



# ICC-ES Evaluation Report

## ESR-4622

Issued July 2021

Revised January 2022

*This report is subject to renewal July 2022.*

**DIVISION: 22 00 00—PLUMBING**  
**Section: 22 05 29—Hangers and Supports for Plumbing Piping and Equipment**

**DIVISION: 23 00 00—HEATING, VENTILATING AND AIR CONDITIONING (HVAC)**  
**Section: 23 05 29—Hangers and Supports for HVAC Piping and Equipment**

**REPORT HOLDER:**

**GRIPPLE INC.**

**EVALUATION SUBJECT:**

**GRIPPLE FAST TRAK SUSPENSION SYSTEM AND UNIVERSAL BRACKET**

**1.0 EVALUATION SCOPE**

**Compliance with the following codes:**

- 2021 and 2018 *International Building Code*® (IBC)
- 2021 and 2018 *International Residential Code*® (IRC)
- 2021 and 2018 *International Plumbing Code*® (IPC)
- 2021 and 2018 *International Mechanical Code*® (IMC)
- 2021 and 2018 *International Fuel Gas Code*® (IFGC)
- 2021 and 2018 *Uniform Mechanical Code*® (UMC)
- 2021 and 2018 *Uniform Plumbing Code*® (UPC)

For evaluation for compliance with codes adopted by Los Angeles Department of Building and Safety (LADBS), see [ESR-4622 LABC, LARC, LAPC and LAMC Supplement](#).

For evaluation for compliance with codes adopted by the California Office of Statewide Health Planning and Development (OSHPD) and Division of State Architects (DSA), see [ESR-4622 CBC, CRC, CPC and CMC Supplement](#).

**Property evaluated:**

Structural

**2.0 USES**

The Gripple Fast Trak System and Universal Bracket are used as a support and hanging solution to resist static loads for distribution systems such as ductwork, piping, electrical conduits, busways and cable trays, equipment and other non-structural components.

The Gripple Fast Trak Suspension System and Universal Bracket may be used as pipe support in accordance with Section 308 of the IPC, Section 305 of the IMC, and Section 407 of the IFGC which are referenced in Sections 2801 and 2901 of the IBC. The Gripple Fast Trak Suspension System and Universal Bracket may also be used where an engineered design is submitted in accordance with Section R301.1.3 of the IRC.

The Gripple Fast Trak Suspension System and Universal Bracket may also be used as pipe support in accordance with Section 313 of the UMC, and Section 313 of the UPC.

**3.0 DESCRIPTION**

**3.1 Fast Trak (FT):** The Fast Trak system consists of a Fast Trak Bracket (FTB) which is a horizontal member and Fast Trak Track (FTT) which is a vertical member that connects with the bracket at one end through a latching mechanism.

**3.1.1 Fast Trak Bracket (FTB):** FTB is the horizontal member of the Fast Trak system that supports non-structural components as described in Section 2.0. It is manufactured by cold forming pre-galvanized carbon steel sheets complying with BS EN 10346 Grade DX51D (ASTM A653 Class B equivalent). See Figure 1 and Table 1 for available bracket lengths. See Figure 3 for cross-section dimensions and additional section properties. Fast Trak Bracket includes a latching mechanism that connects with the FTT vertical member. FTB can relocate vertically by pressing the buttons on the side of the bracket, until it is locked in its place at the desired elevation.

**3.1.2 Fast Trak Track (FTT):** FTT is the vertical member of the system attached to the underside of the floor or roof through anchorage at one end. The other end latches with the bracket through a proprietary latching mechanism. FTT is manufactured by cold forming pre-galvanized carbon steel sheets complying with BS EN 10346 Grade DX51D (ASTM A653 Class B equivalent). See Figure 4 and Table 2

for available lengths. See Figure 5 for cross-section dimensions and additional section properties.

**3.2 Universal Bracket (UB):** Universal Bracket is identical in dimension, lengths and material to the FTB, and it can be used with other types of vertical member such as Gripple's cables or conventional threaded rods as hangers, attached to the underside of the floor or roof through anchorage. Minimum threaded rod size shall be 3/8 inch (9.5 mm). See Figure 2 and Table 1 for available bracket lengths. See Figure 3 for cross-section dimensions and additional section properties.

#### 4.0 DESIGN AND INSTALLATION

##### 4.1 Design:

The tabulated static load values for the Gripple Fast Trak (FT) and Universal Bracket (UB) are given in Tables 3, 4, 5, 6 and 7 in Allowable Stress Design (ASD).

