



Glass Balustrade Rail Testing
Interior FBC (HVHZ)
Interior FBC (Small Missile & above 30 ft. Elevation)
Interior International Building Code 2012
Interior National Building Code of Canada 2015

November 15, 2016

REPORT NUMBER: **HETI-16-5092**

MANUFACTURER: IAM Design - Ind.i.a. spa
Via Vicenza, 6/14 (SP46), Malo (VI) Italy 36034

TEST LOCATION: Hurricane Engineering & Testing Inc.
6120 NW 97th Avenue, Doral, Florida, 33178

NOTIFICATION NUMBER: HETI16013 (MIAMI-DADE COUNTY, FLORIDA)

LAB. CERTIFICATION No.: 15-1216.04 (MIAMI-DADE COUNTY, FLORIDA)

IAS. CERTIFICATION No.: TL-296 (ISO 17025-05)

FBC ORGANIZATION No: TST1691

FBPE Certificate of Authorization Number: 6905

PRODUCT: Fascia Mount Railing.

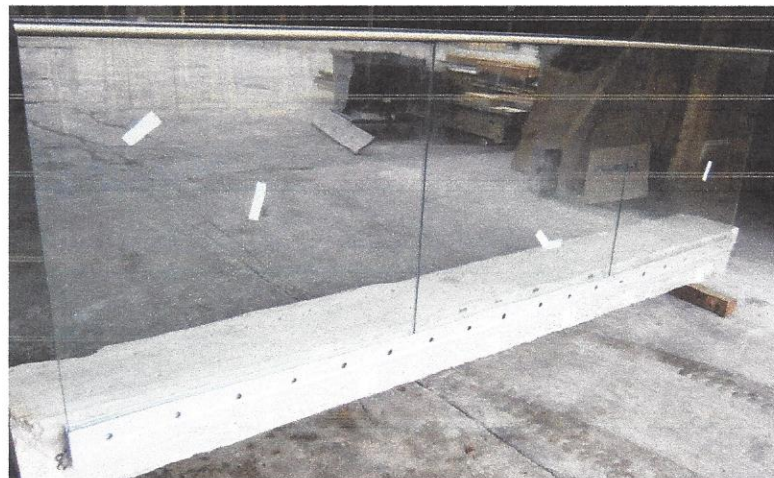
PRODUCT SIZE: 145 1/16" wide x 48" high (non-fixed end)

145 1/4" wide x 48 3/4" high (fixed end)

TEST SUBSTRATUM: Concrete Compressive strength 4030 PSI.

DRAWING NO.: TP16-05 by MCY Engineering, Inc consisting of 4 pages dated 08-12-2016.

TEST WITNESSED BY: Syed Waqar Ali, Ph. D. (HETI)
Dr. Nasreen K Ali, E. I. (HETI)
Mr. Eugenio Rivera (HETI)
Mr. Joe Martinez (Manufacturer)
Mr. Luca Serman (Manufacturer)
Mr. Matteo Gonzato (Manufacturer)
Mr. Rafael E. Droz-Seda, P.E. (HETI)



TESTING STANDARDS AND TESTING SEQUENCE:

Testing Standards:

1. Interior Florida Building Code (FBC) 2014, High Velocity Hurricane Zone (HVHZ).
2. Interior Florida Building Code 2014, including Wind Borne Debris Region above 30 ft. of Elevation.
3. Interior including Wind Borne Debris Region above 30 ft. of Elevation International Building Code (IBC) 2015, and as per ICC-ES Acceptance Criteria AC439.
4. Interior National Building Code of Canada (NBC) 2015.

