Jaybro

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DB80 T-150S

Portable Concrete Barrier

Installation Manual

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Version 2025/02

Table of Contents

1.0 Introduction 5

2.0 Specifications 5

3.0 Design Considerations 6

3.1 ECO-Friendly Concrete 6

3.2 Zero Debris Concrete 6

3.3 Barrier Identification 6

3.4 Design Life 6

3.5 Clearance to Hazards 7

3.6 Minimum Installation Length 7

3.7 Curved Installations 7

3.8 Kerbs 8

3.9 Delineation 8

3.10 Foundation Requirements 8

3.11 End Terminals 9

3.12 Points of Redirection 10

4.0 Transitioning to Fully Redirective, Non-Gating Crash Cushions 12

4.1 Securing the Anchor Plates to DB80 T150S 15

4.2 Securing the Anchor Plates to a Concrete Foundation 15

4.3 Securing the Anchor Plates to an Asphalt Pavement 16

4.4 Securing the Anchor Plates to a Granular Pavement 16

5.0 Transportation & Storage 17

6.0 Site Preparation 21

6.1 Tools Required 21

6.2 Recommended PPE 21

6.3 Traffic Control 21

6.4 Overhead Obstructions 21

6.5 Unloading Exclusion Zone 21

7.0 Installation Sequence 22

DB80 T150S Inspection Form 24

8.0 Maintenance 25

9.0 Dismantling & Relocation 25

10.0 Disposal 25

11.0 Damage Assessment 26

11.1 Cracks 26

11.2 Spalling 27

11.3 Barrier Connection 29

Leading Safety

Successfully crash tested to MASH Test Level 4 & Test Level 3

Complies with AS/NZS 3845.1:2015 Road safety barrier systems and devices

Prevents dangerous crossover vehicle accidents

Environmental Considerations

Available with Zero Debris Concrete minimising damage and extending service life

Available with Eco-Friendly Concrete providing a sustainable, low-carbon concrete option

Superior Design

Low deflection

Suitable for verge or median applications

Patented T-coupling system with internal tension bars

Available in 2m, 4m or 6m element lengths

Nil damage from nuisance impacts

Fast Assembly

Freestanding system does not require ground anchoring

Male to female connection

Elements feature clutch anchors facilitating ease of handling

Compatibility

Available with TAU-M non-gating, fully redirective crash cushion

Available with TAU-Xpress Repair non-gating, fully redirective crash cushion

Available with ABSORB-M water filled crash cushion.

1.0 Introduction

DB80 T150S is a F-shape concrete barrier system designed to safely contain and redirect errant vehicles travelling adjacent to workzones and construction sites. Developed by DeltaBloc® of Austria, DB80 T150S has been full-scale crash tested to MASH Test Level 4 and Test Level 3.

DB80 T150S has been specifically designed for rapid deployment and ease of installation and requires anchoring at the ends of the system only. The symmetrical design of DB80 T150S withstands vehicle impacts from either side facilitating installation in verge and median applications.

The simple design of DB80 T150S consists of 6m long elements measuring 800mm high, linked together with a patented T-coupling system. Each element is just 570mm wide ensuring minimal encroachment into adjacent traffic lanes. DB80 T150S is also available in unit lengths of 2m and 4m providing compatibility with specific site measurements.

The F-shape of DB80 T150S is compatible with MASH compliant crash cushions, shielding the blunt end of the system.

2.0 Specifications

Standard Unit Length	6 m
Unit Height	800 mm
Unit Width	570 mm
System Mass	525 kg per metre
MASH TL3 Dynamic Deflection	0.81 m
MASH TL3 Working Width	1.36 m
MASH TL4 Dynamic Deflection	0.81 m
MASH TL4 Working Width	2.50 m

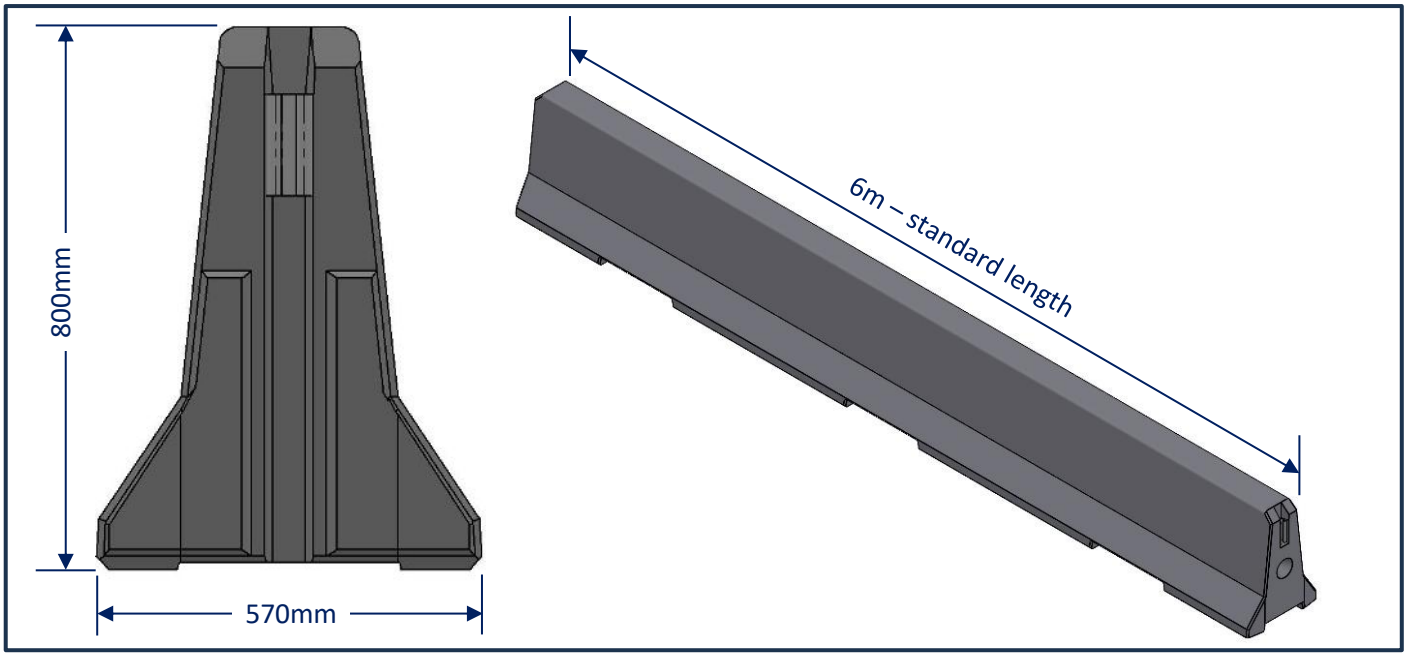

Figure 1: DB80 T150S Dimensions

3.0 Design Considerations

3.1 ECO-Friendly Concrete

DB80 T150S is available with ECO-friendly concrete, providing a sustainable, low-carbon concrete option. The ECO-friendly mix offers a reduction of up to 41.2% in embodied carbon compared with the current Australian Life Cycle Inventory (AusLCI) database value for an ordinary Portland cement ready-mix concrete.

ECO-friendly concrete is designed to perform equal to, or better than conventional concrete, therefore the impact performance of DB80 T150S is unchanged. ECO-friendly barrier elements may be used with non-ECO elements.

3.2 Zero Debris Concrete

Zero Debris Concrete (ZDC) is achieved by adding steel fibres to the concrete mix to improve impact resistance and reduce the potential for detached elements during a vehicle collision. The use of ZDC improves the durability of the concrete element, minimising repairs and maintenance and extending the life of the barrier. The use of ZDC does not change vehicle redirection behaviour, geometry of the concrete barrier or connection details. ZDC barrier elements may be used with non-ZDC elements.

3.3 Barrier Identification

Each DB80 T150S concrete element is labelled as shown in Figure 2. The label is positioned on the end face of the element and identifies the use of ECO-friendly concrete, Zero Debris Concrete or a combination of both.

