

WIDTH: 40'-0" LENGTH: 50'-0" HEIGHT: 16'-0"/16'-0"

THIS STRUCTURE IS DESIGNED UTILIZING THE LOADS INDICATED

THE CONTRACTOR IS TO CONFIRM THAT THESE LOADS COMPLY

WITH THE REQUIREMENTS OF THE LOCAL BUILDING DEPARTMENT.

BUILDING LOADS / DESCRIPTION:

(BUILDING DIMENSIONS ARE NOMINAL. REFER TO PLANS).

AND APPLIED AS REQUIRED BY: IBC 15 / NCBC 18

BUILDING:

SEISMIC DESIGN CATEGORY:

SPECTRAL RESPONSE COEFF.

DEFLECTION LIMITS:

MAPPED SPECTRAL RESPONSE ACC. Ss 0.18

DESIGN BASE SHEAR, V: LONGITUDINAL 1.23

180

180 90

180

150

60

60 60

60

180

60

100 50

50

SI 0.09

Sds 0.19

Sd1 0.14

TRANSVERSE 1.40

SEISMIC ZONE:

SITE CLASS:

EW COL:

EW RAF LIVE: EW RAF WIND:

WALL GIRT:

PURL LIVE:

PURL WIND:

WALL PANEL:

RF VERTICAL:

WIND BENT:

RF CRANE:

RF SEIS:

ROOF PANEL LIVE:

ROOF PANEL WIND: RF HORIZONTAL:

WIND BENT SEIS:

www.ascentbuildings.com

FIELD SERVICES:

Mike Tyson: (252)-262-6047 Lee Perry: (252)-565-0125

HOT ROLLED BAR FY = 50.0000 ksi MIN.STRUCTURAL STEEL SHEET FY = 50.0000 ksi MIN. STRUCTURAL STEEL PLATE FY = 50.0000 ksi MIN. COLD FORMED SHAPES FY = 57.0000 ksi MIN.WALL SHEETING FY = 60.0000 ksi MIN.ROOF SHEETING FY = 60.0000 ksi MIN.A307 & A325 THE METAL BUILDING MANUFACTURER RESERVES

WITH EQUAL OR BETTER MATERIAL.

X-BRACING IS TO BE INSTALLED TO A TAUT CONDITION WITH ALL SLACK REMOVED. DO NOT TIGHTEN BEYOND THIS STATE.

GUTTER AND MAX DOWNSPOUT SPACING:

THE GUTTER AND DOWNSPOUNT SYSTEM PROVIDED BY ASCENT BUILDINGS, LLC IS DESIGNED TO ACCOMMODATE 7.06 IN/HR RAINFALL INTENSITY AS IT CORRESPONDS TO A 5 YEAR RECURRENCE INTERVAL. DOWNSPOUTS ARE DESIGNED TO HAVE A MAX SPACING OF

PRIMARY STEEL FRAMING COATING:

SECONDARY STEEL FRAMING COATING:

SECONDARY FRAMING STEEL WILL BE G30 GALVANIZED WITH ACRYLLIC COATING.

DESIGN IS BASED UPON THE MORE SEVERE LOADING OF EITHER

OCCUPANCY CATEGORY: II — Normal ROOF DEAD LOAD (PANELS & PURLINS): 3.00 PSF COLLATERAL LOAD: 3.00 PSF 20.00 PSF (Reducible) ROOF LIVE LOAD: GROUND SNOW LOAD: 10 PSF 1.0000 PSF SNOW LOAD IMPORTANCE: ROOF SNOW LOAD: 7.00 PSF 1.0000 SNOW EXPOSURE: THERMAL FACTOR: 1.00 120 mph BASIC WIND SPEED: WIND EXPOSURE: WIND LOAD IMPORTANCE: 1.00 0.18 / -0.18 INTERNAL PRESSURE COEFF.: SEISMIC IMPORTANCE FACTOR: 1.00

MATERIALS: MINIMUM YIELD:

THE RIGHT TO SUBSTITUTE THE ABOVE MATERIALS

BOLT TIGHTENING REQUIREMENTS:

ALL BOLTED JOINTS WITH A325 BOLTS ARE SPECIFIED AS SNUG-TIGHTENED JOINTS IS ACCORDANCE WITH THE LATEST EDITION AISC "SPECIFICATION FOR STRUCTURAL JOINTS USING ASTM A325 OR A490 BOLTS". PRETENSIONING METHODS, INCLUDING TURN OF THE NUT AND CALIBRATED WRENCH ARE NOT REQUIRED.

BRACING NOTE:

25'-0" FEET AND LOCATIONS ARE SHOWN OF THE PLANS.

All Primary Framing Steel Will Receive One Shop Coat of Red Oxide Primer.

DESIGN NOTE:

THE ROOF SNOW LOAD OR THE ROOF LIVE LOAD.



Research | Leadership | Education



BUILDER / CONTRACTOR RESPONSIBILITIES:

IT IS THE RESPONSIBILITY OF THE BUILDER/CONTRACTOR TO INSURE THAT ALL PROJECT PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE REQUIREMENTS OF ANY GOVERNING BUILDING AUTHORITIES. THE SUPPLYING OF SEALED ENGINEERING DATA AND DRAWINGS FOR THE METAL BUILDING SYSTEM DOES NOT IMPLY OR CONSTITUTE AN AGREEMENT THAT THE METAL BUILDING SYSTEM MANUFACTURER OR ITS DESIGN ENGINEER IS ACTING AS THE ENGINEER OF RECORD OR DESIGN PROFESSIONAL FOR A CONSTRUCTION PROJECT. THE CONTRACTOR MUST SECURE ALL REQUIRED APPROVALS AND PERMITS FROM THE APPROPRIATE AGENCY AS THE CONTRACTOR MUST SECURE ALL REQUIRED APPROVALS AND PERMITS FROM THE APPROPRIATE AGENCY AS THAT THE METAL BUILDING SYSTEM MANUFACTURER CORRECTLY INTERPRETED AND APPLIED THE REQUIREMENTS OF THE CONTRACT DRAWINGS AND SPECIFICATIONS. (SECT. 4.2.1 AISC CODE OF STANDARD PRACTICES, 9TH ED.) WHERE DISCREPANCIES EXIST BETWEEN THE METAL BUILDING SYSTEM MANUFACTURER'S STRUCTURAL STEEL PLANS AND THE PLANS FOR OTHER TRADES. THE STRUCTURAL STEEL PLANS SHALL GOVERN. (SECT. 3.3 AISC CODE OF STANDARD PRACTICE 9TH ED.) DESIGN CONSIDERATIONS OF ANY MATERIALS IN THE STRUCTURE WHICH ARE NOT FURNISHED BY THE METAL BUILDING SYSTEM MANUFACTURER ARE THE RESPONSIBILITY OF THE CONTRACTORS AND ENGINEERS OTHER THAN THE METAL BUILDING SYSTEM MANUFACTURER'S ENGINEER UNLESS. SPECIFICALLY INDICATED.

THE CONTRACTOR IS RESPONSIBLE FOR ALL ERECTION OF STEEL AND ASSOCIATED WORK IN COMPLIANCE WITH THE METAL BUILDING SYSTEM MANUFACTURER "FOR CONSTRUCTION" DRAWINGS

ALL BRACING AS SHOWN AND PROVIDED BY THE METAL BUILDING SYSTEM MANUFACTURER FOR THIS BUILDING IS REQUIRED AND SHALL BE INSTALLED BY THE ERECTOR AS A PERMANENT PART OF THE STRUCTURE.

TEMPORARY SUPPORTS, SUCH AS TEMPORARY GUYS, BRACES, FALSE WORK, CRIBBING OR OTHER ELEMENTS REQUIRED FOR THE ERECTION OPERATION WILL BE DETERMINED AND FURNISHED AND INSTALLED BY THE ERECTOR. THESE TEMPORARY SUPPORTS WILL SECURE THE STEEL FRAMING, OR ANY PARTLY ASSEMBLED STEEL FRAMING, AGAINST LOADS COMPARABLE

IN INTENSITY TO THOSE FOR WHICH THE STRUCTURE WAS DESIGNED, RESULTING FROM WIND, SEISMIC FORCES AND ERECTION OPERATIONS, BUT NOT THE LOADS RESULTING FROM THE PERFORMANCE OF WORK BY OR THE ACTS OF OTHERS, NOR SUCH UNPREDICTABLE LOADS AS THOSE DUE TO TORNADO, EXPLOSION, OR COLLISION. (SECT. 7.9.1AISC CODE OF STANDARD PRACTICE, 9TH ED.)

WARNING: IN NO CASE SHOULD GALVALUME STEEL PANELS BE USED IN CONJUNCTION WITH LEAD OR COPPER. BOTH LEAD AND COPPER HAVE HARMFUL CORROSION EFFECTS ON THE ALUMINUM ZINC ALLOY COATING WHEN THEY ARE USED IN CONTACT WITH GALVALUME STEEL PANELS. EVEN RUN-OFF FROM COPPER FLASHING, WIRING, ORTUBING ONTO GALVALUME SHOULD BE AVOIDED.

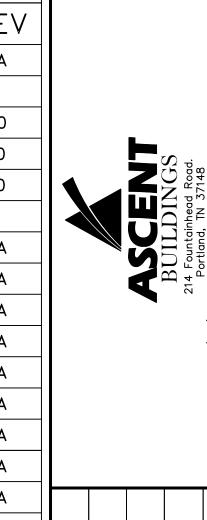
ERECTOR NOTE: PANEL BUNDLES MUST BE HANDLED WITH CARE!!! USE A SPREADER BAR FOR HANDLING. THE METAL BUILDING SYSTEM MANUFACTURER IS NOT RESPONSIBLE FOR MATERIALS DAMAGED ONSITE. STORE PANELS WHERE MOISTURE CAN PROPERLY DRAIN. THE METAL BUILDING SYSTEM MANUFACTURER WILL NOT WARRANT PANELS THAT HAVE BEEN STORED WHERE MOISTURE CAN BE CAPTURED BETWEEN PANELS THAT ARE BUNDLED.

CORRECTION OF MINOR MISFITS IN THE FIELD IS CONSIDERED NORMAL AND IS NOT SUBJECT TO BACK CHARGE. MAJOR CORRECTIVE WORK MUST BE AUTHORIZED IN ADVANCED BY THE ENGINEERING DEPARTMENT OF THE METAL BUILDING SYSTEM MANUFACTURER. REQUEST TO PERFORM CORRECTIVE WORK MUST BE SUBMITTED IN WRITING ALONG WITH PHOTOS AND A DESCRIPTION OF THE MODIFICATION THAT IS BEING REQUESTED. NO BACK CHARGE WILL BE PAID THAT IS NOT AUTHORIZED IN ADVANCED BY THE METAL BUILDING SYSTEM MANUFACTURER.

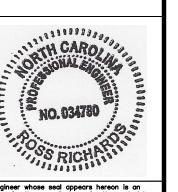
FABRICATION DRAWINGS NOTE:

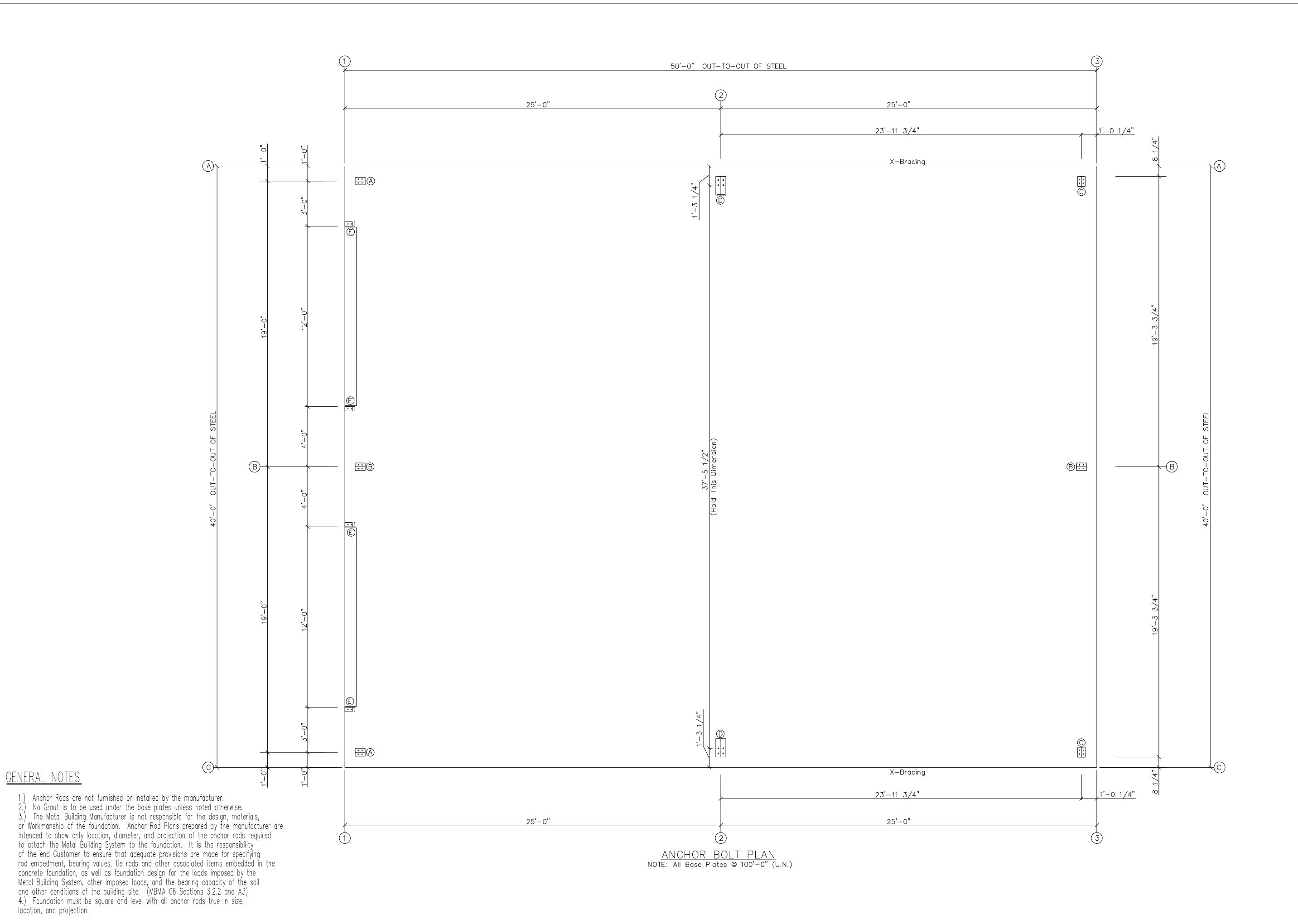
THIS PROJECT HAS BEEN ORDERED FOR FABRICATION AND IS SCHEDULED OR IN PROCESS FOR FABRICATION THESE DRAWINGS ARE PREPARED IN ACCORDANCE WITH THE ASCENT PURCHASE ORDER. CHANGES ARE NOT PERMITTED WITHOUT A CHANGE ORDER. ANY REVISIONS TO THESE DRAWINGS WILL RESULT IN POSSIBLE DELAYS AND PRICING REVISIONS. ORDER WILL BE PLACED ON HOLD IF REVISIONS ARE REQUIRED UNTIL A CHANGE ORDER IS PROCESSED AND SIGNED. A NEW FABRICATION SCHEDULED WILL BE DETERMINED AT THE TIME THE JOB IS RELEASED TO FABRICATE AND EXECUTION OF THE REVISED CHANGE ORDER.

INDEX (INDEX OF SHEETS							
PAGE	DESCRIPTION	REV						
C1	COVER SHEET							
		, ,						
AB1	ANCHOR BOLT PLAN	0						
AB2	ANCHOR BOLT DETAILS	0						
AB3	ANCHOR BOLT REACTIONS	0						
E1	PRIMARY STEEL LAYOUT	Α						
E2	ROOF FRAMING PLAN	Α						
E3	ROOF SHEETING PLAN	Α						
E4	SIDEWALL FRAMING & SHEETING	А						
E5	SIDEWALL FRAMING & SHEETING	А						
E6	ENDWALL FRAMING & SHEETING	А						
E7	ENDWALL FRAMING & SHEETING	Α						
E8	RIGID FRAME ELEVATION	Α						
E9	WALL LINER ELEVATION	А						
D1 - D10	ERECTION DETAILS	A						



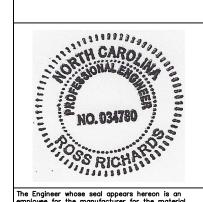
COVER SHEET							Sheet No:		
Chk'd Drawing Description:	NIT SE Customer Name:	Fayetteville Metal Building Sy	Project Name:	Dunn	Project Location:	Dunn, NC 28334	Job No:	81661-67	
Chk'd	SE								
Ву	Ę								
Description	ISSUED FOR PERMIT								
Revision Date	11/19/25								
Revisior	⋖								

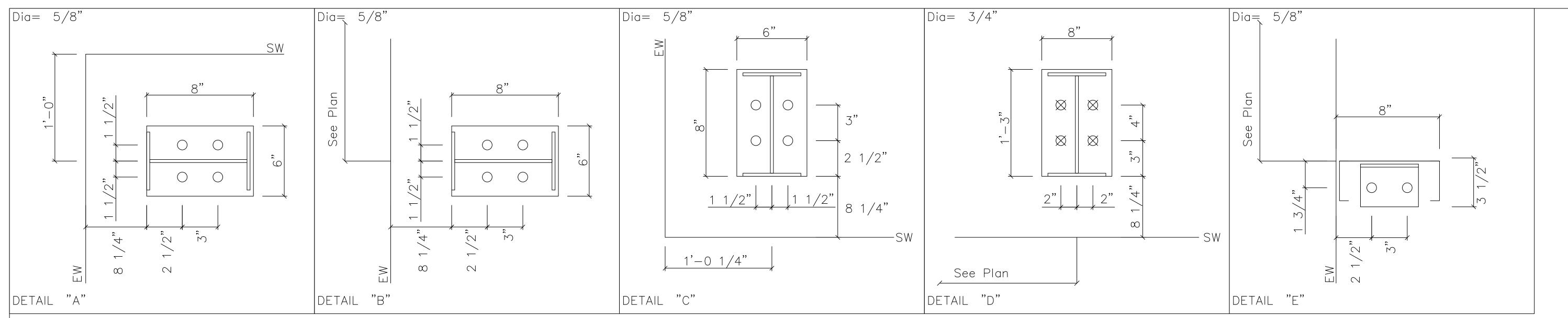


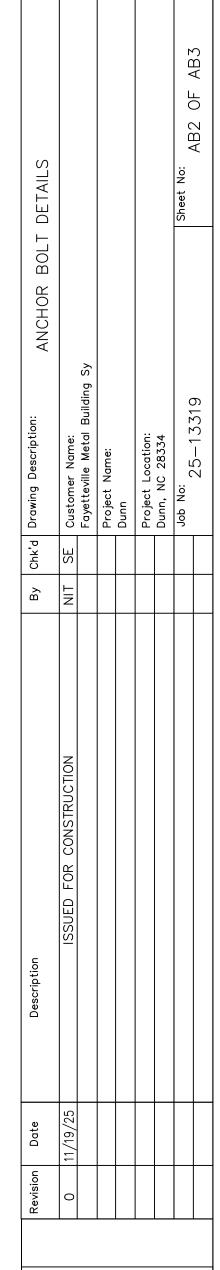


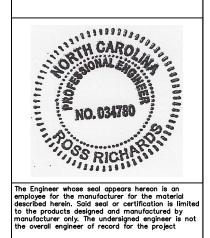


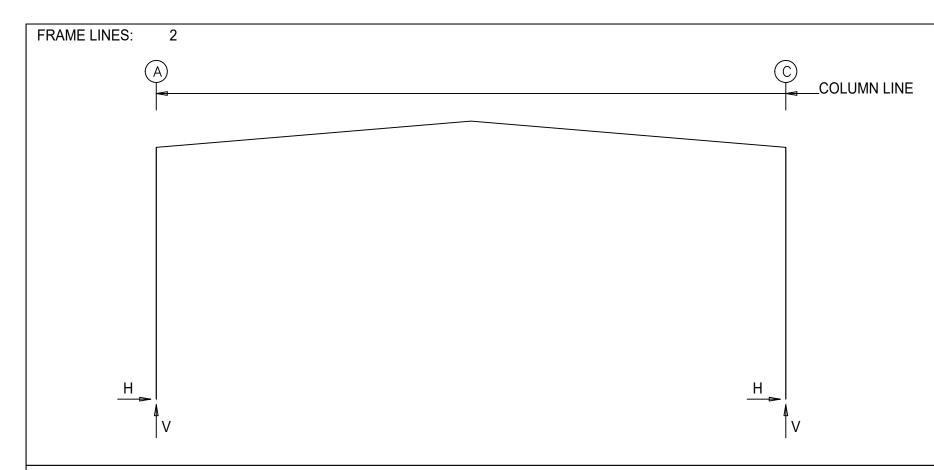
Revision Date Description By Chk'd Drawing Description: ANCHOR BOLT PLAN 0 11/19/25 Lustomer Name: Customer Name: 0 11/19/25 Project Name: 0 Project Name: Project Name: 0 Project Name: Dunn 0 Dunn, NC 28334 AB1 OF AB3								
Date Description By Chk'd Drawing Description: 11/19/25 ISSUED FOR CONSTRUCTION NIT SE Customer Name: Fayetteville Metal Building Sy Project Name: Dunn Dunn, NC 28334 Dunn, NC 28334 Dunn, NC 28334 25-13319 Dob No:	PLAN							ABI OF ABS
11/19/25 Description ISSUED FOR CONSTRUCTION		Customer Name:	Fayetteville Metal Building Sy	Project Name:	Dunn	Project Location:	Dunn, NC 28334	81001-07
11/19/25 ISSUED FOR CONSTRUCTION	Chk'd							
Date Description 11/19/25	Ву	NIT						
=								
		11/19/25						
-	Rev	0						











RIGID FRAME: MAXIMUM REACTIONS, ANCHOR BOLTS, & BASE PLATES

Frm Line	Col Line	Load Id	—— Col Hmax H	umn_React V Vmax	tions(k) Load Id	Hmin H	V Vmin	Bolt(in) Qty Dia	Bas Width	e_Plate(in) Length	Thick	Grout (in)
2	Α	3 1	4.8 3.7	7.7 12.0	6 4	-4.9 -4.6	-4.0 -7.0	4 0.750	8.000	15.00	0.375	0.0
2	С	7 1	4.9 -3.7	-4.0 11.9	2 5	-4.8 4.6	7.6 -6.9	4 0.750	8.000	15.00	0.375	0.0

RIGID FRAME: BASIC COLUMN REACTIONS (k)

