

**PROCUREMENT SPECIFICATION**  
**MODEL TT207S PHALANX\* TYPE HYDRAULIC BARRICADE SYSTEM**

1.0 SCOPE

This specification defines the procurement of a PHALANX\* HYDRAULIC BARRICADE SYSTEM, Model TT207S, consisting of (one, two, three or four) vehicle Barricade(s) operating (independently or in sets of two, three or four) Barricade(s), a HYDRAULIC POWER SYSTEM, the CONTROLS AND LOGIC CIRCUITS, FEATURES and OPTIONS as defined herein.

2.0 SYSTEM CONFIGURATION

2.1 BARRICADE(S)

2.1.1 Barricade Construction. Barricade shall be a below grade assembly containing a heavy steel weldment capable of being rotated to an above grade position. The guard position shall present a formidable obstacle to approaching vehicles. Upon impact, forces shall be first absorbed by the Barricade assembly and then transmitted to the foundation of the unit. The Barricade roadway plates shall be fabricated from checkered floor plates. The removable portion of the roadway plate that provides access to the Barricade internals shall be fastened with bolts which have their heads recessed below the roadway level.

2.1.2 Barricade height. Height of the Barricade shall be 38.0 (965 mm) inches as measured from the top of the foundation frame to the top of the barrier inclusive of the top road plate.

2.1.3 Barricade Length. Barricade length shall be 108 inches (2,74 M). (Barricade can be optionally specified to a maximum length of 276 inches [7,0 M] or a minimum length of 72 inches [1,8 M].)

2.1.4 Finish. The foundation and underside of the Barricade shall be asbestos free asphalt water emulsion for corrosion protection. Barricade front and roadway plates shall have yellow/black or yellow/white diagonal stripes.

2.2 HYDRAULIC POWER UNIT (HPU)

2.2.1 Hydraulic Circuit. Circuit shall incorporate the design concepts as described by US Patent # 4,490,068. Unit

\* Phalanx is a registered trademark of Delta Scientific Corporation, Valencia, California.

shall consist of an electrically driven hydraulic pump which shall pressurize a high pressure manifold connected to a hydraulic accumulator. Electrically actuated valves shall be installed on the manifold to allow oil to be driven to the up and down side of a double acting hydraulic cylinder to raise and lower the Barricade. The hydraulic circuit shall include all necessary control logic devices, interconnect lines and valves to override and lock out the normal speed control valve(s) for emergency fast operation of the Barricade(s).

2.2.2 Main Power. The electric motor driving the hydraulic pump shall be fed from (specify actual sit voltage, phase and frequency, i.e. 230/3/60). Motor shall be sufficiently sized for the expected number of Barricade operations.

2.2.3 Power Off Operation. The accumulator shall be sized to allow six half cycle operations of a single Barricade in the event of a power outage. Enhanced power off capability can be selected as an option. The bi-directional control valves shall also be manually operable in this case.

2.2.4 Manual Operation. A hand pump shall be furnished to allow the Barricades to be raised manually in the event of a prolonged power interruption.

2.2.5 Construction. The hydraulic power unit and accessories shall be mounted and wired on an integral steel skid. The HPU shall fit in a envelope 60 inches W x 36 inches D x 60 inches H (1524 mm W x 914 mm D x 1524 mm H). The HPU shall be mounted indoors or in an optional weather resistant enclosure.

## 2.3 CONTROL AND LOGIC CIRCUITS

The following circuits and control stations shall be furnished:

2.3.1 Control Circuit. A control circuit shall be provided to interface between all Barricade control stations and the pneumatic power unit. This circuit shall contain all relays, timers and other devices necessary for the Barricade operation.

2.3.1.1 Voltage. The control circuit shall operate from a 120 volt, 50/60 Hz supply (optionally 240 volt, 50/60 Hz or 24 VDC). An internally mounted transformer shall reduce this to 24 VAC (24 VDC) for all external control stations.

- 2.3.1.2 Power Consumption. The control circuit power consumption shall not exceed 250 watts basic load, plus 200 watts for each Barricade in the system.
- 2.3.1.3 Construction. The control circuit shall be mounted in a general purpose enclosure. All device interconnect lines shall be run to terminal strips.

(The following control station(s) can be specified)

2.3.2 Remote Control Panel. A remote control panel shall be supplied to control the Barricade operation. This panel shall have a key lockable main switch with "main power on" and "panel on" lights. Buttons to raise or lower each Barricade (or sets of Barricades) shall be provided. Barricade up and down indicator lights shall be included for each Barricade (or set). The emergency fast operate (EFO) feature shall be operated from a push button larger than the normal controls (optionally a covered toggle switch). The EFO shall also be furnished with EFO active light and reset button.

2.3.2.1 Voltage. The remote control panel shall operate on 24 VAC (optionally 24 VDC).

2.3.2.2 Construction. The remote control station shall be a standard 19 inch electronics rack type surface mount panel with all devices wired to a terminal strip on the back.