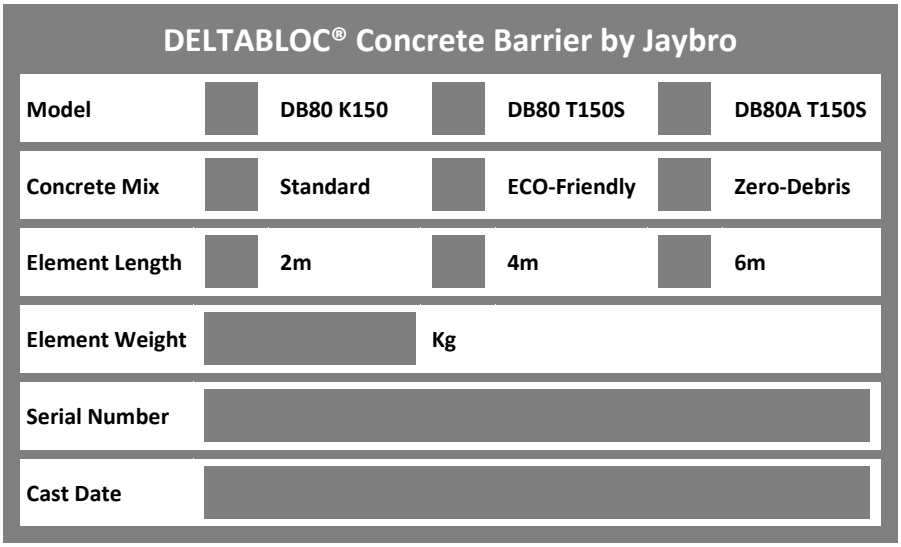

Figure 2: DeltaBloc® Barrier Identification

3.4 Design Life

The typical design life of a DB80 T150S concrete element exceeds 20 years. The life of the barrier will be dependent upon damage due to handling or vehicle impacts that may reduce the concrete cover to the reinforcement or expose the reinforcement to atmospheric contaminants.

3.5 Clearance to Hazards

DB80 T150S should be installed with sufficient clearance behind the barrier to allow for the expected movement of the system. The MASH TL4 and TL3 impact conditions have been developed to represent 'worst case impact scenario'.

Dynamic deflection is the maximum lateral displacement of the barrier during a vehicle impact. When a vehicle strikes a barrier, the dynamic deflection varies according to the characteristics of the impacting vehicle, including vehicle mass, impact speed, angle of impact and the characteristics of the barrier system.

When the hazard is low enough that it does not interfere with the possible vehicle intrusion into the area behind the barrier, for example a batter slope, dynamic deflection is considered the most appropriate clearance measurement.

If the hazard extends above the height of the barrier and may be contacted by the top of the design vehicle during containment and redirection, for example a bridge pier, then the working width is considered the most appropriate clearance measurement.

Please consult with Jaybro for expected DB80 T150S barrier deflections and working widths at varying vehicle speeds and impact angles.

Table 1: DB80 T150S MASH Crash Test Results

MASH Reference	Impact Condition	Dynamic Deflection	Working Width
MASH TL3	2270kg pick-up truck travelling at 100km/h and 25 degrees	0.81 m	1.36 m
MASH TL4	10,000kg rigid truck travelling at 90km/h and 25 degrees	0.81 m	2.50 m

3.6 Minimum Installation Length

The recommended minimum installation length of DB80 T150S is 84m, excluding the crash cushions at each end of the system.

3.7 Curved Installations

The availability of shorter element lengths facilitates installation on horizontal curves as detailed in Table 2.

Table 2: Installation on a Horizontal Curve

Element Length	Minimum Horizontal Radius
2 m	52 m
4 m	103 m
6 m	135 m

3.8 Kerbs

The installation of DB80 T150S on top of a kerb is not recommended. However, if installed on top of a kerb all system components must be free to operate.

3.9 Delineation

Reflective delineators may be secured to the top of the DB80 T150S elements as required by project specifications. Manufactured from plastic or lightweight aluminum, delineators are designed to highlight the safe passage of travel for motorists.

3.10 Foundation Requirements

DB80 T150S is a freestanding barrier placed directly onto the ground. The foundation must be smooth and free of snag points. The height differential between adjacent units should not exceed ± 10mm. Packing under the base area of lower barrier is permitted to achieve a smooth alignment.

It is recommended that the area in advance of the DB80 T150S system be limited to a grading of 10H:1V to ensure that the vehicle's suspension is neither extended nor compressed at the moment of impact with the barrier.

At sites where there is a change in grade between the carriageway and location of the barrier, the angle of the DB80 T150S should not be less than 90 degrees as shown in Figure 3.

There is no longitudinal grade restrictions for the installation of DB80 T150S.

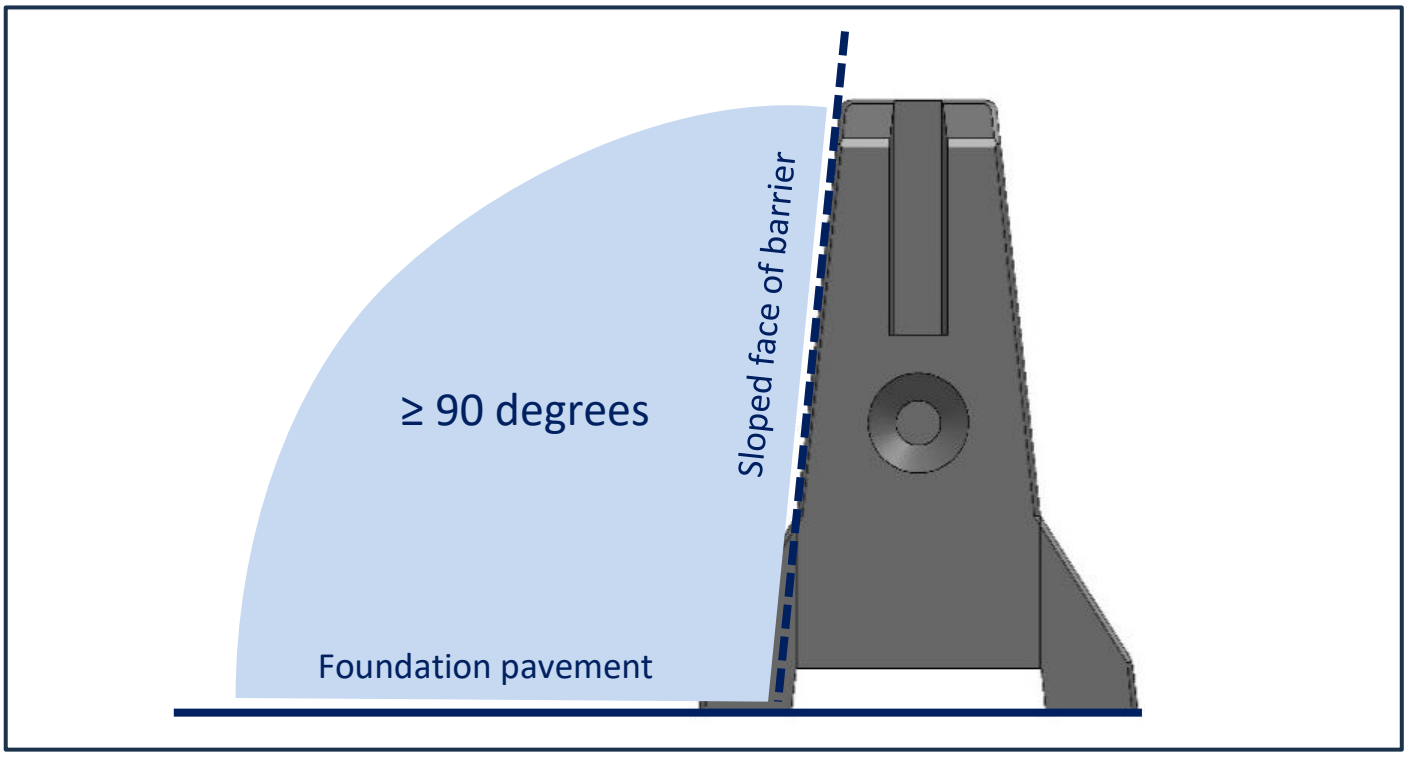

Figure 3: DB80 T150S Installation Angle

3.11 End Terminals

End terminals also known as impact attenuators or crash cushions reduce the severity of an impact with the end of the concrete barrier system. A crash cushion may be classified as gating or non-gating.

Gating or non-redirective crash cushions are designed to allow vehicles impacting near the beginning or nose of the system to safely pass through the unit and travel behind the cushion. Non-gating or fully redirective crash cushions are designed to capture almost all vehicles striking the end of the device and safely decelerate them to a stop. A non-gating crash cushion must capture impacting vehicles during angular tests on the end of the system.

Gating crash cushions typically feature freestanding, water filled cartridges. Since gating crash cushions have no capability to redirect vehicles impacting at the interface with the downstream concrete barrier, they are restricted by Australian state road agencies to roadway speeds of 80km/h or less.