##### 4.2 Installation:

Installation of the Gripple Fast Trak Suspension System and Universal Bracket must be in accordance with this report, the approved plans and the manufacturer's printed installation instructions as illustrated in Figures 8 and 9. The manufacturer's printed installation instructions must always be available at the jobsite during installation.

##### 4.3 Special Inspection:

Periodic special inspection is required in accordance with Section 1705.1.1 of the 2021 or 2018 IBC, as applicable. The special inspector must make periodic inspections during installation of the system connections, verification of items supplied by others and adherence to the manufacturer's printed installation instructions. The special inspector must be present as often as required in accordance with the "statement of special inspection."

#### 5.0 CONDITIONS OF USE

The Gripple Fast Trak Suspension System and Universal Bracket described in this report comply with, or are a suitable alternative to what is specified in, those codes listed in Section 1.0 of this report, subject to the following conditions:

- 5.1 Special inspection must be provided in accordance with Section 4.3.
- 5.2 Installation of the Gripple Fast Trak Suspension System and Universal Bracket must be in accordance with this report, the approved plans and the manufacturer's printed installation instructions. In the event of a conflict between this report and the manufacturer's printed installation instructions, the more restrictive requirement governs.

5.3 The Gripple Fast Trak Suspension System and Universal Bracket can be used in structures assigned to seismic design categories (SDC) A through F. For use in SDC C through F, additional seismic resisting elements may be required per IBC Chapter 16, and are outside the scope of this report.

5.4 The design of the vertical member and connection to the UB described in Section 3.2, are outside the scope of this report and must be determined by a registered design professional.

5.5 Gripple Fast Trak Suspension System and Universal Bracket are manufactured under an approved quality control program with inspections by ICC-ES.

#### 6.0 EVIDENCE SUBMITTED

- 6.1 Reports of static tension tests in accordance with test and loading procedures of ASTM A370
- 6.2 Reports of point and uniform load tests in accordance with test and loading procedures of AISI S919.
- 6.3 Quality-control documentation.

#### 7.0 IDENTIFICATION

- 7.1 Product labeling shall include, the name of the report holder or listee, and the ICC-ES mark of conformity. The listing or evaluation report number (ICC-ES ESR-4622) may be used in lieu of the mark of conformity. The Gripple Fast Trak (FT) and Gripple Universal Brackets (UB) are identified by packaging labeled with the manufacturer's name (Gripple Inc.), Fast Trak Bracket, Fast Trak Track and Universal Bracket name, lot number and evaluation report number (ESR-4622).
- 7.2 The installation instructions must include the list of parts provided by the manufacturer and the list of parts and materials not supplied by the manufacturer but necessary to complete the installation.
- 7.3 The report holder's contact information is the following:

**GRIPPLE INC.**  
**1611 EMILY LANE**  
**AURORA, ILLINOIS 60502**  
**(630) 406-0600**  
[www.gripple.com](http://www.gripple.com)  
[usinfo@gripple.com](mailto:usinfo@gripple.com)

