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**ANTAKYA  
GALVANİZ**



As Antakya Galvaniz, we are in the place we deserve in the sector with the experience we have gained and the customer satisfaction we have provided after 12 years of success and progress.

Antakya Galvaniz started its commercial life with Öz İş Metal in 1996. Öz İş Metal, taking firm steps forward in the metal sector, stepped into the Galvanizing sector in 2010 and established Antakya Galvaniz.

Antakya Galvaniz has a total working area of 15,000 m<sup>2</sup>, consisting of 10.000 m<sup>2</sup> indoor and 5000 m<sup>2</sup> outdoor space.

We have achieved the projects we have successfully carried out in 12 years, the customer satisfaction we have provided and our sectoral stance with our professional staff that constantly renews themselves, always aims for the future, always researches for development and turns to success.

**Activity Fields of Antakya Galvaniz;**

- Hot-Dip Galvanized Coating
- Manufacturing and Installing Highway Guardrails
  - Manufacturing Lighting Poles
  - Steel Construction Manufacturing
- Manufacturing and Installing Pedestrian Guardrails
- Steel Construction Manufacturing for Solar Energy

ANTAKYA GALVANİZ has adopted customer oriented quality policies which prioritize customer satisfaction. Today service quality is as important as product quality. ANTAKYA GALVANİZ continues to offer service to its customers combining these two elements.

ANTAKYA GALVANİZ undertakes the following issues to its customers.

- Production of global standards
  - Quality service
  - Quick and timely delivery
- Appropriate commercial conditions
  - Stable service
  - After sales service
- Unconditional customer satisfaction

ANTAKYA GALVANİZ sustains its marketing operations for national and international markets increasingly. It targets at offering better service for the existing customers with its wide product spectrum and high capacity.

ANTAKYA GALVANİZ selects its employees carefully believing in the difference to be created by qualified and highly motivated workforce and supports them for both their professional and personal development.

A systematic development is targeted using the models and practices that would enable the employees to achieve high performance. It sustains its activities intensely synthesizing the values of the international structure of which it is a member with local values.

ANTAKYA GALVANİZ targets at becoming a leader changing and transforming the sector beyond being a significant player with its growing investments and developing organization in domestic and foreign markets.



## QUALITY POLICY

The target of our Quality Policy is offering our customers reliable and competitive product and service.

Quality means perfection in our sustainable development and it is quite significant for providing economic benefit in the long run. Being a leader in customer orientation requires exceeding QUALITY expectations of the customers.

Our strong relations with our suppliers help us with increasing final QUALITY of our products and services. It is one of the cornerstones of our institution for continuous improvement of effectiveness of QUALITY Management System.

We encourage all our employees and colleagues to adopt personal loyalty for QUALITY.  
QUALITY is a part of our culture.

YOUR LIFE IS SAFER WITH  
ANTAKYA GALVANİZ

#### OUR MISSION

Gaining sectoral confidence through  
high-quality production and workmanship  
and adding value to human life through our confidence.

#### OUR VISION

To increase quality of the sector through  
continuously self-developing thought system.

## HOT DIP GALVANIZING TECHNICAL INFORMATION

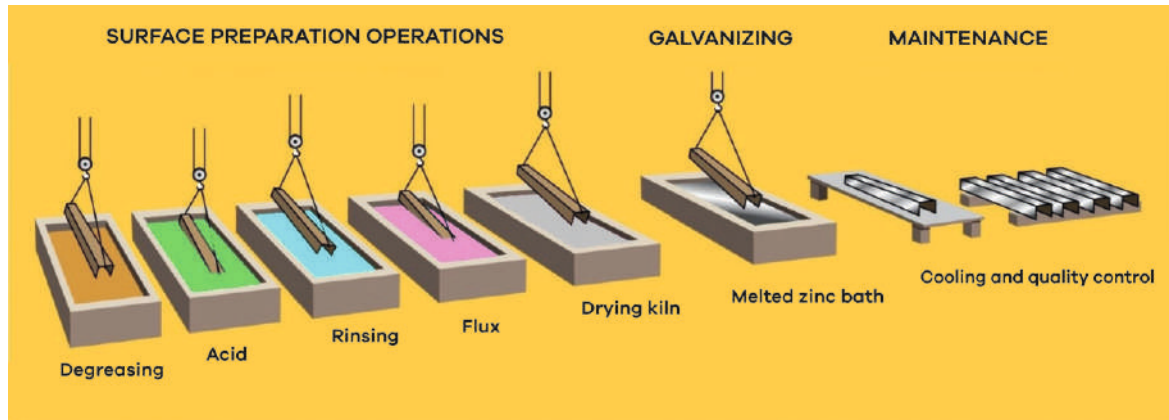
### WHAT IS HOT DIP GALVANIZING?

Hot-dip galvanizing is the process of dipping steel in a kettle containing hot zinc.

When steel is in the kettle, it enters in reaction with melted zinc and a metallurgic alloy coating which provides superior protection for the steel.

Metal surface is coated with armour plate at micron level at the end of the process. This armour plate prevents oxidation of metal in many different atmospheric conditions. Any product with hot-dip galvanizing may survive for many years without requiring any maintenance or repair.

Hot-dip galvanizing is the best known method for protection of steel. Endurance, long life, low cost, versatility, sustainability and aesthetic hot-dip are included in positive aspects of hot-dip galvanizing. Hot-dip galvanizing that provides unique protection for steel benefits from numerous applications of steel products used in difficult conditions and hot-dip galvanizing.



Material and Thickness	Minimum Local Coating Thickness gr/m <sup>2</sup> - μm		Minimum Average Coating Thickness gr/m <sup>2</sup> - μm	
	gr/m <sup>2</sup>	μm	gr/m <sup>2</sup>	μm
Steel > 6 mm	505 gr /m <sup>2</sup>	70 μm	610 gr /m <sup>2</sup>	85 μm
Steel > 3 mm - < 6 mm	395 gr /m <sup>2</sup>	55 μm	505 gr /m <sup>2</sup>	70 μm
Steel > 1,5 mm - < 3 mm	325 gr /m <sup>2</sup>	45 μm	395 gr /m <sup>2</sup>	55 μm
Steel > 1,5 mm	250 gr /m <sup>2</sup>	35 μm	325 gr /m <sup>2</sup>	45 μm
Castings > 6 mm	505 gr /m <sup>2</sup>	70 μm	575 gr /m <sup>2</sup>	80 μm
Castings > 6 mm	430 gr /m <sup>2</sup>	60 μm	505 gr /m <sup>2</sup>	70 μm

For a better life  
within safer  
boundaries.





Roadway railing systems,  
road barriers are significant  
elements of highway  
and traffic security.

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# What is steel roadway railing?

Roadway railing is a passive security system which turns back to road those vehicles which go off the road undesirably for any reason.

Thanks to those systems, the vehicles which go off the road are re-directed to the road without damaging the drivers and passengers and non-traffic and non-road elements following extinguish of the energy of the vehicle by the roadway railing systems after a vehicle crashes into the roadway railing systems with a specific angle.

Roadway railings are used to minimize death, personal injury and material damage arising from accidents that may happen as a consequence of false acts of vehicles.

Upon transition to "Performance-based roadway railing systems" in our country in accordance with EN 1317 standards within European Union harmonization process, systems which are lighter yet have higher containment level and narrower working width began to be used.



