

Safety Barrier Excellence, Delivered Worldwide.





Driving Safety Forward

Hill & Smith Barriers, part of Hill & Smith VRS Ltd has a long history in the manufacture of highway vehicle restraint systems and is a recognised supplier, specified on many highway projects across the world.

The company first began manufacturing crash barriers for the Department of Transport in 1971, providing the very first UK tested systems on the market. Approved to CE/UKCA standards, our vehicle restraint systems will perform as designed and tested, giving engineers and end-users confidence when specifying our products.

With these approved products we can offer the complete solution to overcome the many challenges encountered along the roadside. Installed with our tested and approved transitions we ensure that different products can safely connect and perform according to the required standards. We also offer a range of terminals allowing complete end-to-end solutions.

Information for all of our products are available on our technical website - [xtratech](#).

This portal is free to access and simplifies the management and publishing of Drawings and Technical Documents. These can be viewed, printed and downloaded from this site.

To access the xtratech technical website visit:

xtratech.hill-smith.co.uk

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Hill & Smith Barriers Since 1824

**Quality design & manufactured
by a respected and established
British Company.**

Specialists in Technically Advanced Vehicle Restraint Systems

Hill & Smith Barriers manufacture and supply specialist vehicle restraint systems to the highways and road safety sectors across the world. Our complete range of solutions are engineered by our experienced team, with safety always being at the forefront.

We have a variety of tested and approved vehicle restraint systems, with different performance levels and containment classes. The diversity across our product range means you will always find a solution to meet the needs of your project. Our supplementary products are tested with an end-to-end concept in mind and encourages connectivity and compliance.

Our products are manufactured and designed in the UK. We strive to deliver quality, safety critical solutions with unrivalled customer service and support from the offset.



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Quick Reference Guide

Vehicle Restraint Systems

EN1317

Wire Rope

Name	Containment Class	Working Width	Post Centres	ISL	Vehicle Intrusion	Drawing Number
Brifen Wire 3 Rope	N2	W5	6.0m	A	-	PD-CEWRSB155
Brifen Wire 3 Rope	N2	W6	8.0m	A	-	PD-CEWRSB156
Brifen Wire 4 Rope	H1	W5	3.2m	A	VI8	PD-CEWRSB250
Brifen Wire 4 Rope	H2	W8	3.2m	A	VI8	PD-CEWRSB350

Steel Guardrail

Name	Containment Class	Working Width	Post Centres	ISL	Vehicle Intrusion	Drawing Number
TopRail - Double Sided	L1 (N2/H1)	W3 (N2) / W4 (H1)	2.5m	A	VI6	PD-CEGRSB251
TopRail - Double Sided	L1 (H1)	W4	5.0m	A	VI5	PD-CEGRSB250
StructuGuard - Single Sided	N2	W1	1.2m	C	-	PD-CEGRSB140
Black Country - Dudley - Single Sided	N2	W1	2m	B	-	PD-CEGRSB122
Black Country - Dudley - Single Sided	N2	W2	3.5m	B	-	PD-CEGRSB121
Black Country - Dudley - Single Sided	N2	W3	4.5m	B	-	PD-CEGRSB123
Black Country - Dudley - Single Sided	N2	W4	6.0m	B	-	PD-CEGRSB120
Black Country - Dudley - Double Sided	N2	W2	3.0m	B	-	PD-CEGRSB153
Black Country - Dudley - Double Sided	N2	W4	6.0m	B	-	PD-CEGRSB165
Black Country - Tipton - Single Sided	L1 (N2/H1)	W3 (N2) / W4 (H1)	4.0m	B	VI7	PD-CEGRSB205
Black Country - Bilston - Single Sided	H2	W2	1.0m	B	VI3	PD-CEGRSB301
Black Country - Bilston - Double Sided	H2	W4	2.0m	A	VI4	PD-CEGRSB351
Flexbeam PLUS - Single Sided	N2	W1	1.2m	B	-	PD-CEGRSB100
Flexbeam PLUS - Single Sided	N2	W2	2.0m	B	-	PD-CEGRSB102
Flexbeam PLUS - Single Sided	N2	W3	2.8m	B	-	PD-CEGRSB103
Flexbeam - Single Sided	N2	W5	5.0m	A	-	PD-CEGRSB105
Flexbeam - Double Sided	N2	W2	1.6m	A	-	PD-CEGRSB150
Flexbeam - Double Sided	N2	W3	4.0m	A	-	PD-CEGRSB151
Flexbeam - Double Sided	N2	W4	4.8m	A	-	PD-CEGRSB152
Hi-Flex - Single Sided	H1	W3	1.6m	B	VI6	PD-CEGRSB201
Hi-Flex - Single Sided	H1	W4	2.0m	B	-	PD-CEGRSB202
SVV2 - Single Sided	H2	W1	2.0m	B	VI2	PD-CEGRSB310
Hi-Flex - Single Sided	H2	W5	2.0m	B	-	PD-CEGRSB300
Hi-Flex - Double Sided	H2	W4	1.6m	A	-	PD-CEGRSB350
SPR4 - Single Sided	N2	W1	2.0m	B	-	PD-CEGRSB111
SPR4 - Single Sided	N2	W2	2.5m	B	-	PD-CEGRSB112
SPR4 - Single Sided	N2	W3	4.0m	A	-	PD-CEGRSB113
SPR4 - Single Sided	N2	W4	5.0m	A	-	PD-CEGRSB114
SPR4 - Double Sided	N2	W4	4.0m	A	-	PD-CEGRSB160

