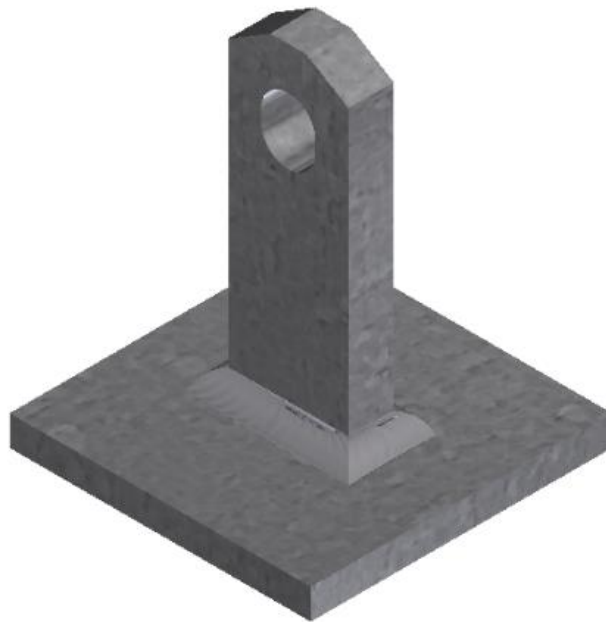


## TECHNICAL DOCUMENTATION



### 2D - LIFTING SYSTEMS | **SA-FAW FLAT ANCHOR**

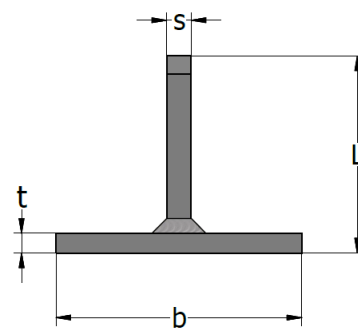
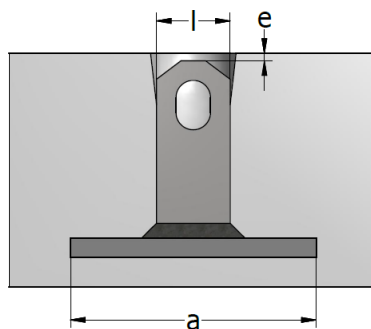
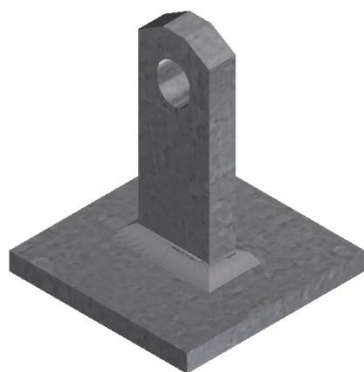


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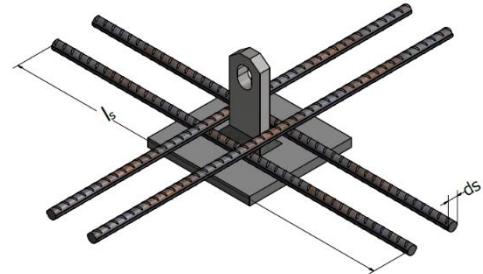
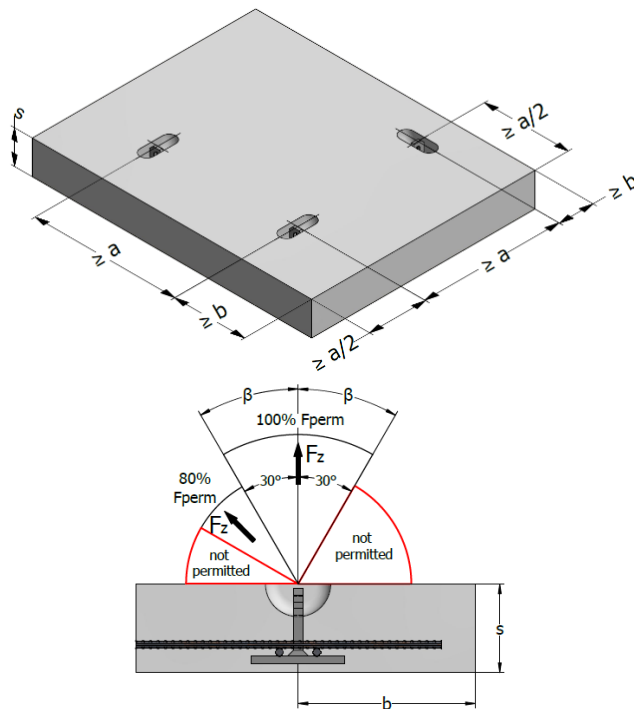
## FLAT ANCHOR SA-FAW

The **SA-FA** is designed for load range 14 kN to 100 kN. The main applications for this anchor include de-moulding panels and lifting thin slabs and concrete pipes. These elements must have a concrete strength at lifting of up to 20 MPa. Placing reinforcements above the anchor legs is highly recommended.




ANCHOR SA-FAW, DIMENSIONS AND LOAD CAPACITY									
Anchor type	Product number		L	l	s	t	axb	Load range	e
	Black	Hot-dip galvanised	[mm]	[mm]	[mm]	[mm]	[mm]	[kN]	[mm]
Lifting clutch load group 25 kN									
SA-FAW 14 kN – 55	62094	61580	55	30	6	8	80x80	14	10
SA-FAW 25 kN – 80	62095	61581	80	30	10	8	80x80	25	
Lifting clutch load group 50 kN									
SA-FAW 50 kN – 120	62096	61582	120	40	15	10	100x100	50	10
Lifting clutch load group 100 kN									
SA-FAW 100 kN – 160	62097	61583	160	60	20	12	140x140	100	15


## INSTALLATION OF SA-FAW



1

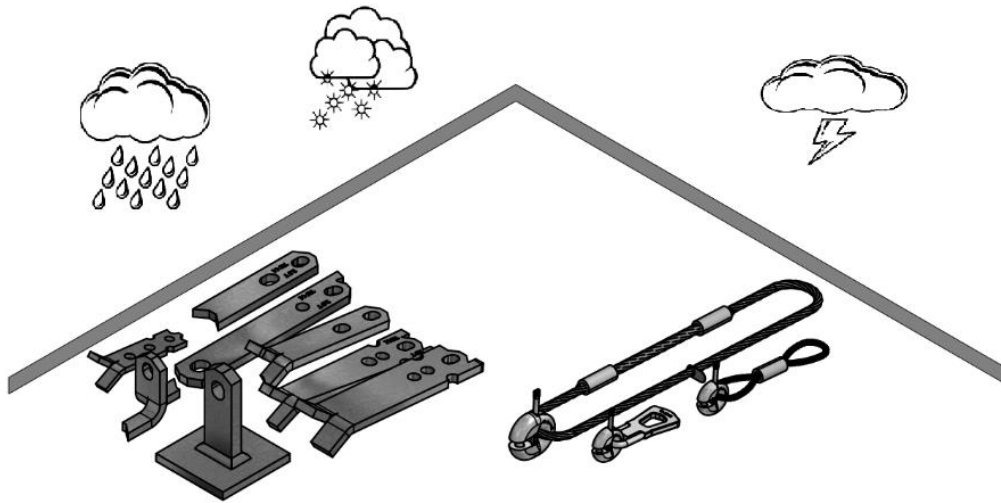
### INSTALLATION OF SA-FA ANCHOR – LOAD CAPACITY, INSTALLATION DIMENSIONS

INSTALLATION OF SA-FA ANCHOR – LOAD CAPACITY, INSTALLATION DIMENSIONS							
Anchor type	Anchor length "L"	Load group	$f_{cu} \geq 15 \text{ MPa}$ 				
			Minimum thickness of precast unit "s"	100 % $F_{perm}$ pull $\beta < 30^\circ$	80 % $F_{perm}$ pull $\beta > 30^\circ$ max. $45^\circ$	Minimum spacing between anchors "a"	Minimum distance from the edge "b"
	[mm]	[kN]	[mm]	[kN]	[kN]	[mm]	[mm]
Lifting clutch load group 25 kN							
SA-FA 14 kN – 55	55	14	85	14	11	230	115
SA-FA 25 kN – 80	80	25	110	25	20	330	165
Lifting clutch load group 50 kN							
SA-FA 50 kN – 120	120	50	150	50	40	480	240
Lifting clutch load group 100 kN							
SA-FA 100 kN – 160	160	100	190	100	80	660	330

Anchor type	Load group	Additional reinforcement for lifting (pull)	
		$f_{cu} \geq 15 \text{ MPa}$ 	
		$l_s$	$d_s$
	[kN]	[mm]	[mm]
SA-FA 14 kN – 55	14	210	Ø 8
SA-FA 25 kN – 80	25	300	Ø 8
SA-FA 50 kN – 120	50	450	Ø 12
SA-FA 100 kN – 160	100	600	Ø 16

## STORAGE REQUIREMENTS

Lifting systems and anchors must be stored and protected in dry conditions, under a roof. Large temperature variations, snow, ice, humidity, or salt and salt water impact may cause damage to anchors and shorten the service life.