# EN 1317

## Technical Terms

T A B L E - 1    C O N T A I N M E N T   L E V E L S

Containment Level		Acceptance Test
Low Angle Containment	T1 T2 T3	TB 21 TB 22 TB 41 and TB 21
Normal Containment	N1 N2	TB31 TB 32 and TB 11
Higher Containment	H1 L1 H2 L2 H3 L3	TB 42 and TB 11 TB42,TB 32 and TB 11 TB 51 and TB 11 TB 51, TB 32 and TB 11 TB 61 and TB 11 TB 61, TB 32 and TB 11
Very High Containment	H4a H4b L4a L4b	TB 71 and TB 11 TB 81 and TB 11 TB 71, TB 32 and TB 11 TB 81, TB 32 and TB 11

T A B L E - 2 I N I T I A L T Y P E T E S T C R I T E R I A

No	Test	Impact Rate Km/Hour	Impact Angle	Total Vehicle Weight Kg	Vehicle Type
1	TB 11	100	20	900	Automobile
2	TB 21	80	8	1.300	Automobile
3	TB 22	80	15	1.300	Automobile
4	TB 31	80	20	1.500	Automobile
5	TB 32	110	20	1.500	Automobile
6	TB 41	70	8	10.000	Heavy Vehicle
7	TB 42	70	15	10.000	Heavy Vehicle
8	TB 51	70	20	13.000	Bus
9	TB 61	80	20	16.000	Heavy Vehicle
10	TB 71	65	20	30.000	Heavy Vehicle
11	TB 81	65	20	38.000	Trailer Heavy Vehicle

T A B L E - 3 W O R K I N G W I D T H L E V E L S

No	Working Width Level ClassesWorking	Width Levels
1	W1	$W \leq 0,60$
2	W2	$W \leq 0,80$
3	W3	$W \leq 1,00$
4	W4	$W \leq 1,30$
5	W5	$W \leq 1,70$
6	W6	$W \leq 2,10$
7	W7	$W \leq 2,50$
8	W8	$W \leq 3,50$

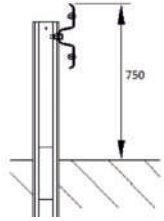
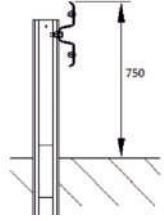
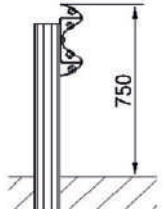
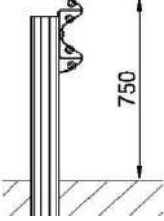
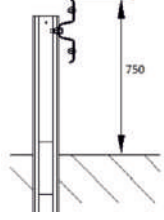
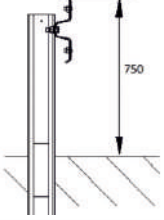
T A B L E - 4 A C C E L E R A T I O N S E V E R I T Y I N D E X ( A S I )

ASI Class	Values
A	$ASI \leq 1,0$
B	$1,0 < ASI \leq 1,4$
C	$1,4 < ASI \leq 1,9$

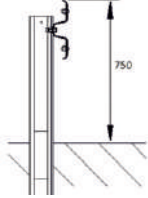
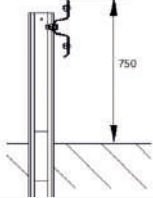
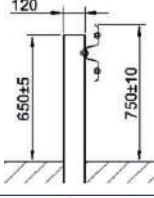
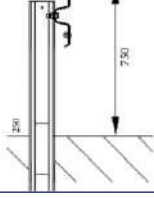
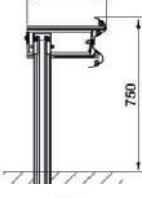
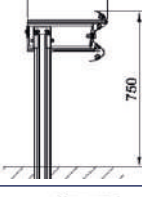
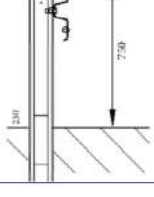


# Our Products

## SINGLE SIDED ON GROUND

System Name	Technical Drawing	Containment Level	Working Width	ASI
TR-N2W2		N2	W2	A
ANTG-N2W3-2,66		N2	W3	A
ESP/2,0		N2	W4	A
ESP/4,0		N2	W5	A
ANTG-H1W1		H1	W1	B
ANTG-H1W3-2.0		H1	W3	A

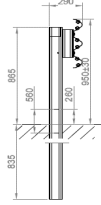
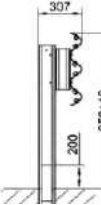
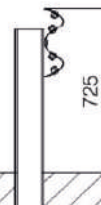
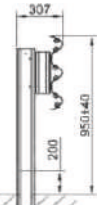

## SINGLE SIDED ON GROUND

System Name	Technical Drawing	Containment Level	Working Width	ASI
ANTG-H1W3-2,66		H1	W3	A
TR-H1W3		H1	W3	A
ANTG-H1-2.0		H1	W4	A
ANTG-H1W4-2,66		H1	W4	A
EDSP/1,33		H1	W4	A
EDSP/2,00		H1	W5	A
ANTG-L1W3-2,66		L1	W3	A

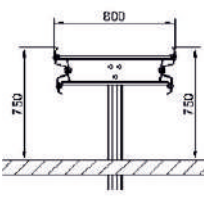


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## SINGLE SIDED ON GROUND


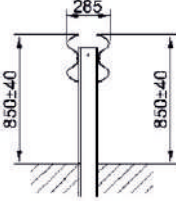
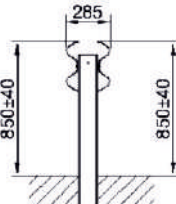
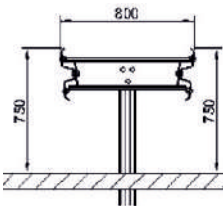
System Name	Technical Drawing	Containment Level	Working Width	ASI
H2W3 A		H2	W3	B
TR-H2W3		H2	W3	A
Smart Rail 1,33 Plus		H2	W4	A
TR-H2W4		H2	W4	A
TR-H4B		H4B	W4	B

## DOUBLE SIDED ON GROUND

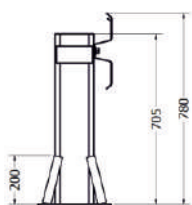
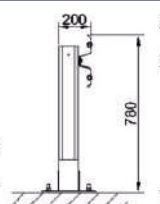
System Name	Technical Drawing	Containment Level	Working Width	ASI
DDSP/4,00		H1	W6	A



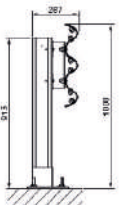
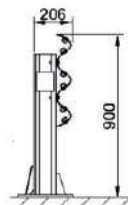
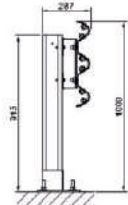

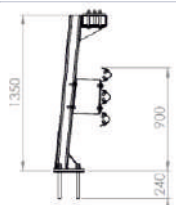
## DOUBLE SIDED ON GROUND

System Name	Technical Drawing	Containment Level	Working Width	ASI
TR-H2W2 DS		H2	W2	B
TR-H2W3-DS		H2	W3	B
TR-H2W4 DS		H2	W4	A
DDSP/2,00++		H2	W6	A

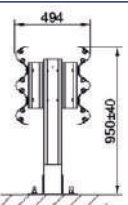
## SINGLE SIDED BRIDGE PROTECTOR

System Name	Technical Drawing	Containment Level	Working Width	ASI
ANTG-H1W1-BW/2.0		H1	W1	B
TR H1-W2 BW		H1	W2	A

## SINGLE SIDED BRIDGE PROTECTOR

System Name	Technical Drawing	Containment Level	Working Width	ASI
TR-H2W3-BW		H2	W3	B
ANTG-H2-BW		H2	W4	B
TR-H2W4-BW		H2	W4	B
EDSP/1,33 BW		H2	W7	A
TR-H4B		H4B	W3	B

## DOUBLE SIDED BRIDGE PROTECTOR

System Name	Technical Drawing	Containment Level	Working Width	ASI
TR H2-W2 DS BW		H2	W2	B

## TR-N2W2

Initial Type Test Criteria (ITT)	TB11 & TB32
Containment Level	N2
Working Width (m)	$W \leq 0,80$
Class of Working Width	W2
Acceleration Severity Index (ASI)	A
Post distance (m)	2,67
Type of Beam	A Type & B Type



## ANTG-N2W3-2,66

Initial Type Test Criteria (ITT)	TB11 & TB32
Containment Level	N2
Working Width (m)	$W \leq 1,0$
Class of Working Width	W3
Acceleration Severity Index (ASI)	A
Post distance (m)	2,66
Type of Beam	A Type & B Type



## ESP/2,0



Initial Type Test Criteria (ITT)	TB11 & TB32
Containment Level	N2
Working Width (m)	W≤1,3
Class of Working Width	W4
Acceleration Severity Index (ASI)	A
Post distance (m)	2,00

