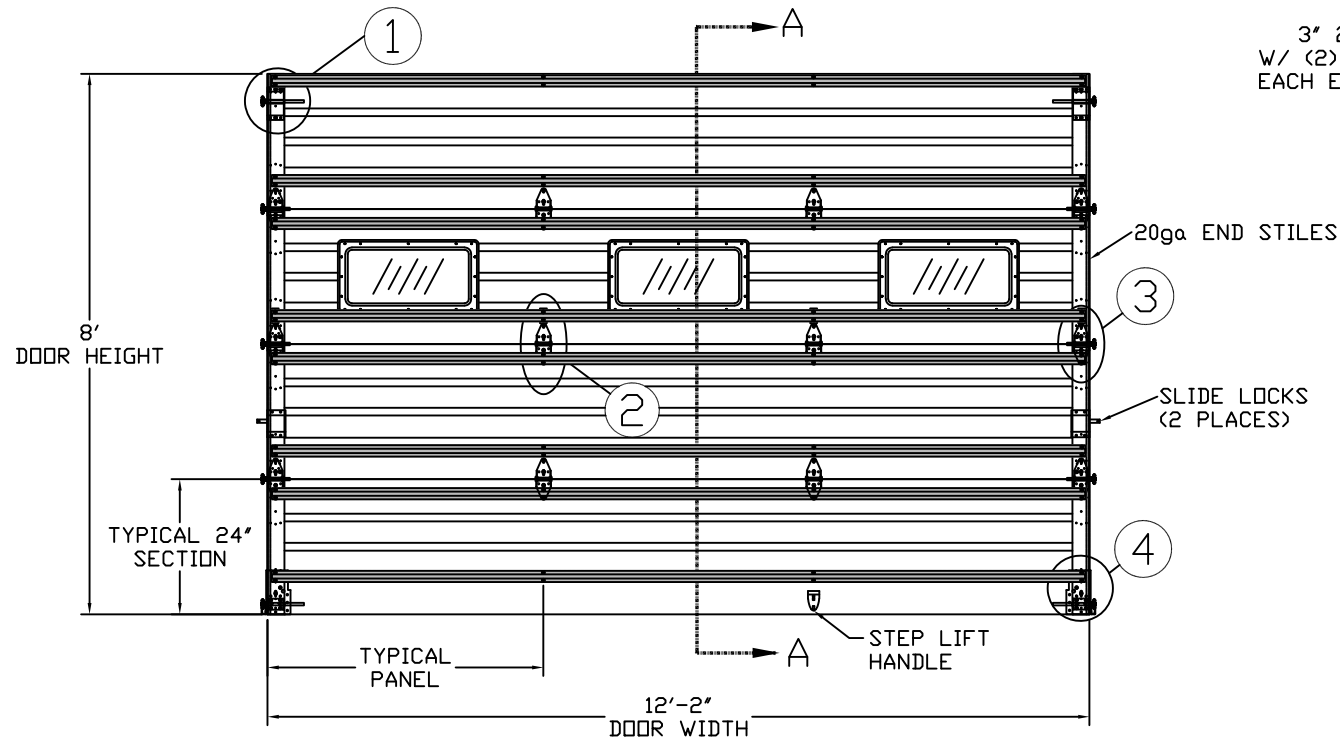
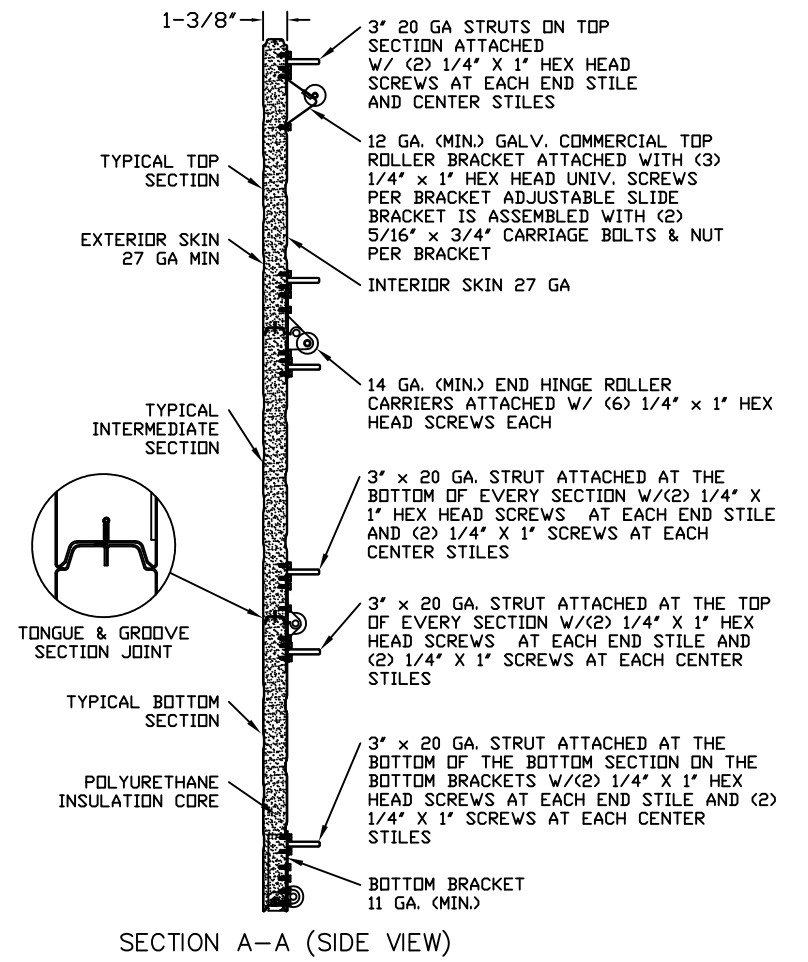
