ATTENUATOR
PRODUCT GUIDE

TrafFix Devices Inc.

MADE IN AMERICA

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Scorpion®
Truck Mounted Attenuator (TMA)

SUCCESSFULLY TESTED
NCHRP 350
COMPLIANT
AND ACCEPTED

The Scorpion TMA has been tested and PASSED ALL optional and mandatory requirements suggested in the NCHRP-350 Report for TL-3. Additionally, the Scorpion TMA has passed the UKTD49, 110 km/h (68 mph) test.

The Scorpion TMA is hydraulically powered and measures 13 feet long when fully extended, making it ideal for stationary and mobile construction zones.

The Scorpion TMA is fully extended, with the changeable message panel in the travel or storage position.

The Scorpion TMA and message panel in the storage or transport position.

The Scorpion is a Truck Mounted Attenuator (TMA) that is truly “different by design”.

The Scorpion TMA consists of strut and cartridge sections that are linked together on a support frame. The curved side rails are made from corrosion resistant aluminum tubes, which offer full width impact protection along the entire length of the TMA. The side rails were designed to re-direct errant vehicles away from the rear of the truck (coffin corner). Other manufacturer’s TMA models have little or no side-angle impact protection.

The aluminum boxes are filled with a moisture resistant, aluminum honeycomb material. The boxes, together with the curved side rails, absorb the energy from an impacting vehicle. The aluminum boxes are painted with a bright yellow powder-coated finish, for lasting durability.

SAVING LIVES AROUND THE WORLD

949.361.5663

Versatility and Flexibility–TrafFix Devices Offers THREE Different Scorpion TMA Models

MODEL A

The Scorpion TMA Model A utilizes only the cartridge section providing impact protection up to 45 mph (70 km/h). It incorporates a modular design, which can be upgraded to a Model C-90 or Model C (to meet NCHRP-350, TL-3 requirements), by simply adding the strut section.

MODEL C-90

The Scorpion TMA Model C-90 folds just to the 90-degree position (when folding over the truck bed is not desired). This feature allows for easy transit in the upright position. The Scorpion TMA Model C-90 provides TL-3 impact protection.

MODEL C

The Scorpion TMA Model C folds over the bed of flat bed, stake bed or dump trucks. The Scorpion TMA Model C provides TL-3 impact protection. Center or side mounts are also available

SPECIFICATIONS

MODEL A
(NCHRP-350, TL-2)
Weight 760 lbs. (346 kgs.)
Length (from back of vehicle)
Travel/Storage 3' (1 m)
Deployed 8' 8" (2.65 m)
Width 8' (2.45 m)
Height (from ground)
Travel/Storage 11' (3.35 m)
Deployed (ground clearance) 1' (.3 m)
Tests Successfully Passed
2-50, 2-51

MODEL C-90
(NCHRP-350, TL-3)
Weight 2,350 lbs. (1070 kgs.)
Length (from back of vehicle)
Travel/Storage 3' 10" (0.94m)
Deployed 13' 10" (4.21 m)
Width 8' (2.45 m)
Height (from ground)
Travel/Storage 13' 8" (4.20 m)
Deployed (ground clearance) 1' (.3m)
Tests Successfully Passed*
3-50, 3-51, 3-52, 3-53
UKTD49 - 68.5 mph (110 km/h)

MODEL C
(NCHRP-350, TL-3)
Weight 2,200 lbs. (1000 kgs.)
Length (from back of vehicle)
Travel/Storage 2' 5" (.74 m)
Deployed 13' 10" (4.21 m)
Width 8' (2.45 m)
Height (from ground)
Travel/Storage 10' 6" (3.05 m)
Deployed (ground clearance) 1' (.3m)
Tests Successfully Passed*
3-50, 3-51, 3-52, 3-53
UKTD49 - 68.5 mph (110 km/h)

**TrafFix Devices Scorpion TMA has been tested and also PASSED a "worse case" side angle re-directive impact test, that goes beyond all governmental testing requirements. Full details are available upon request.*

Protecting Workers and Motorist on the Highway

Scorpion® TMA FAST-TRAK™ SwiftConnect™ Mounting System

Fast-Trak Lowboy works on trucks with Salt Spreders

Fast-Trak w/30" Extension and Vertical Arrowboard Lift

Fast-Trak with TL-2 Scorpion

- Quickly and securely connect the Scorpion Truck Mounted Attenuator to any heavy-duty vehicle with the Fast-Trak SwiftConnect
- Fast-Trak SwiftConnect Eliminates the need for a single, dedicated Host Vehicle
- Connection/Disconnection is the fastest in the industry
- Fast-Trak SwiftConnect allows the Scorpion TMA to connect in as little as a minute
    1. Back up truck to Fast-Trak SwiftConnect
    2. Align mounting hooks over connection bars and lower in place
    3. Plug in electrical connections
    4. Crank jacks up and rotate for storage and insert locking pins
- Additional traks allow TMA to be installed on multiple vehicles in your fleet
- Safe and secure, the Fast-Trak SwiftConnect is easy to install on any of your flat bed or dump trucks.
- All steel construction provides excellent durability while the swift connection delivers maximum flexibility for your fleet.
- Another innovative engineering advancement from TrafFix Devices, Inc.

Swift Connection

Back up truck to Fast-Trak SwiftConnect

Align mounting hooks over connection bars and lower in place

Plug in electrical connections

Crank jacks up and rotate for storage and insert locking pins

Scorpion® TMA Mounting and Support

Fast-Trak Mounting Choices

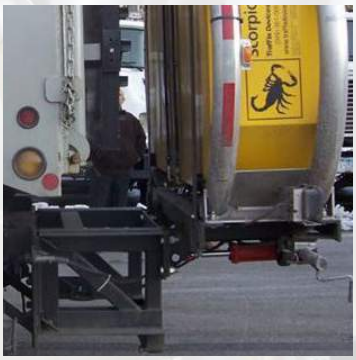
Fast-Trak SwiftConnect is available in 6”, 12”, 18”, 24”, 30” and 36” lengths. Other extension lengths available upon request.