## ESP/4,0



Initial Type Test Criteria (ITT)	TB11 & TB32
Containment Level	N2
Working Width (m)	W≤1,7
Class of Working Width	W5
Acceleration Severity Index (ASI)	A
Post distance (m)	4,00

## ANTG-H1W3-2,0

Initial Type Test Criteria (ITT)	TB11 & TB42
Containment Level	H1
Working Width (m)	W≤1,0
Class of Working Width	W3
Acceleration Severity Index (ASI)	A
Post distance (m)	2,00
Type of Beam	A Type & B Type



## ANTG-H1W3-2,66

Initial Type Test Criteria (ITT)	TB11 & TB42
Containment Level	H1
Working Width (m)	W≤1,0
Class of Working Width	W3
Acceleration Severity Index (ASI)	A
Post distance (m)	2,66
Type of Beam	A Type & B Type



## TR-H1W3



Initial Type Test Criteria (ITT)	TB11 & TB42
Containment Level	H1
Working Width (m)	$W \leq 1,0$
Class of Working Width	W3
Acceleration Severity Index (ASI)	A
Post distance (m)	2,67
Type of Beam	A Type & B Type

## ANTG-H1-2.0



Initial Type Test Criteria (ITT)	TB11 & TB42
Containment Level	H1
Working Width (m)	$W \leq 1,3$
Class of Working Width	W4
Acceleration Severity Index (ASI)	A
Post distance (m)	2,00
Type of Beam	A Type & B Type

# ANTG-H1W4-2,66

Initial Type Test Criteria (ITT)	TB11 & TB42
Containment Level	H1
Working Width (m)	$W \leq 1,3$
Class of Working Width	W4
Acceleration Severity Index (ASI)	A
Post distance (m)	2,66
Type of Beam	A Type & B Type



# EDSP/1,33

Initial Type Test Criteria (ITT)	TB11 & TB42
Containment Level	H1
Working Width (m)	$W \leq 1,3$
Class of Working Width	W4
Acceleration Severity Index (ASI)	A
Post distance (m)	1,33



## EDSP/2,00



Initial Type Test Criteria (ITT)	TB11 & TB42
Containment Level	H1
Working Width (m)	$W \leq 1,7$
Class of Working Width	W5
Acceleration Severity Index (ASI)	A
Post distance (m)	2,00

## ANTG-L1W3-2,66



Initial Type Test Criteria (ITT)	TB11, TB32 and TB42
Containment Level	L1
Working Width (m)	$W \leq 1,0$
Class of Working Width	W3
Acceleration Severity Index (ASI)	A
Post distance (m)	2,66
Type of Beam	A Type & B Type



## H2W3 A

Initial Type Test Criteria (ITT)	TB11 & TB51
Containment Level	H2
Working Width (m)	W $\leq$ 1,0
Class of Working Width	W3
Acceleration Severity Index (ASI)	B
Post distance (m)	2,00



## TR-H2W3

Initial Type Test Criteria (ITT)	TB11 & TB51
Containment Level	H2
Working Width (m)	W $\leq$ 1,0
Class of Working Width	W3
Acceleration Severity Index (ASI)	A
Post distance (m)	2,25

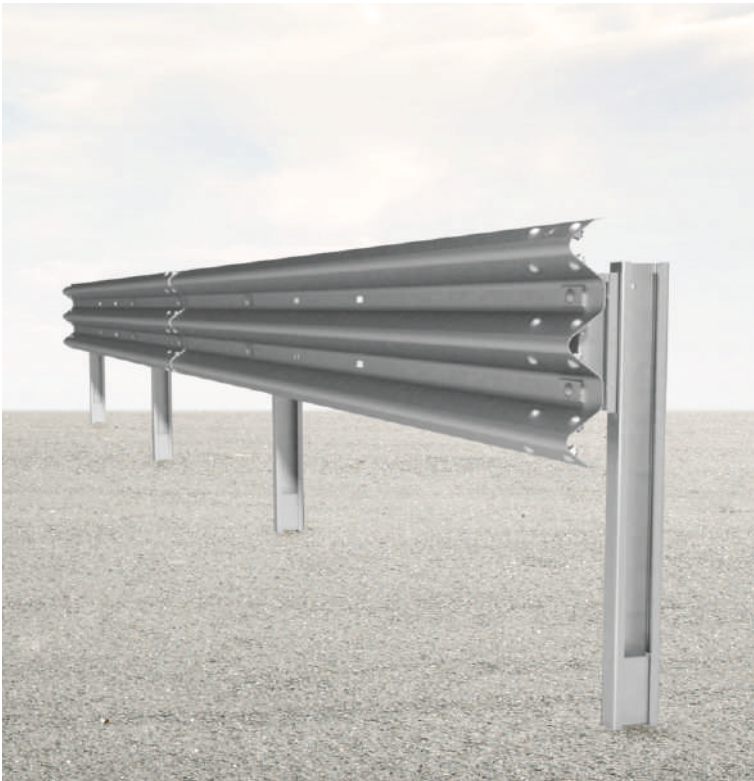


# Smart Rail 1,33 Plus



Initial Type Test Criteria (ITT)	TB11 & TB51
Containment Level	H2
Working Width (m)	W $\leq$ 1,3
Class of Working Width	W4
Acceleration Severity Index (ASI)	A
Post distance (m)	1,33

# TR-H2W4



Initial Type Test Criteria (ITT)	TB11 & TB51
Containment Level	H2
Working Width (m)	W $\leq$ 1,3
Class of Working Width	W4
Acceleration Severity Index (ASI)	A
Post distance (m)	3,00

## TR-H4B

Initial Type Test Criteria (ITT)	TB11 & TB81
Containment Level	H4B
Working Width (m)	$W \leq 1,3$
Class of Working Width	W4
Acceleration Severity Index (ASI)	B
Post distance (m)	1,33

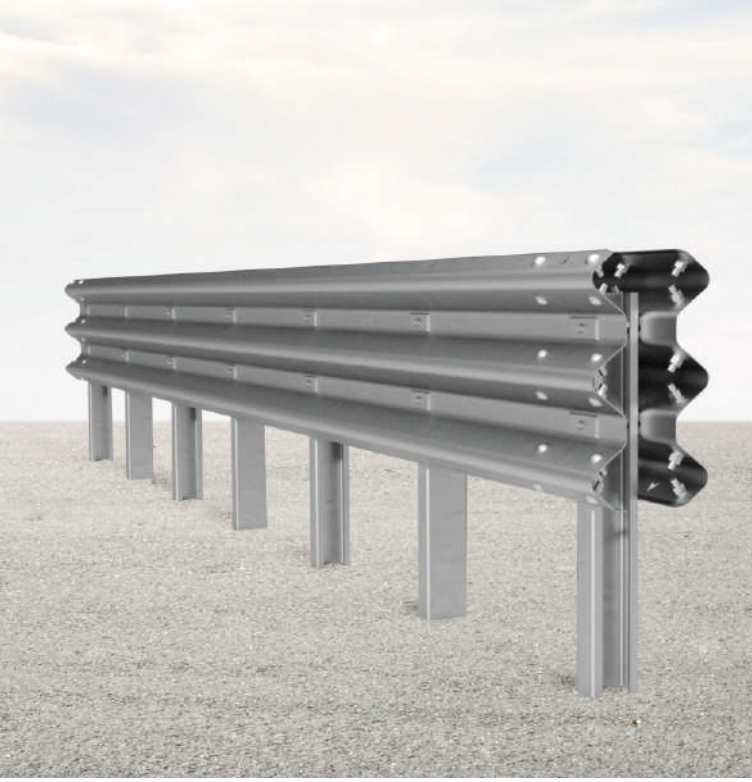


## DDSP/4,00

Initial Type Test Criteria (ITT)	TB11 & TB42
Containment Level	H1
Working Width (m)	$W \leq 2,1$
Class of Working Width	W6
Acceleration Severity Index (ASI)	A
Post distance (m)	4,00
Type of Beam	A Type & B Type

