

Saferoad RRS and subsidiaries

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# **Road Restraint Systems**

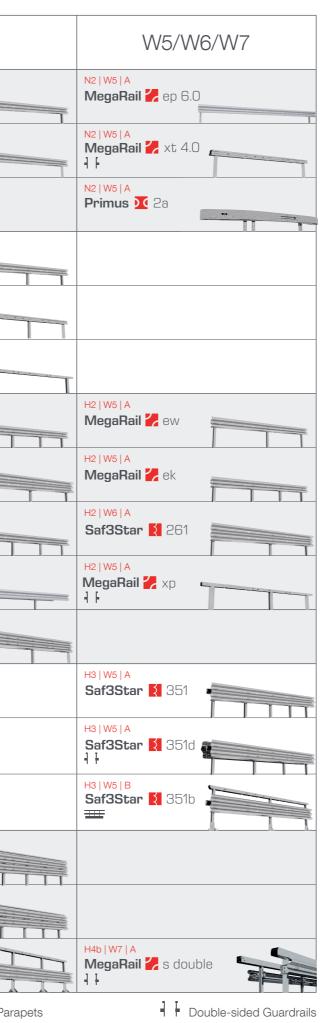
Product overview

#### Guardrails » Stationary Guardrails » Bridge Parapets

Working width				
Containment level	W1	W2	W3	W4
N2	№2   ₩1   A MegaRail 🏠 ea 1.33	N2   W2   A MegaRail 🚰 ec 2.2	N2   W3   A MegaRail 🚰 eb	N2   W4   A MegaRail 🚧 en
		N2 W2 A MegaRail 🏠 ep	N2   W3   A MegaRail 🐕 ea 3.0	N2   W4   A MegaRail 🚧 ea 4.0
		N2   W2   A MegaRail 🐕 es	N2   W3   A MegaRail 🔀 X0 I F	
H1		H1   W2   A MegaRail 🐕 bs	H1   W3   A MegaRail 🐕 ec 3.3	H1   W4   A MegaRail 🥻 em
		H1   W2   A MegaRail 🚰 ex	H1 W3 A MegaRail 🔀 eb	H1 W4 A MegaRail 🛃 xt
			H1   W3   A MegaRail 🐕 ep	H1 W4 A 🛃 XO MegaRail I I
H2		H2   W2   A MegaRail 🐕 sk	H2 W3 A Saf3Star 231	H2 W4 A MegaRail 🚰 ec 4.4
		H2   W2   A MegaRail 🐕 bk	H2 W3 A Saf3Star 232	H2 W4 A Saf3Star 241
		H2 W2 B Saf3Star 221b	H2 W3 B Saf3Star 231b	H2 W4 A MegaRail 🐕 eo
		H2 W2 B Saf3Star 222b	H2 W3 A Saf3Star 233b	H2 W4 A MegaRail 🚧 dx H F
		H2 W2 A Saf3Star 221		H2 W4 A Saf3Star 241d
H3				
H4b				H4b   W4   A MegaRail 🏠 sk
				H4b   W4   A MegaRail 🤧 bk
				H4b W4 B Saf3Star 441b

The products shown are only a selection of our product portfolio.

Bridge Parapets



#### Guardrails » Special constructions

#### H2 | W4 | B

**Emergency opening** Saf3Star Integrated emergency opening can be opened

in less than 2 minutes in an emergency

#### Guardrails » Crash Cushions & Terminals

## CrashGuard 🚺

Crash Cushions for performance classes 80 and 110 km/h



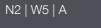
- for the area of median crossings and is used for flexible control of traffic flows
- with a minimum opening length of 36.00 m
- the door can be opened by two people within 15 minutes
- it is not necessary to use special tools
- minimum construction length can be modularly adapted to local conditions in 4.5 m or 9.0 m steps
- use of standard components from SafeStar family ensures easy connection to existing vehicle restraint systems
- simplifies assembly, maintenance and repair



tested according DIN EN 1317-3

- gradual and controlled impact energy dissipation
- due to the collapsible impact tubes and ground rail
- safe and unobtrusive
- simple to install, repair and replace
- maintenance free





## BOS Primus 🔽 2a

**Primus 2a** provides impact protection for individual obstacles such as solitary trees, bridge supports and signposts. It immediately begins before the obstacle and ends immediately after.



P2A | x1/y4 | Z1 | A **Arcus Primus <u>II</u>** 90

This innovative system has been specially developed for the protection of junction areas and crossroads. It is the first safety device on the market designed for this particular application.



P2A | x1/y1 | Z1 | A

### Terminal Primus 💆 P2

**Primus P2** acts as an initial and final section of longer crash barriers. It can be used in front of obstacles on single- and two-lane roads, in particular to interrupt long barrier systems on tree-lined roads and highways. The system can replace lowerings.



P4 | x1/y1 | Z1 | B **SafeEnd** 

**SafeEnd** is the new generation of end-terminals, which has been tested according to EN 1317-7. SafeEnd can be used on shoulders and central barriers and is easy to install and repair.