1. GENERAL:
Qualified Product Policy 49 (QPP49) covers all permanent roadside safety devices and traffic barrier components for inclusion onto Qualified Product List 49 (QPL49). SCDOT will only consider products for inclusion in QPL49 that are to be utilized within SCDOT Right-of-Way and owned or maintained by SCDOT. Use only products identified on QPL49 or SCDOT Standard Drawings for roadside safety devices installed within SCDOT Rights-Of-Way that will be owned or maintained by SCDOT.

This QPP49 and QPL49 do not apply to work zone and temporary devices. Submit all work zone and temporary devices to the Work Zone Device list found on www.SCDOT.org.

Do not submit applications for permanent or temporary devices through the new products review process, even for conditions outside of SCDOT design practice. Contact the Design Standards Office or the Preconstruction Support Engineer for consideration of new permanent design practices not covered in the SCDOT Standard Drawings.

If a product is only used by a local municipality or agency (or deemed to be of no benefit to SCDOT) that product will not be considered for inclusion in this QPL, and may not be transferred to SCDOT under this policy.

Components are the individual parts needed to construct a crash tested or standardized device. SCDOT understands that most components do not have individual crash test criteria. For components that have crash test reports or eligibility letters, SCDOT will only conduct cursory review of the data. SCDOT will not require that tests be conducted for specialty components used outside of the Standard Generic MGS3 device. The most common components for guardrail are rail, post, offset block, and fasteners.

Devices are the assemblage of components that make up a crash tested configuration for sections within a system/run of guardrail from end to end. Devices are broken into several categories. Where generic devices are available, SCDOT will first consider the generic product. If there is no generic option available and no option to be considered appropriate for use within SCDOT Rights-Of-Way, proprietary devices will be considered. Devices will be grouped into the following categories:

- Leading End Treatment - Proprietary
- Longitudinal Barrier – Generic
- Stiffness Transitions – Generic
- Trailing End Treatment – Generic & Proprietary
- Miscellaneous Devices – As Noted

SCDOT reserves the right to limit the number of proprietary devices in any category based on established device performance criteria, review of the crash test report(s), compatibility with existing design parameters, engineering judgement, device availability, FHWA or industry guidance, device installation or maintenance requirements.

SCDOT requires that crash testing and confirmation computer modeling be performed by an ISO 17025 Accredited, independent, third party test facility.
2. MATERIALS:
SCDOT specifies the use of the following materials for Semi-Rigid Guardrail and Flexible Barrier Components:
- Galvanized Steel (rail, posts, fasteners, cable, etc.)
- Non-Structural Weather & UV resistant material for delineators, decals
- UV Resistant Composite (for offset blocks) – Manufacturers with successful MASH tests for MGS3 Longitudinal Barrier may produce similar composite offset blocks for other device configurations (thrie beam, custom depths, spacers, for existing post variations, etc.)
- UV Resistant Composite (for cartridges & compression components of crash cushions) – For crash cushion devices that use flexible or collapsible materials that also are susceptible to UV degradation, Manufacturer must submit a recommended replacement schedule for cartridges based on age/UV exposure, and for compression components based on age/UV exposure as well as recommended number of impacts.

SCDOT prohibits the use of timber offset blocks, spacers, and shims.
SCDOT discourages the use of timber posts unless specifically required by the tested device/manufacturer.

Where timber components are tested in generic MASH devices, SCDOT will
- Use composite materials for offset blocks, spacers, or shims.
- Use timber posts in generic devices only where shown on SCDOT Standard Drawings. Timber posts must be (certified Southern Yellow Pine Pressure Treated and inspected in accordance with SCDOT Standard Drawings General Notes.)

