Report on Laboratory Testing of Anchor Bolts Connecting Cold-Formed Steel Track to Concrete with Minimum Edge Distances

RESEARCH REPORT RP10-3

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PREFACE

New design provisions for determining the capacity of connections using anchor bolts to fasten cold-formed steel track to concrete foundations in Appendix D of ACI 318, *Building Code Requirements for Structural Concrete*, result in significantly reduced capacities when compared to historical values and legacy code requirements. The state of knowledge regarding this connection is ambiguous and does not support such a large reduction for a common assembly.

This research project was undertaken to evaluate the behavior of the cold-formed steel track-to-concrete anchor bolt connection, establish whether ductile steel failure modes rather than concrete failure modes control the capacity of the connection, and determine if the use of AISI bolt-bearing design values are appropriate for the connection.

The results of this study were used to substantiate public comments that were submitted by AISI and SFA on proposal S167-09/10 to modify the ICC *International Building Code*. It is anticipated that the results of this study will also be submitted to the AISI Committee on Framing Standards for consideration in a future edition of AISI S213.
Report on Laboratory Testing of Anchor Bolts Connecting Cold-Formed Steel Track to Concrete with Minimum Edge Distances

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Abstract

The 2009 edition of the International Building Code requires that ACI 318 Appendix D design provisions be used for the calculation of the capacity of anchor bolts fastening cold-formed steel (CFS) bottom track sill plates to concrete foundations. As an alternate to designing the steel attachment or the anchor element to undergo ductile yielding, a multiplier of 0.4 would apply to the shear strength of the concrete failure mode. When specifically applied in Seismic Design
Categories (SDC) C, D, E, and F, this method results in significantly reduced capacity for this connection as compared to historical values found in legacy code requirements. The state of knowledge regarding this connection is ambiguous and does not support such a large reduction for a common assembly particularly at small distance parallel to a free edge.

This experimental testing demonstrates that actual capacities of the track-to-concrete anchor bolt connection far exceed those historically used for design, supporting the use of AISI bolt-bearing design values for the connection in lieu of those determined in accordance with ACI 318, Appendix D. The experimental data demonstrates that ductile steel failure modes rather than concrete failure modes limit the capacity of the connection; therefore, there is no need to require the reduction in the capacity of the connection based on concrete strength as specified in ACI 318, Section D.3.3.6. This test program demonstrates that the connection of CFS tracks from 33 mils up to 68 mils and with edge distances as small as 1.75” satisfy the ductile yielding requirement of ACI 318, Section D3.3.5.

**Introduction**

Seismic force resisting systems (SFRS) for cold-formed steel (CFS) light-framed buildings typically comprise shear walls with anchor bolts located at the edge of concrete foundations. These connections often have an edge distance as little as 1-3/4” from the bolt center to the face of the concrete slab or footing.

Engineers have historically anticipated the controlling failure of this connection to occur between the anchor bolt and the CFS track. However, design capacities for break-out strength of the anchor bolt in shear, determined in accordance with ACI 318 (ACI, 2005 and ACI, 2008) Appendix D, are significantly reduced when compared to historical values found in legacy code requirements in Seismic Design Categories C, D, E, and F (1999 UBC Table 19-D). ACI 318 requires a reduction in concrete break-out design capacity unless connections are ductile, but application of ductile provisions to the entire CFS track-to-concrete connection (as opposed to the anchor bolt only) are not currently permitted within ACI 318.

Lacking specific test data to substantiate the need for the reduced design capacities for anchors in concrete for a typical CFS track to concrete connection loaded parallel to the edge (per ACI 318, Appendix D), the AISI/SFA/SSMA Project Monitoring Task Group (PMTG) undertook this study to characterize typical anchor bolted connections through an experimental testing program with the following goals:

- Establish test data for the connection capacity when loaded parallel to the edge of slab;
- Determine whether the connection exhibits ductile steel behavior;
- Propose rational design capacities for the connection based on test results.

A total of 21 tests were performed. All tests were single-bolt tests in CFS tracks connected to concrete with post-installed steel anchor bolts.
Test Specimens

Figure 1 depicts a typical cross section of the specified test specimen. Seven configurations were tested in triplicate. Table 1 summarizes the parameters for each of the seven configurations.

