LBA 10

Thanks to its fibreglass rail and its anti-shock rotation device, **LBA 10** is a robust barrier, ideal for securing **industrial sites and sensitive sites, as well as for lane closures.**

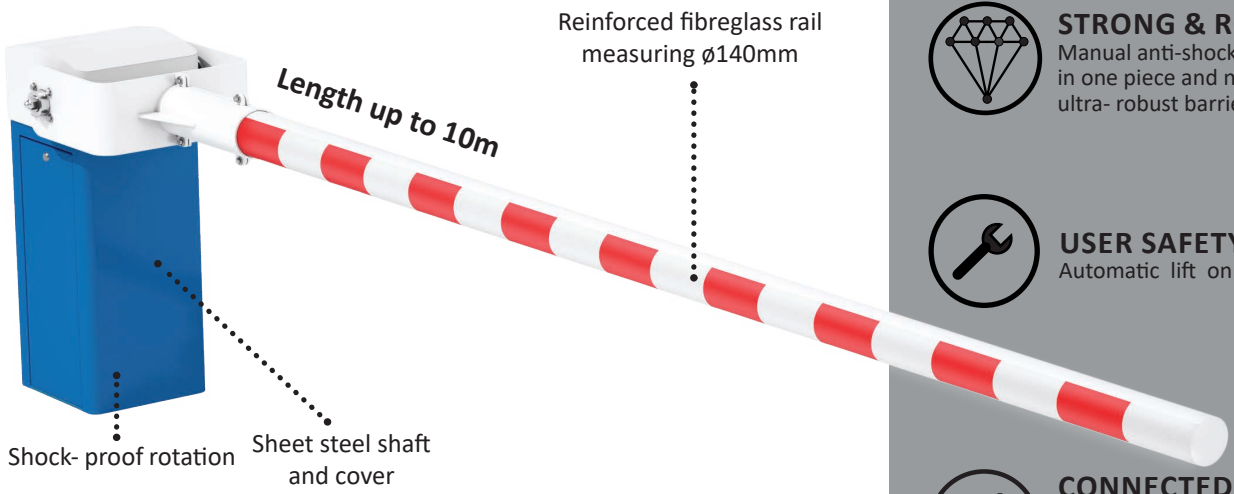
Length up to 10m.

AUTOMATIC BARRIER

RELIABILITY AND ROBUSTNESS

INDUSTRIAL SITES - LANE CLOSURES

HEAVY DUTY PERFORMANCE
10 000 cycles/day



LONG-DISTANCE ACCESS
Reinforced fibreglass rail measuring up to 10m

RELIABLE
Its rotation system enables it to absorb shocks and makes it virtually unbreakable for access control at sensitive sites.

STRONG & ROBUST
Manual anti-shock rotation device, smooth in one piece and no bracing, for an ultra- robust barrier.

USER SAFETY
Automatic lift on lack of tension up to 8m

CONNECTED
Incorporates One-C technology for easy activation and set up. LBA connect option to manage and view your entire stock.

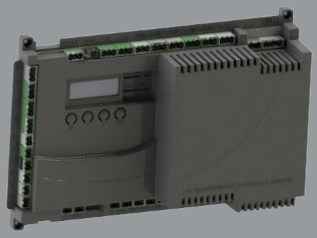
FABRIQUÉ EN FRANCE

LBA 10

WEBSITE

STANDARD EQUIPMENT

ONE-C© CARD: an integrated card for scalable barriers



✓**All-in-1 card:** a single interface for easy installation and maintenance.

✓**Web server:** can be controlled remotely to manage all the barrier's parameters.

✓**Accessibility:** PLC certified IP-d category 2 in accordance with EN ISO 13849-1

✓**User interface:** with display and LEDs

ONE-SENSE SENSOR
Latest generation

✓ **Reliable and long- lasting**
✓ **Automatic reopening**
✓ **Shock detection**
✓ **Smooth movement**

