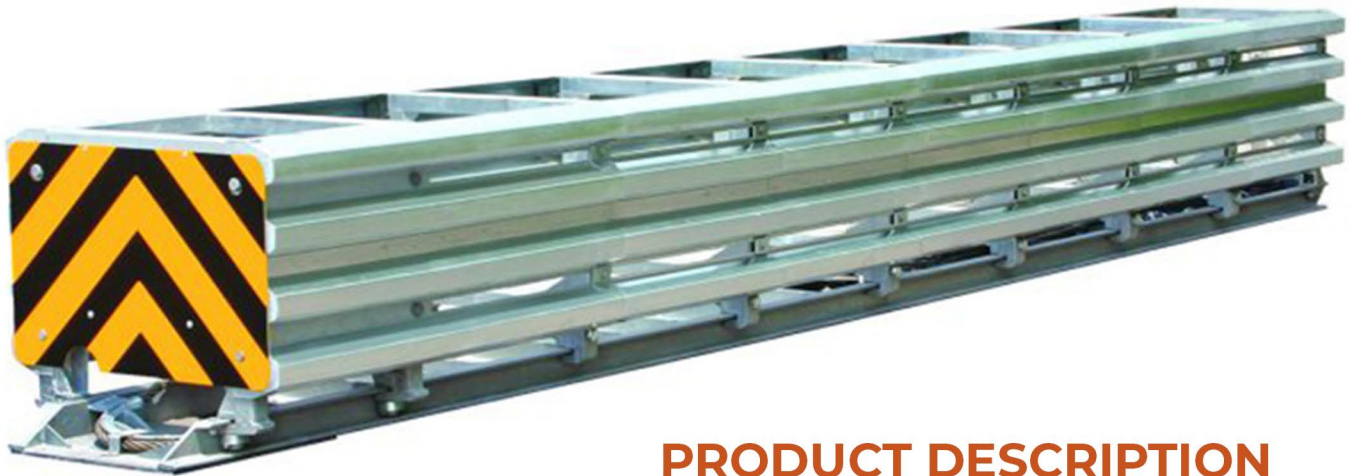


SCI 100 GM Attenuator



TRAFFIC SAFETY
SUPPLY COMPANY



PRODUCT DESCRIPTION

The Smart Cushion® crash attenuator is a revolutionary, speed-dependent product that varies stopping resistance during an impact. The SCI 100 GM Attenuator crash attenuator allows lighter and slower-moving vehicles to have longer ridedown distances and lower ridedown g-forces.

Unlike fixed-resistance attenuators, the SCI 100 GM Attenuator does not reach maximum stopping resistance unless a vehicle is traveling at the maximum design speed. This fully re-directive, non-gating, bidirectional, impact attenuator was designed for maximum safety and reusability, as well as outstanding durability before, during and after an impact.

The SCI 100 GM Attenuator 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 ($<1^\circ$) 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.

Note: Specifications are approximate and subject to change. Some parts shown may be for illustration purposes only.



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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 Smart Cushion® was specifically designed for durability and restorability to enable resets to be performed in less than 30 minutes. Side impacts within NCHRP 350 specifications do 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.

READY TO INSTALL

SCI 100 GM Attenuators come fully assembled for a pick-and-set install. A typical installation can be performed in less than 90 minutes.

The SCI 100 GM Attenuators is self-supporting and requires no additional support for permanent or temporary construction applications.

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NCHRP 350 TEST RESULTS

All NCHRP 350 tests were performed on the same unit over 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.

MASH TEST RESULTS

All MASH tests were performed including the optional mid-size car test using an independent accredited testing facility.

Once again, the SCI 100 GM Attenuator established records for ride down G forces for small vehicles just like it did with NCHRP 350.

TEST LEVELS AVAILABLE

The SCI 100 GM is a MASH and NCHRP 350 Test Level 3 (62 MPH) attenuator and the SCI 100 GM is an NCHRP 350 Test Level 2 (45 MPH) attenuator.

The SCI 100 GM attenuators can protect a wide range of hazards including but not limited to bridges, median barriers and highway signs.

The first speed-dependent, variable-resistance attenuator that can ramp resistance up or down to provide the smoothest ride down of any system on the market.

