

Road-Blocker RB

The Pevac® Road-Blocker RB is a specially designed steel blockade for permanent installation in a reinforced concrete foundation.

Under hydraulic or pneumatic power it will completely seal off the road to vehicles or quickly retract into its foundation such that vehicles can pass. Unlike a boom barrier or lightweight rising kerb barrier, the Pevac Road-Blocker RB is constructed, tested and guaranteed to physically stop a vehicle whether the driver wants to stop or not!

Application

The Road-Blocker RB is widely used to control vehicular access at high security and medium-high security sites all over the World. It is also

increasingly being used to provide vehicle access control at sites which, whilst not “high security” nevertheless have problems such as car theft, vandalism, avoidance of parking charges and illegal parking / access. It is also used to provide complete protection of premises which might be otherwise vulnerable to “Ram-Raiding”.

However the most familiar locations for the Pevac Road-Blocker RB are still Military Bases, Entrances to Bank Vaults, Cash in Transit and Security Guarding Companies, Police Stations, Airports, Power Stations, Government Buildings and Embassies.

Dimensions

The Road-Blocker RB is available in three standard heights. These are 600mm, 800mm and 1000mm. The width of the Road-Blocker RB starts with 2000mm and goes to 8000mm in steps of 500mm. This makes Pevac the manufacturer of the worlds largest Road-Blockers. The modular construction of the Road-Blocker RB makes it possible to use standard components and shorten the delivery time.

Material

The Road-Blocker RB is made out of steel (quality 37). Most parts are made of steel plates and have been cut out with a CNC controlled plasma-cutting machine.

Safety

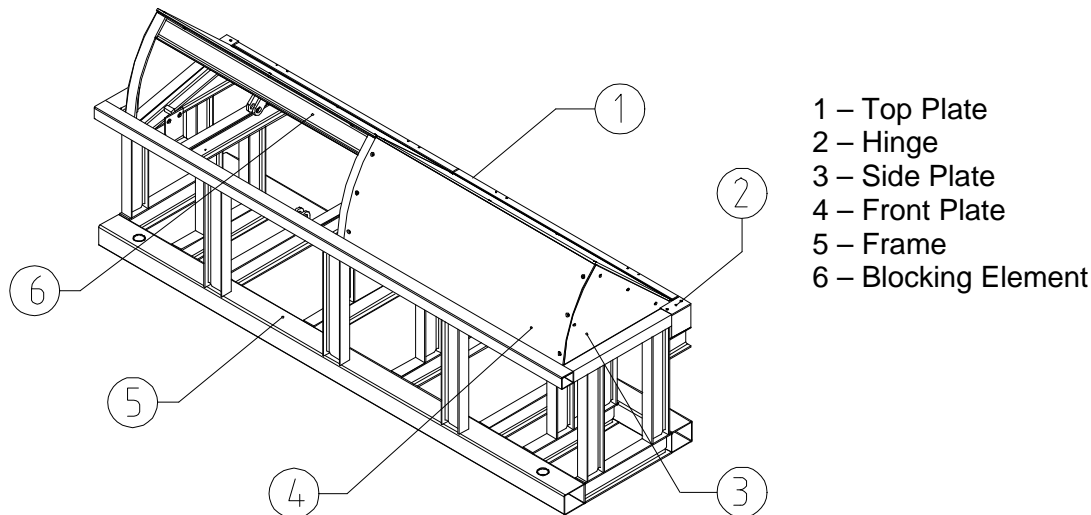
The design of the Road-Blocker RB makes it impossible to get stuck between moving parts with arms or legs. The bright yellow stripes make sure that the Road-Blocker RB has a high visibility.



Road-Blocker RB

Main parts

The drawing below shows the main parts of the Road-Blocker RB.



Finishing

The special design and special manufacturing process of the Road-Blocker RB makes it possible to hot-dip galvanize the complete Road-Blocker with a thickness of 60 micron (μm). The top plates and front plates are powdercoated on the outside with a thickness of 80 micron (μm).

Color

The top plates and front plates are powdercoated in a black color (RAL 9011). After that the front plates get a yellow striping. Optional the Road-Blocker RB can have any RAL-color.

Cylinders

In the Road-Blocker RB, standard two (up to 6000mm) or three (wider than 6000mm) hydraulic cylinders are mounted. The hydraulic cylinders are connected with double-armed high-pressure flexible hoses. For connecting the hoses from the drive unit, two quick-couplers are supplied. Optionally the Road-Blocker RB can have pneumatic cylinders. In that case the air tank and pneumatic valves can also be mounted in the Road-Blocker.