Testing Sequence (All tests performed on a single specimen):

1. Infill concentrated load test on 4"x4" and 12" x 12" squares.
2. Lateral and Downward Loads Test as per FBC/IBC Section 1618.4.6 and Section 1625 and ASTM E935-00 (Re-approved 2006) Sec. 4.3 (AC 439) and ASTM E2358-04 (Reapproved 2010) and Section 3.3 and 9.8 of NBC.
3. Horizontal and Vertical Loading per IBC/FBC section 2407.1.2 and ASTM E935-00 (Reapproved 2006) Sec. 4.3 (AC 439) and ASTM E2358-04 (Reapproved 2010) and AC439 Section 4.3 with a safety factor of four.
4. ANSI Z97.1-1984 (R1994) Sec 5 for Class A 1618.4.6 & CPSC 16 CFR Part 1201 for Class II as per Section 1618.4.6 & 2407.1.4.1 of FBC 2010.
5. Safety Glazing Testing as per ASTM E2353-14 Section 13.3.6.2 (Type V)

CONSTRUCTION DETAILS

SPECIMEN SELECTION AND IDENTIFICATION

Number of Specimens	1
Method of Choosing	Provided by Manufacturer
Size of Specimen	145 1/16" wide x 48" high (non-fixed end) 145 1/4" wide x 48 3/4" high (fixed end)
Configuration	Fixed
Distance between Glass Lites	1/8"
Hand Rail	Hand rail was installed

COMPONENTS AND HARDWARE

Drawing No.	Description	Overall Dimension (in)	Maximum Thickness (in)	Material	Quantity
E1800140	Shoe Section	1.96 x 4.92	0.580	6060-T6	2
E1000424	Cap Rail	1.68 x 1.44	0.060	304/316 SS	1
E1110100	Wall Bracket	1.20 x 3.33	0.200	304/316 SS	1
E1807600	Glass Gasket	0.95 x 5.92 x 3.65	0.350	PVC Plastic	17
E1807600	Glass Wedge	3.93 x 2.54	0.305	PVC Plastic	17
E1999200	Cap Gasket	0.97 x 0.95	0.090	EDPM	1
E1804620	Glazing Base Gasket	0.34x 0.67	0.136	EDPM	1

Glazing Material	Laminated Glass (NOA) 14-0916.11 by Kuraray America, Inc.: • 1/4" Nominal (0.232" actual) Tempered Glass • 0.100" Interlayer SentryGlas® by Kuraray America, Inc. • 1/4" Nominal (0.232" actual) Tempered Glass 9/16" Nominal (0.564" actual) Total Thickness
-------------------------	---

Glass Size and Quantity	(3) 47 11/16" wide x 46" high
DLO:	(3) 47 11/16" wide x 40 1/2" high

Glazing Method

(17) Inlays were laid into the top mount extrusion at 8" from the left exterior end and then every 8" on center. (2) 0.26" thick x 0.48" wide x 3.34" long setting blocks with a Shore A Hardness of 82 were placed on top of each inlay before installing the glass lites. The glass was then installed, leveled, and set into place by installing (17) safety wedges, which were installed in the center of the inlay, on the opposite side of the glass. A 1/4" gap was left between each glass panel. The safety wedges were secured by hammering them down to a depth specified by the manufacturer using a manufacturer provided tool. Next the glazing gaskets, with a Shore A Hardness of 70, were installed on the interior and exterior of the glass. Lastly, the cap rail gasket, with a Shore A Hardness of 70, was installed on top of the glass followed by the cap rail.

Substrate Installation

4030 PSI Concrete

The face mount extrusion was installed onto the concrete substrate in two separate pieces, both 72" in length, using (18) 3/8" x 4" Hilti KH-EZ Screw Anchors located at 4" from the exterior left end and then every 8" on center with a minimum edge distance of 2 3/4" with 0.115" shims between the substrate and the extrusion. The railing height from the top of the substrate was 42".

Note: For loads noted using a fixed end, a wall bracket was installed using (3) #12 x 1" anchors.

INSTRUMENTATION

1. Digital Deflection Gauge System: HETI - 0311 and HETI - 1060
2. Manual Hydraulic Pump and Cylinder
3. Force Measurement System: HETI - 0182 and HETI - 0850
4. Test Wall System B, Pressure Transducer HETI - 0357
5. Test Wall System B, Deflection Gage HETI - 0172

TEST RESULTS

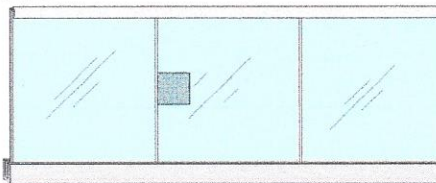
Loading Procedure:

1. Apply 50% of the maximum load.
2. Apply Maximum load in increments of 15%.
 - a. Each increment held for 120 seconds.
 - b. Record the deflection at start and end of 120 seconds period.
 - c. Rate of loading shall be 5.0 mm per minutes to the desired load if possible.

