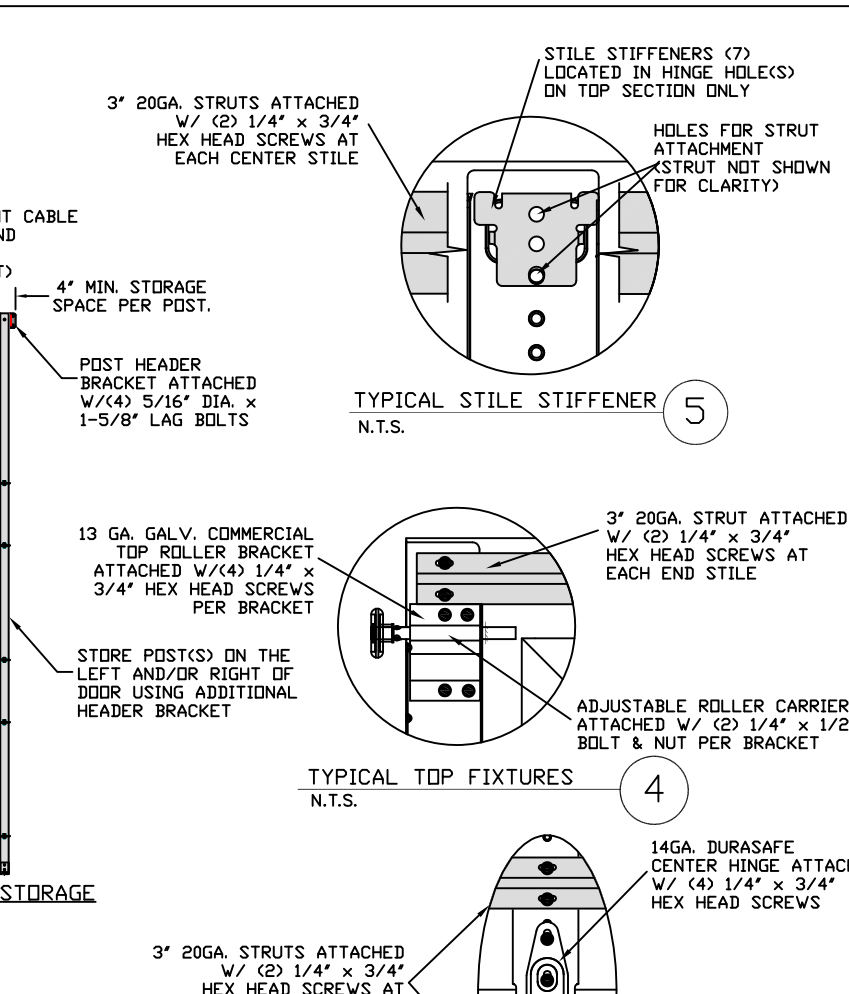
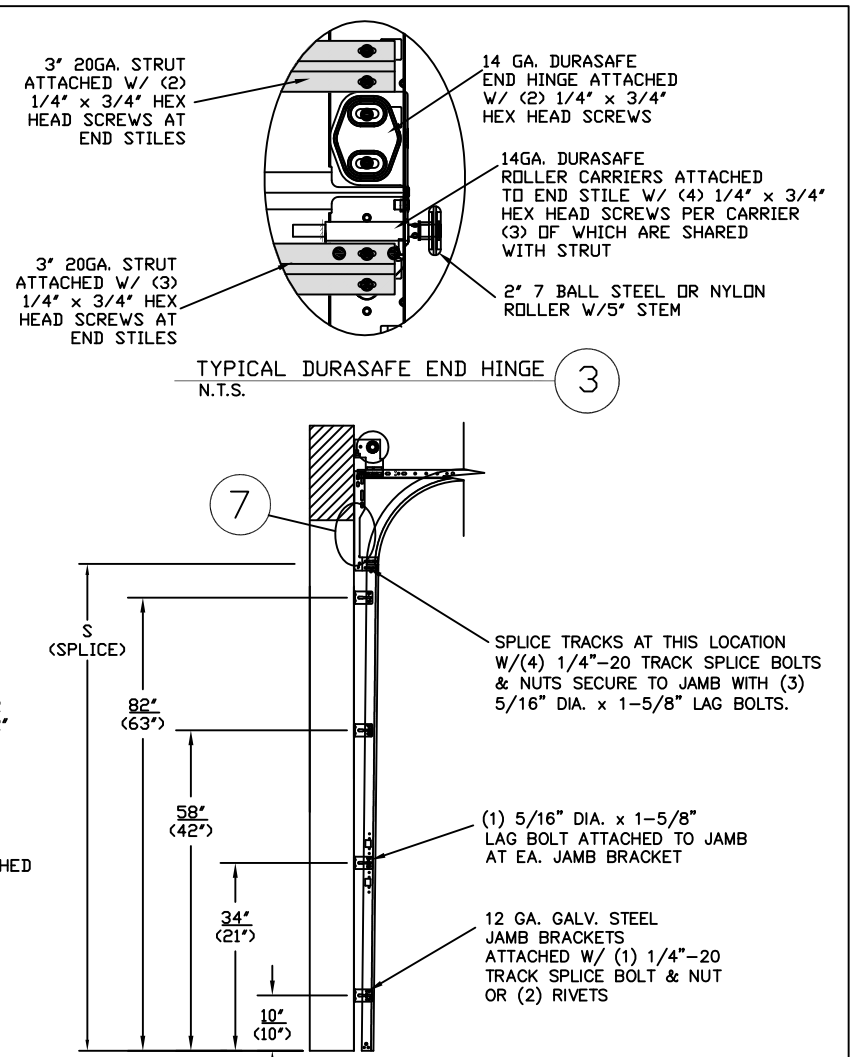


