

Technical Information

How the energy from a vehicle impact is calculated

$\frac{1}{2} \text{ Mass} \times \text{Speed}^2 = \text{Joules}$

Tested Impact Energy

20,400 Joules

Equivalent vehicle and speed

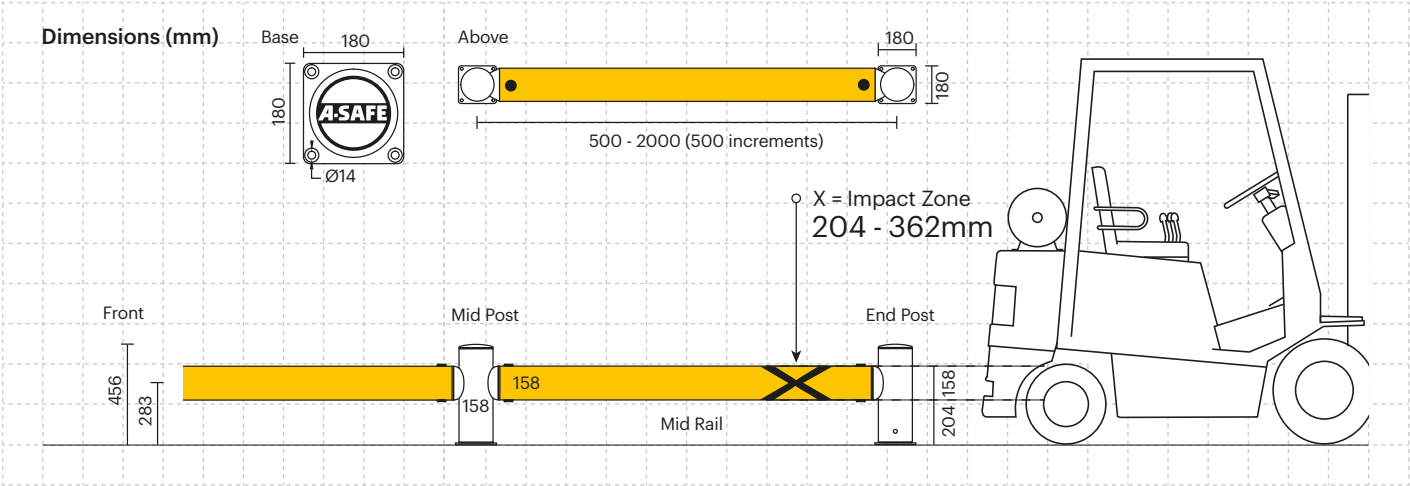
5.7 tonne

\times

6 mph impact

Mid Rail 45° Impact on 2000mm Post Centres

Impact Test	Impact Angle on 2000mm Post Centres			
	90°	67.5°	45°	22.5°
Mid Rail Max Energy (Joules)	10,200	11,950	20,400	69,650
End Post Max Energy (Joules) - 90°		3,600		
Mid Post Max Energy (Joules) - 90°		3,600		
Deflection at Max Energy 435mm				
		Force to Bolt 13kN 		



Post Options

Standard Black
RAL 9005*
PANTONE Black

Rail Options

Standard Yellow
RAL 1007*
PANTONE 7548*

Standard Black
RAL 9005*
PANTONE Black

Colour Combinations

*Please note that the RAL and PANTONE colours listed are the closest match to standard A-SAFE colours, but may not be exact matches of the actual product colour and should be used for guidance only.



eFlex™
Single Traffic Barrier

A-SAFE



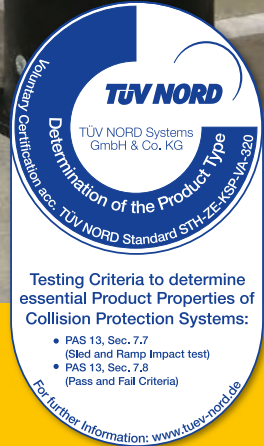
Designed to shield buildings, machinery and equipment from damage caused by vehicle collisions both inside and out.

