



SLED™

Sentry Longitudinal Energy Dissipater



#45044-Y-CIS

Features:

- FHWA Accepted for Shielding the Blunt End of Concrete, Steel and Water Filled Barriers
- Quick and Easy Set-Up, No Foundation Anchoring, Minimized Installation Exposure Time
- Cost Effective End Treatment for Concrete, Steel or Water Filled Barriers
- Universal Transition Quickly and Easily Attaches to a Variety of Barrier Shapes and Sizes
- SLED's Stout Design Virtually Eliminates Vaulting
- Narrow Footprint is Ideal for Work Zones or Roads with Minimal Shoulder Spacing
- Shortest TL-3 Water Filled Crash Cushion, Fewer Incidental Impacts
- Containment Impact SLED Minimizes Debris Field
- Visual "Drive By" Fill Indicators Quickly Verify Water Module's are Properly Filled
- FHWA Accepted for Use in Uni and Bi-Directional Applications
- Internal Steel Cables Help Guide Vehicle After an Impact, creating a Truly "Limited Gating" System
- SLED End Treatments Requires no Anchors on Roadway or Bridge Deck.



SLED™

SLED™ Sentry Longitudinal Energy Dissipater

The Sentry Longitudinal Energy Dissipater (SLED) is a narrow, non-redirective gating crash cushion. SLED is designed to shield the end of all permanent and temporary portable barrier shapes including concrete, steel and plastic. SLED's unique design incorporates four internal steel cables which help envelop the impacting vehicle, reducing the possibility of secondary accidents. The SLED End Treatment does not require foundation anchor bolts to be attached to the road or bridge deck. The complete crash cushion can be installed quickly, with as little as one pick up truck and two workers on compacted dirt, gravel, decomposed granite, asphalt or concrete.

Each SLED module is manufactured from a high visibility yellow polyethylene that is UV stabilized to minimize degradation. It is designed to deform and rupture on impact, absorbing the energy of the errant vehicle. The SLED has the most versatile transition for shielding all permanent and temporary portable barriers. The combination of hinging and contouring, allows the transition panels of the SLED End Treatment to be attached to narrow, wide or other profile shapes with either converging, or diverging angles, up to 10 degrees.



SLED™ TL-3 4500 lb. Pick-Up Truck Impact Attached to Concrete Median Barrier Wall



