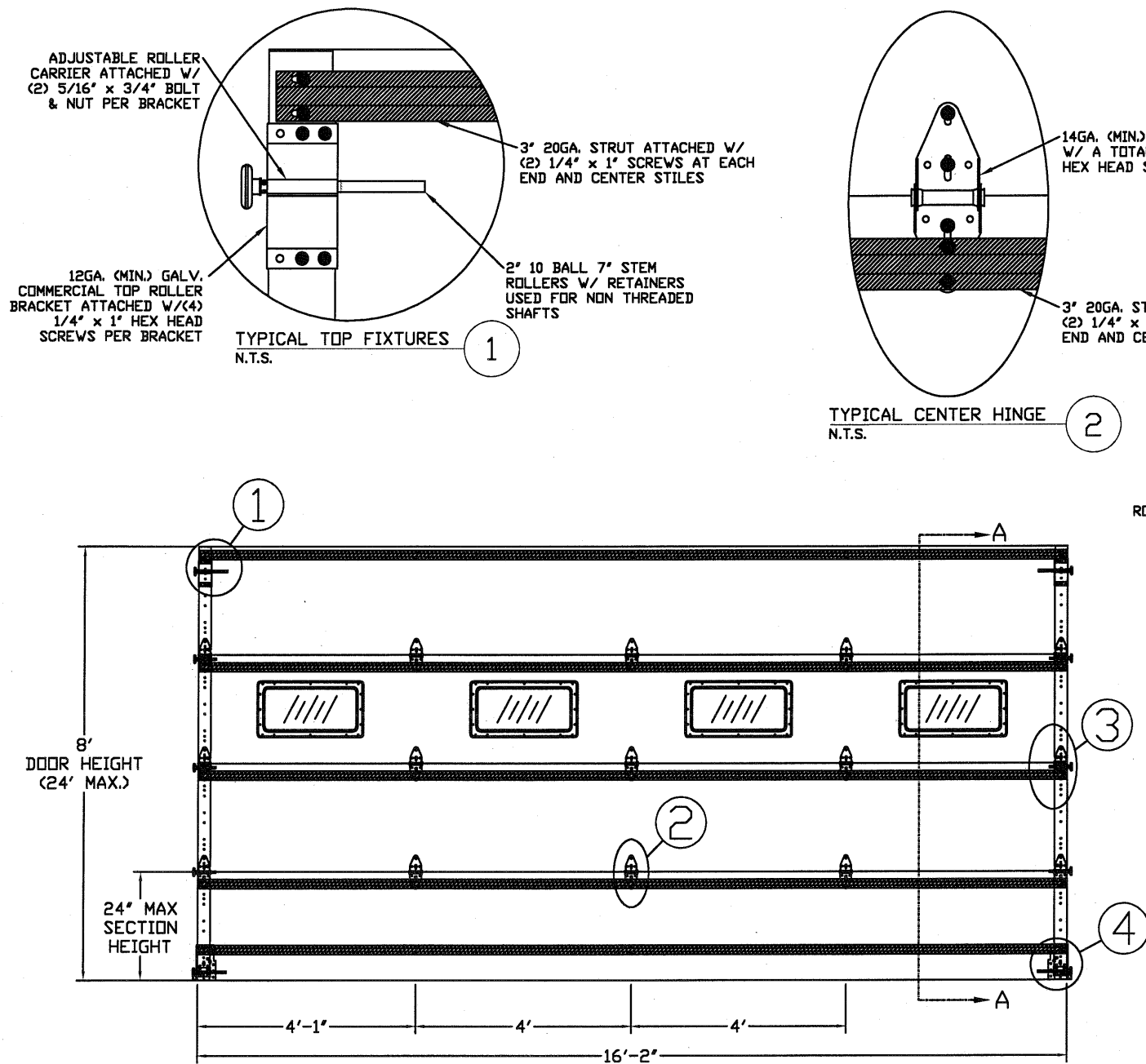
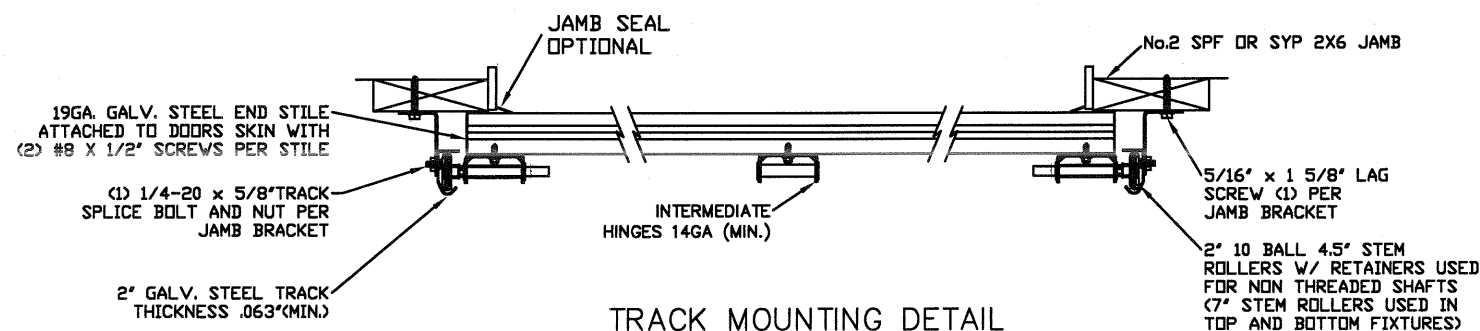


