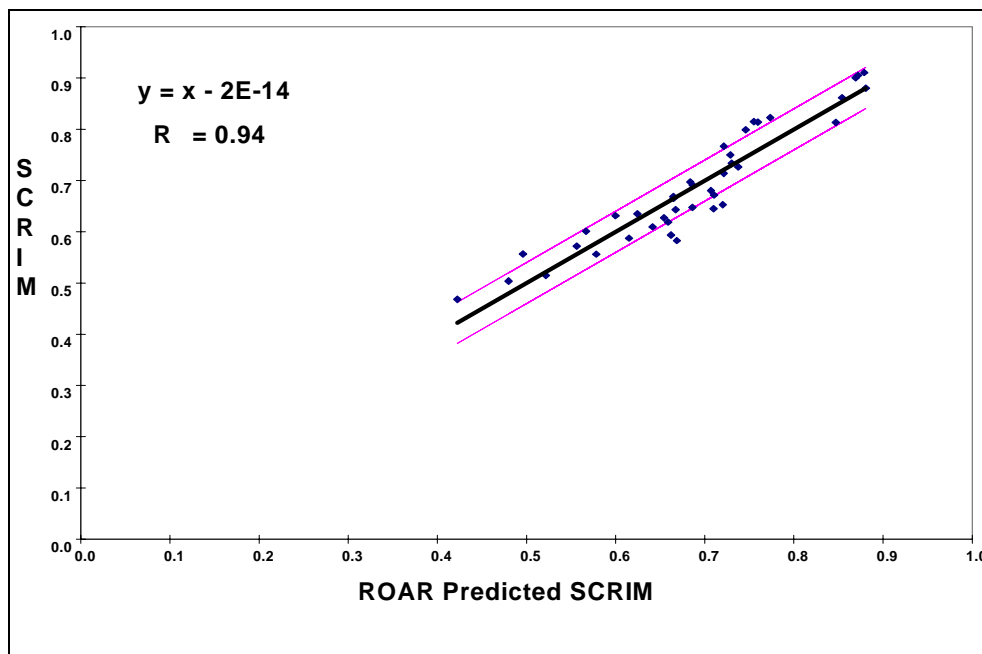


CORRELATION TEST TO OTHER FRICTION MEASURING DEVICES.

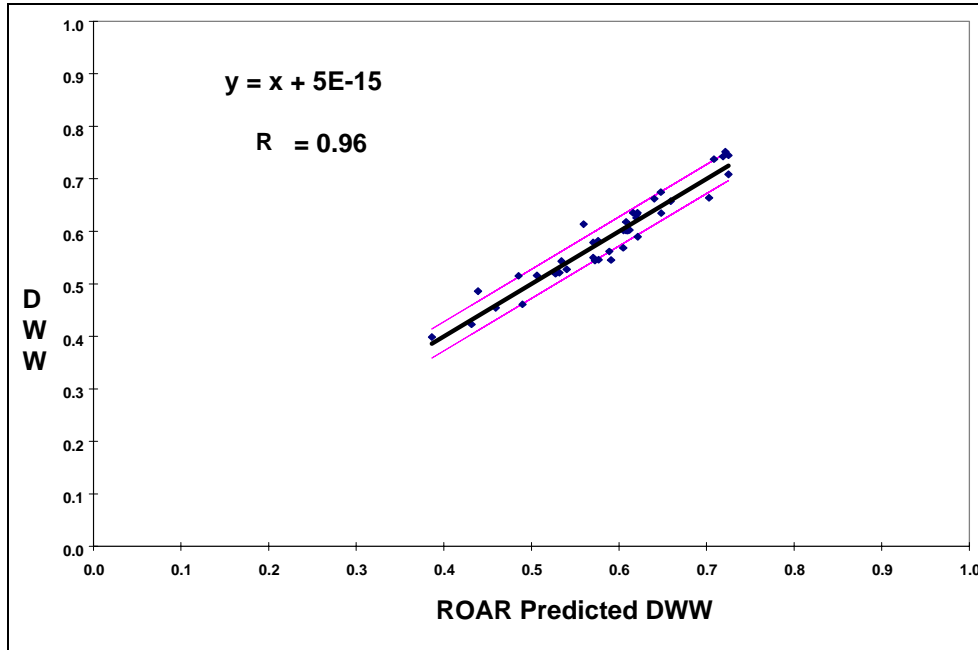
Several correlation tests have been performed between ROAR, measurement device measuring in both Fixed Slip Mode and Variable Slip Mode, and other types of friction measuring devices measuring in Fixed Slip Mode by different independent authorities and ROAR owners around the world. The data has been collected according to the specific and respective plans for each of the research studies and the data has been analysed by neutral parties and universities. The results of analysis are presented here, showing a high degree of correlation between the ROAR and other types of equipment. This excellent performance of ROAR, allow customers to perform measurements with the new technology, while enjoying the benefit of the experience gain from the analysis of previously collected databases.

