



ROUTINE MAINTENANCE PROGRAM

The following areas on your Hackney units should be serviced according to the schedule listed below. Servicing your units will prolong the life of the units and prevent detailed problems from occurring. Suggested methods for performing maintenance are outlined.

A. OVERHEAD DOORS AND DOOR COMPONENTS:

1. Door slats should be lubricated in the joints with the Hackney Freeway Door Lubricant on a three (3) month interval.

Failure to lubricate the door slats will cause excessive damage where the slats hinge together. This will cause the door to have a bucking effect when the door is in a closed position. In addition to working hard, the door will have an undesirable cosmetic appearance.

The most effective way to lubricate the doors is to have all the bays empty and all doors open for ventilation and light. Take the door lube into the bay and close that bay door. Spray all the areas where the slats hinge together on each extruded door. Be sure to spray directly into the horizontal joints inside the door.

2. Door rollers should be lubricated with Hackney Freeway Door Lubricant on a one (1) month interval.

Failure to lubricate the rollers will cause excessive wear to the roller treads and to the roller shaft. Failure to properly maintain the rollers will cause abnormal wear to the door tracks.

The door rollers should be lubricated at the same time the door slats are being lubricated. The Hackney Freeway Door Lubricant should be sprayed directly onto the rollers while the door is in the closed position.

3. Plastic door track liners have been used on units since 1993. These plastic snap-in door tracks liners should be checked for roller wear on these tracks on a three (3) month interval.

4. Counterbalance cables should be inspected by looking at the plastic cover on the cable and by feeling of the cable with a piece of cloth to insure none of the wire strands have broken and punctured the plastic cover. The thimble and the plug on the ends of the cable should be checked to insure they are properly attached. This inspection should be made on a three (3) month interval.

Failure to properly inspect this area may result in a cable breaking when using the door.

Any counterbalance cable with any sign of any failure should be replaced immediately. Do not wait until a failure occurs.

5. Counterbalance mounting brackets should be visually inspected on a three (3) month interval.

Inspect the counterbalance mounting brackets. The counterbalance mounting brackets are located in the roof of the unit under the top rail. Without the aid of the counterbalance, it will be impossible to keep the door in any position except closed.

Any sign of failure in the counterbalance mounting brackets, such as cracks in the welds, should be corrected immediately.

6. All counterbalances should be visually inspected for damage from the forklift truck on a three (3) month interval. NOTE: In most cases, the counterbalance or its components will not require any lubrication.

A bent or damaged counterbalance will not allow the component to function as intended. To assist in the raising and lowering of the door, the counterbalance has to rotate smoothly in a circulatory motion. If the shaft is bent or damaged the rotation will be in an uneven motion. A damaged outer drum will cause the interior spring to bind and not perform its task of assisting in the lifting of the door.

Replacing the damaged counterbalance parts is the most practical manner of solving a problem with damage in this component.

7. Visually inspect all nylon door straps on a two (2) month interval for indication of fatigue or failure from exposure to the weather elements.

Allowing door straps to hang outside closed bay doors may result in accelerated deterioration as well as damage to the exterior paint finish. Worn out door straps may fail when closing the door.

Replace any door strap that shows any sign of fatigue or failure.

8. Visually inspect rubber stem bumper installed at each end of top door tracks on a three (3) month interval.

Failure to maintain these bumpers will allow damage to the door slats. These rubber stem bumpers reduce damage to the door slats that occur from the shock of the door hitting the end at the top of the door tracks.

Replace any rubber door stop that appears to be failing from the continuing contact with doors being raised.

B. OVERHEAD DOOR LOCK SYSTEM:

1. Lock cylinder for deluxe handle should be removed and cleaned on a three (3) month interval.

Failure to clean the cylinder will allow corrosion to form around the cylinder housing and also on the interior opening of the lock handle. This will cause the lock cylinder to reduce its ability to work smoothly and will cause the key to fail in most cases.

To clean the cylinder, lock the cylinder in place and remove the cross pin across the top of the cylinder. Lubricate the cylinder completely, brush, clean and wipe off any excess. The cylinder can be reinstalled after it has been cleaned.

2. Lock cylinder spring should be removed and cleaned on a three (3) month interval. This should be done at the same time the cylinder is being serviced.

Failure to keep this spring clean and free from corrosion will cause the spring not to expand and will not push the cylinder outward when the lock is disengaged.

After removing the spring from the opening in the lock handle it should be sprayed with Hackney Freeway Door Lubricant. Excessive lubricate should be wiped from the spring.

3. Lock mechanisms located in the front should be cleaned on a six (6) month interval. These components are located behind the access plate provided in the front sections.

Failure to service this area will cause excessive wear on the internal components and will cause the lock system to be hard to operate.

Remove the access panel and look for any parts with excessive wear. Replace any parts that are worn in excess of 50% of the original condition. Spray Hackney Freeway Door Lubricant on any moving part of the system. Make certain the cover is installed back in place to protect the mechanism from the weather elements.

