EZY-GUARD HIGH CONTAINMENT Steel Rail Safety Barrier

<table>
<tr><td>  </td><td>  </td><td>Distributor</td><td>Ingal Civil Products</td></tr>
<tr><td colspan="2"></td><td>Date Issued</td><td>June 2017</td></tr>
<tr><td>Status</td><td colspan="3">Accepted – May be used on the classified road network.

These acceptance conditions should be read in conjunction with the Product Manual and Roads and Maritime Specification R132 – Safety Barrier Systems.

These acceptance conditions take precedence over any instructions in the Product Manual.

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.</td></tr>
<tr><td>Product accepted</td><td colspan="3">EZY-GUARD HIGH CONTAINMENT Steel Rail Safety Barrier - Permanent.

<u>Variants</u>
• Standard installation.
• Back to back installation.</td></tr>
<tr><td>Variants NOT accepted</td><td colspan="3">• Variants that are not on the list above are not accepted.
• Variants accepted in other jurisdictions, but not accepted in the local jurisdiction, are NOT permitted.</td></tr>
<tr><td>Speed limit (km/h)</td><td colspan="3">110 km/h</td></tr>
<tr><td>Tested containment</td><td colspan="3">MASH Test Level 3 (2,270 kg at 100 km/h and 25°)
MASH Test Level 4 (10,000 kg at 90 km/h and 15°)</td></tr>
<tr><td rowspan="2">Accepted dynamic deflection</td><td>All speeds</td><td colspan="2">1.16 metres (MASH Test Level 3)</td></tr>
<tr><td colspan="3">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.</td></tr>
<tr><td rowspan="2">Accepted working width</td><td>All speeds</td><td colspan="2">2.46 metres (MASH Test Level 4)</td></tr>
<tr><td colspan="3">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.

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.</td></tr>
</table>

Point of need	Interface between the barrier and the terminal. Leading Point of Need is 43.8m downstream of the approach end of the barrier. Trailing Point of Need is 43.8m upstream of the departure end of the barrier.	
Minimum length of barrier between terminals	55.8 metres This is the tested article length.	
System conditions	1. Flaring across the clear zone without a terminal listed below is NOT permitted. 2. 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.	
Approved terminals and connections *[A terminal must be fitted to both ends of the barrier]*	W-Beam guardrail	Permitted
	Thrie-Beam guardrail	Not Permitted
	Type F Concrete Safety Barrier	Not Permitted
	Proprietary Products	1. TREND-350 STEEL RAIL TERMINAL • See TREND 350 Steel Rail Terminal – Permanent acceptance document for conditions of use. 2. ET2000 STEEL RAIL TERMINAL • See ET 2000 Steel Rail Terminal – Permanent acceptance document for conditions of use.
Gore area use	Refer to appropriate approved terminal conditions	
Pedestrian area use	Permitted – consider potential for snagging and deflection.	
Cycleway use	Permitted – consider potential for snagging and deflection	
Median use	Permitted	
Slope limit	Slope limit Side slope limit: 10 Horizontal to 1 Vertical (10%)	
Foundation pavement conditions	Concrete	Permitted
	Deep lift Asphaltic Concrete	Permitted
	Asphaltic concrete over granular pavement	Permitted
	Flush seal over granular pavement	Permitted
	Unsealed compacted formation	Permitted
	Natural surface	Permitted
	Foundation pavement conditions must be smooth and free of snag points, kerbs or obstructions that may interfere with the operation of the product.	
Attachments and screens	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 **must not be attached** to the product. 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. Screens must not have horizontal members that present a risk of impaling errant vehicles that impact the product.	
	Acceptance of this product does not place any obligation on Roads and Maritime Services, or its contractors, to purchase or use the product.	