

WORK ZONE & BARRICADES · TECHNICAL DOCUMENT

Traffic barriers

The traffic barrier is used to separate a work area or a temporary route from traffic with a visual-physical line. The traffic barrier travels empty and is filled with water or sand on site; its coupling ends join the units into one line. It transports light, sets up fast and redeploys. Its top takes a warning lamp, showing the line at night too. The traffic barrier is used on road works, around site perimeters, at events, and at car park and facility entrances.

TECHNICAL SUMMARY

Body length	1300–2000 mm (market classes)
Height	650–1200 mm
Base width	370–800 mm
Empty weight	6–41 kg
Water ballast	60–400 kg
Material	UV-stabilised PE / HDPE
Fill limit and operating weight	The maximum permitted fill volume and the filled operating weight are stated on the model datasheet; the fill mark on the body is not exceeded. In frost conditions the fill choice follows the datasheet instruction

Values are production-programme and market-standard ranges; final dimensions are given in writing with the quotation.

WHERE IT IS USED

- Motorway maintenance. Separates the closed lane and physically divides the work area from traffic.
- Events and crowds. Guides pedestrian flow; carried empty and filled in place, so setup is fast.
- Car park and site entry. Handles temporary closures and diversions without a permanent structure.
- Site perimeter. Encloses excavation and storage areas; takes a warning lamp on top.
- Car park closure. Closes a whole section in one line on an event or maintenance day.
- Temporary footway. Marks out a dedicated temporary walking route when the footway closes; it defines the route, it does not protect against vehicle impact.

STANDARDS AND DOCUMENT LANGUAGE

Manufactured to the order's specification in the Turkish market. In US language the water-filled traffic barrier is described by the longitudinal channelizing device definition of MUTCD Section 6K.10 (it may be hollow and water-ballasted). These devices are not protection barriers; they are not used to shield obstacles or protect pedestrians or workers. Where impact containment is required, EN 1317-classified systems are a separate conversation. Test results and certificates are shared with the report and the document.