Safety Barrier Technical Conditions for Use

MAX-TENSION Guardrail Terminal

<table>
<thead>
<tr>
<th>Issue Date:</th>
<th>31 May 2019</th>
<th>Supplier:</th>
<th>Australian Construction Products</th>
</tr>
</thead>
</table>

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

The Austroads Safety Assessment Panel may at any time, withdraw or modify this Technical Conditions for Use without notice.

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.

Acceptance of this product does not place any obligation on the Northern Territory Government or its contractors, to purchase or use the product.

Status

Accepted – may be used on the classified road network

Product accepted

Max-Tension Guardrail Terminal

Variants

Nil

Variants that are NOT listed above are NOT recommended for acceptance.

Accepted speed

100 km/h

Product manual reviewed

Dated January 2019

Product manual


Design Requirements

<table>
<thead>
<tr>
<th>Containment Level</th>
<th>Point of Redirection</th>
<th>Tested Article Length (m)</th>
<th>Anchor/Post Spacing (m)</th>
<th>Dynamic Deflection (m)</th>
<th>Working Width (m)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>MASH TL3</td>
<td>2.86 from post 1</td>
<td>7.60 from post 1</td>
<td>47.3</td>
<td>Refer manual</td>
<td>n/a</td>
<td>n/a Gating terminal clear run out area required</td>
</tr>
<tr>
<td>MASH TL2</td>
<td>At post 1</td>
<td>3.80 from post 1</td>
<td>39.6</td>
<td>Refer manual</td>
<td>n/a</td>
<td>n/a Gating terminal clear run out area required</td>
</tr>
</tbody>
</table>

Approved Connections

Crash Cushions or Terminals must be fitted to both ends of a barrier

<table>
<thead>
<tr>
<th>Public Domain Products</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>W-Beam Guardrail</td>
<td>Permitted</td>
</tr>
<tr>
<td>Thrie-Beam Guardrail</td>
<td>Not Permitted</td>
</tr>
<tr>
<td>Concrete</td>
<td>Not Permitted</td>
</tr>
</tbody>
</table>

For more information visit: www.dipl.nt.gov.au
Proprietary Products

Refer to safety barrier Technical Conditions for Use for accepted proprietary connections.

**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.

### System length
- **TL2** – 9.12 metres
- **TL3** – 16.77 metres

### System width (m)
- 0.44 metres

### Minimum distance to excavation
- N/A

### Slope limit
- Side slope limit: Vertical (7%).

### Systems conditions
1. 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.

### Gore area use
- Not 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 – single sided installation only where rear impact is not possible

### Foundation Pavement Conditions

<table>
<thead>
<tr>
<th>Pavement</th>
<th>Use</th>
<th>Accepted Speed (max)</th>
<th>Post/Pin Spacing (m)</th>
<th>Post/Pin Type</th>
<th>Pavement Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deep lift asphaltic concrete</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Not Permitted</td>
</tr>
<tr>
<td>Asphalitic concrete over granular pavement</td>
<td>Permitted</td>
<td>100 km/h</td>
<td>Refer manual</td>
<td>Minimum AASHTO standard soil strength</td>
<td></td>
</tr>
<tr>
<td>Flush seal over granular pavement</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unsealed compacted formation</td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

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