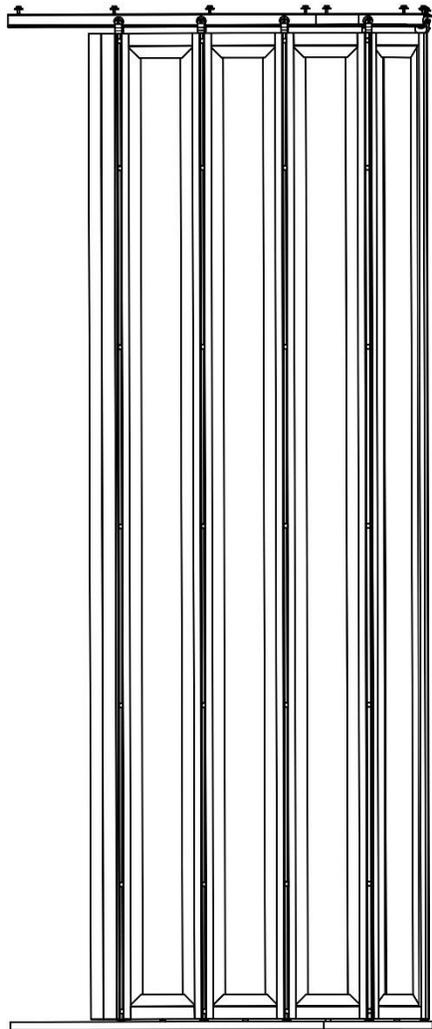




**ROCKY MOUNTAIN
ELEVATOR PRODUCTS**
LIVE LIFE ELEVATED

RMEP WRAP AROUND GATE

INSTALLATION



Contents

INTRODUCTION	3
GENERAL PARTS IDENTIFICATION	3
GATE HEIGHT AND CAB HEIGHT	4
GATE HANDING	5
WRAP GATE/CAB FOOTPRINT	5
MODIFIED FOOTPRINT	7
IMPORTANT INFORMATION.....	8
GATE ARM BLOCK AND LEAD/TAIL POST BLOCK.....	8
INSTALLATION	9
Upper Track.....	9
Mounting Hole Profile.....	10
Installing Upper Track	10
Installing Lower Track.....	11
GATE INSTALLATION / REMOVAL.....	12
Gate	12
Gate Arm	13
Arm Installation.....	13
Restricting the arm movement	14
DESIGNERS NOTES.....	16

WARNING!

This may require access to the top of the elevator car and hoistway. Observe all safety precautions required when entering a hoistway. After positioning the cab where you have access to the top and underside of the cab, secure all sources of power to the elevator that can allow it to move. Follow all lockout/tag-out safety procedures. Place rated jack-stands to secure the elevator from falling while working under the cab

INTRODUCTION

The Rocky Mountain Elevator Products Wrap Gate System is ASME 5.3.1.7.2 Compliant (Published 2016, Effective May 30, 2017). ASME 5.3.1.7.2 requires that the door resists 75lbs of force over a 4"X4" area with no more than 3/4" deflection.

RMEP's unique track design minimizes out of plumb binding caused by wooden cab designs warping with age and humidity.

Requiring only 3" of return space if the COP is flush mounted on the return wall (RMEP COP fits flush and clears the gate), side and 1.5" of return space if the COP is not flush mounted (Protrudes into the cab) or is located elsewhere.

The RMEP Wrap Gate System design incorporates custom panels (panels are assembled at the factory, not designed to be changed in the field) of hardwood, composites, Plexiglas, tempered laminated glass, or Plexiglas with mesh print.

The track design allows for easy installation and removal if necessary. **The panel inserts are not field serviceable.** The rollers (upper and lower) and gate switch arm are field serviceable.