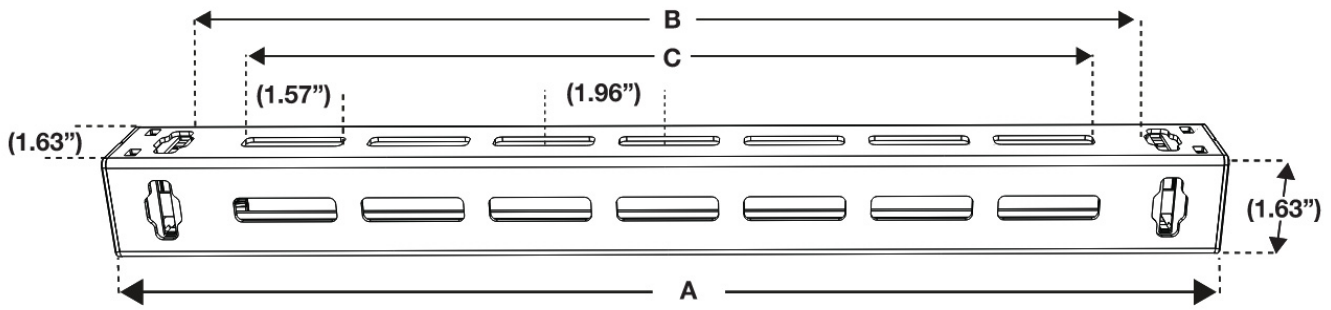


FIGURE 1—FAST TRAK BRACKET

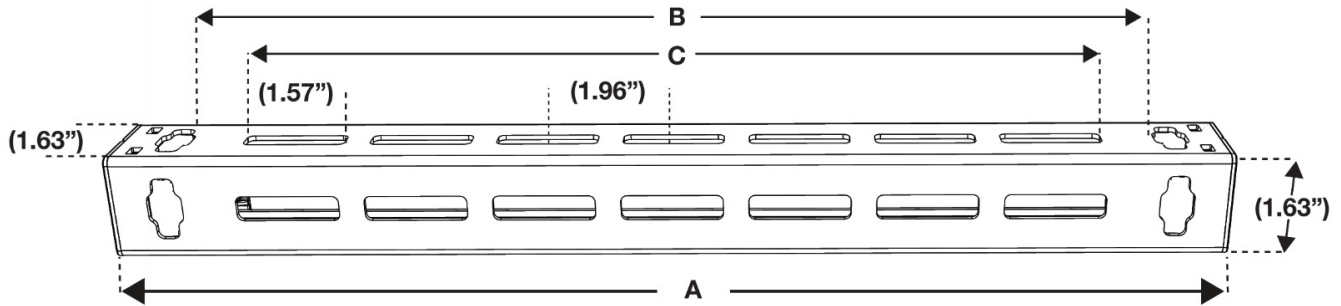


FIGURE 2—UNIVERSAL BRACKET

TABLE 1 – FAST TRAK / UNIVERSAL BRACKET DIMENSIONS

FTB	A (in) Length	UB	A (in) Length	B (in) Suspension Space	C (in) Working Space	Number of slots
FTB-9IN	9.4	UB-9IN	9.25	6.9	5.5	3
FTB-13IN	13.3	UB-13IN	13.19	10.9	9.4	5
FTB-17IN	17.3	UB-17IN	17.13	14.8	13.4	7
FTB-21IN	21.2	UB-21IN	21.06	18.7	17.3	9
FTB-25IN	25.2	UB-25IN	25.00	22.7	21.3	11
FTB-29IN	29.1	UB-29IN	28.94	26.6	25.2	13
FTB-33IN	33	UB-33IN	32.87	30.6	29.1	15
FTB-37IN	37	UB-37IN	36.81	34.5	33.1	17
FTB-41IN	40.9	UB-41IN	40.75	38.4	37	19
FTB-45IN	44.8	UB-45IN	44.69	42.4	40.9	21
FTB-49IN	48.8	UB-49IN	48.62	46.3	44.9	23
FTB-53IN	52.7	UB-53IN	52.56	50.2	48.8	25
FTB-58IN	56.7	UB-58IN	56.50	54.2	52.8	27
FTB-61IN	60.6	UB-61IN	60.43	58.1	56.7	29

