NO. 10 CHAIN HOIST—For Use on Model M-1 and G-1 Doors
See Page 9-8 for Door Details

SIDE VIEW OF CHAIN HOIST

ENDLESS Hand CHAIN

LOAD SHEAVE WHEEL

GEAR REDUCTION — 6.41 TO 1

LOAD CHAIN

PITCH ROLLER CHAIN

HAND SHEAVE WHEEL

BALL BEARINGS

BALL BEARINGS

Fig. 74.

CROSS SECTION THRU SHEAVE WHEEL & BEARINGS
SELF CONTAINED UNIT WITH BEARINGS ONLY 1/8 APART—CORRECT SHAFT ALIGNMENT ALWAYS MAINTAINED

HARDENED STEEL BALL BEARINGS

JACK SHAFT 1/4" LONG—1/8" DIA.

DOUBLE BALL BEARINGS FOR HAND SHEAVE WHEEL

CENTER SHAFT SUPPORT BRACKET

BALL BEARINGS ON EACH SIDE OF LOAD SHEAVE WHEEL

TUBE 1/4" INSIDE DIA.—LOOSE FIT ON JACK SHAFT—LENGTH 4" LESS THAN DOOR WIDTH

FRONT VIEW OF CHAIN HOIST

ROWE MANUFACTURING CO., GALESBURG, ILL., U.S.A.
### Panel Schedule

<table>
<thead>
<tr>
<th>Opening Width</th>
<th>No. Panels</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-6&quot; to 10-6&quot;</td>
<td>6</td>
</tr>
<tr>
<td>10-7&quot; to 12-6&quot;</td>
<td>8</td>
</tr>
<tr>
<td>12-7&quot; to 14-6&quot;</td>
<td>10</td>
</tr>
<tr>
<td>14-7&quot; to 16-6&quot;</td>
<td>12</td>
</tr>
<tr>
<td>16-7&quot; to 20-6&quot;</td>
<td>14</td>
</tr>
</tbody>
</table>

### Opening Height Schedule

<table>
<thead>
<tr>
<th>Opening Height</th>
<th>No. Sect</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-6&quot; to 8-6&quot;</td>
<td>4</td>
</tr>
<tr>
<td>8-7&quot; to 10-6&quot;</td>
<td>5</td>
</tr>
<tr>
<td>10-7&quot; to 12-6&quot;</td>
<td>6</td>
</tr>
<tr>
<td>12-7&quot; to 14-6&quot;</td>
<td>7</td>
</tr>
<tr>
<td>14-7&quot; to 16-6&quot;</td>
<td>8</td>
</tr>
</tbody>
</table>

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### Model G-1

- **THICK:** 2½" HEARDROOM 3/4" SIDEROOM
- **SIDEROOM:** 26" RADIUS

**Door Sections:** Stiles and rails are regularly built of Sitka Spruce with 3 ply laminated Fir panels ¼" thick finished to ¼". Other woods available on special order. All door joints are blind mortise and tenon steel dowelled and water-proof glued. Special section and panel designs are furnished when required. Extra any one or all sections may be left open for glass, glass and glazing are not included.

**Prime Coat:** Not regularly included but will be supplied at extra charge when specified. Prime coat - aluminum or white lead and oil.

**Hardware:** As shown on this drawing. All rollers and sheave wheels are ball bearing. Vertical tracks are mounted on continuous angle iron. Counterbalancing springs are supplied for balancing door glazed with double strength glass. If other glass is used be sure to advise and when sending order. Doors for opnings 12-6" to 14-6" wide have sections reinforced with U-bar stiffeners. Doors for opnings over 14-6" wide have sections reinforced with U-bar trusses. Center track support is recommended for doors over 22'-0" wide.

**Rustproofing:** Bolts, nuts, screws, etc. are cadmium plated. Remainder hardware is completely Parkerized and painted with metallic paint. Springs and bearings painted only.

**Chain Coat:** Recommended for doors 12'-0" High or higher and for doors with 200 sq. ft. or more.

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**RoWay Overhead Type Doors**

**Standard Details**

**Model G-1 Heavy Duty**

Rowe Manufacturing Co.
Galesburg, IL

**DATE:** 2-1-41
**BY:** A. J. R.

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**Section Thru Track Roller**

**Front & Side Views of Malleable Iron Edge Hinges**

**Front View Details of Locking Equipment**

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**Details of Locking Equipment**
NO. 10 CHAIN HOIST—For Use on Model M-I and G-I Doors

Uses—Recommended for large and heavy doors; hoists should be used where areas exceed 179 Sq. Ft. or where height exceeds 12 feet.

Door Models—May be used on Model M-I Doors, page 9-A, and Model G-I, page 9-C.

Headroom—For Model M-I Doors 20" clear space above door opening if springs are above horizontal tracks—14" if springs are below tracks. For Model G-I Doors, 23" if springs above—21" if springs below horizontal track.

Side room—6" for Model M-I—6½" for Model G-I is required on the side the hand sheave wheel is located—opposite side same as required by model of door used (i.e.; M-I 5", G-I 5 to 5½").

Gear Ratio—6:41 to 1 reduction—allows easy and free hand operation.

Load Chains—Two 7/32" diameter No. 4/0 Matched Link Chains—total tensile strength, 3980 lbs.

Load Sheave Wheel—Supported by ball bearings on each side of the sheave wheel—no chance to sag or bind and cause friction as the load chain always has a direct balanced center pull. See Fig. 74.

Jack Shaft—1" diameter by 13" long for each load sheave wheel unit. Supported by two hardened steel ball bearings each containing 17 balls, placed only 1½" apart. See Fig. 74. This close spacing of ball bearings eliminates crooked or misaligned shafts which are a common cause of poor door operation. The jack shaft, load sheave wheel, ball bearings and curved track sections are all factory assembled, and are not locally built at the job site.

Alignment—Of R. H. side jack shaft to L. H. side jack shaft is unnecessary—may be as much as 1" out of alignment without causing added friction. This makes installation easier and adds years to the life of the door.

Header Connecting Tube—A steel tube 1½" inside diameter is provided for loose fit connection over end of each jack shaft. Length of tube is door width less 4". Wide doors have center support bracket for this connecting tube.

Door Adjustment—A flange adjusting collar is provided on the header connecting tube for leveling the hang of the door. No turnbuckles are required.

Hand Sheave Wheel—10¼" pitch diameter—2 ball bearings. Uses 2/0 Elwell straight link chain having smooth rounded corners making a safe and easy hand grip. (Because of danger of hand lacerations, inferior chains having exposed sharp edges are not used.) The Hand Sheave Wheel is regularly located on L. H. side of door, but may be located on R. H. side if requested—no extra charge.

ADVANTAGES OF RO-WAY NO. 10 CHAIN HOIST

1. Every bearing a BALL BEARING gives easy operation.
2. Accurate alignment of load sheave wheel shafts IS NOT NECESSARY.
3. Only 1½" ADDITIONAL SIDEROOM required on hand chain side—no additional sideroom required on other side.
4. EASY TO INSTALL, because jack shaft unit is assembled and attached to the curved track section at the factory.