

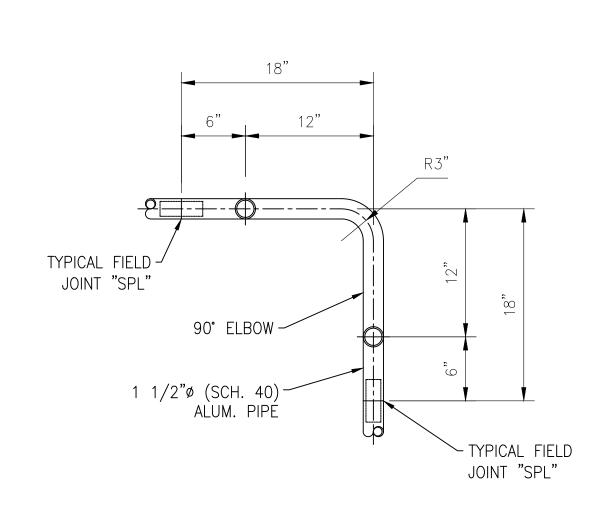
TYPICAL LEVEL RAIL CONNECTIONS

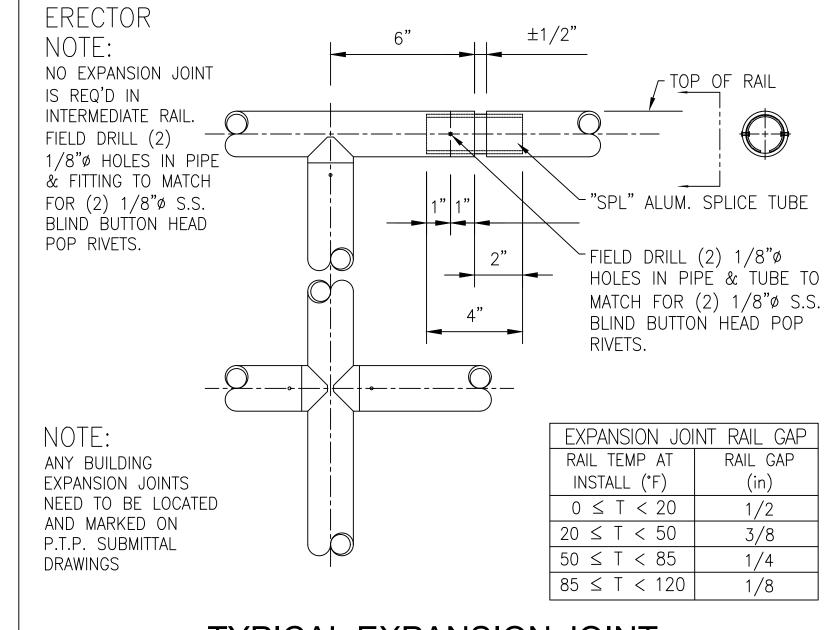
#### NOTE: FIELD DRILLED HOLES: #17 TEK-SCREW - 1/4"ø STD. RAKE FITTING "BPT 40" 1/8"ø RIVET - 1/8"ø (DEGREE WILL VARY) SHIP LOOSE (FIELD ATTACH TO POST USING #17 X 1 1/2" W/ DOME WASHER) 1 1/2"ø (SCH. 40)-FIELD ATTACH RAIL USING ALUM. PIPE (TYP.) (2) 1/8"ø S.S. BLIND BUTTON HEAD POP RIVETS (TYP.) — STD. RAKE FITTING "BPT40" (DEGREE WILL VARY) SHOP ATTACH TO POST USING (1) #17 S.S. TEK-SCREW X 1 1/2" LG. W/ DOME WASHER & FIELD ATTACH RAIL USING (2) TOP END POST 1/8"ø S.S. BLIND BUTTON HEAD POP RIVETS (TYP) LINE POST

