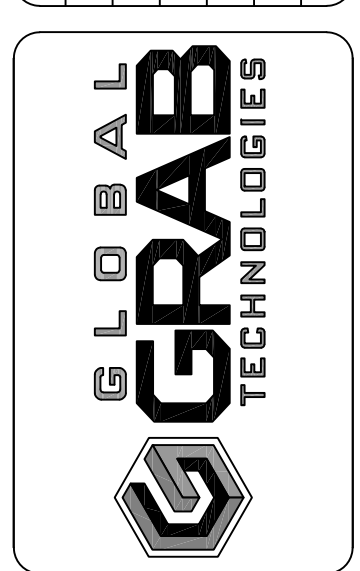
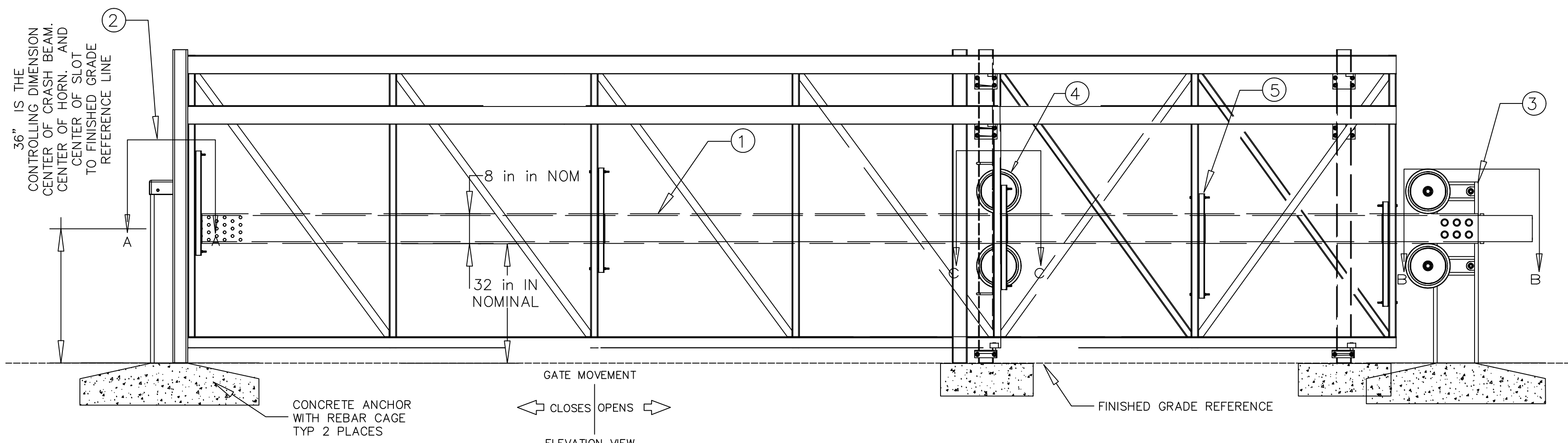
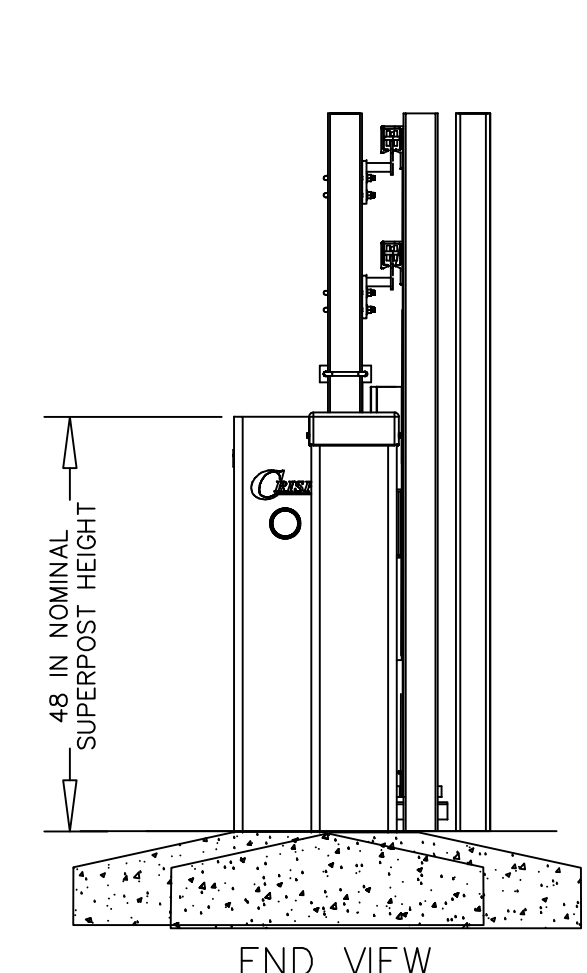
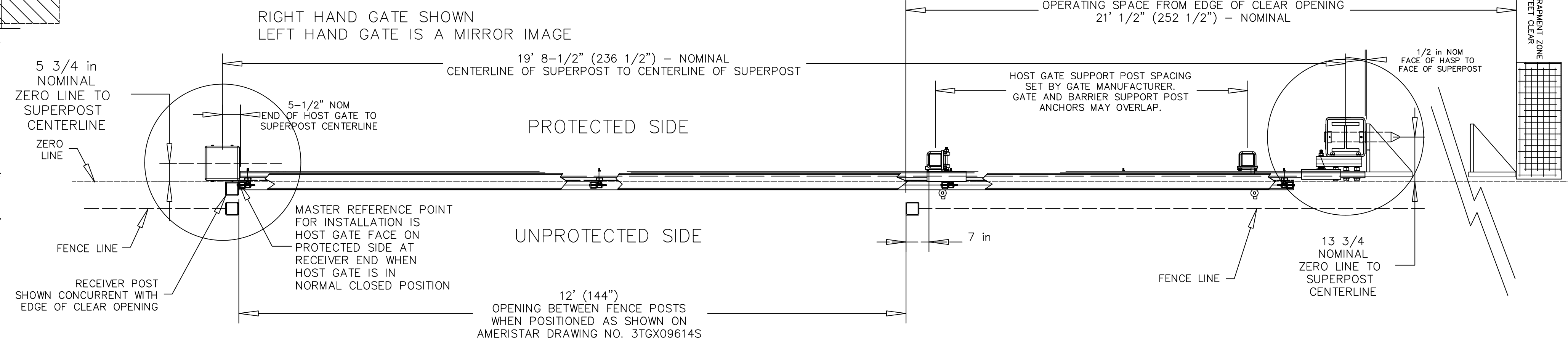
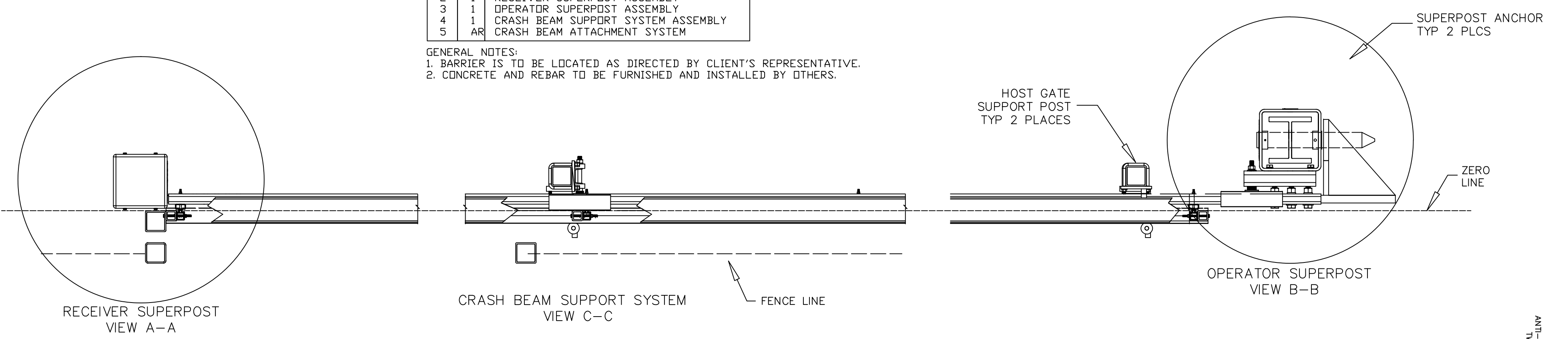


