



**MASH**✓<sup>®</sup>

## ***Lo-Ro Water Cable Barrier***

**MASH TL-1, TL-2**

**Technical Product Datasheet (Version 1.1)**

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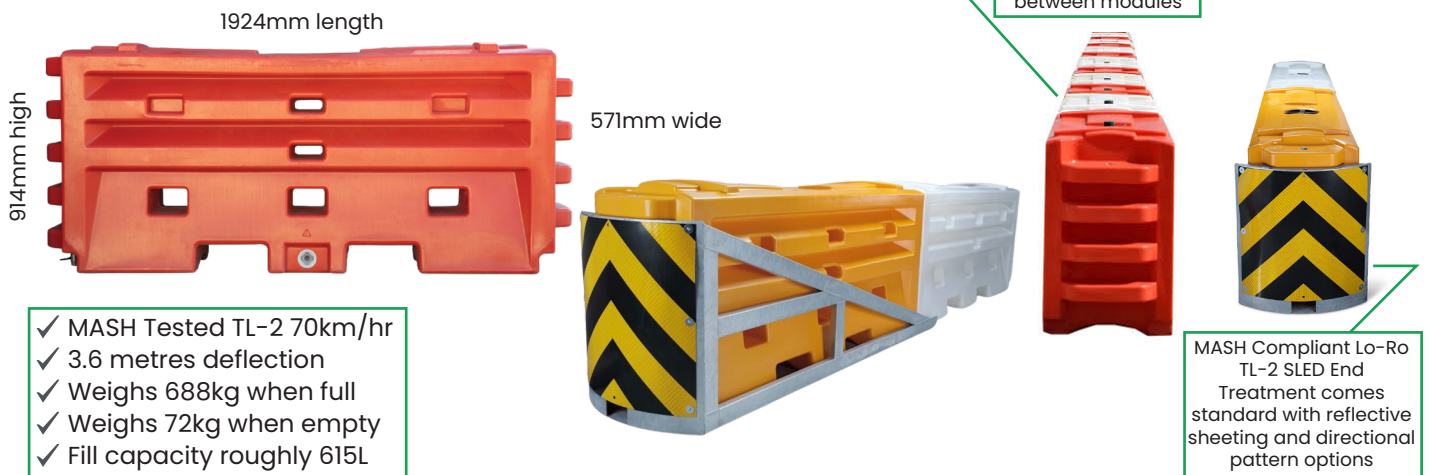
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**Overview**



**General**

New to the Australian market, the Lo-Ro water cable barrier is approved to MASH TL2 and designed for applications where low deflection is critical. Compared to competitor products on the market it has the best TL-2 deflection, shorter clear zones and shorter minimum length, saving you money and installation time whilst still providing excellent protection up to 70km/h. Plus, the Lo-Ro has multi-speed deflection having successfully been tested to MASH TL-1.

The Lo-Ro complies with AS/NZS 3845 and is Austroads approved, as well as being approved for use by NSW RMS, QLD TMR, VicRoads, Main Roads WA, SA DPTI and NT DIPL to 70km/hr.

- NSW RMS Approval
- QLD TMR Approval
- VicRoads Approval
- MainRoads WA Approval
- SA DPTI Approval
- NT DIPL Approval

The Lo-Ro has a stout design for maximum stability and durability. This reduces the clear zone requirement which provides an additional margin of safety for workers in the work zone. When full of water it weighs an impressive 726kg, and the lower profile 876mm height provides increased visibility for motorists in urban areas.

It is the lowest deflection MASH TL-2 Water-Filled Barrier on the market at only 3.6 metres. With three galvanized steel cables and strong interlocking knuckles between modules, it minimises penetration into the work zone. Plus, the moulded stacking lugs allow for easy storage and transport.

The SLED end treatment is approved for use with the Lo-Ro; it has been tested and passed MASH TL-2.

For draining, a central drain hole is located at the bottom of each module. Each drain hole contains molded-in buttress threads. The drain plug requires 1-1/2 turns to seal the plug preventing any water leaks.

The moulded-in buttress threads eliminate the possibility of cross threading compared to standard threads used in a spin welded insert. Cracked spin welded inserts may require repair and are typically not reliable, leading to water leaks. The Lo-Ro with moulded in buttress threads eliminates the issues of cross threading and insert repair.

**Features**

- Stout design for maximum stability & durability
- Lo-Ro TL-2 is designed for applications where low deflection is desired
- Reduces the clear zone requirement which provides an additional margin of safety for workers in the work zone
- Lower profile provides increased visibility for motorists in urban areas
- Lowest deflection MASH TL-2 Water-Filled Barrier at only 3.6 metres
- SLED Lo-Ro tested and passed MASH TL-2, as End-Treatment to Lo-Ro Barrier
- Interlocking knuckles minimizes rotation between modules
- Three galvanized steel cables assist with minimizing penetration into the work zone
- The Lo-Ro WCB is free standing and does not require anchoring to the road surface and can be used on concrete, asphalt, gravel, and dirt surfaces
- Moulded-in stacking lugs allow for easy storage & transport
- Available in red or white outer shell made from energy attenuating plastic
- Modules will collapse and rupture when impacted and disperse the contained water
- Modules will not crack or corrode when left on the job site or stored for long periods of time
- Large 200mm diameter water fill opening allows for easy access for filling using a large diameter hose from a water tanker truck
- Comes with a twist lock lid to cover the fill hole opening when the water filling process is complete
- Water level indicator is designed into the twist lock lid
- Central drain hole located at the bottom of each module - each drain hole contains moulded-in buttress threads



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