

ASSEMBLY INSTRUCTIONS

for the vehicle barrier system

KREMSBARRIER 3 RH2

on artificial structures



Performance class in accordance with EN 1317-2:

Containment level:	H2
Impact severity level:	B
Working width:	W5

Production and sales:

voestalpine KREMS Finaltechnik GmbH

Schmidhüttenstraße 5, 3500 Krems, Austria

T.: +43/50304/14-670

F.: +43/50304/54-628

E-Mail: info.vasts@voestalpine.com

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Safety instructions

As working on vehicle barrier systems should generally be categorised as especially dangerous, such tasks should always be carried out under the supervision and instruction of applicably trained specialist personnel.

These assembly instructions assume that supervision and instruction is provided by such specialist personnel on-site.

All construction personnel must wear personal protective equipment in accordance with EC directive 89/686/EEC.

Proper use

The task of a vehicle barrier system is to restrain and redirect vehicles straying off of the carriageway and thereby minimise the consequences for passengers as well as for other road users and objects worthy of protection.

Note: Vehicle barrier systems are generally to be used only in situations where straying off of the carriageway is likely to result in more severe consequences for vehicles and their passengers as well as for third parties or objects worthy of protection than a collision with the barrier system.

Technical description of the vehicle barrier system

Performance class in accordance with ÖNORM, EN 1317-2:	
Containment level	H2
Impact severity level / ASI	B / 1.2
Working width / level	W5 / 1.5 m
Test length	56.00 m
System dimensions	
System width	492 mm
System height	870 mm
Bore depth	130 mm

Transport

The following points are to be observed when transporting components of the vehicle barrier systems:

- A regulation load securing system is to be made available.
- When transporting on salt-treated roads, the components must be transported on enclosed / tarpaulin-covered truck trailers.
- Avoid contact with other aggressive transported materials (e.g. residual chemicals on the loading space).
- The lifting gear is to be designed for a maximum package weight of 2.5 t.

Note: A proper load securing system must also be used when transporting equipment for installation of vehicle barrier systems.

Requirements for installation

The executing contractor (=installation firm) must have the professional aptitude and general qualifications for the undertaking of such installation work.

The installation firm must be in possession of the technical equipment required for the professional and proper undertaking of the installation work. This includes, in addition to a fleet of vehicles adapted for this type of work, especially the pile-driving equipment for the required post segments with adapted drive heads and guides as well as drilling equipment, impact screwdrivers, mandrels and measuring equipment, etc.

The installation firm must maintain all relevant national and international laws, regulations, directives, etc. and ensure that the required permits are available and have been submitted in good time.

The following must be checked by the installation firm prior to the start of installation

- Possible existing installations in the area of the anchoring must be assessed and correspondingly taken into consideration
- The suitability of the subgrade (soil class, sufficient bore depth, evenness, etc.) is to be checked.
- The definitive reference line must be marked for installation of the vehicle barrier system.
- The delivery of materials must be checked for correctness and completeness and complaints must be immediately forwarded to the supplier.
- It must be ensured that the building site is properly secured.

The customer is to be informed immediately in writing in the event that deviations are determined and the matter is to be clarified.

If components for the vehicle barrier system are to be intermediately stored, then the following warehouse conditions are to be fulfilled:

- The storage area must be capable of bearing the load and must be accessible with an HGV truck.
- Galvanised components may not be stored on tall, damp grass, in standing water or mud.
- The packages are to be stored in the original packaging on wooden slats with approximately 150 mm gap to the ground.
- The components should be stored at a slight angle, so that water can drain off.
- The formation of puddles (collection of moisture) is to be avoided.
- Foil used for purposes of securing the layers during transportation is to be removed.
- The storage area may not be treated with defrosting agents.

Long-term storage of bundled components outdoors is to be avoided.

Suitable subgrade (structure)

In the event of a vehicle impact, the vehicle barrier system and the vehicle itself transfers forces (nominal characteristic values) into the subgrade (structure). These forces are also dependent on the alignment of the barrier system to the structure.

The subgrade is considered suitable for the installation of the vehicle barrier system if the following conditions are fulfilled:

- Conduction of the characteristic values is ensured.
- Concrete strength minimum C25/30
- Reinforcement corresponds to the structural requirements
- Levelness of the surface in the area of anchorage:
maximum deviation 5 mm over 0.50 m batten length

Note: The vehicle barrier system can also be anchored on steel structures, if the conduction of aligned characteristic forces is correspondingly ensured. The alignment of anchoring for the

vehicle barrier system on steel constructions must always be agreed with the manufacturer.