Frame	Column	Dead		Collate		Live		Sno		Wind_l		-Wind_F	
Line	Line	Horz	Vert	Horz	Vert	Horz	Vert	Horz	Vert	Horz	Vert	Horz	Vert
2 2	A C	0.7 -0.7	2.6 2.5	0.6 -0.6	1.9 1.9	2.4 -2.4	7.5 7.5	1.4 -1.4	4.4 4.4	-8.4 -3.8	-14.2 -5.3	3.8 8.4	-5.4 -14.1
	O	0.7	2.0	0.0	1.0	۷. ٦	7.5	1, T	т, т	5.0	0.0	0. +	17.1
Frame	Column	Wind_L	_eft2-	-Wind_R	tight2-	Wind_	Long1-	Wind_l	_ong2-	-Seismic	_Left	Seismic	_Right
Line	Line	Horz	Vert	Horz	Vert	Horz	Vert	Horz	Vert	Horz	Vert	Horz	Vert
2	A	-8.9	-9.2	3.2	-0.4	0.3	-12.4	0.0	-10.4	-0.7	-0.6	0.7	0.6
2	С	-3.2	-0.4	8.9	-9.1	0.0	-10.3	-0.3	-12.3	-0.7	0.6	0.7	-0.6
Frame	Column	Seismic_	Long1	Seismic_	Long2	-MIN_SI	NOW	F1UNB_	SL_L-	F1UNB_	SL_R-		
Line	Line	Horz	Vert	Horz	Vert	Horz	Vert	Horz	Vert	Horz	Vert		
2	Α	0.0	-0.3	0.0	0.3	2.0	6.3	1.2	4.4	1.2	2.5		
2	С	0.0	-0.3	0.0	0.3	-2.0	6.2	-1.2	2.5	-1.2	4.4		

ENDWALL COLUMN: BASIC COLUMN REACTIONS (k)

Frm Line 1 1	Col Line A B C	Dead Vert 0.5 1.4 0.5	Collat Vert 0.3 1.0 0.3	Live Vert 2.0 6.0 2.0	Snow Vert 0.7 2.2 0.7	Wind Left1 Vert -2.5 -6.0 -1.3	Wind Right1 Vert -1.3 -6.0 -2.5	Wind Left2 Vert -1.6 -3.7 -0.4	Wind Right2 Vert -0.4 -3.7 -1.6	Wind Press Horz -1.1 -3.8 -1.1	Wii Su Ho 1.3 4.2 1.3	ct Long1	Wind Long2 Vert -1.4 -5.7 -2.7
Frm Line 1 1	Col Line A B C	Seis Left Vert 0.0 0.0 0.0	Seis Right Vert 0.0 0.0 0.0	Seis Long Vert 0.0 0.0 0.0	-MIN_SI Horz 0.0 0.0 0.0	NOW Vert 1.0 3.1 1.0	E1UNB_SL_L- Horz Vert 0.0 0.9 0.0 1.9 0.0 0.1		B_SL_R- Vert 0.1 1.9 0.9	E1PAT_I Horz 0.0 0.0 0.0	LL_1- Vert 2.3 3.0 -0.3	E1PAT_LL_2- Horz Vert 0.0 -0.3 0.0 3.0 0.0 2.3	
Frm Line 3 3	Col Line C B A	Dead Vert 0.5 1.4 0.5	Collat Vert 0.3 1.0 0.3	Live Vert 2.0 6.0 2.0	Snow Vert 0.7 2.2 0.7	Wind Left1 Vert -2.5 -6.0 -1.3	Wind Right1 Vert -1.3 -6.0 -2.5	Wind Left2 Vert -1.6 -3.7 -0.4	Wind Right2 Vert -0.4 -3.7 -1.6	Wind_ Horz -4.6 -3.8 -4.6	Press Vert -1.6 0.0 -1.6	Wind_Suct Horz Ver 2.0 1.6 4.2 0.0 2.0 1.6	rt

E2UNB_SL_L-

0.9 1.9 0.1

Horz

0.0 0.0 0.0

E2UNB_SL_R-

0.1 1.9 0.9

Horz

0.0 0.0 0.0

-MIN SNOW--

Horz

0.0 0.0 0.0

Vert

1.0 3.1 1.0

Left Vert 0.0a 0.0 0.0a -5.7 -2.7-1.4E2PAT LL 1-E2PAT LL 2-Frm Col Horz Horz 0.0 0.0 0.0 0.0 0.0 0.0 -0.3 3.0 2.3 2.3 3.0 3 B

-0.3

Long1

Vert -2.7 -5.7

Frm Col

Line C

a - Out-of-Plane to column web reaction

Long2 Vert -1.4

ENDWALL COLUMN: MAXIMUM REACTIONS, ANCHOR BOLTS, & BASE PLATES

Seis Right Vert 0.0a 0.0 0.0a

Frm	Col	Load	Hmax	V	Loadd	Hmin	V		t(in)		e_Plate(in)		Grout
Line	Line	ld 	H	Vmax	ld 	H	Vmin	Qty	Dia - ———	Width	Length —	Thick	(in)
1	А	8 10	0.8 0.0	-1.3 3.1	9 8	-0.7 0.8	-1.3 -1.3	4	0.625	6.000	8.000	0.375	0.0
1	В	11 1	2.5 0.0	-2.8 8.3	12 11	-2.3 2.5	-2.6 -2.8	4	0.625	6.000	8.000	0.375	0.0
1	С	13 14	0.8 0.0	-1.3 3.1	12 13	-0.7 0.8	−1.3 −1.3	4	0.625	6.000	8.000	0.375	0.0
3	С	8 15	1.2 0.0	-0.3 3.1	9	-2.7	-2.2	4	0.625	6.000	8.000	0.375	0.0
3	В	11 1	2.5 0.0	-2.8 8.3	12 11	-2.3 2.5	-2.6 -2.8	4	0.625	6.000	8.000	0.375	0.0
3	Α	13 16	1.2 0.0	-0.3 3.1	12	-2.7	-2.2	4	0.625	6.000	8.000	0.375	0.0

Seis Long

-0.3 0.0 -0.3

Horz

-0.6 0.0 -0.6

NOTES FOR REACTIONS

- 1. All loading conditions are examined and only maximum/minimum H or V and the corresponding H or V are reported.
- 2. Positive reactions are as shown in the sketch. Foundation loads are in opposite directions.
- Bracing reactions are in the plane of the brace with the H pointing away from the braced bay. The vertical reaction is downward.
- 4. Building reactions are based on the following building data: Width (ft) = 40.0
 - Length Eave Height Roof Slope Roof Dead Load Wall Dead Load Left Endwall Right Endwall
 - (psf) = 2.0(psf) = 2.0(psf) = 2.0(psf) = 2.0Front Sidewall Back Sidewall Roof Live Load (psf) = 20.0Frame Live Load (psf) = 12.0(psf) = 3.0 (psf) = 7.0Collateral Load Snow Load (psf) = 10.0Minimum Snow (mph) = 120.0Wind Speed
 - = NCBC 18 (IBC 15) Wind Code Exposure =B=Enclosed Closure Internal Wind Coeff =-0.18, +0.18Risk Category Importance — Wind =II - Normal = 1.00
 - Importance Seisinio Seismic Design Category = C (Sms) = 0.29
- 5. Loading conditions are:
- Dead+Collateral+Live Dead+Collateral+0.75Live+0.45Wind_Left1
- Dead+Collateral+0.75Live+0.45Wind_Right1 0.6Dead+0.6Wind_Left1
- 0.6Dead+0.6Wind_Right1 0.6Dead+0.6Wind_Left2
- 0.6Dead+0.6Wind_Right2 8 0.6Dead+0.6Wind_Suction+0.6Wind_Long1L 0.6Dead+0.6Wind_Pressure+0.6Wind_Long1L
- 9 0.6Dead+0.6Wind_Pressure+0.6Wind_Long1L 10 Dead+Collateral+E1PAT_LL_1 11 0.6Dead+0.6Wind_Right1+0.6Wind_Suction 12 0.6Dead+0.6Wind_Pressure+0.6Wind_Long2L 13 0.6Dead+0.6Wind_Suction+0.6Wind_Long2L 14 Dead+Collateral+E1PAT_LL_2 15 Dead+Collateral+E2PAT_LL_1 16 Dead+Collateral+E2PAT_LL_2

BUILDING BRACING REACTIONS

Wa		- Col	W		- —̇Sei		Panel_ (lb/t	t)	Note
Loc	Line	Line	Horz	Vert	Horz	Vert	Wind	Seis	Note
L_EW F_SW R_EW	1 C 3	2,3	2.8	1.6	0.6	0.4			(i)
B_SW	A	3,2	2.8	1.6	0.6	0.4			(1)
(i)Bracin	g in ro	of to rigid	frame						

ANCHOR BOLT SUMMARY

Qty

O 24

₿ 🔯

Locate

Endwall Frame

(in)

5/8" 3/4"

Type

A307 A307

(in)

2.50 3.00

Reactions for seismic represent shear force, Eh

Reaction values shown are unfactored

GENERAL NOTES

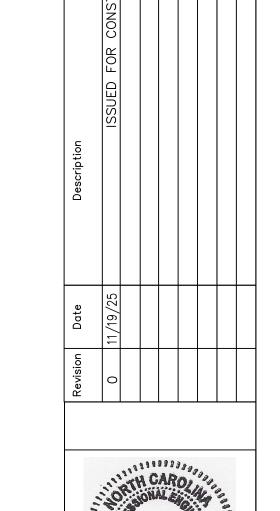
- It is the repsonsibility of the end user to verify that the loads shown meet local requirements and are adequate for the intended use of the building. Metal building manufacturer does not serve as the Engineer of Record.
- Metal building manufacturer is not responsible for the fit of framing steel in instances where anchorbolts are not set in the exact locations shown on these drawing.
- The horizontal load from the building bracing reactions are perpendicular to the Rigid frame horizontal reactions. The building bracing reactions are to be combined with the loads from the rigid frame reactions.
- The anchor bolts are ASTM F1554 Gr. 36. The anchor bolt projection starts at bottom of base plate. The base plate design is based on minimum 3000 psi concrete compressive strength.

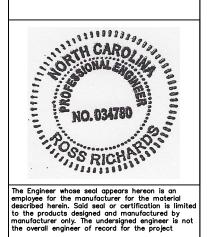
Zone	(ft)	(ft) Me	mber ` Pańel	Member`	Pánel ——	
1 2 3 4 5 6	4.00 4.00 4.00	4.00 16 4.00 16	6.00 16.00 6.00 16.00 6.00 16.00 6.00 16.00 9.17 23.69 9.17 23.69) wind towards) wind away fro	-21.14 -22.62	-25.88 -43.48 -43.48 -65.48 -31.53 -31.53	
	6		5	6		
6	4		3	4		6
	2		1	2		
5	2		1	2		5
6	4		3	4		6
	6		5	6		
25-13319-ED		F	Panel Zon	ie: Winc	1	

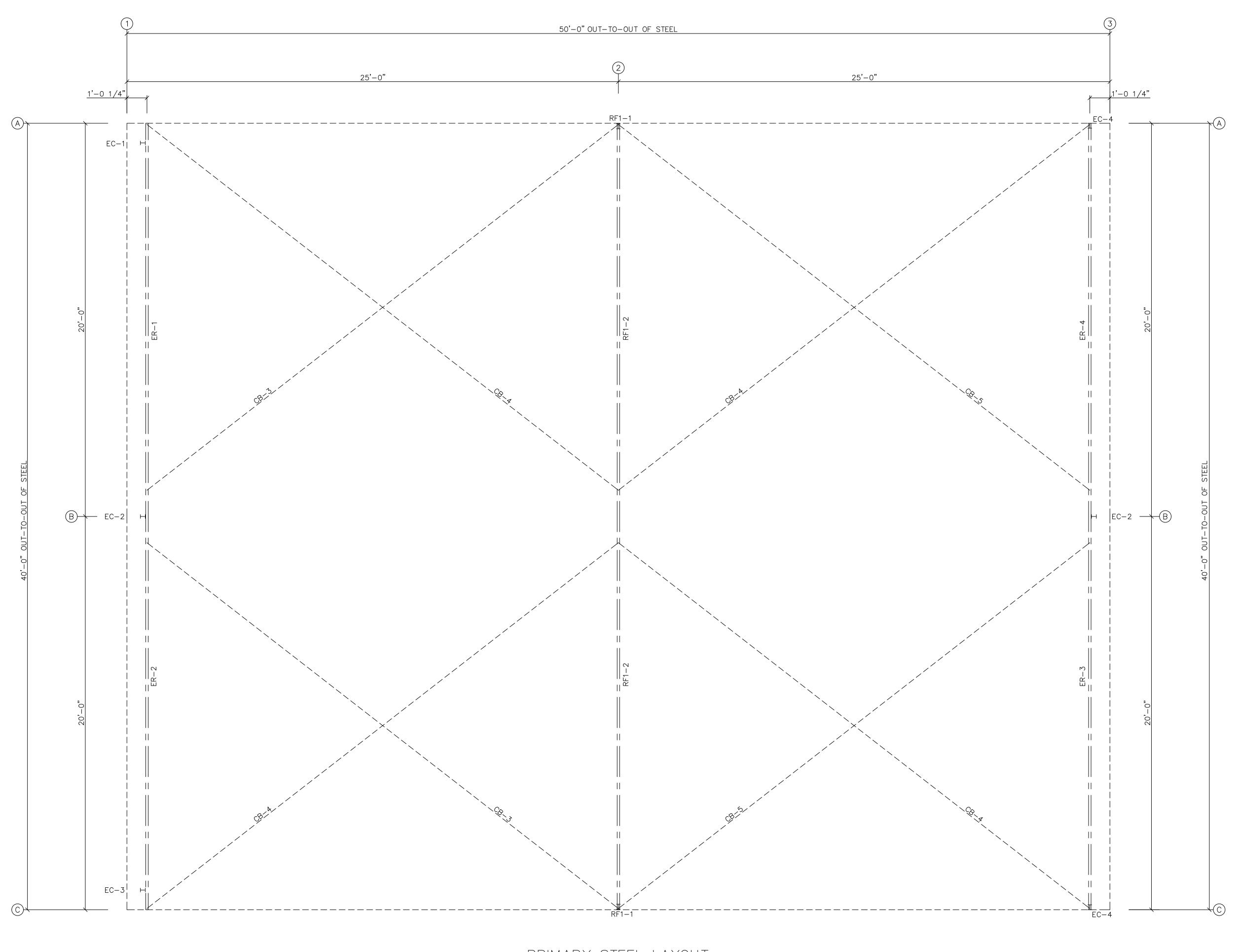
Components & Cladding

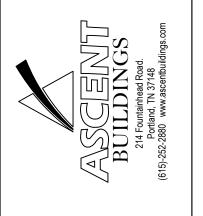
Suction(psf

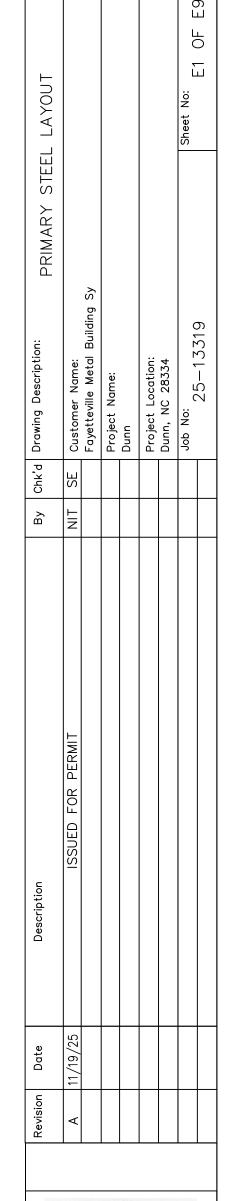
Length Pressure(psf)



