## R5 PRO



## tubeclamps" ${ }^{\text {m }}$ FITTING SPECIFICATION

A tubeclamps" fitting is an iron casting and galvanised to BS EN 14611999.
The tubeclamps" fitting is supplied with Deltatone ${ }^{\text {TM }}$ coated case hardened set screws as standard.

## EASY TO USE

tubeclamps"' fittings are manufactured with simplicity and ease of use very much in mind. No special skills required - no welding, no bending, no threading just an Allen key to tighten the set screws and you can join tubing together in a matter of seconds. The comprehensive range of fittings and sizes means that tubeclamps" fittings can be used in a wide variety of applications, temporary or permanent.

## SELECTING A tubeclamps" FITTING

Selecting a tubeclamps" fitting is simple. Select the suitable fitting for the application required, select the suitable size of tube for the application required and combine the two reference numbers.
E.g. Long Tee to suit 48.3 O/D tube = 104D

On the dimension chart $\mathbf{a}, \mathbf{b}, \mathbf{c}, \mathbf{d}, \mathbf{e}$, refers to fitting dimensions. $\varnothing$ indicates fixing hole diameter and $\mathbf{k g}$ indicates fitting weight.
TUBE SIZES


| TUBE SIZES |  |  |
| :---: | :---: | :---: |
|  | TUBE DIA. | TUBE DIA. OID INCHES |
| A | 26.9 mm | $11 / 16$ "(1.05") |
| B | 33.7 mm | $111 / 32^{\prime \prime}(1.315$ ) |
| C | 42.4 mm | $111 / 16^{\prime \prime}(1.66 ")$ |
| D | 48.3 mm | 129/32"(1.904") |
| E | 60.3 mm | 23/8"(2.375") |

[^0]

| TYPE TUEE | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 101A 26.9 | 40 |  |  |  |  |  | 0.19 |
| 101B 33.7 | 48 |  |  |  |  |  | 0.35 |
| 101C 42.4 | 60 |  |  |  |  |  | 0.52 |
| 101D 48.3 | 67 |  |  |  |  |  | 0.55 |
| 101E 60.3 | 86 |  |  |  |  |  | 1.20 |

Typical use on straight and level guardrails to connect the upright to the top rail or end or mid rail to the upright. Tubes cannot be joined inside a 101, to join tubes inside the fitting use the 104. Normally used in conjunction with the 125 fitting.


| TYPE TUEE | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 104A 26.9 | 40 | 80 |  |  |  |  | 0.35 |
| 104B 33.7 | 48 | 96 |  |  |  |  | 0.61 |
| 104C 42.4 | 60 | 122 |  |  |  |  | 0.93 |
| 104D 48.3 | 67 | 134 |  |  |  |  | 1.05 |
| 104E 60.3 | 86 | 172 |  |  |  |  | 1.90 |

Typical use on straight and level guardrail to connect the upright to the top rail. Tubes can be joined inside the 104 fitting. Normally used in conjunction with the 119 fitting.

1163 WAY THROUGH
 used in conjunction with the 128 fitting.

| TYPE ${ }_{\text {TUEE }}^{\text {STEE }}$ | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 116A 26.9 | 40 |  |  |  |  |  | 0.26 |
| 116B 33.7 | 48 |  |  |  |  |  | 0.49 |
| 116C 42.4 | 60 |  |  |  |  |  | 0.76 |
| 116D 48.3 | 67 |  |  |  |  |  | 0.90 |
| 116E 60.3 | 86 |  |  |  |  |  | 1.70 |

Typical use on straight and level guardrail to connect the mid rails to the upright at a $90^{\circ}$ corner. Normally


| TYPE | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 119A 26.9 | 40 | 80 |  |  |  |  | 0.36 |
| 119B 33.7 | 48 | 96 |  |  |  |  | 0.49 |
| 119C 42.4 | 60 | 122 |  |  |  |  | 0.73 |
| 119D 48.3 | 67 | 134 |  |  |  |  | 0.75 |
| 119E 60.3 | 86 | 172 |  |  |  |  | 1.50 |

Typical use on straight and level guardrail to connect the mid rails to the upright. The uprights in guardrails must remain continuous with the cross rails being cut. Normally used in conjunction with the 104 fitting.


