

# Inspector Checklist

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

Inspection		
Date	By	Item
		Cable closest to the traffic side of the system passes through bottom hole on impact head. (Pg. 26, Step 11)
		Cable sleeves are at the front of the system. The sleeves shall rest a minimum of 6 inches below the impact head. (Pg. 26, Step 11)
		No blockout at post 1. (Pg. 18, Step 3)
		Slot on post 1 is on upstream end of the system. (Pg. 16, Step 1)
		Guardrail nuts on impact head are on the outside. (Pg 25, Step 10)
		Rectangular washer and square washer used at post 1. (Pg 25, Step 10)
		Friction plate is installed inside impact head. (Pg. 26, Step 11)
		Friction plate is turned to engaged position. (Pg. 27, Step 12)
		Friction plate bolts are completely tightened. (Pg. 27, Step 12)
		Rail 1 and rail 2 are spliced with the guardrail nuts on the outside. (Pg. 24, Step 9)
		Slider Joint - traffic side slider (TSS) should be attached to downstream end of rail 2 with nuts on the traffic side and arrow pointing toward the front of the system. (Pg. 22 Step 7)
		Slider Joint - inner side slider (ISS) should be attached to the upstream end of rail 3 with nuts on the non-traffic side. (Pg. 20, Step 5)
		Slider Joint - rear side slider (RSS) should be attached with the nuts on the non-traffic side and arrow pointing toward the front of the system. (Pg. 29, Step 14)
		Tooth is installed and engaged in the slot at the slider joint. (Pg. 22, Step 7)
		Cables should be taut and not visibly sagging. (Pg. 28, Step 13)
		System installed without offset or with allowable offset of 0-2 ft. (Pg. 16, Step 1)
		System height shall be 31" +/- 1". (Pg. 16, Step 1)
		All guardrail panels should be lapped with the upstream most rail on the outside. Rail 1 over rail 2, rail 2 over rail 3, rail 3 over rail 4, and rail 4 over rail 5. (Pg. 24, Step 9)
Inspector signature:		Date:

## Maintenance Inspection

Guardrail terminals, like all roadside safety hardware, require inspection to ensure they are in acceptable working condition. Regular inspections of the MAX-Tension™ system are 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 MAX-Tension™ 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
- Missing components
- Damage from vandalism
- Loose hardware

## Maintenance Inspection (Cont.)

Walk-Up Inspections .....Recommended Frequency – Twice a Year  
Before performing walk-up inspections, ensure traffic control is deployed in accordance with Local guidelines.

Check for:

- Damage caused by vehicle impacts
- Minor damage cause by impacts from roadside maintenance equipment
- Misalignment
- Missing components
- Damage from vandalism
- Sagging cables
- Clear and dispose of any debris in and around the system
- Cutting tooth is in correct position
- Disengaged friction plate
- Frayed cable
- Grading around the system
- Loose hardware
- The cable sleeves shall rest a minimum of 6 inches below the impact head.

After inspection is complete, ensure all items identified during the inspection process are corrected. The MAX-Tension™ System shall be returned to proper condition as outlined in the installation instructions.

## Maintenance Inspection (Cont.)

Walk-Up Inspection	
Item	Comment
Damage caused by vehicle impacts	
Minor damage caused by impacts from roadside maintenance equipment	
Misalignment	
Missing components	
Damage from vandalism	
Sagging cables	
Clear and dispose of any debris in and around the system	
Cutting tooth is in correct position	
Disengaged friction plate	
Frayed cable	
Grading around system	
Loose hardware	
The cable sleeves shall rest a minimum of 6 inches below the impact head.	
Inspector Signature:	Date:
Print Name:	Location:

If any of the above items are identified during the walk-up inspection, swift action should be taken to repair and return the MAX-Tension™ Guardrail Terminal System (MAX™) to the proper condition as outlined in this manual.

In addition to the items listed above, all items in the Inspector Checklist (Pg. 31) should be checked.