

# I FOUND A COMPLIANT GATE SYSTEM!

By Joe Hetzel, DASMA Technical Director

Since the early 2000s, I have looked at many automated vehicular gate system installations that have crossed my path. Something non-compliant usually jumps out at me right away.

You see, I have been involved in the standards for these systems for almost 20 years. I've seen the development of ASTM F2200, changes to UL 325, and the ongoing updates to model codes. I have wondered, "How have all these changes affected actual installations?"

In October, I stumbled upon one of the safest installations I have ever seen.

While leaving an energy standards meeting at ASHRAE headquarters in Atlanta, I noticed an automated slide gate system that borders the property. I walked over and began counting, one by one, all the compliant aspects of the system.

Surprised by the number of compliant points, I stopped to take photos. For me, it was very heartening to see a fine example of a company putting into place what my industry colleagues and I have worked diligently over many years to develop and implement.

I had to find out who installed the gate.

From my ASHRAE contact, I learned that an Atlanta company, Martin-Robbins, had installed the gate in 2010. I then contacted Chad White, the company's project manager, and asked him a few questions. Here's what he said.

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1. Warning placard on gate

2. Labeled operator

3. Mesh on gate

4. Gate bottom has no protrusions



5. Gate receiver is larger than 9 square inches

6. Separate pedestrian gate



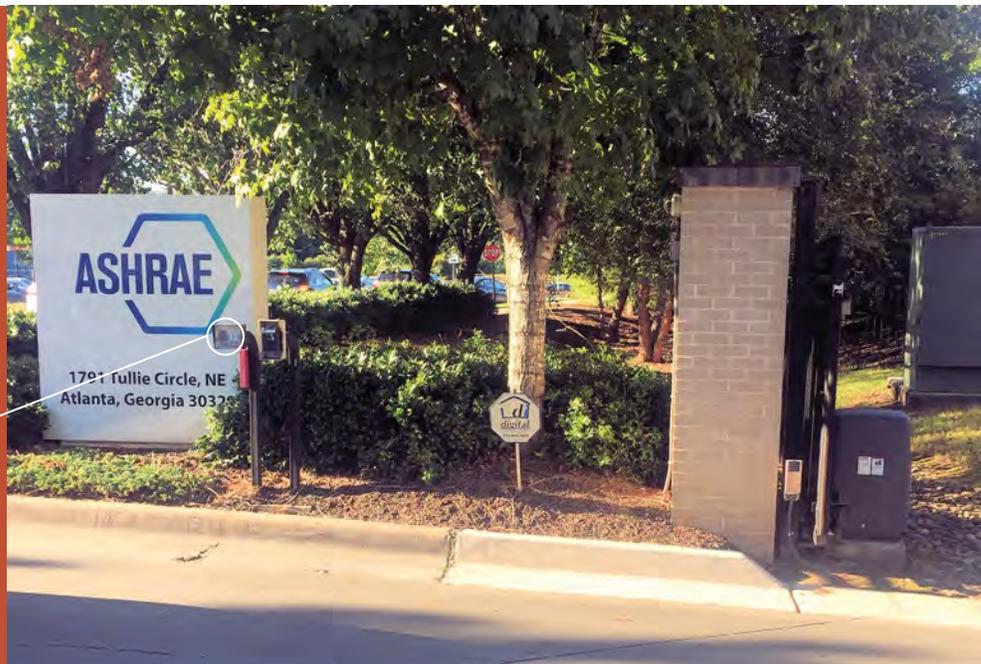


7. No exposed weight-bearing rollers

8. Gap between gate and fixed object is less than 2-1/4"

9. Photoelectric eye protects the opening

10. Control is mounted greater than 6 feet from the gate



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**When did your company adapt to UL 325 and ASTM F2200?**

**Chad:** When I started with the company in 2005, they were already doing this.

**How did your company find out about UL 325 and ASTM F2200?**

**Chad:** Our company management was aware of the high-profile accident in Florida involving the death of a judge. We became very interested in what to do to try to avoid such incidents. Our staff then learned about the standards through AFA's Fencetech events and also through reading articles in publications such as *World Fence News*.

**How did the company adapt to the standards?**

**Chad:** Our owner and operations manager made the decision to comply after they became educated on the standards. We hired an operator installer to coordinate compliance, first as a subcontractor and eventually as a full-time employee.

**Why did your company choose to adapt?**

**Chad:** We are highly conscious of minimizing or avoiding liability. Our company primarily installs highway guard rails, which carries a lot of liability risk. Our successful management of that risk carried

over to automated vehicular gate systems. We are a very proactive company in this regard.

**What reaction do you get from customers?**

**Chad:** We get no pushback. Our company works with general contractors during the bid process to convince them of the protection afforded them and their customers. We believe that a huge benefit is reaped over the comparatively smaller increase in cost. Our staff reminds them of peace of mind due to reduced liability.

**Has it been burdensome in any way to install to the standards?**

**Chad:** In general, it is not burdensome. When a revision to UL 325 occurs requiring changes to installations, there is a learning curve, but we successfully adjust and adapt within well under a year of when we see the changes.

**What advice would you give to the automated vehicular gate systems industry?**

**Chad:** Promote safety first. Explain why. Treat added costs as a secondary issue. A few extra dollars to make a gate system safer can save thousands later. ■