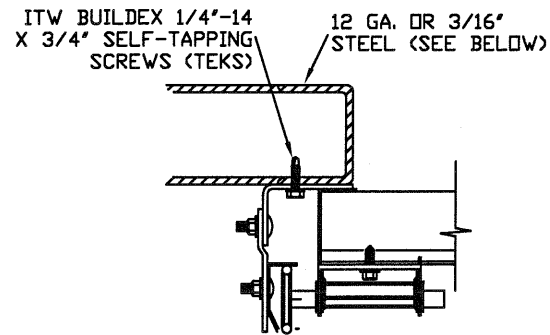


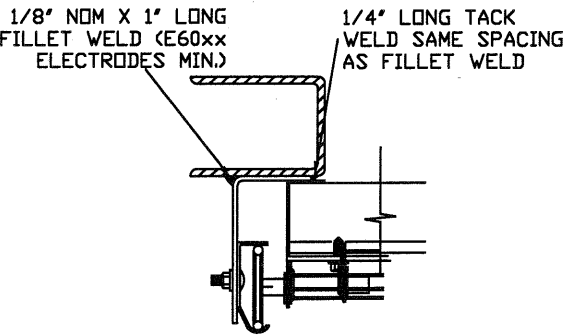
TRACK CONNECTION DIRECTLY TO STRUCTURE OPTIONS



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

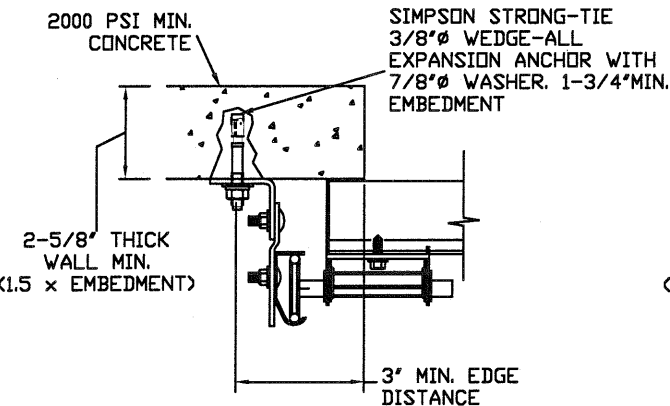
12 GA. STEEL FRAMING
232 LBS./SCREW ALLOWABLE LOAD - 6"
FROM ENDS AND 16" O.C.
REFER TO NOTES: 1, 2 AND 5

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



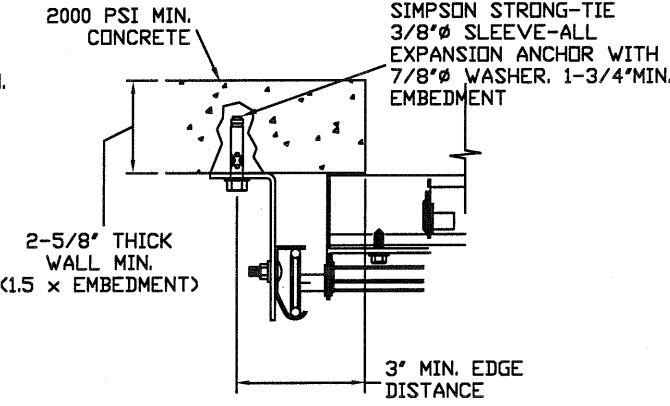
REVERSE ANGLE MOUNT SHOWN
BRACKET, CONTINUOUS AND
TAPERED ANGLE MOUNT AVAILABLE

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

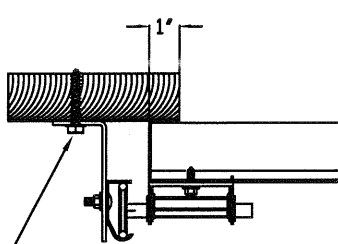


CONTINUOUS ANGLE MOUNT SHOWN
BRACKET, CONTINUOUS AND TAPERED ANGLE
MOUNT AVAILABLE

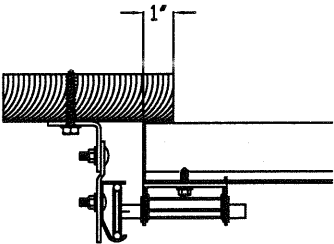
2000 PSI CONCRETE OR GREATER
336 LBS./EXPANSION ANCHOR ALLOWABLE
LOAD - 6" FROM ENDS AND 24" O.C.
REFER TO NOTES: 1, 2, 3, 4 AND 5

