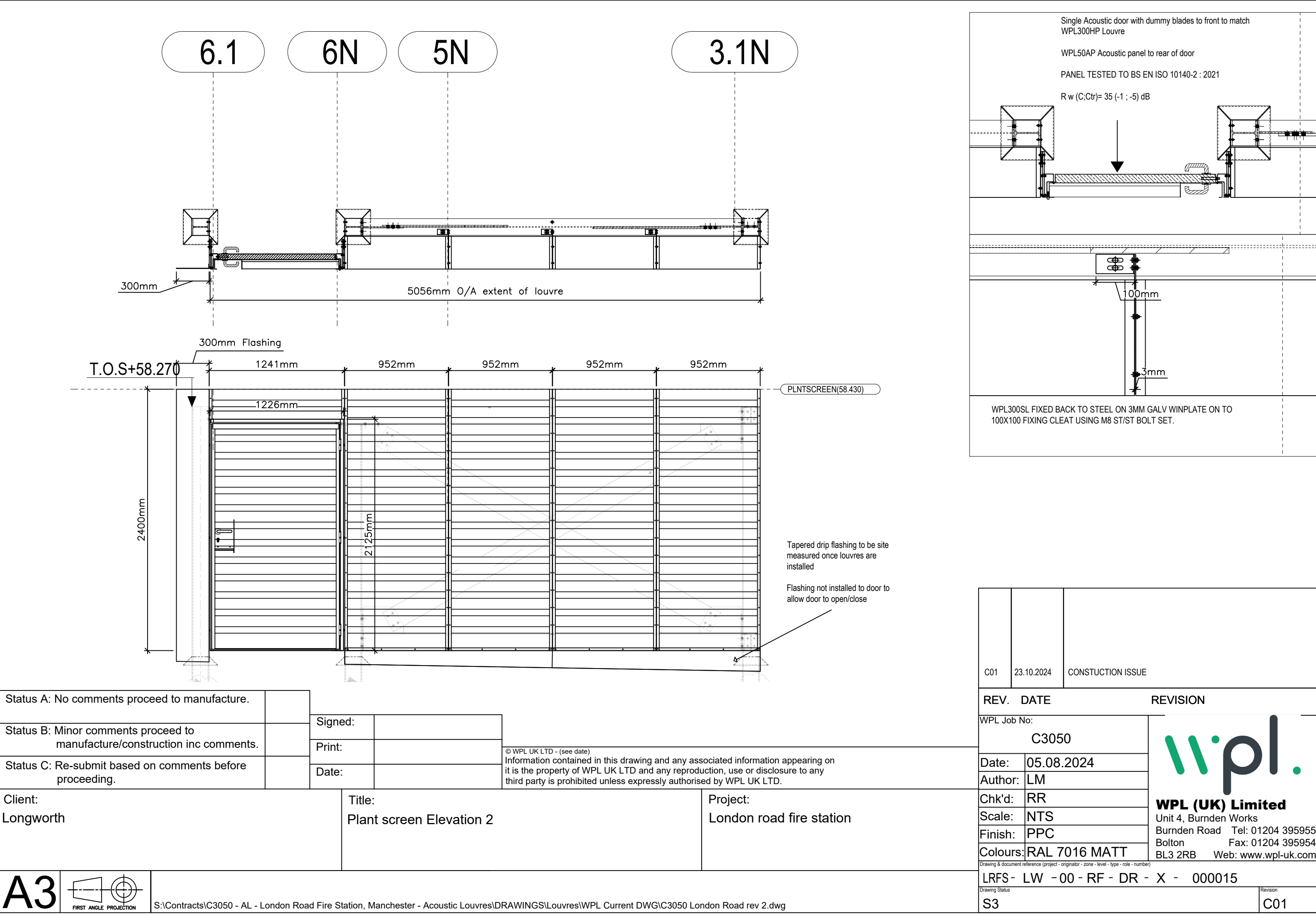


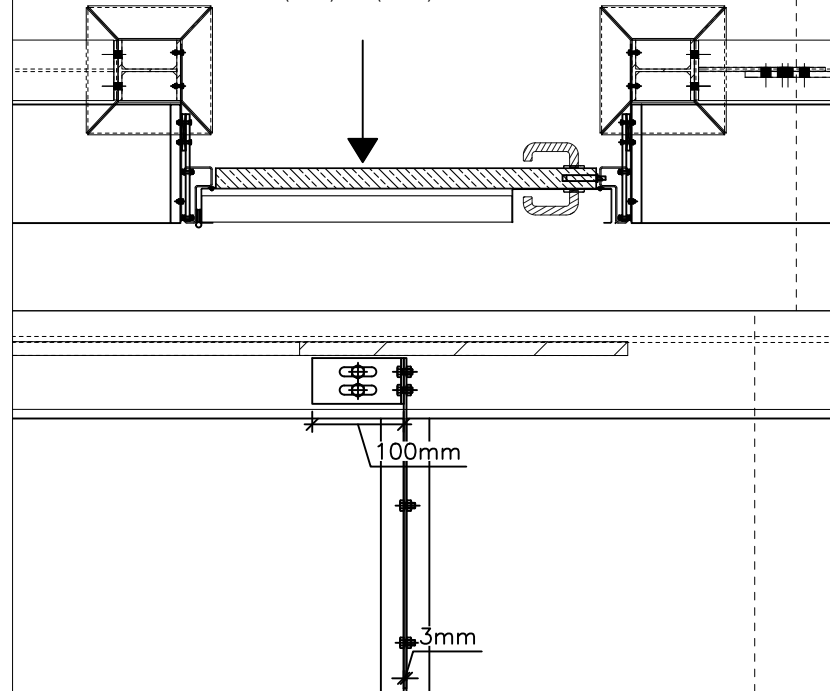


Single Acoustic door with dummy blades to front to match WPL300HP Louvre

WPL50AP Acoustic panel to rear of door

PANEL TESTED TO BS EN ISO 10140-2 : 2021

R w (C;Ctr)= 35 (-1 ; -5) dB



WPL300SL FIXED BACK TO STEEL ON 3MM GALV WINPLATE ON TO 100X100 FIXING CLEAT USING M8 ST/ST BOLT SET.

C01 23.10.2024 CONSTRUCTION ISSUE

REV. DATE REVISION

WPL Job No:
C3050

Date: 05.08.2024
Author: LM
Chk'd: RR
Scale: NTS
Finish: PPC
Colours: RAL 7016 MATT



WPL (UK) Limited

Unit 4, Burnden Works
Burnden Road Tel: 01204 395955
Bolton Fax: 01204 395954
BL3 2RB Web: www.wpl-uk.com

LFRS- LW - 00 - RF - DR - X - 000016

Drawing Status
S3

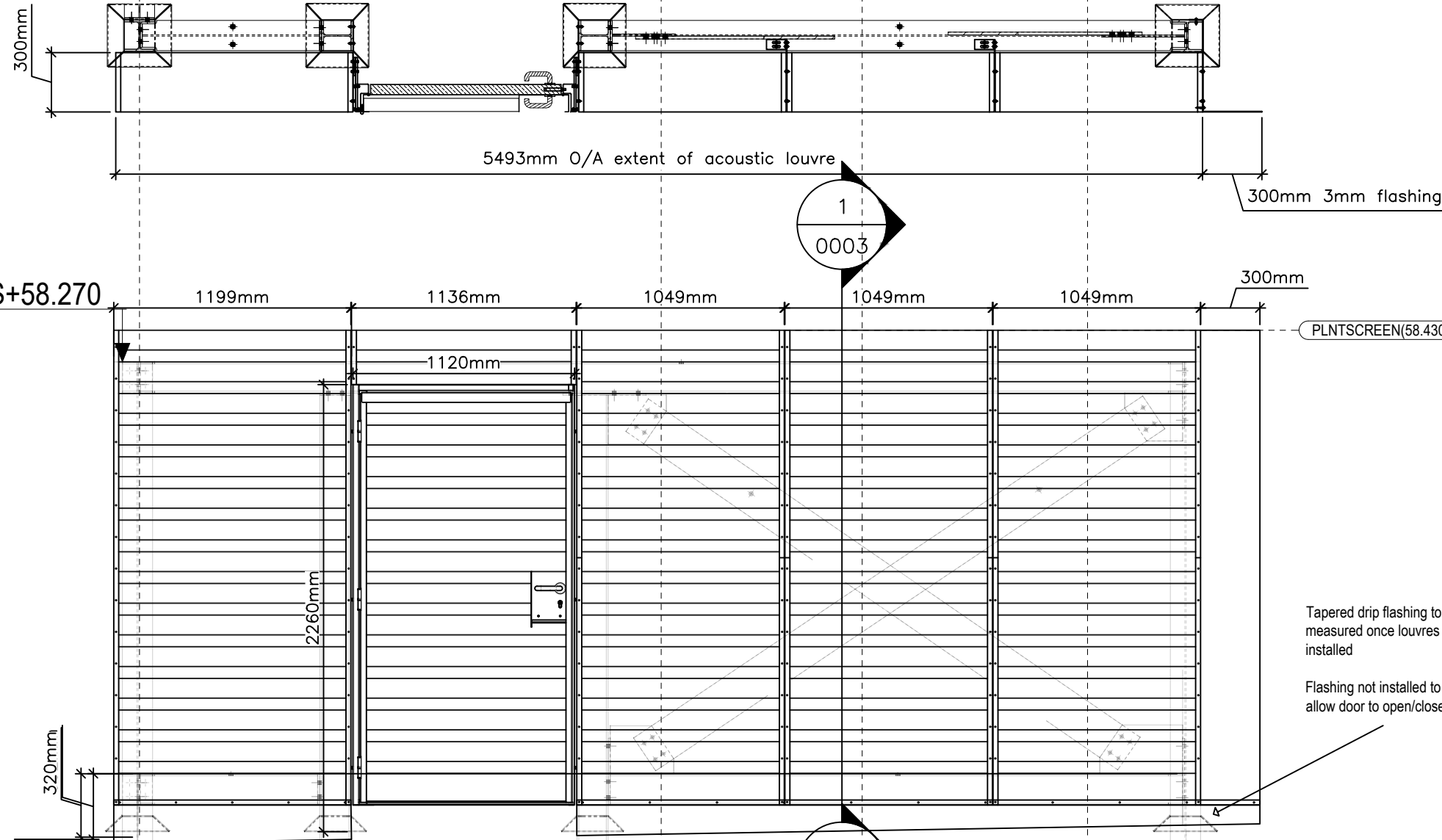
Revision
C01

3.1N

5N

6N

6.1



Status A: No comments proceed to manufacture.

Status B: Minor comments proceed to manufacture/construction inc comments.

Status C: Re-submit based on comments before proceeding.

Signed:

Print:

Date:

© WPL UK LTD - (see date)

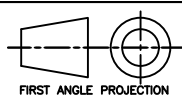
Information contained in this drawing and any associated information appearing on it is the property of WPL UK LTD and any reproduction, use or disclosure to any third party is prohibited unless expressly authorised by WPL UK LTD.

Client:
Longworth

Title:
Plant screen Elevation 3

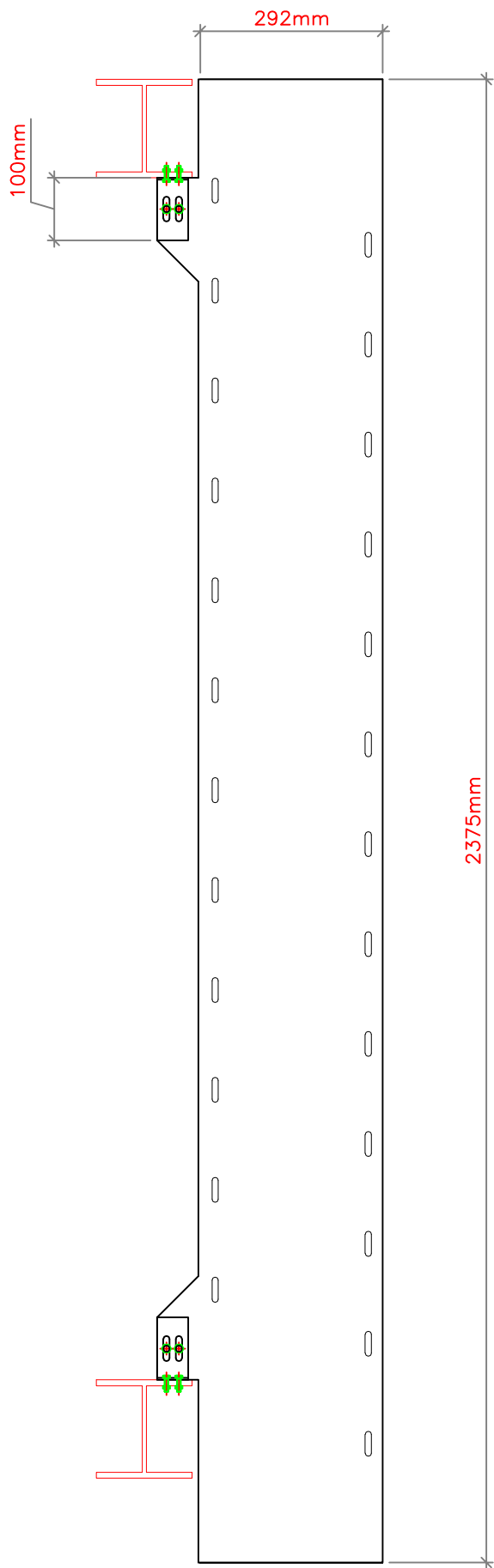
Project:
London road fire station

A3



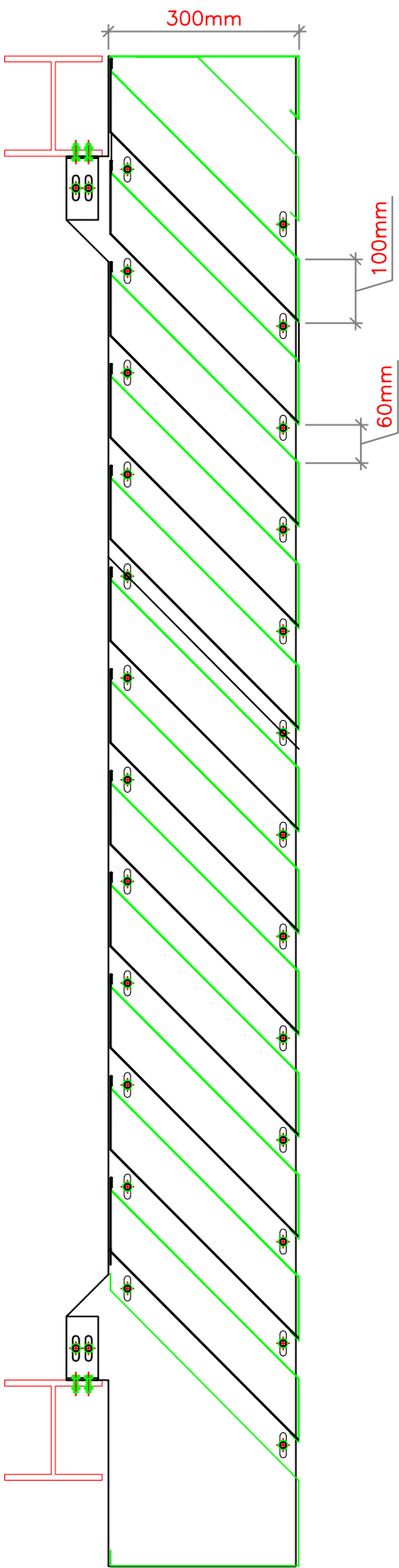
S:\Contracts\C3050 - AL - London Road Fire Station, Manchester - Acoustic Louvres\DRAWINGS\Louvres\WPL Current DWG\C3050 London Road rev 2.dwg

Section 1 view on Windplate



3MM GALVANISED STEEL WINDPLATE SECURED
BACK TO STEEL USING 100 X 100 CLEATS & M8
ST/ST BOLT SET

Section 1 view on Acoustic Louvre



WPL300HP ACOUSTIC LOUVRE FIXED ONTO 3MM GALVANISED WINPLATE USING M8 ST/ST BOLT SET
HIGH PERFORMANCE 300 DEEP ACOUSTIC LOUVRE SET AT 100/60 PITCH
Louvre tested to BS EN ISO 10140-2:2021 STANDARDS
Rw (C;Ctr) =21 (-1 ; -5) dB

Status A: No comments proceed to manufacture.
Status B: Minor comments proceed to manufacture/construction inc comments.
Status C: Re-submit based on comments before proceeding.

Client:
LONGWORTH'S

Title:
SECTION 1

Project:
London road fire station

C01 12.12.2024 CONSTRUCTION ISSUE
P02 23.10.2024 Ral colour changed to 7016 matt

REV. DATE REVISION

WPL Job No:
C3050

Date: 05.08.2024
Author: LM
Chk'd: RR
Scale: NTS
Finish: PPC
Colours: RAL 7016 MATT

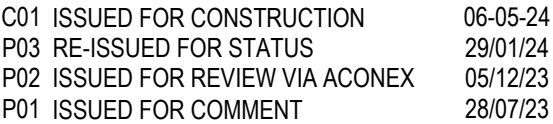
wpl.
WPL (UK) Limited
Unit 4, Burnden Works
Burnden Road Tel: 01204 395955
Bolton Fax: 01204 395954
BL3 2RB Web: www.wpl-uk.com

LRFS - LW - 00 - RF DR - X - 000017

A3
FIRST ANGLE PROJECTION

S:\Contracts\C3050 - AL - London Road Fire Station, Manchester - Acoustic Louvres\DRAWINGS\Louvre\WPL Current DWG\C3050 London Road.dwg

Revision
C01



Drawing Issue Notes

ISSUED FOR CONSTRUCTION



www.longworth-uk.com T: 0845 634 1370 E: info@longworth-uk.com

Client: ALLIED LONDON

Project: LONDON ROAD FIRE STATION

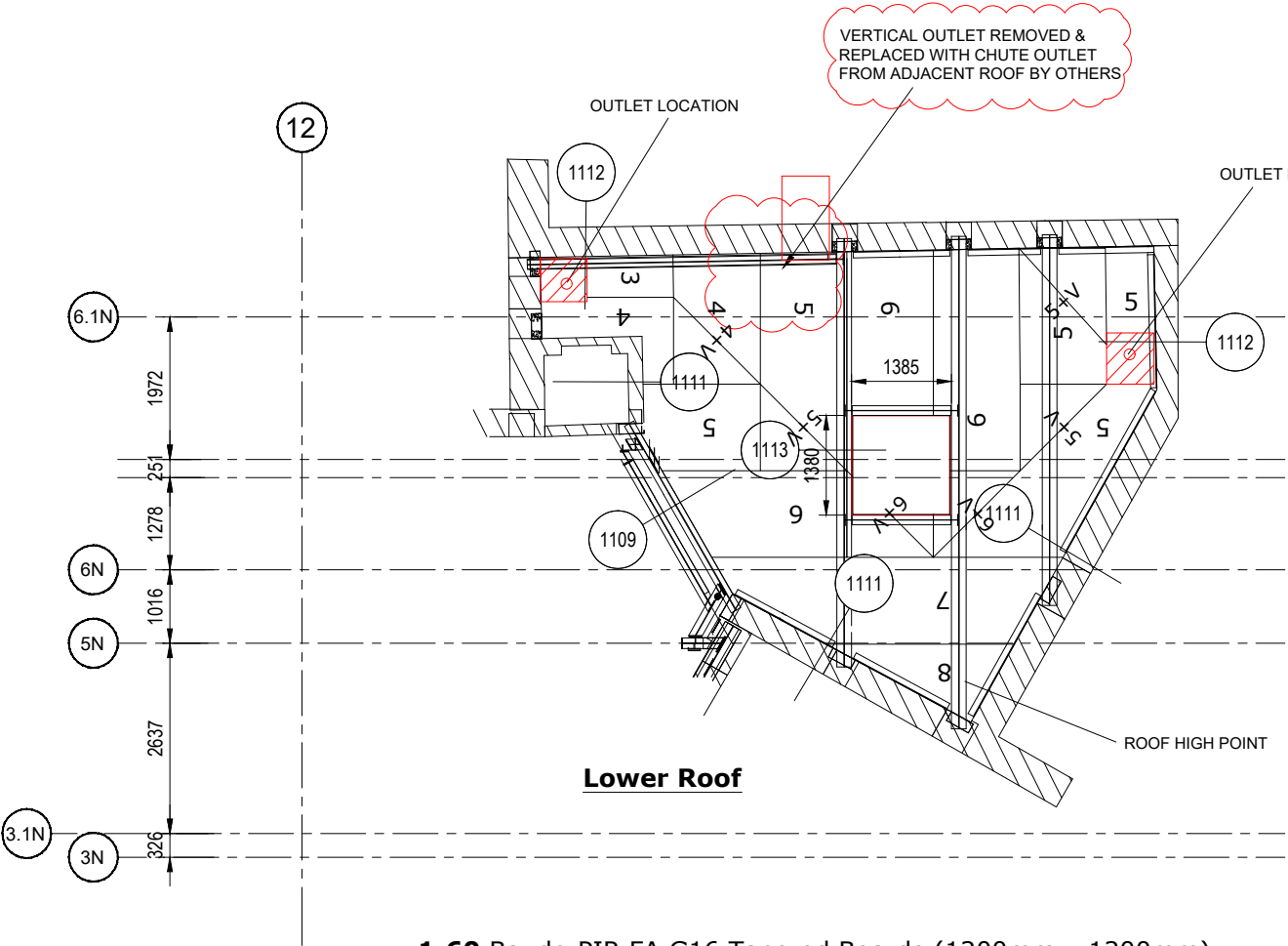
Title:

BAUDER MEMBRANE ROOF SETTING OUT ALSO SHOWING PAVIOUR LAYOUT

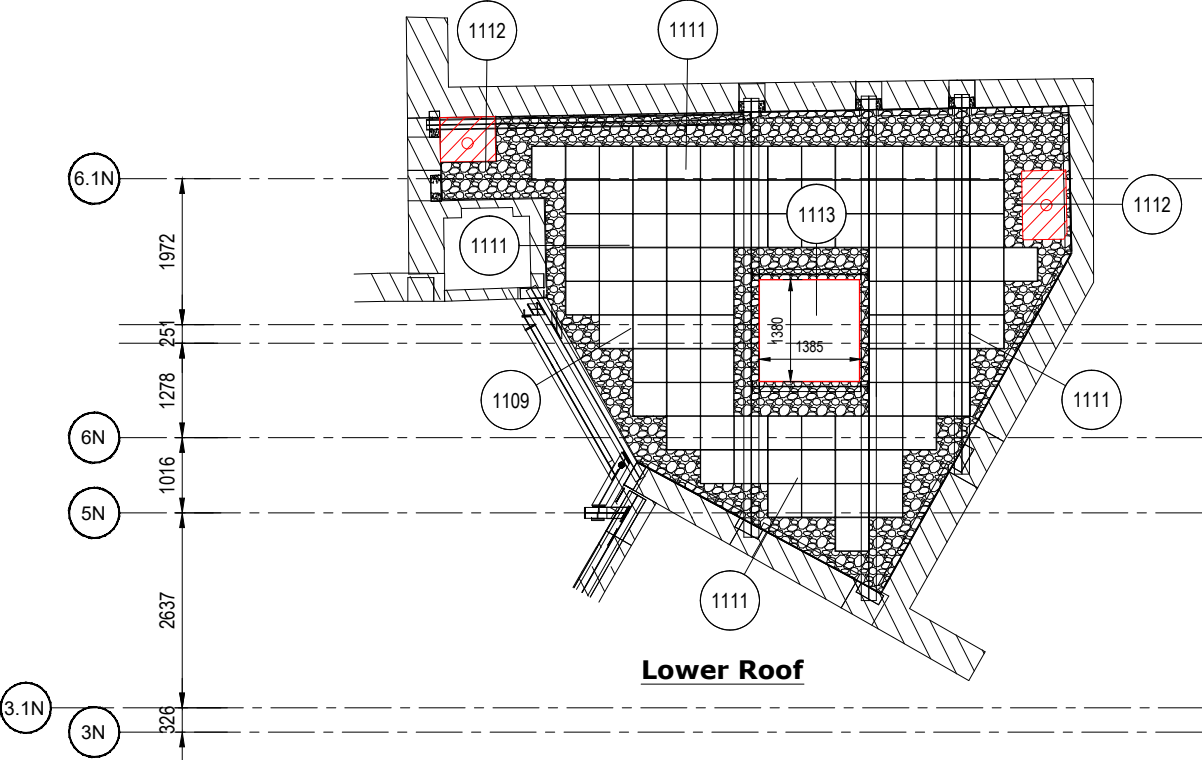
Drawing Ref:	Suitability	Revision
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LRFS-LW-ZZ-RF-DR-01001 C01

Drawn: WBW Checked: PH Scale: 1:150 @A3



1:60 BauderPIR FA G16 Tapered Boards (1200mm x 1200mm)

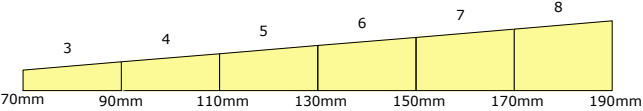


CONCRETE PAVIOUR 450x450x50mm
GREY PLAIN
125 No. REQUIRED (NO SPARE)

Key:

Start Laying Scheme at high point
BauderPIR KFS (Valley Filling)
BauderPIR GFS (Ridge Filling)

60mm FA-TE Flatboard - NO Baselayer
High Points of Tapered Insulation
(Recommended Start Point for Installation)
Tapered Insulation



NOTE:
ALL roof dimensions, rooflights and outlet positions to be checked **BEFORE** the Tapered scheme is ordered

C01 ISSUED FOR CONSTRUCTION	06-05-24
P03 DRAIN OUTLET REMOVED	29/01/24
P02 ISSUED FOR REVIEW VIA ACONEX	05/12/23
P01 ISSUED FOR COMMENT	28/07/23
Drawing Issue Notes	

