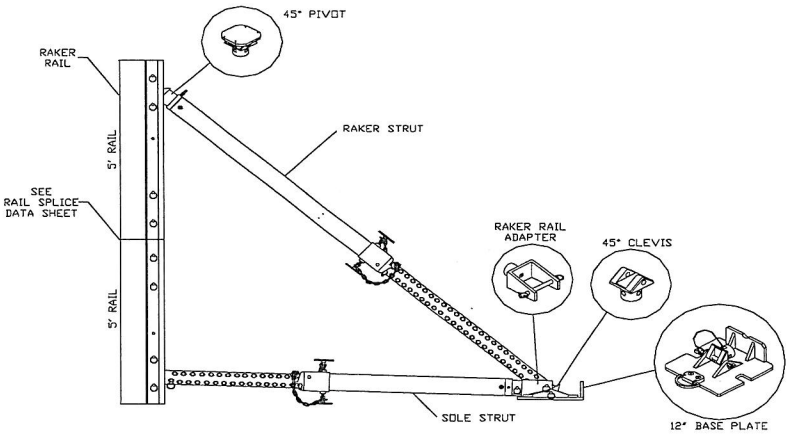
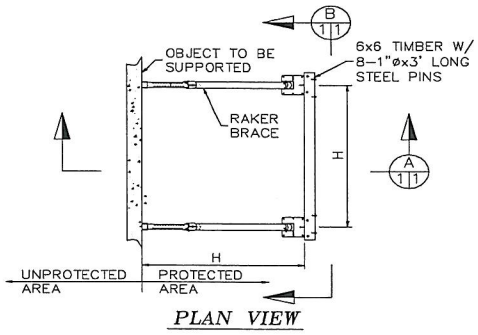
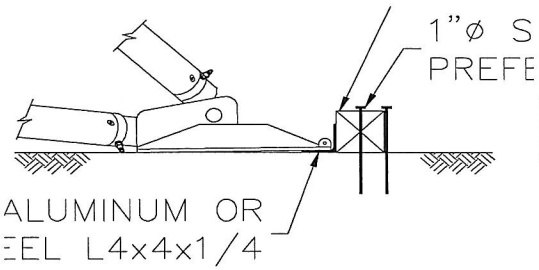
AirShore Raker Rail
Tabulated Data For Use

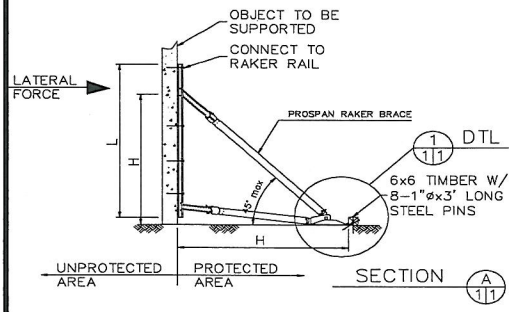
Allowable Lateral Force		
Waler Length L (Ft)	Brace Point H (FT)	Maximum Lateral Force (LBS)
8	6	12000 LBS
10	7.5	11000 LBS
12	9	10000 LBS
14	10.5	8500 LBS
16	12	4200 LBS
Data is for a system of 2 Raker Rails		

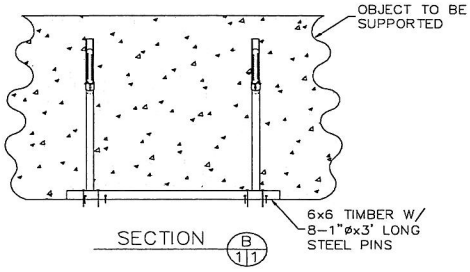






Seismic lateral force = .3 x Weight	
Concrete Wall Thickness (in)	Force per 100 SF
12	4500 LBS
8	3000 LBS
6	2250 LBS
Based on Seismic Zone 4	





Predicted Lateral Force-Wind		
Wind Speed	Force	Force per 100 SF
100 MPH	45 PSF	4500 LBS
90 MPH	35 PSF	3500 LBS
80 MPH	30 PSF	3000 LBS

Notes:

1) Rakers should be placed in pairs as shown above spaced no farther than 8 Ft apart. They should be connected to the piece being shored or they should be cross braced using a minimum of 2x6 cross bracing.

2) Airshore Raker rail shall be configured so that the angle between the raker strut and the ground does not exceed 60 degrees.

3) Light Duty or Heavy Duty Rails may be used.

4) On concrete surfaces use a minimum of 4-5/8" wedge anchors with a minimum of 4" embedment on each base plate

5) After struts are firmly in place they should be tightened using the standard collar and pins that are provided with the system.

6) This tabulated data is based on " **FEMA National US&R Response System- Technical Working Group report of Airshore International Raker Shore System Testing. 15, Jan 00".**

7) The Airshore Raker System is intended for use in emergency situations. Caution should be used during installation and the installation should be checked by an engineer if they are left in place for any length of time.

