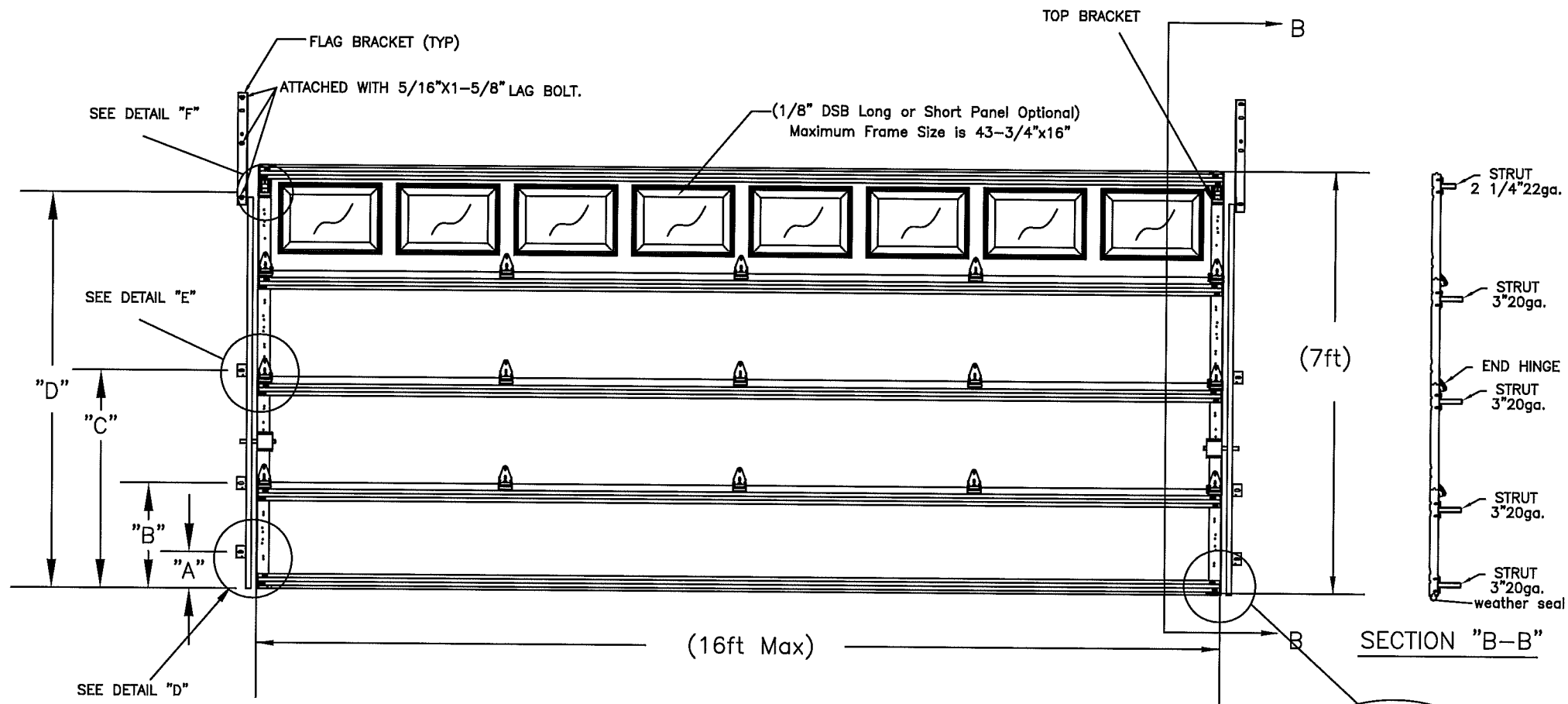


NOTES:

- VANTAGE STANDARD PRESS SHOWN, AMERICAN 200, CS, XL, CSX OR CSL SERIES MAY BE SUBSTITUTED.
- STRUTS ATTACHED WITH 2 SELF DRILLING SCREWS 1/4"-20 X 3/4" AT EACH STILE LOCATION AND BETWEEN EACH CENTER STILE LOCATION WITH TWO 1/4"-20 X 3/4" SCREWS.
- 4 SECTION HIGH DOOR SHOWN (7FT) TALLER DOOR CONFIGURATIONS MAY BE CONSTRUCTED UP TO A MAXIMUM OF 14FT HIGH, USING SAME PANEL CONSTRUCTION AS SHOWN (MAXIMUM SECTION HEIGHT OF 21").
- MINIMUM STEEL THICKNESS ON EXTERIOR AND INTERIOR FACE IS 26 GA. (.0165").
- SECTIONS EMBOSSED 14.00"x20.375", 16" X20.375", 14"x41", 16"x40" OR SECTIONS WITHOUT EMBOSSEMENT MAY ALSO BE USED. (LOCATION AND QUANTITY OF CENTER STILES MUST BE THE SAME).
- TORSION SPRINGS OR EXTENSION SPRINGS AVAILABLE.
- A LOCK MUST BE ATTACHED TO EACH SIDE OF THE DOOR. CAM & BAR LOCKS OR AN OPENER MAY BE SUBSTITUTED.
- WOOD MOUNT SHOWN, STEEL AND MASONRY ANGLE AND REVERSE ANGLE MOUNT AVAILABLE. NUMBER OF JAMB BRACKET ANCHOR LOCATIONS MUST BE THE SAME.
- JAMB DETAIL IN ACCORDANCE WITH DWG. # CWL-0001
- THIS DOOR HAS NOT BEEN TESTED FOR WIND-BORNE DEBRIS.
- USE THIS DRAWING IN CONJUNCTION WITH INSTALLATION INSTRUCTIONS. WHERE THE DRAWING CONFLICTS WITH OTHER INSTALLATION INSTRUCTIONS, THIS DRAWING GOVERNS.



Strut Requirements

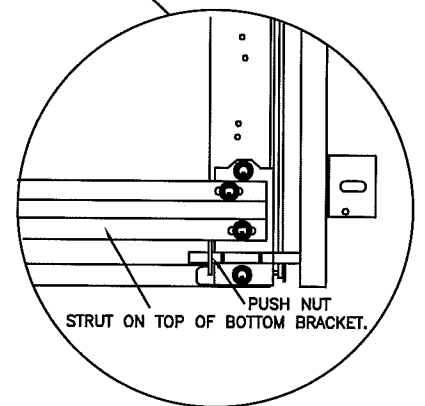
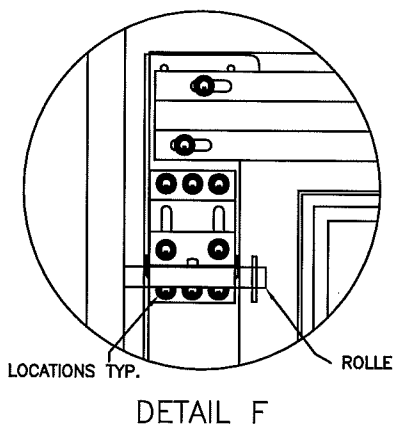
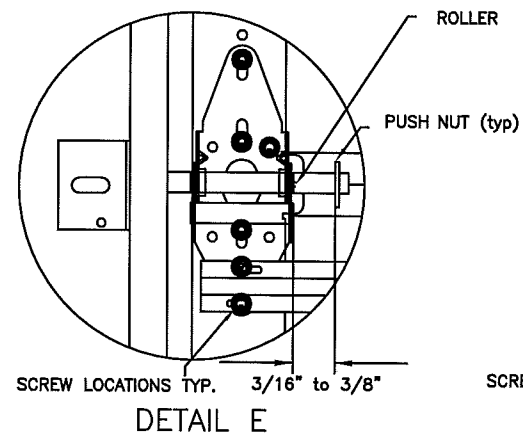
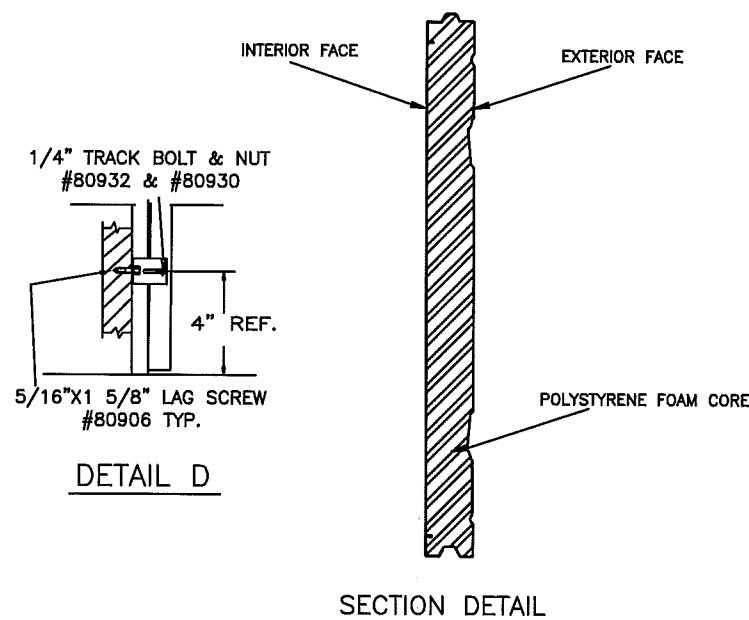
# sections	# Struts	
	2-1/4"	3"
4	1	4
5	1	5
6	1	6
7	1	7
*8	1	8

