

# ABSORB-M END TERMINAL

## REVISION REGISTER

Issue & Revision	Description	Date
1	Issued for use.	9/08/2021
1 A	Supplier updated.	12/01/2024

The Absorb-M End Terminal is a non-redirective, gating plastic water filled end terminal that attaches to temporary workzone barriers with a steel transition piece. The system consists of a series of a series of interlocking water filled plastic barrier units, and one empty at the front of the system.

Two configurations are accepted for use:

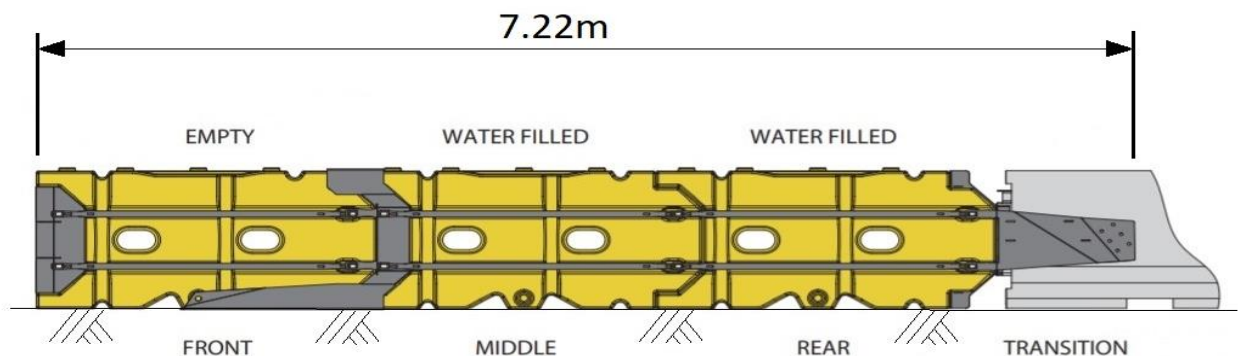
- Absorb-M 3 element system (2# water filled units + 1# empty unit)
- Absorb-M 2 element system (1# water filled unit + 1# empty unit)

Note that the Absorb 350 end treatment was previously accepted by Main Roads, but will not be accepted for temporary installations on Main Roads WA contracts awarded after 1 January 2022.

### Images:

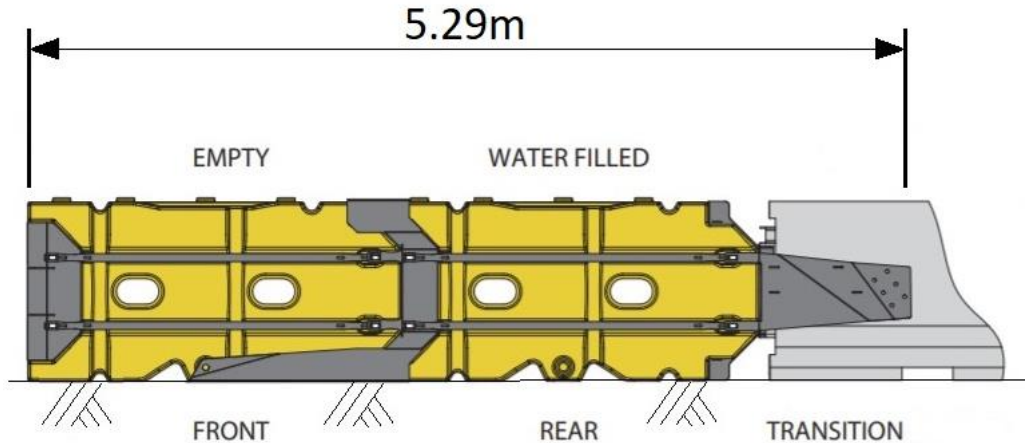


Photograph of Absorb-M (3 element) System



Elevation: Absorb-M, Three Element System

## ABSORB-M END TERMINAL



**Elevation: Absorb-M, Two Element System**

**Ownership:** Lindsay Transport Solutions  
180 River Road, Rio Vista CA94571  
<https://www.lindsay.com/usca/en/infrastructure/>

**Supplier:** Safe Direction Pty Ltd  
5 Simpson Close, Smeaton Grange, NSW 2567  
Ph: (02) 4648 0394  
Website - <http://www.safedirection.com.au/>

**Test Level:** Configurations crash tested to MASH TL 3 and MASH TL 2.

Note that while the Absorb-M End Terminal has passed crash testing to MASH TL 3, it is not accepted at 100km/h.

Based on the information provided to Main Roads, different conditions for the Absorb-M End Terminal apply, depending on the type and configuration of the temporary workzone barrier that it is connected to. Refer to the conditions for the temporary workzone barrier.

The Absorb-M 3 element system is restricted to work zones with a design speed of 80 km/h or less (posted at 70 km/h or less) – dependent on the temporary workzone barrier type.

The Absorb-M 2 element system is restricted to work zones with a design speed of 60 km/h or less (posted at 50 km/h or less) – dependent on the temporary workzone barrier type.

### **Design:**

- Design to be in accordance with the Absorb-M Product Installation Manual P/N 1620596 (ECN 60083), dated 11/12/2020.
- Note that Main Roads requires the speed stated in the Absorb-M Product Installation Manual to be considered as the design speed and not the posted speed.
- As the Absorb-M is gating, a flat hazard free area of 18.5m long x 6m wide (measured from the connection to the temporary workzone barrier) should be provided.
- A transition piece from the Absorb-M End Terminal to the temporary workzone barrier is required.

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- All kerbs, islands and elevated objects that would be beneath, beside or less than 15m in front of the unit or along the length of the unit should be removed.

### Limitations:

- As the system is non-redirective if used to shield a hazard or a worksite under side impacts, a vehicle may penetrate the system.
- Shall not be used in a permanent application.
- Not to be used on longitudinal slopes or crossfalls greater than 10%
- Foundation pavement conditions must be smooth and free of snag points, kerbs or obstructions that may interfere with the operation of the product.

### Installation and Maintenance Requirements:

The product shall be installed and repaired after impact in accordance with the Absorb-M Product Installation Manual P/N 1620596 (ECN 60083), dated 11/12/2020.

### Typical Parts to be Replaced After Impact:

Damaged cartridges (elements) and nose piece cover.

### Parts Typically Re-Useable After Impact:

Undamaged cartridges (elements), transition and steel nose piece.

### References:

Relevant FHWA Approval Letters

Refer to website

[http://safety.fhwa.dot.gov/roadway\\_dept/policy\\_guide/road\\_hardware/listing.cfm](http://safety.fhwa.dot.gov/roadway_dept/policy_guide/road_hardware/listing.cfm)

Code	Description
CC153	Three element system crash tested to MASH TL 3.
CC154	Two element system crash tested to MASH TL 2.