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Značilnosti cestnih in vzletnih površin - 10. del: Postopek določanja torne sposobnosti vozne površine z opremo za vzdolžne meritve z blokiranim kolesom (LFCSK): Skiddometer BV-8

Road and airfield surface characteristics - Part 10: Procedure for determining the skid resistance of a pavement surface using a device with longitudinal block measurement (LFCSK): the Skiddometer BV-8

Verfahren zur Bestimmung der Griffigkeit von Fahrbahndecken durch Messung des Gleitbeiwertes am blockierten Schleppрad: das Skiddometer BV-8

Caractéristiques de surface des routes et aéroports - Partie 10: Mode opératoire de détermination de l'adhérence d'un revêtement de chaussée à l'aide d'un dispositif à mesurage longitudinal, roue bloquée (CFLSK): le skiddomètre BV-8

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Road and airfield surface characteristics - Part 10: Procedure for determining the skid resistance of a pavement surface using a device with longitudinal block measurement (LFCSK): the Skiddometer BV-8

Caractéristiques de surface des routes et aéroports - Partie 10 : Mode opératoire de détermination de l'adhérence d'un revêtement de chaussée à l'aide d'un dispositif à mesurage longitudinal, roue bloquée (CFLSK): le skiddomètre BV-8

Oberflächeneigenschaften von Straßen und Flugplätzen - Teil 10: Verfahren zur Bestimmung der Griffigkeit von Fahrbahndecken durch Messung des Reibungskoeffizienten (LKCSK) am blockierten Schleppрad: das Skiddometer BV-8

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Contents

Page

Foreword

This document (CEN/TS 15901-10:2009) has been prepared by Technical Committee CEN/TC 227 “Road materials”, the secretariat of which is held by DIN.

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1 Scope

This Technical Specification describes a method for determining the skid resistance of paved surface by measurement of the longitudinal friction coefficient μ_{Skid}.

The method provides a measure of the wet skid resistance properties of a bound surface by measurement of the longitudinal friction coefficient using a locked wheel with a slip ratio of 0 % (locked wheel: standard), or a slip ratio of (14 ± 1) % and a controlled speed. The test tyre is dragged over a pre-wetted pavement under controlled load and constant speed conditions while the test tyre is parallel to the direction of motion and to the pavement.

This Technical Specification covers the operation of the Skiddometer, Type BV 8, used in Switzerland.

2 Recommended uses

This method provides a means for the evaluation of the skid resistance of a road surface. It is suitable for use in the following situations:

— measurement of road in service, either network monitoring for Pavement Management, or measurements on project-level;

— approval of new or renewed pavements;

— research measurements;

— special measurements with separately defined measuring method in winter conditions (ice, snow, frost).

3 Terms and definitions

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

3.1
friction
resistance to relative motion between two bodies in contact, the frictional force being the force which acts tangentially in the contact area

3.2
skid resistance
characterisation of the friction of a road surface when measured in accordance with a standardised method

3.3
wet road skid resistance
property of a trafficked surface that limits relative movement between the surface and the part of a vehicle tyre in contact with the surface, when lubricated with a film of water

NOTE Factors that contribute to skid resistance include the tyre pressure, contact area, tread pattern, and rubber composition; the alignment, texture, surface contamination, and characteristics of the road surface; the vehicle speed; and the weather conditions.

The skid resistance of a road surface in Europe varies seasonally. Generally, wet skid resistance is higher in winter as a result of the effects of wet detritus and the effects of frost and wear by tyres on microtexture and macrotexture. Wet skid resistance is lower in summer as a result of dry polishing by tyres in the presence of fine detritus.

The change in skid resistance of a surface in service is affected by the volume of traffic and the composition of the traffic, i.e. cars, buses, commercial vehicles of different sizes, as the tyres of these vehicles polish and/or wear away the

surfacing material in different ways. The geometry of the road will affect the change in skid resistance. Generally, tyres polish less on straight roads than on bends.