Figure 1: Typical Cross Section of Test Specimen

<table>
<thead>
<tr>
<th>Test Series Number</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
</tr>
</thead>
<tbody>
<tr>
<td>Track Thickness (mils)</td>
<td>33</td>
<td>68</td>
<td>68</td>
<td>68</td>
<td>68</td>
<td>68</td>
<td>68</td>
</tr>
<tr>
<td>Track Depth (in)</td>
<td>3-5/8</td>
<td>3-5/8</td>
<td>3-5/8</td>
<td>3-5/8</td>
<td>3-5/8</td>
<td>3-5/8</td>
<td>6</td>
</tr>
<tr>
<td>Track Grade (ksi)</td>
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<td>50</td>
<td>50</td>
<td>50</td>
<td>50</td>
<td>50</td>
<td>6</td>
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<tr>
<td>Embedment (in)</td>
<td>7</td>
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<td>7</td>
<td>7</td>
<td>7</td>
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<tr>
<td>Track Hole Size (in)</td>
<td>11/16</td>
<td>11/16</td>
<td>11/16</td>
<td>11/16</td>
<td>11/16</td>
<td>11/16</td>
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<td>Washer Type</td>
<td>plate</td>
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<td>plate</td>
<td>plate</td>
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<td>Edge Distance (in)</td>
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<td>away</td>
<td>1-3/4</td>
<td>1-3/4</td>
<td>2-3/4</td>
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<td>Friction/Slip</td>
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<td>Loading Protocol</td>
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<td>mono</td>
<td>mono</td>
<td>cyclic</td>
<td>mono</td>
<td>cyclic</td>
<td>cyclic</td>
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</table>
The anchors tested were post-installed adhesive anchors. This was deemed appropriate by the PMTG, because previous testing by Hilti has shown no statistically significant difference in the behavior between cast-in-place and post-installed adhesive anchors where the testing is only intended to evaluate shear behavior. Concrete specimens were tested “as-cast,” without the intentional creation of cracks in the test specimen, which was consistent to similar tests on wood sill plates (SEAONC, 2009).

CFS tracks tested were nominal 3-5/8” and 6” sizes. Anchor bolts were located in the track web to achieve the target edge distances (measured from centerline of the anchor to the face of the concrete foundation) of 1-3/4” and 2-3/4”. It should be noted that centering these holes in the web of the CFS track would have resulted in slightly larger edge distances.

Component Descriptions

**Concrete:** A compressive strength ($f'_c$) of 2500 psi to 3000 psi was specified for the tests to represent concrete typical of light-frame construction. This is consistent with what was considered for similar tests on wood sill plates (SEAONC, 2009). Cylinder tests, reported in Appendix D, showed actual $f'_c$ values of 2650 psi. The 9’ x 7’ concrete slab had a 12” thickness. Reinforcement consisted of #6 rebar at mid-height, placed 6” in from the slab perimeter on all four sides. Consequently, the rebar was placed approximately 4-1/4” away (also, in a direction away from the edge) and approximately even with the embedded end of the 5/8” anchor installed 1-3/4” from the slab edge.

**CFS Track:** Figure 2 depicts the cross section of the typical CFS track section that was tested. CFS track was of nominal 3-5/8” and 6” sizes, which means the web depth (inside to inside of flange) was 3-5/8” or 6”. Material was standard galvanized steel with a G60 coating. Table 1 reports the thickness, depth and grade (i.e, specified yield strength, $F_y$) for each specimen. Mechanical properties of the CFS track were verified by laboratory tests and are reported in Appendix D. Material was tested in “as received” condition. As noted in Table 1, each test utilized an 11/16” diameter drilled hole that was located in the web of the CFS track.

![Figure 2: Cross Section of CFS Track](image)

**Anchor Bolts:** Anchor bolts, all threaded rods, were ASTM A193 B7 compliant (105 ksi yield and 125 ksi tensile), 5/8” diameter, post-installed adhesive anchors (Hilti product reference HIT-RE 500-SD Epoxy Adhesive Anchoring System). Anchor bolts were 8” length with an embedment length of 7” in the concrete. No reinforcement was located coincident with the bolt locations. Anchor bolts were located with an edge distance as listed in Table 1.
**Anchor Bolt Washers:** Anchor bolt washers were either standard cut washers or plate washers, as noted in Table 1. Plate washers (Simpson Strong-Tie product reference BPS5/8-3) were prefabricated square steel plates (0.229”x3”x3”), uncoated, with a diagonal slotted hole.

**Anchor Bolt Nuts:** Anchor bolt nuts were ASTM A563 compliant, standard 5/8” diameter. All tests were run with the nut tightened to a torque in a range of 5 to 9 foot-pounds, to eliminate any gaps between the CFS track and surface of the concrete and to ensure that the CFS track loaded the bolt just above the concrete surface.

