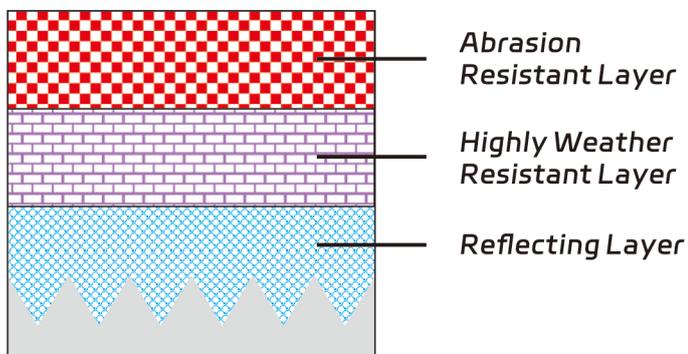




DM-502 (road stud)

Product Description: DM-502 protruding road marking (road stud) is made of engineering plastic and micro-prismatic retro-reflector, which has the advantages of high brightness, excellent wide-angle, high-pressure resistance, abrasion resistance, etc. It is widely used in speed bump warning, curved roads, lane division, parking spaces, and other applications.

Product structure



Packaging, transportation, and storage

(1). Packaging

The base of the protruding road markings is stacked on top of each other and discharged neatly and closely in the carton to avoid collision between retro-reflectors. Outer packaging should be prevented from rain, exposure, heavy pressure, away from fire, heat, and other signs.

(2). Transportation

Protruding road signs should be avoided from extrusion, impact, sunshine, and rain during transportation.

(3). Storage

The product should be placed in a dry, cool, well-ventilated environment, the stacking layer should not exceed 1 m height, do not be close to the heat source. Storage period It should not exceed 12 months from the date of leaving the factory.



Basic Physical Properties

No.	Items	Requirement				Reference Standard				
1	Appearances	The protruding road marking base body is a complete, uniform color, with no obvious scratches, cracks, flying edges, or other defects on the outer surface. The retro-reflector of the protruding road marking is complete, without defects, and the reflection is				GB/T 24725-2009				
2	Structural Size	Length		100±2mm		DM Standard				
		Widths		88±2mm						
		Height		19.8±0.1mm						
		Slope toward traffic		35°±0.5°						
		Edge and bottom		Protruding road marking edges should be smooth and free of sharp edges that could cause traffic injuries; the bottom should be crafted to bond to the pavement.						
3	Overall impact resistance	After the impact resistance test, there is no breakage of any kind outside the area of 12mm in diameter centered on the impact point.				GB/T 24725-2009				
4	Impact resistance of retroreflectors	There is no breakage of any kind outside a 12mm diameter area centered on the point of impact. Retro-reflectors with wear-resistant layer The wear-resistant layer of the retroreflector does not have more than two radial cracks with a length of 6.4mm, the cracks do not extend to the edge of the wear-resistant layer, and the wear-resistant layer is not peeled off from the retroreflector.				GB/T 24725-2009				
5	pressure load	≥160KN				GB/T 24725-2009				
6	Longitudinal bending strength	≥9KN				GB/T 24725-2009				
7	Colorimetric performance	clamshell (D65 light source45/0)	White	Color Coordinate (x, y)	In the area of the following four corner point combinations (0.350, 0.360) ; (0.300, 0.310) (0.290, 0.320) ; (0.340, 0.370)		GB/T 24725-2009			
				brightness factor	≥0.75					
				Yellow	Color Coordinate (x, y)	In the area of the following four corner point combinations (0.519, 0.480) ; (0.468, 0.442) (0.427, 0.483) ; (0.465, 0.534)				
			brightness factor		≥0.45					
			White		Color Coordinate (x, y)	In the area of the following six corner point combinations (0.310, 0.348) ; (0.453, 0.440) ; (0.500, 0.440) ; (0.500, 0.380) ; (0.440, 0.380) ; (0.310, 0.283)				
				Yellow	Color Coordinate (x, y)	In the area of the following four corner point combinations (0.545, 0.424) ; (0.559, 0.439) (0.609, 0.390) ; (0.597, 0.390)				
		Red			Color Coordinate (x, y)	In the area of the following four corner point combinations (0.650, 0.330) ; (0.668, 0.330) ; (0.734, 0.265) ; (0.721, 0.259)				
		8	Luminous Intensity Factor	Minimum luminous intensity factor (mcd/lx) for Class A1 projecting road signs					GB/T 24725-2009	
				Viewing Angle	Angle of Incidence	White		Yellow		Red
						0°		580		348
				0.2°	±20°	White		Yellow		Red
						272		163		54.4
0.33°	±5°			White	Yellow	Red				
		472	283	94.4						
1°	±10°	White	Yellow	Red						
		74	44	14.8						
2°	±15°	White	Yellow	Red						
		11.8	7.1	2.36						
9	Resistant to Temperature Cycling	No cracking of raised road markings, no stripping of retro-reflectors from the substrate, and no delamination of the wear-resistant layer after the temperature cycling test.				GB/T 24725-2009				
10	Salt Spray Corrosion Resistance	After 24h per cycle, a total of 6 cycles of salt spray test, the specimen did not show signs of discoloration or erosion, and there was no other damage phenomenon. There is no discoloration, erosion, or solution penetration of the protruding road marking substrate and retro-reflector.				GB/T 24725-2009				
11	Abrasion Resistance	The luminous intensity factor of Class A1 raised road signs shall not be less than 50% of the specified value after the abrasion test.				GB/T 24725-2009				