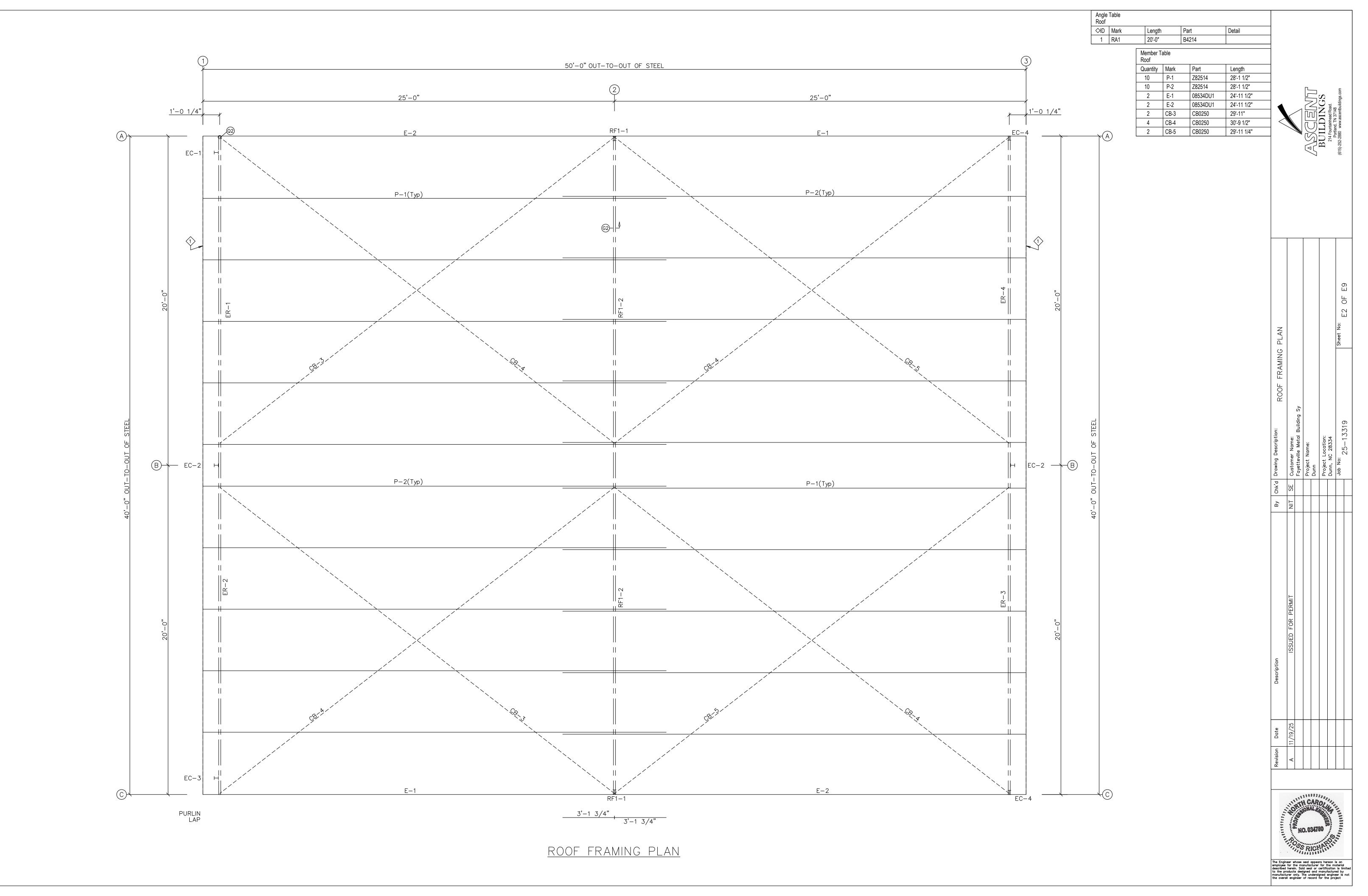


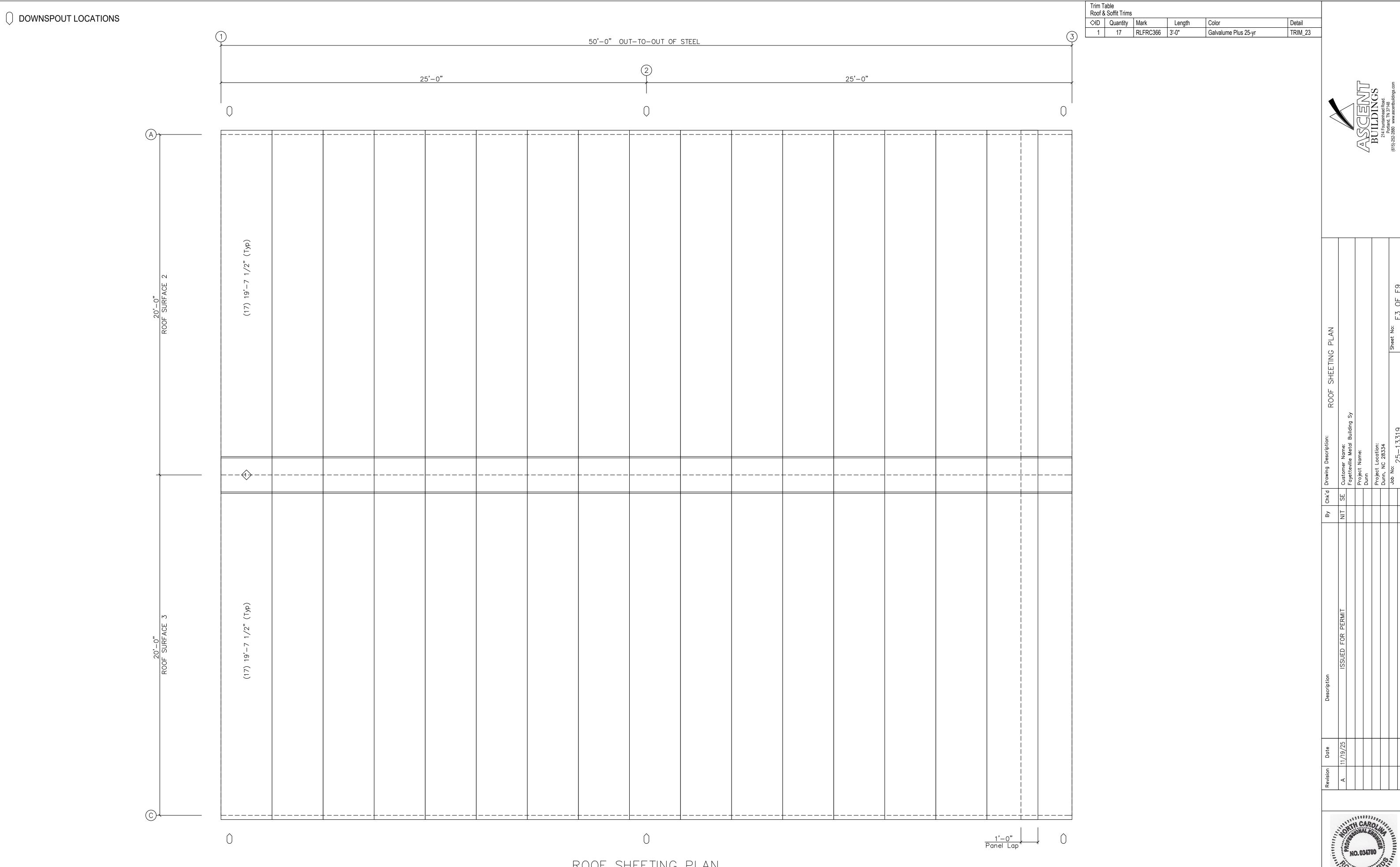




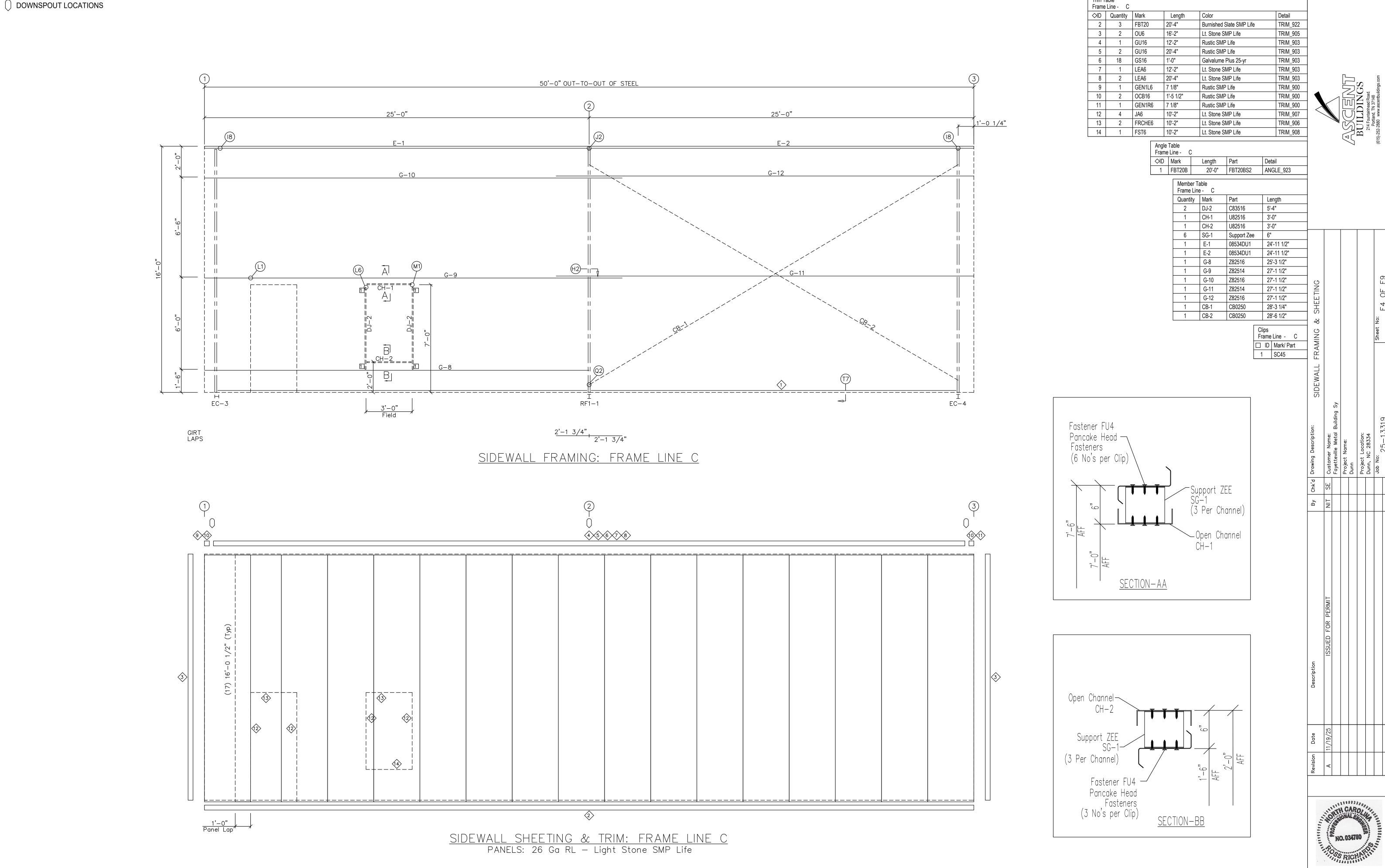


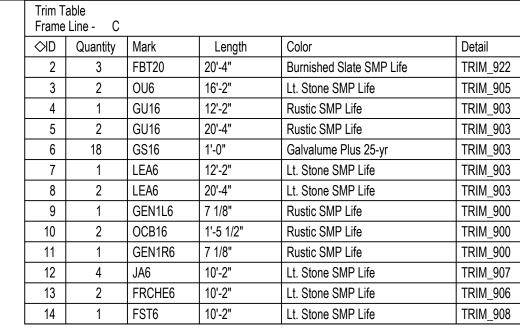


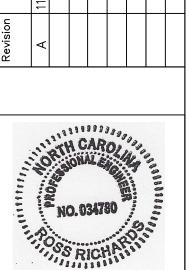


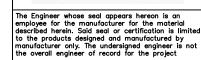


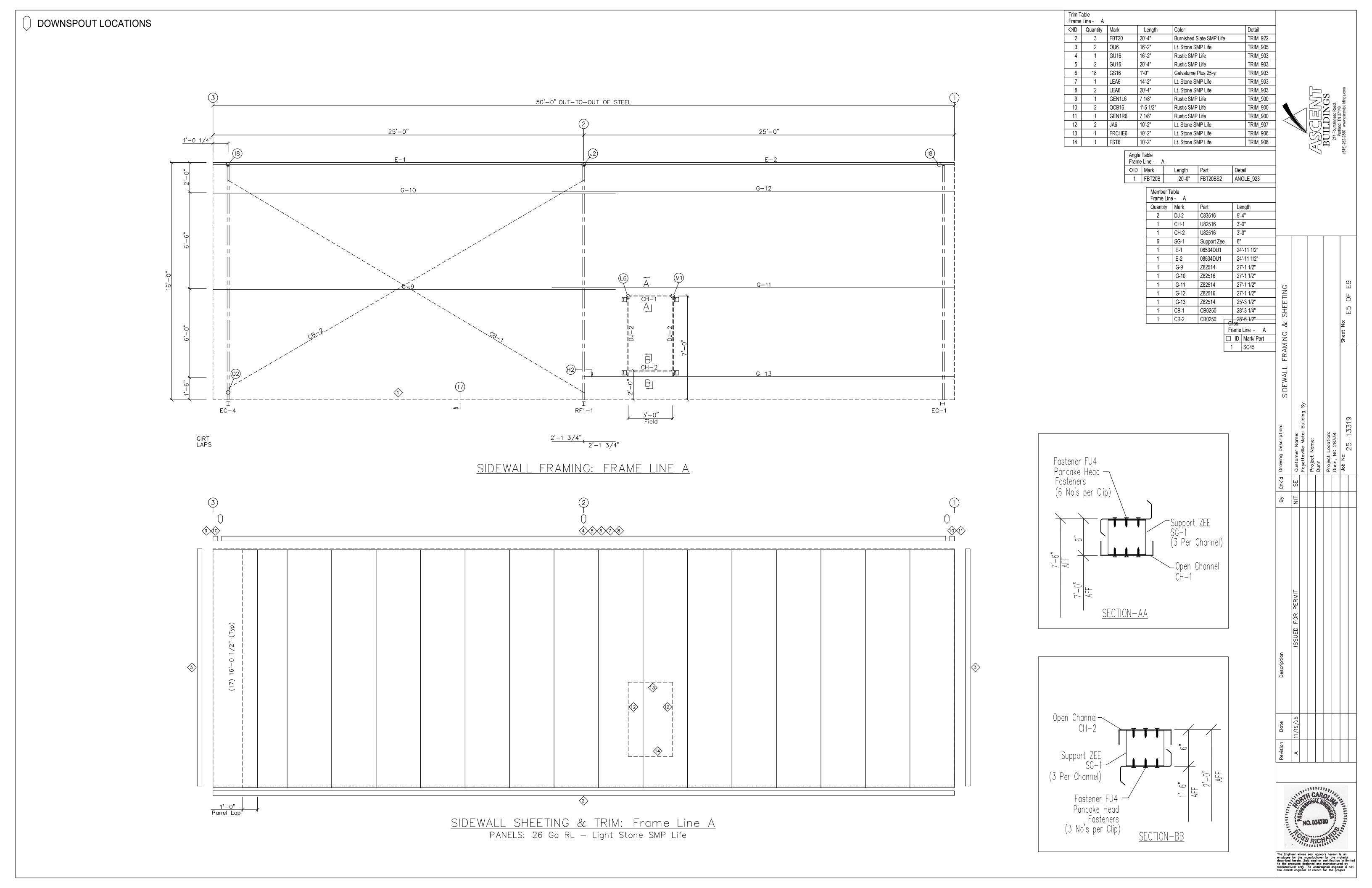
<u>ROOF SHEETING PLAN</u> PANELS: 26 Ga. RL — Galvalume Plus 25—yr











Splice Plates & Bolts Frame Line - 1									
Splice /	Bolt		Bolt	Bolt		Co	nnection Plat	es	
Mark	Quantity	Туре	Diameter x	Length	Length	Χ	Width	Χ	Thickness
ER-1/ER-2	8	A325	1/2"	1 1/2"	1'-5 13/1	6"	6"		3/8"
Cor_Column/Raf	2	A325	5/8"	1 3/4"					
EC-2/ER-2	2	A325	1/2"	1 3/4"					

Flange Braces
Frame Line - 1

Frame Line - 1											
	#										
\triangle ID	Sides	Mark	Length	Offset	Detail	Clip	Clip2	Part			
1	1	FB29A	2'-5"	2'-4"				FB2X1/8			

Trim Table

Frame Line - 1										
	◇ID	Quantity	Mark	Length	Color	Detail				
	3	2	FBT20	20'-4"	Burnished Slate SMP Life	TRIM_922				
	4	1	RA16	20'-4"	Rustic SMP Life	TRIM_904				
	5	2	RA16	12'-2"	Rustic SMP Life	TRIM_904				
	6	1	PB16	2'-3"	Rustic SMP Life					
	7	6	JH6	14'-2"	Lt. Stone SMP Life	TRIM_906				
	8	4	JA6	14'-2"	Lt. Stone SMP Life	TRIM_907				
	9	2	FRCHE6	14'-2"	Lt. Stone SMP Life	TRIM_906				

1 G-5

Angle Table Frame Line - 1

i idilio	LIIIO 1			
◇ID	Mark	Length	Part	Detail
1 2	FBT20B RA1	20'-0" 20'-0"	FBT20BS2 B4214	ANGLE_923

Member Table Frame Line - 1 Length W8X10 14'-8 1/16" 15'-11 9/16" 14'-8 1/16" 20'-0 9/16" W8X10 1 ER-2 20'-0 9/16"

13'-7 3/4" 2 DH-1 11'-11 1/2" 2'-11 5/8" Z82516 21'-5 1/2" Z82516 7'-3 3/4" Z82516 G-4 21'-5 1/2"

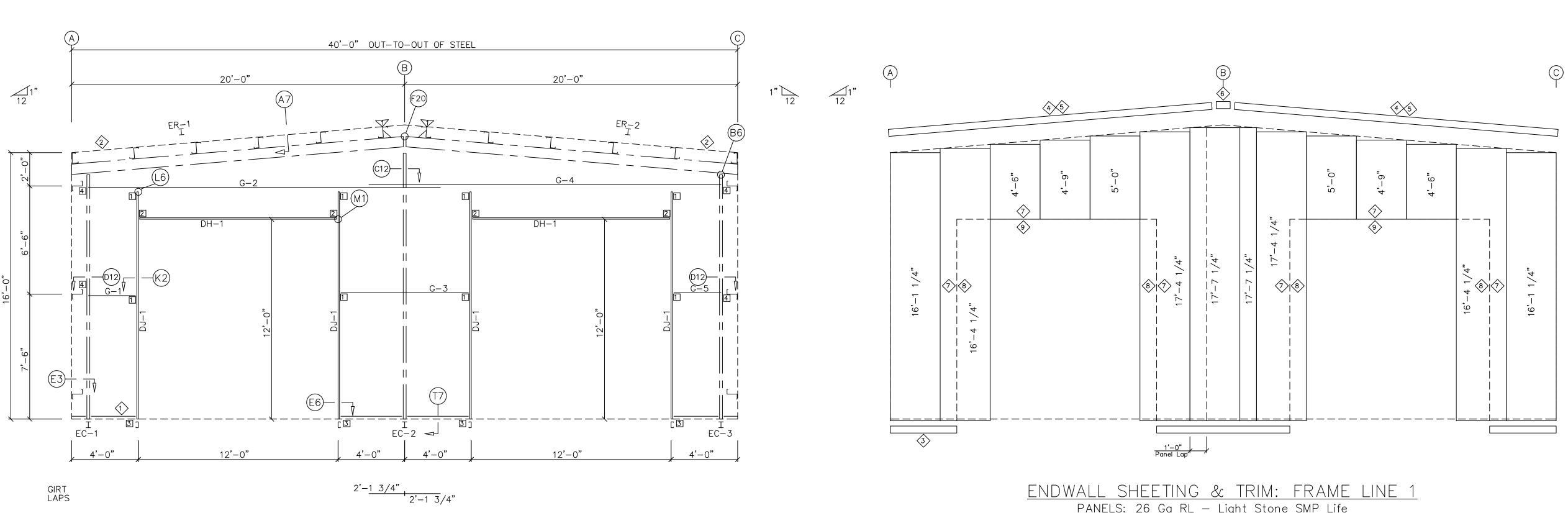
Z82516 2'-11 5/8" Clips
Frame Line - 1

ID Mark/ Part

1 SC45 2 SC48 3 SC47 4 SC64

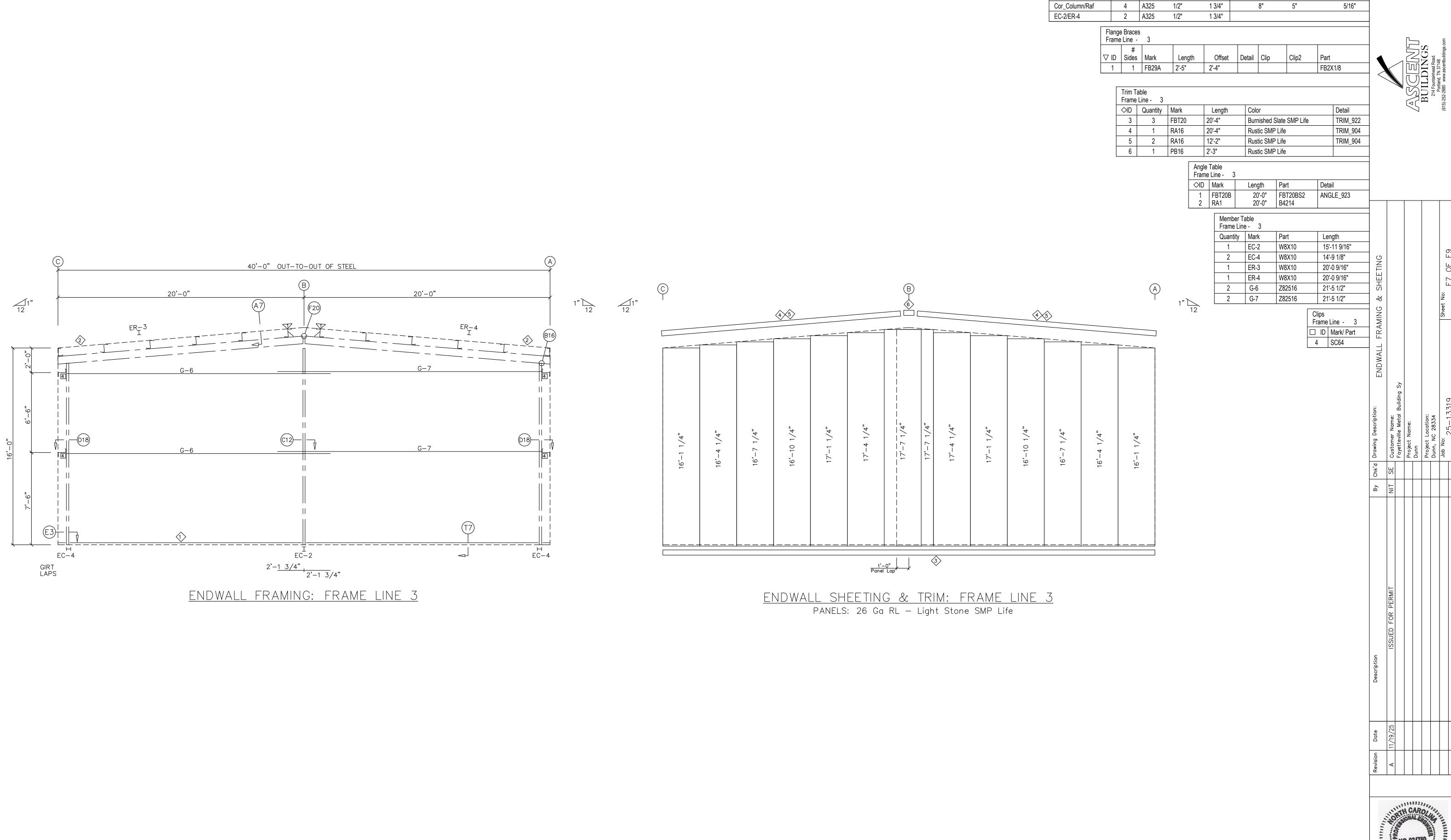
O .			
Date	11/19/25		
Revision	٧		

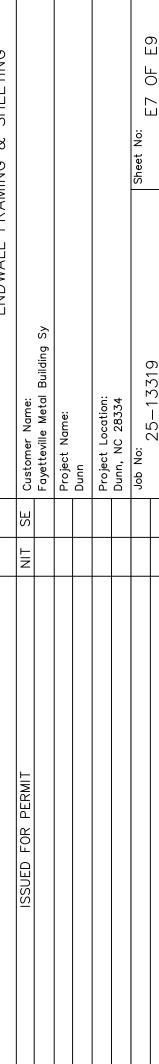
	. , , 1	93393	9933	200	
	OR	HC	ARO	LA	
188	1 3	310	- OG	7	40
\$- \$- \$5	eer whos	85	1908	5	dir dir dir dir
1111		10.03	141 OU		888
"	, 20°	******		20	0
	111	SRI	Chi	180.	



ENDWALL FRAMING: FRAME LINE 1

ENDWALL SHEETING & TRIM: FRAME LINE 1
PANELS: 26 Ga RL — Light Stone SMP Life





Splice Plates & Bolts Frame Line - 3

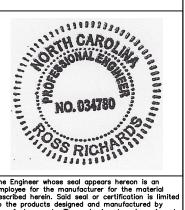
8 A325

ER-3/ER-4

Bolt Bolt Bolt Connection Plates
Quantity Type Diameter x Length Length X Width X Thickness

1 1/2" 1'-5 13/16"

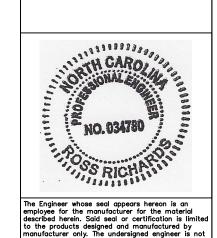
3/8"



Splice Plates & Bolts Splice / Quantity Bolt Bolt Length x Width x Thickness SP1 4 4 0 A325 3/4" 2" 1'-9 3/4" 6" 1/2" Flange Braces Frame Line - 2 VID Sides Mark Length Offset Detail Clip Clip2 Part 1 1 FB31.8A 2'-7 3/4" 2'-4" FB2X1/8		Mark Weight Length Web Depth Start/End Web Plate Thick Outside Flange W x Thk x Length Inside Flange W x Thk x Length RF1-1 372 15'-4 7/16" 14.0/14.0 0.188 11'-5" 6 x 1/4" x 15'-3 13/16" 6 x 5/16" x 13'-11 1/8" RF1-2 396 18'-1 3/4" 14.0/14.0 0.188 18'-1 15/16" 6 x 1/4" x 18'-0 3/4" 6 x 1/4" x 18'-0 3/4"
	RLFRC366 7 3/4" 7 3/4" 11	<u>19'</u> -7 1/2"
3" 26 Ga. R-Loc, Galvalume Plus 25-yr 3'-8 13/16"	20'-0 13/16" 4 @ 3'-9" 1'-4" 1'-4" 1'-4" 1'-4" 4 @ 3'-9"	13/16" 3'-8 13/16" 1"
3 J	RF1-2 RF1-2	S Lds
	1 P	9-,-9
6'-0" RF1-1 14'-3 1/8" CLEAR +/-	15'-5 9/ CLEAR +/	14'-3 1/8" CLEAR +/- RF1-1
ig Fin. FLOOR		R2
8 1/4" 1'-2 9/16" A	36'-2 3/8" CLEAR +/- 40'-0" OUT-TO-OUT OF STEEL MAIN FRAME ELEVATION: FRAME LINE 2	1'-2 9/16" C



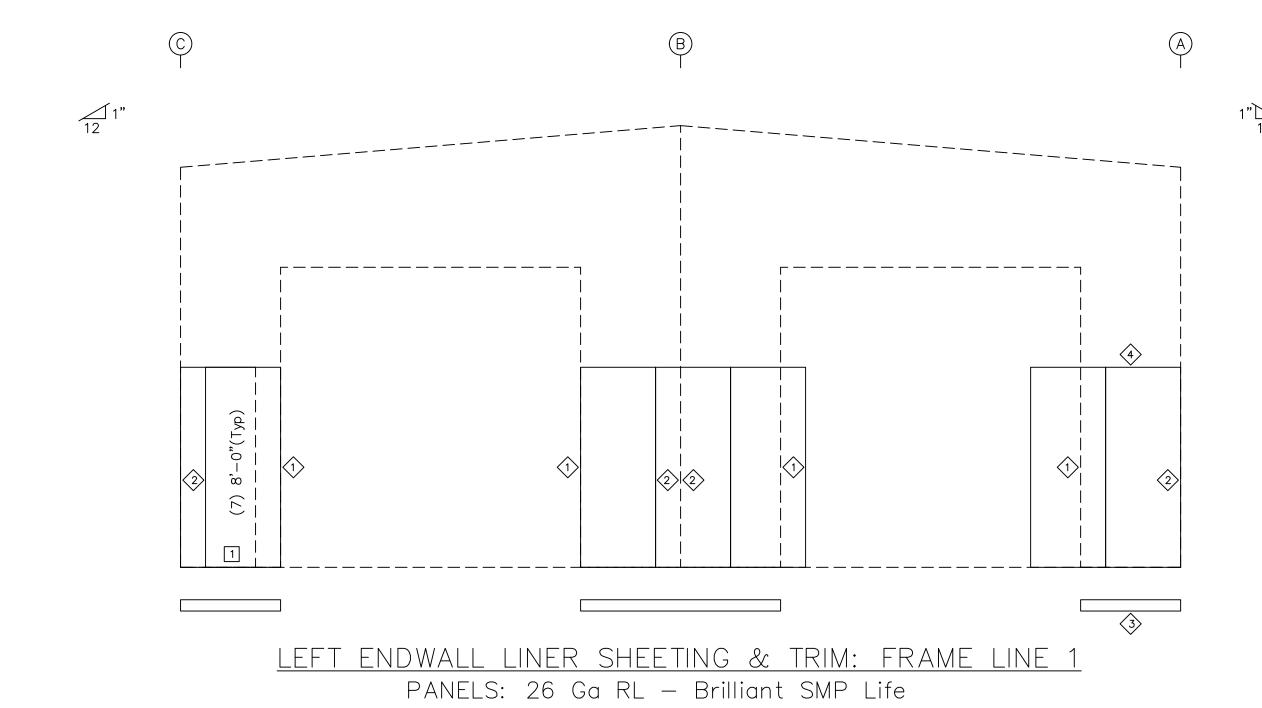
Description By Chk'd Drawing Description: Chk'd Drawing Description: RIGID FRA ISSUED FOR PERMIT NIT SE Customer Name: Fayetteville Metal Building Sy Project Name: Project Name: Dunn Project Location: Dunn, NC 28334 Dunn, NC 28334 Dunn, NC 28334 Dunn, NC 28334 Dunn, NC 28334	SSUED FOR PERMIT SE Customer Name: Fayetteville Metal Building Sy Project Name: Dunn Dunn NC 28334	RIGID FRAME ELEVATION		ME ELEVATION				Sheet No:		
ISSUED FOR PERMIT	Description SSUED FOR PERMIT		Customer Name:	Fayetteville Metal Building Sy	Project Name:	Dunn	Project Location:	Dunn, NC 28334	No.	81661-67
ISSUED FOR PERMIT	Description SSUED FOR PERMIT	y Chk,	SE							
	Date 11/19/25	Description	ISSUED FOR PERMIT							

