

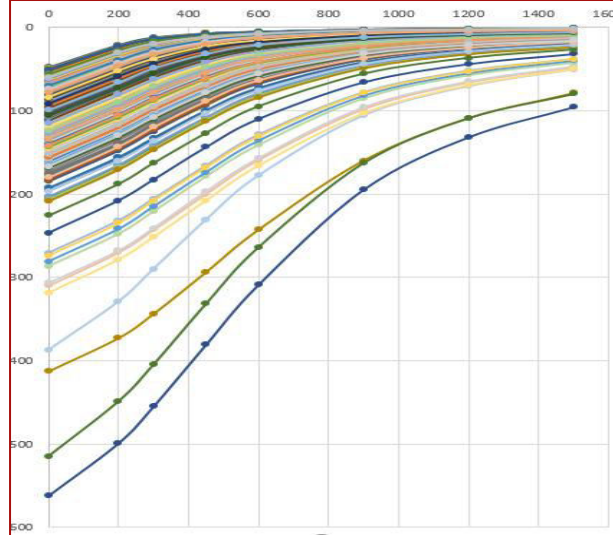
MESURES DE DÉFLEXIONS



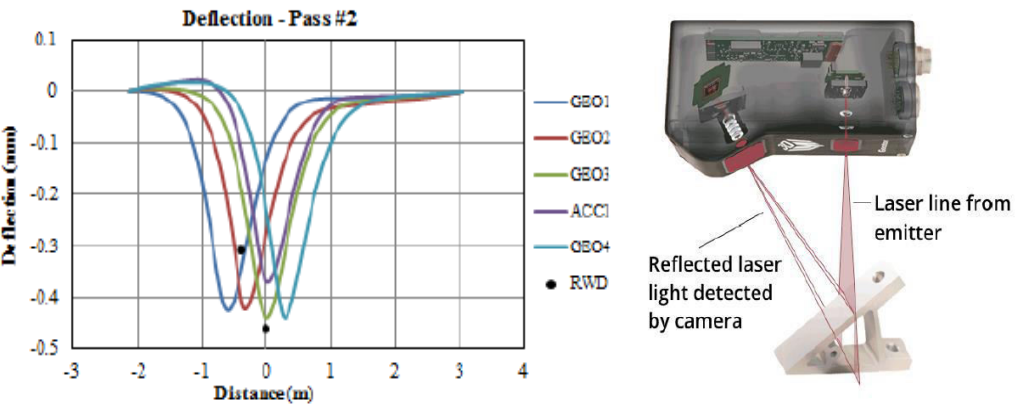
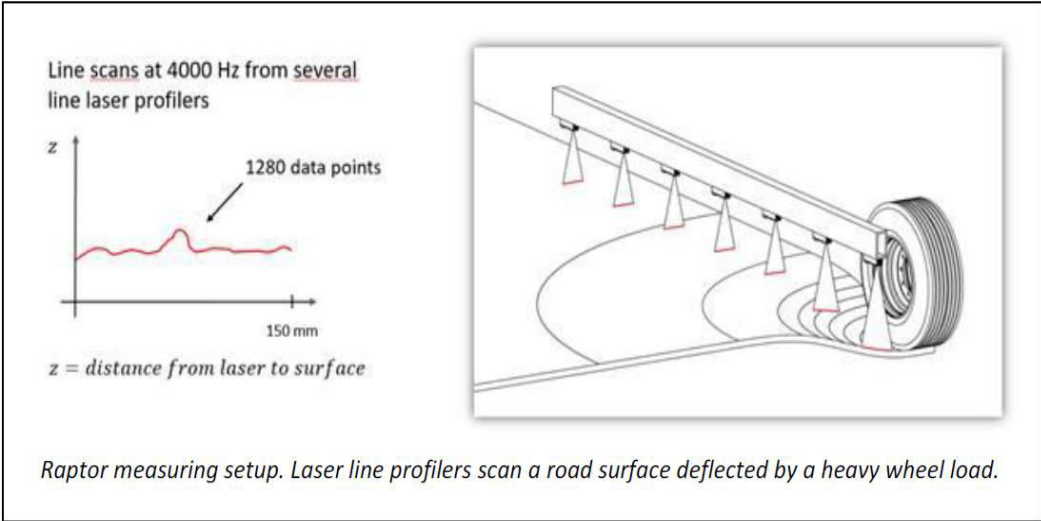
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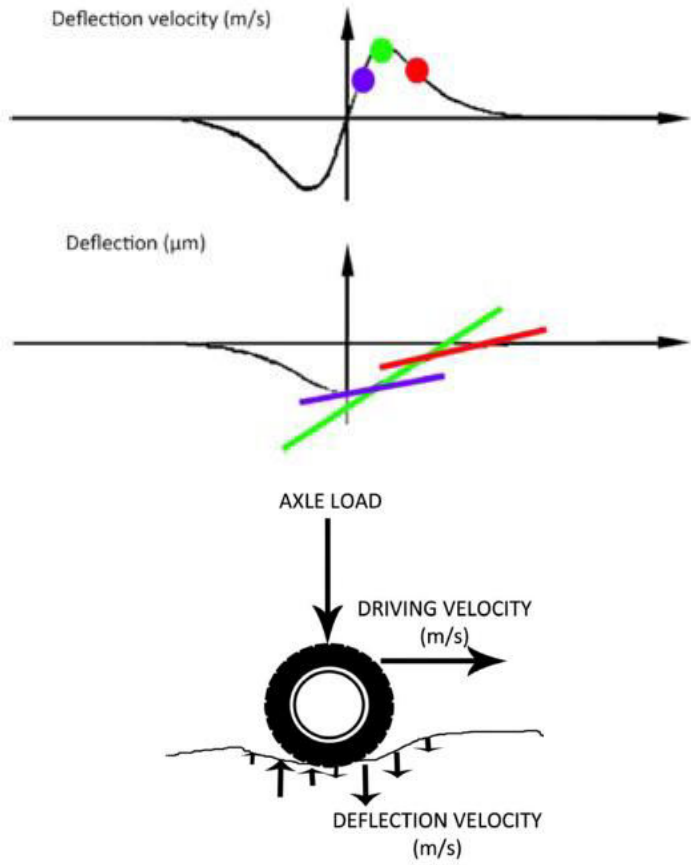
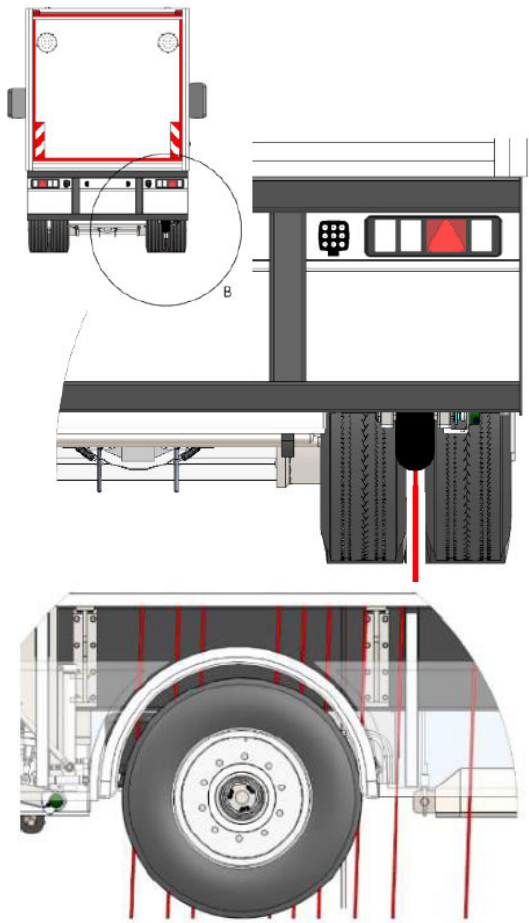
Essais croisés



