

# Verdegro Blade TMA

## Product summary

<b>Status</b>	Accepted
<b>Category</b>	Truck Mounted Attenuator
<b>Test Level</b>	Test Level 3 (MASH): 100km/h
<b>Supplier</b>	Innov8 Equipment Pty Ltd
<b>Description</b>	Truck Mounted Attenuator

## Introduction and purpose

This detail sheet supplements *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 Verdegro Blade 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. Rear view of Blade TMA

## Summary Conditions for Use

<b>Accepted configuration</b>	Verdegro Blade TMA
<b>Variants</b>	Nil
<b>Tested Roll Allowance</b>	7.62 metres (30m per the CoP- Worksite Safety)
<b>Product manual reviewed</b>	Version 4.4.1
<b>ASBAP issue</b>	14 June 2018

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		Road Clearance (mm)
			Length (mm)	Width (mm)	Height (mm)	Mass (kg)		Min (kg)	Max (kg)	
MASH TL-3	100	2270	5913	2338	768	1100	7.62 (30m) <sup>2</sup>	7262	10033	280-330

Note 1: 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

Systems conditions	<ol style="list-style-type: none"> <li>1. Support vehicle must be compliant with local vehicle legislation and relevant Vehicle Standards Guide (VSG).</li> <li>2. TMA mount must be structurally certified.</li> <li>3. Support vehicle should not have secondary braking restraint (chocked).</li> <li>4. TMA must be inspected prior to each deployment to ensure no damage to outer casing and support.</li> <li>5. Support vehicle must be deployed in second gear with handbrake engaged.</li> </ol>
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## Other considerations and comments

### Support vehicle mass

The support vehicle mass is the gross weight with ballasts attached, for containing an impact as per tested design requirements.

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. The support vehicle mass must be between the minimum and maximum specified above.

### 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 Practise, Worksite Safety – Traffic Management.
- Vehicle Standards Guide, National Heavy Vehicle Regulator

### Detail Sheet – Update Summary

Issue	Approved	Amendment
Feb 2019	M-SSE	First edition