In this paper the following devices and their respective correlations are presented:

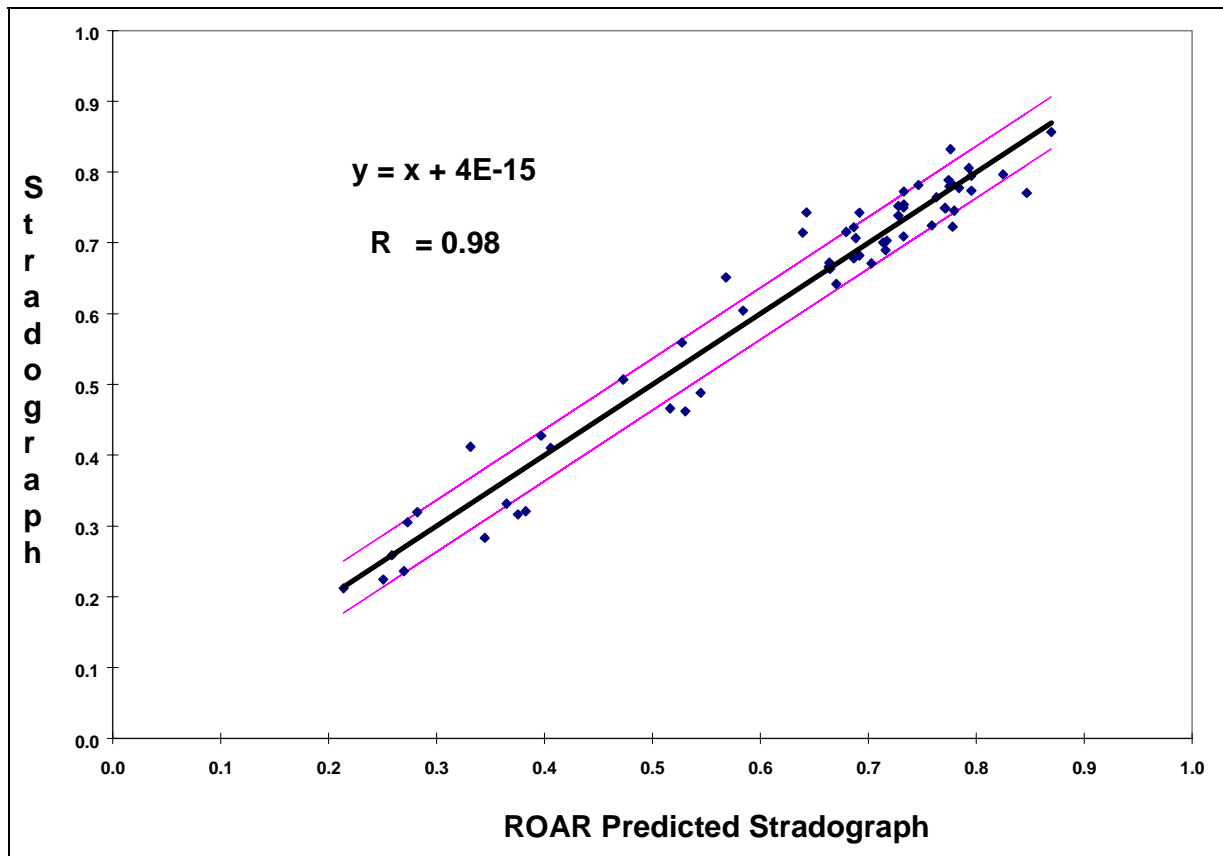
1. SCRIM (German SCRIM owned by Bast).
2. DWW Trailer (Dutch DWW owned by the Ministry of Transprt, Public Works and Water Management).
3. Stradograph (Danish Friction Tester owned by Danish Road Directorate)
4. Griptester (Scottish Device owned by Findley Irwine)
5. E-274 Trailer (K.J.Law friction tester owned by Minnesota Department of Transportation)
6. Sand Patch (Macrotexture measurement performed by Federal Highway Administration of USA)



