NOTE: DOUBLE TRACK LOW HEADROOM. HI-LIFT TRACK, FOLLOW-THE-ROOF TRACK, AND VERTICAL LIFT TRACK ARE AVAILABLE OPTIONS, 3" TRACK ALSO AVAILABLE. HORIZONTAL TRACK END HANGER BRACKET

TYPICAL

CTR-CTR

CAST ALUMINUM

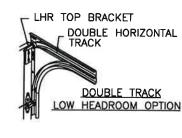
CABLE DRUM

DPENING

HEIGHT

## CLOPAY MODEL 902 / IDEAL MODEL C2AL MAX 12'-2" WIDE 18'

THE OPTIONAL GLAZING SHOWN ON THIS DRAWING MEETS THE WIND LOAD REQUIREMENTS OF THE FLORIDA BUILDING CODE OR INTERNATIONAL BUILDING CODE BUT DOES NOT MEET THE IMPACT RESISTANT REQUIREMENT FOR WINDBORNE DEBRIS REGIONS (REFER TO CHAPTER 16 FBC / IBC).



NOTE: DOUBLE TRACK LOW HEADROOM, HI-LIFT TRACK, FOLLOW-THE-ROOF TRACK AND VERTICAL LIFT TRACK ARE AVAILABLE OPTIONS, 3" TRACK ALSO AVAILABLE.

VERTICAL TRACK CAN BE EITHER BRACKET MOUNT. CONTINUOUS ANGLE OR REVERSE ANGLE TRACK. ALL TRACK BRACKETS AND TRACK CLIPS ARE 12 GA. GALV. STEEL. BRACKETS AND CLIPS ARE ATTACHED TO TRACK WITH EITHER TWO 1/4" RIVETS OR ONE 1/4"

GALV STEEL

HORIZONTAL-

SECTIONS-

TRACK

14GA.

(SUPPLIED BY DOOR INSTALLER) CLOSES

ROLLER CHANNEL, INTERMEDIATE HANGER

REQUIRED FOR DOORS 12'0' AND HIGHER

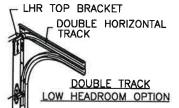
ORIZONTAL TRK LENGTH =

GALVANIZED STEEL

VERTICAL - .060 MIN

TRACK SECTIONS

DOOR HEIGHT + 22'



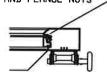
MODEL IS MADE OF 6063-T5 ALUMINUM EXTRUSIONS. WALL THICKNESS TOP & BOTTOM RAILS INTER. TOP & BOTTOM RAILS .075 TDP HAS .1 x 1.875" FIN INTER, TOP RAIL CAP .040 SINGLE & DOUBLE END STILES .075 CENTER STILES .062

HEIGHT `A'	NUMBER OF SECTIONS	NUMBER OF 2 × 2 × 1/8 ALUM ANGLES
UP TO 8-0	4	5
8-3 THRU 10-0	5	6
10-3 THRU 12-0	6	7
12-3 THRU 14-0	7	8
14-3 THRU 16-0	8	9
16-3 THRU 18-0	9	10

MAX. SECTION HEIGHT: 24"

THIS PRODUCT COMPLIES WITH THE 2018 IBC/IRC.

END STILES FASTENED TO RAILS WITH FULL LENGTH 5/16' ALUMINUM RODS AND FLANGE NUTS



REINFORCING FIN ON INTERMEDIATE TOP RAILS ANGLE CUT AT END STILES

SECTION 4-4

PADLOCK HOLE TO SECTION 1-1 FOR INSTALL. SPRING LOADED SLIDE BOLT LOCK. (2) PER DOOR, MOUNT WITH (4) #14 X 5/8" LG. SHT. MTL. SCREWS. VIEW 'A' 5 TWO POINT LOCKING MAX. TYP. MAX.

REINFORCING ANGLE - REFER

ALL PANELS IN BOTTOM SECTION TO BE .050' THICK SMOOTH ALUMINUM.

MAX. 12'-2"

SINGLE PANE OR INSULATED. ALL PANES ANNEALED GLASS OR STRONGER. SINGLE PANES " OR THICKER. INSULATED WINDOWS 3" THICK. CONSISTING OF (2) PANES 1" THICK. MAXIMUM DLO 51" X 21-3/4".

ALUMINUM FULL VISION WINDOW LITES,

BOTTOM SECTION REINFORCED WITH A TEMPERED ALUMINUM EXTRUSION WITH INTEGRAL RETAINER FOR FLEXIBLE VINYL ASTRAGAL.

ASTRAGAL TO BE 3 1/2" FLEXIBLE VINYL WITH RIBS

INTERMEDIATE BOTTOM RAIL INTERMEDIATE TOP RAIL WITH REINFORCING FIN AND CAP

SECTION 3 - 3

1

SECTION 1 - 1

05 02/2012 UPDATED WINDCODE CHART. 06 08/2012 REVISED FOR TOIL 07 06/2013 REMOVED ACRYLIC GLAZING. 08 08/2016 REMOVED WIND SPEED TABLE. 09 02/2022 REVISED FOR TDI.

DESCRIPTION

REVISED JAMB ATTACHMENT AND VERT, TRACK; ADDED MPC.

