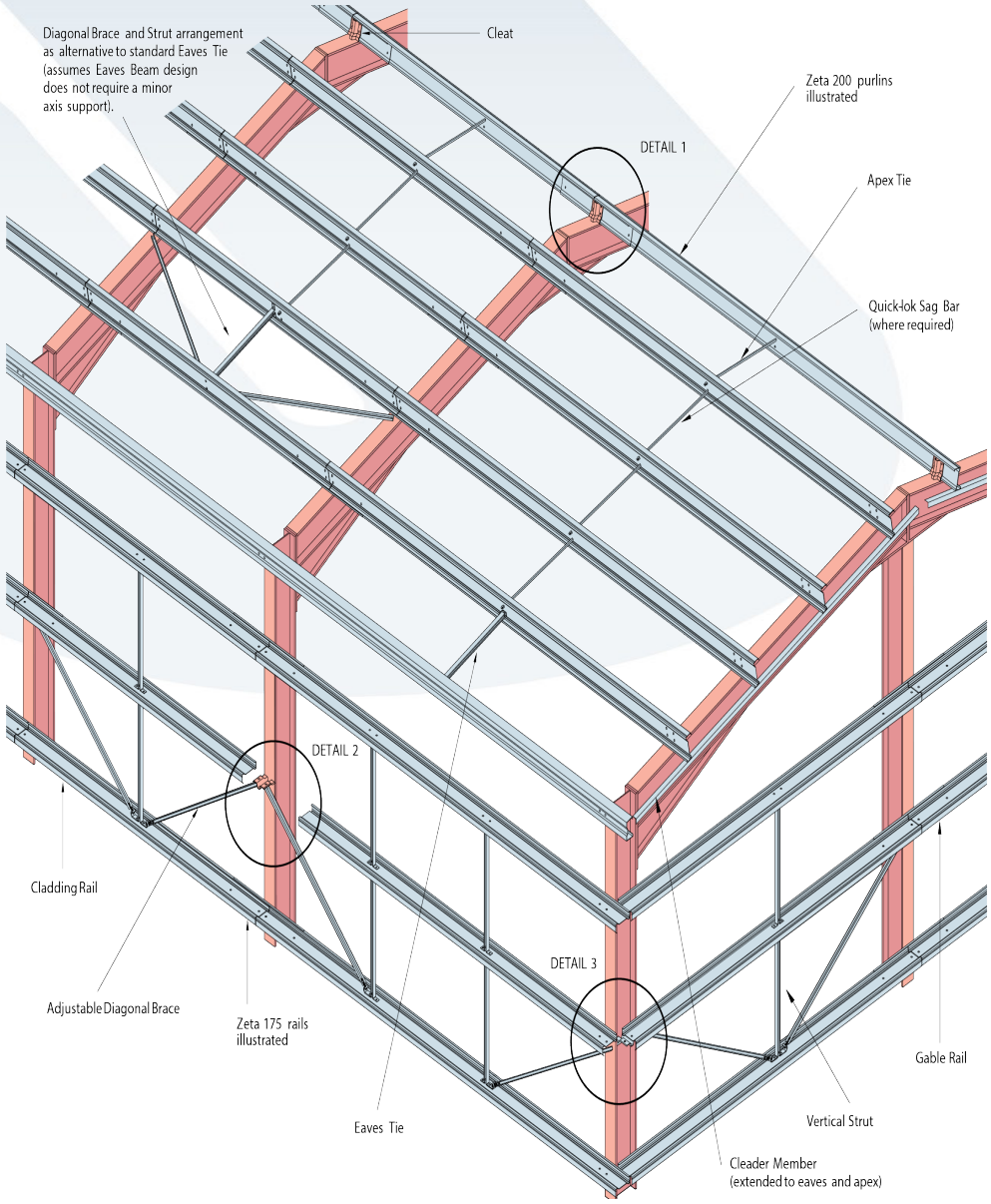
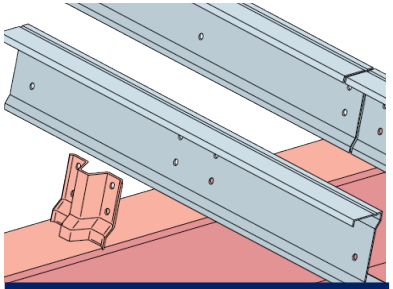
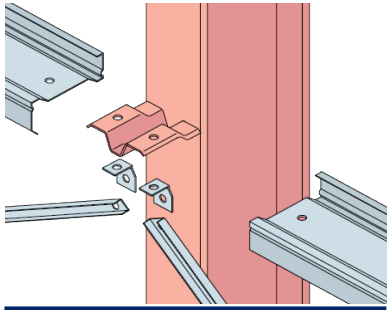
Purlin & Rail Construction Details

