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CONTROLLED BUCKLING BREAKAWAY CABLE TERMINAL

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(54) **CONTROLLED BUCKLING BREAKAWAY CABLE TERMINAL**

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(58) **Field of Search** 256/13.1, 1; 404/6, 404/7

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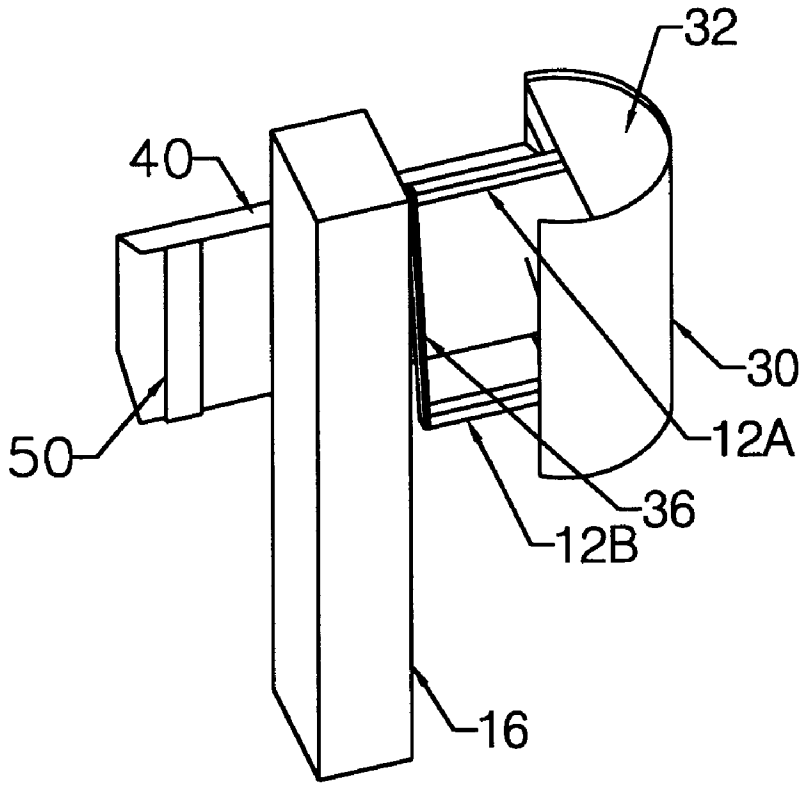
(57) **ABSTRACT**

A crash attenuation apparatus for use with a guardrail system having rail posts and rail elements. An impact head has a buffer nose section and a rail post breaking beam system. The post breaking beam system has upper and lower breaking beams attached to the head. A guide tube is attached to the side of the head. A strut member extends from a first attachment point on the rail element to a second point downstream. Upon impact by a vehicle, the head breaks the first rail post, before impacting the strut and buckling the rail element downstream.

