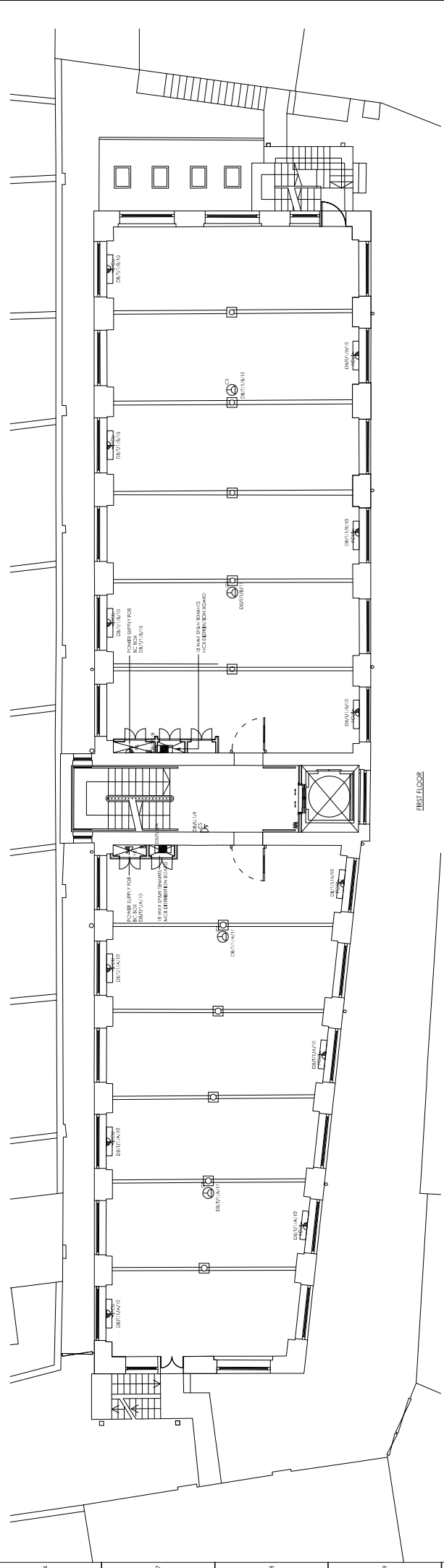
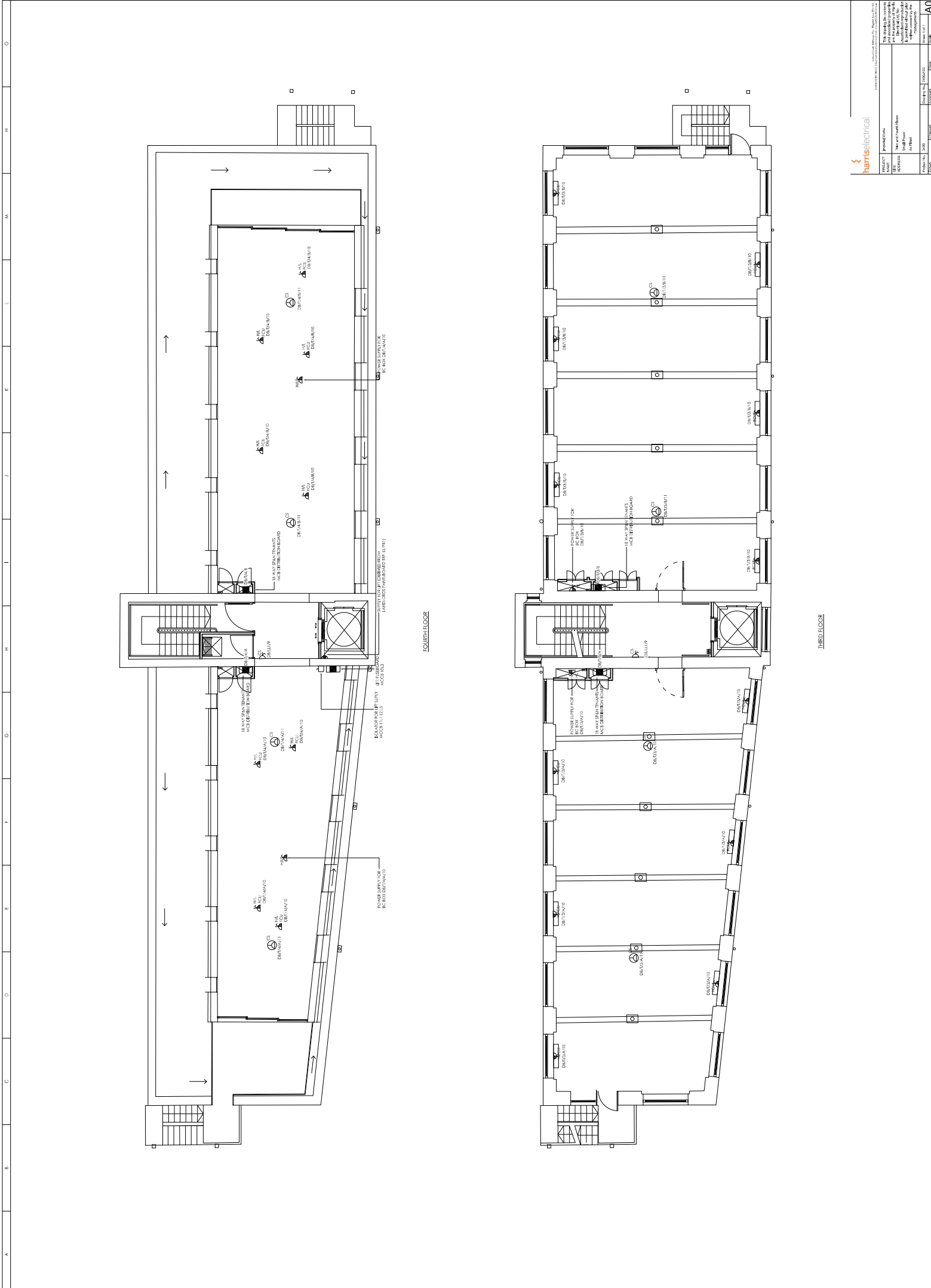


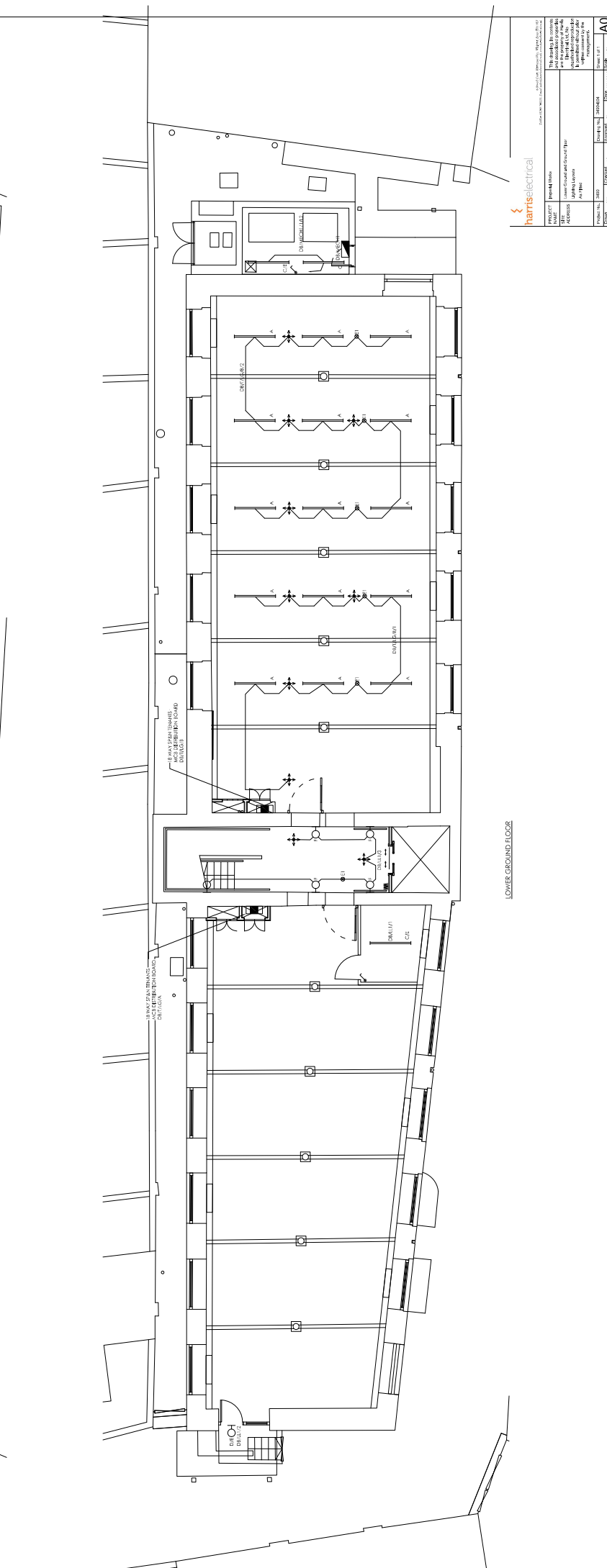
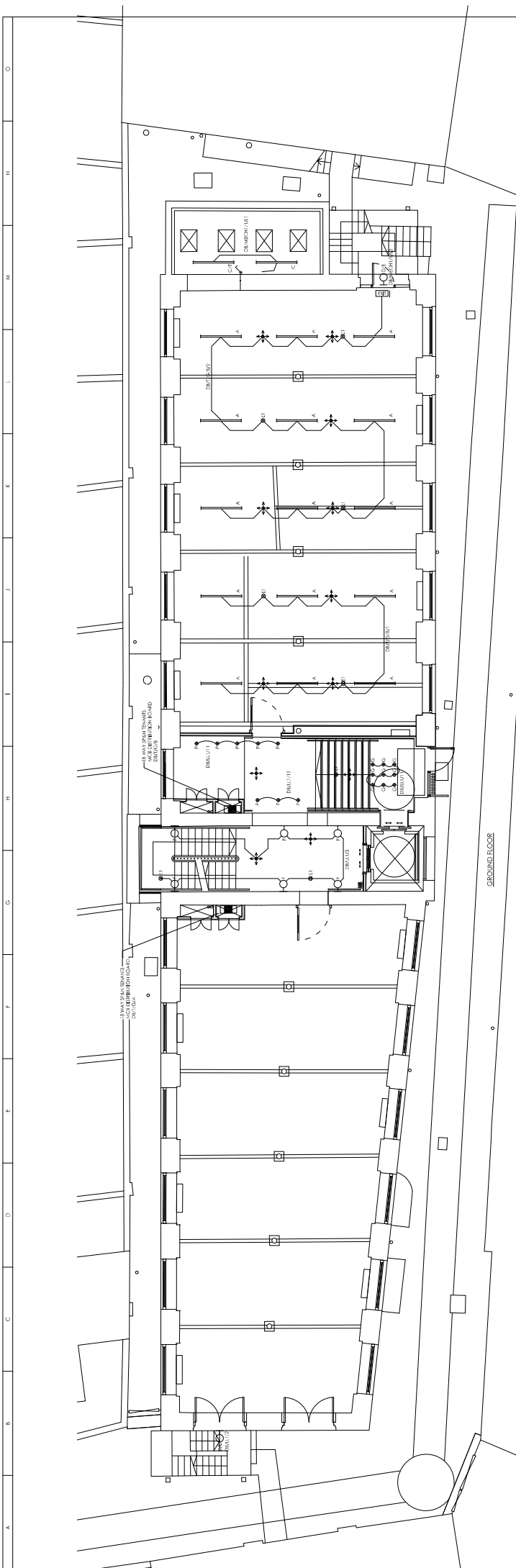
SECOND FLOOR



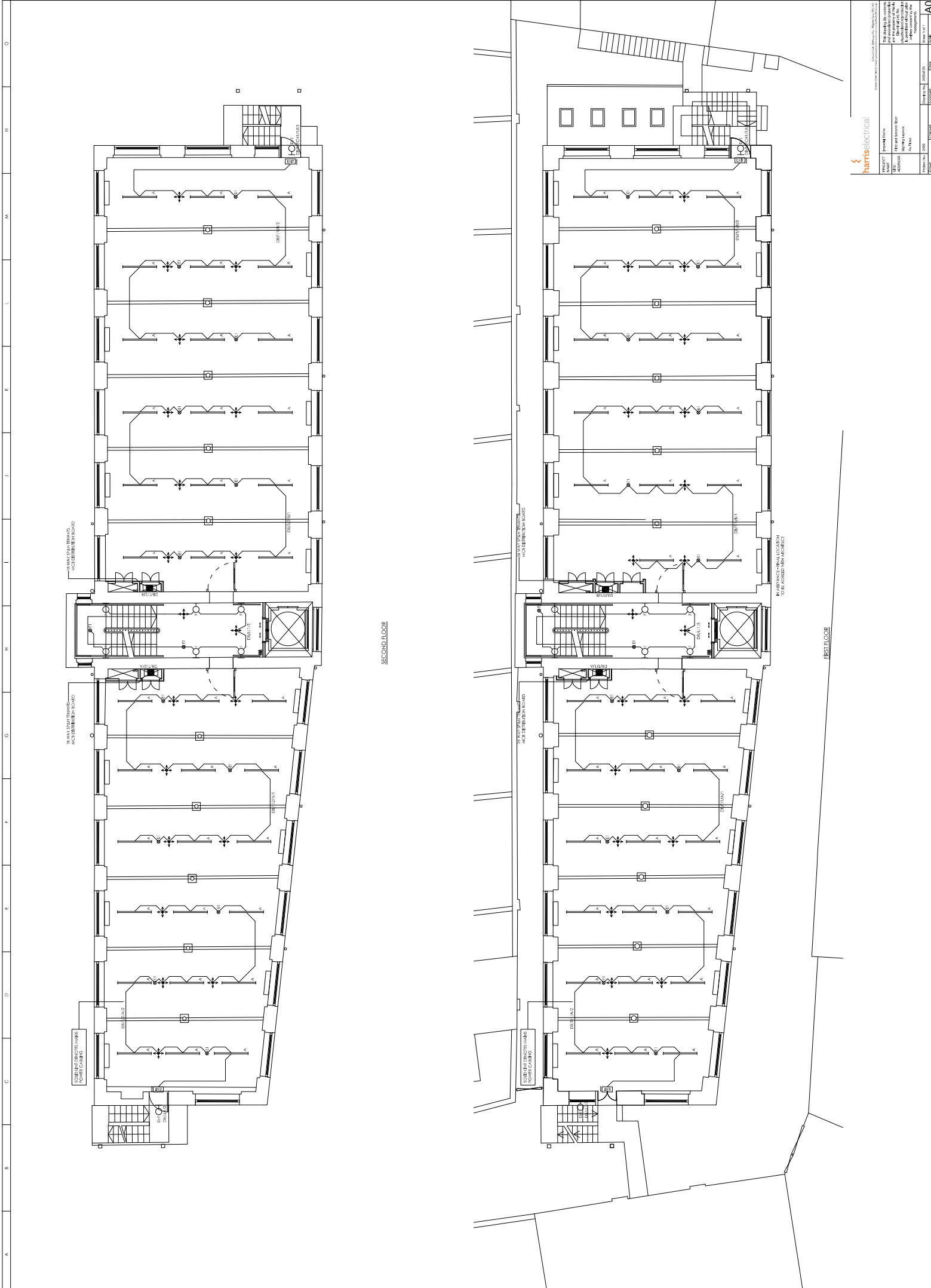
FIRST FLOOR



PROJECT: [REDACTED]	DESCRIPTION: [REDACTED]	DATE: [REDACTED]	SCALE: [REDACTED]	SHEET NO: [REDACTED]	TOTAL SHEETS: [REDACTED]
DESIGNED BY: [REDACTED]	CHECKED BY: [REDACTED]	DATE: [REDACTED]	SCALE: [REDACTED]	SHEET NO: [REDACTED]	TOTAL SHEETS: [REDACTED]
PROJECT NO: [REDACTED]	PROJECT NAME: [REDACTED]	PROJECT ADDRESS: [REDACTED]	CLIENT: [REDACTED]	DATE: [REDACTED]	SCALE: [REDACTED]



