



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

1200 New Jersey Ave., SE
Washington, D.C. 20590

May 5, 2026

In Reply Refer To:
HSST-1/WZ-476

Jeffrey Laskowski
The Auto Club Group
1 Auto Club Drive
Dearborn, MI 48126

Dear Laskowski:

We received your correspondence on May 6, 2024, requesting issuance of a Federal-aid reimbursement eligibility letter under the Federal-aid highway program for the roadside safety system, device, design, product, or hardware (collectively “device”) described below. We write to inform you that the device iSafety Patrol 36” Cone is eligible for Federal-aid reimbursement. This letter is assigned Federal Highway Administration (FHWA) control number WZ-476.

ELIGIBILITY LETTERS

The FHWA issues Federal-aid reimbursement eligibility letters for new roadside safety devices that are crash tested in accordance with the industry standard of the American Association of State Highway and Transportation Officials (AASHTO) Manual for Assessing Safety Hardware (MASH).

FHWA, the Department of Transportation, and the United States (government) do not regulate roadside safety devices, crash test facilities, or the manufacturing industry. Issuance of eligibility letters is discretionary and provided only as a service to the states. FHWA may, at its discretion, decline to issue, revise, or rescind an eligibility letter. Eligibility letters are only issued by the FHWA Office of Safety.

Eligibility letters are issued only as notice to the states that a device is eligible for reimbursement under the Federal-aid highway program. They do not establish approval or certification for any other purpose. Issuance of an eligibility letter is not a prerequisite or requirement for state transportation agencies seeking to use Federal-aid funds for roadside safety devices. State agencies may use a device for which an eligibility letter has not been issued and seek Federal-aid reimbursement.

FEDERAL-AID REIMBURSEMENT

The request for issuance of this letter certified the device was crash tested in accordance with the industry standard of AASHTO’s MASH. This eligibility letter is based on that certification and the documentation offered in support of its issuance. The device described below is eligible for reimbursement under the Federal-aid highway program.

Name of system: iSafety Patrol 36" Cone
Type of system: Work Zone
Test Level: TL-3
Testing conducted by: Calspan
Date of request: May 6, 2024

The device and as-tested condition(s) is described as follows:

The Auto Club Group iSafety Patrol 36" Cone is a roadside safety device used to warn construction zone workers of an oncoming vehicle that may pose a risk to those nearby. It is a uniform square box measuring .97" (50.0 mm) tall x 11.8" (300.0 mm) wide x 11.8" (300.0 mm) long. This particular device was tested using a 28" standard traffic cone. It also contains a cylindrical gap in the middle so the device can be placed on various sized road cones for use in the field. Each unit weights approximately 10 lb. (4.5 kg) and the outer shell is manufactured from ABS plastic.

Information about the device, including documentation such as the eligibility request, crash test reports, drawings, or images are available upon request.

Eligibility letter WZ-476 is inapplicable to devices, optional equipment, alternate materials, or other features that were not crash tested in accordance with AASHTO's MASH.

This letter is issued only for the subject device as crash tested under AASHTO's MASH. Later modification(s) of the device are not eligible for Federal-aid reimbursement under this letter. Notice of later modification(s) should be given to transportation agencies, facility owners, and operators (collectively "agencies").

Agencies should be provided appropriate information about the device's design, installation, maintenance, materials, and mechanical properties.

Issuance of this letter is discretionary, and it may be revised or rescinded at FHWA's discretion. This letter is not a determination of compliance with the Build America Buy America Act, the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) or ownership of any intellectual property rights.

This eligibility letter is not a determination by the government that a crash involving the subject device will result in any particular outcome. It is limited to only the device's eligibility for Federal-aid reimbursement.

INTELLECTUAL PROPERTY

Issuance of this eligibility letter does not convey property rights of any sort nor any exclusive privilege. This letter is not authorization or consent by the government for the use, manufacture, or sale of any patented or proprietary system, device, design, product, or hardware for which the requester is not the patent owner. Eligibility letters are not an expression of any view, position, or determination by the government as to the validity, scope, or ownership of any intellectual

property rights to a specific device. These letters do not grant, impute, suggest, or otherwise establish any ownership, distribution, or licensing rights to the requester. The government expresses no opinion about the intellectual property rights relating to any device for which this or any other eligibility letter is issued.

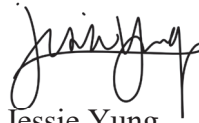
PUBLIC DISCLOSURE

To prevent any misunderstanding, and as discussed above, this Federal-aid eligibility letter is assigned FHWA control number WZ-476. It should only be reproduced in full with its attachment(s). This Federal-aid eligibility letter and the material offered by the requester supporting its issuance is public information. All eligibility letters and supporting material are subject to public disclosure under the Freedom of Information Act (FOIA). Eligibility letters are available to the public at

https://safety.fhwa.dot.gov/roadway_dept/countermeasures/reduce_crash_severity/.

If you have any questions, please contact Paul LaFleur at Paul.LaFleur@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jessie Yung', with a stylized flourish at the end.

Jessie Yung
Director, Office of Safety Technologies
Office of Safety

Enclosures

Request for Federal Aid Reimbursement Eligibility of Highway Safety Hardware

Submitter	Date of Request:	May 06, 2024	☒ New ☐ Resubmission
	Name:	Jeffrey Laskowski	
	Company:	The Auto Club Group	
	Address:	1 Auto Club Dr, Dearborn, MI 48126	
	Country:	USA	
	To:	Michael S. Griffith, Director FHWA, Office of Safety Technologies	

I request the following devices be considered eligible for reimbursement under the Federal-aid highway program.

Device & Testing Criterion - Enter from right to left starting with Test Level

!-!-!

System Type	Submission Type	Device Name / Variant	Testing Criterion	Test Level
'WZ': Crash Worthy Work Zone Traffic Control Devices	☒ Physical Crash Testing ☐ Engineering Analysis	iSafety Patrol 36" Cone	AASHTO MASH	TL3

By submitting this request for review and evaluation by the Federal Highway Administration, I certify that the product(s) was (were) tested in conformity with the AASHTO Manual for Assessing Safety Hardware and that the evaluation results meet the appropriate evaluation criteria in the MASH.

