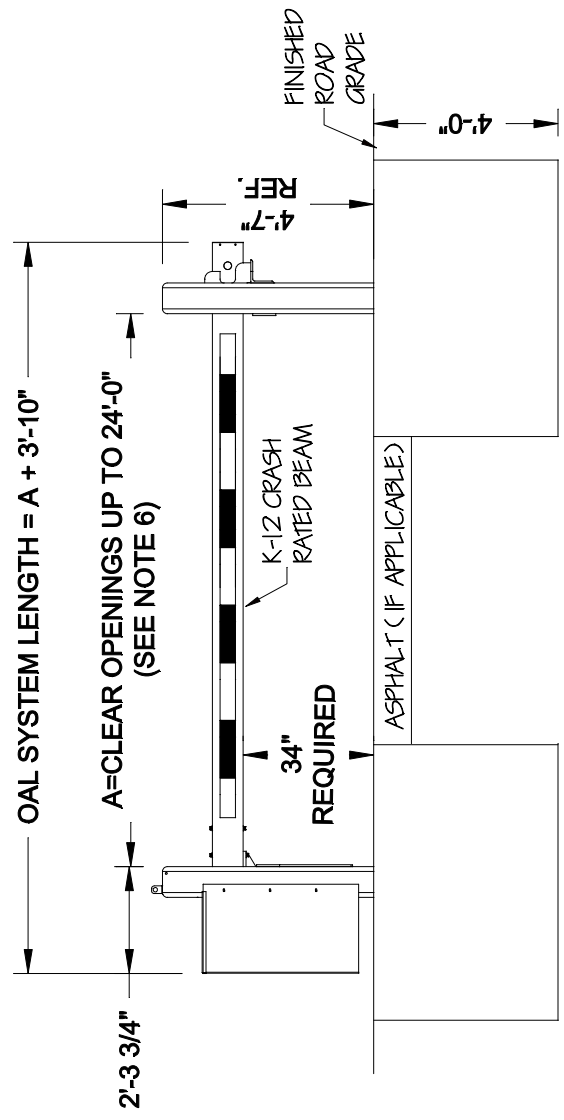
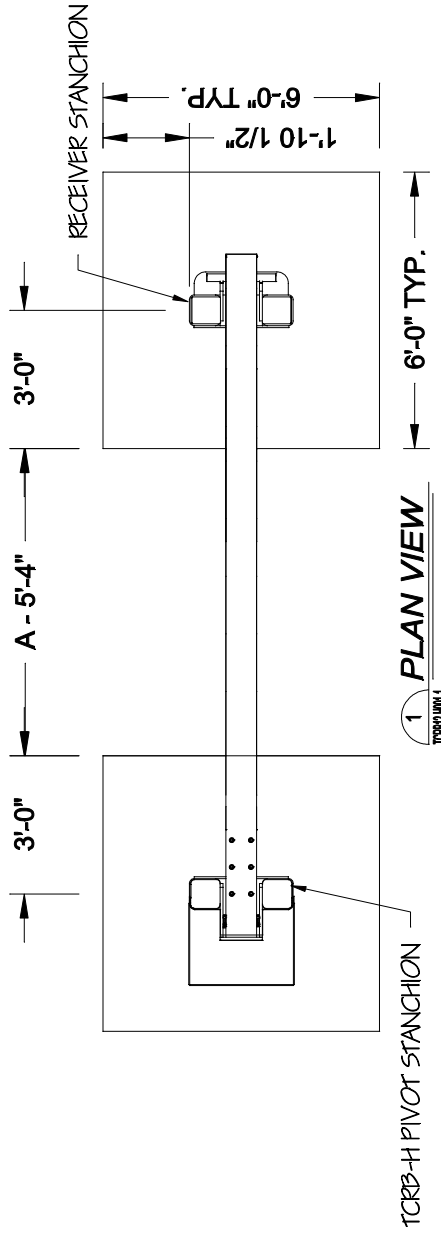