When timber components are specified by a manufacturer of a proprietary device, the timber components supplied must conform to the Grade and Species used in the crash tested configuration, and the manufacturer must supply a minimum 20 year warranty/guarantee that the timber component(s) will not rot, deteriorate, split, or be subject to pest damage when installed in SCDOT Rights-Of-Way. If a manufacturer will not, or cannot provide documentation supporting the durability of the timber components, and does not allow the use of alternate materials within the device, then SCDOT will not include the device on this QPL. If deteriorated timber is found in the field, the manufacturer of the proprietary device will replace the damaged components.

Other Structural Materials - Manufacturer is instructed to notify SCDOT of any other structural material used within the device. SCDOT reserves the right to require additional documentation on any other material used within the device. Failure to supply requested documentation will result in the device not being eligible for MASH qualification.

3. PROPRIETARY DEVICE SUBMITTAL
SCDOT is under no obligation to use any product listed on any Qualified Product List (QPL). SCDOT reserves the right to remove any product or component at any time from any QPL. Reasons for removal may include, but are not limited to, performance issues, changes in standards/design/material specifications, or failure to comply with the Qualified Product Policy. If a product or component is removed from a Qualified Product List (QPL), SCDOT will notify the product/component Manufacturer at least 30 business days prior to removal unless safety concerns indicate that immediate removal of a product is appropriate.

By submitting application documents for QPL49, the manufacturer agrees to allow SCDOT to host/share/reproduce this information, as well as allow SCDOT to use the submitted documentation to develop and publish standard drawings. In addition, the manufacturer agrees to provide only the versions of the device submitted/qualified for installation within SCDOT Rights-Of-Way. Any changes to the product will require a new submittal to QPL 49. Failure to notify the SCDOT contact identified below of changes in any qualified device is cause for immediate removal of the device from QPL 49. Federal Aid Reimbursement Eligibility will not be sufficient for any device to be qualified for use in SCDOT Right-Of-Way.
CRASH TESTING
Provide all crash test reports for the device.

Provide proof that the facility was ISO 17025 certified at the time of testing.

If alterations were made to the device between testing, provide a summary of alterations (identified as versions of the device), and which tests were performed under each version of the device.

If the full test matrix identified in MASH was not performed for the device, provide documentation why specific tests were not performed. Full test matrix is required for permanent crash cushions.

Provide results of computer simulations for lower test level configurations of the device. (if available)

Provide in-service performance data compiled by other state DOT (if available)

DEVICE INSTALLATION MANUAL
Provide an electronic copy of the Device Installation Manual consistent with the configuration identified in SCDOT Standard Drawings or during the Qualification Process. Failure to provide the Device Installation Manual is cause for removal from QPL 49.

PROVISIONS FOR DELINEATION
All Safety Hardware Devices must have provisions for delineation
- At nose/tail for end treatments
- At periodic attachment points along the length of the device for all devices

Provide a statement if device was crash tested with delineation or provisions for delineation in place?

For devices supplied with factory applied nose delineation. Provide a statement describing the delineation method used (including base plate material) and if the base plate used for the sheeting is part of the crash tested unit, or if it was added to the unit after testing in order to accommodate required delineation.

SCDOT Standard – MUTCD (Type 3 Object Marker, based on crash cushion installation position)
Sheeting – Type III, XI or IX (when applied to metal substrate)
Abrasion Resistant Reboundable Sheeting – Type V (For low maintenance flexible warning marker posts only)

Minimum Area: 4sf for crash cushions & impact attenuators, 2sf for leading & trailing end treatments preferred (alternately apply reflective sheeting to maximize available reflective area on the front face(s) of the impact head.)

For devices supplied without factory applied delineation, provide written instructions on how to attach flat nose delineation to the front of the proprietary device. SCDOT historical standard 651-120-00 shows dimensions of 24x24 x 0.080 aluminum blank plate with SCDOT Standard OM3 style markings. Manufacturer may indicate different base material as appropriate, but critically must identify what hardware and where on the unit to physically attach the panel so it stays in place prior to impact.

