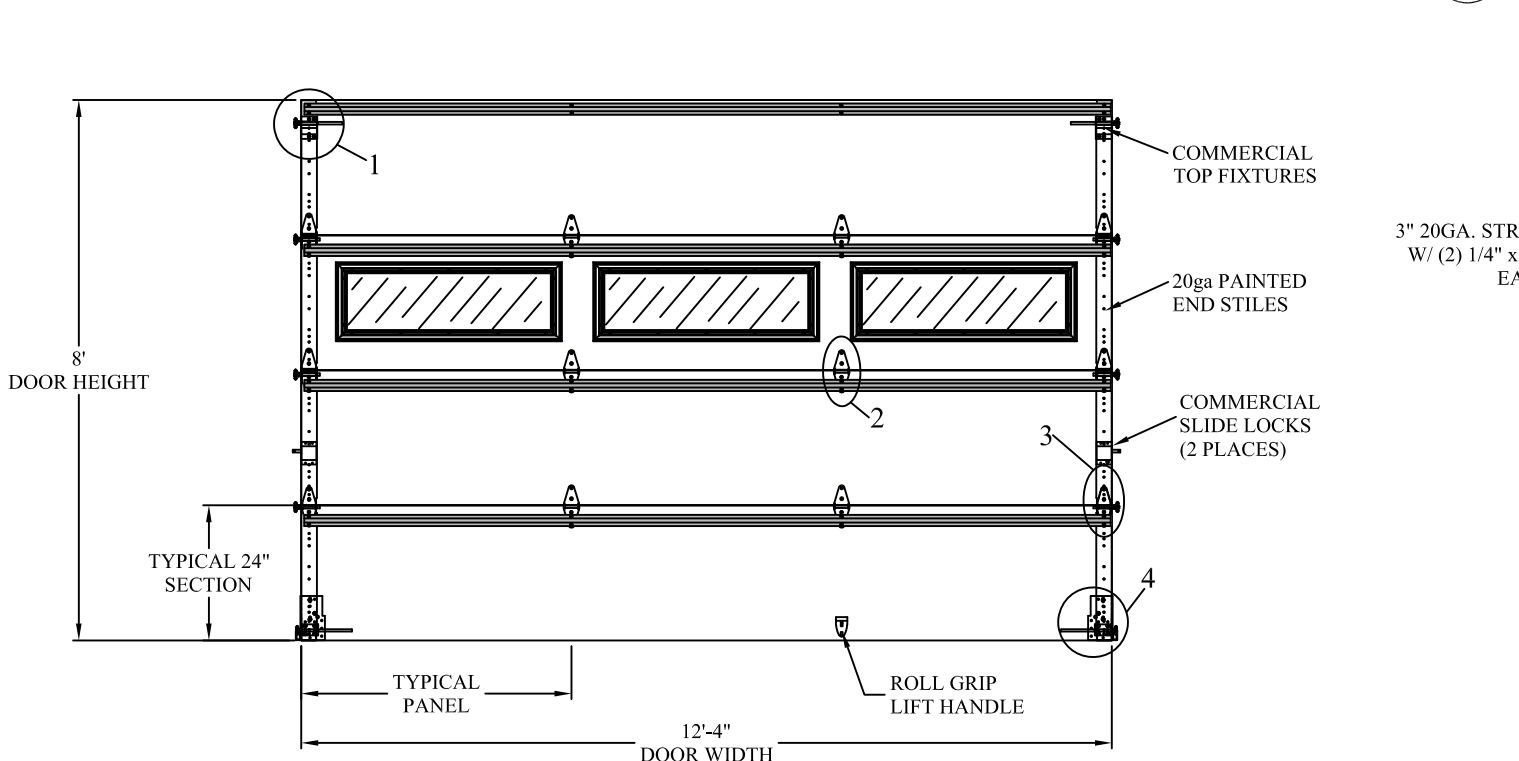
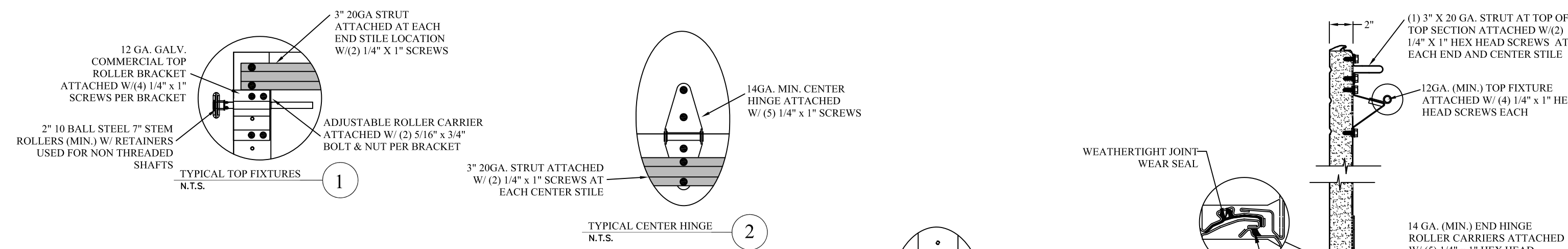
