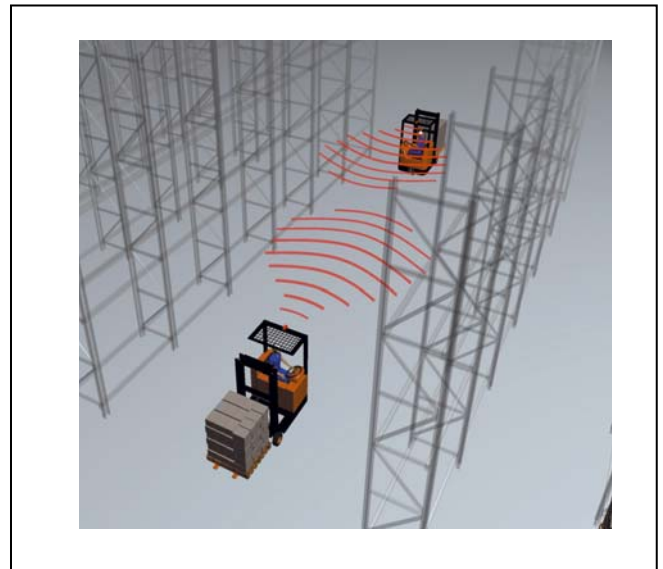


# Collision prevention NoColl

for collision prevention dependent on situation and area.

- Safe material flow of goods traffic
- Speed limitation dependent on situation
- Localised lift height limitation
- Area dependent vehicle control
- Reduced vehicle, gate and building damage
- Operates contact-free and independently
- Effective traffic control



## Collision prevention NoColl

is an innovative, contact-free and effective sensor system by which accidents with inter-company transport can to a large extent be avoided.

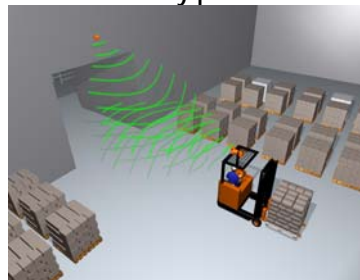
To achieve this, localised danger points within a building are marked with NoColl sensors – by doing this, a vehicle is influenced and controlled within the marked danger area by NoColl sensors.

### How does NoColl work?

Every NoColl sensor has a send and receive area similar to an over-sized drop approx. 12 mm long and 6 mm diameter. Within this effective area, the NoColl sensors recognise each other and communicate their programmed functions via a coded signal.

By means of individual NoColl sensors on exposed positions on the building and with corresponding vehicle equipment, many work areas can be made safe.

## Gates and entry points



One or more NoColl sensors on the gate largely cover the gate area so that a vehicle fitted with NoColl sensors within this area – dependent on the coding and reception signal can be

- **reduced in speed.** This can prevent a driver from entering a gate area too quickly or
- he can be **stopped** if the load is positioned too high or if the gate has not been opened, or
- **entry is completely prevented** because entry into this area is prohibited.

With NoColl sensors on the vehicle and on the gates, the vehicle is stopped until the gate is opened.

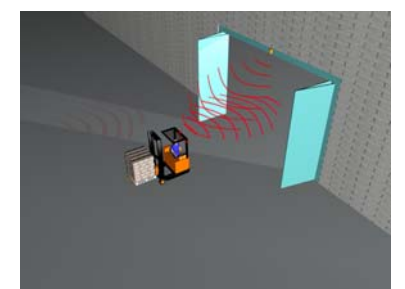
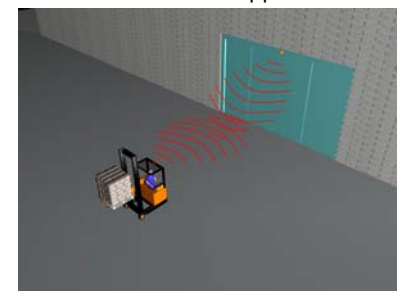
Likewise, NoColl sensors on the gate can open the gate when a

NoColl fitted vehicle approaches.

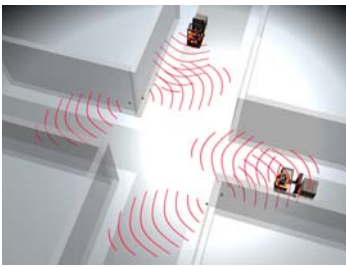
For this function, NoColl gate sensors are linked with the gate control so that they can operate in a single gate function.

With NoColl sensors on the vehicle and on the gates, the vehicle is stopped until the gate is opened.

Likewise, NoColl sensors on the gate can open the gate when a NoColl fitted vehicle approaches.

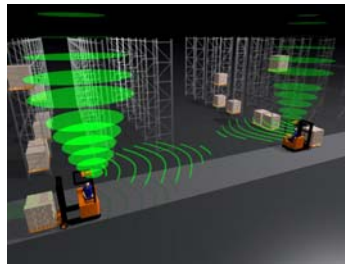


### Crossways



Crossways fitted with NoColl sensors can reduce vehicle speed so that they can only drive slowly through crossways. As a consequence, No Coll prevents loads being lost on bends.

### Counter traffic



On routes where the vehicles may only

- drive slowly
  - or with limited lift
- they can be made safe by NoColl sensors.

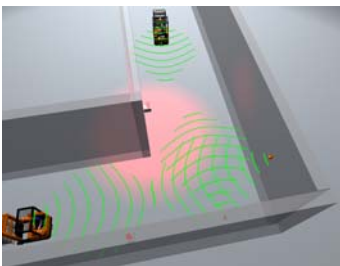
The route is limited in terms of drive function.

### Pallet trucks



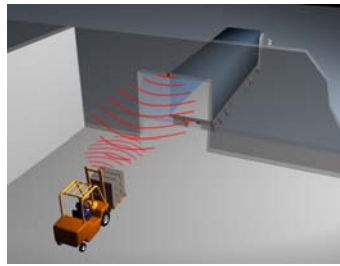
By means of NoColl sensors, pallet trucks are made safe in such a way that a vehicle driving towards another vehicle in the aisle is automatically reduced in speed. Working together with other vehicles in the same aisle is thus made safe!

### Bends



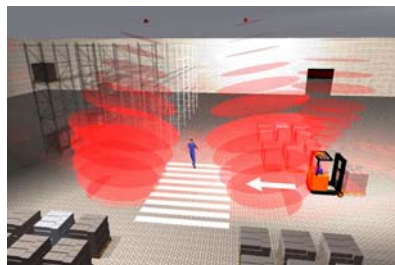
On bends, NoColl sensors in the bend area and on the vehicles can control comfortable and safe traffic. A vehicle which drives into the curve area stops the entry of another vehicle on the opposite side and ensures safe and automatic priority. The second vehicle wishing to drive into the curve area is stopped until the first vehicle has exited the curve.

### Ramps and loading stations



NoColl assured loading stations prevent a vehicle from driving on to the loading station when no HGV to be loaded is present.

### Pedestrian crossings



Pedestrian crossings should be driven over slowly! This can easily be put into effect by NoColl sensors on the crossing and on the vehicle.

### Vehicle equipment



To recognise NoColl sensors fitted to individual points of a building, the vehicle is also fitted with one or several NoColl sensors and possibly a specific electronic evaluation unit. This special electronic evaluation unit on the vehicle controls the send and receive function of the NoColl sensors on the vehicle and brings in the desired vehicle function.

Just what vehicle functions can be controlled and switched in depends on the technical possibilities of each individual vehicle.

Modern vehicles are mostly technically so equipped that most functions can be controlled by means of a specific interface.