



Safety Barrier System Acceptance Conditions

FLEXFENCE TL3 4 Wire Rope Barrier System

		Distributor Ingal Civil Products	
		Date Issued 1 January 2020	
Status	<p>Legacy – No new installations permitted. Existing installations may be maintained until the end of their service life.</p> <p>These acceptance conditions should be read in conjunction with the Product Manual and Transport for NSW Specification R132 – Safety Barrier Systems. These acceptance conditions take precedence over any instructions in the Product Manual.</p> <p>Transport for NSW may withdraw or modify this acceptance at any time without notice. Users should refer to the Transport for NSW website to ensure they have the latest version of the conditions related to this product.</p>		
Product accepted	<ul style="list-style-type: none"> • Post type = sigma post. • Footing = concrete footing. • Nominal rope tension = 15kN (at 20°C). • Post spacing = 2.5m. <p><u>Options</u></p> <ul style="list-style-type: none"> • Type 3 Anchor Block. • Driven post sleeve (To be installed in soil conditions which meet or exceed AASHTO standards). 		
Variants NOT accepted	<ul style="list-style-type: none"> • 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)	110 km/h		
Tested containment	EN1317 High Containment Level 2 (13,000 kg at 70km/h and 20°) EN1317 High Containment Level 1 (10,000 kg at 70 km/h and 15°) EN1317 Normal Containment Level 2 (1,500 kg at 100km/h and 20°) EN1317 Normal Containment Level 2 (900 kg at 100km/h and 20°) NCHRP 350 Test Level 3 (2,000 kg at 100 km/h and 25°)		
Accepted dynamic deflection	All speeds	2.7 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>Austroads 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 deflection values is not accepted.	
Point of redirection	12.6 metres from the anchor point	
Minimum length of barrier between terminals	40 metres This is the tested article length	
System conditions	<ol style="list-style-type: none"> Anchor spacing greater than 1,000 metres is NOT permitted. Flaring across the clear zone without a terminal listed below is NOT permitted. 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>	<ol style="list-style-type: none"> FLEXFENCE TL3 4 WIRE ROPE TERMINAL SYSTEM. <ul style="list-style-type: none"> Permitted for use with FLEXFENCE TL3 4 Wire Rope Barrier System. 1.0m post spacing. This is a gating terminal. Gating terminals shall have a run-out area behind the terminal that is traversable and free of hazards. The run out area is to be 18.5 metres × 6 metres from the 'point of redirection'. Permitted as a terminal on a flare. 	
Gore area use	Permitted	
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: 10 Horizontal to 1 Vertical (10%)	
Foundation pavement conditions	Concrete	Permitted with coring holes
	Deep lift Asphaltic Concrete	Permitted with coring holes
	Asphaltic concrete over granular pavement	Permitted
	Flush seal over granular pavement	Permitted
	Unsealed compacted formation	Permitted
	Natural surface	Permitted
	Foundation pavement conditions must be smooth and free of snag points, kerbs or obstructions that may interfere with the operation of the product.	
	Acceptance of this product does not place any obligation on Transport for NSW, or its contractors, to purchase or use the product.	