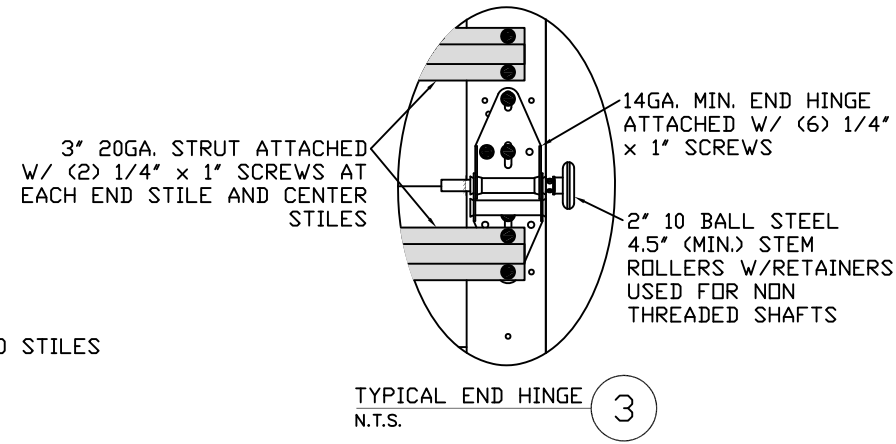
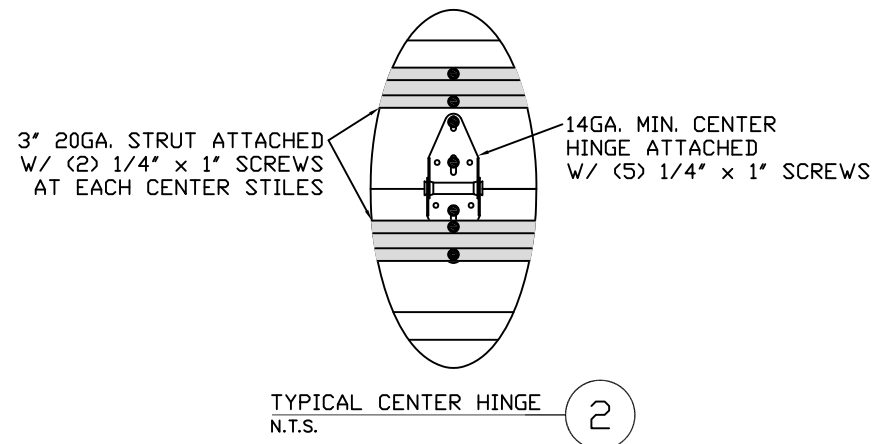
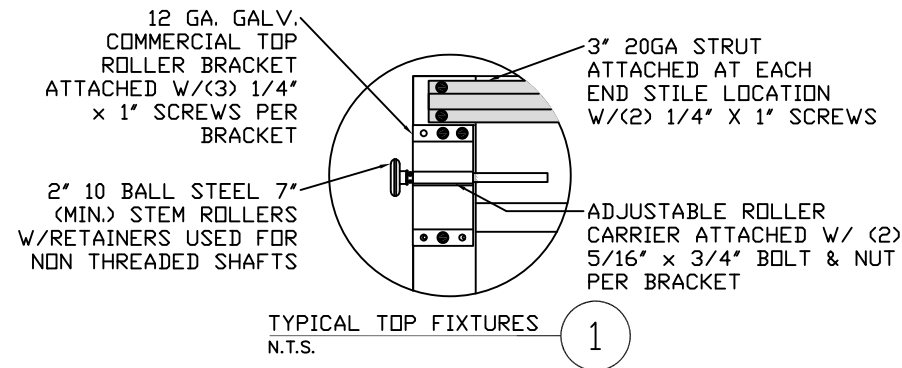
