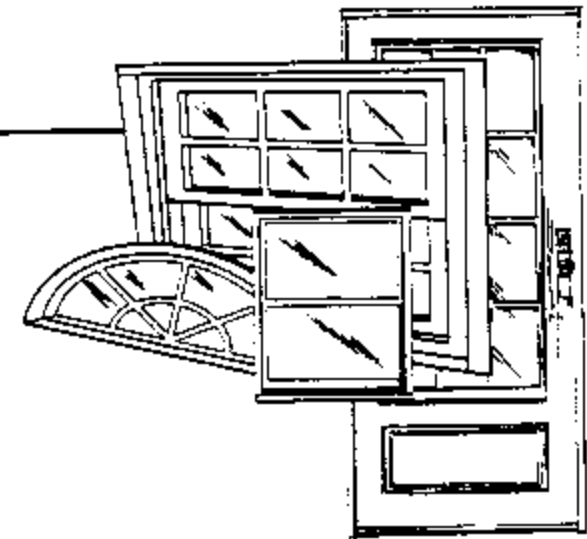


CERTIFIED TESTING LABORATORIES

Architectural Division • 7252 Narcoossee Rd. • Orlando, FL 32822
(407) 384-7744 • Fax (407) 384-7751
Web Site: www.ctlarch.com
E-mail: ctlarch.com



Report No.: CTLA697W

DC Not. No.: 01014

Date November 11, 2001

CTL Certification # 99-0105.02

Test Dates: April 27 & 30, 2001
October 24 & 27, 2001

Test Requested By - JELD-WEN, INC.
31725 Highway 97 North
Suite C
Chiloquin, OR 97624

Tests Conducted: PA 202 (with no deviations)

Design Pressures -

Specimen 1 (PA 202) W/ Windjamber & Surface Bolts	Outswing	+ 65.0 psf.	- 65.0 psf.
Specimen 2 (PA 202) W/ WindJamber & Surface Bolts	Outswing	+ 65.0 psf.	- 65.0 psf.
Specimen 3 (PA 202) W/ WindJamber & Surface Bolts	Outswing	+ 65.0 psf.	- 65.0 psf.
Specimen 4 (PA 202) W/ WindJamber & No Surface Blt	Outswing	+ 50.0 psf.	- 50.0 psf.
Specimen 5 (PA 202) W/ WindJamber & Surface Bolts	Inswing	+ 65.0 psf.	- 65.0 psf.
Specimen 6 (PA 202) W/ Imperial & No Surface Blts	Outswing	+ 50.0 psf.	- 50.0 psf.
Specimen 7 (PA 202) W/ WindJamber & No Surface Blt	Inswing	+ 50.0 psf.	- 50.0 psf.

Note: Specimen 7 only had (2) of the (4) astragal throw bolts engaged. Interior bolts top & bottom

(1) DESCRIPTION OF SERIES:

Model Designation - DoorCraft® Out-swing / In-swing Wood Edge Full Lite Steel Door

Overall Size - Out-swing 107.0" wide x 81.25" high x 4.5625" deep
In-swing 107.0" wide x 82.50" high x 4.5625" deep

Configuration - OXXO

No. & Size of Doors - All Specimens
(1) active 36.0" wide x 80.0" high
(1) in-active w/astragal 36.625" wide x 80.0" high
(2) sidelite sash 14.0" wide x 80.0" high

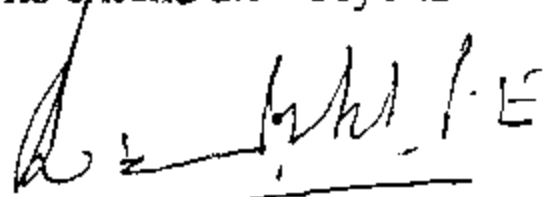
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(2) MATERIAL CHARACTERISTICS:

Frame and Door Material - Finger jointed pine jambs and steel panels.