4" Infill Test (Lateral Load)

Test Date: August 30, 2016

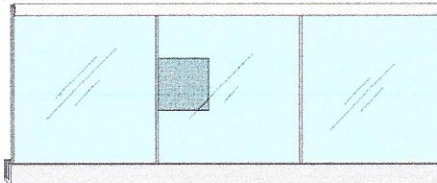
Description of Location	Duration (sec)	Force Applied (lbs)
Center of Edge of Middle Lite	300	112.4
Center of Edge of Middle Lite	300	187



12" Infill Test (Lateral Load)

Test Date: August 30, 2016

Description of Location	Duration (sec)	Force Applied (lbs)
Edge of Hand Rail	300	50
Edge of Hand Rail	300	125



Horizontal and Vertical Loading per ASTM E935-00 (Reapproved 2006) Sec. 4.3 (AC 439) and ASTM E2358-04 (Reapproved 2010).

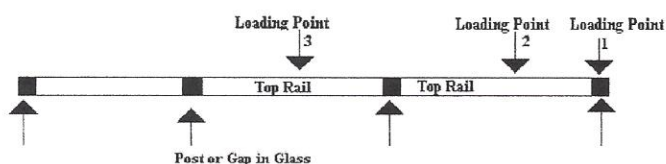
Loading Procedure:

1. Apply 50% of the maximum load.
2. Apply Maximum load in increments of 15%.
 - a. Each increment held for 120 seconds.
 - b. Record the deflection at start and end of 120 seconds period.
 - c. Rate of loading shall be 5.0 mm per minutes to the desired load if possible.

Test Date: August 30, 2016

Horizontal Load Application										
	Force (lbs)	Time (Sec)	Loc. #1			Loc. #2			Loc. #3A	
			Deflection (in)		Set (in)	Deflection (in)		Set (in)	Deflection (in)	
			Start	End		Start	End		Start	End
From Interior Side	200	300	0.00	1.25	0.00				0.00	0.57
	400	300	0.00	2.49	0.17				0.00	1.02
	520	120	0.00	3.34		0.00	1.85		0.00	1.30
	640	120	4.16	4.24		2.26	2.27		1.57	1.61
	760	120	4.90	4.94		2.85	2.85		2.03	2.04
	800	120	4.94	5.21	0.28	2.97	2.98	0.02	2.14	2.16
	1200	120	0.00	3.53	0.27				0.00	4.20
Ext Side	1200 (3B)	120							0.00	4.22
	257	120							0.00	0.72
	514	120							0.00	2.34
Vertical Load Application										
Top Rail	50	300	0.000	0.117	0.007				0.000	0.031
	100	300	0.000	0.048	0.017				0.000	0.042
	130	120	0.000	0.038					0.000	0.032
	160	120	0.043	0.045					0.054	0.056
	190	120	0.049	0.052					0.061	0.066
	200	120	0.000	0.056	0.010				0.068	0.081
	275	120	0.000	0.065	0.009				0.000	0.071
	1460	120	0.000	0.158	0.052				0.000	0.210

Horizontal and Vertical Loading Points: (location 1 up to 400 lbf without end clip and with clip thereafter.)

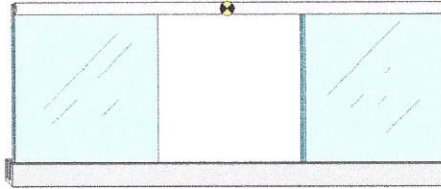


Rail	3A	2	1
	3B		
Glass	Glass	Glass	

**Horizontal and Vertical Loading per ASTM E935-00 (Reapproved 2006) Sec. 4.3 (AC 439)
and ASTM E2358-04 (Reapproved 2010) Level 2/ Type L-2**

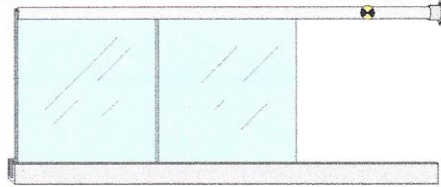
Test Date: August 31, 2016

Description of Location	Duration (sec)	Force Applied (lbs)	Deflection (in.)	Set (in.)	Recovery (%)
Horiz. Center of Hand Rail	60	334	---	---	---
Vert. Center of Hand Rail	60	334	---	---	---
Center Glass was removed prior to applying load. Railing and Glass were intact and no damaged was observed.					



