


Safety Barrier Technical Conditions for Use

TTMA-200 Trailer Mounted Attenuator

	Issue Date: 4 March 2021	Supplier: Ambient Technologies
	<p>These conditions take precedence over any instructions in the Product Manual.</p> <p>This document is a summary of the Austroads 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.</p> <p>The Austroads Safety Assessment Panel may at any time, withdraw or modify this Technical Conditions for Use without notice.</p> <p>These acceptance conditions should be read in conjunction with the Product Manual and Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers.</p> <p>Acceptance of this product does not place any obligation on the Northern Territory Government or its contractors, to purchase or use the product.</p>	

Status	Recommended for Acceptance
Product accepted	TTMA-200 <u>Variants</u> Variants that are NOT listed above are NOT recommended for acceptance.
Accepted Speed	100 km/h
Product Manual reviewed	April 2020
Product Manual	https://www.gregorycorp.com/sites/default/files/TTMA-200-sell-sheet_0.pdf

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
Support Vehicle Mass Including Ballast	Minimum (kg)	4689
	Maximum (kg)	Unlimited
Roll Ahead Distance (m)		10.6
TMA Dimensions And Weight	Length (mm)	7163
	Width (mm)	2032
	Height (mm)	1092
	Weight (kg)	832
TMA Road Clearance (mm)		330
Systems Conditions		<ol style="list-style-type: none"> 1. Support vehicle and trailer must be compliant with local vehicle regulations. 2. Pintle hook must be structurally certified. 3. Support vehicle should not have secondary braking restraint (chocked). 4. TMA must be inspected prior to each deployment to ensure no damage to outer casing and support. 5. Support vehicle must be deployed in second gear or Park with handbrake engaged. 6. TMA must be deployed in a straight alignment to the host vehicle.