LOWER GROUND FLOOR

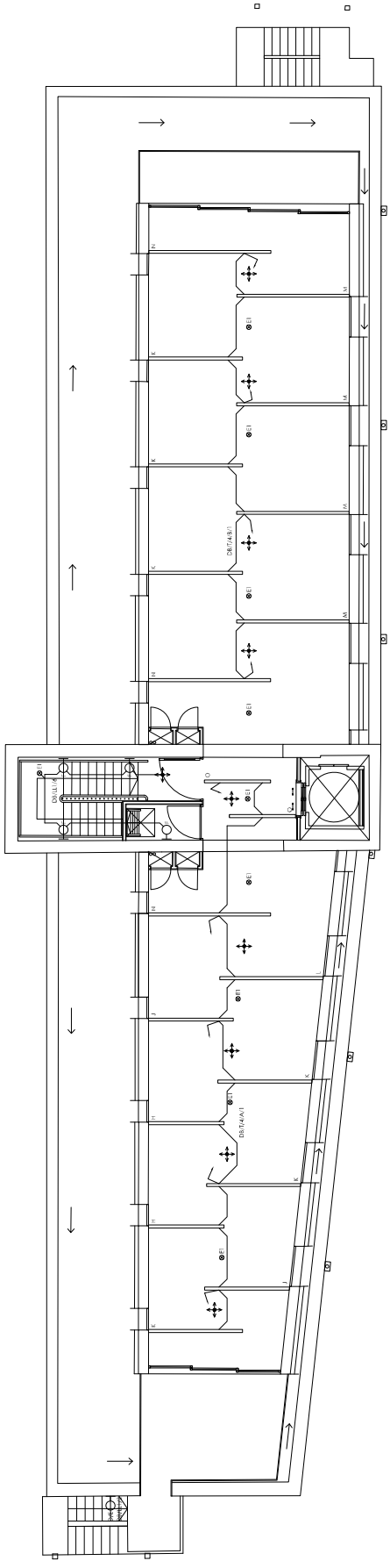


SECOND FLOOR

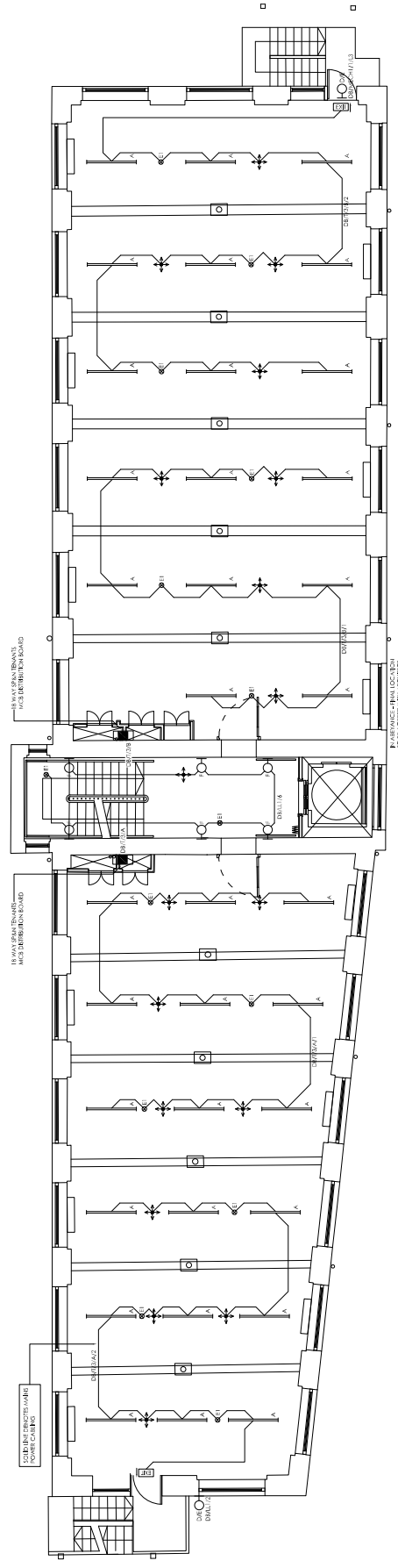
FIRST FLOOR



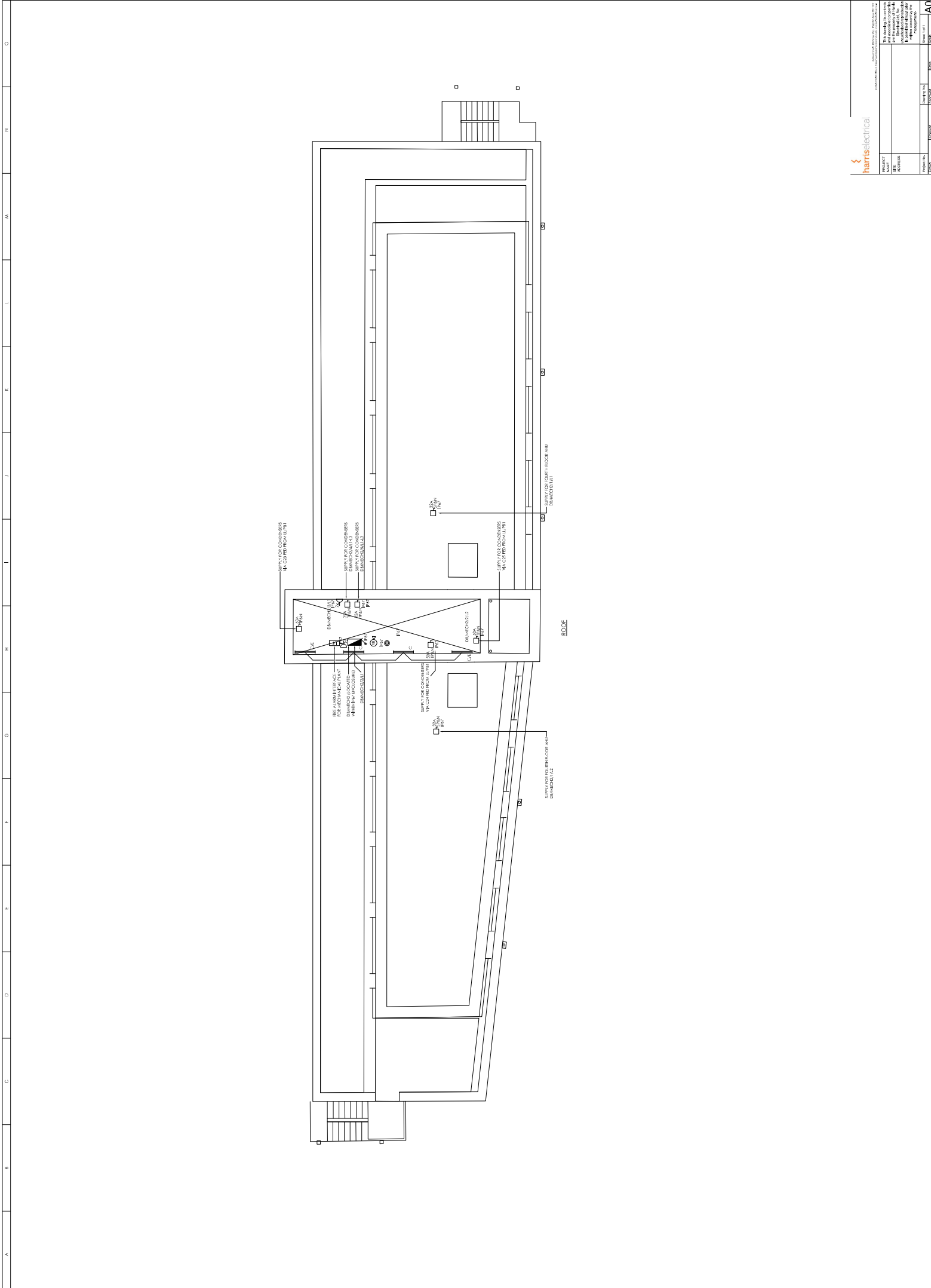
PROJECT: <b>Project Name</b> DRAWING: <b>Electrical Schematic</b> DATE: <b>10/10/2023</b>		DRAWING NO: <b>10000000</b> SHEET NO: <b>01</b>	
PREPARED BY: <b>Electrical Engineer</b> CHECKED BY: <b>Project Manager</b> APPROVED BY: <b>Client Representative</b>		SCALE: <b>As Shown</b> PROJECT NO: <b>10000000</b> SHEET NO: <b>01</b>	
PROJECT NO: <b>10000000</b> SHEET NO: <b>01</b>		DATE: <b>10/10/2023</b> SCALE: <b>As Shown</b>	

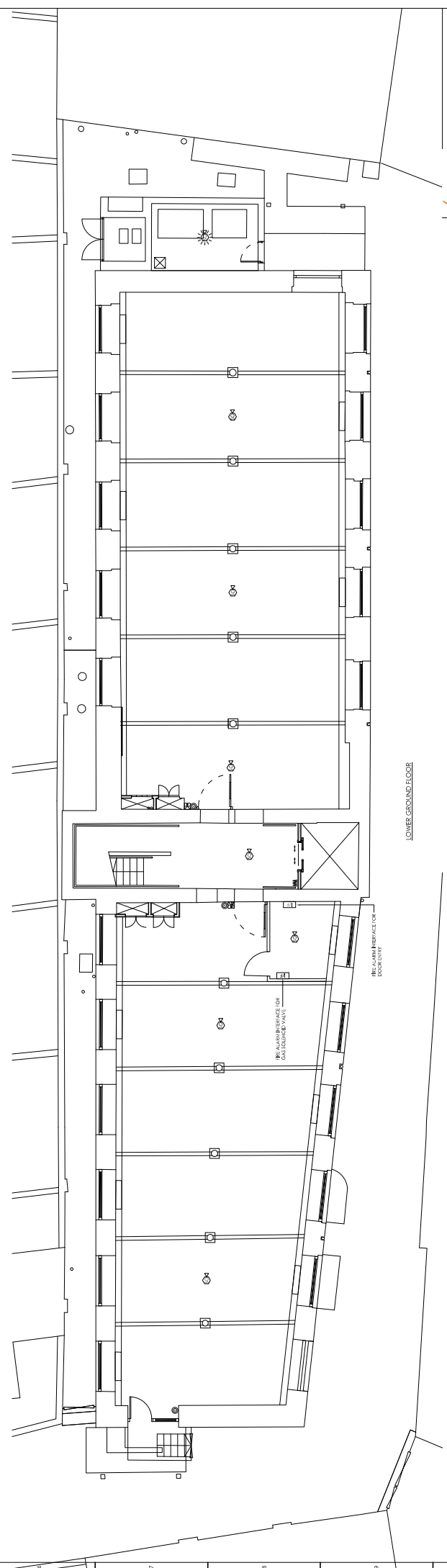
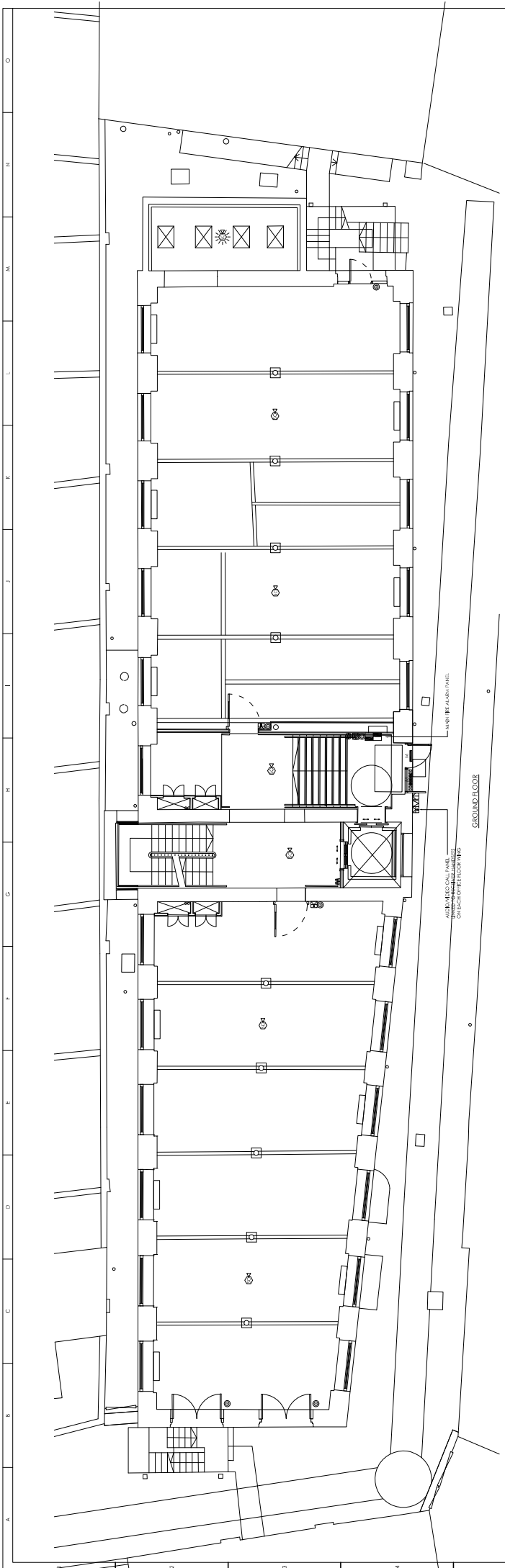


