SALLAN METALS

ENGINEERED STEEL PRODUCTS

RELIABLE PROTECTION ON EVERY ROAD

Roadside safety barrier systems supplied to recognised international crash-test standards.

www.sallanmetals.com

ABOUT SALLAN METALS

Sallan Metals is the supply and manufacturing brand of Sallan Industrial Investment LLC, founded in early 2010 and based in Sohar, Sultanate of Oman.

Sallan Industrial Investment began in the chemical industry, producing commercial detergents under its Sana brand. Its facility in Sohar Industrial Estate is strategically located with road access to Muscat and Dubai, and sea connectivity through Sohar Port.

Building on this industrial base, Sallan Metals focuses on engineered steel products, roadside safety barriers and project-oriented supply support for infrastructure works across Oman and the wider region.

Company background

Sallan Metals is the supply and manufacturing brand of Sallan Industrial Investment LLC.

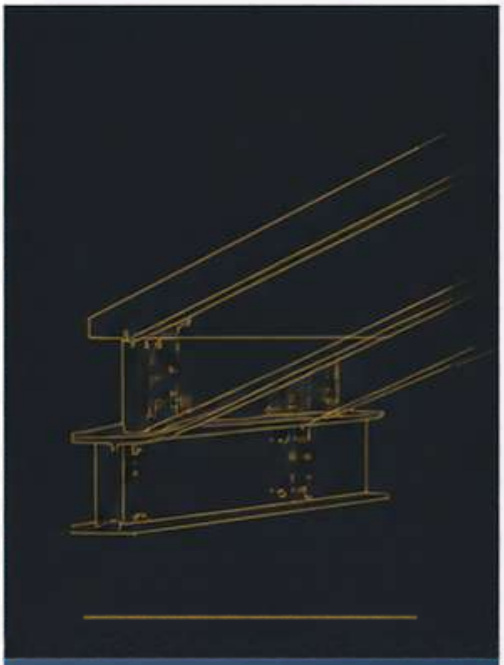
Sohar, Sultanate of Oman

Sea connectivity through Sohar Port

Sohar Industrial Estate

Road access to Muscat and Dubai

Supply capability and technical coordination



VISION & MISSION

VISION

To be a trusted name in metal products and infrastructure in Oman and the region.

MISSION

To supply and make metal products that last and protect, built to proven standards and delivered on time.

OBJECTIVES

01 Build a strong, growing range of metal products.

02 Supply only certified, tested products, with documents ready for approval.

03 Expand into manufacturing and related services as we grow.

04 Deliver reliably, on time and as promised.

VALUES

SAFETY — Products that protect people.

INTEGRITY — we claim only what we can document.

QUALITY — Tested, certified and properly made.

PARTNERSHIP — we work with clients, consultants and manufacturers.

RELIABILITY — we deliver what we promise.

THE VALMONT PARTNERSHIP

Valmont partnership in Oman

Sallan Metals supports the Oman market through its Valmont® Industries, Inc. guardrail partnership interface, helping connect project requirements with product, technical and documentation conversations.

Single point of coordination

Sallan Metals provides one local point of contact for enquiries, quotations, product information, documentation and supply coordination related to Valmont Industries, Inc. guardrail systems in Oman.

Technical documentation support

Project teams can access available product information, crash-test documentation, drawings and compliance-related materials to support consultant and authority review, subject to project scope and confirmation.

Local project support

With a presence in Sohar, Sallan Metals supports communication, delivery planning and project follow-up for contractors, consultants and highway stakeholders working across Oman.

A COORDINATED SYSTEM OF COMPONENTS

The road safety barrier systems we supply are built from a family of steel components that function as one system. Each component has a specific role in containment, redirection, energy management, alignment and long-term performance.

1. W-BEAM

The W-Beam rail is the main longitudinal barrier element. It forms a continuous roadside barrier line that helps contain and redirect errant vehicles while maintaining a smooth traffic-facing profile.

2. THRIE-BEAM

The Thrie-Beam rail provides a deeper, stronger rail profile for higher-containment applications. It is commonly used where additional stiffness or enhanced impact performance is required.

