



Highway Safety PRODUCTS

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End Treatments: FLEAT™

NEW! FLEAT-SP Standard Post System – the same FLEAT already in use all across America



- Enhanced upper and lower hinged 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 FLEAT™ Functions

The FLEAT™ 350 (FLared Energy Absorbing Terminal) is an energy absorbing flared terminal. The flare is straight and the offset is variable anywhere between 2'-6" and 4'-0". The FLEAT™ is 37'-6" long and has 7 breakaway posts. NCHRP 350 APPROVED!



The FLEAT™ combines the superior performance of the energy absorbing tangent terminals with the advantage of flared terminals in reducing nuisance impacts. During head-on impacts, the FLEAT™ 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 FLEAT™ functions like guardrail. The errant vehicle is safely redirected back toward its original travel path.

The FLEAT™ is the only NCHRP 350 / FHWA approved Energy Absorbing Flared Terminal. The FHWA has recommended that all non-energy absorbing flared terminals have 200 feet or more of barrier proper in advance of the fixed object to allow for the vehicle to travel behind and beyond the end of the terminal.

The FLEAT™ is the only NCHRP 350 / FHWA approved flared terminal with a steel post option.

The FLEAT™ is the only NCHRP 350 / FHWA approved flared terminal with a Test Level 2 option.

Benefits and Features

- The only component different from the SKT is the impact head. This greatly reduces inventory requirements.
- The FLEAT™ is the only energy absorbing flared terminal available. When impacted end-on, the kinetic energy is able to be absorbed. With non-energy absorbing terminals, the errant vehicle may travel nearly the length of a football field behind and beyond the end of the terminal.
- The FLEAT™ is the only Test Level 2 flared terminal available.
- The FLEAT™ is the only flared terminal available with a breakaway steel post option.
- Only 7 posts are required.
- The FLEAT™ has significantly fewer small components than any other flared terminal. This substantially reduces the installation and maintenance time.
- The flare is straight, not a parabolic curve. This greatly simplifies the installation and improves the performance for traffic face redirection impacts.
- The flare can be optimized to fit the site conditions. The flare is variable anywhere between 2'-6" and 4'-0". This may reduce the need for costly site grading.
- The FLEAT™ is available from multiple distributors. This means the end of sole source supply.

PDF Files, Open in Separate Windows

NOTE: You should use the latest version of the Adobe Reader. [Click here to go to the Adobe Reader download site.](#)

- [FLEAT™ Drawing](#)
- [Installation Manual](#)
- [FLEAT™ Approval: April 2, 1998](#)
- [FLEAT™ Variable offset Approval: August 27, 1998](#)
- [FLEAT™ Test Level 2 Approval: May 21, 1999](#)
- [SKT™ & FLEAT™ Steel Post Approval: August 27, 1999](#)
- [FLEAT™ With All 6'-3" Post Spacing Approval: June 1, 2001](#)
- [SKT™ & FLEAT™ Steel Post Hinged With Single 3/4" Bolt Approval: August 20, 2004](#)
- [SKT Universal Posts \(11.5MB\): June 1, 2008](#)
- [SKT-SP Standard Post System: September 17, 2008](#)

Videos

- [QuickTime](#)
- [Windows Media](#)
- [Real Media](#)



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