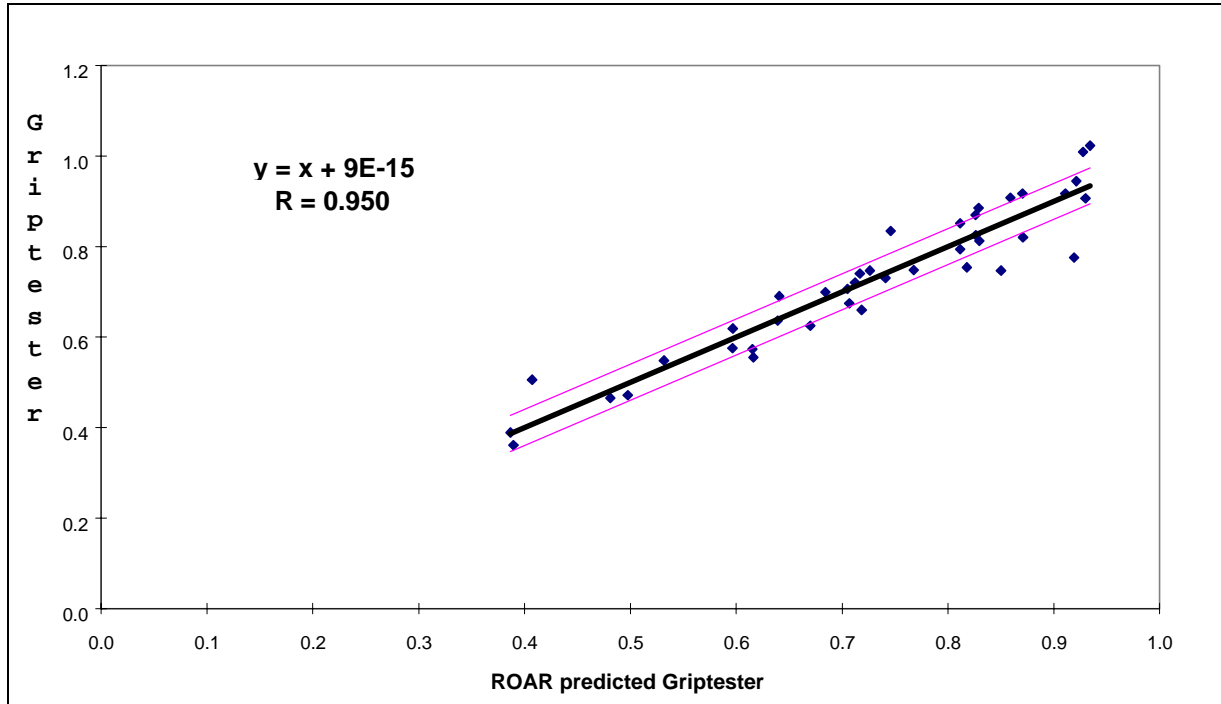
Prediction of the SCRIM device by the three variable slip parameters, , test performed by the Road authorities in Germany and The Netherlands 1996.