Variable elbow for connecting two tubes together at angles between $15^{\circ}$ and $60^{\circ}$ on guardrails or handrails. This fitting avoids the need to bend tubes.


| TYPE | TUEE |  |  |  |  |  |  |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| SIEE | a | b | c | d | e | $\boldsymbol{\varnothing}$ | Kg |
| 125A | 26.9 | 40 | 22 |  |  |  | 0.28 |
| 125B | 33.7 | 48 | 25 |  |  |  | 0.49 |
| 125C | 42.4 | 60 | 33 |  |  |  | 0.72 |
| 125D | 48.3 | 67 | 36 |  |  |  | 0.91 |
| 125E | 60.3 | 86 | 47 |  |  | 1.40 |  |

Typical use on straight and level guardrail to connect the top rails to the upright. Normally used in conjunction with the 101 fitting. This fitting can also be used to create a $90^{\circ}$ tube bend.

No part of this brochure may be reproduced in any form without prior permission in writing from Tubeclamps Limited.
Yellow tube is for visual effect only - standard tube finish is galvanised

## tubeclamps"

126
ANGLE CROSS UP TO 45


| TYPE | ${ }_{\text {TUEE }}^{\text {TIVE }}$ | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 126B | 33.7 | 162 |  |  |  |  |  | 0.87 |
| 126C | 42.4 | 190 |  |  |  |  |  | 1.20 |
| 126D | 48.3 | 218 |  |  |  |  |  | 1.51 |

Typical use is on sloping guardrails for connecting the mid or lower rails to the upright. The uprights in guardrails must remain continuous with the cross rails being cut. Normally used in conjunction with the 127 fitting. Stocked as blanks, machined to order to the angle specified between $0^{\circ} \& 45^{\circ}$.


| TYPE | ${ }_{\text {THBE }}^{\text {THIEE }}$ | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 127B | 33.7 | 162 |  |  |  |  |  | 0.91 |
| 127C | 42.4 | 190 |  |  |  |  |  | 1.31 |
| 127D | 48.3 | 218 |  |  |  |  |  | 1.63 |

Typical use is on sloping guardrails for connecting the top rail to the upright. Normally used in conjunction with the 127 fitting. Stocked as blanks, machined to order to the angle specified between $0^{\circ}$ \& $45^{\circ}$.

128
3 WAY $90^{\circ}$ ELBOW


| TYPE TUEE | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 128A 26.9 | 40 |  |  |  |  |  | 0.37 |
| 128B 33.7 | 48 |  |  |  |  |  | 0.69 |
| 128C 42.4 | 60 |  |  |  |  |  | 1.00 |
| 128D 48.3 | 67 |  |  |  |  |  | 1.34 |
| 128E 60.3 | 85 |  |  |  |  |  | 1.82 |

Typical use on straight and level guardrail to connect the 2 top rails to the upright at a $90^{\circ}$ corner post. Normally used in conjunction with the 116 fitting.


| TYPE |  |  |  |  |  |  |  |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
|  | TUBE | a | b | c | d | e | $\varnothing$ |
| 129B 33.7 | 70 |  |  |  |  |  |  |
| 129C | 42.4 | 85 |  |  |  | 0.58 |  |
| 129D 48.3 | 90 |  |  | 0.87 |  |  |  |
|  |  |  |  | 0.90 |  |  |  |

Typical use is on steeper slopes or stairs as a tee connector with an angle between $30^{\circ} \& 60^{\circ}$ with the upright remaining vertical. This fitting does not allow the through tube to be joined inside the fitting. Normally used in conjunction with the 130 fitting.


| TYPE | ${ }_{\text {TUEE }}^{\text {Tlize }}$ | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 130B | 33.7 | 162 |  |  |  |  |  | 0.82 |
| 130C | 42.4 | 190 |  |  |  |  |  | 1.17 |
| 130D | 48.3 | 218 |  |  |  |  |  | 1.50 |

Typical use is on steeper slopes or stairs as an intermediate cross connector with an angle between $30^{\circ} \& 45^{\circ}$ with the upright remaining vertical. The 130 is not recommended for use as the top fitting on guardrails, the 129 is recommended.


| TYPE ${ }_{\text {SUEE }}^{\text {Sze }}$ | a | b | c | d | e $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 131A 26.9 | 83 | 42 | 57 | 4 | 8 | 0.32 |
| 131B 33.7 | 89 | 45 | 64 | 5 | 9 | 0.46 |
| 131C 42.4 | 102 | 51 | 76 | 6 | 9 | 0.68 |
| 131D 48.3 | 114 | 57 | 89 | 6 | 9 | 0.85 |
| 131E 60.3 | 127 | 64 | 95 | 6 | 9 | 1.10 |

This fitting can be used for terminating cross rails to walls etc., it can also be used as a base plate for non-load bearing systems such as a bench or chair.
THIS FITTING IS NOT TO BE USED AS A BASE PLATE FOR GUARDRAILS OR DEPENDANT STRUCTURES.

