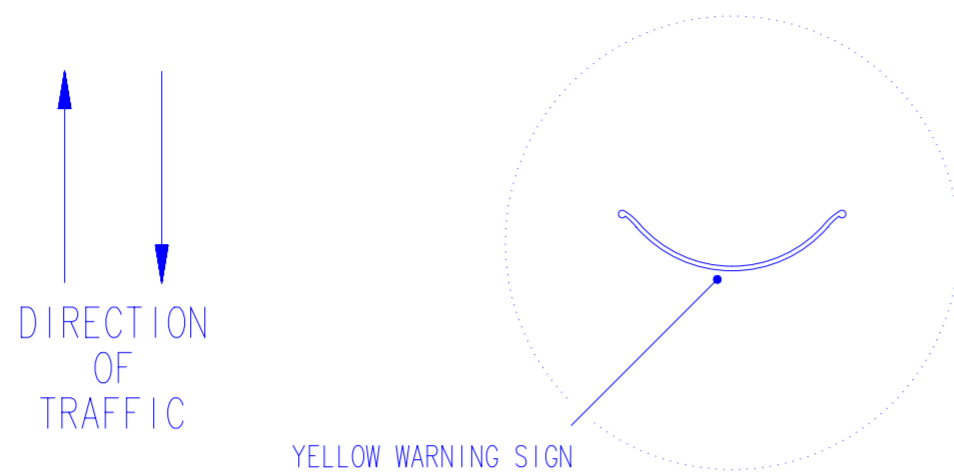
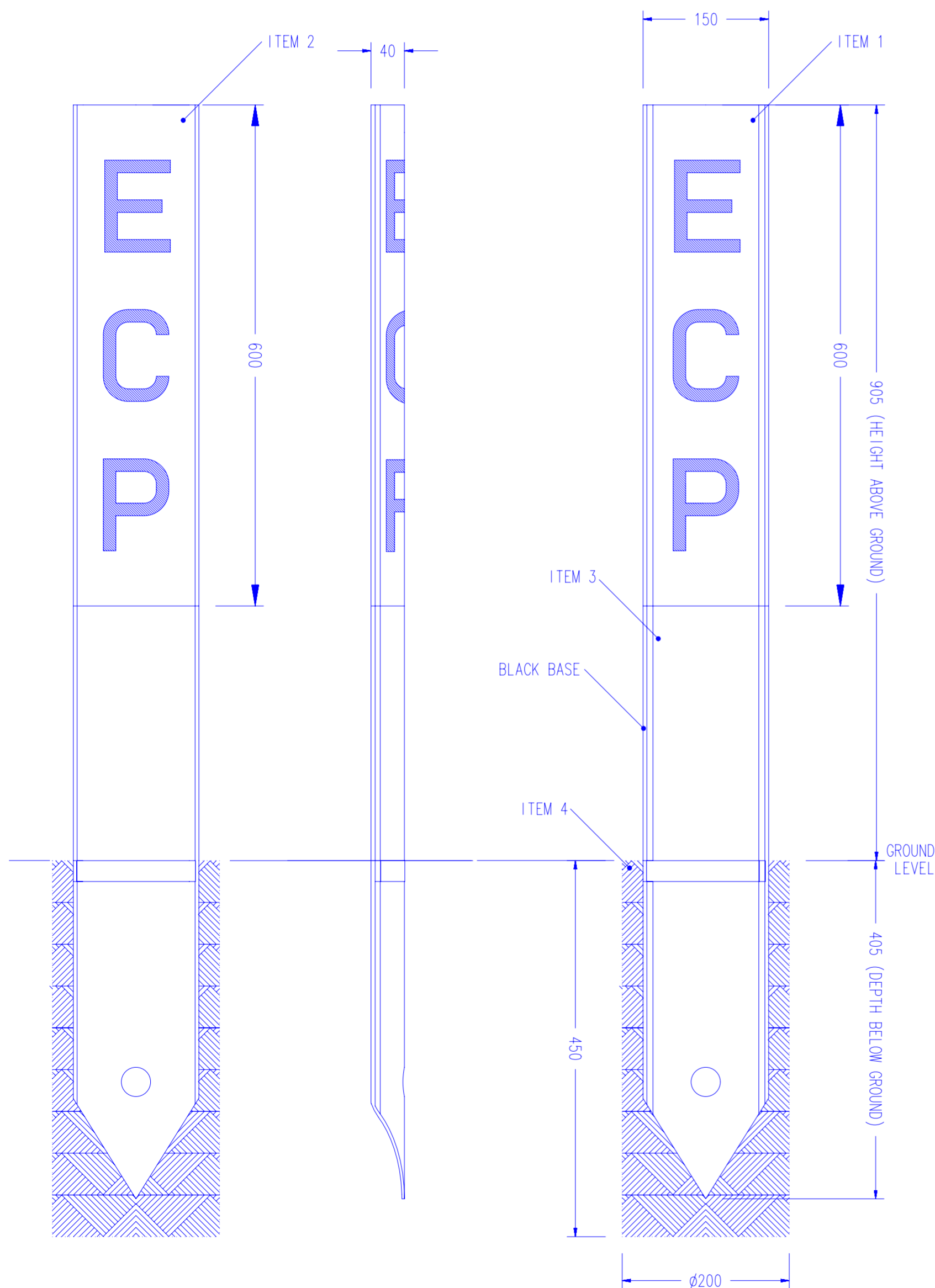


