



# Safety Barrier System Acceptance Conditions

## TRACC Steel Rail Crash Cushion

		<b>Distributor</b> Ingal Civil Products	
		<b>Date Issued</b> 1 January 2020	
<b>Status</b>	<p><b>Legacy</b> – 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.</p> <p>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>		
<b>Product accepted</b>	<ul style="list-style-type: none"> <li>• TRACC Steel Rail Crash Cushion.</li> </ul> <p><u>Variants</u></p> <ul style="list-style-type: none"> <li>• FASTRACC Steel Rail Crash Cushion.</li> <li>• WIDETRACC Steel Rail Crash Cushion.</li> </ul>		
<b>Variants NOT accepted</b>	<ul style="list-style-type: none"> <li>• Variants that are not on the list above are not accepted.</li> <li>• Variants accepted in other jurisdictions, but not accepted in the local jurisdiction, are NOT permitted.</li> </ul>		
<b>Speed limit (km/h)</b>	110 km/h		
<b>Tested containment</b>	NCHRP 350 Test Level 3 (2,000 kg at 100 km/h and 20°) NCHRP 350 Test Level 3 (2,000 kg at 100 km/h and 15°) NCHRP 350 Test Level 3 (2,000 kg at 100 km/h and 0°) NCHRP 350 Test Level 3 (820 kg at 100 km/h and 15°).		
<b>Accepted dynamic deflection</b>	All speeds	0.38 metres	
<b>System conditions</b>	<ol style="list-style-type: none"> <li>1. Colour of nose piece to be determined by local Road Agency.</li> <li>2. TRACC Steel Rail Crash Cushion is non-gating, full redirective, bi-directional and energy absorbing.</li> <li>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.</li> </ol>		

<b>Approved connections</b> <i>[A terminal must be fitted to both ends of a barrier]</i>	W-Beam guardrail	Permitted
	Thrie-Beam guardrail	Permitted
	Type F Concrete Safety Barrier	Permitted
	Proprietary product	See safety barrier conditions for approved proprietary connections
<b>Gore area use</b>	Permitted	
<b>Pedestrian area use</b>	Permitted – consider potential for snagging and deflection	
<b>Cycleway use</b>	Permitted – consider potential for snagging and deflection	
<b>Median use</b>	Permitted	
<b>Slope Limit</b>	Side slope limit: 12 Horizontal to 1 Vertical (8%) – Cross fall. The frontal approach area must not slope more than 10H:1V (10%) in the direction of traffic flow.	
<b>Foundation pavement conditions</b>	Concrete	Permitted
	Deep lift Asphaltic Concrete	Permitted
	Asphaltic concrete over granular pavement	Permitted
	Flush seal over granular pavement	Not permitted
	Unsealed compacted formation	Not 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.	
<b>Attachments and screens</b>	<p>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 <b><u>must not be attached</u></b> to the product.</p> <p>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.</p> <p>Screens must not have horizontal members that present a risk of impaling errant vehicles that impact the product.</p>	
	Acceptance of this product does not place any obligation on Transport for NSW, or its contractors, to purchase or use the product.	