Installation of the vehicle barrier system in accordance with data sheets C302/2 and C302/3 (see appendix)

It is not necessary to pre-assembly the vehicle barrier system components in the factory.

Due to the fact that the vehicle barrier system is not pre-stressed, the ambient temperature at the time of installation is irrelevant.

1. Establish anchoring

Each V140 base plate post is to be anchored in place with two concrete bolts TSM B16x190 in accordance with Data Sheet TSM 190 (see appendix).

It is recommended to position the bore holes for the anchoring pairs with the help of a drilling template, in order to ensure precise 240 mm spacing.

The bore holes are to be executed normally, to the installation surface. The bore depth amounts to 130 ± 3 mm. Using a drill stand attachment with depth gauge ensures that the bore holes are executed precisely.

The regulation centre distance of the anchoring pairs (= post spacing) amounts to 1,333 mm.

2. Offset V140 baseplate posts (plate posts)

The open ends of the post sections are to be aligned pointing away from the traffic.

It is to be ensured that the V140 baseplate posts are positioned within the anchoring groups so that the anchor sit centrally in the elongated hole of the baseplate. For each pair of anchors, a baseplate reinforcement is placed over the bore holes diameter 22 mm on the previously positioned concrete bolts TSM B16x190, thereby covering the elongated holes in the baseplate. The baseplate reinforcements as well as the posts are bolted in place to the specified torque with a washer 40x18x4 and a hexagon nut M18 FK 8 for each concrete bolt (see Fig. 1).

In the event of the usual transverse slopes from -2.5% to $+6\%$, the post is to be aligned normally to the installation surface (surface of the cap, supporting wall, etc.). The longitudinal gradient of the installation surface is generally disregarded.

Varying curb heights are to be taken into consideration in accordance with national regulations.



Figure 1



Figure 2

3. Install sliding profile S3

The sliding profile is to be bolted to each post with a clamping clip. In order to do so, a coach bolt M10x25 FK 4.6 is fed through the elongated hole 30x12 mm in the clamping clip and into the post. It is then fixed in place on the inside with a washer 11 and hexagon nut M10 FK 5.

The sliding profile is to be positioned so that its flanges are aligned between the clamping clip and post (see Fig. 2).

The sliding profiles are to be overlapped in the jointed area in accordance with the direction of traffic, so that vehicles cannot get caught up on them. The carriageway facing the respective slide profiles in the joint region (upper part) is indicated by drop-shaped holes and is additionally marked with \triangle on voestalpine crash barriers. Elongated holes in the sliding profile jointed area (lower part) indicate the end of the guard rail facing away from the traffic. The sliding profile joint is to be aligned, as seen from the direction of travel ~200 mm after the post centre line and secured in place with three coach bolts M16x35 FK 6.8.

It is to be ensured when tightening the hexagon nuts M16 FK 6 that the drop-shaped anti-twist protection for the bolt head is correctly positioned in the drop-shaped hole of the sliding profile. A washer 40x18x4 is to be aligned under each hexagon nut M16.

The clamping clip is to be aligned in the post axis with the long side down and subsequently the hexagon nut M10 FK5 is to be tightened.

By aligning the "sliding profile lowering S3 start" and the "sliding profile lowering S3 end" as viewed from the direction of traffic to the start and end of the sliding profile line, the required impact offset of ~200 mm is given and a regular sliding profile termination is achieved.

4. Install damping bracket S3

The damping bracket S3 is to be bolted in place to the post with two hexagon bolts M10 FK 4.6 (see Fig. 3). The two keyholes in the damping bracket must align with the two elongated holes 18x36 mm on the front face of the post section. The hexagon bolts M10x25 FK 4.6 are inserted through the pre-mounted washer 11 from the damping bracket, through the narrow side of the keyhole (narrow side up) and the elongated hole (see Fig. 4). A gusset plate 120x50x2 with two axially aligned bore holes 12 mm diameter is placed onto the two bolts M10 FK 4.6 on the inner side of the post and fixed in place with two hexagon nuts M10 FK 5 (see Fig. 5).



