

NOT FOR PUBLICATION

DESIGN, FABRICATION, AND INSTALLATION OF A FRAGMENTING
TUBE TYPE ENERGY ABSORBER IN CONJUNCTION
WITH A BRIDGE RAIL

by

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ABSTRACT

Conventional modern bridge rails are rigid installations which redirect the vehicle without providing any energy absorption. This report discusses the design theory which provides a new concept energy absorbing bridge rail, utilizing a fragmenting tube as the primary energy absorbing element. The paper also discusses the separate functions of the bridge rail as both an energy absorbing system for small vehicles and a redirecting rail for large vehicles. Also presented is a new concept in guardrail design--the cantilevered rail concept. The procedures for fabrication and installation of this prototype energy absorbing rail are discussed in detail.

ACKNOWLEDGEMENTS

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The authors acknowledge Mr. P. A. Cox of SwRI for his contributions to the dynamic analysis of the energy absorbing bridge rail and to Mr. Guido Ransleben for his assistance in the design feasibility study. The authors also acknowledge the contributions and assistance of Professor Graham H. Powell, Assistant Professor of Civil Engineering at University of California, Berkley. Professor Powell provided SwRI with the Barrier III computer program and frequently assisted Mr. P. A. Cox with the dynamic analysis.

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I. INTRODUCTION

Discussed are the technical details which were involved in the design, fabrication, and installation of an aerospace developed energy absorber in conjunction with a bridge rail system. The primary objective of this R&D program was to demonstrate the feasibility of using a fragmenting tube type energy absorber in order to improve the energy absorbing capability of conventional

rigid bridge rail systems. The energy absorber not only effectively diminished the damage potential of the rigid bridge rail systems, but provided the following fringe benefits:

- It introduced a cantilevered guardrail attachment which eliminates wheel snagging.
- It provided the possibility of a dual purpose guardrail, a primary soft rail system for automobiles (light vehicles) and a secondary stiff rail system for trucks and buses (heavy vehicles).
- It provided a mechanical type load relief valve which prevents dynamic loads of over 10,000 lb per post, thus reducing bridge deck damage as a result of the light vehicle impacts.
- It provided an extremely promising approach to the problem of transition of the bridge rail systems from an off-deck to an on-deck condition.

The design philosophy which resulted in this unique energy absorbing bridge rail is outlined and described in the present paper. In addition, photographs will be utilized to illustrate the energy absorber and its installation into the bridge rail system.

The full-scale crash tests and the subsequent evaluation of the energy absorbing bridge rail system will be presented in a separate paper by the evaluator, the Texas Transportation Institute (TTI). At the conclusion of the two papers, recommendations for improvements of the overall bridge rail system will be presented. These recommendations will contain inputs from both the designers and the evaluators.

II. DESIGN

The following design philosophy was utilized in formulating the energy absorbing bridge rail:

- Provide a primary energy absorbing system with a stroke limited to less than 2 ft and simultaneously provide a tolerable environment for a properly restrained occupant of a light vehicle.
- Provide a secondary backup guardrail system which would provide sufficient strength to prevent penetration of a heavy vehicle.*
- Prevent damage to the vehicle as a result of wheels snagging on the backup posts.
- Provide a transition section from the softer off-deck guardrail system to the stiffer on-deck bridge rail.

It was deemed absolutely necessary that the above overall philosophy be considered when designing an energy absorbing bridge rail. Even though these were foremost in the minds of the designers, the primary objective was to demonstrate that the fragmenting tube would fragment and that the energy absorbers would function mechanically as well as conceptual designs indicated they would.

In addition to the major design philosophy outlined, there were other secondary design features which were incorporated into the system in order

*Although this was not recognized initially as a portion of the beneficial design philosophy, the backup system was designed to retain large vehicles and for that reason is mentioned here. This benefit was later pointed out by the Bureau of Public Roads.

to provide a complete guardrail installation. Because of the limited scope of the present research, the following features were assigned secondary importance:

- End treatments,
- Backup post for heavy vehicles,
- Rub rails,
- Steel reinforced concrete decks, and
- A backup rail installed at a suitable height for larger vehicles which have a higher center of gravity.

This does not imply that since these features were assigned secondary importance, they are sufficiently well developed.

Included in the Appendix are the complete installation drawings of the energy absorbing bridge rail. In addition, detailed drawings of the fragmenting tube energy absorber are included as a part of the same Appendix.

A. Primary Energy Absorbing Rail

The three major contributors to the overall energy absorbing process are the vehicle, the guardrail, and the fragmenting tube energy absorber. In the case at hand, only the guardrail and the fragmenting tubes are design variables in the energy absorbing system. After consideration of the various types of conventional guardrail systems, the New York type $6 \times 6 \times 3/16$ -in. steel tubing was selected for inclusion in the system. The guardrail provided suitable stiffness and simplified attachment of the energy absorbing device to the backup posts. Next, it was necessary to select the guardrail height and backup post spacing. The guardrail height was selected to be 27 in. as

measured from the concrete deck to the top of the beam. This selection was based on results of previous successful crash tests with this particular rail height.

The backup post spacing was selected simultaneously with the energy absorber. Prototype tests at Southwest Research Institute indicated that by using a nominal 3-in. OD 2024 T-3 aluminum tubing and a 0.120-in. wall thickness, we could expect each fragmenting tube to provide a 10,000-lb constant load. Considering an 8-ft, 4-in. post spacing combined with the fragmenting tube absorbers and the New York box beam, we anticipated the following approximate peak g deceleration values for the three weight ranges of automobiles. These g values would be predicted only near bottoming out. The average would be considerably lower since first one tube is initiated, then two, and etc.

- 1600-lb Class--Only a single tube, at the most, would fragment, providing 10,000 lb or 6.2 peak g's laterally.
- 3200-lb Class--Three tubes would finally fragment, providing a peak force of 30,000 lb or 9.35 peak g's laterally.
- 4500-lb Class--Five tubes would fragment finally, providing a peak force of 50,000 lb or 11 peak g's laterally.

