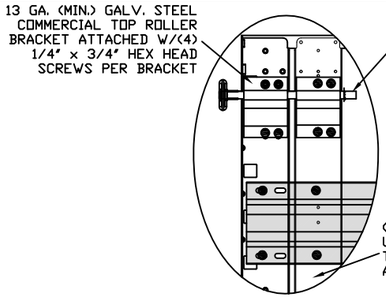
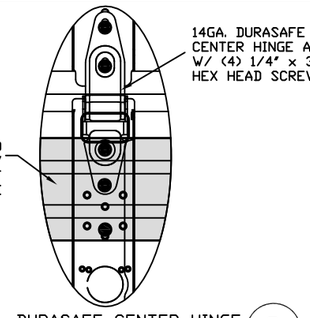
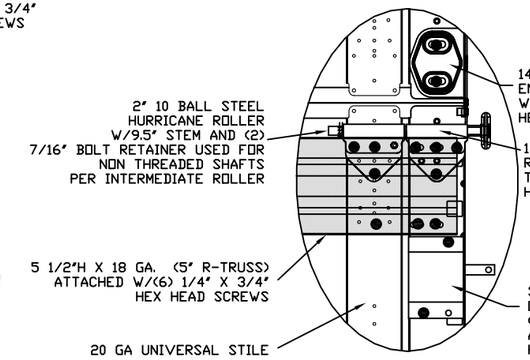


