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by Libby Maurer

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Supplier & Professional Directory for the Structural Building Components Industry

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Editor's Message

Greetings from Arkansas. It's Time to Reconnect!

by Steven Spradlin

An introduction from the
new SBCA President.

Anyone know any good redneck jokes? I come from Arkansas, home to many redneck jokes. People don't realize most of them are true!

My introduction to the component manufacturing business began in April 1987, when my then 17-year-old brother Mark thought it was a good idea to invest in a truss company instead of going to college. He had seen his two older brothers spend about four years in college and thought of a better idea. With the help of my father, he purchased a bankrupt component manufacturing company from a local bank. He and my father worked to get the business started while I was in college. When a fire burned the entire facility to the ground in 1989, Mark decided to rebuild and eventually asked me to work with him. We worked together for 15 years until he decided he wanted to become a developer. Over time, I purchased the company from him and have continued on with the business, Capital Structures, ever since.

Several years ago I visited Dan Holland (a wise man and Past SBCA President) to learn about wall panel manufacturing. Dan suggested that I go to an Open Quarterly Meeting of (then) WTCA. He thought that the fellowship I would engage in with other component manufacturers would be very beneficial to the growth of my company. I took his advice and the rest is history. Dan was right. I have found my involvement in SBCA to be an invaluable tool in the development of our company and an integral part of what Capital Structures is today. SBCA has a wide variety of business development tools that are very useful to all component manufacturers (CMs) in our industry. Funny thing is that any member or non-member can benefit from these tools that have been developed for our industry by an association that has listened carefully to our needs over the last 15 years and translated those needs into programs. We must, as association members, encourage all CMs (especially those just starting in the industry) to embrace our association and understand that our programs are created through members specifically for members. Helping everyone see all the benefits of our programs and services only makes us stronger!

But reaching everyone with SBCA's message is no small feat. The sheer volume of information available from the association is such that it cannot be learned from a website alone anymore. We have to get out among our membership and help them more fully understand what is available. It is my opinion that this can only be done with boots on the ground knocking door to door in our current business climate. Owners and managers can no longer afford to be away from their businesses as in the past. Times have changed and our association will have to conform and adapt to current market constraints accordingly. This leads me to two distinct goals I have for my upcoming presidency.

The first involves providing the resources for more interactivity and connections between our membership and association. SBCA has always had a strong chapter and member focus. At our peak in 2006, we committed over \$700,000 to member and chapter support services. Given the current economic situation and other SBCA priorities, we are now providing member and chapter outreach services with an annual budget of \$330,000. With this reduction, we will all have to be more creative to find ways to provide the same level of services our membership and chapters had in 2006.

Continued on page 8

at a glance

- ❑ New SBCA President Steven Spradlin owns Capital Structures in Fort Smith, AR.
- ❑ Spradlin started going to SBCA meetings at the advice of a past president and found it helpful to interact with fellow manufacturers.
- ❑ An important goal for this year is to test stick frame performance in SBCRI.
- ❑ Thanks to all of our loyal **SBC Magazine** advertisers and those who supported this year's BCMC Show.



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Editor's Message

Continued from page 7

For instance, we are looking to use **SBC Connections** more frequently to interact with each other. Eight new **SBC Business Solutions Groups** consisting of non-competing manufacturers are using **SBC Connection** quarterly to exchange business ideas, tactics and strategies. We intend to continue coming up with cost-saving ways to connect to each other throughout the year.

My second goal is to fully engage the capacity of our testing lab, SBCRI, in understanding the real performance of stick framing versus components and how these two distinctly different methods of framing stack up to each other given the performance requirements of the IRC. We suspect that the code requirements for stick framing are not being followed as intended by the code writers and "traditional practices" are still being accepted in certain parts of the U.S, whether code-compliant or not. We have already seen this to be the case in the local markets my company serves and have prepared an educational program based on our findings. With SBCRI, we have an opportunity to provide test data on stick frame performance as it is applied in Arkansas and as it should perform if built as required by the IRC. Once we have determined this and provided a direct comparison to the equivalent component framing, we can fully understand how to level the playing field for these two methods of framing. I am confident that we can use this information to make inroads into increased component market share.

Thanks to all who attended and supported BCMC this year. One thing is clear—our association would not be the same without BCMC. It is important that we all make a concerted attempt to support BCMC next year and for years to come. The benefits to the association and its members who attend are infinite.

Thanks to all of our loyal **SBC Magazine** advertisers, as well. It is because of you that the magazine exists and we all reap the rewards of it. Did I ever tell you about the time I was in our local chief building inspector's office and saw several copies of **SBC** on his desk? By the way, he was the president of ICC a year or so ago. If that isn't an example of how our magazine is respected I do not know what is.

I hope all of you have a wonderful month and are looking forward to the end of the year. **SBC**

SBC Magazine encourages the participation of its readers in developing content for future issues. Do you have an article idea for a future issue or a topic that you would like to see covered? Email your thoughts and ideas to editor@sbcmag.info.

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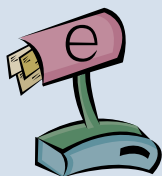
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The mission of *Structural Building Components Magazine (SBC)* is to increase the knowledge of and to promote the common interests of those engaged in manufacturing and distributing structural building components. Further, *SBC* strives to ensure growth, continuity and increased professionalism in our industry, and to be the information conduit by staying abreast of leading-edge issues. *SBC's* editorial focus is geared toward the entire structural building component industry, which includes the membership of the Structural Building Components Association (SBCA). The opinions expressed in *SBC* are those of the authors and those quoted, and are not necessarily the opinions of Truss Publications or SBCA.

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Readers Respond

To the Editor:

I enjoyed the article on snow loads in the September/October issue of SBC. However, I am wondering why you didn't emphasize Section 2.2.2.5 in TPI-1 more to make it clear that the building designer should be specifying the loads to be applied to the trusses—not the truss fabricator. Although I know this is not always the case, it is helpful to be reminded of the intended scope of work of all the participants in the construction project team.

Robert Ruehling, SE • Gang Nail Truss Co. • Visalia, CA

Robert:

Thank you for reading SBC Magazine. I could not agree more with you that it should be clear that truss designers do not specify loads. Per TPI 1-2007 Section 2.3.2.4 (updated from TPI 1-2002 Section 2.2.2.5 as you referenced), the registered design professional should provide all the loads to properly design the component.

2.3.2.4 Required Information in the Construction Documents. The Registered Design Professional for the Building, through the Construction Documents, shall provide information sufficiently accurate and reliable to be used for facilitating the supply of the Structural Elements and other information for developing the design of the Trusses for the Building, and shall provide the following: ...

(d) The location, direction, and magnitude of all dead, live, and lateral loads applicable to each Truss including, but not limited to, loads attributable to: roof, floor, partition, mechanical, fire sprinkler, attic storage, rain and ponding, wind, snow (including snow drift and unbalanced snow), seismic; and any other loads on the Truss;

Sincerely,

Ryan Dexter, PE. • SBCA Director of Technical Projects

SBCA Joins Fix Housing First in Urging Congress to Extend Homebuyer Tax Credit

The Structural Building Components Association (SBCA) strongly encourages members of the SBC industry to write their members of Congress and encourage them to extend the new homebuyer tax credit. SBCA is a supporter of Fix Housing First, a coalition of more than 2,000 groups advocating for a short-term incentives for qualified home buyers that would halt falling home values, restore consumer confidence, create jobs and lift our entire economy.