Figure 3



Figure 4



Figure 5

5. Install S3 guardrail (crash barrier)

The guardrails are to be overlapped in the jointed area in accordance with the direction of traffic, so that vehicles cannot get caught up on them. The carriageway facing the respective guard rail ends in the joint region (upper part) is indicated by drop-shaped holes and is additionally marked with \triangle on voestalpine crash barriers.

Elongated holes in the guard rail end jointed areas (lower part) indicate the side facing away from the traffic.

The guard rails are to be bolted to each damping bracket (every ~1.333 m) with two coach bolts M16 FK 6.8 so that the upper end of the guard rail is supported by the upper end and the central corrugation of the guard rail is supported by the lower end of the damping bracket. (see Fig. 6).



Figure 6

The guardrail joint is additionally secured with six coach bolts M16 FK 6.8. It is to be ensured when tightening the hexagon nuts M16 FK 6 that the drop-shaped anti-twist protection for the bolt head is correctly positioned in the drop-shaped hole of the guardrail. A washer 40x18x4 is to be aligned under each hexagon nut M16.

Coach bolts M16 FK 6.8 of lengths 30 and 40 mm are used. Coach bolt M16x40 is only to be used for bolting the damping brackets in the jointed area of the guard rails.

6. Shims

Generally, the vehicle barrier system should be installed so that shims are not required. However, if shims are required due to conditions on site, then the following points must be observed:

- The regulation centre distance of the posts is to be retained as far as possible.
- If the longitudinal elements have to be sawn, it is to be ensured that the cut is made clearly.

- The cut is to be executed so that the swarf cannot damage the hot-dip galvanised sections (risk of extraneous rust or damage to the coating).
- The burrs are to be removed and the cut area is to be protected against corrosion with cold-galvanizing paint in accordance with EN ISO 1461.
- The hole pattern for joining a shim must correspond to the regulation design and the gaps to the corners may not be smaller than those of the regulation design.
- Flame cutting is generally impermissible for installation work!

7. Torques for threaded connections

Thread / strength class	Torque	
	min.	max.
M10 / 4.6	10 Nm	17 Nm
M16 / 6.8	35 Nm	150 Nm
M18 / 8.8	80 Nm	330 Nm

It is to be ensured that a sufficiently large bearing surface is given in the clamped area for tightening unscheduled prestressed threaded connections when applying the above specified torques.

8. Dilating construction in the area of carriageway transitions

The dilating construction enables the absorption of temperature-related movement within the bridge structure.

The design of the dilating construction for the vehicle barrier system is dependent on the functionality of the barrier system and the amount of expansion to be accommodated (e.g. ± 100 mm). This is to be discussed with the manufacturer.

9. Conformity checks

The following checks are to be undertaken during the installation process and by way of final inspection:

- Correct alignment and bolting of the structural components
- Vertical gap between the barriers and upper edge of the tension bar and reference level
- Horizontal gap between the front edge of the protective barrier post and the respective reference line for the installation
- Continuous line of the longitudinal elements (protective barrier post, tension bar)

Suitable corrective measures are to be undertaken in the event of deviations outside the range of permissible tolerances.

It is to be checked that the system has been installed correctly in accordance with the installation instructions upon completion of the installation work and this should be documented in the acceptance certificate.

10. Clearing the construction site

All residual materials (including connecting devices), packaging and supporting timber, screw boxes, foil, packaging straps, etc. and any other rubbish must be removed from the site.

The construction site is subsequently to be swept clean.

Repairing the vehicle barrier system

All components which exhibit mechanical damage or deformation subsequent to an accident are to be replaced by new components. The installation of these components is to be undertaken in accordance with the installation instructions.

New connecting devices are generally to be used when repairing a vehicle barrier system.

Durability of corrosion protection

The vehicle barrier system's components are hot-dip galvanised in accordance with EN ISO 1461 to ensure its operational lifetime / durability of protection.

The duration of protection for galvanised coatings is defined under EN ISO 14713 and is essentially dependent on the thickness of the coating. Generally, it can be assumed that the zinc coating will erode continuously over the entire area. Due to the known effective macroclimatic corrosion load for roads, corrosion category C4, zinc corrosion amounting to 2.1 to 4.2 µm per year is to be expected. Therefore, calculating with the average zinc layer thickness of minimum 70 µm in accordance with EN ISO 1461, a protection duration of minimum 15 years is given.

Note: The above specified calculated duration of protection applies to macroclimatic effective corrosion loads only. Special macroclimatic conditions could lead to a reduced duration of protection.

