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Highway Safety



IMPACT REBOUNDING MECHANISM

IMPACT PROTECTION MECHANISM



Passively Safe

Passively safe street furniture is designed to minimise the severity of injury to occupants of a vehicle that collides with it. The European Standard BS EN 12767 defines a universal test that establishes the performance of a passively safe roadside structure.

The performance rating is displayed in the following format:

The first number indicates the class impact speed in kph: 50, 70 or 100kph. Tests are conducted with a small (900kg) car in a head-on, frontal impact.

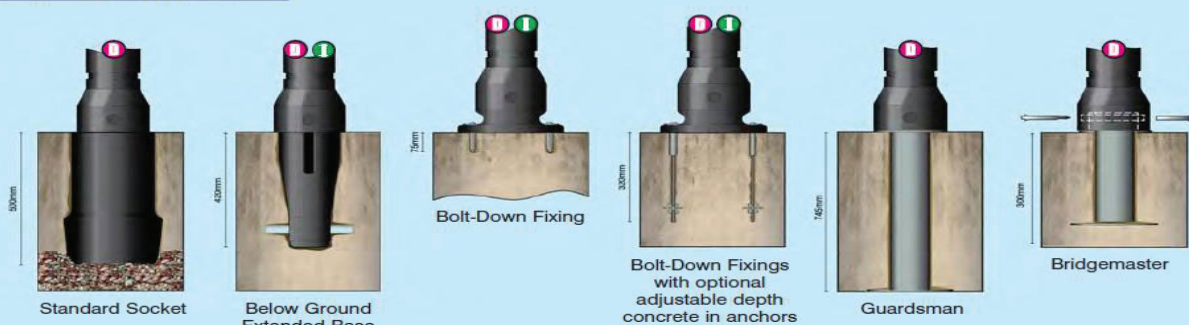
The two letters represent the energy absorbed by the structure: High energy absorbing (HE) support structures slow the vehicle considerably on impact; Low energy (LE) structures measurably slow the vehicle but pose a much lower risk of injury to its occupants; Non-energy absorbing (NE) structures have negligible or nil effect on the speed of the vehicle.

The final number represents the occupant safety level and is based on the Acceleration Severity Index (ASI) and Theoretical Head Impact Velocity (THIV) scales, according to European Standard BS EN 1317-1. The available levels are 1-4, where Level 4 represents the safest and Level 1 the most dangerous.

Glasdon passively safe highways products are tested by accredited independent specialists at MIRA and TRL. Where testing has been conducted, the performance rating will be clearly shown on the page.



Neopolitan 150 Fixing Options



- Rigid Durapol Material
- Passively Safe Rebound Impactapol Material