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

<table>
<thead>
<tr>
<th>Containment Level</th>
<th>Point of Redirection</th>
<th>Tested Article Length (m)</th>
<th>Anchor/Post Spacing (m)</th>
<th>Dynamic Deflection (m)</th>
<th>Working Width (m)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>MASH TL3</td>
<td>Leading: 33</td>
<td>Trailing: 33</td>
<td>66</td>
<td>Freestanding</td>
<td>1.6</td>
<td>2.2</td>
</tr>
</tbody>
</table>

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**

<table>
<thead>
<tr>
<th>System length (m)</th>
<th>66 metres between crash cushions/terminals (tested article)</th>
</tr>
</thead>
<tbody>
<tr>
<td>System width (m)</td>
<td>0.6 metres</td>
</tr>
<tr>
<td>Minimum distance to excavation</td>
<td>Recorded dynamic deflection</td>
</tr>
<tr>
<td>Slope limit</td>
<td>Side slope limit: 15 Horizontal to 1 Vertical (6%)</td>
</tr>
<tr>
<td>Systems conditions</td>
<td>1. Installation without an end treatment listed above is NOT permitted.</td>
</tr>
<tr>
<td></td>
<td>2. Installation on top of a kerb is not recommended.</td>
</tr>
<tr>
<td></td>
<td>3. Flaring across the clear zone without a terminal listed above is NOT permitted.</td>
</tr>
</tbody>
</table>

- 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

<table>
<thead>
<tr>
<th>Pavement</th>
<th>Use</th>
<th>Accepted Speed (max)</th>
<th>Post/Pin Spacing (m)</th>
<th>Post/Pin Type</th>
<th>Pavement Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete</td>
<td>Permitted</td>
<td></td>
<td></td>
<td></td>
<td>Freestanding</td>
</tr>
<tr>
<td>Deep lift asphaltic concrete</td>
<td>Permitted</td>
<td>100 km/h</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Asphalitic concrete over granular pavement</td>
<td>Permitted</td>
<td>100 km/h</td>
<td>Freestanding</td>
<td>Foundation pavement conditions must be smooth and free of snag points, kerbs or obstruction that may interfere with the operation of the product</td>
<td></td>
</tr>
<tr>
<td>Flush seal over granular pavement</td>
<td>Permitted</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unsealed compacted formation</td>
<td>Permitted</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Note: Installation in pavement conditions not listed above have not been justified to the Roads and Maritime’s satisfaction.*