Fast-Trak SwiftConnect with 30” Extender Frame

Traditional Mounting Choices

Standard Frame

12” Extension Frame



24” Extension Frame

Support Choices

Dump Truck Side Support

Flat Bed Side Support

Flat Bed Center Support

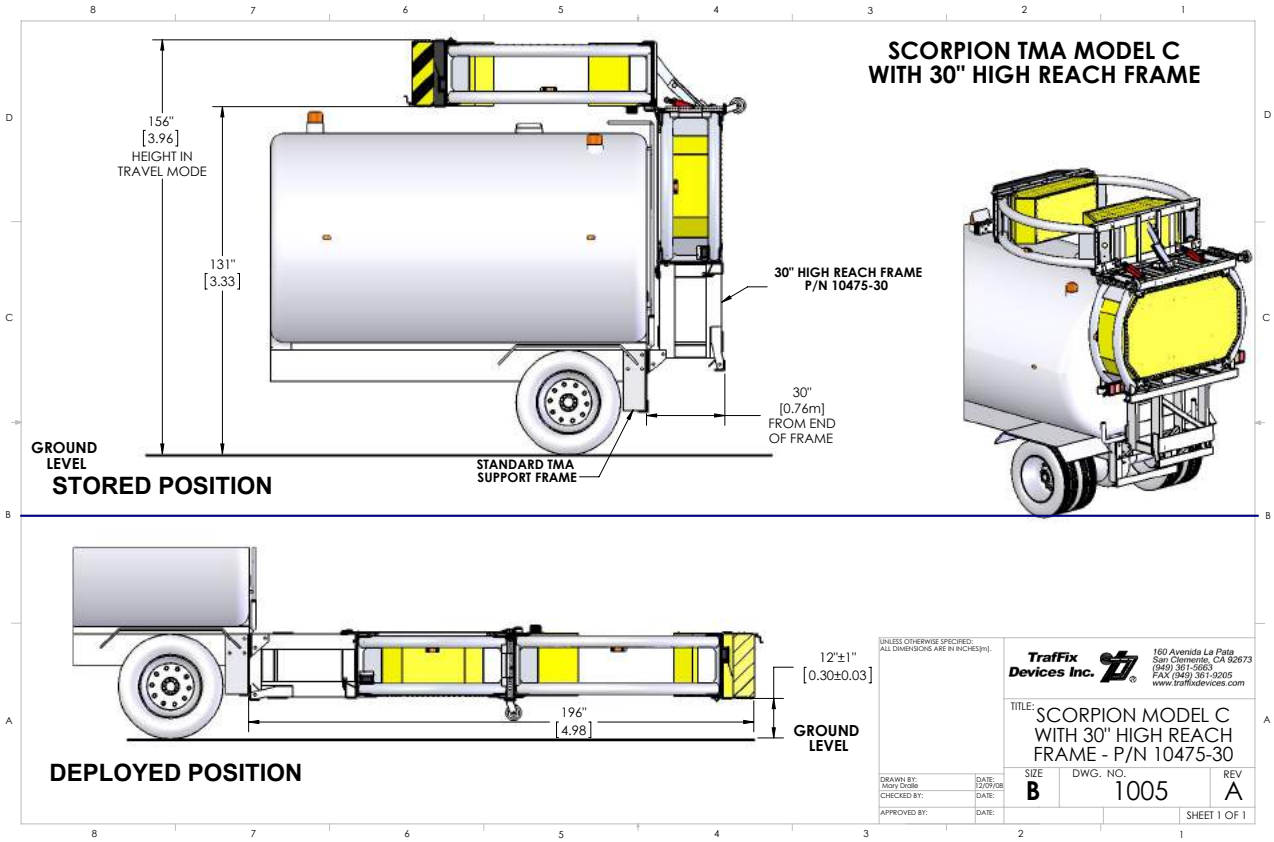
High Reach Extension Frames

Used to gain additional vertical clearance over truck bed or equipment.

30” High Reach Extension Frame

6” High Reach Extension Frame

SPECIFICATIONS

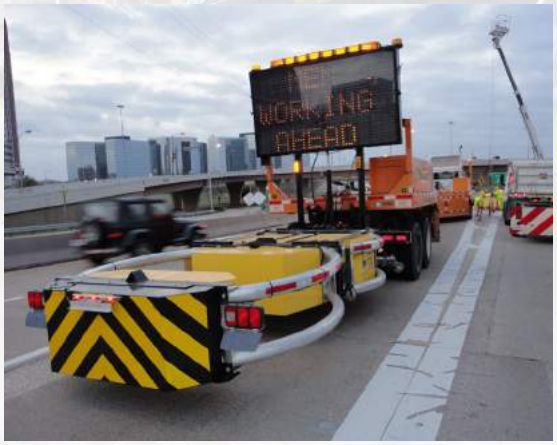


Scorpion®

Truck Mounted Attenuator (TMA)

Arrow/Message Board Mounting Systems

Scorpion with 15 Light Arrow Board and Hydraulic Lift



Scorpion with Message Board and Hydraulic Lift

Hydraulic Lift Options for Arrow & Message Boards

Traditional Hydraulic Vertical Lift

Fast-Track Hydraulic Vertical Lift

In-Cab Controller w/ 30' Cable Controls Scorpion™ & Hydraulic lift (Factory or Field Installation)

LED Tail Light Upgrade Kit

Other options available from TrafFix Devices, Inc.
Contact your Authorized Distributor for more details.

SUCCESSFULLY TESTED
NCHRP 350
COMPLIANT
AND ACCEPTED

Scorpion® Trailer Attenuator

Scorpion TL-3 Trailer Attenuator with optional Arrow Board and Lift easily adapts to multiple trucks for efficient fleet management - Fast to hook up, has 45 degree turning radius, and is easy to tow and back up.

Scorpion TL-3 Trailer Attenuator with Telescoping Anti-Rotational System (TARS) allows for Single Point Attachment to Pintle Hook. The Tongue keeps the cushion positioned to attenuate "real world" angled and offset impacts efficiently without Trailer Rotation.

Scorpion TL-3 Trailer Attenuator with optional Arrow Board and Lift has great visibility to oncoming drivers and is full truck width for the best protection of workers, drivers and fleet assets. NCHRP 350 tested and accepted with arrow or message board.

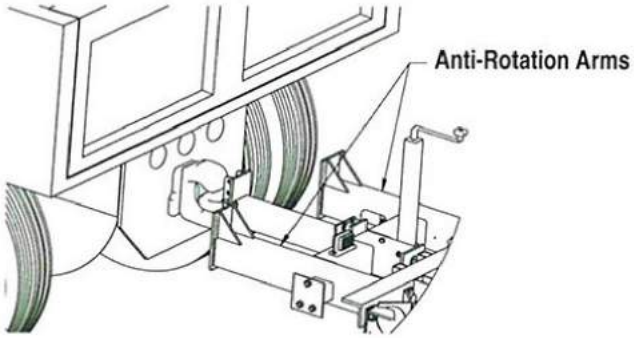
Scorpion®Trailer Attenuator

Features:

- NCHRP 350 tested and accepted for all mandatory and optional offset and angled impacts with host vehicle free standing, unblocked & unrestrained
- Only Trailer Attenuator to be tested and accepted with a 10,000 lb host vehicle
- Infinite weight tested and accepted allows the Scorpion Trailer to be used on heavy host vehicles with no upper weight limit
- During impact testing, Scorpion Trailer stayed attached to the host truck and never became detached from the pintle hook
- Single point attachment to standard 20 Ton (minimum) rated pintle hook is quick and easy
- Telescoping Anti-Rotational System (TARS™) eliminates Scorpion Trailer rotation during angled and offset impacts, preventing trailer separation from host vehicle
- Requires little or no modification or additional mounting hardware to host vehicle
- The Scorpion's proven modular design crushes in progressive stages allowing quick and economical replacement of damaged parts
- The unique curved design gives full width protection to the back of the host vehicle and shields the deadly "coffin corners" of the truck
- Rear axle placement improves trailer stability and prevents the tail from "bottoming out" on driveways or uneven surfaces
- NCHRP Tested and accepted with optional Arrow or Message Board, which can easily be attached to Scorpion Trailer Attenuator

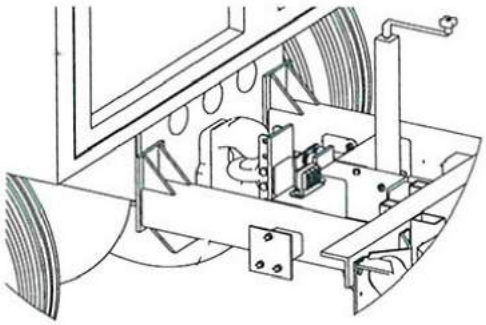
Telescoping Anti-Rotation System (TARS™)

Pre-Impact Condition



The Scorpion Trailer attaches directly to the pintle hook. It does not require additional installation, or truck modification, beyond standard factory installed pintle hook and 1/2 minimum" steel frame plate.

