


# TMA Crashworthiness Assessment

## MASH Scorpion II TL-3 Trailer Attenuator

	<b>Issue Date:</b> 9 March 2020	<b>Proponent:</b> A1 Roadlines Pty Ltd
	<p>This document is a summary of the Austroads Safety Barrier Assessment Panel's assessment of the crashworthiness of the product against AS/NZS 3845 Parts 1 or 2 only. It does not consider deployment or procurement practices by individual Road Agencies.</p> <p><b>These conditions take precedence over any instructions in the Product Manual.</b></p> <p>The Austroads Safety Assessment Panel may at any time, withdraw or modify this Technical Conditions for Use without notice. This Technical Conditions for Use does not imply that this product may be used on roads under the care and control of individual Road Agencies. Users should refer to individual Road Agency websites to determine whether this product is accepted for use within that Road Agency's jurisdiction.</p>	

Status	Recommended for Acceptance
Product accepted	<p>MASH Scorpion II TL-3 Trailer Attenuator</p> <p><u>Variants</u></p> <p>Variants that are NOT listed above are NOT recommended for acceptance.</p>
Accepted speed	100 km/h
Product manual reviewed	PN 13083 Revision A1 Dated 1/10/2019

## System Details

This product must be deployed and maintained in accordance with the Product Manual and Road Agency specifications. Road Agency specifications and standards shall have precedence.		
Containment Level		MASH TL3
Accepted Speed (km/h)		100 km/h
Support Vehicle Mass Including Ballast	Minimum (kg)	6151
	Maximum (kg)	Not applicable
Roll Ahead Distance (m)		6.2
TMA Dimensions And Weight	Length (mm)	5400
	Width (mm)	2400
	Height (mm)	910
	Weight (kg)	873
TMA Road Clearance (mm)		Not applicable
Systems Conditions		<ol style="list-style-type: none"> <li>1. Support vehicle and trailer must be compliant with local vehicle regulations.</li> <li>2. Pintle hook and backing plate must be structurally certified.</li> <li>3. Support vehicle should not have secondary braking restraint (chocked).</li> <li>4. TMA must be inspected prior to each deployment to ensure no damage to outer casing and support.</li> <li>5. Support vehicle must be deployed in second gear or Park with handbrake engaged.</li> <li>6. TMA must be deployed in a straight alignment to the host vehicle.</li> </ol>