ISSUED FOR CONSTRUCTION

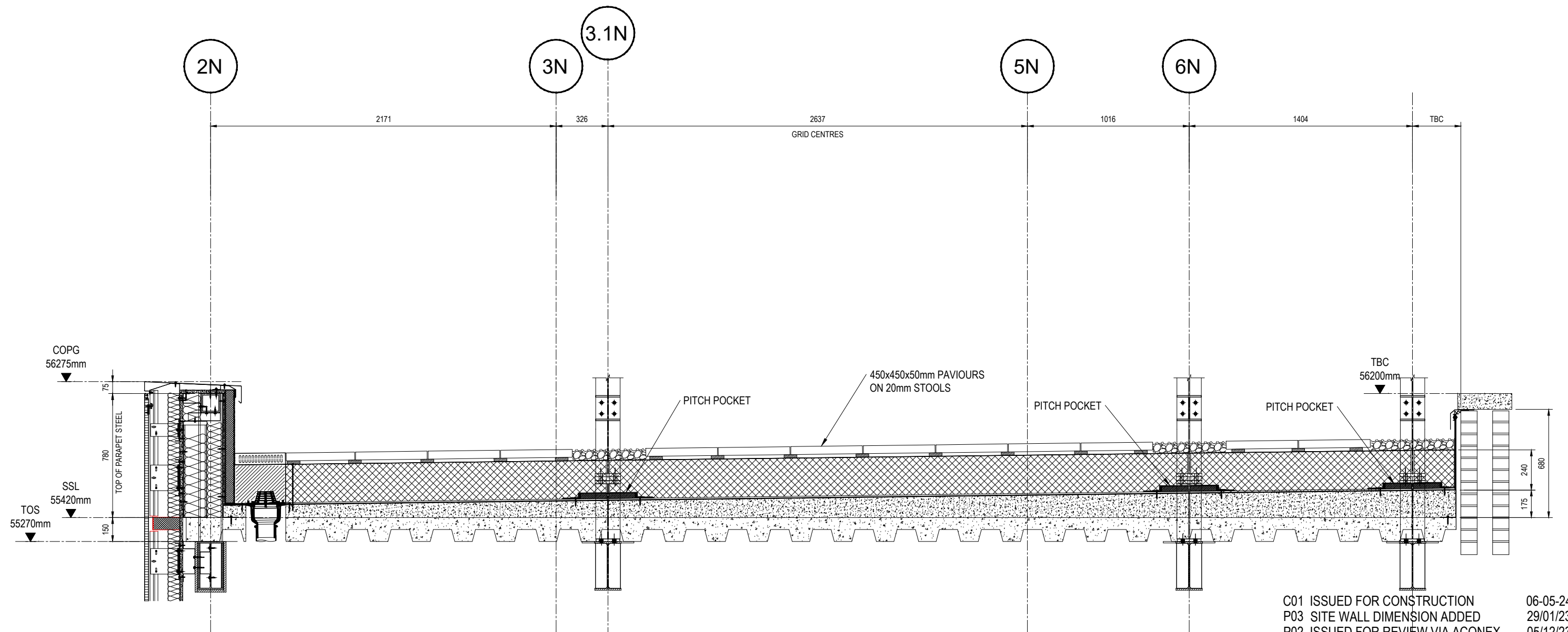


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Client:	ALLIED LONDON
Project:	LONDON ROAD FIRE STATION
Title:	

BAUDER MEMBRANE ROOF OCTAGON SETTING
OUT ALSO SHOWING PAVIOUR LAYOUT

Drawing Ref:	Suitability	Revision
LRFS-LW-ZZ-RF-DR-01002		C01
Drawn: WBW	Checked: PH	Scale: 1:100 @A3



FULL WIDTH SECTION THROUGH BAUDER ROOF

C01	ISSUED FOR CONSTRUCTION	06-05-24
P03	SITE WALL DIMENSION ADDED	29/01/23
P02	ISSUED FOR REVIEW VIA ACONEX	05/12/23
P01	ISSUED FOR COMMENT	28/07/23
Drawing Issue Notes		

ISSUED FOR CONSTRUCTION

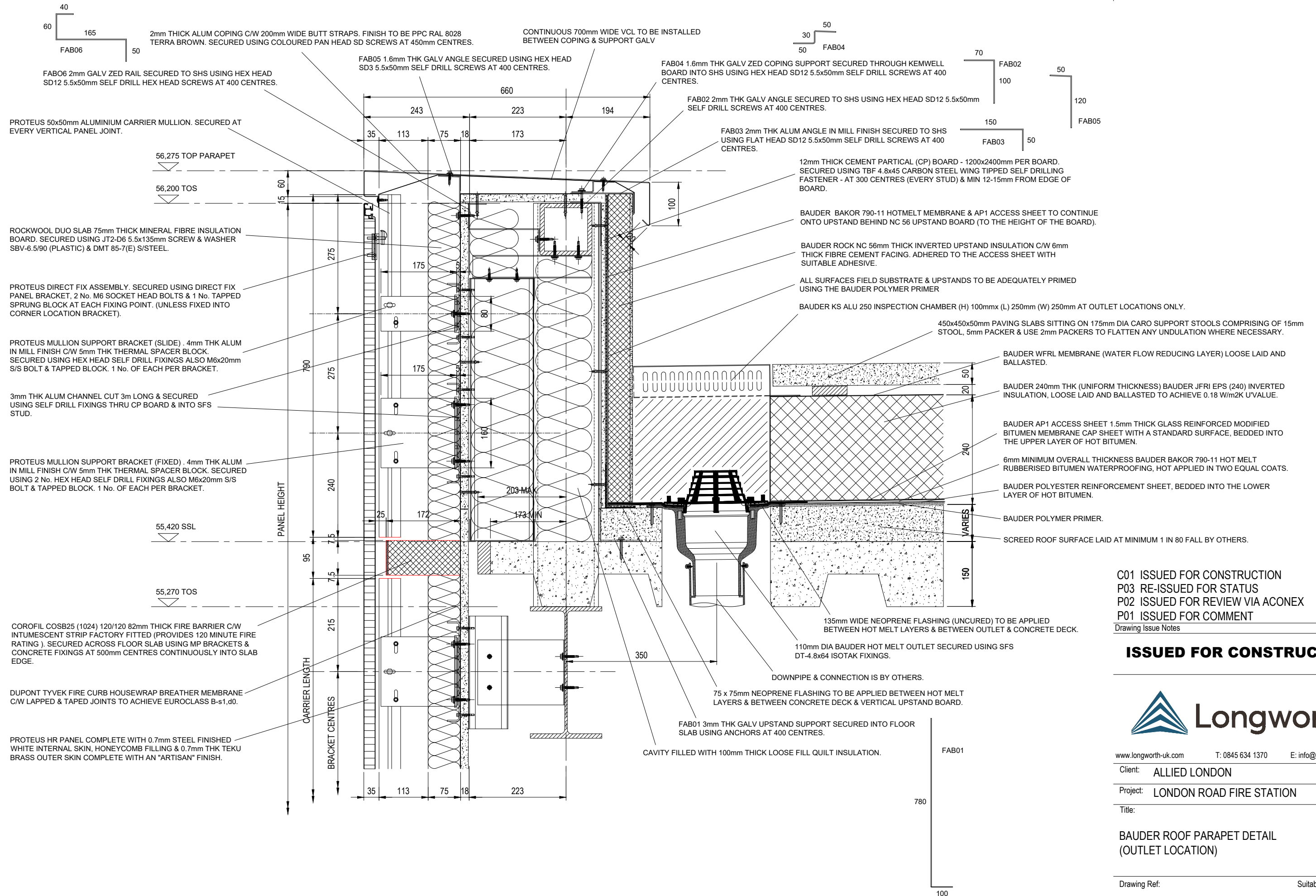


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Client:	ALLIED LONDON
Project:	LONDON ROAD FIRE STATION
Title:	

BAUDER MEMBRANE HOT MELT
FULL ROOF WIDTH SECTION

Drawing Ref:	Suitability	Revision
LRFS-LW-ZZ-RF-DR-01010		C01
Drawn: WBW	Checked: PH	Scale: 1:25 @A3



C01 ISSUED FOR CONSTRUCTION	06-05-24
P03 RE-ISSUED FOR STATUS	29/01/24
P02 ISSUED FOR REVIEW VIA ACONEX	05/12/23
P01 ISSUED FOR COMMENT	28/07/23

Drawing Issue Notes

ISSUED FOR CONSTRUCTION



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Client: **ALLIED LONDON**

Project: LONDON ROAD FIRE STATION

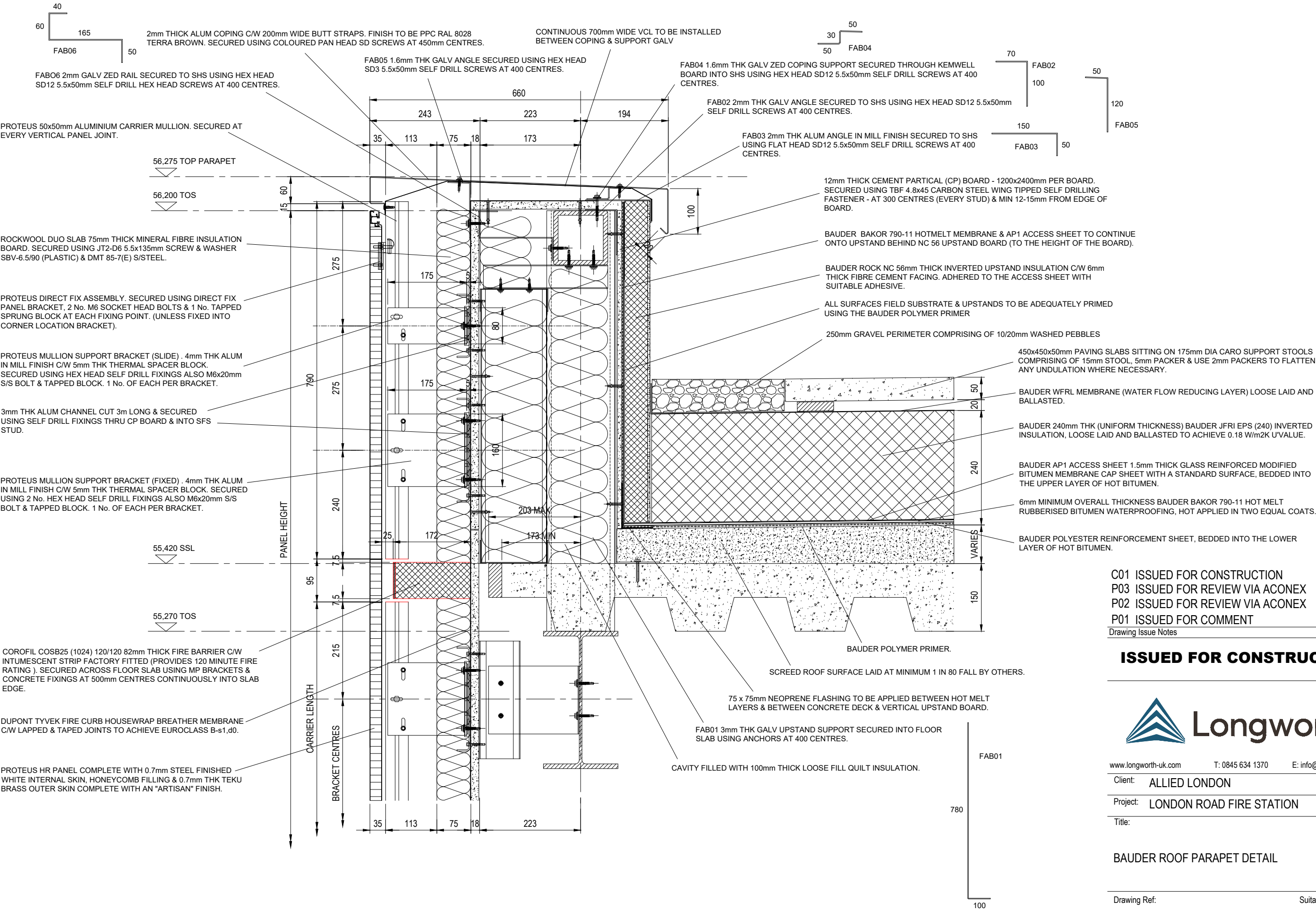
Title:

BAUDER ROOF PARAPET DETAIL
(OUTLET LOCATION)

Drawing Ref:	Suitability	Revision
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LRFS-LW-ZZ-RF-DR-01101 C01

Drawn: **WBW** Checked: **PH** Scale: **1:7.5 @A3**



C01 ISSUED FOR CONSTRUCTION	06-05-24
P03 ISSUED FOR REVIEW VIA ACONEX	29/01/24
P02 ISSUED FOR REVIEW VIA ACONEX	05/12/23
P01 ISSUED FOR COMMENT	28/07/23

Drawing Issue Notes

ISSUED FOR CONSTRUCTION



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Client:	ALLIED LONDON
Project:	LONDON ROAD FIRE STATION
Title:	

BAUDER ROOF PARAPET DETAIL

Drawing Ref:	Suitability	Revision
LRFS-LW-ZZ-RF-DR-01102		C01
Drawn: WBW	Checked: PH	Scale: 1:7.5 @A3

2mm THICK ALUMINIUM DRIP COVER FLASHING IN MILL FINISH.
SECURED USING MASONRY FIXINGS AT 250mm CENTRES.

AIR SEAL BETWEEN GALV UPSTAND AND EXISTING WALL USING
200mm WIDE CONTINUOUS OBEX EPDM STRIP.

COPING STONE MUST BE REMOVED SO FLASHING CAN
BE FIXED AND SEALED FOLLOWED BY COPING STONE
REINSTALL. BLUE SKY TO CONFIRM.

FAB08 2mm THK ALUM TERMINATION BAR SECURED
USING RIVETS AT 250mm CENTRES

250mm APPROX. GRAVEL PERIMETER COMPRISING
OF 10/20mm WASHED PEBBLES.

REFER TO DRAWING 01101 & 01102 FOR FULL BAUDER
INVERTED HOT MELT ROOF FINISH BUILD UP.

PROTECTION MAT TO BE APPLIED TO THE UPSTAND WHERE NC56
BOARD IS NOT USED. USE K4E CAPPING SHEET IN CHARCOAL GREY.

FAB07 650x100x3mm GALV UPSTAND SECURED USING CONCRETE
FIXINGS AT 450mm CENTRES - BAUDER HOT MELT FINISH TO
CONTINUE UP GALV UPSTAND TO MAINTAIN WATER TIGHTNESS.

BAUDER BAKOR 790-11 HOTMELT MEMBRANE & AP1 ACCESS SHEET
TO CONTINUE ONTO UPSTAND (TO FULL HEIGHT).

35mm GAP TO BE LEFT BEHIND GALV UPSTAND SO THAT ANY
DIFFERENTIAL MOVEMENT FROM THE EXISTING STRUCTURE IS NOT
TRANSFERRED TO THE ROOF FINISH.

C01 ISSUED FOR CONSTRUCTION 06-05-24
P03 FLASHING DETAIL REVISED 29/01/24
P02 ISSUED FOR REVIEW VIA ACONEX 05/12/23
P01 ISSUED FOR COMMENT 28/07/23

Drawing Issue Notes

ISSUED FOR CONSTRUCTION



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Client: ALLIED LONDON

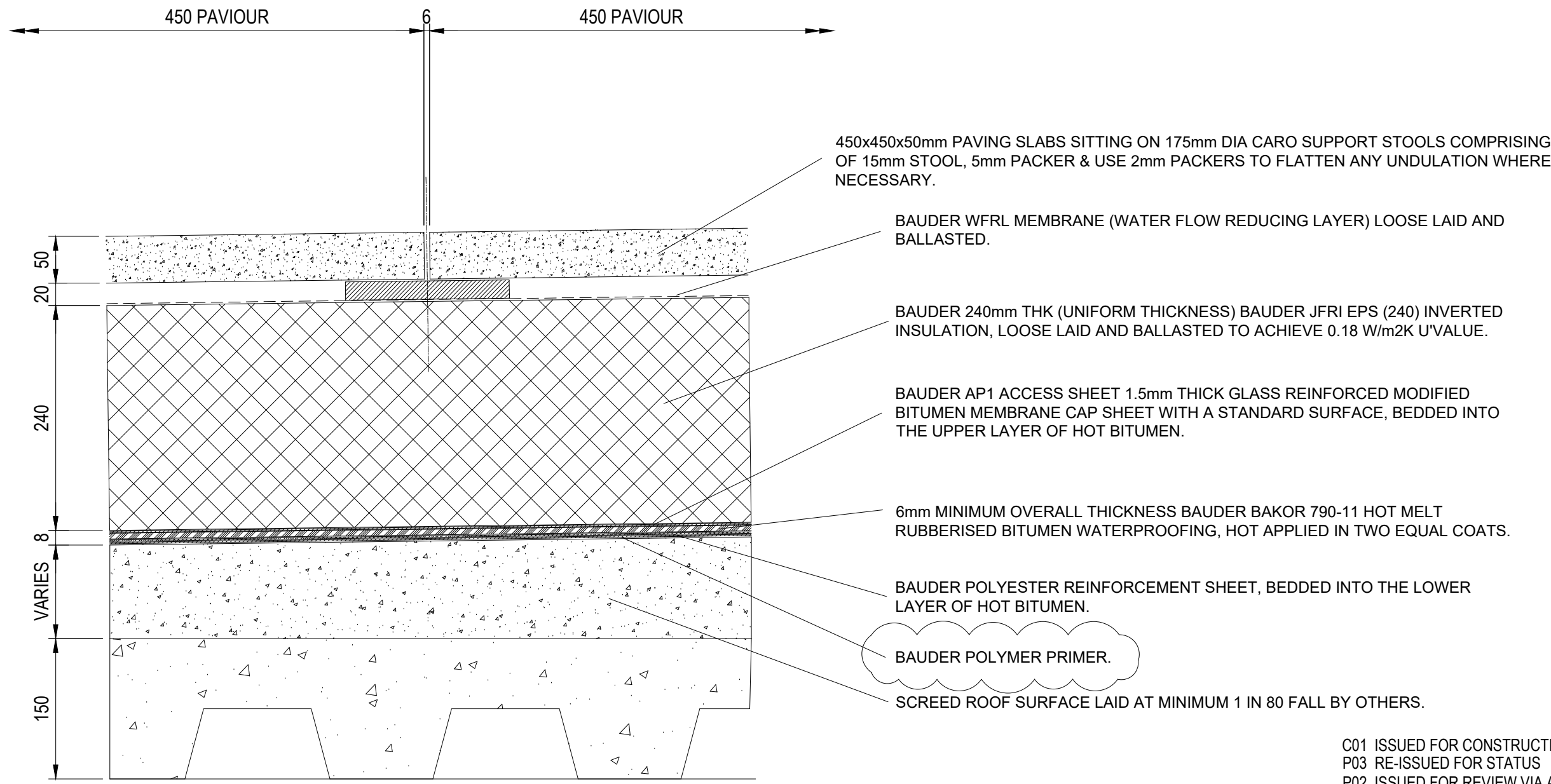
Project: LONDON ROAD FIRE STATION

Title:

BAUDER ROOF EXISTING BRICK PARAPET DETAIL

Drawing Ref: LRFS-LW-ZZ-RF-DR-01103 Suitability Revision

Drawn: WBW Checked: PH Scale: 1:5 @A3



C01 ISSUED FOR CONSTRUCTION	06-05-24
P03 RE-ISSUED FOR STATUS	29/01/24
P02 ISSUED FOR REVIEW VIA ACONEX	05/12/23
P01 ISSUED FOR COMMENT	28/07/23

Drawing Issue Notes

ISSUED FOR CONSTRUCTION



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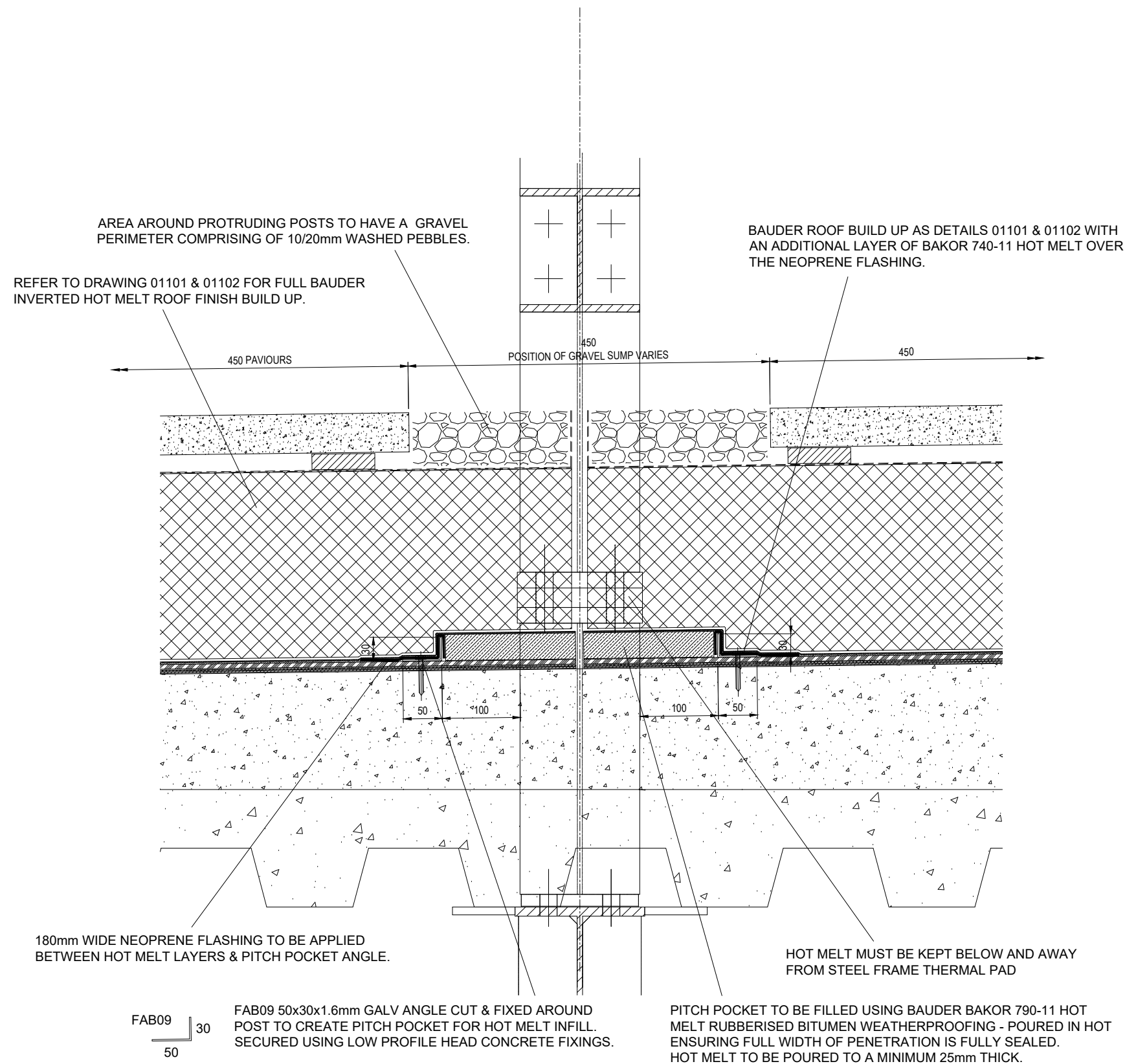
Client: ALLIED LONDON

Project: LONDON ROAD FIRE STATION

Title:

BAUDER ROOF HOT MELT BUILD UP DETAIL

Drawing Ref:	Suitability	Revision
LRFS-LW-ZZ-RF-DR-01104		C01
Drawn: WBW	Checked: PH	Scale: 1:7.5 @A3



C01 ISSUED FOR CONSTRUCTION	06-05-24
P02 ISSUED FOR REVIEW VIA ACONEX	05/12/23
P01 ISSUED FOR COMMENT	28/07/23

Drawing Issue Notes

ISSUED FOR CONSTRUCTION

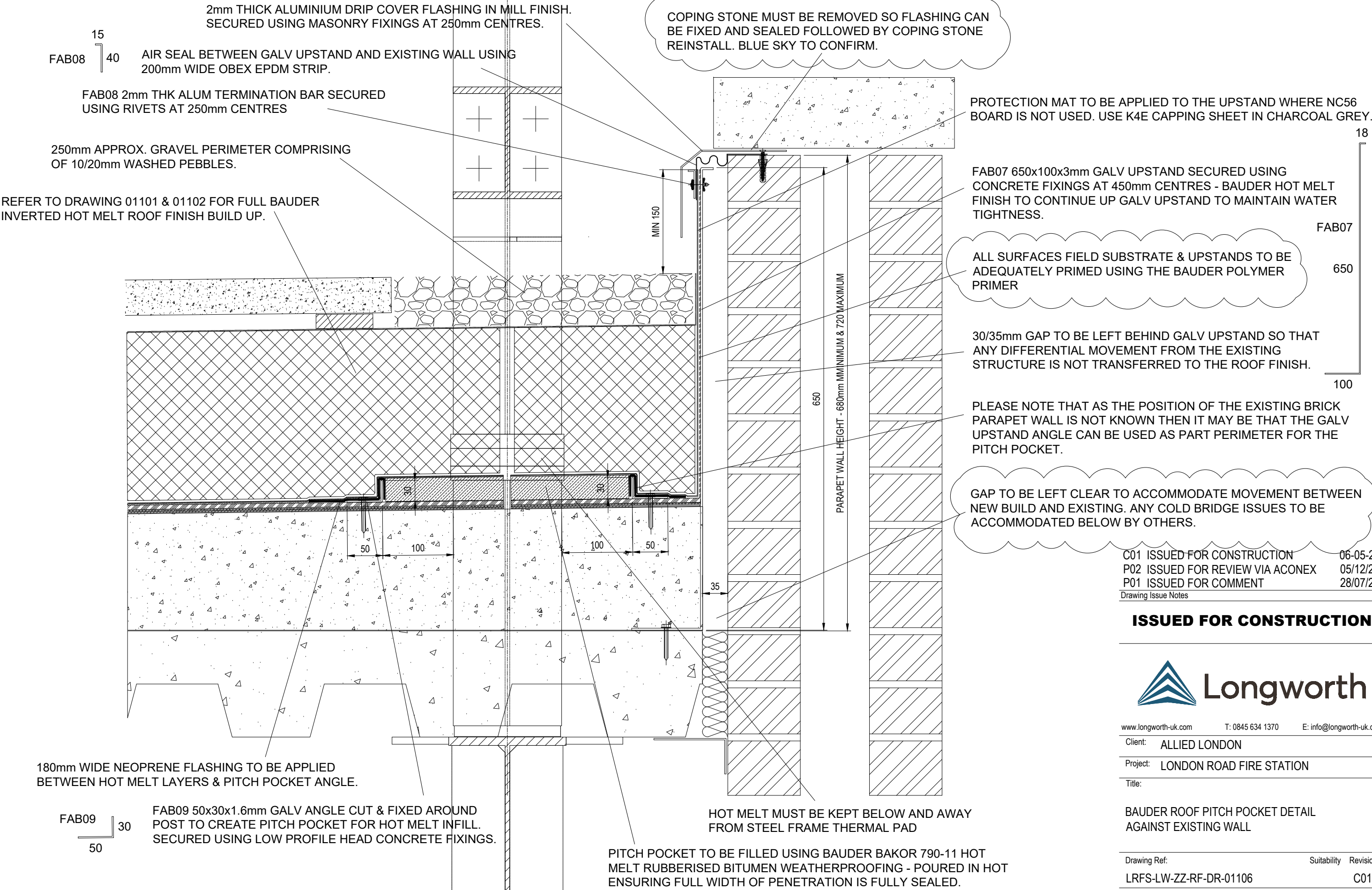


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Client:	ALLIED LONDON
Project:	LONDON ROAD FIRE STATION
Title:	