The current new homebuyer tax credit is set to expire on November 30. Through Fix Housing First, the homebuilding industry is rallying Congress and the administration to extend the credit due to its success. In October, Fix Housing First brought this message to the House of Representative's Small Business Committee hearing. "I urge SBCA members to visit www.fixhousingfirst.com and submit a letter to their Senator or Representative in favor of extending the tax credit," said SBCA President Steven Spradlin. "It's clear that the \$8,000 incentive for first-time buyers has helped to eliminate excess inventory and increase housing starts." **SBC**

Blocking for Trusses at Braced Wall Panel Locations

by Jim Vogt, P.E.

Understanding attaching braced wall panels to roof and floor framing.

The wood framing details provided in the International Residential Code® (IRC®) are typically drawn assuming sawn lumber framing members. This can cause confusion about what to do when wood trusses are used. We recently received this question concerning the blocking requirements between trusses at the intersection of a braced wall panel. SBCA provides general details for blocking options with floor trusses in the *Building Component Safety Information* booklet, BCSI. The 2009 IRC now also includes prescriptive options for connecting the tops of braced wall panels to perpendicular roof trusses.

Question

According to the residential building code enforced in our area, blocking panels are required between framing members above and below the wall lines that are being used for bracing purposes. What is the purpose of this blocking and what do I need to do if I am using metal plate connected wood trusses?

Answer

The blocking you are referring to is required at locations where a braced wall panel intersects the roof or floor framing. The braced wall panels within a braced wall line are the primary vertical elements used to provide lateral load resistance to wind and seismic forces acting on a building.

The blocking is used to transfer the in-plane lateral loads from the braced wall panel through the floor to a braced wall panel or foundation below. The provisions for connecting the braced wall panels to the floor framing or foundation have been expanded in the 2009 IRC. Section R602.10.6 states:

R602.10.6 Braced wall panel connections. *Braced wall panels shall be connected to floor framing or foundations as follows:*

1. Where joists are perpendicular to a *braced wall panel* above or below, a rim joist, band joist or blocking shall be provided along the entire length of the *braced wall panel* in accordance with Figure R602.10.6(1). Fastening of top and bottom wall plates to framing, rim joist, band joist and/or blocking shall be in accordance with Table R602.3(1).
2. Where joists are parallel to a *braced wall panel* above or below, a rim joist, end joist or other parallel framing member shall be provided directly above and below the *braced wall panel* in accordance with Figure R602.10.6(2). Where a parallel framing member cannot be located directly above and below the panel, full-depth blocking at 16 inch (406 mm) spacing shall be provided between the parallel framing members to each side of the *braced wall panel* in accordance with Figure R602.10.6(2). Fastening of blocking and wall plates shall be in accordance with Table R602.3(1) and Figure R602.10.6(2).
3. Connections of *braced wall panels* to concrete or masonry shall be in accordance with Section R403.1.6.

Figures R602.10.6(1) and R602.10.6(2) are shown in Figure 1. They illustrate the connection requirements for a floor system using dimension lumber joists for the conditions where the braced wall panels are perpendicular and parallel to the floor framing, respectively.

at a glance

- ❑ The 2009 IRC contains new provisions in Section R602.10.6 to use blocking for connecting braced wall panels to floor truss and roof framing applications.
- ❑ Lateral load can be transferred from bottom chord bearing floor trusses is by attaching wood structural panel wall sheathing to the ends of the trusses, ribbon board, and the top plate of the wall below.
- ❑ Section R602.10.6 also includes prescriptive blocking provisions for roof trusses of varying heel heights for seismic design categories and wind speeds.
- ❑ Component manufacturers can reduce waste and save the framer time by supplying blocking panel products made from scrap lumber.

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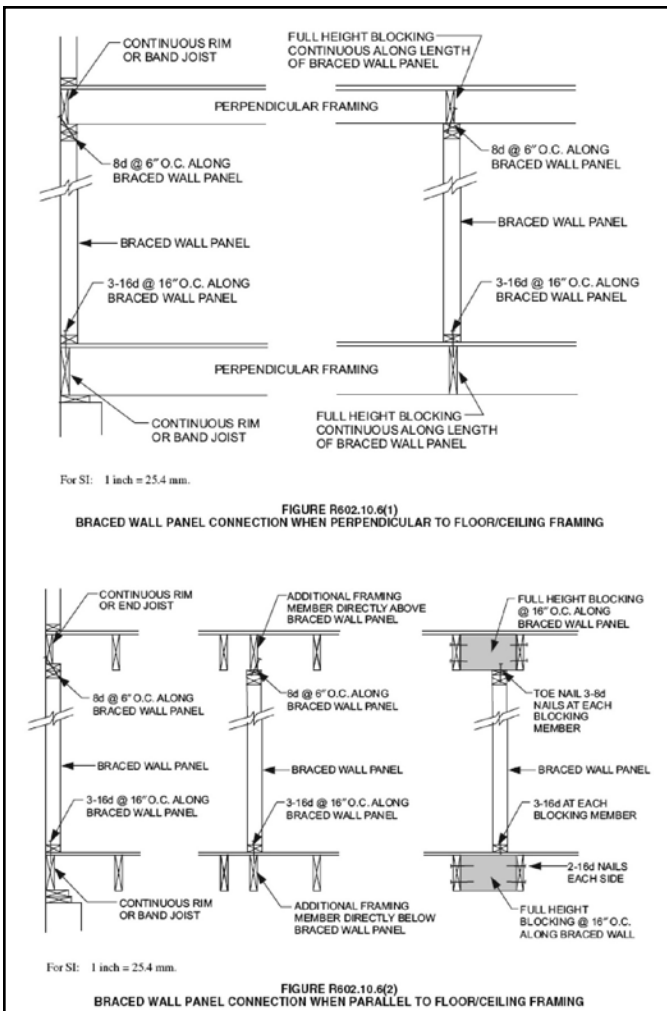


Figure 1. 2009 IRC braced wall panel connection options when perpendicular and parallel to the floor/ceiling framing.

If bottom chord bearing floor trusses are used as the floor framing, the simplest way to transfer the lateral load is by attaching wood structural panel wall sheathing (OSB or plywood) to:

1. The ends of the trusses,
2. The bottom plate of the wall above or ribbon board (if used), and
3. The top plate of the wall below using the nailing requirements for the braced wall panels.

In the absence of wood structural sheathing, metal plate connected blocking panels can be provided by the truss manufacturer (Figure 2) assuming the manufacturer is told the lateral load that the blocking panels must resist. An engineered rim board product (Figure 3) can also be used, assuming it matches the depth of the truss.

For interior braced wall panels, the open web configuration of a metal plate connected wood blocking panel offers the advantage of less interference with mechanical and plumbing runs.

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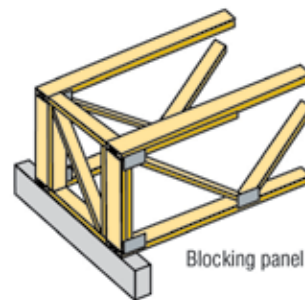


Figure 2. Metal plate connected wood blocking panel used to transfer in-plane lateral load.

