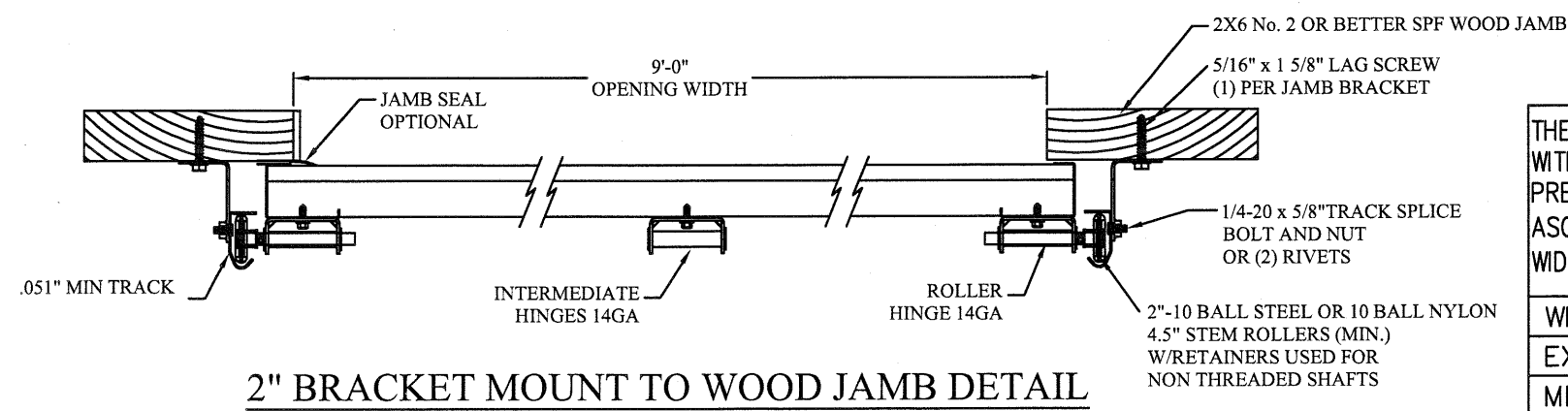
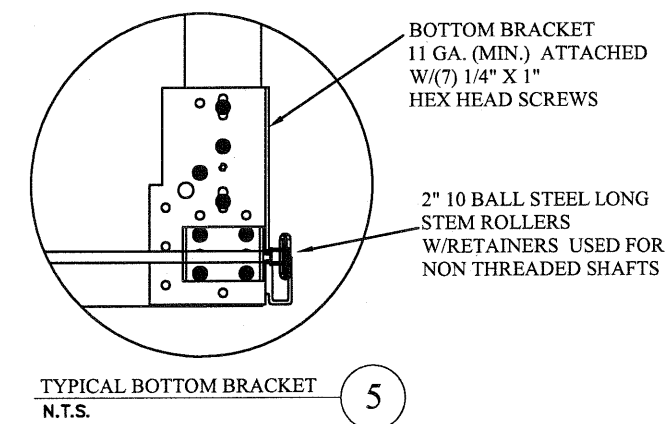
