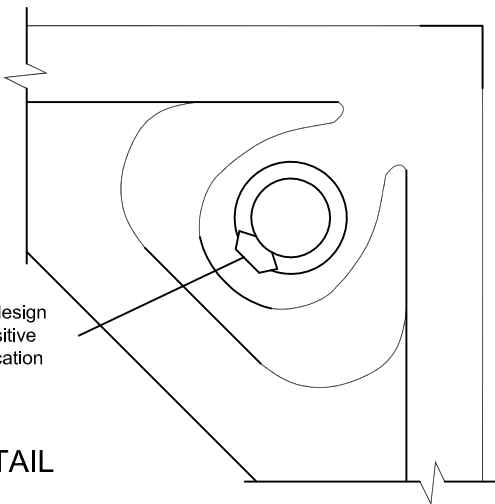
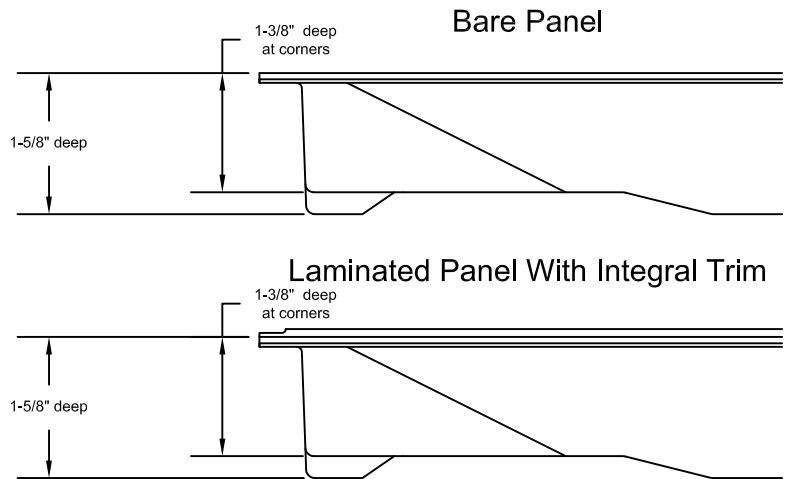


TOP VIEW



CORNER DETAIL

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



SPECIFICATIONS

General information

- Panel weight : 9.0 lbs./ft² bare.
- All steel welded construction filled internally with a cementitious core material.
- Protected from corrosion by an epoxy paint finish.
- Class A flame spread rating.
- Non-combustible material.

UNDERSTRUCTURE OPTIONS

- 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

System Performance Criteria

System performance criteria are the most important to consider because they represent the performance in a typical installation. Panel only criteria such as concentrated load is often used to specify floor systems however, the test is not representative of an actual installation because it is performed with the panel resting on blocks, not actual understructure.

System Performance Criteria (Tested on Actual Understructure)*							
System Type	Understructure	SYSTEM WEIGHT	STATIC LOADS		ROLLING LOADS		IMPACT LOADS
			Design Loads	Safety Factor (min. 2.0)	10 Passes	10,000 Passes	
ConCore CC1500-24"	Posilock	9.0 lbs / ft ² 44 kg / m ²	1500 lbs 680 kg	Pass	1250 lbs 567 kg	1000 lbs 454 kg	150 lbs 68 kg
ConCore CC1500-24"	Bolted Stringer	10.5 lbs / ft ² 52 kg / m ²	1500 lbs 680 kg	Pass	1250 lbs 567 kg	1000 lbs 454 kg	150 lbs 68 kg

*All tests are performed using CISCAs Recommended Test Procedures for Access Floors with the exception of Design Load.

1. Design Load is tested using CISCAs Concentrated Load test method on actual understructure instead of steel blocks. Design Load is determined by taking the lesser value of ultimate load divided by 2 or the point at which permanent damage begins to occur (yield point)

2. Safety factor is the multiple of Design load to Ultimate Load. International standards and Tate recommend a minimum of 2