## tubeclamps"



RAILING BASE FLANGE


| TYPE | TUEE | ald | b | c | d | e | Ø | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 132A | 26.9 | 114 | 76 | 76 | 65 | 8 | 11 | 0.65 |
| 132B | 33.7 | 126 | 76 | 89 | 63 | 10 | 11 | 0.59 |
| 132C | 42.4 | 140 | 89 | 102 | 75 | 10 | 14 | 1.00 |
| 132D | 48.3 | 152 | 107 | 114 | 90 | 10 | 14 | 1.35 |
| 132E | 60.3 | 165 | 128 | 127 | 100 | 10 | 18 | 1.80 |

A structural base plate for all applications of vertical posts. In guardrails the fitting should be positioned with the base holes at $90^{\circ}$ to the line of the guardrails to give maximum strength.


| TYPE ${ }_{\text {TIIEE }}$ | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 133A 26.9 |  |  |  |  |  |  | 0.008 |
| 133B 33.7 |  |  |  |  |  |  | 0.010 |
| 133C 42.4 |  |  |  |  |  |  | 0.010 |
| 133D 48.3 |  |  |  |  |  |  | 0.016 |
| 133E 60.3 |  |  |  |  |  |  | 0.024 |

Plastic end cap to seal the end of open tubes. This fitting is only a friction fit. For a permanent fix, a suitable adhesive should be used.

## 134 GROUND SOCKET



| TYPE |  |  |  |  |  |  |  |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
|  | TUBE |  |  |  |  |  |  |
| Slize | a | b | c | d | e | $\varnothing$ | Kg |
| 134B | 33.7 | 60 | 140 | 130 | 8 |  | 2.00 |
| 134C | 42.4 | 60 | 140 | 130 | 8 |  | 1.98 |
| 134D | 48.3 | 60 | 140 | 130 | 8 |  | 1.96 |

Typical use is as a base for a removable upright that can be removed without leaving obstructions. The tube is held in place by the setscrew. The casting hole should be a minimum $300 \mathrm{~mm} \times 300 \mathrm{~mm} \times 300 \mathrm{~mm}$.

## 135 CLAMP ON TEE



| TYPE ${ }_{\text {SUEE }}^{\text {STEE }}$ | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 135A 26.9 | 50 |  |  |  |  |  | 0.35 |
| 135B 33.7 | 53 |  |  |  |  |  | 0.45 |
| 135C 42.4 | 67 |  |  |  |  |  | 0.65 |
| 135D 48.3 | 77 |  |  |  |  |  | 0.70 |
| 135E 60.3 | 90 |  |  |  |  |  | 1.20 |

Typical use is for adding to an existing inline structure without having to dismantle the original structure.


| TYPE | TUEE | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 138A | 26.9 | 30 | 25 | 15 |  |  |  | 0.21 |
| 138B | 33.7 | 33 | 25 | 15 |  |  |  | 0.23 |
| 138C | 42.4 | 38 | 25 | 15 |  |  |  | 0.25 |
| 138D | 48.3 | 41 | 25 | 15 |  |  |  | 0.29 |

Female section of a two part gate hinge. Normally used in conjunction with the 140 fitting. For heavy or wide gates use a $147,101 \& 179$ to construct the gate hinge. (See page 14 for details).


Male section of a two part gate hinge. Normally used in conjunction with the 138 fitting. For heavy or wide gates use a $147,101 \& 179$ to construct the gate hinge. (See page 14 for details).

No part of this brochure may be reproduced in any form without prior permission in writing from Tubeclamps Limited.

## tubeclamps"



| TYPE | TUSE | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 143A | 26.9 | 55 | 44 | 78 | 57 | 5 | 8 | 0.45 |
| 143B | 33.7 | 57 | 44 | 82 | 63 | 6 | 10 | 0.49 |
| 143C | 42.4 | 63 | 44 | 102 | 76 | 6 | 10 | 0.60 |
| 143D | 48.3 | 67 | 48 | 108 | 85 | 6 | 10 | 0.68 |

Typical use is a wall mounting handrail bracket, this fitting can also be used to hold in place kicking flats on guardrails or display board on exhibition displays.
THIS FITTING IS NOT TO BE USED AS A BASE PLATE FOR GUARDRAILS OR DEPENDANT STRUCTURES.


RAILING SIDE SUPPORT (VERTICAL)


| TYPE | ${ }_{\text {TUIEE }}$ | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 144B | 33.7 | 104 | 96 | 67 | 65 | 30 | 14 | 0.91 |
| 144C | 42.4 | 114 | 109 | 73 | 65 | 30 | 14 | 1.20 |
| 144D | 48.3 | 120 | 123 | 89 | 65 | 28 | 14 | 1.50 |

Typical use is as an offset structural side palm fixing for either straight or sloping guardrails. The tube is unable to pass through the standard fitting, should this be required then the base must be reamed out.

