



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

November 3, 1999

400 Seventh St., S.W.
Washington, D.C. 20590

RECEIVED NOV 13 1999

HMHS-CC52A

Mr. Dave Gertz
Director of Engineering
TraFFix Devices, Inc.
220 Calle Pintoresco
San Clemente, CA 92672

(FEDERAL
APPROVAL
II)

Dear Mr. Gertz:

In your October 6, 1999, letter to Mr. Richard Powers of my staff, you requested the Federal Highway Administration's (FHWA) acceptance of a minor change to the TraFFix Sand Barrel design that had been formally accepted by my office on October 10, 1998. This change was to use the same containers *in the same orientation* for the 200, 400, and 700-pound (90, 180, and 320-kg) modules, with the 700-pound (320-kg) module filled to the top with sand. The original design required the 700-pound (320-kg) module to be inverted and filled to 1-inch (25 mm) from the top with sand.

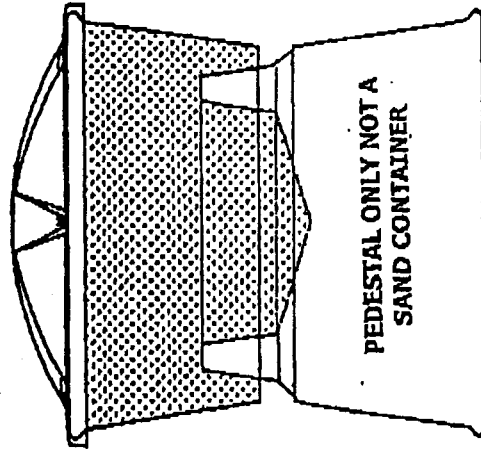
To verify performance of the modified design, you conducted the National Cooperative Highway Research Program (NCHRP) Report 350 tests 3-30 and 3-31, both head-on impacts at 100 km/h with an 820-kg car and a 2000-kg pickup truck, respectively. Crash performance in both tests was nearly identical to the original tests 3-30 and 3-31 and all evaluation criteria were satisfactorily met. Consequently, your requested design change may be considered acceptable and the TraFFix Sand Barrels, in the new configuration, may be used on the National Highway System.

Sincerely yours,

Dwight A. Horne
Director, Office of Highway Safety Infrastructure

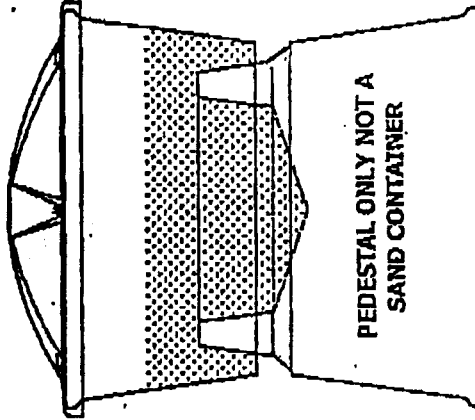
NOTE THAT THERE IS NOW ONLY ONE SAND CONTAINER FOR 200LB, 400LB & 700LB

FILL TO TOP



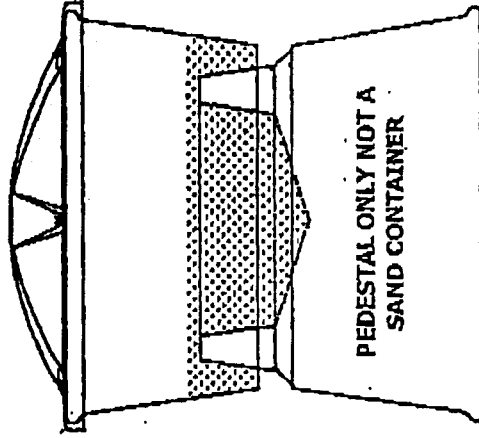
700 LBS

FILL TO 6 IN. FROM TOP



400 LBS

FILL TO 11 IN. FROM TOP



200 LBS