6 Claims, 7 Drawing Sheets



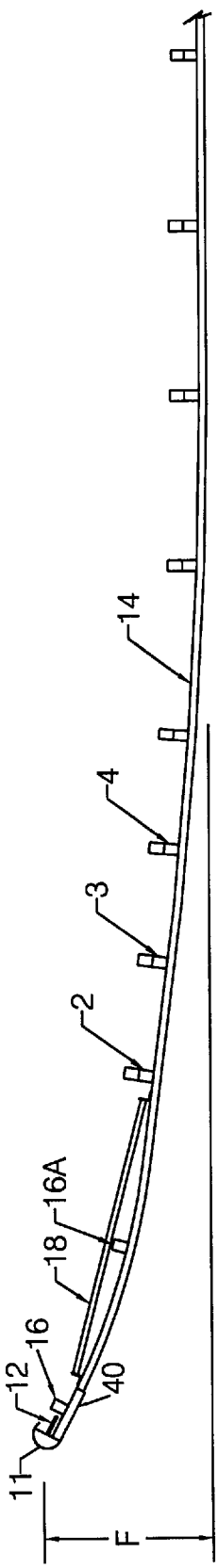


Figure 1

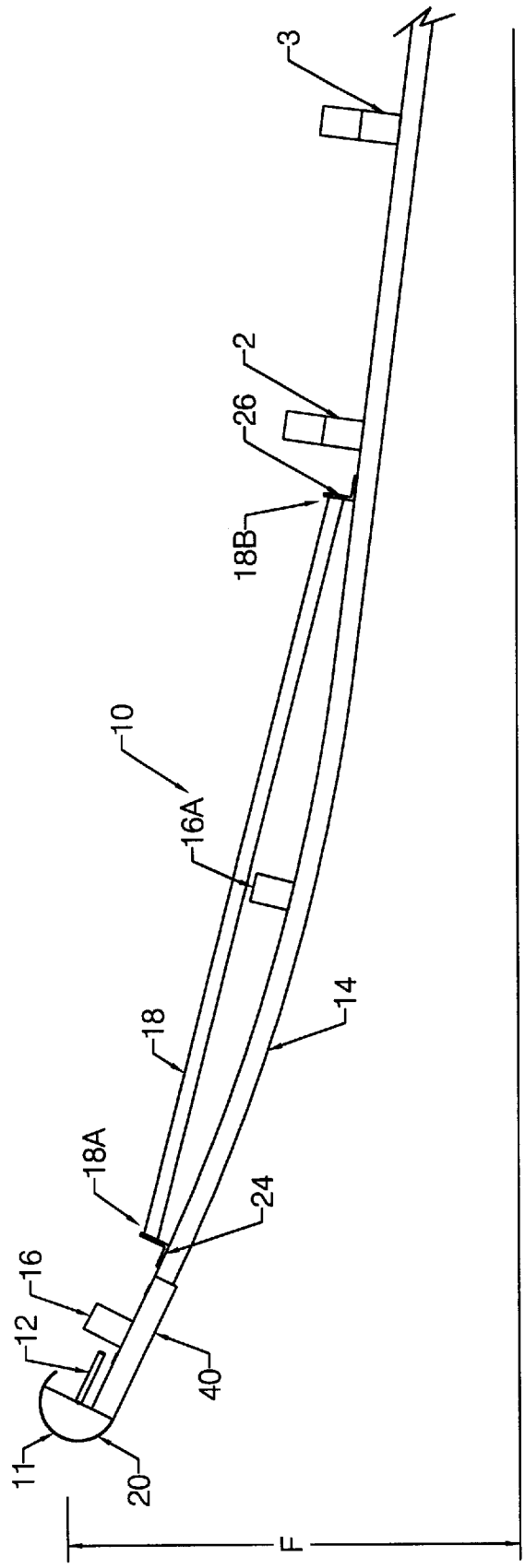


Figure 1A

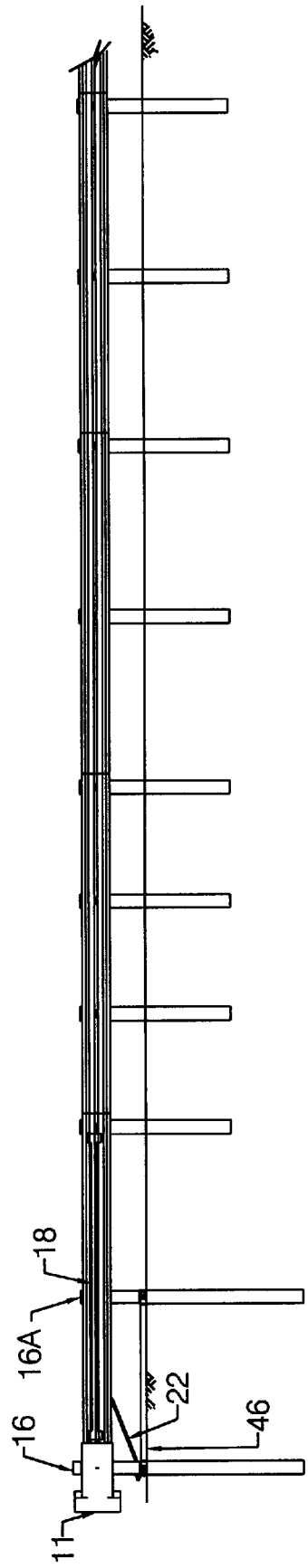


Figure 2

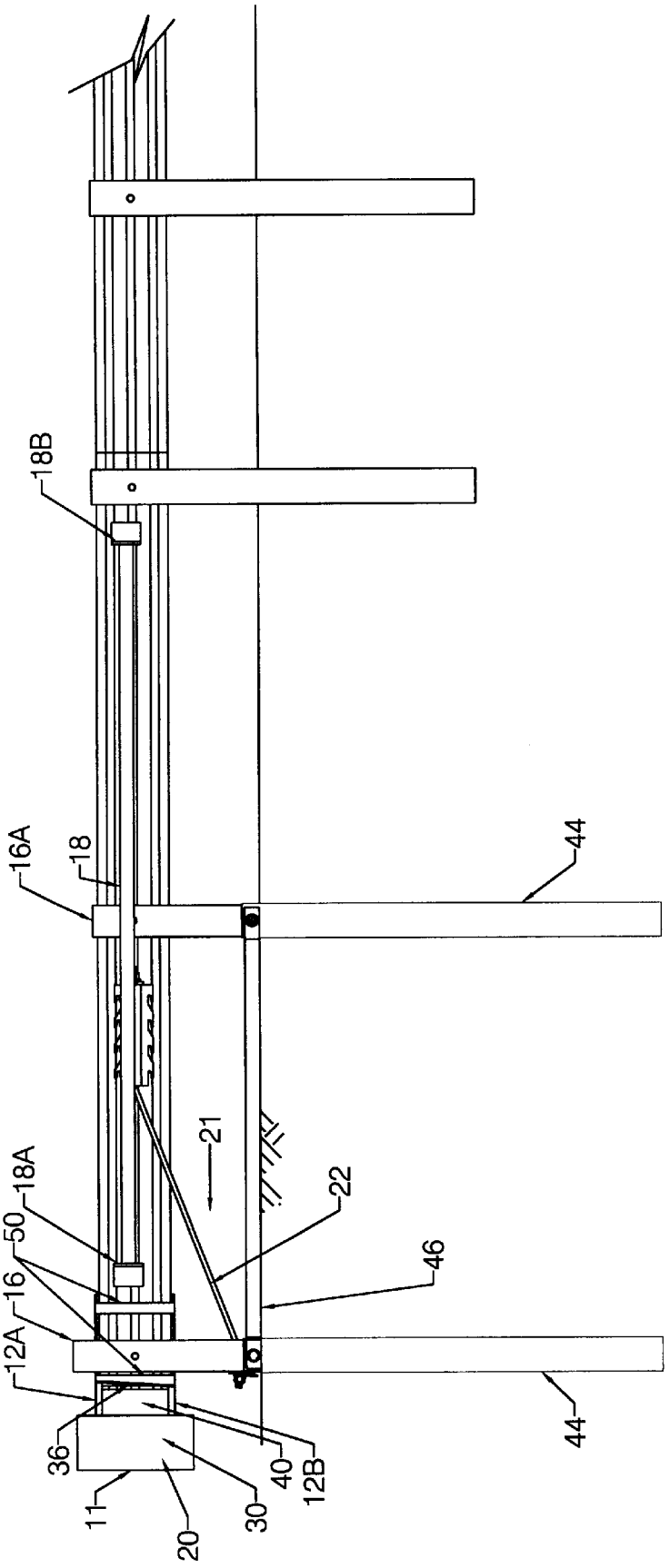


Figure 2A

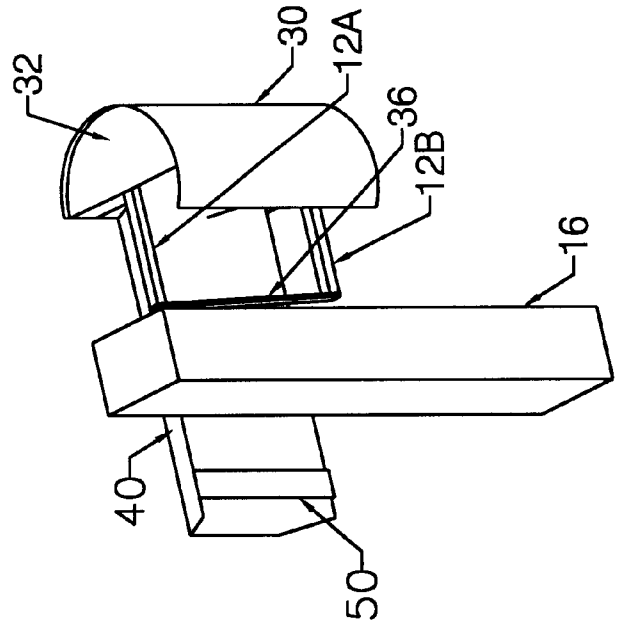


Figure 3A

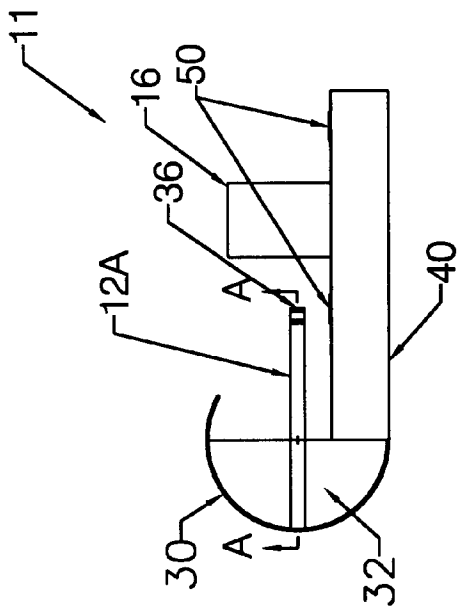


Figure 3

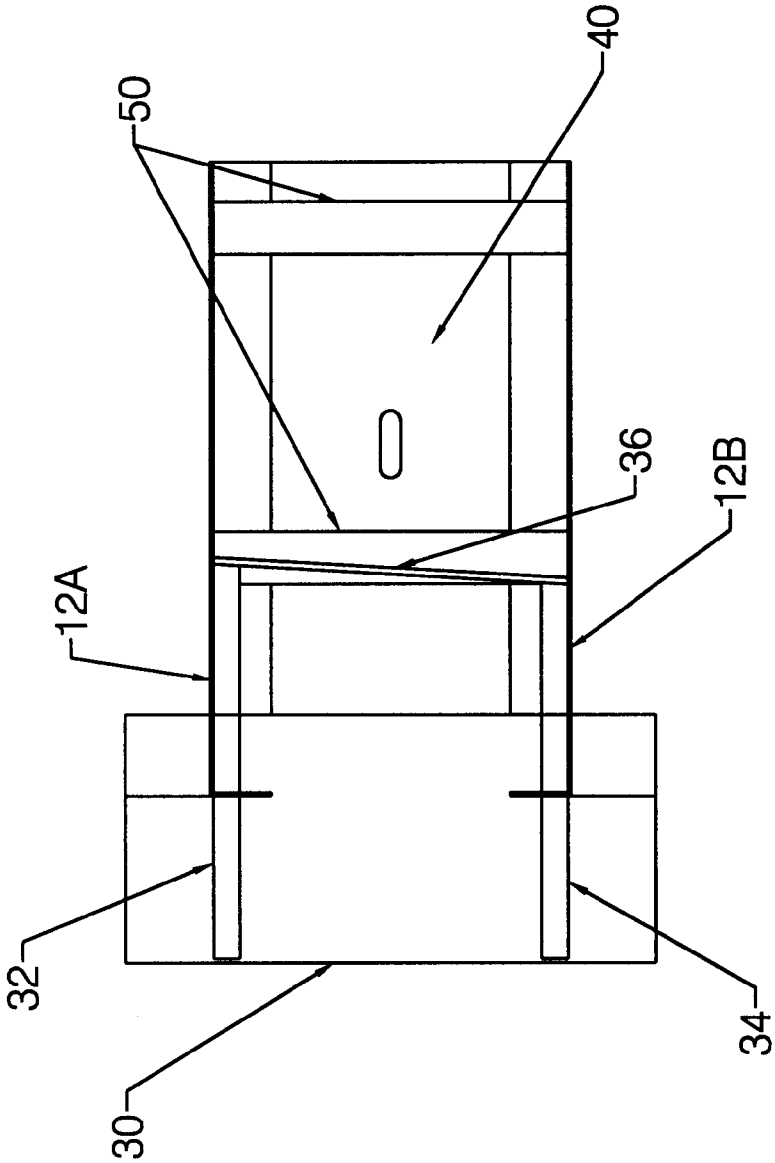


Figure 4

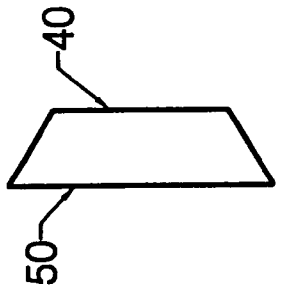


Figure 6

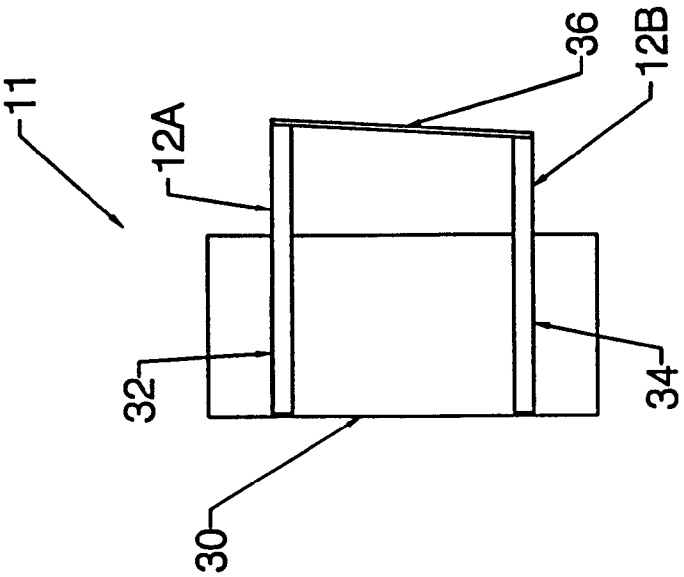


Figure 5

CONTROLLED BUCKLING BREAKAWAY CABLE TERMINAL

BACKGROUND OF THE INVENTION

