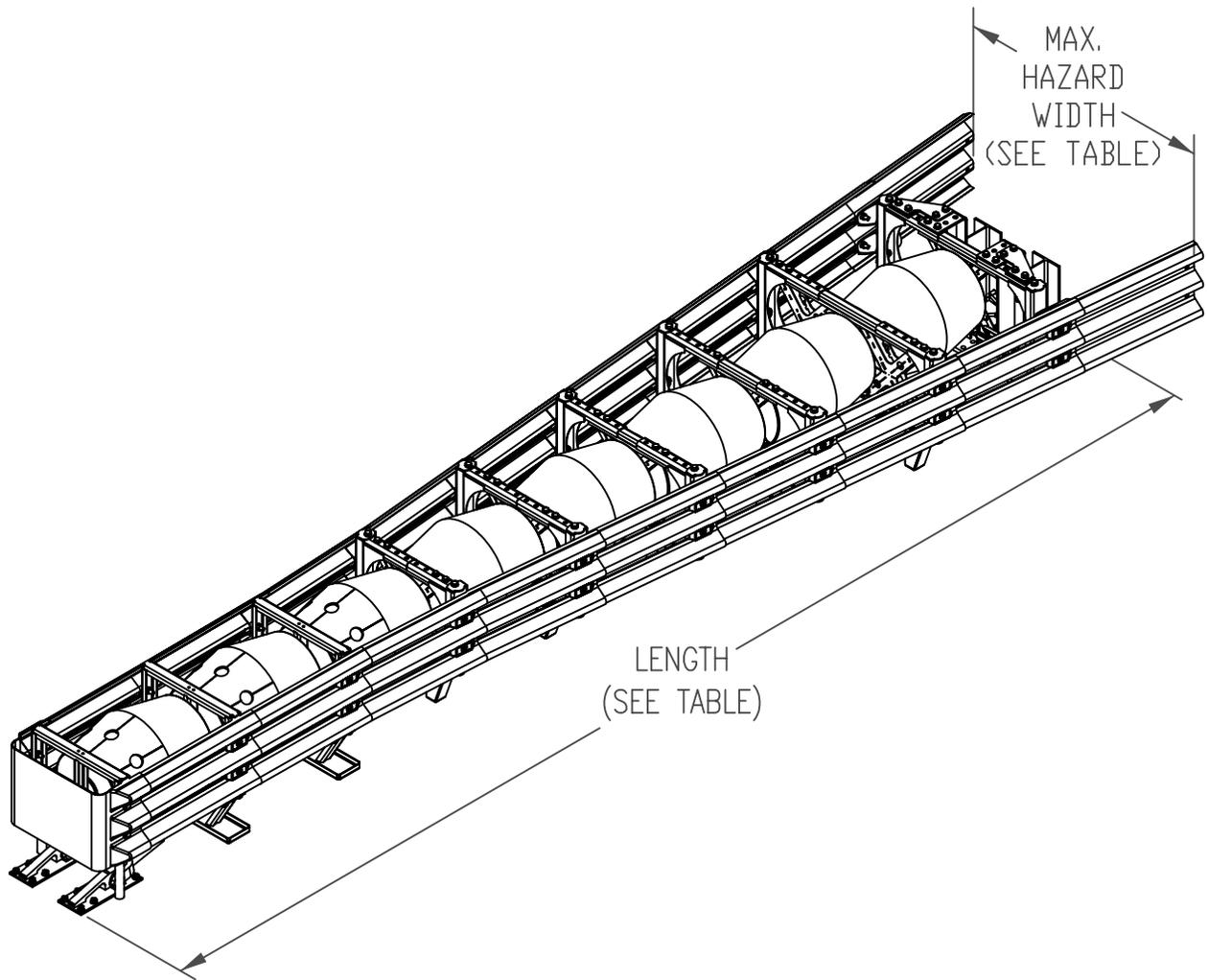


UNIVERSAL TAU-II MAX. HAZARD AND LENGTH ft-in [mm] (Approx.)								
	MAX. HAZARD WIDTH in [mm]	CAPACITY mph [kph]						
		30 [50]	35 [60]	45 [70] TL-2	50 [80]	55 [90]	60 [100] TL-3	70 [110]
30 [700]	30" [700]	L = 7'-0" [2160]	L = 10'-0" [3020]	L = 12'-9" [3890]	L = 15'-6" [4725]	L = 21'-4" [6500]	L = 24'-0" [7370]	L = 29'-10" [9090]
36 [900]	40" [1020]	L = 7'-0" [2160]	L = 10'-0" [3020]	L = 12'-9" [3890]	L = 15'-6" [4725]	L = 21'-4" [6500]	L = 24'-0" [7370]	L = 29'-10" [9090]
42 [1060]	47" [1190]	L = 8'-8" [2640]	L = 11'-6" [3500]	L = 14'-4" [4370]	L = 17'-0" [5230]	L = 22'-10" [6960]	L = 25'-8" [7825]	L = 31'-4" [9550]
48 [1220]	53" [1350]	L = 8'-8" [2640]	L = 11'-6" [3500]	L = 14'-4" [4370]	L = 17'-0" [5230]	L = 22'-10" [6960]	L = 25'-8" [7825]	L = 31'-4" [9550]
54 [1370]	59" [1500]	L = 8'-8" [2640]	L = 11'-6" [3500]	L = 14'-4" [4370]	L = 17'-0" [5230]	L = 22'-10" [6960]	L = 25'-8" [7825]	L = 31'-4" [9550]
60 [1520]	65" [1650]	L = 8'-8" [2640]	L = 11'-6" [3500]	L = 14'-4" [4370]	L = 17'-0" [5230]	L = 22'-10" [6960]	L = 25'-8" [7825]	L = 31'-4" [9550]
66 [1680]	71" [1800]		L = 8'-8" [2640]	L = 11'-6" [3500]	L = 14'-4" [4370]	L = 20'-0" [6100]	L = 22'-10" [6960]	L = 28'-6" [8690]
72 [1830]	77" [1960]		L = 8'-8" [2640]	L = 11'-6" [3500]	L = 14'-4" [4370]	L = 17'-0" [5230]	L = 22'-10" [6960]	L = 25'-8" [7825]
78 [1980]	83" [2110]		L = 8'-8" [2640]	L = 11'-6" [3500]	L = 14'-4" [4370]	L = 17'-0" [5230]	L = 22'-10" [6960]	L = 25'-8" [7825]
84 [2130]	89" [2260]			L = 11'-6" [3500]	L = 14'-4" [4370]	L = 17'-0" [5230]	L = 22'-10" [6960]	L = 25'-8" [7825]
90 [2290]	95" [2410]			L = 11'-6" [3500]	L = 14'-4" [4370]	L = 17'-0" [5230]	L = 22'-10" [6960]	L = 25'-8" [7825]
