

Procurement Specification for a High Security Roadblocker (HSRB)

RB780 CR Chieftain High Security Roadblocker

A. Requirement

This document is to be used to specify the physical and operational requirements of the RB780 CR Chieftain HSRB for use in high security environments. Each system will be comprised of a number of HSRB's with associated Hydraulic Power Units (HPU's), Control Systems and Access Control Equipment.

B. Blocking Segment

B.1 Segment Construction

The blocking segment shall be constructed of heavy steel section with mild steel skirts and covers. The road plate should be an anti-slip plate to withstand an axle load of 20 tonnes. The blocking segment shall be secured into a sub-surface mounting frame and will be rotated through 43 degrees to secure the roadway.

On impact, the forces exerted on the blocking segment should be partially absorbed by the structure with the balance being transmitted through the substantial frame and into the re-enforced foundations. The segment should be designed to absorb / withstand impacts from both US and European manufactured vehicles taking into account the varying weight distribution of both styles.

B.2 Segment Height

The height of the segment when in the closed (raised) position, as measured from the top of the mounting frame, will be a minimum of 800mm to minimise the possibility of site penetration and to ensure that higher chassis vehicles are restrained.

B.3 Segment Width

The nominal width of the blocking segment will be 2,000mm although this may be increased to a maximum of 7,000mm. Please note that it is not advisable to install units wider than 4,000mm due to the significant risk of a security breach caused by the possibility of dual lane traffic flow.

B.4 Finish

The segment and mounting frame are to be finished with an anti-corrosion paint in black with yellow diagonal stripes over-painted on the segments front skirt and road plate.

C. Hydraulic System (HPU)

C.1 Operation

The HPU will consist of a heavy duty motor driving a hydraulic pump which will actuate, via a manifold and set of electrically operated valves, a hydraulic ram(s).

The blocking segment will be driven both up and down by a double acting hydraulic ram(s) to ensure positive action at all times without reliance on gravity for operation.

The HPU will have the facility for a hydraulic accumulator to be added to the system to allow a significantly increased raise speed in case of emergency.

C.2 Hydraulic ram

The double acting hydraulic ram(s) fitted to the blocking segment shall be fitted with anti-burst valves as standard to maintain security if damage is sustained to the hydraulic hoses.

C.3 Limit Switches

Limit switches will be fitted to provide raised and lowered signalling to the control system. The switches will be M30 sized, inductive type with no moving parts and have a minimum IP rating of IP68.

C.4 Motor

The heavy duty motor used in the HPU will be a 3ph, 415v unit with a power rating sufficiently sized to allow for continuous operation (100% duty cycling).

The motor should be protected by a thermal / magnetic trip device mounted in the electrical control panel.

C.5 Hydraulic Reservoir

The hydraulic oil will be contained in a steel reservoir which is to be sized to allow sufficient oil cooling necessary for 100% duty cycling of the blocker.

C.6 Power fail conditions

A hand pump / release will be provided to enable the manual raising and lowering of the blocking segment in the event of electrical power failure.

C.6 Casing

The HPU is to be fitted into a steel cradle which will have lifting and bolt down points, the cradle will come complete with an outer cabinet to give protection against the elements.

The cabinet will have fully lockable and removable full length doors to both the front and rear of the cabinet for ease of access. Vents will be fitted into the cabinet to allow good air circulation maintaining the ambient temperature.

D. Control System

D.1 Main Processor

The HPU will be controlled by a central programmable logic controller (PLC) which will accept inputs from the access control system, blocker monitoring equipment and hydraulic pack and output signals to the HPU control valves, back indication system and external signalling. The PLC controller shall be sized to suit site requirements but should have 8 inputs and 6 outputs as a minimum. The initial PLC programming shall be to suit specific client and site requirements however reprogramming of the system must be easily undertaken.

All relays will be properly mounted and all interconnecting cabling must be in suitable containment running to terminal strips.

D.2 Voltage

The main system input voltage is to be 380v-415v 3phase 50-60Hz supply with the control system operating at 24VAC SELV provided from an internally mounted power supply.

D.3 Casing

The control system will be housed in a general purpose IP65 rated housing with a power isolation switch mounted externally for safety. The housing will be located inside the main HPU cabinet and should give easy access to all electrical components for both connection, maintenance and programming.

E. Access Control

E.1 Remote Control Panel

Each HSRB will come with its own remote control panel which will be comprised of push buttons to raise, lower and emergency stop the equipment as well as an electrical key switch to disable the panel when not in use. The blocking segment must be able to instantly reverse on command.

E.2 Emergency fast raise

If the system is fitted with an emergency fast raise circuit, then the control panel will include a panic button which will be larger than the normal controls and will self lock on activation (key reset required), the circuit will by-pass all safety systems.

E.2 System Interfacing

The control system will be capable of accepting inputs from every major type of access control including but not limited to – Swipe card readers, proximity card readers, inductive loop systems, RF transmitter equipment and biometric readers.

F. Performance

F.1 Manufacturers Experience

The manufacturer of the HSRB will have a minimum of 15 years experience in the manufacture, installation and maintenance of this type of equipment and must be a member of a recognised Professional Trade Association.

F.2 Testing

The HSRB design must fully comply with CE regulations and will have been fully structurally evaluated by a qualified independent testing agency.

An actual full scale crash test must have been carried out by a qualified independent testing agency with the HSRB remaining fully operational after the impact. The test will have consisted of the impact of a roadworthy and fully laden vehicle weighing 7,610Kg (16,742 pounds) travelling at 80 Kph (50 mph) into the security face of the HSRB.

The impact testing must have been carried out in accordance with the relevant British Standard and exceed the DoS test standard SD-STD-2.01 Rev A class K12/L3.

In addition, the HSRB will be able to cause sufficient damage to a 7500 kg vehicle travelling at both 50 kph and 80kph so as to destroy the front suspension and main drive train of the vehicle rendering it inoperative.

F.3 Speed of operation

Standard operation speed will be between 4 and 8 seconds for either raising or lowering, with the raise time being reduced to less than 1 second when the emergency fast raise system is activated.

In normal operation the HSRB shall be capable of operating at 360 cycles per hour (100% duty cycling at 5 second settings).

G. QA

G.1 Equipment Testing

The manufacturer will have fully tested the HSRB, HPU, Control System and Access Control equipment prior to despatch. These tests will be fully traceable to each unit despatched and must be transparent.

The QA testing will include dimensional checks, workmanship quality and finish as well as full operational testing. Once fully tested, the HSRB will be fitted with a nameplate bearing the manufacturers details, serial number and test date.

G.2 Despatch

The HSRB will be packed ready for despatch with wooden sheeting strapped to the outer casing for protection and lifting eye bolts fitted into the relevant lifting points. The structure will be substantial enough to enable lifting from either below or above without incurring damage or warping.

Two full sets of operation and maintenance manuals will be provided with the equipment to include site specific wiring and installation drawings (additional manuals should be available at additional cost).

H. Disclaimer

This type of equipment is designed for high security use and while it is possible to integrate a number of safety features into the system design, it is generally better to provide adequate traffic calming measures, signage, area illumination and traffic lights to warn users of the potential hazard.

Avon Barrier Company can provide information on safety systems to suit most sites / applications on request.

It is strongly recommend that advice is taken from relevant security or safety engineers with regard to the system design, alternatively Avon Barrier Company would be pleased to provide such information – contact our Security Department at our UK offices.

I. Procurement Source

The RB780 CR Chieftain High Security Roadblocker can be purchased from the following sources:

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