**Membrane:** An isolation membrane between the CFS track and the concrete was installed on all tests, as noted in Table 1. The membrane was comprised of a single, 0.020” thick Teflon® sheet, to approximate an idealized “frictionless” plane. Tests utilizing the membrane are designated “slip” in Table 1.

**Test Set-Up and Procedure**

All tests were conducted at the laboratories of Hilti North America in Tulsa, Oklahoma between February 2010 and April 2010. Figure 3 shows the set-up for a typical test.

Monotonic tests were performed at a loading rate of between 1 and 3 minutes to failure. Cyclic tests were conducted with a load-based cyclic testing protocol (sine wave) at a frequency of 0.1Hz (1 cycle every 10 seconds). Loading for the cyclic tests was five (5) repetitions at six (6) different and increasing percentages (67, 75, 85, 95 100 and 110 percent) of the onset of deformation load (4,500 lb) that was determined from the monotonic tests for the 68-mil CFS track (Series 2, 3 and 5). For additional details on loading, see Appendix B.
Each anchor bolt was tested as a single element connecting an 18” long CFS track to the larger concrete “foundation” element. Figure 4 shows the fixture that Hilti fabricated to introduce loads into the CFS track section. A schematic of the fixture is shown in Appendix A. The fixture was attached to the CFS track with six (6) 1/4” cap screws from the track to the side-plates and eight (8) 5/16” cap screws through the side-plates and track flanges directly into the end blocks. No intentional vertical load was introduced into the test specimen; although vertical movement was monitored at the end adjacent to the loading ram.

**Figure 4: Close-up View of Test Fixture (Prior to Installation of Washer and Nut)**

Displacement was measured at the end away from the loading ram. All loads and displacements were collected via a digital data acquisition system. Sampling rate was the A/D conversion of measurements (1,000 Hz). The data was parsed as it was logged. For cyclic conditions, only the minimum and maximum data points for load and displacement were recorded.

**Monotonic Test Results**

The detailed results for the monotonic tests (Series 1, 2, 3 and 5) are found in Appendix A. The results are summarized in Table 2, which provides a comparison with predicted values that are calculated in accordance with the bolt bearing provisions of AISI S100 (AISI, 2007). Table 2 also includes the calculated AISI design values.
Table 2: Summary and Comparison of Monotonic Test Results

<table>
<thead>
<tr>
<th>Test Series Number</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ultimate Load (lbs)</td>
<td>2,860</td>
<td>7,400</td>
<td>7,550</td>
<td>7,490</td>
</tr>
<tr>
<td>Predicted Strength (lb)</td>
<td>1850</td>
<td>5,570</td>
<td>5,570</td>
<td>5,570</td>
</tr>
<tr>
<td>Tested/Predicted Ratio</td>
<td>1.24</td>
<td>1.33</td>
<td>1.36</td>
<td>1.34</td>
</tr>
<tr>
<td>AISI Design Strength (lb)</td>
<td>740</td>
<td>2,228</td>
<td>2,228</td>
<td>2,228</td>
</tr>
</tbody>
</table>

Notes:
1) The ultimate load is the average ultimate load of the three (3) tests in the series.
2) The predicted strength is the calculated nominal strength for a bolted connection determined in accordance with AISI S100 for a bearing limit state with a single washer and nut.
3) The AISI design strength is the nominal strength (predicted strength) divided by a safety factor of 2.50.

Comparison of the ultimate load to predicted strength for the monotonic tests (Series 1, 2, 3 and 5) shows that the provisions of AISI S100 are conservative in the range of 24 to 36 percent. It should be noted that the predicted strength for this comparison was based on the measured tensile strength for the CFS track, as reported in Appendix D.

In addition, comparison of the ultimate load for monotonic tests of the 68-mil CFS track away from the edge of concrete and close to the edge of concrete (Series 3 vs. 5) shows that there was little-to-no influence of the reduced edge distance.

For the 33 mil and 68 mil track with a plate washer (Series 1 and 3), it was observed that the anchor effectively carved a clean slot into the track with no transverse tearing or fracture, as shown in Figure 5. However, for the 68 mil track with the standard cut washer (Series 2), it was observed that there was some transverse tearing, as shown in Figure 6.

Figure 5: Monotonic Test with Plate Washer
The detailed results for the cyclic tests (Series 4, 6 and 7) are provided in Appendix B. The results are summarized in Table 3, which provides a comparison with the calculated AISI design values.