Inline TL-3 Truck Test Pre Impact



Inline TL-3 Truck Test Post Impact

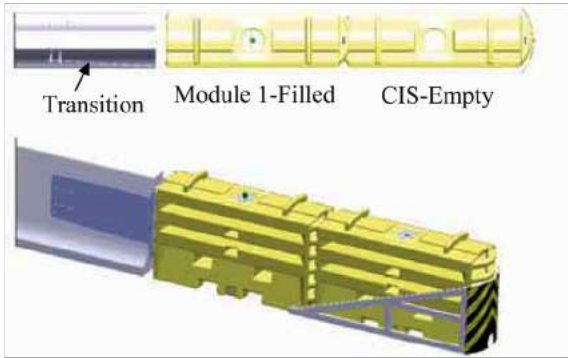


SLED™
Sentry Longitudinal
Energy Dissipater



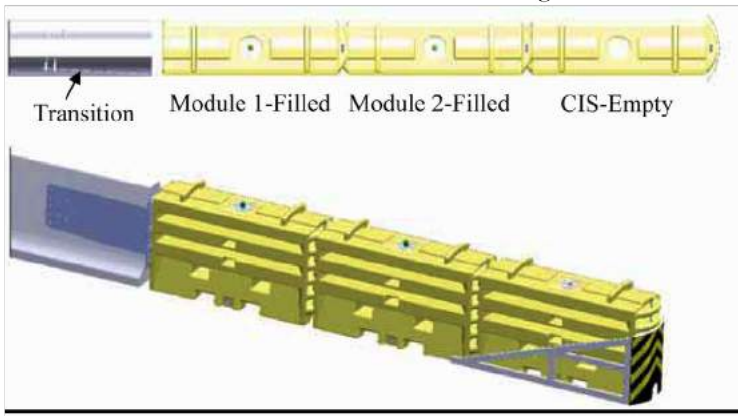
SLED™

TL-1 Configuration

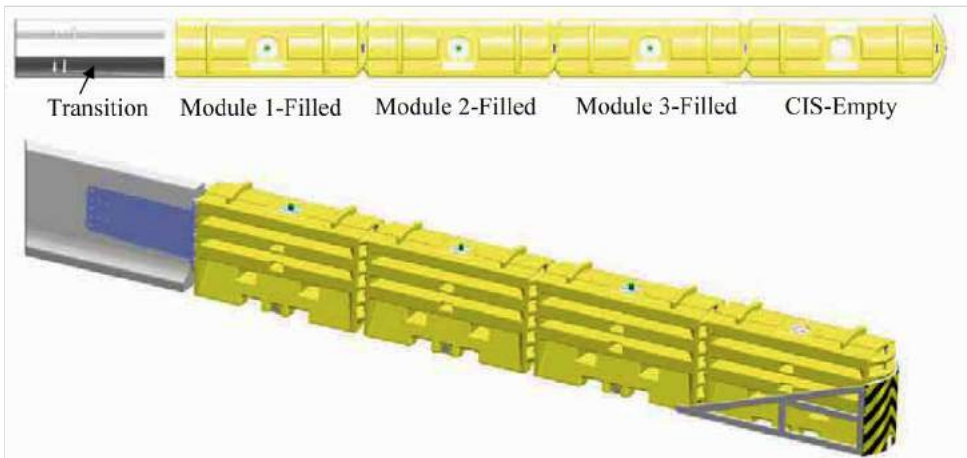


*Complete SLED™ TL-3 System
Transports in a Pick-Up Truck*

TL-2 Configuration



TL-3 Configuration



TL-3 Specifications

Length	25'-6"
Height	43"
Width:	27"
Weight (Empty):	995 lb.
Weight (Full):	6505 lb.



Steel Barrier Attachment



Concrete Barrier Attachment



SLED™ Internal Cables



SLED™



SLED™

Sentry Longitudinal Energy Dissipater

Sentry™

Water-Cable Barrier



SLED CIS Module Connects to Sentry Water-Cable Barrier

Features:

- Cost Effective End Treatment to Existing Sentry Water-Cable Barrier to provide TL-1, TL-2 or TL-3 Performance
- FHWA Accepted for Shielding the blunt end of the Water Filled Barriers
- Shortest Length TL-3 Crash Cushion Results in Fewer Incidental Impacts
- Containment Impact SLED Minimizes Debris Field Upon Impact
- Narrow Footprint is Ideal for Work Zones or Roads with Minimal Shoulder Spacing
- No Need for Additional Plastic Water-Filled Modules to Create Flared End Treatment



SLED™ Installations Throughout North America

SLED™



SLED™ TL-3 in Georgia



SLED™ TL-3 in New Mexico



SLED™ TL-2 in Philadelphia



SLED™ TL-2 in Illinois



SLED™ TL-3 in Texas



SLED™





SLEDTM mini



Features:

- MASH Tested and Accepted as a TL-1 End Treatment for Traffix Water WallTM
- MASH Tested and Accepted for Uni and Bi-Directional Applications
- A Single Internal Steel Cable Prevents the Impacting Vehicle From Penetrating the Barrier Wall
- Stout Design Virtually Eliminates Vaulting of the Impacting Vehicle
- Containment Impact Sled (CIS) Minimizes Debris Field
- Quick and Easy Setup Minimizes Installation and Worker Exposure Time
- No Foundation Anchoring Required
- Narrow Width is Ideal for Lower Speed Work Zones or roads with Minimal Shoulder Spacing

