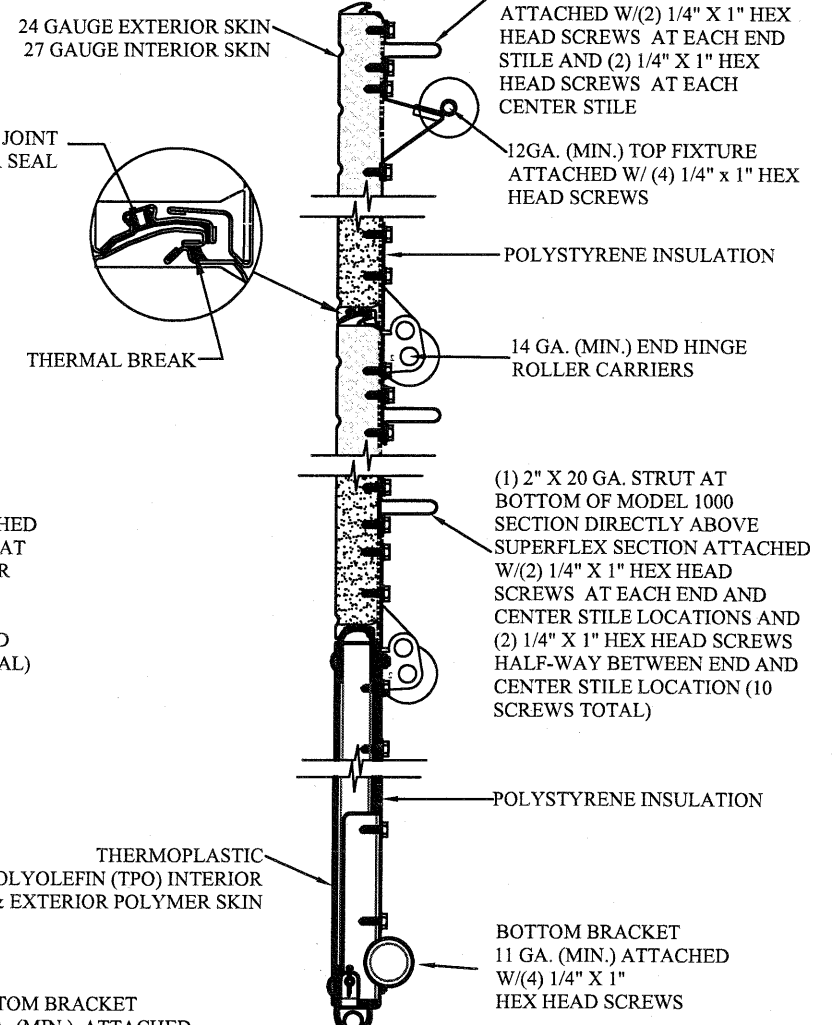
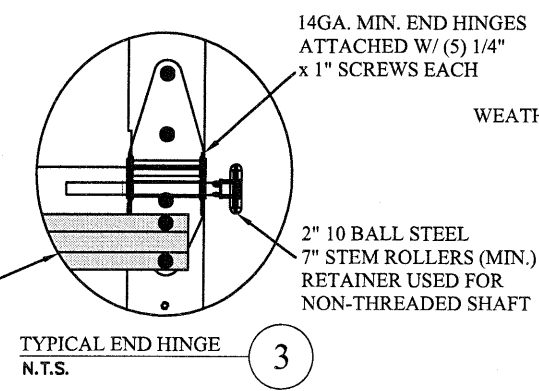
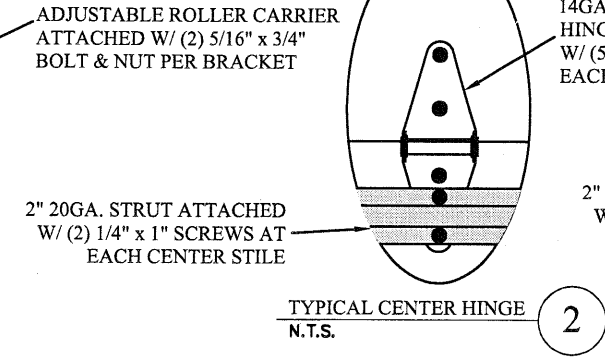
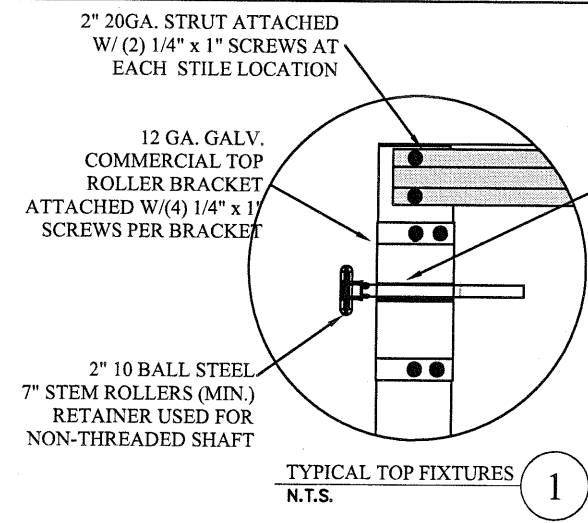




