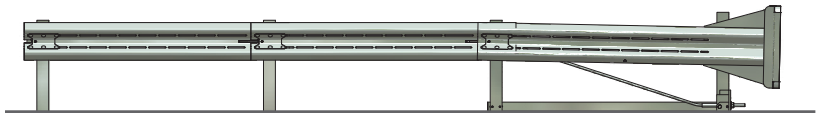
End Terminals

TREND® 350 Tangent



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TREND® 350 Tangent

The TREND® 350 Tangent End Terminal is a single-sided, energy absorbing steel post terminal. It is tested to NCHRP Report 350 Test Level 3 as a redirective, gating end treatment.

The system can be used at the end of W-beam guardrail between 27 ¾" to 31" assembly heights. While the TREND® 350 Tangent is primarily used with single-sided W-beam barriers, special transitions may allow for use with other barriers.

Upon frontal impacts within NCHRP Report 350 criteria, friction between the guardrail panels and deformation of the rail sections help absorb energy as they slide rearward over the adjoining panels. During side impacts within NCHRP Report 350 criteria, the yielding posts are designed to laterally support the rail sections so that the impacting vehicle can be redirected.

Features

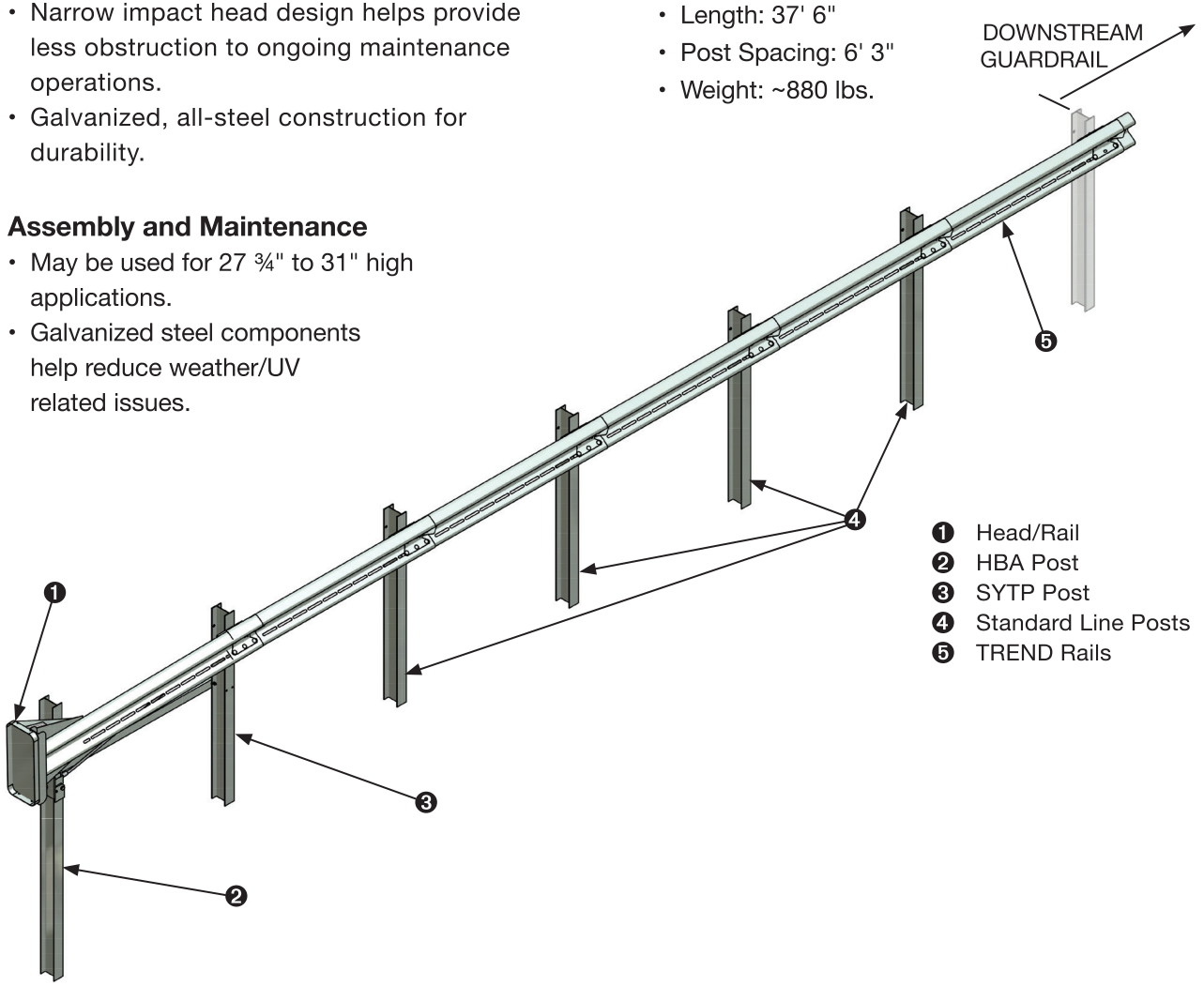
- Narrow impact head design helps provide less obstruction to ongoing maintenance operations.
- Galvanized, all-steel construction for durability.

