



Safety Barrier System Acceptance Conditions

BG800 MDS Steel Safety Barrier

		Distributor	Ingal Civil Products
		Date Issued	26 March 2019
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><i>Accepted for temporary and permanent installations</i></p> <ul style="list-style-type: none"> • BG800 MDS Steel Safety Barrier anchored at 6 metre spacing with threaded rod anchor (chemically set). • 6 metre BG800 MDS Steel Safety Barrier sections with an attached T-Top structure. • 12 metre BG800 MDS Steel Safety Barrier sections with an attached T-Top structure. • BG800 MDS Full Height Terminal End (6 and 12 metre). • 0.61 metre BG 800 5° Radius Section. • 0.61 metre BG 800 10° Radius Section. 		
Variants NOT accepted	<ul style="list-style-type: none"> • 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)	100 km/h (70 km/h if used with an ABSORB 350 Plastic Terminal) May be used in 110 km/h speed zones (permanent installations only).		
Tested containment	MASH Test Level 3 (2,270 kg at 100 km/h and 25°)		
Accepted dynamic deflection	All speeds	0.44 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	0.98 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.

Point of need	Point of Need is the joint between the full height end and BG800 MDS unit.	
Minimum length of barrier between terminals	42 metres This is the tested article length.	
System conditions	<ol style="list-style-type: none"> 1. Anchor spacing greater than 6 metres is NOT permitted. 2. Flaring across the clear zone without a terminal listed below is NOT permitted. 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. 4. Drainage and collection of debris should be considered as there is little clearance between the base of barrier and the road surface. 5. Corrosion issues should be considered as T-Top structure is likely to collect debris and moisture. 	
Approved terminals and connections <i>[A terminal must be fitted to both ends of the barrier]</i>	Proprietary products	<ol style="list-style-type: none"> 1. UNIVERSAL TAU-II STEEL RAIL CUSHION <ul style="list-style-type: none"> • Permitted for use with BG800 MDS Steel Safety Barrier - Permanent. • See UNIVERSAL TAU-II Steel Rail Crash Cushion acceptance document for conditions of use. • The UNIVERSAL TAU-II COMPACT BACKSTOP must be used to connect the terminal to the barrier. The transition includes the Full Height Terminal End. • Permitted as a terminal on a flare. 2. QUADGUARD <ul style="list-style-type: none"> • Permitted for use with BG800 MDS Steel Safety Barrier - Permanent. • See QUADGUARD CZ acceptance document for conditions of use. • The BG800 to QG TRANSITION must be used to connect the terminal to the barrier. The transition includes the Full Height Terminal End. • Permitted as a terminal on a flare. 3. SMART Steel Crash Cushion <ul style="list-style-type: none"> • Permitted for use with BG800 MDS Steel Safety Barrier - Permanent. • See SMART Steel Crash Cushion acceptance document for conditions of use. • The BG800 to SMART STEEL CRASH CUSHION TRANSITION must be used to connect the terminal to the barrier. The transition includes the Full Height Terminal End. • Permitted as a terminal on a flare

		<p>4. ABSORB 350 PLASTIC TERMINAL – TEMPORARY</p> <ul style="list-style-type: none"> • Permitted for use with BG800 MDS Steel Safety Barrier – temporary installations only • The installation is restricted to a Speed Limit of 70 km/h or less. • See ABSORB 350 Plastic Terminal acceptance document for conditions of use. • The ABSORB 350 TRANSITION ASSEMBLY must be used to connect the terminal to the barrier. The transition includes the Full Height Terminal End. • Not permitted as a terminal on a flare.
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: 12.5 Horizontal to 1 Vertical (8%)	
Foundation pavement conditions	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.	
Attachments and screens	<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 must not be attached 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 Roads and Maritime Services, or its contractors, to purchase or use the product.	