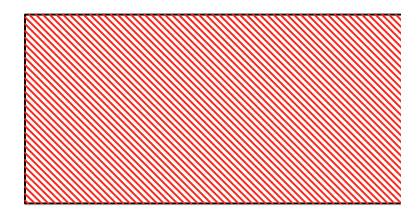
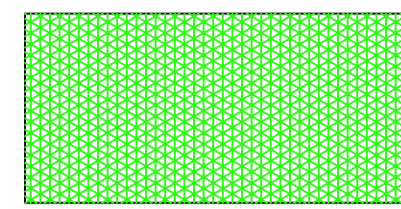


LEGEND

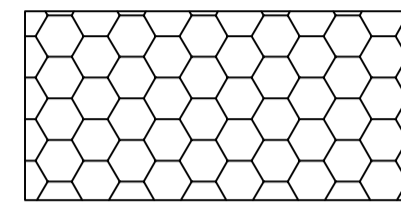
ASHBURTON CARGO WHARF DECK LOAD RATING BY RKF ENGINEERING SERVICES IN 2020 (VALID UNTIL 31/12/2024)



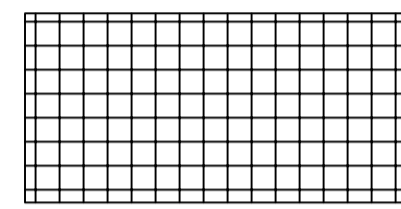
- UNIFORMLY DISTRIBUTED LOAD (UDL): 60kN/m² or 6.1t/m².
- EQUIPMENT LOAD:
 - T44 TRUCK (AS PER ASS100) SEE LOADING PRINCIPLE 1



- UNIFORMLY DISTRIBUTED LOAD (UDL): 95kN/m² or 9.6t/m². UDL NOT PERMITTED WITHIN 2m OF ALL OTHER EQUIPMENT AND CONCENTRATED DECK LOADS.
- EQUIPMENT LOAD:
 - T44 TRUCK (AS PER ASS100), SEE LOADING PRINCIPLE 1
 - SPMT LOADING 2160kN (220t) - 90kN/WH (9.1t/WH), SEE LOADING PRINCIPLE 4
- CONCENTRATED LOAD: 638kN OR 65t ON 1m X 1m - MINIMUM SPACING 5m

