



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

1200 New Jersey Ave., SE  
Washington, D.C. 20590

February 14, 2017

In Reply Refer To:  
HSST-1/B-276

Mr. Jesper Sorensen  
Blue System AB  
Fiskebäcks Hamn 16, S-426 58  
Västra Frölunda, Sweden

Dear Mr. Sorensen:

This letter is in response to your December 15, 2016 request for the Federal Highway Administration (FHWA) to review a roadside safety device, hardware, or system for eligibility for reimbursement under the Federal-aid highway program. This FHWA letter of eligibility is assigned FHWA control number B-276 and is valid until a subsequent letter is issued by FHWA that expressly references this device.

### **Decision**

The following devices are eligible, with details provided in the form which is attached as an integral part of this letter:

- Safence 3RSC-16 Blue System 3 Cable Driven Post System

### **Scope of this Letter**

To be found eligible for Federal-aid funding, new roadside safety devices should meet the crash test and evaluation criteria contained in the American Association of State Highway and Transportation Officials' (AASHTO) Manual for Assessing Safety Hardware (MASH). However, the FHWA, the Department of Transportation, and the United States Government do not regulate the manufacture of roadside safety devices. Eligibility for reimbursement under the Federal-aid highway program does not establish approval, certification or endorsement of the device for any particular purpose or use.

This letter is not a determination by the FHWA, the Department of Transportation, or the United States Government that a vehicle crash involving the device will result in any particular outcome, nor is it a guarantee of the in-service performance of this device. Proper manufacturing, installation, and maintenance are required in order for this device to function as tested.

This finding of eligibility is limited to the crashworthiness of the system and does not cover other structural features, nor conformity with the Manual on Uniform Traffic Control Devices.

### **Eligibility for Reimbursement**

Based solely on a review of crash test results and certifications submitted by the manufacturer, and the crash test laboratory, FHWA agrees that the device described herein meets the crash test and evaluation criteria of the AASHTO Manual for Assessing Safety Hardware (MASH). Therefore, the device is eligible for reimbursement under the Federal-aid highway program if installed under the range of tested conditions as Length of Need (LON) barrier.

Name of system: Safence 3RSC-16 Blue System 3 Cable Driven Post System

Type of system: Longitudinal Barrier

Test Level: MASH09 Test Level 3 (TL3)

Testing conducted by: Holmes Solutions

Date of request: December 15, 2016

Date initially acknowledged: December 28, 2016

Date of completed package: February 1, 2017

FHWA concurs with the recommendation of the accredited crash testing laboratory as stated within the attached form.

### **Full Description of the Eligible Device**

The device and supporting documentation, including reports of the crash tests or other testing done, videos of any crash testing, and/or drawings of the device, are described in the attached form.

### **Notice**

If a manufacturer makes any modification to any of their roadside safety hardware that has an existing eligibility letter from FHWA, the manufacturer must notify FHWA of such modification with a request for continued eligibility for reimbursement. The notice of all modifications to a device must be accompanied by:

- Significant modifications – For these modifications, crash test results must be submitted with accompanying documentation and videos.
- Non-signification modifications – For these modifications, a statement from the crash test laboratory on the potential effect of the modification on the ability of the device to meet the relevant crash test criteria.

FHWA's determination of continued eligibility for the modified hardware will be based on whether the modified hardware will continue to meet the relevant crash test criteria.

Any user or agency relying on this eligibility letter is expected to use the same designs, specifications, drawings, installation and maintenance instructions as those submitted for review.

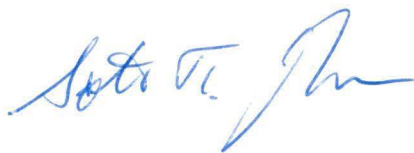
You are expected to certify to potential users that the hardware furnished has the same chemistry, mechanical properties, and geometry as that submitted for review, and that it will meet the test and evaluation criteria of the AASHTO MASH.

Issuance of this letter does not convey property rights of any sort or any exclusive privilege. This letter is based on the premise that information and reports submitted by you are accurate and correct. We reserve the right to modify or revoke this letter if: (1) there are any inaccuracies in the information submitted in support of your request for this letter, (2) the qualification testing was flawed, (3) in-service performance or other information reveals safety problems, (4) the system is significantly different from the version that was crash tested, or (5) any other information indicates that the letter was issued in error or otherwise does not reflect full and complete information about the crashworthiness of the system.

