SPRING-LOADED FLUSH MOUNT STAND-ALONE TRAFFIC SPIKE SYSTEM

DOORKING®
120 S. Glasgow Avenue
Inglewood, California 90301
U.S.A.

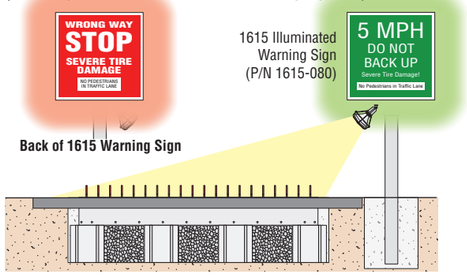
Safety Information

PLEASE READ THIS FIRST

Traffic spikes are not intended for use on high stress facilities such as hospitals, emergency rooms or busy roadways where vehicular traffic is traveling at full speed. **Traffic spikes should only be used in a parking situation or other areas where traffic can be slowed to a maximum of 5 miles before crossing the traffic spikes.** Failure to follow these guidelines may result in bodily injury, vehicle damage and extreme wear and tear on hardware.

Identify Spikes to Vehicular Traffic

It is extremely important that traffic spikes are installed in an area that is illuminated and clearly marked with warning signs (DoorKing's model 1615 illuminated warning sign kits).

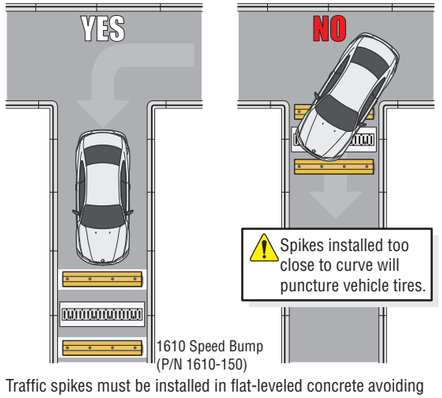


Additional lighting, warning signs and pavement markings can be used to increase awareness for potential danger and to separate pedestrians from vehicular traffic.

Control Vehicular Traffic

Traffic must be slowed to a **cautious speed** prior to crossing the traffic spikes to avoid accidents and excessive wear and tear on hardware. Speed-bumps should be installed where additional speed control is desired and also serves to prolong the life of the traffic spikes (see 1610 speed bump for concrete surfaces).

Traffic spikes must always be installed at a 90° angle, never installed in blind spots, corners, curves, (enough straight-away must be available to allow vehicles that have just completed a turn to straighten out and approach the spike system **perpendicular** to the spikes).