Individual or Organization responsible for the product:

Contact Name:	Andrew Hagar	Same as Submitter ☐
Company Name:	The Auto Club Group	Same as Submitter ☒
Address:	9125 Henderson Rd Tampa, FL 33634	Same as Submitter ☐
Country:	USA	Same as Submitter ☒
Enter below all disclosures of financial interests as required by the FHWA 'Federal-Aid Reimbursement Eligibility Process for Safety Hardware Devices' document.		
The Auto Club Group of Dearborn, MI and Calspan LLC, share no financial interests between the two organizations. This includes no shared financial interest but not limited to: i. Compensation including wages, salaries , commissions, professional fees, or fees for business referrals iii. Research funding or other forms of research support; iv. Patents, copyrights , licenses, and other intellectual property interests; vi. Business ownership and investment interests;		

PRODUCT DESCRIPTION

☒ New Hardware or
Significant Modification ☐ Modification to
Existing Hardware

The Auto Club Group i Safety Patrol 36" Cone is a roadside safety device used to warn construction zone workers of an oncoming vehicle that may pose a risk to those nearby. It is a uniform square box measuring .97" (50.0 mm) tall x 11.8" (300.0 mm) wide x 11.8" (300.0 mm) long. It also contains a cylindrical gap in the middle so the device can be placed on various sized road cones for use in the field. This specific test was performed with the device placed on top of a 36" standard road cone. Each unit weighs approximately 10 lb. (4.5 kg) and the outer shell is manufactured from ABS plastic.

CRASH TESTING

By signature below, the Engineer affiliated with the testing laboratory, agrees in support of this submission that all of the critical and relevant crash tests for this device listed above were conducted to meet the MASH test criteria. The Engineer has determined that no other crash tests are necessary to determine the device meets the MASH criteria.

Engineer Name:	Benjamin Metzger	
Engineer Signature:	Benjamin Metzger Digitally signed by Benjamin Metzger Date: 2025.06.09 15:16:36 -04'00'	
Address:	4455 Genesee Street, Cheektowaga, NY 14225	Same as Submitter ☐
Country:	USA	Same as Submitter ☐

A brief description of each crash test and its result:

Required Test Number	Narrative Description	Evaluation Results
3-70 (1100C)	Less than 220 lb. Non-Relevant Test, Not Conducted	Non-Relevant Test, not conducted

Required Test Number	Narrative Description	Evaluation Results
3-71 (1100C)	For this test, one ACG iSafety Patrol was impacted due to the test articles uniform shape. This test is intended to evaluate the devices behavior when impacted and the primary evaluation is based on intrusion into the occupant compartment, windshield damage, and vehicle stability. Lightweight devices such as the ACG iSafety Patrol cannot cause sufficient velocity change that would result in exceeding occupant risk criteria limits. Therefore Test 71 was conducted without instrumentation for evaluating occupant risk values OIV and RA per MASH test description. The test was conducted using a commercially available 2017 Nissan Versa 4 door sedan with a test inertia mass of 2,405 lbs (1090 kg). The test vehicle impacted the device at a velocity of 61.9 mph (99.6 km/hr). Upon impact, the cone supporting the device folds and is separated from the device. The device stays with the grill of the vehicle for a short period before separating and moving away from the vehicle before coming to a stop in one piece down range. The test vehicle continued along its path and was brought to a controlled stop by the vehicles on board braking system down range. The test vehicle's occupant compartment was not penetrated by the test article and there was NO cab deformation. Debris from the test articles did not block the driver's vision. The vehicle remained upright and did not exceed 75°roll and pitch throughout the test. The vehicle did not leave its lane and its trajectory was stable after both sign stands were impacted. TEST RESULT = PASS	

3-72 (2270P)	For this test, one ACG iSafety Patrol was impacted due to the test articles uniform shape. This test is intended to evaluate the devices behavior when impacted and the primary evaluation is based on intrusion into the occupant compartment, windshield damage, and vehicle stability. Lightweight devices such as the ACG iSafety Patrol cannot cause sufficient velocity change that would result in exceeding occupant risk criteria limits. Therefore Test 71 was conducted without instrumentation for evaluating occupant risk values OIV and RA per MASH test description. The test was conducted using a commercially available 2018 Dodge Ram 1500 with a test inertia mass of 5,005.4 lbs (2,270.4 kg). The test vehicle impacted the device at a velocity of 62.0 mph (99.8 km/hr). Upon impact, the cone supporting the device folds and is separated from the device. The top layer of the device separates from the rest of the body as the main body is sent down range in line of the direction of travel. The test vehicle continued along its path and was brought to a controlled stop by the vehicles on board braking system and a safety sand pit down range. The test vehicle's occupant compartment was not penetrated by the test article and there was NO cab deformation. Debris from the test articles did not block the driver's vision. The vehicle remained upright and did not exceed 75°roll and pitch throughout the test. The vehicle did not leave its lane and its trajectory was stable after both sign stands were impacted. TEST RESULT = PASS	
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Full Scale Crash Testing was done in compliance with MASH by the following accredited crash test laboratory (cite the laboratory's accreditation status as noted in the crash test reports.):

Laboratory Name:	Calspan LLC	
Laboratory Signature:	Benjamin Metzger Digitally signed by Benjamin Metzger Date: 2025.03.12 10:34:28 -04'00'	
Address:	4455 Genesee Street Cheektowaga, NY 14225	Same as Submitter ☐
Country:	USA	Same as Submitter ☐
Accreditation Certificate Number and Dates of current Accreditation period :	L20-602 December 31, 2022	

Submitter Signature*: **Jeffrey Laskowski**
Digitally signed by Jeffrey Laskowski
Date: 2025.06.09 15:45:13 -04'00'

Submit Form

ATTACHMENTS

Attach to this form:

- 1) Additional disclosures of related financial interest as indicated above.
- 2) A copy of the full test report, video, and a Test Data Summary Sheet for each test conducted in support of this request.
- 3) A drawing or drawings of the device(s) that conform to the Task Force-13 Drawing Specifications [[Hardware Guide Drawing Standards](#)]. For proprietary products, a single isometric line drawing is usually acceptable to illustrate the product, with detailed specifications, intended use, and contact information provided on the reverse. Additional drawings (not in TF-13 format) showing details that are relevant to understanding the dimensions and performance of the device should also be submitted to facilitate our review.

