

W-Beam Highway Guardrail

Road restraint systems to EN 1317, AASHTO M180 and AS/NZS

Roll-formed W-beam guardrail (corrugated beam rail) with posts, spacers, back-up plates and terminals. Which beam system is acceptable is decided by the performance class the project requires, and that class is what we build to.

How a guardrail is classified

Parameter	What it decides
Containment level	How heavy the impact the barrier holds — N1 / N2 / H1 / H2 / H4a and so on
Working width	W1 – W8: how far the barrier deflects into the hazard side
Dynamic deflection	The measured deflection in the crash test
Impact severity	A or B: forces on the vehicle occupants

Typical single-sided system

Beam	Roll-formed W-beam (double-wave) section, galvanised
Post spacing	2.0 m typical for a single-sided road barrier
Rail mass	Around 25 kg/m for a 2.0 m post spacing H1 system — confirm against the tested system
Coating	Hot-dip galvanised to the project's coating class

A guardrail is a crash-tested system: the beam, post, spacer and terminal are tested together. State the containment level and working width your project requires and we will quote the system that holds them.

Standards referenced

EN 1317 series (road restraint systems; EN 1317-1 terminology and test criteria, EN 1317-2 performance classes, EN 1317-5 product requirements and conformity) · AASHTO M180 (corrugated sheet steel beams for highway guardrail, North America) · AS/NZS road safety barrier standards (Australia / New Zealand)

Need a quote? Send the containment level and working width, post spacing, coating class and total linear metres.

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