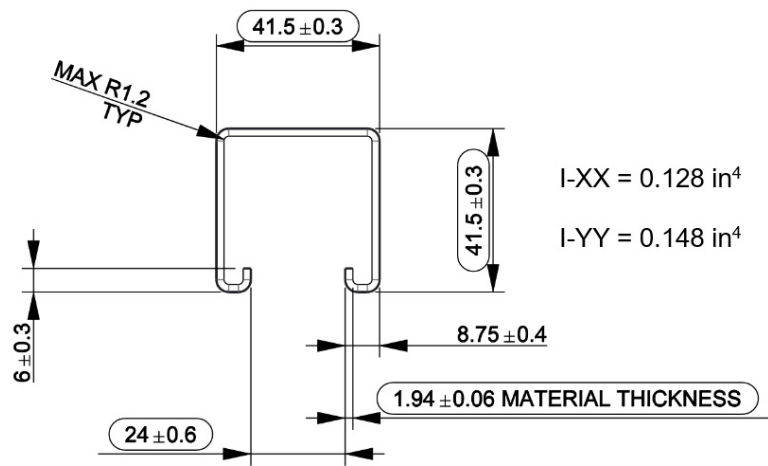


FIGURE 3—FAST TRAK / UNIVERSAL BRACKET CROSS-SECTION

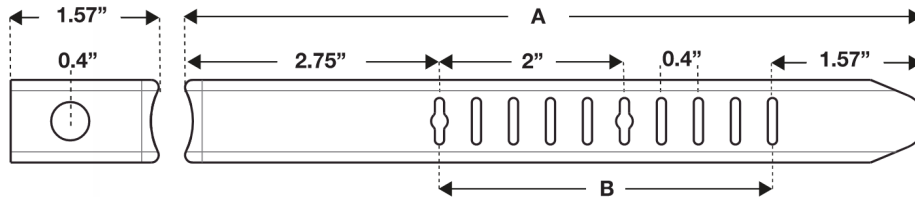


FIGURE 4—FAST TRAK TRACK

TABLE 2—FAST TRAK TRACK DIMENSIONS

Bracket	A (in)	B (in)
FTT-8IN	7.9	3.5
FTT-12IN	11.8	7.5
FTT-16IN	15.7	11.4
FTT-20IN	19.7	15.4
FTT-24IN	23.6	19.3
FTT-28IN	27.6	23.2
FTT-31IN	31.5	27.2
FTT-35IN	35.4	31.1
FTT-39IN	39.4	35
FTT-43IN	43.3	39
FTT-47IN	47.2	42.9
FTT-51IN	51.2	46.9
FTT-55IN	55.1	50.8
FTT-59IN	59.1	54.7

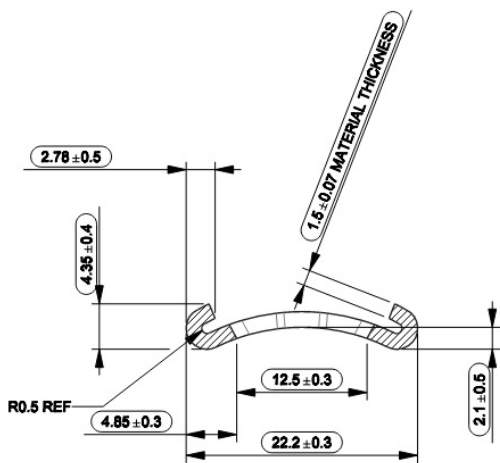


FIGURE 5—FAST TRAK TRACK CROSS-SECTION

**TABLE 3—ALLOWABLE STATIC LOADS FOR FAST TRAK ALONG MAJOR AXIS<sup>1</sup>**

Model	Span L (inches)	Point Load at Mid Span (lbf)				Total Load <sup>3</sup> (lbf)			
		Maximum Load <sup>2</sup>	Based on Deflection			Maximum Load <sup>2</sup>	Based on Deflection		
			L/240	L/200	L/120		L/240	L/200	L/120
FTB-9IN	9	650	650	650	650	650	650	650	
FTB-13IN	13	650	650	650	650	650	650	650	
FTB-17IN	17	650	650	650	650	650	650	650	
FTB-21IN	21	650	650	650	650	650	650	650	
FTB-25IN	25	645	636	645	645	650	650	650	
FTB-29IN	29	599	587	599	599	650	650	650	
FTB-33IN	33	554	539	554	554	650	650	650	
FTB-37IN	37	507	490	507	507	650	650	650	
FTB-41IN	41	461	442	461	461	650	650	650	
FTB-45IN	45	415	393	415	415	610	650	650	
FTB-49IN	49	369	345	369	369	568	645	650	
FTB-53IN	53	323	296	323	323	525	610	650	
FTB-58IN	58	277	248	277	277	482	575	650	
FTB-61IN	61	230	200	230	230	440	540	650	

For SI: 1 inch = 25.4 mm; 1 lbf = 4.45 N.

- See Figure 6 for load orientation
- Maximum load is based on a F.S. = 3.0
- Total load is derived by a uniform load multiplied by the span

**TABLE 4—ALLOWABLE STATIC LOADS FOR UNIVERSAL BRACKET ALONG MAJOR AXIS<sup>1</sup>**

Model	Span L (inches)	Point Load at Mid Span (lbf)				Total Load <sup>3</sup> (lbf)			
		Maximum Load <sup>2</sup>	Based on Deflection			Maximum Load <sup>2</sup>	Based on Deflection		
			L/240	L/200	L/120		L/240	L/200	L/120
UB-9IN	9	830	830	830	830	996	996	996	996
UB -13IN	13	783	781	783	783	986	952	960	986
UB -17IN	17	737	733	737	737	978	909	925	978
UB -21IN	21	692	684	692	692	970	866	890	970
UB -25IN	25	645	636	645	645	962	824	855	962
UB -29IN	29	599	587	599	599	954	781	820	954
UB -33IN	33	554	539	554	554	946	738	785	946
UB -37IN	37	507	490	507	507	938	696	750	938
UB -41IN	41	461	442	461	461	930	653	715	930
UB -45IN	45	415	393	415	415	922	610	680	922
UB -49IN	49	369	345	369	369	914	568	645	914
UB -53IN	53	323	296	323	323	906	525	610	906
UB -58IN	58	277	248	277	277	898	482	575	898
UB -61IN	61	230	200	230	230	890	440	540	890

For SI: 1 inch = 25.4 mm; 1 lbf = 4.45 N.