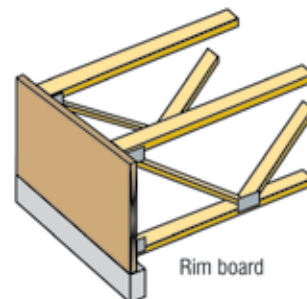


Figure 3. Rim board used to transfer in-plane lateral load.

Attaching Braced Wall Panels to Roof Framing

Section R602.10.6 includes the connection provisions for attaching braced wall panels to the roof framing. This section is new to the 2009 code and includes prescriptive blocking provisions for rafters and roof trusses of varying heel heights (i.e., the vertical depth at the outside face of the wall) for different seismic design categories (SDC) and wind speeds.

R602.10.6.2 Connections to roof framing. Exterior braced wall panels shall be connected to roof framing as follows.

1. Parallel rafters or roof trusses shall be attached to the top plates of *braced wall panels* in accordance with Table R602.3(1).
2. For SDC A, B and C and wind speeds less than 100 miles per hour (45 m/s), where the distance from the top of the rafters or roof trusses and perpendicular top plates is 9 1/4 inches (235 mm) or less, the rafters or roof trusses shall be connected to the top plates of *braced wall lines* in accordance with Table R602.3(1) and blocking need not be installed. Where the distance from the top of the rafters and perpendicular top plates is between 9-1/4 inches (235 mm) and 15-1/4 inches (387 mm) the rafters shall be connected to the top plates of *braced wall panels* with blocking in accordance with Figure R602.10.6.2(1) and attached in accordance with Table R602.3(1). Where the distance from the top of the roof trusses and perpendicular top plates is between 9-1/4 inches (235 mm) and 15-1/4 inches (387 mm) the roof trusses shall be connected to the top plates of *braced wall panels* with blocking in accordance with Table R602.3(1).
3. For SDC D₀, D₁ and D₂ or wind speeds of 100 miles per hour (45 m/s) or greater, where the distance between the top of rafters or roof trusses and perpendicular top plates is 15-1/4 inches (387 mm) or less, rafters or roof trusses shall be connected to the top plates of *braced wall panels* with blocking in accordance with Figure R602.10.6.2(1) and attached in accordance with Table R602.3(1).
4. For all seismic design categories and wind speeds, where the distance between the top of rafters or roof trusses and perpendicular top plates exceeds 15-1/4 inches (387 mm), perpendicular rafters or roof trusses shall be connected to the top plates of *braced wall panels* in accordance with one of the following methods:
 - 4.1. In accordance with Figure R602.10.6.2(2),
 - 4.2. In accordance with Figure R602.10.6.2(3),
 - 4.3. With full height engineered blocking panels designed for values listed in American Forest and Paper Association (AF&PA) Wood Frame Construction Manual for One- and Two-Family *Dwellings* (WFCM). Both the roof and floor sheathing shall be attached to the blocking panels in accordance with Table R602.3(1).
 - 4.4. Designed in accordance with accepted engineer-

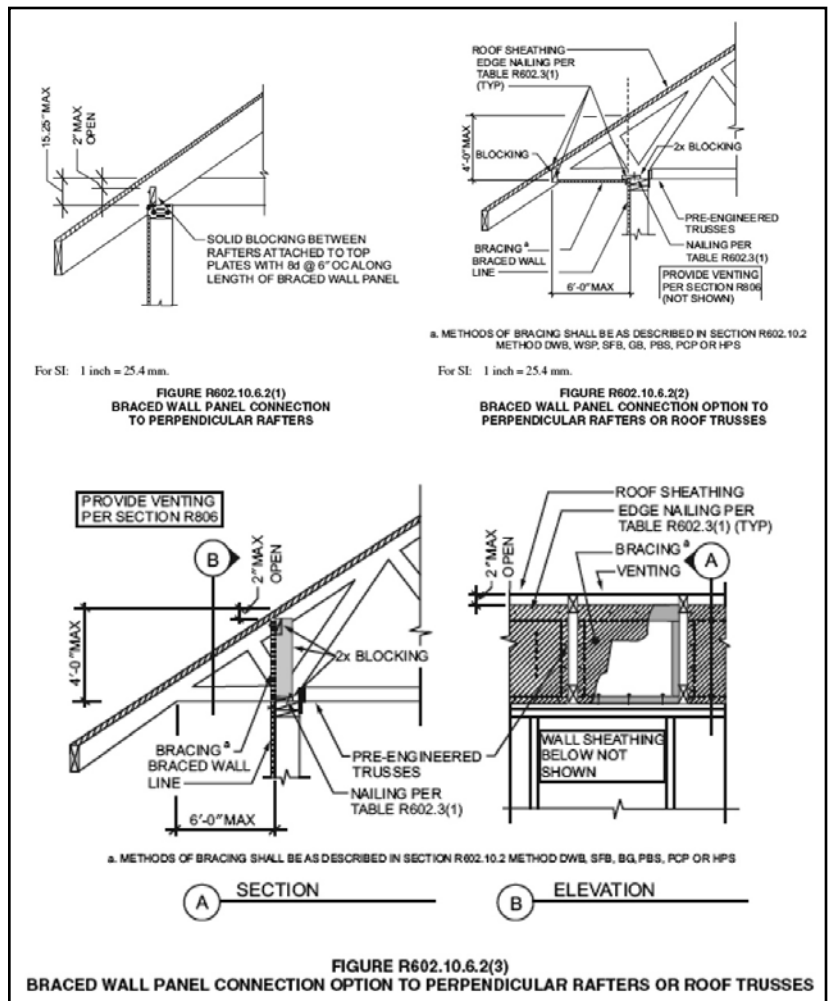


Figure 4. Braced wall panel connection options to perpendicular rafters or roof trusses per the 2009 IRC.

ing methods. Lateral support for the rafters and ceiling joists shall be provided in accordance with Section R802.8. Lateral support for trusses shall be provided in accordance with Section R802.10.3. Ventilation shall be provided in accordance with Section R806.1.

Figure 4 illustrates several braced wall panel connection options for rafters or trusses perpendicular to the wall. Note in Figures R602.10.6.2(2) and R602.10.6.2(3) that the acceptable bracing methods include several of the allowable methods used to construct the braced wall panels: diagonal wood boards (DWB), wood structural panels (WSP), structural fiber-board sheathing (SFB), gypsum board (GB), particleboard sheathing (PBS), Portland cement plaster (PCP), and hardboard panel siding (HPS). Also note that the maximum allowable heel height for these prescriptive details is 4'. For greater heights, an engineered solution is required, which could include a metal plate connected blocking panel as shown in Figure 5.

