

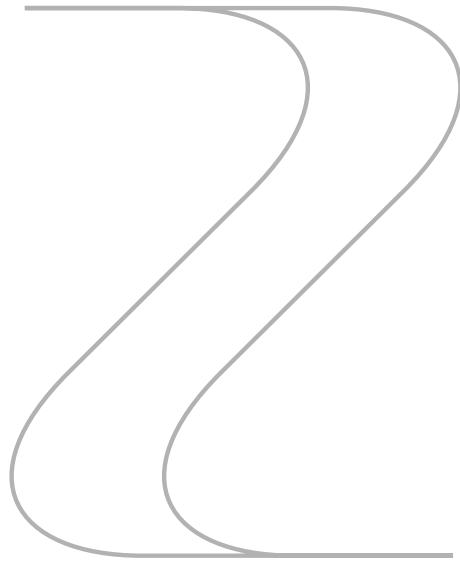
since 1968... we've gone a long way >>

time ve





meve



since 1968





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life story



5

today



9

IMEVE

guard rails



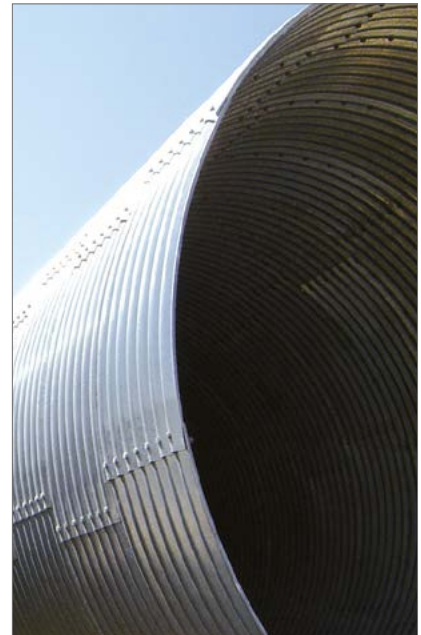
17

complementary
products



105

sheet corrugated
structural elements



For more information, please
consult the dedicated catalog

➤ **IMEVA** founded in 1968 by Pellegrino Varricchio who was formerly the owner-manager of an important company specialized in the installation of air and underground medium and high tension electric lines.

IMEVA founded to produce steel items: pylons, hooks, clamps, brackets and so on...

In the 70's that active, farsighted and rich of ideas businessman, foresaw the important potentialities of the market concerning the construction of the great road networks, thus creating new production ranges such as steel road security guard rail, culverts and pipes.



Generation process has never stifled the passion, the seriousness and the devotion to work which have always been faithful to founder's spirit.

The high quality standard IMEVA has reached is due to the uninterrupted and stubborn commitment to search and propose to the market more and more innovative, competitive and high quality solutions which grant security and efficiency of products.

IMEVA is today leader on national and international markets.

life story

Intuition is the gift to
perceive deeply the novelty and
the innovation
It is the logic to be
able to do well and with
passion...

imeva







“ since 1968... we’ve gone a long **way** »

➤ A reliable and qualified company image.

IMEVA has a united and skilled team always intent on reaching new aims of development.

Precise strategic choices add high quality, technology and a strong competitiveness to the products.

IMEVA satisfies all requirements of the market with timeliness, professionalism and competence.



A new industrial settlement has been finished and started in 2000; it spreads out over an area of 12.000 sqm of which 40.000 sqm are covered thus investing in high technology and automation.

IMEVA has a modern technical office which assists designers and customers during the designing and after sale stages.

IMEVA has besides integrated into its own staff a new department to follow up and assist the customer even during the installation stage.

today

“ I live with the feeling
that a **new idea**
rises **positive changes**,
and that what
changes
and **becomes** rises
harmony and a great
commitment
imeva today



»» Company Card

Foundation: 1968
Establishment: 14/12/1972
Legal status: joint stock-company
Social Stock: € 6.000.000 f.p.
Benevento Court: n° 820/73
C.C.I.A.A.: n° 48255
VAT N°: IT00041200627
Pos.INPS: 100229629 (Engineering Industry)
SOA: Cat. OS12 Class VIII (Certif. SOANC)



➤➤ IMEVA is present today over national area with agents managed by area commercial and operative branches situated in Rome, Verona, Bari and Catania.

Foreign Department besides is constantly growing to market the products in European, Middle East, African and American countries.

Its know-how, acquired by a constant and intense research and development, allows IMEVA to boast a wide and recognized designing capacity in its field.



IMEVA is a company with:

- **UNI EN ISO 9001:2000**
certified Quality System Management according for *“Design, manufacturing and installation of metallic guardrails. Design, manufacturing and installation of products by use of corrugates steel structural plates”*.
- **ISO 14001/UNI EN ISO 14001:2004**
certified Environmental System Management according
- **OHSAS 18001**
in accordance with the requirements for the Management Systems of Health and Safety on the job site





company organization

The company organization chart is constantly evolving: it is measured and in harmony with the needs of the continuous growth of commercial areas turnover .

Top management is made up of the shareholders who link together precise roles with prodigality of an utmost commitment about the care and the optimization of each stage of company activity, with the aim of increasing and prospering the demanding and stimulating paternal heritage.

Management base works in team with the technical, commercial and administrative direction.

Each collaborator has a precise qualification and sectorial competence.



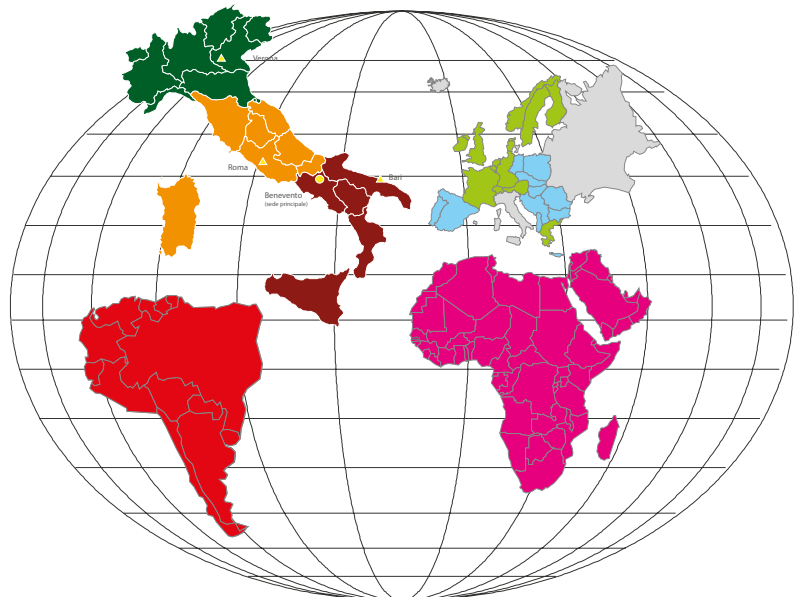
modern conception
and **working** style,
efficacious synergies,
no-stop research
and **quality** as a **path**
of a clever growth...
imeva today

commercial branches

IMEVA covers the whole national territory through agents managed by commercial and operative branches. The territory is divided therefore in North, Middle and Sardegna, South branches.

Foreign commercial business is firmly structured in Northern and East Europe, Middle East and African countries, and it is in expansion in the rest of the world.

- North Italy
- Middle Italy
- South Italy
- North Europe
- East Europe
- Middle East - Africa
- South America





Company production range includes the following items:

GUARD RAILS

It is the most important product of the Company with an incidence of 80% on the total turnover.

It is a product with a non-stop technical evolution: in 1987 (Ministerial memorandum n° 2337) and later in 1990 (Decree dated May 4th), this product has been subject to modifications which have raised its impact resistance by increasing sections and thickness of the components with a consequent weight increasing per linear meter of more 30 and 50% than the former typologies.

This is due to the increased needs of traffic security, to the higher speed and number of the vehicles on the roads and to the need to be in harmony with some international norms in common with other European countries.



The Decree n° 223 of February 1992, its following revisions and their corresponding European norm impose the respect of more innovative and onerous parameters.

They compel besides the manufacturers to homologate the product and the road operators to adopt such structures for all new road plants, besides adjusting progressively all existing road protections.

IMEVA is working on particular projects about impact typologies which are not provided for by national law in force. Such choice meets the company spirit to consider the defence of all road consumers as a priority and conditional target apart from law obligations.



SHEET CORRUGATED STRUCTURAL ELEMENTS*

This is a relatively new and intelligent product; it is besides well allocated in the criteria of a modern road building and it has an incidence of 15% on the total turnover.

IMEVA is a leader on the national and international market thanks also to its capacity to exploit to the utmost the versatility of this product by proposing a lot of alternative utilizations.

culverts



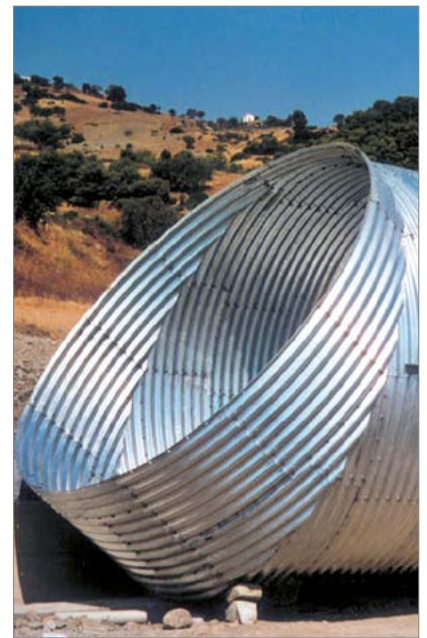
circular section culvert
arranged in series
to lighten the embankment

culverts and barriers



example of coupled use
of culvert and barrier.
In the particular figure
it has been performed
a bevel cut

altimeutral elbow



example of a special piece:
"altimeutral elbow cut"
on a circular section culvert

** For more information, please consult the dedicated catalog*

COMPLEMENTARY PRODUCTS

Always in the field of road security steel items, IMEVA produces and installs too complementary safety products which are the remaining 5% of the total turnover.

They are items that follow the development of road network and its adjustment to the criteria of traffic security. They are:

- **Minor products** such as protective nets for flyovers, fencings and parapets;

- **Soundproof barriers** to knock down road, highway and railway noise. Such structures are in different RAL colours and they are made of both iron and aluminium sandwich panel covers with a rockwool inside, and PMMA sheets. They adjust themselves to the most different installation needs thanks to the long term experience in the field of compound installations.

panels



"full mesh" prefabricated panels with upper climbing over proof protections.
Self-supporting structure

pedestrian parapets
"Type 1"



parapet fencing with grid panel made of vertical plates and horizontal "U" section channels

pedestrian parapets
"Type 2"



parapet fencing with three horizontal rails.
Bridge security installation



I drive **along** never ending
roads, I disappear in
striking and free views

and **I can** feel **secure**
in my travel...

imeva

guard rails



➤ **Regulatory reference: EN 1317**

Published on the Official Journal of European Union (OJEU), in the sub-section dedicated to the regulation of building and construction materials, EN 1317 is the main reference for the identification and implementation of European Standards in relation to raw materials, services and processes, defining also the essential requirements, necessary to ensure the maximum level of protection and safety for both consumer and environment.

The norm puts evidence on various types of road safety systems, specifying, in the field of passive safety, that in order to be considered valid, the vehicle restraint system must comply with predefined containment performance, deformation and redirection of the vehicle, during impact.

The norm is divided into several subsections, of which the main ones are:

- Part. 1: establishes terminology and general principles for test methods, or rather provides the basic conditions to be met so that the crash tests can be defined positively, and therefore in full compliance with Community legislation (ASI, THIV and VCDI indices)

- Part. 2: specifies that all vehicle restraint system to be tested must be subdivided, according to the purpose of use, in different macro categories, in order to safely define the goodness of performance in relation to their intended use.

Each vehicle restraint system can be considered approved only if tested according to specific crash test criteria, and conforming to precise deformation parameters (Dynamic Deflection, Working Width and Vehicle's Intrusion parameters)

- Part. 5: in this section it's specified the conformity and durability assessment's requirements of the vehicles restraint system, subject to the norm (road barriers, crash cushions, terminals, transitions and parapets); here are also identified obligations and responsibilities for different parties involved in the production and sale of all different safety devices.

Guard Rails

• HARD SHOULDER BARRIERS

Class N2

N2BL300	pag. 20
N2BL400	pag. 22
N2BL500	pag. 24
N2T2 PAB	pag. 98
N2T4 PAB	pag. 99

Class H1

H1BL300	pag. 26
H1BL400	pag. 28
H1BL500	pag. 30
H1BL600	pag. 32

Class H2

H2BL300	pag. 34
H2BL400	pag. 36
H2BL500-arg.	pag. 38
H2BL900 (L2)	pag. 40
H2BL1000	pag. 42
H2BL1100	pag. 44
H2BL1200	pag. 46
H2BL1300	pag. 48
H2TE PAB	pag. 100

Class H3

H3BL300	pag. 50
H3BL400 (L3)	pag. 52

Class H4

H4aBL100	pag. 54
H4bBL200	pag. 56
H4bBL300	pag. 58

• BRIDGE BARRIERS

Class H2

H2BP200	pag. 60
H2BP200P3000 (with panel on concrete 13 cm)	pag. 62
H2BP300-aus.	pag. 64
H2BP400	pag. 66
H2CE PAB	pag. 101
H2CEP PAB	pag. 102
H2BPC PAB	pag. 103

Class H3

H3BP300	pag. 68
H3BP300 (with panel)	pag. 70
H3BP400	pag. 72

Class H4

H4BP400	pag. 74
H4BP400P2250 (with panel on concrete 13 cm)	pag. 76
H4BP500L	pag. 78
H4BP600 (L4b)	pag. 80
H4BP600 (L4b) (with panel)	pag. 82

• MEDIAN BARRIERS

Class H2

H2ST-R100 (on embankment)	pag. 84
H2ST-R200 (L2) (on embankment)	pag. 86

Class H4

H4ST-R200 (on embankment)	pag. 88
H4ST-R300 (L4b) (on embankment)	pag. 90
H4ST-P100 (on concrete)	pag. 92

MEDIAN BARRIERS RESULTING FROM SIDE BARRIERS

H2BL300 - H2BL400	pag. 94
H3BL300 - H4bBL200	pag. 95

➤ N2 hard shoulder

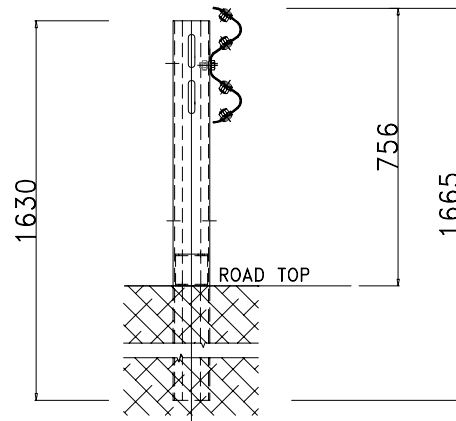
N2BL300

components

- W beam 5333 mm th. 2,0 mm;
- "C" section post 25x60x100 mm th. 4,0 mm
H= 1630 mm c/c 2666 mm;
- Bolts and nuts;
- Stiffner for "C" section post
- Reflectors (1 every 12,0 m)

This barrier provides Approach/Escape End Sections of 32,0 m (16,0 for approach + 16,0 for escape)

section



● Dwg. n.: N2BL300

c/c distance between the posts: 2.666 mm

performance

TB11 - Car 900 kg

Test: IME/GAM -002/1144A

ASl: A - 0,70

TB32 - Car 1.500 kg

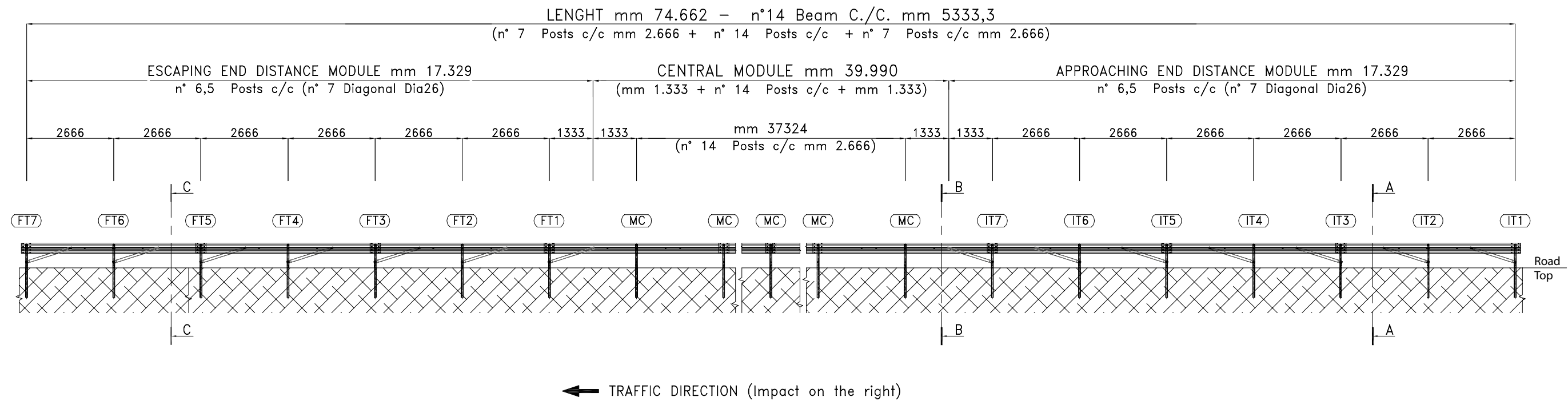
Test: IME/GAM-001/1143

W_N : m 1,1 (W4)

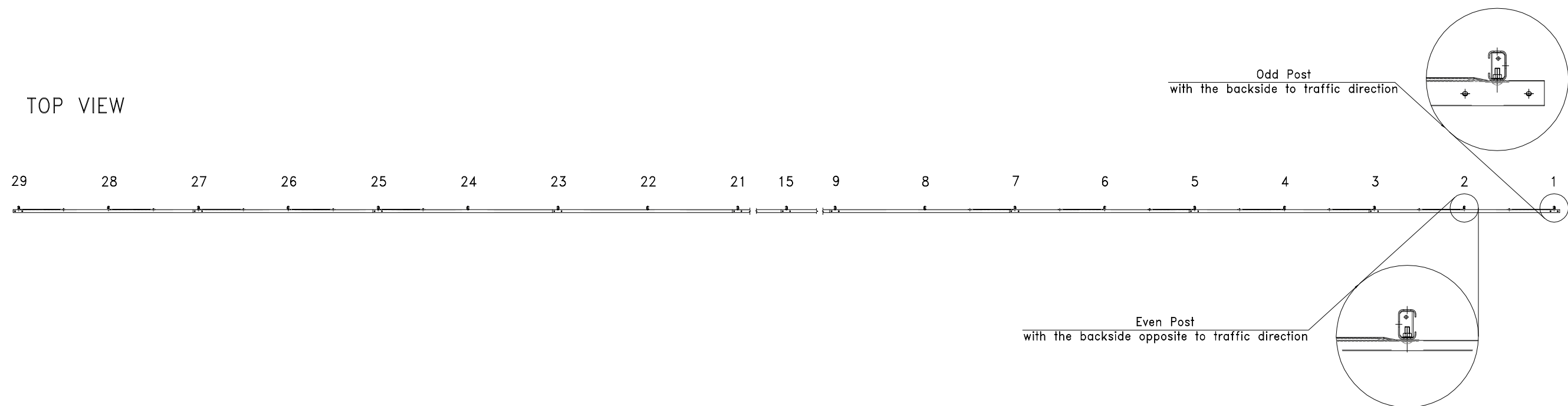
D_N : m 1,1

Vl_N : m 1,1 (VI4)

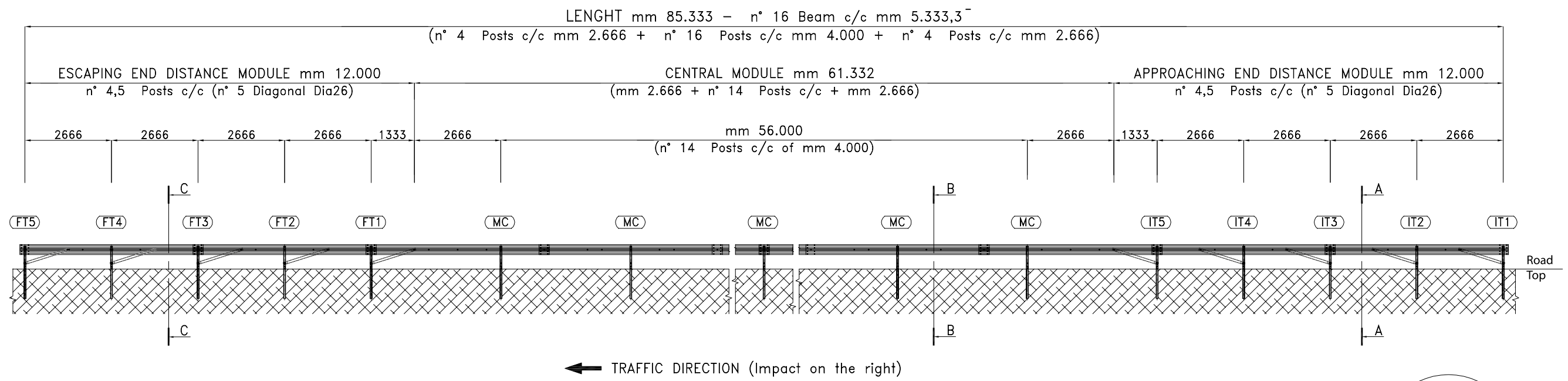
FRONT VIEW



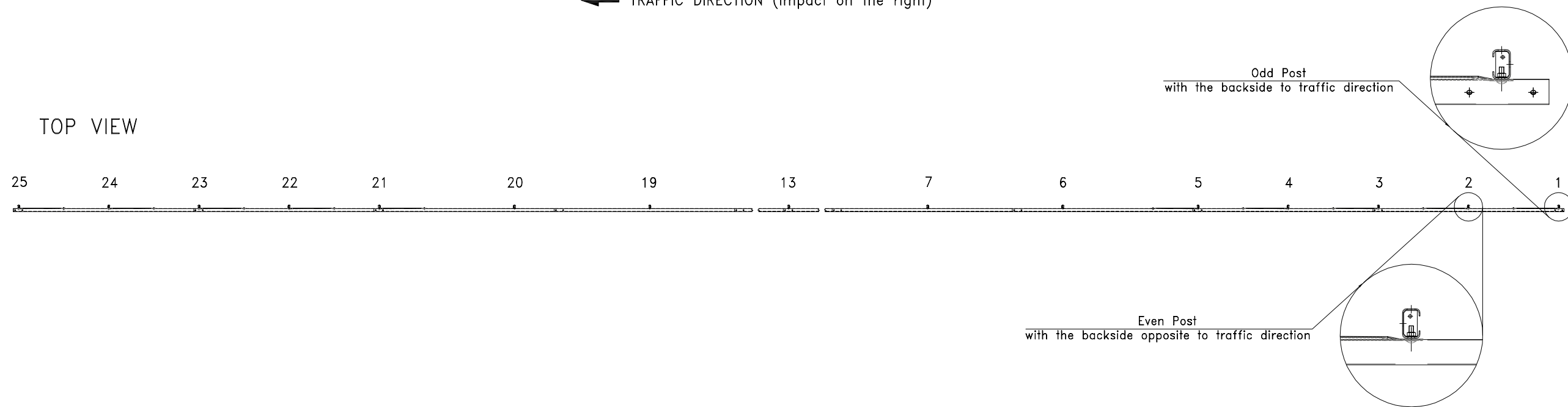
TOP VIEW



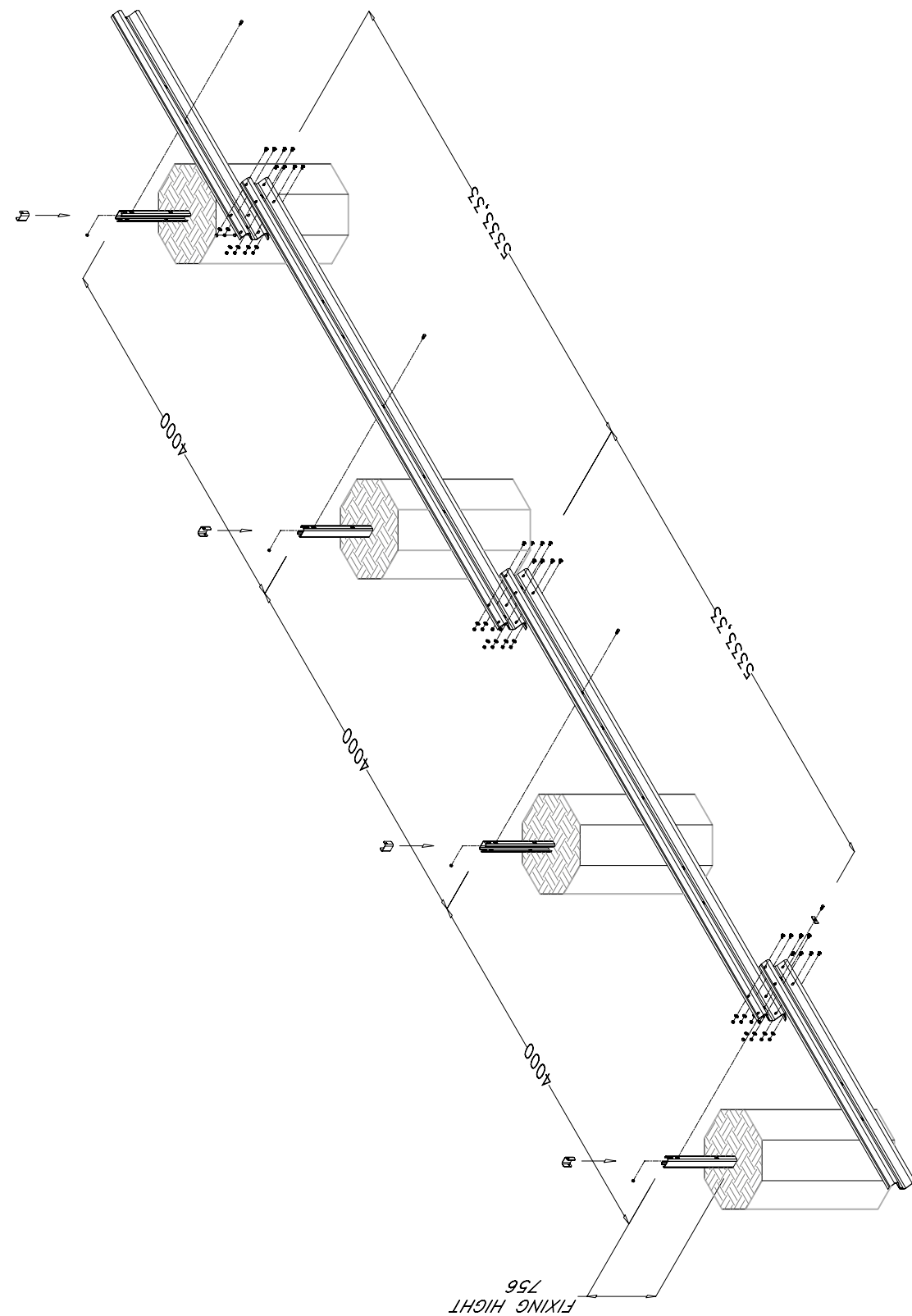
FRONT VIEW



TOP VIEW



» N2hard shoulder N2BL500

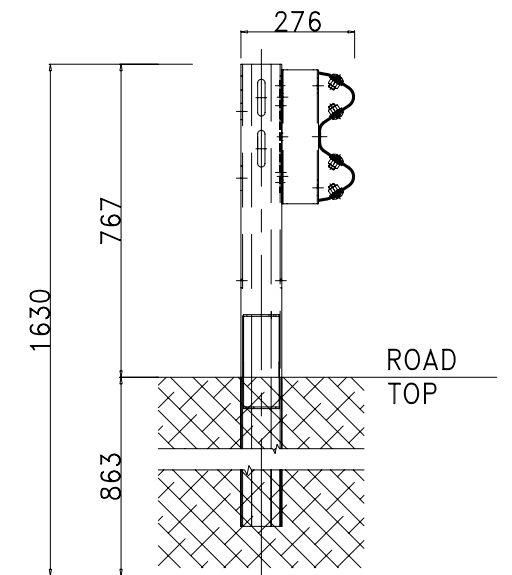


components

- W Beam 5333 mm th. 2,5 mm;
- "C" Section Post 25x60x100 mm th. 4,0 mm
H = 1630 mm c/c 2666,6 mm;
- "U" Spacer th. Mm 3;
- Stiffner for "C" Post;
- Adjusting setting plate;
- Unthreading proof little plate;
- Bolts and Nuts;
- Reflector (n° 1 every 16 m).

This Barrier provides, for each section of barrier, the installation mitred Approach / Escape modules for a total length of 19,046 m (9,523 for Approach+ 9,523 for Escape)

section



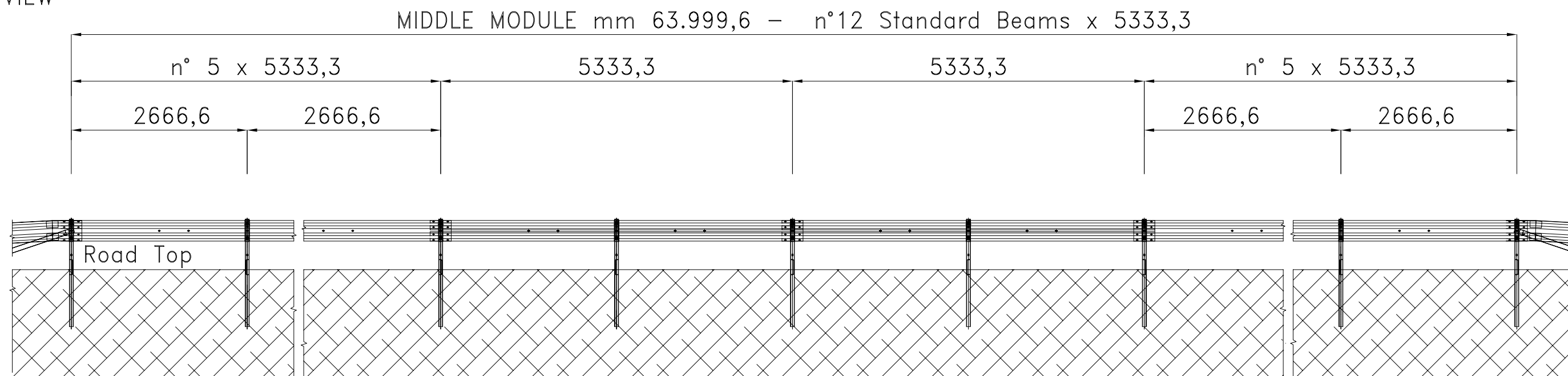
- Dwg. n.: N2BL500
c/c distance between the posts: **2.666 mm**

performance

TB11 - Car 900 kg
Test: 899_A
ASI: A - 0,70

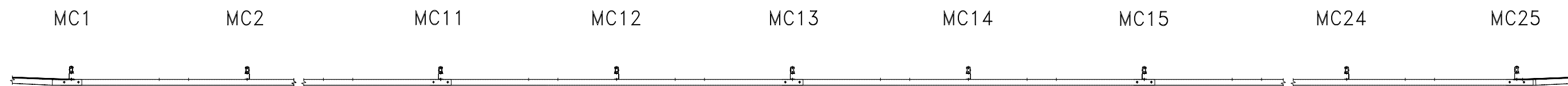
TB32 - Car 1.500 kg
Test: 898
W_N: m 0,8 (W2)
D_N: m 0,7
V_N: m 0,6 (V1)

FRONT
VIEW

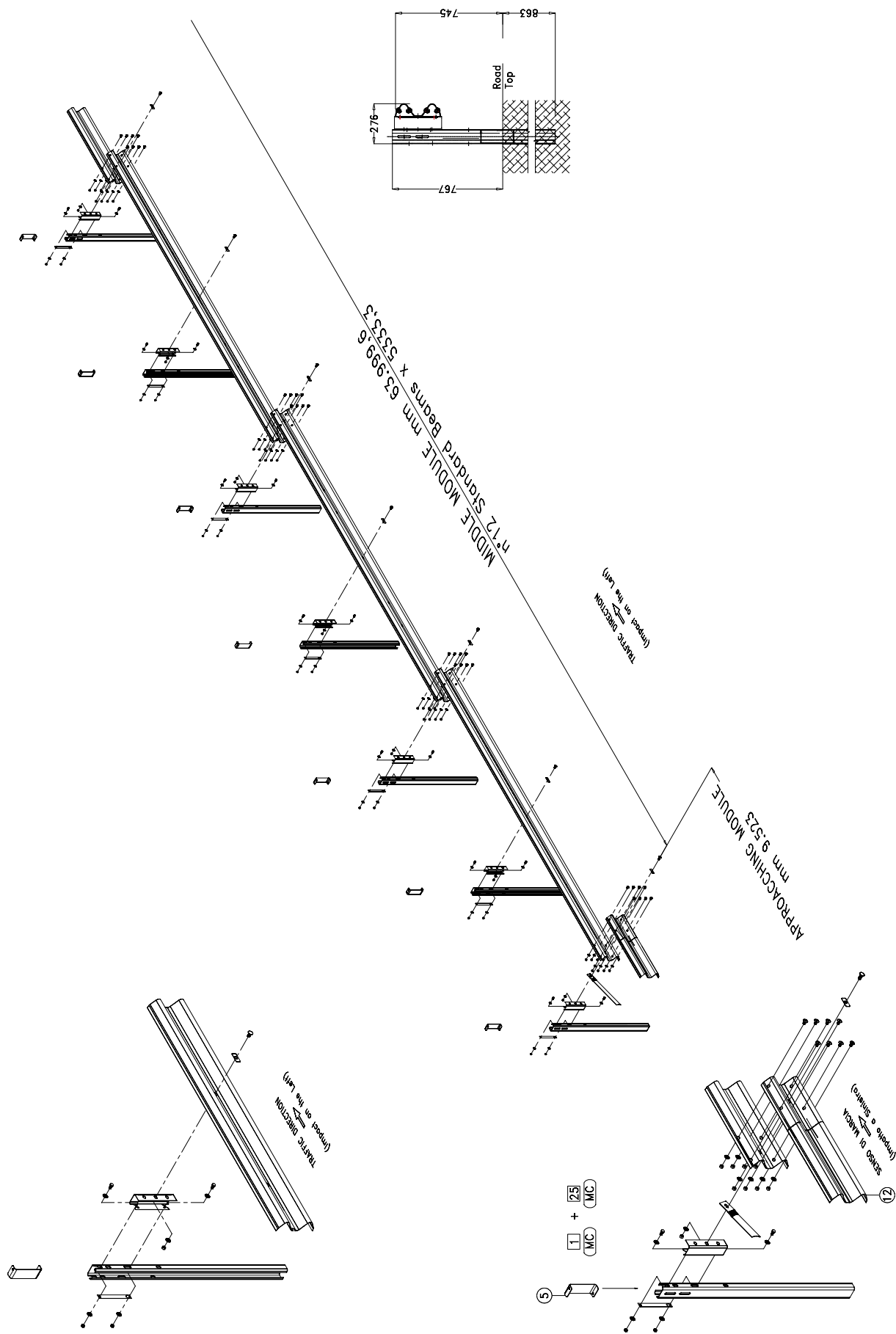


TRAFFIC DIRECTION (Impact on the left) →

TOP
VIEW



» H1 hard shoulder H1BL300

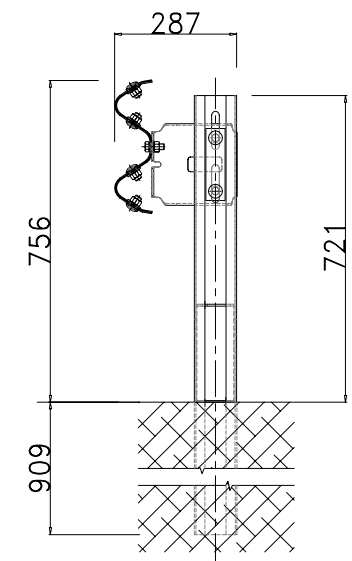


components

- W beam 5333 mm th. 2,5 mm;
- "C" section post 25x60x100 mm th. 4,0 mm
H= 1630 mm c/c 1777 mm;
- Spacer with strengthening plate;
- Stiffner for "C" post;
- Bolts and nuts;
- Reflectors (1 every 16,0 m).

This barrier provides Approach/Escape End Sections of 21,332 m (10,666 for approach + 10,666 for escape).

section



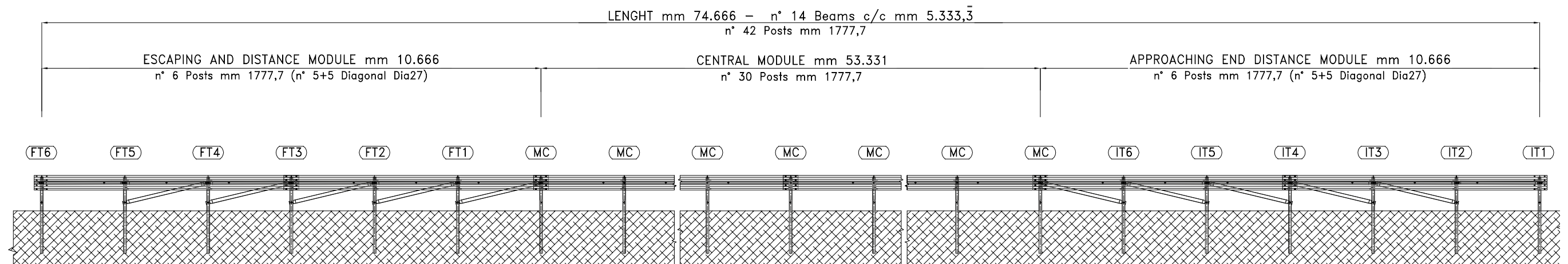
- **DIS.: H1BL300**
c/c distance between the posts: **1.777 mm**

performance

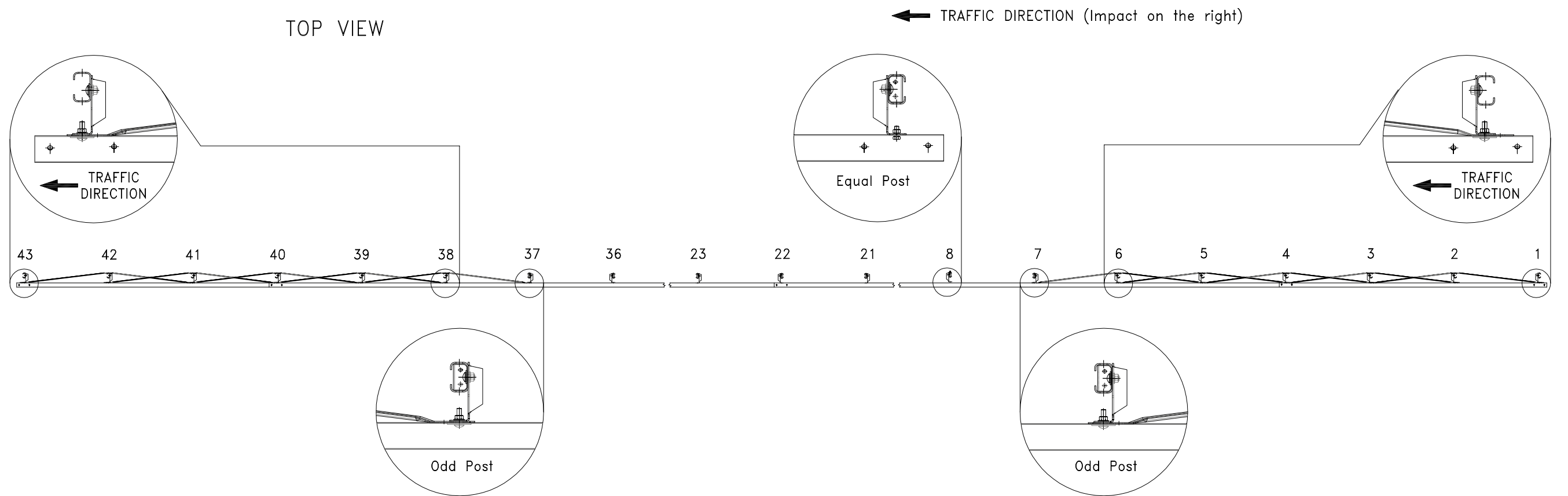
TB11 - Car 900 kg
Test: IME/BAM -010/1292
ASI: A - 0,80

TB42 - Truck 10.000 kg
Test: IME/BAM - 003/1174
W_N: m 1,0 (W3)
D_N: m 0,9
V_N: m 2,4 (VI7)

FRONT VIEW



TOP VIEW



H1 hard shoulder

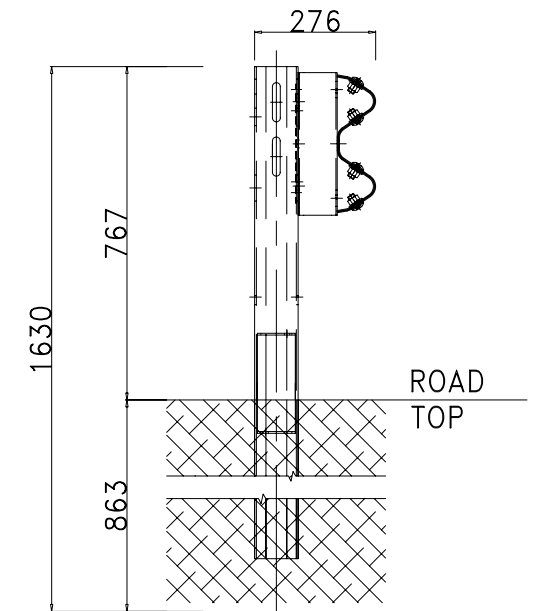
H1BL400

components

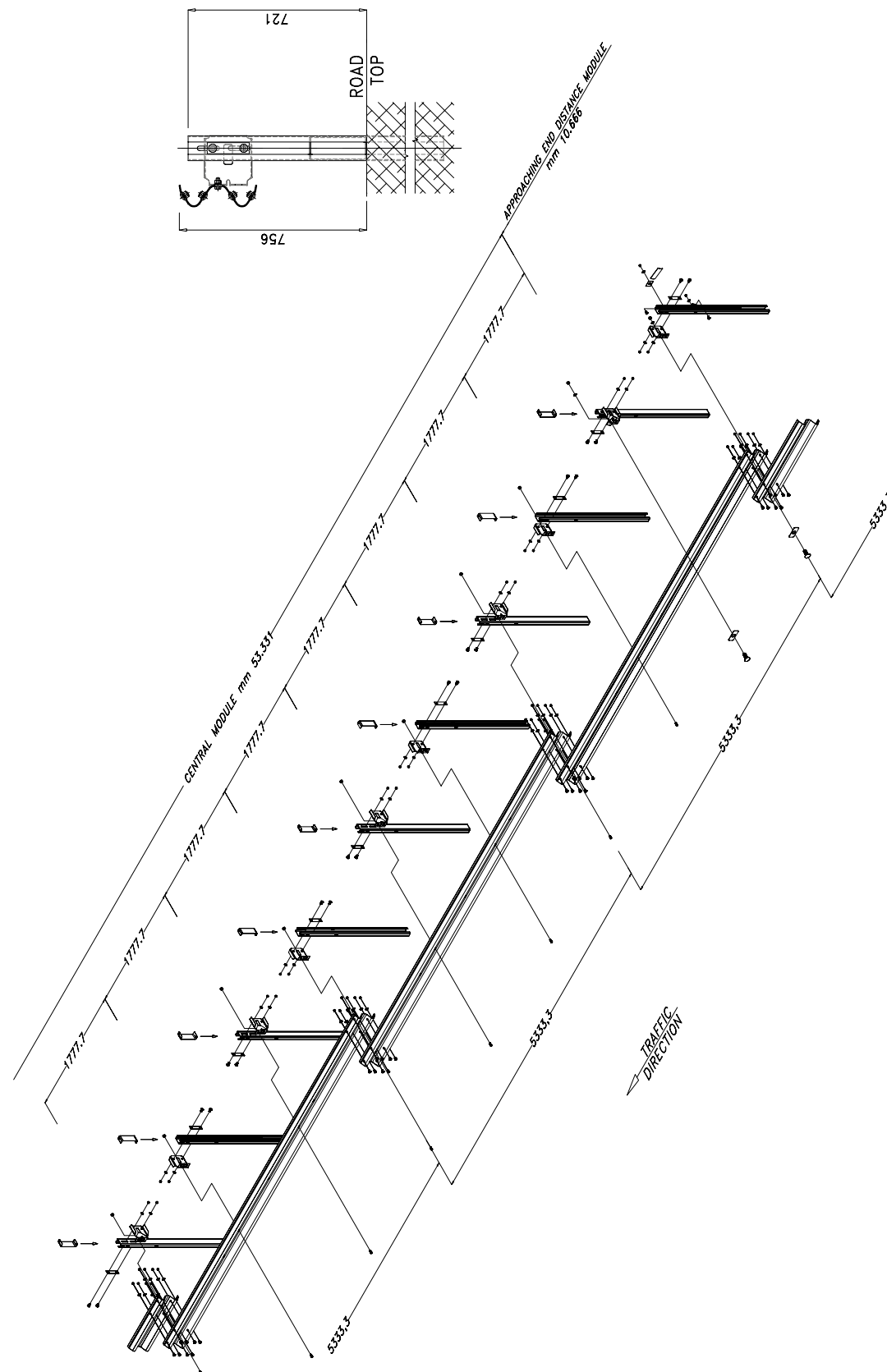
- W Beam 5333 mm th. 2,5 mm;
- "C" Section Post 25x60x100 mm th. 4,0 mm
H = 1630 mm c/c 2666,6 mm;
- "U" Spacer th. mm 3;
- Stiffner for "C" Post;
- Adjusting setting plate;
- Unthreading proof little plate;
- Bolts and Nuts;
- Reflector (n° 1 every 16 m).

