

ET Plus[®] System



TRINITY
HIGHWAY
Ahead of the Curve[®]

ET Plus[®] System

The ET Plus[®] System is a tangent, single sided, energy absorbing guardrail end treatment that may be used on the termination end of W-Beam guardrail barriers in shoulder or median roadway applications. It has been tested to NCHRP Report 350 criteria and accepted by the Federal Highway Administration ("FHWA") for use on the National Highway System ("NHS") as a Test Level 2 and Test Level 3 device.

During head-on impacts within NCHRP Report 350 criteria, the ET-Plus System is designed to dissipate energy by extruding the W-Beam guardrail panel through the impact head, while the head travels away from the impacting vehicle. During length-of-need angled impacts it is designed to contain and redirect the impacting vehicle.



Features

- The ET Plus[®] System extruder impact head is potentially reusable when impacted within NCHRP Report 350 crash test parameters.*
- Various delineation options are offered per specifying roadway authority or MUTCD requirements.
- The 15" (380 mm) wide extruder impact head is narrower than most end terminals and potentially minimizes nuisance impacts from vehicles and ongoing maintenance operations, such as snow removal, mowing and striping.

Assembly and Maintenance

- Hot-dip galvanized steel extruder impact head provides durability in adverse weather conditions.
- Steel or wood post options available.

Assembly Options

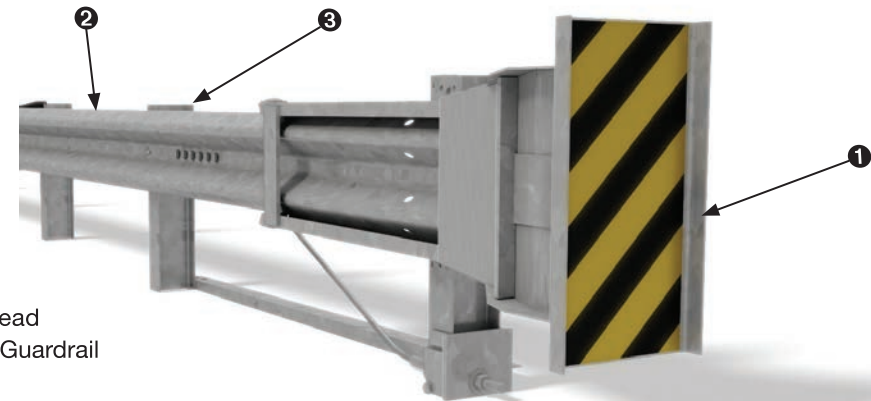
- Steel Yielding Terminal Post (SYTP[®])
- Steel Hinged Breakaway Post (HBA[®])
- Wood Post

NCHRP Report 350 Lengths:

- Test Level 2: 25' (7.62 m)
- Test Level 3: 37' 6" (11.43 m)

Specifications

- Offset: 0 to 18" (0 to 455 mm) or 0 to 1' 6" (0 to 455 mm)
- Post Spacing: 6' 3" (1.905 m)
- Beginning Length of Need: 12' 6" (3.81 m), at Post #3



- 1 Impact Head
- 2 W-Beam Guardrail
- 3 SYTP[®]

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