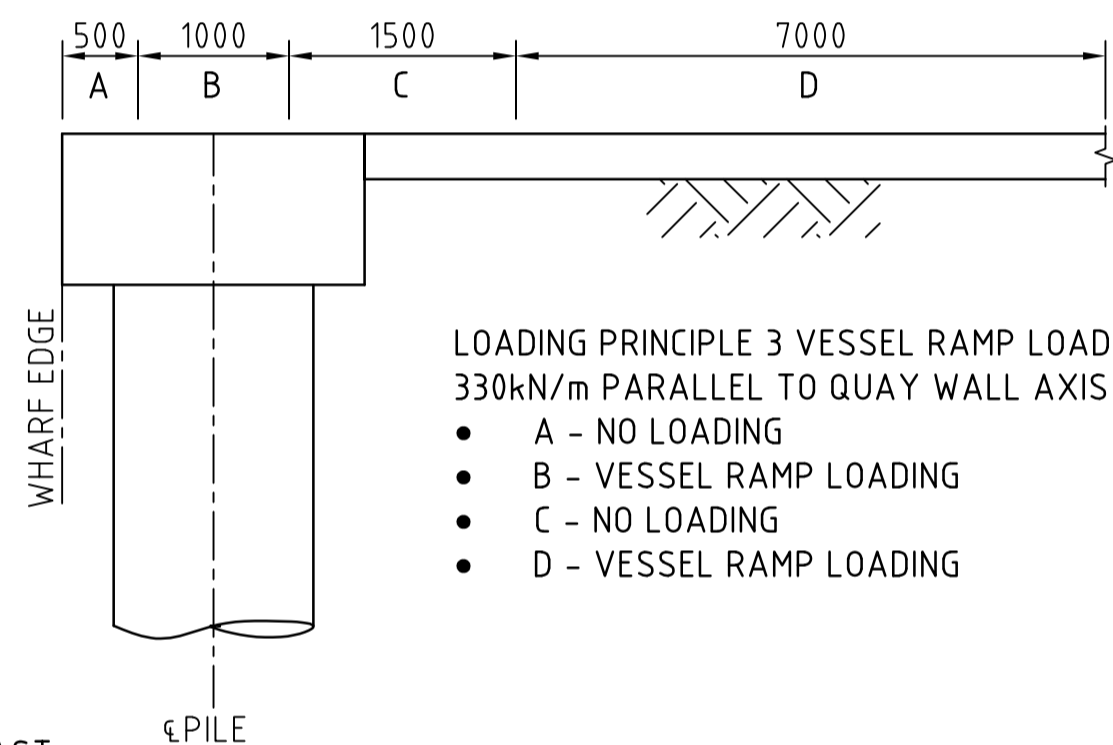


- UNIFORMLY DISTRIBUTED LOAD (UDL): 60kN/m² or 6.1t/m². UDL NOT PERMITTED WITHIN 2M OF ALL OTHER EQUIPMENT.
- EQUIPMENT LOAD:
 - T44 TRUCK (AS PER ASS100) SEE LOADING PRINCIPLE 1
- CONCENTRATED LOAD: 490kN OR 50t ON 0.7m X 0.7m - MINIMUM SPACING 5m
- CONCENTRATED LOAD: 687kN OR 70t ON 1.5m X 1.5m - MINIMUM SPACING 5m
- CONCENTRATED LOAD: 912kN OR 93t ON 2m X 2m - MINIMUM SPACING 5m