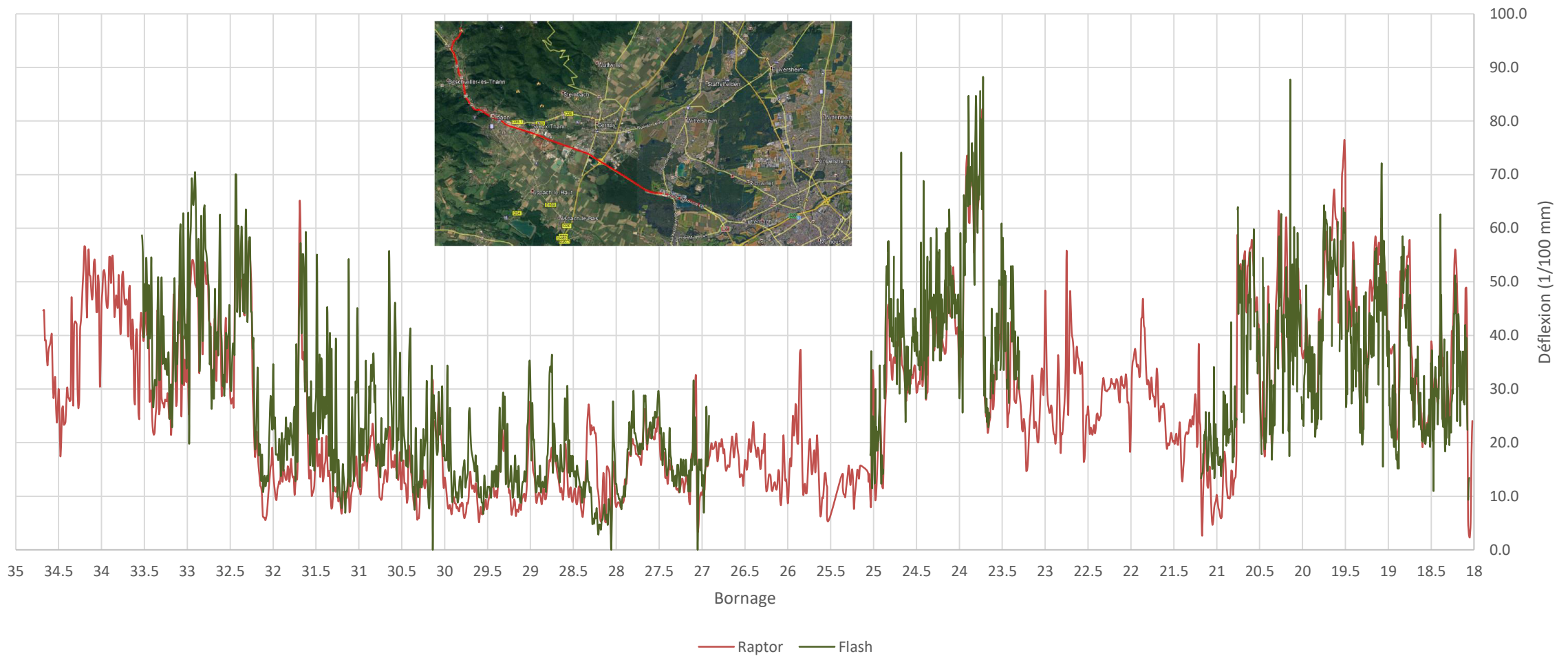
Raptor



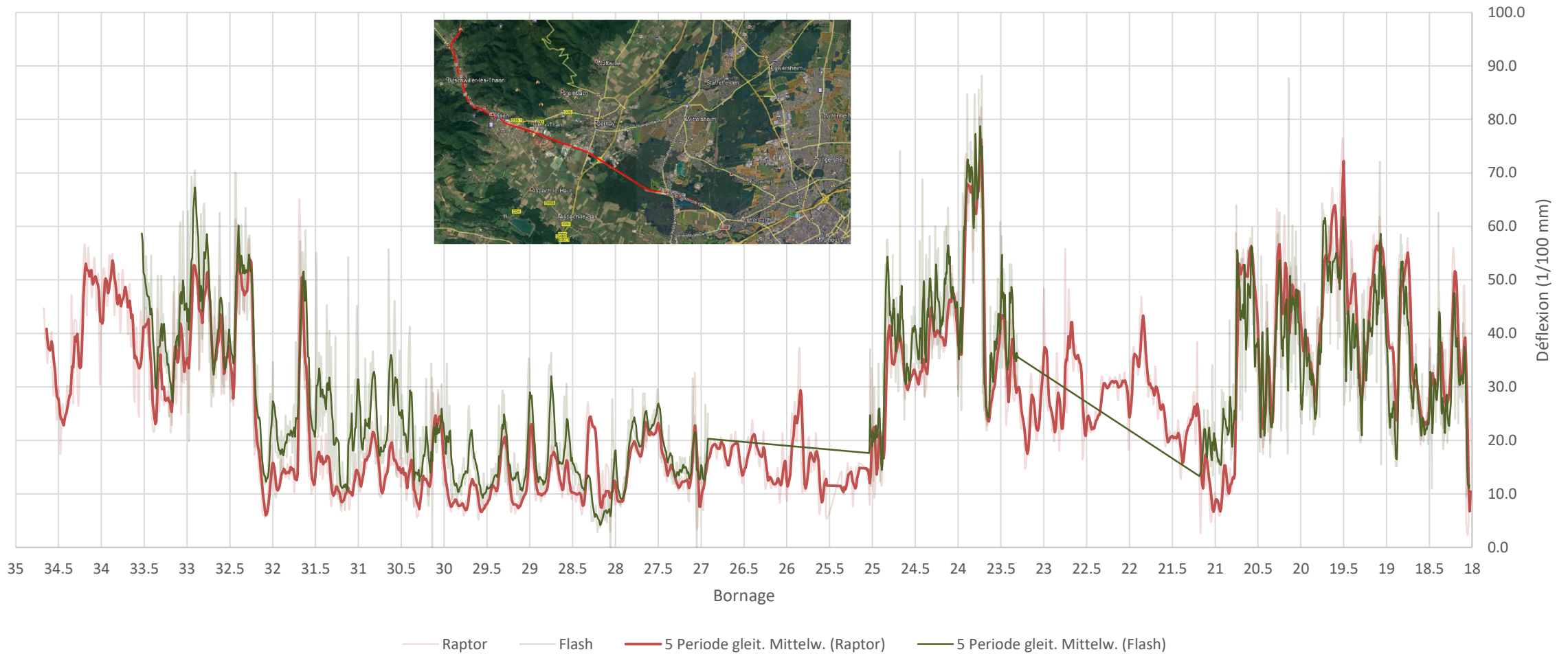
TSD



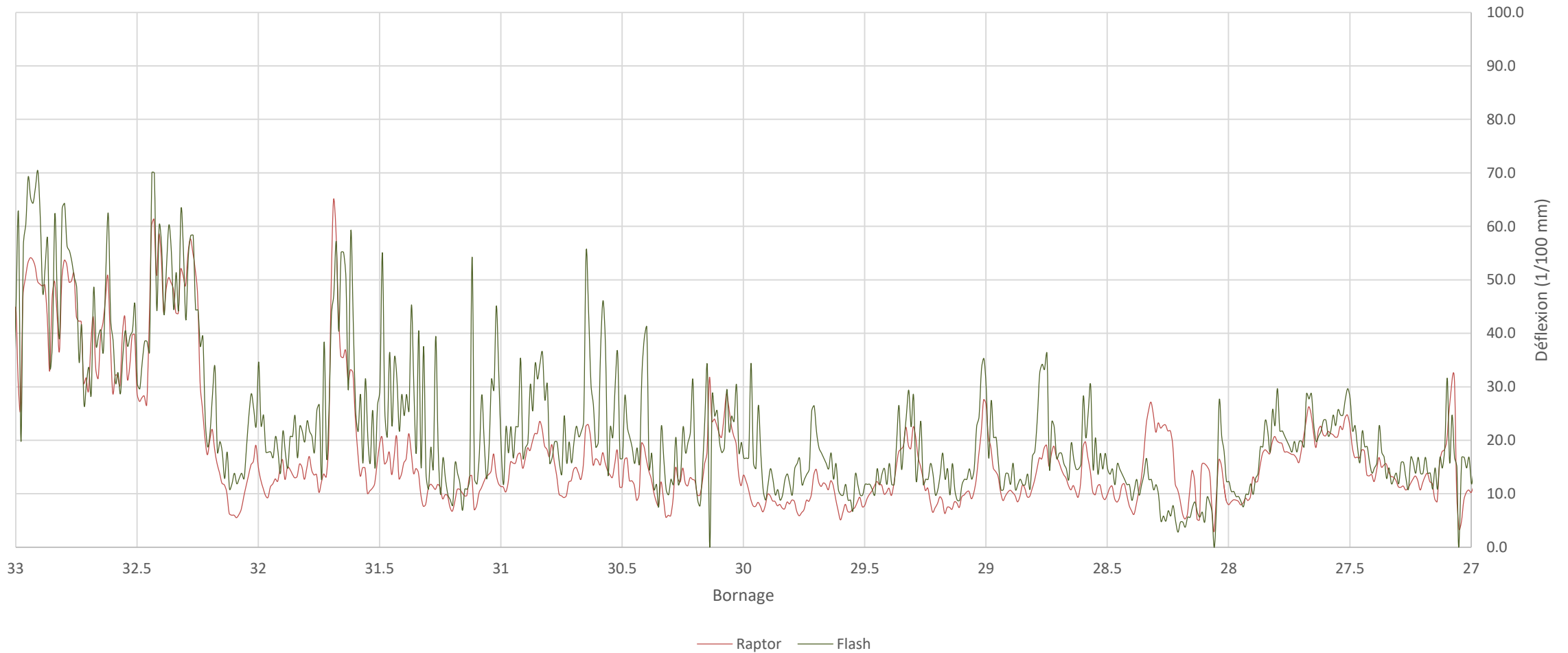
Comparaison Raptor-Flash complète



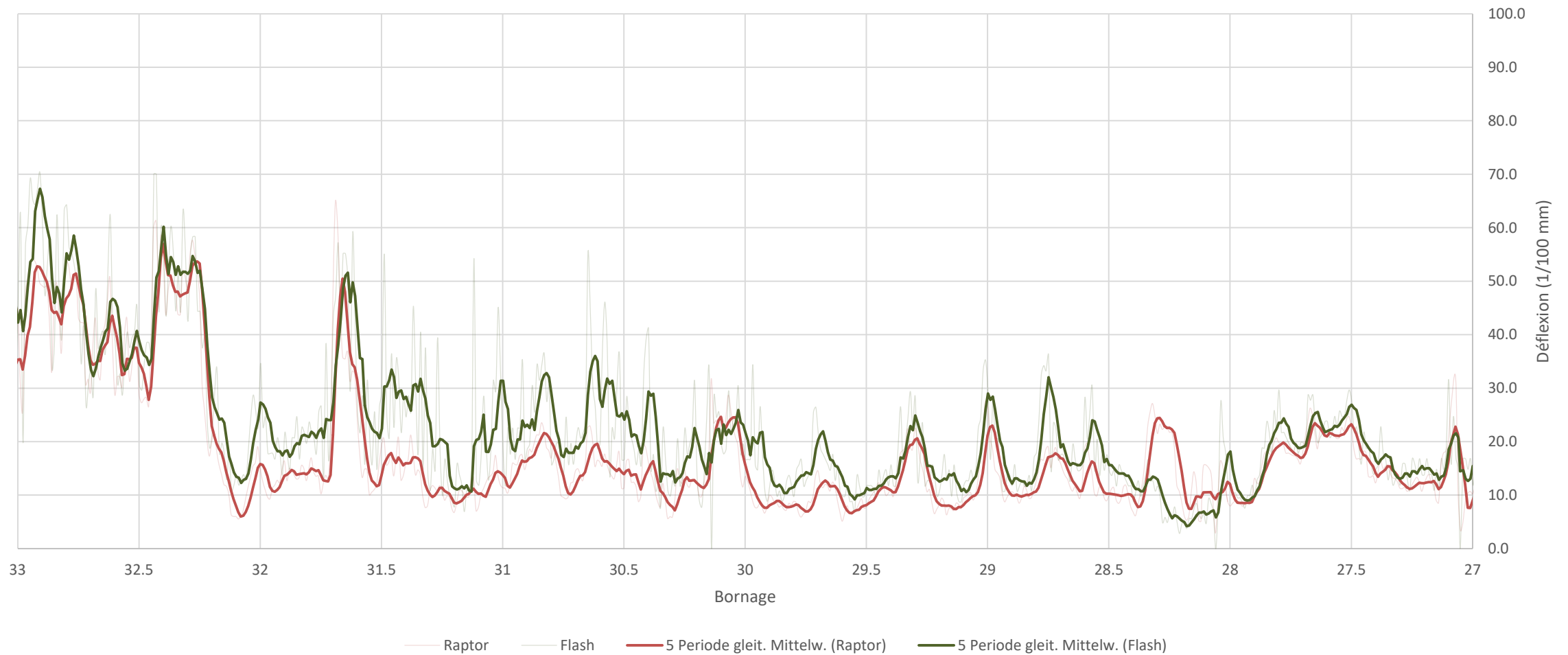
Comparaison Raptor-Flash complète

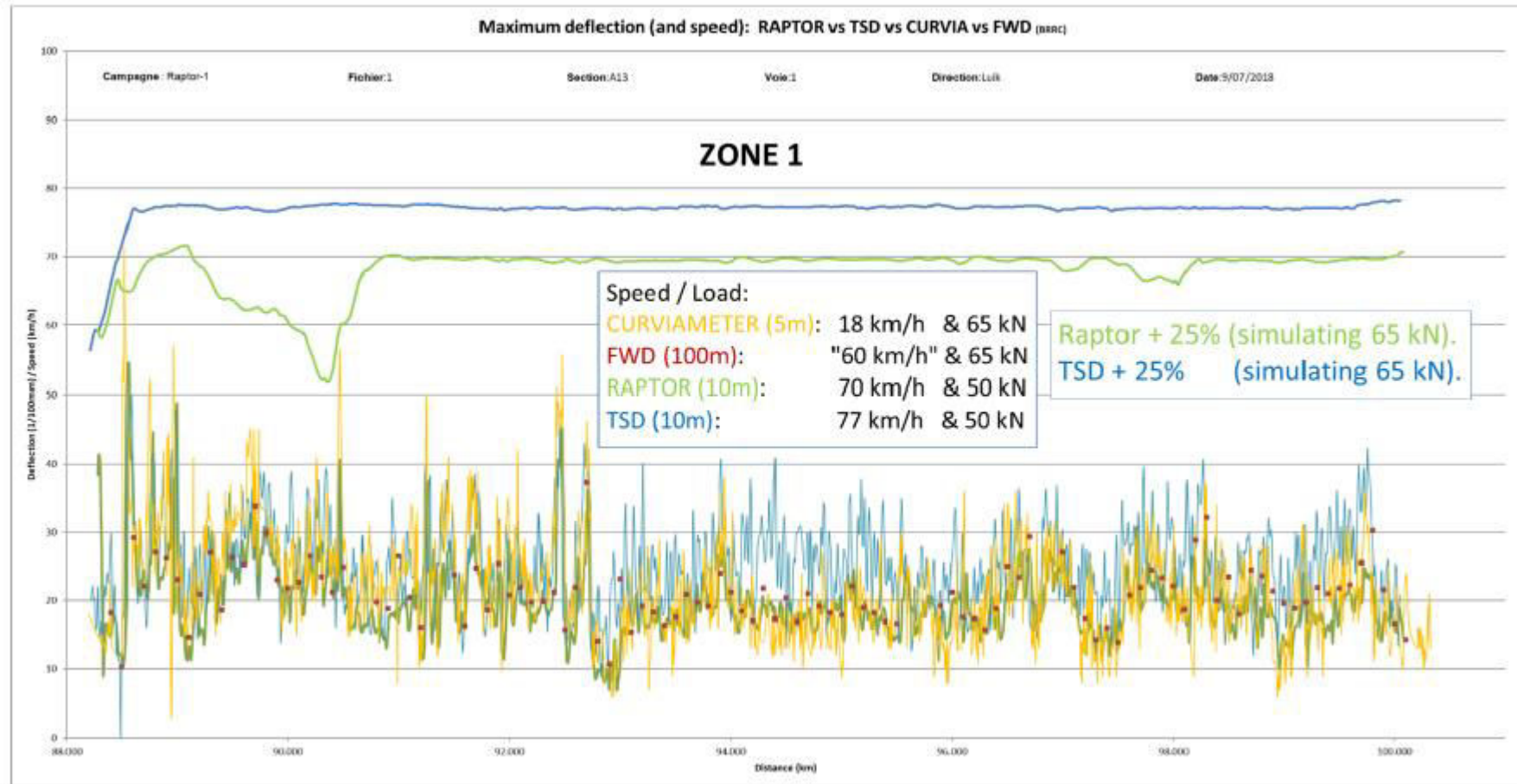


Comparaison Raptor-Flash
RN66 - PR 33 - 27



Comparaison Raptor-Flash
RN66 - PR 33 - 27





Source : Carl Van Geem, JTR 2019
BRRC, BaST, Dynatest



Défectographe Flash

	0	1	2	3	4	5	6	7	8	9	10
1er passage											
2ème passage											
3ème passage											
4ème passage											
5ème passage											
6ème passage											



