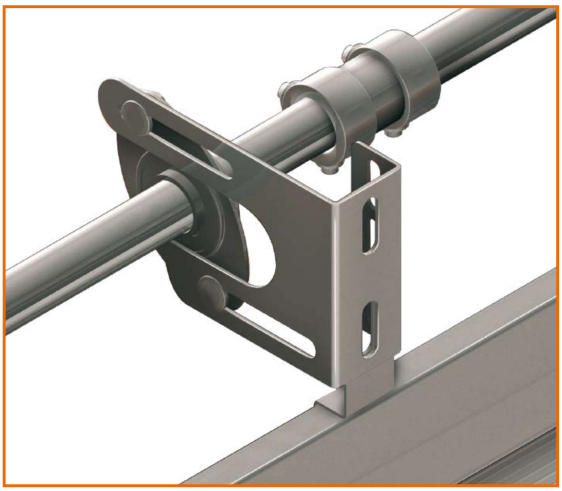
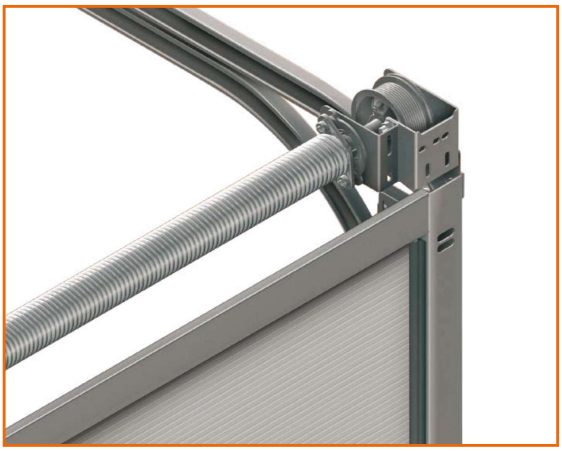
Track system



The track system is unique in terms of profile, choice of materials and finish. Operator safety, durability and reliability were primary considerations when designing the track systems. As you would expect all the materials used are galvanised to stringent standards. All the track joints use nut and bolt fixings. This speeds up installation and is easy to maintain... All the tracks are manufactured in house to our own designs. A great deal of thought has been put into the production process.



The materials used and the design of the rollers ensure precisely controlled door movements with a minimum of noise nuisance. This design of roller has proved its reliability in the arduous environments found in industrial and commercial buildings. Making it an obvious choice for use in our sectional garage doors.
Design optimisation is a dynamic process that is driven by the demands of practical applications. This has resulted in a track profile shape that offers added protection against injury. The steel cables are also guided inside the track profiles.

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Three variants of the track system are available. The main difference between the three variants is the position of the torsion spring assembly.

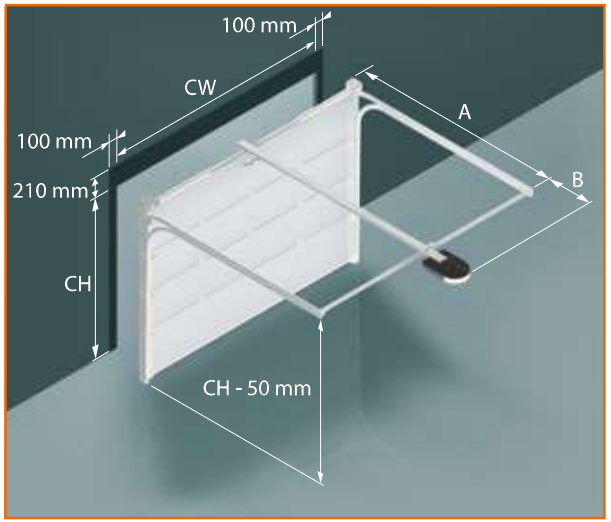
The choice of track system depends on the amount of headroom available above the lintel. The lintel is the beam that runs across the top of the garage door opening. If there is only limited headroom available in your garage, the low headroom variant where the torsion spring assembly is mounted at the rear of the horizontal tracks will need to be used.

