



A.J. Broom Road Products cc

Newsletter – April 2012

Happy Easter

Good day to you all

As many of you have finalised your year end, at A.J. Broom Road Products we have done similarly. We can enthusiastically report growth in volumes over the past year. Whilst we have overseas markets which contribute to increased demand, we are both mindful and obviously very appreciative of the ongoing support of all of our valued clients.

On approaching Easter we reflect on the fact that, unfortunately, the holidays inevitably bring reports of recorded death tolls. Irrespective of whether the increase is directly and proportionately related to additional volumes of traffic, we need to be mindful of people who are travelling but not necessarily skilled and/or experienced, or necessarily have road-worthy vehicles.

Whatever can be done to highlight road conditions that compromise safety should be executed as a far cheaper option than a loss of life or severe injuries putting stress on medical and emergency services.

I have recently travelled to England where news out of the U.K. included the Conservative Party treasurer attempting to "sell" donors meetings with the Prime Minister David Cameron, and offers for attendance at exclusive cocktail parties as a means of potentially exerting influence over policy. The treasurer was set-up and recorded by an investigative reporting team and has now resigned.

The Prime Minister got caught out lying over a Cornish pasty (a type of pie). Not so different politicians: get hammered for lying and then making statements after a fuel shortage about keeping petrol as back-up and keeping tanks filled. As one would imagine, not great advice and there are laws about storage of fuels, however, a resignation was offered by a Minister when someone was injured filling up containers in their home. Then finally, when the government gets caught up in legislation of what food is hot and at what stage as it cools down, like fresh bread would it not attract VAT!

On a lighter note: the U.K. is not without crime and whilst theft is a serious issue, it was reported that a family had installed instant lawn and that same night it was uplifted!!!!

There are lots of motivational books, speakers and training material available but, even in a successful business or relationship, how often do we analyse what we are doing and seek new methods which could well be out of the comfort zone? Just a thought!

We hope that you will benefit from rest and quality time with family and friends throughout the public holidays and may all your travels be safe.

Best wishes from the BRP team.

Kind regards,

Angela



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Rep. of South Africa

Road Maintenance

The BRP Road Patch can be cut to size using Stanley knife or similar. Pieces can be butted together ensuring zero wastage



Road Maintenance

For large repair areas BRP Road Patch can be butted together



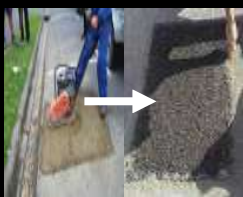
Early Intervention

Early intervention with a proven seal will result in safer roads and cost savings.



BRP Road Patch

By sealing off the defects using a waterproof seal, the repaired area is guaranteed longevity. Sealing 100mm beyond any visible defects eliminates perimeter cracking and hidden stress cracks, ultimately reducing the possibility of rework. For pothole repairs, backfill and compact to surface level and follow application procedure



- ❖ Optimal intervention strategy achievable at minimal cost.
- ❖ Flexible bitumen rubber seal prevents the ingress of water and the spread of deterioration.
- ❖ 10 year storage life.
- ❖ Matching texture improves pre-reseal repairs.
- ❖ Traffic is open immediately after installation.



Sealing Utility Repairs

Improved efficiency



Typical failure around manholes

These can be sealed off quickly using BRP Road Patch.



Size and shape

Sheets are easily cut to desired shape or size with a knife or similar.



Eliminates stress cracking

The BRP Road Patch is an ideal sealing option where flexible pavements meet inflexible structures

- ❖ Reduced client monitoring costs
- ❖ Eliminates stress cracking around manholes
- ❖ No expensive tools or machinery required for all applications
- ❖ Easy handling
- ❖ Adheres to various surfaces such as timber, steel and concrete

Traffic Calming

BRP Rumble Strips

BRP Rumble Strips provide an audible and vibratory traffic calming effect which increases driver awareness of approaching hazards.



The main cause of car accident is driver drowsiness and inattention, which are sometimes compounded by driving too fast. Alcohol and drugs can contribute to both fatigue and speed. Drivers tend to fall asleep or lose concentration on high-speed, long, boring stretches of road.

BRP Rumble Strips: A Wake-Up Call for Drowsy Drivers

How do you help a drowsy or distracted driver avoid crashing? One strategy is to install rumble strips on the road. The strips create an audible rumbling sound and a vibration in the steering wheel when a vehicle drives over them. The sound and vibration can wake a sleeping driver giving him or her time to regain control of the vehicle.