These dynamic conditions were estimated based on an assumed beam deformation curve derived from full-scale crash tests. It was anticipated at this stage that the design could be verified by the Barrier III computer program developed by the University of California, Berkley. Unfortunately, the computer program was in its development stages and could not be used to predict the average g values to be expected from the energy absorbing system prior to the final design. During the full-scale crash tests, the computer program was debugged and checked out with the energy absorbers represented by a Coulomb damper

which would provide a retarding force in only one direction. Future developments can presently be evaluated on the Barrier III computer program using the first four crash tests as test cases.

Because the computer program would require several more months of debugging, the energy absorbing guardrail designs were frozen at that point and the tubes, post spacing, height, and box beam size were selected. Fortunately, the intuitive design was extremely well optimized considering it was predominately designed from engineering judgment.

For those unfamiliar with the fragmenting tube type energy absorber concept, it is worthwhile to discuss the mechanics of the energy absorber, the variables that control the fragmenting loads, and designers' problems in using the absorber.

The fragmenting tube concept developed by NASA* is illustrated schematically in Figure 1. The energy absorber consists of a thick-walled aluminum tube and a heat treated steel flaring die. In the process of forcing the thick-walled aluminum tube over the die, the walls of the tube fail and fragments are shed, thus providing energy absorption. The loads provided by each fragmenting tube can be controlled primarily by a variation of the ratio of the tube-wall thickness to the die forming radius, referred to as the "t/r ratio" (see Figure 2). The two most attractive features of the energy absorber are that 100 percent of the tube can be utilized for energy absorption

*Developed by J. R. McGehee at NASA-Langley under Patent 3,143,321, Aug. 4, 1964, and discussed in NASA TN D-3268, February 1966.

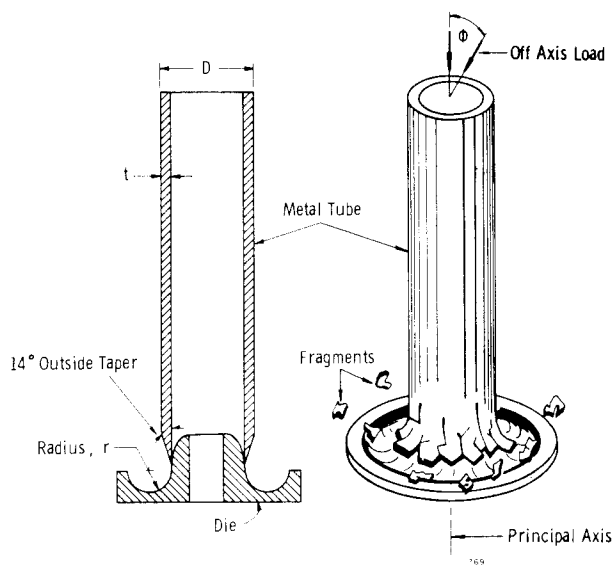


Figure 1. Fragmenting Tube
Concept

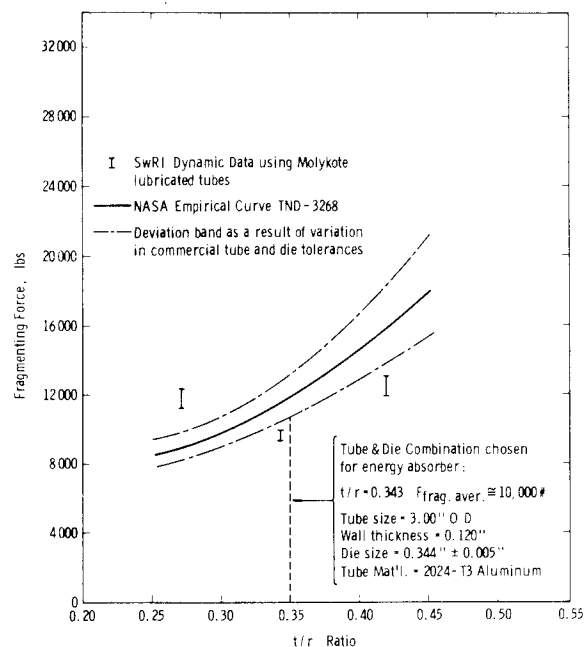


Figure 2. Data on Fragmenting
Tubes

and the fragmenting forces can be controlled by a simple variation of the tube-wall thickness.

The major design problem encountered in including the fragmenting tube energy absorbers into a guardrail system was control of the fragmentation. Even in the short distance of 2 ft, it was considered desirable to control the fragmenting and cause the box beam and tubes to be driven straight into the fragmenting dies. In order to accomplish this controlled fragmenting, a steel tubular guide system similar to the one illustrated in Figure 3 was designed. The tubular guide system also acted as a cantilever type support for the box beam and led to an interesting design concept which provided a solution to another problem to be discussed in a later section.

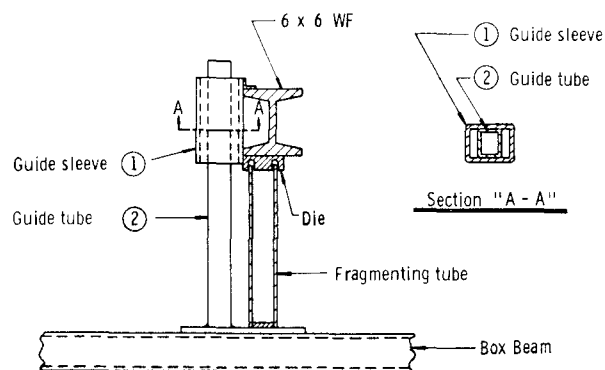


Figure 3. Guide for Fragmenting Tube

B. The Secondary Backup Guardrail System

The backup guardrail system should serve two important functions in the overall design concept. First, the backup posts should provide a "rigid" attachment for the fragmenting die, otherwise it is doubtful that the energy absorber would function properly. Secondly, the combination of the backup posts and the concrete deck should survive the dynamic loads which would occur as a result of a large vehicle (truck or bus) impact and at the same time redirect the vehicle.

The backup post system was chosen from a conventional Texas T-1 bridge rail design. This design calls for a 6-in. WF post welded to a 1-in. steel plate on the base and an 8-in. 11.5-lb channel on the top of the wide flange. In addition, a steel bearing plate is used below the concrete deck, a steel support plate is used internal to the bridge deck, and high strength steel bolts are used to secure the WF posts to the concrete deck.

