


Safety Barrier Technical Conditions for Use

T-LOK Rubber Safety Barrier - Temporary

	Issue Date: 24 March 2023	Proponent: Saferoads Pty Ltd
	<p>These conditions take precedence over any instructions in the Product Manual.</p> <p>This document is a summary of the Austroads Safety Barrier Assessment Panel's assessment of the technical performance of the product against AS/NZS 3845 Parts 1 or 2 only. It does not consider procurement practices by individual Road Agencies.</p> <p>The Austroads Safety Assessment Panel may at any time, withdraw or modify this Technical Conditions for Use without notice.</p> <p>These acceptance conditions should be read in conjunction with the Product Manual and Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers.</p> <p>Acceptance of this product does not place any obligation on the Northern Territory Government or its contractors, to purchase or use the product.</p>	

Status	Accepted – may be used on the classified road network
Product accepted	<p>T-LOK Rubber Safety Barrier</p> <p><u>Variants</u></p> <p>3.66m T-LOK MASH F-TYPE Rubber Safety Barrier - Temporary</p> <p>5.20m T-LOK MASH F-TYPE Rubber Safety Barrier – Temporary</p> <p>Variants that are NOT listed above are NOT recommended for acceptance.</p>
Accepted Impact Speed	100 km/h
Product Manual reviewed	Version 8 November 2022
Product Manual	Rubber T-Lok - Road barrier innovation to improve safety and combat waste - Saferoads

Design Requirements

Containment Level	Point of Redirection		Tested Article Length (m)	Anchor/Post Spacing (m)	Dynamic Deflection (m)	Working Width (m)	Notes
	Leading (m)	Trailing (m)					
MASH TL3	21.4	37.2	58.5	Freestanding	1.76	2.37	

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

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Proprietary Products	
UNIVERSAL TAU-M Crash Cushion	<ul style="list-style-type: none"> Refer Universal Tau-M Crash Cushion Technical Conditions for Use. The T-Lok to Universal TAU-M Crash Cushion transition must be used to connect the crash cushion to the barrier. Leading and trailing points of redirection are considered to be 0. Reverse impacts into the transition section can produce a greater occupant severity value than preferred. Where reverse impacts are possible (e.g.: bi-directional traffic), a risk assessment must be completed and steps to mitigate the likelihood of reverse impact should be implemented.
QUADGUARD M10 CZ Crash Cushion	<ul style="list-style-type: none"> Refer to QUADGUARD M10 CZ Crash Cushion Technical Conditions for Use. The T-Lok MASH transition to end terminal must be used to connect the crash cushion to the barrier. Leading and trailing points of redirection are considered to be 0. Reverse impacts into the transition section can produce a greater occupant severity value than preferred. Where reverse impacts are possible (e.g. bi-directional traffic), a risk assessment must be completed and steps to mitigate the likelihood of reverse impact should be implemented.
SLED Plastic Water Filled Crash Cushion	<ul style="list-style-type: none"> The installation is restricted to an impact speed limit of 80 km/h or less. Refer to SLED Plastic Water Filled Crash Cushion Technical Conditions for Use. The T-Lok to SLED Crash Cushion transition must be used to connect the crash cushion to the barrier. This is a gating device.
ABSORB-M Crash Cushion	<ul style="list-style-type: none"> The installation is restricted to an impact speed of 80 km/h or less. Refer to Absorb-M Crash Cushion Technical Conditions for Use. The T-Lok to Absorb-M Crash Cushion transition must be used to connect the crash cushion to the barrier. This is a gating device.

Design Guidance

Minimum installation length	58.5 metres between crash cushions/terminals (tested article)
System width (m)	0.61
Minimum distance to excavation (m)	1.76 – measured from the face of the barrier on the works side
Slope limit	5%
Systems conditions	<ol style="list-style-type: none"> 1. Installation on top of a kerb is not recommended 2. Not permitted for connection to T-Lok MASH Safety Barrier
Gore area use	Permitted
Pedestrian area use	Permitted
Cycleway use	Permitted
Frequent impact likely	Permitted
Remote location	Permitted
Median use	Permitted

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Foundation Pavement Conditions					
Pavement	Use	Max Accepted Impact Speed (km/h)	Post/Pin Spacing (m)	Post/Pin Type	Pavement Construction
Concrete	Permitted	100 km/h			<u>Freestanding</u> Foundation pavement conditions must be smooth and free of snag points, kerbs or obstructions that may interfere with the operation of the product
Deep lift asphaltic concrete					
Asphaltic concrete over granular pavement					
Flush seal over granular pavement					
Unsealed compacted formation					

Note: Installation in pavement conditions not permitted above have not been justified to the Panel's satisfaction.