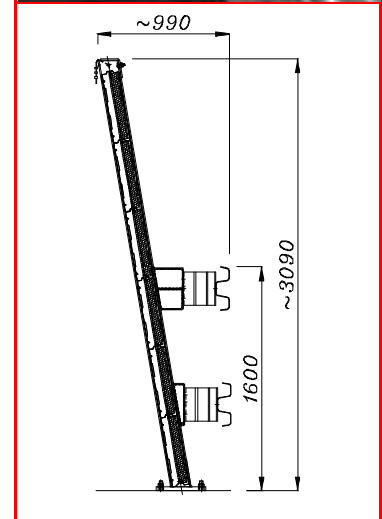


Combined single sided safety and noise vehicle parapet - Containment level H4b



2S-SI-TU-bpl.38 dwg. 050-0961/03

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

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

CHARACTERISTICS

| | | |
|---|------|----------------------|
| Weight | kg/m | 213,79 |
| Height out of ground | mm | 3090 ± 20 |
| Depth of fixing | mm | - |
| Transversal overall dimensions | mm | 990 |
| Center to Center distance between posts | mm | 1268 |
| Suggested minimum lenght | m | 79,88 ⁽¹⁾ |
| Steel quality | | S275JR |
| Galvanisation | | EN.ISO 1461 |

PERFORMANCES

| | | | |
|--|------|-----------------------|---------------|
| Containment level "Lc" | kJ | 757,22 ⁽²⁾ | B |
| Acceleration Severity Index "ASI" | | 1,3 | |
| Theoretical Head Impact Velocity "THIV" | km/h | 29,0 | |
| Post-impact Head Deceleration "PHD" | g | 15,0 | |
| Working Width and Class "W" (permanent Working Width ⁽³⁾) | m | Heavy vehicle | Light vehicle |
| | | 2,60 / W8 (2,40) | 1,00 / W3 |
| Maximum lateral position of the vehicle "VI" ⁽⁴⁾ | m | Heavy vehicle | Light vehicle |
| | | 1,20 | - |
| Dynamical Deflection "D" (Permanent Deflection) | m | Heavy vehicle | Light vehicle |
| | | 1,20 (1,11) | 0,11 (0,11) |
| Vehicle Cockpit Deformation Index "VCDI" | | RF1022000 | |

