nuneaton

ROOF TRUSS

SITE PACK

Nuneaton Roof Truss Limited
Units 1 & 2, Weddington Terrace
Nuneaton, Warwickshire
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CONTACT US

Nuneaton Roof Truss Ltd contract information

Site Name: _____

Call offs

Please note our delivery period is to suit site call off giving 4 weeks' notice.

Telephone: 024 7632 7722
Email: info@nuneatonrooftruss.co.uk

Technical Queries

Transport and Delivery

Please Note: The standard amount of time that NRTL allocate for delivery vehicles to be on site is 2 hours. If this time is exceeded we reserve the right to levy a charge.

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Roof Truss Loading and Delivery

BEST PRACTICE COMPANY PROCEDURE

LOADING AND DELIVERY (TRUSS)

Associated method statement for mechanical and manual handling of Truss Rafter products:

On arrival at customer site, the Delivery Driver will report to the customer's representative (Site office/site supervisor/etc) to receive instructions and to identify the designated safe off loading area, together with any information on specific site procedures or hazards.

Mechanical unloading of roof truss products **(RECOMMENDED)**

- See also safe method of work pictorial reference for crane or work pictorial number for forklift.
- Where off loading lends itself to the use of mechanical means then this method will be used.
- The customer is responsible for risk assessing all on site off-loading operations, in accordance with applicable health & safety legislation.
- If no customer representative is available on site to accept the delivery, the driver will contact the production office for instruction.
- It is the customer's responsibility to ensure that lifting equipment is suitable for the job in hand and is operated by suitably trained and authorised personnel.
- When a fork lift is used, the arms must be checked by the customer for damage prior to use, as sharp edges could damage the lifting straps or the product.. Weights of Trusses and timber packs can be found on the original quotation and the delivery note.
- The driver and all personal involved in the mechanical unloading of goods supplied by Nuneaton Roof Truss Ltd. must use appropriate Personal Protective equipment (PPE) This will include Hard hat, Safety footwear, Gloves and High visibility outerwear.
- The delivery driver will follow any banks man instructions to position the vehicle, at a safe off loading point, as instructed.
- The delivery driver will unsheet/untie the load, as far as is safe to do so. The load securing straps are positioned to allow release from ground level, thus eliminating the need to climb onto the load. The delivery driver will remain with the vehicle, but at a safe distance, so as to release trusses as off loading operation progresses.
- Roof trusses are secured as bundles using metal black straps and the bundles are secured to vehicle/trailer with sacrificial polypropylene blue rope. Additional load securing straps are positioned to allow release from the ground area, thus eliminating the need to climb onto the load. Each individual bundle is only released after lifting equipment is ready to lift the load.
- If requested by the customer, sacrificial slings are pre-fitted to open trussess. These state the SWL and will be hung towards the outside of the load and accessible from ground level.
- Once the lifting equipment has taken the weight of the load, the driver and other personnel involved, will stand clear of the load and only return once the load has been safely moved from the vehicle.
- Sacrificial blue rope can be cut from ground level using an extended cutter / knife. Care should be taken when the black metal bands are cut, using metal snips. Suitable PPE is required because the metal bands are under stress and can spring back when cut .
- Metal work will be pre-packed in boxes not exceeding 25Kg in weight. If palletised they can be mechanically lifted or individually manually handled if safe to do so.
- Loose timber will be banded for mechanical lifting or banded with sacrificial rope which can be released for individual manual handling.
- The driver will immediately report any accident or near miss to the Production Director.
- If the driver has any concerns regarding the load being off-loaded safely, they will contact the production office for instruction.

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Roof Truss Loading and Delivery

Manual unloading of roof truss products (NOT RECOMMENDED)

