

ITW Building Components Group, Inc.

1950 Marley Drive Haines City, FL 33844
Florida Engineering Certificate of Authorization Number: 0 278
Florida Certificate of Product Approval # FL1999
Page 1 of 1 Document ID: ITED8228Z0122112627

Truss Fabricator: Anderson Truss Company
Job Identification: REPAIR/7-227
Truss Count: 3
Model Code: Florida Building Code 2004 and 2006 Supplement
Truss Criteria: ANSI/TPI-2002(STD)/FBC
Engineering Software: Alpine Software, Version 7.37.
Structural Engineer of Record: The identity of the structural EOR did not exist as of
Address: the seal date per section 61G15-31.003(5a) of the FAC
Minimum Design Loads: Roof - 40.0 PSF @ 1.25 Duration
Floor - N/A
Wind - 110 MPH ASCE 7-02 -Partially Enclosed

Notes:

1. Determination as to the suitability of these truss components for the structure is the responsibility of the building designer/engineer of record, as defined in ANSI/TPI 1
2. The drawing date shown on this index sheet must match the date shown on the individual truss component drawing.
3. As shown on attached drawings; the drawing number is preceded by: HCUSR8228

Details: BRCLBSUB-

#	Ref	Description	Drawing#	Date
1	33148--H17A		08022001	01/22/08
2	33148--H15A		08022002	01/22/08
3	33148--A1		08022003	01/22/08

Seal Date: 01/22/2008

-Truss Design Engineer-
Doug Fleming
Florida License Number: 66648
1950 Marley Drive
Haines City, FL 33844

Repair Charge: \$68.75 per Customer Agreement.
Amount to be invoiced separately.



This truss is repaired to create a 13' top chord set back from each end as shown.

Refer to drawing HCUSR8228 07221022 for plates and other data not given here.

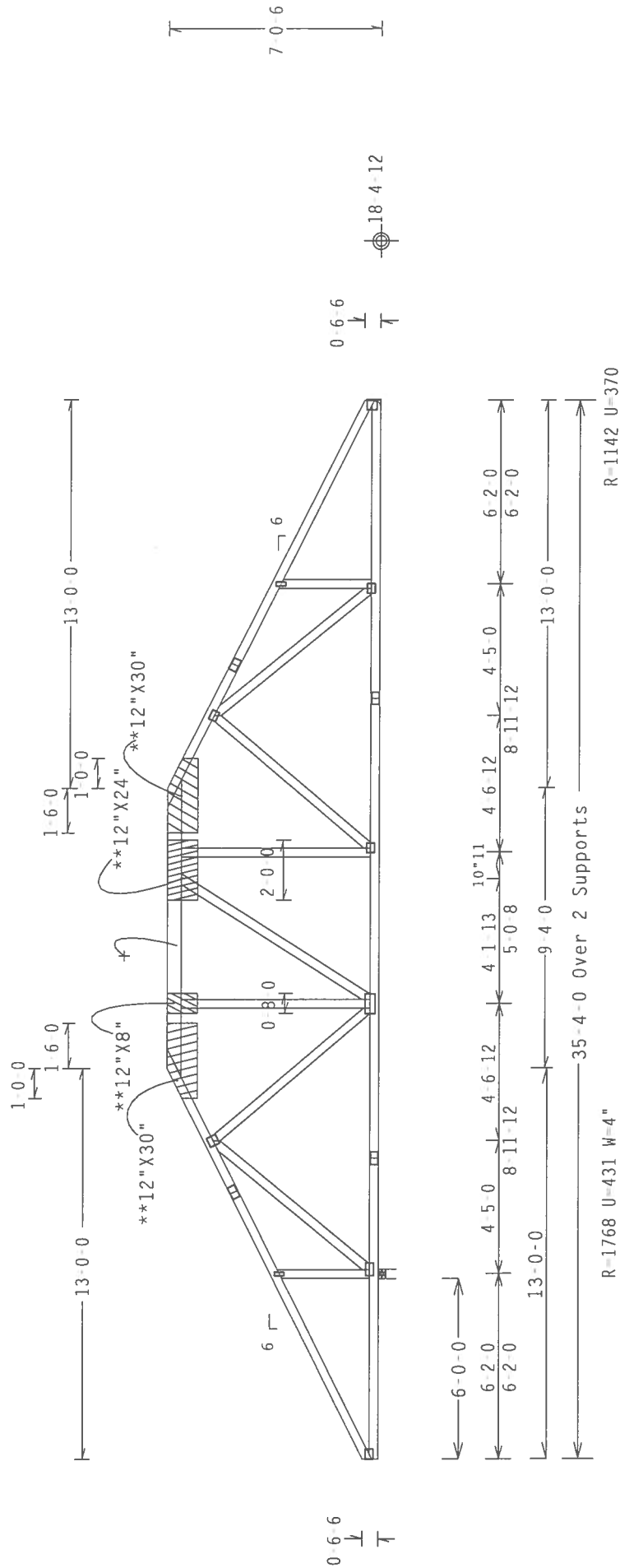
Repair(s) must comply with Alpine designs & specifications