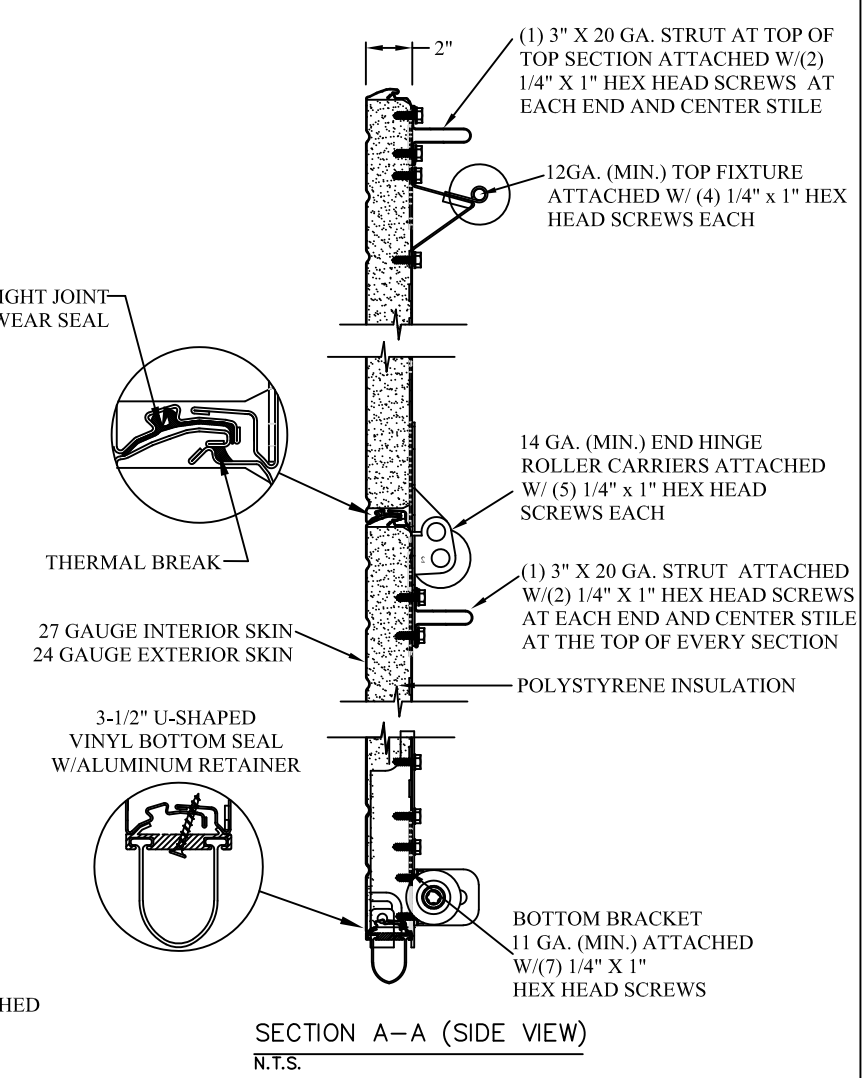
