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## 362VXT200-22 VIPER-X INTERIOR TRACK

## **Geometric Properties**

3-5/8" x 2" flange Viper-X Tracks are manufactured from standard G40 hot-dipped galvanized steel. G60 and G90 coatings are available through special order, and may require up-charges and extended lead times.

## **Steel Thickness**

Member	Design Thickness (in)	Minimum Thickness (in)	<b>Yield</b> (ksi)	Web Depth (W) (in)	<b>Coating</b> <sup>4</sup>	Flange (in)		
362VXT200-22	0.0235	0.0223	57	3-5/8	G40	2		
otes: Uncoated steel thickne Minimum thickness rep Per ASTM C645 & A10 G60 and G90 available	presents 95% of t 103.	he design thicknes	ss and is the mini	num acceptable thickne pcharge.	ISS.			(WEB D 1-5/8", 2-1/ 3-5/8", 4", 5
olor Code (pa	inted on er	nds): Pink & I	Black				STEEL DESIGN THICKNESS - (SEE TABLE)	-
STM & Code S ASTM A653/A65 IAPMO ER-0524 IBC: 2012, 2015, CBC: 2013, 2016 AISI: S100-07, S	53M, A924/A9 , 2018 5, 2019	324M, A1003/		C754, E119				
MR Credit: Cons MR Credit: Build	: Construction truction and D ling Product D	and Demolition Demolition Wa isclosure and	on Waste Mai ste Managem Optimization -	nagement Planning Ient. - Sourcing of Raw - Environmental Pr	Materials, Op		<u> </u>	

■ Total Recycled Content: 36.9% ■ Post-Consumer: 19.8% ■ Pre-Consumer: 14.4%

CSI Division: 09.22.16 - Non-Structural Metal Framing

## Interior Non-Load Bearing Track Section Properties

Member	<b>Yield</b> (ksi)	Design Thickness (in)	Gross Properties							Effective Properties				Torsional Properties					
			Weight (Ib/ft)	Area (in <sup>2</sup> )	<b>lx</b> (in <sup>4</sup> )	<b>Sx</b> (in³)	<b>Rx</b> (in)	<b>Sy</b> (in³)	<b>ly</b> (in³)	<b>Ry</b> (in)	<b>lxe</b> (in <sup>4</sup> )	<b>Sxe</b> (in <sup>3</sup> )	<b>Ma</b> (k-in)	Vag (k)	<b>J</b> (x10 <sup>-6</sup> ) (in <sup>4</sup> )	<b>Cvv</b> (in <sup>6</sup> )	<b>Xo</b> (in)	<b>Ro</b> (in)	ß
362VXT200-22	57	0.0235	0.609	0.179	0.404	0.220	1.503	0.131	0.072	0.634	0.206	0.082	2.330	0.931	32.960	0.173	-1.229	2.042	0.638

Notes:

1. Section properties are in accordance with AISI S100-16.

2. Web depth for track sections is equeal to the nominal height plus 2 times the design thickness plus the bend radius.

3. For deflection calculations, use the effective moment of inertia.