For Crash Cushions & Impact Attenuators, a minimum 4 square feet reflective area is required.
For Leading & Trailing end treatments, a minimum 2 square feet reflective area is preferred (alternately apply reflective sheeting to maximize available reflective area on the front face(s) of the impact head.)

Secondary Strut/Diaphragm Delineation
Secondary delineation may be warranted in some site conditions. Where delineation beyond the nose is required, again, it is the device manufacturer’s responsibility to determine where, what type, and how to attach delineation to the device beyond the nose/impact head. Provide recommended delineator style (Hinged paddle, round post, etc.,) and a mounting procedure (glue on, zip tie, rail or post location, etc.) to accommodate additional delineation for those sites.

Failure to provide Delineation Installation Instructions is cause for removal from QPL 49.
FHWA ELIGIBILITY LETTER
Provide copies of any FHWA Eligibility Letter, where applicable.

TRAINING REQUIREMENTS
It is the Manufacturer’s responsibility to provide initial and periodic training for all devices submitted. Training must be provided at least as specified below, but it is recommended that the manufacturer exceed these requirements:

- Guardrail Contractors/Subcontractor – Initial Training on full installation procedure prior to first installation of each device.
- Guardrail Contractors/Subcontractor – Be on-site for first installation. Manufacturer will provide a representative to be on-site during the first installation by EACH CONTRACTOR to ensure proper installation and answer any questions that arise about the product.
- SCDOT Residents & Inspectors – Annual Training on installation inspection, maintenance inspection, repairs (as appropriate) in each SCDOT District Office (7 total)

Provide an electronic copy of the class roster & presentation materials for each training session to the contact listed on this policy. Contractor training must be completed before contractor may install product. Resident training (all districts) must be completed within 6 months of product being listed on QPL. Failure to provide documentation that initial contractor and Resident training has been conducted is cause for removal from QPL 49.

Provide reasonable subsequent training sessions upon request from each District Office to train new employees and reinforce existing training. Training must only cover product(s) listed on QPL 49 and in the version indicated on SCDOT Standard Drawings.

SCDOT will only list the Manufacturer or Owner of the device submitted, and will not list 3rd party distributors of the device.

Manufacturer/Owner of proprietary device must provide a list of composite offset blocks (Manufacturer & Part #) acceptable for use within the functional length of the device (portion of the device where parts are expected to move in test 3-31.)

Component Materials

Because SCDOT restricts the use of certain materials (in order to improve long term performance of the installation) the following material restrictions are applicable to product testing and field installation:

Composite Offset Blocks – Devices tested using Timber Offset Blocks with similar offset geometry are considered equivalent. No additional tests required for material substitution to equivalent offset composite block.

Steel W6x8.5 Line Posts – Devices tested using similar Timber Posts are considered equivalent. No additional tests required for material substitution to W6x8.5 Steel Post. [FHWA also considers W6x9 posts as equivalent. SCDOT requests notification when manufacturer intends to sell both W6x8.5 and W6x9 posts.]

CRT Timber, SYTP or other Hinged Post & connected offset blocks – Install the Device in accordance with Manufacturer’s installation manual and/or SCDOT Standard Drawings – No Substitution allowed – Install as tested. Note that if the device uses a mixture of standard line posts and special posts, that the special posts and their connected offset blocks (or lack of offset block) should not be modified – install only as specified in the manufacturer’s installation manual.
CRASH TEST REVIEW
SCDOT will review the report for test facility recommendations of MASH compliance and to establish Standard Drawing details consistent with the tested configuration as practical. The review will also consider the device’s compatibility with SCDOT design methodology. SCDOT will review specific crash test results to identify design characteristics of the device.

Tangent Leading End Treatments (TL3) and Crash Cushions (TL3) Functional Pay Lengths:
Test 3-31 – will be used to identify functional length/pay length of the device. Moving parts pushed in advance of the 2270P pickup truck must be accommodated in the pay length established. SCDOT reserves the right to establish a pay length for the device to allow the moving parts in this test to be contained within the pay limits. [Computer simulation of test 2-31 will be used for the TL2 configuration if full scale crash tests are not available.] If manufacturer recommends an even longer installation, pay length will be amended accordingly.