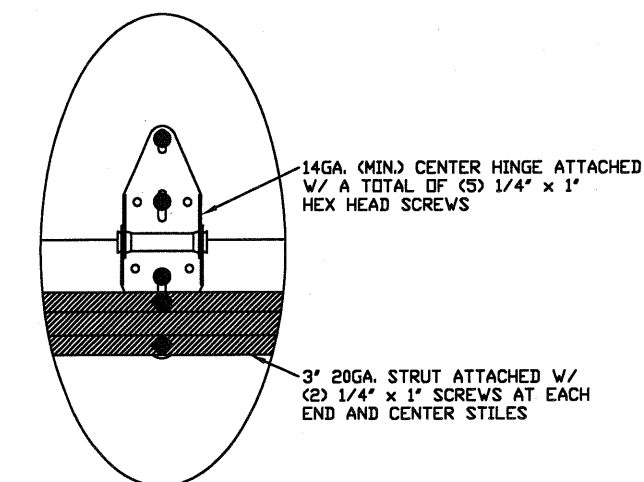


INSIDE ELEVATION
N.T.S.

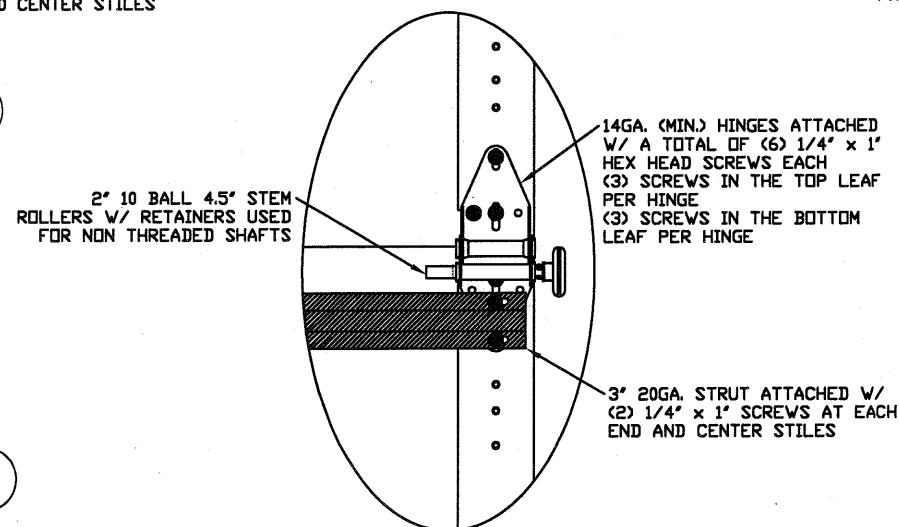


TRACK MOUNTING DETAIL
N.T.S.