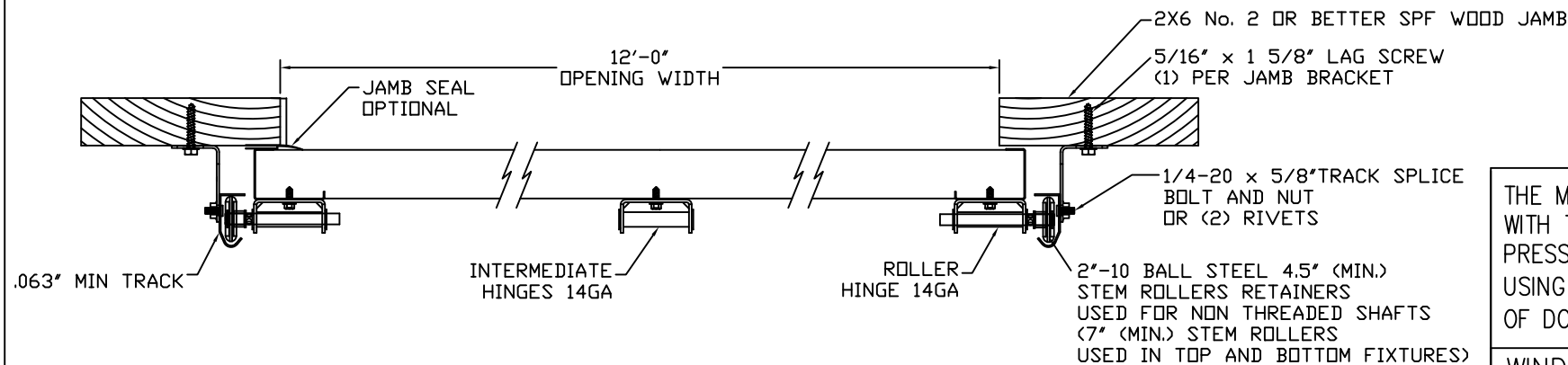
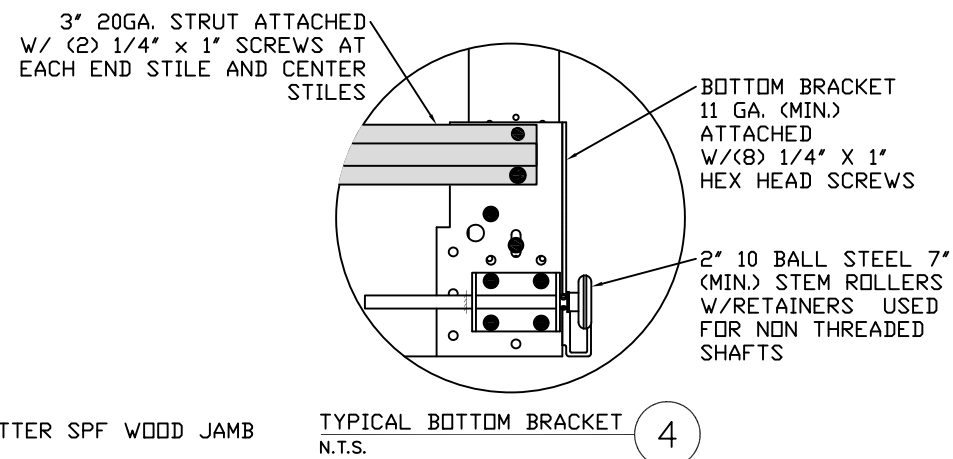