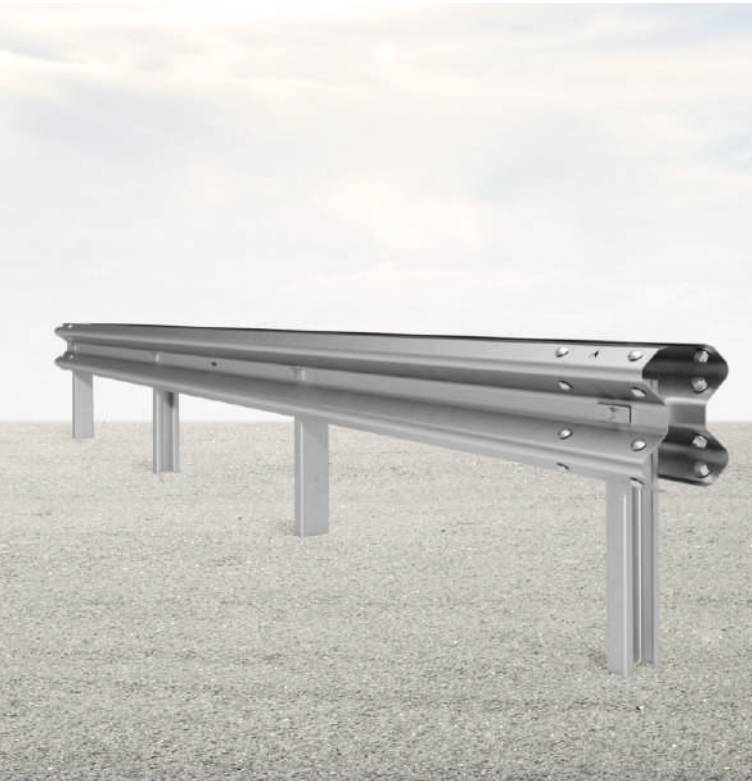


## TR-H2W2 DS



Initial Type Test Criteria (ITT)	TB11 & TB51
Containment Level	H2
Working Width (m)	$W \leq 0,80$
Class of Working Width	W2
Acceleration Severity Index (ASI)	B
Post distance (m)	0,75

## TR-H2W3-DS



Initial Type Test Criteria (ITT)	TB11 & TB51
Containment Level	H2
Working Width (m)	$W \leq 1,00$
Class of Working Width	W3
Acceleration Severity Index (ASI)	B
Post distance (m)	1,50

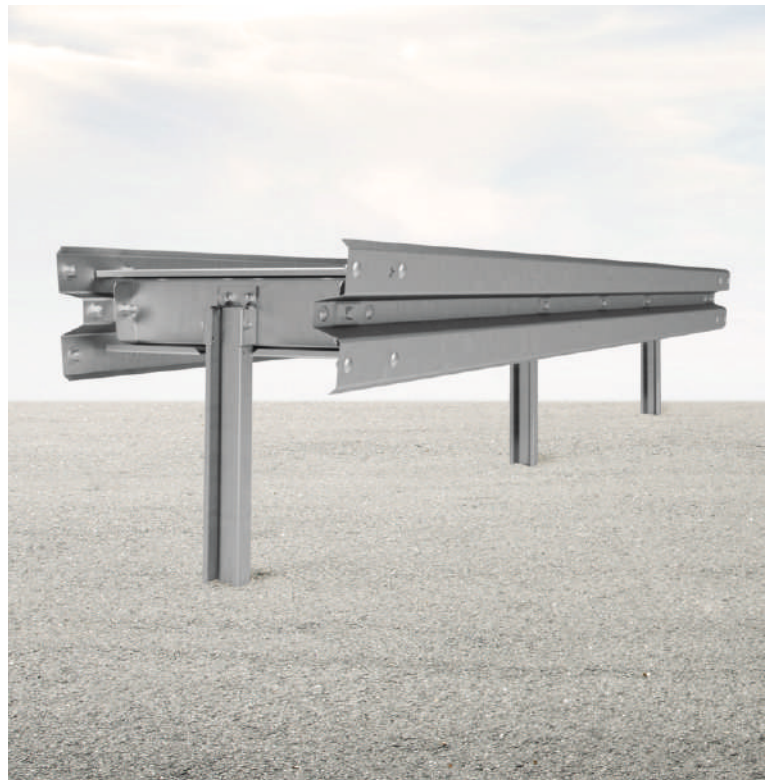
## TR-H2W4 DS

Initial Type Test Criteria (ITT)	TB11 & TB51
Containment Level	H2
Working Width (m)	$W \leq 1,3$
Class of Working Width	W4
Acceleration Severity Index (ASI)	A
Post distance (m)	2,25



## DDSP/2,00++

Initial Type Test Criteria (ITT)	TB11 & TB51
Containment Level	H2
Working Width (m)	$W \leq 2,1$
Class of Working Width	W6
Acceleration Severity Index (ASI)	A
Post distance (m)	2,00
Type of Beam	A Type & B Type



# ANTG-H1W1-BW/2.0



Initial Type Test Criteria (ITT)	TB11 & TB42
Containment Level	H1
Working Width (m)	W≤0,6
Class of Working Width	W1
Acceleration Severity Index (ASI)	B
Post distance (m)	2,00
Type of Beam	A Type & B Type

# TR H1-W2 BW



Initial Type Test Criteria (ITT)	TB11 & TB42
Containment Level	H1
Working Width (m)	W≤0,80
Class of Working Width	W2
Acceleration Severity Index (ASI)	A
Post distance (m)	1,50
Type of Beam	A Type & B Type

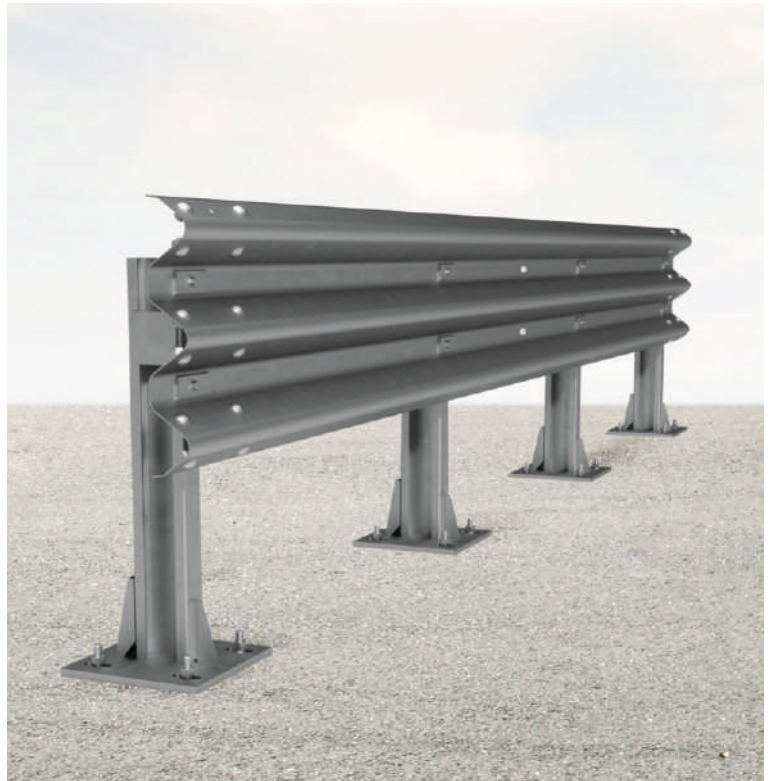
## TR-H2W3-BW

Initial Type Test Criteria (ITT)	TB11 & TB51
Containment Level	H2
Working Width (m)	$W \leq 1,00$
Class of Working Width	W3
Acceleration Severity Index (ASI)	B
Post distance (m)	1.50



## ANTG-H2-BW

Initial Type Test Criteria (ITT)	TB11 & TB51
Containment Level	H2
Working Width (m)	$W \leq 1,3$
Class of Working Width	W4
Acceleration Severity Index (ASI)	B
Post distance (m)	1,33



## TR-H2W4-BW



Initial Type Test Criteria (ITT)	TB11 & TB51
Containment Level	H2
Working Width (m)	W $\leq$ 1,3
Class of Working Width	W4
Acceleration Severity Index (ASI)	B
Post distance (m)	2,25