Tangent Leading End Treatments (TL3) Gating Length:
Test 3-35 – will be used to identify the redirecting post for the leading end impact direction. Used to establish how much of the device will cover Length of Need. SCDOT reserves the right to establish a design value of length of need that is less than (more conservative) the results of this test. [Test 3-35 will be used for the TL2 configuration if full scale TL2 crash tests are not available – same design gating position for both test levels]

Trailing End Treatments & Leading End Treatments used as trailing device Gating Length:
MASH allows either 3-37a or 3-37b (but does not require both) SCDOT will review based on test conducted;
Test 3-37a – will be used to identify length of need in the reverse direction (when the device is used as a trailing end.) Typically, leading end treatments used on trailing ends are due to the proximity of the opposite direction travel lanes rather than an adjacent lane length of need design condition. MASH allows manufacturers to use Test 3-37b instead of test 3-37a, however, SCDOT believes that the larger vehicle of test 3-37a is more appropriate for determining an equivalent length of need value. SCDOT will not use test 3-37b to determine equivalent length of need for reverse direction, but will follow manufacturer’s guidance for this configuration.

Longitudinal Barriers (TL3) Nominal Lateral Deflection:
Test 3-11 – will be used to identify nominal lateral deflection distance of standard longitudinal barrier. [for TL3 alterations, the maximum of Test 3-11 special condition and Test 3-11 standard installation will be used]
[for TL2 alterations, the maximum of Test 2-11 special condition and Test 3-11 standard installation will be used]

Stiffness Transitions (TL3 & TL2) Nominal Lateral Deflection:
Maximum from Test 2-11, 2-21, 3-11, & 3-21 – will be used to identify nominal lateral deflection distance of both TL2 and TL3 stiffness transitions.

SCDOT expects for all Class A, Class B, and Class C crash cushion devices that the full MASH testing matrix be performed since these devices will be in service for numerous impacts. Devices not meeting this MASH testing requirement by the date of the joint implementation agreement will be recategorized as Pre-MASH until complete matrix testing on the device has been performed, submitted, and qualified by SCDOT. These devices will be subject to the limitations of use of Pre-MASH category until they again become MASH qualified. When a new crash cushion is specified in the plans or pay items after the joint implementation date, use only MASH qualified devices, and if no device is qualified within the specified category class, bid and supply a MASH qualified device from a higher category class.

[In order to reduce long-term maintenance exposure, SCDOT will discontinue new installations of Class C Crash Cushions beginning in January 2020 letting. Existing installations will be repaired and maintained as long as they are serviceable. Sites with extremely restrictive geometry that do not accommodate the Class A or Class B crash cushions can also be retrofit with new installations of Class C crash cushions if no other alternative is available (such as shortening the barrier wall length.)]
Additional tests and review processes may be identified for devices as information is made available. SCDOT reserves the right to increase pay limits, design deflection values, and design gating post/length of need coverage conservatively to ensure that the installation conditions for the device meet or exceed the conditions of the design crash test.

Email questions, notifications, & requests regarding QPL 49 to: d8designstandards@scdot.org.

Provide submittal package on CD, DVD, or USB Flash Drive mailed to:

Design Standards Office (QPL49 Submittal)
SCDOT
955 Park Street Room 409
Columbia, SC 29201

MASH:
Devices listed on QPL49 as MASH may be used for new construction, maintenance and repairs of existing sites when appropriate and when available from the device manufacturer. All installed devices with a single guardrail system for new designs will be MASH if there is a MASH option available for each device in the installation. Repairs & periodic maintenance of existing MASH installations will follow the latest MASH devices and standards.

