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

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

February 28, 2020

In Reply Refer To:
HSST-1/B-331

Mr. Adrian Bullock
Highway Care Ltd.
The Highlands, Detling, Maidstone, Kent
ME14 3HT
United Kingdom

Dear Mr. Bullock:

This letter is in response to your October 24, 2019 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-331 and is valid until a subsequent letter is issued by FHWA that expressly references this device.

Decision

The following device is eligible within the length-of-need, with details provided in the form which is attached as an integral part of this letter:

- HighwayGuard LDS TL-4

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's 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: HighwayGuard LDS TL-4
Type of system: Longitudinal Barrier
Test Level: MASH Test Level 4 (TL4)
Testing conducted by: Holmes Solutions LP
Date of request: October 24, 2019

FHWA concurs with the recommendation of the accredited crash testing laboratory on the attached form.

In accordance with FHWA's Memo "Federal-aid Reimbursement Eligibility Process for Safety Hardware Devices" dated November 12, 2015, FHWA will make note of any reported damage to a test vehicle's fuel tank. AASHTO's MASH states "Although not a specific factor in assessing test results, integrity of a test vehicle's fuel tank is a potential concern. It is preferable that the fuel tank remains intact and not be punctured. Damage or rupture of the fuel tank, oil pan, or other feature that might serve as a surrogate of the fuel tank should be reported". A test report included in this submittal documenting Test 4-12 states "The fuel tank was slightly damaged indicating potential for leakage".

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. Modifications made to the device are not covered by this letter. Any modifications to this device should be submitted to the user (i.e., state DOT) as per their requirements.

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-330 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.

- This FHWA eligibility letter is not an expression of any Agency view, position, or determination of validity, scope, or ownership of any intellectual property rights to a specific device or design. Further, this letter does not impute any distribution or licensing rights to the requester. This FHWA eligibility letter determination is made based solely on the crash-testing information submitted by the requester. The FHWA reserves the right to review and revoke an earlier eligibility determination after receipt of subsequent information related to crash testing.

Sincerely,

Michael S. Griffith

Michael S. Griffith
Director, Office of Safety Technologies
Office of Safety

Enclosures

Request for Federal Aid Reimbursement Eligibility of Highway Safety Hardware

Submitter	Date of Request:	October 24, 2019	◉ New ◯ Resubmission
	Name:	Adrian Bullock	
	Company:	Highway Care Ltd	
	Address:	The Highlands, Detling, Maidstone, Kent. ME14 3HT	
	Country:	UK	
	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)	◉ Physical Crash Testing ◯ Engineering Analysis	HighwayGuard LDS TL-4	AASHTO MASH	TL4

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:	Adrian Bullock	Same as Submitter ☒
Company Name:	Highway Care Ltd	Same as Submitter ☒
Address:	The Highlands, Detling, Maidstone, Kent. ME14 3HT	Same as Submitter ☒
Country:	UK	Same as Submitter ☒

Enter below all disclosures of financial interests as required by the FHWA `Federal-Aid Reimbursement Eligibility Process for Safety Hardware Devices' document.

Holmes Solutions LP completed all of the documented testing activities under a commercial contract with HighwayCare. In accordance with the requirements of ISO 17025, all testing activities completed by Holmes Solutions LP were undertaken free from any undue commercial influence. For the completion of this testing service, Holmes Solutions LP received payment in the form of professional fees. The fees received for the testing activities were not linked to the technical performance of the product nor the outcome of the tests.
Holmes Solutions LP does not have, nor ever had, any financial interest in Highway Care, and has no ownership of any of the products IP. Holmes Solutions LP does not receive any research funding (or other forms of research support) from Highway Care.

PRODUCT DESCRIPTION

(●) New Hardware or Significant Modification ( ) Modification to Existing Hardware

HighwayGuard is a steel barrier formed from two profiled, thin gauge sheets being welded together along the join at the top, and to feet at the base, to form a long hollow section, the overall dimensions of each barrier section is 540mm wide at the base, 250mm wide at the top, 800mm high and 6,000mm long. Each longitudinal section can be connected to an adjoining section using a unique T-connector which engages with vertical pins located at the end of each section. These barrier sections are joined together and laid out along the road surface to create a longitudinal barrier system (wall). The barrier system can be installed with multiple ground anchor configurations. This barrier system incorporates ground anchors with a nominal 12m between ground anchors in its Limited Deflection System (LDS) configuration.

