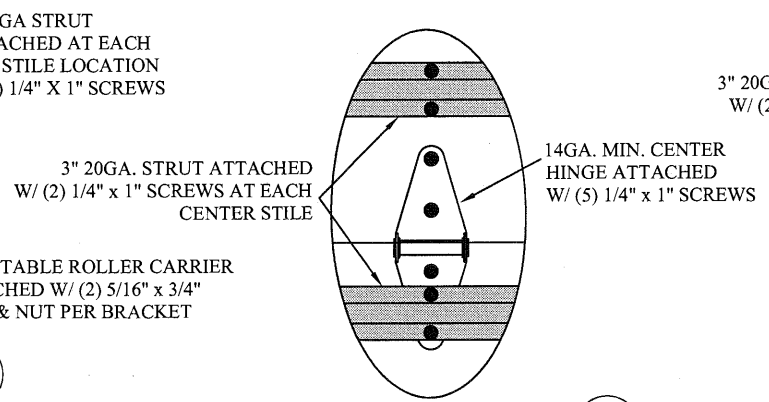
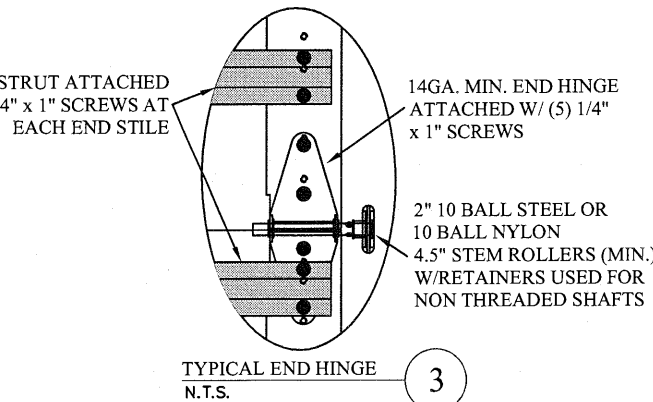


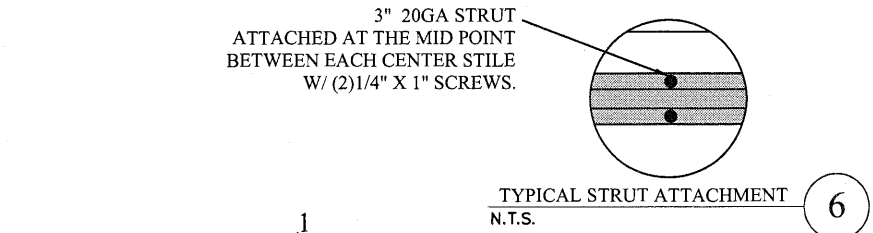
TYPICAL TOP FIXTURES
N.T.S.



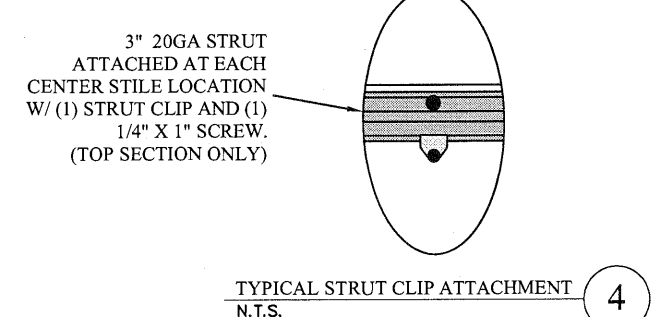
TYPICAL CENTER HINGE
N.T.S.