This Barrier provides, for each section of barrier, the installation mitred Approach / Escape modules for a total length of 19, 046 m (9,523 for Approach+ 9,523 for Escape)

section



- Dwg. n.: H1BL400
c/c distance between the posts: 2.666 mm

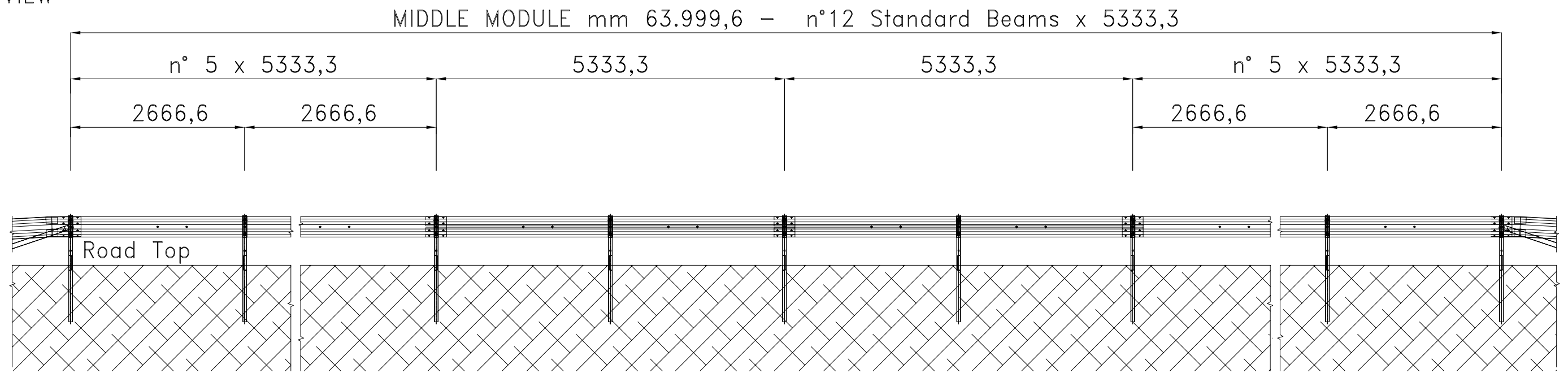


performance

TB11 - Car 900 kg
Test: 899_B
ASI: A - 0,70

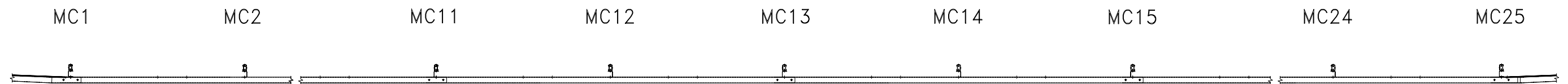
TB42 - Truck 10.000 kg
Test: 897
W_N: m 1,0 (W3)
D_N: m 0,9
V_N: m 1,3 (VI4)

FRONT
VIEW



TRAFFIC DIRECTION (Impact on the left) →

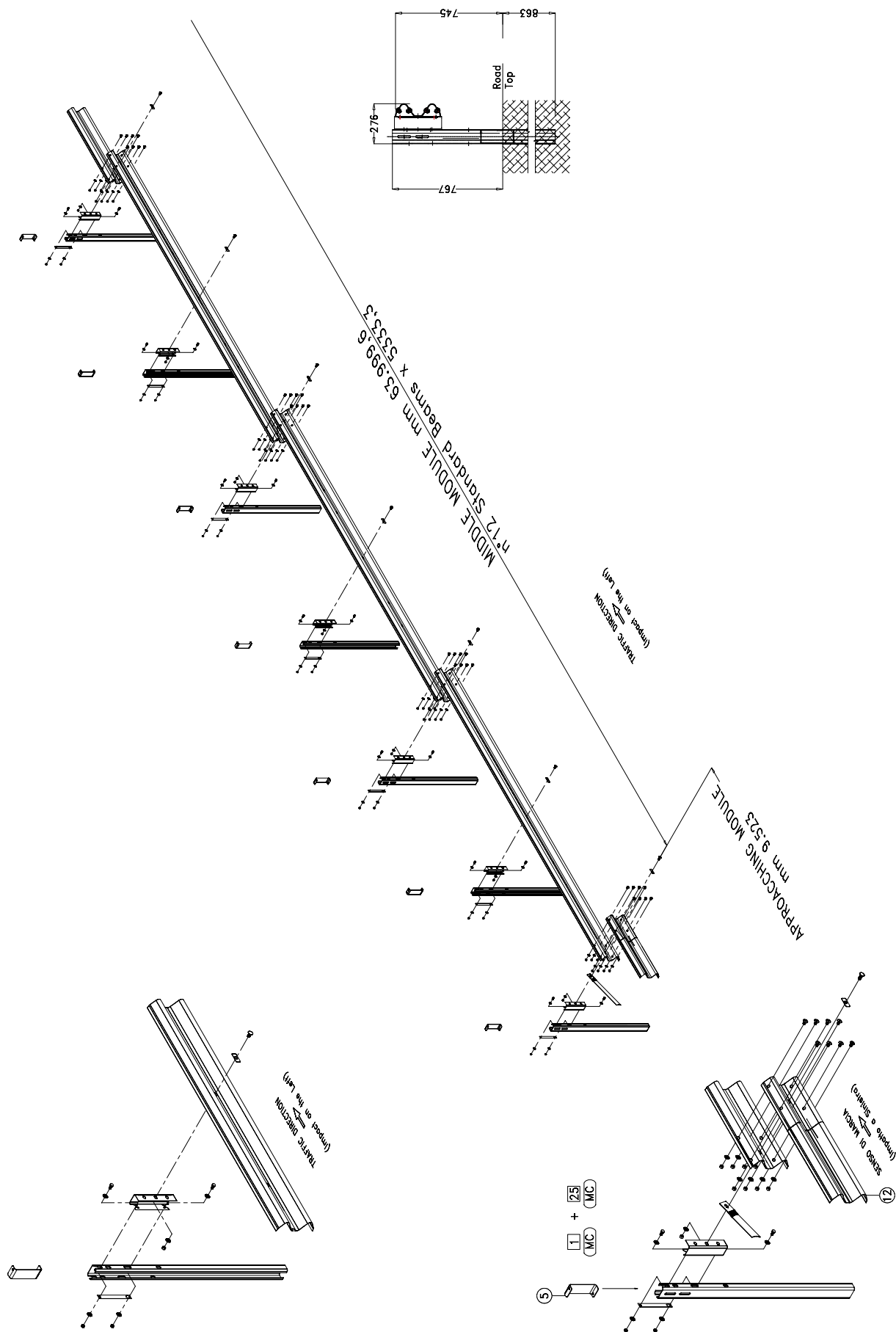
TOP
VIEW





» H1 hard shoulder

H1BL500

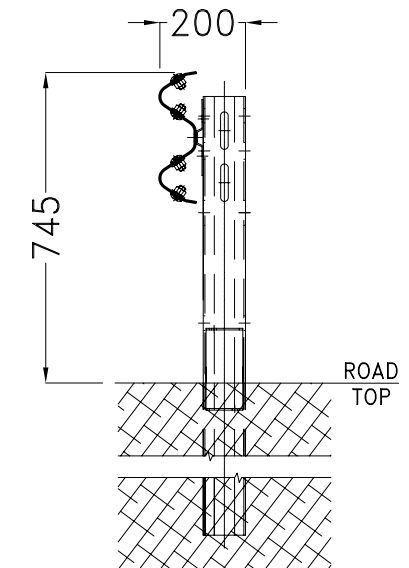


components

- W Beam 5333 mm th. 2,5 mm;
- "C" Section Post 25x60x100 mm th. 4,0 mm
H = 1630 mm c/c 3555,3 mm;
- Connection Element (Beam/Post);
- Stiffner for "C" Post;
- Unthreading proof little plate;
- Bolts and Nuts;
- Reflector (n° 1 every 16 m).

This Barrier provides, for each section of barrier, the installation of Approach /Escape End Section modules for a total length of 21,332 m (10,666 for Approach+ 10,666 for Escape)

section



- **DIS.: H1BL500**
c/c distance between the posts: **3.555,3 mm**

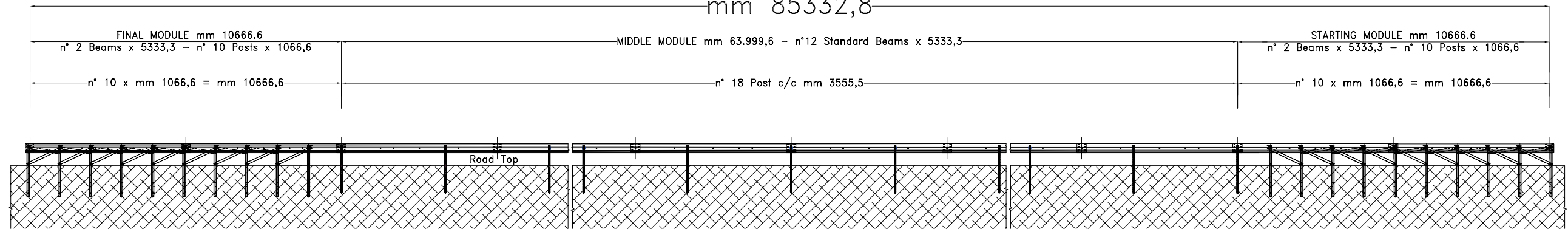
performance

TB11 - Car 900 kg
Test: 1260
ASI: A - 0,40

TB42 - Truck 10.000 kg
Test: 1259
W_N: m 1,0 (W3)
D_N: m 0,9
V_N: m 1,6 (V15)

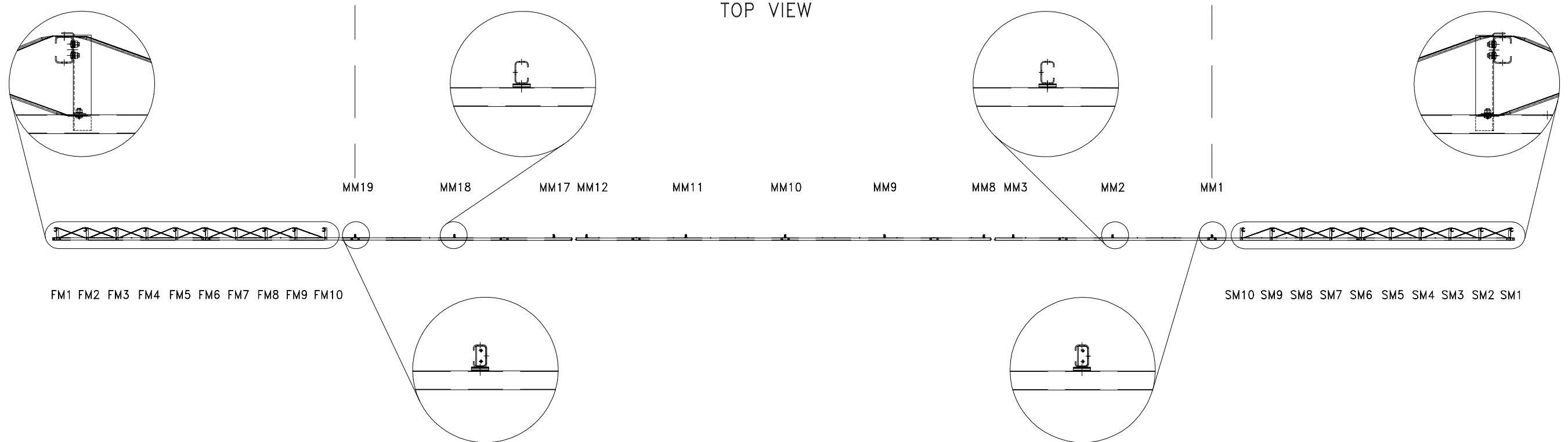
FRONT VIEW

mm 85332,8



← TRAFFIC DIRECTION (Impact on the Right)

TOP VIEW



» H1 hard shoulder

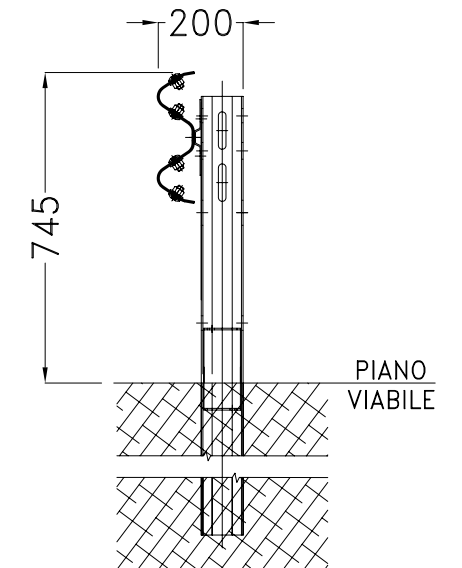
H1BL600

components

- W Beam 5333 mm th. 2,5 mm;
- "C" Section Post 25x60x100 mm th. 4,0 mm
H = 1630 mm c/c 1777,6 mm
- Connection Element (Beam/Post);
- Stiffner for "C" Post;
- Unthreading proof little plate;
- Bolts and Nuts;
- Reflector (n° 1 every 16 m).

This Barrier provides, for each section of barrier, the installation of mitred Approach/Escape modules for a total length of 19,046 m (9,523 for Approach+ 9,523 for Escape)

section

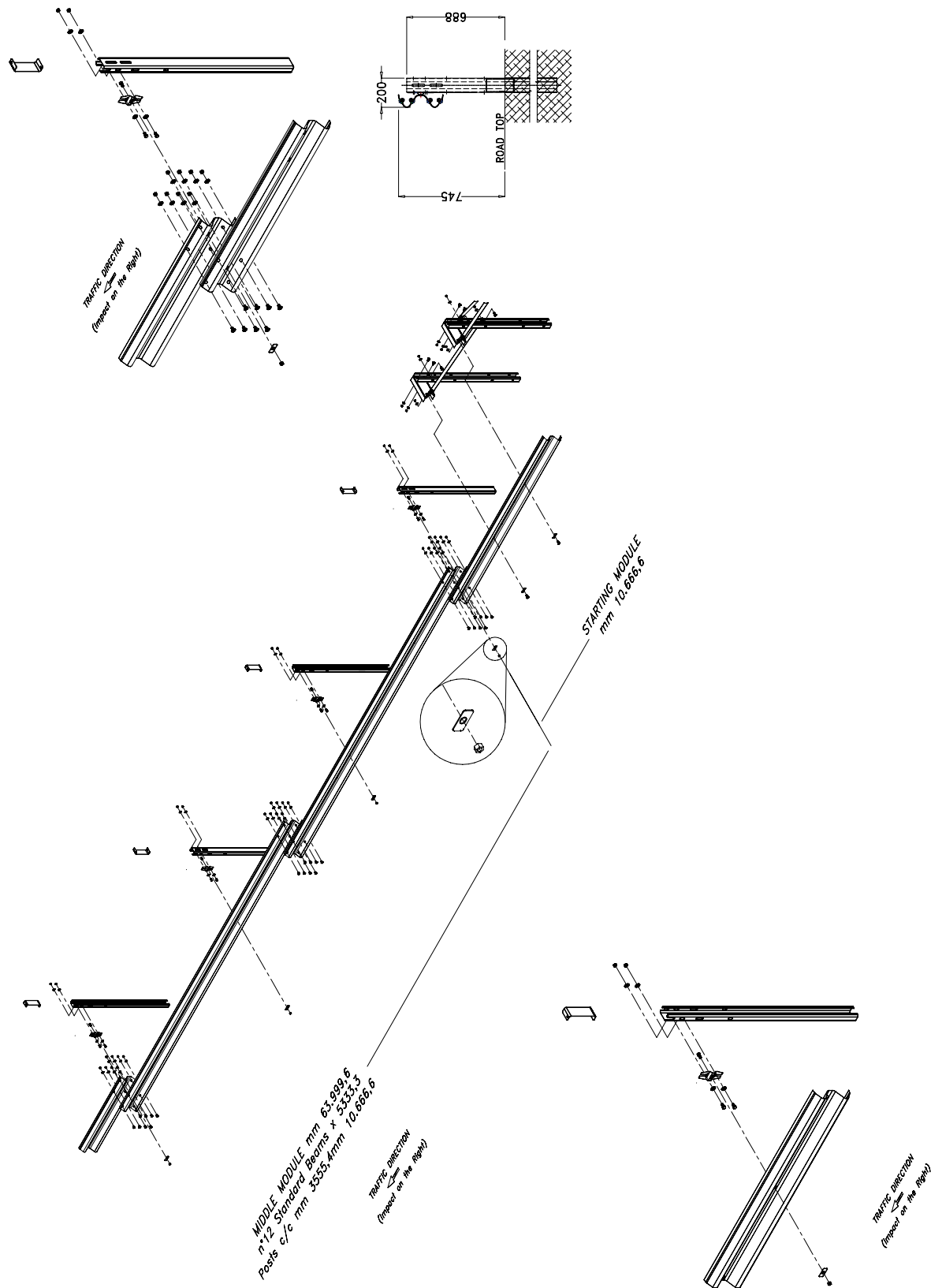


- **DIS.: H1BL600**
c/c distance between the posts: **1.777,6 mm**

performance

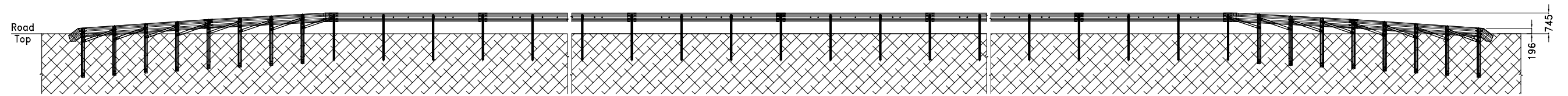
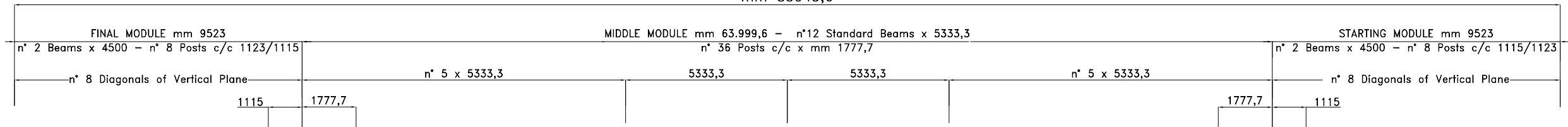
TB11 - Car 900 kg
Test: 1276
ASI: A

TB42 - Truck 10.000 kg
Test: 1277
W_N: m 0,8 (W2)
D_N: m 0,7
V_N: m 1,2 (V14)



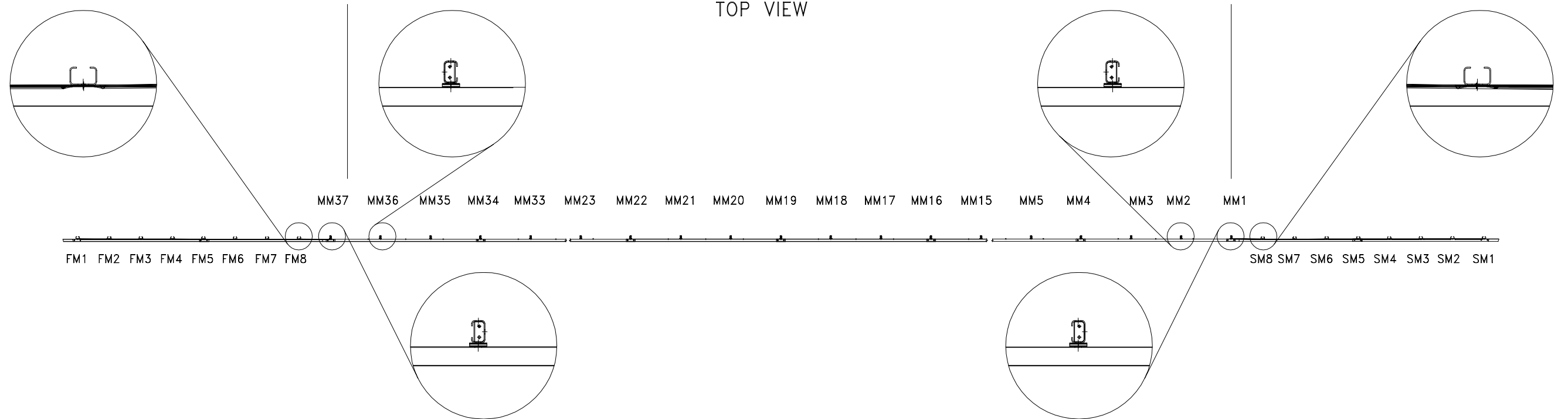
FRONT VIEW

mm 83045,6



← TRAFFIC DIRECTION (Impact on the Right)

TOP VIEW



H2 hard shoulder

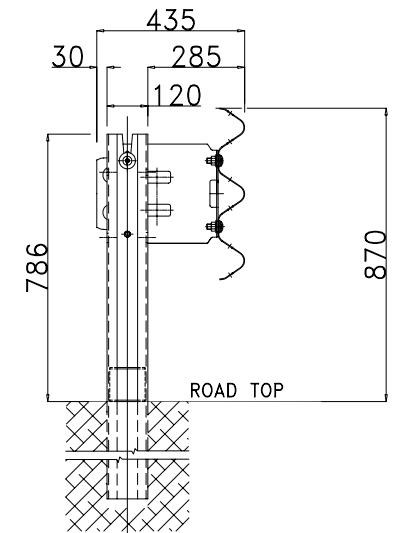
H2BL300

components

- Thrie beam 4500 mm th. 2,0 mm;
- "C" section post 30x80x120 mm th. 5,0 mm
H= 1650 mm c/c 3000 mm;
- Stiffner for "C" section post;
- Flat horizontal diagonal 68x2 mm;
- Spacer;
- Unthreading proof little plate;
- Bolts and nuts;
- Reflectors (1 every 13,50 m).

This barrier provides Approach/Escape End Sections of 24,964 m (12,482 for approach + 12,482 for escape)

section

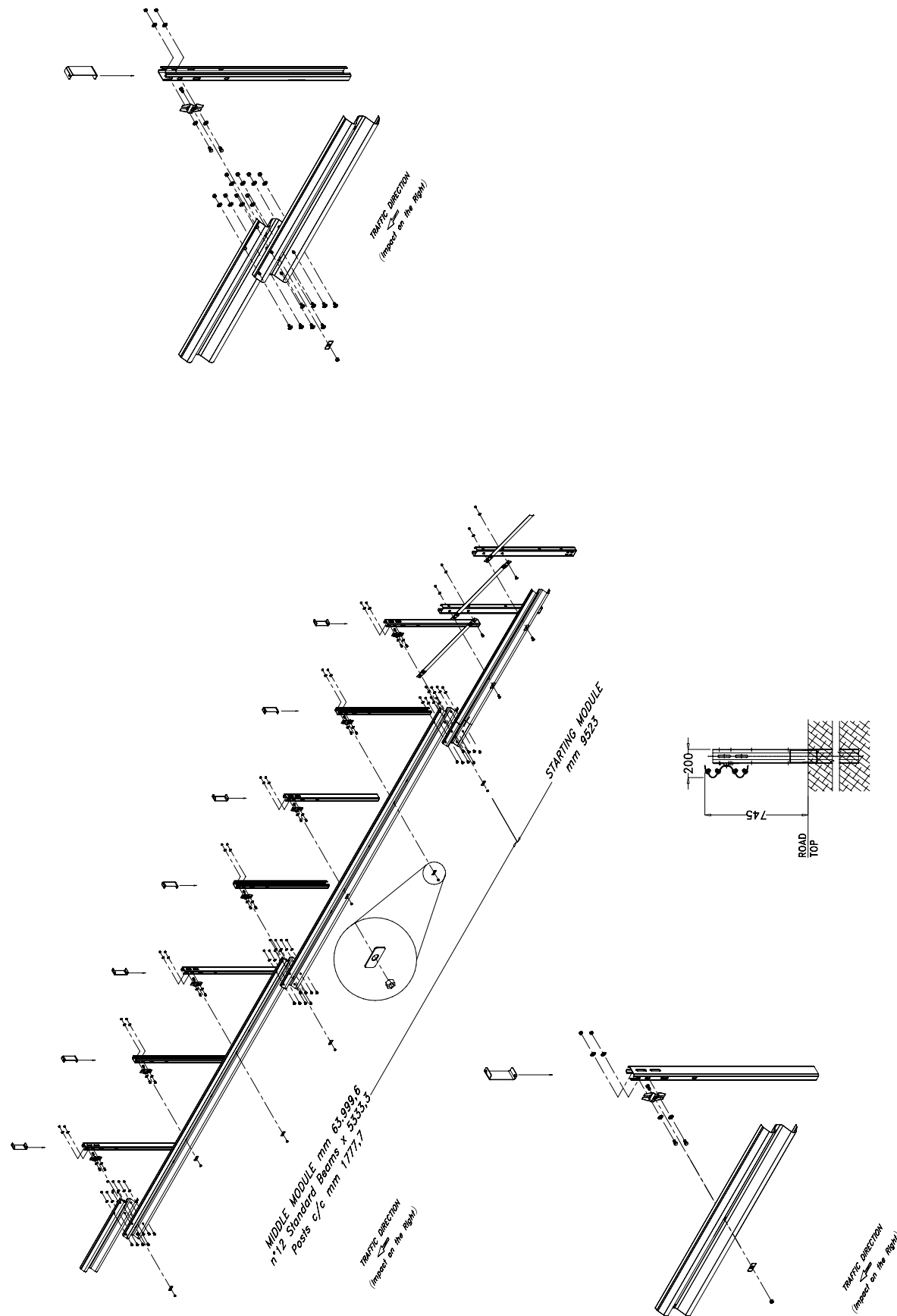


- Dwg. n.: H2BL300
- c/c distance between the posts: 3.000 mm

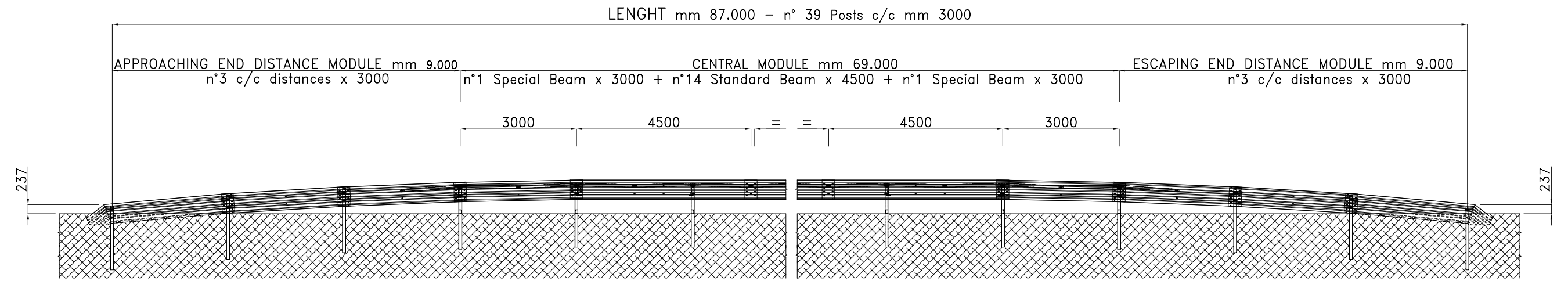
performance

TB11 - Car 900 kg
 Test: X61.05.F08_Rev01
 ASI: A - 0,90

TB51 - Bus 13.000 kg
 Test: X61.06.F08_Rev01
 W_N: m 2,0 (W6)
 D_N: m1,9
 V_N: m 2,2 (VI7)

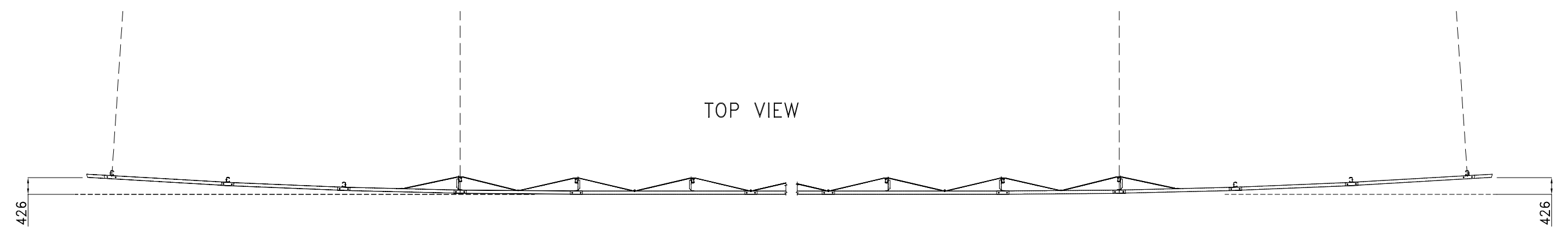


FRONT VIEW



TRAFFIC DIRECTION (Impact on the left) →

TOP VIEW



H2 hard shoulder

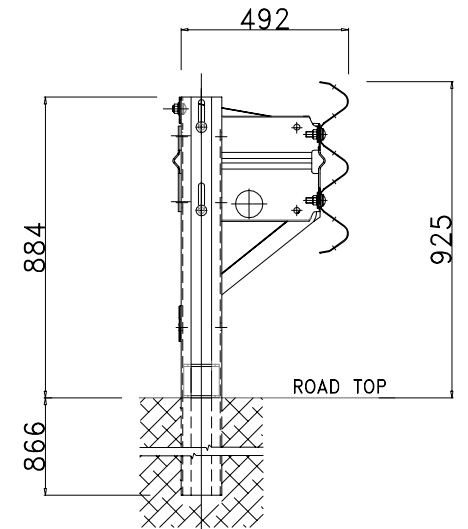
H2BL400

components

- Thrie beam 4500 mm th. 2,5 mm;
- "C" section post 30x80x120 mm th. 5,0 mm
H= 1750 mm c/c 2250 mm;
- Stiffner for "C" section post;
- Flat horizontal diagonal 68x2,5 mm;
- Spacer;
- Unthreading proof little plate;
- Bolts and nuts;
- Reflectors (1 every 13,50 m).

This barrier provides Approach/Escape End Sections of 18,00 m (9,00 for approach + 9,00 for escape)

section

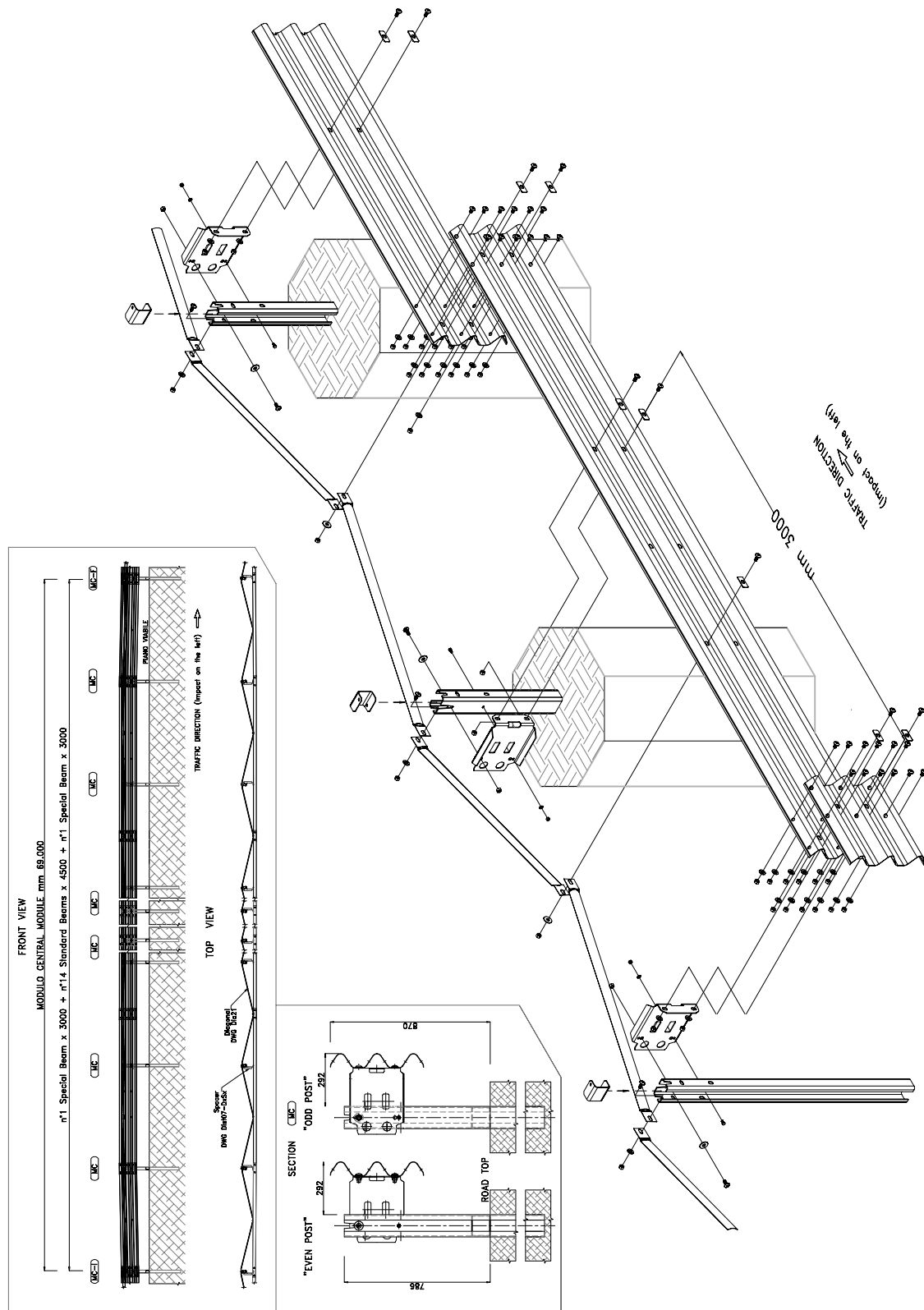


- Dwg. n.: H2BL400
c/c distance between the posts: 2.250 mm

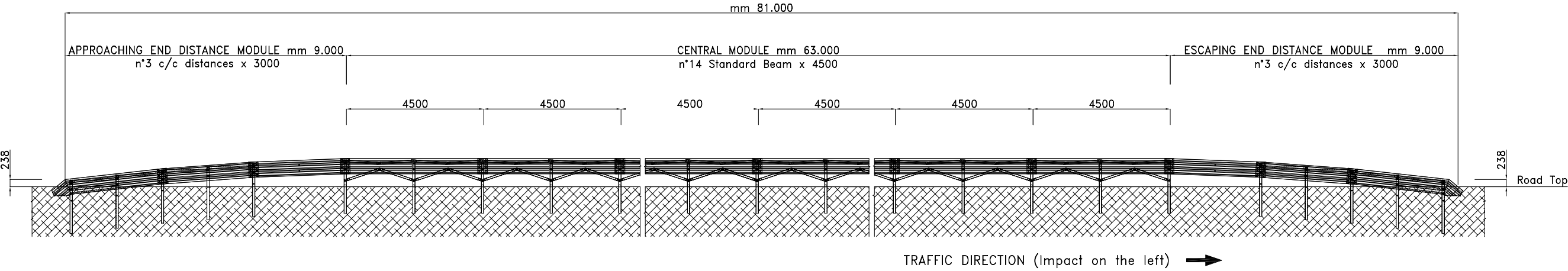
performance

TB11 - Car 900 kg
Test: X61.02.G07_Rev01
ASI: A - 1,00

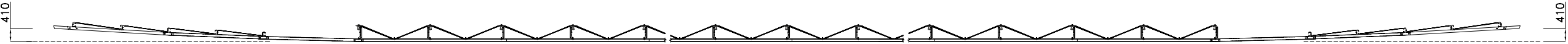
TB51 - Bus 13.000 kg
Test: X61.01.G07_Rev01
W_N: m 1,5 (W5)
D_N: m 1,40
V_N: m 1,6 (V15)



FRONT VIEW



TOP VIEW



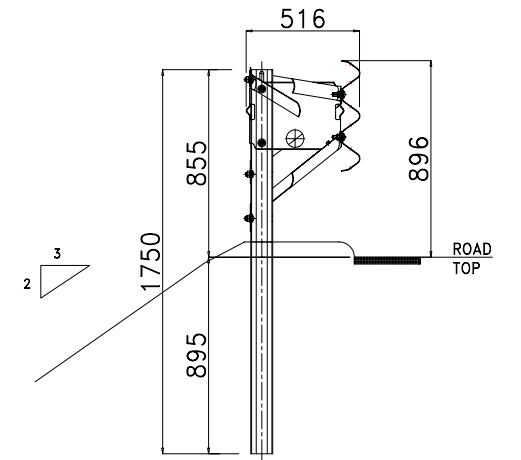
» H2 hard shoulder H2BL500-arg.

components

- Thrie beam 4500 mm th. 2,5 mm;
- "C" section post 25x60x100 mm th. 4,0 mm
H= 1750 mm c/c 1125 mm;
- Spacer;
- Flat upper and lower diagonal 68x2,5 mm;
- Unthreading proof little plate;
- Bolts and nuts;
- Reflectors (1 every 13,50 m).

This barrier provides mitred Approach/ Escape End Sections of 18,00 m (9,00 for approach + 9,00 for escape)

section

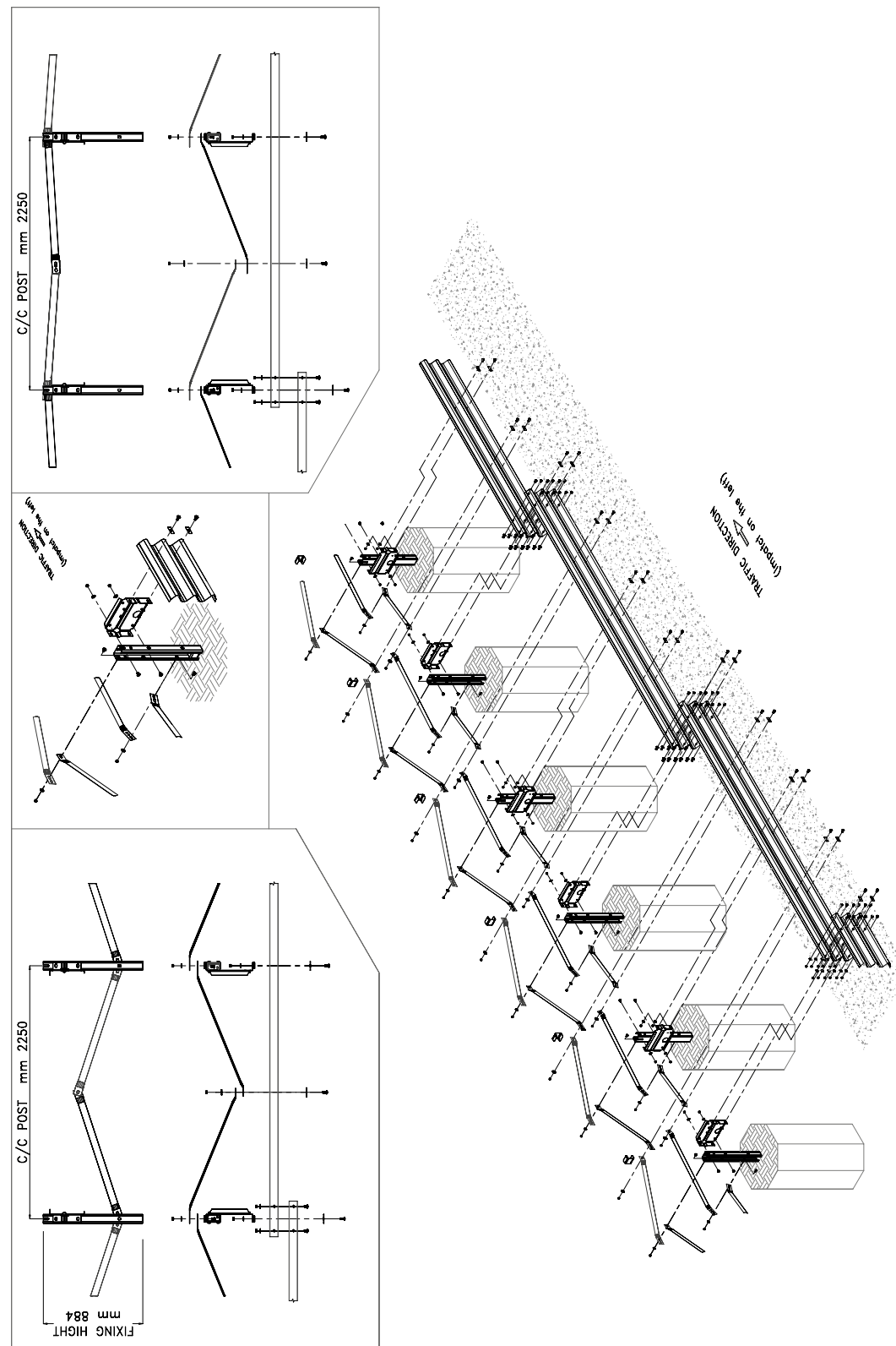


- Dwg. n.: H2BL500-arg.
c/c distance between the posts: 1.125 mm

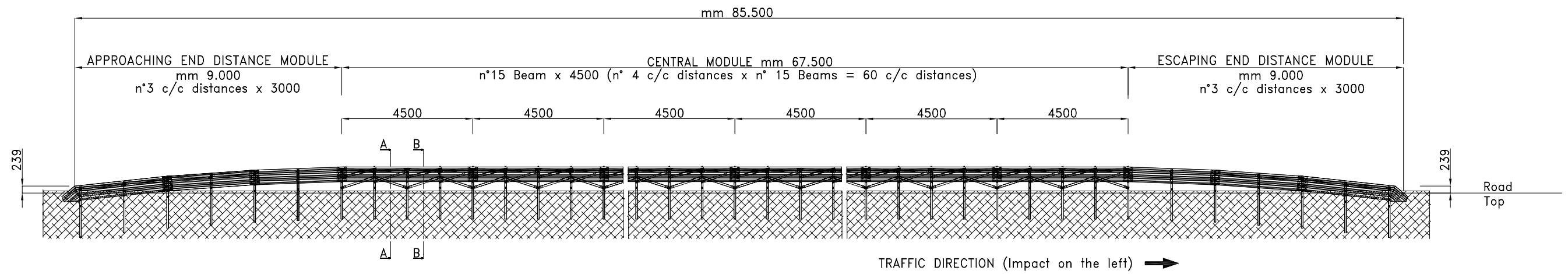
performance

TB11 - Car 900 kg
Test: X61.04.G10
ASI: A - 1,00

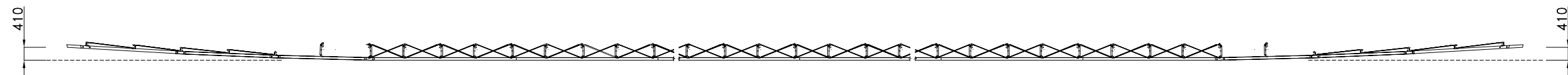
TB51 - Bus 13.000 kg
Test: X61.03.G10
W_N: m 1,30 (W4)
D_N: m1,1
V_N: m 1,4 (V15)



FRONT VIEW

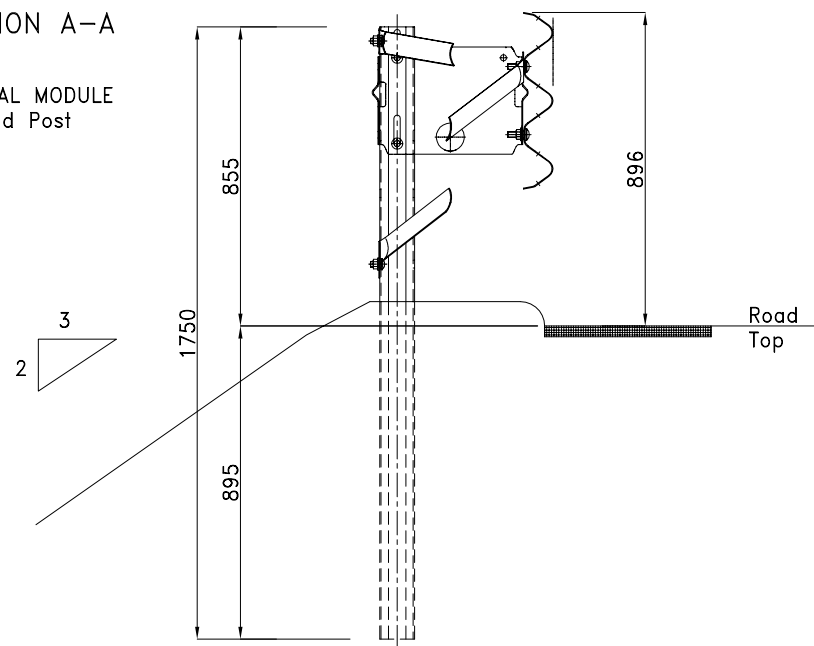


TOP VIEW



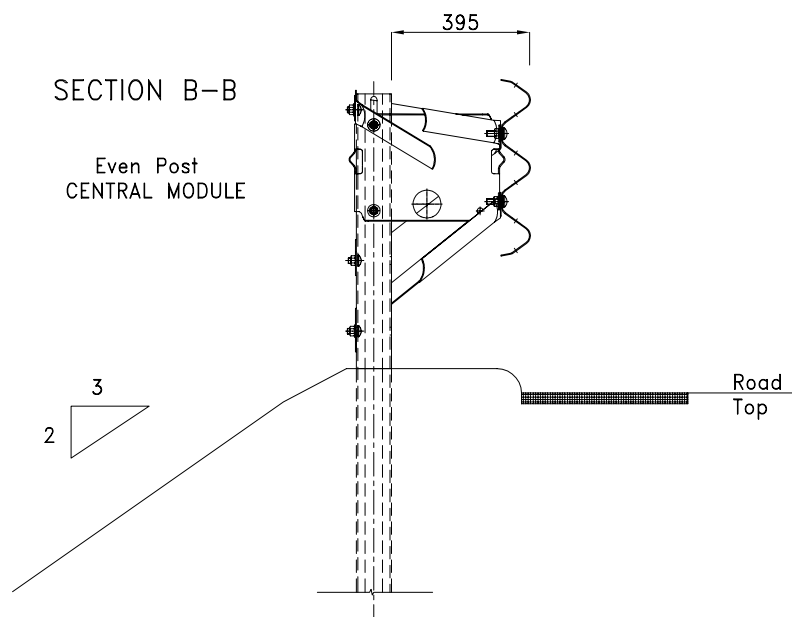
SECTION A-A

CENTRAL MODULE
Odd Post

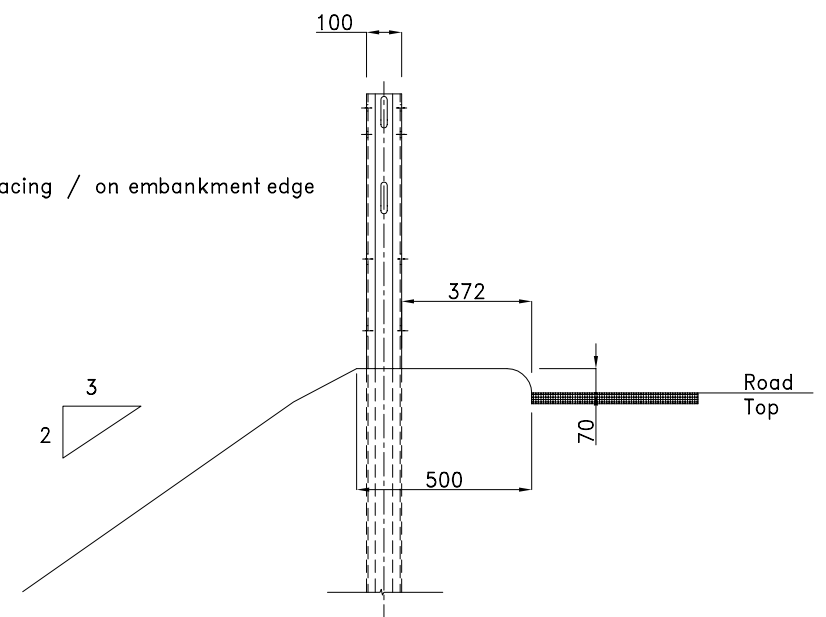


SECTION B-B

Even Post
CENTRAL MODULE



Post Placing / on embankment edge



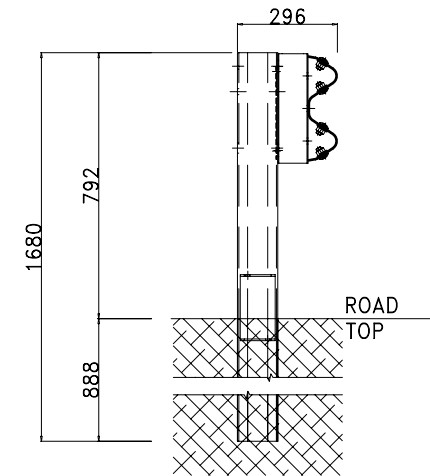
» H2 (L2) hard shoulder H2BL900

components

- W Beam 5333 mm th. 3 mm;
- "C" Section Post 30x80x120 mm th. 4,0 mm
H = 1680 mm c/c 2666,6 mm;
- "U" Spacer th. Mm 3;
- Stiffner for "C" Post;
- Adjusting setting plate;
- Unthreading proof little plate;
- Bolts and Nuts;
- Reflector (n° 1 every 16 m).

