DATA SHEET

TRIEF GST2A KERB

NSSPlus Q10 115

Product information

The standard Trief Kerb unit provides a strong visual deterrent due to its size and unique shape. This encourages reduced speed levels and increases hazard awareness.

It also helps to improve the levels of road safety. In the case of an accident, the height and profile of the Trief Kerb units prevents vehicles from exiting the carriageway, protecting infrastructure and pedestrians.

Trief Kerb GS2TA only - BS EN 1317 part 1 & 2

The Trief Kerb GS2TA System has been independently tested and approved to the Standard for Road Restraint Systems BS EN 1317 part 1 & 2, by the Transport Research Laboratory (Report TRL068).

Summary of Trief dynamic impact testing

Testing organisation	Transport Road Laboratory (TRL)
Date of test	17 July 2012
Test method	BS EN 1317, parts 1 & 2
Vehicle impact test description	TB31
Dynamic deflection	0.0m
Permanent deflection	0.0m
Working width	1.38m (class W5, the width of the system)
Impact severity level	'A' rating
Containment level	Normal containment N1

Product specification

Manufacturing process	Manufacture and tested in a wet cast process in accordance with BS EN 1340 - 2003. (with the exception of determining the compressive strength)
Strength	Compressive strength Mean concrete strength tested in accordance with BS EN 12390 - 2 *Testing hardened concrete - making and curing specimens for strength testing* Target strength ≥ 50N/mm^2 Bending strength Class 2– Characteristic bending strength of 5 MPa with no individual result less than 4 MPa
Slip/Skid resistance	The slip resistance determined in accordance with BS 7976 - 2:2002 Average wet value = 59
Abrasion resistance	Determined in accordance with BS EN 1340:2003 Mean = 19.5 Class 4
Reaction to fire	In accordance with BS EN 1340:2003 Concrete kerb units are Class A1 reaction to fire without testing. See Commission Decision 2000/553/EC.

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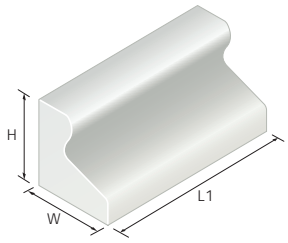
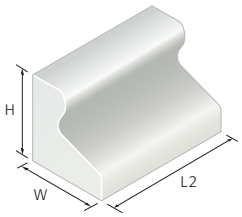
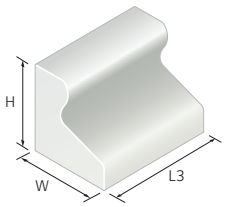


GST2A Standard Kerb



GST2A Short Lengths



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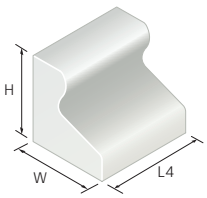
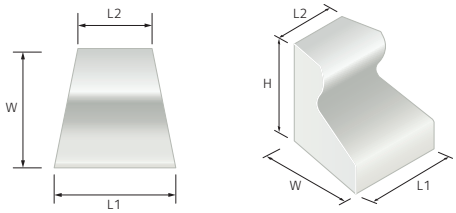


GST2A Half Kerb

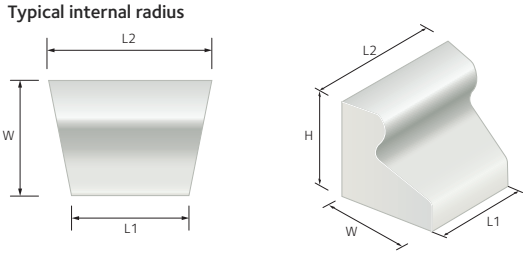
GST2A Trief Kerb - dimensional tolerances

Standard and straight units	L1±5mm	L2±5mm	L3±5mm	L4±5mm	W±8mm	H±5mm	Product weight (kg)
GST2A914	914				380	415	220
GST2A669		669			380	415	161
GST2A543			543		380	415	131
GST2A455				455	380	415	110

Typical external radius



Typical internal radius



GST2A Trief Kerb - Radius dimensional tolerances

External Radius	L1±5mm	L2±5mm	W±8mm	H±5mm	Product weight (kg)
GST2A1ER	387	236	380	415	71
GST2A1.2ER	465	313	380	415	89
GST2A1.5ER	386	289	380	415	79
GST2A3ER	582	507	380	415	130
GST2A4.5ER	876	801	380	415	202
Interior Radius	L1±5mm	L2±5mm	W±8mm	H±5mm	Product weight (kg)
GST2A1IR	387	538	380	415	116
GST2A1.2IR	465	616	380	415	135
GST2A1.5IR	386	486	380	415	108
GST2A3IR	582	657	380	415	151
GST2A4.5IR	700	760	380	415	177
GST2A6IR	799	829	380	415	195

Trief spacing - all profiles including Cadet

When installed in a straight run the spacing between the kerbs should be 3-12mm.