Non-gating crash cushions are anchored to a foundation increasing the lateral strength of the unit facilitating vehicle containment and redirection. Therefore, when connecting a non-gating crash cushion to a freestanding barrier, including DB80 T150S, a transition must be installed to progressively stiffen the DB80 T150S system at the interface with the non-gating crash cushion.

Crash cushions licensed to Jaybro by Lindsay USA for attachment to DB80 K150 are listed in Table 3.

Table 3: DB80 T150S Crash Cushions

Crash Cushion	Classification	Lindsay Drawing References
TAU-Xpress Repair (XR)	MASH TL3 Non-Gating, Fully Redirective	1832994, 1830178
Universal TAU-M	MASH TL3 Non-Gating, Fully Redirective	BSI-1911006-AP, BSI-1911007-AP BSI-1911008-AP, BSI-1911009-AP
Absorb-M	MASH TL3 Gating, Non Redirective	1821095

Figure 4: TAU-M Crash Cushion

3.12 Points of Redirection

During a vehicle collision, the safety barrier system must be capable of resisting lateral forces. Impacts near the ends of the system may not provide sufficient lateral restraint. Therefore, the safety barrier system must have sufficient barrier length in advance and beyond the point of impact to provide safe vehicle containment and redirection.

The downstream location, measured from the start of the barrier system where vehicle redirection commences, is known as the leading point of need. The distance measured from the end of the system where there is sufficient length of barrier and lateral support to facilitate vehicle redirection, is known as the trailing point of need.

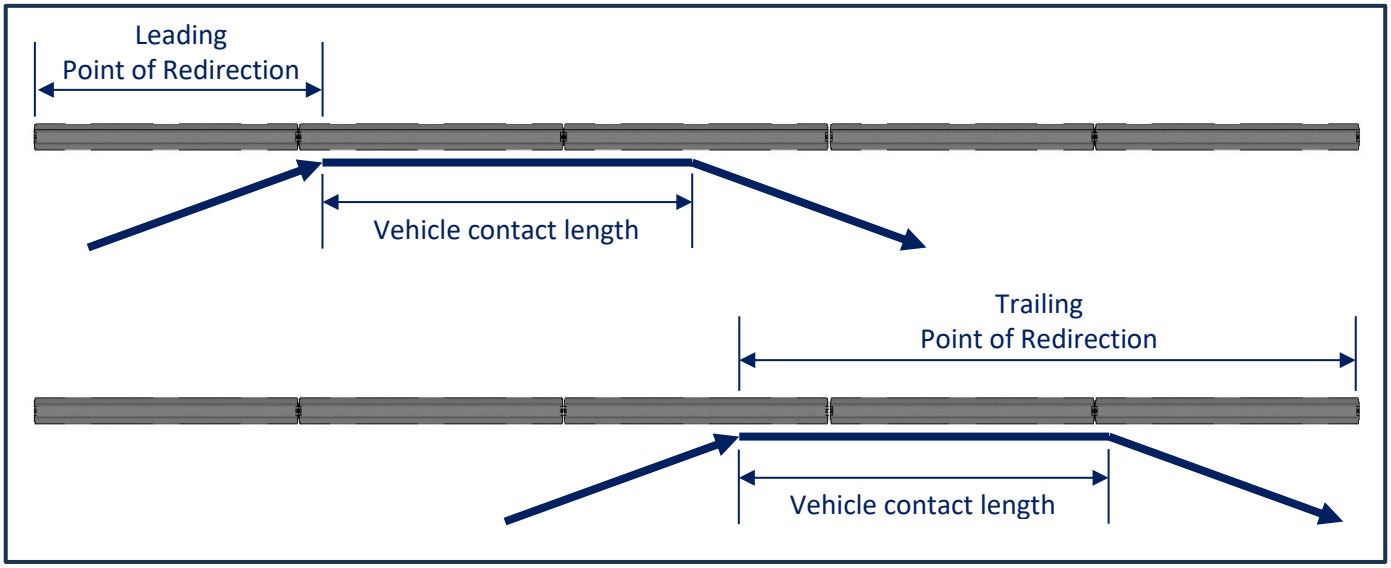

Figure 5: Leading & Trailing Points of Redirection

As described in Section 3.11, DB80 T150S may be installed with non-gating or gating crash cushions.

The MASH TL3 crash test evaluation of a non-gating crash cushion must demonstrate capturing of the impacting vehicle during angular tests at the end of the system. Therefore, non-gating crash cushions are classified as fully re-directive and the MASH TL3 leading and trailing points of need of the safety barrier system are considered to be the nose of the crash cushion.

By contrast, gating crash cushions, typically featuring freestanding, water filled cartridges have no capability to redirect vehicles impacting at the interface with the downstream concrete barrier. Therefore, the MASH TL3 leading and trailing points of need of the safety barrier system will typically correspond to the full-scale crash test impact location of the longitudinal barrier that has demonstrated safe vehicle containment and redirection.

Since the containment level of crash cushions is limited to MASH TL3, the MASH TL4 leading and trailing points of need of the safety barrier system will typically correspond to the full-scale crash test impact location of the longitudinal barrier that has demonstrated safe vehicle containment and redirection of the 10,000kg rigid truck..

Table 4: DB80 T150S Points of Redirection

System Configuration	Leading Point-of-Redirection		Trailing Point-of-Redirection	
	MASH TL3	MASH TL4	MASH TL3	MASH TL4
DB80 T150S with non-gating, fully redirective crash cushions	0 m	28.3 m	0 m	55.7 m
DB80 T150S with gating, non-redirective crash cushions	28.45 m	28.3 m	55.55 m	55.7 m

Figure 6: MASH TL4 Impact Condition

Figure 7: MASH TL3 Impact condition

4.0 Transitioning to Fully Redirective, Non-Gating Crash Cushions

A transition is required when connecting DB80 T150S to an anchored, fully redirective, non-gating crash cushion. The transition features DB80 T150S elements with additional steel plates for anchoring to concrete or asphalt. The transition gradually increases system stiffness, reducing the potential for vehicle pocketing at the interface with the non-gating crash cushion.

The transition comprises three (3) anchored DB80 T150S elements (4m or 6m) as shown in Figure 8. The anchor plates can be secured to concrete or asphalt.

