

**RASH.M.M.TRADE AN
SERVICES 2020 MMC**



**ÇELİK OTOKORKULUK SİSTEMLERİ
STEEL GUARDRAIL SYSTEMS**





Çelik Otokorkuluk Nedir?

Araç, sürücü ve yolcuları yol kenarındaki düşük banket uçurum gibi tehlikelerden aynı şekilde yayaları ve yerleşim yerlerini de araçların yaratacağı tehlikelerden korumak amacıyla karayollarının büyük bir bölümünde hem koruma hem de yol ayırma amaçlı kullanılmaktadır.

Oto korkuluklar; düşük maliyet, etkin güvenlik, uzun ömür, bakım kolaylığı ve en önemlisi çevre üzerinde olumsuz bir etkisinin olmamasından dolayı karayollarında tercih edilmektedir.

What's Road Restraint System?

Road Restraint Systems (RRS) are an essential component of a modern road infrastructure and constitute one of the most important life-saving devices available to public authorities and road operators. They represent an immediately available solution that can, in addition to saving lives, significantly reduce the accident related health care cost.

RRSs are one of the most efficient and cost-effective road infrastructure solutions that can reduce the impact of a road accident and the number of fatalities and injuries for the vehicle passengers.

Engelleme Seviyesi / Containment Level	Kabul Testi / Acceptance Test
Düşük Engelleme Seviyeleri / Low Containment Levels	
T1	TB 21
T2	TB 22
T3	TB 41 & TB 21
Normal Engelleme Seviyeleri / Normal Containment Levels	
N1	TB 31
N2	TB 32 & TB 11
Yüksek Engelleme Seviyeleri / High Containment Levels	
H1	TB 42 & TB 11
H2	TB 51 & TB 11
H3	TB 61 & TB 11
H4a	TB 71 & TB 11
H4b	TB 81 & TB 11

Çelik Oto Korkuluklar / Steel Road Restraint Systems

Otokorkuluk Sistemi Nasıl Seçilir?



1. Engelleme Seviyesinin Belirlenmesi

Engelleme seviyesi, sistemin kullanılacağı karayolundaki araç sayısı, araç tipleri, kaza geçmişi ve çevresel tehlike derecelerine göre belirlenmektedir. Ülkemizde kullanılan engelleme seviyeleri şunlardır:

T1-T3 : Geçici kullanım engelleme seviyesi
N1-N2 : Normal engelleme seviyesi
H1-H4 : Yüksek engelleme seviyesi

EN 1317-1 ve EN 1317-2 Otoyol Bariyer Sistemleri Standartlarına göre gerçekleştirilen çarpışma testleri yukarıda belirtilen engelleme seviyelerine göre belirlenmektedir. Belirlenen engelleme seviyelerine göre aşağıda belirtilen kriterlere bağlı olarak çarpışma testleri gerçekleştirilmektedir.

Choosing The “Effective” Rrs – A Brief Look To EN 1317

1. Determining the Containment Level

There are several main criteria on choosing the Road Restraint Systems which is the most-efficient for the safety rules.

Containment Level indicates the containment capacity of the system. Each containment level is defined by the crash tests that the road barrier has to withstand. Each new barrier has to be tested at least twice, once with a light vehicle in order to detect the severity of the impact on a small-size car and the second one with a heavier vehicle in order to define the maximum impact energy that the system can withstand. The containment levels are classified according to the growing energy of impact of the heaviest vehicle tested according to EN 1317 Standard.

According to the EN 1317-1 and 1317-2 the acceptance test conditions are given below.

Test Test	Çarpma Hızı Impact Speed	Çarpma Açısı Impact Angle	Araç Ağırlığı Weight of the Vehicle	Araç Tipi Vehicle Type
TB 11	100 km/h	20°	900 kg	Otomobil / Car
TB 21	80 km/h	8°	1.300 kg	Otomobil / Car
TB 22	80 km/h	15°	1.300 kg	Otomobil/ Car
TB 31	80 km/h	20°	1.500 kg	Otomobil / Car
TB 32	110 km/h	20°	1.500 kg	Otomobil / Car
TB 41	70 km/h	8°	10.000 kg	Ağır Vasıta / Rigid HGV
TB 42	70 km/h	15°	10.000 kg	Ağır Vasıta / Rigid HGV
TB 51	70 km/h	20°	13.000 kg	Otobüs / Bus
TB 61	80 km/h	20°	16.000 kg	Ağır Vasıta / Rigid HGV
TB 71	65 km/h	20°	30.000 kg	Ağır Vasıta / Rigid HGV
TB 81	65 km/h	20°	38.000 kg	Römorklu Ağır Vasıta / Articulated HGV

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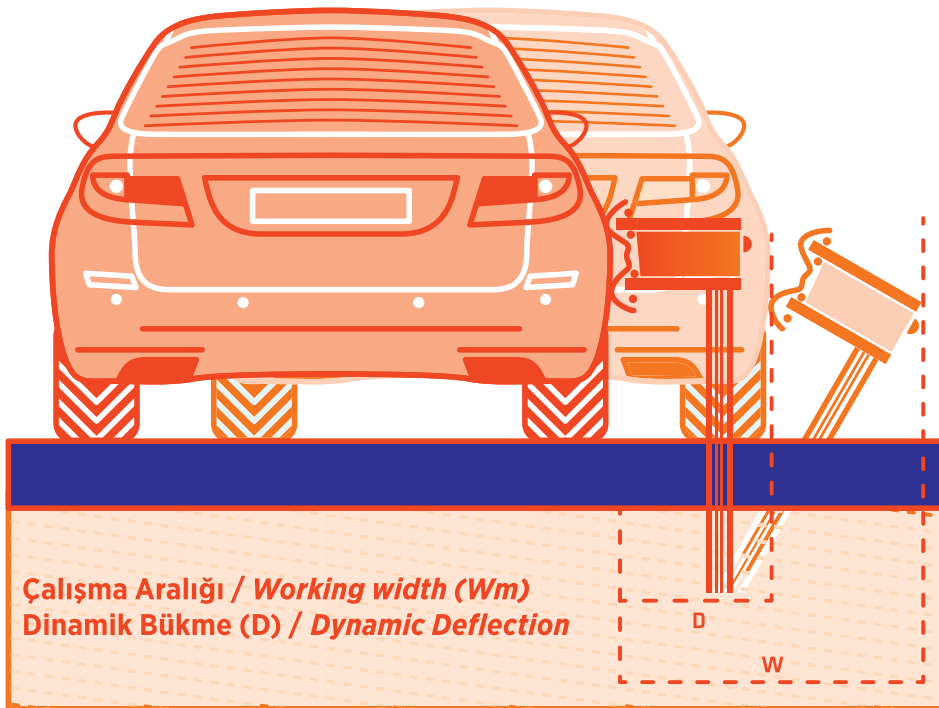
2. Çalışma Aralığının Belirlenmesi

Darbe testleri sırasında güvenlik bariyerinin deformasyonu, dinamik sapma ve çalışma aralığı ile karakterize edilir. Çalışma aralığı yol korkuluk sisteminin darbesi öncesi trafiğe bakan kısım ile sistemin herhangi bir önemli parçasının maksimum dinamik yanal pozisyonu arasındaki mesafedir. Çarpışma sonrası belirlenen değerlerin bariyer sisteminin aşağıda belirtilen değerlere göre çalışma aralığı sınıfı belirlenir. Çalışma aralıkları aşağıdaki tabloda belirtilmiştir:

2. Determining the Working Width

The working width (Wm) is the maximum lateral distance between any part of the barrier on the undeformed traffic side and the maximum dynamic position of any part of the barrier.

Çalışma Aralığı Sınıfı Working Width Class	Çalışma Aralığı Düzeyi (m) Working Width Level (m)
W1	$W \leq 0,6$ m
W2	$W \leq 0,8$ m
W3	$W \leq 1,0$ m
W4	$W \leq 1,3$ m
W5	$W \leq 1,7$ m
W6	$W \leq 2,1$ m
W7	$W \leq 2,5$ m
W8	$W \leq 3,5$ m



Sistemin kullanılacağı yolun fiziksel özelliklerine (dolgu ya da köprü) ve banketlerdeki durağan engellerin varlığına bağlı olarak belirlenir.

Design criteria is determined by considering the physical condition of the road (rammed or bridge) and appearance of the stable obstacles.

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3. Şiddet İvme Endeksinin (ASI) Belirlenmesi

Şiddet İvme Endeksi (ASI), araç içindeki yolcuların güvenliğini maksimum düzeyde tutmak için belirlenen bir kriterdir. Şiddet İvme Endeksi (ASI), aşağıdaki tabloya uygun olmalıdır.

3. Determining the Impact Severity Levels

The evaluation of vehicle occupant impact severity assessment indices ASI and THIV shall be carried out for cars. For cars ASI and THIV shall conform to the requirements shown below. Impact severity level A affords a greater level of safety for the occupant of an errant car than level B, and level B greater than level C.

ASI Sınıfı Impact Severity Level	Değerler Index Values		
A	$ASI \leq 1,0$		
B	$1,0 < ASI \leq 1,4$	ve / and	THIV \leq 33 km/h
C	$1,4 < ASI \leq 1,9$		

4. Sistem Tipinin Belirlenmesi

Sistemin uygulanacağı zemin özelliğine göre (asfalt, toprak, beton vb...), bariyerin zemine çakımlı ya da ankarajlı olup olmayacağına karar verilir.

4. Determining the Installation Type of the RRS

The RRS installation type shall be determined according to the ground specification (soil, bridge, asphalt etc...) and be tested according to the EN 1317 requirements.



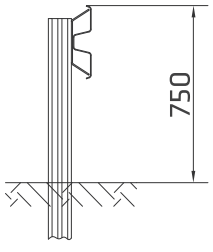
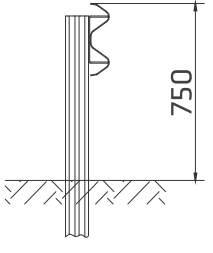
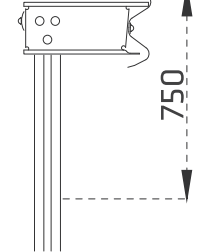
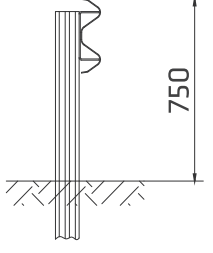
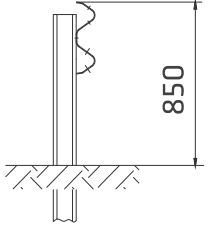
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Ürünlerimiz / Our Products

Tüm ürünlerimiz EN 1317-1 ve EN 1317-2 standardına göre test edilmiş olup EN 1317-5 Standardına göre CE işareti ile üretilmektedir.

As the leader firm having the CE mark in their RRSs in Turkey; all of our products have been tested and CE-marked according to EN 1317 Standard.

N2 Engelleme Seviyeli Otokorkuluk Sistemleri / Road Restraint Systems with N2 Containment Level

Ürün Adı System Name	Engelleme Seviyesi Containment Level	Çalışma Aralığı Working Width	ASI	Montaj Tipi / Installation Type		Yan Görünüm Side View	Dikme Montaj Aralığı (mt) Post Distance (mt)
				Tek/Çift Single/Double	Zemin/Köprü Ground/Bridge		
ESP 2B	N2	W5	A	Tek Taraflı Single Sided	Zemin Ground		2,00
ESP 4	N2	W5	A	Tek Taraflı Single Sided	Zemin Ground		4,00
KG-OB-N2-01 (2,0)	N2	W5	A	Tek Taraflı Single Sided	Zemin Ground		2,00
ESP 2A	N2	W4	A	Tek Taraflı Single Sided	Zemin Ground		2,00
KG-OB-L1 (N2)	N2	W4	A	Tek Taraflı Single Sided	Zemin Ground		2,00

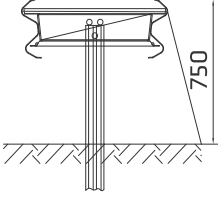
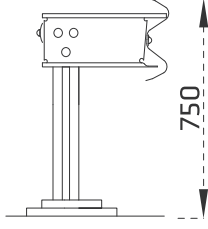
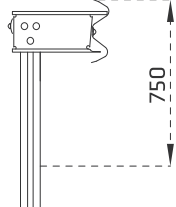
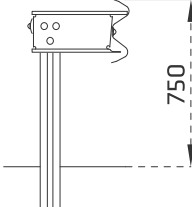
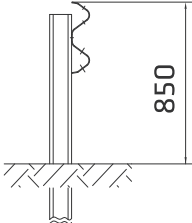
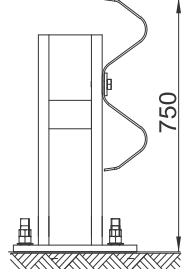
Çelik Oto Korkuluklar / Steel Road Restraint Systems

N2 Engelleme Seviyeli Otokorkuluk Sistemleri / Road Restraint Systems with N2 Containment Level