### **Standard Provisions**

- To prevent misunderstanding by others, this letter of eligibility designated as FHWA control number B-276 shall not be reproduced except in full. This letter and the test documentation upon which it is based are public information. All such letters and documentation may be reviewed upon request.
- This letter shall not be construed as authorization or consent by the FHWA to use, manufacture, or sell any patented system for which the applicant is not the patent holder.
- If the subject device is a patented product it may be considered to be proprietary. If proprietary systems are specified by a highway agency for use on Federal-aid projects: (a) they must be supplied through competitive bidding with equally suitable unpatented items; (b) the highway agency must certify that they are essential for synchronization with the existing highway facilities or that no equally suitable alternative exists; or (c) they must be used for research or for a distinctive type of construction on relatively short sections of road for experimental purposes. Our regulations concerning proprietary products are contained in Title 23, Code of Federal Regulations, Section 635.411.

Sincerely,



Scott T. Johnson  
Acting Director, Office of Safety  
Technologies  
Office of Safety

Enclosures



## Request for Federal Aid Reimbursement Eligibility of Highway Safety Hardware

<b>Submitter</b>	Date of Request:	December 15, 2016	<input type="radio"/> New <input checked="" type="radio"/> Resubmission
	Name:	Jesper Sorensen	
	Company:	Blue System AB	
	Address:	Fiskebäcks Hamn 16, S-426 58 Västra Frölunda	
	Country:	Sweden	
	To:	Michael S. Griffith, Director FHWA, Office of Safety Technologies	

I request the following devices be considered eligible for reimbursement under the Federal-aid highway program.

**Device & Testing Criterion** - Enter from right to left starting with Test Level

!-!-!

System Type	Submission Type	Device Name / Variant	Testing Criterion	Test Level
'B': Rigid/Semi-Rigid Barriers (Roadside, Median, Bridge Railings)	<input checked="" type="radio"/> Physical Crash Testing <input type="radio"/> Engineering Analysis	Safence 3RSC-16 Blue System 3 Cable Driven Post System	AASHTO MASH	TL3

By submitting this request for review and evaluation by the Federal Highway Administration, I certify that the product(s) was (were) tested in conformity with the AASHTO Manual for Assessing Safety Hardware and that the evaluation results meet the appropriate evaluation criteria in the MASH.

**Individual or Organization responsible for the product:**

Contact Name:	Jesper Sorensen	Same as Submitter <input checked="" type="checkbox"/>
Company Name:	Blue System AB	Same as Submitter <input checked="" type="checkbox"/>
Address:	Fiskebäcks Hamn 16, S-426 58 Västra Frölunda	Same as Submitter <input checked="" type="checkbox"/>
Country:	Sweden	Same as Submitter <input checked="" type="checkbox"/>
Enter below all disclosures of financial interests as required by the FHWA 'Federal-Aid Reimbursement Eligibility Process for Safety Hardware Devices' document.		
<p>The test facility Holmes Solution or any its employees does not have any financial interest in Blue Systems AB or Safence, Inc.</p>		

## PRODUCT DESCRIPTION

- ☒ New Hardware or Significant Modification
 ☐ Modification to Existing Hardware

Safence 3RSC-16 Blue System 3 Cable Driven Post System:

The Safence driven post barrier consists of three, 19 mm 3x7 strand galvanized cables, supported on C-section steel post at 2m centers. The height to the top of the highest cable from ground level is specified as a nominal 900 mm (35.4"). The middle and lowest cables are 715 mm (28.1") and 530 mm (20.8") from the ground. Posts were driven into the AASHTO standard soil at 2m centers.

Along the length of the slope, all posts were placed 200 mm down the slope from the break point in a 2:1 slope. The cables were connected to the C posts section with 304 stainless steel rope hooks. The cables were terminated at a cable anchor bracket cast into an in-ground concrete foundation. All cables were tensioned to a nominal 25.5 kN at an ambient temperature of 20 degrees Celsius. Tension was applied to the cable using a hydraulic tensioning unit. Cable termination and cable adjustment fittings are swaged fittings.