The backup post design was stress analyzed for dynamic loads which would be experienced as a result of a 10,000-lb constant load applied at 27-in. above the bridge deck. The post was considered to be adequate. Therefore,

the 6-in. WF post was the post design selected for proving the feasibility of the energy absorbers. Caution: It should be emphasized here that the 6-in. WF has not yet been proven crashworthy for the case of large vehicle impacts (buses and trucks). Before the system is acceptable for redirecting large vehicles, the backup posts should be initially stress analyzed and finally full-scale crash tested. The initial stress analysis might lead to a redesign of the backup posts, the base plate and require the addition of a second rail mounted higher than the 27-in. high box beam in order to sufficiently redirect a large vehicle.

Since the primary objective, at least initially, was to evaluate the fragmenting tube energy absorbers only for small vehicle impacts, we accepted the 6-in. WF posts for the prototype system.

C. Elimination of Wheel Snagging

As a result of the need for a guide tube to control the fragmenting process, the wheel snagging problems were eliminated. The guide tube, in addition to providing guidance, supported the $6 \times 6 \times 3/16$ -in. box beam. As a result, the box beam was supported by the guide assembly in an unusual cantilever fashion a distance of approximately 20 in. from the 6-in. WF posts.

It was anticipated that there would be instances when the fragmenting tubes would "bottom out" and the box beam would be forced flush against the backup posts. As a result, a 2-1/2-in. pipe rub rail was attached to the 6-in. WF posts at an arbitrary height of 12 inches. Results of the full-scale crash tests indicated that this was a wise selection. The full-scale crash tests illustrated that a rub rail is a necessary feature of the bridge rail installation.

D. Guardrail to Bridge Rail Transition

One of the most difficult tasks of the design program was to provide an adequate guardrail to bridge rail transition. It appeared that the off-bridge deck system, which consisted of the box beam mounted on a 3I 5.7 post with a 6-ft interval spacing, would allow a maximum deflection of 4 ft for the design test conditions, while the on-deck system would allow a maximum deflection of 2 ft for the same test conditions. It appeared then that a reasonable transition could be provided by installing two 4-ft post spacings just prior to entering the energy absorbing bridge deck installation.

As a result of the final crash test in the TTI evaluation, the transition appeared promising. It is conceivable, however, that the transition can be optimized by either closer spacing of the 3I posts near the transition or a weakening of the first fragmenting tube. The proposed modification should be evaluated first on the Barrier III computer program.

III. FABRICATION

Only those facets of energy absorbing bridge rail fabrication which are unconventional with respect to a guardrail system are discussed. Thus, most of the comments in this section apply to the energy absorber per se.

In a sense, the prototype energy absorbers were custom fabricated, as they were the only portion of the system that was not subcontracted but instead constructed entirely at SwRI. The majority of the energy absorbers, with the exception of the fragmenting tube and die, required simply cutting and welding of construction steel components. The fragmenting tube was cut to length and tapered a prescribed amount on one end, thus allowing a more

consistent fragmentation. This tapering also initiates the fragmenting process. Fabricating of the die required a machining process and was, therefore, a more crucial step in fabrication of the energy absorber. It is important to avoid excessive machining error on turning the radius of the die. This problem would be eliminated in the final design since a thin shell die casting process would be used to fabricate the finished product.

If a system were chosen for large scale production of the energy absorber, a manufacturer would thin shell die cast the die and would fabricate the guide assembly from structural steel tubing. The 2024 T-3 aluminum tubes could be purchased in large quantities, precut to length, and tapered on one end.

The total estimated cost of the fragmenting tube energy absorber would be approximately 50 percent above a conventional installation. As an example, the system installed at TTI cost the following:

- Standard bridge rail installation, similar to the Texas T-1 installation but with the New York type (6×6×3/16-in.) box beam used in place of the "Flex Beam Rail." Energy absorber not included
 \$11.58/ft
- Additional cost of the aluminum fragmenting tubes, die, and guide assembly; i.e., the energy absorber \$6.25/ft.

These costs do not include labor costs for installation. Prices may differ slightly from bids finally given to highway departments; however, if anything, they are on the conservative side.

The question often asked is, "Can you taper the tubes to get a variable force?" Yes, the tubes can be tapered; however, it would increase the cost

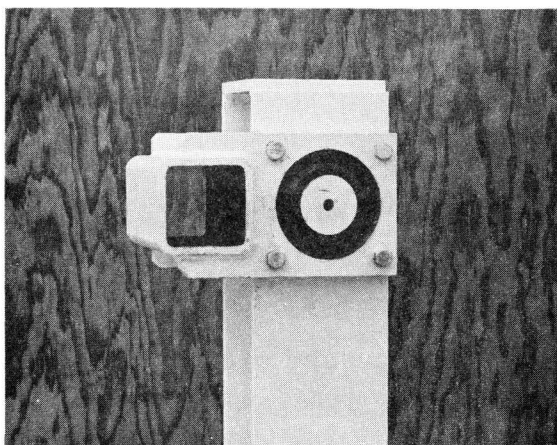
of the tube. The tubes can be either tapered or have step increases in the wall thickness which would give many possibilities for variation of the force/deformation curves. The possibility of tapering or step changes in tube sizes was considered for the small car (1600 lb) test but was later rejected in favor of the constant thickness tubing. A more important application of tube tapering might be considered for the transition section. Consideration could be given to tapering the first tube in the series, thus softening the initial portion of the energy absorbing system.

IV. INSTALLATION

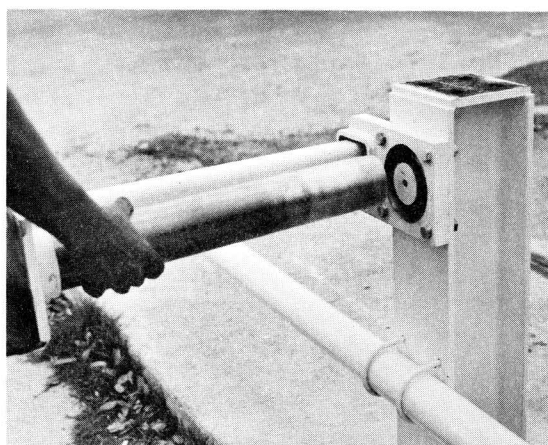
In the same fashion as the section on fabrication, the installation details will allude primarily to the energy absorber portion of the total bridge rail system. The remaining portion of the system is a conventional guardrail installation.

