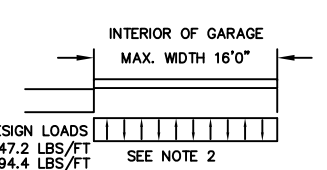
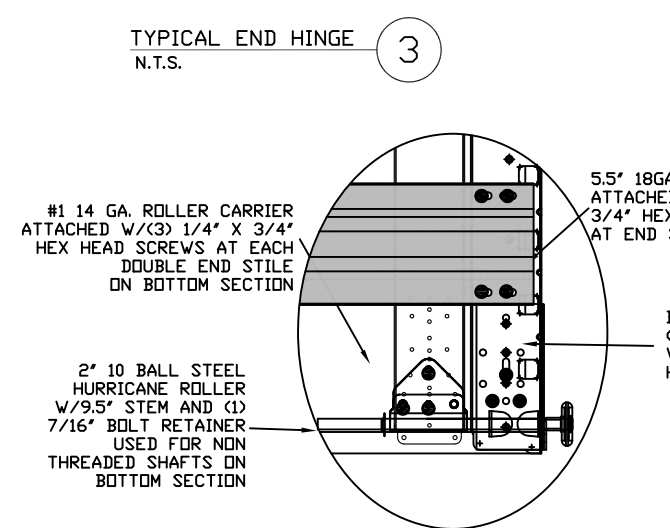
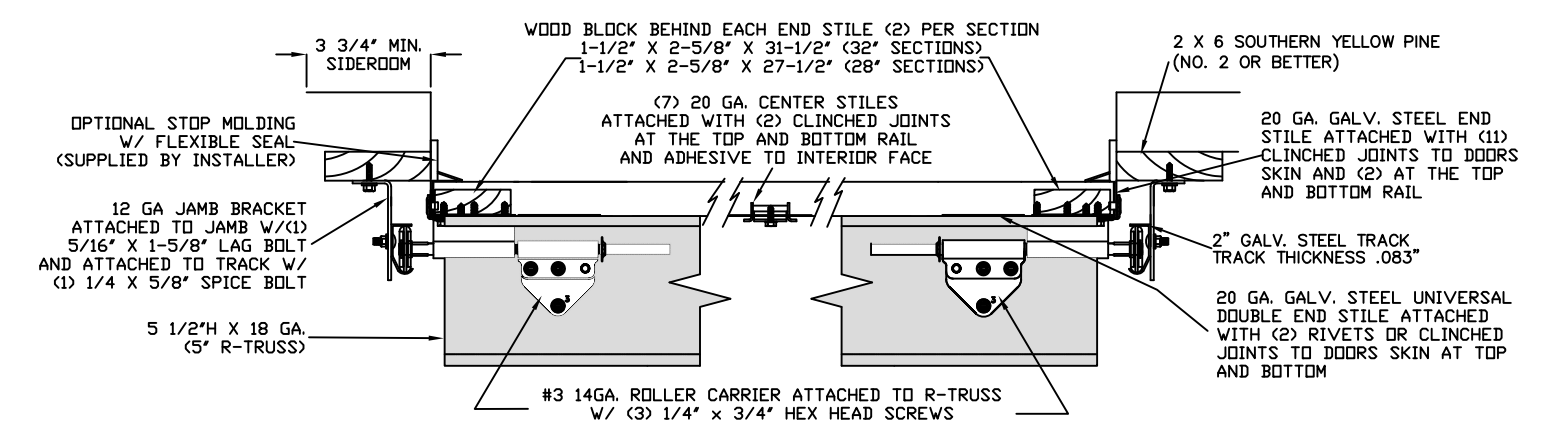


SECTION A-A (SIDE VIEW)
N.T.S.



