**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.

**Central 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, (e.g., 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).

**Identification of Spikes to Vehicular Traffic**

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.

**Regular Maintenance of Spike System**

Neglecting to regularly clean dirt and debris from inside traffic spikes is the number one cause of excessive spring breakage and traffic spike malfunction.

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**Control Vehicular Traffic**

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.

**Additional Information**

- **Identification of Spikes to Vehicular Traffic:**
  - 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.
  - Regular maintenance of spike system: 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**

**Max 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.
  - Trench: Dig a trench using the overall spike system and concrete block height and width. Spike system must be flush with the roadway.

**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**

- Roadway
- Gravel in access slots
- Bolt heads when pouring concrete.
- Concrete blocks
- Concrete blocks connected together.

**Springs Configuration**

- Middle Springs
- End Springs
- Connected to end of rod.

**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 performed TWO times to lower or raise ALL 20 spikes.

**Lower or Raise Spikes**

**Lower Spikes**

- Insert BOTH lock-down tools in access slots indicated above and firmly pull tools up and over. Springs will extend...
- Hold tools tight, springs will want to snap back!
- ...then push tools back...
- ...continue pushing down until spike rod bottoms out in LOWER guide position.

**Raise Spikes**

- Carefully lower tools until spike rod bottoms out in RAISED guide position.
- ...then push tools over until spike rod reaches top of guide.
- Hold tools tight, springs will want to snap into raised guide position.
- ...then push tools...

**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 1610-000
- 2 tools sold separately:
  - P/N 1610-012

**Different Accessories**

- 1610-062-C-9-16
- 1615 Illuminated Warning Sign
- 1615-080 Warning Sign
- 1615 Speed Bump (P/N 1610-150)
- Concrete any narrower than 18” inches wide may have cracking occur over time.
- 5 MPH DO NOT ENTER

**Please Read This First**

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