



U.S. Department
of Transportation

Federal Highway
Administration

FEB 7 1991

400 Seventh St., S.W.
Washington, D.C. 20590

Refer to: HNG-14

Mr. Russell E. Mack
Mr. William H. Coy
PrecisionForm Incorporated
148 West Airport Road
Lititz, Pennsylvania 17543

Dear Messrs. Mack and Coy:

Thank you for your letter of January 22 to Mr. James H. Hatton in which you requested Federal Highway Administration (FHWA) acceptance of a revision to your company's PFI 200-1 breakaway coupler for use with luminaire supports. Your letter included drawings of the currently acceptable version of the PFI 200-1 (accepted via our letter of January 26, 1990) and the proposed version as modified (shown on drawing SK 965, revision 01, copy enclosed).

You also included production test data of the currently acceptable version, and results of tests on modified versions of the PFI 200-1, including the one you wish to put into production. Modification of the PFI 200-1 apparently was deemed necessary to increase the compressive strength of the coupler.

The revisions include increasing the length of the threaded interior of the coupler by 0.50 inches and moving the retaining bands in 0.29 inches from each end. The data you presented indicate these changes result in increasing the compressive strength of the coupler while not adversely affecting its tensile or shear strengths. The laboratory shear test data included with your letter and in a facsimile message of January 29 indicate that the shear strengths of the prototype modified PFI 200-1 (drawing number SK-965, revision 01) fall within the same range as the results recorded during testing of your current production model. Only four shear tests on the modified PFI 200-1 (SK 965 revision 01) were conducted. Therefore, we are granting acceptance of the modified device contingent upon your providing us data on shear tests of early production samples as soon as they are available and that these tests show results similar to those of the replaced coupler. We infer that you have continuously sampled your coupler production to ensure the strength and breakaway requirements of the couplers are met and that you will continue to do so.

The other acceptance conditions in our prior letter, including maximum pole weight (800 pounds) and proprietary restrictions, remain in effect.

Sincerely yours,



L. A. Staron
Chief, Federal-Aid and Design Division

Enclosure



U.S. Department
of Transportation
**Federal Highway
Administration**

NOV 20 1992

400 Seventh St., S.W.
Washington, D.C. 20590

Refer to: HNG-14

Mr. Russell E. Mack
Sales Manager
PrecisionForm Incorporated
148 West Airport Road
Lititz, Pennsylvania 17543

Dear Mr. Mack:

This is in response to your request of November 10 regarding the use of the PrecisionForm 200-1A coupler in the United States. On February 4, 1991, the Federal Highway Administration (FHWA) wrote a letter of acceptance for this coupler, a modification of the 200-1 coupler. This FHWA acceptance was contingent upon you providing us with laboratory shear test results indicating consistent, successful performance of the couplings. On February 26, 1991, you gave us results of early production testing. On November 16, 1992, you followed this up with the results of production testing over the last 20 months. These results show that the shear test results on the PFI 200-1A (your designation of the modified coupler) are similar to those conducted on the original PFI 200-1 model.

Therefore, your company's 200-1A model couplings continue to meet the FHWA acceptance guidelines and, except for requirements on the use of proprietary products, are acceptable without qualifications for use on Federal-aid highway projects.

In addition, we have determined that these couplings are in current use by various highway agencies throughout the United States.

Sincerely yours,

Lawrence A. Staron
Chief, Federal-Aid and Design Division