- 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: +347.2 LBS/FT & -394.4 LBS/FT
 - DOOR AND HARDWARE WILL BE DESIGNED, MANUFACTURED AND INSTALLED WITH STANDARDS AS SET FORTH BY DASMA.
 - DOOR SECTIONS SHALL BE 24 GA. (.022" MIN. EXTERIOR SKIN ROLLED FORMED, W/ BAKED ON POLYESTER FINISH
 - DOORS UP TO 8'0" HIGH CONSIST OF (3) SECTIONS AS SHOWN. USE (2) 5.5" R-TRUSSES 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.



THE METHOD OF TESTING WAS IN SUBSTANTIAL CONFORMANCE WITH THE PROCEDURE DESCRIBED IN ASTM E330, AND TAS 201, 202, AND 203. THE PRESSURES SHOWN ON THE DRAWINGS WERE CALCULATED USING ASCE 7-98/02/05 WITH THE FOLLOWING PARAMETERS (5 FEET OF DOOR WIDTH IN THE END ZONE, ROOF AT ANY SLOPE):

WIND SPEED (MPH)	169	154	146	139	134
EXPOSURE LEVEL	B	C	C	D	D
MEAN ROOF HEIGHT	30'	15'	25'	15'	25'

REV	DESCRIPTION OF REVISIONS	DATE	BY
A	PER ATL REVIEW (ATLNC0828.01-07, 9/25/2007)	10/4/07	SKW
B	ADDED WOOD JAMB ATTACHMENT TO STRUCTURE	1/28/08	SKW
C	WIND SPEED TABLE & TRACK CONFIGURATIONS	5/2/12	RLR

MAX SIZE 16' x 14'

DESIGN LOADS +43.4 PSF -49.3 PSF

LARGE MISSILE IMPACT RESISTANCE

Amarr

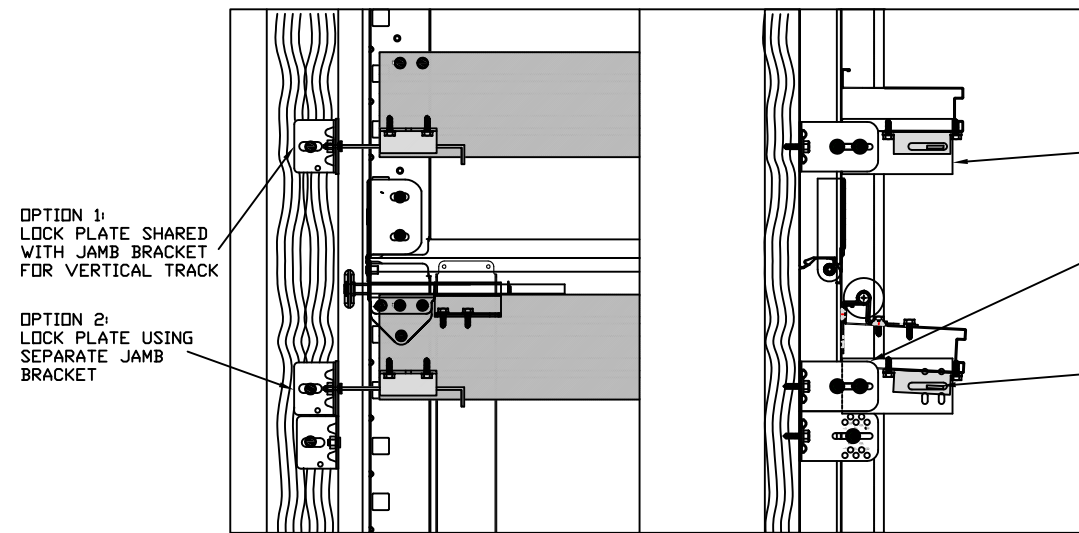
165 CARRIAGE COURT WINSTON-SALEM, N.C. 27105 WWW.AMARR.COM