This Barrier provides, for each section of barrier, the installation mitred Approach / Escape modules for a total length of 19,17 m (9,585 for Approach+ 9,585 for Escape)

section

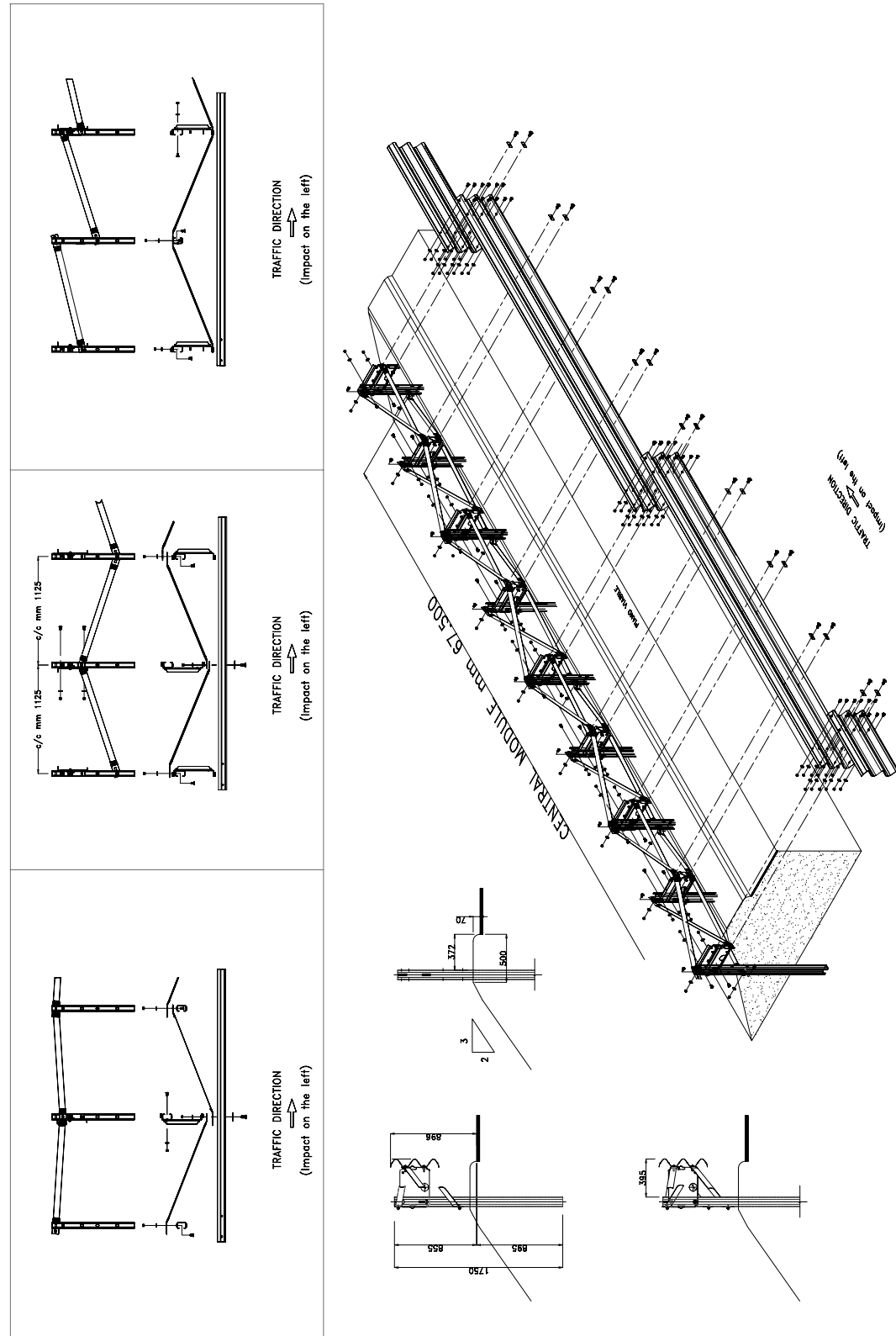


- **Dwg. n.: H2BL900**
c/c distance between the posts: **2.666 mm**

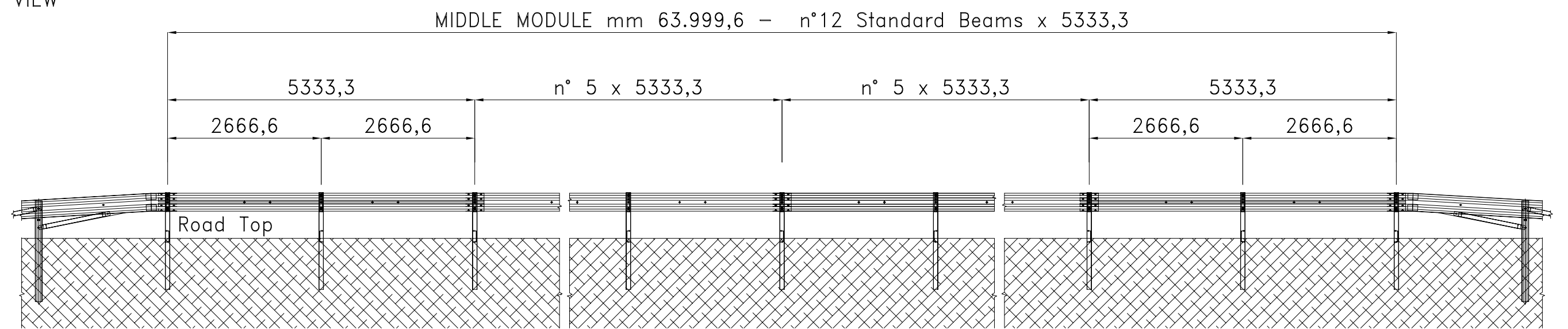
performance

TB11 - Car 900 kg
 Test: 902
 ASI: A - 0,9
 TB32 - Car 1.500 kg
 Test: 903
 ASI: A - 0,8

TB51 - Bus 13.000 kg
 Test: 901
 W_N: m 1,7 (W5)
 D_N: m1,60
 V_N: m 1,90 (V16)

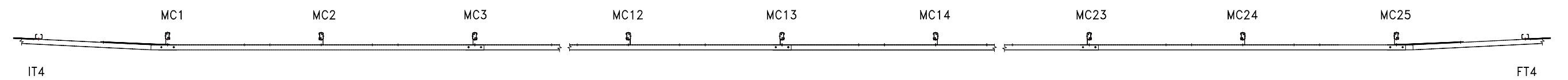


FRONT
VIEW

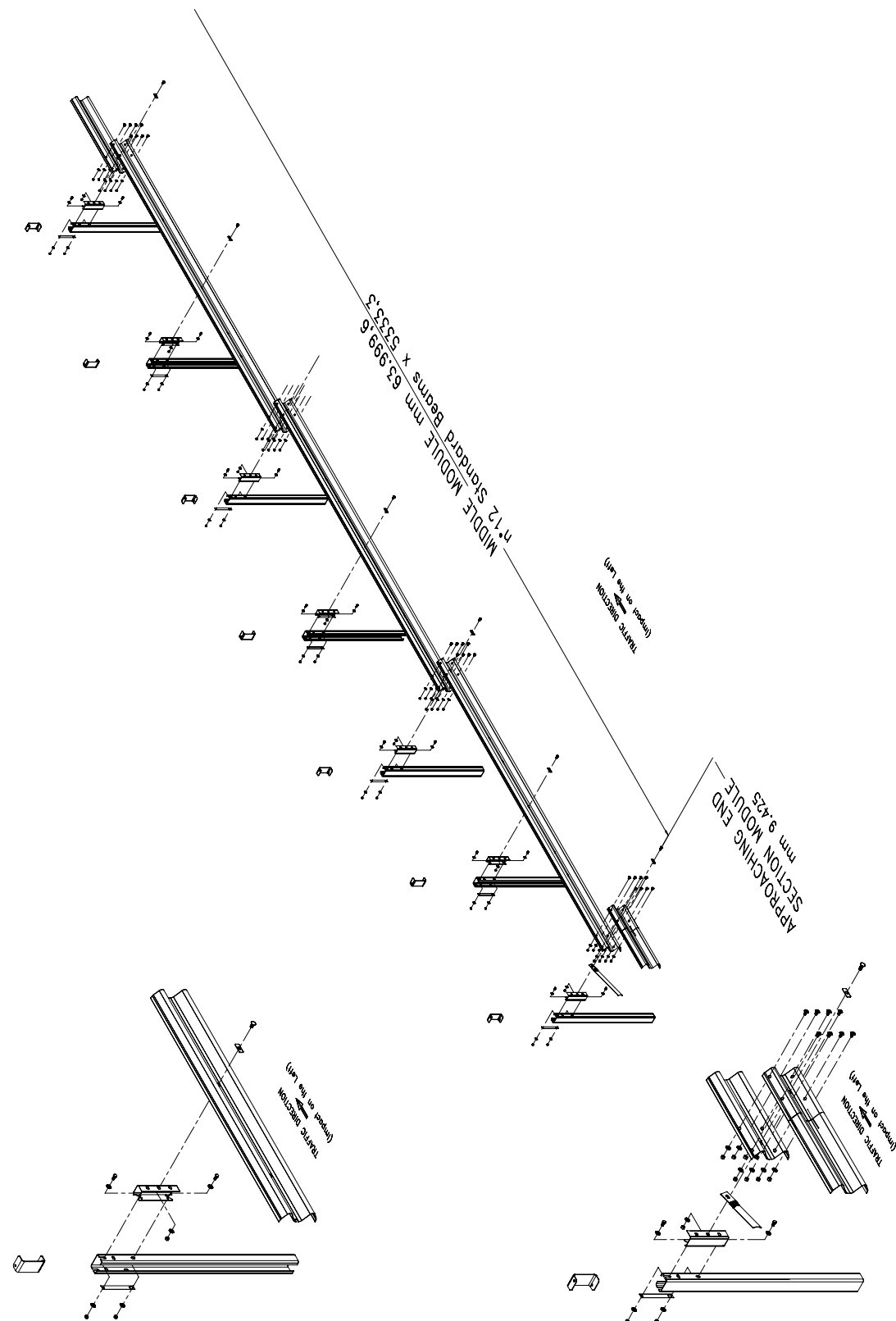


TRAFFIC DIRECTION (Impact on the left) →

TOP
VIEW



» H2 hard shoulder H2BL1000

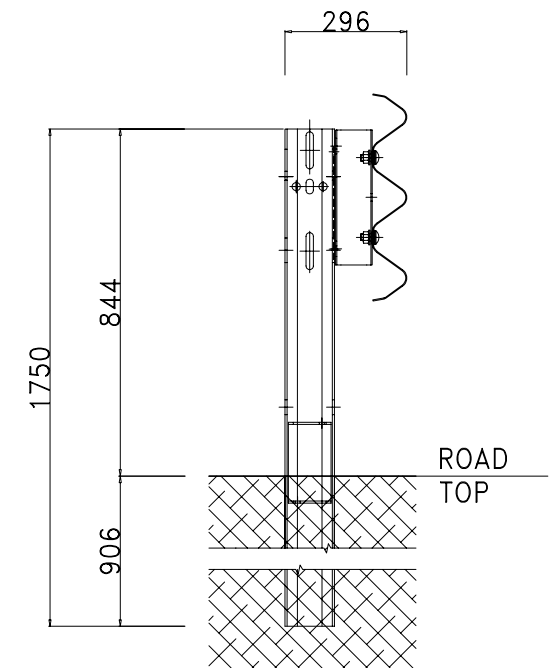


components

- Thrie W Beam 5333 mm th. 2,5 mm;
- "C" Section Post 30x80x120 mm th. 5,0 mm
H = 1750 mm c/c 2666,6 mm;
- "U" Spacer th. Mm 3;
- Stiffner for "C" Post;
- Adjusting setting plate;
- Unthreading proof little plate;
- Bolts and Nuts;
- Reflector (n° 1 every 16 m).

This Barrier provides, for each section of barrier, the installation mitred Approach/Escape modules for a total length of 19,17 m (9,585 for Approach+ 9,585 for Escape)

section



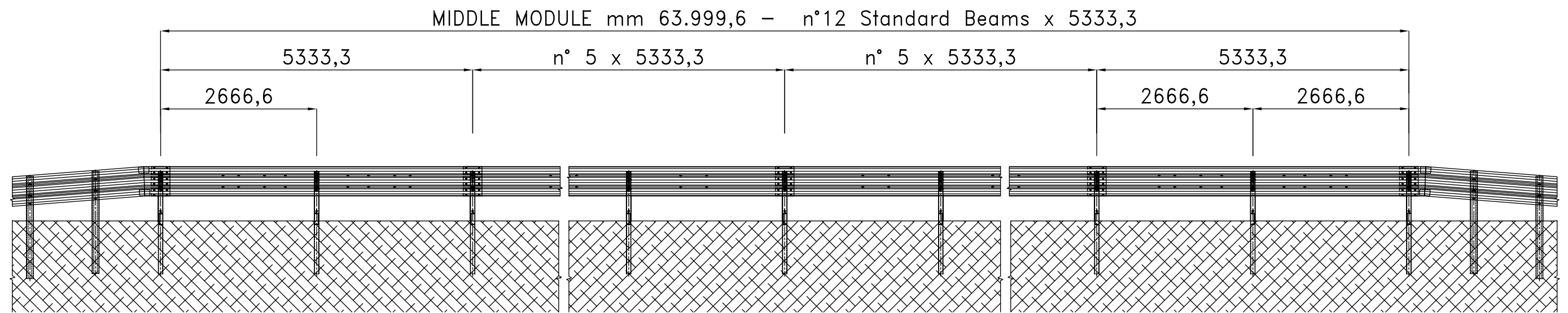
- **Dwg. n.: H2BL1000**
c/c distance between the posts: **2.666,6 mm**

performance

TB11 - Car 900 kg
Test: 905
ASI: A - 0,9

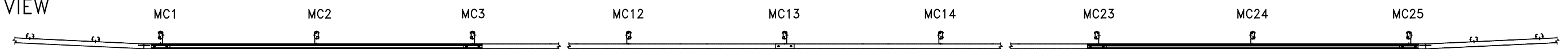
TB51 - Bus 13.000 kg
Test: 904
W_N: m 1,3 (W4)
D_N: m1,20
V_N: m 1,50 (VI5)

FRONT
VIEW



TRAFFIC DIRECTION (Impact on the left) →

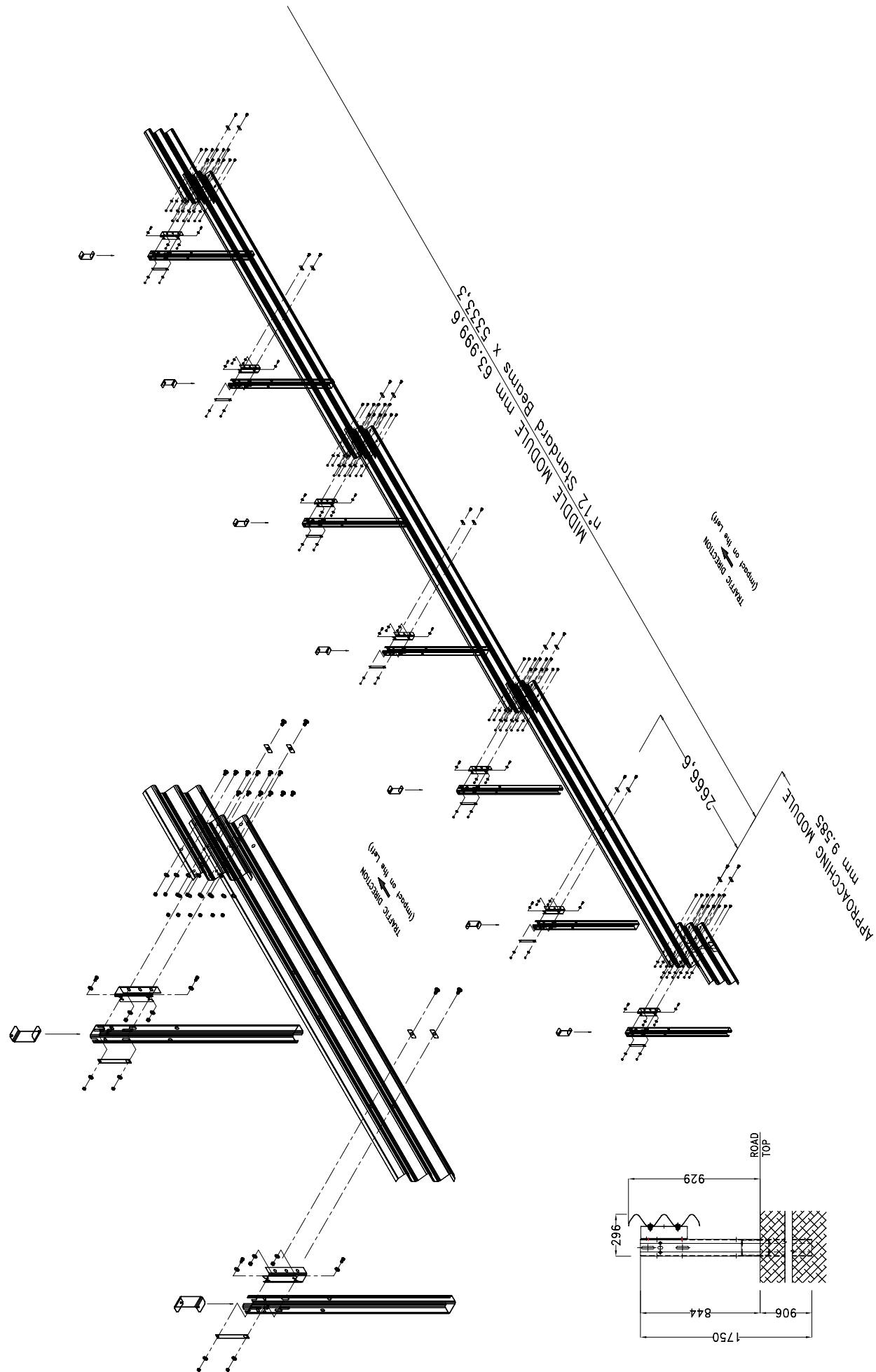
TOP
VIEW





H2 hard shoulder

H2BL1100

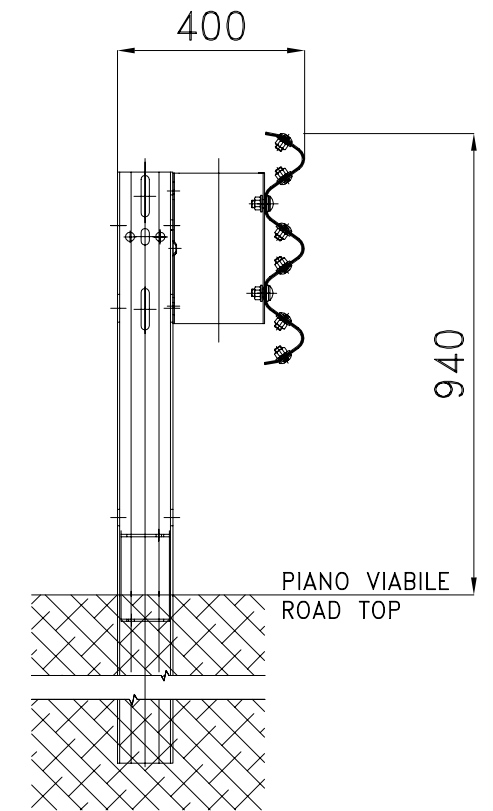


components

- 3 W Beam 5333 mm th. 2,5 mm;
- "C" Section Post 30x80x120 mm th.5,0 mm
H = 1750 mm c/c 3555,4 mm;
- Spacer th. Mm3
- Stiffner for "C" Post;
- Horizontal Diagonal ;
- Unthreading proof little plate;
- Bolts and Nuts;
- Reflector (n° 1 every 10,66 m).

This Barrier provides, for each section of barrier, the installation of Approach /Escape End Section modules for a total length of 27,00 m (13,50 for Approach+ 13,50 for Escape)

section



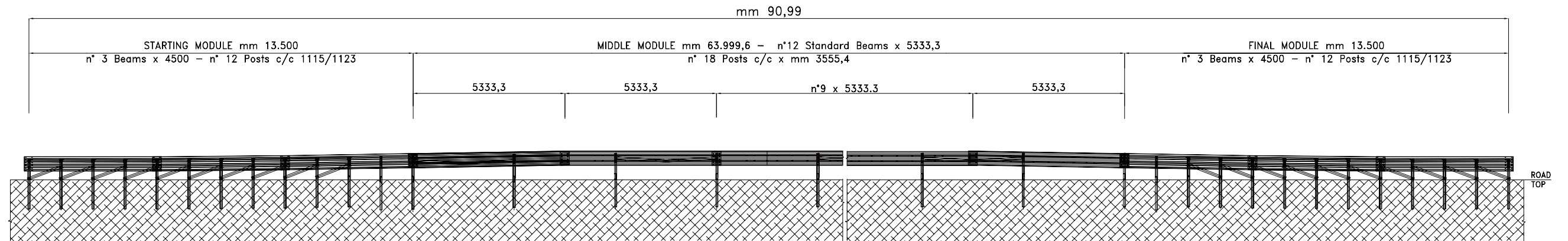
● Dwg. n.: H2BL1100
c/c distance between the posts: 3.555 mm

performance

TB11 - Car 900 kg
Test: 1265
ASI: A - 1,00

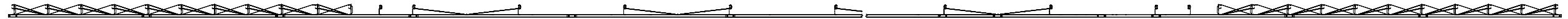
TB51 - Bus 13.000 kg
Test: 1264
W_N: m 1,6 (W5)
D_N: m 1,3
V_N: m 1,50 (V15)

FRONT VIEW



TRAFFIC DIRECTION (Impact on the Left) →

TOP VIEW



» H2 hard shoulder

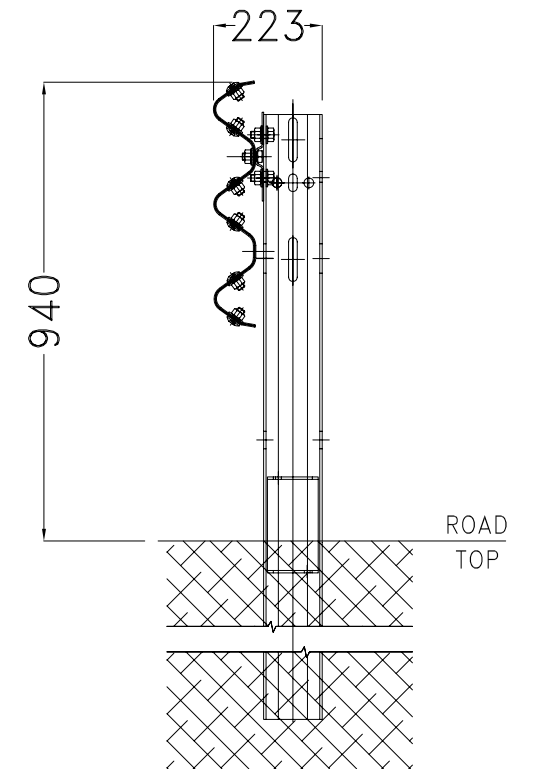
H2BL1200

components

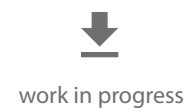
- 3W Beam 5333 mm th. 2,5 mm;
- "C" Section Post 30x80x120 mm th. 5,0 mm
H = 1750 mm c/c 2133,2 mm;
- Connection Element (Beam/Post);
- Stiffner for "C" Post;
- Unthreading proof little plate;
- Bolts and Nuts;
- Reflector (n° 1 every 10,66 m).

This Barrier provides, for each section of barrier, the installation of Approach/ Escape End Section modules for a total length of 27,00 m (13,50 for Approach+ 13,50 for Escape)

section



- Dwg. n.: **H2BL1200**
c/c distance between the posts: **2.133 mm**



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www.imeva.it

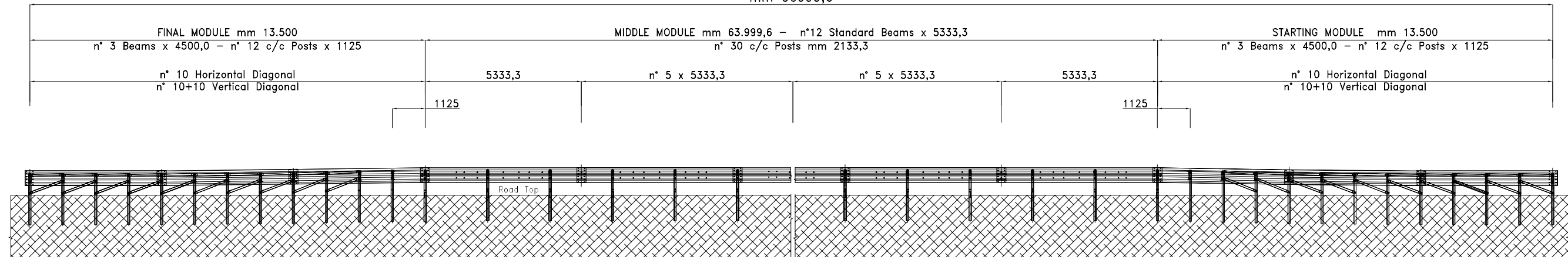
performance

TB11 - Car 900 kg
Test: 1274
ASI: A - 0,8

TB51 - Bus 13.000 kg
Test: 1273
W_N: m 1,0 (W3)
D_N: m 0,9
V_N: m 1,0 (V13)

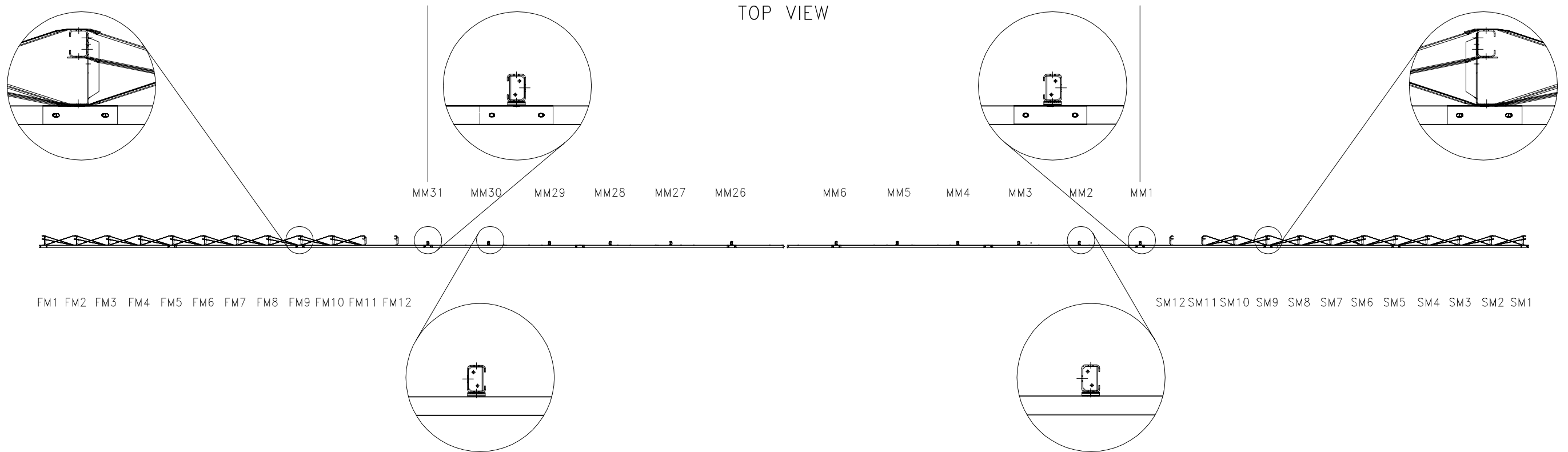
FRONT VIEW

mm 90999,6



← TRAFFIC DIRECTION (Impact on the Right)

TOP VIEW



H2 hard shoulder

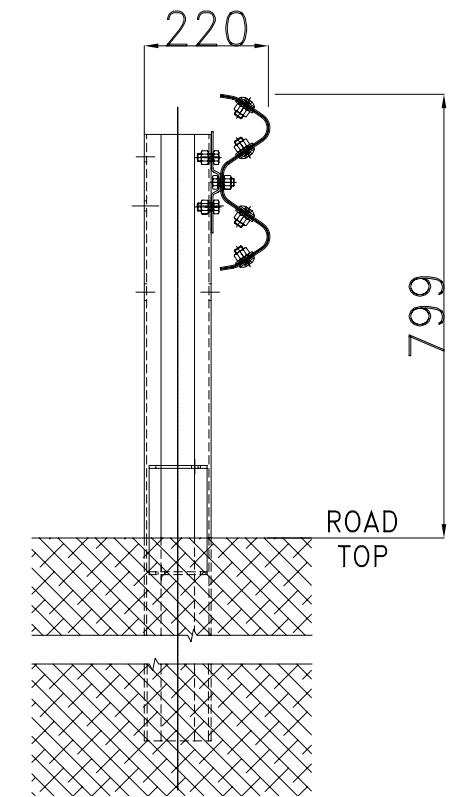
H2BL1300

components

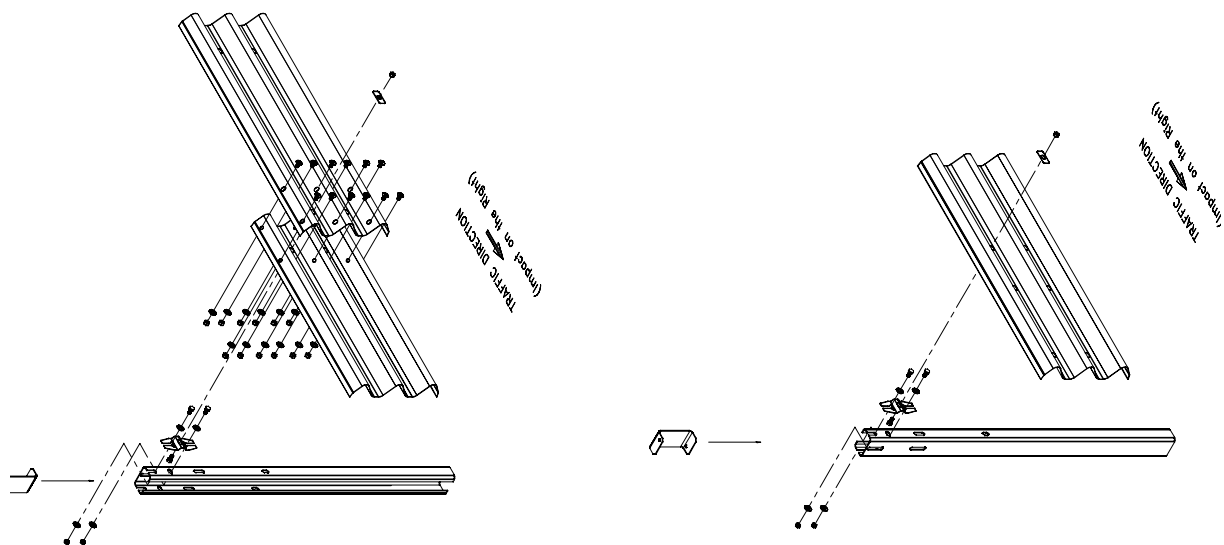
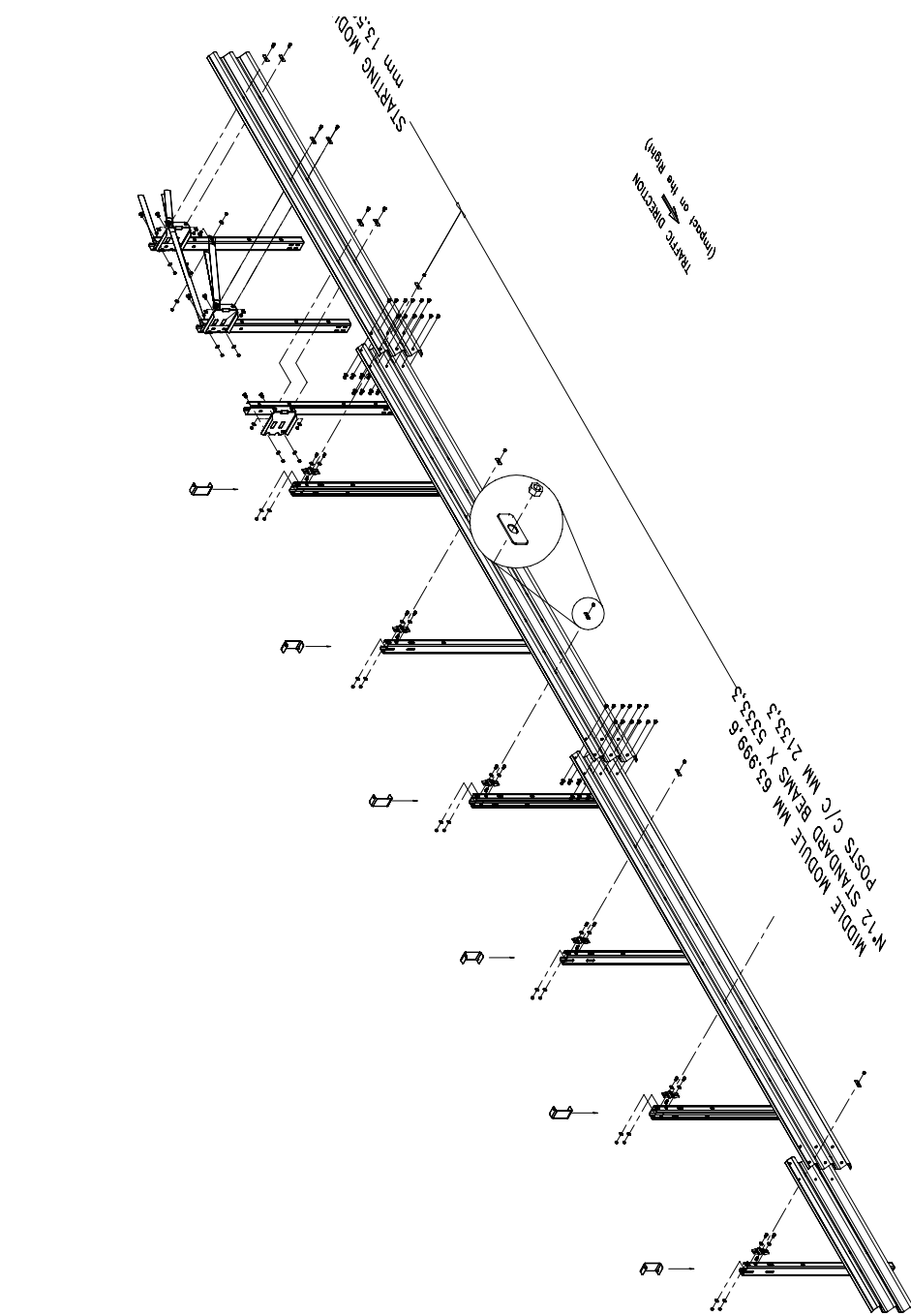
- 2W Beam 5333 mm th. 3,0 mm;
- "C" Section Post 30x80x120 mm th. 4,0 mm
H = 1680 mm c/c 1777,6 mm;
- Connection Element (Beam/Post);
- Stiffner for "C" Post;
- Unthreading proof little plate;
- Bolts and Nuts;
- Reflector (n° 1 every 10,66 m).

This Barrier provides, for each section of barrier, the installation of mitred Approach/Escape modules for a total length of 19,046 m (9,523 for Approach+ 9,523 for Escape).

section



- Dwg. n.: H2BL1300
c/c distance between the posts: 1.777 mm



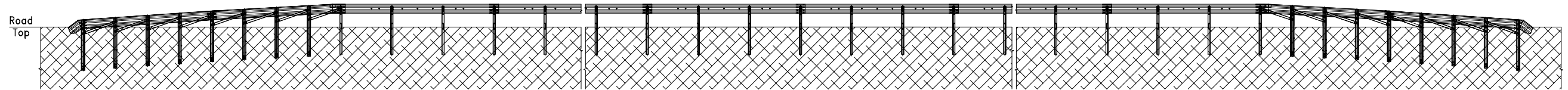
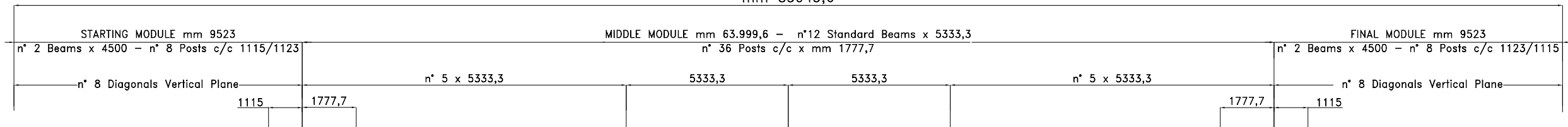
performance

TB11 - Car 900 kg
Test: 1279
ASI: A - 0,80

TB51 - Bus 13.000 kg
Test: 1278
W_N: m 1,3 (W4)
D_N: m 1,2
V_N: m 2,0 (V16)

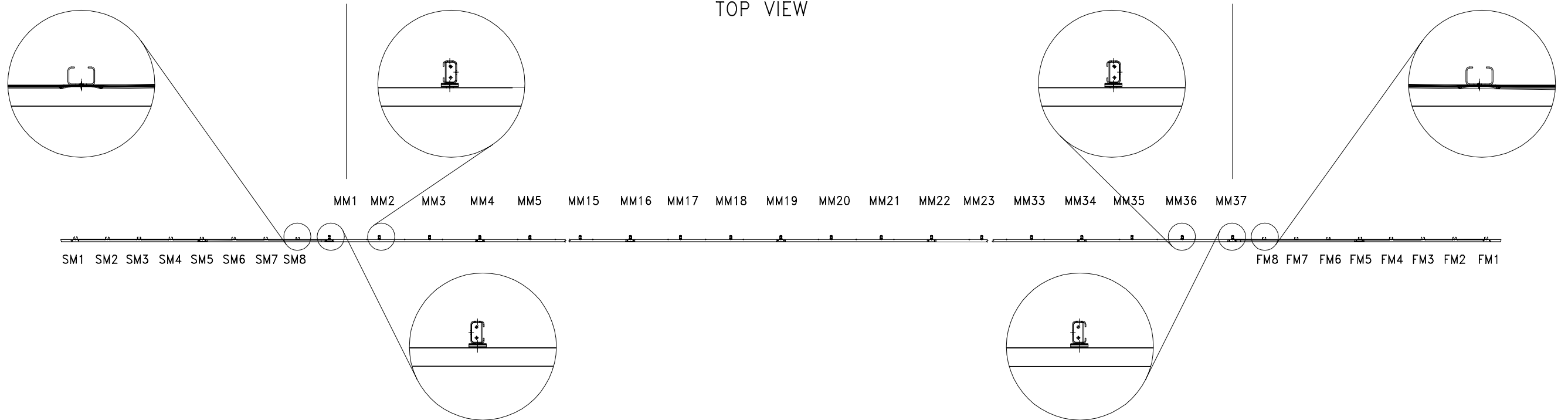
FRONT VIEW

mm 83045,6



TRAFFIC DIRECTION (Impact on the Left) →

TOP VIEW



H3 hard shoulder

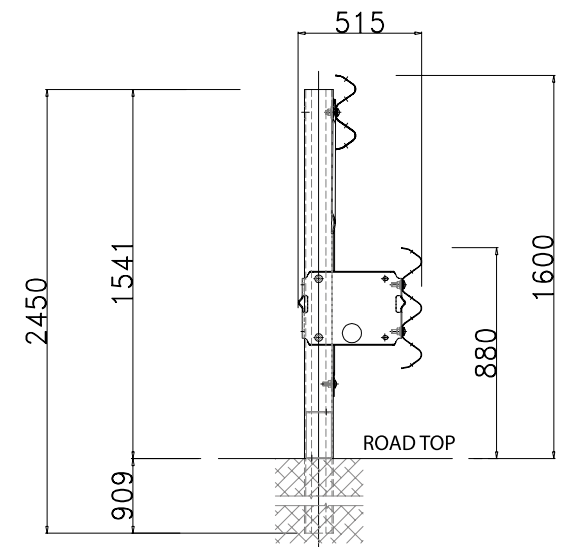
H3BL300

components

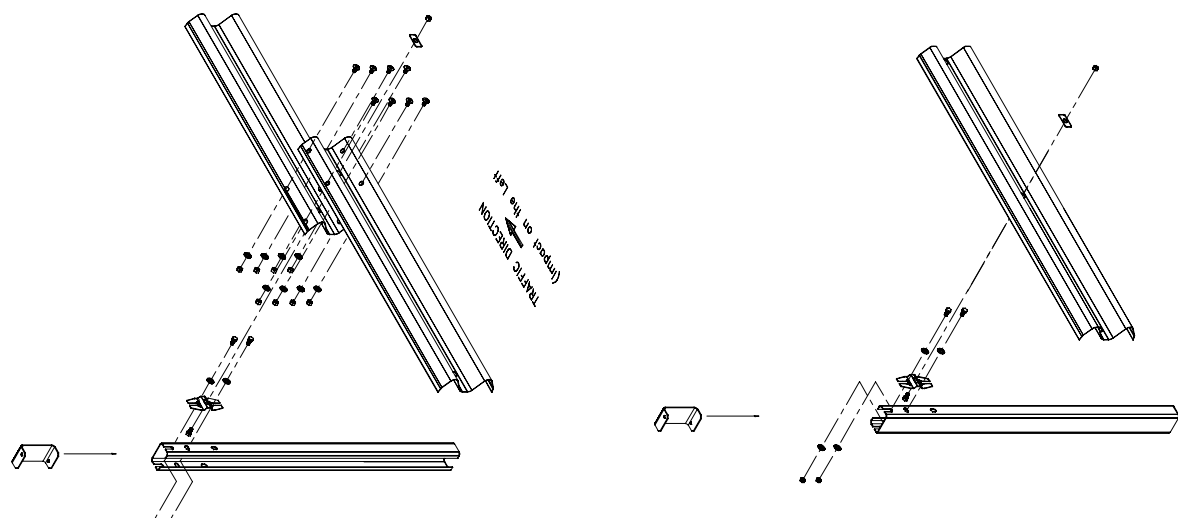
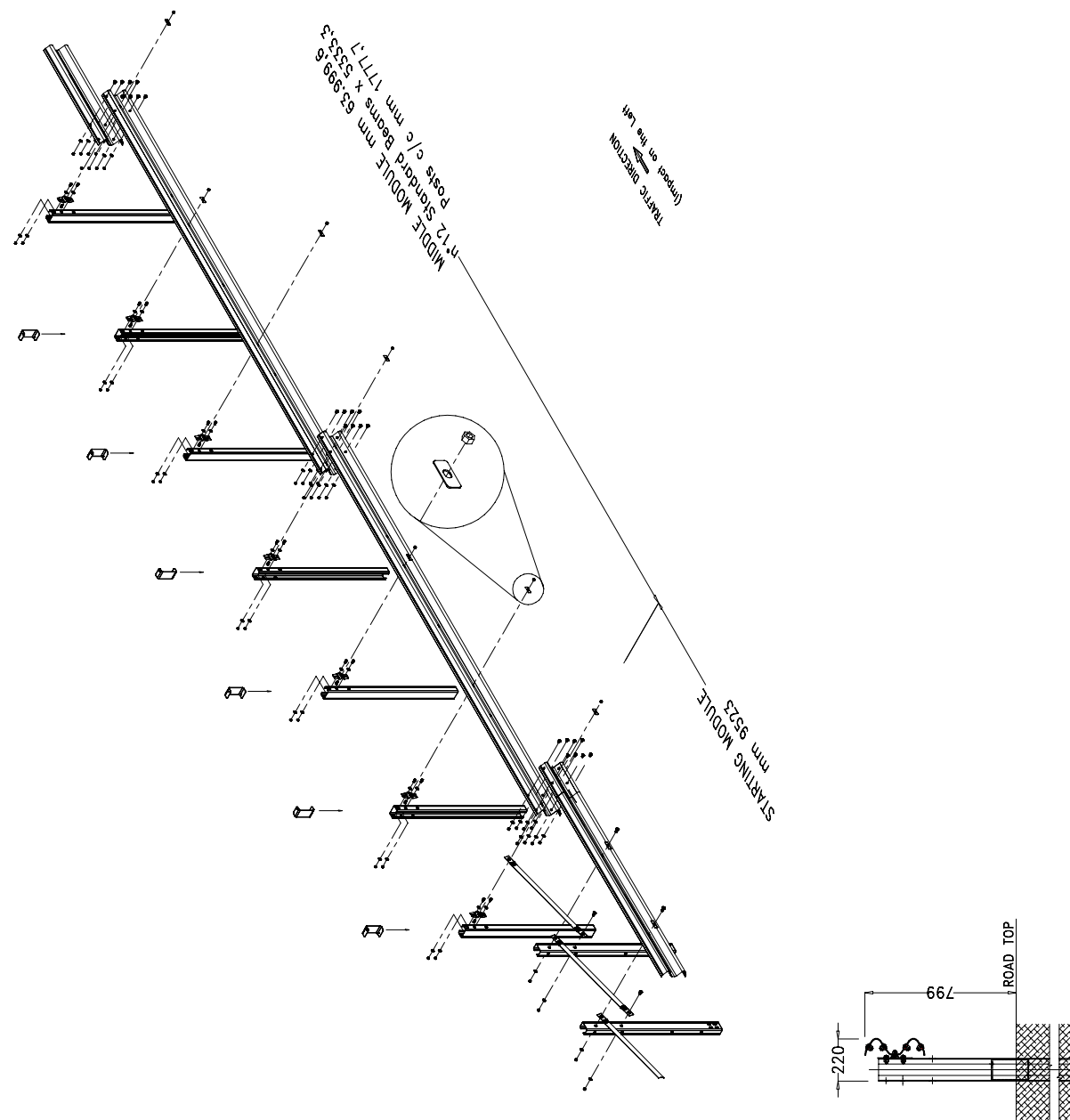
- W upper beam 5333 mm th. 2,5 mm;
- Thrie lower beam 5333 mm th. 2,5 mm;
- "C" section post 30x80x120 mm th. 5,0 mm
H= 2450 mm c/c1777 mm;
- Stiffner for "C" section post;
- Spacer for lower thrie beam th. 4,0 mm;
- Vertical flat diagonal 70x5,0 mm;
- Unthreading proof little plate;
- Bolts and nuts;
- Reflectors (1 every 16 m).

