

Maintenance and Repair

Inspection Frequency

Inspections are recommended as needed based upon volume of traffic and impact history. Visual Drive-By Inspections are recommended at least once a month. Walk-Up Inspections are recommended at least once a year for QuadGuard® systems on asphalt.

Visual Drive-By Inspection

- 1) Check to see if there is evidence of an impact. If so, a walk-up inspection will be necessary.
- 2) Check to see if the Cartridges appear to be off the Support Brackets. Any damaged Cartridges will need to be replaced.



Warning: See Cartridge placement instructions on page 35 or 54.

- 3) Be sure the Nose is in place.
- 4) Note the location and condition of the QuadGuard® system and the date of visual drive-by inspection.

Walk-Up Inspection

- 1) Clear and dispose of any debris on the site.
- 2) Be sure all bolts are tight and rust free.
- 3) Be sure anchor bolts are securely anchored (see Table A on p. 56).
- 4) Be sure Diaphragm Legs are straight.
- 5) Be sure all Mushroom Washer Assemblies are properly aligned and positioned.
- 6) Fender Panels and Transition Panels should nest tightly against the system.



Warning:	
Fender Panel	Maximum gap allowed:
Narrow Systems	20 mm [0.78"]
Wide Systems	25 mm [1.00"]

(see Figures 76 & 77 on p. 63)

- 7) Be sure Cartridges have not been damaged and are properly positioned on their Support Brackets. Replace crushed or sagging Cartridges. To ensure NCHRP Report 350 criteria, partially crushed Cartridges (due to slow speed impacts) shall be replaced.
- 8) Make all necessary repairs as described above. See Post-Impact Instructions on page 61 for more information.
- 9) Note the location and condition of the QuadGuard® system and any work done in the Impact Attenuator Inspection Logbook under the date of this inspection. If further repair is necessary, note repair request date in logbook. See Post-Impact Instructions on page 61 and the assembly section of this Manual for more information.
- 10) In deciding if a product should be replaced, or is potentially reusable, a trained engineer, experienced in highway products, directed by the DOT, or other appropriate local highway authority, must be consulted.