SECTION A-A (SIDE VIEW)
N.T.S.

REV	DESCRIPTION OF REVISIONS	DATE	BY

MAX SIZE 9'2" x 24'

DESIGN LOADS
+32.7 PSF
-38.4 PSF

TEST LOADS
+49.1 PSF
-57.6 PSF

LARGE MISSILE IMPACT RESISTANCE

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

FL

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

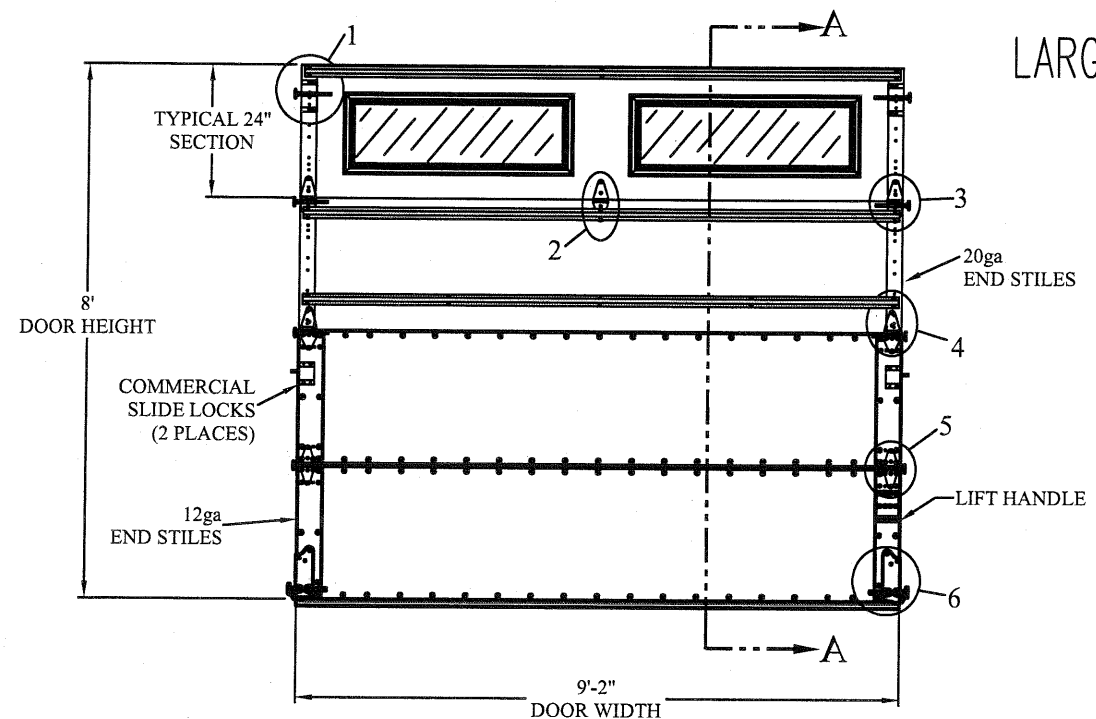
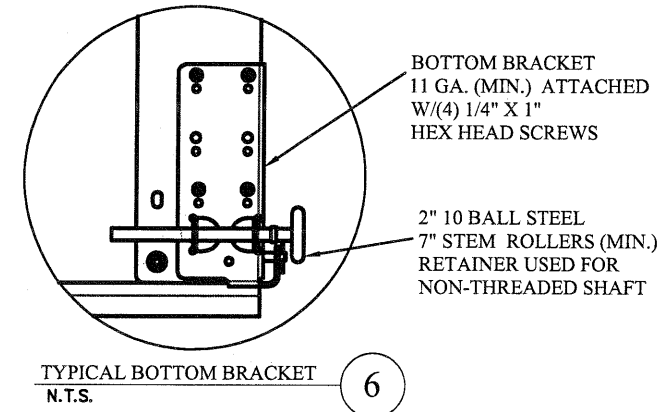
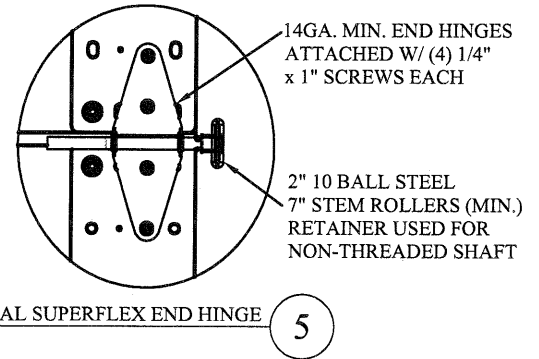
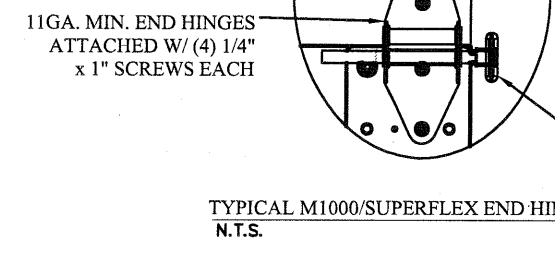
dba Structural Solutions of North Carolina, Inc.
5921-G W. Friendly Ave., Greensboro, NC 27410