The present invention relates to an impact attenuation device. Specifically, the invention relates to a controlled kinking breakaway cable terminal.

Prior art attenuation systems are disclosed in U.S. Pat. Nos. 4,655,434; 4,678,166; 4,928,928; 5,407,298; and 5,775,675.

A purpose of the controlled kinking breakaway cable terminal (CKBCT) is to provide a safe method for treating the ends of open-section guardrails, such as the W-beam guardrail. The new terminal uses a flared configuration to the travelway similar to the existing breakaway cable terminal (BCT) or the modified eccentric loader terminal (MELT). The terminal, when impacted in an end-on configuration, allows the impacting vehicle to penetrate the terminal in a controlled manner and to go behind the guardrail installation. For impacts with the side of the terminal, the terminal will contain and redirect the impacting vehicle.

SUMMARY OF THE INVENTION

The present invention provides a crash attenuation apparatus or controlled kinking terminal with an improved impact head which slides along the rail element breaking the first rail post prior to the initial buckling of the rail element. The head has a buffer nose portion supported by gusset plates. The head is further provided with two post breaking beams attached to the gusset plates. A guide tube is attached to the side of the head to guide a W-beam guardrail element. An improved strut may be connected to the rail element to control the downstream location of rail buckling upon impact to the terminal. Brackets attach a rigid, elongated strut to two spaced-apart locations along the rail element. The strut spans the curvature of the rail to ensure that the rail buckles downstream of the head after the first rail post is broken by the post breaking beam system.

