

Moto Attenuatori

CORTEN CLASSE N2 BORDO LATERALE W3

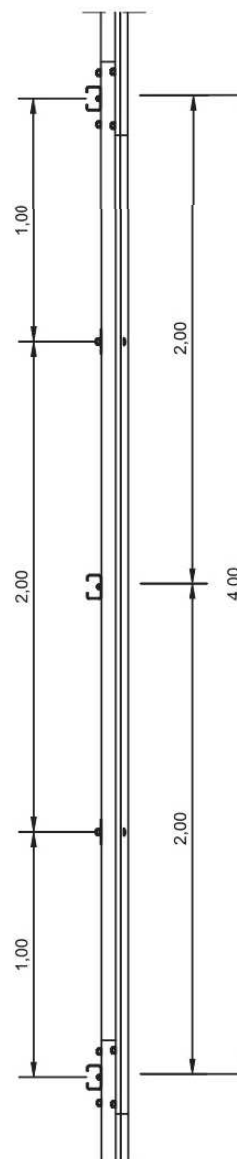
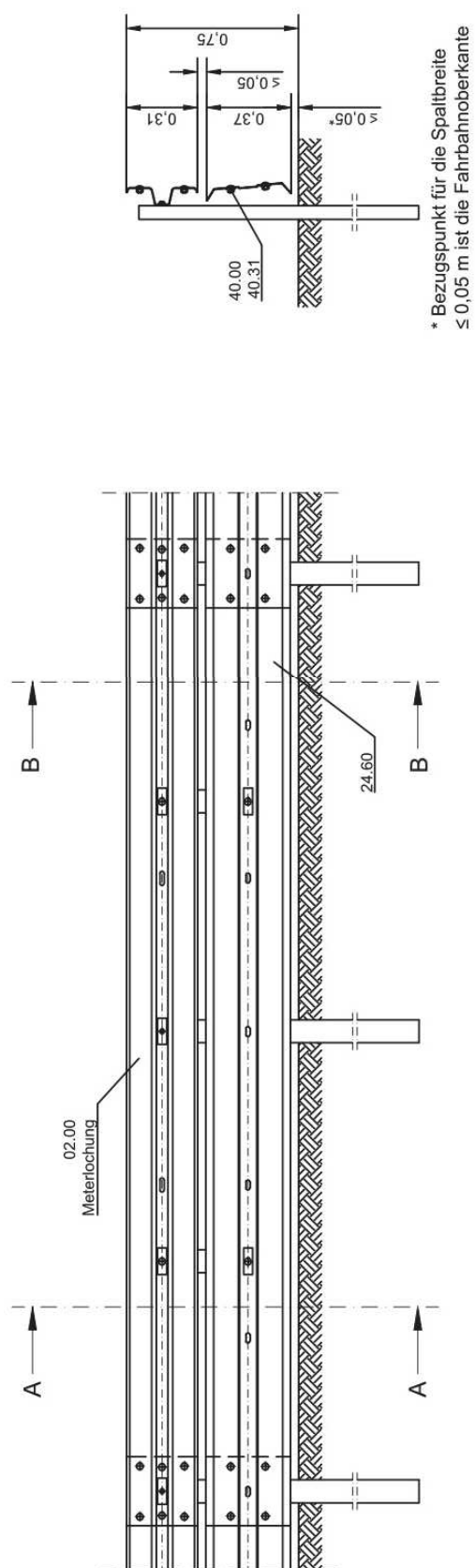
VERSIONE CON ATTENUATORE D'URTO MOTOCICLISTI



NUOVA VERSIONE
CON RIVESTIMENTO IN LEGNO



ACCIAIO	CORTEN B tipo S355J2W
CERTIFICAZIONE	CE
LARGHEZZA DI FUNZIONAMENTO N2	W3
ALTEZZA FUORI TERRA	73 cm
PROFONDITÀ DI INFISSIONE	102 cm
INGOMBRO TRASVERSALE	13,8 cm
INTERASSE PALI	200 cm
ESTENSIONE BARRIERA TESTATA	72 ml terminali inclusi
DIMENSIONI PALO	C100 x 60 x 25 x 1650 mm



ASSEMBLY INSTRUCTION of MPS



MPS Fixture bracket (24.70) to be fixed to the barrier at hole 1.00 m and 3.00 m (barrier with 1 m punching necessary).

