

November 27, 2013

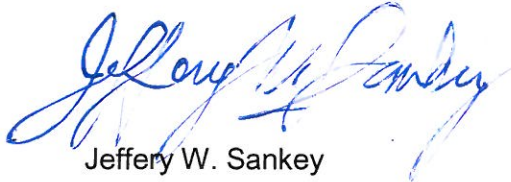
EL-GO Team

Dear Mr. Eshel,

Transportation Research Center Inc. (TRC Inc.) performed an ASTM F2656-07 M50 configuration crash test on an EL-GO Team A-120-C/A-260 "Optimus" barrier, a plate barrier, on November 22, 2013. The reference point of plate barriers is defined as the near side of the protected area, according to ASTM F2656-07, Annex A1, Figure A1.2.

The test vehicle was a 1991 Ford F700 medium-duty truck. The vehicle's test weight was 6798.3 kg. The vehicle's actual impact speed was 80.66 km/h. The test vehicle cargo bed's leading lower edge did not penetrate the reference point of the plate barrier during the truck's peak dynamic penetration. The test vehicle rebounded slightly and the cargo bed's leading lower edge came to rest on the attack side of the barrier, 2.4 meters from the reference plate.

Since the peak dynamic penetration was less than 1 meter, the dynamic penetration rating designation is P1.



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