

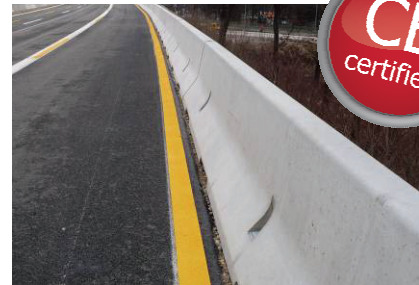
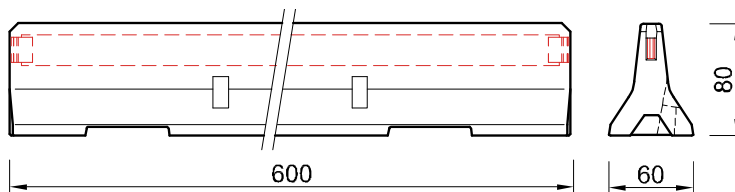
ultimate safety – little displacement

				L1	L2	L3	L4a	L4b	
T1	T2	T3	N1	N2	H1	H2	H3	H4a	H4b

The DB 80F was developed specifically for restricted spaces. Due to the anchoring in the underground any displacement in case of impact is reduced to a minimum. The flexibility of the anchoring and the construction of the concrete safety barrier contribute to substantially reduce the risk of injury in accidents of motorcars.

Essential characteristics:

- ▶ high restraint safety (H2)
- ▶ little working width (W3)
- ▶ good passenger safety (ASI B)
- ▶ low maintenance costs
- ▶ usable as temporary safety system without anchoring (T3/W2/ASI A)



## Technical specifications

<b>Concrete qualities</b>	frost and de-icing salt resistant (according to specific national requirements)
<b>Coupling</b>	patented coupling system, hot-dip galvanised
<b>Tension bar</b>	patented steel tension bar, hot-dip galvanised
<b>Special lengths</b>	on request
<b>Accessories</b>	tested reflectors, traffic sign mounts, butt joint inserts ...
<b>Curve radii</b>	6m elements: $r \geq 120m^*$ * smaller radii available on request
<b>Misc.</b>	Use of butt joint inserts to minimise displacement in case of impact  Anchoring for each element: 2x steel piles

## Test results according to EN 1317-2

Type	DB 80F	DB 80F	DB 80F
<b>Element length</b>	6m	6m	6m
<b>Containment level</b>	H2	T3	T1
<b>Working width</b>	W3	W2	W1
<b>ASI</b>	B	A	A
<b>Tension bar</b>	K180	K180	K180
<b>Installation method</b>			
<b>System height</b>	80cm	80cm	80cm
<b>System width</b>	60cm	60cm	60cm
<b>Working width</b>	0,9m	0,7m	0,6m
<b>Tested system length</b>	60m	72m	72m
		(without terminal elements)	
<b>Terminal anchoring</b>	yes	no	no
<b>Anchoring in underground</b>	yes	no	no
<b>CE certification</b>	yes	not required	not required

## Key facts

Standard DB 80F / 6m K180	Tension bar	Weight	l / w / h
	K180	3120kg	600 / 60 / 80cm