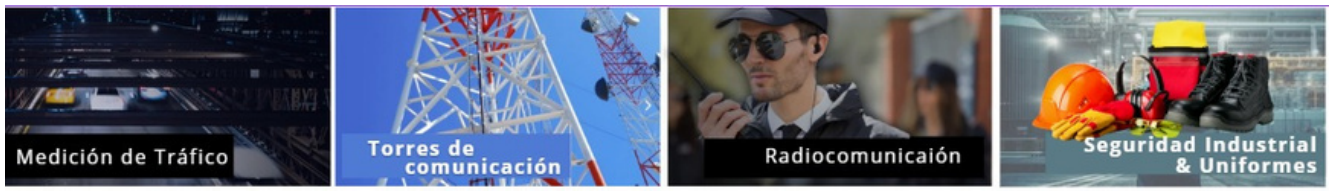
MATESA



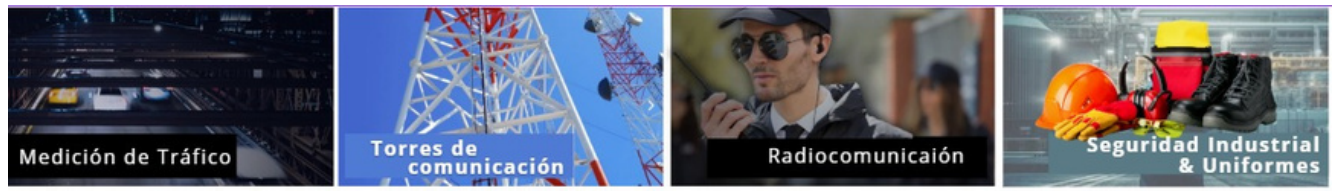

Mantenimiento y Telecomunicaciones S.A de C.V

# CONTADORES VEHICULARES
# PicoCount 2500

Soluciones de alta precisión para aforo vehicular. Tecnología neumática confiable para medir flujo, velocidad y clasificación en campo

ventas@matesa.com.mx TEL 477 7172149 wp 477 779 7408
www.matesa.com.mx

MATESA



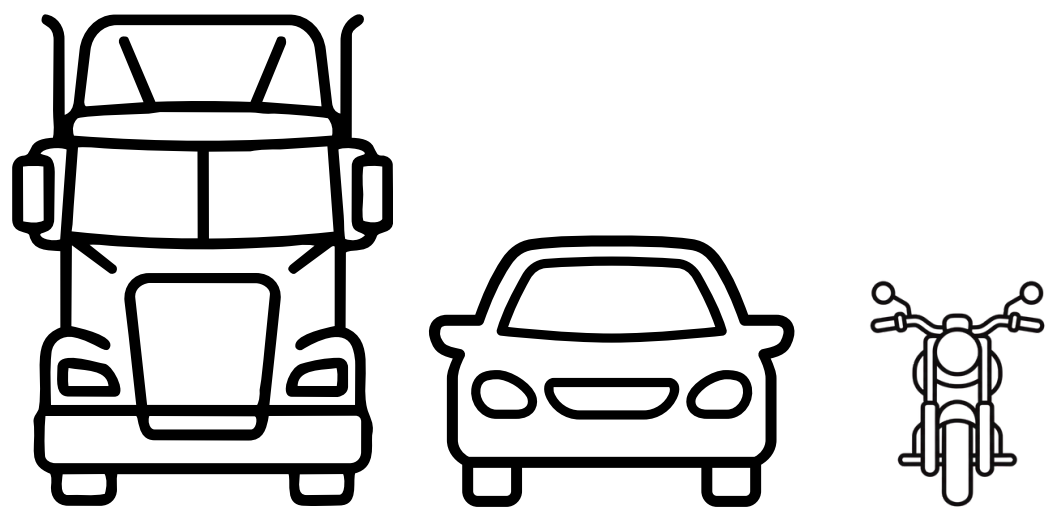

Mantenimiento y Telecomunicaciones S.A de C.V

**Características Principales**

- **Diseño 100% portátil y robusto:** Equipo ideal para estudios temporales o permanentes, diseñado para soportar trabajo rudo en carretera.