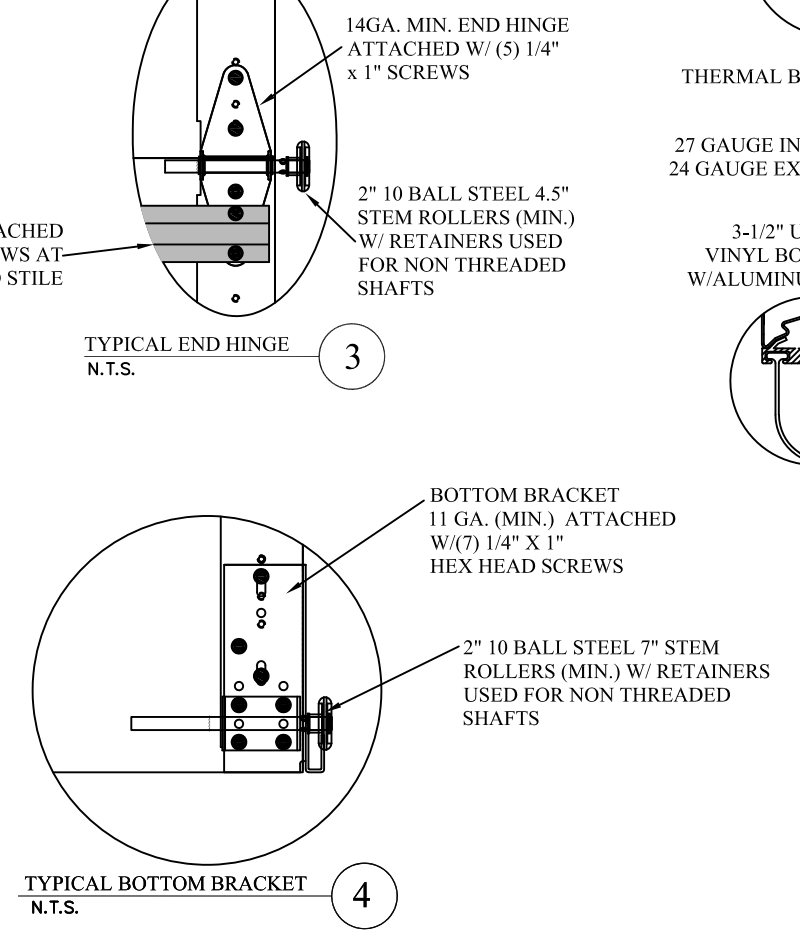
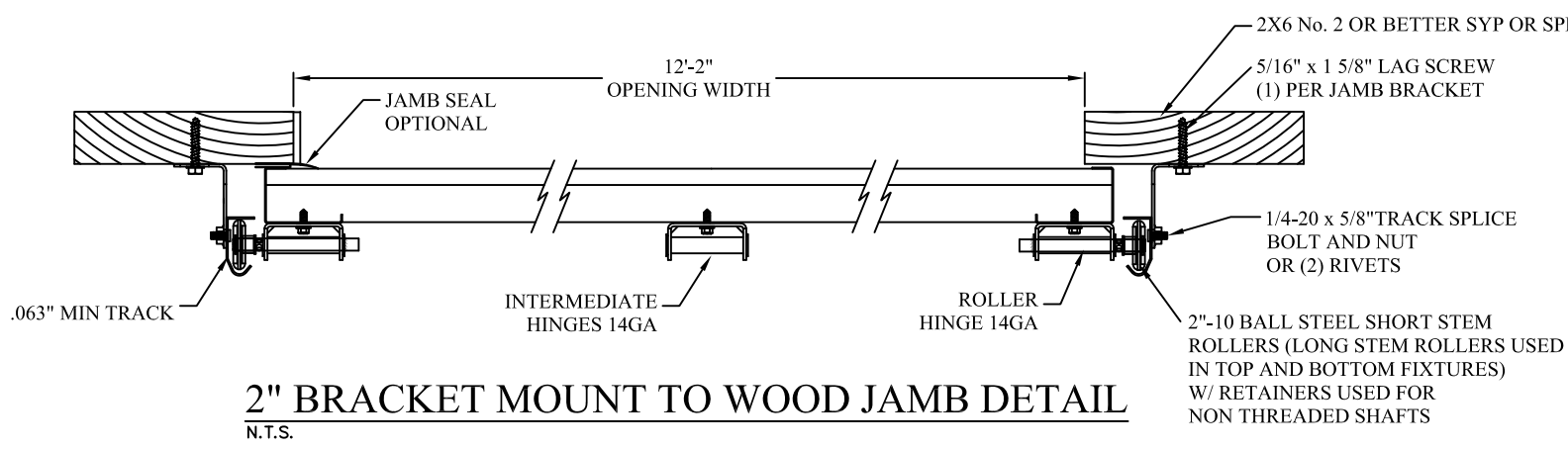




