

**LOAD TESTING FOR
SHORING FRAMES – 18V FRAME**

FOR

QINGDAO JING CHENG HUI MACHINERY AND TECHNOLOGY CO. LTD

APRIL 2016

BY

BUILDING CONSTRUCTION TEST LABORATORY

1. Introduction

At the request of Mr. Jansen Qi of Qing Dao Jing Cheng Hui Machinery and Technology Co. Ltd, we attended a testing sessions on its sample of 18V shoring frames with a view to confirming their Working Load Limit. The test was carried out at 6 Gatwood Close, Padstow, NSW on 19 April 2016. The test load and method of testing evolved from consideration of the Australian Standard AS 3610: 1995, Appendix A, and AS 3610 Supplement 2: 1996, Appendix CA.

2. Test Apparatus

The test was carried out using a test loading frames with Hydraulic system with 4 cylinders capable to provide force from 0 to 30T each, Pumps, See Photo A. Digital reading and load cells 0-30t which has been calibrated by Precise Calibration Services Pty Ltd (PCS), a NATA accredited calibration company, valid to July 2016.

Accessories include:

- LVL timber beams,
- loading bars and couplers,
- Folk lift truck,
- Rule, laser measures, and
- Levers

3. Specimen and test arrangement

The design drawings of test samples of 18V frame were shown in Attachment A.

The assembled shoring frame system includes two 1829mm high X 1171mm C-C shoring frames, two sets of braces, four base jacks and four U head jacks. The frames were separated by side braces at a horizontal distance of 1550mm. The load bearing frame tubes are OD 60mm and wall thickness of the tubes is 3.0mm.

The 1829mm high vertical members of the frames are supported on TR48 X 6.35mm tubular jacks at the base with an extension of approximately 500mm and an eccentricity of 20mm and at the top with U-head jacks with an extension of approximately 500mm and an eccentricity of 20mm. The height from supporting ground to the top of U head jack is 2910mm.

Shaped steel plates with 1:40 slope have been fixed under the jacks, as illustrated in AS 3610 Supp2-1996,, Appendix CA. See Attachment B and Photo A.

The test arrangement of the assembly frames is .eccentricities parallel to the frames consists of two frames connected together with their side braces. Four hydraulic jacks, connected to the identical pump system, apply the test load to a grid of beams. The upper transverse beams are located centrally above the frame legs. The beams which span between the frames are located eccentric to the legs. See Photos A, B, and C.

As this test arrangement is worse, in terms of assembly stability and strength, than the arrangement of "eccentricities at right angles to the frames". Therefore, the test result shall be conservative for assessing the assembly's capacity.

4. Test Method

Destructive testing method has been applied for this test, as described in AS/NZS 3610.

4.1 Sample size

The sample size for this testing is one.

4.2 Strength Limit State Load Capacity

Strength limit state load capacity shall be calculated by

$$R = X / K_s$$

Where

X : Ultimate State (US) derived from test result.

Ks: Based on Table A1 and A2, and A.4.4.3 of AS 3610:1995, we select value of modification factor as 0.15. Further, we select value of confident of variation 0.15, and value of sampling factor as 1.9.

4.3 Working Load Capacity

A realistic and conservative assumption for limit state factor for this application is 0.8.

$$L = 0.8R$$

5. Test, Results and Observations

The testing results and observations are set in Table 1 below.

Status	Ultimate State (KN)	Observation
Eccentricity parallel to frames	82.4	Excessive deformation on frame tubes leading failure was observed.

Table 1: Testing Results and Observations

6. Strength Limit State and Working Load Capacity

Using the test data in Table 2 and the equation above in S4.3, the Strength Limit State and working load capacity per leg of the 18V frame are converted in Table 2 below.