FHWA Official Business Only:

Eligibility Letter		
Number	Date	Key Words

0° Impact – 36" Cone Impact



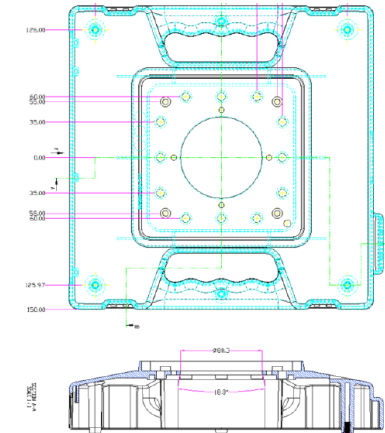
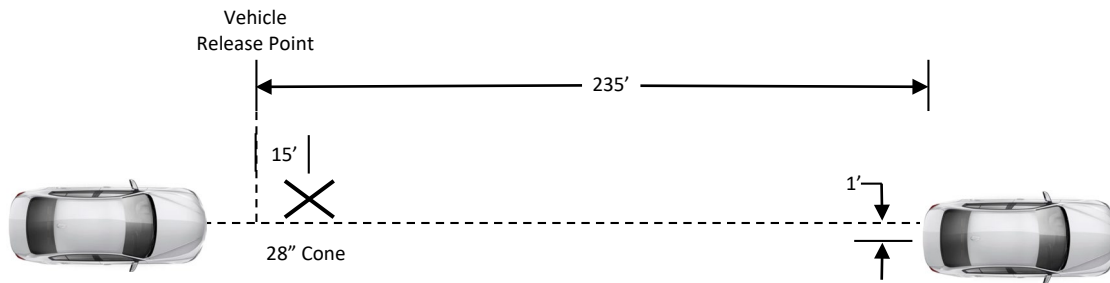
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0.070 s



General Information

Test Agency Calspan Corporation
 Test Standard Test No. MASH Test 3-71
 Calspan Test No. BR0211
 Test Date..... 2023-12-20

Test Article

Type Work-Zone Traffic Control Device
 Name..... ACG iSafety Patrol
 Device Height..... Mounted on 36" cone
 Material or Key Elements 12"x12"x2" portable device weighing
 10 lbs. and made from ABS plastic

Soil Type/Road Surface Concrete

Test Vehicle

Type/Designation 1100C
 Make and Model..... 2017 Nissan Versa
 Curb 2,330.0 lb. (1,056.9 kg)
 Test Inertial 2,405.0 lb. (1,090.9 kg)
 Dummy N/A
 Gross Static..... 2,405.0 lb. (1,090.9 kg)

Test Article Deflections

Pitch..... 0°
 Roll..... 0°
 Yaw..... 0°

Maximum Test Debris Scatter

Longitudinal..... Test Article Broken to Pieces and
 Lateral..... Scattered Along Impact Area

Impact Conditions 0°

Speed 61.9 mph (99.6 km/h)
 Location/Orientation..... 15 ft (1,524 mm) downstream of release
 Impact Severity 327.58 kip-ft (444.15 kJ)
 Exit Speed..... 61.9 mph (99.6 km/h)

Post Impact

Trajectory/Heading Angle < 1 °
 Vehicle Stability..... Satisfactory
 Stopping Distance 225 ft down range after impact.
 1' right of center

Vehicle Damage

Vehicle Damage Scale..... FR-1 and FL-1
 Vehicle Damage
 Classification..... 12FLRN01 and 12FLN01
 Maximum Deformation..... 0.0 in (0.0 mm)

0° Impact – 36" Cone Impact



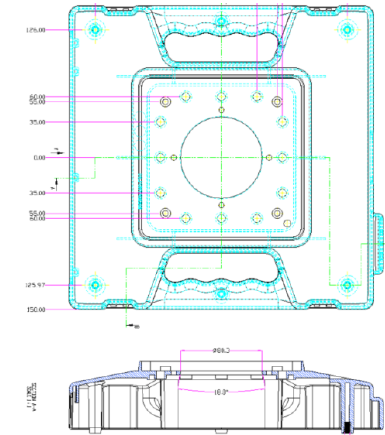
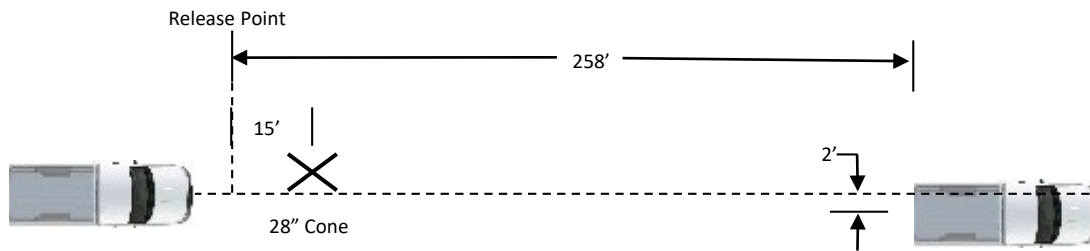
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General Information

Test Agency Calspan Corporation
Test Standard Test No. MASH Test 3-72
Calspan Test No. BR0213
Test Date..... 2023-12-20

Test Article

Type Work-Zone Traffic Control Device
Name..... ACG iSafety Patrol
Device Height..... Mounted on 36" cone
Material or Key Elements 12"x12"x2" portable device weighing 10 lbs.
and made from ABS plastic
Soil Type/Road Surface Concrete

Test Vehicle

Type/Designation 2270P
Make and Model..... 2018 Dodge Ram 1500
Curb 4,660.1 lb. (2113.8 kg)
Test Inertial 5,005.4 lb. (2,270.4 kg)
Dummy N/A
Gross Static..... 5,005.4 lb. (2,270.4 kg)

