

Description

A free-standing, precast concrete F-type barrier crash tested to MASH TL-3 and ASBAP approved to 100 km/h. Designed for high-speed applications, with optional anti-sight/debris screens to improve worker protection and reduce driver distraction.

Features

- T-Lok Barrier has ASBAP approval to 100km/h
- Freestanding, temporary longitudinal barrier system successfully crash tested to MASH TL-3
- Low deflection and safe re-direction
- Available in either 3.66m or 5.49m lengths
- Multiple end treatments can be used
- Sight/debris screens bolt on
- Can be deployed with steel wedge to accommodate tight radius projects



MASH
TL-3

ASBAP
100km/h

Wedge for
tight radius
projects

Sight/Debris Screens



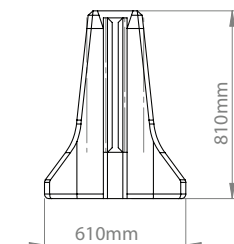
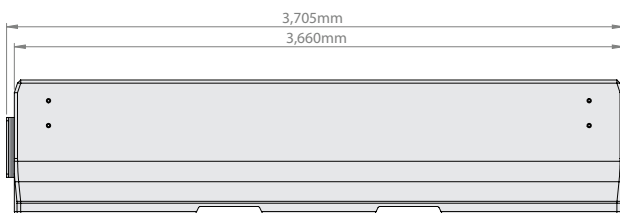
- Full steel frame
- Steel mesh welded in
- Durable 90% blockout shade cloth (UV stabilised) held in place with aluminium sail track
- Heavy duty and impact resistant

Specifications

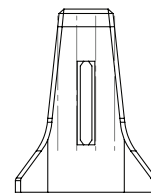
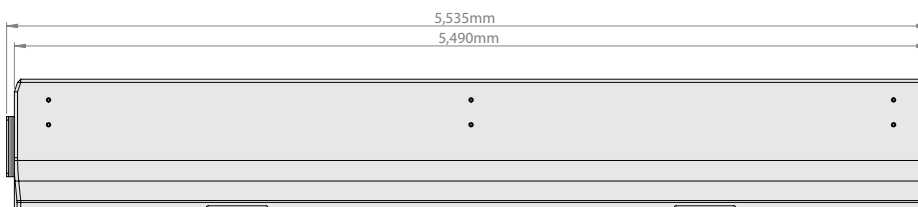
Product Code	Effective Length	Width	Height	Weight Per Unit	Weight Per Metre	Successfully Tested To	ASBAP Approval	Deflection	Minimum Radius	Transportable Per Semi Truck
F1303000	3.66m	610mm	810mm	2600kg	722kg	MASH TL-3	100km/h	1.27m MASH TL-3	30m 8m with wedge	9 units
F1303001	5.49m	610mm	810mm	3900kg	722kg	MASH TL-3	100km/h	1.27m MASH TL-3	46m 12m with wedge	6 units

Please refer to saferoads.com.au for the most up to date specifications

T-Lok 3.66m



T-Lok 5.49m



Product Approvals

Saferoads T-Lok Barrier is approved for use by Austroads, Department of Transport (Vic Roads), Transport for NSW, Department for Infrastructure and Transport SA, Department of Main Roads QLD, Main Roads WA.

MAY_2026



Description

A custom steel wedge designed to enable continuous temporary barrier deployment through tight curves. Installed between T-Lok concrete barriers, the steel wedge allows for radii as tight as 8 metres—delivering a significant advantage over traditional barrier systems in constrained work zones and also improving efficiency with staged intersection deployment.

Features

- Facilitates placement of T-Lok Barriers at tighter radii
- Enables the 3.66m barrier to be deployed on a radius as tight as 8m
- Enables the 5.49m barrier to be deployed on a radius as tight as 12m
- The wedge has ASBAP approval to 60km/h
- 5m design deflection where wedges are used

Wedge Specifications

Product Code	Width	Height	Weight Per Unit	ASBAP Approval
F130400	44-148mm	810mm	60.4kg	60km/h

Please refer to saferoads.com.au for the most up to date specifications

How does the Steel Wedge work?

The Saferoads T-Lok Barrier consists of a series of individual concrete barrier sections. The barrier ends comprise “T” and “C” connectors that interlock during deployment. The wedge fits and connects between the joints with ease. The plates used to construct the steel wedge are 12mm thick grade 350, the same steel used in T-Lok Barrier connectors. The steel wedges are fully welded and are as strong as the C and T connectors, to ensure the barriers connections are not compromised when the steel wedges are used. The steel wedges are a substantial unit, weighing approximately 60kg.

What angles can be achieved with the Steel Wedge?

Angles from 6 up to 32 degrees are achievable with the steel wedge. It can be used in either orientation up to enable the barriers to curve left or right regardless of the C and T orientation. This design is all that is needed for left or right curves, starting with either a C or T connector. The steel wedges should only be used where traffic speeds are restricted to 60km/h or below. The deflection where wedges are used should be conservatively set at 5m, and the distance to excavation should be 4m.

The 3.6m T-Lok Barriers can achieve a 30m radius, with a standard maximum 7 degrees angle at each joint. The steel wedges allows each joint to be deployed at an angle from 6 degrees (Figure 1) up to 32 degrees (Figure 2), enabling a deployment radius as tight as 8m when steel wedges are used in between each T-Lok Barrier.

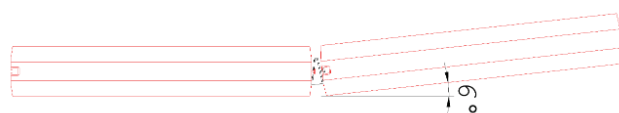


Figure 1
Plan view of 2 Barriers laid out
with the Wedge at 6 degrees

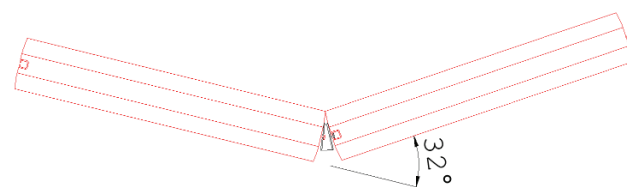


Figure 2
Plan view of 2 Barriers laid out
with the Wedge at 32 degrees

