



Rue Ravensteinstraat 4, 1000 BRUSSELS

Certificate of constancy of performance

1148-CPR-20090709-915

issued on the basis of the certification scheme specified in BRP CE and OPAC EN 12899.

In compliance with Regulation (EU) No 305/2011 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

Fixed, vertical road traffic signs – supports for fixed vertical road traffic signs

placed on the market under the name or trade mark of

HYDRO EXTRUSION DRUNEN BV

Alcoalaan, 1

NL-5151 RW DRUNEN

and produced in the manufacturing plant

HYDRO EXTRUSION DRUNEN BV

This certificate attests that alle provisions concerning the assessment and verification of constancy of performance described in annex ZA of the standard

EN 12899-1:2007

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 09/07/2009 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the AVCP methods, nor the manufacturing conditions in the plant are modified significantly, unless suspended or withdrawn by the notified product certification body.

Brussels, 8/5/2023

Benny DE BLAERE, Managing director

The validity of the present certificate is confirmed if visible on the OCAB-OCBS website

Annex to the certificate of constancy of performance:

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This certificate is established for products for which the assessment of performance has been carried out and the constancy of performance has been confirmed and which are described in this Annex by means of identification data and the mention of the levels and classes within which their performance may lie. The performance of the individual product is declared by the manufacturer by means of a Declaration of Performance which he draws up and makes available under his own responsibility.

Products	Qualities and categories	Dimensions
Harmonised standard under reference: hEN 12899-1:2007		
A. Supports for use with fixed vertical road traffic signs		
including among others signal heads according to EN 12368:2006 and variable message traffic signs according to EN 12966-1:2009		
Material – Extruded aluminium stepped or conical circular tubes		
Grade – $f_y = 160 \text{ N/mm}^2$ (characteristic elastic limit)		
Dimensions expressed in nominal diameter and nominal wall thickness		
from 76 mm by 2.5 mm to 250 mm by 4.0 mm		
with Structural Performance declared by the Producer according to hEN12899-1:2007, §5		
Durability: Resistance to corrosion – Aluminium; SP1		
With or without Performance under vehicle impact (passive safety) for single post supports:		
1. Products with nominal diameter / nominal wall thickness 250 mm / 4.0 mm, with nominal height of 15 m and all smaller members, but over 2 m, supplied with internal shear mechanism and founded using a backfill type X with a TOAD® (**), or a backfill type R (Rigid).		
Passive safety according to EN 12767:2019 (*):		
<ul style="list-style-type: none"> • 50-NE-B-X-SE-MD-0 / 70-NE-B-X-SE-MD-0 / 100-NE-B-X-SE-MD-0 (***) • 50-NE-B-R-SE-MD-0 / 70-NE-B-R-SE-MD-0 / 100-NE-B-R-SE-MD-0 (***) 		
2. Products with nominal diameter / nominal wall thickness 165 mm / 3.3 mm, with nominal height of 10 m and all smaller members, but over 2 m using Standard Soil or Rigid (backfill type S or R).		
Passive safety according to EN 12767:2019 (*):		
<ul style="list-style-type: none"> • 70-NE-C-S-SE-MD-0 / 100-NE-C-S-SE-MD-0 (***) • 70-NE-C-R-SE-MD-0 / 100-NE-C-R-SE-MD-0 (***) 		
3. Products with Trade Name: MSI Neo Classic, Columns with nominal height of 2 m to 12 m, diameter 170 mm to 200 mm, nominal wall thickness: profiled, founded: rigid, backfill type R.		
Passive safety according to EN 12767:2019 (*):		
<ul style="list-style-type: none"> • 50-NE-C-R-SE-MD-0 (***) • 70-NE-C-R-SE-MD-0 (***) • 100-NE-C-R-SE-MD-0 (***) 		
(*) of Table A.5, EXAMPLE 2 “A sign fixed on one side of the support structure should not be considered as a lack of symmetry (only the support structure should be considered in the evaluation) and could be classified as Bi- or Multidirectional without any other test		
(**) as described in the specific report of the assessment of the performance prepared and issued by OCAB-OCBS for HYDRO EXTRUSION DRUNEN BV		
(***) These NE-classes also include, as BD, multilegged supports with clear distances greater than 1600 mm (according to EN 12767:2019, Annex G.2.5 and Annex K note B; $1\ 600 \text{ mm} = 1\ 500/\cos 20^\circ$)		

B. Supports for use with fixed vertical road traffic signs

including among others signal heads according to EN 12368:2006 and variable message traffic signs according to EN 12966-1:2009

Material – Extruded aluminium stepped or conical circular tubes

Grade – $f_y = 160 \text{ N/mm}^2$ (characteristic elastic limit)

Dimensions expressed in nominal diameter and nominal wall thickness

of 145 mm by 3.0 mm

with Structural Performance declared by the Producer according to hEN12899-1:2007, §5

Durability: Resistance to corrosion – Aluminium; SP1

With or without performance under vehicle impact (passive safety) for shored up multi-legged supports:

4. Products made of multi-legged and shored up supports with nominal diameter / nominal wall thickness 145 mm / 3.0 mm and an offset of 2250 mm at ground level, supplied with internal shear-mechanisms in each leg, used for a maximum sign plate-height of totally 7.5 m and all smaller heights, founded using a backfill type X with a TOAD® (**) or a backfill type R (Rigid).