- This method of off loading must be agreed between Nuneaton Roof Truss Ltd and the customer prior to delivery.
- See also safe method of work pictorial reference for manual off loading.
- If off loading doesn't lend itself to mechanical means then this manual method will be used. It is recommend that mechanical means are used when weight of truss is over 96Kg.
- The customer will be responsible for designating sufficient trained manpower to complete the unloading operation and risk assess all manual off-loading.
- If no customer representative is available on site to accept the delivery, the driver will contact the production office for instruction.
- All personal involved in the manual unloading of goods supplied by Nuneaton Roof Ltd will use appropriate Personal Protective equipment (PPE) This will include Hard hat, Safety footwear, Gloves and High visibility outerwear.
- The delivery driver will be responsible for following all banks man instructions for the safe positioning of the vehicle, prior to un-sheet/untie the load. The delivery driver will remain with the vehicle to release trusses as unloading operation progresses.
- Roof trusses are secured as bundles and each bundle is secured to vehicle/trailer with sacrificial ropes. Load securing straps are positioned to allow release from ground lel, thus minimising the need to climb onto the load. Each truss is only released after lifting operation is ready to commence.
- Where fall arrest bags are made available by the customer, they shall be positioned against the off load side of the vehicle.
- Only authorised persons are to access the delivery vehicle deck and will always proceed with caution. Three point contact will be maintained at all times, never jump from a vehicle and always use fixed access ladders.
- Always maintain vigilance and be aware of the proximity of open sides to the vehicle whilst manually unloading. Never jump on to or from the load area.
- The driver will release the blue ropes and black banding to allow individual trusses to be handled separately, before re-securing the remaining truss bundle.
- Care to be taken when releasing black banding, as banding will be under stress.
- Roof trusses are to be lifted down from the vehicle by a minimum of 2 persons or as is designated in the customers risk assessment. Trusses are to be received at the ground level by a minimum of the same number of persons. The customers own risk assessment will dictate the appropriate method and labour required in each individual case.
- Metal work will be pre-packed in boxes not exceeding 25Kg in weight, which can be individually manually handled if safe to do so.
- Loose timber will be banded and released for individual manual handling.
- The driver will immediately report any accident or near miss to the Production Director.
- If the driver has any concerns regarding the load being off-loaded safely, they will contact the production office for instruction.

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Roof Truss Loading and Delivery

Mechanical Site Handling of Spandrel Panels.

- See also safe method of work pictorial reference for Spandrels.
- Specific instruction and awareness for handling spandrel panels must be communicated to the customer prior to delivery. A copy of these instructions are held in the driver pack.
- It is the customer's responsibility to provide suitable mechanical offloading, forklift or crane, for spandrel panels. Fork list arms must be checked for damage prior to use. Due to the sizes and weights of these products manual offloading is not acceptable and may lead to the delivery being refused
- Should the customer identify any unusual requirements, which cannot be fulfilled from this procedure they must inform Nuneaton Roof Truss Ltd. at the placement of order.
- All delivery drivers both employed by or acting for NRTL, who suspect that provision for their own or others safety has not been met, are instructed to telephone NRTL office, before commencing off loading oeration.
- Delivery drivers must wear hi-visibility clothing (vest or jacket), safety footwear, hard hat and suitable gloves while offloading spandrel panels.
- Each spandrel panel is pre-fitted with sacrificial slings. Slings will state the SWL and will be hung to the outside of the load where they can be accessed from the ground level.
- Spandrel panels will be individually roped securely to the trailer, as well as load restraining straps used to hold the load as a whole. Straps and ropes must only be released when the panel's weight is fully supported by the forklift truck or crane. .
- The maximum weight of the spandrel panel is stated on the delivery documents.
- Information regarding safe working loads and sling configurations is attached to the slings.
- The customer must ensure that all information regarding weights, sling safe working loads and configurations is passed to the forklift / telescopic reach truck, crane driver etc. and banks man / slinger.
- Ensure forklift/crane selected to offload or lift Spandrel Panels is of sufficient lifting capacity. Always lower and position stabilizers (if fitted), before lifting Spandrels Panels.

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Roof Truss Loading and Delivery

Mechanical Site Handling of Spandrel Panels continued.

- Forklift / telescopic lift / crane drivers must be suitably trained and certified to operate the machine they are using.
- Forklift / telescopic reach trucks must be well maintained and fully serviceable.
- Consideration must be given to weather conditions, do not lift Spandrel Panels if the wind speed is excessive.
- Consideration should be given to the ground conditions and terrain that may be driven over by with forklift / telescopic reach trucks when carrying Spandrel panels. Always drive slowly and with extreme care.
- Personnel responsible for slinging loads must have received suitable training.
- Only approved and suitable slings are used and provided for lifting Spandrel Panels.
- Slings should be secured to the lifting equipment with a suitable shackle or hook with a clasp, with an appropriate attachment for forklifts if used.
- Lifting equipment should take the strain and lift Spandrel Panels from the lorry / storage rack slowly. Lower down and reposition the lifting straps if necessary. Ensure that all roof products are lifted straight up, and not slewed from the vehicle deck.
- No person should ever walk under a suspended load. The area and path used for unloading Spandrel Panels should be segregated from all unnecessary personnel.
- Once the banks man and or the crane / forklift driver is satisfied that it is safe to complete the lift the lorry driver must be instructed, and given time, to stand clear.
- If Spandrel Panels are not being installed immediately, then they must be stored on an appropriate rack, off the ground, tilted back and secured to the rack with a suitable rope etc.
- Site fixings for Spandrel Panels must be secured to the vertical webs; the position of these is marked on the cladding surface.