FOURTH FLOOR

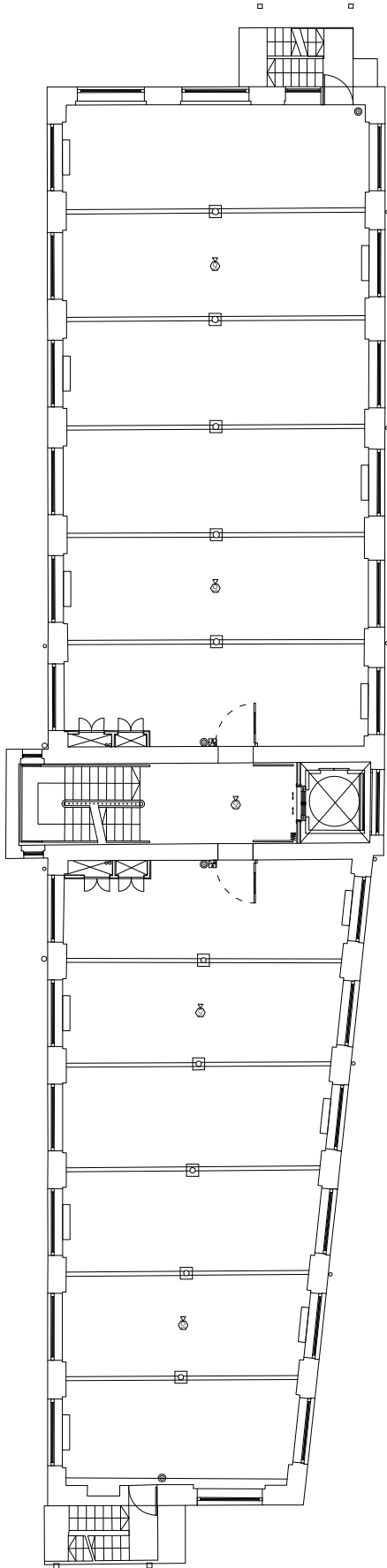


THIRD FLOOR

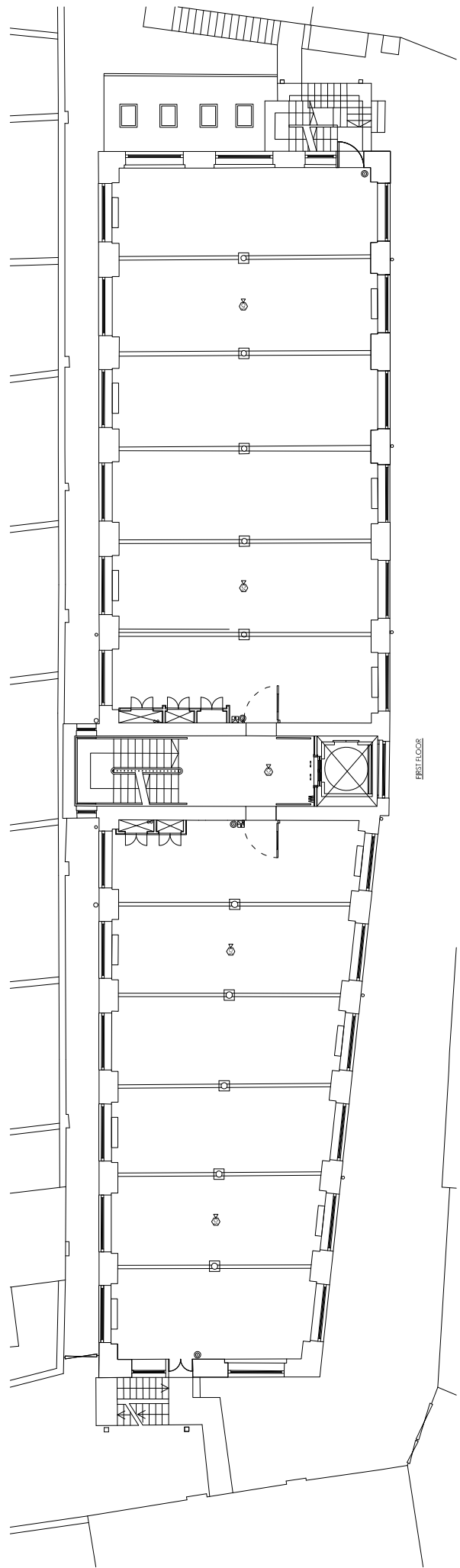




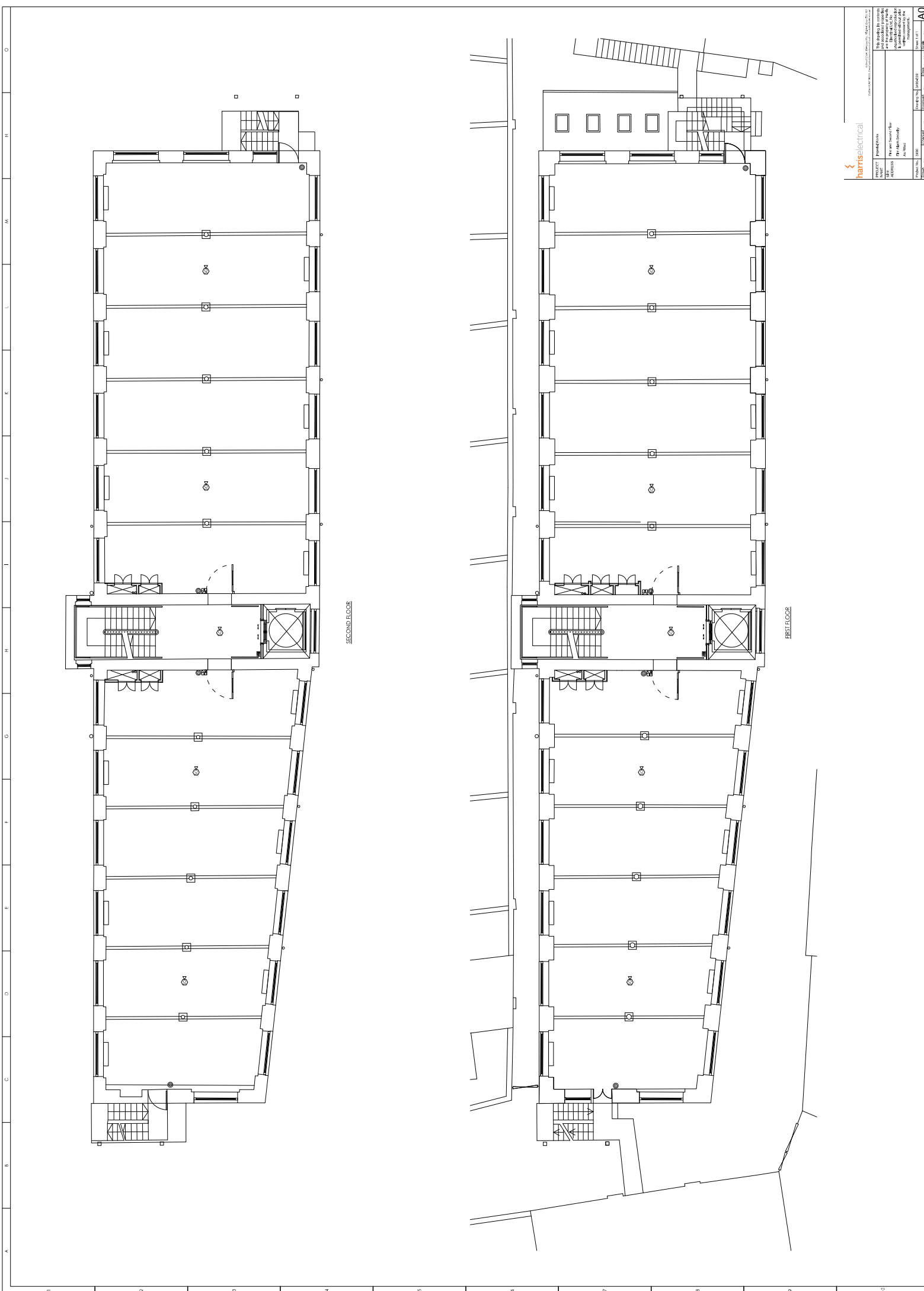


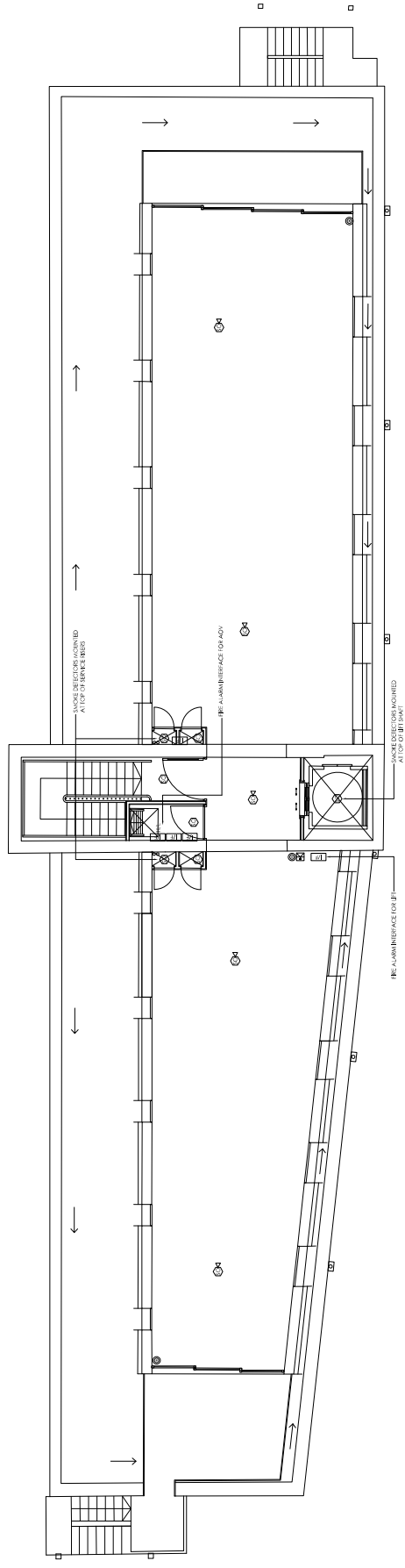


SECOND FLOOR

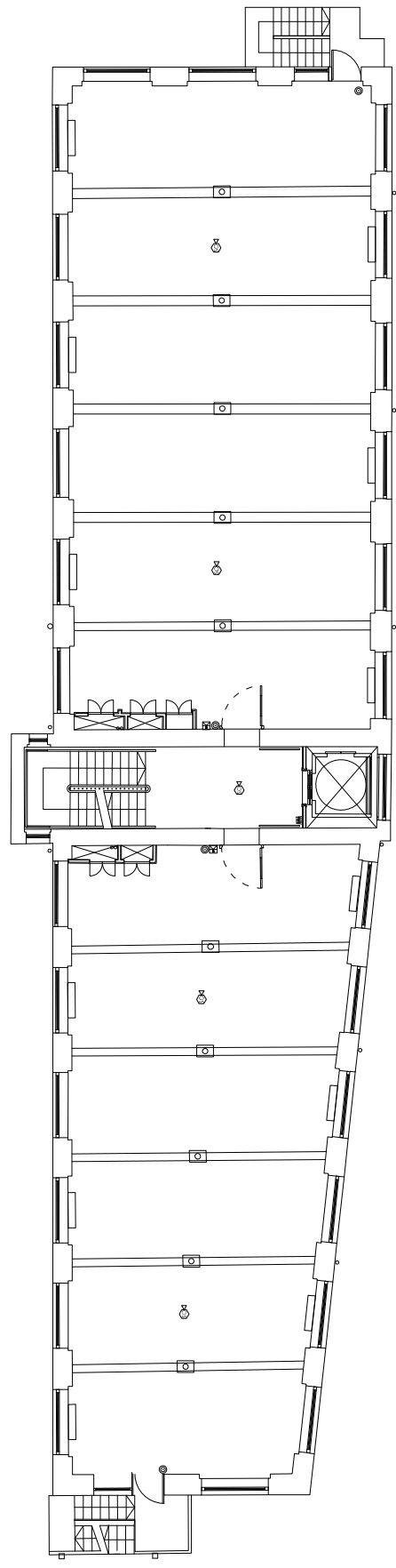


FIRST FLOOR

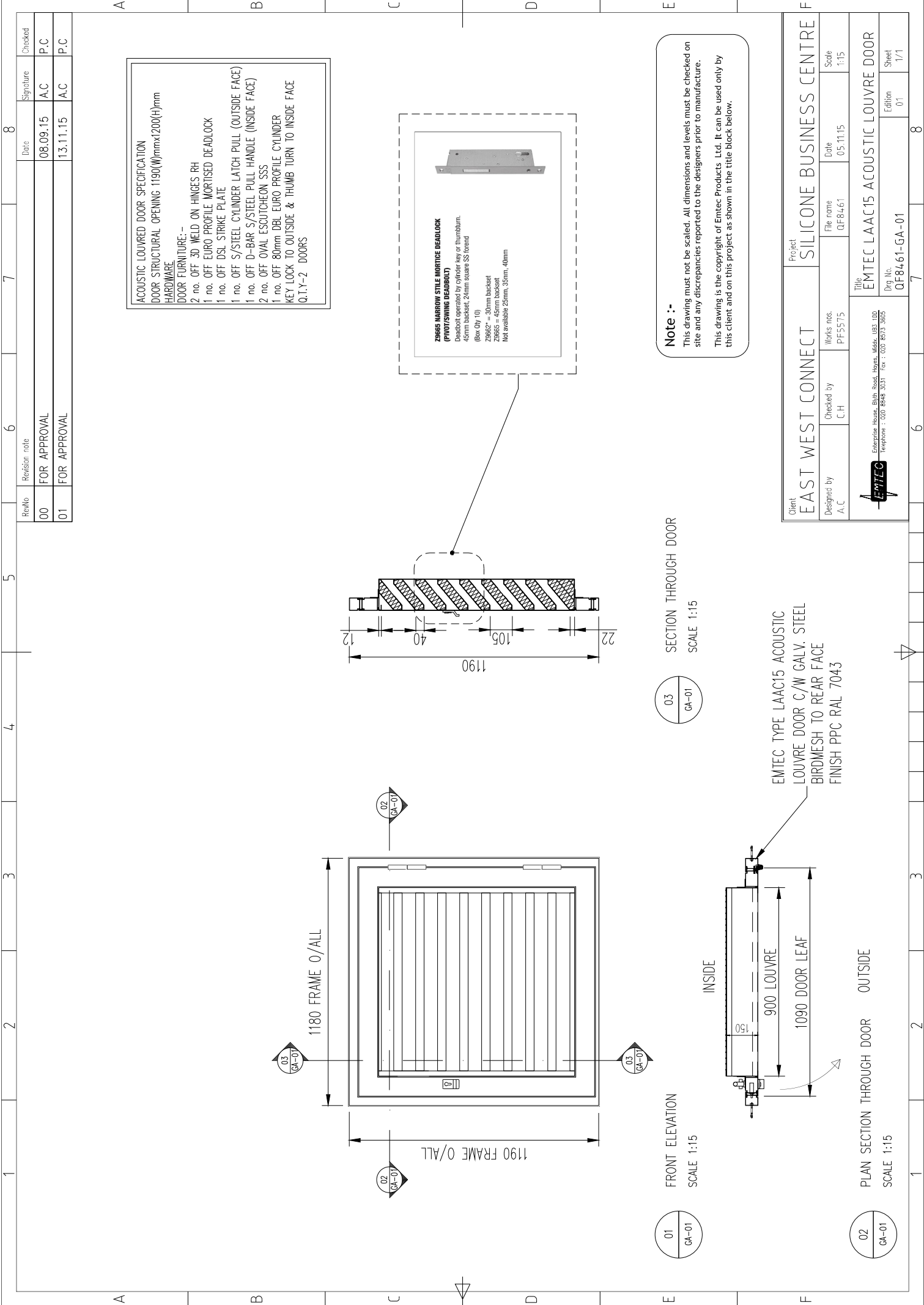




FOURTH FLOOR



THIRD FLOOR



**ACOUSTIC LOUVRED DOOR SPECIFICATION**  
**DOOR STRUCTURAL OPENING 1190(W)mmx1200(H)mm**  
**HARDWARE**  
**DOOR FURNITURE:-**  
 2 no. OFF 3D WELD ON HINGES RH  
 1 no. OFF EURO PROFILE MORTISED DEADLOCK  
 1 no. OFF DSL STRIKE PLATE  
 1 no. OFF S/STEEL CYLINDER LATCH PULL (OUTSIDE FACE)  
 1 no. OFF D-BAR S/STEEL PULL HANDLE (INSIDE FACE)  
 2 no. OFF OVAL ESCUTCHEON SSS  
 1 no. OFF 80mm DBL EURO PROFILE CYLINDER  
**KEY LOCK TO OUTSIDE & THUMB TURN TO INSIDE FACE**  
**Q.T.Y--2 DOORS**

**Z9665 NARROW STILE MORTICE DEADLOCK (P107/SWING DEADBOLT)**  
 Deadbolt operated by cylinder key or thumbturn.  
 45mm backset, 24mm square SS thread  
 (Box Qty 10)  
 Z9662\* = 30mm backset  
 Z9665 = 45mm backset  
 Not available 25mm, 35mm, 40mm

**Note :-**  
 This drawing must not be scaled. All dimensions and levels must be checked on site and any discrepancies reported to the designers prior to manufacture.  
 This drawing is the copyright of Emtec Products Ltd. It can be used only by this client and on this project as shown in the title block below.

RevNo	Revision note	Date	Signature	Checked
00	FOR APPROVAL	08.09.15	A.C	P.C
01	FOR APPROVAL	13.11.15	A.C	P.C

Client <b>EAST WEST CONNECT</b>		Project <b>SILICONE BUSINESS CENTRE</b>	
Designed by A.C	Checked by C.H	File name QF8461	Date 05.11.15
Works nos. PF5575		Scale 1:15	
Enterprise House, Blnh Road, Hayes, Middx, UB8 3JD Telephone : 020 8548 3031 Fax : 020 8573 3005		Title <b>EMTEC LAAC15 ACOUSTIC LOUVRE DOOR</b>	
		Dra. No. QF8461-GA-01 Edition 01 Sheet 1/1	

SECTION THROUGH DOOR  
 SCALE 1:15

03  
 GA-01

FRONT ELEVATION  
 SCALE 1:15

01  
 GA-01

EMTEC TYPE LAAC15 ACOUSTIC LOUVRE DOOR C/W GALV. STEEL BIRDMESH TO REAR FACE FINISH PPC RAL 7043

INSIDE

900 LOUVRE

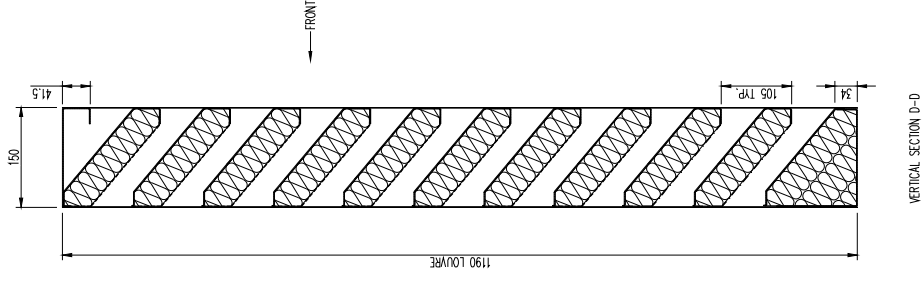
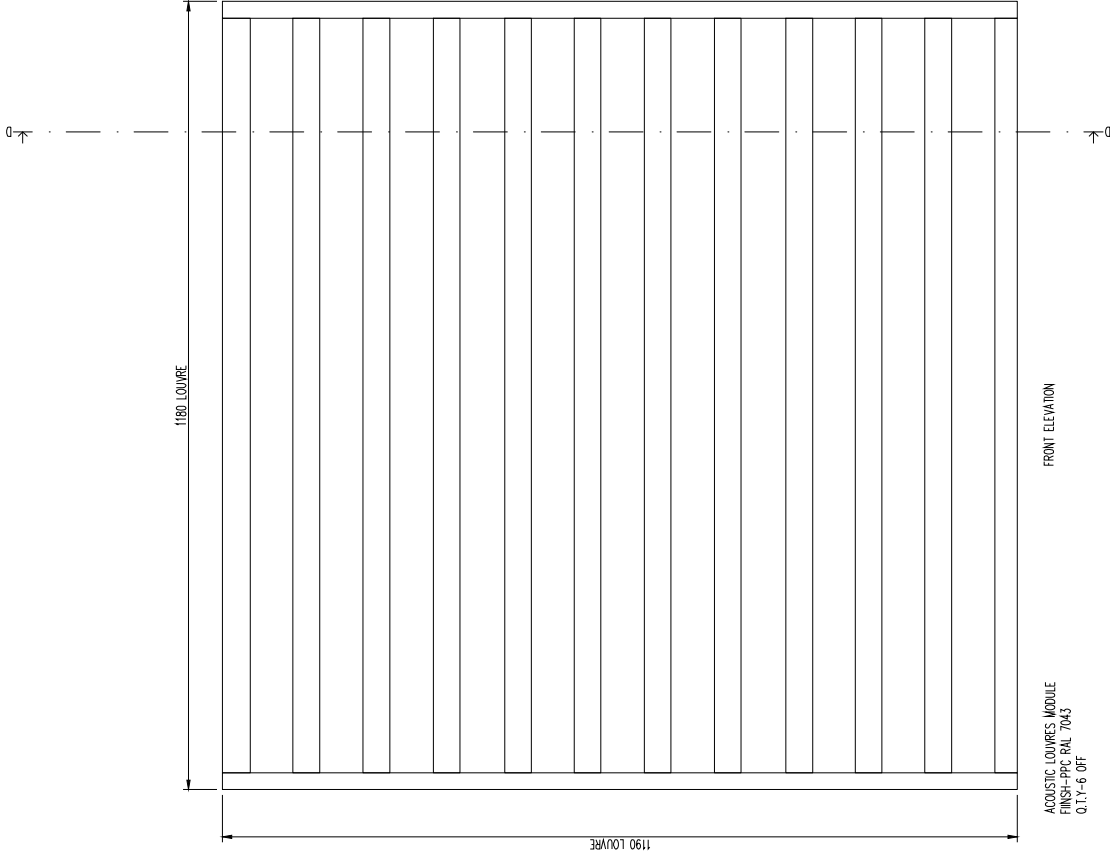
1090 DOOR LEAF


150

OUTSIDE

PLAN SECTION THROUGH DOOR  
 SCALE 1:15

02  
 GA-01

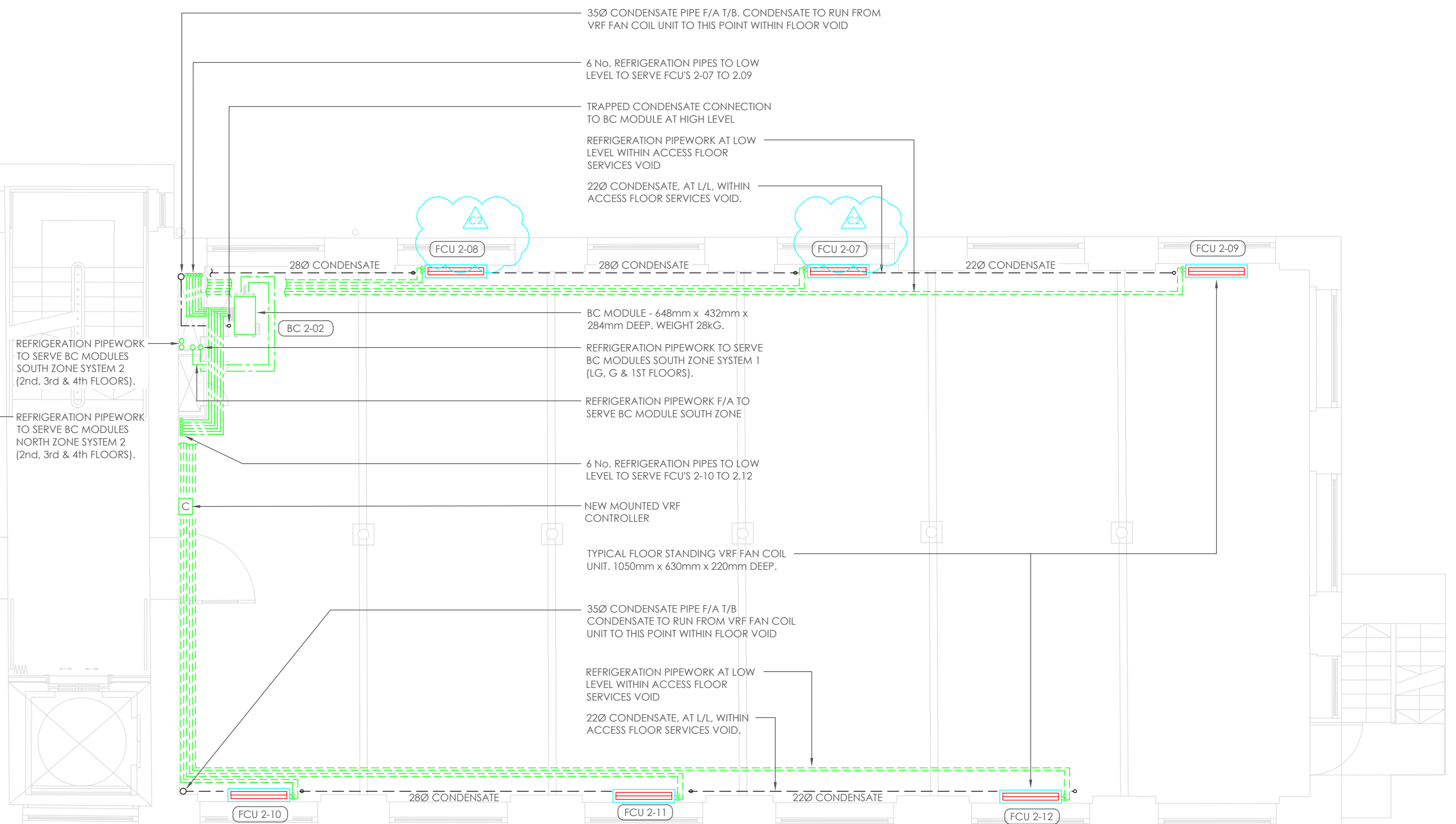
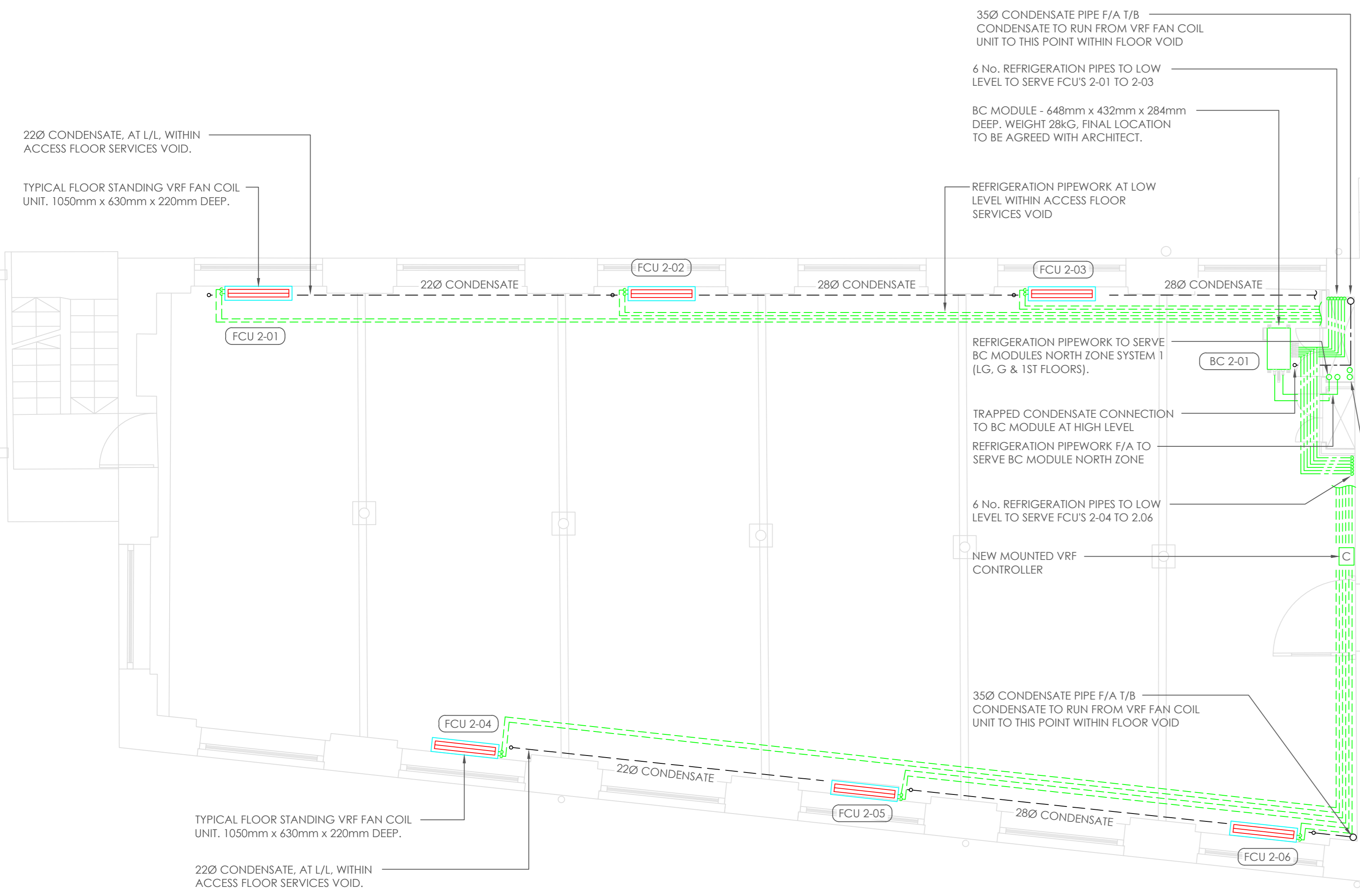


01	ISSUED	13.11.15
rev.	Issued	Date
FOR REVIEW		
 <b>EMTEC PRODUCTS LTD</b> ENTERPRISE HOUSE, RYPM, ASHCROFT, MIDDLESBROUGH, CLIFTON TEL: 01642 860100 FAX: 01642 860100		
Drawing Title		
ACOUSTIC LOUVRE MANUFACTURING DETAILS		
Project		
CP8461		
Client		
Date		
File no.	Rev. No.	Quantity
CP8461	28.01.15	1
Scale	Drawn By	Checked/ Auth
AS NOTED	E.A.	E.A.
Drawing number	Rev	01
CP8461-M-01		

