

**ALLIED LIQUOR**

PHONE: 379-5182

[www.alliedliquor.co.nz](http://www.alliedliquor.co.nz)



With the roller door operated by a switch, or a remote, getting the door up and down is substantially easier on the driver as well as the truck, eliminating any up or down slamming.



# ROLLER UP

**Speed and convenience are great, but Razor's Power Door also improves efficiency and the all- important health and safety.**

*Words and photographs by Dean Evans*

Opening and closing a panel roller door on a truck isn't exactly a difficult operation, nor is it one that really demands a better solution. With the weighting and springing done right, a new roller door on the back of a typical delivery truck will lift lightly and easily, and in just a few seconds. But the parameters for the ease of that happening aren't always user-friendly or long-term.

It's assuming the operator has their hands totally free, it assumes the equipment is new and lubricated, not worn and free-gliding, and it doesn't always consider any wear aspects that could contribute to difficult operation. Of course it also assumes the operator is in full perfect health, without any physical injuries or limitations. And significantly, there's also the other key aspect of closing the door: from the need to climb or step up to reach the pull handle, the physical nature of reaching high, and potential injuries as a result, either though back, arm, shoulder, or even lower body injuries from slipping, scraping, falling or worse.

So it quickly becomes apparent, that the simple process of opening and closing a roller door can be a lot riskier than it first appears, particularly with modern health and safety standards imposed not just on the operator, but the business owner.

That's how this solution came about for Auckland's Allied Liquor, and it was an unintended but very welcome addition to the fleet, says Distribution Manager Warwick Thomson. "We were having an Isuzu truck built in early 2017," recalls Warwick, "and

there was some discussion about looking at improving how the roller doors went up and down. We were approached by Boss Motorbodies, who does work for us, and they suggested this new idea, using the Razor gear.

"One of the guys got in contact with me and explained the concept and how it worked, that they'd fit it, and see how it worked in the field. So they did that to this Isuzu, and much to the delight of our drivers, it worked a treat."

The ease and speed of operation is even better than the manual system, with a switch fitted to the back of the truck that allows the operator to raise or lower the door in less than 10 seconds, without any physical stress.

Plus there's also a remote that the driver can wear around his neck, so when exiting the cabin, they press the button and the door is open by the time they reach the back.

"It also means our guys don't have to climb up to grab the door to close it, or put a piece of string on to pull it down," adds Warwick. "It saves shoulders, knees... the guys banging their legs... the whole operation is just seamless and they've been a delight to use. We fitted them to two trucks, and all the guys who use it say how much they like it."

Using the Razor Power Door components, similar to the system used on Razor's Power Tarp and Power Legs, the multi-use motor, battery and charger system is wired in and offers a number of uses and configurations. The Power Door system is a simple, retro-fit that's also suitable for refrigerated freight, dry freight, semi-trailer or rigid van doors. The

system also features multi-operational points, manual override back-up and a safety stop sensor.

Fitting the system is reasonably simple, too, according to Marin from Auckland's Boss Motorbodies who fitted these kits to the Allied Liquor trucks. The kits consist of an electric motor, controller, battery and charger, wiring harness and hardware kit, with the key components either mounted out of harm's way, or underneath on the chassis.

"The motor is mounted up high, just above the roller door. The controller mounts underneath, and the button goes under the floor," explains Marin.

"It takes about 4-5 hours to fit," he adds.

"We've done around 10 so far this year, and we normally do around 20-30 a year. Plus there's no limit to the size of the door... we've just done a 3m high garage door, no problem."

"Everything is tucked away, and nothing gets damaged," adds Warwick. "Sometimes we do kegs and if they're not tied down properly they move around; but even if they do become dislodged and move around, there's no concerns about the internal parts of the Power Door being damaged as it's all mounted away from potential damage and protected."

Warwick sums up his thoughts on the Razor Power Door quite simply: "We haven't had any problems at all, and they've been great. We'll certainly carry on using it, and for any future trucks we'll definitely be putting them on."

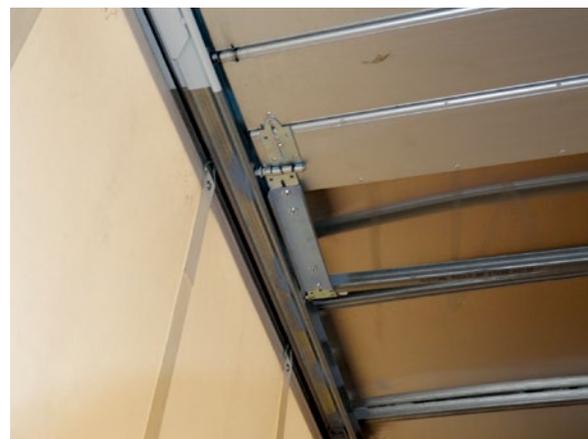
A simple solution for a simple operation, just faster, safer and better.



The switch is mounted under the rear, for easy access.



The main battery and charger is mounted out of harm's way under the chassis.



The motor is mounted up top and protected as the door slides up its rails.