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600VXT125-18 VIPER-X INTERIOR TRACK

Geometric Properties

6" x 1-1/4" 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)	Yield (ksi)	Web Depth (W) (in)	Coating ⁴	Flange (in)	SAFETY EDGE	
600VXT125-18	0.0188	0.0179	57	6	G40	1-1/4		
otes: Uncoated steel thickn Minimum thickness re Per ASTM C645 & A10 G60 and G90 available olor Code (pa STM & Code ASTM A653/A6 IAPMO ER-0524 IBC: 2012, 2015	presents 95% of t 103. e upon request. W inted on eu Standards: 53M, A924/A	he design thickne ill require extende nds): Dark Gi :	ss and is the mini Id lead time and u ray		255.		STEEL DESIGN THICKNESS - (SEE TABLE)	
CBC: 2013, 2016 AISI: S100, S220)	Decign Co	nctruction				(011 11 1012)	
 MR Credit: Cons MR Credit: Build MR Credit: Build Options 1 & 2. 	: Construction struction and E ling Product D ling Product D	and Demolition Demolition Wa isclosure and isclosure and	on Waste Ma ste Managen Optimization Optimization	– Sourcing of Raw – Environmental Pr	Materials, Op roduct Declara	itions,		
MR Credit: Build MR Credit: Build				– Material Ingredie I.	ents, Uption 1			
EMCO cold-fo Total Recycled C				ntain 30% to 3		ed steel.	 1-1/4"	
					11101.14.470			

CSI Division: 09.22.16 - Non-Structural Metal Framing

Interior Non-Load Bearing Track Section Properties

Member	Yield (ksi)	Design Thickness (in)	Gross Properties							Ef	fective l	Properti	es		Torsio	nal Prop	perties	s				
			Weight (lb/ft)	Area (in ²)	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) (in⁴)	Cw (in ⁶)	Xo (in)	Ro (in)	ß			
600)VXT125-18	57	0.0188	0.543	0.160	0.761	0.253	2.183	0.078	0.017	0.327	0.402	0.097	2.769	0.479	18.820	0.123	-0.479	2.259	0.955		

Notes:

1. Section properties are in accordance with AISI S100 & S220.

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.





