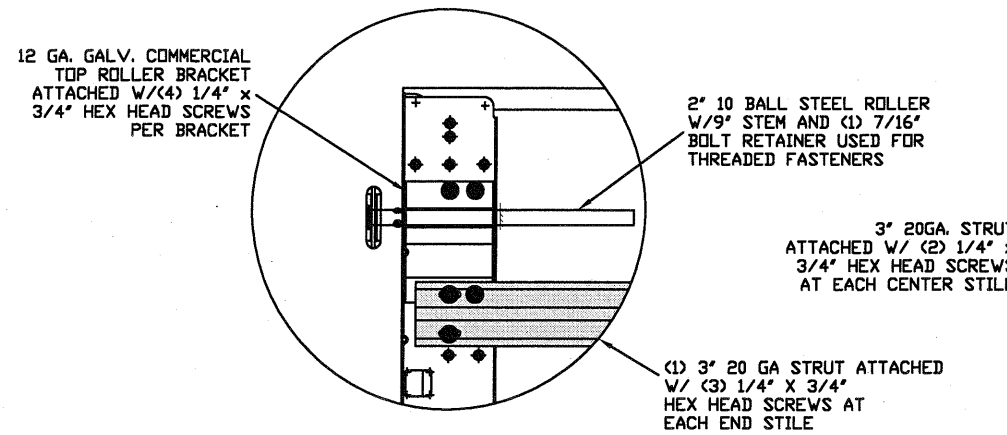
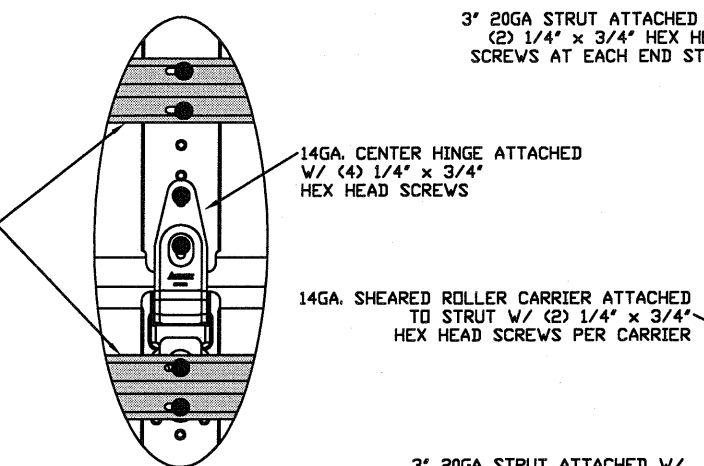
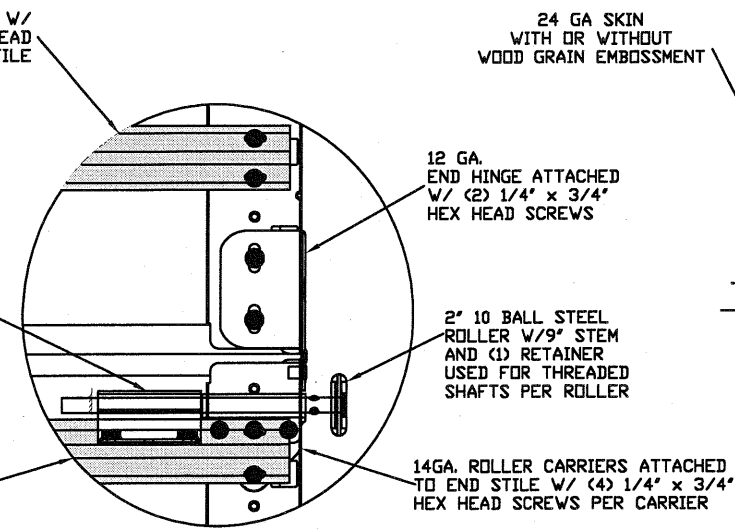