Amarr

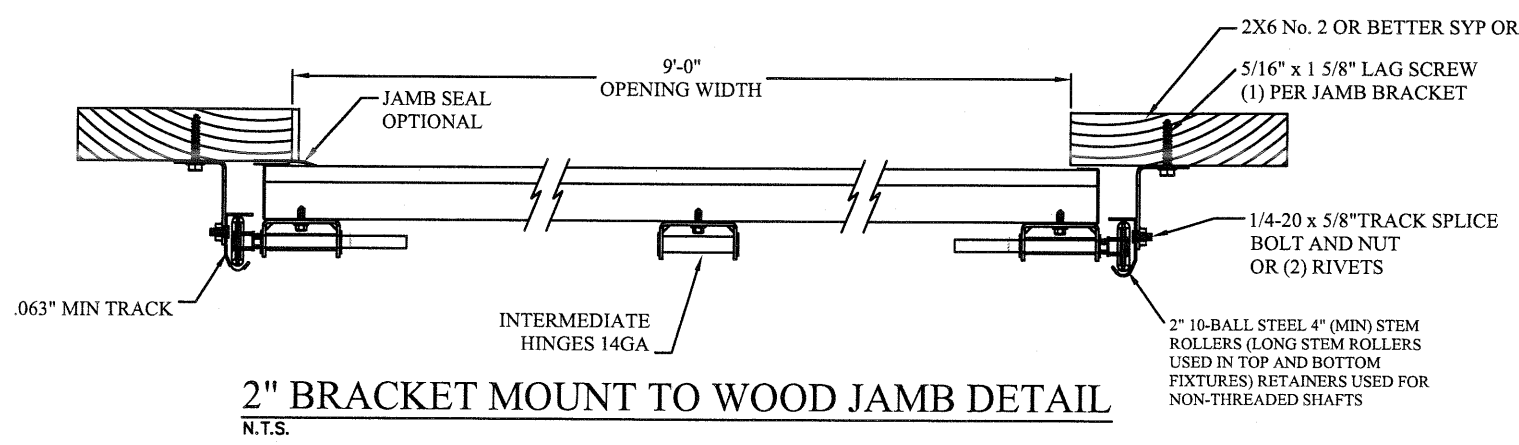
MODEL 1000/SUPERFLEX
AMARR 2432/SUPERFLEX

SIZE	DRAWN BY	RJR	DATE	03/14/18	DRAWING NUMBER
B	CHECKED BY	RJR	DATE	03/14/18	IBC-1009-150-11-S
ENTREMATICS 165 CARRIAGE COURT WINSTON-SALEM, N.C. 27105					SHEET 1 OF 4

LARGE MISSILE IMPACT
RESISTANT

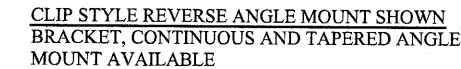


DOOR INTERIOR ELEVATION
N.T.S.

