

# RIVERBANK ACOUSTICAL LABORATORIES

1512 BATAVIA AVENUE  
GENEVA, ILLINOIS 60134

OF  
IIT RESEARCH INSTITUTE

708/232-0104  
FOUNDED 1918 BY  
WALLACE CLEMENT SABINE

## REPORT

FOR: Overly Manufacturing Company

Sound Transmission Loss  
Test RAL™-TL95-90

ON: Fully Operable Swinging  
Door Model STC499590

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CONDUCTED: 23 March 1995

### TEST METHOD

Unless otherwise designated, the measurements reported below were made with all facilities and procedures in explicit conformity with the ASTM Designations E90-90 and E413-87, as well as other pertinent standards. Riverbank Acoustical Laboratories has been accredited by the U.S. Department of Commerce, National Institute of Standards and Technology (NIST) under the National Voluntary Laboratory Accreditation Program (NVLAP) for this test procedure. A description of the measuring technique is available separately. The microphone used was a Bruel & Kjaer serial number 1440522.

### DESCRIPTION OF THE SPECIMEN

The test specimen was designated by the manufacturer as a fully operable swinging door, Model STC499590. The overall dimensions of the door panel were nominally 914 mm (36 in.) wide by 2.13 m (84 in.) high and 44 mm (1.75 in.) thick. The specimen was placed directly in the client's adapter frame and tested in the 1.22 m (4 ft) by 2.44 m (8 ft) test opening. The adapter frame was sealed on the surface faces and periphery (both sides) with a dense mastic. The manufacturer's description of the specimen was as follows:

On both the lock and hinge edges of the door, the outer skin was isolated from the inner skin by a 9.5 mm (0.375 in.) by 12.7 mm (0.5 in.) rubber insert. The top and bottom edge caps were 16 gauge steel channels filled with rockwool. The bottom of the door had a fixed felt seal and an adjustable "Super H" closed cell neoprene seal. The 14 gauge metal frame was equipped with single magnetic seals at the head and jambs. The frame also had 4.7 mm (0.187 in.) steel hinge reinforcements with mud boxes. The door was hung on two 127 mm (5.0 in.) full mortise cam-lift hinges. The door was not equipped with a positive latching mechanism and was held closed by the magnetic gaskets. A manufacturer's description is maintained on file. At the request of the manufacturer the details of the construction were purposely withheld from this report in order that the manufacturer may control full proprietary rights regarding the product. The weight of the door panel as determined was 105 kg (231 lbs) an average of 53.8 kg/m<sup>2</sup> (11.0 lbs/ft<sup>2</sup>). The transmission area used in the calculations was 1.95 m<sup>2</sup> (21 ft<sup>2</sup>). The specimen was opened and closed at least five times, and the test was conducted with no further adjustments. The source and receiving room temperatures at the time of the test were 20°C (68±2°F) and 61±2% relative humidity.

THE RESULTS REPORTED ABOVE APPLY ONLY TO THE SPECIFIC SAMPLE SUBMITTED FOR MEASUREMENT. NO RESPONSIBILITY IS ASSUMED FOR PERFORMANCE OF ANY OTHER SPECIMEN.



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### TEST RESULTS

Sound transmission loss values are tabulated at the eighteen standard frequencies. A graphic presentation of the data and additional information appear on the following pages. The precision of the TL test data are within the limits set by the ASTM Standard E90-90.

<u>FREQ.</u>	<u>T.L.</u>	<u>C.L.</u>	<u>DEF.</u>	<u>FREQ.</u>	<u>T.L.</u>	<u>C.L.</u>	<u>DEF.</u>
100	31	0.36	0	800	50	0.21	1
125	33	0.46	0	1000	47	0.21	5
160	38	0.34	0	1250	46	0.15	7
200	41	0.34	0	1600	48	0.17	5
250	44	0.30	0	2000	51	0.16	2
315	44	0.28	1	2500	54	0.12	0
400	45	0.30	3	3150	55	0.12	0
500	48	0.26	1	4000	54	0.09	0
630	50	0.27	0	5000	57	0.07	0

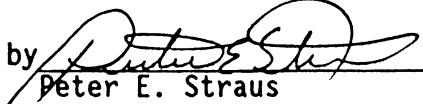
STC = 49

### ABBREVIATION INDEX

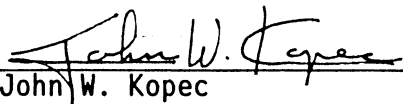
FREQ. = FREQUENCY, HERTZ, (cps)  
T.L. = TRANSMISSION LOSS, dB  
C.L. = UNCERTAINTY IN dB, FOR A 95% CONFIDENCE LIMIT  
DEF. = DEFICIENCIES, dB<STC CONTOUR  
STC = SOUND TRANSMISSION CLASS