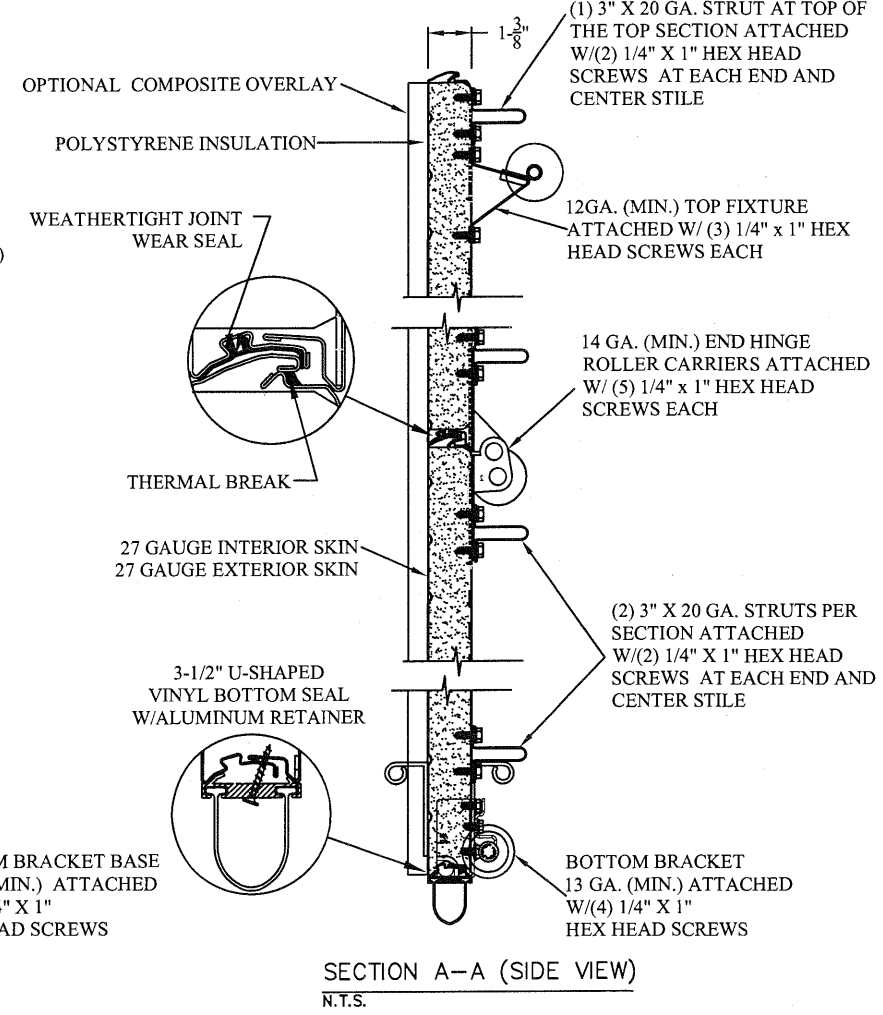
TYPICAL END HINGE
N.T.S.



TYPICAL STRUT ATTACHMENT
N.T.S.

