

# – Inspection Checklist –

<b>Items to Inspect</b>	<b>✓</b>
<b>All 39 Anchor Bolts are Installed</b>	
<b>All Anchor Bolts Do Not Exceed .5 in (12.7 mm) Past Anchor Nut</b>	
<b>All Anchor Bolts are Properly Torqued. Concrete Installations 100 ft- lbs (135 Nm). Asphalt Installations 10 ft-lbs (14 Nm)</b>	
<b>All Diaphragms are Spaced 22.25" ± 1"</b> If Spacing Falls out of Spec the Diaphragms with the Sacrificial Hardware shall be Adjusted.	
<b>Rear Fender Panels can Telescope Rearward 35" without Obstruction</b>	
<b>Front Attenuation Module is Installed with 4 Fasteners</b>	
<b>Front Attenuation Module has Proper Sheeting for the Site</b>	
<b>All Tools and Debris are Cleared from Delta</b>	
<b>Serial Numbers on Page 29 have been Documented</b>	

**Inspected By:** \_\_\_\_\_

**Contact Information:** \_\_\_\_\_

**Date:** \_\_\_\_\_



# -Maintenance-

The Delta is a low-maintenance unit. Regular inspections depend on site conditions, traffic volume and weather conditions. Regular inspections of the Delta is recommended and shall be made by local highway authority, always follow local guidelines for frequency of inspections to ensure adequate repairs are made to the unit.

*Maintenance includes but not limited to the following:*

- Clear and dispose of on site debris (remove excessive dirt, vegetation, snow, etc)
- Check for damage to the front attenuation module
- Check bolts are tight and rust free
- Check for loosened, damaged or rusted anchor bolts
- If installed on asphalt the anchor bolts should be checked on a routine basis
- Check for missing components and vandalism
- Check to see if there is evidence of an impact. Damage to the cutout patterns in the fender panels should be documented and replaced.

To determine if a Delta needs replacement or is potentially reusable, an engineer experienced in highway products/safety directed by local highway authority must be consulted.

Notes: \_\_\_\_\_  
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Inspected By: \_\_\_\_\_

Date: \_\_\_\_\_

