# DB65 Concrete Safety Barrier

<table>
<thead>
<tr>
<th>distributor</th>
<th>DELTA BLOC International GmbH</th>
</tr>
</thead>
<tbody>
<tr>
<td>date issued</td>
<td>September 2017</td>
</tr>
</tbody>
</table>

## 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

- DB65 Concrete Safety Barrier (6 metre units) consisting of single slope shape steel reinforced concrete barriers with tension bar coupling system, joint rotation limiting wedges and without intermediate ground attachment. Base includes steel angle elastomeric ‘feet’.

## Variants NOT accepted

- DB65 Concrete Safety Barrier with intermediate ground attachment.
- DB65 Concrete Safety Barrier without joint rotation limiting wedges.
- 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)

70 km/h

## Tested containment

- EN1317 Normal Containment Level 1 (900 kg at 100 km/h and 20°)
- EN1317 High Containment Level 1 (10,000 kg at 70 km/h and 15°)
- EN1317 (1,300 kg at 80 km/h and 8°)
- EN1317 (10,000 kg at 70 km/h and 8°)

## Accepted dynamic deflection

| All speeds | 1.42 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 | 1.8 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 values is not accepted.
<table>
<thead>
<tr>
<th>Point of need</th>
<th>At leading end of the terminal (UNIVERSAL TAU-II Steel Rail Crash Cushion). At trailing end of the terminal (ABSORB 350 Plastic Terminal – Temporary).</th>
</tr>
</thead>
</table>
| Minimum length of barrier between terminals | 60 metres  
This is the tested article length. |
| System conditions | 1. Flaring across the clear zone without a terminal listed below is NOT permitted.  
2. 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  
[A terminal must be fitted to both ends of the barrier] | Terminals  
- UNIVERSAL TAU-II STEEL RAIL CRASH CUSHION  
- Permitted for use with DB65 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.  
- Permitted as terminal on a flare.  
- Refer to terminal acceptance conditions for further details.  
- ABSORB 350 PLASTIC TERMINAL - TEMPORARY  
- Permitted for use with DB65 Concrete Safety Barrier.  
- The installation is restricted to a speed limit of 70km/h or less.  
- Permitted as terminal on a flare.  
- Refer to terminal acceptance conditions for further details. |
| 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: 20 Horizontal to 1 Vertical (5%) |
| 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 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 the this product does not place any obligation on Roads and Maritime Services, or its contractors, to purchase or use the product.