Transitions

EN1317

Name	Description	Containment Class	Working Width	ISL	Drawing Number
Tranzflex 110-170 - Single Sided	N2 S/S FlexBeam to Varley & Guliver Parapet VRS Transition	N2	W2	B	PD-ENGRTR101
Tranzflex 100 - Single Sided	N2 S/S FlexBeam to H1/H2 S/S FlexBeam Plus VRS Transition	N2	W2	B	PD-ENGRTR100
Double Sided FlexBeam to Single Sided FlexBeam PLUS Transition	1. D/S FlexBeam N2W4 to S/S FlexBeam PLUS N2W2 Transition	N2	W4	B	PD-ENGRTR151
Double Sided FlexBeam to Single Sided FlexBeam PLUS Transition	2. D/S FlexBeam N2W2 to S/S FlexBeam N2W4 Transition	N2	W4	B	PD-ENGRTR152
FlexBeam to SVV2 - Single Sided	N2 S/S FlexBeam to H2 S/S SVV2 VRS Transition	N2	W2	B	PD-ENGRTR102
N2-H2 Bilston - Single Sided	N2 S/S VRS to Bilston H2 W2 S/S VRS Transition	N2	W2	B	PD-ENGRTR104
N2 Guardrail to StructuGuard VRS	N2 Single Sided Guardrail to StructuGuard VRS Transition	N2	W1	C	PD-ENGRTR106
Tranzflex 200	N2 D/S FlexBeam to H2 D/S BriFlex VRS Transition	N2	W3	B	PD-ENGRTR150
Bri-Trans	N2 Brifen 4 Rope VRS to N2 S/S OBB Bri-Trans Transition	N2	W6	A	PD-ENWRTR151
REBLOC to Guardrail	REBLOC to N2 S/S Steel Guardrail Transition	N2	W2	C	PD-ENGRTR105
H2 VRS to Concrete Structure	H2 Single Sided Bilston VRS to Concrete Transition	H2	W1	C	PD-ENGRTR107
Non-Connecting Transition	N2 S/S FlexBeam VRS to Non-Connecting Transition	N2	W1	C	PD-ENGRTR103
HS2 Transition	H2 Bilston VRS to HS2 Concrete Transition	H2	W2	C	PD-ENGRTR153
TopRail Transition	L1W4 TopRail to N2 W2 D/S Dudley	N2	W4	B	PD-ENGRTR154
TopRail Transition	L1W4 TopRail to H2 W4 D/S Bilston	H1	W5	B	PD-ENGRTR155

End Terminals

EN1317

Wire Rope

Name	Performance Class	No. of Ropes	Length	ISL	Drawing Number
Brifen Single Stage Terminal	P4	3	27m	A	PD-ENWRNEAT052
Brifen Two Stage Terminal	P4	4	11.175m	A	PD-ENWRNEAT053

Steel Guardrail

Name	Performance Class	Rating	Length	ISL	Drawing Number
Single Sided - Flexbeam	P1	D1.1	12.8m	A	PD-ENWRNEAT001
Double Sided - Flexbeam	P1	D1.1	12.8m	A	PD-ENWRNEAT050
ABC - Single Sided	P4	D1.1	12.4m	B	See Xtratech
Trend - Single Sided	P4	D1.1	12.4m	A	615794/95
Trend - Double Sided	P4	D1.1	8.4m	B	618440/41
Trend - Single Sided	P2	D1.1	4.4m	A	615792/93

For further support, please visit our Xtratech or contact our technical team on: **+44 (0)1902 499400** or email **technical@hill-smith.co.uk**

More products on Xtratech.

TopRail

A high-performance, dual-tested alternative to W-beam that cuts installation time, reduces whole-life costs, and connects effortlessly into existing N2 or H2 systems.



TopRail

A New Profile with Proven Performance.

The TopRail suite of vehicle restraint systems offer a unique barrier profile which differs from the traditional 'W' beam which is used widely across the UK. Still tested and approved to the necessary industry standards, the TopRail systems provide a cost-effective alternative without compromising on safety.

Replacing the traditional 'W' beam, the TopRail features a 'U' Shaped section that comfortably sits on top of steel 'C' section posts. With brackets in place to provide stability, the TopRail suite of solutions can be installed in both central reservation and verge applications, dramatically improving the versatility of the product.

The wider post centres help cut whole-life cycle costs by reducing materials and installation time. Depending on the scheme, this can result in substantial savings and can also reduce the associated carbon footprint by around half compared to traditional double-sided systems.

The TopRail family is tested to EN1317 with a containment class of L1. This dual-tested approach means both N2 and H1 containment classes are met. The TopRail also have two tested and approved transitions enabling customers to freely connect into N2 and H2 double sided 'W' beam arrangements.



Product Features

- ✓ 'U' shaped section, opposed to the traditional 'W' beam
- ✓ Transitions available to connect into N2 and H2 double sided guardrail
- ✓ Slim profile helps maximise space for double-sided central reserve application
- ✓ Can be manufactured from low-carbon materials