Passive safety according to EN 12767:2019:

- 100-NE-C-X-SE-BD-0 / 70-NE-C-X-SE-BD-0 / 50-NE-C-X-SE-BD-0
- 100-NE-C-R-SE-BD-0 / 70-NE-C-R-SE-BD-0 / 50-NE-C-R-SE-BD-0

(**) as described in the specific report of the assessment of the performance prepared and issued by OCAB-OCBS for HYDRO EXTRUSION DRUNEN BV

C. Supports for use with fixed vertical road traffic signs

including among others signal heads according to EN 12368:2006 and variable message traffic signs according to EN 12966-1:2009

Material – Extruded aluminium stepped or conical circular tubes

Grade – $f_y = 160$ or 260 N/mm^2 (characteristic elastic limit)

Dimensions expressed in nominal diameter and nominal wall thickness

from 76 mm by 2.5 mm to 330 mm by 12.5 mm

with Structural Performance declared by the Producer according to hEN12899-1:2007, §5

Durability: Resistance to corrosion – Aluminium; SP1

Without Performance under vehicle impact (passive safety)

5. Products with nominal height of 10 m and all smaller members, but over 2 m.

D. Supports for use with fixed vertical road traffic signs

including among others signal heads according to EN 12368:2006 and variable message traffic signs according to EN 12966-1:2009

Material – Extruded aluminium stepped or conical circular tubes

Grade – $f_y = 160 \text{ N/mm}^2$ (characteristic elastic limit)

Dimensions expressed in nominal diameter and nominal wall thickness

165 mm by 3.3 mm (D.6.)

250 mm by 4.0 mm (D.7.)

with Structural Performance declared by the Producer according to hEN12899-1:2007, §5

Durability: Resistance to corrosion – Aluminium; SP1

With or without performance under vehicle impact (passive safety) for single post supports:

6. Products with above mentioned nominal diameter and nominal wall thickness, with maximum nominal height of 2.6 m and all smaller members, but over 2 m, with a top load of maximal 200 kg founded using a backfill type R (Rigid) (***)

Passive safety according to EN 12767:2019:

- 50-NE-C-R-SE-MD-0 / 70-NE-C-R-SE-MD-0 / 100-NE-C-R-SE-MD-0

7. Products with above mentioned nominal diameter and nominal wall thickness, with maximum nominal height of 2.6 m and all smaller members, but over 2 m, with a top load of maximal 200 kg supplied with internal shear mechanism and founded using a backfill type R (Rigid) (****).

Passive safety according to EN 12767:2019:

- 50-NE-C-R-SE-MD-0 / 70-NE-C-R-SE-MD-0 / 100-NE-C-R-SE-MD-0

(***) as described in the specific report of the assessment of the performance prepared and issued by OCAB-OCBS for HYDRO EXTRUSION DRUNEN BV (dated 20180511)

(****) as described in the specific report of the assessment of the performance prepared and issued by OCAB-OCBS for HYDRO EXTRUSION DRUNEN BV (dated 20190226)

E. Supports for use with fixed vertical road traffic signs

including among others signal heads according to EN 12368:2006 and variable message traffic signs according to EN 12966-1:2009

Material – Extruded aluminium circular profiles

Grade – $f_y = 215 \text{ N/mm}^2$ (characteristic elastic limit)

Dimensions expressed in nominal diameter and nominal wall thickness

320 mm by 3.5 mm

with Structural Performance declared by the Producer according to hEN12899-1:2007, §5

Durability: Resistance to corrosion – Aluminium; SP2

With or without performance under vehicle impact (passive safety) for single post supports:

8. Products with Trade Name: HCP320 (High Capacity Post), diameter 320 mm, profiled, with nominal height of 8 m and all smaller members, but over 2 m using, founded: rigid, backfill type R. (*)

Passive safety according to EN 12767:2019:

- 50-NE-C-R-SE-MD-0 (**)
- 70-NE-C-R-SE-MD-0 (**)
- 100-NE-C-R-SE-MD-0 (**)

(*) as described in the specific report of the assessment of the performance prepared and issued by OCAB-OCBS for HYDRO EXTRUSION DRUNEN BV (dated 20230330)

(**) These NE-classes also include, as BD, multilegged supports with clear distances greater than 1600 mm (according to EN 12767:2019, Annex G.2.5 and Annex K note B; $1\ 600 \text{ mm} = 1\ 500/\cos 20^\circ$)

IMPORTANT STATEMENT over EN 12767

These supports for traffic signs were evaluated according to previous versions of the standard and are requalified according to the prescriptions of Annex L of EN 12767:2019 completed by the methodology described in (1). The performance regarding roof indentation is as such as reported from the results of the tests performed in accordance to EN 12767, taking into that the uncertainty admitted by this standard on roof deformation can in no way guarantee the same performance in actual crash situations.

Therefore and quite obviously, neither OCAB-OCBS nor the manufacturer can assume that in real conditions, the same performance as such recorded in the tests can be reproduced in all cases.