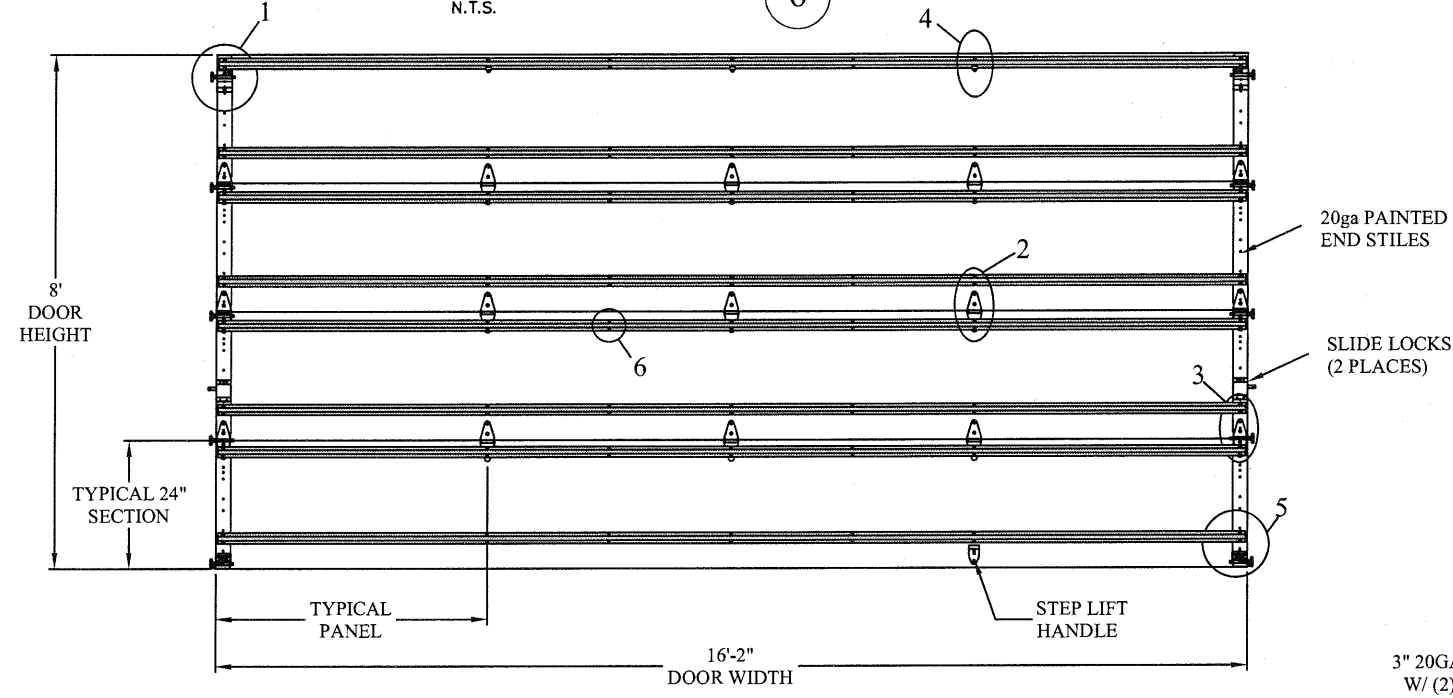


TYPICAL STRUT CLIP ATTACHMENT
N.T.S.

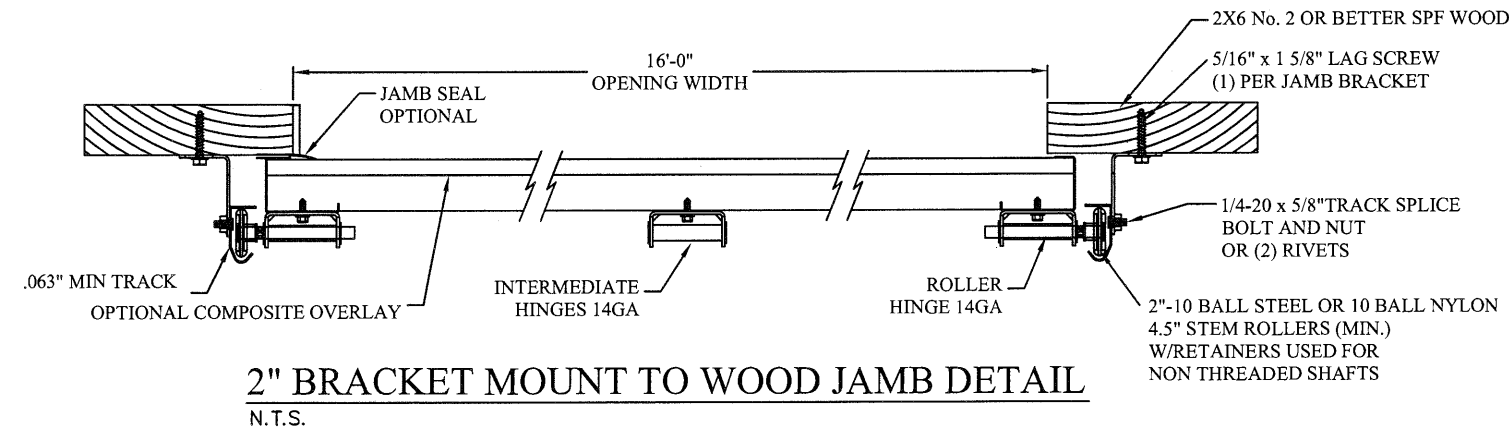


SECTION A-A (SIDE VIEW)
N.T.S.

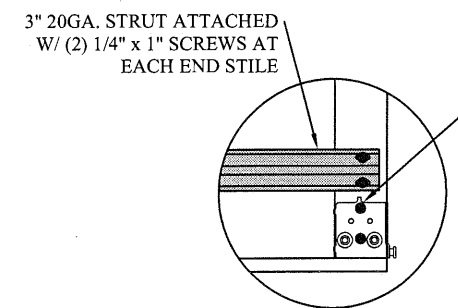
LARGE MISSILE IMPACT RESISTANT



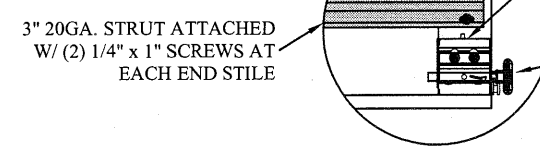
DOOR INTERIOR ELEVATION
N.T.S.