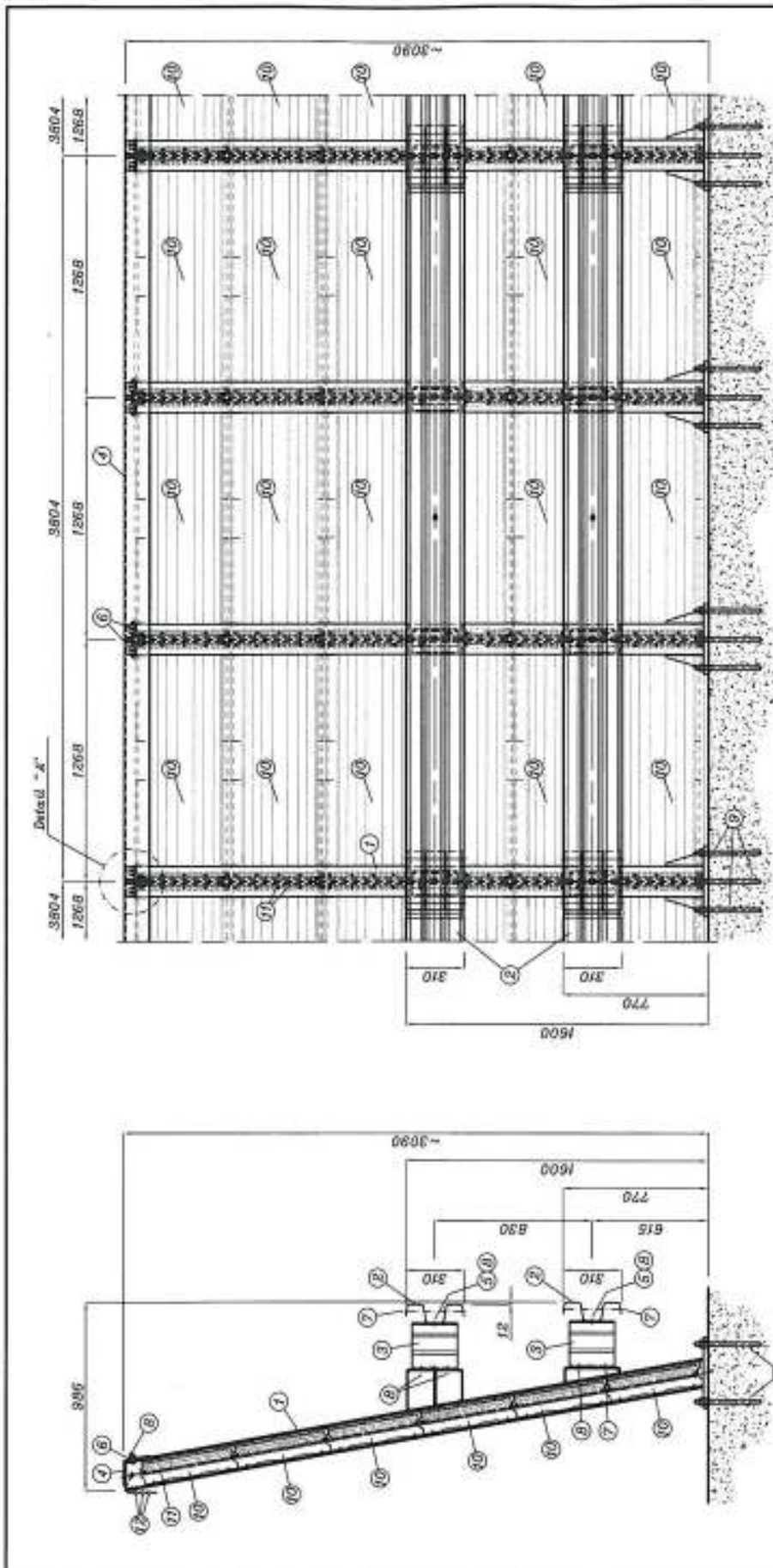
- (1) End sections are not foreseen.
- (2) Both the light and the heavy vehicle have been contained in the carriageway, inside the CEN box, without overturning; no ejection of main components, no intrusion of elements into the passenger compartment.
- (3) It is the distance between the barrier side facing 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-100/961 | L.I.E.R. – Lyon (F) | 10.10.05 | Car | 919 | 100,6 | 20,0° |
| TUB/BSI-101/962 | L.I.E.R. – Lyon (F) | 11.10.05 | Articulated HGV | 37.950 | 66,5 | 20,0° |

Combined single sided safety and noise vehicle parapet - Containment level H4b



MODIFIED 13/10/05
 MODIFIED 03/10/05
 MODIFIED 14/07/05

CUSTOMER: /
 SITE: /
 SUBJECT: COMBINED SINGLE SIDED SAFETY AND NOISE VEHICLE PARAPET CONTAINMENT LEVEL H4b
 Scale 1:20 - 1:5
 Date 05/07/05
 Order n. /
 Date Order /
 Project Manager: S. P. A.
 Designer: S. P. A.
 Drawn: S. P. A.
 Checked: S. P. A.
 Date: 05-05-0961/03.04

TUBOSIDER
 SINA S.p.A.
 Via Torino, 238 - 11050 Ave (BI) - Italy
 Tel. +39 011 811111 - Fax +39 011 811100

| REF. | DESCRIPTION | MATERIAL |
|------|--|------------|
| 1 | PROF. BARRIERE S-205 + P. INCLINATO | ACCIAIO |
| 2 | ARM. "COM" C/P 20x100 ML 2,0 MM | ACCIAIO |
| 3 | ARM. 10x10 MM | ACCIAIO |
| 4 | "V" PAVIMENTO SOTTO ALI 6,0 C-1000 MM | ACCIAIO |
| 5 | PAV. INCLINATO | ACCIAIO |
| 6 | PAV. INCLINATO | ACCIAIO |
| 7 | ARM. INCLINATO S/L 100x100 RTT 4 FISSURE | CLASSE B18 |
| 8 | ARM. INCLINATO S/L 100x100 RTT 4 FISSURE | CLASSE B18 |
| 9 | ARM. INCLINATO S/L 100x100 RTT 4 FISSURE | CLASSE B18 |
| 10 | ARM. INCLINATO S/L 100x100 RTT 4 FISSURE | CLASSE B18 |
| 11 | ARM. INCLINATO S/L 100x100 RTT 4 FISSURE | CLASSE B18 |
| 12 | CLAMP PER CLASSE B18 | ACCIAIO |