When installed to a curve/radius the spacing between the kerbs should be 3-12mm, however is some instances the is not possible and this spacing maybe be exceeded.

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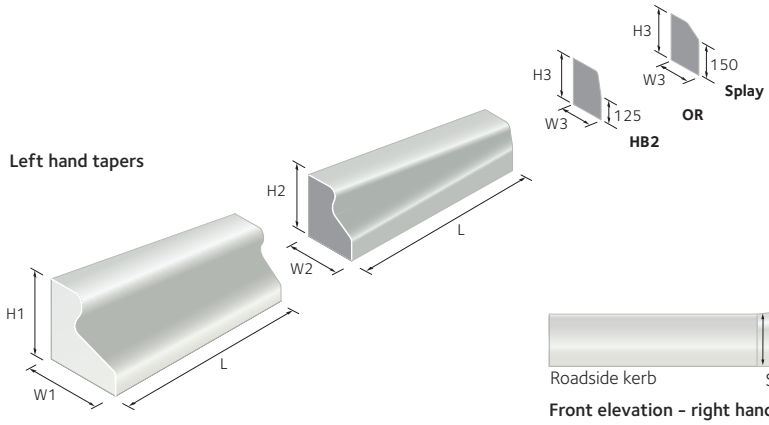
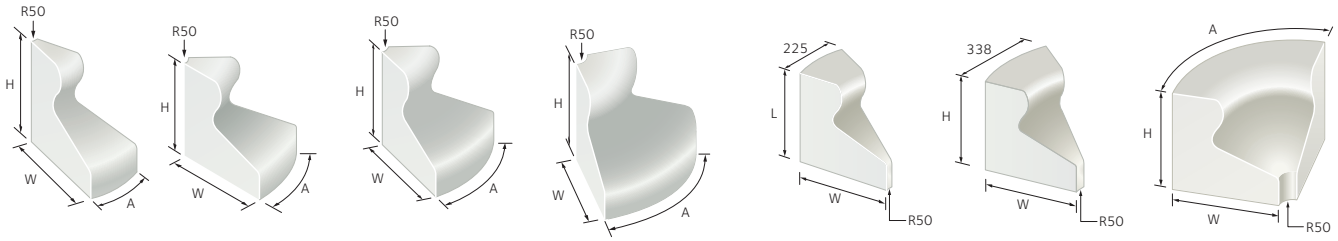


Front elevation - right hand taper

GST2A Trief Kerb - Taper dimensional tolerances

Left Hand Tapers	L±5mm	W1±8mm	W2±8mm	W3±8mm	H1±5mm	H2±5mm	H3±5mm	Product weight (kg)
GST2AL1	914		270	157		325	225	89
GST2AL1S	914		270	157		325	225	85
GST2AL2	914	380	270		415	325		146
Right Hand Tapers	L±5mm	W1±8mm	W2±8mm	W3±8mm	H1±5mm	H2±5mm	H3±5mm	Product weight (kg)
GST2AR1	914		270	157		325	225	89
GST2AR1S	914		270	157		325	225	85
GST2AR2	914	380	270		415	325		146



GST2A Trief Kerb - Quadrant dimensional tolerances

External Quadrants	A±1°	W±5mm	H±8mm	Product weight (kg)
GST2AQ30E	30	380	415	31
GST2AQ45E	45	380	415	41
GST2AQ60E	60	380	415	51
GST2AQ90E	90	380	415	75
Internal Quadrants	A±1°	W±5mm	H±8mm	Product weight (kg)
GST2AQ30I	30	380	415	31
GST2AQ45I	45	380	415	57
GST2AQ90I	90	380	415	114

Trief spacing - all profiles including Cadet

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