





The Single Bumper Barrier was developed for both indoor and outdoor use. Due to its modular design, it can be extended as required. The impact protection barrier provides protection against damage caused by manually operated and motorised industrial trucks to walls, machines or goods. The single bumper barrier keeps vehicles and their loads on their intended paths and ensures that they cannot enter protected.



For high traffic

#### PRODUCT SPECIFICATIONS

| Product<br>features | High-performance, durable special plastic absorbs any impact energy and returns to its original shape. It offers extremely low maintenance and repair cost savings on barriers, racking systems, and industrial trucks. |  |  |
|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| Material            | Polyolefin, UV-resistant, fire class HB, non-conductive, impermeable to most chemical products.                                                                                                                         |  |  |
| Colour              | Yellow / Black                                                                                                                                                                                                          |  |  |
| Base plate          | Steel INOX (RVS 304)<br>black lacquered No lacquer/coating                                                                                                                                                              |  |  |

### IMPACT TEST PARAMETERS & VALUES PER PAS 13:2017, Sec. 7.5

|            | I                         |          |
|------------|---------------------------|----------|
|            | Impact height:            | 200 mm   |
|            | Pendulum Mass (kg):       |          |
|            | Pendulum Arm Length (m):  | 1,65 m   |
|            | Pendulum Angel (Radius°): | 73°      |
| Test       | Pendulum Speed (m/s):     | 4,79 m/s |
| conditions |                           |          |
|            | Kinetic Energy            |          |
|            | 90° impact (Joule):       | 7.342 J  |
|            | 45° impact (Joule):       | 14.684 J |
|            | Deflection (mm):          | 310 mm   |
|            |                           |          |

## **DIMENSIONS**

| Length/<br>Height     | 2000 mm / 390 mm                                             |  |
|-----------------------|--------------------------------------------------------------|--|
| ø                     | $\emptyset$ 144 mm base / $\emptyset$ 200 mm connecting tube |  |
| Base plate<br>(WxLxH) | 160 mm x 220 mm x 12 mm                                      |  |

# SPEED / KG SAMPLE CALCULATION

| Reference<br>speed | 7,5 km/h | For a <b>vehicle</b> with a gross<br>weight of <b>6.750 kg</b> with an<br>impact angle of 45° |
|--------------------|----------|-----------------------------------------------------------------------------------------------|
| Calculation        |          | x Speed2 (m/s) = Joules<br>plies for an impact angle of 45°)                                  |

## **FIXING**

| Heavy-duty concrete anchor | L = 110 mm; Ø = 12 mm; M12<br>45 Nm max. tightening torque<br>19,7 kN min. pull-out force |
|----------------------------|-------------------------------------------------------------------------------------------|
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