V16 Mobile Sign Trolley – Chevrons Left, Class I

Class I (EGP) Road Signs | Signs compliant with SR 1848-1:2024



AT A GLANCE

- Work zone auxiliary device V16 “Mobile sign trolleys”, to SR 1848-1:2024.
- Directional barrier board, 40 km/h speed limit, “Roadworks” and a priority sign, on a wheeled trolley.
- Class I (RA1) retroreflective sheeting.
- For work points that move during the day.

Product code	**V16s**
Category	**Metal Road Signs**
Weight	**31 kg**
Compliance	**Class I (EGP) Road Signs**
Compliance	**Signs compliant with SR 1848-1:2024**

This product on attotrafic.ro
https://attotrafic.ro/en_US/products/carucior-port semnalizare-v16-chevroane-spre-stanga-clasa-i

Technical specifications

SR 1848-1 code	V16
Name in the standard	Mobile sign trolleys
Type	Work zone auxiliary device
Contents	Wheeled trolley carrying a directional barrier board with chevrons to the left, a 40 km/h speed limit sign, the “Roadworks” sign and the yellow priority-for-oncoming-traffic disc
Material	Galvanised steel sheet, 1 mm
Retroreflective sheeting	Class I (RA1)
Retroreflection (white, 0.2°/5°)	70 cd/(lx·m²)
Sheeting service life	7 years (SR 1848-2)
Standards	SR EN 12899-1:2007, SR 1848-1:2024, SR 1848-2:2011, SR 1848-3:2011

Description

The counterpart of the right-chevron trolley: here the directional board points left, and the trolley carries the 40 km/h limit, the “Roadworks” sign and the yellow disc requiring drivers to give way to oncoming traffic. The sheeting is class I.

When class I is used

Class I (RA1) retroreflective sheeting is the basic class in SR 1848-2, with a 7-year service life. For roadworks, the standard requires temporary signs to have at least the class of the permanent signing on the section, so the class I version is used where the existing signs are class I too, typically on county and local roads and on streets without strong lighting.

Where it goes, under SR 1848-1:2024

SR 1848-1:2024 provides mobile sign trolleys for places where work points that move gradually during the day must be signed. The two versions, with chevrons to the right and to the left, are used at the opposite ends of the alternating-traffic section: one for the direction with priority, the other for the direction that gives way.

What the roadworks rules require (Order 1112/411/2000)

The rules treat mobile work sites, which move along the road, as a case of their own. The trolley keeps the signing next to the work point as it moves forward; its directional barrier board belongs to the signing that marks the works, and the rules require barrier boards to carry yellow-red retroreflective sheeting even where the existing signing is not retroreflective.

For alternating one-way traffic, the rules allow three systems: priority signs, traffic marshals (with paddles such as the V12-20) or traffic lights for automatic control (for example the V11-20 portable lights), supplemented with priority signs. The system is chosen by traffic volume and the length of the section; alternating traffic cannot be organised on a work section longer than 1,200 m, and control by priority signs alone requires visibility between the two ends of the works.

On public roads, works are signed under the methodological rules approved by Order MI/MT no. 1112/411/2000. The road closure or traffic restriction is approved by the road authority, with the traffic police's agreement, on the basis of a signing layout endorsed as final, a copy of which the contractor keeps at the work site. The contractor installs, completes and maintains the signing for the whole job, removes it at the end and restores the original signing; accidents caused by incomplete or missing temporary signing are entirely the contractor's responsibility.

At night, if the existing signing on the road is retroreflective, the temporary signing must be retroreflective too and can be supplemented with flashing or sequential (“cascade”) amber lamps; on main and connecting streets in towns, retroreflective temporary signs are supplemented with flashing amber lamps.

Technical data

- wheeled trolley carrying a directional barrier board with chevrons to the left, a 40 km/h speed limit sign, the “Roadworks” sign and the yellow priority-for-oncoming-traffic disc;
- signs in 1 mm galvanised steel sheet;
- class I retroreflective sheeting (RA1), with a 7-year service life;
- compliant with SR EN 12899-1:2007, SR 1848-1:2024, SR 1848-2:2011 and SR 1848-3:2011.

Use

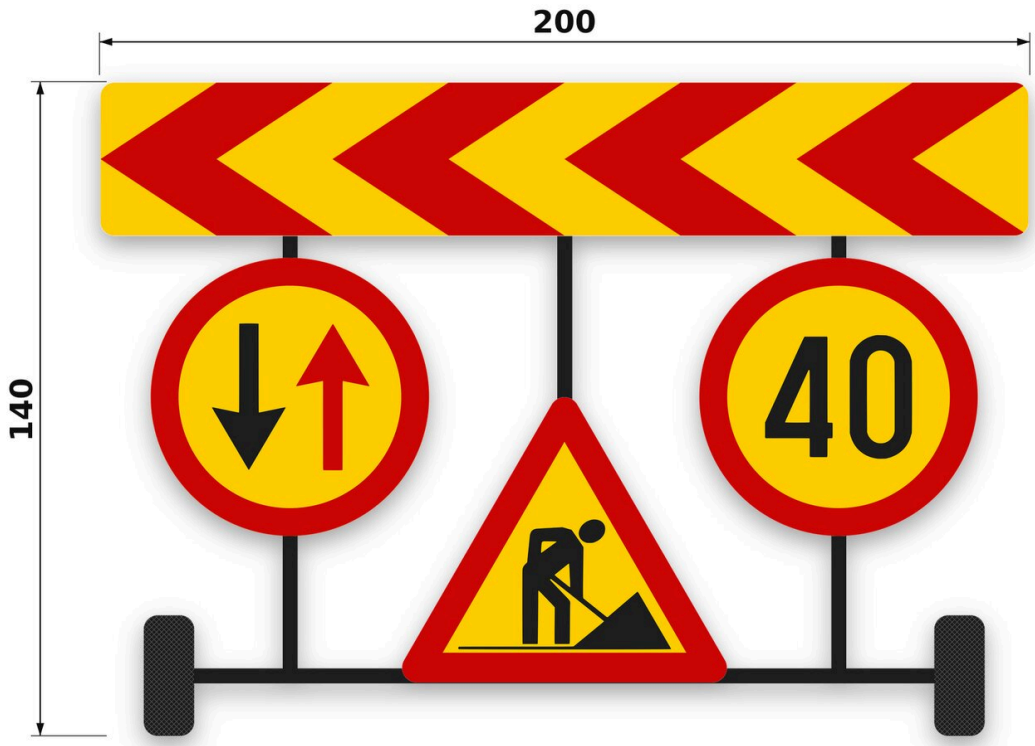
The trolley moves with the work point, so the signing does not have to be taken down and put back at every move.

