



# **DIVERSIFIED ITEMS**

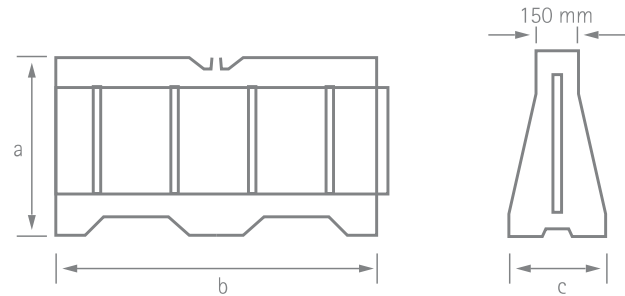


# ROAD BARRIERS



## TECHNICAL DESCRIPTION

NTG's road barriers are soft enough to absorb the shock of low-speed collisions and rigid enough to handle higher-speed ones. They come with a 10-year warranty.



Model	a (mm)	b (mm)	c (mm)
RB80	800	1 450	520

## INSTALLATION PROCEDURE

- NTG Road Barriers must be placed on flat, stable and compacted surfaces capable of use by road vehicles. Ideally the surface should be paved and must be free of swales, ditches or other irregularities.
- Unstable surfaces such as deep mud, uncompact sand or excessively wet surfaces are unsuitable.
- NTG Road Barriers must be placed on the same level as the traffic lane and must not be placed in front, behind or on top of curbing.
- The minimum working width required for NTG Road Barriers is the total width of the base of the barrier (520mm) plus the required offset from the edge of the traffic lane.
- Alternation of red and white barriers is mandatory to avoid causing optical confusion of drivers.
- Emergency access through NTG Road Barriers can be achieved by simply lifting the appropriate number of barriers vertically from the line and placing them to one side behind the remaining barriers.
- Ensure that appropriate temporary traffic management is in place during the barrier-installation process, pre-mark the barrier alignment and work from the non-trafficked side of the barriers wherever possible
- Each barrier must be lifted high enough so that the bottom of the engaging hook is above the top of the hook on the preceding barrier.
- Visually inspect each installation to ensure there are no objects or ground conditions that could cause the barrier joins to be uneven or twisted.
- NTG Road Barriers must be interconnected and filled up to 50 percent (max.) of their volume with water or sand to act as a shock absorber.