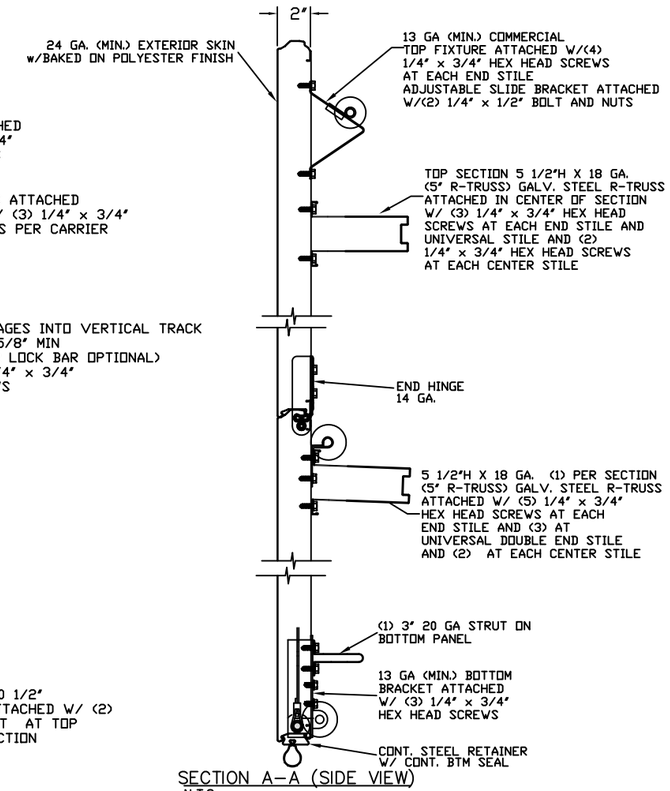
TYPICAL TOP FIXTURES
N.T.S. 1A



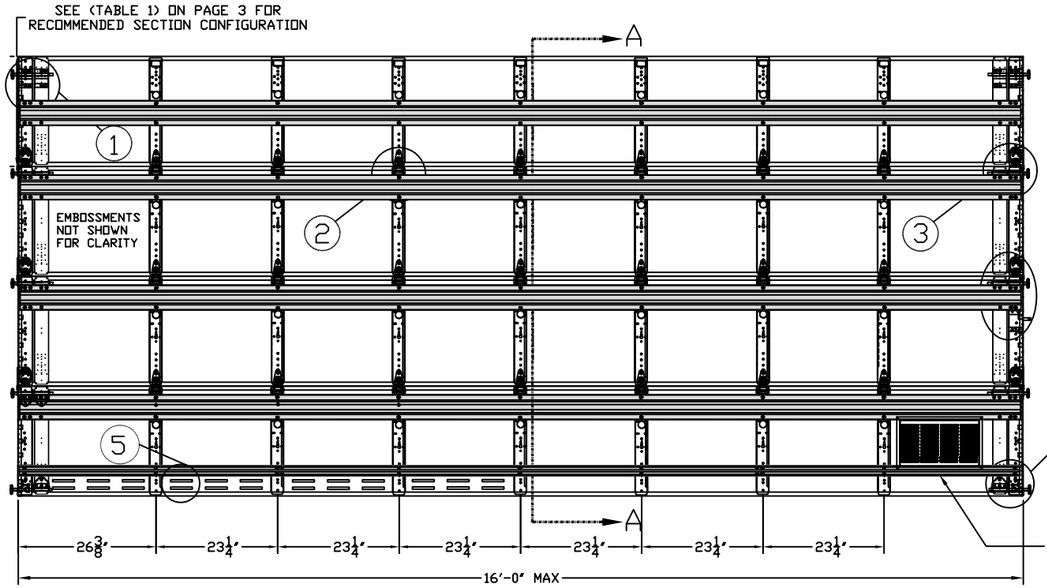
TYPICAL DURASAFE CENTER HINGE
N.T.S. 2



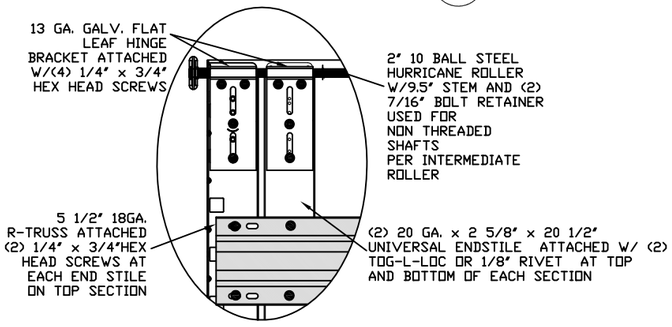
TYPICAL DURASAFE END HINGE
N.T.S. 3



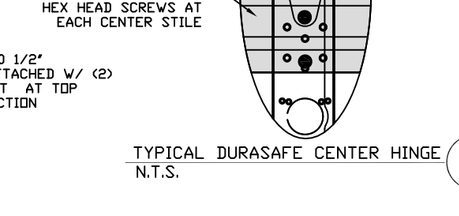
SECTION A-A (SIDE VIEW)
N.T.S.



INSIDE ELEVATION
N.T.S.