Shore Truss and any supported spans in proper position as repair is being made.

++ USE A CARBIDE TIP SAW BLADE TO CAREFULLY REMOVE UNWANTED PORTION OF TRUSS. REMAINING PORTIONS OF TRUSS AND ALPINE PLATES MUST REMAIN INTACT & FREE FROM DAMAGE.

** (2) NEW 3/4"X(SIZE SHOWN) TRIMMED TO FIT APA SPAN RATED 40/20 SHEATHING (PLYWOOD OR OSB) . ATTACH ONE GUSSET TO EACH FACE OF THE TRUSS WITH 2 ROWS OF 0.113"x2.0" NAILS SPACED 2" OC STAGGERED THROUGHOUT ALL MEMBERS, WITHOUT SPLITTING THE LUMBER.

+ FIELD APPLIED 2X6 SP #2 (OR BETTER) NEW TOP CHORD.
CUT TO FIT TIGHT.



Design Crit: TPI-2002(STD)/FBC

7.37.052

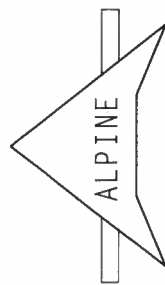
QTY:1 FL/-/3/-/-/R/F

Scale = .1875"/Ft.

TRUSS REPAIR

DAMAGED TRUSSES MUST BE CAREFULLY EVALUATED TO DETERMINE THE EXTENT OF DAMAGE AND THE FEASIBILITY OF REPAIR. IN SOME CASES THE PRUDENT SOLUTION IS TO SCRAP THE DAMAGED TRUSSES AND REBUILD. INTERNAL WOOD FIBER DAMAGE AND EXCESSIVE CONNECTOR STRESS FROM BENDING OR SHOCK CANNOT BE READILY DETECTED. THEREFORE, IT IS VITAL THAT THE TRUSS FABRICATOR AND BUILDING CONTRACTOR CONSIDER THE CAUSE OF THE DAMAGE IN THEIR DECISION WHETHER TO REPAIR OR REBUILD.

REPAIR WORK SHOWN ON THIS DRAWING APPLIES ONLY TO THOSE SECTIONS OF THE TRUSSES REPORTED BY THE TRUSSES MANUFACTURER TO HAVE BEEN DAMAGED. A QUALIFIED THIRD PARTY INSPECTOR SHALL CHECK TRUSSES TO DETERMINE THE EXTENT OF ANY FURTHER DAMAGE, IF ANY, AND VERIFY THAT REPAIRS HAVE BEEN PERFORMED AS INDICATED ON THIS DRAWING.



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TC LL	20.0 PSF	REF	R8228-	33148
TC DL	10.0 PSF	DATE	01/22/08	
BC DL	10.0 PSF	DRW	HCUSR8228	08022002
BC LL	0.0 PSF	HC-ENG	DF/DF	
TOT.LD.	40.0 PSF	SEQN-	21186	REV
DUR.FAC.	1.25	FROM	AH	
SPACING	24.0"	JREF-	1TED8228	Z01

This truss is repaired to create a 17' top chord set back from each end as shown.

