**Compartment Doors**

Storage compartments will be enclosed by a ROM Series IV roll-up shutter door. The door slats, track, bottom rail, and drip rail will be constructed from anodized 6063 T6 aluminum. Door will be manufactured and assembled in the United States, no exceptions.

Door slats will feature a double wall extrusion 0.315” thick with a concave interior surface to minimize equipment jamming the door closed. Slats will feature an interlocking end shoe to prevent side to side binding of the door during operation. Slats must feature an interlocking joint with an inverted locking flange and one-piece PVC extrusion inner seal. The seal design will be such to prevent metal to metal contact while minimizing dirt and water from entering the compartment.

The door track will be a one-piece design with integral overlapping flange to provide a clean finish look without the need for caulk. The door track will feature a low-profile side seal with a silicone co-extruded back to reduce friction during door operation.

The bottom rail will be a one-piece double wall extrusion with integrated finger pull. Finger pull will be curved upward with a linear striated surface to improve operator grip when operating. The bottom rail will have a smooth contoured interior surface to prevent loose equipment from jamming the door when closed. The bottom rail seal will be made from Santoprene, it will be a double “V” seal to prevent water and debris from entering the compartment.

The lift bar will be a one-piece “D” shaped aluminum extrusion with linear striations to improve operator grip during operation. The lift bar will have a wall thickness of 0.125” and will be supported by no less than two pivot blocks. The pivot blocks will be constructed from type 66 glass filled reinforced nylon for superior strength. The bottom rail end blocks will have drain holes incorporated to allow any moisture that collects inside the extrusion to drain out.

The door will have an enclosed counterbalance system. The counterbalance will be 4” in diameter and held in place by two heavy-duty 18-gauge zinc plated plates. The system will have two rubber guide wheels to provide a smooth transition from the vertical track to the counterbalance system, foam material and/or plastic wheels are not acceptable.

**OPTIONS**

**Manual Key Lock**

Each compartment door will be provided with a manual key lock installed inside the bottom rail. Lock rods will be contained inside the bottom rail extrusion providing protection from any loose equipment that could contact the mechanism and prevent the lock from functioning. Lock rods will engage the door sidetrack and door frame. The key lock will be recessed into the lift bar pivot block for protection and a clean finish. A common key will be utilized for all doors on the apparatus.

**Magnetic Door Ajar Switch**

Each door will be equipped with a magnetic door ajar switch installed within the shutter door strike block. The strike block will be mounted to the door track outside of the compartment. The door switch will be activated by a magnetic end cap installed into the shutter lift bar. The magnet will be molded into the lift bar end cap to prevent the magnet from moving within the lift bar causing false activation of the alarm. The door switch will provide a ground signal to a relay or multiplexing system to indicate door ajar and/or to control compartment lighting.