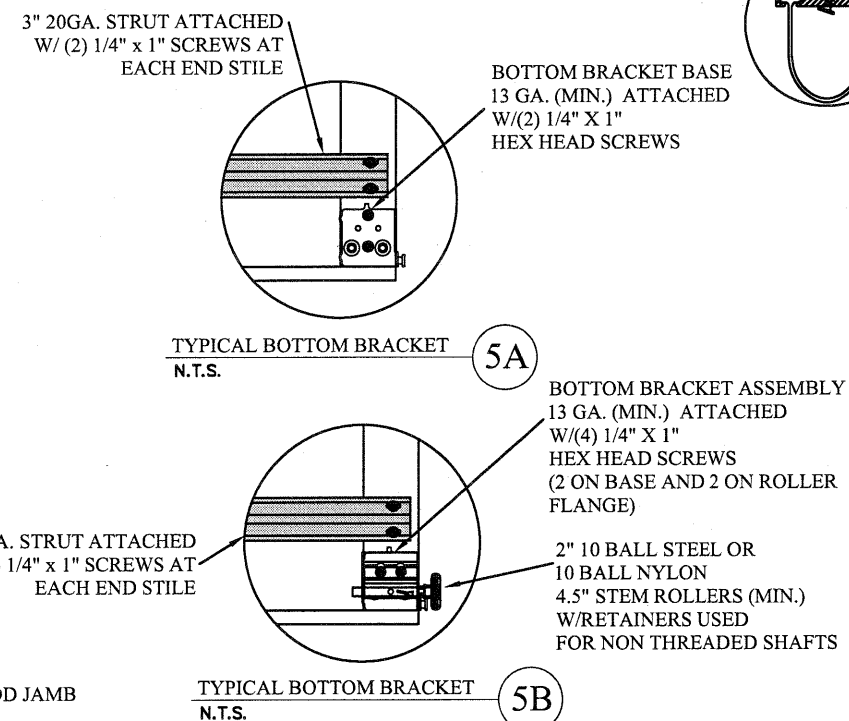
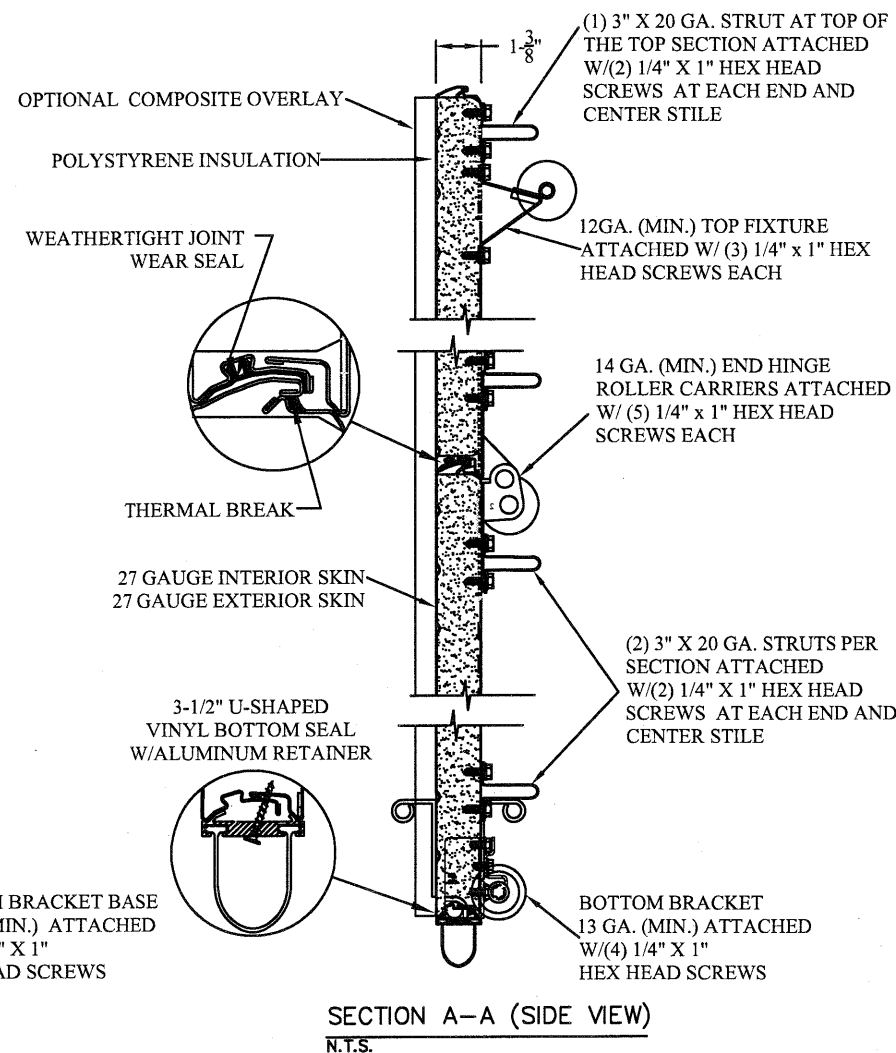
