TTF Scaffolding Inc.



PRODUCT GUIDE

STEEL POST SHORING

HGPS galvanized steel post shores: features, tested capacities, storage and parts.

TTF Scaffolding Inc. · Surrey, BC · ttfscaffolding.com

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ABOUT THIS GUIDE

TTF Steel Post Shores are mainly used for light construction and reshoring. Consult TTF Engineering for design.

This guide is written for our customers, shoring designers and the people who erect our shoring system. It is a guide only, and should be used together with the generally accepted shoring design and safety regulations in effect where the work takes place.

Its purpose is to make the product easy to understand and use. Each component of the Steel Post Shores is described and illustrated. The features and benefits of TTF Steel Post Shores are explained in detail, with key points linked to the components they apply to.

IMPORTANT

Local authorities and/or a locally registered Professional Engineer should approve all drawings for construction purposes.



FEATURES & BENEFITS

Built for heavy, repeated use on site.

1 150 × 150 mm (6 × 6 in) Base / Top Plate

5 mm (¼ in) steel plate with connection and alignment holes for U-heads, beams and other common post-shore uses.

2 High-Grade Steel Pins

Each pin has a safety cable attached so it isn't lost during transport or handling on site.

3 Heavy-Duty Cast Hammer Nut

Combined with a stripping handle, the nut has 3 extra ears for hammer use, making it easier to strip the shore while under load.

4 Full-Length Tube & Thread

The outer tube is full length and continuous, with the thread cut into the tube itself. This gives higher capacity and a much longer service life than products with thread welded onto thinner-walled tubes to save weight and cost.





PREMIUM GALVANIZED SHORES

TTF's Premium Steel Post Shores are made from high-quality steel tubes and accessories, galvanized for many years of repeated use.

They are ideal for long-term ownership. The labour-saving quick-release pin gives fast stripping and saves a lot of time when setting and stripping shores.

TTF GALVANIZED STEEL POST SHORE: TESTED DATA

MODEL	CLOSED (MIN.)		EXTENDED (MAX.)		RANGE	WEIGHT
	LENGTH	SWL 3:1	LENGTH	SWL 3:1		
HGPS-0	3′-6″	13,746 lbs	6′	11,546 lbs	2′-6″	29.1 lbs
	1.07 m	61.14 kN	1.83 m	51.36 kN	0.76 m	13.2 kg
HGPS-1	5′-9″	11,546 lbs	10′-3″	7,209 lbs	4′-6″	46.08 lbs
	1.75 m	51.36 kN	3.12 m	32.07 kN	1.37 m	20.9 kg
HGPS-2	6′-6″	12,043 lbs	11′	6,734 lbs	4′-6″	48.06 lbs
	1.98 m	53.57 kN	3.35 m	29.95 kN	1.37 m	21.8 kg
HGPS-3	8′-6″	7,317 lbs	13′	3,141 lbs	4′-6″	54.01 lbs
	2.59 m	32.55 kN	3.96 m	13.97 kN	1.37 m	24.5 kg
HGPS-4	10′-6″	8,419 lbs	16′	2,968 lbs	5′-6″	63.93 lbs
	3.20 m	37.45 kN	4.88 m	13.20 kN	1.68 m	29.0 kg

Top line: imperial · **Blue line: metric** · SWL 3:1 = safe working load with a 3:1 safety factor