DOOR INTERIOR ELEVATION
N.T.S.



2\"/>

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 7-22 WITH THE FOLLOWING PARAMETERS (5 FEET OF DOOR WIDTH IN END ZONE, ROOF SLOPE 10° OR LESS):					
WIND SPEED (MPH)	195	177	168	161	154
EXPOSURE LEVEL	B	C	C	D	D
MEAN ROOF HEIGHT	30'	15'	25'	15'	25'

REV	DESCRIPTION OF REVISIONS	DATE	BY

MAX SIZE
12'2 x 24'

DESIGN LOADS
+32.0 PSF
-36.7 PSF

TEST LOADS
+48.0 PSF
-55.1 PSF

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

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FL

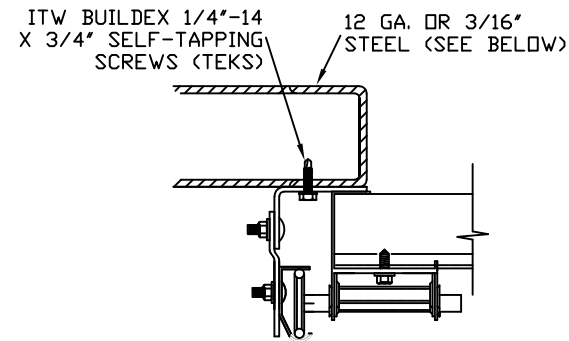
AMARR 2741
AMARR 2742
AMARR 2042
AMARR 2442

SIZE B	DRAWN BY 	DRD 	DATE 4/13/18	DRAWING NUMBER IBC-1312-150-15
	CHECKED BY RLR		DATE 5/9/18	

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

SHEET 1 OF 4

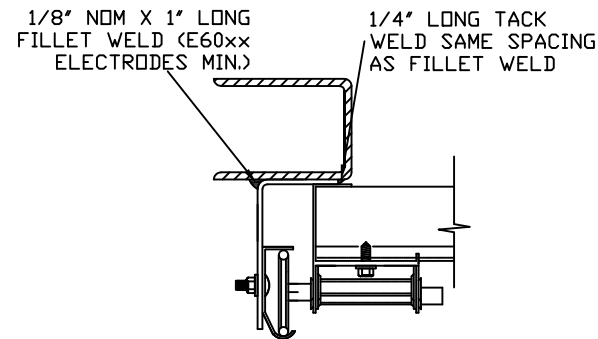
TRACK CONNECTION DIRECTLY TO STRUCTURE OPTIONS



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

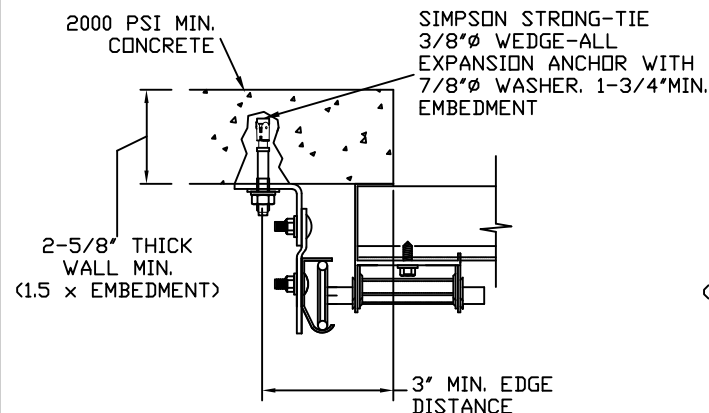
12 GA. STEEL FRAMING
232 LBS./SCREW ALLOWABLE LOAD - 6"
FROM ENDS AND 14" O.C.
REFER TO NOTES: 1, 2 AND 5

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



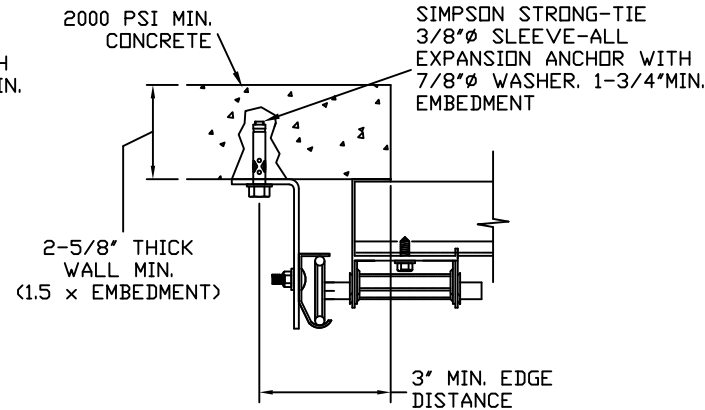
REVERSE ANGLE MOUNT SHOWN
BRACKET, CONTINUOUS AND
TAPERED ANGLE MOUNT AVAILABLE

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 20" O.C.
REFER TO NOTES: 1, 2, 3, 4 AND 5