Vehicle Dynamics

Pitch..... 0°
Roll..... 0°
Yaw..... 0°

Maximum Test Debris Scatter

Longitudinal..... Test Article Broken to Small Pieces and
Lateral..... Scattered Along Impact Area

Impact Conditions 0°

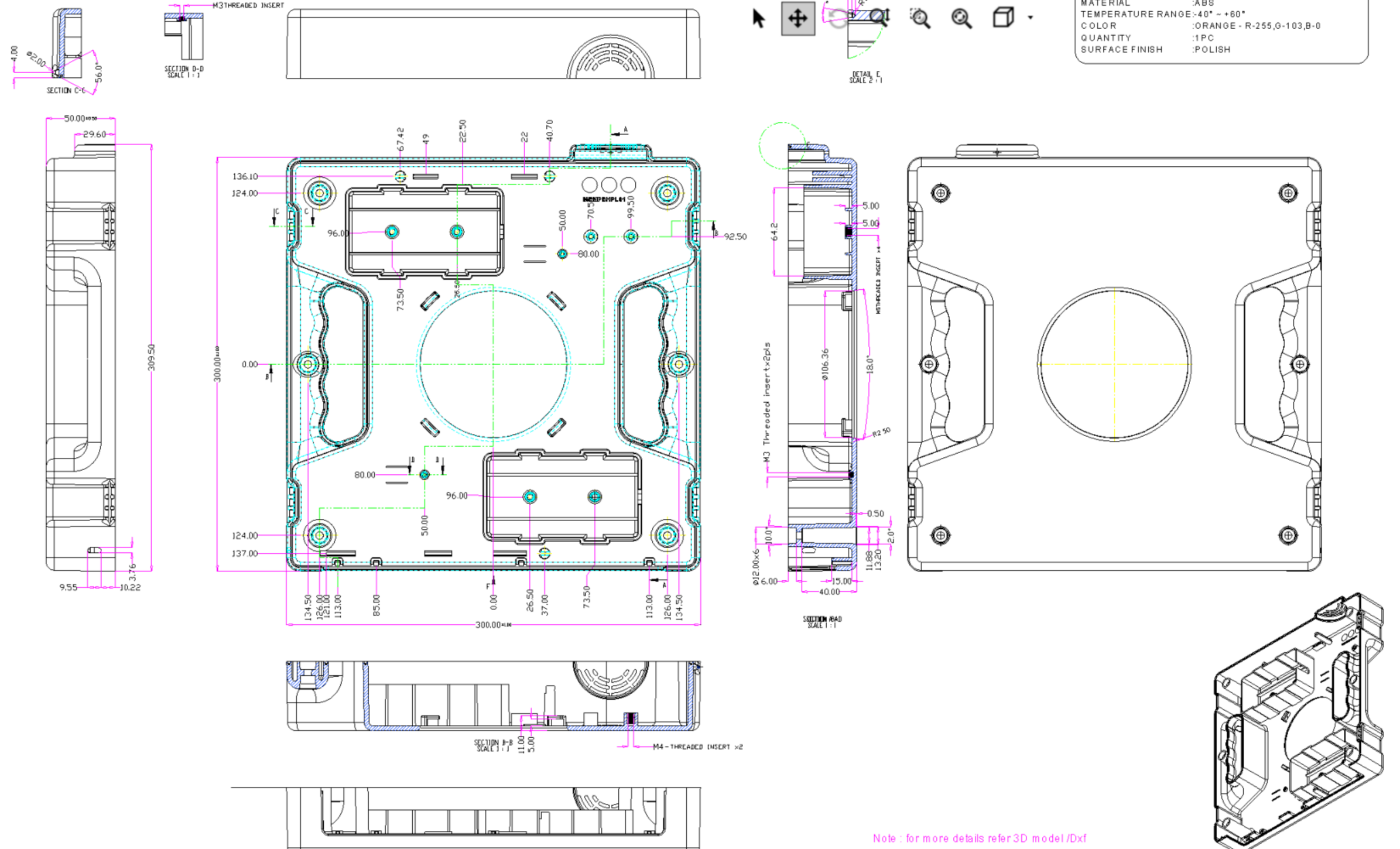
Speed 62.0 mph (99.8 km/h)
Location/Orientation..... 15 ft (1,524 mm)(downstream of release)
Impact Severity 655.12 kip-ft (888.23 kJ)
Exit Speed 62.0 mph (99.8 km/h)

