

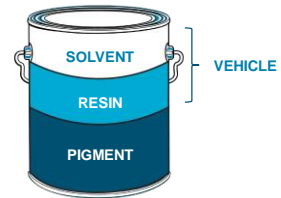
BRIDGE PAINT

Paint – Physical Properties & Inspection

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Paint



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2

Types of Paint

Paints are generally solutions of solids such as pigments and other chemicals in a liquid carrier or vehicle used for transporting the solids to a surface needing protection. At the surface they may react chemically to polymerize.

Some common types are:

1. latex coatings - emulsion in water (acrylics and vinyl)
2. lacquers - solutions in which the solid resins do not change or react as the solvent evaporates, they become hard (chlorinated rubber, asphaltic coatings)
3. air oxidizing coatings - oil based coatings that react with oxygen to harden (alkyds, epoxy esters, linseed oil)
4. chemically reactive coatings - two component polymers sometimes without solvent (epoxy, urethanes)

3

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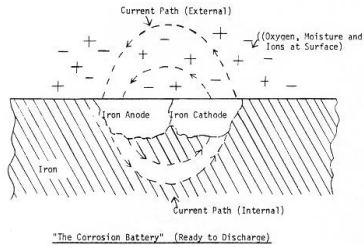
Corrosion

1. Caused by thermodynamic instability of steel.
2. Is an electrochemical process.
3. The rate of corrosion is based on electric current generated by potential (voltage) differences with the steel.
4. Ohms Law: (current) $I = \frac{E \text{ (voltage)}}{R \text{ (resistance)}}$

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Chemical Reaction (1st Stage)

Anode (where visible corrosion occurs)



Cathode (adjacent protected area)

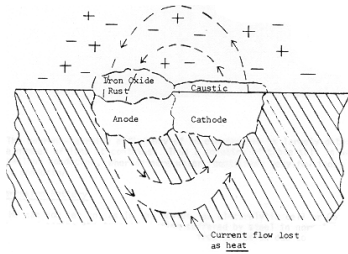
- a) $2\text{H}^{+} + 2\text{e}^{-} \longrightarrow \text{H}_2$ (hydrogen gas)
- b) $4\text{H}^{+} + \text{O}_2 (\text{air}) + 4\text{e}^{-} \longrightarrow 2\text{H}_2\text{O}$ (water)
- c) $\text{O}_2 + 2\text{H}_2\text{O} + 4\text{e}^{-} \longrightarrow 4\text{OH}^{-}$ (alkali)

The alkali buildup attacks some paint.

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Chemical Reactions (2nd and 3rd Stages)

2nd Stage:



3rd Stage:



8

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Requirements For Corrosion

1. Thermodynamically unstable metal (iron)
2. Electrolytic conduction of ions (water)
3. Electrical conductor of electrons (metal)
4. Electron acceptor (hydrogen ions or dissolved oxygen)

9

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Corrosion Current at Breaks in Paint Coating

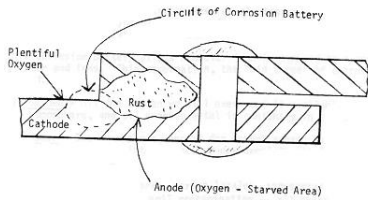
$$\text{Electrical current } I = \frac{(PA - A_c) - (PC + C_c)}{RD + RL + RC + t}$$

PA = electrical potential @ anode
 PC = electrical potential @ cathode
 A_c = electrical potential @ anode from buildup of corrosion by products
 C_c = electrical potential @ cathode from buildup of corrosion by products
 RD = electrical resistance at the discontinuity (electrolyte)
 RL = electrical resistance of the moisture outside the discontinuity
 RC = electrical resistance of the coating
 t = coating thickness

10

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11

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Pack Rust or Crevice Corrosion



12

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Pack Rust



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Perforated Bottom Chord



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Distorted and Perforated Plate Due to Pack Rust



15

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How Paint Works To Prevent Corrosion

1. Eliminates the electrolyte (separates it from the steel)
2. Increases the electrical resistance of the corrosion circuit
3. Reduces the concentration of electron acceptors (H^+ and O_2)

16

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16

Paint System Design

Primer Layer:

- a) inhibitive
- b) barrier (increase RC t) purpose - increase A_p , C_p and R

Intermediate Layer:

- a) increase R
- b) reduces pinholes and permeability

Topcoat:

- a) ultraviolet resistance
- b) colour
- c) toughness

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Wet Paint on Steel – Trapped Air

- Paint thins on drying in relation to solids content
- 60% solids – 5mils wet – 3 mils dry



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Results in a Pinhole



19

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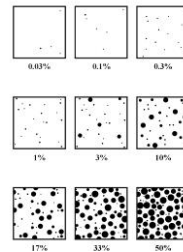
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Physical Properties of Existing Paint Needed For Encapsulation

1. Rust condition ≥ 7 (ASTM D610)
2. Thickness $\geq 3, \leq 12$ mils
3. Flexibility - chisel test
4. Adhesion between layers and to substrate
5. Chalking
6. Substrate (Tooke Test)

ASTM D 610





25

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26

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26

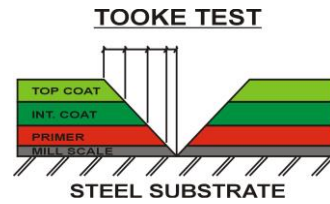
Blistering and Scaling



27

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27



28

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CLASSIFICATION	REPAIR OF DAMAGED AREA FROM WHICH SAMPLE WAS TAKEN			
14	None			
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	SEE TO 50%			
20	REPAIR FROM 50%			

29

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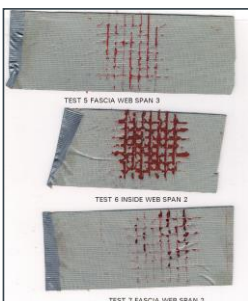
29



30

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31

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31



32

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32

Cause of Painting Cost Escalation

Various environmental and safety regulations concerning the removal and disposal of lead-based paints.

Late 1980's	No Containment	\$15 to \$20/ M ²
Early 1990's	Enclosure	\$50 to \$60/ M ²
Mid 1990's	80% Recovery	\$80 to \$100/ M ²
1999	90% Recovery	\$120 to \$140/ M ²
2002	90% Recovery	\$180 to \$200/ M ²
2004	90% Recovery	\$300 to \$350/ M ²
Present	100% Recovery	\$500 to \$550/ M ²

33



33

Questions?




34