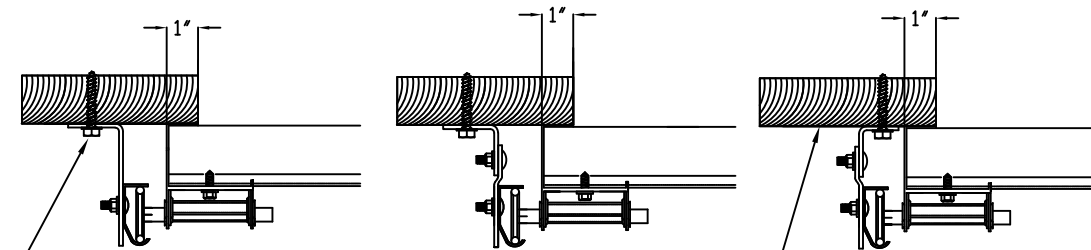


CONTINUOUS ANGLE MOUNT SHOWN
BRACKET, CONTINUOUS AND TAPERED ANGLE
MOUNT AVAILABLE

2000 PSI CONCRETE OR GREATER
336 LBS./EXPANSION ANCHOR ALLOWABLE
LOAD - 6" FROM ENDS AND 20" 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

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. EDGE 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:
+194.7 LBS/FT & -223.3 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 (2) 3" 20GA STRUTS PER 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 22" 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)

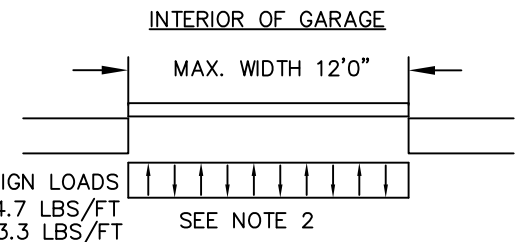
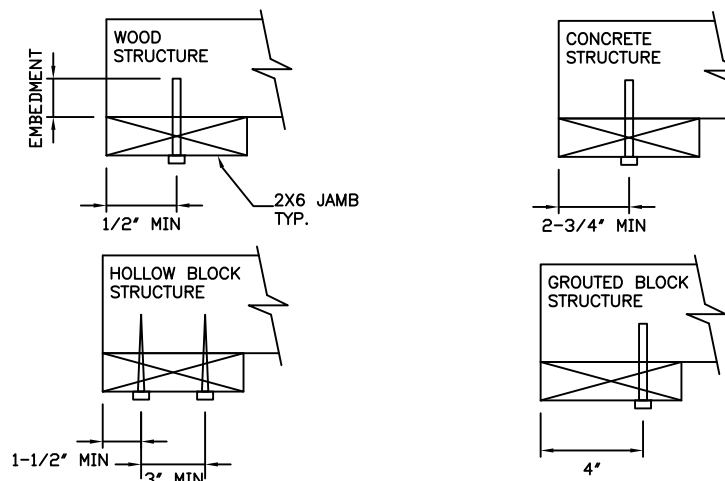
2 X 6 VERTICAL JAMB ATTACHMENT TO GROUTED C-90 BLOCK (2000 PSI GROUT)
HILTI SLEEVE ANCHOR 3/8" X 2-3/4" STARTING 6" FROM ENDS

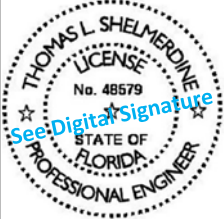
THEN 24" O.C. (1 1/4" EMBEDMENT)

(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 12'2 x 24' DESIGN LOADS +32.0 PSF -36.7 PSF TEST LOADS +48.0 PSF -55.1 PSF		 This document has been digitally signed & sealed by Thomas L. Shelmerdine, PE on the date shown. Printed copies of this document are not considered signed & sealed, and the signature must be verified on any electronic copies. 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	
			
AMARR 2741 AMARR 2742 AMARR 2042 AMARR 2442			
SIZE	DRAWN BY DRD	DATE 4/13/18	DRAWING NUMBER
B	CHECKED BY RLR	DATE 5/9/18	IBC-1312-150-15
AMARR COMPANY			SHEET 2 OF 4

Technical drawing of a three-axle truck chassis, showing the layout of the axles and suspension components. The drawing includes labels for the front axle (A), middle axle (B), and rear axle (C). It also shows the location of the front suspension (A), middle suspension (B), and rear suspension (C). The drawing is a side view of the chassis, showing the relative positions of the axles and the suspension components.

