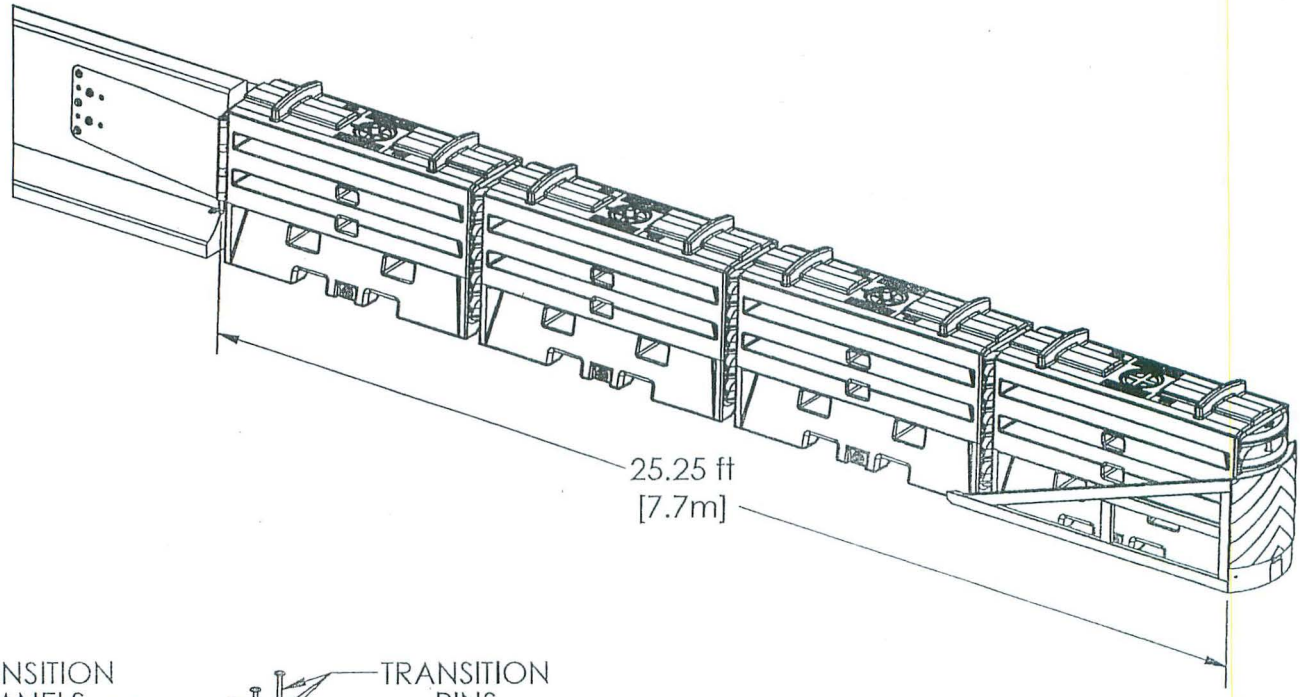

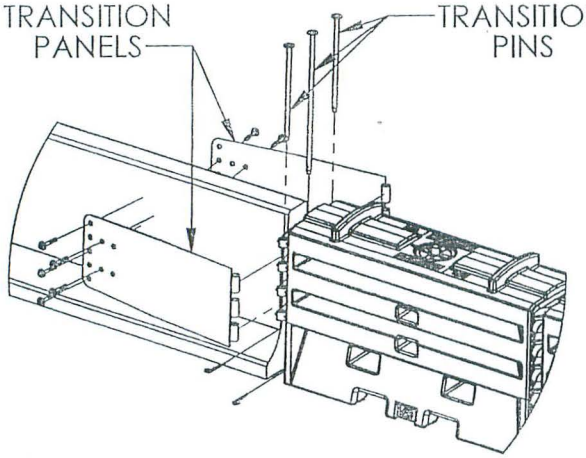

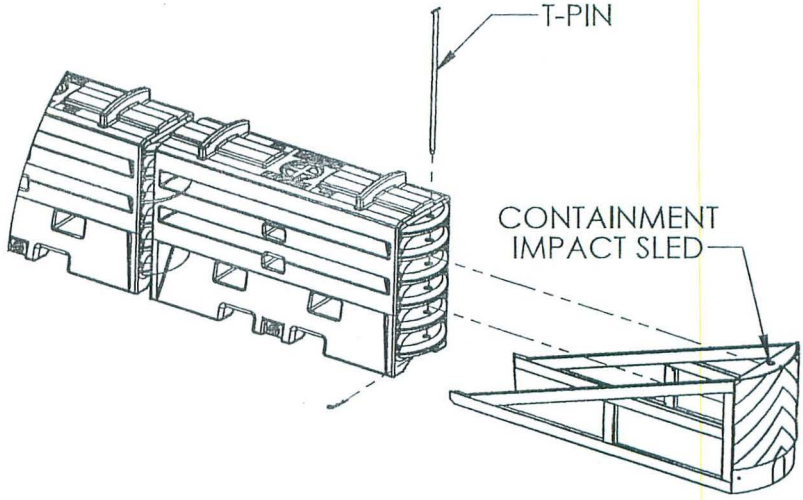

SLED END TREATMENT

TrafFix Devices Inc.

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INTENDED USE

The Sentry Longitudinal Energy Dissipater (SLED) Crash Cushion is a narrow water-filled, non-redirective gating crash cushion designed to shield the end of rigid objects. The SLED End Treatment does not require anchor bolts to be secured to the road surface. The SLED system can be installed on asphalt and concrete road surfaces.

The MASH SLED TL-3 is the same design as the NCHRP-350 SLED TL-3 (reference acceptance letter CC-114). No changes were made to meet the safety evaluation criteria for MASH. Four yellow polyethylene plastic modules make up the TL-3 system. The front module is left empty and weighs approximately 150 lbs. [68 kg]. The Containment Impact Sled (CIS) is pinned to the front empty module. The three remaining modules used in a TL-3 application are water filled. When filled, each module weighs approximately 2000 lbs [907 kg]. The rearmost water filled module is positively connected to the steel transition frame. This is the same connection method used between adjacent modules and within the CIS and the empty front module. The transition panels are pinned to the transition frame using outboard alignment pins designed into the transition frame. The transition panels are attached to the rigid object using a minimum of four (4) mechanical fasteners per side. A minimum of eight (8) fasteners are required to properly secure the SLED to the rigid object.

SLED End Treatment
Length: 25.25 ft. (7.7 m) (Pin to Pin)- Four (4) Modules, TL-3 Version
Height: 3.8 ft. (1.2 m)
Width: 2.3 ft. (0.7 m)

The SLED End Treatment has been tested and passed the recommended procedures of NCHRP-350 and MASH.

ACCEPTANCE

FHWA Eligibility Letter:

CONTACT INFORMATION

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SLED END TREATMENT

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