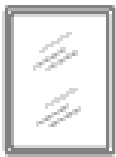


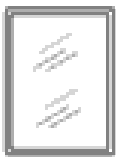
INFORMATION SHEET

BULLET / BLAST ALUMINUM WINDOW USAW400

FEMA 361 / ICC-500 / UL752 Levels 1-8



Single Lite



Multi-Lite

- The USAW400 Window Series is shipped factory assembled, non-factory glazed. Thermal barrier design allows for insulating against temperature changes in extreme weather conditions.
- The USAW400 is available as a curtain wall system, store front, a single lite, multi lite or transaction window.
- The USAW400 Window Series construction consists of heavy-duty aluminum extrusion and 1/8" minimum wall thickness. The extrusions allow for the insertion of armor consistent with specified threat level. Levels 1 - 3 is an all-aluminum system, requiring no steel inserts. Levels 4 - 8 require steel inserts. Complimentary door construction allows for aesthetically uniform security application that is available in many style and finish options.
- Glass components are easily replaceable.
- FEMA361/ICC-500 Tested.
- Blast protection available; UFC and GSA Blast Resistance.
- Standard finish: Clear or Dark Bronze Anodized (Custom Kynar Paint, Brass Cladding, Stainless Steel Cladding available)

It is recommended that the window system be used in conjunction with protected wall and door areas.

Each end user should determine the blast, ballistic and forced entry threat level to ensure the correct product selection to meet and exceed security needs.

Warranty: All necessary replacement of parts and adjustments not occasioned by accident or misuse shall be made at the vendor's expense when notified within 30 days after customer receipt of product. All products are warranted for a period of one year from the date of customer receipt. During warranty period, all defects not caused by attack, accident or misuse through fault or negligence by the customer shall be adjusted or replaced at the vendor's expense (excluding transportation costs).

Disclaimer: In as much as U. S. Bulletproofing has no control over the use to which others may put this material, it does not guarantee that the same results, as those described herein will be obtained. Nor does USBP guarantee the effectiveness or safety of any possible or suggested design as illustrated herein by any photograph, technical drawing, and the like. Each user of products or design or both should make his own tests to determine the suitability of the product or design or both for his own particular use.

TRANSPORT

Boxing: U.S. Bullet Proofing windows are carefully packed in plywood boxes. Each unit is cushioned throughout with styrene packing to prevent movement inside the box. Each box is marked with the identification of the unit and the shipping address. The weight and cubic feet are indicated. Each box is further marked with "Up" arrows, indicating how the box it to be transported and stored.

Shipping: Each box should be visually inspected from the outside for any damages that may have occurred during shipping. A damaged box will often result in a damaged window, especially in overseas shipping. In the event of damages, if possible, photograph the box and notify the factory or the freight company. This must be done within 30 days after receipt of the unit.

due to construction schedules. If the units must be stored, they should be placed in a dry warehouse with

Storage: It is not desirable to store units for long periods of time. However, this is often unavoidable moderate temperatures. High temperatures and humidity can cause formation of vapor inside the polyethylene wrapping, thus causing oxidation or corrosion of parts.

All boxes are to be placed in the upright position as indicated by the up arrows. They should not lean against a wall. The boxes should not be placed in proximity of new cement or plaster walls.

In the event that water penetrates the storage space, it is recommended that the units be unboxed to prevent internal damage. They should be stored in an upright manner, as if still in the box.

Unpacking: Care should be taken when opening the door box to prevent damage to the unit. Also, persons unpacking the box should be aware that there are loose pieces contained in the box. Care should be exercised not to lose these parts (door closer, lock cylinders with keys, shims, mounting hardware, caulking, instructions, and technical data for associated components).

MAINTENANCE and CLEANING

Transparencies: The protected side of the transparency in some instances is polycarbonate and susceptible to scratching. Care should be taken when cleaning these surfaces. Use a mixture of liquid soap and water and clean, soft clothes or sponges for cleaning. The following cleaning agents have been found to be compatible with polycarbonate: Joy (U.S. manufactured), Palmolive Liquid (U.S. manufactured), Windex-Ammonia Free (U.S. manufactured).

Fresh paint splashes, grease and smeared glazing compounds can be easily removed before drying by rubbing lightly with a good grade of VM&P naphtha, isopropyl alcohol or butyl cello solve (2-butoxy ethanol). Do not use butyl cello solve in direct sunlight.

Using a mild automobile polish can minimize scratches and minor abrasions. Three such products that tend to polish and fill scratches are: Johnson's Paste Wax, Novus Plastic Polish #1 & #2 (Novus Inc., Minneapolis, MN), and Mirror Glaze Plastic Polish M.G.M10 (Mirror Brite Polish Co., Pasadena, CA). It is suggested that a test be made of a sample with the product selected and that the polish manufacturer's instruction be followed.

Important Don'ts:

- DO NOT use abrasive or highly alkaline cleaners on polycarbonate.
- Never scrape or scrub polycarbonate with squeegees, brushes, razor blades, or other sharp instruments.
- Taping notices, etc. to this surface should be avoided. The tape adheres to the mar resistant coating and peels the coating off when the tape is removed.
- DO NOT use benzene, gasoline, acetone, or carbon tetrachloride on polycarbonate.
- DO NOT clean polycarbonate in hot sun or at elevated temperatures.

Aluminum: The aluminum trim can be cleaned similarly to the transparent surfaces. Isopropyl alcohol can be used for tougher spots. Care should be taken not to scratch the aluminum surface.

REPAIRS

Consult with factory.

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