TCRB12-H001-1	ARCHITECT/ENGINEER:	REVISION LEVEL: R0
DRAWING NUMBER: 1 of 4	CONTRACTOR:	As Noted
SHEET NUMBER: 1 of 4	SUBJECT: K12 Rated, Hydraulically Operated TCRB Crash Beam	SCALE:
DIRECTOR/CAD FILE: TCRB12-H001 Generic Pldwg	PROJECT:	DATE: 3/13/18
		CHECKED BY: BGG
		DATE: 3/13/18
		DRAWN BY: SLK

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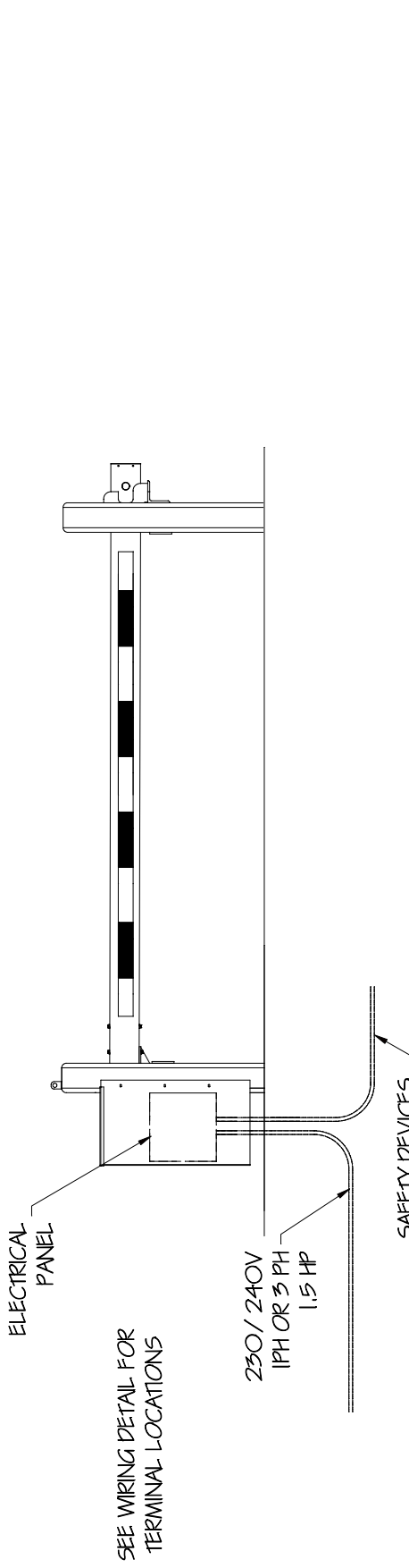


NOMINAL CLEAR OPENING
MAX. = 24'-0"

- NOTES:**
1. TCRB BARRIER PRECAUTIONS: TYMETAL DOES NOT PROVIDE TRAFFIC OR SAFETY ENGINEERING SERVICES. VEHICLES AS WELL AS PEDESTRIANS MUST BE WARNED AS TO THE BARRIER'S PRESENCE AND OPERATION. THE OWNER/OPERATOR (END USER) AND/OR FACILITY ARCHITECT SELECTING THIS CRASH BARRIER SHALL ASSUME RESPONSIBILITY FOR PROVIDING TRAFFIC AND SAFETY ENGINEERING, INCLUDING ALL NECESSARY SAFETY FEATURES TO BE USED AT EACH BARRIER LOCATION, INCLUDING, BUT NOT LIMITED TO: SIDEWALKS FOR PEDESTRIAN TRAFFIC, SUFFICIENT ROADWAY LIGHTING, CAUTION SIGNAGE, TRAFFIC LIGHTS, AUDIBLE AND VISUAL WARNING ALERTS, SECONDARY TRAFFIC CONTROL DEVICES, AND GUARD/CONTROL BOOTHS.
 2. GRADE ELEVATION MUST SLOPE AWAY FROM THE PIVOT STATION TO PREVENT ICEWATER BUILDUP.
 3. STATIONCHIONS ARE COATED WITH ZINC ENRICHED PRIMER AND PAINTED BLACK.
 4. CRASH BEAM IS POWDER COATED WHITE WITH SHOP APPLIED REFLECTIVE TRAFFIC/VEHICULAR TAPE, RED AND WHITE, ALTERNATING WEATHERPROOF. TAPE WILL BE FHA-MUTCD COMPLIANT. BY TYMETAL, BOTH INBOUND AND OUTBOUND SIDES.
 5. AREA BELOW BEAM (BETWEEN STATIONCHION TUBES) ON PIVOT STATIONCHION MUST REMAIN AT FINISHED GRADE FOR BEAM TRAVEL.
 6. CLEAR OPENING IS MEASURED BETWEEN STATIONCHION TUBES ACROSS THE OPENING.
- CRASH RATED ASTM F2656 M50-P1**