RAILING SIDE SUPPORT (HORIZONTAL)


Typical use is as a non-structural side palm fixing similar to the 144. The tube is unable to pass through the standard fitting, should this be required then the base must be reamed out.


SIDE PALM FIXING


| TYPE | T1313 | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |
| 146B | 33.7 | 76 | 88 | 71 | 63 | 96 |  | 0.65 |
| 146C | 42.4 | 84 | 97 | 82 | 72 | 108 | 11 | 0.82 |
| 146D | 48.3 | 90 | 105 | 86 | 78 | 110 | 11 | 0.93 |

Typical use is as a side palm fixing for the upright on either straight or sloping guardrails keeping the upright as close as possible to the slope or stairs. The tube is unable to pass through the standard fitting, should this be required then the base must be reamed out.


Typical use is for offset variable angle sloping guardrails used in conjunction normally with a 101 fitting. This fitting eliminates the need for specialised angle fittings such as the 126 or 127.



Typical use is on level guardrails to create a corner at other than $90^{\circ}$ with an upright. Creates angles on plan between $85^{\circ} \& 235^{\circ}$. When using the 148 fitting the top of the upright needs to be closed using a 133 end cap.

No part of this brochure may be reproduced in any form without prior permission in writing from Tubeclamps Limited.
Yellow tube is for visual effect only - standard tube finish is galvanised

## tubeclamps"

## 149

SLEEVE JOINT


| TYPE | T11] | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 149A | 26.9 | 76 |  |  |  |  |  | 0.33 |
| 149B | 33.7 | 89 |  |  |  |  |  | 0.47 |
| 149C | 42.4 | 102 |  |  |  |  |  | 0.6 |
| 149D | 48.3 | 102 |  |  |  |  |  | 0.72 |
| 149E | 60.3 | 120 |  |  |  |  |  | 1.1 |

Inline external connector for joining two tubes together in a run. For an inline joint that is the same diameter as the tube the 150 fitting should be used. Not recommended as structural joint.

150 INTERNAL JOINT


| TYPE | ${ }_{\text {Tlize }}$ | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 150B | 33.7 | 80 | 20 |  |  |  |  | 0.30 |
| 150C | 42.4 | 80 | 20 |  |  |  |  | 0.43 |
| 150D | 48.3 | 80 | 20 |  |  |  |  | 0.58 |

In-line connector for joining two tubes together using medium gauge tube. It must never be used as a load bearing joint.


BASE FLANGE $\mathbf{0}^{\circ}-11^{\circ}$


Typical use is a structural base for sloping guardrails between $0^{\circ}$ and $11^{\circ}$ enabling the upright to remain vertical.

## 153 SHORT TEE $0^{\circ}-11^{\circ}$



| TYPE | TU3E | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
| 153D | 48.3 | 67 |  |  |  |  |  | 0.76 |
|  |  |  |  |  |  |  |  |  |

Typical use is on shallow sloping guardrails between $0^{\circ}$ and $11^{\circ}$ to connect the upright to the top rail or the end or mid rail to the upright. Tubes cannot be joined inside this fitting use the 155 fitting. Normally used in conjunction with the 154 fitting.


| TYPE |  |  |  |  |  |  |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |
|  | TUEE |  |  |  |  |  |
| SIVE | a | b | c | d | e | $\varnothing$ |
|  |  | Kg |  |  |  |  |
|  |  |  |  |  |  |  |
| 154D 48.3 | 67 |  |  |  |  |  |
|  |  |  |  |  |  |  |

Typical use is on shallow sloping guardrails between $0^{\circ}$ and $11^{\circ}$ at the start or end of a run to connect the top rail to the upright. This fitting can be used at either the bottom or top of an incline. Normally used in conjunction with the 153 fitting.


| TYPE |  |  |  |  |  |  |  |  |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
|  |  | SUBEE | a | b | c | d | e | $\varnothing$ |
|  |  | Kg |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  | 1.34 |  |

Typical use is on shallow sloping guardrails between $0^{\circ}$ and $11^{\circ}$ to connect the vertical to the top rail. Tubes can be joined inside a 155 . Normally used in conjunction with the 156 fitting.

No part of this brochure may be reproduced in any form without prior permission in writing from Tubeclamps Limited.