Status	Strength Limit State Capacity ($R=X/1.9$) (KN)	Working Load Capacity (KN) (0.8R)
Parallel to frames	43.4	34.7

Table 2: Strength Limit State and Working Load Capacity of V18 Frame per Leg

4. Conclusion

Using destructive testing method, the recommended Working Load Capacity for the sample assembly of Jing Cheng Hui 18V shoring frames has been obtained through the test method specified in AS 3610: 1995.

At supporting height of 2910mm, the working load capacity is 34.7KN per leg when the eccentricities are all parallel to the frame, and on uneven supporting ground of 1:40 slope.

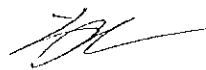
The limitation of the small sampling in this test indicates that the results should not represent working load capacity for all 18V shoring frame products. More reliable information in regards the capacity should be obtained from tests with a reasonably large sampling process.

The test is supervised by

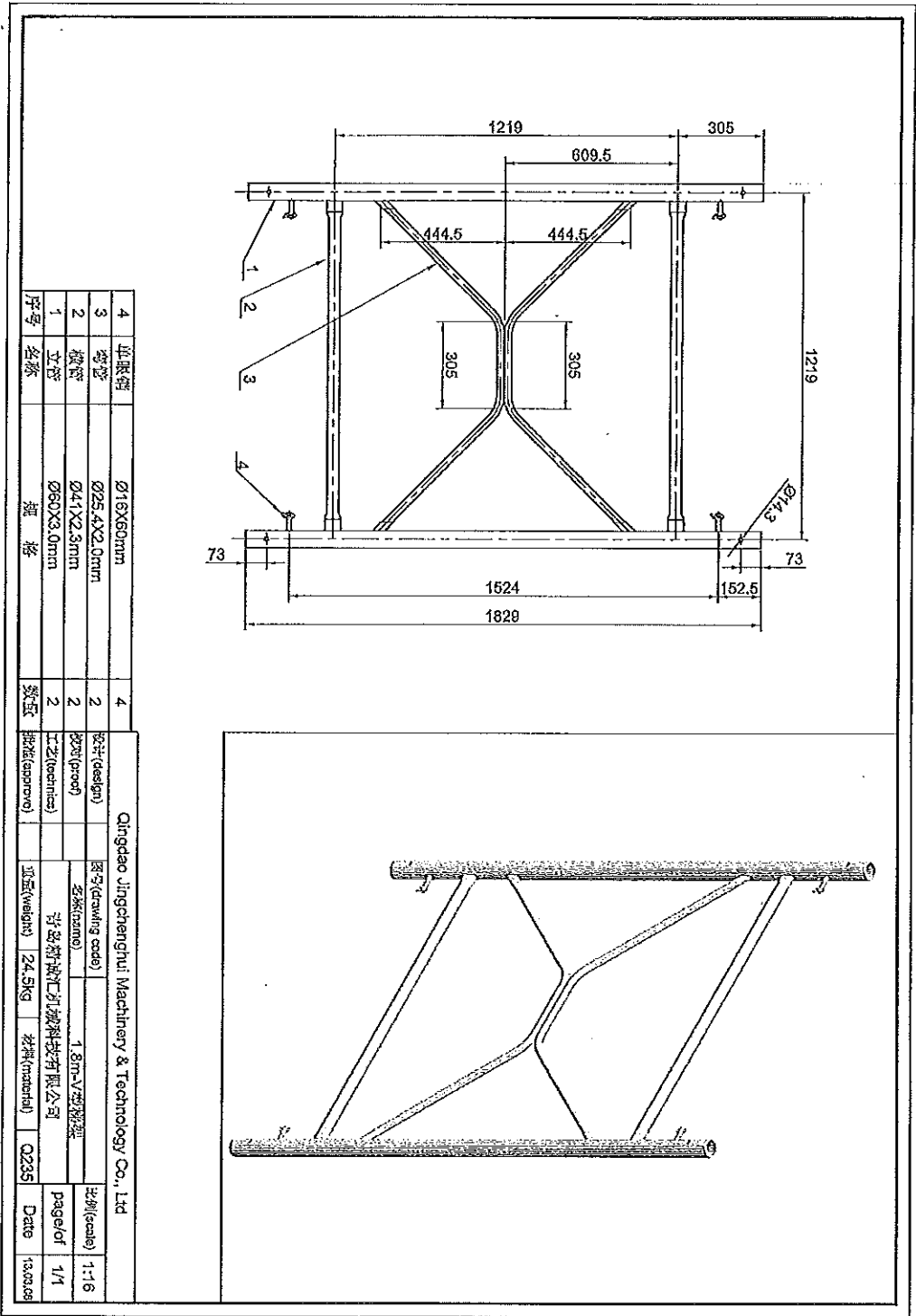
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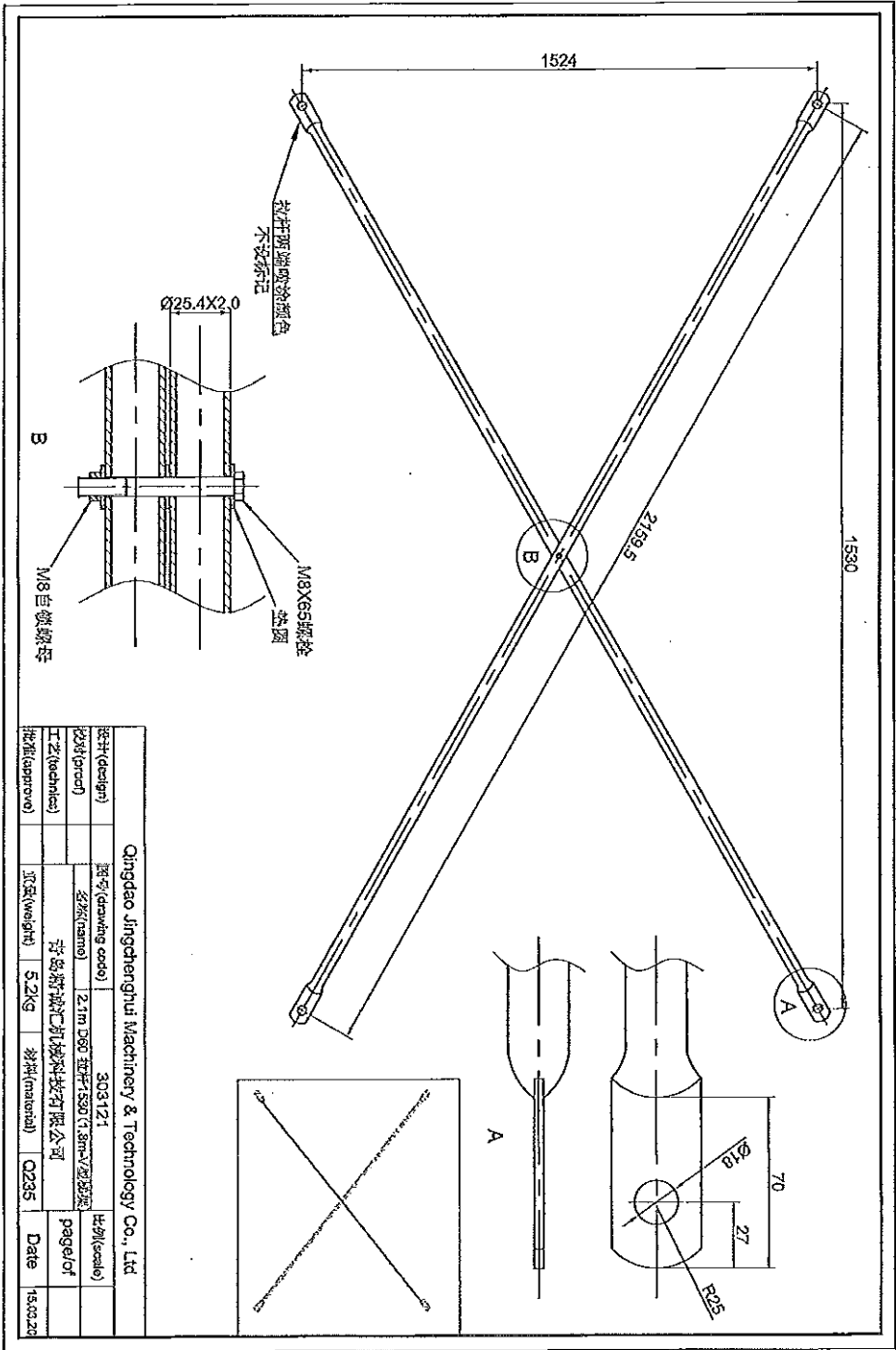
B.E., M.E. PhD (Civil Eng), C.P. Eng, NPER (659737), RPEQ (14348)