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SCI 100 GM Repair					
MASH Test Level 3 Repair Results	Part Names	Cost	Repair Hours	Cost	Total Cost
#3-31 2270 kg vehicle 0 degree frontal impact	2 - Shear Bolts	\$1	2 man hours	\$80	\$81
#3-35 2270 kg vehicle 25 degree side impact	2 - Side Panels	\$480	2 man hours	\$80	\$560
#3-37 2270 kg vehicle 25 degree reverse side impact	None	\$0	0	\$0	\$0

SAFETY BENEFITS

- » Variable resistance (speed-dependent), not fixed resistance, provides consistent deceleration during ridedown.
- » Longer ridedown distances and lower sustained g-forces for lighter or slower-moving vehicles.
- » Quick and easy resets for reduced worker exposure to traffic.
- » Low angle of exit on side impacts (<1°) to keep vehicle from rebounding back into traffic.
- » No mobilization required after side impacts reduces public and worker exposure.

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COST BENEFITS

- » Few replacement parts requirement virtually eliminates spare parts inventory and parts costs.
- » Thirty minute resets reduces labor and traffic control costs.
- » The reverse-tapered design eliminates side panel stress on frontal impacts to reduce damage and system fatigue from multiple impacts.
- » Life cycle cost savings increase dramatically as additional impacts occur.
- » No damage on side impacts can save up to 75% on repair costs.
- » Systems shipped from factory fully assembled reduce on-site labor.

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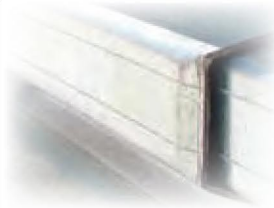
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FEATURES



Support Gussets

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



Stronger Side Panel

The panel is over 90% stronger than curved profiles. The profile allows the edges to be beveled, reducing the potential for snagging and damage on reversedirection impacts. The panel also smoothly redirects vehicles on side impacts. The side panel is fabricated from 10-gauge, 60-ksi, minimum-yield steel with an ASTM A123 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 and mass of the vehicle.



Side Guide Design

This revolutionary design withstands side impacts with no damage.

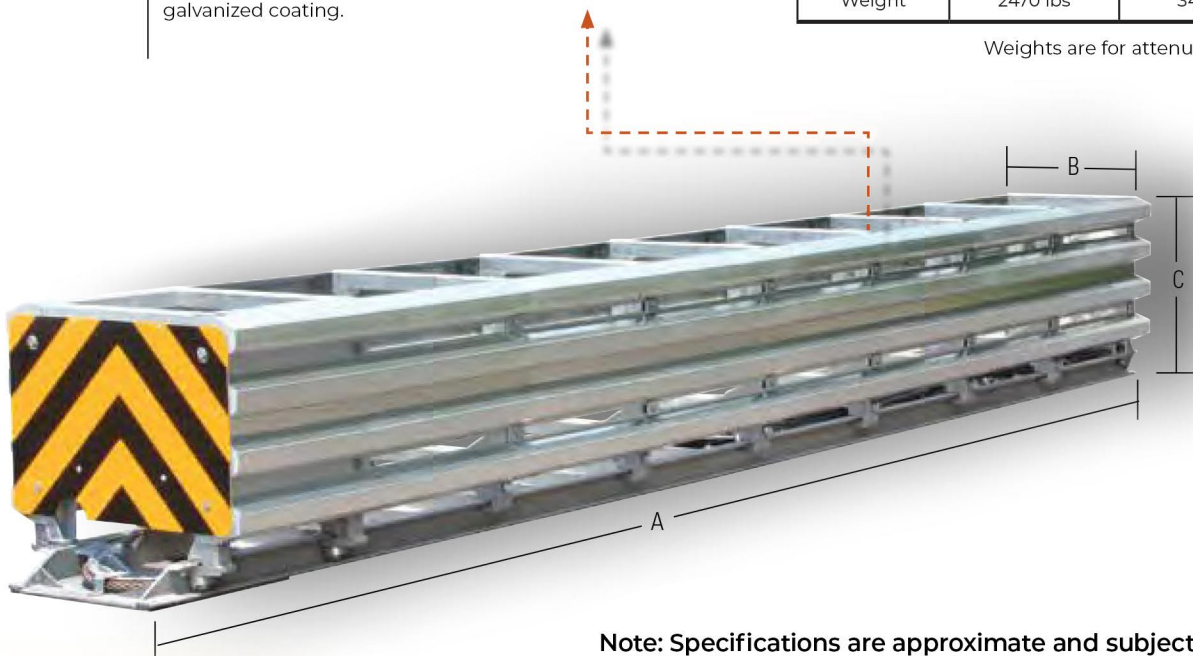


Front Rollers

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

SCI 100 GM Dimensions		
Side	Test Level 2 NCHRP 350	Test Level 3 MASH-NCHRP 350
A	13' 6"	21' 6"
B	24"	24"
C	34"	34"
Weight	2470 lbs	3450 lbs

Weights are for attenuators only



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