TRACK CONNECTION TO WOOD JAMB OPTIONS

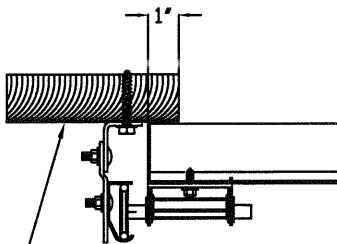
FOR LAG SCREWS & BRACKET SPACING SEE TRACK CONFIGURATION DETAIL



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



CONTINUOUS ANGLE MOUNT



REVERSE ANGLE MOUNT

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

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.

SPECIFICATIONS AND NOTES

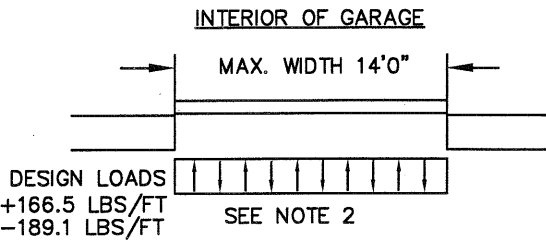
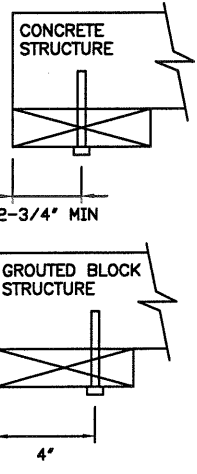
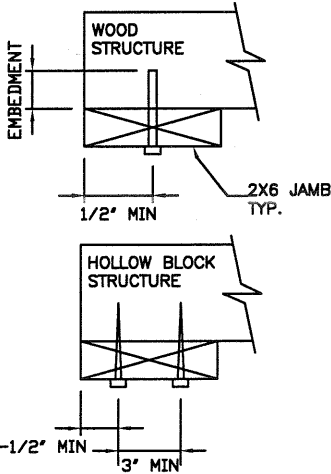
1. ALL THE LOAD FROM THE DOOR IS TRANSFERRED TO THE VERTICAL TRACK, FROM THE TRACK THE LOAD IS TRANSFERRED TO THE VERTICAL JAMBS. THE HORIZONTAL JAMB OR HEADER RECEIVES NO PORTION OF THE LOAD TRANSFERRED FROM THE DOOR.
2. EACH VERTICAL JAMBS RECEIVES MAXIMUM DESIGN LOADS OF: +166.5 LBS/FT & -189.1 LBS/FT
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 24'0" HIGH HAVE (1) 2" 20GA STRUT AT THE TOP AND (1) 3" 20GA STRUT AT THE BOTTOM OF EACH 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.

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 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



REV	DESCRIPTION OF REVISIONS	DATE	BY

MAX SIZE, 14'2 x 24'