GENERAL PARTS IDENTIFICATION

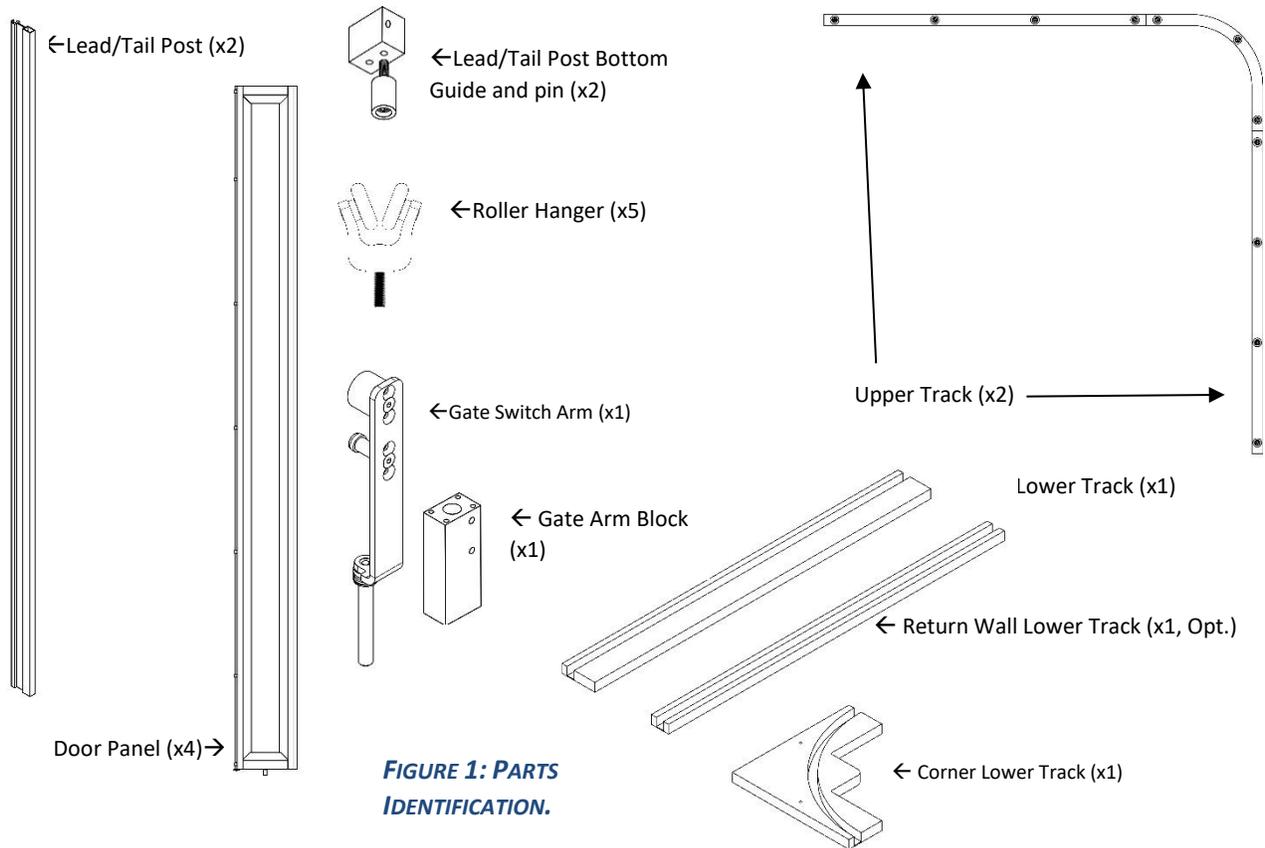


FIGURE 1: PARTS IDENTIFICATION.

GATE HEIGHT AND CAB HEIGHT

Due to the nature of the manufacturing and assembly process, RMEP cannot simply cut gates to any size. Therefore, it may be necessary to install a drop header to install the gate that is closest but not over the cab height. See Figure 2.

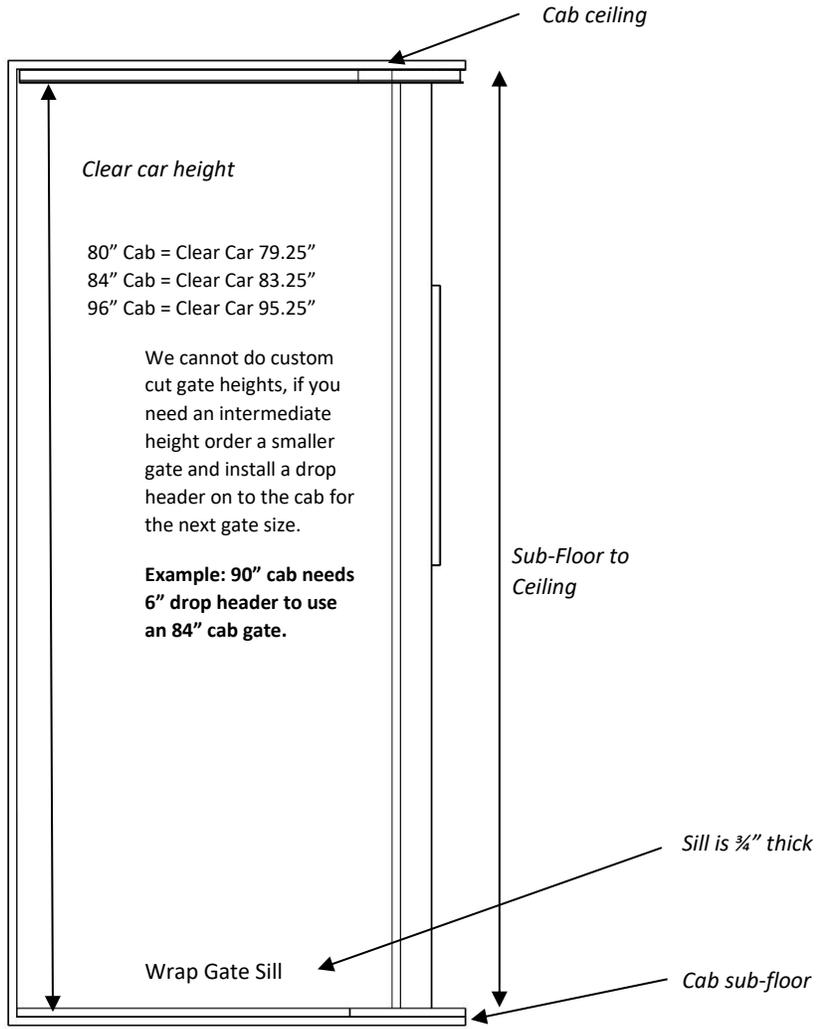


FIGURE 2: DETERMINING GATE HEIGHT FOR A GIVEN CAR HEIGHT.

GATE HANDING

The RMEP Wrap Around Gate is designed to be left or right handed(See Figures 2 & 3) with no modifications necessary. The lead and tail post are the same design, the only requirement is that the gate is installed so the folding action is in the same direction as the corner. The Wrap Around Gate only folds one direction and cannot wrap “backwards”. Therefore, it is important to note the direction the gate folds when installing on the cab. ***NOTE: The gate is generally symmetrical inside to outside, the only notable difference is the hinge reliefs. See GATE ARM BLOCK AND TAIL POST BLOCK for more information on the gate switch arm and guide pins.**

Lead and Tail posts are the same.

