| LEGEND |  |
| :---: | :---: |
| SHEET 1 | LEGEND |
| SHEET 2 | ELEVATIUN RSS4003 |
| SHEET 3 | FIUNDATIUN RSS4003 |
| SHEET 4 | LAYロUT EXAMPLE |
| SHEET 5 | CINDUIT LAYロUT |
| SHEET 6 | WIRE AND CINDUIT LEGEND |
| SHEET 7 | CINTRIL PANEL FIUNDATIUN |




RSS-4003 Vehicle Barrier Installation:

1. Excavate $6^{\prime} 1^{\prime \prime} \times 12^{\prime} 41 / 2^{\prime \prime} \times 5$ ' $1 / 2^{\prime \prime \prime}$ pit
2. Compact Soil to $95 \%$ or per local specs
3. Position barrier in excavation
4. Connect Natural Drains (if applicable)
5. Connect Conduit Connections
(Electric, Controls, \& Sump
(Electric, Controls, \& Sump Pump)
6. \# 5 REBAR IS ATTACHED TO THE BARRIER WHEN SHIPPED
7. Pour approx. 8.5 yards concrete
(3000 PSI minimum)
8. Set vehicle barrier $1 / 2^{\prime \prime}$ above existing roadway
then taper concrete for smooth transition.
9. BARRIER WEIGHT 10,000 \#, WITH HEAT $10,300 \#$




| $\ \ \mid$ | E | $\bigcirc \bigcirc$ | $\cdots$ | $\square \circlearrowleft$ | $\forall$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| CDNDUIT SCHEDULE |  |  |  |  |  |
| CDNDUIT ID | FRDM | T口 | CDNDUIT SIZE | WIRE SPECS | PURPGSE |
| C-0 | MAIN PDWER SUURCE | BATTERY BACKUP PANEL | BY INSTALLER | BY INSTALLER L1,L2,N \& GRD | MAIN PICWER |
| C-1 | BATTERY BACKUP PANEL | $\qquad$ | $1^{\prime \prime}$ | $\begin{array}{cc} \hline 4-\# 10 & \text { THHN } \\ 1-\# 10 & \text { GND } \\ \hline \end{array}$ | SYSTEM PIWER |
| C-2 | $\begin{gathered} \text { BATTERY } \\ \text { BACKUP PANEL } \end{gathered}$ | $\begin{gathered} \text { BARRIER } \\ \text { CZNTRIL PANEL } \\ \hline \end{gathered}$ | $1^{\prime \prime}$ | $\begin{gathered} 3-\# 16 \text { THHN } \\ (24 \mathrm{VDC}) \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { BATTERY } \\ \text { BACKUP STATUS } \\ \hline \end{array}$ |
| C-3 | BARRIER CINTRZL PANEL | BARRIER PIWER $J-B \square X$ | $1^{\prime \prime}$ | $\begin{gathered} 2-\# 10 \text { THHN } \\ 1-\# 10 \text { GND } \\ 2-\# 12 \text { THHN } \\ \hline \end{gathered}$ | SERVD DRIVE PDWER SUMP PUMP |
| C-4 | BARRIER CONTRIL PANEL | BARRIER CLNTRDL J-BCX | $1^{\prime \prime}$ | $\begin{gathered} \text { 1-CAT5e CABLE } \\ 2-\# 16 \text { THHN } \end{gathered}$ | CDMMUNICATIUNS WARNING LED'S |
| C-5 | $\qquad$ | SAFETY LIDPS | $1^{\prime \prime}$ | $\begin{gathered} \text { \#16 XPLE } \\ \text { LIDP WIRE } \\ \hline \end{gathered}$ | SAFETY LDIPS |
| C-6 | $\begin{gathered} \text { BARRIER } \\ \text { CDNTRDL PANEL } \end{gathered}$ | TRAFFIC ARM | $1^{\prime \prime}$ | 4-\#16 THHN | CDNTRDLS |
| C-7 | BARRIER CINTRUL PANEL | TRAFFIC ARM | $1^{\prime \prime}$ | $\begin{gathered} \text { 2-\#14 THHN } \\ 1-\# 14 \text { GND } \end{gathered}$ | PDWER |
| C-8 | BARRIER CDNTRLL PANEL | TUUCHSCREEN CINTRDL | $1^{\prime \prime}$ | $\begin{gathered} \text { 1-CAT5e CABLE } \\ 2-\# 16 \text { THHN } \end{gathered}$ | $\begin{aligned} & \text { TQUCHSCREEN } \\ & \text { DPERATDR } \\ & \text { CDNTRQL } \end{aligned}$ |

ALL FIELD WIRING TO BE THHN STRANDED CONDUCTORS. ALL CAT5E CABLE IN CONDUIT TO BE TYPE CMXF.

> NOTE: IT IS THE RESPONSIBILITY OF THE INSTALLING CONTRACTOR TO ENGINEER ALL WIRING ON SITE TO MEET THE GOVERNING WIRE SIZE, POWER REQUIREMENTS AND LOCAL ELECTRICAL CODES. THIS CHART IS BASED ON A MAXIMUM DISTANCE OF $100^{\prime}$ FROM THE BCP TO THE BARRIER.



FOUNDATION SUITABLE FOR TRAFFIC LIGHTS OR GATE ARMS.