This barrier provides Approach/Escape End Sections of 32,0 m (16 of approach + 16 of escape)

section



- Dwg. n.: H3BL300
- c/c distance between the posts: 1.777 mm

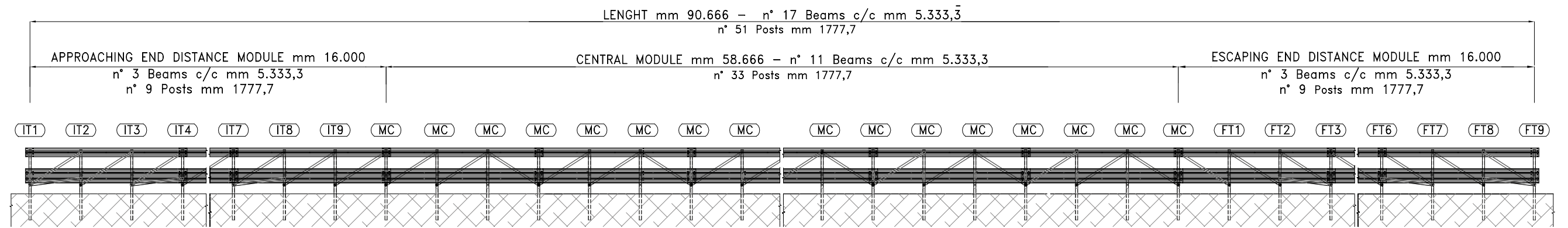


performance

TB11 - Car 900 kg
Test: IME/BAM-008/1197
ASI: A - 1,0

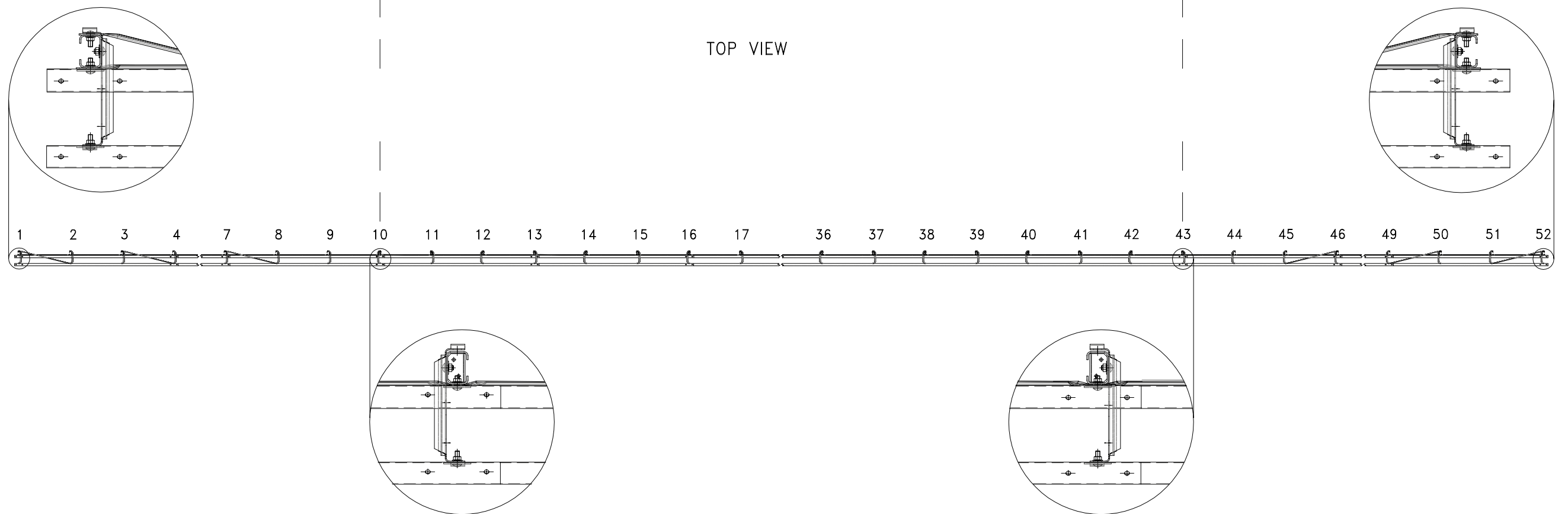
TB61 - Truck 16.000 kg
Test: IME/BAM-007/1196
W_N: m 1,6 (W5)
D_N: m 1,0
V_N: m 2,6 (V18)

FRONT VIEW



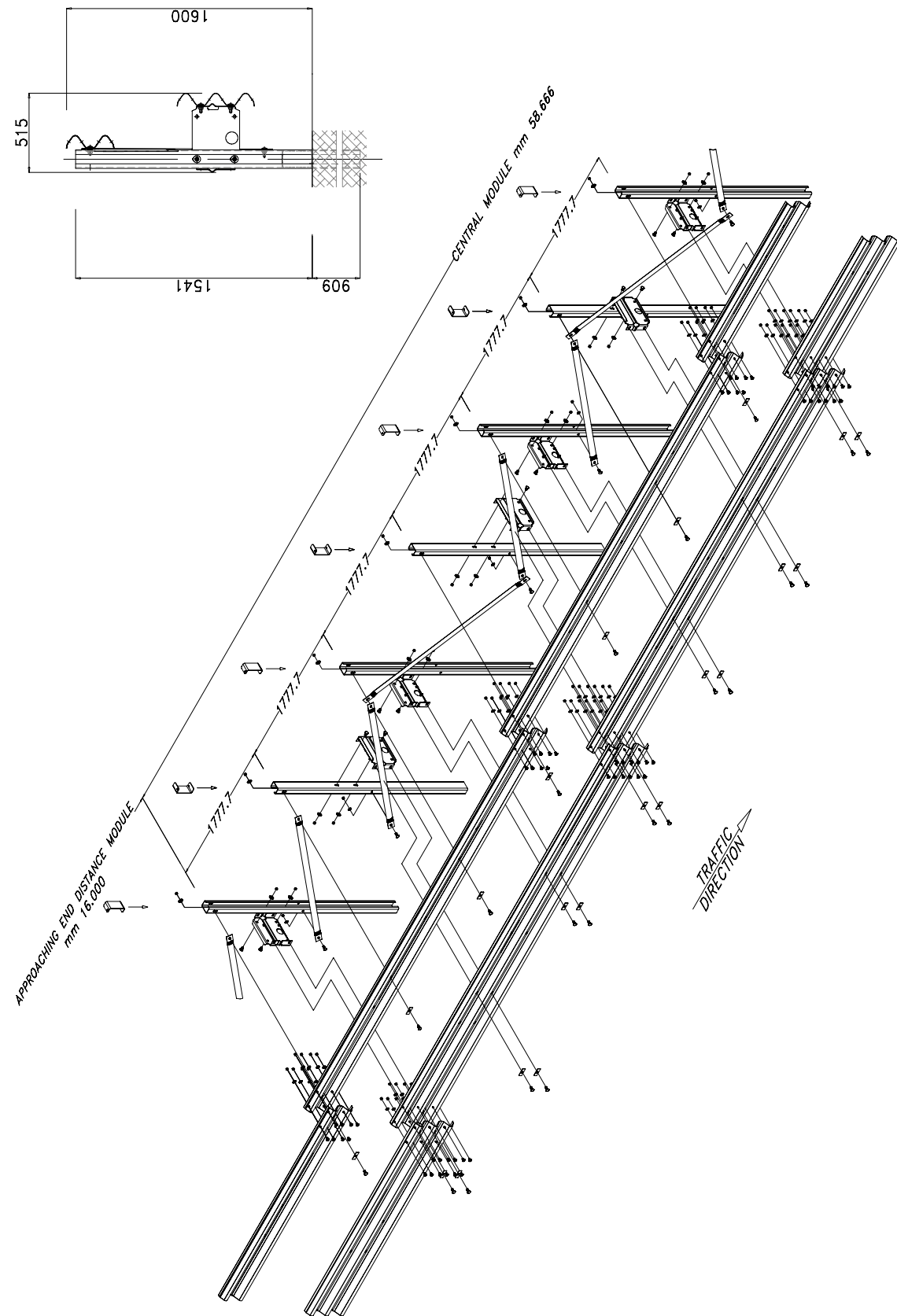
TRAFFIC DIRECTION (Impact on the Left) →

TOP VIEW



H3 hard shoulder

H3BL400

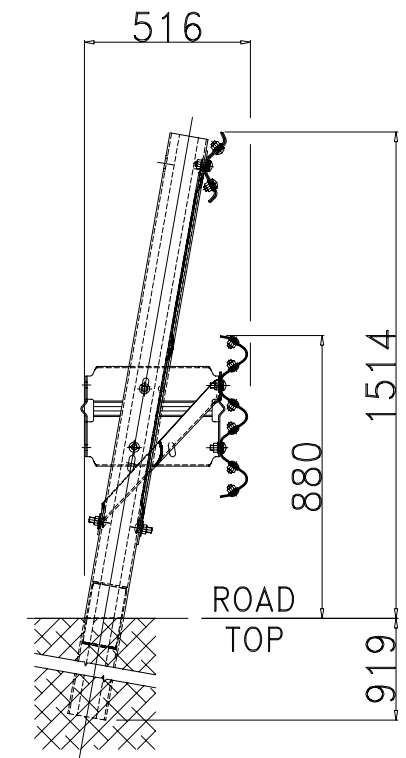


components

- Upper W Beam 5333 mm th. 5,0 mm;
- Lower 3W Beam mm 5333 Th. mm 2,5
- "C" Section Post 30x80x120 mm th. 5,0 mm
H = 2450 mm c/c 2133,2 mm;
- Spacer for lower 3W Beam;
- Stiffner for "C" Post;
- Unthreading proof little plate;
- Bolts and Nuts;
- Reflector (n° 1 every 16 m),

This Barrier provides, for each section of barrier, the installation of Approach /Escape section modules for a total length of 32,00 m (16,00 for Approach+ 16,00 for Escape)

section



- Dwg. n.: H3BL400
- c/c distance between the posts: 2.133 mm

performance

TB11 - Car 900 kg
 Test: 926_A
 ASI: A - 0,90

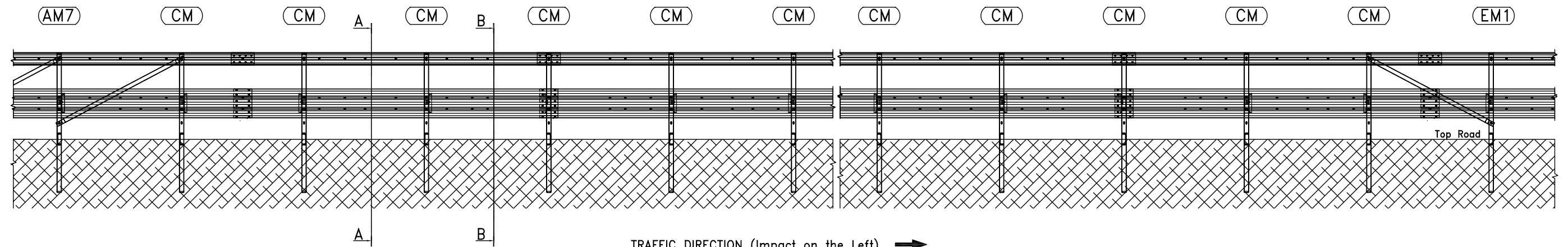
TB61 - Truck 16.000 kg
 Test: 925_Rev1
 W_N: m 1,3 (W4)
 D_N: m 1,2
 V_N: m 2,10 (V16)

FRONT VIEW

APPROACCHING AND
DISTANCE MODULE

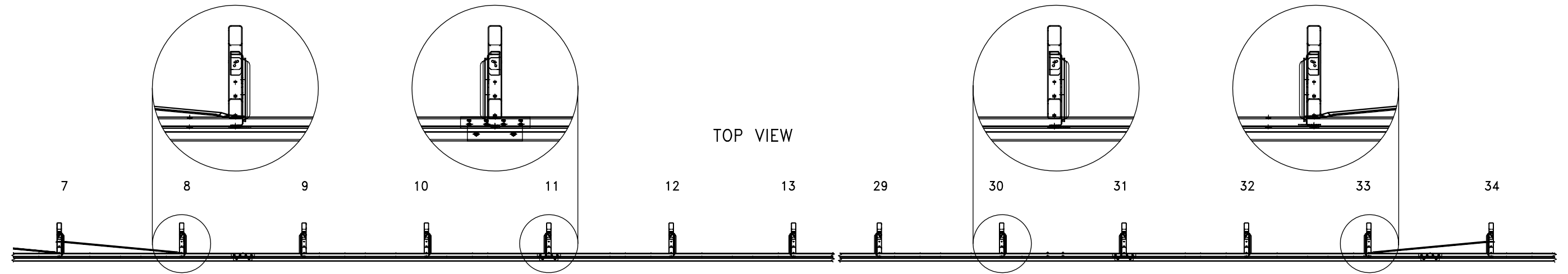
CENTRAL MODULE mm 53.333 - n° 10 Beams C/C mm 5.333,3
n° 25 Posts C/C mm 2133,32

ESCAPING AND
DISTANCE MODULE

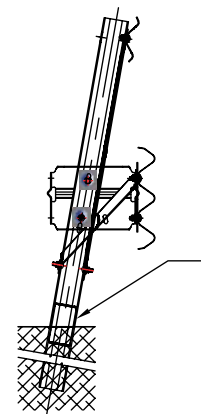


TRAFFIC DIRECTION (Impact on the Left) →

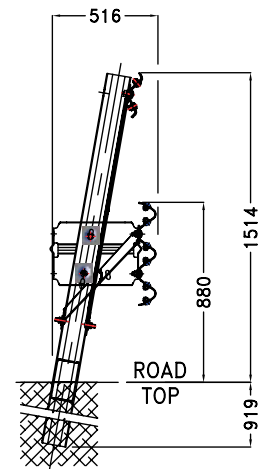
TOP VIEW



SECTION A-A

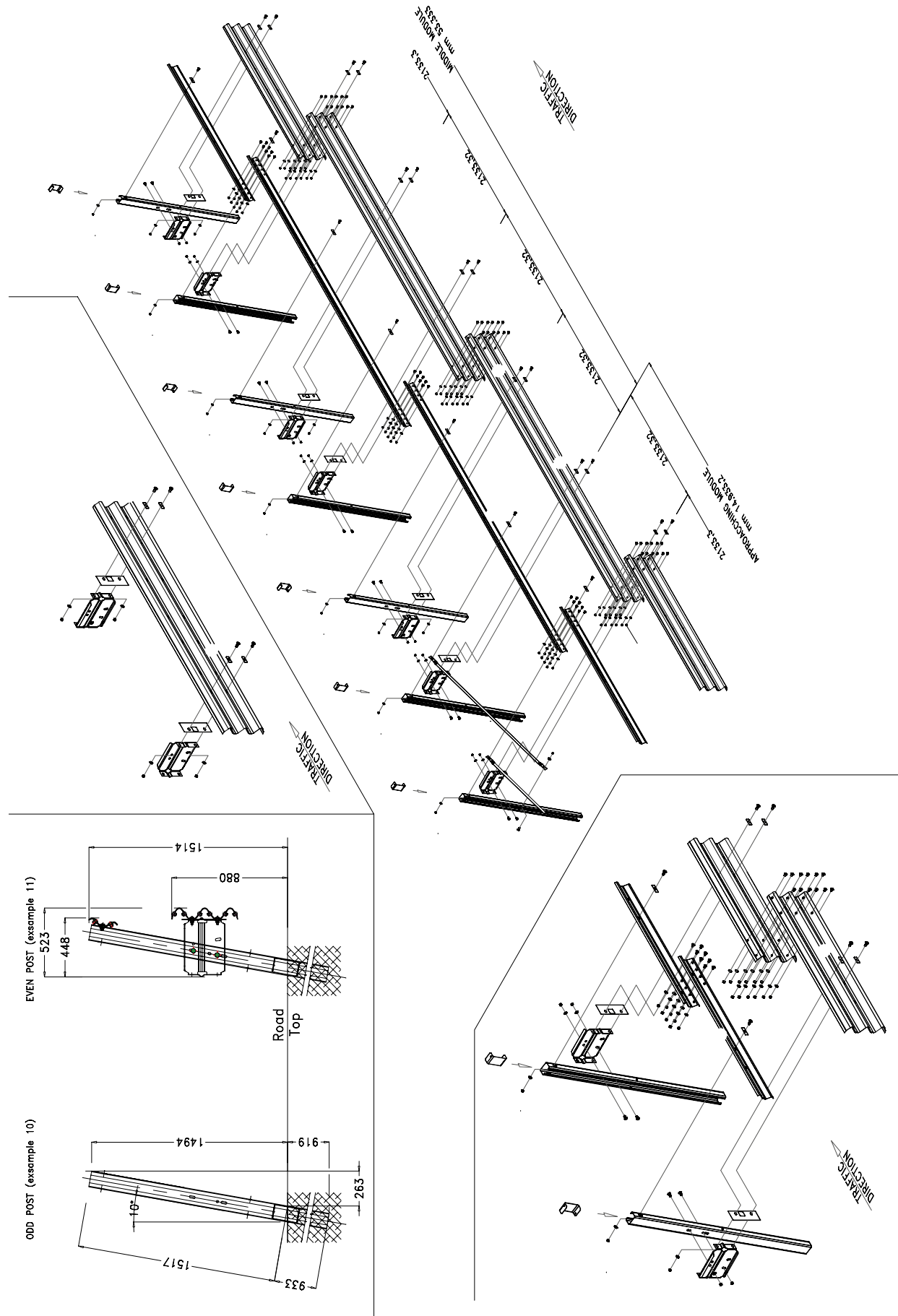


SECTION B-B



H4 hard shoulder

H4aBL100

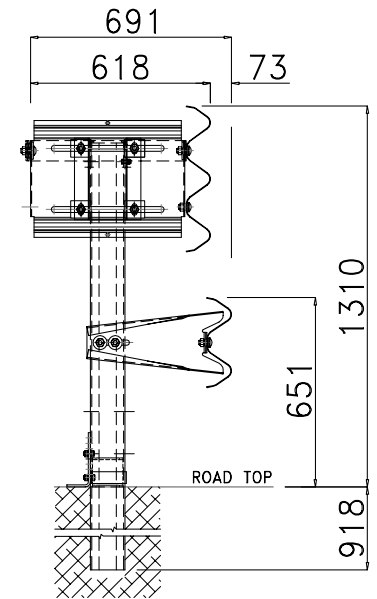


components

- W lower beam 4500 mm th. 2,5 mm;
- Thrie upper beam 4500 mm th. 2,5 mm;
- "C" section post 30x80x120x80x30 mm th. 5,0 mm H= 2100 mm c/c 2250 mm;
- Little base, collar and stiffner for "C" post;
- Lower spacer th. 4,0 mm;
- Upper spacer th. 4,0 mm with unhooking device;
- Flat horizontal diagonal 70x5,0 mm (1:3 c/c-p= 6750 mm);
- Upper plate c/c 70x5,0 mm;
- Unthreading proof little plate;
- Bolts and nuts;
- Reflectors (1 every 13,5 m).

This barrier provides Approach/Escape End Sections of 27,00 m (13,5 for approach + 13,5 for escape)

section



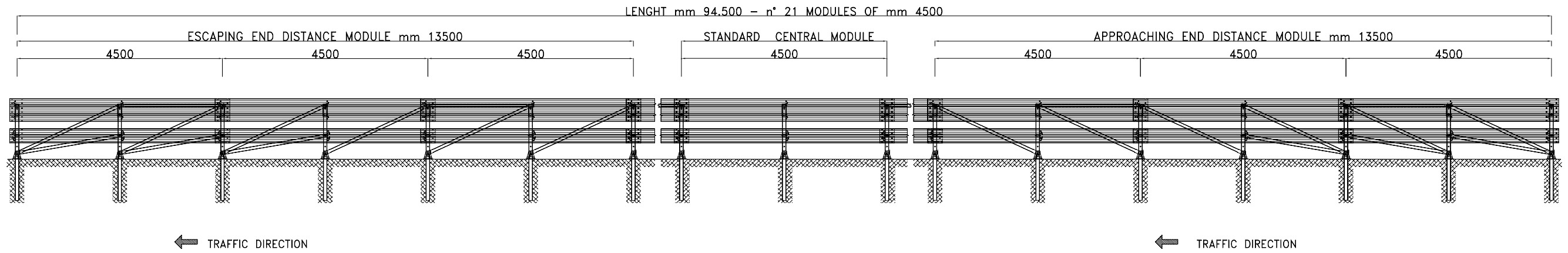
- **Dwg. n.: H4aBL100**
c/c distance between the posts: **2.250 mm**

performance

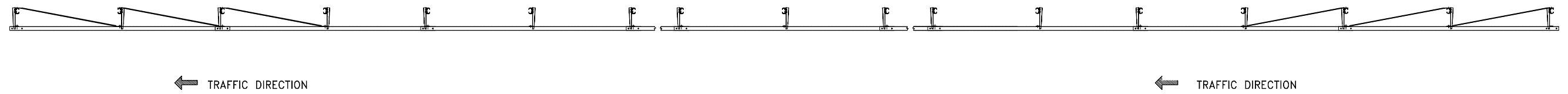
TB11 - Car 900 kg
 Test: IME/BSI-29/680C
 ASI: A - 1,00

TB71 - Truck 30.000 kg
 Test: IME/BSI-38/719C
 W_N: m 2,9 (W8)
 D_N: m 2,5
 V_N: m 3,1 (V18)

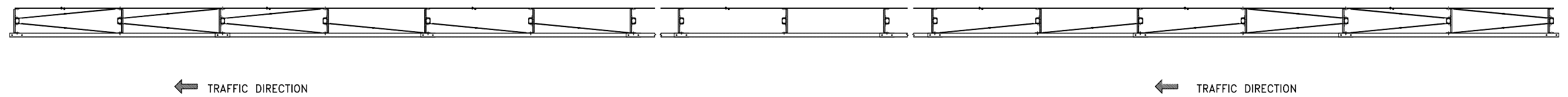
FRONT VIEW



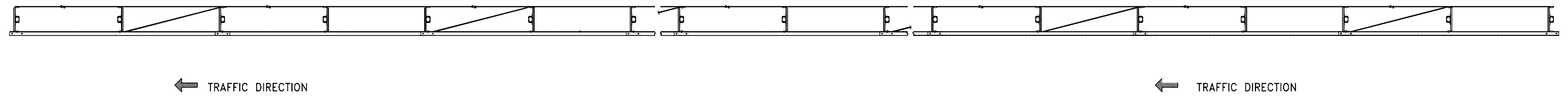
LOW DIAGONAL ARRANGEMENT (DWG DIA08) FROM POST BASE TO W-BEAM



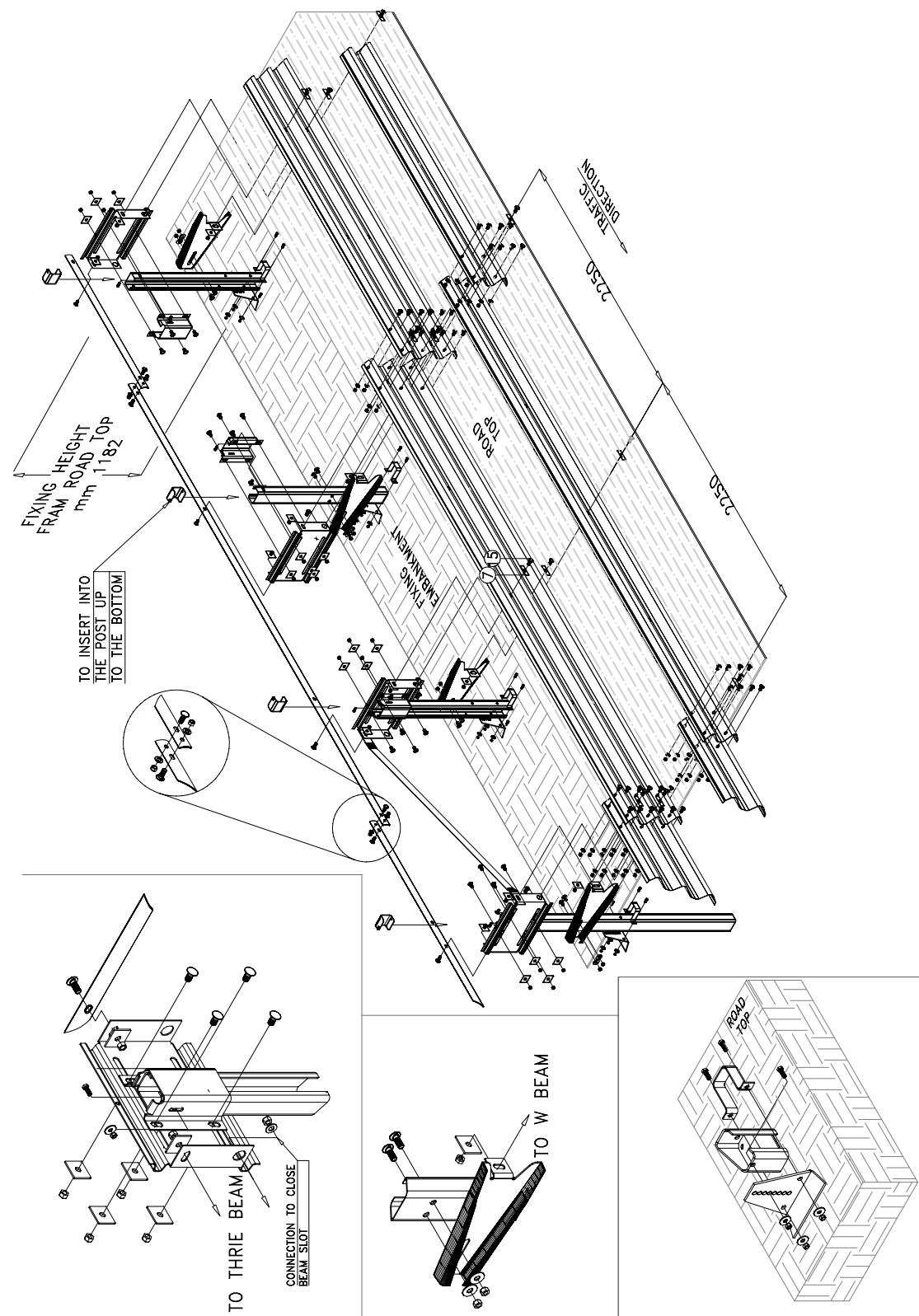
HIGH DIAGONAL ARRANGEMENT (DWG DIA07) FROM POST BASE TO THRIE BEAM



HORIZONTAL TOP DIAGONAL ARRANGEMENT (DWG DIA06) FROM THE BACK OF THE THRIE SPACER TO THE FRONT



➤ H4 hard shoulder H4bBL200

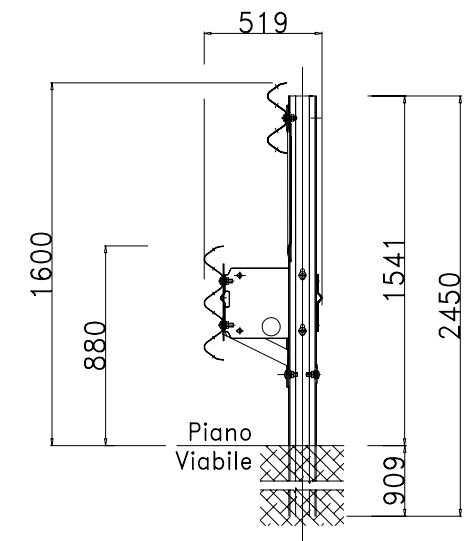


components

- Three wave lower beam c/c. 5333 mm th 2,5 mm;
- W upper beam c/c. 5333 mm th. 4,0 mm;
- "C" section post 30x80x120 mm th. 5,0 mm
H= 2450 mm c/c mm 1777,7;
- Stiffener for "C" section post;
- Spacer th. 4,0 mm for three wave lower beam;
- Oblique diagonal 70x5 mm;
- Unthreading proof plate;
- Bolts and nuts;
- Reflectors (n° 1 every 16,0m).

This barrier includes, for each section to be installed, approaching/ escaping modules total lenght 32,00 m (16,00 for approach + 16,00 for escape).

section



- **Dwg. n.: H4bBL200**
c/c distance between the posts: **1.777 mm**

performance

TB11 - Car 900 kg

Test: IME/BDM - 001/1267

ASI: A - 1,00

TB81 - Truck 38.000 kg

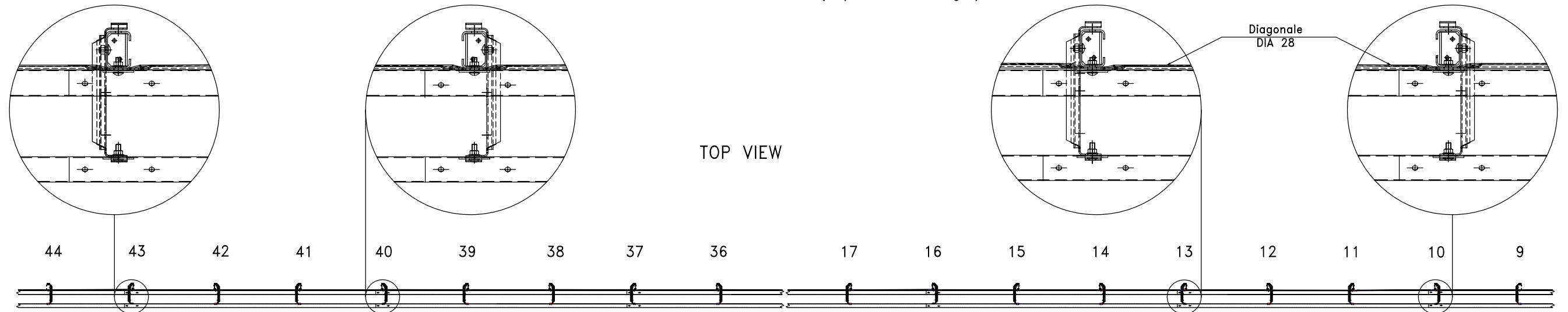
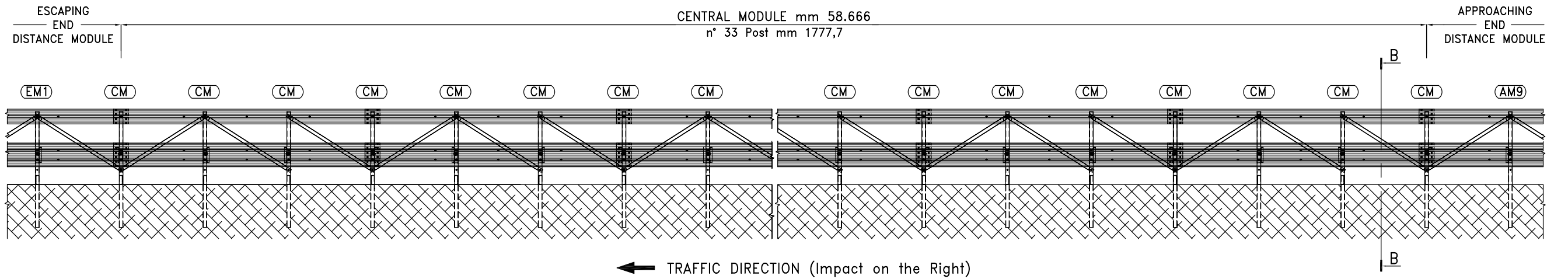
Test: IME/BDM - 002/1268

W_N: m 1,8 (W6)

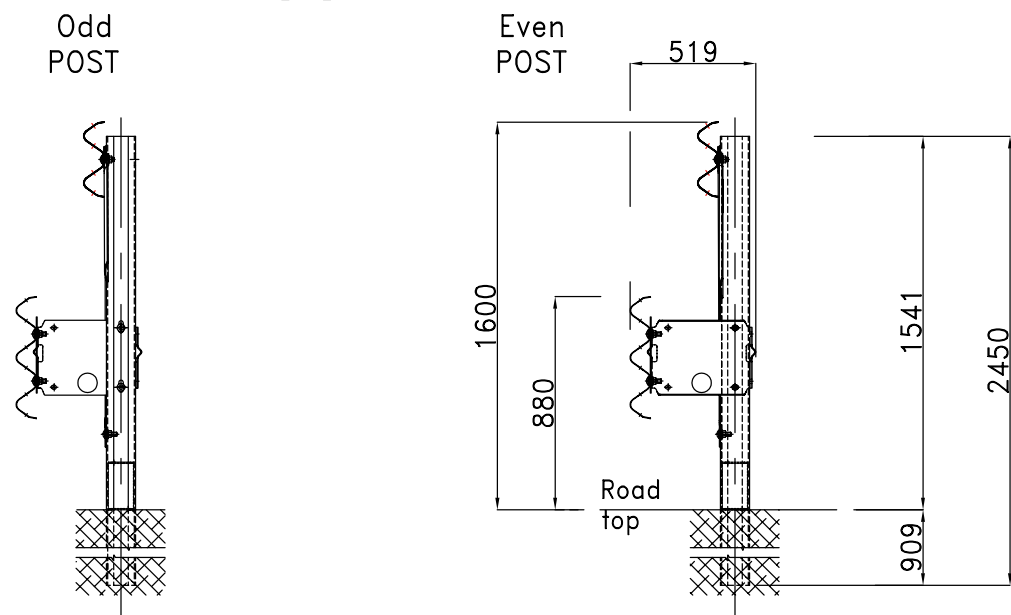
D_N: m 1,3

V_N: m 3,6 (VI9)

FRONT VIEW



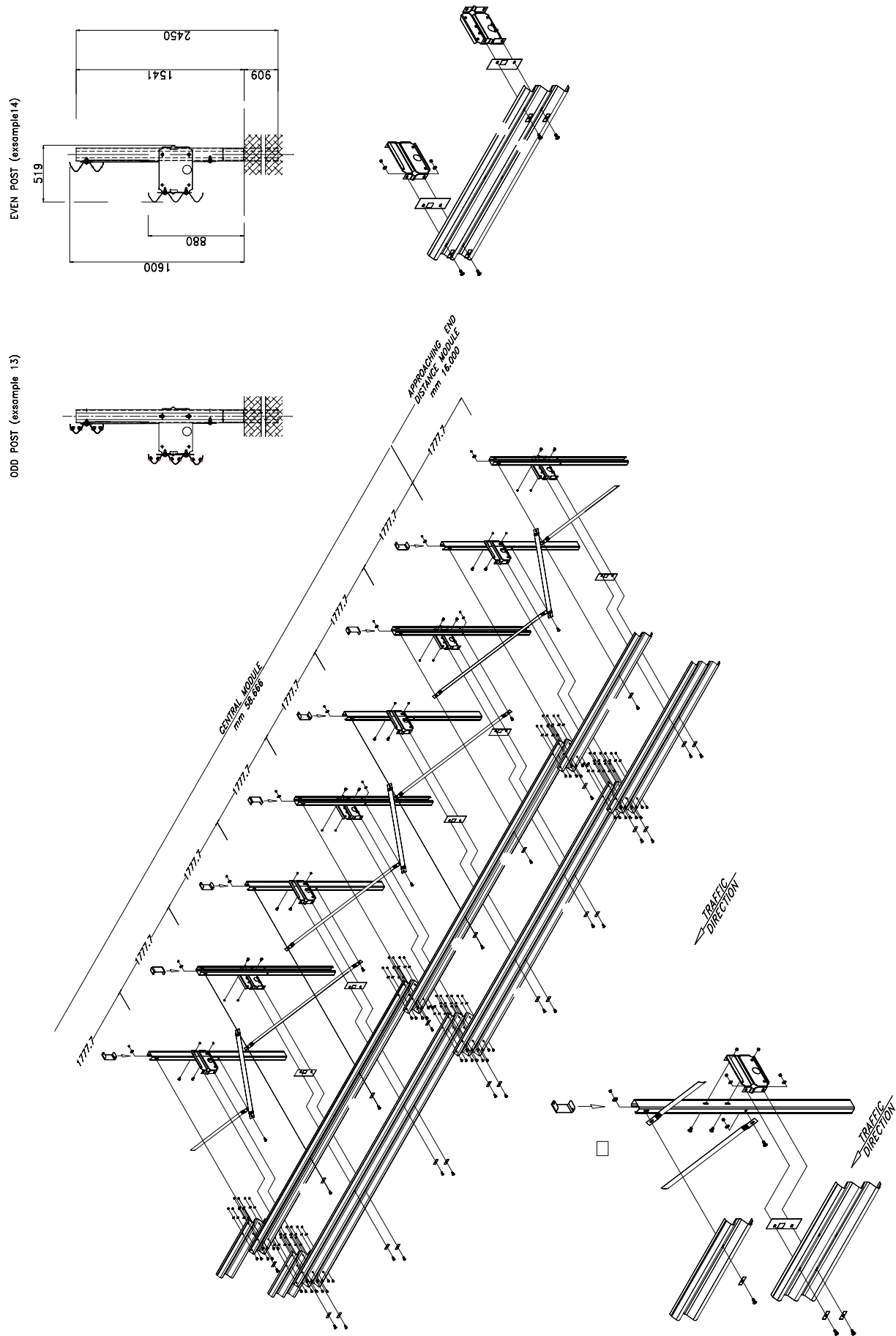
SECTION B-B





H4 hard shoulder

H4bBL300

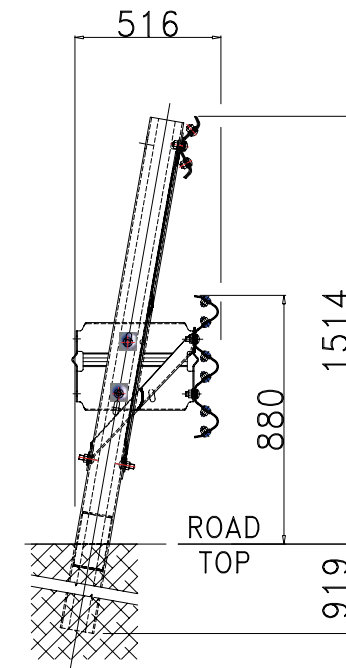


components

- Upper W Beam 5333 mm th. 5,0 mm;
- Lower 3W Beam mm 5333 Th. mm 2,5
- "C" Section Post 30x80x120 mm th. 5,0 mm
H = 2450 mm c/c 2133,2 mm;
- Spacer for lower 3W Beam;
- Stiffner for "C" Post;
- Unthreading proof little plate;
- Bolts and Nuts;
- Reflector (n° 1 every 16 m),

This Barrier provides, for each section of barrier, the installation of Approach /Escape section modules for a total length of 32,00 m (16,00 for Approach+ 16,00 for Escape)

section



● **Dwg. n.: H4bBL300**
c/c distance between the posts: **2.133 mm**

performance

TB11 - Car 900 kg
Test: 926_B
ASI: A - 0,90

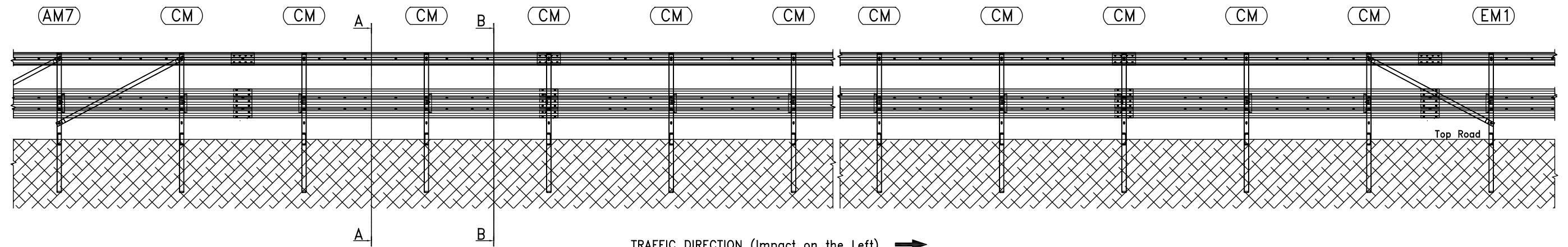
TB81 - Truck 38.000 kg
Test: 928
W_N: m 1,7 (W5)
D_N: m 1,4
V_N: m 3,0 (V18)

FRONT VIEW

APPROACCHING AND
DISTANCE MODULE

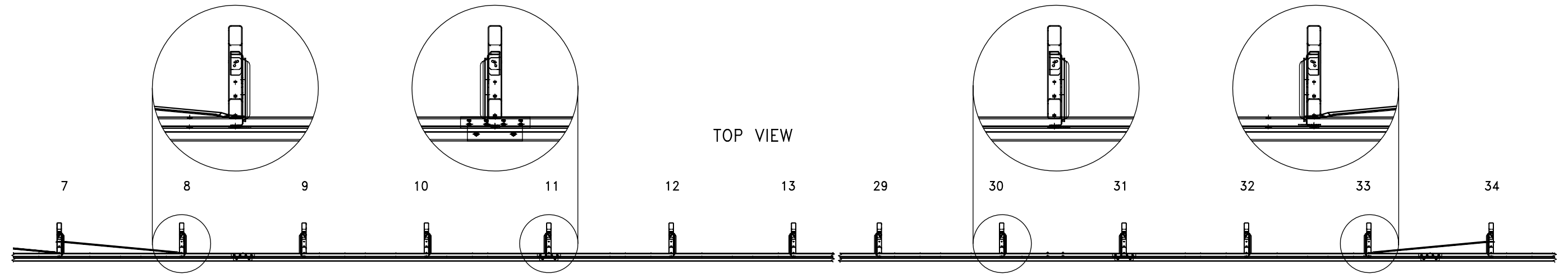
CENTRAL MODULE mm 53.333 – n° 10 Beams C/C mm 5.333,3
n° 25 Posts C/C mm 2133,32

ESCAPING AND
DISTANCE MODULE

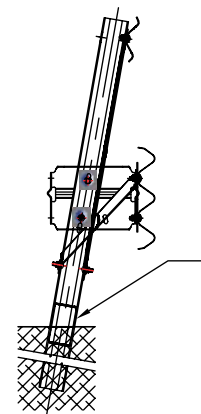


TRAFFIC DIRECTION (Impact on the Left) →

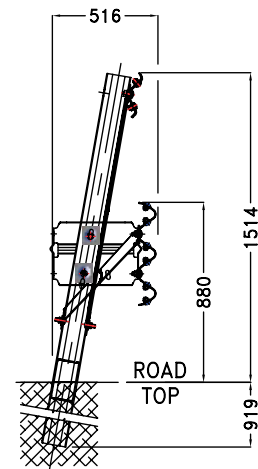
TOP VIEW



SECTION
A-A



SECTION
B-B



» H2 bridge barrier

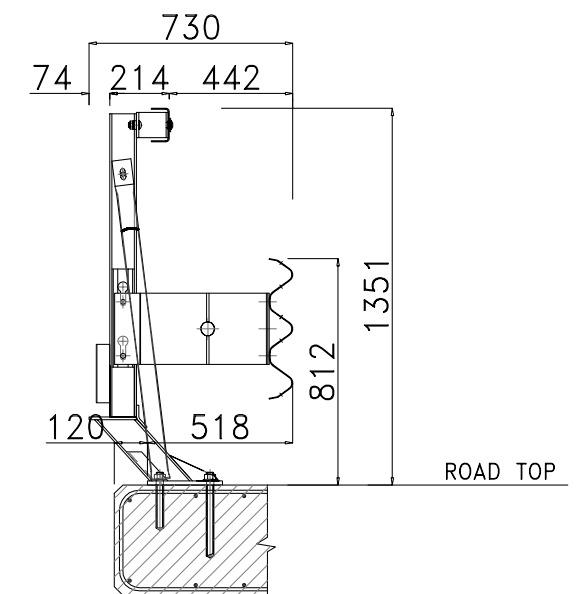
H2BP200

components

- Thrie beam 4500 mm th. 2,5 mm;
- "HEA 100" post with base plate with a c/c distance of 3000 mm ;
- Spacer th. 5,0 mm;
- "U" section upper handrail 65x120x65 mm th. 4,0 mm with spacer;
- Horizontal and oblique diagonal;
- Unthreading proof little plate;
- Bolts and nuts;
- Anchorbolts MA 24;
- Reflectors (1 every 13,5 m).

This barrier provides Approach/Escape End Sections of 27,00 m (13,5 for approach + 13,5 for escape)

section



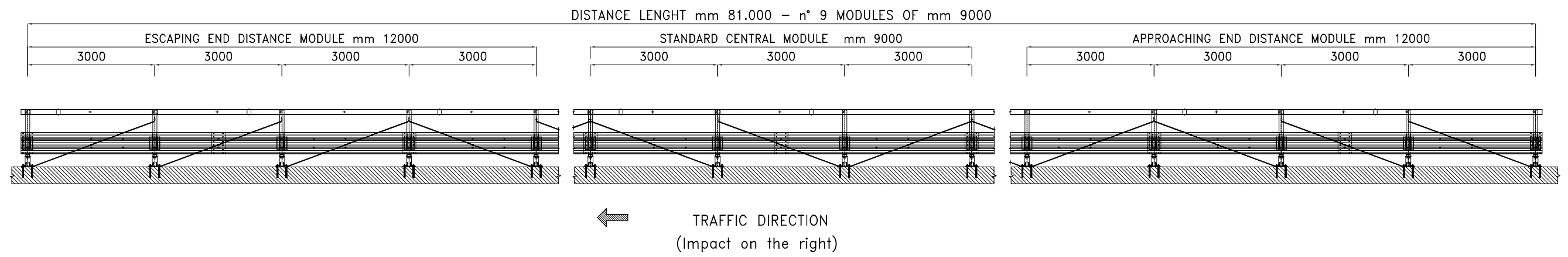
- **Dwg. n.: H2BP200**
c/c distance between the posts: **3.000 mm**

performance

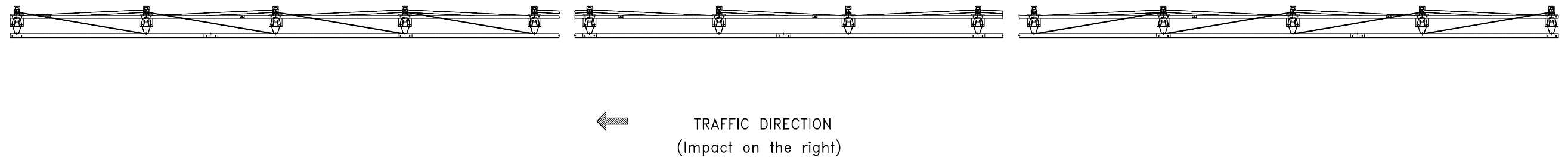
TB11 - Car 900 kg
 Test: IME/BSI -42/791A
 ASI: A - 1,00

TB51 - Bus 13.000 kg
 Test: IME/BSI-43/792A
 W_N: m 1,4 (W5)
 D_N: m 0,9
 V_N: m 1,40 (V15)

FRONT VIEW

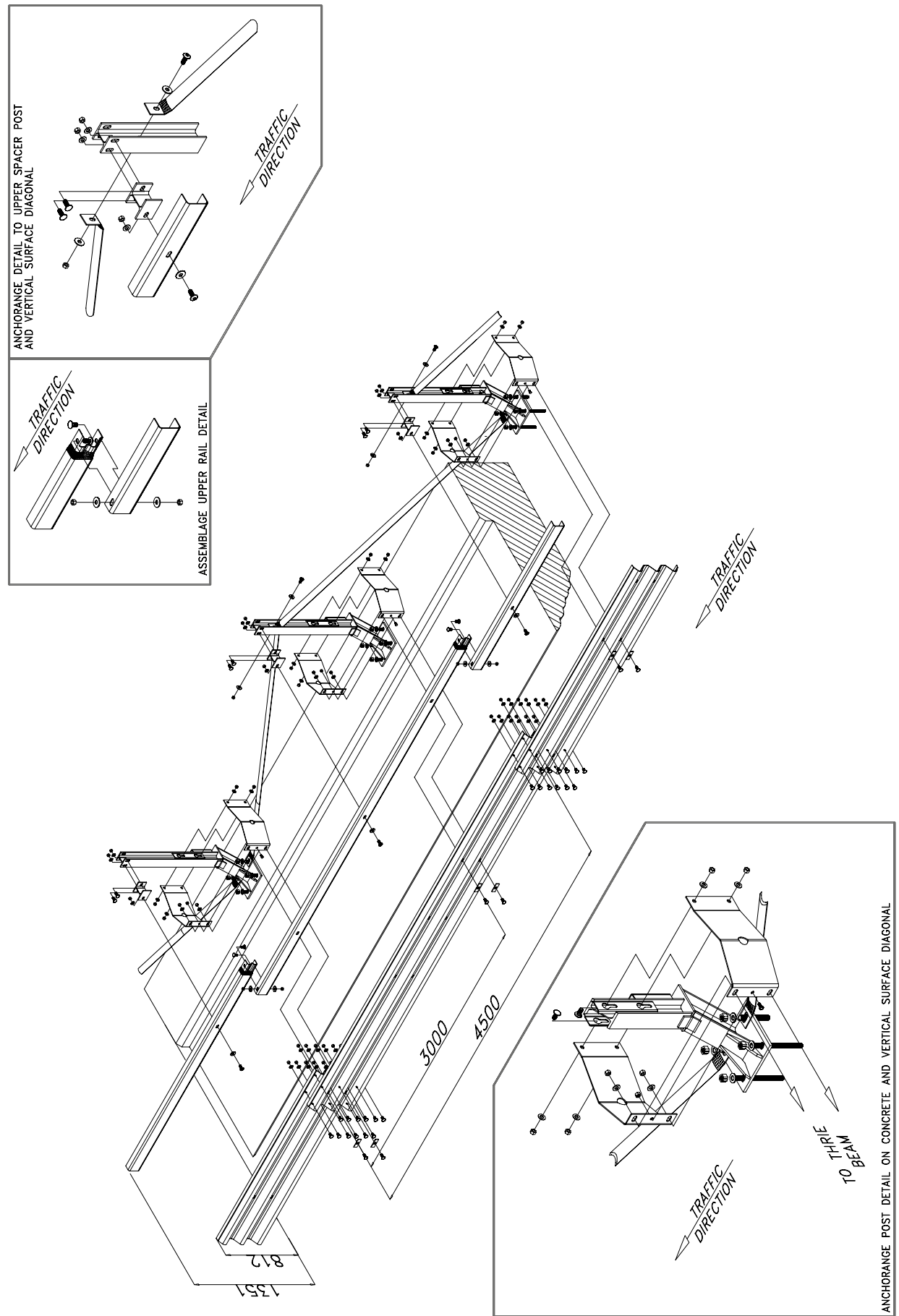


TOP VIEW



H2 bridge barrier with panels on concrete 13 cm

H2BP200P3000

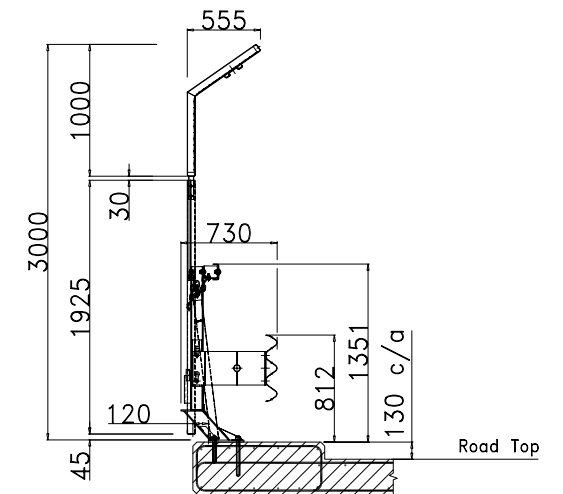


components

- Thrie beam 4500 mm th. 2,5 mm;
- "HEA 100" post with base plate with a c/c distance of 3000 mm;
- Spacer th. 5,0 mm;
- "U" section upper handrail 65x120x65 mm th. 4,0 mm with spacer;
- Horizontal and oblique diagonal;
- Unthreading proof little plate;
- Bolts and nuts;
- Anchorbolt MA 24;
- Reflectors (1 every 13,5 m);
- Lower panel L= 2972 mm H= 1925 mm, mesh 50x50x3 mm;
- Angular upper panel 55° 1000 mm (639+639), mesh 50x50x3 mm;
- Lower post/panel connecting item;
- Omega shaped connecting item for angular upper panel;
- Chain/lower panel connecting item;
- Mesh welded chain diam. 7,5-49x28 mm L=1000 mm;
- Spare parts and connecting bolts and nuts.