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Personal Protective Equipment (PPE) Required

Main Hazards

Method

1. The customer is responsible for providing an appropriate number of able bodied personnel for the unload of all materials.

2. The customer is responsible for the provision of sufficient labour to lift the product in accordance with the Manual Handling Operations Regulations 1992. The manual lifters **MUST NOT** lift any load beyond their lifting capacity.

The driver will position the vehicle where possible to ensure that truss packs are leaning towards the centre bars and are secured in position.

If the unload is deemed to be unsafe, the driver will contact his manager for instruction which may result in the load being returned back to the manufacturer.

3. The driver will then section off the unloading side of the vehicle by the use of barrier tape and cones and where possible three Fall Arrest Bags shall be appropriately positioned as shown in the pictures. Note! Barrier to be supplied by customer and use Fall Arrest Bags if available.

4. The company will supply truss packs secured to the trailer with blue 3 core rope / banding. You shall familiarise yourself with which rope attaches which pack to the centre bars.

5. The driver will safely mount the vehicle and fit a small ratchet strap around the truss pack and trailer bar at one end only. The driver will then repeat this process to the other end of the pack.

6. Once the load stability has been checked the driver will release the transportation straps from ground level ensuring the opposite side of the load is secure.

7. The driver will then cut the appropriate blue rope and banding to release the pack. The driver will safely mount the vehicle and release some of the tension on the small strap ensuring it is not completely removed.

8. The driver will apply a wedge between the 1st and 2nd truss. The driver will then re-fit one of the small straps through the gap to secure the pack but leaving one to be taken by the customer.

9. The customer shall place his team to receive the truss. The customer shall remove the truss from the vehicle. The driver will repeat this method by releasing one truss only.

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SAFE UNLOADING OF TRUSSES USING A CRANE

Personal Protective Equipment (PPE) Required

Main Hazards

Procedures

1
If requested by the customer, we will supply the trusses pre-slung. These slings are sacrificial and stay with the customer when the delivery is complete. The slings will be secured using banding to minimise the slack, as low on the truss as possible.

2
The customer is responsible for the provision of the crane, the necessary lifting equipment, the qualified operator and Slinger / Banksman.

3
The Driver will liaise with the Slinger to ensure that they understand which pre slung batches of trusses are to be removed, and in which order. We will supply the trusses secured to the lorry with different coloured banding. Familiarise yourself with the colour which attaches the trusses to the trailer.

4
The Driver will cut the banding that secured the slack on the slings.

Note! 'Black' band to hold trusses as a pack. 'Blue' rope to secure each pack to the upright. Ratchet release webbing to secure load.

5
The Slinger will attach the slings to the crane hooks.

6
The Crane takes up the slack on the lift.

7
The Driver shall release the individual band attaching the bundle to the lorry. This should be completed from the ground using the telescopic tree cutters provided. The driver must be in a safe position when carrying out this function.

8
The Crane lifts the trusses to the area. The Driver must NEVER stand in the danger area where the trusses could potentially fall, or allow any others to enter the danger area.

9 The customer may on occasion, ask you to assist in this function. You must do this from a safe position either on the other side of the load, or from a position that you have not put yourself at risk. The risks can either be from falling from the trailer, being struck by the crane jib, or the trusses falling in the event of failure on the mechanical handling equipment.

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SAFE UNLOADING OF TRUSSES USING A FORKLIFT

Personal Protective Equipment (PPE) Required

Main Hazards

Procedures

The forklift truck is any form of mechanical lifting equipment where the lifting appliance has two forks. This can be a counterbalance, sideloader, or reach truck

1
We will supply the trusses secured to the lorry with different coloured banding. Familiarise yourself with the colour which attaches the trusses to the trailer.

Black band secures individual trusses in packs. Blue rope secures each truss pack to trailer support

2
The customer is responsible for the provision of the forklift truck and its qualified operator

3
The FLT Operator must position the forks in the most appropriate area to lift the trusses safely. The forklift truck will take the weight of the trusses on the forks.