Inspection and maintenance

Vehicle barrier systems manufactured by voestalpine Krems Finaltechnik GmbH are fundamentally maintenance free.

The vehicle barrier system is to be visually inspected as part of the continuous inspection trips carried out by the carriageway maintenance authority, however, this must be realised at least once per year, preferably after the winter season. In doing so, it is to be checked, among other things, that there are no deformed segments and that the bolting is correct.

Recycling / Disposal

Dismantled vehicle barrier systems or exchanged components replaced during the repair process are to be disposed of and recycled in accordance with statutory requirements. All vehicle barrier system components manufactured by voestalpine Krems Finaltechnik GmbH are 100% recyclable.

Packaging and other waste is to be recycled or disposed of in accordance with statutory requirements.

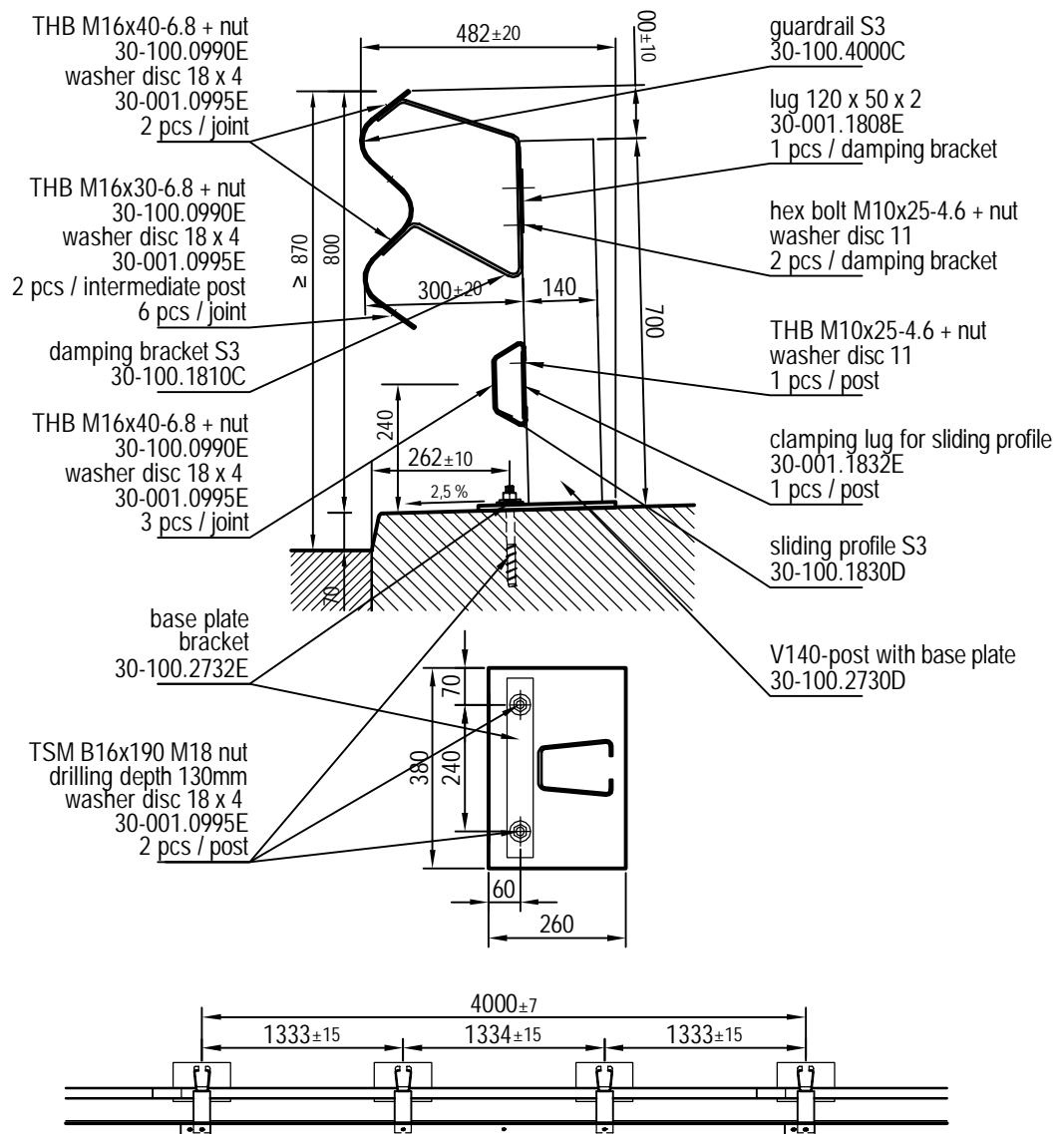
Vehicle barrier systems manufactured by voestalpine Krems Finaltechnik GmbH do not contain toxic or potentially hazardous materials.

