DYNATECT®

DYNAMIC EQUIPMENT PROTECTION

Gortite®
Pre-Framed Roll-Up Door

Installation Guide

VPB0033

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1. INTRODUCTION

a) Welcome!

Thank you for choosing Dynatect as your solution partner. This guide contains essential information on your new Gortite Pre-Framed Roll-Up Door. Please take the time to thoroughly read and understand this guide prior to installation, operation, or maintenance of the equipment. Please consider filing this guide so that it can be referenced again for future adjustment or maintenance purposes.

Since Dynatect is continually improving its products and services, this guide may include updates from a previous version. If you need additional copies of any instructions or if you have questions, recommendations, or feedback regarding the safe and proper installation/operation of your Gortite Powered Roll-Up Door, please contact a sales representative or Dynatect directly at 262-786-1500. We appreciate your business and the confidence you have placed in us. Please contact us if we can be of further assistance.

b) Inspect Your Shipment

Please thoroughly inspect the shipment and compare it to the bill of lading. Account for all items in the container or package and inspect the container and each item for damage and/or concealed damage. Notify the carrier immediately if there are any shortages, damages, or concealed damage; add any necessary notations to your bill of lading; and request that the carrier return and conduct an inspection.

File your claim with the carrier promptly and support it with photographs and all available documentation. Ensure all missing or damaged parts are replaced and that any mechanical problems are corrected prior to installing the unit. Dynatect is not responsible for collection of claims or replacement of lost or damaged materials due to carrier negligence.

c) Before beginning installation, please:

- Carefully read the complete installation manual
- Make sure the door opening is square and free of weld crowns or other obstructions
- When unpacking, be careful not to scratch the door and/or other components

d) Safety/Guarantee:

The guidelines and procedures in this book are published in good faith and have been checked for accuracy, however, no warranties, either expressed or implied, are made; nor are successful results guaranteed. The author and editors do not take any responsibility for human error, typographical mistakes, or variations in individual work. Nor shall they be liable for special, consequential, or exemplary damages resulting, in whole or part, from the reader's utilization of, or reliance upon, this material. The reader is expressly warned to consider and adopt all safety precautions and activities presented herein to avoid potential hazards and liabilities. By following the instructions and guidelines contained herein, the reader willingly assumes all risks in connection with these instructions and guidelines.

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2. REFERENCE DRAWINGS

Outside View:

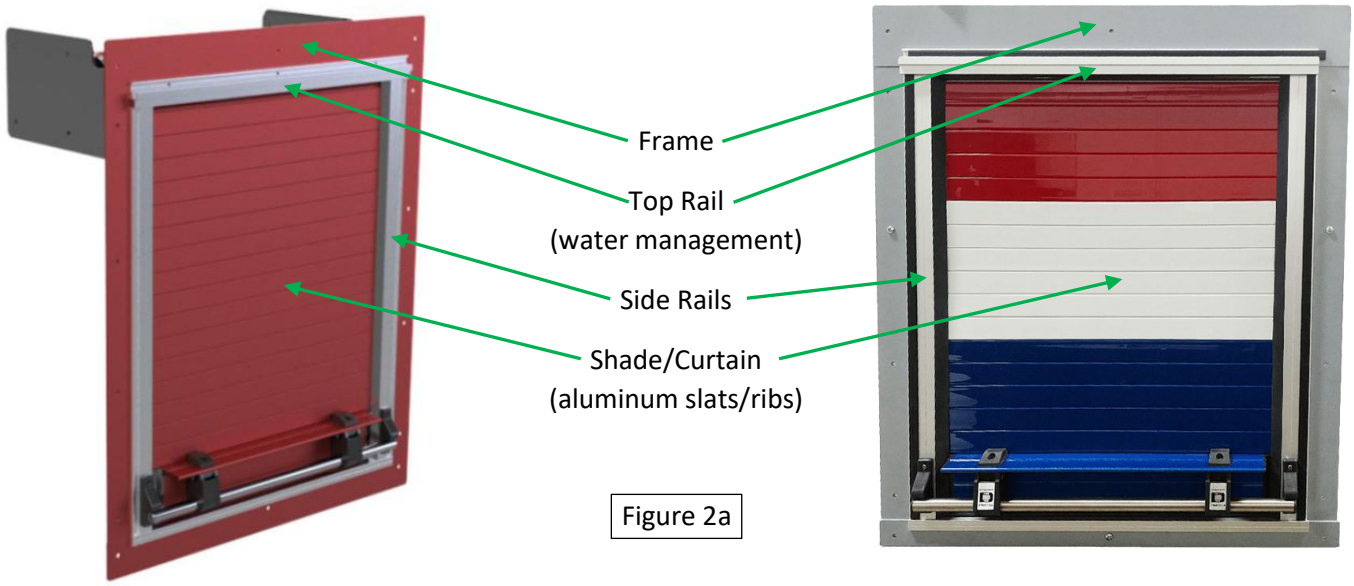

Figure 2a

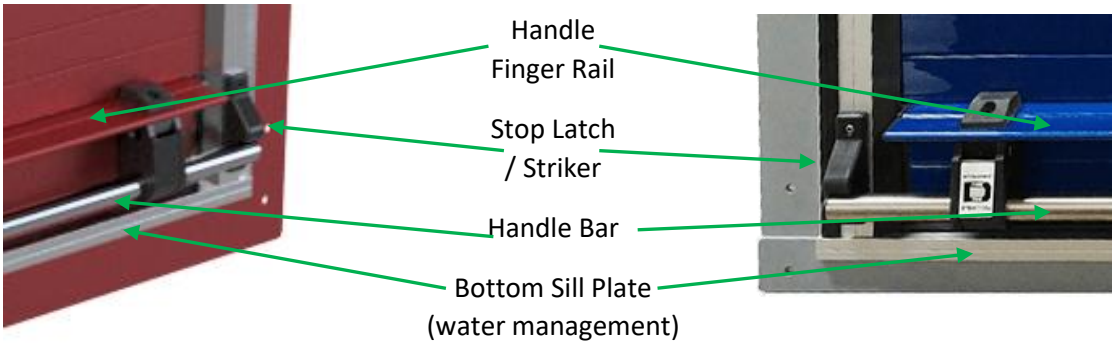

Figure 2b

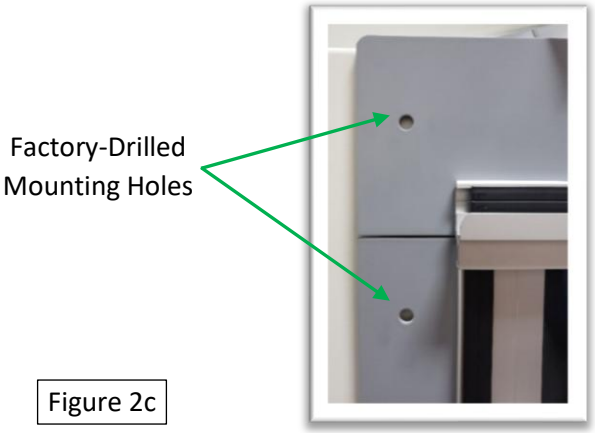

Figure 2c

Inside View:

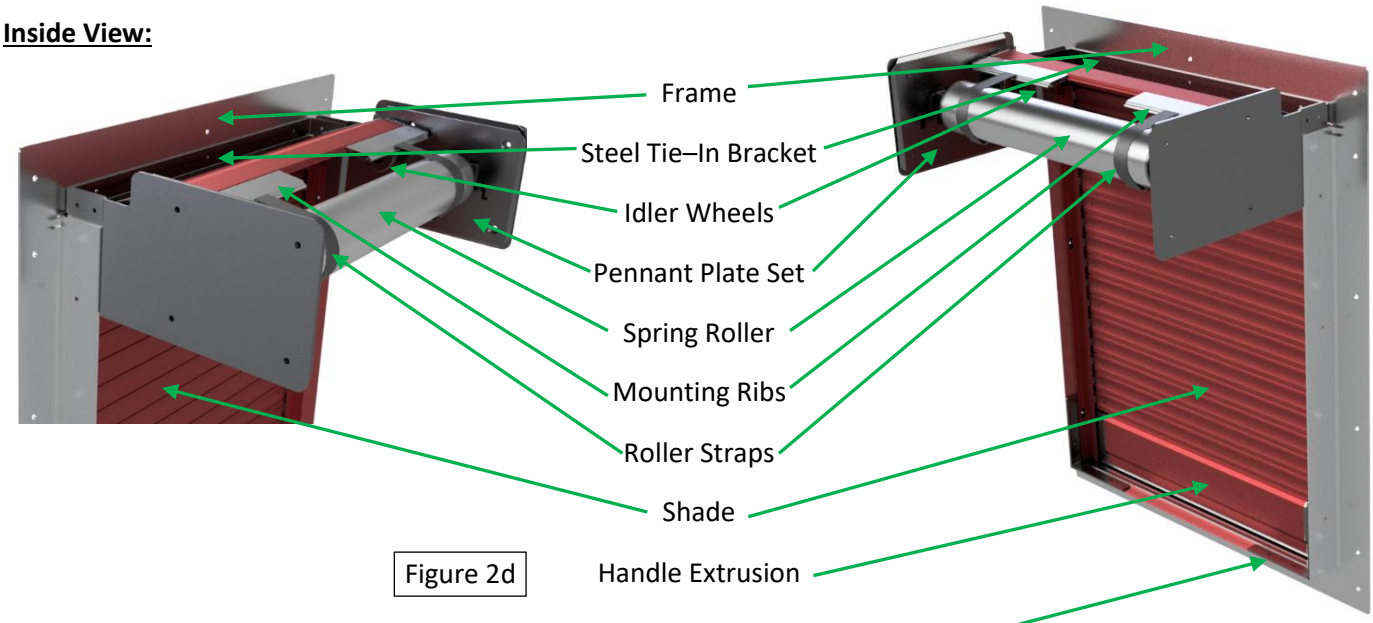

Figure 2d

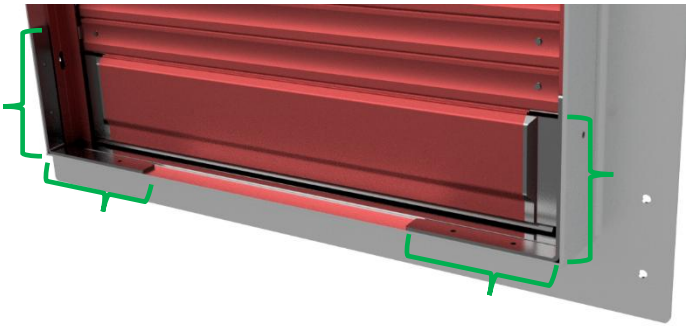

Figure 2e

3. TOOLS & EQUIPMENT

- Frame Mounting Hardware/Fasteners & Associated Drivers
- Drill / Drill Bits
- Tape Measure
- Marking Pen

4. UNPACKAGING / PREPARATION

a) Handling

i) Always Requires 2 Installers

(1) The top of the door assembly (Figure 2d) will always be heavier, and installers should plan/handle accordingly. When lifting, the door should be supported as uniformly as possible.