**Table 3: Summary of Cyclic Test Results**

<table>
<thead>
<tr>
<th>Test Series Number</th>
<th>4</th>
<th>6</th>
<th>7</th>
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<tbody>
<tr>
<td>Maximum Applied Load (lbs)</td>
<td>4,875</td>
<td>4,850</td>
<td>4,825</td>
</tr>
<tr>
<td>AISI Design Strength (lbs)</td>
<td>2,228</td>
<td>2,228</td>
<td>2,228</td>
</tr>
<tr>
<td>Ratio</td>
<td>2.19</td>
<td>2.18</td>
<td>2.17</td>
</tr>
</tbody>
</table>

Notes:
1) The maximum applied load is the average maximum load for each of the three (3) tests in the series. For these cyclic tests, the maximum applied load for each test in a series was calculated as the average of the positive and negative value from the test.
2) The AISI design strength is calculated for a bolted connection determined in accordance with AISI S100 for a bearing limit state with a single washer and nut.
3) The ratio is the maximum applied load divided by the AISI design strength.

Video recordings confirmed that during the test the track moved until the edge of the hole came in contact with the bolt, and then the bolt began to deflect elastically. As the cyclic load levels were increased, the CFS track began to deform at the location of bolt bearing. See figures in Appendix C. Upon the reversal of load, the bolt returned to its initial un-deformed position while the track continued to move until the opposite edge of the hole came in contact with the bolt. Then, the bolt began moving elastically. As the cyclic load levels were increased, the CFS track began to deform at the location of bolt bearing. Upon the reversal of load, the bolt again returned to its initial un-deformed position while the track continued to move until the opposite edge of the hole came in contact with the bolt. This process continued until the test was halted. No plastic deformation of the bolt, washer or nut was noted. Additionally, no damage to the
concrete was observed in any of these tests. Permanent deformation was isolated solely to the CFS track.

Comparison of the maximum load for cyclic tests of the 68-mil CFS track away from the edge of concrete and close to the edge of concrete (Series 4 vs. 6 and Series 4 vs. 7) shows that there was little-to-no influence of the reduced edge distance. In all cases the maximum load was achieved without anchor bolt or concrete distress or failure.

In addition, comparison of the maximum loads to the AISI design strengths demonstrates reserve capacity. The measured displacements demonstrate ductility.

Findings and Conclusions

This test program was designed to achieve the following primary goals:

1. Establish test data for the connection capacity when loaded parallel to the edge.

   It is evident that “bearing” of the CFS track represents the first and only material limit state. The connection assembly exhibited the following behavior phases:
   - initial take-up and displacement (connection assembly gets “seated”)
   - elastic bolt bending combined with elastic deformation of the CFS track due to track bearing on the bolt
   - inelastic deformation of the CFS track due to track bearing on the bolt

2. Determine whether the connection exhibits ductile steel behavior.

   For the connection of CFS tracks ranging from 33 mil up to 68 mil and with edge distances as small as 1.75”, the connection exhibited significant deformation capacity and ability to sustain loads as shown in the load-displacement curves in Appendixes B and C. The behavior is ductile.

3. Propose rational design capacities for the connection based on test results.

   This experimental testing demonstrates that actual capacities of the track-to-concrete anchor bolt connection for CFS tracks ranging from 33 mil up to 68 mil and with edge distances as small as 1.75” exceed those historically used for design, supporting the use of AISI bolt-bearing design values for the connection in lieu of those determined in accordance with ACI 318, Appendix D. The experimental data demonstrates that ductile steel failure modes rather than concrete failure modes limit the capacity of the connection; therefore, there is no need to reduce the capacity of the connection based on concrete strength as specified in ACI 318.

   In conclusion, the tests indicate that 5/8 inch diameter anchor bolts in CFS tracks attached at the edge of a concrete foundation exhibit ductile steel behavior and attain loads much greater than design strengths obtained using ACI 318, Appendix D, as required in the International Building Code (ICC, 2006 and ICC, 2009). Because the bolt/concrete interface showed no damage beyond the track limit state, a recommendation to obviate the calculation required in ACI 318, Appendix
D is warranted; the test data supports the design of this connection using the AISI bolt-bearing design values.

References

(ACI, 2005), *Building Code Requirements for Structural Concrete*, American Concrete Institute, Farmington Hills, MI, 2005.

(ACI, 2008), *Building Code Requirements for Structural Concrete*, American Concrete Institute, Farmington Hills, MI, 2008.