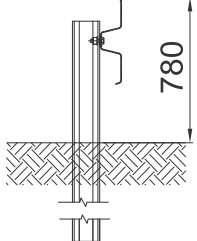
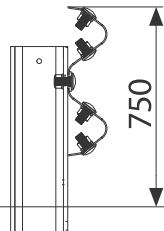
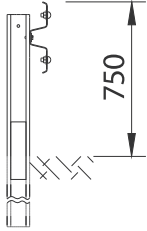
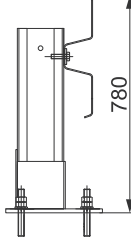
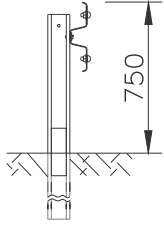
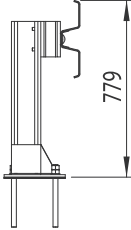
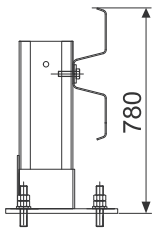
Ürün Adı System Name	Engelleme Seviyesi Containment Level	Çalışma Aralığı Working Width	ASI	Montaj Tipi / Installation Type		Yan Görünüm Side View	Dikme Montaj Aralığı (mt) Post Distance (mt)
				Tek/Çift Single/Double	Zemin/Köprü Ground/Bridge		
KG-OB-N2-01 (1,33)	N2	W4	A	Tek Taraflı Single Sided	Zemin Ground		1,33
TCK-N2W4 (Z)	N2	W4	A	Tek Taraflı Single Sided	Zemin Ground		4,00
TCK-N2W2 (Z)	N2	W2	A	Tek Taraflı Single Sided	Zemin Ground		1,33
TCK-N2W2 (Z)-BW	N2	W2	A	Tek Taraflı Single Sided	Köprü Bridge		1,33
TR N2W2	N2	W2	A	Tek Taraflı Single Sided	Zemin Ground		2,66

Çelik Oto Korkuluklar / Steel Road Restraint Systems

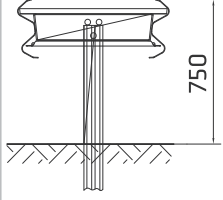
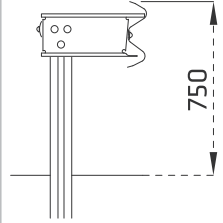
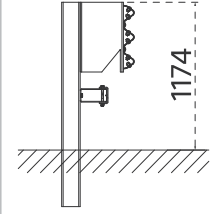
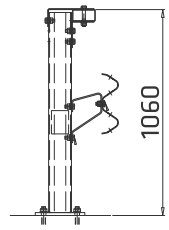
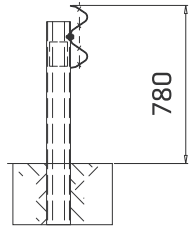
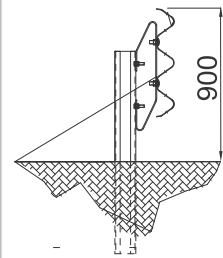
H1 Engelleme Seviyeli Otokorkuluk Sistemleri / Road Restraint Systems with H1 Containment Level

Ürün Adı System Name	Engelleme Seviyesi Containment Level	Çalışma Aralığı Working Width	ASI	Montaj Tipi / Installation Type		Yan Görünüm Side View	Dikme Montaj Aralığı (mt) Post Distance (mt)
				Tek/Çift Single/Double	Zemin/Köprü Ground/Bridge		
DDSP 4,00	H1	W6	A	Çift Taraflı Double Sided	Zemin Ground		4,00
EDSP 1,33BW	H1	W5	A	Tek Taraflı Single Sided	Köprü Bridge		1,33
EDSP 2,00	H1	W5	A	Tek Taraflı Single Sided	Zemin Ground		2,00
EDSP 1,33	H1	W4	A	Tek Taraflı Single Sided	Zemin Ground		1,33
KG-OB-L1(H1)	H1	W4	A	Tek Taraflı Single Sided	Zemin Ground		2,00
TCK-H1W4(Z)-BW	H1	W4	A	Tek Taraflı Single Sided	Köprü Bridge		1,33

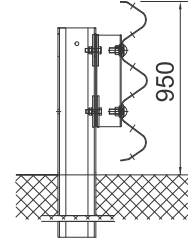
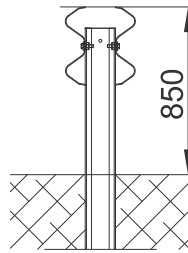
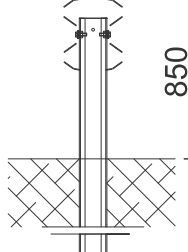
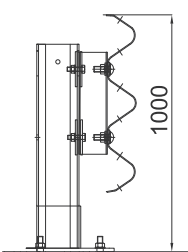
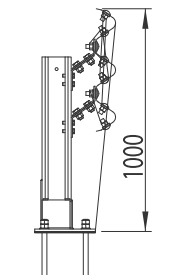
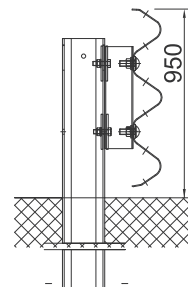
H1 Engelleme Seviyeli Otokorkuluk Sistemleri / Road Restraint Systems with H1 Containment Level

Ürün Adı System Name	Engelleme Seviyesi Containment Level	Çalışma Aralığı Working Width	ASI	Montaj Tipi / Installation Type		Yan Görünüm Side View	Dikme Montaj Aralığı (mt) Post Distance (mt)
				Tek/Çift Single/Double	Zemin/Köprü Ground/Bridge		
TCK-H1-02	H1	W4	A	Tek Taraflı Single Sided	Zemin Ground		3,00
TR H1W3	H1	W3	A	Tek Taraflı Single Sided	Zemin Ground		2,66
TR KGM H1W3	H1	W3	A	Tek Taraflı Single Sided	Zemin Ground		2,00
TR H1W2 BW	H1	W2	B	Tek Taraflı Single Sided	Köprü Bridge		1,50
TCK-H1-03	H1	W2	A	Tek Taraflı Single Sided	Zemin Ground		1,33
TR KGM H1W2 BW	H1	W2	A	Tek Taraflı Single Sided	Köprü Bridge		1,33
TCK-H1-01 BW	H1	W1	A	Tek Taraflı Single Sided	Köprü Bridge		1,33

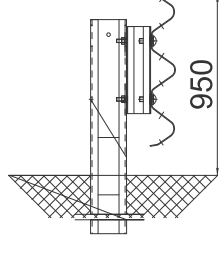
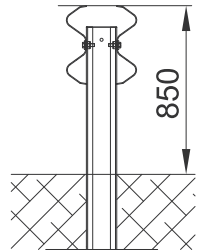
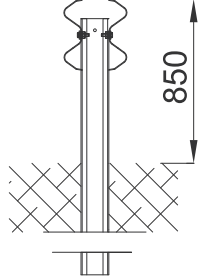
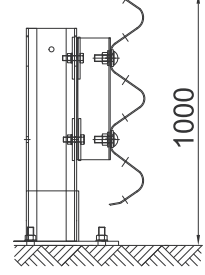
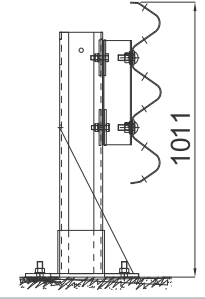
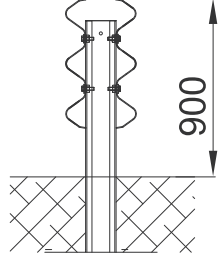
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Ürün Adı System Name	Engelleme Seviyesi Containment Level	Çalışma Aralığı Working Width	ASİ	Montaj Tipi / Installation Type		Yan Görünüm Side View	Dikme Montaj Aralığı (mt) Post Distance (mt)
				Tek/Çift Single/Double	Zemin/Köprü Ground/Bridge		
DDSP 2,00++	H2	W6	A	Çift Taraflı Double Sided	Zemin Ground		2,00
KG-OB-H2-01	H2	W6	A	Tek Taraflı Single Sided	Zemin Ground		1,33
KG-OB-H2-02	H2	W5	A	Tek Taraflı Single Sided	Zemin Ground		2,00
KG-OB-H2-03	H2	W4	B	Tek Taraflı Single Sided	Köprü Bridge		2,00
KG-OB-H2-04	H2	W4	B	Tek Taraflı Single Sided	Zemin Ground		1,33
TCK-H2-01	H2	W4	A	Tek Taraflı Single Sided	Zemin Ground		2,00

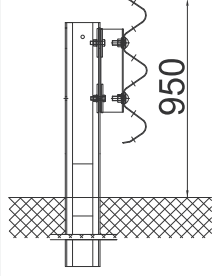
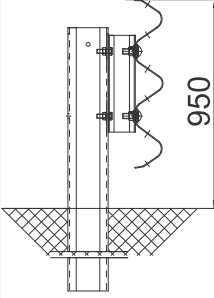
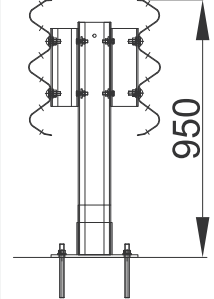
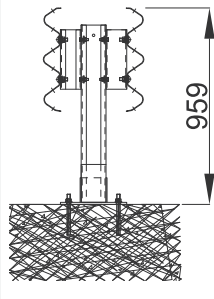
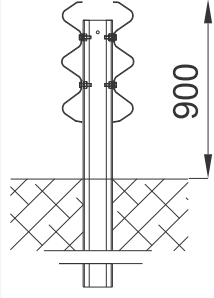
H2 Engelleme Seviyeli Otokorkuluk Sistemleri / Road Restraint Systems with H2 Containment Level

Ürün Adı System Name	Engelleme Seviyesi Containment Level	Çalışma Aralığı Working Width	ASI	Montaj Tipi / Installation Type		Yan Görünüm Side View	Dikme Montaj Aralığı (mt) Post Distance (mt)
				Tek/Çift Single/Double	Zemin/Köprü Ground/Bridge		
TR H2W4	H2	W4	A	Tek Taraflı Single Sided	Zemin Ground		3,00
TR H2W4 DS	H2	W4	A	Çift Taraflı Double Sided	Zemin Ground		2,25
TR KGM H2W4 DS	H2	W4	A	Çift Taraflı Double Sided	Zemin Ground		2,00
TR H2W4 BW	H2	W4	B	Tek Taraflı Single Sided	Köprü Bridge		2,25
TR KGM H2W4 BW	H2	W4	A	Tek Taraflı Single Sided	Köprü Bridge		2,25
TR H2W3	H2	W3	A	Tek Taraflı Single Sided	Zemin Ground		2,25

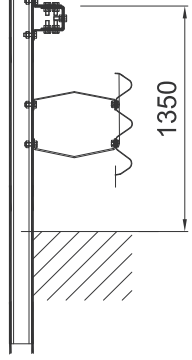
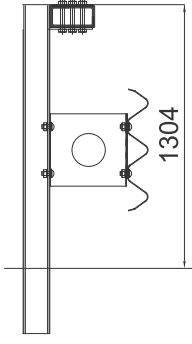
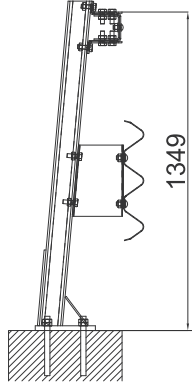
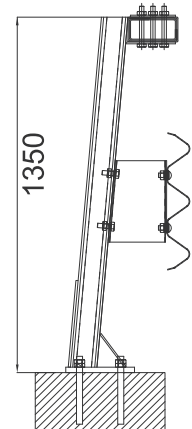
H2 Engelleme Seviyeli Otokorkuluk Sistemleri / Road Restraint Systems with H2 Containment Level

Ürün Adı System Name	Engelleme Seviyesi Containment Level	Çalışma Aralığı Working Width	ASI	Montaj Tipi / Installation Type		Yan Görünüm Side View	Dikme Montaj Aralığı (mt) Post Distance (mt)
				Tek/Çift Single/Double	Zemin/Köprü Ground/Bridge		
TR KGM H2W3	H2	W3	A	Tek Taraflı Single Sided	Zemin Ground		2,00
TR H2W3 DS	H2	W3	B	Çift Taraflı Double Sided	Zemin Ground		1,50
TR KGM H2W3 DS	H2	W3	B	Çift Taraflı Double Sided	Zemin Ground		1,33
TR H2W3 BW	H2	W3	B	Tek Taraflı Single Sided	Köprü Bridge		1,50
TR KGM H2W3 BW	H2	W3	B	Tek Taraflı Single Sided	Köprü Bridge		1,33
TR H2W2 DS	H2	W2	B	Çift Taraflı Double Sided	Zemin Ground		0,75

H2 Engelleme Seviyeli Otokorkuluk Sistemleri / Road Restraint Systems with H2 Containment Level

