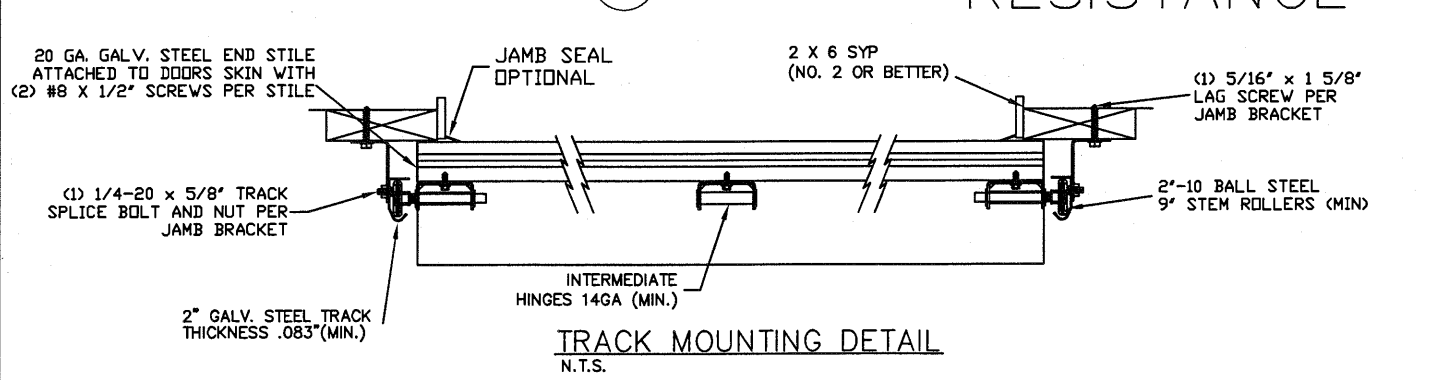
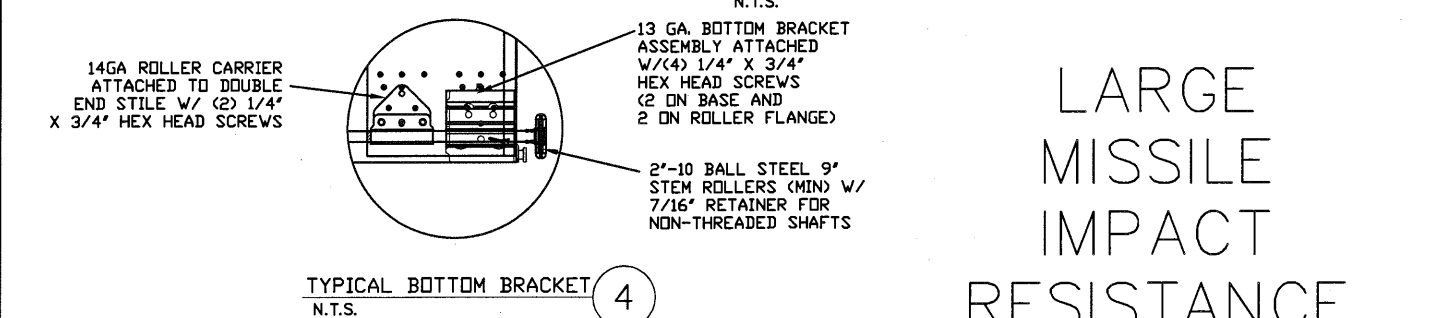


