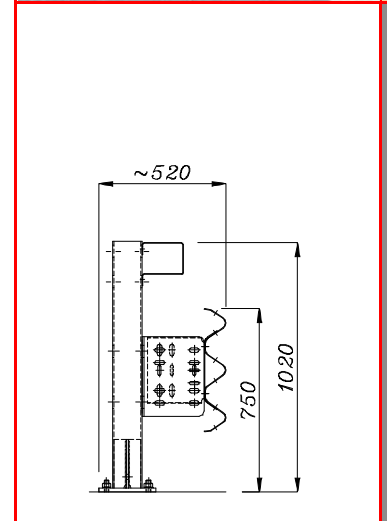


Deformable vehicle parapet, single sided Containment level H2



3N.TU-bpl.28 dwg. 050-0861/02

| | |
|---------------------|-------------|
| Certified according | EN 1317-1/2 |
|---------------------|-------------|

| | |
|--|-------------|
| Homologation according italian D.M. 223/92 | In progress |
|--|-------------|

CHARACTERISTICS

| | | |
|---|------|------------------------------------|
| Weight | kg/m | 42,58 |
| Height out of ground | mm | 1020 ± 20 |
| Depth of fixing | mm | - |
| Transversal overall dimensions | mm | 520 |
| Center to Center distance between posts | mm | 2250 |
| Suggested minimum lenght | m | 81,0 + end sections ⁽¹⁾ |
| Steel quality | | S235JR |
| Galvanisation | | EN ISO 1461 |

PERFORMANCES

| | | | |
|--|------|-----------------------|---------------|
| Containment level "Lc" | kJ | 296,37 ⁽²⁾ | B |
| Acceleration Severity Index "ASI" | | 1,1 | |
| Theoretical Head Impact Velocity "THIV" | km/h | 28,0 | |
| Post-impact Head Deceleration "PHD" | g | 10,0 | |
| Working Width and Class "W" (permanent Working Width ⁽³⁾) | m | Heavy vehicle | Light vehicle |
| | | 1,60 / W5 (1,48) | 0,60 / W1 |
| Maximum lateral position of the vehicle "VI" ⁽⁴⁾ | m | Heavy vehicle | Light vehicle |
| | | 1,60 | - |
| Dynamical Deflection "D" (Permanent Deflection) | m | Heavy vehicle | Light vehicle |
| | | 1,50 (1,25) | 0,20 (0,19) |
| Vehicle Cockpit Deformation Index "VCDI" | | RF0001000 | |