DESIGN LOADS
+23.5 PSF
-26.7 PSF

TEST LOADS
+35.3 PSF
-40.1 PSF

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

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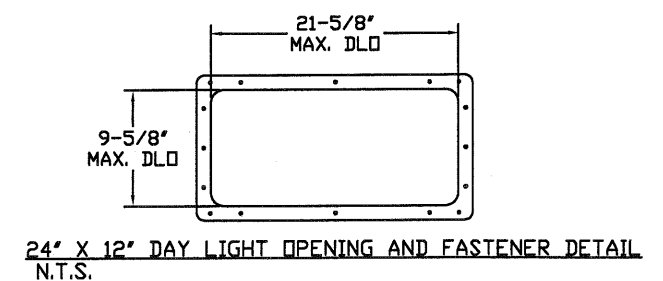
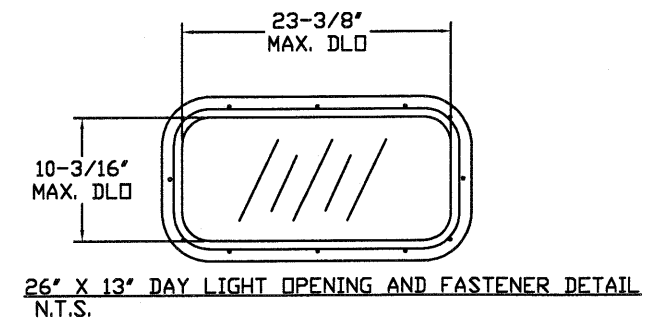