Assembly and Maintenance

- May be used for 27 ¾" to 31" high applications.
- Galvanized steel components help reduce weather/UV related issues.

Specifications

- Length: 37' 6"
- Post Spacing: 6' 3"
- Weight: ~880 lbs.



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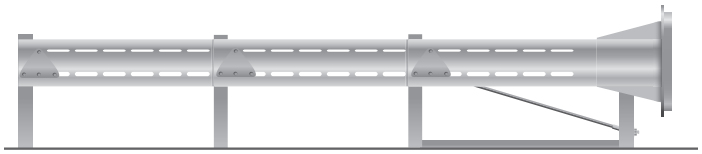
End Terminals

TREND® CEN



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TREND® CEN

The TREND® CEN end terminal is an energy absorbing steel post terminal for use with W-Beam barriers. The lower post, having a U-Section, is driven into the ground. The upper post, with its U-Section, slides into the lower post and is then secured using a steel tension bolt.

During a head-on impact within ENV 1317-4 criteria, the longitudinal forces break the tension bolt, releasing the upper post. The clamping forces between the rails and deformation of the rail sections help absorb energy as they slide rearwards.

Features

- Energy absorbing W-Beam barrier terminal.
- 110 km/h (P4) and 80 km/h (P2) systems available.
- Tested to European ENV 1317-4 criteria.
- Impact Severity Class A (ASI ≤1.0).
- Displacement zone level D1.1 (permanent lateral displacement ≤ 1.0 meter).
- Certificate of Conformity issued by EU Notified Body.
- Galvanized, all-steel construction for durability.
- Multiple post anchoring options.

Specifications

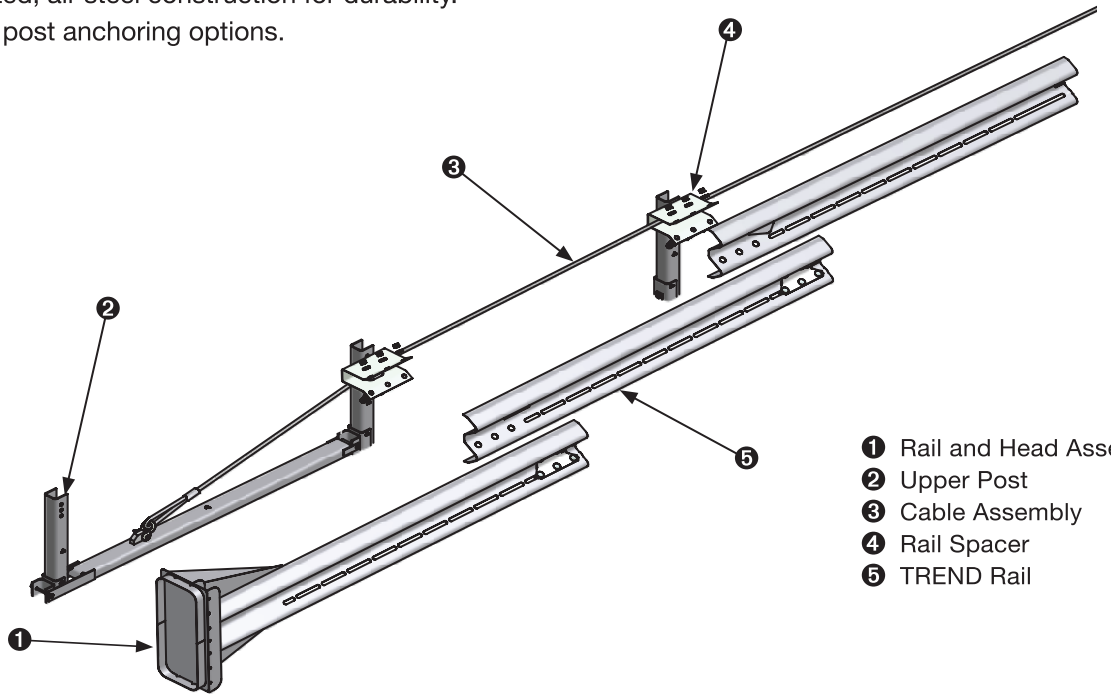
Length:

- P4 (6-Post System for 110 km/h) 12.4 m
- P2 (2-Post System for 80 km/h) 4.4 m

Post Spacing: 2 m

Weight:

- P4 (6-Post System) 400 kg
- P2 (2-Post System) 190 kg



1. Rail and Head Assembly
2. Upper Post
3. Cable Assembly
4. Rail Spacer
5. TREND Rail

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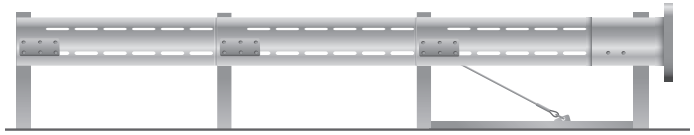
End Terminals

TREND® CEN DS



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TREND® CEN DS

The TREND® CEN DS End Terminal is a double-sided, energy absorbing steel post terminal. While the TREND® CEN DS is intended primarily for use with double-sided W-Beam barriers, special transitions may allow for use with other barriers.

During a head-on impact within ENV 1317-4 criteria, longitudinal forces yield the system posts. Friction between the panels and deformation of the rail sections help absorb energy as they slide rearward over the shaper fins on the adjoining panels.

During a side impact within ENV 1317-4 criteria along the TREND® CEN DS, the yielding posts are designed to laterally support the rail sections so that the impacting vehicle can be redirected.

Features

- Energy absorbing W-Beam barrier terminal.
- 110 km/h (P4) and 80 km/h (P2) systems available.
- Tested to European ENV 1317-4 criteria.
- Driven or concrete socked post options.
- Debris field of less than 1 meter.
- Displacement zone level D1.1 (permanent lateral displacement ≤ 1.0 meter).
- Certificate of Conformity issued by EU Notified Body.
- Galvanized, all-steel construction for durability.
- Multiple post anchoring options.

Specifications

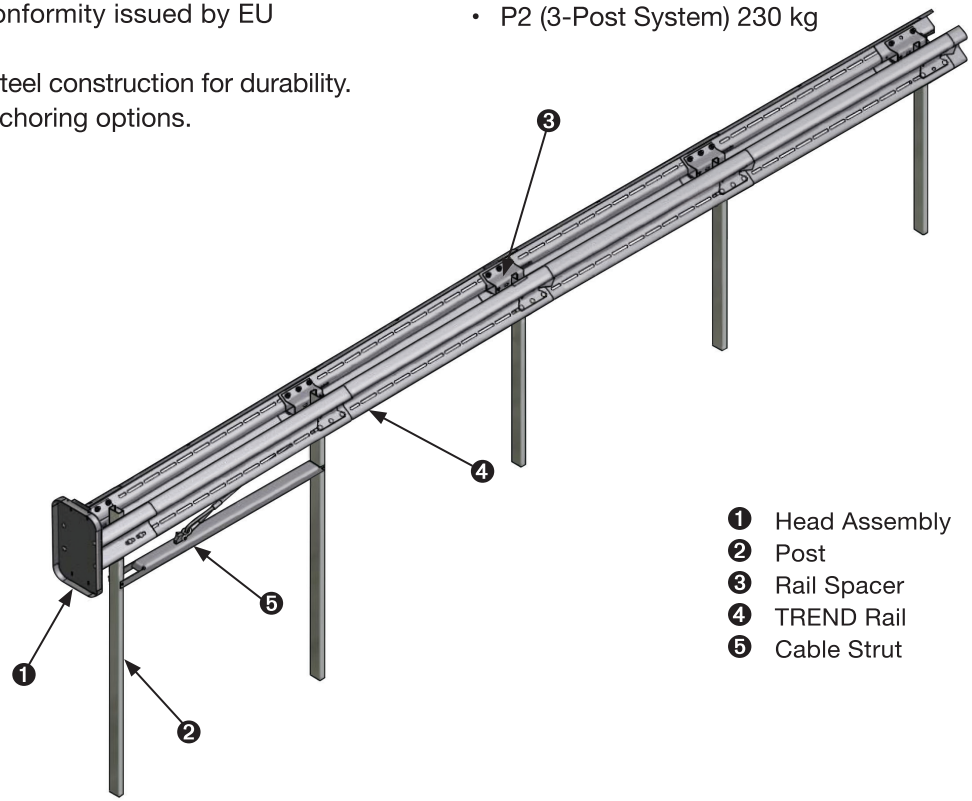
Length:

- P4 (5-Post System for 110 km/h) 8.42 m
- P2 (3-Post System for 80 km/h) 4.42 m

Post Spacing: 2 m

Weight:

- P4 (5-Post System) 375 kg
- P2 (3-Post System) 230 kg



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