(2) If lifting by the frame, two extreme ends should always be lifted concurrently.

ii) There are (2) L-brackets at the bottom of the door (Figure 2e) that contribute to frame rigidity during shipping and installation. Keep these brackets in place until the door is fully installed and tested.

iii) The pre-framed door is shipped with the shade fully closed, which better distributes the weight across the door assembly and contributes to rigidity before mounting. To maintain this benefit, consider keeping the shade closed until the frame is secured to the vehicle/compartment body.

iv) When lifting primarily the top of the door assembly, minimize any sliding or deformation forces on the bottom of the frame (ensure that the bottom frame of the door is also supported and/or guided through the lifting process).

v) Large doors that may require mechanical lifting assistance (straps, crane, fork truck).

b) Unpackaging: The pre-framed door is secured to a pallet with a possible combination of fasteners, straps, cardboard and/or plastic wrap – all of which should be removed by the installer so that the door can be lifted free of the pallet.

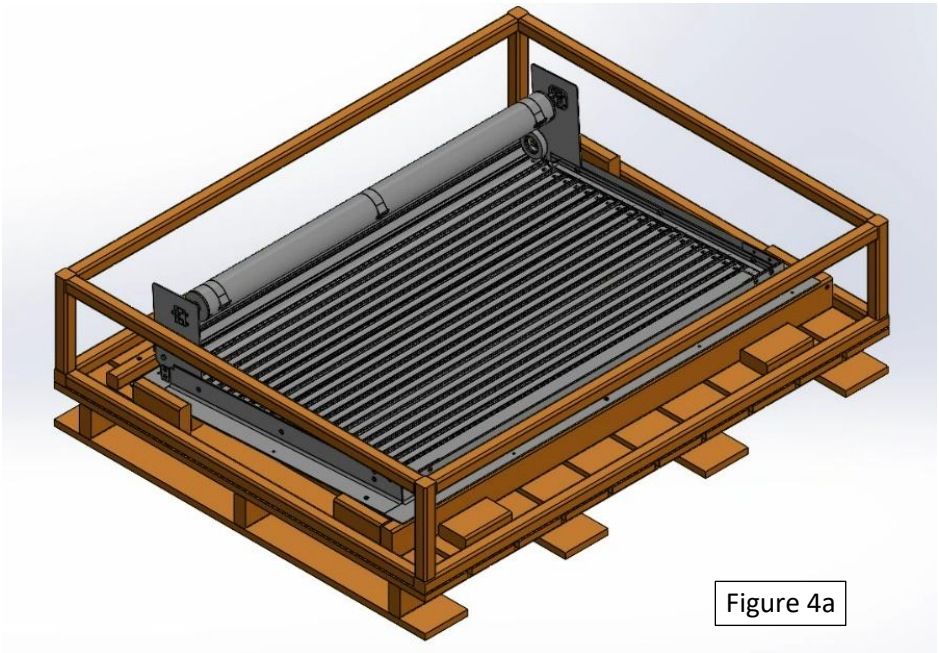

Figure 4a

c) Preparing the Vehicle/Compartment Body:

i) Verify fit. Dimensions of the internal flanges of the pre-framed door vs. vehicle/compartment body opening should allow door frame to be installed into opening. DO NOT FORCE DOOR FRAME INTO OPENING.

ii) To maximize the usable opening height, the pennant plates, idler wheels, and shade are designed to always be a little taller than the opening of the door (Figure 4c). As a result, during installation the pre-framed door is tipped up into the opening and swung down into place.

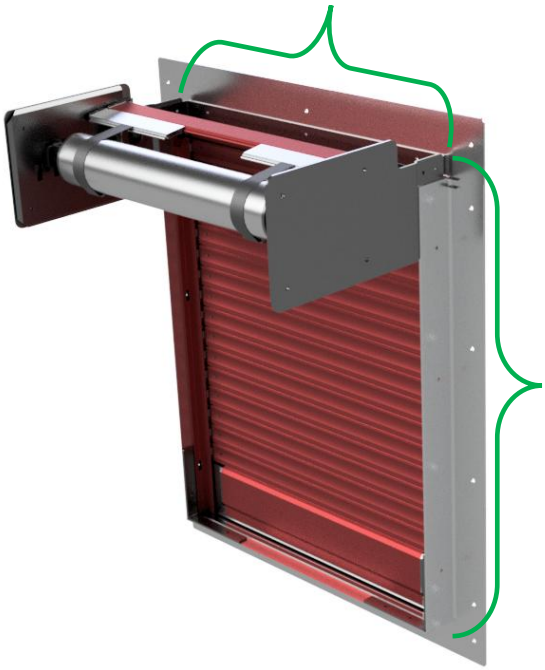

Figure 4b

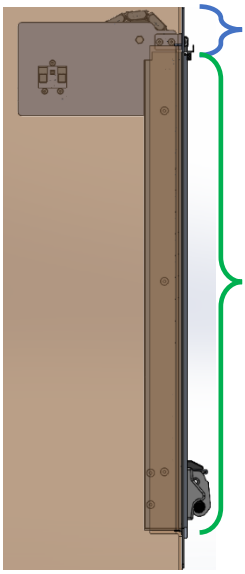

Figure 4c

d) Mounting Holes:

i) Mounting hardware:

(1) Hardware/fasteners used to mount the frame are selected/specified by the installer in conformance with their building practices and hardware standardization

(2) The installer may use any appropriate mounting hardware and any thread-locking technology to ensure the hardware (NOT INCLUDED) does not back out due to vibration (self-tapping, split washers, adhesives, etc.)

ii) Mounting holes in the pre-framed door: Dynatect recommends coordinating pre-framed mounting holes at the time of approval drawings so they are factory pre-drilled. As an alternative, holes can be drilled as the frame is installed.

iii) Mounting holes in the receiving vehicle/compartment

(1) <u>Method 1: Drill After Trial Fitment (Recommended):</u>

(a) Temporarily insert the pre-framed roll-up door assembly to the vehicle/compartment

(i) During fitment the pre-framed door is tipped up into the opening and swung down into place (Figure 4d)

(ii) Use the upper frame edge as a guide and brace when swinging into place (red circle)

