

**TraFFix
Devices Inc.**



COMPRESSOR®
Low Maintenance / Self Restoring
Crash Cushion Impact Attenuator



Permanent Compressor® installation at California Interstate 15N/60W interchange



Temporary Compressor® Installation near Oklahoma State Capitol

- Passed all required NCHRP 350 TL-3 Tests - FHWA Acceptance Letters CC-95, 95A, 95B and 95C
- Compressor is categorized by the FHWA as a “Low Maintenance / Self Restoring” Attenuator
- Overall Length 21’ 4” - Attenuator Module / Effective Length 16’ 6”
- Can transition to concrete median barrier such as Type 60, Jersey, K-Rail as well as Steel or W and Thrie Beam and concrete abutments
- Delivered assembled and ready to install - eliminates on-site assembly
- Compressor is up to 30% shorter than other Low Maintenance / Self Restoring Attenuators on the market today
- 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 high tensile strength steel thrie beam panels re-direct angled impacts
- Tested and Accepted on concrete and asphalt pads for use in permanent and temporary work zone applications

Scan for Instant QR Video

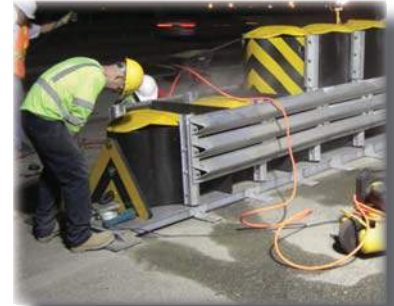


www.traffixdevices.com

PRODUCT BULLETIN



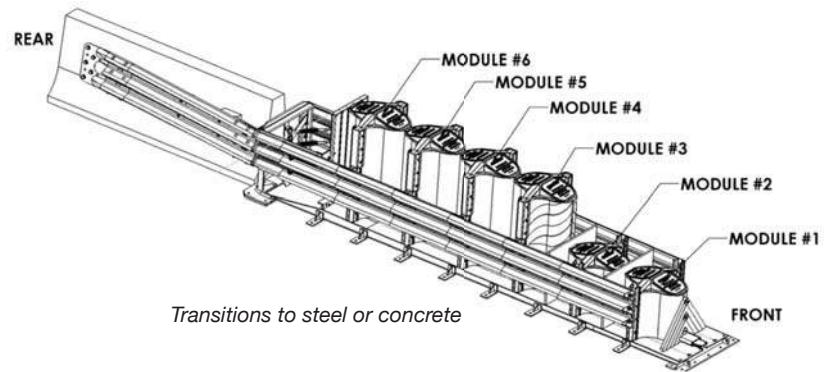
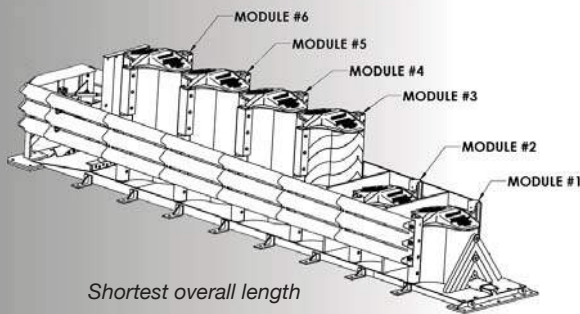
Highly Visible to the oncoming motorist



Easy Installation in Concrete or Asphalt

Compressor®
 Low Maintenance Self Restoring Crash Cushion
Specifications

The Compressor® System is a re-directive, non-gating, uni/bi-directional crash cushion designed to shield immovable objects. The Compressor System incorporates a self contained Uni-Base™ Platform which is free standing. The Compressor System consists of six engineered and shaped self-restoring plastic modules of varying material thickness and heights. These produce the desired energy attenuation to produce the desired energy attenuation characteristics to decelerate an impacting vehicle to meet TL-3 crashworthy requirements of Report NCHRP 350. Attached along the entire length of both sides are telescoping redirective thrie beam fender panels allowing for easy transition to existing steel or concrete.



Transported Fully Assembled to the Installation Site to Minimize Worker Exposure



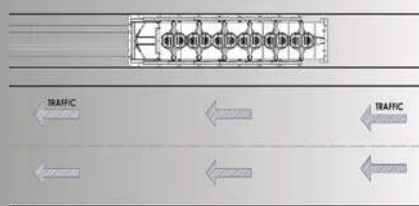
Attached to Thrie Beam Barrier



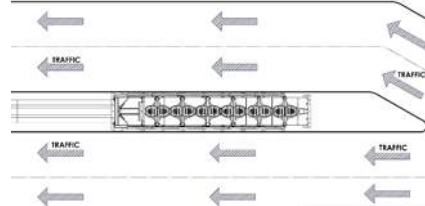
Raised module covers indicate impact



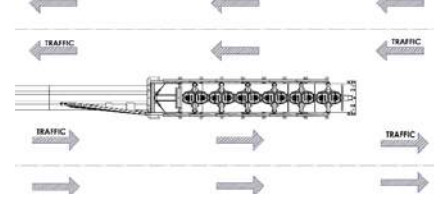
Post-Impact easily pulls back out



Uni-Directional Shoulder Installation



Uni-Directional Gore Point Installation



Bi-Directional Thrie Beam Transition

Distributed by:



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