RELATED:
Devices listed on QPL49 as RELATED may be used for new construction, maintenance and repairs of existing sites when appropriate and when available from the device manufacturer. These supplemental devices are not subject to crash testing but are often specified for use with guardrail designs.

Some devices that have durability testing such as low maintenance flexible delineator posts will be grouped based on durability and visibility characteristics as they are added to QPL49. Similar devices listed on QPL50 are only applicable to Traffic Engineering Standards (6xx series Standard Drawings) and Plans, Specifications or Standard Drawings directly referencing QPL50. Other specifications that require a durable system should use the appropriate devices listed in QPL49.

PRE-MASH:
Devices listed on QPL49 prior to MASH implementation that do not have a MASH equivalent device will remain on QPL49 identified as Pre-MASH era devices. These items will be allowed for new construction, maintenance, and repairs of existing sites when appropriate and when available from the device manufacturer. SCDOT no longer accepts unsolicited submittals of devices tested to specifications earlier than MASH-2009 (MASH-2016 for cable barriers) for inclusion on QPL49.

When an equivalent MASH device becomes qualified with corresponding Standard Drawings and pay items, the MASH device should be used in new construction in lieu of the Pre-MASH Era device. Mixture of MASH and Pre-MASH devices is not allowed. Because multiple types of devices make up a guardrail system, if one device in the installation is not available in a MASH option, by default, all devices in the system should be Pre-MASH – even for new construction, until such time as all devices needed in the new installation are available in a MASH configuration. Repairs & periodic maintenance of existing Pre-MASH installations will follow the latest Pre-MASH devices and standards.

SCDOT reserves the right to request submittals and list devices as Pre-MASH based on an engineering review of the need for that device in certain design applications. Devices qualified prior to the MASH era may be automatically listed as Pre-MASH until a suitable alternate MASH rated device becomes available. Devices submitted as MASH compliant
by the manufacturer that do not meet SCDOT’s requirements of this QPP for MASH may be listed as Pre-MASH. Additionally, SCDOT may request submittals of devices available on the market that meet design needs beyond the currently qualified devices, and may list these devices as Pre-MASH until a suitable alternate MASH device becomes available.

**DISCONTINUED:**
Devices discontinued by the department or by the manufacturer are not allowed for new installations for projects letting after the date indicated. Existing installations of these devices must be replaced with a device within one of the above categories (MASH or PRE-MASH) once damaged.

**OBSOLETE:**
Devices listed by the department as OBSOLETE should be programmed for replacement as soon as funding can be made available or when alterations or repairs are required on the installation. The replacement device should come from (MASH or PRE-MASH) categories.

Contractors may only use permanent roadside safety devices and traffic barrier components that are listed on QPL 49. SCDOT prohibits submittals of alternative technical concepts or value-engineering these safety features (by attempting to use a different barrier group or lower test level) without the written consent of the Engineer of Record. Contractor may substitute a higher test level system within a barrier group if the site conditions accommodate the higher test level system.
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SCDOT GENERIC COMPONENT MANUFACTURER FORM QPL49GC (Page 1)
(COMPLETE THIS FORM FOR ALL GENERIC COMPONENTS)

Component Manufacture
Plant: 
Date: 

Company Website: 
Address: 
City: 
State: 
Postal Code: 

Plant Manager: 
Email Address: 
Phone Number: 
Fax Number: 

See SCDOT Standard Drawing Website for status “fabrication” – search drawings F805-090*
Notify Design Standards Office immediately if details shown on fabrication drawings do not match your shop drawings. Where indicated, stamp or emboss identification marking near top of part.

Check all components available as custom order only. Place initials next to all items that are available/in-stock at your manufacturing facility/distribution center.

