

CITYBLOC®

CB 240 CITY LINE

Technical Product Data Sheet

					L1	L2	L3	L4a	L4b
T1	T2	T3	N1	N2	H1	H2	H3	H4a	H4b

The vehicle restraint system CITYBLOC CB 240 is used primarily to guide traffic flows and separate directional lanes in urban areas and on construction sites with the passenger vehicle in mind. Because of the reduced system width and the low working width the system is the prime choice for situations with restricted space options.

Main features:

- ▶ low working width (T1 | W1)
- ▶ outstanding impact severity level ASI A
- ▶ reduced system width 38cm
- ▶ no anchoring required



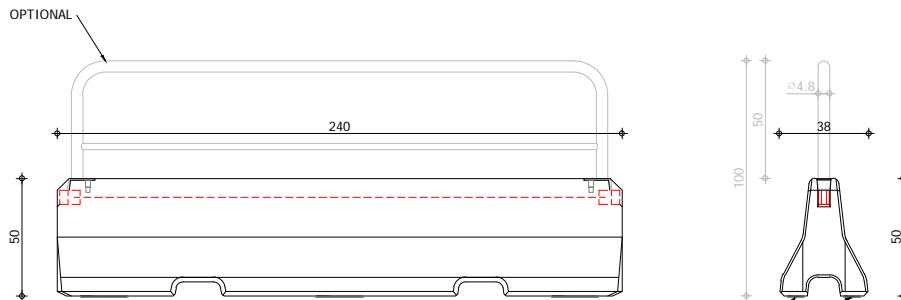
Technical specifications

Concrete qualities	resistant to frost and de-icing salt acc. to specific national regulations
Element connection	Patented coupling K60S, hot galvanized
Element lengths	2,4m
Accessories	tested reflectors, traffic sign brackets, fence adapters
Curve radii	2,4m-elements: $r \geq 12,5m$
Misc.	handrail optional standard with 1 coupling lockplate per element connection

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Technical Specifications



Test results according to EN 1317-2

Type	CB 240
Element length	2.40m
Containment level	T1
Working width	W1
ASI	A
Tension bar / coupling	K60S
System height	50cm
System width	38cm
Working width	0.5m
Dynamic deflection	0.2m
Tested system length	60m
Influenced length ¹⁾	12m
Terminal anchoring	no
Anchoring in underground	no
CE certification	not required

Key facts	Tension bar	Weight	l / w / h
Standard CB 240 K60S	K60S	580kg	240 / 38 / 50cm

Performance and required space	Speed v	Working width W	Displacement
Test configuration	80km/h	W _N = 0,5m	0,12m
Application v _{max} = 60km/h ²⁾	60km/h	0,47m	0,09m
Application v _{max} = 50km/h ²⁾	50km/h	0,44m	0,06m
Application v _{max} = 40km/h ²⁾	40km/h	0,42m	0,04m
Application v _{max} = 30km/h ²⁾	30km/h	0,40m	0,02m

1) The "influenced length" is the area where the element chain experienced a lateral displacement. For application details see CITYBLOC® installation manual!

2) Calculated values according to calculation method of EN 1317-1:1998 Annex B "Impact kinetic energy and theoretical average force"