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Revision Date: 07-11-2018  
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**DIVISION: 05 00 00 - METALS**

**Section: 05 40 00 – Cold-Formed Metal Framing**

**Section: 05 41 00 – Structural Metal Stud Framing**

**DIVISION: 09 00 00 – FINISHES**

**Section: 09 22 00 – Supports for Plaster and Gypsum Board**

**Section: 09 22 16 – Non-Structural Metal Framing**

**REPORT HOLDER:**

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**REPORT SUBJECT:**

*MaxTrak™* Slotted Deflection Track (SLT)  
*MaxTrak™* 2D Slotted Deflection & Drift Track (SLT-H)

### 1.0 SCOPE OF EVALUATION

1.1 This Research Report addresses compliance with the following Codes:

- 2015 and 2012 International Building Code® (IBC)
- 2015 and 2012 *International Residential Code®* (IRC)
- 2014 Florida Building Code – Building (FBC-B)  
(see Section 9)
- 2014 Florida Building Code – Residential (FBC-R)  
(see Section 9)
- 2016 *California Building Code* (CBC)  
(see Section 10)
- 2016 *California Residential Code* (CRC)  
(see Section 10)

1.2 *MaxTrak™* SLT and *MaxTrak™* SLT-H deflection tracks have been evaluated for the following properties:

- Structural Performance
- Fire Resistance

1.3 *MaxTrak™* SLT and *MaxTrak™* SLT-H deflection tracks are cold-formed steel framing members; which serve as a connecting member that isolates the cold-formed steel framing system from the movement of the primary building structure.

1.3.1 *MaxTrak™* SLT is used for framing exterior curtain walls and non-load bearing (nonstructural) interior walls where vertical deflection occurs. Slots in the legs are designed for a total allowable vertical movement of 1-1/2 inches.

1.3.2 *MaxTrak™* SLT-H is used for framing exterior curtain walls and non-load bearing (nonstructural) interior walls where vertical deflection and horizontal drift occurs. Slots in the legs are designed for a total allowable vertical movement of 1-1/2 inches. Slots in the web are design for a total allowable horizontal movement of 4 inches.

### 2.0 STATEMENT OF COMPLIANCE

*MaxTrak™* SLT and *MaxTrak™* SLT-H deflection tracks complies with the Codes listed in Section 1.1, for the properties stated in Section 1.2 and uses stated in Section 1.3, when installed as described in this report, including the Conditions of Use stated in Section 6.

### 3.0 DESCRIPTION

*MaxTrak™* SLT and *MaxTrak™* SLT-H deflection tracks are fabricated from structural steel ST33H or ST50H in accordance with ASTM A1003. Steel has a coating complying with ASTM C955, CP60 or CP90.

3.1 *MaxTrak™* SLT and *MaxTrak™* SLT-H deflection tracks are available in steel thicknesses of 33 mil, 43 mil, 54 mil, and 68 mil. Deflection tracks are available in widths of 2-1/2 inch, 3-5/8 inch, 4 inch, 6 inch and 8 inch. See Figure 1 and Figure 2 for track profiles.



**4.0 PERFORMANCE CHARACTERISTICS**

- 4.1 Allowable lateral loads are shown in Table 2 and Table 3.
- 4.2 *MaxTrak™* SLT and *MaxTrak™* SLT-H for use in joint systems are fire rated when installed in accordance with the UL Certification XHLI.R26034.

**5.0 INSTALLATION**

Installation shall be in accordance with the applicable code, manufacturer's installation instructions and this report. Where differences occur between this report and the manufacturer's installation instructions, this report shall govern.

- 5.1 Fasteners attaching the *MaxTrak™* slotted deflection tracks to the structure shall be designed by a licensed design engineer to withstand the allowable lateral loads recognized in Table 2 and Table 3.
- 5.2 Cold-formed steel studs are attached to the deflection tracks with fasteners as described in Table 2 and Table 3. The installation of the screws shall be in compliance with ASTM C1007 with a minimum of three threads past the connection. Installation shall be as depicted in Figure 3, or as determined by the licensed design engineer of record.

**6.0 CONDITIONS OF USE**

The *MaxTrak™* slotted deflection tracks identified in this report are deemed to comply with the referenced building codes for above grade use subject to the following conditions.