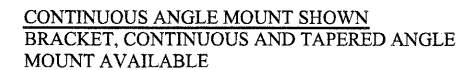
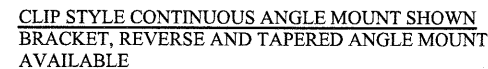


THE METHOD OF TESTING WAS IN SUBSTANTIAL CONFORMANCE WITH THE PROCEDURE DESCRIBED IN ASTM E330, E1886, E1996 & F588, DASMA 108 & 115. THE PRESSURES SHOWN ON THE DRAWINGS WERE CALCULATED USING ASCE 7-16 WITH THE FOLLOWING PARAMETERS(5 FEET OF DOOR WIDTH IN THE END ZONE, ROOF AT LESS THAN 10 DEGREES SLOPE):

WIND SPEED (MPH)	195	177	168	161	154
EXPOSURE LEVEL	B	C	C	D	D
MEAN ROOF HEIGHT	30'	15'	25'	15'	25'



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



2 X 6 VERTICAL JAMB ATTACHMENT TO WOOD FRAME STRUCTURE

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

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

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)

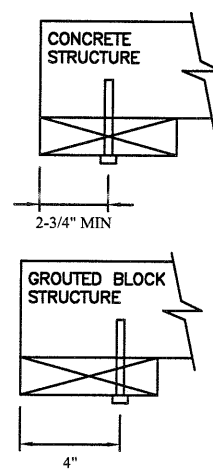
2 X 6 VERTICAL JAMB ATTACHMENT TO GROUTED C-90 BLOCK (2000 PSI GROUT)

HILTI SLEEVE ANCHOR 3/8" X 2-3/4" STARTING 6" FROM ENDS
THEN 24" O.C. (1 1/4" EMBEDMENT)

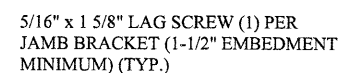
(OR, USE FASTENERS FOR HOLLOW C-90 BLOCK)

*LAGS AND BOLTS CAN BE COUNTERSUNK TO PROVIDE A FLUSH MOUNTING SURFACE.