Test Date: August 31, 2016

Description of Location	Duration (sec)	Force Applied (lbs)	Deflection (in.)	Set (in.)	Recovery (%)
Horiz. Center of Hand Rail	60	334	---	---	---
Vert. Center of Hand Rail	60	334	---	---	---
Right Corner Glass was removed prior to applying load and the corner was fixed using the wall bracket. Railing and Glass were intact and no damaged was observed.					



Safety Glazing Testing as per ANSI Z97.1-1984 (R1994)

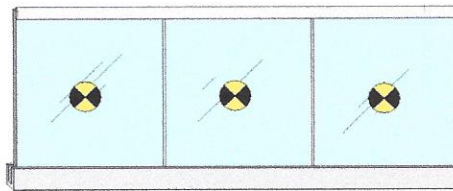
TEST PROCEDURE

The test specimen as described in construction details was tested. The sample was impacted at center of each glass with a 100-pound lead Impactor. The Impactor was constructed as specified in ANSI Z97.1-1984 (R1994). The drop height and test results are summarized in table below.

TEST RESULTS

Test Date: August 31, 2016

No.	Drop Height (in)	Results
Center of Left Glass Lite		
1	12	Glass was intact and no damaged was observed.
2	18	Glass was intact and no damaged was observed.
3	48	Glass was intact and no damaged was observed.
Center of Middle Glass Lite		
1	12	Glass was intact and no damaged was observed.
2	18	Glass was intact and no damaged was observed.
3	48	Glass was intact and no damaged was observed.
Center of Right Glass Lite		
1	12	Glass was intact and no damaged was observed.
2	18	Glass was intact and no damaged was observed.
3	48	Glass was intact and no damaged was observed.



☼ - Impact Locations (interior view)

Safety Glazing Testing as per ASTM E2353-14 Section 13.3.6.2 (Type V)

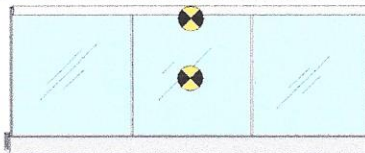
TEST PROCEDURE

The test specimen as described in construction details was tested. The sample was impacted at center of each glass with a 100-pound lead Impactor. The Impactor was constructed as specified in ASTM E2353-14 Section 13.3.6.2 (Type V). The drop height and test results are summarized in table below.

TEST RESULTS

Test Date: August 31, 2016

No.	Drop Height (in)	Results
Center of the Middle Glass Lite		
1	60	Glass was intact and no damaged was observed.
8" (max) Below the Top of the Hand Rail		
1	60	Glass was intact and no damaged was observed.



☼ - Impact Locations (interior view)

Conclusion

The test sample represented intended construction as indicated in the marked drawing. The sample was tested in accordance with provisions of Florida Building Code 2014, International Building Code 2015.

The Railing was intact and all parts were securely in place at the conclusion of each test.

NOTE: The above results were obtained using the designated test methods that indicates compliance with the performance requirements of the referenced specifications. This report does not constitute certification of the specimens tested.

STATEMENT OF INDEPENDENCE

The Hurricane Engineering & Testing, Inc., does not have, nor does it intend to acquire or will acquire, a financial interest in any company manufacturing or distributing products tested or labeled by the Hurricane Engineering & Testing, Inc. Hurricane Engineering & Testing, Inc., is not owned, operated or controlled by any company manufacturing or distributing products it test or labels.

Dr. Nasreen K. Ali
Vice President

Mr. Rafael E. Droz-Soda, P.E.
Resident Engineer