Figure 4 illustrates the sequential steps of installing the fragmenting tube energy absorber, the guide assembly, and finally the box beam rail section. The steps, quite simply, are the following:

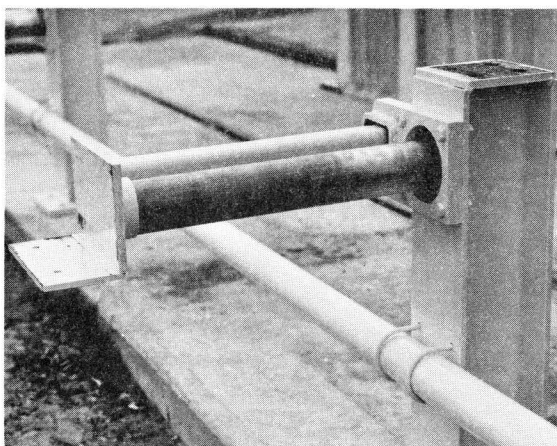
- (1) The 6-in. WF posts are leveled, lined up with one another, and securely bolted to the bridge deck.
- (2) The die and guide assembly is bolted to the 6-in. WF with the die facing the traffic lane (see Figure 4a).
- (3) The inside of the 2024 T-3 aluminum tube and the face of the fragmenting die are lubricated with MOLYKOTE®, a high pressure lubricant which works its way into the metal pores much like graphite.



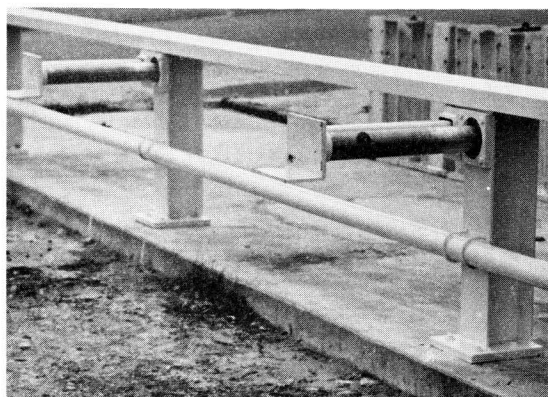
a. Die and Guide Assembly



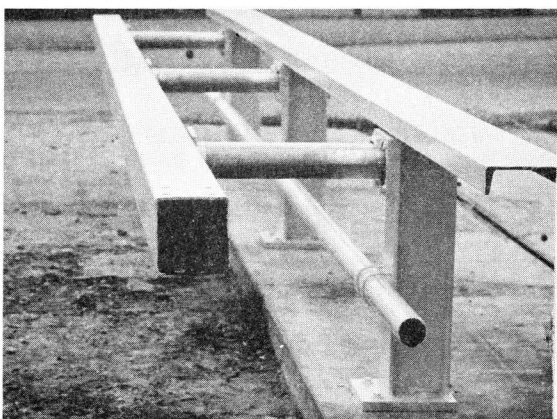
b. Assembling Energy Absorbing Fragmenting Tube and Guide



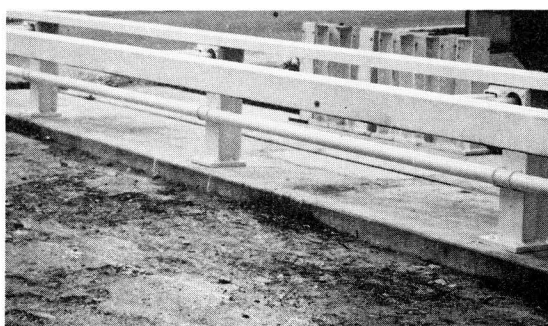
c. The Assembled Energy Absorber



d. Spacing Between Absorbers and Wide Flange Posts



e. Overall Prototype Assembly (End View)



f. Overall Prototype Assembly (Front View)

Figure 4. Prototype Installation of Energy Absorbing

Guardrail at SwRI

- (4) The fragmenting tube (tapered end facing the die) and the guide are then mounted on the die and guide assembly. The attachment plate is placed on the back side of the guide. This plate is later used to draw the guide and tube assembly into the wide flange backup posts.
- (5) Attach the 2-1/2-in. pipe rub rail.
- (6) Place the 8-in. 11.5-lb channel on top of the WF post and bolt it down.
- (7) Place the 6 × 6 × 3/16-in. box beam on the fragmenting tube and guide assembly. Drill and bolt the box beam to the steel angle plate.
- (8) Tighten the backup plate and draw the fragmenting tube and tube guide assembly snug up to the WF posts.

Thus, one section of the energy absorbing bridge rail assembly has been installed. Estimated installation time per section is 4 man-hr.

The installation photographs shown were taken at SwRI during a mock-up installation. After the mockup installation, the system was shipped to TTI and installed on a simulated bridge rail installation. The steel reinforced concrete simulated bridge deck was a 62 × 8-ft concrete slab with a 2-1/2-ft cantilever overhang which was to simulate the dynamic loads experienced by a full-scale bridge deck. The simulated bridge deck was of conventional design with an added 4-ft long anchorage plate cast in the center of the concrete deck in order to transmit bending loads to a larger portion of the bridge deck. The bridge deck was built to a uniform 8-in. thickness.

The bridge deck did sustain all crash tests with only minor surface cracks which appeared to be compression shear cracks. It is questionable, however, if the existing bridge deck design would be sufficient for either large vehicle crashes or even for a small vehicle crash where the energy absorbers are not used. It must be pointed out that at no time did the dynamic load to any single post exceed 10,000 lb. In a sense, the fragmenting tubes act not only as an energy absorber but also as a load limiter which prevents extensive damage to the concrete deck. It will be interesting to follow closely the results of tests which are presently under way at TTI utilizing the Texas T-1 type bridge rail system. The same simulated bridge deck will be used, the same basic backup post system, but with a Flex Beam type rail and no energy absorber. These tests should illustrate the effectiveness of the fragmenting tube as a load limiter as well as an energy absorber.

