

Product Manual

HV2 Minimum Deflection System (MDS) Barrier





MASH Tested Barriers

Saferoads is a leading innovator in the development of advanced road safety barrier systems.

Our range of crash barriers is independently tested and approved to MASH guidelines, providing confidence in their performance and suitability for demanding work zone environments.

Designed to help protect road users, workers and infrastructure, Saferoads barrier systems provide a reliable solution for managing risk in temporary traffic environments





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Preface

For optimum performance, Saferoads **HV2 Minimum Deflection System (MDS) Safety Barrier** must be designed, installed and maintained as per this manual. Please thoroughly review and understand this manual before using HV2 MDS Safety Barrier.

Local requirements may also impose restrictions. Please refer to local governing body for further information.

If more information is required please contact Saferoads

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Introduction

Saferoads HV2 MDS Safety Barrier is an anchored temporary longitudinal barrier system successfully crash tested to MASH TL-3. The patented hybrid technology, and unique connectors, allow Saferoads HV2 MDS Safety Barrier to offer high containment and near zero deflection, while remaining economical to transport and deploy.

Saferoads HV2 MDS Safety Barrier provides several unique advantages over other temporary barrier systems including:

- High containment
- Low deflection
- Safe, consistent and reliable redirection
- Fast deployment and retrieval
- Economical to transport
- Maintenance free
- Durable

Applications

Saferoads HV2 MDS Safety Barrier is tested to provide positive protection of work sites by safely redirecting errant vehicles up to 2,270kg (5,000lbs) at 25° and 100km/h (62mph). This allows HV2 MDS Safety Barrier to be suitable for use on any roadside work zone from highways to low speed local streets.

The HV2 MDS Safety Barrier can be used on concrete and asphalt surfaces.

Limitations

Saferoads HV2 MDS Safety Barrier has been tested to MASH TL-3 requirements, as required by FHWA and AS3845.1. Installations not in accordance with this manual or impacts outside of MASH TL-3 testing may result in unpredictable performance.

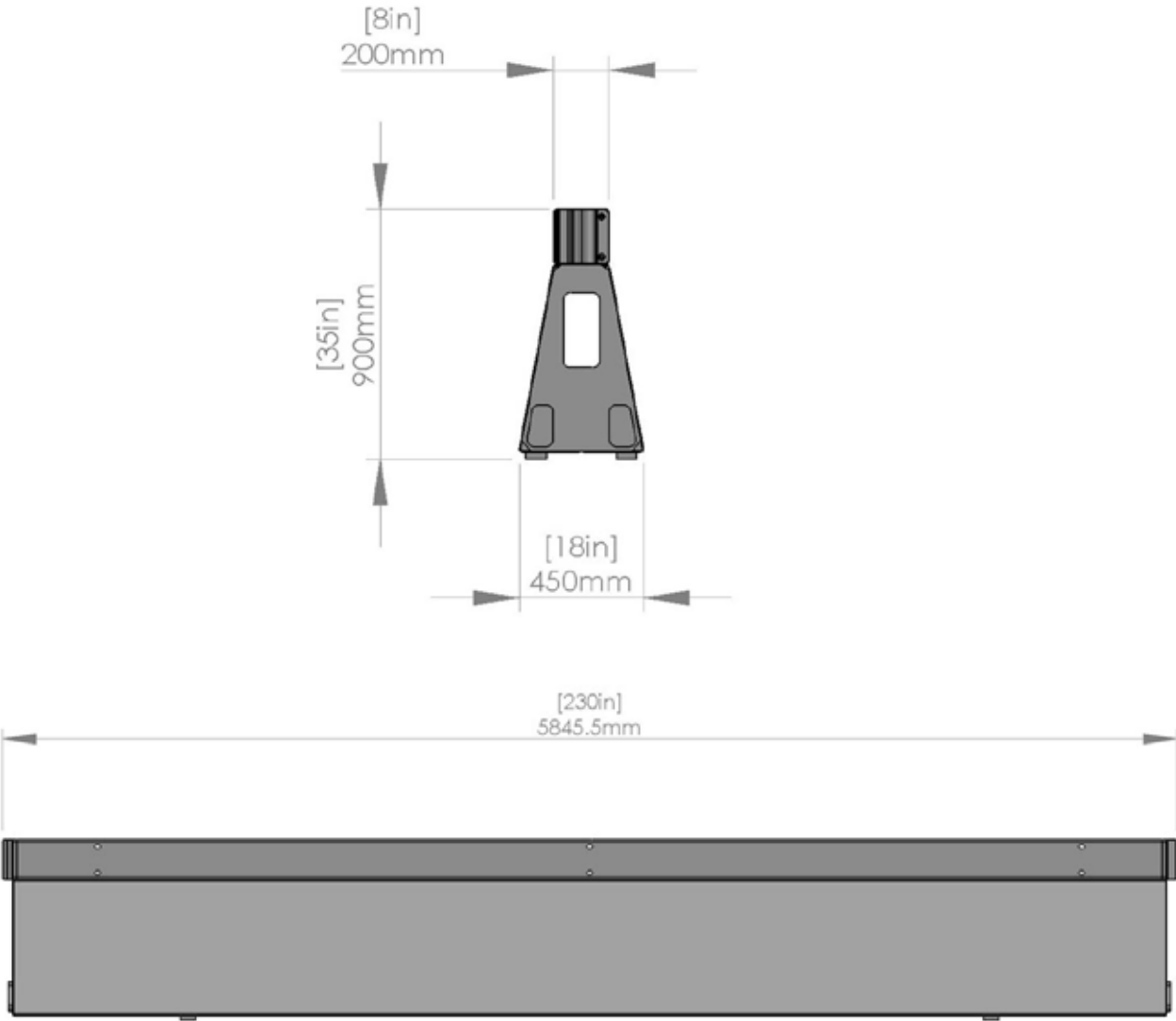
1 Barrier Segments

A HV2 MDS Safety Barrier installation is constructed from a series of individual barrier segments.

