


# Safety Barrier System Acceptance Conditions

## DEFENDER BARRIER 100 HC Steel Safety Barrier - Temporary

	<b>Distributor</b>		Safe Barrier Pty Ltd
	<b>Date Issued</b>		8 June 2018
<b>Status</b>	<p><b>Accepted</b> – May be used on the classified road network.</p> <p>These acceptance conditions should be read in conjunction with the Product Manual and Roads and Maritime Specification R132 – Safety Barrier Systems.</p> <p>These acceptance conditions take precedence over any instructions in the Product Manual.</p> <p>Roads and Maritime Services may withdraw or modify this acceptance at any time without notice. Users should refer to the Roads and Maritime Services website to ensure they have the latest version of the conditions related to this product.</p>		
<b>Product accepted</b>	<p><b><i>Accepted for temporary installations only</i></b></p> <p>DEFENDER Barrier 100 HC Steel Safety Barrier – Temporary</p>		
<b>Variants NOT accepted</b>	<ul style="list-style-type: none"> <li>• Variants that are not on the list above are not accepted.</li> <li>• Variants accepted in other jurisdictions, but not accepted in the local jurisdiction, are NOT permitted.</li> </ul>		
<b>Speed limit (km/h)</b>	100 km/h		
<b>Tested containment</b>	MASH Test Level 4 (10,000 kg at 100 km/h and 25°)		
<b>Accepted dynamic deflection</b>	100 km/h	2.47 metres	
	<p>Note: the accepted deflections are those measured in crash tests performed under controlled conditions. Crash tests represent an approximation of what is likely to be seen in the field. The use of interpolated/extrapolated deflection values is not accepted.</p>		
<b>Accepted working width</b>	All speeds	3.31 metres	
	<p>Working width is the distance between the traffic face of the road safety barrier system before the impact and the maximum lateral position of any major part of the system or vehicle during and after the impact.</p> <p>Note: the accepted working widths are those measured in crash tests performed under controlled conditions. Crash tests represent an approximation of what is likely to be seen in the field. . The use of interpolated/extrapolated values is not accepted.</p>		
<b>Point of need</b>	<ul style="list-style-type: none"> <li>• Leading Point of Need is 7.8 metres downstream of the approach end of the barrier.</li> <li>• Trailing Point of Need is 7.8 metres upstream of the departure end of the barrier.</li> </ul>		

<b>Minimum length of barrier between terminals</b>	97.5 metres This is the tested article length.	
<b>System conditions</b>	<ol style="list-style-type: none"> <li>Flaring across the clear zone without a terminal listed below is NOT permitted.</li> <li>Installation on top of a kerb is not recommended, however if installed on top of a kerb, all system components must be free to operate.</li> </ol>	
<b>Approved terminals and connections</b> <i>[A terminal must be fitted to both ends of the barrier]</i>	W-Beam guardrail	Not Permitted
	Thrie-Beam guardrail	Not Permitted
	Type F Concrete Safety Barrier	Not Permitted
	Proprietary products	<ol style="list-style-type: none"> <li>UNIVERSAL TAU-II Steel Rail Crash Cushion <ul style="list-style-type: none"> <li>Refer to UNIVERSAL TAU-II Steel Rail Crash Cushion acceptance document for conditions of use.</li> <li>The TAU-II to Defender Barrier 100 LDS transition must be used to connect the terminal to the barrier.</li> <li>Not permitted as a terminal on a flare.</li> <li>Transition must be pinned in accordance with the installation manual.</li> </ul> </li> </ol>
<b>Gore area use</b>	Permitted	
<b>Pedestrian area use</b>	Permitted – consider potential for snagging and deflection	
<b>Cycleway use</b>	Permitted – consider potential for snagging and deflection	
<b>Median use</b>	Permitted	
<b>Slope limit</b>	Side slope limit: 10 Horizontal to 1 Vertical (10%)	
<b>Foundation pavement conditions</b>	Concrete	Not Permitted
	Deep lift Asphaltic Concrete	Not Permitted
	Asphaltic concrete over granular pavement	Permitted
	Flush seal over granular pavement	Not Permitted
	Unsealed compacted formation	Not Permitted
	Natural surface	Not Permitted
	Foundation pavement conditions must be smooth and free of snag points, kerbs or obstructions that may interfere with the operation of the product.	
<b>Attachments and screens</b>	<p>In accordance with the requirements of Australian/New Zealand Standard AS/NZS 3845, road furniture such as headlight screens, signs, lighting posts and fences for pedestrians, visual screens, debris screens, platforms for workers and other non-product hardware <b><u>must not be attached</u></b> to the product.</p> <p>Screens may be placed adjacent to the side of the product not exposed to traffic. The distance between the screen and the product shall be determined by a site specific risk assessment that considers the deflection distance.</p> <p>Screens must not have horizontal members that present a risk of impaling errant vehicles that impact the product.</p>	
	Acceptance of this product does not place any obligation on Roads and Maritime Services, or its contractors, to purchase or use the product.	