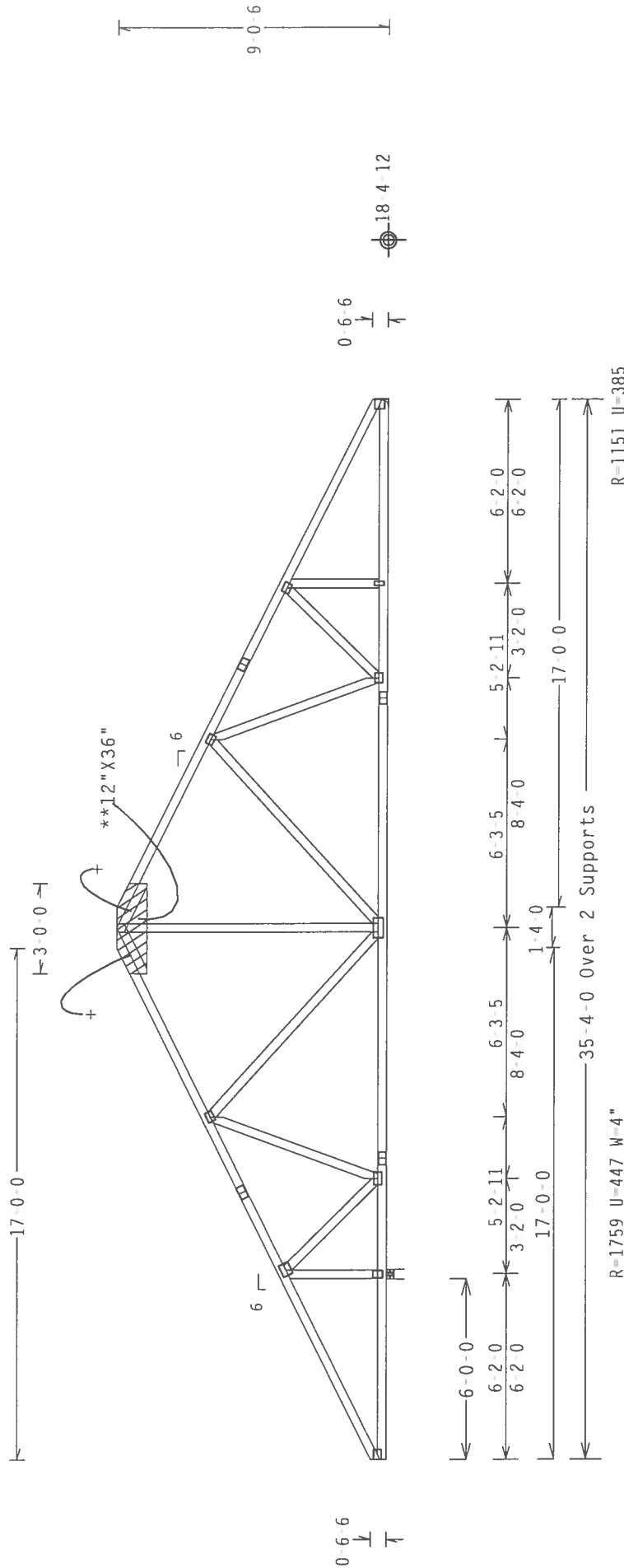
Refer to drawing HCUSR8228 07221024 for plates and other data not given here.

Repair(s) must comply with Alpine designs & specifications

Shore Truss and any supported spans in proper position as repair is being made.

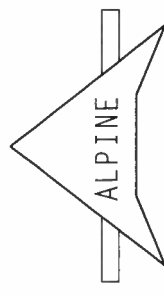
+ FIELD APPLIED 2X4 SP #2 (OR BETTER) NEW MEMBERS. CUT TO FIT TIGHT. NOTE TWO NEW MEMBERS STACKED UNDER TOP CHORD.

** (2) NEW 3/4"X(SIZE SHOWN) TRIMMED TO FIT APA SPAN RATED 40/20 SHEATHING (PLYWOOD OR OSB). ATTACH ONE GUSSET TO EACH FACE OF THE TRUSS WITH 2 ROWS OF 0.113"X2.0" NAILS SPACED 2" OC STAGGERED THROUGHOUT ALL MEMBERS, WITHOUT SPLITTING THE LUMBER.