4
NEVER stand between the forklift and the trailer, or under or on the forks, or allow any others to enter the danger area.

5
The Driver shall release the individual band attaching the bundle to the lorry. This should be completed from the ground using the telescopic tree cutters provided. The driver must be in a safe position when carrying out this function

6
The FLT Operator shall remove the trusses from the lorry.

7
NEVER stand in the area around the lorry, or where the lorry will move into, or allow any others to enter the danger area.

8
The FLT Operator shall move the trusses to the compound.

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UNLOADING OF INVERTED TRUSSES & TURNING THEM THE CORRECT WAY AROUND

Personal Protective Equipment (PPE) Required

Main Hazards

Procedures

The forklift truck is any form of mechanical lifting equipment where the lifting appliance is two forks. This can be a counterbalance, sideloader, or reach truck

1
The FLT Operator must position the forks in the most appropriate area to lift the trusses safely. The forklift truck will take the weight of the trusses on the forks.

2
NEVER stand between the forklift and the trailer, or under or on the forks, or allow any others to enter the danger area.

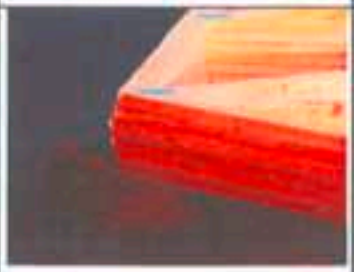
3
The Driver shall release the individual band attaching the bundle to the lorry. This should be completed from the ground using the telescopic tree cutters provided. The driver must be in a safe position when carrying out this function

4
NEVER stand in the area around the lorry, or where the lorry will move into, or allow any others to enter the danger area. Position tyre for the FLT Operator.
Note! Suitable tyre supplied by site.

5
The apex of the truss to be placed in the tyre.

6
The FLT Operator shall reverse slowly, lowering the boom of the truck as they move back. NEVER stand in the area around the lorry, or where the lorry will move into, or allow any others to enter the danger area.

7
When the truss is at its lowest, the FLT Operator shall reverse back, removing their forks from the truss. The apex is supported by the tyre.



8
The FLT Operator shall slide the forks in where they can lift the truss, and pick them up. The FLT Operator shall then move them to the compound.

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Generic - Risk Assessment over 95kg manually unloading trusses

PRE-ASSESSMENT RISK RATING: HIGH MEDIUM LOW

Machine	Vehicle delivery Trailer	Who might be at Risk	Delivery driver, customers and anyone passing by
What are the Hazards?	**Symbols used**	**How might they be harmed?**	**What should you consider?**
DELIVERY VEHICLE		Fall from height Impact injuries from unsecured load causing bruising, fractures etc. Cuts, abrasions, splinters from wooden load	Staff training - only authorised and competent employees or Contractors shall deliver roofing systems. All appropriate licences shall be current A CSCS card (Construction safety certification scheme) is advised The hydraulic/pneumatic hoses are sound and free from leaks. Leaks shall be cleaned up without delay to avoid slips and contamination Make sure the trailer is clear of loose items and debris.
SLIPS, TRIPS & FALLS		Bruising, grazes, impact injuries, fractures etc	Clean up spills without delay Make sure the trailer is clear of loose items and debris. Good sensible safety footwear shall be worn
ROAD SIDE PARKING		Impact injuries such as bruising, fractures, crushing or death from trusses knocked / falling after being released from restraint	Staff training - only authorised and competent employees shall drive delivery vehicles Where possible, park with unloading side on kerb to generate a 'lean back' for the load. Use tape and cones to control pedestrian activity through you unload area Refer to pictorial Method Statement
SUBSTANCES		Refer to COSHH assessment and Material Safety Data Sheet (MSDS)	Where possible ensure timber is dry before delivering Be aware of lubrication oils on nail plates and trailer, drive unit etc Wear appropriate Personal Protective Equipment (PPE)

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SAFE HANDLING OF SPANDREL 'CLADDED' PANELS

Personal Protective Equipment (PPE) Required

Main Hazards

Method

1. PLEASE NOTE! The contractor is responsible for the provision of a crane, the qualified operator and the slinger/banksman. After parking on site the driver should inspect the load ensuring that it is still secure, with all banding and rope in place. Once inspected the driver must sign in at the site manager's office.