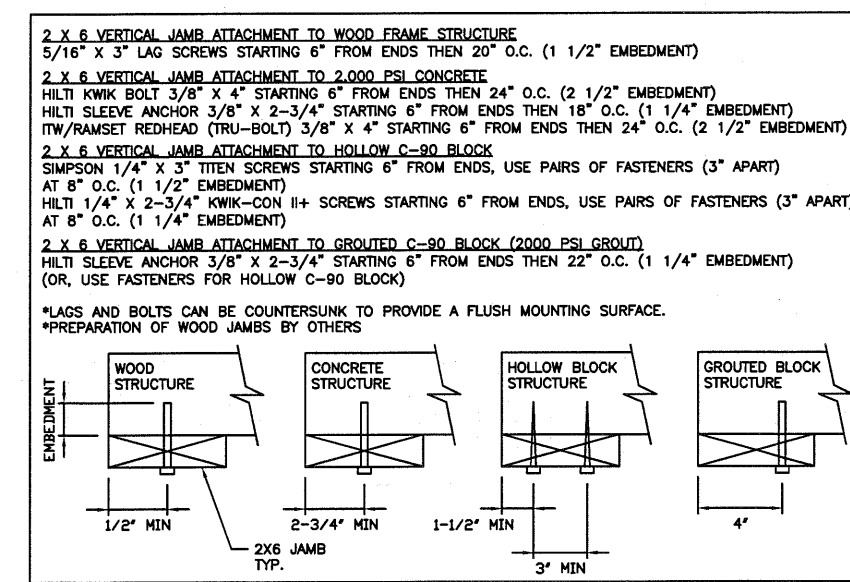
THE METHOD OF TESTING WAS IN SUBSTANTIAL CONFORMANCE WITH THE PROCEDURE DESCRIBED IN DASMA 108 & 115, AND ASTM E330, E1886, & E1996. THE PRESSURES SHOWN ON THE DRAWINGS WERE CALCULATED USING ASCE 7-05 WITH THE FOLLOWING PARAMETERS (5 FEET OF DOOR WIDTH IN THE END ZONE, ROOF AT ANY SLOPE, I=1.0):

WIND SPEED (MPH)	130	118	112	107	102
EXPOSURE LEVEL	B	C	C	D	D
MEAN ROOF HEIGHT	30'	15'	25'	15'	25'



LARGE MISSILE IMPACT RESISTANCE

WOOD JAMB ATTACHMENT TO STRUCTURE



REV	DESCRIPTION OF REVISIONS	DATE	BY
A	UPDATED TO FBC 2010	12/14/11	RLR

MAX SIZE 18' x 14'

DESIGN LOADS
+25.4 PSF
-28.7 PSF

TEST LOADS
+38.1 PSF
-43.1 PSF

LARGE MISSILE IMPACT RESISTANCE

Thomas L. Shelmerdine, PE (TX PE #85829)
Structural Solutions, PA (TX Firm #F-004063)

