



SLED™ US

MASH Approved End Treatment

The SLED-USE is a MASH-Rated TL-3 End Treatment designed to deform and rupture on impact, absorbing the energy of the impacting vehicle. Featured in NZTA's M23, the SLED-US is free-standing water filled end treatment, designed for sites where the likely impact is head on (non-redirective).

The SLED™ US can be connected to several barrier systems in use in New Zealand; Concrete Barriers (MASH TL-3) and the TrafFix 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 can be installed quickly, reducing worker exposure time. It does not require foundation anchor bolts to be attached to the road.

We recommend referring to NZ Transport Agency's M23 Appendix C: Temporary road safety barrier systems for specifications on barriers / end treatments, including approved devices, site assessments, design guidelines and general notes for water-filled barriers.

*** NZTA M23 Approved - See Appendix C**

*** Complete System is Free Standing**

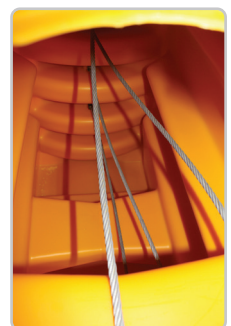
*** Reduced Worker Exposure Time**

*** 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