

Maine Department of Transportation
Qualified Products List of
CRASH CUSHIONS / ATTENUATORS

Crash Cushion	Test Level	Testing Criteria	FHWA Eligibility Letters	Application	Manufacturer/Supplier
Sacrificial Crash Cushions					
CAT-350* (Crash Cushion Attenuating Terminal)	3	350	CC-33, 33A	Permanent	Trinity Highway Products, LLC
X-MAS ¹ (X-Tension Median Attenuator System)	3	350	CC-102	Permanent	Lindsay Transportation Solutions
X-TENUator Crash Cushion	3	350	CC-109	Permanent and Temporary	Lindsay Transportation Solutions
Reusable Crash Cushions					
TAU-II Crash Cushion Family	2, 3	350	CC-75, 75A, 75B, & 75C	Permanent and Temporary	Barrier Systems by Lindsay
TAU-IIR Crash Cushion Family	3	350		Permanent and Temporary	Barrier Systems by Lindsay
QuadGuard	3	350	CC-35 A-H, CC-112	Permanent	Energy Absorption Systems, Inc.
QuadGuard HS (High Speed)	3	350	CC-35E	Permanent	Energy Absorption Systems, Inc.
FASTRACC	3	350	CC-54 A-H	Permanent	Trinity Highway Products, LLC
SHORTRACC	2	350		Permanent	Trinity Highway Products, LLC
TRACC	3	350		Permanent	Trinity Highway Products, LLC
WIDETRACC	3	350		Permanent	Trinity Highway Products, LLC
Low Maintenance and/or Self-Restoring Crash Cushions					
Compressor	3	350	CC-95	Permanent and Temporary	Traffix Devices, Inc.
HEART (Hybrid Energy Absorbing Reusable Terminal)	3	350	CC-89	Permanent	Trinity Highway Products, LLC
QuadGuard Elite (8-bay unit)	3	350	CC-57B	Permanent	Energy Absorption Systems, Inc.
REACT 350 II	3	350	CC-112A	Permanent	Energy Absorption Systems, Inc.
REACT 350 (Reusable Energy Absorbing Crash Terminal)	3	350	CC-26 A thru I	Temporary	Energy Absorption Systems, Inc.
SCI100GM Smart Cushion	3	MASH	CC-128	Permanent and Temporary	Work Area Protection Corp.
SCI70GM Smart Cushion	2	350	CC-85A	Permanent and Temporary	Work Area Protection Corp.
Sand-Filled Barrel Systems For Temporary, Non-Winter Use Only					
Big Sandy	3	350	CC-52, A & B		Traffix Devices, Inc.
CrashGard	3	350	CC-97		Plastic Safety Systems, Inc.
Energite III	3	350	CC-29		Energy Absorption Systems, Inc.
Work Zone Crash Cushions					
N-E-A-T System	2	350	CC-25	Temporary	Energy Absorption Systems, Inc.

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Truck/Trailer Mounted Systems					
Scorpion Trailer Attenuator	3	350	CC-65, B, C, E	Temporary	Traffix Devices, Inc.
Scorpion Truck Mounted Attenuator	3	350	CC-65	Temporary	Traffix Devices, Inc.
TTMA-100	3	350	CC-90, A	Temporary	Gregory Industries, Inc.
U-MAD Trailer Mounted Attenuator	3	350	CC-103	Temporary	Lindsay Transportation Solutions
U-MAD Truck Mounted Attenuator	3	350	CC-64, A, B, C, D, E, F, G	Temporary	Lindsay Transportation Solutions

*Can be used as a longitudinal barrier end treatment and as a crash cushion either in the median or on the shoulder.

Test Level 2 – for design speeds < 45 mph
Test Level 3 – for use at all design speeds

"The category of "Low Maintenance/Self Restoring" impact attenuators includes those crash cushions that either suffer very little, if any, damage upon impact and are easily pulled back into their full operating condition, or they partially rebound after an impact and may only need an inspection to ensure that no parts have been damaged, misaligned, etc. Although some attenuators can still function and save lives after being struck once, no device is completely maintenance free." -FHWA

Guidelines which may be considered for adoption by a highway agency include:

Sacrificial Crash Cushion - ADT less than 25,000; low history or expectation of impacts occurring during lifetime of the crash cushion; locations >10 ft. from traveled way and/or outside of the clear zone.

Reusable Crash Cushion - ADT less than 25,000; history or expectation of one or fewer impacts each year; unlimited repair time locations; locations >10 ft. from the traveled way.

Low Maintenance and/or Self-Restoring Crash Cushions - ADT of 25,000 or more; history or expectation of multiple impacts each year; sites with repair time limitations; location within 10 ft. of the traveled way; sites requiring night repairs; and gore locations.

AASHTO Roadside Design Guide, 4th Edition 2011

The AASHTO Manual for Assessing Safety Hardware (MASH) is the new state of the practice for the crash testing of safety hardware devices for use on the National Highway System (NHS). It updates and replaces NCHRP Report 350.

Impact Attenuator Units from manufacturers not listed above must not be incorporated into any MaineDOT work without prior approval. Please contact the Product Evaluation Coordinator at 207-624-3268 with any questions.

Sales Representatives seeking approval of a new product should submit their product's Materials Technical Data Sheet, Instructions for Installation, Material Safety Data Sheet, and a completed copy of the [MaineDOT New Product Evaluation Form](#).

Re-certification of these products is required 5 years from the date of acceptance, and every 5 years thereafter to remain on the QPL.