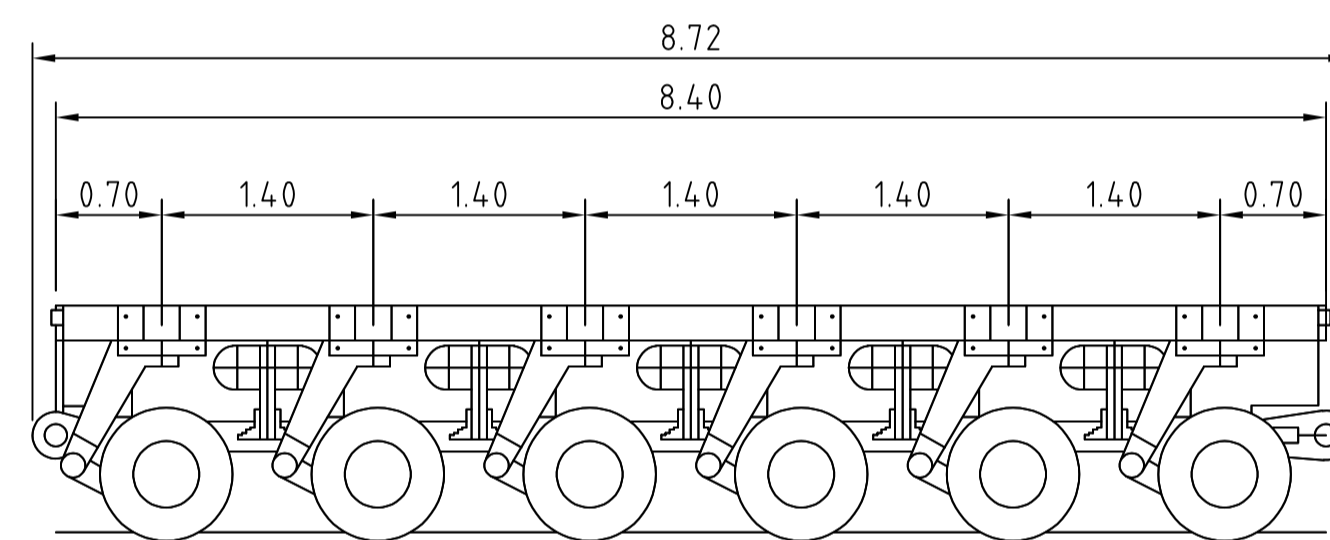


- UNIFORMLY DISTRIBUTED LOAD (UDL): 95kN/m² or 9.6t/m². UDL NOT PERMITTED WITHIN 2m OF ALL OTHER EQUIPMENT AND CONCENTRATED DECK LOADS.
- EQUIPMENT LOAD:
 - T44 TRUCK (AS PER ASS100), SEE LOADING PRINCIPLE 1
 - MANITOWOC 4100W - SERIES S-1 AND S-2 FULLY OUTFITTED, SEE LOADING PRINCIPLE 2
 - SPMT LOADING 2160kN (220t) - 90kN/WH (9.1t/WH), SEE LOADING PRINCIPLE 4
- CONCENTRATED LOAD: 490kN OR 50t ON 0.7m X 0.7m - MINIMUM SPACING 5m
- CONCENTRATED LOAD: 638kN OR 65t ON 1m X 1m - MINIMUM SPACING 5m
- CONCENTRATED LOAD: 1030kN OR 105t ON 1.5m X 1.5m - MINIMUM SPACING 5m

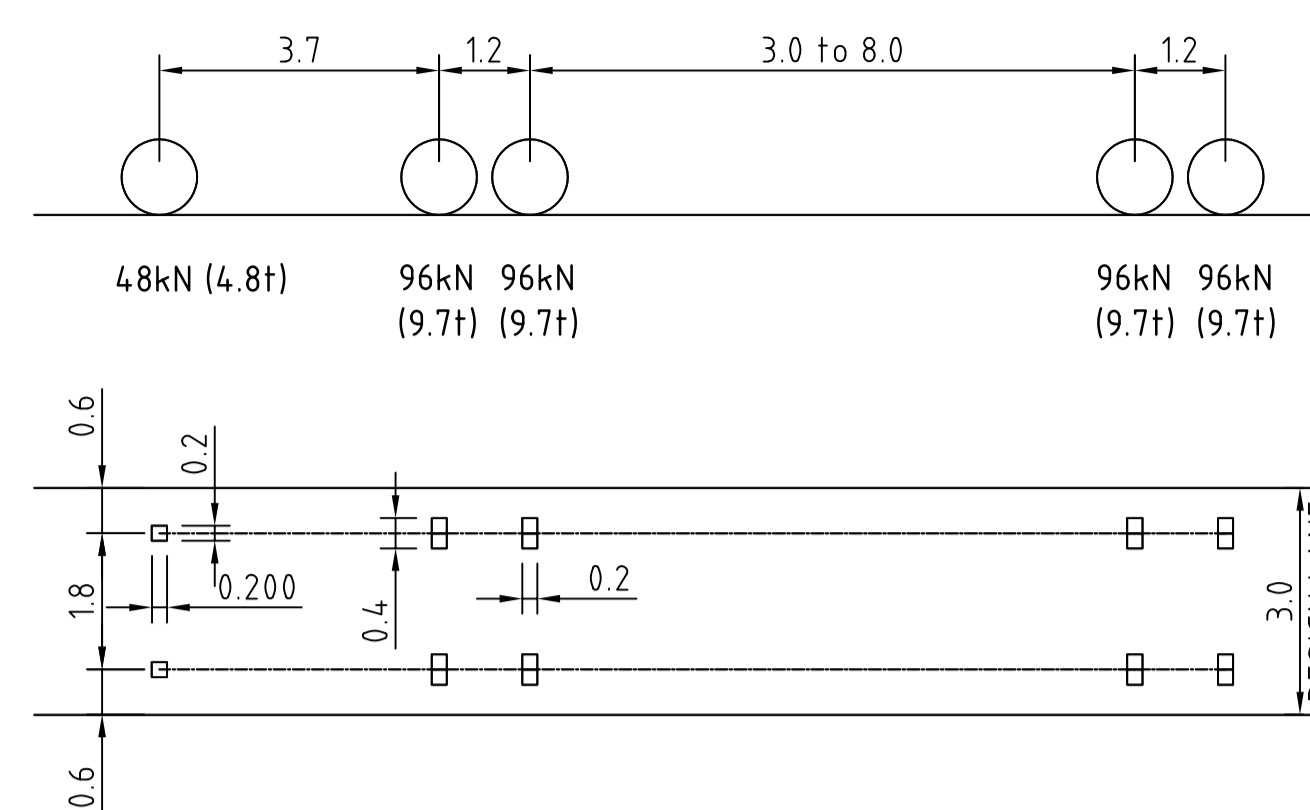
**LOADING PRINCIPLE 3
VESSEL RAMP LOAD**