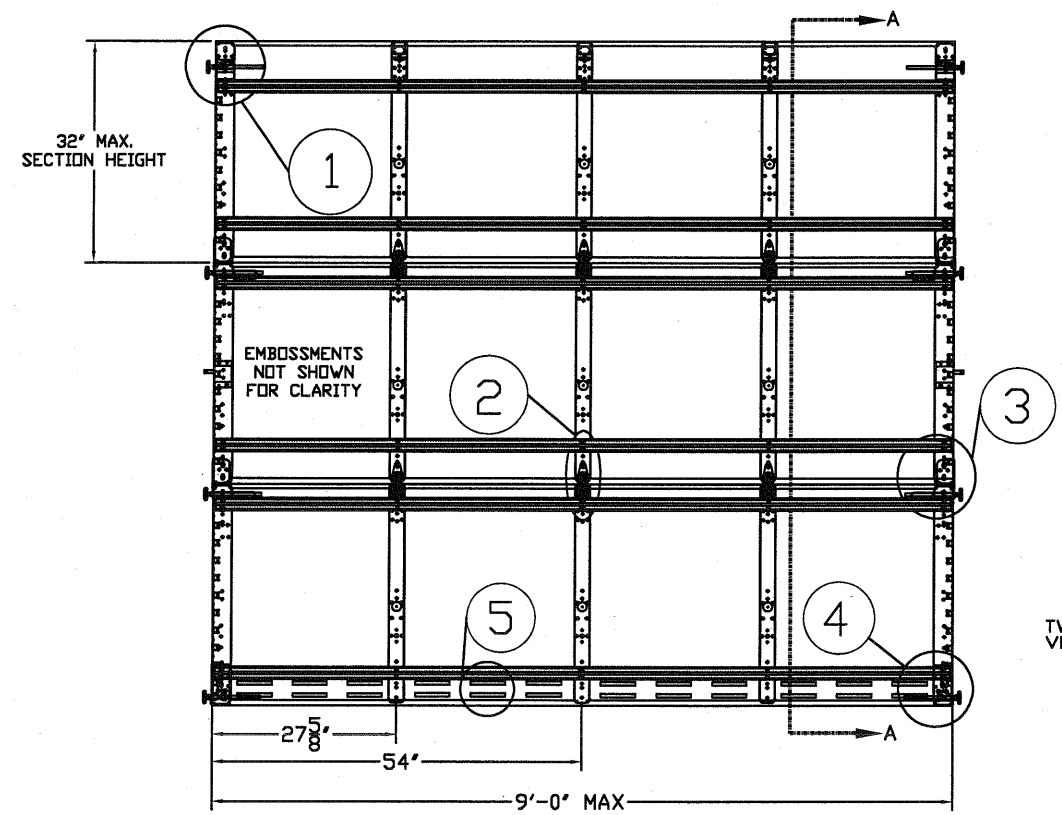
TYPICAL TOP FIXTURES
N.T.S. 1



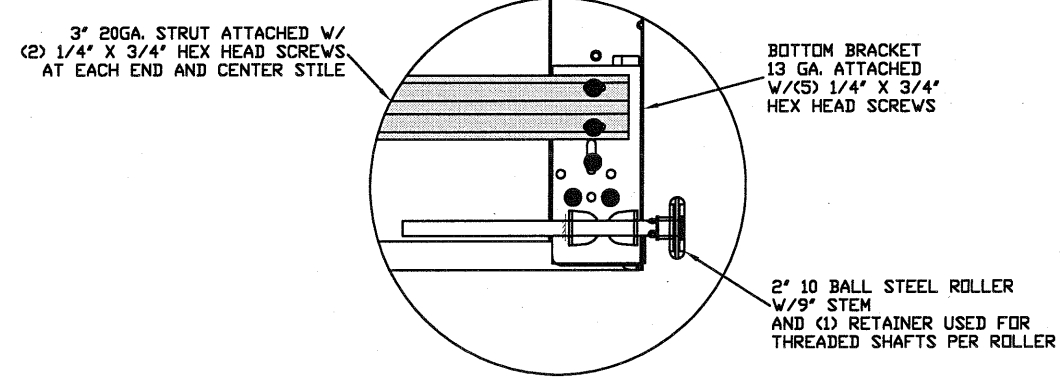
TYPICAL CENTER HINGE
N.T.S. 2