- **Sistema neumático de alta precisión**: Utiliza mangueras en el pavimento que registran cada eje a través de pulsos de aire generados al paso de los vehículos.

- **Análisis y Reportes Integrales: El procesador interno analiza los pulsos para entregarte datos exactos de:**
  - **Cantidad total de vehículos (Volumen).**
  - **Velocidad promedio y percentiles.**
  - **Clasificación vehicular basada en los 13 esquemas oficiales de la FHWA.**



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www.matesa.com.mx

- **Ejemplo de Reporte**

## REPORTE POR EJES

### Daily North Bound Classes Report

Study Date: Monday, 08/18/2008
Unit ID: Demo #8
Location: Cornelius, S of Germantown

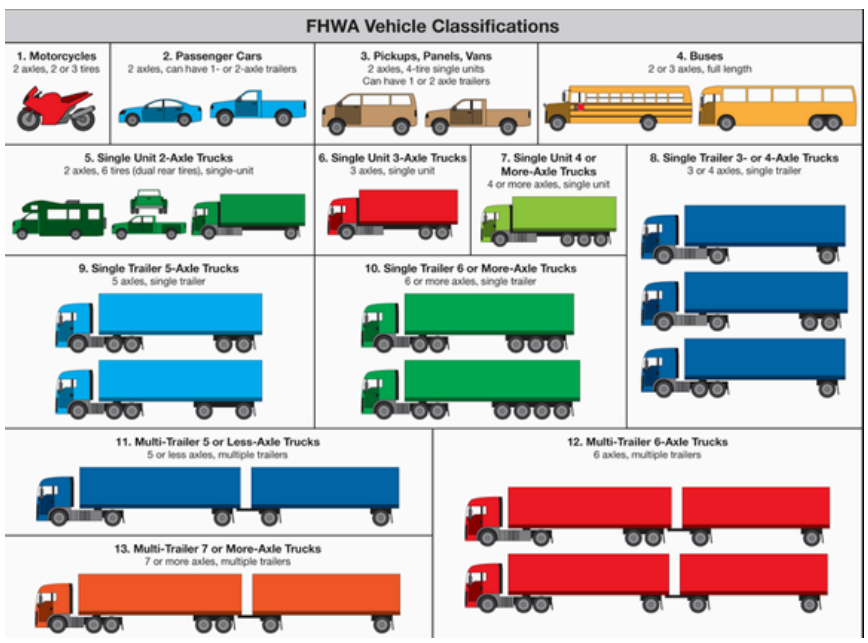
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 00:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 01:00 - 01:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 02:00 - 02:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 03:00 - 03:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 04:00 - 04:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 05:00 - 05:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 06:00 - 06:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 07:00 - 07:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 08:00 - 08:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 09:00 - 09:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 10:00 - 10:59 | 0 | 42 | 18 | 0 | 14 | 5 | 1 | 0 | 3 | 1 | 0 | 0 | 2 | **86** |
| 11:00 - 11:59 | 1 | 125 | 32 | 3 | 23 | 5 | 1 | 1 | 3 | 4 | 0 | 3 | 3 | **204** |
| 12:00 - 12:59 | 0 | 178 | 30 | 0 | 28 | 1 | 0 | 4 | 4 | 3 | 0 | 1 | 3 | **252** |
| 13:00 - 13:59 | 0 | 30 | 12 | 0 | 9 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | **57** |
| 14:00 - 14:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 15:00 - 15:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 16:00 - 16:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 17:00 - 17:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 18:00 - 18:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 19:00 - 19:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 20:00 - 20:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 21:00 - 21:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 22:00 - 22:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 23:00 - 23:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| **Totals** | **1** | **375** | **92** | **3** | **74** | **13** | **2** | **7** | **11** | **8** | **0** | **4** | **9** | **599** |
| **Percent of Total** | **0.2** | **62.6** | **15.4** | **0.5** | **12.4** | **2.2** | **0.3** | **1.2** | **1.8** | **1.3** | **0.0** | **0.7** | **1.5** | **100** |
| **Percent of AM** | **0.3** | **57.6** | **17.2** | **1.0** | **12.8** | **3.4** | **0.7** | **0.3** | **2.1** | **1.7** | **0.0** | **1.0** | **1.7** | **100** |
| **Percent of PM** | **0.0** | **67.3** | **13.6** | **0.0** | **12.0** | **1.0** | **0.0** | **1.9** | **1.6** | **1.0** | **0.0** | **0.3** | **1.3** | **100** |