*PREPARATION OF WOOD JAMBS BY OTHERS

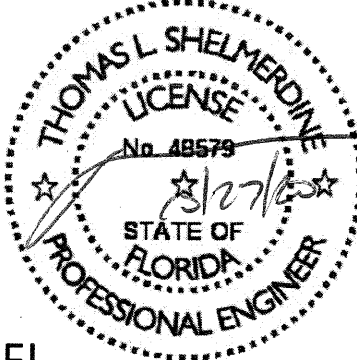


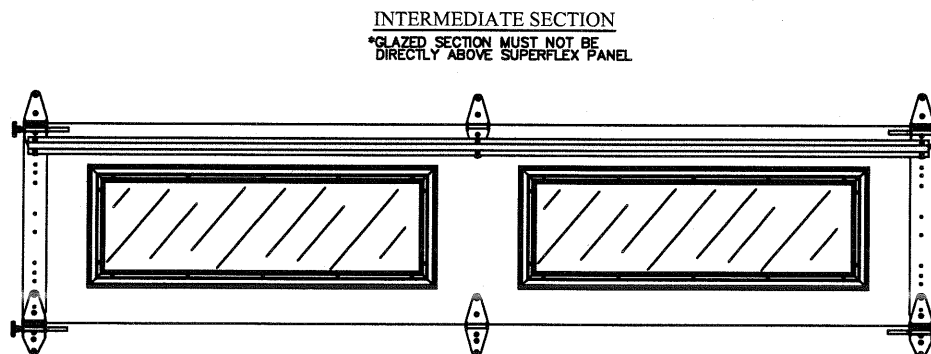
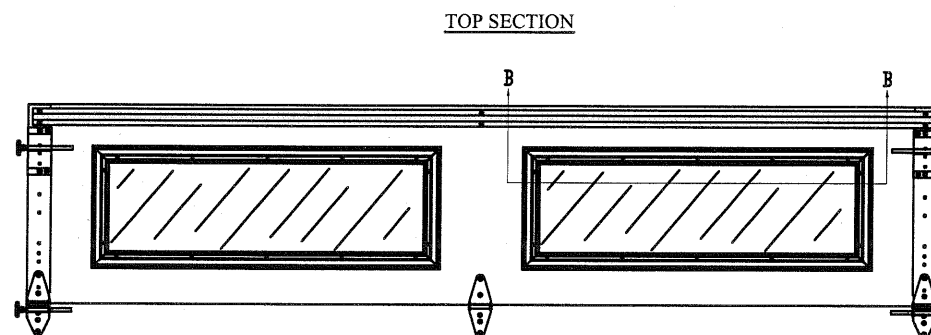
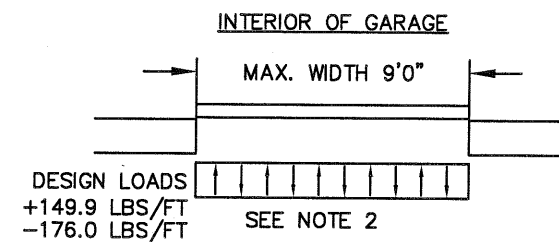
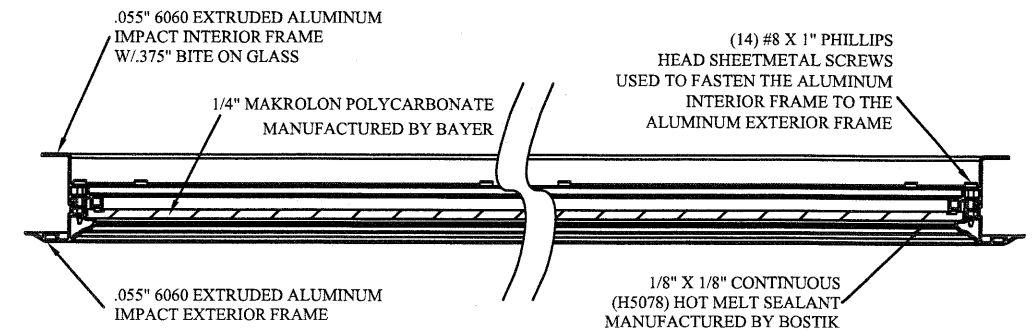
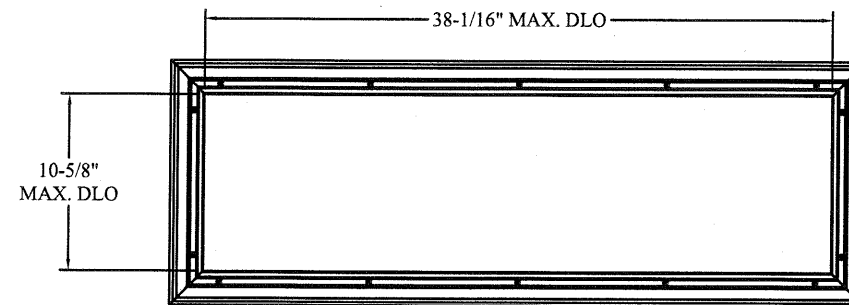
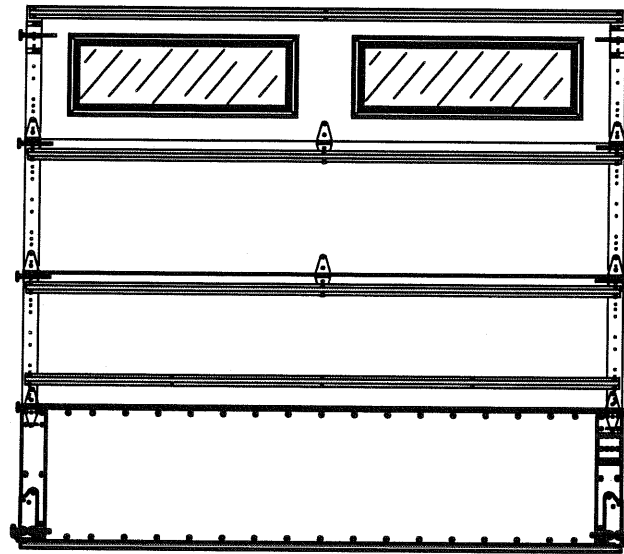
FOR LAG SCREWS & BRACKET SPACING SEE PAGE 4 FOR TRACK CONFIGURATION DETAIL



