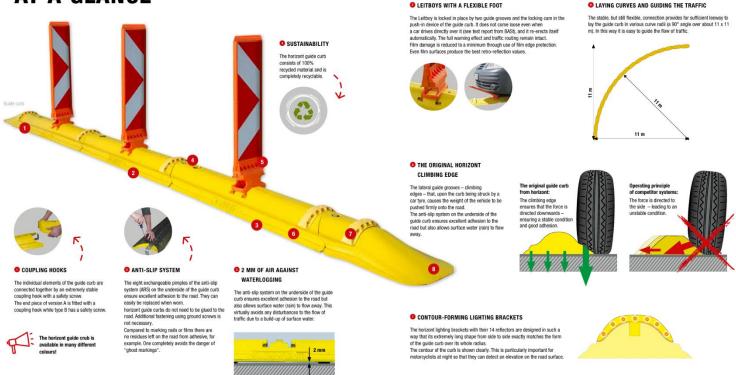


O SCREWING ON OR GLUING ON

The guide foot can be either screwed or glued onto the substrate. E variants ensure a perfect hold — even when the erected Leitboys are driven over in and emergency.



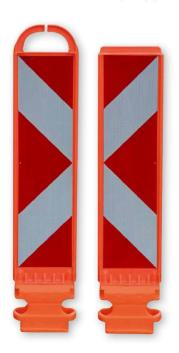
THE SAFETY CONCEPT AND ITS ADVANTAGES AT A GLANCE



LEITBOYS WHICH POINT **OUT THE WAY**

LEITBOYS AS PART OF THE CYCLE PATH SYSTEM

The guide curb as used in a bike lane needs so-called Leitboys, which are approved, to provide clear delimitation from a cycle or pedestrian pathway or to traffic lanes, and flexible visual signs. All Leitboys can be driven over in an emergency by rescue vehicles and are therefore ideal for use on roads experiencing high traffic volumes



Leitboy III – with or without a grip at the top – is fitted with arrow foil which is reflective and leads the way. Firmly installed on its Leitboy base, it is optimally suitable for use on a permanent bike lane. Through choosing to use foll which leads the way, this system can be used without hesitation in a road traffic system. Leitboys III can be driven over in an emergency by rescue vehicles without causing an accident, erect themselves automatically and therefore do not influence or irritate subsequent traffic.

The practical grip on the Leitboy it not a continuous structure but instead has – at the highest point – a small gap in the middle. This small gap is necessary to prevent the towing hook of a automobile getting caught up by the grip is it drives over the Leitboy. For example, this safety aspect minimises damage to the automobile and the guide curb itself during rapid passing of a vehicle over the Leitboy.

The horizont guide curb incl. the Leitboys is tested. At an impact speed of 80 km/h, the test vehicle used did not cross the guide curb. Despite tyre contact with the barrier at the side it was never driven over during the test.





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• REFLECTORS



FRANKFURT A. M. (GERMANY)

THE FINANCE AND BANKING METROPOLIS

me kilometres of road in Frankfurt am Main were installed with the horizont Protected Bike Lane. The cycle path system was constructed within just a few days and was immediately accepted and welcomed by all road users, Irrespective whether it involves bankers, school children, delivery people using cargo bikes or pensioners, every journey through the main metropolis is now safer and more comfortable.



BERLIN (GERMANY) THE CAPITAL CITY AND THE LARGEST COMMUNITY IN GERMANY

With its approximately 3.7 million residents, Berlin is predestined for use of the horizont Bike Lane System. Whoever is able to use his bicycle instead of his car knows, despite the high traffic volumes in Berlin, that he can reach his destination safely. Cyclists immediately feel even safer.



AMSTERDAM (THE NETHERLANDS)
THE CAPITAL CITY AND A FAVOURITE DESTINATION FOR HOLIDAYMAKERS ON A BICYCLE

Amsterdam is considered to be one of the most cyclist friendly cities in the world. It is obvious that the horizont Bike Lane System very much belongs there. For many Dutch people the bicycle is considered to be an indispensable part of their daily life. This is a goal which Germany will also reach by 2030.



NEW YORK (USA) The globally most important finance and cultural centre

Some kilometres of the horizont Bike Lane System have even been installed in New York, Since then New Yorkers are happy to travel safely on a bicycle in the densely populated heart of the city, Manhattan. Apart from the skyscrapers, the neon signs on Times Square or on Broadway, cycling is also very much a pleasurable experience.



"Berliners want to have physically separate cycle paths" so stated the title of the survey which concerned the future use of streets – under-taken by the ADFC (Aligemeiner Deutscher Fahrard (Lub), it became clear that there is overwhelming agreement that there should be separate directing of all kinds of traffic – because it was considered that this is the safest system. Just making a separation using markings is simply not sufficient – there must physically separate cycle paths available.



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