



End Door Manual Operator



Product Background

The end door operator is designed to provide a viable alternative to aging roller cage type door suspension designs used on most railway cars.

The design criteria set forth were:

- Increase the Reliability of the Suspension using Components Developed for Powered Side Doors
- Provide Integral Adjustable Damping on Closure
- Prevent the need for any Counterweight
- Provide Smooth and Quiet Door Operation
- Practically Maintenance free with no Lubrication

This was done having in mind that the American Disabilities Act (ADA) requires wider end door opening.

Specifications

Type:	Manual Opening and Automatic Closing with Damper
Door Track:	Hard Anodized Extruded Aluminum
Rollers:	Polyurethane Rollers Mounted on Double Sealed Ball Bearings
Operator:	Self-Contained Rotary Linear Spring
Closing Force:	5 to 20 lbs.
Damping:	Adjustable Restricted Flow Air Cylinder.
Panel Weight:	Up to 200 lbs
Height Adjustment:	S/S Cam Allowing 1/4" Adjustment
Synchronization:	Toothed Belt (Bi-Parting Only)

Construction

Configuration:	Single Pane or Bi-Parting.
Seals:	Interlocking Nosing Seals Available.

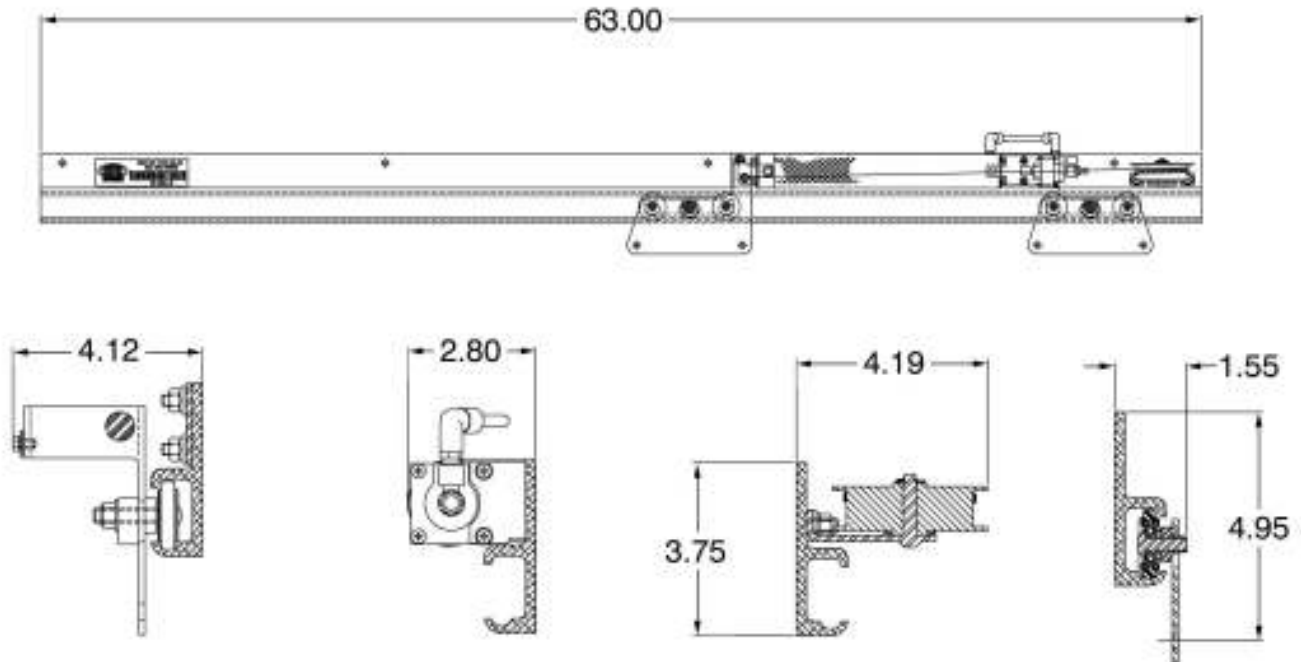
Tested To

Shock and Vibration	RIA 20
Climate Conditions	IEC-571
Cycling Endurance	2 million operations
ADA	Meet Width Requirements

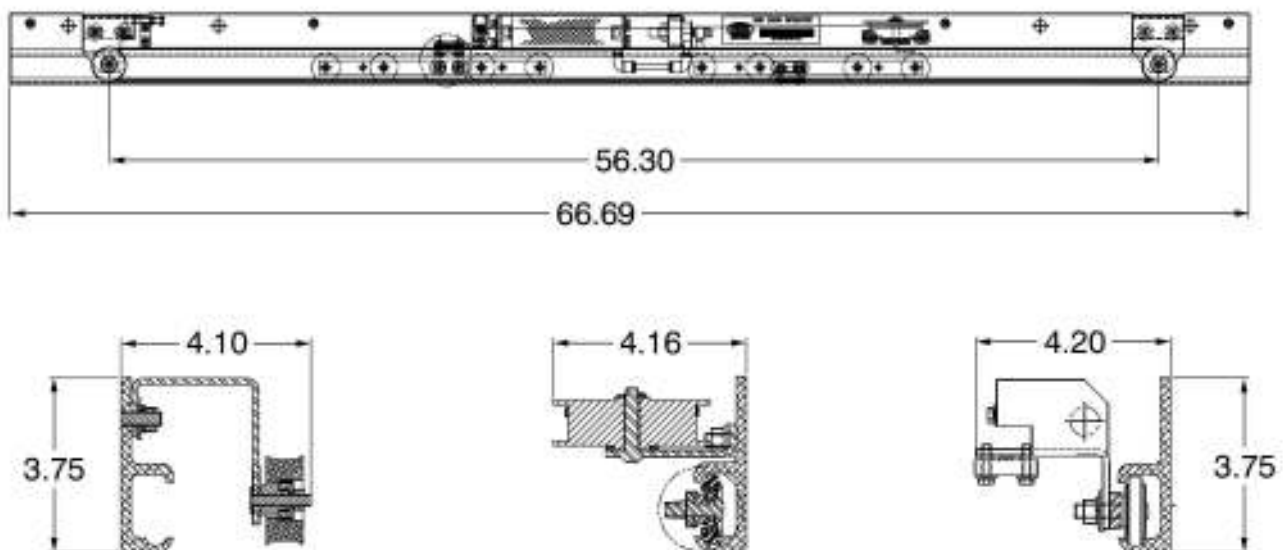
Projects Used On

NYCT R142	Bi-Parting
NYCT R143	Single Panel
NYCT R160	Bi-Parting
KTMB Commuters	Single Pane
MBTA Red Line	Single Panel Suspension
MBTA Blue Line	Single Panel Suspension

End Door Manual Single Panel Operator



End Door Manual Bi-Parting Operator



United States

DOORspec Solutions Inc.
290 Margaret Street.
Plattsburgh, NY
12901
Tel: 518 324-7177
Fax: 518 324-4490

Canada

Solutions DOORspec Inc.
1225, Industrielle
La Prairie, Qc.
J5R 2E4
Tel: 450 444-6994
Fax: 450 444-9347

Web Site

www.door-spec.com

E-Mail Address

Info@door-spec.com