TSDDs



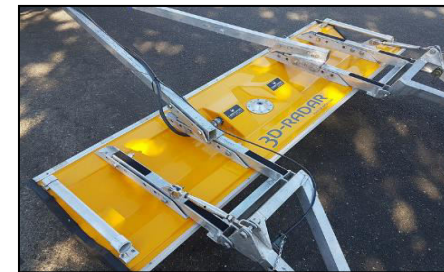
FWD



Aigle3D

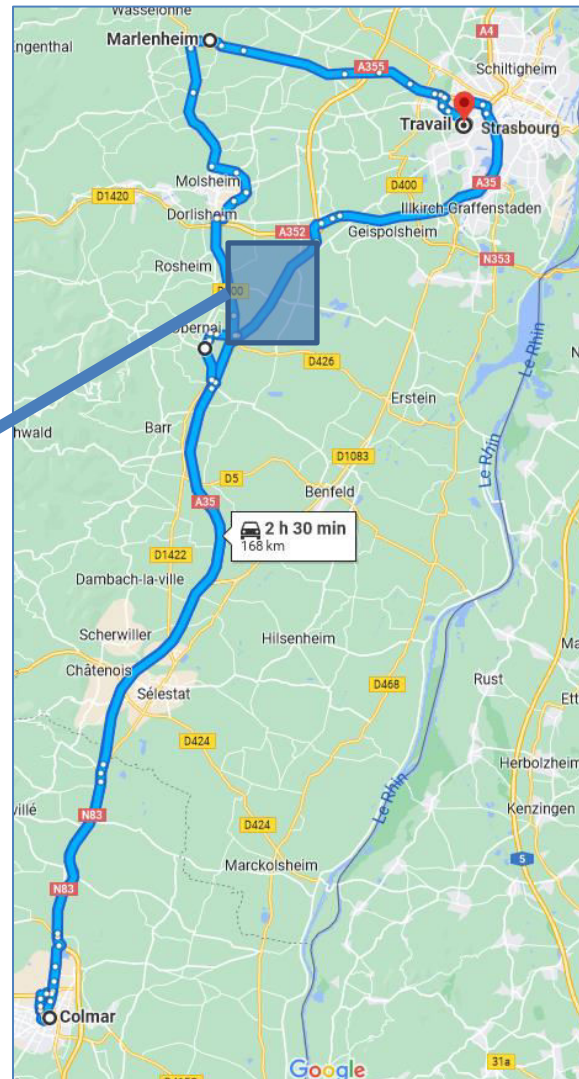
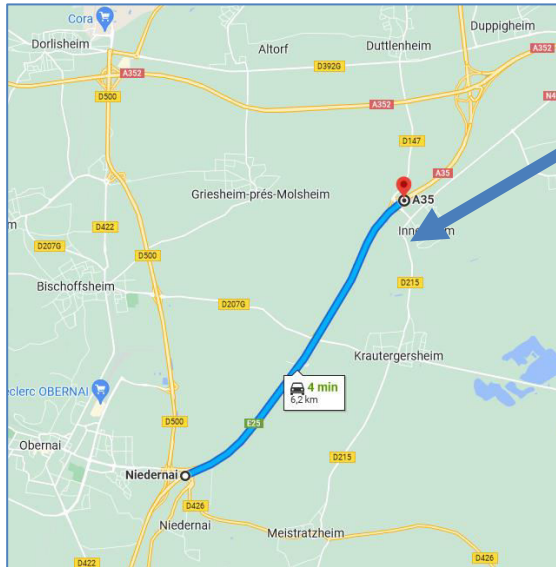


CereMap3D



Radar3D

Section pour la répétabilité



Itinéraire complet (168 km)

A35 :

- Bitumineux et hydraulique

RN83 :

- Bitumineux et hydraulique

RD422 :

- Souple

RD500 :

- Enrobé à module élevé

RD1422 :

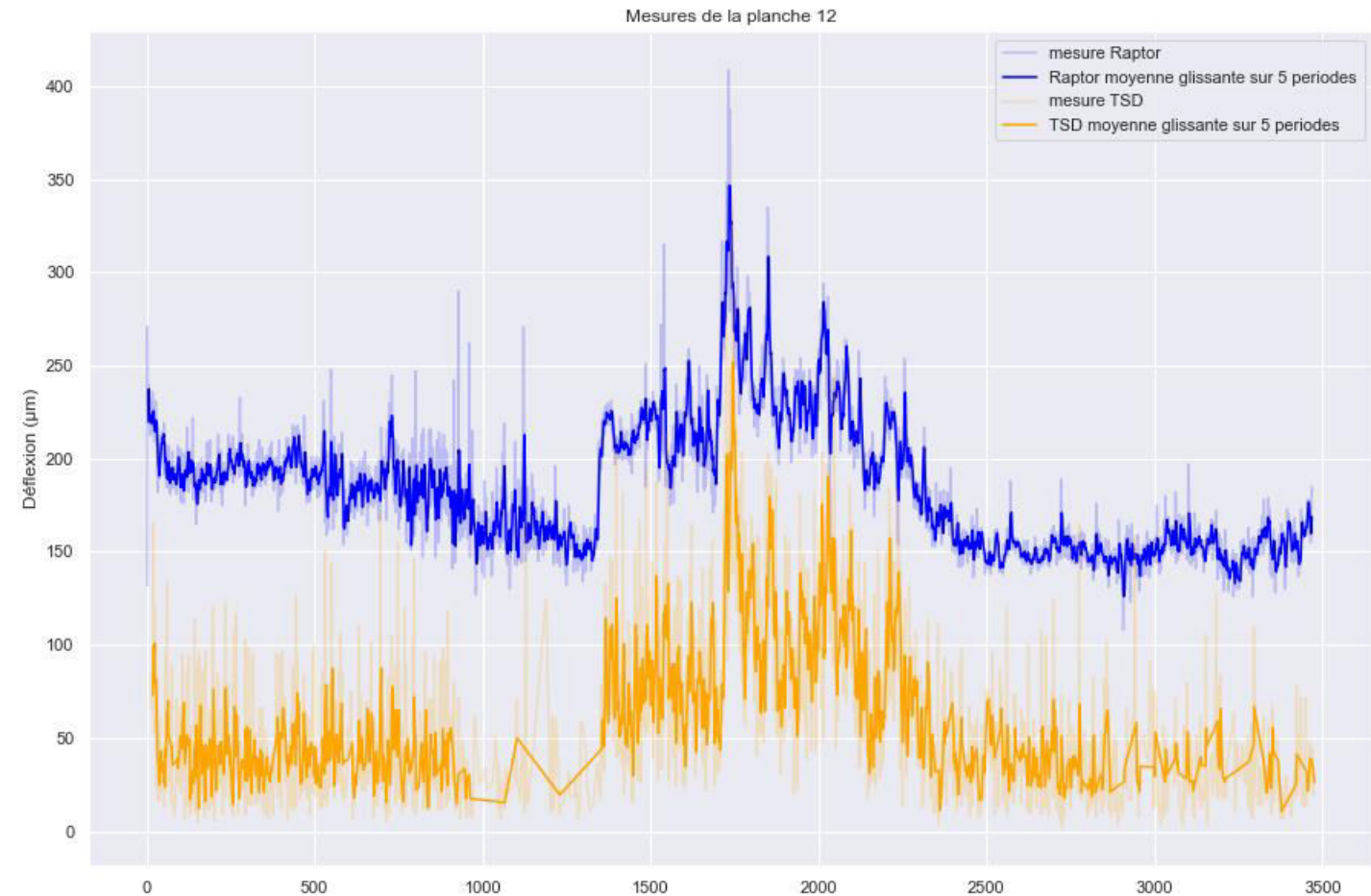
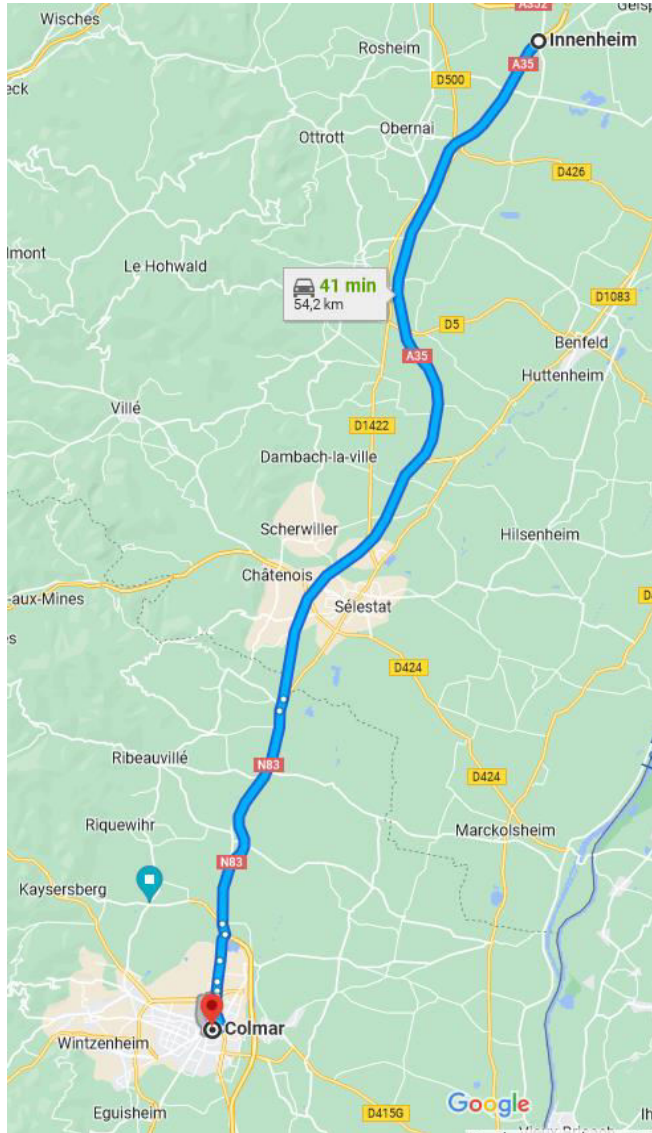
- Renforcé par géogridde

RN4 :

