



March 21, 2016

To whom it may concern:

This letter is to certify that the subject barrier, the Active Drop Arm Swing Gate Crash Beam, Surface Mounted (DCAB), with **span of 14'-0" provided by Barrier1 Systems Inc.**, was tested to the requirements of the ASTM standard F-2656-07, Standard Test Method for Vehicle Crash Testing of Perimeter Barriers, in place when test was performed.

The test was performed at Calspan Corporation on March 21, 2016. **The barrier was impacted by a truck weighing 6781.3 kg (14,950 lbs.) travelling at 80.85kph (50.24 mph).** Post-test measurements of the static movement of the test vehicle's payload (truck bed) with respect to the trailing edge of the gate show that the left and right leading edge of the truck bed passed the seven meter intrusion line by 14,158 mm and 13,193 mm respectively but was stopped short of the thirty meter intrusion by 8,842 mm and 9,807 mm respectively. As such, based on the truck mass, impact velocity and penetration into the protected zone, **the barrier rating per the ASTM standard F-2656-07 is M50-P3.**

Calspan is accredited to ISO 17025 to perform ASTM F2656-07 testing by Perry Johnson Laboratories Accreditation, Inc. (PJLA) under Certificate Number L13-137 and Accreditation Number 76654.

Respectfully,

A handwritten signature in blue ink that reads "Edward Dutton".

Edward Dutton  
Test Director

*Safer Highways...Safer Skies*



March 22, 2016

To whom it may concern:

This letter is to certify that the subject barrier, the Active Drop Arm Swing Gate Crash Beam, Surface Mounted (DCAB), with **span of 34'-0" provided by Barrier1 Systems Inc.**, was tested to the requirements of the ASTM standard F-2656-07, Standard Test Method for Vehicle Crash Testing of Perimeter Barriers, in place when test was performed.

The test was performed at Calspan Corporation on March 22, 2016. The barrier was impacted by a **truck weighing 6835.7 kg (15,070 lbs.) travelling at 80.16kph (49.81 mph)**. Post-test measurements of the static movement of the test vehicle's payload (truck bed) with respect to the trailing edge of the gate show that the left and right leading edge of the truck bed passed the seven meter intrusion line by 16,038 mm and 16,012 mm respectively but was stopped short of the thirty meter intrusion line by 6962 mm and 6988 mm respectively. As such, based on the truck mass, impact velocity and penetration into the protected zone, the barrier rating per the **ASTM standard F-2656-07 is M50-P3**.

Calspan is accredited to ISO 17025 to perform ASTM F2656-07 testing by Perry Johnson Laboratories Accreditation, Inc. (PJLA) under Certificate Number L13-137 and Accreditation Number 76654.

Respectfully,

A handwritten signature in blue ink that reads "Edward Dutton". The signature is written in a cursive, flowing style.

Edward Dutton  
Test Director

*Safer Highways...Safer Skies*