

APPENDIX D – CERTIFICATION LETTER:

4455 Genesee Street, Buffalo, New York 14225 | Phone: 716.632.7500 | Fax: 716.631.6969 | www.calspan.com



July 19th, 2018

To whom it may concern:

This letter is to certify that the subject barrier, the CABLE BARRIER SURFACE SET SHORT SPAN (MODEL CBSS-400) provided by Barrier1 Systems, Inc., was tested to the requirements of the ASTM standard F-2656-15, Standard Test Method for Vehicle Crash Testing of Perimeter Barriers, in place when the test was performed.

The test was performed at Calspan Corporation on June 26th, 2018. The barrier was impacted by a truck weighing 6763.1 kg (14,910 lbs.) travelling at 47.86 kph (29.74 mph). Post-test measurements of the dynamic movement of the test vehicle's payload (truck bed) show that the left and right leading edge of the truck bed was stopped at 1993mm and 2041mm respectively before the trailing edge of the impacted element. As such, based on the truck mass, impact velocity and penetration into the protected zone, the barrier rating per the ASTM standard F-2656-15 is M30-P2.

Calspan is accredited to ISO 17025 to perform ASTM F2656-15 testing by Perry Johnson Laboratories Accreditation, Inc. (PJLA) under Certificate Number L13-137 and Accreditation Number 76654.

Respectfully,

A handwritten signature in blue ink that reads "Edward Dutton".

Edward Dutton
Test Director

Safer Highways...Safer Skies

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APPENDIX D – CERTIFICATION LETTER:

4455 Genesee Street, Buffalo, New York 14225 | Phone: 716.632.7500 | Fax: 716.631.6969 | www.calspan.com



July 26th, 2018

To whom it may concern:

This letter is to certify that the subject barrier, the Two Strand Cable Barrier Surface Set – Long Span Model CBSS-400 provided by Barrier1 Systems, Inc., was tested to the requirements of the ASTM standard F-2656-15, Standard Test Method for Vehicle Crash Testing of Perimeter Barriers, in place when the test was performed.

The test was performed at Calspan Corporation on July 16th, 2018. The barrier was impacted by a truck weighing 6797.2 kg (14,985 lbs.) travelling at 30.2 mph (48.28 kph). Post-test measurements of the dynamic movement of the test vehicle's payload (truck bed) show that the left and right leading edge of the truck bed was stopped at 6501 mm and 6705 mm respectively after the trailing edge of the impacted element. As such, based on the truck mass, impact velocity and penetration into the protected zone, the barrier rating per the ASTM standard F-2656-15 is M30-P2.

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