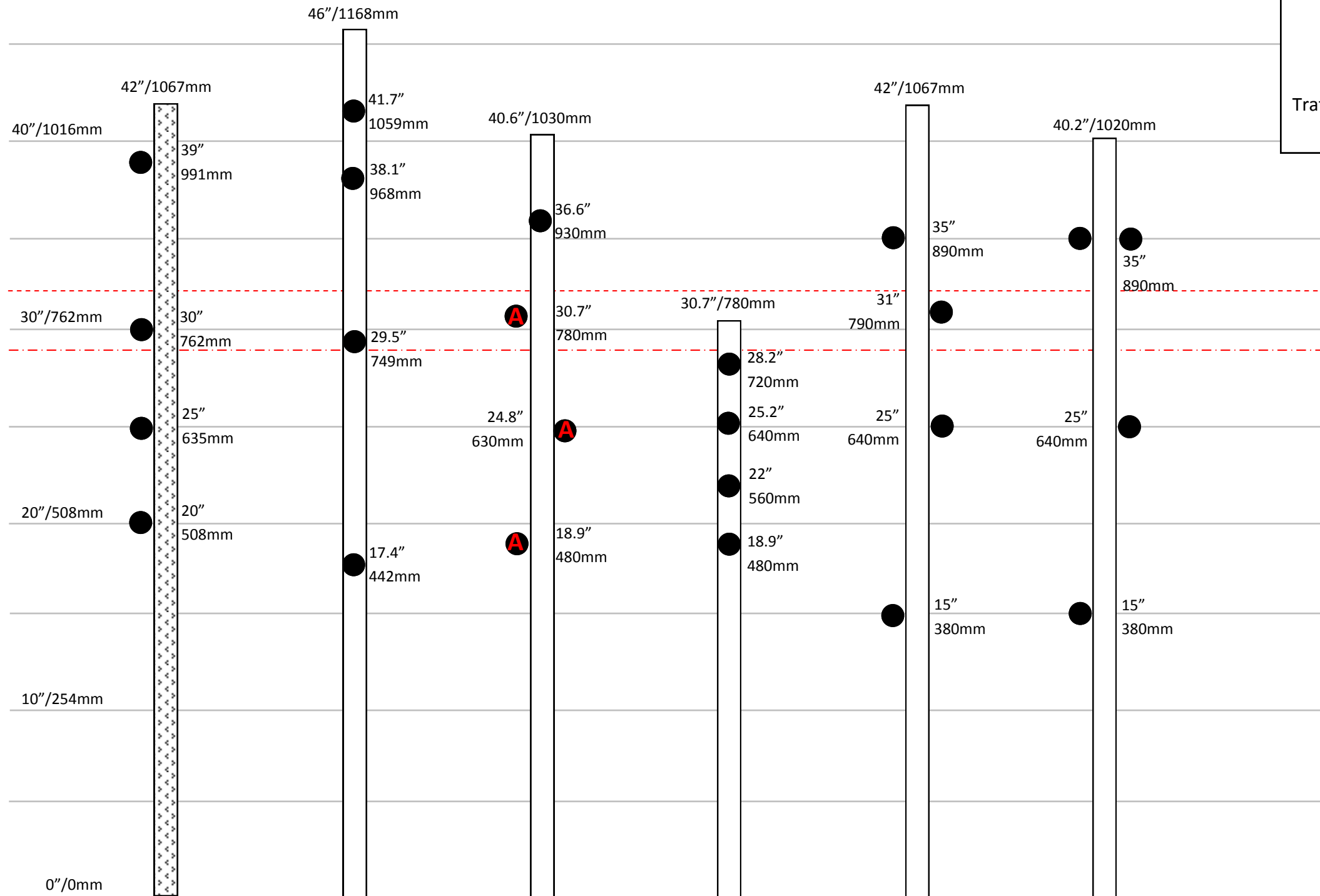


50"/1270mm



A - Alternate to other side of post (cables are interwoven)

Traffic Side ↗

32" (811mm) Post Height for 31" (787mm) W-Beam Top Rail Height (MASH 2009)

28.75" (730mm) Post Height 27.75" (705mm) W-Beam Top Rail Height (NCHRP 350)

