

MARK	DESCRIPTION	RIGGING LOAD (LBS)
○	TRUSS BOTTOM CHORD LEVEL RIGGING POINT (AT GRID INTERSECTIONS)	4,000
●	TRUSS BOTTOM CHORD LEVEL RIGGING POINT (BETWEEN GRID INTERSECTIONS)	2,000
□	ROOF BEAM LEVEL (AT BOTTOM FLANGE)	2,000
▨	CATWALK	NOT ALLOWED
▩	LOW BAY ZONE	NOT ALLOWED
AS NOTED	MECHANICAL DUCTS/PIPES/ELECTRICAL RACKS	NOT ALLOWED

- RIGGING NOTES:**
1. THE STRUCTURE IS DESIGNED TO SUPPORT ALL INDICATED RIGGING LOADS SIMULTANEOUSLY.
 2. RIGGING LOADS ARE ASSUMED TO BE STATIC LOADS.
 - A. THE LOAD RATING SHALL BE REDUCED AS NECESSARY FOR THE APPLICATION OF DYNAMIC LOADS.
 3. SUBMIT PLANS WITH RIGGING LOAD LOCATIONS AND MAGNITUDES FOR REVIEW AND APPROVAL.
 4. RIGGING LOADS ARE ASSUMED TO BE VERTICAL.
 - A. IT IS ACCEPTABLE TO APPLY THE RIGGING LOADS TO THE STRUCTURE BY BRIDGING PROVIDED THE RIGGING LOAD DOES NOT EXCEED 1,100 LBS (APPLIED AT AN ANGLE BETWEEN 0 AND 15 DEGREES FROM VERTICAL), 500 LBS (APPLIED AT AN ANGLE BETWEEN 15 AND 30 DEGREES FROM VERTICAL), OR 500 LBS (APPLIED AT AN ANGLE BETWEEN 30 AND 45 DEGREES FROM VERTICAL). LOADS APPLIED AT AN ANGLE EXCEEDING 45 DEGREES FROM VERTICAL ARE NOT ALLOWED. NON-VERTICAL LOADS MAY BE APPLIED PARALLEL OR TRANSVERSE TO THE SUPPORTING BEAMS/TRUSSES.
 5. RIGGING LOADS ARE ASSUMED TO BE APPLIED AT THE RIGGING ATTACHMENT POINTS PER FIGURE 1. "TYPICAL RIGGING ATTACHMENT POINT":
 - A. RIGGING LOADS APPLIED AT TRUSS BOTTOM CHORD AT GRID INTERSECTIONS (○) MUST BE APPLIED AT THE ATTACHMENT POINTS.
 - B. RIGGING LOADS APPLIED AT TRUSS BOTTOM CHORD BETWEEN GRID INTERSECTIONS (●) MAY BE APPLIED A MAXIMUM OF 5'-0" AWAY FROM THE ATTACHMENT POINTS ALONG THE LENGTH OF THE TRUSS. SEE FIGURE 2.
 - C. RIGGING LOADS APPLIED AT ROOF BEAMS (□) MAY BE APPLIED A MAXIMUM OF 12'-0" AWAY FROM THE ATTACHMENT POINTS ALONG THE LENGTH OF THE BEAMS. SEE FIGURE 3.
 6. NO RIGGING IS ALLOWED FROM THE CATWALK AT LEVEL 2.5.
 7. LOCATIONS AND SIZES OF MECHANICAL DUCTS/PIPES/ELECTRICAL RACKS ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED PRIOR TO DESIGNING OR INSTALLING RIGGING SYSTEMS.
 8. ACCESS TO ROOF BEAM RIGGING POINTS (□) MAY BE PRECLUDED BY MECHANICAL DUCTS/PIPES/ELECTRICAL RACKS WHEN THEY OVERLAP ON PLAN - FIELD VERIFIED PRIOR TO DESIGNING OR INSTALLING RIGGING SYSTEMS.

- RIGGING SUBMITTAL PROCEDURE:**
1. FINAL RIGGING DRAWINGS SHALL BE SUBMITTED ELECTRONICALLY IN EITHER PDF OR DWG FORMAT NO LESS THAN 14 DAYS PRIOR TO THE FIRST DAY OF INSTALLATION.
 2. ALL WEIGHT LOADS REQUIRING PROFESSIONAL EVALUATION SHALL BE SENT TO HYPERLINK: "mailto:convention@ges.com" CONVENTIONSERVICES@UCVIA.COM WITH WEIGHT LOADS CLEARLY MARKED ON THE PLAN. A COPY OF THE EVALUATION WILL BE SENT BACK TO THE SUBMITTER AND THE CONVENTION SERVICES MANAGER (CSM) PRIOR TO RIGGING INSTALL.
 3. THE BOOTH LAYOUT AND ASSOCIATED RIGGING LOADS SHALL BE OVERLAIN ONTO THE FULL RIGGING PLANS, AND SUBMITTED AS ONE COMPLETE FILE.
 4. ANY CHANGES MADE ONCE SUBMITTED MUST BE CIRCLED, CLEARLY STATED AND RESUBMITTED FOR REVIEW.
 5. THE POINT LOADS SHALL BE SHOWN ON THE BOOTH LAYOUT PLAN AT THE POINT OF HOIST. THE DISTRIBUTED LOADS SHALL ALSO BE SHOWN ON EACH PURLINE/BEAM/TRUSS THAT WILL BE USED AS A POINT OF ATTACHMENT. USE LEADERARROWS TO INDICATE METHOD OF DISTRIBUTION TO PURLINE/BEAM/TRUSS.

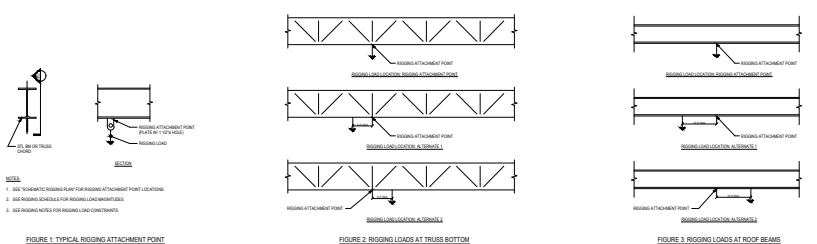


FIGURE 1. TYPICAL RIGGING ATTACHMENT POINT
 FIGURE 2. RIGGING LOADS AT TRUSS BOTTOM CHORDS BETWEEN GRID INTERSECTIONS
 FIGURE 3. RIGGING LOADS AT ROOF BEAMS

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