

# VIK CC2-W3 and CC4-W3

## A-profile barrier on Sigma posts Installation manual



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## 1. Important

Proper installation and repair is essential to ensure the systems maximum performance.

## 2. Description

The Vik CC2-W3 and CC4-W3 is a steel road restraint system that is designed to enhance safety on the roads.

The system has successfully been tested according to class N2 described in EN 1317-2.

The system is based on sigma steel posts with post distance of 2 meters or 4 meters and a longitudinal A-profile.

In a collision the system is designed in such a way that the A-profile will break away from the post and lead the vehicle back on the road.

The bolts are an important part of the systems function and this manual should be read carefully before installation is started.

## 3. Level of performance

According to EN-1317

Post distance	Containment level	Working width [W]	Dynamic deflection	Impact severity level
2 m (CC2-W3)	N2	0,9 m/W3	0,8 m	A
4 m (CC4-W3)	N2	1,0 m/W3	0,9 m	A

## 4. Installing

### 4.1 Soil and placement

The soil where the barrier is placed should be of sufficient quality to ensure the guardrails function.

The posts should bend and not break up true the soil or be pulled up when the barrier is hit.

### 4.2 Installing the posts

The posts should be installed with a distance of 2 or 4 meters.

The holes for the posts should normally be pre-drilled or pre-rammed before installing the post. They should be drilled to the correct level or deeper, to ensure that there is no need to ram the posts after they are placed.

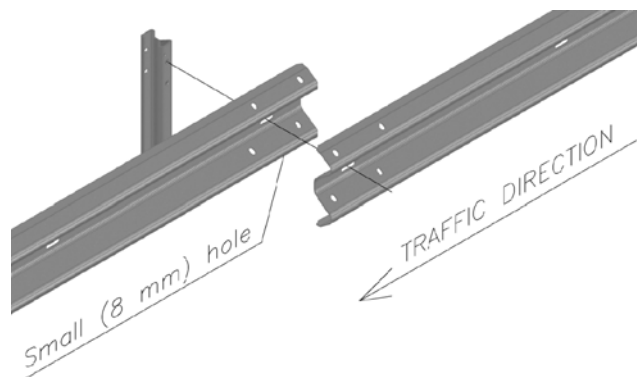
After alignment and height adjustment, parts of the hole around the post should be filled with gravel to lock the post in the correct position.

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#### **4.3 Installing the profiles**

The guardrail profiles have one wide and one narrow end, the narrow end is marked with a small (8mm) hole.

When connecting the profiles, the wide end of the profile is placed outside the narrow end of the following barrier, in the direction of traffic.



#### **4.4 After installation**

When the guardrail is installed and adjusted, the holes around the post should be fully refilled.

### **5. Maintenance**

There are no general inspections intervals for this guardrail itself. Inspections intervals have to be determined based on local factors such as volume of traffic, risk of damage, climate etc.

The guard rail should be inspected regularly and if displaced or damaged, it should be adjusted and repaired.

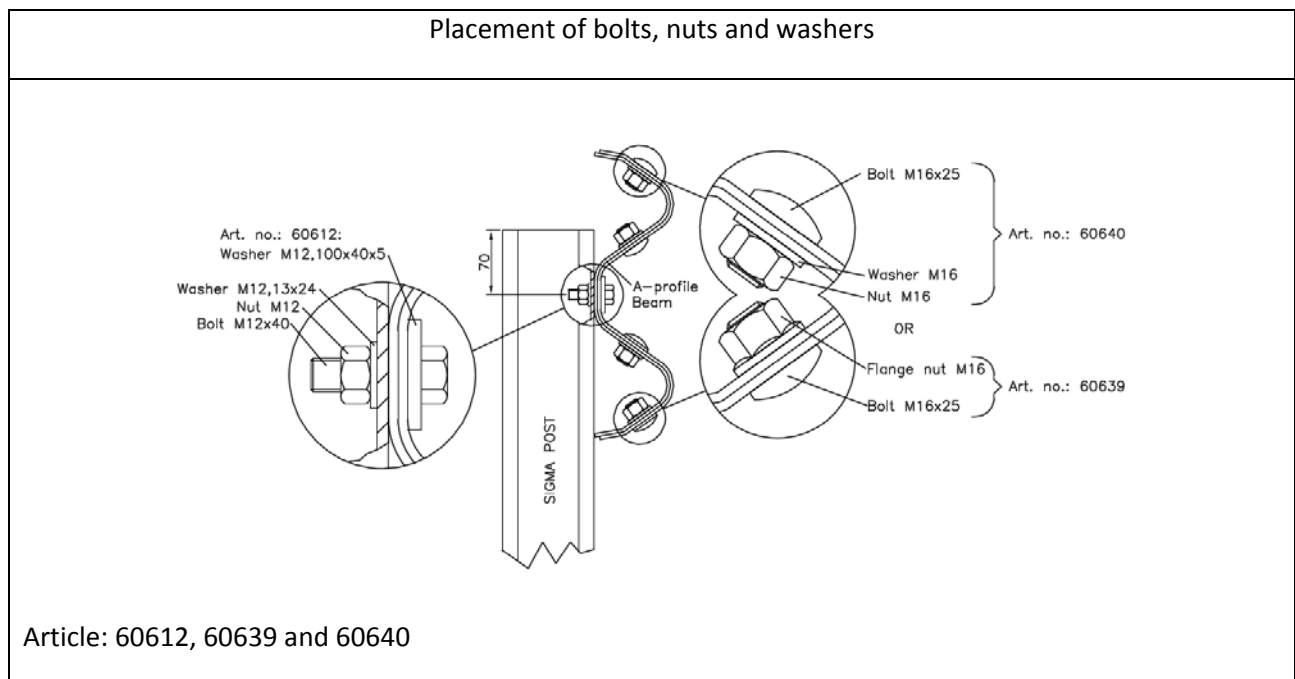
All damaged profiles should be replaced with new when repaired.

#### **5.1 Cleaning**

Cleaning can be done with water and any type of Ph neutral detergent.

## 6. Bolts and fasteners

Art. nr.	Description	Amount
<b>60612</b>	<b>Fastening bolt M12x40 mm (hot dip galvanized)</b>	
	601312040 Bolt M12x40	1
	934312000 Nut M12	1
	125312000 Washer M12, 13x24	1
	60985 Washer M12, 100x40x5	1
<b>60639</b>	<b>Connecting bolt M16x25 mm (hot dip galvanized)</b>	
	60641 Bolt M16x25	1
	692316000 Flange nut M 16	1
<b>60640</b>	<b>Connecting bolt M16x25 mm (hot dip galvanized)</b>	
	60641 Bolt M16x25	1
	60643 Nut M16	1
	60642 Washer M16	1



**Note:** Please check that all bolts/fasteners are placed correct and all bolts-washer-nuts-connections are normally/proper fastened/tighten.

## 7. Marking

If everything is done and installed according to this installation manual, the guardrail can be marked with the CE-mark. This mark shall be placed at the end (the starting end) of the installed guardrail.

### 8. Drawings