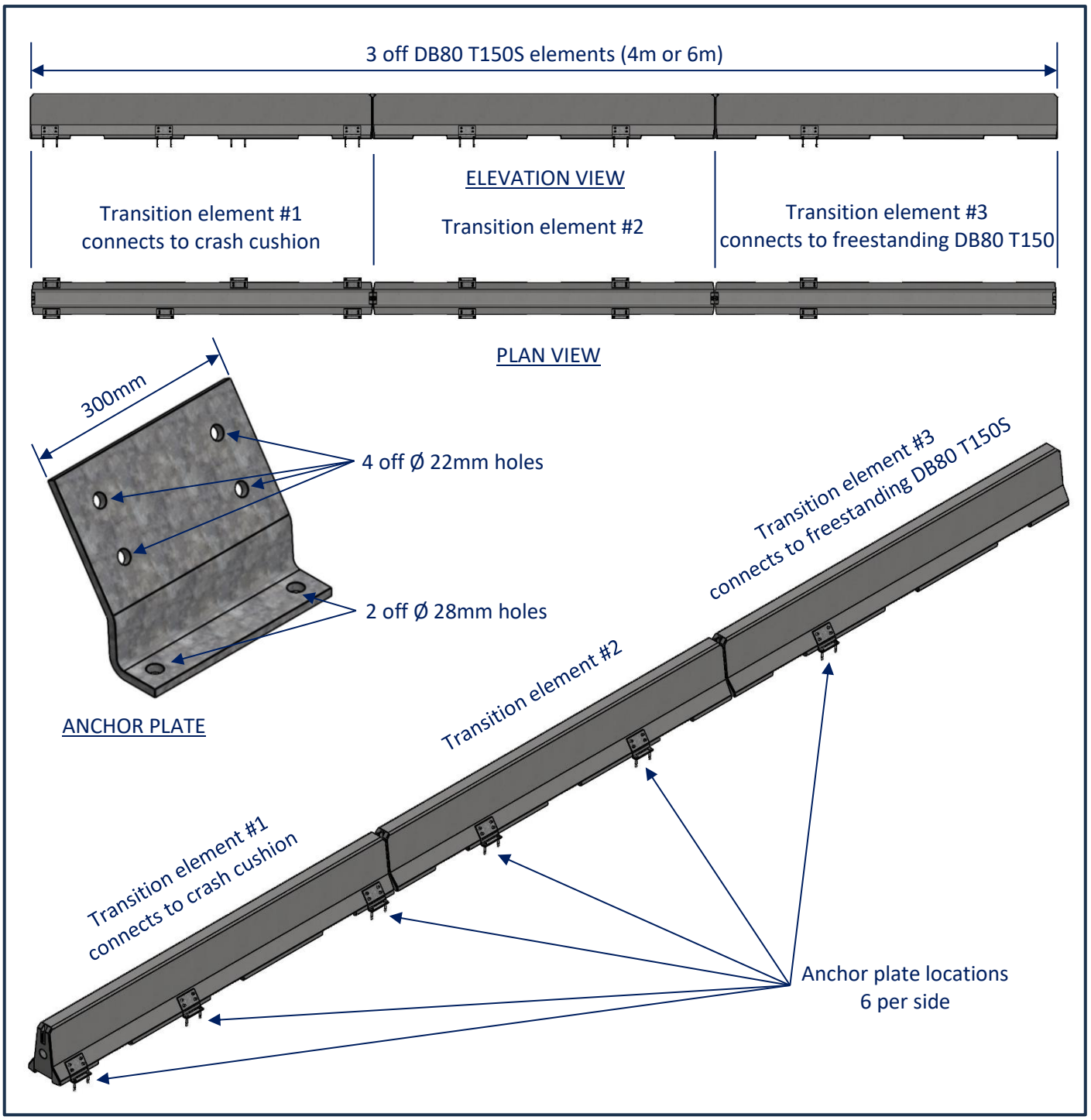

Figure 8: Transitioning of DB80 T150S to Fully Redirective, Non-Gating Crash Cushions

The anchor plates are secured to the concrete elements onsite using four (4) M16 x 65mm anchor bolts per plate. The positions of the anchor plates are shown in Figure 9.

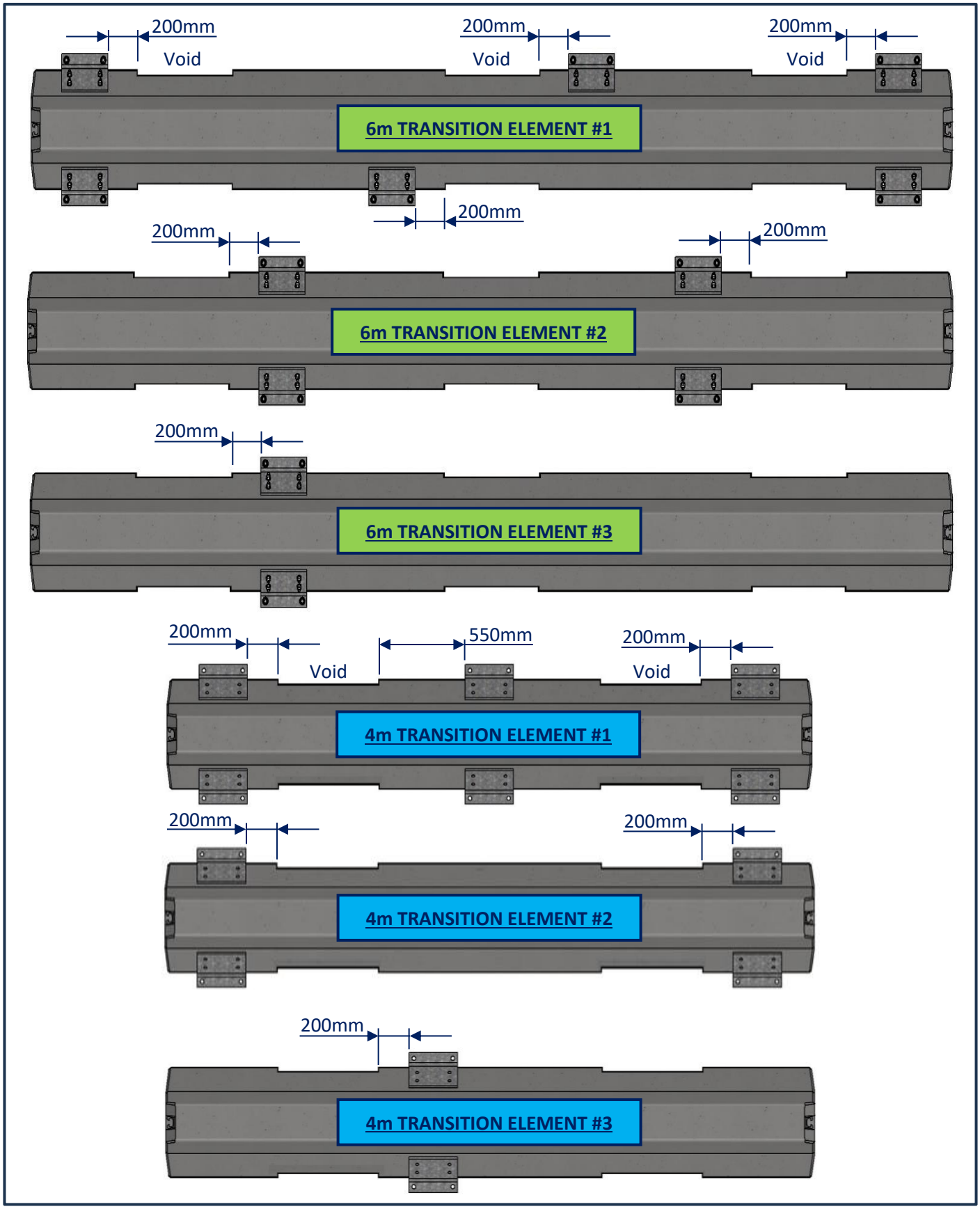

Figure 9: Anchor Plate Locations

If the crash cushion **cannot** be struck by an errant vehicle travelling in the reverse direction, e.g. the roadway is divided by a median barrier, only Transition Element #1 is required as shown in Figure 10.

