

- POSITIONING CAN 3 ON SKIDDING TRACK BY CRANE
- JACKING CAN 4-17
- SKIDDING CAN 3
- INSTALLATION CLADDING UPPERPART CAN 8 FROM WORKFLOOR 1
- INSTALLATION CLADDING UNDERPART CAN 8 AND UPPERPART CAN 7 FROM JACKINGFLOOR
- INSTALLATION REMAINING CLADDING FACILITIES FROM WORKFLOOR 2 AND GUIDINGFLOOR 2

- POSITIONING CAN 4 AND 5 ON SKIDDING TRACK BY CRANE
- JACKING CAN 6-17
- SKIDDING COMBINED CANS 4 AND 5
- INSTALLATION CLADDING CAN 9 FROM WORKFLOOR 1
- INSTALLATION REMAINING CLADDING FACILITIES FROM WORKFLOOR 2

- POSITIONING CAN 6 AND 7 ON SKIDFLOOR BY CRANE
- JACKING CAN 8-17
- SKIDDING COMBINED CANS 6 AND 7
- INSTALLATION CLADDING CAN 10 FROM WORKFLOOR 1
- INSTALLATION REMAINING CLADDING FACILITIES FROM WORKFLOOR 2

- POSITIONING CAN 8 ON SKIDDING TRACK BY CRANE
- JACKING CAN 9-17
- SKIDDING CAN 8
- INSTALLATION CLADDING CAN 11 FROM WORKFLOOR 1
- INSTALLATION REMAINING CLADDING FACILITIES FROM WORKFLOOR 2

- POSITIONING CAN 9 ON SKIDDING TRACK BY CRANE
- JACKING CAN 10-17
- SKIDDING CAN 9
- INSTALLATION CLADDING CAN 12 FROM WORKFLOOR 1
- INSTALLATION REMAINING CLADDING FACILITIES FROM WORKFLOOR 2

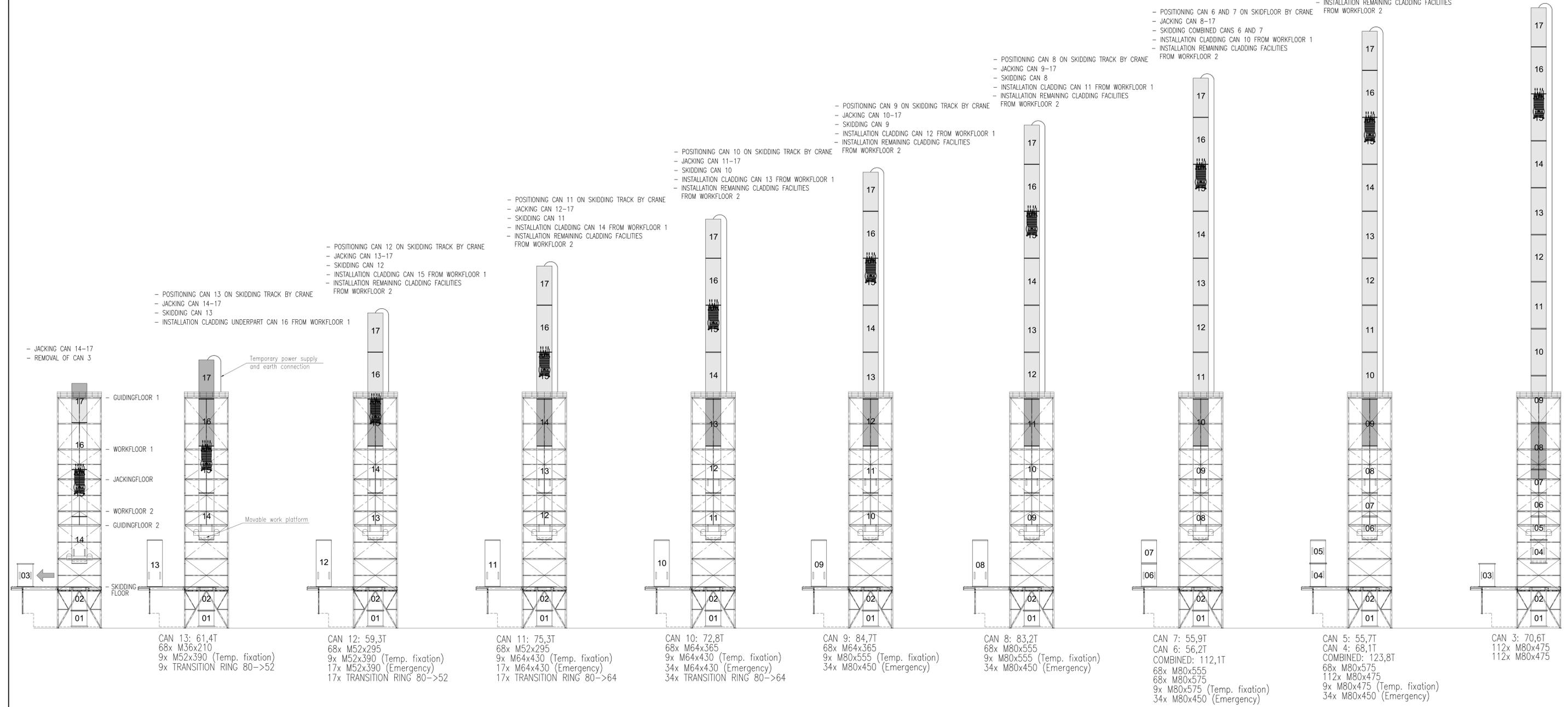
- POSITIONING CAN 10 ON SKIDDING TRACK BY CRANE
- JACKING CAN 11-17
- SKIDDING CAN 10
- INSTALLATION CLADDING CAN 13 FROM WORKFLOOR 1
- INSTALLATION REMAINING CLADDING FACILITIES FROM WORKFLOOR 2