Design Crit: TPI-2002(STD)/FBC
Cq/RT=1.00(1.25)/10(0)

PLT TYP. Wave	QTY: 1	FL / - / 3 / - / R/F	Scale = .1875" / Ft.
TRUSS REPAIR	TC LL	20.0 PSF	REF R8228- 33148
	TC DL	10.0 PSF	DATE 01/22/08
	BC DL	10.0 PSF	DRW HCUSR8228 08022003
	BC LL	0.0 PSF	HC-ENG DF/DF
	TOT.LD.	40.0 PSF	SEQN- 21213 REV
	DUR.FAC.	1.25	FROM AH
	SPACING	24.0"	JREF- 1TED8228201



ALPINE

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DAMAGED TRUSSES MUST BE CAREFULLY EVALUATED TO DETERMINE THE EXTENT OF DAMAGE AND THE FEASIBILITY OF REPAIR. IN SOME CASES THE PRUDENT SOLUTION IS TO SCRAP THE DAMAGED TRUSSES AND REBUILD. INTERNAL WOOD FIBER DAMAGE AND EXCESSIVE CONNECTOR STRESS FROM BENDING OR SHOCK CANNOT BE READILY DETECTED. THEREFORE, IT IS VITAL THAT THE TRUSS FABRICATOR AND BUILDING CONTRACTOR CONSIDER THE CAUSE OF THE DAMAGE IN THEIR DECISION WHETHER TO REPAIR OR REBUILD.

REPAIR WORK SHOWN ON THIS DRAWING APPLIES ONLY TO THOSE SECTIONS OF THE TRUSS REPORTED BY THE TRUSS MANUFACTURER TO HAVE BEEN DAMAGED. A QUALIFIED THIRD PARTY INSPECTOR SHALL CHECK TRUSSES TO DETERMINE THE EXTENT OF ANY FURTHER DAMAGE, IF ANY, AND VERIFY THAT REPAIRS HAVE BEEN PERFORMED AS INDICATED ON THIS DRAWING.



CLB WEB BRACE SUBSTITUTION

THIS DETAIL IS TO BE USED WHEN CONTINUOUS LATERAL BRACING (CLB) IS SPECIFIED ON AN ALPINE TRUSS DESIGN BUT AN ALTERNATIVE WEB BRACING METHOD IS DESIRED.

NOTES:

THIS DETAIL IS ONLY APPLICABLE FOR CHANGING THE SPECIFIED CLB SHOWN ON SINGLE PLY SEALED DESIGNS TO T-BRACING OR SCAB BRACING.

ALTERNATIVE BRACING SPECIFIED IN CHART BELOW MAY BE CONSERVATIVE. FOR MINIMUM ALTERNATIVE BRACING, RE-RUN DESIGN WITH APPROPRIATE BRACING.

WEB MEMBER SIZE	SPECIFIED CLB BRACING	T OR L-BRACE	ALTERNATIVE BRACING
2X3 OR 2X4	1 ROW	2X4	1-2X4
2X3 OR 2X4	2 ROWS	2X6	2-2X4
2X6	1 ROW	2X4	1-2X6
2X6	2 ROWS	2X6	2-2X4(*)
2X8	1 ROW	2X6	1-2X8
2X8	2 ROWS	2X6	2-2X6(*)

T-BRACE, L-BRACE AND SCAB BRACE TO BE SAME SPECIES AND GRADE OR BETTER THAN WEB MEMBER UNLESS SPECIFIED OTHERWISE ON ENGINEER'S SEALED DESIGN.

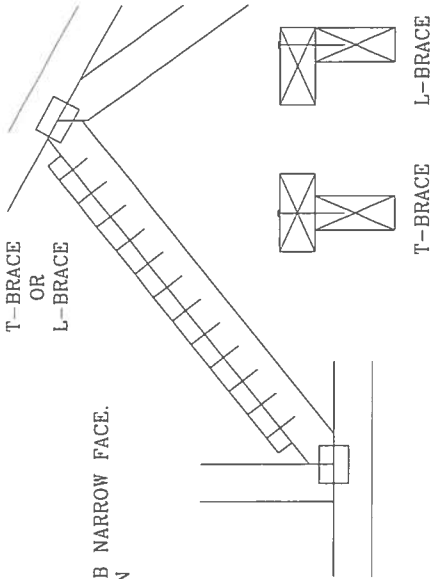
(*) CENTER SCAB ON WIDE FACE OF WEB. APPLY (1) SCAB TO EACH FACE OF WEB.

