



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

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

January 10, 2018

In Reply Refer To:
HSST-1/ B-292

Michael van der Vlist
Laura Metaal Road Safety
Rimburgerweg 40, 647 XX Kerkrade
Netherlands

Dear Mr. van der Vlist:

This letter is in response to your August 23, 2017 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-292 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:

- SafeZone MASH TL-3 Limited Deflection

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 American Association of State Highway and Transportation Officials' 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.

Name of system: SafeZone MASH TL-3 Limited Deflection
Type of system: Rigid/Semi-Rigid Barriers
Test Level: MASH Test Level 3
Testing conducted by: Crashtest-service.com GmbH
Date of request: August 24, 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

This eligibility letter is issued for the subject device as tested.

You are expected to supply potential users with sufficient information on design, installation and maintenance requirements to ensure proper performance.

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 AASHTO's 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-292 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,



Michael Griffith
Director, Office of Safety Technologies
Office of Safety

Enclosures

Request for Federal Aid Reimbursement Eligibility of Highway Safety Hardware

Submitter	Date of Request:	August 24, 2017	<input checked="" type="radio"/> New <input type="radio"/> Resubmission
	Name:	Michael van der Vlist	
	Company:	Laura Metaal Road Safety	
	Address:	Rimburgerweg 40, 6471 XX Kerkrade	
	Country:	The Netherlands	
	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	SafeZone MASH TL-3 Limited Deflection	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:	Michael van der Vlist	Same as Submitter <input checked="" type="checkbox"/>
Company Name:	Laura Metaal Road Safety	Same as Submitter <input checked="" type="checkbox"/>
Address:	Rimburgerweg 40, 6471 XX Kerkrade	Same as Submitter <input checked="" type="checkbox"/>
Country:	The Netherlands	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.

With respect to Laura Metaal Road Safety, Crashtest-service.com GmbH does not hold any financial interests. Laura Metaal Road Safety contracted Crashtest-service.com GmbH for the services of crash testing our product SafeZone according to specifications of AASHTO Manual for Assessing Safety Hardware (MASH) Tests 3-10 and 3-11. Crashtest-service.com GmbH was compensated for the cost of the crash tests. No consulting relationship, research funding or other forms of research support, patents, copyrights, other intellectual property interests, licenses, contractual relationships, business ownership or investments interests are retained for Crashtest-service.com GmbH

PRODUCT DESCRIPTION

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

SafeZone system is a proprietary modular high containment and low deflection steel barrier developed by Laura Metaal Road Safety. It is designed for both permanent and temporary use in construction and roadwork applications. The system is typically deployed in 5.8 m (19') standard sections that can quickly be connected together to form the desired total length of barrier wall.

Joining of the sections is done by linking them together and applying one security bolt per section to keep the sections securely fastened. If desired, two or three sections can remain connected permanently to form 11.6 m (38') or 17.4 m (54') combined sections for quicker placement on the road.

SafeZone is 0.81 m (32") high and 0.45 m (18") wide without anchor units or 0.64 m (25") with anchor units. The weight is approximately 93 kg/m or 62lbs/ft. For the MASH TL-3 Limited Deflection setup, 7 standard sections were lined up on asphalt, forming a 40.6 m (133 ft) string. The anchor positions used were the two outer positions, the second position on element one and the second position on every second element thereafter. Threaded rods 0.30 m (11.8") long and 0.030 m (1.18") diameter were used. All anchors were epoxied in asphalt. The dynamic deflection of the MASH TL3-11 test was 0.64 m (25.2") and the permanent deflection was 0.23 m (9.1"). The dynamic working width was 0.95 m (37.4") and the permanent working width was 0.66 m (26.0").

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:	Peter Schimmelpfennig	
Engineer Signature:	Peter Schimmelpfennig	Digital unterschrieben von Peter Schimmelpfennig Datum: 2017.08.24 15:35:38 +02'00'
Address:	Amelunxenstraße 30, 48167 Münster	Same as Submitter <input type="checkbox"/>
Country:	Germany	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)	Test nr. 18648. Test report nr. 11775-2887/18648 performed 20 April 2017 by Crashtest-Service.com. The 32" high longitudinal barrier contained and redirected the 1100C vehicle. The vehicle did not penetrate, underride or override the installation. Maximum dynamic deflection during the test was 13.8". No significant parts separated from either vehicle or barrier. No occupant compartment deformation or intrusion occurred. The vehicle remained upright during and after the impact.	PASS