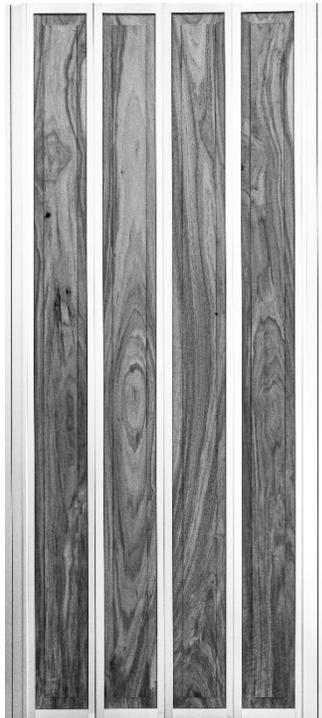


FIGURE 2. LEAD AND TAIL POSTS ARE THE SAME.

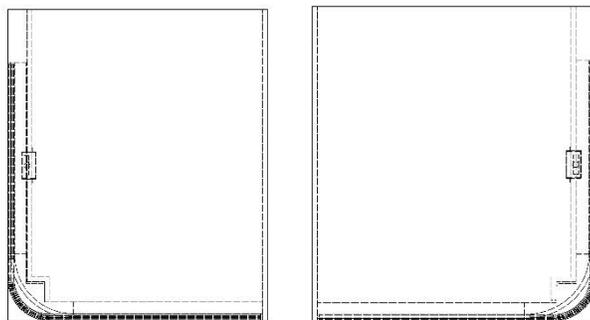


FIGURE 3. RIGHT HAND STRIKE, LEFT HAND WRAP. LEFT HAND STRIKE, RIGHT HAND WRAP

WRAP GATE/CAB FOOTPRINT

FRONT OF CAR

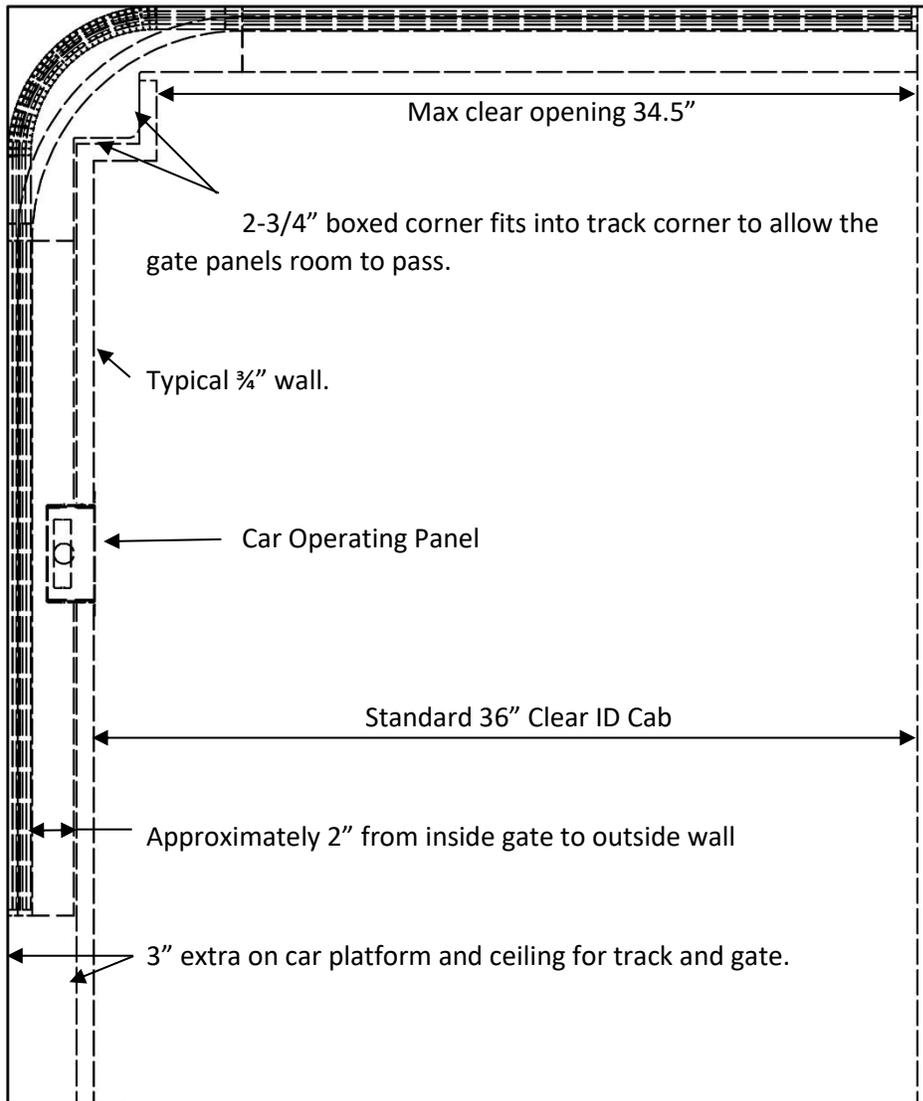


FIGURE 4 BASIC FOOTPRINT. LOOKING DOWN FROM THE TOP OF THE CAR/CAB.