- 6.1 All designs and calculations shall be prepared by a licensed design professional according to the requirements in the jurisdiction where the project is located.
- 6.2 The minimum base steel thickness of the section delivered to the jobsite must be a minimum of 95% of the design thickness.
- 6.3 The *MaxTrak™* slotted deflection tracks identified in this report are manufactured in accordance with the manufacturer's approved quality control system with inspections by Architectural Testing (IAS AA-676). See Table 1 or approved manufacturing locations.

**7.0 SUPPORTING EVIDENCE**

- 7.1 Manufacturer's drawings and installation instructions.
- 7.2 Reports of testing and engineering analysis in accordance with ICC-ES AC46, Acceptance Criteria for Cold-Formed Steel Framing Members, revised April 2015.
- 7.3 Documentation of an Intertek approved quality control system for the manufacturing of products recognized in this report.

**8.0 IDENTIFICATION**

*MaxTrak™* slotted deflection tracks produced in accordance with this report shall be identified with labeling at a maximum spacing of 96 inches that includes the following information:

- 8.1 The manufacturers name, logo, or initials;
- 8.2 The size and member designation
- 8.3 The minimum base steel thickness (uncoated) in decimal or mils;
- 8.4 Yield strength;
- 8.5 Galvanization coating designation: CP60 or CP90;
- 8.6 The Intertek Code Compliance Research Report identification and number, "Intertek CCRR-0205"
- 8.7 Bundles of like members shall be identified with the Intertek identification mark and Code Compliance Research Report number as shown:





9.0 ADDITIONAL CODES

9.1 FLORIDA BUILDING CODE

9.1.1 Scope of Evaluation: The MaxTrak™ SLT and MaxTrak™ SLT-H deflection tracks were evaluated for compliance with the 2014 Florida Building Code – Building and Florida Building Code – Residential.

9.1.2 Conclusion: The MaxTrak™ SLT and MaxTrak™ SLT-H deflection tracks, described in Sections 2.0 through 7.0 of this Research Report, comply with the 2014 Florida Building Code – Building and Florida Building Code – Residential, including the High-Velocity Hurricane Zone provisions.

9.2 CALIFORNIA BUILDING CODE

9.2.1 Scope of Evaluation: The MaxTrak™ SLT and MaxTrak™ SLT-H deflection tracks were evaluated for compliance with the 2016 California Building Code and California Residential Code.

9.2.2 Conclusion: The MaxTrak™ SLT and MaxTrak™ SLT-H deflection tracks, described in Sections 2.0 through 7.0 of this Research Report, comply with the 2016 California Building Code and California Residential Code.

10.0 CODE COMPLIANCE RESEARCH REPORT USE

10.1 Approval of building products and/or materials can only be granted by a building official having legal authority in the specific jurisdiction where approval is sought.

10.2 Code Compliance Research Reports shall not be used in any manner that implies an endorsement of the product by Intertek.

10.3 Reference to the <https://bpdirectory.intertek.com> is recommended to ascertain the current version and status of this report.

TABLE 1 - MAXTRAK™ SLT AND MAXTRAK™ SLT-H MANUFACTURING LOCATIONS

<p><b>ClarkDietrich® Building System - BALTIMORE</b>  4601 North Point Blvd.  Baltimore, MD 21219</p>	<p><b>ClarkDietrich® Building System - RIVERSIDE</b>  6510 General Drive  Riverside, CA 92509</p>
<p><b>ClarkDietrich® Building System - DALLAS</b>  10340 Denton Drive  Dallas, TX 75220</p>	<p><b>ClarkDietrich® Building System - VIENNA</b>  1455 Ridge Road  Vienna Township, OH 44473</p>

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TABLE 2 - MAXTRAK™ ALLOWABLE LATERAL LOADS (INTERIOR LOCATION) 1, 2, 3, 4

MaxTrak™ Slotted Deflection Track Material Properties			Fastener Description	Stud At Interior Location				
Design Thickness	Designation Thickness			Allowable Lateral Load (lbs) <sup>(1)</sup>	Safety Factor, $\Omega$	Resistance Factor, $\phi$	Nominal Lateral Strength (lbf)	
Inch	Mil	Gauge						Min. Yield Strength (ksi)
0.0346	33	20	33	#8 wafer-head self-drilling screws, minimum 0.43" head diameter <sup>(5)</sup>	156 lbs	2.92	0.548	456
0.0451	43	18	33	#10 wafer-head self-drilling screws, minimum, 0.43" head diameter <sup>(5)</sup>	205 lbs	2.92	0.548	599
0.0566	54	16	50	#10 wafer-head self-drilling screws, minimum, 0.43" head diameter <sup>(5)</sup>	360 lbs	2.92	0.548	1051
0.0713	68	14	50	#10 wafer-head self-drilling screws, minimum 0.43" head diameter <sup>(5)</sup>	537 lbs	2.92	0.548	1568