CENTER STILES FASTENED TO RAILS WITH FULL LENGTH 5/16' ALUMINUM RODS AND FLANGE NUTS -



COR-LOVLY CENTER HINGE OF 16 GA. GALV. STEEL, ATTACHED TO INTER. BOTTOM RAIL WITH (2) #14 x 5/8" SHT MTL SCREWS AND TO INTER. TOP RAIL WITH (2) 1/4 - 20 x 1/2" HEX HEAD MACHINE SCREWS & NUTS

SECTION 2 - 2

ADUSTABLE TOP ROLLER BRACKET OF 😡 )12 GA. GALV. STEEL FASTENED WITH (4) #14 x 5/8" SHT MTL SCREWS. MEETING RAILS FORM A

04 11/2008 DATE

WEATHERTIGHT TONGUE AND GROOVE JOINT 2" 10 BALL SHORT STEM STEEL ROLLER WITH STEEL OR

NYLON TIRE

FULL-VISION SECTIONS TO BE OF 1/8" DSB GLASS, HELD IN PLACE WITH SNAP-IN GLAZING BEAD AND HOT MELT.

ROLLER END HINGES OF 14 GA. MIN. GALV. STEEL, FASTENED WITH (4) #14x5/8" SHEET METAL SCREWS & (4) 1/4"x3/4" SELF TAPPING SCREWS.

 $2" \times 2" \times 1/8"$  ALUMINUM ANGLE, (1) ATTACHED TO EACH REINFORCING RIB, WITH (2) 1/4" HEX BOLTS AND FLANGE NUTS. AT EACH HINGE LOCATION. ONE (1) ATTACHED TO BOTTOM RAIL OF BOTTOM SECTION AND TOP RAIL OF TOP SECTION WITH #14 x 5/8" SHT METAL SCREWS.

-STEP PLATE-13 GA. GALVANIZED STEEL

BOTTOM ROLLER BRACKET OF 12 GA. GALV. STEEL. FASTENED WITH (4)  $\#14 \times 3/16" \times 7 \times 19$  DRIVE SCREWS.

> -DESIGN LOADS: +32.0 P.S.F. & -32.0 P.S.F. TEST, LOADS: +48.0 P.S.F. & -48.0 P.S.F.

> > THE DESIGN OF THE SUPPORTING STRUCTURAL ELEMENTS IS THE RESPONSIBILITY OF THE BUILDING ENGINEER OR ARCHITECT OF RECORD.

CORPORATION

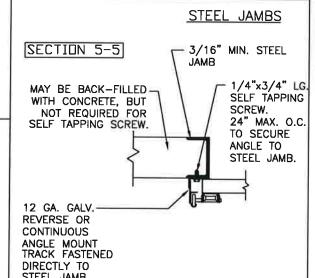
Merit Show

1 9 / Maria

DESIGN ENGINEER: MARK WESTERFIELD RIKEW WESTERF LLD FLORIDA P.E. #48495, NC P.E. #23832, TEXAS P.E. #91513 MPC: C-AL 41F499 VINDLOAD RATING | MANUFACTURED / PURCHASED MAN. W5

CLOPAY CORPORATION 4 8585 DUKE BLVD. MASON, OH 45040 (513) 770-4800 CLOPAY CORP.

L 3 1/2 JAMB SIDE ELEVATION MAY BE BACK-FILLED -STANDARD-LIFT TRACK DETAILS WITH CONCRETE, BUT SCREW. NOT REQUIRED FOR SELF TAPPING SCREW. WOOD JAMBS  $3/8" \times 1-1/2"$  MIN. EMBED -LAG SCREW, WASHER REO'D. ANGLE TO 24" MAX. O.C. TO SECURE 2x6 WOOD JAMB TO WOOD STRUCTURE. 1-1/8" DIA. WASHER REQ'D. C'SINK IF NEEDED. 12 GA. GALV. REVERSE OR CONTINUOUS ANGLE MOUNT BRACKET MOUNT OR CONTINUOUS TRACK FASTENED ANGLE MOUNT TRACK FASTENED TO 2X6 DIRECTLY TO #2 OR BETTER YELLOW PINE JAMB WITH STEEL JAMB ONE 5/16"X1-5/8" LG. LAG SCREW



PER BRACKET OR TRACK CLIP LOCATION.

SECTION 5-5

OR CONTINUOUS ANGLE

MOUNT TRACK FASTENED

DIRECTLY TO STEEL JAMB.

STEEL JAMBS

WELD TOE OF ANGLE AT

SAME SPACING.

MAY BE BACK-3/16" MIN. ¬ FILLED WITH STEEL JAMB CONCRETE, BUT SECTION 5-5 NOT REQUIRED. 1/8"x1" LONG FILLET WELD (E60XX ELECTRODE MIN.). WELD TO BE LOCATED VERTICALLY ON ANGLE AT 24' 12 GA. GALV. REVERSE CENTER AND TACK

2,000 PSI MIN CONCRETE

3/8" DIA. x 1-1/2" MIN. EMBED SLEÉVE ANCHOR BOLT. WASHER INCL'D. 21" MAX. O.C. TO SECURE 2x6 JAMB TO CONCRETE. 4 3" MIN. EDGE DIST. SECTION 5-5

WOOD JAMB ON CONCRETE

BRACKET MOUNT OR CONTINUOUS ANGLE MOUNT TRACK FASTENED TO 2X6 #2 OR BETTER YELLOW PINE JAMB WITH ONE 5/16"X1-5/8" LG. LAG SCREW PER BRACKET OR TRACK CLIP LOCATION.

**CONCRETE JAMBS** 2,000 PSI MIN CONCRETE 1/4"x1-1/2" MIN. EMBÉD TAPCON CONCRETE FASTENER. WASHER REQ'D. 18-1/2" MAX. O.C. TO SÉCURE ANGLE TO CONCRETE. 3" MIN. EDGE DIST. SECTION 5-5 

12 GA. GALV. REVERSE OR CONTINUOUS ANGLE MOUNT TRACK FASTENED DIRECTLY TO CONCRETE.

ALL RIGHTS RESERVED.

DATE: 17-92 E. P.O. W. BRUM BL. FEC CHECKED BY

M/N 902 DES LOAD +/-32 PSF DRAVING NUMBER TDI 103275