Post-Impact Condition

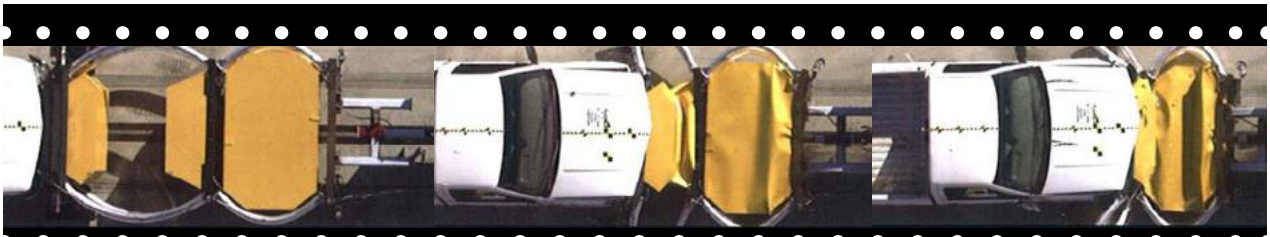


Upon impact, two heavy duty anti-rotation arms are driven against the frame plate, preventing angular rotation of the Scorpion Trailer during an accident.

TL- 3, Test 3-52 Offset Angle Impact Test
4,500 lb vehicle impacts 20,000 lb host vehicle at 62.5 mph (100 kph)

Beginning of impact *Mid-point of impact* *End of impact*

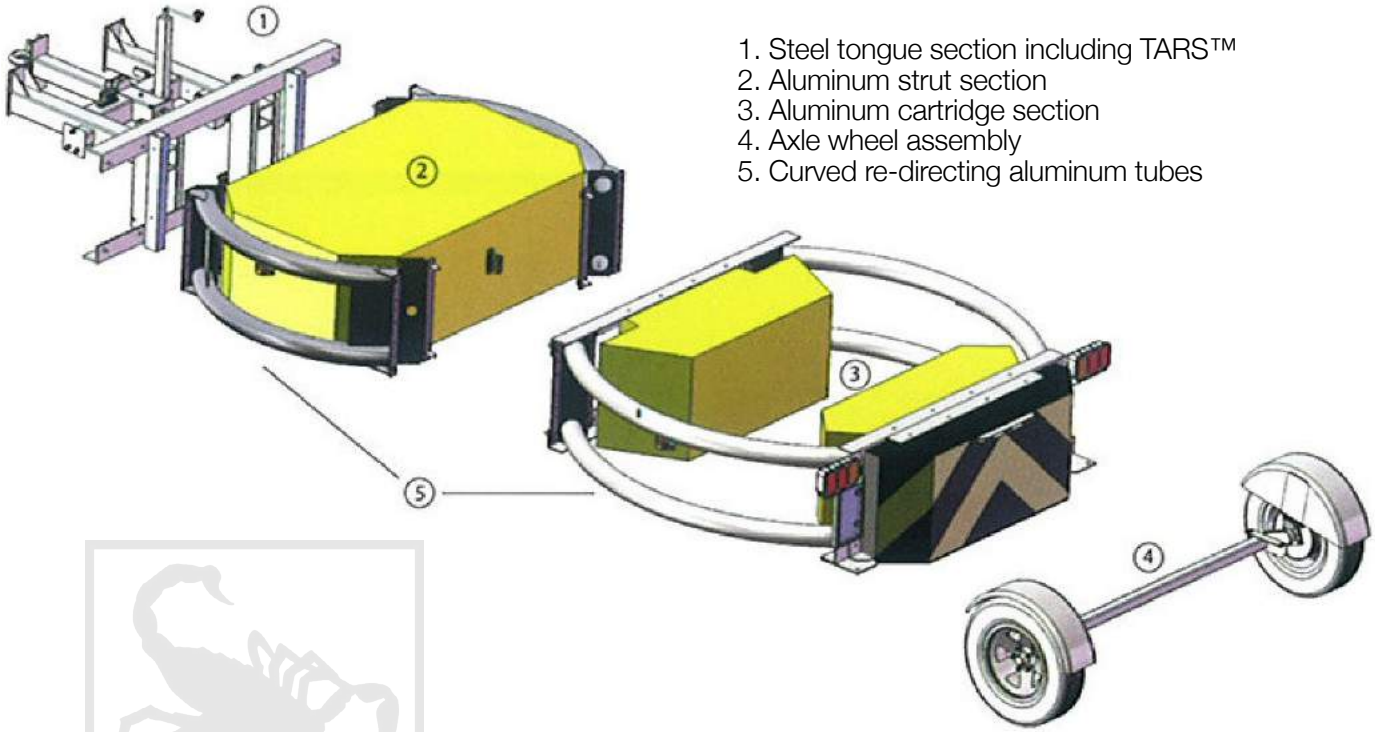
TL- 3, Test 3-51m Inline Impact Test
4,500 lb vehicle impacts 10,000 lb host vehicle at 62.5 mph (100 kph)



Beginning of impact *Mid-point of impact* *End of impact*

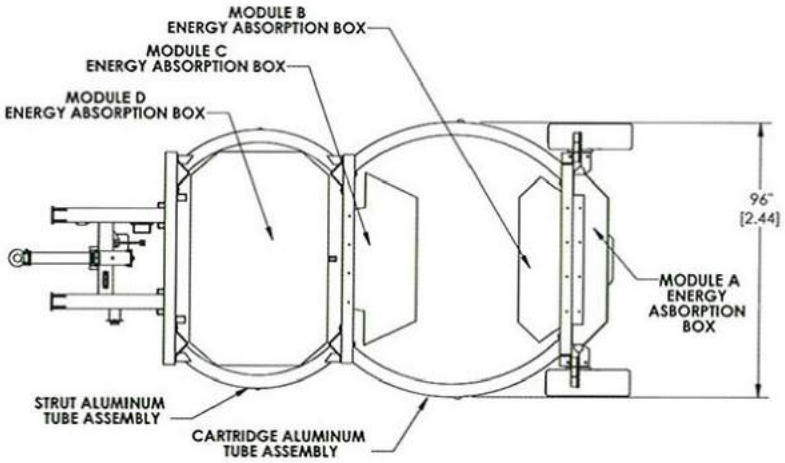
Scorpion®Trailer Attenuator

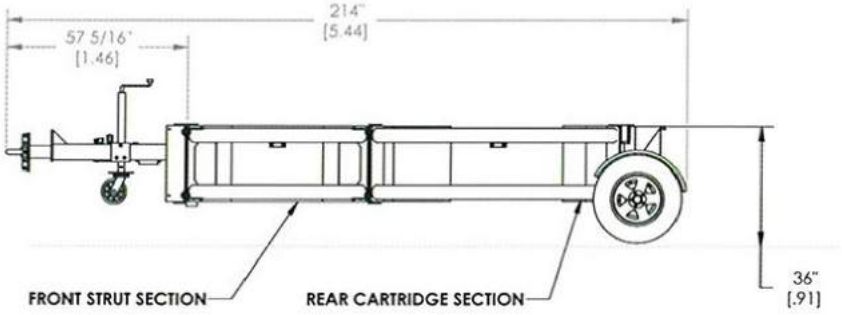
SPECIFICATIONS



1. Steel tongue section including TARS™
2. Aluminum strut section
3. Aluminum cartridge section
4. Axle wheel assembly
5. Curved re-directing aluminum tubes

	TL-2	TL-3
• Length	12'7"	17'5"
• Width	96"	96"
• Height	36"	36"
• Weight	1,460 lbs	1,900 lbs





TrafFix Big Sandy® Impact Attenuator Sand Barrels

Now there is an Impact Attenuator Sand Barrel that is easy to move and provides external verification of the barrels correct weight of sand.