SAFETY BARRIERS

KREMSBARRIER 3 RH2

Road Restraint System with lower guardrail on civil structures

product specification sheet C302/2



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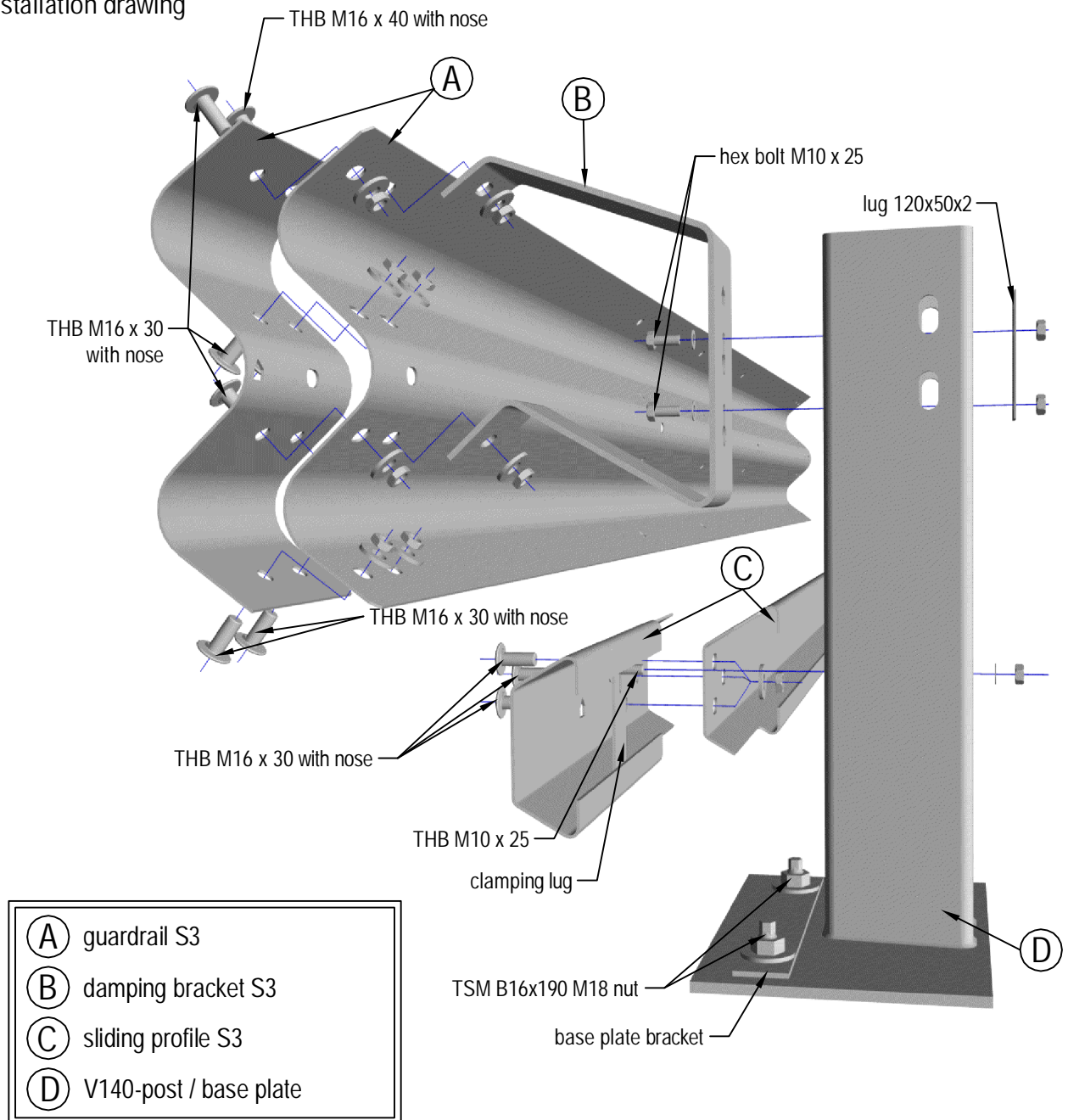
SAFETY BARRIERS

