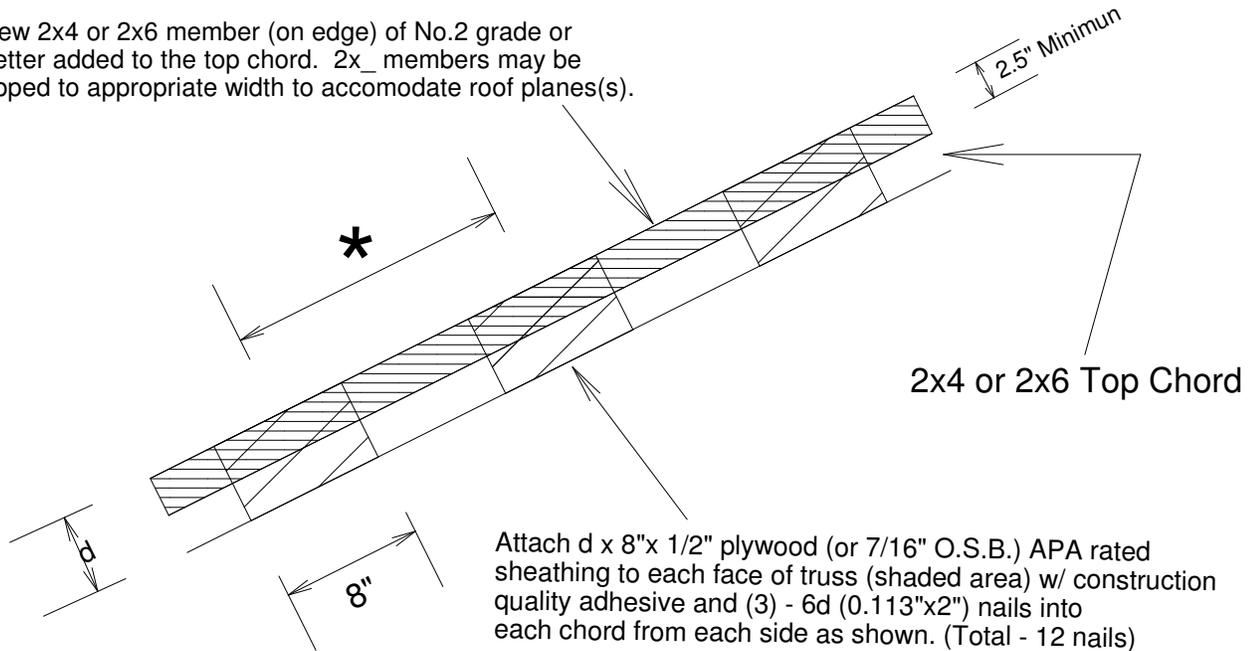


NOTES:

1. THIS IS A SPECIFIC REPAIR DETAIL TO BE USED ONLY FOR ITS ORIGINAL INTENTION. THIS REPAIR DOES NOT IMPLY THAT THE REMAINING PORTION OF THE TRUSS IS UNDAMAGED. THE ENTIRE TRUSS SHALL BE INSPECTED TO VERIFY THAT NO FURTHER REPAIRS ARE REQUIRED. WHEN THE REQUIRED REPAIRS ARE PROPERLY APPLIED, THE TRUSS WILL BE CAPABLE OF SUPPORTING THE LOADS INDICATED.
2. ALL MEMBERS MUST BE RETURNED TO THEIR ORIGINAL POSITIONS BEFORE APPLYING REPAIR AND HELD IN PLACE DURING APPLICATION OF THE REPAIR.
3. THE END DISTANCE, EDGE DISTANCE, AND SPACING OF NAILS SHALL BE SUCH AS TO AVOID UNUSUAL SPLITTING OF THE WOOD.
4. WHEN NAILING THE PLYWOOD GUSSETS AND/OR SCABS, THE USE OF A BACKUP WEIGHT IS RECOMMENDED TO AVOID LOOSENING OF THE CONNECTOR PLATES AT THE JOINTS OR SPLICES.

New 2x4 or 2x6 member (on edge) of No.2 grade or better added to the top chord. 2x_ members may be ripped to appropriate width to accommodate roof planes(s).



* Maximum gusset spacing to be the lesser of 36" o.c. or the maximum Top Chord purlin spacing as shown on the individual Engineering Truss Drawings.

IMPORTANT

This repair to be used only with trusses (spans less than 40') spaced 24" o.c. maximum and having pitches between 5/12 and 10/12 and total top chord loads less than 50 psf. Trusses not fitting these criteria should be examined individually.

REFER TO INDIVIDUAL TRUSS DESIGN FOR PLATE SIZES AND LUMBER GRADES