- See Figure 6 for load orientation
- Maximum load is based on a F.S. = 3.0
- Total load is derived by a uniform load multiplied by the span

**TABLE 5—ALLOWABLE STATIC LOADS FOR FAST TRAK ALONG MINOR AXIS<sup>1</sup>**

Model	Span L (inches)	Point Load at Mid Span (lbf)				Total Load <sup>3</sup> (lbf)			
		Maximum Load <sup>2</sup>	Based on Deflection			Maximum Load <sup>2</sup>	Based on Deflection		
			L/240	L/200	L/120		L/240	L/200	L/120
FTB-9IN	9	200	200	200	200	200	200	200	200
FTB-13IN	13	200	200	200	200	200	200	200	200
FTB-17IN	17	200	200	200	200	200	200	200	200
FTB-21IN	21	200	200	200	200	200	200	200	200
FTB-25IN	25	200	200	200	200	200	200	200	200
FTB-29IN	29	200	198	200	200	200	200	200	200
FTB-33IN	33	200	186	200	200	200	200	200	200
FTB-37IN	37	200	173	200	200	200	200	200	200
FTB-41IN	41	200	161	200	200	200	200	200	200
FTB-45IN	45	200	149	199	200	193	200	200	200
FTB-49IN	49	200	136	182	200	185	200	200	200
FTB-53IN	53	197	124	165	197	176	200	200	200
FTB-58IN	58	169	112	148	169	168	200	200	200
FTB-61IN	61	140	100	130	140	160	190	190	190

For SI: 1 inch = 25.4 mm; 1 lbf = 4.45 N.

- See Figure 6 for load orientation
- Maximum load is based on a F.S. = 3.0
- Total load is derived by a uniform load multiplied by the span

**TABLE 6—ALLOWABLE STATIC LOADS FOR UNIVERSAL BRACKET ALONG MINOR AXIS<sup>1</sup>**

Model	Span L (inches)	Point Load at Mid Span (lbf)				Total Load <sup>3</sup> (lbf)			
		Maximum Load <sup>2</sup>	Based on Deflection			Maximum Load <sup>2</sup>	Based on Deflection		
			L/240	L/200	L/120		L/240	L/200	L/120
UB-9IN	9	510	260	353	510	354	270	330	354
UB-13IN	13	481	247	333	481	341	261	319	341
UB-17IN	17	453	235	316	453	329	253	308	329
UB-21IN	21	424	223	299	424	316	244	298	316
UB-25IN	25	396	210	282	396	304	236	287	304
UB-29IN	29	368	198	266	368	292	227	277	292
UB-33IN	33	339	186	249	339	279	219	266	279
UB-37IN	37	311	173	232	311	267	210	256	267
UB-41IN	41	282	161	215	282	254	202	245	254
UB-45IN	45	254	149	199	254	242	193	235	242
UB-49IN	49	226	136	182	226	230	185	224	230
UB-53IN	53	197	124	165	197	217	176	214	217
UB-58IN	58	169	112	148	169	205	168	203	205
UB-61IN	61	140	100	130	140	190	160	190	190

For SI: 1 inch = 25.4 mm; 1 lbf = 4.45 N.

<sup>1</sup> See Figure 6 for load orientation

<sup>2</sup> Maximum load is based on a F.S. = 3.0

<sup>3</sup> Total load is derived by a uniform load multiplied by the span

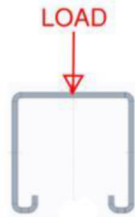
**TABLE 7—ALLOWABLE CONNECTION STATIC LOADS FOR FAST TRAK SUSPENSION SYSTEM AND UNIVERSAL BRACKET**

LOAD DIRECTION <sup>1</sup>	FAST TRAK BRACKET MAXIMUM LOAD (lbf) <sup>2</sup>	UNIVERSAL BRACKET MAXIMUM LOAD (lbf) <sup>2</sup>
Configuration A (major axis)	371	620
Configuration B (major axis)	326	793
Configuration C (minor axis)	101	390

For SI: 1 lbf = 4.45 N.