Component manufacturers should review this section of the code and consider supplying blocking panel products made with the leftover lumber pieces from the manufacturing process. It might also be possible to manufacture and inventory certain depths of blocking panels for use with common floor truss

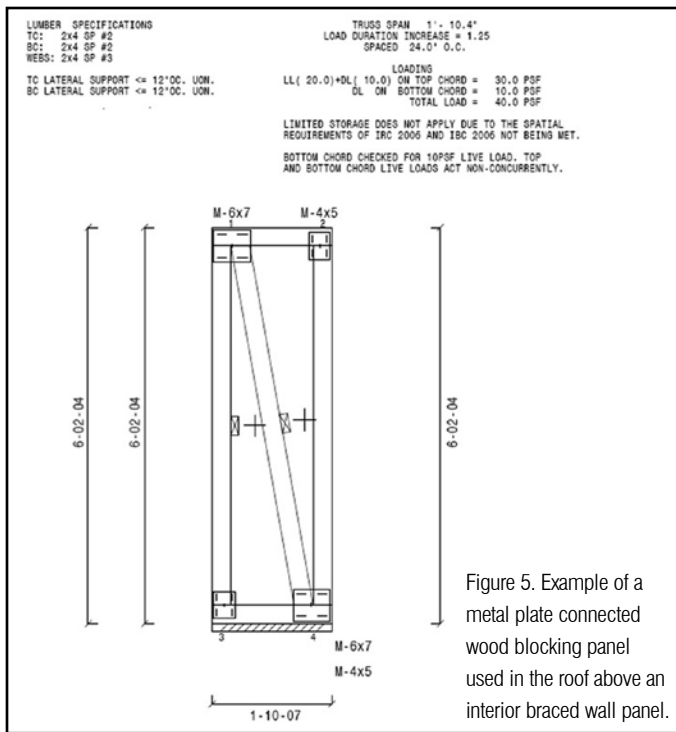


Figure 5. Example of a metal plate connected wood blocking panel used in the roof above an interior braced wall panel.

depths. This is an opportunity to reduce waste, add a product line and provide customers with an efficient and cost-effective way to comply with building code requirements. **SBC**

To pose a question for this column, call the SBCA technical department at 608/274-4849 or email technicalqa@sbcmag.info.

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**SBCRI's
Web Force Verification Device
a Big Step For Bracing Tests**

How the device evolved and why it can teach us a whole lot about bracing.

by Libby Maurer



Figure 1a. "Web brace" 1 is attached to a web with bolts. Two load cells (in blue) measure forces running through the web.

Some problems are best solved by working backward. The same holds true for some of the testing projects in SBCRI. This is how one small device has been developed that will soon yield big results for understanding truss web and chord member load paths and for bracing optimization.

One of the distinct advantages of the industry's testing lab is its capacity to conduct full-scale truss testing. Boiled down, SBCRI's immediate goal for this type of testing is simple. Take a truss assembly that is representative of one in the field, apply typical loads to it, measure how those loads flow through it, and identify areas that can be optimized. When those areas are identified, we can analyze:

- How the load path is functioning.
- The actual resistance taking place due to the applied load.
- The distribution of load through all the possible load paths.
- The stiffness of the connection systems and how it influences the path loads follow.
- How to develop recommendations on:
 - a. Changes to the resistance required to manage the applied load.
 - b. Influencing the direction of the load path.
 - c. Design resistance specific to the actual load path found.
 - d. Providing optimal strength of the load resisting system.

The long-range benefits could be significant to our industry, for instance optimizing web and chord bracing methods, or optimizing lumber sizes and/or grades. The staff of SBCRI has taken the first steps toward this testing.

What We Mean By “In Situ Testing”

We often refer to full-scale testing as “in situ,” a Latin word meaning in place. In the context of building, it situ means as in the field. Now that we have the ability to test an assembly in conditions virtually identical to the field, we’re taking the first steps to develop methods that can be used to accurately model and evaluate full-scale assembly performance. The International Building Code (IBC) uses this concept as the ultimate assurance that field performance exists to carry the expected loading conditions.

SECTION 1714 - IN-SITU LOAD TESTS - 1714.1 General. Whenever there is a reasonable doubt as to the stability or load-bearing capacity of a completed building, structure or portion thereof for the expected loads, an engineering assessment shall be required. The engineering assessment shall involve either a structural analysis or an in-situ load test, or both. The structural analysis shall be based on actual material properties and other as-built conditions that affect stability or load-bearing capacity, and shall be conducted in accordance with the applicable design standard. If the structural assessment determines that the load-bearing capacity is less than that required by the code, load tests shall be conducted in accordance with Section 1714.2. If the building, structure or portion thereof is found to have inadequate stability or load-bearing capacity for the expected loads, modifications to ensure structural adequacy or the removal of the inadequate construction shall be required.

As they began to understand how to carry out accurate testing on full assemblies, however, the SBCRI team encountered situations that required working backward to deliver a solution for tracking loads flowing through webs or braces. Over the last year, SBCRI staff developed, tested, redeveloped and retested an exciting new testing device that will help us truly understand load paths internal to truss webs and chords, studs

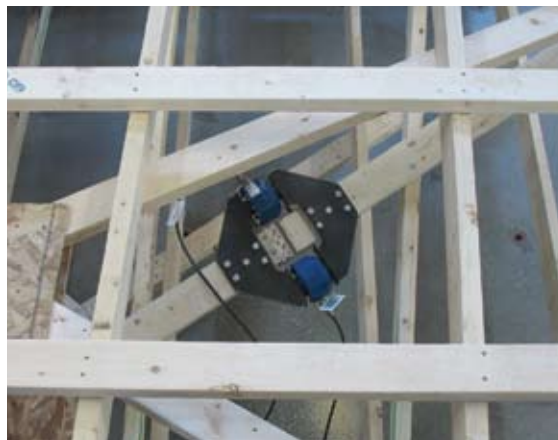


Figure 1b. View of WB1 looking down into the truss assembly.

in walls, lateral restraint and diagonal bracing, and general load path performance of any components installed exactly as they would be in the field.

Meet Prototype WB1

With the goal of measuring and analyzing the forces going through a truss when load is applied, the SBCRI team determined it would design a device that could be attached to a web. The initial considerations included using electronic strain or clip gauges to be attached to the wood members or steel plates. They measure very small displacements that can be translated mathematically into member forces. After a few trials, this approach seemed more complicated and provided much more detail than was desired.

The SBCRI staff began by developing a prototype called WB1 (“web brace”), which was designed to use load cells they already had in-house. It was made from two triangular pieces of angle iron ½" thick with a slot in its center for a stick of lumber. The “web,” a 6' 2x4, was bolted to the device for stability. Shown in Figures 1a and 1b, two load cells were sandwiched in between the plates of WB1, one on each side of the board. Once in place, they cut the member (forming two separate pieces). This was necessary so that the forces would not flow through the member but force the load into the load cells.

Continued on page 16

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SBCRI's Web Force Verification Device

Continued from page 15

Once rigged up, the crew triggered a series of loading conditions and ran several tests on WB1. It quickly became clear that fastening only one axis of the web to WB1 caused bending to occur in an unwanted manner. Several additional tests made it clear that WB1 had to be adjusted to accurately measure the applied load.

WB2

The improvements to the second prototype, called WB2, had several goals. One was to decrease the bending about the weak axis, so WB2 became a multi-axis fixture.

The new design also allowed for two additional load cells (for a total of four) (see Figures 2-5). An axial force measuring model provided by ITW Building Components Group was used to help in the new design. Four cells meant forces could be tracked on both axes to give the team more data points to record forces traveling through the wood. Like WB1, bolts were used to secure the top and bottom plates to the board (see Figure 6 at right).