2. Clad Spandrel Panels will be supplied with factory fitted slings. The slings will be of a suitable length that they can be reached from the ground.

3. The Clad Panels are individually attached to the centre bar of the trailer with blue rope.

4. Once the order of unloading is agreed between the slinger and driver, the slinger will attach the purple lifting slings to the crane hooks.

5. The crane will then take up the slack of the lift, and under instruction from the site responsible person the driver will release the transport straps on the side being unloaded.

6. On instruction from the site responsible person the driver will cut the blue rope which attaches the individual panel to the centre bar using the cutting device, and standing outside of the danger area.

7. The crane will lift the panel from the bed of the trailer. NEVER stand in the danger area where the lifted panel could fall or panels can fall from the trailer.

8. Repeat the process for the remainder of the panels.

9. If Clad Panels are not going to be erected straight away, they should be stored upright and off the ground and protected from elements.

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SPANDREL PANELS
SITE HANDLING

HANDLING

- Spandrel Panels are coated with a non-tearable protective layer. The weight of every panel is marked on the delivery tickets.
- On the slings left exposed there will be information concerning the safe working loads and sling configurations. Prior to lifting, ensure this information is passed onto the necessary people such as the Slinger/Banksman or Crane Driver.
- Equipment selected to unload or lift the Spandrel Panels should be operated by a qualified operative and of sufficient lifting capacity. If available, stabilizers should be lowered at all times.
- To evade causing damage to any cranes or equipment, consider the weather conditions prior to operation, ensure lifting equipment is stable and avoid any obstacles that could cause obstruction.

LIFTING

- When lifting the panels, an appropriate hook and clasp, or shackle, should secure the Spandrel Panel Sling to the lifting equipment.
- If a forklift truck is used to lift the panels, ensure that the appropriate attachment is used. If it is inevitable to attach the slings to the forks, inspect the truck thoroughly to avoid any damage being made to the slings. Proceed by fitting a protective sleeve over the forks to prevent piercing the slings and the plasterboard.
- When lifting the panels, try to avoid them swerving off centre, however sometimes a slight wobble is to be expected.
- Make sure that all unnecessary workers stay clear of the loading area and NO person is to walk under a lifted panel.
- When storing Spandrel Panels, ensure that they cannot topple, elevate them off of the ground and do not let them contact any foliage.

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STORAGE/HANDLING OF GLULAM BEAMS

Handling

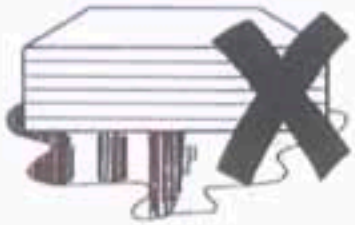
To ensure optimum performance, Glulam beams must be handled correctly and stored properly. When they leave our factory, Glulam beams are covered with wrapping to protect them. When unloading and transporting, care must be taken to makes sure they are not damaged in any way.

The most common way of unloading Glulam beams is by use of a forklift truck, and to ensure stability it is easiest to place the sides of the beams flat on the forks rather than the bottom.

Using this method when carrying long beams can cause them to bend, and to prevent this it is advised to use two separate forklift trucks on either end of the beam to lift it.

Storage

When storing the Glulam beam, do not un-wrap them, as this wrapping protects them from moisture damage. For longer storage, slit the bottom of the wrapping to allow for ventilation.