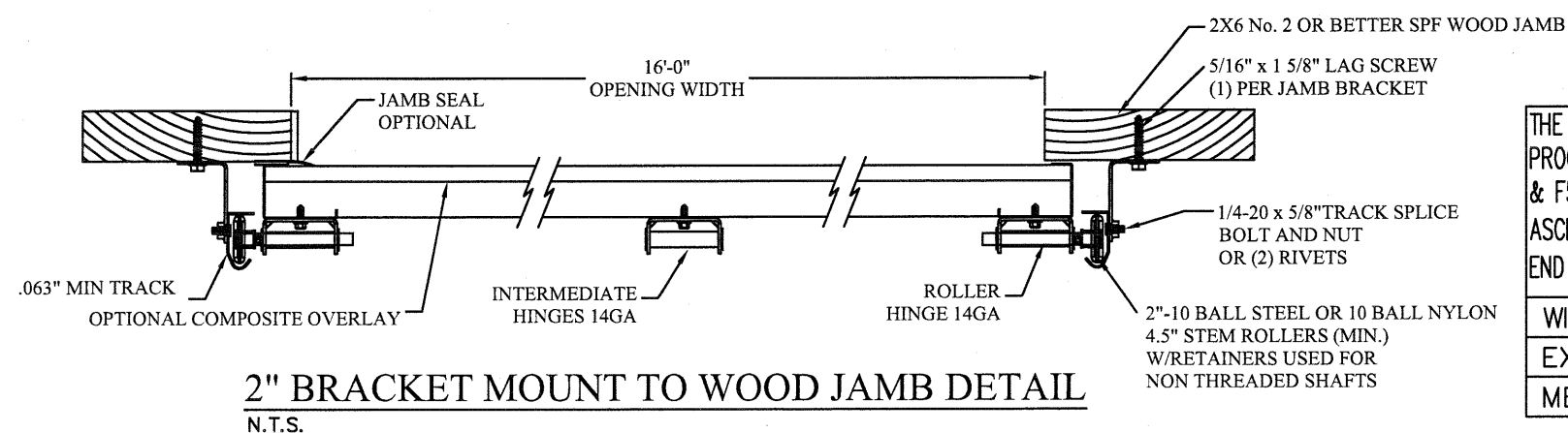
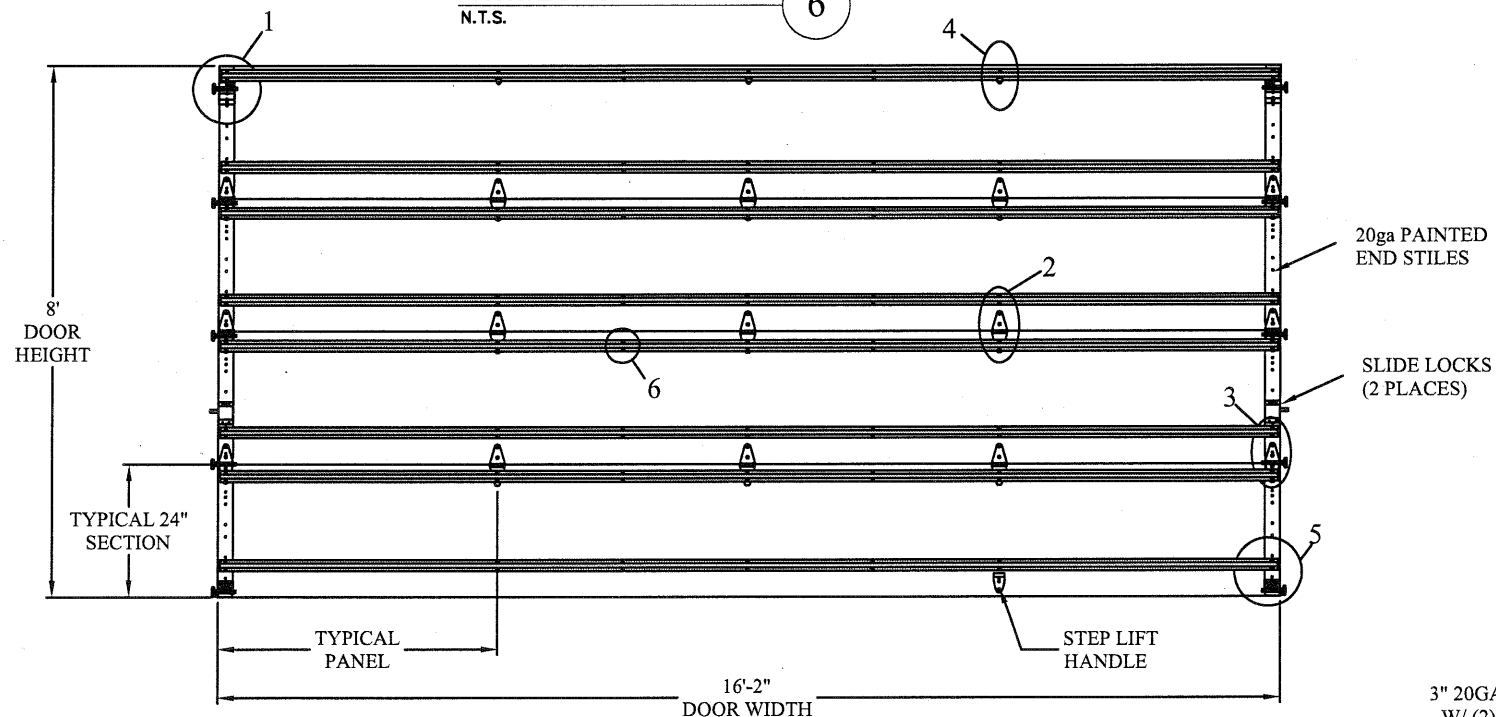
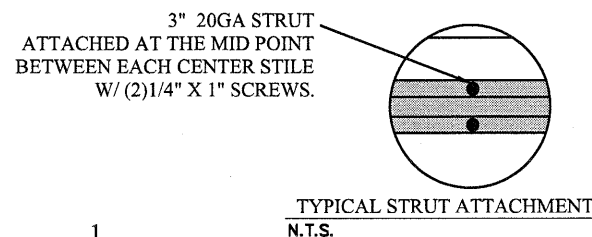