Tested &

Reviewed by

  
Peter E. Straus  
Senior Experimentalist

Submitted by

  
John W. Kopec  
Laboratory Manager

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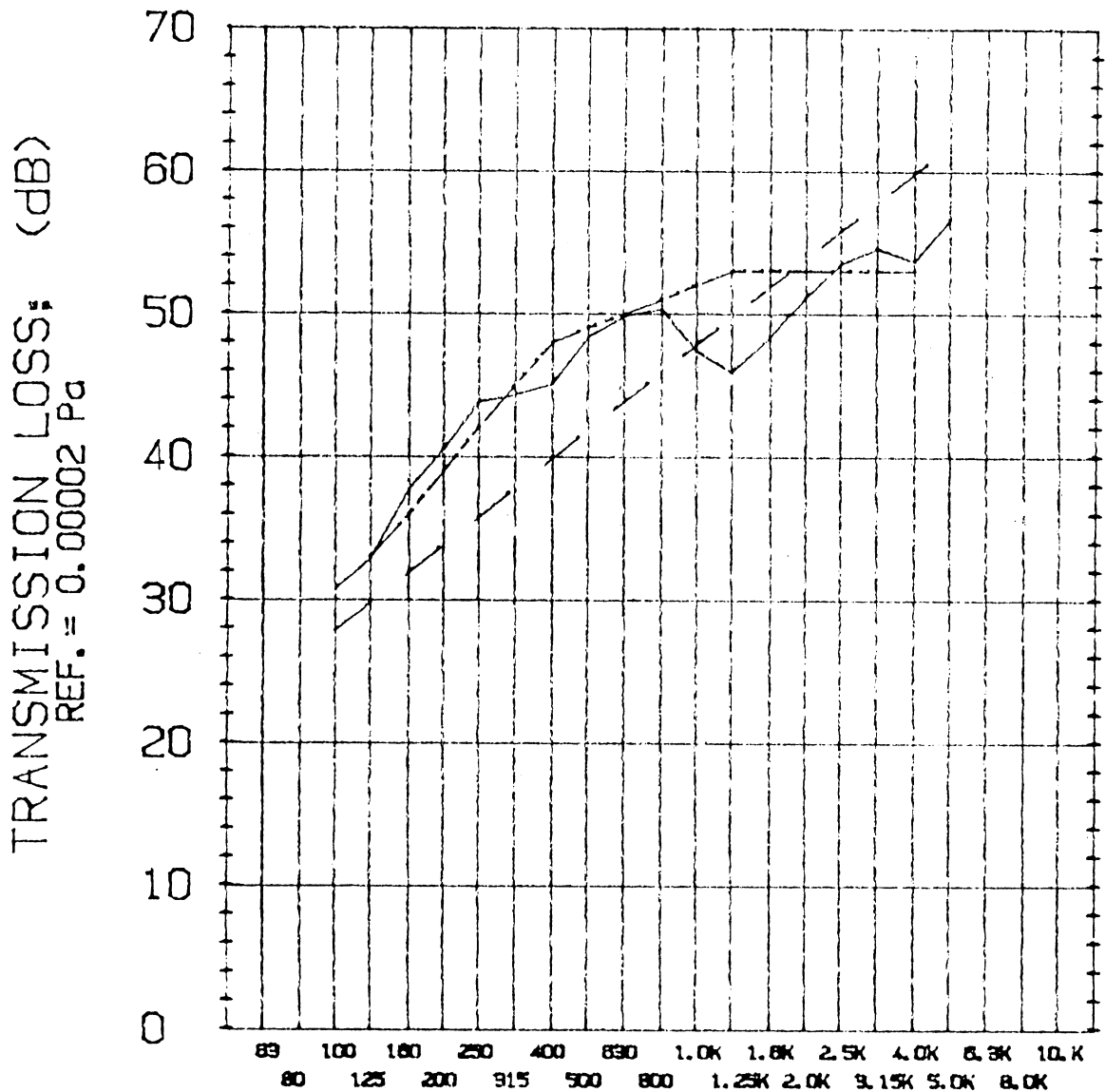
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FREQUENCY (Hz)

- TRANSMISSION LOSS
- - - SOUND TRANSMISSION CLASS CONTOUR
- . - MASS LAW CONTOUR

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NVLAP