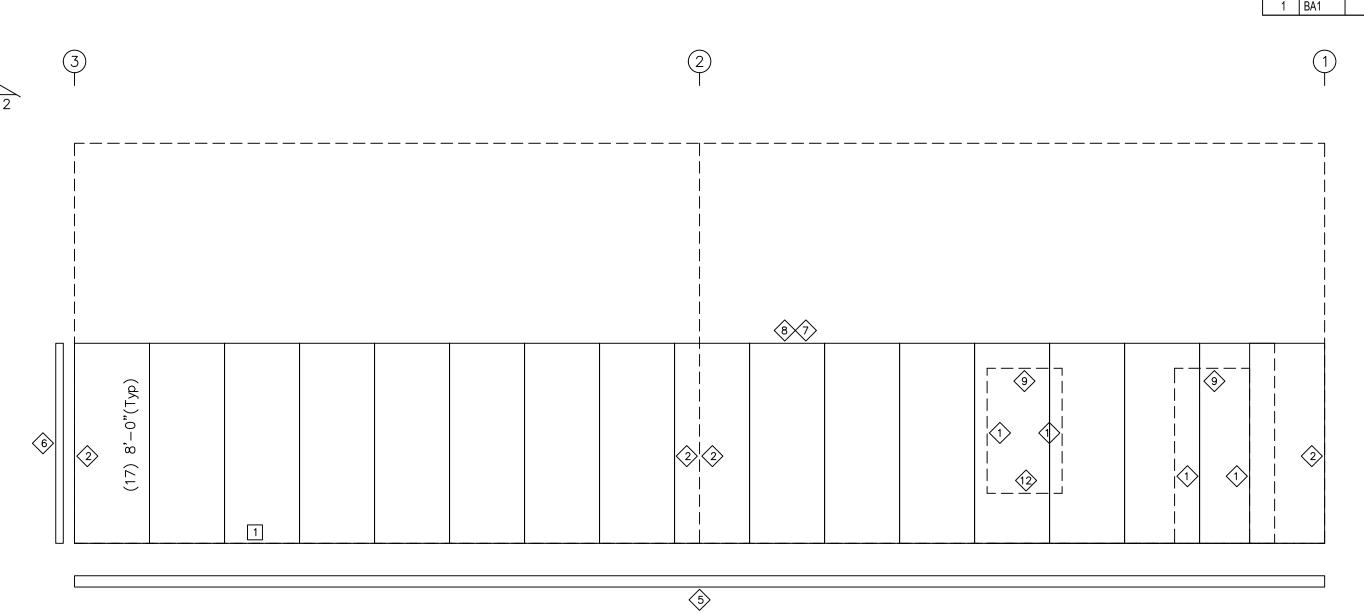


	Trim T		004			
	Frame	Line - 1	C 3 A			
	⇔ID	Quantity	Mark	Length	Color	Detail
	1	10	JA6	10'-2"	Brilliant SMP Life	TRIM_999D
	2	16	LW16	10'-2"	Brilliant SMP Life	TRIM_888A
	3	1	FBT20	20'-4"	Brilliant SMP Life	TRIM_922
	4	1	TS-1	18'-2"	Brilliant SMP Life	TRIM_999A
	5	6	FBT20	20'-4"	Brilliant SMP Life	TRIM_922
	6	2	LW16	10'-2"	Lt. Stone SMP Life	TRIM_999B
	7	2	TS-1	16'-2"	Brilliant SMP Life	TRIM_999A
	8	4	TS-1	18'-2"	Brilliant SMP Life	TRIM_999A
	9	3	TS-2	10'-2"	Brilliant SMP Life	TRIM_999C
	10	2	FBT20	20'-4"	Brilliant SMP Life	TRIM_922
	11	3	TS-1	14'-2"	Brilliant SMP Life	TRIM_999A
	12	2	TS-3	10'-2"	Brilliant SMP Life	TRIM_888A
•					•	

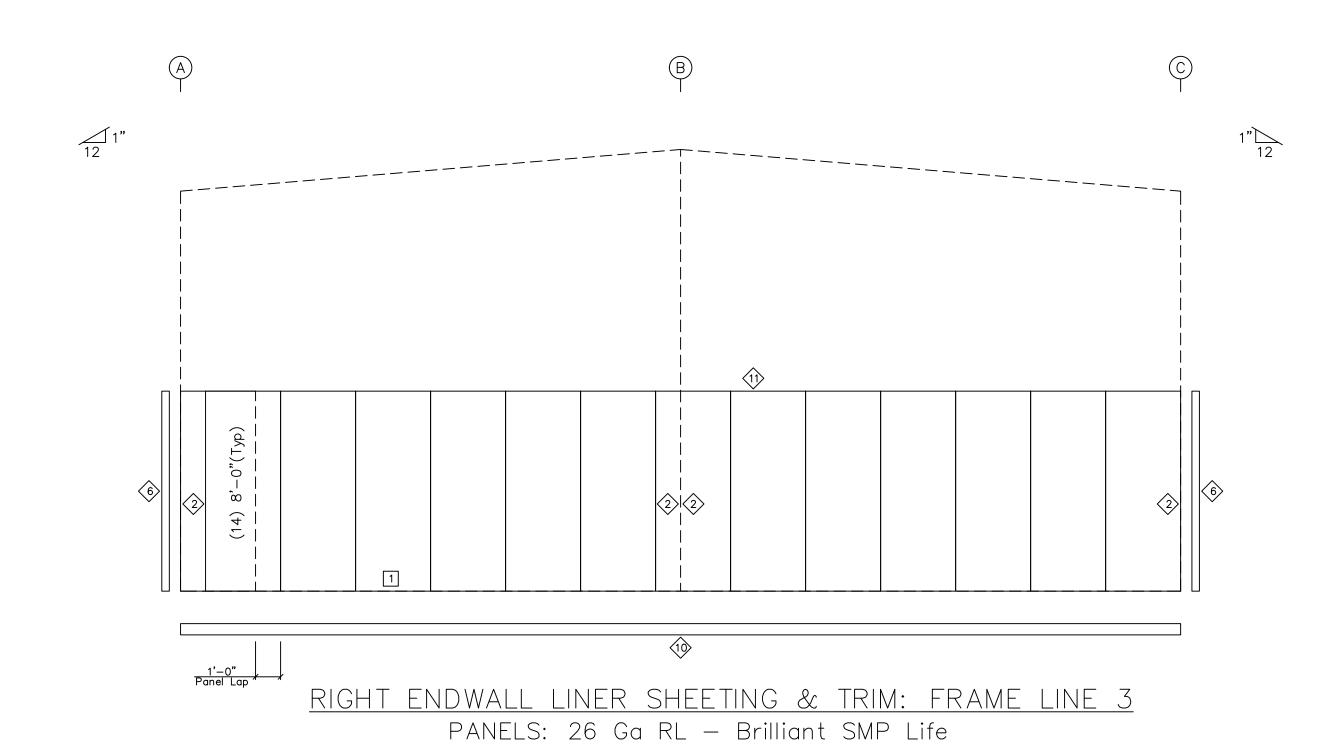


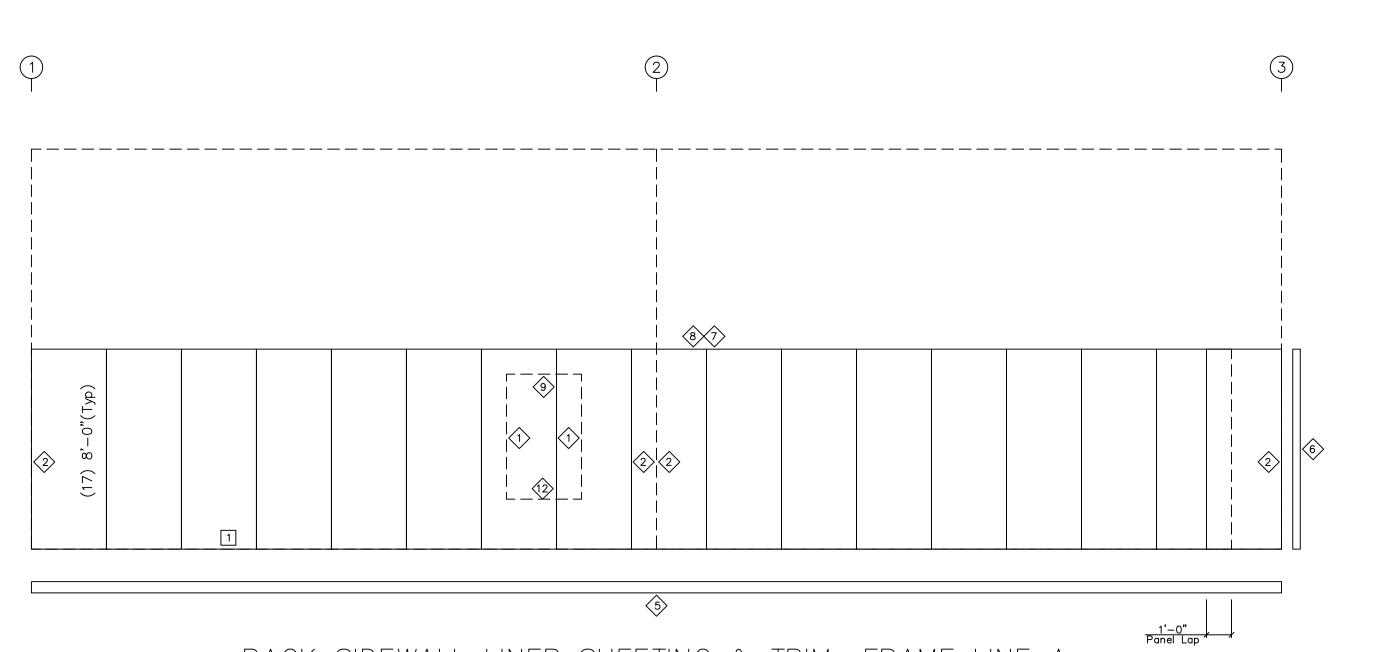
Angle Frame		1 C 3 A		
□ID Mark		Length	Part	Detail
1	BA1	20'-0"	B4214	ANGLE_923



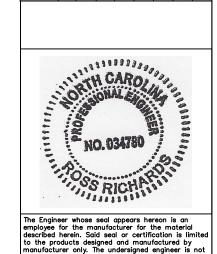


FRONT SIDEWALL LINER SHEETING & TRIM: FRAME LINE C PANELS: 26 Ga RL — Brilliant SMP Life





BACK SIDEWALL LINER SHEETING & TRIM: FRAME LINE A
PANELS: 26 Ga RL - Brilliant SMP Life



Field Service Procedures

- In Order To Give You Prompt Services And Keep Issues To A Minimum, Please Handle Any Shortages Or Back Charges In The Following Manner:
 - 1. Carefully Check Your Shipper While Unloading. 2. Mark Any Items Which Appear To Be Missing And Notify The Field Service Department As Soon As Possible. Calling Someone Else Could Delay The Proper Response.

In The Event Of An Error, The Customer Must Promptly Make A Written Or Verbal "Initial Claim" to The Manufacturer For The Correction Of Design, Drafting, Shipper Or Fabrication Error.

The "Initial Claim" Includes:

- 1. Description Of The Nature And Extent Of The Errors, Including Quantities. 2. Description Of The Nature And Extent Of Proposed Corrective Work, Including Estimated Man-Hours.
- 3. Materials To Be Purchased From Other Than the Manufacturer, Including Estimated Quantities and Cost.
- 4. Maximum Total Cost Of Proposed Corrective Work And Materials To Be Purchased From Other Than The Manufacturer.

SHORT MATERIALS:

Immediately Upon Delivery Of Materials, Quantities Are To Be Verified By The Customer Against Quantities That Are Billed On The Shipping Documents. Neither The Manufacturer Nor The Carrier Is Responsible For Material Shortages Against The Quantities Billed On The Shipping Documents If Such Shortages Are Not Noted On The Shipping Documents When The Material Is Delivered And Acknowledged By The Carrier's Agent. If The Carrier Is The Manufacturer, Claims For Shortages Are To Be Made By The Customer To The Common Carrier. If The Material Quantities Received Are Correct According To The Quantities Billed On The Shipping Documents, But Are Less Than The Quantities Ordered Or The Quantities That Are Necessary To Complete The Metal Building According To The Order Documents, Claim Is To Be Made To The Manufacturer.

DAMAGED OR DEFECTIVE MATERIAL

Damaged Or Defective Material, Regardless Of The Degree Of Damage, Must be Noted On The Shipping Documents By The Customer And Acknowledged By The Carrier's Agent. The Manufacturer Is Not Responsible For Material Damaged In Unloading Of Packages Or Nested Materials, Including, But Not Limited To: Fasteners, Sheet Metal, "C" And "Z" Sections And Covering Panels That Become Wet And/Or Damaged By Water While In The Possession Of Others. Packaged Or Nested Material That Become Wet In Transit Must Be Unpacked, Unstacked And Dried By The Customer. If The Carrier Is The Manufacturer, The Customer Must Make Claim For Damaged Directly To The Manufacturer. If The Carrier Is A Common Carrier, The Customer Must Make The Claim For Damage To The Common Carrier. The Manufacturer Is Not Liable For Any Claim Whatsoever Including, But Not Limited To Labor Charges Of Consequential Damages Resulting From Customer's Use Of Damaged Or Defective Materials That Can Be Detected

The Manufacturer Reserves The Right To Recover Any Material Delivered In Excess Of Those Required By The Order Documents.

OIL CANNING IS NOT A CAUSE FOR REJECTION

Authorization For Corrective Work

Normal Erection Operations Include The Correction Of Minor Misfits By Amounts Of Reaming, Chipping, Welding Or Cutting And The Drawing Of Elements Into Line Through The Use Of Drift Pins. Errors That Cannot Be Corrected By The Foregoing Means Or Which Require Major Changes In The Member Configuration Should Be Reported Immediately To The Owner And The Fabricator By The Erector, To Enable Whoever Is Responsible Either To Correct The Error Or Approve The Most Efficient And Economical Method Of Correction To Be Used By Others. (AISC 303-10, Section 7.14). If The Error Is The Fault Of The Manufacturer An "Authorization For Corrective Work" Must Be Issued In Writing By The Manufacturer To Authorize The Corrective Work At A Cost Not To Exceed The Maximum Total Cost Set Forth. Alternative Corrective Work Other Than That Proposed In The "Initial Claim" May Be Directed By The Manufacturer In The "Authorization Of Corrective Work". Only The Field Service Department May Authorize Corrective Work.

The "Final Claim" In Writing Must Be Forwarded By The Customer To The Manufacturer Within (10) Days Of The Completion Of The Corrective Work Authorized By The Manufacturer.

THE "FINAL CLAIM" MUST INCLUDE:

- 1. Actual Number Of Man-Hours By Dated Of Direct Labor Use On Corrective Work And Actual Hourly Rate Of Pay.
- 2. Taxes And Insurance On Total Actual Direct Labor.
- 3. Other Direct Costs On Actual Direct Labor.
- 4. Cost Of Materials (Not Minor Supplies) Authorized By The Manufacturer To Be Purchased From Other Than The Manufacturer, Including Copies Of Paid
- 5. Total Actual Direct Cost Of Corrective Work (Sum Of 1, 2, 3, And 4). The "Final Claims Are Credited To The Customer By The Manufacturer In The Amount Not To Exceed The Lesser Of The Maximum Total Cost Set Forth In The "Authorization For Corrective Work" Or The Total Direct Cost Of Corrective Work.

** IMPORTANT NOTE **

Cost Of Equipment (Rental Or Depreciation), Small Tools, Supervision, Overhead And Profit Are Not Subjected To Claims.

Every Effort Will Be Made To See That The Carrier Arrives At The Jobsite On The Requested Hour. Manufacturer Makes No Warranty And Accepts No Responsibility For Costs Associated With A Shipment Not Arriving At The Requested Time Unless A Separate Agreement Has Been Made In Writing For A Guaranteed Arrival Time.

Unloading, Handling And Storage

A Great Amount Of Time And Trouble Can Be Saved If The Building Parts Are Unloaded At The Building Site According To A Pre-Arranged Plan. Proper Location And Handling Of Components Will Eliminate Unnecessary Handling.

Inspect All Shipments Prior To Releasing The Tie-downs For Loads That May Have Shifted During Transit.

Blocking Under Columns And Rafters Protect The Splice Plates And The Slab From Damage During The Unloading Process. It Also Facilitates The Placing Of Slings And Cables Around Members For Later Lifting And Allows Members To Be Bolted Together Into Sub-assemblies While On The Ground. Extra Care Should Always Be Exercised In The Unloading Operation To Prevent Injuries From Handling Steel And To Prevent Damage To Materials And The Concrete Slab. If Water Is Allowed To Remain For Extended Periods In Bundles Of Primed Parts Such As Girts, Purlins, Etc., The Pigment Will Fade And The Paint Will Gradually Soften Reducing Its Bond To The Steel. Therefore, Upon Receipt Of A Job, All Bundles Of Primed Parts Should Be Stored At An Angle To Allow Any Trapped Water To Drain Away And Permit Air Circulation For Drying. Puddles Of Water Should Not Be Allowed To Collect And Remain On Columns Or Rafters For Same Reason.

The Coat Of Shop Primer Is Intended To Protect The Steel Framing Only For A Short Period Of Exposure To Ordinary Atmospheric Conditions. The Coat Of Shop Primer Does Not Provide The Uniformity Of Appearance, Or The Durability And Corrosion Resistance Of A Field Applied Finish Coat Of Paint Over Shop Primer.

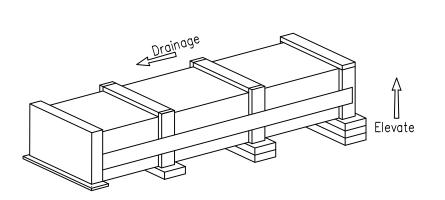
Roof And Wall Panels

Manufacturer's Roof And Wall Panels Include Color Coated, Galvalume, And Galvanized, Provide Excellent Service Under Widely Varied Conditions. All Unloading And Erection Personnel Should Fully Understand That These Panels Are Quality Merchandise, Which Merits Cautious Care And Handling.

UNDER NO CIRCUMSTANCES SHOULD PANELS BE HANDLED ROUGHLY Packages Of Sheets Should Be Lifted Off The Truck With Extreme Care Taken To Ensure That No Damage Occurs To Ends Of The Sheets Or to Side Ribs. The Packages Should Be Stored Off The Ground Sufficiently High To Allow Air Circulation Underneath The Packages. This Avoids Ground Moisture And Deters People From Walking On The Packages. One End Of The Package Should Be Elevated To Encourage Drainage In Case Of Rain. The Manufacturer Exercises Caution During Fabrication And Shipping Operations To Ensure That All Panel Stock Is Kept Dry. However Due To Climatic Conditions, Water Formed By Condensation Of Humid Air Become Trapped Between Sheets. Water Can Also Be Trapped Between The Stacked Sheets When Exposed To Rain. This May Cause Discoloration By Trapped Moisture. The Stain Is Usually Superficial And Has Little Effect On The Appearance Or Service Life Of The Panels As Long As It Not Permitted To Remain On The Panel. However, Moisture In Contact With The Surface Of The Panel Over An Extended Period Can Severely Attack The Finish And Reduce The Effective Service Life. See Section Titled "Damage From Condensation Or Trapped Water".

Care Should Always Be Taken When Walking On Panels. Use Safety Lines And Net When Necessary. Panels Are Slippery, Wipe Dry Any Moisture Or Surface Material That Has Puddle From Bundles Stored On A Slope. Dew, Frost, Or Other Forms Of Moisture Greatly Increase The Slipperiness Of The Panels. Always Assume Panel Surface Is Slippery And Act Accordingly. Never Walk Or Step On Skylights Or Translucent Panels.

Use Wood Blocking To Elevate And Slope The Panels In A Manner That Allows Moisture To Drain. Wood Blocking Placed Between Bundles Will Provide Additional Air Circulation. When Handling Or Uncrating The Panels, Lift Rather Than Slide Them Apart. Burred Edges May Scratch The Coated Surfaces When Sheets Are Slid Over One Another, Never Allow Panels To Be Walked On While On The Ground.



Roof And Wall Panel Damage During Construction

The Quality Of Workmanship In Steel Construction Practices And Handling Methods Used During The Construction Of The Metal Building Can Significantly Affect The Appearance And Performance Of The Building Panels. Panel Damage During Construction Can Be The Result Of Faulty Installation Methods And/or Carelessness.

Overdriven Fasteners Cause Indentations Or Shallow Pockets In The Panel Around The Fastener Head. Rain Water Or Condensation Moisture Combined With Atmospheric Pollutants (principally Sulfur Dioxides) And Dirt Particles Collect In These Pockets. The Combination Of Pollutants And Water Creates Acid Solutions That Will Cause Corrosion Damage To The Panel And Fastener. Rain May Wash Some Pollutants Away, But Moisture In Form Of High Humidity Can Keep These Areas Wet And Continue The Problem. Overdriving The Fastener Also Forces The Sealing Washer From Under The Head Creating A Leak At This Point. Proper Torque Adjustment Of The Screw Gun Or Preferably The Use Of A Depth Gauge Will Eliminate The Problem Of Overdriven Fasteners.

It is Extremely Important That All Drill Shavings From The Installation Of Panel Fasteners And Fillings From The Saw Cutting Of Panels Be Removed From The Panel Surface. Corrosion Can Occur In A Matter Of Hours When These Shavings Or Fillings Are Not Removed And Are In Contact With Water Or Condensed Moisture. When Panels Are Pre-Drilled Or Cut In The Stack Prior To Erection All Shavings Must Be Cleaned From Both Sides Of The Panel To Prevent Corrosion Of The Panel By These Particles. It Is Imperative That The Roof Be Swept Clean At Least Daily And Certainly At Job Completion. The Final Cleaning Of The Roof Should Be Done Prior To Installing The Gutter So That The Shavings Are Not Deposited Into The Gutter And Left To Corrode. Any Other Foreign Objects Or Debris Left By Construction Personnel Should Also Be Removed From The Roof During The Erection Of The Roof And The Installation Of Such Equipment As Air Condition Units, Etc..

Personnel Walking On The Panel Can Cause Damage. Workmen Should Step Or Walk In The Broad Flat Areas Of The Panel And Avoid Stepping On The Panel Ends And Edges Which Can Be Bent By Careless Handling. If This Damage Is Severe, The Edges Must Be Straighten Prior To Erection Since The Appearance And/or Weather Tightness Of The Panel Could Be Affected. Dragging One Panel Across Another Can Cut Or Abrade The Coating Causing Unsightly Marks On The Panel Surface.

Attempts To Erect Panels During Windy Conditions Should Be Avoided To Prevent Damage And Of Safety Considerations.

_eaving Dirt Piled Against The Exterior Wall Panels At The Foundation Will Cause Panel Damage. This Dirt May Be Wet Or At Least Contain Some Moisture. Mud May Have Splashed Onto The Wall During Construction. Corrosion Damage May Occur Where This Dirt Or Mud Contacts The Panel. In Areas Where Lime Stabilization Of The Soil Is Required, Corrosion Damage From The Soil's Content Will Be Accelerated And Most Likely Be Severe. All Dirt Must Be Removed From The Panel Walls At The Time Of Completion Of Work. Pre-Painted Panels May Require Touch—up If The Coating Has Been Damaged During Handling Or Erection.