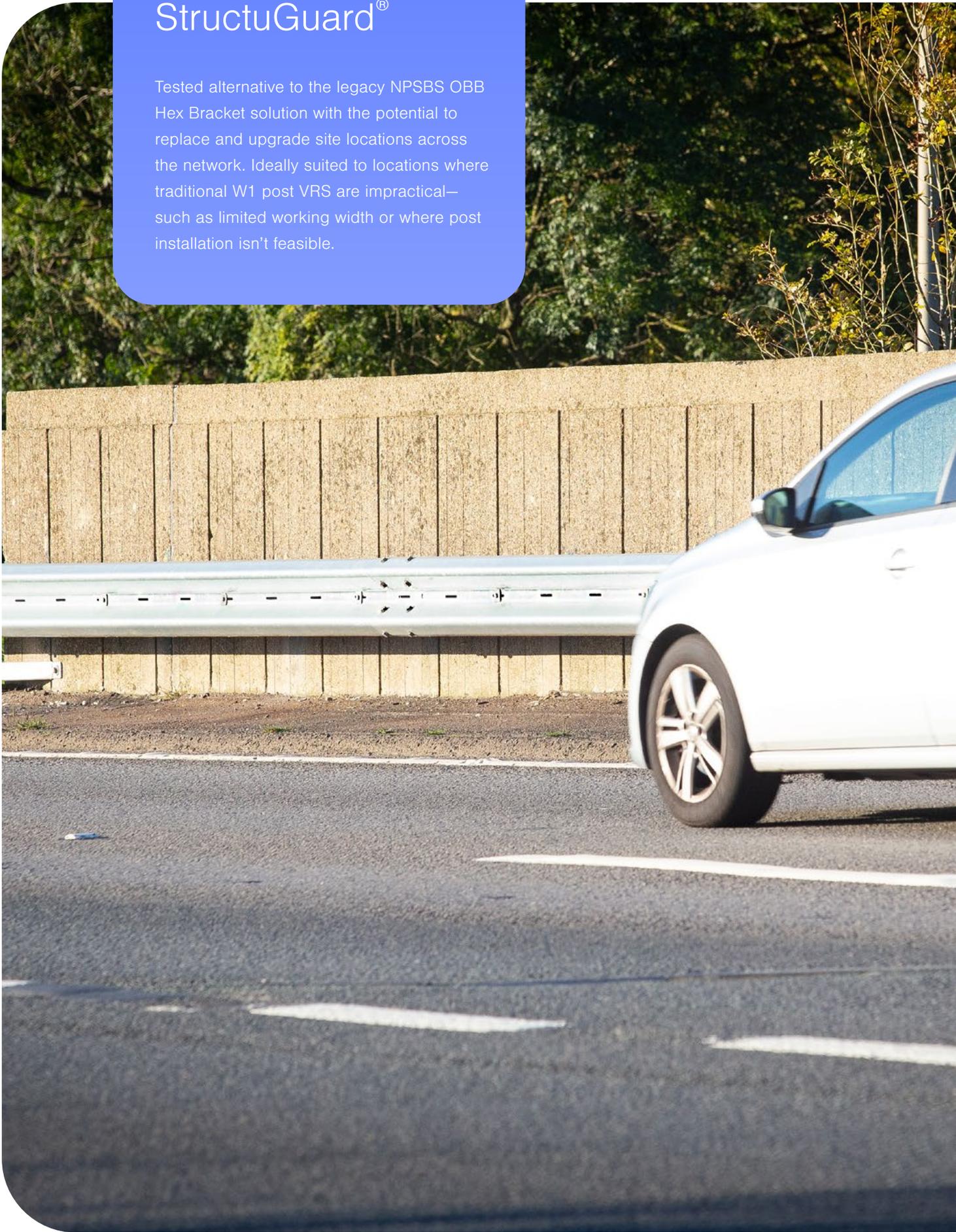
Length of Need system - **TopRail**

Containment Class	Working Width	Drawing No.	Post Spacing	ISL
L1 (H1 & N2)	W4	PD-CEGRSB250	5.0m	A

Containment Class	Working Width	Drawing No.	Post Spacing	ISL
L1 (H1 & N2)	W4 (H1), W3 (N2)	PD-CEGRSB251	2.5m	A

StructuGuard[®]

Tested alternative to the legacy NPSBS OBB Hex Bracket solution with the potential to replace and upgrade site locations across the network. Ideally suited to locations where traditional W1 post VRS are impractical—such as limited working width or where post installation isn't feasible.



StructuGuard®

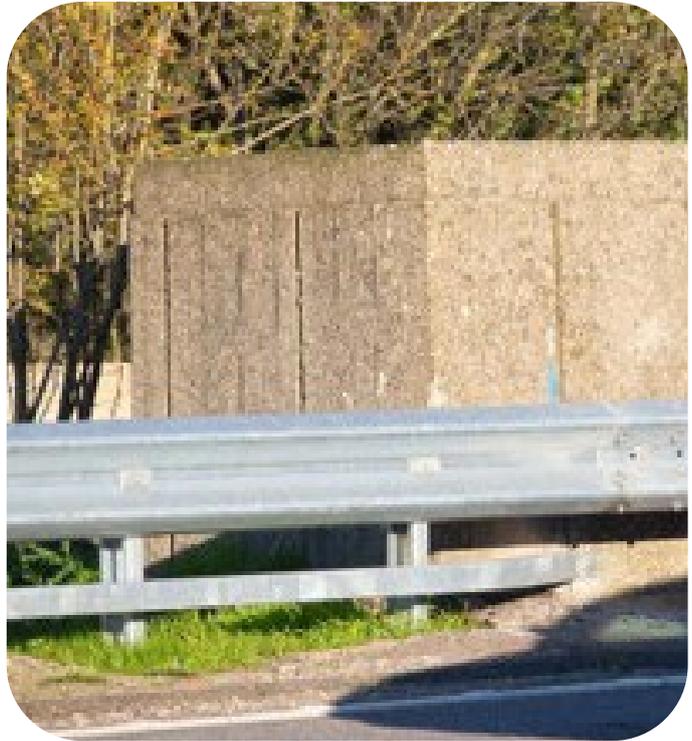
Tested Alternative to the Existing Legacy System.

StructuGuard® is a wall-mounted CE-marked EN1317 tested and approved VRS, featuring Hex Brackets at 1200mm centres and W-beam profiles.

StructuGuard provides an approved alternative to the legacy Open Box Beam (OBB) Hex Bracket system.

Designed specifically for situations where space is constrained, in which the available working width is less than 'W1', and connection into the structure along its length is necessary. It is also an ideal solution for applications where the ground adjacent to structures cannot facilitate a post due to ground obstructions or services.

Additionally, there is an EN1317-4 tested and approved transition available, known as the N2 Single Sided Guardrail to StructuGuard VRS Transition. This transition can be used on both the approach and departure ends of the structure to connect to Hill and Smith Infrastructure's N2 guardrail systems.



Product Features

- ✓ Single sided wall mounted VRS, utilising Hex brackets & W-beam profiles
- ✓ Length of Need System tested in accordance with EN1317-2
- ✓ Transition is tested in accordance with DD ENV EN1317-4
- ✓ Compatible tested transition allows connectivity into Hill & Smith Infrastructure range of VRS