NOTES:

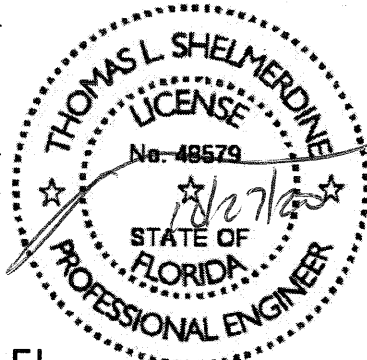
1. ANCHORS TO BE EVENLY SPACED BETWEEN THE HEADER AND FLOOR.
2. FIRST (BOTTOM) ANCHOR STARTING AT NO MORE THAN HALF OF THE MAXIMUM ON-CENTER DISTANCE. HIGHEST ANCHOR INSTALLED AT LEAST AS HIGH AS THE DOOR OPENING.
3. MIN. EGDE DISTANCE OF 3" REQUIRED.
4. USE WASHERS PROVIDED BY THE ANCHOR MANUFACTURER.
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.

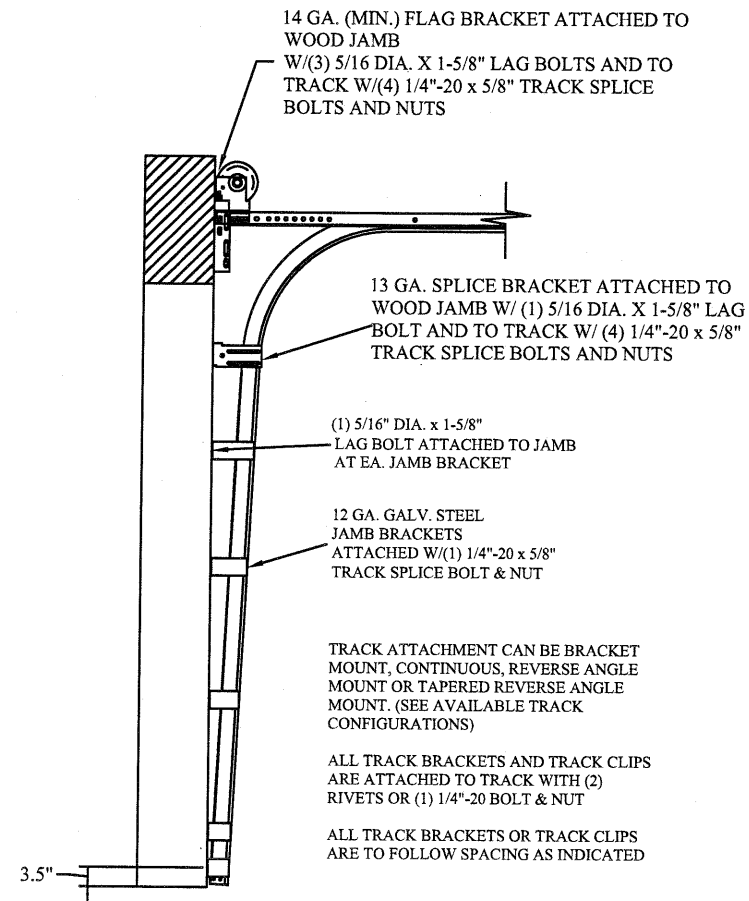
REV	DESCRIPTION OF REVISIONS	DATE	BY
MAX SIZE 9'2" x 24' DESIGN LOADS +32.7 PSF -38.4 PSF TEST LOADS +49.1 PSF -57.6 PSF LARGE MISSILE IMPACT RESISTANCE		Thomas L. Shelmerdine, PE (FL PE #0048579) Structural Solutions, PA (FL Firm #29412) FL  dba Structural Solutions of North Carolina, Inc. 5921-G W. Friendly Ave., Greensboro, NC 27410	
			