## tubeclamps"



| TYPE | ${ }_{\text {STIEE }}^{\text {STE }}$ | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
| 156D | 48.3 | 158 | 79 |  |  |  |  | 1.00 |

Typical use is on shallow sloping guardrails between $0^{\circ}$ and $11^{\circ}$ to connect the mid or lower rails to the vertical. The vertical must remain continuous with the cross rails cut. Normally used in conjunction with the 155 fitting.


| TYPE TUEE | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 158A 26.9 | 41 |  |  |  |  |  | 0.60 |
| 158B 33.7 | 48 |  |  |  |  |  | 0.84 |
| 158C 42.4 | 60 |  |  |  |  |  | 1.21 |
| 158D 48.3 | 67 |  |  |  |  |  | 1.60 |
| 158E 60.3 | 86 |  |  |  |  |  | 2.50 |

A four way cross for joining tubes together in the centre of a structure. The fitting allows the upright to pass through the centre with the cross rails joining at $90^{\circ}$ to the upright.


| TYPE TUEE | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 160A 26.9 | 27 |  |  |  |  |  | 0.18 |
| 160B 33.7 | 34 |  |  |  |  |  | 0.30 |
| 160C 42.4 | 43 |  |  |  |  |  | 0.47 |
| 160D 48.3 | 49 |  |  |  |  |  | 0.65 |
| 160E 60.3 | 61 |  |  |  |  |  | 0.81 |

Typical use is for adding to an existing offset structure without having to dismantle the original structure.



Typical use is for racking systems or offset guardrails. Tubes cannot be joined inside this fitting.

165 COMBINATION SOCKET



| TYPE | TUBE |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SkE | a | b | c | d | e | $\boldsymbol{\varnothing}$ | Kg |
| 165A | 26.9 | 40 | 35 |  |  |  | 0.30 |
| 165B 33.7 | 48 | 40 |  |  |  | 0.57 |  |
| 165C 42.4 | 60 | 50 |  |  |  | 0.79 |  |
| 165D | 48.3 | 67 | 56 |  |  |  | 0.96 |
| 165E | 60.3 | 86 | 68 |  |  |  | 1.65 |

A combination fitting typically used for the construction of pallet racking or shelved racking systems. Tubes cannot be joined inside this fitting.

167M DOUBLE MALE SECTION OF SWIVEL



THIS FITTING IS NOT DESIGNED TO WITHSTAND LATERAL LOADINGS display panels etc. in place.

Double male fitting with the connection lugs at $180^{\circ}$ to each other. This fitting can also be used to retain

No part of this brochure may be reproduced in any form without prior permission in writing from Tubeclamps Limited.
Yellow tube is for visual effect only - standard tube finish is galvanised

## tubeclamps"'




THIS FITTING IS NOT DESIGNED TO WITHSTAND LATERAL LOADINGS


Double in line swivel connector. Typical use is on sloping guardrails. This fitting combines $1 \times 167 \mathrm{M}$ \& $2 \times 173 \mathrm{~F}$. The swivels can travel in approximately $85^{\circ}$ from the horizontal in both vertical directions. AN ENTIRE STRUCTURE SHOULD NOT BE BUILT USING SWIVEL FITTINGS ONLY

168M $90^{\circ}$ CORNER SWIVEL MALE SECTION



THIS FITTING IS NOT DESIGNED TO WITHSTAND LATERAL LOADINGS display panels etc. in place.

| TYPE | ${ }_{\text {TUEE }}^{\text {TIEE }}$ | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 168AM | 26.9 | 38 |  |  |  |  |  | 0.28 |
| 168BM | 33.7 | 42 |  |  |  |  |  | 0.30 |
| 168CM | 42.4 | 47 |  |  |  |  |  | 0.34 |
| 168DM | 48.3 | 50 |  |  |  |  |  | 0.38 |

Double male fitting with the connection lugs at $90^{\circ}$ to each other. This fitting can also be used to retain
$16890^{\circ}$ CORNER SWIVEL COMBINATION


THIS FITTING IS NOT DESIGNED TO WITHSTAND LATERAL LOADINGS

| TYPE | ${ }_{\text {TUEE }}^{\text {TIzE }}$ | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 168A | 26.9 |  |  |  |  |  |  | 0.90 |
| 168B | 33.7 |  |  |  |  |  |  | 1.06 |
| 168C | 42.4 |  |  |  |  |  |  | 1.29 |
| 168D | 48.3 |  |  |  |  |  |  | 1.50 |

Double corner swivel connector. Typical use is on sloping guardrails. This fitting combines $1 \times 168 \mathrm{M}$ \& $2 \times 173 F$. The swivels can travel in approximately $85^{\circ}$ from the horizontal in both vertical directions. AN ENTIRE STRUCTURE SHOULD NOT BE BUILT USING SWIVEL FITTINGS ONLY



