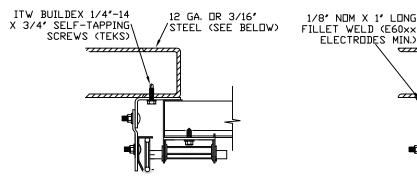


TRACK CONNECTION DIRECTLY TO STRUCTURE OPTIONS



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 16" 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

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)

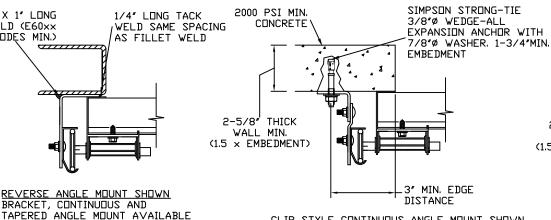
2 X 6 VERTICAL JAMB ATTACHMENT TO HOLLOW C-90 BLOCK SIMPSON 1/4" X 3" TITEN SCREWS STARTING 6" FROM ENDS, USE PAIRS OF FASTENERS (3" APART) AT 16" O.C. (1 1/2" EMBEDMENT)

(3" APART) AT 16" O.C. (1 1/4" EMBEDMENT)

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

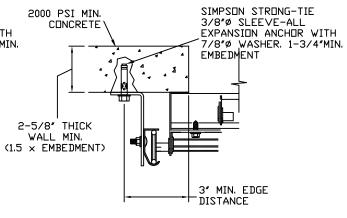
HILTI 1/4" X 2-3/4" KWIK-CON II+ SCREWS STARTING 6" FROM ENDS, USE PAIRS OF FASTENERS

ITW/RAMSET REDHEAD (TRU-BOLT) 3/8" X 4" STARTING 6" FROM ENDS THEN 24" O.C. (2 1/2" EMBEDMENT)



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

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

NOTES:

REVERSE ANGLE MOUNT SHOWN BRACKET, CONTINUOUS AND

STEEL FRAMING 12GA DR BETTER

REFER TO NOTES: 1, 2, 5, 6, 7, 8

1590 LBS./IN. ALLOWABLE LOAD

6" FROM ENDS AND 24" O.C.

ELECTRODES MIN.)

AND 9

- 1. ANCHORS TO BE EVENLY SPACED BETWEEN THE HEADER AND FI DOR.
- 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.

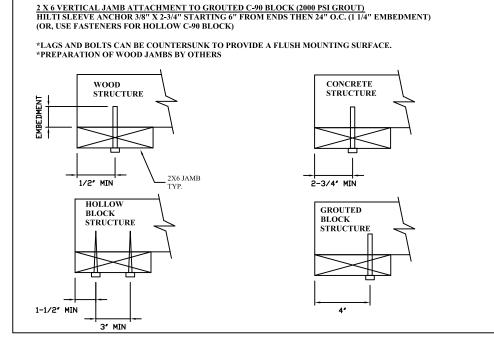
SPECIFICATIONS AND NOTES

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: +160.8 LBS/FT & -177.0 LBS/FT

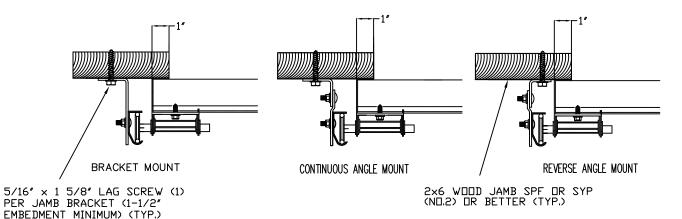
3. DOORS AND HARDWARE WILL BE DESIGNED, MANUFACTURED AND INSTALLED WITH STANDARDS AS SET FORTH BY DASMA. 4. SUPPORTING STRUCTURAL ELEMENTS SHALL BE DESIGNED BY A REGISTRED PROFESSIONAL ENGINEER FOR WIND LOADS INDICATED ON THIS DRAWING IN ADDITION TO OTHER LOADINGS. 5. REFER TO (TABLE 2) ON SHEET 3 FOR ADDITIONAL DOOR WIDTHS AND THEIR DESIGN PRESSURES

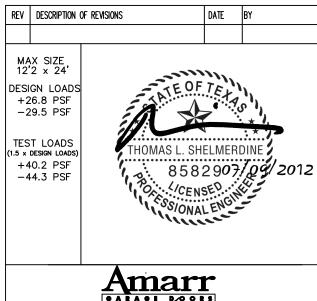
INTERIOR OF GARAGE MAX. WIDTH 12'0" DESIGN LOADS | | | | | | | | | +160.8 LBS/FT SEE NOTE 2



TRACK CONNECTION TO WOOD JAMB OPTIONS

FOR LAG SCREWS & BRACKET SPACING SEE SHEET 1 TRACK CONFIGURATION DETAIL





MODEL 2000/3550 2400/3550 FULL VIEW

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

SIZE	DRAWN BY	RLR	DATE	05/23/12	DRAWING NUMBER
В	CHECKED BY	BHG	DATE		BC-2452-130-15
ENGINEER: THOMAS L. SHELMERDINE F		P.E. LIC. No. 0048579	SHEET 2 OF 3		