Required Test Number	Narrative Description	Evaluation Results
3-11 (2270P)	Test nr. 18664. Test report nr. 11775-2887/18664 performed 19 April 2017 by Crashtest-service.com The 32" high longitudinal barrier contained and redirected the 2270P vehicle. The vehicle did not penetrate, underride or override the installation. Maximum dynamic deflection during the test was 25.2". No significant parts separated from either vehicle or barrier. No occupant compartment deformation or intrusion occurred. The vehicle remained upright during and after the impact.	PASS
3-20 (1100C)	Device is stand alone. 3-20 now not relevant.	Non-Relevant Test, not conducted
3-21 (2270P)	Device is stand alone. 3-21 now not relevant.	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:	Calspan Corporation	
Laboratory Signature:	Peter Schimmelpfennig	Digital unterschrieben von Peter Schimmelpfennig Datum: 2017.08.24 15:36:10 +02'00'
Address:	Amelunxenstraße 30, 48167 Münster	Same as Submitter <input type="checkbox"/>
Country:	Germany	Same as Submitter <input type="checkbox"/>
Accreditation Certificate Number and Dates of current Accreditation period :	D-PL-17359-01-00 07.05.2013 - 06.05.2018	

Submitter Signature*: Michael van der Vlist

Digitaal ondertekend door
Michael van der Vlist
Datum: 2017.08.24 10:05:36
+02'00'

Submit Form

ATTACHMENTS

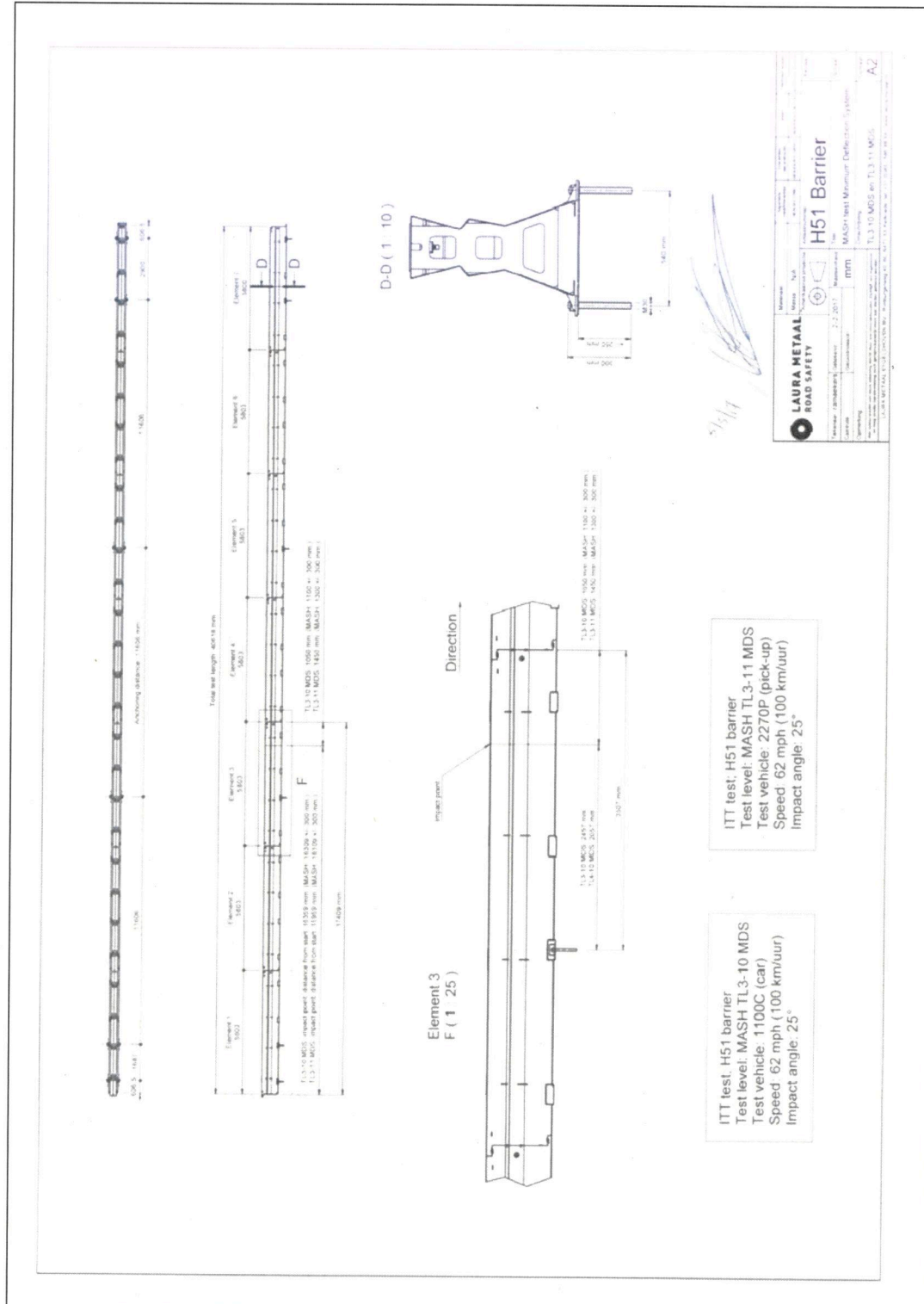
Attach to this form:

- 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

A.1 Maker's drawings of the item to be tested



Summary of Crash Test Results

1. Sequential Photographs

3	200 Hz	0.000 s	0.077 s	0.153 s	0.240 s	0.317 s

2. Plan View

9.4 m (370.08 m)		42.9 m (1688.98 m)	3.56 m (140.16 m)	1.06 m (41.73 m)
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3. Cross-Sectional View

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4. General Information

Test Agency	crashtest-service.com GmbH
Test Standard	MASH Test TL3-10
CTS-Test No.	18648
Date	April 20, 2017

5. Test Article

Type	Barrier
Name	SafeZone
Installation Length	40.62 m (1599.2 m)
Key Elements - Barrier	Length: 5.80 m (228.3 m) Base Width: 0.45 m (17.7 m) Height: 0.81 m (31.9 m)

6. Soil Type and Condition

Type of Soil	Asphalt
Soil strength	/
Condition	sunny, dry, 15.2° C (59.36° F)

7. Test Vehicle

Type/Designation	1100C
Make and Model	2014 KIA Rio
Curb	1140 kg (2513 lb)
Test Inertial	1123 kg (2476 lb)
Dummy	75 kg (165 lb)
Gross Static	1198 kg (2641 lb)

8. Impact Conditions

Speed	102.1	km/h (63.4 mph)
Angle	25	degrees
Location/Orientation	1.06	m (41.7 m) before transition of elements III & IV

9. Exit Conditions

Speed	84	km/h (52 mph)
Angle	12	degrees

10. Post-Impact Trajectory

Vehicle Stability	Satisfactory
Stopping Distance	42.90 m (1689 m) downstream
Vehicle Snagging	9.40 m (370 m) laterally in front
Vehicle Picketing	None

11. Occupant Risk

Impact Velocity	Longitudinal	4.72	m/s (15.49 ft/s)
	Lateral	7.22	m/s (23.69 ft/s)
Ridgedown Accelerations (10 msec avg.)	Longitudinal	-5.37	g
	Lateral	-14.73	g

THIV	9	m/s (30 ft/s)
PHD	18.33	g
ASI	1.3	

12. Test Article Damage

Classification	Moderate
particularities	None







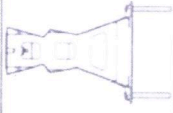
13. Test Article Deflections

Dynamic Deflection	0.35	m (13.8 in)
Permanent Deflection	0.24	m (9.4 m)
Dynamic Working Width	0.89	m (35.0 in)
Permanent Working Width	0.68	m (26.8 in)

14. Vehicle Damage

Calssification	Moderate
VDS	11LFO3
CDC	11FDEW3
Max. Exterior Deformation	74 mm (2.91 in)
Max. Interior Deformation	68 mm (2.68 in)
OCDI	LF0000011