MODIFIED FOOTPRINT

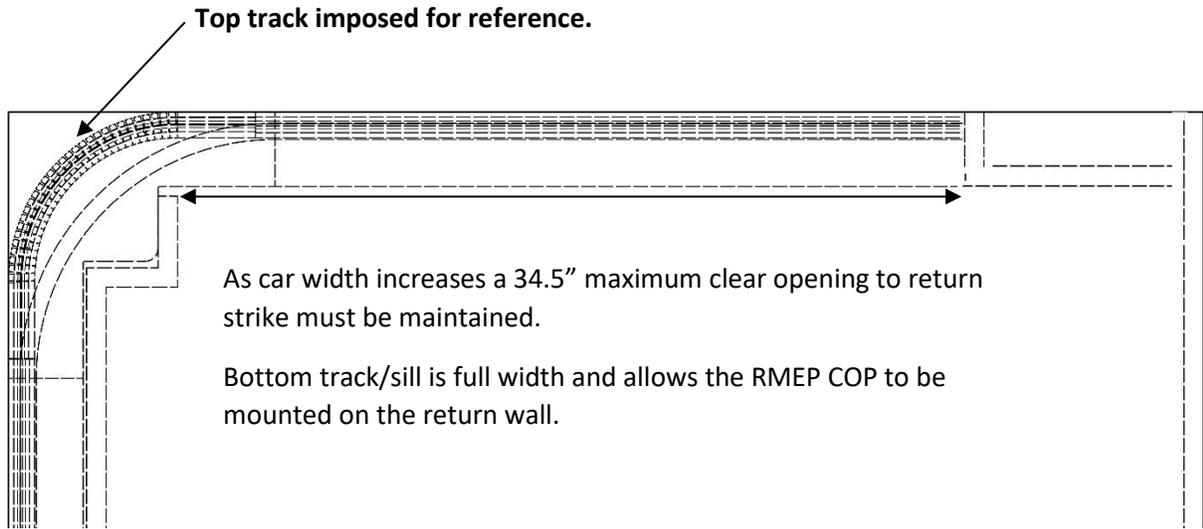


FIGURE 5. MODIFIED FOOTPRINT, CLOSE STRIKE.

NARROW TRACK OPTION

Top Track not shown for clarity of image.

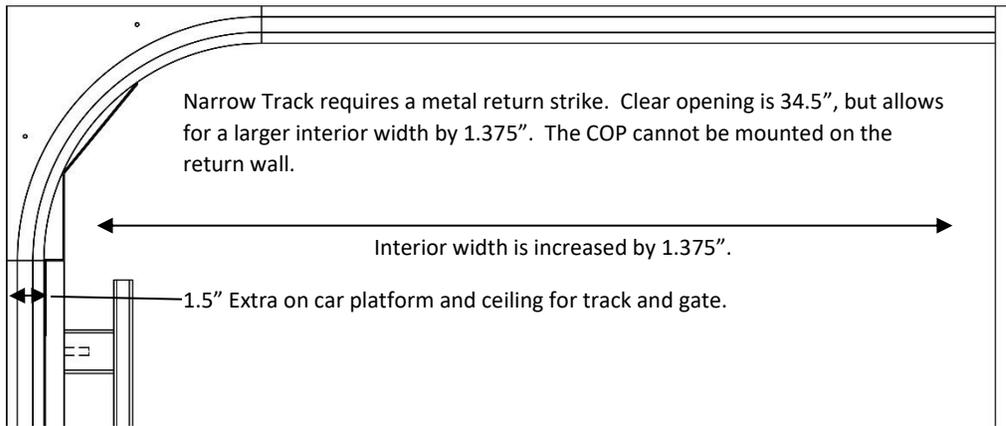


FIGURE 6. NARROW TRACK OPTION. NARROW TRACK ALLOWS FOR MORE CAB WIDTH.

IMPORTANT INFORMATION

The ceiling is cut back $\frac{1}{4}$ " from the edge of the floor to allow for the gate switch arm to clear. The return side on RMEP cabs is also cut back $\frac{1}{4}$ " to standardize the installation of the upper track to the edge of the cab. The return side does not have to be cut back if you are fitting the RMEP Wrap Gate onto an existing cab you do not have to cut the ceiling back $\frac{1}{4}$ " on the return wall side, however you will need to space the stud holes back $\frac{1}{4}$ " further from the edge of the return wall side. You will still need to cut the ceiling $\frac{1}{4}$ " on the gate side of the ceiling.

GATE ARM BLOCK AND LEAD/TAIL POST BLOCK

To install the gate arm, you must install the gate arm block first. This piece is either packaged with the gate arm or pre-installed in one of the ends of the gate (lead or tail post, depending on the handing of the door).

Determine which post you want to be your lead post and install the gate arm block into the top of the lead post. Secure the gate arm block with the provided 10-24 $\frac{1}{2}$ " (x2) button head screws.

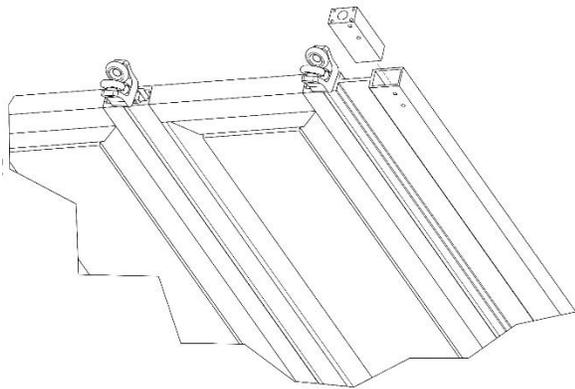
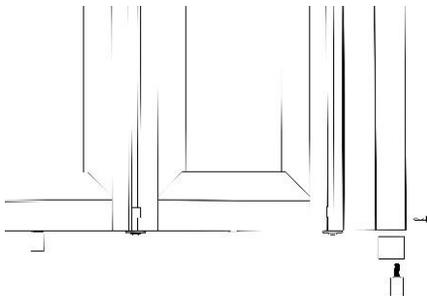


FIGURE 7. LEAD POST GATE ARM BLOCK AND TAIL POST BLOCK

Determine the lead and tail posts for the handing of your gate. The blocks may already be installed properly for your handing. If they are not in the desired position, remove the blocks and switch the posts they are located on to the desired position. This effectively changes the handing of the gate.

