

## BlazeFrame® RipTRAK™ (1HR) for 2" Total Deflection Head-Of-Wall Deflection Track - 1 Hour System

BlazeFrame RipTRAK is a deflection track with an offset shoulder that represents the thickness of the gypsum board (5/8" or 1-1/4"). A second piece of gypsum board (wall cladding strips) is fit flush to the underside of the slab (w/sealant) or to a fluted deck (without castle cuts & sealant), and is then fastened to the shoulder. This allows the roof/floor assembly and the BlazeFrame RipTRAK to move in relation to the wall assembly. This also allows the wall cladding strips (the rip board) that is attached to the BlazeFrame RipTRAK to slide over the primary wall assembly.

The BlazeFrame RipTRAK is a UL tested fire-rated head of wall joint system. Meets UL 2079, 5th edition; HW-D-0823. This is good for both roof and wall assemblies.

### Fire Rated Condition

1" nominal joint with 100% compression and 100% extension. Up to 2" of total movement. (See attached page for all configurations)

### RipTRAK™ Clips

RipTRAK Clips are attached to both inside bottom legs of the BlazeFrame RipTRAK with two #8 by 1/2" (13mm) long steel self-drilling framing screws and engage the short flange of the studs. This reinforces any stud to track connection while allowing deflection.

RipTRAK Clip	Thickness	Used For	Weight / Piece	Qty Per Bucket
RTC-33	20ga (33mils)	Drywall Studs	0.04 lb.	100
RTC-54	16ga (54mils)	Structural Studs	0.08 lb.	100

### Product Data & Ordering Information:

Material: Yield Strength: Grade 33ksi for 33mils & 43mils - 50ksi for 54mils  
 Coating: CP60 (CP90 available)  
 33mils: 20ga STR, 0.0346" Design Thickness, 0.0329" Min. Thickness  
 43mils: 18ga, 0.0451" Design Thickness, 0.0428" Min. Thickness  
 54mils: 16ga, 0.0566" Design Thickness, 0.0538" Min. Thickness  
 68mils: 14ga, 0.0713" Design Thickness, 0.0677" Min. Thickness

### Dimensions:

Inside depth: Equal to the outside width of the stud (Stud Width)  
 Web Size: 2-1/2", 3-5/8", 4", 6" and 8"  
 Track length: 10'-0"

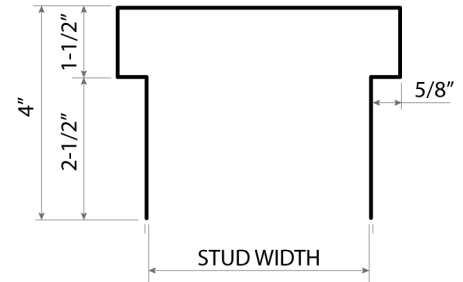
## 09.22.16 (Non-Structural Metal Framing)



- UL Classified and Listed Joint Systems
- 2 HR Rated system also available

### ASTM & Code Standards:

- AISI S220 and S240
- ASTM C645, C955, A1003 and A653
- UL HW-D-0823
- UL 2079 - Fifth Edition compliant
- SDS & Product Certification Info available at [www.clarkdietrich.com/SupportDocs](http://www.clarkdietrich.com/SupportDocs)



**Sustainability Credits** For more details and LEED letters contact Technical Services at 888-437-3244 or visit [clarkdietrich.com/LEED](http://clarkdietrich.com/LEED).

**LEED v4.1 MR Credit:** Environmental Product Declarations: EPD (1 point) - Sourcing of Raw Materials (up to 2 points) - Material Ingredients (1 point) - Construction and Demolition Waste Management (up to 2 points)

**LEED v4 MR Credit:** Building Product Disclosure and Optimization: EPD (1 point) - Sourcing of Raw Materials (1 point) - Material Ingredients (1 point) - Construction and Demolition Waste Management (up to 2 points) - Innovation Credit (up to 2 points).

### Project Information

Name:  
Address:

### Contractor Information

Name:  
Contact:  
Phone:  
Fax:

### Architect Information

Name:  
Contact:  
Phone:  
Fax:

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### Joint System Overview:

#### Deflection Gap (Nominal Joint Width)

Max separation between the bottom of the return of the deflection track and top of wallboard (at the time of installation of the joint system) is between 0 and 2 in. (50 mm) in the following configurations: (Also shown in the UL Report: HW-D-0823)

Nominal Joint Width	Extension	Compression	Max. Joint Width
0 in. (0 mm)	2 in. (50 mm)	0 in. (0 mm)	2 in. (50 mm)
1 in. (25 mm)	1 in. (25 mm)	1 in. (25 mm)	2 in. (50 mm)
2 in. (50 mm)	0 in. (0 mm)	2 in. (50 mm)	2 in. (50 mm)

#### EXTENSION

Upward movement of the roof or floor system - Deflection Gap (Nominal Joint Width) opens larger than installed width due to negative wind pressure (roof uplift) or the floor system below compressing.

#### COMPRESSION

Downward movement of the roof or floor system - Deflection Gap (Nominal Joint Width) compresses due to dead loads, live loads, snow loads, etc.

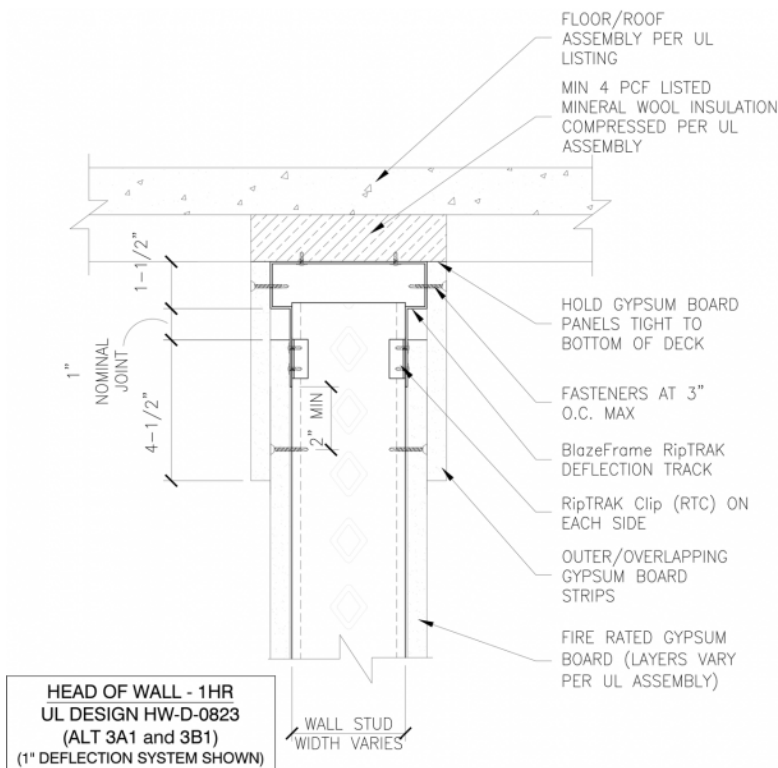
#### MAX. JOINT WIDTH (TOTAL DEFLECTION MOVEMENT)

Both downward (compression) and upward (extension) movement - Most joints are subjected to movement in both directions

For example, a joint required to handle 1" of extension and 1" of compression would have a 2" Max. Joint Width (Total deflection movement)

#### Fire Rated Condition (Example Shown Below)

1" Nominal Joint (Deflection Gap) with 100% Compression (1") and 100% Extension (1") = 2" of total movement (Max. Joint Width)



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