THERE IS GREAT VARIANCE IN OPERATOR AND DRIVE RAIL COMBINATIONS. DRIVE RAIL MAY NOT PASS SUPPORT ROLLERS AND SUFFICIENT CLEARANCE FOR OPERATOR CABINET MUST BE ACCOUNTED FOR IN SYSTEM DESIGN AND LAYOUT BY OWNERS AND INSTALLER. OPERATOR CABINET MAY ENCR OACH ON SHADED AREA BETWEEN SUPPORT POSTS BUT FINAL CLEARANCE MUST BE VERIFIED BY INSTALLER BEFORE INSTALLATION.

WHEN THE ATTACHABLE SECURGATE MONOLOCK CRASH BEAM IS TO BE INSTALLED ON A NEW HOST GATE, CRISP RECOMMENDS THE HOST GATE OPERATOR BE MOUNTED SUCH THAT THE DRIVE RAIL IS ABOVE THE CRASH BEAM ASSEMBLY AS IS SHOWN.

| PART | QTY | DESC |
|------|-----|------------------------------------|
| 1 | 1 | CRASH BEAM ASSEMBLY |
| 2 | 1 | RECEIVER SUPERPOST ASSEMBLY |
| 3 | 1 | OPERATOR SUPERPOST ASSEMBLY |
| 4 | 1 | CRASH BEAM SUPPORT SYSTEM ASSEMBLY |
| 5 | AR | CRASH BEAM ATTACHMENT SYSTEM |

GENERAL NOTES:
 1. BARRIER IS TO BE LOCATED AS DIRECTED BY CLIENT'S REPRESENTATIVE.
 2. CONCRETE AND REBAR TO BE FURNISHED AND INSTALLED BY OTHERS.



| | | |
|-----------|-----------------|-----------------|
| DATE: | SCALE: | AS NOTED |
| DRAWN BY: | CHECKED BY: | ANSI D |
| SIZE: | DRAWING NUMBER: | 23-MONOL-CS-200 |

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MONOLOCK SECURGATE (ATTACHABLE)
ASSEMBLY AND INSTALLATION DETAIL (2)
(RIGHT HAND GATE SHOWN)