



**NSAI**  
Standards

Irish Standard Recommendation  
S.R. CEN/TS 15901-14:2016

Road and airfield surface characteristics -  
Part 14: Procedure for determining the skid  
resistance of a pavement surface using a  
device with longitudinal controlled slip  
(LFCN): ViaFriction (Road Analyser and  
Recorder of ViaTech AS)

**S.R. CEN/TS 15901-14:2016**

*Incorporating amendments/corrigenda/National Annexes issued since publication:*

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*This document replaces/revises/consolidates the NSAI adoption of the document(s) indicated on the CEN/CENELEC cover/Foreword and the following National document(s):*

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Údarás um Chaighdeáin Náisiúnta na hÉireann

## National Foreword

S.R. CEN/TS 15901-14:2016 is the adopted Irish version of the European Document CEN/TS 15901-14:2016, Road and airfield surface characteristics - Part 14: Procedure for determining the skid resistance of a pavement surface using a device with longitudinal controlled slip (LFCN): ViaFriction (Road Analyser and Recorder of ViaTech AS)

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TECHNICAL SPECIFICATION  
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**CEN/TS 15901-14**

February 2016

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English Version

Road and airfield surface characteristics - Part 14:  
Procedure for determining the skid resistance of a  
pavement surface using a device with longitudinal  
controlled slip (LFCN): ViaFriction (Road Analyser and  
Recorder of ViaTech AS)

Caractéristiques de surface des routes et aéroports -  
Partie 14: Mode opératoire de détermination de  
l'adhérence d'un revêtement de chaussée à l'aide d'un  
dispositif à frottement longitudinal contrôlé (CFLRDK):  
le ROAR (Analyseur de Route et Enregistreur du  
Norsemeter)

Oberflächeneigenschaften von Straßen und  
Flugplätzen - Teil 14: Verfahren zur Bestimmung der  
Griffigkeit von Fahrbahndecken durch Verwendung  
eines Geräts mit geregelttem Schlupf in Längsrichtung  
(LFCN): Das ViaFriction-Messgerät (Road Analyser and  
Recorder of ViaTech AS)

This Technical Specification (CEN/TS) was approved by CEN on 3 December 2015 for provisional application.

The period of validity of this CEN/TS is limited initially to three years. After two years the members of CEN will be requested to submit their comments, particularly on the question whether the CEN/TS can be converted into a European Standard.

CEN members are required to announce the existence of this CEN/TS in the same way as for an EN and to make the CEN/TS available promptly at national level in an appropriate form. It is permissible to keep conflicting national standards in force (in parallel to the CEN/TS) until the final decision about the possible conversion of the CEN/TS into an EN is reached.

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