

SLED END TERMINAL

REVISION REGISTER

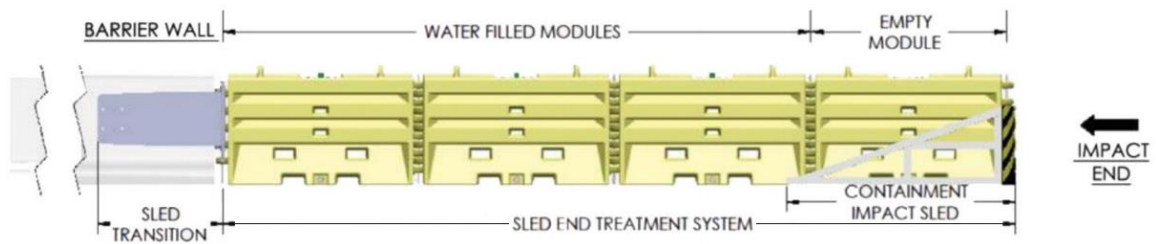
Issue & Revision	Description	Date
1	Issued for use.	18/03/2020
1 A	Configurations for MASH TL 1 and TL 2 added. Product manual references updated.	6/10/2022

The SLED (Sentry Longitudinal Energy Dissipater) End Terminal is a non-redirective, gating plastic end terminal (with steel cables moulded into the units) that attaches to temporary freestanding barriers. The system consists of a series of interlocking water filled plastic barrier units, and one empty unit at the nose. A steel impact containment sled is attached to the nose unit.

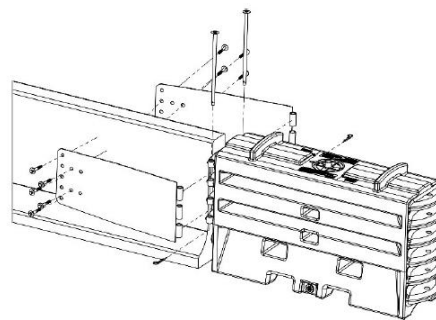
Images:



Photograph of Installation (MASH TL 3 configuration)



Terminal Configuration (MASH TL 3 – 4# units)



Hinge Panels

Ownership: Traffix Devices Inc.
160 Avenida La Pata
San Clemente, CA 92673
<https://www.traffixdevices.com>

Supplier: Saferoads Pty Ltd
22 Commercial Drive,
Pakenham, VIC. 3810
Ph: 1800 060 072
<http://www.saferoads.com.au>

SLED END TERMINAL

Test Level: Crash tested to MASH TL3.

Note that while the SLED End Terminal has passed crash testing to MASH TL 3, it is not accepted at 100km/h.

The SLED End Terminal is restricted to work zones with a design speed of 80 km/h or less (posted at 70 km/h or less).

Design Speed (km/hr)	Number of Units	System Length (m)	System Width (m)
80	4	7.92	0.685
70	3	5.77	0.685
50	2	3.85	0.685

Design:

- Design to be in accordance with the SLED End Terminal Product Manual Australian Version 2.0 August 2020.
- As the system is gating a run-out area (6m wide x 27m long) in accordance with the SLED End Terminal Product Manual Australian Version 2.0 August 2020.
- A transition from the SLED to the barrier is required.
- All kerbs, islands and elevated objects that would be beneath, beside or within 15 m of the front of the unit or along the length of the unit should be removed.

Limitations:

- The SLED End Terminal is only accepted for connection to temporary freestanding barriers.
- As the system is non-redirective if used to shield a hazard or a worksite under side impacts, a vehicle may penetrate the system.
- Shall not be used in a permanent application.
- Side slope limit is 10 Horizontal to 1 Vertical (10%).
- Foundation pavement conditions must be smooth and free of snag points, kerbs or obstructions that may interfere with the operation of the product

Installation and Maintenance Requirements:

The product shall be installed and repaired after impact in accordance with the SLED End Terminal Product Manual Australian Version 2.0 August 2020.

Typical Parts to be Replaced After Impact:

Damaged cartridges, sled transition and impact sled.

Parts Typically Re-Useable After Impact:

Undamaged cartridges, sled transition and impact sled.

References:

Item	Description
1	Barrier system information can be found on Main Roads file 16/8845.

SLED END TERMINAL

Relevant FHWA Approval Letters

Refer to website:

https://safety.fhwa.dot.gov/roadway_dept/countermeasures/reduce_crash_severity/

Code	Description
CC131	Test Level 3 MASH Sentry Longitudinal Energy Dissipater (SLED).