200mm wide strip, less noise compared with rural layout.



BRP Rumble Strips – for urban layout:
200mm wide strip with 200mm spacing
9 strips or bars per block

Better suited for residential areas with
9.5mm aggregate as recommendation

BRP Rumble Strips installed at O R Tambo International Airport, Johannesburg.



BRP Rumble Strips – for rural layout:
100mm wide strip with 100mm spacing
15 strips or bars per block

* Please contact us to discuss any queries or recommended designs. We would be pleased to assist with designs *

BRP Rumble Humps

BRP Rural Rumble Humps are of a rounded profile, low in height and are designed and placed in such a manner that encourages the motorist to travel at the signed speed. Modifications of the standard designs in height, width and frequency are possible for specified locations

BRP Rural Rumble Hump – for rural areas with a base layer of 1,0m



BRP Rumble Humps can be used effectively using 2 layers and a third layer can be added at a later stage.

A 2 layer hump will give you a 30mm rounded profile

A 3 layer hump is 40mm rounded profile

BRP Urban Rumble Hump – for urban areas, less noise with a base layer of 300mm



BRP Urban Rumble Hump installation protects school children. These installations are monitored by engineers and police, incidents previously causing injury or loss of life cease.



BRP Urban Rumble Hump discourages motorists from travelling in islands and shoulders. Emergency vehicles can still access in emergency.



SA'S MURDER RATE HIGHER THAN ROAD FATALITY RATE - SAIRR

*Kerwin Lebone
06 February 2012*

Institute says we're only country in world where this is the case

South Africa's road death to murder ratio a global anomaly

South Africa is the only country in the world whose murder rate exceeds its road accident fatality rate, according to the South Africa Survey, released by the South African Institute of Race Relations last month.

The murder and road fatality rates for 2010/11 were 32 and 28 per 100 000 people respectively, according to the data sourced from the South African Police Service and the Road Traffic Corporation.

'International data shows that the rate of road deaths is always much higher than the murder rate throughout the world. Road fatality rates ranged from three times the murder rate in the United States to ten times the murder rate in Poland,' said Mr Kerwin Lebone of the Institute's research department.

Only Limpopo and Mpumalanga came close to matching the international norm - they recorded road fatality rates twice their murder rates.

'That our murder rate exceeds killings on the roads does not mean that road fatalities are low - only that our high murder rate is even higher than our high road fatality rate. South Africa in fact has the worst road accident death and the second worst murder figures when compared to 31 countries for road fatalities and over 190 countries for murder,' said Mr Lebone.

South Africa's murder rate has come down by over 50% in the 17 years since 1994, and dropped by almost 7% last year, the Survey shows.

'Declining murder figures show that the country is making progress in the fight against violent crime. However, international comparisons of murders and road deaths show that nobody in the police force or anywhere else has reason to be complacent,' said Mr Lebone.

Statement issued by Kerwin Lebone, South African Institute of Race Relations, February 6 2012



Getting inside the head of tired drivers.

With the Easter long weekend on the horizon, tens of thousands of families are expected to hit the road. A new study however suggests many of them may be in danger of fatigue-related accidents.

According to the study, more than one quarter of motorists travelling long distances are unlikely to stop for a break.

Despite strong awareness campaigns, fatigue continues to be a major cause of road deaths.

“Driving while fatigued represents a serious risk for drivers and their passengers – drivers are advised to travel no more than 8-10 hours in total per day and to take regular breaks of 10-15 minutes out of their vehicle, at least every two hours”.

Young females aged 18 to 24 proved to be the worst offenders according to the survey, with 41 percent of respondents unlikely to stop for a break. Male drivers aged 25 to 34 are nearly as resistant to a rest, at 39 percent.

Around 25 percent of drivers that cover between 10,000 to 20,000km per year said that they were unlikely to stop for a break on long drives.

Perhaps most alarmingly, 36 percent of drivers with less than 10 years driving experience said they were unlikely to seek a roadside rest.

“Fatigue-related crashes tend to be more severe than others, due to drivers' delayed reaction times and failure to take action to avoid a crash. As a driver, you are responsible not only for yourself but also for your passengers and other road users”.

