

➔ Benefits

- Skid resistance ratings are a key indicator of pavement ride safety.
- Use our Texture Testing service in conjunction with Skid Testing, to provide rich data sets that can feed into predictive pavement behaviour modelling.
- Data collection can be completed at high speeds and can test pavement in varying conditions.



➔ What is Skid Resistance?

The force or friction which develops, when a tyre is prevented from rotating as it slides along a pavement surface, is the skid resistance of that pavement. Water, mud or loose detritus on the pavement surface, reduces its skid resistance rating.

Surface friction properties are affected by factors such as:

- Vehicle speed and surface texture
- Water depth and tyre characteristics
- Seasonal, regional and year-on-year variations
- Temperature
- Road geometry
- Surface contamination
- Surfacing aggregates
- Surfacing type and age (early life skid resistance)

SKID RESISTANCE TESTING

Measuring surface friction of pavements is extremely important for evaluating the safety of a pavement. For public safety, it is imperative that surface friction surveys are undertaken regularly. A report from the FHWA (USA) noted that out of more than 25 million accidents, 19% occurred on wet pavements.

Risk Management

The role of the Pavement Manager is increasingly that of a risk manager, assessing, understanding and ameliorating the risk of pavement failure, accidents caused by inadequate skid resistance and other pavement-related safety risks to the public.

SKID RESISTANCE TESTING

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→ Griptester

Airports and highways worldwide use the Griptester to measure surface friction. This trailer-based, continuous measuring device is highly reliable. It is used to investigate accident sites and problem areas. Data collected by the Griptester feeds into modelling of the expected behaviour of specific pavement surfaces.



→ Texture Testing

Our Texture Testing service utilises a laser profilometry system, to collect pavement texture depth by both Mean Profile Depth (MPD) and Equivalent Sand Patch diameter.

→ Norsemeter ROAR MK-II

Our ROAR MK-II was calibrated against a SCRIM device, as part of the Transit New Zealand validation study in 2010. This calibration is a requirement for the reporting of equivalent SFC50. The Norsemeter is a trailer, equipped with the ROAR friction measuring unit. This has a special, high-precision hydraulic brake machine, with a standard ASTM 1551 test tyre, of diameter 40 cm | 16 inches. Friction measurement can occur at all speeds, including above 30 kmph