MODEL #500 CLASSICA
1000 & 2000

SIZE	DRAWN BY SKW	DATE 9/13/07	DRAWING NUMBER
B	CHECKED BY SKW	DATE 9/13/07	IRC-5316-170-26-1

ENGINEER: THOMAS L. SHELME RDINE P.E. LIC. No. 0048579 SHEET 1 OF 2

WOOD JAMB ATTACHMENT TO STRUCTURE

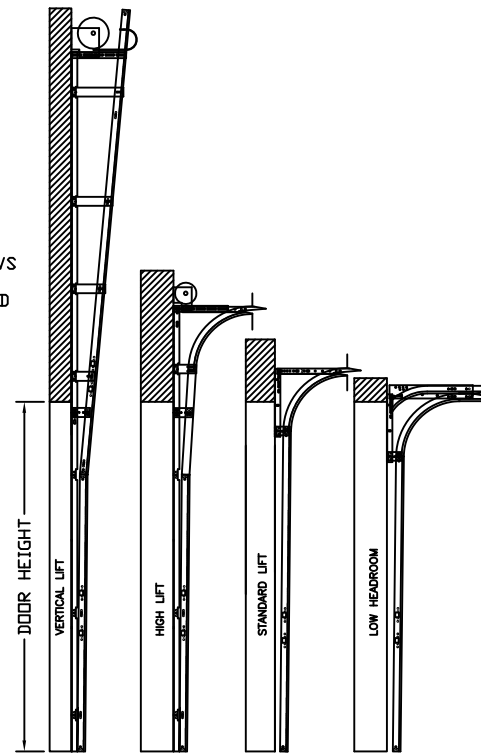


LOCKING SYSTEM DETAILS
N.T.S.

12 GA LOCK BRACKET ATTACHED TO JAMB BRACKET W/ (1) 1/4" X 5/8" SPICE BOLT AND TO TRACK W/ (2) SPICE BOLT

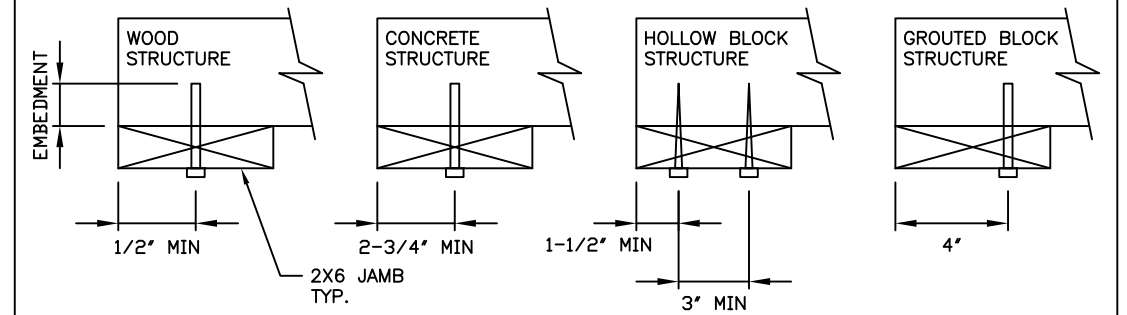
12 GA JAMB BRACKET ATTACHED TO JAMB W/ (1) 5/16" X 1-5/8" LAG BOLT AND ATTACHED TO TRACK W/ (2) 1/4" X 5/8" SPICE BOLT

COMMERCIAL SLIDE LOCK ATTACHED TO R-TRUSS W/ (4) 1/4" X 3/4" HEX HEAD SCREWS AND ENGAGED INTO LOCK BRACKET DURING A WIND LOAD EVENT

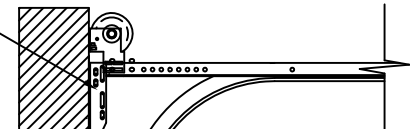


- 2 X 6 VERTICAL JAMB ATTACHMENT TO WOOD FRAME STRUCTURE
5/16" X 3" LAG SCREWS STARTING 6" FROM ENDS THEN 14" O.C. (1 1/2" EMBEDMENT)
- 2 X 6 VERTICAL JAMB ATTACHMENT TO 2,000 PSI CONCRETE
HILTI KWIK BOLT 3/8" X 4" STARTING 6" FROM ENDS THEN 24" O.C. (2 1/2" EMBEDMENT)
HILTI SLEEVE ANCHOR 3/8" X 2-3/4" STARTING 6" FROM ENDS THEN 12" 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 8" 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 8" 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 14" 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



