

Certificate No: 0127SCN/MFV1 ISSUE 1

MFV1



(Registration number: **PG68 BCU**)

Operated by;
Pavement Testing Services Limited
Britannia House
1 Rough Hey Road
Preston
Lancashire
PR2 5AR

This survey vehicle has been approved, subject to conditions in the annex, to collect SCANNER survey data within the UK. It has met the accreditation requirements outlined in the UK Roads Board specification “SCANNER surveys for local roads” and this qualifies the system to be used for the production of National Indicators.

Signed for and on behalf of TRL Limited



Patrick Werro

Valid from 23rd June 2020

Date of expiry 22nd August 2021

Certificate Annex-Certificate No: 0127SCN/MFV1 Issue 1

Survey Parameter	Pass/Fail
Grid Co-ordinates	Pass
Road Geometry:	
Gradient	Pass
Crossfall	Pass
Curvature	Pass
Longitudinal Profile:	
Measured using the GM method in both the nearside and offside wheelpaths. Deceleration/acceleration limits: 3m variance: 3m/s ² 10m variance: 2m/s ²	Pass
Recovery period required after triggering deceleration /acceleration limits (for which no LPV data can be delivered)	70 metres
Minimum survey speed for the reporting of longitudinal profile data	20 km/h
Rutting	Pass
Transverse profile SCANNER parameters:	
Cleaned nearside & offside rut depths, edge roughness, road edge step & transverse unevenness. The parameters must be generated using a 31 point transverse profile.	Pass
Texture Profile:	
Sensor measured texture depth (SMTD)	Pass
Mean Profile Depth (MPD)	Pass
Delivery of nearside, middle and offside RMST and RMST variance, 5 th and 95 th percentile and texture variability.	Pass
Cracking:	
Using auto-sensitivity for surface type and recognising the limitations of the system, which is not accredited for concrete or block paving surfaces	Pass
Network Fitting:	
Manual markers	N/A
OSGR co-ordinates	Pass
File Formatting and Content	Pass
Notes: <ul style="list-style-type: none"> On-going improvements to be implemented as agreed with the auditor. Data assessed using HMDIF and RCD files. The SCANNER specification and accreditation was not developed for unclassified roads. Therefore, the SCANNER accreditation process does not test the capabilities of the measurement systems on unclassified roads (or very narrow classified roads). 	