



TRAFFIC SAFETY SUPPLY COMPANY

Your Traffic Sign & Supplies Resource Since 1956

PERMANENT IMPACT ATTENUATORS

NCHRP 350 Test Results

All NCHRP 350 tests were performed on the same unit in four consecutive days. All tests showed outstanding results for ride down G forces and low angle of exit. There were no replacement parts required prior to the next test except for shear bolts.

- The SCI is the only true low maintenance attenuator in existence.
- The only Re-directive Crash Attenuator that can vary the amount of force needed to stop different size vehicles.
- It has a variable stopping force dependent on the speed of the vehicle.
- Little or no damage on all hits within the design criteria saves on replacement parts cost.
- With minimal parts damage, your spare parts inventory levels are all but eliminated.
- There will be lower labor costs due to quick or possibly no repairs after impacts.

Ready To Install
SCI attenuators come fully assembled for a pick-and-set install. A typical installation can be performed in less than 1-1/2 hours. The units require no backstops for permanent or temporary construction applications.



30" X 30" NOSE COVER
Chevron (shown) #11000450
Right/Left Hand #11000460
Custom sizes also available.

Smart Cushion Innovations (SCI) Crash Attenuator

The Smart Cushion Innovations (SCI) crash attenuator is a revolutionary, speed-dependent product that varies stopping resistance during an impact. The Smart Cushion Innovations (SCI) crash attenuator allows lighter and slower-moving vehicles to have longer ride down distances and lower ride down G forces. Unlike fixed-resistance attenuators, the Smart Cushion Innovations (SCI) attenuator does not reach maximum stopping resistance unless a vehicle is traveling at the maximum design speed. This fully re-directive, non-gating, bi-directional, impact attenuator was designed for maximum safety and reusability, as well as outstanding durability before, during, and after an impact.

The SCI is the only attenuator with a reverse-tapered design to eliminate side panel stress during a collapse. It also has an extremely low angle of exit on side impacts (<1°) to keep vehicles from rebounding back into traffic and causing secondary accidents. This is the lowest angle of exit for any re-directive attenuator on the market.



How It Works

The hydraulic porting of the attenuator ensures that the proper resistance is used to stop the vehicle before it reaches the end of the cushion's usable length.

The SCI was specifically designed for durability and resetability to enable resets to be performed in less than one hour. After a frontal impact, an experienced crew can perform the two-stage reset in less than 45 minutes. Side impacts within NCHRP 350 specifications should not damage the attenuator.

After an impact, the cushion requires a dual-stage pull-out with the replacement of two 1/4" shear bolts. The crash attenuator requires a minimal inventory of spare parts because of the new side panels' durability and the normal requirement of only two shear bolts on the frontal impact reset.

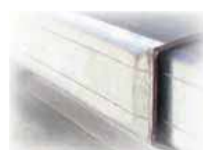
Minimal damage means quick resetting and reduced worker exposure to traffic, as well as lower costs for traffic control, replacement parts and labor.

No need for expensive spare parts!

- Safer for crews
- Safer for motorists
- Lowest life cycle costs



Support Gussets.
Gussets located behind the panels reduce gap formation and deformation to prevent snagging on reverse side impacts.



Stronger Side Panel.
Side panels are over 90% stronger than curved profiles. The profile allows the edges to be beveled, reducing the potential for snagging and damage on reverse-direction impacts. The panel also smoothly redirects vehicles on side impacts. The side panel is fabricated from 10-gauge, 60-ksi, minimum-yield steel with a G90 galvanized coating.



Cable & Cylinder System.
This system allows longer ridedown distances for smaller vehicles, as well as smoother ridedown with lower G forces for all vehicles. The cylinder's hydraulic porting assures a controlled ridedown by applying the necessary resistance required based on the speed of the vehicle.



Side Guide Design.
This new design withstands side impacts with no damage. It also allows individual replacement of the support frames.



Front Rollers.
The roller guide design on the front sled produces a smooth, aligned collapse by reducing friction and binding.