicle Passes

- d) DIT-SA or ARRB/NTRO supply the client with a full test report addressing all the criteria of clause 9 Table 2 and this appendix for all three test intervals.
- e) A final report encompassing all information shall be supplied to APAS for determination of suitability for conversion of certification from CLASS II to CLASS I.

#### Contact details for DIT-SA and ARRB/NTRO:

Department for Infrastructure & Transport – SA  
 George Spartalis  
 Technical Officer  
 Photometrics Laboratory, Road Asset Management Services  
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Australian Road Research Board (ARRB) /  
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 Email: [david.milling@arrb.com.au](mailto:david.milling@arrb.com.au)



PAVEMENT MARKING MATERIAL – THERMOPLASTIC

APPENDIX A (Cont.,)

Field Testing Requirements (Cont.,)

OPTION 2: Field Testing performed on a new job

Where field testing is unable to be performed according to OPTION 1, a variation to field test (OPTION 2, as follows) will be considered on the application of a new job whereby **all** the following requirements are met:

1. Full NCR Review:

The full history of the product (and any colour variations) in relation to all non-conformance reports generated by the Client through their quality reporting system i.e., CAIR, (e.g., product complaints, issues with manufacture etc.,) is required to be supplied to APAS (Commercial-in-confidence) from both the lab (QC) and in service NCRs.

2. Testing of product sample:

A representative 5-liter/kg sample of the product being applied for the purposes of the job (and subsequently field testing) shall be obtained by the client in conjunction with the PCCP Contractor and supplied to APAS for independent testing to the laboratory requirements of this specification.

NOTE: The 5-litre/kg test sample is additional to the 1-litre/kg retain sample that is retained, as normal, at the time of product manufacture.

3. Field Testing performed on a new job:

- a) A PCCP contractor, with current and valid certification, in conjunction with the product manufacturers that is seeking product certification, shall apply the pavement marking material as per the specific requirements of the tender/job in line with the manufacturer recommendations for application. Full details of the job shall be supplied to APAS including all information pertaining to the application by the PCCP contractor i.e., product batch numbers applied, humidity & temperature readings, measurements taken, site preparation details, equipment used, calibration records etc.,
b) The PCCP Contractor shall perform all testing required, in line with the field testing performance properties of clause 9 Table 2, post-application/cure (Initial Measurement Point).
c) The PCCP Contractor shall return to the site at the Interim Measurement Point (see table below) to perform all the testing required in line with the field testing performance properties of clause 9 Table 2.
d) The PCCP Contractor shall return to the site at the Final Measurement Point (see table below) to perform all the testing required in line with the field testing performance properties of clause 9 Table 2.

NOTE: A CSIRO Verification Service Officer shall be present at the time of all testing and data collection and witness the testing. All costs associated with the presence of the CSIRO Verification Services officer will be the responsibility of the client.

Table with 4 columns: Substrate Type, Initial Measurement Point, Interim Measurement Point, Final Measurement Point. Rows include Asphalt (or other substrate type) and Spray Seal.

- e) A minimum of 5 testing locations over the length of a job site shall be assessed, and the GPS positioning of each of the 5 test sites recorded. The 5 testing sites shall be spread out over the entire course of the job i.e., 25 Km, so a test site every 5 Km (or as near to). Each of the 5 testing locations shall have a minimum of three measurements taken for each of the tests.
f) Length of the job site and the substrate the product has been applied to shall be indicated on the final report supplied to APAS.
g) A test plan shall be supplied by the RMU to APAS prior to the undertaking of the work to determine the site suitability. A copy of all relevant site application paperwork completed by the PCCP contractor will also be supplied at the end of the application at the time of or directly after the Initial Measurement Point testing.
h) A final report encompassing all information (agreed test plan, PCCP contractor application paperwork, initial, interim, and final measurement point testing) shall be supplied to APAS for determination of suitability for conversion of certification from CLASS II to CLASS I.

NOTE: All costs associated with the performance of field testing, including testing of product sample and CSIRO Verification Services Officer presence on site, shall be the responsibility of the Client.