3. POSTS & BLOCKS

Steel posts support the rail system and transfer impact loads into the ground or foundation. Blocks or blockouts create spacing between the rail and post, helping maintain the correct rail position and improving system behaviour during impact.

4. END TERMINALS

End terminals are installed at the start or end of a barrier run. They help manage vehicle impact at barrier ends and are selected according to the approved system, site layout and project requirements.

5. TRANSITIONS

Transitions connect different barrier types, rail profiles or stiffness levels. They help provide a controlled change in system behaviour where guardrails connect to structures, bridge rails or other roadside safety systems.

Product configuration, compatibility and suitability must always be confirmed against the governing project specification and current technical documentation.

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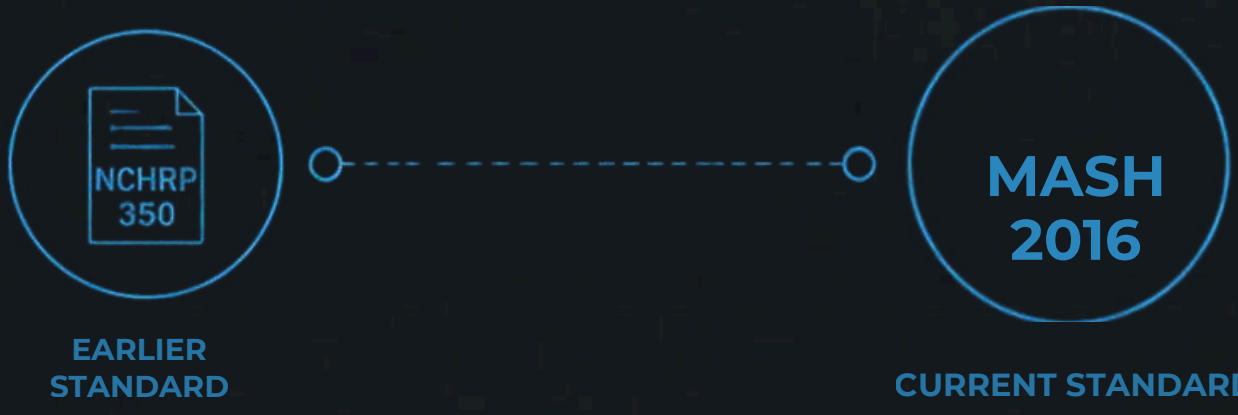
CRASH-TESTING FRAMEWORKS

AASHTO MASH is the current American crash-testing and evaluation standard for roadside safety hardware. The 2016 edition is the current reference.

NCHRP Report 350 is the earlier US crash-testing standard. It has been replaced by MASH for new evaluations where MASH is specified.

The governing project specification determines the applicable standard, edition, test matrix and acceptance basis.



EARLIER STANDARD

CURRENT STANDARD

MASH TEST LEVELS

MASH test levels define the severity of crash events used to evaluate the safety performance of roadside barrier systems.

Test-level selection depends on project risk, roadway context and the governing acceptance basis.

Test level	Test vehicles	Impact speed	Impact angle	Typical application context
TL-3	1,100 kg car and 2,270 kg pickup	100 km/h	25°	High-speed highways and expressways
TL-4	TL-3 vehicles plus a 10,000 kg single-unit truck	Truck at 90 km/h	Truck at 15°	Roads with heavier truck traffic
TL-5	TL-3 vehicles plus a 36,000 kg tractor-van trailer	Truck at 80 km/h	Truck at 15°	Bridges, interchanges and other high-risk locations

