



# Sentry II™ Water Cable Barrier

## MASH Approved Temporary Crash Barrier

The Sentry II™ Water Cable Barrier provides positive work zone protection on high speed roads (100 km). It is a MASH approved (TL-3) temporary crash barrier used in conjunction with the Traffix SLED™ (US) End Treatment.

The barrier uses water dispersion and internal cables to absorb the energy of the impacting vehicle, preventing the vehicle from entering the work zone. The safety of road users and workers is increased, as the vehicle is brought to a controlled stop. It is not redirected after the impact, therefore avoiding a secondary incident.

Sentry II™ Water Cable Barriers™ can be pivoted between sections, making it ideal for deployment in multiple scenarios. The Barriers are durable, UV resistant and easy to fill, stack and transport from site to site.

- \* **Approved for use in New Zealand**
- \* **Postive Work Zone Protection**
- \* **Easy to Store, Transport & Set up**
- \* **Specified End Treatment: SLED US™**
- \* **See M23 Appendix C for more details**



### Features & Benefits

- MASH Approved for TL-1 (50 km/hr), TL-2 (70 km/hr) & TL-3 (100km/hr)
- The barrier prevents the impacting vehicle from penetrating the work zone
- Four internal steel cables are moulded in, to further strengthen the barrier
- Unique hinge design pivots 15-degrees between sections. Sections are linked together by a steel connection pin. The knuckle design minimizes breakage at hinge points
- Large 203mm fill hole speeds up the filling process. Also features a tamper resistant drain plug.
- The Barriers stack for easy storage and transportation
- Forklift / pallet jack slots for easy movement and placement
- Durable polyethylene with UV protection suitable for New Zealand conditions



### Sentry II Water Cable Barrier™: MASH Approved Concrete Alternative

V2.0 May 2024



## Product Specifications

### What's on the inside counts

Each module is designed with 11 connecting knuckles, 5 on one end, and 6 on the opposite end. Within the top four knuckles on each end is series of four permanently moulded in corrosion resistant steel cables. The cables run longitudinally along each module and create an internal cable barrier.

When the modules are installed, the knuckles align with adjacent modules. This alignment allows for a steel pin to be inserted through all eleven knuckles, creating a positive connection between modules, and a continuous internal cable barrier within the connected modules.

Upon impact the plastic modules rupture, dispersing the water, simultaneously the impacting vehicle is captured by the internal moulded-in cables.



### Technical Information\*

<b>Dimensions</b>	Width: 570 mm Height: 1200 mm Length: 1900 mm (Pin to Pin)
<b>Weight</b>	Empty: 98 kg Filled: 975 kg
<b>Colour Options</b>	Orange / White
<b>Specified End Treatment</b>	TraFFix SLED™ US End Treatment
<b>Tapered End (No End Treatment)</b>	As per NZTA M23 Specifications, should the SLED™ US End Treatment NOT be fitted, the barrier system will be considered non-compliant. <b>You must contact the Road Controlling Authority for final configuration approval.</b>
<b>Length of Need</b>	15 Sentry II Water-Cable Barrier Units plus SLED™ US End Treatment
<b>Compliance / Approvals</b>	MASH Approved TL-3 (100kph) Barrier
<b>Dynamic Deflection</b>	1100kg Vehicle: 2.2m (7.2 ft) 2270kg Vehicle: 2.9m (9.5 ft)
<b>Working Width</b>	1100kg Vehicle: 2.7m (8.9 ft) 2270kg Vehicle: 3.5m (11.5 ft)

\* Source: FHWA B-279 Approval Letter

### Specified End Treatment

**The TraFFix SLED™ US is the only specified End Treatment for the Sentry II Water Cable Barrier.**

For the full SLED US End Treatment Brochure, visit our website [www.rtl.co.nz](http://www.rtl.co.nz)