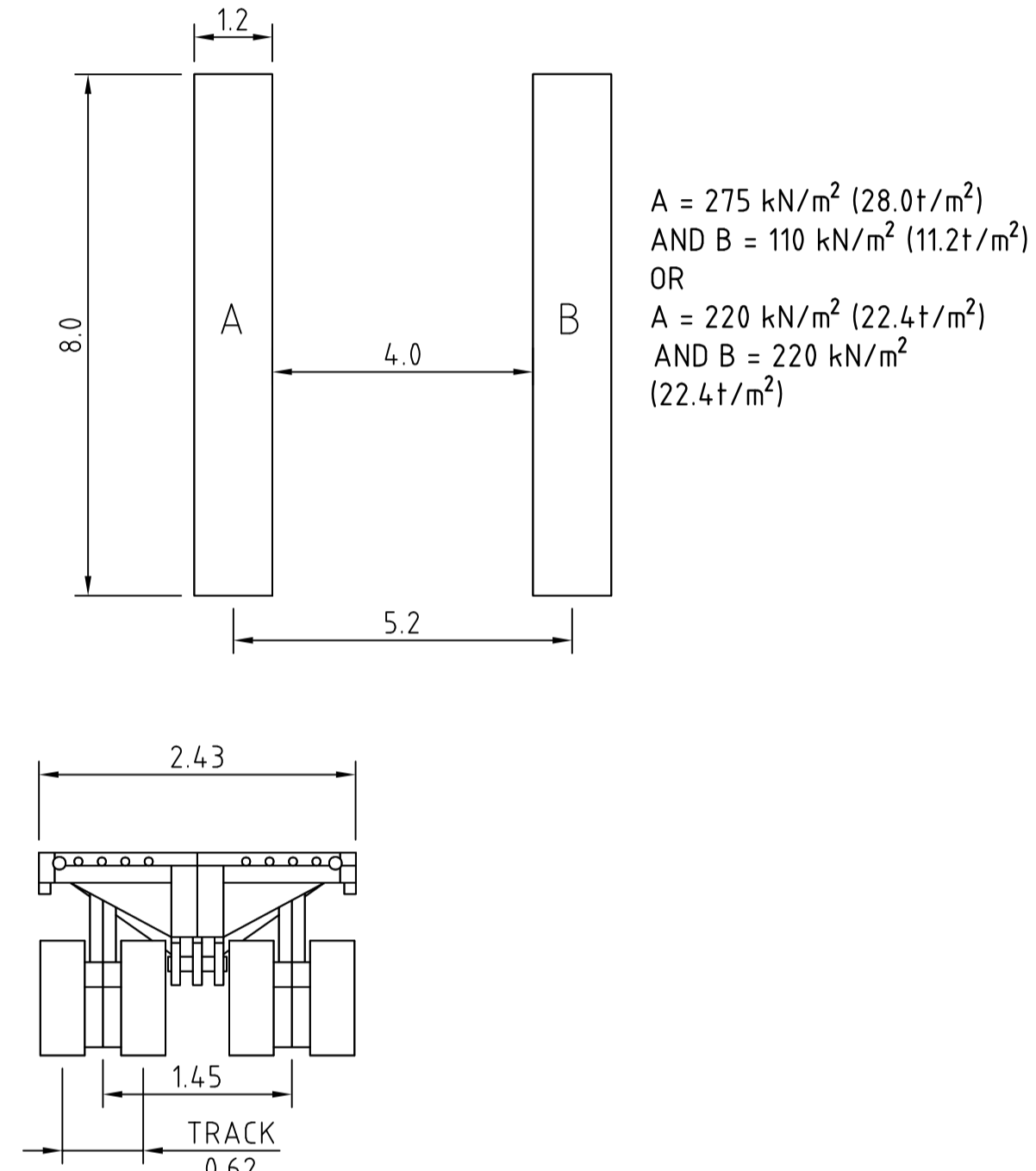
**LOADING PRINCIPLE 4
SPMT LOADED AREA**