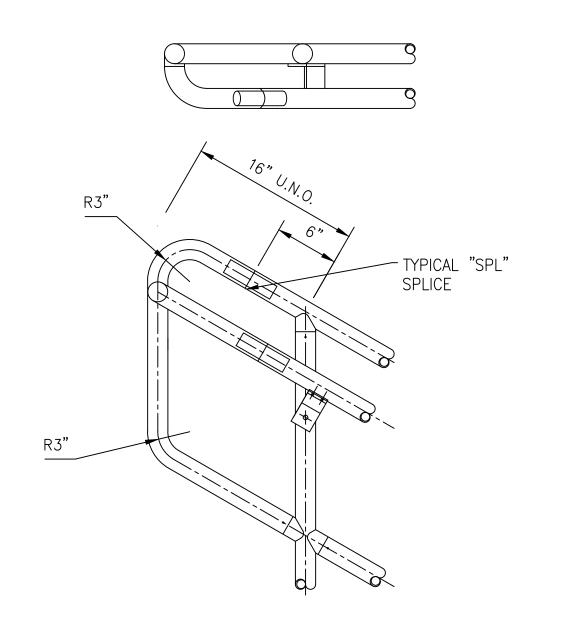
# 12" (U.N.O.) - TYPICAL "SPL" SPLICE

# TYPICAL SLOPED RAIL CONNECTIONS

LEVEL P-END SUB-ASSEMBLE



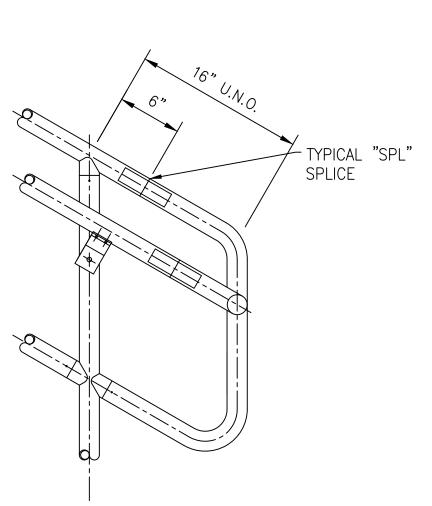




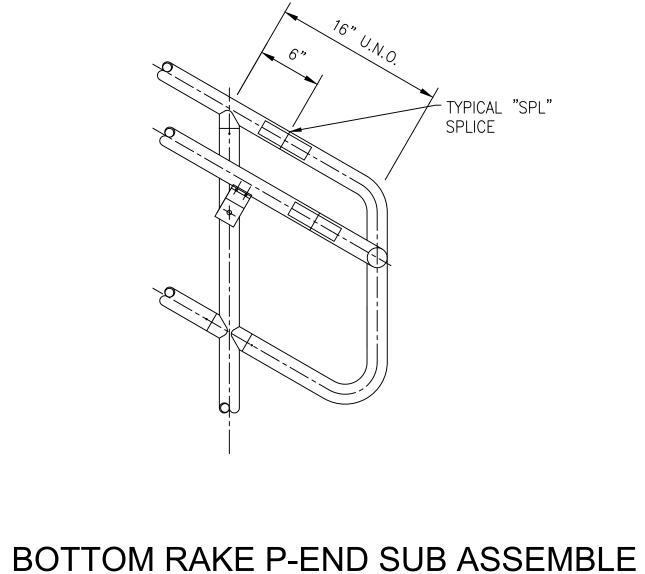
### TYPICAL EXPANSION JOINT

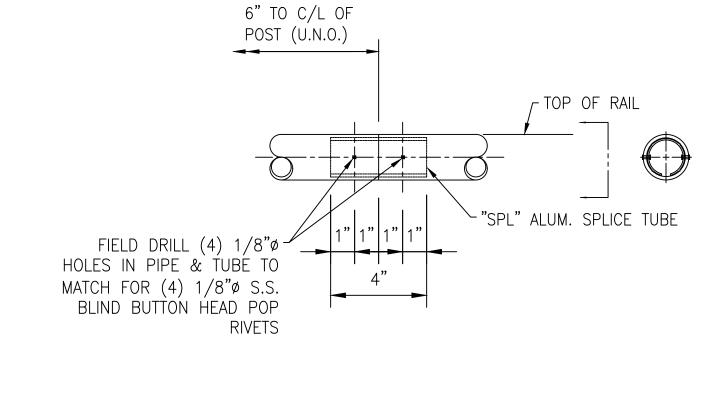
(LOCATED AT BUILDING EXPANSION JOINT & AT 24'-0" MAX. O/C)

## TOP RAKE P-END SUB-ASSEMBLE



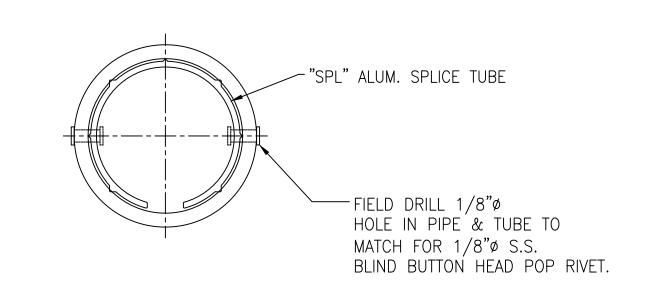
TYPICAL CORNER SUB-ASSEMBLE





ERECTOR NOTE: FIELD JOINT AT INTERMEDIATE RAIL IS LOCATED IN THE FITTING. FIELD DRILL (2) 1/8"ø HOLES IN PIPE AND FITTING TO MATCH FOR (2) 1/8" S.S. BLIND BUTTON HEAD POP RIVETS.