DOOR INTERIOR ELEVATION
N.T.S.

LARGE MISSILE IMPACT
RESISTANT



THE METHOD OF TESTING WAS IN SUBSTANTIAL CONFORMANCE WITH THE PROCEDURES DESCRIBED IN ASTM E1886, E1996, F588, AND DASMA 108, 115. 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)	168	153	145	139	133
EXPOSURE LEVEL	B	C	C	D	D
MEAN ROOF HEIGHT	30'	15'	25'	15'	25'

REV	DESCRIPTION OF REVISIONS	DATE	BY

MAX SIZE
12'4" x 24'

DESIGN LOADS
+23.8 PSF
-27.3 PSF

TEST LOADS
+35.7 PSF
-41.0 PSF

LARGE MISSILE IMPACT
RESISTANCE

Thomas L. Shelmerdine
FL

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Digitally signed by Thomas L. Shelmerdine
DN: c=US, o=North Carolina, dnQualifier=A01410D000001856487A78
100125CE2, cn=Thomas L. Shelmerdine
Date: 2024.01.30 08:09:42 -05'00'

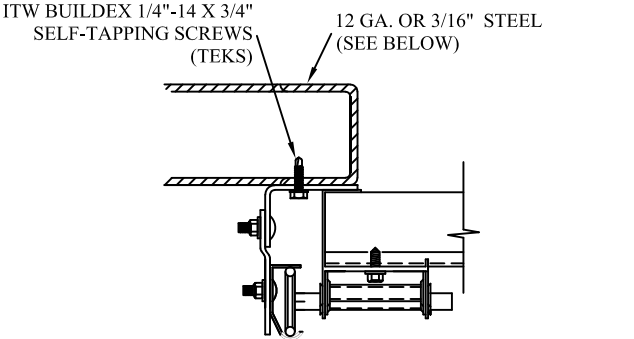
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SIZE B	DRAWN BY DRC	DATE 01/09/24	DRAWING NUMBER IBC-1012-130-15-I
	CHECKED BY RLR	DATE 01/16/24	

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

SHEET 1 OF 4

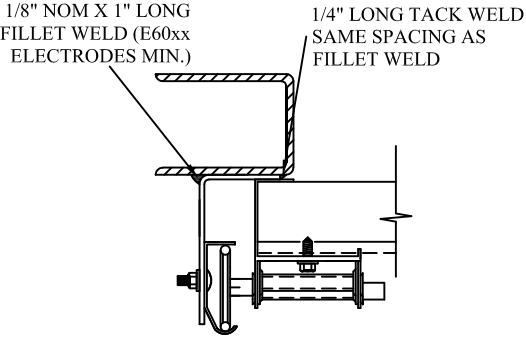
TRACK CONNECTION DIRECTLY TO STRUCTURE OPTIONS



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

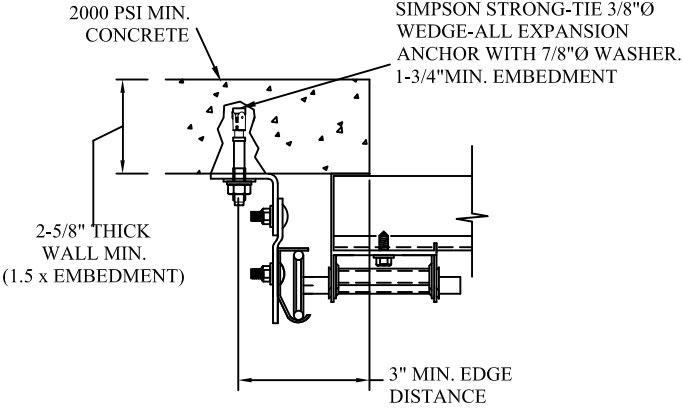
12 GA. STEEL FRAMING
232 LBS./SCREW ALLOWABLE LOAD - 6" FROM ENDS
AND 18" O.C.
REFER TO NOTES: 1, 2 AND 5

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



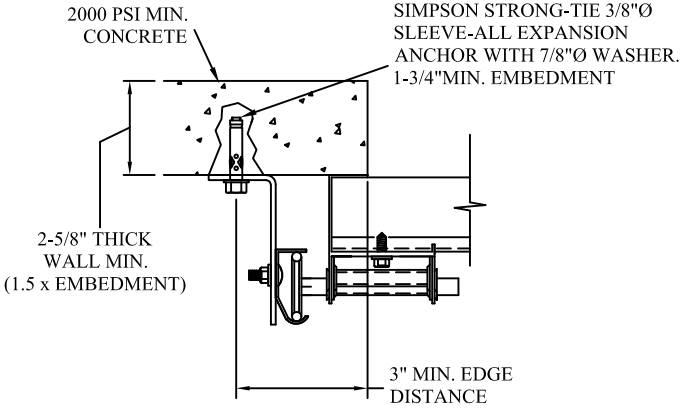
REVERSE ANGLE MOUNT SHOWN
BRACKET, CONTINUOUS AND TAPERED
ANGLE MOUNT AVAILABLE

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

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)

