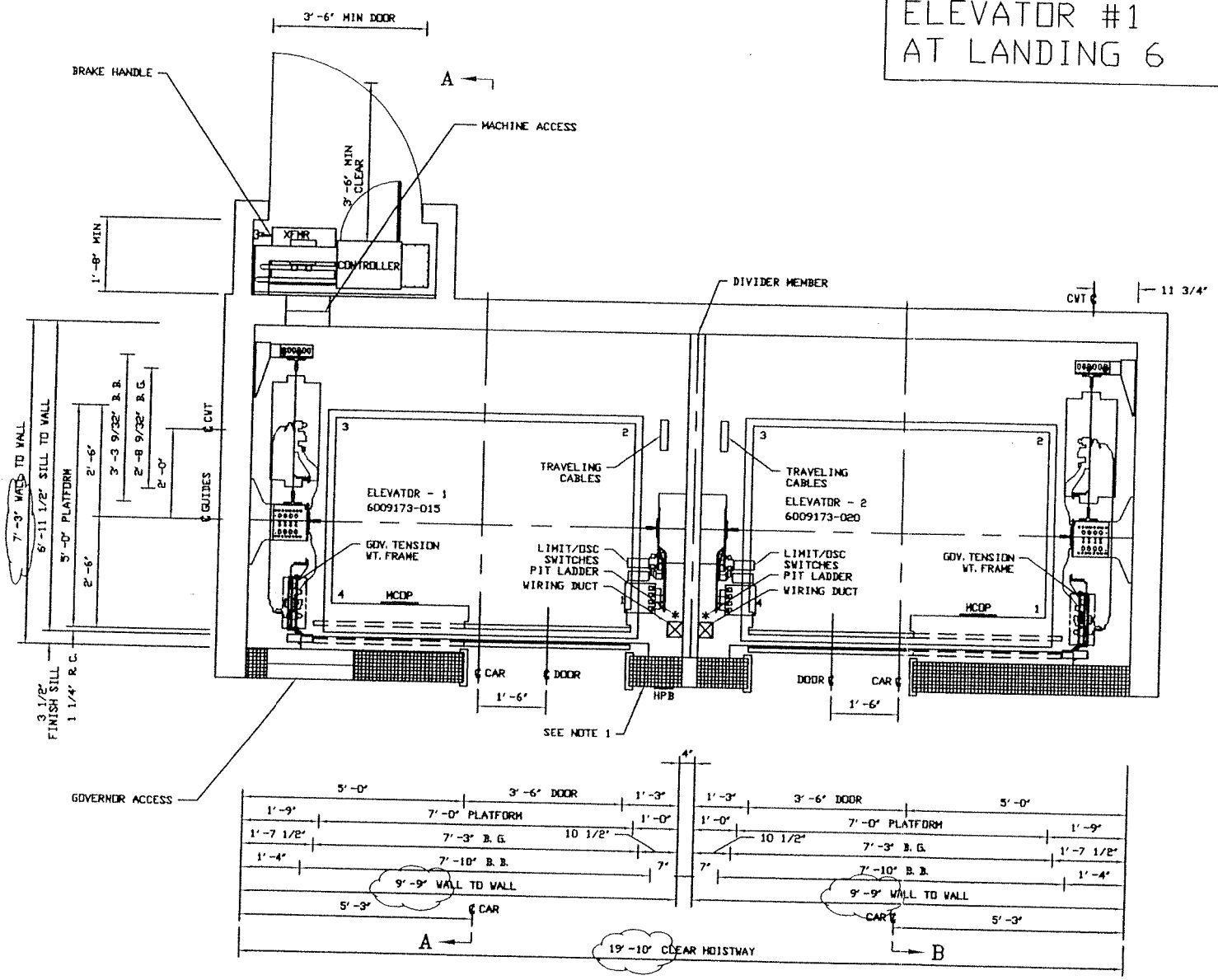
# CONTROL ROOM LOCATION FOR ELEVATOR #1 AT LANDING 6

NOTE 1: THE ENTIRE FRONT AND OR REAR HOISTWAY WALL IS TO BE LEFT FULLY OPEN TO PROVIDE ACCESS FOR INSTALLING ALL OF THE NECESSARY COMPONENTS. OPENINGS SHOULD OCCUR AT ALL LANDINGS. HOWEVER, ACTUAL LOCATIONS SHOULD BE COORDINATED

ARCHITECT TO VERIFY CLOUDED ITEMS




HENSEL PHELPS CONSTRUCTION CO.

- [x] REVIEWED
- [ ] NO EXCEPTIONS TAKEN
- [ ] REVISE & RESUBMIT
- [x] MAKE CORRECTIONS NOTED
- [ ] REJECTED

THIS SUBMITTAL HAS BEEN REVIEWED FOR GENERAL COMPLIANCE WITH THE CONTRACT DOCUMENTS. APPROVAL DOES NOT RELIEVE THE SUBCONTRACTOR/SUPPLIER OF THE RESPONSIBILITY FOR CONFORMANCE TO THE QUALITY STANDARDS AS SET FORTH IN THE CONTRACT DOCUMENTS NOR DOES IT RELIEVE RESPONSIBILITY FOR FIELD VERIFICATION OF ALL CONDITIONS RELATING TO THE WORK OF SUBCONTRACTOR/SUPPLIER. SUBCONTRACTOR/SUPPLIER IS RESPONSIBLE FOR DIMENSIONS AND QUANTITIES OF MATERIALS RELATING TO THIS CONTRACT.