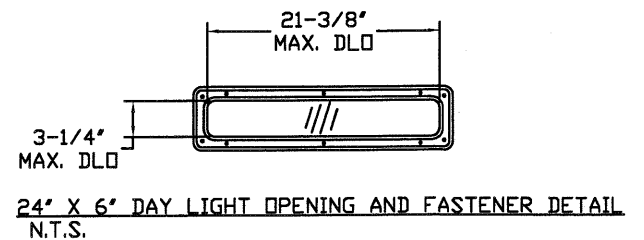
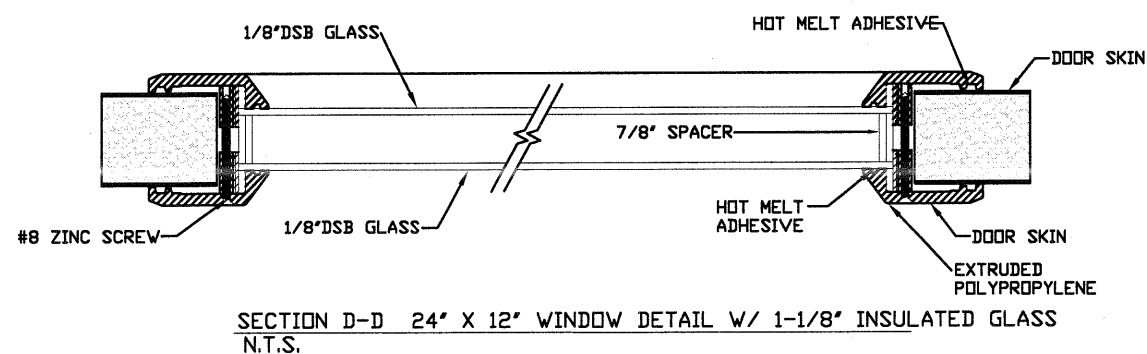
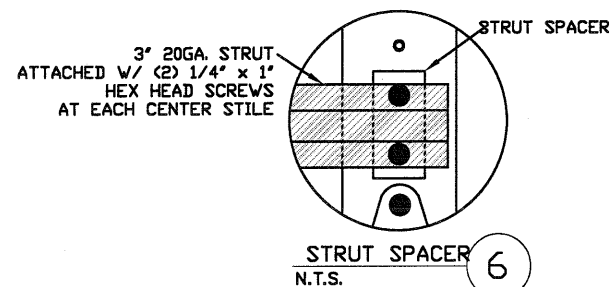
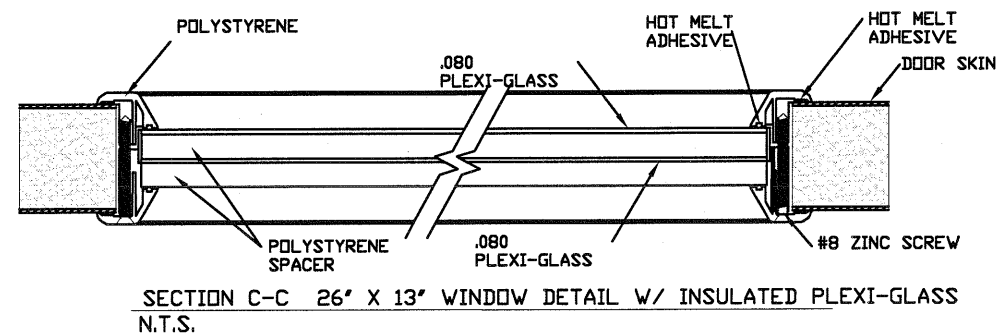
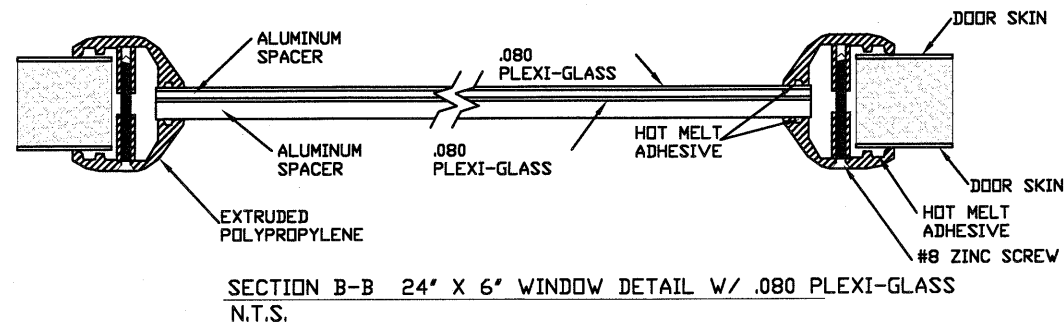