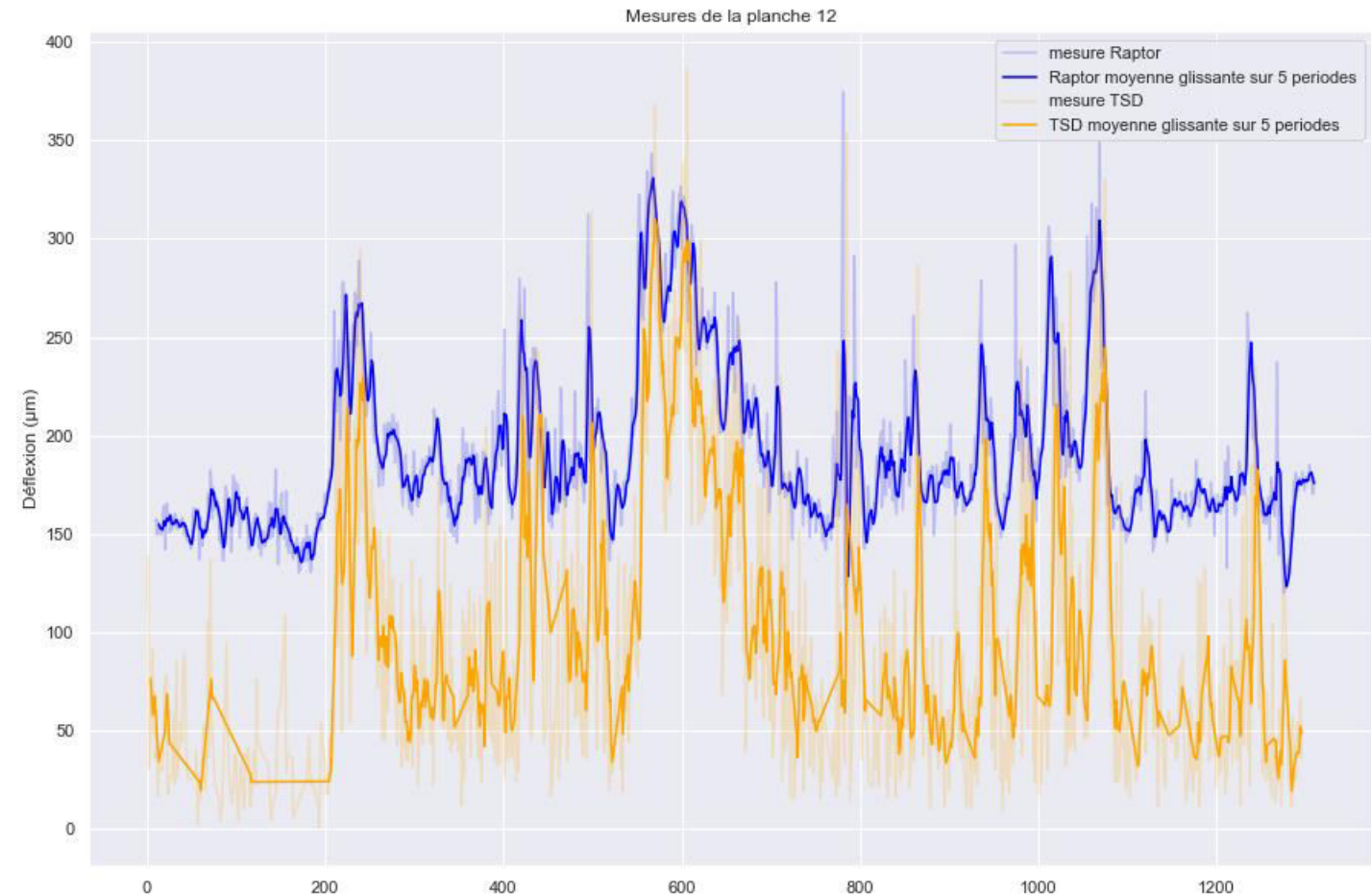
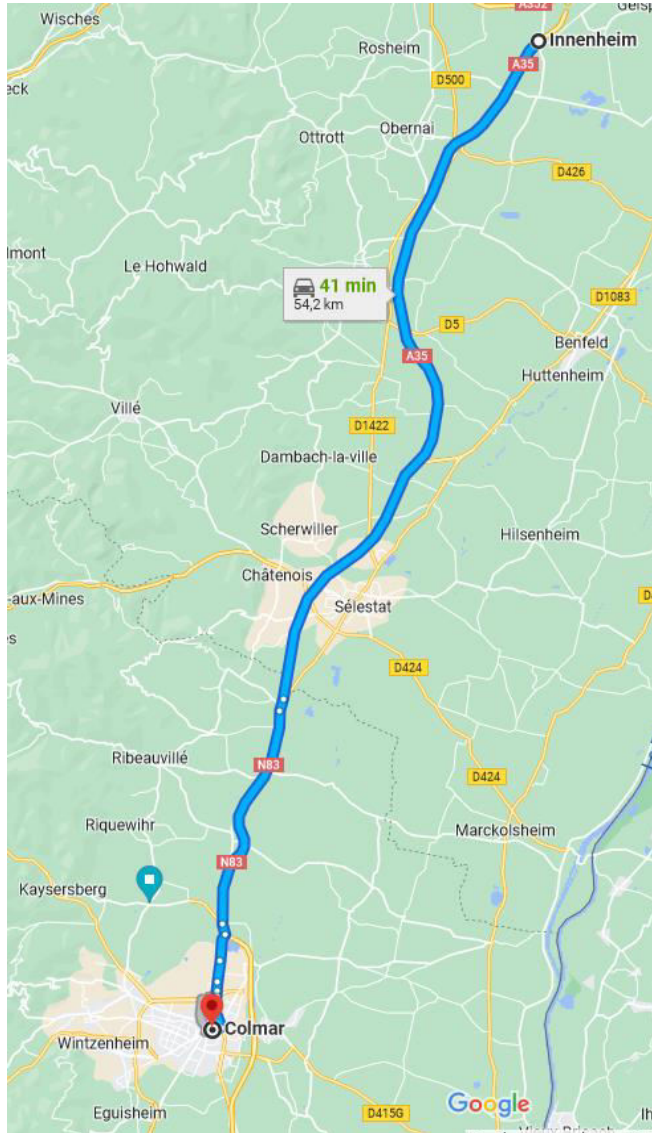
- Route historique

A351 :

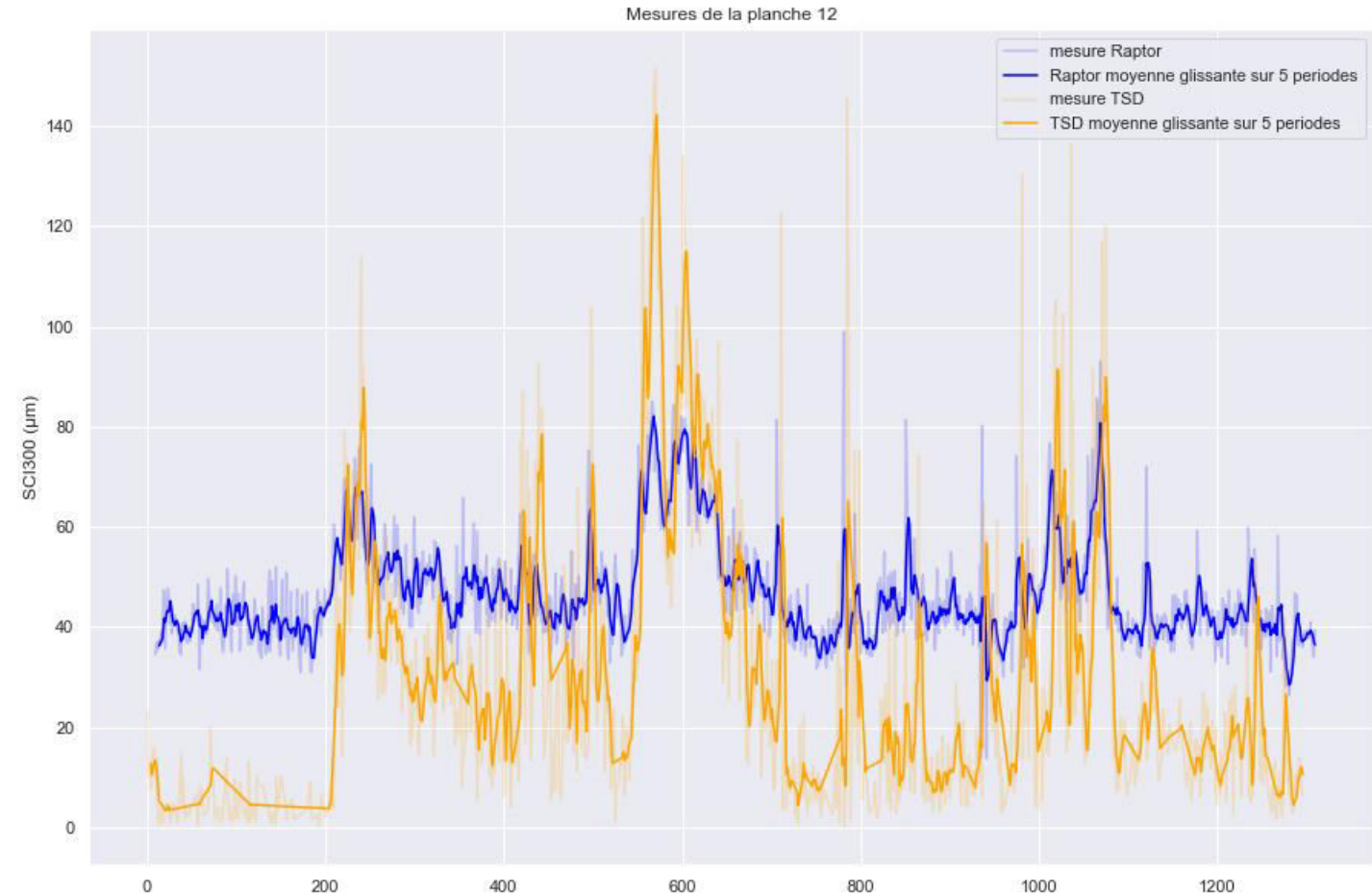
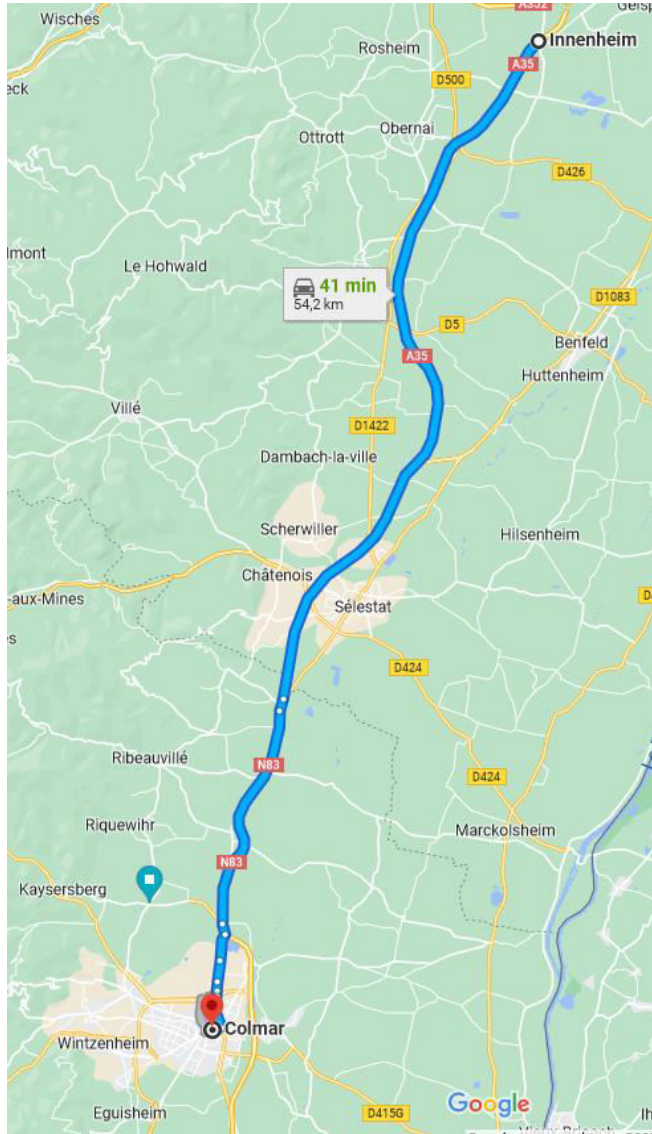
- Bitumineux neuf



Mesures de déflexion – essais croisés
21/09/2023

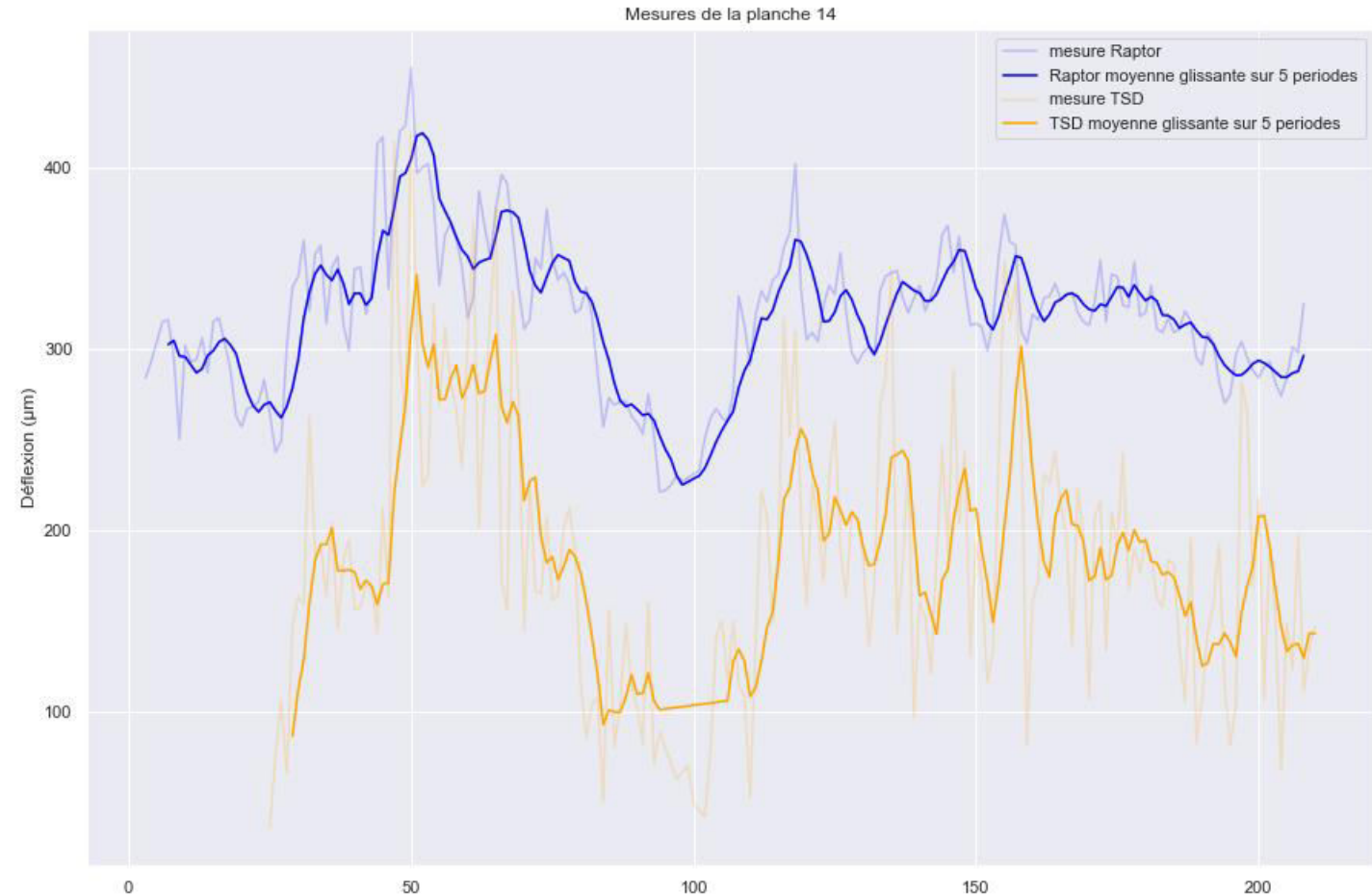
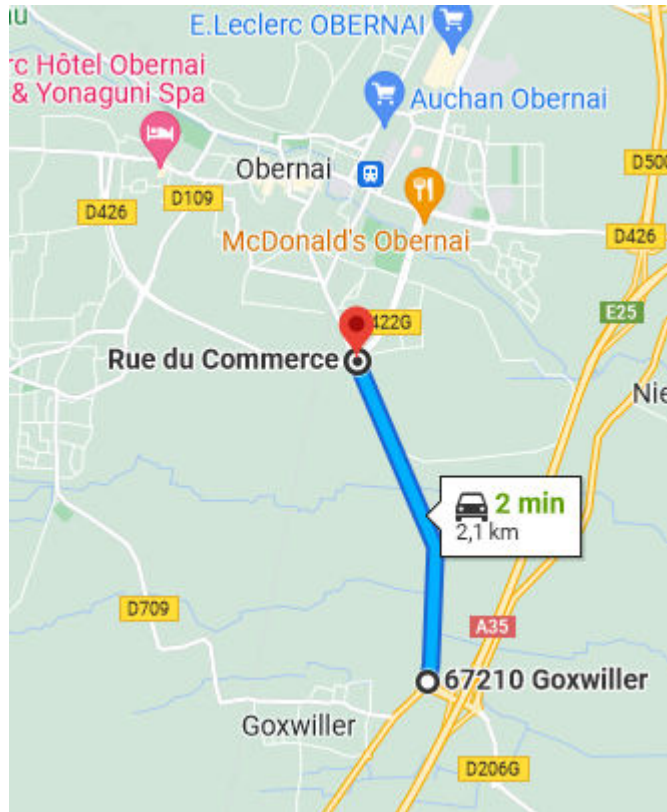