*SEE NOTE 4

Track Bracket Locations

DOOR HEIGHT	"A"	"B"	"C"	"D"
6'-6" thru 7'-0"	4"	21"	42"	X
7'-6" Thru 8'-9"	4"	21"	42"	60"

For Doors over 8'9" high one Jamb bracket per section must be added and positioned within 3" of the roller.



DESIGN LOAD +18.5/-20.7

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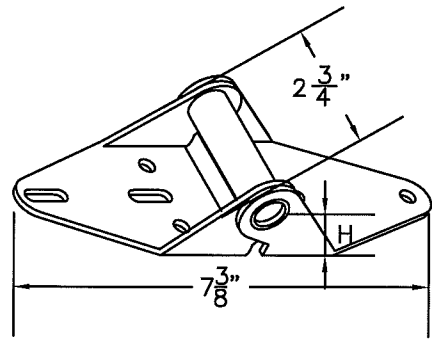
STATE OF TEXAS
 JOHN E. SCATES, P.E.
 3121 FAIRGATE
 CARROLLTON, TX
 FL. P.E. # 51737
 TX. P.E. # 56308, F-2203

This product was tested/evaluated in accordance with ANSI/DASMA 108-05

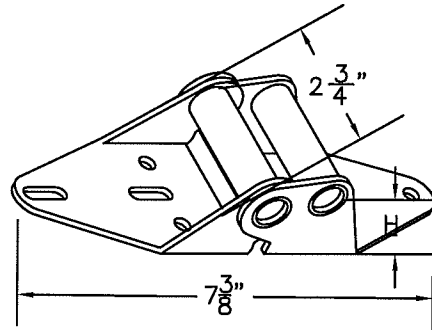
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Rev.	By	Date	Description	Rev.	By	Date	Description	SCALE	N.T.S.	DATE
0	BJR	5/9/08	NEW DRAWING	8						
1	BJR	1/12/12	UPDATED FOR 2010 FBC	9						
2	BJR	7/28/12	updated notes	10						
3				11						
4				12						
5				13						
6				14						
7				15						

INITIAL CHK. T.L.	05-8-08	Mid-America Door Company PONCA CITY, OK
FINAL CHK.	*	
ENGR.	*	
APPR. BY JS.	*	
DESCRIPTION		VANTAGE WINDLOAD SERIES
TITLE		WINDLOAD CONSTRUCTION DETAILS
DWG. NO.	VWL3-1607	
SHT. OF	1 OF 2	
REV.	2	