Attachments

Attachment A - Schematic of Test Fixture

Attachment B - Monotonic Tests

Attachment C - Cyclic Tests

Attachment D - Material Property Tests
Attachment B - Monotonic Tests
HILTI HNA TESTING
5666 S 122nd E AVE 74146

SILL PLATE TEST
SHEAR (MONOTONIC), AWAY FROM EDGE, 33 MIL

Test Type
SHEAR TEST

Test Equipment

Anchor System
RE 500 SD
Anchor Material
B7

Drill Type
TE-76
Hammer
Yes
Cleaning Method
std

Drill Bit Type
TE-Y
Cure Time
12 hr

Load Cell SN
B21342
LVDT SN
521305
Torque Wrench SN
8008520048

Hole Depth
7 in.

MIC# 002

Anchor Emb.
7 in.

Anchor Length
8 in.

Anch. Spacing
> 7.125 in.

Edge Distance
> 7 in.

Sample Size
3

Anchor Diameter
5/8 in.

Lot# Item#

Drill Bit Spec.
MED DRILL BIT

Anchor Orientation
Bottom of Block

Dimensions

Additional Description and Test Comments:
33 mil 3 5/8" track, 33 ksi, plate washer, washer, and nut

Test Parameters

Setup and installation

Hilite, Outperform. Outlast.

Torque
8 ft-lb

Displacement @ Failure
6.3 in.

Blows To Install
0.631

Blows To Expand (HDI)
N

Turns To Torque
0.25

Turns @ 0.5 Torque
0.25

Setting Tool Length (HDI)
N

Failure Loads
7.348 lb

Failure Mode
TEAR

Failure Time
104.3 sec

Time Anchor Set
90.4 sec

Test Photo Reference No.

Failure Mode Index

Cc = Concrete Cone
Bb = Mortar/Borehole Bond
Sb = Steel (body)
Csp = Concrete Splitting

Po = Anchor Pull Out
Ce = Concrete Edge
Be = Element/Mortar Bond
St = Steel (threads)
Tn = Nut or mating element

Pt = Anchor Pull Through
Cp = Concrete Pryout
Bbe = Mortar/Bond/Borehole
Sn = Steel (form dia.)
Ti = Internal Thread

Test Data

Test Statistics for Ultimate loads

\( \bar{X} \) (lb) = 7,402

\( S_x \) (lb) = 385

\( \nu \) (%) = 5.2

N = 3

Displacement (in.)

Samples

1

2

3

4

5

6

7

8

9

10

Torque (ft-lb)
5
6.3
5.7

Displacement @ Failure (in.)
0.631
0.527
1.191

Blows To Install
N

Blows To Expand (HDI)
N

Turns To Torque
0.25

Turns @ 0.5 Torque
0.25

Setting Tool Length (HDI)
N

Failure Loads (lb)
7.348

Failure Mode
TEAR

Failure Time (sec)
104.3

Time Anchor Set
90.4

Test Photo Reference No.

Aggregate
Limestone

Strength
2650.0 psi

Pour Date
3/10/2003

Last Concrete Break
2/2/2010

Anchor Orientation
Bottom of Block

Dimensions

Report on Laboratory Testing of Anchor Bolts Connecting Cold-Formed Steel Track to Concrete with Minimum Edge Distances, Appendix B

1
**Test Data**

<table>
<thead>
<tr>
<th>Test Data</th>
<th>Samples</th>
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<td>Turns @ 0.5 Torque</td>
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<td>Setting Tool Length (HDI)</td>
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<td>Time Anchor Pulled (SEC)</td>
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</tbody>
</table>

**Test Parameters**

- **Anchor System**: RE 500 SD
- **Anchor Material**: B7
- **Lot#:** Item #
- **Anchor Emb.**: 7 in.
- **Anchor Length**: 8 in.
- **Anch. Spacing**: >7 in.
- **Edge Distance**: >7.125 in.
- **Sample Size**: 3
- **Anchor Diameter**: 5/8 in.
- **Drill Bit Spec.**: MED DRILL BIT

**Load vs Displacement**

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<th>Load (Lb)</th>
<th>0</th>
<th>1,000</th>
<th>2,000</th>
<th>3,000</th>
<th>4,000</th>
<th>5,000</th>
<th>6,000</th>
<th>7,000</th>
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<tbody>
<tr>
<td>Displacement (in.)</td>
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<td>0.631</td>
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</table>