Frame Construction – The out-swing sidelite frames consist of primed finger jointed pine (2) side jambs (1) sash head jamb and (1) sash bottom jamb all measuring 1.25" wide x 4.5625" deep. The head and bottom jambs are joined to the side jambs with (3) 16 ga. 2" wire staples with a 7/16" crown at each corner. The in-swing sidelite frame utilizes an aluminum threshold measuring 4.5625" deep x 1.125" high. The aluminum threshold is attached to the wood sidelite jambs with (3) 16 ga. 2" wire staples with a 7/16" crown at each end. The double door frames consist of (2) side jambs measuring 1.25" wide x 4.5625" deep and each are mortised for three 4.0" butt hinges at 7.375", 38.375" and 69.375" from the top of jamb. The head jamb is 1.25" wide x 4.5625" deep and is attached to the side jambs at each end with (3) 16 ga. 2" wire staples with a 7/16" crown. The out-swing frame utilizes an aluminum bump threshold by Pemko measuring 4.041" wide x 1.0" high kerfed to receive compression weather-stripping. The threshold was attached to the side jambs with (3) 16 ga. 2" wire staples with a 7/16" crown at each end. The in-swing frame utilizes a sloped adjustable aluminum threshold measuring 4.562" wide x 1.173" high. The threshold was attached to the side jambs with (3) 16 ga. 2" wire staples with a 7/16" crown at each end. The threshold was attached to the side jambs with (3) 16 ga. 2" wire staples with a 7/16" crown at each end. The frames had a pressure treated stiffener between the door frame and sidelite frame measuring 0.75" thick x 4.563" wide. The wood was sealed between the jambs with silicone caulking. Each sidelite frame was attached to the door frame with (6) #8 x 2.0" Phillips flat head wood screws, six from the door frame to the sidelite frame at 6.0" from each end and four equally spaced on the field.

Panel Construction: The active and inactive door panels are 1.75" thick overall and constructed from (2) 24 ga. (0.020") thick galvanized steel skins with roll formed edges to receive the 1.67" wide x 1.0" thick wood stiles (strike is LVL and hinge is finger jointed Ponderosa Pine). The tops of the steel panels are bent at a ninety-degree angle to overlap 0.25" the 1.67" wide x 1.0" thick LVL top rail. The bottoms of the steel panels are bent at a ninety-degree angle to overlap the bottom rail 0.25". The corners of the side stiles are mitered and butted to the top rail and fastened with (1) 0.5" crown x 2.0" long wire staple at each corner. The bottom rail of specimens 1 thru 5 is 0.021" roll formed steel 1.67" wide x 1.21" high with a 1.645" x 3.0" long by 0.831" piece of pressed fiber board in the corners of the steel bottom which is butted to the side stiles and secured with (1) 0.5" x 2.0" wire staple at each corner. Specimens 6 & 7 had a wood bottom rail that is butted to the side stiles and secured with (1) 0.5" x 2.0" wire staple at each corner. The bottom rails of all specimens are kerfed to receive the door bottom sweep when required. The interior cavity of each door is filled with polystyrene (1.0 to 1.25lb. density) as stated and manufactured by JELD-WEN, INC.. The steel face sheets are interlocked with the stiles and rails and glued to the expanded polystyrene core. All the Specimens door panels are reinforced with a one piece finger jointed pine wood lock block measuring 4.0" wide x 12.0" high x 1.71" thick, located at 32.0" from the bottom of the door panel on the latch side. The inactive panel of Specimens 1 thru 5 and 7 were affixed with an extruded aluminum astragal (Windjammer II) kerfed to receive weather-stripping. The astragal had integral channels to receive (2) cold rolled steel rods at the top and (2) cold rolled steel rods at the bottom. The rods are 0.312" diameter x 8.0" long at the top & bottom. The bolts extend 2" beyond the end of the astragal when engaged. The astragal is attached to the panel with (9) # 8 x 1" Phillips flat head wood screws located 1", 3", 5" & 19" from the top of door panel, 1", 3", 5", 19" & 38.0" from the bottom of the door panel. The inactive door panels of Specimens 6 was affixed with an extruded aluminum astragal (Imperial) kerfed to receive weather-stripping. The astragal has integral extruded channels to receive (1) cold rolled steel rod at the top and (1) cold rolled steel rod at the bottom. The rods are 0.3125" diameter x 9.0" long. The rods are contained within extruded aluminum reinforcements measuring 1.0" wide x 4.5" long x 0.5625" thick. The bolts extend 2.5" beyond