Ürün Adı System Name	Engelleme Seviyesi Containment Level	Çalışma Aralığı Working Width	ASI	Montaj Tipi / Installation Type		Yan Görünüm Side View	Dikme Montaj Aralığı (mt) Post Distance (mt)
				Tek/Çift Single/Double	Zemin/Köprü Ground/Bridge		
TCK-H2-02	H2	W2	B	Tek Taraflı Single Sided	Zemin Ground		1,50
TCK H2-03	H2	W2	B	Tek Taraflı Single Sided	Zemin Ground		1,33
TR H2W2DS BW	H2	W2	B	Çift Taraflı Double Sided	Köprü Bridge		1,50
TR KGM H2W2DS BW	H2	W2	B	Çift Taraflı Double Sided	Köprü Bridge		1,33
TR KGM H2W1 DS	H2	W1	B	Çift Taraflı Double Sided	Zemin Ground		0,66

H4b Engelleme Seviyeli Otokorkuluk Sistemleri / Road Restraint Systems with H4b Containment Level

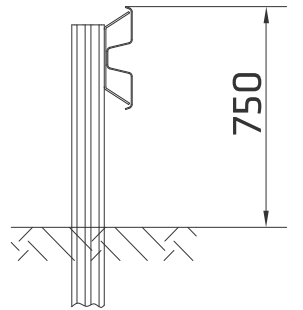
Ürün Adı System Name	Engelleme Seviyesi Containment Level	Çalışma Aralığı Working Width	ASİ	Montaj Tipi / Installation Type		Yan Görünüm Side View	Dikme Montaj Aralığı (mt) Post Distance (mt)
				Tek/Çift Single/Double	Zemin/Köprü Ground/Bridge		
TCK H4-01	H4b	W4	A	Tek Taraflı Single Sided	Zemin Ground		1,50
TR KGM H4bW4	H4b	W4	B	Tek Taraflı Single Sided	Zemin Ground		1,33
TCK H4-02	H4b	W3	B	Tek Taraflı Single Sided	Köprü Bridge		1,33
TR KGM H4bW3 BW	H4b	W3	B	Tek Taraflı Single Sided	Köprü Bridge		1,33

ESP 2B **(N2-W5-A)**

4 metrelik B tip ray, u takoz ve 2 metre aralıklı sigma-100 dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

Classic single sided system on ground contains B-type beam, U spacer and sigma-100 post with 2 meter distance.



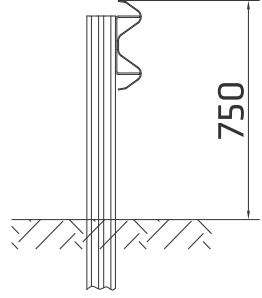
Sistem Teknik Detayları / Technical Details of the System		Yan Görünüm / Side View
Engelleme Seviyesi / Containment Level	N2	
Çalışma Aralığı (mt) / Working Width (mt)	1,60	
Çalışma Aralığı Sınıfı / Working Width Level	W5	
Şiddet Endeksi / Severity Impact Level	A	
Sistem Yüksekliği (mt) / Height of the System (mt)	0,75	
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed	

ESP 4,0 **(N2-W5-A)**

4 metrelik normal hizmet ray, u takoz ve 4 metre aralıklı sigma-100 dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

Classic single sided system on ground contains 4 meter-long 2W beam, U spacer and sigma-100 post with 4 meter distance.



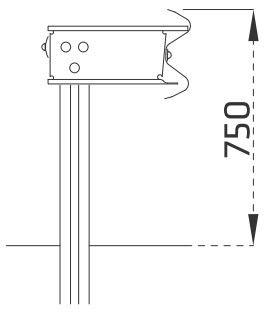
Sistem Teknik Detayları / Technical Details of the System		Yan Görünüm / Side View
Engelleme Seviyesi / Containment Level	N2	
Çalışma Aralığı (mt) / Working Width (mt)	1,70	
Çalışma Aralığı Sınıfı / Working Width Level	W5	
Şiddet Endeksi / Severity Impact Level	A	
Sistem Yüksekliği (mt) / Height of the System (mt)	0,75	
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed	

KG-OB-N2-01 (2,0) (N2-W5-A)

4 metrelik normal hizmet ray, 480 takoz ve 2 metre aralıklı sigma-100 dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

Single sided system on ground contains 4 meter-long 2W beam, 480 spacer and sigma-100 post with 2 meter distance.



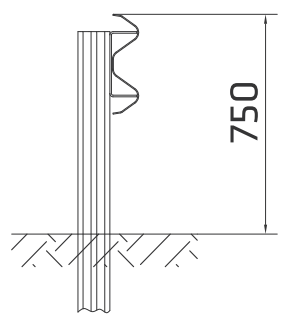
Sistem Teknik Detayları / Technical Details of the System		Yan Görünüm / Side View
Engelleme Seviyesi / Containment Level	N2	
Çalışma Aralığı (mt) / Working Width (mt)	1,70	
Çalışma Aralığı Sınıfı / Working Width Level	W5	
Şiddet Endeksi / Severity Impact Level	A	
Sistem Yüksekliği (mt) / Height of the System (mt)	0,75	
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed	

ESP 2A **(N2-W4-A)**

4 metrelik normal hizmet ray, U takoz ve 2 metre aralıklı sigma-100 dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

Classic single sided system on ground contains 4 meter-long 2W beam, U spacer and sigma-100 post with 2 meter distance.



Sistem Teknik Detayları / Technical Details of the System		Yan Görünüm / Side View
Engelleme Seviyesi / Containment Level	N2	
Çalışma Aralığı (mt) / Working Width (mt)	1,30	
Çalışma Aralığı Sınıfı / Working Width Level	W4	
Şiddet Endeksi / Severity Impact Level	A	
Sistem Yüksekliği (mt) / Height of the System (mt)	0,75	
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed	

KG-OB-L1 (N2) (N2-W4-A)

4 metrelik 2N ray ve 2 metre aralıklı C dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

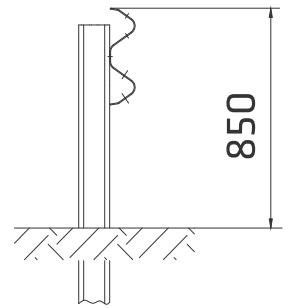
Single sided system on ground contains 4 meter-long 2W beam and C-post with 2 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	N2
Çalışma Aralığı (mt) / Working Width (mt)	1,20
Çalışma Aralığı Sınıfı / Working Width Level	W4
Şiddet Endeksi / Severity Impact Level	A
Sistem Yüksekliği (mt) / Height of the System (mt)	0,85
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed

Yan Görünüm / Side View



KG-OB-N2-01 (1,33) **(N2-W4-A)**

Normal hizmet ray, 480 takoz ve 1,33 metre aralıklı sigma-100 dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

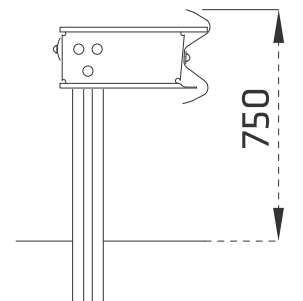
Single sided system on ground contains 4 meter-long 2W beam, 480 spacer and sigma-100 post with 1,33 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	N2
Çalışma Aralığı (mt) / Working Width (mt)	1,30
Çalışma Aralığı Sınıfı / Working Width Level	W4
Şiddet Endeksi / Severity Impact Level	A
Sistem Yüksekliği (mt) / Height of the System (mt)	0,75
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed

Yan Görünüm / Side View



TCK-N2W4 (Z)

(N2-W4-A)

4 metrelik 2N ray ve 4 metre aralıklı C dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

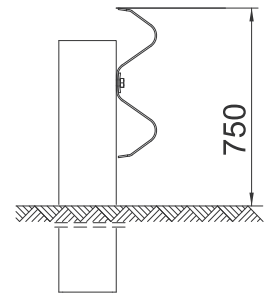
Single sided system on ground contains 4 meter-long 2W beam and C post with 4 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Yan Görünüm / Side View

Engelleme Seviyesi / Containment Level	N2
Çalışma Aralığı (mt) / Working Width (mt)	1,30
Çalışma Aralığı Sınıfı / Working Width Level	W4
Şiddet Endeksi / Severity Impact Level	A
Sistem Yüksekliği (mt) / Height of the System (mt)	0,75
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed



TCK-N2W2 (Z) (N2-W2-A)

4 metrelik 2N ray ve 2 metre aralıklı C dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

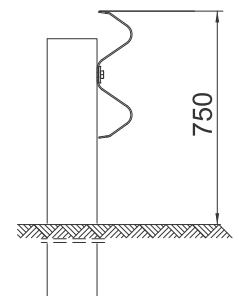
Single sided system on ground contains 4 meter-long 2W beam and C post with 2 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	N2
Çalışma Aralığı (mt) / Working Width (mt)	0,80
Çalışma Aralığı Sınıfı / Working Width Level	W2
Şiddet Endeksi / Severity Impact Level	A
Sistem Yüksekliği (mt) / Height of the System (mt)	0,75
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed

Yan Görünüm / Side View

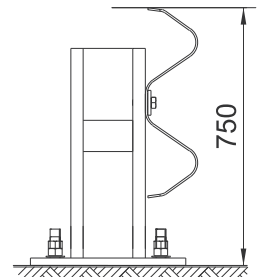


TCK-N2W2 (Z)-BW **(N2-W2-A)**

4 metrelik 2N ray ve 2 metre aralıklı tablalı C dikmelerden oluşan tek taraflı köprü koruyucu otokorkuluk sistemi.

Single sided system on bridge contains 4 meter-long 2W beam and footplated C post with 1,33 meter distance



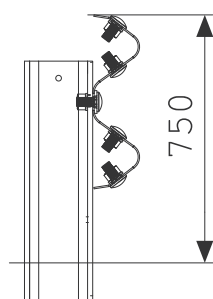
Sistem Teknik Detayları / Technical Details of the System		Yan Görünüm / Side View
Engelleme Seviyesi / Containment Level	N2	
Çalışma Aralığı (mt) / Working Width (mt)	0,70	
Çalışma Aralığı Sınıfı / Working Width Level	W2	
Şiddet Endeksi / Severity Impact Level	A	
Sistem Yüksekliği (mt) / Height of the System (mt)	0,75	
Montaj Özelliği / Installation Type	Tek Taraflı-Köprü / Single Sided-Anchored	

TR N2W2 **(N2-W2-A)**

4 metrelik 2N ray (A ya da B tip) ve 2,66 metre aralıklı C dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

Single sided system on ground contains 4 meter-long 2W (A or B Type) beam and C post with 2,66 meter distance.



Sistem Teknik Detayları / Technical Details of the System		Yan Görünüm / Side View
Engelleme Seviyesi / Containment Level	N2	
Çalışma Aralığı (mt) / Working Width (mt)	0,80	
Çalışma Aralığı Sınıfı / Working Width Level	W2	
Şiddet Endeksi / Severity Impact Level	A	
Sistem Yüksekliği (mt) / Height of the System (mt)	0,75	
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed	

DDSP 4,00 (H1-W6-A)

4 metrelik normal hizmet ray, 780 takoz ve 4 metre aralıklı sigma-100 dikmelerden oluşan çift taraflı zemin otokorkuluk sistemi

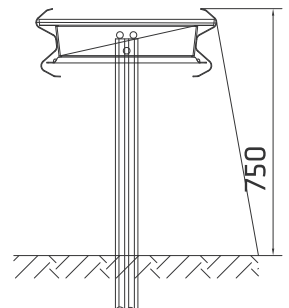
Classic double sided system on ground contains 4 meter-long 2W beam, 780 spacer and sigma-100 post with 4 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Yan Görünüm / Side View

Engelleme Seviyesi / Containment Level	H1
Çalışma Aralığı (mt) / Working Width (mt)	1,90
Çalışma Aralığı Sınıfı / Working Width Level	W6
Şiddet Endeksi / Severity Impact Level	A
Sistem Yüksekliği (mt) / Height of the System (mt)	0,75
Montaj Özelliği / Installation Type	Çift Taraflı - Zemin / Double Sided - Rammed



EDSP 1,33BW (H1-W5-A)

4 metrelik 2N ray, 480 takoz ve 1,33 metre aralıklı
tablalı sigma-100 dikmelerden oluşan tek taraflı
köprü koruyucu otokorkuluk sistemi

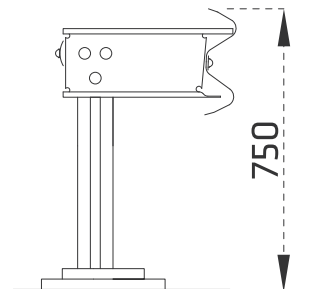
Single sided system on bridge contains 4 meter-
long 2W beam, 480 spacer and footplated
sigma-100 post with 1,33 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H1
Çalışma Aralığı (mt) / Working Width (mt)	1,60
Çalışma Aralığı Sınıfı / Working Width Level	W5
Şiddet Endeksi / Severity Impact Level	A
Sistem Yüksekliği (mt) / Height of the System (mt)	0,75
Montaj Özelliği / Installation Type	Tek Taraflı-Köprü / Single Sided-Anchored

Yan Görünüm / Side View



EDSP 2,00 (H1-W5-A)