Each segment is constructed from steel with concrete ballast. The MDS (Minimum Deflection System) is an add on anchoring kit to the freestanding HV2 Safety Barrier, consisting of one cross bar and two anchor plates between every barrier segment. The dimensions of each segment are:

HV2 MDS Barrier Segments

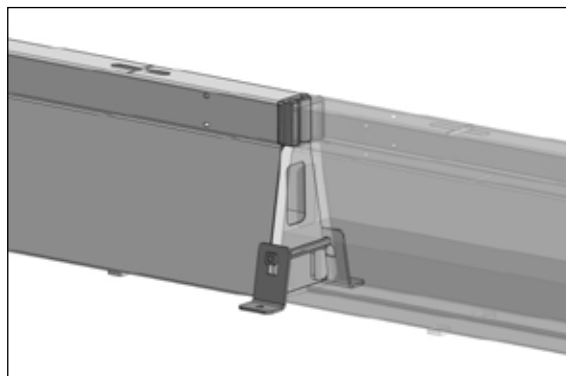
Installed Length	5,800mm (19ft)
Segment Length	5,846mm (19ft 2in)
Segment Width	450mm (18in)
Segment Height	900mm (35in)
Weight	2,088kg (4600lbs)



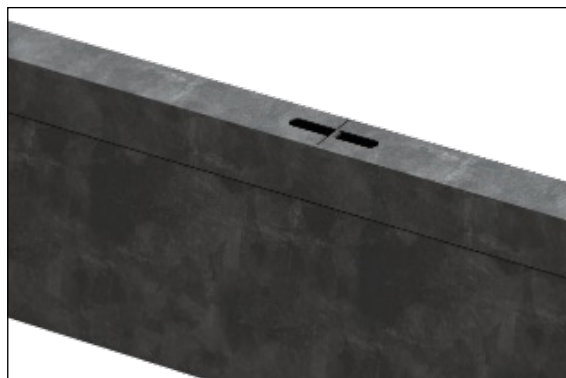
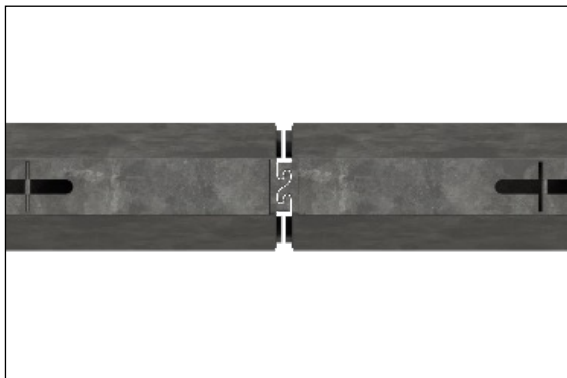
Barrier Segments (cont)



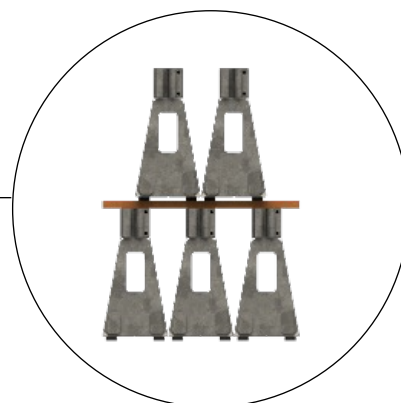
1) Barrier segments are fastened by an integrated, interlocking joiner, which simply slides together when barriers are lowered into position.



2) The cross bar slides between the joined barriers, and the anchor plates slide onto each end of the cross bar.



3) Barrier segments feature three integrated lifting points. Barriers can be safely lifted from the centre lifting point, or the outer two lifting points.



4) Barrier segments can be stacked for storage or transport, but appropriate bearers should be used between layers.

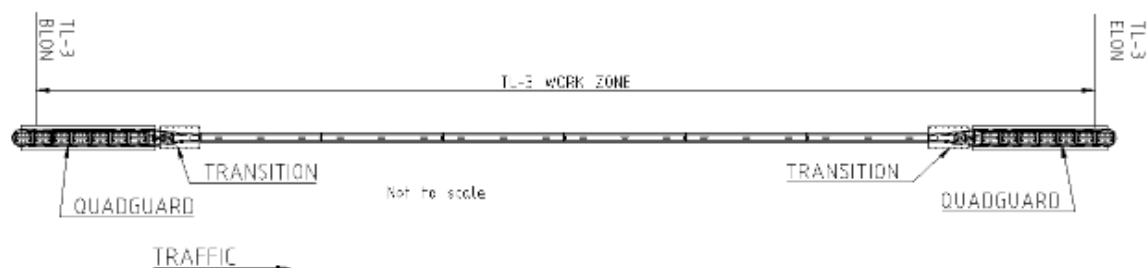
2 Mandatory Minimum Deployment Length

To achieve the certified MASH TL-3 containment and redirection rating, every HV2 MDS Safety Barrier installation must meet the following minimum layout requirements:

Minimum Barrier Length: Exactly 58 metres of continuous barrier

Minimum Barrier Count: Exactly 10 standard HV2 Barrier units

End Treatments: Approved end treatments must be installed on both ends in addition to the 58m minimum run



3 Transitions

Transition to HV2 Safety Barrier

HV2 MDS Safety Barrier may be used with standard HV2 Safety Barrier – since both systems use identical barrier segments, no special transition components are required.

