

Foundation:

The dimensions as well as the quality of the material to be used are determined by the relevant requirements of the intended application. The barrier can be placed on surfaces such as concrete, asphalt and compacted & levelled hardcore, clause 804 or similar, with appropriate height and width. To be used as a bearing surface for double-sided concrete crash barriers.

Concrete Crash Barrier consisting of Concrete Barrier Sections.

The concrete crash barrier system described here is a system with a H1 impact level and W7 working width which has been tested in accordance with DIN EN 1317-2. It has also been tested by MIRA UK to containment levels N1 and N2 and working widths W3 and W5 respectively.

Reinforced C-35 concrete barriers (New Jersey shape), double-sided in accordance with BAST Test Ref. No's. 977E12, 987E05, 987E19, 987E20 and MIRA UK Test Ref. No's. 09-1022849 and 09-1022850, System SPENGLER Type 81-2 measuring 3500mm x 610mm x 810mm (L x B x H) for use as a free standing and permanent system without any backing. The installation must allow for perfectly aligned sections which are flush to the FOK surface level in accordance with the detailed design.

The connection system consists of 1No. J.J hook 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 welded to the reinforcement, thus providing continuous linkage thru' the barrier.

The suitability of the impact level of this barrier in accordance with DIN EN 1317-2 must be verified by an authorised test body (e.g. BAST / MIRA UK).

The reinforcement must be fitted in accordance with the design. See drg. No. APC-106.

The barrier is placed as a free-standing construction.