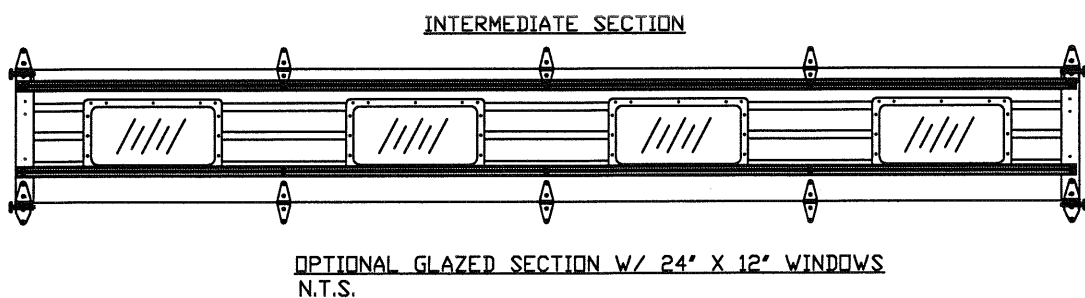
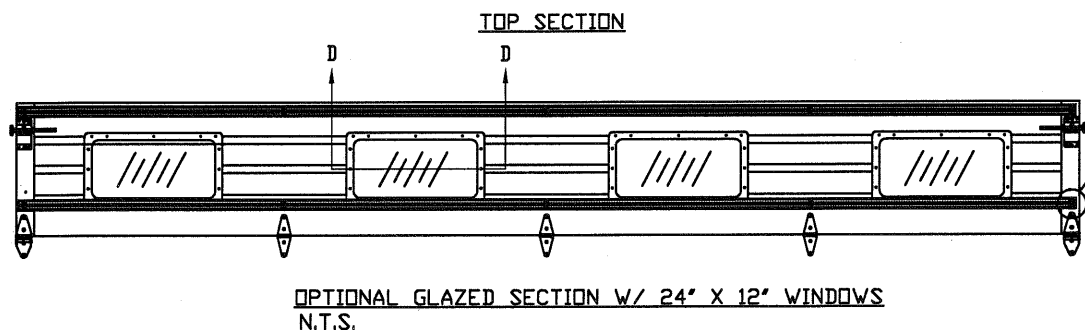
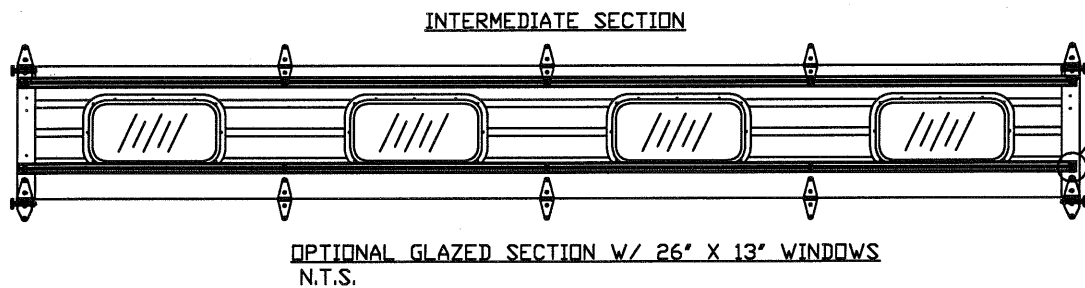
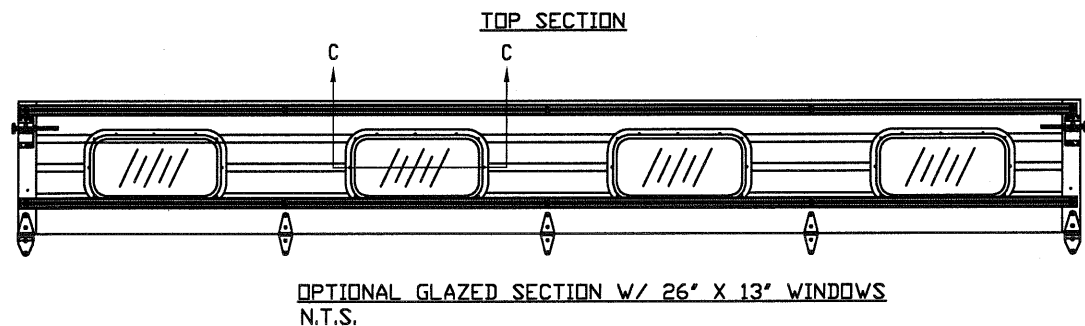
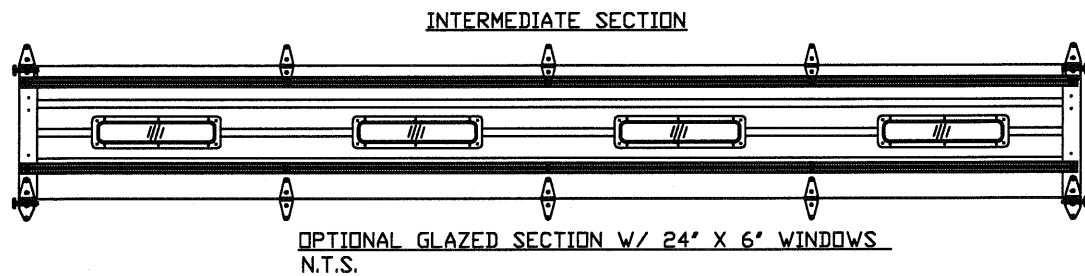
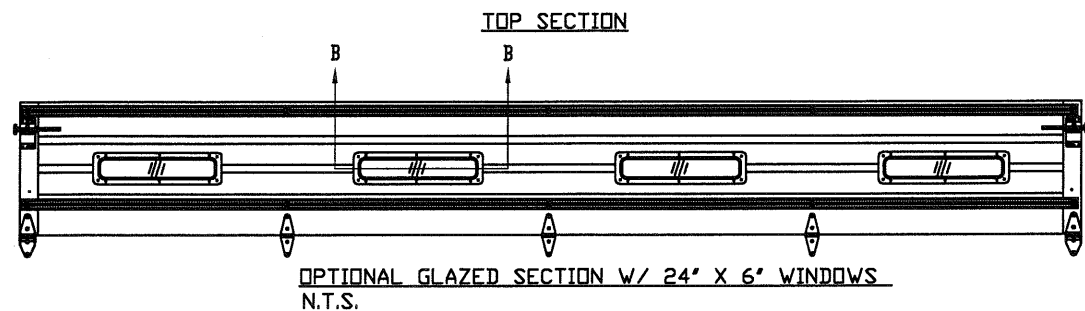
Amarr