#48210
2100 lbs./953 kg.

#48140
1400 lbs./635 kg.

#48247S (top half barrel)
#48247P (pedestal only)
700 lbs./318 kg.
400 lbs./181 kg.
200 lbs./91 kg.

Big Sandy® barrels in use.

Features:

- Three barrels are used to create all of the weights used in current standard array setups (200, 400, 700, 1400 & 2100 lbs (90, 180, 320, 640 & 960 kg)
- Combination barrel utilizes a pedestal base and 200, 400, 700 lbs. (90, 180, 320 kgs) top half barrel to obtain weights without using shelves or cone inserts – eliminates leaking sand.
- Simply fill the sand to the molded-in fill line to obtain the correct weight. The molded-in fill line makes external verification of weights easy.
- Reinforced lip prevents barrels from deforming when filled and provides a quick and secure fit of reinforced lid.
- All three Big Sandy Sand Barrel sizes are easily lifted, moved and emptied with the optional TrafFix Lifting Ring.
- NCHRP 350 tested and accepted
- Big Sandy barrels stack tightly, allowing you to put more on a truck than other competing brands.
- Big Sandy's wide stance allows for more stable barrel without becoming top heavy or tipping

Big Sandy® Lifting Ring

#48001-LR

Features:

- Engineered to safely lift filled TrafFix “Big Sandy” Sand Barrels
- Adjusts to lift 200, 400 & 700 lb combination barrel and the 1400 & 2100 lb barrel (90, 180, 320, 640 & 960 kg)
- Easily lifts with a forklift, truck mounted crane or a knuckle boom
- Lightweight (62 pounds) aluminum construction
- Designed for TrafFix “Big Sandy” Barrels only

Typical Sand Barrel Arrays for Different Posted Speeds

25 mph 40 kph	21 21	14 14	14 14									
30 mph 48 kph	21 21	14 14	14 14	14								
35 mph 56 kph	21 21	14 14	14 14	14	7							
40 mph 64 kph	21 21	14 14	14 14	14	7	4						
45 mph 72 kph	21 21	14 14	14 14	14 14	14	7	4					
50 mph 80 kph	21 21	14 14	14 14	14 14	14	7	4	2				
55 mph 89 kph	21 21	14 14	14 14	14 14	7 7	7	4	2	2			
** 62 mph 100 kph	21 21	14 14	7 7	7 7	7	4	4	2				
65 mph 105 kph	21 21	14 14	14 14	7 7	4 4	4 4	2 2	4	2	2	2	2
70 mph 113 kph	21 21	14 14	14 14	14 14	7 7	4 4	2 2	4	2	2	2	2

*** NCHRP 350 Tested 12 Barrel Array*

Key: Numbers indicate weights in hundreds of pounds required for each sand barrel in the array.

- 21 — 2100 lb. = 953 kg.
- 14 — 1400 lb. = 635 kg.
- 7 — 700 lb. = 318 kg.
- 4 — 400 lb. = 181 kg.
- 2 — 200 lb. = 91 kg.

This drawing is an example of a typical array plan and should in no way override what is specified by your Local or State Traffic Engineer. Contact your Local or State Traffic Engineer for specific site recommendations for each situation and location.

Water-Wall™
Water-Filled Barrier

SUCCESSFULLY TESTED
NCHRP 350
COMPLIANT
AND ACCEPTED

#45032-O

#45032-W

Features:

- Tested and Passed NCHRP 350 TL-1 Barrier Wall, TL-2 Longitudinal Channelizing Device & TL-3 Barricade
- Durable Linear low density polyethylene plastic minimizes cracking and breaking
- Double wall knuckle design minimizes breakage at hinge points
- Hinge design allows for a 30-degree pivot between sections
- Large 8” fill hole speeds filling process, includes twist-lock plastic cap
- New tamper resistant, offset drain plug with coarse buttress thread — screws in or out in only 2 1/2 turns
- Includes one steel connection pin & Keeper pin per wall that allows sections to be locked together
- Forklift and pallet jack slots are molded in for easy movement
- Standard colors are orange/red or white — additional colors available upon request
- Accepts the Water-Wall Chain Link Fence for additional job site security

30-degree pivoting hinge design allows the TrafFix Water-Wall to handle curved roads.

Large 8" fill hole speeds filling process, includes twist-lock plastic cap. **#18009**

New tamper resistant, offset drain plug with coarse buttress thread. **#45033-RC-B**

Water-Wall stacks for storage and transportation.

Water-Wall can pivot 30-degrees and be locked together with steel connection pins.
Connection Pin, #45032-CP

Water-Wall can be easily lifted and placed using a forklift or pallet jack.

NCHRP 350 Approved As:

TL-1 Longitudinal Barrier – HSA-10/B-130
TL-2 Longitudinal Channelizing Device– HSA-10/WZ-224
TL-3 Barricade – HSA-10/WZ-224

Specifications

Length	72"
Height	32"
Width	18"
Weight (empty)	80 lbs
Weight (filled w/water)	1,110 lbs
Material	Linear Low Density Polyethylene
Color	Orange/Red or White

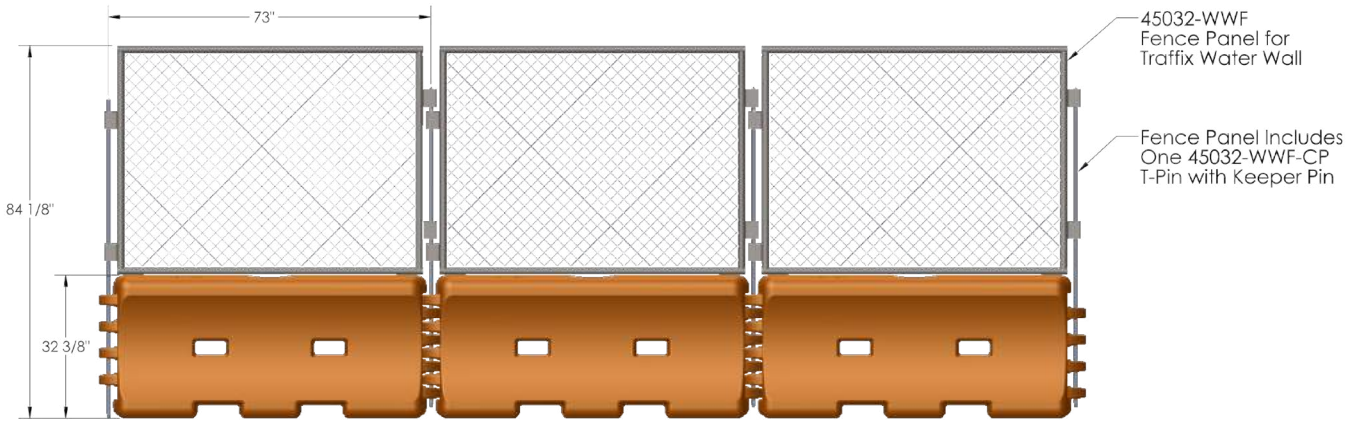
Water-Wall also works great for special events