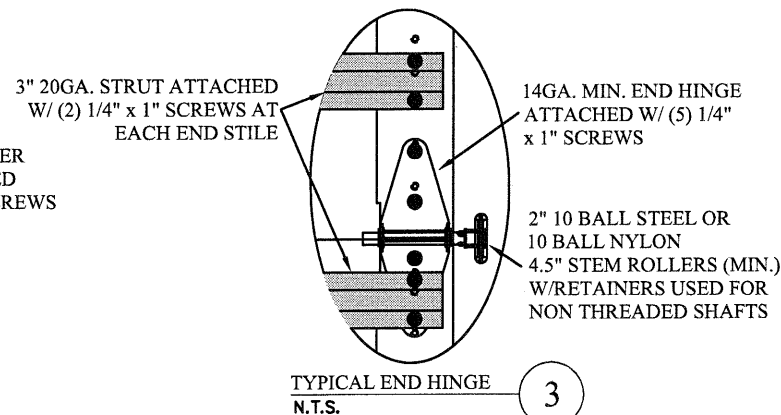
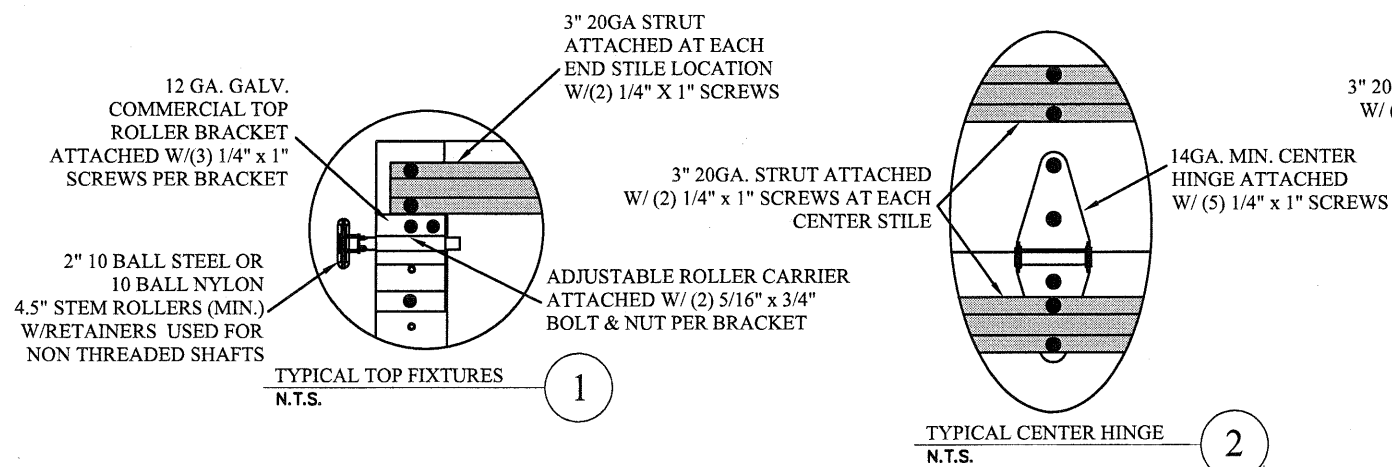




