

Name: _____ Date: _____

Location: _____ Serial #: _____

SCI Install Video ↓

Scan this QR code to
view a Step-By Step
Installation video



SMART CUSHION® ATTENUATOR INSTALLATION CHECKLIST

The following procedures should be used to properly install the Smart Cushion crash attenuator. It is important that these procedures be followed for proper performance of the attenuator as it was designed and manufactured. All work should be performed with proper Traffic Control in place according to Local, State and Federal laws.

Foundation Requirements (new or existing)	
	The foundation is 6" of reinforced concrete pad or 8" of non-reinforced concrete pad.
	The foundation pad is a planar surface with a maximum cross slope of 10:1 (front to back or side to side)
	The Concrete is 28 Mpa or 4000 psi at full cure.
	The new or existing foundation has been inspected for slope, signs of cracking, surface wear, shifting from original position, undercut of earth below or to the sides supporting the foundation, settling and any other signs of age or deterioration which may make the foundation unusable.
	The foundation pad is per recommendation as found in Appendices E1 and E2 of the Manufacturer's <i>Design and Installation Manual</i> .
Unloading and Placement	
	The attenuator has been lifted using a device that can safely lift 3,500 lbs.
	Lifting straps or chains have been used at the lift-point markings on the support frames using a four-point choked lifting method.
	The attenuator has been centered on the hazard and is aligned facing traffic in order to provide the best possible protection and redirection capabilities possible.
Anchors, Drilling, Cleaning, Adhesive and Torque Values	
	Anchor embedment is per specifications as found in Appendices E1 and E2 of the Manufacturer's <i>Design and Installation Manual</i> .
	The anchor holes have been drilled to the proper depth using a 7/8" diameter drill bit.
	Debris from drilling holes is safely removed with shop-vac or air hose.
	The holes were "scrubbed out" using a nylon or wire bottle brush, then the dust was removed with a shop-vac or with an air-hose.
	RedHead A-7 Adhesive was placed into the holes per manufacturer's recommendations.
	The anchor rods were rotated one full turn while inserting into the anchor holes previously filled with adhesive.
	Once the adhesive has fully cured, the anchor nuts have been torqued to 125 ft.-lbs. and no more than 1/2" of anchor rod thread is visible above the nut.
	All 48 anchors have been installed for a TL3 attenuator or all 34 anchors have been installed for a TL2 attenuator.
Hardware Check	
	All Hardware is tightened to specifications.
	Spelter Socket pin is fully seated and cotter pin in place.
	Shear Bolts are in place.
Rear Panel Clearance	
	The rearmost panel is allowed to travel straight back 30" beyond the last terminal brace without obstruction.
Front Panels	
	The front delineation panel is striped appropriately per agency regulations for the site location where the attenuator is installed.
Transitions	
	Transitions will be required anytime that a hazard is wider than 24" or if traffic can approach the attenuator from the rear of the unit. Please reference the Manufacturer's Design and Installation Manual for further information and drawings of available transitions.