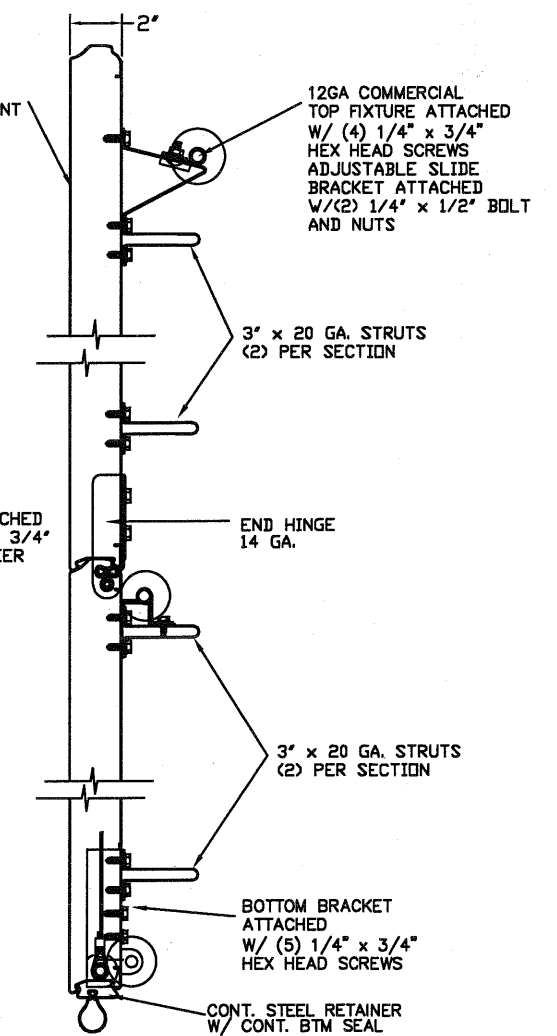
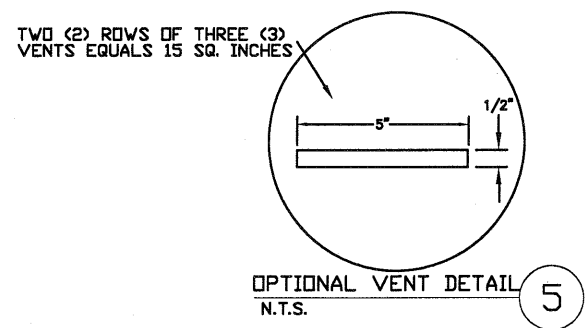
TYPICAL END HINGE
N.T.S. 3



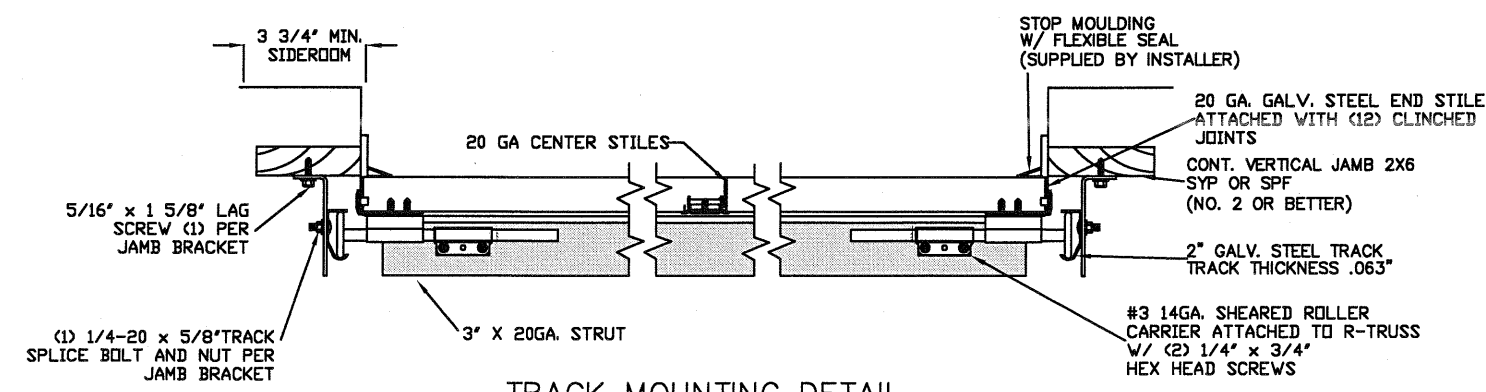
INSIDE ELEVATION
N.T.S.