Normal hizmet ray, 480 takoz ve 2 metre aralıklı sigma-100 dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

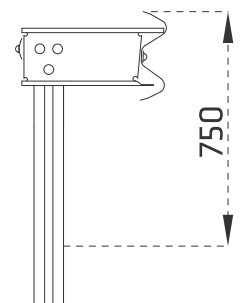
Single sided system on ground contains 4 meter-long 2W beam, 480 spacer and sigma-100 post with 2 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H1
Çalışma Aralığı (mt) / Working Width (mt)	1,70
Çalışma Aralığı Sınıfı / Working Width Level	W5
Şiddet Endeksi / Severity Impact Level	A
Sistem Yüksekliği (mt) / Height of the System (mt)	0,75
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed

Yan Görünüm / Side View



EDSP 1,33 (H1-W4-A)

Normal hizmet ray, 480 takoz ve 1,33 metre aralıklı sigma-100 dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

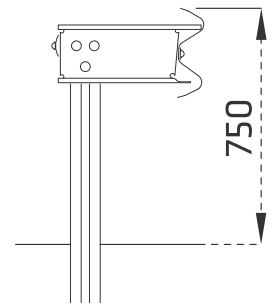
Single sided system on ground contains 4 meter-long 2W beam, 480 spacer and sigma-100 post with 1,33 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Yan Görünüm / Side View

Engelleme Seviyesi / Containment Level	H1
Çalışma Aralığı (mt) / Working Width (mt)	1,20
Çalışma Aralığı Sınıfı / Working Width Level	W4
Şiddet Endeksi / Severity Impact Level	A
Sistem Yüksekliği (mt) / Height of the System (mt)	0,75
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed

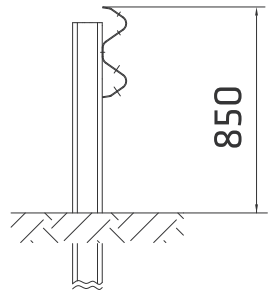


KG-OB-L1(H1) (H1-W4-A)

4 metrelik 2N ray ve 2 metre aralıklı C dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

Single sided system on ground contains 4 meter-long 2W beam and C-post with 2 meter distance.



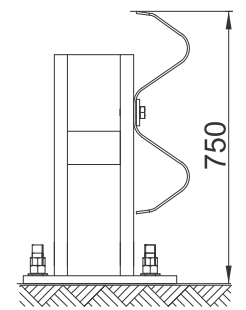
Sistem Teknik Detayları / Technical Details of the System		Yan Görünüm / Side View
Engelleme Seviyesi / Containment Level	H1	
Çalışma Aralığı (mt) / Working Width (mt)	1,30	
Çalışma Aralığı Sınıfı / Working Width Level	W4	
Şiddet Endeksi / Severity Impact Level	A	
Sistem Yüksekliği (mt) / Height of the System (mt)	0,85	
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed	

TCK-H1W4(Z)-BW (H1-W4-A)

4 metrelik 2N ray ve 1,33 metre aralıklı tablalı C dikmelerden oluşan tek taraflı köprü koruyucu otokorkuluk sistemi

Single sided system on bridge contains 4 meter-long 2W beam and footplated C post with 1,33 meter distance.



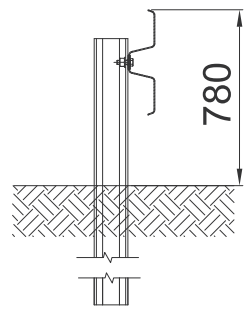
Sistem Teknik Detayları / Technical Details of the System		Yan Görünüm / Side View
Engelleme Seviyesi / Containment Level	H1	
Çalışma Aralığı (mt) / Working Width (mt)	1,20	
Çalışma Aralığı Sınıfı / Working Width Level	W4	
Şiddet Endeksi / Severity Impact Level	A	
Sistem Yüksekliği (mt) / Height of the System (mt)	0,75	
Montaj Özelliği / Installation Type	Tek Taraflı-Köprü / Single Sided-Anchored	

TCK-H1-02 (H1-W4-A)

4 metrelik 2N ray (A ya da B tip) ve 3 metre aralıklı C dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

Single sided system on ground contains 4 meter-long 2W (A or B Type) beam and C-post with 3 meter distance.



Sistem Teknik Detayları / Technical Details of the System		Yan Görünüm / Side View
Engelleme Seviyesi / Containment Level	H1	
Çalışma Aralığı (mt) / Working Width (mt)	1,20	
Çalışma Aralığı Sınıfı / Working Width Level	W4	
Şiddet Endeksi / Severity Impact Level	A	
Sistem Yüksekliği (mt) / Height of the System (mt)	0,78	
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed	

TR H1W3 (H1-W3-A)

4 metrelik 2W ray (A ya da B tip) ve 2,66 metre aralıklı C dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

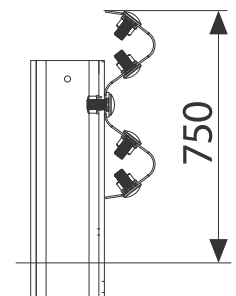
Single sided system on ground contains 4 meter-long 2W (A or B Type) beam and C post with 2,66 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H1
Çalışma Aralığı (mt) / Working Width (mt)	1,00
Çalışma Aralığı Sınıfı / Working Width Level	W3
Şiddet Endeksi / Severity Impact Level	A
Sistem Yüksekliği (mt) / Height of the System (mt)	0,75
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed

Yan Görünüm / Side View

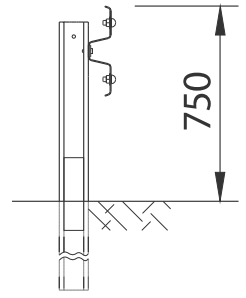


TR KGM H1W3 (H1-W3-A)

4 metrelik 2N ray (A ya da B tip) ve 2,00 metre aralıklı C dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

Single sided system on ground contains 4 meter-long 2W (A or B Type) beam and C post with 2,00 meter distance.



Sistem Teknik Detayları / Technical Details of the System		Yan Görünüm / Side View
Engelleme Seviyesi / Containment Level	H1	
Çalışma Aralığı (mt) / Working Width (mt)	0,90	
Çalışma Aralığı Sınıfı / Working Width Level	W3	
Şiddet Endeksi / Severity Impact Level	A	
Sistem Yüksekliği (mt) / Height of the System (mt)	0,75	
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed	

TR H1W2 BW (H1-W2-A)

4 metrelik B Tip ray ve 1,50 metre aralıklı tablalı C dikmelerden oluşan tek taraflı köprü koruyucu otokorkuluk sistemi

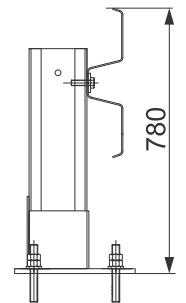
Single sided system on bridge contains 4 meter-long B Type beam and footplated C post with 1,50 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H1
Çalışma Aralığı (mt) / Working Width (mt)	0,70
Çalışma Aralığı Sınıfı / Working Width Level	W2
Şiddet Endeksi / Severity Impact Level	A
Sistem Yüksekliği (mt) / Height of the System (mt)	0,78
Montaj Özelliği / Installation Type	Tek Taraflı-Köprü / Single Sided-Anchored

Yan Görünüm / Side View

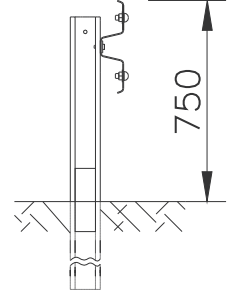


TCK-H1-03 (H1-W2-A)

4 metrelik 2N ray (A ya da B tip) ve 1,33 metre aralıklı C dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

Single sided system on ground contains 4 meter-long 2W (A or B Type) beam and C post with 1,33 meter distance.



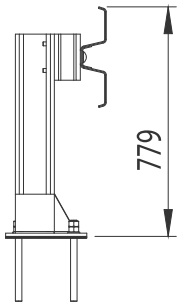
Sistem Teknik Detayları / Technical Details of the System		Yan Görünüm / Side View
Engelleme Seviyesi / Containment Level	H1	
Çalışma Aralığı (mt) / Working Width (mt)	0,80	
Çalışma Aralığı Sınıfı / Working Width Level	W2	
Şiddet Endeksi / Severity Impact Level	A	
Sistem Yüksekliği (mt) / Height of the System (mt)	0,75	
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed	

TR KGM H1W2 BW (H1-W2-A)

4 metrelik 2N ray, 1,33 metre aralıklı tablalı C120 dikmelerden oluşan tek taraflı köprü koruyucu otokorkuluk sistemi

Single sided system on bridge contains 4 meter-long 2W beam and footplated C120 post with 1,33 meter distance.



Sistem Teknik Detayları / Technical Details of the System		Yan Görünüm / Side View
Engelleme Seviyesi / Containment Level	H1	
Çalışma Aralığı (mt) / Working Width (mt)	0,80	
Çalışma Aralığı Sınıfı / Working Width Level	W2	
Şiddet Endeksi / Severity Impact Level	A	
Sistem Yüksekliği (mt) / Height of the System (mt)	0,78	
Montaj Özelliği / Installation Type	Tek Taraflı-Köprü / Single Sided-Anchored	

TCK-H1-01BW (H1-W1-A)

4 metrelik 2N ray (A ya da B tip) ve 1,33 metre aralıklı tablalı C dikmelerden oluşan tek taraflı köprü koruyucu otokorkuluk sistemi

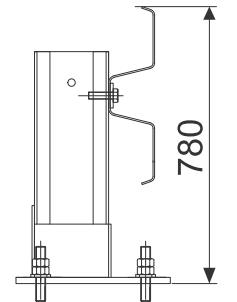
Single sided system on bridge contains 4 meter-long 2W (A or B Type) and footplated C post with 1,33 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H1
Çalışma Aralığı (mt) / Working Width (mt)	0,60
Çalışma Aralığı Sınıfı / Working Width Level	W1
Şiddet Endeksi / Severity Impact Level	A
Sistem Yüksekliği (mt) / Height of the System (mt)	0,78
Montaj Özelliği / Installation Type	Tek Taraflı-Köprü / Single Sided-Anchored

Yan Görünüm / Side View



DDSP 2++ (H2-W6-A)

4 metrelik normal hizmet ray, 780 takoz ve 2 metre aralıklı sigma-100 dikmelerden oluşan çift taraflı zemin otokorkuluk sistemi

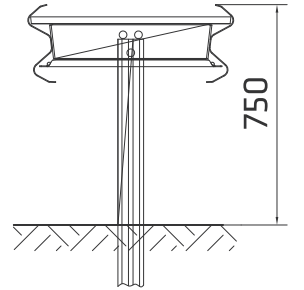
Classic double sided system on ground contains 4 meter-long 2W beam, 780 spacer and sigma-100 post with 2 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H2
Çalışma Aralığı (mt) / Working Width (mt)	1,90
Çalışma Aralığı Sınıfı / Working Width Level	W6
Şiddet Endeksi / Severity Impact Level	A
Sistem Yüksekliği (mt) / Height of the System (mt)	0,75
Montaj Özelliği / Installation Type	Çift Taraflı-Zemin / Double Sided-Rammed

Yan Görünüm / Side View



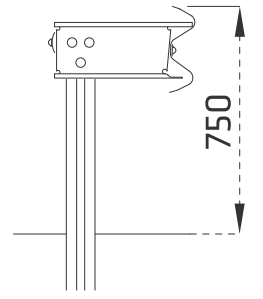
KG-OB-H2-01

(H2-W6-A)

Normal hizmet ray, 480 takoz ve 1,33 metre aralıklı sigma-100 dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

Single sided system on ground contains 4 meter-long 2W beam, 480 spacer and sigma-100 post with 1,33 meter distance.