THE METHOD OF TESTING WAS IN SUBSTANTIAL CONFORMANCE WITH THE PROCEDURE DESCRIBED IN DASMA 108, & 115, AND ASTM E330, E1886, E1996, & F588. THE PRESSURES SHOWN ON THE DRAWINGS WERE CALCULATED USING ASCE 7-16 WITH THE FOLLOWING PARAMETERS (5 FEET OF DOOR WIDTH IN THE END ZONE, ROOF AT ANY SLOPE):

WIND SPEED (MPH)	168	152	145	138	133
EXPOSURE LEVEL	B	C	C	D	D
MEAN ROOF HEIGHT	30'	15'	25'	15'	25'

REV	DESCRIPTION OF REVISIONS	DATE	BY
MAX SIZE	16'2" x 14'		
DESIGN LOADS	+25.3 PSF -28.7 PSF		
TEST LOADS	+38.0 PSF -43.1 PSF		
LARGE MISSILE IMPACT RESISTANCE			

Thomas L. Shelmerdine, PE (FL PE #0048579)
Structural Solutions, PA (FL Firm #29412)

THOMAS L. SHELMERDINE
LICENSE
No. 48579
STATE OF FLORIDA
PROFESSIONAL ENGINEER
FL

dba Structural Solutions of North Carolina, Inc.
5921-G W. Friendly Ave., Greensboro, NC 27410