## EDSP/1,33 BW



Initial Type Test Criteria (ITT)	TB11 & TB51
Containment Level	H2
Working Width (m)	W $\leq$ 2,5
Class of Working Width	W7
Acceleration Severity Index (ASI)	A
Post distance (m)	1,33



## TR-H4B

Initial Type Test Criteria (ITT) TB11 & TB81

Containment Level H4b

Working Width (m)  $W \leq 1,0$

Class of Working Width W3

Acceleration Severity Index (ASI) B

Post distance (m) 1,33



## TR H2-W2 DS BW

Initial Type Test Criteria (ITT) TB11 & TB51

Containment Level H2

Working Width (m)  $W \leq 0,80$

Class of Working Width W2

Acceleration Severity Index (ASI) B

Post distance (m) 1,50



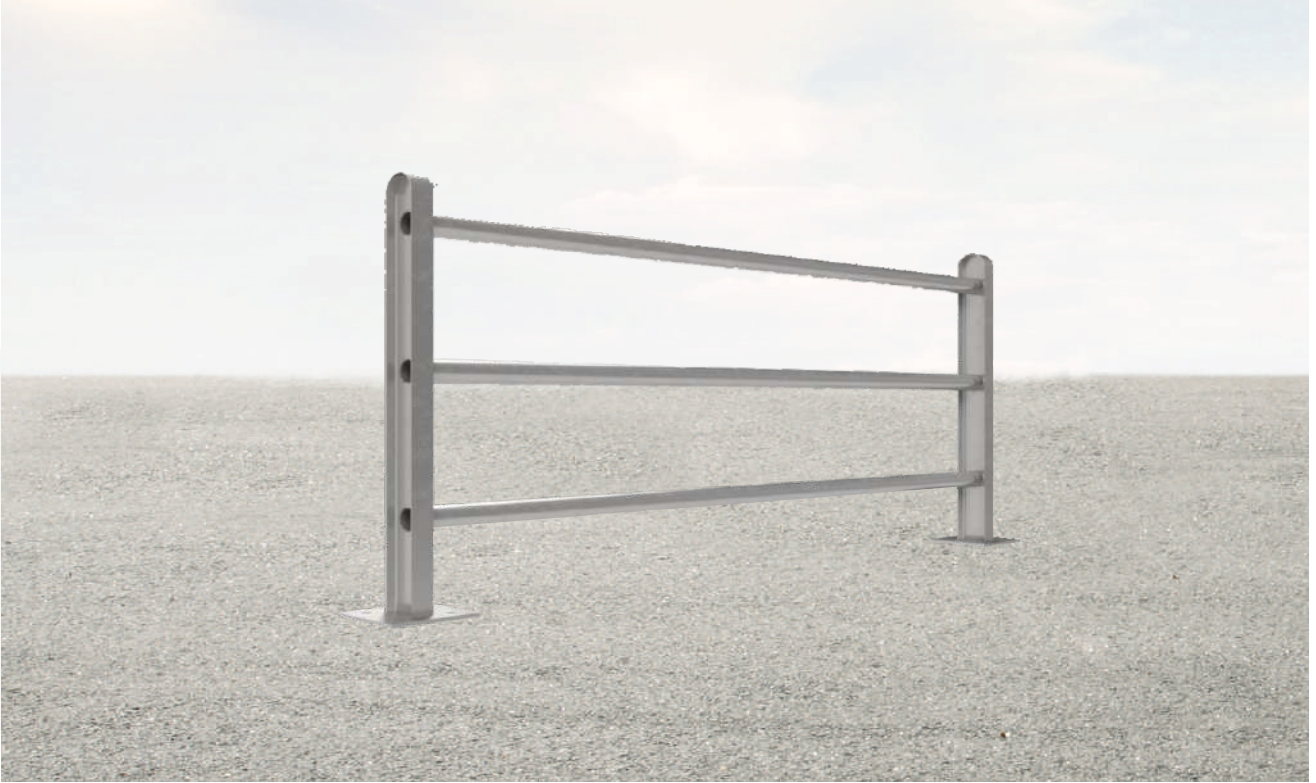
# Pedestrian Guardrail Systems

Pedestrian guardrail systems are systems applied in bridge and pedestrian path areas for the safety of pedestrians and vehicles traveling on highways. The main purpose of pedestrian guardrails is to separate pedestrian areas from the roads. These areas, built to prevent pedestrians from crossing roads instead of bridges, are widely used especially on two-way roads. With this method, the road safety of pedestrians and vehicles is tried to be provided.

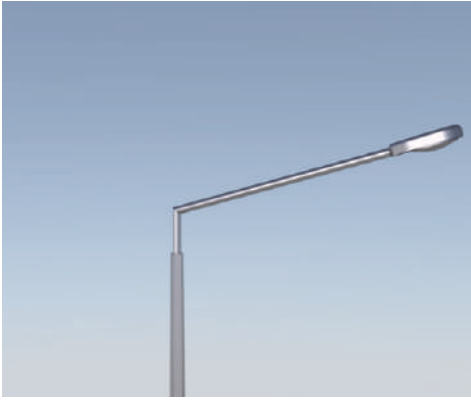
As Antakya Galvaniz, we produce pedestrian guardrail systems in accordance with the general principles of highways, through our understanding of high engineering, correct technology and high-quality production.