**LOADING PRINCIPLE 1
T44 TRUCK LOADED AREA**

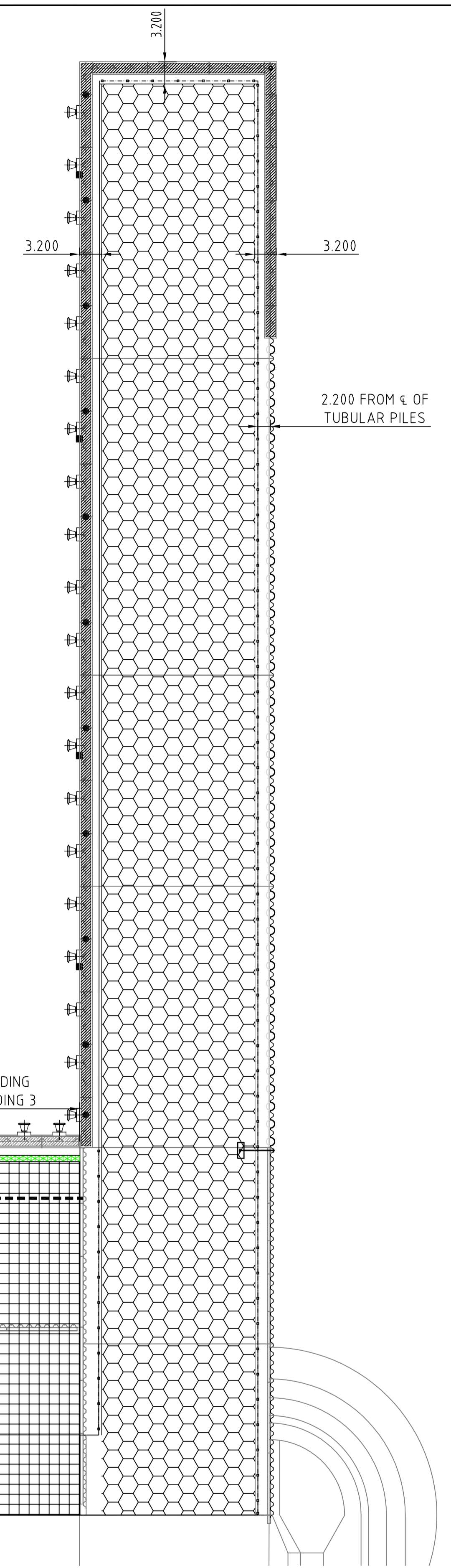
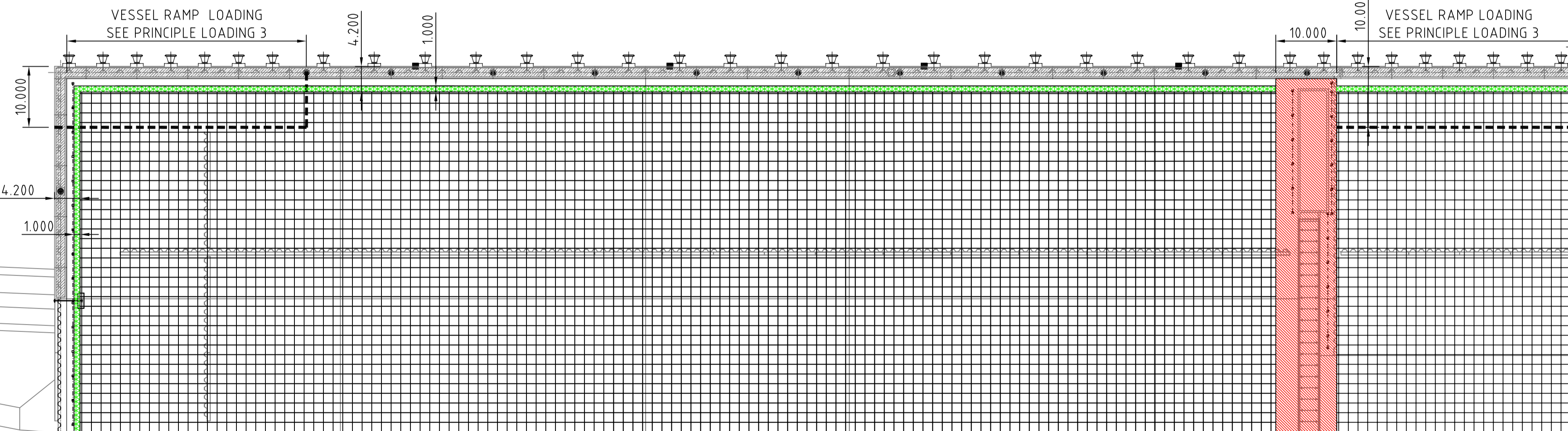


