The Wisconsin Alumni Research Foundation (WARF) is seeking commercial partners interested in developing a superior guardrail system comprising non-rigid guardrails that deflect upon impact.

OVERVIEW

Guardrails are commonly provided on U.S. highways to prevent vehicles from leaving the road or entering opposing lanes of traffic. The most common non-rigid guardrail system is the steel w-beam guardrail. There are several problems with this system, including vehicle damage upon impact, inadequate collision protection for today’s vehicles and significant installation and replacement costs.

THE INVENTION

UW-Madison researchers have developed a superior guardrail system that offers several advantages over prior guardrails. This system includes non-rigid guardrails that deflect upon impact to absorb energy from a vehicle without overly damaging it or harming its passengers. It is formed of several elongated tubes which are molded lengthwise to create an elongated rail.

APPLICATIONS

- Guardrails for highways

KEY BENEFITS

- Highly effective in dissipating impact energy
- Superior to standard w-beams
- Resistant to corrosion
- Longer operating lifetime than steel w-beams
- Potential to be carried and installed by a single person rather than a multi-person road crew
- Installation is fast and easy.
ADDITIONAL INFORMATION

Tech Fields
Engineering - Construction

CONTACT INFORMATION

For current licensing status, please contact Mark Staudt at mstaudt@warf.org or 608-960-9845.