



**WHITING DOOR MANUFACTURING CORP.**

**ROLL-UP DOOR INSTALLATION AUDIT FORM**

OEM/LOCATION	<input type="text"/>	INSTALLATION D-SPEC #	<input type="text"/>
DATE OF AUDIT	<input type="text"/>	CUSTOMER SPEC #	<input type="text"/>
DOOR SERIAL #	<input type="text"/>	TRAILER/UNIT #	<input type="text"/>
WHITING JOB #	<input type="text"/>	END USER	<input type="text"/>
DOOR DESCRIPTION	<input type="text"/>	<input type="checkbox"/> Pilot Door	

**DOOR INSPECTION:**

**PASS FAIL**

1. Lock - Test open/close functions. Cam must be aligned with lock plate so the lock falls into the cutout easily when closed
2. Lock handle must easily engage into keeper.
3. Spacer washers limit side travel, prevents panels from contacting track, and helps cables wind properly. They are placed at top panel joint, and bottom joint roller shafts only. Each of these 4 points should have 3 or 4 (or as needed) spacer washers.
4. Side play between track and door should be approximately 1/4" - 3/8" total.
5. Side seals should be mounted between the track and mounting angle. Seals should uniformly contact the door face to seal out weather (except if noted otherwise on spec or order)
6. Side seal should be 1" longer than opening height (except if noted otherwise on spec or order).
7. Top seal should be cut or slit perpendicular to the door face where the cable intersects while door is in the closed position.
8. The outer ends of bottom seal should be cut back so as not to damage side seals. This applies to all insulated doors and to dry-freight doors where specified.
9. Top panels have adjustable closure brackets. Panel position should be nearly vertical, sealing at the sides as well as across the entire top.
10. Check that all decals are in place, note any missing decals.
11. Check door spec - are all options included and per specification.
12. Cosmetics - door looks acceptable.


**BALANCER INSPECTION:**

**PASS FAIL**

1. A properly adjusted door should be "balanced" and neither rise nor fall without assistance. When newly installed, the door may creep upward slowly, but never downward. If necessary, carefully adjust spring tension in quarter-turn increments.
2. *GP Style Doors* - Cable drums must be tight against outer anchor bearings to prevent shifting of balancer assembly
3. *GP Style Doors* - Balancer mounting brackets must be properly aligned to prevent bind and ensure free rotation of balancer shaft
4. *GP style Doors* - Spring anchor brackets should be spaced a minimum of 6 1/4" from the outer bracket.
5. *Premium Style Doors* - Ensure the two cotter pins at one end of the shaft are installed properly. This prevents side movement of the sprint assembly. Check balancer brackets for proper installation
6. Inspect cables with door in fully open position. Cables should have minimal tilt from anchor to lead on drum. Both cables should be secured tight on the drum with uniform tension. No grooves are to be skipped. The cable must not cross itself or be obstructed by the header or any auxiliary component.




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**TRACK INSPECTION: (Record measurements in A-E)**

**PASS    FAIL**

1. Horizontal and vertical tracks have alignment tabs where the horizontal and vertical tracks connect: this prevents misalignment between tracks. Make sure that the notch and tab are properly aligned to provide a smooth roller transition between horizontal and vertical track.
2. The wall-to-wall or track mounting dimension should be consistent within +/- 1/8" or per OEM specifications. Measure at the following locations: *(Add 3/8" to W-W when measuring inside track to inside track)*
  - A. Floor
  - B. Mid point of opening
  - C. Radius
  - D. Mid point of horizontal
  - E. End of horizontal
3. Fasteners (and welds) must securely mount the track to side wall, as well as the rear frame, without obstructing roller travel.
4. Horizontal track clips/shims are correct and mounted per specification.
5. Rubber stop, nut and bolt should be installed at the end of each horizontal track. The nuts and bolts should be a snug fit without crushing the track and must be accessible.

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**COMMENTS:**

**WHITING REPRESENTATIVE:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

**OEM REPRESENTATIVE:** \_\_\_\_\_ **DATE:** \_\_\_\_\_