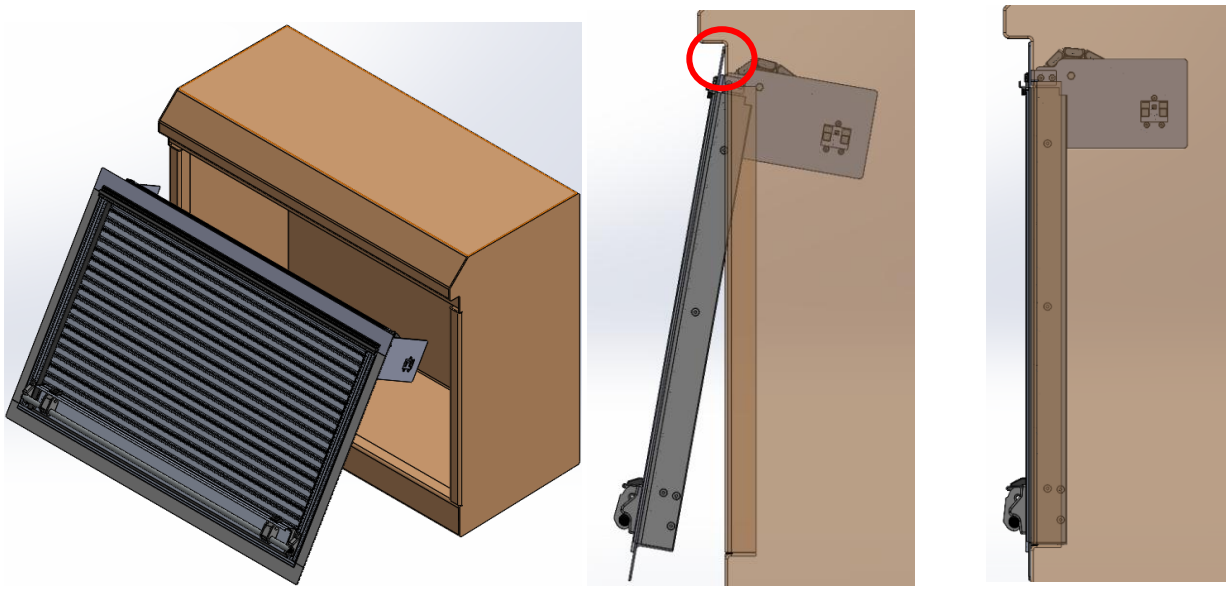

Figure 4d

(b) Using the holes on the pre-framed door, mark the mounting holes on the receiving vehicle/compartment

(c) Remove the pre-framed door

(d) Drill the appropriate holes in the receiving vehicle/compartment to accommodate mounting hardware supplied by the installer

(2) Method 2: Drill During Installation
   (a) Follow Section 5 “DOOR INSTALLATION” and drill the vehicle/compartment holes directly through the holes of the pre-framed door
   (b) Drill the appropriate holes in the receiving vehicle/compartment to accommodate mounting hardware supplied by the installer
   (c) Drilling this way comes with some risk of compromising the finish of the pre-framed door

(3) Method 3: Drill Using Approval Drawings
   (a) Using approval drawings, measure and pre-drill the holes
   (b) Drilling this way comes with some risk of accuracy based on Geometric Dimensioning and Tolerancing (GD&T) methods and references for either set of holes and cutouts

5. DOOR INSTALLATION

a) Insert the pre-framed roll-up door assembly to the vehicle/compartment. During installation the pre-framed door is tipped up into the opening and swung down into place (Figure 4d)

b) Secure the door with appropriate mounting hardware – supplied by installer

c) Test open and close of shade for smooth operation
   i) Release the handle bar from the stop latch (Figure 2b)
      (1) Open slowly, while checking for clearance between the rolled-up door and the cabinet to ensure no interference
   ii) Cycle the door up and down a few times to check functionality
   iii) Adjust or shim any portion of the door to optimize a square and plumb installation to attain ideal door motion
      (1) The Gortite Roll-Up Door’s tension has been factory set using the width of the compartment and the travel of the roll-up door as a guide, so that the tension is set for the optimal force for opening and closing the shade
      (2) In the exceptional case that spring force is not satisfactory, the tension on the roller assembly may be adjusted, see Section 8: APPENDIX: ADJUSTING ROLLER TENSION
   iv) If desired, thread locker may be applied to the frame mounting hardware by removing and re-applying one fastener at a time
   v) If desired, the (2) L-brackets at the bottom of the door (Figure 2e) may remain installed for permanent use, or be removed based on aesthetic desire

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6. CLEANING & MAINTENANCE

a) Cleaning: Any door with a painted surface should not be aggressively cleaned for 30 days from the time of shipment. When cleaning the anodized shade (door slats), use only a mild non-abrasive soap and water. The side channels should also be inspected and cleaned periodically. Use the same type of soap as above and remove the dirt and grime from inside the channels. Cleaning any friction spots will help ensure smooth door operation.

b) Lubrication: After cleaning, a dry silicone spray can be applied to the side channels and any friction spots to ensure smooth operation. Do not use lithium or grease to lubricate the track (these lubricants only attract dirt).

