

NAMEPLATE LEGEND Δ

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|---------------------------|-------------------------------|------------------------------------|
| ① OUTER GATE LOCK UNLOCK | ⑦ INNER GATE OPEN | ⑬ SALLY PORT DOOR LOCK UNLOCK |
| ② OUTER GATE OPEN | ⑧ INNER GATE CLOSE | ⑭ ENT. CONT. INTERCOM PUSH TO TALK |
| ③ OUTER GATE CLOSE | ⑨ INNER GATE STOP | ⑮ OUTER TURNSTILE ENTER-LOCK-EXIT |
| ④ OUTER GATE STOP | ⑩ VEHICLE BARRIER LOCK UNLOCK | ⑯ OUTER TURNSTILE OVERRIDE |
| ⑤ GATE INTERLOCK OVERRIDE | ⑪ VEHICLE BARRIER OPEN | ⑰ INNER TURNSTILE ENTER-LOCK-EXIT |
| ⑥ INNER GATE LOCK UNLOCK | ⑫ VEHICLE BARRIER CLOSE | ⑱ INNER TURNSTILE OVERRIDE |

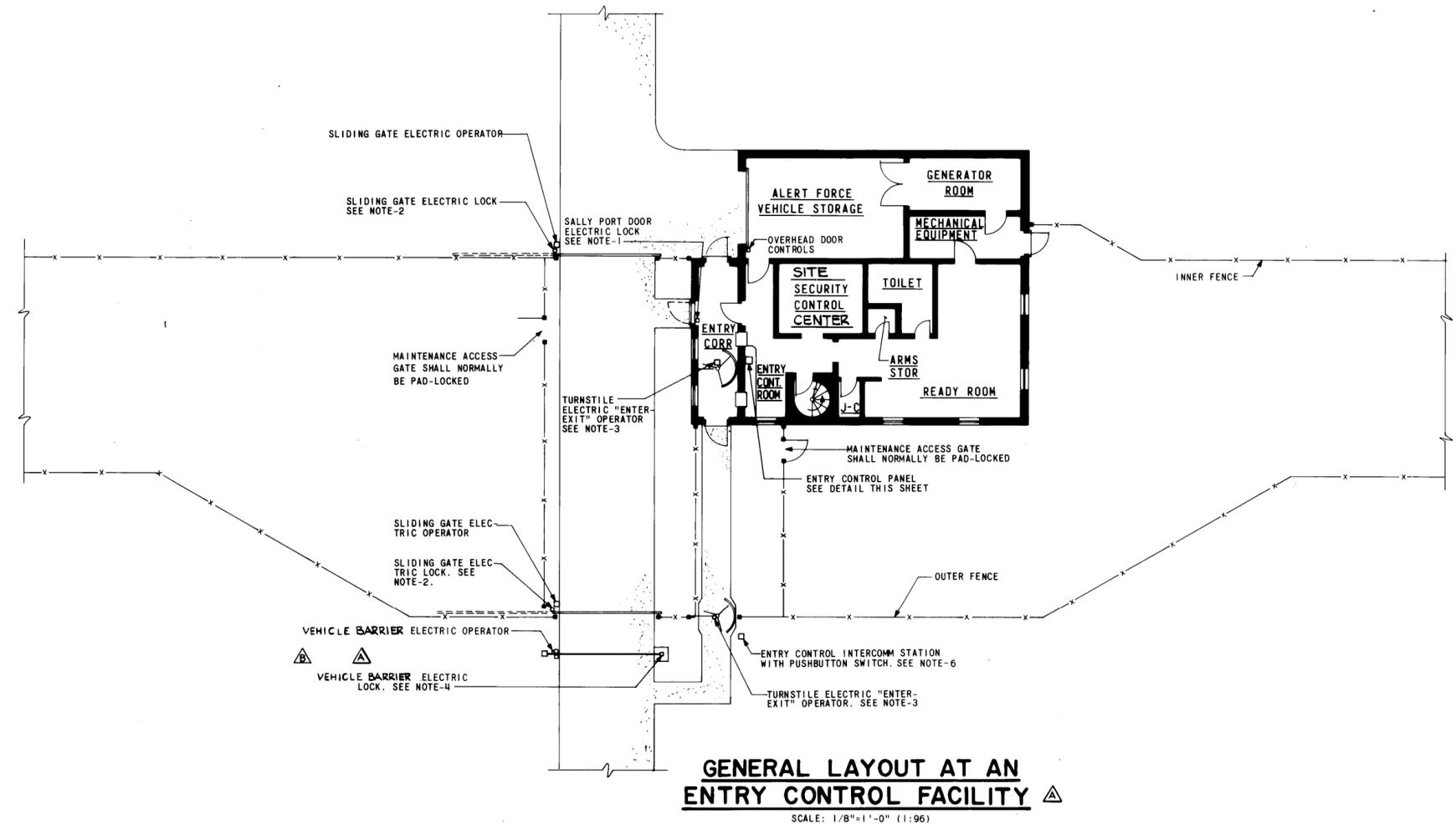
PANEL LAYOUT VIEW-A
NOT TO SCALE

PANEL SIDE VIEW
NOT TO SCALE

ENTRY CONTROL PANEL DETAIL
NOT TO SCALE

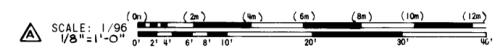
NOTES:

- LOCKING MECHANISMS:** THE SPRING RETURN FEATURE OF THE SELECTOR SWITCH CONTROLLING EACH LOCKING MECHANISM WILL ASSURE THAT THE SWITCH WILL NOT BE INADVERTENTLY LEFT IN THE "UNLOCK" POSITION. THE LOCKING MECHANISM ASSOCIATED WITH EACH SELECTOR SWITCH SHALL BE SUITABLE AND BE CONNECTED FOR OPERATION ON THE I-D SYSTEM POWER SUPPLY. THIS WILL ASSURE THAT A POWER FAILURE WILL NOT RENDER THE LOCKING MECHANISM INOPERABLE. ALSO, THE CHARACTERISTICS OF THE LOCKING MECHANISM SHALL BE SUCH THAT A LOSS OF POWER WILL RESULT IN AN "UNLOCK" CONDITION SO THAT NO ONE WOULD BE DENIED "EXIT" FROM THE BUILDING DURING AN EMERGENCY.
- SLIDING GATES:** CONTROLS FOR THE SLIDING GATES SHALL BE ON THE ENTRY CONTROL PANEL. THE CONTROLS SHALL INCLUDE A "STOP" BUTTON SO THAT IT WILL BE POSSIBLE TO STOP THE MOVEMENT OF EITHER GATE AT ANY POINT IN EITHER THE OPENING OR CLOSING CYCLE. THE SLIDING GATES SHALL EACH HAVE A POSITIVE LOCKING MECHANISM WHEN CLOSED. ELECTRICAL INTERLOCKING SHALL BE PROVIDED SUCH THAT IT SHALL BE IMPOSSIBLE TO OPEN EITHER GATE UNLESS ITS ASSOCIATED LOCKING MECHANISM CONTROL SWITCH IS IN THE "UNLOCK" POSITION. ADDITIONAL INTERLOCKS IN THE FORM OF LIMIT SWITCHES SHALL BE PROVIDED ON BOTH THE INNER AND OUTER GATES AND SO CONNECTED IN THE CONTROL CIRCUITS THAT ONE GATE CANNOT BE OPENED UNLESS THE OTHER GATE IS IN THE FULLY CLOSED POSITION. A SEPARATE RED MUSHROOM HEAD PUSHBUTTON SWITCH SHALL BE PROVIDED AND SO CONNECTED THAT WHEN ACTIVATED, THE INTERLOCKING FEATURES WILL BE OVERRIDDEN SO AS TO PERMIT BOTH GATES TO BE OPENED SIMULTANEOUSLY DURING AN EMERGENCY.
- TURNSTILES:** EACH TURNSTILE MECHANISM SHALL HAVE A POSITIVE LOCKING FEATURE WHEN CLOSED. IT MUST NOT BE POSSIBLE TO "EXIT" FROM THE AREA WHEN THE SWITCH IS IN THE "ENTER" POSITION NOR SHOULD IT BE POSSIBLE TO "ENTER" INTO THE AREA WHEN THE SWITCH IS IN THE "EXIT" POSITION. THE MECHANISM SHALL BE ARRANGED SUCH THAT IT WILL AUTOMATICALLY LOCK AFTER EACH PERSON IS PERMITTED TO EITHER "ENTER" OR "EXIT". A SEPARATE RED MUSHROOM HEAD PUSHBUTTON SWITCH SHALL BE PROVIDED AND SO CONNECTED THAT WHEN ACTIVATED, THE CONTROL MECHANISM WILL BE DEACTIVATED SO AS TO PERMIT NON CONTROLLED "EXIT" OR "ENTER" OPERATIONS FREELY, DURING AN EMERGENCY.
- VEHICLE BARRIER:** THE VEHICLE BARRIER MECHANISM SHALL HAVE A POSITIVE LOCKING FEATURE. ELECTRICAL INTERLOCKING SHALL BE PROVIDED SUCH THAT IT IS IMPOSSIBLE TO OPEN THE BARRIER UNLESS THE LOCKING MECHANISM CONTROL SWITCH IS IN THE "UNLOCK" POSITION.
- TO PROVIDE PROMPT EFFICIENT COMMUNICATIONS BETWEEN THE OUTER TURNSTILE AND THE PERSONNEL ON DUTY IN THE ENTRY CONTROL ROOM, THE TRANSCIVER OF THE ENTRY CONTROL INTERCOM SYSTEM SHOULD BE INSTALLED ON OR NEAR THE ENTRY CONTROL PANEL.
- TO SIGNAL THE PERSONNEL IN THE ENTRY CONTROL ROOM, A WEATHERPROOF PUSH-BUTTON SWITCH SHALL BE INSTALLED ADJACENT TO THE ENTRY CONTROL INTERCOM STATION OUTSIDE THE AREA.



GENERAL LAYOUT AT AN ENTRY CONTROL FACILITY Δ

SCALE: 1/8"=1'-0" (1:96)



REVISIONS		DATE	APPROVAL
Δ	GENERAL REVISIONS	DFH 6/92	DM
Δ	GENERAL REVISIONS	HSMM 3-92	MD

BLACK & VEATCH CONSULTING ENGINEERS KANSAS CITY, MISSOURI	DEPARTMENT OF THE ARMY OFFICE OF THE CHIEF OF ENGINEERS MILITARY CONSTRUCTION - ENGINEERING DIVISION WASHINGTON, D. C.
WEAPONS STORAGE AREA ENTRY CONTROL FACILITY	
(SMALL ARMS FIRE BULLET RESISTANT)	
DRAWN BY: PZ	DATE: 3/16/97
TRACED BY: PZ	
CHECKED BY: NJA	
SUBMITTED: MLL	
APPROVED: [Signature]	
CHIEF, ENGR. BR.	DATE, ENGR. DIV.
APPROVED FOR:	SCALE: AS NOTED / SPEC. NO. NONE
	DRAWING NUMBER
	DEF 141-32-02
	SHEET 3 OF 3