

Inspector Checklist

Confirm all items in the checklist have been properly completed and hardware is tightened.

Concrete Installation Checklist

Inspection		
Date	By	Item
		Delineation Bracket is attached to Front Support. (Step 8, Page 33.)
		Ensure Tether Kit is installed. With 3-3/4" minimum on each side of cable clamp. (Step 7, Page 32.)
		Tow Hooks are installed with crescent end facing upstream. (Step 6, Page 31.)
		Anchor spacing, 121- 5/8" (TL-2), 224" (TL-3) between base plates of Front Cable Anchor and Compact Backstop. (Step 1, Page 21.)
		Cable Guides are seated flush on Mid-Support Assemblies. (Step 4, Page 27.)
		Cable Guide Torque 30 ft-lbf (48 N-m). (Step 4, Page 27.)
		Slider Panel lapping with "M" notch downstream side towards backstop. (Step 6, Page 29.)
		Slider Panels must overlap the preceding downstream panel on outside. (Step 6, Page 31.)
		Slider Shims are nested in the panel slots. (Step 6, Page 29.)
		Slider bolts are tightened. (Step 11, Page 38.)
		End Panel Mounts are parallel to the end panels with "U" cut out facing upstream. (Step 2, Page 25.)
		End Panel Mount torque spec. 70 ft-lbf (95 N-m). (Step 2, Page 25.)
		Cables are torqued to 500 ft-lbf (680 N-m). No visible sagging. (Step 10, Page 37.)
		EACs are seated correctly on tabs. (Step 9, Page 34.)
		Text on the EACs are facing upward, two vent holes facing towards backstop. (Step 9, Page 34.)
		Anchor bolts torque to 120 ft-lbs (160 N-m). (Step 10, Page 35.)
Inspector signature:		Date:

Asphalt Installation Checklist

This check list is in addition to the above checklist.

Inspection		
Date	By	Item
		Rear Plate and Tie Channel are anchored flush to the foundation. (Step 1, Page 22.)
		For TL-3 systems Bays 6 & 7 have nested panels and stacked Slider Shims. (Step 6, Page 30.)
		Backstop Braces are anchored flush to the foundation. (Step 1, Page 24.)
		Crossmember is seated flush on top of Compact Backstop and Backstop Braces. (Step 1, Page 22.)
		Anchor bolts torqued to 5 ft-lbf (8 N-m). (Step 10, Page 36.)
		Cables torqued to 120 ft-lbf (160 N-m). (Step 10, Page 37.)
Inspector signature:		Date:

Maintenance Inspection

Crash cushions, like all roadside safety hardware, require inspection to ensure they are in acceptable working condition. Regular inspections of the TAU-M™ system is recommended and shall be made by the local highway authority. Frequency of the inspections shall be made based on site conditions, traffic volumes, and crash history. Please follow the local guidelines for frequency of inspections to ensure adequate repairs are made to the system. Walk-up inspections are recommended at least twice a year. The TAU-M™ system shall be inspected for damage after every impact. Repairs shall be made accordingly using Lindsay Transportation Solutions components as specified in the product drawings.

Visual Drive-By Inspections (Recommended Frequency – Monthly)

Check for:

- Damage caused by vehicle impacts
- Minor damage cause by impacts from roadside maintenance equipment
- Misalignment of panels
- Missing components
- Damage from vandalism