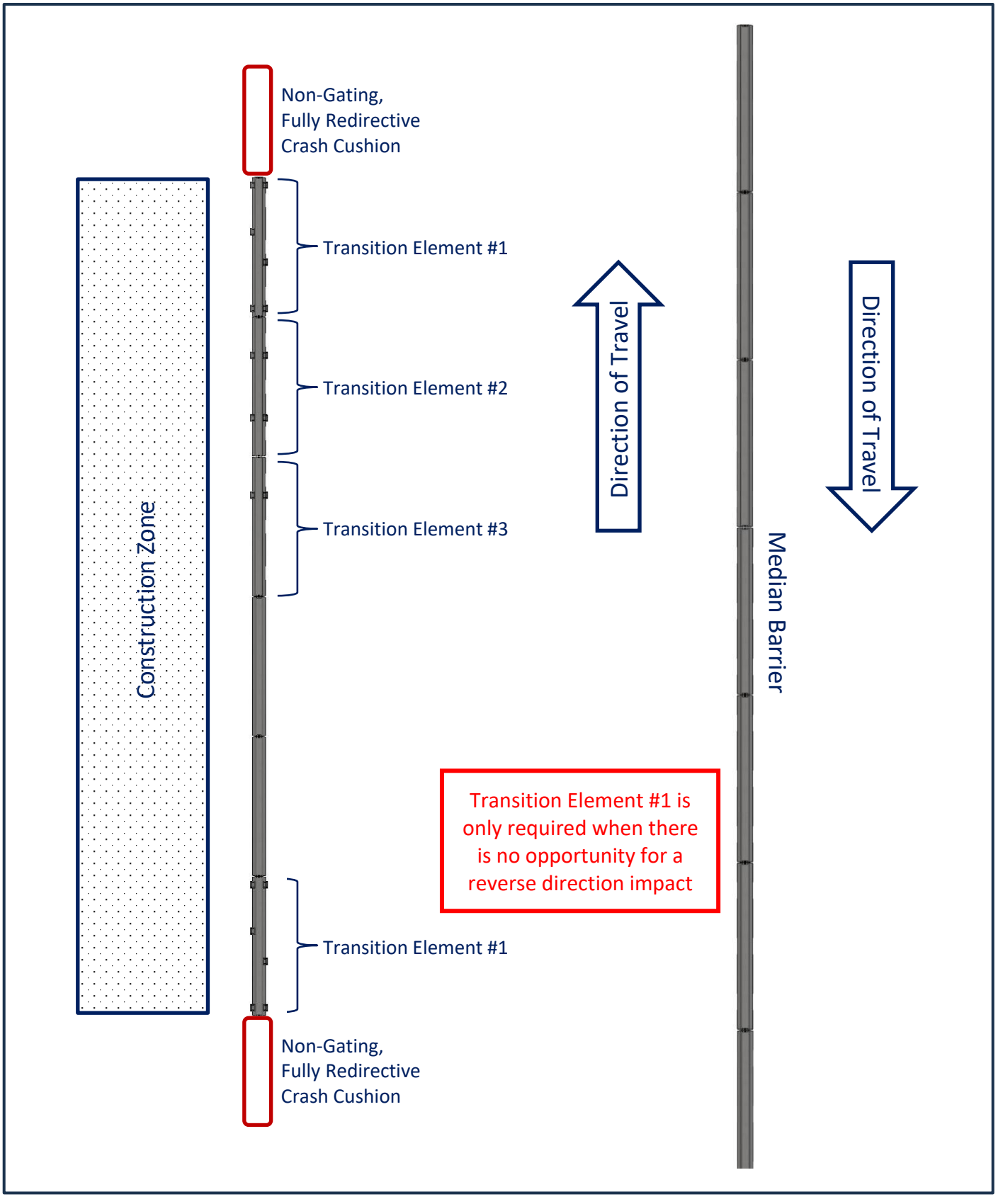

Figure 10: Transition Arrangement on a Divided Roadway

4.1 Securing the Anchor Plates to DB80 T150S

Anchor Type: M16 x 65mm galvanised mechanical anchor.

1. Position the anchor plates against the DB80 T150S element as shown in Figure 7.
2. Ensure the bottom of the anchor plate is in contact with the ground surface and mark the four (4) anchor locations.
3. Using a 20mm masonry drill bit, drill each anchor hole to a depth of 70mm.
4. Using compressed air or a pump, thoroughly clean the hole removing all loose debris.
5. Position the nut 3mm below the top of the anchor and drive the anchor into the drilled hole to the full embedment depth and fully tighten.

4.2 Securing the Anchor Plates to a Concrete Foundation

Pavement: minimum 250mm concrete.

Anchor Type: M20 x 250mm galvanised threaded rod with injection mortar.

1. Using a 22mm masonry drill bit, drill each anchor hole to a depth of 200mm.
2. Using compressed air or a pump, thoroughly clean the hole removing all loose debris.
3. Using an applicator, fill approximately 2/3 of the cleaned hole, starting from the bottom to avoid air pockets.
4. Position the nut 3mm below the top of the threaded rod and push the rod into the hole and turn slowly until the rod achieves full embedment depth.
5. Once the injection mortar has fully cured as per manufacturers specifications, fully tighten the nut.

4.3 Securing the Anchor Plates to an Asphalt Pavement

Pavement: minimum 250mm asphalt over 300mm granular pavement.

Anchor Type: M20 x 250mm galvanised threaded rod with injection mortar.

1. Using a 22mm masonry drill bit, drill each anchor hole to a depth of 200mm.
2. Using compressed air or a pump, thoroughly clean the hole removing all loose debris.
3. Using an applicator, fill approximately 2/3 of the cleaned hole, starting from the bottom to avoid air pockets.
4. Position the nut 3mm below the top of the threaded rod and push the rod into the hole and turn slowly until the rod achieves full embedment depth.
5. Once the injection mortar has fully cured as per manufacturers specifications, fully tighten the nut.

4.4 Securing the Anchor Plates to a Granular Pavement

Pavement: minimum 300mm granular pavement.

Anchor Type: M25 x 400mm galvanised pin.

1. Using a 28mm masonry drill bit, drill each anchor hole to a depth of 400mm.
2. Using a hammer, drive the pin to full depth.

5.0 Transportation & Storage

The design of DB80 T150S facilitates ease of handling and storage. The centre of gratvity for all DB80 T150S elements is the midpoint of the barrier. Prior to lifting the barrier, each element should be inspected for damage. Each concrete element features clutch lifting points. Alternately the units may be lifted using a forklift or mechanical grab.

When using lifting clutches the following must be observed:

- The lifting clutches should be secured to the barrier by a suitably trained operator.
- Only one (1) barrier element is to be lifted at a time.
- The tabs of the lifting clutch must be aligned with the chain sling.
- The lifting position of the crane should be directly overhead of the centre-of-gravity.
- The lift should be smooth to prevent accidental damage.
- If the lift experiences a snag, the lift should cease immediately. The snag should be investigated and the lift adjusted accordingly.
- Elements should be lifted and lowered vertically as shown in Figure 11.

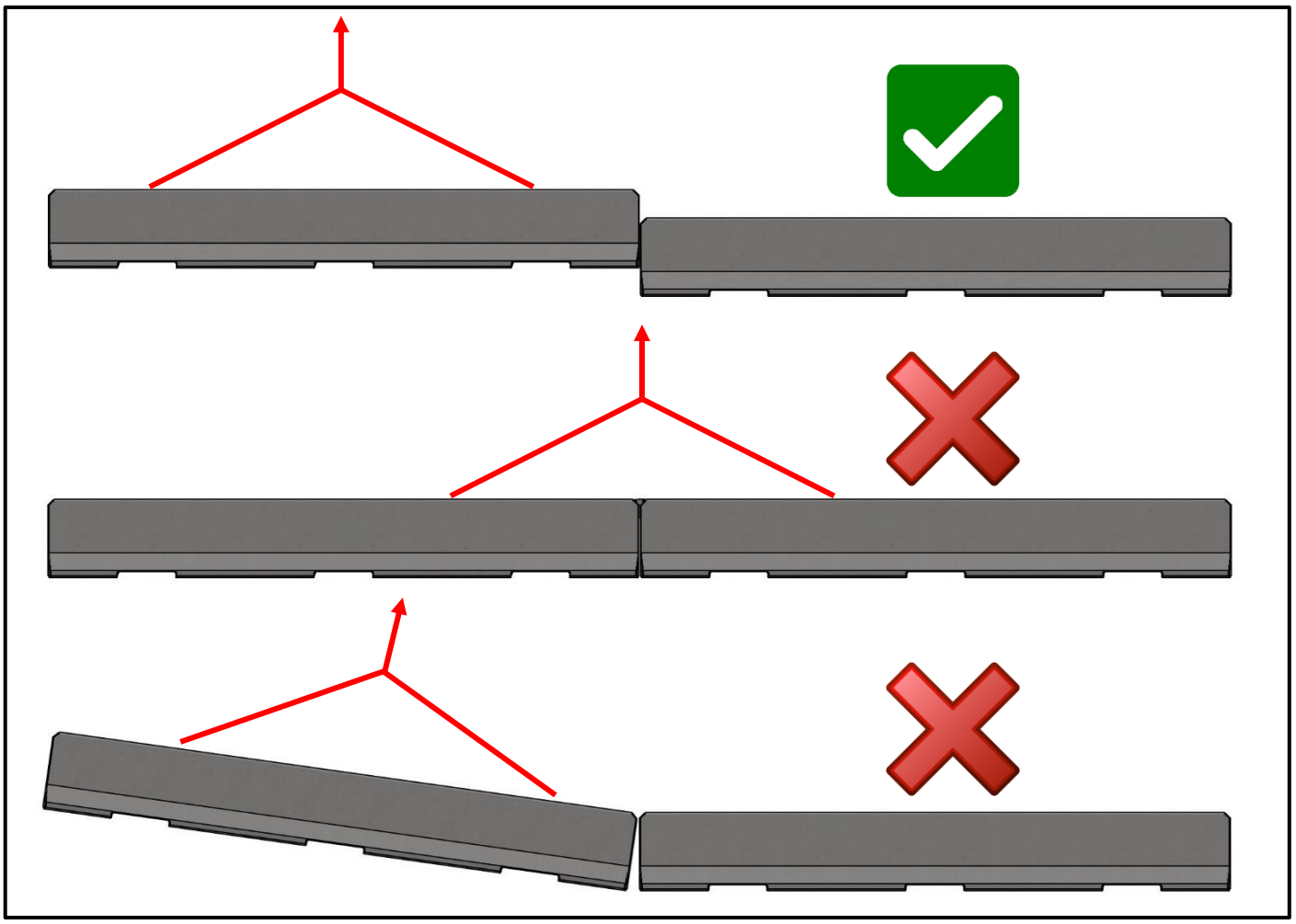

Figure 11: Lifting of DB80 T150S Elements using Clutch Lifting Points

Figure 12: Forklift

Figure 13: Clutch Anchors

Figure 14: Mechanical Grab

DB80 T150S concrete elements may be stacked up to three (3) units high in a staggered pattern as shown in Figure 15. The ground material must be level and suitably compacted to ensure stability of the units. Timber dunnage measuring 100 x 100mm is recommended between each layer. The bottom layer should use wider timber dunnage or concrete blocks. The concrete barriers should not be touching and a gap of 100mm is recommended.