**Truck Summary:**

Total Trucks: 131 % Trucks: 21.9 AM % Trucks: 24.8 PM % Trucks: 19.1

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
#2 Passenger Cars - 2 Axles
#3 Pickup Trucks, Vans - 2 Axles
#4 Buses
#5 Single Unit - 2 Axles, 6 Tires
#6 Single Unit Truck - 3 Axles
#7 Single Unit - 4 Axles
#8 Single Unit - 4 Axles or Less
#9 Double Unit - 5 Axles
#10 Double Unit - 6 Axles or More
#11 Multi-Unit - 5 Axles or Less
#12 Multi-Unit - 6 Axles
#13 Multi-Unit - 7 Axles or More



- **Ejemplo de Reporte**

## REPORTE POR VELOCIDADES

### Daily North Bound Speeds (MPH)

Study Date: Monday, 08/18/2008
Unit ID: Demo #8
Location: Cornelius, S of Germantown

| | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-74 | 75-79 | 80-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 00:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 01:00 - 01:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 02:00 - 02:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 03:00 - 03:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 04:00 - 04:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 05:00 - 05:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 06:00 - 06:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 07:00 - 07:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 08:00 - 08:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 09:00 - 09:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 10:00 - 10:59 | 0 | 0 | 0 | 0 | 0 | 3 | 21 | 18 | 30 | 9 | 4 | 1 | 0 | 0 | 0 | **86** |
| 11:00 - 11:59 | 1 | 0 | 0 | 0 | 0 | 6 | 30 | 69 | 72 | 23 | 3 | 0 | 0 | 0 | 0 | **204** |
| 12:00 - 12:59 | 0 | 0 | 0 | 0 | 0 | 6 | 37 | 84 | 92 | 30 | 3 | 0 | 0 | 0 | 0 | **252** |
| 13:00 - 13:59 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 17 | 18 | 9 | 1 | 0 | 0 | 0 | 0 | **57** |
| 14:00 - 14:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 15:00 - 15:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 16:00 - 16:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 17:00 - 17:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 18:00 - 18:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 19:00 - 19:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 20:00 - 20:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 21:00 - 21:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 22:00 - 22:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 23:00 - 23:59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| **Totals** | **1** | **0** | **0** | **0** | **0** | **18** | **97** | **188** | **212** | **71** | **11** | **1** | **0** | **0** | **0** | **599** |
| **Percent of Total** | **0.2** | **0.0** | **0.0** | **0.0** | **0.0** | **3.0** | **16.2** | **31.4** | **35.4** | **11.9** | **1.8** | **0.2** | **0.0** | **0.0** | **0.0** | **100** |
| **Percent of AM** | **0.3** | **0.0** | **0.0** | **0.0** | **0.0** | **3.1** | **17.6** | **30.0** | **35.2** | **11.0** | **2.4** | **0.3** | **0.0** | **0.0** | **0.0** | **100** |
| **Percent of PM** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **2.9** | **14.9** | **32.7** | **35.6** | **12.6** | **1.3** | **0.0** | **0.0** | **0.0** | **0.0** | **100** |

Standard Deviation: 5.7 MPH
Mean Speed: 49.6 MPH
Median Speed: 49.9 MPH
Modal Speed: 52.5 MPH

Ten Mile Pace: 45 to 54 MPH
Percent in Ten Mile Pace: 66.8%

85th Percentile: 54.8 MPH
15th Percentile: 43.6 MPH
90th Percentile: 56.6 MPH
95th Percentile: 58.7 MPH