Sistem Teknik Detayları / Technical Details of the System		Yan Görünüm / Side View
Engelleme Seviyesi / Containment Level	H2	
Çalışma Aralığı (mt) / Working Width (mt)	1,90	
Çalışma Aralığı Sınıfı / Working Width Level	W6	
Şiddet Endeksi / Severity Impact Level	A	
Sistem Yüksekliği (mt) / Height of the System (mt)	0,75	
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed	

KG-OB-H2-02 (H2-W5-A)

4 metrelik 3N ray, ağır hizmet C takoz, kiriş ve 2,00 metre aralıklı C dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

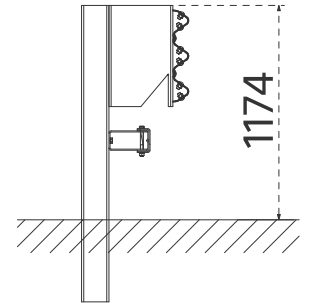
Single sided system on ground contains 4 meter-long 3W beam, heavy-duty C spacer, upper beam and C post with 2,00 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H2
Çalışma Aralığı (mt) / Working Width (mt)	1,70
Çalışma Aralığı Sınıfı / Working Width Level	W5
Şiddet Endeksi / Severity Impact Level	A
Sistem Yüksekliği (mt) / Height of the System (mt)	1,174
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed

Yan Görünüm / Side View



KG-OB-H2-03 (H2-W4-B)

4 metrelik 2N ray, üst kiriş ve 2 metre aralıklı tablalı C dikmelerden oluşan tek taraflı köprü koruyucu otokorkuluk sistemi

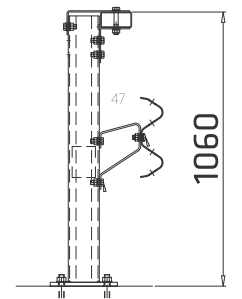
Single sided system on bridge contains 4 meter-long 2W beam, upper beam and footplated C post with 2 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H2
Çalışma Aralığı (mt) / Working Width (mt)	1,10
Çalışma Aralığı Sınıfı / Working Width Level	W4
Şiddet Endeksi / Severity Impact Level	B
Sistem Yüksekliği (mt) / Height of the System (mt)	1,06
Montaj Özelliği / Installation Type	Tek Taraflı-Köprü / Single Sided-Anchored

Yan Görünüm / Side View



KG-OB-H2-04 (H2-W4-A)

4 metrelik 2N ray ve 1,33 metre aralıklı kaynaklı C dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

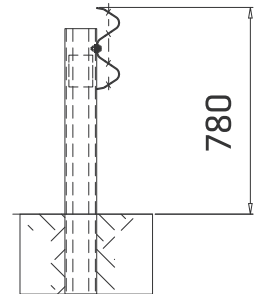
Single sided system on ground contains 4 meter-long 2W beam and welded C post with 1,33 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H2
Çalışma Aralığı (mt) / Working Width (mt)	1,20
Çalışma Aralığı Sınıfı / Working Width Level	W4
Şiddet Endeksi / Severity Impact Level	B
Sistem Yüksekliği (mt) / Height of the System (mt)	0,78
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed

Yan Görünüm / Side View



TCK-H2-01

(H2-W4-A)

4 metrelik 3N ray, O takoz ve 2 metre aralıklı C dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

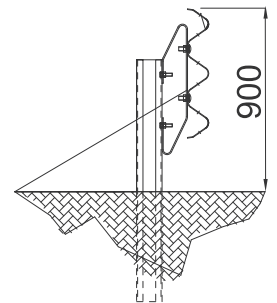
Single sided system on ground contains 4 meter-long 3W beam, O-spacer and C post with 2 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H2
Çalışma Aralığı (mt) / Working Width (mt)	1,30
Çalışma Aralığı Sınıfı / Working Width Level	W4
Şiddet Endeksi / Severity Impact Level	A
Sistem Yüksekliği (mt) / Height of the System (mt)	0,90
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed

Yan Görünüm / Side View



TR KGM H2W4 DS (H2-W4-A)

4,0 metrelik 2N ray ve 2,0 metre aralıklı C
dikmelerden oluşan çift taraflı zemin otokorkuluk
sistemi

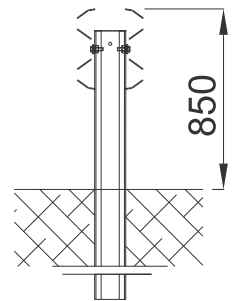
Double sided system on ground contains 4,0
meter-long 2W beam and C post with 2,0 meter
distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H2
Çalışma Aralığı (mt) / Working Width (mt)	1,30
Çalışma Aralığı Sınıfı / Working Width Level	W4
Şiddet Endeksi / Severity Impact Level	A
Sistem Yüksekliği (mt) / Height of the System (mt)	0,85
Montaj Özelliği / Installation Type	Çift Taraflı-Zemin / Double Sided-Rammed

Yan Görünüm / Side View

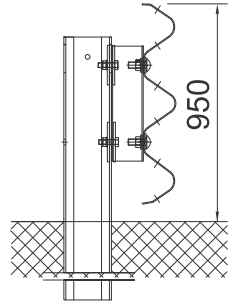


TR H2W4 (H2-W4-A)

4,5 metrelik 2N ray, C takoz ve 3 metre aralıklı C dikiplerden oluşan tek taraflı zemin otokorkuluk sistemi

Single sided system on ground contains 4,5 meter-long 3W beam, C-spacer and C post with 3 meter distance.



Sistem Teknik Detayları / Technical Details of the System		Yan Görünüm / Side View
Engelleme Seviyesi / Containment Level	H2	
Çalışma Aralığı (mt) / Working Width (mt)	1,30	
Çalışma Aralığı Sınıfı / Working Width Level	W4	
Şiddet Endeksi / Severity Impact Level	A	
Sistem Yüksekliği (mt) / Height of the System (mt)	0,95	
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed	

TR H2W4 DS (H2-W4-A)

4,5 metrelik 2N ray ve 2,25 metre aralıklı C
dikmelerden oluşan çift taraflı zemin otokorkuluk
sistemi

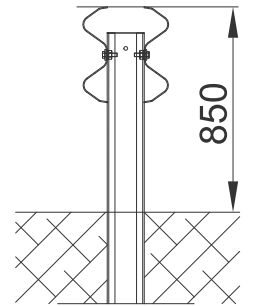
Double sided system on ground contains 4,5
meter-long 2W beam and C post with 2,25 meter
distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H2
Çalışma Aralığı (mt) / Working Width (mt)	1,30
Çalışma Aralığı Sınıfı / Working Width Level	W4
Şiddet Endeksi / Severity Impact Level	A
Sistem Yüksekliği (mt) / Height of the System (mt)	0,85
Montaj Özelliği / Installation Type	Çift Taraflı-Zemin / Double Sided-Rammed

Yan Görünüm / Side View

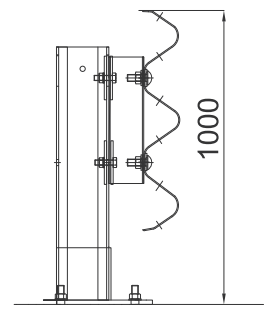


TR H2W4 BW (H2-W4-B)

4,5 metrelik 3N ray ve 2,25 metre aralıklı tablalı C dikmelerden oluşan tek taraflı köprü koruyucu otokorkuluk sistemi

Single sided system on bridge contains 4,5 meter-long 3W Type beam and footplated C post with 2,25 meter distance.



Sistem Teknik Detayları / Technical Details of the System		Yan Görünüm / Side View
Engelleme Seviyesi / Containment Level	H2	
Çalışma Aralığı (mt) / Working Width (mt)	1,30	
Çalışma Aralığı Sınıfı / Working Width Level	W4	
Şiddet Endeksi / Severity Impact Level	B	
Sistem Yüksekliği (mt) / Height of the System (mt)	1,00	
Montaj Özelliği / Installation Type	Tek Taraflı-Köprü / Single Sided-Anchored	

TR KGM H2W4 BW (H2-W4-B)

4 metrelik 3N ray ve 2 metre aralıklı tablalı C dikmelerden oluşan tek taraflı köprü koruyucu otokorkuluk sistemi

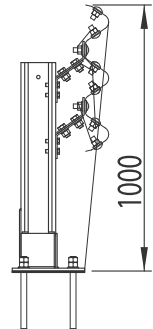
Single sided system on bridge contains 4 meter-long 3W beam and footplated C post with 2 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H2
Çalışma Aralığı (mt) / Working Width (mt)	1,30
Çalışma Aralığı Sınıfı / Working Width Level	W4
Şiddet Endeksi / Severity Impact Level	A
Sistem Yüksekliği (mt) / Height of the System (mt)	1,00
Montaj Özelliği / Installation Type	Tek Taraflı-Köprü / Single Sided-Anchored

Yan Görünüm / Side View

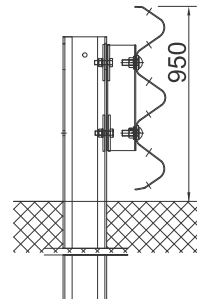


TR H2W3 (H2-W3-A)

4,5 metrelik 2N ray, C takoz ve 2,25 metre aralıklı C dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

Single sided system on ground contains 4,5 meter-long 3W beam, C-spacer and C post with 2,25 meter distance.



Sistem Teknik Detayları / Technical Details of the System		Yan Görünüm / Side View
Engelleme Seviyesi / Containment Level	H2	
Çalışma Aralığı (mt) / Working Width (mt)	1,00	
Çalışma Aralığı Sınıfı / Working Width Level	W3	
Şiddet Endeksi / Severity Impact Level	A	
Sistem Yüksekliği (mt) / Height of the System (mt)	0,95	
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed	

TR KGM H2W3 (H2-W3-A)

4,0 metrelik 3N ray ve 2 metre aralıklı tablalı C
dickmelerden oluşan tek taraflı zemin otokorkuluk
sistemi

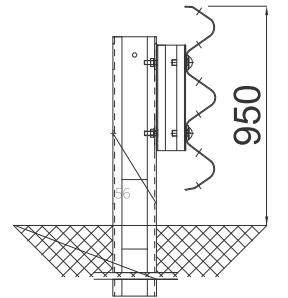
Single sided system on ground contains 4,0
meter-long 3W Type beam and C post with 2
meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H2
Çalışma Aralığı (mt) / Working Width (mt)	1,00
Çalışma Aralığı Sınıfı / Working Width Level	W3
Şiddet Endeksi / Severity Impact Level	A
Sistem Yüksekliği (mt) / Height of the System (mt)	0,95
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed

Yan Görünüm / Side View



TR H2W3 DS

H2-W3-B

4,5 metrelik 2N ray ve 1,5 metre aralıklı C dikmelerden oluşan çift taraflı zemin otokorkuluk sistemi

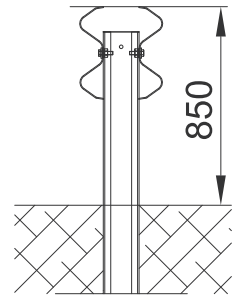
Double sided system on ground contains 4,5 meter-long 2W beam and C post with 1,5 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H2
Çalışma Aralığı (mt) / Working Width (mt)	1,00
Çalışma Aralığı Sınıfı / Working Width Level	W3
Şiddet Endeksi / Severity Impact Level	B
Sistem Yüksekliği (mt) / Height of the System (mt)	0,85
Montaj Özelliği / Installation Type	Çift Taraflı-Zemin / Double Sided-Rammed

Yan Görünüm / Side View

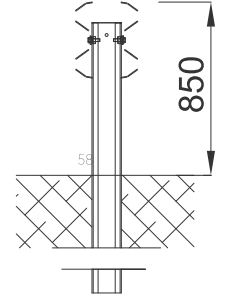


TR KGM H2W3 DS (H2-W3-B)

4,0 metrelik 2N ray ve 1,33 metre aralıklı C
dikmelerden oluşan çift taraflı zemin otokorkuluk
sistemi

Double sided system on ground contains 4,0
meter-long 2W beam and C post with 1,33 meter
distance.



Sistem Teknik Detayları / Technical Details of the System		Yan Görünüm / Side View
Engelleme Seviyesi / Containment Level	H2	
Çalışma Aralığı (mt) / Working Width (mt)	1,00	
Çalışma Aralığı Sınıfı / Working Width Level	W3	
Şiddet Endeksi / Severity Impact Level	B	
Sistem Yüksekliği (mt) / Height of the System (mt)	0,85	
Montaj Özelliği / Installation Type	Çift Taraflı-Zemin / Double Sided-Rammed	

TR H2W3 BW (H2-W3-B)

4,5 metrelik 3N ray ve 1,5 metre aralıklı tablalı C dikmelerden oluşan tek taraflı köprü koruyucu otokorkuluk sistemi

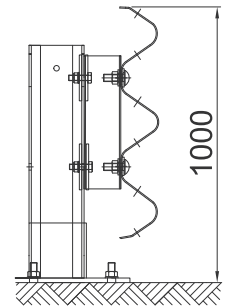
Single sided system on bridge contains 4,5 meter-long 3W Type beam and footplated C post with 1,5 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H2
Çalışma Aralığı (mt) / Working Width (mt)	1,00
Çalışma Aralığı Sınıfı / Working Width Level	W3
Şiddet Endeksi / Severity Impact Level	B
Sistem Yüksekliği (mt) / Height of the System (mt)	1,00
Montaj Özelliği / Installation Type	Tek Taraflı-Köprü / Single Sided-Anchored

Yan Görünüm / Side View



TR KGM H2W3 BW (H2-W3-B)

4,0 metrelik 3N ray ve 1,33 metre aralıklı tablalı
C dikmelerden oluşan tek taraflı köprü koruyucu
otokorkuluk sistemi

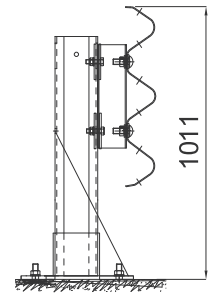
Single sided system on bridge contains 4,0
meter-long 3W Type beam and footplated C post
with 1,33 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H2
Çalışma Aralığı (mt) / Working Width (mt)	1,00
Çalışma Aralığı Sınıfı / Working Width Level	W3
Şiddet Endeksi / Severity Impact Level	B
Sistem Yüksekliği (mt) / Height of the System (mt)	1,00
Montaj Özelliği / Installation Type	Tek Taraflı-Köprü / Single Sided-Anchored

Yan Görünüm / Side View

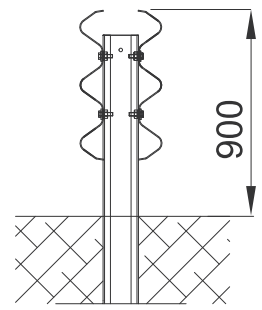


TR H2W2 DS (H2-W2-B)

4,5 metrelik 3N ray ve 0,75 metre aralıklı C
dickmelerden oluşan çift taraflı zemin otokorkuluk
sistemi

Double sided system on ground contains 4,5
meter-long 3W beam and C post with 0,75 meter
distance.