TCRB12-H001-2	ARCHITECT/ENGINEER:	REVISION LEVEL: R0
DRAWING NUMBER: 2 of 4	CONTRACTOR: TCRB-H Details	As Noted
SHEET NUMBER: 2 of 4	SUBJECT: TCRB-H Details	SCALE: 3/13/18
DIRECTOR/CAD FILE: TCRB12-H001 Generic Pkg.dwg	PROJECT:	DATE: 3/13/18
		CHECKED BY: BGG
		DATE: 3/13/18
		DRAWN BY: SLK

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1 ELEVATION VIEW

Scale: None
 -ELECTRIC/MECHANICAL CABINET NOT SHOWN-

- NOTES:
1. ALL SAFETIES (BY OTHERS, AS APPLICABLE) TERMINATE IN EACH BARRIER CONTROLLER
 2. WIRE COUNTS ARE BASED ON HAVING SINGLE EFO BUTTON AND RESET TO ACTIVATE BARRIER
 3. SYSTEMS MAY OPERATE FROM ONE OR MORE CONTROL INTERFACES AS REQUIRED.
 4. BARRIER ARM CONTROLLER LOCATED WITHIN THE ELECTRICAL PANEL (BY TYMETAL) TO "A" PORT
 5. CONDUITS SHOWN ARE TYPICAL MINIMUMS. SEE LOCAL CODE FOR REQUIREMENTS.

CONDUIT & WIRE CHART				
CONDUIT	START LOCATION	END LOCATION	NO. OF WIRES	VOLTAGE/PHASE
A	CONTROL INTERFACE	BARRIER ARM CONTROLLER	6 MIN.	24VDC
B	ELECTRICAL PANEL / BREAKER PANEL (IN GUARD HOUSE)	BARRIER ARM CONTROLLER	2	208-230/240 3ph
C	ELECTRICAL PANEL (IN UNIT)	SAFETY DEVICES	TBD	---