This flexible mid-strength barrier provides visual guidance to drivers and physical protection for assets by absorbing and deflecting impact forces, preventing incidents and avoiding downtime.

Ideal for mid-traffic areas and for equipping build base specifications.

Tested to the global benchmark in barrier safety

bsi. PAS 13
Code of Practice for Workplace Safety Barriers



Engineered for performance

Whether in the resilience, flexibility and in-built memory of our exclusive Memaplex™ material or the unrivalled energy absorption of our unique 3-phase coupling system, a wealth of technical ingenuity goes into every A-SAFE product to ensure that it performs perfectly every time you need it to. We are continuously innovating to solve the greatest workplace safety challenges on behalf of our customers and our numerous patents attest to our industry-leading commitment to research and development.

Ultimate strength polymer created from an exclusive composition of the most sophisticated polyolefins and rubber additives, expertly blended for unequalled strength and flexibility.

Unrivalled recovery through a unique built-in memory that allows the barrier to flex, cushion and reform repeatedly upon impact, saving vast amounts in barrier and vehicle repairs.

Huge return on investment from incident prevention and downtime avoidance as barriers, vehicles, floors and equipment do not need replacing or repair.

Multi-directional system ensures a streamlined fit into any facility and the removal of hard angles.

Ultra-low maintenance material is chemical and water resistant, non-corrosive, non-scratch and self coloured so no repainting, rusting, flaking or corrosion.

Exclusive modularity allows rails and posts to be replaced in-situ without removing adjacent barrier sections.

Energy Absorption System
Patented system dissipates impact forces through the barrier and away from floors and fixings, preventing costly damage.

No floor damage
80% of impact force is absorbed, transferring just 20% to the floor.

Self coloured and UV stabilised for continued visibility and long lasting aesthetics with no repainting.

Ergonomic design with no sharp edges.

Environmentally friendly and 100% recyclable.