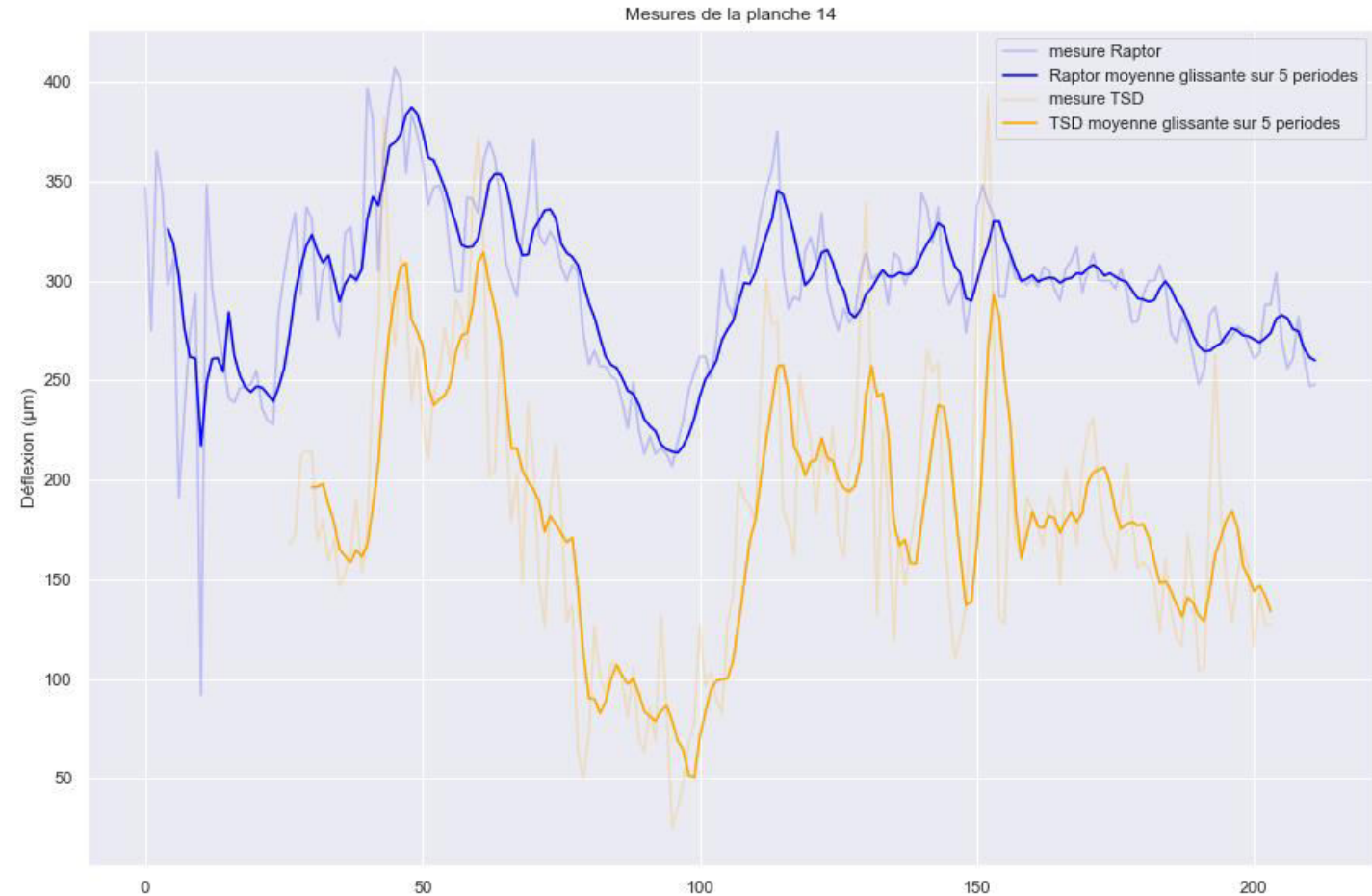
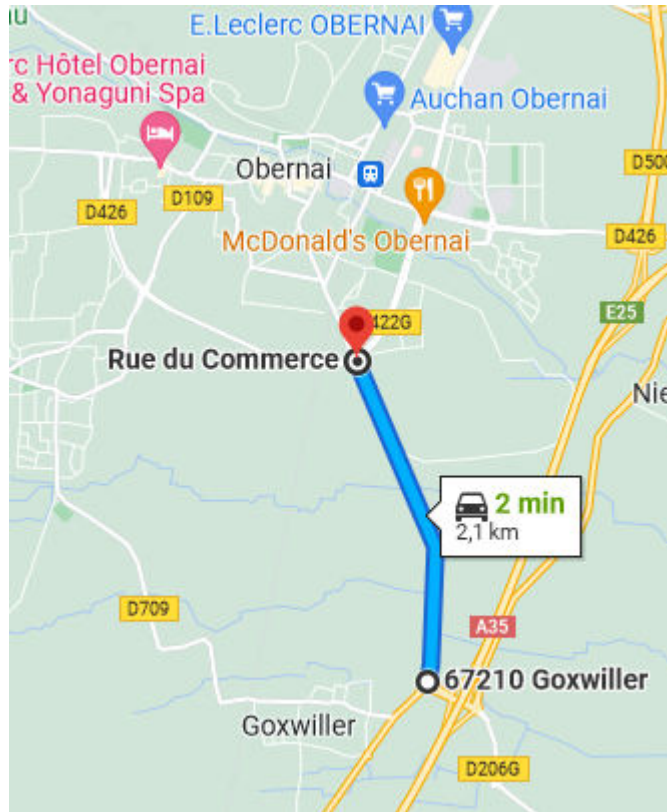
Mesures de déflexion – essais croisés
21/09/2023

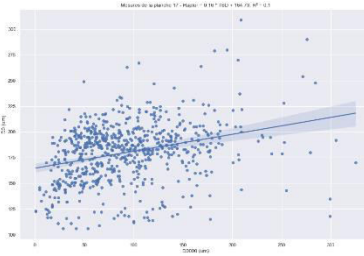
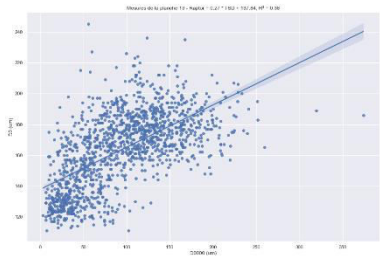
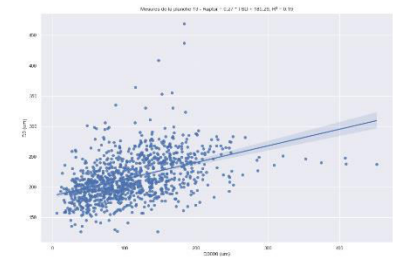
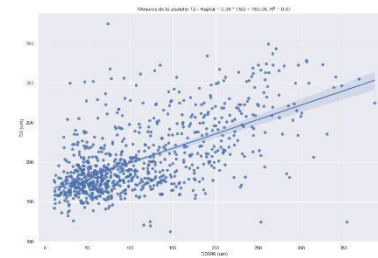
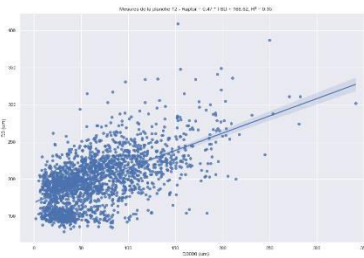
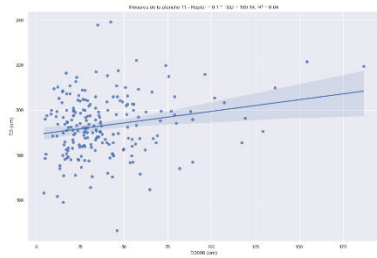
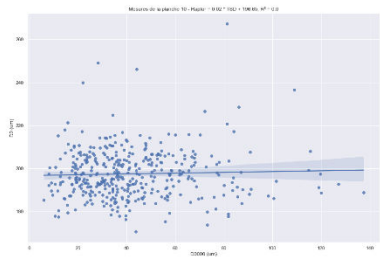
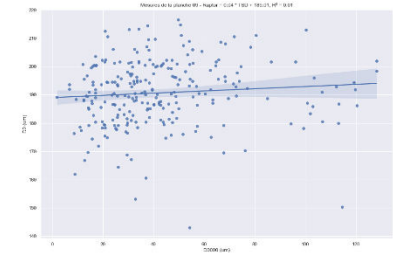
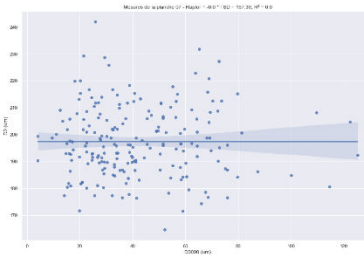
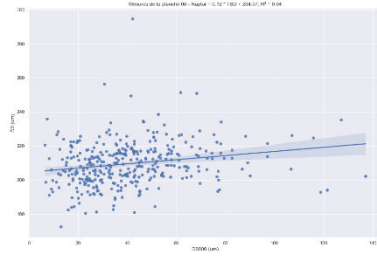
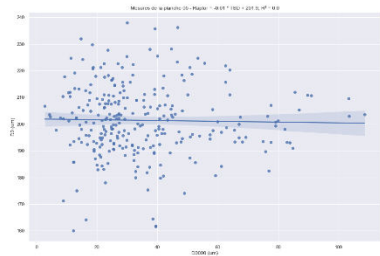


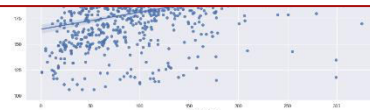
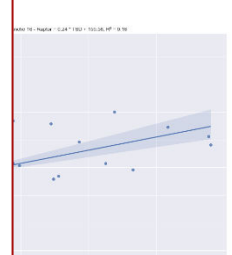
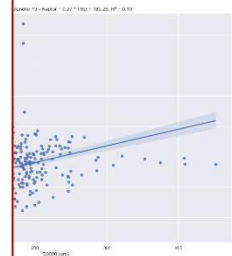
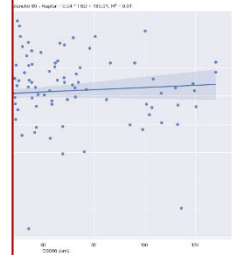
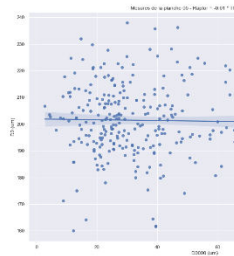
Mesures de déflexion – essais croisés