Lead gate arm block



Tail lower track pin and block.

Manual gate requires lead post also.

Mounting Hole Profile

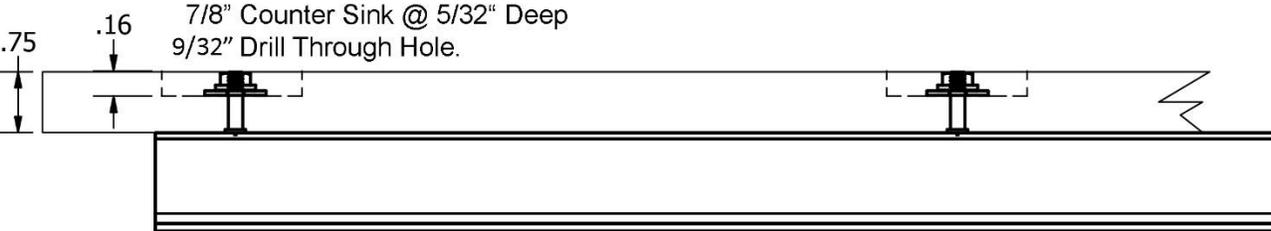


FIGURE 9. STUD HOLE DETAIL

After marking the location of the holes to be drilled, lay the track on top of the ceiling and verify hole location. Drill a 7/8" countersink to a depth of @ 5/32" (for a 3/4" ceiling). Then drill a 9/32" hole through the remaining ceiling. Placing masking tape on either side of the drill points will help preserve the edges of the ceiling.

Installing Upper Track

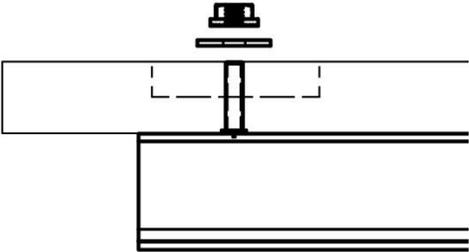


FIGURE 10. WASHER AND NUT

Place the section of track into its position and verify the location of the holes (ensure the gate track and return tracks are rotated the proper way, as they may have been trimmed for a custom fit.). The track should fit easily and forcing the studs through the holes could bend or remove the studs. A proper fit is required to allow for the small adjustments needed to align the tracks. Enlarge or shape the holes to allow for a clean fit.

After verifying the fit and alignment of the upper tracks, tighten the nuts on the return upper track and corner upper track to 25in/lbs. Remove the gate upper track and set it aside for later.

Installing Lower Track

The lower track corner should be positioned in such a manner that the edges are flush with the edges of the cab floor. There are two pre-drilled screw holes in the corner track piece. These may be countersunk. Clamp the corner piece in place so it will not move, then either use a through bolt, or a wood screw and secure the corner track in place. You can countersink the preformed holes.

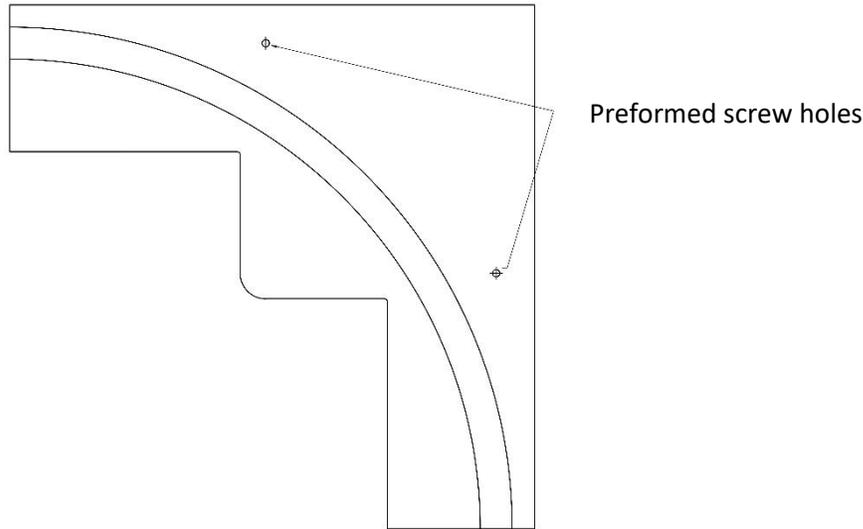


FIGURE 11. LOWER CORNER TRACK SCREW HOLES

The return wall track should be clamped into place and aligned with the corner track. This should be flush with the edge of the floor, however the alignment with the corner piece is more important at that joint. Wood drywall or deck screws can be used to secure the track by drilling through the bottom of the track groove, and driving the screws flush with the bottom of the track. The installer can pre-drill and countersink holes in either the thick inside edge or the bottom of the track.

The gate sill track can be secured with three or four screws in the bottom of the track, countersunk flush. However due to the stress of traffic, RMEP suggests predrilling and countersinking three to four holes through the inside (thick and wider) part of the sill. This will provide the stronger attachment for the threshold (See Figure 12 on page 12).