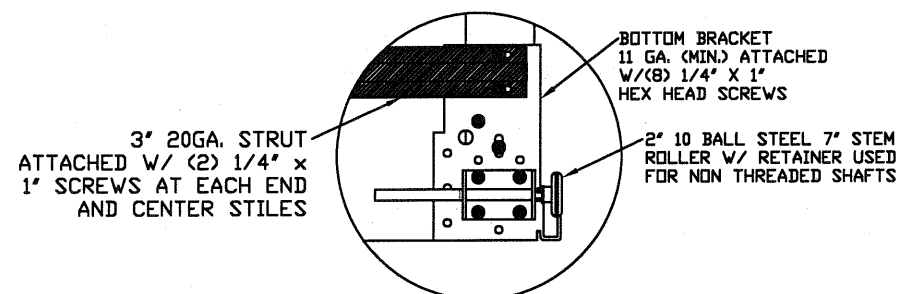
EDGE OF DOOR 1" OVERLAP ON EACH SIDE



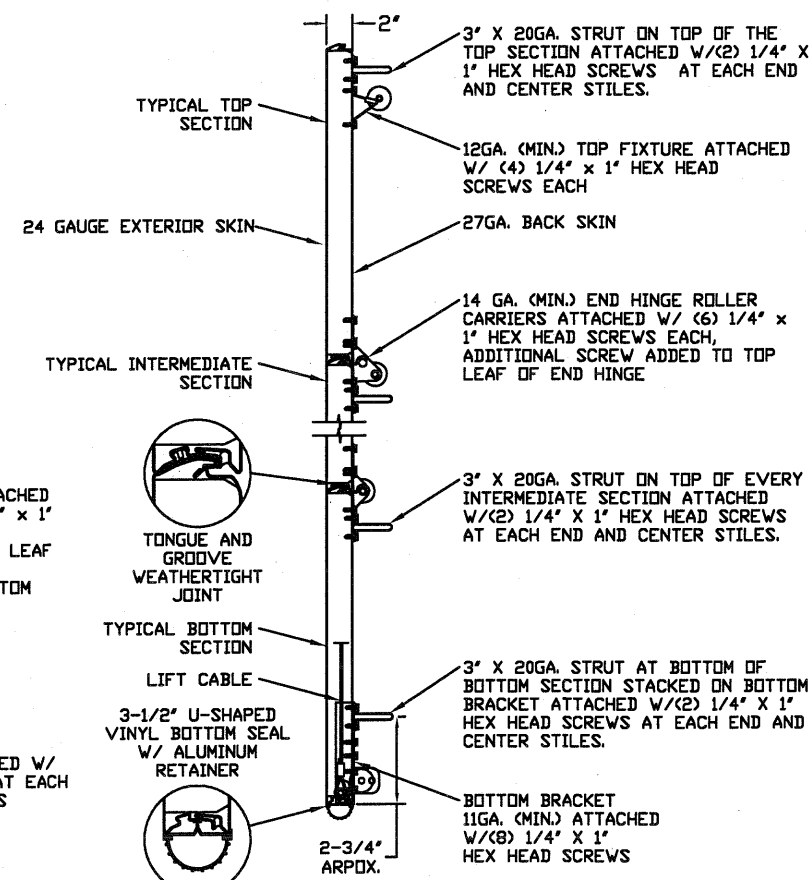
TYPICAL CENTER HINGE
N.T.S.



TYPICAL END HINGE
N.T.S.



TYPICAL BOTTOM BRACKET
N.T.S.



SECTION A-A (SIDE VIEW)
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)	155	141	134	128	122
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 24'

DESIGN LOADS
+20.0 PSF
-22.4 PSF

TEST LOADS
+30.0 PSF
-33.6 PSF

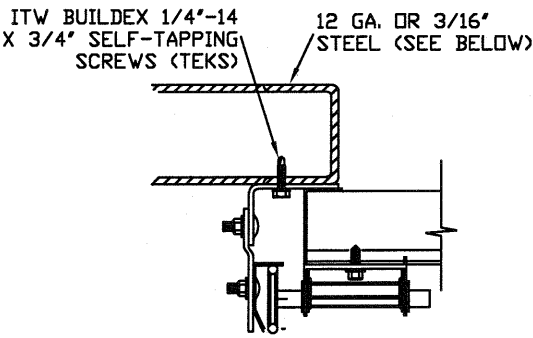
Thomas L. Shelmerdine, PE (FL PE #0048579)
Structural Solutions, PA (FL Firm #29412)

FL

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

MODEL 1000 AMARR 2432			
SIZE B	DRAWN BY DLJ	DRD DATE 6/14/18	DRAWING NUMBER IBC-1016-120-15
ENTREMATIC 165 CARRIAGE COURT WINSTON-SALEM, N.C. 27105			SHEET 1 OF 4

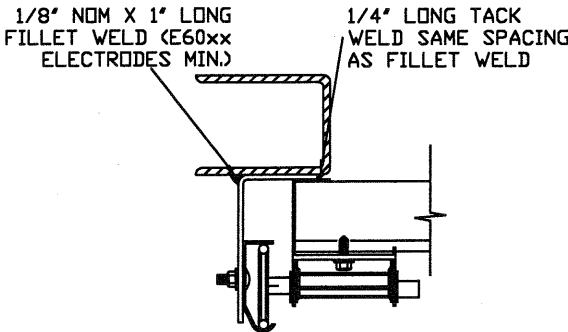
TRACK CONNECTION DIRECTLY TO STRUCTURE OPTIONS