MODEL 1000/SUPERFLEX AMARR 2432/SUPERFLEX			
SIZE	DRAWN BY	RLR	DATE 03/14/18
B	CHECKED BY	RLR	DATE 03/14/18
ENTREMATIC 165 CARRIAGE COURT WINSTON-SALEM, N.C. 27105			DRAWING NUMBER IBC-1009-150-11-S SHEET 2 OF 4



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 JAMB RECEIVES MAXIMUM DESIGN LOADS OF: +149.9 LBS/FT & -176.0 LBS/FT
3. DOOR AND HARDWARE WILL BE DESIGNED, MANUFACTURED AND INSTALLED WITH STANDARDS AS SET FORTH BY DASMA.
4. DOOR MODEL 1000 SECTIONS SHALL BE 24 GA. (.021) MIN. EXTERIOR, 27 GA. (.015) MIN. INTERIOR SKIN ROLLED FORMED, W/ BAKED ON POLYESTER FINISH
5. DOORS UP TO 24'0" HIGH HAVE (1) 2" 20GA STRUT PER MODEL 1000 INTERMEDIATE SECTIONS AND (2) 2" 20GA STRUTS ON MODEL 1000 SECTION DIRECTLY ABOVE SUPERFLEX 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.

REV	DESCRIPTION OF REVISIONS	DATE	BY
MAX SIZE 9'2" x 24' DESIGN LOADS +32.7 PSF -38.4 PSF TEST LOADS +49.1 PSF -57.6 PSF LARGE MISSILE IMPACT RESISTANCE		Thomas L. Shelmerdine, PE (FL PE #0048579) Structural Solutions, PA (FL Firm #29412) FL  dba Structural Solutions of North Carolina, Inc. 5921-G W. Friendly Ave., Greensboro, NC 27410	
			
MODEL 1000/SUPERFLEX AMARR 2432/SUPERFLEX			
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ENTREMATIC			
165 CARRIAGE COURT WINSTON-SALEM, N.C. 27105			
DRAWING NUMBER			IBC-1009-150-11-S
SHEET 3 OF 4			