“Fatigue is the only one of the 'Fatal Four' which police are not able to immediately identify and take action against as no device or established measure to gauge car driver fatigue levels currently exists”.

Ten tips for avoiding fatigue

- 1) Avoid beginning a trip at the end of a day's work
- 2) Ensure you have adequate sleep and are well-rested the night before you set out
- 3) Don't drive at times when you would normally be asleep e.g. early hours of the morning
- 4) Schedule regular rest breaks outside the vehicle – 10-15 minutes rest every two hours
- 5) Share the driving where possible
- 6) Never drink alcohol (not even small quantities) before or during long trips
- 7) Eat proper and well-balanced meals preferably at your normal mealtimes
- 8) Try to maintain a cool temperature inside the vehicle
- 9) Don't drive while taking medication that may affect your driving – check labels on medicine
- 10) Allow extra time and take a power nap if tired

Ten signs of fatigue

- 1) Constant yawning
- 2) Drifting in your lane of traffic
- 3) Sore or heavy eyes
- 4) Trouble keeping your head up
- 5) Delayed reactions
- 6) Loss of attention, daydreaming or "zoning out"
- 7) Difficulty remembering the last few kilometres
- 8) Variations in driving speed
- 9) Mood swings such as irritability or boredom
- 10) Blurry vision or "seeing things" e.g. objects or shadows on the roadside appear distorted



Ode to The English Plural

We'll begin with a box, and the plural is boxes,
But the plural of ox becomes oxen, not oxes.
One fowl is a goose, but two are called geese,
Yet the plural of moose should never be meese.
You may find a lone mouse or a nest full of mice,
Yet the plural of house is houses, not hice.

If the plural of man is always called men, why shouldn't the plural of pan be called pen?
If I speak of my foot and show you my feet, and I give you a boot, would a pair be called beet?
If one is a tooth and a whole set are teeth, why shouldn't the plural of booth be called beeth?

Then one may be that, and there would be those,
Yet hat in the plural would never be hose,
And the plural of cat is cats, not cose.
We speak of a brotheren and also brethren,
But though we say mother, we never say methren.
Then masculine pronouns are he, his and him,
But imagine the feminine: she, shis and shim!

Let's face it – English is a crazy language.
There is no egg in eggplant not ham in hamburger; neither apple nor pine in pineapple
English muffins weren't invented in England.

And why is it that writers write, but fingers don't fing,
Grocers don't groce and hammers don't ham?

If teachers taught, why didn't preachers praught?
If a vegetarian eats vegetables, what does a humanitarian eat?

BRP Rooding Solutions – easily transportable



Ndebele launches Easter Arrive Alive campaign

Sunday 18 March 2012 17:53 - SABC

Transport Minister Sbu Ndebele has launched this year's Easter Arrive Alive campaign. Ndebele again warned of tougher action against transgressors. Ndebele also took the time to man a roadblock in Springs on the East Rand.

His warning comes after a Cape Town taxi driver Jacob Humphrey was sent to jail for 20 years. A train hit his taxi after he ignored several safety signs. Ten children were killed. Last week a minibus taxi driver carrying 14 pupils overtook several cars trying to beat a train to a level crossing. No fatalities this time but another shocking disregard for traffic rules.

When talking about the incident Ndebele said that the case that should be attempted murder. The National Taxi Council says it lacks the power to deal with errant drivers.

South African National Taxi Council (Santaco) secretary general Phillip Taaibosch says: "If we have regulatory powers we will be able to deal with ill discipline. We will be able to ban taxi drivers and take their licences so that they never drive again."

The Easter death toll has increased over the last three years. In 2009, 1097 people died on South African roads. In 2010, 2040 and last year 2096. The Transport Department hopes to reverse this trend.

The demand for BRP Roding Solutions has necessitated expansion to our manufacturing plant

Quotes

Whenever anything happens to you, there is a deep lesson concealed within it, although you may not see it at the time.

~Eckhart Tolle~

Perhaps everything that frightens us is, in its deepest essence, something helpless that wants our love.

~Rainer Maria Rilke~

Expose yourself to your deepest fear; after that, fear has no power, and the fear of freedom shrinks and vanishes. You are free.

~Jim Morrison~

Confronting your fears and allowing yourself the right to be human can, paradoxically, make you a far happier and more productive person

~Dr. David M. Burns~

What is success? Enjoying your moment, enjoying your life whatever you are doing.