Length of Need system – **StructuGuard**

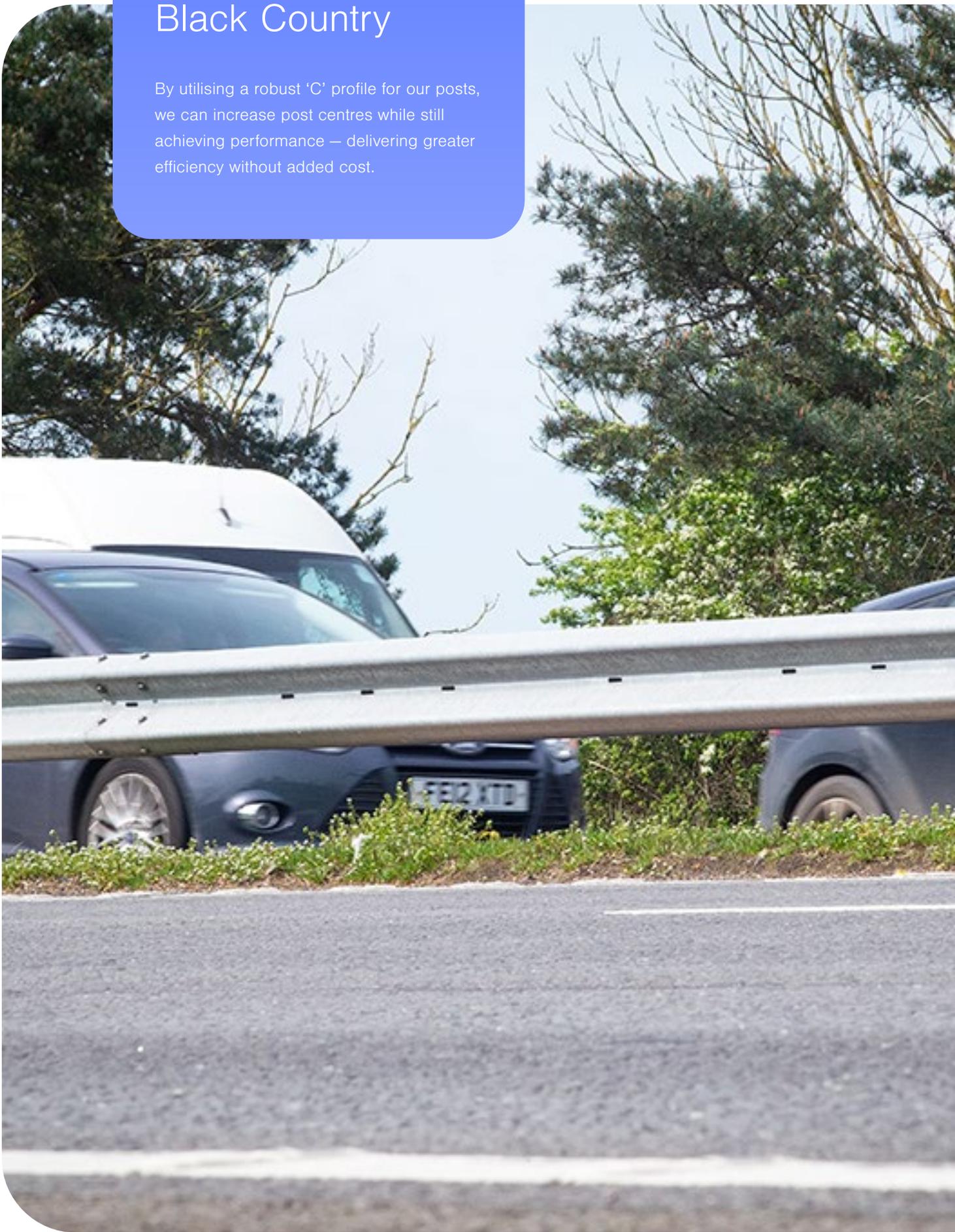
Containment Class	Working Width	Drawing No.	Bracket Spacing	ISL
N2	W1	PD-CEGRSB140	1.2m	C

Transition - **N2 Single Sided Guardrail to StructuGuard VRS Transition**

Containment Class	Working Width	Drawing No.	Post spacing	ISL
N2	W1	PD-ENGRTR106	Varied to avoid 'pocketing' with structure	C

Black Country

By utilising a robust 'C' profile for our posts, we can increase post centres while still achieving performance — delivering greater efficiency without added cost.



Black Country

Our Widest Post Centre Offerings for N2.

Extending the Flexbeam principle, this system pairs the traditional 'W' beam with enhanced 'C' posts to unlock our widest N2 post-centre spacing – delivering greater efficiency without compromising performance.

Designed to work in harmony with the existing Flexbeam range, it connects directly without the need for specific transitions, maintaining full continuity across projects and helping to reducing materials on site.

With the flexibility to be driven, surface-mounted, socketed or cast into concrete, the system supports a wide variety of site conditions and programme demands, helping schemes stay firmly on track.

With compliant transitions available where required, it forms part of a complete, end-to-end design solution.



Product Features

- ✓ 'W' beam for continuity and stronger 'C' posts to allow for wider post spacings
- ✓ Can connect into other H&S Guardrail systems
- ✓ Posts can be installed on driven, socketed, surface mounted or concrete-in posts

Length of Need system – **Dudley - Single Sided**

Containment Class	Working Width	Drawing No.	Post Spacing	Vehicle Intrusion	ISL
N2	W1	PD-CEGRSB122	2.0m	-	B
N2	W2	PD-CEGRSB121	3.5m	-	B
N2	W3	PD-CEGRSB123	4.5m	-	B
N2	W4	PD-CEGRSB120	6.0m	-	B

Length of Need system – **Dudley - Double Sided**

Containment Class	Working Width	Drawing No.	Post Spacing	Vehicle Intrusion	ISL
N2	W2	PD-CEGRSB153	3.0m	-	B
N2	W4	PD-CEGRSB165	6.0m	-	B

Length of Need system – **Tipton - Single/ Double Sided**

Containment Class	Working Width	Drawing No.	Post Spacing	Vehicle Intrusion	ISL
L1 (H1 & N2)	W3 (N2) / W4 (H1)	PD-CEGRSB205	4.0m	VI7	B

