



SMART Steel Crash Cushion

		Distributor	LB Australia
		Date Issued	June 2014
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;"><i>Accepted for temporary and permanent installations</i></p> <p>SMART Steel Rail Cushion</p> <p><u>Variants</u></p> <ul style="list-style-type: none"> • SCI 100 GM SMART Steel Crash Cushion • SCI 70 GM SMART Steel Crash Cushion 		
Variants NOT accepted	<ul style="list-style-type: none"> • Transitions to W-Beam Guardrail • 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)	100km/h - SCI 100 GM May be used in 110 km/h speed zones (permanent installations only) 70km/h - SCI 70 GM		
Tested containment	MASH Test Level 3 (2,270kg at 100km/h and 0°) - SCI 100 GM MASH Test Level 3 (2,270kg at 100km/h and 25°) - SCI 100 GM NCHRP 350 Test Level 2 (2,000kg at 70km/h and 0°) - SCI 70 GM NCHRP 350 Test Level 2 (820kg at 70km/h and 15°) - SCI 70 GM		
Accepted dynamic deflection	All speeds	Not specified. Refer to manufacturers recommendations.	
	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.		

System conditions	<p>1. SMART Steel Rail Crash Cushions are non-gating, full redirective, bi-directional and energy absorbing.</p> <p>2. 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.</p>	
Approved connections <i>[A terminal must be fitted to both ends of a barrier]</i>	W-Beam guardrail	Not Permitted
	Thrie-Beam guardrail	Permitted
	Type F Concrete Safety Barrier	Permitted
	Proprietary product	See safety barrier conditions for approved proprietary connections
Gore area use	Permitted	
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%)	
Foundation pavement conditions	Concrete	Permitted.
	Deep lift Asphaltic Concrete	Permitted with concrete pad (permanent). Permitted pinned to asphalt (temporary).
	Asphaltic concrete over granular pavement	Permitted with concrete pad (permanent). Permitted pinned to asphalt (temporary).
	Flush seal over granular pavement	Permitted with concrete pad.
	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 <u>must not be attached</u> 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.	