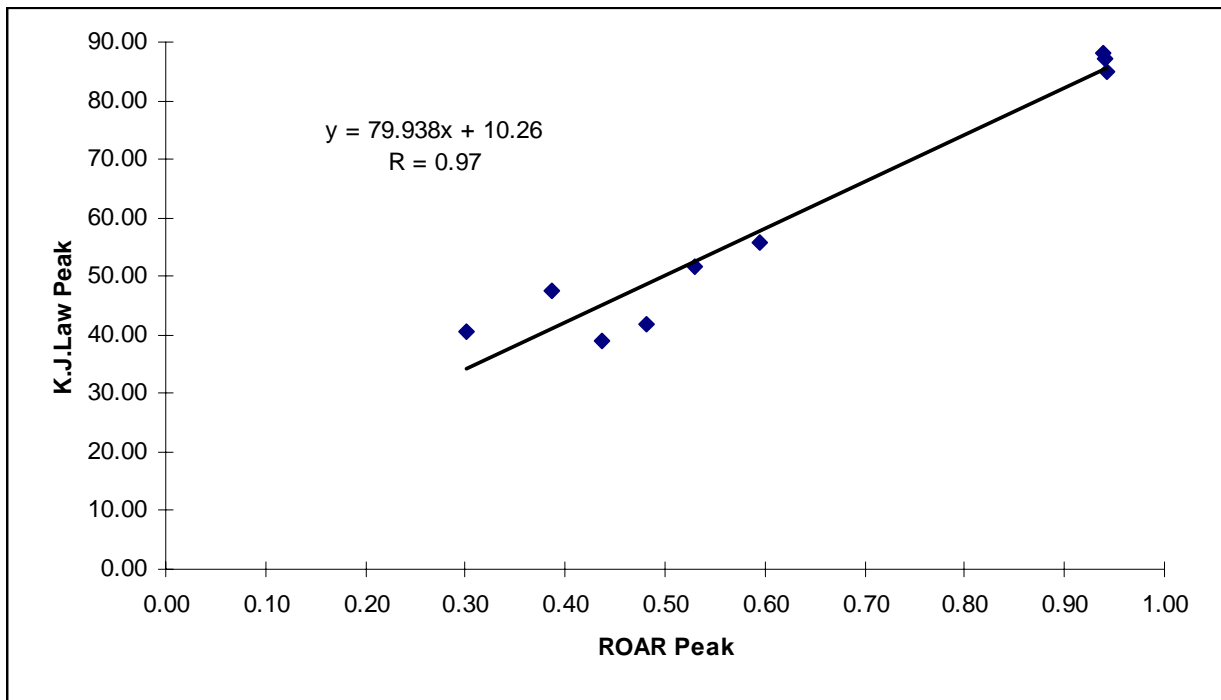
Prediction of the DWW Friction Trailer by the three variable slip parameters, test performed by the Road authorities in Germany and The Netherlands 1996.



