

29<sup>th</sup> June 2018

Your Reference : Kingspan "Kingzip" – Non-Combustibility

I can confirm that *Kingspan Insulated Panels* offer a solid all-metal (aluminium) roof and wall cladding system called "Kingzip".

This system meets the *Deemed-to-Satisfy* non-combustibility requirements of the *National Code of Construction 2016 Amendment 1* under *Section C1.9(e)(v)*, when tested to AS1530.3.

*"Pre-finished metal sheeting having a combustible surface finish not exceeding 1 mm thickness and where the Spread-of-Flame Index of the product is not greater than 0."*

A copy of the test report is attached.

Best regards

*M.G. Tatam*

Dr M.G.Tatam  
Building Technology Director

**Kingspan Insulated Panels Pty Ltd**

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# AWTA PRODUCT TESTING

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## TEST REPORT

**Client :** Kingspan Insulated Panels Pty Ltd  
38-52 Dunheved Circuit  
St Marys NSW 2760

**Test Number :** 18-001409  
**Issue Date :** 19/03/2018  
**Print Date :** 19/03/2018

**Sample Description** Clients Ref : "Kingzip"  
Insulated Cladding  
Colour : Grey  
End Use : Roof/Wall Cladding  
Nominal Composition : 0.9mm Aluminium, 5micron primer, 20 micron PVDF colour coat

AS/NZS 1530.3-1999

### Methods for Fire Tests on Building Materials, Components and Structures Part 3: Simultaneous Determination of Ignitability, Flame Propagation, Heat Release and Smoke Release

Face tested:	Face	
Date tested:	19/03/2018	
	Standard Error	Mean
Ignition time	Nil	Nil min
Flame propagation time	Nil	Nil sec
Heat release integral	Nil	Nil kJ/m <sup>2</sup>
Smoke release, log d	0.0190	-18550
Optical density, d		0.0140 / metre
Number of specimens ignited:		0
Number of specimens tested:		6
Regulatory Indices:		
Ignitability Index		0 Range 0-20
Spread of Flame Index		0 Range 0-10
Heat Evolved Index		0 Range 0-10
Smoke Developed Index		1 Range 0-10

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APPROVED SIGNATORY

MICHAEL A. JACKSON B.Sc.(Hons)  
MANAGING DIRECTOR

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Ignition is initiated by a pilot flame that is held near, but does not touch the specimen. A material that does not ignite during the standard test may ignite if contacted with a pilot flame during the test.

Each test specimen had an unattached backing of 4.5mm thick fibre reinforced cement board.

Each test specimen was clamped in four places.

These results only apply to the specimen mounted, as described in this report. The result of this fire test may be used to directly assess fire hazard, but it should be recognised that a single test method will not provide a full assessment of fire hazard under all fire conditions.

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