Sistem Teknik Detayları / Technical Details of the System		Yan Görünüm / Side View
Engelleme Seviyesi / Containment Level	H2	
Çalışma Aralığı (mt) / Working Width (mt)	0,70	
Çalışma Aralığı Sınıfı / Working Width Level	W2	
Şiddet Endeksi / Severity Impact Level	B	
Sistem Yüksekliği (mt) / Height of the System (mt)	0,90	
Montaj Özelliği / Installation Type	Çift Taraflı-Zemin / Double Sided-Rammed	

TCK-H2-02 (H2-W2-B)

4,5 metrelik 3N ray, C takoz ve 1,5 metre aralıklı C dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

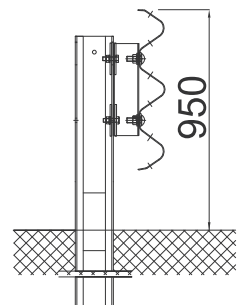
Single sided system on ground contains 4,5 meter-long 3W beam, C-spacer and C post with 1,5 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H2
Çalışma Aralığı (mt) / Working Width (mt)	0,80
Çalışma Aralığı Sınıfı / Working Width Level	W2
Şiddet Endeksi / Severity Impact Level	B
Sistem Yüksekliği (mt) / Height of the System (mt)	0,95
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed

Yan Görünüm / Side View

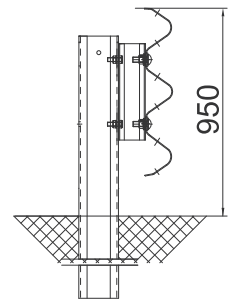


TCK-H2-03 (H2-W2-B)

4,0 metrelik 3N ray, C takoz ve 1,33 metre aralıklı C dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

Single sided system on ground contains 4,0 meter-long 3W beam, C-spacer and C post with 1,33 meter distance.



Sistem Teknik Detayları / Technical Details of the System		Yan Görünüm / Side View
Engelleme Seviyesi / Containment Level	H2	
Çalışma Aralığı (mt) / Working Width (mt)	0,80	
Çalışma Aralığı Sınıfı / Working Width Level	W2	
Şiddet Endeksi / Severity Impact Level	B	
Sistem Yüksekliği (mt) / Height of the System (mt)	0,95	
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed	

TR H2W2 DS BW (H2-W2-B)

4,5 metrelik 3N ray ve 1,5 metre aralıklı C
dickmelerden oluşan çift taraflı köprü koruyucu
otokorkuluk sistemi

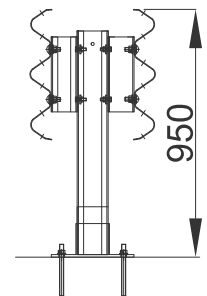
Double sided system on bridge contains 4,5
meter-long 3W beam and C post with 1,5 meter
distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H2
Çalışma Aralığı (mt) / Working Width (mt)	0,80
Çalışma Aralığı Sınıfı / Working Width Level	W2
Şiddet Endeksi / Severity Impact Level	B
Sistem Yüksekliği (mt) / Height of the System (mt)	0,959
Montaj Özelliği / Installation Type	Çift Taraflı-Köprü / Double Sided-Anchored

Yan Görünüm / Side View



TR KGM H2W2 DSBW (H2-W2-B)

4,0 metrelik 3N ray ve 1,33 metre aralıklı C dikmelerden oluşan çift taraflı köprü koruyucu otokorkuluk sistemi

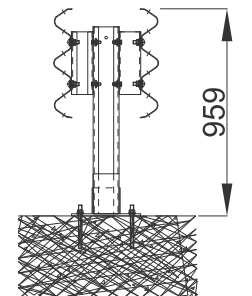
Double sided system on bridge contains 4,0 meter-long 3W beam and C post with 1,33 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H2
Çalışma Aralığı (mt) / Working Width (mt)	0,80
Çalışma Aralığı Sınıfı / Working Width Level	W2
Şiddet Endeksi / Severity Impact Level	B
Sistem Yüksekliği (mt) / Height of the System (mt)	0,95
Montaj Özelliği / Installation Type	Çift Taraflı-Köprü / Double Sided-Anchored

Yan Görünüm / Side View



TR KGM H2W1 DS (H2-W1-B)

4,0 metrelik 3N ray ve 0,66 metre aralıklı C dıkmelerden oluşan çift taraflı zemin otokorkuluk sistemi

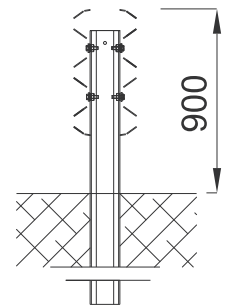
Double sided system on ground contains 4,0 meter-long 3W beam and C post with 0,66 meter distance



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H2
Çalışma Aralığı (mt) / Working Width (mt)	0,60
Çalışma Aralığı Sınıfı / Working Width Level	W1
Şiddet Endeksi / Severity Impact Level	B
Sistem Yüksekliği (mt) / Height of the System (mt)	0,90
Montaj Özelliği / Installation Type	Çift Taraflı-Köprü / Double Sided-Anchored

Yan Görünüm / Side View



TCK-H4-01 (H4b-W4-A)

4,5 metrelik 3N ray, takoz, üst kiriş ve 1,50 metre aralıklı HEA dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

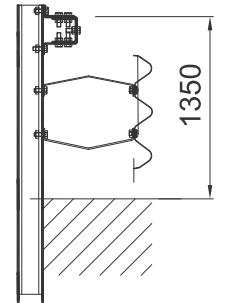
Single sided system on ground contains 4,5 meter-long 3W beam, spacer, upper beam and HEA post with 1,50 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H4b
Çalışma Aralığı (mt) / Working Width (mt)	1,30
Çalışma Aralığı Sınıfı / Working Width Level	W4
Şiddet Endeksi / Severity Impact Level	A
Sistem Yüksekliği (mt) / Height of the System (mt)	1,40
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed

Yan Görünüm / Side View



TR KGM H4b W4 (H4b-W4-B)

4,0 metrelik 3N ray, takoz, üst kiriş ve 1,33 metre aralıklı HEA dikmelerden oluşan tek taraflı zemin otokorkuluk sistemi

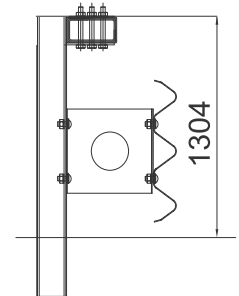
Single sided system on ground contains 4,0 meter-long 3W beam, spacer, upper beam and HEA post with 1,33 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Engelleme Seviyesi / Containment Level	H4b
Çalışma Aralığı (mt) / Working Width (mt)	1,30
Çalışma Aralığı Sınıfı / Working Width Level	W4
Şiddet Endeksi / Severity Impact Level	B
Sistem Yüksekliği (mt) / Height of the System (mt)	1,30
Montaj Özelliği / Installation Type	Tek Taraflı-Zemin / Single Sided-Rammed

Yan Görünüm / Side View



TCK-H4-02 (H4b-W3-B)

4,0 metrelik 3N ray ve 1,33 metre aralıklı tablalı
HEA dikmelerden oluşan tek taraflı köprü
koruyucu otokorkuluk sistemi

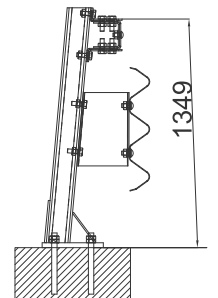
Single sided system on bridge contains 4,0
meter-long 3W Type beam and footplated HEA
post with 1,33 meter distance.



Sistem Teknik Detayları / Technical Details of the System

Yan Görünüm / Side View

Engelleme Seviyesi / Containment Level	H4b
Çalışma Aralığı (mt) / Working Width (mt)	1,00
Çalışma Aralığı Sınıfı / Working Width Level	W3
Şiddet Endeksi / Severity Impact Level	B
Sistem Yüksekliği (mt) / Height of the System (mt)	1,40
Montaj Özelliği / Installation Type	Tek Taraflı-Köprü / Single Sided-Anchored

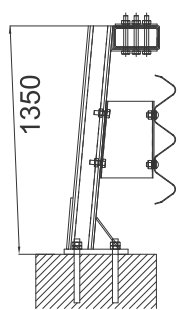


TR KGM H4bW3 BW (H4b-W3-B)

4,0 metrelik 3N ray ve 1,33 metre aralıklı tablalı
HEA dikmelerden oluşan tek taraflı köprü
koruyucu otokorkuluk sistemi

Single sided system on bridge contains 4,0
meter-long 3W Type beam and footplated HEA
post with 1,33 meter distance.



Sistem Teknik Detayları / Technical Details of the System		Yan Görünüm / Side View
Engelleme Seviyesi / Containment Level	H4b	
Çalışma Aralığı (mt) / Working Width (mt)	1,00	
Çalışma Aralığı Sınıfı / Working Width Level	W3	
Şiddet Endeksi / Severity Impact Level	B	
Sistem Yüksekliği (mt) / Height of the System (mt)	1,35	
Montaj Özelliği / Installation Type	Tek Taraflı-Köprü / Single Sided-Anchored	



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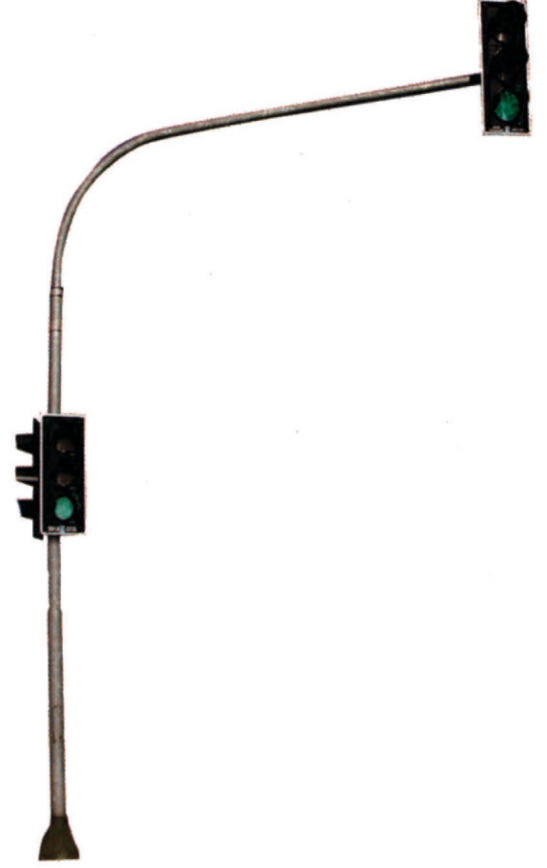


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SERVICES 2020 MMC**

DİREKLER / POLES / СТОЛБЫ



Standart Sinyal Verici Direği
Standart Signal Head Pole



Baş Üstü Sinyal Verici Direği
Overhead Signal Head Pole



Özel YapımDirekler
Special Construction Pole



Omega Direkler
Omega Type Pole



GERİ SAYIM CİHAZLAR / DOWN COUNTERS



14261 SV
200 mm GSC / DC



14271 SV
200 mm Figürlü GSC /
DC With Figures



14371 SV
300 mm Figürlü GSC /
DC With Figures



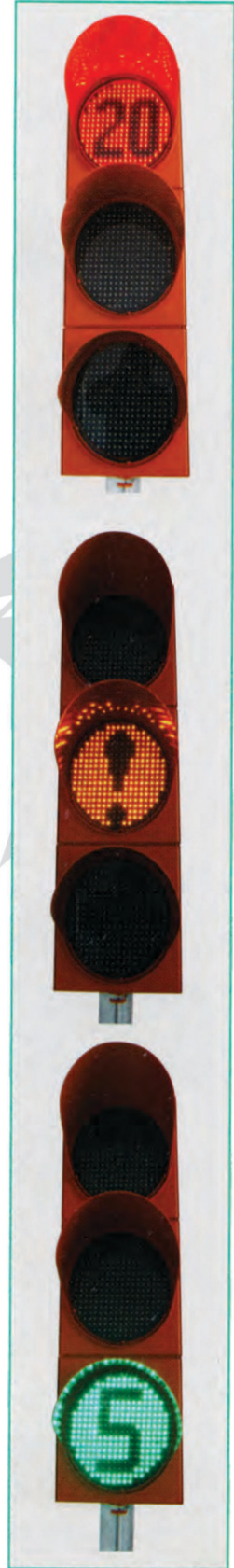
14361 SV
300 mm GSC / DC

Özellikler

- Dış kabinler % 100 polikarbonat malzemeden ultraviyole katkı olarak enjeksiyon yöntemi ile üretilmişlerdir.
- Siyah, gri, turuncu veya istenen renkte imal edilebilmektedirler.
- KKC'ndan bağımsız olarak kullanılabilirler.
- Signchrone yeni nesil geri sayıcı olup patentli bir üründür. 4. Bir ünite gerekmeden 3 lü sistem içinde kullanılmaktadır. Kalan süreyi LED'leri söndürerek bildirmektedir.