V. CONCLUSIONS AND SUMMARY

Evaluation of the energy absorbing bridge rail system has been the assigned responsibility of Texas Transportation Institute, and, therefore, the data and evaluation of the full-scale crash tests will be presented in a separate paper by TTI. Design engineers at SwRI are satisfied that the fragmenting tube energy absorber can be feasibly combined with a bridge rail system. In addition, a new cantilevered design was introduced which eliminated wheel snagging, possibilities of a dual purpose bridge rail were demonstrated, a load limiter for the backup posts was a resulting fringe benefit, and an extremely promising bridge rail/guardrail transition was crash tested.

VI. RECOMMENDATIONS

Based on a detailed analysis of the high speed movies, the deceleration data, and the post-crash scenes, the following recommendations are submitted for consideration:

(1) Further design studies and finally full scale crash tests should be conducted to improve the following specific areas of the integrated bridge rail/guardrail system.

(a) Height of the box beam might be raised to 30 to 32 in. as compared to the 27-in. height which was crash tested.

Reason - to eliminate excessive damage to the steering mechanism on the side of the vehicle which strikes the rail.

(b) An improved box beam splice should be considered.

Reason - reduce vehicle snagging.

(c) An improved rub rail should be considered.

Reason - prevent wheel snagging on the backup wide flange posts and provide additional energy absorption.

(d) Improve the transition design between the guardrail and bridge rail.

