# FLEXFENCE TL4 4 Wire Rope Barrier System

<table>
<thead>
<tr>
<th>RMS Distributor</th>
<th>Ingal Civil Products</th>
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<tr>
<td>Date Issued</td>
<td>27 February 2017</td>
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**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**

- Post type = sigma post.
- Footing = concrete footing.
- Nominal rope tension = 25kN (at 20°C).
- Post spacing = 2.5m.

**Options**

- Type 3 Anchor Block.
- Driven post sleeve (To be installed in soil conditions which meet or exceed AASHTO standards).

**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)**

110 km/h

**Tested containment**

- NCHRP 350 Test Level 4 (8,000 kg at 80 km/h and 15°)
- NCHRP 350 Test Level 4 (2,000 kg at 100 km/h and 15°)
- NCHRP 350 Test Level 4 (820 kg at 100 km/h and 20°)

**Accepted dynamic deflection**

All speeds 1.41 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 2.0 metres

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.
<table>
<thead>
<tr>
<th><strong>Point of redirection</strong></th>
<th>12.6 metres from the anchor point</th>
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| **Minimum length of barrier between terminals** | 40 metres  
This is the tested article length |
| **System conditions** | 1. Anchor spacing greater than 1,000 metres 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** | Proprietary product  
[**A terminal must be fitted to both ends of the barrier**]  
1. **FLEXFENCE TL3 4 WIRE ROPE TERMINAL SYSTEM.**  
   - Permitted for use with FLEXFENCE TL4 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  
Deep lift Asphaltic Concrete  
Asphaltic concrete over granular pavement  
Flush seal over granular pavement  
Unsealed compacted formation  
Natural surface  
Permitted with coring holes  
Permitted with coring holes  
Permitted  
Permitted  
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 must not be attached 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. |