

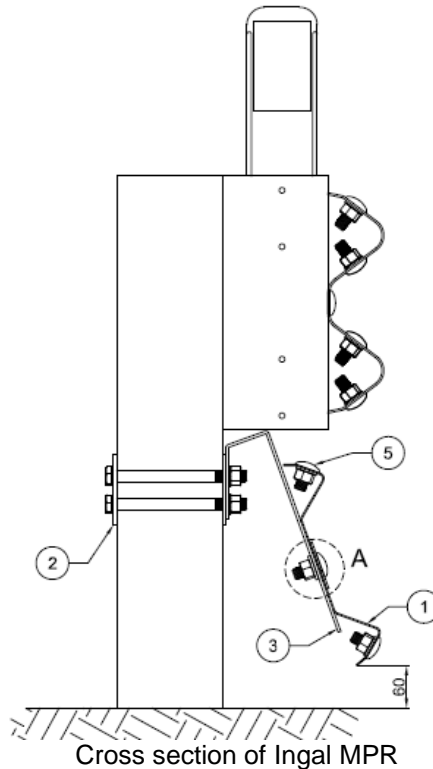
INGAL MPR

REVISION REGISTER

Revision	Description	Date
1	Issued for use.	25/10/2016

The Ingal Motorcyclist Protection Rail (MPR), formally known as Asebal, is a safety device aimed at reducing the crash severity for errant motorcyclists impacting the posts of a W-Beam guardrail system. It is approved for use by Main Roads WA, under the following conditions

Images:



Photograph of the Ingal MPR end piece

INGAL MPR

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Test Level

- This system is tested with a sliding dummy impacting the rail at 60km/h at an angle of 30° and falls within the UNE 135 900 Level I minimum impact severity class.
- The addition of the Ingal MPR does not adversely affect the performance of the W-Beam system.

Configuration:

- The Ingal MPR splices are to be lapped in the direction of the adjacent traffic (i.e. the same way as the W-Beam barrier).
- The end piece must be fitted to both ends of the rail.
- The gap between the bottom of the rail and the ground level should be 60mm ±20mm.
- The post bracket should be orientated so the open side faces the oncoming traffic.

Limitations:

- The Ingal MPR can only be installed on W-Beam barriers with steel channel blockouts or solid blockouts or Ezy-Guard Smart steel rail barrier.
- The system should not be attached to the components of any end treatment.
- The cross slope shall be not greater than 10% for the area in front and below the system and this area should be free of humps or hollows.
- The system should not be installed behind or on top of kerbing.
- The Ingal MPR has only been tested on straight sections, its performance within curved sections is unknown.
- The end pieces must not be within a curve.

Installation and Maintenance Requirements:

In accordance with the Ingal MPR Product Manual (Version 09/16).

Parts to be Replaced after Impact:

All damaged or deformed components.

Parts Typically Re-Useable after Impact:

Undamaged components.

References:

Main Roads WA file 13/7522