



Avon Barrier Company Ltd

**Avon EB950CR
Armstrong
Security Barrier**



EB950CR Armstrong Security Barrier

The Avon EB950CR Armstrong Security Barrier provides a high level of protection where central roadway foundations are not possible / practical.

Designed to complement the Avon Barrier range of high security roadblockers the EB950CR can withstand direct impact forces in excess of 720 KJ, the Barrier provides shallow mounted protection to sites from extreme Vehicle Bourne Improvised Explosive Device (**VBIED**) attack.

Developed by our in-house engineering team using the Company's significant historical expertise in rising arm barrier solutions coupled with the experience of impact resistance theory, the EB950CR 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 EB950CR a traditional looking control barrier with the benefits of high level physical protection.

The EB950CR 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

- Physically impact tested to PAS 68 criteria
- Manufactured from heavy gauge materials
- Variable height and clear widths
- Manual operating override facility
- High quality coating system (minimum galvanised)
- Shallow mounting less than 500mm overall depth

Benefits

- Confidence in proven performance
- Strength and Durability
- Flexibility to suit site requirements
- Operational under power failure conditions
- Reliable and Dependable
- Overcomes site depth restrictions

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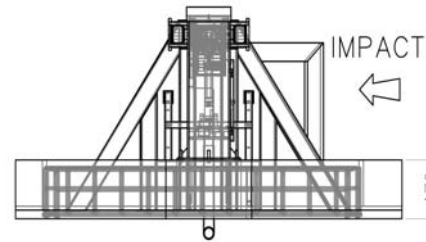
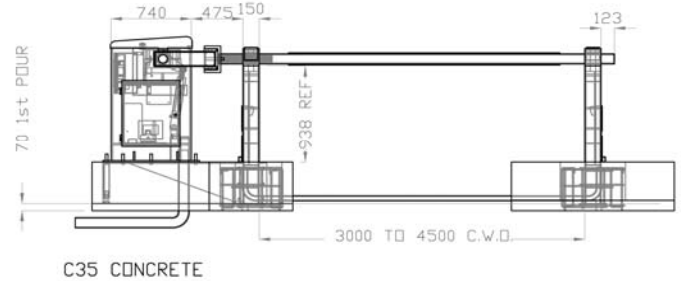
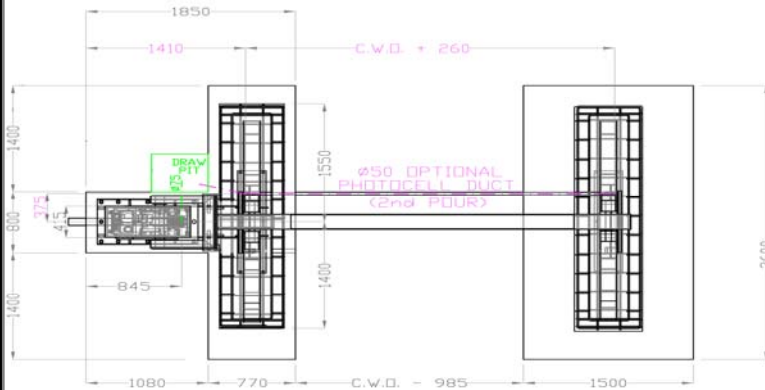
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EB950CR

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Technical Specification



EB950CR Armstrong Security Barrier

The EB950CR 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.

Options available

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

Technical Details

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, Min 16 Amps (dependant on 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)

Full PAS 68 Classification: V/7500(N2/48/90:0/0
Tested Model 1mHx3mW

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.



The Avon Barrier Company reserves the right to change or amend the specification of its products from time to time in furtherance of its policy of continued improvements.

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