BAUDER ROOF PITCH POCKET DETAIL

Drawing Ref:	Suitability	Revision
LTFS-LW-ZZ-RF-DR-01105		C01
Drawn: WBW	Checked: PH	Scale: 1:5 @A3



C01 ISSUED FOR CONSTRUCTION 06-05-24
P02 ISSUED FOR REVIEW VIA ACONEX 05/12/23
P01 ISSUED FOR COMMENT 28/07/23

Drawing Issue Notes

ISSUED FOR CONSTRUCTION



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Client: ALLIED LONDON

Project: LONDON ROAD FIRE STATION

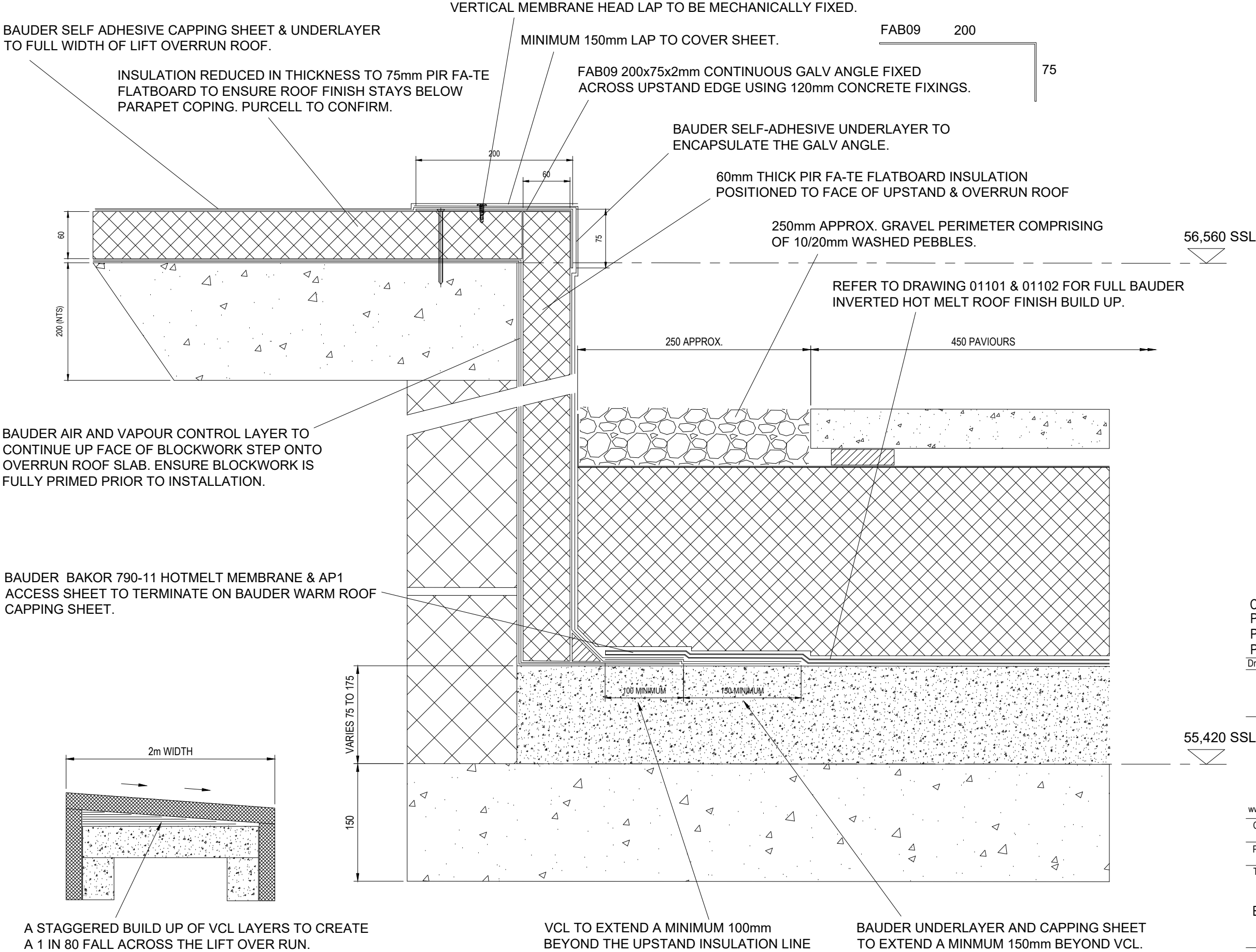
Title:

BAUDER ROOF PITCH POCKET DETAIL
AGAINST EXISTING WALL

Drawing Ref: Suitability Revision

LRFS-LW-ZZ-RF-DR-01106 C01

Drawn: WBW Checked: PH Scale: 1:7.5 @A3



C01 ISSUED FOR CONSTRUCTION	06-05-24
P03 RE-ISSUED FOR STATUS	29/01/24
P02 ISSUED FOR REVIEW VIA ACONEX	05/12/23
P01 ISSUED FOR COMMENT	28/07/23

Drawing Issue Notes

ISSUED FOR CONSTRUCTION

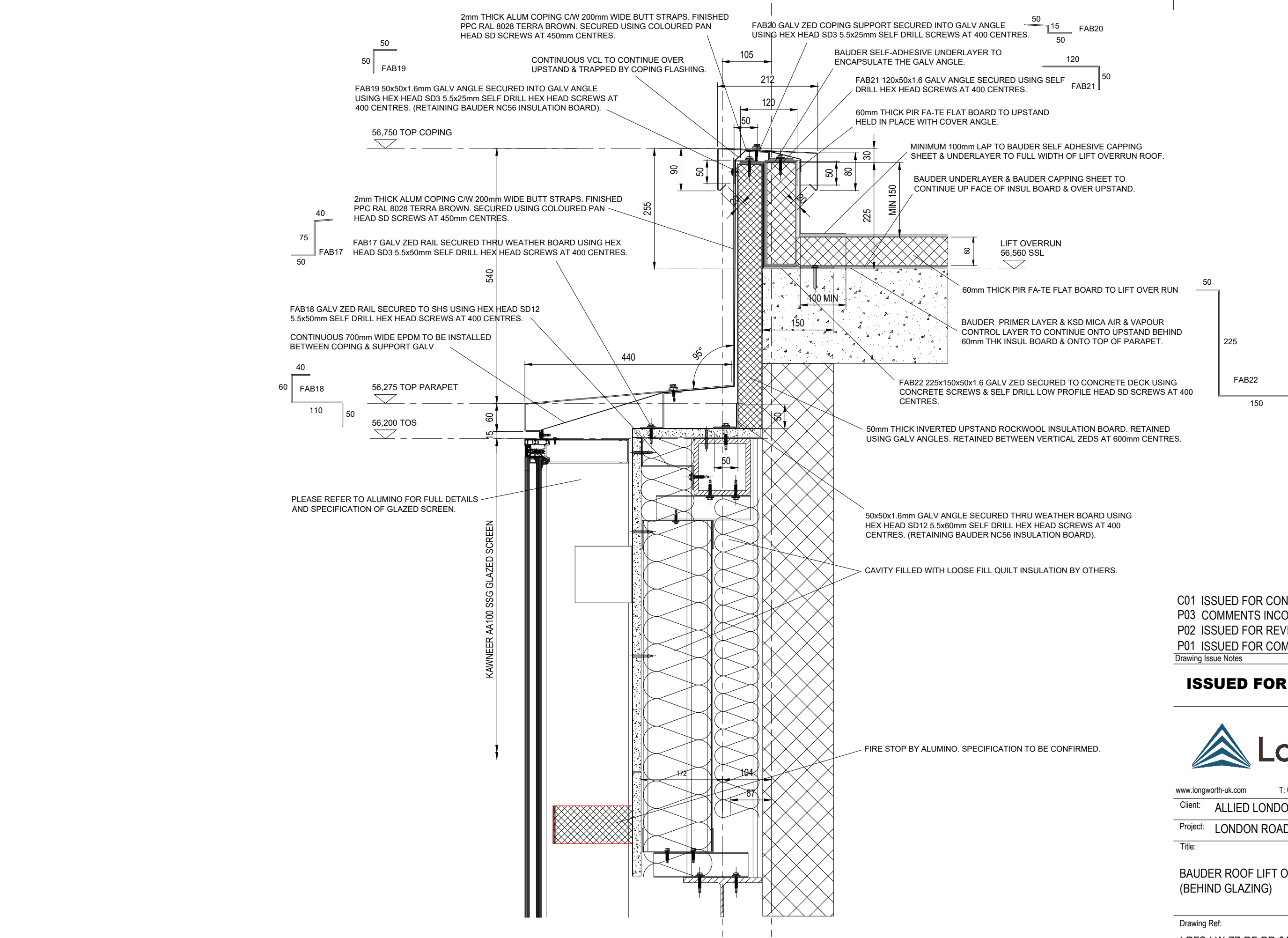


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Client:	ALLIED LONDON
Project:	LONDON ROAD FIRE STATION
Title:	

BAUDER ROOF LIFT OVER RUN UPSTAND

Drawing Ref:	Suitability	Revision
LRFS-LW-ZZ-RF-DR-01107		C01
Drawn: WBW	Checked: PH	Scale: 1:5 @A3



C01 ISSUED FOR CONSTRUCTION	06-05-24
P03 COMMENTS INCORPORATED	29/01/24
P02 ISSUED FOR REVIEW VIA ACONEX	05/12/23
P01 ISSUED FOR COMMENT	28/07/23

Drawing Issue Notes

ISSUED FOR CONSTRUCTION



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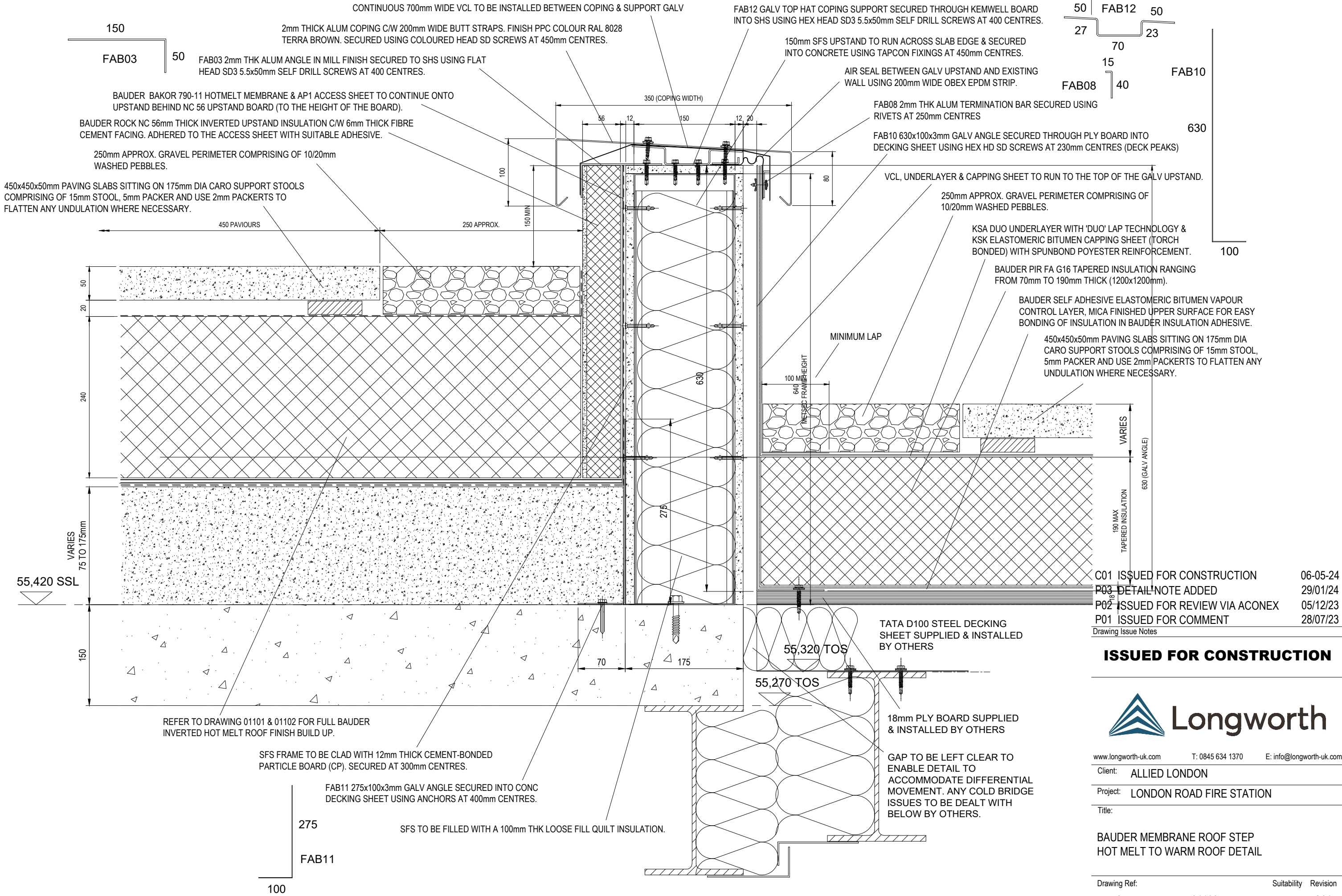
Client:	ALLIED LONDON
Project:	LONDON ROAD FIRE STATION
Title:	

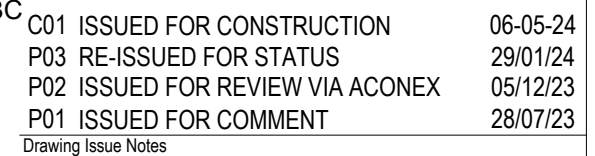
BAUDER ROOF LIFT OVER RUN UPSTAND
(BEHIND GLAZING)

Drawing Ref:	Suitability	Revision
LRFS-LW-ZZ-RF-DR-01108		C01
Drawn: WBW	Checked: PH	Scale: 1:7.5 @A3

Do not scale from this drawing. All dimensions to be checked on site prior to commencement of works. Any discrepancies to be reported to the design office and project manager. If in doubt - Ask

GENERAL NOTES





Longworth

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Client: **ALLIED LONDON**

Project: LONDON ROAD FIRE STATION

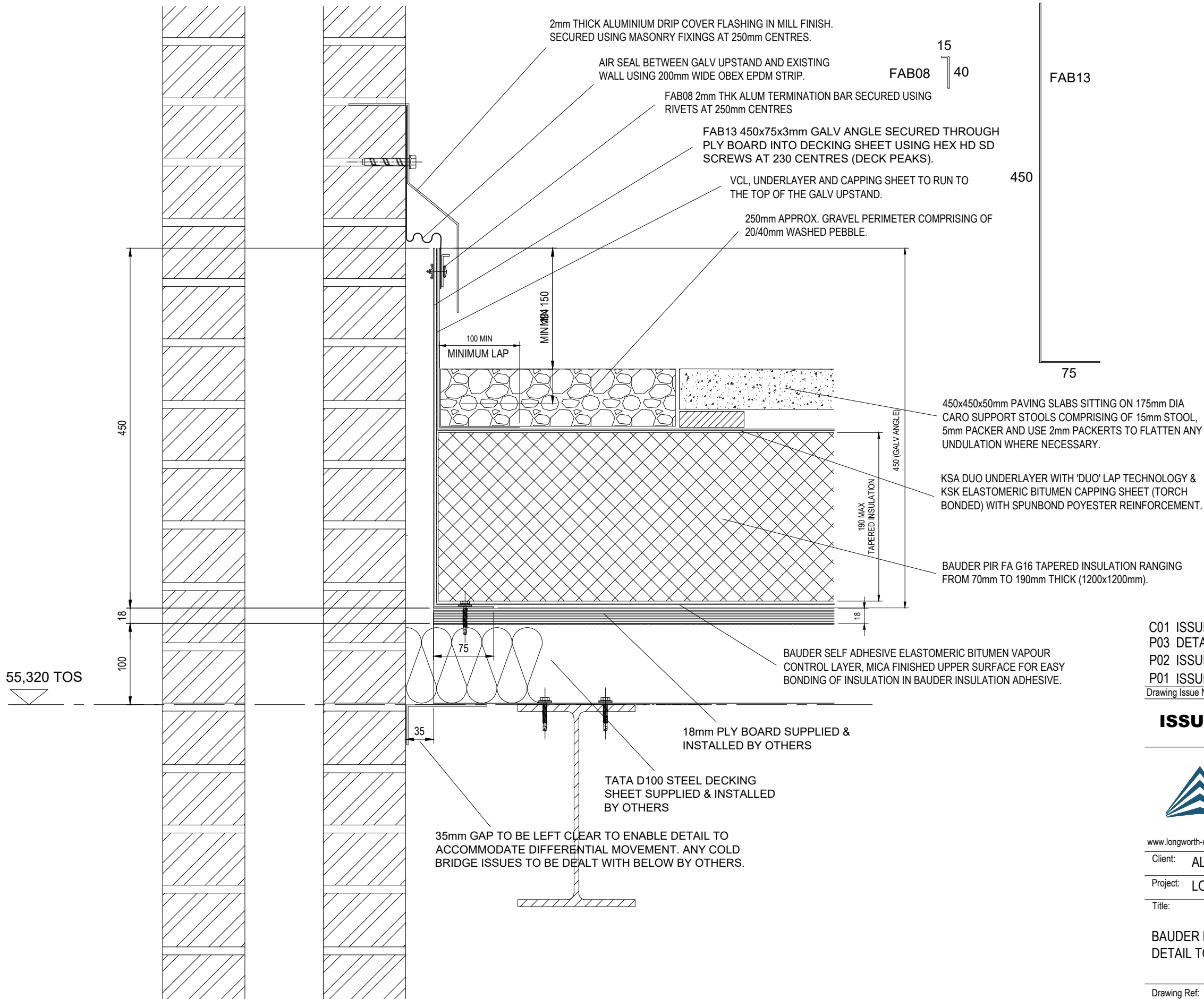
Title:

BAUDER MEMBRANE HOT MELT UPSTAND
DETAIL TO LIFT OVER RUN.

Drawing Ref:	Suitability	Revision
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LRFS-LW-ZZ-RF-DR-01110 C01

Drawn: **WBW** Checked: **PH** Scale: **1:5 @A3**



C01 ISSUED FOR CONSTRUCTION	06-05-24
P03 DETAIL NOTE ADDED	29/01/24
P02 ISSUED FOR REVIEW VIA ACONEX	05/12/23
P01 ISSUED FOR COMMENT	28/07/23

Drawing Issue Notes

ISSUED FOR CONSTRUCTION

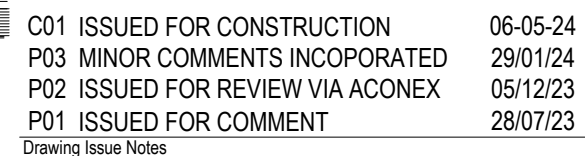


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Client:	ALLIED LONDON
Project:	LONDON ROAD FIRE STATION
Title:	

BAUDER MEMBRANE WARM ROOF UPSTAND
DETAIL TO LOWER (OCTAGONAL) ROOF.

Drawing Ref:	Suitability	Revision
LRFS-LW-ZZ-RF-DR-01111		C01
Drawn: WBW	Checked: PH	Scale: 1:5 @A3



Client: **ALLIED LONDON**

Project: LONDON ROAD FIRE STATION

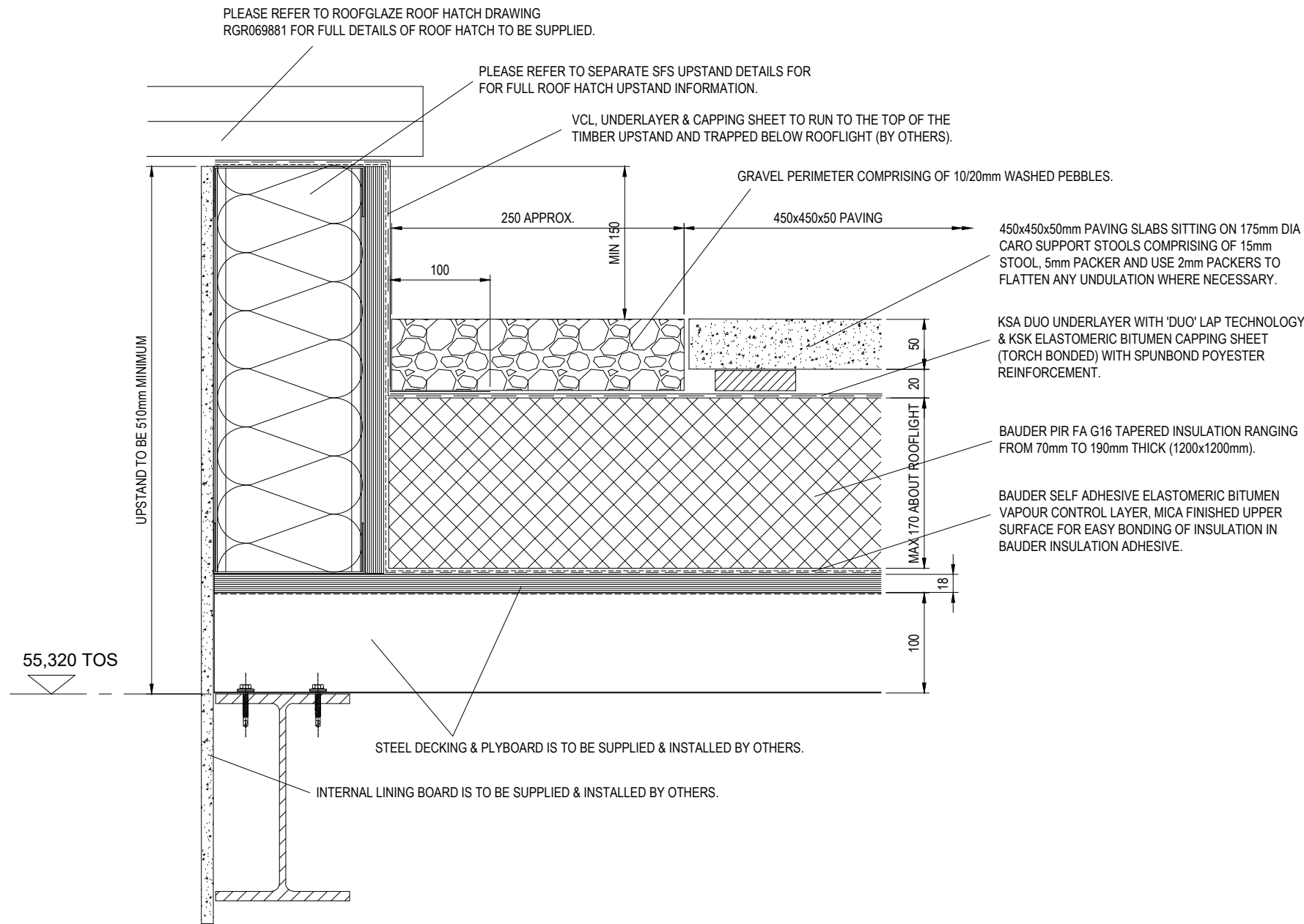
Title: _____

BAUDER MEMBRANE WARM ROOF SUMP OUTLET
DETAIL TO LOWER (OCTAGONAL) ROOF.

Drawing Ref:	Suitability	Revision
--------------	-------------	----------

LRFS-LW-ZZ-RF-DR-01112 C01

Drawn: **WBW** Checked: **PH** Scale: **1:5 @A3**



C01 ISSUED FOR CONSTRUCTION	06-05-24
P03 METSEC UPSTAND & NOTE ADDED	29/01/24
P02 ISSUED FOR REVIEW VIA ACONEX	05/12/23
P01 ISSUED FOR COMMENT	28/07/23

Drawing Issue Notes

ISSUED FOR CONSTRUCTION



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Client: ALLIED LONDON

Project: LONDON ROAD FIRE STATION

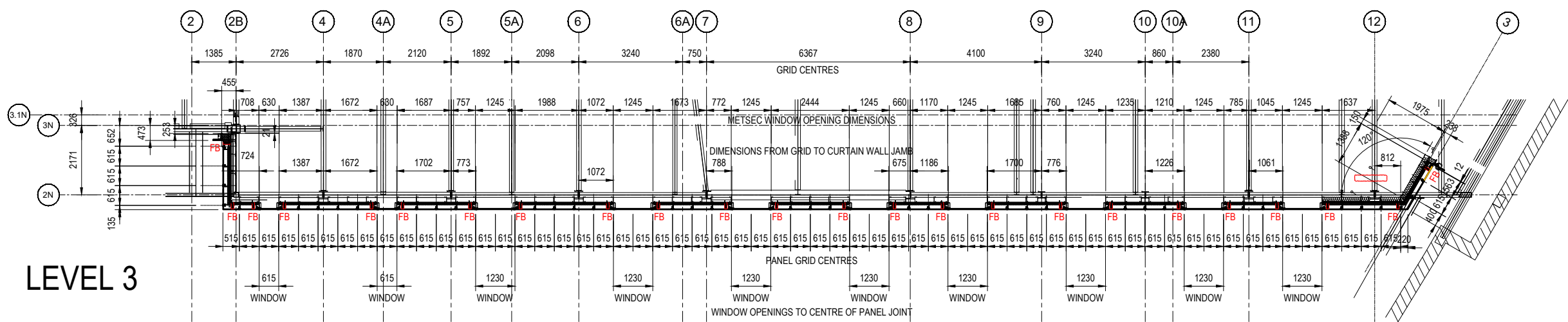
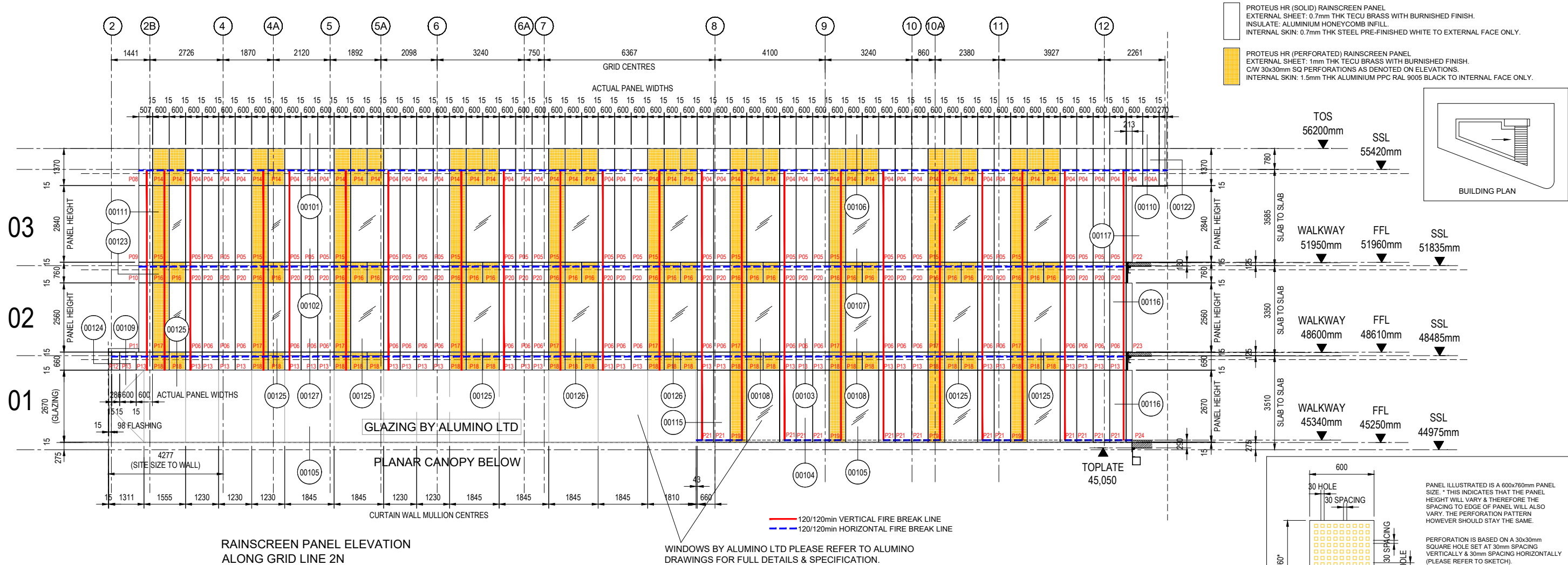
Title:

BAUDER MEMBRANE WARM ROOF ROOFLIGHT
DETAIL TO LOWER (OCTAGONAL) ROOF.

