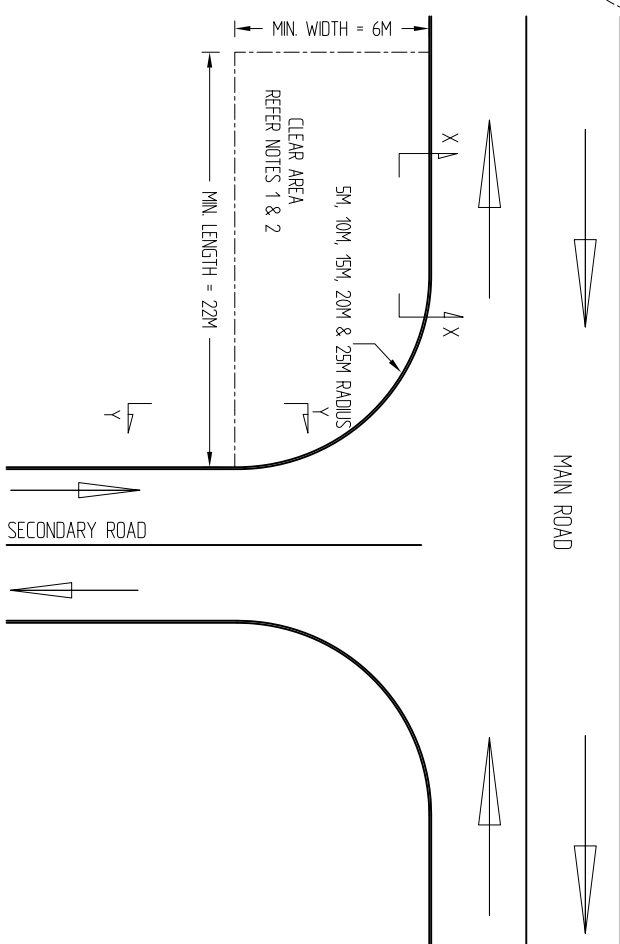
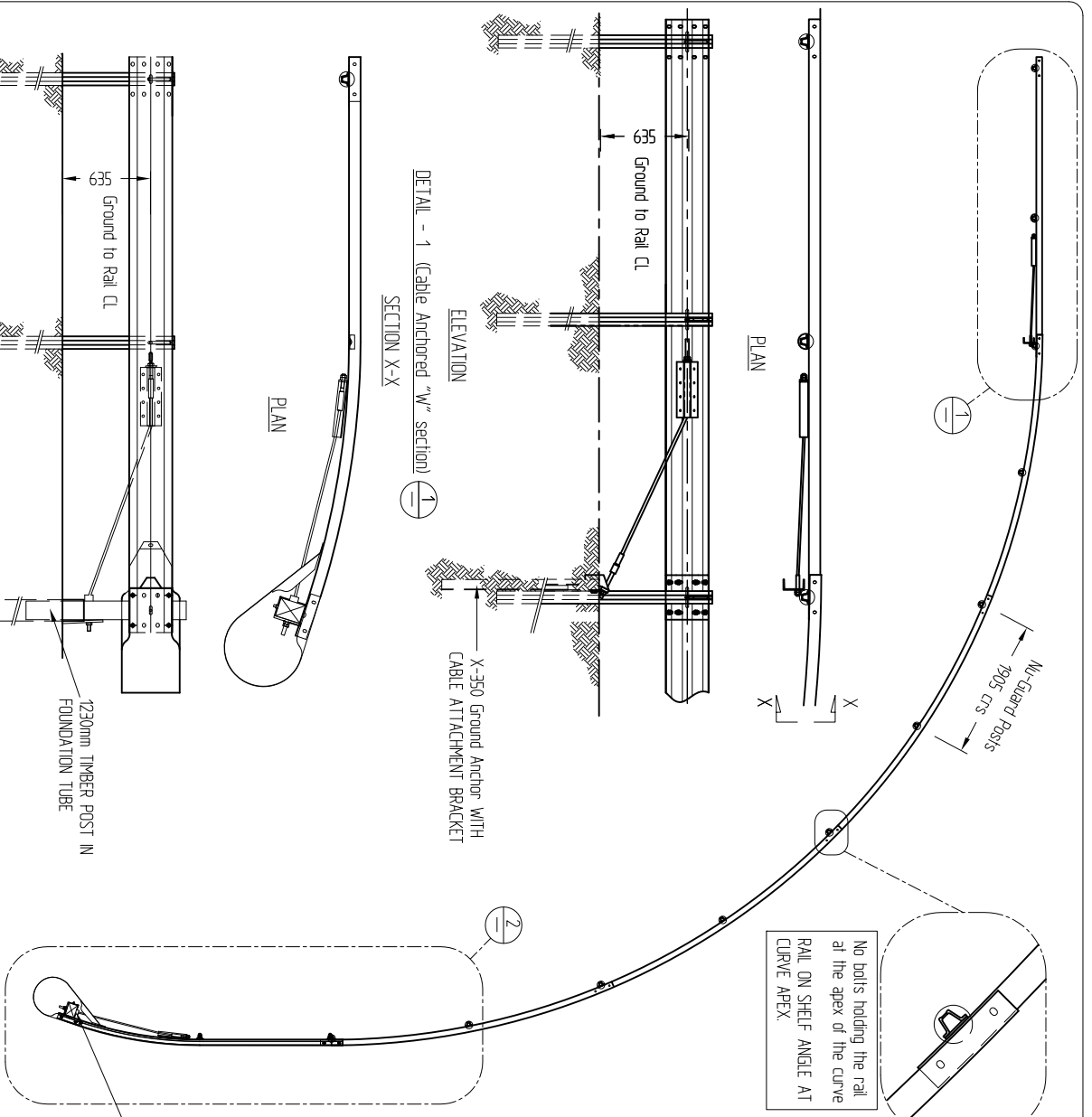