This barrier provides Approach/Escape End Sections of 27,00 m (13,5 for approach + 13,5 for escape)

section

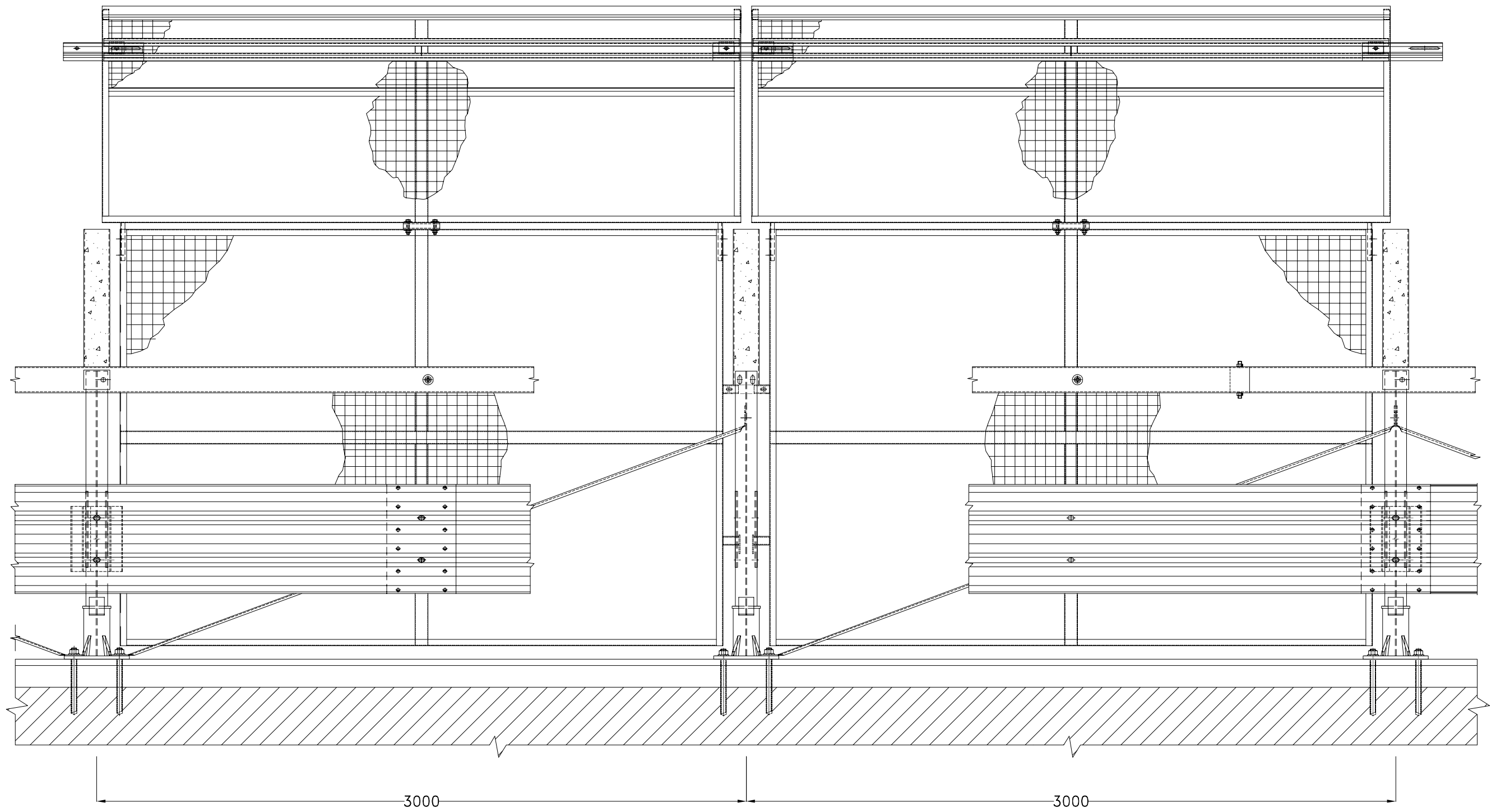


● **Dwg. n.: H2BP200P3000**
c/c distance between the posts: **3.000 mm**

performance

TB11 - Car 900 kg
Test: IME/BSI-49/837A
ASI: A - 0,90

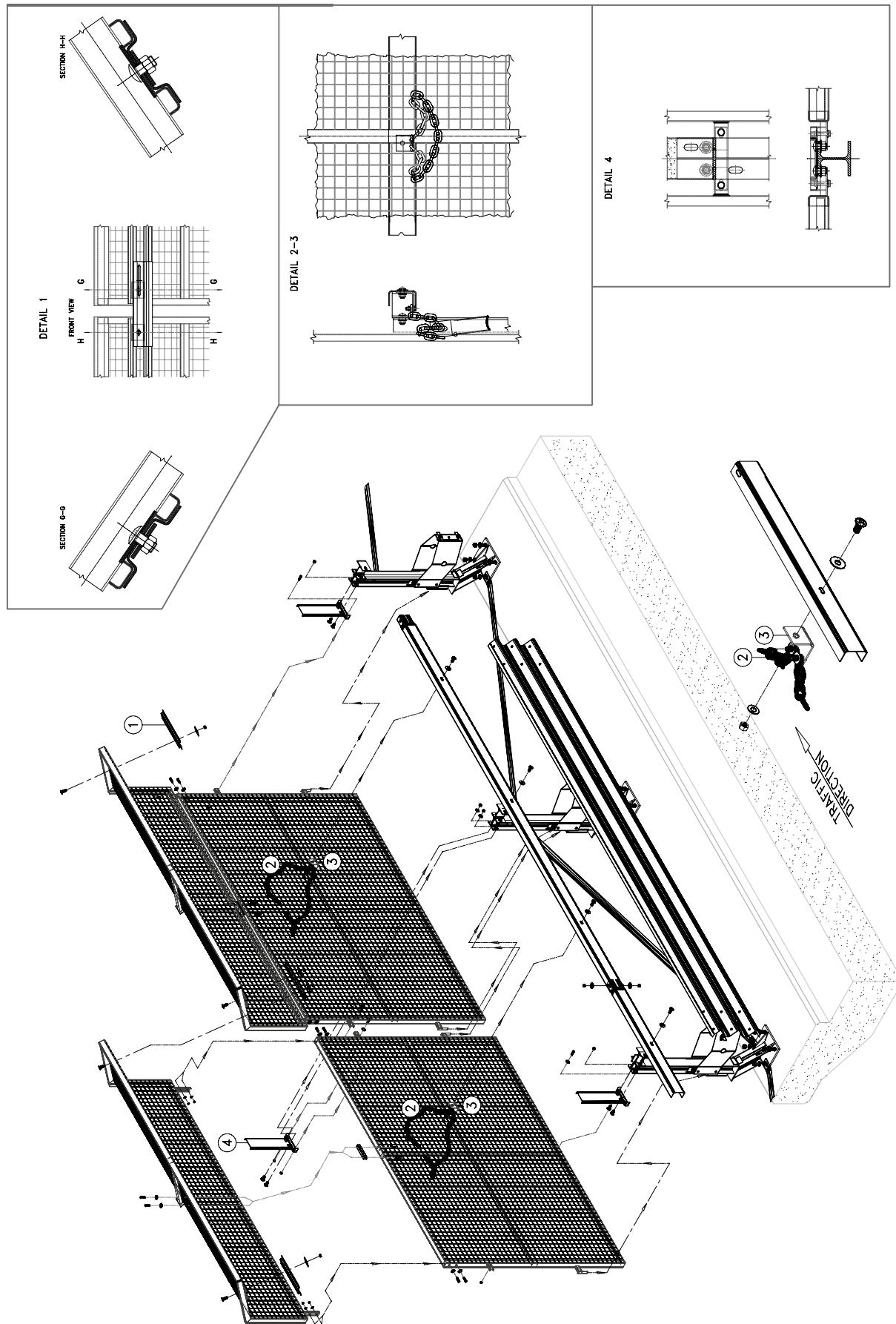
TB51 - Bus 13.000 kg
Test: IME/BSI-50/838A
W_N: m 1,5 (W5)
W_N: m 1,8 (W6) Panel
D_N: m 1,3
V_I: m 1,30 (VI4)



TRAFFIC DIRECTION
(Impact on the left) →

» H2 bridge barrier

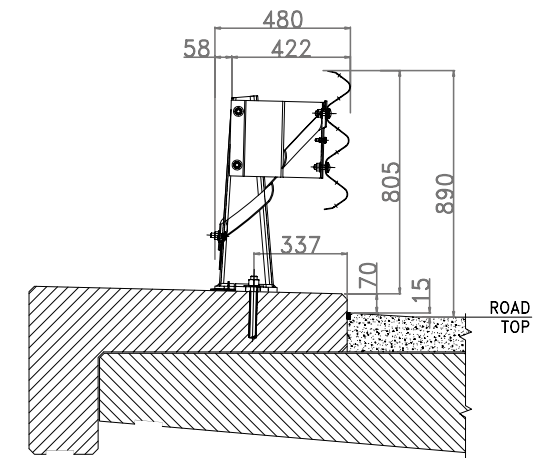
H2BP300-aus.



components

- Thrie beam 4000 mm th. 2,5 mm;
- "C" tapered post with base plate with a c/c distance of 1333 mm;
- Spacer th. 4,0 mm;
- Diagonal;
- Unthreading proof little plate;
- Bolts and nuts;
- Anchorbolts MA 24;
- Reflectors (1 every 12,0 m).

section



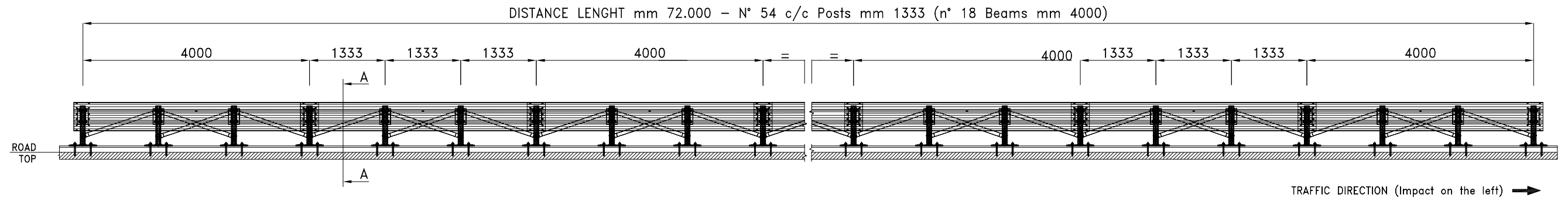
- Dwg. n.: H2BP-aus.
- c/c distance between the posts: 1.333 mm

performance

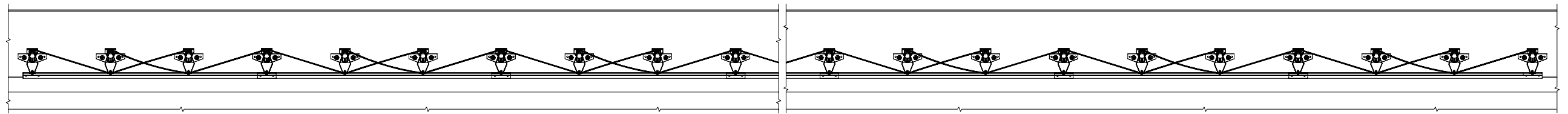
TB11 - Car 900 kg
 Test: X61.03.I01
 ASI: B - 1,10

TB51 - Bus kg 13.000
 Test: X61.01.I01
 W_N: m 0,8 (W2)
 D_N: m 0,7
 V_N: m 1,20 (VI4)

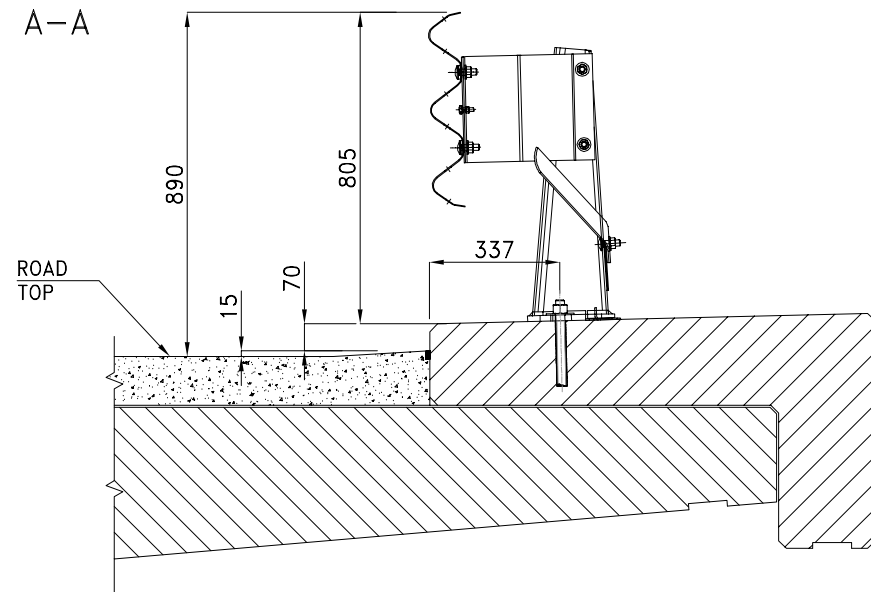
FRONT VIEW



TOP VIEW



SECTION A-A



H2 bridge barrier

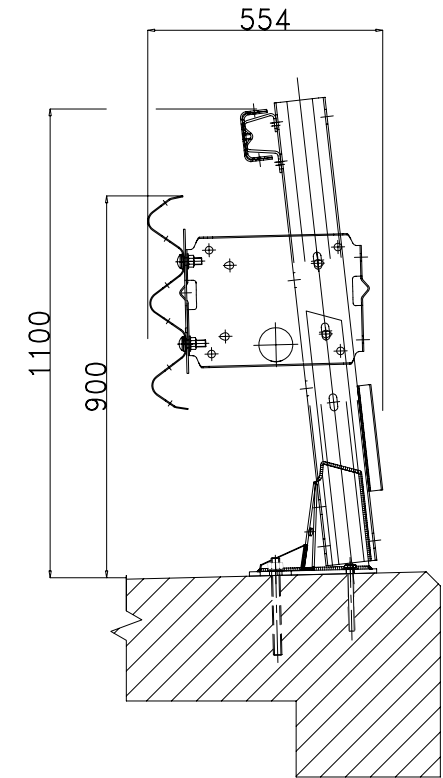
H2BP400

components

- Three wave beam c/c 5333 mm th. 2,5 mm;
- "U" section upper rail 65x120x65 mm th. 4,0 mm c/c. 5333 mm with linkage;
- "C" section post 30x80x120 mm th. 4,0 mm, H=1114 mm with base plate, c/c mm 2666,6;
- Spacer th. 3,0 mm for three wave beam;
- Vertical and horizontal diagonal 70x5 mm for approaching/ escaping section;
- Unthreading proof plate;
- Bolts and nuts;
- Anchorbolts MA 16 and MA 20;
- Reflectors (1 every 16,0 m).

This barrier includes, for each section to be installed, approaching/ escaping modules total length 21,332 m (10,666 for approach + 10,666 for escape).

section

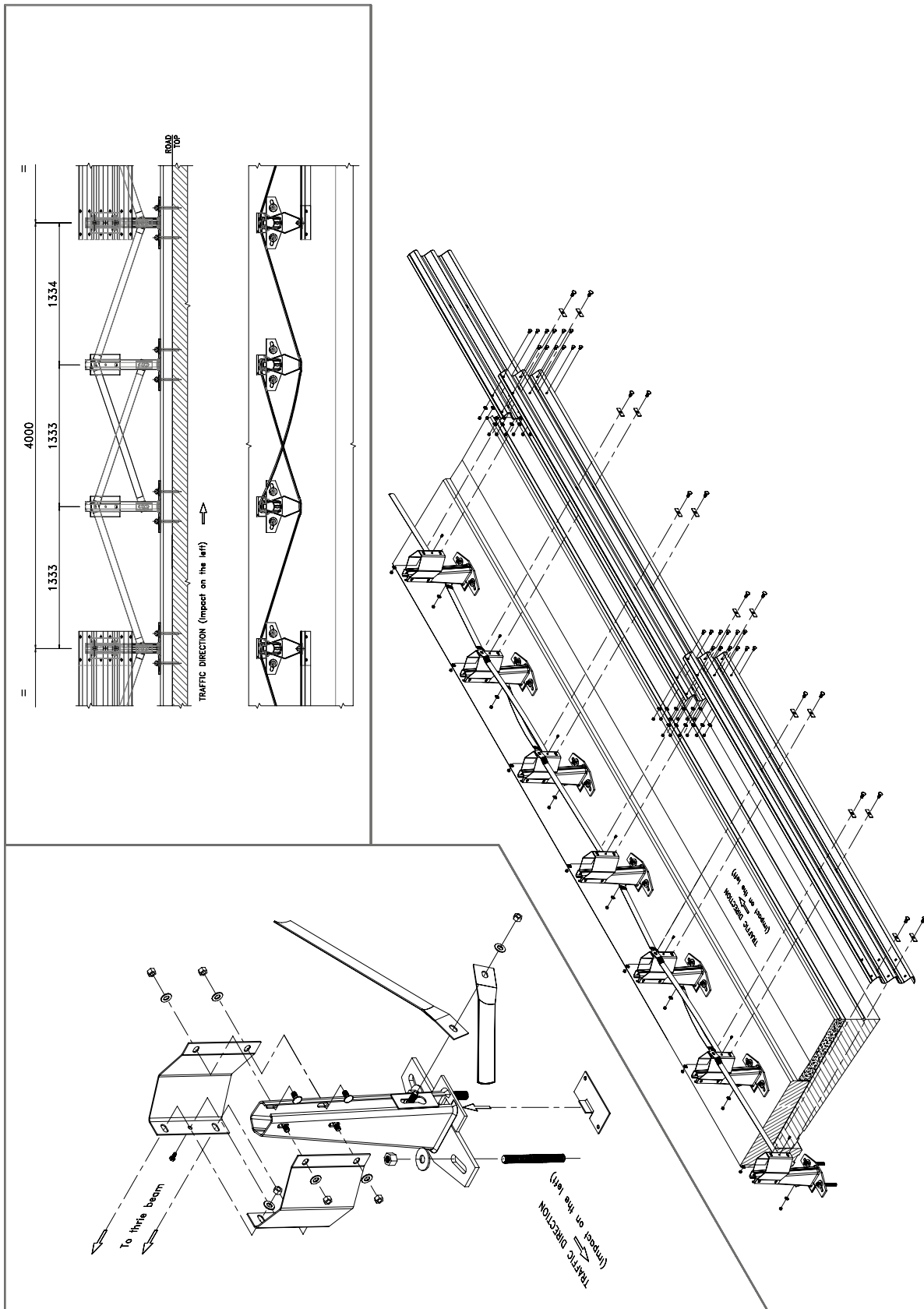


- **Dwg. n.: H2BP400**
c/c distance between the posts: **2.666 mm**

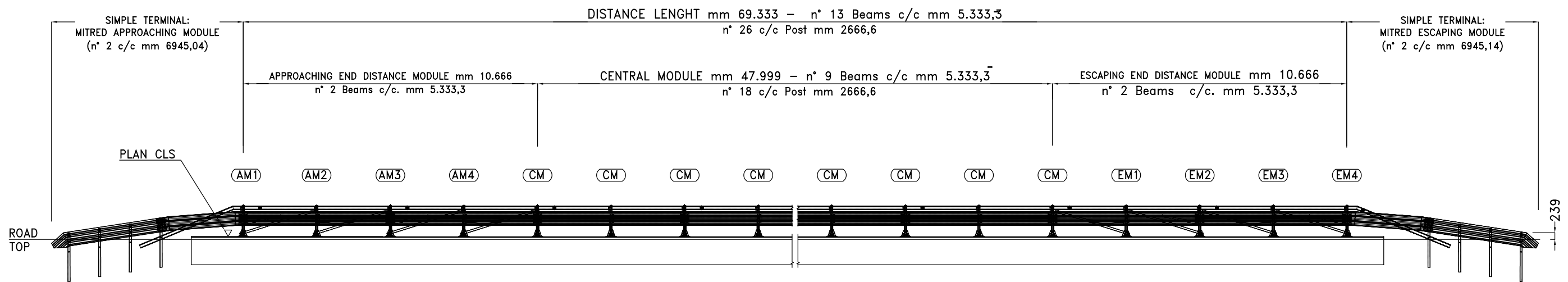
performance

TB11 - Car 900 kg
Test: X61.02.K06_Rev01
ASI: B - 1,20

TB51 - Bus 13.000 kg
Test: X61.03.K06_Rev01
W_N: m 1,50 (W5)
D_N: m 1,10
V_N: m 1,40 (V15)

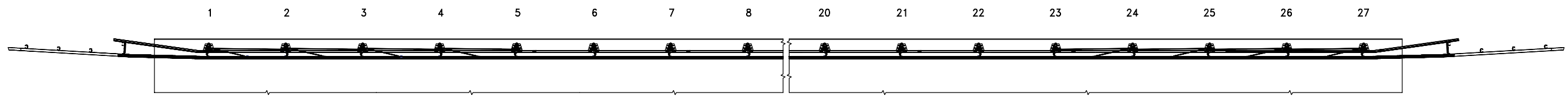


FRONT VIEW



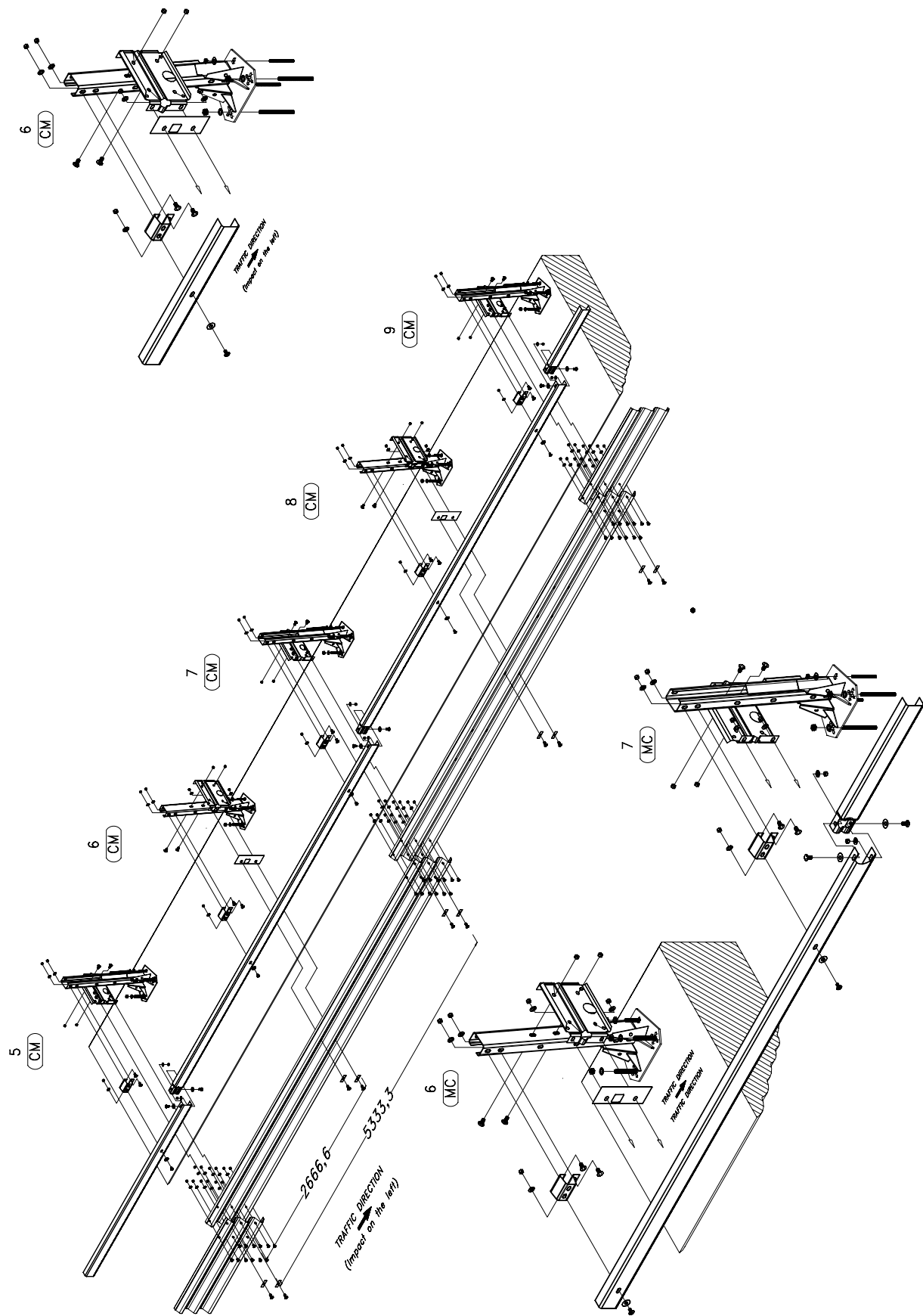
TOP VIEW

TRAFFIC DIRECTION (Impact on the left) →



» H3 bridge barrier

H3BP300

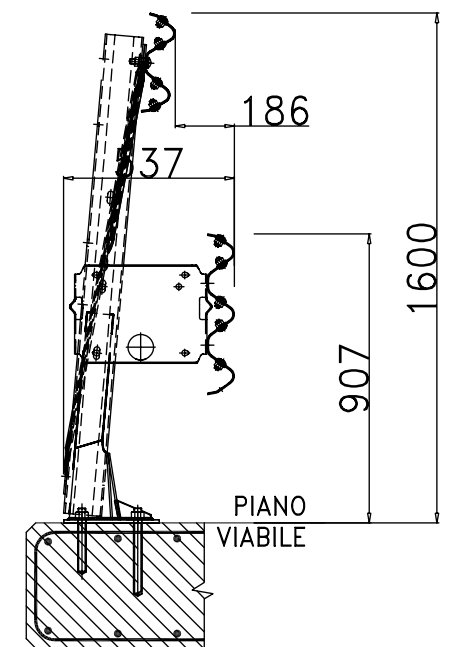


components

- Three wave lower beam c/c 5333 mm th. 2,5 mm;
- W upper beam c/c. 5333 mm th. 2,5mm;
- "C" section post 30x80x120 mm th. 5,0 mm, H= 1525 mm with base plate, c/c mm 1777,7;
- Spacer th. 4,0 mm for three wave beam;
- Oblique diagonals 70x5 mm;
- Unthreading proof plates;
- Bolts and nuts;
- Anchorbolts MA 24;
- Reflectors (n°1 every 10,666 m).

This barrier includes, for each section to be installed, approaching/ escaping modules total length 26,666 m (16,00 for approach + 10,666 for escape).

section



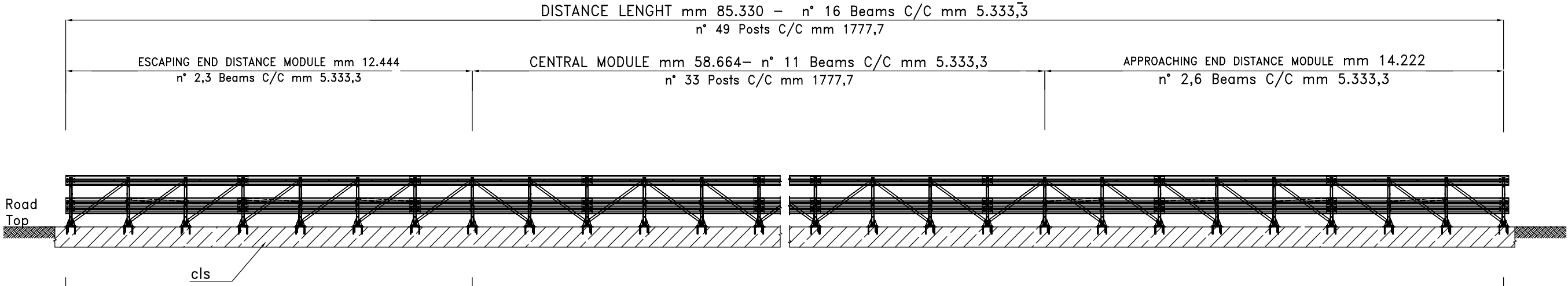
- **Dwg. n.: H3BP300**
c/c distance between the posts: **1.777 mm**

performance

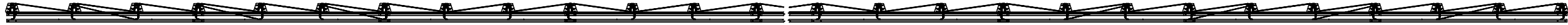
TB11 - Car 900 kg
 Test: IME/BPM-003/1223
 ASI: B - 1,3

TB61 - Truck 16.000 kg
 Test: IME/BPM-004/1224
 W_N: m 1,3 (W4)
 D_N: m 0,9
 V_N: m 2,1 (VI6)

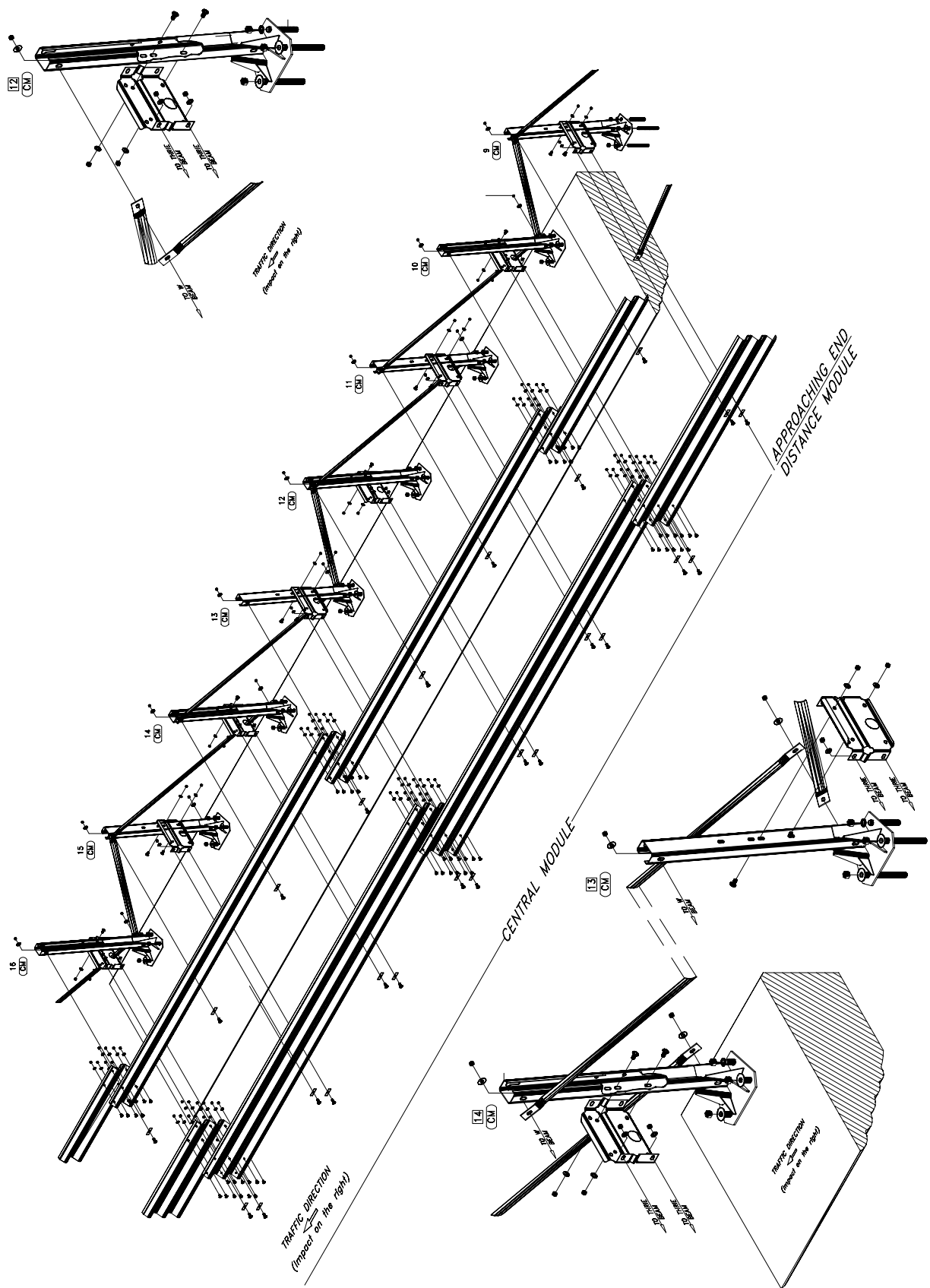
FRONT VIEW



TOP VIEW



H3 bridge barrier with panel H3BP300

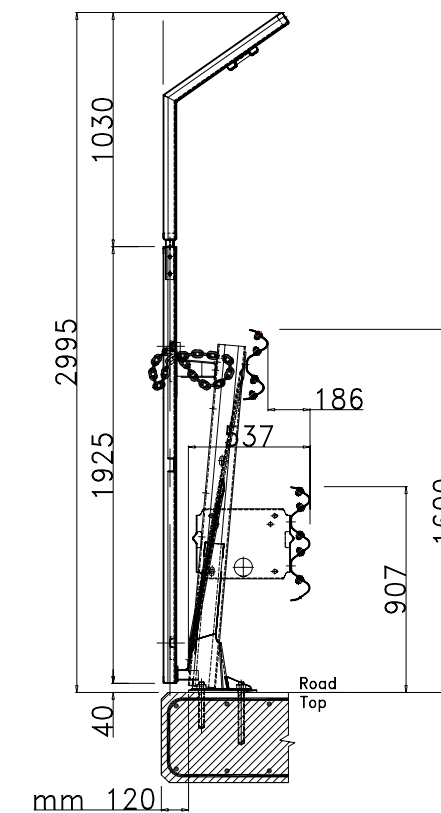


components

- Three wave lower beam c/c 5333 mm th. 2,5 mm;
- W upper beam c/c. 5333 mm th. 2,5mm;
- "C" section post 30x80x120 mm th. 5,0 mm, H= 1525 mm with base plate, c/c mm 1777,7;
- Spacer th. 4,0 mm for three wave beam;
- Oblique diagonals 70x5 mm;
- Unthreading proof plates;
- Bolts and nuts;
- Anchorbolts MA 24;
- Reflectors (n°1 every 10,666 m).
- Lower panel c/c. 3555 mm L= 3490 mm H 1925 mm, net 50x50x3 mm;
- Inclined upper transom 55° H 1000 mm (639+639) with net 50x50x3 mm;
- Omega section item to connect upper transom;
- Mesh welded chain diam. 7,5-49x28 mm L= 1000 mm;
- Straps to connect to barrier and bolts.

This barrier includes, for each section to be installed, approaching/ escaping modules total length 26,666 m (16,00 for approach + 10,666 for escape)

section



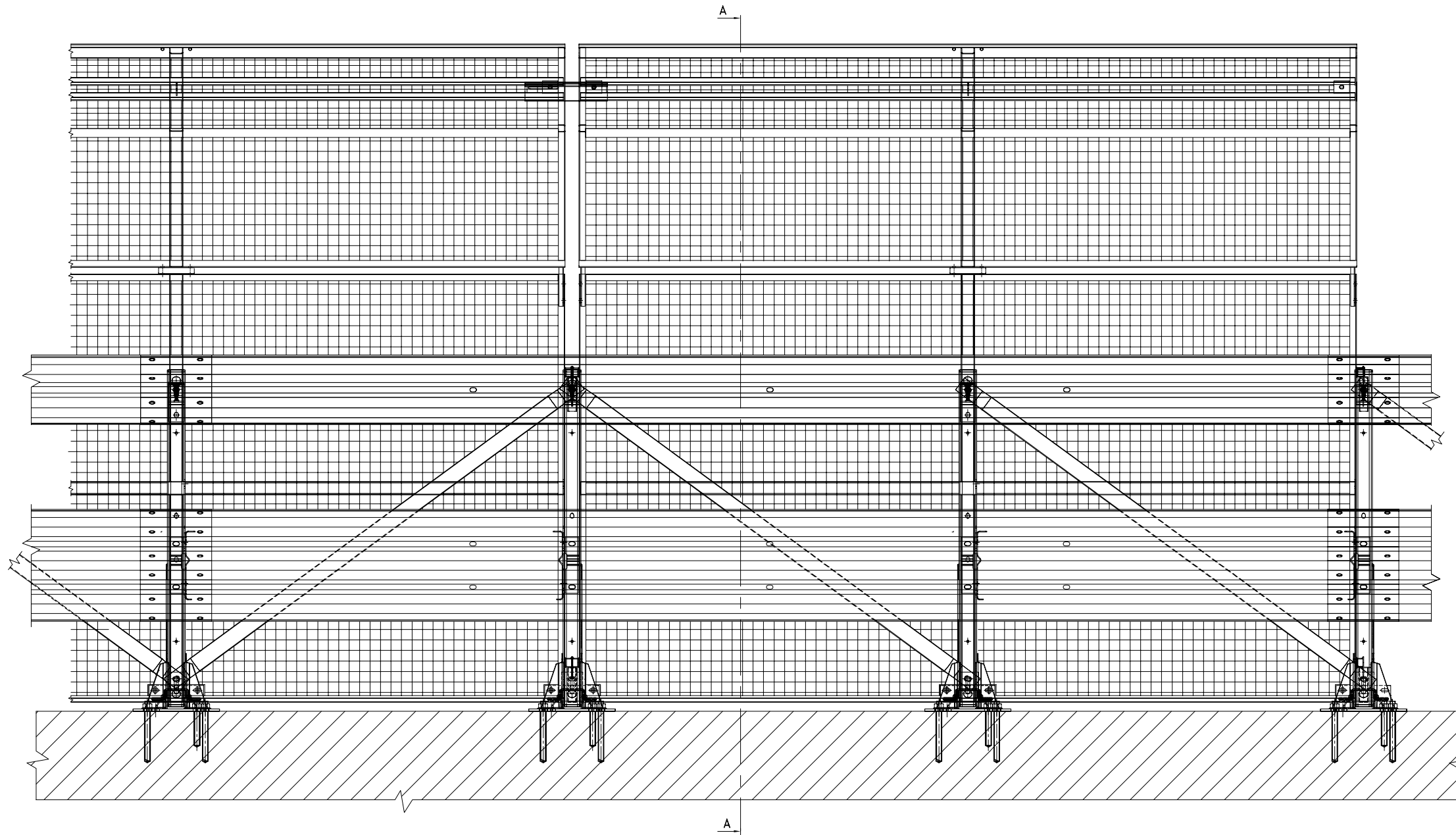
● Dwg. n.: H3BP300 with panel
c/c distance between the posts: 1.777 mm

performance

TB11 - Car 900 kg
Test: IME/BPM-003/1223
ASI: B - 1,3

TB61 - Truck 16.000 kg
Test: IME/BPM-004/1224
W_N: m 1,3 (W4)
W_N: m 2,0 (W6) Panel
D_N: m 0,9
V_I: m 2,1 (VI6)

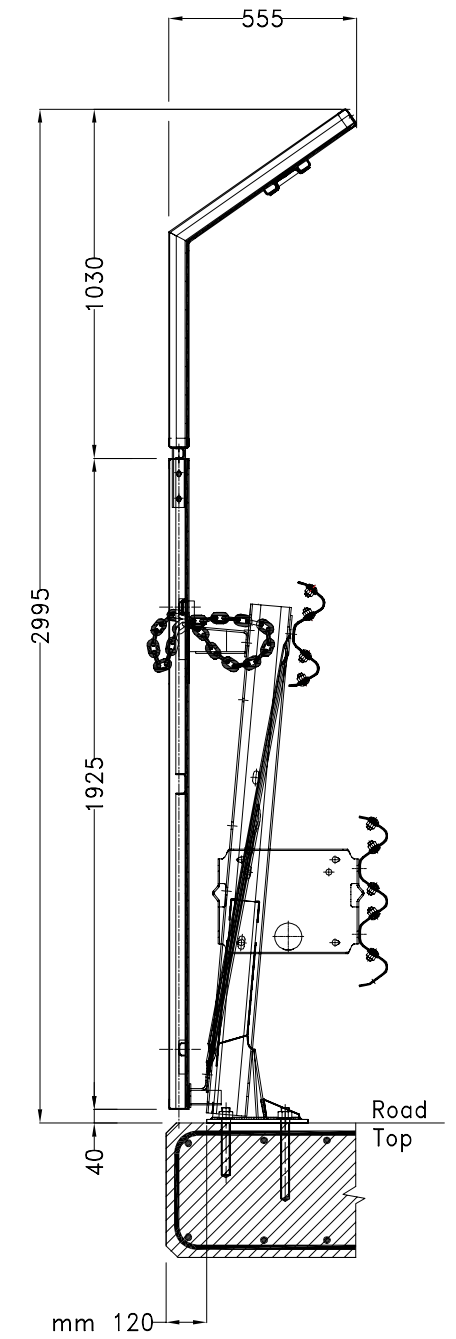
FRONT VIEW



Step Posts mm 1777,7 Step Panels mm 3555,4

← TRAFFIC DIRECTION (Impact on the right)

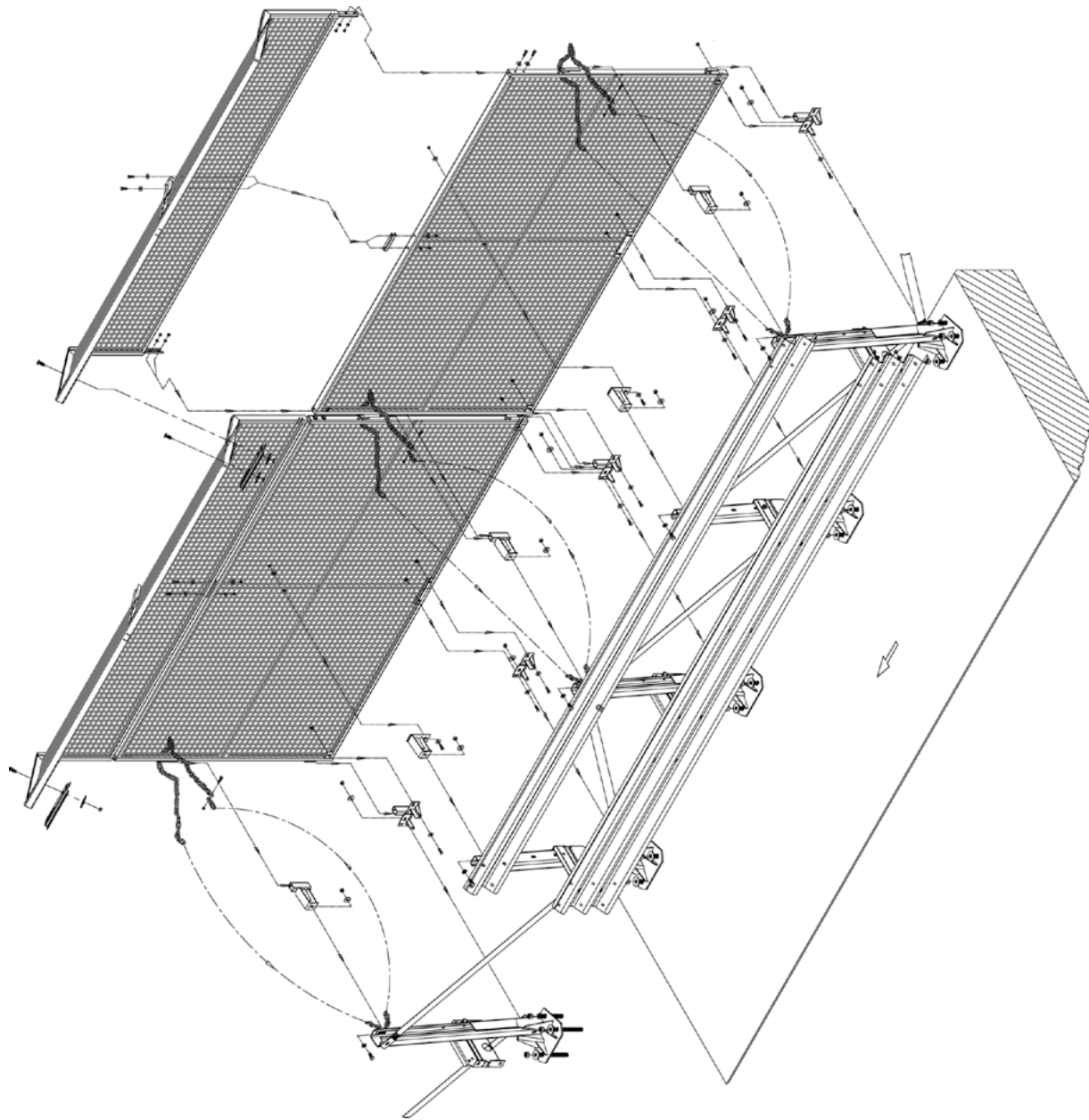
SECTION A-A





H3 bridge barrier

H3BP400

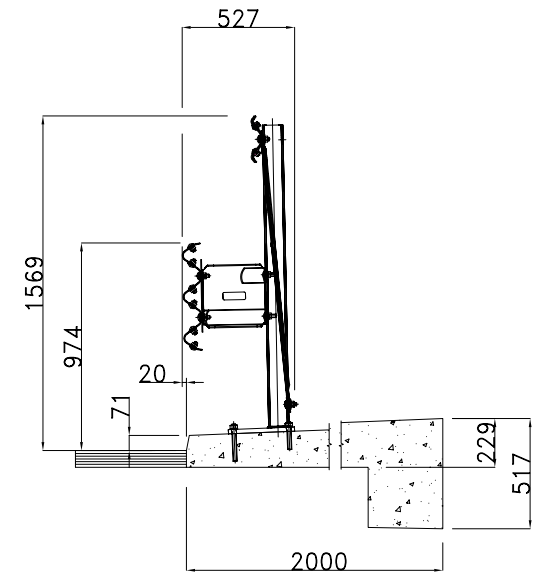


components

- Reduced W Upper Beam c/c 5333 mm th. 5,0 mm;
- Lower three wave beam c/c mm 5333 th. mm 2,5
- Post "HEA100" H = 1420 mm with base plate, c/c mm 2133,3;
- Spacer for lower three wave beam;
- Horizontal diagonals;
- Unthreading proof plate;
- Bolts/nuts;
- Anchorbolt M 20;
- Reflector (n° 1 every 10,66 m).