TRACK CONFIGURATION FOR UP TO 24' TALL DOORS
SEE TABLE 2

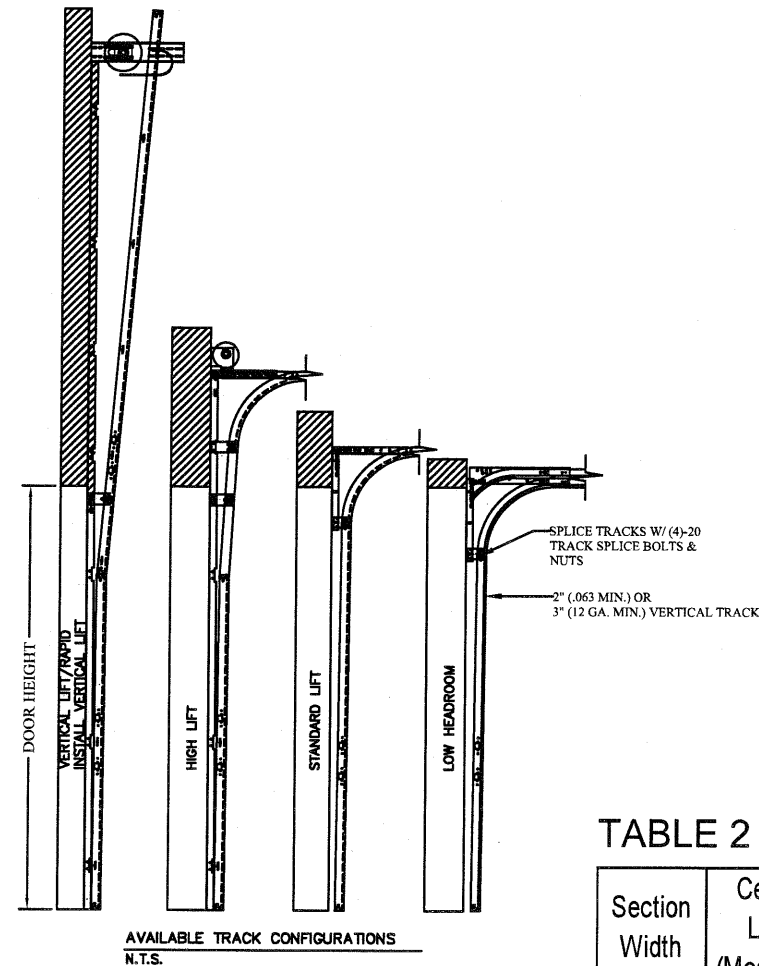


TABLE 2

DOOR HEIGHT		TRACK ATTACHMENT												TYPICAL SPLICE
		A	B	C	D	E	F	G	H	I	J	K	L	
7'	0"	3.5"	10"	34"	58"									76"
7'	6"	3.5"	10"	34"	58"									82"
8'	0"	3.5"	10"	34"	58"									88"
8'	6"	3.5"	10"	34"	58"	82"								94"
9'	0"	3.5"	10"	34"	58"	82"								100"
9'	6"	3.5"	10"	34"	58"	82"								106"
10'	0"	3.5"	10"	34"	58"	82"								112"
11'	0"	3.5"	10"	34"	58"	82"	106"							124"
12'	0"	3.5"	10"	34"	58"	82"	106"							136"
13'	0"	3.5"	10"	34"	58"	82"	106"	130"						148"
14'	0"	3.5"	10"	34"	58"	82"	106"	130"						160"
15'	0"	3.5"	10"	34"	58"	82"	106"	130"	154"					172"
16'	0"	3.5"	10"	34"	58"	82"	106"	130"	154"					184"
17'	0"	3.5"	10"	34"	58"	82"	106"	130"	154"	178"				196"
18'	0"	3.5"	10"	34"	58"	82"	106"	130"	154"	178"				208"
19'	0"	3.5"	10"	34"	58"	82"	106"	130"	154"	178"	202"			220"
20'	0"	3.5"	10"	34"	58"	82"	106"	130"	154"	178"	202"			232"
21'	0"	3.5"	10"	34"	58"	82"	106"	130"	154"	178"	202"	226"		244"
22'	0"	3.5"	10"	34"	58"	82"	106"	130"	154"	178"	202"	226"		256"
23'	0"	3.5"	10"	34"	58"	82"	106"	130"	154"	178"	202"	226"	250"	268"
24'	0"	3.5"	10"	34"	58"	82"	106"	130"	154"	178"	202"	226"	250"	280"

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

TABLE 2

Section Width (ft)		Center Stile Locations (Measured from Left Edge)	Max Design Loads Allowed	
			Positive (PSF)	Negative (PSF)
6'	0"	36"	49.9	58.6
6'	2"	37"	48.6	57.0
6'	4"	38"	47.3	55.5
6'	6"	39"	46.1	54.1
6'	8"	40"	44.9	52.8
6'	10"	41"	43.8	51.5
7'	0"	42"	42.8	50.2
7'	2"	43"	41.8	49.1
7'	4"	44"	40.8	48.0
7'	6"	45"	39.9	46.9
7'	8"	46"	39.0	45.9
7'	10"	47"	38.2	44.9
8'	0"	48"	37.4	44.0
8'	2"	49"	36.7	43.1
8'	4"	50"	35.9	42.2
8'	6"	51"	35.2	41.4
8'	8"	52"	34.5	40.6
8'	10"	53"	33.9	39.8
9'	0"	54"	33.3	39.1
9'	2"	55"	32.7	38.4

REV	DESCRIPTION OF REVISIONS	DATE	BY

MAX SIZE
9'2" x 24'

DESIGN LOADS
+32.7 PSF
-38.4 PSF

TEST LOADS
+49.1 PSF
-57.6 PSF

LARGE MISSILE IMPACT
RESISTANCE

Amarr

**MODEL 1000/SUPERFLEX
AMARR 2432/SUPERFLEX**

Thomas L. Shelmerdine, PE (FL PE #0048579)
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SIZE	DRAWN BY	RLR	DATE	03/14/18	DRAWING NUMBER
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ENTREMATIC 165 CARRIAGE COURT WINSTON-SALEM, N.C. 27105					SHEET 4 OF 4