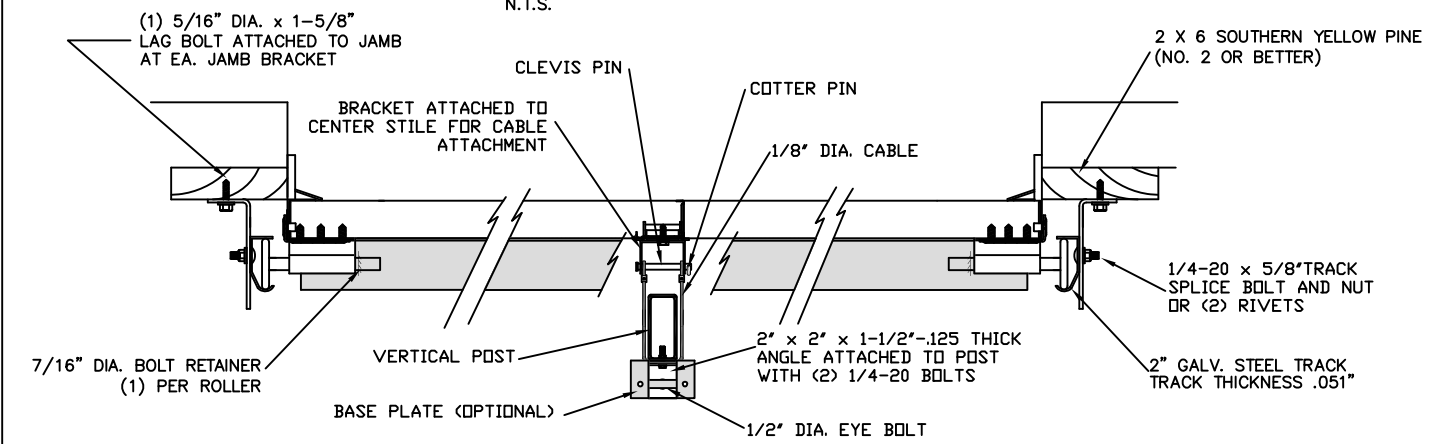
INSIDE ELEVATION
N.T.S.



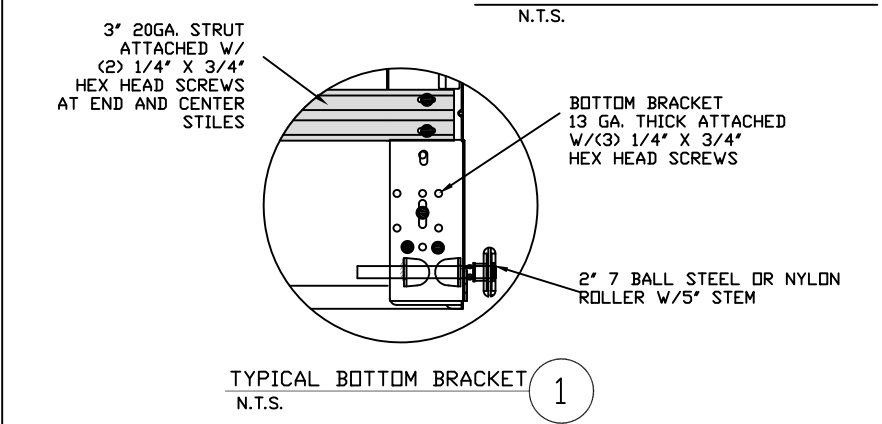
TYPICAL DURASAFE CENTER HINGE
N.T.S.



