

12th December 2018

Felipe Almanza
TrafFix Devices, Inc.
160 Ave. La Pata,
San Clemente,
CA 92673

Direct Tel: +44 (0)1344 770920
Fax: +44 (0)1344 770356
Email: cerginbas@trl.co.uk

Our Ref: 11109085-A296_rev1

Dear Mr Almanza,

RE: TrafFix Scorpion II Truck Mounted Attenuator (TMA)

The TrafFix Scorpion II Truck Mounted Attenuator (TMA) (identified by the Test Report Numbers shown in Table 1) has been shown to be acceptable for use on Highways England road schemes (subject to the conditions stated) by meeting the performance criteria identified within the American Standard MASH, and the Highways England Technical Document TD49/07, with the following configuration:

Mandatory Speed Limit not to exceed 70mph

Description: The TrafFix Scorpion II TMA is a mobile crash cushion that is attached to, and cantilevered off the rear of a support vehicle. The TMA is attached directly to the support vehicle's frame by a structural mounting system. The TMA has overall dimensions of 3.9m x 2.4m x 0.6m and has a ground clearance of 305mm ± 25mm when deployed into a horizontal operating position. The Scorpion II TMA consists of three main components: The Strut, Cartridge and backup/diaphragm frames. The Strut and Cartridge are the energy attenuation components. The Strut consists of two aluminium tube weldments, diaphragm/backup, and one Module D. The Cartridge consists of two aluminium tube weldments, diaphragm/backup, one Module A and two Module C units. The steel backup/diaphragm frames are structural components made from structural steel angels, plates and channel welded into backup diaphragm components. The backup/diaphragm frames are the primary means for supporting the aluminium tubes and crush modules.

Table 1 – Scorpion II Test Matrix

Velocity Class	Test Type	Test Report No	Test House	Date	ORA (≤20g)	OIV (≤12m/s)
110	3-50	TR-P36116-01-NC	KARCO	24.06.2016	19.2	10.6
	3-51	TR-P35200-01-A	KARCO	22.10.2015	20	11.8
	3-52	TR-P36206-01-NC	KARCO	22.08.2016	18.6	11.5
	3-53	TR-P36129-01-NC	KARCO	07.09.2016	12.5	10.9
	Test Type	Test Report No	Test House	Date	ASI (≤1.9)	THIV (≤44km/h)
3-51.UK	TR-P38070-01-NC	KARCO	16.08.2018	1.3	43.6	

The TrafFix Scorpion II TMA may be used on Highways England Trunk Road Network provided that a special dispensation order known as a Vehicle Special Order (VSO) is obtained from the Department for Transport.

Use on other UK highways will be at the discretion of the relevant highway authority.

The use of the TrafFix Scorpion II TMA system will also be required to comply with the requirements of the Traffic Signs Manual, Chapter 8, 'Traffic Safety Measures and Signs for Road Works and Temporary Situations'. Particular reference should be made to Section O5 and Appendix 4.2 of Part 2 of Chapter 8. TrafFix Devices Inc. is responsible for ensuring this compliance.

TrafFix Devices Inc. will be responsible for defining any features of the highway, which would limit the use and operation of the TrafFix Scorpion II TMA system. They will also be responsible for defining any operational, environmental or material features that would restrict the use of your system.

The TrafFix Scorpion II TMA system will be included in Highways England's List of Accepted and Registered Products during its next revision. This can be obtained at the following Internet address:

http://www.standardsforhighways.co.uk/ha/standards/tech_info/en_1317_compliance.htm

TrafFix Devices Inc. shall remain responsible for the accuracy and content of all Drawings associated with the product.

The acceptance of the use of this system is based on the information that you have supplied. This acceptance does not indemnify you against any claims in law. Highways England and/or TRL reserve the right to withdraw its acceptance if there is evidence that the system performs in a different way from that shown in the Initial Type Test or if it is necessary to do so for any other reason.

Highways England and TRL can give no guarantee that this current acceptance will be satisfactory to any other National or Assessment body(s) undertaking this responsibility.

Yours sincerely,



Ceki Erginbas

Senior Researcher – Roadside Safety

cc: Mr Gavin Williams, Highways England