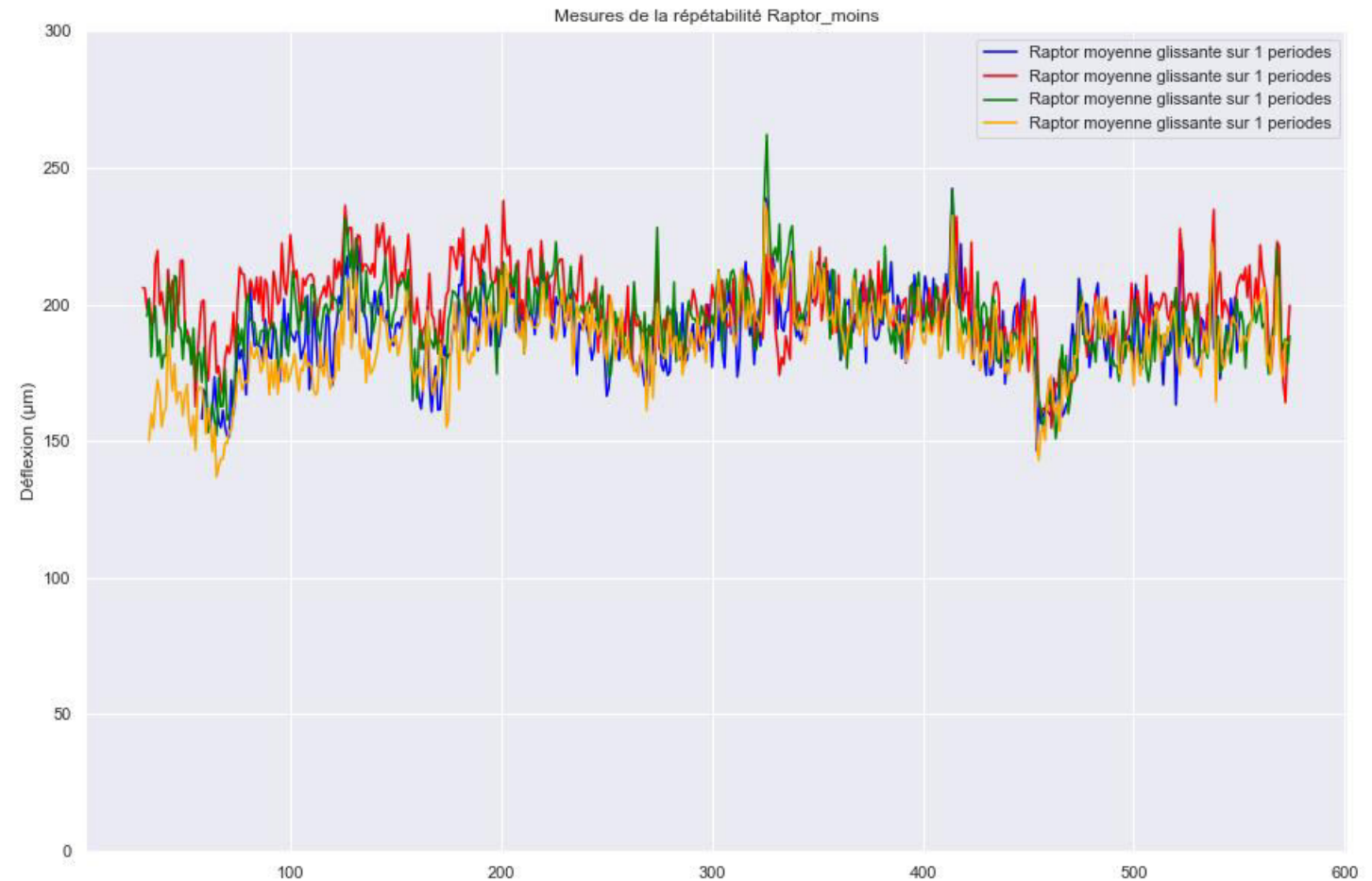
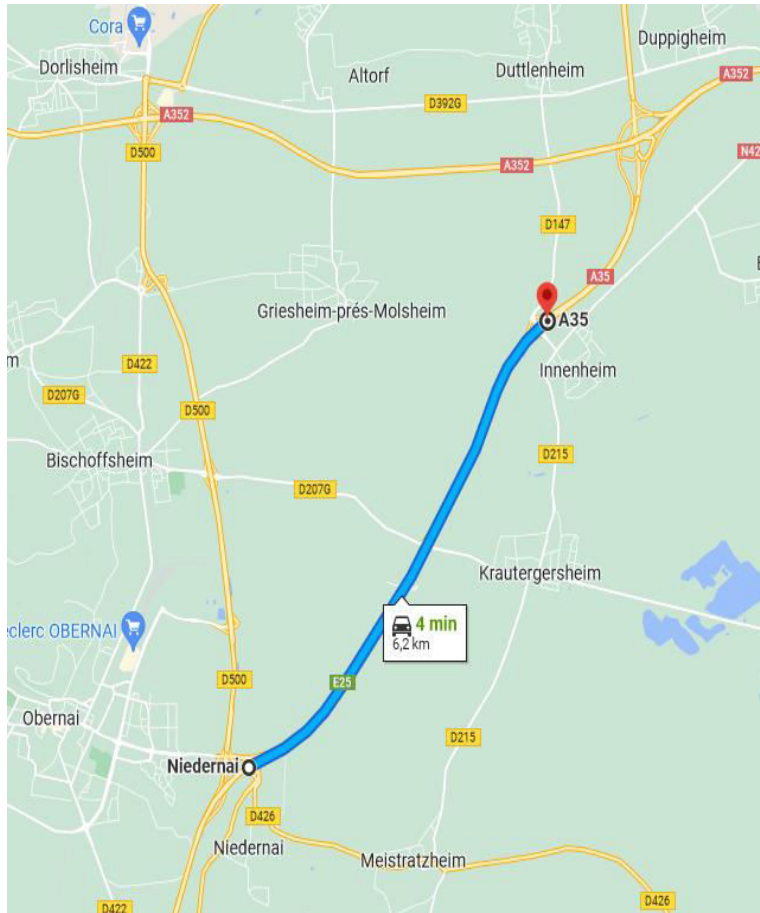
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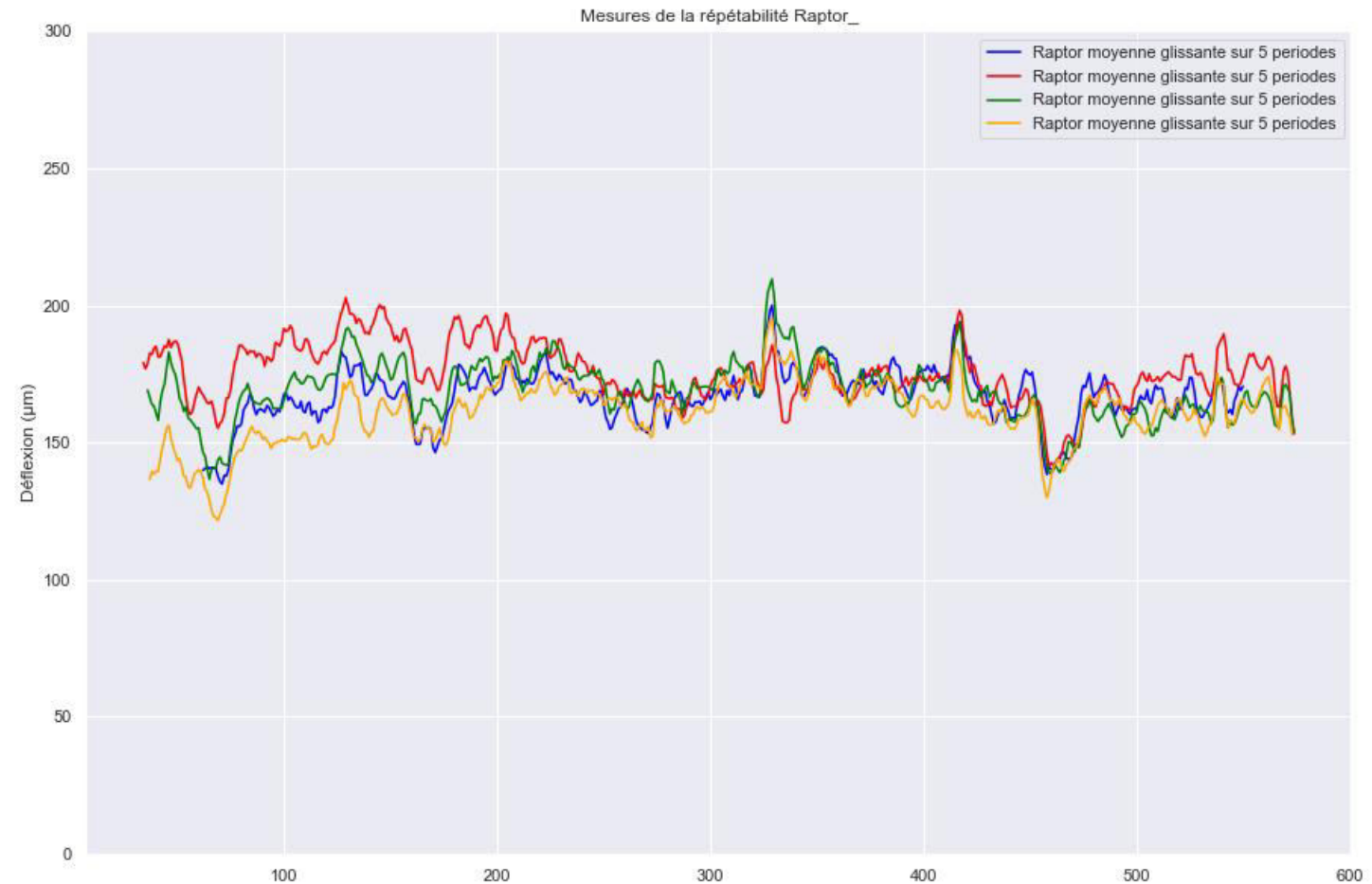
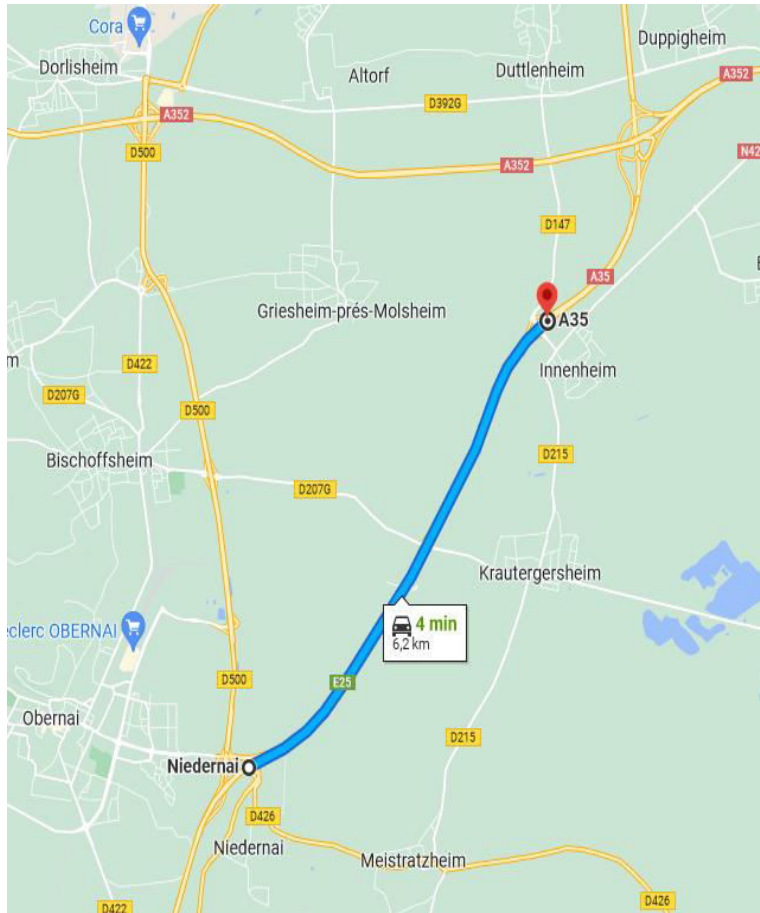