STATE OF TEXAS
THOMAS L. SHELMERDINE
85829
LICENSED PROFESSIONAL ENGINEER
TX

5921-G W. Friendly Ave., Greensboro, NC 27410

Amarr

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

MODEL P500, D500 (2")
FIMBEL FLUSH, OLYMPUS, AND DESIGNERS CHOICE PANELS

SIZE	DRAWN BY	DRC	DATE	DRAWING NUMBER
B	CHECKED BY	BHG	DATE 04/18/11	IRC-P518-130-24-1

ENGINEER: THOMAS L. SHELMERDINE P.E. LIC. No. 0048579 SHEET 1 OF 2

TABLE 1

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

TABLE 2

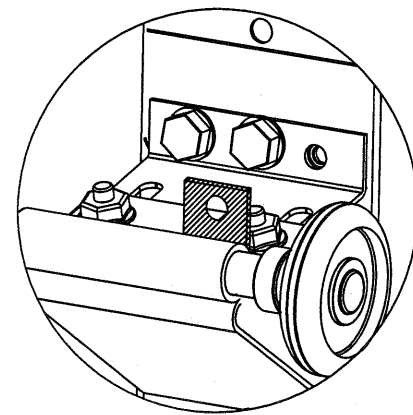
HEIGHT	TRACK ATTACHMENT								SPLICE
	A	B	C	D	E	F	G	H	
6' 0"	3.5"	18"	36"	54"					64"
6' 6"	3.5"	21"	38"	58"					70"
7' 0"	3.5"	21"	42"	63"					76"
7' 6"	3.5"	18"	36"	54"	72"				82"
8' 0"	3.5"	21"	39"	58"	75"				88"
8' 6"	3.5"	21"	42"	63"	81"				94"
9' 0"	3.5"	18"	36"	54"	72"	90"			100"
9' 6"	3.5"	21"	39"	57"	75"	93"			106"
10' 0"	3.5"	21"	42"	63"	81"	99"			112"
10' 6"	3.5"	21"	42"	63"	84"	105"			118"
11' 0"	3.5"	21"	39"	57"	75"	93"	111"		124"
11' 6"	3.5"	21"	42"	63"	81"	99"	117"		130"
12' 0"	3.5"	21"	42"	63"	84"	105"	123"		136"
12' 6"	3.5"	18"	36"	57"	75"	93"	111"	129"	142"
13' 0"	3.5"	21"	42"	63"	81"	99"	117"	135"	148"
13' 6"	3.5"	21"	42"	63"	84"	105"	123"	141"	154"
14' 0"	3.5"	21"	42"	63"	84"	105"	126"	147"	160"

ALL TRACK ATTACHMENT SPACING +/- 2" ALLOWED WITH SYP NO. 2 OR BETTER ONLY

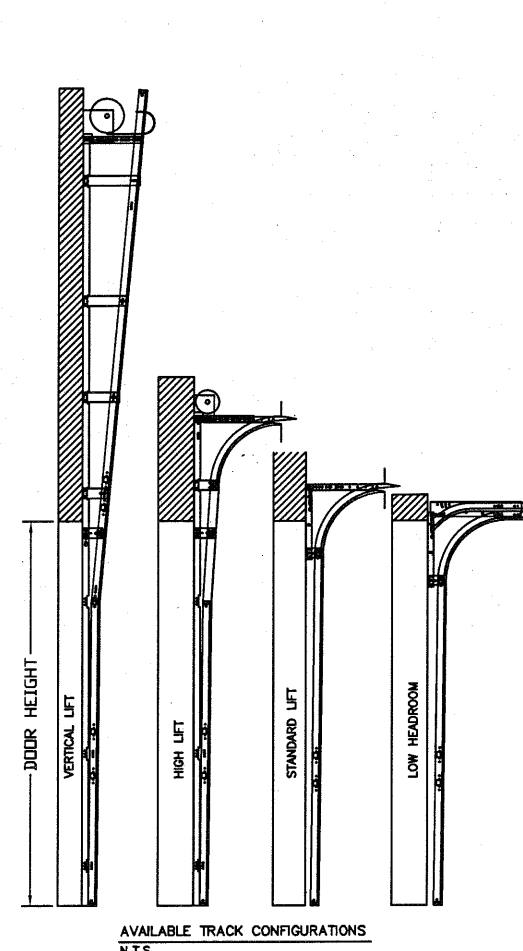
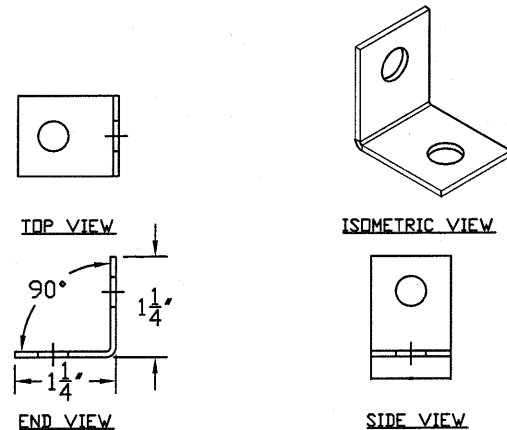
TABLE 3

Section	Center Stile Locations (Measured from Left)		
	Width (ft)	1st (in)	2st (in)
16' 2	50.27	97.00	143.73
16' 4	51.27	98.00	144.73
16' 6	52.27	99.00	145.73
16' 8	51.34	100.00	148.66
16' 10	51.50	101.00	150.50
17' 0	53.34	102.00	150.66
17' 2	53.00	103.00	153.00
17' 4	54.00	104.00	154.00
17' 6	55.00	105.00	155.00
17' 8	54.80	106.00	157.20
17' 10	55.80	107.00	158.20
18' 0	57.25	108.00	158.75