CK'D BY _____ DATE 7/9/05

SUBMITTAL NO. 00179-14210 A

APPROVED BY

APPROVAL SPACE

PROJECT: UCI COMPUTER SCIENCE
UNIT 3
EL #1 & EL #2

LOCATION: 4102 BISON AVENUE
IRVINE, CA 92612

ENG. /ARCH.: CARRIER JOHNSON

CONTRACTOR: HENSEL PHELPS CONST. CO. IRVINE, CA

SAP INFO

| ITEM NO. | UNIT NO. | EQUIPMENT NO. |
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| | | |

REVISIONS

| DATE | NO. | BY | CHK | DESCRIPTION |
|---|---|---|---|---|
| 03/21/05 | 0 | KICV | | PRELIMINARY |



| SHT | REV |
|---|---|
| 8 | 0 |
| 7 | 0 |
| 6 | 0 |
| 5 | 0 |
| 4 | 0 |
| 3 | 0 |
| 2 | 0 |
| 1 | 0 |
| REV STATUS | |

DRAWN: KICV | DATE: 03/21/05 | REV 0

SCALE: AS NOTED | EXB-2.0-6

DWG NO M-6009173-010 | SHEET 1

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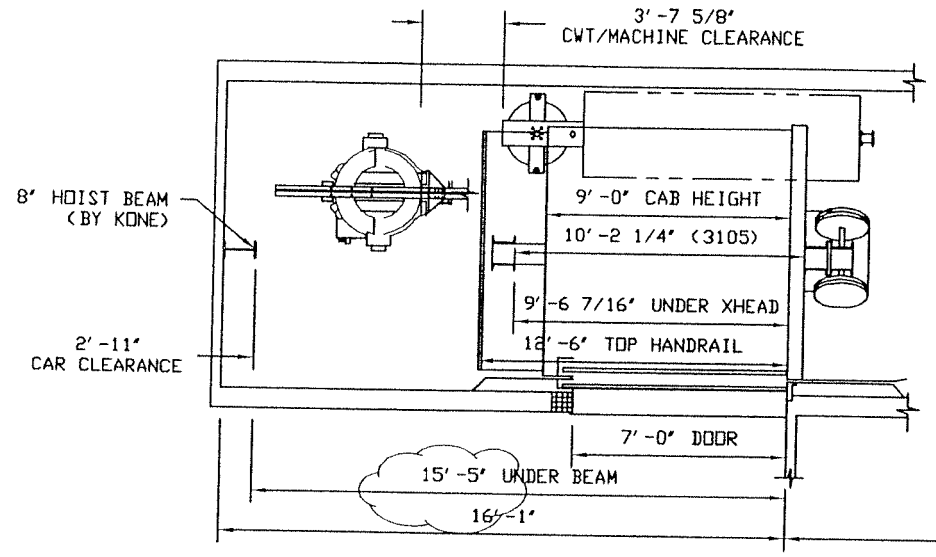
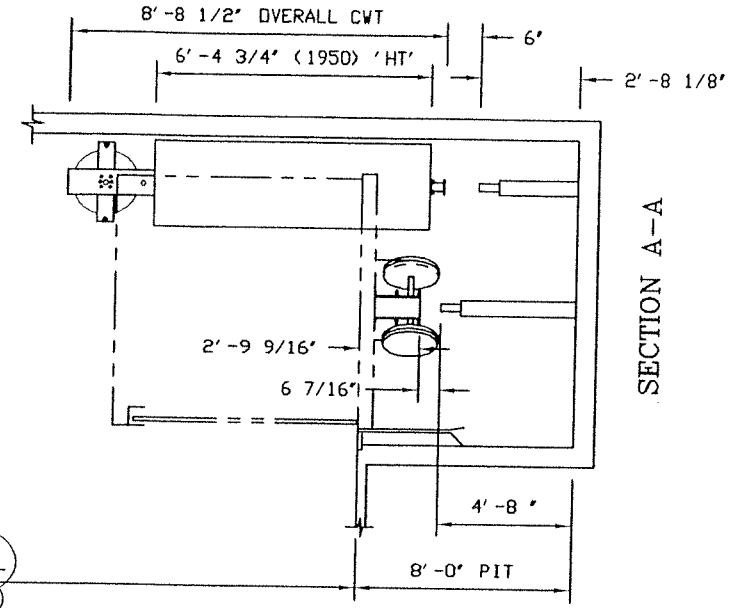



SECTION A-A

| FLOOR NUMBER | FLOOR MARKING FRONT | REAR | FLOOR TO FLOOR DISTANCE |
|---|---|---|---|
| 6 | 6 | | |
| 5 | 5 | | 13′-0″ |
| 4 | 4 | | 13′-0″ |
| 3 | 3 | | 13′-0″ |
| 2 | 2 | | 13′-0″ |
| 1 | *1 | | 16′-6″ |

ELEVATIONS OR FLOOR MARKINGS OF THE FOLLOWING MUST BE NOTED WHEN APPLICABLE.

| | |
|---|---|
| MAIN ELEVATOR LOBBY | *1 |
| FIRE SERVICE RETURN | *1 |
| ALT. FIRE SERVICE RETURN | 2 |
| EMERGENCY POWER RETURN | *1 |

℄ BRACKET DENOTES ℄ CAR & CWT. BRACKETS

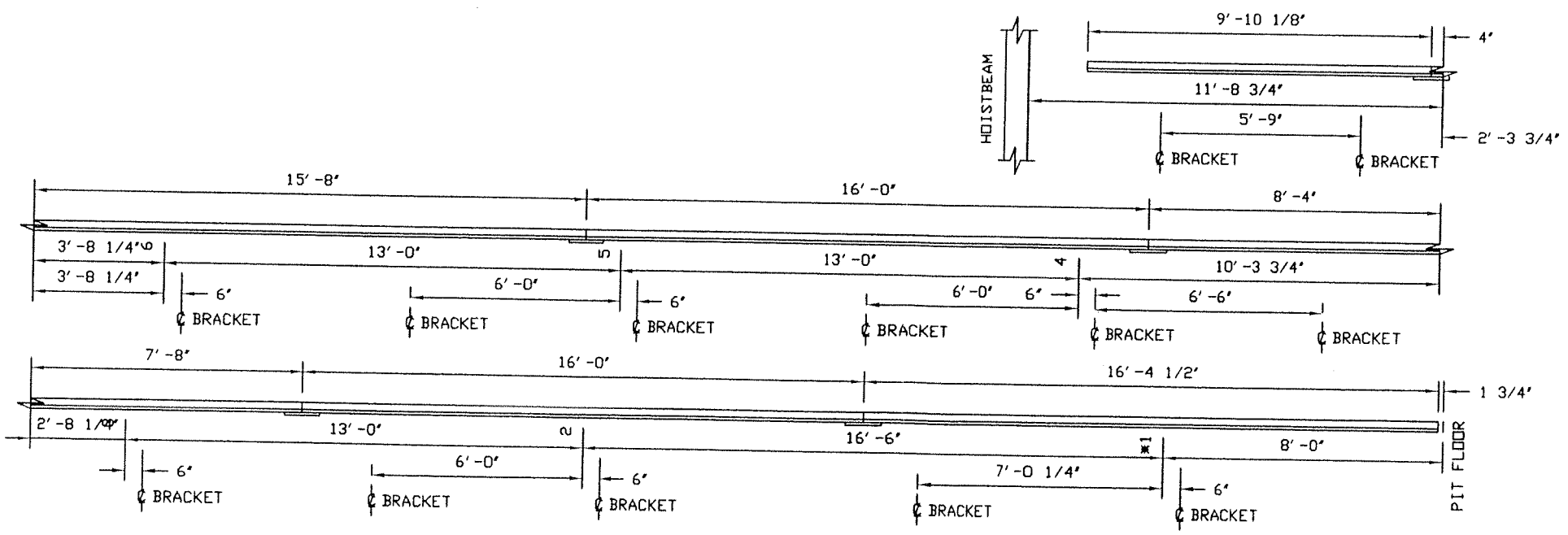
* CWT. TIE BRACKETS DO NOT ATTACH TO BUILDING STRUCTURE.