***NOTE: The lower tracks must be directly under the upper track (within 1/8") for proper operation. The seam from the corner to sill and return tracks must be aligned properly to avoid unnecessary noise and allow for smooth operation. The lower track should be flush with the edge of the floor and the upper track should be flush with the edge of the ceiling if the ceiling has been cut back 1/4" on the gate and return sides.**

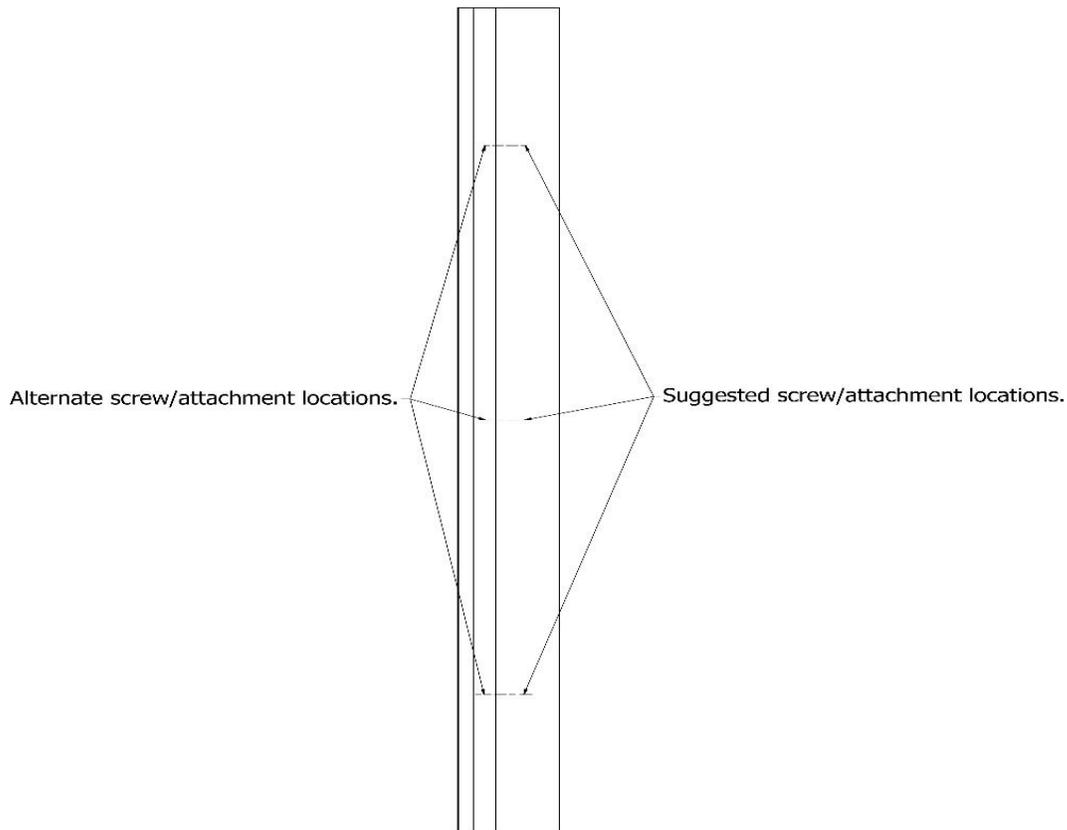


FIGURE 12. SILL TRACK SCREW MOUNTING LOCATIONS.

GATE INSTALLATION / REMOVAL

Before installing the gate, the handing of the gate must be determined. See “GATE ARM BLOCK AND TAIL POST BLOCK” section on page 8. The RMEP Wrap Around Gate is designed to be universal, however some components may need to be moved to allow for the gate switch and tail post to function properly.

NOTE: Remove any interior valance before attempting to install or remove a gate.

To remove the standard wood valance, remove the screws from the top of the cab that hold it in place. A second person should be in the cab to prevent the valance from falling.

Gate

*Note: Gate is best installed before flooring is laid in place. Gate can be installed or removed with flooring in place, however it is more difficult as clearances are tighter.

To install the gate, remove the gate side upper track by removing the nuts and washers from the upper ceiling and pulling the track straight down. Remove the lower track/sill. Roll the gate up into a round shape with the lead post on the inside of the roll.



Position the gate just inside the car and unroll the gate tail post first into the upper and lower tracks.

Roll the gate into the return/open position and install the gate arm (See GATE ARM Section below) then reinstall the upper and lower tracks (See Figure 14).

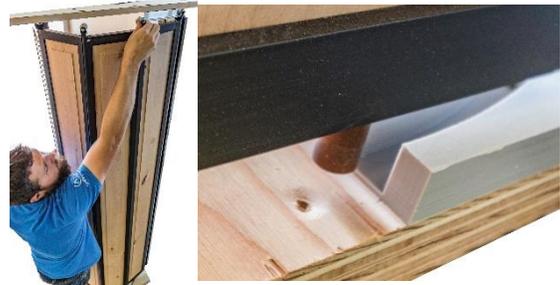


FIGURE 14. UNROLLING GATE ONTO UPPER AND LOWER TRACK.

Verify the proper and smooth operation of the gate, adjust the track positions on the upper and lower tracks and square of the cab if necessary to ensure a smooth and easy operation.

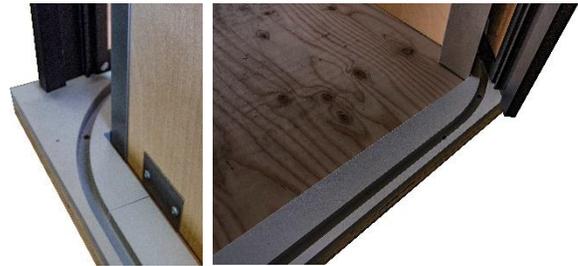


FIGURE 15. VERIFY THE ALIGNMENT OF THE TRACKS UPPER AND LOWER.

