

## SECTIONAL OVERHEAD DOORS – GENERAL SPECIFICATION

**PANELS:** Kingspan 610 mm deep x 40 mm thick composite panels manufactured using 0.5 thick hot dipped zinc coated (to BS EN 10147) steel internal and external facing sheets, each with a class 1 surface spread of flame when tested to BS 476: Part 7:1971. These sheets are bonded together using a CFC free foam which has a density of 40kg/m<sup>3</sup>. The panel itself gives a “U” value of 0.45 W/m<sup>2</sup> K, meaning that a typical 4,000 x 3,500 (W x H) door fitted and tested gives a “U” value of 0.9 W/m<sup>2</sup> K when installed, and has a formed tongue and grooved hinged joint incorporating a neoprene seal running the full length of the panel to give excellent weather resistance. Standard finish - stucco embossed primer coating to both faces.

**DOOR HEAD GEAR:** Sectional doors are counterbalanced to ensure the smooth running of doors, using minimal effort. All counterbalance spring calculations carried out by LATCO Engineering are done to get the maximum life out of the door springs we manufacture (most typical loading dock doors are calculated to a minimum 50,000 cycles). The springs are high tensile helical wound steel, these are heat treated for improved performance. The springs are mounted on a steel shaft supported by bearing brackets incorporating sealed bearing rollers, this ensures free running of the shaft. Also mounted on the spring shaft are the cable drums, these carry the aircraft quality cables which have a 6:1 safety factor. These are looped and swaged using a hydraulic press to ensure the cables do not get detached from the cable drums or the brackets which connect the cables to the bottom of the door panels.

**PANEL OPTION:S:** Plastisol XL200 or polyester coating to the external face in a extensive range of colours, internal RAL 9010. Factory paint finish to either internal or external face to any BS or RAL colour. Aluminium panels Unit identification numerals and corporate decals (factory or site applied).

**PANEL HARDWARE:** The roller carriers are adjustable and, along with the intermediate panel hinges, are hot dipped galvanised steel. The rollers which run in the side track are sealed for life self lubricating bearings c/w a nylon tyre, to give smooth and quiet operation, and mounted on a zinc plated steel shaft. The new design LATCO Engineering vertical lift loading dock door needs no adjustment as it is sealed directly to the seal connected to the side fixing angle.

**GUIDE TRACKS:** The door tracks are galvanised steel 'J' type (designed to give free and easy running for bearing rollers). These are mounted on a galvanised steel jamb angle, for fixing purposes, via LATCO Engineering's unique stud welding system which ensures the most effective seal to the building as the tracks need no adjustment on site.

**SEALS** All LATCO Engineering sectional doors are fully perimeter sealed, as well the intermediate panel seals, to provide the most effective weather seal to your door assuming all fixing faces, floors and lintels are flush and square

**OTHER OPTIONS** As you would expect, LATCO Engineering offer a massive range of optional extras including but not limited to double glazed windows, integral personnel doors in main door, & door safety furniture.

**SITE WIRING:** Unless otherwise agreed site wiring is to be undertaken by the client. If it is separately agreed we are able to provide on-site wiring should the client wish. This could be effected on the basis that a suitable mains supply would be provided at the starter position and to within one metre of the starter position terminated by an isolator by others (please note that in all instances it is assumed that the starter is positioned on the motor side of the opening, approximately 1.5 metres above finished door level). A LATCO Engineering Limited electrician would site wire from the isolator to the motor starter and controlling limits normally in black PVC conduit to current I.E.E. Regulations, other than where the client provides alternative wiring specifications.

**WARRANTY:** We warranty all parts free from manufacturer's defects for a period of twelve months from the commissioning date. The warranty also covers call out charges and fitting charges for replacement parts supplied under the warranty. The warranty does not cover repairs due to accidental damage or misuse, fair wear and tear or any loss of use while replacement parts are being supplied or fitted.

**MAINTENANCE:** Most doors are subjected to a certain amount of abuse and everyday wear and therefore it is advisable to identify and correct any faults at an early stage. This ensures trouble free operation and avoids potentially costly repair damage. In accordance with the Supply of Machinery (Safety) Regulations 1992, it is a requirement that the end user of all industrial doors establish a fully documented maintenance regime in accordance with the manufacturer's recommendations. Failure to do so may result in prosecution in the event of an accident. Our Planned Maintenance can help you fulfil your legal requirements and ensure that Health and Safety obligations are met. We will recommend a maintenance programme for your doors relevant to their application, usage, duty, speed of operation and any other relevant local conditions.

**SERVICE SUPPORT:** Accidents happen and breakdowns occur – it's an undeniable fact of working life, and ensuring that the support is there when required gives peace of mind that down-time will be kept to a minimum. LATCO Engineering's technicians are on 24 hour call for such an eventuality. The product is British made and all components are sourced locally to ensure that any replacement part costs and delays are kept to a minimum.

