



AIRLIFT DOORS, INC.

4700 OSSEO ROAD - MINNEAPOLIS, MN 55430

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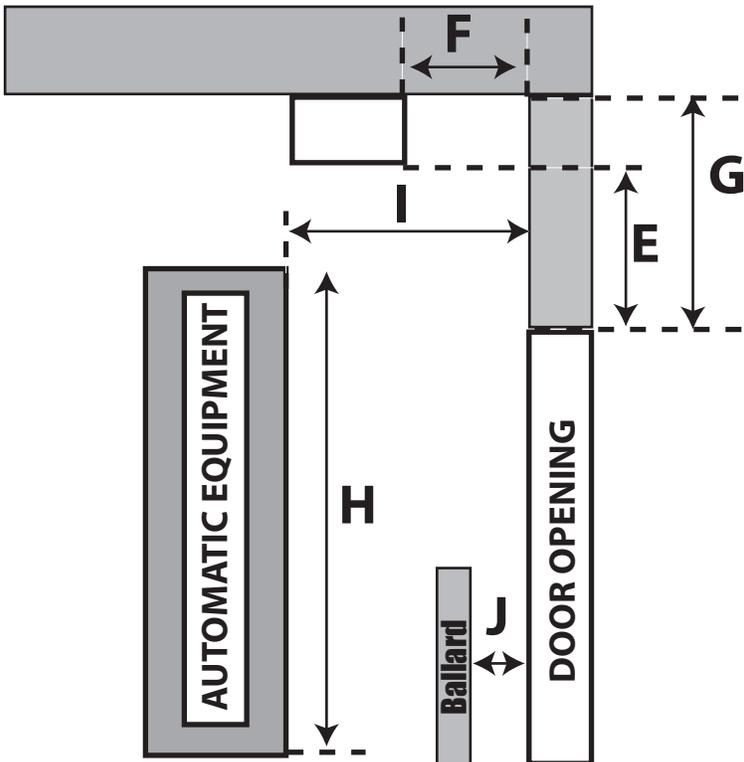
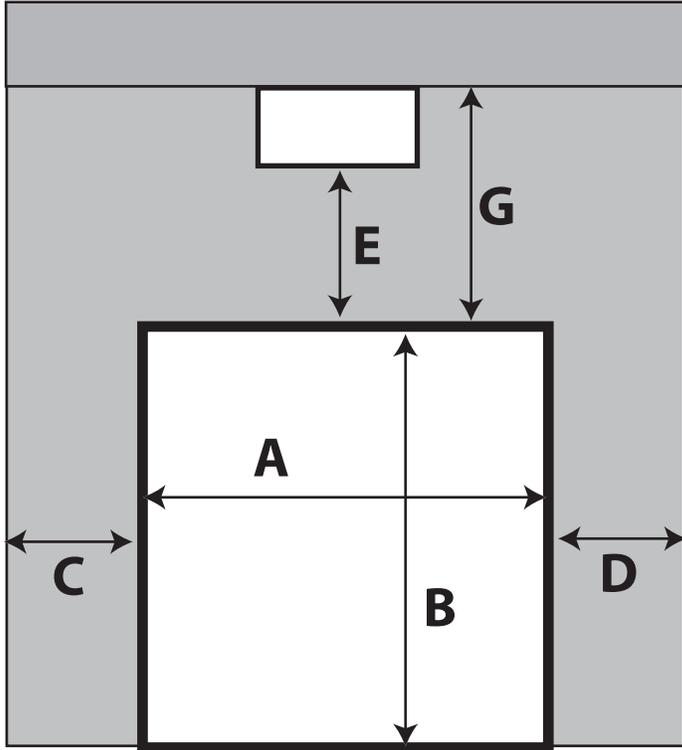
DOOR ENGINEERING FORM

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PLEASE CIRCLE ONE

ENTER / EXIT / BOTH DOORS

If any measurements vary please fill out a measurement form for each door opening.



A: Finished Opening Width _____

B: Finished Opening Height _____

C: Left Sideroom _____

D: Right Sideroom _____

E: Headroom to Obstacle *(if applicable)*

F: Backroom to Obstacle *(if applicable)*

G: Headroom to Ceiling _____

H: Equipment Height _____

I: Backroom _____

J: If ballards exist please provide measurement
from ballard to wall _____

Jamb Material: WOOD / CONCRETE / STEEL

OR Please Specify ANGLE IN / OUT

By signing below I understand that the doors will be engineered specifically to the measurements I have supplied on this form. I take full responsibility for all information supplied on this form.

Reference Quote # _____

Signed by: _____

Date _____

ALASKA POLYCARBONATE DOOR ENGINEERING FORM INSTRUCTIONS

This is a step by step guide to filling out the measurement form provided by Airlift Doors. Your door order will be engineered solely off of this measurement form. Providing accurate and detailed information on all of the lines is very important to ensure your order is engineered properly. Airlift Doors will not take any responsibility for errors in engineering due to missing or incorrect information on these forms.

1. Be sure you have the form labeled Door Engineering Form and not one that says XRS on the top
2. Select Enter / Exit / or Both and circle to designate which door the measurement form pertains to. If you select both, make sure the measurements are exactly the same on the enter and exit ends. If there are variations, fill out a form specific to each door and circle either Enter or Exit.
3. Measurement A: Width of the actual door opening from inside jamb to inside jamb. Remember that with polycarbonate doors we typically engineer the doors to overlap 1" on each side of the jamb. Example: if the door opening is 10'0" wide, we will engineer the doors to be 10'2" unless specified otherwise.
4. Measurement B: Height of the actual door opening from floor to bottom of top door jamb.
5. Measurement C: Measure from the inside of the left door jamb (Inside looking out) to the side wall. Make sure to note if there are any obstacles mounted on the wall that may become obstacles for the door hardware.
6. Measurement D: Measure from the inside of the right door jamb (Inside looking out) to the side wall. Make sure to note if there are any obstacles mounted on the wall that may become obstacles for the door hardware.
7. Measurement E: The headroom to obstacle is used if there are any obstacles such as lights, conduits, beams, etc. anywhere above the door opening or on the ceiling where the door would roll up limiting how high we can engineer the door.
8. Measurement F: Backroom to obstacle is typically used for objects such as a light or other object mounted on the ceiling. We need to know if we can fit the door between the space above the opening and the obstacle. If the obstacle is mounted on the wall above the opening write a zero or obstacle mounted on front wall.

9. Measurement G: Use this line only when no obstacles are present on the front wall or ceiling in the area where the door will be mounted. Leave this blank if you filled out E1.
10. Measurement H: Equipment height is a very important measurement and typically varies from enter and exit ends. On this line, note the highest point of any equipment mounted in the bay on the enter and exit side. Failure to provide this measurement may affect proper engineering of the track length and could result in track hitting the carwash equipment in the bay.
11. Measurement I: The backroom measurement is also very critical. If the carwash equipment doesn't come within 15' of the door, it obviously will not be a problem, but if it is within 15" of the door we will want to make sure we engineer the door to avoid the equipment.
12. Measurement J: If ballards exist, please provide the distance from the wall to the ballard.
13. Jamb Material: This is asking for the type of surface the track will be mounted to. Please circle the appropriate material. If the jamb is concrete or steel, consult your sales person on the best way to mount the track – Angle IN or Angle OUT. Angle IN track allows the weatherstrip to be clipped onto the track angle rather than mounted to the jamb to avoid having to fasten the weatherstrip to steel or concrete.
14. Sign and date the form and reference a quote number if a quote has already been provided.