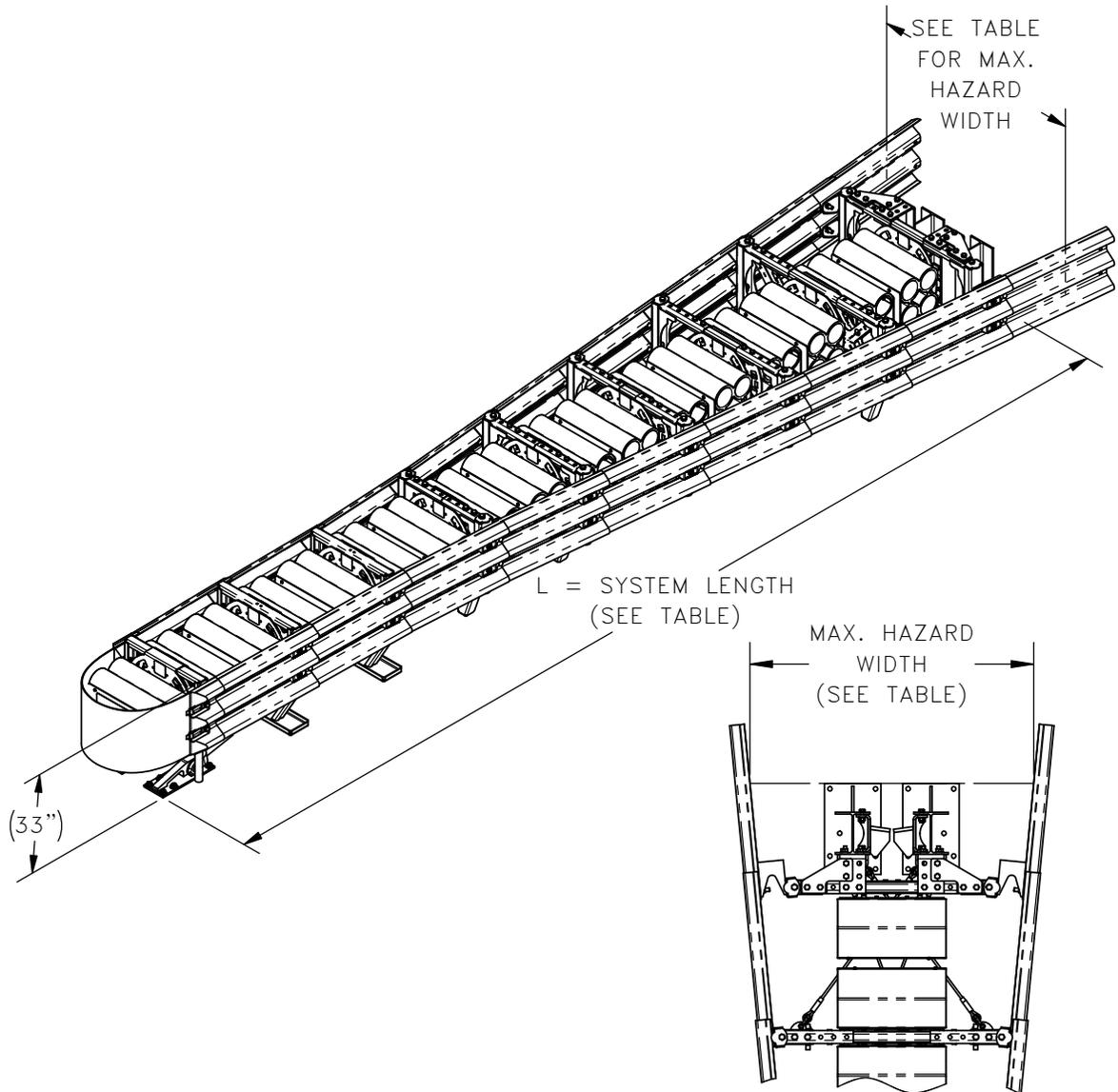


UNIVERSAL TAU-II-R MAX. HAZARD AND LENGTH ft-in [mm] (Approx.)									
WIDTH in [mm]	MAX. HAZARD WIDTH in [mm]	CAPACITY mph [kph]							
		30 [50]	35 [60]	45 [70] TL-2	50 [80]	55 [90]	60 [100] TL-3	70 [110]	
30 [700]	30" [700]	L = 7'-0" [2160]	L = 10'-0" [3020]	L = 12'-9" [3890]	L = 15'-6" [4725]	L = 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 = 20'-0" [6100]	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]	



## UNIVERSAL TAU-II-R



LINDSAY TRANSPORTATION SOLUTIONS  
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## INTENDED USE

The Universal TAU-II-R system is a highly re-useable, re-directive, non-gating crash cushion that is ideally suited for high frequency impact areas. The system is designed for hazards such as the ends of rigid barriers, tollbooths, utility poles and other roadside hazards or gore areas. 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. After some design impacts as described in NCHRP 350, the system may recover a portion of its shape, position, and energy absorbing capability. As with all crash cushions, a thorough inspection should be performed after any impact and necessary repairs or resetting completed.

The Universal TAU-II-R is part of the Universal TAU-II® family of crash cushions that can protect hazards up to 102” [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.

A Universal TAU-II-R can easily be converted from a TAU-II® (SCT01a-b) by replacing the energy absorbing cartridges.

## APPROVALS

The Universal TAU-II-R system has been fully tested in conformance with NCHRP Report 350 Test Levels 2 and 3 and is eligible for reimbursement by FHWA.

FHWA Eligibility letters: CC-75D, August 18, 2011

## CONTACT INFORMATION

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## UNIVERSAL TAU-II-R

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