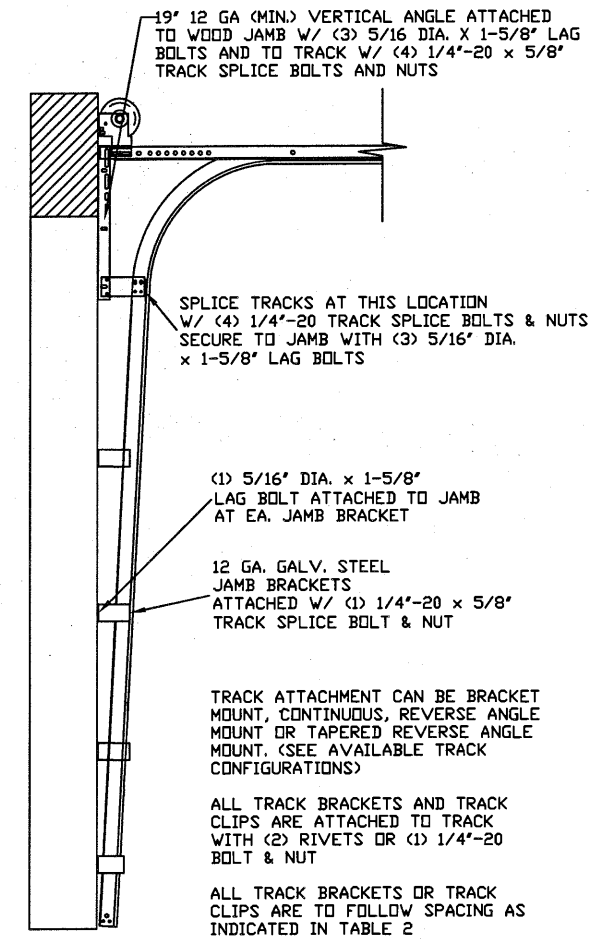
TOP FIXTURE REINFORCEMENT ILLUSTRATION



TOP FIXTURE ADDER PIECE



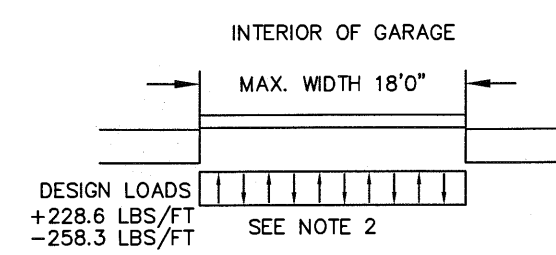
AVAILABLE TRACK CONFIGURATIONS N.T.S.



TRACK CONFIGURATION FOR UP TO 14' TALL DOORS

SPECIFICATIONS AND NOTES

- 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.
- EACH VERTICAL JAMBS RECEIVES MAXIMUM DESIGN LOADS OF: +228.6 LBS/FT & -258.3 LBS/FT.
- DOOR AND HARDWARE WILL BE DESIGNED, MANUFACTURED AND INSTALLED WITH STANDARDS AS SET FORTH BY DASMA.
- DOOR SECTIONS SHALL BE 27GA MIN. INTERIOR AND 24GA MIN. EXTERIOR SKIN ROLLED FORMED, W/ BAKED ON POLYESTER FINISH.
- DOORS UP TO 14'0 HIGH REQUIRE (1) 4-1/2" 20 GA R-TRUSS PER SECTION.
- SUPPORTING STRUCTURAL ELEMENTS SHALL BE DESIGNED BY A REGISTERED PROFESSIONAL ENGINEER FOR WIND LOADS INDICATED ON THIS DRAWING IN ADDITION TO OTHER LOADINGS.
- PANEL STAMP DOES NOT AFFECT WINDLOAD CAPABILITIES.



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