2.3.2.3 (Option) Panel shall be equipped with a timer circuit to notify the operator via an annunciator "squealer" that the Barricade has been left in the down position for too long a time period. The time interval shall be customer selectable.

(Select Control Panel 2.3.3 instead of 2.3.2 if Slave Panel 2.3.4 is desired.)

2.3.3 Remote Control Master Panel. A remote control master panel shall be supplied to control Barricade function. This panel shall have a key lockable main switch with "main power on" and "panel on" lights. Buttons to raise and lower each Barricade (or set) shall be provided. Barricade "up" and "down" indicator lights shall be included for each Barricade (or set). The emergency fast operate circuit (EFO) feature shall be operated from a push button larger than the normal controls (optionally a covered toggle switch). The EFO shall be furnished with EFO active light and reset button. The remote control master panel shall have a key lockable

switch to arm or disarm the remote slave panel(s). An indicator light shall show if the slave panel is armed.

2.3.3.1 Voltage. The remote control panel shall operate on 24 VAC (optionally 24 VDC).

2.3.3.2 Construction. The remote control station shall be a standard 19 inch electronics rack type surface mount panel with all devices wired to a terminal strip on the back.

2.3.3.3 (Option) Panel shall be equipped with a timer circuit to notify the operator via an annunciator "squealer" that the Barricade has been left in the down position for too long a time period. The time interval shall be customer selectable.

2.3.4 Remote Control Slave Panel. A remote control slave panel shall also be supplied to control the Barricade operation. This panel shall have a "panel on" light that is lit when enabled by a switch on the remote control master panel. Buttons to raise or lower each Barricade (or set) shall be provided. Barricade "up" and "down" indicator lights shall be included for each Barricade (or set). The emergency fast operate (EFO) feature shall be operated from a push button larger than the normal controls (optionally a covered toggle switch). When the slave panel EFO is pushed, an EFO "active" lamp will light and operation of the Barricade(s) will not be possible until reset at the master panel.

2.3.4.1 Voltage. The remote control panel shall operate on 24 VAC (optionally 24 VDC).

2.3.4.2 Construction. The remote control station shall be a standard 19 inch electronics rack type surface mount panel with all devices wired to a terminal strip on the back.

2.3.4.3 (Option) Panel shall be equipped with a timer circuit to notify the operator via an annunciator "squealer" that the Barricade has been left in the down position for too long a time period. The time interval shall be customer selectable. The alarm is reset when the Barricades are returned to the up position.

3.0 Accessory Equipment (Any or all of the following may be

- selected):
- 4.0 3.1 Auxiliary Emergency Fast Operate Circuit. A separate hydraulic circuit consisting of a pressure reserve source, operating control logic and interconnect lines and valves shall be supplied. This circuit shall provide an available source of power to operate the Barricade(s) at emergency fast speed (as specified in 4.4.2), even after power off or manual operation or high frequency operation has depleted the normal reserve capacity. This system will operate in conjunction with and from normal EFO controls.
  - 3.2 Electro-Mechanical Signal Gate. A electrically operated wood arm signal gate shall be supplied to alert vehicle drivers of the Barricade position. The gate operate shall interface with the Barricade at the control circuit. The control circuit shall close the gate at the Barricade "up" command and remain closed until the Barricade is fully lowered. The wood arm shall be \_\_\_ foot ( 6, 8, 10 or 12 foot can be specified) long and be striped with reflective yellow/black tape. The gate assembly shall be mountable directly to the roadway surface.
  - 3.3 Stop/Go Traffic Lights. Red/Green 8 inch traffic lights shall be supplied to alert vehicle drivers of the Barricade position. The green light shall indicate that the Barricade is fully down. All other positions shall cause the light to show red. Brackets shall be supplied to allow light(s) to be located on a (3.5 inch OD post) (wall) (3.5 inch OD post - back to back). The light operating voltage shall be 120 Volt (alternately 240 Volt), power consumption 40 watts per light.
  - 3.4 Sump Pump. A self priming sump pump shall be supplied to drain water collected in the Barricade foundation. The pump shall have the capacity to remove \_\_\_ inches per minute of rainfall a distance of \_\_\_\_\_ feet to customer supplied discharge drain. Pump operating voltage shall be 120/1/50-60 (alternately 240/1/50-60).
  - 3.5 Safety Interlock Detector. A Barricade vehicle detector safety loop shall be supplied to prevent the Barricade from being accidentally raised under an authorized vehicle. The detector shall utilize digital logic have fully automatic tuning for stable and accurate long term reliability. The output of the detector shall delay any Barricade rise signal (except for EFO command) when a vehicle is over the loop.
  - 3.6 Enhanced Power Off Capability. The hydraulic accumulator shall be sized to provide \_\_\_ half cycle operations of a single Barricade (or sets of Barricades).
  - 3.7 Weather Resistant HPU Enclosure. A lockable weather resistant enclosure shall be provided for the HPU. The design shall

provide for easy access to the HPU for maintenance and emergency operation of the hydraulic system. Enclosure shall be provided with a corrosion resistant coating and shall be 60 inches W x 36 inches D x 60 inches H (1524 mm W x 914 mm D x 1524 mm H).