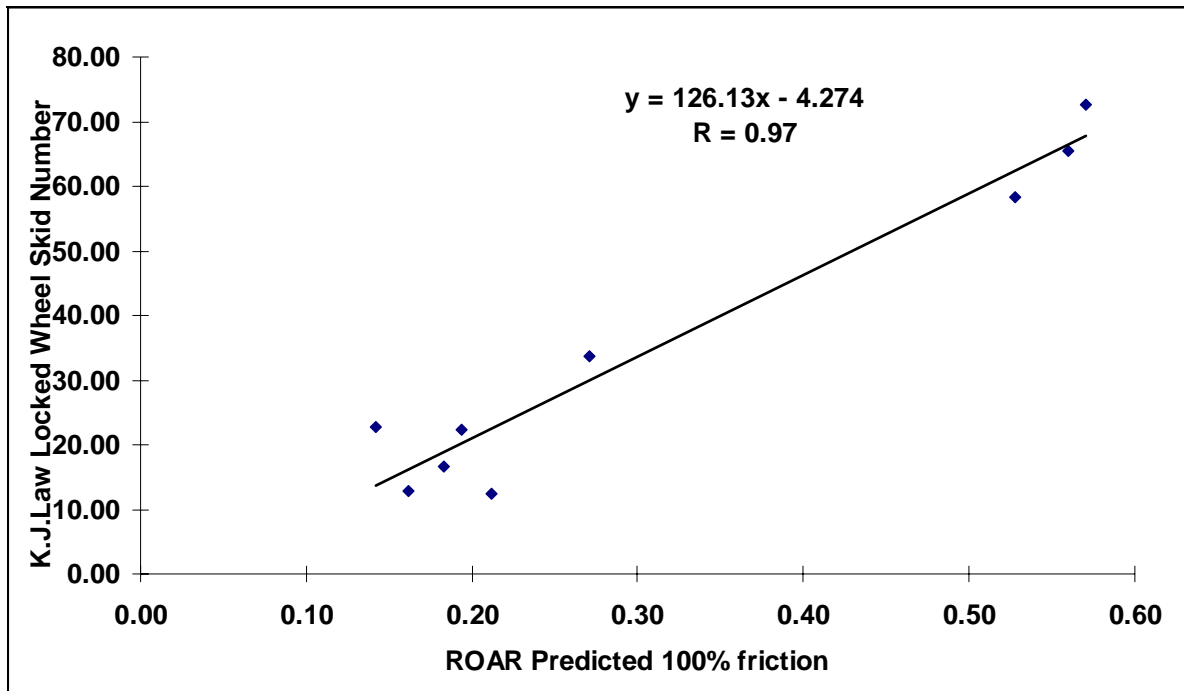
Prediction of the Stradograph device by the three variable slip parameters, test performed by Danish Road Institute 1996



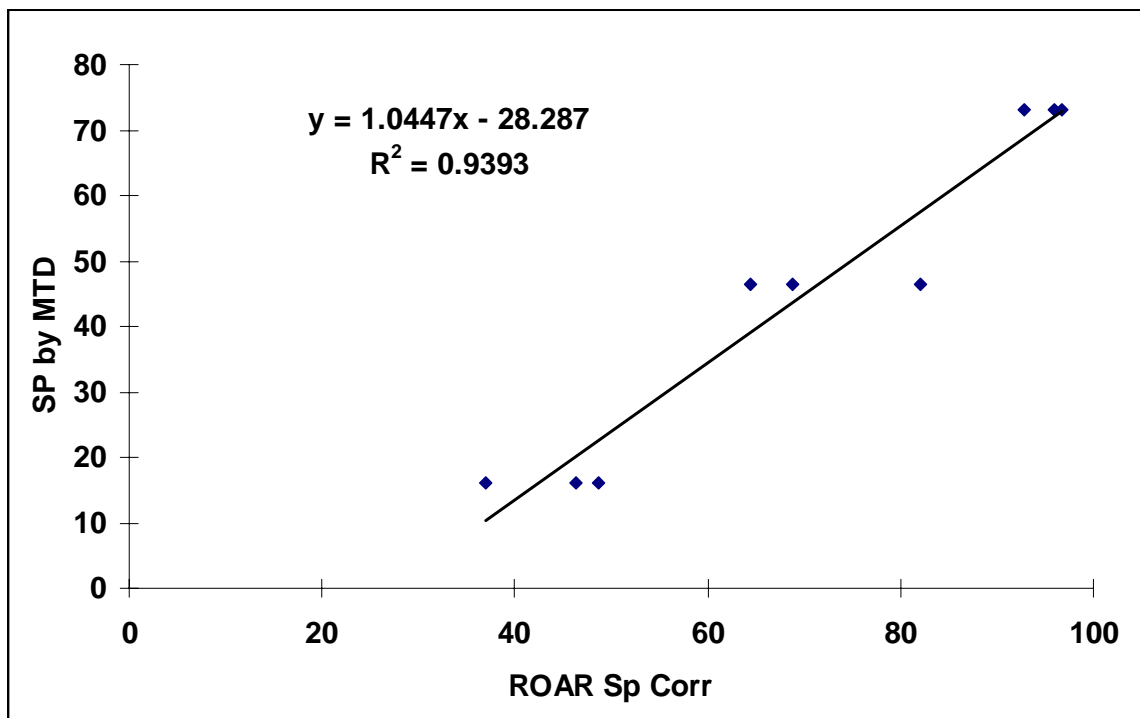
Prediction of the Grip Tester device by the three variable slip parameters, test performed by Danish Road Institute, Road authorities in Germany and The Netherlands 1996.



