



Telescopic Sliding Gates Specification

	<i>Tracked gates</i>	<i>Cantilever gates</i>
To suit clear opening (Single leaf)	Up to 25.00M	Up to 15.00M
To suit clear opening (Double leaf)	Up to 50.00M	Up to 30.00M
Standard vertical bar infill @ max. 120mm centres	30 x 20 x2 mm	30 x 20 x2 mm
Additional safety mesh infill	30 x 30mm	30 x 30mm
Ground Clearance	80 mm	80 mm

The gate shall be manufactured from rolled hollow section mild steel tube. The gate leaf is to be a torsion free, fully welded unit. The standard vertical infill bars are to be fully welded between the upper and lower gate beams, and additional safety mesh installed behind the vertical bars. The guidepost is constructed from a steel square hollow section (larger gates may require more than one post). Tracked gates will be supported and guided by flanged steel wheels mounted within the support beam on sealed maintenance free bearings running on a hot rolled steel rail (S10 profile). Cantilever gates will be supported and guided by a special rolled section lower support beam running on two sets of adjustable double, maintenance free, nylon rollers mounted on sealed bearings. For cantilever gates with clear openings larger than 8.00 metres both support roller sets are to be fitted with additional rollers.

The gate may be provided with the following alternative infills; welded mesh, pales to match palisade fencing, flat, profiled or louvred sheet steel or aluminium, wood (close boarded or hit and miss), round bar, diagonal bar, or the gate frame can be prepared to accept the customers own material. Additional safety mesh infill may also be required.

The weatherproof drive housing is to be manufactured from sheet steel and mounted on a base plate. The housing will enclose the integral electrical drive system and the EP103 control panel that will interface with all types of access control systems; eg. card readers or radio transmitters. It is also equipped with a built in auto close delay function, and plug in cards are available for inductive ground loops, traffic light/status indication, and electro-magnetic lock control. Access into the housing will be through a lockable steel access door. Attached to the top of the drive post there will be two nylon guide rollers providing lateral support to the gate leaf. These rollers shall bear on an inverted U section welded to the gate leaf. The closing post will provide devices to locate the gate when in the closed position

The drive system will be through a three phase 240/400V, 50Hz, 100% ED rated motor fitted with an adjustable clutch which will propel the gate at 200mm/second by means of a sprocket and gall chain. Both sprocket and chain shall be shrouded to comply with European safety guidelines. Gate drive and locking is to be achieved through a worm drive running in a synthetic oil filled gearbox. In the event of a power failure the gate shall be operated manually by releasing the clutch. A key switch for open and close operations plus an emergency stop button are to be mounted on the drive post.

Open and close positions will be sensed through two non-contact inductive limit switches. These are to be triggered by adjustable location plates fitted to the lower support beam.

The standard safety buffer system shall be 'fail safe', and conform to the latest European Regulations. It shall consist of a leading edge buffer with a signal transmission system.

To ensure long term corrosion protection after fabrication, components are shot blasted, hot zinc sprayed and polyurethane coated. Colours may be specified by the customer.

Foundation and general arrangements drawings are supplied shortly after an order has been placed, for dimensional approval, and to ensure that the foundations can be completed in good time before the gate is delivered. Wiring diagrams are delivered with the gate.

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