



Safety Barrier System Acceptance Conditions

ARMORZONE Plastic Water Filled System - Temporary

		Distributor	Ingal Civil Products
		Date Issued	30 October 2018
Status	<p>Accepted – May be used on the classified road network.</p> <p>These acceptance conditions should be read in conjunction with the Product Manual and Roads and Maritime Specification R132 – Safety Barrier Systems.</p> <p>These acceptance conditions take precedence over any instructions in the Product Manual.</p> <p>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.</p>		
Product accepted	<p style="text-align: center;">Accepted for temporary installations only</p> <ul style="list-style-type: none"> • ArmorZone Plastic Water Filled System made up of 2 metre long plastic units joined using the ArmorZone twin pin and filled with 520 litres of water. • Orange standard units. • Yellow end treatment units. 		
Variants NOT accepted	<ul style="list-style-type: none"> • ArmorZone Plastic Water Filled System (MASH unit) filled with 440 litres of water. • 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)	50 km/h		
Tested containment	NCHRP 350 Test Level 2 (2,000 kg at 70 km/h and 25°)		
Accepted dynamic deflection	All speeds	1.5 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	1.5 metres	<p>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.</p> <p>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.</p>

Point of need	<ul style="list-style-type: none"> Leading Point-of-Need is 16 metres downstream of the approach end of the barrier. Trailing Point-of-Need is 27 metres upstream of the departure end of the barrier 	
Minimum length of barrier between terminals	78 metres including two development lengths. This is the tested article length.	
System conditions	<ol style="list-style-type: none"> Flaring across the clear zone without a terminal listed below is NOT permitted. 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 <i>[A terminal must be fitted to both ends of the barrier]</i>	W-Beam guardrail	Not Permitted
	Thrie-Beam guardrail	Not Permitted
	Type F Concrete Safety Barrier	Not Permitted
	Proprietary Products	<ol style="list-style-type: none"> ARMORZONE PLASTIC WATER FILLED TERMINAL SYSTEM made up of 2 metre long plastic units joined using the ArmorZone twin pin to the ArmorZone plastic water filled barrier. Terminal end unit must be empty. <ul style="list-style-type: none"> Permitted for use with ARMORZONE Plastic Water Filled System - Temporary. Permitted as a terminal on a flare. This is a gating terminal.
Gore area use	Permitted – consider speed and deflection limitations	
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%). Side slopes must be considered to minimise manual handling risks and site conditions.	
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	Permitted
	Foundation pavement conditions must be smooth and free of snag points, kerbs or obstructions that may interfere with the operation of the product.	