## CRASH TESTING

By signature below, the Engineer affiliated with the testing laboratory, agrees in support of this submission that all of the critical and relevant crash tests for this device listed above were conducted to meet the MASH test criteria. The Engineer has determined that no other crash tests are necessary to determine the device meets the MASH criteria.

Engineer Name:	Emerson Ryder	
Engineer Signature:	<b>Emerson Ryder</b>	Digitally signed by Emerson Ryder Date: 2017.01.26 09:22:06 +13'00'
Address:	L2, 254 Montreal St., Christchurch	Same as Submitter <input type="checkbox"/>
Country:	New Zealand	Same as Submitter <input type="checkbox"/>

A brief description of each crash test and its result:

Required Test Number	Narrative Description	Evaluation Results
3-10 (1100C)	The objective of the test reported herein was to evaluate the safety performance of the roadside 3 wire rope cable barrier system when installed on a 2:1 slope against the requirements of MASH 09 Test 3-10 in accordance with Test Level 3 (TL3). The Test 3-10 was performed using a 1100 kg car traveling at a nominal speed of 100 km/h impacting a test article at 25 degrees. The results indicate that the barrier satisfied the requirements of MASH for Test 3-10. The dynamic deflection was 1.41 meter and the working width 1.59 meter.	PASS

Required Test Number	Narrative Description	Evaluation Results
3-11 (2270P)	The objective of the test reported herein was to evaluate the safety performance of the roadside 3 wire rope cable barrier system when installed on a 2:1 slope against the requirements of MASH 09 Test 3-11 in accordance with Test Level 3 (TL3). The Test 3-11 was performed using a 2270 kg truck traveling at a nominal speed of 100 km/h impacting a test article at 25 degrees. The results indicate that the barrier satisfied the requirements of MASH for Test 3-11. The dynamic deflection was 2.01 meter and the working width 2.19 meter.	PASS
3-20 (1100C)	Test 20 is a test for transitions sections. Therefore it was not conducted.	Non-Relevant Test, not conducted
3-21 (2270P)	Test 20 is a test for transitions sections. Therefore it was not conducted.	Non-Relevant Test, not conducted

Full Scale Crash Testing was done in compliance with MASH by the following accredited crash test laboratory (cite the laboratory's accreditation status as noted in the crash test reports.):

Laboratory Name:	Holmes Solutions		
Laboratory Signature:	<b>Emerson Ryder</b>		Digitally signed by Emerson Ryder Date: 2017.01.26 09:22:48 +13'00'
Address:	Unit 5, 295 Blenheim Road, Christchurch	Same as Submitter <input type="checkbox"/>	
Country:	New Zealand	Same as Submitter <input type="checkbox"/>	
Accreditation Certificate Number and Dates of current Accreditation period :	ISO/IEC 17025:2005; IANZ Certificate Number: 1022 23 July 2009 to present day		

Submitter Signature\*: Jesper Sorensen

Digitally signed by Jesper Sorensen  
Date: 2017.02.01 09:47:47 -08'00'

**Submit Form**

**ATTACHMENTS**

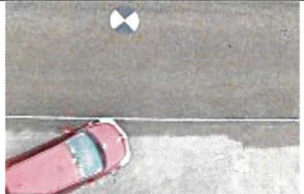




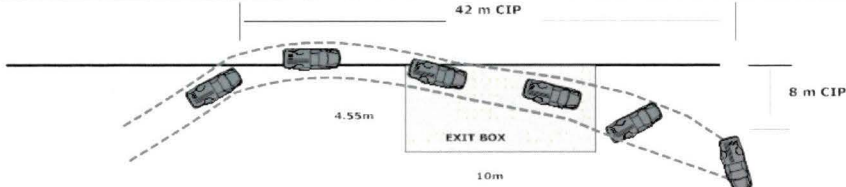
Attach to this form:

- 1) Additional disclosures of related financial interest as indicated above.
- 2) A copy of the full test report, video, and a Test Data Summary Sheet for each test conducted in support of this request.
- 3) A drawing or drawings of the device(s) that conform to the Task Force-13 Drawing Specifications [[Hardware Guide Drawing Standards](#)]. For proprietary products, a single isometric line drawing is usually acceptable to illustrate the product, with detailed specifications, intended use, and contact information provided on the reverse. Additional drawings (not in TF-13 format) showing details that are relevant to understanding the dimensions and performance of the device should also be submitted to facilitate our review.