When transitioning to HV2 Safety Barrier the Length of Need for both barriers begins or ends at the first or last HV2 MDS anchor.



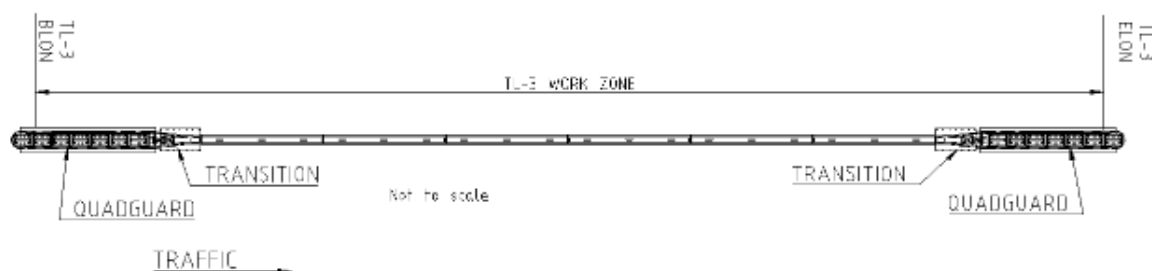
Transition to QuadGuard M10 CZ Crash Cushion

HV2 MDS Safety Barrier installations require appropriate end treatments to ensure occupant safety in the event of an impact to the end of the system.

The QuadGuard M10 CZ Crash Cushion has been successfully tested with the HV2 MDS Safety Barrier using a HV2 transition. This configuration requires anchoring of the end terminal and transition to the ground.

Refer to “QuadGuard M10 CZ Crash Cushion Deployment” for deployment details.

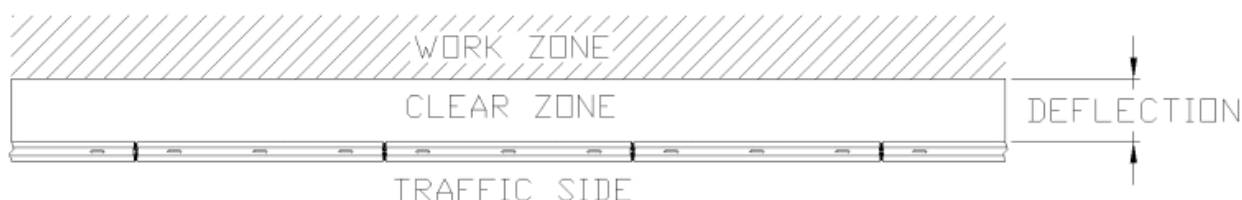
When using QuadGuard M10 CZ Crash Cushions to protect the ends of the system, the length of need begins and ends at the first fender panel of the QuadGuard next to the Yellow Nose for MASH TL-3 Deployments. Refer to the QuadGuard M10 product manual for further information.



4 System Deflection

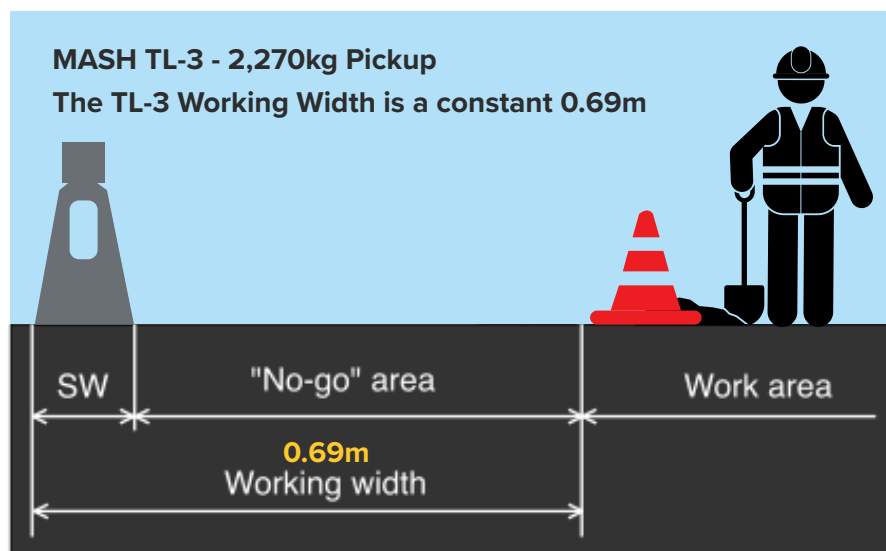
A sufficient clear zone must be allocated between the HV2 MDS Safety Barrier and the work zone to allow for deflection of the barrier during an impact. The tested deflections are shown in the below table.

Test Level	Vehicle	Speed	Angle	Deflection
TL3	2,270kg (5,000lbs)	100km/h (62mph)	25°	0.12m (4.7")



5 Working Width

The Working Width is the distance between the traffic face of the barrier before impact and the maximum lateral position of any major part of the barrier or vehicle after impact.