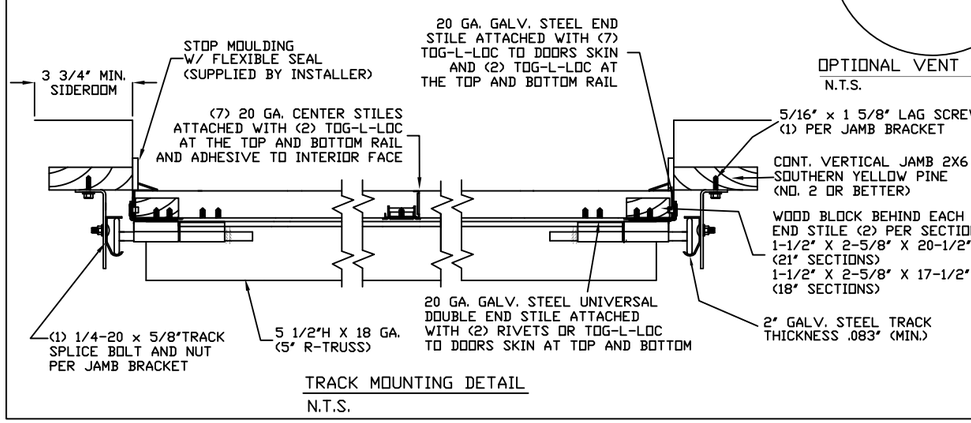


ALT. LOW HEADROOM TOP FIXTURE
N.T.S. 1B

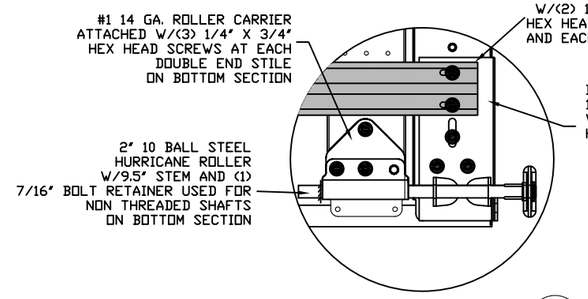


OPTIONAL VENT DETAIL
N.T.S. 5

LARGE MISSILE IMPACT RESISTANT



TRACK MOUNTING DETAIL
N.T.S.



TYPICAL BOTTOM BRACKET
N.T.S. 4

THE METHOD OF TESTING WAS IN SUBSTANTIAL CONFORMANCE WITH THE PROCEDURE DESCRIBED IN ASTM E330, AND TAS 201, 201, 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)	174	158	150	143	137
EXPOSURE LEVEL	B	C	C	D	D
MEAN ROOF HEIGHT	30'	15'	25'	15'	25'

REV	DESCRIPTION OF REVISIONS	DATE	BY
B	ADDED TITLE BLOCK TO PAGE 2	7/3/07	BHG
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D	REVISED NOTE 8	12/15/08	CBT
E	UPDATED WJATS AND ADDED ASCE MPH DETAIL	12/2/11	RLR

MAX SIZE 16' x 14'

DESIGN LOADS +47.5 PSF -52.0 PSF

LARGE MISSILE IMPACT RESISTANCE

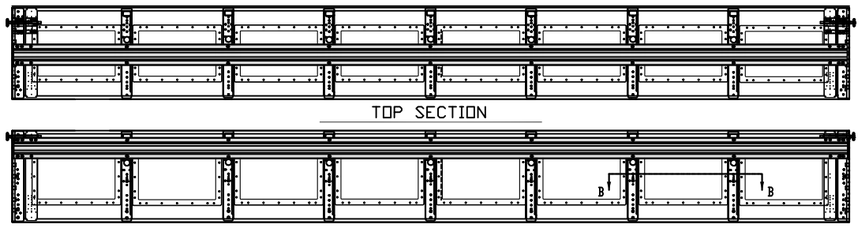
Amarr

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

MODEL 950 HERITAGE 1000, 2000
MODEL 655 OAK SUMMIT (24g) 1000, 2000
SHORT, LONG, FLUSH, & OAK SUMMIT PANELS

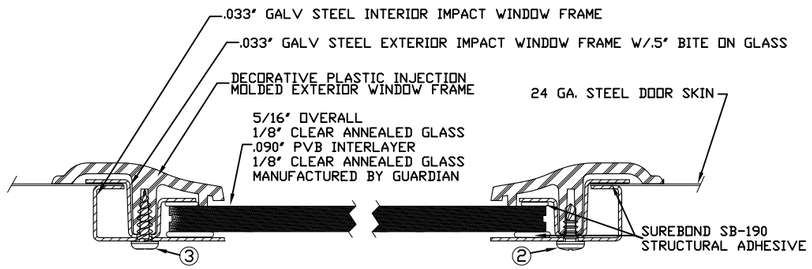
SIZE	DRAWN BY	SKW	DATE	02/28/07	DRAWING NUMBER
B	CHECKED BY	BHG	DATE	0//07	IRC-9516-175-26-I
ENGINEER: THOMAS L. SHLMERDINE P.E. LIC. No. 0048579					SHEET 1 OF 3

GLAZING OPTION DETAIL
N.T.S.
GLAZING MEETS ASTM E1300-04



TOP SECTION

INTERMEDIATE SECTION



2. 3/16" X 1/2" SCREW - USED TO FASTEN THE STEEL EXTERIOR IMPACT WINDOW FRAME TO THE STEEL INTERIOR IMPACT WINDOW FRAME.
3. 11/64" X 1/2" SCREW - USED TO FASTEN DECORATIVE PLASTIC MOLDED WINDOW FRAME TO THE ASSEMBLY

SECTION B-B IMPACT WINDOW DETAIL
N.T.S.