TRACK CONFIGURATION FOR (7') AND 8' TALL DOORS
N.T.S.



TRACK MOUNTING DETAIL
N.T.S.

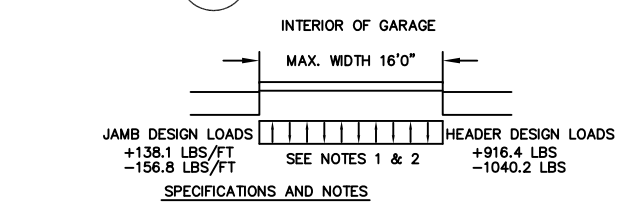


TYPICAL BOTTOM BRACKET
N.T.S.

LARGE MISSILE IMPACT RESISTANT

THE METHOD OF TESTING WAS IN SUBSTANTIAL CONFORMANCE WITH THE PROCEDURE DESCRIBED IN ASTM E330 AND 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 THE END ZONE, ROOF AT ANY SLOPE, AND I=1.0):

WIND SPEED (MPH)	175	159	151	144	138
EXPOSURE LEVEL	B	C	C	D	D
MEAN ROOF HEIGHT	30'	15'	25'	15'	25'



REV	DESCRIPTION OF REVISIONS	DATE	BY
B	ADDED ATTACHMENT CABLE TO POST	1/22/09	CBT
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D	UPDATED NOTE 4 WITH YIELD STRENGTH	1/22/09	CBT
E	UPDATED NOTE 4	11/24/09	DLJ
F	WIND SPEED TABLE & TRACK CONFIGURATIONS	5/1/12	RLR

MAX SIZE 16' x 8'
DESIGN LOADS +45.9 PSF -52.1 PSF
TEST LOADS (1.5 x DESIGN LOADS) +68.9 PSF -78.2 PSF
LARGE MISSILE IMPACT RESISTANCE