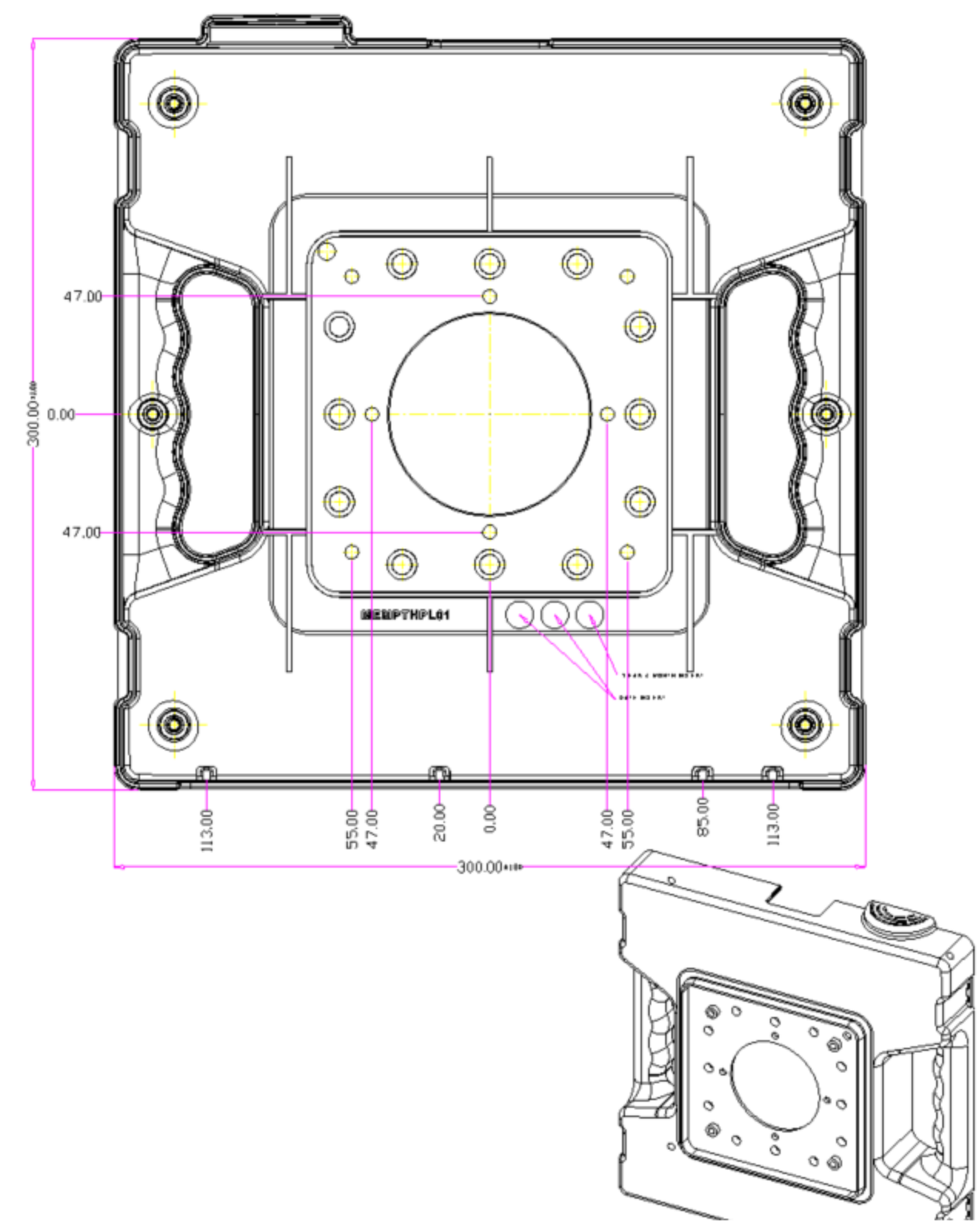
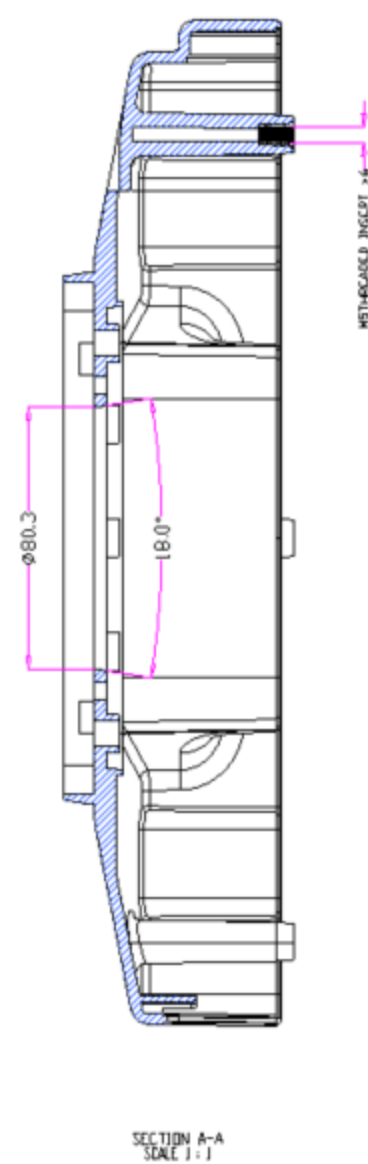