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

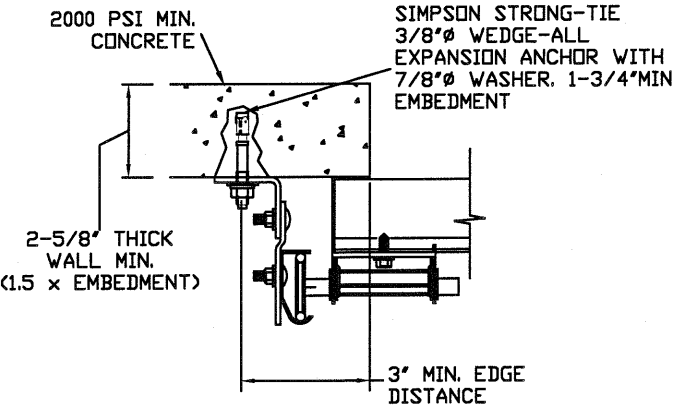
12 GA. STEEL FRAMING
232 LBS./SCREW ALLOWABLE LOAD - 6'
FROM ENDS AND 16' O.C.
REFER TO NOTES: 1, 2 AND 5

3/16\"/>



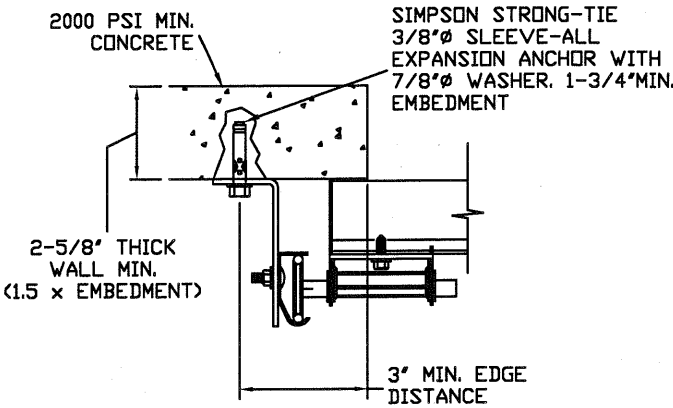
REVERSE ANGLE MOUNT SHOWN
BRACKET, CONTINUOUS AND
TAPERED ANGLE MOUNT AVAILABLE

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

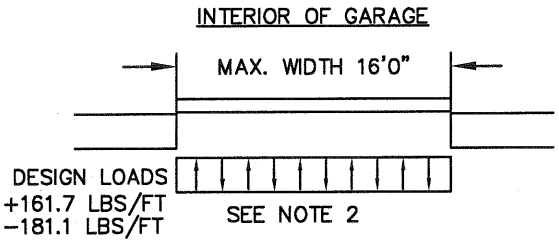
2000 PSI CONCRETE OR GREATER
336 LBS./EXPANSION ANCHOR ALLOWABLE
LOAD - 6' FROM ENDS AND 24' O.C.
REFER TO NOTES: 1, 2, 3, 4 AND 5

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: +161.7 LBS/FT & -181.1 LBS/FT
3. DOOR AND HARDWARE WILL BE DESIGNED, MANUFACTURED AND INSTALLED WITH STANDARDS AS SET FORTH BY DASMA.
4. DOOR SECTIONS SHALL BE 24 GA. (.022) MIN. EXTERIOR SKIN ROLLED FORMED, W/ BAKED ON POLYESTER FINISH
5. DOORS UP TO 24'0" HIGH USE (1) 3" 20GA STRUT TOP EACH SECTION AND (1) 3" 20GA STRUT ON BOTTOM OF 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.

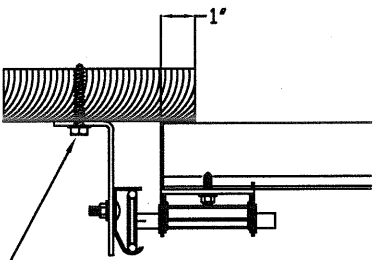
NOTES:

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.

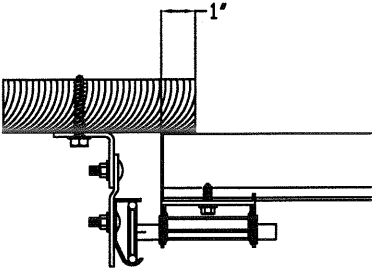


TRACK CONNECTION TO WOOD JAMB OPTIONS

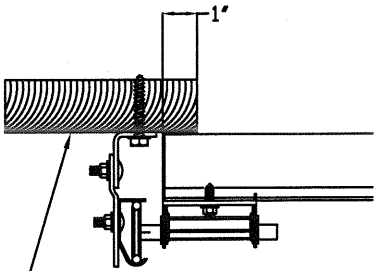
FOR LAG SCREWS & BRACKET SPACING SEE TABLE 1 ON PAGE 4



