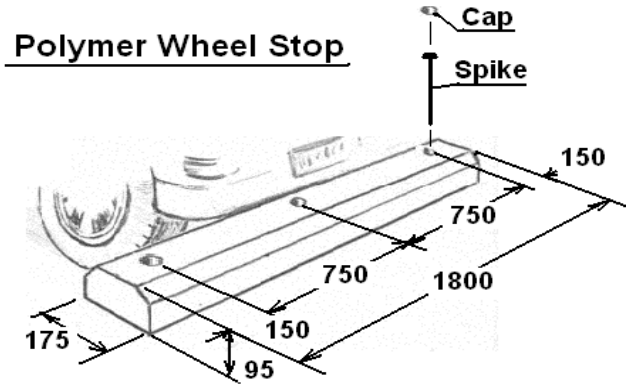
WHEEL STOPS

EVERHARD Wheel Stops are manufactured in a number of patterns, in both concrete and polymer. Wheel Stops are sometimes wrongly called "Car-park Buffers". This is not only misleading, but potentially dangerous.

The use of the term "Buffer" implies that the device is some form of barrier which will physically prevent a vehicle passing or crossing the device. "Wheel Stops" are indicators to advise the driver of a vehicle that the vehicle has reached the limit of the parking space, and should be stopped, before the Wheel Stop is crossed. Wheel Stops are **NOT** intended to regularly withstand impact from moving vehicles, or prevent a moving vehicle passing the Wheel Stop location. Damage to both the vehicle and Wheel Stop in these circumstances is likely, and subsequent personal injury possible.

Type 2000 pattern concrete products, and the new EVERHARD Polymer product, both comply with the height requirements and profile requirements of Australian standard AS/NZS 2890.1. This standard requires Wheel Stops to be installed to prevent vehicles from contacting or overhanging a kerb. Wheel Stops should not be installed in locations where they impede the movements of pedestrians, and are not intended to restrain a vehicle from travelling past the parking space limit. Special barriers are recommended for this purpose, which should be designed to withstand dynamic loads and impact generated by a moving vehicle

The EVERHARD Polymer Wheel Stop is only available in 1800mm x 175mm x 95mm. As is the case with so many other products, it is strongly suggested that the specifications applied by the local authority are determined when ordering products, as requirements can - and do - change without warning.



Note - Concrete Wheel Stops are available in other lengths and have two fixing points

Wheel Stops are usually secured in place by driving steel spikes down through the tapered holes in the Wheel Stop and into the bitumen road surface. Polymer Wheel Stops have three fastener points while the Concrete types have two. The tops of the spikes may be finished below the upper surface of the Wheel Stop and moulded Polymer caps are available to cover the fixing socket in the Polymer Wheel Stop. The fastening recess in the Concrete Wheel Stops are filled with a grout compound to make the surface smooth. If the paving surface is concrete, it is suggested that the road surface be drilled to take anchor bolts – Chemical Capsule Anchors or Dyna-Bolts are normally recommended.

It should be noted that the most recent (2004) revision of the Standard now requires Wheel Stops to be 90-100mm high, and 1650 – 1700mm long, although a number of local authorities have adopted either the earlier issue's 2000mm, or the generally accepted 1800mm previously used. EVERHARD Type 2000 Concrete Wheel Stops are now produced in the 1650mm length to meet current standards. Some older pattern products are still available for use in situations where a project may require units different from those nominated in the most recent standard. These can also be used as edge markers for driveways and car-park areas.

Polymer Wheel Stops are injection moulded, and are currently produced in a co-polymerised “type 6 Nylon” which exhibits toughness and moderate flexibility ideal for situations requiring a combination of high resistance to impact, stiffness, and strength over a range of temperatures. These are available in standard “safety yellow” or blue-grey colours. Advantages gained because of the product's light weight include ease of handling, transport and installation. The material is also slightly flexible and quite durable and resilient so that minor distortion caused by contact with vehicles will not cause significant problems. However, care must be taken to ensure that they are not installed in situations where they will be exposed to frequent high impact loads.

EVERHARD very strongly recommends that the Polymer Wheel Stop be used only in locations where it is adjacent to a kerb or other raised perimeter or boundary so that vehicles may not travel past the Wheel Stop position. EVERHARD can accept no responsibility for damage caused to Polymer Wheel Stops or for damage to vehicles or injury to persons, consequent or subsequent to failure resulting from installation which does not comply with the manufacturer's recommendations and the requirements of the relevant Australian Standards.

Where it is desired to have service characteristics which combine the bright colour and safe, smooth, corners of the Polymer unit with the extra rigidity and strength of the concrete Wheel Stop, the Polymer unit can be turned over and filled with concrete on site. When dried, the Wheel Stop can then be installed as described above. This will produce a unit which will withstand a significant amount of general abuse, and which will equal the EVERHARD steel-reinforced concrete Wheel Stop for durability and strength.