With WB2 attached to a web, it was secured to SBCRI's single element station or SES. This is SBCRI's version of a Tinius Olsen tension/compression testing machine meant to test webs, small joints or other single element components on a small scale. SES is capable of producing a constant rate of applied load and complies with the testing requirements and capabilities as defined in the Standard Practices for Force Verification of Testing Machines, ASTM E4. To recreate a true-to-life loading scenario, pure axial, uniform bending moment, combined bending moment and axial loading were simultaneously applied to the web through load cells attached at various points on the frame. The goal was to apply a given load and see if that same load would register in the load cells (meaning that was the amount of load running through the lumber member).

They tested WB2 within the SES (see Figure 7). This was critical because it allowed the team to understand the load path on the most fundamental level. "We really, really concentrated on knowing all the loads in and all the loads out of the piece tested. By developing this type of simplified set-up, we got a much better feel for the performance of the device," Director of Testing Keith Hershey said. Within the first few tests it was clear that they were getting accurate axial loads through the fixture. However, they also started seeing an unexpected result. "We were only looking at the axial force in the member, but we also started seeing bending moment induced loads. This was a huge finding as it would allow us to understand web buckling and bracing



Figure 2. The web is sandwiched between steel plates.

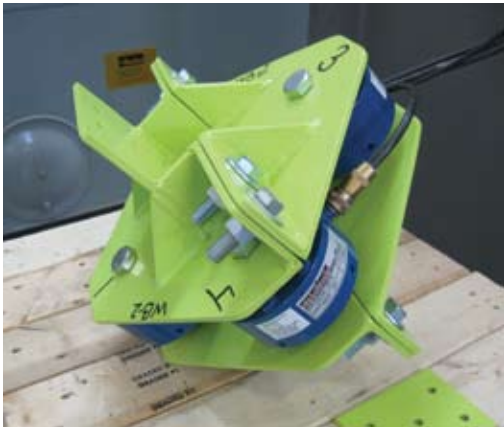


Figure 3. WB2 - Side View



Figure 4. Adding two load cells to WB2 allowed forces to be measured on the top and bottom axes.



Figure 5. Close-up of the top plate of WB2.

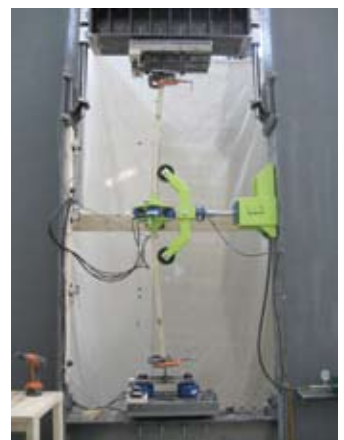


Figure 7. WB2 is tested in the SES.

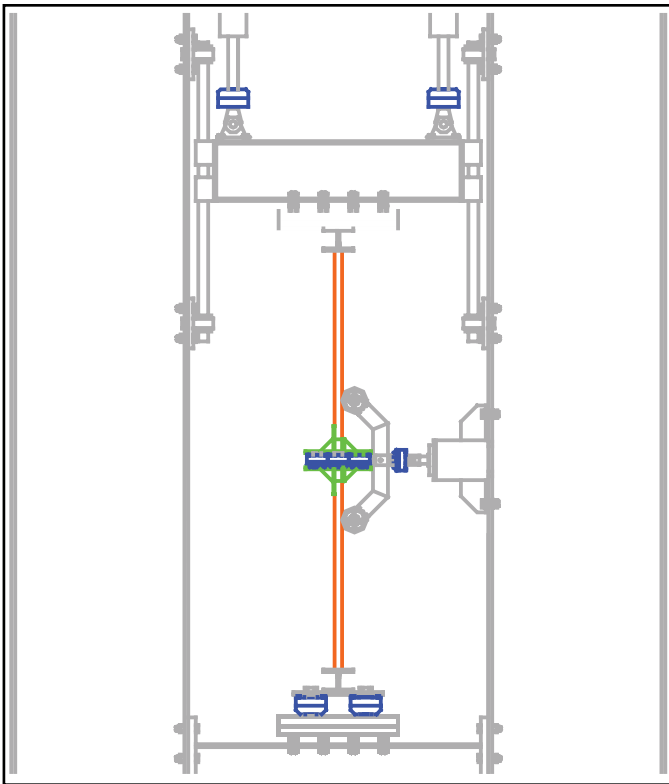


Figure 6: SBCRI's Single Element Hydraulic Station

requirements from loading conditions that induced buckling," he explained. (See Figure 8 at right.)

Continued on page 18

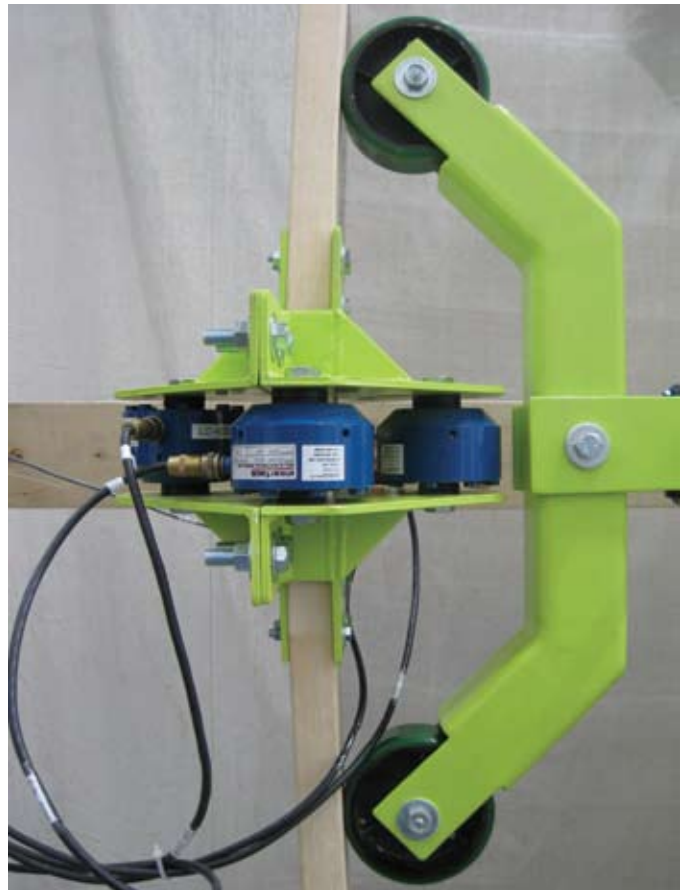


Figure 8. Close-up of WB2 being tested in the SES.



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SBCRI's Web Force Verification Device

Continued from page 17

This discovery caused the team to change the testing plan to not just include axial force measurement, but to also measure forced bending moments through both offset/eccentric loads and the addition of a two-point bending moment loading apparatus. Initial testing was performed using a 6' SPF 2x4 as the specimen. Each specimen went through the same series of ten steps to maintain a consistent testing approach, and to benchmark the test data instantly. While it was an improvement, WB2 was still picking up too much load on the strong axis of the fixture, so the team decided to revise it again.