5/16\"/>



CONTINUOUS ANGLE MOUNT



REVERSE ANGLE MOUNT

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

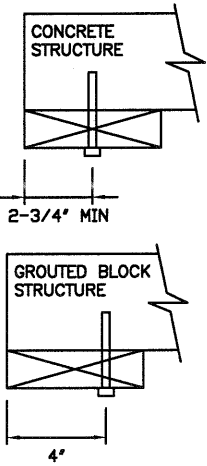
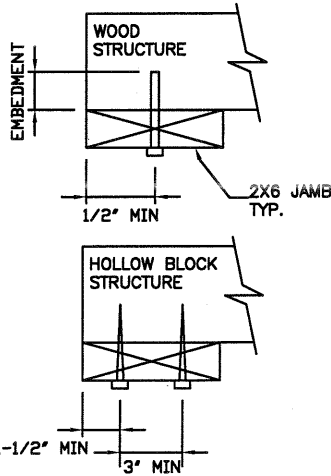
WOOD JAMB ATTACHMENT TO STRUCTURE (OPTIONAL)

2 X 6 VERTICAL JAMB ATTACHMENT TO WOOD FRAME STRUCTURE
5/16\"/>

2 X 6 VERTICAL JAMB ATTACHMENT TO 2,000 PSI CONCRETE
HILTI KWIK BOLT 3/8\"/>

2 X 6 VERTICAL JAMB ATTACHMENT TO HOLLOW C-90 BLOCK
SIMPSON 1/4\"/>

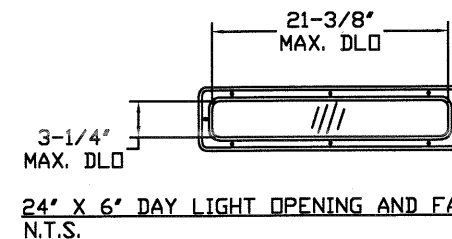
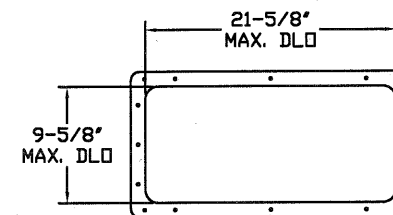
