

customer	VARIOUS	
Drawn by	DPC	6 BOARDS WIDE PLATFORM
Date	25/04/07	
Scale	1:75	
10kn/m2 LOADING BAY, MAX 5 LIFTS		

THIS PLATFORM IS DESIGNED IN ACCORDANCE WITH TG20:2005

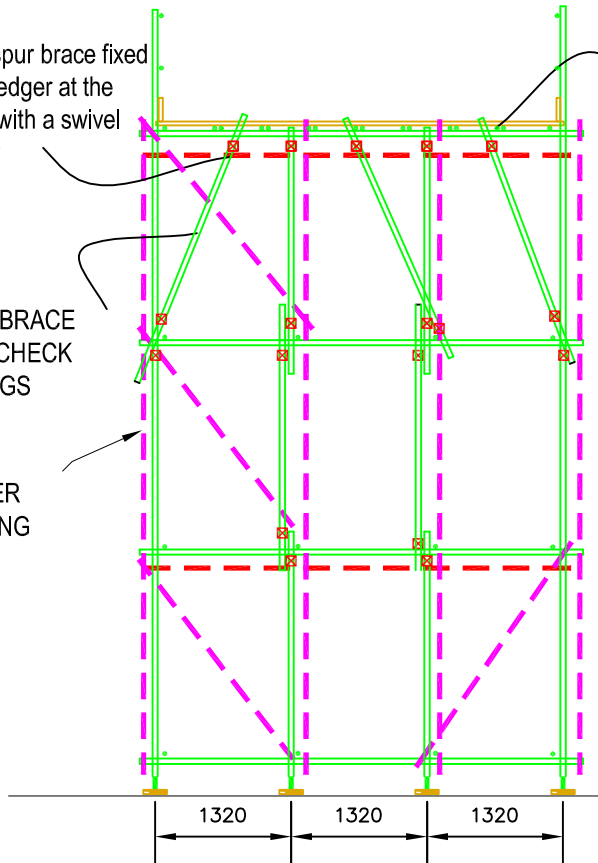
INDICATES CHECK COUPLERS

top of spur brace fixed to the ledger at the centre with a swivel coupler

SPUR BRACE WITH CHECK FITTINGS

LEDGER BRACING

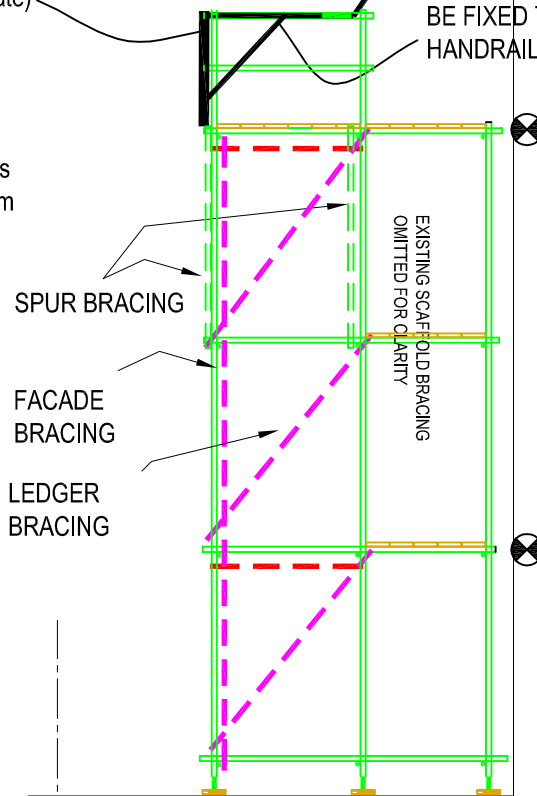
double transoms @450mm c/c



FRONT ELEVATION

indicative up and over loading bay gate with mesh guardrail (alternative is to use a sliding gate)

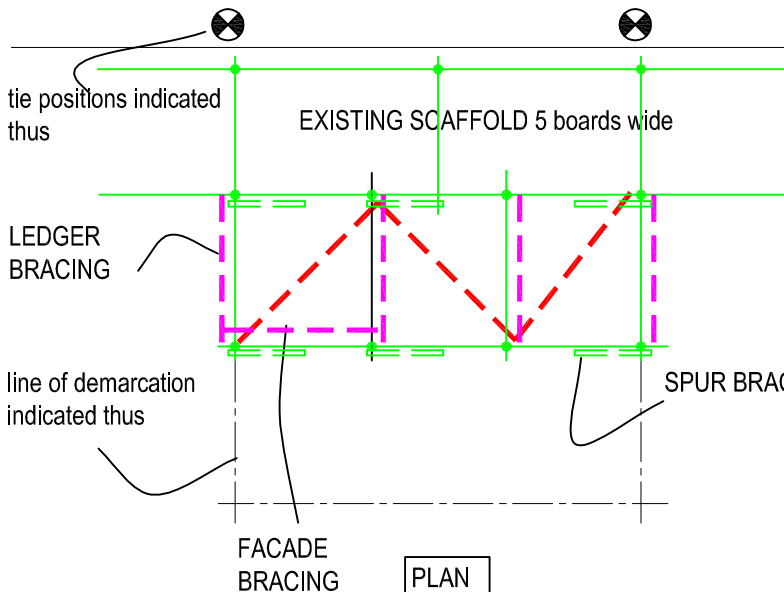
LOADING BAY GATE TO BE FIXED TO THE HANDRAIL AT THIS POINT



to line of demarcation

6 boards wide

SIDE ELEVATION



tie positions indicated thus

EXISTING SCAFFOLD 5 boards wide

LEDGER BRACING

line of demarcation indicated thus

SPUR BRACING

FACADE BRACING

PLAN

design for a 10kn/m2 loading platform inc 20% impact load
total platform load = 10kn/m2 + 0.25kn/m2 boards = 10.25kn/m2
check the transoms for a span of 1.425m and the min c/c of 0.45m as stated in tg20
bm in transom = $10.25 \times 0.45 \times 1.425 \times 1.425 = 1.17 \text{knm}$

permissible = 0.99knm, therefore double transoms required
check the ledgers for a udl of $10.25 \times 0.72 = 7.38 \text{kn/m}$
load from platform say 0.6m x $2.25 \text{kn/m}^2 = 1.35$
bm = $8.73 \text{kn/m} \times 1.32 \times 1.32 = 1.9 \text{knm} > \text{permiss } 0.99 \text{knm}$

therefore check with a spur brace at centre to reduce the span

bm = $8.73 \times 0.66 \times 0.66 = 0.47 \text{knm} < 0.99$ therefore Ok

load in spur = $8.73 \times 0.66 / \cos 18 = 6.05 \text{kn}$, as brace will probably be fixed with a swivel, with a swl of 5kn, check fitting is required