<sup>1</sup> See Figure 7 for Configurations

<sup>2</sup> Maximum load is based on a F.S. = 3.0

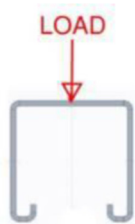


Major Axis Loading



Minor Axis Loading

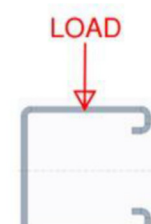
**FIGURE 6—FAST TRAK AND UNIVERSAL BRACKET ORIENTATION**



Configuration A



Configuration B



Configuration C

**FIGURE 7—FAST TRAK AND UNIVERSAL BRACKET CONNECTION LOAD DIRECTION**

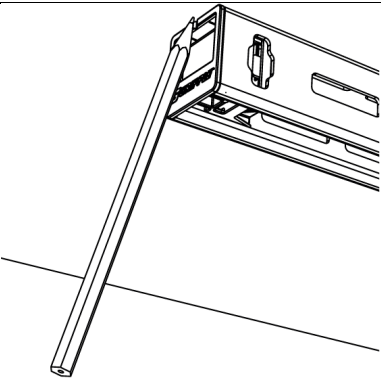
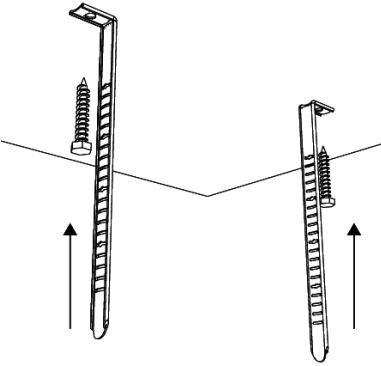
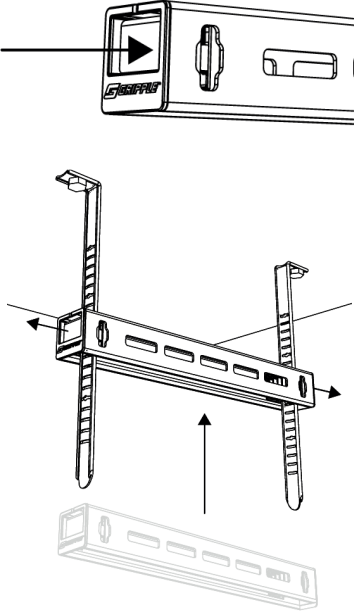
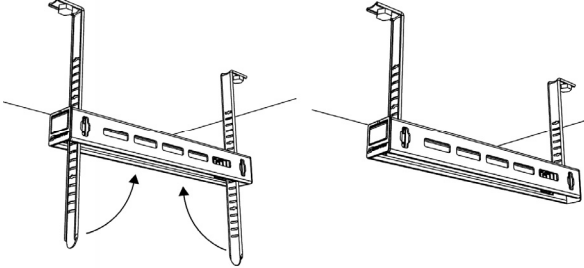
	INSTALLATION STEPS	ILLUSTRATION
1	Mark the location for track installation	
2	Attach the tracks to the structure using appropriate anchors	
3	<ul style="list-style-type: none"> <li>- Press the buttons on the sides of the bracket and insert the tracks into the slots on the bracket.</li> <li>- Slide the racket along the tracks at desired height.</li> <li>- Leave the button and make sure that bracket is latched properly with track by ensuring that the buttons are fully out and aligned with the bracket edges and by pulling the bracket down by hand.</li> </ul>	
4	Bend the excess tracks by hand inside. This step is optional and only for the aesthetics purpose. Bending tracks by hand is not recommended when excess is under 4 inch.	

FIGURE 8—GRIPPLE FAST TRAK INSTALLATION INSTRUCTIONS

INSTALLATION STEPS		ILLUSTRATION
1	For the orientation A and B installation locate the slots on the end of Universal Bracket	
2	<p><b>Orientation A &amp; B:</b> Insert the threaded rods through the slots and attach with the bracket using two nuts and two washers, as shown in the figure.</p> <p><b>Orientation C:</b> Simply insert the threaded rod into the strut from the open end, thread in the channel nut from the rod end inside the channel and thread in a nut and washer assembly from one end. Tighten the fasteners until rod is properly locked.</p>	
3	Universal Brackets can be also installed with Gripple's cable hanger solutions. Refer to the appropriate Gripple hanger installation instructions provided by Gripple Inc. for the UB installation with Gripple cable hangers.	

