

CTA Wheel Stops



**THE ONLY COMPANY
IN AUSTRALIA WITH
EVERY TACTILE
SOLUTION**

Wheel stops are an essential component of any well-maintained car park - whether inside or outside. They help to keep vehicles in order by preventing them from moving too far into a space. They also prevent damage by keeping vehicles and walls separated.

Traditionally, wheel stops have been manufactured from concrete. While meeting their basic purpose, these barriers are very heavy, requiring lifting equipment for installation and maintenance. They also tend to blend in with the car park surface making them hard to see, which increases the risk of damage to both vehicles and the barriers themselves.

CTA wheel stops are a rubber alternative to the concrete version.

FEATURES INCLUDE:

- lightweight: at 14kg each, these wheel stops can easily be installed by a single person.
- high visibility: safety yellow reflective strips make the wheel stops stand out.
- dimensions which comply with the AS/NZ 2890.1 standard.
- easily fitting; our professional installation service is available if required.

WHEEL STOPS ARE TYPICALLY USED TO:

- limit kerb overhang which is inconvenient or hazardous for pedestrians.
- inhibit contact with an end barrier or high kerb.
- inhibit encroachment into an opposing parking space.

IN ACCORDANCE WITH AS2890 CTA WHEEL STOPS ARE:

- between 90 and 100 mm in height, and
- 1650 ±50 mm in width.

PARKING DIRECTION	WHEEL STOP DISTANCE TO FRONT OF PARKING SPACE (MM)			
	PARKING TO KERB ≤150 HIGH		PARKING TO KERB >150 HIGH OR WALL	
	WHEEL STOP HEIGHT		WHEEL STOP HEIGHT	
	90	100	90	100
FRONT - IN	630	620	830	820
REAR - IN	910	900	1110	1100

NOTE:

Where reverse-in parking is unlikely, e.g. at 30, 45 and 60 degree angle parking modules with one-way aisles, or where occasional minor encroachment (up to about 400 mm) by a reverse-in vehicle can be tolerated, e.g. over a kerb, wheel stop positions shall be set at the front-in position.

If reverse-in parking is likely and encroachment over the end of the parking space cannot be tolerated, wheel stop positions shall be set at the rear-in position and all vehicles required to back in.



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