TYPICAL BOTTOM BRACKET
N.T.S. 4



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



TRACK MOUNTING DETAIL
N.T.S.

LARGE MISSILE IMPACT RESISTANT

THE METHOD OF TESTING WAS IN SUBSTANTIAL CONFORMANCE WITH THE PROCEDURE DESCRIBED IN DASHA 108 & 115, 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)	195	177	168	160	154
EXPOSURE LEVEL	B	C	C	D	D
MEAN ROOF HEIGHT	30'	15'	25'	15'	25'

REV	DESCRIPTION OF REVISIONS	DATE	BY

MAX SIZE
9' x 14'

DESIGN LOADS
+35.6 PSF
-41.9 PSF

TEST LOADS
(1.5 x DESIGN LOADS)
+53.4 PSF
-62.9 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 500 AMARR CLASSICA 1000, 2000

SIZE	DRAWN BY	RLR	DATE	12/03/18	DRAWING NUMBER
B	CHECKED BY	RLR	DATE	12/03/18	IRC-5309-150-15-1

ENTREMATIC
165 CARRIAGE COURT WINSTON-SALEM, NC. 27105

SHEET 1 OF 2

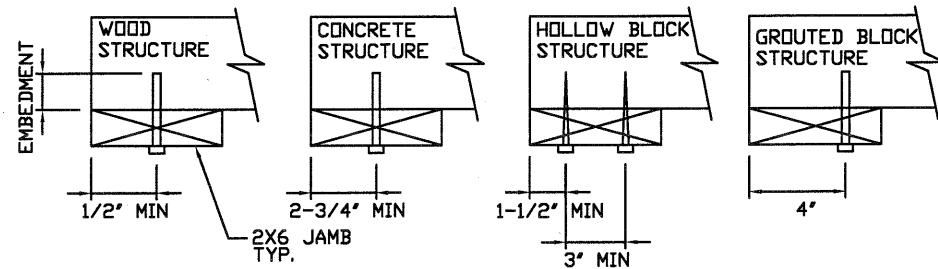
WOOD JAMB ATTACHMENT TO STRUCTURE

SPECIFICATIONS AND NOTES

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



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: +160.2 LBS/FT & -188.6 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. MIN. EXTERIOR SKIN ROLLED FORMED, W/ BAKED ON POLYESTER FINISH
5. DOORS UP TO 14'0" HIGH USE (2) 3" STRUTS PER SECTION
6. REFER TO TABLE 1 FOR TRACK ATTACHMENT SCHEDULE
7. SUPPORTING STRUCTURAL ELEMENTS SHALL BE DESIGNED BY A REGISTERED PROFESSIONAL ENGINEER FOR WIND LOADS INDICATED ON THIS DRAWING IN ADDITION TO OTHER LOADINGS.