Amarr
165 CARRIAGE COURT WINSTON-SALEM, N.C. 27105
MODEL #500 CLASSICA 1000, 2000

SIZE	DRAWN BY DLJ	DATE 02/14/05	DRAWING NUMBER
B	CHECKED BY AAE	DATE 02/14/05	IRC-5316-175-45

ENGINEER: THOMAS L. SHELMERDINE P.E. LIC. No. 0048579 SHEET 1 OF 3

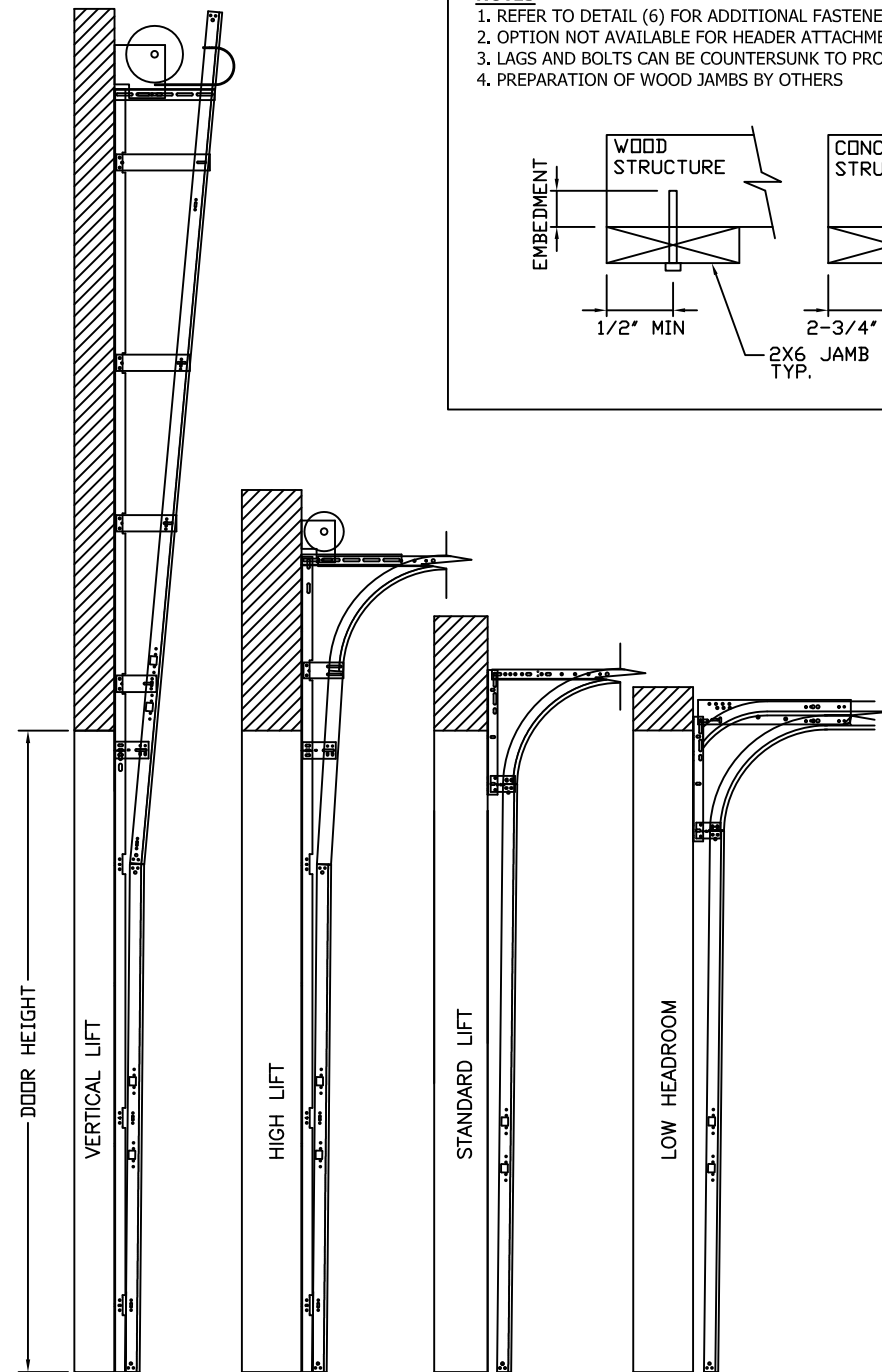
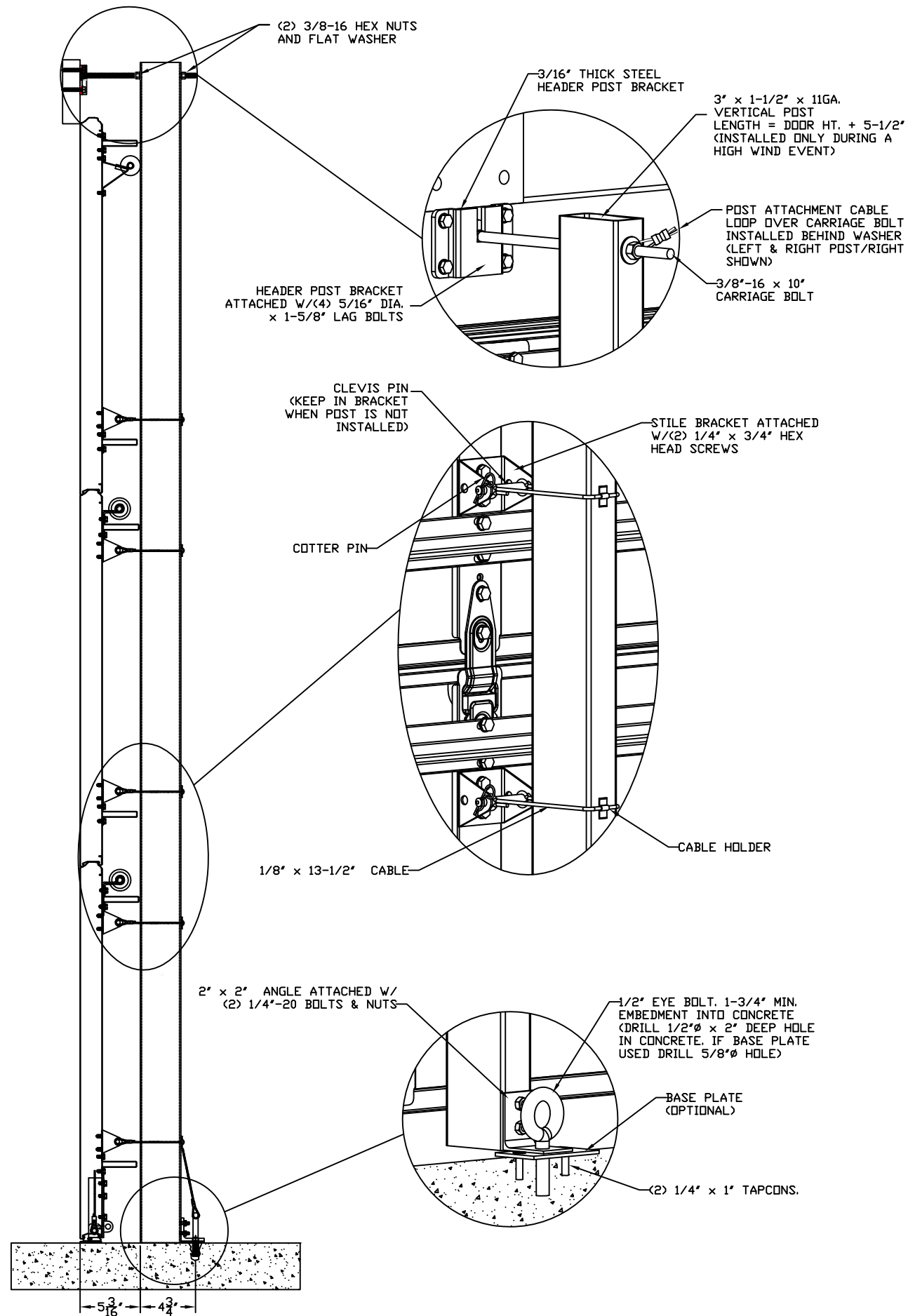
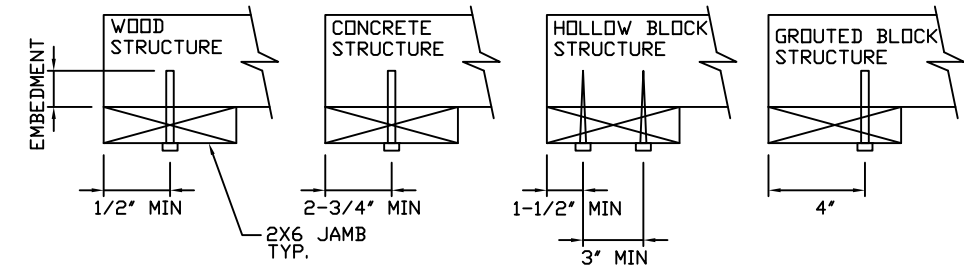
WOOD JAMB & HEADER ATTACHMENT TO STRUCTURE