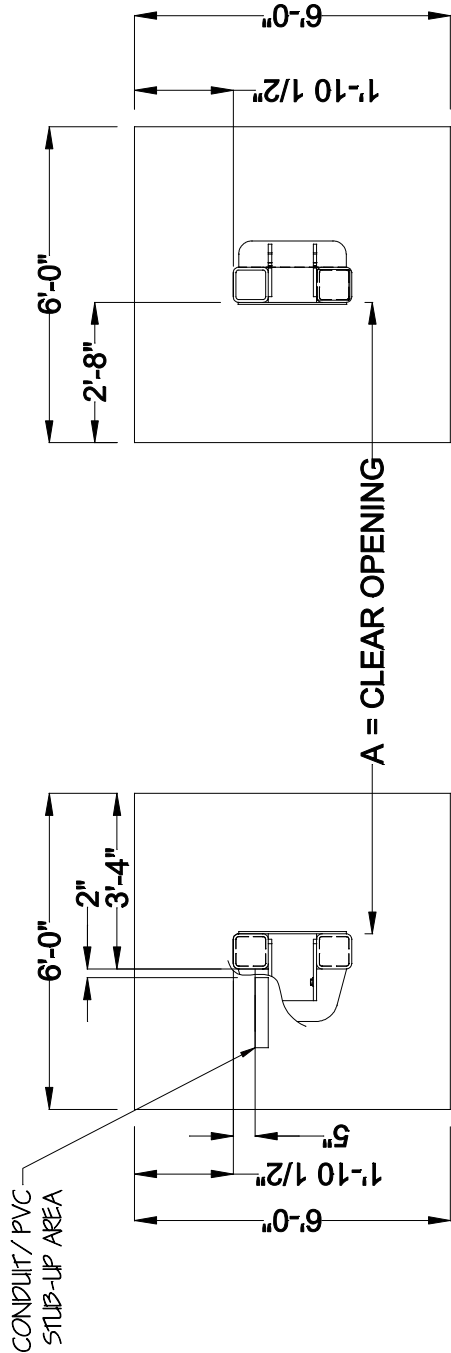
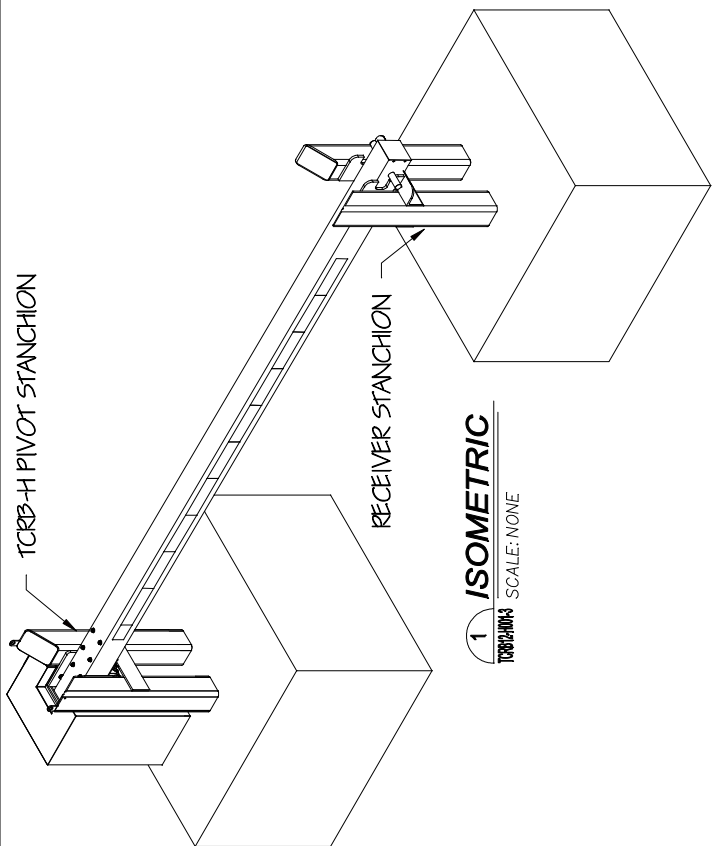
2 PIVOT STANCHION DETAIL

Scale: None
 -COVER NOT SHOWN-

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REVISION LEVEL:	R0
SCALE:	As Noted
DATE:	3/13/18
CHECKED BY:	BGG
DATE:	3/13/18
DRAWN BY:	SLK

PROJECT:	TCRB12-H001 Generic Polding
SUBJECT:	Foundation Layout
CONTRACTOR:	
ARCHITECT/ENGINEER:	
DRAWING NUMBER:	TCRB12-H001-3
SHEET NUMBER:	3 of 4
DIRECTOR\CAD FILE:	