TABLE 1

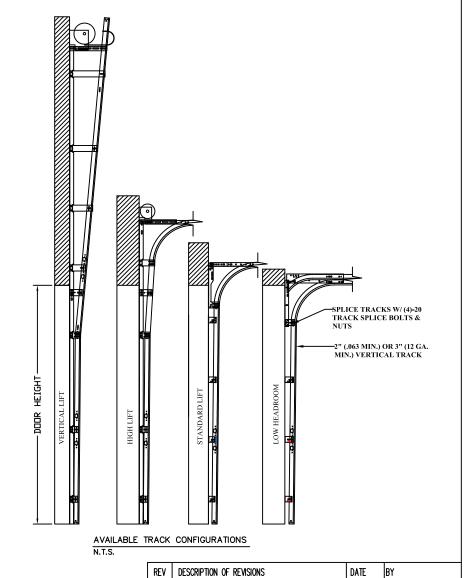
Door	21''	21''	24"	24''
		Intermediate		
7'0''	1			
7'3"	•	3 3 2	1	
7'3'' 7'6''		2	1	1
7'9'' 8'0''		1	1	2
8'0"				4
8'3'' 8'6''		Not Av	<u>ailable</u>	
8'6"	4		ailable	
8'9'' 9'0''	1	4	1	
9'3"		4 3 2	1	1
9'3'' 9'6''		2	1	
9'9''		1	1	2 3 4
10'0''			1	4
10'3"		Not Av	ailable ′	
10'3" 10'6"	1	5		
10'9" 11'0"		5	1	4
11'0"		4	1	1
11'5"		5 5 4 3 2	1	2 3
11'9"		1	1	<u> </u>
12'0''		-	1	4 5
12'3"	1	6		
12'3" 12'6" 12'9"		6	1	
12'9"		5	1	1
13'0"		4	1	2
13'3"		5 4 3 2	1	3 4
13'6"		2	1	4
13'9" 14'0"		1	1	5 6
14'0"	1	7		0
14'3"	ı	7	1	
14'6"			1	1
14'9"		<u>6</u> 5	1	2
15'0"		4	1	3 4 5 6
15'3"		4 3 2 1	1	4
15'6''		2	1	5
15'9"	4		1	6
16'0"	1	8	1	7
16'0"		Ω	1	
16'3"		7	1	1
14'9" 15'0" 15'3" 15'6" 15'9" 16'0" 16'0" 16'3" 16'6" 17'0" 17'0" 17'3" 17'6"		8 7 6 5 4 2 2	1	
16'9"		5	1	2 3 4 5 6 7
17'0"		4	1	4
17'3"		2	1	5
17'6"		2	1	6
17'9" 18'0"		1	1	
18'0"		7	1	8
18'6"		-	1	2
18'0"		5	1	4
19'0"		4	1	5
18'3" 18'6" 18'9" 19'0" 19'3" 19'6"		6 5 4 3 2	1	8 2 3 4 5 6
19'6"		2	1	7
199		1	1	8
20'0"			1	9

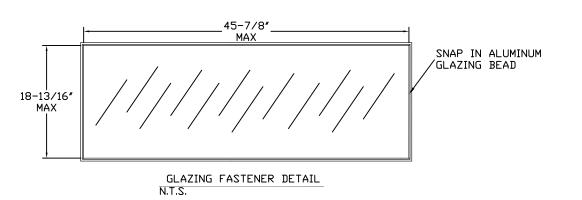
TABLE 2

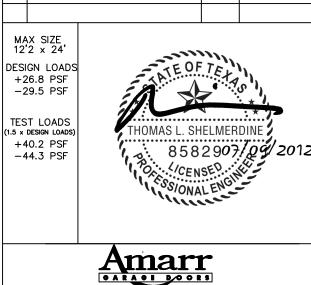
0 !	Max Design Loads			
Section	Allowed			
Width (ft)	Positve (PSF)	Negative (PSF)		
9' 4	34.0	37.5		
9' 6	33.6	37.0		
9' 8	33.2	36.5		
9' 10	32.7	36.0		
10' 0	32.3	35.6		
10' 2	31.9	35.1		
10' 4	31.4	34.6		
10' 6	30.9	34.0		
10' 8	30.4	33.5		
10' 10	29.9	33.0		
11' 0	29.5	32.5		
11' 2	29.1	32.0		
11' 4	28.6	31.5		
11' 6	28.2	31.1		
11' 8	27.8	30.6		
11' 10	27.4	30.2		
12' 0	26.9	29.7		
12' 2	26.8	29.5		

TABLE 3

	Center Stile Locations				
Section	(Measured from Left Edge)				
Width (ft)	1st (in)	2nd (in)			
9' 4	36	76			
9' 6	37	77			
9' 8	38	78			
9' 10	39	79			
10' 0	40	80			
10' 2	41	81			
10' 4	42	82			
10' 6	43	83			
10' 8	44	84			
10' 10	45	85			
11' 0	46	86			
11' 2	47	87			
11' 4	48	88			
11' 6	49	89			
11' 8	50	90			
11' 10	51	91			
12' 0	48	96			
12' 2	49	97			







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

MODEL 2000/3550 2400/3550 FULL VIEW

SIZE	DRAWN BY	RLR	DATE	05/23/12		DRAWING NUMBER
В	CHECKED BY	BHG	DATE			IBC-2452-130-15
ENGINEER: THOMAS L. SHELMERDINE P.E. LIC. No. 0048579					SHEET 3 OF 3	