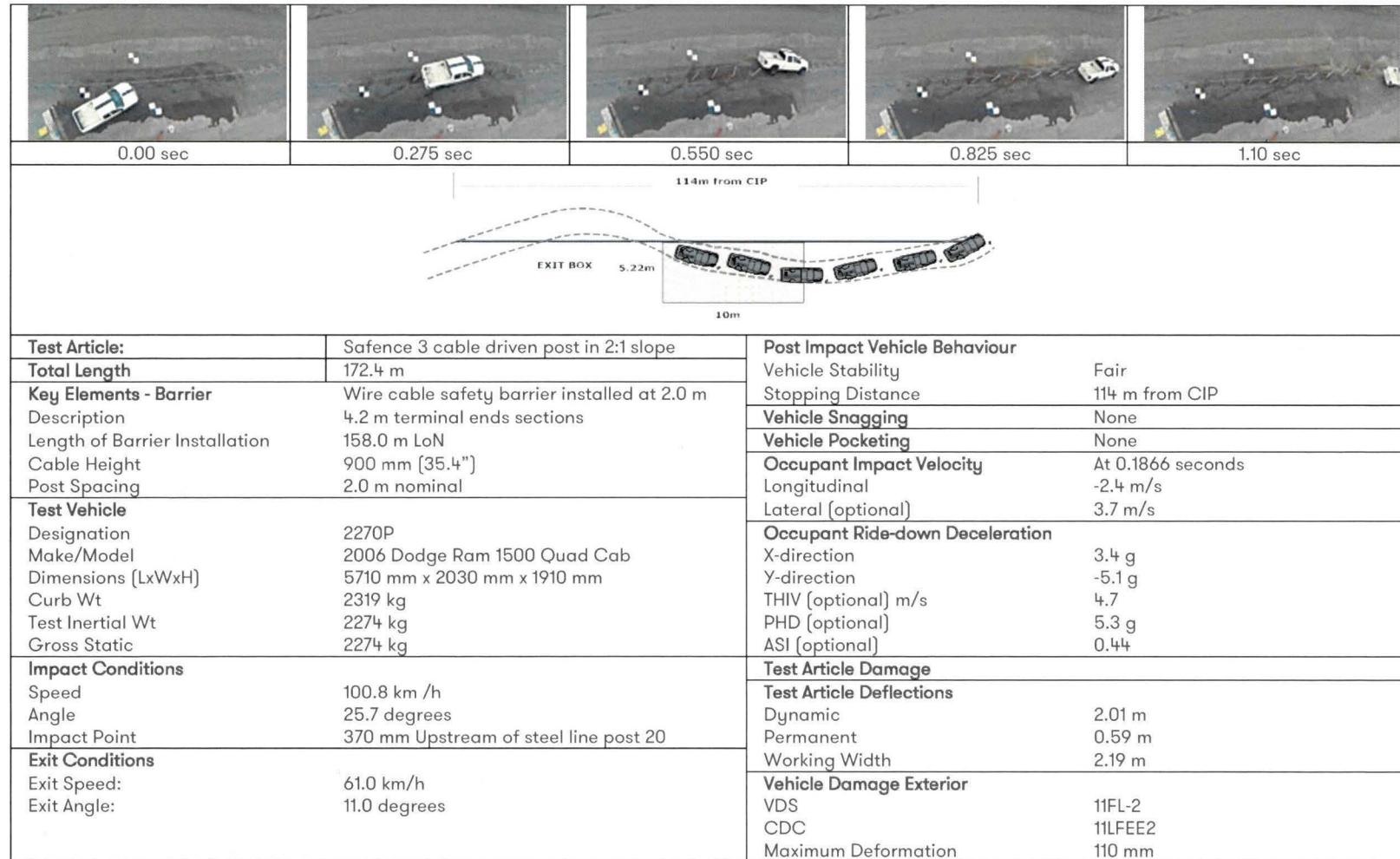
FHWA Official Business Only:

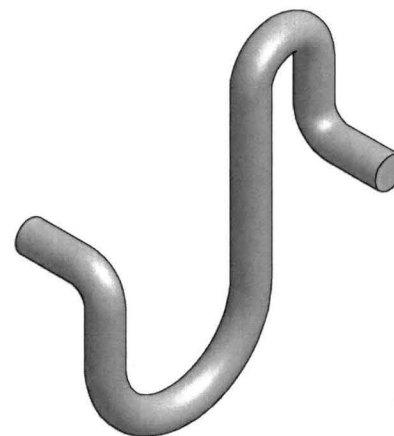
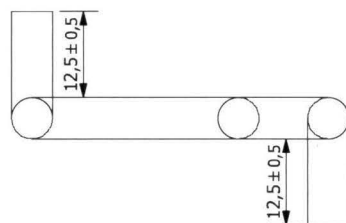
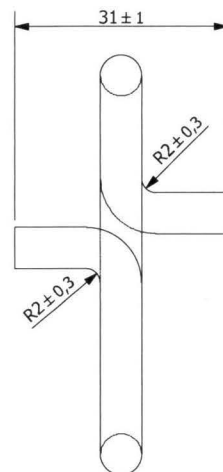
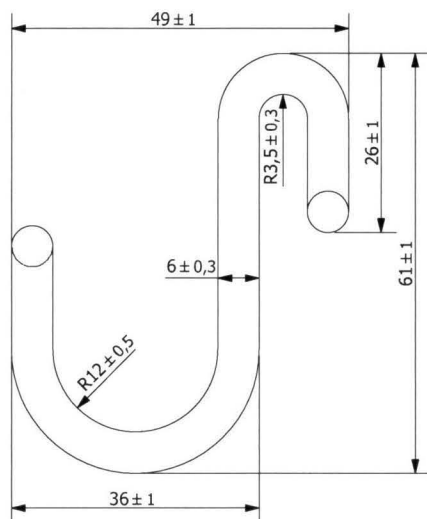
Eligibility Letter		
Number	Date	Key Words



				
0.00 sec	0.112 sec	0.225 sec	0.337 sec	0.450 sec
				
<b>Test Article:</b>		Safence 3 cable driven post in 2:1 slope		
<b>Total Length</b>		176.4 m		
<b>Key Elements - Barrier</b>		Wire cable safety barrier installed at 2.0 m		
Description		4.2 m terminal ends sections		
Length of Barrier Installation		168.0 m LoN		
Cable Height		900 mm (35.4")		
Post Spacing		2.0 m nominal		
<b>Test Vehicle</b>				
Designation		1100C		
Make/Model		Nissan Tiida		
Dimensions (LxWxH)		4270 mm x 1695 mm x 1550 mm		
Curb Wt		1141.5 kg		
Test Inertial Wt		1110.0 kg		
Gross Static		1185.0 kg		
<b>Impact Conditions</b>				
Speed		101.0 km /h		
Angle		25.0 degrees		
Impact Point		870 mm Upstream of steel line post 19		
<b>Exit Conditions</b>				
Exit Speed:		36.0 km/h		
Exit Angle:		9.0 degrees		
		</		





