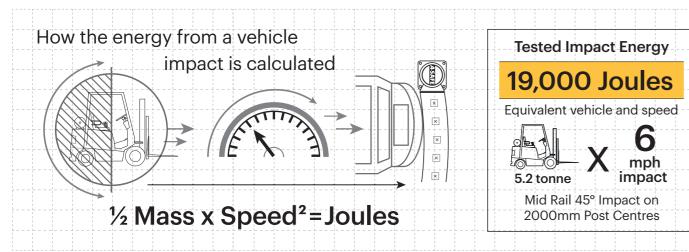
## **Technical Information**

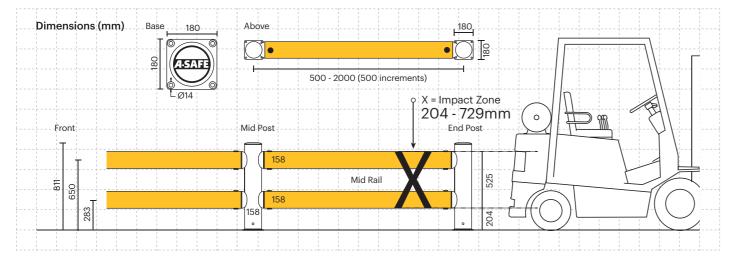


Impact Test	Impact Angle on 2000mm Post Centres				
	90°	45°		22.5°	10°
Mid Rail Max Energy (Joules)	13,500	19,00	00	35,200	77,700
End Post Max Energy (Joules) - 90°			3,600		
Mid Post Max Energy (Joules) - 90°			3,600		
Deflection at Max Energy 370mm			Force to Bolt 29.5kN		
I 370			Post Ground		

MEMAPLEX		
-10°C to 50°C		
370°C to 390°C		
350°C to 370°C		
Not Hazardous		
Excellent - ISO/TR 10358		
5/5*		
7/8**		
1015 - 1016 Ω		
No		

\* Weathering scale 1 is very poor and 5 is excellent \*\* Light stability scale 1 is very poor and 8 is excellent

\*\* Light stability scale 1 is very poor and 8 is excellent





### **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:** Double Traffic Barrier



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

The Double Rail increases the height and strength of the impact zone to provide greater resistance from straying vehicles than the Single Rail.

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

#### A-SAFE Headquarters

Habergham Works, Ainleys Industrial Estate, Elland, HX5 9JP, West Yorkshire, United Kingdom. www.asafe.com



# Est. 1984





### **Engineered for performance**

A-SAFE's state of the art products are meticulously engineered to deliver the highest performance. Designed, developed, tested and manufactured in-house at our cutting-edge facility, each unique component is carefully crafted and purpose-built to play a vital role in the product's performance.

Advanced strength polymer

sophisticated polyolefins and rubber additives, expertly

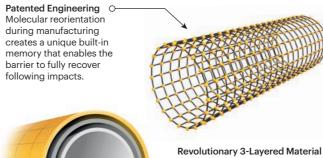
blended for unequalled strength

created from an exclusive

composition of the most

and flexibility.





Inner strengthening core

Central impact absorption zone

O Outer UV stabilised colour layer

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

Unrivalled recovery

through a unique built-in

memory that allows the

reform repeatedly upon

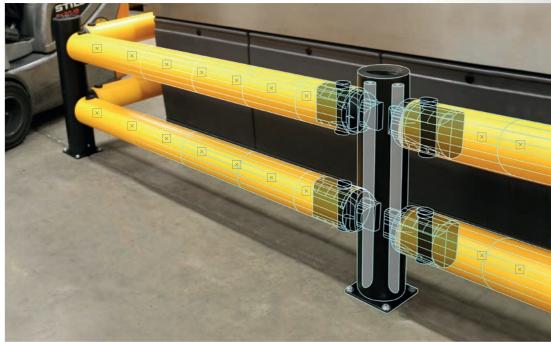
barrier to flex, cushion and

impact, saving vast amounts

in barrier and vehicle repairs.

 $\cap$ 

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



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

Huge return on investment

from incident prevention

and downtime avoidance

replacing or repair.

as barriers, vehicles, floors

and equipment do not need

0

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

Self coloured and UV stabilised

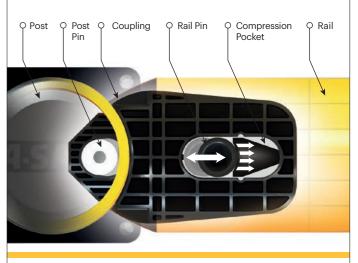
Ergonomic design with no sharp edges.

Environmentally friendly and 100% recyclable.

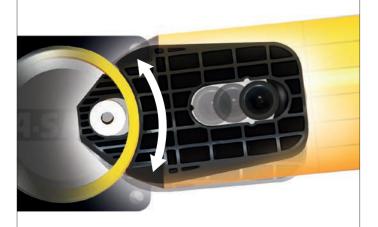
for continued visibility and long lasting aesthetics with no repainting.

### **Energy Absorption System**

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



PHASE 1: Memaplex<sup>™</sup> 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.