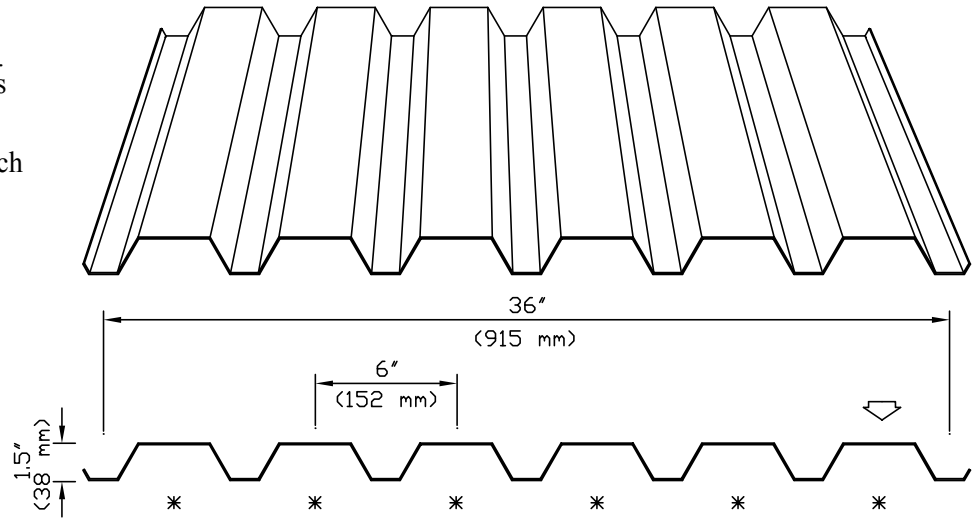


Ideal Roofing's "Industrial-Metro" siding provides a solution for every kind of architectural challenge: industrial, commercial, institutional and governmental. This panel harmonizes with existing designs and is sure to beautify existing buildings or renovation projects. On new projects the "Industrial Metro" will give a sharp high-tech appearance to modern structures.

The "Industrial-Metro" siding has been designed so that screws fastened between the large 1½" (38mm) deep ribs are only barely visible. This siding profile is roll-formed in panels covering 36" (915mm) in width and is custom-cut in lengths up to 40 feet (12.2m) for fast and easy installation.



Industrial-Metro Siding

AVAILABLE MATERIALS

Mill finish Galvanized Steel

- (ASTM A-653 SS, grade 33, Z275 (G-90));
- gauges: 26 (.021"/0.54mm thick),
- 24 (.026"/0.66mm thick),
- 22 (.032"/0.81mm thick),
- 20 (.038"/0.96mm thick).

Mill finish Galvalume Plus Steel

- (ASTM A-792 SS, grade 33, AZ180);
- gauges: 26 (.021"/0.54mm thick),
- 24 (.026"/0.66mm thick),
- 22 (.032"/0.81mm thick).

Pre-painted Galvanized Steel

- (ASTM A-653 SS, grade 33, Z275 (G-90));
- Perspectra/Weather X Series: see colour chart *1;
- gauges: 26 (.021"/0.54mm thick),
- 24 (.026"/0.66mm thick),
- 22 (.032"/0.81mm thick).

Minimum Yield Stress	Fy = 33,000.00 P.S.I. (228 Mpa)
Maximum Working Stress Fb	= 20,625.00 P.S.I. (144 Mpa)
Young's Modulus (E)	= 29,500,000.00 P.S.I. (203 Mpa)

*1): Other finishes and gauges are available, contact our office

* Stiffener ribs can be added

Total Nominal Thickness (in.)	Core Nominal Thickness (in.)	Section Modulus		Moment of Inertia in-4	Allowable Reaction End (lbs)
		Midspan in ³ /ft	Support in ³ /ft		
0.021	0.018	0.0854	0.0967	0.0728	112
0.026	0.024	0.1293	0.1445	0.1090	274
0.032	0.030	0.1668	0.1799	0.1507	493
0.038	0.036	0.2053	0.2150	0.1970	754

(IMPERIAL)

UNIFORMLY DISTRIBUTED LOADS (pounds/square foot)									
Span Condition	Span (inches)	26 gauge (.021")		24 gauge (.026")		22 gauge (.032")		20 gauge (.038")	
		B	D	B	D	B	D	B	D
S I N G L E	48	56	100	111	149	143	205	176	269
	54	50	69	88	104	113	144	139	189
	60	45	51	71	76	92	105	113	137
	66	39	39	59	57	76	79	93	104
	72	33	29	49	44	64	61	78	80
	78	28	23	42	35	54	48	67	63
	84	24	19	36	28	47	39	58	51
	90	21	15	32	23	41	31	50	41
	96	18	12	28	19	36	25	44	33
	102	16	11	25	16	37	21	39	28
	108	14	9	22	13	28	19	35	24
	120	12	7	10	9	25	16	31	20
D O U B L E	48	62	239	121	357	155	493	185	645
	54	55	168	98	251	122	347	146	453
	60	49	123	79	183	99	253	118	331
	66	44	92	66	137	82	191	98	248
	72	37	71	55	105	69	147	82	191
	78	31	56	47	83	59	115	70	151
	84	27	44	41	67	50	92	60	120
	90	24	36	35	55	44	75	53	97
	96	21	29	31	44	39	61	46	81
	102	18	25	28	37	34	52	41	67
	108	16	21	25	32	31	44	36	57
	114	15	17	22	27	27	37	33	48
120	13	15	20	23	25	32	30	41	
T R I P L E	48	70	188	137	291	193	389	231	508
	54	62	132	122	197	153	273	182	357
	60	56	96	99	144	124	199	148	260
	66	51	72	82	108	102	149	122	196
	72	46	56	69	84	86	115	103	151
	78	39	44	59	65	73	91	87	111
	84	34	35	51	52	63	72	75	95
	90	30	28	44	43	55	59	66	77
	96	26	24	39	35	48	48	58	64
	102	23	20	34	29	43	40	51	53
	108	21	16	31	25	38	35	46	44
	114	18	15	28	21	34	29	41	37
120	17	12	25	19	31	25	37	32	

B = Load reduced for web crippling D = Load capacity based on deflection L/180