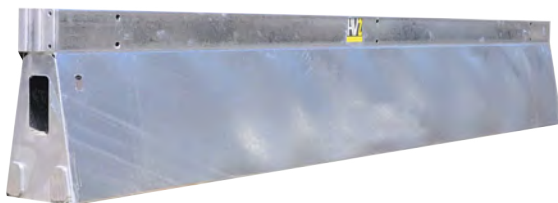




DURABILITY OF STEEL WITH NO PINS OR ANCHORS: FREESTANDING, TEMPORARY LONGITUDINAL BARRIER

The HV2 Barrier is the ultimate freestanding, temporary longitudinal barrier system, bringing improved productivity and safety to worksites. The barrier's patented hybrid technology and unique connectors offer high containment and low deflection, while remaining economical to transport and deploy with no time-consuming anchoring required.



Product Number
HV2 Barrier Section

- MASH TL-4 tested, passed and eligible
- 100% freestanding system with the SLED end treatment and stiffening beams
- High containment ability with safe redirection
- Excellent choice for concrete bridge decks with no potential damage to the rebar
- Designed to perform without being anchored to a road surface - barrier uses its weight distribution to contain vehicles upon impact
- Can be used on any flat surface
- Economical to transport, install, and retrieve
- Connection system between barriers is extremely simple, without any need for pins or bolts
- Only the damaged barrier needs to be replaced, making them extremely economical

HV2 SAFETY BARRIER SPECIFICATION

HV2 Safety Barrier is a free-standing, temporary longitudinal barrier system successfully crash tested to MASH TL-3 & MASH TL-4. The patented hybrid technology, and unique connectors, allow it to offer high containment and low deflection, while remaining economical to transport and deploy. HV2 Safety Barrier also provides safe, consistent and reliable redirection, fast deployment and retrieval. No anchoring is required with no loose parts making it maintenance free with the durability of galvanized steel.

HV2 Safety Barrier is tested to provide positive protection of work sites by safely redirecting errant vehicles up to 22,000 lbs (10,000kg) at 15° and 56 mph (90 km/h), or 5,000 lbs (2,270 kg) at 25° and 62 mph (100 km/h). This allows HV2 Safety Barrier to be suitable for use on any roadside work zone from highways to low-speed local streets. It can be used on any firm surface including concrete, asphalt, spray seal, unsealed compound pavements, and uniform natural surfaces.

HV2 Safety Barrier is constructed from a series of individual barrier segments. Each segment is constructed from galvanized steel with required concrete ballasting. Segments are fastened by integrated, interlocking bidirectional connectors, which simply slides together when barriers are lowered into position.

HV2 Safety Barrier installations require a minimum deployment length of 323.5ft/98.6m (17 interlocking, ballasted HV2 Barrier units) plus the required end treatments, to safely contain and redirect at MASH TL3. For MASH TL-4 the minimum Deployment is 912ft/278m (48 interlocking, ballasted HV2 Barriers) plus the required end treatments.

MASH Eligible As:

Federally eligible TL-4 Device

Federal Eligibility Letters:

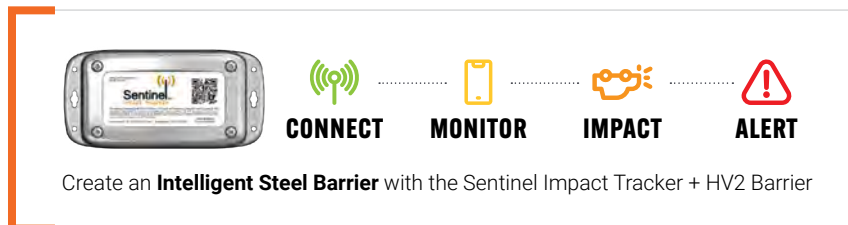
TL-3 Transition to Crash Cushion [B306]

TL-4 Barrier [B308]



00 STRONG CONNECTION

Strong "S" connectors keep barrier sections securely linked



00 COMPATIBILITY

Can be used with a variety of end treatments; 100% freestanding system with SLED Crash Cushion



00 SIMPLE INSTALL

Need short line here about simple installation process, no anchoring, simply lower, connect and position