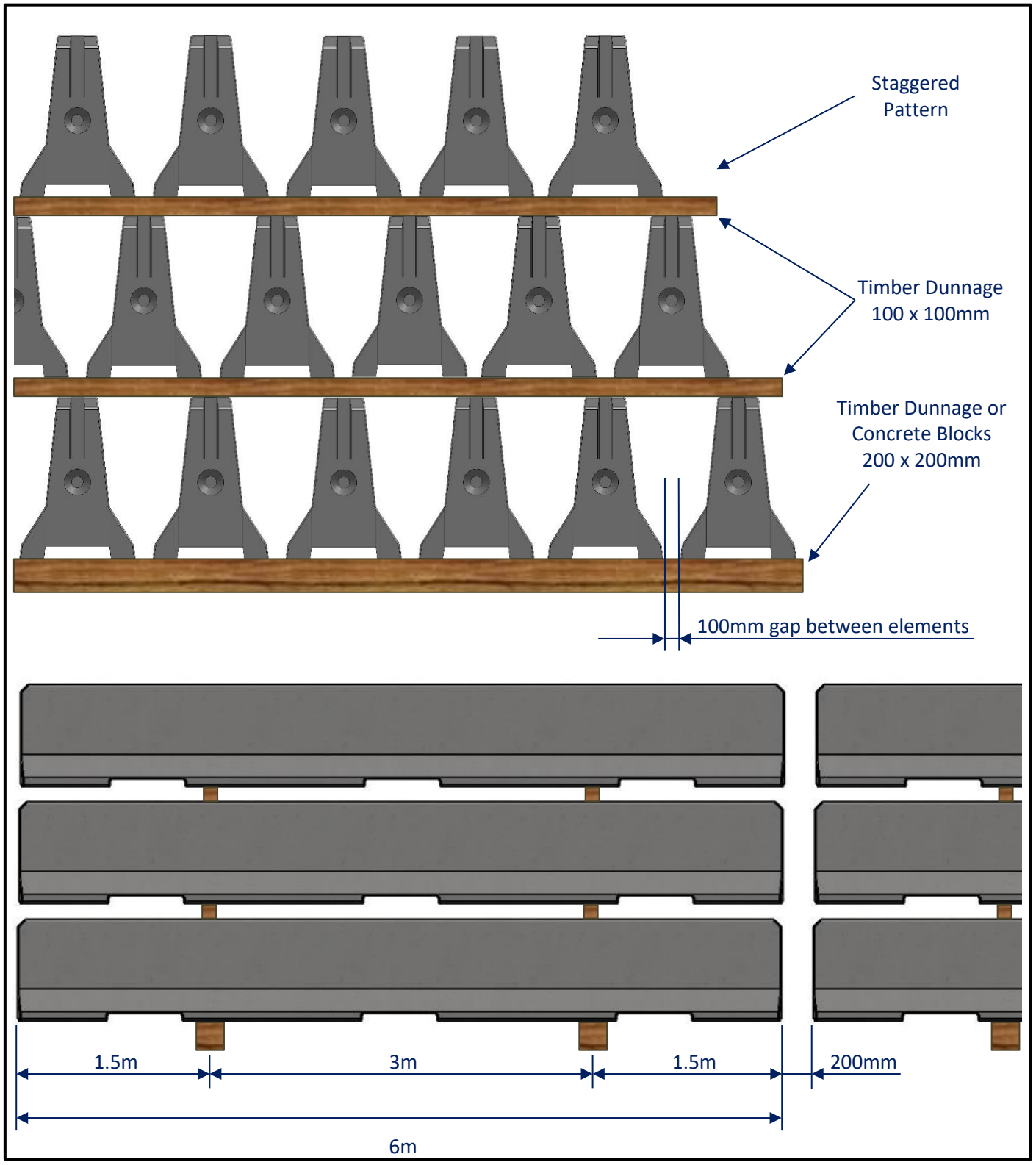

Figure 15: Storage of DB80 T150S Elements

Figure 16: Stacking of DB80 T150S Elements

The floor space required for the storage of DB80 T150S is shown in Table 5.

Table 5: DB80 T150S Floor Space Requirements

Element Length	Floor Space Required 3 rows wide x 3 units high
2 m	4.5 m^2
4 m	8.5 m^2
6 m	13 m^2

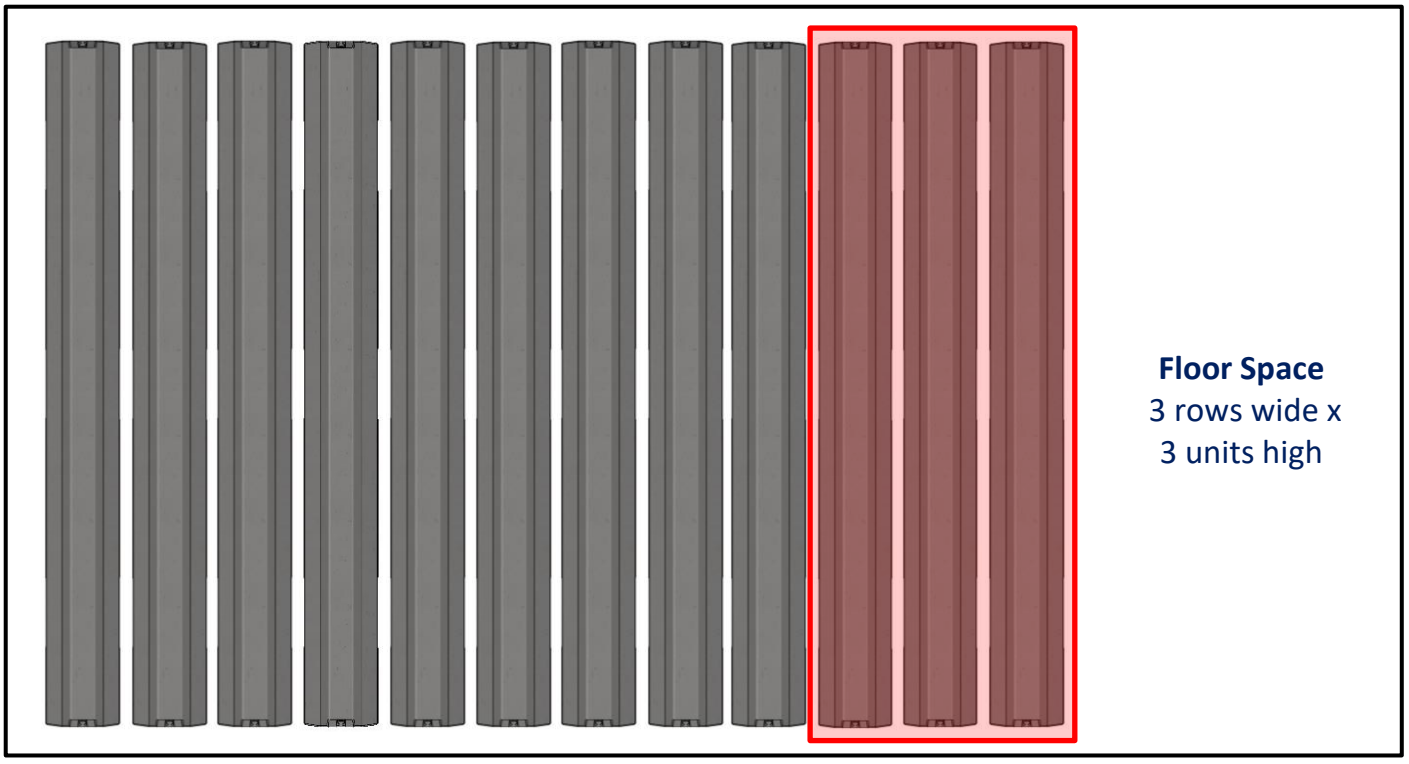

Figure 17: DB80 T150S Floor Space

6.0 Site Preparation

With the exception of the end elements, DB80 T150S is a freestanding barrier system that is placed directly onto the ground surface. The ground surface must be firm and free from debris that may impede the safe function of the system. The cross slope of the ground surface should be less than 10%.

6.1 Tools Required

Tools required for the installation of DB80 T150S include:

- Swift lifting clutch.
- Lifting chains or slings, minimum 3m length.
- Cranage.
- Tape measure.
- Marker pen.