## SAFETY INSTRUCTIONS

**Warning:** Use only trained personnel. Use the anchor and the lifting device by untrained personnel poses the risk of incorrect use or falling, which may cause injury or death. The lifting systems must be used only for lifting and moving precast concrete elements.

Obligatory instructions for safe working:

- All lifting anchors and lifting devices must be operated manually
- Visually inspect lifting anchors before use; check and clean all lifting anchor prior to use
- Hook in all lifting systems separately, without using force. Never use a hammer to close the lifting device.

Respect local regulations for safe lifting and hoisting at all times.

Incorrect use may result in safety hazards and reduced load-carrying capacity. This may cause the lifted object to fall and pose a hazard to life and limb. Lifting anchor systems must be used only by suitable trained personnel.

## GENERAL INFORMATION

The strip anchor lifting system manufactured by TERWA is a high quality, safe, easy to handle, cost-effective system. It used for transporting all types of concrete elements.

Some of the important advantages of these systems include:

- Safe, simple and fast connection and disconnection between lifting links and correspondent anchors.
- Anchors and lifting keys are designed for load capacities between **0.7 – 26.0 t**.
- High-quality alloy material for lifting keys and anchors can be used in any environment.
- Available in a hot-dip galvanised version for corrosion protection.
- Perfect lifting and transport solution for most applications and precast elements.
- CE-certified system. All Terwa lifting systems have the CE marking which guarantees conformance with the European regulations.

The design for Terwa strip anchors and technical instructions comply with the national German guideline VDI/BV-BS 6205:2012 "Lifting inserts and lifting insert for precast concrete elements". Based on this guideline, the manufacturer must also ensure that the lifting systems have sufficient strength to prevent concrete failure.

A failure of lifting anchors and lifting anchor devices can endanger human lives as well as can lead to significant damage. Therefore, lifting anchors and lifting devices must be produced with high quality, carefully selected and which are designed for the respective application and used by skilled personnel according to lifting and handling instructions.

The anchors are designed to resist at a minimum safety factor = 3.

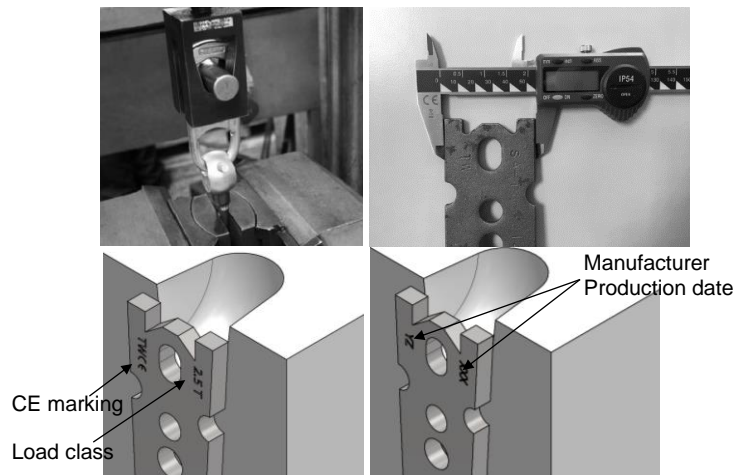
**Welding on the anchor is not permitted.**

### Quality

Terwa continuously controls the anchor production process in terms of strength, dimensional and material quality, and performs all of the required inspections for a superior quality system. All of the products are tracked from material acquisition to the final, ready to use product.

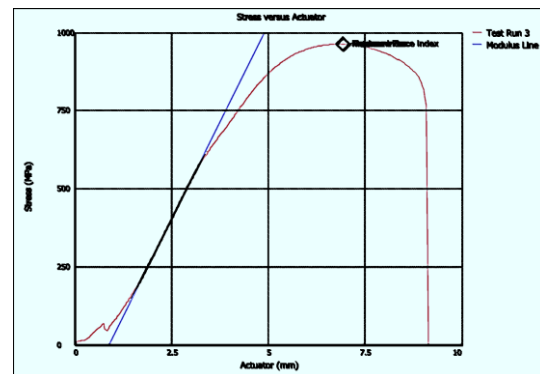
### Marking and traceability

All anchors and lifting clutches have the CE marking and all data necessary for traceability and load class.



### Anchor testing

Terwa lifting anchors are designed to resist at a minimum safety factor of **3x load group**



### Application of lifting anchor system

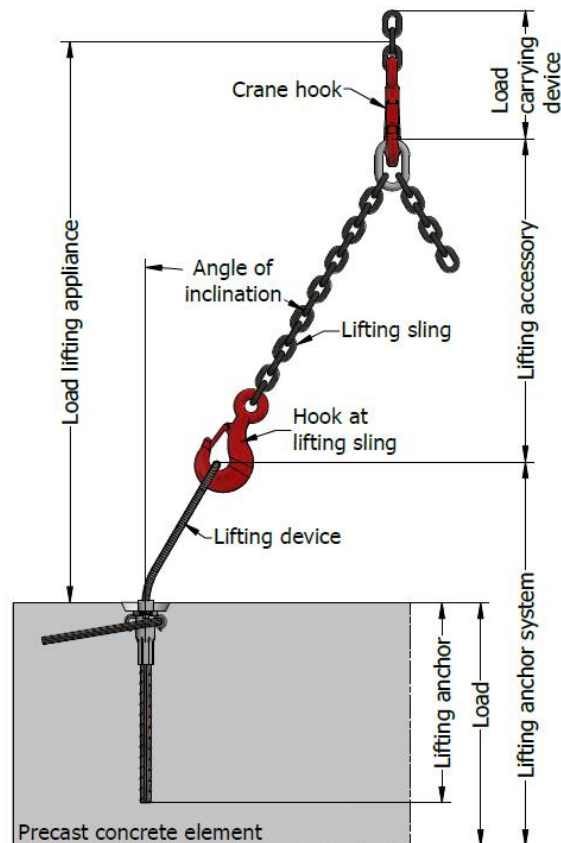
**Load carrying devices** - are equipment that is permanently connected to the hoist for attaching lifting devices, lifting accessory or loads.

**Lifting accessory** – equipment that creates a link between the load carrying device and the lifting device.

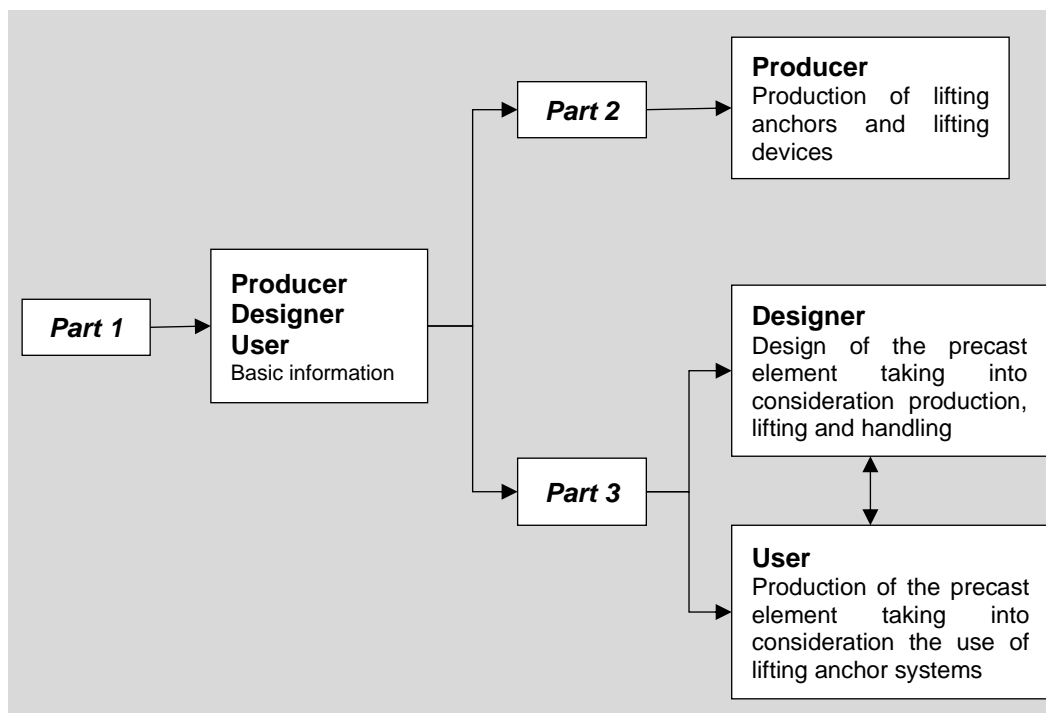
**Lifting device (lifting key)** – equipment that connects the loads to the load carrying device by means of lifting accessories.

**Lifting anchor** – steel part embedded in the concrete element, which is intended as an attachment point for the lifting device.

**Lifting anchor system** - consists of a lifting anchor (insert), which is permanently anchored in the precast concrete element and the corresponding lifting device, which is temporarily fixed to the embedded lifting anchor.