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7. APPENDIX: DOOR AJAR SWITCH WIRING

a) If the pre-framed door is ordered with an optional door ajar switch, it will arrive from the factory pre-mounted.

b) The installer is responsible for any wiring as outlined in Figure 7a:

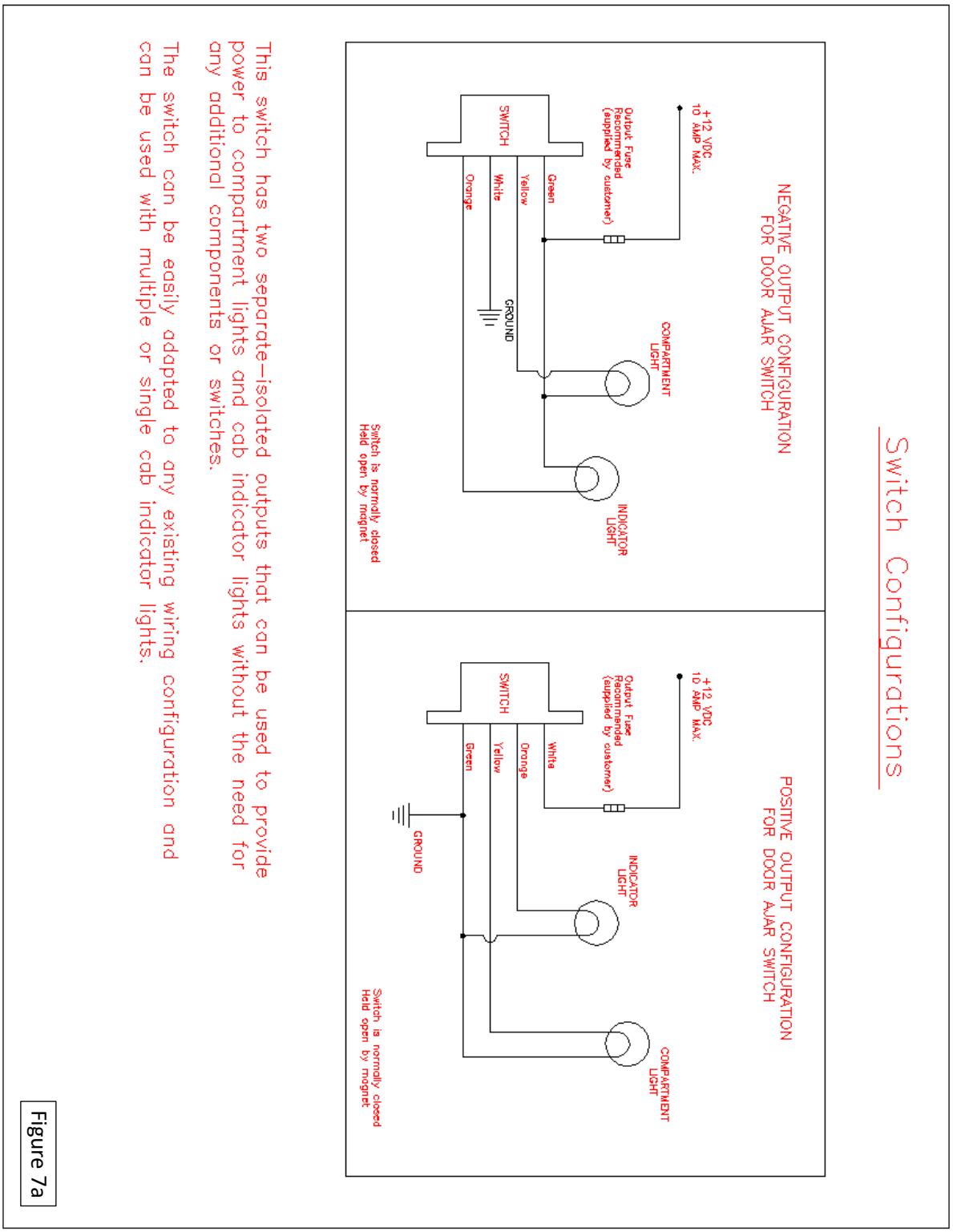

Figure 7a

8. APPENDIX: ADJUSTING ROLLER TENSION

a) The tension on the Roll-Up Door has been factory set using the width of the compartment and the travel of the roll-up door as a guide, so that the tension is set for the optimal force for opening and closing the shade. However, if there is reason to adjust the tension use the following instructions.

b) Before making any adjustments:
   i. Double check the door, looking for possible causes for the increased force required to operate the door. (Example: End caps contacting the side rails due to the door opening being too narrow)
   ii. The door may need to be lubricated if it is difficult to open and close. After cleaning, a dry silicone spray can be applied to the side channels and any friction spots to ensure smooth operation. Do not use lithium or grease to lubricate the track (these lubricants only attract dirt).

c) In the exceptional case that spring force is still not satisfactory, the tension on the roller assembly may be adjusted
   i. If the door opens with very little force and requires a lot of force to close, the preset tension may be too great
   ii. If the door requires a lot of force to open and closes with very little force the preset tension may be too low

d) To adjust the spring force from outside the compartment:
   i. This procedure Always Requires 2 Installers
   ii. Despite being a pre-framed door, all of the components outlined below can be removed and re-applied for exceptional spring re-tensioning
      1. The service technician may benefit from reviewing the standard installation manual which shows the discrete installation of each component, which can be found at: https://dynatect.com/wp-content/uploads/Dynatect-GortiteDoors_InstallManual.pdf
   iii. Open the door
      1. Remove the fasteners from the side rails (Figure 8a)
      2. Remove the side rails while remembering to protect the exposed flange of the side rails at all times to preserve their finish

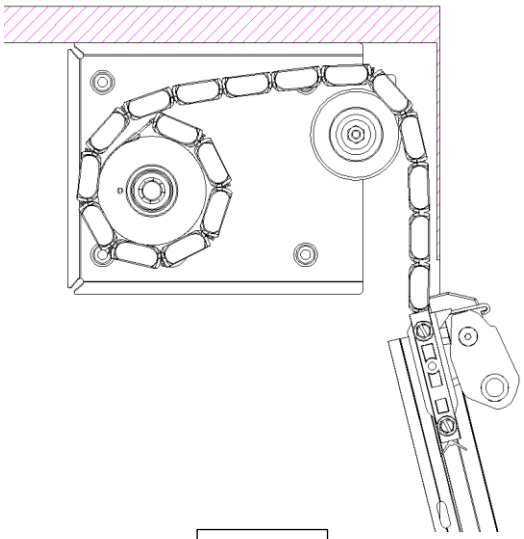

Figure 8a

iv. Slowly pull the door down until the mounting ribs, roller strap, and the spring roller (Figure 2d) are accessible

v. Pre-framed doors are factory shipped with a hairpin taped to the inside of the one of the pennant plates, exceptionally used to adjust the spring tension

vi. One end of the shaft on the spring roller has a through-hole bored from top to bottom. On the same end, the white end-cap on the spring roller also has a through-hole that must be aligned with the shaft to insert the hairpin (Figure 8b). This may require turning the spring roller slightly clockwise or counterclockwise or to ensure the holes are aligned.