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Panel Construction Con't:

the end of the astragal when engaged. The astragal is attached to the panel with (14) #10 x 1.0" Phillips flat head wood screws located at 1.0", 2.5", 4.0", 5.5", 13.0", 18.0" and 26.0" from the top of the astragal down, and 1.0", 2.5", 4.0", 5.5", 13.0", 18.0" and 26.0" from the bottom of the astragal up. The center of the astragal is reinforced at the latch and deadbolt area with three extruded aluminum slide bars measuring 1.0" wide x 4.5" long x 0.5625" thick. The in-swing panels are fitted with an extruded vinyl in-swing door bottom sweep measuring 1.68" wide x .980" high. The active door of Specimens 1, 2, 3, 5 & 6 were fitted with, (2) each, Ives surface bolts #454 measuring 8.0" long x 0.75" wide x 0.25" thick. The bolts were attached to the door panels with (4) sex bolts, (1/4-20 phillips flat head machine screw and 1/4-20 female end x 1.75" long). The bolts were located 2.0" from the latch stile and 2.0" from the top and bottom rails. The outswing units used a 2.125" x 0.75" x 0.50" thick vinyl spacer between the surface bolt retaining bracket and panel face.

Sash Construction: The sash is constructed from (2) 24 ga. (0.020") thick galvanized steel panels with a 0.50" ninety-degree vertical edge glued to an expanded polystyrene core. The steel sash panels are routed to receive lip lite inserts. The sashes are set into the wood sidelite frames against the frame stops secured with 3/8" quarter round. The quarter round is mitered and fitted along the sidelite edges and secured to the wood frame with (22) 16 ga. steel brads 0.75" long. The head and sill contained three each at 1.25" from each end and one in the center. The sides contained eight at 1.25" from each end and six equally spaced on the field. When the sidelite sash was being used with an in-swing unit the sash utilized an extruded vinyl boot interlocked with compression fit and adhered to the threshold CRL 33C silicone adhesive as stated by MFG.

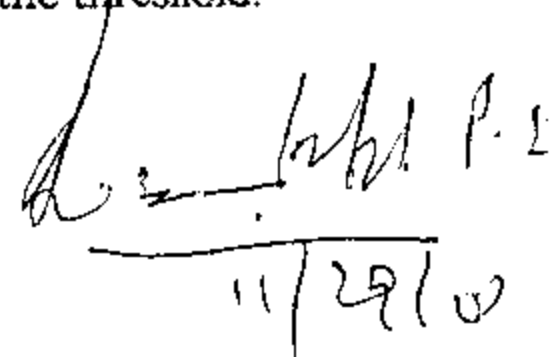
Glazing:

- Specimens 1, 2, 3, 4, 5 & 7 -
 - (2) Full Lite Door panels - ODL plastic lip lite (Spartech Polycom PP5530 C13) The glass is PPG 0.125" tempered glass (identified by BUG), with a 1/2" glass bite.
- Specimen 6 -
 - (2) Full Lite Door panels - ODL plastic lip lite (Spartech Polycom PP5530 C13) The glass is PPG 1.0" insulated tempered glass, 1/8" tempered glass, 3/4" air space, 1/8" tempered glass (identified by BUG), with a 1/2" glass bite.
- All Specimens -
 - (2) Sidelite sash - ODL plastic lip lite (Spartech Polycom PP5530 C13) The glass is PPG 0.125" tempered glass (identified by BUG), with a 1/2" glass bite.

Glazing Method - The door panels and sashes are sandwich glazed into the steel panels with (16) #8 x 1.50" self tapping screws, two in the top and bottom member at 3.0" from each end and one in the center, six in each side member at 3.0", 13.0", 26.0", 39.0", 52.0", and 63.0" from the top of the lite frame.

Daylight Opening - All Specimens - Door panel - 21.125" wide x 63.125" high
Sidelite Sash - 6.0" wide x 63.125" high

Weather-stripping - Out-swing - Schlegel Q-lon QDS 650 (1) piece length of head jamb, (1) piece length of aluminum bump threshold, (1) piece length of each side jamb and (1) piece length of astragal threshold. (3) Schlegel corner pads, one at the bottom of each side jamb at the threshold and one at the bottom of the astragal at the threshold.


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Weather-stripping Cont.

In-swing - Schlegel Q-lon QDS 650 (1) piece length of head jamb, (1) piece length of each side jamb and (1) piece length of astragal. (3) Schlegel corner pads one at the bottom of each side jamb at the threshold and one at the bottom of the astragal at the threshold. (2) four fin vinyl bottom sweeps one each fitted into the kerfed bottom rail.