Prediction of the K.J.Law Friction Tester ASTM E274 device, comparison of peak measurements, test performed by the Federal Highway Administration of USA and Minnesota Department of Transportation 1997.



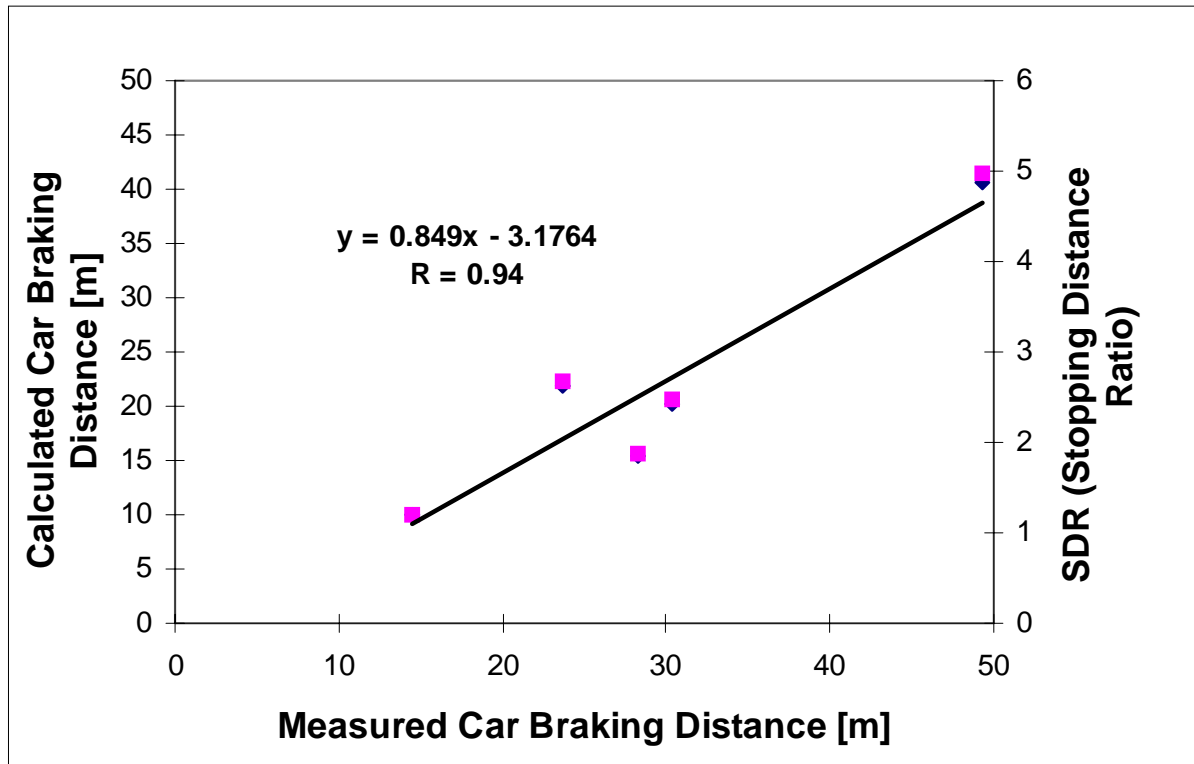
Prediction of the K.J.Law Friction Tester ASTM E274 device, comparison of locked wheel measurements, test performed by the Federal Highway Administration of USA and Minnesota Department of Transportation 1997.



Prediction of the Volumetric Sand Patch Texture Measurement, by ROAR Speed Number; test performed by the Federal Highway Administration of USA and Minnesota Department of Transportation 1997.

CORRELATION TEST TO AUTOMOBILES.

