


Safety Barrier Technical Conditions for Use

UNIVERSAL TAU-M Crash Cushion – Permanent & Temporary

	Issue Date: 4 March 2021	Proponent: Australian Construction Products
	<p>This document is a summary of the Austrroads Safety Barrier Assessment Panel's assessment of the technical performance of the product against AS/NZS 3845 Parts 1 or 2 only. It does not consider procurement practices by individual Road Agencies. The Austrroads Safety Barrier Assessment Panel may at any time, withdraw or modify this document without notice.</p> <p>These Technical Conditions for Use do 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 jurisdiction, and if the Road Agency has adopted any additional or specific requirements.</p> <p>These conditions do not take precedence over Road Agency specifications and standards.</p> <p>These conditions do take precedence over instructions in the Product Manual.</p>	

Status	Recommended for Acceptance
Product accepted	UNIVERSAL TAU-M Crash Cushion <u>Variants</u> Variants that are NOT listed above are NOT recommended for acceptance.
Accepted impact speed	70 km/h (TL2) 100 km/h (TL3)
Product manual reviewed	P/N TAU-M (ECN 3883)

Design Requirements

Containment Level	Point of Redirection		Tested Article Length (m)	Anchor/Post Spacing (m)	Notes
	Leading (m)	Trailing (m)			
MASH TL2	Fully redirective		4.33	Refer to drawings	
MASH TL3	Fully redirective		6.93	Refer to drawings	

Approved Connections

An accepted end treatment must be provided at both ends of all barrier installations	
Public Domain Products	
W-Beam Guardrail	Permitted – reverse impacts into the transition section can produce a greater occupant severity value than preferred. Where reverse impacts are possible (e.g. bidirectional traffic) a risk assessment must be completed and steps to mitigate the likelihood of reverse impact should be implemented.
Thrie-Beam Guardrail	
Concrete	
Proprietary Products	
	Refer to Safety Barrier Technical Conditions for Use for approved connections

Design Guidance

System length (m)	4.33 (TL2) 6.93 (TL3)
System width (m)	0.76
Side slope limit	7%
System conditions	Installation on top of a kerb is not recommended, however if installed on top of a kerb all system components must be free to operate

Gore area use	Permitted
Pedestrian area use	Permitted
Cycleway use	Permitted
Frequent impact likely	Permitted
Remote location	Permitted
Median use	Permitted

Foundation Pavement Conditions					
Pavement Type	Use	Max Accepted Impact Speed (km/h)	Post/Pin Spacing (m)	Post/Pin Type	Pavement Construction
Concrete	Permitted	100	Refer to drawings	M20 x 210mm threaded rod with epoxy	Installation on concrete pavement or pad is permitted in accordance with manufacturer's drawing
Deep lift asphaltic concrete	Permitted	100	Refer to drawings	M20 x 460mm threaded rod with epoxy	Min 150mm AC 150mm sub-base
Asphaltic concrete over granular pavement					
Flush seal over granular pavement	Not permitted				
Unsealed compacted formation					

Note: Installation in pavement conditions not permitted above have not been justified to the Panel's satisfaction.