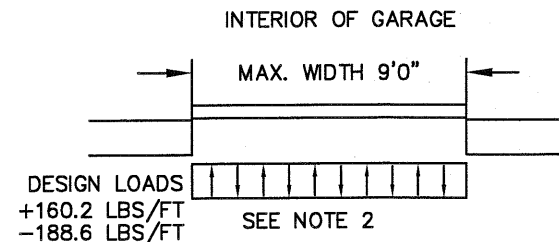
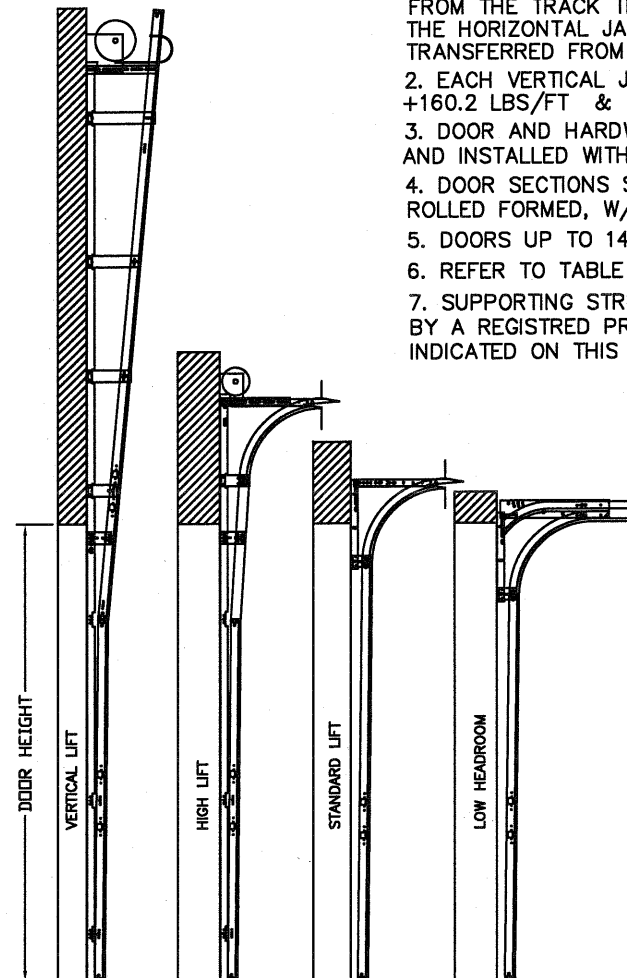
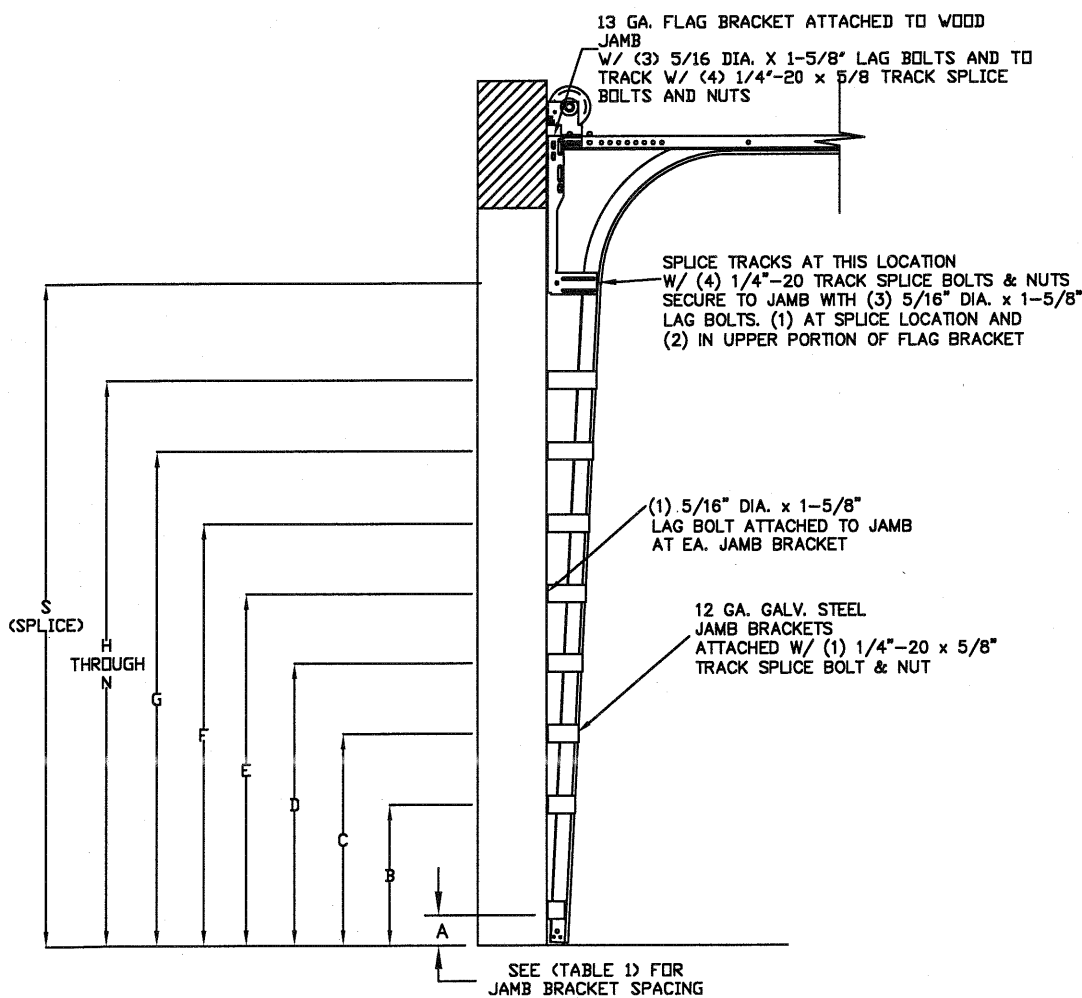