### Interaction between the parts of the series of guidelines VDI/BV-BS 6205



## CE MARKING

CE marking means that a product is manufactured and inspected in accordance with a harmonised European standard (hEN) or a European Technical Approval (ETA). ETA can be used as the basis for CE marking for cases in which there is no hEN. However, ETA is voluntary and not required by EU directives or legislation.

Manufacturers may use the CE marking to declare that their construction products meet harmonised European standards or have been granted ETA Approvals. These documents define properties the products must have to be granted the right to use the CE marking and describe how the manufacture of these products is supervised and tested.

EU Construction Products Regulation takes full effect on 1 July 2013. There are no harmonised EN standards for detailed building parts, such as connections used in concrete constructions, excluding lifting items and devices, which are covered by the EU Machinery Directive. For steel constructions, CE marking will become mandatory as of 1 July 2014 as covered by the EU Construction Products Directive.

## LIFTING SYSTEMS

- **RE-USABLE LIFTING SYSTEM**

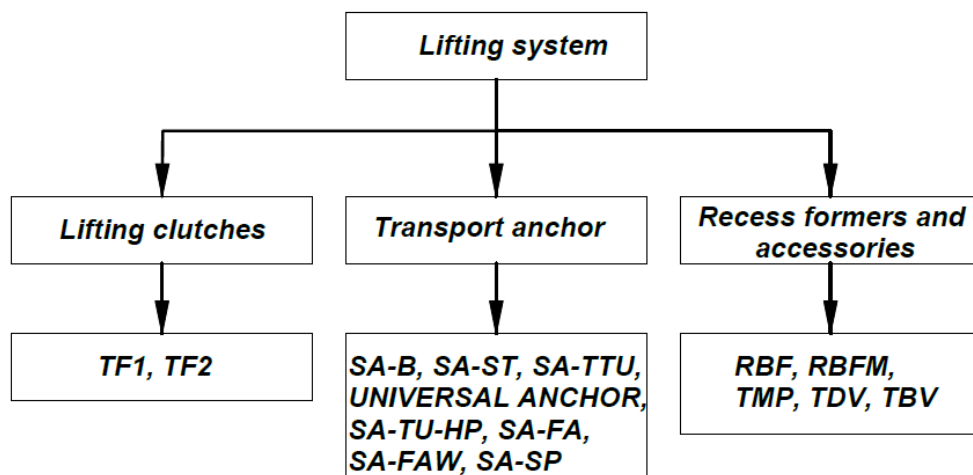
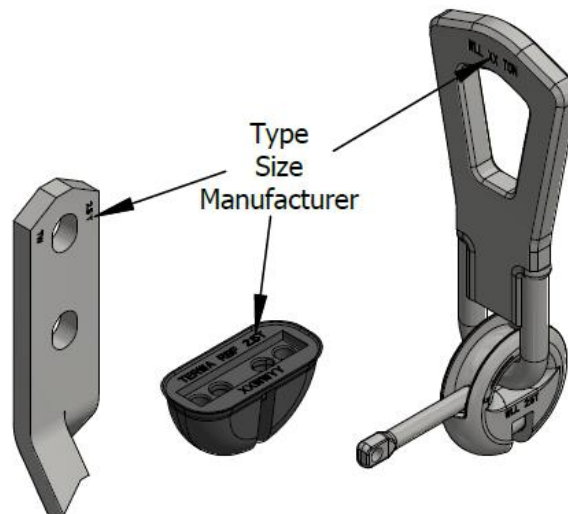
Terwa offers various types of ring clutches suitable for lifting, transport and installation of precast concrete elements.

- **TRANSPORT ANCHORS**

Strip anchors made from high-quality steel.

- **RECESS FORMERS AND MOUNTING ACCESSORIES**

Wide range of mounting accessories for fixing the anchors to the formwork during the production of the precast element.





## TECHNICAL INFORMATION – CHOOSING THE TYPE OF ANCHOR

Terwa has 3 types of lifting systems:

- 1D threaded lifting system
- 2D strip anchor lifting system
- 3D T-slot anchor lifting system

The method for choosing the anchor is identical for all these types and depends on the lifting method and/or experience.

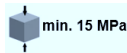
The 1D threaded lifting system is mainly used when the hoisting angles are limited, while the 2D strip anchor lifting system and the 3D T-slot anchor lifting system can be used for all hoisting angles, with minor limitations for the 2D strip anchor lifting system. The difference between the 2D strip anchor lifting system and the 3D T-slot anchor lifting system lies principally in the experience one has in using one or the other system.

Terwa also has software for making the anchor calculations.



## SAFETY RULES

The lifting system consists of a threaded anchor embedded in concrete and a threaded lifting device. The threaded lifting loop is connected to the anchor only when required for lifting. **Ensure that the concrete has reached MPa strength of at least 15 before beginning lifting.**



These lifting systems are not suitable for intensive re-use.

In designing the lifting system, the safety factors for the failure mode steel rupture derived from the Machinery Directive 2006/42/EC are:

- for steel component (solid sections)  $\gamma = 3$
- for steel wires  $\gamma = 4$

For this, the load-side dynamic working coefficient  $\psi_{dyn} = 1.3$

For the determination of the characteristic resistances based on method A in accordance with DIN EN 1990 - Annex D for the concrete break-out, splitting, blow-out and pull-out failure modes, the safety factor is  $\gamma = 2.5$

The safety concept requires that the action E does not exceed the admissible value for the resistance  $R_{adm}$ :

$E \leq R_{adm}$  Where: E - action,  $R_{adm}$  - admissible load (resistance)

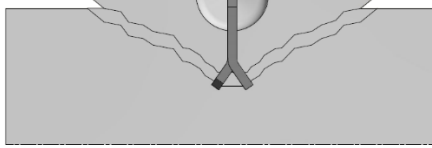
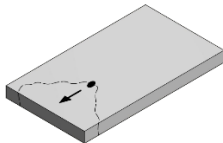
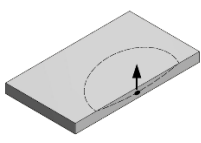
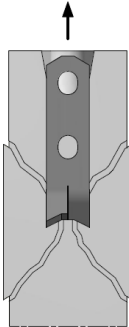
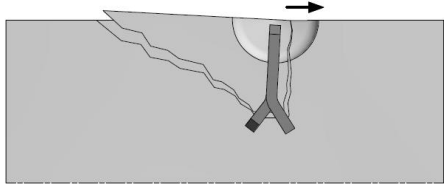
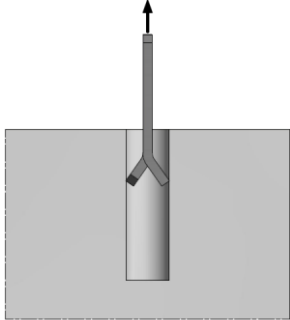
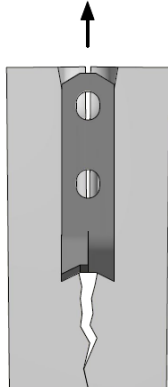
The admissible load (resistance) of lifting anchor and lifting device is obtained as follows:

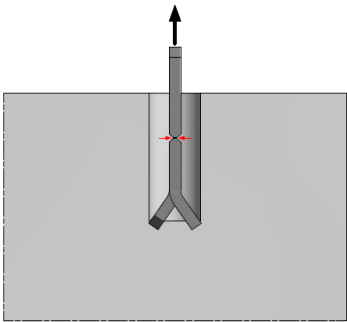
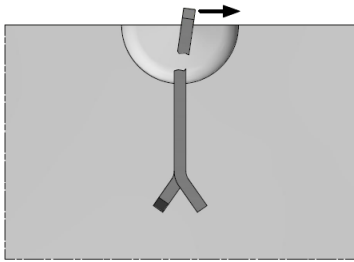
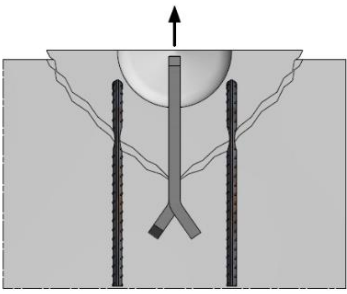
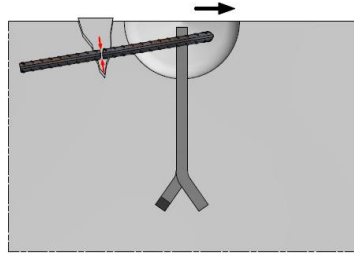
$R_{adm} = \frac{R_k}{\gamma}$  Where:  $R_k$  - characteristic resistance of the anchoring of a lifting anchor or lifting device,  $\gamma$  - global safety factor

**Notice:** The lifting anchors must always be installed above the centre of gravity. Otherwise, the element can tip over during transport.

The maximum permitted load on the components quoted in the tables has been obtained by applying a safety factor on test data.

