



Road Rave

A final Rave for 2001 ...

In recent months, we've come across a fair amount of variation from one design engineer to the next with regard to designing **Flexrail** terminations. So we thought we would clarify some common misunderstandings. Check out our **Road Rave** terminal feature below.

Richard Beale, our Auckland Sales Engineer, has decided to take up an internet-related career and will be leaving CSP Pacific early this month. Richard has made a valuable contribution to CSP Pacific and we wish him all the best. **Frank Swanberg** and **Peter Martin** will cover the Auckland region in Richard's place for the time being. If you have any enquiries that you wish to work through, contact Customer Services and ask for Peter or Frank.

The first **TRACC** crash cushions were installed in November on Wellington's Raumati Straight by Higgins Contractors. The **TRACC** is a TL3 Attenuating Crash Cushion and is incredibly easy to install – as Higgins found out.



We hope you all have a Merry Christmas and let's hope there is more Transit work around in the New Year than there has been over the last few months!

ET 2000 PLUS - One terminal that has (and does) it all



Quick and easy to install

- A simple clip on rail anchor fitting means no time is wasted doing up bolts
- Standard post spacing (1905mm) means quicker set-up time

Longer lasting

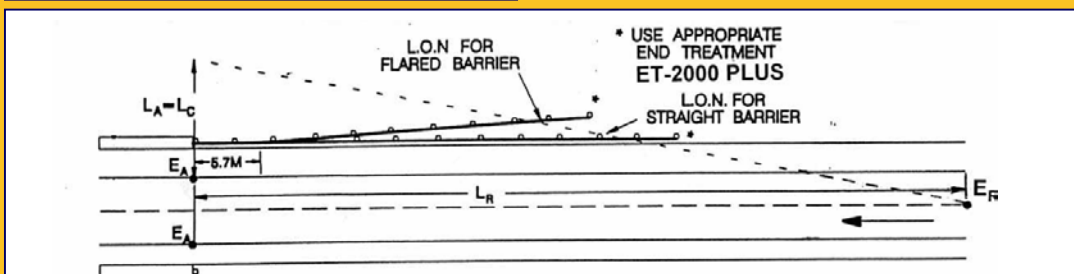
- Terminal head can be used after impacts
- 5mm gauge steel soil tube which is less prone to damage during installation or after a vehicle impact

Safer

- Reduced risk of vehicle pocketing on flares
- Longer terminal head is safer in side impact situations

The **ET 2000 PLUS** is a very versatile, easy to install **Flexrail** termination. Although it is a tangent terminal, it can also be installed on a flare of up to 1 in 25. Therefore, it can be offset or it can be used tangentially - it can do it all.

Furthermore, you can have any offset that you like. Because the **ET 2000 PLUS** has been approved to NCHRP350 on a flare up to 1 in 25, the longer the flare, the greater the offset achieved. For example, on a bridge approach, it is more desirable to flare the **Flexrail** from a point close to the bridge (see diagram). This uses less **Flexrail** and keeps any changes to the offset gradual, reducing the risk of vehicle pocketing. Flaring the **Flexrail** in this manner complies with the suggested layout in the Transit Bridge Manual and provides less restrictive sensation for approaching drivers.



newsletter