MAXIMUM CAR BRACKET SPACING: 10′-7″
MAXIMUM CWT BRACKET SPACING: 13′-10″

6009173 ELEVATOR #1

| KONE INSTALLATION DATA | | | |
|---|---|---|---|
| BRACKET HEIGHT | BRACKET TYPE | QUANTITY | BRACKET SUPPORT TYPE |
| 7″ | CAR | 13 | VERT. TUBE STEEL |
| 11 3/4″ | CWT | 13 | VERT. TUBE STEEL |
| 1′-4″ | COMBO | 13 | VERT. TUBE STEEL |
| RAIL SIZE | QTY. 16′ SECTIONS | QTY. 8′ SECTIONS | FILLER RAIL SIZE |
| 15# CAR | 8 | 0 | 16′-4 1/2″ |
| 15# CWT. | 8 | 0 | 16′-4 1/2″ |

ARCHITECT TO VERIFY CLOUDED ITEMS

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| DWG NO M-6009173-010 | | SHEET 3 |

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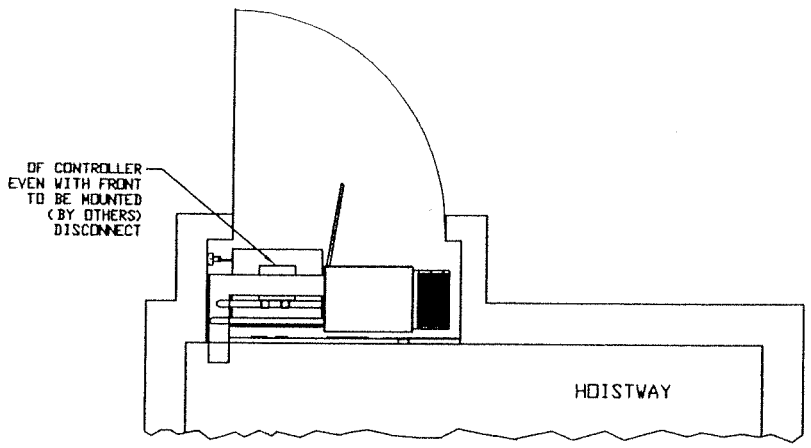


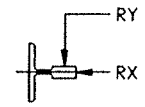

MACHINE MOUNTING BRACKET ADDITIONAL LOAD*

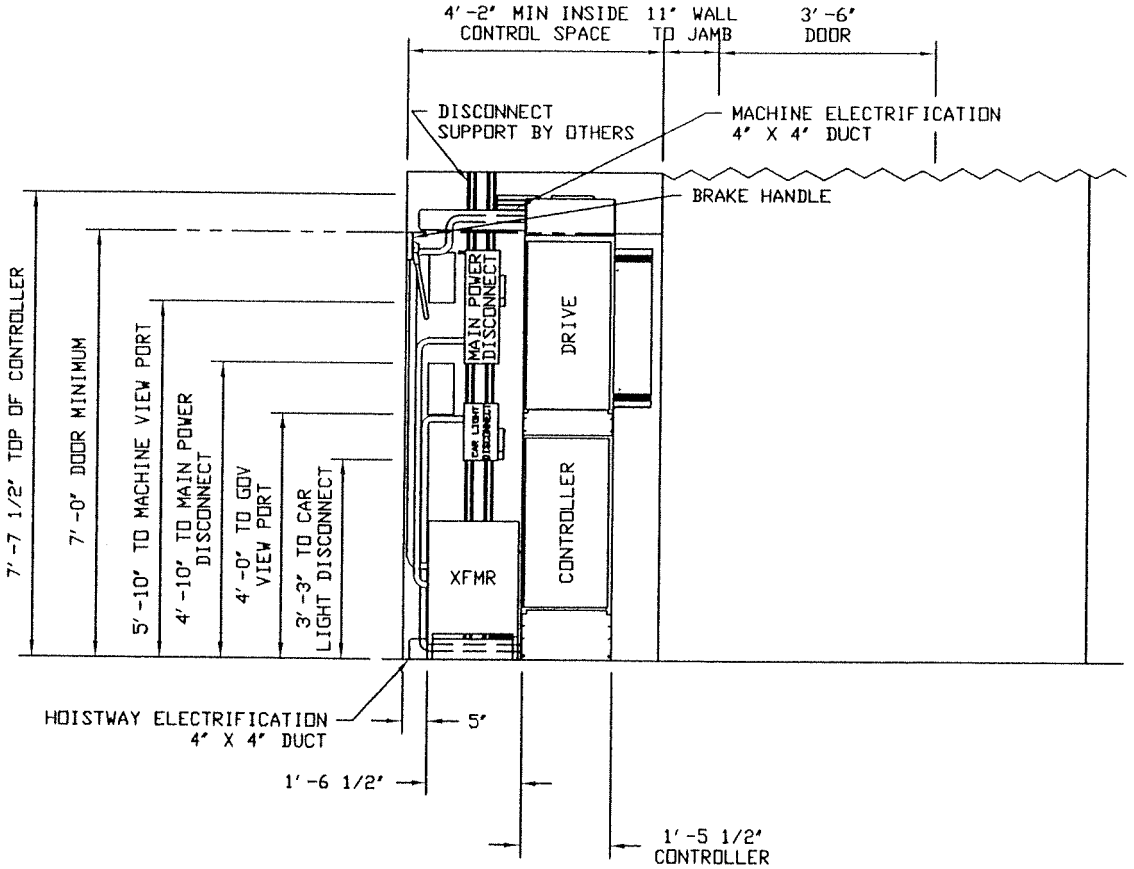
| NON SEISMIC NORMAL OPERATION REACTIONS | BOTTOM BRACKET | | TOP BRACKET | |
|---|---|---|---|---|
| | $RX_{bottom}$ | $RY_{bottom}$ | $RX_{top}$ | $RY_{top}$ |
| | MACHINE RAIL BRACKETS | | | |
| STATIC LOAD (lbf) | 550 | -175 | -550 | 175 |
| IMPACT LOAD (lbf) | 425 | -175 | -425 | 175 |
| TOTAL LOAD (lbf) | 975 | -350 | -975 | 350 |
| | CAR HITCH RAIL BRACKETS | | | |
| STATIC LOAD (lbf) | 0 | 650 | 0 | -650 |
| IMPACT LOAD (lbf) | 0 | 650 | 0 | -650 |
| TOTAL LOAD (lbf) | 0 | 1300 | 0 | -1300 |