The Appearance Of The Building May Be Affected If Damaged Spots Or Scratches Are Located In Highly Visible Places Such As Around Doors, Windows, Etc.. If Damage Is Extensive Then Replacement Of The Entire Panel Should Be Considered.

Types Of Finishes

SHOP PRIMED STEELS

All Structural Members Of The Metal Building System Not Fabricated Of Corrosion Resistant Material Or Protected By A Corrosion Resistant Coating Are Painted With One Coat Of Shop Primer Meeting The Performance Requirements Of SSPC Paint Specification No.15. The Coat Of Shop Primer Is Intended To Protect The Steel Framing For Only A Short Period Of Exposure To Ordinary Atmospheric Conditions. Shop Primed Steel Which Is Stored In The Field Pending Erection Should Be Kept Free Of The Ground And So Positioned As To Minimize Water Holding Pockets, Dust, Mud And Other Contamination Of The Primer Film. Repairs Of Damaged To Primed Surfaces And/Or Removal Of Foreign Material Due To Improper Field Storage Or Site Conditions Are Not The Responsibility Of The Manufacturer. The Manufacturer Is Not Responsible For Deterioration Of The Shop Coat Of Primer Or Corrosion That May Result From Exposure To Atmospheric And Environmental Conditions, Nor The Compatibility Of The Primer To Any Field Applied Coating. Minor Abrasions To The Shop Coat (Including Galvanizing) Caused By Handling, Loading, Shipping, Unloading And Erection After Painting Or Galvanizing Are Unavoidable. (MBMA 2012, Chapter IV

GALVALUME:

Galvalume Is The Trade Name For A Patented Steel Sheet And Coil Product Having A Coating Of Corrosion Resistant Aluminum—Zinc Alloy. The Mixture Is Balanced To Obtain The Coating That Retains The Corrosion Resistance And Heat Reflectivity Of Aluminum And Galvanic Protection Of Zinc. The Best Properties Of Both Aluminum And Zinc Are Combined In This Coating And Offer Added Service Life For The

<u>Pre-Painted:</u>

Using Galvalume Steel As A Substrate, Pre-Painted Steel Is Given An Additional Rust Inhibitor Primer Coat. This Primer Coat Further Increases The Corrosion Resistance. These Coatings Are Applied To The Exterior Surface Of The Panels And A Wash Coat Designed Only For Interior Use, Is Applied On The Opposite Side. Galvalume And Pre-Painted Steel Can Give Excellent Service For Many Years If A Few Rules Concerning Their Care And Maintenance Are Observed. All Of These Finishes Are Equally Subject To Damage And Corrosion When Care Is Not Provided.

PAINT AND COATING MAINTENANCE: Remove Smudge Marks From Bare Galvalume:

Formula 409 Has Proven To Be Somewhat Effective. Lightly Rub With A Clean Cloth And Rinse With Water. Do Not Rub More Than Required To Remove Smudge Marks. No Product Will Remove All Smudge Marks.

Remove Rust Stains: Soft Scrub Without Bleach Has Proven To be Somewhat Effective. Rub With A Soft Cloth And Rinse With Water. Do Not Rub More Than Required To Remove Stain. No Product Will Completely Remove Rust Stains. To Touch—Up Scratches In Paint (Not Bare Metal):

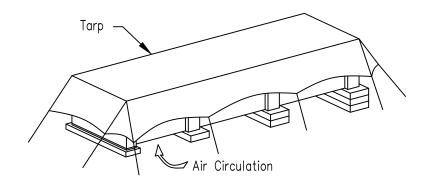
A Small Artist's Brush, Lightly Apply A Minimal Amount Of Color Matched Touch-Up Pain Required To Fill/Cover The Scratch. Contact The Building Manufacturer For Assistance With Ordering/Purchasing Touch-Up Paint As Needed.

Clean Area To Be Painted With Mild Detergent. Rinse Thoroughly And Dry. Using

Damage From Condensation Or Trapped Water

It Is Extremely Important That The Panels Be Monitored For Evidence Or Trapped Water Or Moisture Condensation While Awaiting Erection. High Humidity Conditions With Temperature Cycling Will Cause Condensation Between Panels Within The Bundle. Condensation Can Occur Frequently Near The Sea Coast Or Other Large Bodies Of

If Jobsite Covers Are Used. They Should Be Tied Away From The Bundle At Corners To Allow Air Circulation Around The Bundle. This Will Help Prevent Moisture Evaporating From The Ground Or Building Floor From Condensing On The Panels. Plastic Or Other Impermeable Covers Are Not Recommended. Immediate Action Is Required If The Panels Are Found To Be Wet From Any Cause. The Bundles Must Be Opened And Each Panel Un—Stacked And Thoroughly Dried On Both Sides. Re-Stacking The Panel At A Slight Angle To Each Other To Prevent Nesting Will Allow Air Circulation And Assist in Keeping The Panel Dry. In Severe Conditions Large Fans Can Be Used To Circulate Air Between The Un-Stacked Panels And Accelerate Drying. Damage To The Panel Coating Occurs When Panels Become Wet And Are Allowed To Stay Wet. Damage Can Occur To Nested Panels Within 24 to 48 Hours. This Damage Shows Corrosion And Discoloration Of The Panel Surface And Is Commonly Called Wet Storage. Stain, Zinc Oxidation, Or "White Rust".



A Softening Of The Paint Film Can Occur With Pre-Painted Steel Under Wet Storage Conditions And The Durability Of The Panel Finish Substantially Decrease. Bare Galvanized And Galvalume Panels React More Quickly To Surface Oxidation Since They Lack The Additional Protection Of Paint. Zinc Coated Or Galvalume Panels Under Normal Exposure Form A Zinc Aluminum Oxide Film On Their Surface Allowing A Slow Oxidation Process Called "Weathering" To Occur That Inhibits Further Corrosion. In Nested Bundles Constant Contact Of The Panels With Condensed Or Trapped Water Prevents This Weathering Process.

Rapid Oxidation Of The Zinc Or Zinc Aluminum Coating Can Now Occur And May Lead To "Red Rust" In A Short Time. If Discoloration Or Stains Are Minor A Household Cleaner Of The Type Used On Porcelain Sinks And Bathtubs May Be Used To Remove Stains. Wire Brushing Or Abrasive Materials Should be Avoided Since Scratching Or Removal Of The Coating Could Occur. Panel With Significant Damage Should Be Replaced By The Buyer Prior To Erection.

Safety Commitment

The Builder/Contractor Is Responsible For Applying And Observing All Pertinent Safety Rules And OSHA Standards As Applicable.

The Building Manufacturer Has A Commitment To Manufacture Quality Building Components That Can Be Safely Erected. However The Safety Commitment And Job Site Practices Of The Erector Are Beyond The Control Of The Building Manufacturer.

It is Strongly Recommended That Safe Working Conditions And Accident Prevention Practices Be The Top Priority Of Any Job Site.

Local, State And Federal Safety And Health Standards, Whether Standard Statuary Or

Make Sure All Employees Know The Safest And Most Productive Way Of Erecting A Building. Emergency Procedures Should Be Known To All Employees. Daily Meetings Highlighting Safety Procedures Are Also Recommended. The Use Of Hard Hats, Rubber Sole Shoes For Roof Work, Proper Equipment For Handling Material And Safety Nets Where Applicable Are Recommended

Customary, Should Always Be Followed To Help Ensure Worker Safety.

For The Purposes Of Determining Lift Requirements, No Bundle Supplied By The Manufacturer Will Exceed 4,000 Pounds. For Further Information Also Reference The Bill Of Materials For Individual Member Weights Of Structural Members. If Additional Information Is Required Contact The Field Service Department.

Excessive Ice And Snow Removal Should Be Removed From The Roof Immediately To Prevent Damage To Roof And Possible Collapse. Do Not Use Metal Tools To Remove The Ice Or Snow As This Can Damage The Paint And/Or Galvalume Coatings. Also Be Careful Around Pipes And Flashings.

Be Extremely Careful If Your Roof Has Light Transmitting Panels. These Panels Will Not Support A Person's Weight And Will Be Difficult Or Impossible To See If They Are Covered With Ice Or Snow. See MBMA Low—Rise Building Systems Manual, Appendix A8 For Details On Snow Removal Procedures. These Procedures Should Commence When Half Of The Design Roof Snow Load Is Realized.

Any Foreign Debris Such As Sawdust, Dirt, Leaves, Animal Droppings, Etc. Will Cause Corrosion Of The Roof, Gutters, Trim, Etc. If Left On The Building Surface For A Long Enough Time. The Roof Should Be Periodically Inspected For Such Conditions And If Found, They Should Be Rectified In A Manner Consistent With These Roof Maintenance Guidelines. Never Allow Treated Lumber Or Concrete/Mortar/Grout To Come In Contact With Roof Panels, Especially Galvalume For Extended Periods Of

All High—Strength Bolts Shall Be Periodically Be Inspected For Tightness. Particularly In Crane Buildings And After Seismic Or Wind Activity. The Crane Manufacturer Will Specify A Minimum Period But It Should Not Exceed Two Years.

- 1. Keep Roof Free Of Debris And Keep Debris Out Of Gutter To Allow Water Quickly Drain From The Roof.
- 2. Do Not Use Wood Blocking To Hold Equipment Off The Panel Seams. This Blocks The Flow Of Water And Hold Moisture. 3. Do Not Allow Rooftop AC Units Or Evaporative Coolers To Drain Onto The
- 4. Anything That Traps Or Holds Moisture On A Roof Will Cause Premature Corrosion.

Roof Maintenance Guidelines

- 1. Inspect Roof For Damage After Heavy Storms.
- Urethane Sealant.

2. Inspect And Reseal As Necessary All Roof Curbs And Other Penetrations With

- 3. Always Get Manufacturer Approval Before Making Any Modifications To The Roof.
- 4. Repaint Any Areas That Are Susceptible To Rust As Required.
- 5. When Performing Roof Maintenance, Always Take The Following Precautions: a. Use Fall Protection And Other Safety Protection As Required.
- b. Do Not Walk On Roof Flashing Such As Gutter, Rake, Hip Or Ridge Flash. c. Do Not Walk On Light Transmitting Panels (LTP's). They Will Not Support A Person's Weight.
- d. Guard All LTP's And Roof Openings. e. Step Only In The Panel Flat Directly On Or In Close Proximity To A Supporting Roof Structural.
- 6. After Other Trades Have Been On The Roof For Any Reason, Inspect The Roof For Damage Caused By Workers Including Chemical Or Solvent Spills, Scratches In The Paint Or Galvalume Coating, Excessive Foot Traffic And Punctures. Make Sure That All Debris Or Scrap Left Behind By Workers Is Removed From The Roof Immediately. Avoid Using Cutoff Saws And Welding Equipment Over The Roof. The Roof Must Be Adequately Protected.

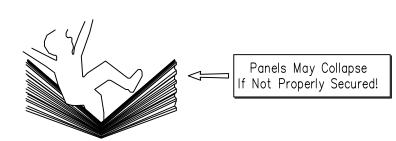
FOOT TRAFFIC:

Keep Foot Traffic To A Minimum. Heavy Foot Traffic Can Cause Ponding On Low Pitched Roofs. This Is Particularly True Just Upslope From The Eave And At Endlaps. Always Walk In The Flat Of The Panel Near A Supporting Roof Structural. Do Not Walk On Trim Or In Gutters. On Bare Galvalume Roofs, Excessive Foot Traffic May Cause Black Burnish Marks.

If Regular Foot Traffic Is Planned For A Roof, Provisions Should Be Made For A Properly Designed And Installed Walkway System. In Order To Limit Access To The Roof, Roof Hatches Or Access Ladders Should Be Locked At All Times. A Sign Posted At The Access Site Stating That Only Authorized Personnel Are Allowed On The Roof. In Addition A Log Book Should Be Kept Of All Visits To The Roof And The Reason For Such Visits.

Never Allow Your Roof To Come In Contact With Water Runoff From Any Dissimilar Metal Including But Not Limited To: Copper, Lead Or Graphite, This Includes Copper And Arsenic Salts Used In Treated Lumber, Calcium Used In Concrete, Mortar And Grout.

Never Step On Light Transmitting Panels (LTP's) Or Unattended Roof Panels



Roof Panels Must Be Completely Attached To The Purlins And To Panels On Either Side Before They Can Be A Safe Walking Surface. Light Transmitting Panels LTP's) Translucent Panels Can Never Be Considered As A Walking Surface.

Partially Attached Or Unattached Panels Should Never Be Walked On!

- 1. Step On Rib At Edge Of Panel.
- 2. Step Near Crease In Rib At Edge Of Panel.
- 3. Step Within 5 Feet Of Edge On Unsecured Panel.

A Single Roof Panel Must Never Be Used As A Work Platform. An OSHA Approved Runway Should Be Used For Work Platforms. (Consult OSHA Safety And Health Regulations For The Construction Industry). Safety First!



ERECTION DETAILS							Sheet No:	UI OF DIO	
ERECTIO									
By Chk'd Drawing Description:	Customer Name:	Fayetteville Metal Building Sy	Project Name:	Dunn	Project Location:	Dunn, NC 28334	Job No:	25-15519	
Chk'd	SE								
Ву	TIN								
Description	ISSUED FOR PERMIT								
ate	9/25								

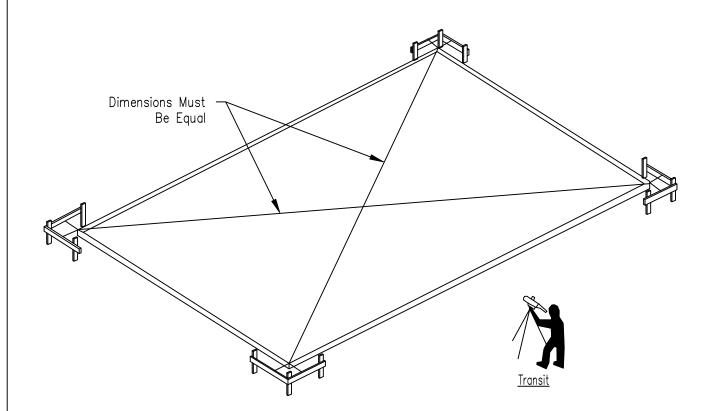


Building Anchorage

- 1. To Determine That The Foundation Is Square, Measure Diagonal
- Dimensions To Be Sure They Are Of Equal Length.

 2. To Determine That The Foundation Is Level, Set Up A Transit Or Level
- And Use A Level Rod To Obtain The Elevation At All Columns.

 3. Carefully Check The Location Of All Anchor Rods Against The Anchor Rod Setting Plan Furnished By The Manufacturer. All Dimensions Must Be Identical To Assure A Proper Start—up.

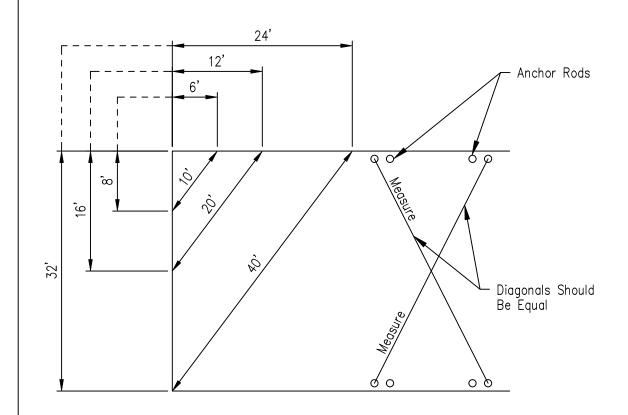


Pre-Erection Notes:

The Following Notes, Procedures And Suggested Recommendations Are Important Parts Of The Pre—Erection Process.

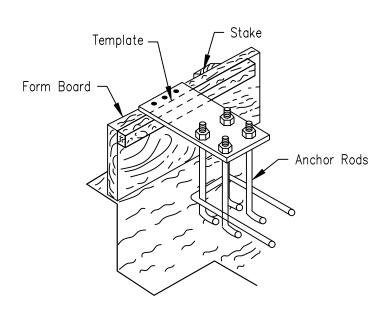
1.) Prior To The Time The Erection Crew Arrives, A Responsible Person Should Check The Job Site For Foundation Readiness, Square, And Accuracy And Anchor Rod Size And Location.

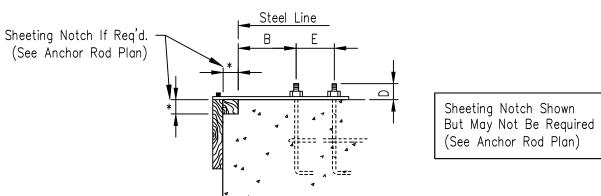
The Drawing Shown Below Indicates A Method Which May Be Used To Check The Foundation And Bolts For Square.



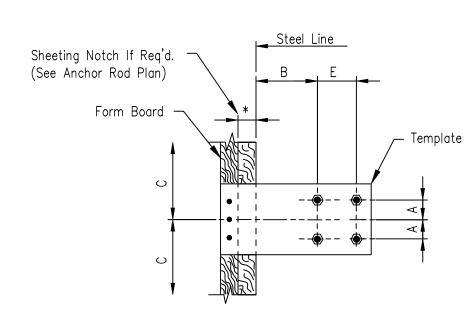
Measure Along Adjacent Sides Of Foundation Using A Pair Of Dimensions Shown. If The Diagonal Distance Between These Points Is As Noted, The Corner Is Square. Diagonal Measurements Between Opposite Anchor Rods Will Indicate If These Bolts Are Set Square.

It Is Extremely Important That Anchor Rods Are Placed Accurately And In Accordance With The Anchor Rod Setting Plan. All Anchor Rods Should Be Held In Place With A Template Or Similar Means, So That They Will Remain Plumb And In Correct Location During The Placement Of The Concrete. A Final Check Should Be Made After Completion Of The Concrete Work And Prior To The Steel Installation. This Will Allow Necessary Corrections To Be Made Before Costly Installation Labor And Equipment Arrives.





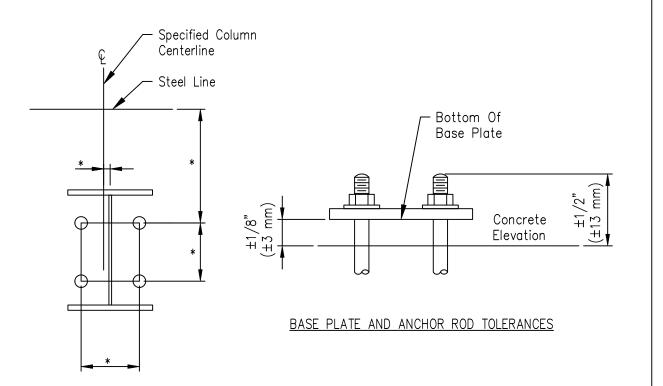
Projection Of Anchor Rods (D) Given On Anchor Rod Plan



Dimensions A, B, And C Given On Anchor Rod Plan

AISC Code Of Standard Practice For Steel Building And Bridges Tolerances For Setting Anchor Rods

<u>Anchor Rod Diameter, Inches (mm)</u>	*Horizontal Variation, Inches (mm
3/4", 7/8" (19 And 22 mm)	1/4" (6 mm)
1", 1 1/4", 1 1/2" (25, 31, 38 mm)	3/8" (10 mm)
1 3/4", 2", 2 1/2" (44, 50, 63 mm)	1/2" (13 mm)



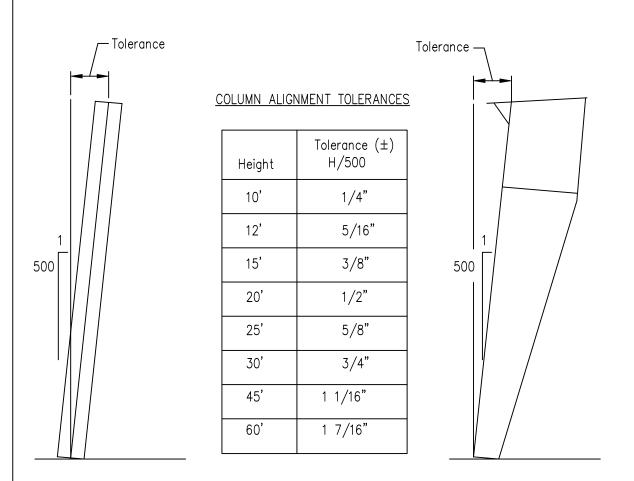
* ANCHOR ROD SETTING TOLERANCES

* Horizontal Variations Vary Depending
On Anchor Rod Diameter. See Above

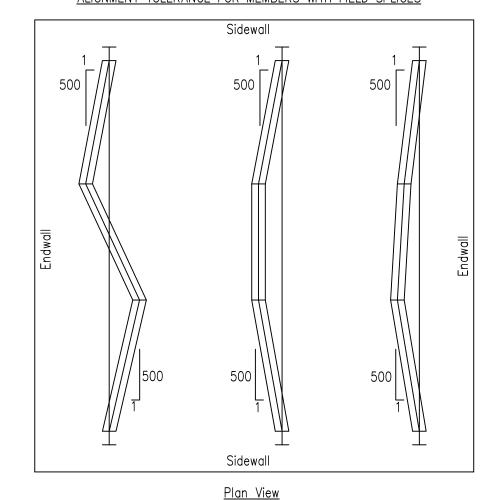
Erection Tolerances

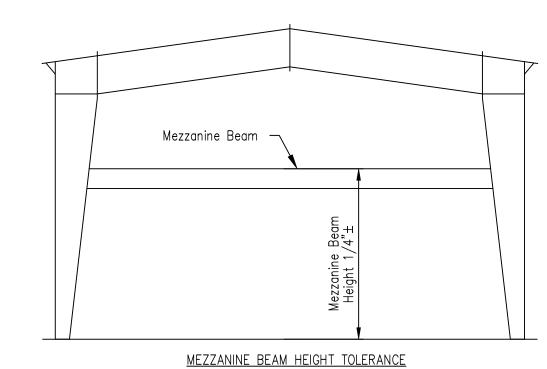
ERECTION BRACING:

It Is The Responsibility Of The Erector To Determine, Furnish And Install All Temporary Supports Such As Temporary Guys, Beams, Falsework, Cribbing, Or Other Elements Required For The Erection Operation (In Accordance With Section 7.10.3 Of ANSI/AISC 303, Code Of Standard Practice For Steel Building And Bridges).



ALIGNMENT TOLERANCE FOR MEMBERS WITH FIELD SPLICES



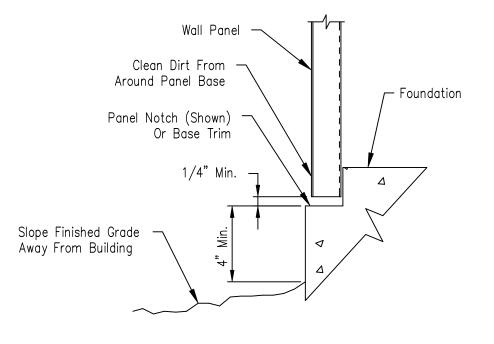


General Erection Notes

- 1.) All Structural Framing Members, Purlins, Girts, Clips, Flange Braces, Bolts, Bracing Systems, Roof And Wall Panels, Etc. Must Be Installed As Shown On Erection Drawings.
- 2.) It Is Extremely Important, Especially During Construction, That Panels At The Eaves, Rakes And Ridges Be Kept Secure.