1 pc. HRK M16x45, 4.6 with nut (40.01) and washer 18 (40.30) and butt plate for M16 (10.00), torque: min. 70 Nm.



Backside



Foreside

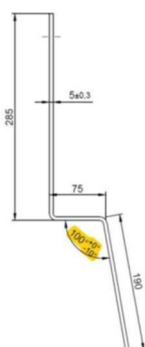
Connect fixture bracket to MPS beam with 1 HRK M16x40, 4.6 with nut (40.01) and washer 18 (40.30) and butt plate M16 (10.00)

Torque min. 70 Nm

The basis for the distance to the edge of the roadway is the leading edge of the barrier.



The installation height of the MPS beam is adjusted by means of the slot hole in the bracket in the way that the distances between the barrier and the MPS beam as well as between the MPS band the top of the roadway is maximum 5 cm.



Due to the design of radius beams it can appear, that there are deviations from the standard size.

In radiuses < 30 m, it can be necessary to adjust the inclination of the MPS fixture bracket.

For radiuses between 15 and 25 m, prefabricated radius beams shall be used. Radiuses < 15 m shall be used as engineering solutions only in justified exceptional cases.

ISTRUZIONI DI MONTAGGIO DEL SISTEMA DI PROTEZIONE MOTOCICLISTI (MPS)



La staffa di fissaggio MPS (24.70) deve essere fissata alla barriera ai fori 1.00 m e 3.00 m (necessaria la barriera con punzonatura 1m).
1 bullone HRK M16x45, 4.6 con dado (40.01) e rondella 18 (40.30) e piastrina M16 (10.00), serraggio: min. 70 Nm.



Retro



Fronte

Collegare la staffa di fissaggio al nastro protezione motociclisti con 1 bullone HRK M16x40, 4.6 con dado (40.01) e rondella 18 (40.30) e piastrina M16 (10.00) Serraggio minimo 70 Nm
La base per la distanza dal bordo della carreggiata è il bordo d'attacco della barriera.



L'altezza d'installazione del nastro protezione motociclisti è regolata tramite l'asola della staffa in modo che la distanza tra la barriera e il nastro MPS, nonché tra la fascia MPS e la parte superiore della carreggiata sia massimo 5 cm.



A causa del design dei nastri calandrati può sembrare che ci siano deviazioni della dimensione standard. In raggi < 30 m può essere necessario regolare l'inclinazione della staffa di fissaggio MPS.
Per raggi tra 15 e 25 m, devono essere utilizzati nastri calandrati prefabbricati. Raggi < 15 m devono essere utilizzati come soluzioni ingegneristiche solo in casi eccezionali giustificati.

PASSCO L1 MPS - Notes for installation:**Structural parts**

The C-posts are mounted with the closed side parallel to the traffic direction. The longitudinal barriers are fixed to the C-posts. The safety barriers must overlap in direction of traffic.

For more details on system assembly, see the assembly table of passco L1.

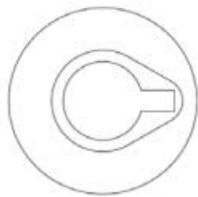
Fixture

Required bolts:

- Hexagon bolt M16 x45 8.8 with nut and washer 18 for connecting the safety barrier with the posts.
- Half-round head bolt with nose M16x27 4.6 with nut and washer 18 for connection of the safety barrier joints.
- Only hot-dip galvanized bolts may be used. The specified strength classes 4.6 and 8.8 must neither be exceeded nor fallen below.