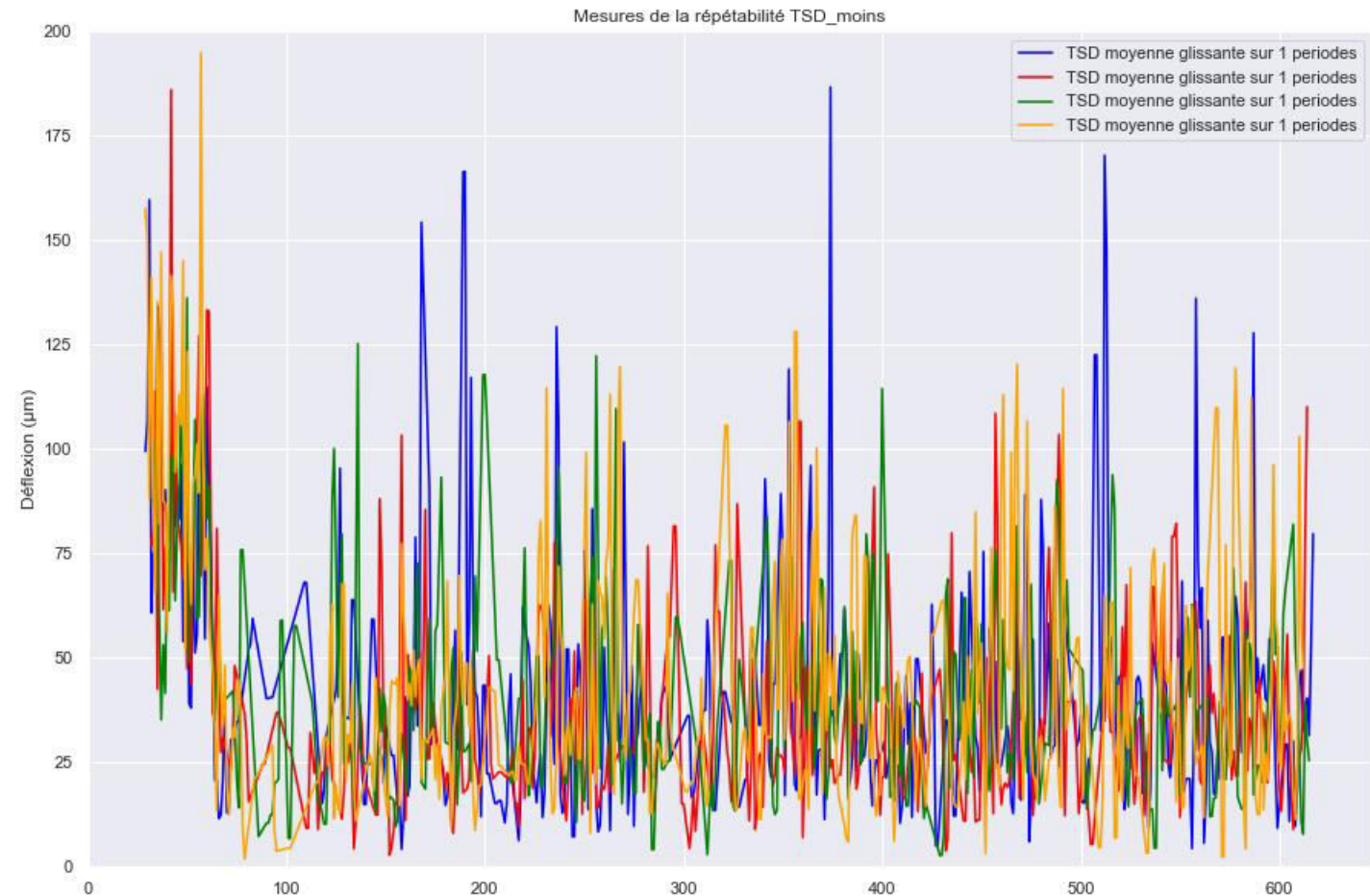
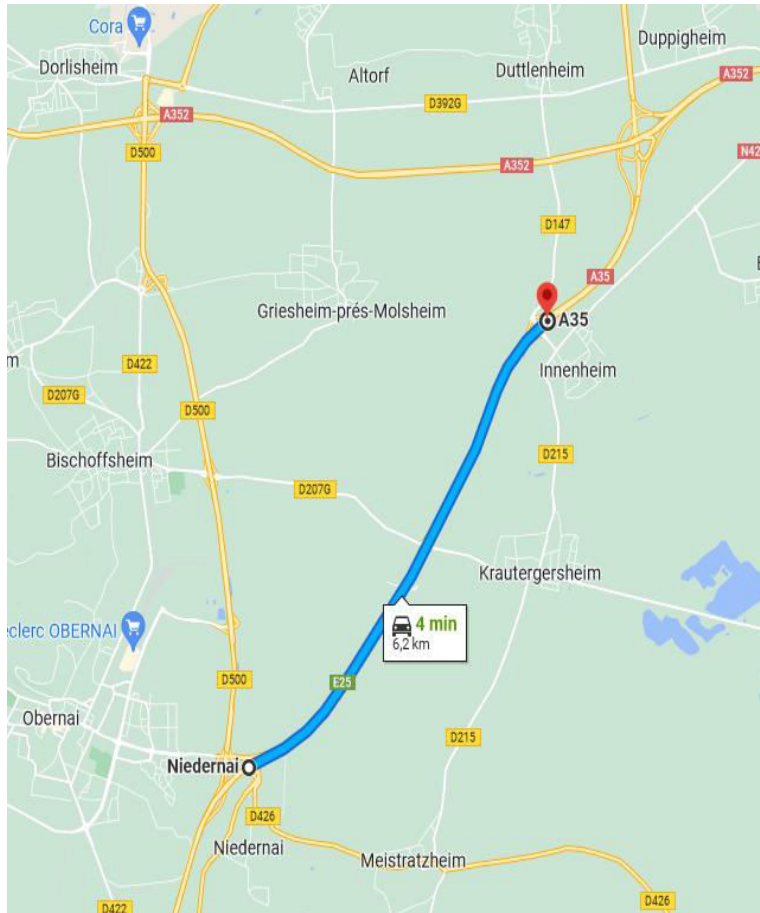


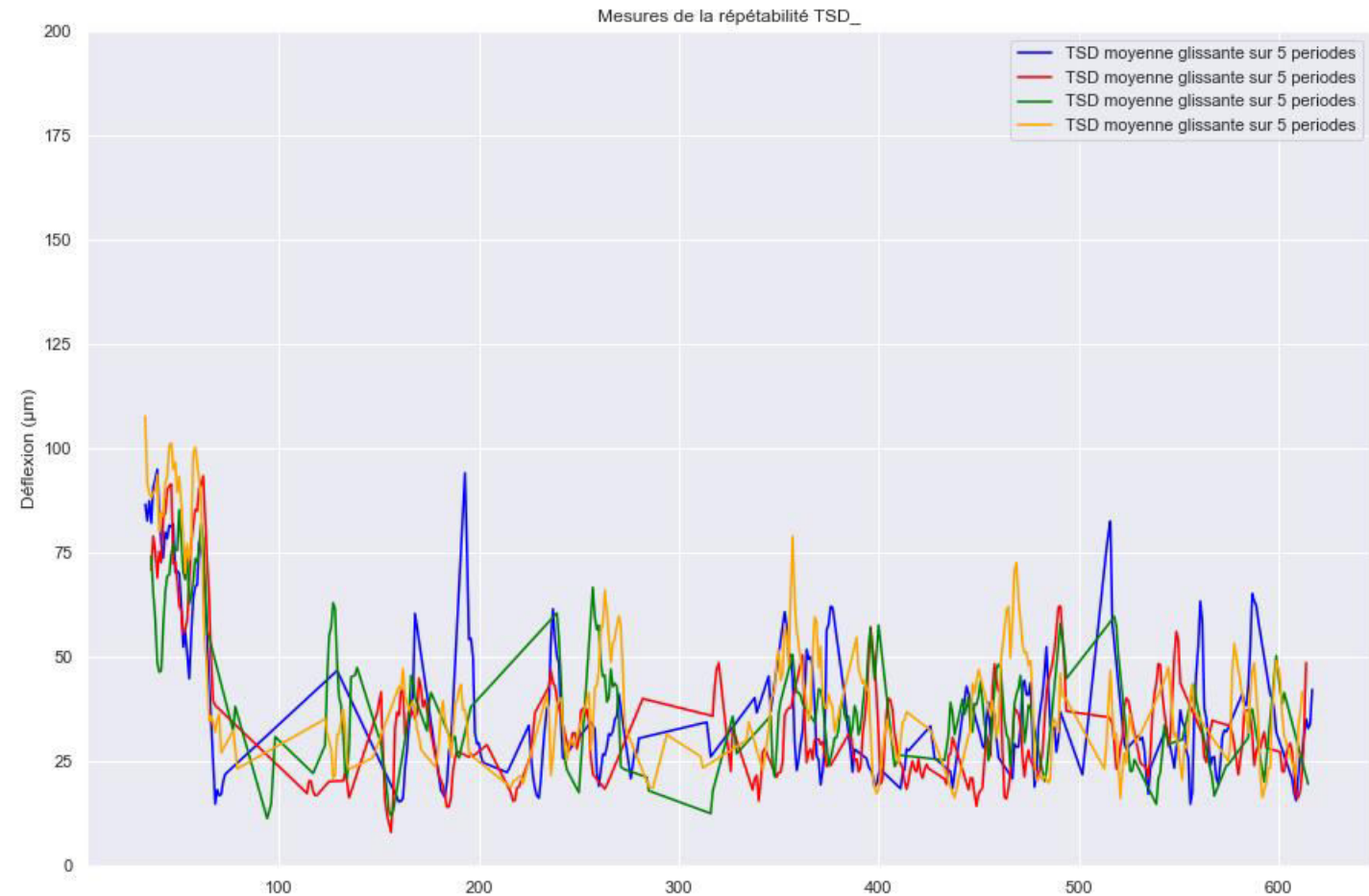
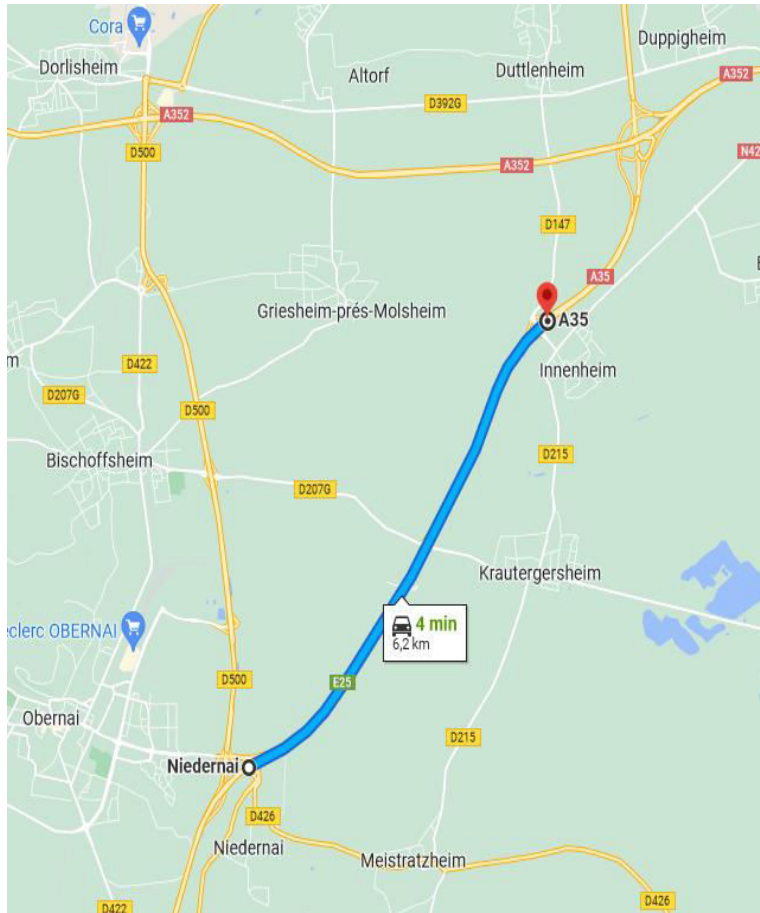


