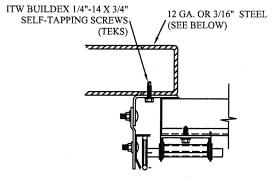


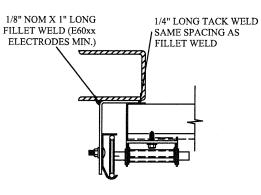
TRACK CONNECTION DIRECTLY TO STRUCTURE OPTIONS



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

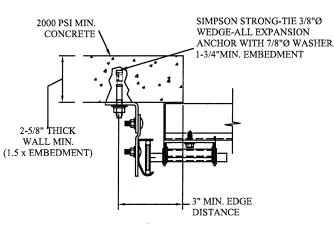
12 GA. STEEL FRAMING 232 LBS./SCREW ALLOWABLE LOAD - 6" FROM ENDS AND 12" O.C. REFER TO NOTES: 1, 2 AND 5

3/16" STEEL FRAMING 569 LBS./SCREW ALLOWABLE LOAD - 6" FROM ENDS AND 24" O.C. REFER TO NOTES: 1, 2 AND 5



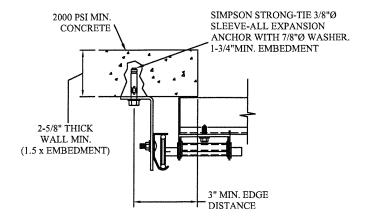
REVERSE ANGLE MOUNT SHOWN BRACKET, CONTINUOUS AND TAPERED ANGLE MOUNT AVAILABLE

STEEL FRAMING 12GA OR BETTER 1590 LBS./IN. ALLOWABLE LOAD - 6" FROM ENDS AND 24" O.C. REFER TO NOTES: 1, 2, 5, 6, 7, 8 AND 9



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

2000 PSI CONCRETE OR GREATER 351 LBS./EXPANSION ANCHOR ALLOWABLE LOAD - 6" FROM ENDS AND 18" 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 18" O.C. **REFER TO NOTES: 1, 2, 3, 4 AND 5**

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: +216.2 LBS/FT & -243.4 LBS/FT

3. DOOR AND HARDWARE WILL BE DESIGNED, MANUFACTURED AND INSTALLED WITH STANDARDS AS SET FORTH BY DASMA.

4. DOOR SECTIONS SHALL BE 6063 T6 ALUMINUM .050" WALL THICKNESS (TYP.) ANODIZED OR POWDER COAT FINISH

5. DOORS UP TO 24'0" HIGH WILL HAVE (2) 3-3/8" x.100" EXTRUDED ALUMINUM STRUTS ON THE BOTTOM SECTION, (1) 3-3/8" x.100" EXTRUDED ALUMINUM STRUT ON THE TOP RAIL OF EACH INTERMEDIATE SECTION AND (1) 3" 20GA STRUT LOCATED ON THE BOTTOM OF EACH INTERMEDIATE SECTION, AND (2) 3" 20GA STRUTS ON

6. SUPPORTING STRUCTURAL ELEMENTS SHALL BE DESIGNED BY A REGISTRED PROFESSIONAL ENGINEER FOR WIND LOADS INDICATED ON THIS DRAWING IN ADDITION TO OTHER LOADINGS.

WOOD 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 22" 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 20" 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 16" O.C. (1 1/2" EMBEDMENT)

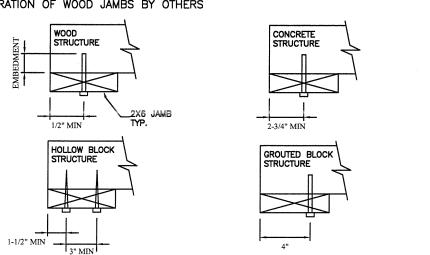
HILTI 1/4" X 2-3/4" KWIK-CON II+ SCREWS STARTING 6" FROM ENDS, USE PAIRS OF FASTENERS (3" APART) AT 16" O.C. (1 1/4" EMBEDMENT)

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 24" 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

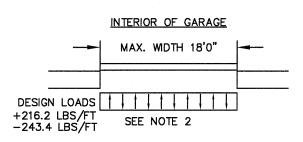


- 1. ANCHORS TO BE EVENLY SPACED BETWEEN THE HEADER AND FLOOR.
- 2. FIRST (BOTTOM) ANCHOR STARTING AT NO MORE THAN HALF OF THE MAXIMUM ON-CENTER DISTANCE. HIGHEST ANCHOR INSTALLED AT LEAST AS HIGH AS THE DOOR OPENING.
- 3. MIN. EGDE DISTANCE OF 3" REQUIRED.

JAMB BRACKET (1-1/2" EMBEDMENT

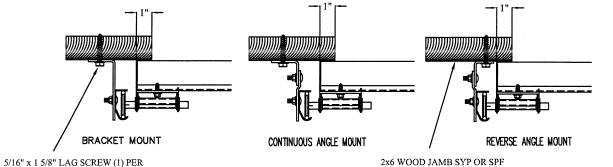
MINIMUM) (TYP.)

- 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.
- $6.\,\mathrm{MOST}$ 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

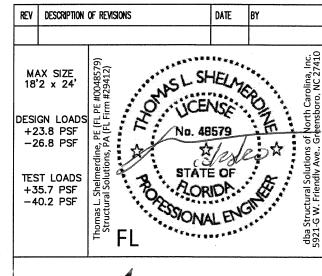


TRACK CONNECTION TO WOOD JAMB OPTIONS

FOR LAG SCREWS & BRACKET SPACING SEE PAGE 3 FOR TRACK CONFIGURATION DETAIL



(NO.2) OR BETTER (TYP.)