The bolting material which has already been installed may not be reused.

The bolts must be placed vertically in the structural parts and need to be tightened properly. When bolting together the safety barriers, it must be ensured that the nose of the HRK bolt is placed properly into the tip of the drop hole of the barrier.



The following minimum tightening torques must be observed:

Bolt M16: min. 70 Nm

It is recommended to use an impact wrench adjustable to the respective torque. Further details on the screw connection can be found in the assembly table.

PASSCO L1 MPS - Note per l'installazione:**Componenti strutturali**

I pali a C vengono montati con la parte chiusa parallela alla direzione del traffico. Le barriere longitudinali vengono fissate ai pali-C. Le barriere di sicurezza devono sovrapporsi nella direzione del traffico.

Per maggiori dettagli sull' assemblaggio del sistema, guardare la tavola di montaggio Passco L1.

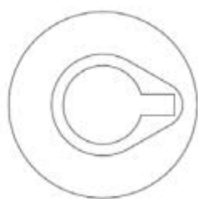
Fissaggio

Bulloni richiesti:

- Bullone esagonale M16 x45 8.8 con dado e rondella 18 per collegare la barriera di sicurezza ai pali.
- Bullone a testa semicircolare M16x27 4.6 con dado e rondella 18 per collegare i giunti della barriera di sicurezza.
- Devono essere utilizzati unicamente bulloni zincati a caldo. Le classi di resistenza specifiche 4.6 e 8.8 non devono ne eccedere ne scendere al di sotto.

Il materiale di fissaggio che è già stato installato non può essere riutilizzato.

I bulloni nelle parti strutturali devono essere posizionati verticalmente e devono essere fissati appropriatamente. Quando le barriere di sicurezza si fissano insieme, è necessario assicurarsi che la testa del bullone sia posizionata appropriatamente all'interno del foro della barriera.



Deve'essere rispettata la seguente coppia di serraggio minima:

Bullone M16: min. 70 Nm

Si raccomanda di utilizzare un avvitatore ad impulsi regolabile al rispettivo serraggio. Maggiori informazioni sul collegamento delle viti possono essere trovate nella tavola di montaggio.

Declaration of Performance

Product type No. VRS L1-N2-ES-2.00-MPS

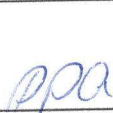
according to Construction Products Regulation Nr. 305/2011

Identification code:	passco L1 N2-A-W3 (ES 2.00) MPS
Serial number:	passco L1 (ES 2.00) MPS
Intended use:	The Vehicle Restraint System passco L1 N2-A-W3 (ES 2.00) MPS is a roadside safety barrier with motorcycle protection with normal containment to be used on verges.
Placed on the Market by:	PASS+CO INTERNATIONAL GmbH Grube Neue Haardt 8 57076 Siegen/Germany
Manufacturer of parts/elements:	Code format PL1
System of assessment and verification of constancy of performance:	System 1
Harmonized Standard:	EN 1317-5:2007+A2:2012 + AC:2012
Notified Body:	TZUS Prag Prosecká 811/76a 190 00 Prag 9 – Prosek, CZ
EU Identification number:	1020
Ref. No. of Certificate of Constancy of Performance:	1020-CPR-090-037737

Declared performance:	
<u>Essential characteristics</u>	<u>Performance</u>
Containment level:	N2
Impact severity:	A
Normalised working width N2:	$W_N = 0,9 \text{ m (W3)}$
Normalised dynamic deflection N2:	$D_N = 0,7 \text{ m}$
Resistance to snow removal:	NPD
Durability:	S 355 JR galvanized acc. to EN ISO 1461. The expected working life span of the VRS is 25 years. The real life span, however, depends on parameters on which the manufacturer has no influence.
Assembly conditions:	1.) The assembly must follow the assembly manual of PASS+CO. 2.) Only completely installed VRS may be put into operation.