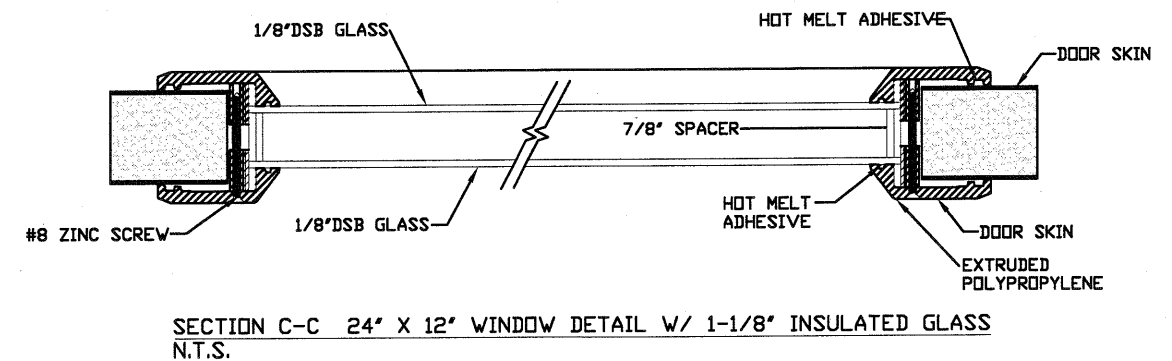
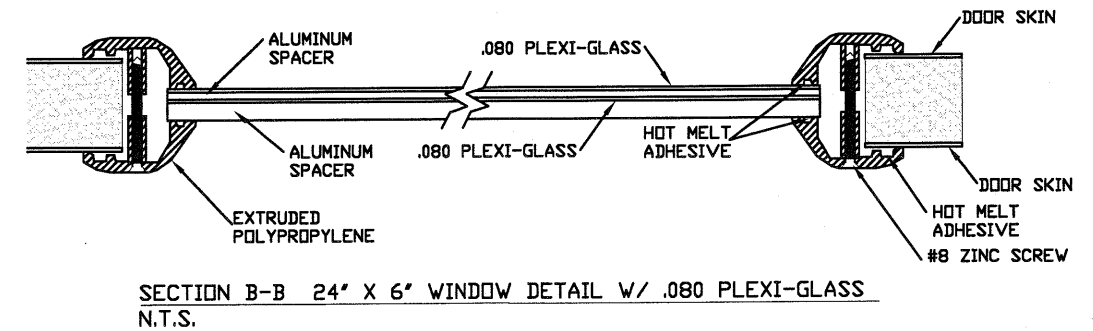
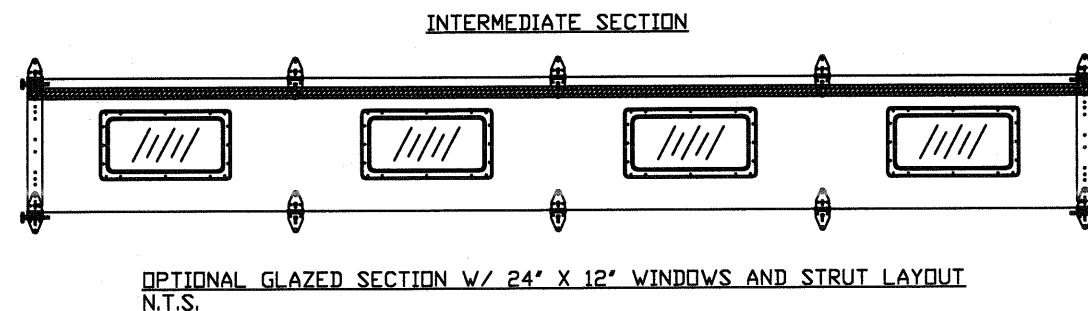
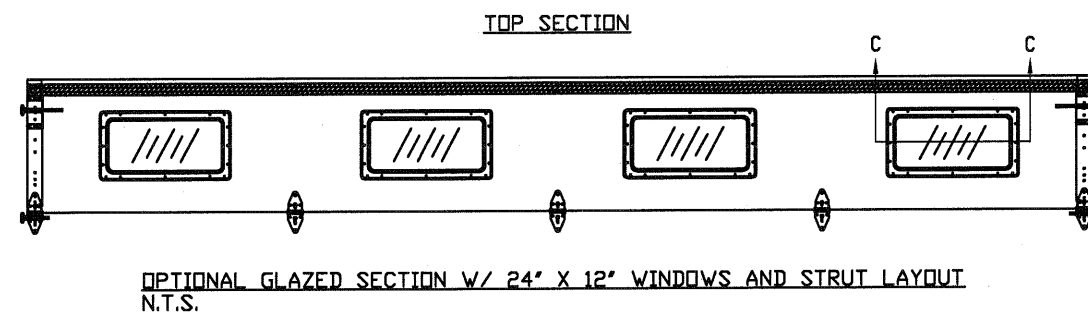
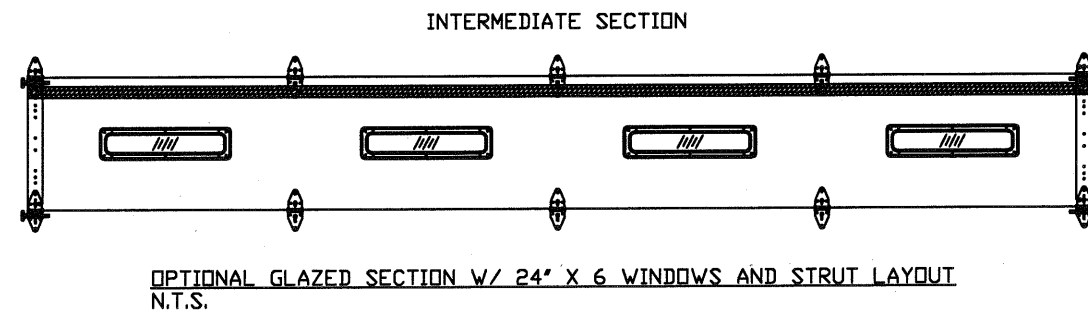
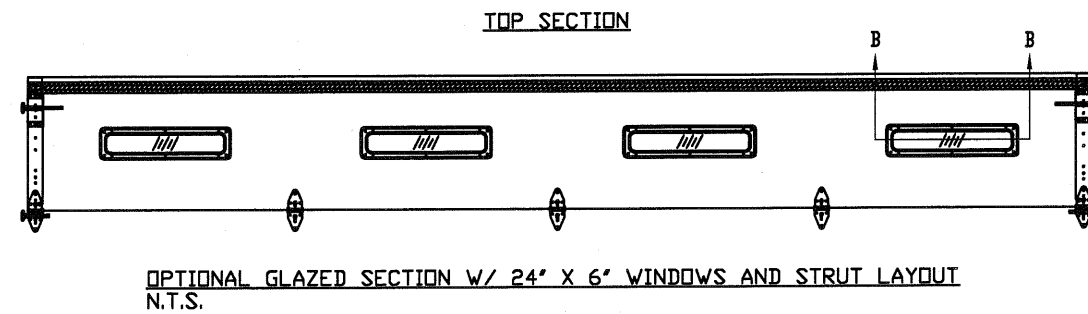
*LAGS AND BOLTS CAN BE COUNTERSUNK TO PROVIDE A FLUSH MOUNTING SURFACE.
*PREPARATION OF WOOD JAMBS BY OTHERS



Amarr

MODEL 1000 AMARR 2432

SIZE	DRAWN BY	DRD	DATE	6/14/18	DRAWING NUMBER
B	CHECKED BY	DLJ	DATE	10/02/18	IBC-1016-120-15
ENTREPRENEUR					SHEET 2 OF 4