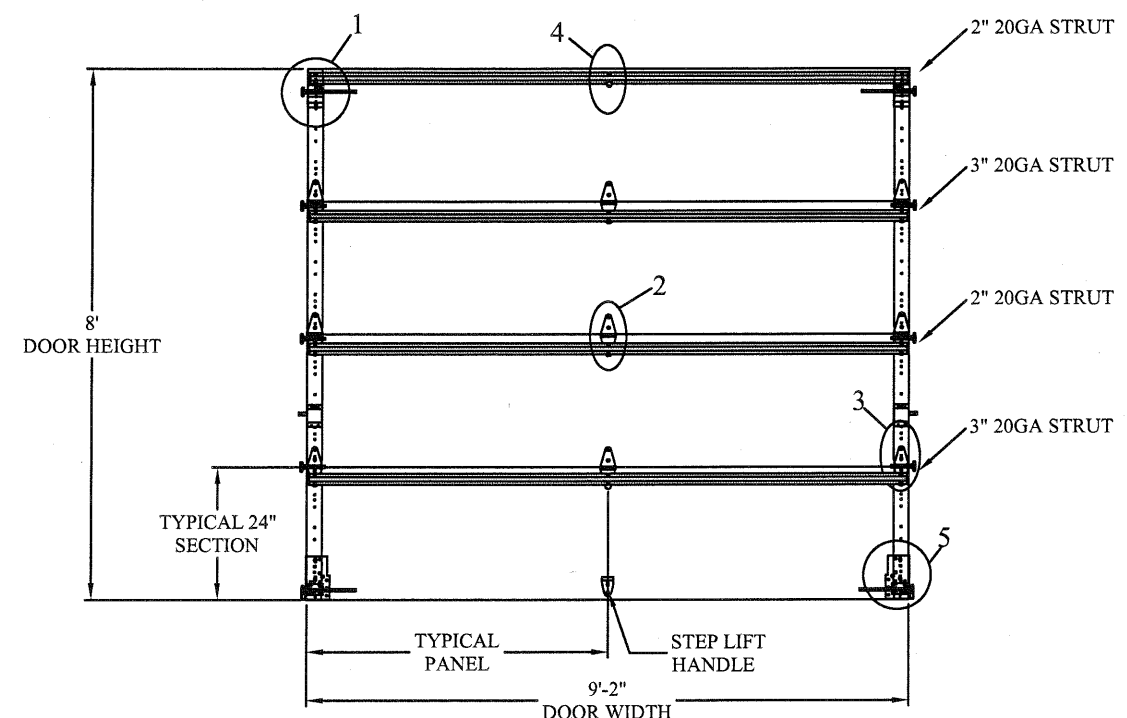
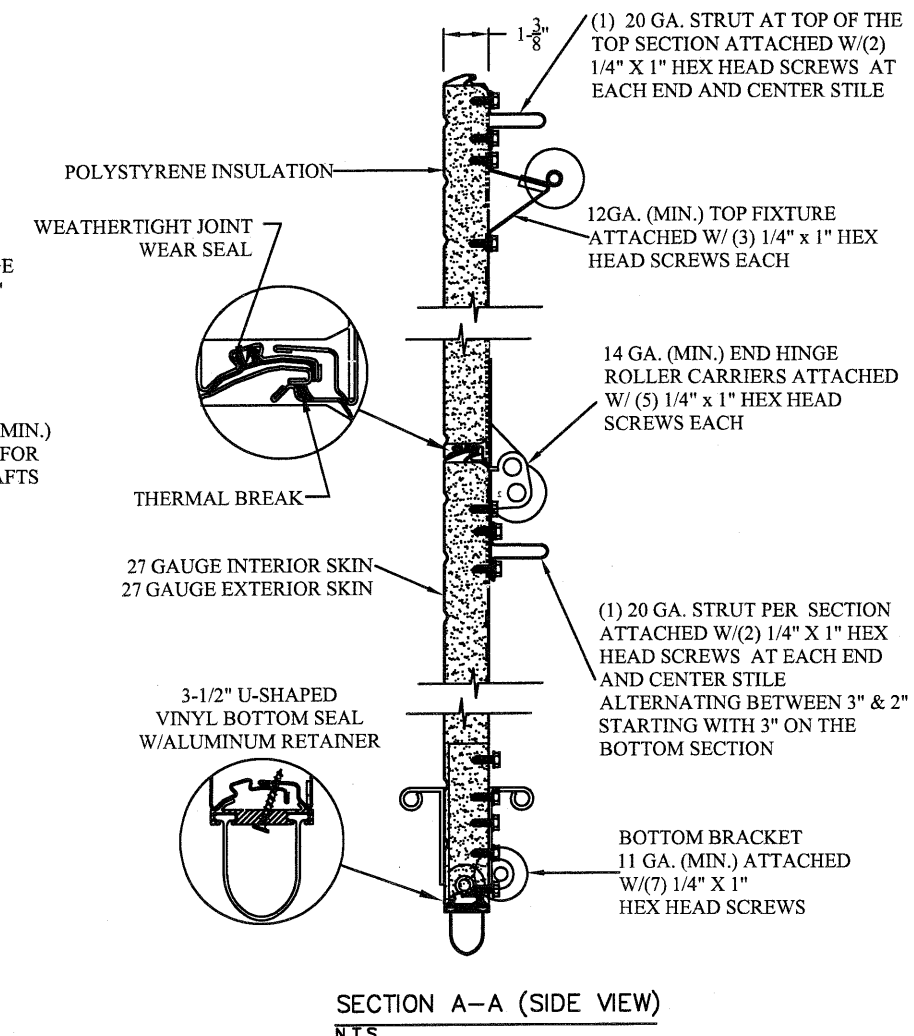
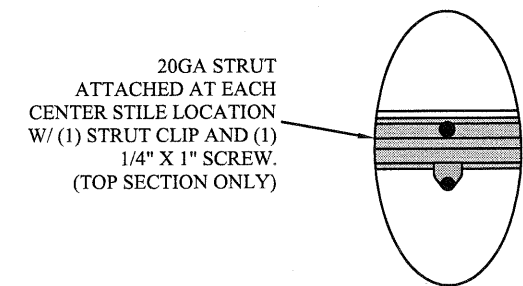
