

Kapacitetklasser

Kapacitetklasserna bestäms utefter ett eller två tester (se EN 1317-2 tabell 1).

	Kapacitetklass		Godkännandeprövning
Låg kapacitet	T1		TB 21
	T2		TB 22
	T3 ¹⁾		TB 21 and TB 41
Normal kapacitet	N1		TB 31
	2)	N2	TB 11 and TB 32
Hög kapacitet	H1	L1 ³⁾	TB 11 and TB 42 and TB 32
	H2	L2 ³⁾	TB 11 and TB 51 and TB 32
	H3	L3 ³⁾	TB 11 and TB 61 and TB 32
Mycket hög kapacitet	H4a	L4a ³⁾	TB 11 and TB 71 and TB 32
	H4b	L4b ³⁾	TB 11 and TB 81 and TB 32

Anmärkningar på nedgradering av kapacitetklass

1) N1 och N2 inkluderar inte T3

2) H1 -H4b inkluderar inte N2

3) Containment levels L1 to L4b are supplemented with acceptance test TB 32 compared to H1 to H4b.

EN 1317-2 table 2: Containment levels [2]

Impact severity

The vehicle occupant impact severity assessment indices ASI and THIV shall conform to the requirements of EN 1317-2 table 3.

Impact severity level	Index values	
	E -	E i d
	E -	
C	E -	

EN 1317-2 table 3: Impact severity levels [2]

Arbetsbredd

Arbetsbredden beskriver vilket utrymme anordningen behöver.

Arbetsbreddklasser	Arbetsbreddsnivåer (m)
W1	$W_N \leq 0,6$
W2	$W_N \leq 0,8$
W3	$W_N \leq 1,0$
W4	$W_N \leq 1,3$
W5	$W_N \leq 1,7$
W6	$W_N \leq 2,1$
W7	$W_N \leq 2,5$
W8	$W_N \leq 3,5$

- ▶ Anmärkning 1: En klass av arbetsbreddsnivåer som är mindre än W1 kan anges.
- ▶ Anmärkning 2: The dynamic deflection and the working width allow determination of the conditions for installation of each safety barrier and also to define the distances to be provided in front of obstacles to permit the system to perform satisfactorily.
- ▶ Anmärkning 3: The deformation will depend on both the type of system and the impact test characteristics.

EN 1317-2 table 4: Levels of normalized working width [2]

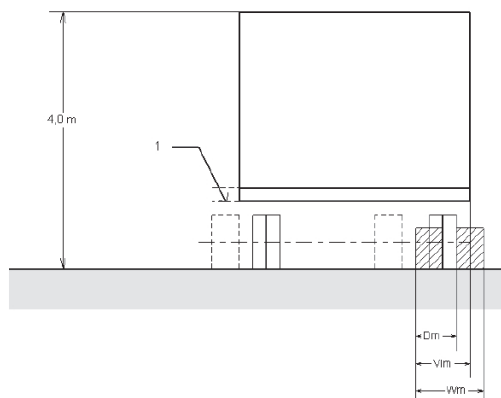
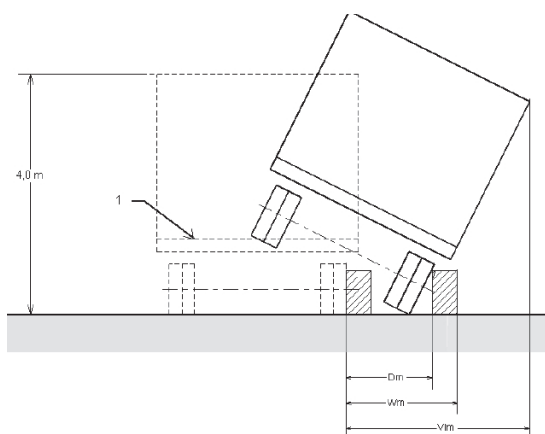
Vehicle Intrusion

The vehicle intrusion (V_{Im}) of the Heavy Goods Vehicle (HGV) is its maximum dynamic lateral position from the undeformed traffic side of the barrier; it shall be evaluated from high speed photographic or video recordings, in consideration of a notional load having the width and length of the vehicle platform and a total height of 4 m. The V_{Im} shall be evaluated by measuring the position and angle of the vehicle platform and assuming the notional load stays undeformed and rectangular

to the vehicle platform or by using test vehicles with the notional load.

The vehicle intrusion (V_{Im}) of a bus is its maximum dynamic lateral position; it shall be evaluated from high speed photographic or video recordings.

The vehicle intrusion is normalised in 9 levels and is specified in the classes VI1 to VI9.



Calculation bases of vehicle intrusion at different overhang angles of the vehicle

Classes of normalised vehicle intrusion levels	Levels of normalised vehicle intrusion [m]
V11	$V_{IN} \leq 0,6$
V12	$V_{IN} \leq 0,8$
V13	$V_{IN} \leq 1,0$
V14	$V_{IN} \leq 1,3$
V15	$V_{IN} \leq 1,7$
V16	$V_{IN} \leq 2,1$
V17	$V_{IN} \leq 2,5$
V18	$V_{IN} \leq 3,5$
V19	$V_{IN} \geq 3,5$

- ▶ Anmärkning 1: In specific cases, a class of vehicle intrusion level less than V11 may be specified.
- ▶ Anmärkning 2: The dynamic deflection, the working width and the vehicle intrusion allow determination of the conditions for installation of each safety barrier and also to define the distances to be provided in front of obstacles.

EN 1317-2 Tabell 5 – Levels of normalised vehicle intrusion [2]

Övrig information

Det här utdraget från EN 1317-1 och -2 omfattar inte hela innehållet i standarden, det exemplifierar bara ett par av dess delar. Vid tvivel gäller den senaste versionen av den fullständiga standarden.

Standarder och direktiv

- ▶ [1] EN 1317-1: 2010 Road restraint systems, Terminology and general criteria for test methods
- ▶ [2] EN 1317-2: 2011 Road restraint systems, Performance classes, impact test acceptance criteria and test methods for safety

Tillämpningsbara dokument

- ▶ Allmän information
- ▶ Produktinformation

Internet

- ▶ För detaljerad information, bilder och videoklipp av kraschtest, besök www.deltabloc.com



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