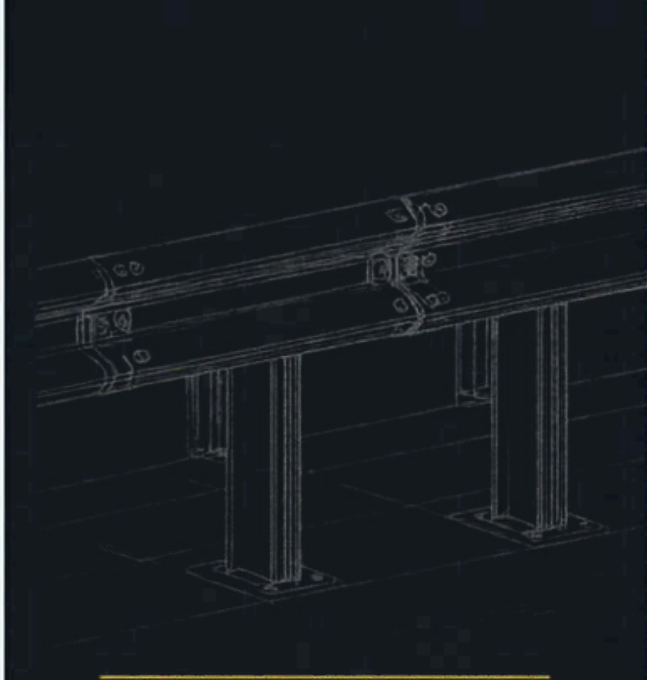
MASH defines six test levels in total, from TL-1 for low-speed roads up to TL-6 with a tank trailer.

MASH VS EN 1317

MASH: the US crash-test standard for roadside safety hardware, published by AASHTO.

EN 1317: the European standard for road restraint systems, issued by CEN. Its barrier part is EN 1317-2.

Comparison area	MASH	EN 1317-2
Issued by	AASHTO	CEN
Typical highway level	TL-3	N2, H1, H2 and higher levels
Car and pickup vehicles	1,100 kg car and 2,270 kg pickup for TL-3	900 kg and 1,500 kg cars; no pickup in standard passenger tests
Impact angle and speed	25° at 100 km/h for TL-3 passenger and pickup tests	20° at 100 km/h for 900 kg car, or 20° at 110 km/h for 1,500 kg car
Heavy-vehicle tests	10,000 kg truck at TL-4; 36,000 kg tractor-trailer at TL-5	Rigid truck at H1, 13,000 kg bus at H2, and heavier vehicles at higher levels
Reporting	Pass/fail against a test level	Containment class, working width class and impact severity class
Occupant risk	Occupant impact velocity and ridedown acceleration	Acceleration Severity Index (A, B or C) and head impact velocity
Barrier movement	Reported in the test, with no class	Working width classes W1 to W8



MASH and EN 1317 results are not automatically interchangeable; the governing project specification controls.

ENGINEERED ADVANTAGES

Potential engineering and project advantages, subject to specification and source documentation.

System thinking —

Beams, posts, blocks, terminals and transitions are coordinated as one roadside safety system.

Material protection —

Galvanised steel components can support durability objectives when specified and documented correctly.

Specification clarity:

Product configuration is aligned with the governing standard and project requirements.

Coordination efficiency:

Product information and supply discussions are brought into one clear communication channel.

Traceable support:

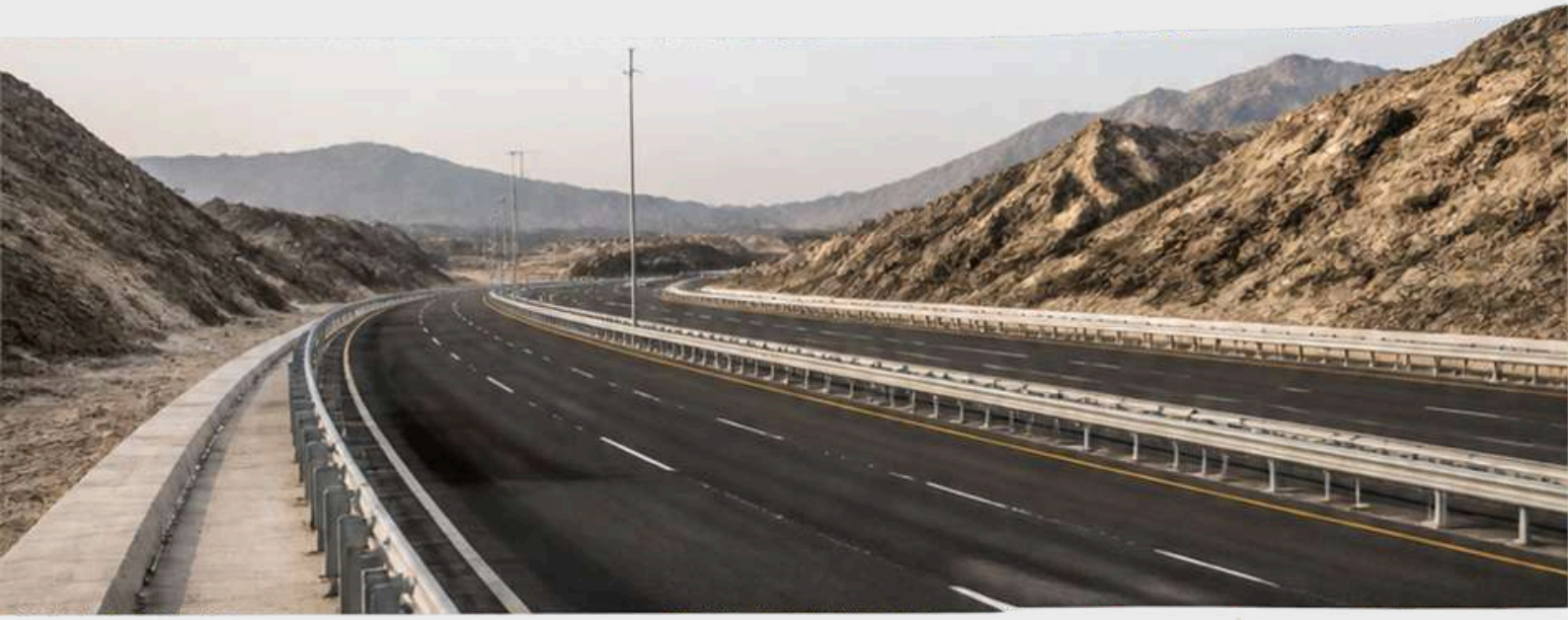
Technical documents, revisions and project correspondence are kept organised for review and follow-up.

SUPPORTED BY

- Current technical documentation
- Governing specification
- Project drawings
- Consultant review

BUILT FOR OMAN'S ROAD NETWORK

SOHAR
Strategic gateway to national and regional connectivity



1. OMAN HIGHWAY INFRASTRUCTURE

Review the local context, including traffic characteristics, climate, terrain, drainage patterns and asset management practices. Roadway geometry, clearances and barrier purpose must align with project objectives and network performance expectations.

2. OMAN HIGHWAY DESIGN STANDARDS

Consider the governing project documents and the applicable Oman highway design standards. Review material selections, performance requirements, testing and installation methods with the consultant and relevant authority.

3. GALVANISED COMPONENTS

Select galvanised guardrails and associated steel components with regard to durability, coating performance, service environment and maintenance requirements, as agreed with the consultant and relevant authority.

4. CONSULTANT COORDINATION

Review drainage, interfaces and maintenance considerations with the consultant and relevant authority to support an integrated and appropriate design outcome.

QUALITY, DOCUMENTATION AND PROJECT SUPPORT

1 **Understand**

Review the project scope, drawings and governing requirements.

2 **Coordinate**

Align product information with consultants and project stakeholders.

3 **Document**

Organise current technical information, schedules and submittal records.

4 **Supply support**

Coordinate availability, logistics and project communication.

5 **Follow through**

Track questions, revisions and next actions through to completion.

INFORMATION CHECKLIST

- ☐ Product description
- ☐ Applicable standard and edition
- ☐ Configuration and interfaces
- ☐ Drawings and schedules
- ☐ Crash-test reports and eligibility letters
- ☐ Revision control and consultant comments

Project-specific documents and acceptance requirements remain subject to review by the appointed consultant and authority.

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Let’s Build
Safer Roads
Together.
Sallan Metals
the supply and manufacturing brand of Sallan Industrial Investment LLC
info@sallanmetals.com
www.sallanmetals.com
+968 2675 0331
Plot 5-12, 2nd Madayn Street,
PO Box 600, PC 322, Sohar,
Sultanate of Oman