2\"/>



TYPICAL BOTTOM BRACKET
N.T.S.



TYPICAL BOTTOM BRACKET
N.T.S.

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 7-98/02/05 WITH THE FOLLOWING PARAMETERS (5 FEET OF DOOR WIDTH IN END ZONE, ROOF AT ANY SLOPE, AND I=1.0):

WIND SPEED (MPH)	130	118	112	107	103
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 14'

DESIGN LOADS
+25.3 PSF
-28.7 PSF

TEST LOADS
+38.0 PSF
-43.1 PSF

LARGE MISSILE IMPACT RESISTANCE

Thomas L. Shelmerdine, PE (TX PE #85829)
Structural Solutions, PA (TX Firm #F-004063)

STATE OF TEXAS
THOMAS L. SHELMERDINE
85829
LICENSED PROFESSIONAL ENGINEER

TX

5921-G W. Friendly Ave., Greensboro, NC 27410

ENTREMATIC

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

MODEL #1480 CARRIAGE COURT

SIZE	DRAWN BY	RLR	DATE	11/20/14	DRAWING NUMBER
B	CHECKED BY	RLR	DATE	11/20/14	IRC-1416-130-15-1

SHEET 1 OF 2

TABLE 1

DOOR HEIGHT	TRACK ATTACHMENT									TYPICAL SPLICE
	A	B	C	D	E	F	G	H	I	
7' 0"	3.5"	21"	39"	57"						76"
7' 6"	3.5"	21"	39"	57"	75"					82"
8' 0"	3.5"	21"	39"	57"	75"	93"				88"
9' 0"	3.5"	21"	39"	57"	75"	93"				100"
9' 6"	3.5"	21"	39"	57"	75"	93"				106"
10' 0"	3.5"	21"	39"	57"	75"	93"				112"
11' 0"	3.5"	21"	39"	57"	75"	93"	111"			124"
12' 0"	3.5"	21"	39"	57"	75"	93"	111"	129"		136"
13' 0"	3.5"	21"	39"	57"	75"	93"	111"	129"		148"
14' 0"	3.5"	21"	39"	57"	75"	93"	111"	129"	147"	160"

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

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 20" 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)

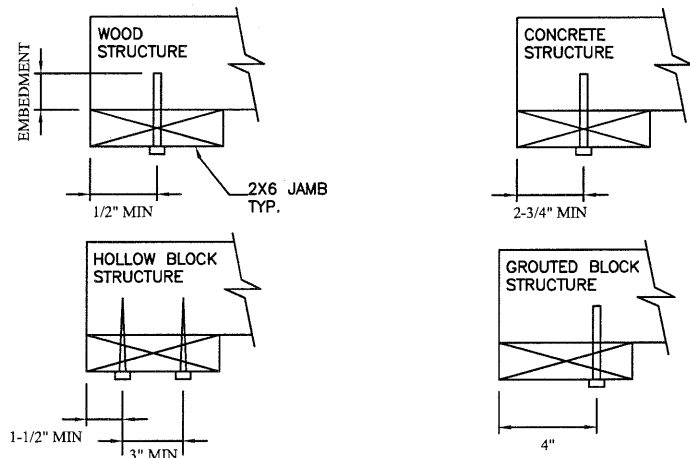
2 X 6 VERTICAL JAMB ATTACHMENT TO GROUTED C-90 BLOCK (2000 PSI GROUT)

HILTI SLEEVE ANCHOR 3/8" X 2-3/4" STARTING 6" FROM ENDS THEN 24" O.C. (1 1/4" EMBEDMENT)