KREMSBARRIER 3 RH2

Road Restraint System with lower guardrail on civil structures

product specification sheet C302/3

installation drawing



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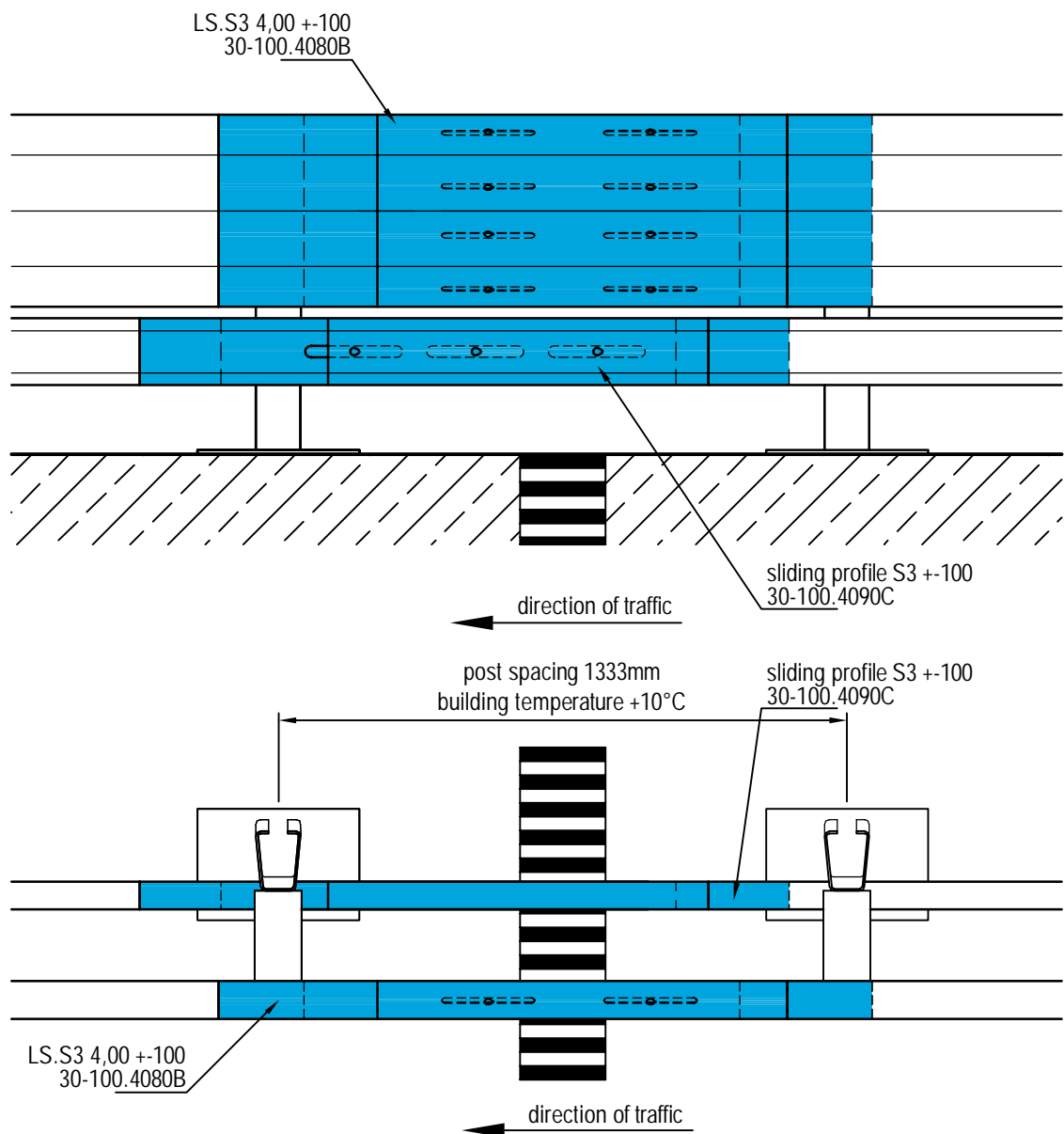
SAFETY BARRIERS