REV	DESCRIPTION OF REVISIONS	DATE	BY

MAX SIZE 16'2 x 24' DESIGN LOADS +20.0 PSF -22.4 PSF TEST LOADS +30.0 PSF -33.6 PSF	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
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Amarr

MODEL 1000 AMARR 2432

SIZE	DRAWN BY	DRD	DATE	6/14/18	DRAWING NUMBER IBC-1016-120-15
B	CHECKED BY	DLJ	DATE	10/02/18	

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

SHEET 3 OF 4

DOOR HEIGHT	TRACK ATTACHMENT											SPLICE
	A	B	C	D	E	F	G	H	I	J	K	
6' 6	10"	34"	58"									70"
7' 0	10"	34"	58"									76"
7' 6	10"	34"	58"									82"
8' 0	10"	34"	58"									88"
8' 6	10"	34"	58"	82"								94"
9' 0	10"	34"	58"	82"								100"
9' 6	10"	34"	58"	82"								106"
10' 0	10"	34"	58"	82"								112"
10' 6	10"	34"	58"	82"	100"							118"
11' 0	10"	34"	58"	82"	106"							124"
11' 6	10"	34"	58"	82"	100"							130"
12' 0	10"	34"	58"	82"	106"							136"
12' 6	10"	34"	58"	82"	98"	124"						142"
13' 0	10"	34"	58"	82"	106"	130"						148"
13' 6	10"	34"	58"	82"	98"	124"						154"
14' 0	10"	34"	58"	82"	106"	130"						160"
15' 0	10"	34"	58"	82"	106"	130"	154"					172"
16' 0	10"	34"	58"	82"	106"	130"	154"					184"
17' 0	10"	34"	58"	82"	106"	130"	154"	178"				196"
18' 0	10"	34"	58"	82"	106"	130"	154"	178"				208"
19' 0	10"	34"	58"	82"	106"	130"	154"	178"	202"			220"
20' 0	10"	34"	58"	82"	106"	130"	154"	178"	202"			232"
21' 0	10"	34"	58"	82"	106"	130"	154"	178"	202"	226"		244"
22' 0	10"	34"	58"	82"	106"	130"	154"	178"	202"	226"		256"
23' 0	10"	34"	58"	82"	106"	130"	154"	178"	202"	226"	250"	268"
24' 0	10"	34"	58"	82"	106"	130"	154"	178"	202"	226"	250"	280"

14 GA. (MIN.) FLAG BRACKET
ATTACHED TO WOOD JAMB
W/ (3) 5/16 DIA. X 1-5/8" LAG BOLTS
AND TO TRACK W/ (4) 1/4"-20 X 5/8"
TRACK SPLICE BOLTS AND NUTS

14 GA. SPLICE BRACKET ATTACHED
TO WOOD JAMB W/ (1) 5/16 DIA. X
1-5/8" LAG BOLT AND TO TRACK W/
(4) 1/4"-20 X 5/8" TRACK SPLICE
BOLTS AND NUTS

(1) 5/16" DIA. X 1-5/8"
LAG BOLT ATTACHED TO JAMB
AT EA. JAMB BRACKET

12 GA. GALV. STEEL
JAMB BRACKETS
ATTACHED W/ (1) 1/4"-20 X 5/8"
TRACK SPLICE BOLT & NUT

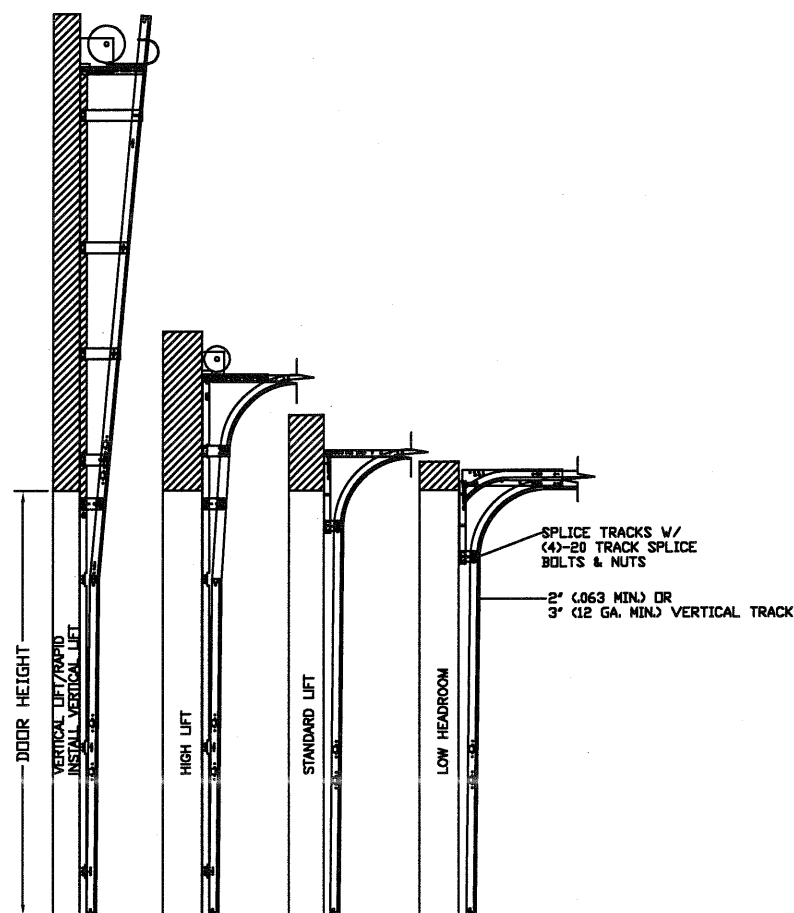
TRACK ATTACHMENT CAN BE BRACKET
MOUNT, CONTINUOUS, REVERSE ANGLE
MOUNT OR TAPERED REVERSE ANGLE
MOUNT. (SEE AVAILABLE TRACK
CONFIGURATIONS ON THIS PAGE)