Panel Cautions And Notes

- To Minimize Potential Of Corrosive Action At The Bottom Edge Of Wall Panels, The Contractor Must Assure That The Following Procedures Are Followed:
- 1.) The Concrete Foundation Should Be Cured For A Minimum Of Seven (7) Days Before Wall Panels Are Installed. (Uncured Concrete Is Highly Alkaline And Metal Panels Can Undergo Varying Degrees Of Corrosive Attack When In Direct Contact With The Concrete.) After The First Week Of The Curing Cycle, The Reaction Between Metallic Coatings On Steel And The Concrete Is Essentially Halted.
- 2.) Top Of Finish Grade At Building To Be A Minimum Of Four (4) Inches Below Bottom Of Panel.
- 3.) Finish Grade Is To Slope Away From Building To Ensure Proper Drainage.
- 4.) Upon Completion Of Finish Grading, All Dirt Is To Be Cleaned From Around Base Of Wall Panel Where It May Have Collected In Panel Notch Or On Base Trim.



Fastener Installation

Correct Fastener Installation Is One Of The Most Critical Steps When Installing Roof/Wall Panels. Drive The Fastener In Until It Is Tight And The Washer Is Firmly Seated. Do Not Overdrive Fasteners.

A Slight Extrusion Of Neoprene Around The Washer Is A Good Visual Tightness Check. Always Use The Proper Tool To

A Slight Extrusion Of Neoprene Around The Washer Is A Good Visual Tightness Check. Always Use The Proper Tool To Install Fasteners. A Fastener Driver (Screw Gun) With A RPM Of 1700—2000 Should Be Used For Self—Drilling Screws. A 500—600 RPM Fastener Driver Should Be Used For Self—Tapping Screws. Discard Worn Sockets, These Can Cause The Fastener To Wobble During Installation.

Note: Always Remove Metal Filings From Surface Of Panels At The End Of Each Work Period. Rusting Filings Can Destroy The Paint Finish And Void Any Warranty.



Tape And Tube Sealant

Proper Tape And Tube Sealant Application Is Critical To The Weather Tightness Of A Building. Tape Sealant Should Not Be Stretched When Installed. Apply Only To Clean, Dry Surfaces. Keep Only Enough Sealants On The Roof That Can Be Installed In A Day. During Warm Weather, Store Sealants In A Cool Dry Place. During Cold Weather (below 60°) Sealants Must Be Kept Warm (60°-90°) Until Application. After Tape Sealant Has Been Applied, Keep Protective Paper In Place Until Panel Is Ready To Be Installed.

Important Note

All Details, Recommendations And Suggestions Contained In This Erection Guide Of This Drawings Set Are For General Guidelines Only, And Not Meant To Be All—inclusive. Industry Accepted Installation Practices With Regard To All Areas Not Specifically Discussed In This Section Should Be Followed. Only Experienced, Knowledgeable Installers Familiar With Accepted Practices Should Be Used To Assure A Quality Project.

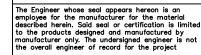
It is Emphasized That The Manufacturer is Only A Manufacturer Of Metal Building Components And is Not Engaged in The Installation Of its Products. Opinions Expressed By The Manufacturer About Installation Practices Noted in The Erection Guide Are Intended To Represent Only A Guide. Both The Quality And Safety Of Installation And The Ultimate Customer Satisfaction With The Completed Building Are Determined By The Experience, Expertise, And Skills Of The Installation Crews, As Well As The Equipment Available For Handling The Materials. Actual Installation Operations, Techniques And Site Conditions Are Beyond The Manufacturers Control.



0

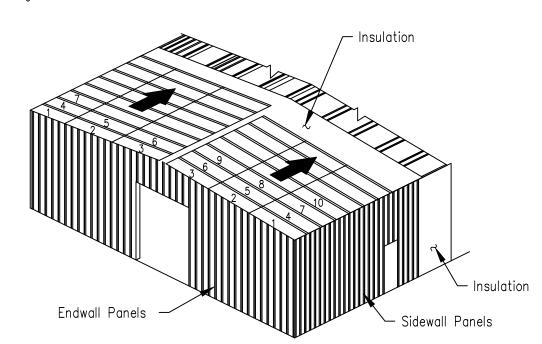
ETAILS							Sheet No:	DZ
By Chk'd Drawing Description: ERECTION DETAILS	NIT SE Customer Name:	Fayetteville Metal Building Sy	Project Name:	Dunn	Project Location:	Dunn, NC 28334	Job No:	50-15518
Chk'd	몽							
By	Ę							
Description	ISSUED FOR PERMIT							
Revision Date	11/19/25							
Revision	∢							





R-LOC Roof Panels

For R-LOC Roofs With Ridge Panels, It Is Recommended That Both Sides Of The Ridge Be Sheeted Simultaneously. This Will Keep The Insulation Covered For The Maximum Amount Of Time And The Panel Ribs Can Be Kept In Proper Alignment For The Ridge Panel. This Is Critical On The R-LOC Panels So That The Ridge Caps Can Be Properly Installed. Check For Proper Coverage As The Sheeting



Install The First Run Of Roof Panels Across The Building From Eave To Eave Or Eave To Ridge. To Allow Proper Installation Of The Rake Trim. The Starting Location For The First Panel Must Be As Shown In The Rake Details Included With The Erection Drawings. When The First Run Is Properly Located And Aligned With The Correct Endlaps And Eave Overhangs, Fasten To Purlins. Roof Panels Should Be Installed So That The Sidelap Is In A Direction Away From Prevailing Wind. Refer To Appropriate Lap Details Included With The Erection Drawings.

Install Remaining Roof Insulation And Panels. To Avoid Accumulative Error Due To Panel Coverage Gain Or Loss, Properly Align Each Panel Before It Is Fastened. Occasional Checks Should Be Made To Ensure That Correct Panel Coverage Is Maintained. Special Attention Should Be Given To Fastener, Sealant and Člosure Requirements. Refer To Details Included With The Erection Drawings.

At Finishing End Of Roof, The Last Panels May Require Field Modification For Installation Of Rake Trim. Refer To Rake Details Included With The Erection Drawings. DO NOT BACK LAP THROUGH FASTENED ROOF PANELS.

NOTE: Roof Types And Installation Requirements Will Vary. Refer To The Appropriate Details For Specific Panel Used.

IMPORTANT: Loose Fasteners, Blind Rivets, Drill Shavings, Etc.. Must Be Removed From The Roof To Guard Against Corrosion.

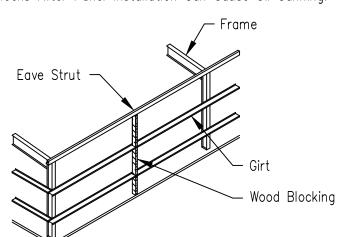
Wall Panels

Proper Horizontal And Vertical Alignment Of Supporting Structure (Girts Or Other Framina) Is The Responsibility Of The Installer. Failure To Alian The Secondary members Properly Prior To Wall Installation Can Have A Direct Impact On The Final Appearance And Performance Of The Installed Wall System For Which The Metal Building Manufacturer Is Not Responsible.

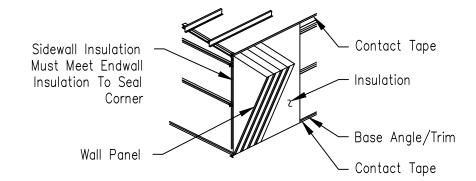
Before Installing Wall Panels, The Girts Must Be Aligned To A Level Position So That There Is No Visible Sag. This Should Be Done Directly Ahead Of Panel

Girt Leveling May Be Accomplished By Standing A Section Of Gable Angle Vertically Against The Outside Girt Flanges At Approximate Mid-bay Location. When Girts Are Level, Attach The Girt Flanges To The Angle With Vise Grip Pliers Or Temporary Screws. Wood Blocking Cut To Fit The Spaces May Also Be Used For Alignment.

Temporary Girt Blocking Is Not Recommended On Concealed Fastener Panels. The Removal Of The Blocks After Panel Installation Can Cause Oil Canning.

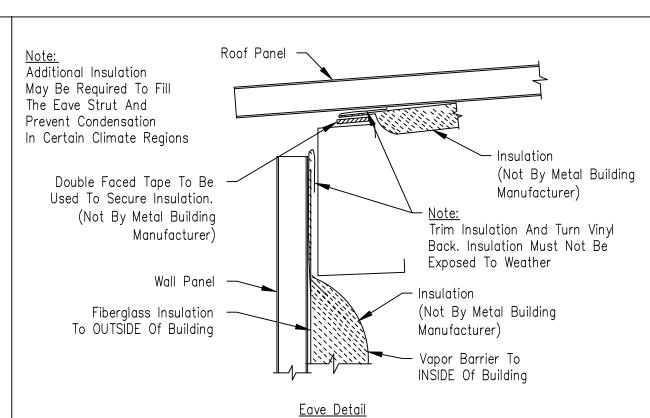


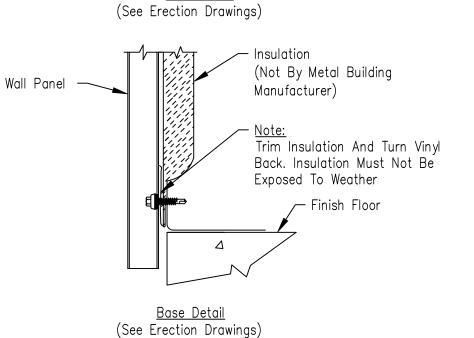
Wall Panel Type And Installation Details Will Vary. Refer To The Erection Drawings And Details For The Specific Panel Used For Your Building.



If Walls Are To Be Insulated With Blanket Insulation Over Girt Flanges, Base And Eave, Place A Continuous Run Of Contact Tape Along The Eave Strut And Base Member.

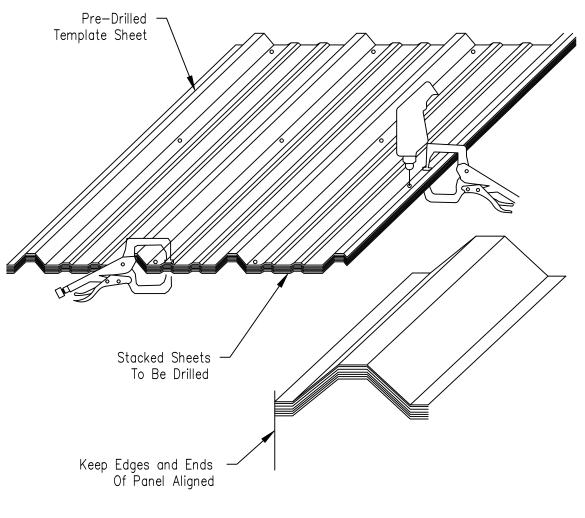
At The Base, Cut Off The Insulation A Minimum Of $\frac{1}{2}$ " Above The Bottom Of The Wall Panel. This Will Prevent The Insulation From Hanging Below The Wall Panel And Wicking Moisture.





Sidewall Panels Should Be Installed So That The Panel Sidelap Is In A Direction Away From The Prevailing Wind. Refer To Appropriate Lap Detail Included With Erection Drawings.)

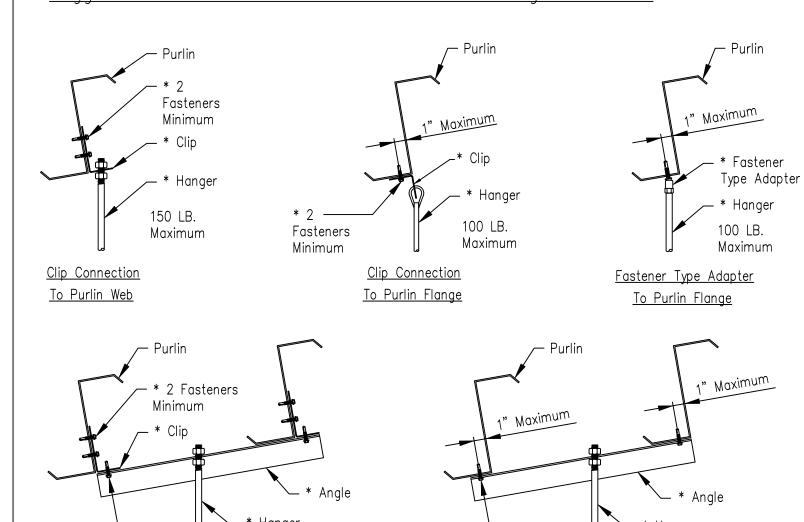
Note: Check Periodically To Ensure That All Panels Are Aligned And Plumb.



Screw Alignment Panel (Through Fastened Panel Only)

After Drilling Panels, It Is Important To Clean Metal Filings Off All Panel Surfaces, Including Between Panels That Are Not Installed That Day, To Avoid Rust Stains.

Suggested Method Of Purlin Attachment For Building Accessories



- * 2 Fasteners · * 2 Fasteners 100 LB. Maximum Minimum Minimum At Each Purlin At Each Purlin Angle With Clip Connection Angle Connection To Purlin Web <u>To Purlin Flange</u> Do Not Install Purlin Clips of any kind on the Flange of the Purlin

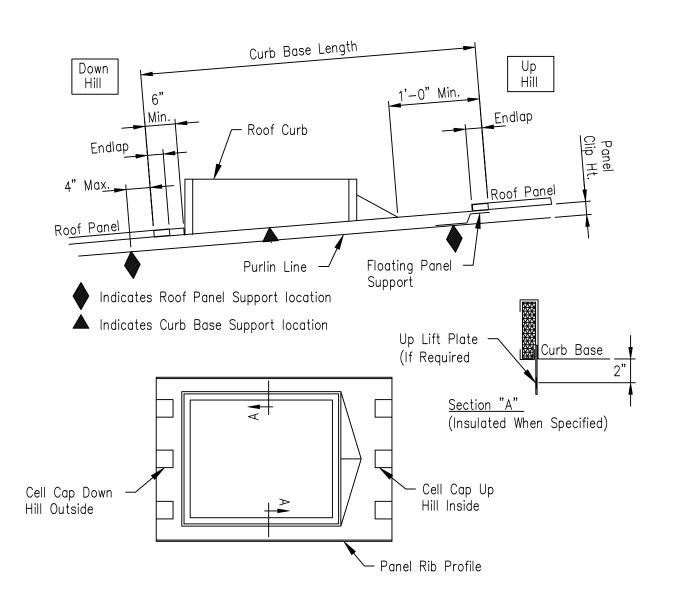
* Denotes Material Not Provided By Metal Building Manufacturer.

The Total Hanger Load Shall Not Exceed The Design Collateral Load For The Building. Example:

5'-0 (Purlin Spacing) X 5'-0 (Hanger Spacing) X 6 PSF (collateral Load)

See Cover Sheet For Design Collateral Load For This Building. Note: If The Building Is Designed For O PSF Collateral Load, Then Adding Any Suspended System (i.e. Duct Work, Piping, Lights, Ceilings, Etc.) Will Correspondingly Reduce The Design Live Load.

Roof Curbs When Not Supplied By Building Manufacturer



The Curb Details Shown Illustrate The Building Manufacturers Recommended Curb Style And Installation Method. It is The Erector/Installer's Responsibility To Provide The Proper Curb Style And Install Them in Accordance With The Procedures Established By These Details. Failure By The Erector/Installer To Follow These Recommendations May Result In The Curbs Damaging The Roof System Or Excluded From Warranties.

All Roof Curbs To Be:

1. .080 Aluminum Or 18 Ga. Stainless Steel (No Galvalume O[®]Galvanized).

2. Panel Rib To Panel Rib (No Flat Skirt Or Lay—Over Curbs). 3. Installed With Down Hill End Over Panel And Up Hill End Under Panel Application

For Water Flow At Panel Splice. 4. Up Lift Prevention For Clip Applied Roof Systems Are Required If:

a. Wind Loads Exceed 110 MPH.

b. Curb Base Crosses A Purlin.

5. Supported on (4) Sides By Primary Or Secondary Framing. 6. Maximum Single Curb Weight Recommended Is 1500 Lbs.

Roof Jack Installation When Not Supplied By Building Manufacturer

? Do Not Use Galvanized Roof Jacks, Lead Hats, Or Other Residential Grade Roof Jacks. These Roof Jacks Do Not Have 20 Year Service Life And In Case Of Lead Hats Will Cause Galvanic Corrosion Of The Roof

? Use EPDM Rubber Roof Jacks With An Integral Aluminum Band Bonded Into The Perimeter Of The Base. EPDM Roof Jacks Have A Temperature Range From −65°F To 212°F. Use Silicone Roof Jacks For

High Temperatures. Silicone Roof Jacks Have A Temperature Range Of −100°F To 437°F. ? Retrofit Roof Jacks Are Available For Applications In Which The Top Of The Pipe Is Inaccessible,

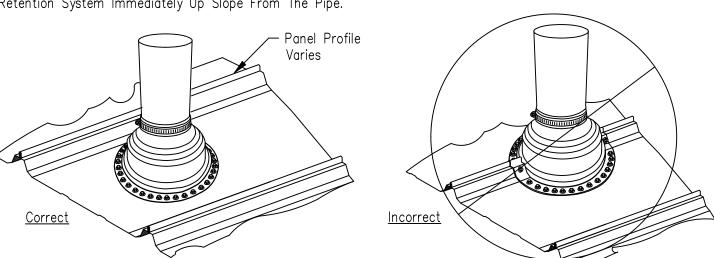
Eliminating The Possibility Of Sliding The Roof Jack Over The Top Of The Pipe. Do Not Use Tube Sealant To Seal The Roof Jack To The Roof Panels. Use Roll Tape Sealer Between The

Roof Jack And The Roof Panel And Attach The Roof Jack To The Roof Panel With 1/4"-14 x 7/8 LL SD LL SD Fastener W/washer At 1" O.C. Around The Base Of The Roof Jack. See Table Below For Quantities.

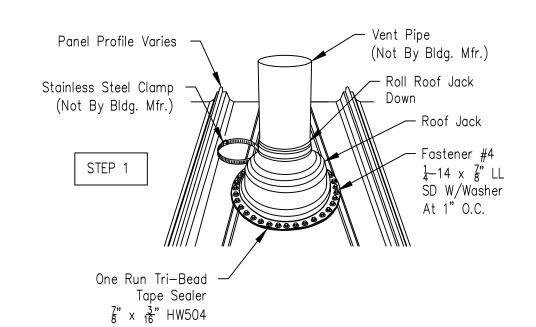
? Trim The Top Of The Roof Jack To Fit Over The Pipe, Roll Down The Roof Jack Over The Pipe And Apply Tape Sealer For The Perimeter Of The Roof Jack Base Between The Roof Jack And The Roof Panel. Apply Tape Sealer Around The Pipe And Install A Stainless Steel Clamp (Not By Bldg. Mfr.) Over The Top Of The Roof Jack And Firmly Tighten To Form A Secure Compression Seal.

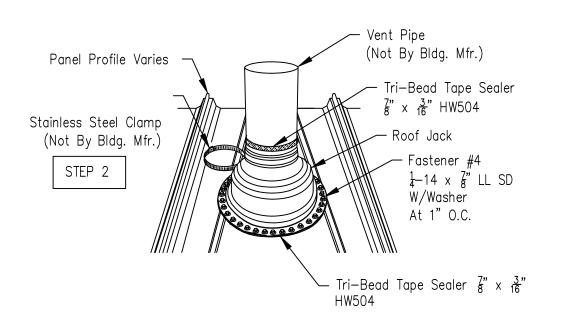
? If The Pipe Diameter Is So Large To Block The Flow Of Water Down The Roof Panel, A Flat Base Roof Curb Must Be Installed Into The Roof And The Roof Jack Will Be Sealed To The Curb. A Two Piece Curb May Be Required When The Top Of The Pipe Is Inaccessible.

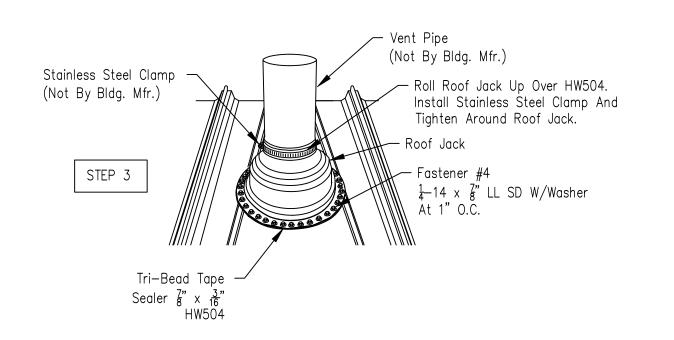
? In Northern Climates, The Pipe Penetration Should Be Protected From Moving Ice Or Snow With A Snow Retention System Immediately Up Slope From The Pipe.



Install Pipe In Center To Allow Base Of Roof Jack To Lay Flat on Panel. Cannot Encompass More Than 75% Of Panel.





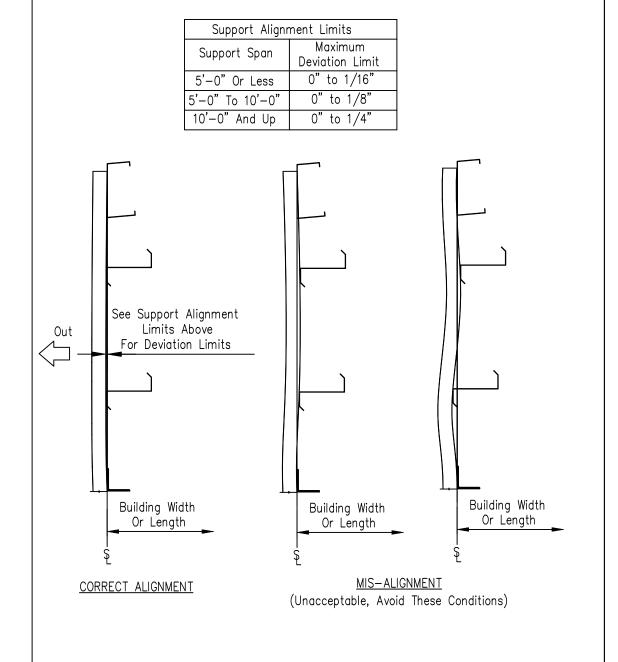




AILS							Sheet No:	
ERECTION DETAILS		g Sy						
By Chk'd Drawing Description:	NIT SE Customer Name:	Fayetteville Metal Building Sy	Project Name:	Dunn	Project Location:	Dunn, NC 28334	Job No:	81001-07
Chk'd	SE							
Ву	ΙN							
Description	ISSUED FOR PERMIT							
Date	11/19/25							
Revision Date	٧							



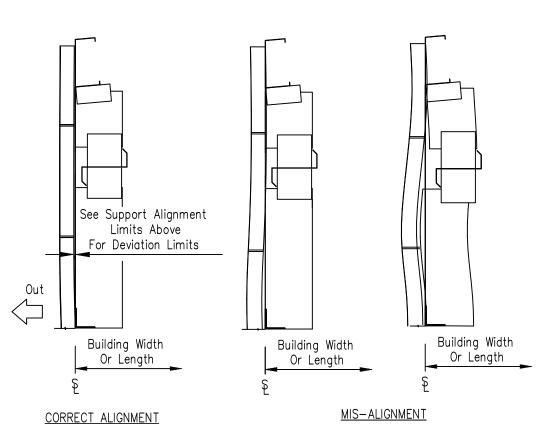
The Engineer whose seal appears hereon is an employee for the manufacturer for the material described herein. Said seal or certification is limite to the products designed and manufactured by manufacturer only. The undersigned engineer is not the overall engineer of record for the project



Secondary Steel Alignment For All Vertical IMP Project

Secondary Steel Alignment For All Horizontal IMP Project

Support Align	ment Limits		
Support Span	Maximum Deviation Limit		
4'-0" Or Less	0" to 1/16"		
4'-0" To 8'-0"	0" to 1/8"		
8'-0" And Up	0" to 1/4"		

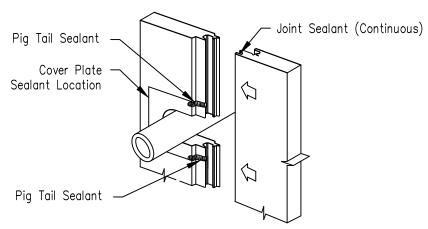


(Unacceptable, Avoid These Conditions)

Penetration Flashina Through IMP Walls

Weather Seal — If The Penetration Is Through An Exterior Wall With Vertical Wall Panel Joints, It Is Best To Avoid Locating The Penetration Where It Will Intersect A Wall Panel Joint And Be Subject To Water Draining From The Panel Joint Into The Penetration Cavity.