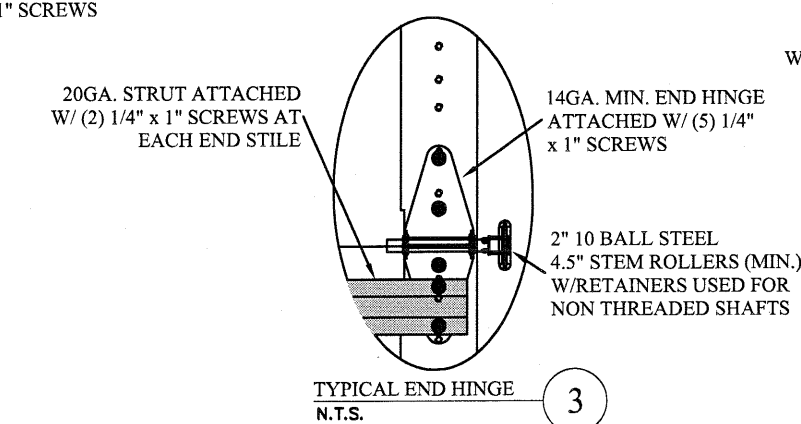
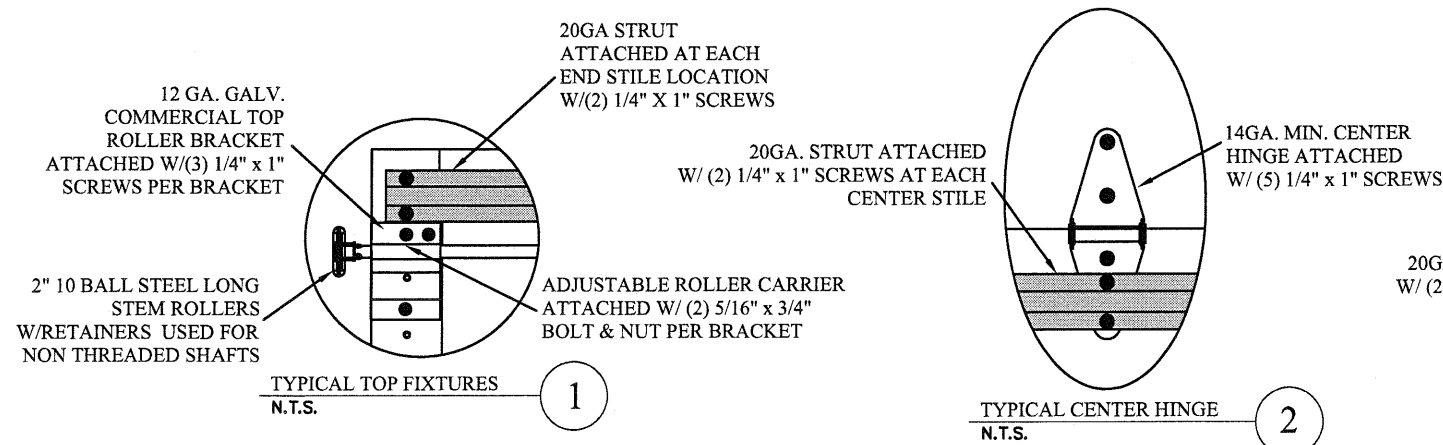