Drawing Ref:	Suitability	Revision
LRFS-LW-ZZ-RF-DR-01113		C01
Drawn: WBW	Checked: PH	Scale: 1:5 @A3

Do not scale from this drawing. All dimensions to be checked on site prior to commencement of works. Any discrepancies to be reported to the design office and project manager. If in doubt - Ask

GENERAL NOTES



C01 CONSTRUCTION ISSUE 12/08/24
P03 FACADE MOVED OUT 50mm TO 223mm 05/07/24
P02 ISSUED FOR REVIEW VIA ACONEX 06/12/23
P01 ISSUED FOR COMMENT 11/09/23
Drawing Issue Notes

ISSUED FOR CONSTRUCTION



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Client: ALLIED LONDON

Project: LONDON ROAD FIRE STATION

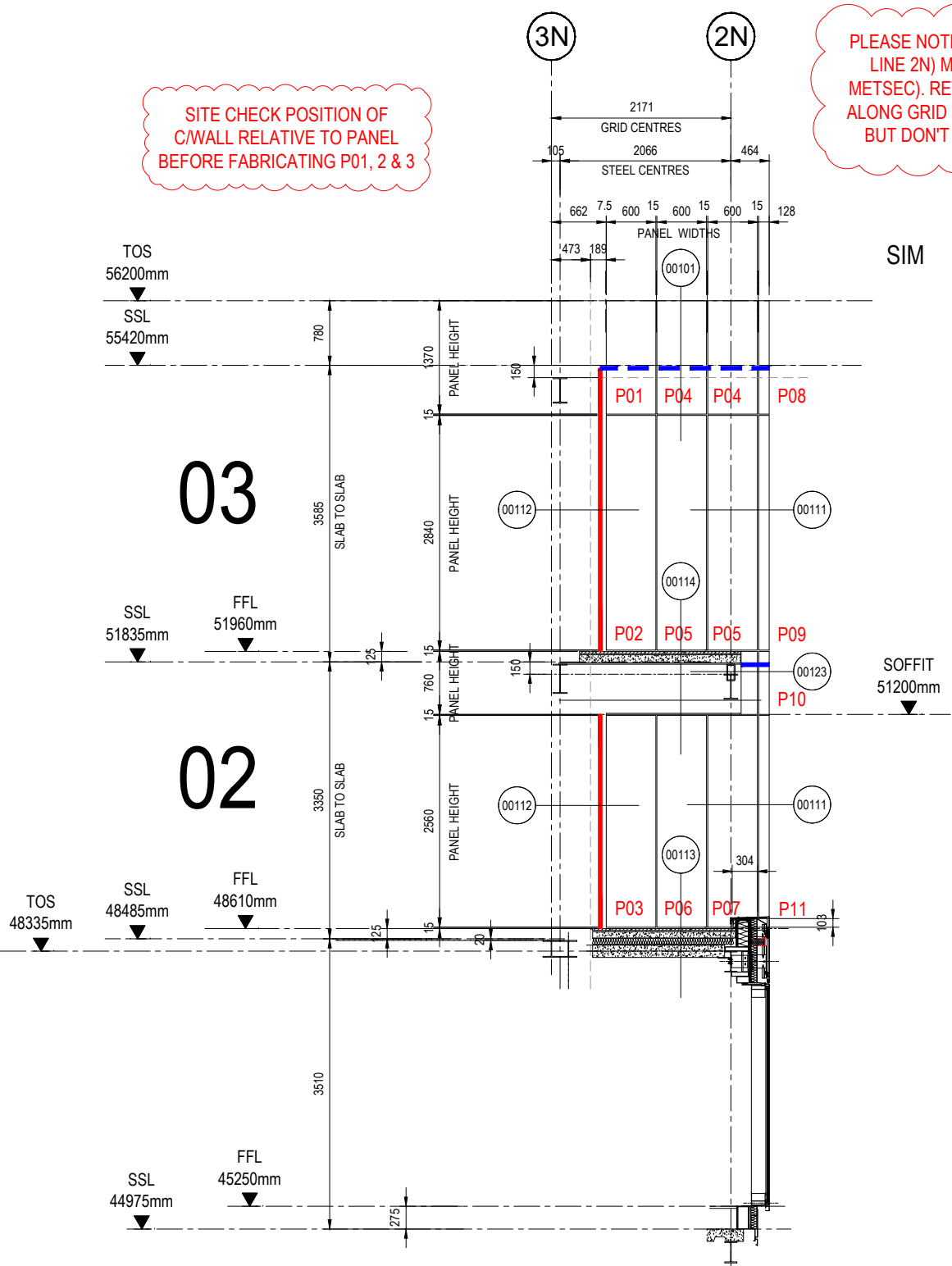
Title:

RAINSCREEN PANEL LAYOUT
ALONG GRID LINE 2N

Drawing Ref: LRFS-LW-ZZ-ZZ-DR-00001 Suitability Revision

LRFS-LW-ZZ-ZZ-DR-00001 C01

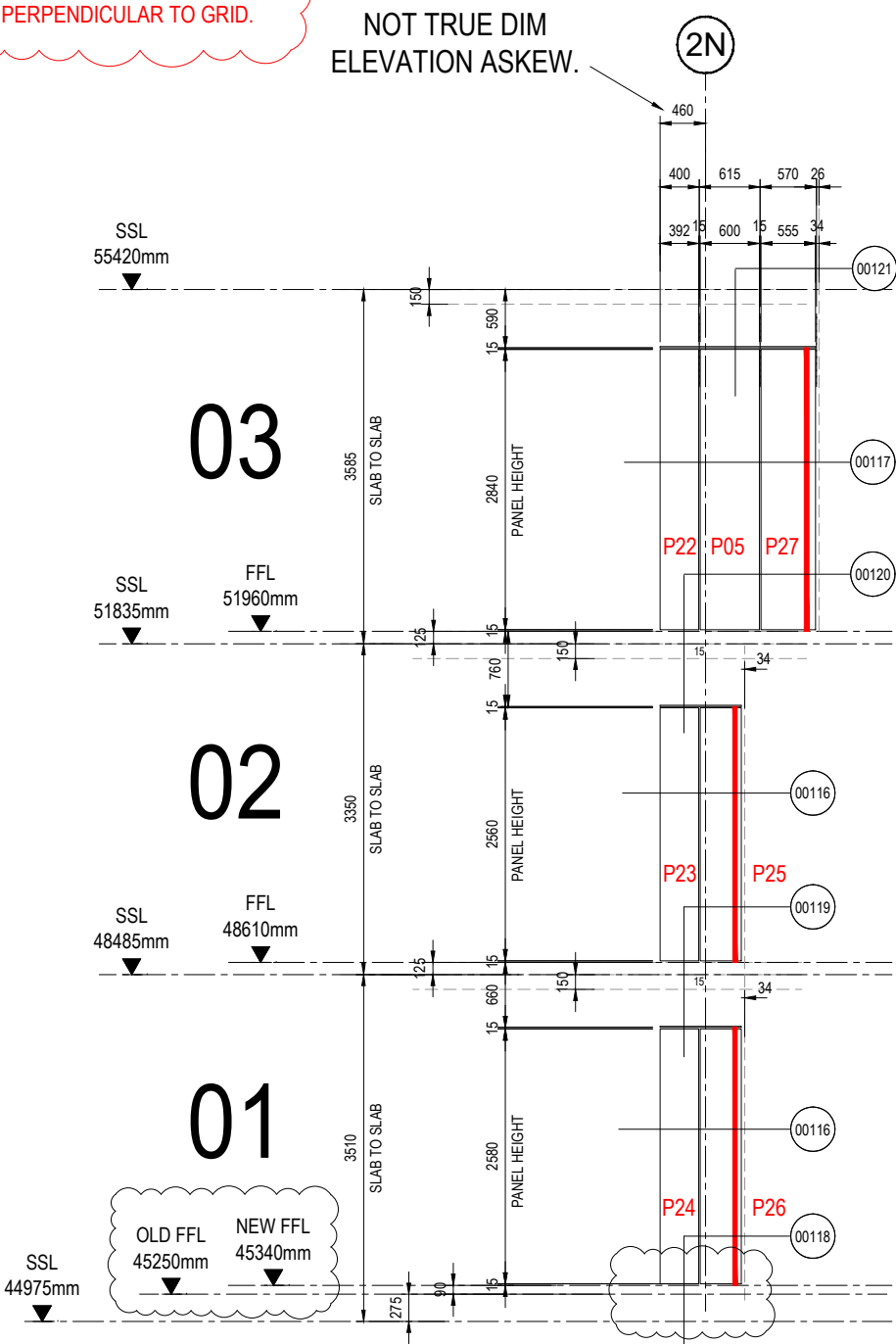
Drawn: WBW Checked: PH Scale: 1:150 @A3



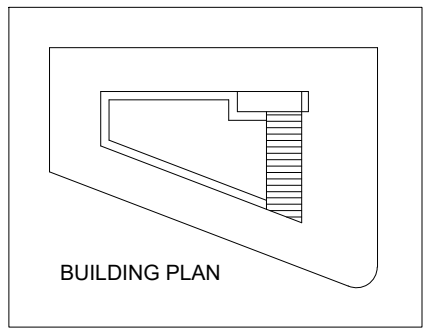
RETURN ELEVATION
ALONG GRID LINE 2B

— 120/120min VERTICAL FIRE BREAK LINE
- - - 120/120min HORIZONTAL FIRE BREAK LINE

PLEASE NOTE THAT ONLY THE FRONT FACADE (GRID LINE 2N) MOVES OUT 50mm TO 223mm (FACE OF METSEC). RETURN FACADES BEYOND GRID LINE 12 & ALONG GRID LINE 2B MOVE WITH THE FRONT FACADE BUT DON'T MOVE OUT PERPENDICULAR TO GRID.



RETURN ELEVATION
BEYOND GRID LINE 12



SITE CHECK POSITION OF C/WALL
RELATIVE TO PANEL
BEFORE FABRICATING P25, 26 & 27

C01 CONSTRUCTION ISSUE	12/08/24
P03 FACADE MOVED OUT 50mm TO 223mm	05/07/24
P02 ISSUED FOR REVIEW VIA ACONEX	06/12/23
P01 ISSUED FOR COMMENT	11/09/23
Drawing Issue Notes	

ISSUED FOR CONSTRUCTION

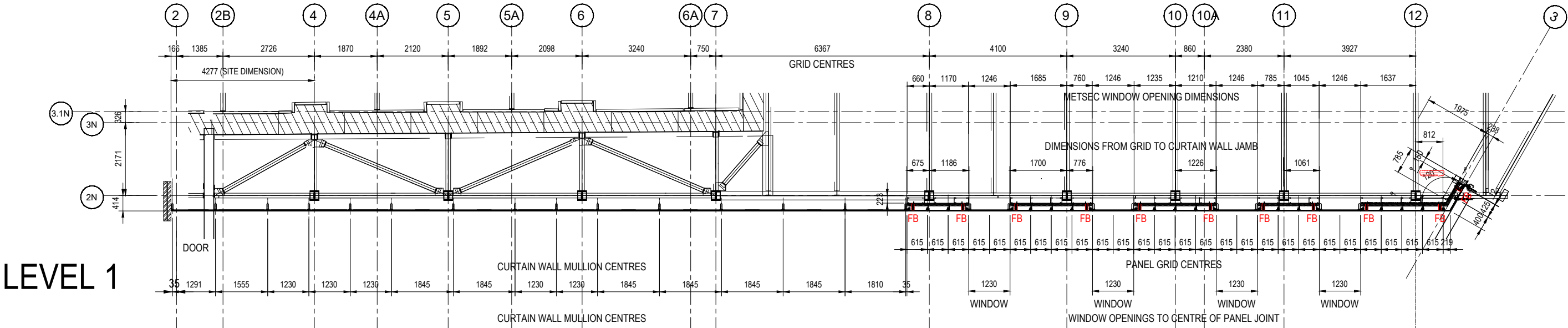


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Client:	ALLIED LONDON
Project:	LONDON ROAD FIRE STATION
Title:	

RAINSCREEN PANEL RETURN ELEVATIONS
ALONG GRID LINE 2B & BEYOND GRID LINE 12

Drawing Ref:	Suitability	Revision
LRFS-LW-ZZ-ZZ-DR-00002		C01
Drawn: WBW	Checked: PH	Scale: 1:75 @A3



RAINSCREEN PLAN SECTION - ALONG GRID LINE 2N
AT WINDOW POSITION (FIRST FLOOR)

C01 CONSTRUCTION ISSUE	12/08/24
P03 FACADE MOVED OUT 50 TO 223mm	05/07/24
P02 ISSUED FOR REVIEW VIA ACONEX	06/12/23
P01 ISSUED FOR COMMENT	11/09/23

Drawing Issue Notes

ISSUED FOR CONSTRUCTION



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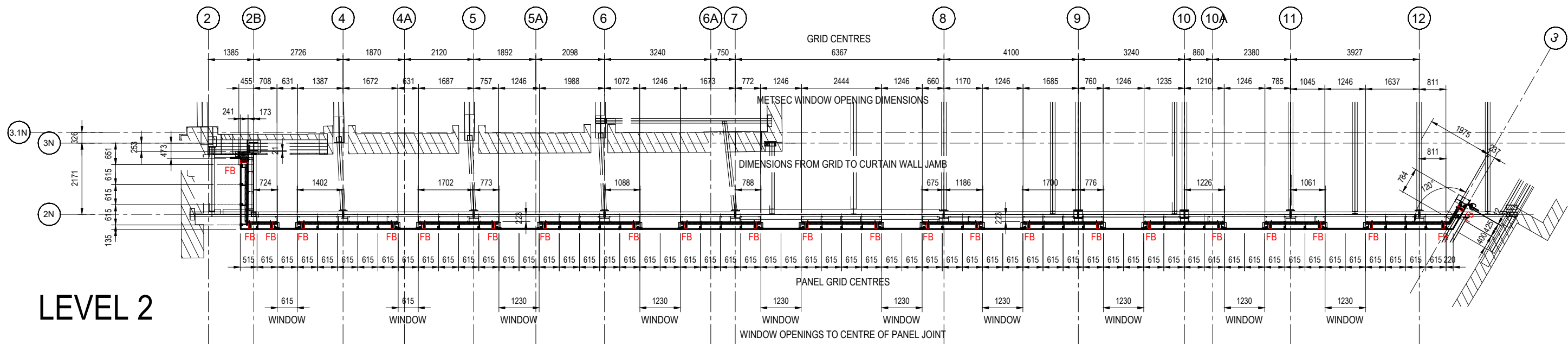
Client: ALLIED LONDON

Project: P1

Title:

RAINSCREEN PLAN ALONG GRID LINE 2N, 2B &
BEYOND GL 12 AT FIRST FLOOR.

Drawing Ref:	Suitability	Revision
LRFS-LW-ZZ-ZZ-DR-00003		C01
Drawn: WBW	Checked: PH	Scale: 1:125 @A3



RAINSCREEN PLAN SECTION - ALONG GRID LINE 2N
AT WINDOW POSITION (SECOND FLOOR)

C01 CONSTRUCTION ISSUE	12/08/24
P03 FACADE MOVED OUT 50mm TO 223mm	05/07/24
P02 ISSUED FOR REVIEW VIA ACONEX	06/12/23
P01 ISSUED FOR COMMENT	11/09/23

Drawing Issue Notes

ISSUED FOR CONSTRUCTION

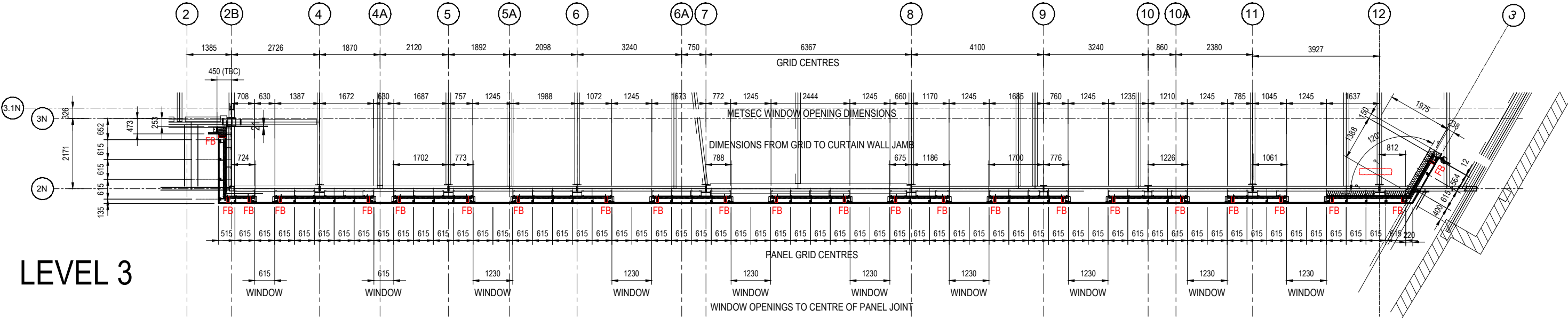


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Client:	ALLIED LONDON
Project:	LONDON ROAD FIRE STATION
Title:	

RAINSCREEN PLAN ALONG GRID LINE 2N, 2B &
BEYOND GRID LINE 12 AT SECOND FLOOR.

Drawing Ref:	Suitability	Revision
LRFS-LW-ZZ-ZZ-DR-00004		C01
Drawn: WBW	Checked: PH	Scale: 1:125 @A3



RAINSCREEN PLAN SECTION - ALONG GRID LINE 2N
AT WINDOW POSITION (THIRD FLOOR)

C01 CONSTRUCTION ISSUE	12/08/24
P03 FACADE MOVED OUT 50mm TO 223mm	05/07/24
P02 ISSUED FOR REVIEW VIA ACONEX	06/12/23
P01 ISSUED FOR COMMENT	11/09/23

Drawing Issue Notes

ISSUED FOR CONSTRUCTION

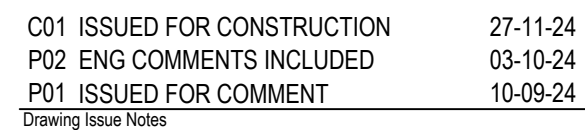


www.longworth-uk.com T: 0845 634 1370 E: info@longworth-uk.com

Client:	ALLIED LONDON
Project:	LONDON ROAD FIRE STATION
Title:	

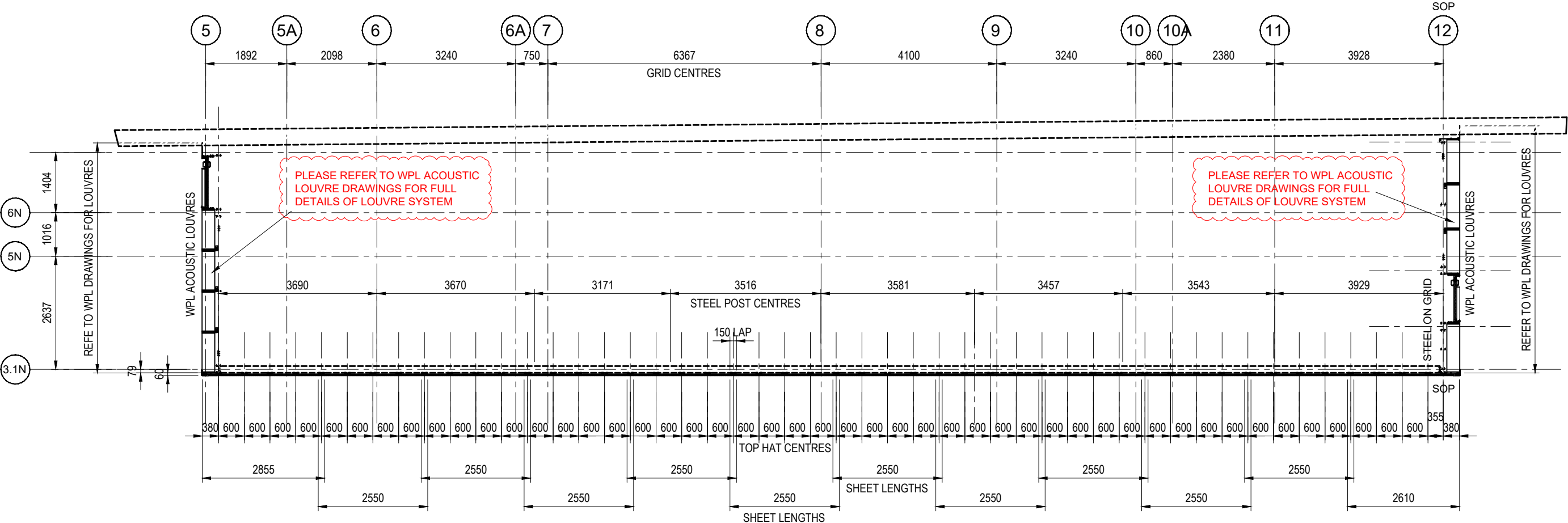
RAINSCREEN PLAN ALONG GRID LINE 2N, 2B &
BEYOND GL 12 AT THIRD FLOOR.