#### 4.0 PERFORMANCE

4.1 Experience. Barricade and auxiliaries shall be of proven design. Manufacturer shall have had 200 Phalanx type Barricades in field operation for a minimum of 5 years with documented field experience for all major components and design features.

4.2 Qualification Test. Barricade design shall have successfully passed an actual full scale crash test conducted by a qualified independent agency.

4.2.1 Performance Evaluation. The Barricade shall have a performance evaluation per D.O.S. Specification SD-SDT-0201 (Dated April 1985) of K12/L3.0.

#### 4.3 STOPPING CAPACITY.

4.3.1 Normal Operation. Barricade(s) shall provide excellent security and positive control of normal traffic in both directions by providing an almost insurmountable obstacle to non-armored or non-tracked vehicles. The Barricade system shall be designed to stop a vehicle attacking from either direction and continue to operate when the vehicle is within the weight and velocity characteristics as defined in paragraph 4.3.1.1, minor repairs excepted.

4.3.1.1 Barricade shall be fully operational after successfully stopping vehicle(s), in the priority direction, weighing:

15,000 pounds at 72 mph (66,7 kN @ 116 kph)  
20,000 pounds at 65 mph (88,9 kN @ 105 kph)

4.3.2 High Energy Attack. Barricade(s) shall be designed to stop and immobilize non-armored or non-tracked vehicles with weight and velocity characteristics as defined in paragraph 4.3.2.1. The Barricade system shall be designed to destroy the front suspension system, steering linkage, engine crank case and portions of the drive train. Significant damage to the Barricade system is probable at these levels.

4.3.2.1 The Barricade shall be capable of stopping and destroying a vehicle(s) weighing:

20,000 pounds at 78 mph (88,9 KN at 126 kph)  
33,000 pounds at 61 mph (147 KN at 98 kph)

4.4 SPEED OF OPERATION.

4.4.1 Normal Operation. Each Barricade (or set) shall be capable of being raised or lowered in 3 to 15 seconds (customer adjustable) when operated at a repetition rate not greater than specified in paragraph 4.5. Barricade direction shall be instantly reversible at any point in its cycle from the control stations.

4.4.2 Emergency Fast Operation. Barricade shall rise to the guard position from fully down in 1.5 seconds maximum when the emergency fast operate button is pushed provided the system has not previously been exhausted by power off or manual operation or high speed cycle rates exceeding that specified in paragraph 4.5. Barricade shall remain in the up and locked position (normal up/down buttons inoperable) until the EFO condition is reset. (See 3.1 for auxiliary emergency fast operate system option).

4.5 FREQUENCY OF OPERATION. Barricade shall be capable of \_\_\_\_\_ (specify up to 300 cycles per hour) complete up/down cycles per hour.

5.0 ENVIRONMENTAL DATA (Please supply the following):  
Barricade shall operate satisfactorily under the following environmental conditions:

5.1 Extremes in temperature  
Yearly maximum drybulb temp \_\_\_\_\_ f/c  
Yearly minimum drybulb temp \_\_\_\_\_ f/c

5.2 Rainfall  
Yearly average \_\_\_\_\_ inches  
Maximum expected hourly rate \_\_\_\_\_ inches/hour

5.3 Snowfall  
Maximum expected hourly rate \_\_\_\_\_ inches/hour  
Roadway will be (mechanically/manually/chemically) cleared \_\_\_\_\_.

## 6.0 QUALITY ASSURANCE PROVISIONS

6.1 Testing. Upon completion, the Barricade system will be fully tested in the manufacturer's shop. In addition to complete cycle testing to verify function and operating speeds, the following checks shall be made:

6.1.1 Identification. A nameplate with manufacturer's name, model number, serial number and year built shall be located within the maintenance access area.

6.1.2 Workmanship. The Barricade and subsystems shall have a neat and workmanlike appearance.

6.1.3 Dimensions. Principal dimensions shall be checked against drawings and ordering information.

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

## 7.0 PREPARATION FOR SHIPMENT

7.1 The Barricade 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 MANUFACTURER'S DATA

8.1 Drawings and installation data. The Barricade system drawings and installation, maintenance and operating manuals shall be sent to purchaser within 4 weeks of order. \_\_\_ additional copies shall be supplied (1 copy supplied at no cost).

## 9.0 DISCLAIMER

Please note - careful consideration must be devoted to the selection, placement and design of a Barricade installation. Just as in the case of any Barricade system, perimeter security device or security gate that blocks a roadway or drive, care must be taken to ensure that approaching vehicle as well as pedestrians are fully aware of the Barricades 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.

#### 10.0 PROCUREMENT SOURCE

The Model TT207S Phalanx Barricade System shall be purchased from:

DELTA SCIENTIFIC CORPORATION  
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Valencia, California, 91355, USA  
Phone (661)257-1800  
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ATTN: M.L.MURRAY, VICE PRESIDENT, SALES