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MODEL DSC7500(M)
CRASH BEAM BARRIER SYSTEM
HORIZONTAL SWING - MANUAL OPERATION

SYNOPSIS

- The Series DSC7500 Crash Beam Barrier System Incorporates a Crash Resistant Arm that employing a Custom Rolled, High Strength Alloy Steel element.

- The Model DSC7500 Barrier System has been tested in full scale configuration in accordance with the Department of State *Certification Standard Test Method for Vehicle Crash Testing of Perimeter Barriers and Gates*, SD-STD-02.01, Revision A, March 2003. The U.S. Department of State Certified rating is K12.

- The DSC7500 has been tested to the United Kingdom BSI Standard PAS:68 2007 Crash Test. 7.5 Tonne EU truck at 80 kph. Zero penetration. The beam held and was wedged in place. Second attack readiness demonstrated. Passed Test.

- Delta has been manufacturing Deployable Crash Beam Barrier Systems for over 15 years and has over 3,000 in service worldwide. These include fully automated systems; both hydraulic and pneumatic, manual and hydraulic counterbalanced systems that are deployed by rotating vertically, horizontally or operated by retracting along a linear cantilever or ground track.

- The Model DSC7500(M) is a Horizontal Swing Crash Beam Barrier System – Manually Operated.

- DSC7500 Barriers can be operated in a fully automatic mode by the addition of a Delta hydraulic power unit and appropriate control options [reference: Model DSC7500(H)].

- A complete range of optional Prime Movers, Control Options, Interface Packages, Sensors, Signal Lights, Safety Provisions etc., is available.

* Customer Specified

1.0 SCOPE This specification defines the procurement of a CRASH CERTIFIED HORIZONTAL SWING CRASH BEAM BARRIER SYSTEM, Model DSC7500(M), consisting of a crash beam, bearing assembly, hinge end support column locking end support column with provisions for a locking pin with padlock provision, mounting hardware, with other options as defined herein.

1.1 U.S. PATENT LICENSE. The CRASH CERTIFIED DROP ARM BEAM BARRIER SYSTEM shall be fully licensed for manufacture under U.S. Patent Number 4,844,653 dated July 4, 1989.

2.0 SYSTEM CONFIGURATION

2.1 Barrier Construction. Barrier shall be an above grade assembly containing a crash beam hinged at one end, which can be rotated manually. When in the closed position the beam shall present a formidable obstacle to approaching vehicles.

2.2 Barrier Height. Height of the Barrier shall nominally be 33 inches (0,93 M) as measured from the roadway surface to the centerline of the crash beam. Height can be varied during installation to suit local security requirements.

2.3 Barrier Clear Opening. The standard clear opening shall be 144 inches (3,66 M) as measured inside to inside of the buttress supports. The Barrier can be specified with a clear opening up to 360 inches [9,14 M].*

2.4 Finish. The foundation base of the Barrier shall be asphalt emulsion coated for corrosion protection. Exposed barrier surfaces shall be painted with a gloss white, two-part epoxy high weather resistant paint (or optional galvanized finish). The drop arm beam shall be finished with reflective tape (red and white diagonal stripes) across the front and back faces of the crash beam.

3.0 PERFORMANCE

3.1 Experience. Barrier and auxiliary equipment shall be of a proven design. Manufacturer shall have 15 years documented experience with similar vehicle Barriers.

3.2 Qualification Tests. The Model DS7000 Barrier System has been tested in full scale configuration in accordance with the Department of State Certification Standard Test Method for Vehicle Crash Testing of Perimeter Barriers and Gates, SD-STD-02.01, Revision A, March 2003. The Department of State certified rating is K12.

* Customer Specified

4.0 OPERATION. The Horizontal Swing Barricade shall be configured so that it can be easily rotated between the guard and the free passage position by a single attendant.

5.0 BEAM LOCKING METHOD. Manual Locking Pin. The Barrier shall be provided with a locking pin with padlock locking point to secure the Barrier in the guard position. Padlock (7/16 inch [11mm] or smaller shackle) to be furnished by others. (Note: When not attended, locking pins provide resistance to opening of the barrier by unauthorized personnel. The Crash Rating of the Barrier System (3.1.2) is without locking pins).

6.0 QUALITY ASSURANCE PROVISIONS Testing. Upon completion, the Barrier system will be fully tested in the manufacturer's shop. The following checks shall be made:

6.1 Identification. A nameplate with manufacturer's name, model number, serial number and year built shall be located at the hinged end structure.

6.2 Workmanship. The Barrier shall have a neat and workmanlike appearance.

6.3 Dimensions. Principle dimensions shall be checked against drawings and ordering information.

6.4 Finish. Coatings shall be checked against ordering information and shall be workmanlike in appearance.

7.0 PREPARATION FOR SHIPMENT

7.1 The Barrier system shall be crated or mounted on skids as necessary to prevent damage from handling. The shipping container(s) shall be of sufficient structural integrity to enable the assembly to be lifted and transported by overhead crane or forklift without failure.

8.0 DISCLAIMER

8.1 Please note - careful consideration must be devoted to the selection, placement and design of a Drop Arm Barrier System installation. Just as in the case of any Barricade system, perimeter security device or security gate those blocks a roadway or drive, care must be taken to ensure that approaching vehicle as well as pedestrians are fully aware of the Barriers and their operation. Proper illumination, clearly worded warning signs, auxiliary devices such as semaphore gates, stop-go signal lights, audible warning devices, speed bumps, flashing lights, beacons, etc. should be considered. Delta has information available on many such auxiliary safety equipment not specifically listed herein. It is strongly recommended that an architect and or a traffic and or safety engineer be consulted prior to installation of a Barricade system. Delta will offer all possible assistance in designing the operating equipment, controls and the overall system but we are not qualified nor do we purport to offer either traffic or safety engineering information.

* Customer Specified

9.0 PROCUREMENT SOURCE. The **Model DSC7500(M)** Drop Arm Barrier System shall be purchased from:

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