## POSSIBLE TYPES OF FAILURE OF A LIFTING ANCHOR

Failure type	Fracture pattern: tensile force	Fracture pattern: transverse shear force	
<b>Concrete break-out</b> Failure mode, characterised by a wedge or cone shaped concrete break-out body, which was separated from the anchor ground and is initiated by the lifting anchor			
<b>Local concrete break-out (blow-out)</b> Concrete spalling at the side of the component that contains the anchor, at the level of the form-fitting load application by the lifting anchor into the concrete break-out at the concrete surface.			
<b>Pry-out (rear breakout of concrete)</b> Failure mode characterised by the concrete breaking out opposite the direction of load, on lifting anchors with shear load.			
<b>Pull-out</b> Failure mode, where the lifting anchor under tension load is pulled out of the concrete with large displacements and a small concrete break-out.			
<b>Splitting of the component</b> A concrete failure in which the concrete fractures along a plane passing through the axis of the lifting anchor.			

Failure type	Fracture pattern: tensile force	Fracture pattern: transverse shear force
<b>Steel failure</b> Failure mode characterised by fracture of the steel lifting anchor parts.		
<b>Steel failure of additional reinforcement</b> Steel failure of the supplementary reinforcement loaded directly or indirectly by the lifting anchor		

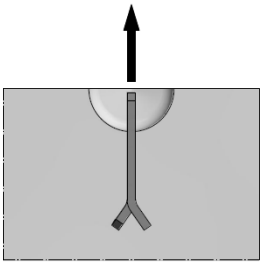
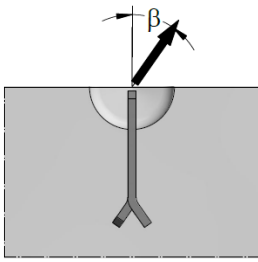
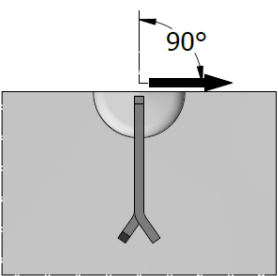
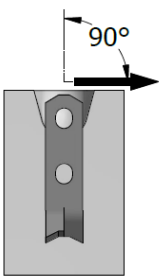
## DIMENSIONING OF LIFTING ANCHOR SYSTEM

For the safe dimensioning of lifting anchor systems for precast concrete elements, the following points must be made clear at the start:

- The type of the structural element and the geometry
- Weight and location of centre of gravity of the structural element
- Directions of the loads on the anchor during the entire transport process, with all loading cases that occur.
- The static system of taking on the loads.

To determine the correct size of lifting anchor, the stresses in the direction of the wire rope sling must be determined for all load classes. These stresses must then be compared with the applicable resistance values for the type of loading case.

**Stress ≤ Resistance** always applies

Direction of stress			
Axial tension		Parallel shear pull	
Load or load component action in the direction of the longitudinal axis of the lifting anchor.		Load or load component action at an angle $\beta$ to the longitudinal axis of the lifting anchor in the plane of the precast component.	
<b>Transverse shear pull parallel to the structural element plane</b>		<b>Transverse shear pull perpendicular to the structural element plane</b>	
Load or load component parallel to the surface of structural element and to the plane of the element, acting at an angle $\beta$ perpendicular to the longitudinal axis of the lifting anchor.		Load or load component parallel to the building component surface and perpendicular to the surface of the component.	

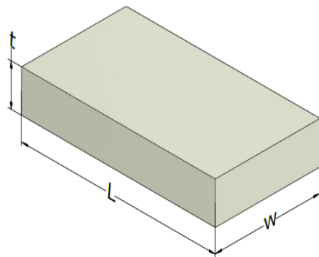
## LOAD CAPACITY

The load capacity of the anchor depends on multiple factors such as:

- The deadweight of the precast concrete element " $F_G$ "
- Adhesion to the formwork
- The load direction, angle of pull
- Number of load bearing anchors
- The edge distance and spacing of the anchors
- The strength of the concrete when operating, lifting or transporting
- The embedded depth of the anchor
- Dynamic forces
- The reinforcement arrangement

## WEIGHT OF PRECAST UNIT

The total self-weight " $F_G$ " of the precast reinforced concrete element is determined using a specific weight of:  $\rho = 25 \text{ kN/m}^3$ . For prefabricated elements composed of reinforcing elements with a higher concentration, this will be taken into consideration when calculating the weight.



$$F_G = \rho \times V$$

$$V = L \times w \times h$$

Where:

$V$  - volume of precast unit in  $\text{m}^3$

$L$  - length in  $\text{m}$

$w$  - width in  $\text{m}$

$h$  - thickness in  $\text{m}$

## ADHESION TO FORMWORK COEFFICIENT

When a precast element is lifted from the formwork, adhesion force between element and formwork develops. This force must be taken into consideration for the calculation of the anchor load and depends on the total area in contact with the formwork, the shape of the precast element and the material of the formwork. The value " $F_{adh}$ " of adhesion to the formwork is calculated using the following equation:

$$F_{adh} = q_{adh} \times A_f \text{ [kN]}$$

Where:  $F_{adh}$  – action due to adhesion and form friction, in kN

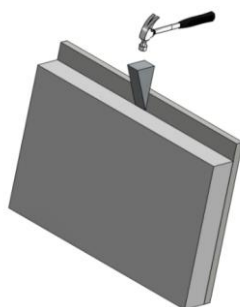
$q_{adh}$  - the adhesion to formwork and form friction factor corresponding to the material of the formwork

$A_f$  - the area of contact between the formwork and the concrete element when starting the lift

Adhesion to the formwork	$q_{adh}$ in $\text{kN/m}^2$
Oiled steel formwork, oiled plastic-coated plywood	$\geq 1$
Varnished timber formwork with panel boards	$\geq 2$
Rough timber formwork	$\geq 3$

In some cases, such as  $\pi$  - panel or other specially shaped elements, an increased adhesion coefficient must be taken into consideration.

Adhesion to the formwork	
Double-T beams	$F_{adh} = 2 \times F_G \text{ [kN]}$
Ribbed elements	$F_{adh} = 3 \times F_G \text{ [kN]}$
Waffled panel	$F_{adh} = 4 \times F_G \text{ [kN]}$



Adhesion to the formwork should be minimised before lifting the concrete element out of the formwork by removing as many parts of the formwork as possible.

Before lifting from the table, the adhesion to the formwork must be reduced as much as possible by removing the formwork from the concrete element (tilting the formwork table, brief vibration for detachment, using wedges).

## DYNAMIC LOADS COEFFICIENT

During lifting and handling of the precast elements, the lifting devices are subject to dynamic actions. The value of the dynamic actions depends on the type of lifting machinery. Dynamic effect shall be considered by the dynamic factor  $\Psi_{dyn}$ .

Lifting equipment	Dynamic factor $\Psi_{dyn}$
Tower crane, portal crane and mobile crane	1.3 *)
Lifting and moving on flat terrain	2.5
Lifting and moving on rough terrain	$\geq 4.0$
*) lower values may be appropriate in precast plants if special arrangements are made.	

For special transport and lifting cases, the dynamic factor is established based on the tests or on proven experience.

## LIFTING OF PRECAST CONCRETE ELEMENT UNDER COMBINED TENSION AND SHEAR LOADING

The load value applied on each anchor depends on the chain inclination, which is defined by the angle  $\beta$  between the normal direction and the lifting chain.

The cable angle  $\beta$  is determined by the length of the suspension chain. We recommend that, if possible,  $\beta$  should be kept to  $\beta \leq 30^\circ$ . The tensile force on the anchor will be increased by a cable angle coefficient "z".

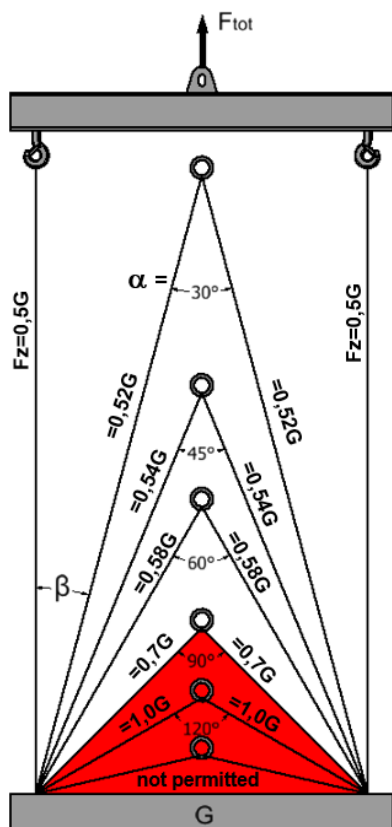
$$z = 1/\cos\beta$$

$$F = \frac{F_{tot} \times z}{n}$$

Where:

z - cable angle coefficient

n - number of load bearing anchors



Cable angle $\beta$	Spread angle a	Cable angle factor z
0 °	-	1.00
7.5 °	15 °	1.01
15.0 °	30 °	1.04
22.5 °	45 °	1.08
30.0 °	60 °	1.16
*37.5 °	75 °	1.26
*45.0 °	90 °	1.41

