



*Taking Highway Safety Into the 21st Century!*<sup>TM</sup>



## ET FAMILY

*ET-2000<sup>TM</sup>/LET<sup>TM</sup>/ET-PLUS<sup>TM</sup>/EURO-ET<sup>TM</sup>*



ET-PLUS<sup>TM</sup>  
with [HBA Post<sup>TM</sup>](#)



ET-PLUS<sup>TM</sup>  
with wood post



ET-PLUS<sup>TM</sup>  
with SYTP<sup>TM</sup>  
Post



EURO-ET<sup>TM</sup>

### INSTALLATION INSTRUCTIONS

To download the installation instructions and drawings in PDF format [Adobe Acrobat Reader](#) is required.

[ET-PLUS<sup>TM</sup>  
Installation  
Instructions](#)

[Canada  
Installation  
Instructions  
SS-326 Drawing](#)

[Euro-ET<sup>TM</sup>  
Installation  
Instructions](#)

### FLYERS

[ET-PLUS<sup>TM</sup>](#)

[EURO-ET<sup>TM</sup>](#)

[ET-PLUS<sup>TM</sup>  
W/SYTP<sup>TM</sup>](#)

## *About ET-2000<sup>TM</sup> and the Family of ET Products (including the ET-2000<sup>TM</sup>/ET-PLUS<sup>TM</sup> EURO-ET<sup>TM</sup>& LET-350<sup>TM</sup> versions)*

First installed in 1990 as an NCHRP-230 product, ET-2000<sup>TM</sup> is the first extruder terminal designed to eliminate the hazard of guardrail ends. In 1995, ET-2000<sup>TM</sup> became the first NCHRP Report 350 level 3 guardrail end treatment. Since initial introduction, over 75,000 ET-2000<sup>TM</sup>'s have been installed throughout the United States and around the world. While improvements in the overall system have been adopted, the same durable original Extruder Head continues to serve impeccably. Additional economies are obtained by re-using the head with repaired installations. Our current record for maximum re-uses of the same head is seven.

## *How ET-2000<sup>TM</sup>/ET-PLUS<sup>TM</sup>/LET-350<sup>TM</sup> Saves Lives*

Upon impact with the ET-2000<sup>TM</sup>, a vehicle forces the extruder "head" along the guardrail, breaking the wooden posts and flattening and curving the guardrail away from traffic as it brings the vehicle to a controlled stop. In the extruding process, the kinetic energy of the impacting vehicle is absorbed by the force required to reduce the W-Beam shape of the guardrail to a flatter section. For a demonstration, watch our on-line ET-2000<sup>TM</sup> crash test video.

## *Where to Use ET-2000<sup>TM</sup>/ET-PLUS<sup>TM</sup>/LET-350<sup>TM</sup>*

When minimal right of way or limited shoulder exists, or if limited budgets do not cover the cost of added earth work requirements for flared terminals, ET-2000<sup>TM</sup> is the lowest cost choice of NCHRP-350 guardrail end treatments.

## ***Why Specify ET-2000™/ET-PLUS™/LET-350™***

- ET-2000™'s reusable extruder head means lower repair costs if hit, which allows reduced parts inventories.
  - Other fine-tuned features make ET-2000™ easy to install and repair.
  - Unique design, distinctive features and no flare requirements, (up to 2' straight taper flare allowed) along with years of proven performance all make specifying ET-2000™ a wise policy.
  - An In-Service evaluation report based on field data confirms the superior performance of ET-2000™ and is available upon request.
  - As an NCHRP Report 350 product, ET-2000™ will take you safely into the next century.
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| [Category Listing](#) | [Product Listing](#) | [Sales](#) | [Technical](#) |

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