


Safety Barrier Technical Conditions for Use

MELT Terminal - Permanent

	Issue Date: 7 June 2019	Supplier: Public Domain
	<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	Legacy – No new installations permitted. Installations constructed before 31 December 2017 may be maintained on the classified road network until the end of its service life
Product accepted	Modified Eccentric Loader Steel Rail Terminal (MELT) This is a gating terminal designed to allow a vehicle impacting the nose, or the side of the terminal at an angle near the nose, to pass through the terminal and behind the barrier. Gating terminals shall have a run-out area behind the terminal that is traversable and free of hazards
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.
Product manual reviewed	
Product manual	

Speed limit (km/h)	110 km/h	
Tested containment (kg)	NCHRP 350 Test Level 3 (2,000 kg at 100 km/h and 25°)	
Accepted dynamic deflection	All speeds	1.2 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.	
Point of redirection	Post 3	
System conditions	1. 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 connections [a terminal must be fitted to both ends of a barrier]	W-Beam guardrail	Permitted
	Thrie-Beam guardrail	Not permitted
	Type F Concrete Safety Barrier	Not Permitted
	Proprietary product	See safety barrier conditions for approved proprietary connections

Gore area use	Permitted
Pedestrian area use	Permitted – consider gating operation
Cycleway use	Permitted – consider gating operation
Median use	Permitted.

Slope limit	Side slope limit: 10 Horizontal to 1 Vertical (10%)	
Foundation pavement conditions	Concrete	Permitted.
	Deep lift Asphaltic Concrete	Permitted.
	Asphaltic concrete over granular pavement	Permitted.
	Flush seal over granular pavement	Permitted.
	Unsealed compacted formation	Permitted.
	Natural surface	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 the Road Agency, or its contractors, to purchase or use the product.	