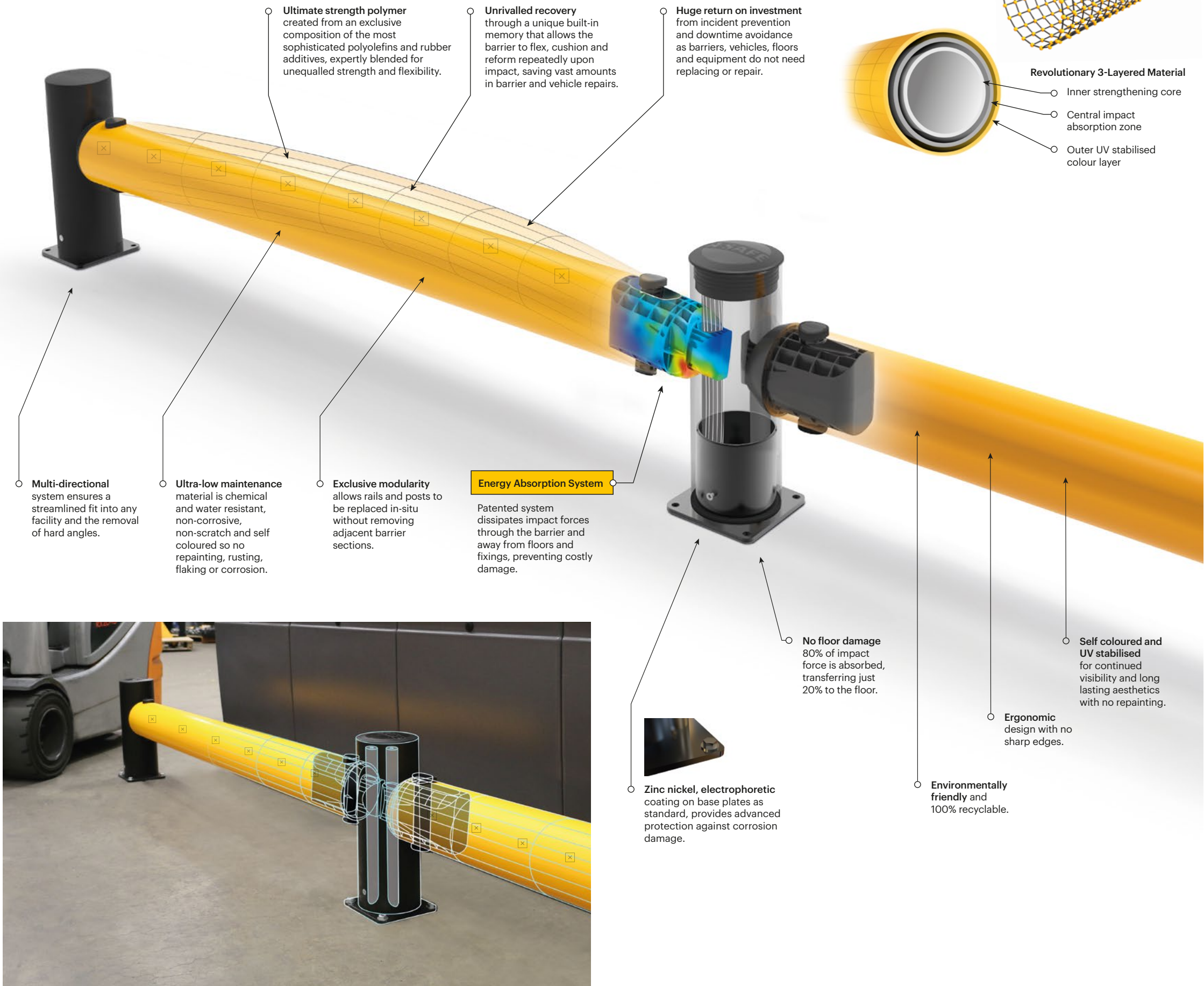
Zinc nickel, electrophoretic coating on base plates as standard, provides advanced protection against corrosion damage.

