

JL-D-0850 Stuer-Egghe 'Julietta' TMA

Product summary

Status	Accepted
Category	Truck Mounted Attenuator
Test Level	Test Level 3 (NCHRP350): 100km/h
Supplier	J1-LED Intelligent Transport Systems
Description	Truck Mounted Attenuator

Introduction and purpose

This detail sheet is intended to supplement *VicRoads Road Design Note 06-04 - Accepted Safety Barrier Products*. Please refer to RDN 06-04 for the current VicRoads acceptance status, information on the product assessment process and general acceptance conditions.

The technical details within this document have been extracted from information submitted to VicRoads by the Supplier and the recommended 'Conditions for Use' from the Austroads Safety Barrier Assessment Panel (ASBAP).

VicRoads requirements take precedence over the product manual and Austroads conditions. Where a departure from these requirements is required, users should understand the risks and document their engineering decisions.

For more detailed product information, refer to the individual product manual or contact the System Supplier.

Technical information

The JL-D-0850 Stuer-Egghe 'Julietta' TMA should be designed, installed and maintained in accordance with the following VicRoads conditions for use.

These conditions for use have been based on an Austroads assessment of technical performance against AS/NZS 3845 and contain VicRoads specific requirements when necessary.



Figure 1. Front view of Julietta TMA

Summary Conditions for Use

Accepted configuration	JL-D-0850 Stuer-Egghe 'Julietta' TMA
Variants	Nil
Tested Roll Allowance	15.0 metres (30m per the CoP- Worksite Safety)
Product manual reviewed	Release August 2018
ASBAP issue	14 June 2018
NOTE	VicRoads plan on harmonising with Austroads' transition to MASH products, therefore users should consider the potential life of this product.

Refer *VicRoads conditions for use (below)*.

VicRoads Conditions for Use

Performance requirements

Containment level	Speed (km/h)	Impact vehicle mass (kg)	TMA dimension and weight				Roll ahead distance (m)	Support vehicle mass ¹		Road Clearance (mm)
			Length (mm)	Width (mm)	Height (mm)	Mass (kg)		Min (kg)	Max (kg)	
NCHRP350 TL-3	100	2000	2802	2302	620	1220	15.0 (30m) ²	9240	Not Specified	295

Note 1: Refer to 'Support vehicle mass' comments below.

Note 2: TMAs should be located a minimum distance of 30m before the workers or equipment that it is shielding, in accordance with the Road Management Act 2004 Code of Practise, Worksite Safety – Traffic Management.

System Conditions

System conditions	<ol style="list-style-type: none"> Support vehicle must be compliant with local vehicle legislation and relevant Vehicle Standards Guide (VSG) TMA mount must be structurally certified. Support vehicle should not have secondary braking restraint (chocked). TMA must be inspected prior to each deployment to ensure no damage to outer casing and support. Support vehicle must be deployed in second gear with handbrake engaged.
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Other considerations and comments

Support vehicle mass

- The minimum support vehicle mass is the gross weight with ballasts attached and is the minimum required, for containing an impact as per tested design requirements.
- The maximum support vehicle mass is not specified under NCHRP350. While heavier support vehicles are likely to have less roll ahead than the tested configuration, the additional mass will increase the transfer of energy into the vehicle occupants during a crash and increase the likelihood of a fatal or serious injury. TMA support vehicles with a mass greater than specified **must** seek advice from the product distributor and VicRoads.

MASH transition

Unless the Julietta has received acceptance to MASH before 31 December 2020, the Austroads status will be made 'phase out'. VicRoads plan on harmonising with Austroads' transition to MASH, therefore users should consider the potential life of the product.

Refer to the [Austroads website](#) for further information or contact SafeSystemEngineering@roads.vic.gov.au.

Damaged components

Damaged components must be replaced. Repaired components must not be used.

Deployment and operation

TMAs must be deployed and operated in accordance with National and State requirements, specifically where operational best practice is prescribed.

References

- Product Installation Manual and Product Operational Manual refer licensed product supplier website.
- VicRoads Road Design Note 06-04 Accepted Safety Barrier Products.
- VicRoads Guidelines for the use of Truck Mounted Attenuators (TMAs).
- Road Management Act 2004 Code of Practice, Worksite Safety – Traffic Management.

Detail Sheet – Update Summary

Issue	Approved	Amendment
Feb 2019	M-SSE	First edition