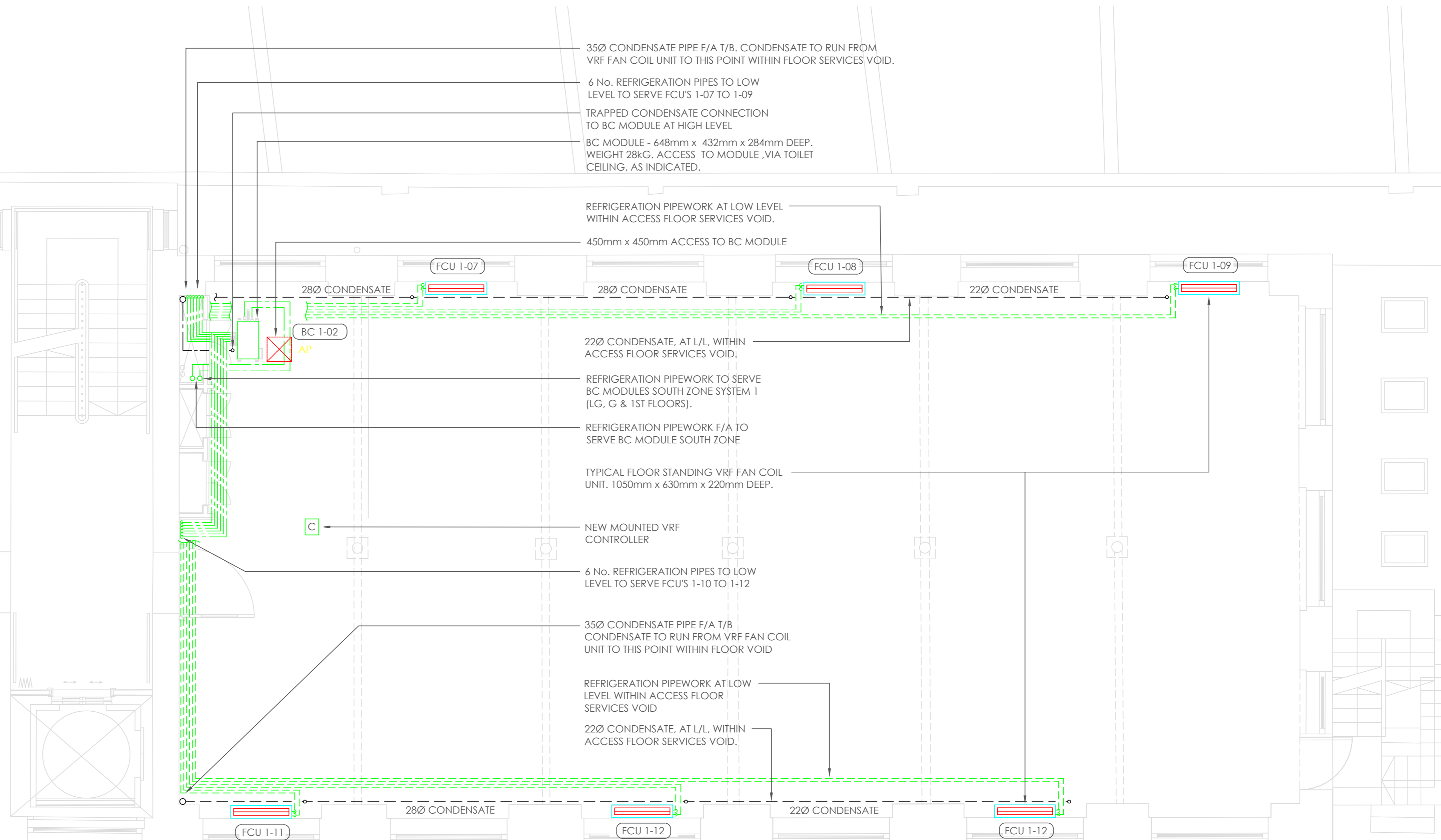
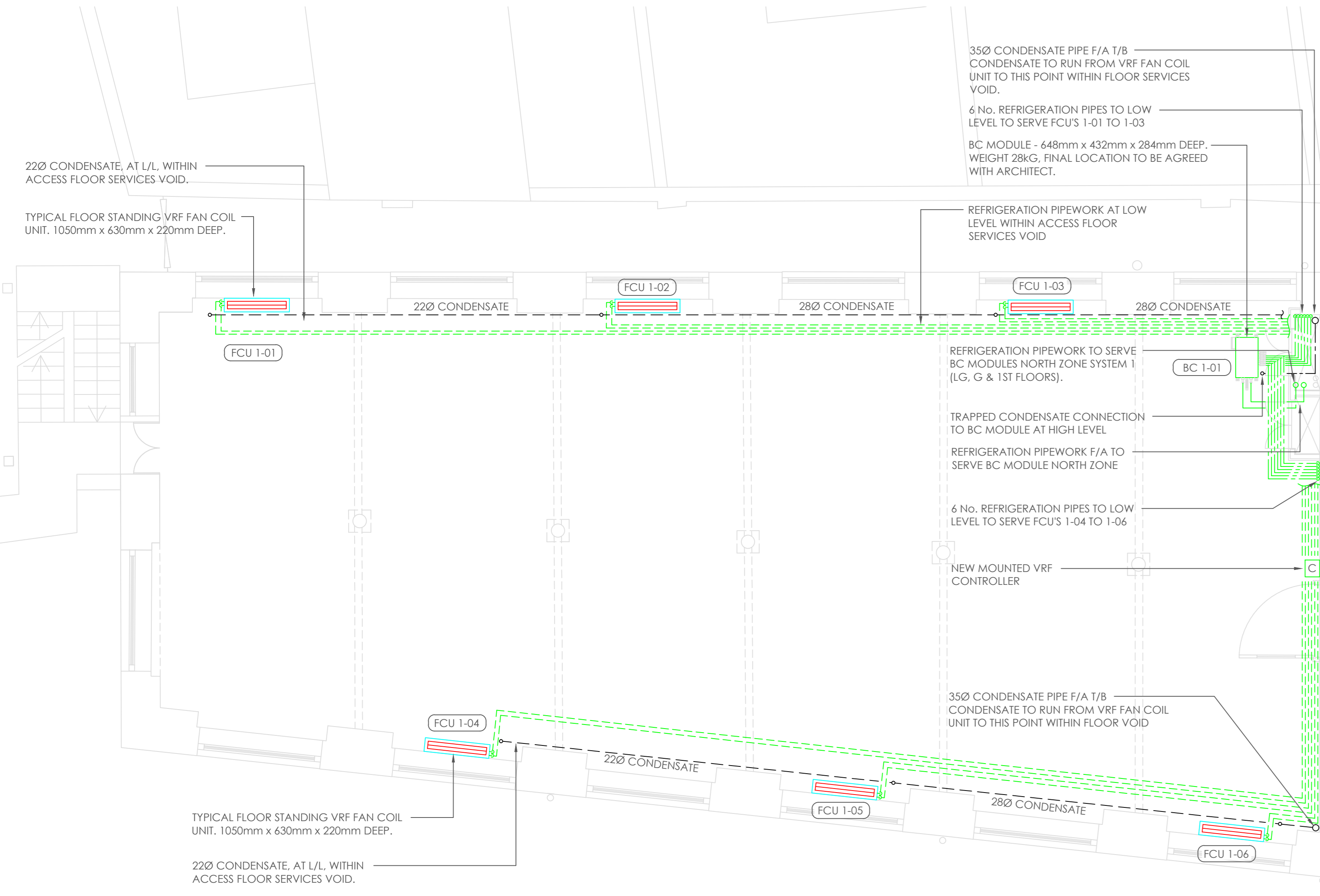
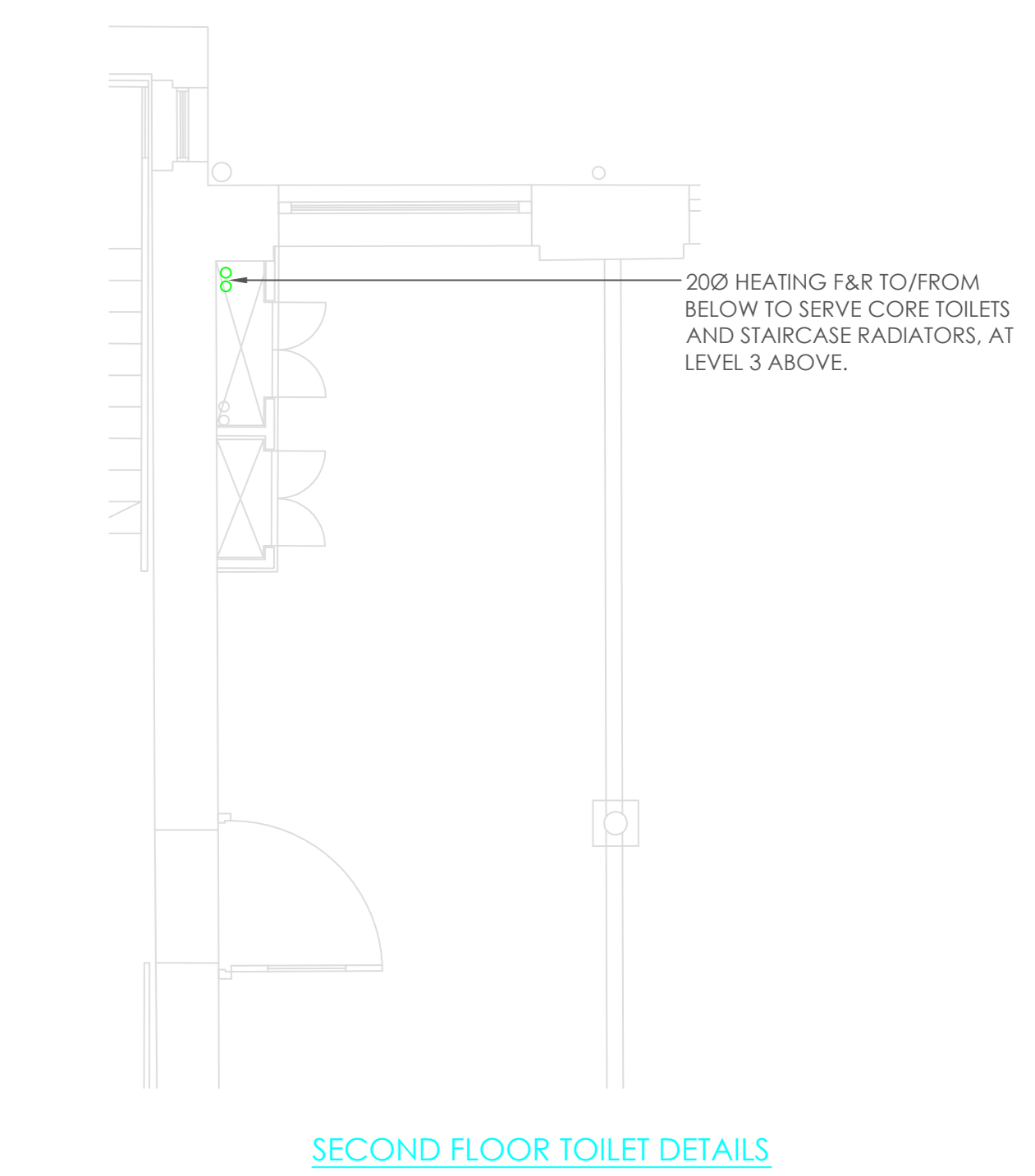




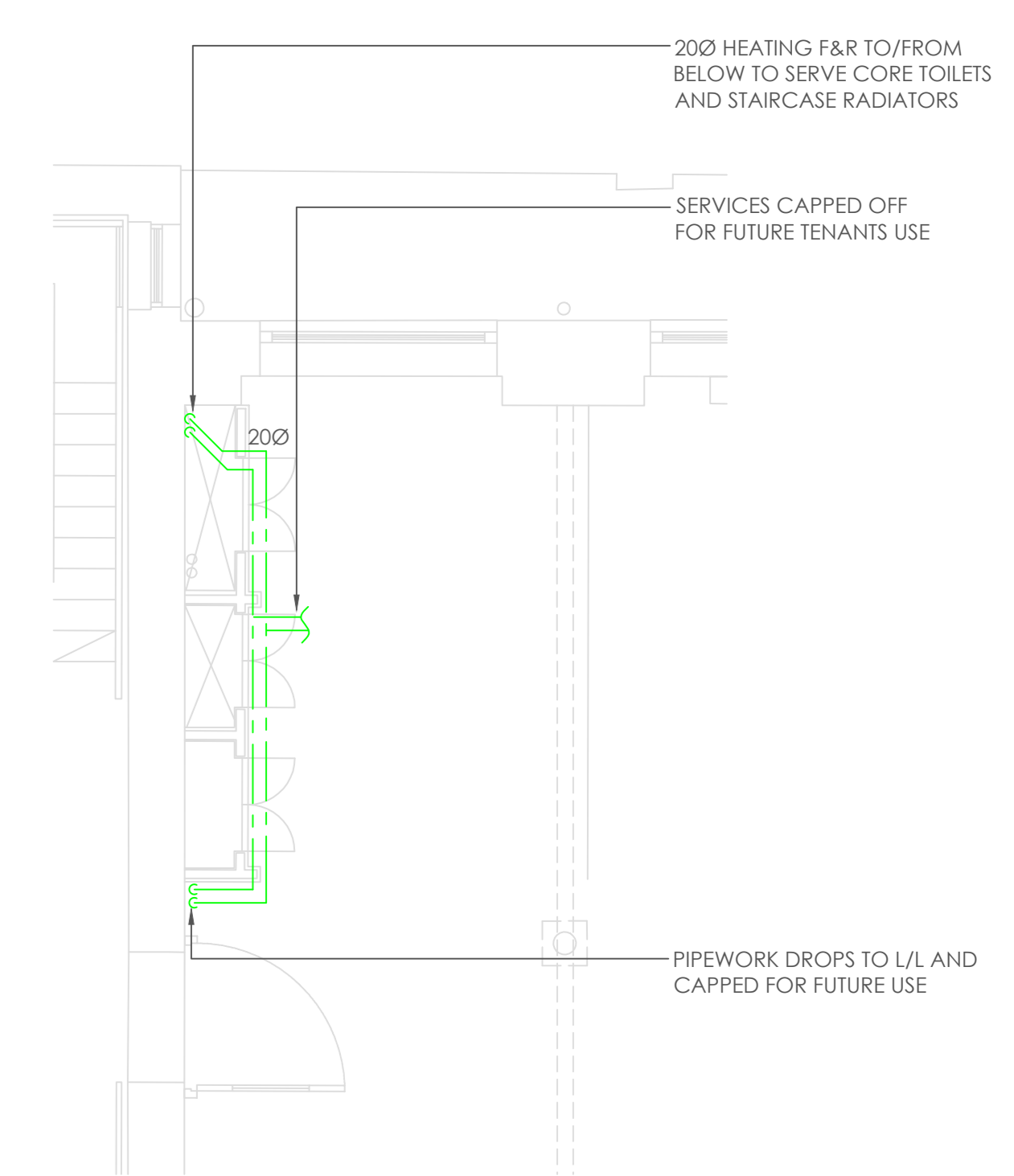




SECOND FLOOR



FIRST FLOOR



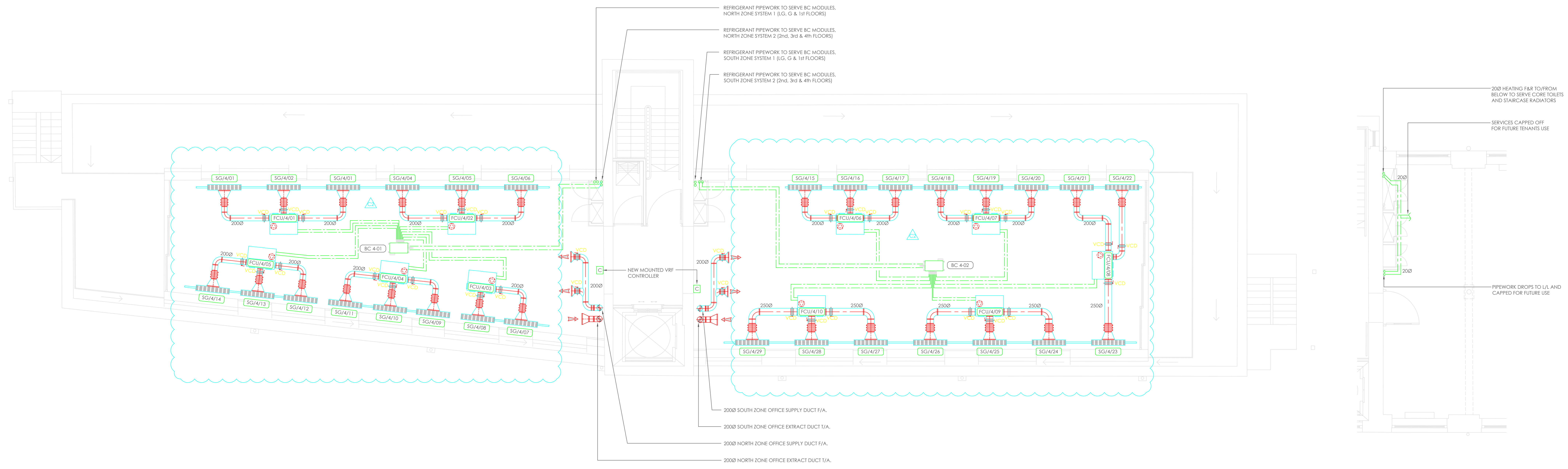
SECOND FLOOR TOILET DETAILS

FIRST FLOOR TOILET DETAILS

WORKING DRAWING

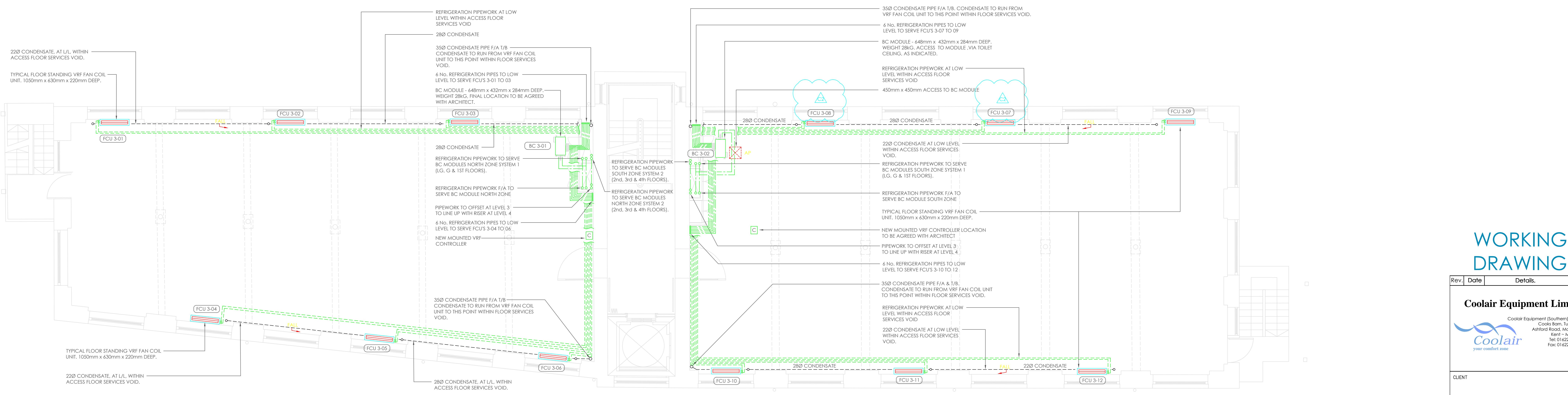
Rev.	Date	Details.
<p><b>Coolair Equipment Limited</b></p> <p>Coolair Equipment (Southern) Branch            Coaks Barn, Turkey Hill            Aunford Road, Maidstone            Kent - ME14 5BL            Tel: 01622 742222            Fax: 01622 456969</p>		
CLIENT		
SITE IMPERIAL WORKS REFURBISHMENT KENTISH TOWN LONDON		
TITLE 1st & 2nd FLOOR MECHANICAL SERVICES LAYOUT .		
DRAWN BY RW	SCALE 1 :50 @A0	
CHECKED BY	DATE JAN' 2016	
DRG. No.	A5558 / M02	