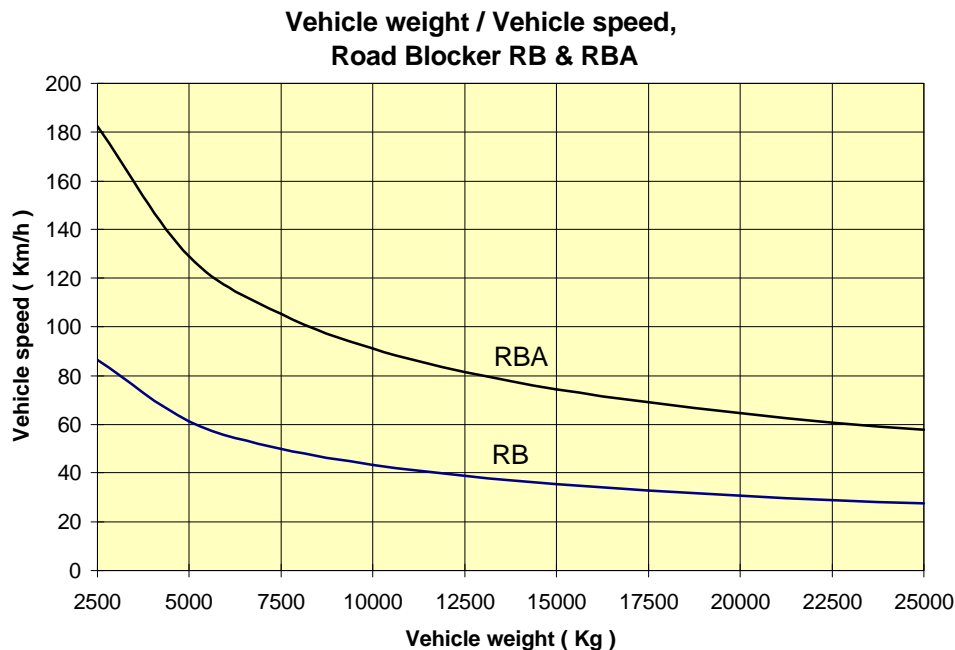
Proximity switches

In the Road-Blocker two proximity switches are mounted to detect the upper and lower position of the blocking element. The switches are connected to a specially designed connection board (PCB) that is mounted in a junction box. After connecting the cables, the junction box is filled with special resin to make it waterproof (IP class 68)

Road-Blocker RB

Stopping capacity

The diagram below shows the stopping capacity of the Road-Blocker RB.



Driving unit

To raise and lower the Road-Blocker RB, a hydraulic or pneumatic drive unit can be used. The speed of raising and lowering depends on the type of unit that is used. The drive unit is mounted in an installation cabinet or in any technical room, close to the Road-Blocker RB.

Control unit

The Road-Blocker can be controlled in many of different ways, such as pushbuttons, handheld transmitters or card readers. Depending on the traffic situation, traffic lights and safety detection loops can be used.

Power supply

The Road-Blocker RB installation needs a three phase power supply of 380 volts and 50 Hertz. The power depends on the kind of drive unit that is used.

Mounting

The Road-Blocker RB has to be mounted in a concrete foundation. This foundation can be prefab or supplied on site. In the concrete foundation there are some holes for the cables and hoses and also a hole for connecting the foundation to the drain.

Maintenance

By using special designed high quality materials and a special construction for the Road-Blocker RB, the frequency of maintenance is low and there is less work to do.



Road-Blocker RB

Reliability and Durability

The Pevac Road-Blocker RB is extremely durable and reliable as it is built to very high standards with the finest materials. Provided it is maintained in accordance with the manufacturer's instructions, it will give many years of trouble free service.

Ancillary Equipment

A wide range of ancillary equipment is available for the Road-Blocker RB. For example:

- Prefabricated concrete foundations
- Hydraulic and pneumatic drive units
- Control cabinets
- Installation cabinets
- Hydraulic and pneumatic hoses
- Detection loops
- Traffic lights, poles and mounting devices.
- Cabling sets

Options

Some optional expansions are available.

Mechanical lock: Special mechanical construction that stops the Road-Blocker RB from lowering, even if the hoses are cut.

Emergency lowering: Special valve in the driving system that lowers the Road-Blocker RB automatically in case of a power failure (not in combination with mechanical lock)

Hand pump system: System that makes it possible to use the Road-Blocker by hand in case of a power failure (hydraulic only)

Emergency controls: System for using the Road-Blocker a few times in case of a power failure with help of an accumulator and battery pack.

Lights in front: Lights in front plates of the Road-Blocker to increase the visibility

Different colour: The Road-Blocker RB can have a different RAL colour, or special stripes, text or company logos. This can be done in stickers or special coating (Beware! The visibility and safety can get worse with different colours)