Length of Need system – **Bilston - Single**

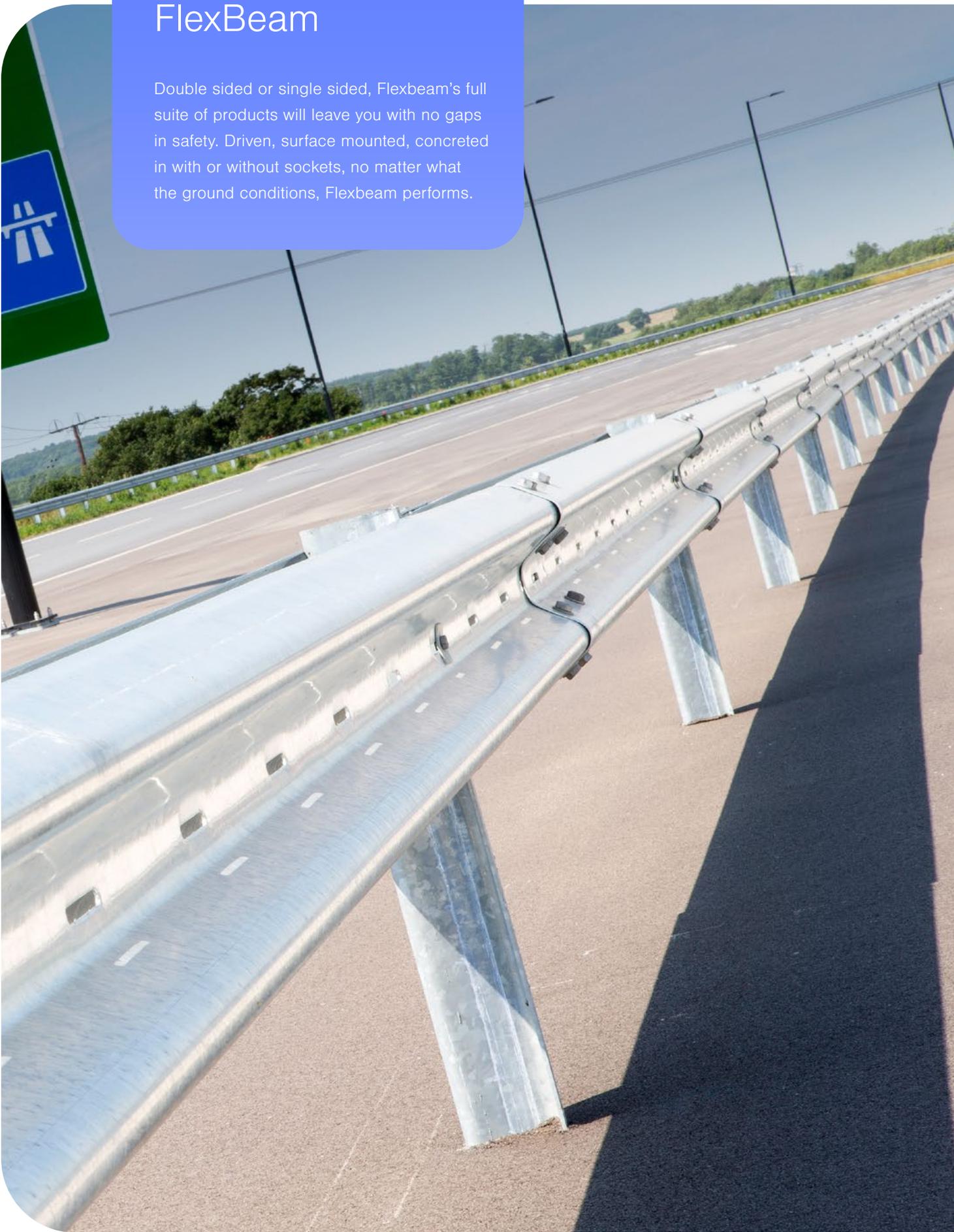
Containment Class	Working Width	Drawing No.	Post Spacing	Vehicle Intrusion	ISL
H2	W2	PD-CEGRSB301	1.0m	VI3	B

Length of Need system – **Bilston - Double Sided**

Containment Class	Working Width	Drawing No.	Post Spacing	Vehicle Intrusion	ISL
H2	W4	PD-CEGRSB351	2.0m	VI4	A

FlexBeam

Double sided or single sided, Flexbeam's full suite of products will leave you with no gaps in safety. Driven, surface mounted, concreted in with or without sockets, no matter what the ground conditions, Flexbeam performs.



FlexBeam

Driving Optimal Performance Through Design Simplicity.

At the heart of our Flexbeam family of products lies an untensioned corrugated beam that continually outperforms its humble design origins.

Developed to assist contractors by having minimal variations in components that is simple by design to account for containment levels/ working widths.

Flexbeam has become the industries first choice due to its speed of installation and ease of stocking when considering legacy maintenance contracts.

Flexbeam VRS

Flexbeam utilises the 'W' beam profile mounted on 'Z/S' profile posts.

The systems can be installed on driven posts, surface mounted posts, in socketed posts or posts cast directly into concrete.



Product Features

- ✓ Heart of our Flexbeam family tested to EN1317
- ✓ Minimal variations in components for ease of stocking
- ✓ Quick and easy installation
- ✓ Posts can be installed on driven, socketed, surface mounted or concrete-in posts

Single sided

Containment Class	Working Width	Drawing No.	Post Spacing	ISL
N2	W5	PD-CEGRSB105	5.0m	A

Double sided

Containment Class	Working Width	Drawing No.	Post Spacing	ISL
N2	W2	PD-CEGRSB150	1.6m	A
N2	W3	PD-CEGRSB151	4.0m	A
N2	W4	PD-CEGRSB152	4.8m	A

FlexBeam Plus

Cost effective systems even at low working widths. By strengthening our posts we can increase the support centres and still achieve low working widths.



FlexBeam Plus

The Flexbeam ethos of simplicity continues throughout our Flexbeam Plus range of systems. Using the same 'W' beam for continuity and a stronger 'Z/S' post.

With a system that can connect directly into Flexbeam without the need for costly transitions, can be driven, surface mounted, socketed or cast directly into concrete, it really is the 'go-to' product when trying to adhere to target costings.

With the inclusion of the Tranzflex transition the Flexbeam Plus system becomes compliant and connectable to a wide range of Varley & Gulliver Parapet products - providing an end-to-end design solution.



