

## BlazeFrame® RipTRAK™ Shaftwall (2HR) for 4" Total Deflection

### Head-Of-Wall Deflection Track - 2 Hour System

BlazeFrame RipTRAK Shaftwall is a ceiling runner with an offset shoulder that represents the thickness of 2 layers of 5/8" wall board. (1-1/4" for 2 hour) Additional rip-cut piece(s) of board/wall material is placed under the fluted deck or flat concrete and is then attached to the shoulder. This allows the deck and the BlazeFrame RipTRAK Shaftwall to move in relation to the wall studs. This also allows the outer/overlapping board that is attached to the BlazeFrame RipTRAK Shaftwall to slide over the primary board/wall material.

The BlazeFrame RipTRAK Shaftwall is a UL tested fire-rated head of wall joint system. Meets UL 2079, 5th edition; HW-D-1141. This is good for both roof and wall assemblies. Caulking between the shoulder board and the roof/floor assembly is required.

#### Fire Rated Condition

2" nominal joint with 100% compression and 100% extension. Up to 4" of total movement. (See attached page for all configurations)

#### Product Data & Ordering Information:

Material: Yield Strength: Grade 33ksi for 33mils & 43mils - 50ksi for 54mils - 50ksi for 68mils  
 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", 4", and 6"  
 Track length: 10'-0"

#### 09.22.16 (Non-Structural Metal Framing)

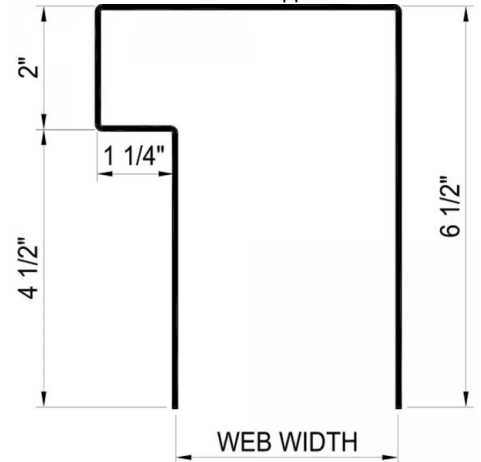


Firestop Deflection Track

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

#### ASTM & Code Standards:

- AISI S220 and S240
- ASTM C645, C955, A1003 and A653
- 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 [www.clarkdietrich.com/LEED](http://www.clarkdietrich.com/LEED)

**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).

**LEED 2009 Credit MR 2 & MR 4** -- ClarkDietrich's steel products are 100% recyclable and have a national average recycled content of 34.2% (19.8% post-consumer and 14.4% pre-consumer). If seeking a higher number to meet Credit MR 5, please contact us at ([info@clarkdietrich.com](mailto:info@clarkdietrich.com) / 888-437-3244)

Project Information	Contractor Information	Architect Information
Name:	Name:	Name:
Address:	Contact:	Contact:
	Phone:	Phone:
	Fax:	Fax:

## BlazeFrame® RipTRAK™ Shaftwall (2HR) for 4" Total Deflection

### Head-Of-Wall Deflection Track - 2 Hour System

#### 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 4 in. (102 mm) in the following configurations: (Also shown in the UL Report: HW-D-1141)

Nominal Joint Width	Extension	Compression	Max. Joint Width
0 in. (0 mm)	4 in. (102 mm)	0 in. (0 mm)	4 in. (102 mm)
1 in. (25 mm)	3 in. (76 mm)	1 in. (25 mm)	4 in. (102 mm)
2 in. (50 mm)	2 in. (50 mm)	2 in. (50 mm)	4 in. (102 mm)
3 in. (76 mm)	1 in. (25 mm)	3 in. (76 mm)	4 in. (102 mm)
4 in. (102 mm)	0 in. (0 mm)	4 in. (102 mm)	4 in. (102 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)

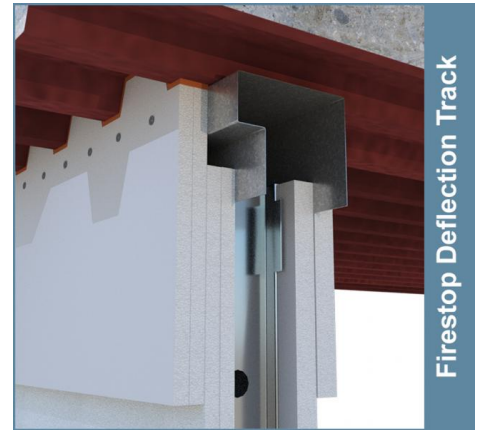
Both downward (compression) and upward (extension) movement - Most joints are subjected to movement in both directions

For example, a joint required to handle 2" of extension and 2" of compression would have a 4" Max. Joint Width (Total deflection movement)

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

2" Nominal Joint (Deflection Gap) with 100% Compression (2") and 100% Extension (2") = 4" of total movement (Max. Joint Width)

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