

Safety Barrier Technical Conditions for Use

Verdegro BLADE Truck Mounted Attenuator

	Issue Date: 14 June 2018	Supplier: Innov8 Equipment
	<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	Verdegro BLADE TMA <u>Variants</u> <ul style="list-style-type: none"> • Nil Variants that are NOT listed above are NOT recommended for acceptance.
Product manual reviewed	V4.4.1
Product manual	https://www.innov8equipment.com.au/blade-truck-mounted-attenuator/

System Details

<p>This product must be deployed and maintained in accordance with the Product Manual and Road Agency specifications. Road Agency specifications and standards shall have precedence.</p>		
Containment level	MASH Test Level 3	
Accepted speed (km/h)	100	
Support vehicle mass including ballast	Minimum (kg)	7262
	Maximum (kg)	10033
Roll ahead distance (m)	7.62	
TMA dimensions and weight	Length (mm)	5913
	Width (mm)	2338
	Height (mm)	768
	Weight (kg)	1100
TMA road clearance (mm)	280-330	
Systems conditions	<ol style="list-style-type: none"> 1. Support vehicle must be compliant with local vehicle legislation. 2. TMA mount must be structurally certified. 3. Support vehicle should not have secondary braking restraint (chocked). 4. TMA must be inspected prior to each deployment to ensure no damage to outer casing and support. 5. Support vehicle must be deployed in second gear with handbrake engaged. 	