4. Lock fingers and horizontal lock rods should be checked to see if any damage has occurred to either, or if any of the lock fingers are not in their original position. This should be on a six (6) month interval.

Failure to maintain the lock rods and fingers will allow the doors to be improperly secured. In some instances this will cause abnormal wear to the door slats and door tracks.

Correct this problem by adjusting the yoke in the front section correctly or by repositioning the fingers and the rod under the top rail to the correct location.

5. Check all moving locations of the system for excessive dryness and corrosion. Moving parts that are dry will have an excessive wear on the moving parts. Any worn pins or moving parts will cause the lock rod and fingers to be loose and not hold the door secure.

Replace any worn part excessive and lubricate the areas with Hackney Freeway Door Lubricant. Wipe off the excessive amount of lubricant.

C. ROOFS:

1. Roof sheet should be checked on a two (2) month interval. The roof should be checked for damage from limbs and other objects. The roof should also be checked for loose rivets and failure of roof sealant.

Failure in this area will allow the roof to leak and cause damage to the product.

A fix to this problem is to replace any loose rivets and reseal the area around the rivets on the roof. If a hole has been punched into the roof sheet either a new sheet will be required or a large enough section of roof sheet material will have to be installed to cover the hole and allow for sealing around the edge of the added roof material.

D. BOTTOM DOOR RUBBER AND DOOR SEALS:

1. Bottom door rubber should be checked on a three (3) month interval. A visual inspection will be all that is needed.

Failure to maintain this rubber will allow dirt and other foreign matter into the bay area. Failure in these areas will also cause damage to the door slat joints from impact of the doors to the floor rail.

Replace any defective or failed bottom rubber. The rubber strip could be torn or it could have failed due to the weather conditions. Be sure the bottom door rubber fits snug against the top of the bottom rail.

2. Top door felt seals as well as the door seals in the door tracks should be checked on a three (3) month interval. This can be done by looking at the top area of the door and inside each door post.

Failure to keep these seals maintained properly will allow the product to get wet. Water will penetrate over the top of the door and down on the product.

Replace any defective or failed door seals or top door seals. The door seals could be torn or the seals could be deteriorated due to weather conditions. Be sure to check the door seals in all door tracks as well as the top slat making sure the top slat seal fits snug against the bottom of the top rail. If an incorrect door slat pattern has been used then the top seal will not fit.

LIST OF GENERAL PARTS:

Part #	Description
P/N 1782	Bottom Door Rubber (Sold By The Foot) Prior To 1996/97
P/N 803332	Bottom Door Rubber - New (Sold By The Foot) 1996/97 To Current
P/N 25250R	Center Case Assembly – Lock Repair
P/N 1776	Counterbalance Cable 110”
P/N 805444	Door Roller (Std. Style) 2” Serrated Shaft (700 Per Box)
P/N 1798	Door Seal For Top Door Slat – Old & Door Tracks – Old (Sold By The Foot) Prior To 1997
P/N 806458	Door Seal For Top Door Slat - New (Sold By The Foot) ‘97-Current
P/N 1788	Door Strap Nylon 22.5” (Most Common)
P/N 1793	Door Strap Nylon 36”
P/N 83070	Door Track Liner - 81.5”(U Shaped Black Plastic) (30 Per Box)
P/N 84944	Door Track Liner - 89.5” (U Shaped Black Plastic)
P/N 83186	Door Track Liner - 120” (U Shaped Black Plastic)
P/N 3098	Hackney Freeway Lubricant Spray Can 15 oz. (12 Cans Per Case)
P/N 3849	License Plate Holder
P/N 1821	Lock Cylinders (501-510 Series) Please Specify Which Lock Cylinder Series

P/N 1455	Lock Cylinder Pin	P/N 1841	Lock Cylinder Spring
P/N 3000	Plastic Recessed Step 6"		
P/N 3001	Plastic Recessed Step 12		
P/N 32601	Plastic Recessed Step 17"		
P/N 118173R	Pullout Step Assembly – Alum 21.75" /24.00"		(94-present)
P/N 33474R	Pullout Step Assembly - Steel 21.75" /26.62"		
P/N 34100R	Pullout Step Assembly – Steel 24.00" /26.63"		
P/N 1813	Rubber Stem Bumper – Black – Door Stop		
P/N 3419R	Step Asm-WH Step Bar (Bolt-On Type)		
P/N 33420R	Step Asm-WH Step Bar (Spring Loaded Type-Steel)		
P/N 85466	Track Protectors 88"		(60 Per Box, Sold Each) 1992-Current
P/N 83417	Track Protectors 88"		(60 Per Box, Sold Each) Prior To 1991

FREEWAY SPRAY LUBRICANT

Government Required Safe for Indirect Contact with Food

Protects Non-Ferrous Metal & Resists Breakdown

Will Not Short-Circuit Electrical Equipment

Non-Staining, Odorless & No Static Charge

15 oz Spray Can | 5 Gallons | 55 Gallon Drum