WB3 Gets Tested in a Full Scale Assembly

The changes to the third iteration of the WB device were made so that it had as little impact on how the web would perform as possible. For instance, the team found that WB2 added quite a bit of stiffness to the board, causing inaccurate moment calculations and increasing the board's bending capacity inappropriately. In WB3, changes were made to improve the load transfer to the load cells through the web so that the axial loads could be measured accurately with minimum impact from the fixture. Additionally, bolting the fixture to the web was eliminated. Instead, WB3 was clamped to the board (see Figure 9).

The team used the same testing matrix as they used for WB2 so that results could be compared easily. It was clear from the first specimen tested in the SES (see Figure 10) that WB3 solved the majority of the problems identified in WB1 and WB2. Axial load measurements internal to the 2x4 member were still very accurate, while the bending moment was predictable.

With the data from the single element station suggesting WB3 was working well and actually better than predicted, it was time to move forward and use the device to measure the forces in a real truss web member, as shown in Figures 11 and 12 on facing page.



Figure 9. Changes made to WB3 were intended to stabilize the web and improve load transfer.

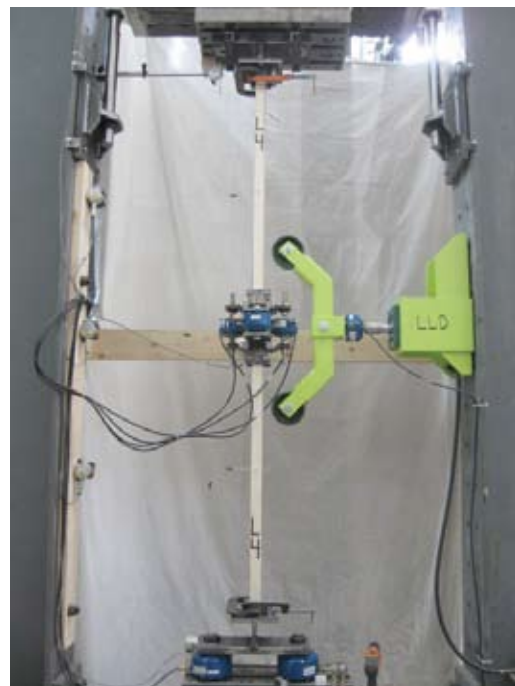


Figure 10. WB3 during a test in the SES.



Figures 11 & 12. WB3 is used to test the forces through a web in a full-scale assembly.



Why is Accuracy in Measuring Loads So Important?

Accurate measurement of forces within the members of a truss, wall panel or bracing system is important to the evaluation of the load path in the element, as well as through an entire assembly. Armed with this knowledge it is much easier to create mathematical models that predict load movement and then define accurate resistance for the load path.

Wood members present an increased degree of difficulty in capturing these loads due to their variable fibrous composition and orthotropic properties. The testing method SBCRI created with the WB devices provides the ability to accurately measure the real forces within a single member. This will give us much greater knowledge that will lead to much more accurate engineering modeling through calibration.

Continued on page 20

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SBCRI's Web Force Verification Device

Continued from page 19

Following tests done in the full truss assembly, the team compared the new data to a truss design drawing (with predicted forces). They found the following results as shown in Table 1.

WB4

WB4 is the team's fourth and (hopefully) final prototype. They hope to reduce the weight of the device by one-third by using lighter housing material for holding the load cells like aluminum. They also plan to serrate the inside of the plates to provide more resistance when holding the board in place using a lower clamping force. With these minor changes and the data above, it is clear that SBCRI's WB device will add to our knowledge of load paths through trusses, walls and entire structures. **SBC**

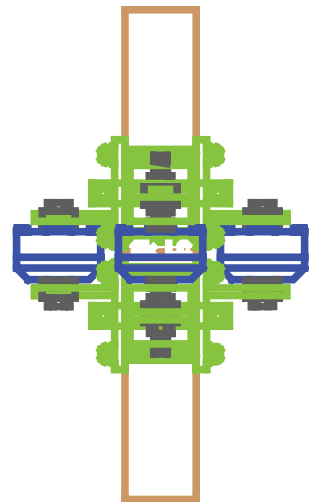


Figure 13. CAD drawing of the WB3 prototype.



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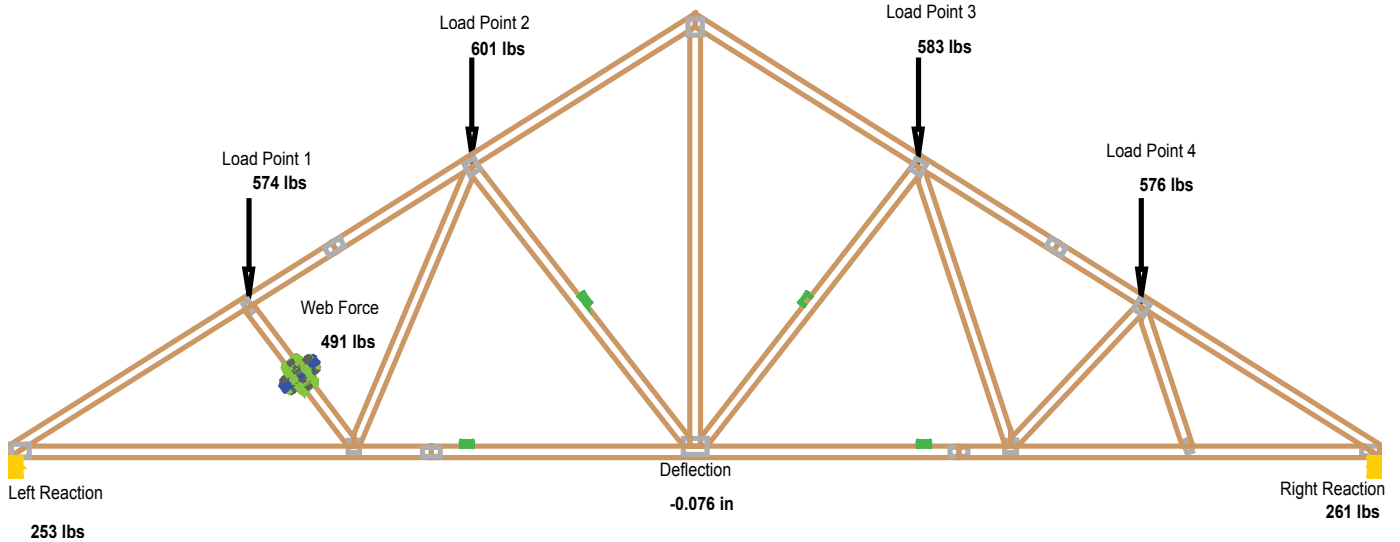
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Web Force Verification

SBCRI-09-0114 W1T1F

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Load In = 2334 lbs
 Load Out = 2294 lbs
 Load In - Load Out = 40 lbs

Load In	Tested Web Force	TDD Web Force	% Difference	Left Reaction	Right Reaction	Load Point 1	Load Point 2	Load Point 3	Load Point 4	Deflection
752	223	187	15.97 %	79	81	189	196	184	176	-0.018
1124	285	262	8.19 %	119	122	280	289	280	268	-0.033
1500	351	338	3.64 %	161	165	373	387	374	366	-0.046
2252	478	490	-2.57 %	244	250	555	578	564	551	-0.073

Table 1. Sample data from a test using WB3 show the difference in forces predicted in a truss design drawing and actual forces measured in the web. The ability to produce this type of data will be critical in evaluating industry bracing recommendations.