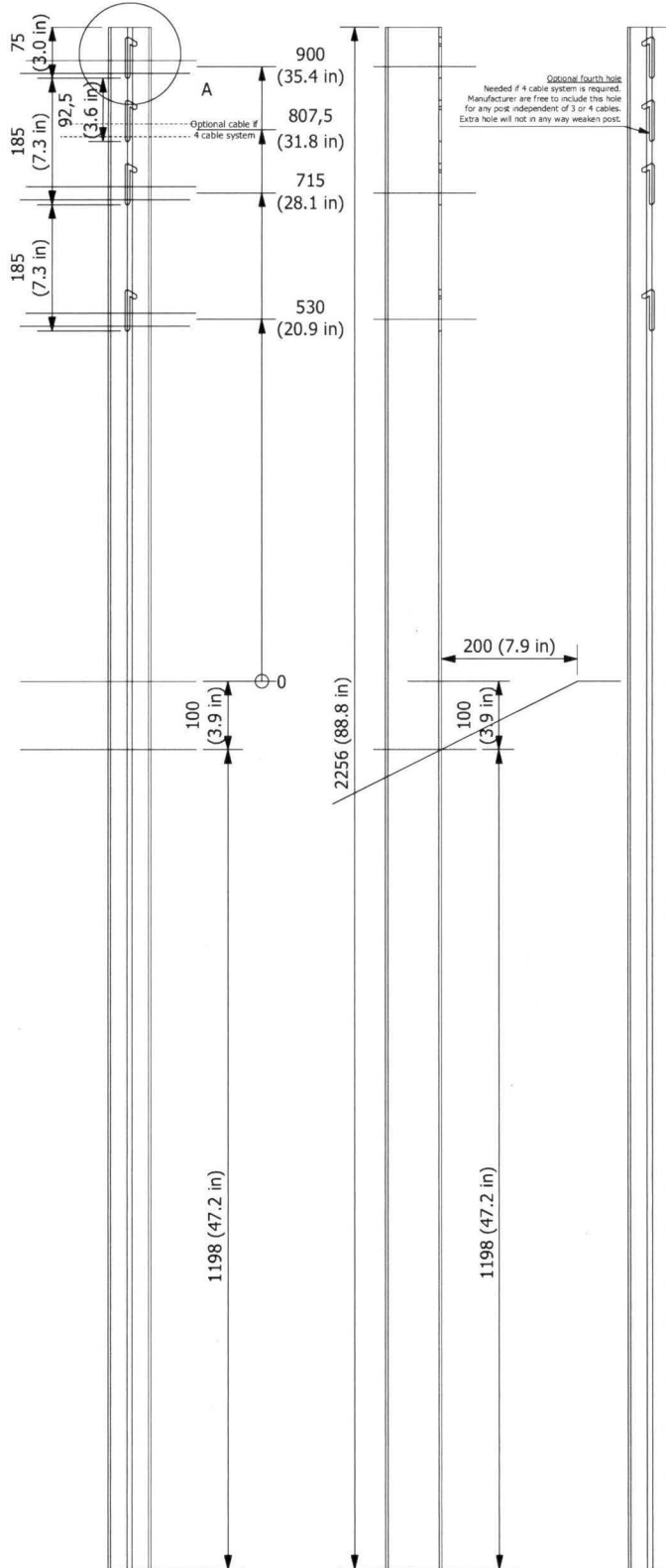


Drawn RDS	Date 2016-04-15	Material AISI 304	Weight 0,03 kg	Units mm	Sheet size A4
<b>BLUE SYSTEMS</b> Fiskebäcks Hamn 16 SE-426 58 Västra Frölunda Sweden Tel: +46 31-29 72 16 Fax: +46 31-29 30 65 E-mail: info@bluesystems.se			Name Slope Hook 6 mm		
			Drawing no. D-3032B	Article no. AVS26-6-HOOK	Rev
This drawing is the property of BLUE SYSTEMS AB. The content must not be copied or made available to any third party without our written permission.					

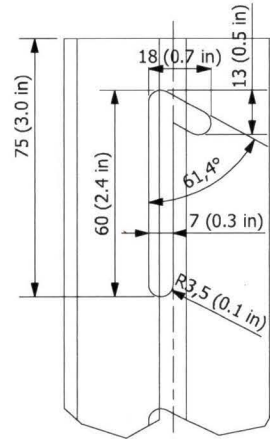
FRONT ( 1 : 10 )

SIDE ( 1 : 10 )

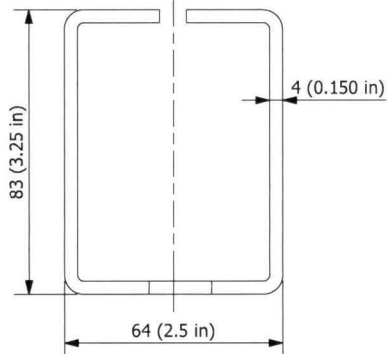
BACK ( 1 : 10 )

**SAFENCE**

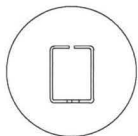
A ( 1 : 2 )



B ( 1 : 2 )



TOP ( 1 : 10 )



B

Galvanized in accordance with ASTM-F1043

Drawn RDS	Date 2016-11-30	Material ASTM-A1011 grade 60	Weight 17,66 kg	Units mm	Sheet size A4
<b>BLUE SYSTEMS</b> Fiskebäcks Hamn 16 SE-426 58 Västra Frölunda Sweden			Name Super-C 2256 mm		
			Drawing no. D-3067A	Article no.	Rev
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