TABLE 2

Section	Center Stile Locations (Measured from Left)			Max Design Loads Allowed	
	Width (ft)	1st (in)	2nd (in)	3rd (in)	
				Positive (PSF)	Negative (PSF)
06' 0		24.6	47.3		40.4 47.5
07' 6		22.5	44.9	67.4	42.5 50.0
07' 8		22.6	45.9	69.3	40.9 48.1
07' 10		23.6	46.9	70.3	40.7 47.9
08' 0		24.6	47.9	71.3	39.8 46.9
08' 2		25.1	48.9	72.8	39.0 45.9
08' 4		25.6	49.9	74.3	38.3 45.0
08' 6		26.1	50.9	75.8	37.5 44.1
08' 8		26.6	51.9	77.3	36.8 43.3
08' 10		27.1	52.9	78.8	36.1 42.5
09' 0		27.6	53.9	80.3	35.6 41.9



AVAILABLE TRACK CONFIGURATIONS
N.T.S.

TABLE 1

DOOR HEIGHT	TRACK ATTACHMENT OPTION 1														SPLICE
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	
6' 6"	3"	14"	27"	38"	46"	56"									70"
7'	3"	14"	27"	38"	46"	56"									76"
7' 6"	3"	14"	27"	38"	46"	56"	68"								82"
8'	3"	14"	27"	38"	46"	56"	68"								88"
8' 6"	3"	14"	27"	38"	46"	56"	68"	78"							94"
9'	3"	14"	27"	38"	46"	56"	68"	78"	88"						100"
9' 6"	3"	14"	27"	38"	46"	56"	68"	78"	88"						106"
10'	3"	14"	27"	38"	46"	56"	68"	78"	88"	100"					112"
10' 6"	3"	14"	27"	38"	46"	56"	68"	78"	88"	100"					118"
11'	3"	14"	27"	38"	46"	56"	68"	78"	88"	100"	110"				124"
11' 6"	3"	14"	27"	38"	46"	56"	68"	78"	88"	100"	110"				130"
12'	3"	14"	27"	38"	46"	56"	68"	78"	88"	100"	110"	122"			136"
12' 6"	3"	14"	27"	38"	46"	56"	68"	78"	88"	100"	109"	122"			142"
13'	3"	14"	27"	38"	46"	56"	68"	78"	88"	100"	114"	122"	134"		148"
13' 6"	3"	14"	27"	38"	46"	56"	68"	78"	88"	100"	109"	122"	134"		154"
14'	3"	14"	27"	38"	46"	56"	68"	78"	88"	100"	114"	122"	134"	146"	160"

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

REV	DESCRIPTION OF REVISIONS	DATE	BY

MAX SIZE
9' x 14'

DESIGN LOADS
+35.6 PSF
-41.9 PSF

TEST LOADS
(1.5 x DESIGN LOADS)
+53.4 PSF
-62.9 PSF

LARGE MISSLE
IMPACT
RESISTANCE

Thomas L. Shelmerdine, PE (FL PE #0048579)
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PROFESSIONAL ENGINEER

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Amarr

MODEL 500 AMARR CLASSICA 1000, 2000

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SHEET 2 OF 2