LOAD CHART

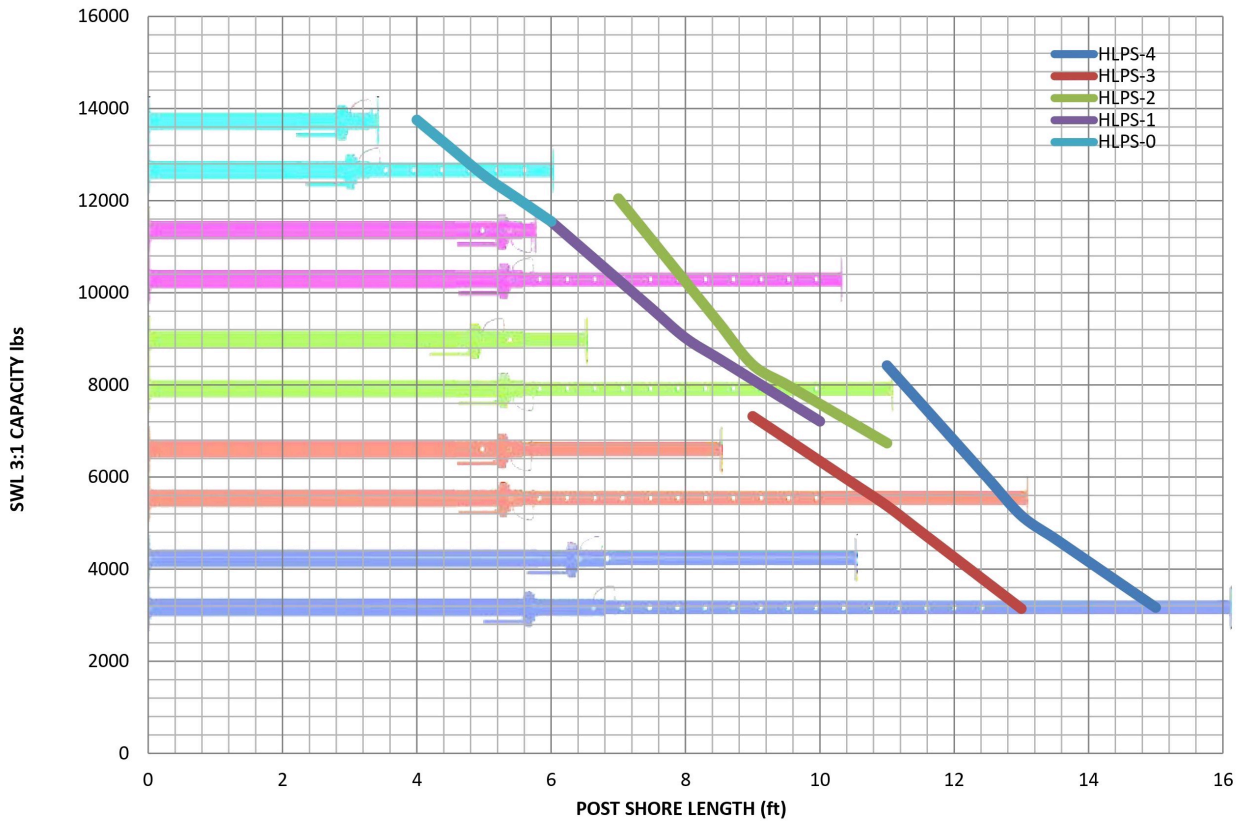
Safe working load (SWL 3:1, lbs) against shore length (ft) for each model.

Capacity drops as the shore is extended. Read the load at your actual working length, not the closed length.

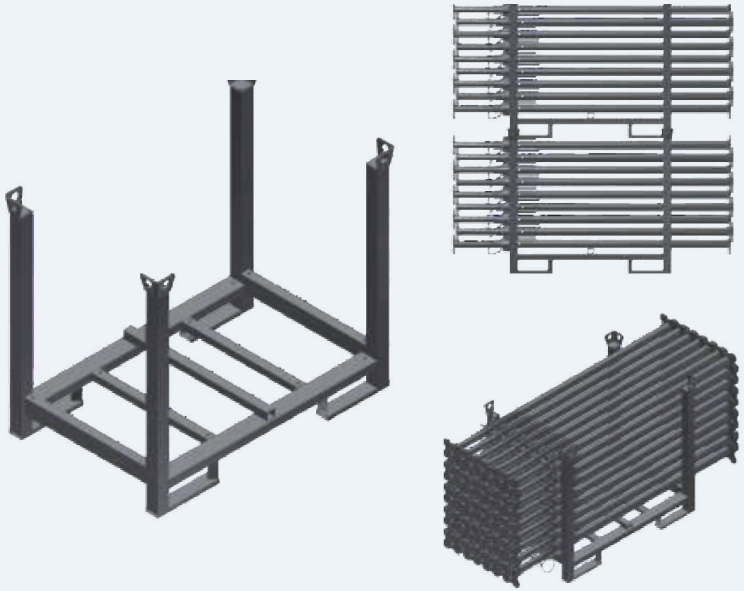
Model	Max. SWL
HGPS-0	13,746 lbs
HGPS-1	11,546 lbs
HGPS-2	12,043 lbs
HGPS-3	7,317 lbs
HGPS-4	8,419 lbs