BRIEF DESCRIPTION OF THE DRAWINGS

The invention will be better understood and objects other than those set forth above will become apparent when consideration is given to the following detailed description of the preferred embodiments. Such description makes reference to the annexed drawings wherein:

FIG. **1** illustrates a top plan view of the terminal of the present invention.

FIG. **1A** illustrates a detailed top plan view of the front section of the present invention.

FIG. **2** shows a side elevation view of the terminal of the present invention.

FIG. **2A** shows a detailed side elevation view of a front section of the present invention.

FIG. **3** shows a detailed top plan view of the impact head of the present invention.

FIG. **3A** shows a perspective view of the impact head of the present invention.

FIG. **4** illustrates a detailed, side elevation view of the impact head of the present invention.

FIG. **5** shows a partial cross-sectional view taken along line A—A in FIG. **3**.

FIG. **6** illustrates an end elevational view of the guide tube of the present invention.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

The controlled kinking concept of the present invention **10** entails two significant improvements over the existing

BCT or MELT terminals. First, the impact head **11** is provided with a post breaker system **12**. The head **11** slides along the rail element **14** which allows the end post **16** to be broken prior to buckling of the rail element **14**. This arrangement separates the impulse imparted on the vehicle by the breaking the end post from the impulse imparted by buckling of the rail element.

Second, a strut **18** with one end **18A** connected to near the end of the rail element and the other end **18B** connected to the rail element just upstream of post **2, 3** or **4** controls where buckling of the rail element will occur to provide optimal impact performance for the terminal.

For end-on impacts, the vehicle will contact the front end **20** of the impact head **11** and push it backward along the rail element **14**. The post breaker system **12** incorporated into the impact head **11** will break off the end post **16** prior to any forces acting on the rail element **14** to buckle the rail element. After the end post **16** is broken off and the cable anchor **22** is released, the vehicle will proceed forward in contact with the impact head **11**. The impact head then contacts the upstream end of the strut **18**, which is connected on one end **18A** to a first end **24** of the rail element, transmitting the impact force downstream to the rail element **14** where the other end **18B** of the strut **18** is connected to a second section **26** of the rail element, buckling the rail element at that point. Where the strut **18** is connected controls where buckling of the rail element **14** is to occur. After the rail element is buckled, the vehicle will then proceed and go behind the terminal and guardrail in a controlled manner similar to a BCT or MELT.

For impacts that are either end-on at a large angle or near the end of the terminal (e.g., between posts **16** and **16A**), the impacting vehicle will break off the first couple of posts, bend the rail element, and gate behind the terminal and guardrail installation.

For impacts into the side of terminal downstream of the beginning of length-of-need which is selected to be a post **2** (or 12 feet 6 inches) downstream from the terminal end, the terminal will act like a standard guardrail section and will contain and redirect the impacting vehicle. The cable attachment **22** will provide the necessary anchorage to resist the tensile forces acting on the rail element to contain and redirect the vehicle during such side impacts.

FIG. **1** shows an overall layout of the terminal from a top view. FIG. **2** shows the terminal in side view. The controlled kinking breakaway cable terminal **10** is approximately 11.4 m (37 feet, 6 inches) in length and is installed in a flared configuration to the travelway with an offset F.

The terminal includes three 3.8 m or two 7.6 m rail sections with 3.8 m extending into the standard guardrail section. The rail element is flared in a parabolic curve similar to that of the BCT or the MELT.

The impact head **11** is shown in detail in FIGS. **3** and **3A**. The impact head **11** includes:

A buffer nose **30** to distribute the impact load. Two gusset plates **32** and **34** reinforce the buffer nose and provide for attachment of the post breaker system **12**. Two post breaker beams **12A** and **12B** are welded to the gusset plates **32** and **34** on one end and welded to a connecting strap **36** on the other end. The upper beam **12A** is slightly longer than the lower beam **12B** so as to initially impact the post **16** and create a rotational movement of the post **16**. A guide tube **40** controls sliding of the impact head **11** along the rail element **14**. Straps **50** are provided on tube **40** to maintain rigidity of the tube **40**.