Hardware -

- Specimens 1, 4, 6 & 7 (1) Kwikset 400 Latchbolt @ 36" from bottom of panel
(1) Kwikset Titan 780 Deadbolt @ 41.5" from bottom of panel
(3 pair) Hager 4" butt type hinge
Located at 7.375", 38.375", and 69.375" from the top of each hinge jamb
- Specimen 2 (1) Yale Latchbolt @ 36" from bottom of panel
(1) Yale Deadbolt @ 41.5" from bottom of panel
(3 pair) Hager 4" butt type hinge
Located at 7.375", 38.375", and 69.375" from the top of each hinge jamb
- Specimen 3 & 5 (1) Schlage Latchbolt @ 36" from bottom of panel
(1) Schlage Deadbolt @ 41.5" from bottom of panel
(3 pair) Hager 4" butt type hinge
Located at 7.375", 38.375", and 69.375" from the top of each hinge jamb

Weepholes - None

Muntins - None

Reinforcement - None

Sealant - Latex caulking as needed to seal unit into rough opening.

Additional Description -

All specimens were installed in a wood test buck. Specimen number 2 utilized a 1.0" x 1.0" aluminum "L" Channel attached to the inner side of the in-swing threshold to achieve 2.86 psf water test.

(3) INSTALLATION:

Screws and Method of Attachment - 22 - #8 x 2.5" Phillips flat head wood screws located as follows:

- Side jambs - 1 @ 6.0" from each end and 4 equally spaced on field
- Side Lite Head Jambs - 1 @ 3.0" from each end
- Door Head Jamb - 1 @ 6.0" from each end and 4 equally spaced on field

Screws and Method of Attachment - 10 - #8 x 2.5" Phillips flat head wood screws located as follows:

- Door sill - 1 @ 6.0" from each end and 4 equally spaced on field
- Side Lite sills - 1 @ 3.0" from each end

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Test Results:

Test Sequence: PA 202

1. Air Infiltration
2. 1/2 Test Pressure Positive
3. 1/2 Test Pressure Negative
4. Design Pressure Positive
5. Design Pressure Negative
6. Water Infiltration Positive Direction
7. Full Test pressure Positive
8. Full Test Pressure Negative
9. Forced Entry

75 MPH EGRESS TEST

Specimens – 1, 2, 3 & 5 were tested to the 75 MPH Egress procedure (paragraph 5.2.2.2, 5.2.2.3) with only the passage lock engaged. There was no water penetration and no structural failure.

AIR INFILTRATION

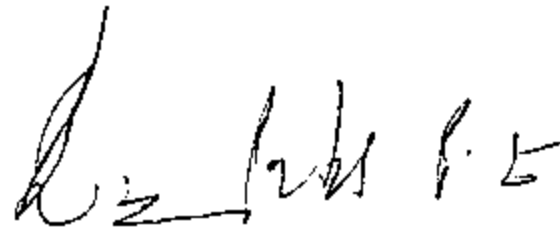
Air Infiltration Tests were conducted in accordance with DCBCCD PA 202-94

Air at 1.57 psf		Actual	Allowable
Specimen 1	Out-swing	0.11 CFM/SQ FT	0.34 CFM/SQ FT
Specimen 2	Out-swing	0.00 CFM/SQ FT	0.34 CFM/SQ FT
Specimen 3	Out-swing	0.01 CFM/SQ FT	0.34 CFM/SQ FT
Specimen 4	Out-swing	0.003 CFM/SQ FT	0.34 CFM/SQ FT
Specimen 5	In-swing	0.05 CFM/SQ FT	0.34 CFM/SQ FT
Specimen 6	Out-swing	0.02 CFM/SQ FT	0.34 CFM/SQ FT
Specimen 7	In-swing	0.01 CFM/SQ FT	0.34 CFM/SQ FT

WATER INFILTRATION TEST

Water Infiltration Test was conducted in accordance with DCBCCD PA 202 – 94

Specimen 1	Out-swing	Water @ 10.0 psf for 15 min.	Result: No water penetration over sill
Specimen 2	Out-swing	Water @ 10.0 psf for 15 min.	Result: No water penetration over sill
Specimen 3	Out-swing	Water @ 10.0 psf for 15 min.	Result: No water penetration over sill
Specimen 4	Out-swing	Water @ 10.0psf for 15 min.	Result: No water penetration over sill
Specimen 5	In-swing	Water @ 2.86 psf for 15 min.	Result: No water penetration over sill
Specimen 6	Out-swing	Water @ 7.50 psf for 15 min.	Result: No water penetration over sill
Specimen 7	In-swing	Water @ 2.86 psf for 15 min.	Result: No water penetration over sill