Amarr

MODEL #1480 CARRIAGE COURT

SIZE	DRAWN BY	RLR	DATE	11/20/14	DRAWING NUMBER
B	CHECKED BY	RLR	DATE	11/20/14	IRC-1416-130-15-1

ENTREMATICS
165 CARRIAGE COURT WINSTON-SALEM, N.C. 27105

SHEET 1 OF 2

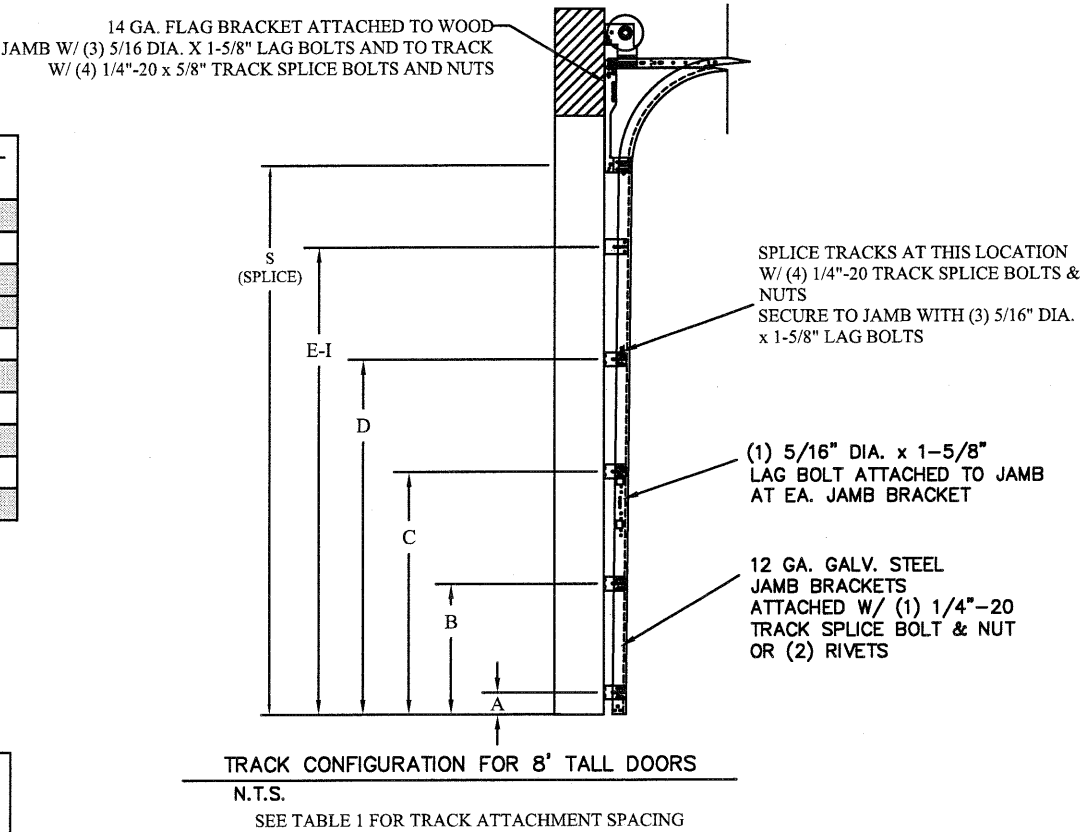
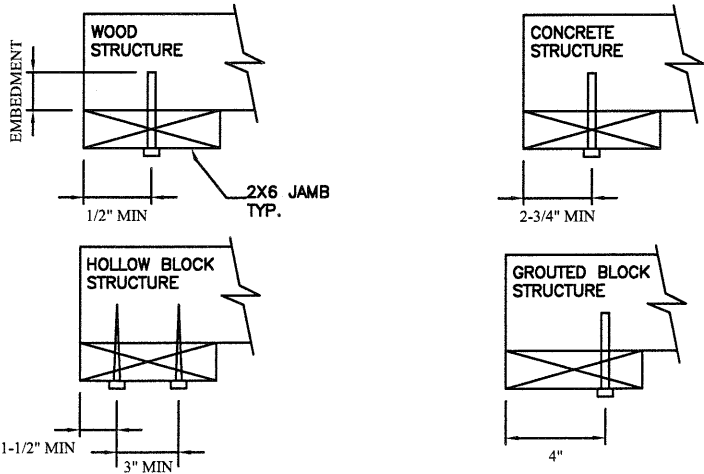
TABLE 1

DOOR HEIGHT		TRACK ATTACHMENT									TYPICAL SPLICE
		A	B	C	D	E	F	G	H	I	
7'	0"	3.5"	21"	39"	57"						76"
7'	6"	3.5"	21"	39"	57"	75"					82"
8'	0"	3.5"	21"	39"	57"	75"					88"
9'	0"	3.5"	21"	39"	57"	75"	93"				100"
9'	6"	3.5"	21"	39"	57"	75"	93"				106"
10'	0"	3.5"	21"	39"	57"	75"	93"				112"
11'	0"	3.5"	21"	39"	57"	75"	93"	111"			124"
12'	0"	3.5"	21"	39"	57"	75"	93"	111"	129"		136"
13'	0"	3.5"	21"	39"	57"	75"	93"	111"	129"		148"
14'	0"	3.5"	21"	39"	57"	75"	93"	111"	129"	147"	160"