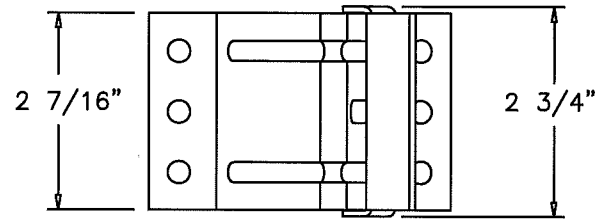


P/N 20602 (#1 HINGE)

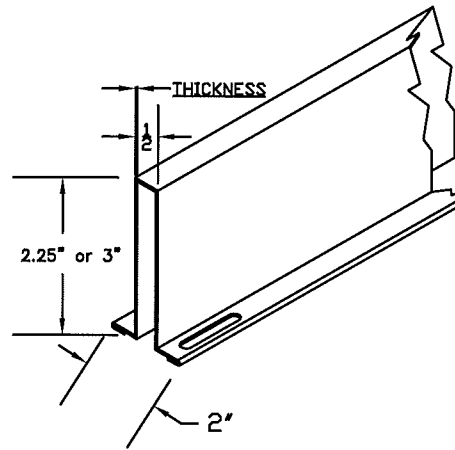
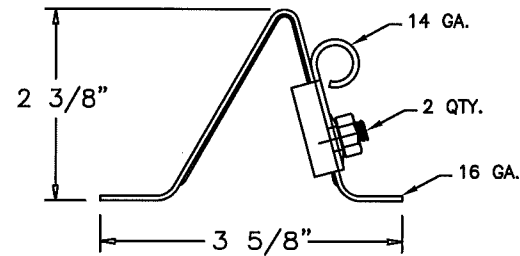


END HINGE

HINGE #	GAGE #	"H"	PART NUMBER
1	14	3/4"	20602
2	14	1"	20606
3	14	1 1/4"	20610
4	14	1 1/2"	20614
5	14	1 3/4"	20616
6	13	2"	20618

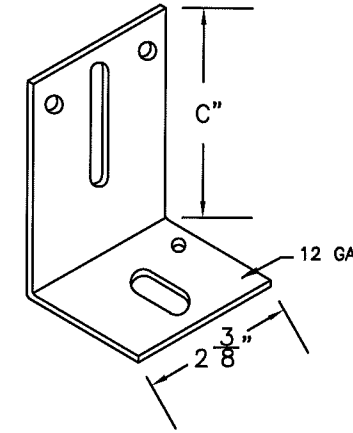


P/N 20356 TOP FIXTURE



STRUTS

THICKNESS OF STRUTS ARE AS STATED BELOW		
2.25'	22 GAUGE 33 KSI MINIMUM YIELD	.028" MIN.
3'	20 GAUGE 50 KSI MINIMUM YIELD	.036" MIN.

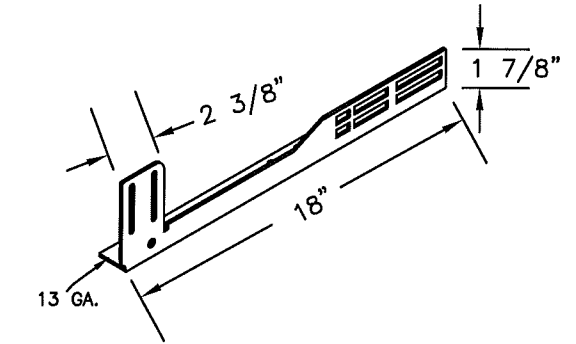


TRACK BRACKET

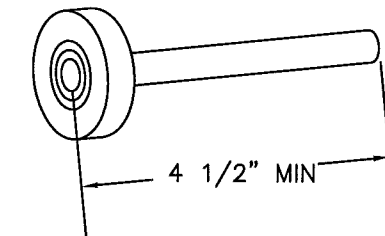
BRACKET #	"C"	PART NUMBER
4	3"	20368
5	3 1/4"	20370
6	3 1/2"	20372
7	3 3/4"	20374
8	4"	20376
9	4 3/4"	20378