6.2 Recommended PPE

It is recommended that the following personal protective equipment (PPE) be provided for the safe installation of DB80 T150S:

- Safety footwear.
- Gloves.
- High visibility clothing.
- Hard hat.
- Safety eyewear.

6.3 Traffic Control

Prior to the commencement of any work, the site should be evaluated for risks to workers, pedestrians and other road users. The establishment of traffic control should provide safe travel for passing vehicles and/or pedestrians and appropriately protect workers near the roadside.

6.4 Overhead Obstructions

The site should be evaluated for potential overhead obstructions that may present a risk during the installation process. These obstructions typically include power lines, signage or trees.

6.5 Unloading Exclusion Zone

It is recommended that an exclusion zone be maintained around the unloading process. This provides distance between moving machinery and workers in the event that goods or the machinery move unexpectedly. Unloading and the storing of the product on a level surface is recommended.

7.0 Installation Sequence

It is recommended that a string line be used to establish the alignment of the barrier. When establishing the barrier location, take care noting the following:

- The clearance behind the barrier should be sufficient to accommodate the expected deflection of the system.
- The exposed ends of the barrier should be shielded with an approved crash cushion.
- The attachment of non-gating crash cushions will require transition elements as described in Section 4.0.
- All concrete elements must be inspected for damage prior to deployment.
- The foundation pavement should be inspected for unevenness and appropriately levelled.
- Lifting of all elements must follow the guidelines of Section 5.0.

The recommended installation sequence is as follows:

1. Lift the 1st element and position on the roadway as required.
2. Lift the 2nd element and suspend approximately 100mm above the 1st element. Carefully lower ensuring the T-coupling (male) fully engages with the Y-coupling (female).
3. Ensure the height difference between elements does not exceed 10mm. Use packers under the base area of the lower barrier if required.
4. Repeat for subsequent elements.

Figure 18: Aligning Barriers

Figure 19: T-Coupler and Y-Coupler Assembly

Figure 20: Inspection of Height Alignment

DB80 T150S Inspection Form

Inspection Date	
Client	
Project Reference	
Name of Inspector	
Company	

❑ Yes ❑ No	The cross slope of the ground surface is less than 10%.
❑ Yes ❑ No	The area adjacent to the barrier is free of debris.
❑ Yes ❑ No	Each concrete element has been inspected for damage.
❑ Yes ❑ No	The barrier has been correctly aligned with the roadway.
❑ Yes ❑ No	The connecting T-coupler has been correctly inserted into the adjacent Y-coupler.
❑ Yes ❑ No	The height difference between connecting elements does not exceed 10mm.
❑ Yes ❑ No	A crash cushion is secured to the leading end of the system.
❑ Yes ❑ No	A crash cushion is secured to the trailing end of the system when exposed to opposing traffic.
❑ Yes ❑ No	If the crash cushions are non-gating, transition elements featuring anchor plates and are secured to the pavement as per Jaybro drawings.
❑ Yes ❑ No	Crash cushions have been installed as per manufacturers guidelines.
❑ Yes ❑ No	The barrier system is appropriately delineated.

Comments/Notes

8.0 Maintenance

Walk-up inspections are recommended (with appropriate traffic control) to inspect the following:

- There are no impacts that have caused damage to the system.
- All units are secured with the couplers.
- The drainage channels at the base of each element are free from debris and obstructions.
- The alignment of the DB80 T150S barrier follows the roadway.
- The area adjacent to the DB80 T150S barrier is free of debris.
- There are no missing elements.
- The ends of the barrier are appropriately shielded with crash cushions.

9.0 Dismantling & Relocation

The dismantling of DB80 T150S follows the installation sequence in reverse. Prior to dismantling the DB80 T150S barrier it is recommended that appropriate traffic control has been established, and the area has been inspected for overhead obstructions. Each barrier element should be inspected for damage prior to lifting. Damaged elements should be assessed as per the guidelines of Section 11.0.

- The elements should be lifted as described in Section 5.0.
- As the elements are lifted, ensure the coupler is fully disengaged
- The anchor plates securing the transition DB80 T150S elements should be disconnected from the pavement prior to lifting.
- Crash cushions must be disconnected from the DB80 T150S barrier prior to lifting.

10.0 Disposal

The local manufacture of DB80 T150S does not include any polluting materials or toxic substances. Concrete elements that cannot be repaired may be recycled.

11.0 Damage Assessment

Damage to a temporary concrete barrier must be suitably assessed to ensure vehicle impact performance is not compromised. Industry guidelines[1] recommended for the evaluation of DB80 T150S are documented in Table 6.

The damage assessment, actions required and repair methods for DB80 T150S elements are identical for units manufactured with standard concrete, ECO-friendly concrete or Zero Debris Concrete.

11.1 Cracks

Cracks in concrete are complete or incomplete separation of the material into two or more parts through breaking or fracturing. Cracking may be caused by mishandling during stacking, lifting, and loading.

Hairline cracks are defined as having a crack width of less than 0.08 mm, which is barely perceptible to the naked eye. These cracks usually develop due to plastic shrinkage of the concrete. These cracks are shallow and unopened and offer very little room to repair, with a low viscosity liquid being the only possible method of repair. These cracks do not affect the structural integrity of the concrete barrier. Therefore, a concrete barrier exhibiting only multiple hairline cracks is acceptable for further use.

Cracks assessed as acceptable can be repaired using a pressure-injected epoxy, gravity-fed sealant, and surface sealant. Injecting epoxy resin is the best technique for filling cracks on a vertical surface such as a barrier face. Injection of epoxy resin can seal cracks as fine as 0.05 mm in width. Using an epoxy resin of low viscosity enables the resin to penetrate the full depth of the crack at working pressure.

In situations where the crack width is deep enough to expose reinforcement, further inspection is required. If superficial corrosion of the reinforcement is present, then the barrier is acceptable with repair, given that the sealing should be able to halt the corrosion process. Superficial corrosion is surface corrosion that is confined to the surface of the metal and exhibits no cracks within the reinforcement.

However, if the corrosion has propagated further inside the surface and the reinforcement is either cracked or has undergone metal loss, then the concrete element is not considered suitable for repair and the barrier should be discarded.

Figure 21: Acceptable Hairline Cracks

Figure 22: Unacceptable Vertical Cracking

[1] Development of Guidelines for Inspection, Repair, and Use of Portable Concrete Barriers—Volume 1: Technical Report 0-7059-R1-Vol1, Texas A&M Institute

11.2 Spalling

Spalling is defined as the flaking or peeling away of concrete from the main body, which may result in fractured, compromised concrete or exposure of reinforcement. Concrete spalling may be located near the barrier segment end connection, along the bottom longitudinal edge of the barrier or near the drainage voids.

A concrete element is considered acceptable regardless of the number and location of concrete spalls present on the barrier provided that the spalling does not cause exposure of reinforcement.

If concrete spalling results in the exposure of barrier reinforcement, then further inspection is needed to determine whether the exposed reinforcement has signs of corrosion and whether such corrosion is superficial or has already caused obvious loss of the rebar cross-section.

Superficial corrosion is surface corrosion that is confined to the surface of the metal and exhibits the absence of cracks or significant section loss. If the corrosion has propagated further inside the surface and the reinforcement is either cracked or has undergone significant metal loss, the concrete element is not considered suitable for repair and the barrier should be discarded.

If a spall exposes rebar but the exposed rebar has no corrosion present or the corrosion is superficial, the concrete element is considered acceptable for repair.

If there is a section of concrete that is damaged but still attached to the barrier, the soundness of the concrete should be assessed. Unsound concrete is defined as a partial hanging of a concrete portion that is susceptible to break off if further impacted. Unsound concrete can be caused by various factors, such as visible cracks, micro-cracks, spalling, and delamination on the surface of the barrier. The following methods exist to determine whether a damaged section of concrete is unsound:

1. Tap the damaged area under consideration with a hammer. If the hammer bounces back, the concrete is sound and has the required compressive strength. However, if the hammer lands with a thud with little or no rebound or a portion of the concrete pulverises and falls off, then the concrete is considered unsound.

2. Drag a screwdriver on the damaged surface under consideration. If the scratching results in a white line or streak, then the concrete is sound. If the scratching results in formation of powder, then the concrete is unsound.

Any detected unsound concrete should be removed. After removal, the underlying section can be further evaluated for acceptability based on concrete spalling criteria.

Repairs to spalling includes cleaning any superficially corroded rebar and patching the spalled concrete that exposed the reinforcement using new concrete with a bonding agent applied to the exposed surface:

1. Clean the surface of the damaged area that needs repair by removing any loose material such as dirt, oil, grease, and unsound or flaking concrete.

