

# PANELFOLD

## ENGINEERING MEMO.

NO.: 21

DATE ISSUE: 22 Nov. 1999 – Revised Feb 15, 2002

DATE EFFECTIVE: HAS BEEN IN EFFECT FOR 15 YEARS

PRODUCT AFFECTED: ALL MODUFLEX TECHNOLOGIES



### DEFLECTION ALLOWANCES:

OVERHEAD STRUCTURES WHICH SUPPORT MODUFLEX TRACK SHALL NOT DEFLECT MORE THAN THE FOLLOWING VALUES:

.125" (1/8") IN 12'-0" WITH A MAXIMUM VALUE OF .25" (1/4") OVER THE FULL WIDTH OF THE PARTITION, FOR OPENINGS UP TO 45'-0" LONG.

OR

$D_{MAX} = .125"$  IN ANY 12'-0" PORTION OF TRACK

$D_{MAX} = .25"$  OVER FULL PARTITION WIDTH OF UP TO 45'-0"

FOR OPENINGS WHERE THE PARTITION WIDTH IS GREATER THAN 45'-0" THE MAXIMUM DEFLECTION SHALL NOT EXCEED **L/2160**.

IN CASE THE ABOVE DESCRIBED LIMITS CAN NOT BE ACHIEVED, THE OPTION OF CAMBERING THE TRACK MUST BE EVALUATED BASED ON THE PREDICTED DEFLECTION OR BETTER YET, WHEN POSSIBLE, THE TRACK SHOULD BE RE-LEVELLED WITH THE PANELS HANGING AND IN THE EXTENDED POSITION.

IT SHOULD BE UNDERSTOOD THAT THE LIMITS ABOVE RELATE ONLY TO DEFLECTION CAUSED BY LIVE LOADS RESULTING FROM THE WEIGHT OF THE PANELS AND THEIR POSITION IN THE OPENING.

OUR TRACK SYSTEMS ARE DESIGNED TO HAVE NEAR ZERO DEFLECTION DUE TO PANEL POSITIONING AND THEREFORE THE LIMITS SHOWN ABOVE ARE FOR THE SUPPORTING STRUCTURE EXCLUSIVELY.

DEFLECTION OF THE STRUCTURE DUE TO IT'S OWN WEIGHT OR OTHER PERMANENT LOADS CAN BE COMPENSATED AT THE TIME OF TRACK INSTALLATION IF HANGER RODS ARE USED.

IN THE CASE OF DIRECT ATTACHMENT OF THE TRACK TO THE SUPPORTING MEMBER, THE STRUCTURE MUST BE LEVELLED SINCE THE TRACK WILL ESSENTIALLY REPLICATE THE SHAPE OF THE SUPPORT.

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