PAVEMENT MARKING MATERIAL – THERMOPLASTIC

APPENDIX A (Cont.,)

Field Testing Requirements (Cont.,)

OPTION 3: Field Testing performed on an existing job

Where field testing is unable to be performed according to OPTION 1 or OPTION 2, a variation to field test (OPTION 3, as follows) will be considered on the analysis of an existing job whereby all the following requirements are met:

1. Full NCR Review:

The full history of the product (and any colour variations) in relation to all non-conformance reports generated by the Client through their quality reporting system i.e., CAIR, (e.g., product complaints, issues with manufacture etc.,) is required to be supplied to APAS (Commercial-in-confidence) from both the lab (QC) and in service NCRs.

2. Testing of retained material sample:

The product that has been applied to the field testing site is required to be ≤ 2 years old so that the client can supply the 1-litre/kg batch retain sample to APAS for independent testing to the laboratory requirements of this specification.

3. On-site testing of product on already existing jobs

- a) In-service, on-the-road product that has been applied by a PCCP contractor (with current and valid certification) will be considered as long as:
- The product applied is ≤ 2 years old so that the client can supply the APAS batch retain sample to APAS for independent testing, and
- The application site has all available information pertaining to the original application by the PCCP contractor i.e., product batch numbers applied, humidity & temperature readings, measurements taken, site preparation details, equipment used, calibration records etc., This information shall be supplied as part of the Test Plan prepared by the Client in conjunction with the PCCP contractor, and
- The Site has achieved the required level of vehicle passes (see below).

Table with 2 columns: Substrate Type, Minimum Measurement Point. Rows: Asphalt (or other substrate type) 4,000,000 Vehicle Passes; Spray Seal 1,000,000 Vehicle Passes

- b) Field testing performance properties, in line with clause 9 Table 2, are to be assessed preferentially by DIT-SA (if product has been laid in SA); otherwise, the testing shall be performed by the original PCCP contractor if they have the specific equipment, and are suitably qualified, to undertake the assessment according. If the original PCCP contractor is unsuitable or unavailable for testing assessment, alternative PCCP contractors shall be considered.

NOTE: A CSIRO Verification Service Officer shall be present at the time of testing and data collection and witness the testing. All costs associated with the presence of the CSIRO Verification Services officer shall be the responsibility of the client.

- c) A minimum of 5 testing locations over the length of a job site would be assessed, and the GPS positioning of each of the 5 test sites recorded. The 5 testing sites are to be spread out over the entire course of the job i.e., 25 Km, so a test site every 5 Km (or as near to). Each of the 5 testing locations shall have a minimum of three measurements taken for each of the tests.
d) Length of job site and the substrate the product has been applied to shall also be indicated on the final report supplied to APAS.
e) A test plan, including all relevant original site application paperwork supplied by the PCCP contractor, shall be supplied by the RMU to APAS prior to the undertaking of the work to determine the site suitability.
f) A final report encompassing all information (agreed test plan, PCCP contractor application paperwork, and measurement point testing) shall be supplied to APAS for determination of suitability for conversion of certification from CLASS II to CLASS I.

NOTE: All costs associated with the performance of field testing, including testing of product sample and CSIRO Verification Services Officer presence on site, shall be the responsibility of the Client.