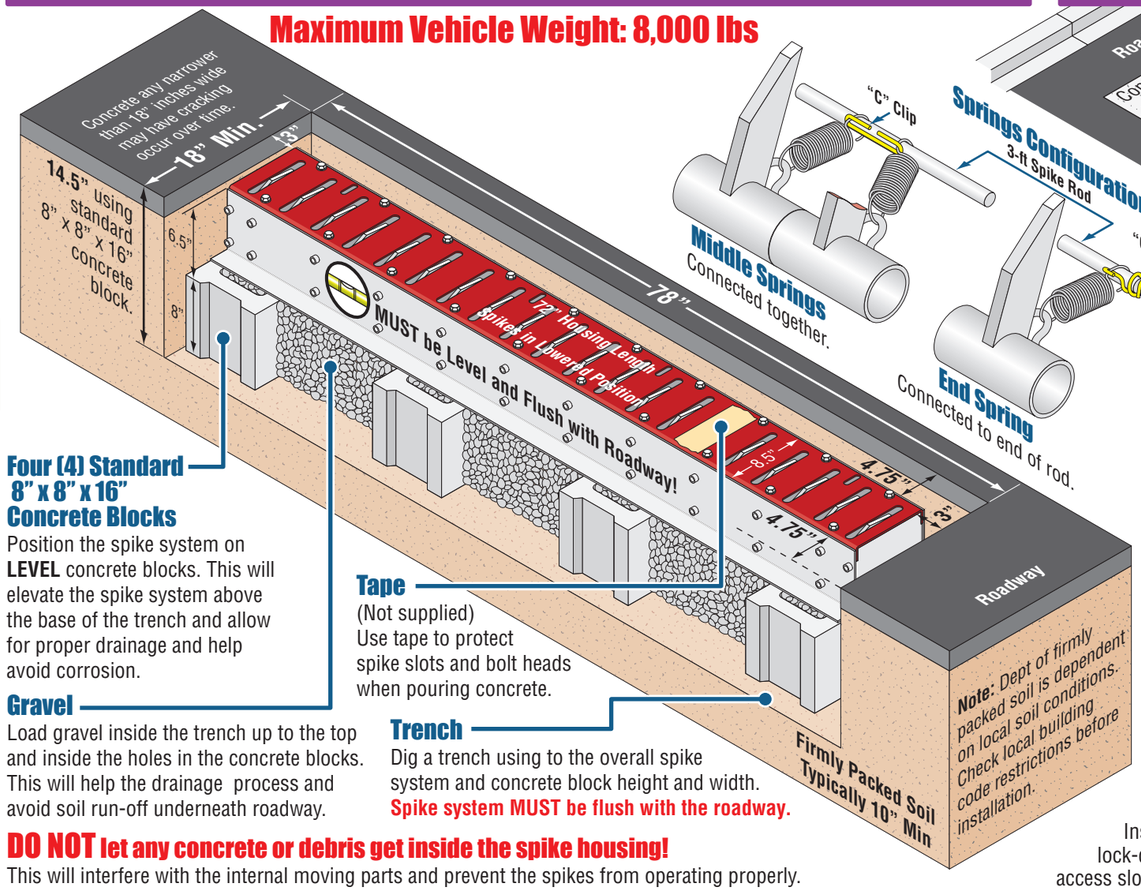
Traffic spikes must be installed in flat-leveled concrete avoiding bumps or dips including uphill or downhill slopes minimizing the possibility of water draining into the spike assembly.

Regular Maintenance of Spike System

Regular inspection and removal of dirt, debris, gravel, and rock is required in order to keep traffic spikes functioning properly. **Neglecting to regularly clean dirt and debris from inside traffic spikes is the number one cause of excessive spring breakage and traffic spike malfunction.**

Installation

Maximum Vehicle Weight: 8,000 lbs



Four (4) Standard 8" x 8" x 16" Concrete Blocks
Position the spike system on **LEVEL** concrete blocks. This will elevate the spike system above the base of the trench and allow for proper drainage and help avoid corrosion.

Gravel
Load gravel inside the trench up to the top and inside the holes in the concrete blocks. This will help the drainage process and avoid soil run-off underneath roadway.

Tape
(Not supplied)
Use tape to protect spike slots and bolt heads when pouring concrete.

Trench
Dig a trench using to the overall spike system and concrete block height and width.
Spike system MUST be flush with the roadway.

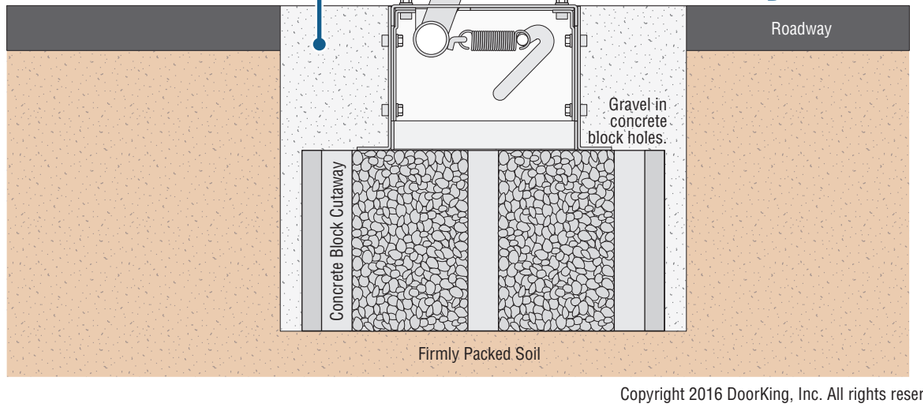
Springs Configuration
3-ft Spike Rod

DO NOT let any concrete or debris get inside the spike housing!
This will interfere with the internal moving parts and prevent the spikes from operating properly.

