

**TraFFix  
Devices Inc.**



**SLED™**  
Sentry Longitudinal Energy Dissipater



*SLED™ TL-3 in use on a Missouri Highway*



*SLED™ TL-2 in Illinois*



*SLED™ TL-3 in Downtown Cincinnati, Ohio*

- FHWA Accepted for Shielding the Blunt End of Concrete, Steel and Water Filled Barriers
- Quick and Easy Set-Up, No Foundation Anchoring, Minimized Installation Exposure Time
- Cost Effective End Treatment for Concrete, Steel or Water Filled Barriers
- Universal Transition Quickly and Easily Attaches to a Variety of Barrier Shapes and Sizes
- SLED's Stout Design Virtually Eliminates Vaulting
- Narrow Footprint is Ideal for Work Zones or Roads with Minimal Shoulder Spacing
- Shortest Length TL-3 Water Filled Crash Cushion, Fewer Incidental Impacts
- Containment Impact SLED Minimizes Debris Field
- Visual "Drive By" Fill Indicators Quickly Verify Water Module's are Properly Filled
- FHWA Accepted for Use in Uni- and Bi- Directional Applications
- Internal Steel Cables Help Envelop Vehicle After an Impact, Creating a Truly "Limited Gating" System

*Scan for Instant QR Video*



[www.traffixdevices.com](http://www.traffixdevices.com)

PRODUCT BULLETIN

# SLED™

**Sentry Longitudinal  
Energy Dissipater**



Inline TL-3 Truck Test Pre Impact



Inline TL-3 Truck Test Post Impact

## SLED™ Sentry Longitudinal Energy Dissipater

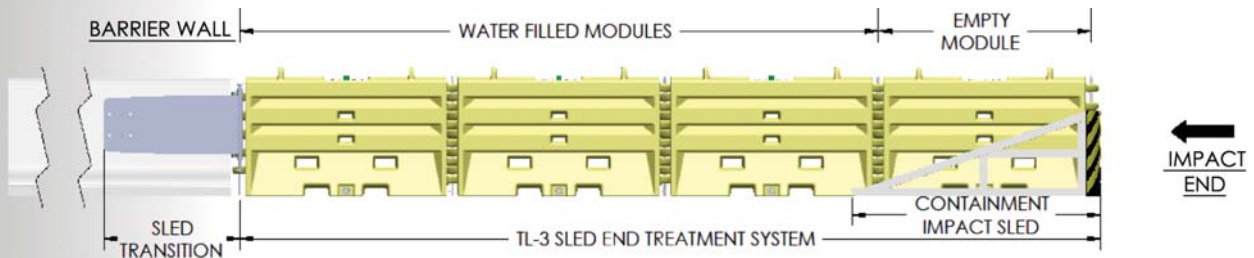
The Sentry Longitudinal Energy Dissipater (SLED) is a narrow, non-redirective gating crash cushion. SLED is designed to shield the end of all permanent and temporary portable barrier shapes including concrete, steel and plastic. SLED's unique design incorporates four internal steel cables which help envelop the impacting vehicle, reducing the possibility of secondary accidents. The SLED End Treatment does not require foundation anchor bolts to be attached to the road or bridge deck. The complete crash cushion can be installed quickly, with as little as one pick up truck and two workers on compacted dirt, gravel, decomposed granite, asphalt or concrete.

Each SLED module is manufactured from a high visibility yellow polyethylene that is UV stabilized to minimize degradation. It is designed to deform and rupture on impact, absorbing the energy of the errant vehicle. SLED has the most versatile transition for shielding all permanent and temporary portable barriers. The combination of hinging and contouring, allows the transition panels of the SLED End Treatment to be attached to narrow, wide or other profile shapes with either converging, or diverging angles, up to 10 degrees.



SLED™ TL-3 4500 lb. Pick-Up Truck Impact Attached to Concrete Median Barrier Wall

TL-3 SPECIFICATIONS	
Length:	25' 3"
Width:	22'-1/2"
Height:	42"
Weight (Empty):	995 lb.
Weight (Full):	6505 lb.



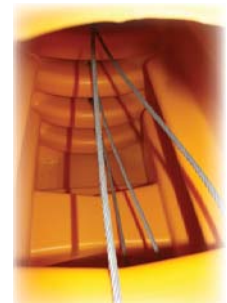
Steel Barrier Attachment



SLED™ TL-3 Transports in a Pick-Up Truck



Concrete Barrier Attachment



SLED™ Internal Cables

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