

The dilatation elements must be checked for cracks and damage and replaced if necessary. Replace / exchange the dilatation elements ensuring that the precise pre-set gap length X between the expansion joint elements remains – this was / should be provided by the original project contractor. The functionality of the expansion-joint coupling must also be checked and inspected after a collision. If the expansion-joint coupling does not expand / contract to the predefined parameters (temperature change elongation / contraction), the expansion-joint coupling must be repaired / replaced to achieve correct functionality.

4. Bridge Parapet / Bridge Structure

Depending on the severity of the impact of a heavy vehicle into the bridge safety barrier system the bridge parapet / bridge structure must be inspected by the appropriate contractor/ bridge design engineer.

5. Durability

Concrete C30/37 is used in the REBLOC[®] vehicle restraint system, the concrete cover is as indicated by EN 13369 / EN 1992-1-1. The concrete exposure class is dictated by the climate and local environmental conditions.

In the temperate zone, where the application of thawing salt occurs in the winter season the concrete class XF4 according to EN 206 is applied.

All exposed steel parts, in particular the connection coupling, are hot-dipped galvanized in accordance with EN ISO 1461. Climate and environmental-related requirements of the construction site are considered as de-icing salt is used in the temperate zone. Here the climate and environment-related requirements of the installation location are taken into account, which in the temperate zone applies to the use of road salt according to the above specifications.

In accordance with the evaluation methods EN ISO 1461 and EN 206-1 REBLOC[®] Concrete Barriers can be considered to have a life cycle of twenty-five years in minimum depending on the weather and environmental conditions.

6. Environmental Recycling

The disposal of a REBLOC[®] Concrete Barriers unit should incorporate all appropriate recycling principles. The steel parts (reinforcement, tension bars and connecting coupling) of the barrier should be mechanically separated from the concrete. Each material type being environmentally recycled through approved recycling companies.

There are no regulated substances within the REBLOC[®] road restraint system.

7. Applicable documents

Datasheet REBLOC RB100SF_8_H4b/W4

Datasheet REBLOC RB100SFS_8_H4b/W5

Datasheets special elements to the corresponding systems

Installation instructions REBLOC RB100SF_8_H4b/W4

Installation instructions REBLOC RB100SFS_8_H4b/W5