ALL TRACK BRACKETS AND TRACK
CLIPS ARE ATTACHED TO TRACK
WITH (2) RIVETS OR (1) 1/4"-20
BOLT & NUT

ALL TRACK BRACKETS OR TRACK
CLIPS ARE TO FOLLOW SPACING AS
INDICATED

D-K
C
B
A

Section Width (ft)		Center Stile Locations (From Left Edge)			Max Design Loads Allowed	
		1st (in)	2nd (in)	3rd (in)	Positive (PSF)	Negative (PSF)
9'	4"	36"	76"	-	25.3	28.4
9'	6"	37"	77"	-	25.0	28.0
9'	8"	38"	78"	-	24.7	27.7
9'	10"	39"	79"	-	24.4	27.3
10'	0"	40"	80"	-	24.1	27.0
10'	2"	41"	81"	-	23.8	26.6
10'	4"	42"	82"	-	23.5	26.3
10'	6"	43"	83"	-	23.2	26.0
10'	8"	44"	84"	-	22.9	25.7
10'	10"	45"	85"	-	22.7	25.4
11'	0"	46"	86"	-	22.4	25.1
11'	2"	47"	87"	-	22.1	24.8
11'	4"	48"	88"	-	21.9	24.5
11'	6"	49"	89"	-	21.6	24.2
11'	8"	50"	90"	-	21.4	24.0
11'	10"	51"	91"	-	21.2	23.7
12'	0"	48"	96"	-	20.1	22.5
12'	2"	49"	97"	-	19.9	22.2
12'	4"	50"	98"	-	19.6	22.0
12'	6"	51"	99"	-	19.4	21.8
12'	8"	52"	100"	-	19.3	21.6
12'	10"	53"	101"	-	19.1	21.4
13'	0"	36"	78"	120"	22.9	25.7
13'	2"	37"	79"	121"	22.9	25.7
13'	4"	38"	80"	122"	22.9	25.7
13'	6"	39"	81"	123"	22.9	25.7
13'	8"	40"	82"	124"	22.9	25.7
13'	10"	41"	83"	125"	22.9	25.7
14'	0"	42"	84"	126"	22.9	25.7
14'	2"	43"	85"	127"	22.7	25.4
14'	4"	44"	86"	128"	22.4	25.1
14'	6"	45"	87"	129"	22.1	24.8
14'	8"	46"	88"	130"	21.9	24.5
14'	10"	47"	89"	131"	21.6	24.2
14'	0"	48"	90"	132"	21.4	24.0
15'	2"	49"	91"	133"	21.2	23.7
15'	4"	50"	92"	134"	20.9	23.4
15'	6"	51"	93"	135"	20.7	23.2
15'	8"	52"	94"	136"	20.5	22.9
15'	10"	53"	95"	137"	20.3	22.7
16'	0"	48"	96"	144"	20.1	22.5
16'	2"	49"	97"	145"	20.0	22.4



REV	DESCRIPTION OF REVISIONS	DATE	BY

MAX SIZE 16'2 x 24' DESIGN LOADS +20.0 PSF -22.4 PSF TEST LOADS +30.0 PSF -33.6 PSF	Thomas L. Shelmerdine, PE (FL PE #0048579) Structural Solutions, PA (FL Firm #29412) FL	dba Structural Solutions of North Carolina, Inc.
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MODEL 1000 AMARR 2432

SIZE B	DRAWN BY DRD	DATE 6/14/18	DRAWING NUMBER IBC-1016-120-15
	CHECKED BY DLJ	DATE 12/02/16	
ENTREMATIC 165 CARRIAGE COURT WINSTON-SALEM, N.C. 27105			SHEET 4 OF 4