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No. 69082
Exp. 6/30/08
CIVIL
STATE OF CALIFORNIA

DATE	REVISED	JOB NO:	SHEET #
6/1/2000		9853-1	1 OF 1

AirShore Raker Rail
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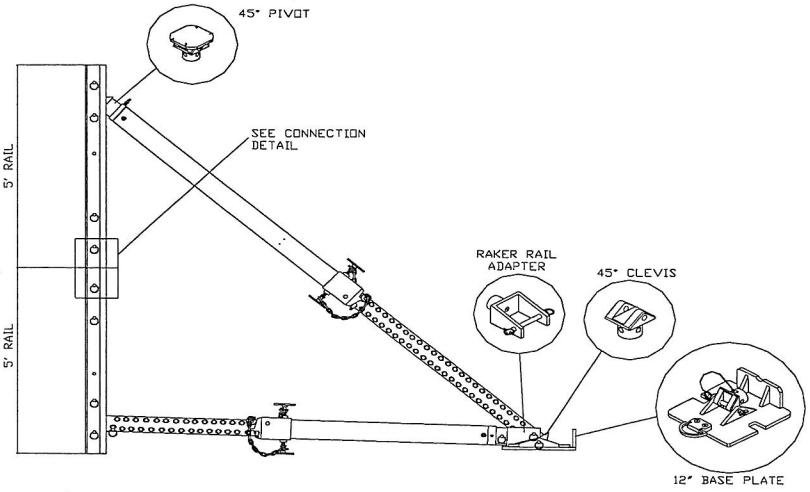
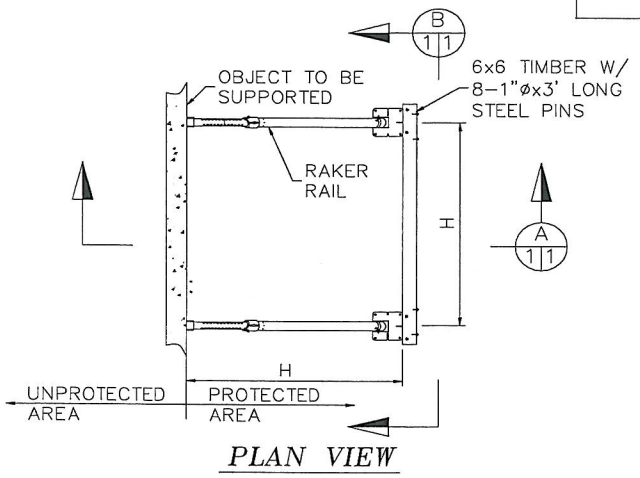
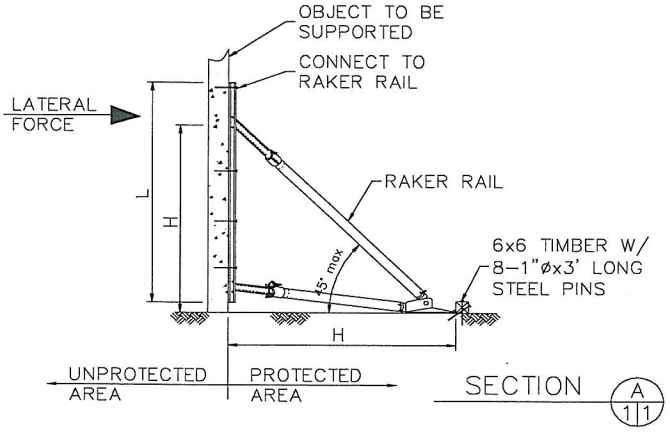
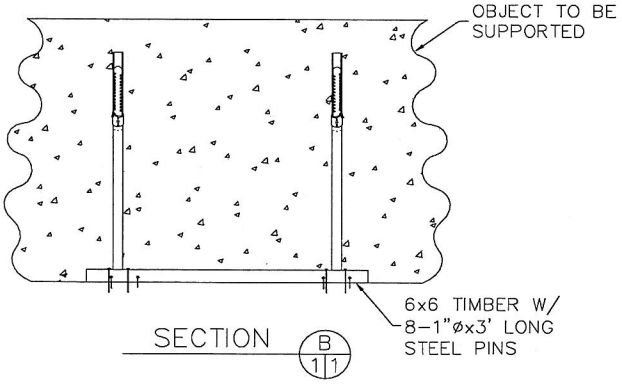
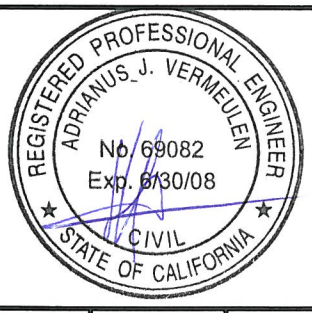




PLAN VIEW







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