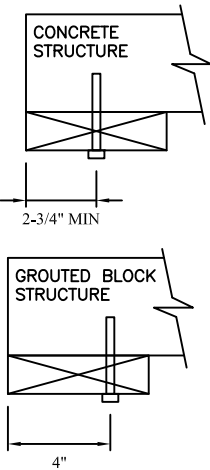
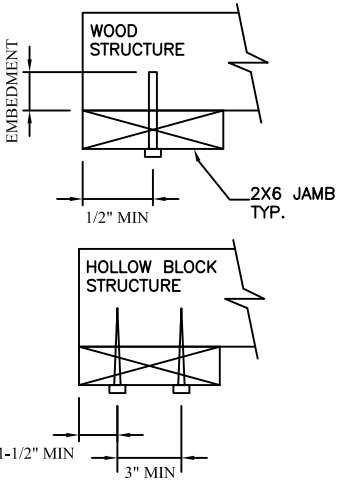
2 X 6 VERTICAL JAMB ATTACHMENT TO HOLLOW C-90 BLOCK

SIMPSON 1/4" X 3" TITEN SCREWS STARTING 6" FROM ENDS,
USE PAIRS OF FASTENERS (3" APART)
AT 24" 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 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

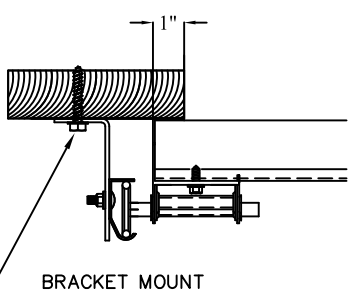


NOTES:

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.

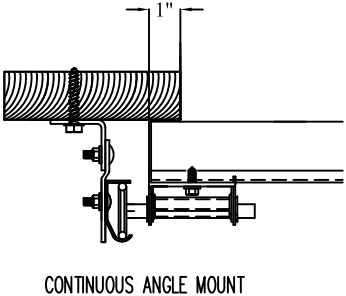
TRACK CONNECTION TO WOOD JAMB OPTIONS

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

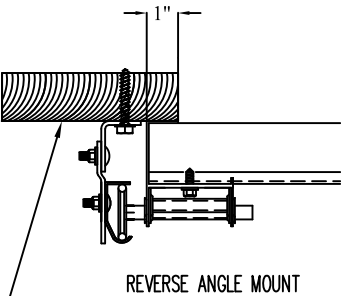


BRACKET MOUNT

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.)



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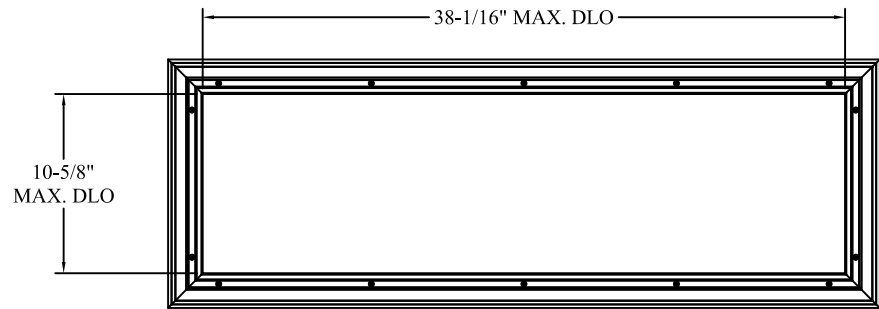
Thomas L. Shelmerdine, PE (FL PE #0048579)
Structural Solutions, PA (FL Firm #29412)
dba Structural Solutions of North Carolina, Inc.
5921-G W. Friendly Ave., Greensboro, NC 27410