THE METHOD OF TESTING WAS IN SUBSTANTIAL CONFORMANCE WITH THE PROCEDURES DESCRIBED IN DASMA 108. THE PRESSURES SHOWN ON THE DRAWINGS WERE CALCULATED USING ASCE 7-16 WITH THE FOLLOWING PARAMETERS (5 FEET OF DOOR WIDTH IN END ZONE, ROOF SLOPE 10° OR LESS):

WIND SPEED (MPH)	175	159	151	144	138
EXPOSURE LEVEL	B	C	C	D	D
MEAN ROOF HEIGHT	30'	15'	25'	15'	25'

REV	DESCRIPTION OF REVISIONS	DATE	BY

MAX SIZE
9'2" x 14'

DESIGN LOADS
+26.4 PSF
-31.1 PSF

TEST LOADS
+39.6 PSF
-46.7 PSF

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

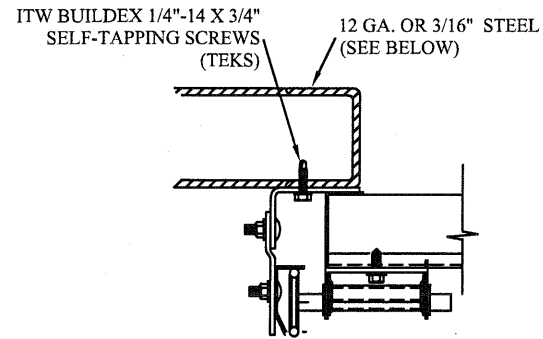
FL

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5921-G W. Friendly Ave., Greensboro, NC 27410

MODEL 1380 AMARR 2731
MODEL 1700 AMARR 2732
MODEL 1000 AMARR 2432

SIZE B	DRAWN BY RLR	DATE 11/25/14	DRAWING NUMBER IBC-1809-136-15
ENTREMATIC 165 CARRIAGE COURT WINSTON-SALEM, N.C. 27105			SHEET 1 OF 4

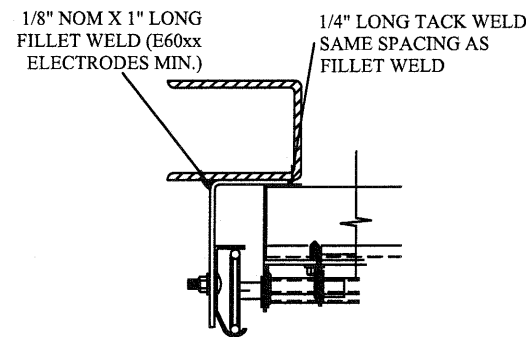
TRACK CONNECTION DIRECTLY TO STRUCTURE OPTIONS



CLIP STYLE REVERSE ANGLE MOUNT SHOWN
BRACKET, CONTINUOUS AND TAPERED ANGLE
MOUNT AVAILABLE

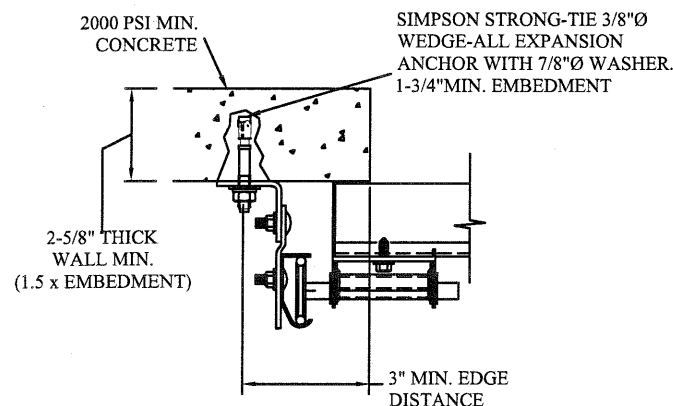
12 GA. STEEL FRAMING
232 LBS./SCREW ALLOWABLE LOAD - 6" FROM ENDS
AND 18" O.C.
REFER TO NOTES: 1, 2 AND 5