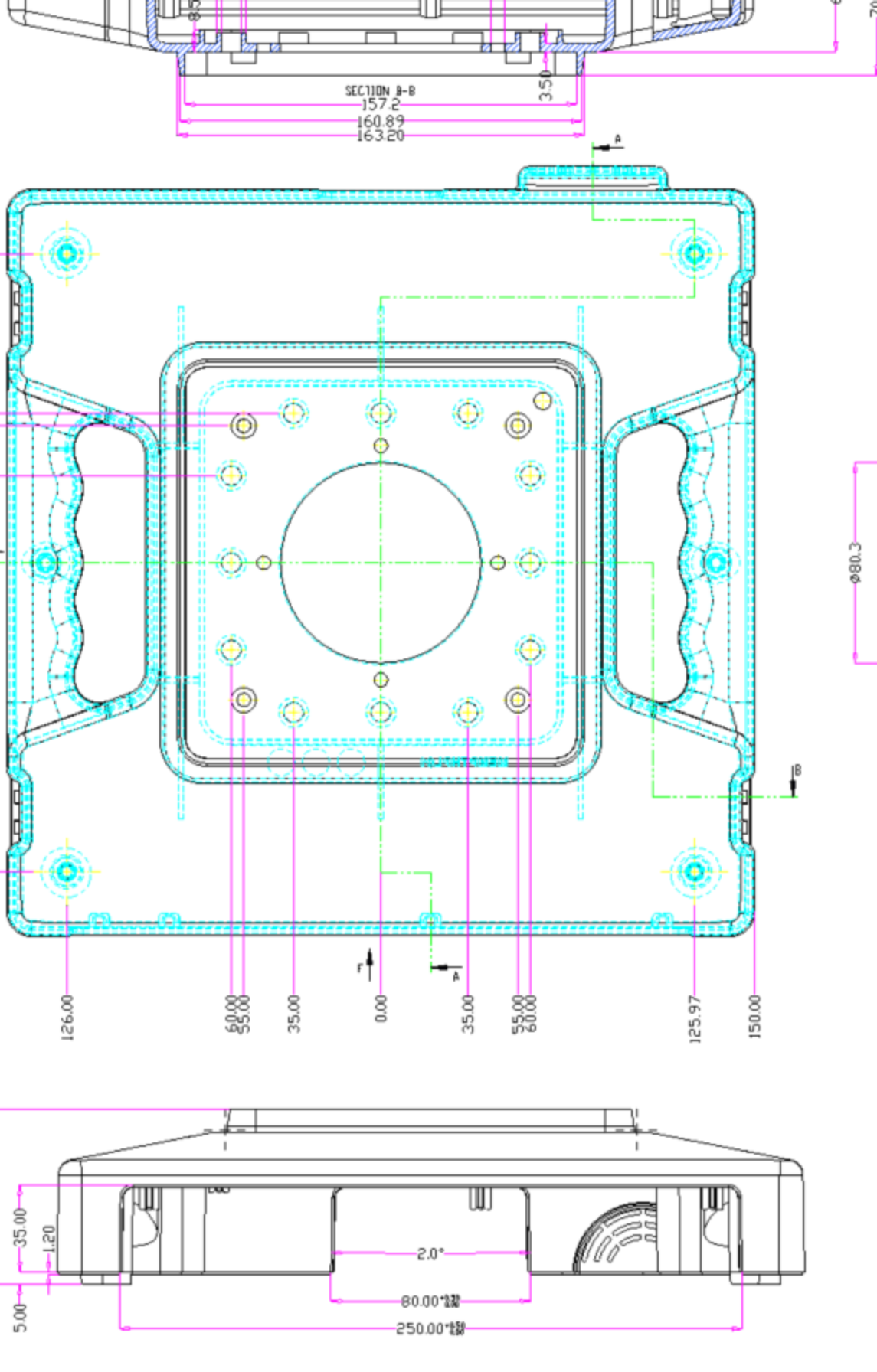
Post Impact

