

Technical drawing of a staircase, showing plan and elevation views with dimensions and annotations.

Plan View (Top):

- Staircase width: 4.00
- Flight 1: 2 P3 ϕ 16 C=226
- Flight 2: 2 P2 ϕ 10 C=680
- Flight 3: 8x2 P10 ϕ 8 C=230
- Flight 4: 5 ϕ 5 C/12 (58) P11
- Flight 5: 77 ϕ 5 C/12 P12 (93)
- Flight 6: 2x7 P8 ϕ 6.3 C=125
- Flight 7: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 8: 1 P5 ϕ 16 C=860
- Flight 9: 4 P7 ϕ 16 C=1038
- Flight 10: 2x7 P9 ϕ 6.3 C=125
- Flight 11: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 12: 2x7 P8 ϕ 6.3 C=125
- Flight 13: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 14: 2x7 P8 ϕ 6.3 C=125
- Flight 15: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 16: 2x7 P8 ϕ 6.3 C=125
- Flight 17: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 18: 2x7 P8 ϕ 6.3 C=125
- Flight 19: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 20: 2x7 P8 ϕ 6.3 C=125
- Flight 21: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 22: 2x7 P8 ϕ 6.3 C=125
- Flight 23: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 24: 2x7 P8 ϕ 6.3 C=125
- Flight 25: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 26: 2x7 P8 ϕ 6.3 C=125
- Flight 27: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 28: 2x7 P8 ϕ 6.3 C=125
- Flight 29: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 30: 2x7 P8 ϕ 6.3 C=125
- Flight 31: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 32: 2x7 P8 ϕ 6.3 C=125
- Flight 33: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 34: 2x7 P8 ϕ 6.3 C=125
- Flight 35: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 36: 2x7 P8 ϕ 6.3 C=125
- Flight 37: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 38: 2x7 P8 ϕ 6.3 C=125
- Flight 39: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 40: 2x7 P8 ϕ 6.3 C=125
- Flight 41: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 42: 2x7 P8 ϕ 6.3 C=125
- Flight 43: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 44: 2x7 P8 ϕ 6.3 C=125
- Flight 45: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 46: 2x7 P8 ϕ 6.3 C=125
- Flight 47: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 48: 2x7 P8 ϕ 6.3 C=125
- Flight 49: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 50: 2x7 P8 ϕ 6.3 C=125
- Flight 51: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 52: 2x7 P8 ϕ 6.3 C=125
- Flight 53: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 54: 2x7 P8 ϕ 6.3 C=125
- Flight 55: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 56: 2x7 P8 ϕ 6.3 C=125
- Flight 57: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 58: 2x7 P8 ϕ 6.3 C=125
- Flight 59: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 60: 2x7 P8 ϕ 6.3 C=125
- Flight 61: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 62: 2x7 P8 ϕ 6.3 C=125
- Flight 63: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 64: 2x7 P8 ϕ 6.3 C=125
- Flight 65: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 66: 2x7 P8 ϕ 6.3 C=125
- Flight 67: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 68: 2x7 P8 ϕ 6.3 C=125
- Flight 69: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 70: 2x7 P8 ϕ 6.3 C=125
- Flight 71: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 72: 2x7 P8 ϕ 6.3 C=125
- Flight 73: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 74: 2x7 P8 ϕ 6.3 C=125
- Flight 75: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 76: 2x7 P8 ϕ 6.3 C=125
- Flight 77: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 78: 2x7 P8 ϕ 6.3 C=125
- Flight 79: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 80: 2x7 P8 ϕ 6.3 C=125
- Flight 81: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 82: 2x7 P8 ϕ 6.3 C=125
- Flight 83: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 84: 2x7 P8 ϕ 6.3 C=125
- Flight 85: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 86: 2x7 P8 ϕ 6.3 C=125
- Flight 87: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 88: 2x7 P8 ϕ 6.3 C=125
- Flight 89: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 90: 2x7 P8 ϕ 6.3 C=125
- Flight 91: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 92: 2x7 P8 ϕ 6.3 C=125
- Flight 93: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 94: 2x7 P8 ϕ 6.3 C=125
- Flight 95: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 96: 2x7 P8 ϕ 6.3 C=125
- Flight 97: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 98: 2x7 P8 ϕ 6.3 C=125
- Flight 99: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 100: 2x7 P8 ϕ 6.3 C=125
- Flight 101: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 102: 2x7 P8 ϕ 6.3 C=125
- Flight 103: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 104: 2x7 P8 ϕ 6.3 C=125
- Flight 105: 1 P4 ϕ 20 C=220 (1 ϕ 20cAM)
- Flight 106: 2x7 P8 ϕ 6.3 C=125

2 P1 ϕ 12,5 CORR. C=5923

2x3 P2 ϕ 6,3 CORR. C=5731

372 ϕ 3 C/15 C=156

61

1

2 P1 ϕ 12,5 CORR. C=5923

ϕ POS. 1

60

FERROS SUPERIORES SÓ EMENDAR NO MEIO DOS TRAMOS OBEDECENDO O TRASPASSE INDICADO

30

60

ϕ POS. 1

40

ϕ POS. 2

RESUMO AÇO CA 50-60			
AÇO	BIT (mm)	COMPR (m)	PESO (kg)
60	5	8976	1436
50	6,3	5353	1338
50	8	147	69
50	10	54	34
50	12,5	3122	3122
50	16	467	747
50	20	145	363
Peso Total	60	=	1436 kg
Peso Total	50	=	5663 kg

2 P1 ϕ 12.5 CORR. C=2718

2x3 P2 ϕ 6.3 CORR. C=2626

17x1 P3 ϕ 5 C/15 C=156

61

11

30

ϕ POS. 1

60

FERROS SUPERIORES SÓ EMENDAR NO MEIO DOS TRAMOS OBEDECENDO O TRASPASSE INDICADO

50

60

ϕ POS. 1

40

ϕ POS. 2

497

2 P1 ø 16 C=542

76

2 P2 ø 16 C=335
(1 ø 2øCAM)

14 ø 5 C/9
P4 (123)

15 ø 5 C/17
P4 (246)

4.5
(15)
P4

P1 ø P10

P15 ø P24

Corte A

14

3

31 P4 ø 5 C=148

(constato) 430

2x2 P5 ø 6.3 C=439

2 P3 ø 16 C=497

495

2 P1 Ø 16 C=540

74

2 P2 Ø 16 C=350
(1° Ø 20CAM)

14 Ø 5 C/9

14 Ø 5 C/17
P4 (246)

14 Ø 5 C/9
P4 (123)

VN1-12/VN1-13

P50/P51

439

2x4 P5 Ø 6.3 C=439


2 P3 Ø 16 C=495

Corte A

14

31

P4 Ø 5 C=14

<p>DETALHE DE DOBRAMENTO DOS FERROS</p> 	ϕ	RAIO (cm)	DESCONTO(cm)
	10.0	7.5	3.0
	12.5	9.3	4.0
	16.0	12.0	5.0
	20.0	15.0	6.0
	25.0	18.5	8.0

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