



# TMA's

**SS90™ HD**  
Heavy Duty Truck Mounted Attenuator, tested to NCHRP 350 TL-3 and UK TD 49/07 to 110 km/h level.

Lightweight, aluminum cartridges contained in a galvanized support frame, typically reusable after a nominal impact.

Refurbishment can often be completed in the field.



**Vorteq® Trailer TMA**  
Trailer Mounted Attenuator, tested to NCHRP 350 TL-3 and UK TD 49/07 to 110 km/h level.

Quick and easy installation and removal. Attaches to most support vehicles with a 20 ton pintle hook and 7-pin electrical connector.

Open frame design facilitates quick and easy inspection and maintenance.



Vorteq® after impact



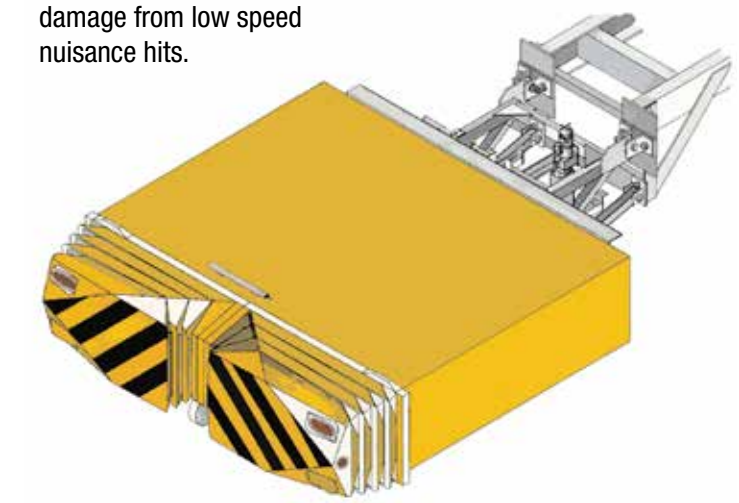
**MPS 350X® TMA**  
Tested to NCHRP 350 TL-3 and UK TD 49/07 to 110 km/h.

Fully galvanized system with Durashell strike plate cover. Open design facilitates easy repair and less wind resistance.

**Alpha® 70**  
Alpha 70K meets NCHRP 350 TL-2 level providing 70 km/h impact protection.

Lightweight, aluminum cartridge for easy handling and maintenance.

Resilient Durashell nose reduces damage from low speed nuisance hits.



**SS180™**  
Truck Mounted Attenuator, tested to NCHRP 350 TL-3.

Steel support frame with 180° tilt feature folding in center to stack the two cartridge sections on top of each other, giving short height in storage mode.



The SS180 folds for storage

# BARRIERS

## Cable Guardrail Systems

**CASS® Cable Systems** (CE Marked)  
**NU-CABLE™ Barrier Systems**

Three and four cable high tension wire rope systems tested to NCHRP 350 TL-3 and TL-4.

Also tested to EN1317-2 for N2, H1 and H2, L1 and L2 containment levels.

Posts can be driven or placed into steel sleeves. (set in soil, asphalt or concrete)



**Guardrail Systems**  
**Trinity Guardrail System (TGS™)**  
**T-31™ Guardrail System**  
**T-39™ Thrie Beam System**  
**NU-GUARD™-31**

All compliant to MASH TL-3. T-39 and NU-GUARD 31 also tested to NCHRP 350 TL-4. In all systems, the rails attach directly to the posts, eliminating the need for offset blocks.

Available in single-face or double-face (median) applications.



**Vulcan® Barrier**  
Redirective Steel Longitudinal Barrier.

NCHRP 350 TL-3 and TL-4 compliant. Tested to EN1317-2 (Class N2 and H2).

Easy and quick to deploy. CE Marked.



The addition of wheels and jacks allows the barrier to be easily moved by hand or towed short distances by a vehicle. Vulcan can also be moved laterally to create temporary lane closures with the use of an inexpensive attachment to a skid steer or front end loader.

Vulcan Gate also available that meets NCHRP 350 TL-2 and TL-3 test requirements.



**TRITON® Water Filled Barrier**  
Steel Reinforced Polyethylene Barrier Sections, tested to NCHRP 350 TL-2

Upgrades easily to TL-3 with addition of pedestal system. Transition hardware available for attachment to guardrail or concrete barrier.



# CRASH CUSHIONS

## TRACC and EuroTRACC®

Redirective, Bi-Directional, Energy Absorbing Crash Cushion tested to EN1317-3.



Width.....0.61m  
 Length: 110 km/h system .....7.95m  
 Length: 100 km/h system .....5.90m  
 Length: 80 km/h system .....5.00m  
 Length: 80-4 system.....4.00m  
 Highly reusable system.  
 CE marked.



## EuroTRACC® Wide

Redirective, Bi-Directional, Energy Absorbing Crash Cushion tested to EN1317-3.