- Alternate to other side of cables

Applies to median and roadside installations

Tolerances:

- Gibraltar: +/- 1" (25.4mm)
- Trinity: +/- 1" (25.4mm)
- Brifen: +/- 1.2" (30mm)
- Safence: +/- 0.8" (20mm)
- Nucor: +/- 1" (25.4mm)

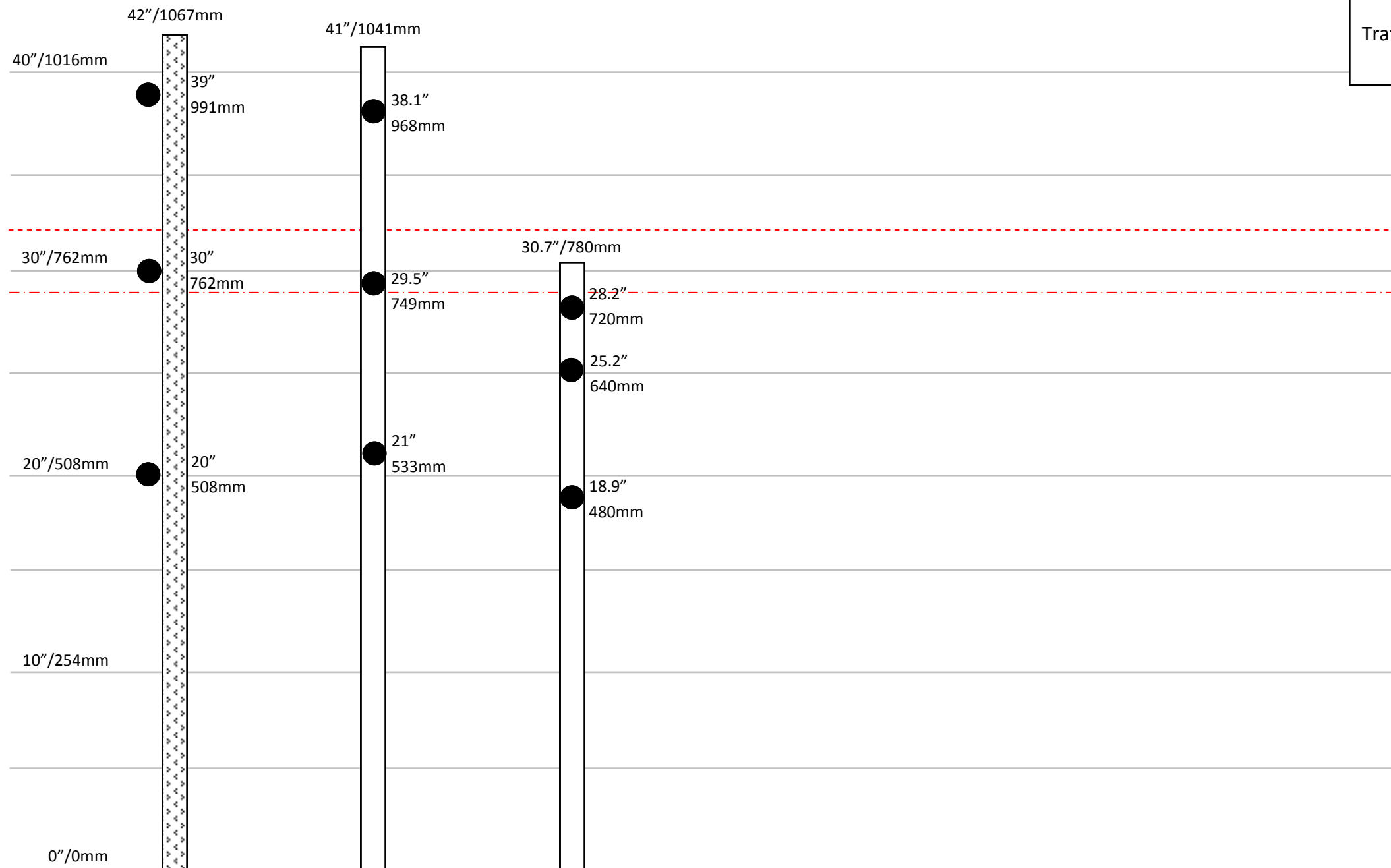
Manufacturer	Gibraltar	Trinity CASS S3	Brifen WRSF	Gregory Safence	Nucor Nu-Cable (20' post spacing)	Nucor Nu-Cable
FHWA Acceptance Letter #	B-137A1	B-157	B-82B	B-88E	B-184A	B-167
AT Product List Status	Proven	Proven	Potential	Potential	Not currently on AT Product List	Not currently on AT Product List