\* preferred  $\beta \leq 30^\circ$

**Note:** If no lifting beam is used during transport, the anchor must be embedded symmetrical to the load.

## ASYMMETRIC DISTRIBUTION OF THE LOAD

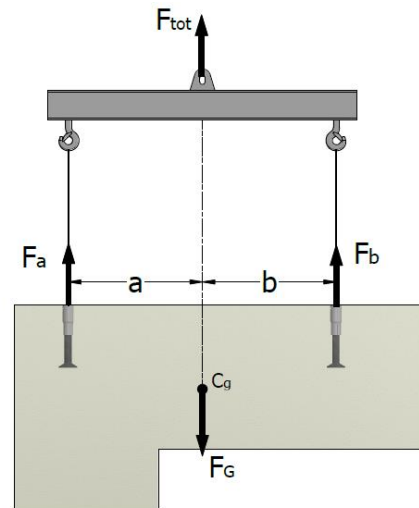
For asymmetrical elements, calculate the loads based on the centre of gravity before installing the anchors.  
The load of each anchor depends on the embedded position of the anchor in the precast unit and on the transport mode:

- If the arrangement of the anchors is asymmetrical in relation to the centre of gravity, the individual anchors support different loads. For the load distribution in asymmetrally installed anchors when a spreader beam is used, the forces on each anchor are calculated using the following equation:

$$F_a = F_{tot} \times b / (a + b)$$

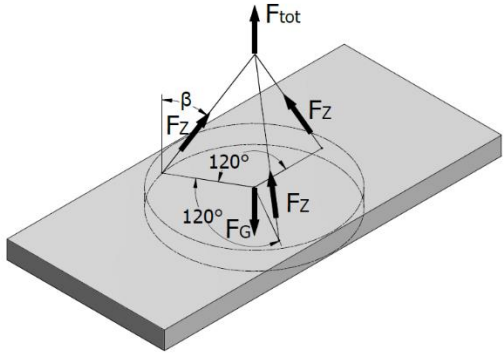
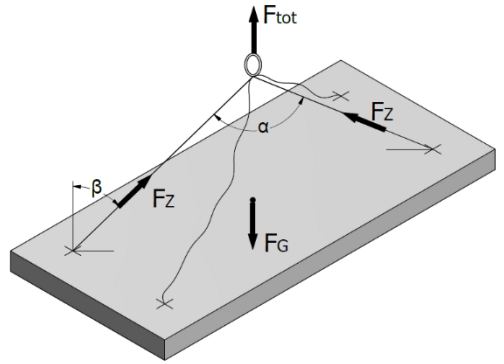
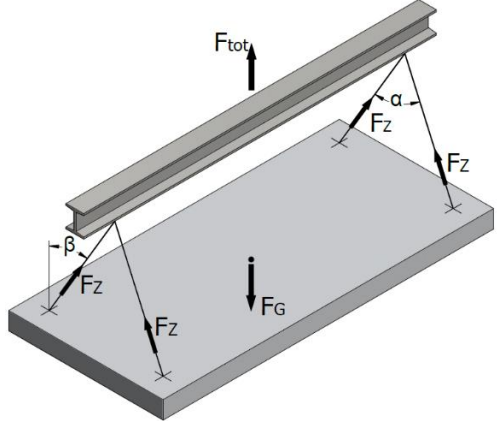
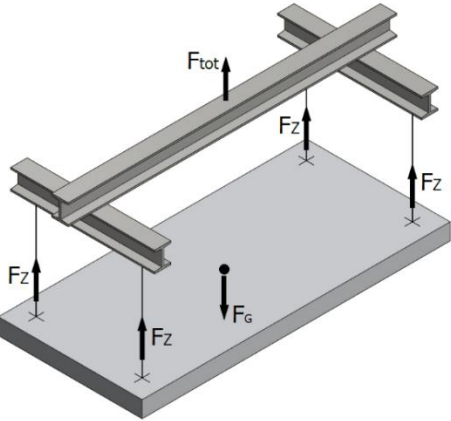
$$F_b = F_{tot} \times a / (a + b)$$

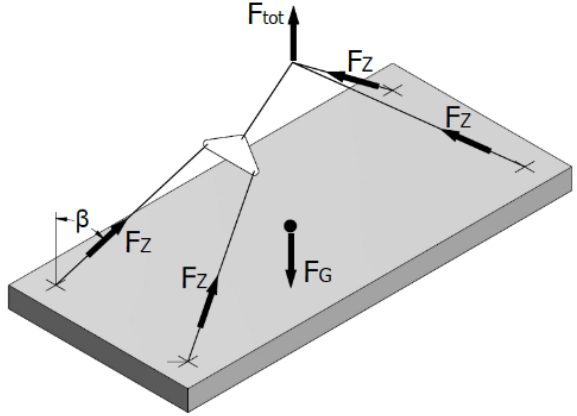
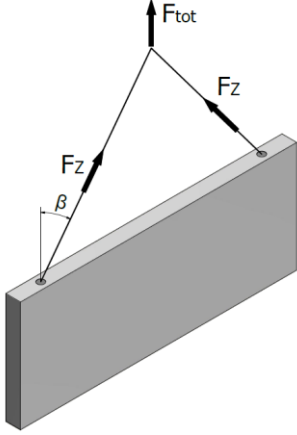
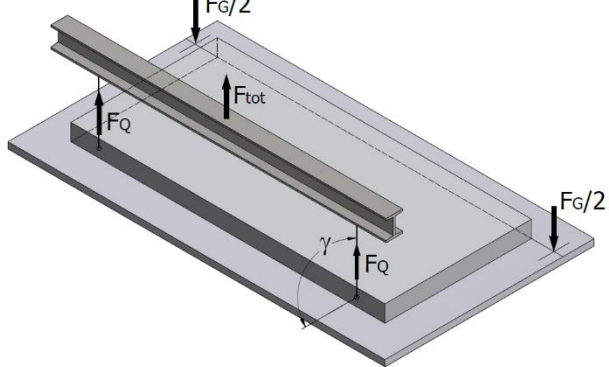
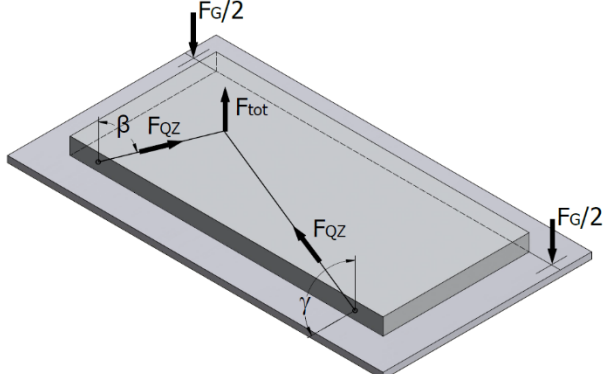
Note: To avoid tilting the element during transport, the load should be suspended from the lifting beam in such a way that its centre of gravity ( $C_g$ ) is directly under the crane hook.



- For transporting without a lifting beam, the load on the anchor depends on the cable angle ( $\beta$ ).

## ANCHORS LIFTING CONDITIONS

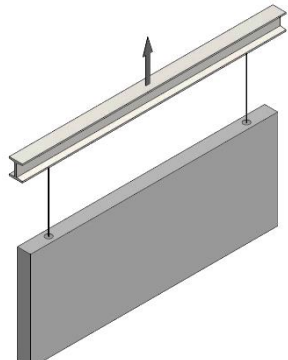
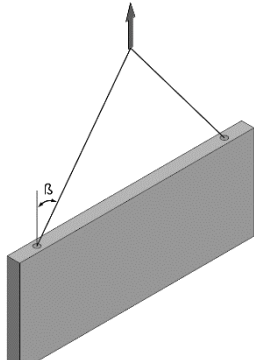
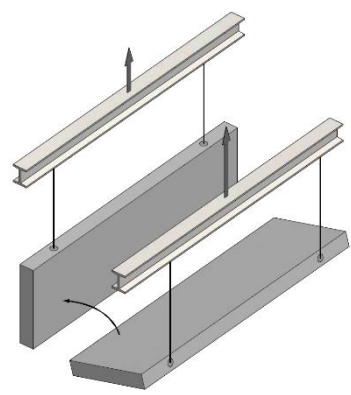
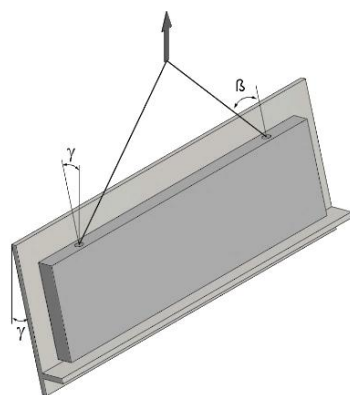
<p>Using three anchors spaced the same distance apart from each other as in the figure, three load bearing anchors can be assumed.</p> <p>Load bearing anchors: <b>n=3</b></p> <p><b>Load type – lifting of formwork</b></p> <ul style="list-style-type: none"> <li>-shear pull factor <math>z \geq 1</math></li> <li>-formwork adhesion</li> <li>-no dynamic factor</li> </ul> <p><b>Load type – transport</b></p> <ul style="list-style-type: none"> <li>-shear pull factor <math>z \geq 1</math></li> <li>-no formwork adhesion</li> <li>-dynamic factor</li> </ul>	
<p>Using four anchors lifted without a spreader beam, only two load bearing anchors can be assumed. The load distribution is randomly based</p> <p>Load bearing anchors: <b>n=3</b></p> <p><b>Load type – lifting of formwork</b></p> <ul style="list-style-type: none"> <li>-shear pull factor <math>z \geq 1</math></li> <li>-formwork adhesion</li> <li>-no dynamic factor</li> </ul> <p><b>Load type – transport</b></p> <ul style="list-style-type: none"> <li>-shear pull factor <math>z \geq 1</math></li> <li>-no formwork adhesion</li> <li>-dynamic factor</li> </ul>	
<p>Perfect force distribution is assumed using a spreader beam</p> <p>Load bearing anchors: <b>n=3</b></p> <p><b>Load type – lifting of formwork</b></p> <ul style="list-style-type: none"> <li>-shear pull factor <math>z \geq 1</math></li> <li>-formwork adhesion</li> <li>-no dynamic factor</li> </ul> <p><b>Load type – transport</b></p> <ul style="list-style-type: none"> <li>-shear pull factor <math>z \geq 1</math></li> <li>-no formwork adhesion</li> <li>-dynamic factor</li> </ul>	
<p>Perfect static weight distribution can be obtained using a lifting beam and two pairs of anchors symmetrically placed.</p> <p>Load bearing anchors: <b>n=3</b></p> <p><b>Load type – lifting of formwork</b></p> <ul style="list-style-type: none"> <li>-shear pull factor <math>z \geq 1</math></li> <li>-formwork adhesion</li> <li>-no dynamic factor</li> </ul> <p><b>Load type – transport</b></p> <ul style="list-style-type: none"> <li>-shear pull factor <math>z \geq 1</math></li> <li>-no formwork adhesion</li> <li>-dynamic factor</li> </ul>	