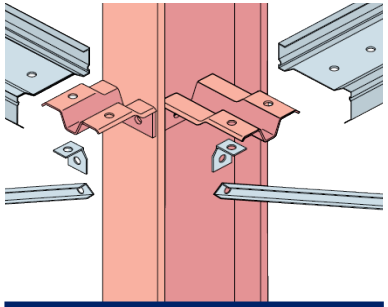




DETAIL 1
Sleeve Detail

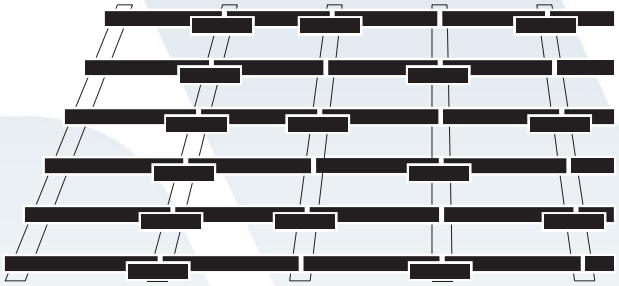


DETAIL 2
Rail and cleat assembly at diagonal brace position.



DETAIL 3
Corner column cleat detail using extended cleat.

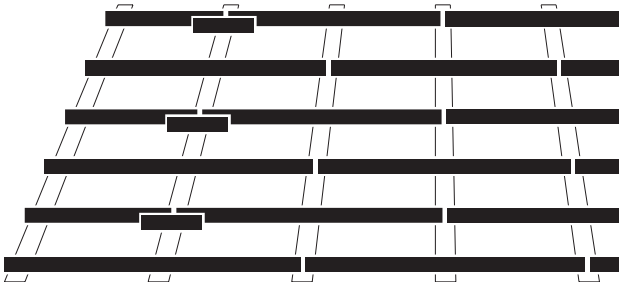
Sleeved



Single spanning sections with sleeves on the penultimate rafter/column with sleeves at alternate supports in between. Sleeves act as 'mechanical hinges' to provide maximum structural efficiency for the number of components employed. Single span purlins provide manageable lengths on site.

Suitable for most building applications.

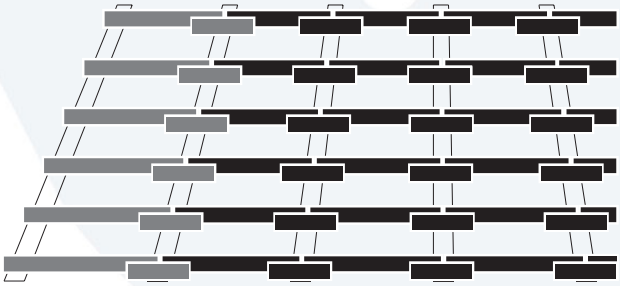
Double Span



Double spanning sections with minimum single span lengths to stagger the joints on the rafter/column, this reduces the number of sleeves required. Does not give quite the same strength capacity as the Sleeved system, but uses fewer components and is therefore faster to erect.

Alternative to the Sleeved system for spans up to 7.50m.

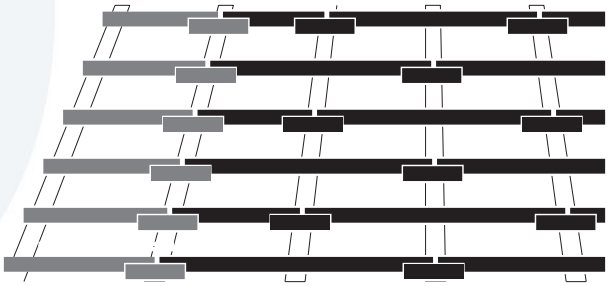
Heavy End Bay



Single spanning sections with sleeves at all supports providing a fully continuous system. End bay sections and sleeves increased in gauge to compensate for the lack of continuity at the gable. High load carrying capacity for larger spans and/or heavier loadings.

Suitable as a purlin system for buildings with a large number of bays (>6 bays).

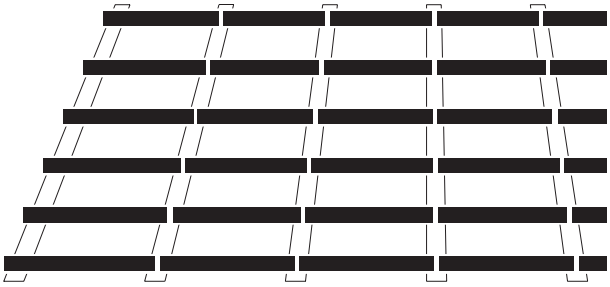
Double Span Heavy End Bay



Similar to Heavy End Bay system, but using double spanning interior purlin lengths and fewer sleeves. Does not give quite the same strength capacity as the Heavy End Bay system, but uses fewer components and is therefore faster to erect.

Alternative to the Heavy End Bay system for spans up to 7.50m.

Butted



Single spanning sections without sleeves.
Non continuous system.

Suitable where depth constraints exist and sections are fixed between supports.

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