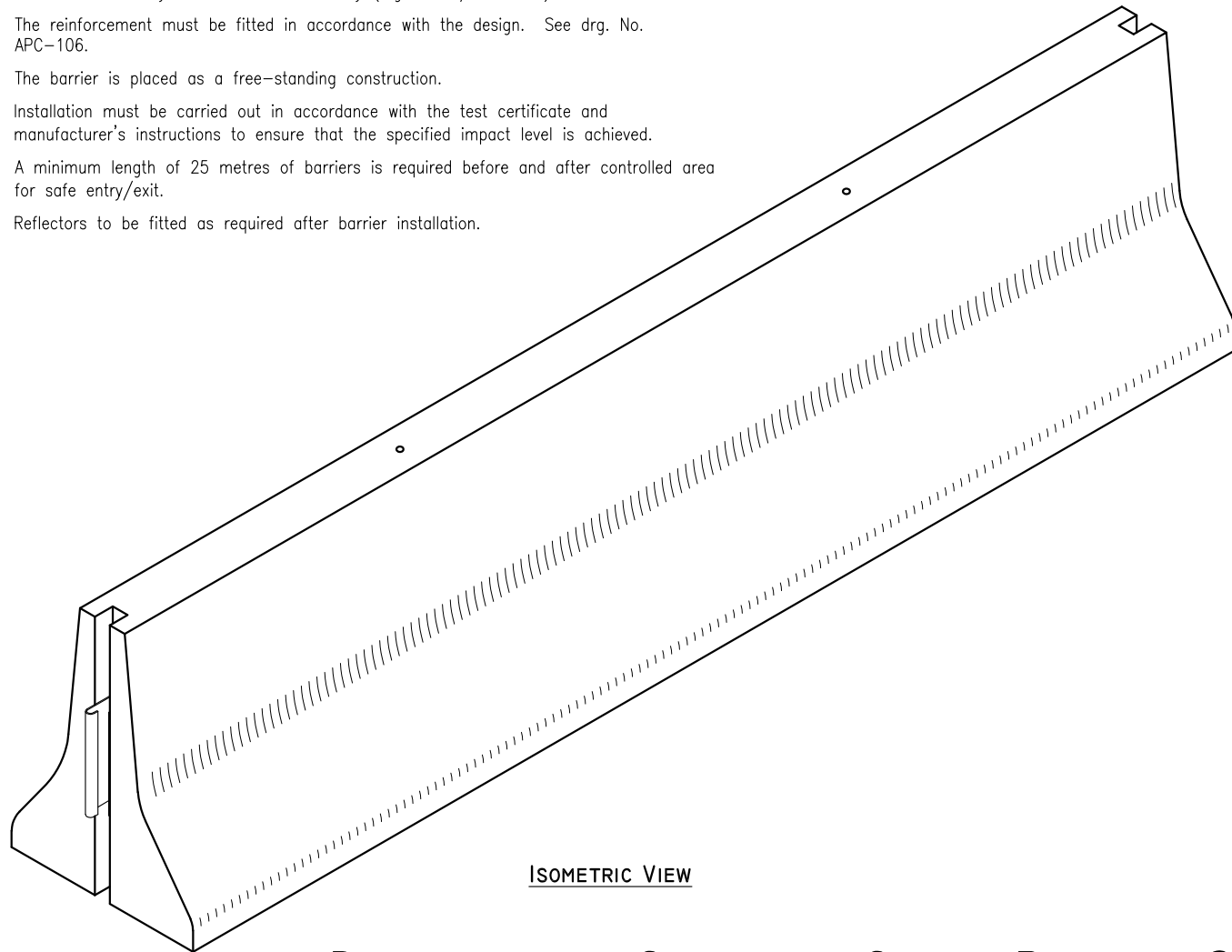
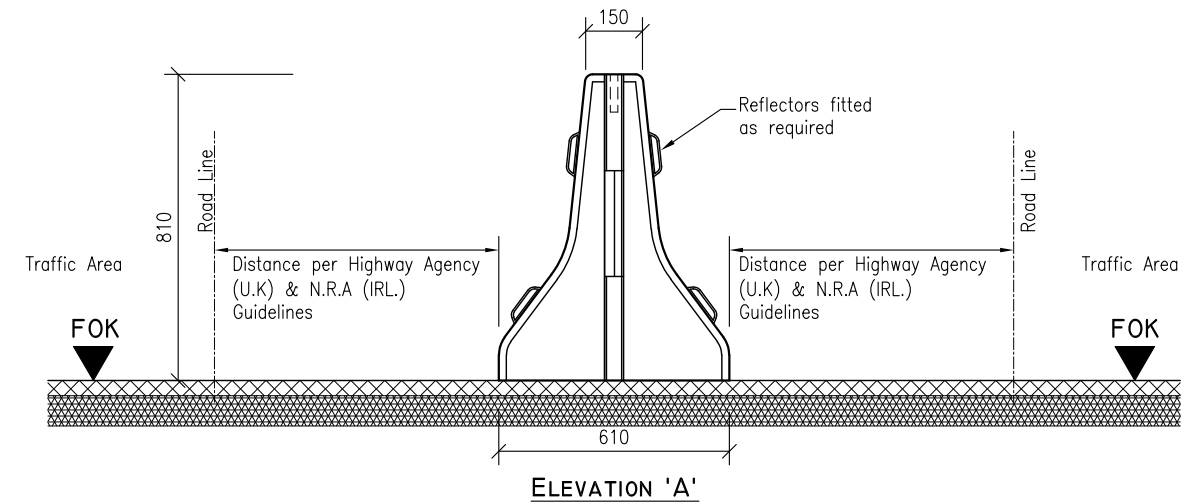
Installation must be carried out in accordance with the test certificate and manufacturer's instructions to ensure that the specified impact level is achieved.

A minimum length of 25 metres of barriers is required before and after controlled area for safe entry/exit.

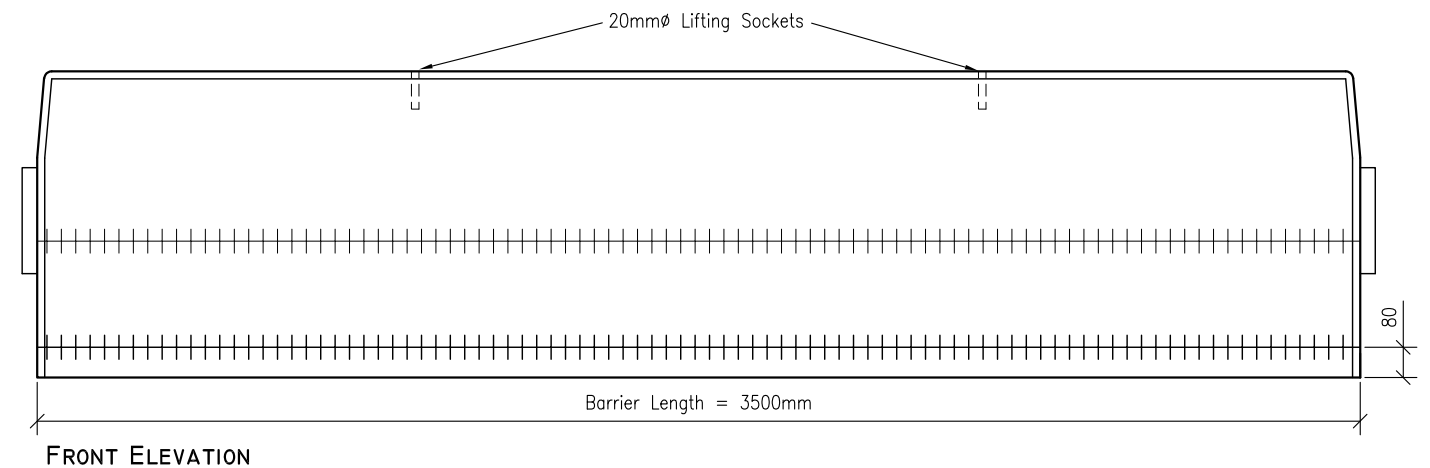
Reflectors to be fitted as required after barrier installation.