# SPECIFICATION AP-S0041/4



## PAVEMENT MARKING MATERIAL – THERMOPLASTIC

### APPENDIX B

#### Document History

Status: Current  
 Version: 3  
 Date Published: 15-12-2023

Document Version No.:	Date Published:	Summary of Changes:
3 AP-S0041/4	15-12-2023	<ul style="list-style-type: none"> <li>Reformatted entire document</li> <li>Updated Therapeutic Goods (Poisons Standard - February 2023) to October version</li> <li>Extended out the grace period for all testing facilities to achieve AS ISO/IEC 17025 accreditation due to delays</li> <li>Separated out laboratory testing (Table 1) and field testing (Table 2) requirements into two separate tables</li> <li>Added Appendix A (Field testing Requirements) for specific details, additions and changes to field testing requirements based on ongoing issues to locate suitable and available road areas</li> </ul>
2 AP-S0041/4	21-02-2023	<ul style="list-style-type: none"> <li>Inclusion of glass particles in all areas of this document (where applicable) in line with AP-S0042 V8.</li> <li>Updated SUSMP to Therapeutic Goods (Poisons Standard - February 2023).</li> <li>Addition of clause 6.5 Glass Particles.</li> <li>Rewording of Heat Stability parameters for colours other than white and yellow, in line with the Luminance Factor.</li> <li>Addition of NOTE* in Performance Based Testing Requirements (Field Testing).</li> <li>General formatting changes.</li> </ul>
1 AP-S0041/4	06-09-2022	<ul style="list-style-type: none"> <li>Updated SUSMP information.</li> <li>Review of Luminance Factor requirements (Laboratory Testing) in line with Y values for AS 2700 colours and variation with swatches and equipment used: Yellow amended to <math>\geq 45 - \leq 50</math> % (from <math>\geq 50</math> %); Grey amended to <math>\geq 5 - \leq 15</math> % (from <math>&gt; 5</math> % - <math>&lt; 15</math> %) and Other Colours amended to <math>\geq 5 - \leq 15</math> % (from <math>\geq 15</math> %); addition of Red, Blue and Green values (<math>\geq 5 - \leq 15</math> %). Addition of NOTE to Luminance requirement - Exceptions to the above luminance range values will be assessed on a case by case basis depending on end user requirements within the AS 2700 colour range.</li> </ul>
0 AP-S0041/4	29-07-2021	<ul style="list-style-type: none"> <li>Full Technical document review of APAS specification 0041</li> <li>Separation of original specification (AP-S0041 V11) into pavement marking material types (Solvent-borne, CAP, Thermoplastics, Water-borne and Airport Pavement Markings); this document is now referenced as AP-S0041/4 Pavement Marking Material – Thermoplastic</li> <li>Document brought in line with requirements of AS/NZS ISO/IEC 17065</li> <li>General formatting update</li> <li>Update to include clause 3.2, six sub-classes - 0041/4.1, 0041/4.2, 0041/4.3, 0041/4.4, 0041/4.5 and 0041/4.6</li> <li>Inclusion of clause 4 Definitions and Acronyms</li> <li>Inclusion of clause 5 b) Reference material</li> <li>Inclusion of clause 6.4 regarding certification requirements of glass beads use in the production of thermoplastic products</li> <li>Inclusion of clause 7.1 b) &amp; c) regarding CLASS I &amp; II requirements</li> <li>Inclusion of 7.2 a), b) &amp; c) regarding testing requirements</li> <li>Inclusion of compositional requirements, and revision of laboratory based testing parameters for Colour, Luminance, Softening Point, Flow Resistance</li> <li>Expansion and revision of performance based testing parameters (field testing) relating to increased number of minimum vehicle passes, Dry and Wet Retroreflectivity, Luminance, Colour Change, Slip and Skid Resistance and Visibility</li> <li>Inclusion of alternative CRCL for Field Testing - ARRB</li> </ul>



## PAVEMENT MARKING MATERIAL – THERMOPLASTIC

### APPENDIX B (Cont.,)

#### Document History (Cont.,)

Status: Current  
Version: 3  
Date Published: 15-12-2023

Document Version No.:	Date Published:	Summary of Changes:
11 AP-S0041	10-11-2020	<ul style="list-style-type: none"><li>• Addition of Appendix A Document History and removal of the Editorial Note previously used in specification versions.</li><li>• Updated document to the current format.</li><li>• Updated internal and external document references.</li><li>• Inclusion of VOC Content requirement to Table 1 Performance Properties.</li><li>• Updated Note C contact information.</li><li>• Addition of “People + Product = Protection” to Footer.</li></ul>
10 AP-S0041	16-10-2015	<ul style="list-style-type: none"><li>• Clarified requirements for runway, apron, and taxiway markings for sub-class 0041/6.</li></ul>
9 AP-S0041	23-03-2015	<ul style="list-style-type: none"><li>• Underwent a major revision with the inclusion of requirements for sub-class 0041/3 cold applied products and 0041/6 airport marking.</li></ul>
8 AP-S0041	10-01-2013	<ul style="list-style-type: none"><li>• Added sub-class 6, underwent a general update and the field-testing details in Table 1 were updated.</li></ul>
7 AP-S0041	03-05-2007	<ul style="list-style-type: none"><li>• Aligned the specification with the revised AS 4049 – 2005.</li></ul>
6 AP-S0041	13-02-2001	<ul style="list-style-type: none"><li>• Initiated the second stage of the move to new specification numbering with prominence given to the new number (previously GPC-P-41).</li></ul>