INTERMEDIATE SECTION

Diagram illustrating the intermediate section of the bridge deck, showing three rectangular openings (piles) within a horizontal frame. The frame is supported by vertical posts at the ends and intermediate points. The openings are labeled with '1/1' and '2/2'.

INTERMEDIATE SECTION

The diagram illustrates an intermediate section of a track. It features three rectangular segments, each filled with diagonal hatching, arranged horizontally. These segments are connected by horizontal lines. The entire assembly is flanked by vertical end supports, which are depicted as thick vertical bars with small circular details at the top and bottom. The top and bottom horizontal lines of the track are marked with small circular details, possibly representing fasteners or sensors.

INTERMEDIATE SECTION

Diagram illustrating the cross-section of a door assembly. The assembly consists of two extruded polypropylene door skins, each bonded to a .080 inch thick plexi-glass panel using hot melt adhesive. The plexi-glass panels are separated by an aluminum spacer. The entire assembly is held together by a central aluminum spacer. Labels include: ALUMINUM SPACER, PLEXI-GLASS, .080, HOT MELT ADHESIVE, DOOR SKIN, and EXTRUDED POLYPROPYLENE.

Diagram illustrating the exploded view of a door handle assembly. The components shown are:

- POLYSTYRENE
- PLEXI-GLASS .080
- HOT MELT ADHESIVE
- DOOR SKIN
- POLYSTYRENE SPACER
- #8 ZINC SCREW

3" 20GA. STRUT ATTACHED W/ (2) 1/4" x 1" HEX HEAD SCREWS AT EACH CENTER STILE

STRUT SPACER ADDED AT END STILE AND CENTER STILES OF THE GLAZED SECTION AS NEEDED

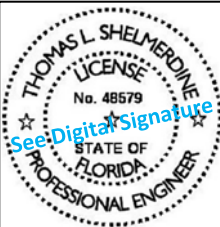
Exploded view diagram of a door handle assembly. The components shown are:

- 1/8" DSB GLASS (Two pieces, one on each end)
- HOT MELT ADHESIVE (Applied to the glass and door skin)
- DOOR SKIN (The outer surface of the door)
- 7/8" SPACER (The central handle body)
- #8 ZINC SCREW (Two screws, one on each end)
- EXTRUDED POLYPROPYLENE (The mounting bracket)

Technical drawing of a rectangular plate. The dimensions are specified as 23-3/8" MAX. DLO (Maximum Distance to Line of Origin) for the width and 10-3/16" MAX. DLO for the height. The drawing shows a central rectangular area with diagonal hatching, surrounded by a border. The hatching consists of four parallel diagonal lines sloping from the bottom-left to the top-right.

Diagram of a rectangular tank with dimensions 21-5/8' MAX. DLO and 9-5/8' MAX. DLO.

REV	DESCRIPTION OF REVISIONS	DATE	BY

MAX SIZE 12'2" x 24' DESIGN LOADS +32.0 PSF -36.7 PSF TEST LOADS +48.0 PSF -55.1 PSF	 This document has been digitally signed & sealed by Thomas L. Shelmerdine, PE on the date shown. Printed copies of this document are not considered signed & sealed, and the signature must be verified on any electronic copies. 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
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Amarr