MACHINE MOUNTING BRACKET ADDITIONAL LOAD*

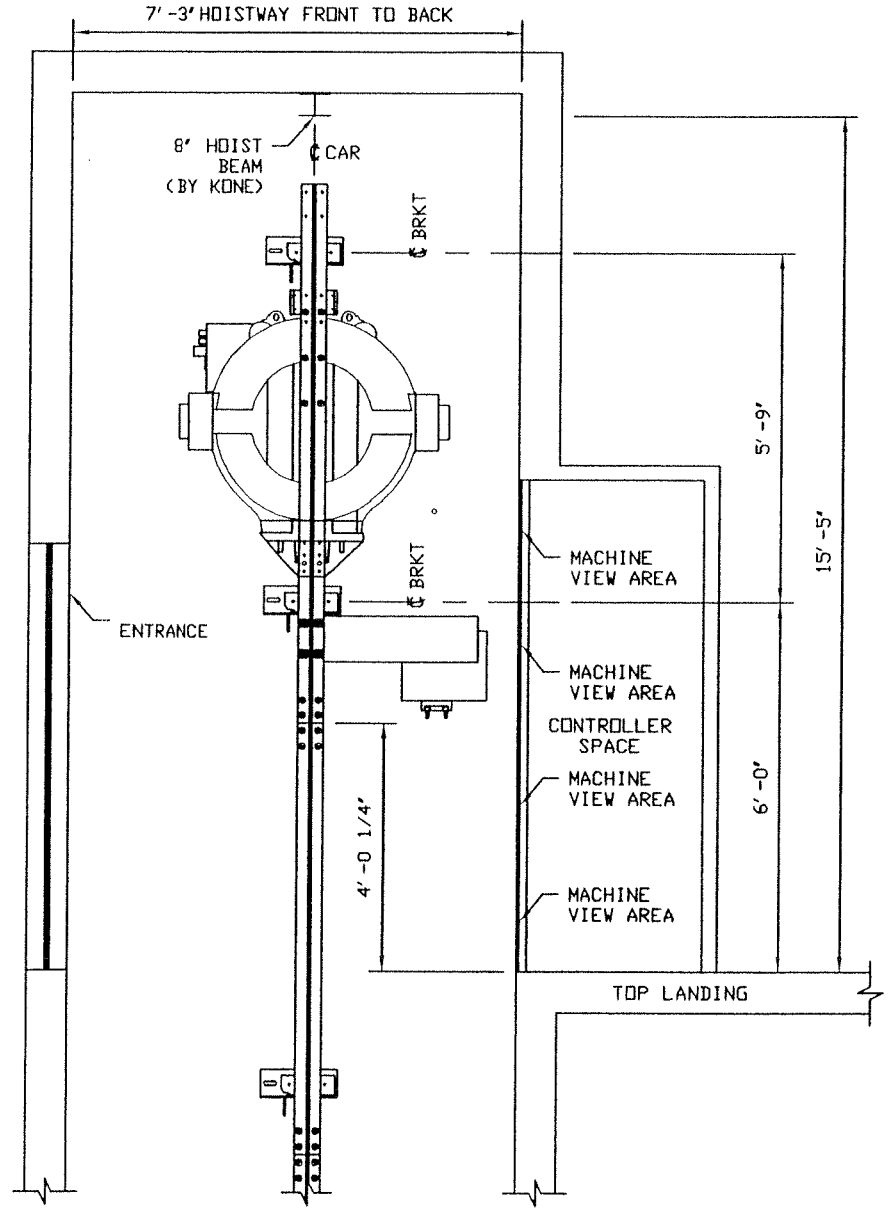
| SEISMIC NORMAL OPERATION REACTIONS | BOTTOM BRACKET | | TOP BRACKET | |
|---|---|---|---|---|
| | $RX_{bottom}$ | $RY_{bottom}$ | $RX_{top}$ | $RY_{top}$ |
| | MACHINE RAIL BRACKETS | | | |
| CASE #1 (lbf) | 275 | 350 | -275 | 525 |
| CASE #2 (lbf) | 275 | -525 | -275 | -350 |
| CASE #3 (lbf) | 700 | -100 | 150 | 100 |
| CASE #4 (lbf) | -150 | -100 | -700 | 100 |
| | CAR HITCH RAIL BRACKETS | | | |
| CASE #1 (lbf) | 0 | 325 | 0 | -325 |

* REACTORS MUST ALSO BE COMBINED WITH ELEVATOR RAIL REACTIONS (Sht. 4) TO DETERMINE MAXIMUM LOADS AT BRACKET SUPPORT LOCATIONS.