<table>
<thead>
<tr>
<th>MGS/W-Beam Rail</th>
<th>Steel Posts</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ ___ MGS/W RAIL 12'-6&quot; stick 12ga</td>
<td>□ ___ W6x8.5x6'-0&quot; MGS/W-Beam POST</td>
</tr>
<tr>
<td>□ ___ MGS/W RAIL 25' stick 12ga</td>
<td>□ ___ W6x8.5x9'-0&quot; Universal POST (Stamp 9 @ top)</td>
</tr>
<tr>
<td>□ ___ MGS RAIL 9'-4.5&quot; stick 12ga</td>
<td>□ ___ W6x8.5x6'-0&quot; Thrie POST (discontinued)</td>
</tr>
<tr>
<td>□ ___ W-Beam Rounded End Section 12ga</td>
<td>□ ___ W6x8.5x7'-0&quot; Thrie POST (Stamp 7 @ top)</td>
</tr>
<tr>
<td>□ ___ W-Beam Terminal Connector/Shoe 10ga</td>
<td>□ ___ Will also provide above as W6x9</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MTBCC (Stiffness Transition Rail)</th>
<th>W-to-Thrie Transition Pieces</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ ___ Thrie-Beam RAIL 12'-6&quot; stick 12ga</td>
<td>□ ___ Asymmetrical Trans W-Thrie (RIGHT) 10ga</td>
</tr>
<tr>
<td>□ ___ Thrie-Beam RAIL 6'-3&quot; stick 12ga</td>
<td>□ ___ Asymmetrical Trans W-Thrie (LEFT) 10ga</td>
</tr>
<tr>
<td>□ ___ Thrie-Beam RAIL 3'-1.5&quot; stick 10ga</td>
<td>□ ___ Symmetrical Trans W-Thrie 10ga</td>
</tr>
<tr>
<td>□ ___ Thrie-Beam Terminal Conn./Shoe 10ga</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>MB Parts</th>
<th>Offset Blocks</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ ___ Anchor Bracket</td>
<td>□ ___ Composite Offset Block 12&quot; MGS/Steel post</td>
</tr>
<tr>
<td>□ ___ BCT Anchor Cable</td>
<td>□ ___ Composite Offset Block 12&quot; Thrie/Steel post</td>
</tr>
<tr>
<td>□ ___ BCT Post Sleeve</td>
<td>□ ___ Composite Offset Block 8&quot; W-Beam/Steel post</td>
</tr>
<tr>
<td>□ ___ Ground Strut</td>
<td>□ ___ Composite Offset Block 8&quot; Thrie/Steel post</td>
</tr>
<tr>
<td>□ ___ Yoke</td>
<td>□ ___ Composite Block 8&quot; W-Beam/Flat Wood post</td>
</tr>
<tr>
<td>□ ___ Breakaway Timber Post</td>
<td>□ ___ [CHECK FOR CUSTOM ORDER ONLY]</td>
</tr>
<tr>
<td>□ ___ Steel Foundation Tube</td>
<td>[INITIAL FOR IN-STOCK ITEM]</td>
</tr>
<tr>
<td>□ ___ BCT Cable Anchor Bearing Plate</td>
<td></td>
</tr>
<tr>
<td>□ ___ Anchor Bracket End Plate</td>
<td></td>
</tr>
</tbody>
</table>
Component Manufacture

Plant: 

Date: 

Shop Bent W/MGS Rail (Post holes at 3.125’ on center)

☐ ____ W-Beam 8.5’ Radius (rail length:____)
☐ ____ W-Beam 15’ Radius (rail length:____)
☐ ____ W-Beam 25’ Radius (rail length:____)
☐ ____ W-Beam 30’ Radius (rail length:____)
Proprietary Device Submittal Checklist - (* indicates required submittal)

