



NSAI
Standards

Irish Standard
I.S. EN 1463-2:2021

Road marking materials - Retroreflecting road studs - Part 2: Road test performance specifications

I.S. EN 1463-2:2021

Incorporating amendments/corrigenda/National Annexes issued since publication:

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I.S. xxx: Irish Standard — national specification based on the consensus of an expert panel and subject to public consultation.

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National Foreword

I.S. EN 1463-2:2021 is the adopted Irish version of the European Document EN 1463-2:2021, Road marking materials - Retroreflecting road studs - Part 2: Road test performance specifications

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EUROPEAN STANDARD

EN 1463-2

NORME EUROPÉENNE

EUROPÄISCHE NORM

May 2021

ICS 93.080.20

Supersedes EN 1463-2:2000

English Version

Road marking materials - Retroreflecting road studs - Part 2: Road test performance specifications

Produits de marquage routier - Plots
rétro réfléchissants - Partie 2 : essai routier

Straßenmarkierungsmaterialien - Retroreflektierende
Markierungsknöpfe - Teil 2: Feldprüfungen

This European Standard was approved by CEN on 12 April 2021.

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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 CEN-CENELEC Management Centre has the same status as the official versions.

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European foreword

This document (EN 1463-2:2021) has been prepared by Technical Committee CEN/TC 226 “Road equipment”, the secretariat of which is held by AFNOR.

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of an identical text or by endorsement, at the latest by November 2021, and conflicting national standards shall be withdrawn at the latest by November 2021.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN shall not be held responsible for identifying any or all such patent rights.

This document supersedes EN 1463-2:2000.

The main changes with respect to the previous edition are listed below:

- This document has been prepared in order to achieve consistency with EN 1824 “Road marking materials — Road trials”.
- To avoid redundancies, definitions which are stated in EN 1463-1:—¹ have been removed from Clause 3. For consistency, the Introduction has been also removed.
- Due to the fact that this document is a supporting document to harmonized EN 1463-1:—¹, the content which refers to temporary products have been removed.
- In 4.5 “Road surface conditions” (former 4.1.5), concrete road surfaces have been added as a suitable surface for carrying out the durability test.
- In 5.1 “Duration” (former 4.2.1), although it is fixed to one year, the possibility of reducing it to 11 consecutive months (including, in any case, a complete summer and winter season) is also given, as the number of available test sites in the EU is rather limited. Accordingly time needs to be planned for removal and applying a new test.
- In 5.2 “Longitudinal application patterns” (former 4.2.2), drawings have been added to avoid any misunderstanding.
- In 7.2 “Stage 1: daylight examination” (former 5.2), paragraph a) has been revised to avoid any misunderstanding.
- In 7.3 Stage 2: night-time examination (former 5.3) process step a) “clean the retroreflectors” and a note about cleaning has been added. While this just describes best practice, this information has been added to avoid any misunderstanding.
- In 7.3 Stage 2: night-time examination (former 5.3) process step d) “if the total number of test studs remaining is less than 43, the assessment shall be considered void” has been added, as a further proceeding to stage 3 makes no sense under this condition.
- In 7.6 “Stage 5: testing selected test studs” (former 5.6), 7.6.3, a Note intended to open the possibility to use portable equipment to carry out in field photometric measurements has been added.
- In Clause 8 “Individual test report” (former Clause 6) the classes S0-S3 have been removed, in accordance with the changes introduced in EN 1463-1:—¹, and minimum test report requirements have been added.

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- Added informative Annex C “Standardized documentation of weather conditions using the Köppen classification”.

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

1 Scope

This document describes the test method for carrying out road trials on retroreflecting road studs. Specifications are given for test sites, for the organization of the tests, and for the presentation of the results in the form of a test report.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 1463-1:—¹, *Road marking materials — Retroreflecting road studs — Part 1: Initial performance requirements*

3 Terms, definitions and types

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <https://www.electropedia.org/>

3.1

test stud

retroreflecting road stud submitted for conformity testing in accordance with this document

3.2

applicant product

set of road studs provided by the manufacturer with the same commercial reference

4 Test sites and conditions

4.1 General

Test sites shall be arranged at suitable locations that meet at least the requirements of 4.2 to 4.5. The test results will depend on the weather, traffic and road surface conditions. These shall all be described in the corresponding individual test report (see 8.2).

4.2 Test site design characteristics and location

Studs shall be tested on a road with two lanes in one direction (Figure 1). On this test site there shall be no other than the national maximum speed limit.

¹ Under preparation. Stage at the time of publication: FprEN 1463-1:2021

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