WOOD JAMB ATTACHMENT TO STRUCTURE

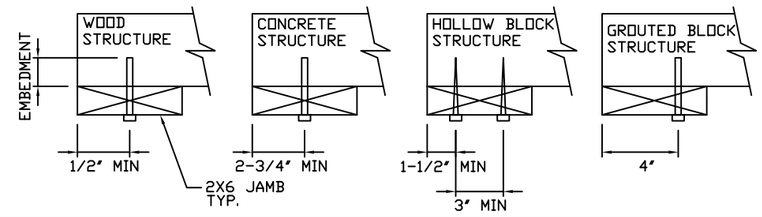
2 X 6 VERTICAL JAMB ATTACHMENT TO WOOD FRAME STRUCTURE
5/16" X 3" LAG SCREWS STARTING 6" FROM ENDS THEN 12" O.C. (1 1/2" EMBEDMENT)

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 10" O.C. (1 1/4" EMBEDMENT)
ITW/RAMSET REDHEAD (TRU-BOLT) 3/8" X 4" STARTING 6" FROM ENDS THEN 20" O.C. (2 1/2" EMBEDMENT)

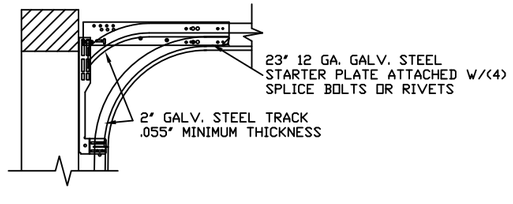
2 X 6 VERTICAL JAMB ATTACHMENT TO HOLLOW C-90 BLOCK
SIMPSON 1/4" X 3" TITEN SCREWS STARTING 6" FROM ENDS, USE PAIRS OF FASTENERS (3" APART) AT 8" O.C. (1 1/2" EMBEDMENT)
HILTI 1/4" X 2-3/4" KWIK-CON II+ SCREWS STARTING 6" FROM ENDS, USE PAIRS OF FASTENERS (3" APART) AT 8" O.C. (1 1/4" EMBEDMENT)

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 12" O.C. (1 1/4" EMBEDMENT) (OR, USE FASTENERS FOR HOLLOW C-90 BLOCK)

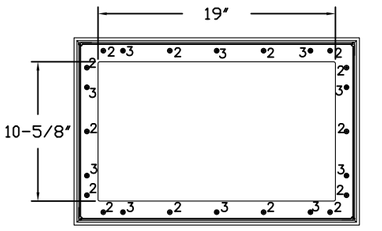
*LAGS AND BOLTS CAN BE COUNTERSUNK TO PROVIDE A FLUSH MOUNTING SURFACE.
*PREPARATION OF WOOD JAMBS BY OTHERS



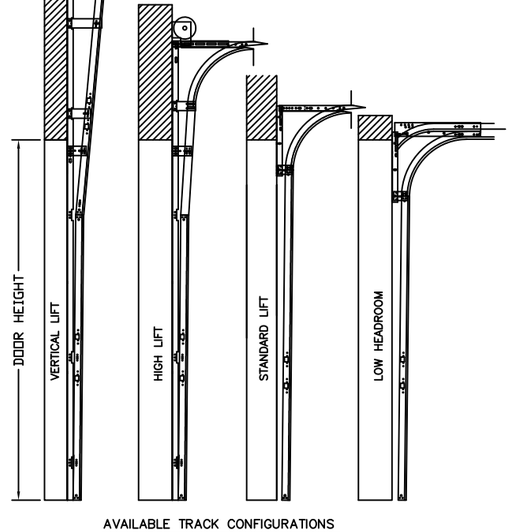
STANDARD TRACK CONFIGURATION FOR 6'6" UP TO 14' TALL DOORS
N.T.S.



LOW HEADROOM TRACK OPTION
N.T.S.



IMPACT GLAZING FASTENER DETAIL
N.T.S.