FOURTH FLOOR

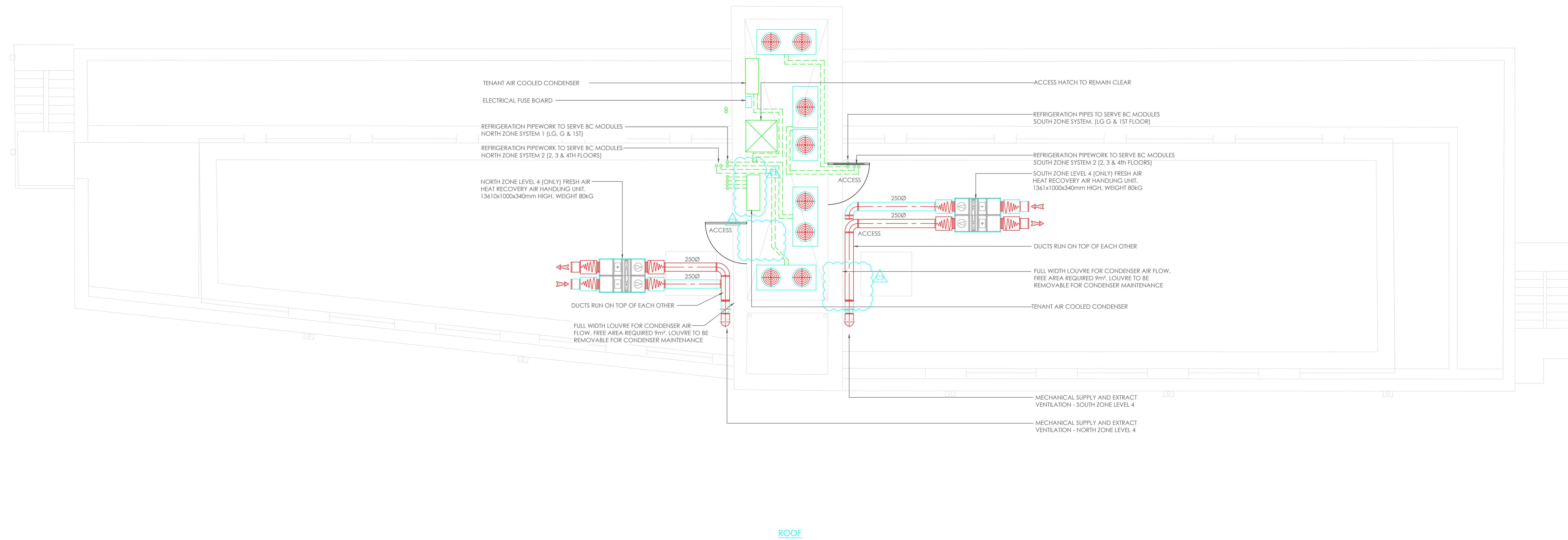
THIRD FLOOR TOILET DETAILS



THIRD FLOOR

WORKING DRAWING

Rev.	Date	Details.
<p><b>Coolair Equipment Limited</b></p> <p>Coolair Equipment (Southern) Branch            Coaks Barn, Turkey Mill            Ashford Road, Maidstone            Kent - ME14 5BL            Tel: 01422 762272            Fax: 01422 656969</p>		
CLIENT		
SITE		
<p>IMPERIAL WORKS REFURBISHMENT            KENTISH TOWN            LONDON</p>		
TITLE		
<p>3rd &amp; 4th FLOOR            MECHANICAL SERVICES            LAYOUT.</p>		
DRAWN BY	RW	SCALE 1 : 50 @A0
CHECKED BY		DATE JAN' 2016
DRG. No.	A5558 / M03	

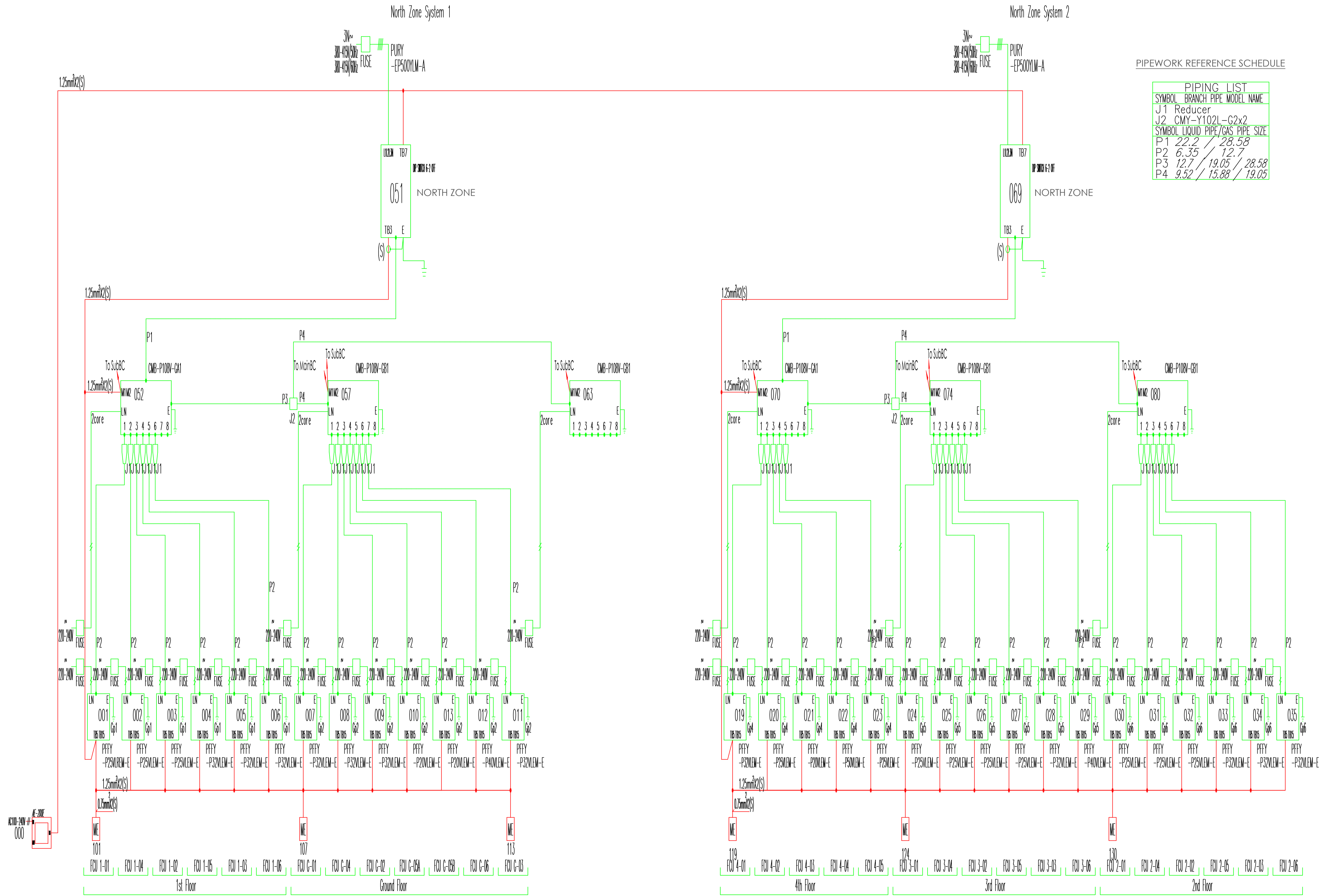


# WORKING DRAWING

Rev.	Date	Details
<p><b>Coolair Equipment Limited</b></p> <p><small>Coolair Equipment (Southern) Branch Cooks Barn, Turkey Mill Ashford Road, Maidstone Kent - ME14 5BE Tel: 01422 762222 Fax: 01422 656959</small></p> <p><b>Coolair</b> your comfort zone</p>		
CLIENT		
SITE IMPERIAL WORKS REFURBISHMENT KENTISH TOWN LONDON		
TITLE ROOF LEVEL MECHANICAL SERVICES LAYOUT .		
DRAWN BY	RW	SCALE 1 : 50 @A0
CHECKED BY		DATE JAN' 2016
DRG. No.	A5558 / M04	



Additional refrigerant charge is needed depending on the size and length of extended piping. Please refer the amount of pre-charge and the formula of calculation which is mentioned on the data book.  
 1.25mm<sup>2</sup>(16 AWG) : 1.25mm<sup>2</sup>(16 AWG) or more. 0.75mm<sup>2</sup>(20 AWG) : between 0.5mm<sup>2</sup>(24 AWG) and 0.75mm<sup>2</sup>(20 AWG).



# WORKING DRAWING

Rev. Date Details.

## Coolair Equipment Limited

Coolair Equipment (Southern) Branch  
 Cooks Barn, Turkey Mill  
 Ashford Road, Maidstone  
 Kent - ME14 5BL  
 Tel: 01622 762222  
 Fax: 01622 656949

CLIENT

SITE  
 IMPERIAL WORKS REFURBISHMENT  
 KENTISH TOWN  
 LONDON

TITLE  
 MECHANICAL SERVICES  
 NORTH VRF SYSTEM  
 SCHEMATIC

DRAWN BY: RW SCALE: NTS

CHECKED BY: DATE: JAN' 2016

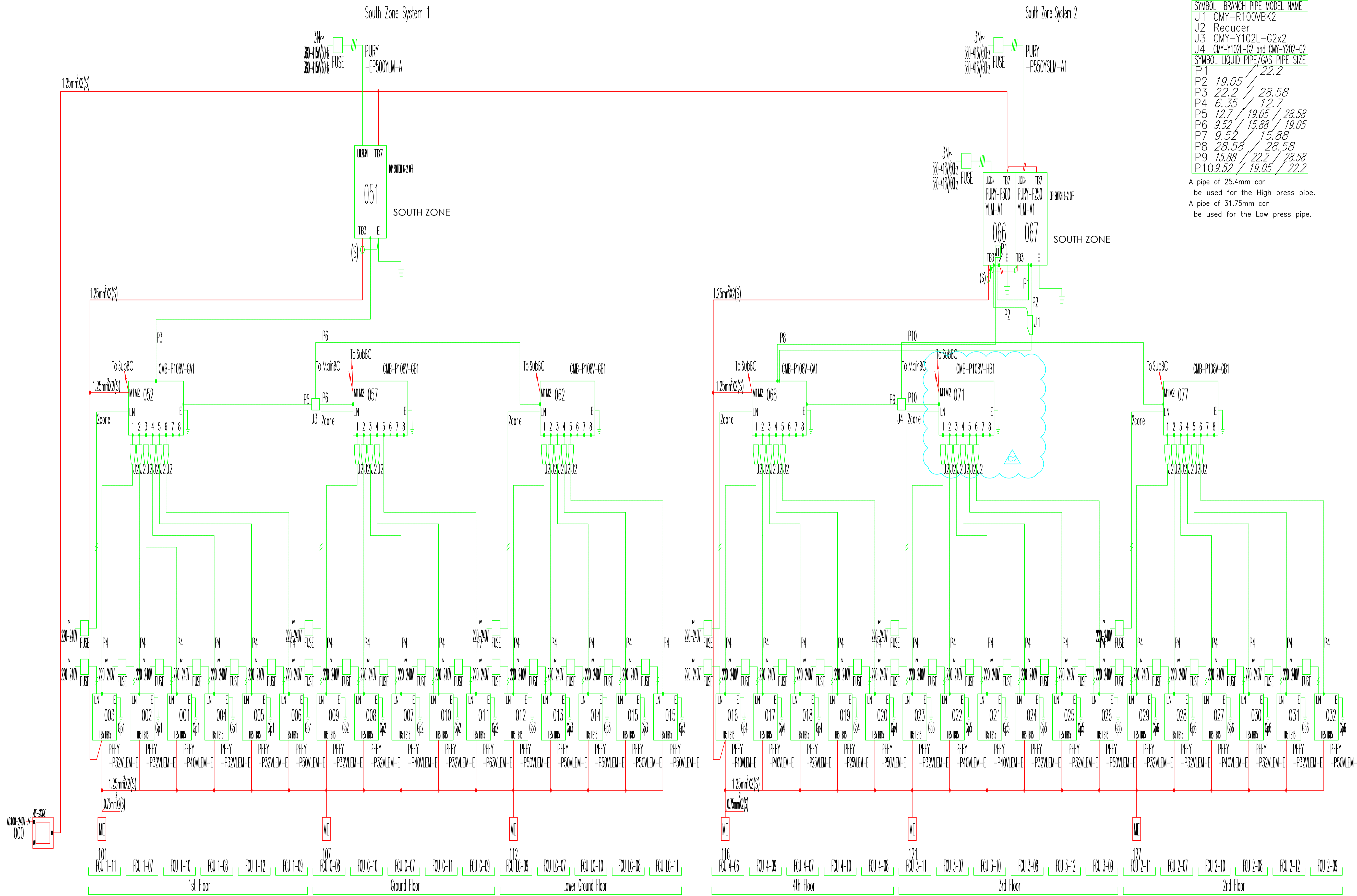
DRG. No. A5558 / M05

Additional refrigerant charge is needed depending on the size and length of extended piping. Please refer the amount of pre-charge and the formula of calculation which is mentioned on the data book.  
 1.25mm<sup>2</sup>(16 AWG) : 1.25mm<sup>2</sup>(16 AWG) or more. 0.75mm<sup>2</sup>(20 AWG) : between 0.5mm<sup>2</sup>(24 AWG) and 0.75mm<sup>2</sup>(20 AWG).

PIPEWORK REFERENCE SCHEDULE

PIPING LIST	
SYMBOL	BRANCH PIPE MODEL NAME
J1	CMY-R100VBK2
J2	Reducer
J3	CMY-Y102L-G2x2
J4	CMY-Y102L-G2 and CMY-Y202-G2
SYMBOL LIQUID PIPE/GAS PIPE SIZE	
P1	19.05 / 22.2
P2	19.05 / 28.58
P3	22.2 / 28.58
P4	6.35 / 12.7
P5	12.7 / 19.05 / 28.58
P6	9.52 / 15.88 / 19.05
P7	9.52 / 15.88
P8	28.58 / 28.58
P9	15.88 / 22.2 / 28.58
P10	9.52 / 19.05 / 22.2

A pipe of 25.4mm can be used for the High press pipe.  
 A pipe of 31.75mm can be used for the Low press pipe.



WORKING DRAWING

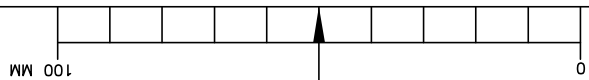
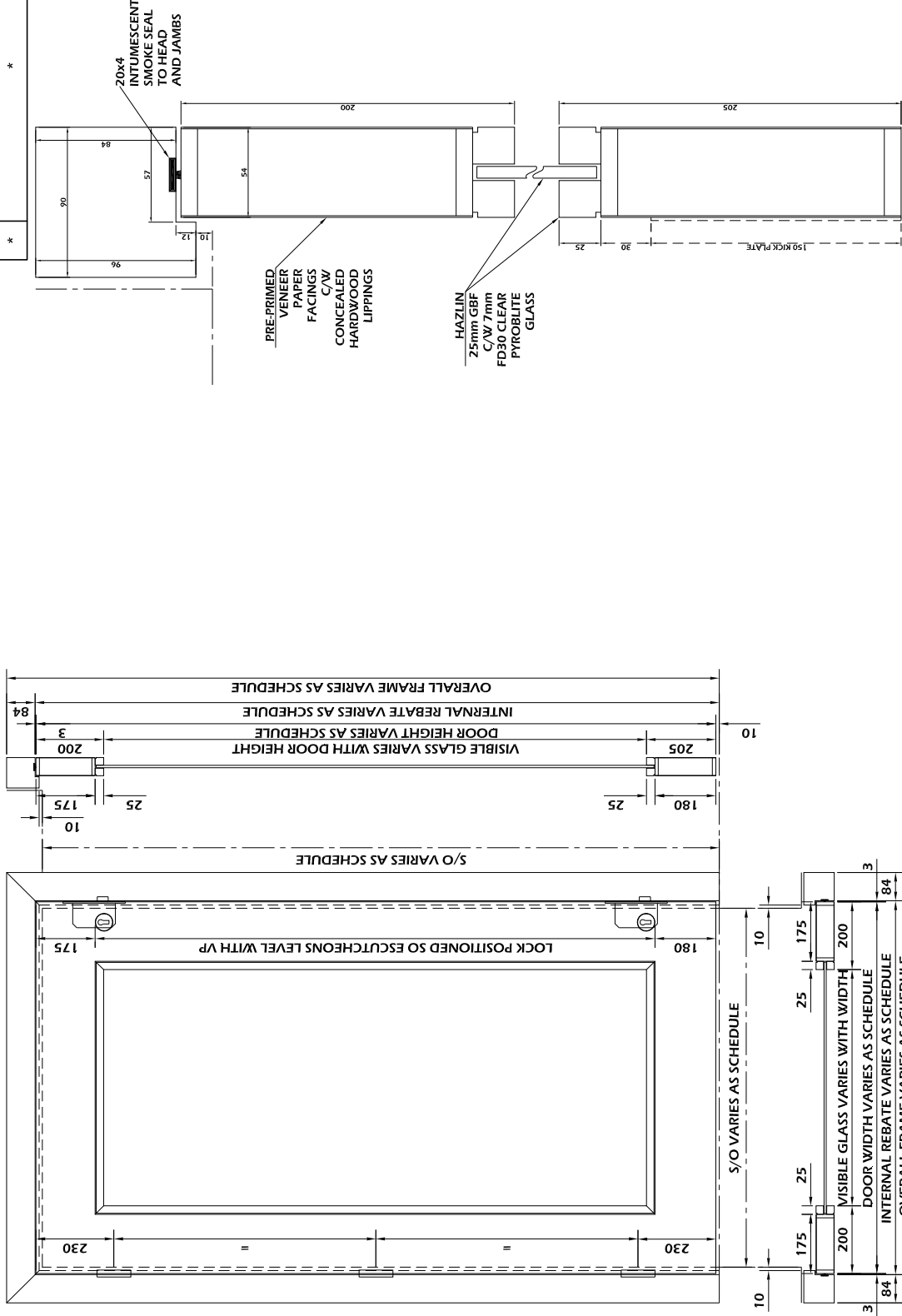
Rev.	Date	Details.
<b>Coolair Equipment Limited</b>		
Coolair Equipment (Southern) Branch Cooks Barn, Turkey Mill Ashford Road, Maidstone Kent - ME14 5BL Tel: 01622 762222 Fax: 01622 656949		
CLIENT		
SITE IMPERIAL WORKS REBURFISHMENT KENTISH TOWN LONDON		
TITLE MECHANICAL SERVICES SOUTH VRF SYSTEM SCHEMATIC		
DRAWN BY RW	SCALE NTS	
CHECKED BY	DATE JAN' 2016	
DRG. No.	A5558 / M06	


THIS DRAWING IS TO BE READ IN CONJUNCTION WITH HAZLIN ACKNOWLEDGEMENT OF ORDER / CUTTING LIST

HAZLIN STANDARD MACHINING TOLERANCE:

REVISIONS

REV.	DESCRIPTION	DATE	BY	CHK'D	APP'D
*	*	*	*	*	



<b>CONTACT DETAILS:-</b> <b>LEON BURNLEY</b> <b>TEL: 01584 856 439</b> <b>DIRECT LINE: 01584 855 110</b> <b>FAX: 01584 856 520</b> <b>E-MAIL: leon.burnley@hazlin.co.uk</b> <b>WEB: www.hazlin.com</b>	 <p>THIS DRAWING IS THE PROPERTY OF : HAZLIN OF LUDLOW LIMITED STATION WORKS, BROMFIELD, Nr. LUDLOW, SHROPSHIRE. SY8 2BT AND IS NOT TO BE USED TO FURNISH ANY INFORMATION FOR MAKING DRAWINGS OR APPARATUS EXCEPT WHERE PROVIDED FOR AGREEMENT WITH SAID COMPANY.</p>	CLIENT: ABR WOODCRAFT	PROJECT: IMPERIAL WORKS	TITLE: TYPE 1 DOORSETS	JOB No. 24847	DRAWN BY: LDJUB	CHECKED BY:
		DATE: 18/09/2015	DD-MM-YY 18/09/2015	DRAWING STATUS:	SCALE:	DRAWING No. 24847-TYPE 1	REV.

