


Safety Barrier Technical Conditions for Use

HV2 Steel and Concrete Longitudinal Barrier - Temporary

	Issue Date: 3 October 2019	Supplier: Saferoads Pty Ltd
	<p>These conditions take precedence over any instructions in the Product Manual.</p> <p>This document is a summary of the Austroads Safety Barrier Assessment Panel's assessment of the technical performance of the product against AS/NZS 3845 Parts 1 or 2 only. It does not consider procurement practices by individual Road Agencies.</p> <p>The Austroads Safety Assessment Panel may at any time, withdraw or modify this Technical Conditions for Use without notice.</p> <p>These acceptance conditions should be read in conjunction with the Product Manual and Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers.</p> <p>Acceptance of this product does not place any obligation on the Northern Territory Government or its contractors, to purchase or use the product.</p>	

Status	Accepted – may be used on the classified road network
Product accepted	HV2 Safety Barrier <u>Variants</u> <ul style="list-style-type: none"> Nil Variants that are NOT listed above are NOT recommended for acceptance.
Accepted speed (km/h)	100 km/h
Product manual reviewed	Australian Version 1.5 – September 2019
Product manual	https://www.saferoads.com.au/hv2-barrier

Test Outcomes

Containment level	Point of redirection (m)		Tested article length (m)	Anchor/post spacing (m)	Dynamic deflection (m)	Working width (m)	Notes
	Leading	Trailing					
MASH TL3	22.5	22.5	98.6	N/A	1.47	1.84	Only freestanding configuration crash tested, see design guidance
MASH TL4	138	138	278		2.37	3.74	

Approved Connections

Crash Cushions or Terminals must be fitted to both ends of a barrier	
Public Domain Products	
W-Beam Guardrail	Not Permitted
Thrie-Beam Guardrail	Not Permitted
Concrete	Not Permitted

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Proprietary Products	
QuadGuard Crash Cushion	<ul style="list-style-type: none"> Refer to QuadGuard Crash Cushion acceptance document for conditions of use. The HV2 Transition Section with 460mm M20 threaded rod, chemically anchored (refer to HV2 Transition Section drawing) must be used to connect the crash cushion to the barrier. Leading and trailing points of redirection are considered to be 0 for MASH TL3 only. Not permitted as a terminal on a flare.
SLED Plastic Water Filled End Terminal	<ul style="list-style-type: none"> Refer to SLED Plastic Water Filled Terminal acceptance document for conditions of use. Permitted as a terminal on a flare. The installation is restricted to a speed limit of 80km/h or less.

Design Guidance

This product must be installed and maintained in accordance with the Product Manual and Road Agency specifications. Road Agency specifications and standards shall have precedence.	
Minimum installation length	MASH TL3 – 98.6 metres between end treatments (test article length) MASH TL4 - 278 metres between end treatments (test article length)
System width	0.45 metres
Minimum distance to excavation	Recorded dynamic deflection
Slope limit	Side slope limit: 20 Horizontal to 1 Vertical (5%).
Systems conditions	<ol style="list-style-type: none"> Installations must have a terminal or crash cushion installed at each end. Occupant Impact Values of small vehicle impacts into the HV2 Transition Section may exceed acceptable limits and must be considered. 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. Flaring across the clear zone without a terminal listed below is NOT permitted.
Gore area use	Permitted
Pedestrian area use	Permitted – consider potential for snagging and deflection
Cycleway use	Permitted – consider potential for snagging and deflection
Frequent impact likely	Permitted
Remote location	Permitted
Median use	Permitted

Foundation Pavement Conditions					
Pavement	Use	Accepted Speed (max)	Post/pin spacing (m)	Post/pin type	Pavement construction
Concrete	Permitted	100 km/h			Freestanding product
Deep lift asphaltic concrete					
Asphaltic concrete over granular pavement					
Flush seal over granular pavement	Not Permitted				

Note: Installation in pavement conditions not listed above have not been justified to the Panel's satisfaction.