KREMSBARRIER 3 RH2

Road Restraint System with lower guardrail on civil structures

product specification sheet C302/5

dilatation +/-100



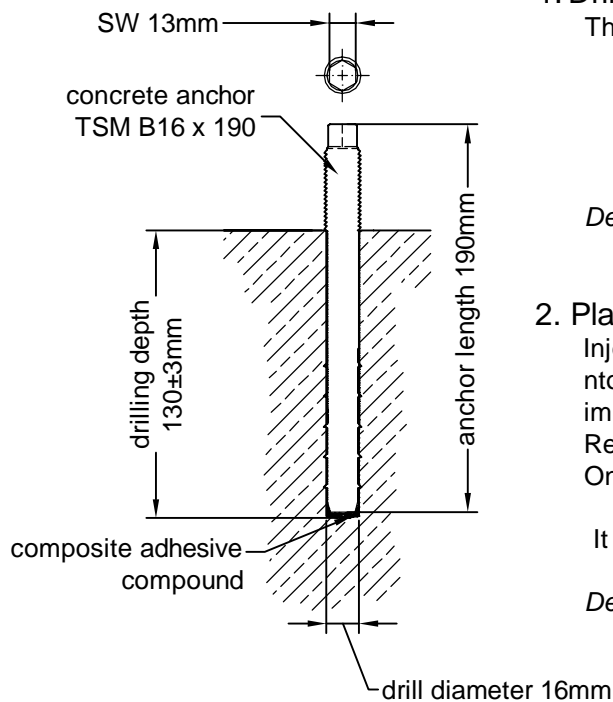
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SAFETY BARRIERS

CONCRETE ANCHOR TSM B16 x 190

Installation instruction

product specification sheet TSM 190



1. Drilling bore hole

The holes are normal to the mounting surface.

- drill diameter 16mm
- drill depth 130 ± 3 mm
- controlling the drilling depth
- to clean the drill hole

Details: The use of a drill rig with a depth stop ensures accurate production drilling.

2. Placing the anchor

Inject composite adhesive compound (Chemofast) into the drill hole. Turn in screw to a depth of 130 mm, using an impact driver until the compound mass oozes out of the drill hole. Remove redundant compound mass. One cartridge lasts for about 33 pc. concrete anchors.

It is mandatory to follow the guidelines stated on the cartridge.

Details: Contribute to the mass of the composite is a special required to press the cartridge matched.



drilling bore hole



inject the compound mass



screw the concrete anchor

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SAFETY BARRIERS

Parts list

KREMSBARRIER 3 RH2

Road Restraint System with lower guardrail on civil structures



Requirements for a field with a 4,00 m length

part	name of the item	weight [kg]	drawing- number	material / quality	corrosion protection
1	guardrail S3 4,00	61,72	30-100.4000-C	S355JO	acc. to EN ISO 1461
3	damping bracket S3	4,55	30-100.1810C	S235JR	acc. to EN ISO 1461
3	lug 120x40x2	0,10	30-001.1806E	S235JR	acc. to EN ISO 1461
3	V140-post S3/G 700	18,80	30-100.2730D	S355JR / S355	acc. to EN ISO 1461
3	base plate bracket	0,69	30-100.2732E	S235JR	acc. to EN ISO 1461
1	sliding section.S3 4,00 m	27,89	30-100.1830D	S235JR	acc. to EN ISO 1461
3	lug sliding profile	0,12	30-001.1832E	S235JR	acc. to EN ISO 1461
13	THB M16x30-6.8 with nose +nut	0,08	30-100.0990E	6.8	acc. to EN ISO 10684
2	THB M16x40-6.8 with nose +nut	0,10	30-100.0990E	5.6	acc. to EN ISO 10684
21	washer 40x18x4	0,03	30-001.0995E	100HV	acc. to EN ISO 10684
6	hex bolt M10x25-4.6 +nut	0,04	ISO 4018	4.6	acc. to EN ISO 10684
3	THB M10x25-4.6 +nut	0,04	DIN 603	4.6	acc. to EN ISO 10684
9	washer 11	0,00	ISO 7091	100HV	acc. to EN ISO 10684
6	anchor TSM B16 M18x190	0,27	-	10.9	TOGE-KORR
6	hex nut M18-8	0,04	DIN 934	8	acc. to EN ISO 10684

parts for dilatation

part	name of the item	weight [kg]	drawing- number	material / quality	corrosion protection
1	guardrail S3 ± 100	35,07	30-100.4080B	S355JO	acc. to EN ISO 1461
1	sliding section.S3 ± 100	13,07	30-100.4090C	S235JR	acc. to EN ISO 1461

07/2013