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STATIC AIR PRESSURE TESTS

Static Tests were conducted in accordance with DCBCCD PA 202-94

Design Loads +65.0 psf, - 65.0 psf. Specimen 1 (Out-swing w/surface bolts)

Range of test	time	actual load	deflection	perm. set
Positive loads	(seconds)	psf		
1/2 Test	30	48.75		
Design	30	65.0	Mullion (3) 0.346"	N/A
Test	30	97.5	Door (1) 0.560"	0.029"
			Door (2) 2.687"	0.228"
			Mullion (3) 0.602"	0.086"

Range of test	time	actual load	deflection	perm. set
Negative loads	(seconds)	psf		
1/2 Test	30	48.75		
Design	30	65.0	Mullion (3) 0.298"	N/A
Test	30	97.5	Door (1) 0.604"	0.051"
			Door (2) 2.395"	0.142"
			Mullion (3) 0.525"	0.028"

Mullion – max allowable deflection at design is $(L / 180) 81.25 / 180 = 0.451''$

Mullion – max allowable set after test load is $(.4\% \times L) .004 \times 81.25 = 0.325''$

Door –mid-span top rail max allowable set after test load is $(.4\% \times L) .004 \times 36.00 = 0.144''$

Door –mid-span panel max allowable set after test load is $(.4\% \times L) .004 \times 80.00 = 0.320''$

Design Loads + 65.0 psf, - 65.0 psf. Specimen 2 (In-swing w/surface bolts)

Range of test	time	actual load	deflection	perm. set
Positive loads	(seconds)	psf		
1/2 Test	30	48.75		
Design	30	65.0	Mullion (3) 0.351"	N/A
Test	30	97.5	Door (1) 0.364"	0.026"
			Door (2) 2.684"	0.312"
			Mullion (3) 0.556"	0.079"

Range of test	time	actual load	deflection	perm. set
Negative loads	(seconds)	psf		
1/2 Test	30	48.75		
Design	30	65.0	Mullion (3) 0.278"	N/A
Test	30	97.5	Door (1) 0.602"	0.047"
			Door (2) 2.397"	0.139"
			Mullion (3) 0.524"	0.021"

Mullion – max allowable deflection at design is $(L / 180) 81.25 / 180 = 0.451''$

Mullion – max allowable set after test load is $(.4\% \times L) .004 \times 81.25 = 0.325''$

Door – mid-span top rail max allowable set after test load is $(.4\% \times L) .004 \times 36.00 = 0.144''$

Door – mid-span panel max allowable set after test load is $(.4\% \times L) .004 \times 80.00 = 0.320''$

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STATIC AIR PRESSURE TESTS Cont.

Static Tests were conducted in accordance with DCBCCD PA 202-94

Design Loads +65.0 psf, - 65.0 psf. Specimen 3 (Out-swing w/surface bolt)

Range of test	time	actual load	deflection	perm. set
Positive loads	(seconds)	psf		
1/2 Test	30	48.75		
Design	30	65.0	Mullion (3) 0.378"	N/A
Test	30	97.5	Door (1) 0.479"	0.093"
			Door (2) 2.352"	0.262"
			Mullion (3) 0.662"	0.087"

Range of test	time	actual load	deflection	perm. set
Negative loads	(seconds)	psf		
1/2 Test	30	48.75		
Design	30	65.0	Mullion (3) 0.308"	N/A
Test	30	97.5	Door (1) 0.545"	0.111"
			Door (2) 2.511"	0.252"
			Mullion (3) 0.576"	0.093"

Mullion – max allowable deflection at design is $(L / 180) 81.25 / 180 = 0.451"$

Mullion – max allowable set after test load is $(.4\% \times L) .004 \times 81.25 = 0.325"$

Door – mid-span top rail max allowable set after test load is $(.4\% \times L) .004 \times 36.00 = 0.144"$

Door – mid-span panel max allowable set after test load is $(.4\% \times L) .004 \times 80.00 = 0.320"$

Design Loads +50.0 psf, - 50.0 psf. Specimen 4 (Out-swing w/out surface bolt)

Range of test	time	actual load	deflection	perm. set
Positive loads	(seconds)	psf		
1/2 Test	30	37.5		
Design	30	50.0	Mullion (3) 0.204"	N/A
Test	30	75.0	Door (1) 0.538"	0.168"
			Door (2) 1.970"	0.083"
			Mullion (3) 0.356"	0.035"