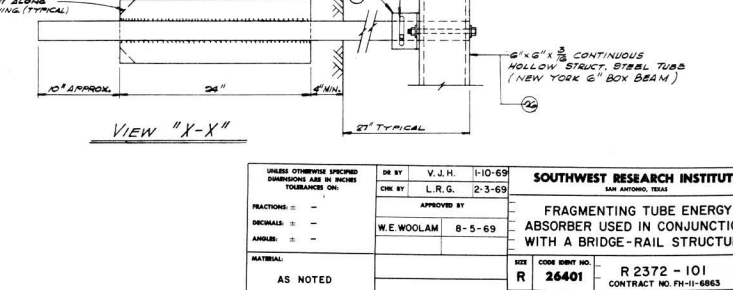
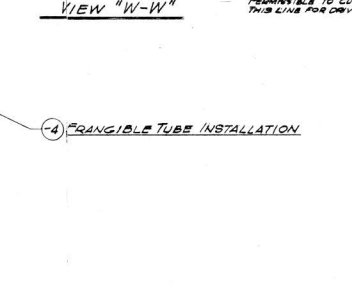
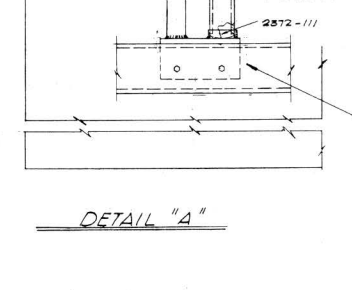
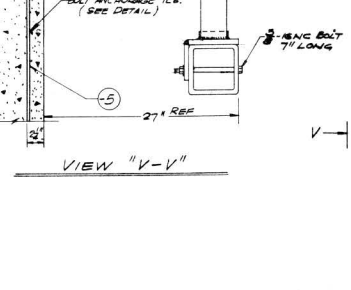
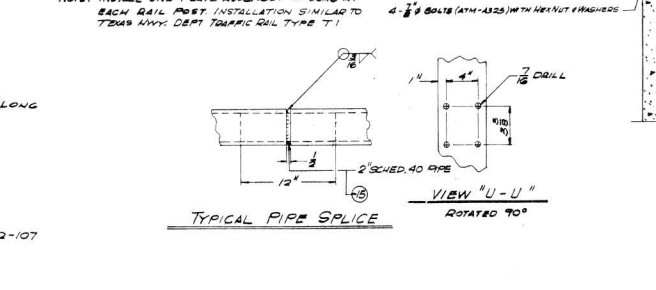
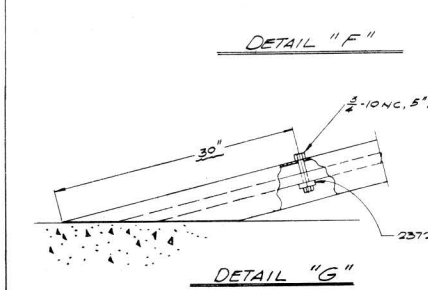
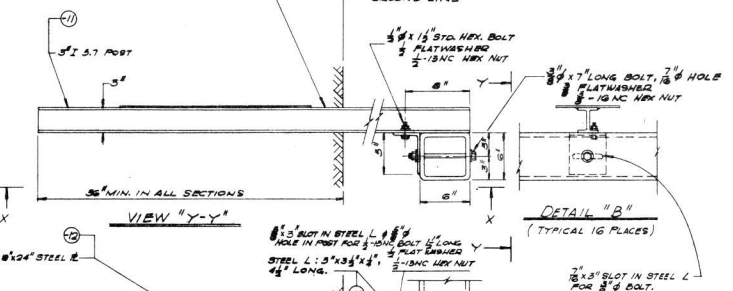
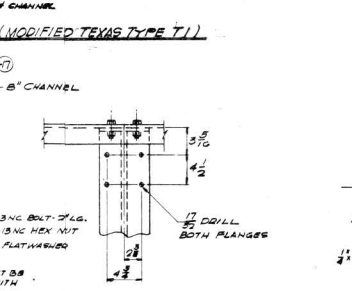
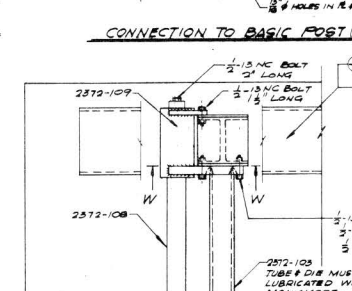
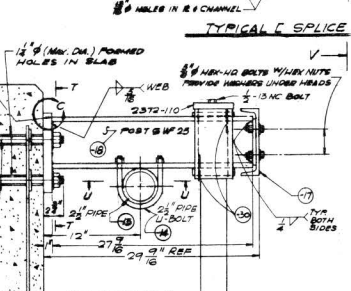
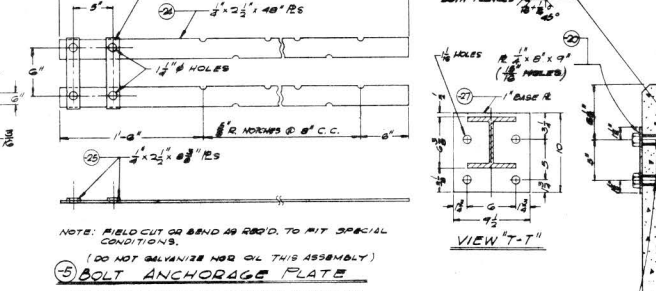
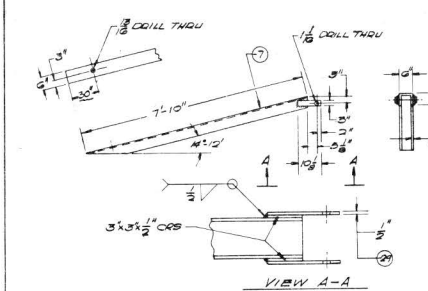
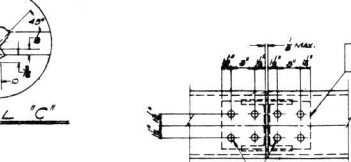
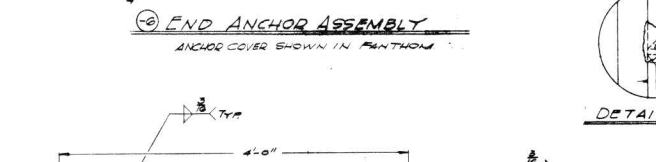
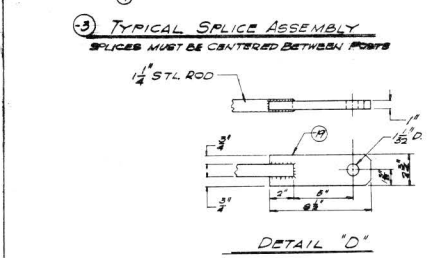
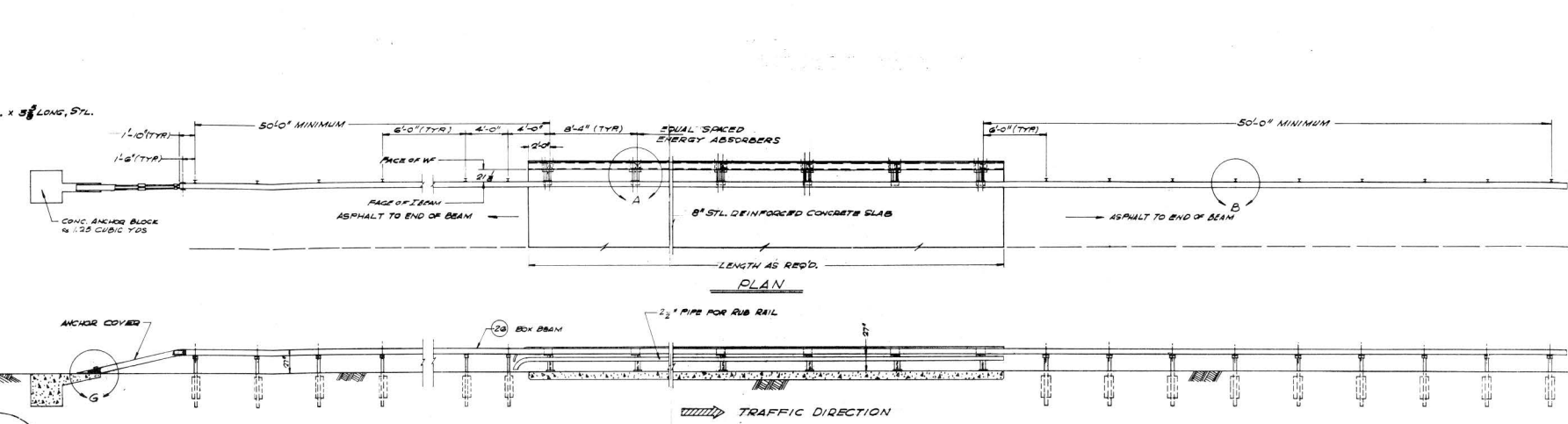
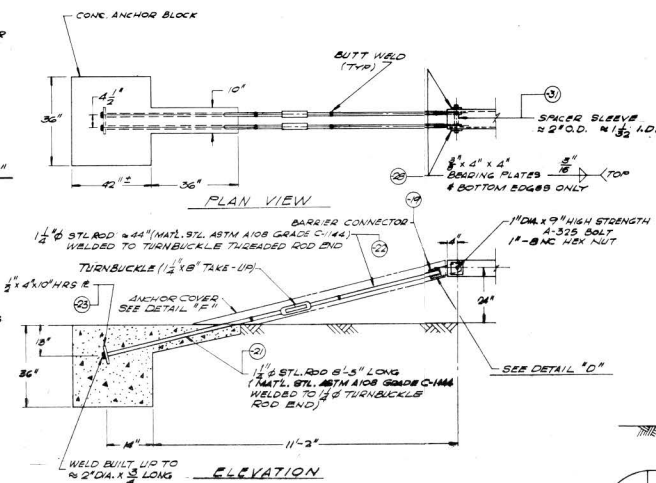
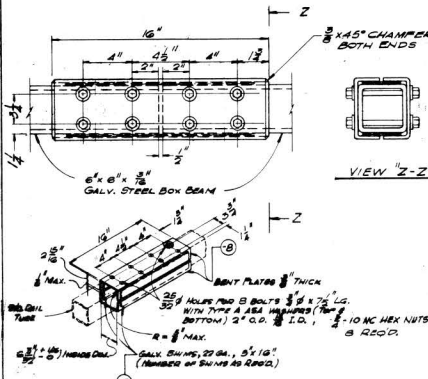
Reason - in order to provide a more gradual stiffness transition, thus reducing the pocketing and snagging at the bridge rail.

(e) Consider increasing the height of the backup post.

