

# AHOB (Automatic Half Crossing Barriers)

The majority of level crossings on the Dutch rail network have been supplied by VRS Railway Industry. Our AHOB gives you a level crossing system that has more than proven its quality. Get to know the wide range of possibilities for adapting the AHOB to different environments.



## PRODUCT BENEFITS

- Safe, in case of failure the level crossing closes automatically using gravity
- Very reliable, most commonly used level crossing on Dutch rail tracks
- AHOB machine has a maximum service life of 12 years or 1.2 million strokes
- Low maintenance, resulting in a very low 'total cost of ownership'
- Simple construction so easy to maintain



## SAFE AND RELIABLE

Problem-free operation under all circumstances is necessary to guarantee the safety of road users, travellers, staff and equipment. The VRS Railway Industry level crossing system gives you the confidence of operating a level crossing that meets these requirements trouble-free. The VRS level crossing is very reliable with the AHOB mechanism having a service life of no less than 1.2 million strokes. And it's safe, too, as in the event of a power outage, the crossing's barriers descend and close under their own weight.

## DIFFERENT CONFIGURATIONS

An AHOB comprises as standard a post with the AHOB barrier, AHOB arms with counterweight sets, 1 or more XC signals, a bell and a St. Andrew's cross. There is also a control box (LSO box), battery box and warning fence. The options you have for configuring the AHOB according to your own wishes are: wooden or aluminium barrier with or without LED barrier lights and possibly gate-work. Cycle path or footpath of maximum 4 metres. Electronic bell (type EBA or adaptive Sm@rt bell) with an adaptive volume that depends on ambient noise. Optionally, you can add a separate RGP post with XC signals and a bell and warning fence of your choice.

## Technical specifications

Maximum barrier length	9.5 metres (wooden barrier) (measured from centre of post)
Barrier height	95 cm from top of road surface to underside of barrier
Maximum cycle path or footpath	4 metres (measured from centre of post)
Setting 'up position'	85 or 90 degrees
Nominal descent time	Between 10 and 15 seconds, adjustable
Rise time	6 to 8 seconds depending on barrier length, not adjustable
Service life	1.2 million strokes or 12 years (whichever occurs first)
During power outage	Barrier closes under its own weight
Voltage supply	Nominal 14 Vdc
Maximum power usage	20 A at 9.5 meter barrier (excl. cycle path set)
Temperature range	-25°C to +60°C
Weight of mechanism	115 kg
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### AHOB post

Automatic Half Crossing Barrier system.

### AY81 mechanism

The function of the AHOB mechanism to ensure the level crossing barrier rises and falls when required.

### Bell type EBA or adaptive Sm@rt bell

Electronic bell (type EBA or adaptive Sm@rt bell) with an adaptive volume that depends on ambient noise.

### XC signals

Red flashing lights mounted on the AHOB post. By quickly reaching their maximum brightness, they gain a high level of attention. Can only be placed either at the front or front and back.

### St. Andrew's cross

Single or double.

### Counterweights

Quantity depends on the type of barrier.

### Level crossing barrier

Available in wood or aluminium in different lengths, with or without LED barrier lights.



### Separate RGP post

Usually placed on the other side of the roadway to indicate the width of the crossing. With 1 or more XC signals. A bell is optional.

### Warning fence

To give notice to road users that they are approaching a level crossing and indicates the width of the route across the tracks.



Want to find out more about our products and services?  
Go to [www.vrsrail.nl](http://www.vrsrail.nl) or contact us by e-mail or phone.

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