This Barrier provides, for each section of barrier, the installation of Approach/Escape modules for a total length of 27,722 m (14,933 for Approach+ 12,789 for Escape).

section



● Dwg. n.: H3BP400

c/c distance between the posts: 2.133 mm

performance

TB11 - Car 900 kg

Test: IME16003

ASI: B - 1,3

TB61 - Truck 16.000 kg

Test: IME16002

W_N: m 1,3 (W4)

D_N: m 0,7

V_N: m 3,0 (V18)

H4 bridge barrier

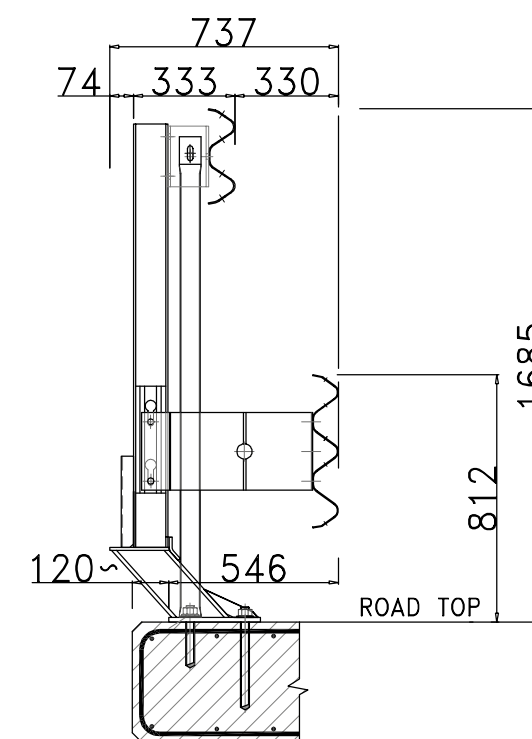
H4BP400

components

- Lower thrie beam 4500 mm th. 2,5 mm;
- Upper W beam 4500 mm th. 4,0 mm;
- "HEA 120" post with base plate with a c/c distance of 2250 mm;
- Lower spacer th. 5,0 mm;
- "HEA140" upper spacer;
- Diagonal;
- Unthreading proof little plate;
- Bolts and nuts;
- Anchorbolts MA 27;
- Reflectors (1 every 13,5 m).

This barrier provides Approach/Escape End Sections of 18,00 m (9,0 for approach + 9,0 for escape)

section



- **Dwg. n.: H4BP400**
c/c distance between the posts: **2.250 mm**

work in progress

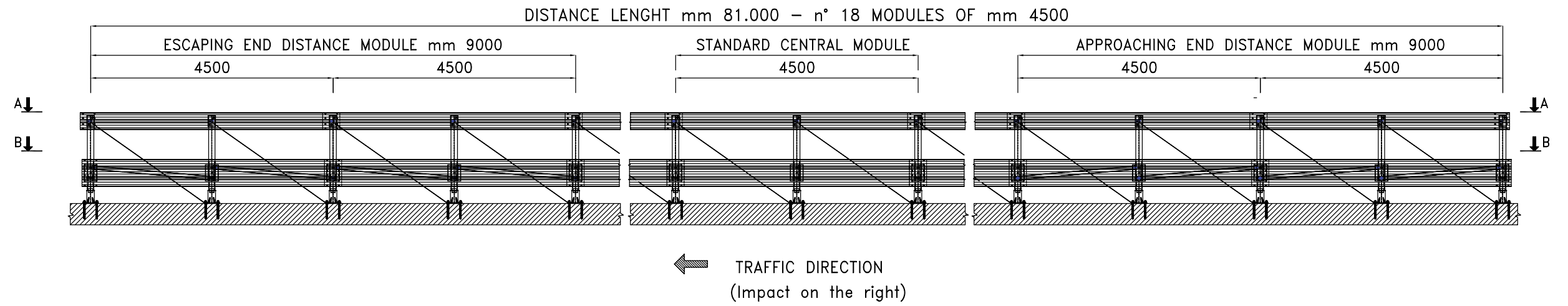
Please, visit our web site
www.imeva.it

performance

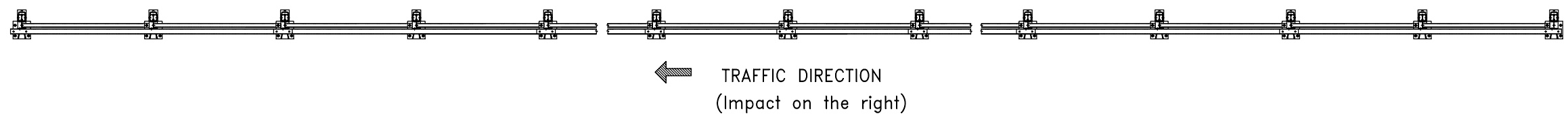
TB11 - Car 900 kg
Test: IME/BSI-36/713A
ASI: A - 1,00

TB81 - Truck 38.000 kg
Test: IME/BSI-37/714A
W_N: m 1,5 (W5)
D_N: m 0,9
V_N: m 2,3 (VI7)

FRONT VIEW



VIEW FROM "A" - W-BEAM



VIEW FROM "B" - THRIE BEAM

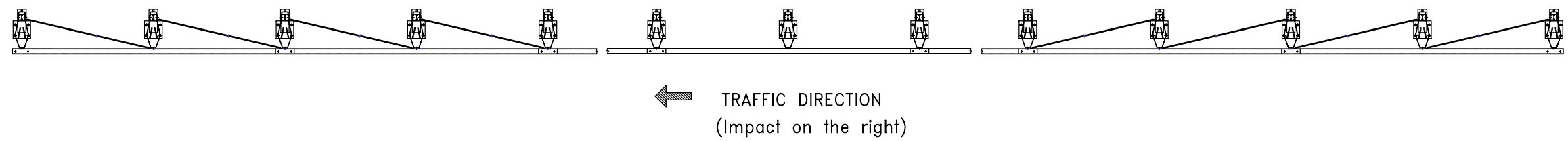
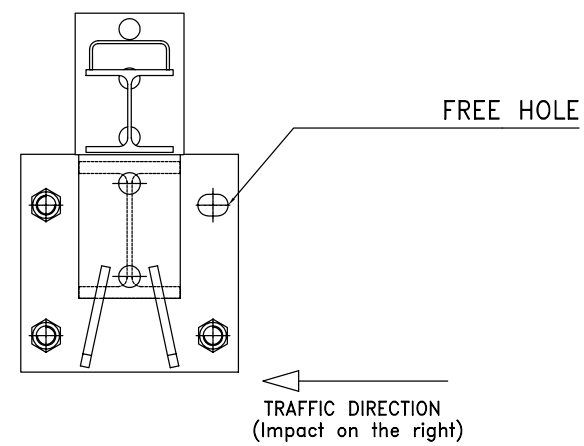
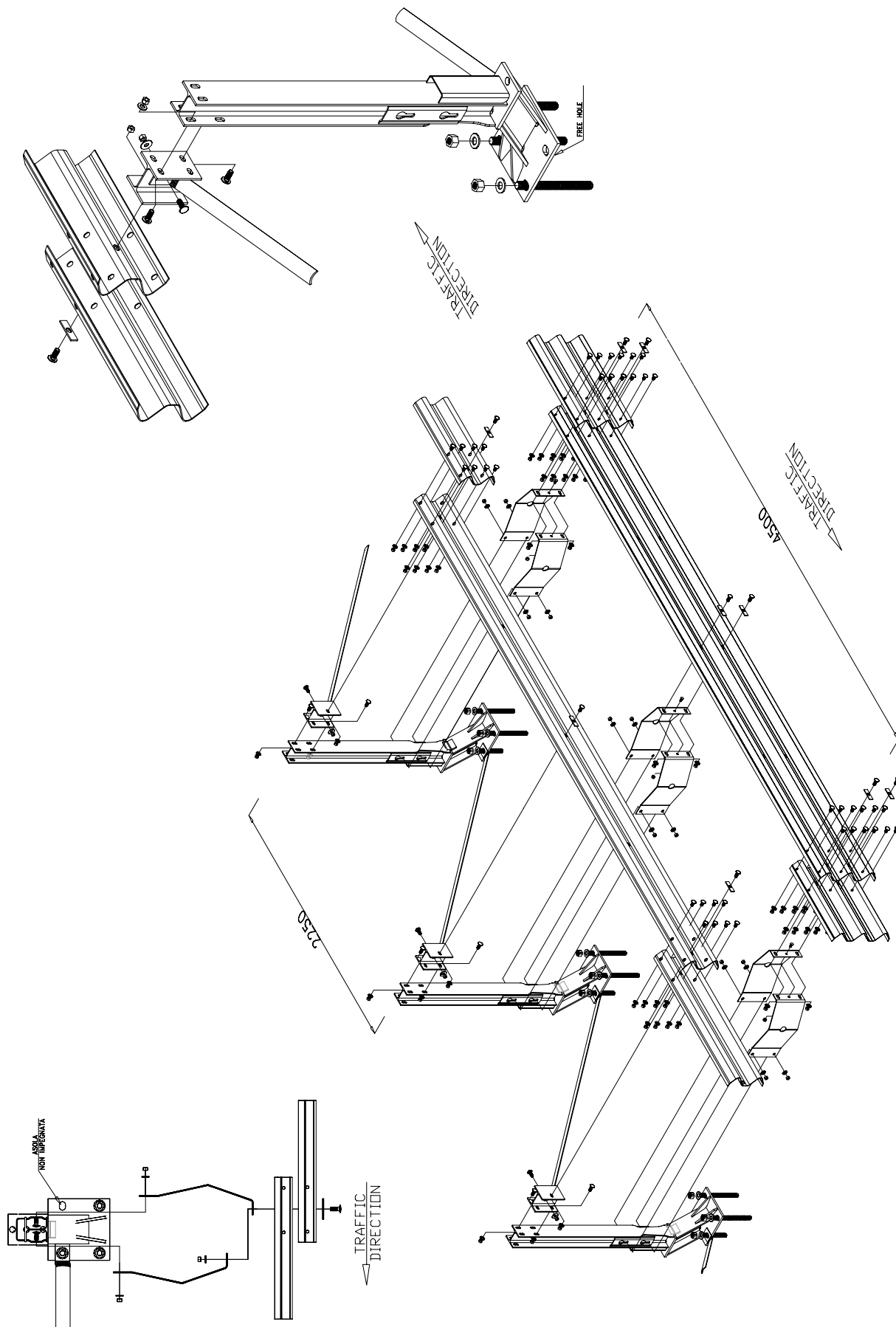


PLATE JUNCTION DETAIL



H4 bridge barrier with panel on concrete 13 cm

H4BP400P2250

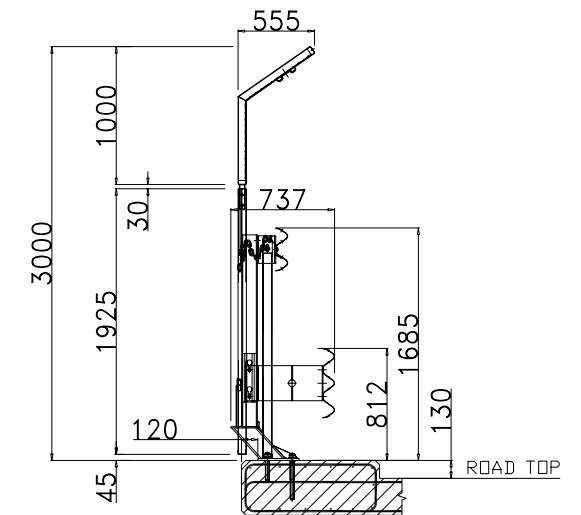


components

- Lower thrie beam 4500 mm th. 2,5 mm;
- Upper W beam 4500 mm th. 4,0 mm;
- "HEA 120" post with base plate with a c/c distance of 2.250 mm;
- Lower spacer th. 5,0 mm;
- "HEA140" upper spacer;
- Diagonal;
- Unthreading proof little plate;
- Bolts and nuts;
- Anchorbolts MA 27;
- Reflectors (1 every 13,5 m);
- Lower panel L= 2035/2192 mm
H= 1925 mm, mesh 50x50x3 mm;
- Angular upper panel 55° 1000 mm (639+639), mesh 50x50x3 mm;
- Lower post/panel connecting item;
- Omega shaped connecting item for angular upper panel;
- Chain/lower panel connecting item;
- Mesh welded chain diam. 7,5-49x28 mm L=1000 mm;
- Spare parts and connecting bolts and nuts.

This barrier provides Approach/Escape End Sections of 18,00 m (9,0 for approach + 9,0 for escape)

section

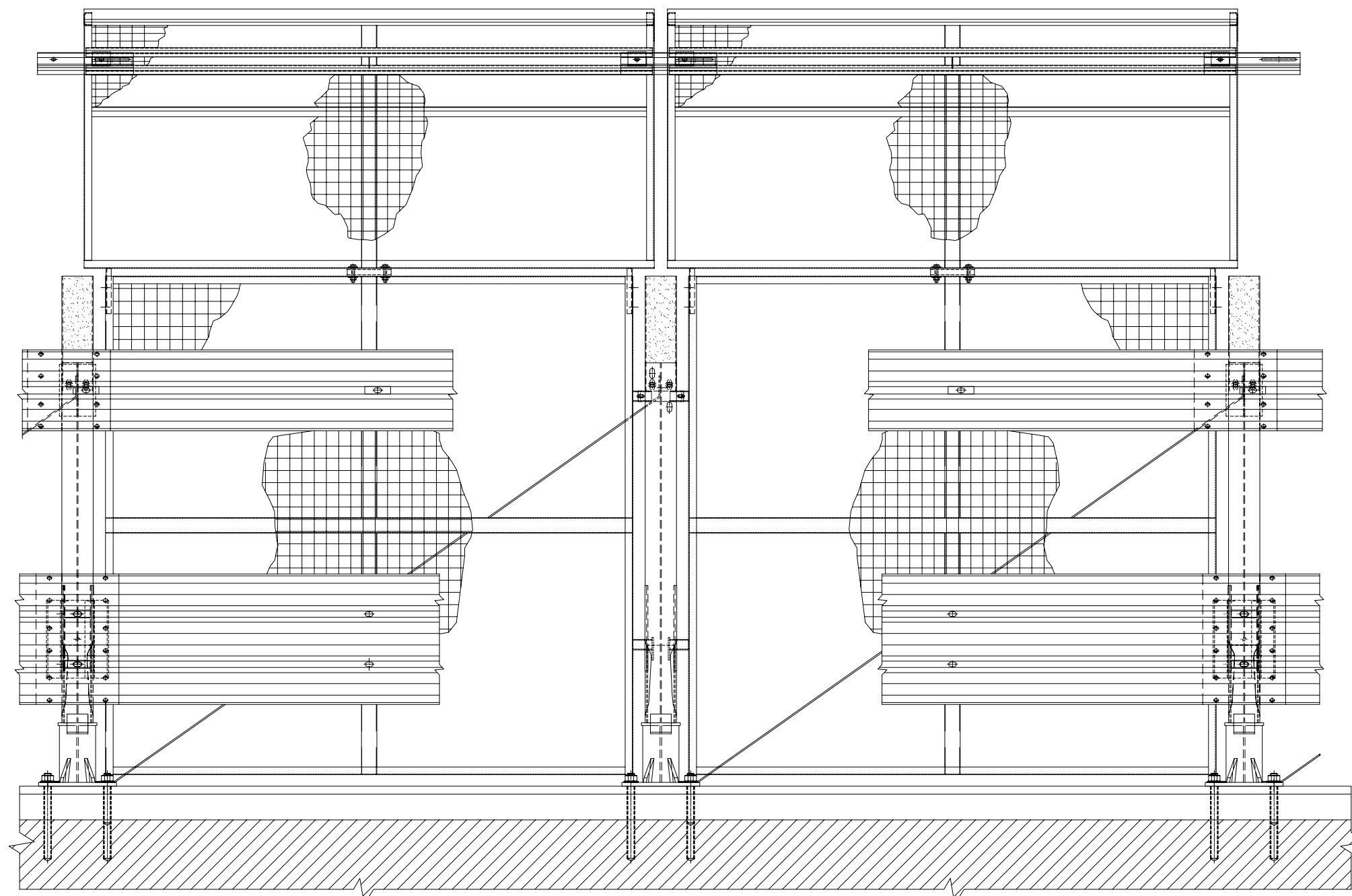



- **Dwg. n.: H4BP400P2250**
c/c distance between the posts: 2.250 mm

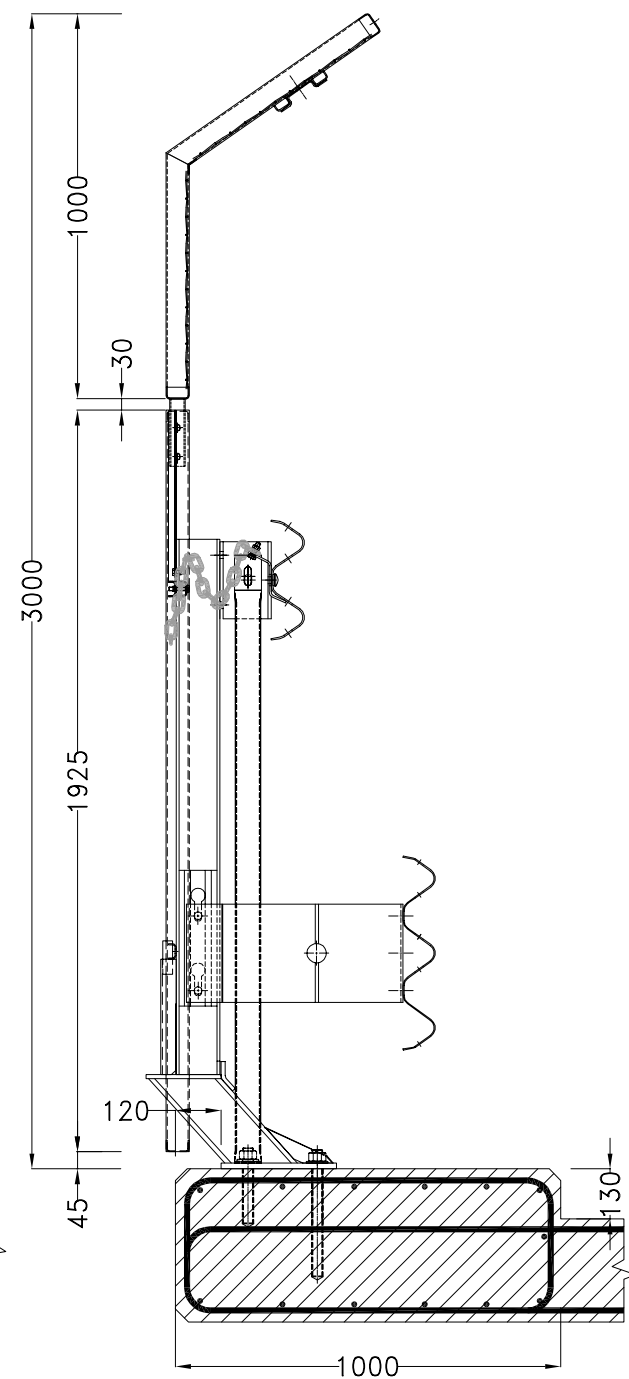
performance

TB11 - Car 900 kg
Test: IME/BSI-46/818A
ASI: A - 1,00

TB81 - Truck 38.000 kg
Test: IME/BSI-48/820A
W_N: m 1,7 (W5)
W_N: m 2,3 (W7) Panel
D_N: m 1,0
V_N: m 2,1 (VI6)

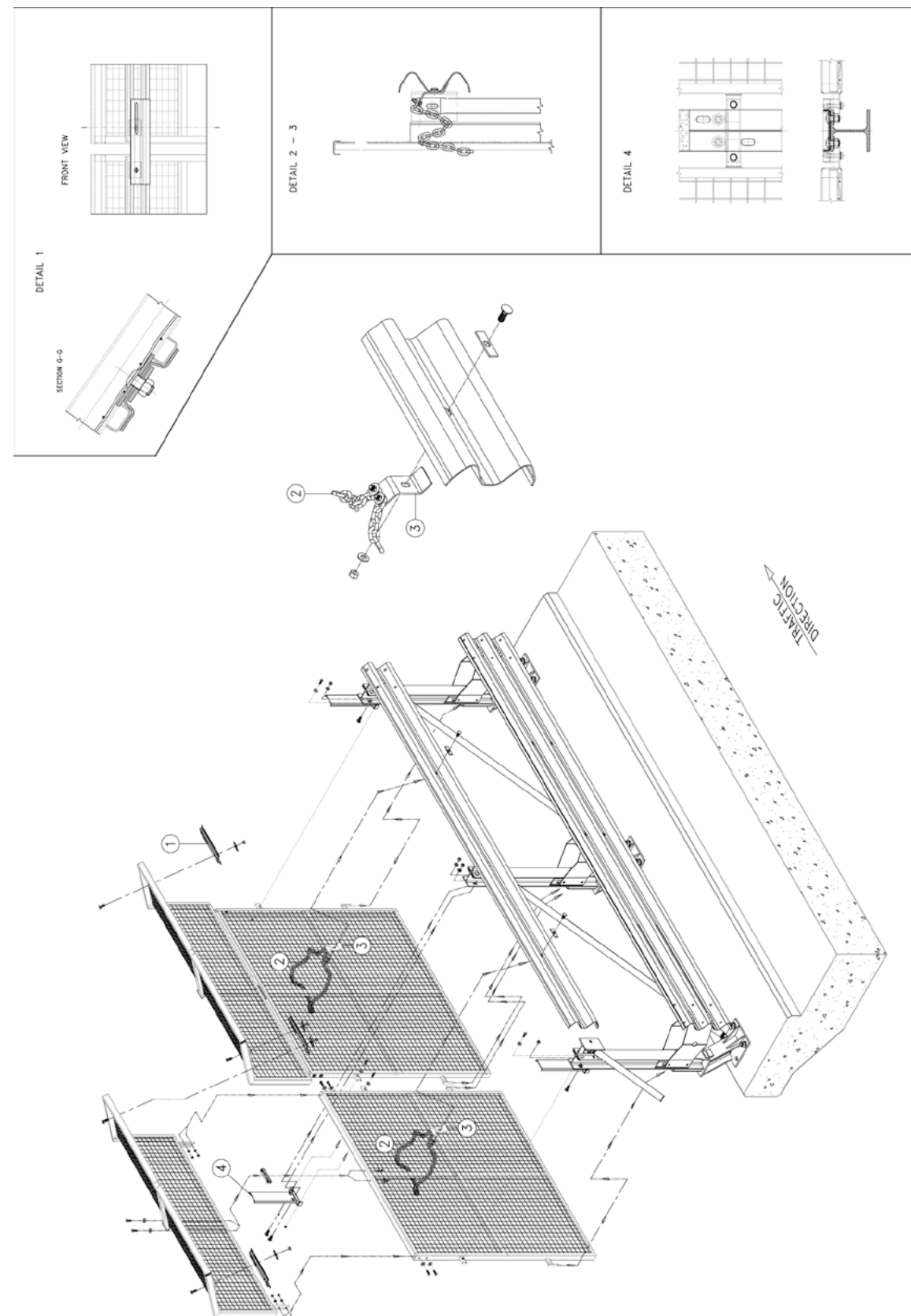


TRAFFIC DIRECTION
(Impact on the left) 



H4 bridge barrier

H4BP500L

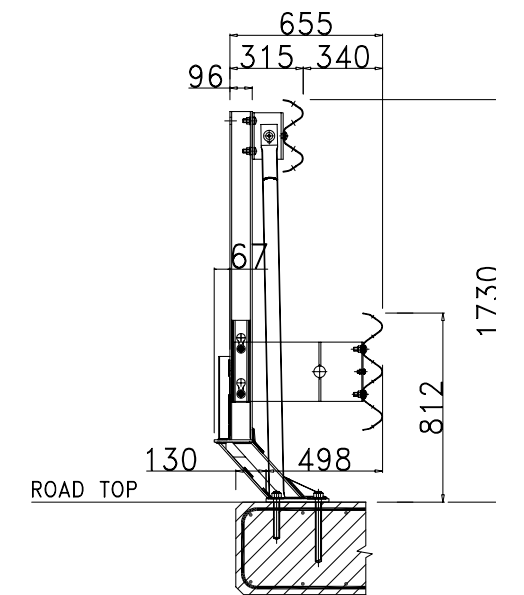


components

- Lower thrie beam 4000 mm th. 2,5 mm;
- Upper W beam 4000 mm th. 4,0 mm;
- "HEA 100" post with base plate with a c/c distance of 2.667 mm;
- Lower spacer th. 5,0 mm;
- "HEA140" upper spacer;
- Diagonal;
- Unthreading proof little plate;
- Bolts and nuts;
- Anchorbolts MA 24;
- Reflectors (1 every 12,0 m).

This barrier provides Approach/Escape End Sections of 24,00 m (12,0 for approach + 12,0 for escape)

section



- Dwg. n.: H4BP500L
- c/c distance between the posts: 2.667 mm

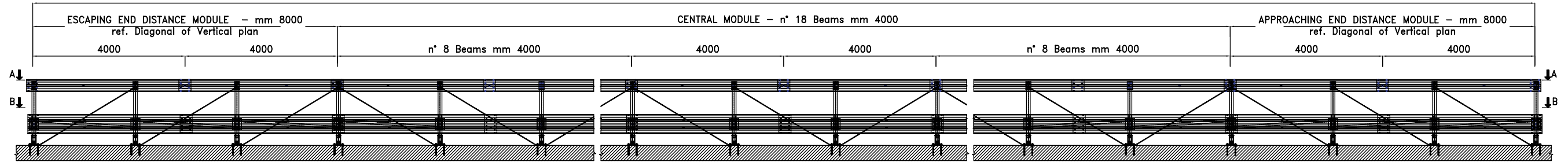
performance

TB11 - Car 900 kg
 Test: IME/BSI-51/964A
 ASI: A - 1,00

TB81 - Truck 38.000 kg
 Test: IME/BSI-52/965A
 W_N: m 2,1 (W6)
 D_N: m 1,0
 V_N: m 2,5 (VI7)

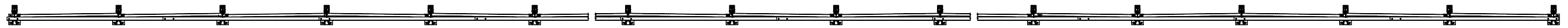
FRONT VIEW

DISTANCE LENGHT mm 88.000 - n° 33 c/c Post mm 2667 (n° 22 Beams mm 4000)



← TRAFFIC DIRECTION
(Impact on the right)

VIEW FROM "A" - W-BEAM



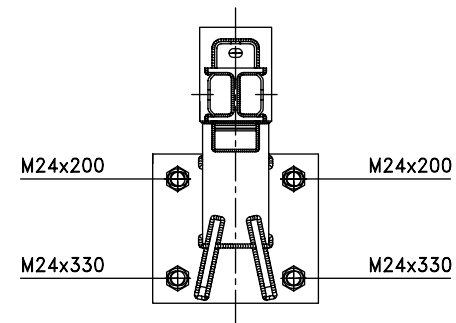
VIEW FROM "B" - THRIE BEAM



ESCAPING END DISTANCE MODULE - mm 10668
ref. Diagonal of Horizontal plan

APPROACHING END DISTANCE MODULE - mm 10668
ref. Diagonal of Horizontal plan

PLATE JUNCTION DETAIL



H4 (L4b) bridge barrier

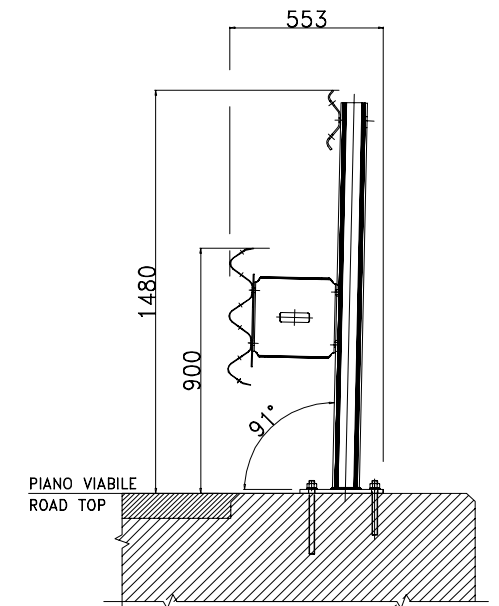
H4BP600

components

- Upper W Beam 4500 mm th. 5,0 mm;
- Lower 3W Beam 4500 mm th. mm 2,5;
- Post "HEA100" H = 1418 mm with base plate, c/c mm 1500,00;
- Spacer for lower 3W Beam;
- Intermediate proof little plate;
- Unthreading proof little plate;
- Bolts and Nuts;
- Anchorbolt M 20
- Reflector (n° 1 every 10,66 m).

This Barrier provides, for each section of barrier, the installation of Approach /Escape section modules for a total length of 27,00 m (13,50 for Approach+ 13,50 for Escape)

section

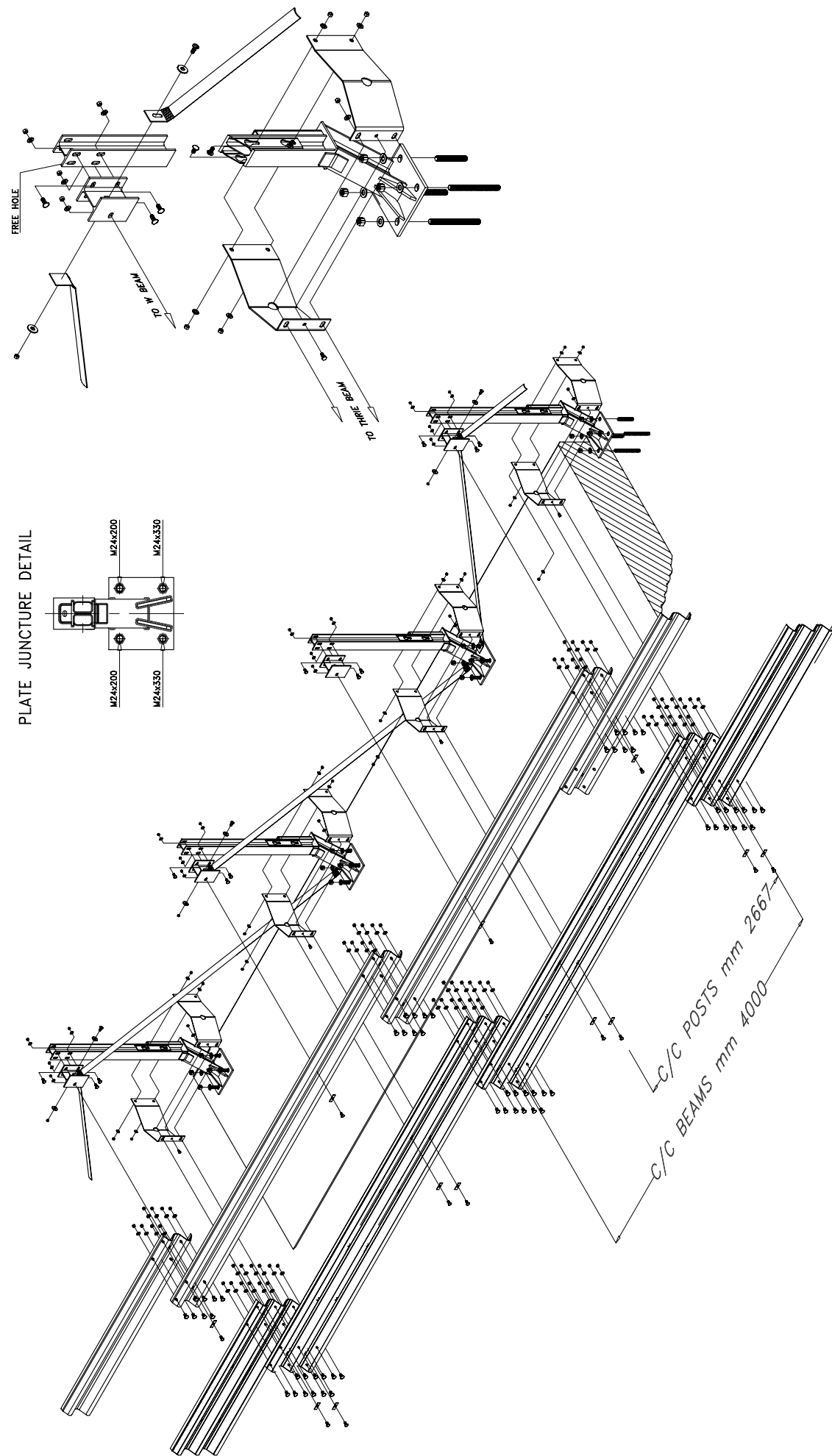


- Dwg. n.: H4BP600
- c/c distance between the posts: 1.500 mm

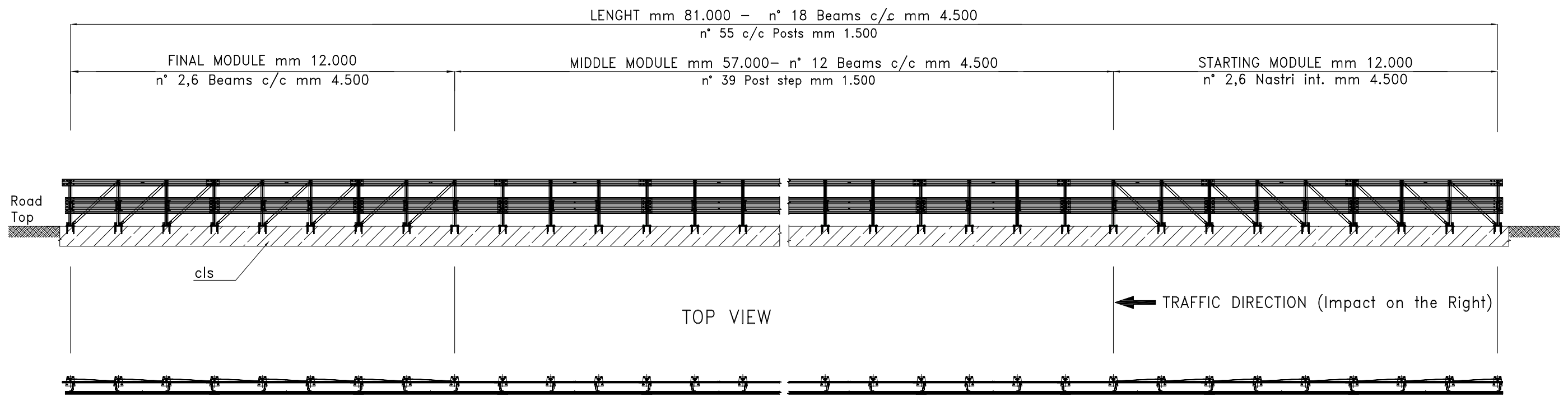
performance

TB11 - Car 900 kg
 Test: 994
 ASI: B - 1,30
 TB32 - Car 1.500 kg
 Test: 995
 ASI: B - 1,10

TB81 - Truck 38.000 kg
 Test: 993
 W_N: m 1,3 (W4)
 D_N: m 1,2
 V_N: m 1,5 (V15)

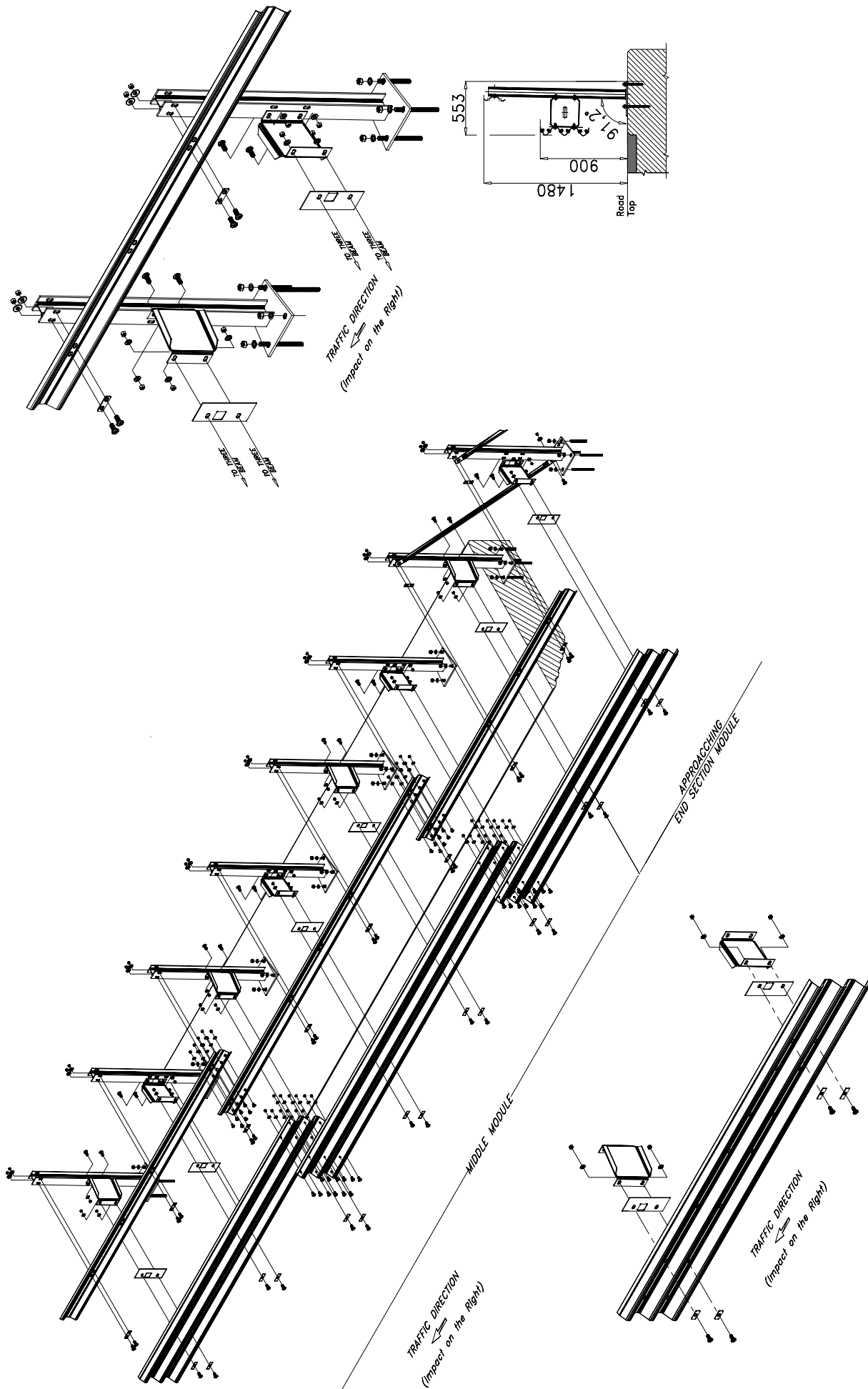


FRONT VIEW



H4 (L4b) bridge barrier with panel

H4BP600

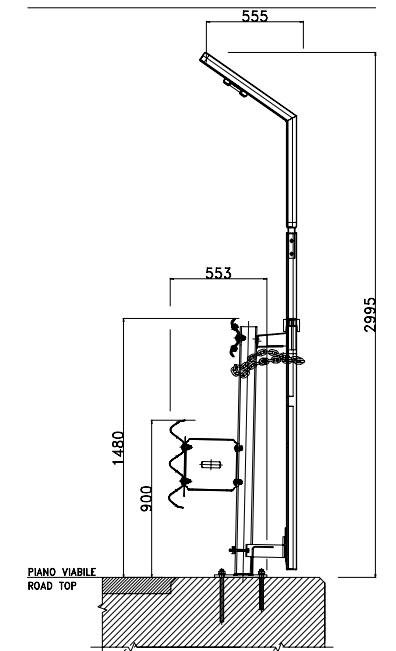


components

- Upper W Beam 4500 mm Th. 5,0 mm;
- Lower 3W Beam 4500 mm Th. mm 2,5;
- Post "HEA100" H = 1418 mm with base plate, c/c mm 1500,00;
- Spacer for lower 3W Beam;
- Intermediate proof little plate;
- Unthreading proof little plate;
- Bolts and Nuts;
- Anchorbolt M 20
- Reflector (n° 1 every 10,66 m),
- Lower panel c/c.3000 mm H 1925 mm, mesh 50x50x3 mm;
- Angled upper panel 55° H in projection 1030 mm (639+639) net 50x50x3 mm;
- Tile for upper panel connection;
- Security chain with welded net;
- Stirrups for connection to barrier and bolts/ nuts.

