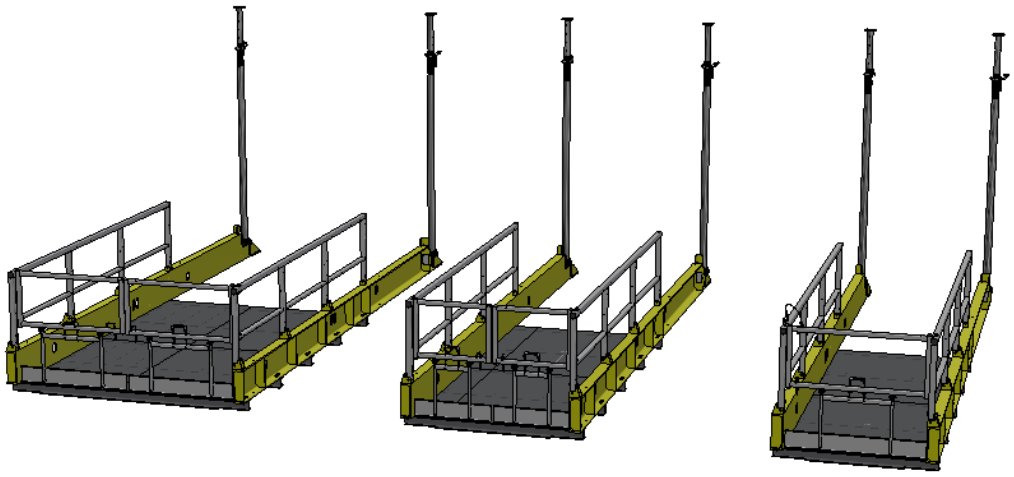
Operation and Maintenance Manual

TUP system unloading platforms – foldable

TUP-1.25-FL, TUP-1.5-FL, TUP-2.2-FL

TUP-1.25-FL-P, TUP-1.5-FL-P, TUP-2.2-FL-P



Piotr Abram	Robert Cieśla	Miłosz Muzyka
(Prepared by)	(Verified by)	(Approved by)
.....	.....	.....
(Signature)	(Signature)	(Signature)

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No.	FULL NAME	DEPARTMENT	REVISION DATE	SCOPE OF THE CHANGE	COMMENTS
1	Robert Cieśla	BR	27/08/2026	Storage and transport	
2	Robert Cieśla	BR	22/09/2026	Title change, added a range of variants with panels	
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1. Introduction

This operation and maintenance manual describes the unloading platforms (construction platform) manufactured by TLC Sp. z o.o. It was prepared and implemented to facilitate the transport of materials on the construction site between the storeys of the building under construction. It meets the requirements of the Regulation of the Minister of Infrastructure of 6 February 2003 on occupational health and safety during construction works (Journal of Laws No. 47, item 401). The loading platform has been designed in accordance with the requirements of the Polish and European standard PN-EN 12811-1, titled: 'Temporary structures used at construction sites – Part 1: Scaffoldings. Conditions for construction and general design principles.'

The platform serves as a comprehensive solution designed to provide a suitable unloading area for materials handled using construction cranes and other lifting equipment.