Product Features

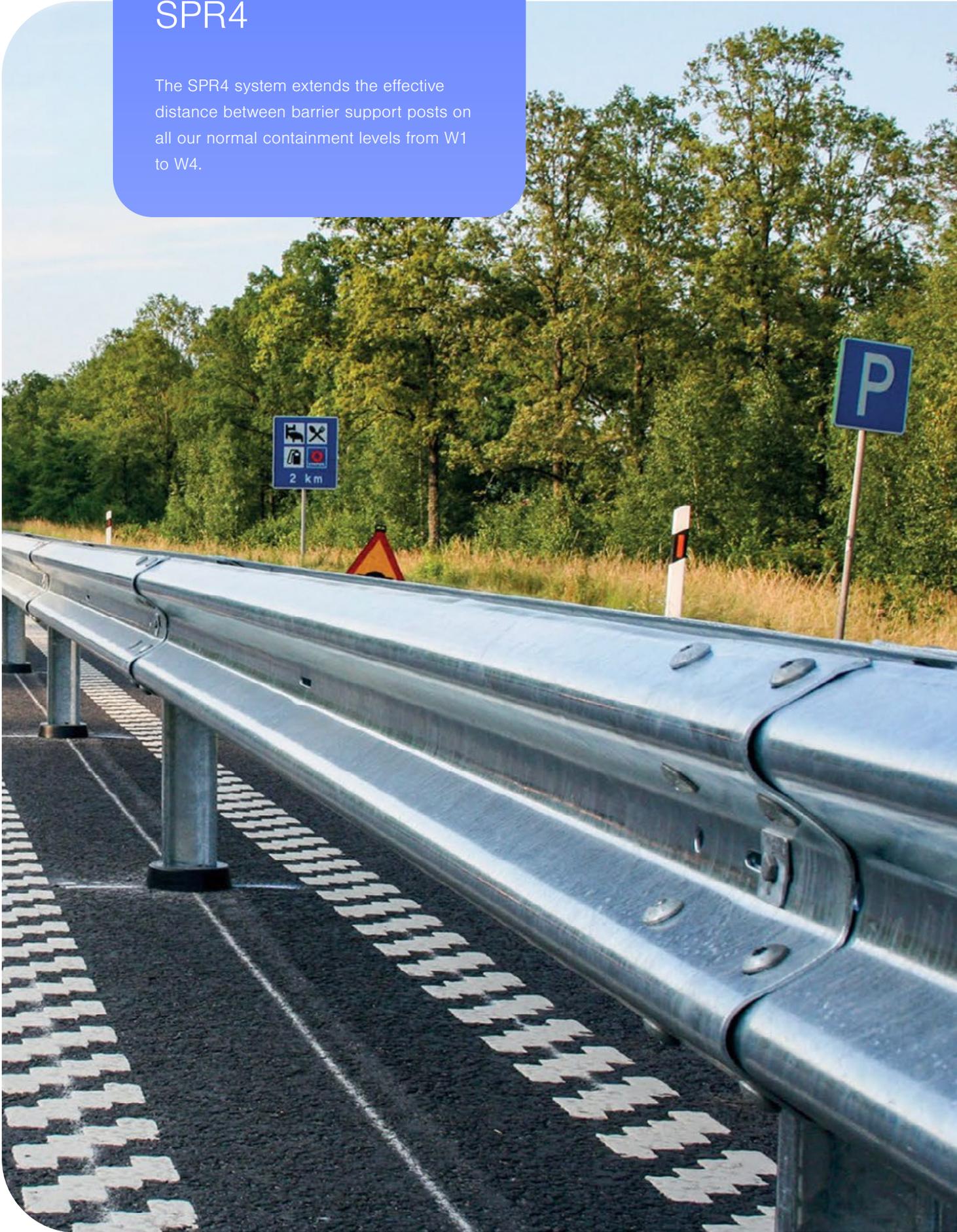
- ✓ Utilises the same 'W' beam throughout the range and stronger 'Z/S' posts
- ✓ Can connect into other H&S Guardrail systems
- ✓ Posts can be installed on driven, socketed, surface mounted or concrete-in posts and are all included within the system CE marks
- ✓ Compliant and connectable with Varley and Gulliver parapets via the tested and approved TranzFlex transition

Single sided

Containment Class	Working Width	Drawing No.	Post Spacing	ISL
N2	W1	PD-CEGRSB100	1.2m	B
N2	W2	PD-CEGRSB102	2.0m	B
N2	W3	PD-CEGRSB103	2.8m	B

SPR4

The SPR4 system extends the effective distance between barrier support posts on all our normal containment levels from W1 to W4.



SPR4

Resistance to Snow Removal from Snow Ploughs.

An evolution from the FlexBeam system, our SPR4 system extends the effective distance between barrier support posts on all our normal containment levels from W1 to W4.

Specifically designed to offer maximum savings on large scale schemes, our SPR4 system offers an unrivalled installation time due to its common post and beam feature. Containment levels and working widths are traversed with ease by simply altering the post centres and connectivity between existing Flexbeam products and is fully compliant and tested.

With its EN1317-5 and CE accreditation, Hill & Smiths SPR4 system will be an added 'tool' in the bag of contractors looking for further commercial savings on larger schemes.

Future stock profiling for clients becomes simple, based on the system's minimal component parts 'one beam - one post' and training is covered under our existing Hill & Smith Guardrail courses.



Product Features

- ✓ Extends the effective distance between barrier support posts
- ✓ Wider post centres offer savings on large-scale schemes
- ✓ Quick and easy installation
- ✓ Tested to EN1317
- ✓ CE accreditation achieved
- ✓ Minimal component parts- 'one beam-one post'

Single sided

Containment Class	Working Width	Drawing No.	Post Spacing	ISL
N2	W1	PD-CEGRSB111	2.0m	B
N2	W2	PD-CEGRSB112	2.5m	B
N2	W3	PD-CEGRSB113	4.0m	A
N2	W4	PD-CEGRSB114	5.0m	A

Double sided

Containment Class	Working Width	Drawing No.	Post Spacing	ISL
N2	W4	PD-CEGRSB160	4.0m	A

High-Containment

Saving Lives and Securing Assets.

We are all too aware of the increasing number of structures, assets and obstacles the designers of today take into consideration when looking at VRS implementation.

Our range offers both single sided and double sided high containment protection from 10,000kg & 13,000Kg vehicles. Offering these systems in either driven, surface mounted, socketed or cast post variants allows the designer & contractor every available installation solution.

Couple this with EN1317 approved & tested transitions into our Flexbeam & Flexbeam Plus systems, we now offer seamless phasing through containment and working widths from start to finish.



Product Features

- ✓ Single sided and double sided high containment protection
- ✓ Variable posts for easy and quick installation
- ✓ Seamless phasing through containment and working widths

Single sided

Name	Performance Class	Drawing No.	Post Spacing	ISL
Hi-Flex	H1W3	PD-CEGRSB201	1.6m	B
Hi-Flex	H1W4	PD-CEGRSB202	2.0m	B
Tipton	H1W1 (L1W4)	PD-CEGRSB205	4.0m	B
SVV2	H2W1	PD-CEGRSB310	2.0m	B
Bilston	H2W2	PD-CEGRSB301	1.0m	B
Hi-Flex	H2W5	PD-CEGRSB300	2.0m	B

Double sided

Name	Performance Class	Drawing No.	Post Spacing	ISL
Bri-Flex	H2W4	PD-CEGRSB350	1.6m	A

Transitions

Transitions That Deliver Confidence and Safety.

The connection point between barriers is often the most critical element of any Vehicle Restraint System. That's why our transitions undergo rigorous testing and full approval in accordance with EN1317 standards. This ensures reliable product performance and guarantees that vehicles are safely contained and redirected—even when containment levels and working widths change.

Our comprehensive range of transitions are designed to meet diverse installation scenarios. Whether you need to connect two different VRS types, integrate with concrete structures, or overcome situations where a physical connection isn't possible, we have a solution that works.



