

# Road restraint systems —

## Part 5: Product requirements and evaluation of conformity for vehicle restraint systems

ICS 13.200; 93.080.30



## National foreword

This British Standard is the UK implementation of EN 1317-5:2007+A2:2012, incorporating corrigendum August 2012. It supersedes BS EN 1317-5:2007+A1:2008 which is withdrawn.

The start and finish of text introduced or altered by amendment is indicated in the text by tags. Tags indicating changes to CEN text carry the number of the CEN amendment. For example, text altered by CEN amendment A1 is indicated by A1 A1.

The start and finish of text introduced or altered by corrigendum is indicated in the text by tags. Text altered by CEN corrigendum August 2013 is indicated in the text by AC1 AC1.

BSI, as a member of CEN, is obliged to publish EN 1317-5:2007+A2:2012 as a British Standard. However, attention is drawn to the fact that, during the development of this amendment, the UK committee voted against its approval as an amended European Standard. Corrigendum August 2012 seeks to respect this concern and thereby provides authority for the following statement.

The informative Annex ZA to this standard states that, in Member States where there are no regulatory requirements for the resistance to snow removal devices characteristic of safety barriers, these products can be classified as “no performance determined” (NPD) for the purposes of CE marking. There are no such Regulations in the United Kingdom, so the NPD classification would be appropriate for products placed on the UK market, with their performance not determined with regard to this characteristic.

The UK committee is also concerned that BS EN 1317-5:2007+A2:2012 specifies essential characteristics based on material properties rather than on performance, particularly in Annex C.

Recommendations for Road Restraint Systems (RRS) can be found in National Annex NA.

Manufacturers may find further information in BS 6779-1:1998, BS 6779-2:1991 and BS 6779-3:1994, particularly in relation to in-situ products.

The UK participation in its preparation was entrusted by Technical Committee B/509, Road equipment, to Subcommittee B/509/1, Road restraint systems.

A list of organizations represented on this subcommittee can be obtained on request to its secretary.

The publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

**Compliance with a British Standard cannot confer immunity from legal obligations.**

This British Standard was published under the authority of the Standards Policy and Strategy Committee on 31 May 2007

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### Amendments/corrigenda issued since publication

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30 September 2008	Implementation of CEN amendment A1:2008
31 August 2013	Implementation of CEN amendment A1:2012, CEN corrigendum August 2012 and National Annex NA

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English Version

## Road restraint systems - Part 5: Product requirements and evaluation of conformity for vehicle restraint systems

Dispositifs de retenue routiers - Partie 5: Exigences relatives aux produits et évaluation de la conformité pour les dispositifs de retenue pour véhicules

Rückhaltesysteme an Straßen - Teil 5: Anforderungen an die Produkte, Konformitätsverfahren und -bewertung für Fahrzeurückhaltesysteme

This European Standard was approved by CEN on 28 September 2006 and includes Amendment 1 approved by CEN on 30 May 2008 and Amendment 2 approved by CEN on 23 January 2012.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

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## Foreword

This document (EN 1317-5:2007+A2:2012) has been prepared by Technical Committee CEN/TC 226 “Road equipment”, the secretariat of which is held by AFNOR.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by September 2012 and conflicting national standards shall be withdrawn at the latest by September 2012.

This document includes Amendment 1, approved by CEN on 2008-05-30 and Amendment 2, approved by CEN on 2012-01-23.

This document supersedes A2 EN 1317-5:2007+A1:2008 A2.

The start and finish of text introduced or altered by amendment is indicated in the text by tags A1 A1 and A2 A2.

This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association, and supports essential requirements of EU Directive(s).

For relationship with EU Directive(s), see informative Annex ZA, which is an integral part of this document.

This European Standard consists of this document and the following parts under the general title: *Road restraint systems*.

- *Part 1: Terminology and general criteria for test methods*
- *Part 2: Performance classes, impact test acceptance criteria and test methods for safety barriers*
- *Part 3: Performance classes, impact test acceptance criteria and test methods for crash cushions*
- *Part 4: Performance classes, impact test acceptance criteria and test methods for terminals and transitions of safety barriers*
- *Part 6: Pedestrian restraint system*

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and United Kingdom.

## Introduction

 This document is a product standard for vehicle restraint systems placed on the market.

This document is designed for use in conjunction with Parts 1, 2, 3, ENV 1317 part 4 (to be replaced with prEN 1317 part 4 and 7).

To ensure the full performance of road restraint systems in use, their production and installation is intended to be controlled in accordance with this document. 