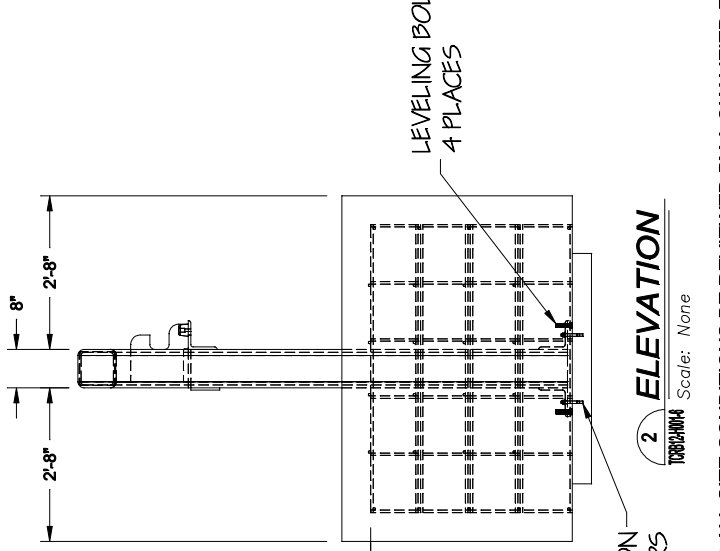
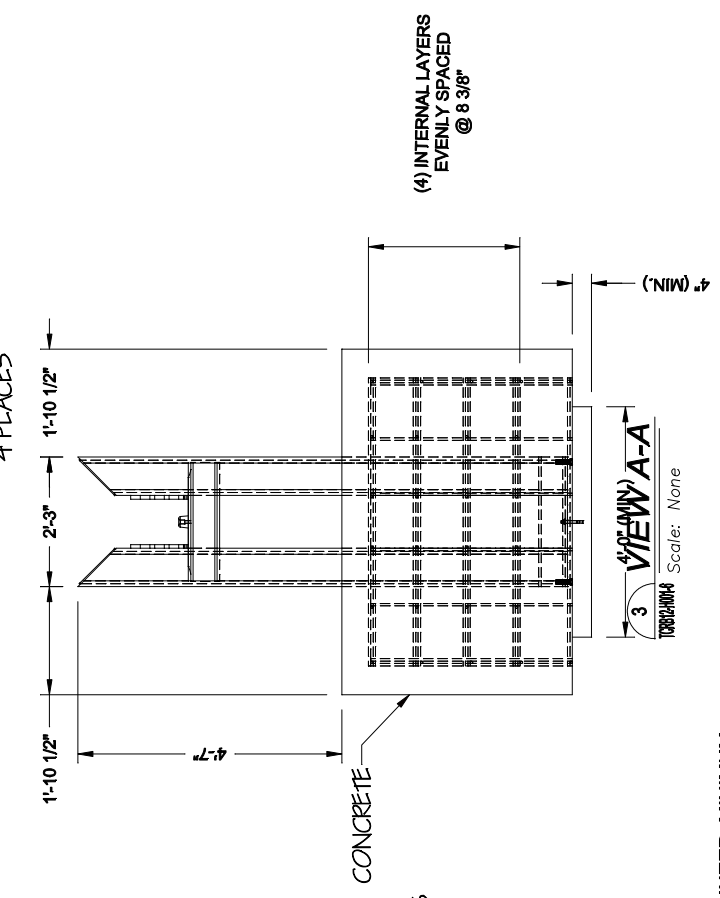
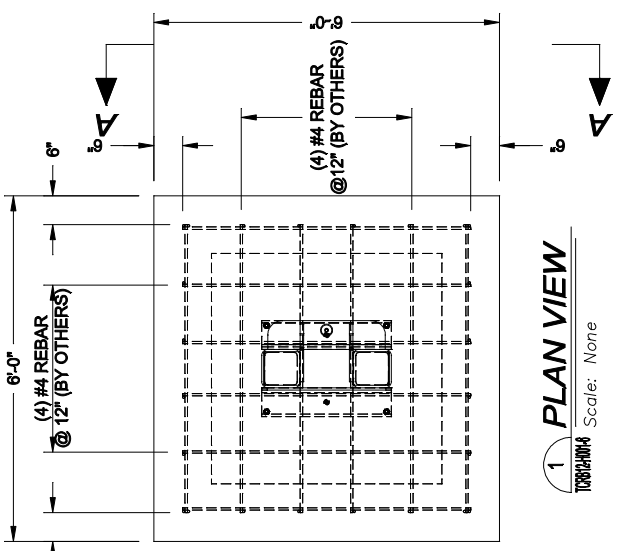
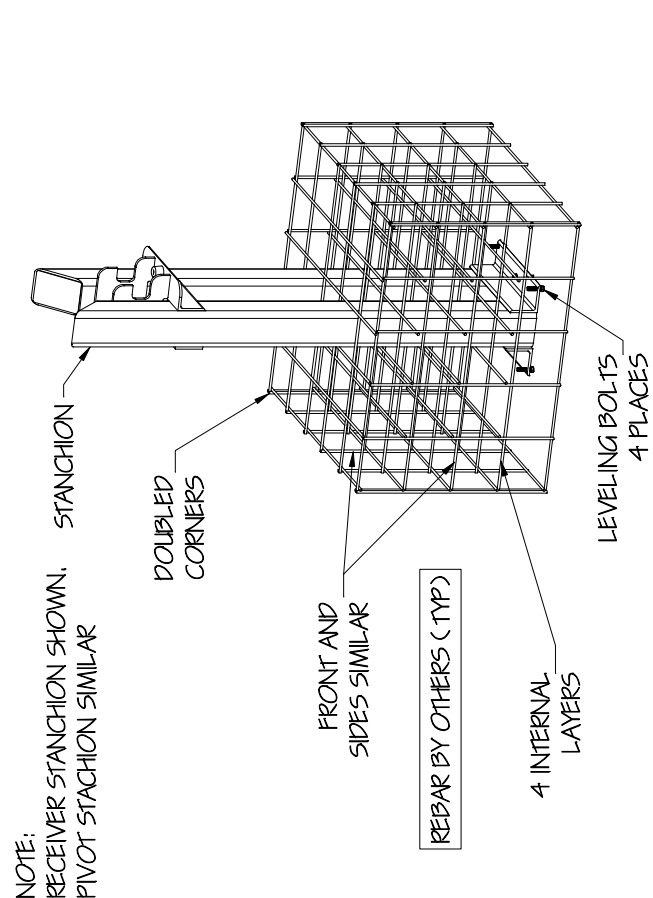
1 FOUNDATION PLAN
 TCRB12-H001-3 OUTSIDE LOOKING IN

