

Safety Barrier System Acceptance Conditions

JJ Hooks Safety Barrier - Temporary

	Issue Date: 21 April 2020	Supplier: Australian Road Barriers Pty Ltd These conditions take precedence over any instructions in the Product Manual. These acceptance conditions should be read in conjunction with the Product Manual and Roads and Maritime Specification R132 – Safety Barrier Systems and Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers. 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. Acceptance of this product does not place any obligation on Roads and Maritime Services, or its contractors, to purchase or use the product.
--	----------------------------------	--

Status	Accepted – may be used on the classified road network
Product accepted	6 Metre JJ Hooks Safety Barrier Variants Nil Variants that are NOT listed above are NOT recommended for acceptance.
Accepted speed	100 km/h

Tested Outcomes

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	33	33	66	Freestanding	1.6	2.2	

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
Proprietary Products	
SMART Crash Cushion	- Refer to SMART Crash Cushion Technical Conditions for Use. - The SMART Crash Cushion to JJ Hooks transition must be used to connect the crash cushion to the barrier. - Not Permitted as a terminal on a flare. - Impact severity for reverse direction impact is high, consideration of the likelihood should be undertaken to determine suitable crash cushion location. - Leading and trailing points of redirection are considered to be 0. - The barrier unit adjacent to the crash cushion must be anchored to the pavement as required by the Product Manual.

ABSORB 350 Plastic Terminal	• Refer to ABSORB 350 Terminal Technical Conditions for Use. • The installation is restricted to speed limits of 70 km/h or less • The ABSORB 350 to JJ Hooks transition must be used to connect the terminal to the barrier. • Permitted as a terminal on a flare. • This is a gating terminal.
QUADGUARD CZ Steel Rail Crash Cushion	• Refer to QUADGUARD CZ Crash Cushion Technical Conditions for Use. • The QUADGUARD to JJ HOOKS transition must be used to connect the crash cushion to the barrier. • Not Permitted as a terminal on a flare. • 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. • Leading and trailing points of redirection are considered to be 0. • The barrier unit adjacent to the crash cushion must be anchored to the pavement as required by the Product Manual.

Design Guidance

This product must be installed and maintained in accordance with the Product Manual and Roads and Maritime specifications	
System length (m)	66 metres between crash cushions/terminals (tested article)
System width (m)	0.6 metres
Minimum distance to excavation	Recorded dynamic deflection
Slope limit	Side slope limit: 15 Horizontal to 1 Vertical (6%)
Systems conditions	1. Installation without an end treatment listed above is NOT permitted. 2. Installation on top of a kerb is not recommended,. 3. Flaring across the clear zone without a terminal listed above 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	<u>Freestanding</u> Foundation pavement conditions must be smooth and free of snag points, kerbs or obstruction that may interfere with the operation of the product		
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 Roads and Maritime's satisfaction.