FIGURE 9—GRIPPLE UNIVERSAL BRACKET INSTALLATION INSTRUCTIONS



**DIVISION: 22 00 00—PLUMBING**

Section: 22 05 29—Hangers and Supports for Plumbing Piping and Equipment

**DIVISION: 23 00 00—HEATING, VENTILATING AND AIR CONDITIONING (HVAC)**

Section: 23 05 29—Hangers and Supports for HVAC Piping and Equipment

**REPORT HOLDER:**

GRIPPLE INC.

**EVALUATION SUBJECT:**

GRIPPLE FAST TRAK SUSPENSION SYSTEM AND UNIVERSAL BRACKET

## 1.0 REPORT PURPOSE AND SCOPE

**Purpose:**

The purpose of this evaluation report supplement is to indicate that the Gripple Fast Trak Suspension System and Universal Bracket, described in ICC-ES evaluation report [ESR-4622](#), have also been evaluated for compliance with the codes noted below as adopted by the Los Angeles Department of Building and Safety (LADBS).

**Applicable code editions:**

- 2020 *City of Los Angeles Building Code* (LABC)
- 2020 *City of Los Angeles Plumbing Code* (LAPC)
- 2020 *City of Los Angeles Mechanical Code* (LAMC)
- 2020 *City of Los Angeles Residential Code* (LARC)

## 2.0 CONCLUSIONS

The Gripple Fast Trak Suspension System and Universal Bracket, described in Sections 2.0 through 7.0 of the evaluation report [ESR-4622](#), comply with the LABC, LAPC, LAMC and the LARC, and are subject to the conditions of use described in this supplement.

## 3.0 CONDITIONS OF USE

The Gripple Fast Trak Suspension System and Universal Bracket described in this evaluation report supplement must comply with all of the following conditions:

- All applicable sections in the evaluation report [ESR-4622](#).
- The design, installation, conditions of use and identification of the Gripple Fast Trak Suspension System and Universal Bracket are in accordance with the 2018 *International Building Code*® (IBC), 2018 IAPMO Uniform Plumbing Code® (IAPMO UPC) and 2018 IAPMO Uniform Mechanical Code® (IAPMO UMC) provisions noted in the evaluation report [ESR-4622](#).
- The design, installation and inspection are in accordance with additional requirements of LABC Chapters 16 and 17, LAPC and LAMC, as applicable.
- Under the LARC, an engineered design in accordance with LARC Section R301.1.3 must be submitted.

This supplement expires concurrently with the evaluation report, issued July 2021 and revised January 2022.

**DIVISION: 22 00 00—PLUMBING**

**Section: 22 05 29—Hangers and Supports for Plumbing Piping and Equipment**

**DIVISION: 23 00 00—HEATING, VENTILATING AND AIR CONDITIONING (HVAC)**

**Section: 23 05 29—Hangers and Supports for HVAC Piping and Equipment**

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GRIPPLE INC.

**EVALUATION SUBJECT:**

GRIPPLE FAST TRAK SUSPENSION SYSTEM AND UNIVERSAL BRACKET

## 1.0 REPORT PURPOSE AND SCOPE

**Purpose:**

The purpose of this evaluation report supplement is to indicate that Gripple Fast Trak Suspension System and Universal Bracket, described in ICC-ES evaluation report [ESR-4622](#), have also been evaluated for compliance with the code(s) noted below.

**Applicable code edition(s):**

- 2019 *California Building Code* (CBC)
- 2019 *California Plumbing Code* (CPC)
- 2019 *California Mechanical Code* (CMC)

For evaluation of applicable chapters adopted by the California Office of Statewide Health Planning and Development (OSHPD) and Division of State Architect (DSA), see applicable below.

- 2019 *California Residential Code* (CRC)

## 2.0 CONCLUSIONS

### 2.1 CBC:

The Gripple Fast Trak Suspension System and Universal Bracket, described in Sections 2.0 through 7.0 of the evaluation report [ESR-4622](#), comply with the CBC, provided the design and installation are in accordance with the 2018 *International Building Code*® (IBC) provisions noted in the evaluation report and the additional requirements of CBC Chapter 16 and 17, as applicable.