Drawing Ref:	Suitability	Revision
LRFS-LW-ZZ-ZZ-DR-00005		C01
Drawn: WBW	Checked: PH	Scale: 1:125 @A3



Title: _____

Drawn: **WBW** Checked: **PH** Scale: **1:100 @A3**



PLANT ROOM WALL
SINUSOIDAL PANEL LAYOUT PLAN
ALONG GRID LINE 3.1N

SHEET SUMMARY:
3 No. at 2855mm LONG
3 No. at 2610mm LONG
30 No. at 2550mm LONG
PACK WEIGHT NOT TO EXCEED 1000Kg

C01 ISSUED FOR CONSTRUCTION	27-11-24
P02 ENG/ARCH COMMENTS INCLUDED	03-10-24
P01 ISSUED FOR COMMENT	10-09-24

Drawing Issue Notes

ISSUED FOR CONSTRUCTION



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Client: ALLIED LONDON

Project: LONDON ROAD FIRE STATION

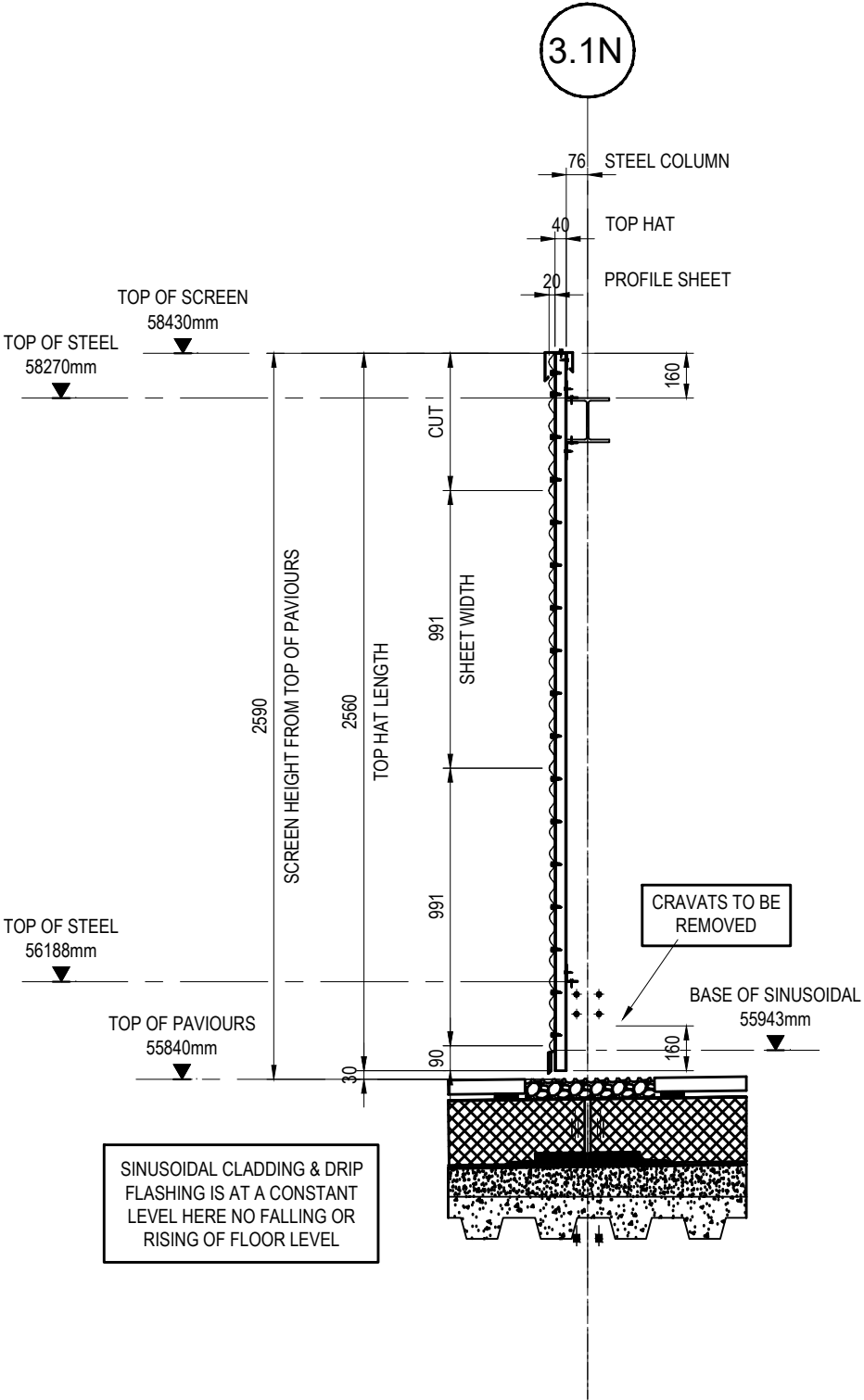
Title:

PLANT ROOM - SINUSOIDAL PANEL PLAN
ALONG GRID LINE 3.1N

Drawing Ref: Suitability Revision

LRFS-LW-ZZ-ZZ-DR-00009 C01

Drawn: WBW Checked: PH Scale: 1:100 @A3



C01 ISSUED FOR CONSTRUCTION	27-11-24
P02 ARCH COMMENTS ANSWERED	24-09-24
P01 ISSUED FOR COMMENT	10-09-24

Drawing Issue Notes

ISSUED FOR CONSTRUCTION



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Client: ALLIED LONDON

Project: LONDON ROAD FIRE STATION

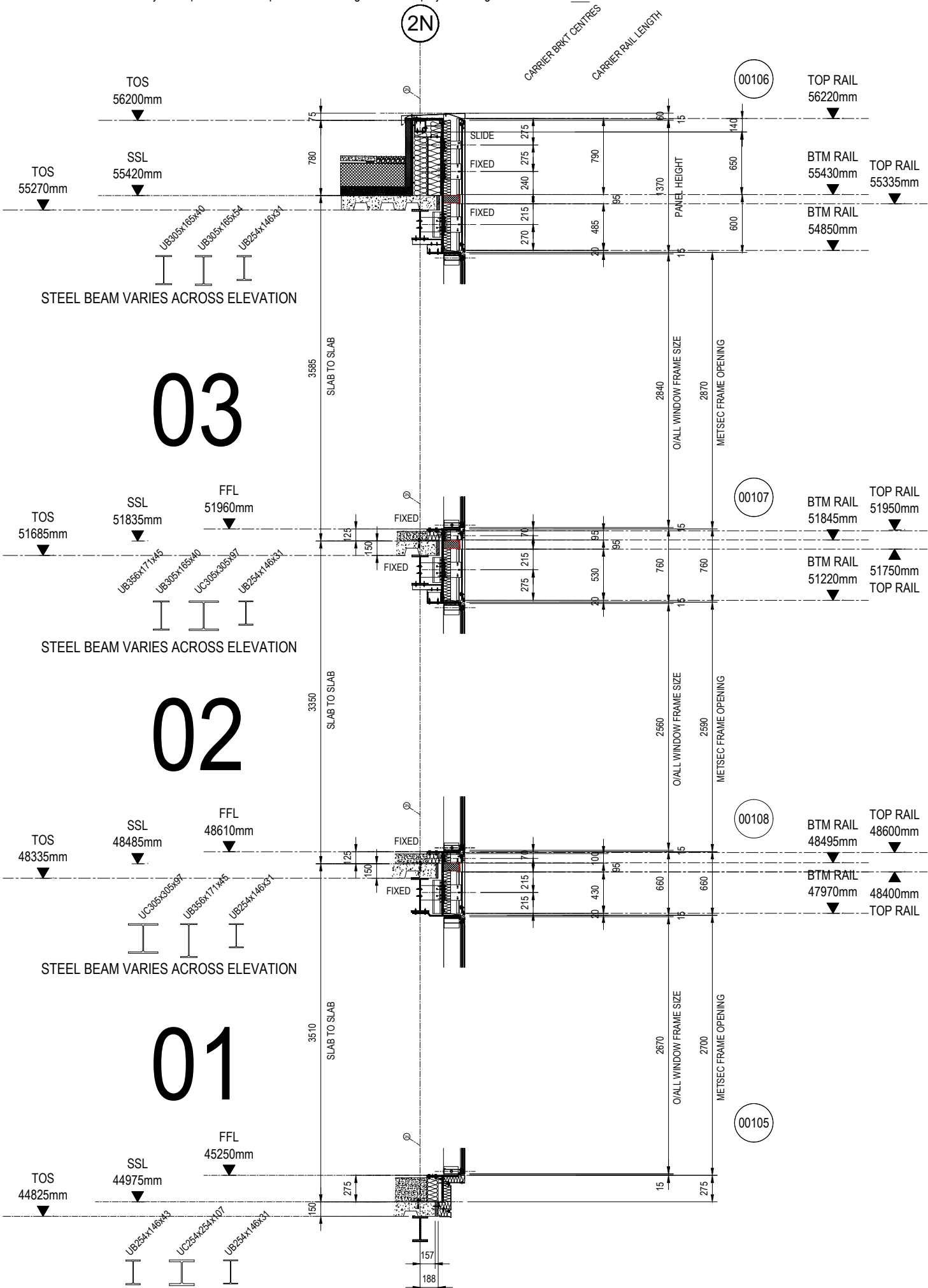
Title:

PLANT ROOM - VERTICAL SECTION SHOWING
SINUSOIDAL PANELS ALONG GRID LINE 3.1N

Drawing Ref: Suitability Revision

LRFS-LW-ZZ-ZZ-DR-00010 C01

Drawn: WBW Checked: PH Scale: 1:25 @A3



C01 CONSTRUCTION ISSUE	12/08/24
P03 FACADE MOVED OUT 50mm TO 223mm	05/07/24
P02 ISSUED FOR REVIEW VIA ACONEX	06/12/23
P01 ISSUED FOR COMMENT	11/09/23

Drawing Issue Notes

ISSUED FOR CONSTRUCTION



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Client:	ALLIED LONDON
Project:	LONDON ROAD FIRE STATION
Title:	

PROTEUS RAINSCREEN SECTION
THROUGH WINDOWS ALONG GRID LINE 2N

Drawing Ref:	Suitability	Revision
LRFS-LW-ZZ-ZZ-DR-00012		C01
Drawn: WBW	Checked: PH	Scale: 1:50 @A3



C01	CONSTRUCTION ISSUE	12/08/24
P03	PARAPET DETAIL REVISED	05/07/24
P02	ISSUED FOR REVIEW VIA ACONEX	06/12/23
P01	ISSUED FOR COMMENT	11/09/23

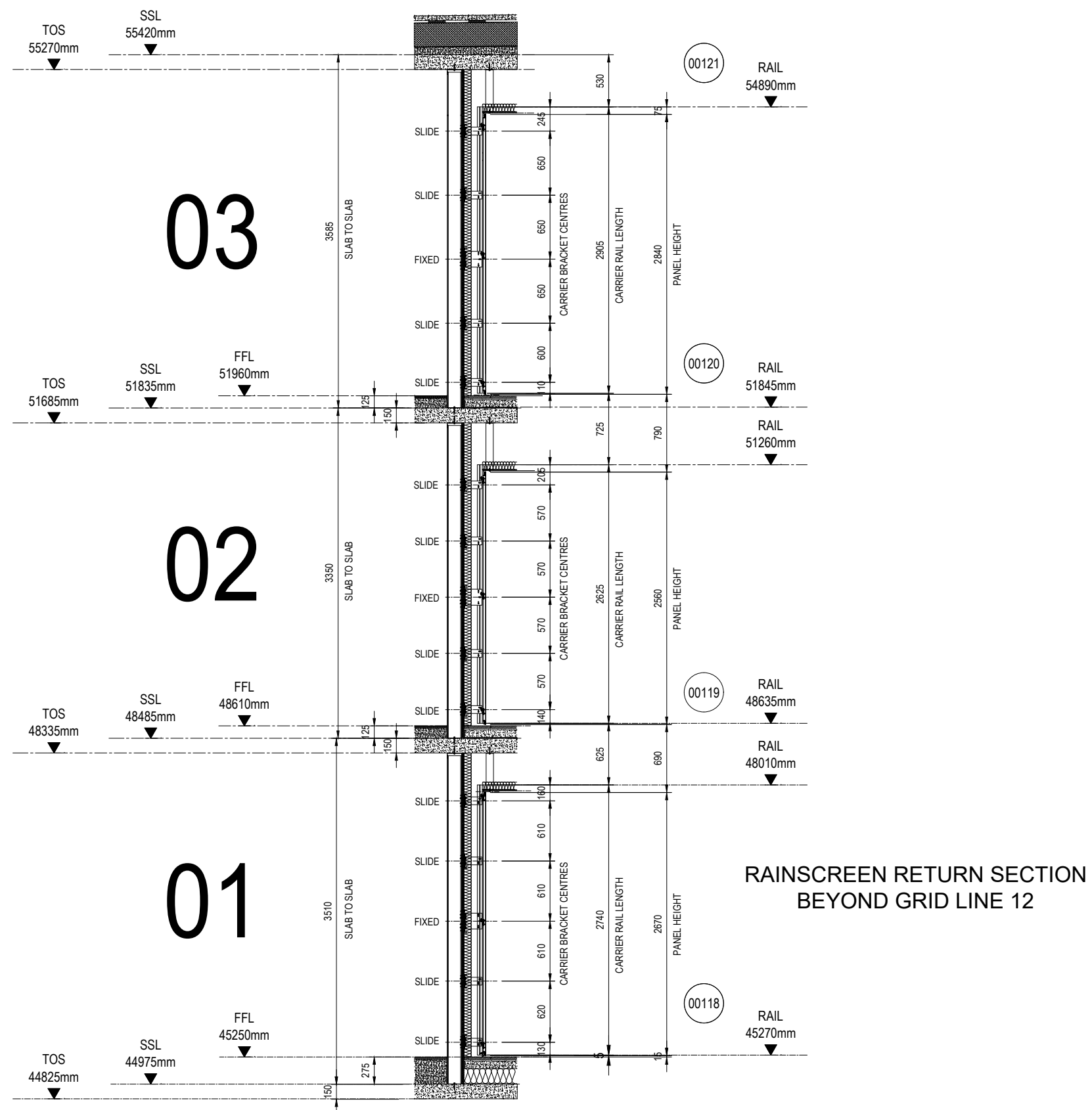
Drawing Issue Notes



Longworth

Title: _____

Drawn: **WBW** Checked: **PH** Scale: **1:50 @A3**



C01 CONSTRUCTION ISSUE	12/08/24
P03 MINOR REVISIONS	05/07/24
P02 ISSUED FOR REVIEW VIA ACONEX	06/12/23
P01 ISSUED FOR COMMENT	11/09/23

Drawing Issue Notes

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Client: **ALLIED LONDON**

Project: LONDON ROAD FIRE STATION

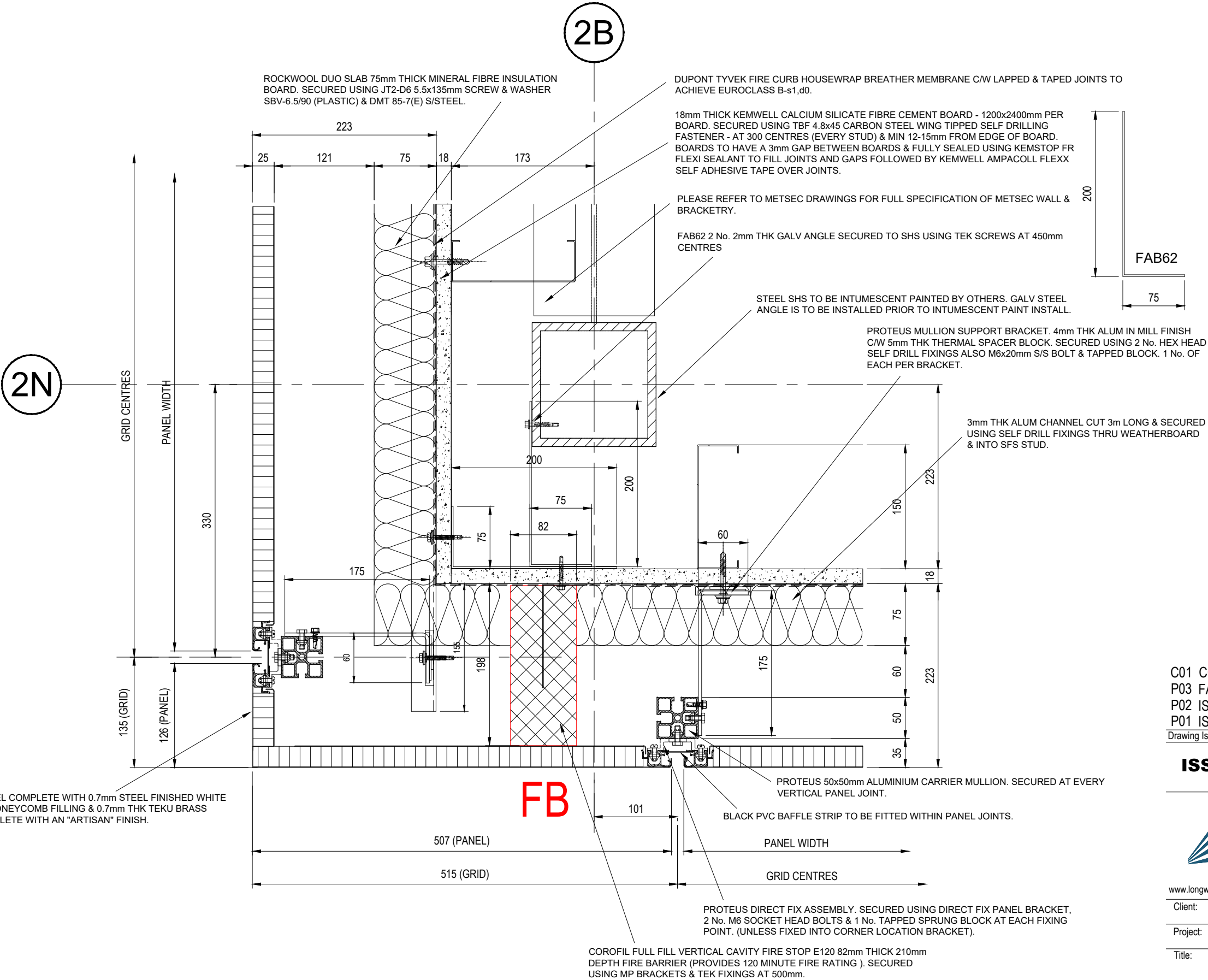
Title:

PROTEUS RAINSCREEN RETURN SECTION
BEYOND GRID LINE 12

Drawing Ref:	Suitability	Revision
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LRFS-LW-ZZ-ZZ-DR-00014 C01

Drawn: **WBW** Checked: **PH** Scale: **1:50 @A3**



C01 CONSTRUCTION ISSUE	12/08/24
P03 FACADE MOVED OUT 50mm TO 223mm	05/07/24
P02 ISSUED FOR REVIEW VIA ACONEX	06/12/23
P01 ISSUED FOR COMMENT	11/09/23

Drawing Issue Notes

ISSUED FOR CONSTRUCTION

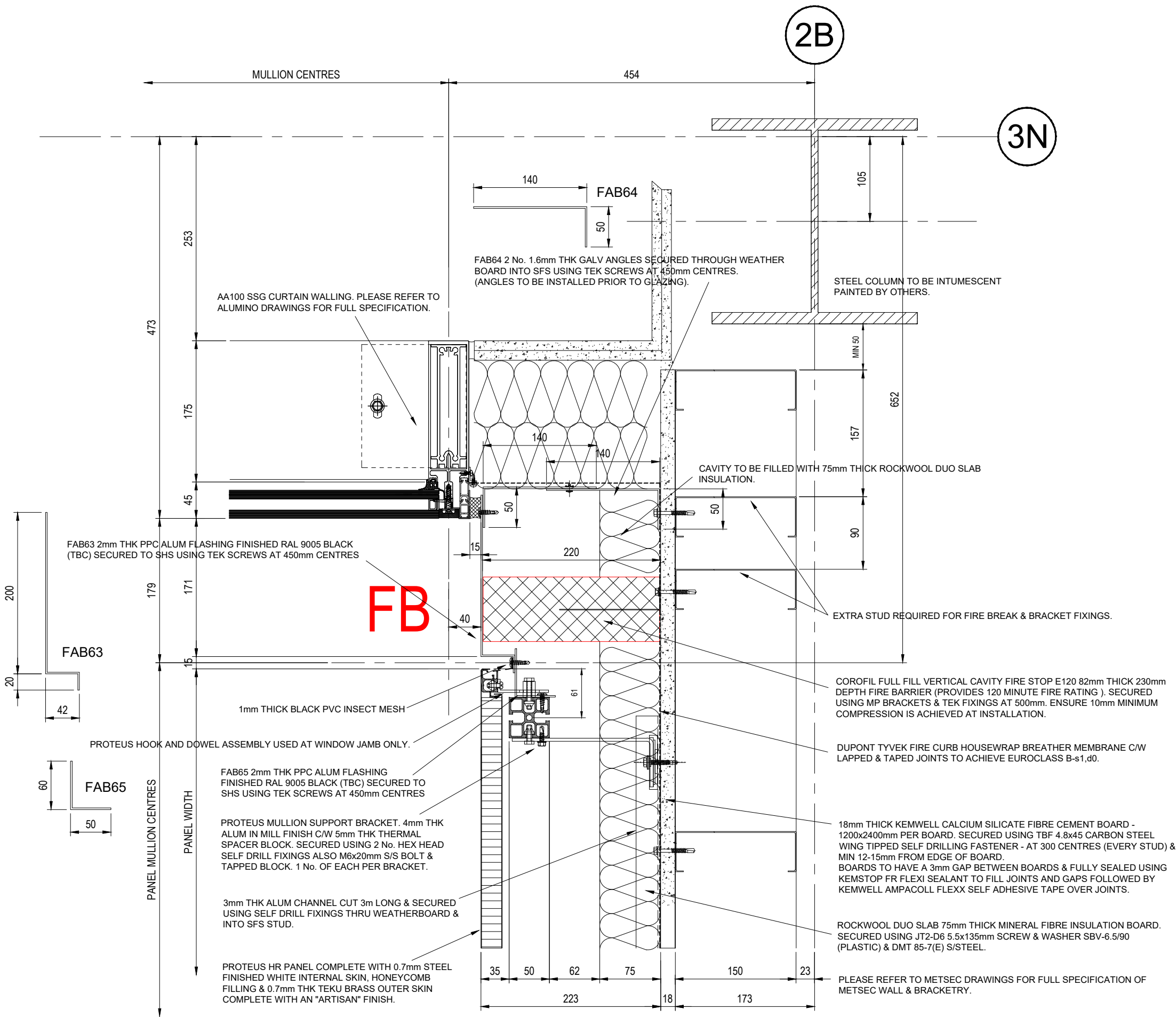


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Client:	ALLIED LONDON
Project:	LONDON ROAD FIRE STATION
Title:	

RAINSCREEN CORNER DETAIL AT GL 2B/2N

Drawing Ref:	Suitability	Revision
LRFS-LW-ZZ-ZZ-DR-00111		C01
Drawn: WBW	Checked: PH	Scale: 1:5 @A3



C01 CONSTRUCTION ISSUE 12/08/24
P03 FACADE MOVED OUT 50mm TO 223mm 05/07/24
P02 ISSUED FOR REVIEW VIA ACONEX 06/12/23
P01 ISSUED FOR COMMENT 11/09/23

Drawing Issue Notes

ISSUED FOR CONSTRUCTION



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Client: ALLIED LONDON

Project: LONDON ROAD FIRE STATION

Title:

INTERNAL CORNER WITH GLAZING AT GL 2B/3N

Drawing Ref: Suitability Revision

LRFS-LW-ZZ-ZZ-DR-00112 C01

Drawn: WBW Checked: PH Scale: 1:5 @A3



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Client: ALLIED LONDON

Project: LONDON ROAD FIRE STATION

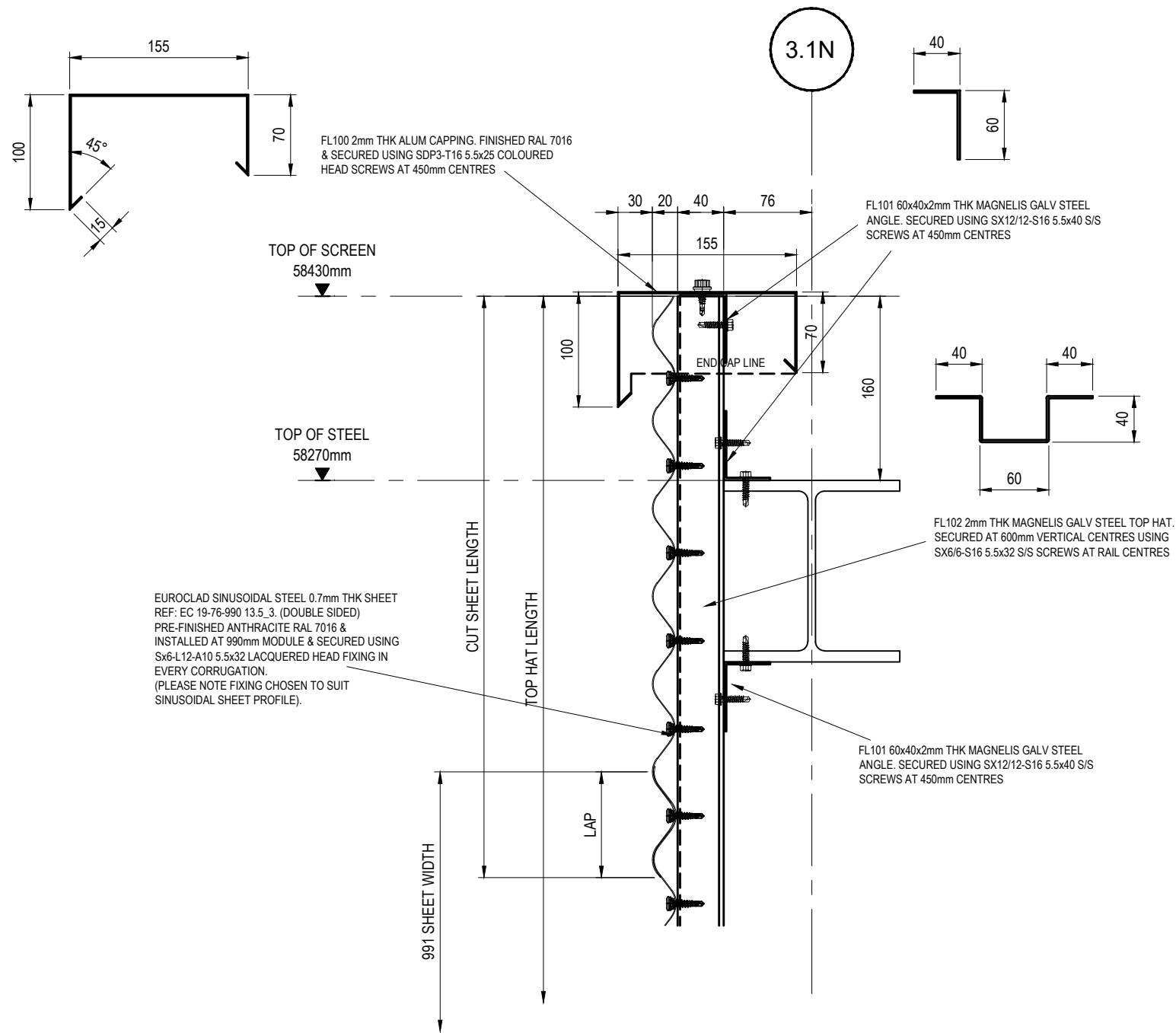
Title: _____

PROTEUS CORNER & DOOR JAMB DETAIL AT LEVELS 1 & 2

Drawing Ref:	Suitability	Revision
--------------	-------------	----------

LRFS-LW-ZZ-ZZ-DR-00116 C01

Drawn: **WBW** Checked: **PH** Scale: **1:7.5 @A3**



C01 CONSTRUCTION ISSUE	12-08-24
P02 ENG COMMENTS ADDED	03-10-24
P01 ISSUED FOR COMMENT	10-09-24

Drawing Issue Notes

ISSUED FOR CONSTRUCTION



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Client: ALLIED LONDON

Project: LONDON ROAD FIRE STATION

Title:

PLANT ROOM WALL - COPING DETAIL

Drawing Ref: Suitability Revision

LRFS-LW-ZZ-ZZ-DR-00130 C01

Drawn: WBW Checked: PH Scale: 1:5 @A3



Drawing Issue Notes

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Client: ALLIED LONDON

Project: LONDON ROAD FIRE STATION

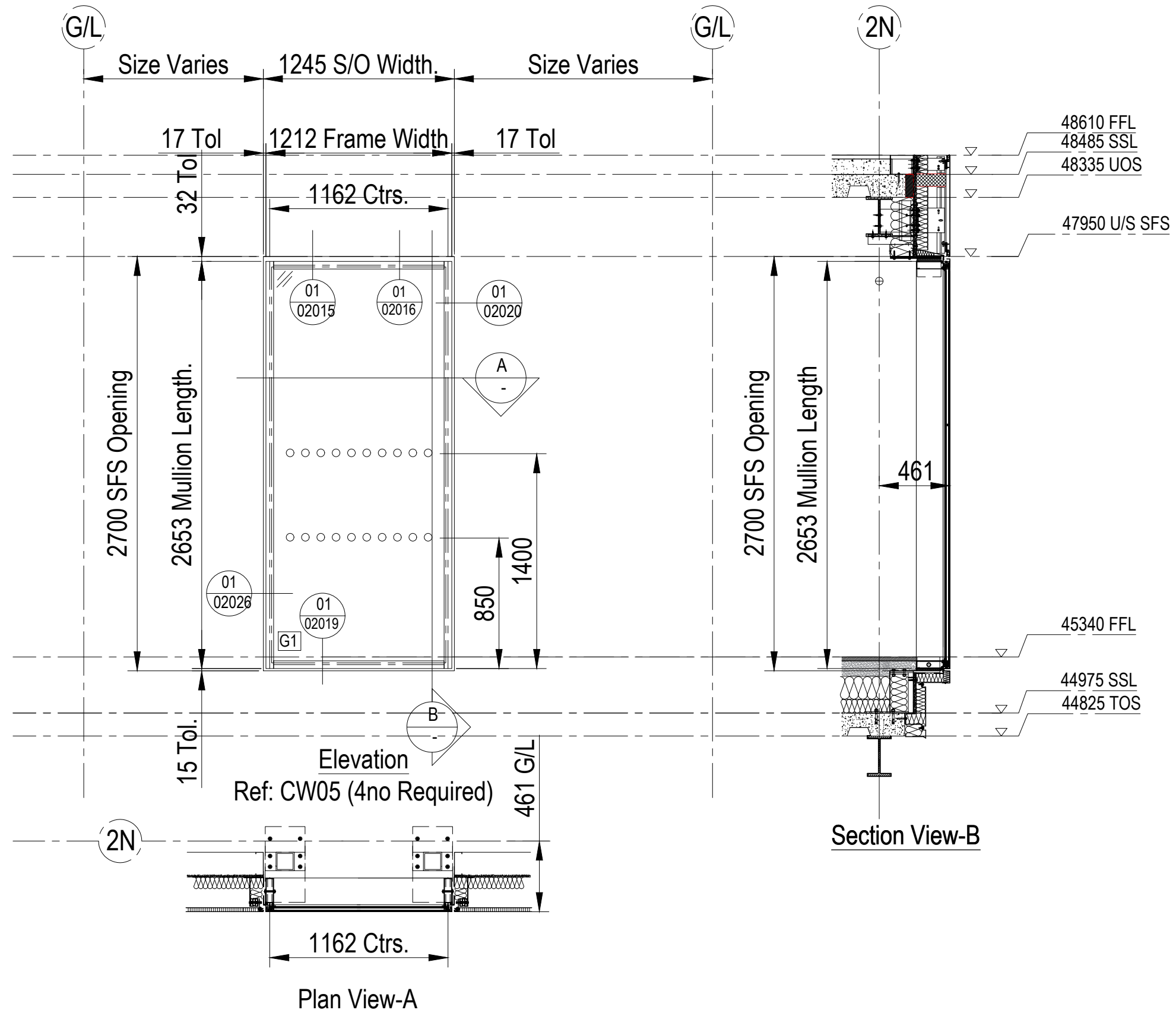
Title:

PLANT ROOM WALL SINUSOIDAL SCREEN BASE DETAIL

Drawing Ref:	Suitability	Revision
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LRFS-LW-ZZ-ZZ-DR-00131 C01

Drawn: WBW Checked: PH Scale: 1:5 @A3



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C01 Construction Issue

P01 First Issue

Rev Description

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CLIENT:
Longworth

JOB TITLE:
London Road, Fire Station

DRG. TITLE:
General Arrangements CW05

DRN BY: DM DATE: 24.04.24

SCALE: 1:30 @ A3

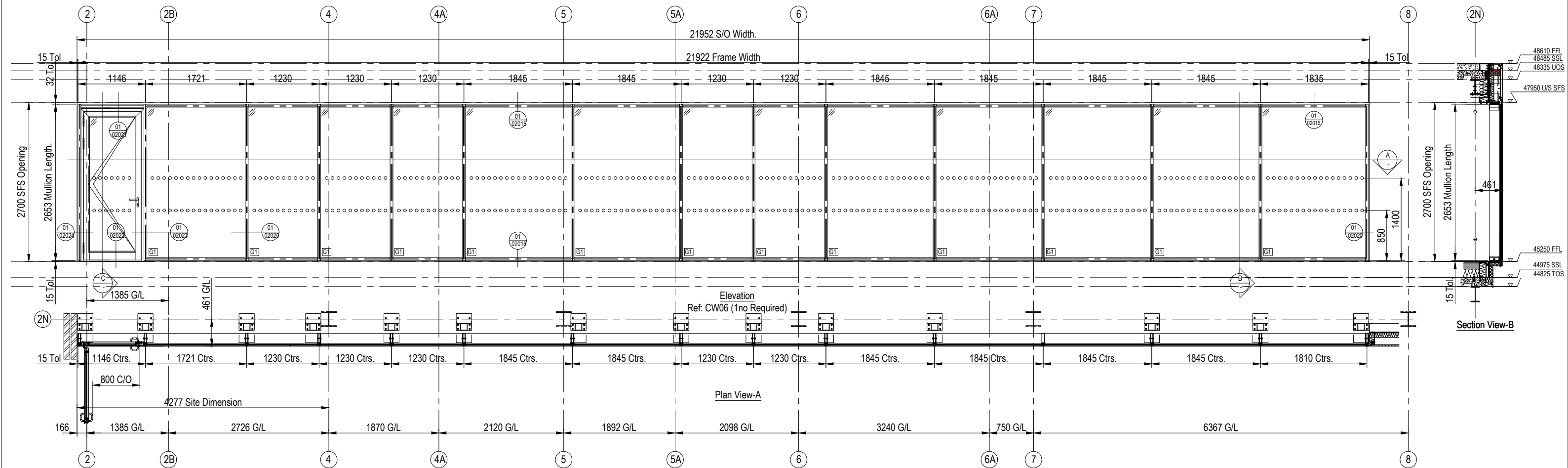
Checked By: MP

Drawing Status: For Construction

DRG. No.
LRFS-LW-ZZ-ZZ-DR-02008

REV
C01

All Elevations Viewed Externally



Please refer to drawing: LRFS-LW-ZZ-ZZ-SP-02001 Rev: P02 for door ironmongery. Note: Door access control supplied and installed by others, not part of Alumino works.

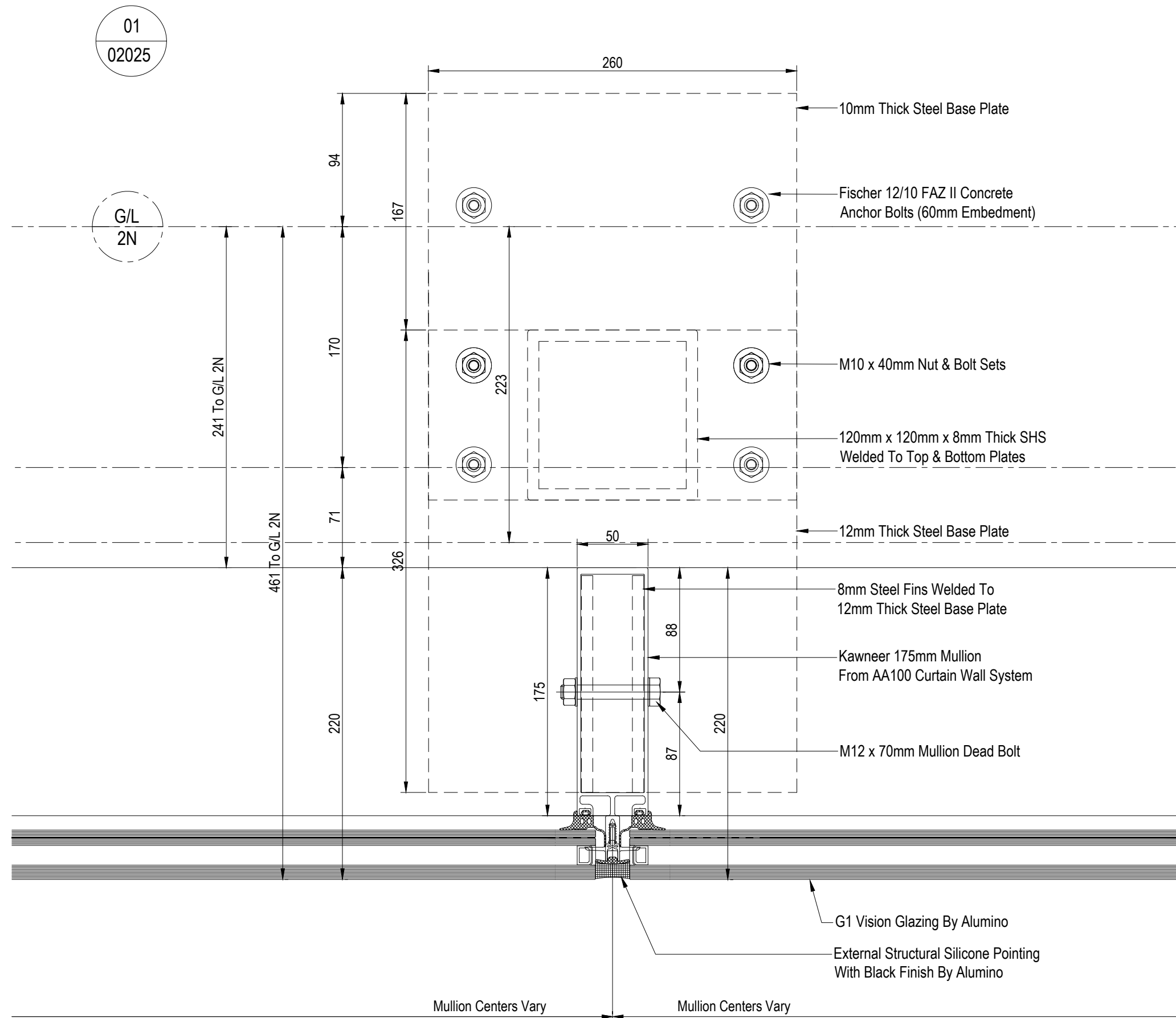


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C01	Construction Issue	04.06.24
P01	First Issue	24.04.24
Rev	Description	Date
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CLIENT:	DRN BY: DM
Longworth	DATE: 24.04.24
	SCALE: 1:65 @ A3
	Checked By: MP
JOB TITLE:	Drawing Status: For Construction
London Road, Fire Station	
DRG. TITLE:	
General Arrangements CW06	

DRG. No.	REV
LRFS-LW-ZZ-ZZ-DR-02009	C01
All Elevations Viewed Externally	



C01	Construction issue	04.06.24
P01	First issue	24.04.24
Rev	Description	Date

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CLIENT:

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JOB TITLE:

London Road, Fire Station

DRG. TITLE:

CW06 Typical Mullion Detail

DRN BY: DM DATE: 24.04.24

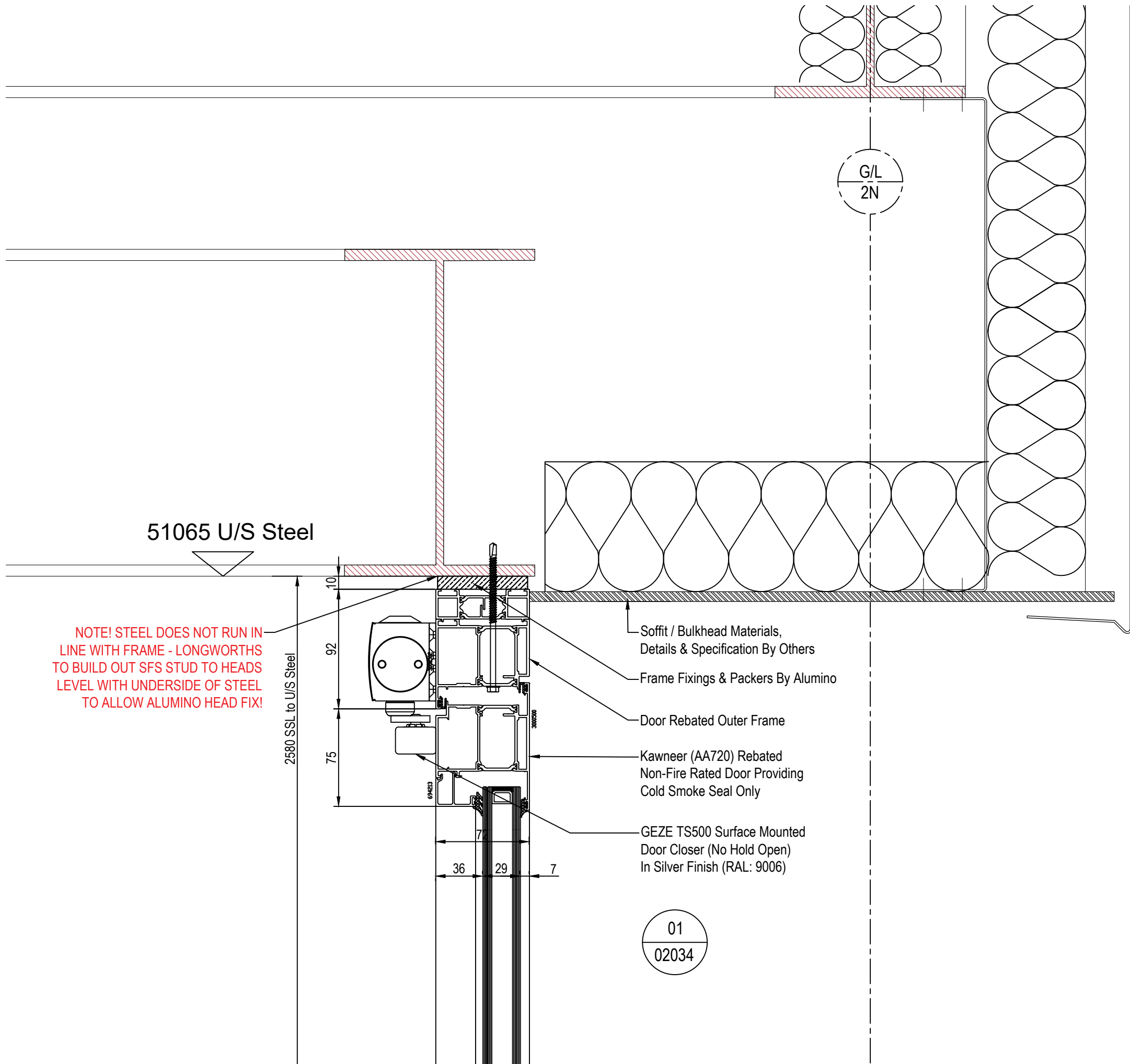
SCALE: 1:3 @ A3

Checked By: MP

Drawing Status: For Construction

DRG. No. LRFS-LW-ZZ-ZZ-DR-02025	REV C01
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All Elevations Viewed Externally



C01	Updated to site survey - Construction Issue	05.11.24
P03	Updated to site survey with Longworth / BSB	02.10.24
P02	Updated to architects comments	06.06.24
P01	First issue	24.04.24
Rev	Description	Date

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CLIENT:
Longworth

JOB TITLE:
London Road, Fire Station

DRG. TITLE:
CW10 - Door Head Detail

DRN BY: DM DATE: 15.04.24

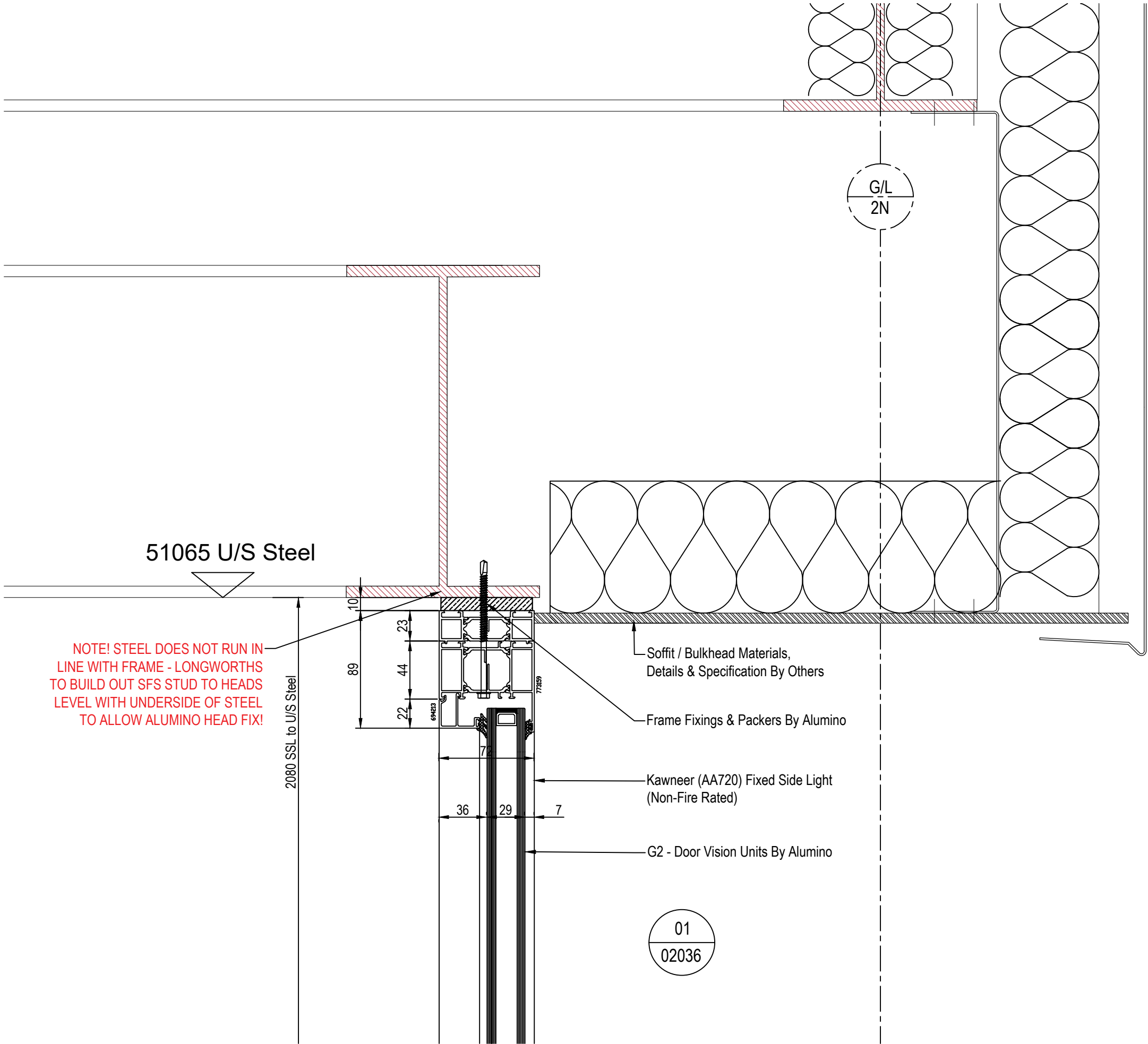
SCALE: 1:3 @ A3

Checked By: MP

Drawing Status: For Approval

DRG. No. LRFS-LW-ZZ-ZZ-DR-02034	REV C01
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All Elevations Viewed Externally



C01	Updated to site survey - Construction Issue	05.11.24
P03	Updated to site survey with Longworth / BSB	02.10.24
P02	Updated to architects comments	06.06.24
P01	First issue	24.04.24
Rev	Description	Date

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CLIENT:
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JOB TITLE:
London Road, Fire Station

DRG. TITLE:
CW10 - Head Detail Side Light

DRN BY: DM DATE: 15.04.24

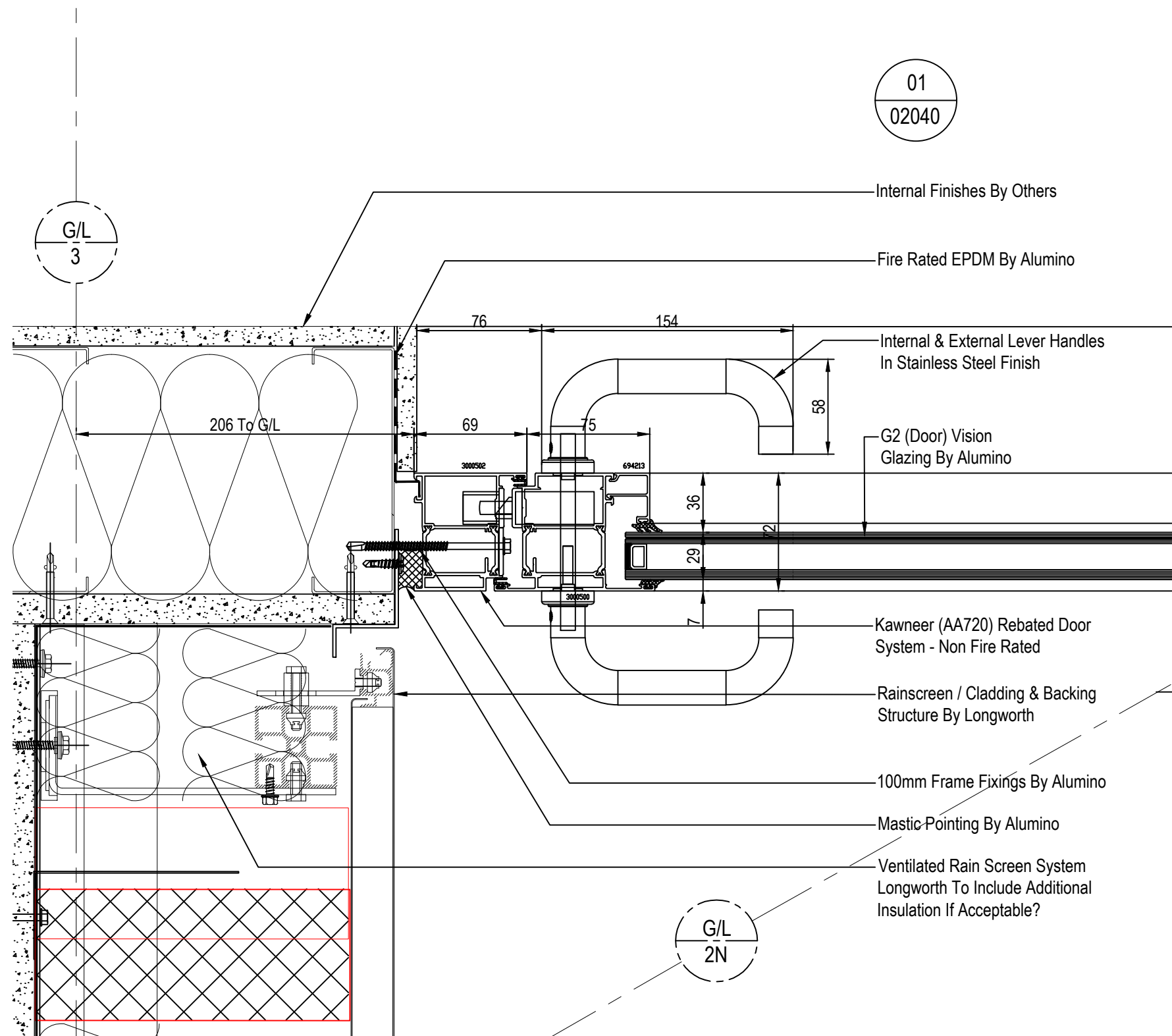
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Checked By: MP

Drawing Status: For Approval

DRG. No. LRFS-LW-ZZ-ZZ-DR-02036	REV C01
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All Elevations Viewed Externally



C01	Construction issue	05.11.24
P03	Updated to site survey with Longworth / BSB	02.10.24
P02	issue for approval	04.06.24
P01	First issue	24.04.24
Rev	Description	Date

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CLIENT:

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JOB TITLE:

London Road, Fire Station

DRG. TITLE:

CW09, CW10 & CW11 - L/H Jamb Detail

DRN BY: DM DATE: 24.04.24

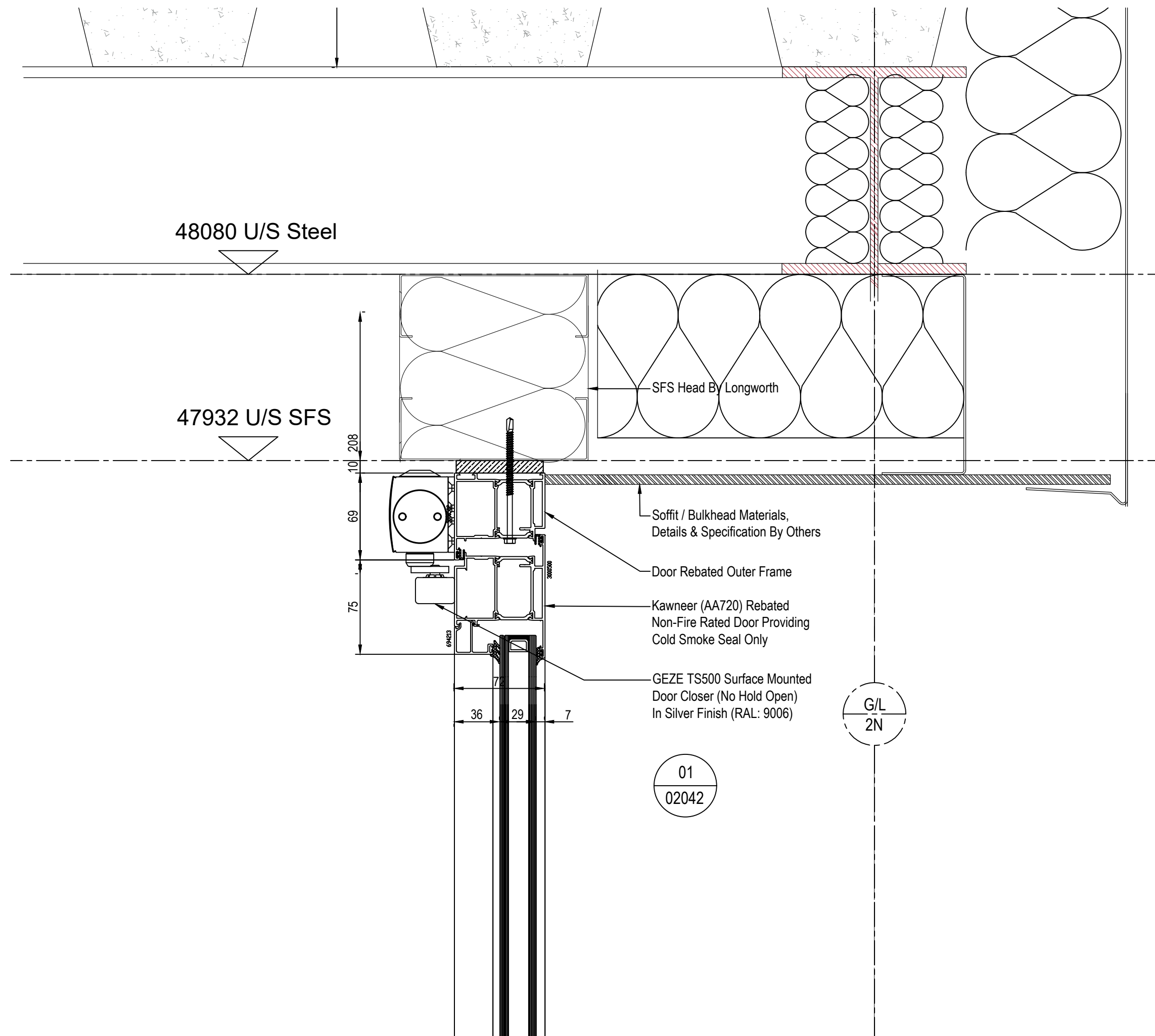
SCALE: 1:3 @ A3

Checked By: MP

Drawing Status: For Construction

DRG. No.	REV
LRFS-LW-ZZ-ZZ-DR-02040	C01

All Elevations Viewed Externally



C01	Updated to site survey - Issued for final approval	05.11.24
P03	Updated to site survey with Longworth / BSB	02.10.24
P02	Updated to architects comments	04.06.24
P01	First issue	24.04.24
Rev	Description	Date