**Test Statistics for Ultimate loads**

- $\bar{x}$ (lb) = 7,402
- $s_x$ (lb) = 385
- $v$ (%) = 5.2
- $N = 3$

**Additional Description and Test Comments:**

- 68 mil 3 5/8" track, 50 ksi, plate washer, washer and nut

**Report on Laboratory Testing of Anchor Bolts Connecting Cold-Formed Steel Track to Concrete with Minimum Edge Distances, Appendix B**
Test Data

<table>
<thead>
<tr>
<th>Samples</th>
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<th>7</th>
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<tbody>
<tr>
<td>Torque</td>
<td>5 lb</td>
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<td>N</td>
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<td>N</td>
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<td>Turns @ 0.5 Torque</td>
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Test Statistics for Ultimate Loads:

\[
\bar{x} (lb) = 7,547 \\
S_x (lb) = 344 \\
v (%) = 4.6 \\
N = 3
\]

Additional Description and Test Comments:

- Anchor System: RE 500 SD
- Anchor Material: B7
- Anchor Emb.: 7 in.
- Anchor Length: 8 in.
- Anch. Spacing: >7 in.
- Edge Distance: >7.125 in.
- Sample Size: 3
- Anchor Diameter: 5/8 in.
- Drill Bit Spec.: MED DRILL BIT

- Aggregate: Limestone
- Strength: 2650 psi
- Pour Date: 3/10/2003
- Last Concrete Break: 2/2/2010
- Anchor Orientation: Bottom of Block
- Dimensions:
  - 68 mil, 3 5/8" track, 50 ksi, plate washer, washer and nut
HILTI HNA TESTING
5666 S 122nd E AVE 74146

SILL PLATE TEST
SHEAR (MONOTONIC), 1 3/4" EDGE, 68 MIL

Test Type
SHEAR TEST

CHEMI

Test # 3-10-5
File Name XYDACCLN
Test Date 03/26/10

Test and Installation

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<th>Kelly Kummings</th>
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<td>Hole Depth</td>
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<td>MIC#</td>
<td>002</td>
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<td>Load Cell SN</td>
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<td>LVDT SN</td>
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<td>Torque Wrench SN</td>
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Test Equipment

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<td>Item#</td>
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<tr>
<td>Anchor Emb.</td>
<td>7 in.</td>
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<tr>
<td>Anchor Length</td>
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<tr>
<td>Anch. Spacing</td>
<td>&gt;7 in.</td>
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<tr>
<td>Edge Distance</td>
<td>1 1/4 in.</td>
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<td>Sample Size</td>
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<tr>
<td>Anchor Diameter</td>
<td>5/8 in.</td>
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<tr>
<td>Drill Bit Spec.</td>
<td>MED DRILL BIT</td>
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</tbody>
</table>

Drill Type TE 76
Hammer Yes
Cleaning Method std
Cure Time 12 hr
Torque 5 ft-lb

Drill Bit Type TE-Y

Bit Before in. Bit After in. Bit Wear in. Torque Tset 5 ft-lb

Test Parameters

Aggregate Limestone

| Strength          | 2650 psi          |
| Pour Date         | 3/10/2003         |
| Last Concret Break| 2/2/2010           |
| Anchor Orientation| Bottom of Block    |
| Dimensions        | 7 x 9 x 12"        |

Additional Description and Test Comments:
68 mil, 3 5/8" track, 50 ksi, plate washer, washer and nut

Test Data

<table>
<thead>
<tr>
<th>Test</th>
<th>Samples</th>
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<td>Failure Loads (lb)</td>
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</tbody>
</table>

Test Statistics for Ultimate loads

\[
\bar{x} = 7,491 \\
S_x = 703 \\
v = 9.4 \\
N = 3
\]

Failure Mode Index

Cc = Concrete Cone
Bb = Mortar/Borehole Bond
Sb = Steel (body)
Cap = Concrete Splitting
Po = Anchor Pull Out
Ce = Concrete Edge
Be = Element/Mortar Bond
St = Steel (threads)
Tn = Nut or mating element
Pt = Anchor Pull Through
Cp = Concrete Pryout
Bbe = Mortar/Bond/Borehole
Sn = Steel (form dia.)
Ti = Internal Thread

Report on Laboratory Testing of Anchor Bolts Connecting Cold-Formed Steel Track to Concrete with Minimum Edge Distances, Appendix B
Attachment C - Cyclic Tests
Parameters