SLEDTM MINI





SLED™



EURO-TERMINAL

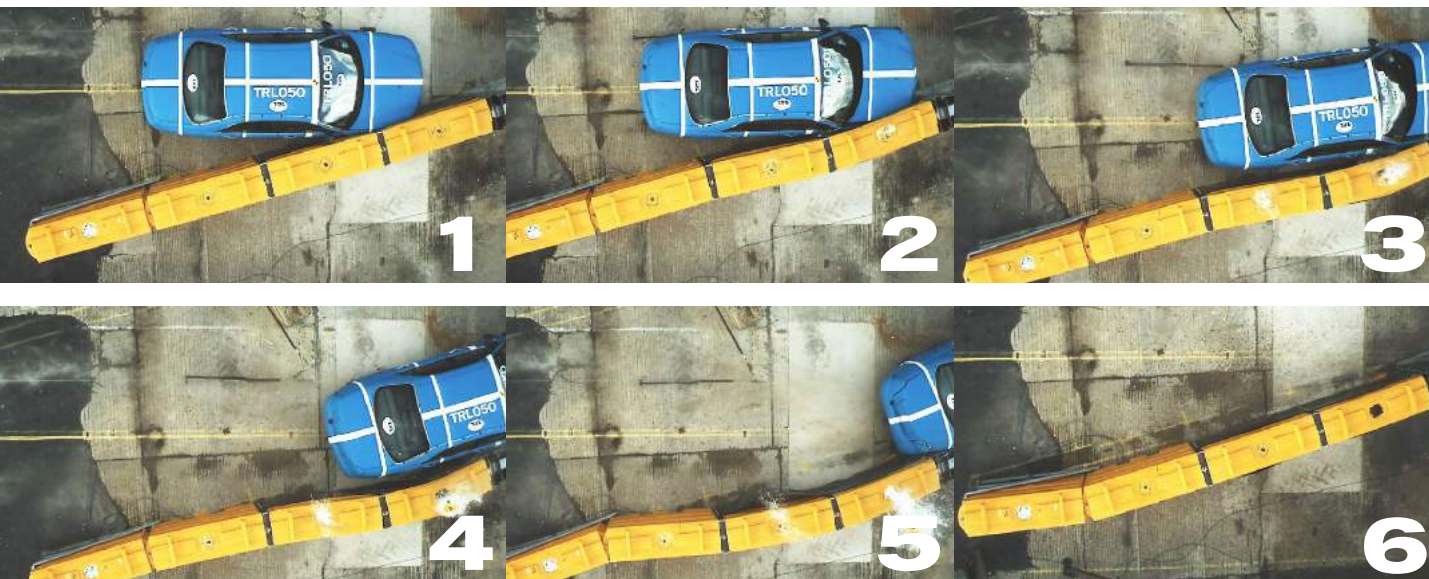
Sentry Longitudinal Energy Dissipater



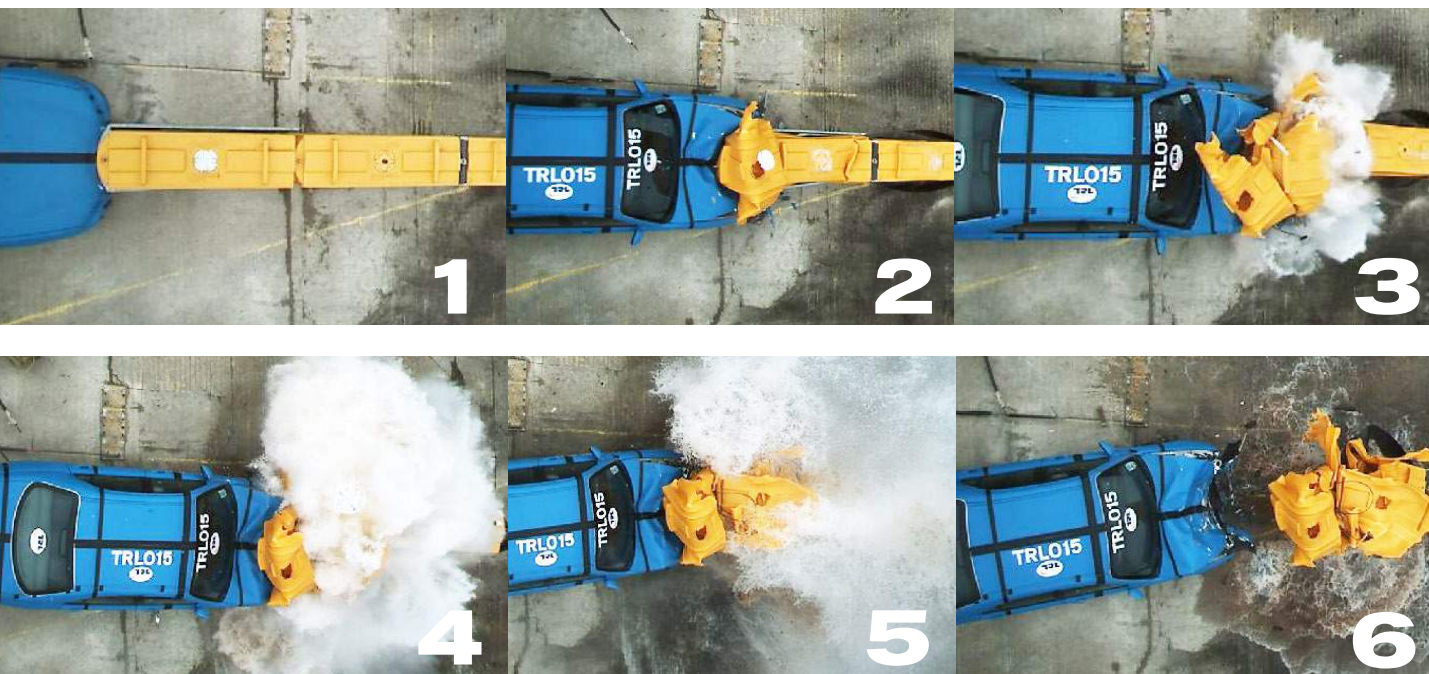
Features:

- SLED Euro-Terminal Offers a Safe and Effective End Treatment For Turned Down or Blunt Barrier Ends
- EN 1317-4 P4 Accepted for Shielding the Blunt End of Steel, Concrete & Water Filled Barriers
- Quick and Easy Set-Up, No Foundation Anchoring, Minimized Installation Exposure Time
- Cost Effective End Treatment for Concrete, Steel or Water Filled Barriers
- Barrier Specific Transitions Quickly and Easily Attach to the Most Popular Steel Barriers and Concrete
- SLED's Stout Design Virtually Eliminates Vaulting
- Narrow Footprint is Ideal for Work Zones or Roads with Minimal Shoulder Spacing
- Short Length reduces the chance for incidental Contact
- Containment Impact SLED Minimizes Debris Field
- Visual "Drive By" Fill Indicators Quickly Verify Water Module's are Properly Filled
- Internal Steel Cables Link all Components, Thereby Minimizing Vehicle Intrusion Into the Work Zone
- SLED End Treatment Requires no Anchors on Roadway or Bridge Deck

Tested and Accepted



Tested and Accepted: EN1317-4 P4 Impact Speed: 110 kph Vehicle Type: 1500 kg Bullet
 Vehicle Impact Angle: 15° Side



Tested and Accepted: EN1317-4 P4 Impact Speed: 110 kph Vehicle Type: 1500 kg Bullet
 Vehicle Impact Angle: Head-On Centre



SLED™ EURO-TERMINAL



Traffix Devices is the first to produce a temporary device (Euro-Terminal) to pass these tests for EN 1317-4 P4



