


Safety Barrier System Crashworthiness Assessment

MASH Scorpion II TL-3 Trailer Attenuator

	Issue Date: 16 March 2020	Supplier: A1 Roadlines Pty Ltd
	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.	
	These conditions take precedence over any instructions in the Product Manual.	
	<p>These acceptance conditions should be read in conjunction with the Product Manual and Transport for NSW Specification R132 – Safety Barrier Systems and Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers.</p> <p>Transport for NSW may withdraw or modify this acceptance at any time without notice. Users should refer to the Transport for NSW website to ensure they have the latest version of the conditions related to this product.</p> <p>Acceptance of this product does not place any obligation on Transport for NSW, or its contractors, to purchase or use the product.</p>	

Status	Accepted - may be used on the classified road network
Product accepted	MASH Scorpion II TL-3 Trailer Attenuator <u>Variants</u> Nil Variants that are NOT listed above are NOT recommended for acceptance.
Accepted speed	100 km/h (TL3)

Design Guidance

This product must be installed and maintained in accordance with the Product Manual and Transport for NSW specifications			
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"> Support vehicle and trailer must be compliant with local vehicle regulations. Pintle hook and backing plate must be structurally certified. Support vehicle should not have secondary braking restraint (chocked). TMA must be inspected prior to each deployment to ensure no damage to outer casing and support. Support vehicle must be deployed in second gear or Park with handbrake engaged. TMA must be deployed in a straight alignment to the host vehicle. 	