FL

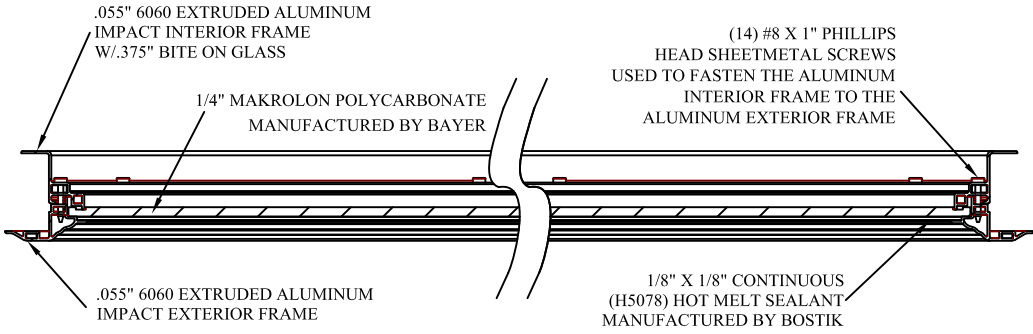
Amarr

AMARR 2432

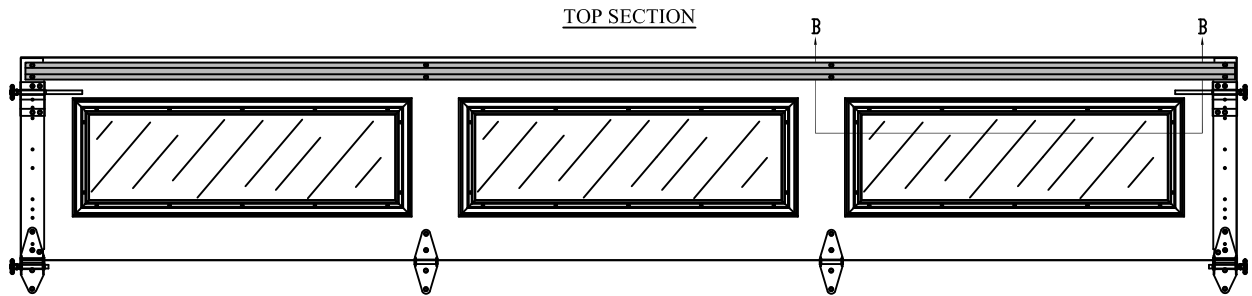
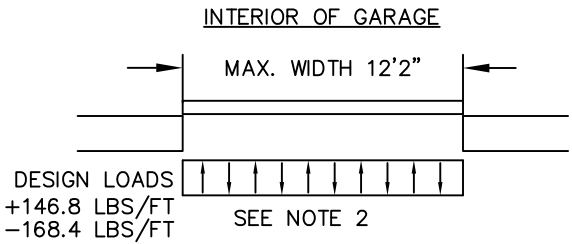
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B	CHECKED BY	RLR	DATE	01/16/24	IBC-1012-130-15-I
AMARR COMPANY 165 CARRIAGE COURT WINSTON-SALEM, N.C. 27105					SHEET 2 OF 4



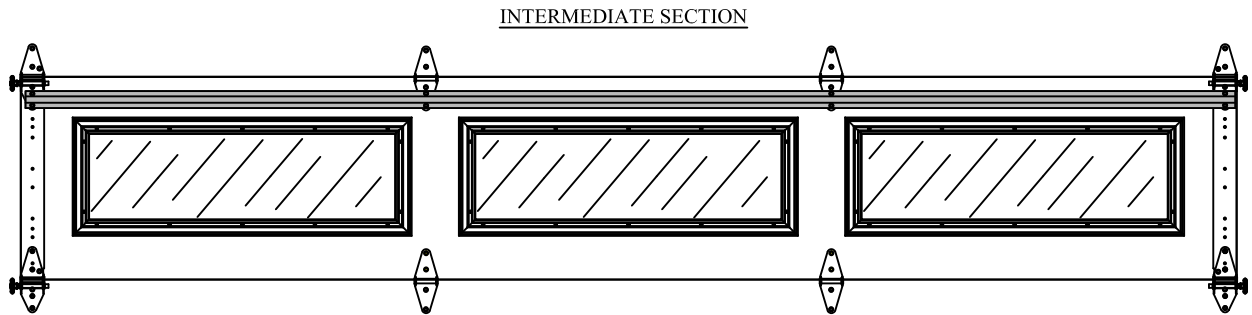
LONG PANEL IMPACT GLAZING FASTENER DETAIL
N.T.S.



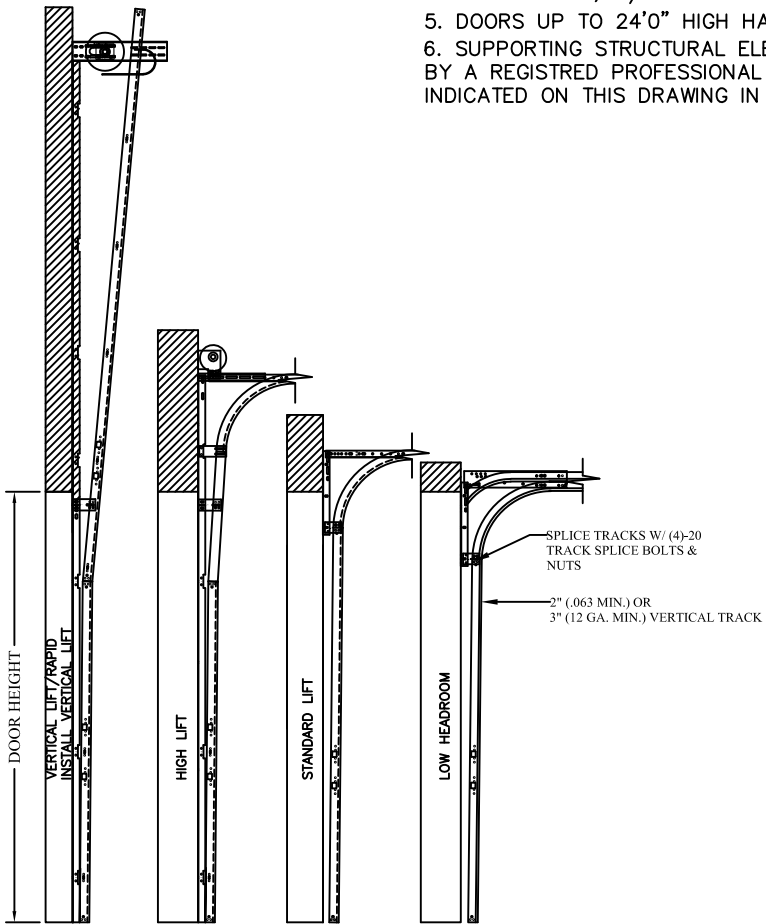
SECTION B-B IMPACT WINDOW DETAIL
N.T.S.