6 Site Considerations

While Saferoads HV2 MDS Safety Barrier can be installed on most worksites, some obstacles must be avoided. HV2 MDS Safety Barrier should not be installed if there is:

- Curvature tighter than 80m radius
- Cross slope steeper than 5%
- Longitudinal slope steeper than 5%
- Crest sharper than 5%
- Ditch sharper than 5%
- Kerbs or similar obstacles restricting deflection

For more information please contact Saferoads or the relevant road authority

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Barrier Deployment

Before beginning deployment, ensure there is adequate traffic management. Whenever possible personnel should remain on the non-traffic side of the installation.

Always ensure appropriate lifting equipment is used and operated by competent personnel.

- Ditch sharper than 5%
- Kerbs or similar obstacles restricting deflection

For more information please contact Saferoads or the relevant road authority

Step 1

Beginning at the upstream end of the installation, unload the first barrier segment and place in the correct position. Orientation is not important as segments are bidirectional.



Step 2

Working downstream of the first barrier segment, unload the second barrier segment and align the connectors while lowering the segment into position.

The connection is made in the top 200mm of the barriers. Remain cautious of potential pinch and crush points when lowering and connecting barriers.

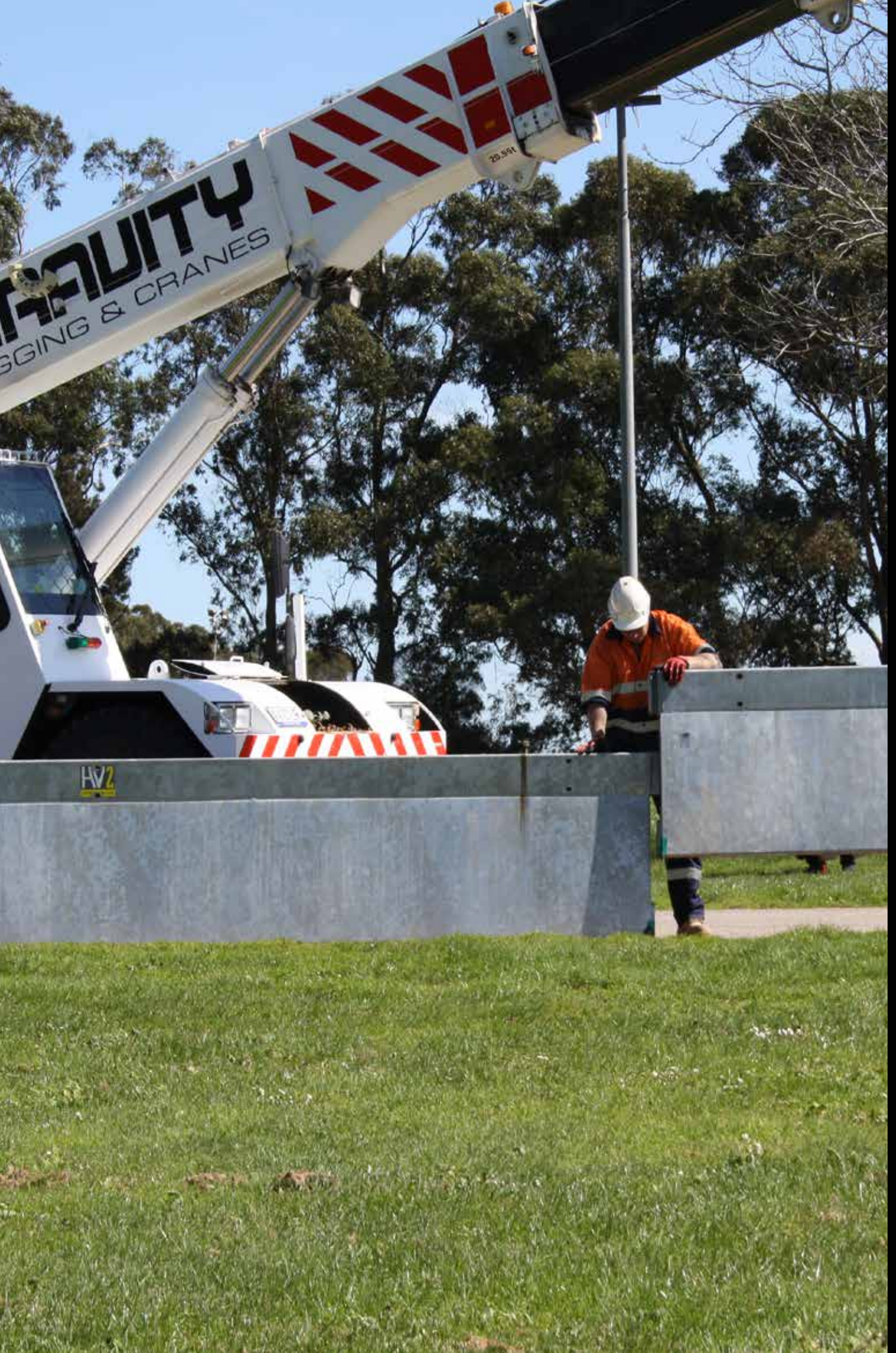


Step 3

Repeat until all barrier segments are placed into the correct position and joined to adjacent barrier segments.



Refer to Anchoring Instructions to anchor barrier
For installing an end terminal refer to the relevant deployment section below



Anchoring Instructions

The purpose of the anchor kit is to secure the HV2 road barrier system to the supporting road surface and provide the required Minimum Deflection System (MDS) performance when installed in accordance with the approved Saferoads installation requirements.