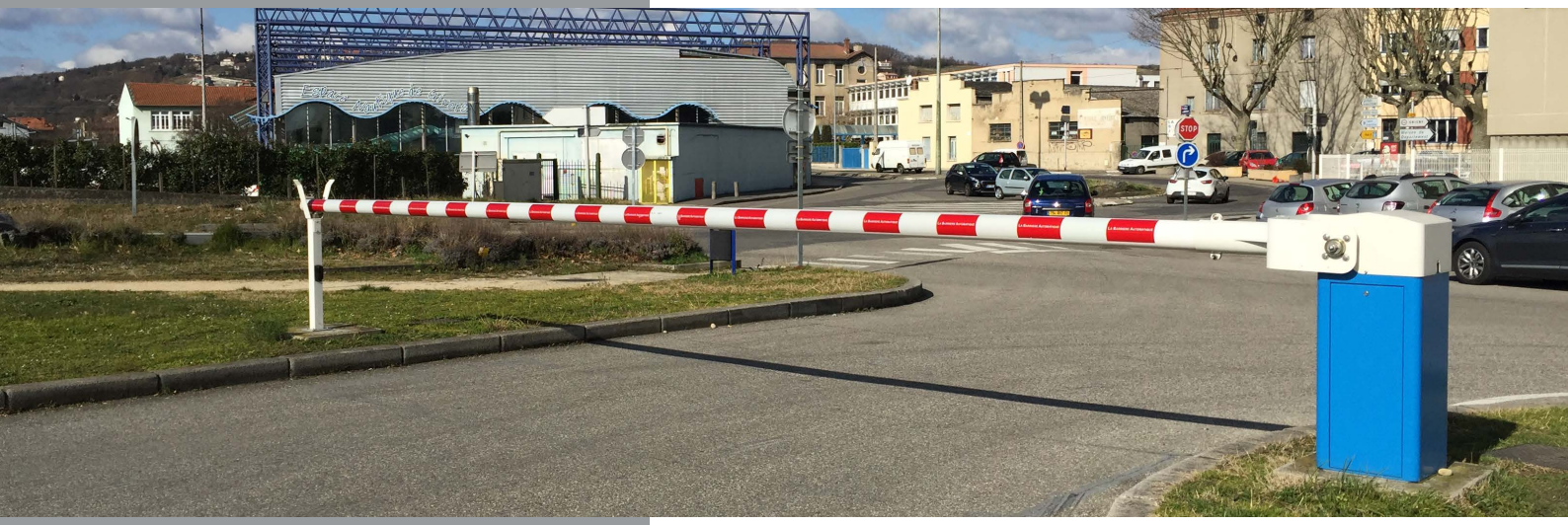
MAIN FEATURES

- Reinforced fibreglass axial rail from 2 to 10 m, ø140 mm tapered
- One- piece, unbraced rail
- Integrated **ONE-C©** control panel with remote control and parameter setting screen
- Heavy duty performance (10,000 cycles/day)
- Variable speed, adjustable from 3.1 seconds
- Three-phase geared motor, 230v single-phase power supply
- Compression compensation spring
- Anti-condensation heating system
- Rail support with reinforced axial bracket

TECHNICAL FEATURES

- Barrel: 3 mm thick cataphoresis-treated sheet steel with Ronis 405 lock
- Barrel: RAL standard 5015
- Cover: 2 mm aluminium sheet with RAL 9010 paint finish
- Axial rail with red and white reflector strip
- **ONE-SENSE** sensor for adjusting the rail

- **Controlled by an integrated ONE-C control panel:**
  - Multiple configurations possible depending on the site
  - Wired or network cable control; several communication protocols (Modbus TCP/IP, RS485)
  - Remote configuration and control via a web server
  - SD card updates
  - Fast connectors
  - Variable-frequency motor control with acceleration/deceleration ramps and adjustable opening and closing speed



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LBA 10

OPTIONAL EQUIPMENT

Acoustic & visual signalling
- Illuminated cover with LED lights
- Flash lights on the rail
- R23 lights on the integrated post
- Flashing light on the barrel
- Signalling by standardised Ø 450 mm 650 mm panels

Safety
- Infrared barrier
- Reflex sensor
- Magnetic loop presence detector
- Ultrasound detector
- Manual anti-shock rotation device
- Motorised rotation device (for easier maintenance)
- Anti-vandalism pack
- Forced opening alarm
- Pivoted barrier information
- Adjustable rest, 80 x 80 mm tube
- Magnetic suction pad on rest
- Pendulum stand adjustable from 80 cm to 1 m + spring shock absorber
- Electromagnetic lock
- Internal anti-fraud lock (only on the reversible model)
- Low hinged Ø14 mm grille up to 6m

Customisation
- Polyester paint in a choice of special colours (RAL to be defined)
- Local control equipment: firefighter's box, button box, etc.
- Galvanised anti-corrosion barrel
- **LBA Connect:** Geolocation and equipment control

TECHNICAL FEATURES

Power supply	230 V
Consumption	0.55 kW three-phase motor
Motor reduction gear	Reversible or irreversible gear box (optional)
Compensator	Compression spring + guide bar, chain and sprocket
Rail	Reinforced Ø140 mm polyester fibreglass
Half stand	8 mm galvanised steel
Monoeuvre time	From 3.1s (variable according to options)
MCBF (number of cycles)	≥ 5 millions
MTBF (hours)	≥ 15,000
MTTR (median time to repair)	Less than 60 minutes
Maximum rail length	10 m
Emergency manoeuvre	- 11 crank turns and immobiliser - Automatic lift on lack of tension (optional)
Temperature control	Anti-condensation heating system
Paint	Polyester power baked at 250°
Solid dimensions (WxHxD)	800 x 800 x 1000 mm
Usage temperature	-30° +55° C
IP	54

