



## ACZ-350 System Final Inspection Checklist

Product Manual Revision E (September 2011)

- Use the checklist below to confirm that all of the installation steps have been completed

<b>Site Location:</b>		
<b>ACZ350 Type:</b>		
<b>Client:</b>		
<b>Installed by:</b>	<b>Print Name:</b> <b>Company:</b> <b>Signature:</b>	<b>Date:</b>
<b>Inspected by:</b>	<b>Print Name:</b> <b>Company:</b> <b>Signature:</b>	<b>Date:</b>

Check Required:	Checked?
<b>Curbs:</b> <b>1)</b> - No curbs are present up to 15m in front of the ACZ-350, extending rearwards as far as the leading barrier it is shielding, <b>OR</b> <b>2)</b> - All curbs up to 15m in front of the ACZ-350 and extending rearward as far as the leading barrier, are 100mm or under, and are mountable. NOTE (1): The 100mm is taken from finished road height NOTE (2): This kerbing required for all crash cushions worldwide, not just the ACZ-350 system. Source: AASHTO Road Design Guide, 2002. Section 8.5 'Placement Recommendations'.	
<b>Cross Slope:</b> The ACZ-350 is installed so that a cross-slope equal to or less than 8% or 5 degrees exists. Cross slopes in excess of this may cause vaulting of an impacting vehicle.	
<b>Water Ballast:</b> Are all plastic sections filled correctly with water? Are the drain ports closed and not leaking?	
<b>Wheel Deflectors:</b> Are the wheel deflectors on the transition piece adjusted to be the same width as the base of the barrier it is shielding?	

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Check Required:	Checked?
<p><b>Arms on Transition Piece:</b> Are the upper and lower arms on the transition piece connected to the concrete barrier or Ironman Barrier correctly? (This check should be performed on both sides)</p>	
<p><b>Threaded Rod position:</b> Is the threaded rod on the transition piece positioned to minimize snagging? (Refer to the ACZ-350 Installation Maintenance Manual for clarification)</p>	
<p><b>Transition piece Fixing Hardware:</b> Ensure all fixing hardware is secure and tightened. Pins should be installed where required. Refer to separate instructions which are included with each style of Transition Assembly.</p>	
<p><b>Long Connecting Pin:</b> Is the long connecting pin installed between the transition piece and the rear water filled section?</p>	
<p><b>Long Rod Assembly:</b> Does the ACZ-350 have the Long Rod Assembly installed inside the Long connecting pin? Does it have the retainer nut attached at the base of the Long Rod and is it tightened so that it is pulled up tight against the bottom of the rear barrier section?</p>	
<p><b>Rear Water-filled Section:</b> Each water-filled section has a set of upper and lower knuckles at either end of the section. Is the rear water filled section orientated so that the upper set of knuckles is at the rear? (IE: Pointing away from the on-coming traffic)</p>	
<p><b>Front and Rear Bay Assemblies:</b> Are the Front and Rear Bay Assembly installed and connected correctly?</p>	
<p><b>Metal Nose Assembly:</b> Is the Metal Nose Assembly present and connected?</p>	
<p><b>Short Connecting Pin:</b> Is the short connecting pin installed between the metal nose assembly and the Front Bay Assembly?</p>	
<p><b>Short Rod Assembly:</b> Does the ACZ-350 have the Short Rod Assembly installed inside the Short connecting pin? Does it have the retainer nut attached at the base of the Long Rod and is it tightened so that it is pulled up tight against the bottom of the rear barrier section?</p>	
<p><b>Chevron / Lateral Shift Marker?</b> Is the correct Chevron / Lateral Shift Marker installed on the front of the Metal Nose Assembly?</p>	