THIS FITTING IS NOT DESIGNED TO WITHSTAND LATERAL LOADINGS
Non structural male locating base, typically used to create a swivel base.

| 169 SWIVEL BASE | THIS IS NOT A STRUCTURAL FITTING | TYPE ${ }_{\text {TUBE }}^{\text {Slze }}$ | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | THIS FITTING IS NOT DESIGNED TO WITHSTAND LATERAL LOADINGS | 169A 26.9 |  |  |  |  |  | 11 | 0.64 |
|  |  | 169B 33.7 |  |  |  |  |  | 11 | 0.77 |
|  |  | 169C 42.4 |  |  |  |  |  | 11 | 0.87 |
|  |  | 169D 48.3 |  |  |  |  |  | 11 | 0.98 |
|  |  | 169E 60.3 |  |  |  |  |  | 11 | 1.29 |

Non structural male locating swivel. This fitting combines $1 \times 169 \mathrm{M}$ plus $1 \times 173 \mathrm{~F}$. The swivel can travel in approximately $85^{\circ}$ from the horizontal in both vertical directions.
THIS FITTING IS NOT TO BE USED AS A BASE PLATE FOR GUARDRAILS OR DEPENDANT STRUCTURES.

## 170 MESH PANEL CLIP SINGLE



| TYPE TUBE | a | b | c | d | e | $\boldsymbol{\varnothing}$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 170A | 26.9 | 27 | 26 | 58 |  | 0.06 |  |
| 170B 33.7 | 30 | 26 | 61 |  | 0.07 |  |  |
| 170C | 42.4 | 33 | 26 | 64 |  | 0.08 |  |
| 170D 48.3 | 38 | 26 | 68 |  | 0.09 |  |  |
| 170E | 60.3 | 44 | 26 | 75 |  | 0.09 |  |

Single mesh panel clip. Typical use is for retaining weldmesh panels into guardrails. To correctly retain the weldmesh panel using this clip the panel should be framed with an 8 mm bar.
Note - Dimension C can be increased by up to 10 mm .
No part of this brochure may be reproduced in any form without prior permission in writing from Tubeclamps Limited.

## 

171
MESH PANEL CLIP DOUBLE


| TYPE TUEE | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 171A 26.9 | 27 | 26 | 58 |  |  |  | 0.09 |
| 171B 33.7 | 30 | 26 | 61 |  |  |  | 0.12 |
| 171C 42.4 | 33 | 26 | 64 |  |  |  | 0.13 |
| 171D 48.3 | 38 | 26 | 68 |  |  |  | 0.13 |
| 171E 60.3 | 44 | 26 | 75 |  |  |  | 0.14 |

Double mesh panel clip. Typical use is for retaining weldmesh panels into guardrails. To correctly retain the weldmesh panel using this clip the panel should be framed with an 8 mm bar.
Note - Dimension C can be increased by up to 10 mm .

173M SINGLE MALE SECTION OF SWIVEL


THIS FITTING IS NOT DESIGNED TO WITHSTAND LATERAL LOADINGS

Single male fitting with one connection lug. This fitting can also be used to retain display panels etc. in place. The swivel can travel in approximately $85^{\circ}$ from the horizontal in both vertical directions.

## $173 F$ FEMALE SECTION OF SWIVEL



THIS FITTING IS NOT DESIGNED TO WITHSTAND LATERAL LOADINGS
Female section used in conjunction with the male fittings (167M, 168M, 169M \&173M)


SINGLE SWIVEL COMBINATION



173F

THIS FITTING IS NOT DESIGNED TO WITHSTAND LATERAL LOADINGS

| TYPE | TUEE | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 173AM | 26.9 | 32 | 38 |  |  |  |  | 0.21 |
| 173BM | 33.7 | 32 | 42 |  |  |  |  | 0.22 |
| 173CM | 42.4 | 32 | 47 |  |  |  |  | 0.28 |
| 173DM | 48.3 | 32 | 50 |  |  |  |  | 0.29 |
| 173EM | 60.3 | 48 | 60 |  |  |  |  | 0.53 |


| TYPE | TUBE | a | b | clike | d | e | $\varnothing$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 173AF | 26.9 | 28 | 35 | 58 | 10 |  | 0.25 |
| 173BF | 33.7 | 35 | 35 | 60 | 10 |  | 0.38 |
| 173CF | 42.4 | 38 | 35 | 64 | 10 |  | 0.46 |
| 173DF | 48.3 | 44 | 35 | 70 | 10 |  | 0.52 |
| 173EF | 60.3 | 60 | 40 | 95 | 10 |  | 0.93 |