Width.....1.80m  
 Length: 110 km/h system .....7.95m  
 Length: 100 km/h system .....5.90m  
 Length: 80 km/h system .....5.00m  
 Highly reusable system.  
 CE marked.



## QuadGuard® and QuadGuard® CEN

A family of Redirective, Bi-Directional, Energy-Absorbing Crash Cushions tested to NCHRP 350, TL-2 and TL-3 and with a European QuadGuard® CEN family tested to EN1313-3.

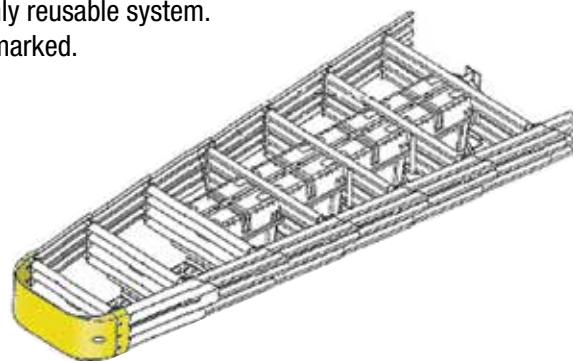


## QuadGuard® CEN

Available in 5 widths for each speed level 0.61m, 0.75m, 0.90m, 1.75m & 2.30m

Length: 110 km/h system .....7.96m  
 Length: 100 km/h system .....6.11m  
 Length: 50 km/h system .....5.20m  
 Length: 80 km/h system .....3.00m

Highly reusable system.  
 CE marked.



## Quest® DCM & Quest™ CEN

Redirective, Bi-Directional, Energy-Absorbing Crash Cushion tested to NCHRP 350 and EN1317-3



## N-E-A-T® & Euro N-E-A-T™

Non-Redirective, Lightweight Treatment, ideal for temporary roadwork installations.

NEAT meets NCHRP 350 TL-2 and Euro NEAT meets EN1317-3 criteria for 80/1 level.  
 Easily installed in less than 15 minutes. No concrete foundation or anchors required.

Width:.....0.57m  
 Length:.....2.96m  
 Weight:.....147.00 kg



Width.....0.61m  
 Length: EN1317 110km/h & 100km/h system.....8.27m  
 Length: EN1317 80 km/h system .....6.44m  
 Length: NCHRP 350 TL-3 100 km/h system .....8.27m  
 Length: NCHRP 350 TL-2 70 km/h system .....6.44m  
 Quest® CEN systems CE Marked.



## REACT 350® II

Highly Reusable, Energy-Absorbing Crash Cushion with self-restoring characteristics that typically regains 90% of its original shape and capacity with minimal maintenance and repair.

Tested to NCHRP 350 TL-3  
 Width at backup structure:.....1.19m  
 Length: .....5.92m - 6.47m

# TERMINALS

## TREND® CEN End Terminal

Breakaway Steel Post Energy-Absorbing End Terminal for use with W-Beam Safety Barrier.

Tested to ENV 1317-4 as a P4 terminal (110 km/h)

Also available as a P2 system (80 km/h).

Displacement class D 1.1

Length: 110 km/h system .....12.42m  
 Length: 80 km/h system .....4.4m



## TREND® CEN DS Double-Sided Terminal

Tested to ENV 1317-4 as a P4 terminal (110 km/h)

Also available as a P2 system (80 km/h)

Displacement class D 1.1

Length: 110 km/h system.....8.42m  
 Length: 80 km/h system.....4.42m



Both the Trend CEN and TREND CEN DS hold a Certificate of Conformity from a UK Notified Body.

## SoftStop® System

Redirective, Gating Tensioned W-Beam Guardrail Terminal, 100% galvanized steel post design.

TL-3 length tested to MASH Test Level 3.

TL-1 and TL-2 available.



## Euro-ET® Energy-absorbing Guardrail End Terminal

Tested to ENV 1317-4 as a P4 terminal (110 km/h)

Length: .....12.36m



## CAT® 350 Crash Cushion Attenuating Terminal

Tested to NCHRP 350 TL-3  
 Can be used as a barrier end treatment and as crash cushion in the median or on the shoulder.

Length:.....9.52mm



## HARP® High-Tension Anchor Release Post

For use with Trinity Highway's CASS®, Nu-Cable™ or other eligible high tension three or four wire rope barriers.

The HARP is designed as a gating terminal and may be placed in either median or shoulder roadway applications.

Tested to MASH Level 3.



## ABC™ Terminal Energy-Absorbing Steel Post Terminal for use with W-Beam safety barrier.

Tested to ENV 1317-4 as a P4 terminal.

Also available as P3 and P2 systems.

Displacement class D 1.1

Length: 110 km/h system .....12.36m  
 Length: 100 km/h system .....9.70m  
 Length: 80 km/h system .....7.04m