WWF
Water-Wall Fence™

Water-Wall Fence Rotates up to 30° Degrees

T-Pin Connects Wall to Wall and Fence to Fence

Secure Pedestrian entry with a 6' Single Gate, or Drive-Thru entry with a 12' Double Gate



Description	Dimensions
WW Fence Panels	4'Tall x 6'Wide
6' Single Gate (includes two Gate Attachment Frames)	6'Tall x 6'Wide
12' Double Gate (includes two Gate Attachment Frames)	6' x 12'Wide
Gate Attachment Frame	
T-Pin with Keeper Pin	6' Length
Water-Wall (White)	72" w x 32" h
Water-Wall (Orange)	72" w x 32" h

Ideal for vertical construction. Secure and easy to deploy.

Fence can be Screened for Greater Security

Sentry™

Water-Cable Barrier

SUCCESSFULLY TESTED
NCHRP 350
COMPLIANT
AND ACCEPTED

One Soft Wall Does it All...

Sentry™
Water-Cable Barrier

4,409 lbs (2,000 kg) at 25° Impact Angle and 45 mph (70 kph)
Deflections - TL-2 45 mph (70 km/h) - only 5.9 feet (1.80 m)
Deflections - TL-3 62.5 mph (100 km/h) - only 9 feet (2.74 m)

#45032-W

Sentry has three (3) Longitudinal Saw Tooth Ribs to keep impacting vehicle from climbing

Features:

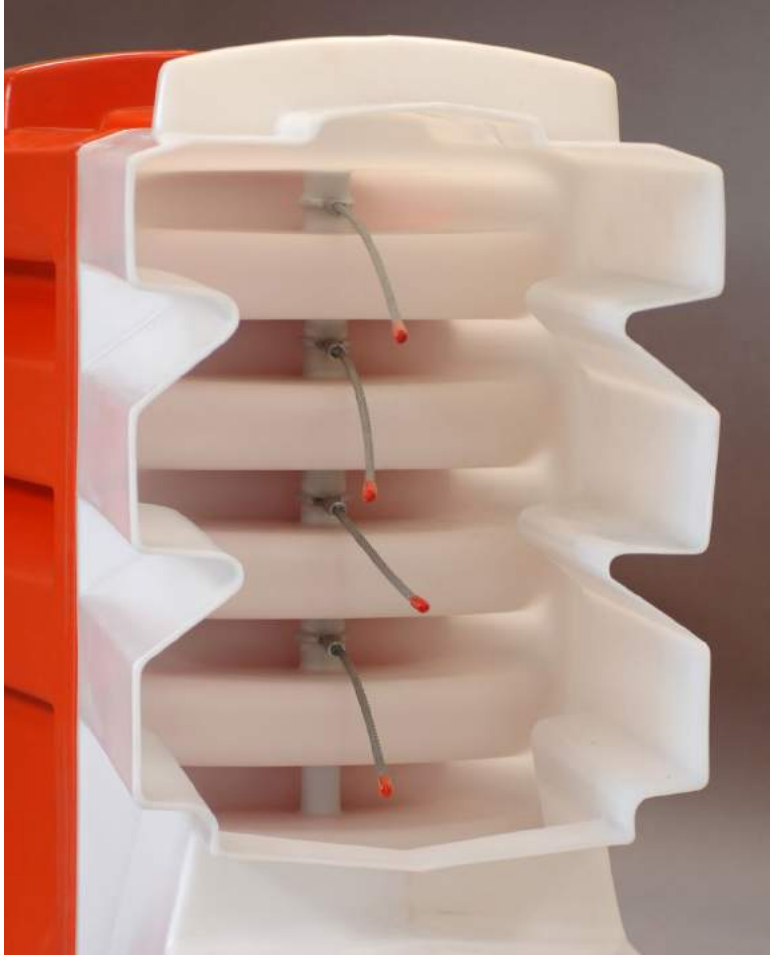
• The Sentry Water-Cable Barrier Wall has been tested and passed all TL-2 & TL-3 light weight 1,807lbs (820kg) and heavy weight 4,409 lbs (2,000kg) impacts at 45mph (70kph) and 62.5mph (100kph) impacts.

• Sentry, when filled with 220 gallons (9160 liters) of water weights approximately 2,000 lbs (907kg), and is 42" (107cm) tall, 72" (183cm) long and 22.5" (57cm) wide.

• Sentry's eleven interlocking knuckles on each end are positively linked together with a 1 1/16" (3cm) diameter hollow steel T-pin with a steel keeper at the bottom end.

• The (4) internal cables prevent the impacting vehicle from penetrating the barrier wall. At each cable end is a corrosion resistant steel bushing. Integrally molded into the Sentry are four 3/8" (9.5mm) diameter stranded steel cables, galvanized for corrosion resistance.

• The bushing is wrapped 360º around its O.D. with a loop of the 3/8" (9.5mm) diameter stranded steel cable. The bushing and cable assemblies are integrally molded into the connecting lugs, at four of the lug positions, at each end of the barrier wall.



Cutaway Showing Four Integrally Molded Cables & Bushings.

Pinned Walls Rotated at 15°.

8" diameter Water Fill Hole. **#18009**

1-1/2 Turn, Quick Out Drain Plug w/Buttress Thread.
#45033-RC-B

Specifications

Length	76"
Height	43"
Width	22"
Weight (empty)	160 lbs
Weight (filled w/water)	2,000 lbs
Material	Polyethylene
Color	Orange or White

Optional Drive By Float Lid available. Shows if the wall is properly filled. **#18009**

Sentry™
Water-Cable Barrier

SLED™

Sentry Longitudinal Energy Dissipater

SUCCESSFULLY TESTED
NCHRP 350
COMPLIANT
AND ACCEPTED

#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™ 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.