Gate Arm

Arm Installation

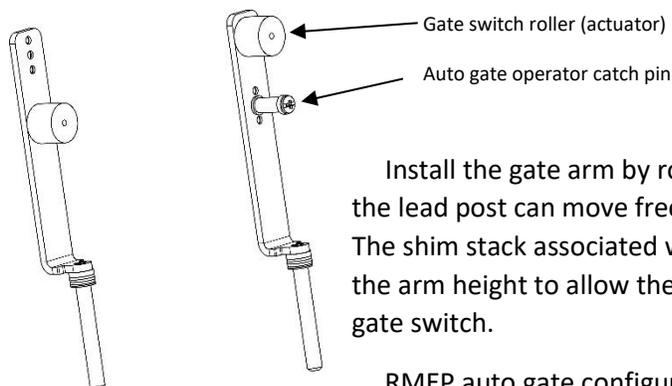


FIGURE 16. MANUAL CONFIGURATION (LEFT), RMEP AUTO GATE CONFIGURATION (RIGHT).

Install the gate arm by rolling the gate back to the full open position until the lead post can move freely away from the cab (bottom track is removed). The shim stack associated with the gate arm is to allow fine adjustments of the arm height to allow the arm to engage the auto gate operator and the gate switch.

RMEP auto gate configuration: this unit should be shipped with both the gate switch roller (Top) and auto gate catch pin (Bottom) installed.

Manual gate: to configure the gate arm for manual use, remove the catch pin and place the gate switch roller into the lower set of adjustment holes.

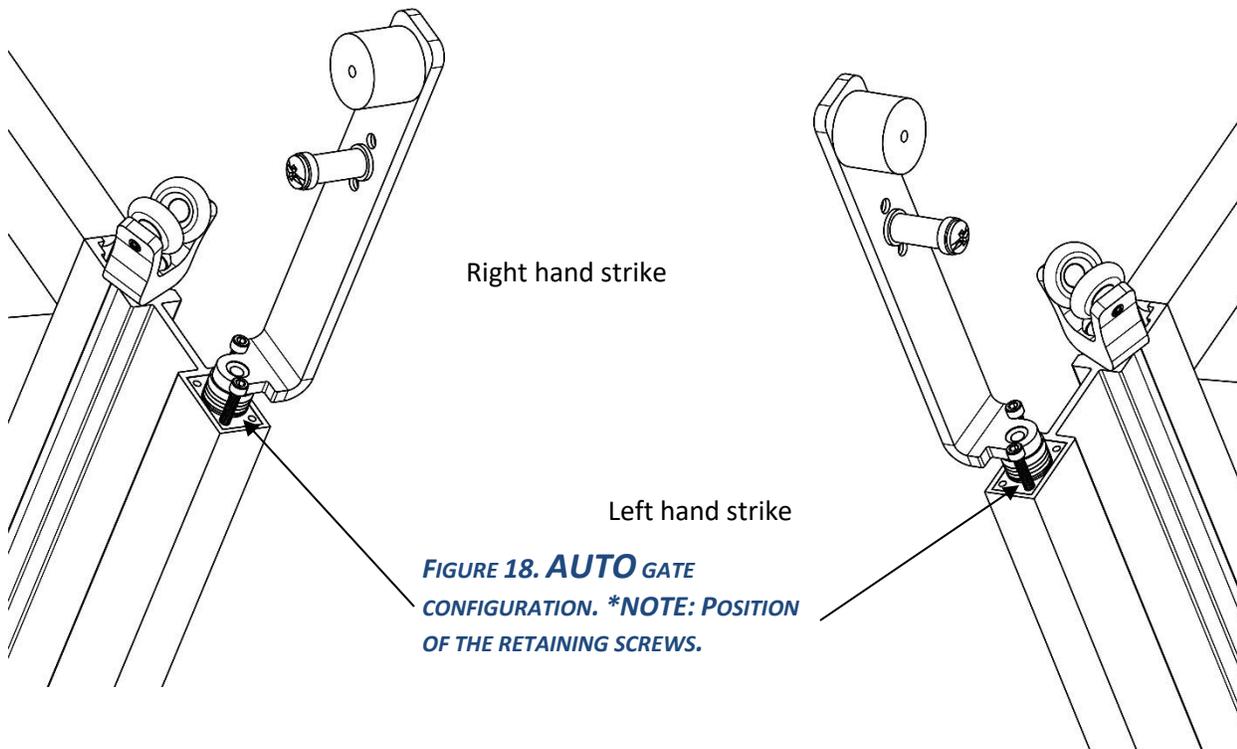
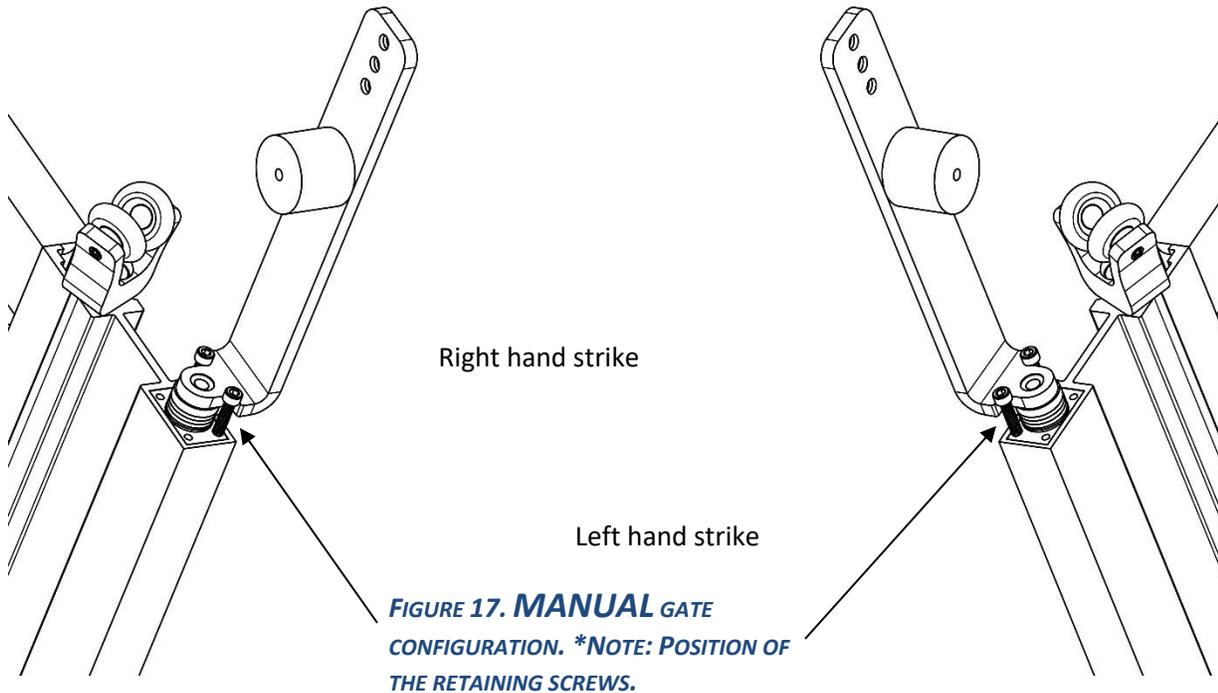
The spacing of the gate switch roller and auto gate catch pin on the arm are such that the shims can make up the difference needed be able to position the auto gate operator catch pin and gate switch roller in any height position needed to properly engage the auto gate catch and gate switch, or just the gate switch for the manual gate.