05 TANK SUPPORT DETAILS

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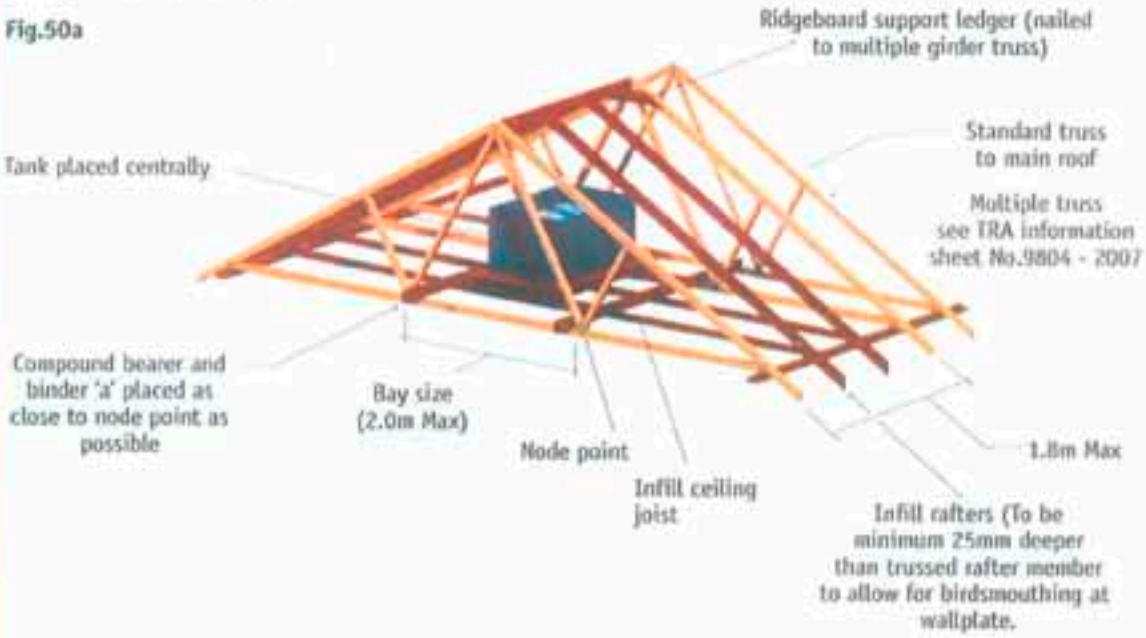
Water Tank Support for Small Span Trusses

Tank supports to be as Detail C (see page 20)

This method of support should be adopted on small span trusses where space is limited

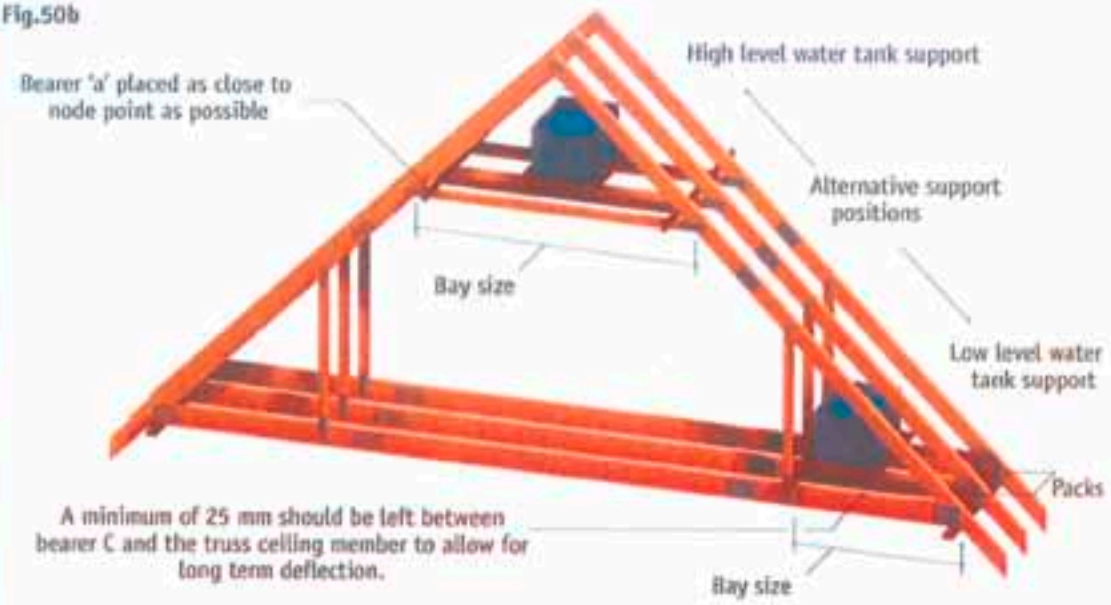
Fig.50a



Water Tank Support for Open Plan Attic Trusses

Tank supports to be as Detail A or B (See page 20)

Fig.50b



08 CONSTRUCTION DETAILS

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In general, it is preferable to use one of the proprietary types of fixings, 'A', between the ends of the trussed rafters and the wall plates or bearings as shown in Fig 65.

Where proprietary fixings are not used, the minimum fixing at each bearing position should consist of two 4.5 x 100mm long galvanised round wire nails, which are skew nailed from each side of the trussed rafter into the wallplate or bearing. Where nailing through the punched metal plate cannot be avoided, the nails should be driven through the holes in the fasteners. This method of fixing should not be used with stainless steel metal plate fasteners or where the workmanship on site is not of a sufficiently high standard to ensure that the fasteners, joints, timber members and bearings will not be damaged by careless positioning or overdriving of nails.

