



Landesgesellschaft
Österreich

**Certificate of constancy of performance
Certificate - No.: 0048 – 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 ES 1.0

Containment level:	N2	H1	L1
Normalized working width:	W2	W2	W2
Impact severity:	A	A	A
Normalized dynamic deflection:	0,5 m	0,7 m	0,7 m
Normalized vehicle intrusion:	NPD	VI5	VI5
Resistance to snow removal:	Class 3		
Durability:	Steel, hot dip galvanized according to EN ISO 1461		

placed on the market by

Erwin PEETZ GMBH & CO. KG

Finkenstrasse 14
57368 Lennestadt
Germany

and produced in the manufacturing plants

Erwin PEETZ GMBH & CO. KG

Finkenstrasse 14
57368 Lennestadt, DE

and

Am Steine 1
57399 Kirchhundem/Würdinghausen, DE

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 22.04.2011 based on the assessment report 26348_Peetz / 24.09.2014 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product, the AVCP methods nor the manufacturing conditions in the plant are modified significantly, unless suspended or withdrawn by the notified product certification body.

Wien, 14.01.2022



(Dipl.-Ing. Gerald Bachler)



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**Annex to
certificate of constancy of performance
Certificate - No.: 0048 – CPR – 2011**

For the construction
product

Super-Rail ES 1.0

and placed on the
market by

Erwin PEETZ GMBH & CO. KG

Finkenstrasse 14
57368 Lennestadt, DE

<p>Modification 1: Approved on 12.04.2011</p>	<p><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. The assessment of that change was recorded in modification report 15915.</p>
<p>Modification 2: Approved on 12.04.2011</p>	<p><u>Supporting Bracket:</u> Supporting Brackets were made of S355JR (RAL part no. 004.00 and 004.10) for the ITT. The use of S235JR can be seen as equivalent. The assessment of that change was recorded in modification report 15953.</p>
<p>Modification 3: Approved on 16.04.2012</p>	<p><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. The assessment of that change was recorded in modification report 19250.</p>
<p>Modification 4: Approved on 27.12.2012</p>	<p><u>Equivalence of A and B profile:</u> The A-beam (L1.1-101) and B-beam (L1.1-102) with the supporting bracket (K1.1-101) can be seen as equivalent. The assessment of that change was recorded in modification report 16975_Rev01.</p>
<p>Modification 5: Approved on 02.09.2014</p>	<p><u>Minimum length of the safety barrier:</u> The minimum length of the barrier was assessed with 40 meters. The assessment of that change was recorded in modification report 24412.</p>
<p>Modification 6: Approved on 11.01.2022</p>	<p><u>Supporting Bracket:</u> The safety barrier Super-Rail ES 1.0 may be installed without supporting brackets, the hexagon head bolts ISO 4016 M10x45 – 4.6 are replaced by hexagon head screws ISO 4018 M10x45 – 8.8; the essential characteristics under vehicle impact are not negatively affected by this. The assessment of that change was recorded in modification report 725188403 Rev. 1.</p>

Wien, 14.01.2022

Notified body, No. 0531

(Dipl.-Ing. Gerald Bachler)