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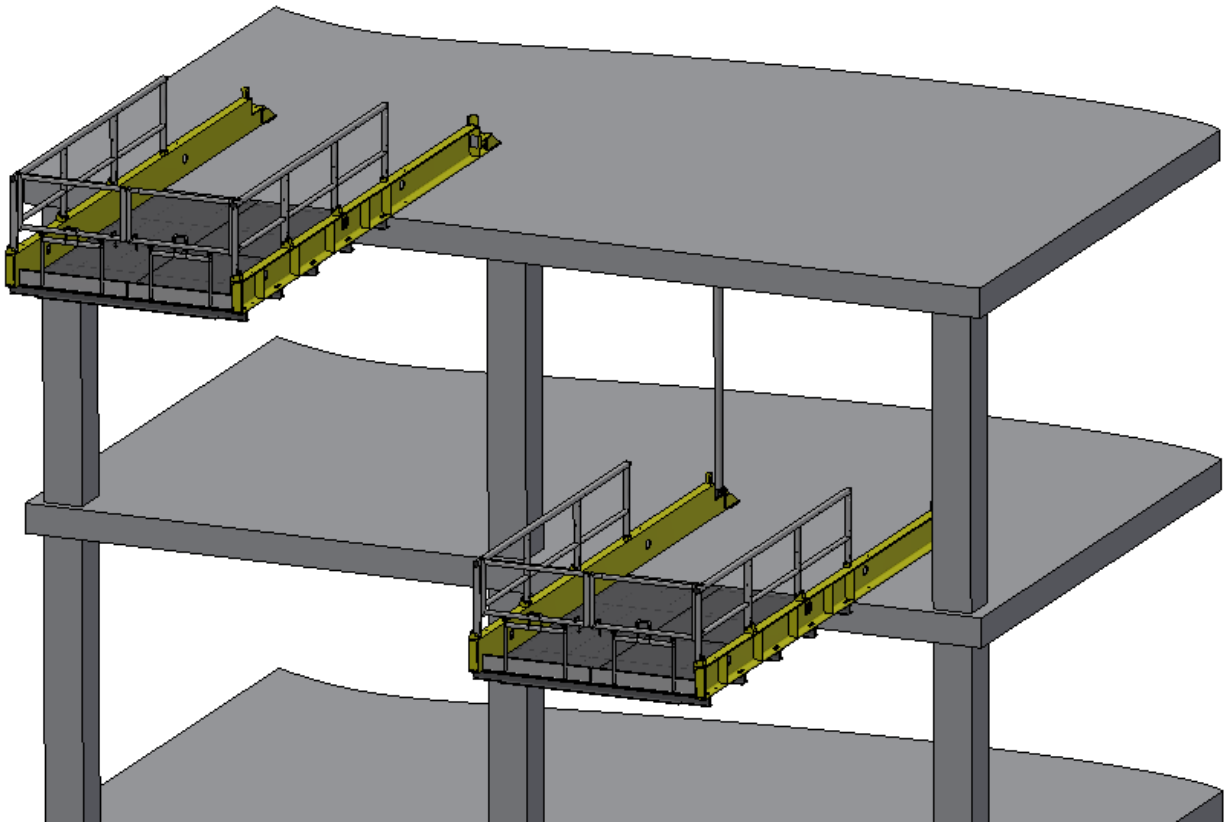


Fig. 1. **Unloading platform**

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2. System operation

2.1 Installation

The platform should be installed in accordance with the enclosed assembly instructions and current occupational health and safety guidelines.

The design of the unloading platform allows for two installation methods. Installation by bracing between the building's ceilings using supports, and installation by anchoring to the ceiling.