Range of test	time	actual load	deflection	perm. set
Negative loads	(seconds)	psf		
1/2 Test	30	37.5		
Design	30	50.0	Mullion (3) 0.197"	N/A
Test	30	75.0	Door (1) 0.465"	0.095"
			Door (2) 1.396"	0.062"
			Mullion (3) 0.354"	0.010"

Mullion – max allowable deflection at design is $(L / 180) 81.25 / 180 = 0.451"$

Mullion – max allowable set after test load is $(.4\% \times L) .004 \times 81.25 = 0.325"$

Door – max allowable set after test load is $(.4\% \times L) .004 \times 80.00 = 0.320"$

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STATIC AIR PRESSURE TESTS Cont.

Static Tests were conducted in accordance with DCBCCD PA 202-94

Design Loads +65.0 psf, - 65.0 psf. Specimen 5 (In-swing w/surface bolt)

Range of test	time	actual load	deflection	perm. set
Positive loads	(seconds)	psf		
1/2 Test	30	48.75		
Design	30	65.0	Mullion (3) 0.347"	N/A
Test	30	97.5	Door (1) 0.410"	0.028"
			Door (2) 2.108"	0.096"
			Mullion (3) 0.509"	0.010"

Range of test	time	actual load	deflection	perm. set
Negative loads	(seconds)	psf		
1/2 Test	30	48.75		
Design	30	65.0	Mullion (3) 0.310"	N/A
Test	30	97.5	Door (1) 0.360"	0.020"
			Door (2) 2.006"	0.095"
			Mullion (3) 0.503"	0.005"

Mullion – max allowable deflection at design is $(L / 180) 81.25 / 180 = 0.451"$

Mullion – max allowable set after test load is $(.4\% \times L) .004 \times 81.25 = 0.325"$

Door –mid-span top rail max allowable set after test load is $(.4\% \times L) .004 \times 36.00 = 0.144"$

Door –mid-span panel max allowable set after test load is $(.4\% \times L) .004 \times 80.00 = 0.320"$

Design Loads +50.0 psf, - 50.0 psf. Specimen 6 (Out-swing w/out surface bolt)

Range of test	time	actual load	deflection	perm. set
Positive loads	(seconds)	psf		
1/2 Test	30	37.5		
Design	30	50.0	Mullion (3) 0.192"	N/A
Test	30	75.0	Door (1) 0.470"	0.040"
			Door (2) 0.690"	0.044"
			Mullion (3) 0.298"	0.006"

Range of test	time	actual load	deflection	perm. set
Negative loads	(seconds)	psf		
1/2 Test	30	37.5		
Design	30	50.0	Mullion (3) 0.238"	N/A
Test	30	75.0	Door (1) 2.540"	0.002"
			Door (2) 1.570"	0.004"
			Mullion (3) 0.332"	0.035"

Mullion – max allowable deflection at design is $(L / 180) 81.25 / 180 = 0.451"$

Mullion – max allowable set after test load is $(.4\% \times L) .004 \times 81.25 = 0.325"$

Door – max allowable set after test load is $(.4\% \times L) .004 \times 80.00 = 0.320"$

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STATIC AIR PRESSURE TESTS Cont.

Static Tests were conducted in accordance with DCBCCD PA 202-94

Design Loads +50.0 psf, - 50.0 psf. Specimen 7 (In-swing w/out surface bolt)

Range of test	time	actual load	deflection	perm. Set
Positive loads	(seconds)	psf		
1/2 Test	30	37.5		
Design	30	50.0	Mullion (3) 0.139"	N/A
Test	30	75.0	Door (1) 2.280"	0.259"
			Door (2) 1.565"	0.286"
			Mullion (3) 0.335"	0.006"

Range of test	time	actual load	deflection	perm. set
Negative loads	(seconds)	psf		
1/2 Test	30	37.5		
Design	30	50.0	Mullion (3) 0.171"	N/A
Test	30	75.0	Door (1) 0.610"	0.036"
			Door (2) 0.708"	0.049"
			Mullion (3) 0.260"	0.001"

Mullion – max allowable deflection at design is $(L / 180) 81.25 / 180 = 0.451"$

Mullion – max allowable set after test load is $(.4\% \times L) .004 \times 81.25 = 0.325"$

Door – max allowable set after test load is $(.4\% \times L) .004 \times 80.00 = 0.320"$

