PRO Barrier Engineering LLC

Advancing the science of anti-terrorism vehicle access control

FOR IMMEDIATE RELEASE

November 18, 2005

CONTACT: Dennis Owen
717-566-9347
E-Mail: deowen@probarrier.com

Crash Test Proves New Technology for Stopping Terrorist Vehicles

New barrier qualifies for U.S. State Department's highest rating

Harrisburg, PA – A new type of roadway barrier for stopping terrorist vehicles successfully passed a recent crash test at State College, Pa.

The Pennsylvania Transportation Institute conducted the test according to standards established by the U.S. State Department. The barrier stopped a 15,000-pound truck at 50 miles per hour, thereby qualifying for the agency's highest crash test rating.

Designed and manufactured by PRO Barrier Engineering, LLC, of Hummelstown, PA, the *Arrestor*® model barrier is lighter weight and has more aesthetic appeal than other high-stopping power vehicle barriers, according to Dr. Tom Potter, the firm's president. Such barriers are installed on access roads to protect facilities that could be targeted by terrorists. The barriers can be opened to allow authorized vehicles to pass, but will stop and destroy an attacking vehicle when closed.

"Our barrier has a lightweight hollow shell containing strong, energy-absorbing bands," Potter says. "Upon impact, the shell collapses while the bands stretch and absorb the attacking vehicle's kinetic energy, demolishing it."

The barrier's aesthetic appeal stems from the digital process the company uses to give the barrier any color or finish. "We can make the barrier stand out or we can make it match a building's façade, giving it the look of granite, marble, polished steel, or any other texture or color," said Dennis Owen, PRO Barrier's vice president. Graphics, such as an organization's logo, can also be applied.

"Another benefit of the *Arrestor* model barrier," said Owen, "is that when it is open the entire barrier is flush with the road surface, without even a 'speed bump' effect to slow down traffic, yet it can be raised in under two seconds to stop a vehicle." This makes the barrier an ideal solution for facilities requiring either continuous or occasional protection.

Potter has more than 10 years of experience designing anti-terrorism vehicle barriers and has been responsible for many of the industry's recent barrier innovations. Owen has more than 20 years in technical communications and design aesthetics.

###