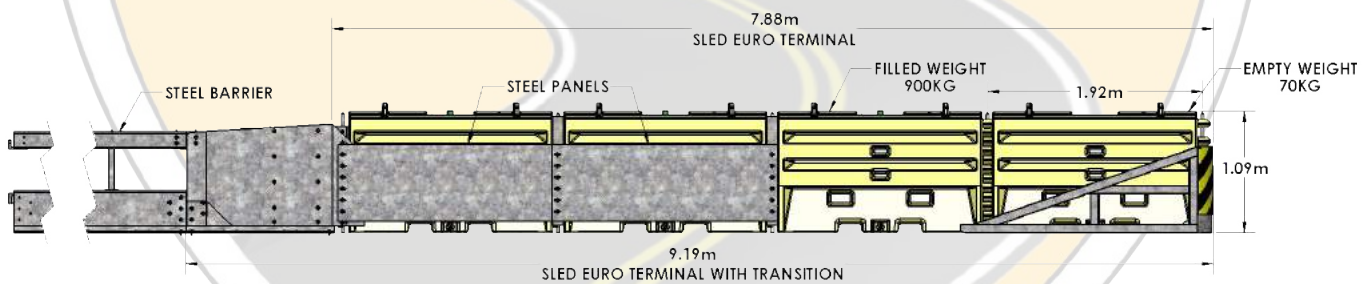


TM

SLED™ EURO-TERMINAL Sentry Longitudinal Energy Dissipater

The SLED EURO-TERMINAL is a narrow water filled attenuation device designed to shield the end of safety barriers in frontal and side impacts. The SLED EURO-TERMINAL's unique Containment Impact Sled (CIS), safely brings an impacting vehicle to a controlled stop and prevents the vehicle from vaulting, while containing the plastic debris within the steel CIS frame structure. The side safety panels and internal steel cables re-direct an impacting vehicle away from the blunt barrier end.

The SLED EURO-TERMINAL is the only free standing attenuation device that has been tested and accepted to EN1317-4 P4 requirements. Since the system is free standing, there are no pavement anchors, bolts or drilling to compromise the integrity of the roadway surface or bridge deck. The complete P4 SLED EURO-TERMINAL can be installed quickly with as little as one lorry and two workers and is designed to be placed on compacted dirt, gravel, decomposed granite, asphalt, or concrete.



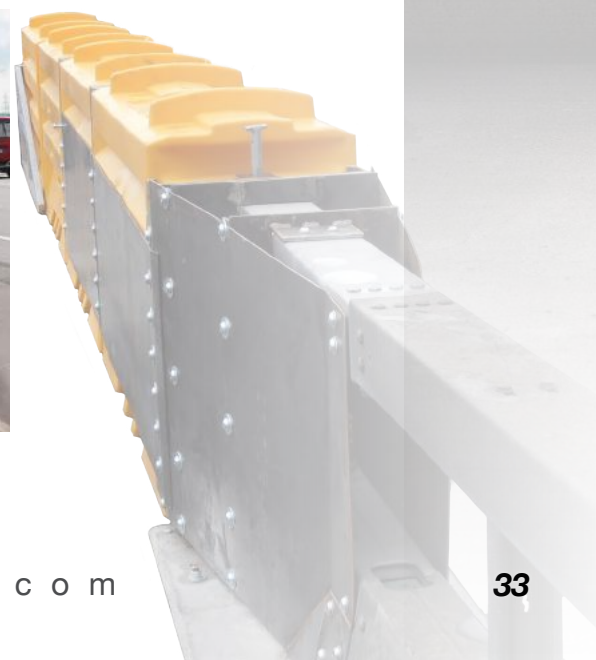
TT 2.1.100
Head on nose 1/4 offset to roadside
Vehicle Mass = 900 kg
Velocity = 100 Km/h

TT 1.3.110
Head on centre
Vehicle Mass = 1500 kg
Velocity = 110 Km/h

TT 4.3.110
Side, 15 degree
Vehicle Mass = 1500 kg
Velocity = 110 Km/h

TT 5.1.100
Side, 15 degree (reverse impact)
Vehicle Mass = 900 kg
Velocity = 110 Km/h

Saving Lives with the SLED™ EURO-TERMINAL



Solves Vehicle Vaulting From Impacting Turn-Down Ends