OPTIONAL GLAZED SECTION W/LONG PANEL IMPACT WINDOWS
N.T.S.



OPTIONAL GLAZED SECTION W/LONG PANEL IMPACT WINDOWS
N.T.S.



AVAILABLE TRACK CONFIGURATIONS
N.T.S.

- 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: +146.8 LBS/FT & -168.4 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. (.021) MIN. EXTERIOR SKIN ROLLED FORMED, W/ BAKED ON POLYESTER FINISH
 5. DOORS UP TO 24'0" HIGH HAVE (1) 3" 20GA STRUT 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.

REV	DESCRIPTION OF REVISIONS	DATE	BY		
MAX SIZE 12'4 x 24' DESIGN LOADS +23.8 PSF -27.3 PSF TEST LOADS +35.7 PSF -41.0 PSF LARGE MISSILE IMPACT RESISTANCE		THOMAS L. SHELDERDINE LICENSE No. 48579 STATE OF FLORIDA PROFESSIONAL ENGINEER See Digital Signature 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					
AMARR 2432					
SIZE	DRAWN BY	DRC	DATE	01/09/24	DRAWING NUMBER
B	CHECKED BY	RLR	DATE	01/16/24	IBC-1012-130-15-I
AMARR COMPANY					SHEET 3 OF 4
165 CARRIAGE COURT WINSTON-SALEM, N.C. 27105					

TABLE 1

Section Width (ft)		Center Stile Locations		Max Design Loads Allowed	
		1st (in)	2nd (in)	Positive (PSF)	Negative (PSF)
6'	0"	36"	-	32.3	37.1
6'	2"	37"	-	31.5	36.1
6'	4"	38"	-	30.6	35.2
6'	6"	39"	-	29.9	34.3
6'	8"	40"	-	29.1	33.4
6'	10"	41"	-	28.4	32.6
7'	0"	42"	-	27.7	31.8
7'	2"	43"	-	27.1	31.1
7'	4"	44"	-	26.5	30.4
7'	6"	45"	-	25.9	29.7
7'	8"	46"	-	25.3	29.0
7'	10"	47"	-	24.8	28.4
8'	0"	48"	-	24.2	27.8
8'	2"	49"	-	23.8	27.3
8'	4"	50"	-	23.3	26.7
8'	6"	51"	-	22.8	26.2
8'	8"	52"	-	22.4	25.7
8'	10"	53"	-	22.0	25.2
9'	0"	54"	-	21.5	24.7
9'	2"	55"	-	21.2	24.3
9'	4"	36"	76"	30.5	35.0
9'	6"	37"	77"	30.1	34.5
9'	8"	38"	78"	29.7	34.1
9'	10"	39"	79"	29.3	33.6
10'	0"	40"	80"	29.0	33.2
10'	2"	41"	81"	28.6	32.8
10'	4"	42"	82"	28.2	32.4
10'	6"	43"	83"	27.8	31.9
10'	8"	44"	84"	27.3	31.4
10'	10"	45"	85"	26.9	30.9
11'	0"	46"	86"	26.5	30.4
11'	2"	47"	87"	26.1	30.0
11'	4"	48"	88"	25.7	29.5
11'	6"	49"	89"	25.3	29.1
11'	8"	50"	90"	25.0	28.7
11'	10"	51"	91"	24.6	28.3
12'	0"	48"	96"	24.1	27.7
12'	2"	49"	97"	24.0	27.5
12'	4"	50"	98"	23.8	27.3

