

ULTRA ACCESS

Common Mistakes within Scaffold Builds

The 5 most common non-TG compliant errors / omissions

On our journeys around the UK, carrying out various services, **ULTRA ACCESS** notices a common trend of errors, and certain components within a scaffolding structure that are omitted - either accidentally, due to lack of knowledge, or deliberately due to ignorance.

We apologise for speaking "**Scaffeze**" - the official language of scaffolders lol, but this publication has been created for mainly them to read...

... anyway, there are others - but these 5 are what we feel are the most common:

- **Single "Advanced" Handrails**, creating **NASC's SG4** "Scaffolders Safe Zone", which are required as per both **NASC** safety guidance, and the Working at Height Regulations 2005. They should be installed at the same height as a top / upper Handrail, as all standard working scaffold lifts have, and **MUST** be included within the scaffolds Stop-Ends. Installed on Double Couplers.
- **Stop-End "Deadmen"** - which are essentially scaffold Tubes connected to the Handrails, to pick up a the Stop-End Toe Board, giving it a solid fixing point to connect it too, as well as the inside Standard, or less common where the lower Handrail is failed by something being in the way, or where the Double is... like a Sleeve Coupler in a join - and fixed on Doubles.
- **"Aberdeen" / Structural Transoms** - which should be included regardless if a scaffold is tied-in or not, and if not at every pair of Standards, inside and out, then atleast where the Ledger Braces are, at the strongest part of the scaffold. They can either be added to the underside of the Ledgers, and to within 300mm of the Node Point on Double Couplers, or along side the regular Transoms on Band and Plate, or for added structural strength and to do another job - underneath the actual Nodes, where the Standards and Ledgers are connected together, and would act as Supplementary Couplers / "Check Fittings", also. The entire point of these "Aberdeens" is to in-effect stop the scaffold from peeling apart, and add some strength to the structure - between the inside and outside Ledgers.
- TG-Compliant **"Double on Double" Return / Stop-End Handrails**. Now, these work in the same manner as how the Aberdeen Transoms do, where they add structural strength to the scaffold, but this time in the corners / where the scaffold returns. Where the Return Ledgers are generally on Single Couplers and not Load Bearing, adding both the Top and Bottom Handrails with Double Couplers and even if there is Triple Quadruple Handrails, etc would add considerable structural strength to the corners of the structure.
- Finally... **Scaffold Ties**... the most common screw-in Apollo-type Rings with inserts should be drilled into the brickwork, **NOT** the mortar, due to the quality of the bricks made in recent times not being the same as they used to be, and they have a tendency to crumble instead of biting, meaning that the ties could fail, below the desired 7.6kN for standard General Purpose scaffolds.

These are not only the most common errors, etc we see whilst out of site, they could also have serious safety implications, if they are not included with your scaffold builds - as well as for compliance reasons.