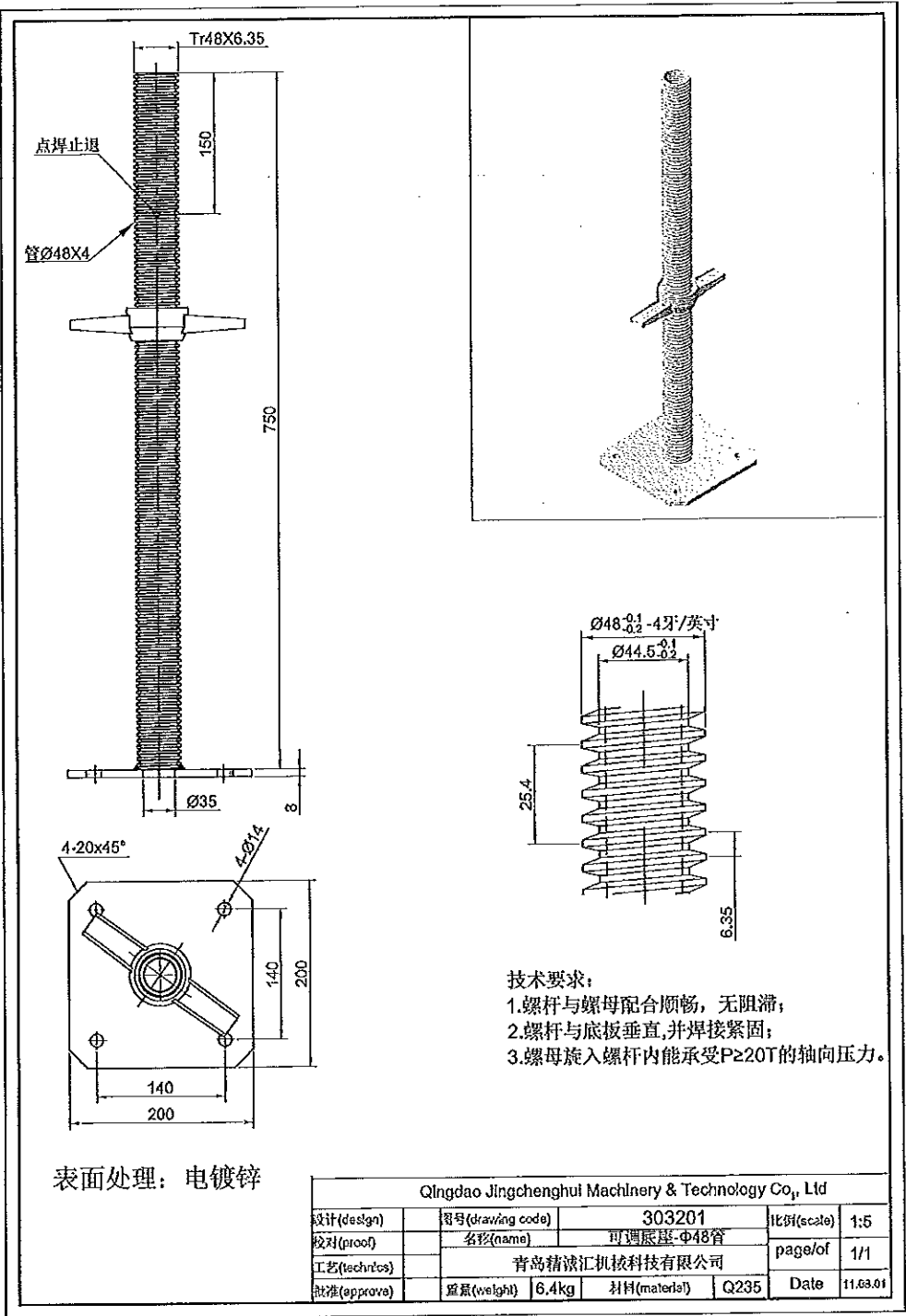
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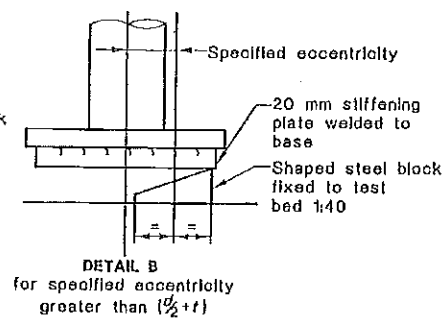