Summary of Crash Test Results

1. Sequential Photographs								
								
0.000 s	0.110 s	0.220 s	0.330 s	0.440 s				
2. Plan View								
								
3. Cross-Sectional View								
								
4. General Information								
Test Agency	crashtest-service.com GmbH							
Test Standard	MASH Test TL 3-11							
CTS-Test No.	18664							
Date	April 19, 2017							
5. Test Article								
Type	Barrier							
Name	SafeZone							
Installation Length	40.62 m (1599.2 in)							
Key Elements - Barrier	Length: 5.80 m (228.3 in)							
	Base Width: 0.45 m (17.7 in)							
	Height: 0.81 m (31.9 in)							
6. Soil Type and Condition								
Type of Soil	Asphalt							
Soil strength	/							
Condition	Dry, cloudy, 12° C (53.3° F)							
7. Test Vehicle								
Type/Designation	2270P							
Make and Model	2012 Dodge Ram 1500 Pickup							
Curb	2226 kg (4907 lb)							
Test Inertial	2264 kg (4991 lb)							
Dummy	/ kg (lb)							
Gross Static	2264 kg (4991 lb)							
8. Impact Conditions								
Speed	104.3 km/h (64.8 mph)							
Angle	25 degrees							
Location/Orientation	1.43 m (56.3 in) before transition of elements III & IV							
9. Exit Conditions								
Speed	84 km/h (52 mph)							
Angle	6 degrees							
10. Post-Impact Trajectory								
Vehicle Stability	Satisfactory							
Stopping Distance	58.7 m (231.1 in) downstream							
	1.8 m (71 in) laterally in front							
Vehicle Snagging	None							
Vehicle Picketing	None							
11. Occupant Risk								
Impact Velocity								
Longitudinal	4.64 m/s (15.22 ft/s)							
Lateral	6.32 m/s (20.74 ft/s)							
Ride-down Accelerations (10 msec avg.)								
Longitudinal	-4.94 g							
Lateral	-9.01 g							
12. Test Article Damage								
Classification	Moderate							
particularities	None							
13. Test Article Deflections								
Dynamic Deflection	0.54 m (25.2 in)							
Permanent Deflection	0.23 m (9.1 in)							
Dynamic Working Width	0.95 m (37.4 in)							
Permanent Working Width	0.66 m (26.0 in)							
14. Vehicle Damage								
Classification	Moderate							
VDS	11-LFC-4							
CDC	11FDEW3							
Max. Exterior Deformation	182 mm (7.17 in)							
Max. Interior Deformation	37 mm (1.47 in)							
OCDI	LF0000000							
THIV								
PHD	8 m/s (27 ft/s)							
ASI	11.4 g							



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Vorgang / Reference
A2887

Datum / Date
12.12.2017

Statement MASH 2016 criteria (impact speed)

Dear Mrs. Yassin,

crashtest-service.com GmbH is an accredited testing laboratory for a many standard tests, for example DIN EN 1317 and MASH 2016.

On April 24, 2017 and April 19, 2017, two accredited impact tests on behalf of Laura Metaal Eyselshoven B.V. (Netherlands) took place on the test site of crashtest-service.com GmbH (test report no. 11775-2887/18647-2 and 11775-2887/18664-2). The impact speed for both tests was determined to 104.3 km/h.

This statement explains why from the point of view of crashtest-service.com GmbH both tests are to be regarded as compliant with the MASH 2016 standard.

The MASH 2016 standard describes the tolerances on impact conditions in chapter 2.1.2 as below:

"... Testing agencies have demonstrated an ability to control impact speed within a range of ± 2.5 mph (4.0 km/h) from the target condition and to obtain actual impact angles within ± 1.5 degrees of the desired value. Therefore, these limits are selected as the maximum tolerance for impact speed and angle. For crash tests with a target speed of 44 mph (70.0 km/h) or more, the actual impact speed should be no less than 2.5 mph (4 km/h) below the desired impact speed. For tests involving vehicle redirection, the impact angle should not be more than 1.5 degree below the target value. ..."

Thus, in this section there is only a lower limit of the impact velocity defined for a crash test with an impact speed of e.g. 100 km/h.

Furthermore, there is an inconsistent declaration for the exact tolerance. In the first passage of chapter 2.1.2 the maximum tolerance is declared to be 4.0 km/h, in the following text (for impact speeds of 70.0 km/h or more) the tolerance is given to be 4 km/h (without a decimal place). Therefore, the impact speed of 104.3 km/h can be considered to be compliant with the given tolerance.

Although a tolerance of ± 4.0 km/h should be considered as required, nevertheless the two tests carried out with an impact speed of 104.3 km/h comply from a technical point of view with the standard MASH 2016 for the following reasons:

In addition to the tolerance for the impact velocity, the standard MASH 2016 also specifies tolerances for the test inertial weight and the impact angle (max. impact angle 26.5° , max. test inertial weight 2320 kg).

Both mentioned tests have been performed with an impact angle of 25° . The weight of the vehicle in test 18647 (test report no. 11775-2887/18647-2) was determined to 2303 kg and in test 18664 (test report no. 11775-2887/18664-2) to 2264 kg. The permissible tolerances for both tests in terms of angle and weight were therefore not exploited.

Considering the upper permissible values the maximum impact severity to which the system under test can be exposed to is clearly higher than the impact severity in both impact tests. The impact severity in test number 18647 (173 kJ) and in test number 18664 (170 kJ) are between the minimum (144 kJ; see table 2-2A) and the maximum possible energy level (193 kJ).

Thus, the discussed speed surplus of 0.3 km/h does not lead to system-introduced energies that are not compatible with MASH 2016.

For the above reasons both tests (test report no. 11775-2887/18647-2 and test report no. 11775-2887/18664-2) are from the point of view of crashtest-service.com GmbH in accordance with Mash 2016.

Sincerely,

crashtest-service.com


crashtest-service.com
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