The anchoring system is designed to control the movement and deflection of the barrier during vehicle impact. To achieve the specified MDS performance, anchors must be installed at every 5.8m barrier joint location.



IMPORTANT

The anchor system will only provide the specified performance when all installation requirements, anchor spacing, drilling dimensions, embedment depths, footing requirements and installation procedures are complied with.

Failure to comply with any of the requirements in this manual may reduce or negate the performance of the anchoring system.

Approved Anchor Kit

Only the Saferoads-approved anchor kit is to be used for installation of the HV2 MDS Barrier. Substitution of the anchor bracket, cross bar, threaded rod, chemical anchoring product, nuts, washers or other components is not permitted unless the substitution has been reviewed and approved by Saferoads or the responsible engineer. The approved anchor kit consists of:

Component	Requirement
Anchor bracket	Saferoads-approved anchor brackets
Cross bar	Saferoads-approved cross bar
Threaded rod	M24 × 3.00p x 450 mm Metric Coarse Galvanised High Tensile
Washer	M24 x 50mm, Metric Galvanised HSFG High Tensile
Nut	M24 x 3.00p, Metric Coarse Galvanised High Tensile
Chemical anchor	Hilti HIT-500 or approved equivalent
Anchor spacing	Maximum 5.8m / every barrier joint
Chemical quantity per rod	100mL
Minimum rod embedment	400mm
Drilled hole diameter	28 mm
Drilled hole depth	450mm

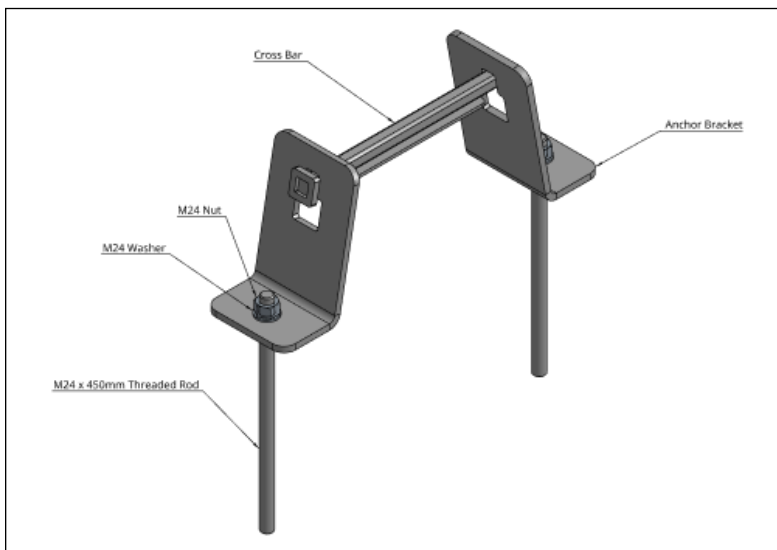
Do not proceed with installation if the required dimensions or component specifications are not available or cannot be confirmed.

Anchor Brackets

The anchor brackets are positioned against both sides of the HV2 barrier and provides the interface between the barrier retaining arrangement and the road-surface anchoring system.

The anchor does not physically attach to or bolt directly through the HV2 barrier.

The bracket is retained in position against the side of the barrier, with the cross bar positioned between the barrier components as shown in the Anchor Kit Drawing.



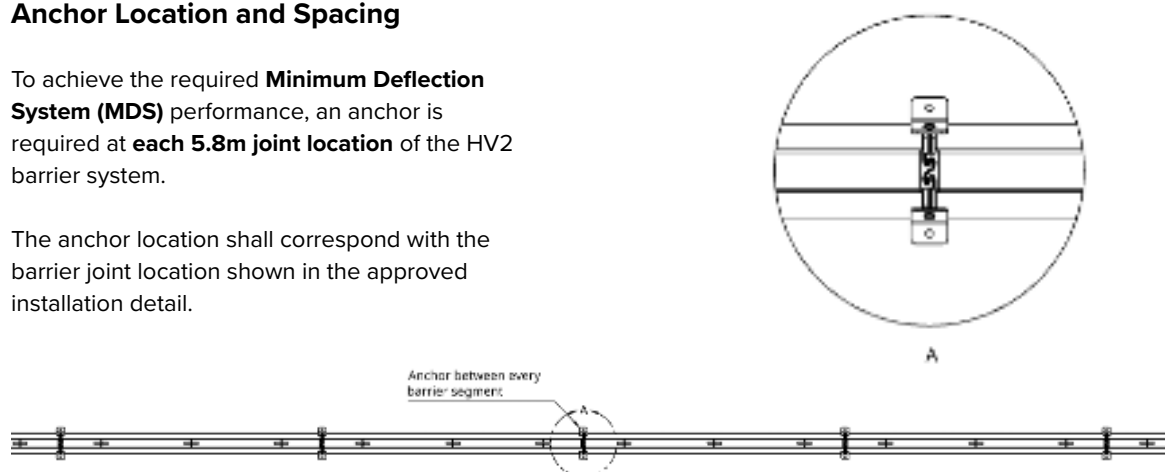
Anchor Kit Requirements Pre-Start Checklist

- ☐ Anchor is a genuine Saferoads-approved anchor kit
- ☐ Anchor bracket matches the approved HV2 anchor design
- ☐ Anchor bracket is free from damage, deformation, excessive corrosion or other defects
- ☐ Correct M24 × 450 mm threaded rod is supplied
- ☐ Correct chemical anchoring product is supplied
- ☐ Correct washer and nut are supplied
- ☐ Anchor components have not been modified, drilled, bent,

Anchor Location and Spacing

To achieve the required **Minimum Deflection System (MDS)** performance, an anchor is required at **each 5.8m joint location** of the HV2 barrier system.

