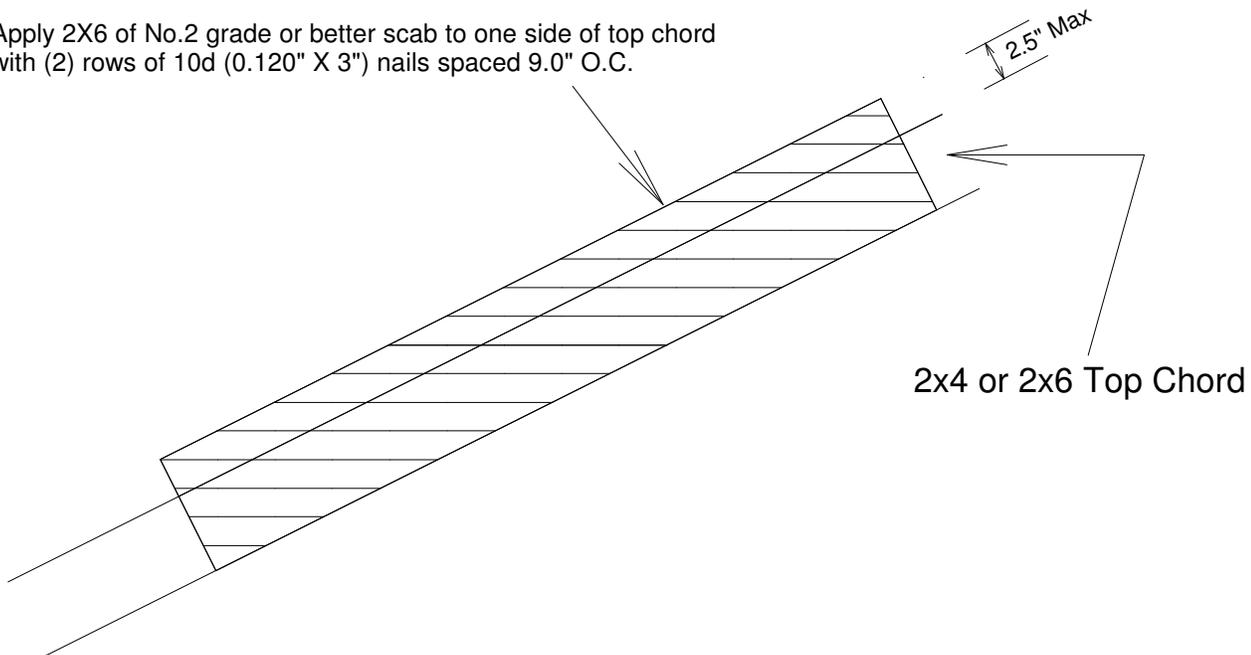


NOTES:

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 SHOULD 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 SCAB, THE USE OF A BACKUP WEIGHT IS RECOMMENDED TO AVOID LOOSENING OF THE CONNECTOR PLATES AT THE JOINTS OR SPLICES.
5. THIS REPAIR HAS BEEN CHECKED FOR THE TRANSFER OF LOADS IN THE PLANE OF THE TRUSS ONLY.

Apply 2X6 of No.2 grade or better scab to one side of top chord with (2) rows of 10d (0.120" X 3") nails spaced 9.0" O.C.

**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