Where the surface contains aggregate with a coating of binder, e.g. bitumen, resin of Portland cement, the skid resistance will change as the coating is worn away by tyres.

3.4
longitudinal friction coefficient
LFC
ratio between horizontal force (drag) and vertical load (load) for a braked wheel in controlled conditions, which is normally a decimal number quoted to two significant figures

NOTE LFC varies depending on the slip ratio of the device and the operational speed.

3.5
longitudinal friction coefficient Skiddometer
μ_{Skid}
ratio under controlled slipping conditions between the horizontal force (that can be activated between the test wheel and the wet surface) and the vertical wheel load of the Skiddometer

3.6
calibration
periodic adjustment of the offset, the gain and the linearity of the output of a measurement method so that all the calibrated devices of a particular type deliver the same value within a known and accepted range of uncertainty, when measuring under identical conditions within given boundaries or parameters

NOTE The method of calibration of the reference device is given in Clause 7.

3.7
Skiddometer
acronym (Skiddometer BV-8) applying to a device developed by the “Statens Väginstitut, National Swedish Road Research Institute of Stockholm” to perform routine measurements of friction for long road-sections or punctual measurements at different speeds to characterise a particular section

3.8
operating speed
speed at which the device traverses the surface

3.9
slip speed
relative speed between the test tyre and the travelled surface in the contact area

3.10
slip ratio
quotient of the slip speed divided by the operating speed

3.11
wheelpath
part of the pavement surface where the majority of vehicle wheel passes are concentrated

NOTE The wheelpath is not a fixed location on a pavement surface. On a worn pavement, the wheelpath is usually easily identified visually. On a newly laid surface, the position of the wheelpath needs to be estimated by experienced operators.

For special circumstances such as acceptance tests, a particular path may be defined, for example (700 ± 150) mm from the edge of the running lane of a road.

3.12
theoretical water film thickness
theoretical thickness of a water film deposited on the surface in front of the measuring tyre, assuming the surface has zero texture depth

3.13
repeatability
maximum difference expected between two measurements made by the same machine, with the same tyre, operated by the same crew on the same section of road in a short space of time, with a probability of 95 %

3.14
reproducibility
maximum difference expected between two measurements made by different machines, with different tyres, operated by different crews on the same section of road in a short space of time, with a probability of 95 %

4 Safety

Safety measures shall be in place to maintain safe working practice in accordance with current regulations, and to ensure the safety of other road users, including measures to control traffic as necessary

NOTE The wetting of surfaces can have an effect on other users of the site and every effort should be made to ensure that they do not have to make any sudden changes in speed or direction.

When measuring skid resistance on trafficked roads the Skiddometer BV-8 may operate at speeds different to normal road speeds and as a result can create a hazard to other road users. The test speed specified when calling for tests in accordance with this standard should take this into account.

Testing should not be carried out if there is a risk of water freezing on the pavement.

5 Principle

5.1 Principle of measurements

The Skiddometer operates on the principle that the measuring wheel allows the simulation and investigation of a locked braking situation. The braking sequences consist of braking sections and free-wheeling sections at specific test speeds. It is also possible to perform measurements with a fix slip ratio (16 %).

Figure 1

5.2 Operating principle

The measuring wheel in the middle of the trailer is mounted between the running wheels and is applied to the road surface under a known and controlled vertical load. A controlled flow of water pre-wets the road surface immediately in front of the test wheel, so that when it moves forward, the test wheel slides in the forward direction along the wetted surface. Different water film thicknesses (0 mm to 1 mm, usual is 0,5 mm) and measuring speeds (40 km/h, 60 km/h and 80 km/h) can be selected.

Due to the construction of the measurement vehicle (test wheel in the middle of the trailer) and the measuring speed, limits for the curve radius and the width of the lane (road with oncoming traffic) are given.

6 Key characteristics

6.1 General

The minimum requirements to ensure a good repeatability and reproducibility of the devices results are listed below.

6.2 Test equipment

The test equipment includes the following features:

— test wheel assembly;

— water supply and flow control mechanism;

— electronic recorder.