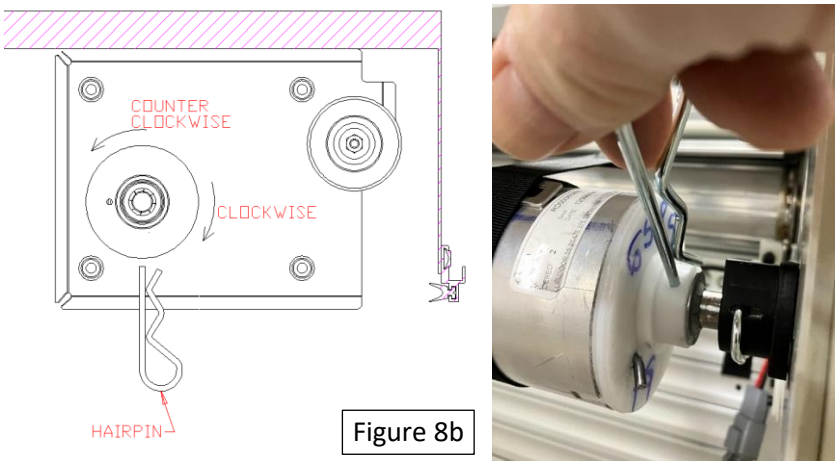

Figure 8b

vii. Remove the roller straps from the mounting ribs by gently pushing up on the door to help release the attachment clip from the mounting rib (Figure 8c)

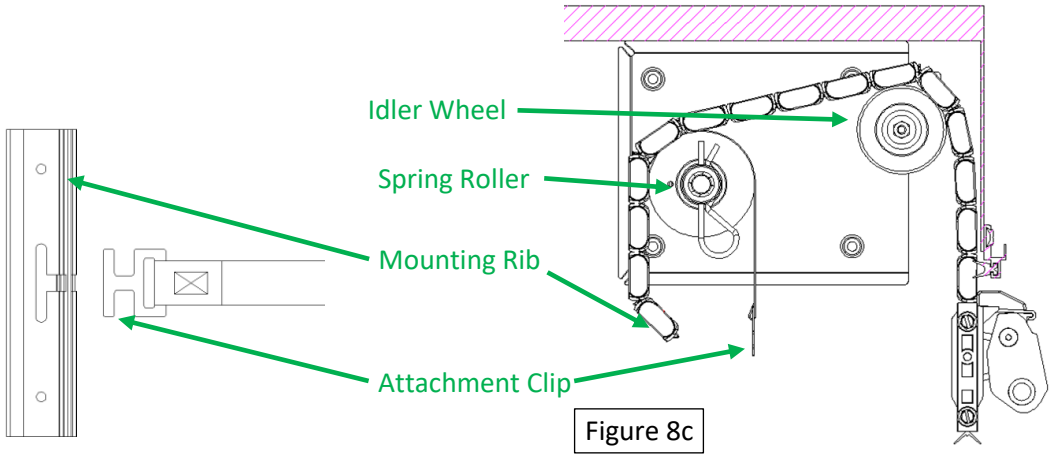

Figure 8c

viii. Hold the roller assembly securely with both hands and have another person remove the hairpin (Figure #8b)
   1. Turn the roller assembly clockwise one 360-degree rotation to increase force
   2. Or allow the roller to rotate counterclockwise one 360-degree rotation to decrease force
   3. There is a label on the spring roller documenting how many turns of spring force were applied at the factory. The installer must document the changed number of rotations on that same label.

ix. With the holes aligned, re-insert the hairpin

x. Connect the straps to the mounting ribs, using the opposite process of step vii (Figure 8c)
   1. Ensure the shade remains over the idler wheel

xi. With the straps connected, remove the hairpin and slowly let the tension back on the door – allowing to door to fully scroll to the max open position

xii. Re-attach the side rails, using the opposite process of step iii

9. APPENDIX: REPLACING RIBS

a) Preparation:

i. To change or remove slats, the door and tracks must be removed and placed on a soft surface to avoid damage to their finish
ii. A blanket, towel or rug are typically used
iii. Cleaning of the door is recommended during this procedure, as the parts will be readily accessible
iv. Despite being a pre-framed door, all of the components outlined below can be removed and re-applied for exceptional rib replacement
    1. The service technician may benefit from reviewing the standard installation manual which shows the discrete installation of each component, which can be found at: https://dynatect.com/wp-content/uploads/Dynatect-GortiteDoors_InstallManual.pdf

b) Remove the Door Assembly:

i. Remove the door assembly
    1. The door assembly consists of the shade, handle finger rail, handle bar, handle extrusion as illustrated in Figures 2b and 2d
    2. Follow steps d)iii through d)vii in Section 8 APPENDIX: ADJUSTING ROLLER TENSION
        a. There is no need to adjust roller tension when replacing ribs
ii. After the door assembly is removed lay it on a soft, clean surface

c) Repair the Shade:

i. Identify the rib that needs to be removed and locate the button on the end cap of the rib to be removed (Figure 9a)

