

Data sheet N

Packets OK

Packet #	Type: N or S	LVs	mn:s	Km.xx
1	N	30	22:50	24.2
2	S	2	0:50	1
3	N	20	13:02	17.8
5	N	4	2:08	2.1
9	N	4	4:11	6.4

Crew # 2
Operator: RAKOTO
Driver: ANDRE
Vehicle Registration: W010 R
Make: TOYOTA
Design: 4WD Prado
Color: White

Section START: AMBOSITRA
LandMark = Police station

Section END: VOHIPOSA
LandMark = Junction N25

Overall Characteristics
 Overlay type ☒ paved ☐ mixed ☐ unpaved
 Roadway width ☐ wide ☒ normal/mixed ☐ narrow
 Alignment type ☐ easy ☐ normal/mixed ☒ wild
 Road condition ☒ as good as new ☐ normal/mixed ☐ very damaged

See Calibration Sheet #: 1

SectionDataSheet

L 2 **S** 4

Date: 08/04/2000
From 13 h 30 **To** 14 h 55

Run # 1 **Road Classification** N7

☒ Outward
☐ Back

R

Packet #	Type: S or F	Km.xx
4	F	1.2

R

Packet #	Type: S or F	Km.xx
6	S	0.6
4	F	2.7

G U-Turns

Packet #	Km.xx
8	2.7

H Breaks

Packet #	Km.xx
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NetC #4 **LVs**

NetT #5 **mn:s**

NetL as Meas'd #6 **Km.xx**

Km.xx

Km.xx

Km.xx

%

Number of attached datapages 1

Number of sequences #9 19

Caution: a G-type sequence (U-turn) forms itself a type-G "packet". Just before, there should be a suspect subsection ("S"), or a skipped sub-section ("F"), or even both of them successively, representing the initial course, reportedly disrupted: it is to be finally classified as **remeasurable** ("R"), as by the fact it has been remeasured at once.

Re-Measurable **Non Re-Measured** **L**

Measurable L (including Measured) #7

GrossL of this section #8

Km as counter-displayed

Critical Threshold **% < 10% ?**

First stage:
Transfer the packets by order number (so as not to forget any of them) from the data page into the corresponding charts.