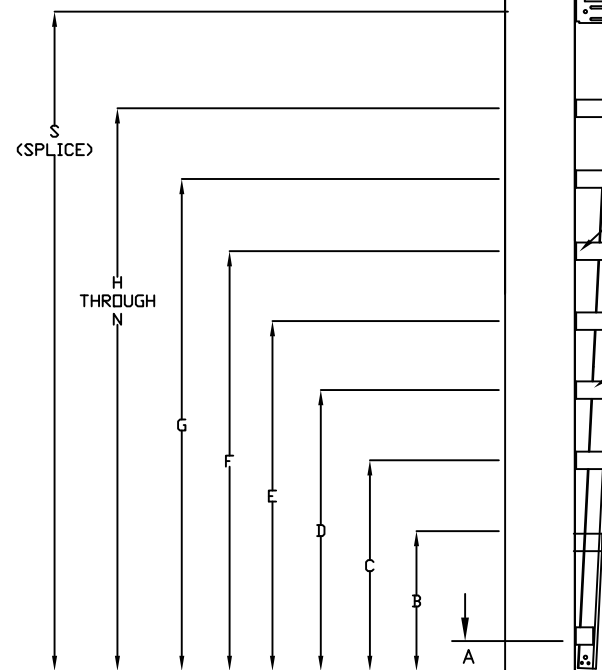
13 GA. FLAG BRACKET ATTACHED TO WOOD JAMB/ (3) 5/16 DIA. X 1-5/8" LAG BOLTS AND TO TRACK W/ (4) 1/4"-20 X 5/8" TRACK SPLICE BOLTS AND NUTS



SPLICE TRACKS AT THIS LOCATION W/ (4) 1/4"-20 TRACK SPLICE BOLTS & NUTS SECURE TO JAMB WITH (3) 5/16 DIA. X 1-5/8 LAG BOLTS

(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



SEE (TABLE 1) FOR JAMB BRACKET SPACING

STANDARD TRACK CONFIGURATION FOR 6'6" UP TO 14' TALL DOORS
N.T.S.

TABLE 1

DOOR HEIGHT	TRACK ATTACHMENT														SPLICE	
	A	B	C	D	E	F	G	H	I	J	K	L	M	N		
6' 6"	3"	14"	27"	38"	46"	56"	64"									70"
7'	3"	14"	27"	38"	46"	56"	68"									76"
7' 6"	3"	14"	27"	38"	46"	56"	68"	78"								82"
8'	3"	14"	27"	38"	46"	56"	68"	78"								88"
8' 6"	3"	14"	27"	38"	46"	56"	68"	78"	88"							94"
9'	3"	14"	27"	38"	46"	56"	68"	78"	88"							100"
9' 6"	3"	14"	27"	38"	46"	56"	68"	78"	88"	98"						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"	110"					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"	120"				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"	132"			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"	144"		154"
14'	3"	14"	27"	38"	46"	56"	68"	78"	88"	100"	114"	122"	134"	146"		160"

ALL TRACK ATTACHMENT +/- 2" WITH SYP NO. 2 OR BETTER

REV	DESCRIPTION OF REVISIONS	DATE	BY
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C	WIND SPEED TABLE & TRACK CONFIGURATIONS	5/2/12	RLR

MAX SIZE
16' x 14'
DESIGN LOADS
+43.4 PSF
-49.3 PSF
LARGE MISSILE
IMPACT
RESISTANCE



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MODEL #500 CLASSICA
1000 & 2000

SIZE	DRAWN BY	SKW	DATE	9/13/07	DRAWING NUMBER
B	CHECKED BY	SKW	DATE	9/13/07	IRC-5316-170-26-1

ENGINEER: THOMAS L. SHELMERDINE P.E. LIC. No. 0048579 SHEET 2 OF 2