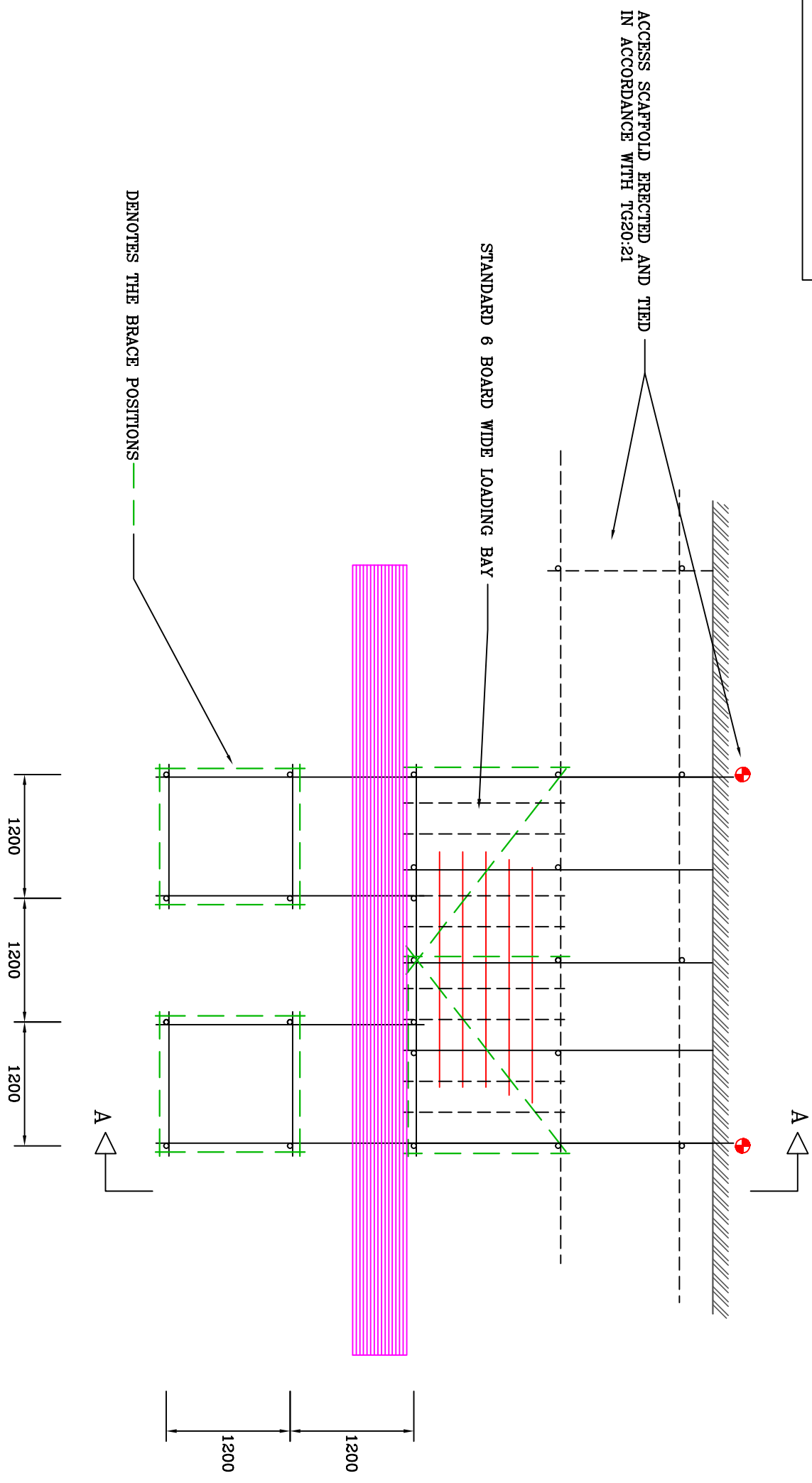


ALL DIMENSIONS ARE APPROXIMATE AND ARE TO BE CONFIRMED ON SITE



ACCESS SCAPFOLD ERRECTED AND TIED IN ACCORDANCE WITH TG20:21

STANDARD 6 BOARD WIDE LOADING BAY

DENOTES THE BRACE POSITIONS

1200 1200 1200

1200 1200

CAM REGULATIONS 2015

THE CONSTRUCTION (DESIGN AND MANAGEMENT) REGULATIONS 2015 REQUIRE THAT WE MAKE CUSTOMERS AWARE OF THEIR DUTIES IMPOSED BY THE REGULATIONS. GUIDANCE ON YOUR DUTIES ARE PUBLISHED BY THE SHE IN THE FORM OF AN APPROVED CODE OF PRACTICE.

THIS SCAPFOLD HAS BEEN DESIGNED USING TG20:21

GENERAL NOTES

1. THIS DRAWING IS CONFIDENTIAL AND THE EXCLUSIVE PROPERTY OF CAD SCAP LTD. NO UNAUTHORISED USE, COPY OR DISCLOSURE IS TO BE MADE.
2. THIS DRAWING HAS BEEN PREPARED FROM INFORMATION SUPPLIED TO US BY OR ON BEHALF OF THE CONTRACTOR, WHO SHOULD CHECK THAT HIS REQUIREMENTS HAVE BEEN CORRECTLY INTERPRETED, AND THAT ALL LOADS, DIMENSIONS, LIFT HEIGHTS, BAY SIZES, THE POSITIONS AND THE SECTIONS/STRAKING SEQUENCES ARE AS REQUIRED AND THAT THE FOLLOWING DRAWINGS HAVE BEEN USED TO PREPARE THIS SCHEME:

3. UNLESS NOTED OTHERWISE THE SCAPFOLD IS DESIGNED USING TG20:21.

4. THE CUSTOMER IS RESPONSIBLE FOR ENSURING THAT THE FOUNDATIONS AND THE POSITIONS PROVIDED FOR THE SCAPFOLDING ARE ADEQUATE TO SAFELY SUPPORT THE LOADS SHOWN ON THIS DRAWING OR ASSOCIATED CALCULATIONS.

