

## MAINTENANCE MANUAL

# REBLOC<sup>®</sup> ROAD RESTRAINT SYSTEMS

For asphalt embedded systems:

REBLOC RB84XEAL\_8\_H2/W1



## 1. General

The REBLOC<sup>®</sup> road restraint system is very maintenance friendly. There are no loose parts and accessories required, and the connecting coupling is integrated into the element. For the same reason the REBLOC<sup>®</sup> system provides maximum safety against vandalism. In general no regular maintenance work is required.

Maintenance work may be necessary after the occurrence of a vehicle(s) impact. Depending on the severity of the impact between the vehicle(s) and the REBLOC<sup>®</sup> safety barrier there are various scenarios:

- 1) If there are just scratches and / or abrasion marks visible but no cracks and no deflection of the system no maintenance / repair works is necessary. The embedding or existing connections to the concrete barrier must be checked for damage and if necessary to be redeveloped professionally considering the assembly instructions, or restored in the original condition to ensure the full performance of the system.
- 2) If there is no damage / crack formation visible, nevertheless the system has been displaced, it is necessary to replace the effected barriers in their original location and restore the embedding professionally considering clause 1.
- 3) If there are cracks with a width > 0,2 mm or parts of the reinforcement exposed because of concrete spalling the functionality of the barrier is ensured. Nevertheless to ensure long term performance the affected barriers must be replaced or refurbished.
- 4) When there are severe cracks and / or severe concrete spalling and / or damage / deformations are visible to the connection coupling, so that the barrier system functionality can no longer be guaranteed, the effected safety barriers elements must immediately be replaced.
- 5) In the case of the RB84XEAL\_8 it must be additionally checked after an impact, if damages appear in the area of the tongue and groove. If so, the respective elements need to be replaced.

The above also applies to the safety barrier system and potential terminal elements and their anchoring system. It is very important in cases of potential damage to the anchoring foundation to inspect the anchoring bolts and the anchoring plate.



abrasion marks, system not damaged

## 2. Durability

Concrete C30/37 is used in the REBLOC<sup>®</sup> Safety Barrier Systems, 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<sup>®</sup> safety barriers can be considered to have a life cycle of twenty-five years in minimum depending on the weather and environmental conditions.

### **3. Environmental Recycling**

The disposal of a REBLOC<sup>®</sup> Safety Barrier unit should incorporate all appropriate recycling principles. The steel parts (reinforcement mesh and bars, and the connection-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<sup>®</sup> road restraint system.

### **4. Applicable Documents**

Data sheet REBLOC RB84XEAL\_8\_H2/W1

Installation Instructions REBLOC RB84XEAL\_8\_H2/W1