Internal non-loadbearing walls

It is advisable to erect non-load bearing walls after the tiling has been completed thus allowing deflection to take place under the dead load, thereby reducing the risk of cracking appearing in the ceiling finishes. If partitions are of brick or block, then as an alternative the final course may be omitted until tiling has been completed (Fig.67).

Fig.63

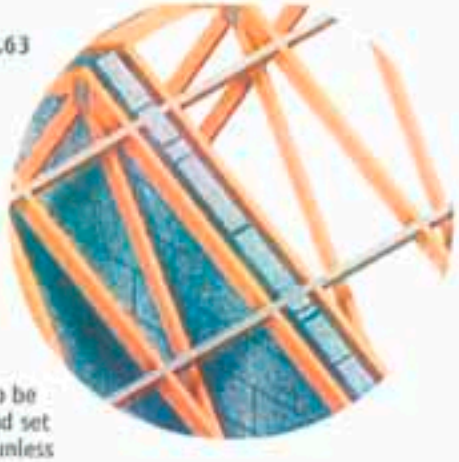
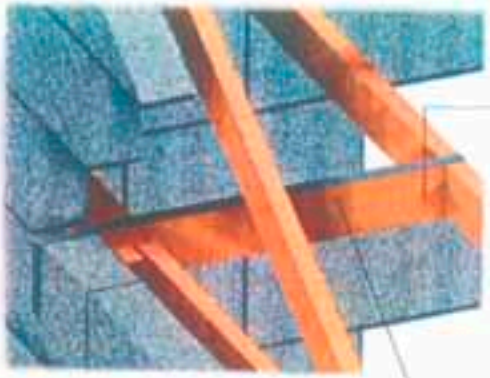


Fig.64 Restraint strap at ceiling level



Noggings to be provided and set horizontal unless the strap has a twist to line it up with the roof slope

Strap fixed to solid noggings with a minimum of four fixings of which at least one is to be in the third joist/rafter or in a nogging beyond the third joist/rafter.

Fig.65

The Building Designer should ensure that, when required, adequate holding down fixings, 'C', are specified for both the trussed rafter and the wall plates or bearings.

Fig.66 Restraint strap at rafter level

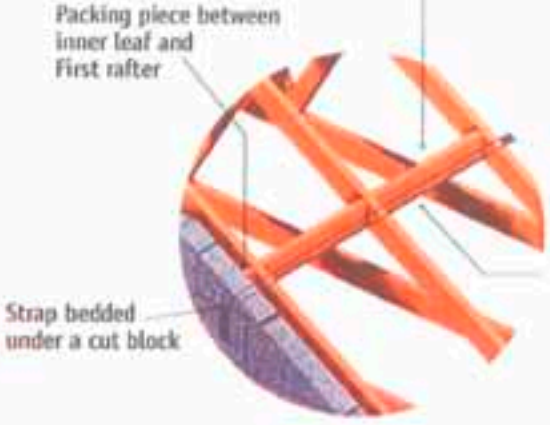
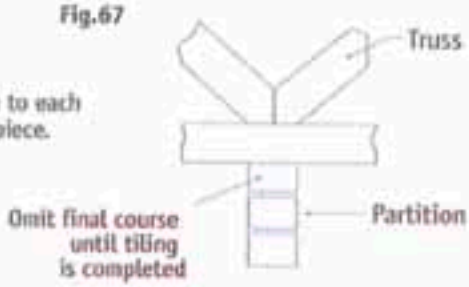


Fig.67



BMTRADA

CERTIFICATE OF REGISTRATION

This is to certify that

Nuneaton Roof Truss Ltd

Units 1 & 2 Weddington Terrace
Nuneaton
Warwickshire
CV10 0AG

has been audited and that the Trussed Rafters produced in the factory at

Nuneaton Roof Truss Ltd

Units 1 & 2 Weddington Terrace
Nuneaton
Warwickshire
CV10 0AG

meet the selected requirements of ISO 9001, BS EN 14250 and BS 5268:3 for the manufacture of Trussed Rafters within the BM TRADA Q-Mark Scheme

The Company agrees to maintain its Quality System to ISO 9001 and to conduct its fabrication of trussed rafters in accordance with the BM TRADA Q-Mark Scheme requirements and to use the Scheme Mark in accordance with the Regulations