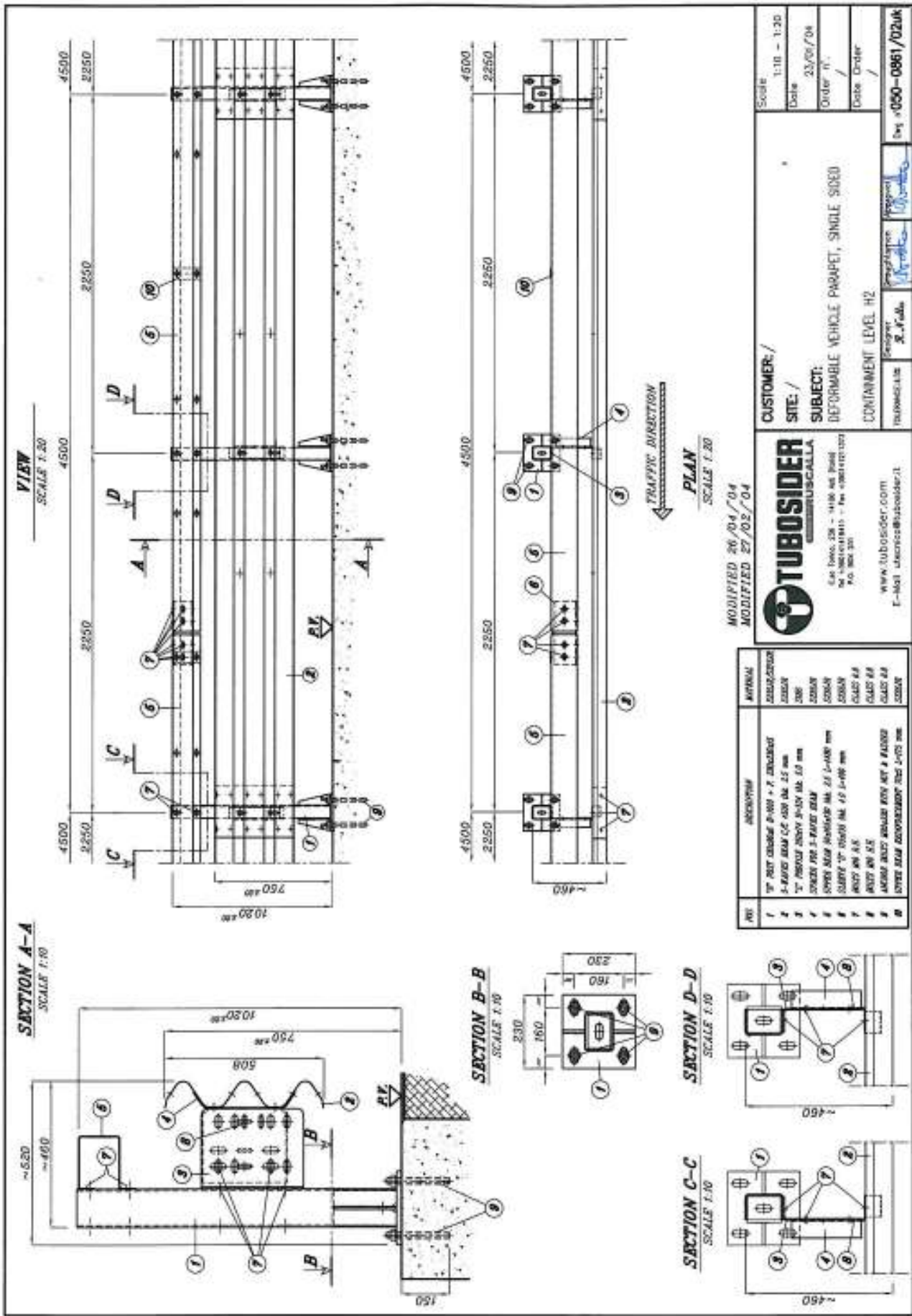
- (1) When not connected to other barriers, end sections are compulsory (both for start and end section).
- (2) Both the light and the heavy vehicle have been contained in the carriageway, inside the CEN box, without overturning; no ejection of main components, no intrusion of elements into the passenger 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-80/795A | L.I.E.R. – Lyon (F) | 04.03.04 | Car | 939 | 101,7 | 19,8° |
| TUB/BSI-81/796A | L.I.E.R. – Lyon (F) | 05.03.04 | Bus | 12.630 | 72,1 | 20,0° |

Deformable vehicle parapet, single sided Containment level H2



CUSTOMER: /
SITE: /
SUBJECT: DEFORMABLE VEHICLE PARAPET, SINGLE SIDED
CONTAINMENT LEVEL H2

Scale: 1:10 - 1:20
 Date: 23/09/04
 Order n°: /
 Draw Order: /

TUBOSIDER CRIPUSCALLA
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Designer: *R. F. Pala*
 Project Manager: *R. F. Pala*
 Approved: *R. F. Pala*
 Draw n°: **050-0861/02uk**

| NO. | DESCRIPTION | APPROVAL |
|-----|--|----------|
| 1 | 1° PAVI CONCRETO P=100 + 7.2% CEMENTO | CONCRETO |
| 2 | 2° PAVI CONCRETO P=100 + 7.2% CEMENTO | CONCRETO |
| 3 | 3° PAVI CONCRETO P=100 + 7.2% CEMENTO | CONCRETO |
| 4 | 4° PAVI CONCRETO P=100 + 7.2% CEMENTO | CONCRETO |
| 5 | 5° PAVI CONCRETO P=100 + 7.2% CEMENTO | CONCRETO |
| 6 | 6° PAVI CONCRETO P=100 + 7.2% CEMENTO | CONCRETO |
| 7 | 7° PAVI CONCRETO P=100 + 7.2% CEMENTO | CONCRETO |
| 8 | 8° PAVI CONCRETO P=100 + 7.2% CEMENTO | CONCRETO |
| 9 | 9° PAVI CONCRETO P=100 + 7.2% CEMENTO | CONCRETO |
| 10 | 10° PAVI CONCRETO P=100 + 7.2% CEMENTO | CONCRETO |