FORCED ENTRY TEST

Forced Entry Test was conducted in accordance with DCBCCD PA 202-94

<u>Specimen</u>	<u>Size</u>	<u>Time</u>	<u>Result</u>
Specimen 1	36.0" wide x 80.0" high	30 seconds	(Door remained locked & shut)
Specimen 2	36.0" wide x 80.0" high	30 seconds	(Door remained locked & shut)
Specimen 3	36.0" wide x 80.0" high	30 seconds	(Door remained locked & shut)
Specimen 4	36.0" wide x 80.0" high	30 seconds	(Door remained locked & shut)
Specimen 5	36.0" wide x 80.0" high	30 seconds	(Door remained locked & shut)
Specimen 6	36.0" wide x 80.0" high	30 seconds	(Door remained locked & shut)
Specimen 7	36.0" wide x 80.0" high	30 seconds	(Door remained locked & shut)

NOTE: All active door panels remained engaged and were operable before and after all tests.

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(5) DRAWINGS TO BE SUBMITTED:

- | | |
|---|--|
| 1. CTL-0015 (sheet 1 of 1) CTL-0015A (sheet 1 of 1) | 6. Yale Heritage Series lockset spec. sheet |
| 2. L-2105 (sheets 1 through 11 of 11) | 7. Yale Heritage Series deadbolt spec. sheet |
| 3. Kwikset series 400 knob set spec. sheet | 8. Schlage lockset F51 spec. sheet |
| 4. Kwikset Titan series 780 deadbolt spec. sheet | 9. Schlage deadbolt B360 spec. sheet |
| 5. L-2105-A (sheets 1 & 2 of 2) | |

Comment: Nominal 2 mil polyethylene film was used to seal against leakage during structural loads. The film was used in a manner that did not influence the test results.

Remarks: The results obtained and reported apply only to the specimens tested.

Detailed drawings were available for laboratory records and comparison to the test specimen at the time of this report. A copy of this report along with representative sections of the test specimen will be retained by CTL for a period of ten (10) years. The results obtained apply only to the specimen tested.

This test report does not constitute certification of this product, but only that the above test results were obtained using the designated test methods and they indicate compliance with the performance requirements (paragraphs as listed) of the above referenced specifications.

Certified Testing Laboratories assumes that all information provided by the client is accurate and that the physical and chemical properties of the components are as stated by the manufacturer.

Observers

Brett Carroll – Product Testing Specialist, Jeld-Wen, Inc.
John Singer – Product Testing Specialist, Jeld-Wen, Inc.
Rick Wright – Consultant, R.W. Building Consultants, Inc.
Tim Hoaed – Consultant, R.W. Building Consultants, Inc.

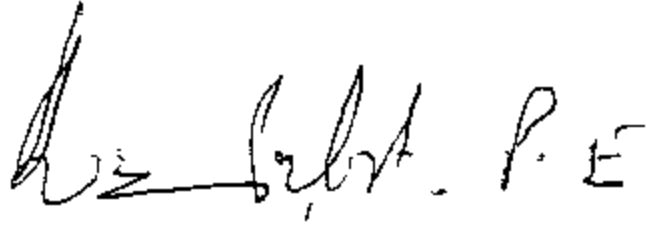
A handwritten signature, possibly reading 'M.A. P.E.', is written above a horizontal line. Below the line, the date '11/29/20' is written.

Dade County Witness:

Not present

All Tests Certified and Witnessed by

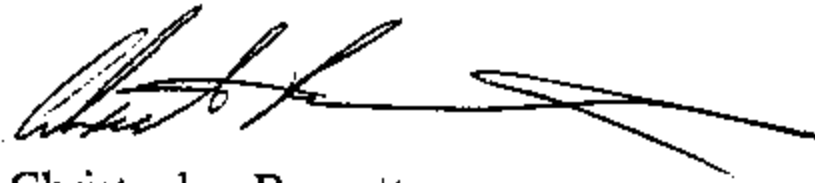
Ramesh Patel, P.E.
Chris Bennett, CTL
Ted Scanlon, CTL



Ramesh Patel, P.E.
Florida Reg. # 20224

11/29/02

Certified Testing Laboratories, Inc.



Christopher Bennett
Laboratory Manager
Architectural Division

Cc: Jeld-Wen, Inc (2)
Rick Wright (2)
Ramesh Patel (1)
File (1)