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CLIENT:

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JOB TITLE:

London Road, Fire Station

DRG. TITLE:

CW09 Head Detail

DRN BY: DM DATE: 24.04.24

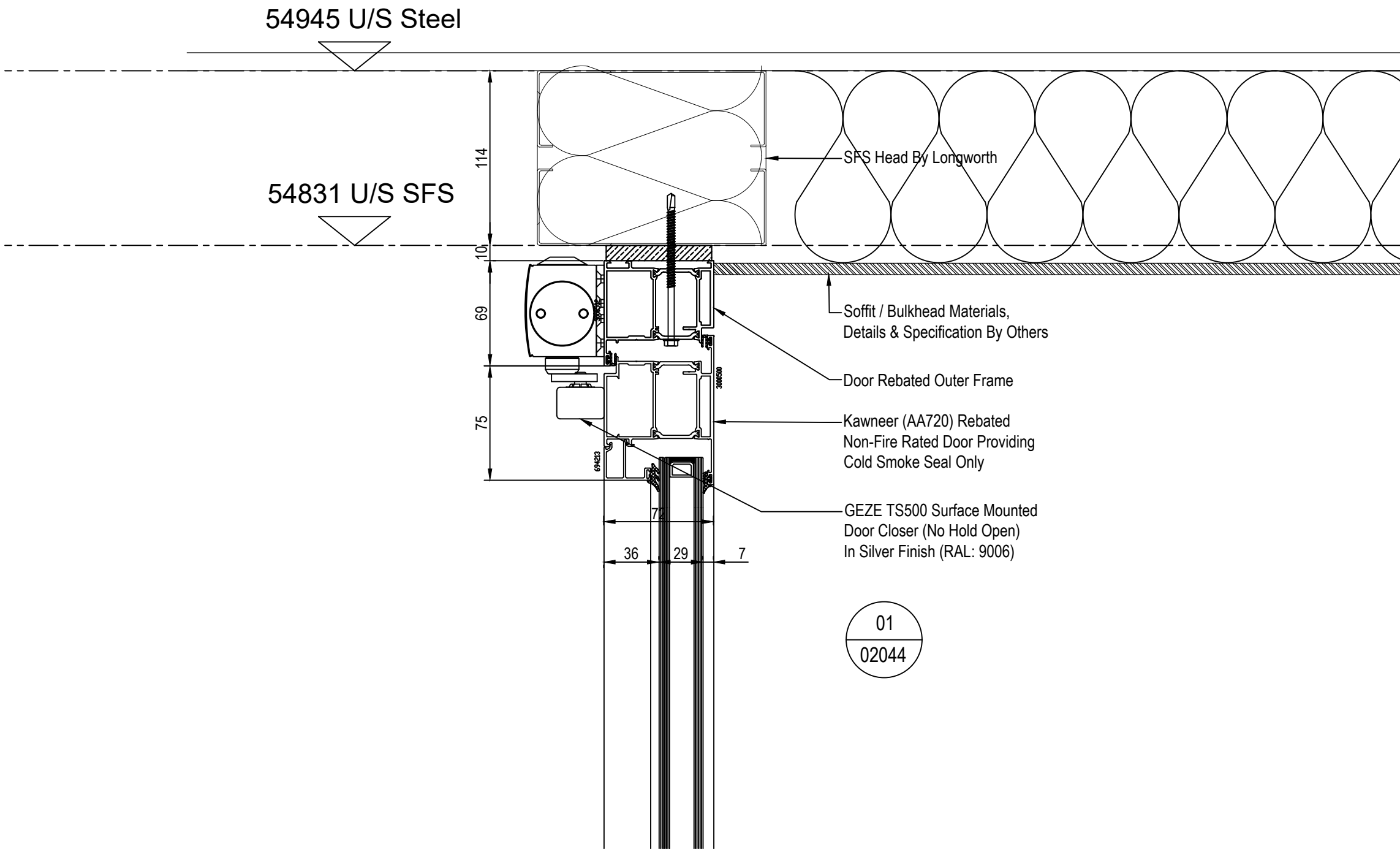
SCALE: 1:3 @ A3

Checked By: MP

Drawing Status: For Approval

DRG. No. LRFS-LW-ZZ-ZZ-DR-02042	REV C01
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All Elevations Viewed Externally



C01	Updated to site survey - Construction Issue	05.11.24
P03	Updated to site survey with Longworth / BSB	02.10.24
P02	Updated to architects comments	04.06.24
P01	First issue	24.04.24
Rev	Description	Date

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CLIENT:
Longworth

JOB TITLE:
London Road, Fire Station

DRG. TITLE:
CW11 Head Detail

DRN BY: DM DATE: 24.04.24

SCALE: 1:3 @ A3

Checked By: MP

Drawing Status: For Approval

DRG. No. LRFS-LW-ZZ-ZZ-DR-02044	REV C01
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All Elevations Viewed Externally



Longworth

Allied London

R1950 London Road Fire Station



Handrail

TECHNICAL SUBMISSION

LRFS-LW-ZZ-ZZ-TS-00005 – C03

CONTENTS :

Section 1 – Specification Drawing

1.1 TO FOLLOW

Section 2 – Product Information

2.1 Altus Magna Tube Datasheet

2.2 Altus Freestanding Guardrail Datasheet

Section 3 – Product Test Data [CWCT/Warrington Fire/IFC etc]

3.1 EVORail Test Certification

Section 4 – Product Certification [BBA/3rd Party Certs etc]

4.1 Galvanisers Life Expectancy

4.2 Guarantee

Section 5 – Calculations [U-Value / Static / Engineer]

5.1 NOT REQUIRED

Section 6 – Company Information & Certificates **[ISO/Environmental/Sustainability/BES6001 etc]**

6.1 Construction Line Accreditation

6.2 Altus Safe Contractor Accreditation

SECTION 1

**SPECIFICATION DRAWING
SEE DESIGN**

SECTION 2

PRODUCT INFORMATION

Altus[®]

The new Standard in Corrosion Resistant Coated Tube

The UK's Leading Work
at Height Specialists

altussafety.com

Up to 20 times the corrosion Resistance of galvanised tube

MAGNAtube® sets a new standard in corrosion-resistant coated steel tube: up to 20 times the corrosion resistance of galvanized tube, a tough scratch-resistant surface, the durability of high-strength steel, self-healing properties, and with the added benefit of environmental sustainability.

Not only does MAGNAtube's revolutionary zinc/aluminium/magnesium coating withstand the most hostile conditions, including alkaline and ammonia rich environments, it also endows extreme longevity. Subject to exhaustive tests carried out by Rotech Laboratories, one of the UK's leading test houses, MAGNAtube® endured the equivalent of 100 years' exposure to the harshest elements without undue deterioration.

Long after conventional hot dip and pre-galv tube had succumbed to terminal corrosion, MAGNAtube® showed nothing more than a superficial opaque deposit.



Call Ben Emery Today
Want to discuss your requirements?
Tel: 0330 113 0870
Email: enquiries@altussafety.co.uk

The UK's Leading
Work at Height Specialists

Altus 

Up to 20 times the corrosion Resistance of galvanised tube

The Simonkolleite factor

The corrosion resistance of MAGNAtube® is due to the dense protective layer formed on the outer and inner surfaces of the tube, in contrast to the porous surface of traditional galvanised tube products.

It's the magnesium content within the coating which forms this additional highly stable layer, called Simonkolleite, completing a triple level of unrivalled barrier and sacrificial protection both outside and inside the tube. Additionally, Simonkolleite protects any exposed cut edges by actually spreading across and covering them.

MAGNAfusion®

Top Tubes' unique MAGNAfusion® weld repair, carefully formulated to precisely match the characteristics of the rest of the coating and designed to work in conjunction with the spreading action of Simonkolleite, completes MAGNAtube's total protection.

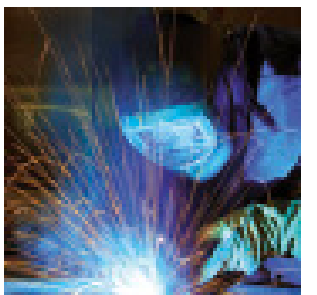
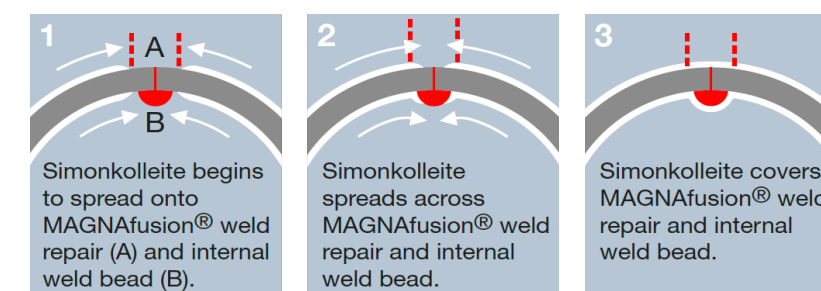
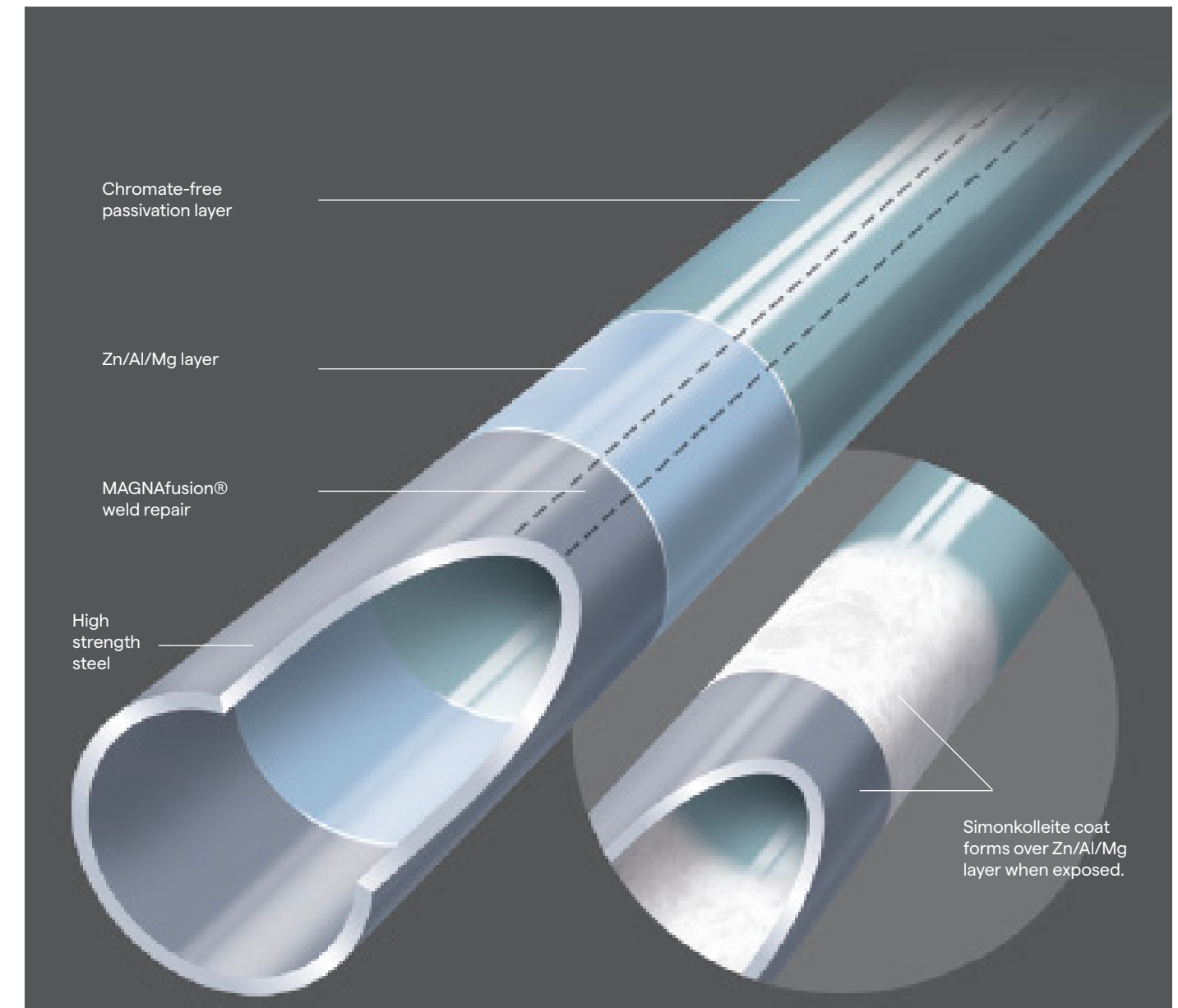
Despite the fact that MAGNAtube's surface is extremely hard and durable, fending off day to day scratches and abrasions, further processing is unaffected. Surface finish performance of the coating is actually superior to that of post-galvanised steel tube.

See the benefits for yourself

Contact Altus to find out more or, even better, to see a side by side salt spray test of MAGNAtube's benefits compared to the galvanized tube you presently employ.

We think you'll agree that MAGNAtube® is the anti-corrosion coated tube of the future.

Performance Guaranteed



Call Ben Emery Today
Want to discuss your requirements?
Tel: 0330 113 0870
Email: enquiries@altussafety.co.uk

The UK's Leading
Work at Height Specialists

Altus

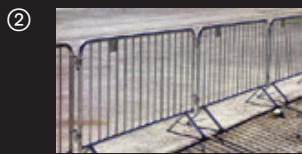
MAGNAtube® is perfectly in line with environmental objectives, of which solar energy is a part ①. Its extended life reduces resourcewasting maintenance, often in remote areas, plus it reduces manufacturing resources, and contributes to lower amounts of zinc in the atmosphere.

Alkaline and ammonia resistance makes MAGNAtube® perfect in the construction industry ② and where livestock are present ③. Increased corrosion resistance in soils is another benefit of MAGNAtube®.

Warm humid environments found in greenhouses and polytunnels ④ make MAGNAtube® the ideal tubular component within these structures. In coastal and maritime applications ⑤ MAGNAtube® resists

saltladen air far more effectively than galvanised tube, providing a service life similar to that of aluminium and stainless steel but at a much lower cost.

Heat exchangers ⑥ are an ideal application to benefit from the advantages of this new product.



The UK's Leading
Work at Height Specialists

altussafety.com



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Want to discuss your requirements?
Tel: 0330 113 0870
Email: enquiries@altussafety.co.uk

Aitus®

Altus

Altusrail Standard O&M Manual

The UK's Leading Work
at Height Specialists

altussafety.com

Altusrail Freestanding System

Altusrail has its very own unique design which makes the system aesthetically pleasing like no other on the market.

Altusrail system provides a permanent edge protection without the need to mechanically fix though the roofing membrane or roof structure, and provides full protection where regular access for maintenance and inspections are required.

The strength, stability and safety of Altusrail is derived from our designed cantilever principal, hence there is no need to drill and puncture the roof membrane. This avoids noise disturbance during installation and potential penetrative water damaged.

Altusrail is Robust

With all of the systems fixings grade A2 stainless steel, its extra smooth galvanized finish (EN ISO 1461) and eco friendly re-cycled weights gives it a minimum lifespan of at least 25yrs, therefore making the system maintenance free.

Altusrail is Modular

The system consists of galvanized pre-assembled uprights, 2.5mt rails and our slide on weight. The 2.5mt hand and knee rails are connected with the Altusrail Eazy clamp upright, which is fast, straightforward and easily adjustable to provide that perfect level finish. With no requirement for drilling, the system is easily mounted on the platform supplied.

Altusrail is Versatile

The system has been specifically designed to fit all shapes and sizes of flat roofs, even circular designs. The system can also cope with level changes, roof falls and difficult designs, such as ductwork passing over the roof edge and cable trays/plant mounted at the roof edge.

Membrane Protection

Altusrail is supplied with moulded rubber feet to protect the roof membrane. The rubber weights are also membrane friendly; for ultimate protection extra roof membrane can be placed under the foot and weight. This is not supplied with Altusrail.

Testing & Certification

All Altusrail systems have been tested and approved by Satra Technology. Full documentation is available on request. All Altusrail systems comply with the following requirements::

- EN 13374: 2004
- European Directive 2001/45/CE
- BS6399 ; Part 2 1997
- Code of Practice for Wind Load.
- Working at heights regs 2005

Altusrail Aesthetics

The extra smooth galvanized finished can be further enhanced with application of powder coating. This can be specially ordered to the client's choice of any RAL No they require. Altusrail standard system is one of many freestanding systems available in our product range.

- Altusrail Radius
- Altusrail Non Trip
- Altusrail Standard
- Altusrail Top Fixed

In a choice of materials

- Galvanized
- Aluminium
- Stainless steel

We also offer bespoke systems designed by our in-house fully experienced design engineers.



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Specification

Altusrail Standard Long Upright ERSLU

The upright is used as the main support to the system, the 2.5mtr rail easily slides in and is locked on using a 5mm allen key. The stop inside the upright gives 2.5mt centres naturally without the need of measuring on site.

Material: Galvanized to BS EN ISO 1461

Component weight: 9 kilos



Altusrail Standard Short Upright ERSSU

The upright is used as the 2nd main support to the system, the 2.5mtr rail easily slides in and is locked on using a 5mm allen key. The stop inside the upright gives 2.5mt centres naturally without the need of measuring on site.

Material: Galvanized to BS EN ISO 1461

Component weight: 7.5 kilos



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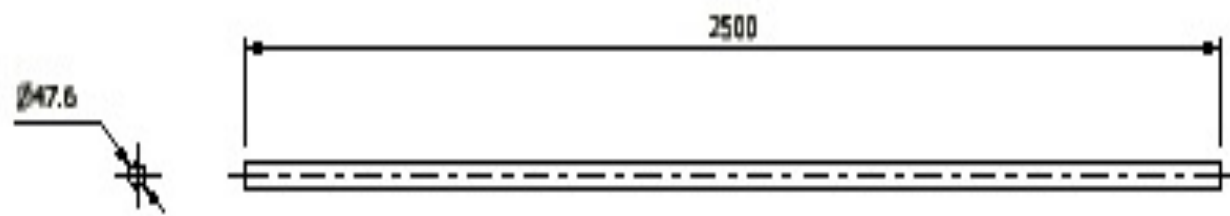
Altus 

Altusrail 2.5mt Rail – ERAIL

The 2.5mt rail connects the long and short upright together, top and mid rail.

Material: Galvanized to BS EN ISO 1461

Component Weight: 6.0 kilos

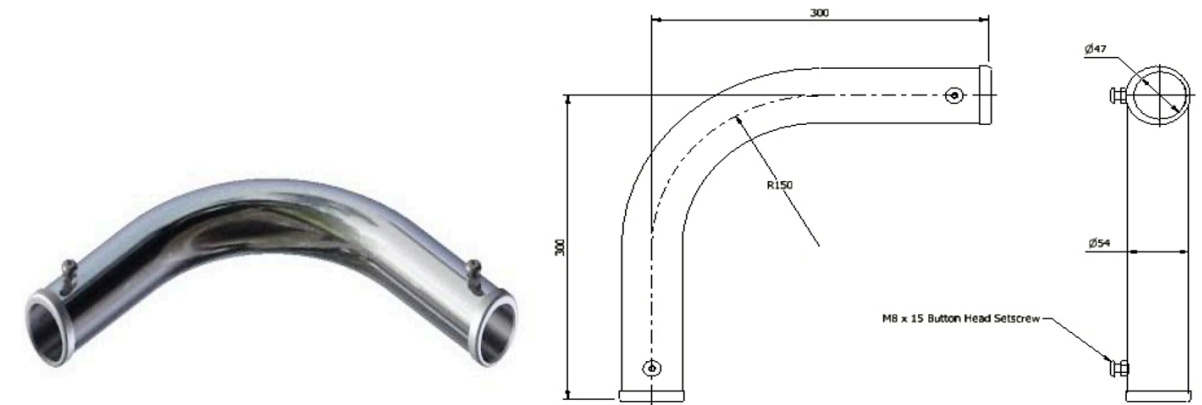


Altusrail Sweeping Bend – ERSWB

The sweeping bend provides the means to deal corners.

Material: Galvanized to BS EN ISO 1461

Component Weight: 1.4 kilos

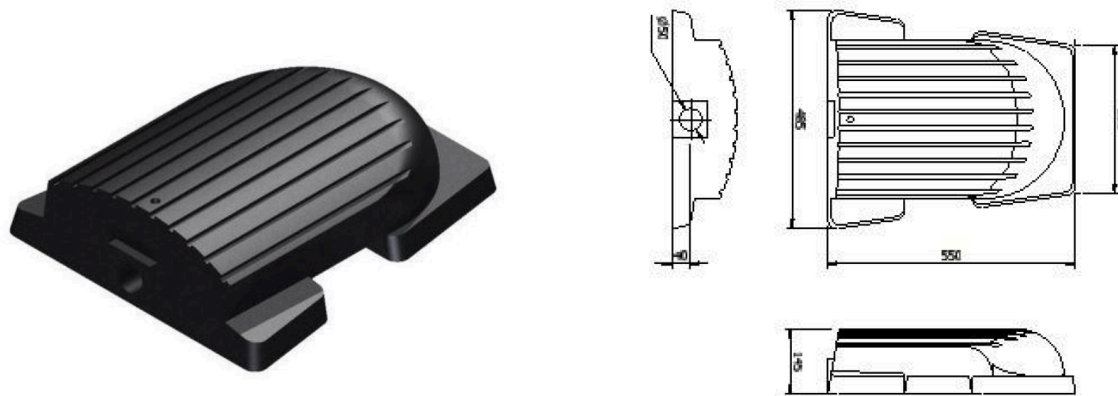


Altusrail Rubber Weight – ERRUW

The easy slide on weight gives the stability to the system.

Material: re-cycled rubber

Component Weight – 20 kilos

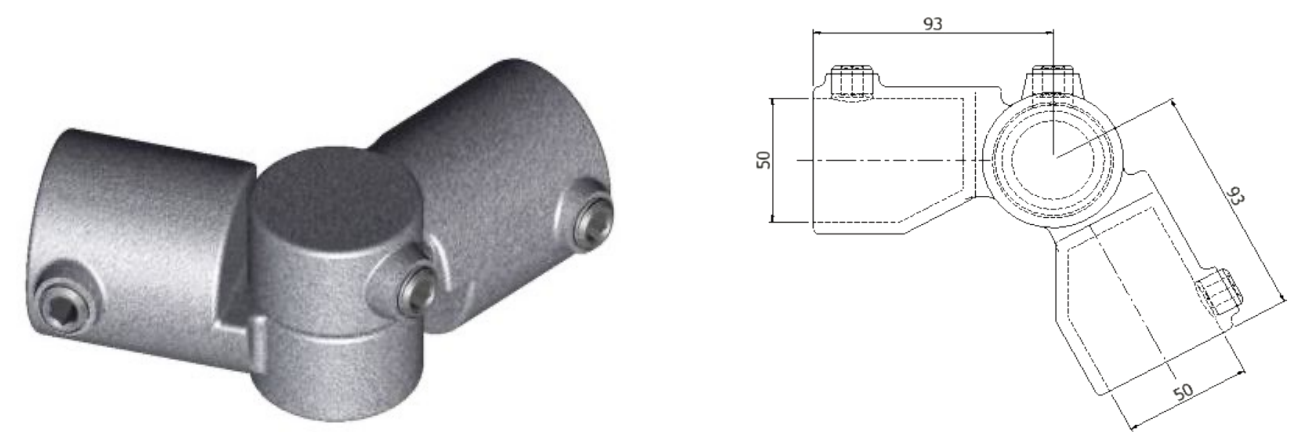


Multi bend – ERMUB

This allows you to deal with corners that aren't 90 degrees, and also can be used for changes in roof level.

Material: Galvanized to BS EN ISO 1461

Component weight: 1.5 kilos



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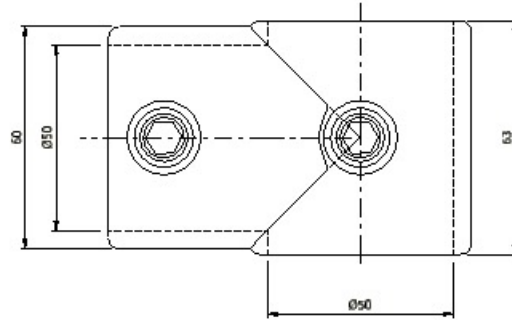
Altus 

T – piece – ERTPI

The T piece is used in conjunction with a free standing end and is used many different instances

Material: Galvanized to BS EN ISO 1461

Component weight: 1.0 kilo

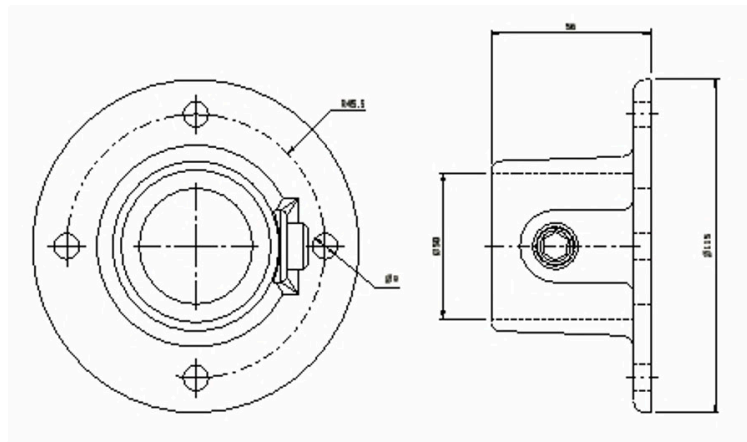
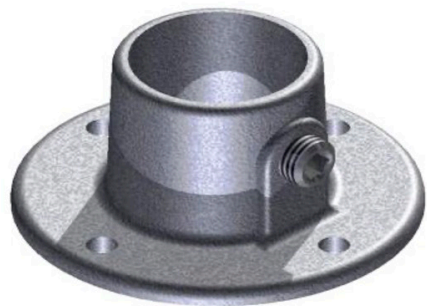


Wall bracket – ERWBK

Used at the end of a run where you can fix into a wall/cladding.