<p>The compensating lifting slings ensure equal force distribution. Load bearing anchors: <b>n=4</b> <b>Load type – lifting of formwork</b> -shear pull factor <math>z \geq 1</math> -formwork adhesion -no dynamic factor</p> <p><b>Load type – transport</b> -shear pull factor <math>z \geq 1</math> -no formwork adhesion -dynamic factor</p>	
<p>Lifting of wall elements parallel to the axis of concrete element Load bearing anchors: <b>n=2</b> <b>Load type – transport</b> -shear pull factor <math>z \geq 1</math> -no formwork adhesion -dynamic factor</p>	
<p>When the element is lifted without a lifting table at a straight angle and contact with the ground is maintained. Additional shear reinforcement is required. Load bearing anchors: <b>n=2</b> <b>Load type – lifting of formwork</b> -shear pull factor <math>z = 1</math> -formwork adhesion -no dynamic factor</p> <p><b>Load type – transport</b> -shear pull factor <math>z = 1</math> -no formwork adhesion -dynamic factor</p>	
<p>When the element is lifted without a lifting table at a straight angle and contact with the ground is maintained. Additional shear reinforcement is required. <b><math>\beta \leq 30^\circ</math></b> Load bearing anchors: <b>n=2</b> <b>Load type – lifting of formwork</b> -shear pull factor <math>z \geq 1</math> -formwork adhesion -no dynamic factor</p> <p><b>Load type – transport</b> -shear pull factor <math>z \geq 1</math> -no formwork adhesion -dynamic factor</p>	

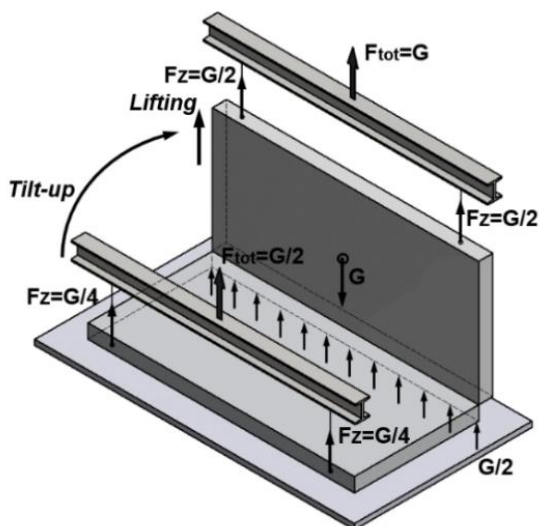
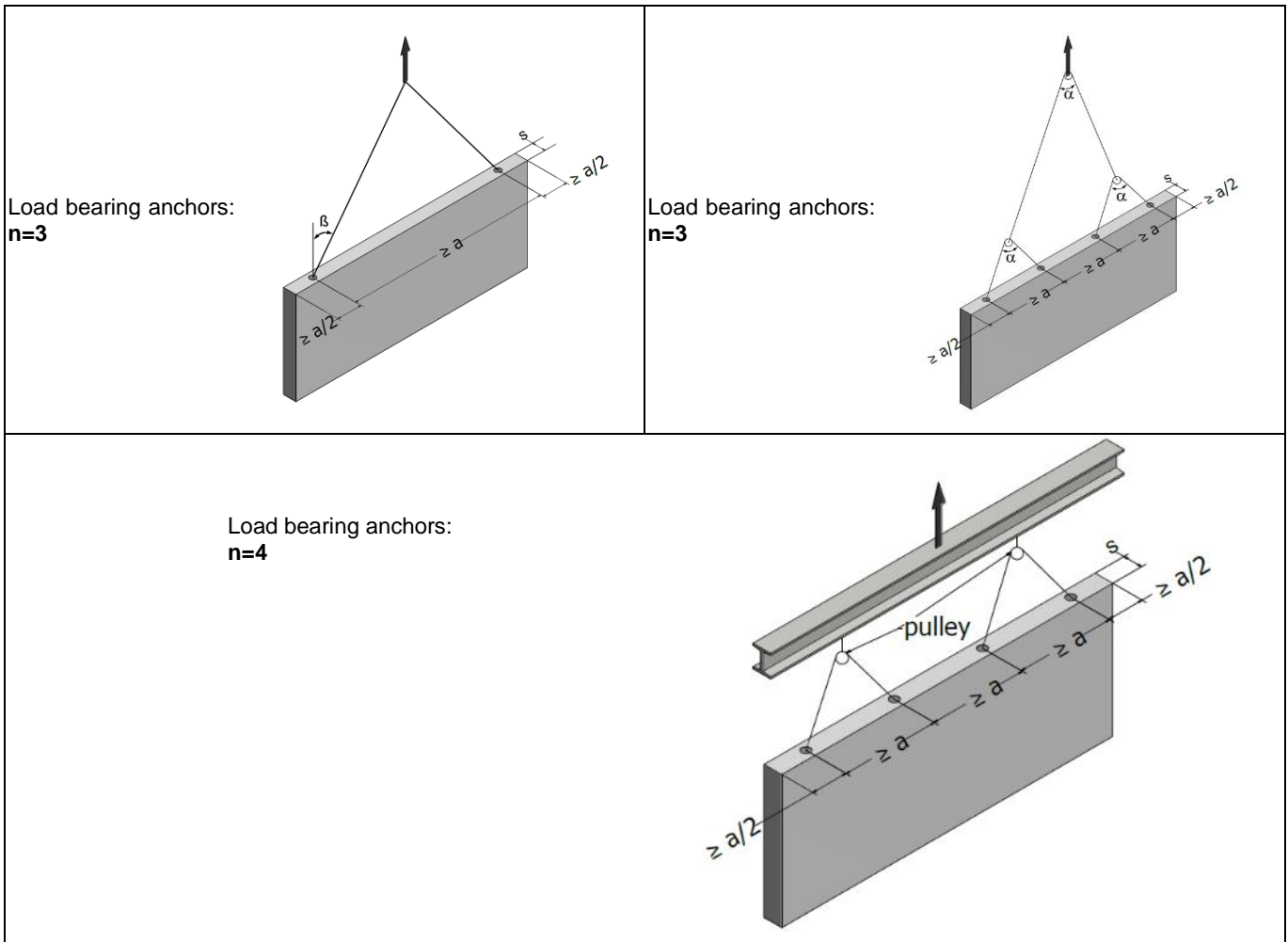


## LOAD DIRECTIONS

Various scenarios may occur during transport and lifting, such as tilt-up, rotation, hoisting and, of course, installation. The lifting anchors and clutches must have the capacity for all these cases and combinations of them. Therefore, the load direction is a very important factor for proper anchor selection.

