

# TRITON CONCRETE END TREATMENT (CET) SYSTEM

## REVISION REGISTER

Revision	Description	Date
1	Issued for use.	03/03/2006.
1 A	Differences between TL 2 and TL 3 configurations added.	4/10/2009
1 B	Approval for TL 3 version removed.	23/11/2012
1 C	Update Supplier details	17/08/15

The Triton® Concrete End Treatment (CET) System is a portable water filled non-redirective, gating crash attenuator. It comes in two different configurations, a TL 2 and a TL 3 version.

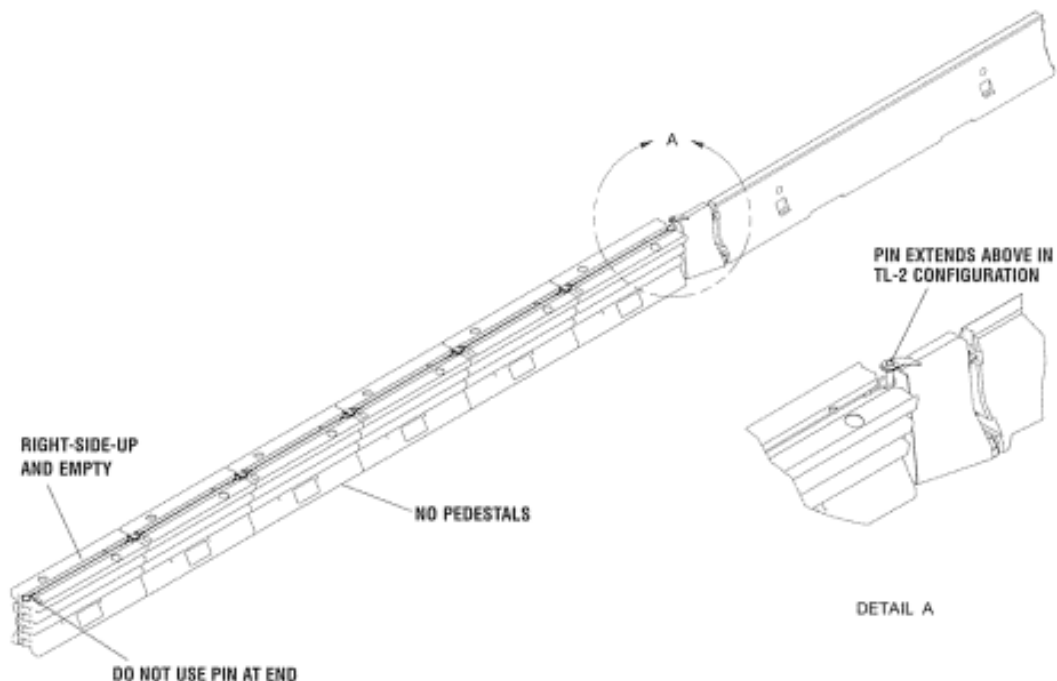
The Triton® Concrete End Treatment (CET) System consists of six Triton® barrier sections and a steel transition piece.

The TL 3 version is installed with plastic support pedestals under all Triton® barrier sections and the first section empty, upside down and on a short pedestal but is **not** accepted for use by Main Roads.

The TL 2 version is installed with no pedestals and the first Triton® barrier section empty and right side up.

### Drawing:

#### TL 2 Version shown



**Ownership:** Energy Absorption Systems Inc. Chicago, Illinois  
[www.energyabsorption.com](http://www.energyabsorption.com)

# TRITON CONCRETE END TREATMENT (CET) SYSTEM

**Supplier:** Ingal Civil Products  
3 Temperley Close, Welshpool WA 6106  
Ph: (08) 9452 9111 Fax: (08) 9358 9111  
Website: <http://www.ingalcivil.com.au/>

**Test Level:** Accepted by Main Roads WA to NCHRP 350 test level TL 2.  
Accepted by Main Roads WA for use where the design speed does not exceed 70km/h.

**Design:**

- Design to be in accordance with the Triton Barrier CET Applications - Assembly Manual.
- As the system is gating a flat hazard free area of 22.5 m x 6 m should be provided. Refer to AS / NZS 3845 Figure F11.

**Limitations:**

- Not to be used on longitudinal slopes or crossfalls greater than 5%.
- Cannot be placed adjacent to kerbs or other objects, which may prevent lateral displacement.
- Shall not be used in a permanent application.

**Installation and Maintenance Requirements:**

In accordance with the Triton Barrier CET Applications - Assembly Manual.

**Parts to be Replaced after Impact:**

Units may need to be repaired after impact or replaced depending on the extent of damage.

**Parts Typically Re-Useable after Impact:**

Undamaged units.

**References:**

Relevant FHWA Approval Letters

(Refer to website [http://safety.fhwa.dot.gov/fourthlevel/hardware/term\\_cush.htm](http://safety.fhwa.dot.gov/fourthlevel/hardware/term_cush.htm))

Code	Description
CC47A	TL 3 Approval, which used a foamed-filled transition.
CC47B	TL 3 Approval for modified connection from end treatment to concrete barrier using a standard pin and loop design. Also approved to TL 2 with units not on plastic support pedestals.
CC47C	Clarification of TL 3 approval