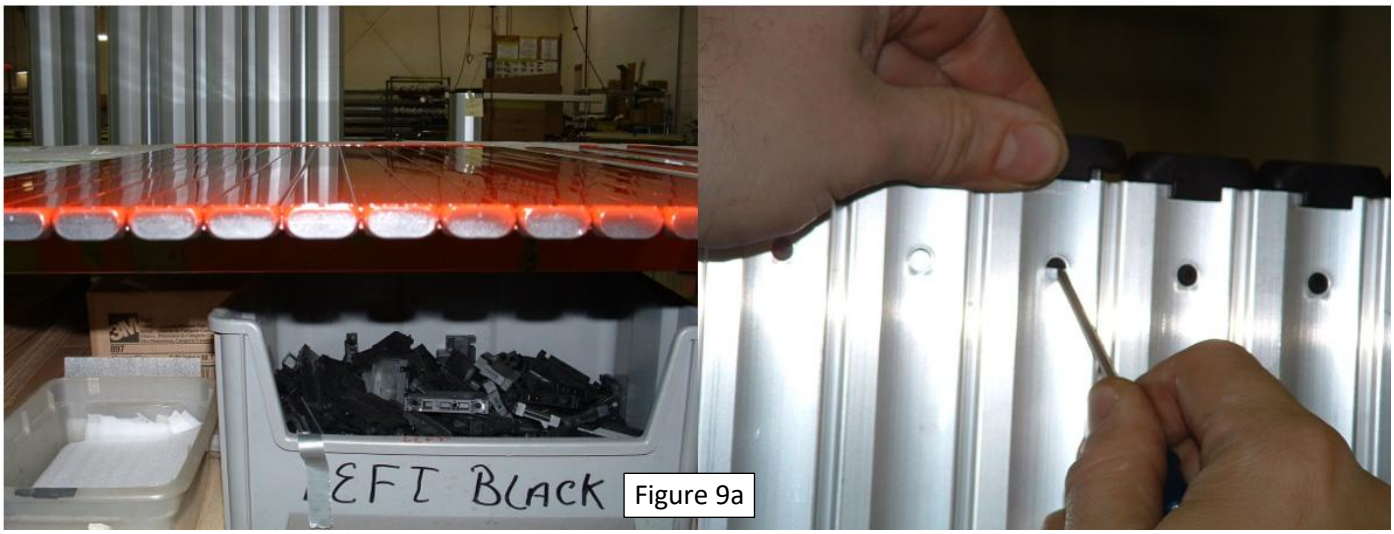

Figure 9a

ii. Remove the end cap by depressing the button with a small screwdriver and pushing out. When the button has been disengaged from the rib then pull to remove end cap (Figure 9b)

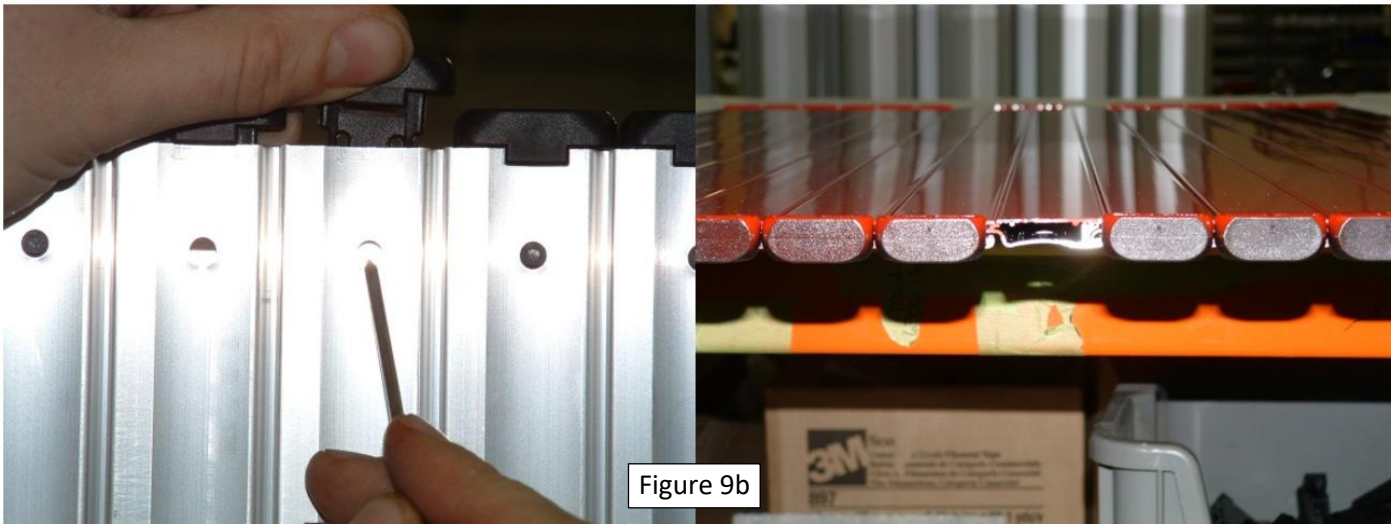

Figure 9b

iii. Save the endcaps, which can be re-used 3 times, but after 3 deformations of the button typically requires replacement

iv. On the opposite side of the end, the endcaps of the rib directly adjacent (forward and aft) of the rib need to be removed (Figure 9c)

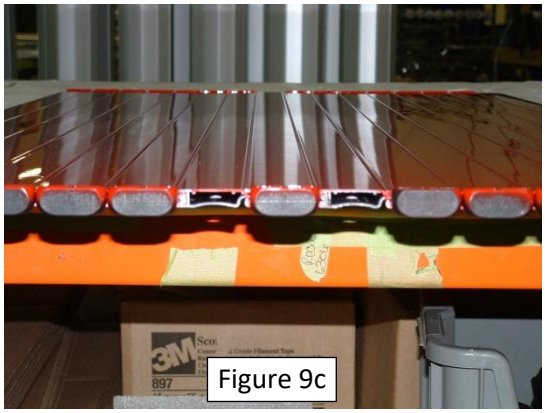

Figure 9c

v. At that same end as step iv, remove the damaged rib and <u>one</u> rib-seal (rib-seal may be black or white). It is easier to remove when creating a slight arc in the shade (Figure 9d).

