


Safety Barrier Technical Conditions for Use

Ramshield Low Deflection Safety Barrier - Permanent

	Issue Date: 26 November 2024	Proponent: Safe Direction
	Status: Recommended for acceptance	Accepted Impact Speed: 100 km/h
<p>This document is a summary of the Austrroads 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. The Austrroads Safety Barrier Assessment Panel may at any time, withdraw or modify this document without notice.</p> <p>These Technical Conditions for Use do not imply that this product may be used on roads under the care and control of individual Road Agencies. Users should refer to individual Road Agency websites to determine whether this product is accepted for use within that jurisdiction, and if the Road Agency has adopted any additional or specific requirements.</p> <p>These conditions do not take precedence over Road Agency specifications and standards.</p> <p>These conditions take precedence over instructions in the Product Manual, refer Austrroads Technical Advice SBTA 22-001. Product manual current at time of TCU: PM 40/02</p>		

Design Requirements

Containment Level	TL3	TL3 with Rambloc
Accepted Impact Speed	100 km/h	100 km/h
Point of Redirection – Leading (m)	Interface between the barrier and the end treatment	Interface between the barrier and the end treatment
Point of Redirection – Trailing (m)	Interface between the barrier and the end treatment (20 from the interface between the barrier and a non-redirective trailing terminal)	Interface between the barrier and the end treatment (20 from the interface between the barrier and a non-redirective trailing terminal)
Tested Article Length (m)	68.6	68.6
Anchor/Post Spacing (m)	2.0	2.0
Dynamic Deflection (m)	1.10	1.20
Working Width (m)	1.38	1.30
System Width (m)	0.23	0.39
Minimum Support Width (m) <i>measured from the face of the barrier</i>	1.10	1.20
Minimum Installation Length (m) <i>between crash cushions/terminals - tested article</i>	Refer Austrroads Technical Advice SBTA 21-002	
System Conditions	<ul style="list-style-type: none"> 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 Variants

Variant	Functional Purpose	Conditions
Nil		
<i>Variants that are not listed above are NOT recommended for acceptance. Alterations to or combinations of the variants listed above are not recommended unless noted.</i>		

Approved Connections

An accepted end treatment must be provided at both ends of all barrier installations

End Treatments	
MSKT	<ul style="list-style-type: none"> Refer MSKT Technical Conditions for Use.
Transitions	
Public Domain W-Beam Guardrail	<ul style="list-style-type: none"> Permitted
Public Domain Thrie-Beam Guardrail	<ul style="list-style-type: none"> Permitted
Public Domain Permanent Concrete	<ul style="list-style-type: none"> Permitted using Ramshield Transition.
Ramshield Transition	<ul style="list-style-type: none"> Refer Ramshield Transition Technical Conditions for Use.
Ramshield Safety Barrier	<ul style="list-style-type: none"> Refer Ramshield Safety Barrier Technical Conditions for Use.
Ramshield High Containment Safety Barrier	<ul style="list-style-type: none"> Refer Ramshield High Containment Technical Conditions for Use.
Attachments	
Bikershield Motorcyclist Protection Device	<ul style="list-style-type: none"> Motorcyclists Protection Device. Tested to EN1317.8 – Class C60 with Severity Level 2. Not permitted on kerbed roads.
<i>Connections that are not listed above are NOT recommended for acceptance.</i>	

Foundation Pavement Conditions

Pavement Type	Post/Pin Spacing (m)	Post/Pin Type	Pavement Construction
Concrete	2.0	Driven post with coring holes	Min AASHTO standard soil strength
Deep lift asphaltic concrete	2.0	Driven post	Min AASHTO standard soil strength
Asphaltic concrete over granular	2.0	Driven post	Min AASHTO standard soil strength
Flush seal over granular	2.0	Driven post	Min AASHTO standard soil strength
Unsealed compacted formation	2.0	Driven post	Min AASHTO standard soil strength
<i>Installation in pavement conditions not permitted above have not been justified to the Panel's satisfaction.</i>			