Test Series: 4
Bolt Yield Strength (ksi): 50
Hole size (in): 1
Track Thickness (mils): 68
Track width (3-5/8 or 6 in): 3-5/8
Track Ga: 14
Loading protocol: cyclic
Cyclic frequency (Hz): 0.1
Bolt dia. (in): 5/8 (B7)
Member type: Steel Frame Sill Plate
Edge distance away: approx. 67, 75, 85, 95, 100, 110% of 4,500 lb
Avg. concrete strength (psi): 2,650
Engl Depth (in): 7

Graphs

Cyclic shear - series 4; 68 mil, away from edge
Sample 1, load vs. number of cycles
Sample 2, load vs. number of cycles
Sample 3, load vs. number of cycles
Sample 1, envelope curve (zero corrected)
Sample 2, envelope curve (zero corrected)
Sample 3, envelope curve (zero corrected)
Report on Laboratory Testing of Anchor Bolts Connecting Cold-Formed Steel Track to Concrete with Minimum Edge Distances, Appendix C
<table>
<thead>
<tr>
<th>Parameters</th>
<th>Test Series</th>
<th>Min. Yield Strength (50 KSI)</th>
<th>50%</th>
<th>Hole size (in)</th>
<th>Teflon used?</th>
<th>Yes</th>
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<tbody>
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<td>Track thick. (mils)</td>
<td>68</td>
<td>Track width (3.5/8 or 6 in.)</td>
<td>3.5</td>
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<tr>
<td>Track Ga.</td>
<td>14</td>
<td>Loading protocol</td>
<td>cyclic</td>
<td>Cyclic frequency (Hz)</td>
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<tr>
<td>Washer type</td>
<td>plate</td>
<td>Edge distance</td>
<td>1.5/4</td>
<td>Avg. concrete strength (lb)</td>
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<tr>
<td>Emb. Depth (in)</td>
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<td>6 ea. cyclic loads @ 4 cycles, 65, 85, 95, 100, 110% of</td>
<td>6,500 lb</td>
<td>1000 Hz</td>
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</table>

**Graphs**

Sample 1

Sample 2

Sample 3

Last two curves cut off!

X axis: 1 cm = 0.025 in; Y axis: 1 cm = 817 lbs.
PARAMETERS

Test Series  7  Min. Yield Strength (US KSI)  50  Hole size (in)  11/16  Teflon used?  Yes
Track Width (mils)  68  Track thickness (3-5/8 or 6 in.)  6  Torque (ft-lb)  5-9
Rail type  plate  Edge distance  2 3/4"  Avg. concrete strength (psi)  2,500

Sample 1, Load vs. Number of Cycles

Sample 2, Load vs. Number of Cycles

Sample 3, Load vs. Number of Cycles

Sample 1, Envelope Curve (zero corrected)

Sample 2, Envelope Curve (zero corrected)

Sample 3, Envelope Curve (zero corrected)

Report on Laboratory Testing of Anchor Bolts Connecting Cold-Formed Steel Track to Concrete with Minimum Edge Distances, Appendix C
Attachment D – Material Property Tests
**TEST RESULTS**

<table>
<thead>
<tr>
<th>Spec Nbr</th>
<th>Age Tested (days)</th>
<th>Diameter (in)</th>
<th>Area (in²)</th>
<th>Maximum Load (lbs)</th>
<th>Break Type</th>
<th>Compressive Strength (PSI)</th>
<th>Compressive Average Strength (PSI)</th>
<th>Comments</th>
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<td>1</td>
<td>18</td>
<td>6.00</td>
<td>28.274</td>
<td>51,416</td>
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</tbody>
</table>

Specimens: 14

Orig: Hilti, Inc. (Tulsa, OK) Attn: Andrew Shouse
(1-ec copy)
1-ec Allan Edwards Attn: Jamee Hamilton
1-cc Laboratory

Respectfully Submitted,
Standard Testing and Engineering Company

Terri Sullivan
Tulsa Operations Manager
**Standard Testing - Tulsa Office**  
**10816 E. Newton St., Suite 110**  
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202 SE J Avenue  
Lawton, OK 73501  
(580) 353-0872  
3400 N. Lincoln Blvd.  
Oklahoma City, OK 73105  
(405) 528-0541

<table>
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<td>REPORT:</td>
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**TEST RESULTS**