This Barrier provides, for each section of barrier, the installation of Approach /Escape section modules for a total length of 27,00 m (13,50 for Approach+ 13,50 for Escape).

section



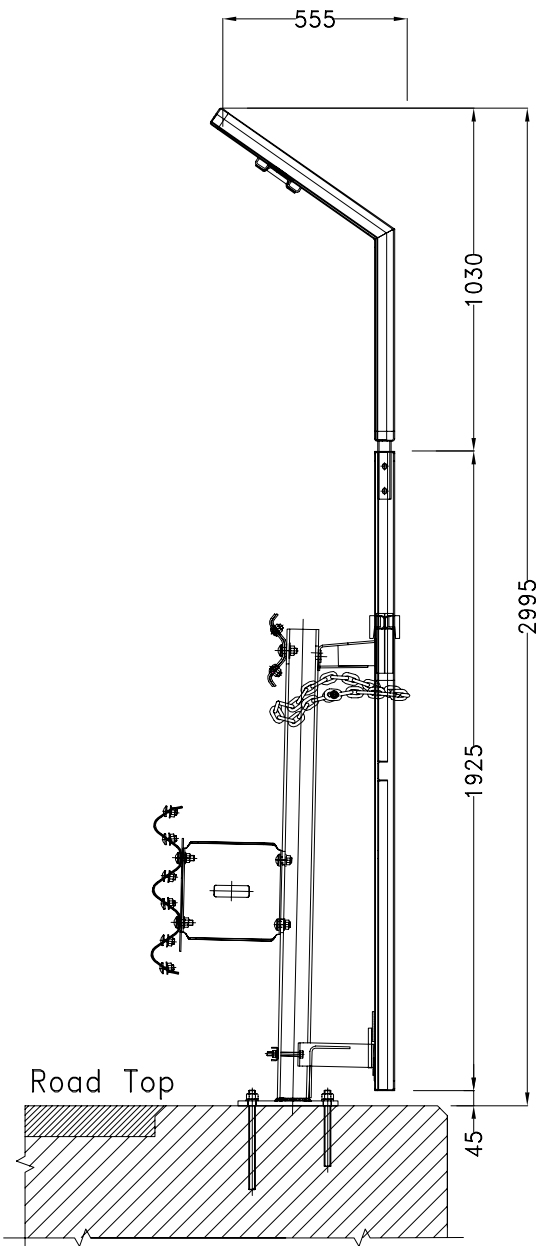
- **Dwg. n.: H4BP600 with panel**
c/c distance between the posts: **1.500 mm**

performance

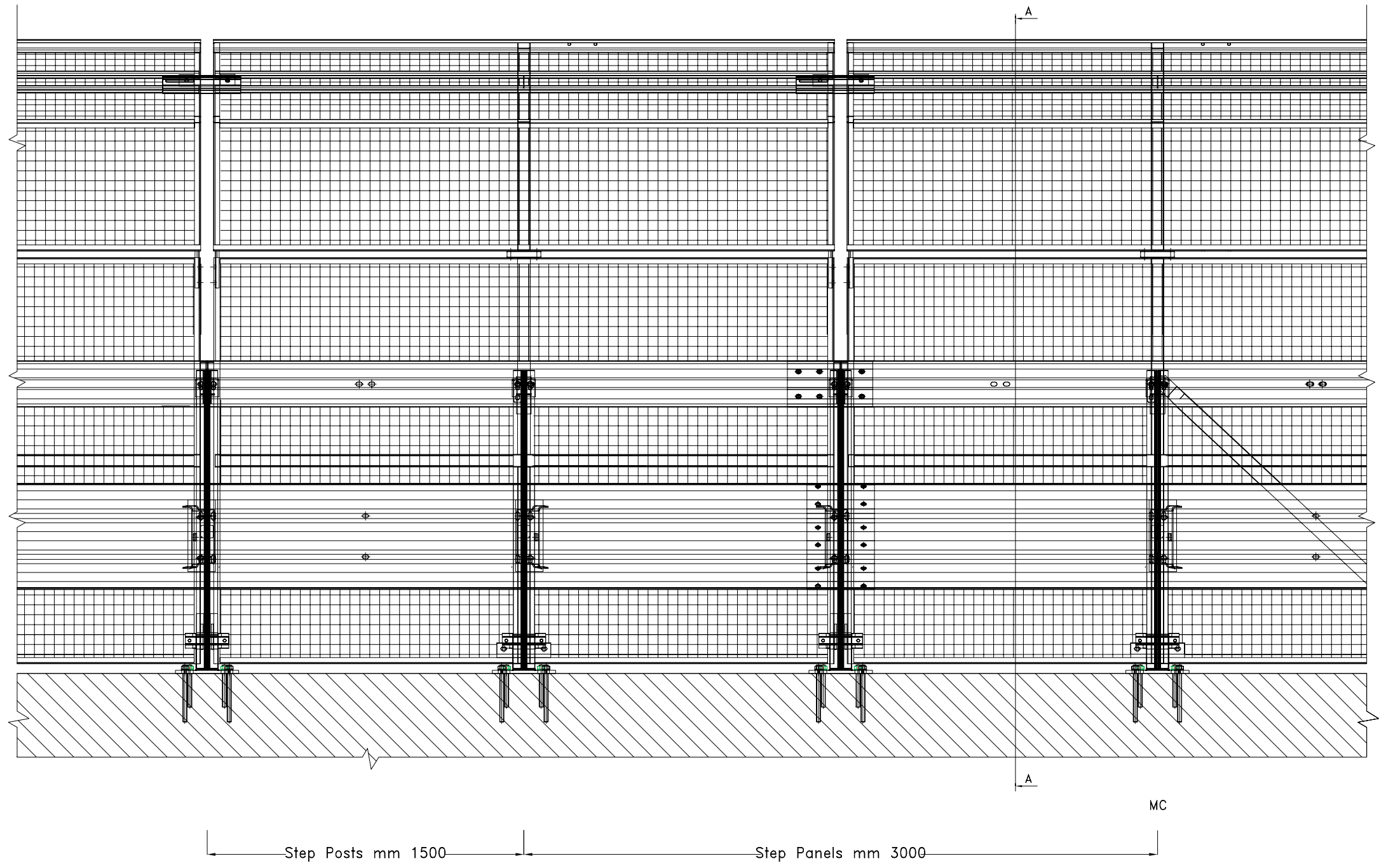
TB11 - Car 900 kg
 Test: 994
 ASI: B - 1,30
 TB32 - Car 1.500 kg
 Test: 995
 ASI: B - 1,10

TB81 - Truck 38.000 kg
 Test: 993
 W_N: m 1,3 (W4)
 W_N: m 2,5 (W7) Panel
 D_N: m 1,2
 V_N: m 1,5 (VI5)

SECTION A-A



FRONTAL VIEW

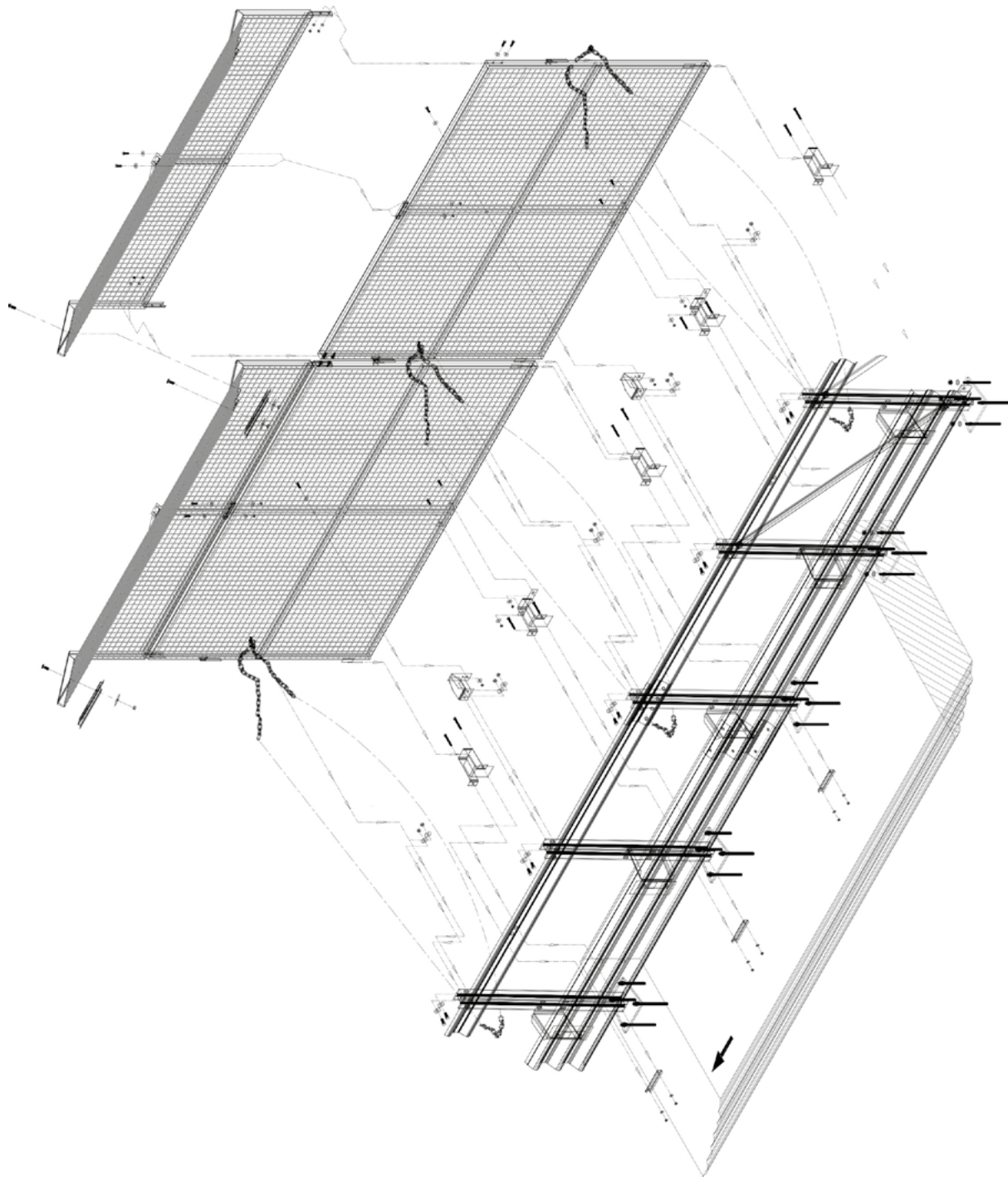


Step Posts mm 1500 Step Panels mm 3000



H2 median barrier on embankment

H2ST-R100

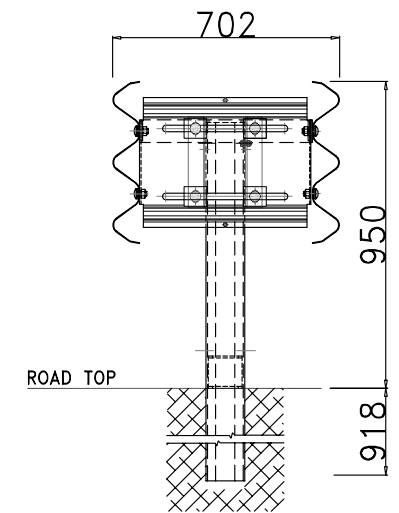


components

- Thrie beam 4500 mm th. 2,5 mm;
- "C" section post 30x80x120 mm th. 5,0 mm H= 1740 mm c/c 3375 mm;
- Stiffner for "C" section post;
- Spacers th 4,0 mm with unhooking;
- Flat diagonal 70x5,0 mm;
- Unthreading proof little plate;
- Bolts and nuts;
- Reflectors (2 every 13,5 m).

This barrier provides Approach/Escape End Sections of 45,00 m (22,5 for approach + 22,5 for escape)

section



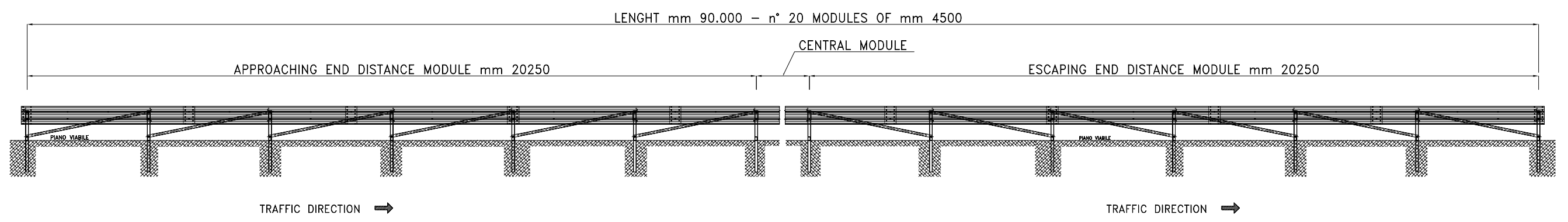
● **Dwg. n.: H2ST-R100**
c/c distance between the posts: **3.375 mm**

performance

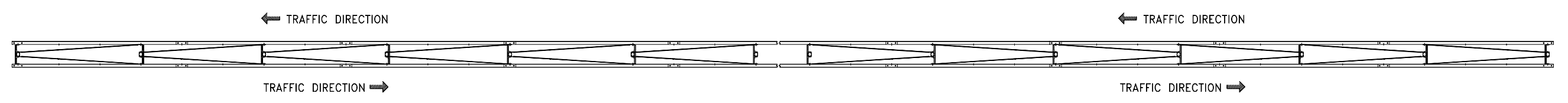
TB11 - Car 900 kg
Test: X61.01/A.D07
ASI: A - 0,90

TB51 - Bus 13.000 kg
Test: X61.02/A.D07
W_N: m 2,3 (W7)
D_N: m 1,8
V_N: m 2,2 (VI7)

FRONT VIEW

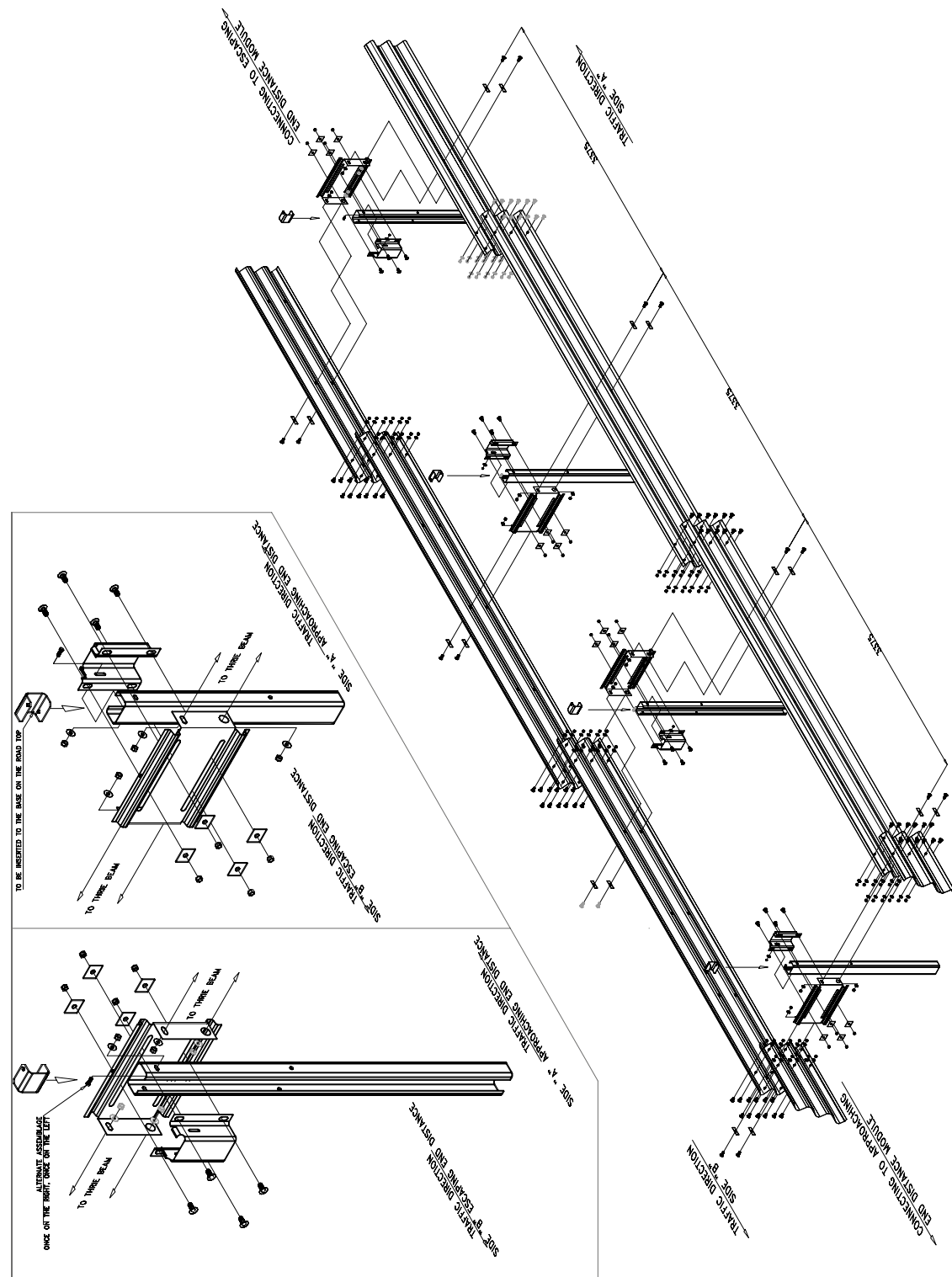


TOP VIEW



H2 (L2) median barrier on embankment

H2ST-R200

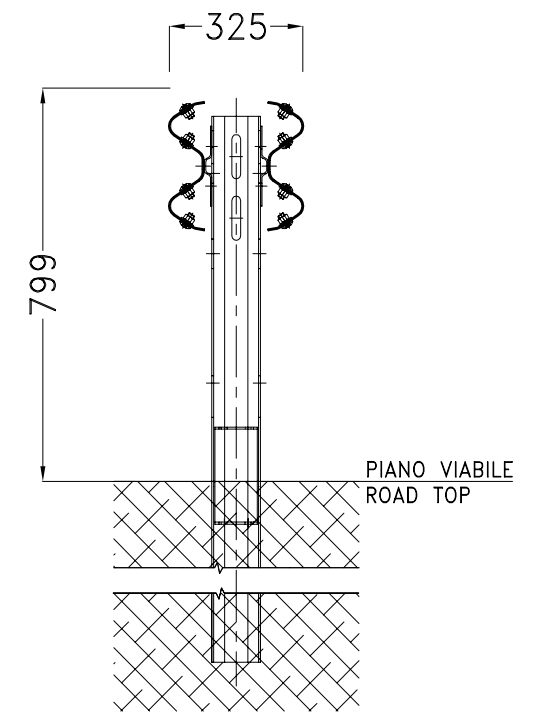


components

- 2 W Beam 5333 mm th. 3,0 mm;
- "C" Section Post 30x80x120 mm th.4,0 mm
H = 1680 mm c/c 1777,6 mm;
- Connection Element (Beam/Post);
- Unthreading proof little plate;
- Bolts and Nuts;
- Reflector (n° 1 every 10,66 m).

This Barrier provides, for each section of barrier, the installation of mitred Approach/Escape modules for a total length of 19,046 m (9,523 for Approach+ 9,523 for Escape)

section

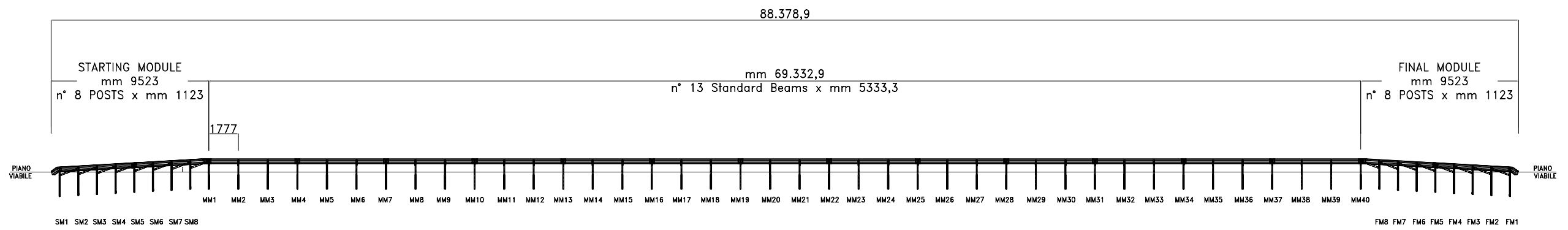


● Dwg. n.: H2ST-R200
c/c distance between the posts: 1.777 mm

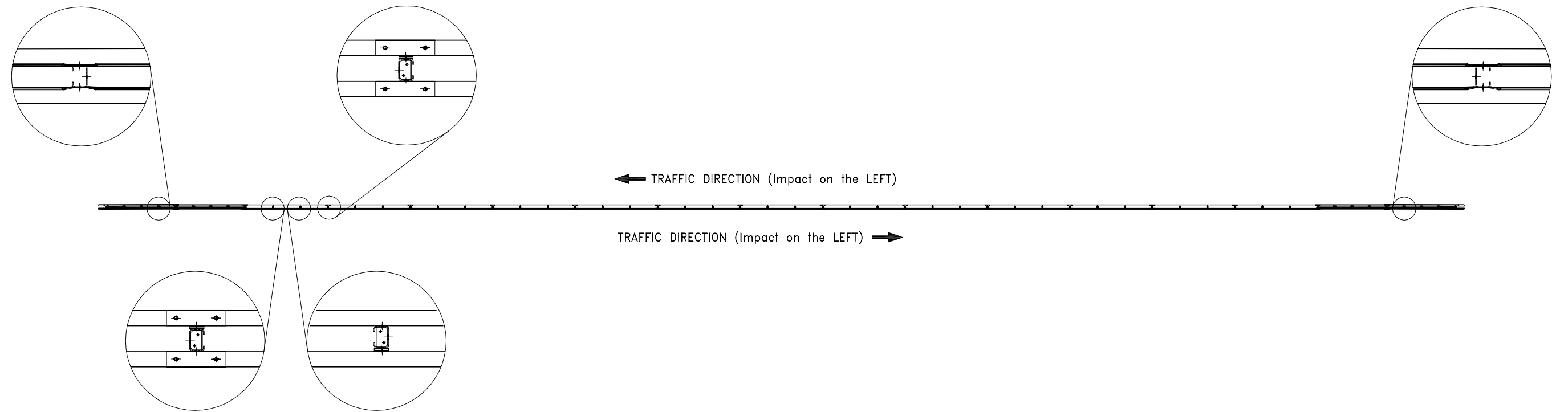
performance

TB11 - Car 900 kg	
Test:	1321
ASI:	A - 1,00
TB32 - Car 1.500 kg	
Test:	1322
ASI:	A - 0,6

TB51 - Bus 13.000 kg	
Test:	1320
W _N :	m 1,2 (W4)
D _N :	m 1,0
V _N :	m 1,3 (VI4)



TRAFFIC DIRECTION (Impact on the LEFT) →



H4b median barrier on embankment

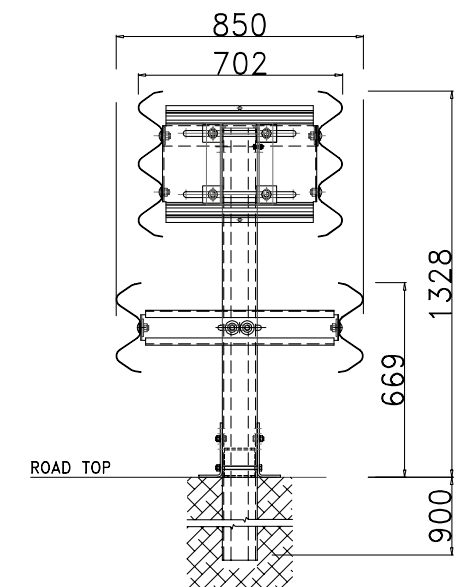
H4ST-R200

components

- Lower W beam 4500 mm th. 2,5 mm;
- Upper thrie beam 4500 mm th. 2,5 mm;
- "C" section post 30x80x120 mm
th. 5,0 mm H= 2100 mm c/c 2250 mm;
- Little base and stiffner for "C" section post;
- Lower spacer th. 4,0 mm;
- Upper spacer th. 4,0 mm with unhooking device;
- Flat horizontal diagonal 70x5,0 mm;
- Unthreading proof little plate;
- Bolts and nuts;
- Reflectors (2 every 13,5 m).

This barrier provides Approach/Escape End Sections of 27,00 m (13,5 for approach + 13,5 for escape)

section



- **Dwg. n.: H4ST-R200**
c/c distance between the posts: **2.250 mm**

work in progress

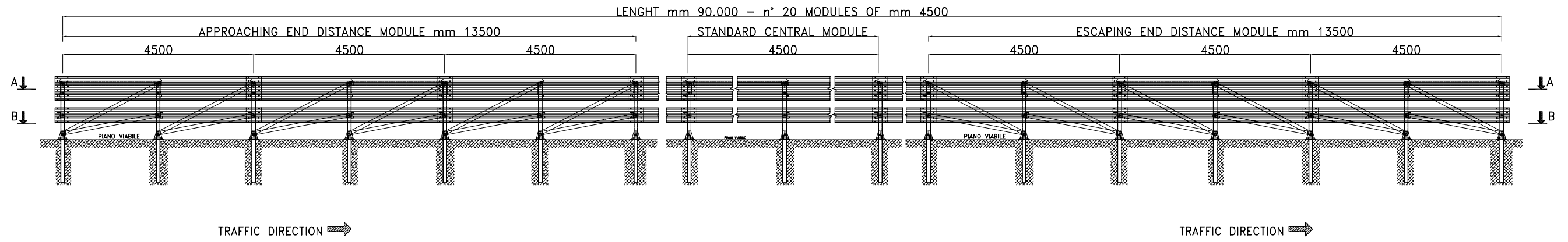
Please, visit our web site
www.imeva.it

performance

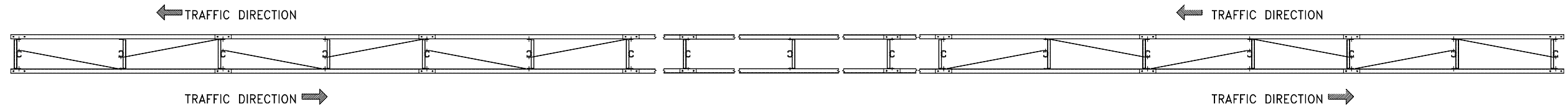
TB11 - Car 900 kg
Test: X61.02/A.C11
ASI: A - 1,00

TB81 - Truck 38.000 kg
Test: 734
W_N: m 2,1 (W6)
D_N: m 1,7
V_N: m 1,8 (V16)

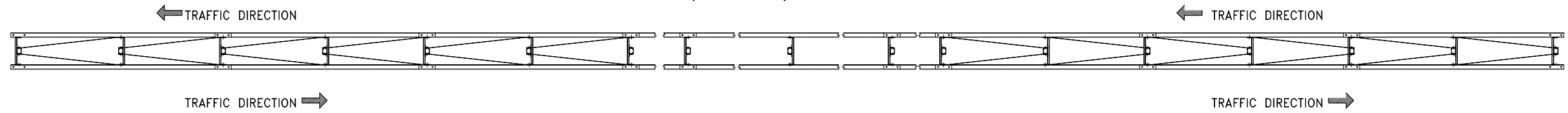
FRONT VIEW



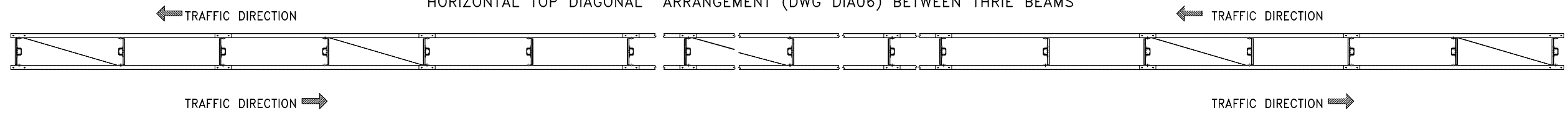
LOWER DIAGONAL ARRANGEMENT (DWG DIA08) FROM POST BASE TO W-BEAM



UPPER DIAGONAL ARRANGEMENT (DWG DIA07) FROM POST BASE TO THRIE BEAM

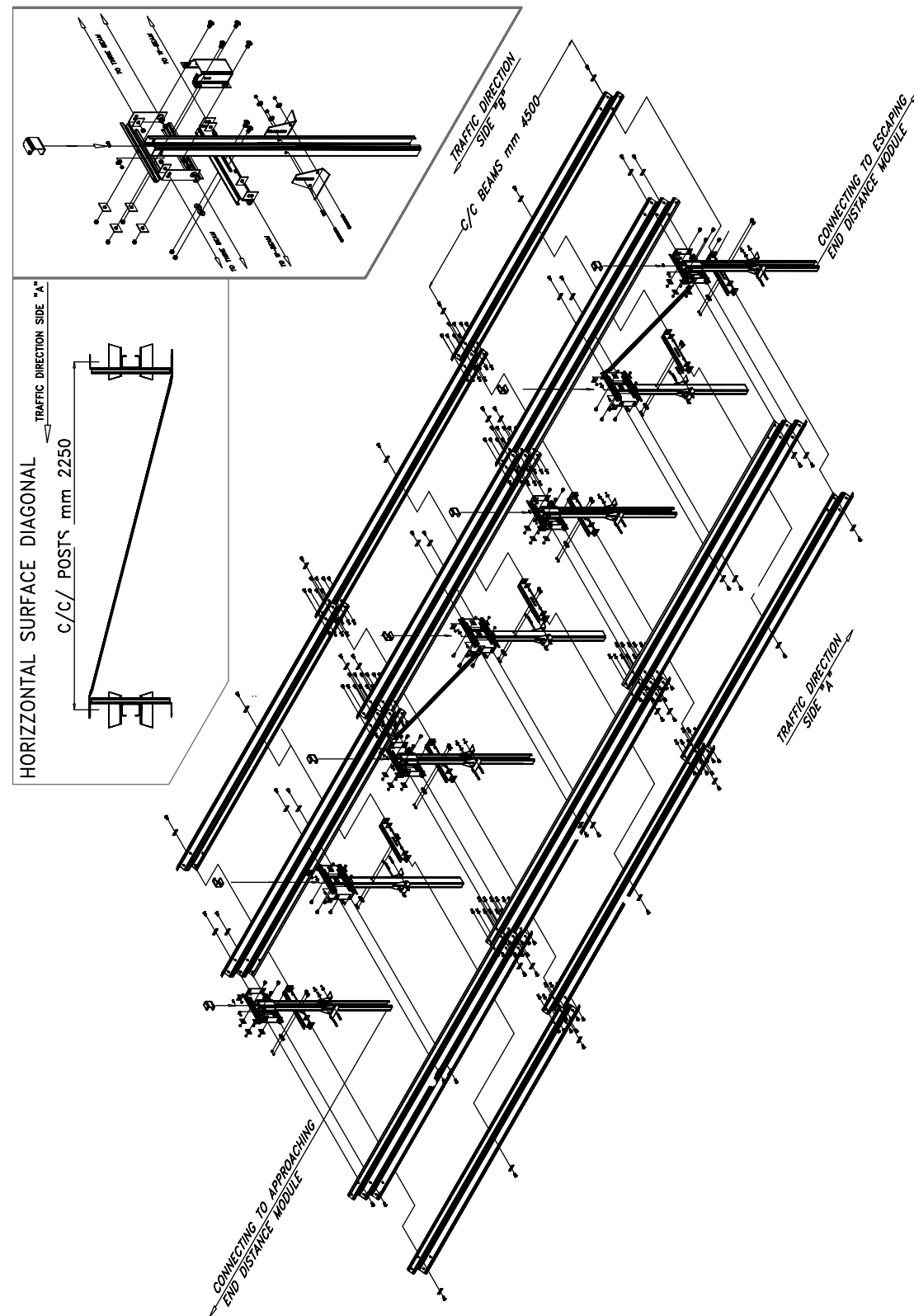


HORIZONTAL TOP DIAGONAL ARRANGEMENT (DWG DIA06) BETWEEN THRIE BEAMS



H4b (L4b) median barrier on embankment

H4ST-R300

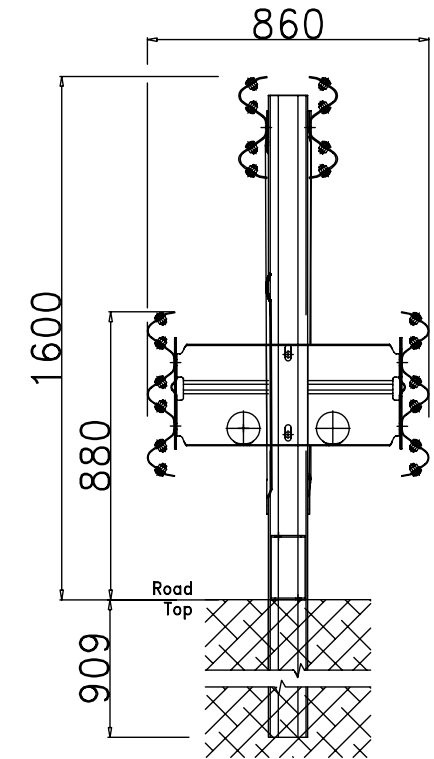


components

- Three wave lower beam c/c. 5333 mm th. 2,5 mm;
- W upper beam c/c. 5333 mm th. 4,0 mm;
- "C" section post 30x80x120 mm th. 5,0 mm H= 2450 mm c/c 1777,7 mm;
- Stiffner for "C" section post;
- Spacer th. 4,0 mm for three wave lower beam;
- Oblique diagonal 70x5 mm;
- Unthreading proof plate;
- Bolts and nuts;
- Reflector (n° 1 every 16,0 m).

This barrier includes, for each section to be installed, approaching/ escaping modules total length 32,00 m (16,00 for approach + 16,00 for escape)

section



● Dwg. n.: H4ST-R300
c/c distance between the posts: 1.777 mm

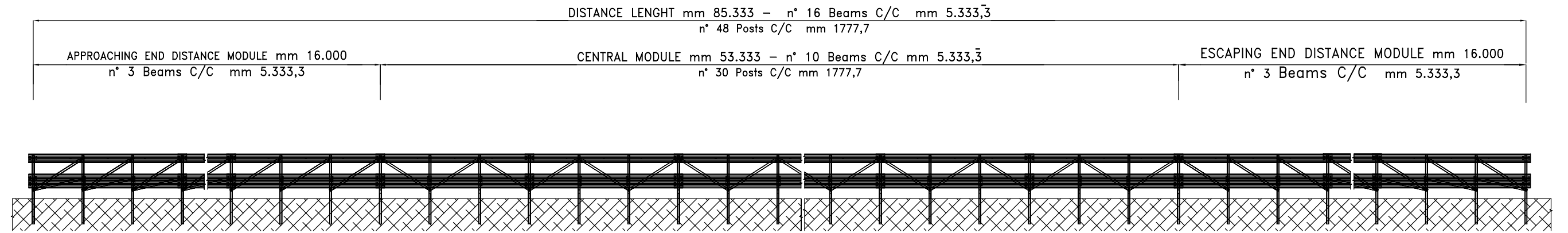
performance

TB11 - Car 900 kg
Test: 756
ASI: A - 1,00

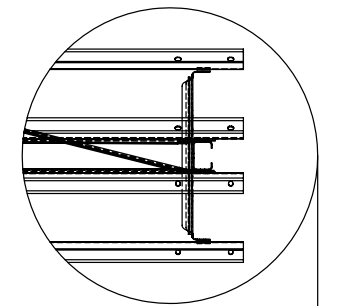
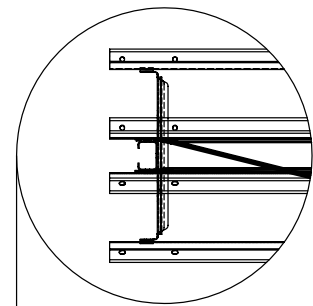
TB32 - Car 1.500 kg
Test: 757
ASI: A - 1,00

TB81 - Truck 38.000 kg
Test: 761
W_N: m 1,6 (W5)
D_N: m 1,1
V_N: m 2,9 (VI8)

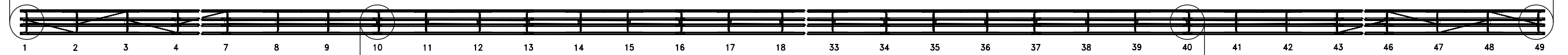
FRONT VIEW



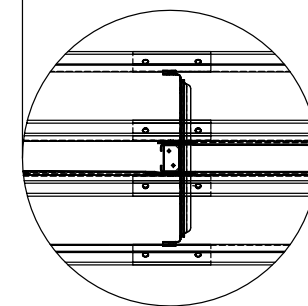
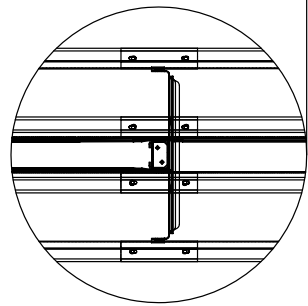
TRAFFIC DIRECTION (Impact on the left) →



← TRAFFIC DIRECTION (Impact on the left)

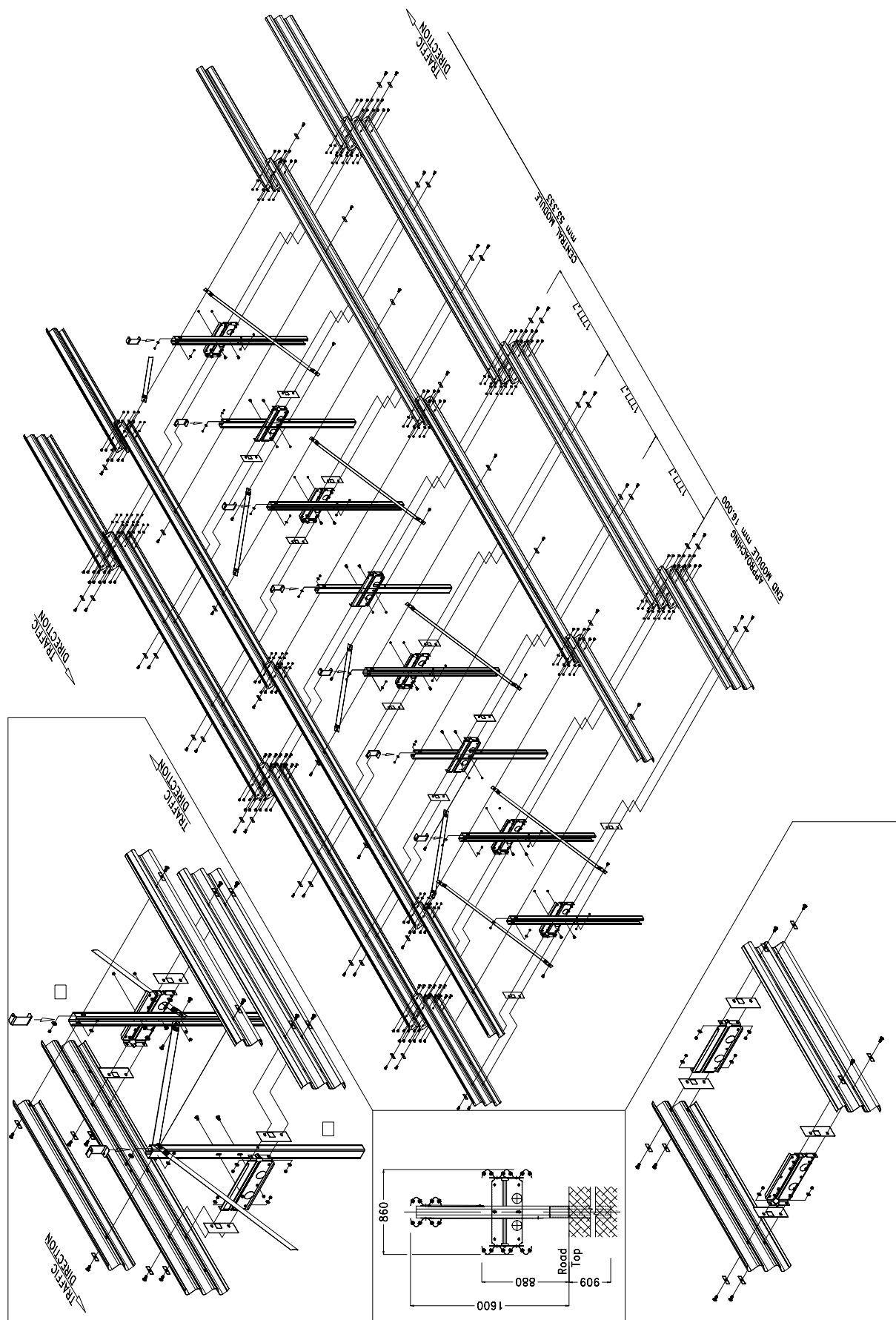


TRAFFIC DIRECTION (Impact on the left) →



H4b median barrier on concrete

H4ST-P100

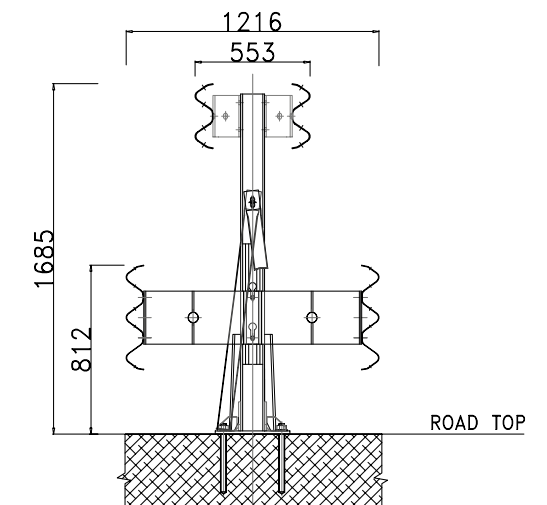


components

- Lower thrie beam 4500 mm th. 2,5 mm;
- Upper W beam 4500 mm th. 4,0 mm;
- "HEA 120" post with base plate c/c distance 2250 mm;
- Lower spacer th 5,0 mm;
- Upper spacer "HEA 140" ;
- Diagonal;
- Unthreading proof little plate;
- Bolts and nuts;
- Reflectors (2 every 13,5 m).

This barrier provides Approach/Escape End Sections of 18,00 m (9,0 for approach + 9,0 for escape)

section



- Dwg. n.: H4ST-P100
- c/c distance between the posts: 2.250 mm

performance

TB11 - Car 900 kg

Test: IME/BSI-44/793

ASI: A - 0,90

TB81 - Truck 38.000 kg

Test: IME/BSI-45/794

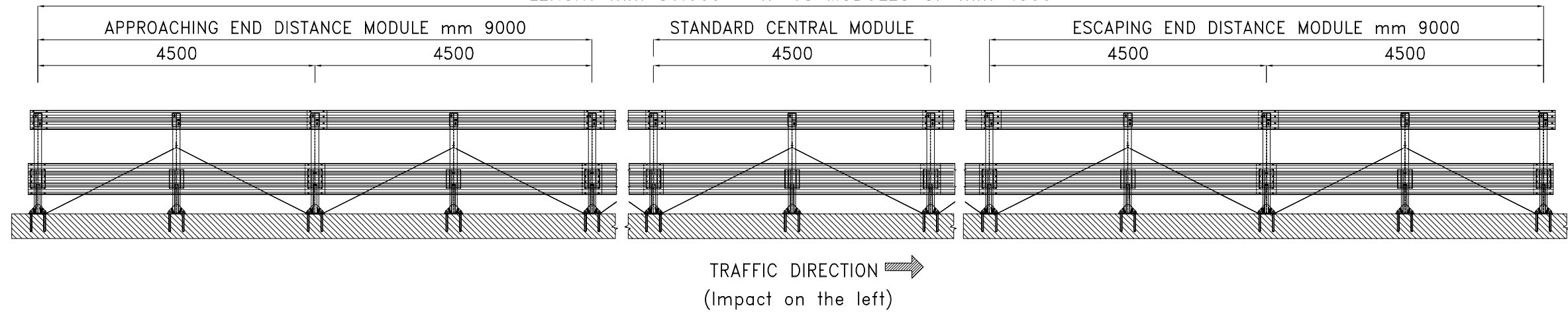
W_N: m 1,5 (W5)

D_N: m 0,7

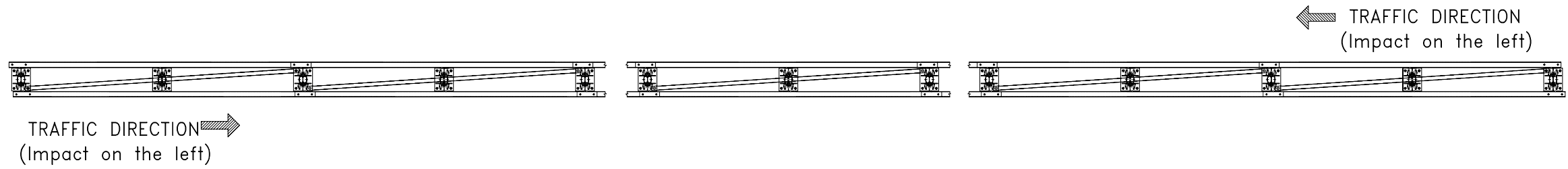
V_N: m 2,3 (VI7)

FRONT VIEW

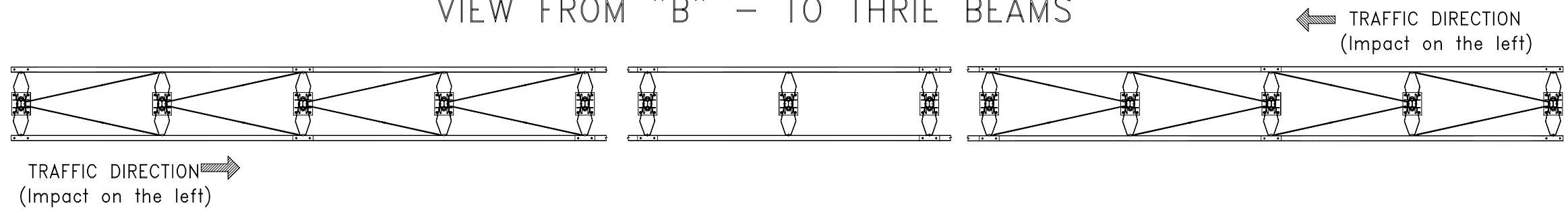
LENGTH mm 81.000 - n° 18 MODULES OF mm 4500



VIEW FROM "A" - TO W-BEAMS

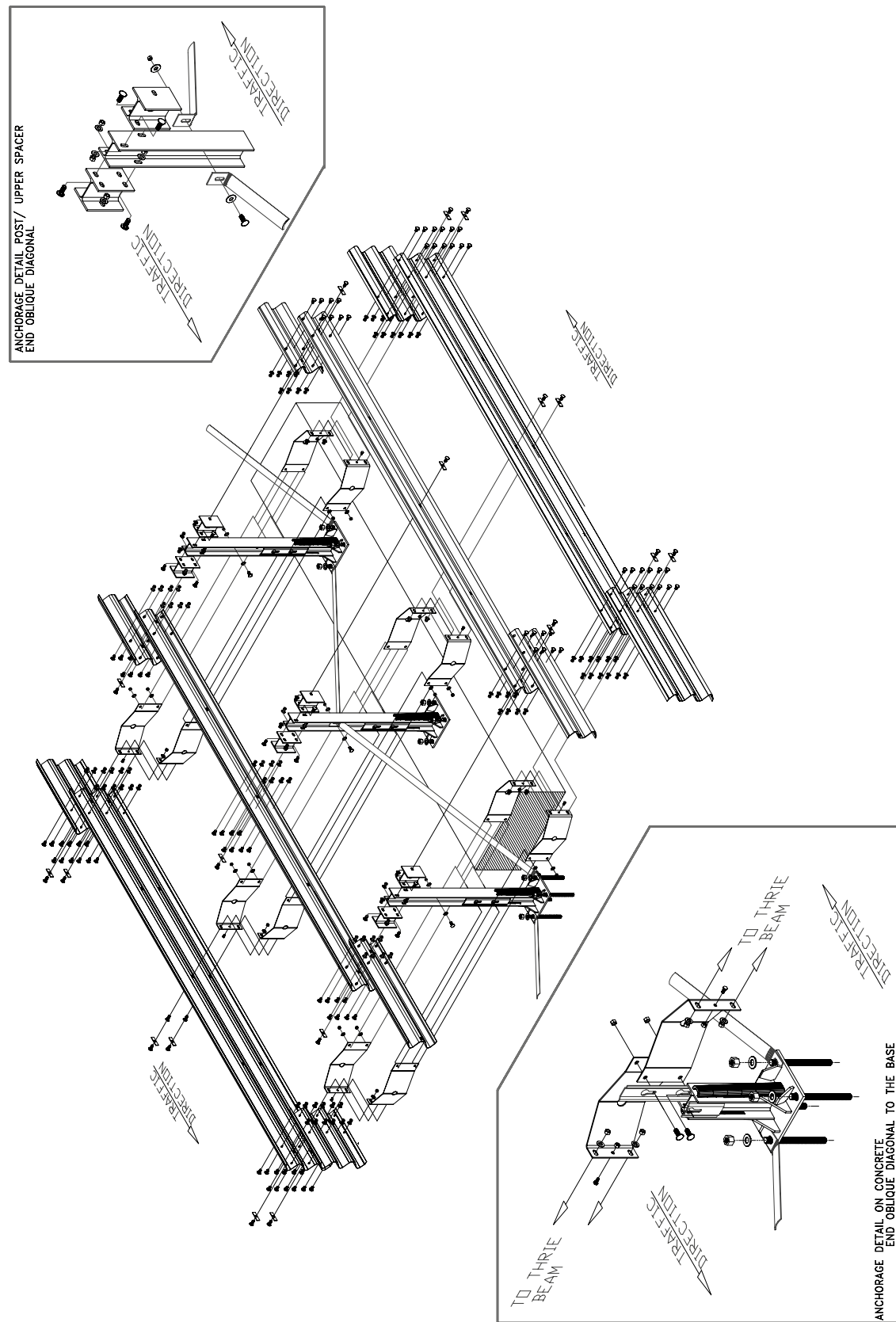


VIEW FROM "B" - TO THRIE BEAMS

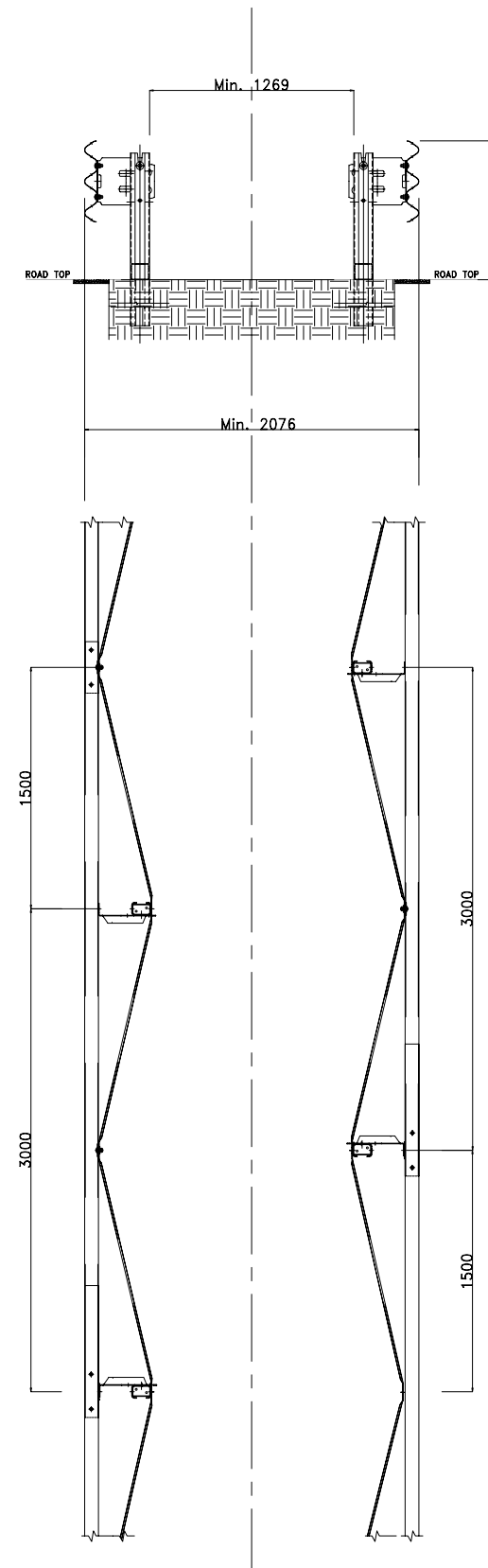


Double row median barrier

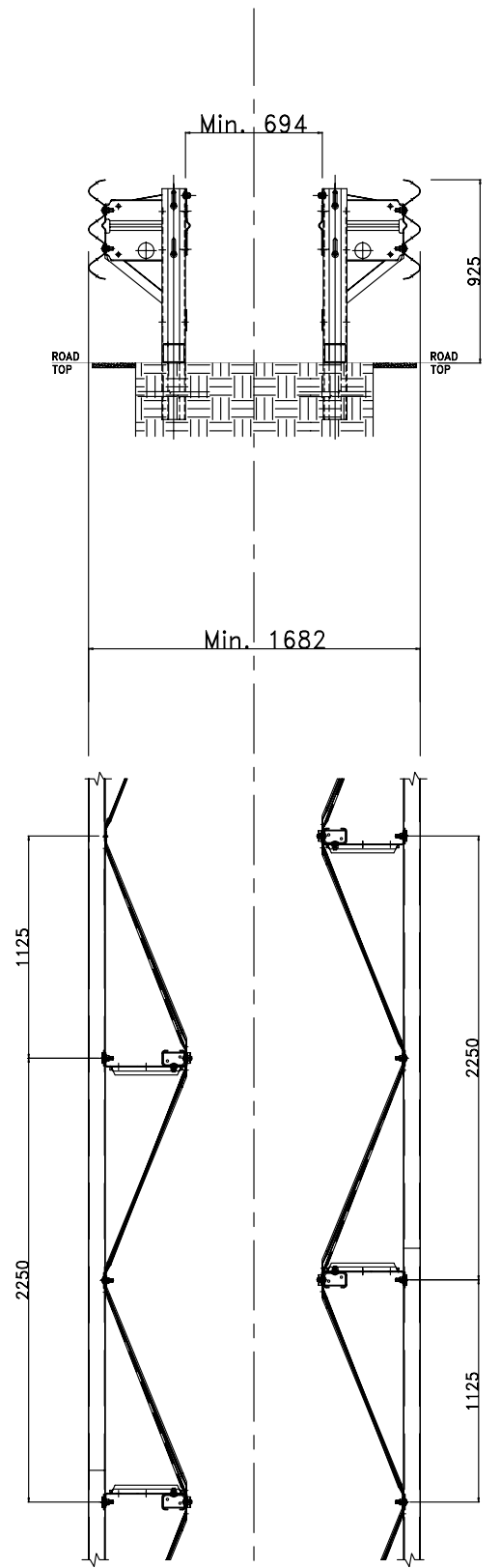
H2BL300 - H2BL400



H2BL300



H2BL400

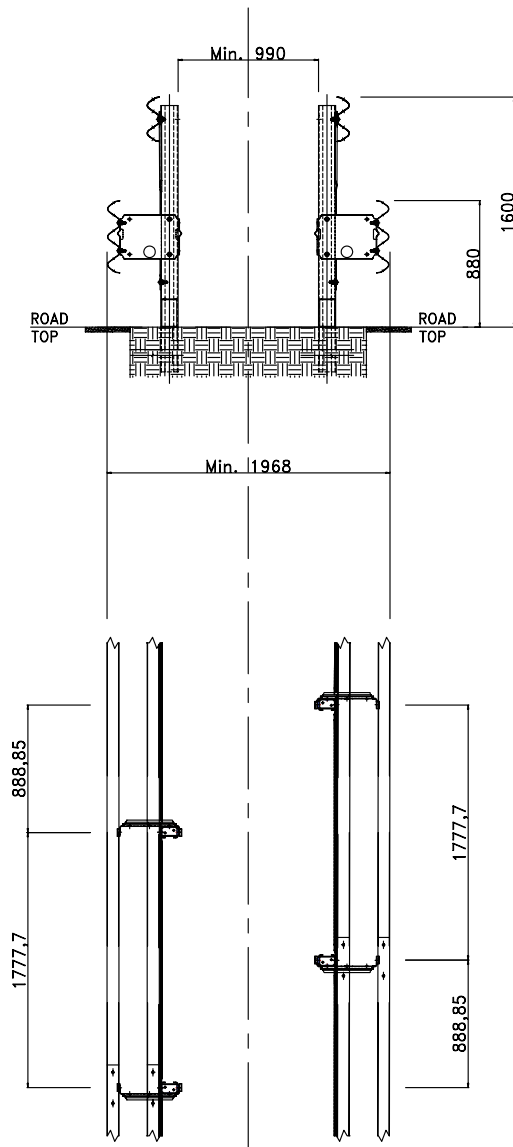


For other characteristics look at the pages about side barriers.