LBA

LBA CONNECT MANAGE
ALL YOUR EQUIPMENT ON
ONE APPLICATION

LBA 10

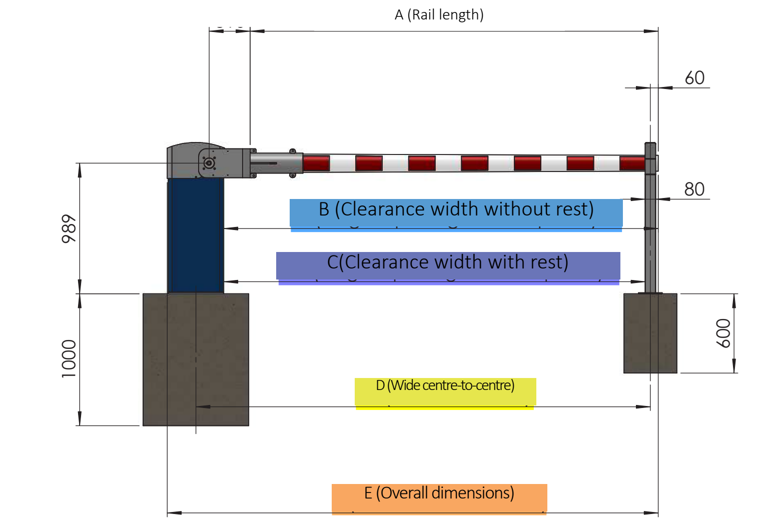
INSTALLATION

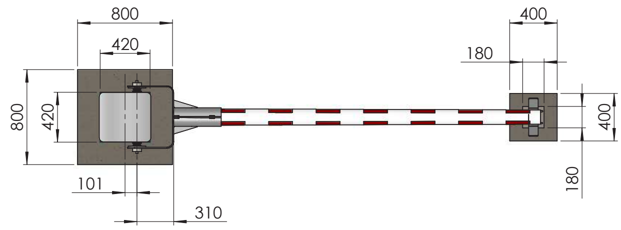
PVC foam sealing jig + 4 anchor rods (ø 16 x 250 mm + 8 bolts)

- The jig remains level in place and must fully rest on the concrete block. Centre-to-centre distance between 220 x 220 mm sealing rods
- Resting baseplate

AT THE INSTALLER'S EXPENSE

- Concrete base with sealing jig and 4 ø16 mm rods (optional).
- Power supply: 230 V P+N+T, 250 W protected by 1 30 mA earth leakage switch
- Holes for access control and magnetic loop power cables.
- Connection with rest, TPC hole for infrared cell connection, magnetic suction pad
- Hole for magnetic loop tail





Rail length A in mm	Clearance width without rest B in mm	Clearance width with rest C in mm	Wide centre-to-centre	Total dimensions E	Open barrier height H in mm
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*Operating limit with lane closure options
**Operating limit with rest with no options

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SPECIAL TECHNICAL SPECIFICATIONS

LBA 10

The design of the automatic barrier makes it a robust device designed for heavy duty and continuous performance in the motorway and industry sectors. The barrier is the LA BARRIERE AUTOMATIQUE LBA 10.
These barriers must be able to be fitted with straight reinforced fibreglass rails and must meet the following specifications:

Technical features:
- Barrel and gate in 3 mm thick cataphoresis-treated sheet steel
- Phosphate-coated 2 mm aluminium sheet cover
- 10,000 manoeuvres/day
- Opens and closes in 3 to 10 seconds
- Three-phase motor and 230 V single-phase power supply

Equipment:
- Axial ø140mm reinforced fibreglass rails up to 10m in one piece and no bracing. This composite rail provides greater flexibility in the event of impact. It is particularly well suited to managing HGV traffic.
- Reinforced fixing bracket
- Barrier body with irreversible or reversible geared motor
- Compensator consisting of a compression spring (torsion or traction too fragile)
- Stays in open or closed position
- Integrated ONE-C control panel:
  - Wired or network cable control; several communication protocols (Modbus TCP/IP, RS485)
  - Centralised communication interface (LED display)
  - Remote configuration and control via a web server
  - Variable-frequency motor control with acceleration/deceleration ramps and adjustable opening and closing speed
  - SD card updates, 1 unique programme
  - Fast connectors
- ONE-SENSE sensor

Options :
- Choice of RAL paint
- LED cover
- Motorised or manual anti-shock pivoting
- Anti-vandalism lock
- Anti-vandalism pack with bolt covers
- Acoustic or illuminated signalling
- Automatic lift on lack of tension
- Rest with suction pad

Technical data:
- MCBF (Mean number of failure-free cycles): 5,000,000 cycles
- MTBF (Mean failure-free operating time): 15,000 hours
- Number of daily cycles: 10,000 manoeuvres per day
- MTTR (Mean time to repair): less than 60 minutes
- IP54

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