NOTES:

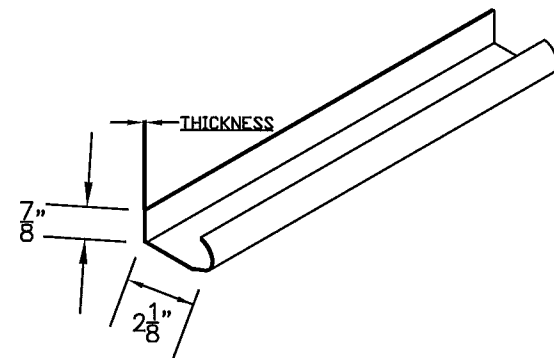
- STRUTS ARE NOT MORE THAN 1 1/2" SHORTER THAN SECTION.
- USE IN CONJUNCTION WITH INSTALLATION INSTRUCTIONS. WHERE THE DRAWING CONFLICTS WITH OTHER INSTALLATION INSTRUCTIONS, THIS DRAWING GOVERNS.



20366 & 7 FLAG BRACKET

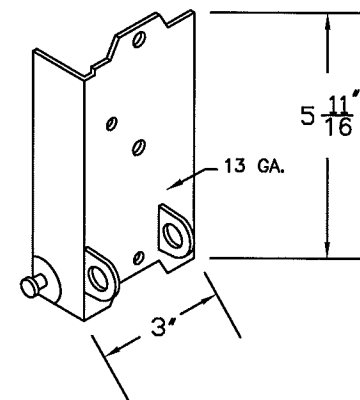


P/N 20804 SHORT STEM 10 BALL ROLLER

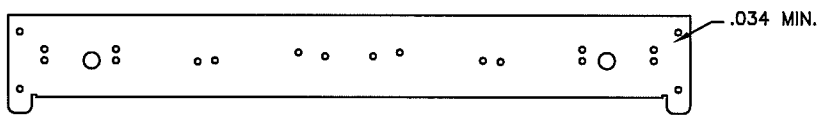
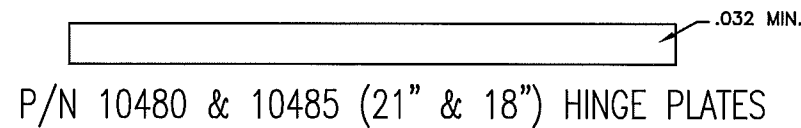


WINDLOAD TRACK

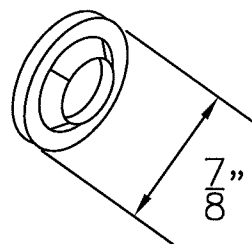
THICKNESS OF TRACK IS AS STATED BELOW		
VERTICAL TRACK IS MIN. 16 GA.	.058" MIN	
HORIZONTAL TRACK IS MIN. 16 GA.	.058" MIN	



P/N 20334&5 BOTTOM BRKT.



P/N 10470 & 10475 (21" & 18") END STILE



P/N 20239 PUSH NUT

STATE OF TEXAS
 JOHN E. SCATES, P.E.
 8/6/12
 PROFESSIONAL ENGINEER'S SEAL PROVIDED ONLY FOR VERIFICATION OF WINDLOAD CONSTRUCTION DETAILS
 JOHN E. SCATES, P.E.
 3121 FAIRGATE
 CARROLLTON, TX
 FL. P.E. # 51737
 TX. P.E. # 56308, F-2203

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1	BR	1/12/12	UPDATED FOR 2010 IRC	9				INITIAL CHK. T.L.	5-8-08	
2	BR	7/26/12	UPDATED SHEET 1	10				FINAL CHK.	-	
3				11				ENGR.	-	
4				12				APPR. BY	-	
5				13						
6				14						
7				15						

Mid-America Door Company		POUCA CITY, OK
DESCRIPTION WINDLOAD SERIES HARDWARE		
TITLE WINDLOAD CONSTRUCTION DETAILS	DWG. NO. VWL3-1607	SHT. 2 OF 2
REV. 2		