~Harold Broomborg~

TRENCH REINSTATEMENTS

The prevalence for distress to either the surface seal or the foundation layers of roadways in proximity to trench reinstatements becomes more apparent as roadways age. The distress is primarily due to inadequate waterproofing of the surface reinstatement.

Development of the Failure

Surfaced roadways are excavated to install services such as water, sewer, gas pipelines and telephone, electrical and television cables. These services are placed in roadways due to spatial limitation in the road reserve.

After the service has been installed, the trench is reinstated using a compacted backfill material similar to that which was excavated. An asphalt layer is then constructed to protect the foundation layers and to provide a wearing course.

It is impossible to re-compact the trench reinstatement to exactly the same compaction density as the surrounding layer works and as such differential settlement will occur. The result of this settlement is the foundation of a crack along the interface of the existing and new asphalt layer. This crack allows moisture ingress which in turn leads to fine particles in the foundation layer being "pumped" to the surface. This situation causes the failure of the foundation layers adjacent to the reinstatement and the collapse of the roadway.



Preventative Measures

The backfill material and its compaction density in the reinstatement should be as similar to the existing material and its compaction density as is possible.

A flexible seal should be used to seal off the reinstatement. For this purpose BRP Road Patch is used to cover the entire reinstatement ensuring a minimum 100mm overlap on to the existing surface.

If the seal has been constructed using materials other than BRP Road Patch and distress is showing around the interface, strips of BRP Crackseal are used to seal off any cracking.



INDLELA YOKUGCINA UMPHESHO WOMGWAQO

- Uyigcine endaweni eyomile futhi elinganele
- Uma uyigcina iphepha kumele kube lona elihlalayo nga phansi
- Uyigcine endaweni enganamanzi futhi enganalanga
- Uma ungalandela indlela noma inqubo mgomo kungalondolozeka iminyaka eyishigalolunye (9)

A happy note from our client....

“Thought I would share Clifton’s latest creation with you - This is a private driveway reinstatement that he did yesterday.

Quite a beast at 19.75 square meters! Note how he cut the patch to go around the bend in the driveway.

Truly a work of art! ”

Kind regards

Andries Erasmus – Operational Manager – Water and Waste Water
City Care – New Zealand



“It is important to note the number of road carnages that have and will continue to occur within our country over the holiday breaks. It is our responsibility as members of various communities that are passionate and dedicated to overall road safety to note the lack of traffic calming or road maintenance measures as we travel. This will ensure that on our return we are able to resolve issues within problematic areas. I wish you all a pleasant holiday and look forward to supplying you with the very best of BRP Roading Solutions!”

Pamela Masuku

My heart fills with joy and gratitude, as I take the pride and honor express my gratitude to all our clients for your support. Your continued patronage is appreciated and we look forward to doing business with you again in the near future.

With all the budgets planning, we hope you will continue to utilise us as your supplier of roading solutions. We look forward to continuing to supply you with our technologically superior products and economically advantageous road maintenance and traffic calming solutions.

We are here to help! Please do not hesitate to contact us for any queries you may have or assistance required. Please do visit our website to view more applications on www.brp.co.za or call us for more information or assistance on 011 454 3102, Fax: 011 454 2790 or email: aibroom@icon.co.za

May Easter Season bring you joy and precious time with your family and friends.

Best Wishes

Engie Mpfuni

Is your team in need of training?

Are you getting the cheapest long-life repair method?
BRP Offers answers: solutions & training
Contact us: 011 454 3102 / ajbroom@icon.co.za

Let's Keep In Touch

We would appreciate a few minutes of your time to assist us with updating our records. Responses can be mailed to: PO Box 16421, Dowerglen, 1612; Faxed to (011) 454 2790; or emailed to: ajbroom@icon.co.za

Name: _____

Designation: _____

Organisation: _____

Tel: _____ Fax: _____ Cell: _____

Email: _____ Website: _____

Postal Address: _____

Physical Address: _____

Colleagues in your Department involved with Road Maintenance:

Name: _____ Tel: _____

Name: _____ Tel: _____

Colleagues in your Department involved with Traffic Calming:

Name: _____ Tel: _____

Name: _____ Tel: _____

Do you require: a visit a presentation Training Product literature

We hope you enjoyed this edition of the BRP Newsletter, if you have any interesting stories, photos, jokes etc. that you wish to share with us we would love to hear from you!