1. Proprietary Device Submittal
1A. *Complete form QPL49PDI
1B. All FHWA eligibility/approval letters
1C. *All MASH crash test reports (include other crash test reports if tests were waived under MASH)
   (provide crash test, videos, and installations videos if available, facility ISO 17025 certification to match test dates)
1D. CAD Drawings (.dwg, .dxf, .dgn format only)
   a. *Assembled device drawings (with dimension, part labels, etc.)
   b. 3D Drawing of Complete device (no labels required)
   c. Part Inventory (each part labeled with general dimensions)
   d. Crash Cushion Additional Drawings
      i. *Transitions (to eliminate snag points at rigid barrier interface)
      ii. *backups (tension strut, backup anchor, etc.)
      iii. *width variations
      iv. *foundation anchoring details
1E. AASHTO/ASTM material specifications
1F. Product brochure
1G. Installation manual *(Specific to device/s)
   a. *Manual addressing SCDOT qualified Installation
   b. *Part list & identification diagram
   c. Assembly check list for new installations identifying all critical installation steps and procedures for proper
      inspection of new installations
   d. Drawings and written instructions when installing the device in a trailing end condition
   e. Written instructions when installing the device adjacent to or behind 6” curb & sidewalk [where available]
   f. Written instructions for attaching nose delineation (including parts list)
   g. Written instructions for attaching secondary strut/diaphragm delineation (including delineation style)
1H. Inspection & Maintenance manual
   a. Identify common maintenance concerns & recommended adjustments
1I. Repair manual for *Crash Cushions
1J. Notarized statement that facility will
   a. fabricate components consistent with submitted & qualified configuration only (consistent w/ SCDOT Standards)
   b. list origin of material sources (%domestic, %imported)
   c. mark parts for proper installation
   d. emboss unique serial/identification number on the most identifiable component of the device (to identify
      device, fabrication facility and date, etc. – recommended on impact head)
   e. Maintain material test/mill test data on all fabrication and will provide this data to SCDOT when requested
   f. Replace any component not meeting these requirements free of charge
1K. In-service performance data compiled by another state agency

Note: Depending on the type of device, SCDOT may request additional information in order to evaluate a product for
inclusion on QPL49. SCDOT reserves the right to omit device categories based on design practices (ex. SCDOT does not
design flared end treatments, so devices of this category are not considered.)

2. Non-Proprietary/Generic Component Submittal
2A. *Complete form QPL49GC
2B. Notarized statement that facility will
   a. fabricate component consistent with tested configuration or as specified in AASHTO/ASTM
   b. list material sources (%domestic, %imported)
   c. mark all components for proper installation
   d. Maintain material test/mill test data and will provide this data to SCDOT when requested
   e. Replace any component not meeting these requirements free of charge
2C. CAD drawings of Composite Offset Blocks & Specialized Parts (.dwg, .dxf, or .dgn format)
SCDOT PROPRIETARY DEVICE IDENTIFICATION FORM QPL49PDI
(COMPLETE THIS PAGE FOR EACH PROPRIETARY DEVICE SUBMITTED)

DEVICE IDENTIFICATION: (Provide Exact Name/Version as specified in SCDOT Standard Drawings to ensure consistent ordering)

Proprietary Device Name: __________________________________________________________
Version #, Model #, Part #, etc.: ________________________________________________
Other ordering notes: ____________________________________________________________

CONTACT INFORMATION:

Patent Owner: ________________________________________________________________
Patent Owner Website: _________________________________________________________

Sales Contact Name: _________________________________________________________
Email Address: ______________________________________________________________
Address: _________________________________________________________________
City: ____________________________ State: ____________________________ Postal Code: __________
Phone Number: ___________________ Fax Number: _____________________________

Training Contact Name: ______________________________________________________
Email Address: ______________________________________________________________
Phone Number: _____________________________________________________________

Authorized Manufacture Plant:
Company Website: __________________________________________________________
Address: _________________________________________________________________
City: ____________________________ State: ____________________________ Postal Code: __________
Plant Manager: _____________________________________________________________
Email Address: ______________________________________________________________

Are the test facility & the device manufacturer owned by the same parent company?: ______

Provide a list of current fabrication facilities for unique device components (fasteners and generic hardware excluded.)

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