

# Maintenance Checklists

## Maintenance Checklists

It is important to inspect the G-R-E-A-T System often because an impact can occur at any time. Two types of inspections should be performed regularly:

- Visual Drive-By Inspection
- Walk-Up Inspection

## Visual Drive-By Inspection Checklist

Drive-by inspections are recommended as needed based on volume of traffic and frequency of impacts. If any of the following conditions are noticed, a walk-up inspection is warranted. Required corrections must be made as soon as possible.

### 1) Check for evidence of impact

Check to see if there is evidence of an impact. If so, a walk-up inspection will be necessary.

### 2) Check restraining chains

Be sure all the chains are in the proper position with the last link over the pin on the lower portion of the support legs. Make certain this is done on both sides.

### 3) Check cartridges

Check to see if the cartridges appear to be off the support brackets. Any damaged cartridges will need to be replaced.

### 4) Check the nose

Be sure the plastic nose cover is in place.

*Note: The nose of the unit should be delineated to comply with local codes (chevron, reflectorized sign, etc.)*

### 5) Note the location

Note the location and condition of the G-R-E-A-T System and the date of the visual drive-by inspection in your maintenance log.



For Customer Service Call  
1-888-32-ENERG

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### Walk-Up Inspection Checklist

Physical inspections are recommended as needed based upon traffic volume and impact history. If system repairs are necessary, refer to the Refurbishment instructions in this manual. Complete the following steps during a walk-up inspection:

#### 1) All bolts securely/properly fastened, aligned and rust-free

- Be sure all bolts are tight and rust-free.
- Be sure concrete anchor bolts are securely anchored.
- Be sure all mushroom bolts are properly aligned and positioned in the correct slot in the underlying three-beam panel.

#### 2) Diaphragm legs straight

Be sure diaphragm legs are straight.

#### 3) Mushroom deflectors in place

Be sure all mushroom deflectors are in place and properly positioned on each fender panel (except rear-most panel).

#### 4) Restraining cable tight and rust-free

Be sure restraining cable is tight and rust-free. If necessary, to tension the cable, refer to the Installation Manual.

#### 5) Cartridges undamaged and in position

Be sure the cartridges have not been damaged and are properly positioned in their support brackets. Replace crushed or sagging cartridges. To ensure 100% of the full design speed characteristics, partially crushed cartridges (due to slow speed impacts) should be replaced. Look for staples that have broken or pulled out along the bottom edge of the cartridges.

#### 6) Fender panel gaps within tolerances

Check the maximum gap of the fender panels. The maximum recommended gap for overlapping parts (including fender panels overlapping the transition panels or components behind the unit) is:

- 19 mm +/- 6 mm (3/4" +/- 1/4") on any side where traffic approaches from the rear.
- 38 mm (1-1/2") maximum on any side where traffic approaches the nose head-on.

## 7) Repairs required

Make all necessary repairs as described above. Refer to page 9 for Refurbishment procedures and the Installation Manual for more information.

## 8) Note the location

Note the location and condition of the G-R-E-A-T System, the date and any work that is done in your maintenance log. If further repair is required, note the repair request date in your log.

## Parts Ordering Procedures

When the G-R-E-A-T System has been impacted or requires repair, replacement parts can be ordered. To order parts or ask questions, call Energy Absorption Systems' **Customer Service Department at 1-888-32-ENERG**. Diagrams of the G-R-E-A-T System backups and transitions are provided at the back of this manual for reference in identifying system components.

Complete the following steps to order parts for the G-R-E-A-T System:

- 1) Make a list of all damaged parts using the part descriptions shown on pages 8 through 13. Fill in the chart in Figure 2. (Figure 3 shows an example of a completed chart.) This information is necessary to receive the proper parts.
- 2) To determine width and number of bays, refer to page 4.



Figure 2

DESCRIPTION	CHOICES	FILL IN THIS SECTION
Width of unit? (refer to "Determine Width" page 4)	610 mm [2'-0"] 762 mm [2'-6"] 914 mm [3'-0"]	
Number of bays (refer to "Determine Number of Bays" page 4)	1 thru 12	
Type of backup?  (refer to pages 12 & 13)	Tension strut G-R-E-A-T® cz Concrete New Jersey Wide flange	
Transition panels? -Right side -Left side -Both sides -No Transition (refer to page 13)	4" offset 9" offset Thrie to w Rear deflector	

G-R-E-A-T System Ordering Information Chart

Figure 3

DESCRIPTION	CHOICES	FILL IN THIS SECTION
Width of unit? (refer to "Determine Width" page 4)	610 mm [2'-0"] 762 mm [2'-6"] 914 mm [3'-0"]	2'-6"
Number of bays (refer to "Determine Number of Bays" page 4)	1 thru 12	3
Type of backup?  (refer to pages 12 & 13)	Tension strut G-R-E-A-T® cz Concrete New Jersey Wide flange	Tension strut
Transition panels? -Right side -Left side -Both sides -No Transition (refer to page 13)	4" offset 9" offset Thrie to w Rear deflector	None

Example of Completed Chart