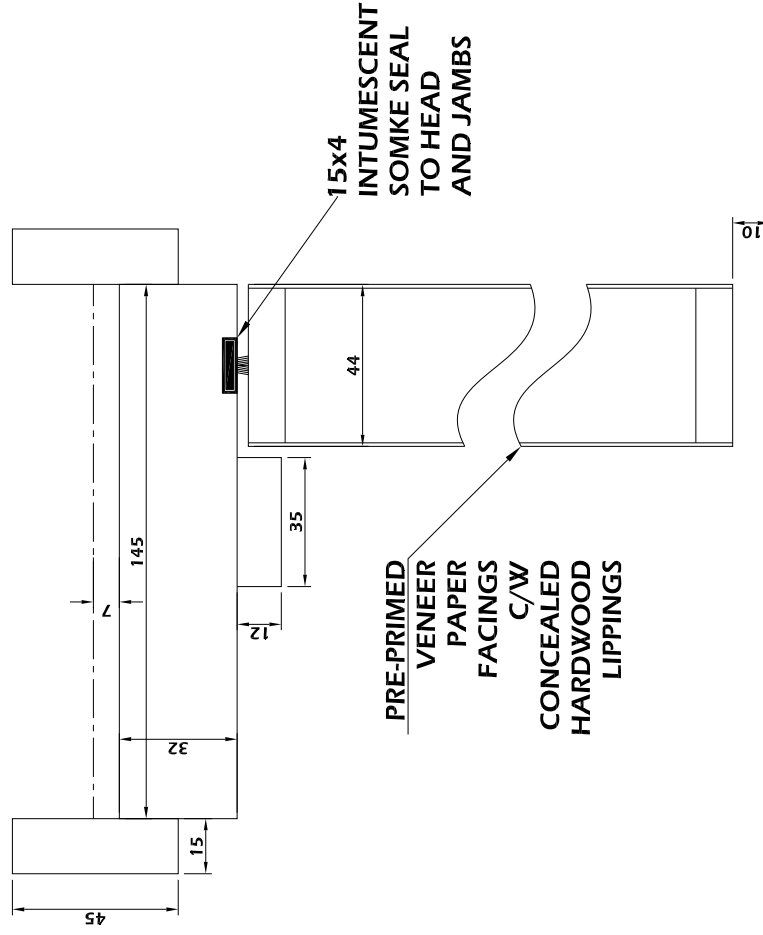
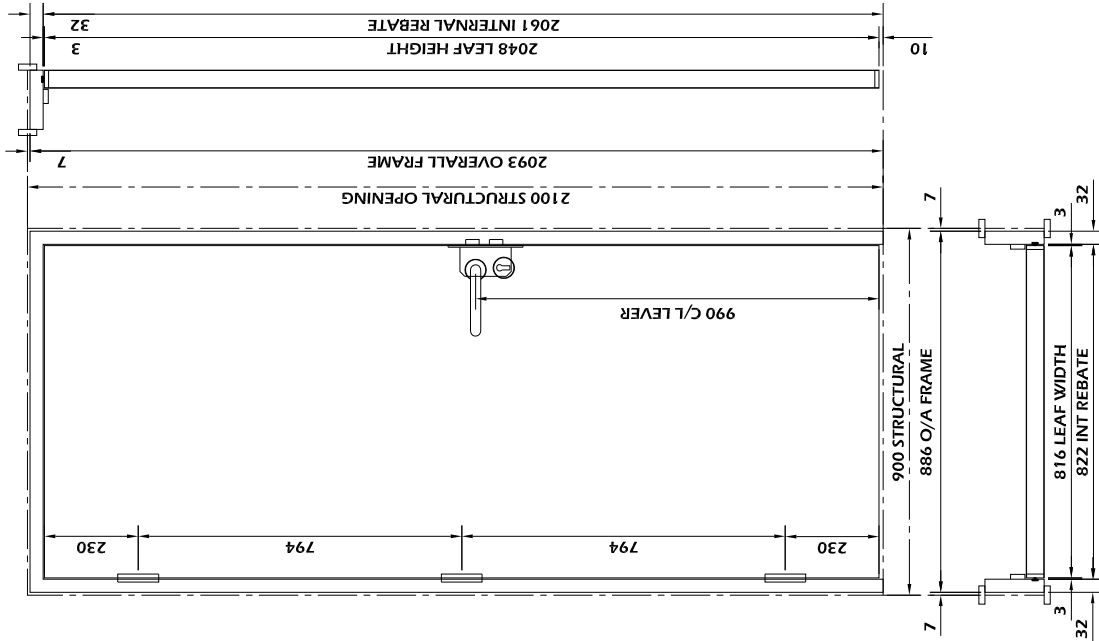


THIS DRAWING IS TO BE READ IN CONJUNCTION WITH HAZLIN ACKNOWLEDGEMENT OF ORDER / CUTTING LIST

HAZLIN STANDARD MACHINING TOLERANCE:

REVISIONS

REV.	DESCRIPTION	DATE	BY	CHK'D	APP'D
*	*	*	*	*	*



0 100 MM

**CONTACT DETAILS:-**  
**LEON BURNLEY**  
**TEL: 01584 856 439**  
**DIRECT LINE: 01584 855 110**  
**FAX: 01584 856 520**  
**E-MAIL: leon.burnley@hazlin.co.uk**  
**WEB: www.hazlin.com**

THIS DRAWING IS THE PROPERTY OF :  
 HAZLIN OF LUDLOW LIMITED  
 STATION WORKS, BROMFIELD, Nr. LUDLOW, SHROPSHIRE. SY8 2BT  
 AND IS NOT TO BE USED TO FURNISH ANY INFORMATION FOR MAKING DRAWINGS OR APPARATUS EXCEPT WHERE PROVIDED FOR AGREEMENT WITH SAID COMPANY.

CLIENT: ABR WOODCRAFT  
 PROJECT: IMPERIAL WORKS  
 TITLE: D0.06 DOORSET

JOB No. 24847

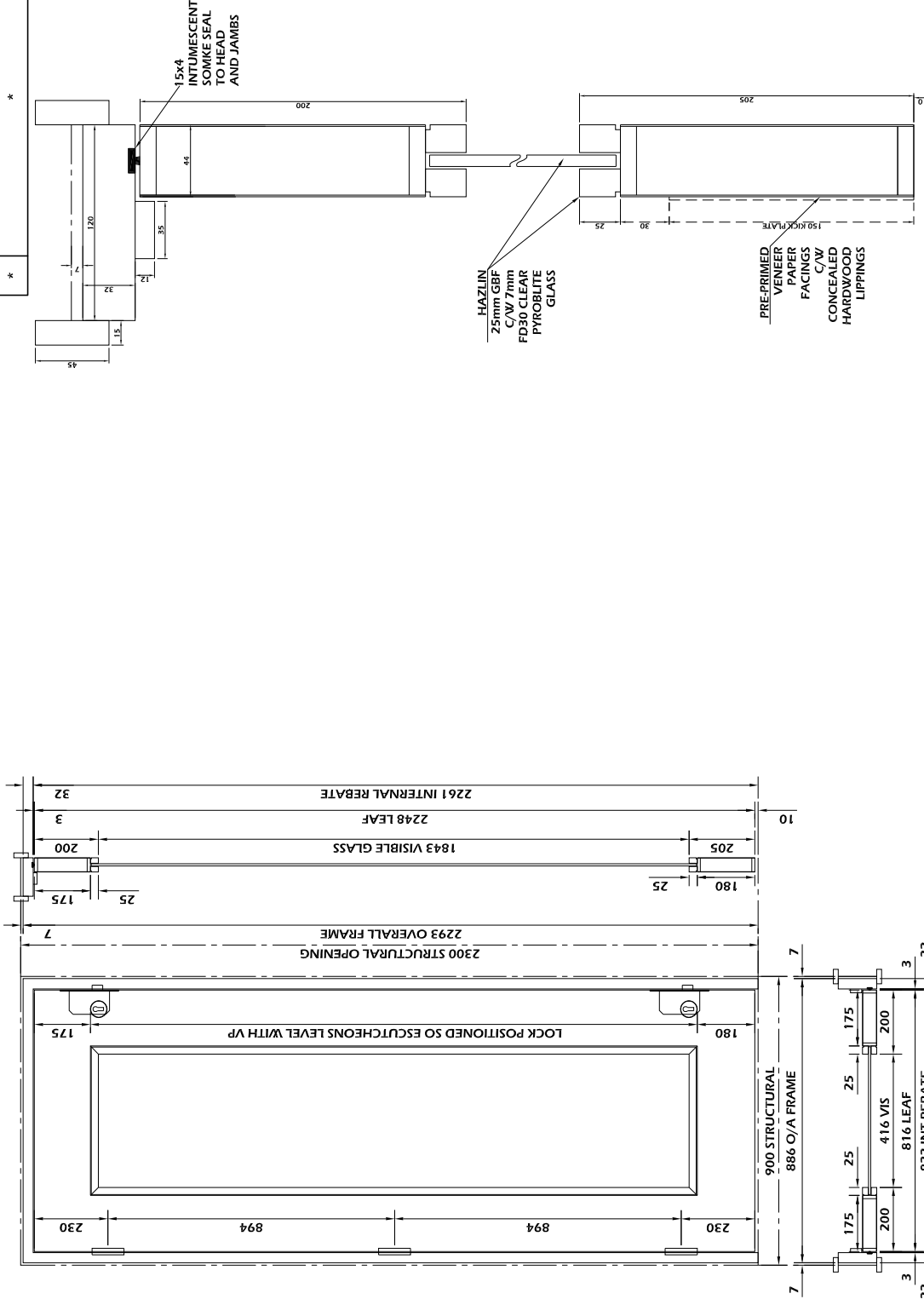
DRAWN BY: LDJUB	CHECKED BY:
DATE: 18/09/2015	DRAWING STATUS:
DD-MM-YY	SCALE:
DRAWING No. 24847-D0.06	REV.

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH HAZLIN ACKNOWLEDGEMENT OF ORDER / CUTTING LIST

HAZLIN STANDARD MACHINING TOLERANCE:

REVISIONS

REV.	DESCRIPTION	DATE	BY	CHK'D	APP'D
*	*	*	*	*	*



THIS DRAWING IS THE PROPERTY OF :  
HAZLIN OF LUDLOW LIMITED  
STATION WORKS, BROMFIELD, Nr. LUDLOW, SHROPSHIRE. SY8 2BT  
AND IS NOT TO BE USED TO FURNISH ANY INFORMATION FOR MAKING DRAWINGS OR APPARATUS EXCEPT WHERE PROVIDED FOR AGREEMENT WITH SAID COMPANY.

**CONTACT DETAILS:-**  
**LEON BURNLEY**  
**TEL: 01584 856 439**  
**DIRECT LINE: 01584 855 110**  
**FAX: 01584 856 520**  
**E-MAIL: leon.burnley@hazlin.co.uk**  
**WEB: www.hazlin.com**

CLIENT: ABR WOODCRAFT	JOB No. 24847	DRAWN BY: LDJB	CHECKED BY:
PROJECT: IMPERIAL WORKS		DATE: 18/09/2015	DRAWING STATUS:
TITLE: D5.01 DOORSET DETAILS			SCALE:
		DRAWING No. 24847-D5.01	REV.

### APPLICAZIONE FONDO SU IMPIANTO OLEODINAMICO

- Introdurre il fondo nel vano e posizionarlo sull'arcata come mostrato sulla fig.1 e fig.2.

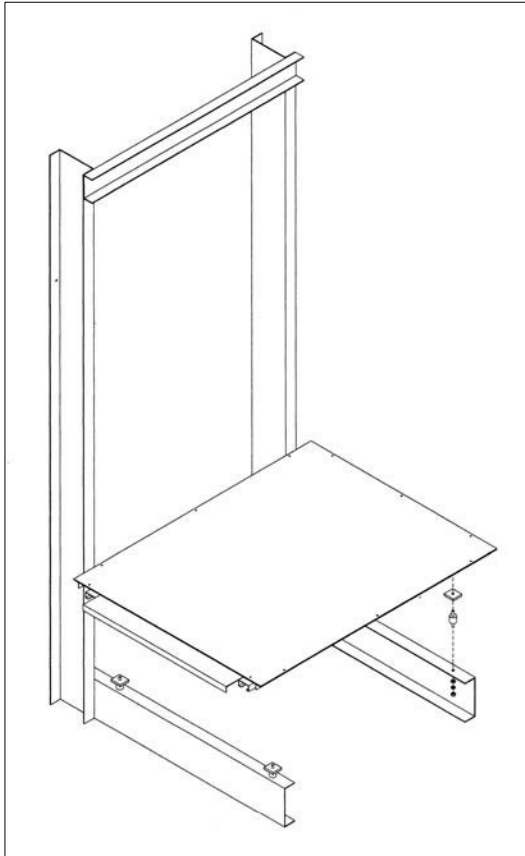


fig.1

### CAR FLOOR ASSEMBLING ON HYDRAULIC LIFT

- *Position the car floor on the car frame as shown on fig.1 and fig.2.*

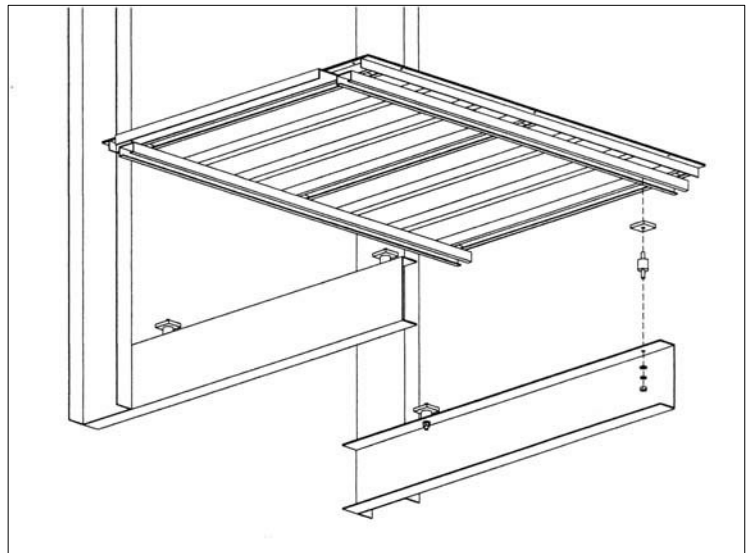


fig.2

- Verificare la distanza "X" prevista sui disegni di progetto, per un corretto posizionamento della cabina rispetto alle porte di piano vedi fig.3.

- *Check that dimension "X" is in accordance with the dimension shown on the project drawing, between sills of the doors, see fig.3.*

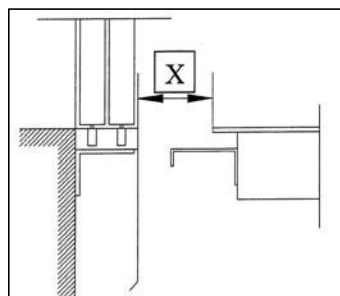


fig.3



### APPLICAZIONE FONDO SU IMPIANTO A FUNE

- Introdurre il fondo nel vano e posizionarlo sull'arcata come mostrato sulla fig.1 e fig.2.

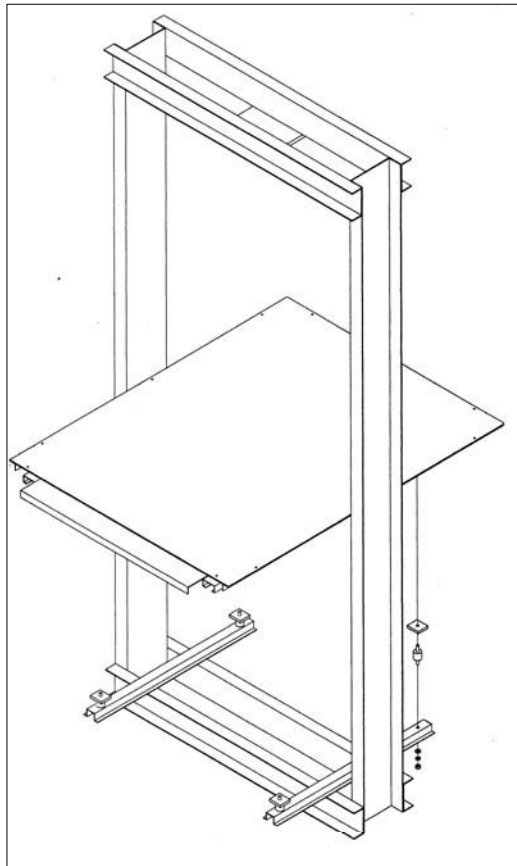


fig.1

### CAR FLOOR ASSEMBLING ON TRACTION LIFT

- *Position the car floor on the car frames shown on fig.1 and fig. 2.*

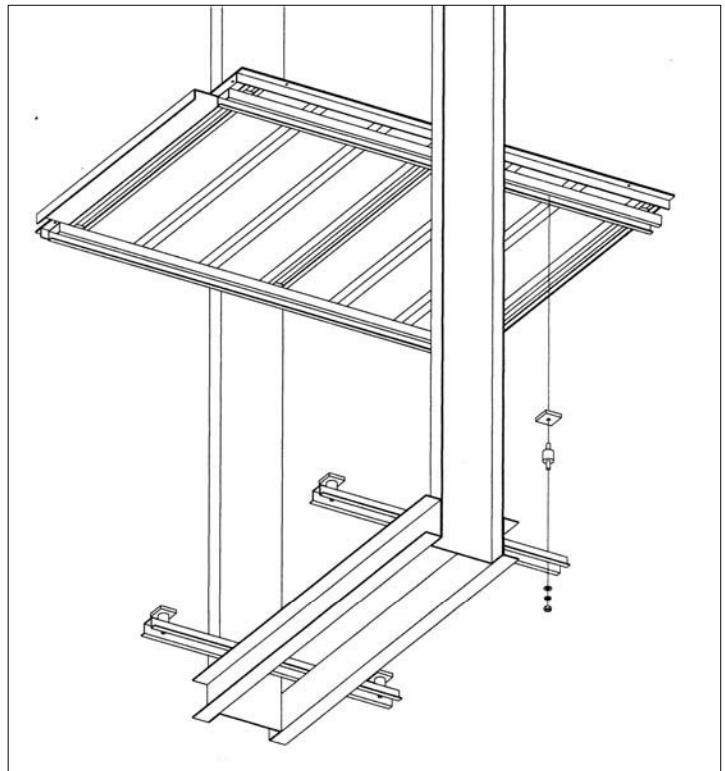


fig.2

- Verificare la distanza "X" prevista sui disegni di progetto, per un corretto posizionamento della cabina rispetto alle porte di piano. fig.3

- *Check that dimension "X" is in accordance with the dimension shown on the project drawing, between sills of the doors, see fig.3.*

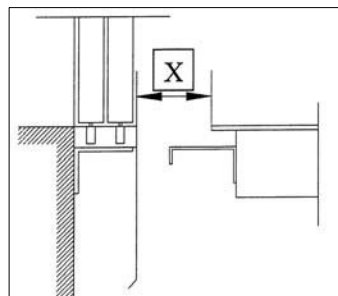


fig.3



### ASSIEMAGGIO CABINA

- Avvitare i perni alla parete di fondo come mostrato sulla fig.4. poi introdurre la parete ne vano e posizionarla su pavimento vedi fig.5.

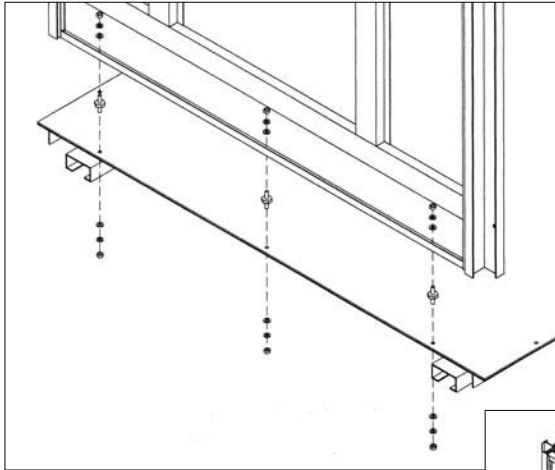


fig.4

### CAR ASSEMBILG

- *Screw the threaded pivots to bottom of rear wall,fig.4,then assembly with car floor ready on the car frame see fig.5.*

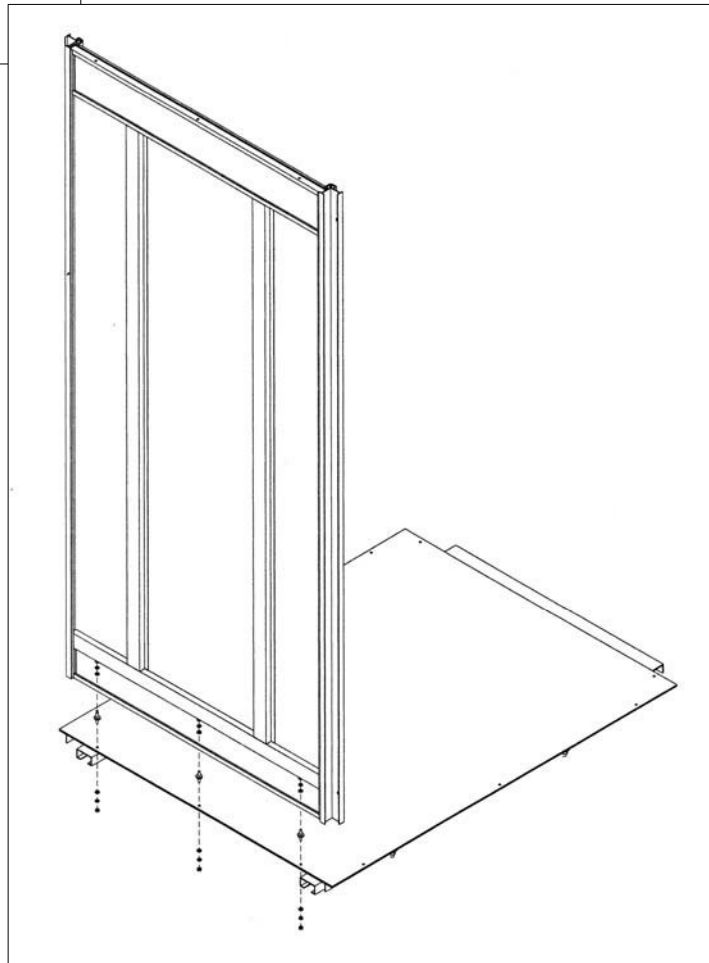


fig.5





- Avvitare i perni , la spalletta destra e sinistra alle relative pareti laterali vedi fig.6 e fig.7.
- Introdurre le pareti laterali nel vano fissarle al pavimento ed alla parete posteriore come da fig.8,9,10.

