


# Safety Barrier Technical Conditions for Use

## SAFETY ROLLER Steel Rail Safety Barrier - Permanent

	<b>Issue Date:</b> 31 May 2019	<b>Supplier:</b> KSI Global Australia Pty Ltd
	<p><b>These conditions take precedence over any instructions in the Product Manual.</b></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	<b>Accepted – may be used on the classified road network</b>
Product accepted	SAFETY ROLLER  <u>Variants</u> Nil  Variants that are NOT listed above are NOT recommended for acceptance.
Accepted speed	100 km/h
Product manual reviewed	Version 1.0 – dated 15 May 2013
Product manual	<a href="http://ksiglobal.com.au/safety-roller-crash-barrier/">http://ksiglobal.com.au/safety-roller-crash-barrier/</a>

### Design Requirement

Containment Level	Point of Redirection		Tested Article Length (m)	Anchor/Post Spacing (m)	Dynamic Deflection (m)	Working Width (m)	Notes
	Leading (m)	Trailing (m)					
MASH TL3	4.98 metres from the interface between the terminal and barrier		60	Refer to drawings	0.3	0.67	
MASH TL4	29.2 metres from the interface between the terminal and barrier		60	Refer to drawings	0.3	4.85	

### Approved Connections

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

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Proprietary Products	
ACCEPTED W-BEAM TERMINAL	<ul style="list-style-type: none"> <li>The accepted transition must be used to connect the terminal to the barrier.</li> </ul>

### 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	60 metres between crash cushions/terminals (tested article)
System width (m)	0.37 metres
Minimum distance to excavation	1.85 meters (being 1.5 times the embedment depth of the anchor)
Slope limit	Not specified
Systems conditions	<ol style="list-style-type: none"> <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> <li>Flaring across the clear zone without a terminal listed above is NOT permitted.</li> </ol>
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	Refer to drawings		Minimum AASHTO Standard Soil strength
Deep lift asphaltic concrete					
Asphaltic concrete over granular pavement					
Flush seal over granular pavement					
Unsealed compacted formation					

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