The manufacturer hereby declares that the performance of product No. VRS L1-N2-ES-2.00-MPS is in conformity with the declared performance in this declaration.

Signed for and on behalf of the manufacturer by:

 PASS+CO® INTERNATIONAL GMBH Grube Neue Haardt 8 57076 Siegen	Siegen, 14.06.2022 (place and date of issue)
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Dichiarazione di prestazione

Tipo di prodotto No. VRS L1-N2-ES-2.00-MPS

secondo Regolamentazione prodotti da costruzione Nr: 305/2011

Codice identificativo:	passco L1 N2-A-W3 (ES 2.00) MPS
Numero seriale:	passco L1 (ES 2.00) MPS
Uso previsto:	Il Sistema di ritenuta del veicolo (SRV) passco L1 N2-A-W3 (ES 2.00) MPS è una barriera di sicurezza stradale con protezione motociclista con normale contenimento da utilizzare su banchina.
Posizionato sul mercato da:	PASS+CO INTERNATIONAL GmbH Grube Neue Haardt 8 57076 Siegen/Germania
Produttore delle componenti/elementi:	Formato codice PL1
Sistema di assestamento e verifica di costanza della prestazione:	Sistema 1
Standard armonizzato:	EN 1317-5:2007 + A2:2012 + AC:2012
Corpo notificato:	TZUS Prag Proseckà 811/76a 190 00 Prag 9- Prosek, CZ
Numero d'identificazione UE:	1020
Rif. del certificato di costanza della prestazione:	1020-CPR-090-037737
Prestazione dichiarata:	
<u>Caratteristiche essenziali</u>	<u>Prestazione</u>
Livello di contenimento:	N2
Severità d'urto:	A
Larghezza di lavoro normalizzata N2:	$W_N=0,9$ m (W3)
Deflessione N2:	$D_N=0,7$ m
Resistenza rimozione neve:	NPD
Durabilità:	S 355 JR, zincato secondo EN ISO 1461. L'aspettativa di durabilità di SRV è di 25 anni. La vera durabilità dipende, comunque da parametri su cui il produttore non ha alcuna influenza.
Condizioni di assemblaggio:	1.) L'assemblaggio deve seguire il Manuale d'installazione PASS+CO. 2.) Solo SRV completamente installati possono essere messi in funzione.
Con la presente, il produttore dichiara che la prestazione del prodotto No. VRS L1-N2-ES-2.00-MPS è conforme alle prestazioni dichiarate in questa dichiarazione.	
Firma per e per conto del produttore da:	
	Siegen, 14.06.2022
J.M. Hiekmann (General Manager)	(Luogo e data emissione)



® TECHNICKÝ A ZKUŠEBNÍ ÚSTAV STAVEBNÍ PRAHA, s.p.
Technical and Test Institute for Construction Prague, S0E

Akreditovaná zkušební laboratoř, Autorizovaná osoba, Notifikovaná osoba, Oznámený subjekt, Subjekt pro technické posuzování, Certifikační orgán, Inspekční orgán • Accredited Testing Laboratory, Authorized Body, Notified Body, Technical Assessment Body, Certification Body, Inspection Body • Prosecká 811/76a, 190 00 Praha 9 - Prosek, Czech Republic

Notified Body 1020

CERTIFICATE OF CONSTANCY OF PERFORMANCE

No. 1020 – CPR – 090-037737

In compliance with Regulation 305/2011/EU of the European Parliament and of the Council of 9 March 2011 (the Construction Products Regulation or CPR), this certificate applies to the construction product:

ROAD RESTRAINT SYSTEM

variant : road steel safety barrier one-sided with MPS
type: **Passco N2-A-W3 (ES 2.00) MPS**

Level of restraint	N2
Impact intensity	A
Normalised working width	W3
Normalised vehicle intrusion	NPD
Snow removal	NPD

An integral part of this certificate is annex where are specified modifications of road restraint system passco N2-A-W3 (ES 2.00) MPS.

placed on the market under the name or trade mark of

PASS+CO INTERNATIONAL GmbH

Identification No.: DE811750759

Address: Grube Neue Haardt 8, 57076 Siegen, Germany

and produced in the manufacturing plant

Zakład Produkcyjny LINDEM Sp. z o.o.