Trajectory/Heading Angle < 1 °
Vehicle Stability..... Satisfactory
Stopping Distance 248 ft down range after impact.
2' right of center

Vehicle Damage

Vehicle Damage Scale..... FR-1 and FL-1
Vehicle Damage
Classification..... 12FLRN01 and 12FLN01
Maximum Deformation..... 0.0 in (0.0 mm)

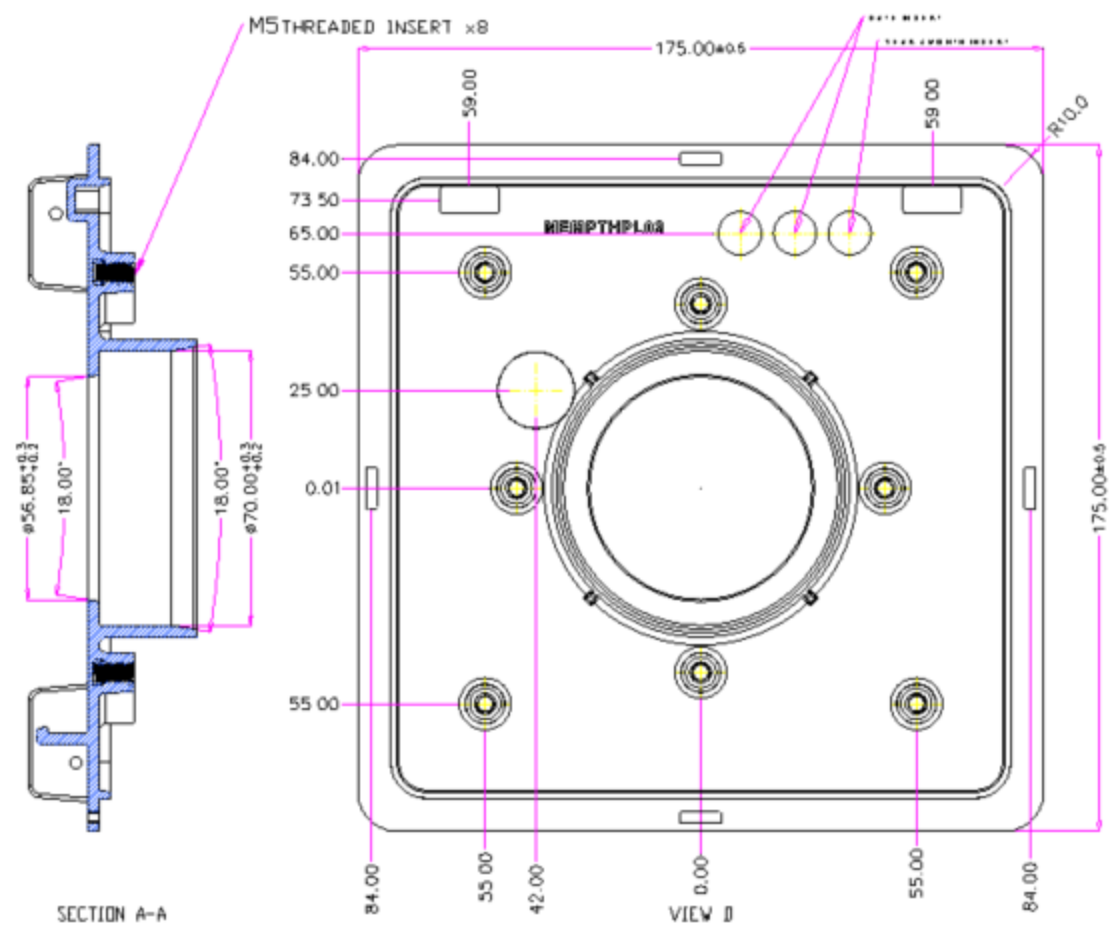
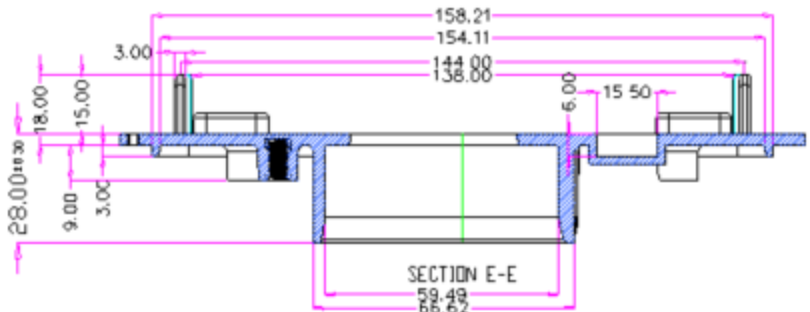
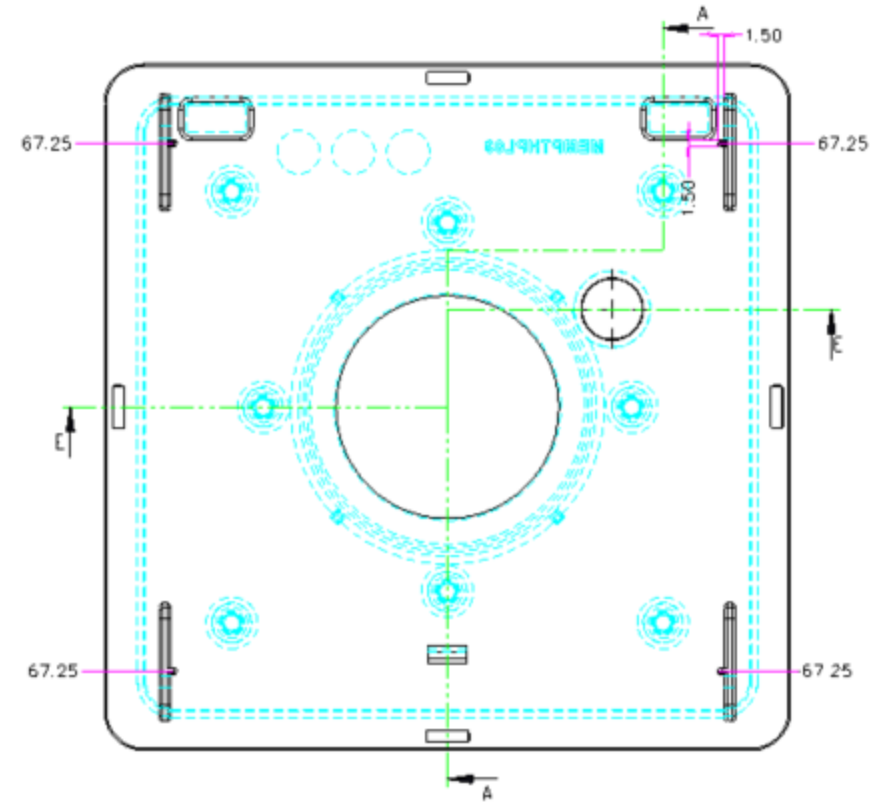
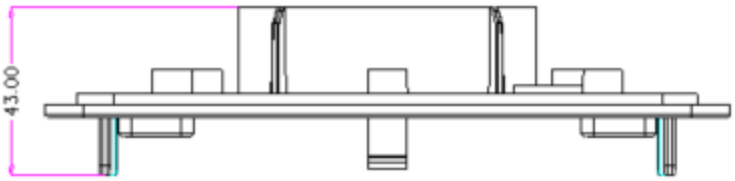
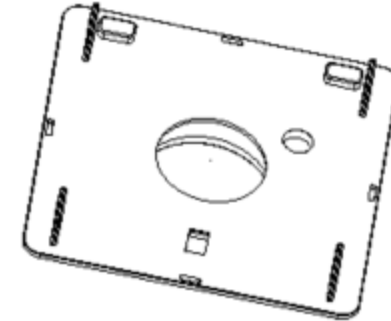