012

K. D. S. Towler

Kevin Towler
Director

Certificate number:
3/1868

Date of initial BM TRADA Certification:
23 August 2002
Date of last issue:
25 February 2015
Certificate expiry date:
22 August 2017

BMTRADA

CERTIFICATE OF REGISTRATION

012

This is to certify that

Nuneaton Roof Truss Ltd
Units 1 & 2 Weddington Terrace
Nuneaton
Warwickshire
CV10 0AG

has been audited and found to meet the requirements of standard PEFC ST **2002:2013 Appendix 1 Chain of Custody Certification**
As amended - www.pefc.org

Scope of certification

The manufacture, sales and distribution of PEFC certified Trussed Rafters and Open webb Joists.

Products:
Trussed Rafters
Open webb Joists

Raw material origin: Certified Raw Material

Method: Physical Separation

Vic Bowen
Chief Operating Officer
Certification UK

Certificate number BMT-PEFC-0172

Issue number: 2015-01

Date of initial certification: 22 February 2005

Certificate start date: 22 February 2013

Certificate expiry date: 21 February 2018

CE

BMTRADA

CERTIFICATE OF CONSTANCY OF PERFORMANCE

Notified Body No. 1224

In compliance with *Regulation 305/2011/EU of the European Parliament and of the Council of 9 March 2011* (the Construction Products Regulation or CPR), this certificate applies to the construction product

SpaceJoist

Metal Web Beams and Columns for structural purposes

produced by or for

Nuneaton Roof Truss Ltd
Units 1 & 2 Weddington Terrace
Nuneaton
Warwickshire
CV10 0AG

and produced in the manufacturing plant(s)

Nuneaton Roof Truss Ltd, Units 1 & 2 Weddington Terrace, Nuneaton, Warwickshire, CV10 0AG.

This certificate attests that all provisions concerning the assessment and verification of constancy of performance and the performances described in the ETA

ETA - 08/0370 Open Web Beams - SpaceJoist

under system 1 are applied and that

the products fulfil all the prescribed requirements set out above.

This certificate was first issued on25 July 2013 and will remain valid until the date of expiry shown, provided that the ETA remains valid and the manufacturing conditions in the plant or the factory production control itself are not modified significantly.

K.D.S Towler

Kevin Towler
Director

Certificate number:
1224-CPR-0354
Date of initial BM TRADA Certification:
25 July 2013
Date of last issue:
28 January 2015
Certificate expiry date:
20 June 2018

CE

BMTRADA

CERTIFICATE OF CONFORMITY OF THE FACTORY PRODUCTION CONTROL

Notified Body No. 1224

In compliance with *Regulation 305/2011/EU of the European Parliament and of the Council of 9 March 2011* (the Construction Products Regulation or CPR), this certificate applies to the construction product

Trussed Rafters

prefabricated timber structural members assembled with punched metal plate fasteners intended for use in buildings. The product is made from solid structural timber that complies to EN 14081-1 and designed in accordance with Design Method.

produced by

Nuneaton Roof Truss Ltd
Units 1 & 2 Weddington Terrace
Nuneaton
Warwickshire
CV10 0AG

and produced in the manufacturing plant(s)

Nuneaton Roof Truss Ltd, Units 1 & 2 Weddington Terrace, Nuneaton, Warwickshire, CV10 0AG.

The certification attests that all provisions concerning the assessment and verification of constancy of performance described in Annex ZA of the standard

BS EN 14250:2010

under system 2+ are applied and that

the factory production control fulfils all the prescribed requirements set out above.

This certificate was first issued on26 October 2012 and will remain valid until the date of expiry shown, provided that the test methods and/or factory production control requirements included in the harmonised standard, used to assess the performance of the declared characteristics, do not change, and the product, and the manufacturing conditions in the plant are not modified significantly.

K. D. S. Towler

Kevin Towler
Director

Certificate number:
1224-CPR-0263

Date of initial BM TRADA Certification:
26 October 2012

Date of last issue:
28 January 2015

Certificate expiry date:
25 October 2016

BM TRADA Certification Ltd, Chiltern House, Stocking Lane, High Wycombe, Buckinghamshire, HP14 4ND, UK

nuneaton

ROOF TRUSS

- ROOF TRUSSES
- SPANDREL PANELS
- SPACE JOIST
- JJI JOISTS
- GLULAM BEAMS

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Units 1 & 2, Weddington Terrace
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