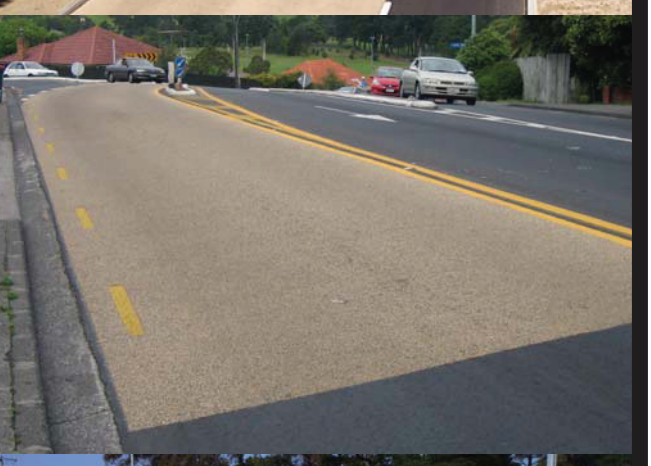

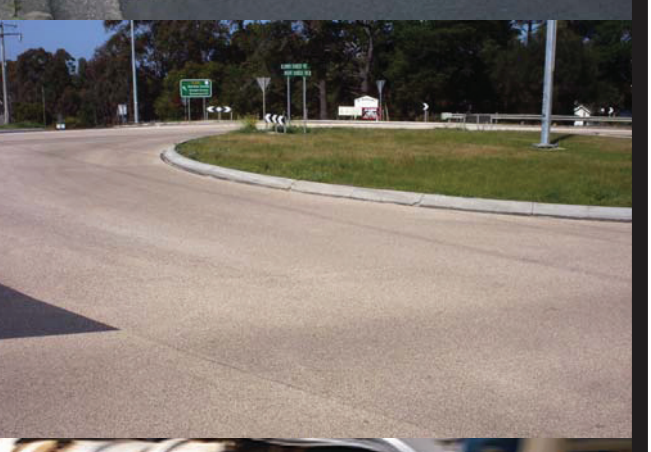

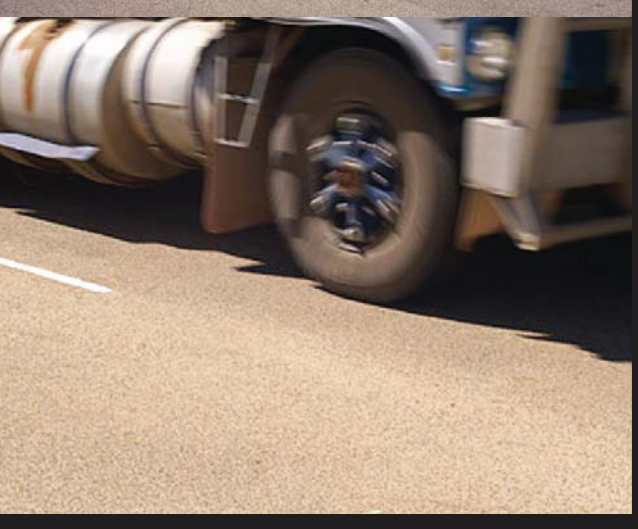

OMNIGRIPHF HIGH FRICTION

A high friction, skid resistant surfacing system for highways, bridges and vehicle trafficked pavements to provide:-

- Improved Surface Friction
- Improved Macro & Micro Texture
- Reduced Braking Distances
- Improved Vehicle Deceleration
- A Safer Road Environment

Ideally Suited for:-

- Intersection Treatments
- Roundabouts
- School & Pedestrian Crossings
- Tight Radius Corners
- Black Spot Locations

OmniCrete

Website: www.omnicrete.com.au

OMNIGRIPHF HIGH FRICTION

OMNIGRIP HF is a high friction veneer surfacing system comprised of thermosetting surfacing compound incorporating specialist high polished stone aggregates designed to improve & maintain a high level of skid resistance on asphalt or concrete roads, highway and bridge pavements.

Available in both modified epoxy or polyurethane formulated options OMNIGRIP HF is specifically designed to provide a durable, deep textured and high skid resistant finish for the design life of the product.

PROVEN ROAD SAFETY TECHNOLOGY

- Excellent Friction Properties - SRV > 70
- Reduce Emergency Braking Distances
- Reduction in Threshold Collision Impact Speeds
- Proven Accident Reduction

MATERIAL BENEFITS:-

- High PSV Aggregates > 70
- Suitable for Concrete & Asphalt Surfaces
- Free of solvent and Aromatic Oils
- Fuel, Oil & De Icing Salt Resistant
- Type 1 Compliance (TRL 176 Appendix G, J & K)
- Guaranteed Product Performance
- Accredited Installation Service

Buff Calcined Bauxite (PSV > 70)

Grey Calcined Bauxite (PSV > 70)

For further specification details contact:-

OmniCrete

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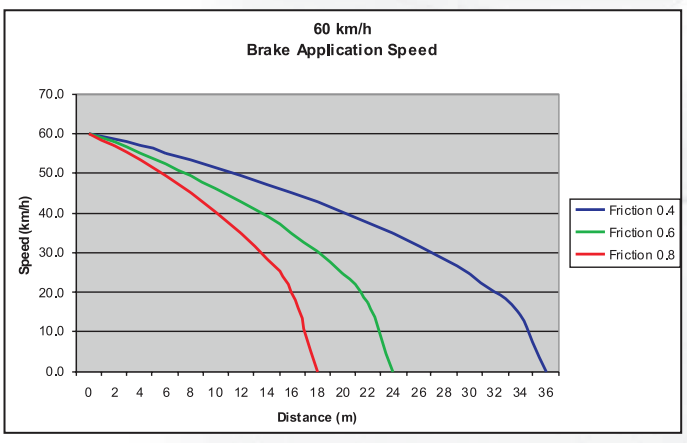
How does Surface Friction influence the reduction in vehicle braking distances and the impact threshold speed in the event of collision?

The concept of differing braking distances and reductions in threshold impact speeds in respect to higher surface friction has been developed from the formulas $d = V2 / (254 * \mu)$ & $S = v (254 * d * \mu)$ which are used by many agencies around the world. The outcome identifies that a vehicle braking on a surface with a higher level of friction will decelerate more quickly and come to stop in a much shorter distance relevant to the speed of the vehicle.



Based on the above formulae the graph depicts a vehicle braking from 60 km/h on a surface with an average friction level of 0.8, will come to a stop in approximately 18 m. Subsequently when this is compared against a 2nd vehicle travelling at the same speed on a surface with a friction level of 0.4, this second vehicle will take approximately 35 m, being an additional 17 m, before it comes to a complete stop. Accordingly it is important to note that the 2nd vehicle would still be travelling at 42 km/h after the first 18 m of braking at which time comparatively, the first vehicle would have already come to a complete stop.

It is important to also consider that the braking distances do not account for the drivers reaction time as this can be variable based on the drivers ability and concentration level. However, proven technology and physics demonstrate that the higher the friction level the quicker the vehicle is likely to decelerate which in turn translates to shorter braking distances and overall accident reduction.

Authorised Supplier and Installer :-

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