2. Scrub and clean the surface of the area to be repaired with a stiff bristle brush.

3. Thoroughly rinse the repair area after cleaning.

4. Achieve the desired consistency of the repair mixture and apply to the dampened damaged area.

5. Level and match the rectifying layer with the surrounding concrete.

Figure 23: Spalling Exposing Rebar

Figure 24: Spalling with no Exposure of Rebar

11.3 Barrier Connection

The connection area between DB80 T150S elements Is known as the Y profile and may be damaged by mishandling during stacking, lifting, and loading. Repairs to the Y profile may be undertaken using the same method recommended for repair to spalling.

The patented DeltaBloc® T-coupling system is used to connect internal tension bars which provides a continuous connection throughout the barrier system and resists the lateral forces of a vehicle impact. Any damage that exposes the internal tension bars is not considered suitable for repair and the barrier should be discarded.

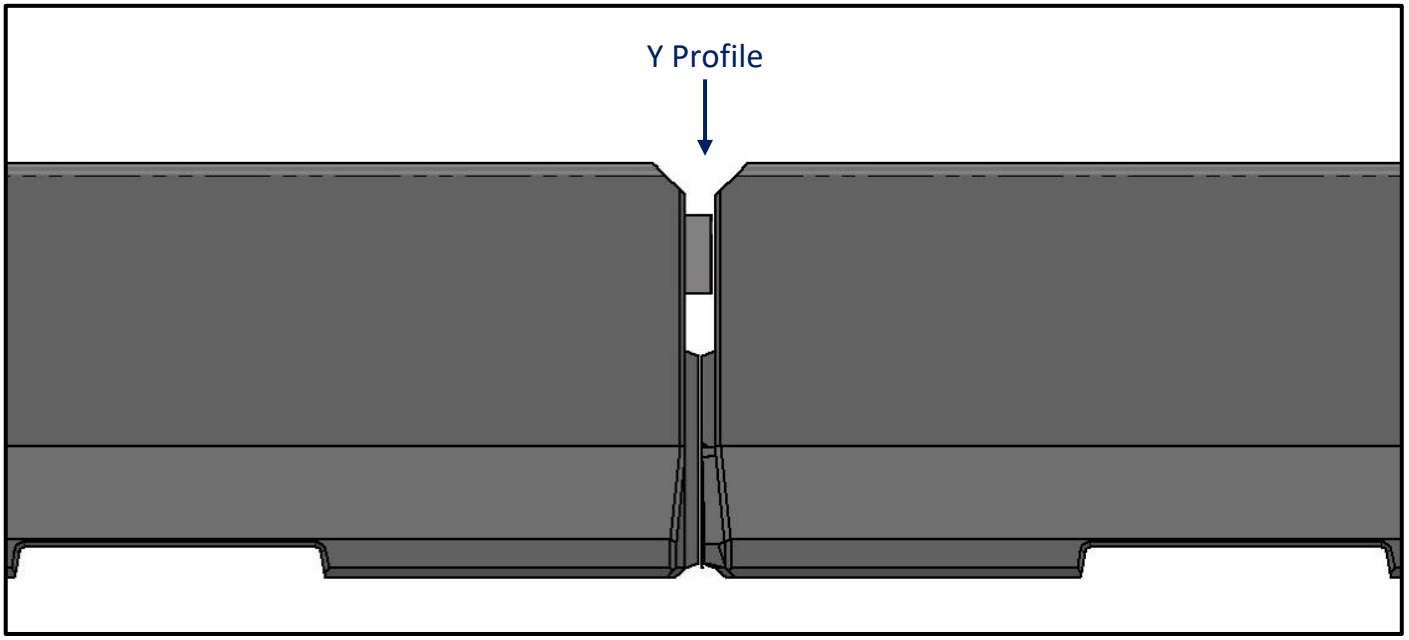

Figure 25: DB80 T150S Y Profile

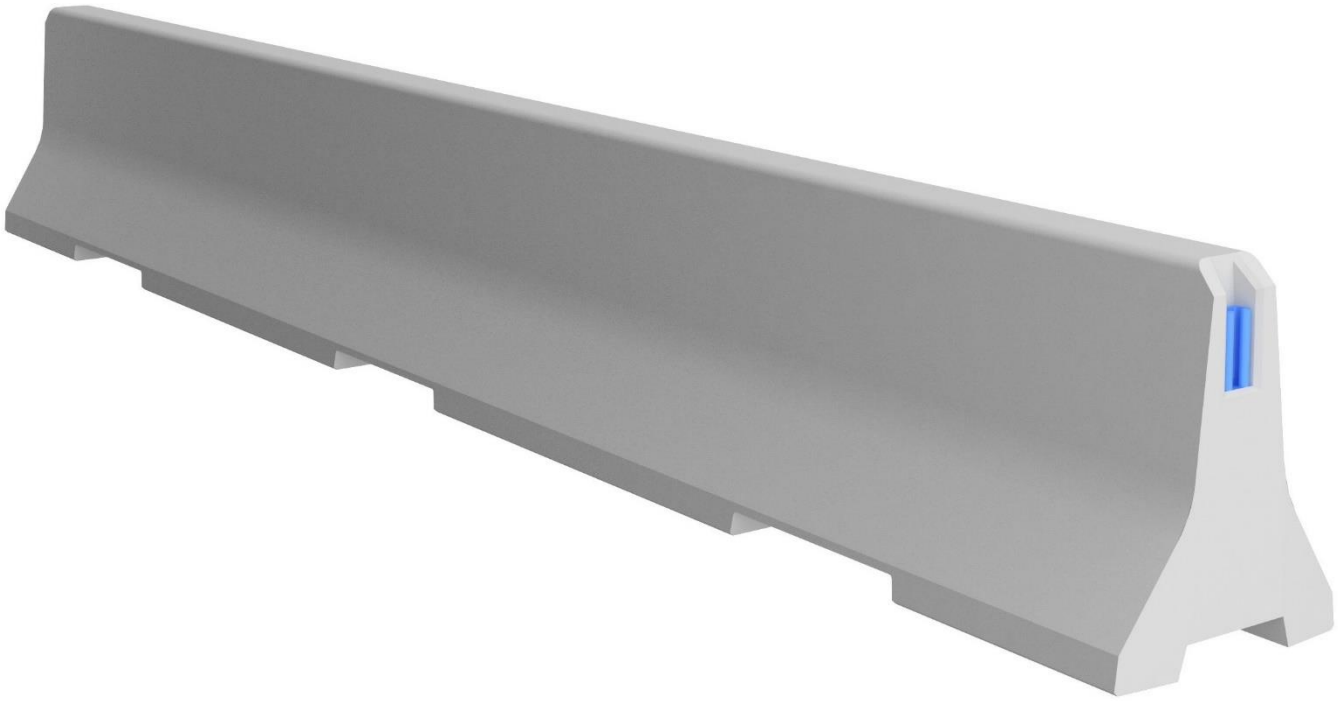

Figure 26: Damage to Y Profile

Figure 27: Repair of Y Profile

Figure 28: Exposure of Tension Bars

Table 6: DB80 T150S Damage Assessment

Type of Damage	Description of the Damage	Action
Vehicle Contact	Scuff marks.	The element may be used.
Cracking	Hairline cracking.	The element may be used.
	The element has one (1) crack with a width dimension that does not exceed 6mm.	The element may be used following repair.
	The element has one (1) crack with a width dimension that exceeds 6mm.	The element cannot be repaired and must be replaced.
	The element has multiple cracks whose summed width dimensions do not exceed 6mm within a 300mm longitudinal range.	The element may be used following repair.
	The element has multiple cracks whose summed width dimensions exceed 6mm within a 300mm longitudinal range.	The element cannot be repaired and must be replaced.
	Superficial corrosion of the rebar is present.	The element may be used following repair.
	The rebar is either cracked or has undergone metal loss.	The element cannot be repaired and must be replaced.
Spalling	The concrete is unsound.	The unsound concrete must be removed.
	A spall exposes rebar but the exposed rebar has no corrosion present or the corrosion is superficial.	The element may be used following repair.
	A spall exposes rebar and corrosion has propagated further inside the surface and the reinforcement is either cracked or has undergone significant metal loss.	The element cannot be repaired and must be replaced.
Barrier Coupling	Damage to the Y profile at the edge of the barrier element.	The element may be used following repair.
	The tension bar is exposed.	The element cannot be repaired and must be replaced.

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