



U.S. Department
of Transportation

**Federal Highway
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

SEP 25 1995

Refer to: HNG-14

John F. Carney, III, Ph.D., P.E.
Associate Dean for Research and
Graduate Affairs
Vanderbilt University
Nashville, Tennessee 37235

Dear Dr. Carney:

Your August 28 letter requests our acceptance of a minor change in the design of the REACT 350.6, a 90-km/h (55-mph) impact attenuator, which we indicated in our August 14 letter is acceptable for use within its performance limits on the National Highway System projects. The modification consists of decreasing the wall thickness of the fourth cylinder of the six cylinder array from 28 mm (1.108 inches) to 25 mm (1.0 inches). Based on your computer simulation, this change will reduce slightly the occupant impact velocities for both the 820-kg and 2000-kg design vehicles, while having no adverse effect on the corresponding ride-down accelerations. Since the REACT 350.6 was originally found acceptable based on computer simulations and the actual crash test performance of the test level 2 (TL-2) REACT 350.4 (four-unit array) and the TL-3 REACT 350.8 (eight-unit array), we consider the above-noted modification acceptable.

Sincerely yours,

for Jerry L. Poston, Chief
Federal-Aid and Design Division

Supplement Number 3 to Geometric and Roadside Design Acceptance
Letter CC-26