<p>Axial load <math>\beta = 0^\circ</math> to <math>10^\circ</math></p> 	<p>Diagonal load <math>\beta = 10^\circ</math> to <math>45^\circ</math></p> <p>Note: <math>\beta \leq 30^\circ</math> is recommended</p> 
<p>Tilting <math>g = 90^\circ</math></p> <p><b>Additional reinforcement steel must be used.</b></p> <p><i>shear</i></p> 	<p>When a tilting table is used, the anchors can be used without additional shear reinforcement steel, not to angle <math>g &lt; 15^\circ</math></p> 

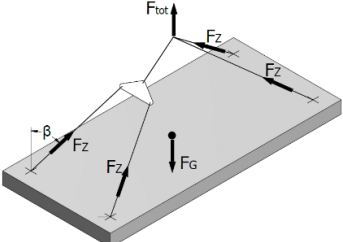
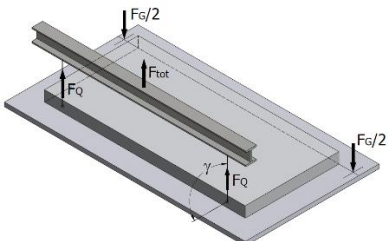
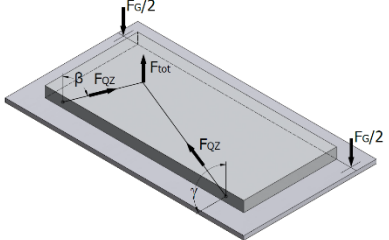
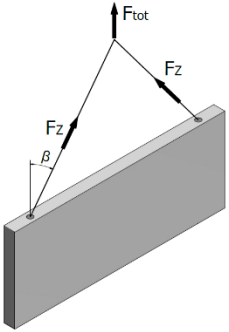
## POSITIONING THE ANCHORS IN WALLS



Lifting the walls from horizontal to vertical position without tilt-up table.

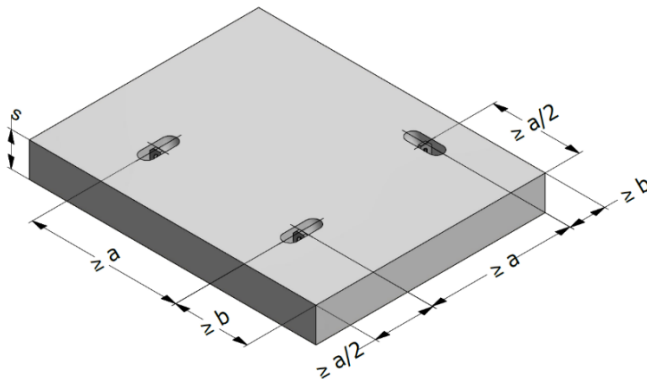
In this case, the anchors are loaded with half of the element weight, since half of the element remains in contact with the casting table.

**DETERMINATION OF ANCHOR LOAD**

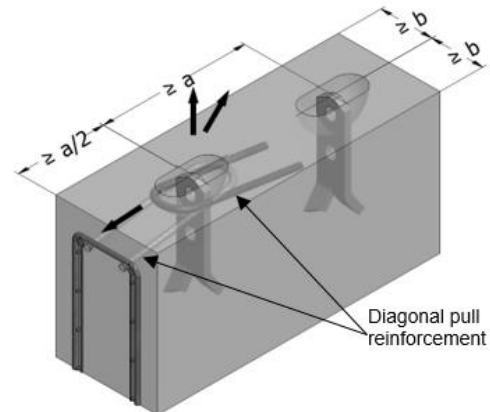
	<b>Load type</b>	<b>Calculation</b>	<b>Verification</b>
<i>Lifting with formwork adhesion</i>		$F_Z = \frac{(F_G + F_{adh}) \times z}{n}$ <p><math>F_Z</math> – Load acting on the lifting anchor in kN</p>	$F_Z \leq N_{R,adm}$ <p><math>N_{R,adm}</math> – admissible normal load</p>
<i>Erecting</i>		$F_Q = \frac{(F_G/2) \times \psi_{dyn}}{n}$ <p><math>F_Q</math> – Shear load acting on the lifting anchor directed perpendicular to the longitudinal axis of the concrete element when lifting from horizontal position with a beam in kN</p>	$F_Q \leq V_{R,adm}$ <p><math>V_{R,adm}</math> – admissible shear load</p>
		$F_{QZ} = \frac{(F_G/2) \times \psi_{dyn} \times z}{n}$ <p><math>F_{QZ}</math> – Shear load acting on the lifting anchor inclined and perpendicular to the longitudinal axis of the concrete element when lifting from horizontal position with a beam in kN</p>	$F_{QZ} \leq V_{R,adm}$ <p><math>V_{R,adm}</math> – admissible shear load</p>
<i>Transport</i>		$F_Z = \frac{F_G \times \psi_{dyn} \times z}{n}$ <p><math>F_Z</math> – Load acting on the lifting anchor in kN</p>	$F_Z \leq N_{R,adm}$ <p><math>N_{R,adm}</math> – admissible normal load</p>

## BASIC PRINCIPLES FOR THE ANCHOR SELECTION

### Anchors for large surface precast unit



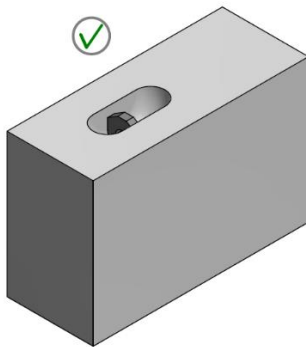
### Anchors for thin-walled precast units



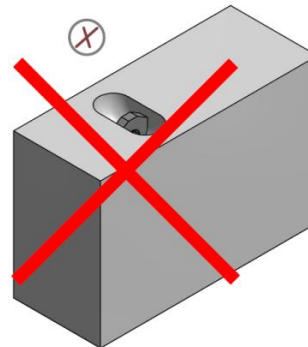
When the load is near the narrow edge, reinforcement for angled pull is necessary. Design and use of the diagonal reinforcement must comply with EN 1992.

### Anchors are for placement in thin-walled elements

In thin-walled units, such as panels, the anchors may only be installed with the flat steel at right angles to the slab.

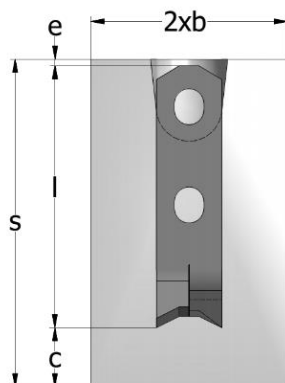


**CORRECT INSTALLATION**



**INCORRECT INSTALLATION**

### Minimum thickness of the elements



$$S = c + l + e$$

Where:

$S$  = minimum thickness of precast unit

$l$  = anchor length

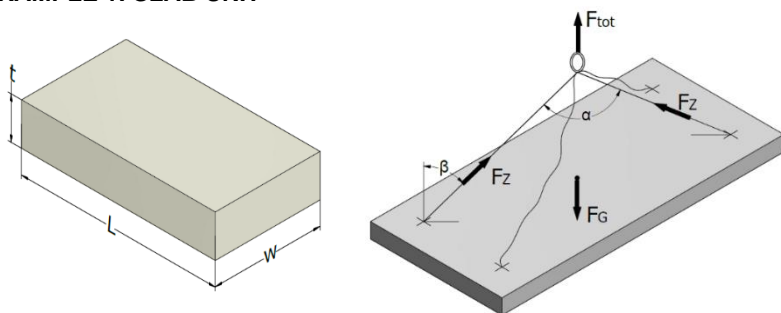
$e$  = cover to anchor head

$c$  = concrete cover according to EN 1992

The length of the anchor depends on the minimum thickness of precast units and must be chosen correctly with respect to the standards.

## CALCULATION EXAMPLES

### EXAMPLE 1: SLAB UNIT



The slab unit has the following dimensions:

$$L = 5 \text{ m}$$

$$w = 2 \text{ m}$$

$$t = 0.2 \text{ m}$$

Weight  $F_G = \rho \times V = 25 \times (5 \times 2 \times 0.2) = 50 \text{ kN}$

Formwork area  $A_f = L \times w = 5 \times 2 = 10 \text{ m}^2$

Anchor number  $n = 2$

General data:	Symbol	De-mould	Transport	Mount
Concrete strength at de-mould [MPa]		15	15	
Concrete strength on site [MPa]				35
Element weight [kN]	$F_G$	50		
Element area in contact with formwork [m <sup>2</sup> ]	$A_f$	10		
Cable angle factor at de-mould ( $\beta = 15.0^\circ$ )	$z$	1.04	1.04	
Cable angle factor on site ( $\beta = 30.0^\circ$ )	$z$			1.16
Dynamic coefficient at transport	$\Psi_{dyn}$		1.3	
Dynamic coefficient on site	$\Psi_{dyn}$			1.3
Adhesion to formwork factor for varnished timber formwork [kN/m <sup>2</sup> ]	$q_{adh}$	2		
Anchor number for de-mould	$n$	2		
Anchor number for transport at the plant	$n$		2	
Anchor number for transport on site	$n$			2

#### DE-MOULD AT THE PLANT:

Adhesion to formwork factor:

$$q_{adh} = 2 \text{ kN/m}^2$$

Cable angle factor:

$$z = 1.04 (\beta = 15.0^\circ)$$

Concrete strength:

$$15 \text{ MPa}$$

$$F_Z = \frac{[(F_G + q_{adh} \times A_f) \times z]}{n} = \frac{[(50 + 2 \times 10) \times 1.04]}{2} = 36.4 \text{ kN}$$