Drawings and details · 1/3

Dimensiuni **V16s**

Dimensions

cm



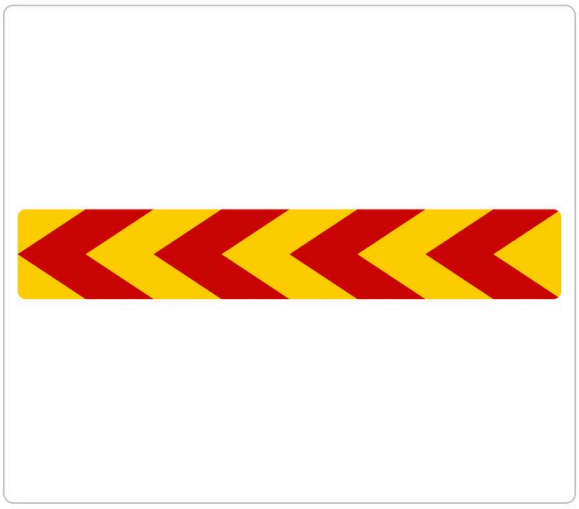
Panou 200 cm, 31 kg, folie retroreflectorizantă clasa I; cu roți, se mută de la un punct de lucru la altul.
200 cm panel, 31 kg, class I retroreflective sheeting; on wheels, it moves from one work point to the next.

V16s dimensions

Drawings and details · 2/3

Ce conține
What it carries

V16s



Barieră direcțională, chevroane spre stânga
Directional barrier, chevrons left



Prioritate pentru circulația din sens invers
Priority for oncoming traffic



Lucrări
Works



Limitare de viteză, 40 km/h
Speed limit, 40 km/h

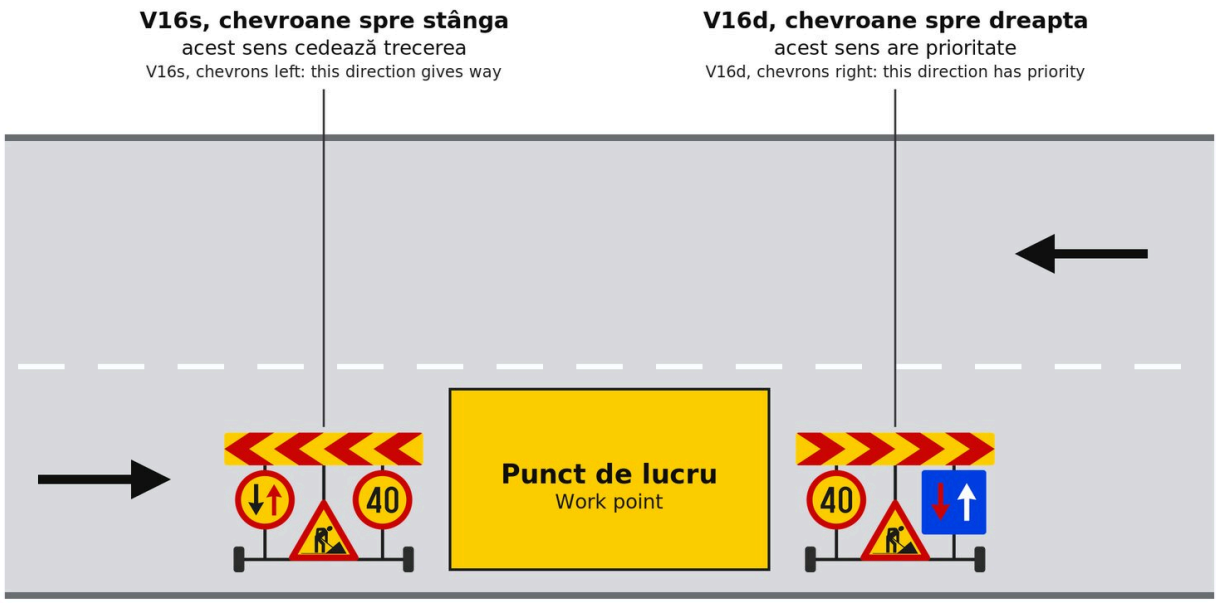
V16s details

Drawings and details · 3/3

La capetele sectorului cu circulație alternantă

V16s

At the two ends of the section with alternating traffic



Cele două variante se folosesc la capetele opuse ale sectorului cu circulație alternantă.
The two versions are used at opposite ends of the section with alternating traffic.
Căruciorul ține semnalizarea lângă punctul de lucru pe măsură ce acesta înaintează. Schema e un exemplu.
The trolley keeps the signs next to the work point as it moves on. The scheme is an example.

V16s in use