The anchor location shall correspond with the barrier joint location shown in the approved installation detail.



Anchor Location Requirements Pre-Start Checklist

- ☐ Confirm the barrier installation layout before drilling
- ☐ Identify every 5.8m barrier joint
- ☐ Mark the required anchor position at each 5.8m joint
- ☐ Confirm the anchor position is consistent with the approved Saferoads drawing
- ☐ Confirm there are no services, conduits, drainage systems or other obstructions below the proposed drilling location
- ☐ Confirm the supporting road surface meets the footing requirements specified in Section 10
- ☐ Confirm the required anchor spacing has been maintained

No joint is to be left unanchored where the MDS installation requires an anchor at that location

Anchor Connection to HV2 Barrier

An anchor bracket is installed against both sides of the HV2 barrier. The bracket is positioned so that it sits flush against the side of the barrier in accordance with the approved installation drawing.

The anchor bracket does not physically attach to the barrier wall. The cross bar is positioned between the barrier components to retain the anchor arrangement in the required position



Anchor Connection Requirements Pre-Start Checklist

- ☐ Anchor bracket is positioned against the side of the barrier
- ☐ Anchor bracket is correctly aligned with the barrier joint
- ☐ Bracket sits flush against the barrier side
- ☐ Cross bar is correctly positioned between the barrier components
- ☐ Cross bar is fully seated
- ☐ Anchor bracket has not been bolted, screwed, welded or otherwise physically attached to the barrier unless specifically shown on the approved design
- ☐ Anchor bracket is free to operate as designed
- ☐ Bracket is not distorted or forced into position
- ☐ Final position matches the approved installation drawing

9 Minimum Embedment Requirement

The minimum threaded rod embedment is a critical performance requirement.

A minimum embedment of 400 mm shall be achieved unless a greater embedment is specified by the approved engineering design. Any installation that does not achieve the specified minimum embedment may reduce or negate the performance of the anchor system and may result in the HV2 barrier not achieving its specified MDS performance.

Where the required embedment cannot be achieved **DO NOT ACCEPT THE INSTALLATION.** The installer shall stop work and notify the relevant supervisor/engineer/Saferoads representative for direction. The anchor shall not be considered compliant simply because the threaded rod has been installed into the hole.

Supporting Footing Requirements

The anchor must be installed into an approved supporting substrate capable of developing the required anchor capacity.

The installer shall confirm the supporting substrate before installation.

Surface	Minimum Foundation Depth	Anchor
Concrete	150mm (6in) Concrete	M24 x 450mm (18in) Stud 400mm (16in)
		140mm (5.5in) Embedment
Asphalt Over PCC	76mm (3in) Asphalt	M24 x 450mm (18in) Stud 400mm (16in)
	76mm (3in) Concrete	400mm (16in) Embedment
Asphalt Over Subbase	150mm (6in) Asphalt	M24 x 450mm (18in) Stud 400mm (16in)
	250mm (6in) Compacted Subbase	400mm (16in) Embedment
Asphalt	200mm (8in) Asphalt	M24 x 450mm (18in) Stud 400mm (16in)
		400mm (16in) Embedment

Supporting Footing Requirements Pre-Start Checklist

- ☐ Asphalt/concrete thickness has been measured
- ☐ Underlying substrate has been identified
- ☐ Minimum required thickness confirmed
- ☐ Required structural substrate confirmed
- ☐ Anchor embedment is achieved in the approved supporting material
- ☐ Supporting footing has been approved by the responsible engineer

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Required Personal Protection Equipment (PPE)

All personnel involved in the installation, adjustment or removal of temporary barriers must wear PPE appropriate to the site conditions and identified hazards. At a minimum, this includes:



Safety Glasses

Must be worn at all times when carrying out this process



Work Boots

Safe work boots or shoes (steel capped) with rubber soles must be worn.



Hard Hat

Must be worn during this process.



High Visibility Clothing

Must be worn whilst carrying out this process



Work Gloves

Gloves must be worn whilst carrying out this process.



Protective clothing

To provide cover to any exposed body parts.



Respiratory protection

Dust mask must be worn where drilling creates airborne dust



Face Protection

Face protection where required by the drilling method or site risk assessment



Hearing Protection

Respiratory protection / dust mask where drilling creates airborne dust

Additional PPE shall be worn where required by the project-specific risk assessment, Safe Work Method Statement (SWMS), site requirements or chemical manufacturer's Safety Data Sheet (SDS).

11 Tools and Equipment

Equipping your team with the correct tools is the foundational step in ensuring a swift, compliant, and secure temporary barrier installation. Having the right gear on hand not only protects your workers but also guarantees that the perimeter remains uncompromised throughout its use.

