



SKT

SKT-SP Standard Post System

The same SKT already in use all across America

- ◆ Enhanced upper and lower bolted Post #1
- ◆ Hinged W6 Post #2, no ground strut
- ◆ Cost savings for Post #3 and beyond:
 - ◆ Generic standard W6 steel guardrail posts
 - ◆ Standard W-Beam rail sections
- ◆ Simplified installation and maintenance



How the SKT Functions

The SKT (Sequential Kinking Terminal) is an energy absorbing tangent terminal. The SKT is 50'-0" long and has 8 posts. NCHRP 350 APPROVED!

During head-on impacts, the SKT head slides over the W-beam guardrail. The rail is sequentially kinked or bent as it moves through the head. The kinked guardrail exits the head safely and the vehicle is brought to a controlled stop. When impacted along the side within the length-of-need, the SKT functions like guardrail. The errant vehicle is safely redirected back toward its original travel path.



SOIL PLATE OPTION:

The FHWA now allows the 4'-6" long foundation tubes at posts 3 & 4 or posts 3 - 8 to be installed without the soil plates. This design is optional and the contract plans must be followed. See FAQ's for additional information.

Benefits and Features

- ◆ The only component different from the FLEAT is the impact head. This greatly reduces inventory requirements.
- ◆ The forces required to push the impact head down the rail are lower than other tangent end terminals.
- ◆ The impact head weighs less than 175 pounds. The high strength steel construction and lower impact forces results in a better performing design.
- ◆ The impact head is significantly easier to remove from the rail compared to competitive systems.
- ◆ The refined design over older technology improves the impact performance efficiency. The longer impact head and improved cable anchor bracket results in a better terminal.
- ◆ The SKT is available from multiple distributors. This means the end of sole source supply.
- ◆ The SKT is available in a 2, 4, or 8 foundation tube option.
- ◆ Fits a wide range of applications:
 - ◆ Tangent
 - ◆ Wood or Steel Posts
 - ◆ Test Level 2 and 3 Speed
- ◆ Also Available: SKT-LITE, shortened (37' 6" long) system with wood or steel posts.

Design Options for SKT

According to 2013 FARS data, 72% of all fatal accidents occur on two-lane roads.



The BCT Failed the TL-2 Crash Testing

The SKT meets NCHRP 350 Test Level 2 criteria. All of the components are the same as the Test Level 3 (100 km/hr) design. The length is simply reduced.

	Test Level 2	Test Level 3
Speed	70 km/hr	100 km/hr
Length	25'-0"	50'-0"
Posts	5	8

These Test Level 2 designs will cost less to supply, install and maintain.

[Click here for a full scale crash test video](#)

Steel Posts

A Hinged Steel Post Option is available for the SKT. The drawing is available in the Downloads section of this page.

Front Views

(click to enlarge)



Back Views

(click to enlarge)



[See computer simulation of a full size car end-on impact.](#)



[See computer simulation of a small car end-on impact.](#)

Downloads

- ◆ SKT-SP METRIC Installation Manual
- ◆ SKT Wood Post Installation Manual
- ◆ SKT / FLEAT Test Level 2 Supplemental Installation Manual
- ◆ SKT Steel Hinged Post Installation Manual
- ◆ SKT-SP and FLEAT-SP Steel Post Installation Manual
- ◆ SKT-SP Terminal TL-3 Standard Post System (METRIC) Drawing
- ◆ SKT-SP Terminal TL-3 Standard Post System (US) Drawing
- ◆ SKT Wood Post System Drawing
- ◆ SKT Assembly Drawing For Hinged Post
- ◆ April 2, 1997 SKT Approval
- ◆ June 10, 1998 Foundation Tube and Blockout Options
- ◆ August 27, 1999 SKT & FLEAT Steel Post Approval
- ◆ February 4, 2000 SKT Test Level 2 Approval
- ◆ March 23, 2001 SKT Eliminating Soil Plates From Tubes 3 Through 8
- ◆ October 30, 2002 SKT Hinged Steel Post Approval
- ◆ July 14, 2004 SKT LITE Shortened 37'-6" Long System With Wood or Steel Posts
- ◆ August 20, 2004 SKT & FLEAT Steel Post Hinged With Single 3/4" Bolt.
- ◆ June 1, 2008 SKT Universal Posts
- ◆ September 17, 2008 SKT-SP Standard Post System

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