- *Screw the threaded pivots to bottom of side walls, then assembly to side walls with the front walls,fig.6-7.*
- *To place the walls in the shaft and assembly with car floor and rear wall as shown on fig.8-9-10.*

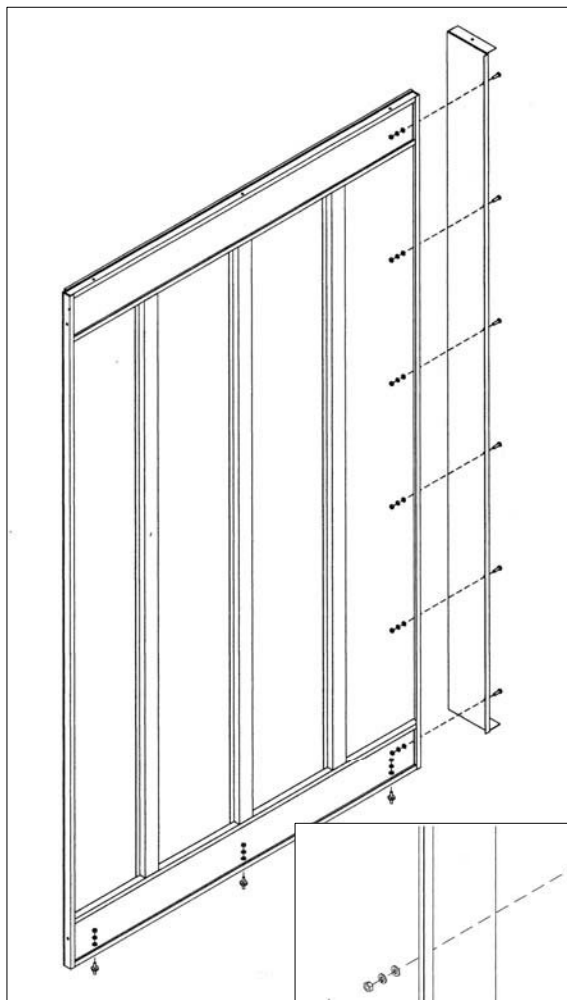


fig.6

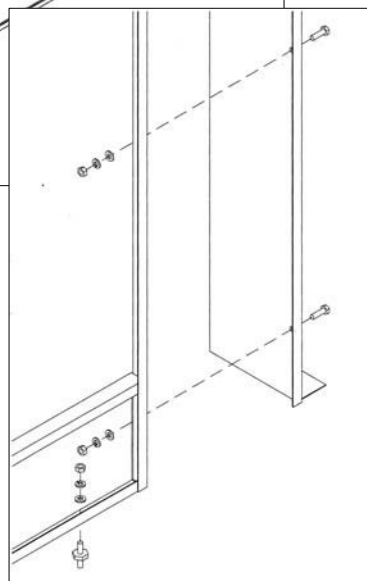


fig.7

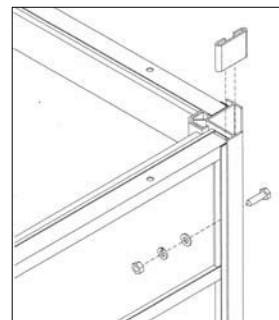


fig.8

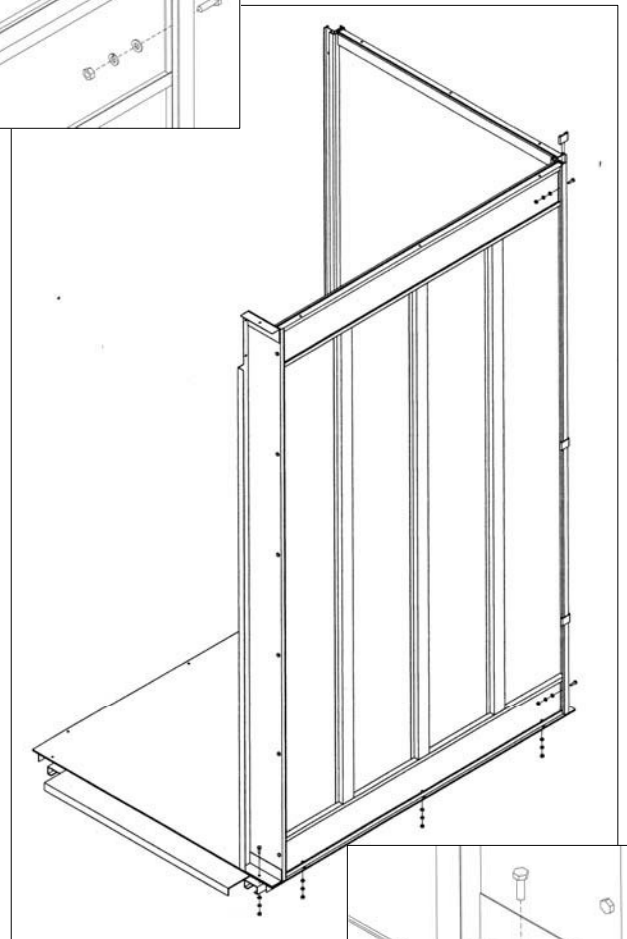


fig.9

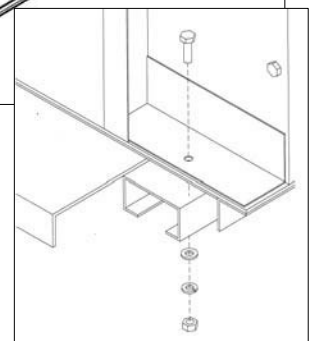


fig.10



- Posizionare il sovrapporta tra le spallette frontali ed avvitarlo come mostrato nelle fig.11,12,13.

- *Assembly the architrave between front walls as shown on fig.11-12-13.*

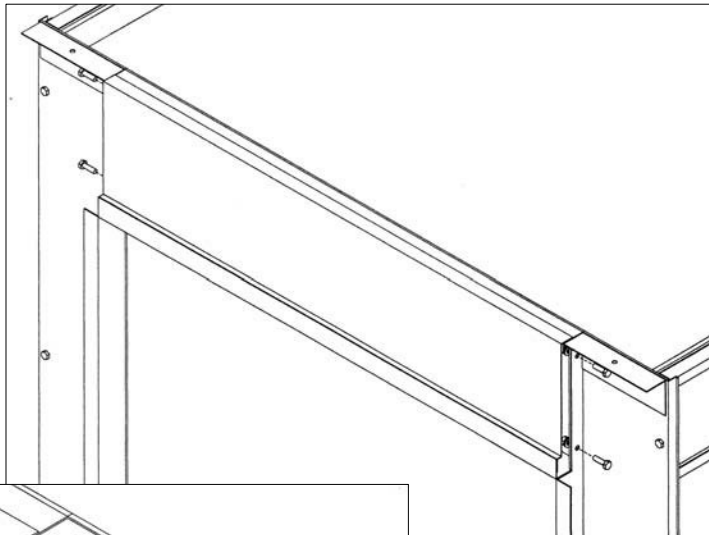


fig.12

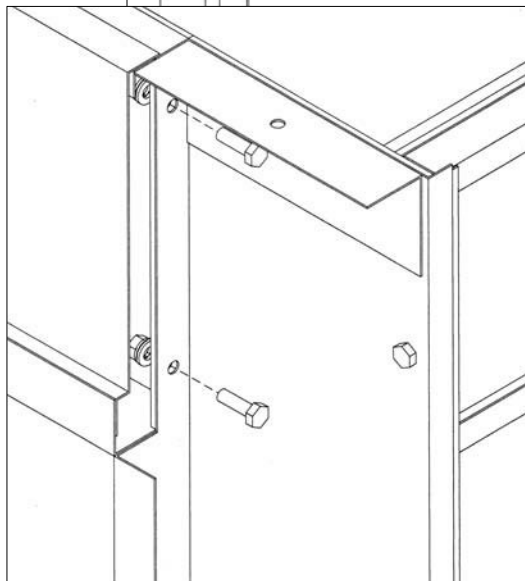


fig.13

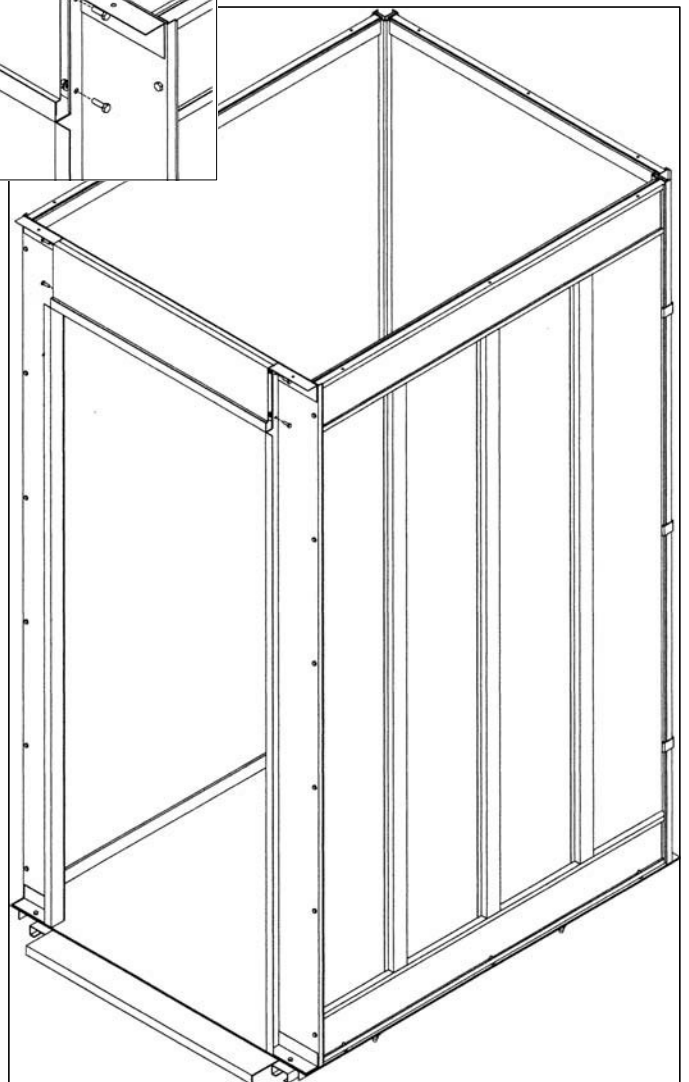


fig.11



- Avvitare i perni al celino come da fig.14 e fig.15.  
Introdurre il celino nel vano e posizionarlo sulla cabina come da fig.16 e fig.17.

- *Screw the threaded pivots on the car roof see fig.14-15.*
- *To place the car roof in the shaft then assembly with car walls as shown on fig.16-17.*

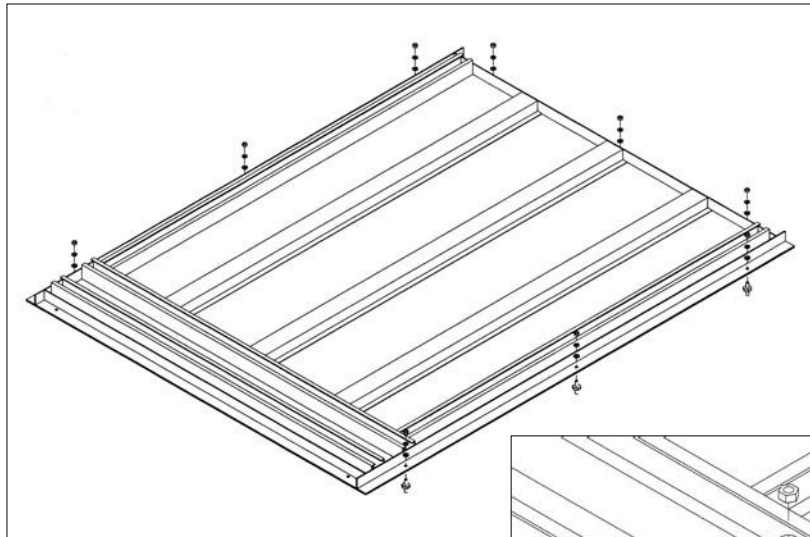


fig.14

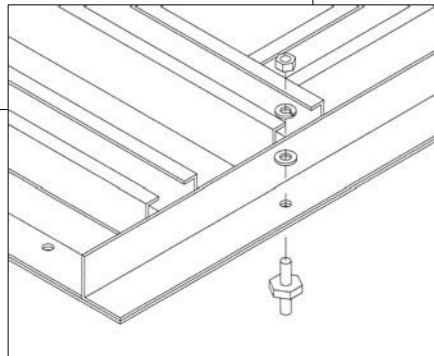


fig.15

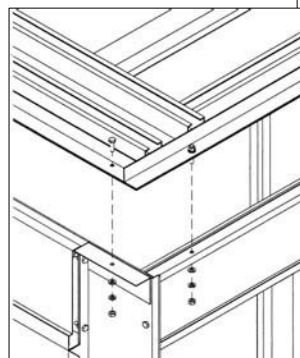


fig.17

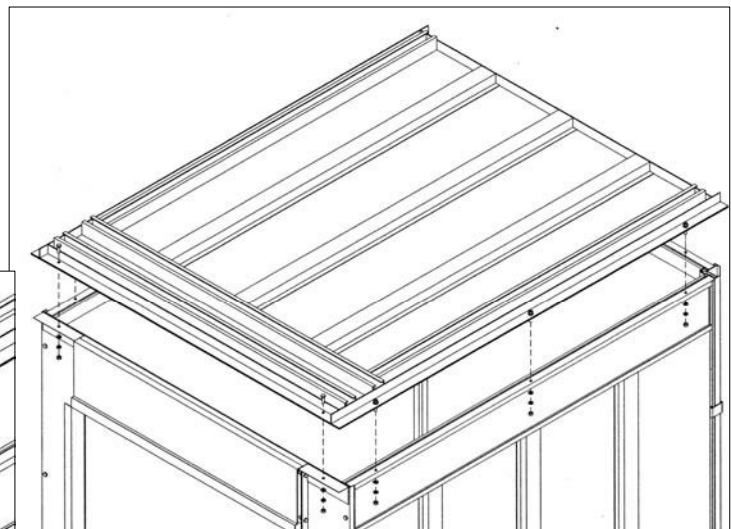
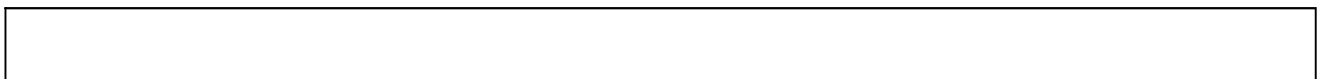


fig.16



## 6.4 Regolazione delle rotelle della serratura

- Salire ai singoli piani e regolare la piastra (1) fig.1 di supporto delle rotelle della serratura in modo che la camma di accoppiamento risulti centrata come illustrato nello schema della pagina seguente (fig.2).  
Per la regolazione delle rotelle della serratura sia nel senso di scorrimento delle ante sia nel senso della profondità del vano agire sulle viti M10 (A) fig.2.  
Successivamente bloccare la piastra di supporto delle rotelle sul gancio.



Durante la regolazione, il gancio deve essere in posizione orizzontale, cioè completamente chiuso (fig.1).



The hook must be in a horizontal position during adjustment, i.e. completely closed (pic.1)

Una regolazione corretta prevede:

1. Camma d'accoppiamento o spada fissa centrata tra le due rotelle
2. Sovrapposizione delle rotelle sulla camma o sulla spada di trascinamento di 10 mm circa (fig.2).



fig.1  
pic.1



## 6.4 Adjustment of the locking device

- Go up to each individual landing and adjust the lock roller support plate (1) pic. 1 so that the coupling cam is centred in the same way as illustrated in the drawing on the following page (pic.2).

To adjust the rollers of the lock towards sliding direction of the panels as well as towards the shaft, adjust the M10 screws (A) pic.2, then lock the roller support plate on the hook.



Durante la regolazione, il gancio deve essere in posizione orizzontale, cioè completamente chiuso (fig.1).



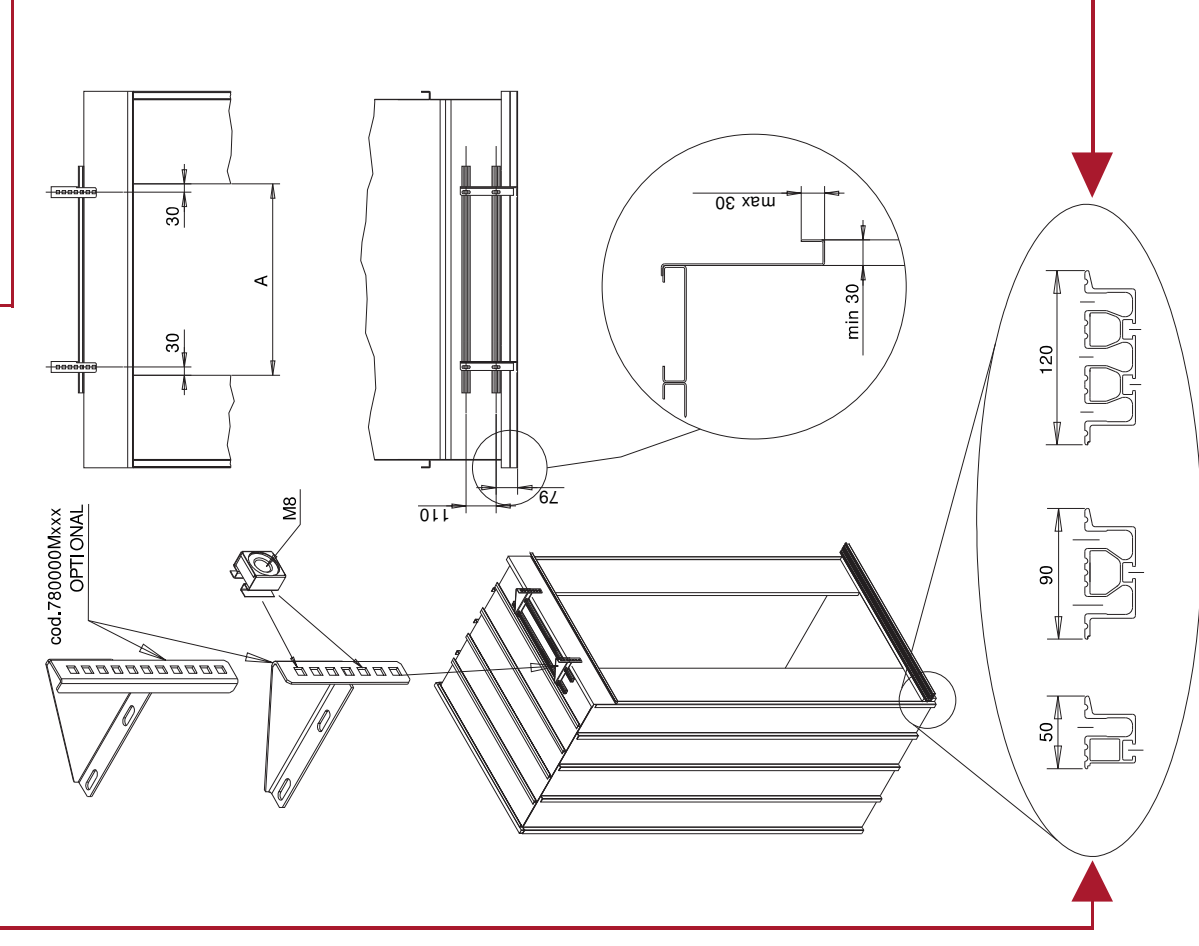
The hook must be in a horizontal position during adjustment, i.e. completely closed (pic.1)

A correct adjustment requires:

1. retractable cam is completely centred between the rollers.
2. interference between the rollers and the retractable cam of about 10 mm.

