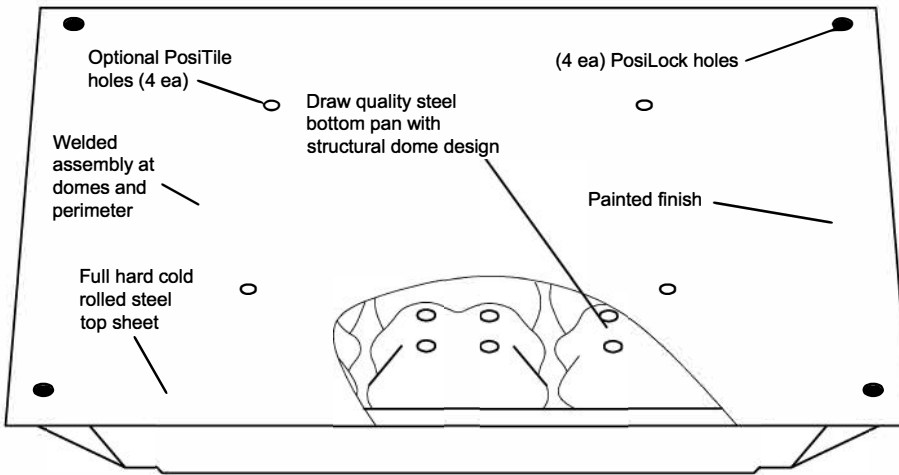
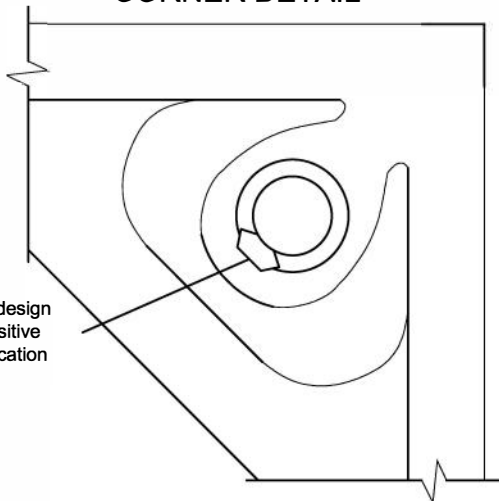


# All Steel: AS1250 Panel-24"



TOP VIEW

CORNER DETAIL



Integral shape pocket design and locating tab for positive lateral retention and location with or without screws

## SPECIFICATIONS

### General information

- Panel weight : 5.25 lbs./ft<sup>2</sup> bare.
- 1-3/8 inches deep with no covering.
- All steel welded construction.
- Protected from corrosion by an epoxy paint finish.
- Class A flame spread rating.
- Non-combustible material.

## UNDERSTRUCTURE OPTIONS

- Freestanding                       Posilock
- 2' Bolted Stringer                       4' Bolted Stringer

## COVERING OPTIONS

Tile factory laminated with integral trim edge

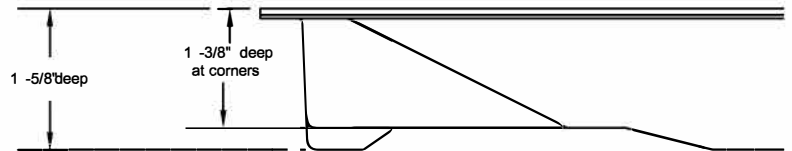
- 1/8" HPL \_\_\_\_\_ (Color) \_\_\_\_\_
- 1/16" HPL \_\_\_\_\_ (Color) \_\_\_\_\_
- 1/8" Conductive HPL \_\_\_\_\_ (Color) \_\_\_\_\_
- 1/16" Conductive HPL \_\_\_\_\_ (Color) \_\_\_\_\_

For additional laminate options contact Inside Sales

Bare Painted Panel Options

- Bare Painted Finish to accept carpet tile application
- Bare Painted Finish to accept PosiTile application

Bare Panel



Laminated Panel With Integral Trim



System Performance Criteria (Tested on Actual Understructure)*								
System Type	Understructure	SYSTEM WEIGHT	STATIC LOADS			ROLLING LOADS		IMPACT LOADS
			Design Loads	Ultimate Loads	Safety Factor	10 Passes	10,000 Passes	
All Steel AS1250-24"	Posilock	6.5 lbs / ft <sup>2</sup> 32 kg / m <sup>2</sup>	1250 lbs 567 kg	Min. 2500lbs Min. 1134kg	Min. 2	500 lbs 227 kg	500 lbs 227 kg	100 lbs 45 kg
	Bolted Stringer	7.0 lbs / ft <sup>2</sup> 35 kg / m <sup>2</sup>	1250 lbs 567 kg	Min. 2500lbs Min. 1134kg	Min. 2	500 lbs 227 kg	500 lbs 227 kg	150 lbs 68 kg

1. System Design Load is based on permanent set  $\leq 0.010"$  and is verified by loading panels in accordance with the CISCA concentrated load method but with panels installed on actual understructure instead of steel blocks. (Testing on blocks does not represent performance of an actual installation.) Ultimate, Rolling, and Impact Load tests are performed using CISCA test procedures.

2. Safety Factor is Ultimate Load divided by Design Load.