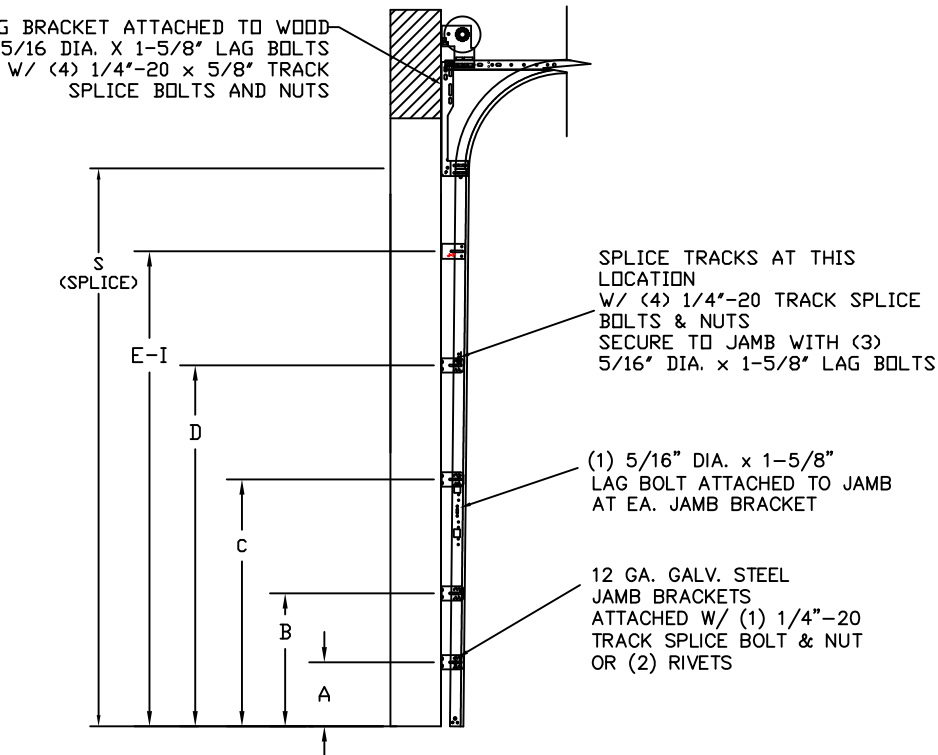
AMARR 2741
AMARR 2742
AMARR 2042
AMARR 2442

SIZE B	DRAWN BY	DRD	DATE	4/13/18	DRAWING NUMBER IBC-1312-150-15
	CHECKED BY	RLR	DATE	5/9/18	
AMARR COMPANY 165 CARRIAGE COURT WINSTON-SALEM, N.C. 27105					SHEET 3 OF 4

TABLE 1

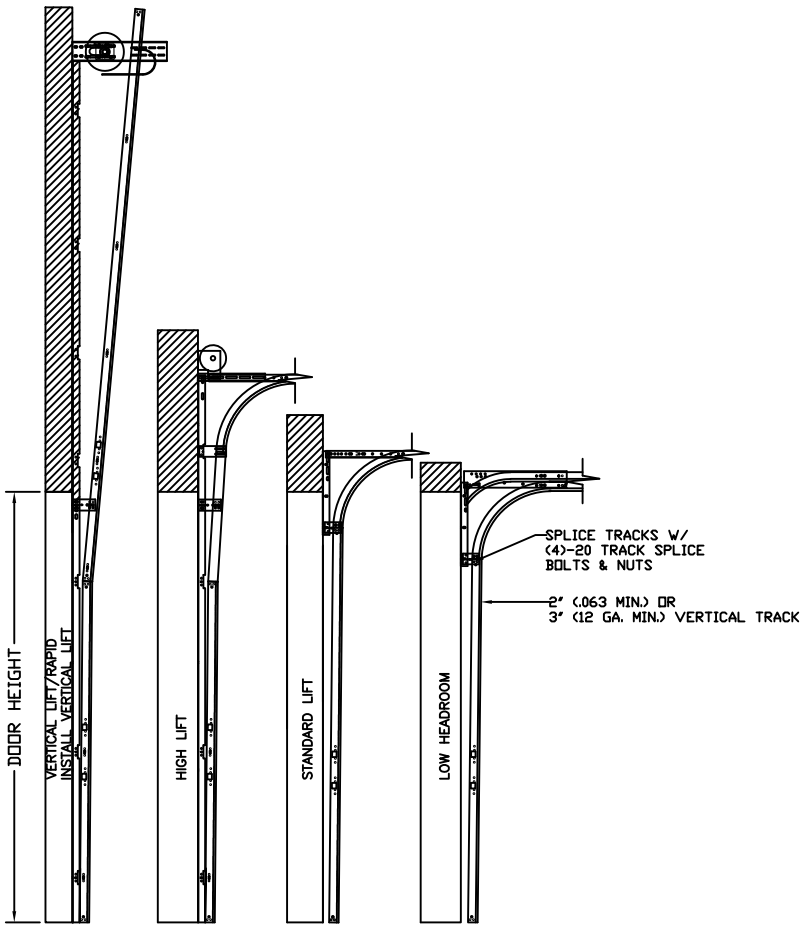
Section Width (ft)		Center Stile		Max Design Loads Allowed	
		1st (in)	2nd (in)	Positive (PSF)	Negative (PSF)
9'	4"	36"	76"	40.6	46.6
9'	6"	37"	77"	40.1	46.0
9'	8"	38"	78"	39.5	45.4
9'	10"	39"	79"	39.0	44.8
10'	0"	40"	80"	38.6	44.2
10'	2"	41"	81"	38.1	43.7
10'	4"	42"	82"	37.4	42.9
10'	6"	43"	83"	36.8	42.3
10'	8"	44"	84"	36.3	41.6
10'	10"	45"	85"	35.7	41.0
11'	0"	46"	86"	35.2	40.3
11'	2"	47"	87"	34.6	39.7
11'	4"	48"	88"	34.1	39.2
11'	6"	49"	89"	33.6	38.6
11'	8"	50"	90"	33.2	38.0
11'	10"	51"	91"	32.7	37.5
12'	0"	48"	96"	32.1	36.8
12'	2"	49"	97"	32.0	36.7

