

TECHNICAL SPECIFICATION

CSG 10350 Crash Tested Barrier



cova security gates ltd

INVENTION NOT CONVENTION



PRODUCT OVERVIEW

The CSG 10350 Crash Tested Barrier provides a high level of protection where central roadway foundations are not possible / practical.

Designed to complement the range of high security roadblockers the CSG 10350 Crash Tested Barrier can withstand direct impact forces in excess of 720 KJ, the Barrier provides shallow mounted protection to sites from extreme Vehicle Borne Improvised Explosive Device (VBIED) attack.

Developed by a specialist engineering team using the Company's significant historical expertise in rising arm barrier solutions coupled with the experience of impact resistance theory, the CSG 10350 Crash Tested Barrier is a highly dependable security product that will easily interface with a wide range of control equipment. Barriers are assembled in our fabrication facilities using heavy gauge materials to give maximum strength and durability. This makes the CSG 10350 Crash Tested Barrier a traditional looking control barrier with the benefits of high level physical protection.

The CSG 10350 Crash Tested Barrier has been independently physically tested in a number of full scale crash tests conducted in accordance with PAS 68 by the Transport Research Laboratory (TRL).

FEATURES AND BENEFITS

- Physically impact tested to PAS 68/69 criteria
- Manufactured from heavy gauge materials
- Variable clear widths
- Manual operating override facility
- High quality coating system
- Shallow mounting less than 500mm overall depth
- Confidence in proven performance
- Strength and Durability
- Flexibility to suit site requirements
- Operational under power failure conditions
- Reliable and Dependable
- Overcomes site depth restrictions

AVAILABLE OPTIONS

- Emergency buttons with lock down
- UPS backup for the electrical system
- Access control and Intercom systems
- Inductive loop system
- Traffic lights and back indication systems
- Integral inset warning lights
- Accumulator systems for hydraulic operation in power fail conditions
- Interlocking systems to give air-locktype protection on sites for higher threat levels

DIMENSIONS

Physical Dimensions:

Barrier Cabinet – 600mm W x 890mm D x 1230mm H

Barrier Arm – 5m max

Catcher foundations -1500mm W x 3600mm D x 470mm H

Basic Power requirements:

Single phase 220V AC, 50Hz, 16 Amps (dependent upon configuration)

Standard Speed of operation: 6-10 Seconds to raise or lower

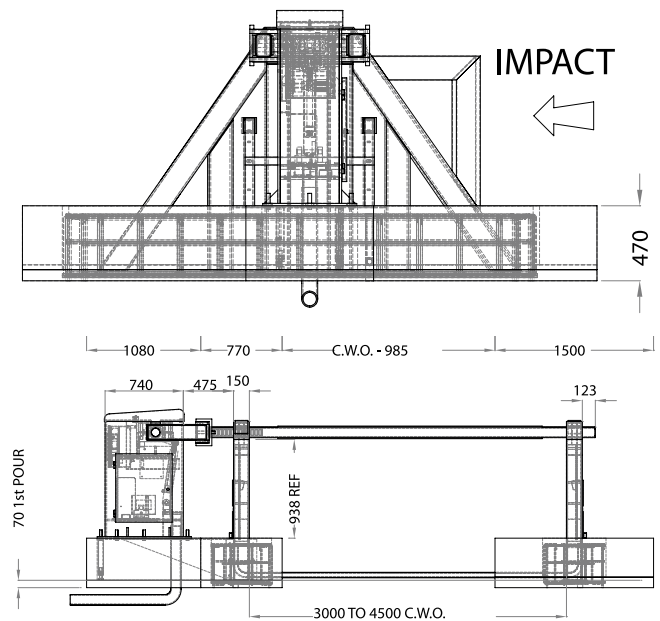
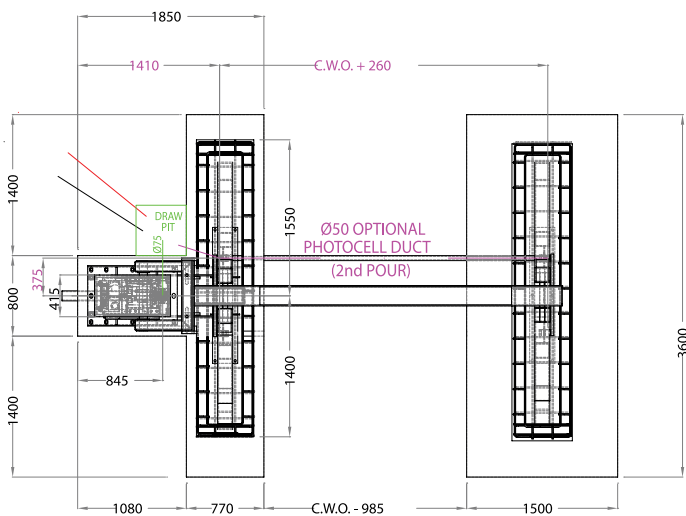
Control Voltage S.E.L.V 24v

Impact absorption:

723KJ (fully operational immediately after impact)



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CSG 10350 CRASH TESTED BARRIER

The CSG 10350 Crash Tested Barrier is an Electro-Hydraulically operated rising arm barrier with arm widths of up to 4.5m span. The barrier arm sits 1m above the roadway and is supported by 2 side support frames. During impact the arm slides into a locked position protecting the main drive mechanism from damage. Raised/Lowered back indication signalling can be provided to enable remote monitoring of the barrier status on a real time basis (optional).

The hydraulic power pack is controlled by a programmable controller enabling connection of virtually any access control to the barrier. In the event of power failure a manual pump is provided to ensure operator control is maintained.

OPTIONS

The Barrier comes with a push-button control as standard, however it can be customised to interface with a wide range of access control equipment to suit specific customer requirements (available as options) and any configuration including (but not limited to) inductive loop systems, card readers and communication equipment can be accommodated. For safety reasons pedestrians, cyclists and motorcycles are advised not to use a barrier controlled roadway, additional safety measures can be incorporated into the barrier system if required. Where the Barrier control point is remote from the installation, we strongly recommend the fitting of a recordable CCTV system, traffic lights and safety inductive loop systems.

CONSTRUCTION

The Boom Catcher Frames are fabricated from heavy steel sections, which are anchored into the foundations: they are designed to support the boom in the lowered position and to take a full impact load. The recess in the catchers prevents the boom from lifting when impacted. Outboard extensions inhibit the vehicle running up the catcher frame.

The boom is fabricated from heavy steel section clamped to a lift yoke which is designed to slip through its clamp in the event of a collision, to engage under the catcher frame recesses.

The Lift Assembly comprises twin cranks welded to a solid shaft, which rotates in non-metallic bearings. A heavy-duty steel yoke is welded to the outer ends of the shaft. The crank is rotated through 90° by the action of a hydraulic cylinder.

Main Cabinet is constructed from steel plate; it houses the hydraulic equipment/reservoir, drive mechanism and electrical enclosure.



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