# MODEL SPECIFICATION

## FLEXMASTER<sup>®</sup> – EMERGENCY CROSSING POINT SIGN



PLAN VIEW (NEAR SIDE)



REAR VIEW

SIDE VIEW

FRONT VIEW

### PRODUCT INFORMATION:

- WEIGHT - 1.0 Kg
- MATERIAL - Ultraflex Post  
Galvanised Mild Steel Socket
- COLOURS - Black Post,  
Warning Sign (Front):  
Blue background with Yellow Lettering.  
Warning Sign (Rear):  
White background with Black Lettering.
- DIMENSIONS - All Dimensions in mm unless  
otherwise stated
- ITEM 1 - Retro-reflective sign.  
Yellow Text, Blue backing.
- ITEM 2 - Retro-reflective sign.  
Black Text, White backing.
- ITEM 3 - Flexmaster™ Standard c/w Band and  
Retro-reflective Warning Signs
- ITEM 4 - Subsoil

### TECHNICAL REFERENCE:

- Retro-reflective signs are available to class RA2 or class 3 as defined in EN 12899-3-2007

### INSTALLATION GUIDE:

- Provides quick, low cost installation, particularly in soft earth without digging holes or concreting.
- Post to be positioned in orientation shown in detail plan view, to ensure Flexmaster is positioned correctly.

Installation - Using Glasdon Installation Tool

### WARNING: CHECK FOR BURIED SERVICES

- (1) Push tool into ground using pile-driving action. When lower hand grip meets ground, remove tool using reverse pile-driving action.
- (2) Place Flexmaster post point into pilot hole and push down lightly.
- (3) Invert tool so blade is uppermost. Place cap on post so tool body rests against concave post face. Holding hand grip, raise high and pile drive until main body of tool hits the ground.
- (4) Remove tool and Flexmaster post will be firmly fixed at over 400mm below ground.

- Avoid contact with hot Tarmac as this will seriously impair the performance of the Flexmaster post.
- We recommend installing into subsoil, but exact installation requirements should be assessed from a site survey.
- Alternatively, can be installed into a hole and back filled with subsoil. Recommended hole size  $\phi 200 \times 450$ mm deep.
- Not suitable for hard ground.
- Note: Concreting-in may adversely affect drive through performance.



website: [www.glasdon.com](http://www.glasdon.com)  
 e-mail: [sales@glasdon.com](mailto:sales@glasdon.com)  
 Telephone: 01253 600400  
 Facsimile: 01253 792558

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SPECIFICATION NUMBER - 025014-508 ISSUE 02

GLASDON GROUP LTD 18/02/15

SHEET SIZE: A2