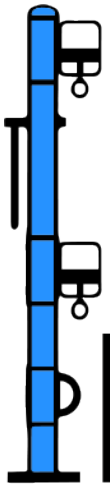

SAPS

SAFETY ANCHOR POST SYSTEM®

Post Cart - Forklift - Crane

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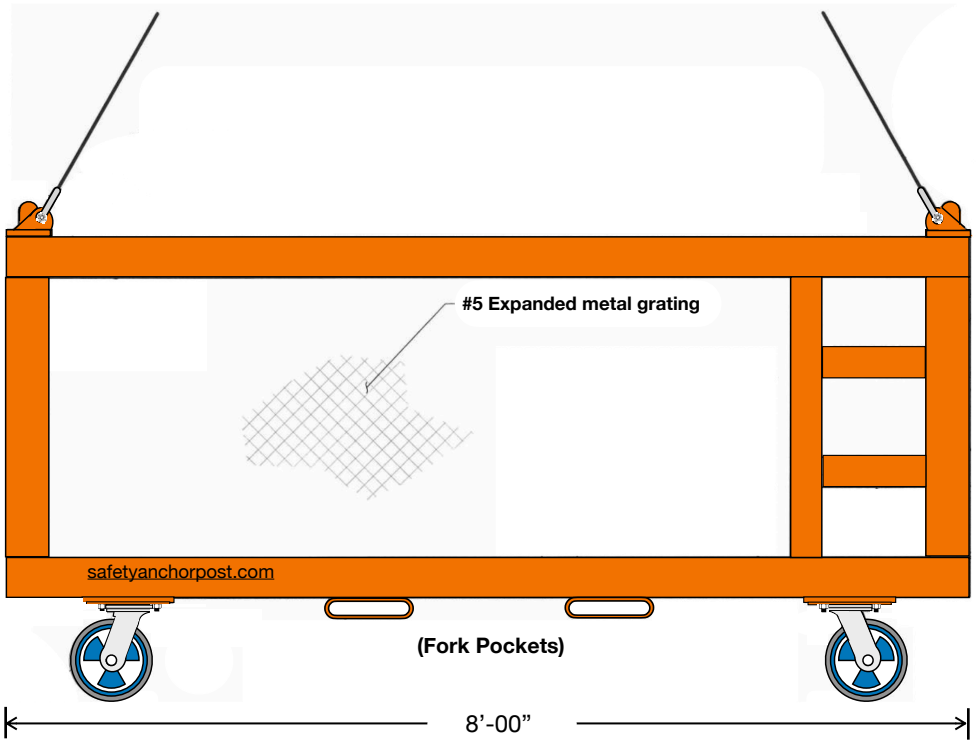
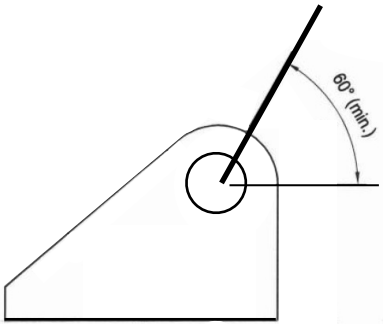


GENERAL NOTES:

1. All tube steel shall be ASTM A500 Gr. B, Fy=46 ksi. All other structural steel shall be A36 U.N.O..
2. All structural steel shall be detailed as per AISC Standards. Member sizes shown are minimum required. Equivalent or larger sizes may be substituted with prior approval from VAK.
3. All welding to be done with E70 electrodes in conformance with American Welding Society (AWS) "Structural Welding Code" AWS D14.1 current edition.
4. All components have been desigened per ASME BTH-1-2008 design document which provides a 3:1 to yield factor of safety when Nd=3, Design Category B and Service Class 0.
5. All load should be in line with vertical axis of padeye so not to side load the pin or plate. Padeyes have been designed using the assumption that only two slings will be supporting the load at any one time. This is conservative and has not been applied to the frame as it is flexible enough to account for this.
6. All padeyes should use a 3 1/4 ton shackle and the maximum anticipated tension in the 4-way rigging is 3,900 lbs. Rigging is to be designed and sized by the contractor.
7. Minimum sling angle for the rigging is 45° from horizontal. We recommend using a sling angle of 60° if lifting headroom is not an issue.
8. Material placed in shelves shall not exceed the height of the vertical retaining section of the expanded metal grating.
9. Cart must be loaded so it will be picked within 3% of plumb.
10. Contractor shall advise VAK of any and all existing flame cut holes in any structural members. Information provided shall include size, number and location of holes.
11. Dimensions, offsets, lines, future structural elements and grade elevations shown on the plans are for reference only and are based on the information garnered from the provided documentation. General contractor is to coordinate dimensions, offsets, lines and any potential conflicts with future structural, architectural, mechanical and civil elements. Any discrepancies and lack of coordination between these drawings, site conditions and / or the above mentioned elements shall be sent to the engineer (VAK Construction Engineering) in a timely manner.
12. VAK will not supervise, direct, control or have authority over or be responsible for contractor's means, methods, techniques, sequences or procedures of demolition, construction, or the safety precautions and programs incident thereto, or for any failure of contractor to comply with laws and regulations applicable to the furnishing or performance of Work.
13. Basket design information :
    Approximate Finished Weight = 550 lbs
    Rated Load = 5,000 lbs.
    ASME BTH-1 Design Category - B
    ASME BTH-1 Service Class - 0
14. Design Loads:
    Single 10 Ga. Plate Dims: 39"x64"
    Single 10 Ga. Plate Weight: 100 lbs.
    Maximum Number of Plates: 43 ± 7
    Maximum Rigging Tension: 3,900 lbs. @ 45°
15. Design References:
    AISC Manual of Steel Construction, ASD
    ASME BTH-1 2008 Below-the-Hook, B30.20
    Crosby Product Manual



Minimum sling for the rigging is 45˚ from horizontal. We recommend using a sling angle of 60˚ if lifting headroom is not an issue.

All pad eyes should use 3 1/4 ton shackles and the maximum anticipated tension in the 4 way rigging is 3,400 pounds Rigging is to be designed and sized by contractor.