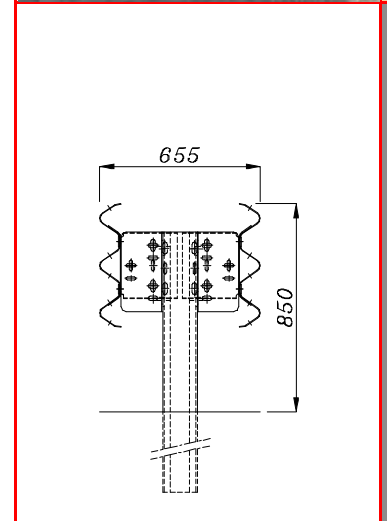


Deformable safety barrier, double sided, for ground Containment level H2



3N.TU-spt.42 dwg. 050-A051/01

Certified according	EN 1317-1/2
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Homologation according italian D.M. 223/92	In progress
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CHARACTERISTICS

Weight	kg/m	55,77
Height out of ground	mm	850 ± 20
Depth of fixing	mm	1000
Transversal overall dimensions	mm	655
Center to Center distance between posts	mm	2666
Suggested minimum lenght	m	72,0 + end sections ⁽¹⁾
Steel quality		S235JR
Galvanisation		EN ISO 1461

PERFORMANCES

Containment level "Lc"	kJ	305,31 ⁽²⁾	A
Acceleration Severity Index "ASI"		1,0	
Theoretical Head Impact Velocity "THIV"	km/h	26,0	
Post-impact Head Deceleration "PHD"	g	19,0	
Working Width and Class "W" (permanent Working Width ⁽³⁾)	m	Heavy vehicle	Light vehicle
		1,50 / W5 (1,42)	1,10 / W4
Maximum lateral position of the vehicle "VI" ⁽⁴⁾	m	Heavy vehicle	Light vehicle
		1,80	-
Dynamical Deflection "D" (Permanent Deflection)	m	Heavy vehicle	Light vehicle
		1,00 (0,88)	0,40 (0,23)
Vehicle Cockpit Deformation Index "VCDI"		LS0001000	

- (1) When not connected to other barriers, end sections are compulsory (both for start and end section).
 (2) Both the light and the heavy vehicle have been contained in the carriageway, inside the CEN box, without overturning; no ejection of main components, no intrusion of elements into the passenger compartment.
 (3) It is the distance between the barrier side facing the traffic before impact and the maximum permanent lateral position of any major part of the barrier.
 (4) Values according EN 1317-1/2:1998 and proposal for revision EN 1317-1/2:2006.



TEST REPORTS

Report N°	Test field - Laboratory	Date of the crash-test	Vehicle	Vehicle Mass (kg)	Impact speed (km/h)	Impact angle
TUB/BSI-109/1027	L.I.E.R. – Lyon (F)	21.07.06	Car	921	103,1	19,9°
TUB/BSI-106/1024	L.I.E.R. – Lyon (F)	19.07.06	Bus	12.730	72,9	20,0°