- (2) Conduct analytical parametric studies using the Barrier III program from the University of California, Berkeley. These parametric studies could be used to optimize the overall bridge rail/guardrail design.
- (3) A full-scale field installation of the "fragmenting tube energy absorbing bridge rail" should be considered. The location should be chosen where it could be observed frequently by engineers familiar with the design concept of the fragmenting tube energy absorber.

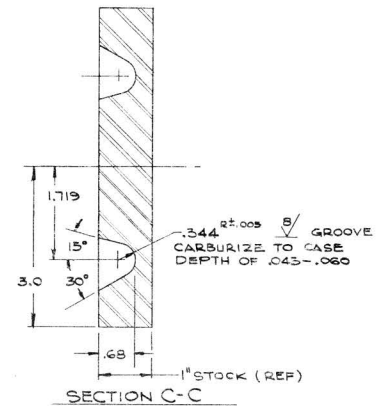
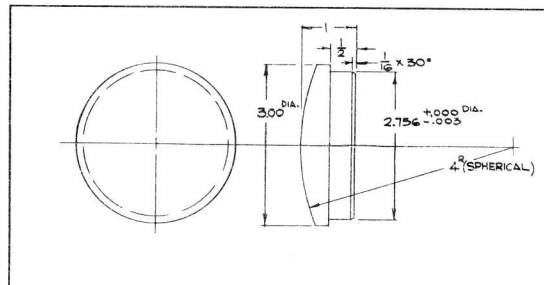
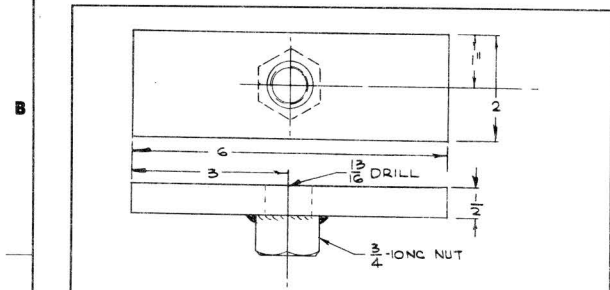
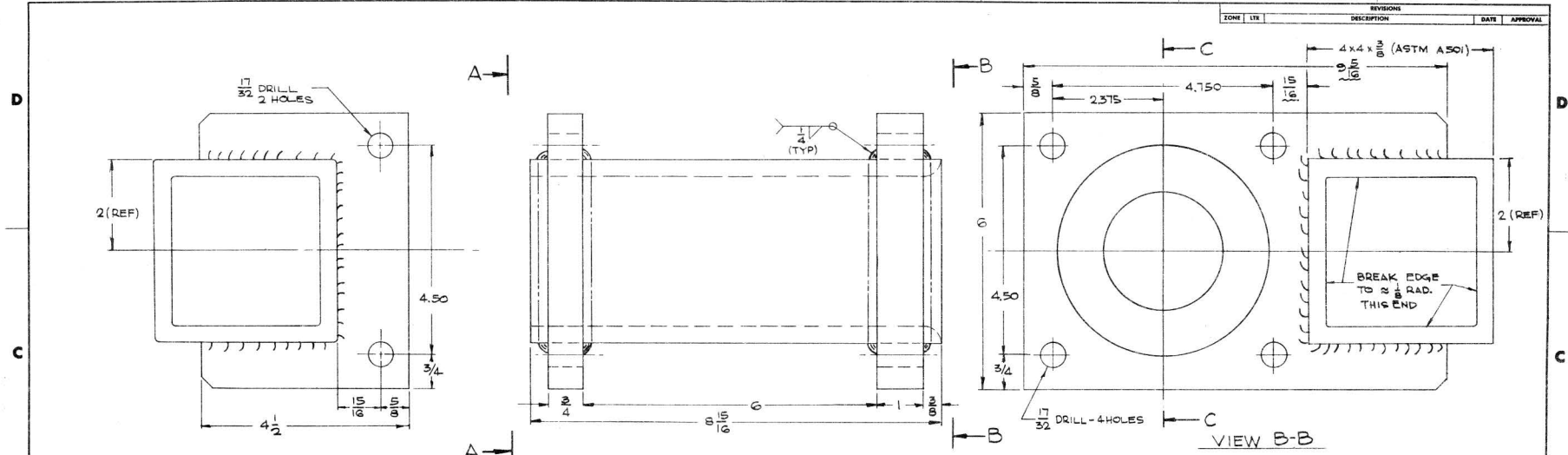
APPENDIX
BRIDGE RAIL DRAWINGS