**2.1.1 OSHPD:** The Gripple Fast Trak Suspension System and Universal Bracket, described in Sections 2.0 through 7.0 of the evaluation report [ESR-4622](#), comply with the CBC, provided the design and installation are in accordance with the 2018 *International Building Code*® (IBC) provisions noted in the evaluation report and the additional requirements in CBC amended Chapters 16 and 17 [OSHPD 1R, 2 and 5] and CBC Chapters 16A and 17A [OSHPD 1 and 4], as applicable.

**2.1.2 DSA:** The Gripple Fast Trak Suspension System and Universal Bracket, described in Sections 2.0 through 7.0 of the evaluation report [ESR-4622](#), comply with CBC, provided the design and installation are in accordance with the 2018 *International Building Code*® (IBC) provisions noted in the evaluation report and the additional requirements in CBC amended Chapter 16 [DSA-SS/CC], CBC Chapter 16A [DSA-SS] and CBC Chapter 17A [DSA-SS and DSA-SS/CC], as applicable.

## 2.2 CPC:

The Gripple Fast Trak Suspension System and Universal Bracket, described in Sections 2.0 through 7.0 of the evaluation report [ESR-4622](#), comply with CPC Chapter 3, provided the design and installation are in accordance with the 2018 *Uniform Plumbing Code*® (UPC) provisions noted in the evaluation report and the additional requirements in CBC Chapters 16 and 17 and CPC Chapter 3, as applicable.

**2.2.1 OSHPD:** The Gripple Fast Trak Suspension System and Universal Bracket, described in Sections 2.0 through 7.0 of the evaluation report [ESR-4622](#), comply with CPC amended Chapter 3 provided the design and installation are in accordance with the 2018 *Uniform Plumbing Code*® (UPC) provisions noted in the evaluation report and the additional requirements in CBC amended Chapters 16 and 17 [OSHPD 1R, 2 and 5], CBC Chapters 16A and 17A [OSHPD 1 and 4] and CPC amended Chapter 3, as applicable.

**2.2.2 DSA:** The Gripple Fast Trak Suspension System and Universal Bracket, described in Sections 2.0 through 7.0 of the evaluation report [ESR-4622](#), comply with CPC amended Chapter 3, provided the design and installation are in accordance with the 2018 *Uniform Plumbing Code*® (UPC) provisions noted in the evaluation report and the additional requirements in CBC amended Chapter 16 [DSA-SS/CC], CBC Chapter 16A [DSA-SS], CBC Chapter 17A [DSA-SS and DSA-SS/CC] and CPC amended Chapter 3, as applicable.

## 2.3 CMC:

The Gripple Fast Trak Suspension System and Universal Bracket, described in Sections 2.0 through 7.0 of the evaluation report [ESR-4622](#), comply with CMC Chapter 3, provided the design and installation are in accordance with the 2018 *Uniform Mechanical Code*® (UMC) provisions noted in the evaluation report and the additional requirements in CBC Chapters 16 and 17 and CMC Chapter 3, as applicable.

**2.3.1 OSHPD:** The Gripple Fast Trak Suspension System and Universal Bracket, described in Sections 2.0 through 7.0 of the evaluation report [ESR-4622](#), comply with CMC amended Chapter 3, provided the design and installation are in accordance with the 2018 *Uniform Mechanical Code*® (UMC) provisions noted in the evaluation report and the additional requirements in CBC amended Chapters 16 and 17 [OSHPD 1R, 2 and 5], CBC Chapters 16A and 17A [OSHPD 1 and 4] and CMC amended Chapter 3, as applicable

**2.3.2 DSA:** The Gripple Fast Trak Suspension System and Universal Bracket, described in Sections 2.0 through 7.0 of the evaluation report [ESR-4622](#), comply with CMC amended Chapter 3, provided the design and installation are in accordance with the 2018 *Uniform Mechanical Code*® (UMC) provisions noted in the evaluation report and the additional requirements in CBC amended Chapter 16 [DSA-SS/CC], CBC Chapter 16A [DSA-SS], CBC Chapter 17A [DSA-SS and DSA-SS/CC] and CMC amended Chapter 3, as applicable.

## 2.4 CRC:

The Gripple Fast Trak Suspension System and Universal Bracket, described in Sections 2.0 through 7.0 of the evaluation report [ESR-4622](#), comply with CRC Chapter 3, provided the design and installation are in accordance with the 2018 *International Residential Code*® (IRC) provisions noted in the evaluation report.

This supplement expires concurrently with the evaluation report, issued July 2021 and revised January 2022.