# Pedestrian Guardrail Systems



# Lighting Pole





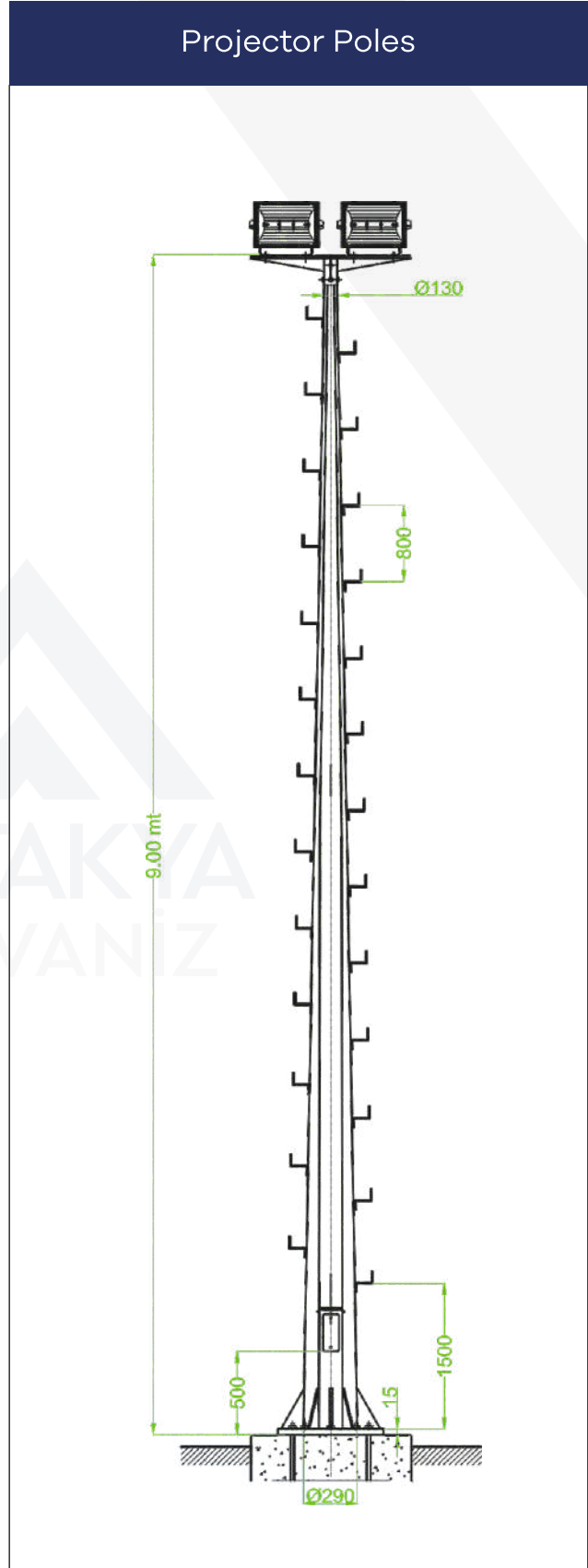
CE

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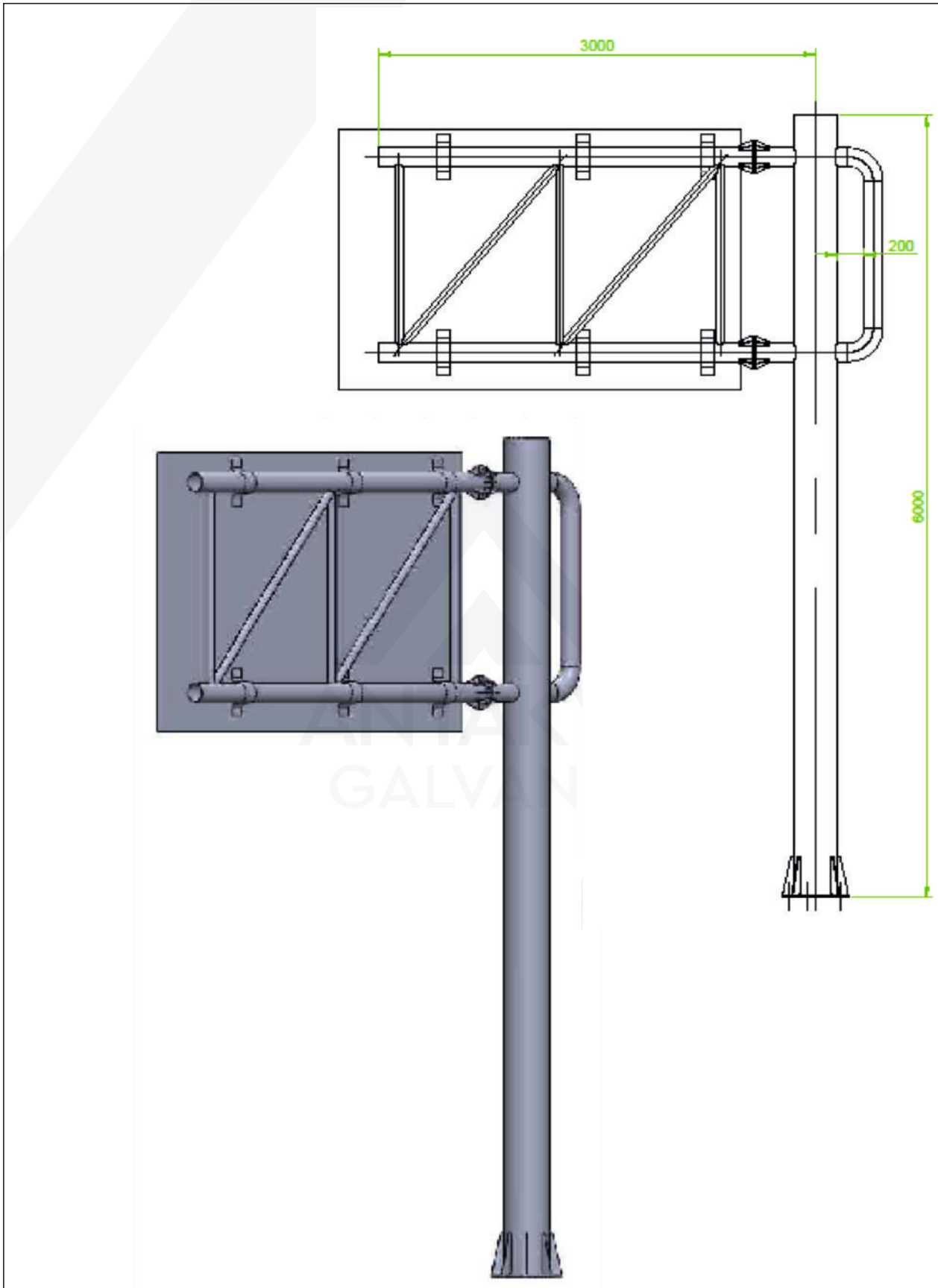
[info@antakyagalvaniz.com](mailto:info@antakyagalvaniz.com)



