

REVOLUTIONARY DAMPING AND CONTAINMENT SYSTEM

A leader doesn't follow steps
... he marks the way



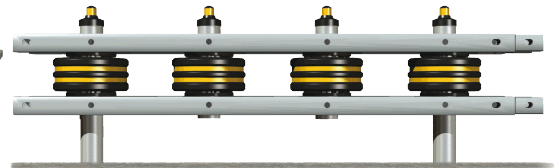
Revolutionary damping and containment system for vehicles on low-speed roads, different routes, and high-performance highways.

Technical specifications:

* Made of:	SHS of 4" x 4", Structural tube SKD 30, Ø 4.5"
* Steel treatment:	Hot-dip galvanization.
* Rims:	L.P.D. Flex.
* Rollers:	L.D.P. Flex. (Ø 15.55 in., height 8.66 in.).
* Brakes:	2 by axle, superior and inferior brakes.
* Post Cap:	L.D.P. Flex. (Ø 4.72 in. height 3.66 in.).
* Reflectives:	High Intensity Grade.
* Anchorage for reinforced posts:	polymeric concrete and 3/8" steel rods.
* Assembly:	5/8" galvanized screws.
* Curve Stretch Measure:	stretches of 105.1 in.
* Straight Stretch Measure:	stretches of 236.22 in.
* Impact contention (optional):	Vitemflex® cushion plates.

THREE SAFETY LEVEL USES:

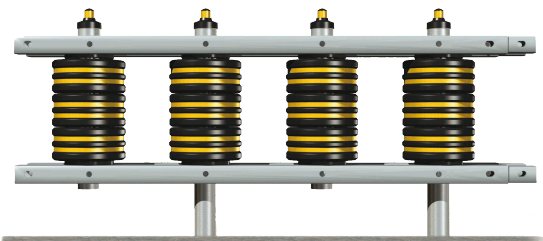
The roller barrier can have as far as three different protections according to the safety level required at every point of risk on your highway: the **Single Roll Defender** (code: RDS-267), the **Double Roll Defender** (code: RDD-267) or the **Triple Roll Defender** (code: TRD-267).



Simple Roll Defender: One row for low-speed roads.



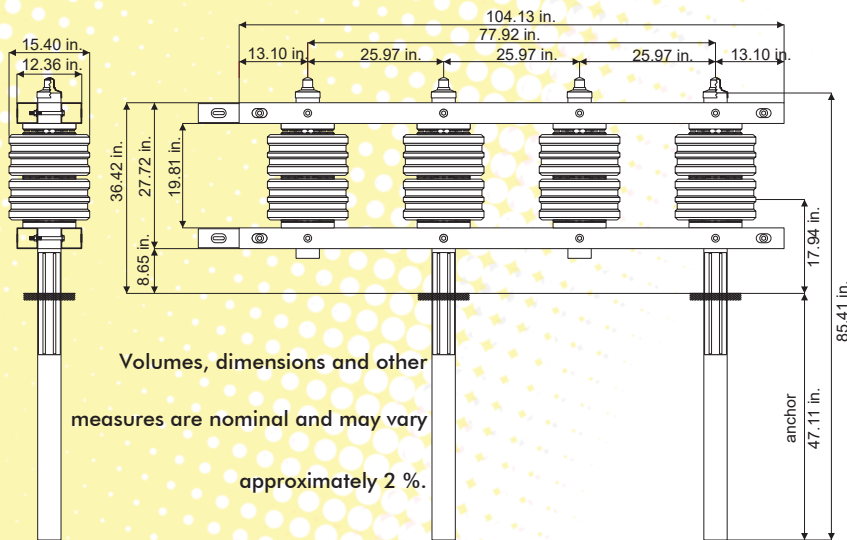
Double Roll Defender: Two rows for high-speed roads.



Triple Roll Defender: Three rows for traffic of heavy-duty vehicles

FEATURES

- * A system that absorbs the impact force of vehicles through a controlled rotation of a series of automatic braking rollers. These also redirect the vehicle to the road. Using this system saves lives and diminishes damage on high and low-speed highways.
- * A state-of-the-art engineering and design.
- * Weather-resistant and functional.
- * High intensity reflective stripes.
- * You can choose an impact attenuator of new generation at the starting end of the Roller Defender (optional).
- * Flexible cushioning (Vitemflex® plates) or a steel structure support assembled on 5 polyurethane impact attenuators (also optional).



Volumes, dimensions and other measures are nominal and may vary approximately 2 %.

FRONTAL VIEW

SIDE VIEW