CONTROL ROOM




ELEVATION VIEW FROM HOISTWAY LOOKING INTO CONTROL ROOM

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| DRAWN: KICV | DATE: 03/21/05 | REV |
| SCALE: AS NOTED | EXB-2, 0-6 | 0 |
| DWG NO M-6009173-010 | | SHEET 5 |

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MACHINE MOUNTING BRACKET ADDITIONAL LOAD*

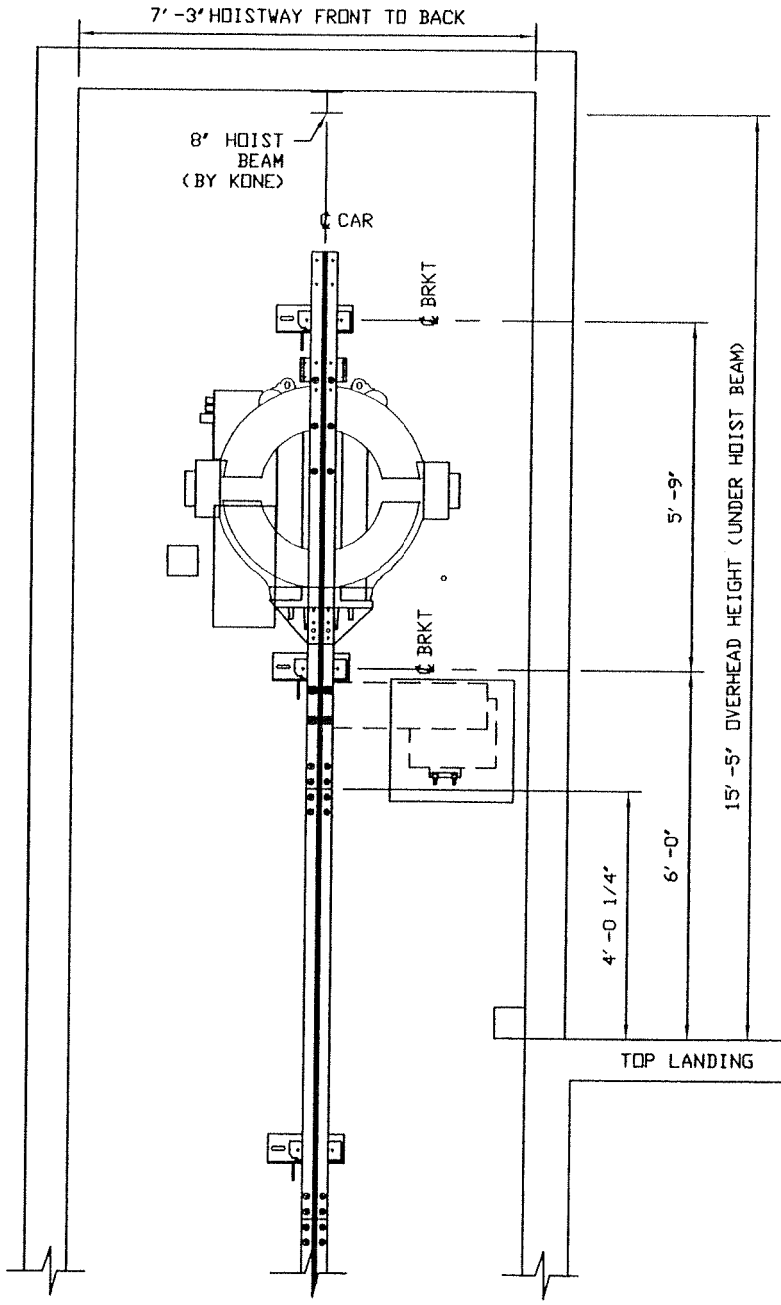
| NON SEISMIC NORMAL OPERATION REACTIONS | BOTTOM BRACKET | | TOP BRACKET | |
|---|---|---|---|---|
| | $RX_{Bottom}$ | $RY_{Bottom}$ | $RX_{Top}$ | $RY_{Top}$ |
| | MACHINE RAIL BRACKETS | | | |
| STATIC LOAD ( lbf) | 550 | -175 | -550 | 175 |
| IMPACT LOAD ( lbf) | 425 | -175 | -425 | 175 |
| TOTAL LOAD ( lbf) | 975 | -350 | -975 | 350 |
| | CAR HITCH RAIL BRACKETS | | | |
| STATIC LOAD ( lbf) | 0 | 650 | 0 | -650 |
| IMPACT LOAD ( lbf) | 0 | 650 | 0 | -650 |
| TOTAL LOAD ( lbf) | 0 | 1300 | 0 | -1300 |

MACHINE MOUNTING BRACKET ADDITIONAL LOAD*

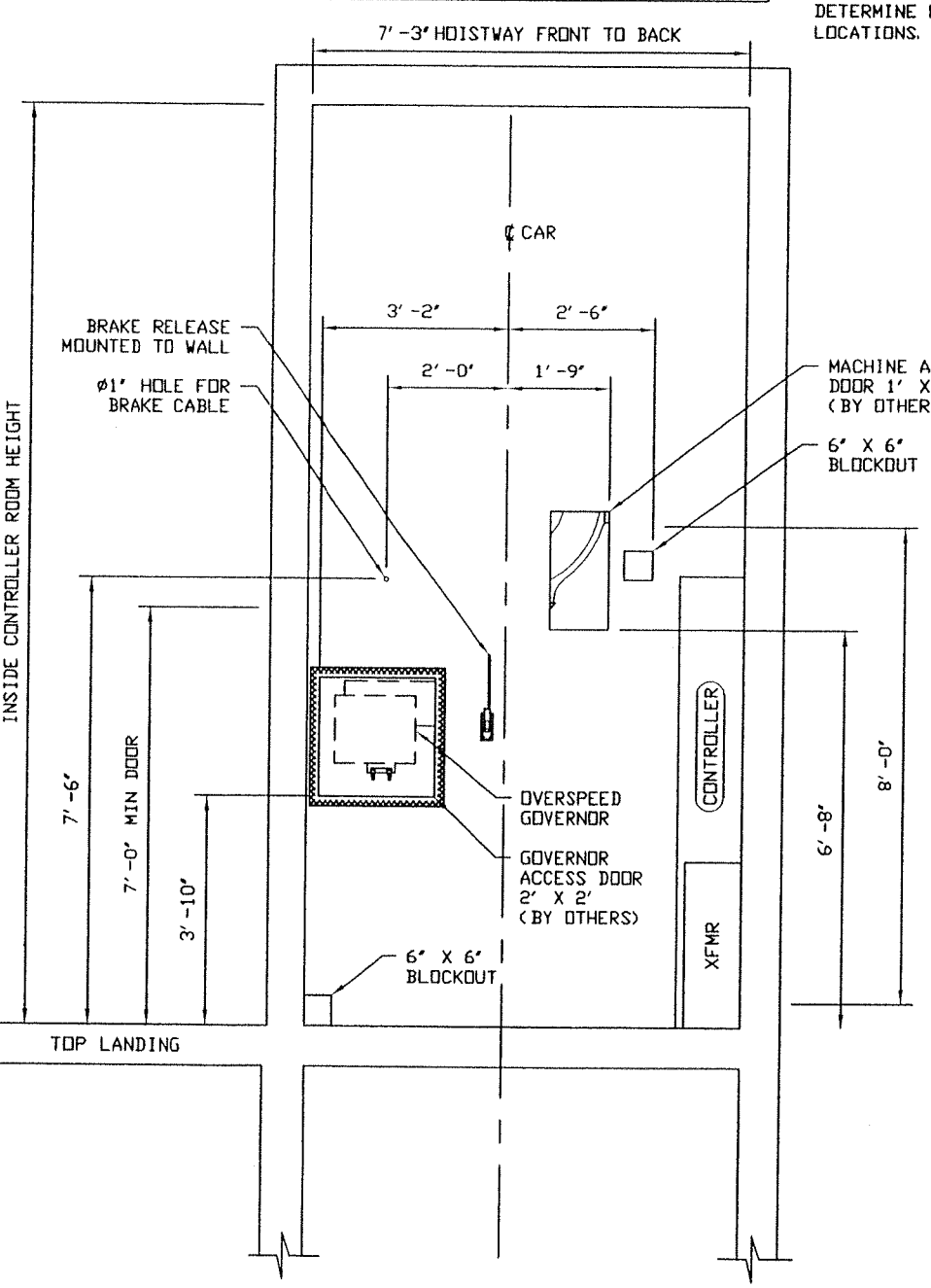
| SEISMIC NORMAL OPERATION REACTIONS | BOTTOM BRACKET | | TOP BRACKET | |
|---|---|---|---|---|
| | $RX_{Bottom}$ | $RY_{Bottom}$ | $RX_{Top}$ | $RY_{Top}$ |
| | MACHINE RAIL BRACKETS | | | |
| CASE #1 ( lbf) | 275 | 350 | -275 | 525 |
| CASE #2 ( lbf) | 275 | -525 | -275 | -350 |
| CASE #3 ( lbf) | 700 | -100 | 150 | 100 |
| CASE #4 ( lbf) | -150 | -100 | -700 | 100 |
| | CAR HITCH RAIL BRACKETS | | | |
| CASE #1 ( lbf) | 0 | 325 | 0 | -325 |

