

October 10, 1999

HMHS-CC52A

Mr. Dave Gertz
Director of Engineering
TrafFix Devices, Inc.
220 calle Pinteroesco
San Clemente, California 92672

Dear Mr. Gertz:

In your October 6 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 one inch (25 mm) from the top with sand.

To verify performance of the modified design, you conducted 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. Home
Director, Office of Highway Safety Infrastructure