Shown Below Are Weather Seal Details When Intersecting A Panel Joint Cannot Be Avoided.

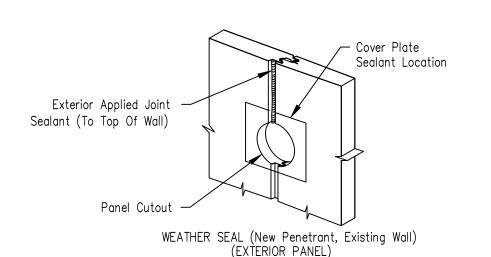


WEATHER & VAPOR SEAL (Existing Penetrant, New Wall) (EXTERIOR PANEL)

Existing Penetrant - New Wall If A New Wall Is Installed Around An Existing Penetrant, Sealant Must Be Applied To The Exterior Tongue & Groove Of The Wall Panel Joint To Prevent Water Entering The Panel

Sealant Pigtails Must Also Be Applied To The Interface With The Perimeter Sealant Of The Penetration Cover Plates.

New Penetrant — Existing Wall If The Penetrant Is Installed Through An Existing Wall, Either The Existing Wall Must Have Been Installed With The Exterior Joint Sealant Or An Exterior Grade Sealant Must Now Be Applied Along The Exterior Fillet Of The Panel Joint For The Full Height Of The Wall.



Penetration Flashing Through IMP Walls (Con't.)

Vapor Seals — Depending Upon The Buildings Vapor Control Requirements, Either The Exterior Or Interior Side Of The Wall Panel Joints May Have Joint Sealant To Function As The Vapor Barrier.

Existing Penetrant - New Wall On An Exterior Wall With The Vapor Barrier On The Exterior Side Of The Wall, The Weather Seal Described Above Also Functions As The Vapor Seal.

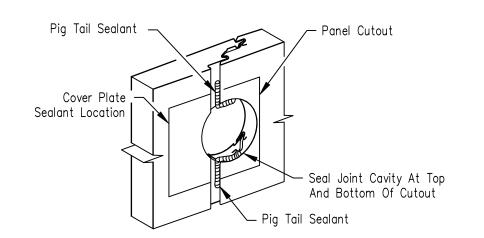
For Interior Walls And For Exterior Walls With Vapor Barrier On The Interior Side Of The Wall, Install The Pigtail Sealants To The Interface With The Cover Plate Sealant In The Same Manner As Described Above For The Weather Seal.

New Penetrant — Existing Wall

To Prevent Water Vapor Entering The Penetration Cavity On The Vapor Barrier Side Of The Wall, Pigtail Sealants Must Be Applied On The Panel Joint To Interface With The Perimeter Sealant Of The Penetration Cover Plates.

Apply The Pigtail Sealant To The Seal Of The Tongue—And—Groove Joint Cavities At The Top And Bottom Edges Of The Panel Cut Out.

Extend The Pigtail Sealant Along The Exterior Fillet Of The Panel Joint To Interface With The Cover Plate Sealant.



VAPOR SEAL (New Penetrant, Existing Wall) (INTERIOR PANEL)

Insulated Metal Panel Joint Sealants

Joint Sealant Requirements — Depending Upon The Project's Requirements, Sealants May Be Required In The Panel Joints On Either Or Both Interior And Exterior Side Of The Wall. On Some Projects, Different Wall Areas May Have Different Sealant Requirements. The Panel May Be Delivered With The Sealant Factory Applied, Or The Sealant May Require

Important: Refer To The Installation Drawings Or Project Specifications For The Specified

Sealant And Locations. Field Installation Of Sealant — Apply The Panel Joint Sealant Into The Specified Interior And Or Exterior Metal Groove On The Panel's Female Edge. The Sealant Must Be Applied Continuously And As Close As Possible To The Bottom Of The Groove.

The Suggested Sealant Bead Size Is $\frac{3}{16}$ " To $\frac{1}{4}$ ". Adjust The Sealant Bead Size To Ensure There Is Complete And Continuous Contact Of The Sealant With The Tongue Of The Adjacent Panel After The Joint Is Assembled, But Not So Much That Sealant Is Extruded Onto The Panel Sealant Pigtails — It Is Critical To Ensure Continuity Of The Sealants At The Intersections Between The Panel Joints And The Perimeter Flashing Assemblies.

After Each Panel Is Installed, Apply Sealant Pigtails Around The Panel's Interior Edge To Provide A Sealant Bridge Between The Panels Joint Sealant And The Interior Perimeter

At The Panel's Exterior Face, Determine Where The Exterior Perimeter Sealants Will Be Located. Apply Sealant Pigtails Along The Panel Edge To Provide A Sealant Bridge Between The Panel's Joint Sealant And Exterior Perimeter Sealants.

Joint Assembly — Slide The Panel Joint Together In A Smooth Motion To Help Ensure The Uniform Dispersion Of The Sealant Within The Joint Cavity.

Do Not Assemble The Panel Joint In A Manner That Causes The Joint To Engage And Then Disengage. This May Cause The Sealant To Be Drawn Out Of The Cavity, Leaving The Joint

Caution: If The Joint Is Assembled And Then Disassembled The Sealant Must Be Checked And Any Displaced Sealant Must Be Replaced.

Reference "Pig Tail Sealants" For Installation Illustrations.

Roof Jack Installation On LS-36 Roof

- Roof Jack, Roll Top Down

Penetration As Close To

The Center Of The Panel

Pan As Possible.At No

Time Is It Acceptable

For Penetration To Be

Through Panel Rib.

Fastener #4

 $\frac{1}{4}$ -14 x $\frac{7}{8}$ " LL

SD W/Washer

- Apply Tri—Bead

 $\frac{7}{8}$ x $\frac{3}{16}$ HW504

Tape Sealer

Continuous

Around Pipe

- Roof Jack

-Fastener #4

At 1" O.C.

 $\frac{1}{4}$ - 14 x $\frac{7}{8}$ " LL

SD W/Washer

At 1" O.C.

Note: Locate Pipe

or Vent Pipes 8"Ø Or Less

Stainless Steel Clamp -

Tri-Bead Tape Sealer

Continuous Under Base

Field Apply Spray Foam

Into All Gaps Between

(Not By Metal Building Mfr.)

Interior And Exterior Panels

And Pipe, Seal Perimeter Of

Penetration With Urethane

Sealant HW540 Before

Installing Roof Jack

Stainless Steel Clamp

Tri-Bead Tape Sealer

Continuous Under Base

Press Base of Roof Jack

Screwdriver To Press Into

Tight Angles Before

Down Firmly Bending To Fit

Irregularities. Use Large Slot

 $\frac{7}{8}$ " x $\frac{3}{16}$ " HW504

Insulated LS-36

Roof Panel

(Not By Metal Building Mfr.)

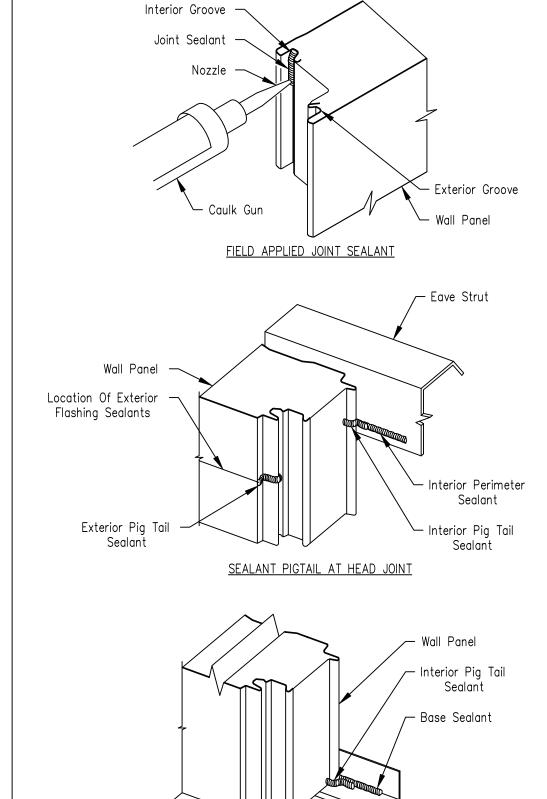
Insulated LS-36 -

 $\frac{7}{8}$ " x $\frac{3}{16}$ " HW504

Roof Panel

(Not By Metal Building Mfr.)

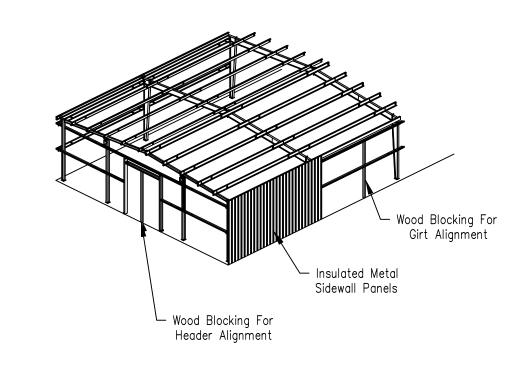
<u>Pig Tail Sealants</u>



SEALANT PIGTAIL AT BASE

Base Trim

Secondary Framing Alignment



Note: Before Installing Insulated Metal Wall Panels, The Girts Must Be Aligned To A Level Position So That There Is No Visible Sag. This Also Should Be Done At The Framed Opening Until Over Head Insulated Metal Panels Have Been Installed. This Should Be Done Directly Ahead Of Panel Installation.

Girt Leveling May Be Accomplished By Standing A Section Of Gable Angle Vertically Against The Outside Girt Flanges At Approximate Mid—bay Location. When Girts Are Level, Attach The Girt Flanges To The Angle With Vise Grip Pliers Or Temporary Screws. Wood Blocking Cut To Fit The Spaces May Also Be Used For Alignment.

ThermalSafe And Applied Finishes

ThermalSafe Panel Notes:

ThermalSafe panel Manufactured by Metl Span (a division of Cornerstone group, inc.) offer Fire ratings conforming to ASTM E-119 requirements when installed in accordance with the appropriate manufacturer's details. Though the assembly is fire rated, it does not offer any fire resistance continuity at any type of opening nor is any fire resistance rating of structural members or openings provided by the PEMB manufacturer. Assembly is not to be considered as a Fire Wall with fall away stability unless explicitly noted on project purchase order.

Applied Finishes

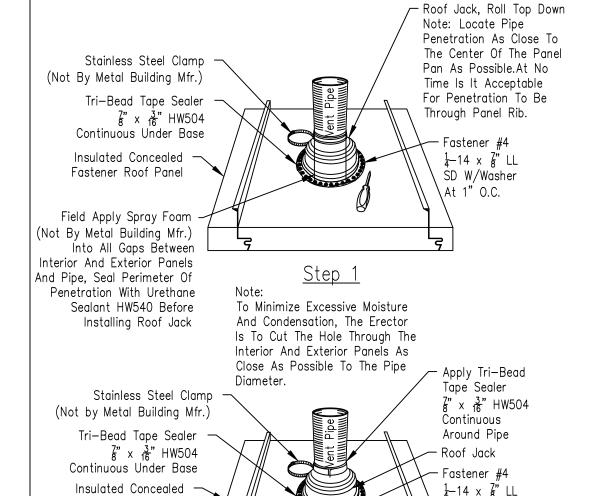
It Is Important To Properly Store The Panels Such That No Moisture Becomes Trapped Between The Panels Or In The Applied Finish For Extended Periods Of Time. Under Certain Conditions, Extended Exposure To Moisture During Improper Storage Can Cause The Coating To Soften, Peel Or Stain. Be Certain To Store The Panel Bundles Off The Ground High Enough To Allow For Air Flow To Circulate Beneath The Bundle And Prevent Water, Mud Or Snow From Entering. One End Of The Bundles Should Be Slightly Elevated. It Is Recommended That The Plastic Wrapping Be Cut All The Way Around The Bundle Near The Base Intermittently So That Air May Flow Freely Around The Panels. Tarping Of The Panels Will Reduce The Possibility Of Rain Or Snow From Entering The Stack Of Panels. If The Panels Or The Trim Pieces Get Wet Or Moisture Is Noted Within The Packaging, Immediately Remove The Items For Separation And To Dry. Once Dry, Panels/trim Can Be Stacked For Storage And Should Be Tarped And

Post Textured Products Are Batch Sensitive. Panels May Show Pattern Variations Between Phases, And Could Vary From Production Run To Production Run. Panel Elevations Should Be Identified When Materials Are Supplied. Bundles Are Labeled By Coating Day And Should Not Be Mixed During Installation. Reference Panel Bundle Label For Prod. Date 00/00/00 Located At The Bottom Of The Label.

Inspect Panels Prior To Installation. All Efforts Are Made During Manufacturing Of Panels To Ensure No Applied Coatings Becomes Adhered To The Interior Of Panel Sidelap Grooves. If Applied Coatings Is Present In The Panel Sidelap Grooves, Contact Panel Supplier For Instructions. Do Not Install Panels As The Applied Coating In The Grooves Can Interfere With Vapor Sealant Application As Well As Prevent The Panels From Fully Engaging.

Field Remove Applied Coatings From Roof And Wall Trim At Lap Locations. (Min. 2" Lap Required)

Roof Jack Installation On CFR Roof or Vent Pipes 8"Ø Or Less



SD W/Washer Step 2 Stainless Steel Clamp (Not by Metal Building Mfr.)

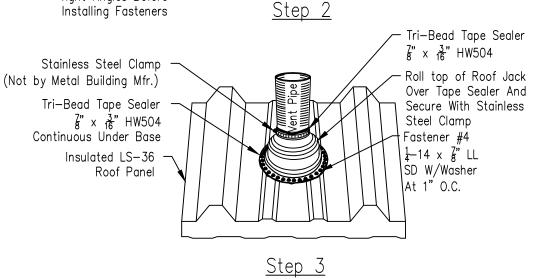
Fastener Roof Panel

Tri-Bead Tape Sealer 7" x ⅓" HW504 Continuous Under Base Insulated Concealed Fastener Roof Panel \At 1" O.C.

Step 3

Tri-Bead Tape Sealer $\frac{7}{8}$ x $\frac{3}{16}$ HW504 - Roll Top Of Roof Jack Over Tape Sealer And Secure With Stainless Steel Clamp Fastener #4 $\frac{1}{4}$ - 14 x $\frac{7}{8}$ " LL SD W/Washer

 $\frac{7}{8}$ " x $\frac{3}{16}$ " HW504 Continuous Under Base Insulated LS-36 -Roof Panel

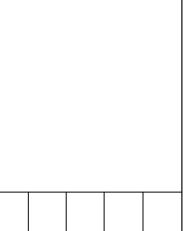


To Minimize Excessive Moisture And Condensation,

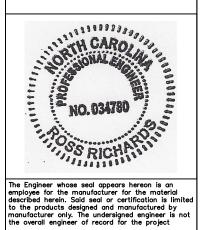
Interior And Exterior Panels As Close As Possible

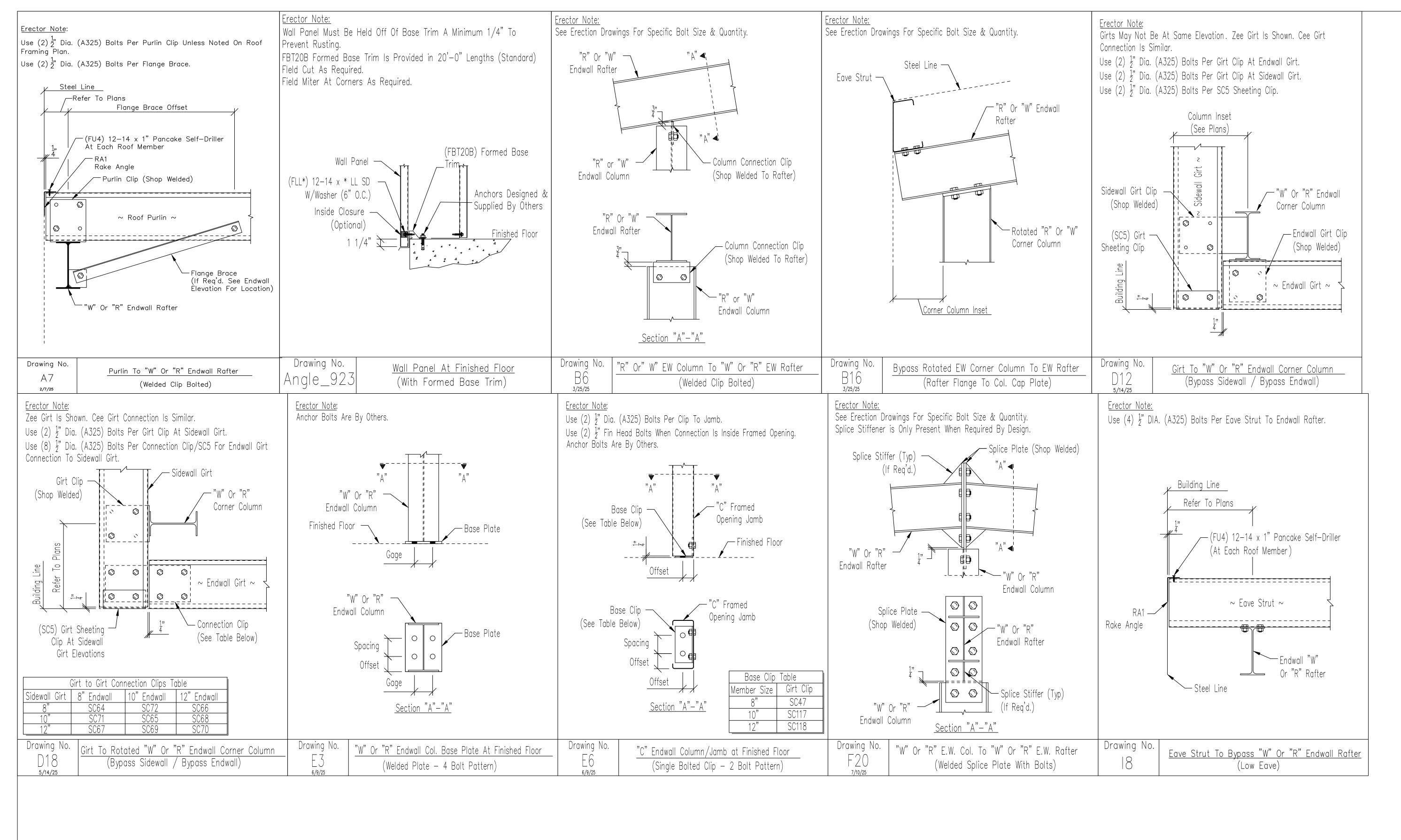
The Erector Is To Cut The Hole Through The

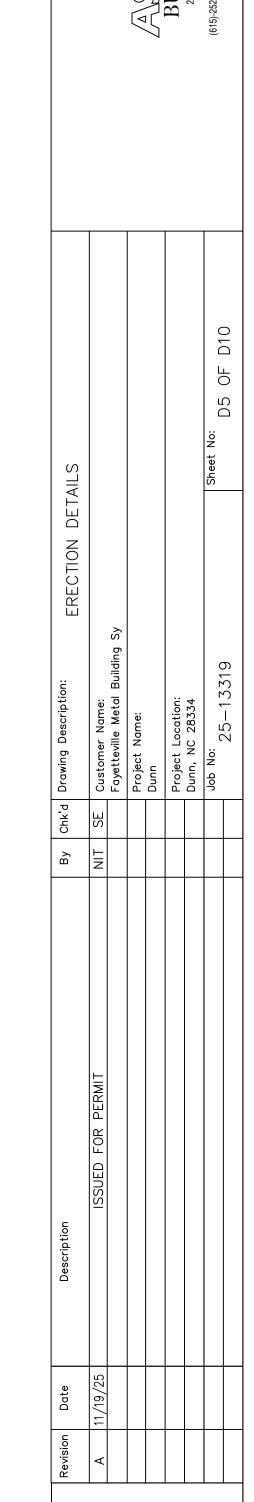
To The Pipe Diameter.

