

Only 12 cm planning-relevant width!



Fachbetrieb und Mitglied im  
Verein für Verkehrstechnik  
und Verkehrssicherung e.V.



[www.mobile-Schutzwaende.de](http://www.mobile-Schutzwaende.de)



## ProTec 100

### Reliable separation of traffic and roadworks with ProTec 100

Mobile crash barriers in roadworks clearly enhance traffic safety. Their directional effect protects road users from leaving the lane and colliding with oncoming traffic, while also providing extensively safe working conditions on site.

The new mobile crash barrier ProTec 100 adds yet another model to the proven portfolio. Given the positive echo to the mobile road restraint systems ProTec 120 and 160, the Berghaus development engineers have created a new crash barrier that builds on and even supplements the known advantages of the ProTec systems:

- Successful impact test with cars and trucks - without ground anchoring
- 6 metres structural length per element for economic transport
- Rubber-based stands for optimum protection of the road surface
- Narrow planning-relevant width of just 12 cm - foot width 25 cm
- Low dead weight for transporting up to 204 metres of crash barriers on just one single truck
- Unloaded, positioned and mounted very quickly on site with just 2 screws using simple loading tool in one single work procedure
- Large water drainage of 4 metres in length per 6 metre element
- Low effective range W1 for containment level T1 and W2 for T3
- Full focus on vehicle occupant safety: ProTec 100 fulfils the lowest "A" ASI value

## ProTec: small space requirements – quick mounting



### Technical data ProTec 100

#### Impact test

Acceptance test:	TB 21 + TB 41
Test date:	3 May 2011
Containment level:	T 3
Test location:	TÜV Süd, München
Test length:	137 m
Ground anchoring:	no

#### System description

Material:	steel and concrete
Height:	0,56 m
Element length:	6 m
Foot width:	0,25 m
Planning width:	0,12 m
Weight per m:	124 kg

### Test conditions

Acceptance test	Test vehicle	Weight	Impact angle	Speed
TB 21 / TB 41	car / truck	1,3 t / 10 t	8° / 8°	80 km/h / 70 km/h

### Effective range as per DIN EN 1317-2 / Test report No.

Containment level	Dynamic deflection	Structural width	Effective range (column 2 + 3)	ASI value
T 3	0,55 m	0,25 m	0,80 m W 2	0,2 (A)
T 1	0,25 m	0,25 m	0,50 m W 1	0,2 (A)

Test reports for T3: **X82.01.L05 / X82.02.L05**

Test No. reflektor element: **BASt V4-64/2010**

### ProTec Family: Areas of use / other special aspects

#### Areas of use for ProTec (ZTV-SA)

All areas (A to E) between roadworks and on-coming or parallel flow traffic and between contraflow traffic also in the transit zone.

#### Other special aspects of the ProTec family

Narrow, compact modular crash barrier system with force-fit transition from ProTec 100 to ProTec 120 / ProTec 160 or stationary crash barriers. Reflectors mounted in protected recess so cannot be sheared off; large-sized drainage opening so water cannot accumulate at the barrier.