Identification No.: NIP: 899-27-52-812

Address: ul. Partyzantów 4, 42-300 Myszków/Poland

This certificate attests that all provisions concerning the assessment and verification of constancy of performance described in Annex ZA of the standard

EN 1317-5:2007+A2:2012/AC:2012

under system 1 for the performance set out in this certificate are applied and that the factory production control conducted by the manufacturer is assessed to ensure the

constancy of performance of the construction product.

This certificate was first issued on 14.02.2017 and will remain valid as long as neither the harmonised standard, the construction product, the AVCP methods nor the manufacturing conditions in the plant are modified significantly, unless suspended or withdrawn by the notified product certification body.

The stamp of the Notified Body 1020
Prague, 16 July 2020




Martin Pešek

Deputy Manager of the Notified Body

Annex to certificate No. 1020 – CPR – 090-037737

List of modification system
Passco N2-A-W3 (ES 2.00) MPS

Modification 1: Equivalent usage of Profile A and Profile B

An equivalent usage of side beam "passco A-Profile material thickness 2,5 mm steel grade S355JR" and side beam "passco B-Profile material thickness 2,5 mm steel grade S355JR" is possible for the above mentioned product.

Modification 2: Exchange of components

The geometrically equivalent side beams A/B Profiles (according to drawing RAL-RG 620 L1.1-101 and L1.1-102 respectively, dated 03/2010) are with the corresponding "passco A/B-Profiles" (according to drawing passco 2.1.4 and passco 2.1.1 respectively, dated 13.12.2011) interchangeable.

Modification 3: Equivalence of unalloyed structural steel S355JR and weather resistant structural steel COR-TEN B S355J2W/J0WP

The mechanical properties of the weather resistant structural steel hardly differ from similar unalloyed structural steels. Equivalent usage of unalloyed structural steel S355JR and weather resistant structural steel COR-TEN B S355J2W/J0WP is possible for the above mentioned product.

Modification 4: Possible use of band galvanizing

The replacement of zinc coating applied on pieces through galvanizing according EN ISO 1461, with band galvanizing according to EN 10346 is possible for side beam A-Profile (RAL Part-No. 001.00) and B-Profile (RAL Part-No. 002.00) and for side beam "passco A-Profile" and "passco B-Profile" (material thickness 2.5 mm steel grade S355JR). This is valid to continuously hot-dip coated steel band corrosion protection systems with zinc (Z) (according to EN 10346-S250GD + 2600 NAC) and with zinc-aluminum (ZA) (according to EN 10346-S250GD and 24300 and 24600-NAC).

Modification 5: Equivalent usage of MPS beam type "passco 2.1.0.1"

An equivalent usage of MPS beam "passco 2.1.0.1" thickness 1,5 mm steel grade S355 is possible for the above-mentioned product.

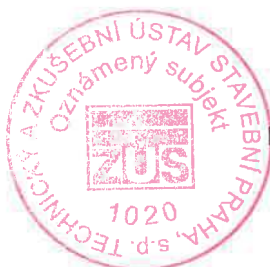
Modification 6: Exchange of beam thickness

An equivalent of MPS beam thickness 2,0 steel grade S235 is possible for the above mentioned product.

Modification 7: Exchange of beam AF profile

An equivalent of beam AF profile, S235/S355 with thickness 3,0/2,5 mm, and with bolts TRCO 16x30, 5.8 is possible for the above-mentioned product.

The stamp of the Notified Body 1020
Prague, 16 July 2020




Martin Pešek
Deputy Manager of the Notified Body