DESIGN

Consult TTF Engineering to confirm shore spacing and loads.



SHIPPING CRADLE



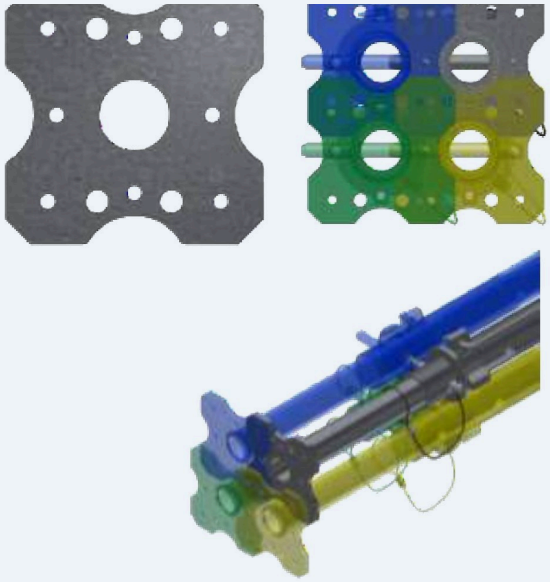
63 SHORES PER RACK

2–3 RACKS HIGH

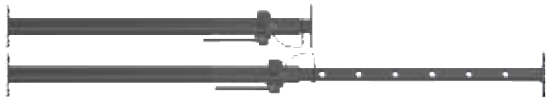
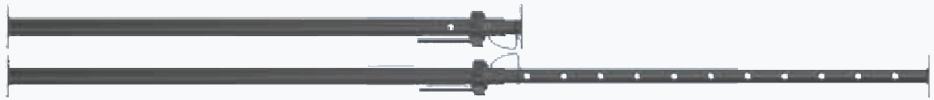
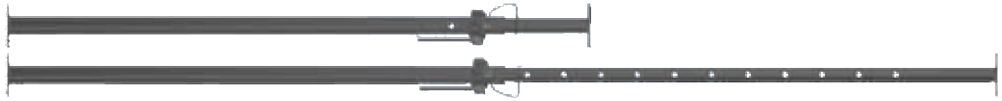
Makes it easy to ship post shores by truck or lift them to the working deck for installation and stripping.

Racks can be safely stacked 2 or 3 high as long as the surface is level and hard-packed.

NOTCHED STACKING



Notches on the base plates let shores sit tightly and securely together, so more post shores fit in each shipping cradle.

MODEL	CLOSED & FULLY EXTENDED (SHOWN TO SCALE)
HGPS-0 Steel Post Shore 0 1.2 – 1.8 m / 4′ – 6′ 13.15 kg / 29 lbs	
HGPS-1 Steel Post Shore 1 1.8 – 3.0 m / 6′ – 9′10″ 20.87 kg / 46 lbs	
HGPS-2 Steel Post Shore 2 2.1 – 3.3 m / 7′ – 11′ 21.77 kg / 48 lbs	
HGPS-3 Steel Post Shore 3 2.7 – 3.9 m / 9′ – 13′ 24.49 kg / 54 lbs	
HGPS-4 Steel Post Shore 4 3.3 – 4.5 m / 11′ – 15′ 29.03 kg / 64 lbs	



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This guide is for general information only. All shoring must be designed and approved by a qualified engineer in line with local regulations.