AVAILABLE TRACK CONFIGURATIONS
N.T.S.

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MAX SIZE
16' x 14'

DESIGN LOADS
+47.5 PSF
-52.0 PSF

LARGE MISSILE IMPACT RESISTANCE

STATE OF TEXAS
THOMAS L. SHELMERDINE
85829
LICENSED
PROFESSIONAL ENGINEER
03/01/2012

Amarr

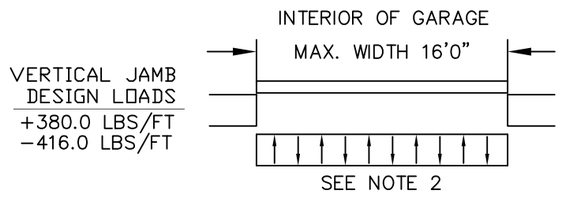
165 CARRIAGE COURT WINSTON-SALEM, N.C. 27105 WWW.AMARR.COM

MODEL 950 HERITAGE 1000, 2000
MODEL 655 OAK SUMMIT (24g) 1000, 2000
SHORT, LONG, FLUSH, & OAK SUMMIT PANELS

SIZE	DRAWN BY	SKW	DATE	02/28/07	DRAWING NUMBER
B	CHECKED BY	BHG	DATE	0//07	IRC-9516-175-26-I
ENGINEER: THOMAS L. SHLMERDINE P.E. LIC. No. 0048579					SHEET 2 OF 3

TABLE 1

DOOR HEIGHT	SECTION HEIGHTS							
	Btm	#2	#3	#4	#5	#6	#7	#8
14' 0"	21"	21"	21"	21"	21"	21"	21"	21"
13' 6"	21"	21"	21"	21"	21"	18"	18"	21"
13' 0"	21"	21"	21"	18"	18"	18"	18"	21"
12' 6"	21"	18"	18"	18"	18"	18"	18"	21"
12' 0"	21"	21"	21"	21"	21"	18"	21"	
11' 6"	21"	21"	21"	18"	18"	18"	21"	
11' 0"	21"	18"	18"	18"	18"	18"	21"	
10' 6"	21"	21"	21"	21"	21"	21"		
10' 0"	21"	21"	21"	18"	18"	21"		
9'6"	21"	18"	18"	18"	18"	21"		
9' 0"	18"	18"	18"	18"	18"	18"		
8' 6"	21"	21"	21"	18"	21"			
8' 0"	21"	18"	18"	18"	21"			
7' 6"	18"	18"	18"	18"	18"			
7' 0"	21"	21"	21"	21"				
6' 6"	21"	18"	18"	21"				



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: +380.0 LBS/FT & −416.0 LBS/FT
3. DOOR AND HARDWARE WILL BE DESIGNED, MANUFACTURED AND INSTALLED WITH STANDARDS AS SET FORTH BY DASMA.
4. DOOR SECTIONS SHALL BE 24 GA. (.022) MIN. EXTERIOR SKIN ROLLED FORMED, W/ BAKED ON POLYESTER FINISH
5. DOORS UPTO 7'0" HIGH CONSIST OF (4) SECTIONS AS SHOWN. USE (1) 5.5" R−TRUSS PER SECTION AND (1) 3" 20 GA. STRUT ON BOTTOM SECTION
6. DOORS OVER (4) SECTIONS REFER TO TABLE 1
7. SUPPORTING STRUCTURAL ELEMENTS SHALL BE DESIGNED BY A REGISTRED PROFESSIONAL ENGINEER FOR WIND LOADS INDICATED ON THIS DRAWING IN ADDITION TO OTHER LOADINGS.

TABLE 2

DOOR HEIGHT	TRACK ATTACHMENT														SPLICE
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	S
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 SPACING +/−2" ALLOWED WITH SYP NO. 2 OR BETTER ONLY

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SIZE	DRAWN BY SKW	DATE 02/28/07	DRAWING NUMBER
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ENGINEER: THOMAS L. SHLMERDINE P.E. LIC. No. 0048579			SHEET 3 OF 3