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Standard Specification for Pedestrian and Light Traffic Paving Brick¹

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1. Scope*

1.1 This specification covers brick intended for use as paving material subjected to pedestrian and light vehicular traffic. The units are designed for use in pedestrian applications and vehicular areas that are subjected to low volumes of vehicular traffic, such as residential driveways and streets and commercial driveways (passenger drop-offs). The units are not intended to support heavy vehicular traffic covered by Specification C 1272 or for industrial applications covered by Specification C 410.

NOTE 1—Heavy vehicular traffic is defined as high volumes of heavy vehicles (trucks having 3 or more axles) in Specification C 1272.

1.2 The property requirements of this standard apply at the time of purchase. The use of results from testing of brick extracted from masonry structures for determining conformance or nonconformance to the property requirements (Section 4) of this specification is beyond the scope of this standard.

1.3 Brick are manufactured from clay, shale, or similar naturally occurring earthy substances and subjected to a heat treatment at elevated temperatures (firing). The heat treatment must develop sufficient fired bond between the particulate constituents to provide the strength and durability requirement of this specification (see firing, fired bond, and incipient fusion in Terminology C 43).

1.4 The brick are available in a variety of sizes, colors, and shapes. They are available in three classes according to exposure environment and three types according to type of traffic exposure.

1.5 The values stated in inch-pound units are to be regarded as the standard.

¹ This specification is under the jurisdiction of ASTM Committee C15 on Manufactured Masonry Units and is the direct responsibility of Subcommittee C15.02 on Brick and Structural Clay Tile.

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*A Summary of Changes section appears at the end of this standard.