

## Features of the Lok-up:

When down the internal structure is designed to support the Lok-up against damage from cars driving over them.

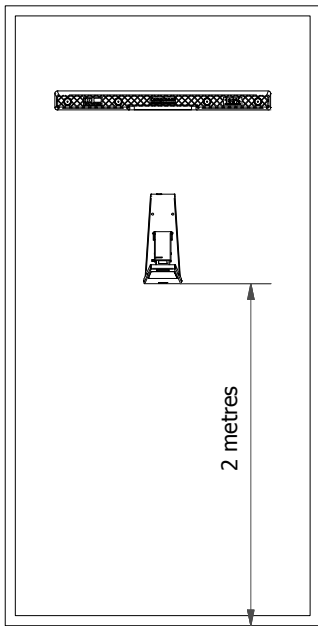
They can clearly only be installed facing one way (the correct way).

They are only 35mm high when down reducing the risk of vehicles getting hooked on them.

They have a large footprint with widely spaced fixings for fixing into asphalt.

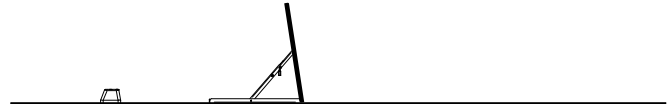
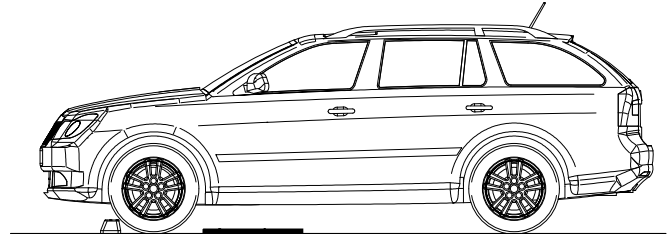
They do not require a concrete footing in quality asphalt (30mm or more thick).

They should be positioned approximately 2 metres into the parking bay. This allows vehicles room to nose into the bay while they unlock and drop the Lok-up.

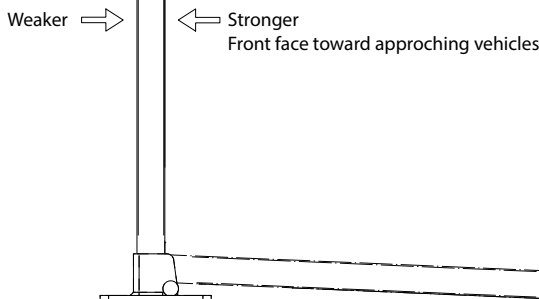


# LOK-UP space protectors

Lok-up's were designed specifically for protecting car parking spaces from unauthorised use. They are the **ONLY** product we should recommend for this purpose.



## Approach Side



***They are a deterrent only, NOT a structural barrier. Fold-downs have NOT been designed for parking space protection and should NEVER be sold for that application.***

## Features of the Fold-down bollard:

At 80mm high when down they are not designed to be driven on.

Fold-down bollards are designed to be installed with the hinge to the front (facing approaching vehicles).

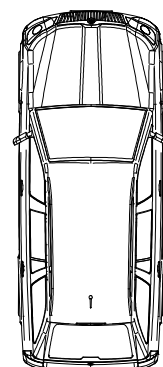
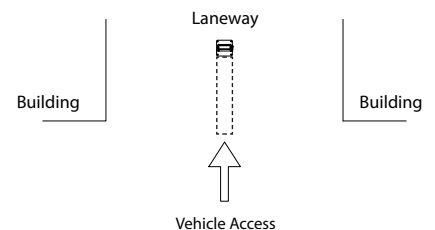
They have a smaller footprint for installing into concrete. A footing is required if installed in asphalt.

The shackle is designed to burst in and emergency if forced from behind. This allows trapped vehicles to escape or emergency vehicles to gain access if required.

Fold-down's are stronger in one direction, as such correct installation is critical to its performance.

They should be positioned in the centre of the access way. Curves or crowned roadways should be avoided.

If a temporary structural barrier is required other options should be explored, e.g. Removable bollards.



# FOLD-DOWN bollards

Fold-down bollards were designed for limiting access to restricted areas by unauthorised vehicles.