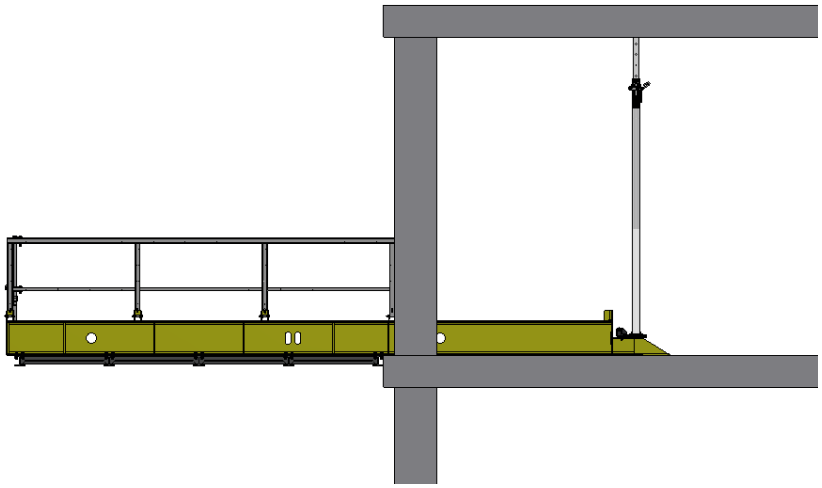


Fig. 2. **Installation between ceilings.**

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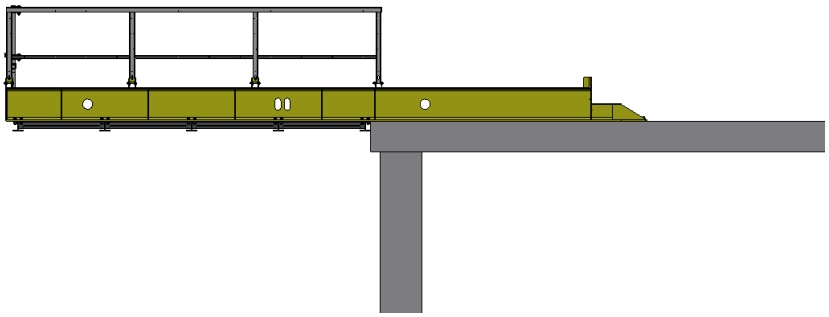


Fig. 3. **Installation by anchoring to the ceiling.**

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2.2 Technical information and use

The load-bearing beams of the unloading platform are made from hot-rolled C-sections. The floor consists of a platform made from a steel frame and steel cladding. The platform edge is secured by a gate locked using a bolt. All steel components are painted with a durable anti-corrosion coating.

Technical specifications of the platform:

- Maximum load capacity of the platform: 4,000 kg per platform (with an area of at least a 1 m by 1 m square)
- Dimensions: TUP-1.25-FL, TUP-1.25-FL-P – 6,250 x 1,525 mm
  TUP-1.5-FL, TUP-1.5-FL-P – 6,250 x 1,775 mm
  TUP-2.2-FL, TUP-2.2-FL-P – 6,250 x 2530mm
- Dimensions of the unloading area:
  TUP-1.25-FL, TUP-1.25-FL-P – 3,462 x 1,255 mm
  TUP-1.5-FL, TUP-1.5-FL-P – 3462 x 1505mm
  TUP-2.2-FL, TUP-2.2-FL-P – 3462 x 2260mm
- Weight:
  TUP-1.25-FL – 1,135 kg without supports / 1,188 kg with supports
  TUP-1.5-FL – 1,200 kg without supports / 1,253 kg with supports
  TUP-2.2-FL – 1,340 kg without supports / 1,443 kg with supports

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TUP-1.25-FL -P – 1,180 kg without supports / 1,233 kg with supports

TUP-1.5-FL-P – 1,245 kg without supports / 1,297 kg with supports

TUP-2.2-FL-P – 1,438 kg without supports / 1,491 kg with supports

- Materials: S235 and S355 steel
- Anti-corrosion coating: powder coating

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The unloading platform must be operated in accordance with occupational health and safety regulations, the construction site instructions and the manufacturer's recommendations set out below:

- read and understand this technical and operational documentation before installation, dismantling or transporting the loading platform,
- work related to the installation and operation of the unloading platform should be carried out by trained staff,
- staff carrying out work at height, including installation, dismantling and transport of a loading platform, must be protected against falls from a height,
- once installed, check the correctness of the unloading platform installation,
- only original components and spare parts should be used,
- all components of the platform should be checked for faults and damage prior to installation,
- the structure must be properly earthed (PN –78/M –47900/01).
- the maximum load capacity of the platform must not be exceeded,
- it is not permitted to use platform elements that are damaged or broken,
- it is not permitted to leave or store cargo on the loading bay,
- do not drop cargo onto the platform,
- it is recommended to distribute the load evenly across the platform,
- no more than two people should be on the platform at any given time.

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Whenever it is necessary to open the gate during the installation and use of the platform, fall protection in the form of safety harnesses must be used at all times. The unloading platforms have been provided with attachment points to which the harness hook should be attached. Personal protective equipment may also be secured to the points intended for attaching crane slings.