#### TRANSPORT AT THE PLANT:

Dynamic coefficient:

$$\Psi_{dyn} = 1.3$$

Cable angle factor:

$$z = 1.04 (\beta = 15.0^\circ)$$

Concrete strength:

$$15 \text{ MPa}$$

$$F_Z = \frac{F_G \times \Psi_{dyn} \times z}{n} = \frac{50 \times 1.3 \times 1.04}{2} = 36.4 \text{ kN}$$

#### TRANSPORT ON SITE:

Dynamic coefficient:

$$\Psi_{dyn} = 1.3$$

Cable angle factor:

$$z = 1.16 (\beta = 30.0^\circ)$$

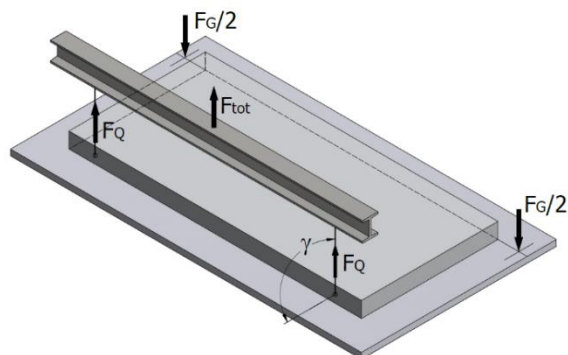
Concrete strength:

$$15 \text{ MPa}$$

$$F_Z = \frac{F_G \times \Psi_{dyn} \times z}{n} = \frac{50 \times 1.3 \times 1.16}{2} = 36.4 \text{ kN}$$

An anchor in the **40 kN** range is required.

## EXAMPLE 1: WALL PANEL



The slab unit has the following dimensions:

$$L = 5 \text{ m}$$

$$w = 2 \text{ m}$$

$$t = 0.2 \text{ m}$$

$$\text{Weight } F_G = \rho \times V = 25 \times (7.5 \times 2 \times 0.18) = 67.5 \text{ kN}$$

$$\text{Formwork area } A_f = L \times w = 7.5 \times 2 = 15 \text{ m}^2$$

$$\text{Anchor number } n = 2$$

General data:	Symbol	De-mould	Tilting	Mount
Concrete strength at de-mould [MPa]		15	15	
Concrete strength on site [MPa]				45
Element weight [kN]	$F_G$	67.5		
Element area in contact with formwork [m <sup>2</sup> ]	$A_f$	15		
Cable angle factor at de-mould ( $\beta = 0.0^\circ$ )	$z$	1.0		
Cable angle factor at tilting ( $\beta = 0.0^\circ$ )	$z$		1.0	
Cable angle factor on site ( $\beta = 30^\circ$ )	$z$			1.16
Dynamic coefficient at tilting	$\Psi_{dyn}$		1.3	
Dynamic coefficient on site	$\Psi_{dyn}$			1.3
Adhesion factor for oiled steel formwork [kN/m <sup>2</sup> ]	$q_{adh}$	1.0		
Anchor number for de-mould	$n$	2		
Anchor number at tilting	$n$		2	
Anchor number for transport on site	$n$			2

### DE-MOULD / TILT-UP AT THE PLANT:

Adhesion to formwork factor:  $q_{adh} = 1 \text{ kN/m}^2$   
 Cable angle factor:  $z = 1 (\beta = 0^\circ)$   
 Concrete strength: 15 MPa

$$F_Q = \frac{[(F_G/2 + q_{adh} \times A_f) \times z]}{n} = \frac{[(67.5/2 + 1 \times 15) \times 1.04]}{2} = 36.4 \text{ kN}$$

### TRANSPORT AT THE PLANT:

Dynamic coefficient:  $\Psi_{dyn} = 1.3$   
 Cable angle factor:  $z = 1 (\beta = 0^\circ)$   
 Concrete strength: 15 MPa

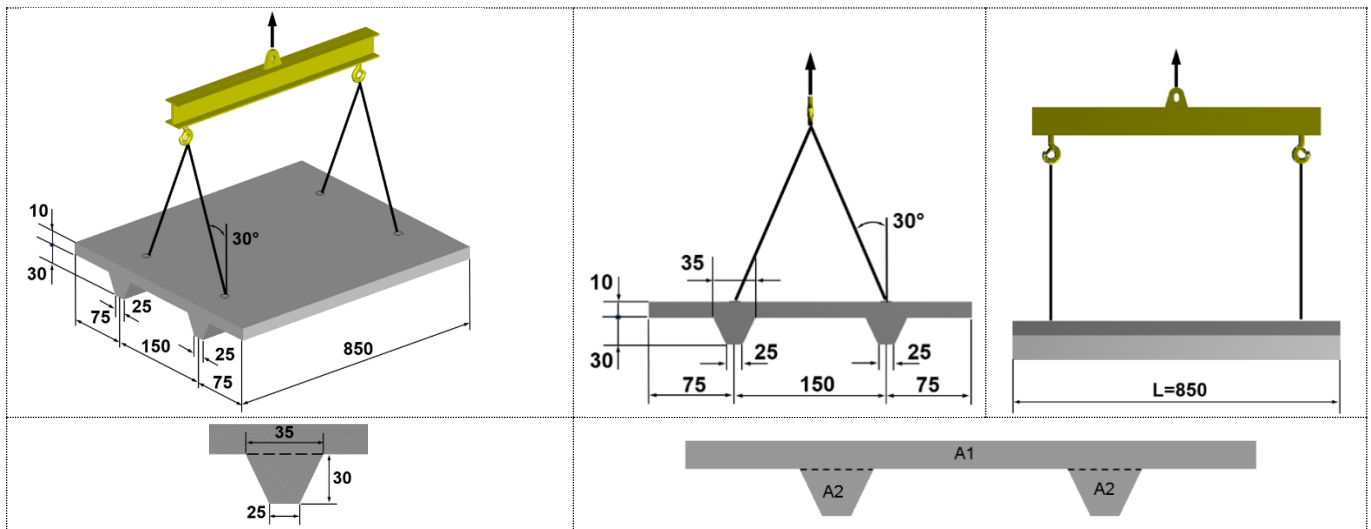
$$F_Q = \frac{F_G \times \Psi_{dyn} \times z}{n} = \frac{50 \times 1.3 \times 1.04}{2} = 36.4 \text{ kN}$$

### TRANSPORT ON SITE:

Dynamic coefficient:  $\Psi_{dyn} = 1.3$   
 Cable angle factor:  $z = 1.16 (\beta = 30.0^\circ)$   
 Concrete strength: 15 MPa

$$F_Q = \frac{F_G \times \Psi_{dyn} \times z}{n} = \frac{50 \times 1.3 \times 1.04}{2} = 50.89 \text{ kN} = 51 \text{ kN}$$

Two anchors embedded on the lateral side, **SA-TTU type in the 75 kN range** are required. For tilting, additional reinforcement will be added (see page 30).

**EXAMPLE 1: DOUBLE-T BEAM**


NOTE: Dimensions are in cm

General data:	Symbol	De-mould	Transport
Concrete strength at de-mould and transport [MPa]		25	25
Element weight [kN]	$F_G$	102	
Formwork area [m <sup>2</sup> ]	$A_f$	35.8	
Cable angle factor at de-mould ( $\beta = 30.0^\circ$ )	$z$	1.16	
Cable angle factor on site ( $\beta = 30.0^\circ$ )	$z$		1.16
Dynamic coefficient at transport	$\psi_{dyn}$		1.3
Anchor number for de-mould and transport	$n$	4	4

**Load capacity when lifting and transporting at the manufacturing plant.**

Concrete strength when de-mould	$\geq 25$ MPa
Cable angle factor	$z = 1.16$ ( $\beta = 30.0^\circ$ )
Dynamic coefficient	$\psi_{dyn} = 1.3$
Anchor number	$n = 4$

$$F_G = V \times \rho = (A \times L) \times \rho = (A1 + A2 \times 2) \times L \times \rho = (0.1 \times 3 + 0.09 \times 2) \times 8.5 \times 25 = 102 \text{ kN}$$

$$L = 5 \text{ m}$$

$$A1 = 0.1 \times 3 \text{ (m}^2\text{)}$$

$$A2 = \frac{[(0.35 + 0.25) \times 0.3]}{2} = \frac{(0.6 \times 0.3)}{2} = 0.09 \text{ (m}^2\text{)}$$

Weight:

$$F_G = 102 \text{ kN}$$

Adhesion to mould

$$F_{adh} = 2 \times F_G = 102 \text{ kN}$$

Total load

$$F_{tot} = F_G + F_{adh} = 102 + 102 = 204 \text{ kN}$$

**LOAD PER ANCHOR WHEN DE-MOULD:**

$$F = \frac{F_{tot} \times z}{n} = \frac{(F_G + F_{adh}) \times z}{n} = \frac{204 \times 1.16}{4} = 59.4 \text{ kN}$$

**LOAD PER ANCHOR WHEN TRANSPORTING:**

$$F = \frac{F_{tot} \times \psi_{dyn} \times z}{n} = \frac{F_G \times \psi_{dyn} \times z}{n} = \frac{102 \times 1.3 \times 1.16}{4} = 38.46 \text{ kN}$$

Four anchors in the 100 kN range are required (&gt; 88.74 kN)

## CONTACT



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