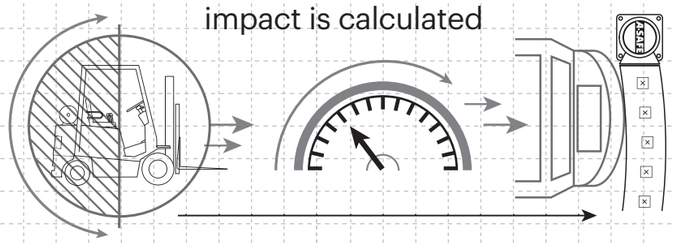
Technical Information

How the energy from a vehicle impact is calculated



½ Mass x Speed² = Joules

Tested Impact Energy

4,200 Joules

Equivalent vehicle and speed



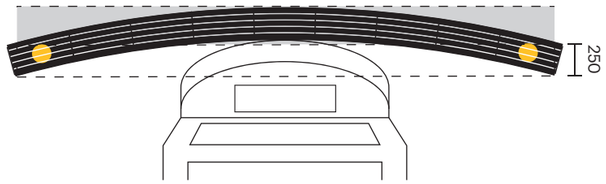
2.6 tonne X 6 mph impact

Mid Kerb 45° Impact on Kerb Barrier

Impact Test

Max Energy (Joules) at 45° 4,200

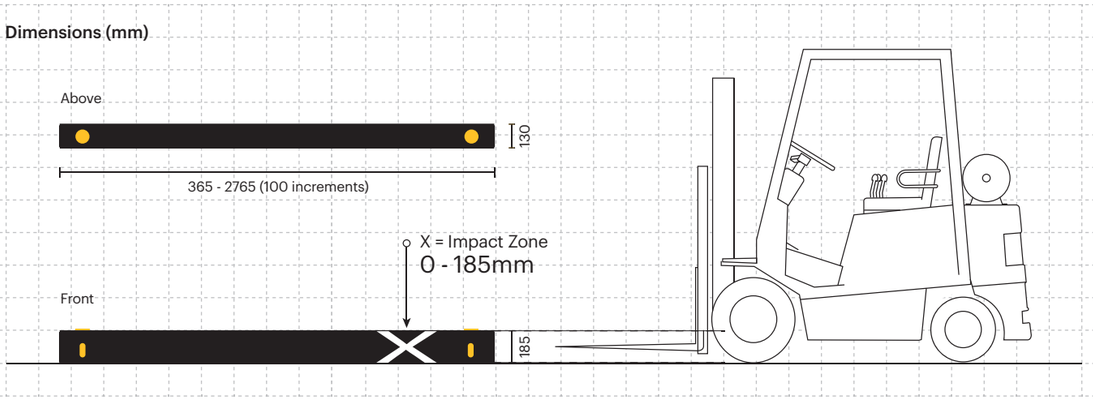
Deflection at Max Energy 250mm



Material Properties	MEMAPLEX™
Temperature Range	-10°C to 50°C
Ignition Temperature	370°C to 390°C
Flash Point	350°C to 370°C
Toxicity	Not Hazardous
Chemical Resistance	Excellent - ISO/TR 10358
Weathering Stability (Grey Scale)	5/5*
Light Stability (Blue Wool Scale)	7/8**
Static Rating (Surface Resistivity)	1015 - 1016 Ω
Hygiene Seals	Yes

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

Dimensions (mm)



Colour Combinations

Standard Black with Yellow Stripes RAL 9005* PANTONE Black	Standard Black with Grey Stripes RAL 9005* PANTONE Black

*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.

A-SAFE Est. 1984

iFlex™ ForkGuard™

Kerb Barrier



Purpose engineered to provide extreme strength protection from vehicle forks. iFlex ForkGuards defend against damage and injury at ground level, shielding buildings, equipment, walkways and work areas.

Fortified with an exclusive anti-pierce AERO™ core to deliver unprecedented levels of penetration resistance. Reinforced ribbing, multiple internal walls and an interlocking design increases the strength under impact, dissipating energy through the entire system for maximum absorption.

A 60º diagonal fixing method enables a seamless retro-fit to existing barrier systems.

