

# SLED™ US

## MASH Approved End Treatment

SLED End Treatments are available in two models for high speed zone applications; SLED US and SLED EURO. The SLED US is MASH approved (100km) and the SLED Euro is EN1317-4 P4 approved (110km). The SLED Range is designed to deform and rupture on impact, absorbing the energy of the impacting vehicle.

The key difference between the models is the SLED US is designed for head on impacts (non-redirective), the SLED Euro has additional steel lateral panels which redirect the impacting vehicle. SLED Euro is commonly used on BG800 barriers here in NZ and around the world.

The SLED™ US can be connected to several barrier systems in use in New Zealand; Concrete Barriers (MASH TL-3) and the TrafiX Sentry II Water Cable Barrier™ (MASH TL-3). Under NCHRP - 350 the SLED US is also accepted for shielding the blunt end of steel barriers. It is free standing and can be installed quickly, reducing worker exposure time. It does not require foundation anchor bolts to be attached to the road.

- \* **NZTA M23 Approved**
- \* **Designed for High Speed Zones**
- \* **Complete System is Free Standing**
- \* **Reduced Worker Exposure Time**
- \* **Narrow & Compact for Limited Space**



### Features & Benefits

- Quick and easy set-up, no foundation anchoring, less installation exposure time
- Universal transition quickly and easily attaches to a variety of barrier shapes and sizes
- Visual "Drive By" fill indicators quickly verify each module is full of water
- Accepted for used in Uni- and Bi- Directional applications
- Shortest length TL-3 water filled crash cushion, fewer incidental impacts
- SLED's stout design virtually eliminates vaulting
- Containment Impact SLED™ (CIS) minimizes debris field
- Internal steel cables help envelop vehicle after an impact, creating a truly limited gating system
- High visibility yellow polyethylene that is UV stabilized to minimize degradation



*Internal steel cables*

**SLED™ US: Providing Safety in High Speed Zones**

# Product Specifications

## Key Components & Measurements

Under NZTA M23 Specification, the minimum configuration for use on >70 km/h State highway sites is the 4 module TL-3 configuration. The Yellow CIS module should NOT be filled with water.

### MASH TL-3:

- Concrete Barrier Systems
- Sentry II Water Cable Barrier

Under NCHRP - 350 the SLED US is also approved for steel barriers.

### Dimensions

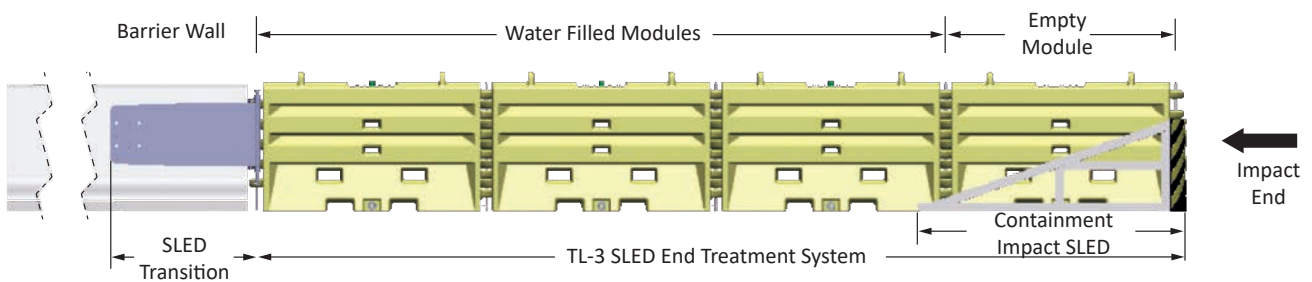
Length:	7.7m
Width:	0.7m
Height:	1.0m
Weight (Empty):	451kg
Weight (Full):	2950kg

Transition  
(Connects to  
Barrier)



Containment Impact SLED (CIS)  
(this Yellow Module is empty)

### Components



## Testing & Compliance

SLED™ TL-3 4900LB Pick up Truck impact attached to a concrete median barrier wall