MODEL 1350 AMARR 2741 (27GA)
MODEL 2700 AMARR 2742 (27GA)
MODEL 2720 AMARR 2042 (20GA)
MODEL 2743 AMARR 2043 (27GA)

SIZE	DRAWN BY	DC	DATE	3/13/18	DRAWING NUMBER
B	CHECKED BY	RLR	DATE	3/15/18	IBC-1314-130-15

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

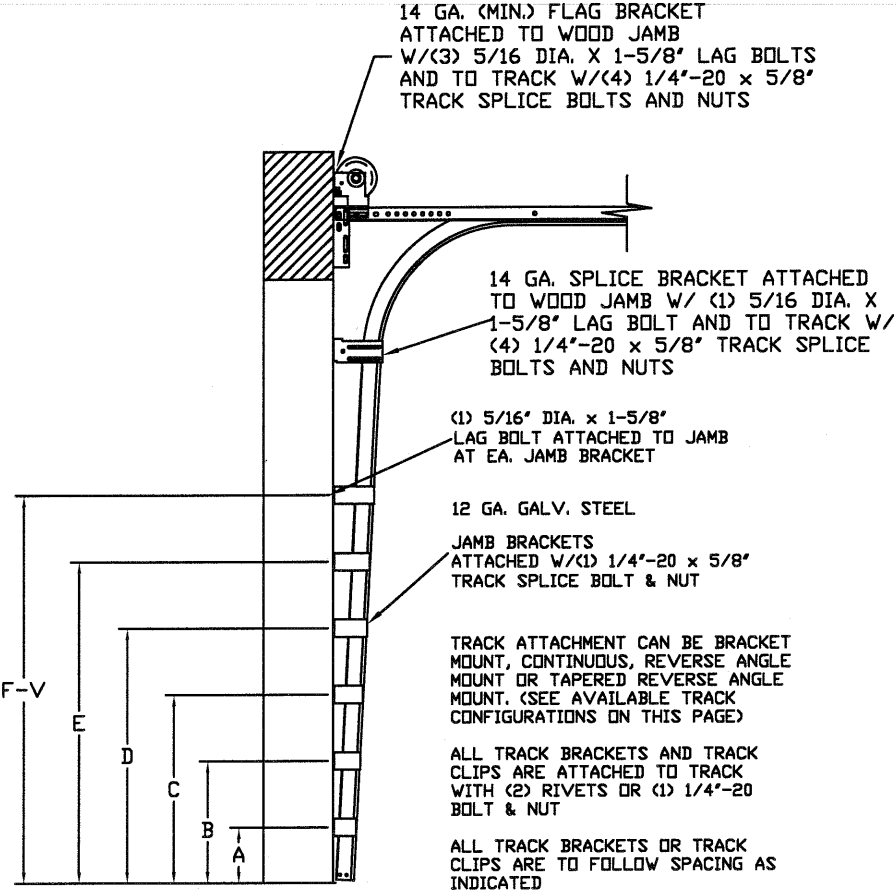
SHEET 2 OF 4



REV	DESCRIPTION OF REVISIONS	DATE	BY
	MAX SIZE 14'2 x 24'		
	DESIGN LOADS +23.5 PSF -26.7 PSF		
	TEST LOADS +35.3 PSF -40.1 PSF		
Thomas L. Shelmerdine, PE (FL PE #0048579) Structural Solutions, PA (FL Firm #29412) FL			
MODEL 1350 AMARR 2741 (27GA) MODEL 2700 AMARR 2742 (27GA) MODEL 2720 AMARR 2042 (20GA) MODEL 2743 AMARR 2043 (27GA)			
SIZE	DRAWN BY DC	DATE 3/13/18	DRAWING NUMBER
B	CHECKED BY RLR	DATE 3/15/18	IBC-1314-130-15
ENTREMATIC 165 CARRIAGE COURT WINSTON-SALEM, N.C. 27105			SHEET 3 OF 4

