



# X-350 Tangent & Flared Terminal

## Installation Checklist

Checklist	Y	N
Ground strut is flush to ground surface No more than 100mm to protrude above ground surface Bolted to post # 1 at base of post		
Impact head has rail bolted with all 8 nuts on the face of the rail		
Locking bar is turned fully in slot and secured with 4 x 8.8HT bolts only Cables to be tightened only after locking bar is fully turned		
Post # 2 is a steel I beam breakaway (weakened) or timber CRT post with blackout Post # 3 is not bolted to rail Post # 3 to 6 are steel I beam line posts (not weakened) or timber CRT posts with blackouts		
Slider panel is attached to rail # 1 with all four nuts on the face of rail Slider bracket is attached to rail # 2 with all four nuts inside the rail		
Angle bar is bolted to the slider bracket with the flat section facing post # 3 at the impact head side The gap between the angle bar and the slider is a minimum of 25mm and a maximum 70mm Cables are tensioned up "taut" with no visible sag over the 11.4m span and nuts at both ends have full purchase on thread, with two threads showing Only tension the cables after the locking bar is fully engaged in the slot		
8 x yellow shear bolts are bolted at rail # 2 and # 3 with the spacers washers between the nut and rail		
Guardrail height is 550mm from the finished road surface to the centre of the rail for timber and steel post systems Guardrail height is 635mm from the finished road surface to centre of rail for steel post system connected to Nu-Guard 31		
Flare rate 0 - 1200mm from the tangent over total length of 11.43m		

Project/Job number:			
Location:			
Client/Asset Owner:			
Principal Contractor:			
Installer:			
Installed by:		Date:	
Inspected by:		Date:	

More information on **X-350 Tangent & Flared Terminal** can be found at [www.csppacific.co.nz](http://www.csppacific.co.nz) or call **0800 655 200**

Leading road side and barrier systems supplier

### CSP PACIFIC

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