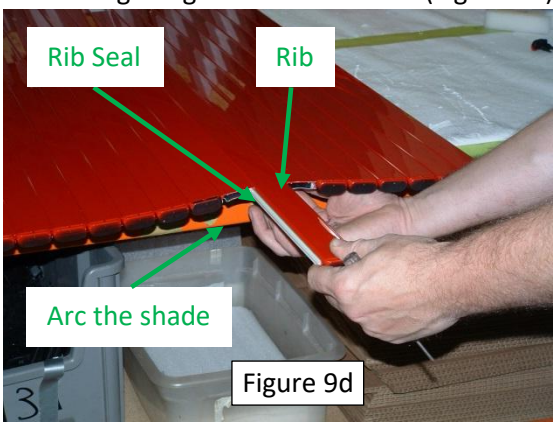

Figure 9d

vi. Be sure the rib seal is still attached to the rib next to the replacement rib
vii. Before re-installing the replacement rib, ensure two rib seals are inserted in their respective channels while the rib is outside the opening, as illustrated on the left side of Figure 8e.
viii. Re-install the replacement rib and rib seal. For easy installing, slide the rib seals onto the adjoining ribs, create a slight arc, and slide the rib on (Figure 9e).

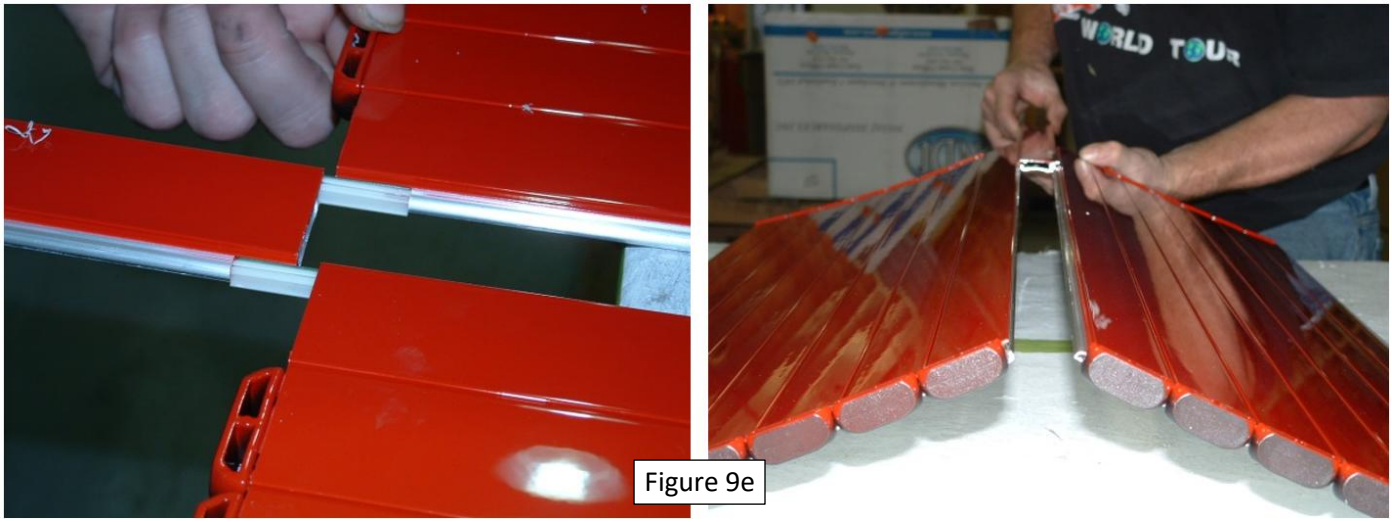

Figure 9e

ix. Align the endcap with rib, insert with a little pressure until it snaps, and check to be sure the endcap is snapped in place (Figure 9f)

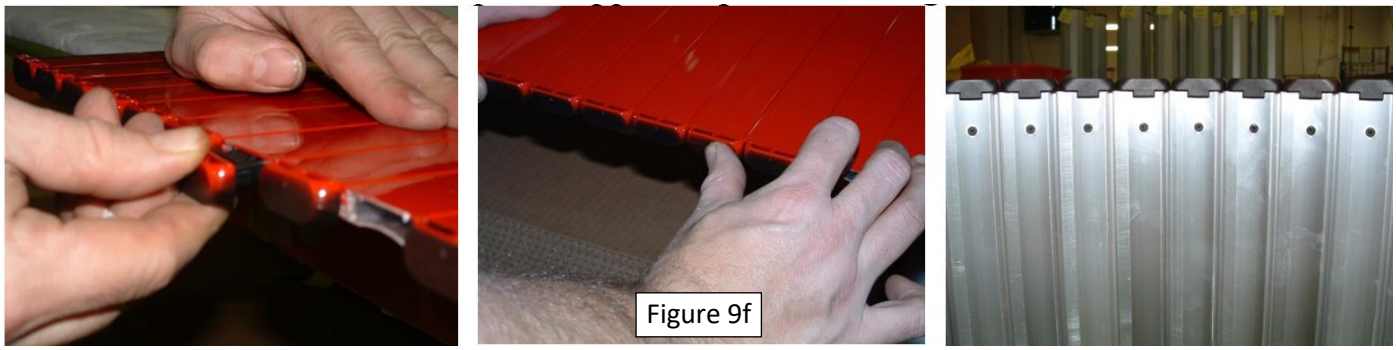
Figure 9f

d) Replace the Door Assembly:

i. The door assembly consists of the shade, handle finger rail, handle bar, handle extrusion as illustrated in Figures 2b and 2d
ii. Follow steps d)x through d)xii in Section 8 APPENDIX: ADJUSTING ROLLER TENSION
    1. There is no need to adjust roller tension when replacing ribs