14 GA. 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



TRACK CONFIGURATION FOR UP TO 24' TALL DOORS
N.T.S.

SEE TABLE 2 FOR TRACK ATTACHMENT SPACING



AVAILABLE TRACK CONFIGURATIONS
N.T.S.

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
7'	0"	10"	22"	34"	58"																		76"
7'	6"	10"	22"	34"	58"	70"																	82"
8'	0"	10"	22"	34"	58"	70"																	88"
8'	6"	10"	22"	34"	58"	70"	82"																94"
9'	0"	10"	22"	34"	58"	70"	82"																100"
9'	6"	10"	22"	34"	58"	70"	82"	94"															106"
10'	0"	10"	22"	34"	58"	70"	82"	94"															112"
11'	0"	10"	22"	34"	58"	70"	82"	94"	106"														124"
12'	0"	10"	22"	34"	58"	70"	82"	94"	106"	118"													136"
13'	0"	10"	22"	34"	58"	70"	82"	94"	106"	118"	130"												148"
14'	0"	10"	22"	34"	58"	70"	82"	94"	106"	118"	130"	142"											160"
15'	0"	10"	22"	34"	58"	70"	82"	94"	106"	118"	130"	142"	154"										172"
16'	0"	10"	22"	34"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"									184"
17'	0"	10"	22"	34"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"								196"
18'	0"	10"	22"	34"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"							208"
19'	0"	10"	22"	34"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"	202"						220"
20'	0"	10"	22"	34"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"	202"	214"					232"
21'	0"	10"	22"	34"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"	202"	214"	226"				244"
22'	0"	10"	22"	34"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"	202"	214"	226"	238"			256"
23'	0"	10"	22"	34"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"	202"	214"	226"	238"	250"		268"
24'	0"	10"	22"	34"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"	202"	214"	226"	238"	250"	262"	280"

ALL TRACK ATTACHMENT SPACING +/-2" ALLOWED WITH SPF OR SYP NO. 2 OR BETTER ONLY
AMARR 2741 ONLY AVAILABLE UP TO 14'

TABLE 3

Section	Strut Size
12TH	3"
	3"
11TH	3"
	3"
10TH	3"
	3"
9TH	3"
	3"
8TH	3"
	3"
7TH	3"
	3"
6TH	3"
	3"
5TH	3"
	3"
4TH	3"
	3"
3RD	3"
	3"
2ND	3"
	3"
BOTTOM	3"

AMARR 2741 ONLY AVAILABLE UP TO 14'

REVDESCRIPTION OF REVISIONSDATEBY

MAX SIZE
12'2 x 24'

DESIGN LOADS
+32.0 PSF
-36.7 PSF

TEST LOADS
+48.0 PSF
-55.1 PSF

THOMAS L. SHELDERDINE
LICENSE
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FL

Amarr

AMARR 2741
AMARR 2742
AMARR 2042
AMARR 2442

SIZE
B

DRAWN BY
DRD

CHECKED BY
RLR

DATE
4/13/18

DATE
5/9/18

DRAWING NUMBER
IBC-1312-150-15

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

SHEET 4 OF 4