N2 Single Sided Transition

Name	Performance Class	Description	Drawing No.
Tranzflex 101-170	N2W2	N2 S/S Flexbeam to V&G Parapet	PD-ENGRTR100
Tranzflex 100	N2W2	N2 S/S Flexbeam to H1/ H2 S/S Flexbeam	PD-ENGRTR101
Flexbeam Transition	N2W4	N2 S/S Flexbeam to N2 D/S Flexbeam	PD-ENGRTR151 & 152
Flexbeam to SVV2	N2W2	N2 S/S Flexbeam to H2 S/S SVV2	PD-ENGRTR102
N2-H2 Bilston	N2W2	N2 S/S Guardrail to H2 Bilston	PD-ENGRTR104
N2-StructuGuard	N2W1	N2 Single Sided Guardrail to StructuGuard VRS Transition	PD-ENGRTR106

N2 Single/Double Sided Brifen Transition

Name	Performance Class	Description	Drawing No.
Bri-Flex	N2W3	N2 Brifen 4 Rope to H1W7 Brifen 4 Rope Transition	PD-ENGRTR100
Bri-Trans	N2W6	N2 Brifen 4 Rope to N2 S/S OBB	PD-ENGRTR101

Guardrail to Concrete Transitions

Name	Performance Class	Description	Drawing No.
REBLOC to Guardrail	N2W2	N2 S/S Guardrail to REBLOC	PD-ENGRTR105
H2 to Concrete	H2W1	H2 Single Sided Bilston VRS to Concrete	PD-ENGRTR107
H2 VRS to HS2	H2W2	H2 Bilston VRS to HS2 Concrete Transition	PD-ENGRTR153

Product Features

- ✓ Tested compliance with DD ENV 1317-4
- ✓ Versatile Connectivity
- ✓ Robust Structural Integration
- ✓ Compatibility with HS2 structures

Non-Connecting Transition

Containment Achieved Without Disrupting UK Infrastructure.

The Non-Connecting transition is tested to DD ENV EN1317-4 and its primary function is to replace the use of NPSBS full height anchors detail, allowing a barrier to be anchored or ended next to infrastructure that is not worthy of impact loading.

Acting as a stand-alone anchor, the non-connecting transition works in conjunction with the Hill & Smith N2 VRS products alongside, masonry parapets, stone bridges, approaching substandard parapets and even ancient monuments.



Product Features

- ✓ Acting as a stand alone anchor
- ✓ DD ENV 1317-4 tested
- ✓ Only solution when nothing else suits
- ✓ Compatible with Hill & Smith N2 VRS
- ✓ Suitable when a non-loadbearing structure is present

Single sided

Containment Class	Working Width	Drawing No.	ISL
N2	W1	PD-ENGRTR103	C

End Terminals

Compliant Means From Start To Finish.

Complementing our range of VRS systems we offer P1, P2 and P4 end terminal solutions tested in accordance with DD ENV 1317.

In addition, we are a supplier of the NPSBS TCB and OBB terminals which are deemed acceptable for use on the Highways England Trunk Road Network on roads with a speed limit less than 50mph.



Non-Energy Absorbing Terminals

Ramped/sloped Terminals for use on roads with a speed limit of less than 50mph, or departure only ends on roads above 50mph. There are two P1 terminals in the Flexbeam range, one single sided and one double sided, both with a class code of D1.1.



Energy Absorbing Terminals

Full Height Terminals which are designed to absorb impact energy and slow the vehicle to a gradual stop. P2 Terminals can be used on roads with a speed limit of less than 50mph, or departure only ends on roads above 50mph. P4 Terminals can be used on roads with a speed limit of 50mph or greater.

We offer;

- ABC single sided P4 Terminal D1.1.
- Trend P4 both single and double sided D1.1.
- Trend P2 both single and double sided D1.1.

FlexGuard

Single Sided Retro Fitted Barrier System.

FlexGuard is a barrier which can be fitted to TCB, OBB, FlexBeam & Hi-Flex VRS, which protects motorcyclists from impacting the posts.

When the barrier is impacted by a vehicle, it is designed to fall to the floor. This does not affect the performance of the barrier and allows it to perform as designed.