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:	Emerson Ryder	Digitally signed by Emerson Ryder Date: 2019.10.29 08:58:24 +13'00'
Address:	254 Montreal Street Christchurch	Same as Submitter ☐
Country:	New Zealand	Same as Submitter ☐

A brief description of each crash test and its result:

Required Test Number	Narrative Description	Evaluation Results
4-10 (1100C)	This test was carried out and reported by others. The test was carried out at HORIBA MIRA Ltd on January 23,2019 under H-M Ltd test number W0207 and was deemed by them to have met all the criteria set out in MASH 16. This data has been previously submitted to FHWA and the product was issued Eligibility Letter B-322	PASS
4-11 (2270P)	This test was carried out and reported by others. The test was carried out at HORIBA MIRA Ltd on January 24,2019 under H-M Ltd test number W0208 and was deemed by them to have met all the criteria set out in MASH 16. This data has been previously submitted to FHWA and the product was issued Eligibility Letter B-322	PASS

Required Test Number	Narrative Description	Evaluation Results
4-12 (10000S)	The longitudinal barrier successfully contained and redirected a 10000S test vehicle impacting the test article at 15.2 degrees with a velocity of 89.4 km/h. No debris or detached elements penetrated or showed potential to penetrate the occupant compartment. No fragments were distributed outside of the vehicle trajectory and therefore did not present any undue hazard to other traffic, pedestrians or work zone personnel. Occupant risk factors satisfied the test criteria and the vehicle exit trajectory remained within acceptable limits. Dynamic Deflection was 0.79 m(2.6ft.). Working Width was 2.32 m (7.6ft.) at a height of 1.30 m (4.26ft.)above ground level.	PASS
4-20 (1100C)	Not Required	Non-Critical, not conducted
4-21 (2270P)	Not Required	Non-Critical, not conducted
4-22 (10000S)	Not Required	Non-Critical, 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 LP	
Laboratory Signature:	Emerson Ryder	Digitally signed by Emerson Ryder Date: 2019.10.29 09:07:41 +13'00'
Address:	254 Montreal Street Christchurch	Same as Submitter ☐
Country:	New Zealand	Same as Submitter ☐
Accreditation Certificate Number and Dates of current Accreditation period :	1022 NZS ISO/IEC 17025:2005 Accreditation period valid until July 2020	

Submitter Signature*:

Submit Form

ATTACHMENTS

Attach to this form:

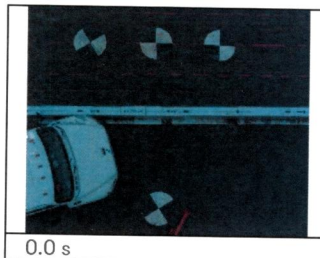
1) Additional disclosures of related financial interest as indicated above.
2) A copy of the full test report, video, and a Test Data Summary Sheet for each test conducted in support of this request.
3) A drawing or drawings of the device(s) that conform to the Task Force-13 Drawing Specifications [Hardware 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

Holmes Solutions

Level 2, 254 Montreal Street
Christchurch Central 8013
PO Box 6718
Upper Riccarton, Christchurch 8442
holmessolutions.com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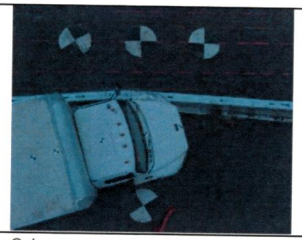
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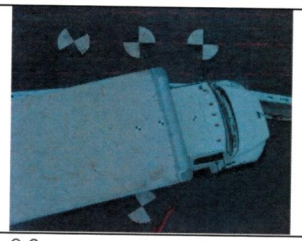
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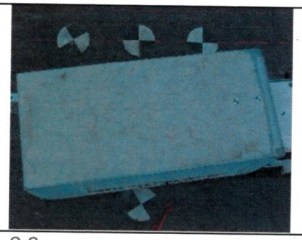
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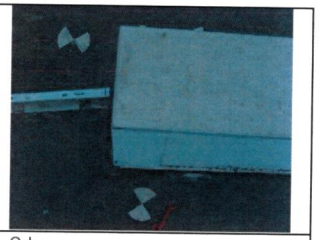
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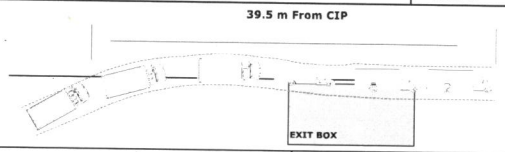
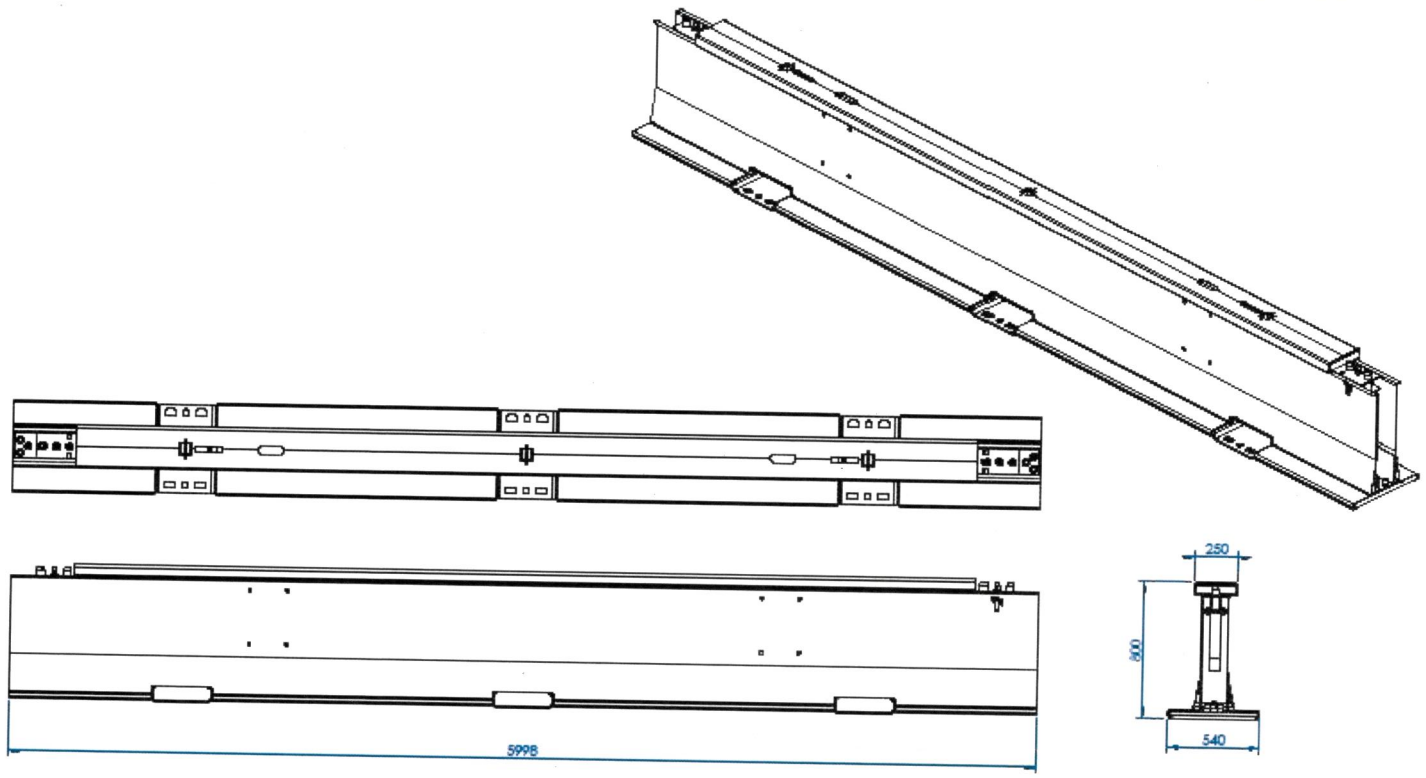