- ☐ Hammer drill suitable for drilling the required substrate
- ☐ 28 mm diameter drill bit suitable for the required substrate
- ☐ Drill bit of sufficient length to achieve the specified hole depth
- ☐ Generator or suitable power supply where mains power is unavailable
- ☐ Industrial vacuum cleaner / dust extraction equipment
- ☐ Vacuum drill-bit attachment where approved
- ☐ Sledgehammer suitable for installing the threaded rod
- ☐ Measuring tape marker and chalk
- ☐ Depth gauge or suitable method of confirming drilling depth
- ☐ Spanner / socket suitable for the M24 nut
- ☐ Calibrated torque wrench where a specified tightening torque applies
- ☐ Chemical anchoring gun suitable for the selected chemical anchor cartridge
- ☐ Appropriate chemical anchor nozzle / mixer



12 Installation

Installation Inspection Pre-Start Checklist

Before drilling any holes, the installer must inspect the proposed anchor location to verify structural integrity, check for subsurface obstructions (such as utilities or rebar), and confirm alignment with the engineering specifications.

- ☐ Barrier is correctly installed and aligned
- ☐ 5.8m barrier joint locations have been identified
- ☐ Anchor locations have been marked
- ☐ Road surface has been inspected
- ☐ Supporting substrate and depth has been confirmed
- ☐ Concrete footing requirements have been confirmed where applicable
- ☐ Asphalt thickness has been confirmed where asphalt is proposed as the supporting substrate
- ☐ Underground services have been identified and cleared
- ☐ Drainage infrastructure has been identified and cleared
- ☐ Electrical, communications, water, gas and other services have been checked
- ☐ Anchor location is suitable for drilling
- ☐ Correct anchor kit components are available
- ☐ Chemical anchoring product is within its expiry date
- ☐ Environmental conditions are suitable for the chemical anchoring product.
- ☐ Manufacturer's installation instructions for the chemical anchor have been reviewed



STOP

Do not drill until the substrate and proposed anchor location have been confirmed as suitable

Drilling Procedure

Position & Align: Place the anchor bracket against the outside face of the HV2 barrier and align it precisely with the 5.8m barrier joint.

Mark Holes: Mark the drilling locations through the bracket holes.

Clear Work Area: Move the bracket aside to ensure safe, unobstructed drilling.

Drill Holes: Use a 28mm diameter drill bit to drill vertically through the road surface.

Verify Depth: Measure depth from the finished road surface. Ensure the hole reaches the approved minimum depth for your specific road surface (refer to the table below).

Confirm Substrate Embedment: Do not rely on asphalt depth alone. Verify that the threaded rod achieves the specified minimum embedment into the approved supporting substrate.

Clean Worksite: Clear all drilling debris from around the hole before proceeding



Post Hole Cleaning Quality

Proper hole cleaning is critical for ensuring maximum chemical anchor performance. Installers must adhere strictly to the following procedures immediately after drilling

Manufacturer Specs: Thoroughly clean the hole following the chemical anchor manufacturer's approved installation procedure.

Vacuum Systems: Clean using an appropriate vacuum system or an approved vacuum drill-bit attachment.

Brushing Iterations: Perform additional brushing and vacuuming cycles whenever required by the manufacturer's instructions.



Hole Cleaning Requirements Pre-Start Checklist

- ☐ Hole has been vacuumed
- ☐ Loose drilling dust and debris have been removed
- ☐ Hole has been cleaned in accordance with the chemical anchor manufacturer's instructions
- ☐ Hole is free from loose material
- ☐ Hole is suitable for chemical anchor installation
- ☐ Hole has not been contaminated after cleaning

Chemical Anchor and Threaded Rod Installation

Proper installation ensures the safety and structural integrity of the anchoring system. Installers must deploy the Hilti HIT-RE 500 V4 (or approved equivalent) alongside an M24 × 450 mm threaded rod using the sequence below.

Installation Procedure

Check expiry: Verify the chemical cartridge is within its valid use-by date.

Prepare chemical: Ready the cartridge following the manufacturer's specific instructions.

Attach nozzle: Install the correct manufacturer-specified mixing nozzle. Discard initial mix: Dispense and discard the initial trigger pulls until a uniform mix is achieved.

Inject adhesive: Fill the cleaned hole with the required volume of chemical adhesive.

Insert rod: Insert the M24 × 450 mm threaded rod into the prepared hole.

Rotate rod: Twist the threaded rod during insertion to ensure full adhesive coverage.

Drive to depth: Drive the rod home using a sledgehammer or an approved installation tool

Verify embedment: Achieve a minimum embedment of 400 mm (or greater if specified by design)

Confirm position: Check and confirm the final alignment and embedment depth of the rod.

Clean excess: Scrape away any displaced chemical material around the fixture point.

Cure without load: Allow the anchor to fully cure per manufacturer specs before applying tension or torque.



Thread Rod Requirements Pre-Start Checklist

- ☐ M24 threaded rod used
- ☐ Rod length is 450 mm
- ☐ Rod is undamaged and straight
- ☐ Minimum 400 mm embedment achieved
- ☐ Required chemical quantity installed
- ☐ Chemical is fully mixed
- ☐ Hole was correctly cleaned before chemical installation
- ☐ Manufacturer's required curing time has been observed

Anchor Bracket, Washer and Nut Installation

Once the chemical anchor has achieved the required curing time:

Insert the cross bar between the HV2 barrier components.

Position the approved anchor bracket against the outside face of the HV2 barrier and over the end of the cross bar.

Lower the anchor bracket over the installed threaded rod.

Install the washer onto the threaded rod.

Install the M24 nut and hand-tighten against the anchor bracket.

Tighten the nut to the specified installation torque of 100 Nm.

Where required, use a **calibrated torque wrench** to verify the final tightening torque.