Features

- All casings are made up of 100 % polycarbonate with ultraviolet additives and produced with plastic injection method..
- Casing color may be black, gray, orange or any other color.
- Can be used regarding the type of Signal Controller. They take their energy from the Signal Head which they are connected.
- Signchrone is a new type down counter. It is a patented product. It doesn't need an extra unit over signal head. Counter works in signal head by darkening the LED's corresponding to the numbers.



300 mm Signchrone



14000 SERIES SIGNAL HEADS



14201 SVG
200 mm Oto SVG /
Auto SH



14211 SVG O
200 mm Oklu Oto SVG /
Auto Arrowed SH



14301 SVG
300 mm Oto SVG /
Auto SH



14311 SVG O
300 mm Oklu Oto SVG /
Auto Arrowed SH

Özellikler

- 14000 Serisi sinyal vericilerde lthal Dialight Modülleri kullanılmıştır.
- TSE-EN 12368 standardına sahiptirler.
- Dış kabinler % 100 polikarbonat malzemeden ultraviole katkılı olarak enjeksiyon yöntemi ile üretilmişlerdir.
- Siyah, gri, turuncu veya istenen renkte imal edilebilmektedirler.

Features

- 14000 Series Signal Heads uses Dialight Modules.
- The Turkish Standards Institute approval TSE-12368 / EN 12368
- All casings are made up of 100 % polycarbonate with ultraviolet additives and produced by plastic injection method.
- Casing color may be black, gray, orange or any other color.



14331 SV (K, S, Y)
300 mm Tekli SV /
Single (Red-Yellow-Green)



14331 SV (KO, SO, YO)
300 mm Tekli SV /
Single Arrow (Red-Yellow-Green)



24000 UNITRA SERIES SIGNAL HEADS



24201 SVG
200 mm Oto SVG /
Auto SH



24211 SVG O
200 mm Oklu Oto SVG /
Auto Arrowed SH



24301 SVG
300 mm Oto SVG /
Auto SH



24311 SVG O
300 mm Oklu Oto SVG /
Auto Arrowed SH

Özellikler

- 24000 UNITRA serisi sinyal vericilerde yerli modüller kullanılmıştır.
- TSE-EN 12368 standardına sahiptirler.
- Dış kabinler % 100 polikarbonat malzemeden ultraviyole katkıları olarak enjeksiyon yöntemi ile üretilmişlerdir.
- Siyah, gri, turuncu veya istenen renkte imal edilebilmektedirler.

Features

- 24000 Unitra Series signal heads uses made modules.
- The Turkish Standards Institute approval TSE-12368 / EN 12368
- All casings are made up of 100 % polycarbonate with ultraviolet additives and produced by plastic injection method. The same casings with series are used.
- Casing color may be black, gray, orange or any other color.



24331 SV (K, S, Y)
300 mm Tekli SV /
Single (Red-Yellow-Green)



24331 SV (KO, SO, YO)
300 mm Tekli SV /
Single Arrow (Red-Yellow-Green)



34000 SERIES SIGNAL HEADS



34201 SVG

200 mm Oto SVG /
Auto SH



34211 SVG O

200 mm Oklu Oto SVG /
Auto Arrowed SH



34301 SVG

300 mm Oto SVG /
Auto SH



34311 SVG O

300 mm Oklu Oto SVG /
Auto Arrowed SH

Özellikler

- 34000 Serisi Sinyal Vericilerde çok ledli modüller kullanılmıştır.
- TSE-EN 12368 standardına sahiptirler
- Dış kabinler % 100 polikarbonat malzemeden ultraviyole katkı olarak enjeksiyon yöntemi ile üretilmişlerdir.
- Siyah, gri, turuncu veya istenen renkte imal edilebilmektedirler.

Features

- 34000 Series Signal Heads uses 5 mm LED's modules.
- The Turkish Standards Institute approval TSE-12368 / EN 12368
- All casings are made up of 100 % polycarbonate with ultraviolet additives and produced with plastic injection method..
- Casing color may be black, gray, orange or any other color.



34331 SV (K, S, Y)

300 mm Tekli SV /
Single (Red-Yellow-Green)



34331 SV (KO, SO, YO)

300 mm Tekli SV /
Single Arrow (Red-Yellow-Green)



TRAFİK SİGNALİZASYON ÜRÜNLERİ

KAVŞAK KONTROL CİHAZI

Teknotel firması tarafından, trafik düzeninin kontrollü ve güvenli olarak akışkanlığını sağlamak amacı ile geliştirilen MEASTO Kavşak Kontrol Cihazı (KKC), standart ölçülerde metal mahfazalı, elektronik modüller içeren, mikroişlemci kontrollü bir sistemdir. Cihaz besleme devreleri, elektronik modüller, şebeke koruma devreleri, kablo bağlantı klemensleri ve cihaza özgün yazılımdan oluşur.

Özellikleri

- TSE 12675 onaylı
- Mikro kontrolör tabanlı modüler yapı
- Bluetooth veya RS232 ara bağlaşımları ile kolay programlama
- Maksimum 32 sinyal grubu, 32 loop dedektör ve 32 izole giriş
- Hassas lamba akım ve gerilim kontrolleri ile güvenli sinyalizasyon
- 4, 8, 12, 16, 20, 24, 28 ve 32 grup olanakları
- Ethernet, GPRS ve SMS uzak bağlantı seçenekleri
- Yeni ve tecrübeli kullanıcılar için 2 ayrı programlama ara yüzü
- Bütün girişlerin sayım ve doluluk oranı ölçümü için uygunluk
- Dış bağlantılar için 2 adet RS232 portu (Bilgisayar, GSM, GPS vb.)
- 16 adet farklı faz tanımlayabilme ve tanımlanan fazlarla 16 adet sinyal planı oluşturulabilme
- 48 adet adım tanımlayabilme ve tanımlanan adımları kullanarak 16 adet sinyal sekansı oluşturulabilme
- Adaptif çalışma modu için mantıksal fonksiyon blokları
- Açılış ve kapanış sekansları
- Güvensiz veya hatalı sinyalizasyona yol açmamak için trafik sinyal çıkışlarını kullanmadan sinyal planlarının simule edilmesi
- Normal ve hata durumu flaş modları, flaş renkleri ve frekansları



TRAFİK KONTROL MERKEZİ

Tüm şehir trafiğinin belli bir merkezden izlendiği ve gerektiğinde müdahale edildiği merkezdir. Maestro Kavşak Kontrol Cihazları merkezi sistem kurmak için gerekli donanıma sahiptir.

TRAFFIC CONTROL CENTER

All traffic can be monitored on these centers. Maestro TSC device has the ability of constructing such a traffic control center.



TRAFFIC SIGNALIZATION PRODUCTS

TRAFFIC SIGNAL CONTROL DEVICE

Maestro Traffic Signal Control Device (TSC) was developed by Teknotel to manage urban traffic congestion. Maestro has a standard size metal shell and consists of electronic modules, feed circuits, circuit protection network, cable connections to the terminals and original software in it.

Features

- The Turkish Standards Institute approval TSE-12675 / EN 12675
- Modular structure with microprocessor controlled system
- Easy programming with RS-232 or Bluetooth interface
- 4 to 32 signal groups, 32 loops or 32 button connections
- Precision lamp current and voltage controls and secure signaling
- Ethernet, GPRS and SMS remote connection options
- 2 separate programming interface for new and experienced users
- All entries for the measurement of compliance with the census and occupancy rate
- External connections for 2 x RS232 port (PC, GSM, GPS, etc.).
- 16 units 16 units in different phases defined in phase and signal plan
- 48 units 16 units the signal sequence using the steps described in step
- Traffic Adaptive mode of operation for the logical function blocks
- Opening and closing sequences
- The status of normal and fault modes, flash colors and frequencies



15050 - CPU Kart
CPU Modul

15060 - PSM Kart
PSM Modul

15070 - SSM Kart
SSM Modul





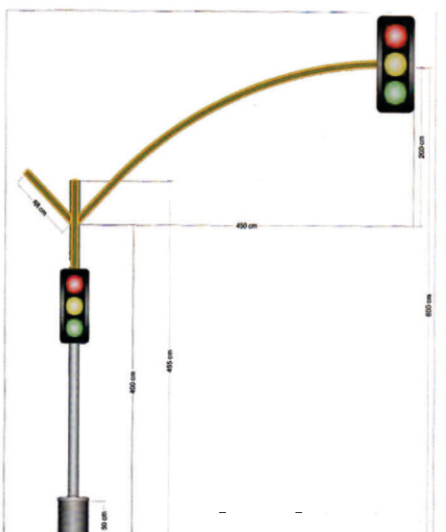
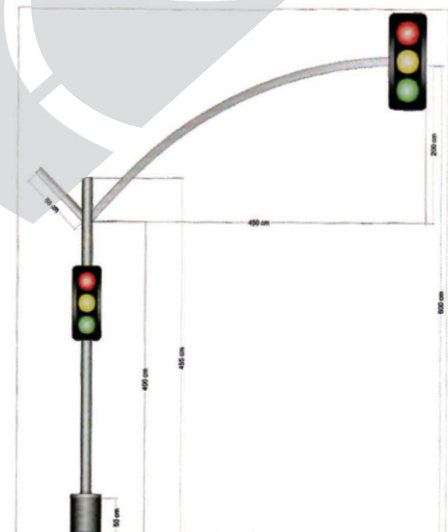
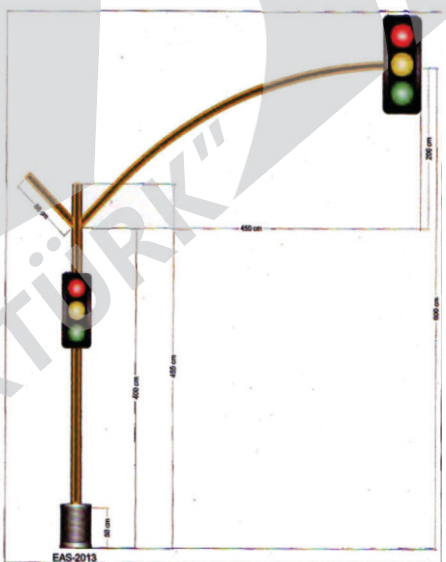
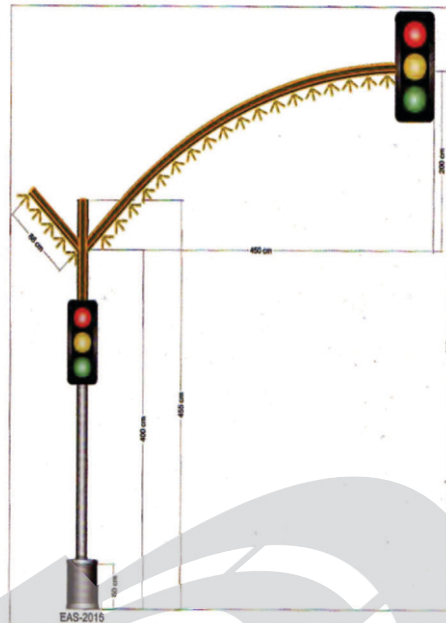
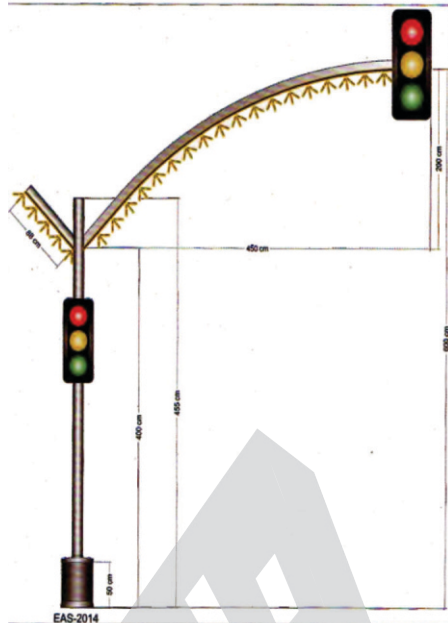
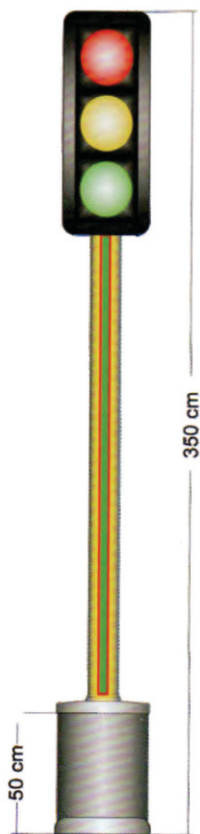
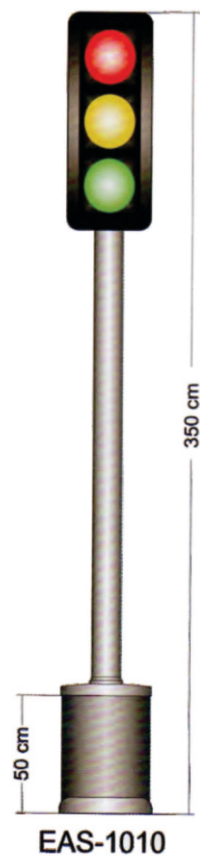
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**DEĞİŞTİRİLEBİLEN DİREK KONFİGÜRASYONLARI
CONFIGURATIONS THAT CAN BE CHANGED DIRECTLY**





T19107 200th Led, LED, indication lamps.
Светодиодные, указательные лампы

Led LED Lamp, 0200 feeding the signal with a diameter of 200 mm are Led-bubbled signal feeder. The light bulb starts to work at night. It is used in the pedestrian crossings at the entrances to bridges and other places that are dangerous in terms of road safety.