Optimizing Bracing

Compared to fifty years ago, today we know infinitely more about truss bracing. The vast majority of our knowledge comes from bracing tests conducted on a single truss. This data was used to make a series of assumptions, based on engineering principles, about how that one truss was expected to perform inside a system on the jobsite. At the time, we didn't have the means to test the actual load paths through trusses as they would be installed in a building environment. The assumptions made were the best we could do with the technology at our disposal.

With the tools available in SBCRI, built environment testing is easy! Our goal, given SBCRI capabilities, is to understand as completely as possible the load paths and the loads that cause chord and web buckling.

How will the WB device help us evaluate bracing recommendations? First, the team must complete a set of exhaustive full-scale WB tests to ensure the results are accurate (and that the device is not adding undo stress to webs). These test results will be combined and analyzed. Then an exact replica of the truss system will be drawn in CAD and imported into special 3D modeling software. Next, the data from the WB tests will be applied to the replica within the modeling

program. The model will indicate weakness in the web members according to the WB test findings. The software can even predict how a truss collapse will occur given these areas of weakness! Finally, "bracing" will be added to the weak members until the system model performs without buckling.

We firmly believe that the built environment is reacting differently than our current theory suggests—primarily because current theory is limited to single element thinking.

We now believe that the majority of temporary bracing can be done in the web and bottom chord plane. This would make the bracing process:

1. Safer, due to working inside the truss.
2. More efficient to install (because it is safer).
3. More efficient overall because temporary bracing will also become the permanent bracing of the structure.
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Chapter Corner

For more details about SBCA Chapters and how to become more involved, contact Anna L. Stamm (608/310-6719 or astamm@qualtim.com). Contributions to Chapter Corner, including pictures, are encouraged. Submissions may be edited for grammar, length and clarity.

California Structural Building Components Association

At the June and September chapter meetings, members of the California Chapter discussed several marketplace issues. Regarding sealed plans, California engineers' seals expire every two years, so plans often need to be re-sealed with an un-expired seal; the use of electronic seals to deal with this issue was discussed. On a related code note, the UBC used to require the labeling of design loads, spacing and related truss information on the bottom chord of each truss. This is no longer needed per the IBC/IRC. SBCA staff is in the process of developing a *Tech Note* on this issue to help members in advocating for this change in the code. On the subject of risk management, a member noted that his company was in litigation over a jobsite issue and the JOBSITE PACKAGE was proving its value directly. For its educational efforts, the chapter is working with the Oceanside, CA Fire Training Center on its request for a live fire demonstration. The members also discussed the state of the economy, in California and nationally, and considered actions that members can take now to help weather this period.

Mid South Component Manufacturers Association

In August, the Mid South Chapter continued its practice of holding its

meetings in conjunction with a member's plant tour. Attendees were welcomed to American Truss Company in Hammond, LA, where they were shown new ideas in mechanical automation not seen in the market today as well as an innovative approach to waste disposal that allows for the elimination of dumpsters.

During the meeting, members were urged to remain active and contact their legislators on important issues, including the health care reform bill. Plant tours were endorsed as an excellent way to put a human face on the industry. In addition, a status report was given on the law passed in Mississippi requiring signage on new commercial buildings utilizing truss construction erected since July 1, 2009. The law is ambiguous in its definition of trusses and signage, so interpretation is being left to the State Fire Marshall.

To support BCMC, the members signed onto the BCMC Housing Stimulus Rebate begun by the Arizona Chapter, donating up to \$2,000 for this cash-back program for component manufacturer attendees.

Missouri Truss Fabricators Association

Missouri Chapter members held a short meeting before their September golf tournament. The newest Board member, Jim Humbert (Advantage Framing Systems Inc, Olathe, KS) was welcomed following an electron-

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ic ballot. High on the agenda was the St. Louis County Building Code Review Committee hearing two days earlier. Chapter members attended this hearing to represent our industry as a proposal was heard that all lightweight construction, including metal plate connected wood trusses and I-joists, have fire rated 5/8 sheathing applied underneath. The Committee decided to table the proposal until after the ICC code hearings in October, where the same issue will be debated.

This fall, the chapter has been working with staff to prepare a fire performance of trusses presentation for the Johnson County Building Officials Association that will include background on this current code change proposal issue. The presentation will emphasize that SBCA strongly believes in a key engineering and building code principle of providing structural building component solutions that safeguard the public health, safety and general welfare while serving the general public's best interest to have affordable and environmentally responsible built construction. As the building code states, this also includes, "to provide safety to fire fighters and emergency responders during emergency operations."

SBCA's general policy in this regard is that, unless there is sufficient comparative data provided to show increased life-safety risk, any regulation created shall be structural element independent so that trade is not inappropriately restricted and a level competitive playing field is assured. This general policy clearly pertains to enhancing fire performance and fire safety characteristics through the application of a gypsum wallboard membrane or sprinklers.

This is why we believe that if a regulation is put in place that requires a single layer of gypsum wallboard to be applied to a floor system, the wallboard application requirements should be applied uniformly to all types of floor structural elements uniformly.

In addition, our overall preference is to allow the International Residential Code (IRC) and International Building Code (IBC) to prevail by providing the foundational requirements for building safety—the IRC/IBC process is the proper consensus forum for debating code complying requirements. At this time there is no requirement to provide any type of minimum fire resistance rated assembly for any structural element within the living space of residential construction by the building code.

SBCA – Arizona

This year, Arizona Chapter members have been working on several items. Following the City of Peoria's request for SBCA input with regard to adding solar panels to roofs and building permit requirements, the chapter and staff have been working on code and solar panel technical issues. The goal is to find solar industry technical contacts, gather all current application facts available, and develop a formal industry recommendation/plan of attack to deal with installation issues.

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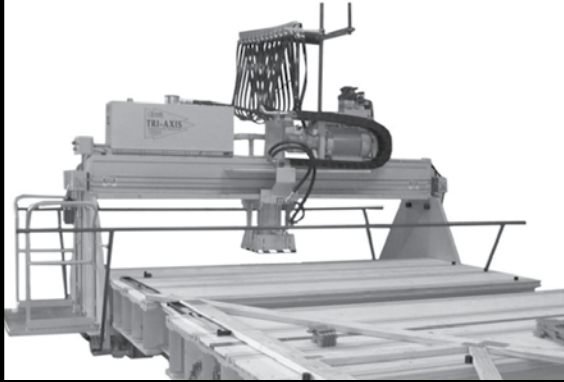
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Chapter Corner

Continued from page 31

In response to the position taken by Arizona School Trust to prohibit the use of wood trusses in new school construction, the chapter is working on developing a series of educational programs and plant tours for this group, architects and engineers on structural building components.

To encourage SBCA members across the country to come to BCMC 2009 in Phoenix, the chapter initiated the BCMC Housing Stimulus Rebate program, pledging \$5,000 to this component manufacturer rebate program and urging its fellow SBCA Chapters to accept the challenge. Proving its support of BCMC, the Arizona Chapter also won the 3rd Annual BCMC Chapter Contest, which recognizes the chapter with the highest percentage of member locations attending the show.

