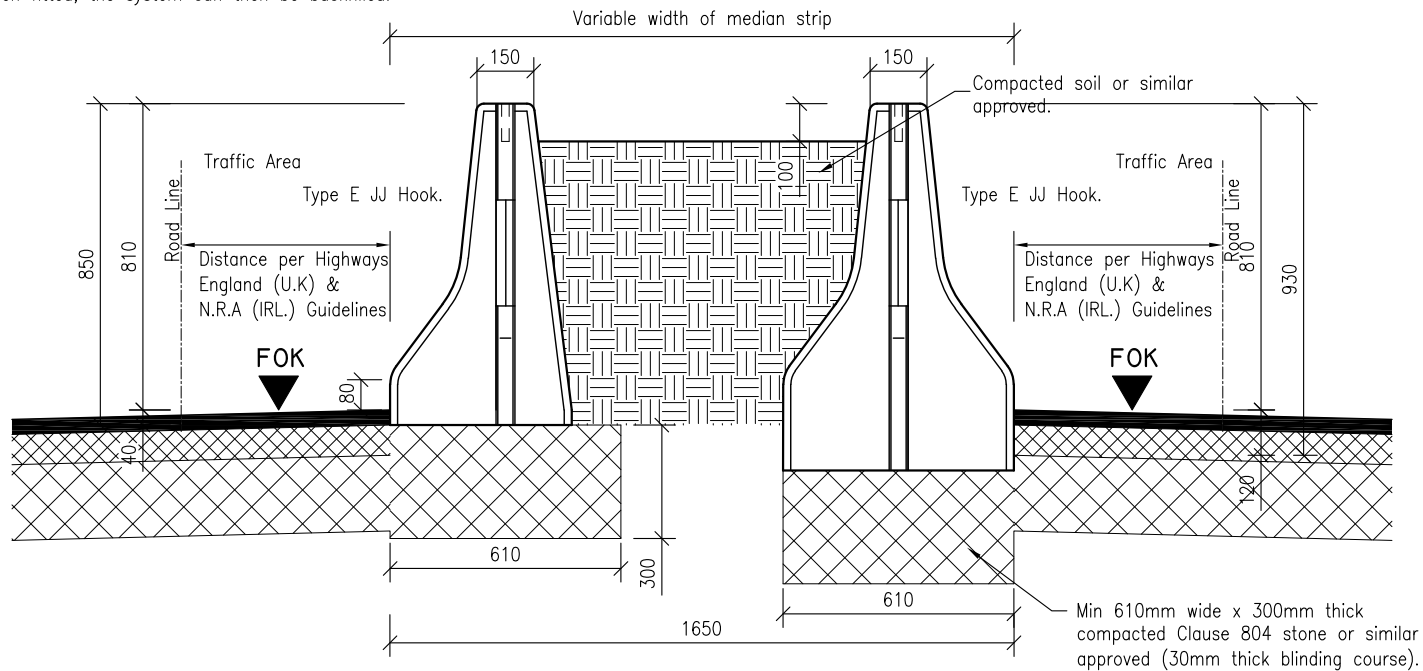


As per single sided Type NJ 85HF system. For dual direction roadways with traffic, it is often not possible to backfill one span. In order to ensure traffic safety during construction, the Type 93HF with H2-W2-B class must be used without fill. Once the second span with single sided Type 85HF or 93HF has been fitted, the system can then be backfilled.



Foundation min dimensions to be min 610mm wide x 300mm deep under each of the concrete barriers. Clause 804 stone or similar approved. 30mm thick blinding course. To be used as a bearing surface for single-sided concrete crash barriers.

Concrete Crash Barrier consisting of Concrete Barrier Sections. The concrete crash barrier system described here is a system with a H2 impact level and W5 working width which has been tested in accordance with EN 1317-2.

Reinforced C30/37 concrete barriers (New Jersey shape), double-sided in accordance with BAST Test Ref. No. BAST/2002 7B 08/JF and BAST/2002 7B 09/JF, System SPENGLER Type NJ-93HF measuring 3500mm x 610mm x 930mm (L x B x H) & System SPENGLER Type NJ-85HF measuring 3500mm x 480mm x 850mm (L x B x H) giving a total width of  $\leq 1650$ mm for use as a free standing and permanent system without any backing. The installation must allow for perfectly aligned sections which are flush on the stone foundation, all in accordance with the detailed design. The reinforcement must be fitted in accordance with the design.

The connection system consists of 1No. J.J hook (type E) fitted to each end of the barrier which interlock, thus providing a 1 piece joining system for speed and safety of installation. J.J hooks are fixed to the reinforcement, thus providing continuous linkage thru' the barrier.

Trough between barriers to be filled with compacted soil or similar approved. Fill to be installed in layers not exceeding 250mm thick. (deflection modulus Ev2 45 to 70 MN/m<sup>2</sup>)

The barrier is placed as a free-standing construction.

Installation must be carried out in accordance with the test certificate and manufacturer's instructions to ensure that the specified impact level is achieved.

Reflectors can to be fitted as required after barrier installation.

Note - there is no requirement to seal the vertical joints between the barriers, however this can be done for aesthetic purposes.

Tested successfully by BAST pursuant EN 1317-2.	
Test	
Containment Level	H2
Working Width	W5
ASI value	B
Vehicle Intrusion	VI 3
Vehicle Intrusion $V_{ki}$	0.90m
Dynamic Deflection:	0.0m
Test length	56.00m
BAST Test no.	BAST/2002 7B 08/JF BAST/2002 7B 09/JF
EC Certificate of Conformity No: 0531-CPD-1317-0384	
System dimension L x W x H 3500x1650x850	

Project: Technical Data Sheet.

Sheet Size:

A4

Title: Type NJ 93HF (D.S) & 85/93HF (S.S)  
System Spengler PC Road Safety  
Barrier. (Trough filled) H2-W5-B-VI3

Drawing Scale:

1:20

Drawn By:

N.D.

Drawing No:

APC-142

Revision:

A

Date:

30-04-2018

Checked By:



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