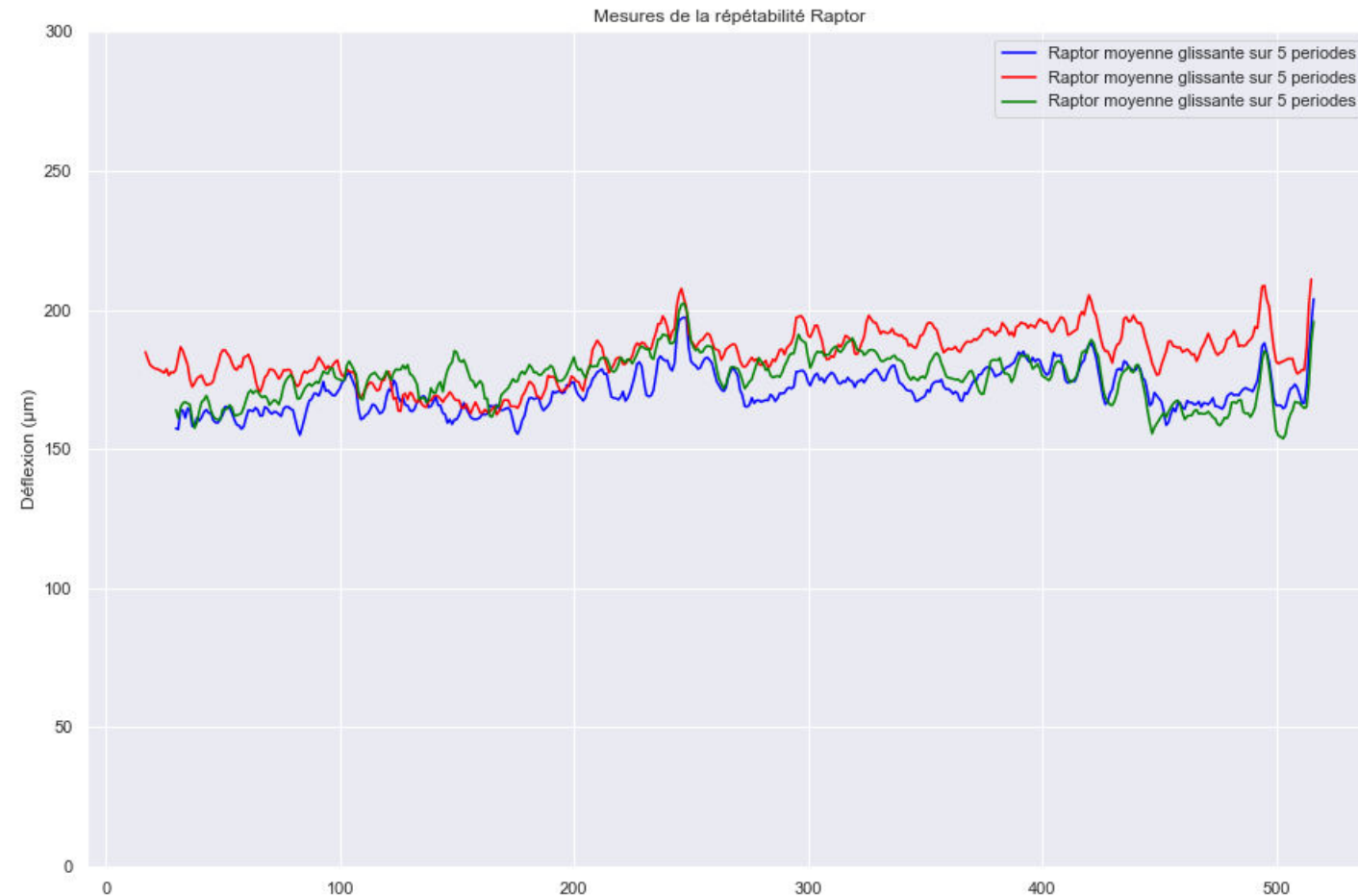
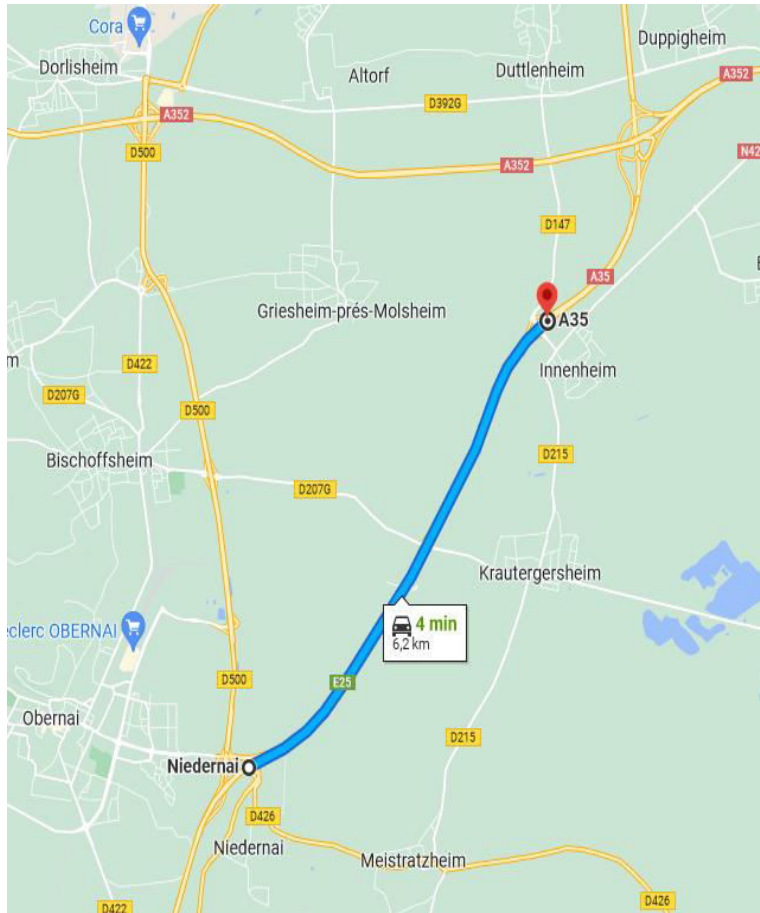


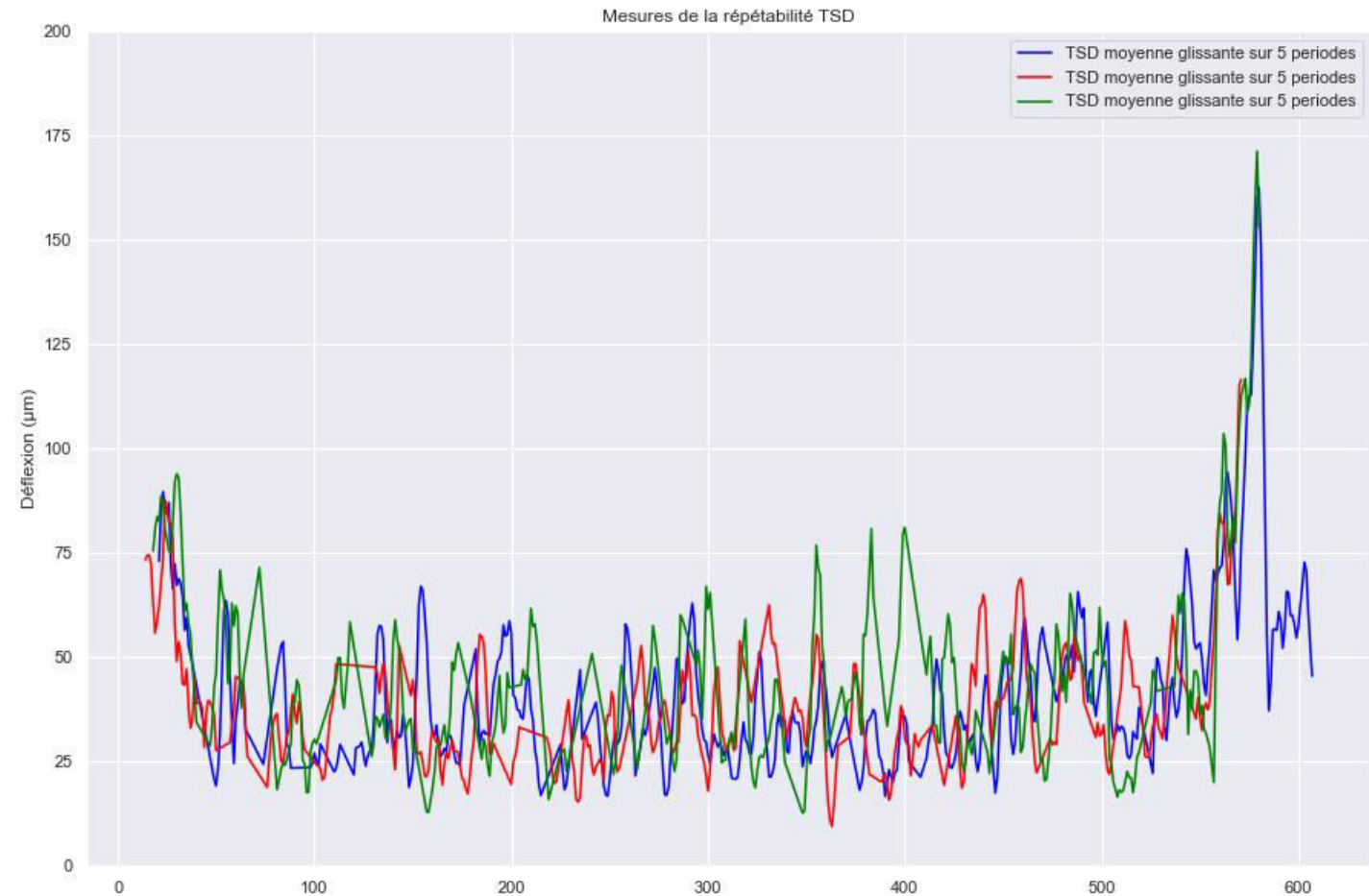
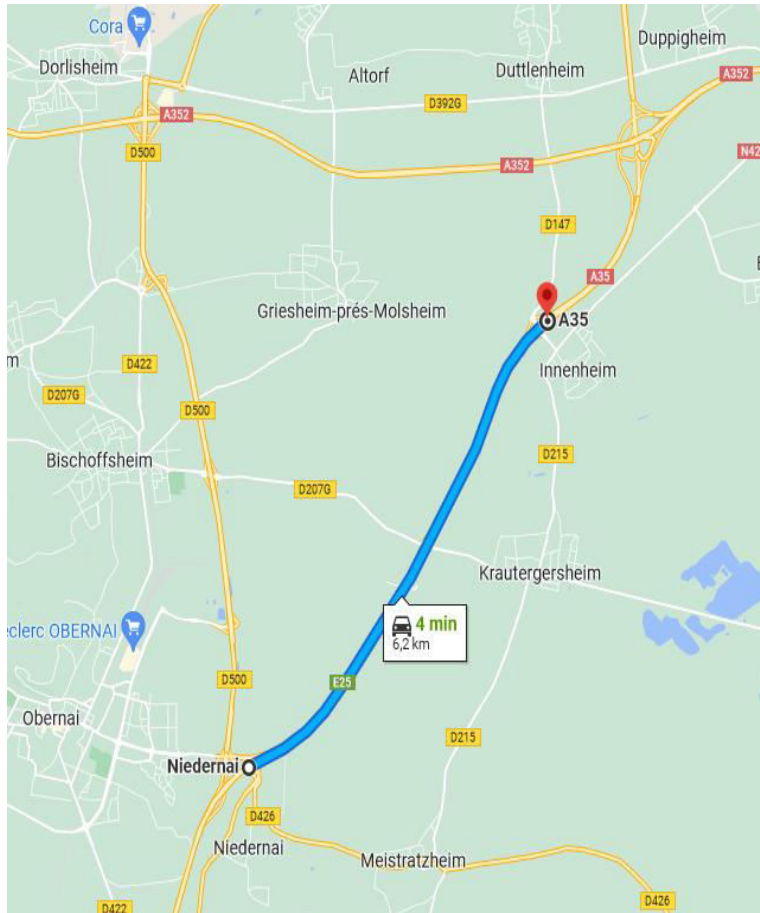












› Domaine d'utilisation

- Les deux appareils à grande vitesse ont été conçus pour permettre le suivi à l'échelle d'un réseau. Ils détectent bien tous deux des zones homogènes similaires sur l'ensemble du linéaire mesuré, ce qui les rend comparables à cette fin.
- En revanche, la valeur de la déflexion en elle-même, et donc de la déflexion caractéristique résultante pour une zone, semble dépendante du matériel et dans une certaine mesure de la structure en place.
 - En effet, plus la valeur de déflexion augmente, et donc plus la structure est souple, moins l'écart entre les appareils est notable ;
 - Les deux matériels ont été qualifiés par leur fabricant respectif sur des chaussées plutôt souples et se servent d'un FWD comme référence ;
 - D'autres essais s'avèrent nécessaires pour évaluer cet effet.

› Limites de la comparaison

- Une des difficultés vient de la localisation géographique des mesures et du pas de restitution. Les notions de répétabilité / reproductibilité s'en trouvent impactées.



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