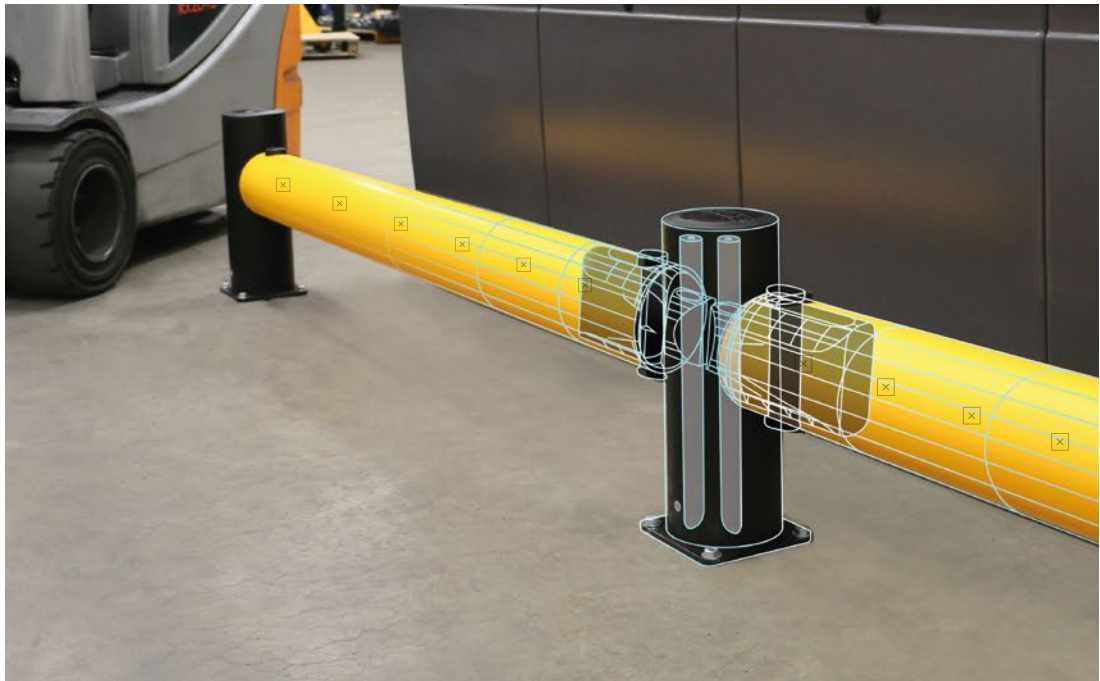
MEMAPLEX™

Advanced Engineering
Molecular reorientation during manufacturing creates a unique built-in memory that enables the barrier to fully recover following impacts.

Revolutionary 3-Layered Material

- Inner strengthening core
- Central impact absorption zone
- Outer UV stabilised colour layer

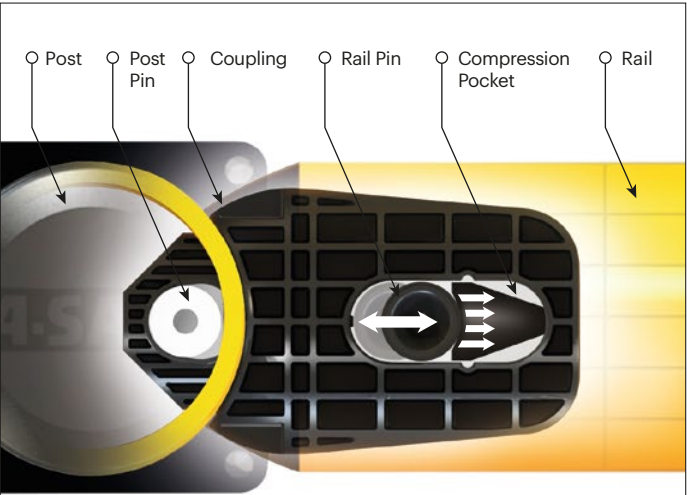




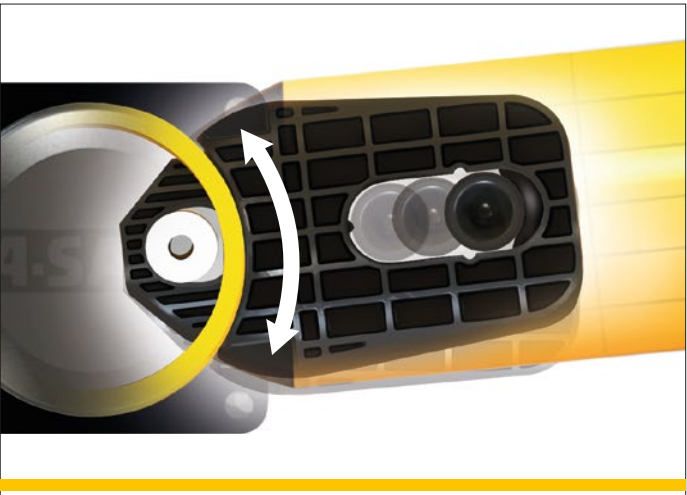
Energy Absorption System

A patented 3-phase system that activates sequentially for unparalleled energy absorption


Post Post Pin Coupling Rail Pin Compression Pocket Rail



PHASE 1: Memaplex™ rail flexes to absorb impact, initiating the rail pin to slide forward and transfer load energy to the compression pocket.



PHASE 2: Compression of the pocket continues to disperse energy as the coupling rotates around the post pin to activate further absorption.



PHASE 3: At peak energy, the coupling twists further, engaging the post pin and instigating torsion of the post to dispel remaining forces.