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**SLURRY SURFACING - TEST METHODS -
PART 8: VISUAL ASSESSMENT OF DEFECTS**

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English Version

Slurry surfacing - Test methods - Part 8: Visual assessment of defects

Matériaux bitumineux coulés a froid - Méthodes d'essai -
Partie 8: Evaluation visuelle

Dünne Asphaltsschichten in Kaltbauweise - Prüfverfahren -
Teil 8: Augenscheinliche Beurteilung

This European Standard was approved by CEN on 4 August 2005.

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This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the Central Secretariat has the same status as the official versions.

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Foreword

This European Standard (EN 12274-8:2005) has been prepared by Technical Committee CEN/TC 227 "Road materials", the secretariat of which is held by DIN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by March 2006, and conflicting national standards shall be withdrawn at the latest by March 2006.

This European Standard is one of a series of standards as listed below:

EN 12274-1, *Slurry surfacing – Test methods – Part 1: Sampling for binder extraction.*

EN 12274-2, *Slurry surfacing – Test methods – Part 2: Determination of residual binder content.*

EN 12274-3, *Slurry surfacing – Test methods – Part 3: Consistency.*

EN 12274-4, *Slurry surfacing – Test methods – Part 4: Determination of cohesion of the mix.*

EN 12274-5, *Slurry surfacing – Test methods – Part 5: Determination of wearing.*

EN 12274-6, *Slurry surfacing – Test methods – Part 6: Rate of application.*

EN 12274-7, *Slurry surfacing – Test methods – Part 7: Shaking abrasion test.*

EN 12274-8, *Slurry surfacing – Test methods – Part 8: Visual assessment of defects.*

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom.

1 Scope

This European Standard specifies qualitative and quantitative test methods of the visual assessment of defects of slurry surfacing.

This European Standard is applicable to all slurry surfacing (roads, airfields and other areas).

The visual assessment reports for both methods have identical records and thus both may be used to check the specification for visual assessment of defects.

Defects emanating from the substrate (existing road) must not be taken into consideration.

NOTE 1 The qualitative and quantitative tests may be used separately or sequentially. This may relate to different types of sites (for example lightly trafficked roads may not be required to be quantitatively assessed).

NOTE 2 The test may be used to evaluate the durability of slurry surfacing.

2 Normative references

The following referenced documents are indispensable for the application of this European Standard. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 13036-1, *Road and airfield surface characteristics — Test methods — Part 1: Measurement of pavement surface macrotexture depth using a volumetric measurement patch technique*

3 Terms, definitions and symbols

For the purposes of this European Standard, the following terms, definitions and symbols apply.

3.1 Terms and definitions

3.1.1

defect

state of a slurry surfacing where the material is affected by one or more of the effects defined in this European Standard (see 3.1.2 to 3.1.13).

3.1.2

bleeding, fatting up and tracking

appearance of free binder at the surface

NOTE This may be due to the binder migrating to the surface (bleeding) or to coarse aggregate migrating downwards (fatting up) or a combination of the two, it is often difficult to visually separate the two causes. Tracking is evident as shiny areas caused by traffic resulting in loss of macrotexture normally in the wheel tracks.

3.1.3

delamination

detachment of the slurry surfacing from the underlying road or from a lower layer of a multi-layer slurry surfacing

3.1.4

wearing and loss of slurry surfacing

loss of mass of material

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