T-BRACING

OR

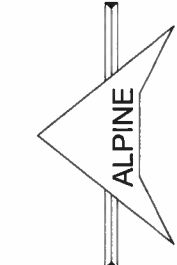
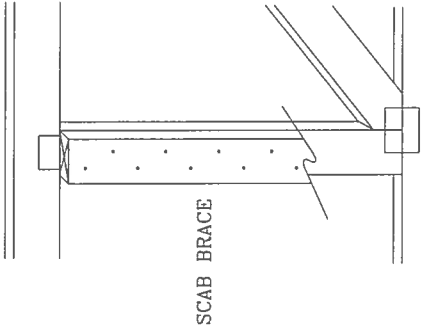
L-BRACING:

APPLY TO EITHER SIDE OF WEB NARROW FACE. ATTACH WITH 10d BOX OR GUN (0.128" x 3" MIN) NAILS. AT 6" O.C. BRACE IS A MINIMUM 80% OF WEB MEMBER LENGTH



SCAB BRACING:

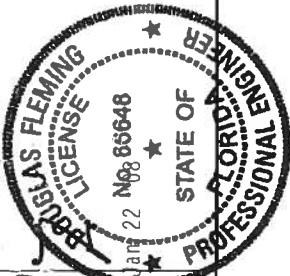
APPLY SCAB(S) TO WIDE FACE OF WEB. NO MORE THAN (1) SCAB PER FACE. ATTACH WITH 10d BOX OR GUN (0.128" x 3" MIN) NAILS. AT 6" O.C. BRACE IS A MINIMUM 80% OF WEB MEMBER LENGTH



ITW BUILDING COMPONENTS GROUP, INC.
POMPANO BEACH, FLORIDA

WARNING TRUSSES REQUIRE EXTREME CARE IN FABRICATING, HANDLING, SHIPPING, INSTALLING AND BRACING. REFER TO BCSI (BUILDING COMPONENT SAFETY INFORMATION), PUBLISHED BY TPI (TRUSS PLATE INSTITUTE, 218 NORTH LEE STR., SUITE 312, ALEXANDRIA, VA 22314) AND VTCA (WOOD TRUSS COUNCIL OF AMERICA, 6300 ENTERPRISE LN, MADISON, WI 53719) FOR SAFETY PRACTICES PRIOR TO PERFORMING THESE FUNCTIONS. UNLESS OTHERWISE INDICATED, TOP CHORD SHALL HAVE PROPERLY ATTACHED STRUCTURAL PANELS AND BOTTOM CHORD SHALL HAVE A PROPERLY ATTACHED RIGID CEILING.

IMPORTANT FURNISH COPY OF THIS DESIGN TO INSTALLATION CONTRACTOR. ITW BCG, INC., SHALL NOT BE RESPONSIBLE FOR ANY DEVIATION FROM THIS DESIGN; ANY FAILURE TO BUILD THE TRUSS IN CONFORMANCE WITH TPI, OR FABRICATING, HANDLING, SHIPPING, INSTALLING & BRACING OF TRUSSES DESIGN CONFORMS WITH APPLICABLE PROVISIONS OF NDS (NATIONAL DESIGN SPEC, BY AF&PA) AND TPI. ITW, BCG CONNECTOR PLATES ARE MADE OF 2019/16GA (W/H/SSX) ASTM A653 GRADE 40/60 (W/H/SS) UNLESS OTHERWISE LOCATED ON THIS DESIGN. APPLY PLATES TO EACH FACE OF TRUSS AND UNLESS OTHERWISE LOCATED ON THIS DESIGN, PER BRACING DESIGN SPECIFICATION. PER BRACING DESIGN SPECIFICATION, A SEAL ON THIS DRAWING INDICATES ACCEPTANCE OF PROFESSIONAL ENGINEERING RESPONSIBILITY SOLELY FOR THE TRUSS COMPONENT DESIGN SHOWN. THE SUITABILITY AND USE OF THIS COMPONENT FOR ANY BUILDING IS THE RESPONSIBILITY OF THE BUILDING DESIGNER, PER ANSI/TPI 1 SEC. 2.



THIS DRAWING REPLACES DRAWING 579.640

TC LL	PSF	REF	CLB SUBST.
TC DL	PSF	DATE	2/23/07
BC DL	PSF	DRWG	BRLBSUB0207
BC LL	PSF	-ENG	MLH/KAR
TOT. LD.	PSF		
DUR. FAC.			
SPACING			