Revision	Rev. Date	Changes Made
Rev 1 (NY)	21/05/2012	GENERAL NOTES UPDATED.
Rev 2 (NY)	21/05/2012	GENERAL NOTES UPDATED.
Rev 3 (NY)	5/06/2012	X-350 GROUND ANCHOR POSITION MODIFIED.
Rev 4 (NY)	11-06-12	GENERAL NOTE UPDATED
Rev 5 (NY)	25-06-12	GENERAL NOTE UPDATED
Rev 6 (NY)		GENERAL NOTE UPDATED.



1230mm TIMBER POST IN FOUNDATION TUBE

CURVED TRAINING END TERMINAL FOR LOW SPEED, LOW VOLUME ROAD ONLY. HIGH SPEED, HIGH VOLUME ROAD MUST BE A X-350 31 TERMINAL END.

**NOTES:**

1. APPROACH GRADING IS TO BE 10% 1V OR FLATTER MAINTAIN FREE OF OBSTRUCTIONS.
2. A MINIMUM CLEAR AREA OF 22M X 6M TO BE PROVIDED BEHIND THE GUARDRAIL.
3. CLEAR AREA BEHIND GUARDRAIL TO BE 64:1V OR FLATTER AND MAINTAINED FREE OF OBSTRUCTIONS
4. NO WASHERS ARE TO BE USED WITH THE MUSHROOM HEAD BOLTS ON FACE OF RAIL.
5. THERE CAN BE UP TO 3 APEX POSTS DEPENDING ON MOST LIKELY IMPACT DIRECTIONS.
6. RAIL ON SHELF ANGLE AT ALL APEX POSTS.

**TYPICAL CURVED RAIL LAYOUT**

DETAIL - 1 (Cable Anchored "W" section)  
SECTION X-X

DETAIL - 2 (Trailing End Terminal - Curved)  
SECTION Y-Y

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**NUGUARD 31™ CURVED TERMINAL INSTALLATION**

ACCEPTED BY NEW ZEALAND TRANSPORT AGENCY

Drawn by	SB	Date	10-05-2012
Checked		Scale	A4 AS SHOWN
Reference No.			
Drawing no.	FX566-1	Rev. No.	6