TYPICAL FIELD JOINT (LOCATED AS NEEDED FOR STRUCTURAL STABILITY)



**EXPANSION JOINT & FIELD SPLICE** 

#### **GENERAL NOTES**

- 1. ALL RAIL IS TO BE OF MECHANICAL CONSTRUCTION U.N.O.
- 2. ALL RAILS ARE TO BE FABRICATED FROM 1 1/2"ø (SCH. 40) ALUMINUM PIPE (6005A-T61 ALLOY) (U.N.O.)
- 3. ALL POSTS ARE TO BE FABRICATED FROM 1 1/2"ø (SCH. 40) ALUMINUM PIPE (6005A-T61 ALLOY) (U.N.O.)
- 4. ALL EXTRUDED COMPONENTS ARE 6005A-T61 ALLOY, CAST COMPONENTS ARE 535 ALLOY
- 5. ALL FASTENERS (SELF TAPPING SCREWS, MACHINE BOLTS, ADHESIVE ANCHORS, ETC.) TO BE 304 STAINLESS STEEL
- 6. ALL RAILING SURFACES IN CONTACT WITH CONCRETE OR DISSIMILAR METALS SHALL RECEIVE ONE 1/16" THICK NEOPRENE GASKET (SHIPPED LOOSE FOR FIELD ATTACHMENT)
- 7. ALL BOLTS, NUTS AND FLAT WASHERS USED TO MOUNT RAILINGS TO FLOORS, WALLS, STEEL, ETC. ARE BY PTP ENGINEERED RAILINGS
- 8. ALL KICK PLATES ("FKP" OR "SKP) SHALL BE SHIPPED LOOSE IN 24'-0" LG. STOCK LENGTHS OR SMALLER FOR FIELD CUTTING & DRILLING AS NEEDED
- 9. ALL POSTS ARE TO BE FURNISHED CUT TO LENGTH WITH FITTINGS & MOUNTING PLATES
- ATTACHED OR SHIPPED LOOSE PER THEIR SPECIFIC DETAILS
- 10. PIPE FOR STRAIGHT RAIL IS FURNISHED IN UP TO 24'-0" STOCK LENGTHS FOR CUTTING &
- 11. PIPE FOR CURVED RAIL IS FURNISHED SUB-ASSEMBLED IN 21'-0" (MAX). ROLLED LENGTHS FOR FIELD CUTTING & DRILLING AS NEEDED \*\* ALL RADII MUST BE VERIFIED PRIOR TO FABRICATION \*\*
- 12. ALL CURVED RAIL SHALL BE FABRICATED USING CURVED TOP AND INTERMEDIATE RAILS
- 13. PIPE FOR SINGLE LINE RAIL IS FURNISHED & SHIPPED SUB-ASSEMBLED.
- 14. BENDS WITH A 3" C/L RADIUS ARE FURNISHED AS NEEDED & MUST BE FIELD CUT FOR FIELD CONDITIONS
- 15. ALL RAIL WHEN PROPERLY INSTALLED SHALL MEET OR EXCEED OSHA REQUIREMENTS.
- 16. MAX. POST SPACING TO BE 6'-0" C/C
- 17. ALL RAIL IS TO BE FINISHED IN ACCORDANCE WITH THE ALUMINUM ASSOCIATION'S DESIGNATION M10C22A41 OR M12C22A41
- 18. PIPE FOR CANTILEVER RAILING WILL SHIP LOOSE IN UP TO 24-0" STOCK LENGTHS FOR FIELD CUTTING AND DRILLING AS NEEDED
- 19. ENSURE ALL FIELD CUTS AND FIELD DRILLED HOLES ARE CLEANED UP, FREE OF SHARP
- 20. CONCRETE ANCHOR TYPE IS HILTI HIT-RE 500 V3 ADHESIVE ANCHORS. CONCRETE STRENGTH IS ASSUMED TO BE 4000 PSI, NORMAL WEIGHT CRACKED CONCRETE.
- 21. ALL DIMENSIONS SHOWN THROUGHOUT THIS SET ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BEFORE FABRICATION AND INSTALLATION
- %% = SEE ERECTION DRAWINGS FOR PART NUMBER



NOTICE TO CONTRACTOR AND ERECTOR BACK CHARGES FOR CORRECTIVE WORK OR REPLACEMENT MATERIALS WILL NOT BE ACCEPTED UNLESS AUTHORIZED BY PEAK TO PEAK ENGINEERED RAILINGS, INC. BEFORE SUCH COSTS ARE INCURRED

#### STANDARD DETAILS

CITY, ST ALUMINUM HANDRAIL - RIVET SYSTEM - SUB-ASSEMBLED

DESIGNER DESIGNER CUSTOMER DWG TITLE STANDARD DETAILS DRAWING NO. CUSTOMER JOB # XXXX-XX PRINT DATE 3/13/2020 ISSUE DATE | 3/13/2020 XXX-XXX SD-1 CHECKER SCALE NTS **DETAILED BY** 