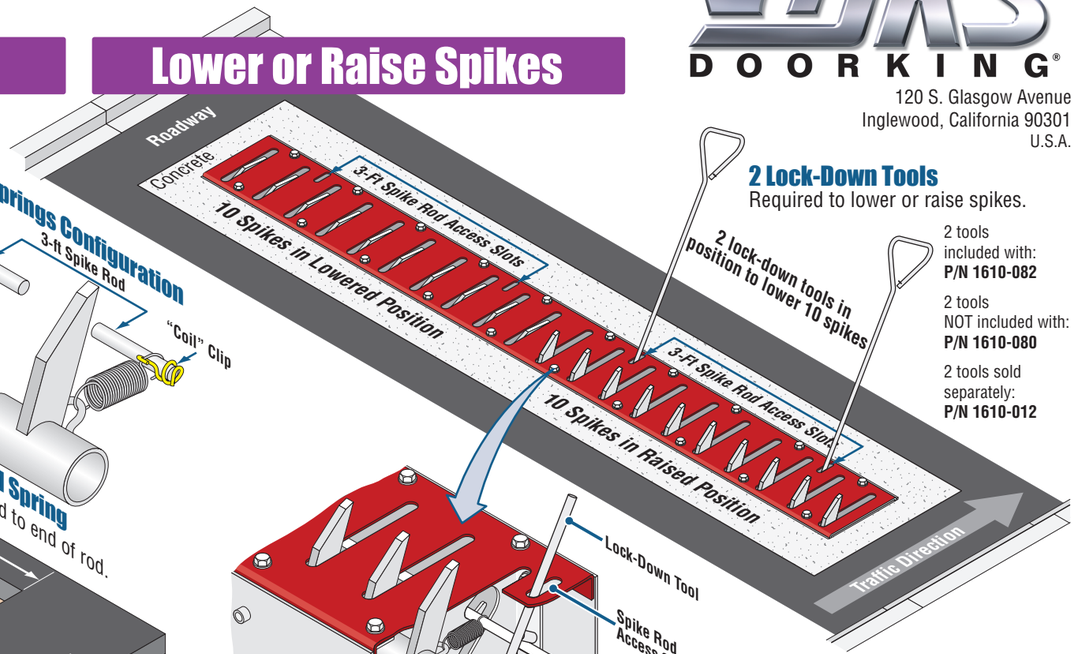
Poured Concrete
Pour concrete completely around the Spike system. Make sure **ALL** surfaces are flush with each other.

Traffic Direction
Only when spikes are raised

Cutaway End View



Lower or Raise Spikes



2 Lock-Down Tools
Required to lower or raise spikes.

2 tools included with: **P/N 1610-082**

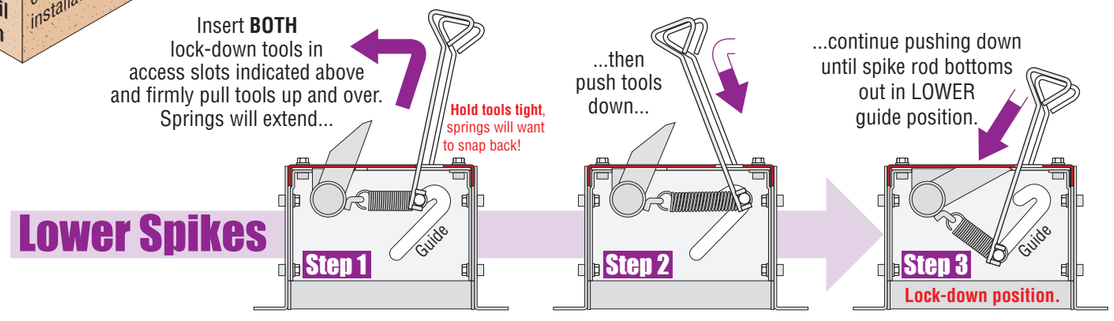
2 tools NOT included with: **P/N 1610-080**

2 tools sold separately: **P/N 1610-012**

Lock-Down Tool Attached to Spike Rod
Only attach lock-down tool as shown to prevent extended springs from snapping back.

How Lock-Down Tools Function
The spike springs are attached to **two separate 3-ft spike rods** inside the housing. Spikes are lowered or raised 10 at a time using **BOTH** lock-down tools at the same time. This process must be preformed **TWO times** to lower or raise **ALL** 20 spikes.

Lower Spikes



Raise Spikes