SBCA Canada Chapter/ Chapitre Canadien de la SBCA

Following an online meeting with *SBC Connection* in August, the Canada Chapter held its annual face-to-face meeting on October 1 at BCMC in Phoenix, AZ. This forum allowed members and nonmembers to interact on the beneficial work that can be accomplished by the chapter. The use of English/French JOBSITE PACKAGES (PAQUET DE CHANTIER) has continued to increase since their introduction a year ago. In addition, a new version of Truss Technician Training (TTT) Level I, featuring metric measurements and references to the 2005 National Building Code of Canada, is now available. All companies interested in developing additional tools for Canadian component manufacturers are encouraged to become more involved with the chapter.

SBCA – Montana

Following a series of monthly meetings to start up the chapter, SBCA's newest chapter, SBCA – Montana, has settled into a quarterly meeting schedule. Since its kick-off meeting in January, the chapter has elected officers, finalized its bylaws and begun collecting dues. The organizing members set as their task list: getting clarification from building officials on snow loads; resolving transportation and permit questions; educating building officials, end users and installers on components;

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and educating architects and engineers so that more projects specify trusses.

The chapter's priorities at this time are membership recruitment and educational outreach. The members are actively reaching out to their local building officials to let them know a chapter has been created that will be ready to assist them and share pertinent information with them. They have already sponsored BCSI booklets for Brandt Salo at the City of Helena for a presentation to the local NAHB chapter, and now the chapter is making plans to participate in the Fifth Annual State of Montana Building Education Conference in Bozeman, MT next spring.

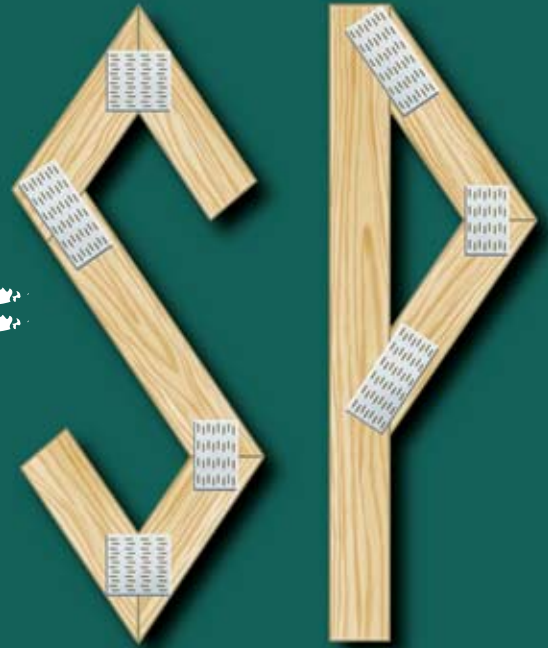
Truss Manufacturers Association of Texas

The Texas Chapter held its final golf outing of the year at Austin's River Place Country Club in September. The weather was good, but the company was great. Pictures of the event, including the Deadass Last winners, are posted in the photo gallery on the chapter's website, www.tmatchapter.com.

Once again, Texas Chapter members made one more push in the final month of the Annual SBCA Membership Drive to bring home the win. The #1 Recruiting Chapter trophy, on display at BCMC, will be returning to the Texas Chapter for another year. Texas has won the competition seven times, having lost only to the South Florida and Ohio Chapters. In addition, chapter members Jack Dermer (American Truss Systems, Houston, TX) and Norm McKenna (MiTek Industries, Spring Branch, TX) swept the #1 Component Manufacturer and #1 Associate Member Recruiter categories. This was Jack's third win and Norm's fifth, and both received individual trophies in addition to bragging rights. **SBC**

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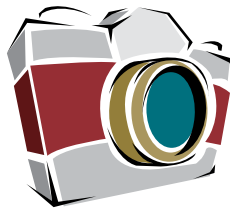
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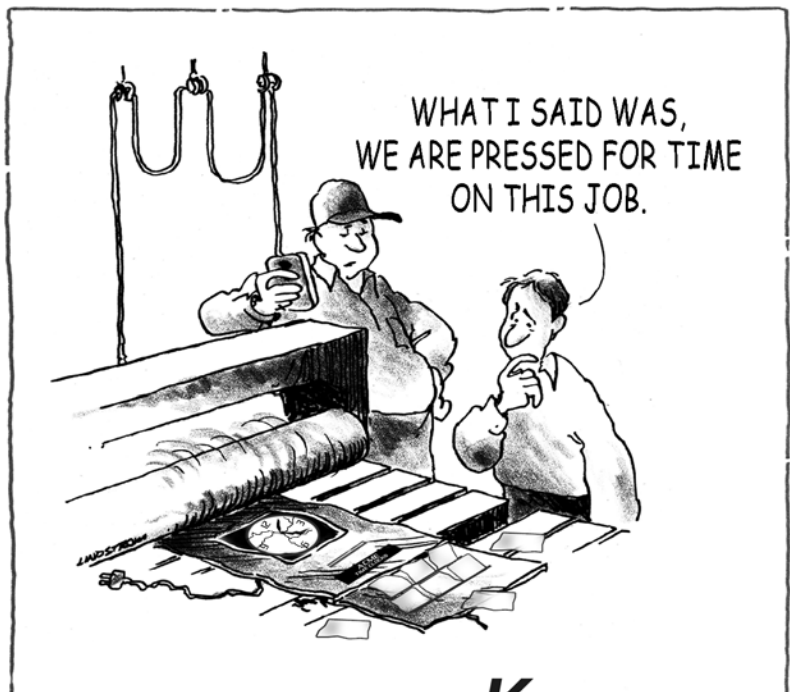
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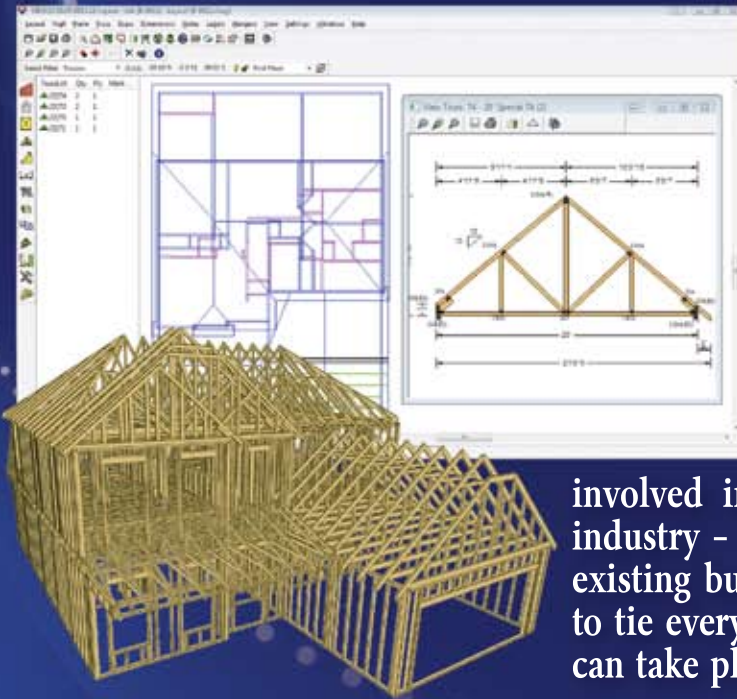
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