1						1" FLAT WASHER STL.
1						1" Ø NC STL. HEX NUT
1						1" Ø NC BOLT 7" LONG A-325
				✓		MOLYKOTE LUBRICANT
1						CONCRETE ≈ 150 CUBIC YARDS
2						1 1/2" TURNBUCKLE 8" TAKE-UP
	4			✓		3/4" Ø NC HEX NUT STL.
				✓		3/4" FLAT WASHER STL.
	4			✓		3/4" Ø NC X 1 1/2" LG. (ATM-A32) BOLT
		8		✓		3/4" Ø NC HEX NUT STL.
		16		✓		3/4" FLAT WASHER STL.
		8		✓		3/4" Ø NC X 7 1/2" LONG BOLT STL.
				✓		3/4" Ø NC HEX NUT STL.
				✓		3/4" FLAT WASHER STL.
				✓		3/4" Ø NC X 2" STL BOLT
				✓		3/4" Ø NC HEX NUT STL.
	6			✓		3/4" FLAT WASHER STL.
	6			✓		3/4" Ø NC X 2" STL BOLT
	2			✓		3/4" Ø NC X 1 1/2" LG. BOLT STL.
	5			✓		3/4" Ø NC X 2" LG. BOLT STL.
	2	1		✓		3/4" Ø NC HEX NUT STL.
	2	1		✓		3/4" STL. FLAT WASHER STL.
	2	1		✓		3/4" Ø NC BOLT 7" LONG STL.
1						3/4" Ø NC X 5" LONG
						SWRI 2372-111 SPHERICAL END
	1					SWRI 2372-110 TAKE UP PLATE
						SWRI 2372-109 DIE & SLEEVE
	1					SWRI 2372-108 GUIDE PIPE & BOX ATTACH.
						SWRI 2372-107 TIE DOWN RAIL
	1					SWRI 2372-103 FRANGIBLE TUBE
1						-31 SPACER 2" DIA. CRS X 3 1/2"
				✓		-30 2" X 3" 16 GA. GALV. SHIM
2						-29 3" X 10 1/2" X 1/2" HRS
2						-28 BEARING PLATE 3" X 4" X 4" HRS
	1					-27 BASE PLATE 1" X 9 1/2" X 10" HRS
					✓	-26 2" X 6" X 1/8" STL. TUBE (≈ 25' SECTIONS)
	2					-25 3/4" X 2 1/2" X 8 3/8" HRS PLATE
	2					-24 3/4" X 2 1/2" X 48" HRS PLATE
1						-23 ANCHOR PLATE 3/4" X 4" X 10" HRS
2						-22 STL. ROD 1 1/2" X 44" CRS
2						-21 STL. ROD 1 1/2" X 84" CRS
	1					-20 1/2" X 8" X 9" HRS PLATE
2						-19 BARRIER CONNECTOR 3/4" X 1 1/2" X 1 1/2" HRS
	1					-18 POST 6 WF 25 STL.
					✓	-17 6" C 11.5 (≈ 25' SECTIONS)
					✓	-16 SPLICE PLATE 1/2" X 6" X 11 3/8" HRS
					✓	-15 CONNECTOR 2" SCHD. 40 PIPE 14/20WS
	2				✓	-14 U-BOLT ASSEM. 2 1/2" PIPE SIZE
					✓	-13 2 1/2" SCHD. 40 PIPE (≈ 25' SECTIONS)
					1	-12 1/2" X 8" X 24" STL. PLATE
					1	-11 3" I 5.7 POST STL.
					1	-10 STL. L 5 1/2" X 3 1/2" X 4 1/2" LONG
		23				-9 SHIMS 22 GA. 5" X 16" STL.
		2				-8 3/8" X 1 1/2" X 16" HRS
2						-7 1/2" X 1 1/2" X 16" HRS
					1	-6 END ANCHOR ASSEMBLY
					✓	-5 BOLT ANCHORAGE PLATE
					✓	-4 FRANGIBLE TUBE INSTALLATION
					✓	-3 SPLICE ASSEMBLY
					✓	-2 I BEAM POST SUPPORT ASSEMBLY
NUMBER REQ'D DEPENDS ON THE NO. OF EACH ASSEMBLY						
-6 -5 -4 -3 -2 -1						
QUANTITY PER ASSEMBLY						
2372-101-1						
PART OR IDENTIFYING NO.						
NOMENCLATURE OR DESCRIPTION						
LIST OF MATERIALS						
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES TOLERANCES ON:						
FRACTIONS: -						
DECIMALS: -						
ANGLES: -						
MATERIAL: AS NOTED						
DR BY V. J. H. 1-10-69						
CHK BY L. R. G. 2-3-69						
APPROVED BY						
W. E. WOOLAM 8-5-69						
SOUTHWEST RESEARCH INSTITUTE SAN ANTONIO, TEXAS						
FRAGMENTING TUBE ENERGY ABSORBER USED IN CONJUNCTION WITH A BRIDGE-RAIL STRUCTURE						
SIZE CODE SHEET NO. R 26401 R 2372 - 101						
CONTRACT NO. FH-11-6863						
SCALE NONE SHEET 1 OF 2						



UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES TOLERANCES ON:	DR BY V.J.H. 1-10-69	SOUTHWEST RESEARCH INSTITUTE SAN ANTONIO, TEXAS
FRACTIONS: -	CHK BY L.R.G. 2-3-69	
DECIMALS: -	APPROVED BY	FRAGMENTING TUBE ENERGY ABSORBER USED IN CONJUNCTION WITH A BRIDGE RAIL STRUCTURE
ANGLES: -	W.E. WOOLAM 8-5-69	
MATERIAL:	SIZE CODE DWT NO.	R 26401 R 2372-101
AS NOTED	SCALE: NONE	CONTRACT NO. FH-11-6863 SHEET 2 OF 2

8 7 6 5 4 3 2 1



LET.	CHANGE	DATE	BY	APP.	TRAP NO. / RECD.	PART NAME	MATERIAL
REVISIONS							
1	LRG	2	ASSEM.			TIE DOWN-RAIL	
DRAWN BY: LRG							
DESIGNED BY: LRG							
CHECKED BY: W.E.W.							
APPROVED BY: W.E.W.							
SOUTHWEST RESEARCH INSTITUTE						DATE 2-4-69	SCALE FULL
SAN ANTONIO, TEXAS						DRAWING NUMBER	A-2372-107

LET.	CHANGE	DATE	BY	APP.	TRAP NO. / RECD.	PART NAME	MATERIAL
REVISIONS							
1	LRG					SPHERICAL FRANGIBLE TUBE END	
DRAWN BY: LRG							
DESIGNED BY: LRG							
CHECKED BY: W.E.W.							
APPROVED BY: W.E.W.							
SOUTHWEST RESEARCH INSTITUTE						DATE 2-4-69	SCALE FULL
SAN ANTONIO, TEXAS						DRAWING NUMBER	A-2372-111

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES TOLERANCES ON:		DR BY: L.R.G.	1-29-69	SOUTHWEST RESEARCH INSTITUTE	
FRACTIONS = 1/64		CHK BY:		SAN ANTONIO, TEXAS	
DECIMALS = .010		APPROVED BY:		DIE & GUIDE SLEEVE	
ANGLES = 2°		W.E.W. 8-5-69		SIZE	
MATERIAL: HRS & NOTED				CODE	26401
				INSTR NO.	2372-109
				SCALE	FULL
				SHEET	1 OF 1

REPEAT TO BE IN COMPLIANCE WITH FEDERAL, STATE, AND LOCAL LAWS AND THE POLICY OF SOUTHWEST RESEARCH INSTITUTE TO PROTECT THE CONFIDENTIALITY AND SECURITY OF INFORMATION. ANY REVISIONS TO THIS DRAWING MUST BE APPROVED BY THE MANUFACTURING DEPARTMENT.