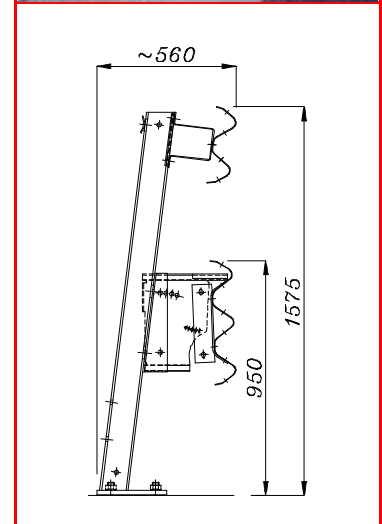


## Deformable vehicle parapet, single sided Containment level H4b



3N.TU-bpl.17 dwg. 050-0660/06

Certified according	EN 1317-1/2
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Homologation according italian D.M. 223/92	43/2003
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### CHARACTERISTICS

Weight	kg/m	82,51
Height out of ground	mm	1575 ± 20
Depth of fixing	mm	-
Transversal overall dimensions	mm	560
Center to Center distance between posts	mm	1500
Suggested minimum lenght	m	90,0 + end sections <sup>(1)</sup>
Steel quality		S235JR - S275JR
Galvanisation		EN ISO 1461

### PERFORMANCES

Containment level "Lc"	kJ	739,25 <sup>(2)</sup>	<b>B</b>
Acceleration Severity Index "ASI"		1,4	
Theoretical Head Impact Velocity "THIV"	km/h	30,4	
Post-impact Head Deceleration "PHD"	g	14,2	
Working Width and Class "W" (permanent Working Width <sup>(3)</sup> )	m	Heavy vehicle	Light vehicle
		1,46 / W5 (1,31)	0,56 / W1
Maximum lateral position of the vehicle "VI" <sup>(4)</sup>	m	Heavy vehicle	Light vehicle
		1,50	-
Dynamical Deflection "D" (Permanent Deflection)	m	Heavy vehicle	Light vehicle
		1,36 (1,21)	0,17 (0,17)
Vehicle Cockpit Deformation Index "VCDI"		RS0121110	

- (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-45/511A	L.I.E.R. – Lyon (F)	21.05.01	Car	886	100,4	20,0°
TUB/BSI-46/512A	L.I.E.R. – Lyon (F)	22.05.01	Articulated HGV	37.170	66,4	20,0°

