

TEST SAMPLE DESCRIPTION

Wagner Part Number: GRP5045T

1.1 General

Product Code/Name	P5045T-12		
Test Requirements	STRUCTURAL PERFORMANCE (A) E2353-16 E2358-17		
Date of Test	19/09/2019		

1.2 Barrier/Glass

Glass Make Up	12mm Toughened Glass		
Glass Panel Size	Height - 1300mm Width - 1200mm		
Overall Size	Height - 1300mm Width - 1200mm		
Handrail Used	No Handrail		

1.3 Stand-off Pin System: P5045T

Material	Stainless Steel 2205 Duplex		
Overall Size	50mmD x 45mmW		
Drawing Supplied	Yes		
Fixing Method	M10 316 stainless steel bolt		





PRODUCT TEST REPORT

Wagner Part Number: GRP5045T

PTY LTD

	Infill, loading applied w 220mm in from each a	,	• 							
Concentrated, Uniform, 20.7°C	220mm in from each o	,								
20.7°C	220mm in from each o	,		1300mmHx1200mmW						
			TEST METHOD Concentrated, Uniform, Infill, loading applied with hydraulic ram							
	Din engoinge 120mm g	220mm in from each and one set in the centre of the panel								
500/0	Pin spacings 120mm apart									
0000										
RESULTS										
Structural Performance		Deflection	Residual	Time U/L						
I-III Uniform Linear Load on Rail: 290N/m Infill Horizontal Load: 220N										
	20N									
Concentrated Load on Rail: 890N										
I-IV Uniform Linear Load on Rail: 730N/m										
Infili Horizontal Load: 220N										
I-V Concentrated Load on Rail: 1330N Uniform Linear Load on Rail: 730N/m Infill Horizontal Load: 220N										
	ON									
	n Rail: 880N/m	77.3mm		10sec						
		45.94mm	0.48mm	60sec						
		8mm	Omm	60sec						
The Uniform Linear Load was multiplied by 1.2 as we tested with a 1200mm wide panel of glass.										
The total loading for this test was 880N x 1.2 = 1056N Concentrated Load: The panel blew up after 10 second hold at 1620N										
	oncentrated Load on niform Linear Load on oncentrated Load: 22 oncentrated Load on niform Linear Load on Th	oncentrated Load on Rail: 890N niform Linear Load on Rail: 290N/m offill Horizontal Load: 220N oncentrated Load on Rail: 890N niform Linear Load on Rail: 730N/m oncentrated Load on Rail: 1330N niform Linear Load on Rail: 730N/m oncentrated Load on Rail: 730N/m oncentrated Load on Rail: 1620N niform Linear Load on Rail: 880N/m oncentrated Load on Rail: 880N/m oncentrated Load on Rail: 880N/m oncentrated Load on Rail: 1620N	oncentrated Load on Rail: 890N niform Linear Load on Rail: 290N/m oncentrated Load on Rail: 890N niform Linear Load on Rail: 730N/m oncentrated Load on Rail: 730N/m offill Horizontal Load: 220N oncentrated Load on Rail: 730N/m oncentrated Load on Rail: 730N/m oncentrated Load on Rail: 1330N niform Linear Load on Rail: 730N/m oncentrated Load on Rail: 730N/m oncentrated Load on Rail: 1620N niform Linear Load on Rail: 1620N niform Linear Load on Rail: 880N/m fill Horizontal Load: 220N and oncentrated Load on Rail: 880N/m fill Horizontal Load: 220N and oncentrated Load on Rail: 1620N niform Linear Load on Rail: 880N/m fill Horizontal Load: 220N and be Uniform Linear Load was multiplied by 1.2 as we tested with a 1200 The total loading for this test was 880N x 1.2 = 105	oncentrated Load on Rail: 890N						

in f 9 @ @wagnercompanies

888.243.6914 // info@mailwagner.com 10600 West Brown Deer Road // Milwaukee, WI 53224, USA