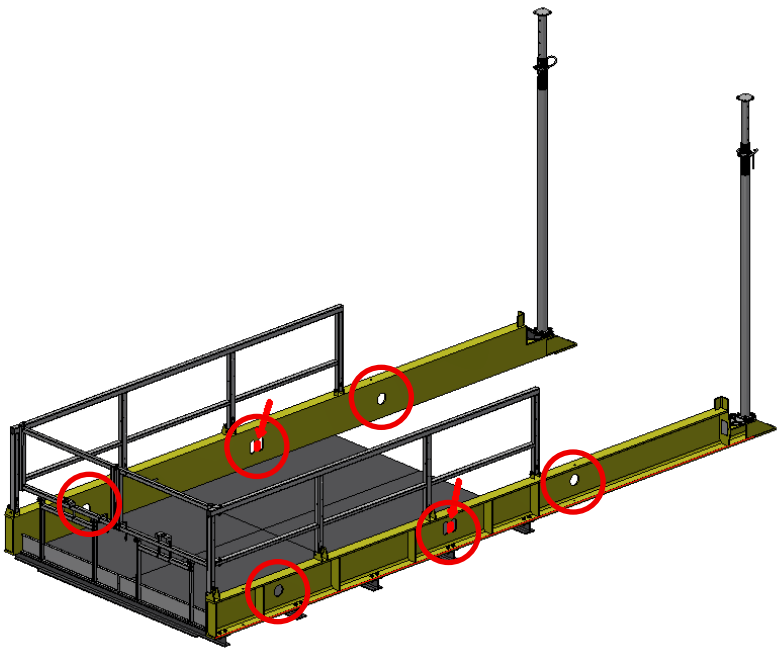


Fig. 4. **Harness attachment points.**

Advertising coatings may be displayed in the form of prints on materials such as tarpaulin or mesh. Such coatings should be installed using clamps or by making use of the pre-drilled holes provided by the manufacturer for fitting the panels. No new holes may be drilled in the structure. The weight of advertising coatings should not exceed 50

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kg.

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2.3 Storage and transport

The steel components of the unloading platform are permanently protected by powder coating. This ensures the long service life of the components in environmental conditions. Following the recommendations set out below will help to extend the service life of the platform under environmental conditions. Additional tips include:

- avoiding the exposure of the platform components to substances causing damage or corrosion to the steel and the anti-corrosion coating,
- using the platform for its intended purpose,
- protecting components from mechanical damage that could compromise the anti-corrosion coating,
- where necessary, striking the platform components through impact-absorbing materials: elastomers (rubber), wood, etc.,
- cleaning the platform components using agents which do not damage the anti-corrosion coating,
- avoiding exposure to weather conditions, such as rain or snow, during storage,
- proper storage.

The platform has foldable railings, which allow it to be stacked compactly. Four slings must be used during transport using lifting equipment; the sling attachment points

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are shown in Figure 5.

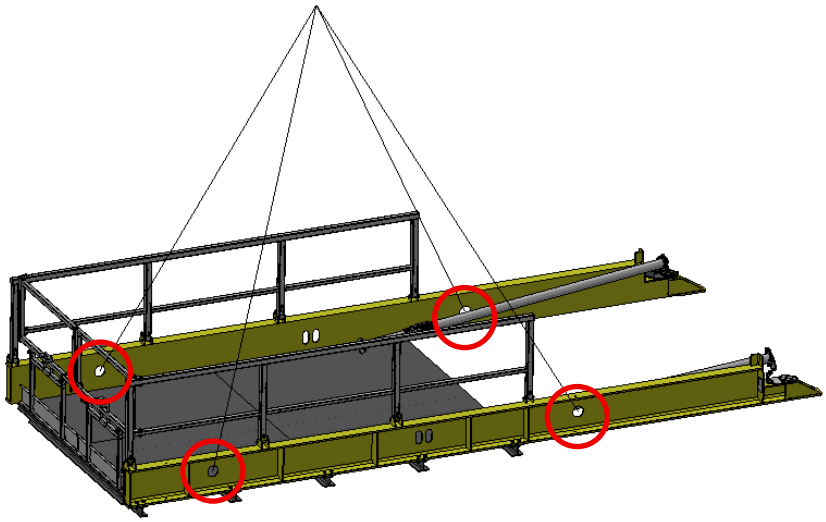


Fig. 5. **Transport sling attachment.**

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Unloading platforms may be transported and stored with their railings folded down.