Material: Galvanized to BS EN ISO 1461

Component Weight: 1.1 kilos

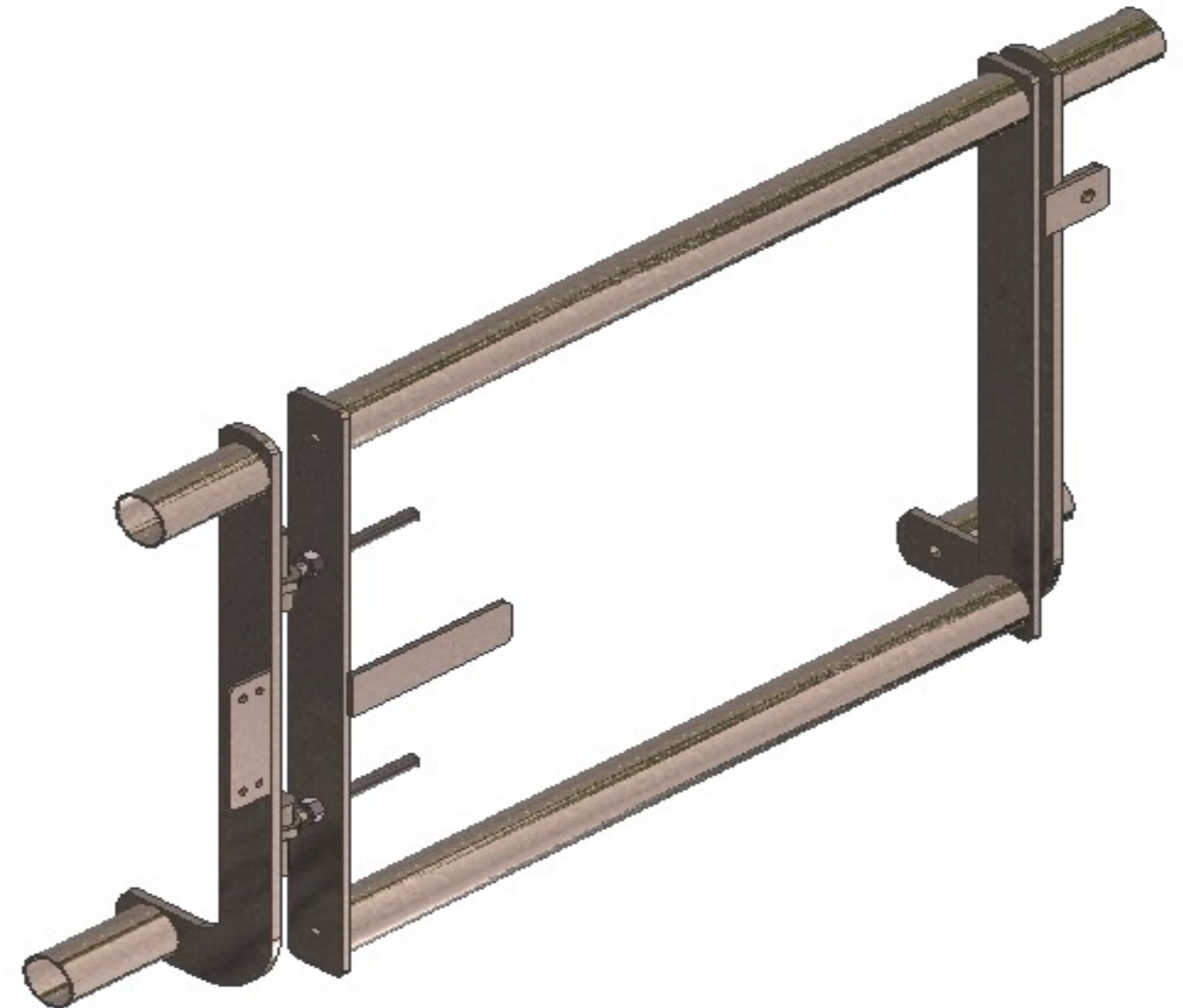


Altusrail Self Closing Gate – ERSWG

Used to safely gain access through the Altusrail system.

Material: Galvanized to BS EN ISO 1461

Component Weight – 20 kilos



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General

Altusrail standard is a fully designed and tested guardrail which uses cantilever balanced uprights, without the requirement for physical fixing into the roof's membrane / structure.

It's a permanent freestanding guardrail which has adjustment in the uprights which caters for rise and falls of the roof, therefore keeping the system level to the parapet at all times.

Material

- Altusrail is manufactured from steel to BS EN10025 S275, with a galvanized finish which is extra smooth - BS EN ISO 1461.

- Altusrail – hand & knee rails are 48mm external diameter.

- All fixings are grade A2 stainless steel.

- All additional cast clamps used are galvanized malleable cast iron produced to BS EN 1562.

- The uprights have a moulded rubber foot to protect the roof membrane.

- All rubber weights are also roof membrane friendly.

- Any on-site tube cuts can be protected by a selection of plastic cap ends, to prevent exposure to rust.

Layout

- Height of Altusrail is set at 1100mm.

- All uprights are set at 2.5mt centres, alternating the long upright and short upright. Rubber weights to be fixed on every long upright at 5mt centres.

- All free standing ends are double weighted or supported by being fixed with a wall bracket.

Test Criteria

Altusrail standard was tested to the Health and Safety Executives Specialist Inspectors Report No 15.

- All testing was carried out on a roof pitch of 10 degrees as the Building Regs stipulate a flat roof can be 0 – 10 degrees in pitch.

- All guardrail testing was carried on a 5mtr straight run without any returns or double weights

- A 0.7kn load was applied to the top rail at the very end of the 5mt straight run without moving more than 100mm at the base.

- A 0.3kn load was applied to the top rail between vertical supports in the first bay from one end. Tube deflection did not exceed 35mm.



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Altus 

SECTION 3

PRODUCT TEST DATA

Customer details: AKM Fabrications Ltd
Unit 6, Yarrow Business Centre
Yarrow Road
CHORLEY
PR6 OLP

SATRA reference: SPC0242879 /1607
Issue 2

Your reference:

Date of report: 18 May 2016

Samples received: 17 February & 17 May
2016

For the attention of: Graham Ross

Date(s) work carried out: 2 March & 17 May
2016

TECHNICAL REPORT

Subject: Limited testing of guard rail described as "Evo Rail Standard (New)" in accordance with
EN 13374: 2013

This replaces report reference SPC0245502/1618 dated 11th March 2016

Conditions of Issue:

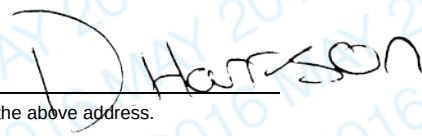
This report may be forwarded to other parties provided that it is not changed in any way. It must not be published, for example by including it in advertisements, without the prior, written permission of SATRA.

Results given in this report refer only to the samples submitted for analysis and tested by SATRA. Comments are for guidance only.

A satisfactory test report in no way implies that the product tested is approved by SATRA and no warranty is given as to the performance of the product tested. SATRA shall not be liable for any subsequent loss or damage incurred by the client as a result of information supplied in the report.

The uncertainty of the results (UoM) in this report is based on a standard uncertainty multiplied by a coverage factor $k=2$, which provides for a confidence level of approximately 95%.

Report signed by: Daniel Harrison
Position: PPE Technologist
Department: Safety Product Testing



WORK REQUESTED

Samples of Guard Rail described as "Evo Rail Standard (New)" were received by SATRA on the 2nd March & 17 May 2016, for limited testing in accordance with EN 13374: 2013 Temporary edge protection systems clauses 5.1.1, 5.1.3, 5.2.1, 6.3.2 & 6.3.7

All metal work for use on the guard rail has a thickness of 1.5mm

CONCLUSIONS

SAMPLE REFERENCE	STANDARD	CLAUSE / PROPERTY	PASS / FAIL
Evo Rail Standard (New)	EN 13374: 2013	5.1.1 Basic requirements	PASS
		5.1.3 Principal guardrail	PASS
		5.2.1 Additional requirements – Edge protection system class A	PASS
		6.3.2 Static loads – Serviceability limit state	PASS
		6.3.7 Static loads – Ultimate limit state with accidental loads	PASS

TESTING

Testing was carried out in accordance with EN 13374: 2013 on the 2nd March & 17 March 2016 in the presence of representatives from AKM Fabrications Ltd

Testing was carried out on four samples of guardrail on a flat concrete surface, in both dry and wet conditions

Samples were tested as received, and were not subject to any pre-conditioning processes other than those stated in individual test clauses



Figure 1 – Guard Rail described as “Evo Rail Standard (New)” installed on a concrete surface

TEST RESULTS

Table 1 – Testing of guard rail described as “Evo Rail Standard (New)” in accordance with EN 13374: 2004 for a class A device

EN 13374: 2013 CLAUSE / TEST	EN 13374: 2013 REQUIREMENT	RESULT / COMMENT	UoM (See note 1)	PASS / FAIL
5.1.1 Basic requirements	An edge protection system shall comprise at least a principal guardrail and an intermediate guardrail or intermediate protection	Edge protection system includes principle and intermediate guard rail	N/A	PASS
	It shall be possible to attach a toe board	Toe board supplied		PASS
	All components in the system shall be designed to avoid accidental removal or displacement of any direction during use	Unintentional displacement unlikely during normal use		PASS
	The components shall be designed and manufactured so that injury to persons from puncturing or lacerating of the skin is prevented	No sharp edges or burrs that could add additional risk to user		PASS
5.1.3 Principal guardrail	The distance between the uppermost part of the edge protection and the working surface shall be at least 1.0 m measured perpendicular to the working surface	Nominal height of principle guard rail: 1.07 m	± 0.3 mm	PASS
	The principal guardrails shall be continuous and any horizontal gaps shall be less than 120mm	Principal guardrail is continuous with no gaps		PASS

EN 13374: 2013 CLAUSE / TEST	EN 13374: 2013 REQUIREMENT	RESULT / COMMENT	UoM (See note 1)	PASS / FAIL																																																																								
5.2.1 Additional requirements – Edge protection system class A	The inclination of edge protection system class A shall not deviate from the vertical by more than 15 ° If an intermediate guardrail is provided, any gap shall be so dimensioned that a sphere of 470 mm diameter will not pass through the protection If there is no intermediate guardrail or if it is not continuous, the edge protection system shall be so dimensioned that a sphere with a diameter of 250 mm will not pass through it	Angle of inclination: 9° Distance between principal guardrail and intermediate guardrail: 453mm Distance between intermediate guardrail and toe board: 442mm Not applicable	N/A	PASS PASS N/A																																																																								
6.3.2 Static loads – Serviceability limit state	Loads F_{Ti} shall act as follows - Perpendicular to the edge protection system in the outward direction - Vertical to the edge protection system in the downward direction The loads shall act separately and on posts, guardrails and toe boards. For posts and guardrails, F_{T1} = 300N For toe boards, F_{T2} = 200N Max average elastic deflection: 55mm Maximum single value of elastic deflection: 60mm	Surface condition: Dry Direction: Horizontal to edge protection Position: Principle guard rail centre <table><tr><th>Sample</th><th>δ_1 (mm)</th><th>δ_2 (mm)</th><th>$\delta_2 - \delta_1$ (mm)</th></tr><tr><td>1</td><td>5</td><td>8</td><td>3</td></tr><tr><td>2</td><td>4</td><td>6</td><td>2</td></tr><tr><td>3</td><td>2</td><td>8</td><td>6</td></tr><tr><td>4</td><td>2</td><td>8</td><td>6</td></tr><tr><td>Mean</td><td>N/A</td><td>N/A</td><td>4.25</td></tr></table> Position: Intermediate guard rail centre <table><tr><th>Sample</th><th>δ_1 (mm)</th><th>δ_2 (mm)</th><th>$\delta_2 - \delta_1$ (mm)</th></tr><tr><td>1</td><td>5</td><td>8</td><td>3</td></tr><tr><td>2</td><td>5</td><td>7</td><td>2</td></tr><tr><td>3</td><td>3</td><td>7</td><td>4</td></tr><tr><td>4</td><td>3</td><td>8</td><td>5</td></tr><tr><td>Mean</td><td>N/A</td><td>N/A</td><td>3.5</td></tr></table> Position: Toe board <table><tr><th>Sample</th><th>δ_1 (mm)</th><th>δ_2 (mm)</th><th>$\delta_2 - \delta_1$ (mm)</th></tr><tr><td>1</td><td>2</td><td>28</td><td>26</td></tr><tr><td>2</td><td>2</td><td>26</td><td>24</td></tr><tr><td>3</td><td>3</td><td>30</td><td>27</td></tr><tr><td>4</td><td>2</td><td>24</td><td>22</td></tr><tr><td>Mean</td><td>N/A</td><td>N/A</td><td>24.75</td></tr></table>	Sample	δ_1 (mm)	δ_2 (mm)	$\delta_2 - \delta_1$ (mm)	1	5	8	3	2	4	6	2	3	2	8	6	4	2	8	6	Mean	N/A	N/A	4.25	Sample	δ_1 (mm)	δ_2 (mm)	$\delta_2 - \delta_1$ (mm)	1	5	8	3	2	5	7	2	3	3	7	4	4	3	8	5	Mean	N/A	N/A	3.5	Sample	δ_1 (mm)	δ_2 (mm)	$\delta_2 - \delta_1$ (mm)	1	2	28	26	2	2	26	24	3	3	30	27	4	2	24	22	Mean	N/A	N/A	24.75	± 50 N See note 2	PASS
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Mean	N/A	N/A	25.0																																																																									

EN 13374: 2013 CLAUSE / TEST	EN 13374: 2013 REQUIREMENT	RESULT / COMMENT	UoM (See note 1)	PASS / FAIL																																																																								
6.3.2 Static loads – Serviceability limit state (continued)	Loads F_{Ti} shall act as follows - Perpendicular to the edge protection system in the outward direction - Vertical to the edge protection system in the donward direction The loads shall act separately and on posts, guardrails and toe boards. For posts and guardrails, $F_{T1} = 300N$ For toe boards, $F_{T2} = 200N$ Max average elastic deflection: 55mm Maximum single value of elastic deflection: 60mm	Surface condition: Wet Direction: Vertical to edge protection Position: Principle guard rail centre <table><tr><th>Sample</th><th>δ_1 (mm)</th><th>δ_2 (mm)</th><th>$\delta_2 - \delta_1$ (mm)</th></tr><tr><td>1</td><td>0</td><td>4</td><td>4</td></tr><tr><td>2</td><td>0</td><td>3</td><td>3</td></tr><tr><td>3</td><td>0</td><td>3</td><td>3</td></tr><tr><td>4</td><td>0</td><td>4</td><td>4</td></tr><tr><td>Mean</td><td>N/A</td><td>N/A</td><td>3.5</td></tr></table> Direction: Vertical to edge protection Position: Intermediate guard rail centre <table><tr><th>Sample</th><th>δ_1 (mm)</th><th>δ_2 (mm)</th><th>$\delta_2 - \delta_1$ (mm)</th></tr><tr><td>1</td><td>0</td><td>4</td><td>4</td></tr><tr><td>2</td><td>2</td><td>4</td><td>2</td></tr><tr><td>3</td><td>0</td><td>4</td><td>4</td></tr><tr><td>4</td><td>0</td><td>4</td><td>4</td></tr><tr><td>Mean</td><td>N/A</td><td>N/A</td><td>3.5</td></tr></table> Position: Toe board <table><tr><th>Sample</th><th>δ_1 (mm)</th><th>δ_2 (mm)</th><th>$\delta_2 - \delta_1$ (mm)</th></tr><tr><td>1</td><td>0</td><td>0</td><td>0</td></tr><tr><td>2</td><td>0</td><td>0</td><td>0</td></tr><tr><td>3</td><td>0</td><td>0</td><td>0</td></tr><tr><td>4</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Mean</td><td>N/A</td><td>N/A</td><td>0</td></tr></table>	Sample	δ_1 (mm)	δ_2 (mm)	$\delta_2 - \delta_1$ (mm)	1	0	4	4	2	0	3	3	3	0	3	3	4	0	4	4	Mean	N/A	N/A	3.5	Sample	δ_1 (mm)	δ_2 (mm)	$\delta_2 - \delta_1$ (mm)	1	0	4	4	2	2	4	2	3	0	4	4	4	0	4	4	Mean	N/A	N/A	3.5	Sample	δ_1 (mm)	δ_2 (mm)	$\delta_2 - \delta_1$ (mm)	1	0	0	0	2	0	0	0	3	0	0	0	4	0	0	0	Mean	N/A	N/A	0	± 50 N See note 2	PASS
Sample	δ_1 (mm)	δ_2 (mm)	$\delta_2 - \delta_1$ (mm)																																																																									
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Sample	δ_1 (mm)	δ_2 (mm)	$\delta_2 - \delta_1$ (mm)																																																																									
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Mean	N/A	N/A	3.5																																																																									
Sample	δ_1 (mm)	δ_2 (mm)	$\delta_2 - \delta_1$ (mm)																																																																									
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3	0	0	0																																																																									
4	0	0	0																																																																									
Mean	N/A	N/A	0																																																																									

EN 13374: 2013 CLAUSE / TEST	EN 13374: 2013 REQUIREMENT	RESULT / COMMENT	UoM (See note 1)	PASS / FAIL
6.3.7 Static loads – Ultimate limit state with accidental loads	Load F_D shall act downwards within an angle of $\pm 10^\circ$ to the face of the edge protection system, anywhere along the top edge of the guardrails and toe boards. This also applies to any other component of the edge protection system, such as a fencing structure, which has gaps in excess of 100mm width. $F_D = 1.25 \text{ kN}$ Max 300mm deflection during load	Position: Centre of principal guardrail 1.25kN sustained for 1 minute without failure Deflection: 15mm	$\pm 50 \text{ N}$ See note 2	PASS

ADDITIONAL INFORMATION / NOTES

Note 1 – 'UoM' denotes estimated Uncertainty of Measurement for stated test results. This uncertainty value is based on a standard uncertainty multiplied by a coverage factor $k = 2$, which provides for a confidence level of approximately 95%

Note 2 – Estimated uncertainty of measurement applied at point of test (e.g. to applied force or to tolerance limits) to ensure product meets requirements of the standard

TERMS AND CONDITIONS OF BUSINESS

1. **GENERAL**
Work done or services undertaken are subject to the terms and conditions detailed below and all other conditions, warranties and representations, expressed or implied are hereby excluded.
2. **PRICES**
Prices are based on current material and production costs, exchange rates, duty and freight and are subject to change without notice.
3. **DELIVERY ESTIMATES**
Delivery estimates are made in good faith and date from receipt of a written order and full information to enable us to proceed. While SATRA or its subsidiaries (hereafter referred to as "SATRA") make every effort to fulfil them, such estimates are subject to unforeseen events and if not maintained, cannot give rise to any claim. Offers "ex stock" are subject to prior sale.
4. **CANCELLATION AND RETURNS**
Cancellation of orders for goods, services, training or consultancy is only acceptable by prior agreement of SATRA and a charge will normally be made.
5. **CLAIMS**
Claims for errors, shortages etc should be notified within 10 days of date of receipt. In the event of goods damaged in transit, packing materials should be retained for examination; otherwise no liability can be accepted.
6. **PAYMENT TERMS**
Payment terms are net 21 days from date of invoice. Failure to comply with the terms of payment may result in delayed delivery of goods and services and a review of the Customer's credit account. Should the customer become subject to an administration order, or becomes bankrupt or goes into liquidation, SATRA has a right to cancel any contract and discontinue any work. SATRA reserves the right to adjust US Dollar and Euro sales price where customer exceeds credit terms and where the exchange rate has moved more than 10% since invoicing.
7. **RETENTION OF TITLE**
All goods remain the property of SATRA until paid in full. Under no circumstances will a customer's purchase order override SATRA's Retention of Title clause. In the case of software, the ownership of the software remains with SATRA. Payment of invoices in full will entitle the customer to use the software under licence until (a) they cease to be a member of SATRA or (b) they cease trading. In both instances, the licence shall then revert to SATRA.
8. **GUARANTEE**
All goods manufactured by SATRA are guaranteed both as regards material and workmanship. Any part returned carriage paid, within twelve months from date of supply and found defective, will be repaired or replaced at SATRA's option free of charge. SATRA admits no liability for loss, damage or delay consequent on any defect in any goods supplied by SATRA.
9. **TEST REPORTS**
Results given in test reports refer only to samples submitted for analysis and tested by SATRA. A satisfactory test report in no way implies that the product tested is approved by SATRA and no warranty is given as to the performance of the product tested. SATRA shall not be liable for any subsequent loss or damage incurred by the Customer as a result of information supplied in a test report.
10. **TEST SAMPLES**
Unless otherwise agreed in advance, test samples will be disposed of 6 weeks after the date of the final report. If required, samples can be returned at the Customer's expense.
11. **RESPONSIBILITY**
Every effort is made to ensure accuracy in description, drawings and other information in correspondence, catalogues, etc but no warranty is given in this respect and SATRA shall not be liable for any error therein. SATRA carries out all tests and/or advises only on the basis that the same are carried out, made or given without any responsibility whether for negligence or otherwise. SATRA and its servants or agents will not be liable for any damage or loss direct or indirect of whatsoever kind, whether or not the same results directly or indirectly from negligence on the part of SATRA or its servants or agents.
12. **CONFIDENTIALITY**
Unless specifically excluded in the terms of an individual contract between SATRA and its Customer, the following shall apply to all reports, advice, drawings, photographs, specifications or data:
 - i. The above shall not be disclosed to third parties or used in litigation without the consent of SATRA.
 - ii. Where SATRA has given consent to disclosure, the Customer shall draw the attention of the third party to these terms of business and the basis on which SATRA undertakes test, reporting and advising. The Customer shall indemnify SATRA for any failure to do so.
 - iii. The above items are submitted to the Customer as confidential documents. Confidentiality shall continue to apply after completion of the business, but shall cease to apply to information or knowledge which may come into the public domain.
13. **CONSTRUCTION AND ARBITRATION**
The laws of England shall govern all contracts and the parties submit to exclusive jurisdiction of the courts of England, unless otherwise agreed.

Issue Date: 1st October 2009

SECTION 4

PRODUCT CERTIFICATION

EVORAIL

Galvanised Finish Life Expectancy Rates



The life expectancy of galvanised Evorail systems will vary depending upon the location of the installation in the UK.

The table below gives you a guideline of the life expectancy levels of galvanised guardrail in the UK.

All guidelines have been taken from the corrosion estimates of the Galvanizing Association.

All other parts of the system, such as s/s fixings & plastic caps will out live the galvanize corrosion, therefore this guideline is a minimum expectancy.

We also supply Evorail in Aluminium and High Grade Stainless Steel finishes. Life expectancies for these are around 40 to 70 years respectively.

LOCATION	CORROSION RATE Per YEAR	EXPECTANCY in YEARS
North Scotland	2.5 Microns per yr	15 years
South Scotland	1.5 – 2.0 Microns per yr	21 years
North East	1.5 – 2.0 Microns per yr	21 years
North West	1.5 Microns per yr	25 years
Midlands	1.5 Microns per yr	25 years
London	1.5 Microns per yr	25 years
South East	1.5 Microns per yr	25 years
South West	1.5 – 2.0 Microns per yr	21 years
Northern Ireland	1.5 Microns per yr	25 years
Southern Ireland	2.0 Microns per yr	18 years
All coastal locations	2.5 Microns per yr	15 years

EVORAIL GALVANISED GUARDRAIL GUARANTEE

We guarantee our galvanised guardrail systems against structural failure of any parts for a period quoted in the Life Expectancy Rates issued by the Galvanising Association.

Typically this is 25 years, but varies to a minimum of 15 years in some locations.

Exceptions:

This guarantee becomes invalid if:

- a. The system has sustained physical damage from on site machinery / equipment or from persons / subcontractors employed by the client at the site location.
- b. The client fails to show evidence that annual inspections have been carried out by a competent installation engineer, in line with the instructions contained within our "Evorail Guardrail Annual Inspection" guide.

SECTION 5

**CALCULATIONS
NOT REQUIRED**

SECTION 6

COMPANY INFORMATION AND CERTIFICATIONS TO FOLLOW



Constructionline
Gold Member

CERTIFICATE OF MEMBERSHIP

Altus Safety

Registration No: **193297**

Date Issued: **16 August 2023**

This certifies that the member named above has met pre-qualification requirements appropriate to public and private sector procurement.

A supplier's verification status is dynamic, this certificate proves the Supplier was verified to the named level on the day stated only. For the current status please check the Constructionline platform.



Certificate of Accreditation

This is to certify that

Altus Technical Services Ltd

has achieved SafeContractor accreditation

Date: 31st August 2023

This certificate is valid until: 15th September 2024

Certificate number: IX8187

This SafeContractor Accreditation has been awarded on the back of the SSIP deem to satisfy process:

SSIP Originator Scheme: Acclaim Accreditation

SSIP Originator Scheme expiry: 16/08/2024

Signed:

Alyn Franklin
Alcumus CEO





Schedule to SafeContractor certificate

This SafeContractor certificate is awarded for the following services:

Work Categories:

Fall Protection Safety Systems: Fall Protection Safety Systems, Safety Eyebolt Installation /Maintenance

Industry Roles:

Construction Contractor

Category Related Activities:

Ladders / Step Ladders, MEWPs, Working at Height, Working on Roofs

SafeContractor accreditation has been achieved following an assessment of the contractor's health & safety documentation, and compared against the **SafeContractor** Charter Standards, which set out the health & safety standards required to achieve accreditation.

For more information on the Charter Standards, the **SafeContractor** scheme or for confirmation of this contractor's accreditation please telephone **SafeContractor** on 029 2026 6749.

www.safecontractor.com
www.alcumus.com

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Company registration number: 07618138