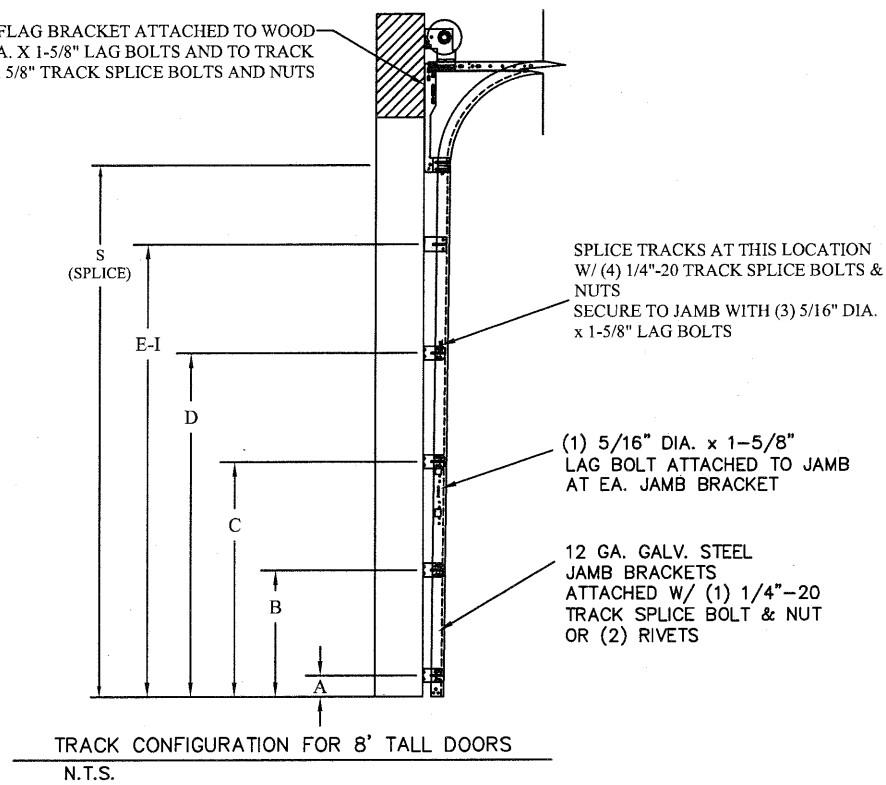
(OR, USE FASTENERS FOR HOLLOW C-90 BLOCK)

*LAGS AND BOLTS CAN BE COUNTERSUNK TO PROVIDE A FLUSH MOUNTING SURFACE.