Note:

If a system does not have '(4:1)' specified, it is to be used for 6:1 or flatter applications. The slope refers to the slope the vehicle is travelling on in advance of impact. The slope behind the barrier is not stipulated.

For barriers that are designed for impact on the front only, the steepness of the slope behind the barrier is not relevant when determining the suitability of a HTCB for the installation.

50"/1270mm



A - Alternate to other side of post (cables are interwoven)

Traffic Side ↖

32" (811mm) Post Height for 31" (787mm) W-Beam Top Rail Height (MASH 2009)

28.75" (730mm) Post Height 27.75" (705mm) W-Beam Top Rail Height (NCHRP 350)

- Alternate to other side of cables
Applies to median and roadside installations

Tolerances:

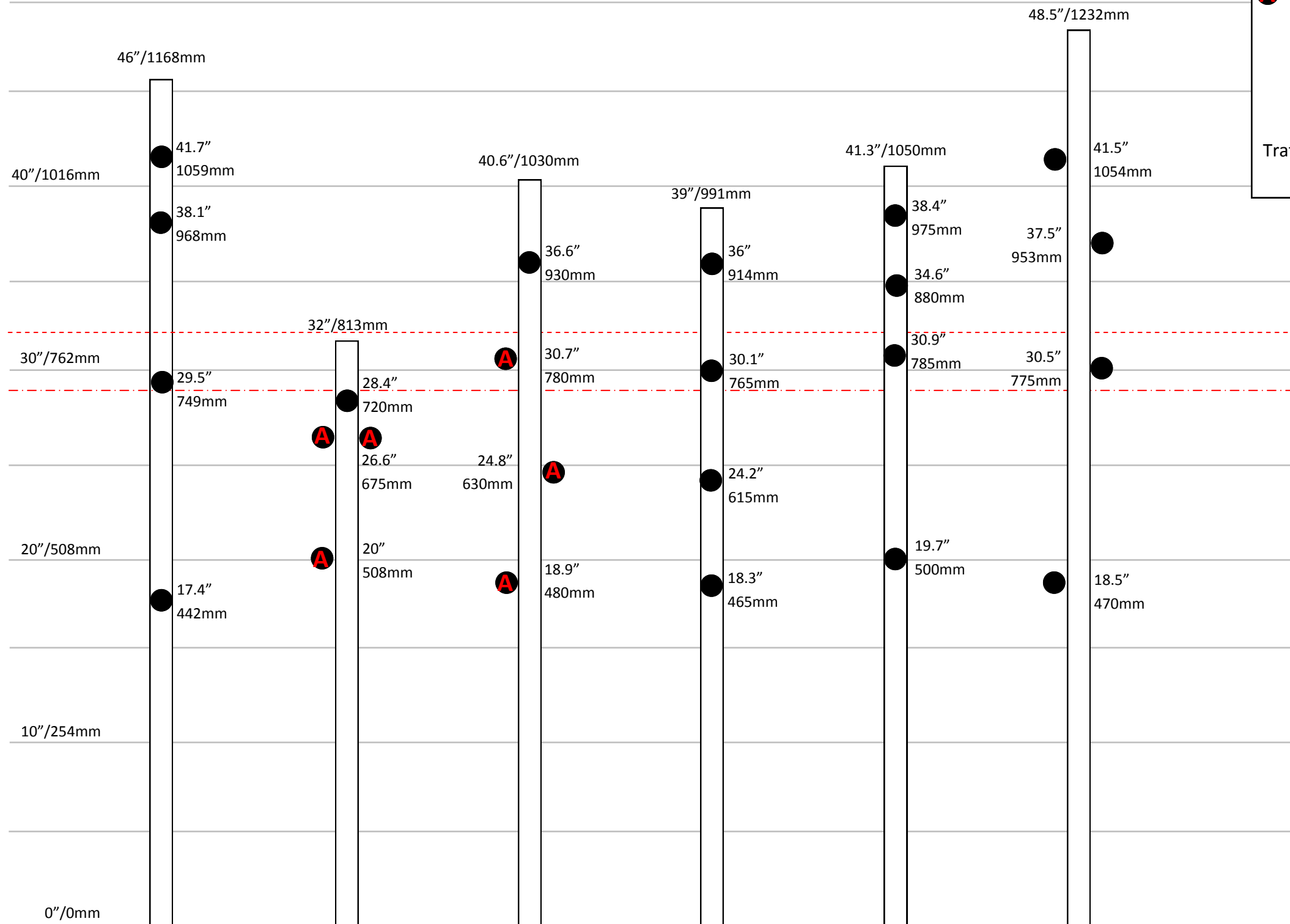
Gibraltar:	+/- 1" (25.4mm)
Trinity:	+/- 1" (25.4mm)
Brifenc:	+/- 1.2" (30mm)
Safence:	+/- 0.8" (20mm)
Nucor:	+/- 1" (25.4mm)