Tested successfully by the BAST and MIRA to DIN EN 1317-2

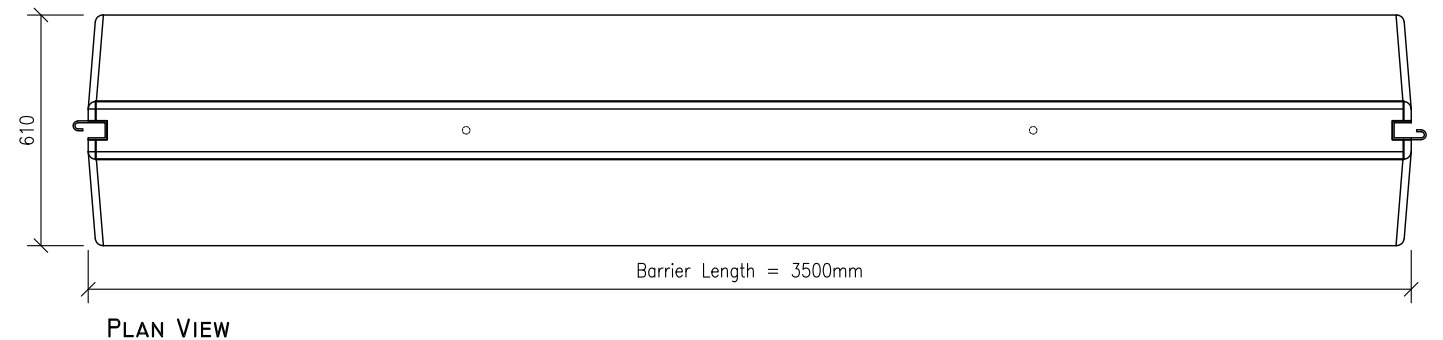
Test	BAST	MIRA
Containment Level	H1	N1 N2
Working Width	W7	W3 W5
ASI value	B	A C
Test length	77m	77m
Test no.	97 7E 12 -98 7E 20 98 7E 05 -98 7E 19	09-1022849 09-1022850
System dimension L x W x H	3500x610x810	



ISOMETRIC VIEW



FRONT ELEVATION



PLAN VIEW

DOUBLE-SIDED CONCRETE CRASH BARRIER SECTIONS WITHOUT BACKING (FREE - STANDING)

WEIGHT - 2.25T (APPROX)

- DO NOT SCALE USE FIGURED DIMENSIONS ONLY.
- ALL DIMENSIONS TO BE CHECKED ON SITE.
- A.P.C TO BE INFORMED OF ANY DISCREPANCIES BEFORE WORK PROCEEDS.

Revision:	Description:	Drawn By:	Date:
A	Redrawn.	J.E.M	30.11.10
B	Amendments to text.	N.D.	08.05.13
C	Title block amended	N.D.	14.07.15
D	UK address updated	N.D.	28.08.19

Project:	TECHNICAL DATA SHEET.
Title:	Type 81-2 System Spengler Precast Concrete Road Safety Barrier

Sheet Size:	A3
Drawing Scale:	1:20
Drawn By:	N.D.
Checked By:	

Drawing No:	Revision:	Date:
APC - 105	D	28-08-2019



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