* REACTORS MUST ALSO BE COMBINED WITH ELEVATOR RAIL REACTIONS (Sht. 4) TO DETERMINE MAXIMUM LOADS AT BRACKET SUPPORT LOCATIONS.

RY
RX




ELEVATION VIEW FROM HOISTWAY
LOOKING INTO CONTROL ROOM




ELEVATION VIEW FROM CONTROL ROOM
LOOKING INTO HOISTWAY

# RIGHT HAND CONTROL ROOM

(2ND CAR IS OPPOSITE)

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| SCALE: AS NOTED | EXB-2. 0-6 | 0 |
| DWG NO | | SHEET |
| M-6009173-010 | | 6 |

AUTO-CAD ANSI C

# CONTRACT DATA

LOAD CLASS: PASSENGER  NATIONAL CODE: A17.1 1996
CAPACITY: 2500 Lbs  SPEED: 350 fpm
NO. LANDINGS: 6  NO. OPENINGS: 6
OPERATION: DUPLEX
CONTROLLER: KCM831  40 Amps
MACHINE: MX20  EST. WT. W/MOTOR: 1654 Lbs
HOIST MOTOR: 15.6 HP  111 RPM
SLING: CF16USM  EST. CAR WT. 4418 Lbs
CWT. GUIDE TYPE: RG80
CAR GUIDE TYPE: RG150
CAR SAFETY: SGB01  TYPE: B
GOVERNOR: OL-35
EST. CWT. WT. INCL. 50% OV'BAL.: 5687 Lbs
CWT. SAFETY: N
CWT. FRAME: CWT4PSM  13" MIDDLE WEIGHT
CAR ENCLOSURE: CAB
CAR DOORS: 1 SPEED SLIDE RIGHT
HOISTWAY DOORS: 1 SPEED SLIDE RIGHT
INTERLOCKS: AMD
HOIST CABLES: (5) 13 mm
COMPENSATION: NONE
CAR PIT BUFFER: OIL STROKE: 9.06"
QTY.: 1 BUFFER IMPACT: 29000 Lbf EA.
CWT. PIT BUFFER: OIL STROKE: 9.06"
QTY.: 1 BUFFER IMPACT: 23800 Lbf EA.
GUIDE RAILS CAR: 15 Lb/ft CWT. 15 Lb/ft
VERT. REACT. CAR MACH. SIDE: 18100 Lbf
VERT. REACT. CAR OTHER SIDE: 13300 Lbf
VERT. REACT. CWT MACH. SIDE: 1400 Lbf
VERT. REACT. CWT OTHER SIDE: 6400 Lbf

HORIZONTAL RAIL REACTIONS-NORMAL
R1=R2=CAR 153 Lbf.
R3=R4=CAR 58 Lbf.

HORIZONTAL RAIL REACTIONS-SEISMIC
RX=CAR 1806 Lbf. CWT 1889 Lbf.
RY=CAR 903 Lbf. CWT 945 Lbf.

POWER SUPPLY: 480 Volts, 3 PH, 60 Hz.
MAXIMUM ALLOWABLE VOLTAGE VARIATION IS +/- 10%
CALCULATES THE FOLLOWING FOR THIS ELEVATOR DUTY:
FULL LOAD UP RUNNING CURRENT: 30 Amps.
FULL LOAD ACCEL RUNNING CURRENT: 47 Amps.
MAXIMUM MOTOR BRANCH SHORT-CIRCUIT PROTECTION DEVICE RATING: 40 Amps. (FUSETRONS) REQUIRED PRIOR TO START OF INSTALLATION
HEAT OUTPUT:
CONTROLLER: 3.8 kBTU/hr PER CAR
MACHINE: 2.3 kBTU/hr PER CAR

NOTE: PLATFORM IS BASED UPON A FINISHED FLOOR THICKNESS OF 1/2"
ENGINEERING NOTE:
EST CAB WEIGHT: 1804 Lbs
EST FINISH FLOOR WEIGHT: 2 Lbs/ft^2
EST FLOOR TOTAL WEIGHT: 60 Lbs
COMBINED CAB & FLOOR WEIGHT: 1864 Lbs
IF COMBINED CAB & FLOOR WEIGHT DEVIATES FROM: 1864 Lbs, THE EQUIPMENT MAY NEED TO BE REVISED.