Record the final torque value on the Anchor Installation Record where required.



Anchor Bracket Requirements Pre-Start Checklist

- ☐ Anchor bracket is correctly positioned
- ☐ Bracket is flush against the outside of the barrier
- ☐ Cross bar is correctly positioned
- ☐ Washer installed
- ☐ M24 nut installed
- ☐ Nut is fully engaged on the threaded rod
- ☐ Required torque achieved
- ☐ No movement or damage to the bracket is evident

13

Installation Non-Conformance

An anchor installation shall be considered non-compliant if any of the following occur:

- ☐ Incorrect anchor kit used
- ☐ Anchor installed at an incorrect location
- ☐ 5.8m anchor spacing requirement not achieved
- ☐ Incorrect drill bit diameter used
- ☐ Required drilling depth not achieved
- ☐ Required embedment not achieved
- ☐ Hole not correctly cleaned
- ☐ Incorrect chemical anchor used
- ☐ Chemical anchor expired or improperly mixed.
- ☐ Insufficient chemical anchor installed
- ☐ Incorrect threaded rod used
- ☐ Threaded rod is less than the specified minimum embedment
- ☐ Anchor installed into an unapproved substrate
- ☐ Concrete/asphalt thickness does not meet the approved requirement
- ☐ Required curing time has not been observed
- ☐ Anchor bracket is incorrectly positioned
- ☐ Cross bar is incorrectly positioned
- ☐ Required nut/washer arrangement is not installed
- ☐ Required tightening torque has not been achieved
- ☐ Anchor components have been modified

Any non-conforming installation shall be reported and rectified in accordance with the project quality requirements before the barrier is accepted

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Final Installation Inspection

The installer shall complete the following inspection for every anchor.

Requirement	Pass	Fail	N/A
Correct Saferoads anchor kit used	☐	☐	☐
Anchor located at 5.8m joint	☐	☐	☐
Correct anchor bracket orientation	☐	☐	☐
Bracket flush against barrier	☐	☐	☐
Cross bar correctly positioned	☐	☐	☐
28 mm hole drilled	☐	☐	☐
Required hole depth achieved	☐	☐	☐
Hole correctly cleaned	☐	☐	☐
Correct chemical anchor used	☐	☐	☐
M24 × 450 mm threaded rod installed	☐	☐	☐
Minimum 400 mm embedment achieved	☐	☐	☐
Required curing time achieved	☐	☐	☐
Washer installed	☐	☐	☐
Nut installed	☐	☐	☐
Required tightening torque achieved	☐	☐	☐
Supporting substrate compliant	☐	☐	☐
Footing requirements compliant	☐	☐	☐
No visible damage or defects	☐	☐	☐
Installation accepted	☐	☐	☐

Anchor Installation Record

Project: _____

Location: _____

Barrier System: HV2

Installation Date: _____

Installer: _____

Supervisor: _____

Anchor No.	Chainage/Location	Joint	Hole Depth	Embedment	Substrate	Torque (Nm)	Pass/Fail

15

QuadGuard M10 CZ Crash Cushion Deployment

When deploying the system with a QuadGuard M10 CZ Crash Cushion, a HV2 Transition must be used between the QuadGuard and the end HV2 Barrier segment. A 610mm (24in) QuadGuard M10 CZ, TL-3 with Tension Strut Backup should be used for a 100km/h system.

- 1) Replace the side panels (part number 10102004) between the rearmost fender panels and the tension strut backup of the QuadGuard with the HV2 Transition. This transition can remain attached to the QuadGuard, including during transport.
- 2) Align the connectors of the HV2 Transition with the connectors of the end HV2 Barrier segment while lowering the QuadGuard and HV2 Transition assembly into position.
- 3) Prepare HV2 Transition anchoring by drilling a pilot hole with a 25mm drill into the ground
- 4) Clean debris from the hole, then check depth of hole, ensuring an appropriate embedment depth as shown in the table below.
- 5) Inject adhesive, Hilti HIT-RE 500 V3 epoxy (or equivalent), as per manufacturer's instructions, ensuring minimal air bubbles.
- 6) Place washer on top of the anchor plate and insert an appropriate threaded rod (or equivalent) as shown in the table below into the filled pilot hole. Hand tighten the nut.
- 7) Once full curing of Hilti HIT-RE 500 V3 epoxy (or equivalent) has been achieved, torque the nut to 100Nm.
- 8) QuadGuard should be anchored according to the QuadGuard M10 product manual.



Surface	Minimum Foundation Depth	Anchor
Concrete	150mm (6in) Concrete	M24 x 180mm (7in) Stud
		140mm (5.5in) Embedment
Asphalt Over PCC	76mm (3in) Asphalt	M20 x 460mm (18in) Stud
	76mm (3in) Concrete	420mm (16.5in) Embedment
Asphalt Over Subbase	150mm (6in) Asphalt	M20 x 460mm (18in) Stud
	150mm (6in) Compacted Subbase	420mm (16.5in) Embedment
Asphalt	200mm (8in) Asphalt	M20 x 460mm (18in) Stud
		420mm (16.5in) Embedment

Maintenance and Repair

No ongoing maintenance is required for the Saferoads HV2 MDS Safety Barrier. All components should be inspected regularly and any segments with cracking, tearing, bending, perforation or significant corrosion should be disposed of. Damaged barrier segments can be removed and replaced from between undamaged segments. Repair of barriers is not recommended.

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