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<td>Source/Sampled At: Allen Edwards/Truck</td>
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<td>Temp.:</td>
<td>Ambient: 61°F</td>
<td>Plant: at plant</td>
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<tr>
<td>Mix:</td>
<td>45°F</td>
<td>Truck No:</td>
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<td>Slump:</td>
<td>2.5 Inches</td>
<td>Mix Code:</td>
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<td>Air Content:</td>
<td>1.8%</td>
<td>Ticket No:</td>
</tr>
</tbody>
</table>

Quantity Represented:  
Remarks:  

Orig: Hilti, Inc. (Tulsa, OK) Attn: Andrew Shouse  
(1-ec copy)  
1-ec Allan Edwards Attn: Jamee Hamilton  
1-cc Laboratory

Respectfully Submitted,  
Standard Testing and Engineering Company

Terri Sullivan  
Tulsa Operations Manager
LABORATORY REPORT

Attn: Kelly Kummers  
HILTI, INC.  
5666 South 122 East Ave. 
TULSA, OK 74146

Report No.: 10050039-001-v1  
Date Received: 5/3/2010  
Date Reported: 5/6/2010  
P.O. No.: Verbal

Sample Description: (1) 3-5/8" Wide (Narrow) x 18" Long x 0.035" Thick Sill Plate Tracks Test Sample, 33 mil

Test results relate only to the items tested. This document shall not be reproduced, except in full, without the written approval of Sherry Laboratories. The recording of false, fictitious, or fraudulent statements or entries on this document may be a punishable offense under federal and state law. A2LA Accredited Laboratory Certificate No. 1089-01 (Mechanical) & 1089-02 (Chemical).

<table>
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<tbody>
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</tr>
<tr>
<td>Thickness, inch</td>
<td>0.034</td>
</tr>
<tr>
<td>Width, inch</td>
<td>0.505</td>
</tr>
<tr>
<td>Tensile Strength, psi</td>
<td>52,000</td>
</tr>
<tr>
<td>Yield Strength, psi at 0.2% offset</td>
<td>32,600</td>
</tr>
<tr>
<td>Elongation in 2 inch, %</td>
<td>41</td>
</tr>
</tbody>
</table>

Approved by: Jeffrey Simmons, Laboratory Director  
Sherry Laboratories
Sample Description: (1) 3-5/8" Wide (Narrow) x 18" Long x 0.071" Thick Sill Plate Tracks Test Sample, 68 mil

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Orientation</td>
<td>Parallel to Length of the Specimen</td>
</tr>
<tr>
<td>Thickness, inch</td>
<td>0.071</td>
</tr>
<tr>
<td>Width, inch</td>
<td>0.505</td>
</tr>
<tr>
<td>Tensile Strength, psi</td>
<td>55,500</td>
</tr>
<tr>
<td>Yield Strength, psi at 0.2% offset</td>
<td>52,500</td>
</tr>
<tr>
<td>Elongation in 2 inch, %</td>
<td>28</td>
</tr>
</tbody>
</table>

Test results relate only to the items tested. This document shall not be reproduced, except in full, without the written approval of Sherry Laboratories. The recording of false, fictitious, or fraudulent statements or entries on this document may be a punishable offense under federal and state law. A2LA Accredited Laboratory Certificate No. 1089-01 (Mechanical) & 1089-02 (Chemical).
LABORATORY REPORT

Attn: Kelly Kummers
HILTI, INC.
5666 South 122 East Ave.
TULSA, OK 74146

Report No.: 10050039-003-v1
Date Received: 5/3/2010
Date Reported: 5/6/2010
P.O. No.: Verbal

Sample Description: (1) 6" (Wide) x 18" Long x 0.071" Thick Sill Plate Tracks Test Sample, 68 mil

Tensile Test (Rectangular) per ASTM E8-08

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Orientation</td>
<td>Parallel to Length of the Specimen</td>
</tr>
<tr>
<td>Thickness, inch</td>
<td>0.070</td>
</tr>
<tr>
<td>Width, inch</td>
<td>0.504</td>
</tr>
<tr>
<td>Tensile Strength, psi</td>
<td>55,500</td>
</tr>
<tr>
<td>Yield Strength, psi at 0.2% offset</td>
<td>53,000</td>
</tr>
<tr>
<td>Elongation in 2 inch, %</td>
<td>23</td>
</tr>
</tbody>
</table>

Test results relate only to the items tested. This document shall not be reproduced, except in full, without the written approval of Sherry Laboratories. The recording of false, fictitious, or fraudulent statements or entries on this document may be a punishable offense under federal and state law. A2LA Accredited Laboratory Certificate No. 1089-01 (Mechanical) & 1089-02 (Chemical).

Appendix D