Manufacturer	Gibraltar	Trinity CASS	Gregory Safence
FHWA Acceptance Letter #	B-137A	B-141	B-88D
AT Product List Status	Proven	Proven	Potential

Note:
If a system does not have '(4:1)' specified, it is to be used for 6:1 or flatter applications. The slope refers to the slope the vehicle is travelling on in advance of impact. The slope behind the barrier is not stipulated.

For barriers that are designed for impact on the front only, the steepness of the slope behind the barrier is not relevant when determining the suitability of a HTCB for the installation.

50"/1270mm



A - Alternate to other side of post (cables are interwoven)

Traffic Side ↖

32" (811mm) Post Height for 31" (787mm) W-Beam Top Rail Height (MASH 2009)

28.75" (730mm) Post Height 27.75" (705mm) W-Beam Top Rail Height (NCHRP 350)

- Alternate to other side of cables

Applies to median and roadside installations

Tolerances:

Gibraltar: +/- 1" (25.4mm)

Trinity: +/- 1" (25.4mm)

Brifen: +/- 1.2" (30mm)

Safence: +/- 0.8" (20mm)

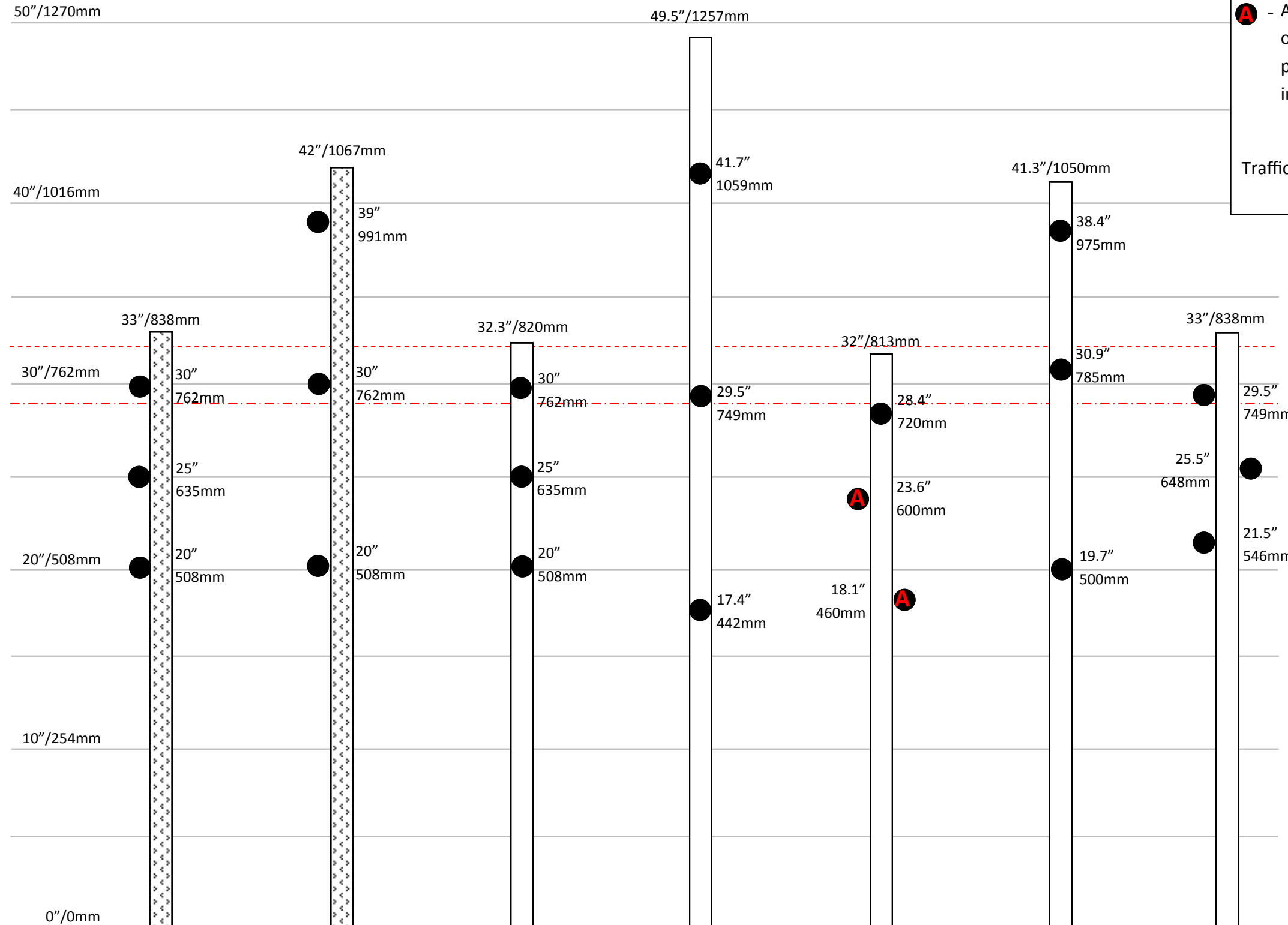
Nucor: +/- 1" (25.4mm)

Note:

If a system does not have '(4:1)' specified, it is to be used for 6:1 or flatter applications. The slope refers to the slope the vehicle is travelling on in advance of impact. The slope behind the barrier is not stipulated.

For barriers that are designed for impact on the front only, the steepness of the slope behind the barrier is not relevant when determining the suitability of a HTCB for the installation.

