

Technical Specification

10506

Shallow Pit Depth Road Blockers



PHOTOGRAPH: from MIRA Test

Construction

- Manufactured from heavy duty steel sections fully welded.
- Tread plates are of 10mm thick (over plain) Durbar.
- Spragged on three faces with 400mm long heavy duty reaction buttresses on rear face at 560mm centres.
- The Road Blocker has been designed for axle weights in excess of 12 tonne.

Other widths available to suit particular applications

Dimensions

RISE HEIGHT:	750mm (@30°)
RISER PLATE – BACK TO FRONT:	1600mm
WIDTH NOMINAL:	3000mm (actual 2970mm)
OUTSIDE DIMENSIONS OF BASE FRAME AT ROAD:	3180mm wide (across road) x 1940mm
TOTAL DEPTH OF BASE FRAME BELOW ROAD LEVEL:	215mm
FOUNDATION DEPTH FROM ROAD LEVEL:	450mm
TYPICAL AREA REQUIRED FOR FOUNDATION FOR 3METRE WIDE RISER:	4200mm wide x 3300mm
SKIRT:	Fully folding 4-sections

Safety

Although the blocker only requires a relatively shallow foundation to accommodate the 215mm height of the base frame, the unique folding skirt provides the same degree of protection of a conventional solid skirted blocker requiring foundations of some two-and-a-half times deeper.

Thus – in many cases avoiding the necessity to re-route underground services.

Additional protection can be provided using photo beam systems tailored to the particular application .

It is recommended that the blocker is installed with vehicle detection loop systems.

10506 Series | Road Blockers

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Crash Rating

The CSG model 10506 Shallow Depth Blocker has been tested at the Motor Industry Research Association (MIRA) , Nuneaton, Warwickshire. The test was carried-out using a Iveco (Ford) Cargo rigid truck ballasted to a test weight of 7,750kg and impacted the blocker at 80.8 km/hr. Under requirements contained within British Standards for vehicle security barriers, PAS68:2005 the test achieved a classification of RB7500-80/P1.0/D25. Also passed the Department of State test standards SD-STD-2.01 Revision A certification class K12.

Operation

- The blocker is powered by a hydraulic power pack - this can be configured to suit particular requirements. Normal operating time would be 6 seconds but faster operations can be achieved with larger hydraulic packs or accumulators.
- Accumulators can be incorporated to provide fast emergency operation and/or limited operation during a power failure.
- Uninterruptible Power Supplies (UPS) can be incorporated into the system as a better means of covering electrical power failure.

These can be sized for normal operating speed only but will produce far more operations than is practical with an accumulator.

- As final back-up a hand pump is supplied as standard within the power pack to raise the blocker and a manual release to lower.
- The hydraulic cylinders incorporate a locking device which will ensure that even if the hydraulic hoses are severed the riser plate remains in the attack position.
- Enclosures controls and hydraulic power packs can be designed to operate multiple blockers systems.

Controls

Controls are Programmable Logic Controller (PLC) based and therefore are very flexible and can be configured to suit customers requirements. Optional features can include a conventional push button station or Human-machine interface (HMI) terminals. Single or multiple control positions and all forms of access control can be utilised.

Electrical

Supply 400volt 50Hz three phase (TP&N) is the preferred supply but other voltages can be accommodated.

Installation

Two methods of installation can be adopted:-

1 In newly constructed building slabs ,ramps and roadways a pocket can be incorporated during construction 215mm deep x 4200mm wide x3300mm suitably reinforced with tie hoops and incorporating drainage and service ducts. The blocker can then be installed at a later date using chemical bolt fixings and finally grouted in to FFL..

Alternatively:

2 For installation into existing roadways etc an excavation to 450mm deep will be required typically 4200 wide x 3300mm. The blocker can then be positioned with a sub-frame attached . The level of the blocker can then be adjusted to the required height and service ducts routed through.



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