**Notes:**

1. The allowable lateral loads limit the transverse deflection to a 1/8" service limit.
2. The minimum wall stud thickness must be equal to the MaxTrak™ thickness.
3. Stud to track connection must be installed as depicted in Figure 3 with a maximum gap of 7/8" between the web of the deflection track and the end of the stud.
4. Studs located greater than 12" from the end of the MaxTrak™.
5. Fasteners shall comply with SAE J78 and ASTM C954.



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TABLE 3 - MAXTRAK™ ALLOWABLE LATERAL LOADS (JAMB LOCATION) 1, 2, 3, 4

MaxTrak™ Slotted Deflection Track Material Properties			Fastener Description	Stud At Jamb Location				
Design Thickness	Designation Thickness			Allowable Lateral Load (lbs) <sup>(1)</sup>	Safety Factor, $\Omega$	Resistance Factor, $\phi$	Nominal Lateral Strength (lbf)	
Inch	Mil	Gauge						
0.0346	33	20	33	#8 wafer-head self-drilling screws, minimum 0.43" head diameter <sup>(5)</sup>	100	2.97	0.539	297
0.0451	43	18	33	#10 wafer-head self-drilling screws, minimum 0.43" head diameter <sup>(5)</sup>	133	2.97	0.539	395
0.0566	54	16	50	#10 wafer-head self-drilling screws, minimum 0.43" head diameter <sup>(5)</sup>	237	2.97	0.539	704
0.0713	68	14	50	#10 wafer-head self-drilling screws, minimum 0.43" head diameter <sup>(5)</sup>	355	2.97	0.539	1054

**Notes:**

1. The allowable lateral loads limit the transverse deflection to a 1/8" service limit.
2. The minimum wall stud thickness must be equal to the MaxTrak™ thickness.
3. Stud to track connection must be installed as depicted in Figure 3 with a maximum gap of 7/8" between the web of the deflection track and the end of the stud.
4. Studs located within 12" of the end of the MaxTrak™.
5. Fasteners shall comply with SAE J78 and ASTM C954.



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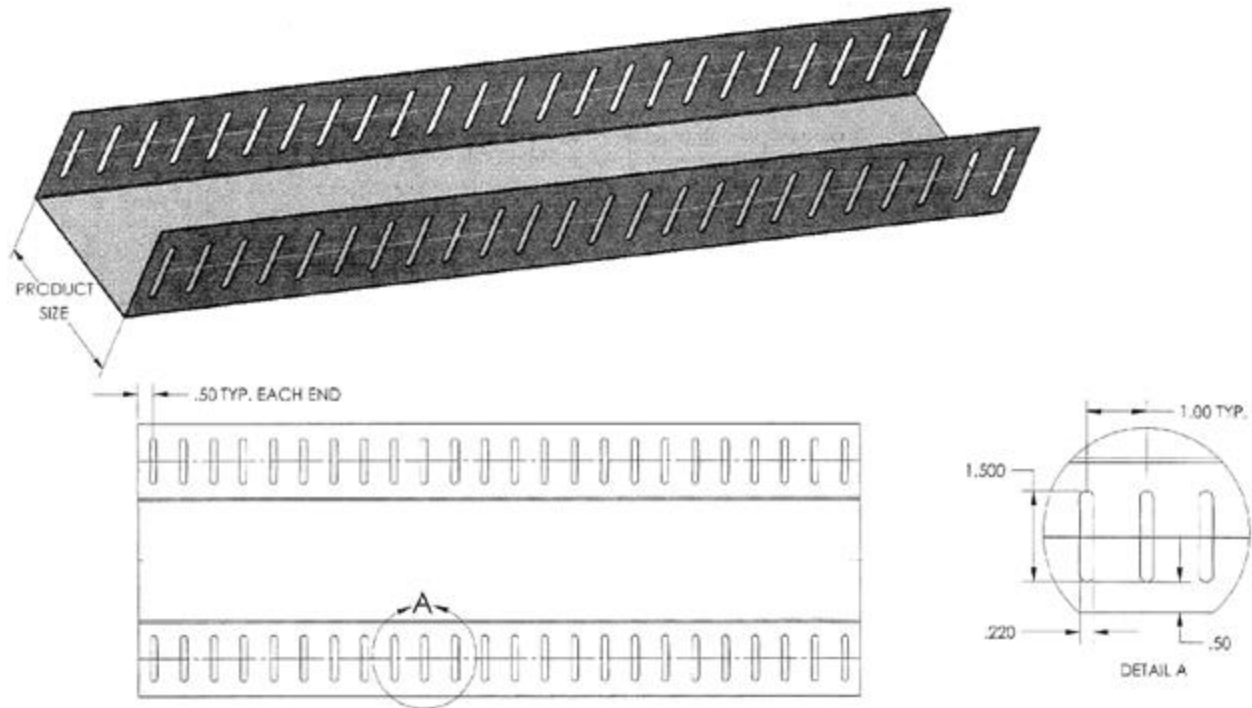