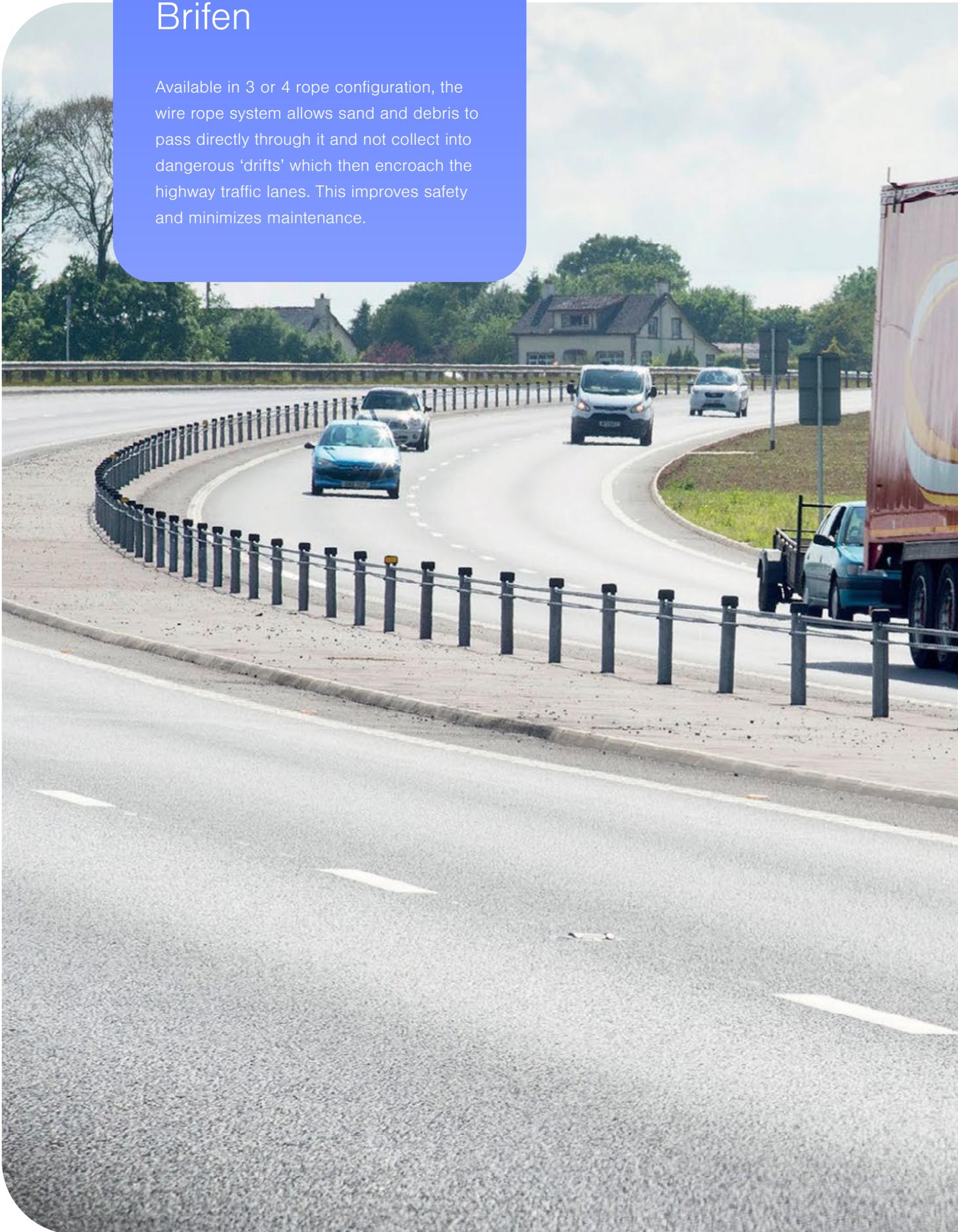
Product Features

- ✓ Can be fitted to existing proprietary and non-proprietary systems
- ✓ Cost effective solution
- ✓ Quick and easy installation



Brifen

Available in 3 or 4 rope configuration, the wire rope system allows sand and debris to pass directly through it and not collect into dangerous 'drifts' which then encroach the highway traffic lanes. This improves safety and minimizes maintenance.



Brifen

The Wire Rope Safety System Weaving Itself Around The Globe.

With Brifen's visually striking 'weave' configuration it is easy to see why an increasing number of countries around the world are taking advantage of its performance, speed of installation, lower maintenance lifecycle costs and in certain environments, its ecologically adaptive design.

Developed to EN1317 (including CE certification) Brifen has found itself installed in over 30 countries worldwide such as UK, USA, Australia, Scandinavia, South America and the Middle East.

To allow connection to other barrier systems we have developed a transition (Britranz) which is fully tested to EN1317 and ensures it contains and safely redirects impacting vehicles.

To complete our range we have a variation of Brifen Terminals fully tested and rated to P1 and P4.

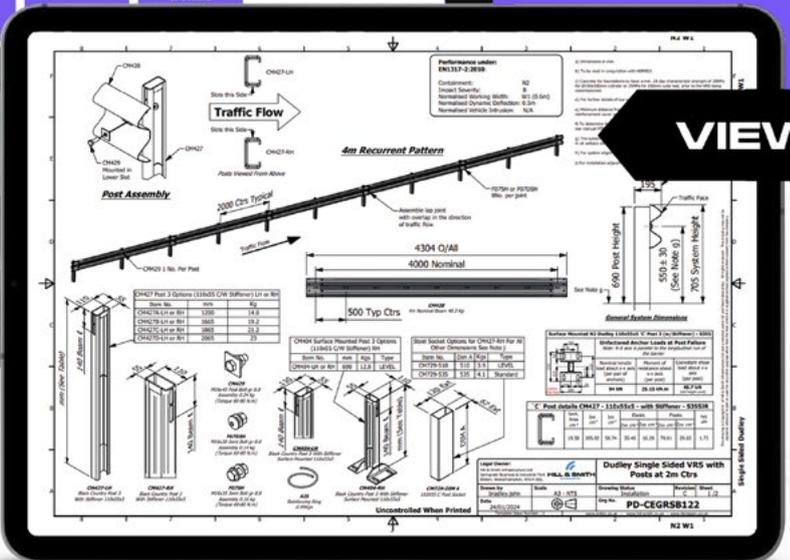
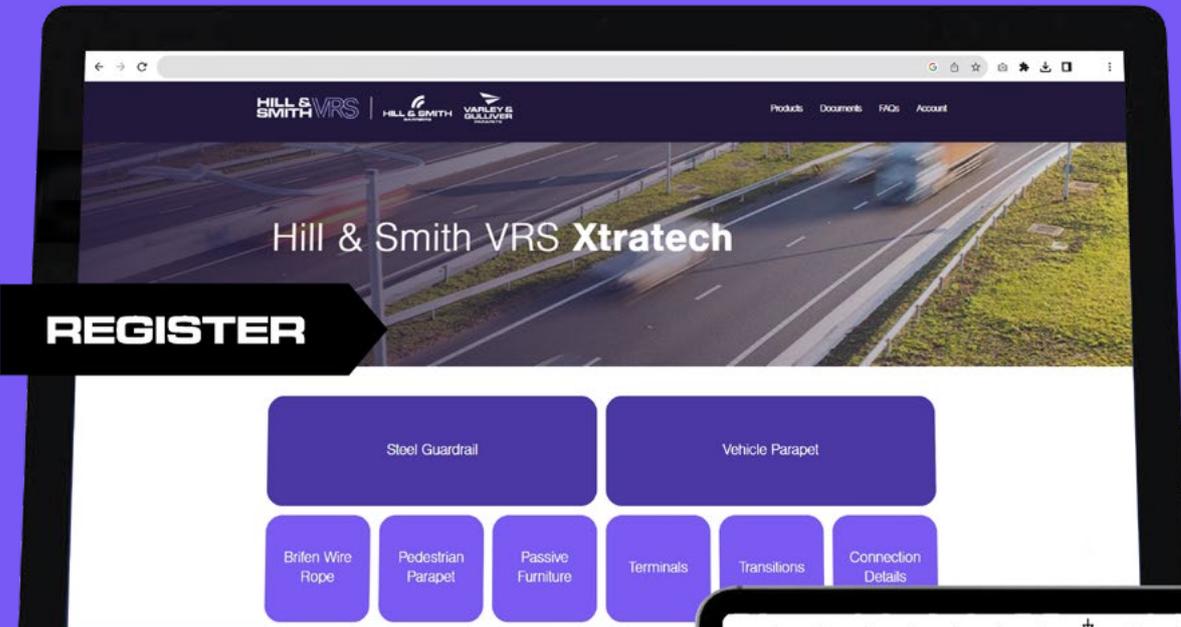


Product Features

- ✓ Quick and easy installation
- ✓ After impact, fence line stays in an upright position
- ✓ Brifen remains 'in tension' even with the huge local temperature variance between day & night, due to the interwoven design

Length of Need system

Containment Class	Working Width	Drawing No.	Post Spacing	No. of Ropes
N2	W5	PD-CEWRSB155	6.0m	3
N2	W6	PD-CEWRSB156	8.0m	3
H1	W5	PD-CEWRSB250	3.2m	4
H2	W8	PD-CEWRSB350	3.2m	4



Xtratech

Simple access to our system drawings
and installation guidance:

xtratech.hill-smith.co.uk



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