3/16" STEEL FRAMING
569 LBS./SCREW ALLOWABLE LOAD - 6" FROM ENDS
AND 24" O.C.
REFER TO NOTES: 1, 2 AND 5



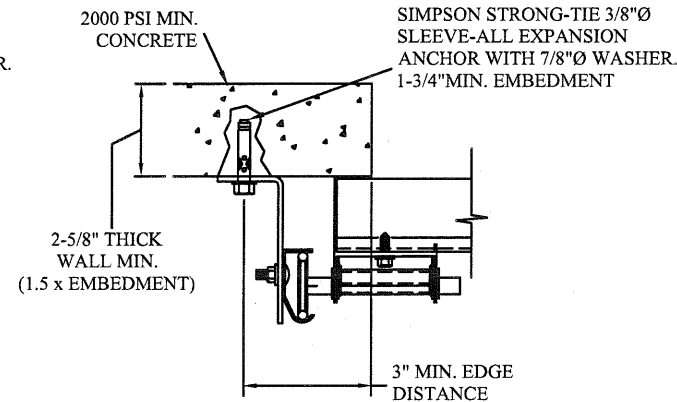
REVERSE ANGLE MOUNT SHOWN
BRACKET, CONTINUOUS AND TAPERED
ANGLE MOUNT AVAILABLE

STEEL FRAMING 12GA OR BETTER
1590 LBS./IN. ALLOWABLE LOAD - 6"
FROM ENDS AND 24" O.C.
REFER TO NOTES: 1, 2, 5, 6, 7, 8 AND 9



CLIP STYLE CONTINUOUS ANGLE MOUNT SHOWN
BRACKET, REVERSE AND TAPERED ANGLE MOUNT
AVAILABLE

2000 PSI CONCRETE OR GREATER
351 LBS./EXPANSION ANCHOR ALLOWABLE LOAD - 6"
FROM ENDS AND 24" O.C.
REFER TO NOTES: 1, 2, 3, 4 AND 5

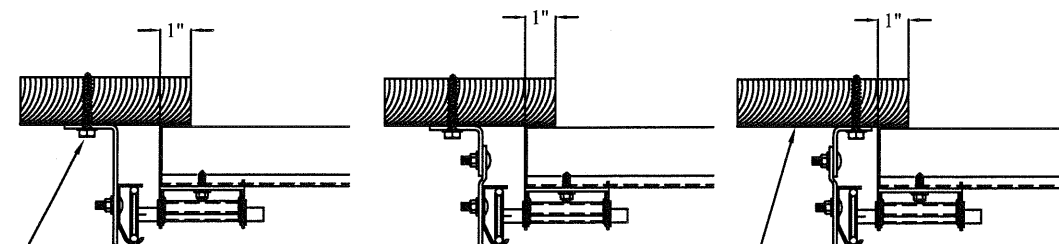


CONTINUOUS ANGLE MOUNT SHOWN
BRACKET, CONTINUOUS AND TAPERED ANGLE
MOUNT AVAILABLE

2000 PSI CONCRETE OR GREATER
336 LBS./EXPANSION ANCHOR ALLOWABLE LOAD - 6"
FROM ENDS AND 24" O.C.
REFER TO NOTES: 1, 2, 3, 4 AND 5

TRACK CONNECTION TO WOOD JAMB OPTIONS

FOR LAG SCREWS & BRACKET SPACING SEE PAGE 3 FOR TRACK CONFIGURATION DETAIL



5/16" x 1 5/8" LAG SCREW (1) PER
JAMB BRACKET (1-1/2" EMBEDMENT
MINIMUM) (TYP.)

CONTINUOUS ANGLE MOUNT

2x6 WOOD JAMB SYP OR SPF
(NO.2) OR BETTER (TYP.)

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)

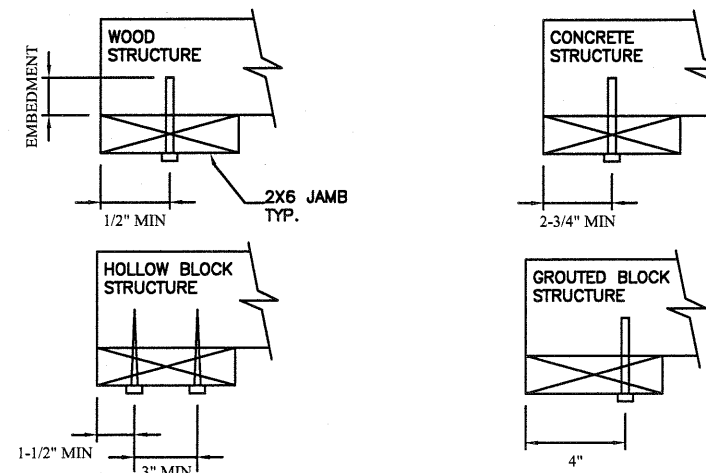
2 X 6 VERTICAL JAMB ATTACHMENT TO 2,000 PSI CONCRETE

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 24" O.C. (1 1/4" EMBEDMENT)
ITW/RAMSET REDHEAD (TRU-BOLT) 3/8" X 4" STARTING 6" FROM
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 24" 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 24" 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



