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162VXT150-22 VIPER-X INTERIOR TRACK

Geometric Properties

1-5/8" x 1-1/2" 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) (in)		Yield (ksi)	Web Depth (W) (in)	Coating ⁴	Flange (in)		
162VXT150-22	0.0235	0.0223	57	1-5/8	G40	1-1/2		
Notes: I. Uncoated steel thickne 2. Minimum thickness rep 3. Per ASTM C645 & A10 4. G60 and G90 available	presents 95% of tl 103.	the design thicknes	ss and is the mini		255.			1- 3-:
color Code (pa	inted on er	nds): Pink &	Black				STEEL DESIGN THICKNESS (SEE TABLE)	-
ASTM & Code ASTM A653/A65 IAPMO ER-0524 IBC: 2012, 2015, CBC: 2013, 2016 AISI: S100-07, S	53M, A924/A9 , 2018 5, 2019	924M, A1003/		C754, E119				
EED v4 for Bui MR Prerequisite MR Credit: Cons MR Credit: Build MR Credit: Build Options 1 & 2. MR Credit: Build MR Credit: Build	: Construction truction and D ing Product Di ing Product Di ing Product Di	a and Demolitio Demolition Wa lisclosure and lisclosure and lisclosure and	on Waste Ma ste Managen Optimization - Optimization - Optimization -	nent. – Sourcing of Raw – Environmental Pr – Material Ingredie	Materials, Op oduct Declara	tions,		

■ 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	Yield (ksi)	Design Thickness (in)	Gross Properties							Effective Properties				Torsional Properties					
			Weight (Ib/ft)	Area (in²)	lx (in ⁴)	Sx (in³)	Rx (in)	Sy (in³)	ly (in³)	Ry (in)	lxe (in ⁴)	Sxe (in ³)	Ma (k-in)	Vag (k)	J (x10 ⁻⁶) (in ⁴)	Cw (in ⁶)	Xo (in)	Ro (in)	ß
162VXT150-22	57	0.0235	0.369	0.109	0.056	0.067	0.716	0.052	0.026	0.490	0.029	0.025	0.722	0.728	19.982	0.013	-1.082	1.387	0.391

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.