Note: This drawing is confidential and is an exclusive property of PI-SQUARE TECHNOLOGIES, and is not to be COPIED, REPRODUCED, DISCLOSED to others without the consent of PI-SQUARE TECHNOLOGIES..

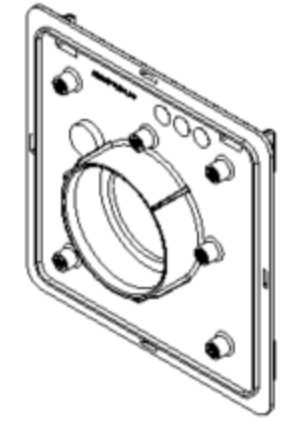
REV.	DESCRIPTION	DATE	INITIAL
A	FOR PRODUCTION	10.07.23	SKT

SKU NUMBER	: MEMPTHPL03
PART NAME	: TOP COVER-R1
MATERIAL	: ABS
TEMPERATURE RANGE	: -40° ~ +60°
COLOR	: ORANGE - R-255,0-103,0-0
QUANTITY	: 1PC
SURFACE FINISH	: POLISH



SECTION A-A

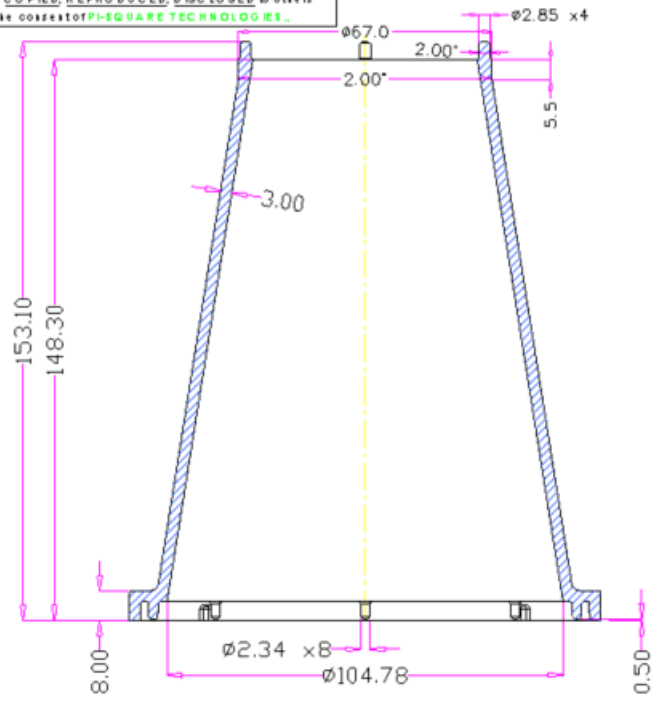
VIEW D



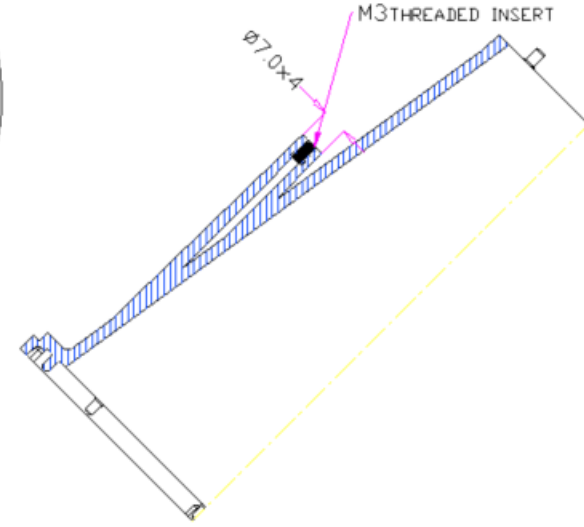
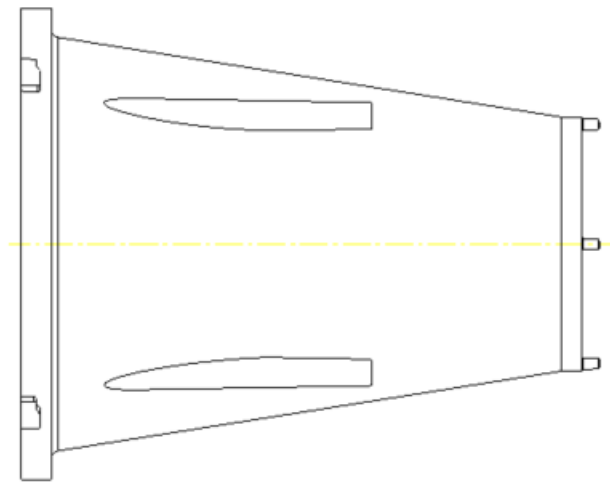
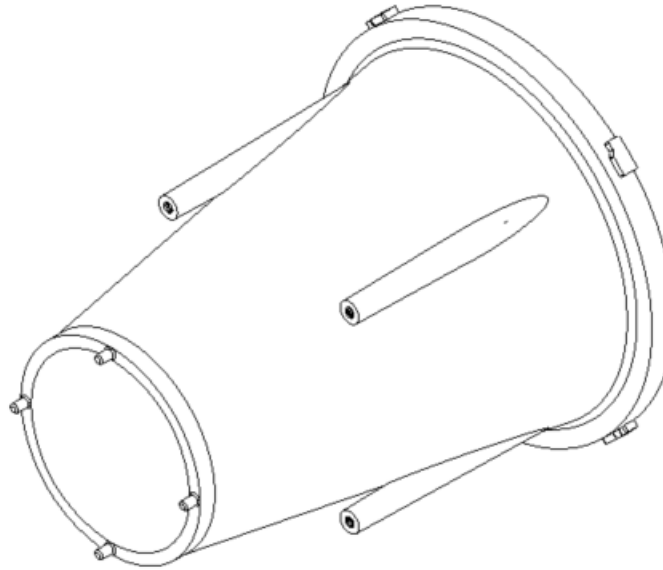
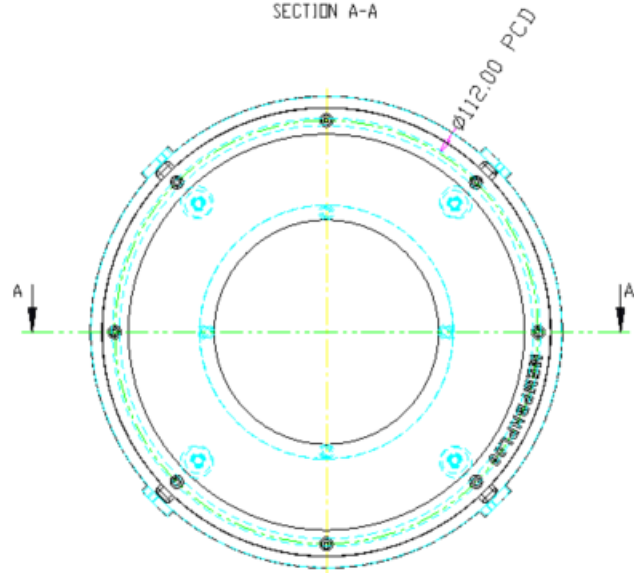
Note : for more details refer 3D model /Dxf

CUSTOMER:	---	TITLE:	PI-SQUARE TECHNOLOGIES
UNLESS OTHERWISE SPECIFIED:			

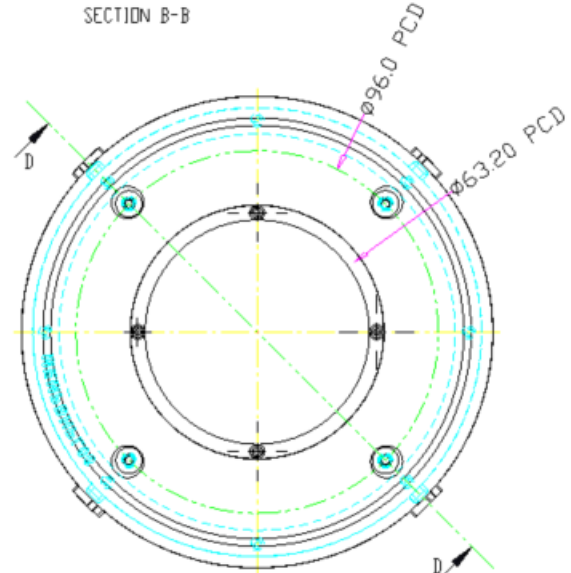
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SECTION A-A



SECTION B-B



REV.	DESCRIPTION	DATE	INITIAL
A	FOR PRODUCTION	10.07.23	SKT

SKU NUMBER	:MEMPBHPL06
PART NAME	:CENTRE CONE - R3
MATERIAL	:ABS
TEMPERATURE RANGE	: -40° ~ +60°
COLOR	:ORANGE - R-255,0-103,B-0
QUANTITY	:1 PC
SURFACE FINISH	:POLISH

Note : for more details refer 3D model /Dxf