MINUTES OF JUDICIAL OFFICER'S REPORT DATED THURSDAY 29.09.2005

CRASH TEST – CAME - URBACO

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SECOND ORIGINAL

TEST REPORT

The following test were organized in OBERSCHAEFFOLSHEIM, FRANCE
IN THE YEAR TWO THOUSAND AND FIVE - ON THURSDAY, SEPTEMBER, 29TH AT 12:50 NOON.
Further to the joint request of:
1 – CAME France, a limited liability company with headquarters 7 rue des Haras 92737 NANTERRE CEDEX, France,

2 – CAME ALSACE, a limited liability company with headquarters 76, rue de la Plaine des Bouchers, in Strasbourg, France

3 – URBACO SA, Automatic bollards, with headquarters located Z.A. du Couquiou in Entraigues, France
Acting through their respective legal representatives who explained beforehand that a crash test was about to take place which they had all reasons and interest to have recorded and witnessed by a judicial officer whose mission would be:
~ To weigh the vehicle and attest that it does indeed weigh 2.5 tons
~ To attest that the vehicle speed is indeed equal to 65 km/h (40.39 mph) when the impact takes place
~ To attest that the impact involved three Urbaco bollards with a diameter of 250 mm for a height of 750 mm.
~ To witness and assess the damages done to the vehicles
As well as to record the minutes of this crash test which they request.

Acceding to this request,

I, the undersigned, Jean-Pierre Brugger, Judicial Officier, from Strasbourg, France (address : 30, rue du Faubourg de Pierre) did go at the above mentioned time and date to Oberschaeffolsheim, more precisely at the Plate-forme de valorisation LINGENHELD ENVIRONNEMENT - RD 228 - Route de Hurtigheim.
I was there introduced to Ms Céline Folliot, Director of Marketing and Communication for CAME FRANCE, who confirmed the reason for this appointment.

PRECISIONS:
Ms Folliot specifies that all observations made should result from the following:

FIRST CRASH TEST
On an automatic retractable bollard, diameter 250 mm, height 500 mm, made by Urbaco already impacted during a previous crash test which took place in Woippy, France on May, 13 - 2005
~ impact with a vehicle 1 metre away from the bollard
~ impact with a following vehicle starting 5 metres away from the bollard
~ impact with a 1.5 ton vehicle driving at 50 km/h

SECOND CRASH TEST
On 3 Urbaco automatic retractable bollards (diam. 250 mm, height 750 mm above ground) lined up in a row:
~ impact with a 2.5 ton vehicle driving at 65 km/h
Ms Folliot was attending as well as the following persons
Mr Patrick Prenant, National Sales Manager for URBACO
Mr Bruno Rhein, Product Manager for CAME / URBACO
Mr Frank Lingenheld, in charge of the crash test venue,
a brigade of state security police officers, a team of TV journalists for FRANCE 3 ALSACE network and all their assistants, as well as a hundred guests mostly from the CAME client panel.

I then observed, recorded and noticed as follows:

OBSERVATIONS:
A) On a URBACO retractable bollard - diameter 250 mm / height 500 mm :
1) Impact with a standard private vehicle, a Renault R5, started 1.20 m away from the bollard.
~ The front part of the vehicle is damaged,
~ The bollard is intact.
2) Impact with a standard private vehicle, a Opel Corsa, started 10 metres away from the bollard
~ The front part of the vehicle is damaged.
~ The bollard is intact.
3) Impact with a standard private vehicle, a VW Golf
~ Before the impact, the vehicle was recorded at a speed of 46 km/h by the MULTILASER radar instrument of police officers attending.

~ The front part of the vehicle is damaged
~ The bollard is intact but its ground cover is now loose.
After each test, the bollard was retracted down and this confirms that the bollard was properly operational.

B) On 3 URBACO retractable bollards lined up in a row, diameter 250 mm and height 750 mm:
Impact of a standard private vehicle, a Renault type R 25:
~ Control of vehicle weight once loaded with heavy stones and concrete blocks, as printed on weight ticket: **2.500 kg;**
~ The car, without driver, was trailed by a 4-wheel drive vehicle and guided by another two vehicles driving simultaneously alongside to tighten and maintain the first vehicle in the axle.
~ The car, loaded as it was, zigzagged and slightly went off course, to finally reach and collide head-on with one bollard only, namely the one on its left.
~ The front part of the car, seriously damaged, remains on the bollard;
~ The vehicle speed could not be measured by the MULTILASER;
Explanation given by the police officers:
« The instrument could not measure the vehicle speed because the car was zigzagging. However, from experience, one can assess the vehicle speed at 55 km/h. »
~ The vehicle was removed with a mechanical shovel;
~ The bollard seems intact, with a few scratches on its upper part though;
~ The bollard was retracted down and this confirms that the bollard was working properly.

PRECISIONS:
All along these procedures, photographs were taken and a video recording made of the various scenes.
The CD and the DVD, with the respective recordings are kept together with the first edition of these minutes in my practice.
Finally, a TV report was made by a team of journalists from France 3 Alsace TV network to be aired during the various regional broadcastings of that channel.
I then withdrew at 3 p.m.
Based on what precedes, I have written the present report on four pages, to be used and for the attention of whom it may concern.