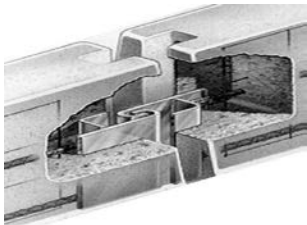


J-J HOOKS Concrete Safety Barrier

		Distributor	Australian Road Barriers Pty Ltd
		Date Issued	September 2017
Status	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.		
Product accepted	Accepted for temporary installations only • 3.66 metre J-J HOOKS Concrete Safety Barrier • 6.0 metre J-J HOOKS Concrete Safety Barrier		
Variants NOT accepted	• 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.		
Speed limit (km/h)	80 km/h (70 km/h if used with ABSORB 350 Plastic Terminal)		
Tested containment	NCHRP 350 Test Level 3 (2,000 kg at 100 km/h and 25°)		
Accepted dynamic deflection	All speeds	1.1 metres	
	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.		
Accepted working width	All speeds	Not specified. Refer to <i>Austrroads Guide to Road Design Part 6: Section 6.3.16</i> for guidance	
	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.		
Point of need	Point of Need is the interface between the terminal and the barrier.		
Minimum length of barrier between terminals	20 metres (QUADGUARD CZ) 60 metres (ABSORB 350 Plastic Terminal)		

System conditions	1. Installation without a terminal listed below is NOT permitted. 2. Flaring across the clear zone without a terminal listed below is NOT permitted. 3. 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 <i>[A terminal must be fitted to both ends of the barrier]</i>	W-Beam guardrail	Not permitted
	Thrie-Beam guardrail	Not permitted
	Type F Concrete Safety Barrier	Not permitted
	Proprietary Products	• QUADGUARD CZ • Permitted for use with J-J HOOKS Concrete Safety Barrier. • May only be installed where reverse impacts are highly improbable and a risk assessment has been completed and steps undertaken to mitigate any risks identified. • Terminal must be anchored by pins in accordance with the installation instructions in the Product Manual. • The J-J HOOKS Concrete Safety Barrier adjacent to the Quadguard CZ must be anchored to the pavement as required by the Product Manual. • An accepted transition must be used to connect the terminal to the barrier. • A terminal must be fitted to both ends of the barrier. • Permitted as a terminal on a flare. • See QUADGUARD CZ acceptance document for conditions of use. • ABSORB 350 PLASTIC TERMINAL - TEMPORARY • Permitted for use with J-J HOOKS Concrete Safety Barrier. • The J-J HOOKS Concrete Safety Barrier adjacent to the ABSORB 350 Plastic Terminal must be anchored to the pavement as required by the Product Manual. • An accepted transition must be used to connect the terminal to the barrier. • A terminal must be fitted to both ends of the barrier. • Not permitted as a terminal on a flare. • The installation is restricted to a Speed Limit of 70 km/h or less. • See ABSORB 350 Plastic Terminal acceptance document for conditions of use. 3. UNIVERSAL TAU-II Steel Rail Crash Cushion • Permitted for use with J-J HOOKS

		Concrete Safety Barrier. • May only be installed where reverse impacts are highly improbable and a risk assessment has been completed and steps undertaken to mitigate any risks identified. • The J-J HOOKS Concrete Safety Barrier adjacent to the UNIVERSAL TAU-II Steel Rail Crash Cushion must be anchored to the pavement as required by the Product Manual. • An accepted transition must be used to connect the terminal to the barrier. • A terminal must be fitted to both ends of the barrier. • Not permitted as a terminal on a flare. • See UNIVERSAL TAU-II Steel Rail Crash Cushion acceptance document for conditions of use.
Gore area use	Permitted – consider speed and deflection limitations	
Pedestrian area use	Permitted – consider potential for snagging and deflection	
Cycleway use	Permitted – consider potential for snagging and deflection	
Median use	Permitted	
Slope limit	Side slope limit: 17 Horizontal to 1 Vertical (6%) Longitudinal slope limit: Not specified.	

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	Not 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 <u>must not be attached</u> 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.	