TCRB12-H001-4
 DRAWING NUMBER:
 4 of 4
 SHEET NUMBER:
 TCRB12-H001 Generic Rtd.dwg
 DIRECTOR/CAD FILE:

PROJECT:
 CONTRACTOR:
 SUBJECT: Typical TCRB-12 Stanchion Rebar Detail
 ARCHITECT/ENGINEER:

DRAWN BY: SLK
 DATE: 3/13/18
 CHECKED BY: BGG
 DATE: 3/13/18
 SCALE:
 As Noted
 REVISION LEVEL:
 R0

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NOTE:
 RECEIVER STANCHION SHOWN.
 PIVOT STANCHION SIMILAR

NOTES:
 1. TYMETAL RECOMMENDS ALL SITE CONDITIONS BE REVIEWED BY A QUALIFIED ENGINEER. MINIMUM SITU SOIL BEARING CAPACITY OF 940 PSF AND BACKFILL COMPACTION TO A DENSITY OF NOT LESS THAN 95% MAXIMUM DRY DENSITY ARE REQUIRED. TYMETAL WILL NOT BE RESPONSIBLE FOR FAILED GATE OPERATIONS CAUSED BY UNSTABLE SOIL CONDITIONS.
 2. FOUNDATIONS SHOWN ARE BASED ON AVERAGE SOIL AND SITE CONDITIONS. FOUNDATIONS MUST BE IN ACCORDANCE WITH ALL LOCAL CODES, AND SHOULD BE REVIEWED BY A LOCAL ENGINEER.