NOTES:

1. ANCHORS TO BE EVENLY SPACED BETWEEN THE HEADER AND FLOOR.
2. FIRST (BOTTOM) ANCHOR STARTING AT NO MORE THAN HALF OF THE MAXIMUM ON-CENTER DISTANCE. HIGHEST ANCHOR INSTALLED AT LEAST AS HIGH AS THE DOOR OPENING.
3. MIN. EGDE DISTANCE OF 3" REQUIRED.
4. USE WASHERS PROVIDED BY THE ANCHOR MANUFACTURER.
5. SUPPORTING STRUCTURAL ELEMENTS SHALL BE DESIGNED BY A REGISTERED PROFESSIONAL ENGINEER FOR WIND LOADS IN ADDITION TO OTHER LOADS.
6. MOST GARAGE DOOR TRACK IS GALVANIZED STEEL.. USE ALL NECESSARY PRECAUTIONS WHEN WELDING GALVANIZED STEEL.
7. ALL WELDS SHOULD BE PERFORMED BY A CERTIFIED WELDER OR INSPECTED BY A CERTIFIED WELDING INSPECTOR TO VERIFY THE INTEGRITY OF THE WELD.
8. FILLET WELDS TO HAVE A STRAIGHT OR CONVEX FACE SURFACE.
9. TACK WELD TOE OF ANGLE AT SAME SPACING TO PREVENT ROTATION OF TRACK ANGLE.

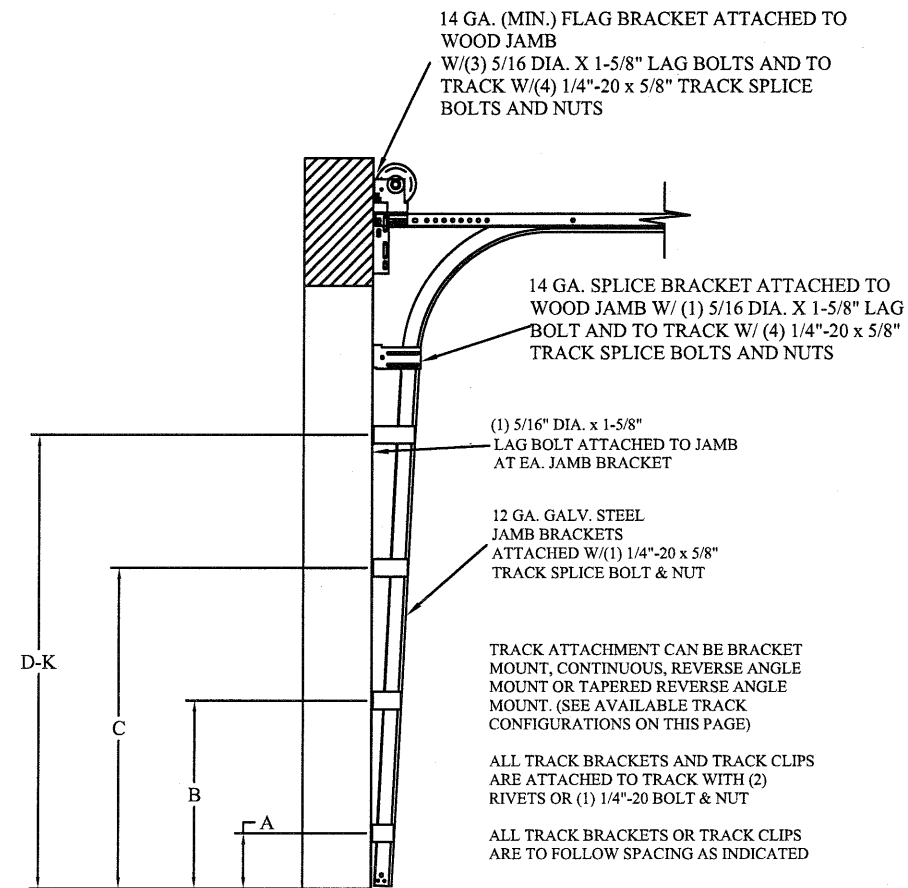
REV	DESCRIPTION OF REVISIONS	DATE	BY

MAX SIZE 9'2" x 14' DESIGN LOADS +26.4 PSF -31.1 PSF TEST LOADS +39.6 PSF -46.7 PSF	Thomas L. Shelmerdine, PE (FL PE #0048579) Structural Solutions, PA (FL Firm #29412)		dba Structural Solutions of North Carolina, Inc. 5921-G W. Friendly Ave., Greensboro, NC 27410
	FL		