Single inline swivel connector. Typical use is on sloping guardrails.
This fitting combines $1 \times 173 \mathrm{M}$ \& $1 \times 173 \mathrm{~F}$.
AN ENTIRE STRUCTURE SHOULD NOT BE BUILT USING SWIVEL FITTINGS ONLY



Typical use would be for constructing market stalls, or play frame structures.


| TYPE ${ }^{\text {TUEE }}$ | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 179A 26.9 | 22 |  |  |  |  |  | 0.15 |
| 179B 33.7 | 25 |  |  |  |  |  | 0.15 |
| 179C 42.4 | 25 |  |  |  |  |  | 0.18 |
| 179D 48.3 | 25 |  |  |  |  |  | 0.21 |
| 179E 60.3 | 40 |  |  |  |  |  | 0.31 |

Typical use is as a locking collar or as additional strength to fittings on high load structures.
No part of this brochure may be reproduced in any form without prior permission in writing from Tubeclamps Limited.
Yellow tube is for visual effect only - standard tube finish is galvanised

# tubeclamps" 



| TYPE | TU3E | a | b | c | d | e | $\varnothing$ | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 182A | 26.9 | 32 | 25 | 10 | 25 |  |  | 0.17 |
| 182B | 33.7 | 34 | 25 | 13 | 25 |  |  | 0.25 |
| 182C | 42.4 | 39 | 25 | 13 | 25 |  |  | 0.25 |
| 182D | 48.3 | 41 | 25 | 13 | 25 |  |  | 0.30 |

A chain hook. This is not recommended as a permanent chain location, for permanent chain locations one end should be retained using a 173M fitting and fixed using a nut \& bolt.


Typical use is for the eaves end of a roof system used in conjunction with fitting 191.

## $19127^{1} / 2^{\circ}$ RIDGE FITTING



| TYPE | T11 | a | b | c | d | e | $\varnothing$ |  | Kg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| 191D | 48.3 | 67 | 89 |  |  |  |  |  | . 32 |

Typical use is for the ridge of a roof system used in conjunction with fitting 185.

192



| TYPE |  |  |  |  |  |  |  |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
|  |  | SUBE |  |  |  |  |  |
| Slze | a | b | c | d | e | $\boldsymbol{\varnothing}$ | Kg |
| 192B | 33.7 | 140 | 125 |  |  |  |  |
| 192C | 42.4 | 150 | 150 |  |  |  | 0.25 |
| 192D | 48.3 | 166 | 150 |  |  |  | 0.30 |

Typical use is for weather protection around a 132 fitting on flat roof guardrails systems. This fitting needs to be sealed with a suitable sealant. For installation process see page 14.


Typical use is for fixing panels, display boards or flooring to structures. The fitting is supplied blank, a hole upto 12 mm can be drilled if required into the flat.

## 231



Deltatone ${ }^{\text {TM }}$ coated, case hardened set screws. N.B. The set screw when tightened to a torque of 39 Nm , gives a slipload of 900 Kg to a safety factor of 2 .

## 232 HEXAGON KEY



Hexagonal Allen key. This is the only tool required to tighten up a setscrew.


No part of this brochure may be reproduced in any form without prior permission in writing from Tubeclamps Limited.

## tubeclamps"

GUIDE TO GUARDRAIL BAY SIZES (DIMENSIONS ARE UPRIGHT CENTRES)
The below dimensions are for guidance only and are not intended to be used as an authorised specification dimension.

| TYPE SIZE | SIZE B | SIZE C |  | SIZE D |  |  | SIZE E |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| O/D | 33.7 | 42.4 | 42.4 | 48.3 | 48.3 | 48.3 | 60.2 | 60.2 |
| Wall in mm | 3.2 | 3.2 | 4.0 | 3.2 | 4.0 | 5.0 | 3.65 | 4.5 |
| Design Load n/M | Guardrail Height: - 900mm High |  |  |  |  |  |  |  |
| 360 | 925 | 1560 | 1820 | 2085 | 2445 | 3700 | 3720 | 4395 |
| 740 | 445 | 760 | 885 | 1015 | 1190 | 2250 | 1810 | 2140 |
| $\begin{aligned} & \text { Design Load } \\ & \mathrm{n} / \mathrm{M} \end{aligned}$ | Guardrail Height: - 1100mm High |  |  |  |  |  |  |  |
| 360 | 760 | 1275 | 1485 | 1705 | 2000 | 3700 | 3045 | 3595 |
| 740 | 365 | 620 | 725 | 830 | 970 | 1840 | 1480 | 1750 |
| 1500 | 180 | 300 | 355 | 405 | 480 | 900 | 730 | 860 |