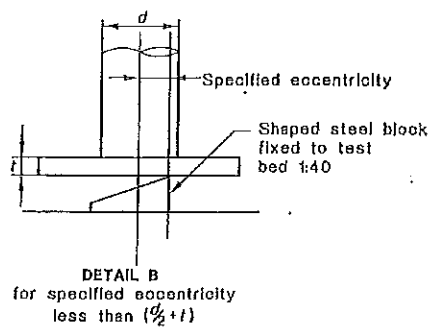
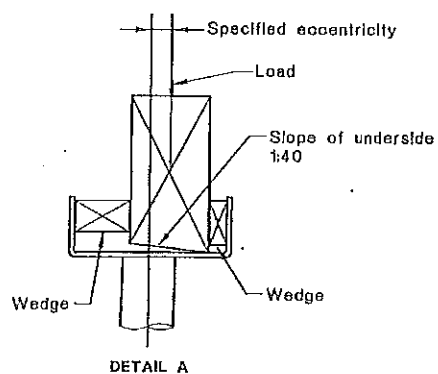
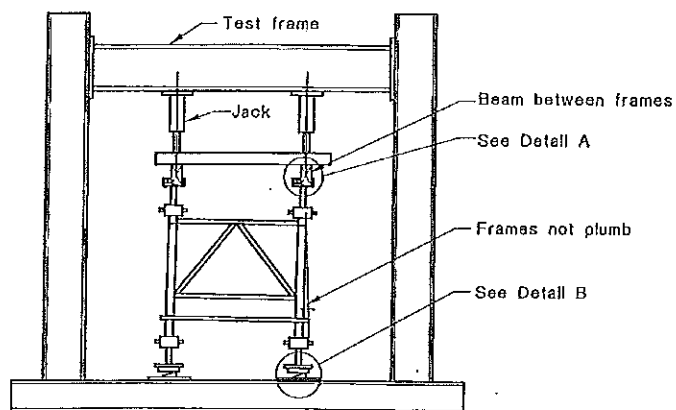