MODEL 3550HD AMARR 3552 MODEL VISTA AMARR 3552

SIZE	Drawn by	RLR DATE 10/3/17				Drawing Number						
В	CHECKED BY	RLR	DATE	10/4/17		IBC-3618-132-63						
165 CA	E RRIAGE COU	27105	SHEET 2 OF 3									

TABLE 1

Section	n Width	· ·	Center Stille easured from	Max Design Loads Allowed					
(ft)	(in)	1st (in)	2nd (in)	3rd (in)	4th (in)	Positive (PSF)	Negitive (PSF)		
17'	0 2 4	39.0	81.0	123.0	165.0	24.7	27.9		
17'		40.0	82.0	124.0	166.0	24.7	27.9		
17'		41.0	83.0	125.0	167.0	24.7	27.9		
17'	6	42.0	84.0	126.0	168.0	24.7	27.8		
17'	8	43.0	85.0	127.0	169.0	24.4	27.5		
17'	10	44.0	86.0	128.0	170.0	24.2	27.2		
18'	0	43.5	86.5	129.5	172.5	24	27		
18'	2	44.5	87.5	130.5	173.5	23.8	26.8		

*CONTACT ENGINEERING FOR SIZES LESS THAN 17'0 WIDE

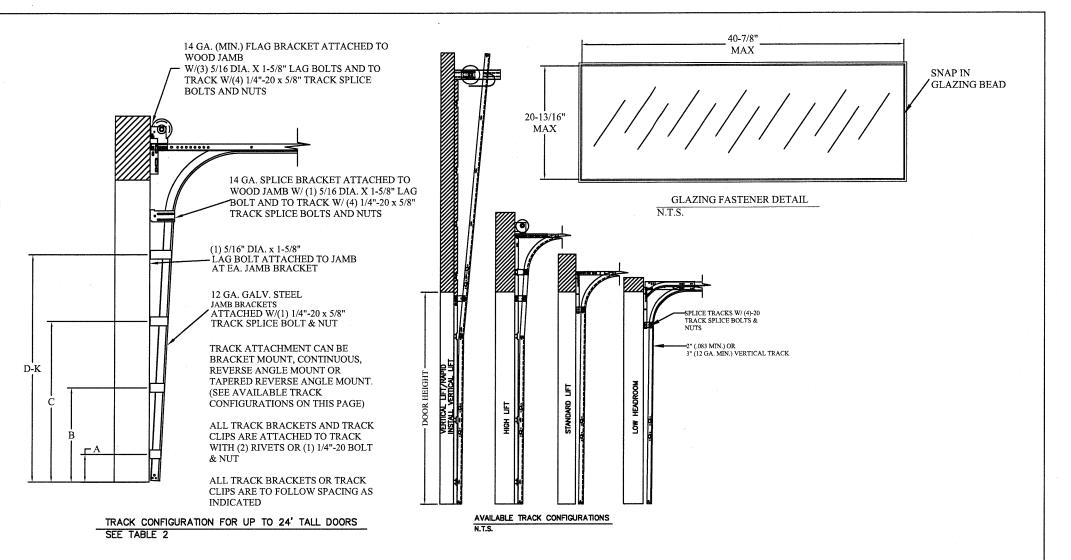


TABLE 2

DC	OR		The second secon									TRACK	ATTAC	HMENT	_		-						~~~~		TYPICAL
HEI	GHT	Α	В	С	D	E	F	G	Н	I	J	K	L	M	N	0	Р	Q	R	S	T	U	V	W	SPLICE
7'	0"	10.0"	22"	34"	46"	58"	70"																		76"
7'	6"	10.0"	22"	34"	46"	58"	70"	82"																	82"
8'	0"	10.0"	22"	34"	46"	58"	70"	82"																	88"
9'	0"	10.0"	22"	34"	46"	58"	70"	82"	94"																100"
9'	6"	10.0"	22"	34"	46"	58"	70"	82"	94"																106"
10'	0"	10.0"	22"	34"	46"	58"	70"	82"	94"	106"															112"
11'	0"	10.0"	22"	34"	46"	58"	70"	82"	94"	106"	118"														124"
12'	0"	10.0"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"													136"
13'	0"	10.0"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"												148"
14'	0"	10.0"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"	154"											160"
15'	0"	10.0"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"										172"
16'	0"	10.0"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"									184"
17'	0"	10.0"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"								196"
18'	0"	10.0"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"	202"							208"
19'	0"	10.0"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"	202"	214"						220"
20'	0"	10.0"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"	202"	214"	226"					232"
21	0"	10.0"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"	202"	214"	226"	238"				244"
22	0"	10.0"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"	202"	214"	226"	238"	250"			256"
23	0"	10.0"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"	202"	214"	226"	238"	250"	262"		268"
24	0"	10.0"	22"	34"	46"	58"	70"	82"	94"	106"	118"	130"	142"	154"	166"	178"	190"	202"	214"	226"	238"	250"	262"	274"	280"

MAX SIZE
18'2 x 24'

DESIGN LOADS
+23.8 PSF
-26.8 PSF
-40.2 PSF

MODEL 3550HD AMARR 3552
MODEL VISTA AMARR 3552

MODEL VISTA AMARR 3552

SIZE DRAWN BY RIR DATE 10/3/17 DRAWNG NUMBER
B CHECKED BY RIR DATE 10/4/17 BC-3618-132-63

ENTREMATIC
165 CARRIAGE COURT WINSTON-SALEM, N.C. 27105 SHEET 3 0F 3

DATE BY

REV DESCRIPTION OF REVISIONS

ALL TRACK ATTACHMENTS +/- 2" ALLOWED USING SYP OR SPF NO.2 OR BETTER ONLY