- POSITIONING CAN 11 ON SKIDDING TRACK BY CRANE
- JACKING CAN 12-17
- SKIDDING CAN 11
- INSTALLATION CLADDING CAN 14 FROM WORKFLOOR 1
- INSTALLATION REMAINING CLADDING FACILITIES FROM WORKFLOOR 2

- POSITIONING CAN 12 ON SKIDDING TRACK BY CRANE
- JACKING CAN 13-17
- SKIDDING CAN 12
- INSTALLATION CLADDING CAN 15 FROM WORKFLOOR 1
- INSTALLATION REMAINING CLADDING FACILITIES FROM WORKFLOOR 2

- POSITIONING CAN 13 ON SKIDDING TRACK BY CRANE
- JACKING CAN 14-17
- SKIDDING CAN 13
- INSTALLATION CLADDING UNDERPART CAN 16 FROM WORKFLOOR 1

- JACKING CAN 14-17
- REMOVAL OF CAN 3



CAN 13: 61,4T  
68x M36x210  
9x M52x390 (Temp. fixation)  
9x TRANSITION RING 80->52

CAN 12: 59,3T  
68x M52x295  
9x M52x390 (Temp. fixation)  
17x M52x390 (Emergency)  
17x TRANSITION RING 80->52

CAN 11: 75,3T  
68x M52x295  
9x M64x430 (Temp. fixation)  
17x M64x430 (Emergency)  
17x TRANSITION RING 80->64

CAN 10: 72,8T  
68x M64x365  
9x M64x430 (Temp. fixation)  
34x M64x430 (Emergency)  
34x TRANSITION RING 80->64

CAN 9: 84,7T  
68x M64x365  
9x M80x555 (Temp. fixation)  
34x M80x450 (Emergency)

CAN 8: 83,2T  
68x M80x555  
9x M80x555 (Temp. fixation)  
34x M80x450 (Emergency)

CAN 7: 55,9T  
CAN 6: 56,2T  
COMBINED: 112,1T  
68x M80x555  
68x M80x575  
9x M80x575 (Temp. fixation)  
34x M80x450 (Emergency)

CAN 5: 55,7T  
CAN 4: 68,1T  
COMBINED: 123,8T  
68x M80x575  
112x M80x475  
9x M80x475 (Temp. fixation)  
34x M80x450 (Emergency)

CAN 3: 70,6T  
112x M80x475  
112x M80x475

FOR THE PLACEMENT OF CANS 1-3 AND 14-17 PLEASE REFER TO 33605-S053  
FOR THE FINAL CLADDING STEPS AND DISSASSEMBLY OF THE JACKINGTOWER PLEASE REFER TO 33605-S055  
IN CONSTRUCTION PHASE 2 AS SHOWN ON THIS DRAWING:  
- THE FLANGE CONNECTION BETWEEN CAN 2 AND THE OVERLYING CAN WILL BE TEMPORARY CONNECTED WITH NINE SCREW STUDS.  
- WHEN THE EMERGENCY PROCEDURE IS RELEVANT THERE WILL BE USED 17 EMERGENCY BOLTS FOR FLANGE CONNECTION CAN 2-12 AND CAN 2-11 AND THERE WILL BE USED 34 EMERGENCY BOLTS FOR FLANGE CONNECTION CAN 2-10, CAN 2-9, CAN 2-8, CAN2-6 AND CAN 2-4.

|  |                                    |          |   |                                      |
|--|------------------------------------|----------|---|--------------------------------------|
| H  | 11-06-15                           | JES      |   |                                      |
| G  | 20-05-15                           | JES      |   |                                      |
| E  | 23-01-15                           | GW       |   |                                      |
| D  | 14-10-14                           | GW       |   | Split drawing in 3 separate drawings |
| C  | 03-09-14                           | MVD      |   |                                      |
| B  | 28-08-14                           | MVD      |   |                                      |
| A  |                                    | MVD      |   |                                      |
| REV.   | Date                               | Drawn    | Checked   | Description                          |
| <p><b>HOLLANDIA INFRA</b></p> <p>Hollandia Infra b.v.<br/>P.O. Box 12<br/>2920 AA Krimpen a/d IJssel<br/>Phone: +31 (0) 180-540 540<br/>Fax: +31 (0) 180-519 956</p> |                                    |          |   |                                      |
| Client   | Marks Barfiel Architects           |          | No part of this drawing may be reproduced in any form by print, photograph, recording or used in any way without written permission from Hollandia Infra. |                                      |
| Project  | Brighton i360 Tower                |          | Projection  |                                      |
| Title  | Tower Installation Sequence part 2 |          | Units: mm<br>Tolerances acc. to: EN ISO 13920 classes BAF<br>Weights acc. to: EN 22833  |                                      |
| Drawn by   | Date                               | Initials | Scale   | File name                            |
| Checked  | 12-07-14                           | MM       | 1:300   | 33605 - S054                         |
|  |                                    | Format   | A0  | REV. H                               |