SPECIFIED DESIGN PARAMETERS
HOISTWAY NEMA: 1
MACHINE ROOM NEMA: 1
SEISMIC ZONE: 4

# WORK NOT INCLUDED IN ELEVATOR CONTRACT:

## GENERAL

1. PROVIDE ADEQUATE ACCESS INTO THE BUILDING FOR DELIVERY OF THE ELEVATOR MATERIAL. CLEAN, SAFE AND DRY STORAGE IS REQUIRED ADJACENT TO THE HOISTWAY AND LARGER THAN 10'X 20' [3 M X 6 M] PER ELEVATOR.
2. PROVIDE SUFFICIENT ON-SITE REFUSE CONTAINERS FOR THE DISPOSAL OF THE ELEVATOR PACKING MATERIAL. SHOULD SUFFICIENT CONTAINERS NOT BE PROVIDED, THE REMOVAL OF THE ELEVATOR PACKING MATERIAL SHALL BECOME THE RESPONSIBILITY OF THE OWNER.
3. PROVIDE ANY CUTOUTS TO ACCOMMODATE THE ELEVATOR EQUIPMENT.
4. PROPER LIGHTING IN ALL WORK AREAS.

## HOISTWAY

5. PROVIDE A CLEAR, PLUMB HOISTWAY OF SIZE SHOWN ON APPROVED FINAL LAYOUT DRAWINGS. ANY VARIATIONS FROM THE DETAILED DIMENSIONS MAY NOT EXCEED 2" [50 MM] AND MAY NOT BE LESS THAN THE CLEAR DIMENSIONS DETAILED. (TOLERANCE: -0" + 2" [-0 MM +50 MM]).
6. PROVIDE HOISTWAY VENTILATION PER CODE REQUIREMENTS. FOR PROPER EQUIPMENT OPERATION, THE MACHINE SPACE AT THE TOP OF THE HOISTWAY MUST MAINTAIN A TEMPERATURE BETWEEN 41°F [5°C] AND 104°F [40°C]. MAXIMUM ALLOWED HUMIDITY IS 95% NON-CONDENSING.
7. PROVIDE INSTALLATION OF I-BEAM, PROVIDED BY KONE, IN THE ELEVATOR HOISTWAY OVERHEAD PER THE FINAL LAYOUT DRAWINGS.
8. PROVIDE ANY PARTITIONS BETWEEN COMMON HOISTWAYS IF APPLICABLE.
9. PROVIDE ADEQUATE SUPPORT FOR GUIDE RAIL BRACKETS FROM PIT FLOOR TO THE TOP OF THE HOISTWAY AND NOT SPANNING FURTHER THAN ALLOWABLE BY THE GOVERNING CODE AUTHORITY. WHEN MAXIMUM BRACKET SPAN IS EXCEEDED ADDITIONAL SUPPORT SHALL BE PROVIDED AT PURCHASER'S EXPENSE. ANY BRACKET MOUNTING SURFACE THAT IS NOT IN LINE WITH THE CLEAR HOISTWAY DIMENSION DETAILED ON THE APPROVED FINAL LAYOUT DRAWINGS MAY NEED TO BE EXTENDED TO MEET THE PROPER DIMENSION.
10. IF GUIDE RAIL BRACKETS ARE TO ATTACH TO STEEL, ENSURE ALL BRACKETS ARE INSTALLED PRIOR TO APPLYING FIREPROOFING TO THE STEEL.
11. ENSURE ANY PROJECTION GREATER THEN 2" [50 MM] (4" [100 MM] IF ASME A17.1/CSA B44 2000 APPLIES) MUST BE BEVELED AT AN ANGLE NOT LESS THEN 75° FROM HORIZONTAL.
12. IF CONCRETE BLOCK WALL CONSTRUCTION, ENSURE A SOLID SECTION FOR ANCHORING RAIL BRACKET FASTENERS (MAY CONSIST OF CONCRETE BONDING).
13. ARRANGE FOR ENTRANCE WALLS TO BE CONSTRUCTED AT THE TIME DOORFRAMES AND SILLS ARE INSTALLED. ENTIRE FRONT WALL MUST BE LEFT OPEN UNTIL ELEVATOR EQUIPMENT IS INSTALLED. ADEQUATE SUPPORT FOR ENTRANCE ATTACHMENT POINTS SHALL BE REQUIRED AT ALL LANDINGS. ANY MARBLE, STONE OR SIMILAR WALL MATERIAL MUST BE PREPARED AFTER THE ENTRANCE FRAMES ARE INSTALLED.
14. PROVIDE FOR LANDINGS SUITABLY PREPARED FOR ENTRANCE SILL INSTALLATION WITH GROUTING DONE AFTER SILLS ARE INSTALLED.

NOTE: TRADITIONAL ANGLE OR CONCRETE SILL SUPPORT IS NOT REQUIRED.

15. ARRANGE FOR CUTTING OF OPENINGS TO INSTALL HALL PUSH BUTTONS, SIGNAL FIXTURES AND SLEEVES. SLEEVES WILL BE REQUIRED IN THE HOISTWAY WALL FOR EACH ELEVATOR.
16. PROVIDE FOR ANY REPAIRS SUCH AS GROUTING, PATCHING AND PAINTING MADE NECESSARY BY SUCH CUTTING.
17. PROVIDE REMOVABLE, OSHA COMPLIANT BARRICADES AROUND ALL HOISTWAY OPENINGS PER OSHA 29 CFR 1926.502, AND/OR ANY APPLICABLE LOCAL CODE.
18. PROVIDE TWO (2) LIFELINE ATTACHMENTS AT THE TOP, FRONT OF THE HOISTWAY. EACH MUST BE CAPABLE OF WITHSTANDING A 5000 LB LOAD PER OSHA 29 CFR 1926.502, AND/OR ANY APPLICABLE LOCAL CODE.
19. PROVIDE FINISHED FLOOR MARKS VISIBLE FROM HOISTWAY OPENINGS AT ALL LANDINGS.