TÜV NORD — TÜV NORD Systems GmbH & Co. KG — Freiwillige Prüfung — Prüfbescheinigung Prüf-1 - 28.01.2019 / Tgbm900130 — A-SAFE PENDULUM IMPACT TESTER

Code of Practice for Workplace Safety Barriers PAS13 2017

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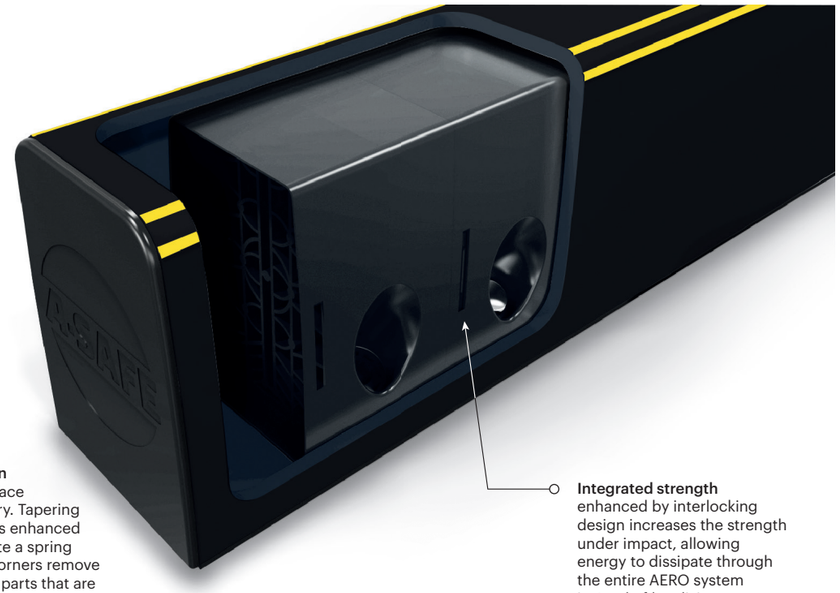
Precision engineered AERO technology

New and exclusive AERO Technology provides powerful internal reinforcement along the full length of the protective body, delivering unprecedented levels of impact resistance and fork protection.

Memaplex™ advanced strength polymer
created from an exclusive composition of the most sophisticated polyolefins and rubber additives, expertly blended for unequalled strength and a unique built-in memory.

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

Significant return on investment
from incident prevention and downtime avoidance as kerb barrier, vehicles and infrastructure do not need replacing or repair.



Engineered design
optimises the surface for impact recovery. Tapering at the top provides enhanced deflection to create a spring effect. Rounded corners remove stress, preserving parts that are susceptible to snapping.

Integrated strength
enhanced by interlocking design increases the strength under impact, allowing energy to dissipate through the entire AERO system instead of localising.



Reinforced resistance
through multiple internal walls increase the amount of material, creating layers of resistance to impact forces and fork penetration.

Fortified flexibility
created by a meticulously defined inner structure acts as a spring, flexing and absorbing energy, and deflecting vehicle forks.

Anti-piercing protection
ribbing at the base increases kerb barrier density, providing compressive strength against vehicle forks.

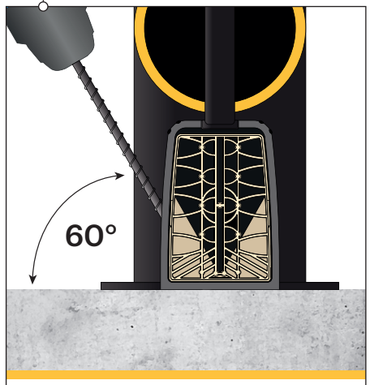


Environmentally friendly
and 100% recyclable.

Hygiene sealed
throughout, reduces ingress points and is easy to clean. Protective rubber caps and base seals ensure dirt and debris cannot access ForkGuard.

Simple assembly
with encapsulating end caps and the A-SAFE logo for clear orientation.





Retro fit installation
60º diagonal fixing method allows a fast and easy retro-fit to any existing barrier system.



Corner post protection
for increased deflection at areas typically susceptible to collision such as corners and angles, whilst enabling multi-directional kerb configurations.