



**Transport**  
Roads & Maritime  
Services

# Test method T1553

## Resistance to bending of barrier boards

NOVEMBER 2012



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## Revision Summary

Ed/Rev Number	Clause Number	Description of Revision	Authorisation	Date
		Reformatted and Revision Summary Added	D.Dash	June 2001
Ed 2/ Rev 0	All	Reformatted RMS template	J Friedrich	November 2012

Note that Roads and Maritime Services is hereafter referred to as 'RMS'.

The most recent revision to Test method T1553 (other than minor editorial changes) are indicated by a vertical line in the margin as shown here.

# Test method T1553

## Resistance to bending of barrier boards

### 1. Scope

This test sets out the procedure for determining the resistance of barrier boards to permanent deformation caused by bending at standard temperatures.

### 2. Apparatus

- (a) Suitable supports for horizontally positioning the board
- (b) An 8 kg mass suitable for suspending from the centre of the board
- (c) A ruler with divisions in mm

### 3. Procedure

- (a) Precondition the boards at  $23^{\circ} \pm 3^{\circ} \text{C}$  for 24 hours. Conduct the test at the same temperature
- (b) Suspend the board flat in a horizontal plane on the supports located 150 mm from the ends of the board
- (c) Measure the vertical deflection of the unloaded board in the middle from the level of the supports
- (d) Attach the load at the mid point and measure the vertical deflection
- (e) Remove the load and after 20 seconds measure the vertical deflection
- (f) Rotate the board through  $180^{\circ}$  around the longest dimension and repeat the steps (b) to (e)

### 4. Calculations

- (a) The deflection before loading
- (b) The total deflection while loaded
- (c) The deflection caused by the load only [(i.e. (b) - (a))]
- (d) The recovered deflection 20 seconds after removing the load
- (e) The difference in the unloaded deflections before and after loading [(i.e. (d) - (a))]

### 5. Reporting

- (a) Identification of material under test
- (b) The deflection caused by the load only
- (c) The difference in the unloaded deflections before and after loading