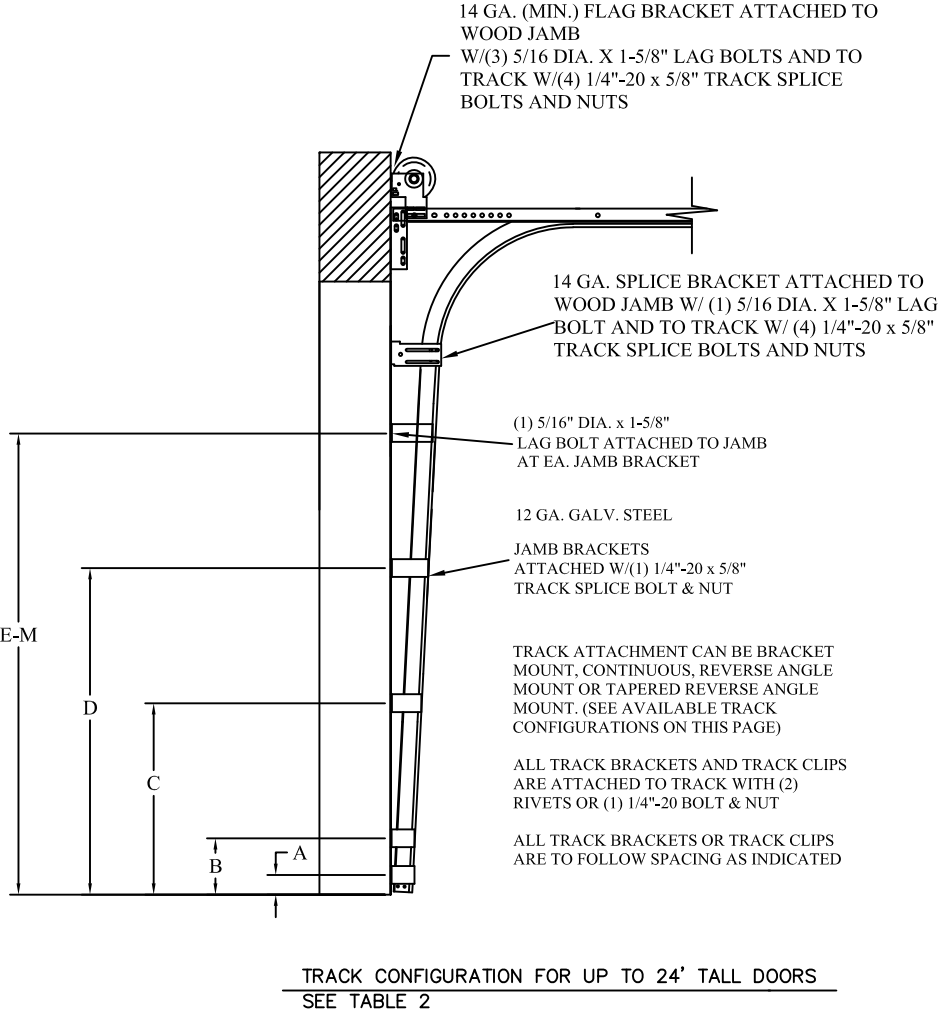


TABLE 2

DOOR HEIGHT	TRACK ATTACHMENT													TYPICAL SPLICE
	A	B	C	D	E	F	G	H	I	J	K	L	M	
7' 0"	3.5"	10"	34"	58"										76"
7' 6"	3.5"	10"	34"	58"										82"
8' 0"	3.5"	10"	34"	58"	82"									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"	106"								112"
11' 0"	3.5"	10"	34"	58"	82"	106"								124"
12' 0"	3.5"	10"	34"	58"	82"	106"	130"							136"
13' 0"	3.5"	10"	34"	58"	82"	106"	130"							148"
14' 0"	3.5"	10"	34"	58"	82"	106"	130"	154"						160"
15' 0"	3.5"	10"	34"	58"	82"	106"	130"	154"						172"
16' 0"	3.5"	10"	34"	58"	82"	106"	130"	154"	178"					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"	202"				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"	226"			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"	250"		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"	274"	280"

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

TABLE 3

SECTION	
TOP	3"
11TH	3"
10TH	3"
9TH	3"
8TH	3"
7TH	3"
6TH	3"
5TH	3"
4TH	3"
3RD	3"
2ND	3"
BOTTOM	3"

REVDESCRIPTION OF REVISIONSDATEBY

MAX SIZE
12'4 x 24'

DESIGN LOADS
+23.8 PSF
-27.3 PSF

TEST LOADS
+35.7 PSF
-41.0 PSF

LARGE MISSILE IMPACT
RESISTANCE

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

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