Manufacturer	Trinity CASS S3 (4:1)	Brifen WRSF	Brifen WRSF (4:1)	Gregory Safence	Gregory Safence (4:1)	Nucor Nu-Cable (4:1)
FHWA Acceptance Letter #	B-232	B-82	B-82B1	B-88	B-88F	B-193
AT Product List Status	Proven	Potential	Potential	Potential	Potential	Not currently on AT Product List



A - Alternate to other side of post (cables are interwoven)

Traffic Side ↖

32" (811mm) Post Height for 31" (787mm) W-Beam Top Rail Height (MASH 2009)

28.75" (730mm) Post Height 27.75" (705mm) W-Beam Top Rail Height (NCHRP 350)

- Alternate to other side of cables Applies to median and roadside installations

Tolerances:

Gibraltar: +/- 1" (25.4mm)

Trinity: +/- 1" (25.4mm)

Brifen: +/- 1.2" (30mm)

Safence: +/- 0.8" (20mm)

Nucor: +/- 1" (25.4mm)

Note:

If a system does not have '(4:1)' specified, it is to be used for 6:1 or flatter applications. The slope refers to the slope the vehicle is travelling on in advance of impact. The slope behind the barrier is not stipulated.

For barriers that are designed for impact on the front only, the steepness of the slope behind the barrier is not relevant when determining the suitability of a HTCB for the installation.

Manufacturer	Gibraltar	Gibraltar (4:1)	Trinity CASS	Trinity CASS (4:1)	Brifen WRSF	Gregory Safence (4:1)	Nucor Nu-Cable
FHWA Acceptance Letter #	B-137	B-137C	B-141	B-141C	B-82C	B-88F	B-96
AT Product List Status	Proven	Proven	Proven	Proven	Potential	Potential	Not currently on AT Product List