96 [2440]	101" [2560]			L = 11'-6" [3500]	L = 14'-4" [4370]	L = 17'-0" [5230]	L = 22'-10" [6960]	L = 25'-8" [7825]
102 [2600]	107" [2720]							L = 25'-8" [7825]

NOTE: OTHER SIZES AND CAPACITIES AVAILABLE



2005

UNIVERSAL TAU-II®

BARRIER SYSTEMS INC

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INTENDED USE

The Universal TAU-II[®] system is a re-directive and non-gating crash cushion and is ideally suited for hazards such as the ends of rigid barriers, tollbooths, utility poles, and more. This system is designed to safely decelerate an errant vehicle to a safe stop or redirect an errant vehicle away from roadside or median hazards. These types of systems are typically applied to locations where head-on and angled impacts are likely to occur and it is desirable to have the majority of post impact trajectories on the impact side of the system.

The Universal TAU-II[®] family of crash cushions can protect hazards up to 107' [2720] and offers a variety of backstop and anchoring options to fit many applications. Standard non-proprietary three-beam transitions may enable protecting much wider hazards. Test Level 2 systems are 3 or 4 Bays (depending on system width) and Test Level 3 systems are 7 or 8 Bays. Contact manufacturer for further information and installation instructions.

APPROVALS

The Universal TAU-II[®] system has been fully tested in conformance with NCHRP Report 350 Test Levels 2 and 3 and approved by FHWA.

FHWA Acceptance Letters: CC-75, September 14, 2001
 CC-75A, December 20, 2002
 CC-75B, December 9, 2003
 CC-75C, June 4, 2004

CONTACT INFORMATION

Contact manufacturer for further information:

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Phone: 888-800-3691 or 707-374-6800
Fax: 707-374-6801
Email: info@barriersystemsinc.com



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