

Interim Acceptance for Safety Barrier Product

Product: ACZ-350™ Temporary Crash Cushion (Concrete only)

Safety Barrier - Temporary

Expiry Date: 30 June 2017

The ACZ-350™ temporary crash cushion has FHWA approval. To date it has not been listed in the NZ Transport Agency M23 specification. This notice is intended as an interim authority to use the ACZ-350™ temporary crash cushion as a TL2 or TL3 temporary barrier end treatment on concrete barriers only, pending its listing in NZ Transport Agency Specification M23.

Product Identification



ACZ-350™ Temporary Crash Cushion (TL2 shown)

The ACZ-350™ temporary crash cushion was tested as an end terminal system under the NCHRP 350 standard for both Test Level 2 (70 km/h) and Test Level 3 (100 km/h). The FHWA issued letters of acceptance CC-110 (November 2010) and CC-47D (February 2009) for the use of the ACZ-350™ temporary crash cushion for TL2 and TL3 protection respectively.

The FHWA letters of acceptance emphasise that the supplier will give sufficient information on design and layout requirements to minimise the risks involved when this non-redirective gating attenuator is selected to shield the end of a concrete barrier. This information must be included in any product installation manual.

Conditions of Use

In situations where the ACZ-350™ temporary crash cushion is used to shield temporary concrete traffic management barriers the following must be considered:

- The terminal must only be used to shield the end of temporary concrete barrier installations. This acceptance does not allow the use of the terminal with temporary steel barrier systems.
- There must be sufficient free space for recovery behind the terminal should the vehicle strike the terminal laterally and pass through.
- The terminal is only to be installed where it is likely to be struck head on.
- The terminal must not be installed on curves or wide roads where steep angles of impact are more likely.
- When installed on concrete barrier, the terminal must only be attached using the approved proprietary transition attachment.
- The terminal must contain the correct number of segments required for the test level appropriate for the situation.
- The supplier of the hardware remains responsible under the Health and Safety in Employment legislation for ensuring that customers have the necessary knowledge and skills to correctly use the product.

A full copy of this Interim Acceptance Notice must be appended to the Installation Manual.

Expiry of Acceptance

This acceptance expires on 30 June 2017 and replaces any previous acceptance.

New installations of the ACZ-350™ temporary crash cushion system must not be deployed on the state highway network after the expiry date of acceptance unless a further period of acceptance is granted or the product has been formally included in the NZ Transport Agency M23 Specification for Road Safety Barrier Systems, in which case the M23 specification would replace this interim acceptance.

Should the NZ Transport Agency discover that the qualification testing was flawed, that in-service performance reveals unacceptable safety problems, or that the system being marketed differs significantly from that which was crash tested, it reserves the right to rescind or modify, at any time, its acceptance of the ACZ-350™ temporary crash cushion system.

Authorised by the National Manager Traffic & Safety