

DELTA MODEL DSC50 PORTABLE VEHICLE BARRIER

SYNOPSIS

The DSC50 is rated in accordance with ASTM F2656-20 with a Certified Test Rating of SC30, P3. Capable of stopping a 2,400 pound vehicle traveling at 30 mph.

- The DSC50 Portable barrier system was successfully crash tested and crash rated in a full scale configuration by Delta Scientific Corporation. The test was conducted on July 29, 2025 crashed a 2,568 pound car traveling at 32.5 mph into the array of three DSC50 barrier.
- The DSC50 is designed to function as part of an extended array. Adjacent units are linked with steel cables. This portable barrier is designed for rapid deployment using a dedicated transporter, the system can be fully deployed under five minutes.
- Unlike traditional barriers, the DSC50 is designed with no climbable surfaces or footholds, eliminating the risk of unauthorized access or misuse.
- The barrier has no visible serrated or sharp edges which not only promotes a safer interaction for pedestrians but also contributes to having a clean and non-militaristic appearance.
- Installation does not require excavation and can be completed on a flat roadway surface making it ideal for temporary or rapidly changing security environments.
- A full line of DSC50 accessories is available. Including a dedicated transporter, trailer, pedestrian ramp and secure locking mechanisms that are highly recommended to maximize performance and smooth deployment process.
- The dedicated transporter shall require minimal amount of force to operate and all weight shall be on the transporter making the operation both easy and safe.

1.0 CONFIGURATION

- 1.1 Barrier Construction. Each Barrier consisting of three welded steel plates forming the two side plates and the middle plate. The barrier includes a rear stand that is designed to provide stability and to shear off during vehicle impact. Two foot plates integrated with rubber pads provide additional friction to aid stopping the vehicle.
- 1.1.2 Pedestrian Access. The DSC50 barriers shall be spaced at 45 inches apart when installed in array allowing for the installation of optional pedestrian ramps between units to maintain safe pedestrian passage.
- 1.1.3 Hardware. The minimum standard array of three DSC50 units shall be connected using four 5/8" shackles and two 3/8" steel cables. These components are required to ensure effective performance during an impact event.
- 1.1.4 Finish. The barriers shall be covered in standard paint. (Special color, type and patterns are optionally available).

2.0 FOUNDATION

- 2.1 None. Shall be set on stable flat surface.

2.0 DEPLOYMENT SYSTEM

- 2.1 Transporter. The transporter is designed to move the DSC50 with ease to deploy and position the barriers into your desired locations. This also allows efficient loading and unloading of the barriers onto a trailer or into designated storage area.
- 2.2 Trailer. The trailer can transport thirty two DSC50 units, along with one transporter unit. This trailer ensures that the barriers can be deployed between locations easily wherever needed.

3.0 ARRAYS

- 3.1 A **minimum** DSC50 array will be a set of three units set 45 inches apart and a total span coverage of 13.5 foot. The three unit arrays will be linked together for continuous coverage of a large perimeter.

4.0 QUALITY ASSURANCE PROVISIONS

- 4.1 Inspection. Upon completion, the barriers will be fully inspected in manufacturer's shop.
- 4.2 Dimensions. Principal dimensions shall be checked against drawings and ordering information.
- 4.3 Finish. Coatings shall be checked against ordering information and shall be workman like appearance.

5.0 PREPARATION FOR SHIPMENT

- 5.1 The Barrier system shall be crated 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 without failure.

6.0 MANUFACTURER'S DATA

- 6.1 The Barrier system manuals shall be sent to the purchaser within 4 weeks of order.

7.0 DISCLAIMER

Please note – careful consideration must be devoted to the selection and placement of the barrier. Just as in the case of any barrier system that blocks a roadway or driveway, care must be taken to ensure that the approaching vehicles as well as pedestrians are fully aware of the barrier and their operation. Proper illumination, clearly worded warning signs, auxiliary devices such as semaphore gates, flashing lights, audible warning devices, speed bumps, 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 should be consulted prior to installation of a Barrier system. Delta will offer all possible assistance in the overall system but we are not qualified nor do we purport to offer either traffic or safety engineering information.

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8.0 PROCUREMENT SOURCE

8.1 The Model DSC50 shall be purchased from:

DELTA SCIENTIFIC CORPORATION

40355 Delta Lane Palmdale, California 93551, USA

Phone (661) 575 1100

Email info@deltascientific.com