SEE NOTE 1

2 X 6 VERTICAL JAMB & HEADER 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 & HEADER 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 & HEADER ATTACHMENT TO HOLLOW C-90 BLOCK *SEE NOTE 2*
 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 & HEADER 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)

NOTES

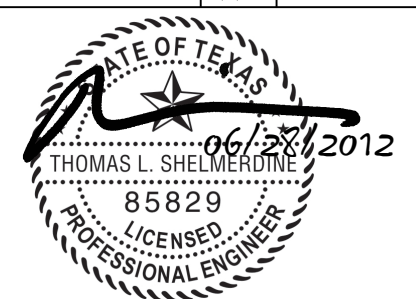
1. REFER TO DETAIL (6) FOR ADDITIONAL FASTENERS AT HEADER
2. OPTION NOT AVAILABLE FOR HEADER ATTACHMENT
3. LAGS AND BOLTS CAN BE COUNTERSUNK TO PROVIDE A FLUSH MOUNTING SURFACE
4. PREPARATION OF WOOD JAMBS BY OTHERS



AVAILABLE TRACK CONFIGURATIONS
 N.T.S.

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MAX SIZE
 16' x 8'
 DESIGN LOADS
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 -52.1 PSF
 TEST LOADS
 (1.5 x DESIGN LOADS)
 +68.9 PSF
 -78.2 PSF
 LARGE MISSILE
 IMPACT
 RESISTANCE



Amarr

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

MODEL #500
CLASSICA 1000, 2000

SIZE	DRAWN BY	DLJ	DATE	02/14/05	DRAWING NUMBER
B	CHECKED BY	AAE	DATE	02/14/05	IRC-5316-175-45

ENGINEER: THOMAS L. SHELMERDINE P.E. LIC. No. 0048579 SHEET 2 OF 3

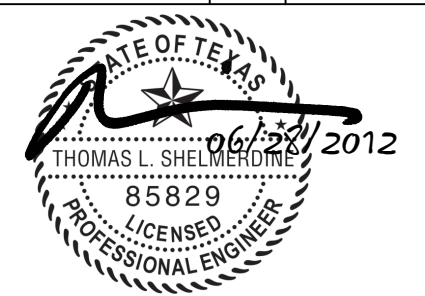
TABLE 1

Door Width (ft)	Center Stile Locations (Measured from Left Edge)						
	1st (in)	2st (in)	3rd (in)	4th (in)	5th (in)	6th (in)	7th (in)
8' 0	*24.63	48.00	*71.38				
8' 2	*25.13	49.00	*72.88				
8' 4	*25.63	50.00	*74.38				
8' 6	*26.13	51.00	*75.88				
8' 8	*26.63	52.00	*77.38				
8' 10	*27.13	53.00	*78.88				
9' 0	*27.63	54.00	*80.38				
9' 2	*28.13	55.00	*81.88				
9' 4	*28.63	56.00	*83.38				
9' 6	*29.13	57.00	*84.88				
9' 8	*29.63	58.00	*86.38				
9' 10	*30.13	59.00	*87.88				
10' 0	*30.63	60.00	*89.38				
10' 2	*31.13	61.00	*90.88				
10' 4	*31.63	62.00	*92.38				
10' 6	*32.13	63.00	*93.88				
10' 8	*32.63	64.00	*95.38				
10' 10	*33.13	65.00	*96.88				
11' 0	*33.63	66.00	*98.38				
11' 2	*34.13	67.00	*99.88				
11' 4	*34.63	68.00	*101.38				
11' 6	*35.13	69.00	*102.88				
11' 8	*35.63	70.00	*104.38				
11' 10	*36.13	71.00	*105.88				
12' 0	24.63	*48.31	72.00	*95.69	119.38		
12' 2	25.13	*49.06	73.00	*96.94	120.88		
12' 4	25.63	*49.81	74.00	*98.19	122.38		
12' 6	26.13	*50.56	75.00	*99.44	123.88		
12' 8	26.63	*51.31	76.00	*100.69	125.38		
12' 10	27.13	*52.06	77.00	*101.94	126.88		
13' 0	27.63	*52.81	78.00	*103.19	128.38		
13' 2	28.13	*53.56	79.00	*104.44	129.88		
13' 4	28.63	*54.31	80.00	*105.69	131.38		
13' 6	29.13	*55.06	81.00	*106.94	132.88		
13' 8	29.63	*55.81	82.00	*108.19	134.38		
13' 10	30.13	*56.56	83.00	*109.44	135.88		
14' 0	30.63	*57.31	84.00	*110.69	137.38		
14' 2	31.13	*58.06	85.00	*111.94	138.88		
14' 4	31.63	*58.81	86.00	*113.19	140.38		
14' 6	32.13	*59.56	87.00	*114.44	141.88		
14' 8	32.63	*60.31	88.00	*115.69	143.38		
14' 10	33.13	*61.06	89.00	*116.94	144.88		
15' 0	33.63	*61.81	90.00	*118.19	146.38		
15' 2	34.13	*62.56	91.00	*119.44	147.88		
15' 4	34.63	*63.31	92.00	*120.69	149.38		
15' 6	24.63	47.42	*70.21	93.00	*115.79	138.58	161.37
15' 8	25.03	48.02	*71.01	94.00	*116.99	139.98	162.97
15' 10	23.43	46.62	*71.81	95.00	*118.19	141.38	164.57
16' 0	24.63	48.42	*72.21	96.00	*119.79	143.58	167.37

* Post locations

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MODEL #500
CLASSICA 1000, 2000

SIZE	DRAWN BY	DLJ	DATE	02/14/05	DRAWING NUMBER
B	CHECKED BY	AAE	DATE	02/14/05	IRC-5316-175-45

ENGINEER: THOMAS L. SHELMERDINE P.E. LIC. No. 0048579 SHEET 3 OF 3