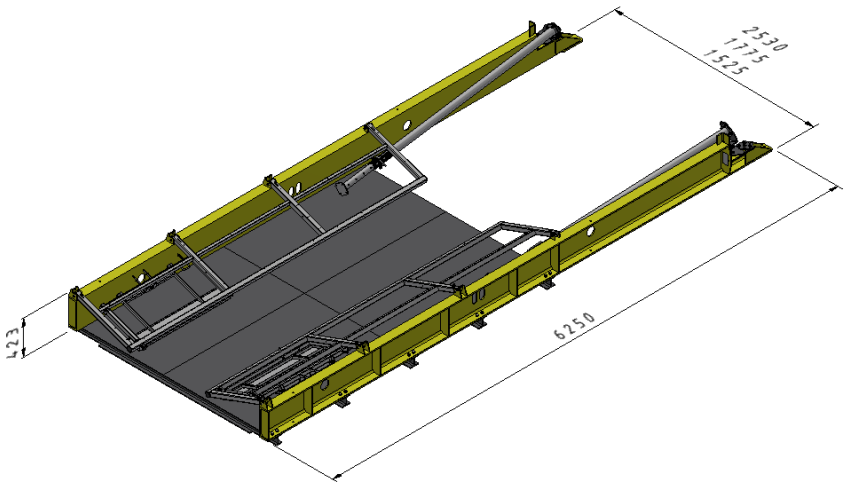


Fig. 6. **Transport and storage of the dismantled platform**

When storing and transporting loading platforms, they must be bolted together to ensure stability – see Figure 7.

During storage and transport, a maximum of two TUP platforms may be stacked in a single bundle. A maximum of two packages may be stacked. In the package, the first platform should be placed on 100 mm high wooden supports and secured to the second platform using screws, and the whole structure should be secured as a single package. When stacked, packages should be placed on a stable surface with adequate water drainage, and should also be secured to prevent them from shifting.

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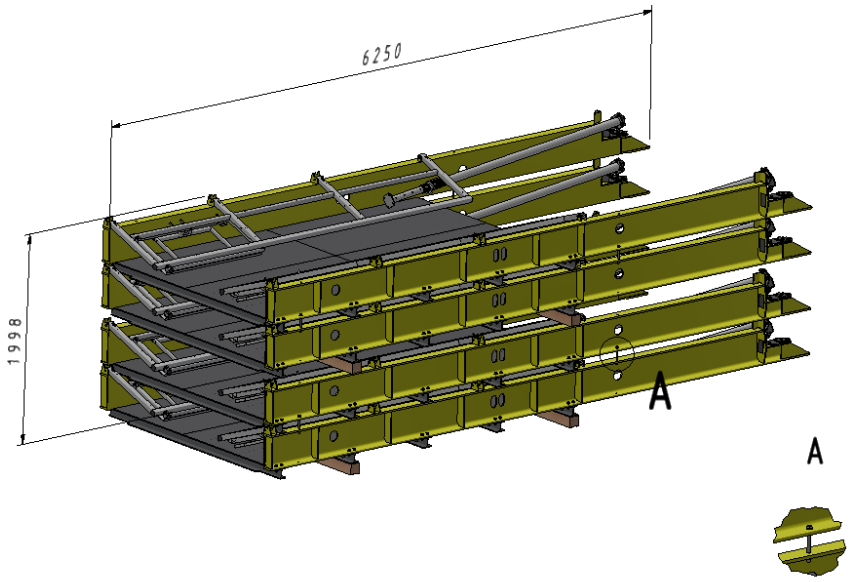


Fig. 7. **Transport and storage of the assembled platform**

2.4 Damaged parts of the unloading platform

In the event of damage to or destruction of platform components, they should be stored in a storage area marked as ‘DAMAGED’ or ‘DESTROYED’.