## PIT

20. PROVIDE A LEGAL PIT, DRY AND REINFORCED TO SUSTAIN VERTICAL FORCE. ALL VERTICAL FORCES DETAILED ON KONE FINAL LAYOUT DRAWINGS ARE TWO TIMES THE STATIC LOADS.
21. SUMPS AND/OR SUMP PUMPS (WHERE PERMITTED) LOCATED WITHIN THE PIT MAY NOT INTERFERE WITH THE ELEVATOR EQUIPMENT.
22. PROVIDE A LIGHT FIXTURE WITH SWITCH AND GUARDS WITH AN ILLUMINATION LEVEL EQUAL TO OR GREATER THAN THAT REQUIRED BY ASME A17.1/CSA B44 2000, OR APPLICABLE VERSION.
23. PROVIDE SEPARATE GFCI PROTECTED 15 OR 20-AMP 120V AC DUPLEX OUTLET.
24. PIT LADDER OF NON-COMBUSTIBLE MATERIAL EXTENDING FROM PIT FLOOR TO 48" [1200 MM] ABOVE THE SILL OF THE ACCESS LANDING. LOCATE PER KONE FINAL LAYOUT DRAWINGS.

## ELECTRICAL

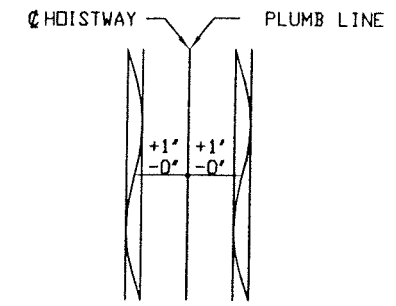
25. US APPLICATIONS - PURCHASER PROVIDES IN ACCORDANCE WITH NATIONAL ELECTORAL CODE, NFPA 70 (NEC) ARTICLE 620 AND/OR ANY APPLICABLE LOCAL CODE.
26. CANADIAN APPLICATIONS - PURCHASER PROVIDES IN ACCORDANCE WITH CANADIAN ELECTRICAL CODE, C22.1 SECTION 38 AND/OR ANY APPLICABLE LOCAL CODE.

## CONTROL SPACE

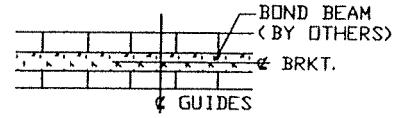
27. PROVIDE A LEGAL CONTROL SPACE WITH ADEQUATE ACCESS. FOR PROPER EQUIPMENT OPERATION, THE TEMPERATURE IN THE CONTROL SPACE MUST MAINTAIN BETWEEN 41°F [5°C] AND 104°F [40°C]. MAXIMUM ALLOWED HUMIDITY IS 95% NON-CONDENSING.
28. IF CONTROL SPACE IS ADJACENT TO THE HOISTWAY, PROVIDE ALL APPLICABLE SLEEVES, OR PENETRATIONS, LOCATED PER CONTROL SPACE PLAN VIEW ON THE KONE FINAL LAYOUT DRAWINGS.
29. IF APPLICABLE, PROVIDE AN ADEQUATE GOVERNOR ACCESS DOOR LOCATED PER THE FINAL LAYOUT DRAWINGS. THE ACCESS DOOR SHALL BE SECURED AGAINST UNAUTHORIZED ACCESS. IT SHOULD BE SELF-CLOSING, SELF-LOCKING AND OPERABLE FROM THE INSIDE WITHOUT A KEY.
30. PROVIDE SUITABLE LIGHTING FOR MACHINE SPACE AND CONTROL SPACE WITH LIGHT SWITCH LOCATED WITHIN 18" [457 MM] OF STRIKE JAMB SIDE OF CONTROL SPACE ACCESS DOOR WHERE PRACTICAL.
31. PROVIDE SEPARATE GFCI PROTECTED 15 OR 20-AMP 120V AC DUPLEX OUTLET NEXT TO EACH SIGNAL CONTROL CABINET.
32. PROVIDE A SINGLE MEANS OF DISCONNECTING ALL UNGROUNDED MAIN POWER CONDUCTORS FOR EACH ELEVATOR BY AN ENCLOSED EXTERNAL OPERABLE FUSED MOTOR CIRCUIT SWITCH OR CIRCUIT BREAKER, LOCKABLE IN THE OPEN POSITION. BRANCH CIRCUIT WIRING INCLUDING BUILDING GROUND CONDUCTOR FROM THE ELECTRICAL DISCONNECT TO THE ELEVATOR MOTOR CONTROL CABINET OR ISOLATION/AUTO-TRANSFORMER WHEN PROVIDED. THE DISCONNECTING MEANS SHALL DISCONNECT THE NORMAL POWER SERVICE AS WELL AS EMERGENCY POWER SERVICE, WHEN PROVIDED.

NOTE: IF A CIRCUIT BREAKER IS TO BE PROVIDED, IN LIEU OF FUSETRONS, AN ADJUSTABLE TIME DELAY STYLE IS RECOMMENDED.
NOTE: IF A BATTERY POWERED RESCUE DEVICE IS REQUIRED, THE ABOVE-MENTIONED DISCONNECT MUST HAVE AN AUXILIARY CONTACT WHICH IS NC WHEN THE MAIN POWER IS IN THE ON POSITION.

33. PROVIDE 15-AMP 120V AC 33." FUSED SERVICE WITH GROUND (SUPPLIED THROUGH AUTOMATIC EMERGENCY LIGHTING SUPPLY IF AVAILABLE IN BUILDING) CONNECTED TO EACH ELEVATOR SIGNAL CONTROL CABINET FOR CAR LIGHTING.
34. PROVIDE A DEDICATED TELEPHONE LINE TERMINATING AT THE PRIMARY ELEVATOR SIGNAL CONTROL CABINET IN EACH GROUP.
35. PROVIDE ALL FIRE ALARM INITIATING SIGNALS AS REQUIRED BY ALL NATIONAL, STATE AND LOCAL CODES FOR TERMINATION AT THE PRIMARY ELEVATOR SIGNAL CONTROL CABINET IN EACH GROUP.
36. PROVIDE EMERGENCY POWER TRANSFER SWITCH AND POWER CHANGE PENDING SIGNALS AS REQUIRED FOR TERMINATION AT THE PRIMARY ELEVATOR SIGNAL CONTROL CABINET IN EACH GROUP.



HOISTWAY TOLERANCES

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| DATE | NO. | BY | CHK | DESCRIPTION |
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| 03/21/05 | 0 | KICV | | PRELIMINARY |



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| DRAWN: KICV | DATE: 03/21/05 | REV |
| SCALE: AS NOTED | EXB-2.0-6 | 0 |
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