Start with one (1) shim and position the auto catch pin and gate switch roller in the closest positioning hole BELOW the gate switch and/or auto gate operator catch when installed. Add shims by removing the arm and adding shims between the gate switch arm and the gate until the pin and catch on the auto gate operator are properly aligned (the gate switch is positioned so that if the catch pin is aligned the gate switch roller is aligned, given they are mounted in the same position on the adjustment holes) or for manual gates the gate switch is properly engaged when the gate is closed.

Restricting the arm movement

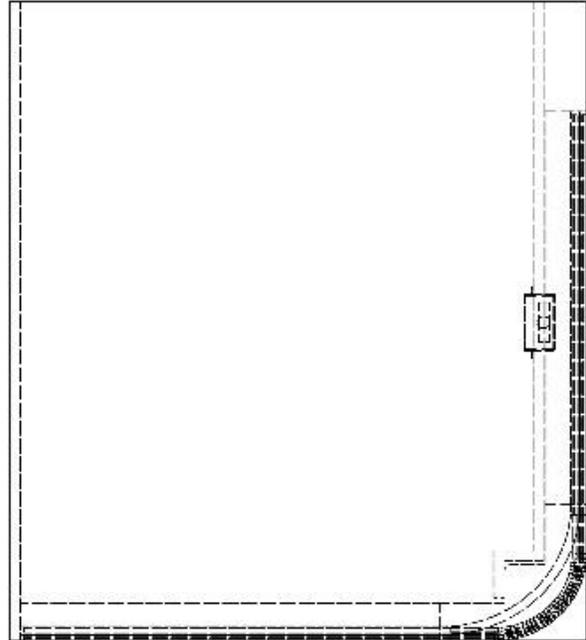
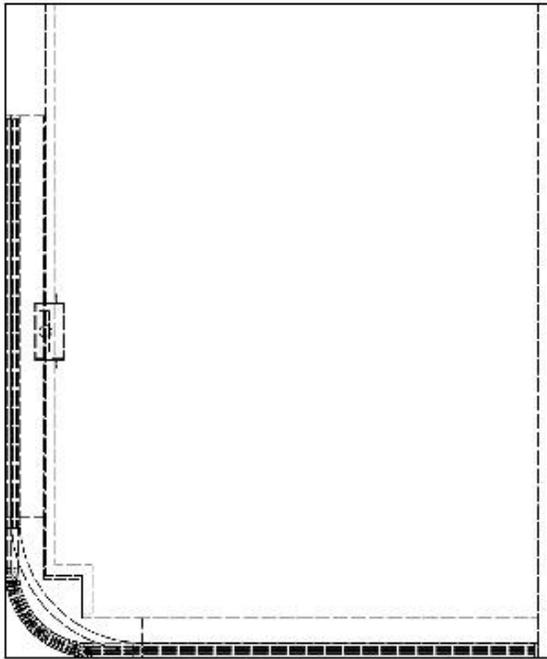
For manual gate operation, the arm need to be stationary and not allowed to rotate. Install the #6-32 x 5/8" cap screws (included in the kit) on either side of the gate arm to secure and restrict movement (see Figure 17).

For auto gate operation, the arm need to be able to rotate in a defined range. This is accomplished by installing the #6-32 x 5/8 cap screws (included in the kit) to allow the arm to rotate, but not over rotate (see figure 18 on page 15). **NOTE: The arm must be able to move freely, do not tighten the #6-32 x 5/8 cap screws to the point the arm will be restricted.**



DESIGNERS NOTES

Use this page to make notes.



Cab height: _____ In.
 Gate height: _____ In.
 Drop Header: _____ In.
 Close Strike: (Left, Right)
 Extra Floor and Ceiling for Gate: _____ In.

80" Cab = Clear Car 79.25"
 84" Cab = Clear Car 83.25"
 96" Cab = Clear Car 95.25"

**Example: 90" cab needs
 6" drop header to use an
 84" cab gate.**

For assistance, please contact Rocky Mountain Elevator Products at (970) 242-2544 during normal business hours. (8am-5pm MST)