



Certificate of constancy of performance Certificate - No.: 0008 – CPR – 2011



In compliance with Regulation 305/2011/EU of the European Parliament and of the Council of 9 March 2011 (the Construction Products Regulation or CPR), this certificate applies to the construction product

Super-Rail Eco

Containment level:	N2	H2	L2
Normalized working width:	W4	W4	W4
Impact severity:	A	A	A
Normalized dynamic deflection:	0,7 m	0,7 m	0,7m
Normalized vehicle intrusion:	NPD	VI4	VI4
Resistance to snow removal operations:	Class 3		
Durability:	Steel, hot dip galvanized according to EN ISO 1461		

placed on the market by

MEISER Straßenausstattung GmbH

Edmund-Meiser-Straße 3
66839 Schmelz-Limbach
Germany

and produced in the manufacturing plants

MEISER Straßenausstattung GmbH Edmund-Meiser-Straße 3 66839 Schmelz-Limbach, DE	BBV Baustahl und Blechverarbeitungs- gesellschaft mbH & Co. KG Am Lokwerk 11, 14774 Brandenburg – Kirchmöser, DE
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This certificate attests that all provisions concerning the assessment and verification of constancy of performance described in Annex ZA of the standard

EN 1317-5:2007+A2:2012/AC:2012

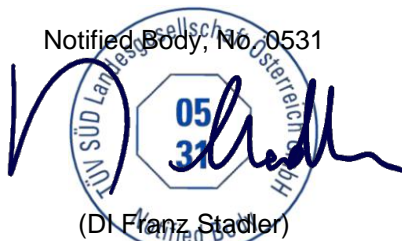
under system 1 for the performance set out in this certificate are applied and that the factory production control conducted by the manufacturer is assessed to ensure the constancy of performance of the construction product.

This certificate was first issued on 24.01.2011, based on the assessment report 26772_MEI_rev1/29.04.2020 and will remain valid as long as neither the harmonised standard, the construction product, the AVCP methods nor the manufacturing conditions in the plant are modified significantly, unless suspended or withdrawn by the notified product certification body.

Vienna, 25.09.2023

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Notified Body, No. 0531





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Certificate - No.: 0008 – CPR – 2011



For the construction **Super-Rail Eco**
product:

and placed on the **MEISER Straßenausstattung GmbH**
market by: Edmund-Meiser-Straße 3
66839 Schmelz-Limbach, Germany

Modification 1: Approved on 12.04.2011	<u>Corrosion protection of beams:</u> Corrosion protection of the A-beam (L1.1-101) and B-beam (L1.1-102) can be done via hot dip galvanizing according to DIN EN ISO 1461:2009 or alternatively via continuous galvanizing according to DIN EN 10346:2009 with steel bands with zinc(Z) (DIN EN 10346-S250GD+Z600-N-A-C) or respectively with zinc-aluminum(ZA) (DIN EN 10346-S250GD+ZA300 and ZA600-N-A-C)-coating. Details about this change, its assessment and approval are recorded in TÜV SÜD LGÖ's modification report 15915.
Modification 2: Approved on 12.04.2012	<u>Modified post:</u> The post can be produced with an additional hole. Details about this change, its assessment and approval are recorded in TÜV SÜD LGÖ's modification report 19111.
Modification 3: Approved on 16.04.2012	<u>Meter holes:</u> The rails profile A and profile B may be modified with additional elongated holes according to RAL-Drawing no. L1.1-101 and L1.1-102. Details about this change, its assessment and approval are recorded in TÜV SÜD LGÖ's modification report 19250.
Modification 4: Approved on 27.12.2012	<u>Equivalence of A and B profile:</u> The A-beam (L1.1-101) and B-beam (L1.1-102) with the additionally needed parts can be seen as equivalent. Details about this change, its assessment and approval are recorded in TÜV SÜD LGÖ's modification report 16975_Rev01.
Modification 5: Approved on 28.03.2022	<u>Installation on a narrow shoulder:</u> The safety barrier can be installed on a narrow shoulder close to a slope. Details about this change, its assessment and approval are recorded in TÜV SÜD LGÖ's modification report 725198152.
Modification 6: Approved on 20.09.2023	<u>Installation on asphalt:</u> The safety barrier can be installed on asphalt. In this case for each post an opening approximately 260 mm x 170 mm is milled into the asphalt layer(s), the hole is filled with gravel and the post is rammed into the ground. Details about this change, its assessment and approval are recorded in TÜV SÜD LGÖ's report 725228365_2.

Vienna, 25.09.2023

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(DI Franz Stadler)