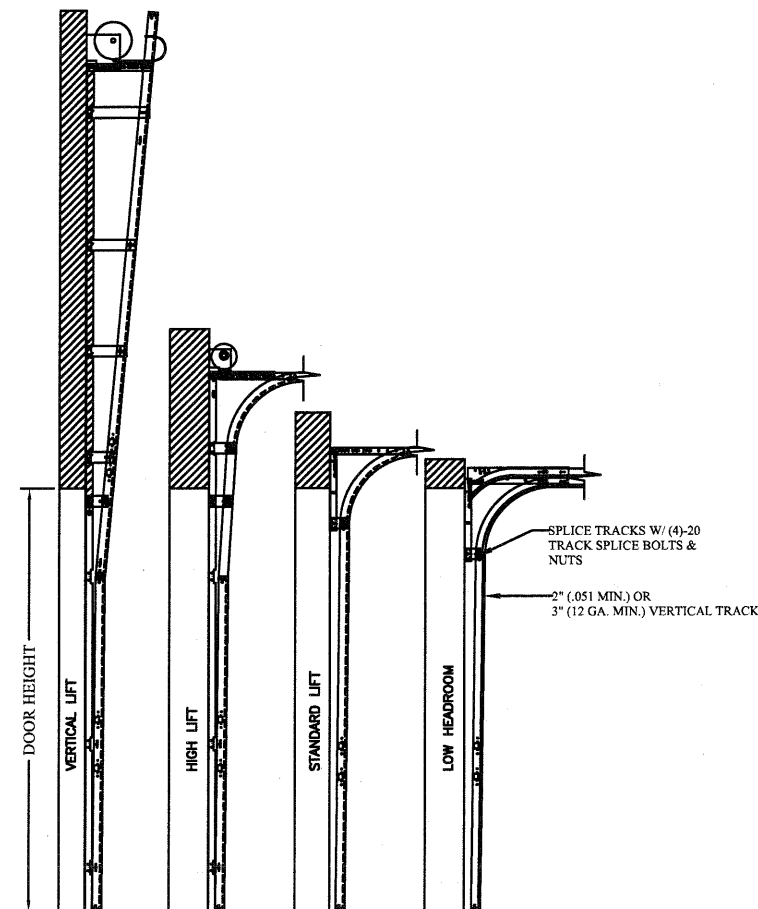
MODEL 1380 AMARR 2731 MODEL 1700 AMARR 2732 MODEL 1000 AMARR 2432			
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SIZE	DRAWN BY	RLR	DATE 11/25/14	DRAWING NUMBER IBC-1809-136-15
B	CHECKED BY	RLR	DATE 11/25/14	

ENTREMATICS 165 CARRIAGE COURT WINSTON-SALEM, NC 27105	SHEET 2 OF 4
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TRACK CONFIGURATION FOR UP TO 14' TALL DOORS
SEE TABLE 1



AVAILABLE TRACK CONFIGURATIONS
N.T.S.

SPECIFICATIONS AND NOTES

1. 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.
2. EACH VERTICAL JAMBS RECEIVES MAXIMUM DESIGN LOADS OF: +121.0 LBS/FT & -142.5 LBS/FT
3. DOOR AND HARDWARE WILL BE DESIGNED, MANUFACTURED AND INSTALLED WITH STANDARDS AS SET FORTH BY DASMA.
4. DOOR SECTIONS SHALL BE 27 GA. (.015) MIN. EXTERIOR SKIN ROLLED FORMED, W/ BAKED ON POLYESTER FINISH
5. DOORS UP TO 14'0" HIGH ALTERNATE BETWEEN (1) 3" 20GA STRUT AND (1) 2" 20 GA STRUT PER SECTION STARTING WITH A 3" ON THE BOTTOM SECTION
6. SUPPORTING STRUCTURAL ELEMENTS SHALL BE DESIGNED BY A REGISTERED PROFESSIONAL ENGINEER FOR WIND LOADS INDICATED ON THIS DRAWING IN ADDITION TO OTHER LOADINGS.