ALL TRACK ATTACHMENT SPACING +/-2" ALLOWED WITH SPF OR SYP NO. 2 OR BETTER ONLY

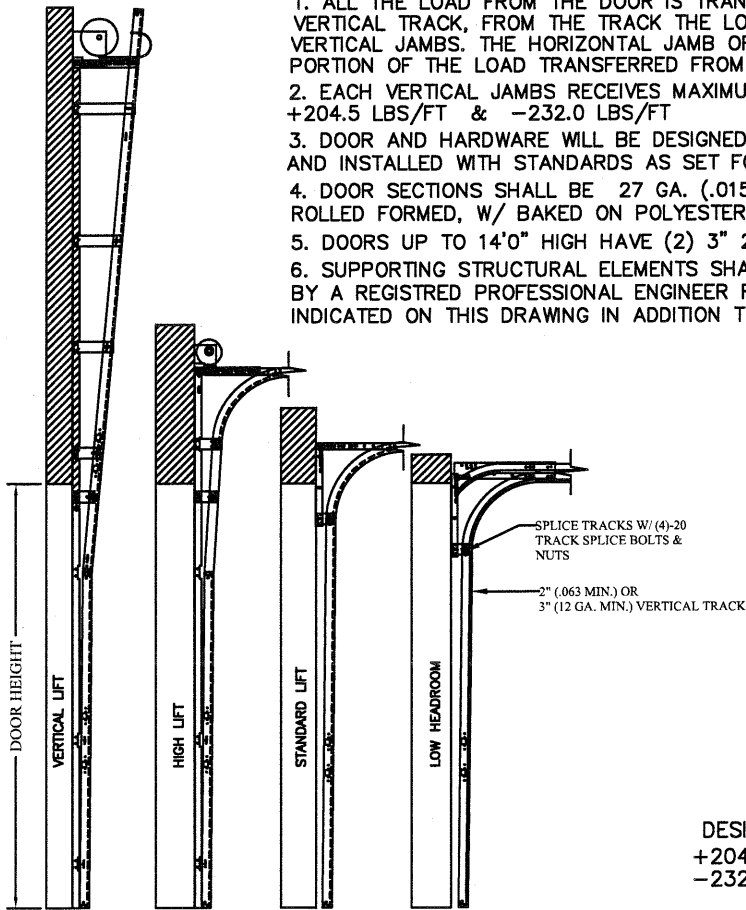
WOOD JAMB ATTACHMENT TO STRUCTURE (OPTIONAL)

- 2 X 6 VERTICAL JAMB ATTACHMENT TO WOOD FRAME STRUCTURE**
5/16" X 3" LAG SCREWS STARTING 6" FROM ENDS
THEN 24" O.C. (1 1/2" EMBEDMENT)
- 2 X 6 VERTICAL JAMB ATTACHMENT TO 2,000 PSI CONCRETE**
HILTI KWIK BOLT 3/8" X 4" STARTING 6" FROM ENDS
THEN 24" O.C. (2 1/2" EMBEDMENT)
HILTI SLEEVE ANCHOR 3/8" X 2-3/4" STARTING 6" FROM ENDS
THEN 20" O.C. (1 1/4" EMBEDMENT)
ITW/RAMSET REDHEAD (TRU-BOLT) 3/8" X 4" STARTING 6" FROM ENDS
THEN 24" O.C. (2 1/2" EMBEDMENT)
- 2 X 6 VERTICAL JAMB ATTACHMENT TO HOLLOW C-90 BLOCK**
SIMPSON 1/4" X 3" TITEN SCREWS STARTING 6" FROM ENDS,
USE PAIRS OF FASTENERS (3" APART)
AT 16" O.C. (1 1/2" EMBEDMENT)
HILTI 1/4" X 2-3/4" KWIK-CON II+ SCREWS STARTING 6" FROM ENDS,
USE PAIRS OF FASTENERS (3" APART) AT 16" O.C. (1 1/4" EMBEDMENT)
- 2 X 6 VERTICAL JAMB ATTACHMENT TO GROUTED C-90 BLOCK (2000 PSI GROUT)**
HILTI SLEEVE ANCHOR 3/8" X 2-3/4" STARTING 6" FROM ENDS
THEN 24" O.C. (1 1/4" EMBEDMENT)
(OR, USE FASTENERS FOR HOLLOW C-90 BLOCK)
- *LAGS AND BOLTS CAN BE COUNTERSUNK TO PROVIDE A FLUSH MOUNTING SURFACE.
*PREPARATION OF WOOD JAMBS BY OTHERS