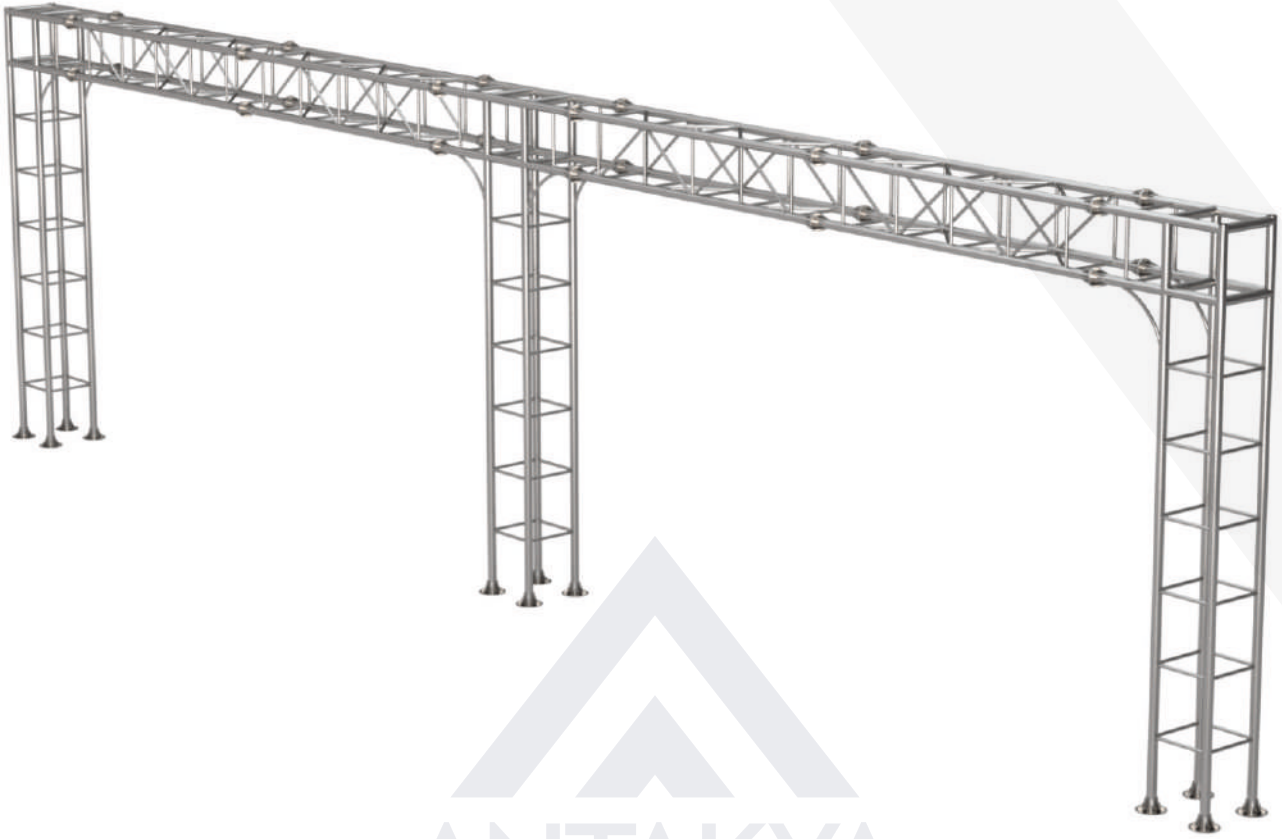
# Projector Poles



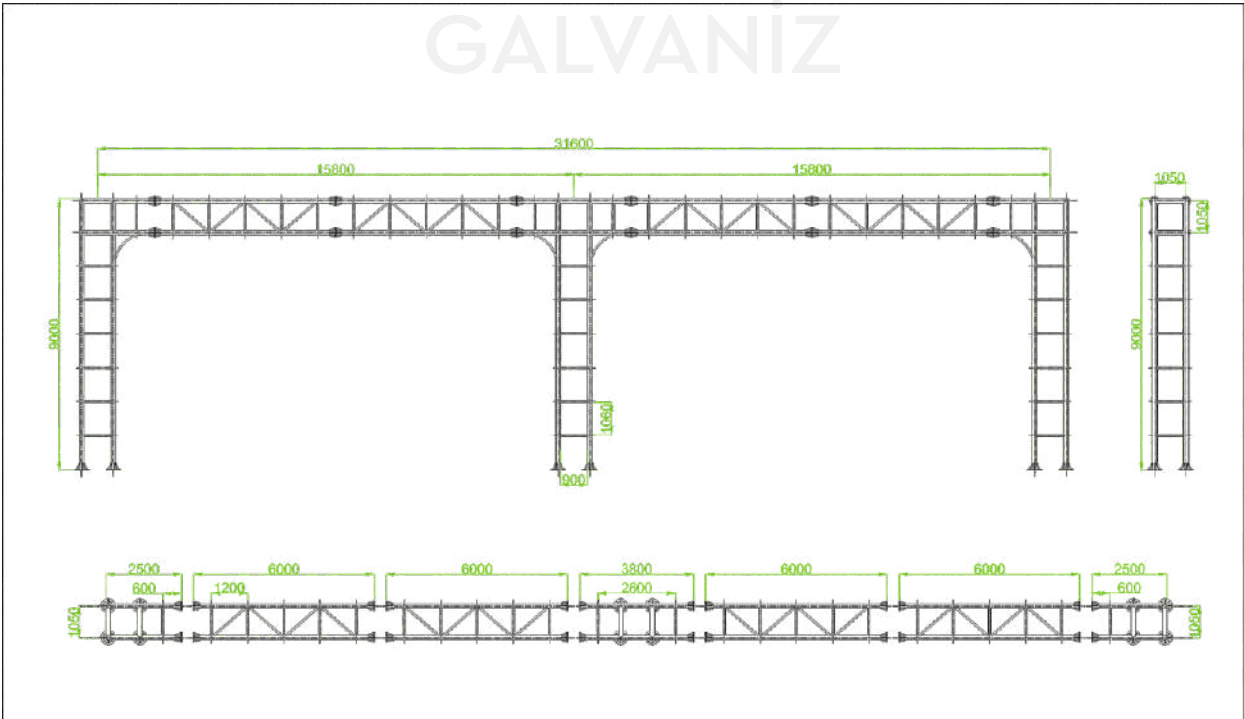
# Road Sign Poles



# Tag Pole

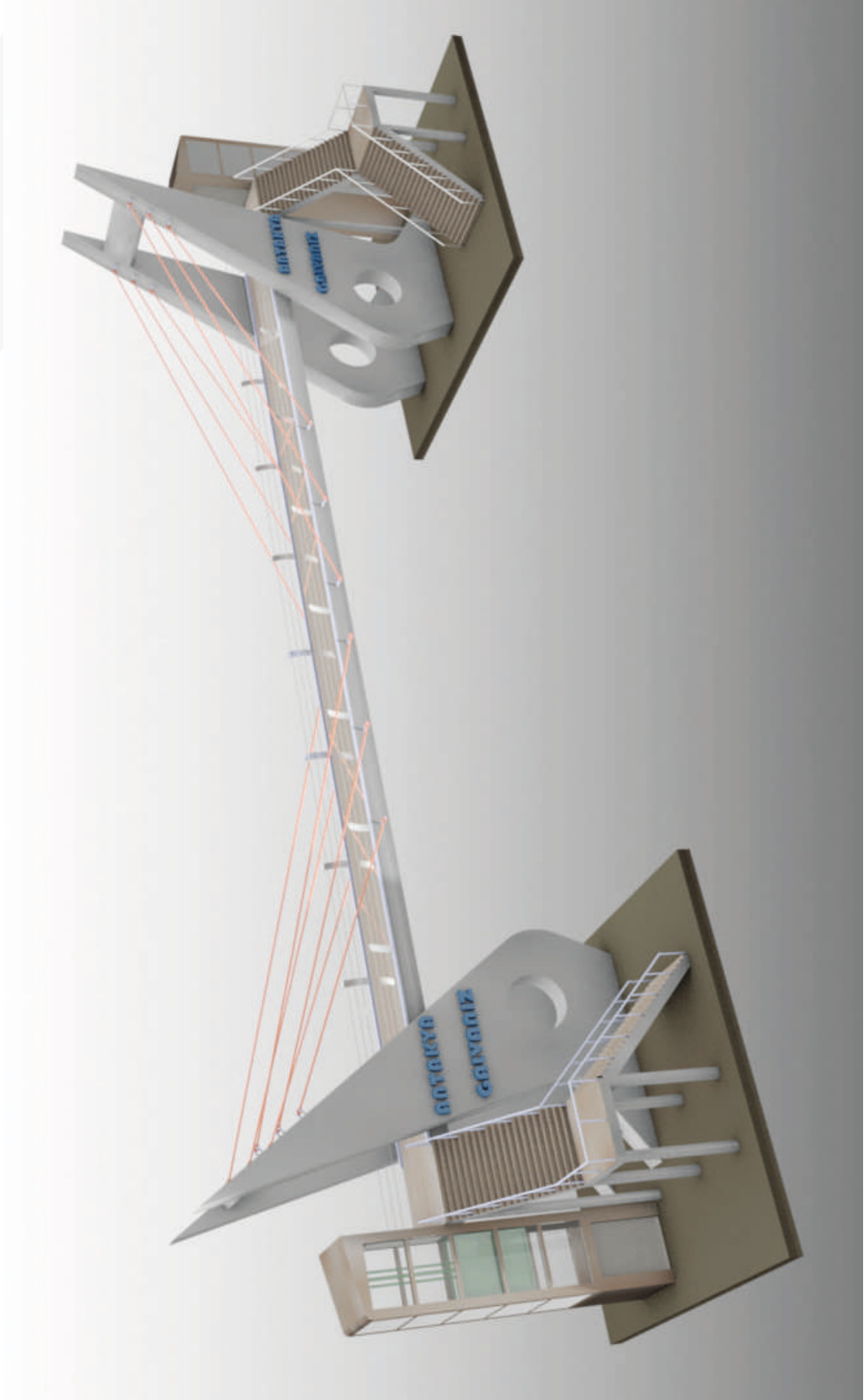


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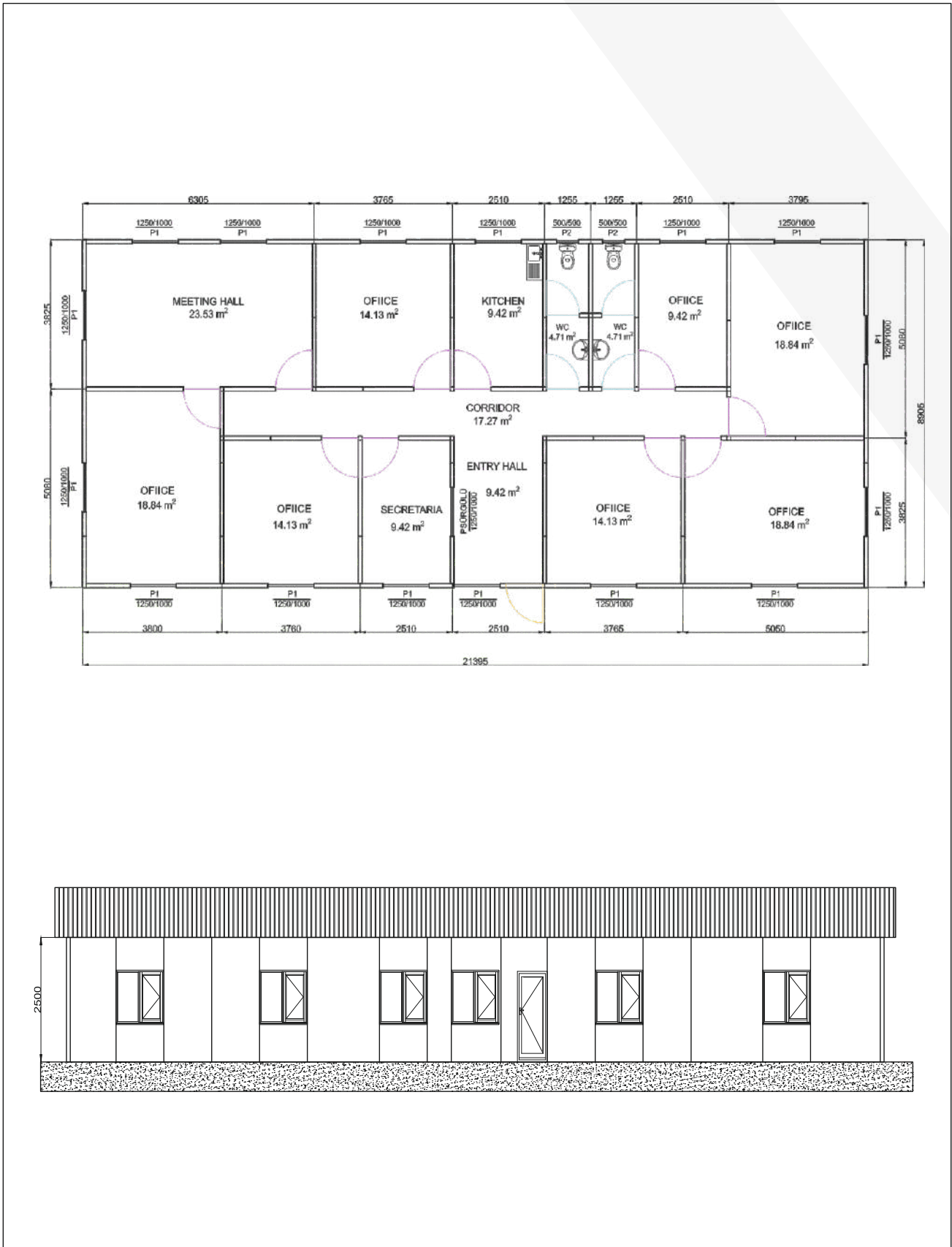




