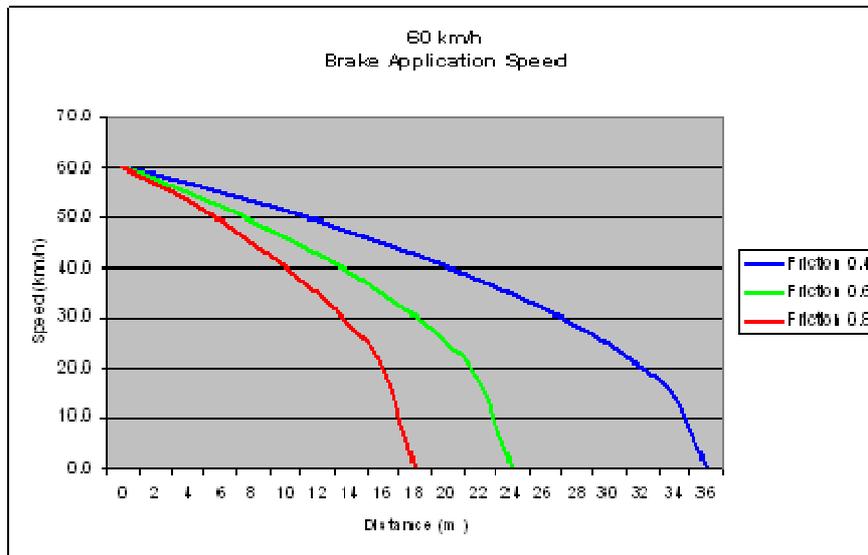


## How Does OMNIGRIP HF Work?

The concept of differing braking distances in respect to higher surface friction is developed from the formula  $d = V^2 / (254 * \mu)$  which is used by many agencies around the world. The outcome identifies that vehicles braking on a surface with a higher level of friction after the brakes had been applied will come to stop in a much shorter distance relevant to the speed of the vehicle.



## What Results Can You Reasonably Expect By Using OMNIGRIP HF?

Contrary to misconceptions within the traffic engineering environment, the installation of a high friction surface treatment does not necessarily equate to lower incident rates. It should be understood that the basic function of a HFST is to impart and maintain a level of friction and texture that is not achievable by traditional pavement construction methods

Accordingly, a HFST under normal traffic conditions has no impact on day to day driver behaviour and attitudes. Hence, a HFST is not designed to provide a reduction in traffic accident statistics that are directly attributed to behavioural considerations in its many and various forms.

In fact a HFST becomes an effective road safety instrument in emergency situations where conditions provide the driver with a situation having to brake suddenly to evade a potential incident. In these circumstances, the high friction surface of the road provides the physics and performance capability to allow a vehicle to obtain and maintain maximum friction contact with the road surface. This, in turn, allows the vehicle to decelerate more rapidly and for the vehicle to come to a complete stop in a shorter distance. Accordingly in the event of impact, the threshold impact speed will be significantly lower than that of a vehicle attempting to stop on a pavement with a lower level of surface friction.

In turn, this equates to a significant risk reduction in the likelihood of serious injury occurring due to lower speed on impact as the presence of a HFST is highly likely to affect the severity of damage and trauma inflicted. Meaning a fatality incident may be reduced to serious injury and/or an injury incident may translate to a property damage only outcome, all of which contributes to reduction of road trauma and the associated personal and financial costs associated with same.