19108 300-th LED, indication lamps.
Светодиодные, указательные лампы,

Signal feed with a diameter of 200 mm are Led-bubbled signal feeder. Works on solar energy. With photo cell. The light bulb starts to work at night. It is used in the pedestrian crossings at the entrances to bridges and other places that are dangerous in terms of road safety.



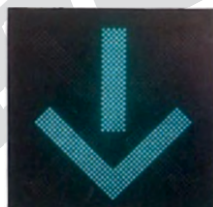
Led светодиодные лампы, 0200 сигнала подающие с диаметром 200 мм являются Led-ыми сигнала подавателями. Работает на солнечной энергии. Световая лампа начинает работать ночью. Применяется в пешеходных переходах, при входах в мосты и др. местах, опасных с точки зрения дорожной безопасности.

Сигнала подающие с диаметром 200 мм являются Led-ыми сигнала подавателями. Работает на солнечной энергии. Фото-элементная. Световая лампа начинает работать ночью. Применяется в пешеходных переходах, при входах в мосты и др. местах, опасных с точки зрения дорожной безопасности.

19107 Limitation of the maximum speed.
Ограничение максимальной скорости

Yellow and red Led-s (signs) with a high supply of light, 220V, using SPMS and shine Led set automatically based on light level environments. The speed limit is optional. It is used to indicate to drivers the maximum road speed.

Жёлтые и красные Led-ы дорожные знаки) с высокой подачей света, питание 220В, использование PMS и блеск Led устанавливается автоматически на основании светового уровня среды. Ограничение скорости производится по желанию. Используется с целью указания шоферам максимальной дорожной скорости.



19110 Control system of the traffic lane.
Система контроля полосы.

Green and red traffic Led-s with a high supply of light, 220V, using SPMS and shine Led set automatically based on light level environments and has a feature selection of the arrow or "X" sign accordingly to the position of band.

Зелёные и красные дорожные Led-ы с высокой подачей света, питание 220В, использование SPMS и блеск Led устанавливается автоматически на основании светового уровня среды и имеет особенность выбора стрелы или знака «X» соответственно положению полосы.



19111 Limitation of the maximum speed.
Ограничение максимальной скорости

Yellow and red Led-s with a high supply of light, 220V, using SPMS and shine Led set automatically based on light level environments. The speed limit is optional. It is used to indicate to drivers the maximum road speed.



Жёлтые и красные Led-ы с высокой подачей света, питание 220В, использование SPMS и блеск Led устанавливается автоматически на основании светового уровня среды. Ограничение скорости производится по желанию. Используется с целью указания шоферам максимальной дорожной скорости.



19112 The Height of overall dimensions.
Высота габарита

Yellow and red Led-s with a high supply of light, 220V, using SPMS and shine Led set automatically based on light level environments. There are variants of 4.60 m and 3.60 m. On request may be made again. It is used to indicate to drivers overall dimensions and height.

Жёлтые и красные Led-ы с высокой подачей света, питание 220В, использование SPMS и блеск Led устанавливается автоматически на основании светового уровня среды. Имеются варианты 4,60 м и 3,60 м. По желанию производятся заново. Используется для указания шоферам габарита и высоты.



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19101 Board of danger of turn's of direction. / Доска опасности направления поворота

Flow light with Led-th modular rotary TT-35 TT-36 LED Led-th message board has no external electrical connection from the electric-booting batteries and solar power panel in the Led-th solar-power modules.

Подающая свет с Led-ым модульным поворотным TT-35 и TT-36 светодиодная Led-ая информационная доска не имеющая наружной электрической связи из-за электрически-загружающейся батарейки и солнечная энергетическая панель в составе Led-ой солнечно-энергетической модули.



19103 Board of direction from right to left. / Доска направления справа налево.

Flow light with Led-th modular rotary TT-35 TT-36 LED Led-th information board has no external electrical connection from the electric-booting batteries and solar power panel in the Led-th solar-power modules.

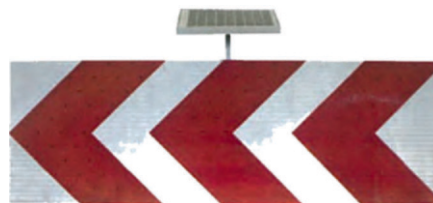
Подающая свет с Led-ым модульным поворотным TT-35 и TT-36 светодиодная Led-ая информационная доска не имеющая наружной электрической связи из-за электрически -загружающейся батарейки и солнечная энергетическая панель в составе Led-ой солнечно-энергетической модули.



19105 Led-th LED boards for pedestrian crossings. / Led-ая светодиодная доска для пешеходных переходов

Flow light with Led-th modular rotary TT-35 TT-36 LED Led-th information board has no external electrical connection from the electric-booting batteries and solar power panel in the Led-th solar-power modules.

Подающая свет с Led-ым модульным поворотным TT-35 и TT-36 светодиодная Led-ая информационная доска не имеющая наружной электрической связи из-за электрически -загружающейся батарейки и солнечная энергетическая панель в составе Led-ой солнечно-энергетической модули.



19101 Board of danger of turn's of direction. Доска опасного направления поворота

Flow light with Led-th modular rotary TT-35 TT-36 LED Led-th information board has no external electrical connection from the electric-booting batteries and solar power panel in the Led-th solar-power modules. Is used 165 Led-s of the same size with a high supply of light. Has a twist angle of 30 degrees. Led-s as a homo-geneous spread of the module. Solar energy module has single or multiple crystal structure. Parallel opened circular stress at least 20V. The module has a singularity of energy supply in 12 V7V.

Подающая свет с Led-ым модульным поворотным TT-35 и TT-36 светодиодная Led-ая информационная доска не имеющая наружной электрической связи из-за электрически -загружающейся батарейки и солнечная энергетическая панель в составе Led-ой солнечно-энергетической модули.Использует-ся 165 Led-ов одинакового размера с высокой подачей света. Имеет поворот угла в 30 градусов. Led-ы в виде распростра-нённых гомогенов на модуле. Солнечный энергетический Мо-дуль имеет единичную или множест-венную кристалльную структуру. Параллельное открытое круговое напряжение ми-нимум 20В. Модуль имеет особенность обеспечения энергией в 12 В7В.



19104 2 Board of the side pass. / 2 Доска прохода с боку

Flow light with Led-th modular rotary TT-35 TT-36 LED Led-th information board has no external electrical connection from the electric-booting batteries and solar power panel in the Led-th solar-power modules.

Подающая свет с Led-ым модульным поворотным TT-35 и TT-36 светодиодная Led-ая информационная доска не имеющая наружной электрической связи из-за электрически -загружающейся батарейки и солнечная энергетическая панель в составе Led-ой солнечно-энергетической одули.



19106 Led-th LED board for school children transitions. Led-ая светодиодная доска для переходов школьников.

Flow light with Led-th modular rotary TT-35 TT-36 LED Led-th information board has no external electrical connection from the electric-booting batteries and solar power panel in the Led-th solar-power modules.

Подающая свет с Led-ым модульным поворотным TT-35 и TT-36 светодиодная Led-ая информационная доска не имеющая наружной электрической связи из-за электрически -загружающейся батарейки и солнечная энергетическая панель в составе Led-ой солнечно-энергетической модули.



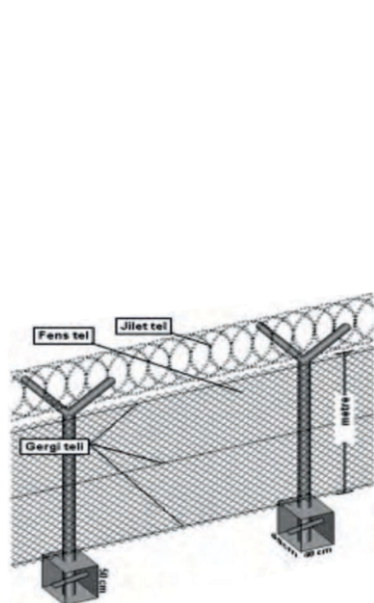
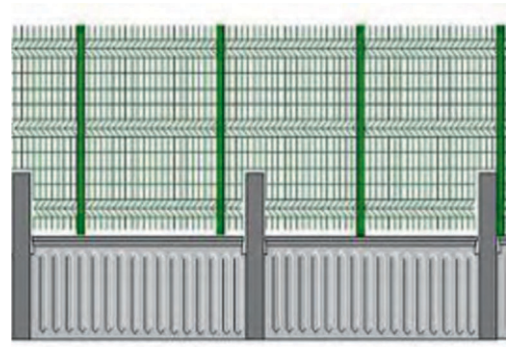


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**RASH.M.M.TRADE AND
SERVICES 2020 MMC**

YASTIK BARIYER

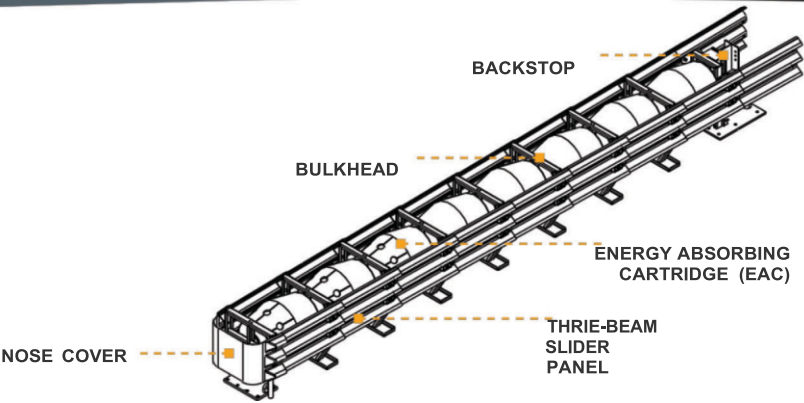


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PHYSICAL SPECIFICATIONS

Classification	R-NG-PR	
TL-3 Length	23' 10"	7.3 m
Width	27' 102"	0.7 - 3 m
Height	31 1/2"	800 mm
TL-3 Weight	2700 lb	1225 kg
Test Level	NCHRP 350	TL 1/2/3



DESIGNED TO SHIELD MULTIPLE WIDTH HAZARDS

The Redirective, Non-Gating, Partially Reusable (R-NG-PR) Universal TAU-II Crash Cushion consists of a full family of systems designed to meet the requirements of NCHRP Report 350, TL-2 & TL-3 to shield almost any width hazard. The system is available in lengths and capacities for both low and high speed applications from 30-75 mph (50-120 km/h). The Universal TAU-II System can shield hazards with widths up to 102" (2.6 m). The Universal TAU-II System is ideally suited for roadway hazards located on the side of a road or in a median. Ease of installation, low profile foundation, numerous transition options, and low priced replacement components make the Universal TAU-II System an ideal crash cushion to shield most roadside and median hazards.

FREQUENTLY ASKED QUESTIONS

What components of the Universal TAU-II System need to be replaced after a design impact?

Typically, only the damaged cartridges will need to be replaced. The nose and slider panels are designed to withstand multiple design impacts.

What type of foundation is needed for the Universal TAU-II System?

A 6" (152 mm) reinforced concrete pad is required. The Universal TAU-II System can also be ordered to be installed on asphalt.

What transitions are available?

Since Universal TAU-II transitions are non-proprietary, all approved thrie-beam barrier transitions will work with the system.

Can the TAU-II System be used for low and high speeds?

The Universal TAU-II System is designed for speeds from 31 to 75 mph (50 to 120 km/h)

FEATURES

- High speed designs available
- Minimum number of anchors needed to secure the system
- Can be installed over bridge expansion joints
- Low profile foundation ideal for deployment on bridge decks
- Numerous transition options
- Low priced replacement components
- Standard reusable nose
- Designed for use with standard, thrie-beam transitions





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