

Tertu's T40 now China certified

Tertu reports that its T40 guardrail is the first European steel-backed timber safety barrier to be certified to Chinese standard JTG B05-01 -2013 (level A)

The T40 barrier recently passed a crash-test programme at the Beijing Shenhua laboratory. This certification is an essential step for the development of the company's business in China, according to the French manufacturer, which will be at Intertraffic in Amsterdam this month.

The barrier system consists of two half-logs 22cm in diameter and either 2m or 4m long, reinforced at the back with a steel U-channel. The rails are mounted on an IPE 140 support with metal spacer. According to EN 1317 standard, the guardrail T40 offers a L2 double containment level N2 for passenger cars and H2 for heavy vehicles. To comply with Chinese regulations, the guardrail was tested with three vehicle types: a 10tonne bus launched at 60kph, a 10tonne truck, also launched at 60kph, and a 1.5tonne car at 100kph.

A first T40 crash barrier job was installed last December in Shandong province on the access road to Mount Tai Shan – a UNESCO World Heritage Site. These models of crash barriers are often used in scenic areas to reduce



A Beijing bus stop: Tertu's T40 guardrail recently stood up to a 10-tonne Chinese bus during certification tests

the visual impact of the barrier. Meanwhile, wood treatment ensures that the material offers a long service life to match that of the steel reinforcement.

Tertu said that the T40 system was tested in 2002 in France and has been successfully installed in other countries including Italy, Norway, Ireland, Czech Republic, the British Channel Island of Jersey, the Netherlands, Luxembourg, Belgium, Andorra, Israel, and of course France.

The current CE certified range offers 12 models, from containment level N1 to H2 covering working widths from W3 to W7.

The company has also partners or licensing arrangements in Chile, Brazil, New Zealand, Australia and South Korea. Half of the company's turnover last year came from overseas contracts.

Tertu
www.tertu.com

Rebloc narrows it down

Rebloc says that its barriers with narrow working widths and high containment levels provide the lowest dynamic deflection to ensure minimum movement during an accident.

As only limited space is available on a construction site, a low working width of the barrier is crucial. The aim is to maximise the room for traffic movement at the same time as construction operations. The working width of temporary barriers is determined by the width of the system plus its dynamic lateral movement in the event of an accident.

Rebloc's coupling without loose parts prevents unauthorised removal of the barrier elements and eliminates installation errors. The company says that quick and easy installation is possible regardless of the weather. It is possible to install up to 400m of barrier in one hour.

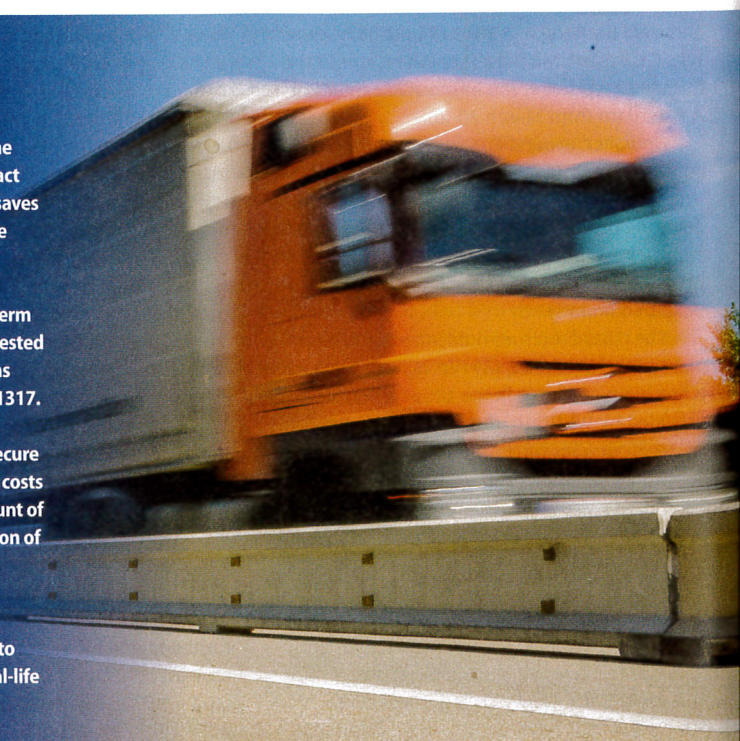
Restrictive traffic measures are reduced to a minimum, while at the same

time logistics are optimised due to the low weight of the barriers and compact truck-loading volumes. Fewer loads saves transportation time and money while minimising installation time and protecting the environment.

Rebloc also says that its temp2perm range of concrete barriers has been tested as temporary and permanent systems according to European Standard EN 1317. The main advantage is that the permanent barriers can be used to secure the road construction site. Transport costs are reduced effectively and the amount of handling is optimised. For the duration of the construction work, high-quality temporary barriers protect the construction site workers.

All Rebloc's products are tested to European Standard EN 1317 with real-life crash tests.

Rebloc
www.rebloc.com



All Rebloc's products are tested to European Standard EN 1317