5. NO ALTERATION IS TO BE MADE TO THE STRUCTURE DETAILED ON THIS DRAWING.

6. THE CUSTOMER IS RESPONSIBLE FOR THE SETTING OUT OF THE SCAPFOLDING.

7. THE CUSTOMER IS RESPONSIBLE FOR OBTAINING ALL PERMITS AND PERMISSIONS PRIOR TO COMMENCING WORK.

8. ALL DIMENSIONS ARE IN MM.

9. UNLESS NOTED OTHERWISE THE MAXIMUM LIFT HEIGHT MUST NOT EXCEED 2000MM.

10. THE MAXIMUM IMPOSED LOAD ACTING ON THE MAIN PLATFORM MUST NOT EXCEED **AS NOTED** KN/M²

11. UNLESS NOTED OTHERWISE ALL CONNECTIONS OTHER THAN BOARDED PLATFORMS WILL BE MADE USING LOAD BEARING COUPLERS.

12. ALL LADDERS ARE TO BE FIXED SECURELY. IT IS RECOMMENDED THAT LADDERS ARE FIXED AT AN ANGLE OF 75 DEGREES TO THE HORIZONTAL AND THAT THE LADDER PROJECTS 1050MM ABOVE THE LANDING PLATFORM.

13. MODULAR BEAMS ARE TO BE LACED AND BRACED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS

14. ALL SYSTEM SCAPFOLDING, INCLUDING STAIR TOWERS ARE TO BE ERRECTED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS AND BE FIT FOR THE PURPOSED THAT THEY ARE INTENDED FOR

15. SUPPLEMENTARY/CHECK FITTING POSITIONS ARE SHOWN THUS: X ON THE DRAWING

16. NO TEMPORARY ROOF CAN BE MADE WATERTIGHT.

17. A SNOW MANAGEMENT SYSTEM IS TO BE IMPLEMENTED BY THE CUSTOMER, WHERE THE CUSTOMER IS UNABLE TO IMPLEMENT SUCH A MANAGEMENT SYSTEM THEN THEY SHOULD INFORM CAD SCAPF WHO WILL DESIGN FOR SNOW LOADING.

18. WHEN KNOWLEDGE OR ANCHORAGE IS SPECIFIED ON THE DRAWING, IT MUST BE INSTALLED AT THE EARLIEST CONVENIENT OPPORTUNITY AND MUST BE COMPLETED PRIOR TO SHEETING.

19. THE CUSTOMER IS TO ENSURE THAT A SAFE SYSTEM OF WORKING IS ADOPTED AT ALL STAGES OF THE SCAPFOLDING ERECTION AND DISMANTLE

20. THE CUSTOMER IS TO PROVIDE AN OPERATIONAL RISK ASSESSMENT WHICH IS TO INCLUDE FOR HAZARDS ASSOCIATED WITH THE ERECTION OF SCAPFOLDING SHOWN ON THIS DRAWING

THE MAIN CONTRACTOR IS TO PROVIDE AN ADEQUATE METHOD OF RESTRAINING THE ROOF TRUSSES AGAINST THE SCAPFOLD FRAME TO PREVENT DISPLACEMENT

LOADING.

MAXIMUM NUMBER OF TRUSSES = 15 - MAXIMUM TOTAL LOAD 1 TONNE
THE DESIGN ALLOWS FOR THE TOTAL LOAD FOR 15 TRUSSES AND IMPACT LOADING FROM INDIVIDUAL TRUSSES IS NOT CONSIDERED.
IF THE TRUSSES ARE LOADED BY MECHANICAL MEANS THEN A MAXIMUM OF 12 NUMBER TRUSSES ARE TO BE LOADED AT ANY TIME

LEDGER ADJACENT TO THE ROOF TRUSSES FIXED WITH SCAPFOLD CLIPS

HANDRAILS AND TRANSOMS IN ACCORDANCE WITH SG4:15

ACCESS SCAPFOLD ERRECTED AND TIED IN ACCORDANCE WITH TG20:21

2000mm LIFTS MAXIMUM TO SUIT SITE REQUIREMENTS

WITH THE EXCEPTION OF THE PLATFORM TRANSOMS ALL CONNECTIONS ARE TO BE MADE WITH LOAD BEARING FITTINGS.

SECTION A-A

1000

REV	DESCRIPTION	BY	DATE

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PREPARED ON BEHALF OF: BARBART DEVELOPMENTS PLC.

TITLE:
TYPICAL ROOF TRUSS STORAGE RACK ADJACENT TO A 6 BOARD WIDE LOADING PLATFORM.

DRAWN: I WILSON

SCALE: 1:50 @ A2

DATE: 29/10/2021

DRAWING No: D/2021/271