SPECIFICATIONS AND NOTES

- ALL THE LOAD FROM THE DOOR IS TRANSFERRED TO THE VERTICAL TRACK, FROM THE TRACK THE LOAD IS TRANSFERRED TO THE VERTICAL JAMBS. THE HORIZONTAL JAMB OR HEADER RECEIVES NO PORTION OF THE LOAD TRANSFERRED FROM THE DOOR.
- EACH VERTICAL JAMBS RECEIVES MAXIMUM DESIGN LOADS OF: +204.5 LBS/FT & -232.0 LBS/FT
- DOOR AND HARDWARE WILL BE DESIGNED, MANUFACTURED AND INSTALLED WITH STANDARDS AS SET FORTH BY DASMA.
- DOOR SECTIONS SHALL BE 27 GA. (.015) MIN. EXTERIOR SKIN ROLLED FORMED, W/ BAKED ON POLYESTER FINISH
- DOORS UP TO 14'0" HIGH HAVE (2) 3" 20GA STRUTS PER SECTION
- SUPPORTING STRUCTURAL ELEMENTS SHALL BE DESIGNED BY A REGISTERED PROFESSIONAL ENGINEER FOR WIND LOADS INDICATED ON THIS DRAWING IN ADDITION TO OTHER LOADINGS.



AVAILABLE TRACK CONFIGURATIONS
N.T.S.

TABLE 2

Section Width (ft)	Center Stile Locations (Measured from Left Edge)				Max Design Loads Allowed	
	1st (in)	2nd (in)	3rd (in)		Positive (PSF)	Negative (PSF)
12' 4"	51.084	96.916	-		25.1	28.5
12' 6"	51.170	98.830	-		24.7	28.0
12' 8"	52.100	99.900	-		24.4	27.7
12' 10"	53.100	100.900	-		24.2	27.4
13' 0"	54.100	101.900	-		23.9	27.1
13' 2"	55.1	102.9	-		23.7	26.9
13' 4"	54.900	105.100	-		23.2	26.3
13' 6"	55.900	106.100	-		23.0	26.1
13' 8"	56.625	107.375	-		22.7	25.7
13' 10"	57.170	108.830	-		22.4	25.4
14' 0"	58.625	109.375	-		22.3	25.3
14' 2"	59.2	110.8	-		22.0	24.9
14' 4"	60.170	111.830	-		21.8	24.7
14' 6"	61.170	112.830	-		21.6	24.5
14' 8"	44.812	88.000	131.188		27.7	31.4
14' 10"	45.600	89.000	132.400		27.4	31.1
15' 0"	46.600	90.000	133.400		27.1	30.7
15' 2"	47.6	91.0	134.4		26.8	30.4
15' 4"	47.250	92.000	136.750		26.5	30.1
15' 6"	47.600	93.000	138.400		26.2	29.7
15' 8"	48.600	94.000	139.400		25.9	29.4
15' 10"	49.167	95.000	140.833		25.7	29.1
16' 0"	50.600	96.000	141.400		25.4	28.8
16' 2"	51.2	97.0	142.8		25.3	28.7

REV	DESCRIPTION OF REVISIONS	DATE	BY

MAX SIZE 16'2 x 14'

DESIGN LOADS +25.3 PSF -28.7 PSF

TEST LOADS +38.0 PSF -43.1 PSF

LARGE MISSILE IMPACT RESISTANCE

Thomas L. Shelmerdine, PE (FL PE #0048579) Structural Solutions, PA (FL Firm #299412)

FL

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dba Structural Solutions of North Carolina, Inc. 5921-G W. Friendly Ave., Greensboro, NC 27410

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MODEL #1480 CARRIAGE COURT

SIZE B	DRAWN BY RLR	DATE 11/20/14	DRAWING NUMBER IRC-1416-130-15-1
	CHECKED BY RLR	DATE 11/20/14	

ENTREMAT 165 CARRIAGE COURT WINSTON-SALEM, N.C. 27105

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