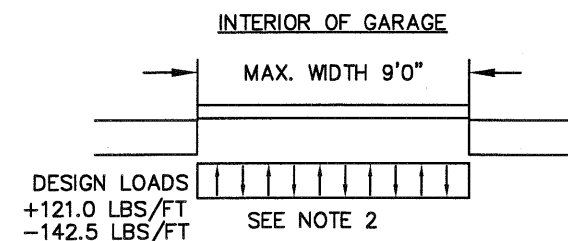


TABLE 1

DOOR HEIGHT	TRACK ATTACHMENT											TYPICAL SPLICE
	A	B	C	D	E	F	G	H	I	J	K	
7' 0"	10.0"	34"	58"									76"
7' 6"	10.0"	34"	58"									82"
8' 0"	10.0"	34"	58"									88"
9' 0"	10.0"	34"	58"	82"								100"
9' 6"	10.0"	34"	58"	82"								106"
10' 0"	10.0"	34"	58"	82"								112"
11' 0"	10.0"	34"	58"	82"	106"							124"
12' 0"	10.0"	34"	58"	82"	106"							136"
13' 0"	10.0"	34"	58"	82"	106"	130"						148"
14' 0"	10.0"	34"	58"	82"	106"	130"						160"

ALL TRACK ATTACHMENTS +/- 2" ALLOWED USING SYP OR SPF NO.2 OR BETTER ONLY

TABLE 2

Section Width (ft)	Center Stile		Max Design Loads Allowed	
	1st (in)		Positive (PSF)	Negative (PSF)
6' 0"	36"		40.3	47.5
6' 2"	37"		39.2	46.2
6' 4"	38"		38.2	45.0
6' 6"	39"		37.2	43.8
6' 8"	40"		36.3	42.7
6' 10"	41"		35.4	41.7
7' 0"	42"		34.5	40.7
7' 2"	43"		33.7	39.7
7' 4"	44"		33.0	38.8
7' 6"	45"		32.2	38.0
7' 8"	46"		31.5	37.1
7' 10"	47"		30.8	36.3
8' 0"	48"		30.2	35.6
8' 2"	49"		29.6	34.9
8' 4"	50"		29.0	34.2
8' 6"	51"		28.4	33.5
8' 8"	52"		27.9	32.8
8' 10"	53"		27.3	32.2
9' 0"	54"		26.8	31.6
9' 2"	55"		26.4	31.1

REV	DESCRIPTION OF REVISIONS	DATE	BY

MAX SIZE
9'2 x 14'

DESIGN LOADS
+26.4 PSF
-31.1 PSF

TEST LOADS
+39.6 PSF
-46.7 PSF

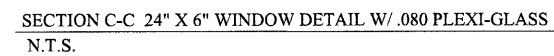
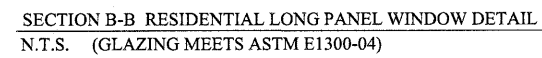
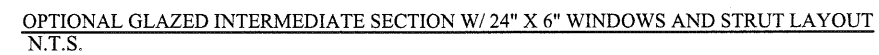
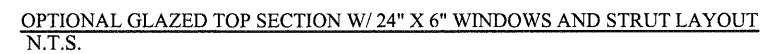
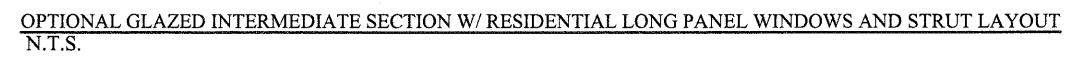
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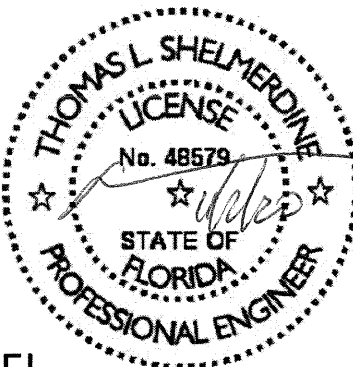
Thomas L. Shelmerdine, PE (FL PE #0048579)
Structural Solutions, PA (FL Firm #29412)

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ENTREMATIC 165 CARRIAGE COURT WINSTON-SALEM, N.C. 27105					SHEET 3 OF 4



REV	DESCRIPTION OF REVISIONS		DATE	BY
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ENTREMATIC 165 CARRIAGE COURT WINSTON-SALEM, N.C. 27105				SHEET 4 OF 4