Attachment A: Design Drawings (3) of the 18V Shoring Frame









Attachment B: Test Arrangement Details

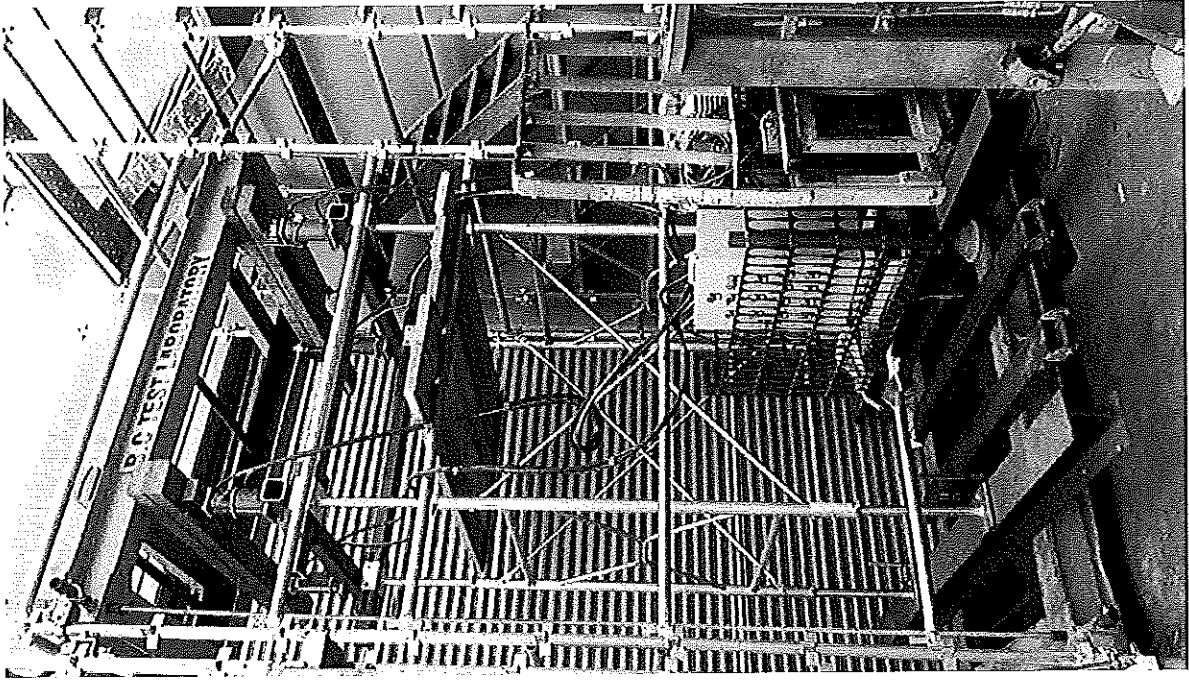


Photo A: Test Setup, Hydraulic Pump and 4 Cylinders