Crossrails are 3.2 mm wall thick tube. The above is based on the maximum permissable bending moment of the tube.
Design load examples: $360 \mathrm{n} / \mathrm{M}$ - Shopping trolley bays, Handrails, Machine protection guardrails, Directional rails
These are examples only.
Specific design loads $740 \mathrm{n} / \mathrm{M}$ - Pedestrian guardrails, Roof guardrails, fire escapes
Specific design loads $1500 \mathrm{n} / \mathrm{M}$ - Football stadia, high level public access areas in shopping malls etc

For details and dimensions on base fixings, refer to Page 14.
UPRIGHT CONSTRUCTION FOR INLINE GUARDRAIL - SLOPING


ADJUSTABLE 30-60


VARIABLE


ADJUSTABLE 30-45º


0-45
MACHINED TO ORDER


## UPRIGHT CONSTRUCTION FOR INLINE GUARDRAIL - SLOPING




MID POST 0-11



## UPRIGHT CONSTRUCTION FOR INLINE GUARDRAIL - LEVEL



DIVIDER


CORNER POST $90^{\circ}$ TO $180^{\circ}$

$90^{\circ}$ CORNER POST

For details and dimensions on base fixings, refer to Page 14.
HOW TO CALCULATE CORRECT TUBE LENGTH - LEVEL


| w = Distance between uprights $\mathbb{E}$ to $\mathbb{E}$ | CUTTING CHART |  |
| :---: | :---: | :---: |
|  | SIzE | x |
|  | a | 14 |
| $\mathbf{h}=$ Height of upright | b | 17 |
| top rail | C | 22 |
|  | d | 25 |
| $\text { Cross rail }=\mathbf{w - 2 x}$ | e | 30 |

HOW TO CALCULATE CORRECT TUBE LENGTH - SLOPING


Subtract $2 x$ dim ' $x$ ' from the upright centres.
The upright centres must be measured on the slope.

129 \& 130 fittings


## 0-11 ${ }^{\circ}$ SLOPE FITTINGS



Upright
Calculating the upright height select the top rail fitting ( 153,154 155). Subtract the relevant dimension from the upright length. Add or subtract the dimension for the ground fitting being used.

## Crossrail

Calculating the crossrail width select the fittings to be used and subtract the relevant dimension from the upright centres. The upright centres must be measured on the slope.

CUTTING DIMENSIONS FOR BASE AND WALL PLATES


Dimensions $x$ and $z$ subtract from upright length. Dimension $y$ added to upright length. Uprights cast into concrete pockets must be flat on one end and the hole $\min 300 \mathrm{~mm} \times 300 \mathrm{~mm} \times 300 \mathrm{~mm}$.

## 192 WEATHER FLANGE INSTALLATION PROCESS



Remove asphalt down to the concrete. Fix 132 fitting to concrete.


Dress asphalt around 132 fitting. Insert upright and apply sealant as illustrated.


Place 192 fitting on upright ensuring that the sealant is drawn down with it.


Seal top of 192 fitting to the upright.

## GATE CONSTRUCTION

## HEAVY DUTY GATE HINGE



Tighten the grubscrew on the 147 to the gate.

Tighten the grubscrew on the 101 to the 147.

Tighten the grubscrew on the 179 to the upright.

Leave the grubscrew on the 101 to the upright loose.

# tubeclamps" 

## APPLICATIONS



GUARDRAIL


DISPLAY STRUCTURES


RACKING


HANDRAIL

## OTHER EXAMPLES

- AWNINGS \& CARPORTS
- SUPPORT STRUCTURES
- CHILDREN'S PLAY EQUIPMENT
- MARKET STALLS
- EXHIBITION STANDS
- TEMPORARY BUILDINGS
- LIGHTING GRIDS
- PALLET OR GARMENT RACKING
- BENCHES
- SHOPPING TROLLEY BAYS
and many more besides


## "the fitting solution"sm

## tubeclamps"

Tubeclamps Limited Unit A2
Cradley Business Park
Overend Road
Cradley Heath
West Midlands
B64 7DW
Tel: +44 (0)1384 565241
Fax: +44 (0) 1384410490 Email: sales@tubeclamps.co.uk Website: www.tubeclamps.co.uk

© 2002 - Tubeclamps Ltd. All rights Reserved.


[^0]:    Whilst every care has been taken to ensure that the information given in this manual is correct, Tubeclamps Limited reserve the right to alter and revise this information, as and when they consider it necessary. This is in line with their policy of research and development.

