

# UNIVERSAL TAU-XR™

Redirective, Non-Gating Crash Cushion

- + Meets low-maintenance & severe duty standards
- + Quick and easy to install and repair
- + MASH TL-3 Tested

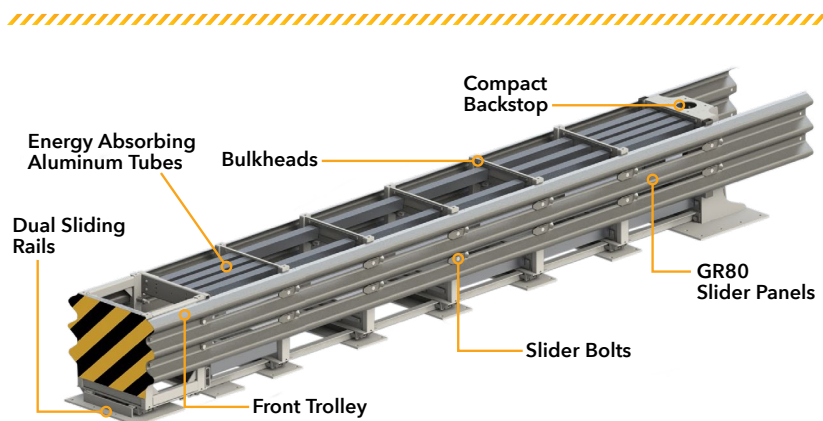
## FEATURES

- + Xpress Repair: less than 30 minutes to reset and repair after impact
- + Easy Install: delivered fully assembled for quick installation
- + Durable: double-rail system and non-flaring side panels for maximum performance and minimal damage
- + Budget-Friendly: reduced total lifecycle cost
- + Remote Monitoring: fully tested with ImpactAlert and RoadConnect



## Physical Specifications

	MASH TL-3	
Length	23' 6"	7.16m
Width	36"	914mm
Height	32 1/4"	820mm



## The TAU-XR Crash Cushion

Tested to MASH Test Level 3, the TAU-XR is a redirective, non-gating crash-attenuating system designed specifically for high-frequency impact locations with the safety of maintenance workers as a top priority. The crushable energy-absorbing aluminum tubes are simple and intuitive to replace. The TAU-XR can be repaired in less than 30 minutes after head-on or side impacts, minimizing workers' exposure to traffic. The TAU-XR is designed for severe duty, built with structural steel rails and mid supports to minimize damage during impacts. Plus, it has one of the lowest life cycle costs in its class. With installers in mind, the TAU-XR is delivered fully assembled with accessible anchors, saving hours of installation time and minimizing exposure to traffic. With Lindsay's ImpactAlert™ remote monitoring device with RoadConnect™ asset management platform, DOTs and maintenance contractors can be notified as soon as one-minute after an impact occurs.



## Frequently Asked Questions

### What components of the TAU-XR System need to be replaced after a design impact?

After a head-on impact, 32 aluminum tubes will need replaced. After a side impact, two side panels will need replaced.

### What type of foundation is needed for the TAU-XR System?

Just like the TAU-M™, the TAU-XR can be anchored to a minimum 6" (152 mm) reinforced concrete foundation.

### What transitions are available?

TAU-XR uses standard three-beam panels allowing standard transition methods to various roadside hardware and barriers. Proprietary transitions with nested angled and standard end panels were tested and are available.

### What are the major differences between the TAU-M System and the TAU-XR System?

The TAU-M uses heavy large-diameter steel cables to attenuate side impacts,

and large plastic barrels to attenuate the energy during head-on impacts. The TAU-XR uses double heavy-duty steel rails for side impacts, and small aluminum square tubes for head-on impacts.

### Can other TAU Systems be retrofitted to a TAU-XR System?

No. The TAU-XR is a new crash cushion design. Upgrade kits are not available for other TAU systems.

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