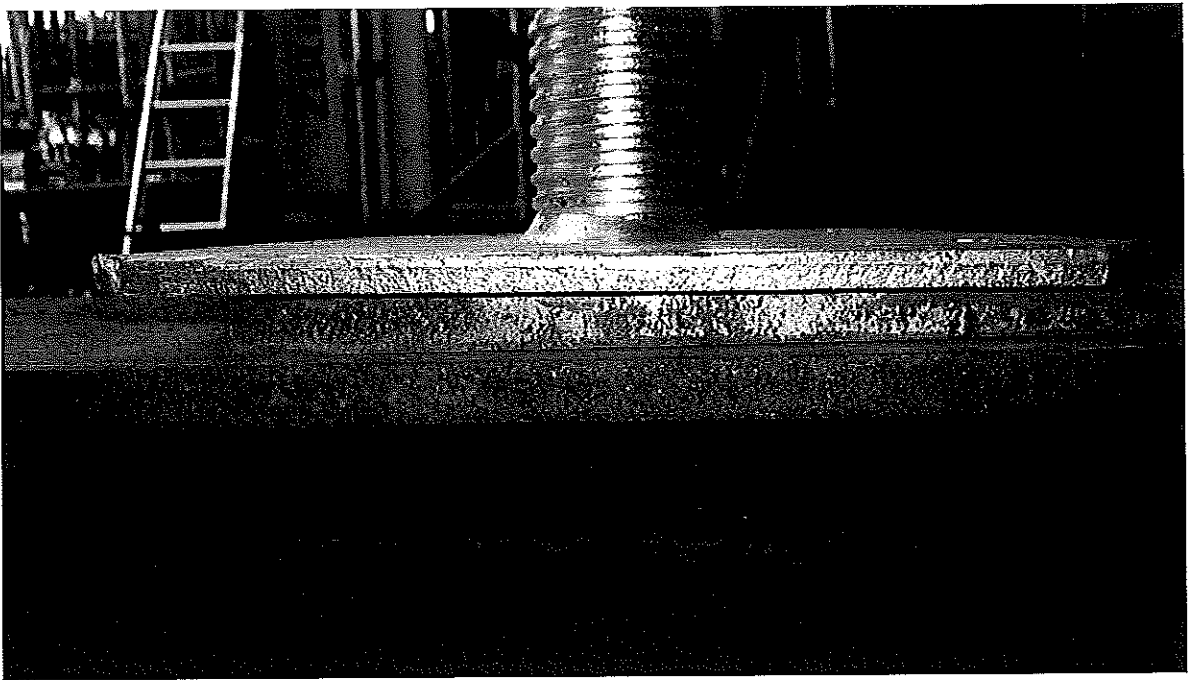


Photo B: Base Slope Arrangement

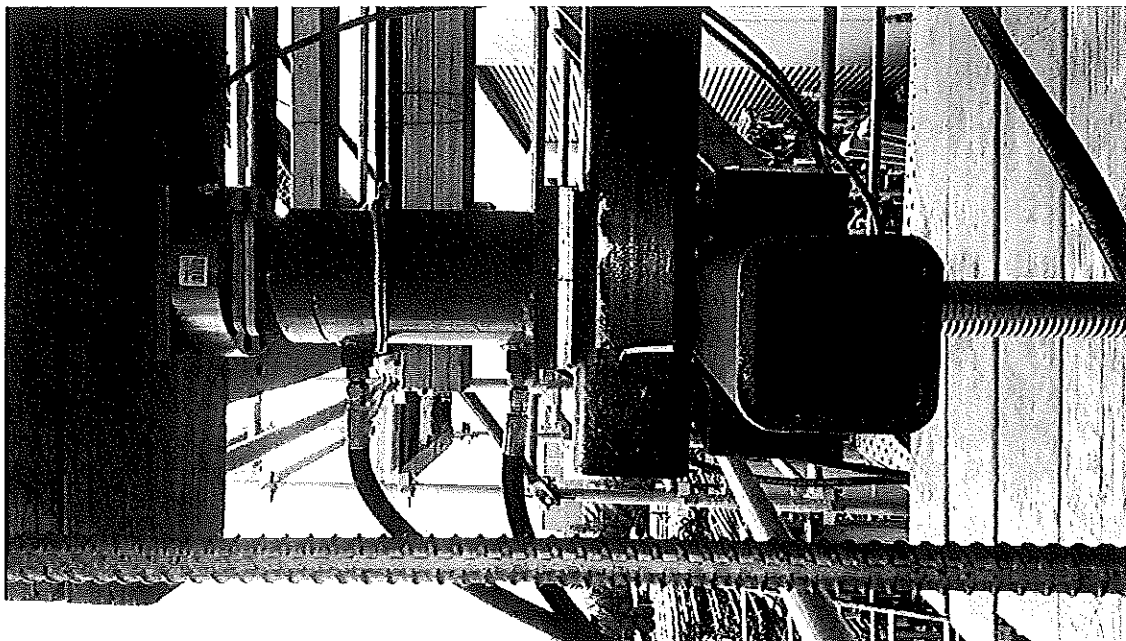


Photo C: The assembly under load with eccentric arrangement