TABLE 1

Section Width (ft)	Center Stile Locations (Measured from Left)			Max Design Loads Allowed	
	1st (in)	2nd (in)	3rd (in)	Positive (PSF)	Negative (PSF)
6' 0"	36"	-	-	27.7	31.5
6' 2"	37"	-	-	26.9	30.6
6' 4"	38"	-	-	26.2	29.8
6' 6"	39"	-	-	25.6	29.0
6' 8"	40"	-	-	24.9	28.3
6' 10"	41"	-	-	24.3	27.6
7' 0"	42"	-	-	23.7	27.0
7' 2"	43"	-	-	23.2	26.3
7' 4"	44"	-	-	22.6	25.7
7' 6"	45"	-	-	22.1	25.2
7' 8"	46"	-	-	21.7	24.6
7' 10"	47"	-	-	21.2	24.1
8' 0"	48"	-	-	20.8	23.6
8' 2"	49"	-	-	20.3	23.1
8' 4"	50"	-	-	19.9	22.6
8' 6"	51"	-	-	19.5	22.2
8' 8"	52"	-	-	19.2	21.8
8' 10"	53"	-	-	18.8	21.4
9' 0"	54"	-	-	18.4	21.0
9' 2"	55"	-	-	18.1	20.6
9' 4"	36"	76"	-	26.1	29.7
9' 6"	37"	77"	-	25.8	29.3
9' 8"	38"	78"	-	25.4	28.9
9' 10"	39"	79"	-	25.1	28.5
10' 0"	40"	80"	-	24.8	28.2
10' 2"	41"	81"	-	24.5	27.8
10' 4"	42"	82"	-	24.2	27.5
10' 6"	43"	83"	-	23.9	27.2
10' 8"	44"	84"	-	23.6	26.8
10' 10"	45"	85"	-	23.3	26.5
11' 0"	46"	86"	-	23.1	26.2
11' 2"	47"	87"	-	22.8	25.9
11' 4"	48"	88"	-	22.5	25.6
11' 6"	49"	89"	-	22.3	25.3
11' 8"	50"	90"	-	22.0	25.0
11' 10"	51"	91"	-	21.8	24.8
12' 0"	48"	96"	-	20.7	23.5
12' 2"	49"	97"	-	20.4	23.2
12' 4"	50"	98"	-	20.2	23.0
12' 6"	51"	99"	-	20.0	22.8
12' 8"	52"	100"	-	19.8	22.5
12' 10"	53"	101"	-	19.6	22.3
13' 0"	36"	78"	120"	23.6	26.8
13' 2"	37"	79"	121"	23.6	26.8
13' 4"	38"	80"	122"	23.6	26.8
13' 6"	39"	81"	123"	23.6	26.8
13' 8"	40"	82"	124"	23.6	26.8
13' 10"	41"	83"	125"	23.6	26.8
14' 0"	42"	84"	126"	23.6	26.8
14' 2"	43"	85"	127"	23.5	26.7