*PREPARATION OF WOOD JAMBS BY OTHERS



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



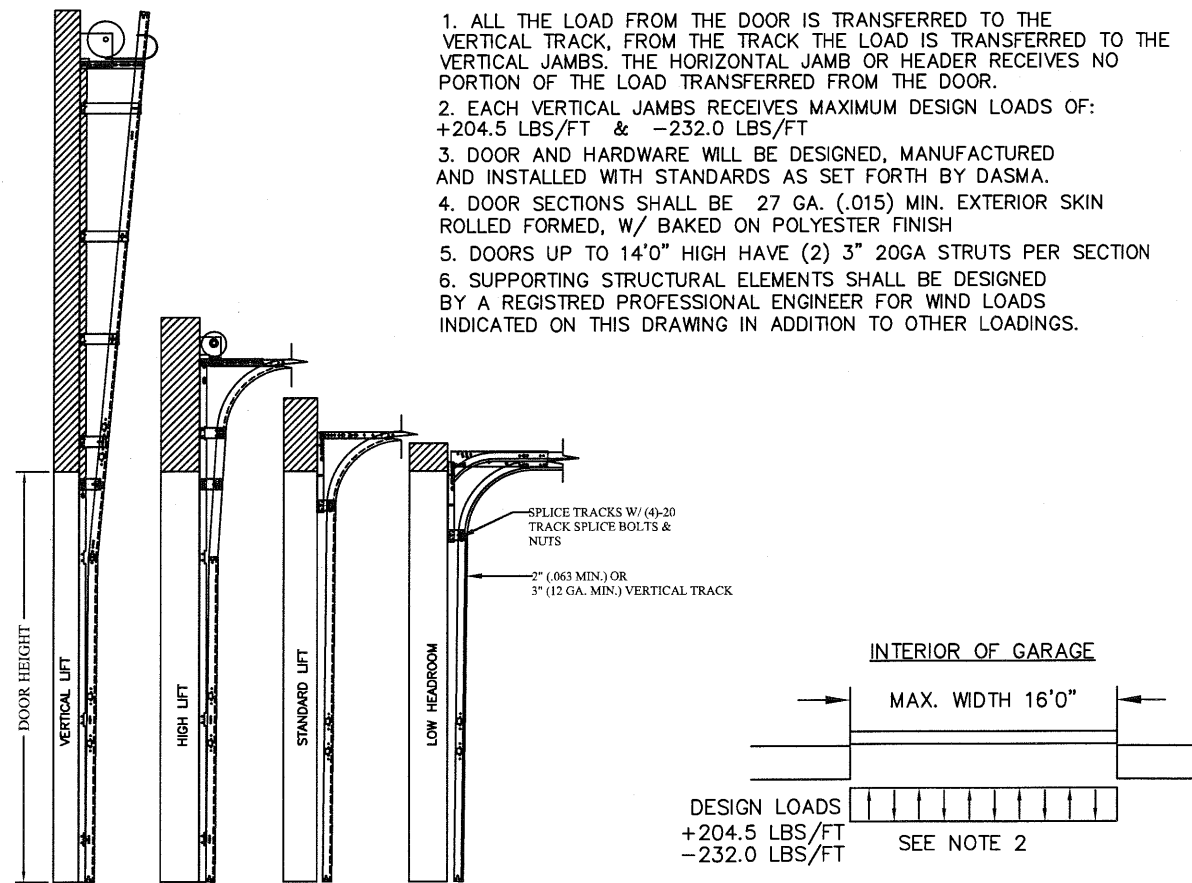
TRACK CONFIGURATION FOR 8' TALL DOORS

N.T.S.

SEE TABLE 1 FOR TRACK ATTACHMENT SPACING

SPECIFICATIONS AND NOTES

- 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.
- EACH VERTICAL JAMBS RECEIVES MAXIMUM DESIGN LOADS OF: +204.5 LBS/FT & -232.0 LBS/FT
- DOOR AND HARDWARE WILL BE DESIGNED, MANUFACTURED AND INSTALLED WITH STANDARDS AS SET FORTH BY DASMA.
- DOOR SECTIONS SHALL BE 27 GA. (.015) MIN. EXTERIOR SKIN ROLLED FORMED, W/ BAKED ON POLYESTER FINISH
- DOORS UP TO 14'0" HIGH HAVE (2) 3" 20GA STRUTS PER SECTION
- SUPPORTING STRUCTURAL ELEMENTS SHALL BE DESIGNED BY A REGISTERED PROFESSIONAL ENGINEER FOR WIND LOADS INDICATED ON THIS DRAWING IN ADDITION TO OTHER LOADINGS.



AVAILABLE TRACK CONFIGURATIONS
N.T.S.

TABLE 2

Section Width (ft)	Center Stile Locations (Measured from Left Edge)			
	1st (in)	2nd (in)	3rd (in)	(in)
12' 4"	51.084	96.916	-	
12' 6"	51.170	98.830	-	
12' 8"	52.100	99.900	-	
12' 10"	53.100	100.900	-	
13' 0"	54.100	101.900	-	
13' 2"	55.1	102.9	-	
13' 4"	54.900	105.100	-	
13' 6"	55.900	106.100	-	
13' 8"	56.625	107.375	-	
13' 10"	57.170	108.830	-	
14' 0"	58.625	109.375	-	
14' 2"	59.2	110.8	-	
14' 4"	60.170	111.830	-	
14' 6"	61.170	112.830	-	
14' 8"	44.812	88.000	131.188	
14' 10"	45.600	89.000	132.400	
15' 0"	46.600	90.000	133.400	
15' 2"	47.6	91.0	134.4	
15' 4"	47.250	92.000	136.750	
15' 6"	47.600	93.000	138.400	
15' 8"	48.600	94.000	139.400	
15' 10"	49.167	95.000	140.833	
16' 0"	50.600	96.000	141.400	
16' 2"	51.2	97.0	142.8	

REV	DESCRIPTION OF REVISIONS	DATE	BY

MAX SIZE 16'2 x 14'

DESIGN LOADS +25.3 PSF -28.7 PSF

TEST LOADS +38.0 PSF -43.1 PSF

LARGE MISSILE IMPACT RESISTANCE

Thomas L. Shelmerdine, PE (TX PE #85829) Structural Solutions, PA (TX Firm #F-004063)

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