The manufacturer may repair damaged parts, subject to agreement on the terms of such repair with the customer.

3. Classification and guidelines for periodic inspections

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The components comprising the structure, as well as the structure as a whole, require inspection due to the conditions of use and the use of welded, crimped or bolted joints. The inspection should be carried out with regard to:

- system completeness;
- condition and completeness of the fasteners,
- weld defects,
- deformations, cracks, cuts or other damage to components,
- the condition of the anti-corrosion coating,
- the unobstructed flow through the installation and drainage holes,
- the use of the correct components of the given system.

The purpose of this routine inspection is to identify any damage which:

- directly endangers the safety of users;
- significantly reduces the comfort of using the site or its surroundings;
- indicate that a detailed inspection must be carried out as a matter of urgency.

Should any defects in the structure or components be identified during an inspection, they must be taken out of service immediately and the necessary repairs

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carried out by replacing the damaged components with spare parts supplied by the system manufacturer. It is not permitted to carry out repairs to the structure or its components without obtaining the manufacturer's permission and approval of the repair method.

Any damage to anti-corrosion coatings should be repaired in a manner appropriate to the type of coating used. The manufacturer permits repairs to anti-corrosion coatings, provided that they are carried out in accordance with the provisions of the PN-EN ISO 12944 standard for painted products.

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Depending on the frequency, we distinguish between the following types of inspections:

A. Ongoing, daily inspection

Daily inspections are carried out by the users of the structure. This is a visual inspection intended to assess the condition of components and the integrity of the structure in the event of:

- issues in the installation work carried out, in the anchoring of structural elements,
- damage caused by unforeseen events such as gale winds, storms, floods, fires, etc.,
- mechanical damage caused, for example, by impact from moving objects,
- damage to components caused by operational factors,
- damage to components which has not been reported.

B. Weekly inspection

The weekly inspection should be carried out by a competent person with the relevant technical knowledge. An inspection carried out to assess the condition of components and of the structure in terms of deformation, damage and the condition of

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the anti-corrosion coating. The aim of the inspection is to assess whether any changes have occurred in the structure or its components that could pose a risk.

C. Detailed inspection

A detailed inspection should take place:

- if any faults are detected during a routine or weekly inspection,
- in the event of an accident,
- before delivering the used structure or its components to the construction site,
- every 12 months of operation,
- after the system has not been used for a long time (at least 12 months),
- 12 months after the date of manufacture stated on the nameplate, if the platform has not yet been used,
- at the customer's request.

A detailed inspection should be carried out by competent persons with the relevant technical knowledge. The results of the inspection should be recorded in an inspection report.

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4. Risk and hazard analysis

Risk analysis is used to prevent hazards and reduce occupational risks associated with the installation, use, dismantling, storage and transport of unloading platforms. In accordance with the applicable regulations, such an analysis should be developed in the form of a workplace instruction. Depending on the client's requirements, the manufacturer (TLC Sp. z o.o.) will prepare the appropriate workplace instructions, including a risk and hazard analysis.

5. Additional information

TLC Sp. z o.o. reserves the right to make amendments and improvements to its products, as required. This publication describes the status of the product at the time of publication

and may differ from later versions of the product.

TLC Sp. z o.o. makes no warranties or guarantees, including contractual ones and any arising

under applicable law, in respect of any use of the unloading platform described in this publication contrary to its intended purpose.

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TLC Sp. z o.o. accepts no liability for accidents occurring during installation as a result of failure to comply with occupational health and safety regulations or failure to take into account planning regulations and the layout of utility services in the vicinity of the installation site for the unloading platforms.

TLC Sp. z o.o. shall also not be liable for any damage suffered by the user or third parties, arising from the incorrect use of the unloading platform as described in this publication.

6. Appendices

The following have been attached to the operation and maintenance documentation:

1. Installation instructions for the TUP folding unloading platforms

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