# Pedestrian Overpass



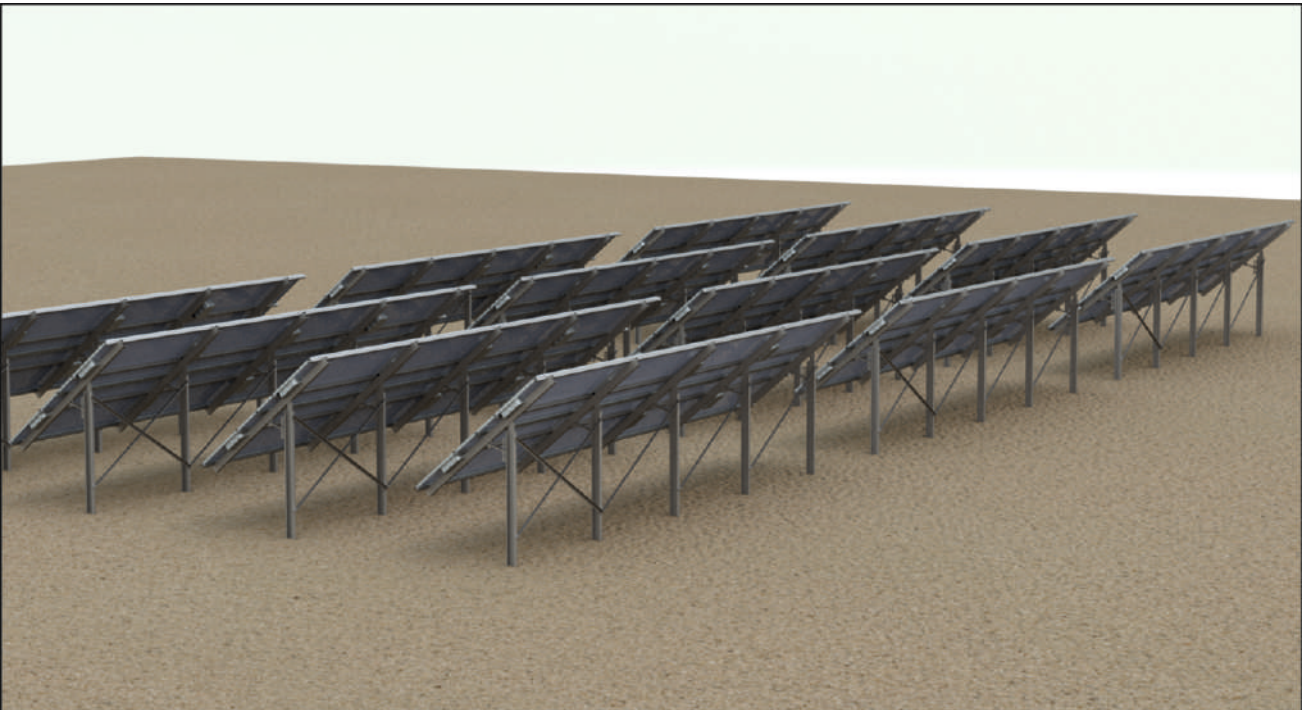
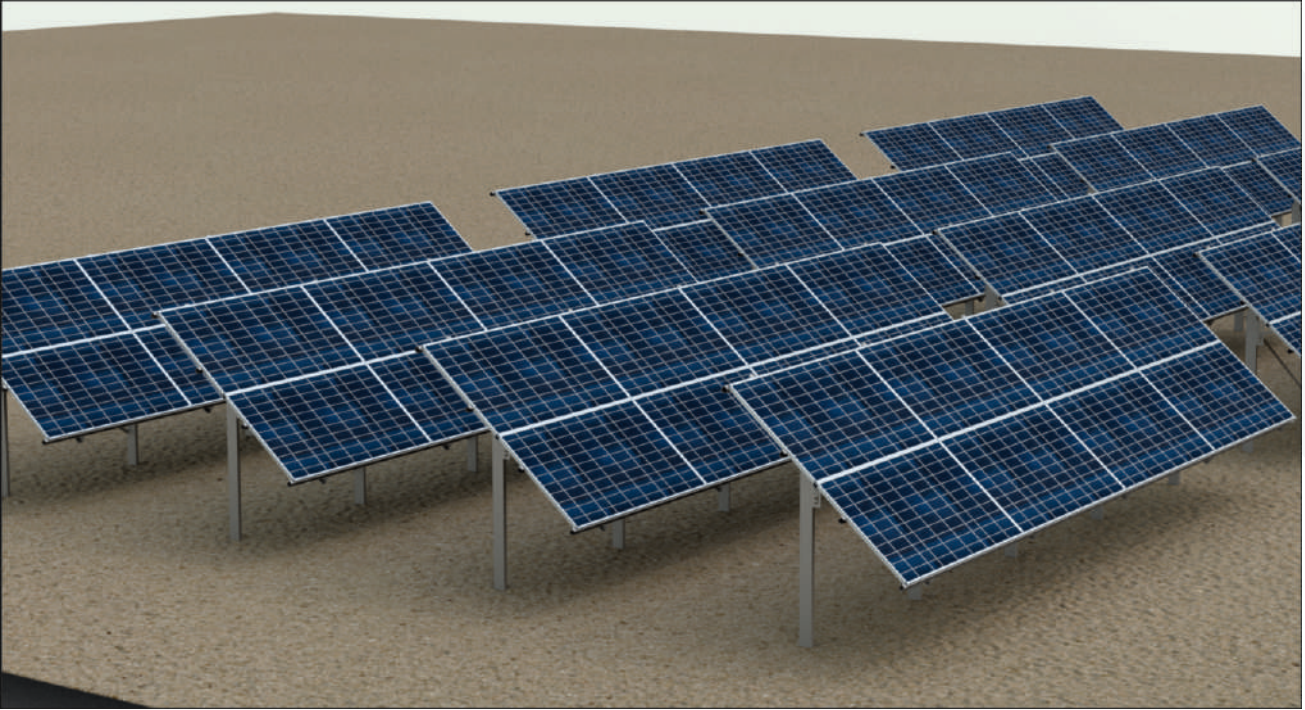
# Prefabricated Buildings





# Solar Power Plant

Renewable Energy Source, Applicable Everywhere,  
Provides Energy Security, Decrease the Carbon Footprint.  
A solar power plant is based on the conversion of sunlight  
into electricity, either directly using photovoltaics (PV),  
or indirectly using concentrated solar power (CSP).



For a better life  
within safer  
boundaries.





Quality first...

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