

The Coeval Group

Mercat House, 6 High Street,
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Tel: +44 (0)1875-814555 , E-mail: info@coevalgroup.com
Web: <http://www.coeval-group.com>



Vehicle Activated Signs

Our secret signs come in all shapes and sizes to cope with many different message options and the capability to display the appropriate character or symbol size to the driver. The signs can display a wide variety of warnings to drivers. Frequently they are used to tell drivers to SLOW DOWN. Only drivers exceeding a pre-determined speed activate the message. The message duration is also user selectable.

Given the huge number of possibilities available with these signs, please contact us today to discuss your requirements or to arrange a site visit.



Our Ultra Slim VMS (pictured), offers much improved visual and handling characteristics compared to some of the more bulky speed activated signs on the market. This is especially important as Health and Safety legislation imposes tougher rules for on-site handling.

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Safer Routes to Schools Initiative

In addition to our popular range of light-emitting signs, Coeval now offers a new range of interactive signing, designed specifically in response to the Safer Routes to Schools Initiative.

In keeping with our policy of providing quality-designed products that are both reliable and durable, all light-emitting parts of sign construction are Highways Agency Type Approved (TR 2136 Issue C)".



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Overheight Vehicle Detection

Hundreds of low headroom locations throughout the world now benefit from the installation of Coeval overheight vehicle detectors. The infra-red based system, coupled with high intensity "secret" signing offer great reliability in detecting and warning drivers of high vehicles to "DIVERT or TURN BACK"

Type approved to UK Highways Agency specifications, the post mounted twin infra-red beams are normally set at the same height as the height restriction some distance farther down the road. The overheight vehicle harmlessly breaks the infra-red beams, causing the high intensity secret sign to illuminate for a short period of time. The driver then is fully aware that they are too high to pass under the obstacle ahead and takes the action to divert or turn back as the sign instructs.



Inductive loops installed in the carriageway beneath the infra-red beams can also form part of the detection logic. The loop proves that a vehicle is actually present when the beams are broken.

Several lanes of traffic can be covered as the detectors can span up to 50 metres.



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LED Traffic Signals

UK Highways Agency approved to TR2206 (EN12368). Our LED signals offer considerable energy savings over conventional tungsten halogen signals. Optical performance is greater than 400 candelas and sun phantom class 5 (16:1).

Red lamp monitoring is handled internally as the aspect will automatically shut itself down in the event of 20% of the LEDs failing. Most modern controllers are able to identify when a single



and double red lamp failure occurs despite the lower power consumption.

Retaining the use of the Mellor style lens means that our signals have the familiar look of conventional signals.

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Speech Based Systems

Most traffic signal controlled pedestrian crossings have some form of "audible" signal for the purpose of letting blind and partially sighted pedestrians know that the road traffic had been signalled to stop. These audible facilities are not allowed at dual-crossings where a central island is present, as there is a real danger that a blind pedestrian may mistake the audible from the other crossing half and step out in front of live traffic which had not been signalled to stop.

In the late eighties, Coeval launched the Speaking Pelican Crossing. The equipment comprises a "male" voice unit, a "female" voice unit and four speakers. Each crossing half is equipped with a voice unit. For example, if the local landmark to be mentioned within the message is "THE TOWN CENTRE" the male voice unit is fitted to the crossing



half with the message "Traffic going to the Town Centre, has been signalled to stop." Correspondingly, the female voice unit is fitted to the other crossing half with the message "Traffic coming from the Town Centre has been signalled to stop." The use of a separate voice for each crossing half helps to distinguish each crossing half to the blind pedestrian.



Each speech unit uses a digitally stored human voice and local dialects and accent can be catered for. In addition, timeclock technology allows the messages to be broadcast at a lower volume during night-time when the traffic volume is less. Each message is triggered by the traffic signal controller when required.

The Speaking Pelican Unit can of course be used at PUFFIN and TOUCAN crossings as well.

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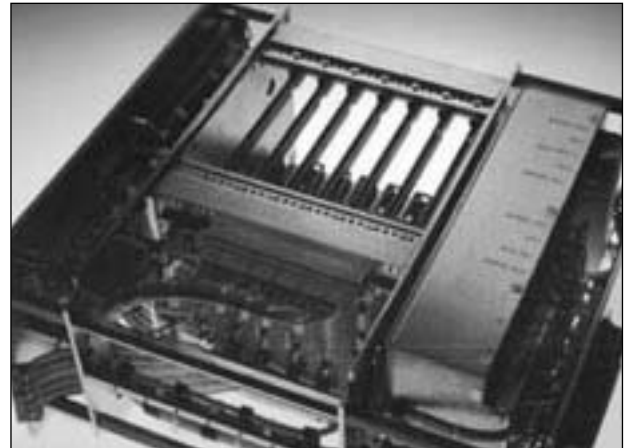
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**Contract Manufacture**

Coeval have been offering a low-volume specialist assembly service to customers throughout the UK since 1985. Typically our customers operate in the military, nuclear and bio-tech markets.

We offer to them hardware and software design, PCB assembly, wire-wrap, cable harnessing, full unit assembly and testing.

The above assembly services are supported by a full procurement service as required.



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