FIGURE 1 – MAXTRAK™ SLOTTED DEFLECTION TRACK (SLT) DETAIL

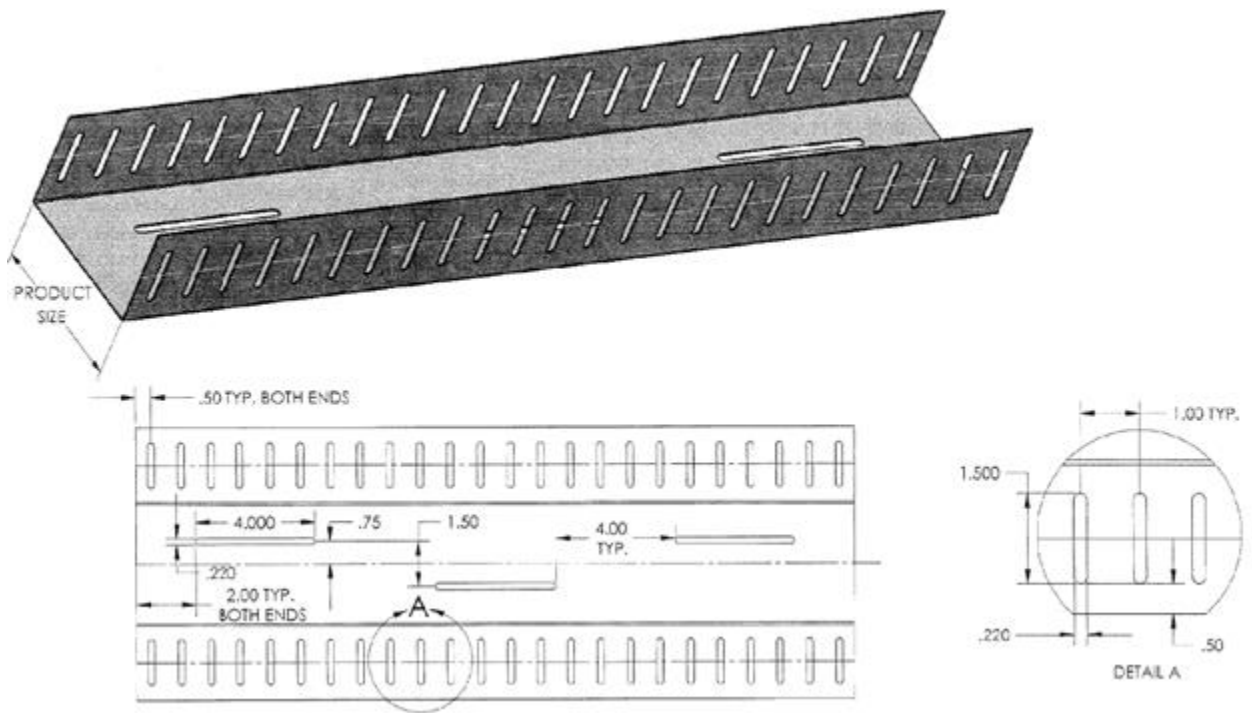


FIGURE 2 – MAXTRAK™ SLOTTED DEFLECTION & DRIFT TRACK (SLT-H) DETAIL

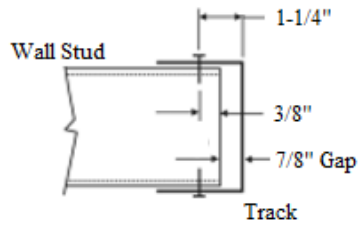


FIGURE 3 – STUD TO TRACK CONNECTION DETAIL