**LOADING PRINCIPLE 2
MANITOWOC 4100W**



OUTRIGGER PAD REQUIREMENTS

1. CRANE OUTRIGGER BEARING AREA MUST BE AT LEAST 0.5m X 0.5m ON OUTRIGGER PADS. A SMALLER BEARING AREA OF 0.25m X 0.25m IS PERMITTED FOR 0.7m X 0.7m SIZED OUTRIGGER PAD ONLY.
2. OUTRIGGER PADS SHALL EVENLY DISTRIBUTE THE LOADS OVER THE LOADED FOOTPRINT ON THE WHARF DECK.
3. OUTRIGGER LOADS SHALL BE PLACED CENTRAL TO THE OUTRIGGER PAD.
4. OUTRIGGER PADS SHALL BE ENGINEERED AND CONSTRUCTED OUT OF WELDED STEEL PLATES EITHER SIDE OF A GRID OF STIFFENED STEEL BEAMS.
5. TIMBER OUTRIGGER PADS ARE PERMITTED AND SHALL MEET THE FOLLOWING CRITERIA:
 - 5.1. THE CONCENTRATED LOAD DOES NOT EXCEED 26T ON 0.7m X 0.7m FOR BOTH EAST AND SOUTH QUAY.
 - 5.2. THE CONCENTRATED LOAD DOES NOT EXCEED 44T ON 1m X 1m FOR SOUTH QUAY ONLY.
 - 5.3. TIMBER PADS LARGER THAN 1m X 1m ARE NOT PERMITTED.
 - 5.4. AS A MINIMUM, TIMBER PADS SHALL CONSIST OF TWO 100mm LAYERS. EACH LAYER SHALL BE PLACED AT 90 DEGREES TO EACH OTHER.
 - 5.5. TIMBER LENGTHS SHALL HAVE THE MECHANICAL PROPERTIES OF STRESS GRADE F27 SEASONED HARDWOOD IN ACCORDANCE WITH AS1720.1 OR APPROVED EQUIVALENT.



IMPORTANT NOTE:

THIS PLAN IS PREPARED BY THE PILBARA PORTS AUTHORITY FROM A COMBINATION OF FIELD SURVEY & EXISTING RECORDS FOR THE PURPOSE OF THE WHARF PLAN. LAYOUT INFORMATION INFORMATION SHOWN MAY BE INACCURATE AND NOT REFLECT WHAT EXISTS ON SITE. THE PILBARA PORTS AUTHORITY HOLDS NO RESPONSIBILITY FOR ANY INACCURACIES AND OUTDATED INFORMATION PROVIDED.



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REV.	DATE	DESCRIPTION	BY	CHK	APP	REV.	DATE	DESCRIPTION	BY	CHK	APP
						3	15/09/21	OUTRIGGER PAD NOTES	LC	TU	TU
						2	18/09/20	CHANGE FACILITY NAME	LC	TU	TU
						1	16/03/20	RKF ES ASHBURTON MOF LOAD RATING	CA	MF	AI
						0	21/08/19	BASED ON AS-BUILTS	LC	TU	TU
								REVISIONS			

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DO NOT ALTER MANUALLY
DO NOT SCALE

DRAWN: CA DATE: 16/03/20
CHECKED: MF DATE: 16/03/20
APPROVED: AI DATE: 16/03/20

PILBARA PORTS AUTHORITY

A1

PROJECT:
PILBARA PORTS AUTHORITY
ASHBURTON CARGO WHARF
LIVE LOADS ON CONCRETE DECK

SCALE: 1:1000 (A3)
1:500 (A1)

DWG No: OAB-MO-ST-DWG-0001

REV: 3