The first two posts are breakaway posts **16** and **16A**, respectively made of wood or other suitable material and are

placed in steel foundation sleeves **44** fitted in the ground. A ground strut **46** connects the two foundation sleeves for added capacity to the anchorage system. The remaining posts in the terminal are controlled release terminal (CRT) posts. The posts are spaced 1.9 m (6 feet, 3 inches), 1.27 m (4 feet, 2 inches), or 0.95 m (3 feet, 1½ inches) on center.

Anchorage to the terminal is provided by a cable release mechanism **21**. The cable release mechanism **21** of a cable **22** attached on one end to the rail element and the other end to the end post and foundation sleeve.

Thus, the present invention **10** provides a buffered nose impact head **11** with post breaker system **12** to break off end post **16** prior to loading and buckling of the rail element **14** and a strut **18** connected by brackets on one end **18**A to the end **24** of the rail element **14** and the other end **18**B to the rail element just upstream of post **2**, **3** or **4**. After the impact head **11** breaks off the post **16**, it impacts the strut **18**, causing the rail element **14** to buckle.

Although the invention has been described with reference to a specific embodiment, this description is not meant to be construed in a limiting sense. On the contrary, various modifications of the disclosed embodiments will become apparent to those skilled in the art upon reference to the description of the invention. It is therefore contemplated that the appended claims will cover such modifications, alternatives, and equivalents that fall within the true spirit and scope of the invention.

What is claimed is:

1. A crash attenuation apparatus in combination with a guardrail system having rail posts and rail elements comprising:

an impact head having a nose portion and attached to the frontmost rail element of said rail elements, said head spaced apart from the frontmost post of said rail posts;

an upper rail post breaking beam and a lower rail post breaking beam attached to said impact head and extending downstream toward said frontmost post, the length of said upper post breaking beam being greater than the length of said lower post breaking beam, said breaking beams spaced apart from said frontmost post, said beams impact said frontmost post after said head is impacted;

a guide tube attached to said impact head; and

a strut member having a first end and a second end, said strut member induces rail element buckling at a predetermined location along said frontmost rail element of said guardrail system, said strut member extends from a first attachment point on said frontmost rail element, said second end attached to a second attachment point on said frontmost rail element downstream of said first attachment point.

2. The apparatus of claim **1** further comprising an upper gusset plate and a lower gusset plate attached to said nose portion of said head, said upper post breaking beam attached to said upper gusset plate and said lower post breaking beam attached to said lower gusset plate.

3. The apparatus of claim **1** further comprising a stabilizing strap extending from said upper post breaking beam to and connecting with said lower post breaking beam.

4. A crash attenuation apparatus in combination with a guardrail system having rail posts and rail elements comprising:

an impact head having a nose portion;

an upper post breaking beam and a lower post breaking beam attached to said impact head, said upper post breaking beam having a greater length than said lower post breaking beam;

a guide tube attached to said impact head; and

an upper gusset plate and a lower gusset plate attached to said nose portion of said head, said upper post breaking beam attached to said upper gusset plate and said lower post breaking beam attached to said lower gusset plate.

5. A crash attenuation apparatus in combination with a guardrail system having rail posts and rail elements comprising:

an impact head having a nose portion;

an upper post breaking beam and a lower post breaking beam attached to said impact head, said upper post breaking beam having a greater length than said lower post breaking beam;

a guide tube attached to said impact head; and

a stabilizing strap extending from said upper post breaking beam to and connecting with said lower post breaking beam.

6. A crash attenuation apparatus in combination with a guardrail system having rail posts and rail elements comprising:

an impact head having a nose portion;

an upper post breaking beam and a lower post breaking beam attached to said impact head, said upper post breaking beam having a greater length than said lower post breaking beam;

a guide tube attached to said impact head; and

a strut member having a first end and a second end, said strut member induces rail element buckling at a predetermined location along a first rail element of said guardrail system, said first end of said strut member attached to a first attachment point on said frontmost rail element and said second end of said strut attached to a second attachment point on said frontmost rail element downstream of said first attachment point.

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