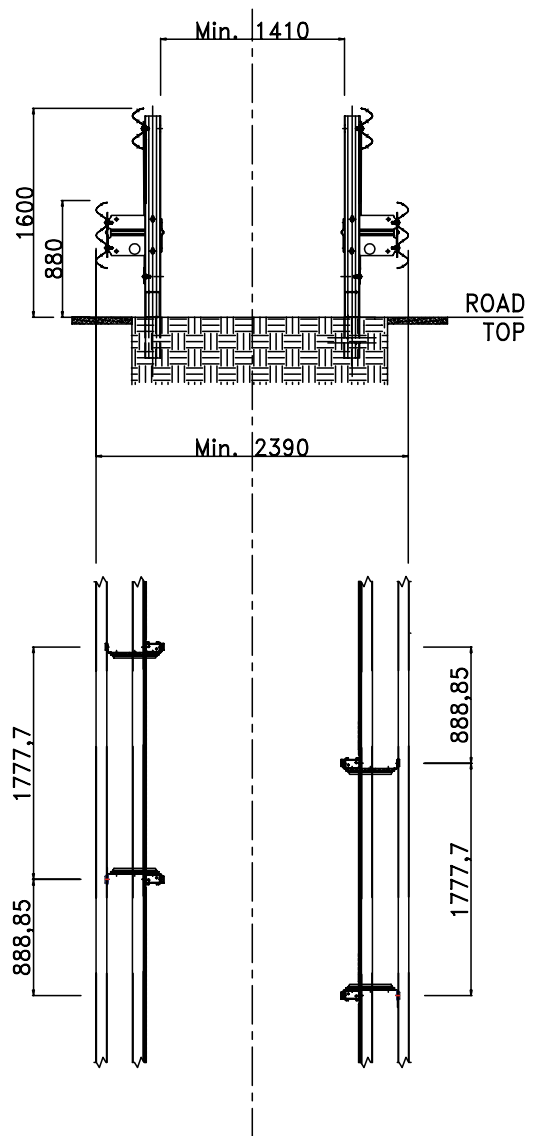
Double row median barrier

H3BL300 - H4bBL200

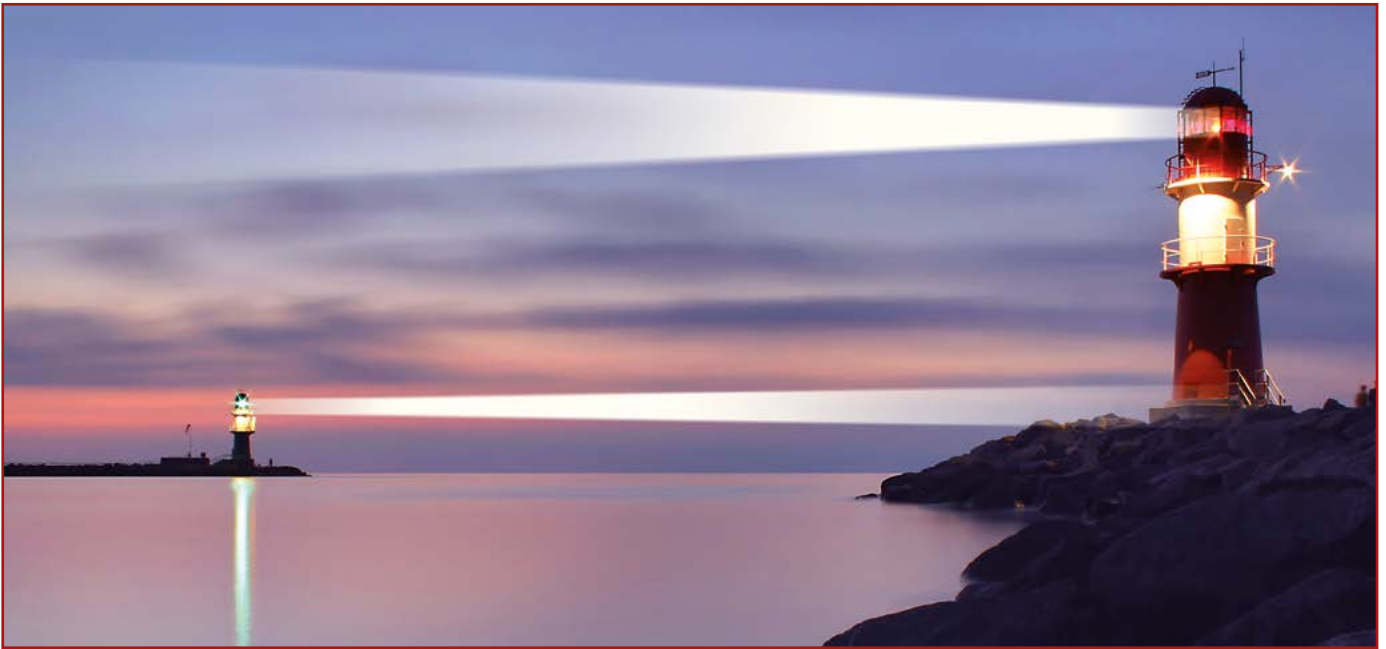
H3BL300



H4bBL200



For other characteristics look at the pages about side barriers.



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Province
Provincia autonoma di Bolzano

“ respect
the highway code,
please
grant precedence
to life...
imeva



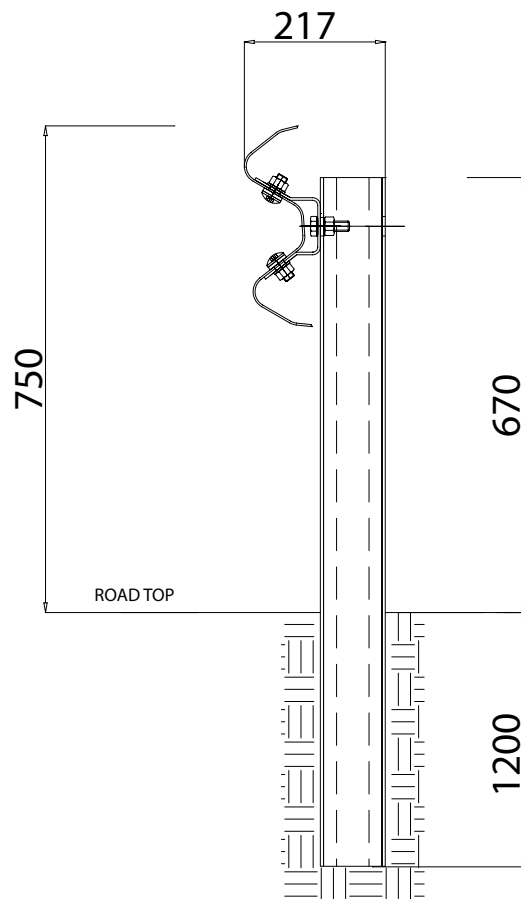
➤ N2hard shoulder

N2T2 PAB

components

- W Beam 4000 mm th. 3,0 mm;
- "C" Section Post 25x50x100 mm th. 5,0 mm
H = 1870 mm c/c 2000 mm;
- Spacer th. mm 5,00;
- Bolts and Nuts;
- Reflector (n° 1 every 12 m).

section



- **Dwg. n.: PABN2A001**
c/c distance between the posts: **2.000 mm**

performance

TB11 - Car 900 kg

Test: 917
ASl: A - 1

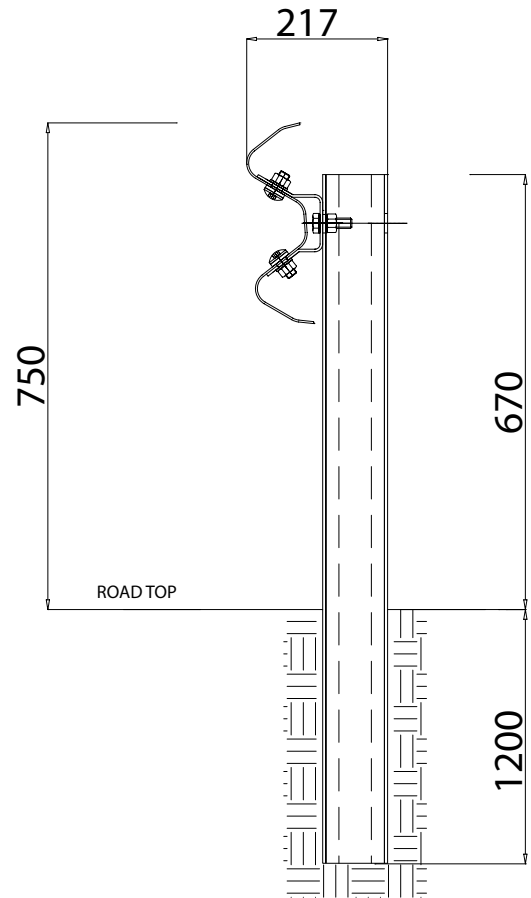
TB32 - Car 1.500 kg

Test: 916
 W_N : m 0,9 (W3)
 D_N : m 0,8
 Vl_N : m 0,8

components

- W Beam 4000 mm th. 3,0 mm;
- "C" Section Post 25x50x100 mm th. 5,0 mm
H = 1870 mm c/c 4000 mm;
- Spacer th. mm 5,00;
- Bolts and Nuts;
- Reflector (n° 1 every 12 m).

section



- Dwg. n.: PABN2A003
c/c distance between the posts: 4.000 mm

performance

TB11 - Car 900 kg

Test: 918
ASI: B - 1,4

TB32 - Car 1.500 kg

Test: 919
W_N: m 0,8 (W3)
D_N: m 0,8
V_N: m 0,8

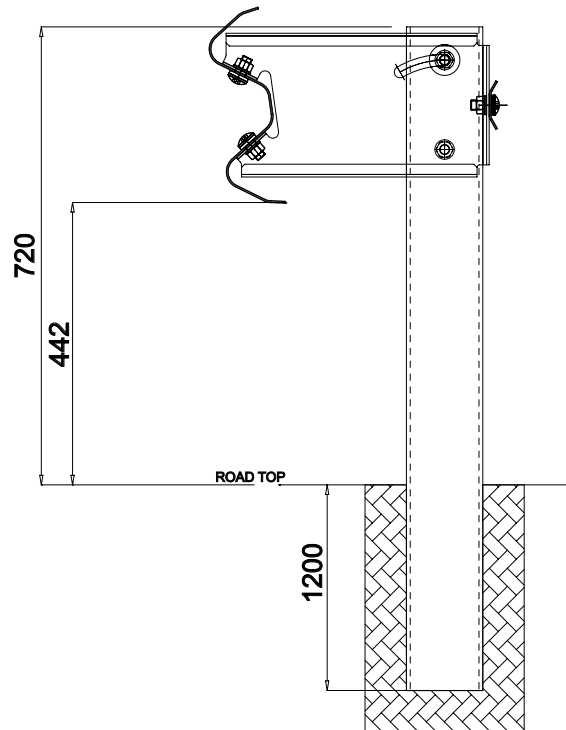
➤ H2 hard shoulder

H2TE PAB

components

- W Beam 4000 mm th. 3,0 mm;
- "U" Section Post 120x 80 mm th. 6,0 mm H = 1920 mm c/c 2000 mm;
- "BZH2" Spacer ;
- Flat Upper Plate
- Bolts and Nuts;
- Reflector (n° 1 every 12 m).

section



- **Dwg. n.: PRBZLAS00A303**
c/c distance between the posts: **2.000 mm**

performance

TB11 - Car 900 kg

Test: PAB/BSI-03/493A
ASl: A

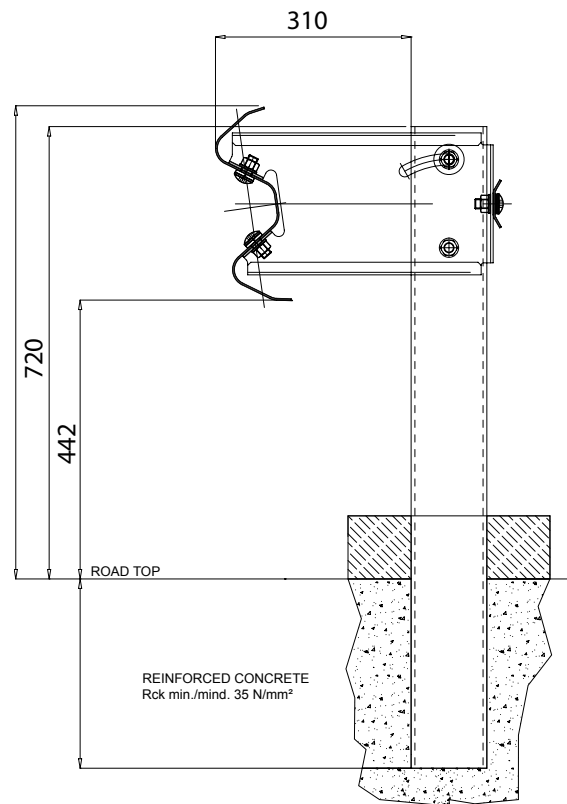
TB51 - Bus 13.000 kg

Test: PAB/BSI-03/494A
 W_N : m 1,4 (W5)
 D_N : m 1,3
 Vl_N : m 1,9 (VI6)

components

- W Beam 4000 mm th. 3,0 mm;
- "U" Section Post 120x 80 mm th. 6,0 mm H = 1020 mm c/c 2000 mm;
- "BZH2" Spacer ;
- Flat Upper Plate
- Bolts and Nuts;
- Reflector (n° 1 every 12 m).

section



Dwg. n.: PRBZLAS00A302

c/c distance between the posts: 2.000 mm

performance

TB11 - Car 900 kg

Test: PAB/BPM-001/1235

ASI: A

TB51 - Bus 13.000 kg

Test: PAB/BSI-02/436A

W_N: m 1,3 (W4)

D_N: m 1,2

V_I: m 2,0 (VI6)

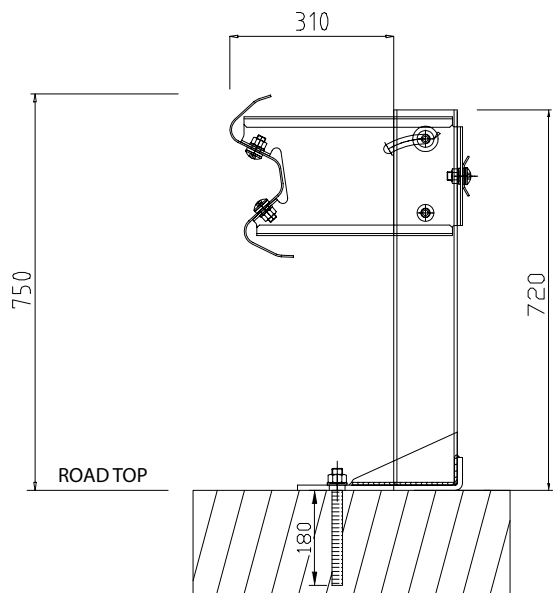
➤ H2 bridge barrier

H2CEP PAB

components

- W Beam 4000 mm th. 3,0 mm;
- "U" Section Post 120x 80 mm th. 6,0 mm H = 710 mm with reinforced plate th. 10 mm c/c 2000 mm;
- "BZH2" Spacer ;
- Flat Upper Plate
- Achorbolt M 20;
- Bolts and Nuts;
- Reflector (n° 1 every 12 m).

section



- **Dwg. n.: PRBZLAS00A302P**
c/c distance between the posts: **2.000 mm**

performance

TB11 - Car 900 kg

Test: PAB/BPM-001/1235

ASl: A

TB51 - Bus 13.000 kg

Test: PAB/BSI-02/436A

W_N: m 1,3 (W4)

D_N: m 1,2

Vl_N: m 2,0 (VI6)

components

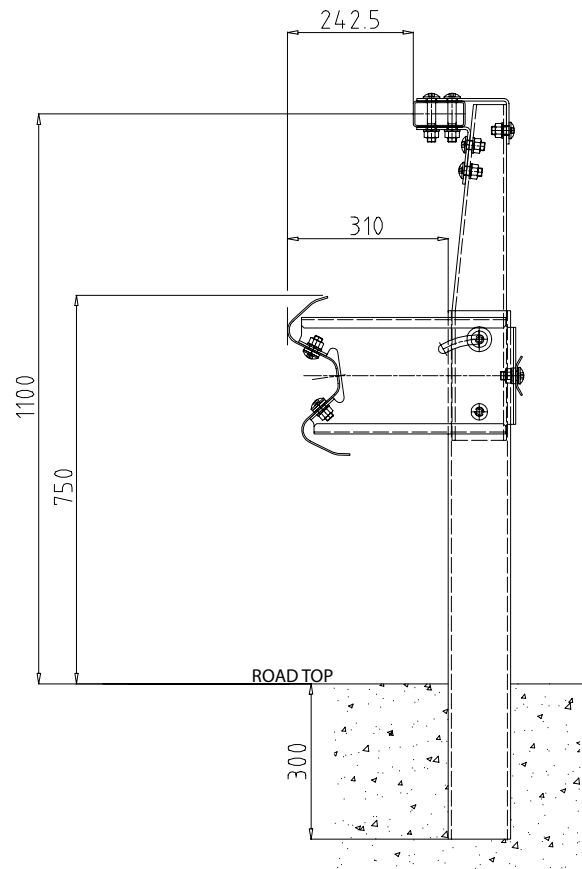
STANDARD BARRIER PABH2CE

- W Beam 4000 mm th. 3,0 mm;
- "U" Section Post 120x 80 mm th. 6,0 mm H = 1020 mm c/c 2000 mm;
- "BZH2" Spacer ;
- Flat Upper Plate
- Bolts and Nuts;
- Reflector (n° 1 every 12 m);

HANDRAIL

- Upper pipe 100x50 mm th. 3,0 mm L= 1980 mm
- Tapered extention 105x73 mm th. 6 mm H 648 mm, to be bolted on post;
- Internal and external connections upper pipe/extention
- Bolts and Nuts.

section



Dwg. n.: PRBZH2BPCOR09A100
c/c distance between the posts: 2.000 mm

performance

TB11 - Car 900 kg

Test: PAB/BPM-002/1236
ASI: B

TB51 - Bus 13.000 kg

Test: PAB/BPM-004/1238
W_N: m 1,4 (W5)
D_N: m 1,1
V_N: m 1,9 (VI6)



complementary
products

“ they appear as reticular
giants in a
uncontaminated view...
I look far over the
horizon
and **I still** feel secure
in my travel...
imeva



» Pedestrian parapet

type 1

description

Parapet railing "Type 1" with grid panel, steel quality S235JR, hot dip galvanization according UNI EN ISO 1461.

Composition:

- "IPE" section hot profiled upright;
- Upper and lower longitudinal profiled panel with "U" section and vertical flat rods;
- Circular section handrail, th. 3,0 mm;
- Before purchasing, please check the conformity of the product to local standard of destination country

standard series

● components

Post:	IPE 120
Handrail:	pipe Ø 60 mm
Panel:	
• upper/lower strip:	40x65x40x4 mm
• vert. flat rod:	50x6 mm

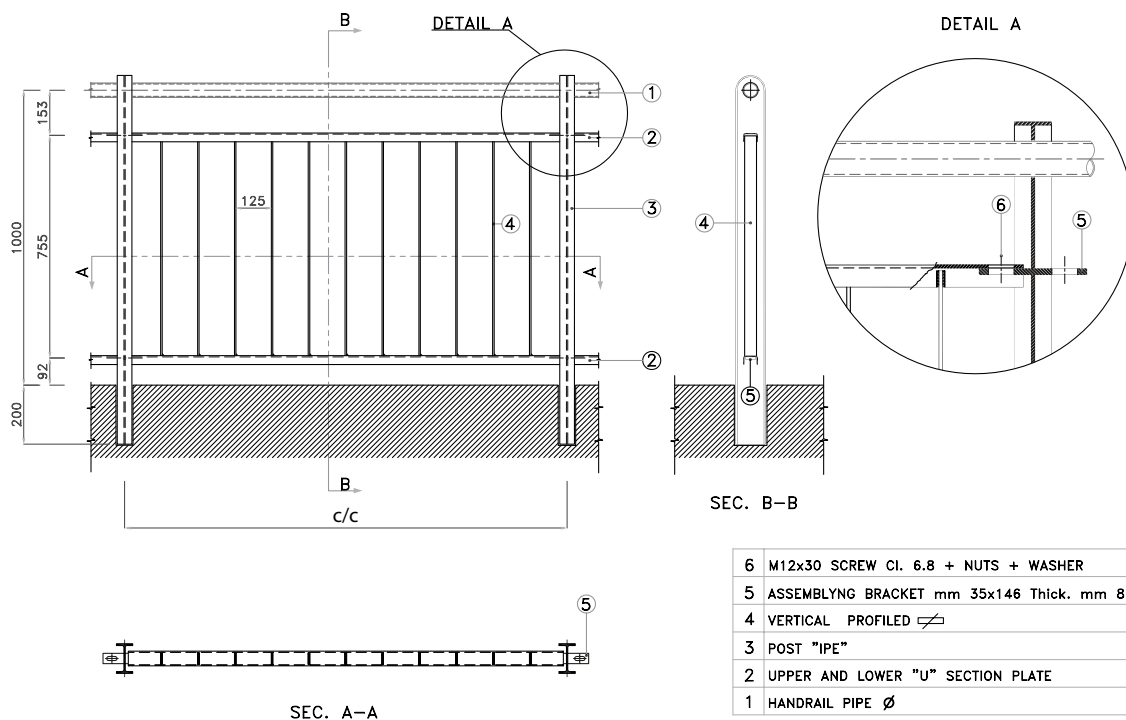
● c/c (mm)	weights (kg/m)
1500	38,37
2000	36,26
3000	33,50

light series

● components

Post:	IPE 100
Handrail:	pipe Ø 48 mm
Panel:	
• upper/lower strip:	30x50x30x4 mm
• vert. flat rod:	40x5 mm

● c/c (mm)	weights (kg/m)
1500	26,40
2000	24,74
3000	23,00



Pedestrian parapet

type 2

description

Parapet railing "Type 2" with three handrails, steel quality S235JR, hot dip galvanization according UNI EN ISO 1461.

Composition:

- "IPE" section hot profiled upright;
- Circular longitudinal handrail in cold profiled pipe th. 3,0 mm;
- Before purchasing, please check the conformity of the product to local standard of destination country

standard series

● components

Post: IPE 120
Handrail: pipe Ø 60 mm

●

c/c (mm)	weights (kg/m)
1500	22,97
2000	20,66
3000	18,51

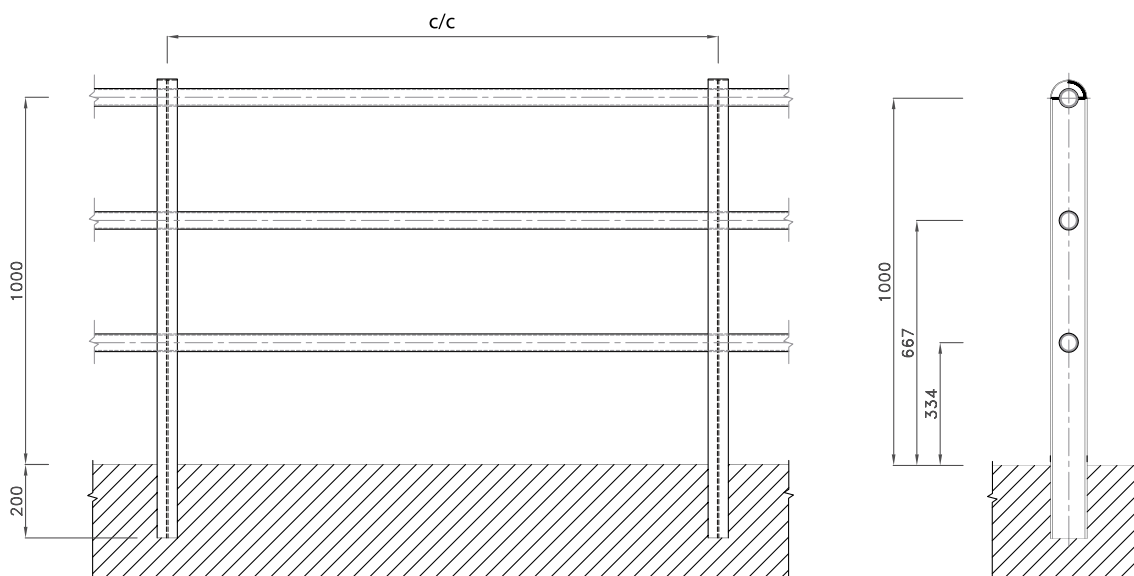
light series

● components

Post: IPE 100
Handrail: pipe Ø 48 mm

●

c/c (mm)	weights (kg/m)
1500	18,13
2000	16,32
3000	14,65



» Mesh panels

description

Mesh panels for application with brackets on guard rails or pedestrian parapets. Steel quality S235JR, hot dip galvanization according UNI EN ISO 1461, height 2000 mm.

Composition:

- "U" section channel frame 30x60x30 mm th. 3,0 mm;
- Square and interwisted net, corrugated wire th. 3,0 mm;
- Connecting brackets (two for the handrail and one for the upright);
- Optional sheet for lower half-area, th. 2,0 mm, Sendzimir galvanization.

full mesh

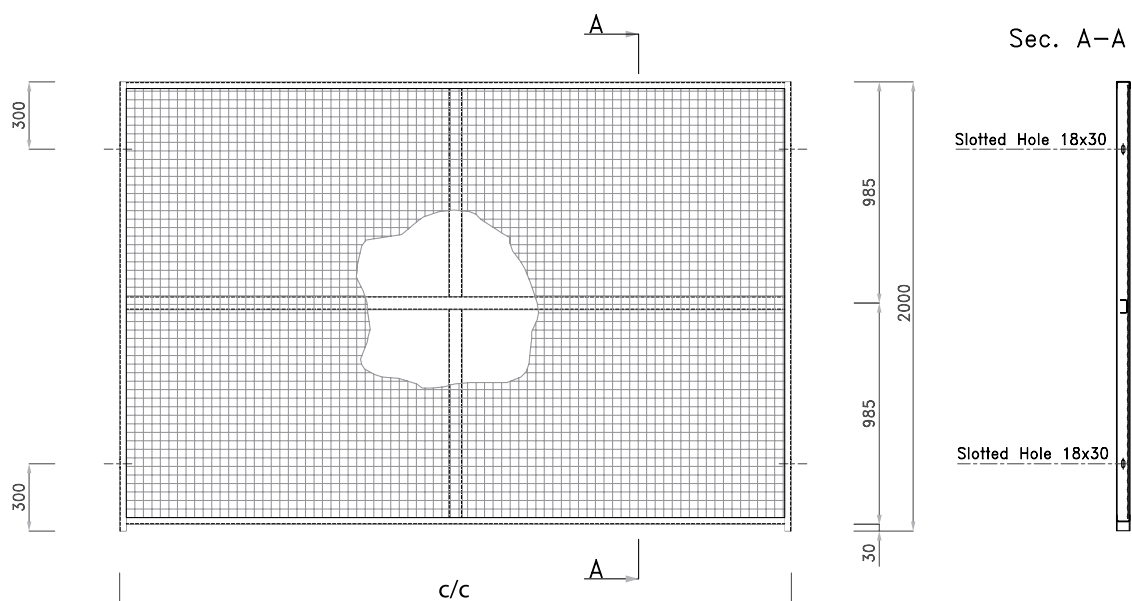
- mesh 30x30 mm

c/c (mm)	weights (kg/m)
2667	25,60
3000	24,22
3600	22,61
4000	22,05

full mesh

- mesh 50x50 mm

c/c (mm)	weights (kg/m)
2667	22,33
3000	20,87
3600	19,19
4000	18,75



3	ELECTROWELDED MESH
2	"U" SECTION MIDDLE PROFILED ITEM mm 30x60x30 Sp. mm 3
1	"U" SECTION PERIMETRAL PROFILED ITEM mm 30x60x30 Sp. mm 3

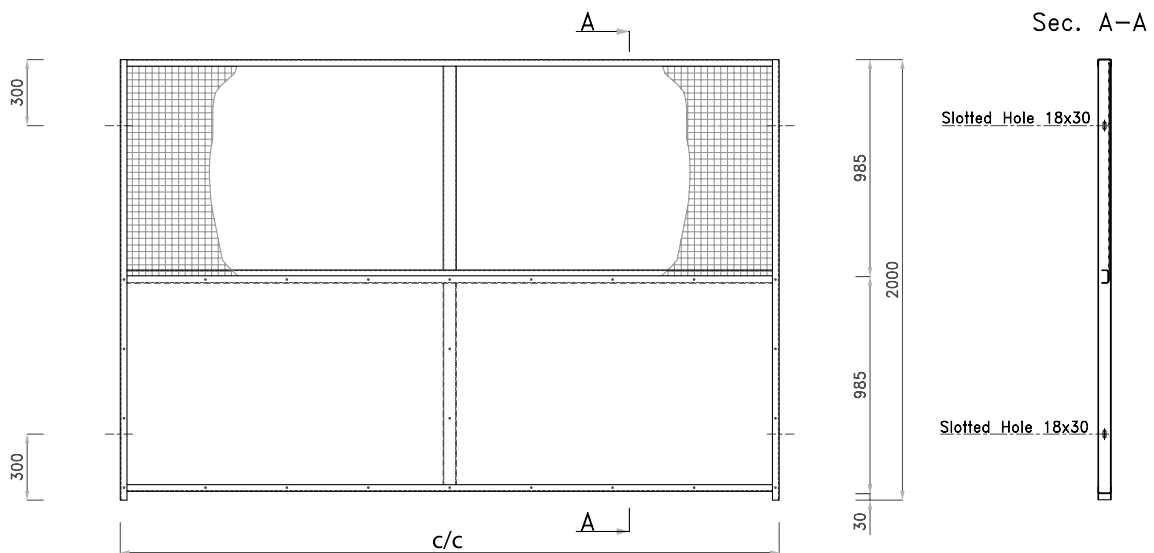


mesh and sheet

● mesh 30x30 mm	
c/c (mm)	weights (kg/m)
2667	33,75
3000	32,56
3600	31,14
4000	36,46

mesh and sheet

● mesh 50x50 mm	
c/c (mm)	weights (kg/m)
2667	32,80
3000	31,01
3600	29,59
4000	35,75



5	RIVETS \varnothing mm 4,8
4	PLAIN SHEET THICK. mm 2
3	ELECTROWELDED MESH \varnothing mm 3
2	"U" SECTION MIDDLE PROFILED ITEM mm 30x60x30 THICK mm 3
1	"U" SECTION PERIMETRAL PROFILED ITEM mm 30x60x30 THICK mm 3

➤ Standing panel with "IPE 100" post

OVERPANELS AVAILABLE ON DEMAND

description

Self - bearing panels with their own post; steel quality S235JR, hot dip galvanization according UNI EN ISO 1461, height 2000 mm.

Composition:

- "U" section channel frame 30x60x30 mm th. 3,0 mm;
- Square and interwisted net, corrugated wire th. 3,0; mm
- IPE 100 post height 2250 mm;
- Optional sheet for lower half-area, th. 2,0 mm, Sendzimir galvanization.

full mesh (overpanel NOT included)

mesh 30x30 mm	weights (kg/m)
c/c (mm)	
2000	38,00
3000	30,90

full mesh (overpanel NOT included)

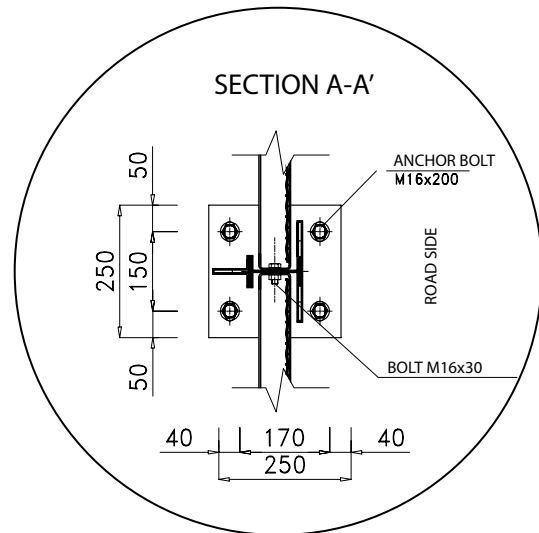
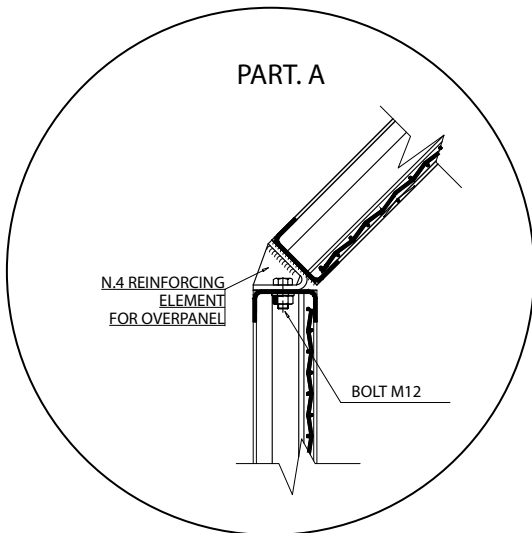
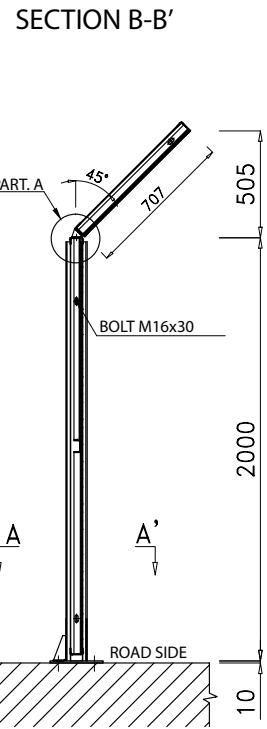
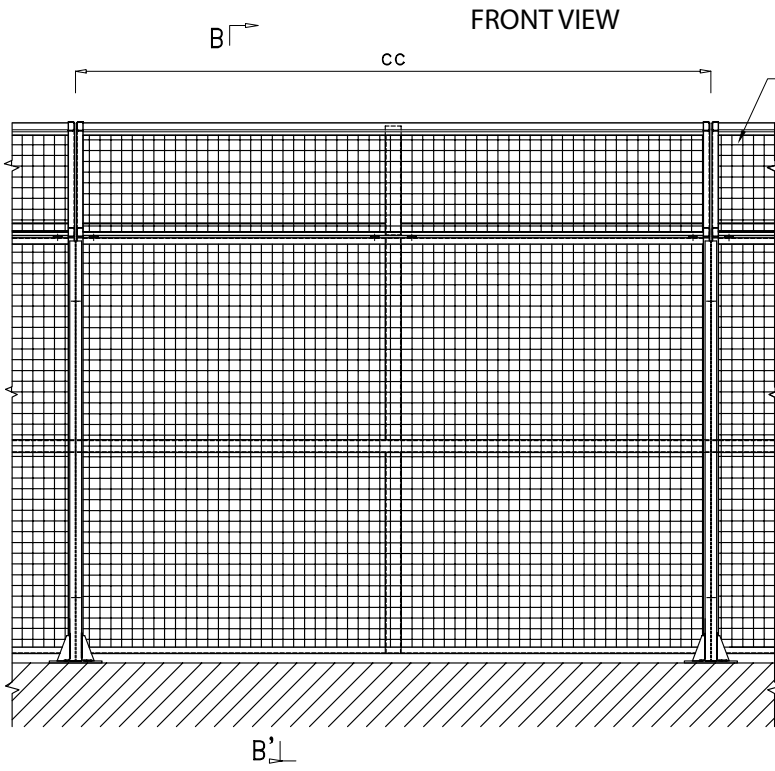
mesh 50x50 mm	weights (kg/m)
c/c (mm)	
2000	31,60
3000	27,60

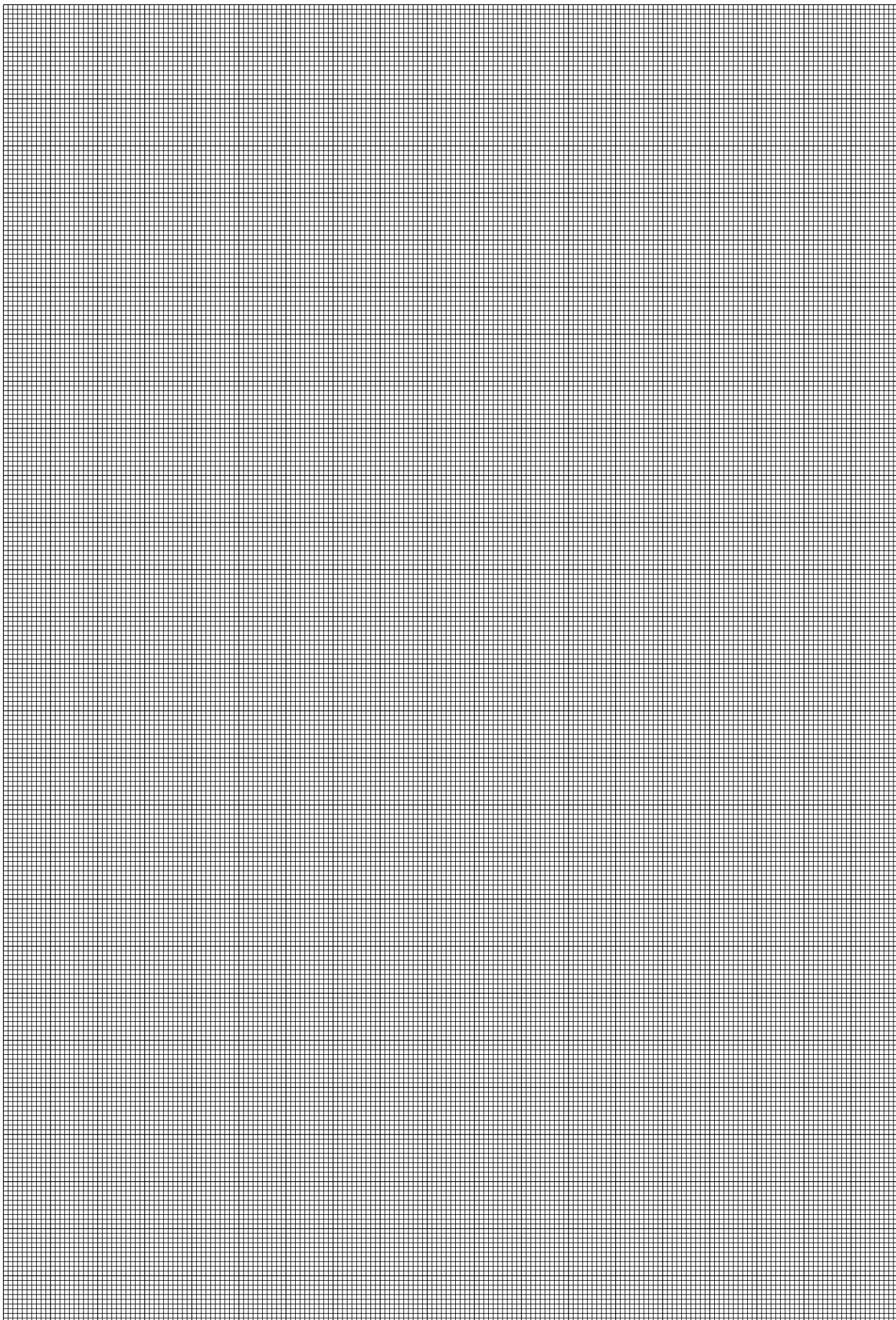
full mesh (overpanel included)

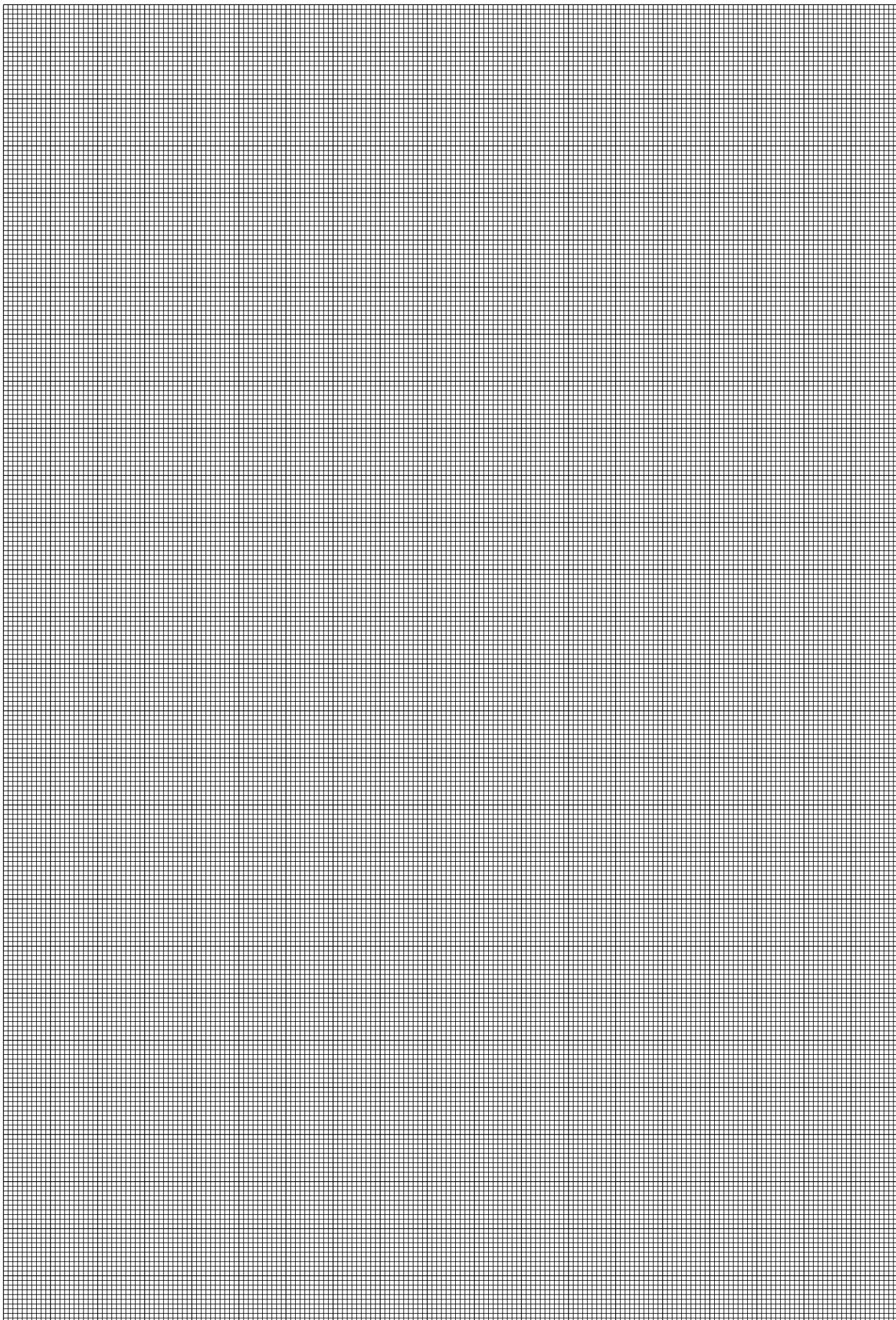
mesh 30x30 mm	weights (kg/m)
c/c (mm)	
2000	47,70
3000	40,60

full mesh (overpanel included)

mesh 50x50 mm	weights (kg/m)
c/c (mm)	
2000	40,60
3000	36,30









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