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

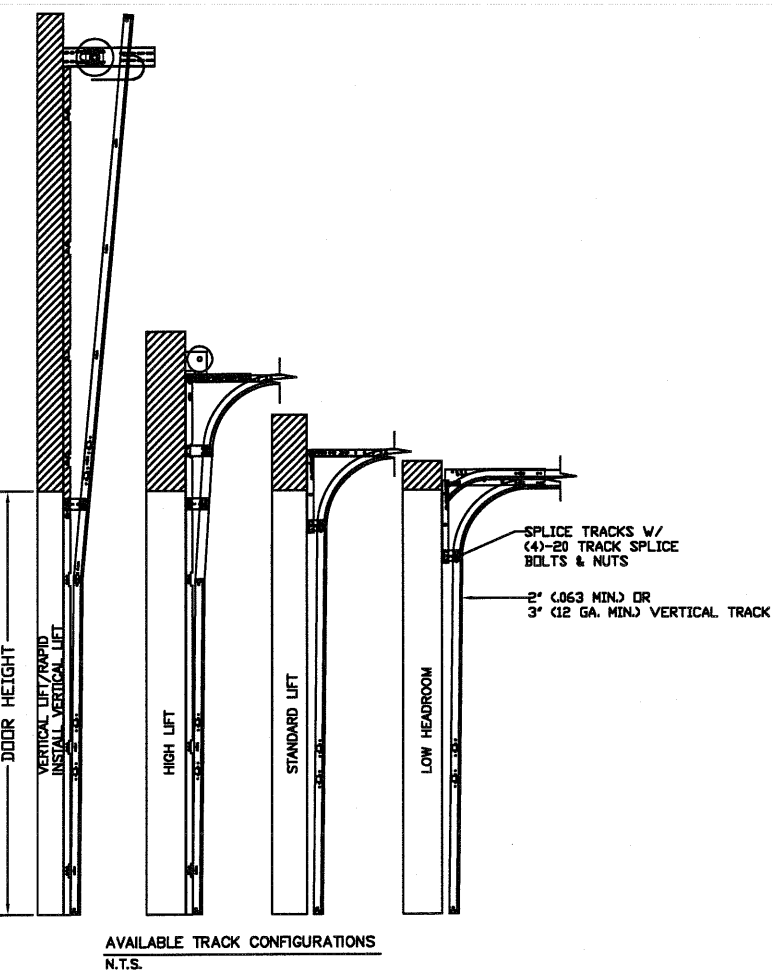


TABLE 2

DOOR HEIGHT		TRACK ATTACHMENT																						TYPICAL SPLICE
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	
7'	0"	10"	22"	34"	46"	58"																		76"
7'	6"	10"	22"	34"	46"	58"	70"																	82"
8'	0"	10"	22"	34"	46"	58"	70"																	88"
8'	6"	10"	22"	34"	46"	58"	70"	82"																94"
9'	0"	10"	22"	34"	46"	58"	70"	82"																100"
9'	6"	10"	22"	34"	46"	58"	70"	82"	94"															106"
10'	0"	10"	22"	34"	46"	58"	70"	82"	94"															112"
11'	0"	10"	22"	34"	46"	58"	70"	82"	94"	106"														124"
12'	0"	10"	22"	34"	46"	58"	70"	82"	94"	106"	118"													136"
13'	0"	10"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"												148"
14'	0"	10"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"											160"
15'	0"	10"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"	154"										172"
16'	0"	10"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"									184"
17'	0"	10"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"								196"
18'	0"	10"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"							208"
19'	0"	10"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"	202"						220"
20'	0"	10"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"	202"	214"					232"
21'	0"	10"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"	202"	214"	226"				244"
22'	0"	10"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"	202"	214"	226"	238"			256"
23'	0"	10"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"	202"	214"	226"	238"	250"		268"
24'	0"	10"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"	202"	214"	226"	238"	250"	262"	280"

ALL TRACK ATTACHMENTS +/- 2" ALLOWED USING SYP OR SPF NO.2 OR BETTER ONLY
AMARR MODEL 1350 ONLY AVAILABLE UP TO 14'

REV

DESCRIPTION OF REVISIONS

DATE

BY

MAX SIZE
14'2 x 24'

DESIGN LOADS
+23.5 PSF
-26.7 PSF

TEST LOADS
+35.3 PSF
-40.1 PSF

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

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Amarr

MODEL 1350 AMARR 2741 (27GA)
MODEL 2700 AMARR 2742 (27GA)
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MODEL 2743 AMARR 2043 (27GA)

SIZE

DRAWN BY DC

DATE 3/13/18

DRAWING NUMBER

B

CHECKED BY RLR

DATE 3/15/18

IBC-1314-130-15

ENTREMATICS

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

SHEET 4 OF 4