Additional pulleys are provided in order to guide the wire cables correctly. In cases where there is adequate headroom above the lintel, the track system variant with the torsion spring assembly above the door leaf can be used.

Installation dimensions

The installation space required for the horizontal tracks depends on the clear opening height and the type of operation (manual and/or electric drive). Installation dimensions can be calculated from the illustration/s below.
NB: CH = the clear opening height when the door is in the fully open position.

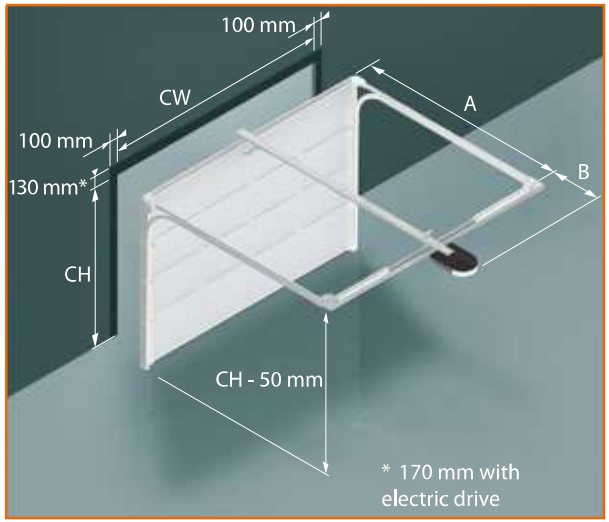
GD 210
Normal track system with torsion spring/s above the door leaf



Installation criteria
- Side-room requirements for vertical tracks left and right = 100 mm per side
- Minimum headroom = 210mm
- Clear opening height (CH) = structural height less 150 mm for manual operation
- Clear opening height (CH) = structural height for electric operation

CH	A	B
≤ 2250 mm	2750 mm	570 mm
> 2250 - ≤ 2500 mm	3050 mm	570 mm
> 2500 mm	3450 mm	930 mm

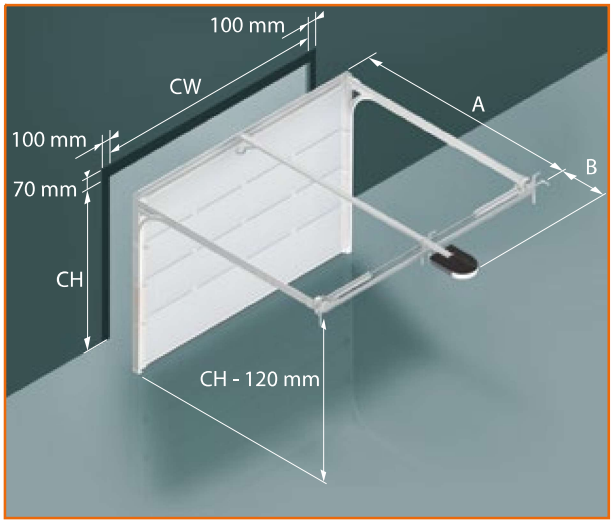
GD 130
Low-headroom system with rear mounted torsion spring/s



Installation criteria
- Side-room requirements for vertical tracks left and right = 100 mm per side
- Minimum headroom: 130 mm required for manual operation 170 mm required for electric operation
- Clear opening height (CH) = structural height less 150 mm for manual operation
- Clear opening height (CH) = structural height for electric operation

CH	A	B
≤ 2250 mm	2900 mm	420 mm
> 2250 - ≤ 2500 mm	3200 mm	420 mm
> 2500 mm	3600 mm	780 mm

GD 70
Low-headroom system with rear mounted torsion spring/s - this system is only available with operator



Installation criteria
- Side-room requirements for vertical tracks left and right = 100 mm per side
- Minimum headroom only 70mm*
- Clear opening height (CH) = structural height less 120 mm

* NB: 70 mm headroom: clear opening height will reduce by 120 mm

CH	A	B
≤ 2250 mm	2900 mm	420 mm
> 2250 - ≤ 2500 mm	3200 mm	420 mm
> 2500 mm	3600 mm	780 mm