

ITEM 1000170688 SPECIFICATION

1A. GENERAL ASSEMBLY

THE COMPLETE TRAILER MOUNTED ATTENUATOR (TMA) SHALL BE DESIGNED TO MAKE ATTACHMENT OR DETACHMENT FROM THE TRUCK SIMPLE AND FAST WITH A 20 TON PINTLE HITCH. MAJOR COMPONENTS (LISTED BELOW) STAY TOGETHER WHEN DETACHED FROM THE SUPPORT VEHICLE. THE TRAILER MOUNTED ATTENUATOR MUST BE CAPABLE OF BEING TOWED BY A VARIETY OF VEHICLES WITH SIZES RANGING FROM 13,500 GVW TO 25,000 GVW AND STILL MEET ALL MASH-2016 TESTS OUTLINED BELOW. THE TMA FRAME SHALL BE CAPABLE OF COLLAPSING WHEN IMPACTED BY AN ERRANT VEHICLE. NO PORTION OF THE TMA SHALL PROTRUDE FORWARD UNDER THE TRUCK DAMAGING ITS VITAL ELEMENTS DURING AN IMPACT.

TMA SYSTEM MUST BE DELIVERED ASSEMBLED AND READY FOR USE

1B. MAJOR COMPONENTS

THE TRAILER MOUNTED ATTENUATOR WILL CONSIST OF THE FOLLOWING MAJOR COMPONENTS:

- 1- STEEL SUPPORT STRUCTURE CONSISTING OF A TONGUE ASSEMBLY, ARTICULATING CONNECTING ARMS, INTERMEDIATE FRAME, AND A REAR IMPACT FRAME
- 2- DUAL (2) CARTRIDGE ATTENUATION SYSTEM
- 3- SUNSPENSION, AXLE, AND WHEELS LOCATED IN THE APPROXIMATE CENTER
- 4- OPTIONAL ATTACHED 48" X 96" ARROW BOARD OR MESSAGE SIGN WITH MOUNTING BRACKET ASSEMBLY INSTALLED AND REAFY TO DEPLOY

1C. MINIMUM WEIGHT AND DIMENSIONS

LENGTH- 20'-2"

WIDTH- 7'- 3"

HEIGHT- 40"

WEIGHT- 2,370LBS

1D. JACK

ONE TOP WIND JACK WITH A TOTAL RATED CAPACITY REQUIRED TO MEET TRAILER DESIGN AND TONGUE WEIGHT SHALL BE SUPPLIED WITH THE TMA TO FACILITATE REMOVING IT FROM A TRUCK FOR STORAGE.

1E. CRASH TESTING CRITERIA

THE TMA SHALL HAVE BEEN TESTED TO, AND SUCCESFULLY PASSED ALL 4 TESTS THAT FALL UNDER THE GUIDELINES OF MASH-2016 TEST LEVEL 3 FOR TRUCK MOUNTED ATTENUATORS.

1F. LIGHTING AND VISIBILITY

THE TMA SHALL HAVE A TRAILER LIGHTING ASSEMBLY PER FMVSS NO. 108 "LAMPS, REFLECTIVE DEVICES, AND ASSOCIATED EQUIPMENT." ALL COMPONENTS SHALL BE APPROPRIATE FOR THEIR INTENDED PURPOSE UNDER ANY ADOPTIONS ISSUED BY THE NHTSA, SAE AND FMVSS. THIS IS STANDARD PRACTICE FOR ELECTRICAL LIGHTING. THE TMA SHALL INCLUDE BRAKE LIGHTS, TAILLIGHTS, TURN SIGNALS AND AN ICC BAR LIGHT. MOLDED CONNECTORS SHALL BE USED WHERE INDIVIDUAL WIRES WOULD OTHER WISE BE EXPOSED TO THE ELEMENTS. A STANDARD, SINGLE, 7 PIN TRAILER

CONNECTOR SHALL MAKE THE CONNECTION FOR ALL LIGHTS AND ARROW BOARD TO THE BACK OF THE TRUCK.

THE SURFACE OF THE IMPACT FRAME FACING ONCOMING TRAFFIC SHALL DISPLAY A BLACK ON YELLOW INVERTED CHEVRON PATTERN WITH A MINIMUM 4 IN. WIDE COLOR BANDS. THE COLORS SHALL MEET THE VALUE AND TOLERANCE LIMITS ESTABLISHED BY MUTCD.

1G. PAINT

ALL EXPOSED STEEL SURFACES OF THE TMA SHALL BE COATED TO MINIMIZE CORROSION. THE METAL PREPERATION SHALL INCLUDE TREATMENT WITH EITHER A CONDITIONER OR A CONVERSION COATING IN COMBINATION WITH, OR IN ADDITION TO, COATING WITH A PRIMER.

1H. ACCEPTABLE BRANDS/MODELS

SMT BY VALTIR OR EQUAL