



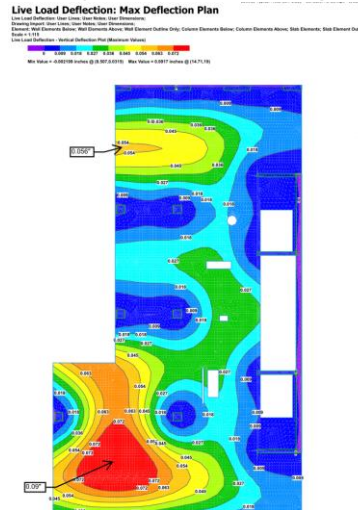
Live Load Deflection affects many components in the building and has cost implications if not determined prior or during bidding.

The following is most likely affected (cost and possibly time):

- ✓ Head track size for typical partitions
- ✓ Head track size for fire rated walls
- ✓ Curtainwall detailing
- ✓ Precast detailing
- ✓ Air/vapor barrier detailing

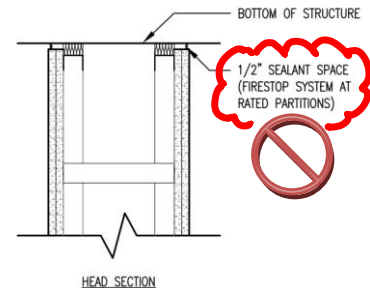
Typical Live Load Deflection Plans given by the structural engineer:

(This is what to request in the RFI / Clarification)



L/360 is the structural code maximum that the deflection could be...however, we would expect/hope that the number would be less than that...for example, a 30'-0" beam span would be $(30 \times 12) / 360 = 1"$...

We have been typically finding 1/2" noted on the partition drawings, which is only showing the distance to hold down the drywall, and **not** the actual structural deflection, however, this is all the information anyone has to bid...and is typically incorrect when asked.



As discussed in previous Quality Bulletins, the distance to hold the drywall down is a relationship between the Live Load Deflection and the ability of the fire or sound sealant to move...
(plus spray fireproofing if installed without a z-furring)

Deflection as it relates to the top track of partitions:

1/2" Deflection = 2" Head Track 3/4" = 2 1/2" 1" = 3"...

1.25" or more = 4" head track, which is a special order and typically an 18ga minimum.

Obtaining the deflection prior or during bidding will reflect an actual cost for the top track, rather than an extra that we have all seen when we ask the question too late (such as in a Pre-Installation Meeting).