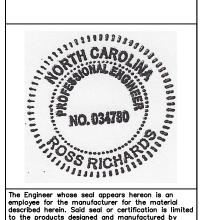


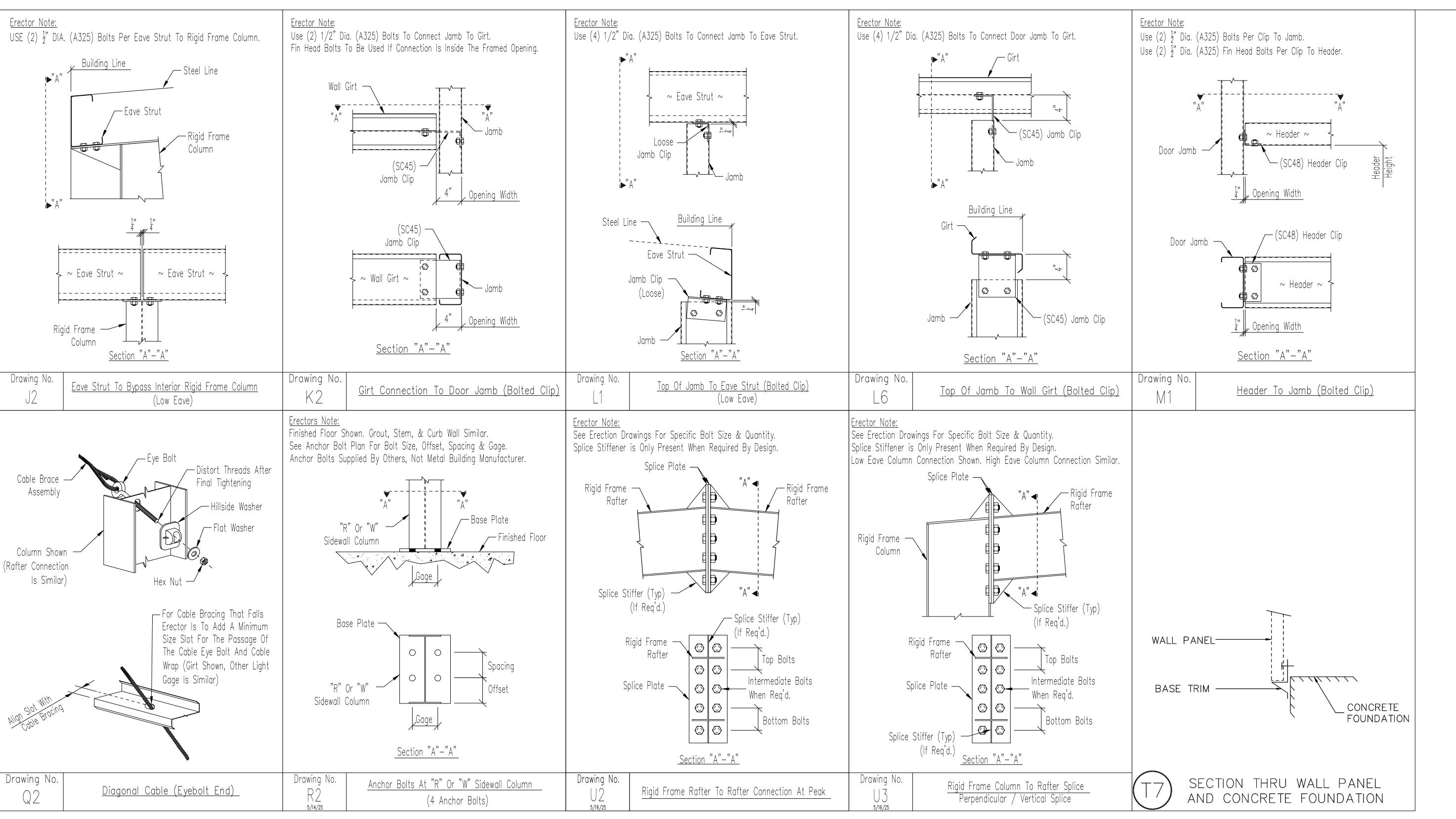
AILS							Sheet No:	D4 OF DIO
ERECTION DETAILS		ý						
By Chk'd Drawing Description:	NIT SE Customer Name:	Fayetteville Metal Building Sy	Project Name:	Dunn	Project Location:	Dunn, NC 28334	Job No:	81001-07
Chk'd	SE							
Ву	NIT							
Description	ISSUED FOR PERMIT							
Date	11/19/25							
Revision Date	٧							

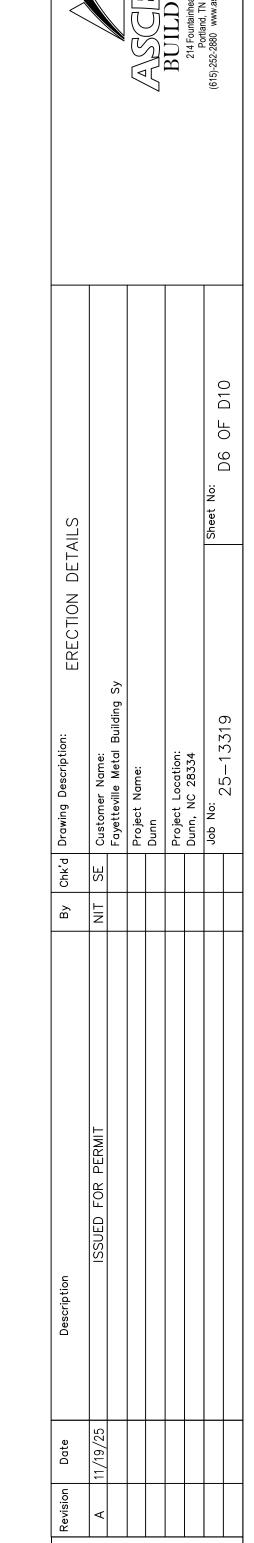


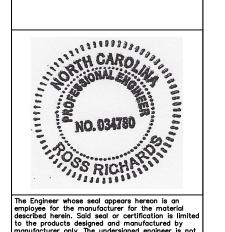


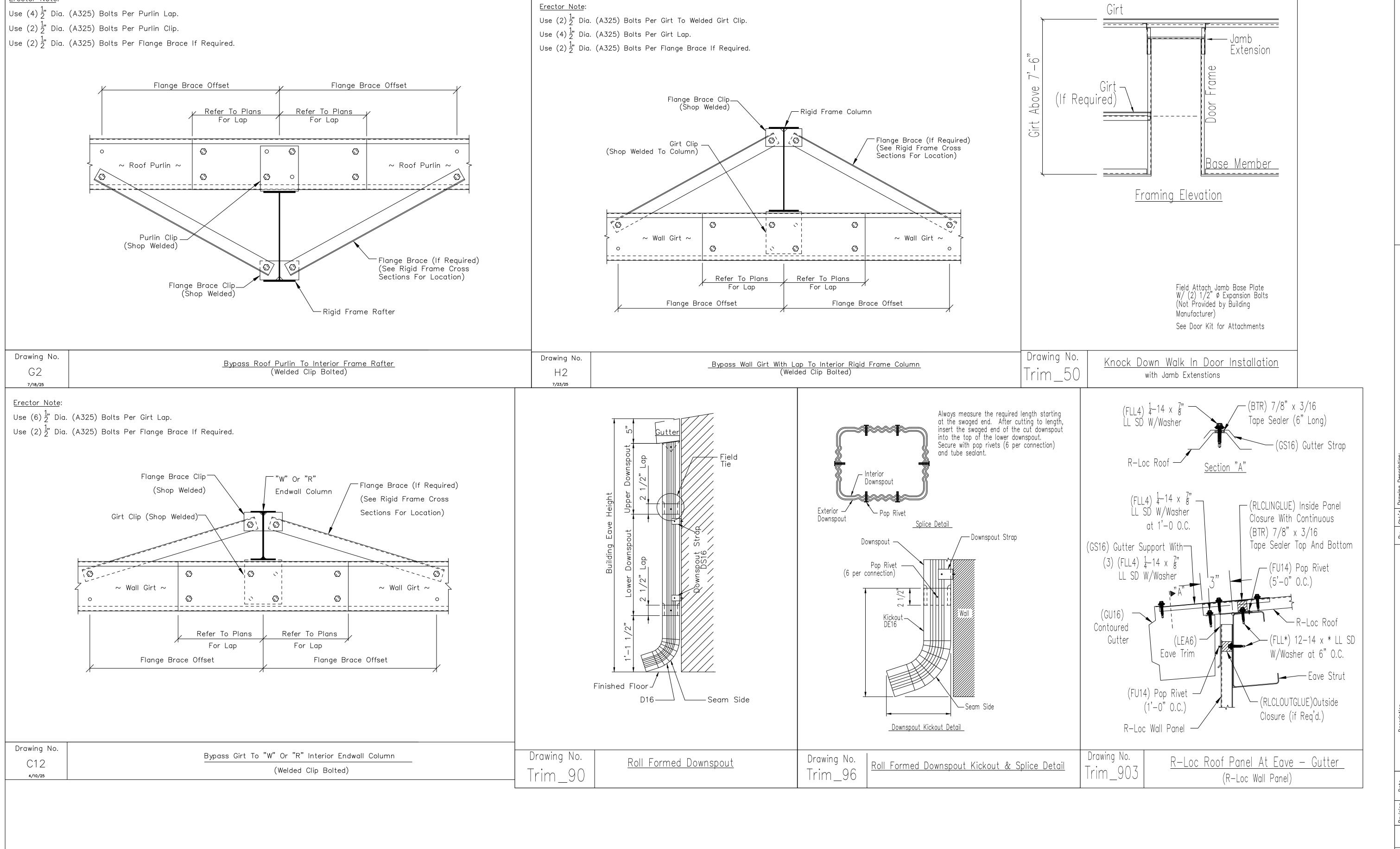


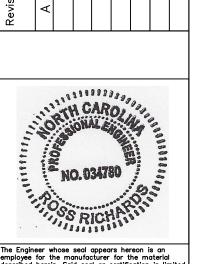






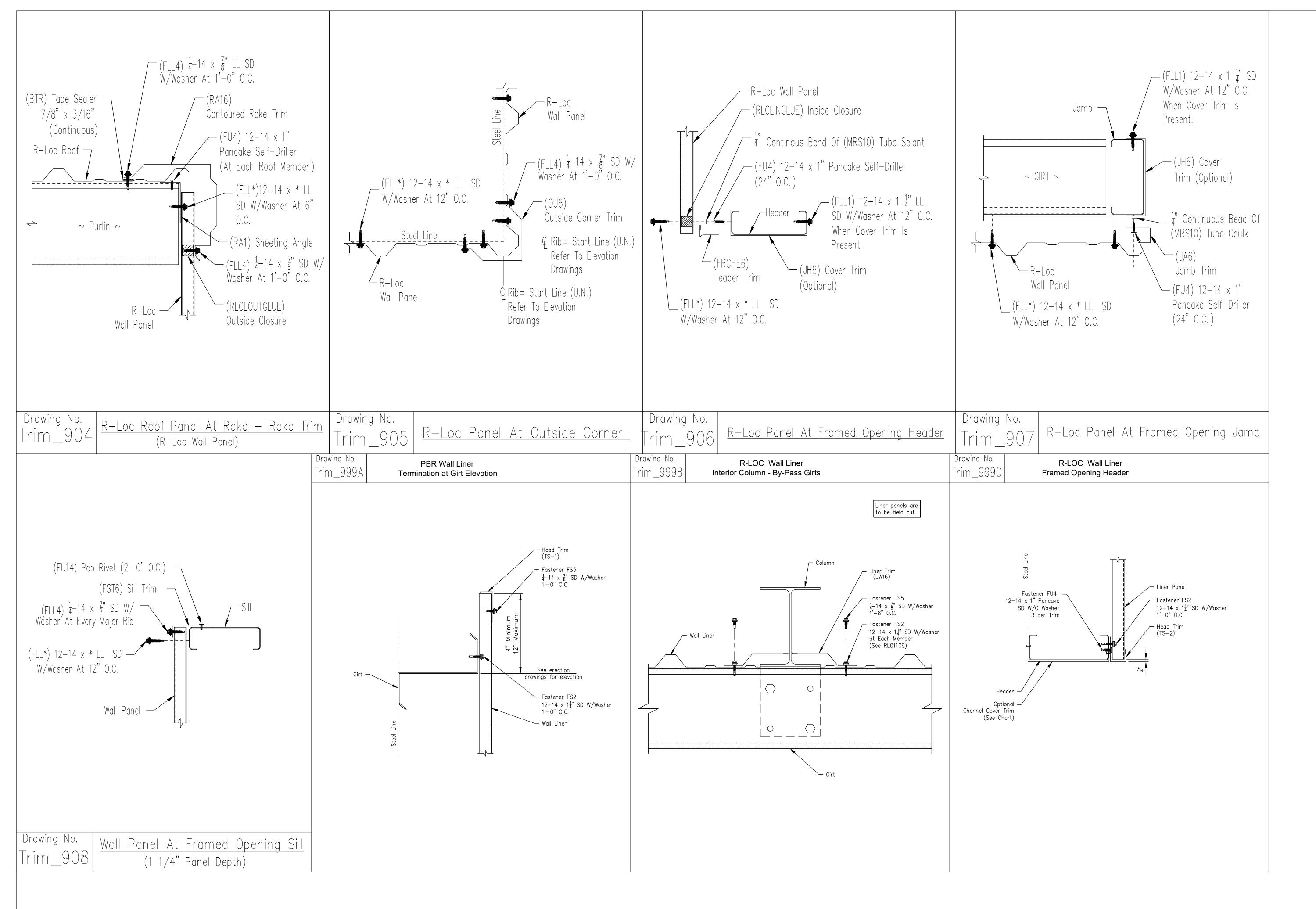






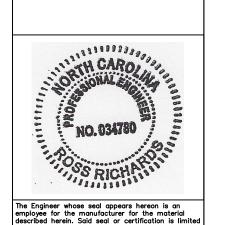


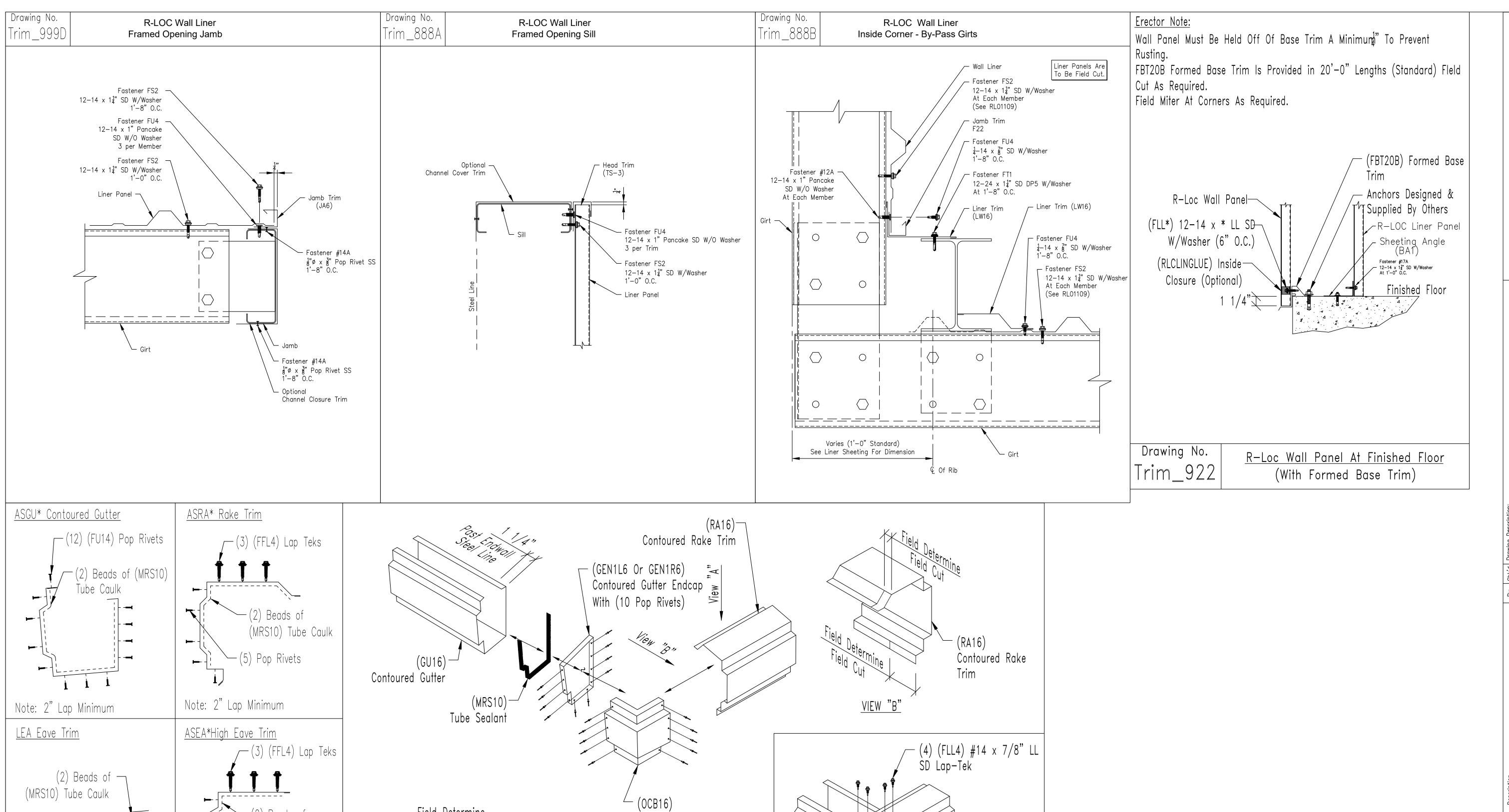
AILS							Sheet No:	טוט יט
Chk'd Drawing Description: ERECTION DETAILS	Customer Name:	Fayetteville Metal Building Sy	Project Name:	Dunn	Project Location:	Dunn, NC 28334	Job No:	20-13318
Chk'd	NIT SE							
Ву	LΙΝ							
Description	S ISSUED FOR PERMIT							
Date	11/19/25							
on								





-AILS							Sheet No: D8 OF D10	
Drawing Description: ERECTION DETAILS	Customer Name:	Fayetteville Metal Building Sy	Project Name:	Dunn	Project Location:		Job No: 25-13319	
By Chk'd	SE							
Ву	ΕN							
Description	ISSUED FOR PERMIT							
) Date	11/19/25							
Revision	⋖							
l								





Corner Box

Per Connection.

With (10) Pop Rivets

Detail At Gutter & Rake Transition (Corner Box)

(Screw Down Roof Panel)

∠ Gutter

Rake Trim

Corner Box

Finished View

Field Determine

VIEW "A"

Drawing No.

Trim_900

(RA16)

Contoured Rake Trim

(2) Beads of

— (5) (FU14) Pop Rivets

Note: 2" Lap Minimum

Contoured Roof Trim Laps

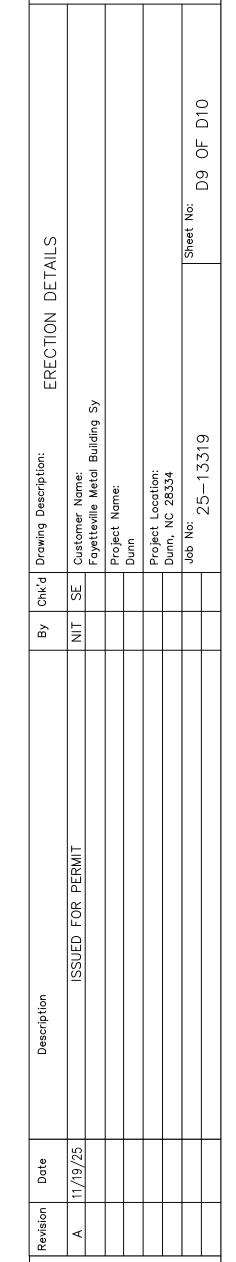
(MRS10) Tube Caulk

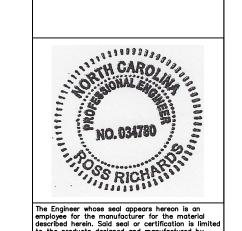
(1) (FU14) — Pop Rivets

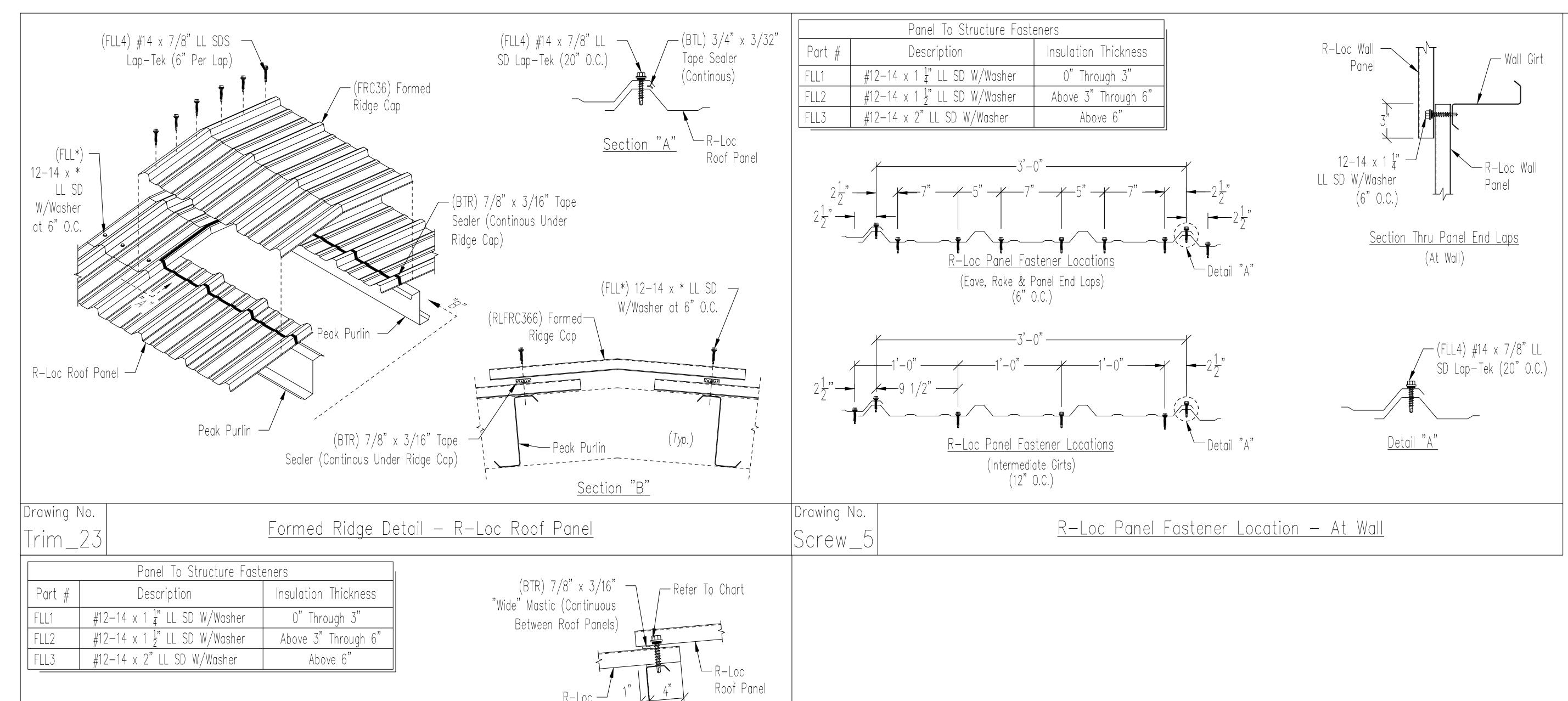
Note: 2" Lap Minimum

Drawing No.

Screw_90







Roof Panel

(FLL4) #14 x 7/8" LL ─ SD Lap-Tek (20" O.C.)

<u>R-Loc Panel Fastener Location - At Roof</u>

2 1/2"

2 1/2"

Drawing No.

|Screw_4

Refer To Chart

Refer To Chart

R-Loc Panel Fastener Locations

(Eave, Rake & Panel End Laps) (6" O.C.)

R-Loc Panel Fastener Locations

(Intermediate Purlins)

(12° 0.C.)

← Roof Purlin

Tape Sealer (Continous)

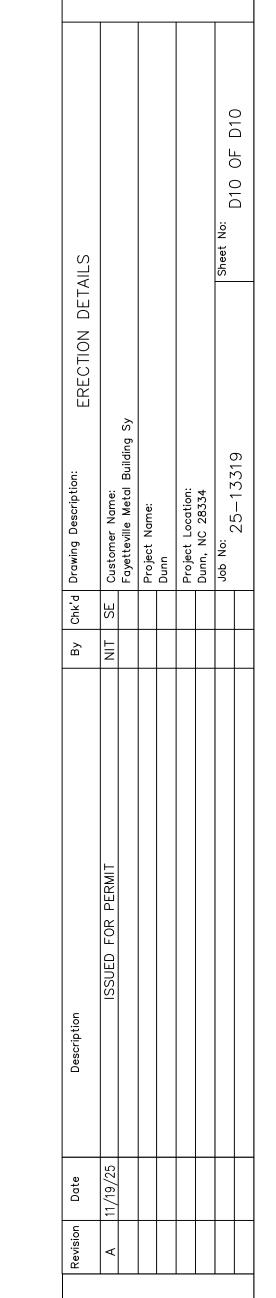
Section Thru Panel End Laps

(At Roof)

<u>Detail "A"</u>

* Screw Patterns Shown Satisfy

U.L. 90 Requirements For Roof



BUILDINGS
214 Fountainhead Road.
Portland, TN 37148