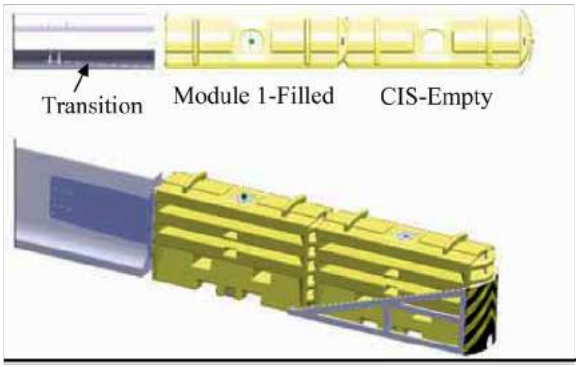
SLED™ TL-3 4500 lb. Pick-Up Truck Impact Attached to Concrete Median Barrier Wall

Inline TL-3 Truck Test Pre Impact

Inline TL-3 Truck Test Post Impact

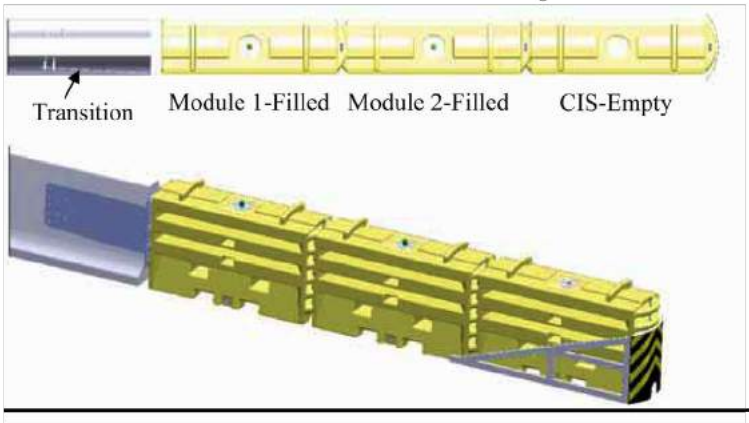
SLED™
Sentry Longitudinal Energy Dissipater

TL-1 Configuration

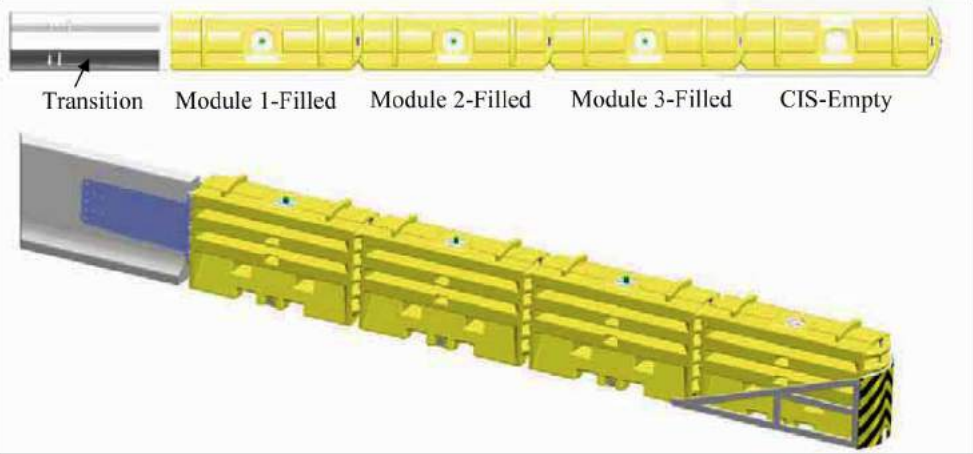


Complete SLED™ TL-3 System Transports in a Pick-Up Truck

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™

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™
Sentry Longitudinal Energy Dissipater

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™ mini

Features:

- MASH Tested and Accepted as a TL-1 End Treatment for TrafFix Water Wall™
- 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

SLED™

EURO-TERMINAL

Sentry Longitudinal Energy Dissipater

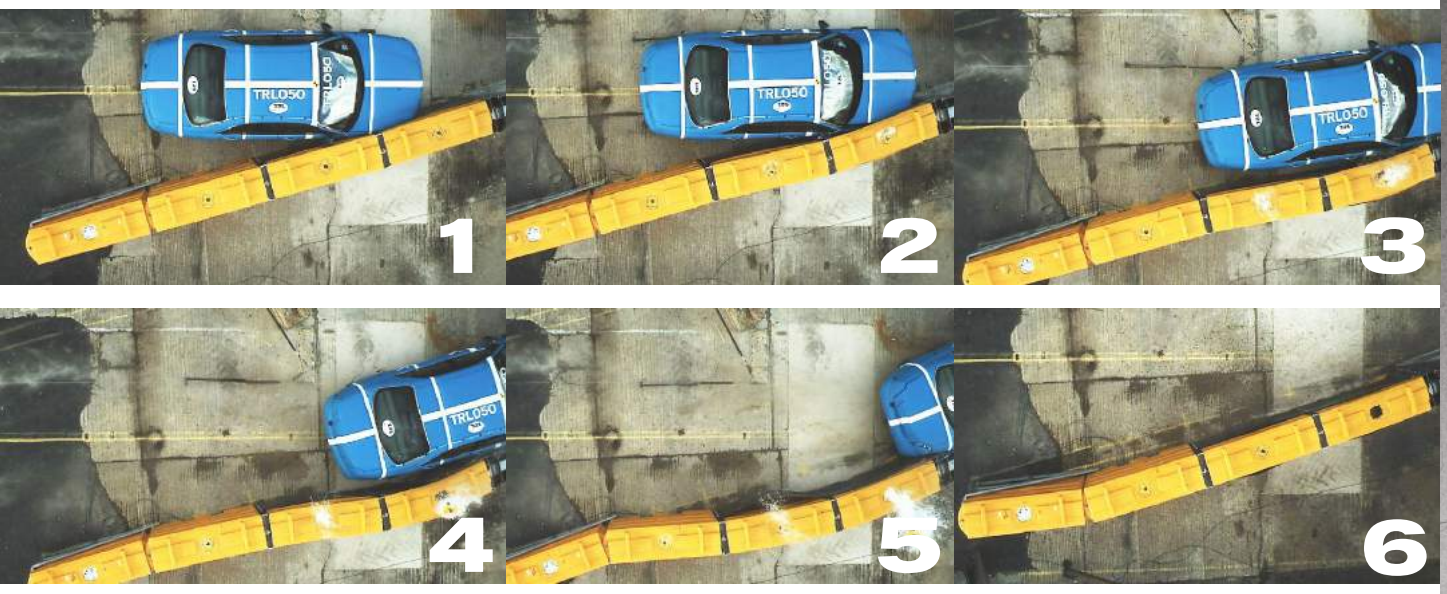
SUCCESSFULLY TESTED
EN 1317-4 P4
COMPLIANT
AND ACCEPTED

Features:

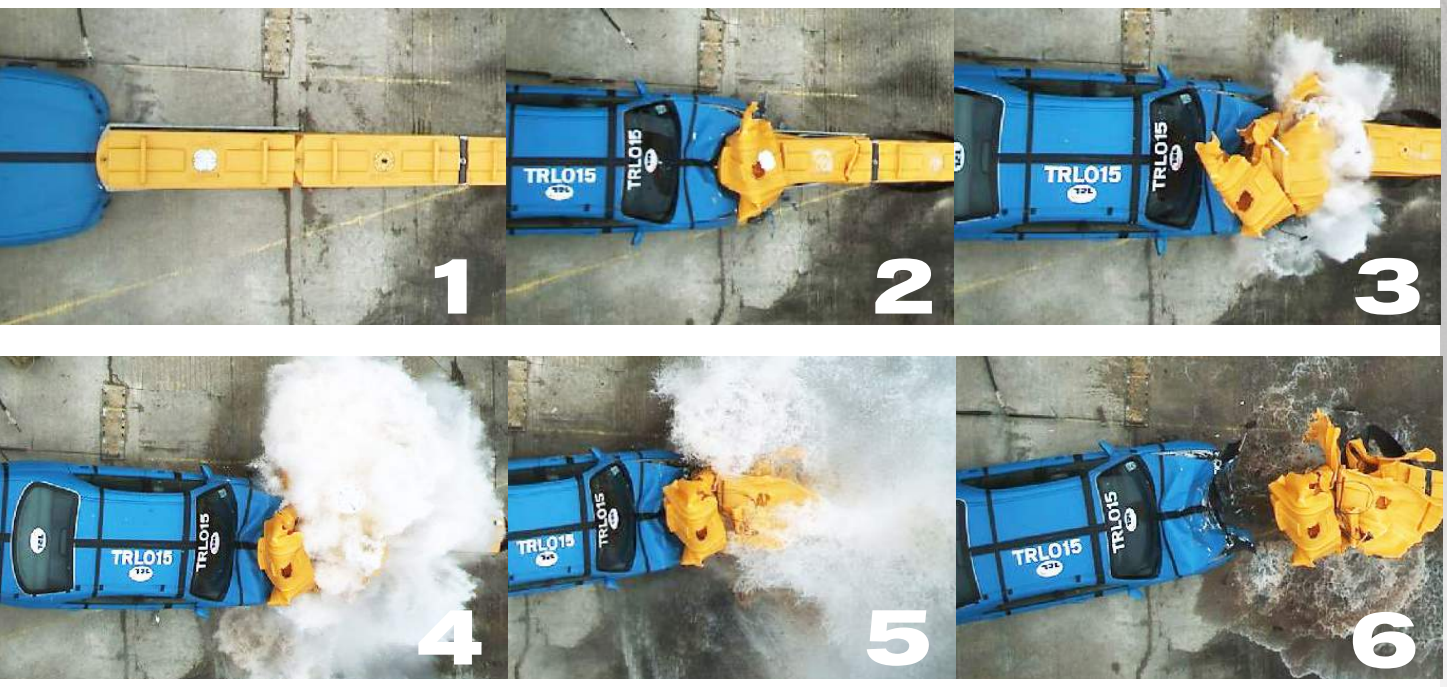
- SLED Euro-Terminal Offers a Safe and Effective End Treatment For Turned Down or Blunt Barrier Ends
- EN 1317-4 P4 Accepted for Shielding the Blunt End of Steel, Concrete & Water Filled Barriers
- Quick and Easy Set-Up, No Foundation Anchoring, Minimized Installation Exposure Time
- Cost Effective End 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

SLED™
EURO-TERMINAL
Sentry Longitudinal Energy Dissipater

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

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

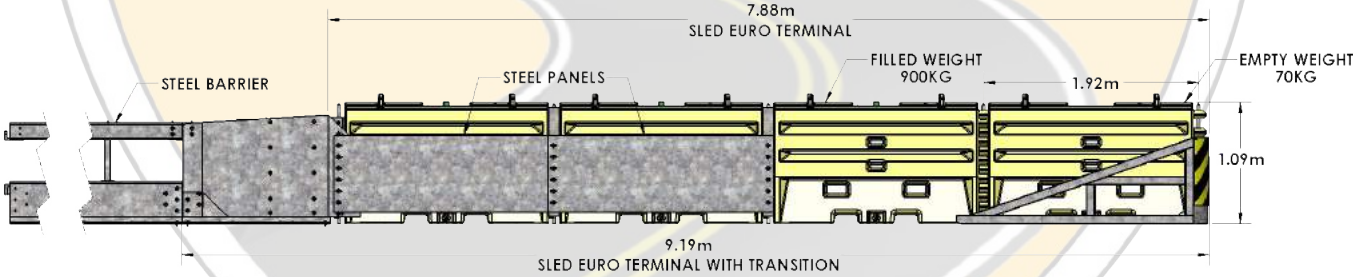
949.361.5663

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.



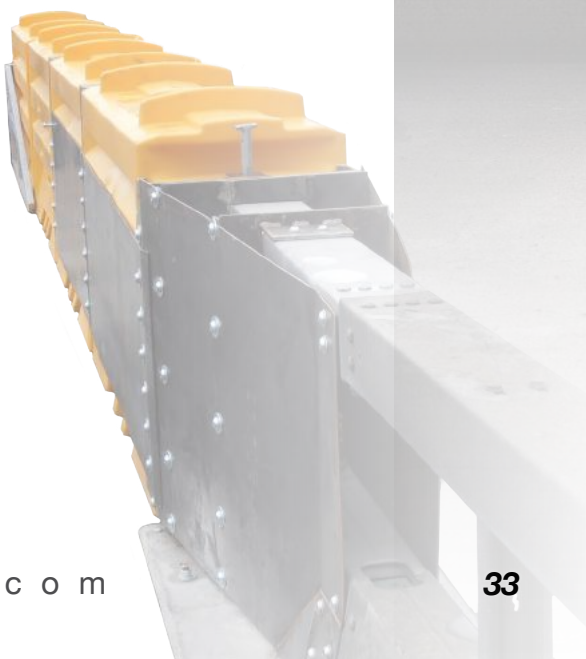
TT 2.1.100
Head on nose 1/4 offset to roadside
Vehicle Mass = 900 kg
Velocity = 100 Km/h

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

COMPRESSOR®

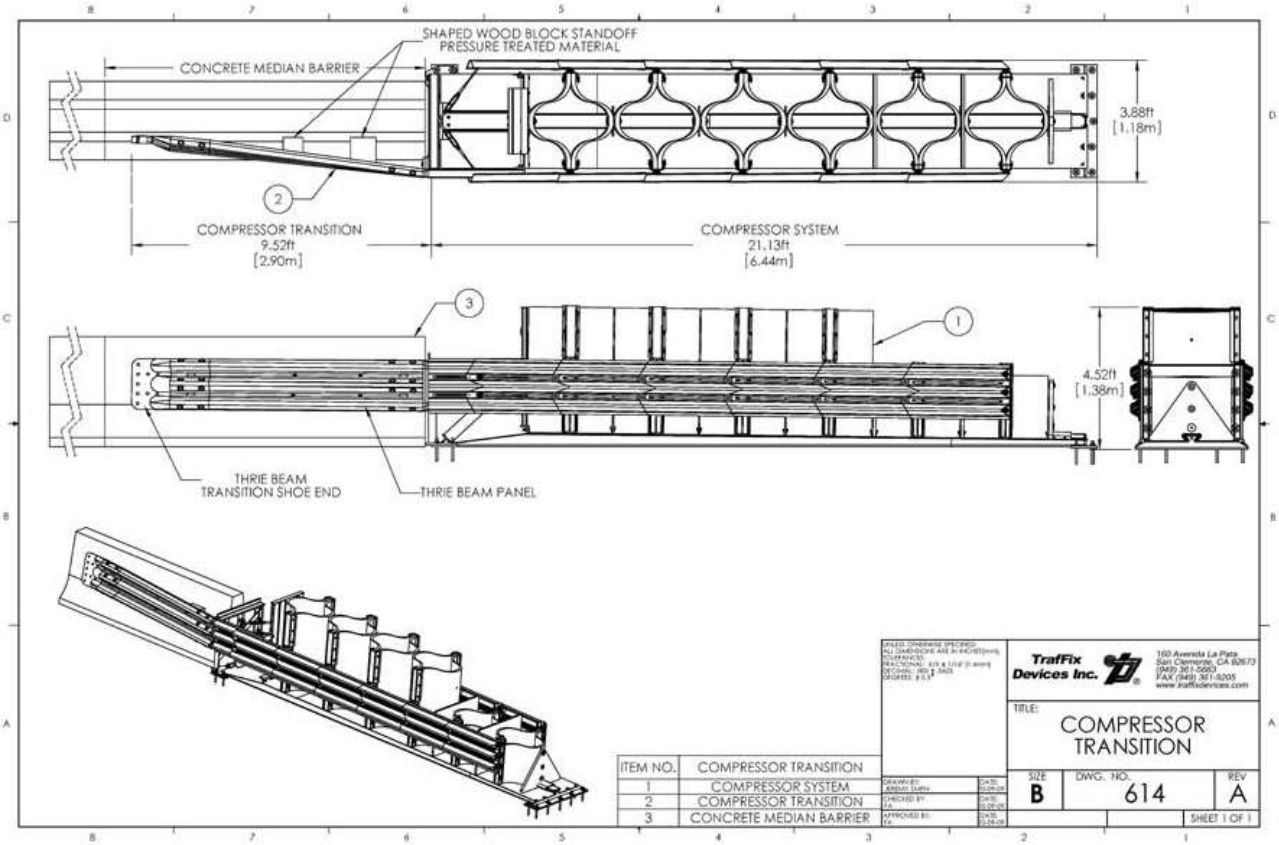
Features:

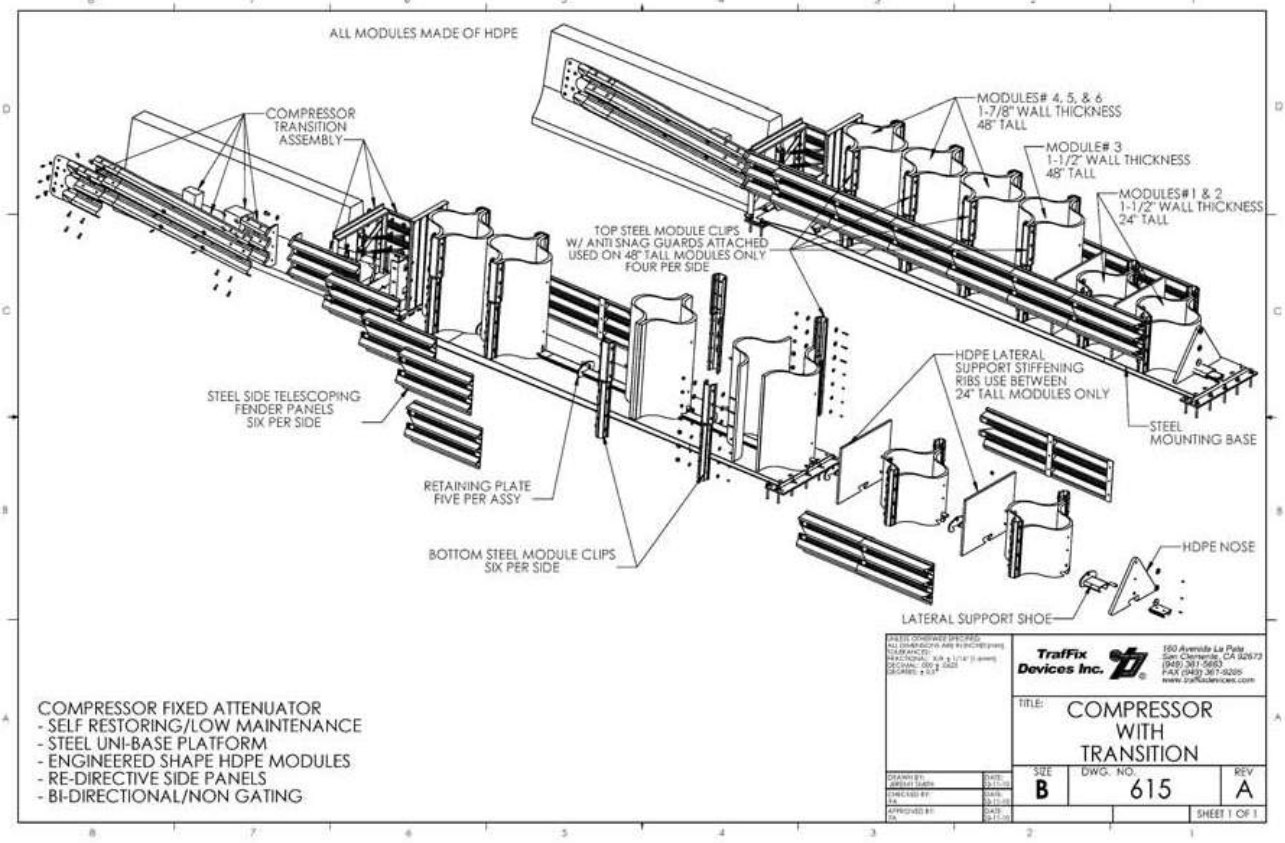
- The FHWA Categorizes the Compressor as a self restoring, Low Maintenance, Attenuator designed to take repeated impacts with minimal or no repairs
- Overall length 21' 6" – Shortest TL-3 Self Restoring Attenuator Available
- Delivered assembled and ready to install – eliminates on-site assembly
- Corrosion resistant solid steel Uni-Base™ requires only 30 bolts to secure Compressor to the road
- Compressor's assembled design combined with the Uni-Base™ construction makes job site installation fast, easy and safe – one crew can safely install several units in one day
- Compressor's specially formulated attenuator modules are injection molded from HDPE plastic and are designed to more efficiently absorb energy in a shorter distance
- Attenuator modules are pre-flattened to provide more consistent results after repeated impacts
- Compressor's telescoping ultra high strength steel side panels re-direct side impacts
- Can easily be installed into Concrete or Asphalt or both in a minimal amount of time
- Compressor has no Sacrificial Parts which means after most hits, its ready for another impact without having to be reset or repaired

AFTER IMPACT...

- After most impacts, The Compressor self restores and requires zero maintenance
- Even when the Compressor has not fully restored, it continues to provide protection to the motorist from the blunt ends of concrete or steel barrier
- On the rare occasion that the Compressor does not fully restore, raised yellow lids will indicate the need for minimal pull-back to full length
- With a heavy-duty chain and truck, simply pull back the Compressor to full length and hold for Five minutes
- Lane closures and extended exposure for highway workers to oncoming traffic is reduced significantly

SPECIFICATIONS





Ease of Installation

1. Compressor ships to the site fully assembled.
2. A lift truck is used to move the Compressor from flatbed to installation site.
3. Once positioned, the Compressor is attached to the blunt end with transition panels.
4. Simply drill holes and anchor the Compressor with concrete or asphalt anchor kit.

Transition Installations

W Beam Guard Rail

Concrete Transition

W Beam Installation

Standard Thrie Beam

Q: What is the Safest Attenuator on the Road Today ?

A: The Compressor . . . because after most impacts, without repairs or resetting, is ready for the next hit.

COMPRESSOR®

NOTES

See Our Other Products

TrafFix Channelizer Products

TrafFix Barricade Products

TrafFix Signs and Stands

TrafFix Other Products

Call Today to Request a Catalog! 949-361-5663

www.traffixdevices.com

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The products illustrated or described in this catalog are covered by the following U.S. Patent Numbers:
309,585; 327,658; 4,980,984; 5,026,204; 5,201,599; 5,446,984, 5,540,007, 5,560,732; 5,611,509; 5,624,092; 5,732,911.
Other U.S. and international patents pending.

08272014