Test Article:	HighwayGuard
Total Length	60.0 m
Key Elements - Barrier	MASH TL4-12LDS
Description	Temporary Steel Barrier Low Deflection System
Length of Barrier Installation	60.0 m
Barrier Height	800 mm
Ground Conditions	Asphalt with Ground anchors spaced 12.0 m apart
Test Vehicle	
Designation	10000S
Make/Model	Freightliner M2-106
Dimensions (LxWxH)	8450 x 2340 x 3710 mm
Curb Wt	6660 kg
Test Inertial Wt	10085 kg
Gross Static	10085 kg
Impact Conditions	
Speed	89.4 km/h
Angle	15.2°
Impact Point	1474 mm upstream of barrier 6A
Exit Conditions	
Exit Speed:	26.3 km/h
Exit Angle:	10.3°
Test Number	135137.4-12LDS
Test Date	05-07-19

Post Impact Vehicle Behaviour	
Vehicle Stability	Acceptable
Stopping Distance	39.5
Vehicle Snagging	None
Vehicle Pocketing	None
Occupant Impact Velocity	
Longitudinal (m/s)	2.8 at 0.2808 seconds on front of interior
Lateral (m/s) (optional)	3.5
Occupant Ride-down Deceleration	
X-direction	-4.0 (0.3024 - 0.3124 seconds)
Y-direction	6.4 (0.5406 - 0.5506 seconds)
THIV (optional) m/s	4.3 at 0.2661 seconds on left side of interior
PHD (optional) g	6.5 (0.5405 - 0.5505 seconds)
ASI (optional)	0.52 (0.5238 - 0.5738 seconds)
Test Article Damage	Moderate
Test Article Deflections	
Dynamic	0.79 m (2.6 ft)
Permanent	0.62 m (2.0 ft)
Working Width	2.32 m (7.6 ft)
Vehicle Damage Exterior	
VDS	11LF-3
CDC	11LFEE3
Maximum Deformation	265 mm



Approx Mass: 5.0 kg

Ensure drawing is the correct issue and release before using.

HIGHWAY CARE

Highway Care LTD
The Highlands
Detling
Maidstone
Kent ME14 3HT
Tel. +44 (0) 1622 734215
www.highwaycare.co.uk

The information hereon is proprietary to Highway Care Ltd and shall not be disclosed, duplicated or used otherwise, without the express written approval of Highway Care Ltd.

Rev.	Details.	Dwn.	Date.	Ch'k'd	App'd
A	ECN 324	LH	[illegible]	ST	PD
B	ECN 374	LH	[illegible]	ST	PD

Title: HighwayGuard - 6m Barrier Assembly

DWG No. HG-10-01-ID

SHEET 1 OF 1

ISO A4 Landscape | DO NOT SCALE | SCALE 1:30

Revision B | Status Released

Holmes

ilac-MRA IANZ ACCREDITED LABORATORY ACCREDITATION Nº 1022