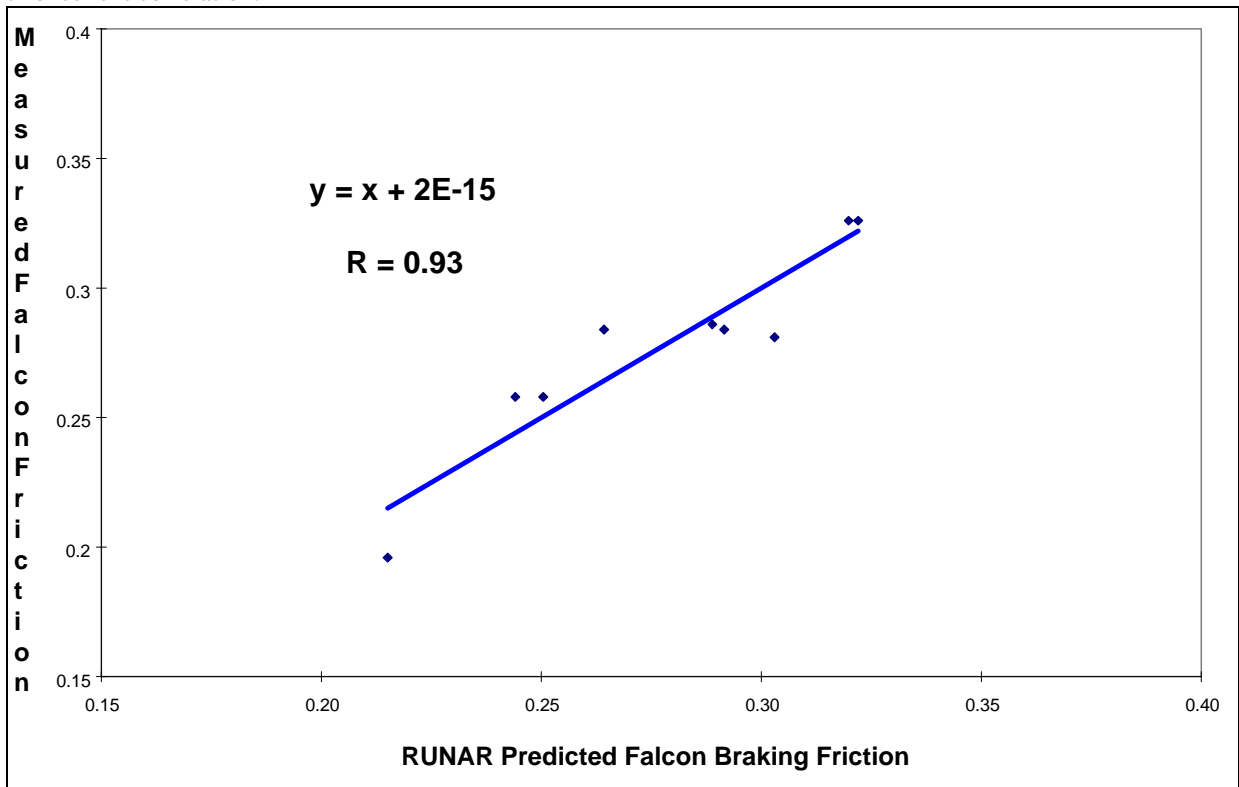
A winter test performed by the Norwegian Road Administration in February, 1997, has shown that ROAR correlates excellent to a car's braking action (0,94). This test was done by measuring braking action of vehicles and 3 different ROAR measurements (all units were within 0,93 correlation).



Correlation of ROAR to the automobile stopping distance - Norwegian Road Administration, Buskerud, Norway, February 1997.

CORRELATION TEST TO AIRCRAFT

Transport Canada, FAA and NASA started in 1996 a 5 year winter test program at North Bay in Canada to test friction measurement devices under winter conditions and investigate the correlation between friction measurement devices and aircraft. The test results from the last two years concludes that RUNAR can predict the stopping distance of an aircraft with excellent correlation.



Prediction of the friction of an aircraft type Falcon, North Bay 1996