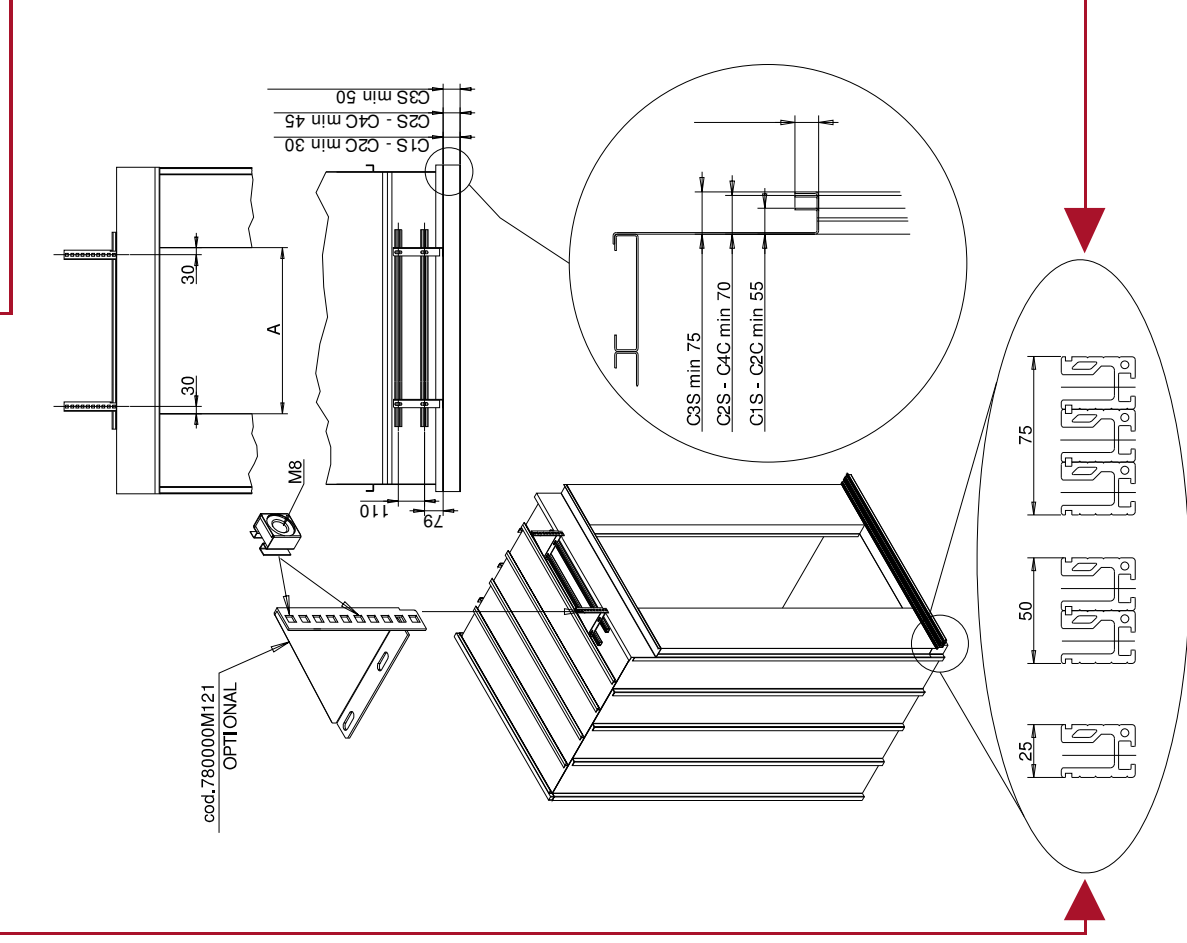
## FISSAGGIO SOPRA LA CABINA STANDARD

## FIXING ON TOP OF THE CABIN STANDARD



**FISSAGGIO SOPRA LA CABINA  
MINI SILL**

**FIXING ON TOP OF THE CABIN  
MINI SILL**



8. Tramite la vite (2) fig.12 tirare la catena fino a quando i due scivoli creano tra loro un piano.
9. Stringere le viti (1) fig.11.
10. Se la catena è troppo lunga, legarla o tagliarla (fig.13).

8. Tighten the chain using the screw (2) pic. 12 until both chutes are in line.
9. Tighten the screws (1) pic.11.
10. If the chain is too long, cut or fasten it (pic.13).

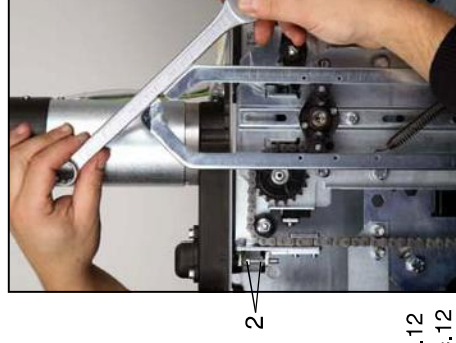


fig.12  
pic.12

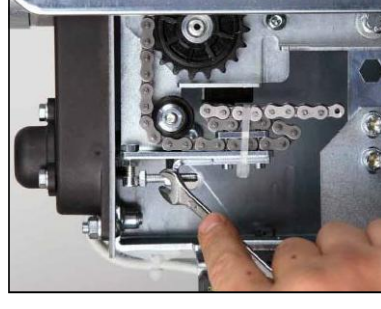


fig.13  
pic.13



4. Svitare le viti (7) fig.8 e aiutandosi con un piccolo attrezzo (fig.6), lasciar scivolare la barretta filettata fino alla zona nella quale si vuole fissare la camma di accoppiamento.
5. Avvitare nuovamente le viti (7) fig.9 per fermarle.

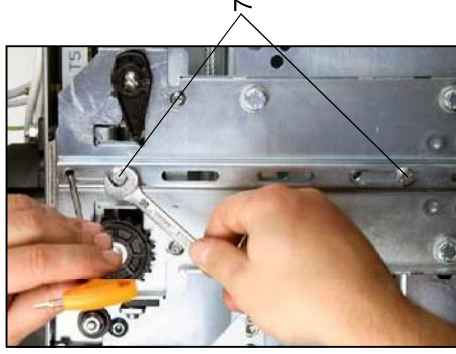


fig.8  
pic.8

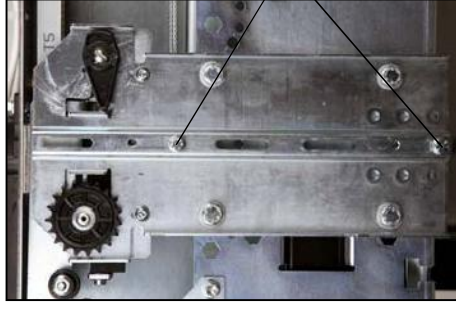


fig.9  
pic.9

6. Ripetere per la seconda barretta e rimontare gli scivoli (fig.10).
7. Rimettere in posizione la catena e rimontare le viti (1) fig.11 senza stringerle.

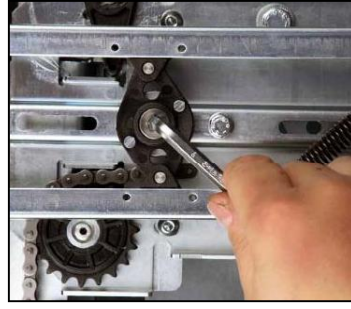


fig.10  
pic.10

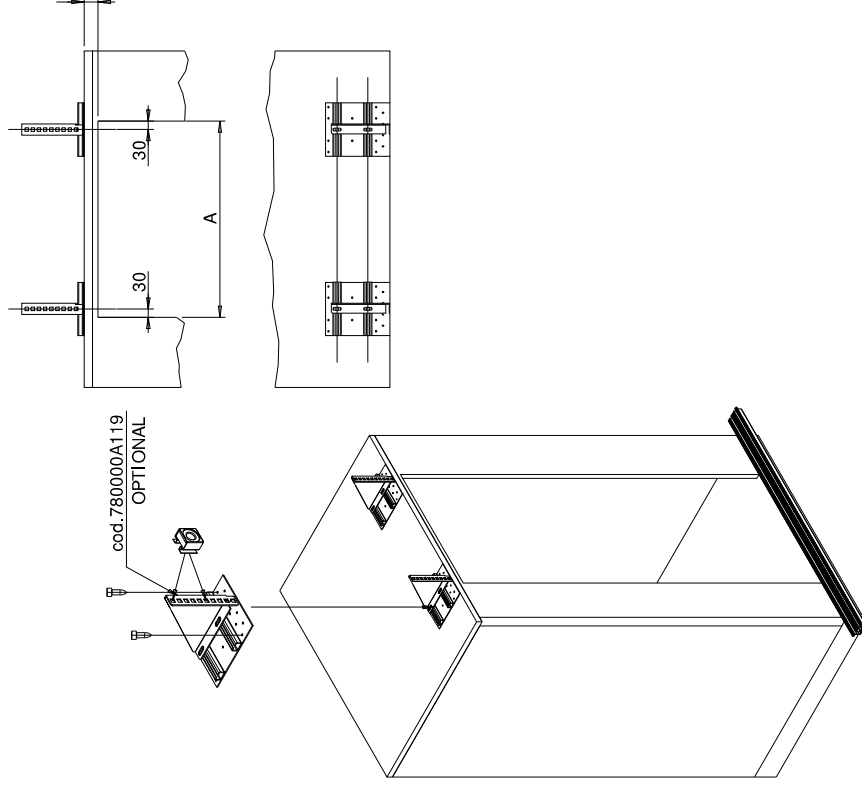


fig.11  
pic.11



## FISSAGGIO SOPRA LA CABINA IN LEGNO

## FIXING ON TOP OF THE CABIN WOODEN CABIN

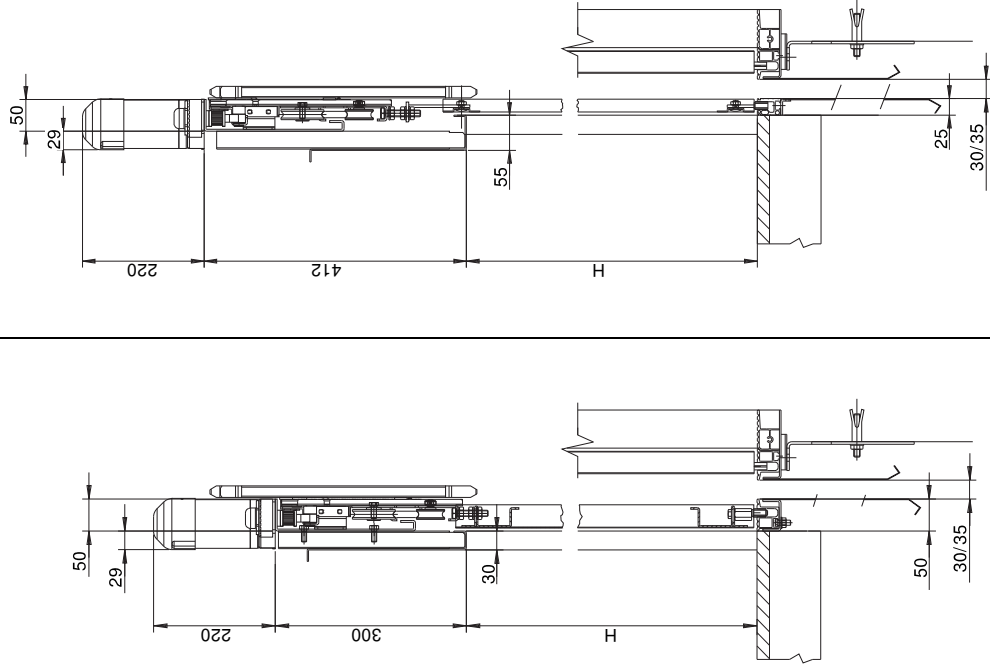




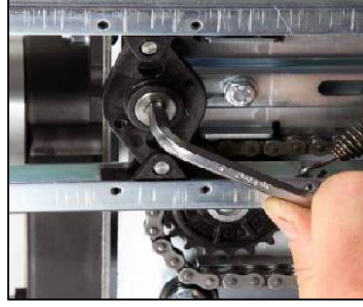
C1S / L1S - C2C / L2C

STANDARD

MINI SILL



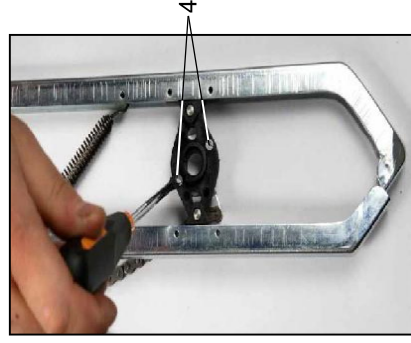
2. Svitare i due perni che fissano gli scivoli alla base (fig.4) prestando attenzione di non lasciar cadere i distanziali (3) fig.5 che si trovano dietro le biellette di plastica.


 fig.4  
pic.4

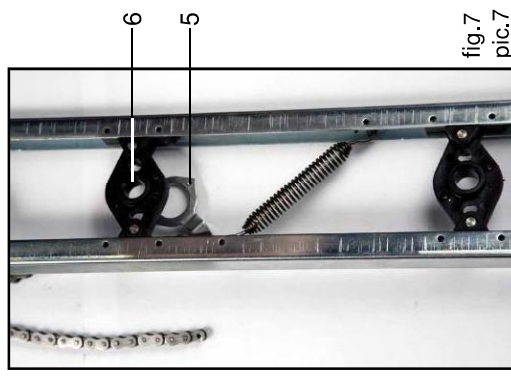
2. Loosen the pins fixing the chutes to the support plate (pic. 4), be careful not to drop the spacers (3) pic.5 behind the plastic rods.


 fig.5  
pic.5

3. Svitare le viti (4) fig.6, togliere l'anello di aggancio (5) fig.7 della catena e riavvitare sulla bielletta superiore (6) fig.7.


 fig.6  
pic.6

3. Unscrew the screws (4) pic.6, remove the ring header of the chain (5) pic.7 and fix it to the upper rod (6) pic.7.


 fig.7  
pic.7


### 6.3 Istruzioni per il disassamento della camma di accoppiamento

In alcuni casi, quando l'operatore è fissato in posizione diversa dallo standard (vedi pag.17÷20), è necessario disassare la camma di accoppiamento.

Tutte le camme di accoppiamento retrattili degli operatori MICRO possono essere disassate verso il basso entro un limite compreso tra 60 e 90mm rispetto alla posizione standard. Oltre i 90mm è necessario applicare una piastra speciale (a richiesta).

1. Allentare le viti (1) fig.1 e (2) fig.2 per liberare la catena (fig.3).

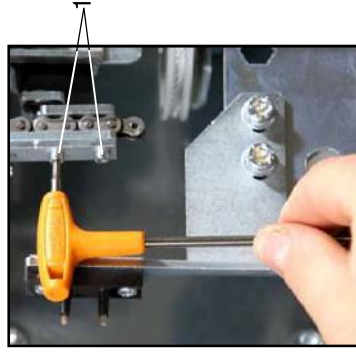


fig.1  
pic.1

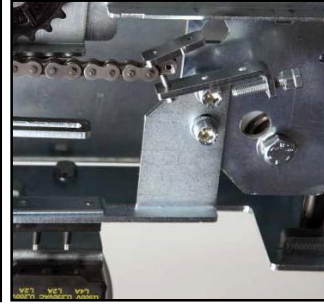


fig.3  
pic.3



### 6.3 Istruzioni for offsetting of the coupling cam

Sometimes, when the positioning of the coupling cam is not standard (see pages 17÷20), it is necessary to offset the coupling cam.

All retractable coupling cams of the MICRO operators can be offset downwards by 60 to 90 mm from the standard position.

Offsetting above 90 mm require installation of a special support plate (on request).

1. Loosen the screws (1) pic.1 and (2) pic.2 to free the chain (pic.3).

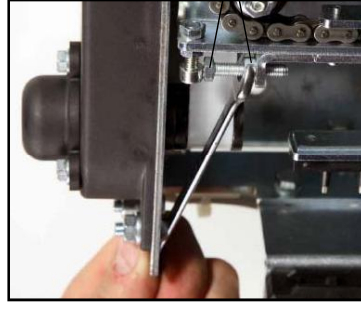
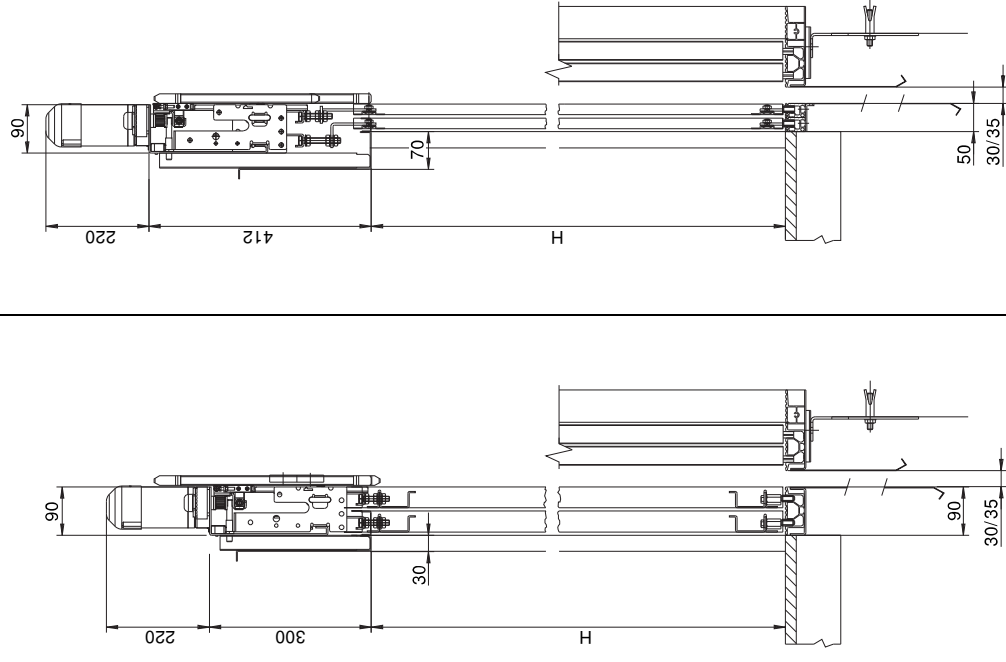


fig.2  
pic.2

C2S / L2S - C4C / L4C

STANDARD

MINI SILL

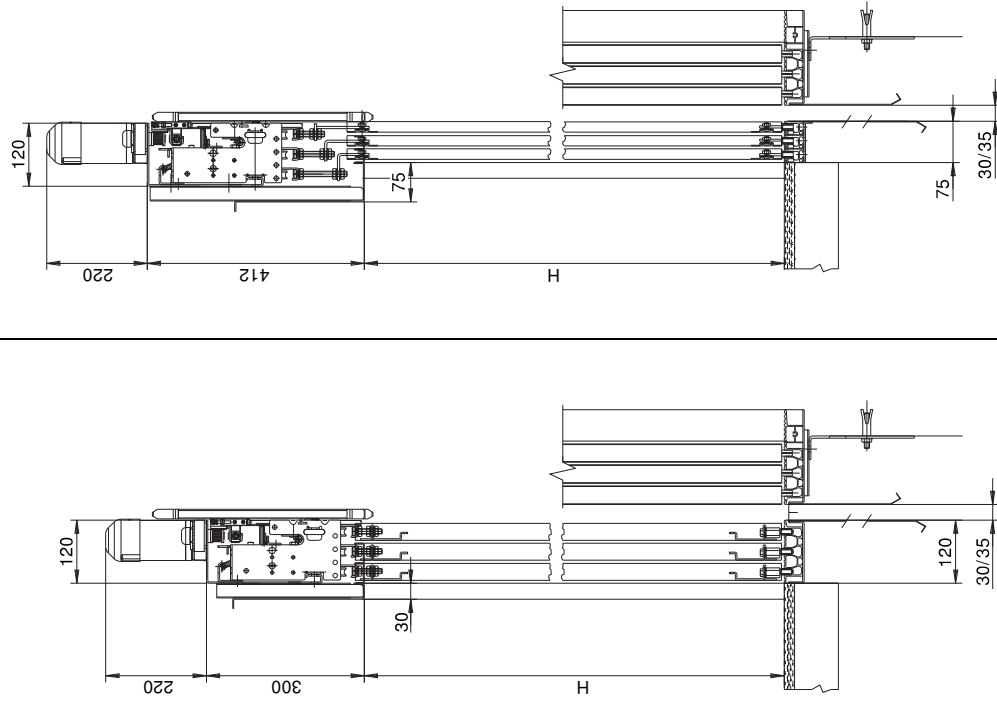




C3S / L3S

STANDARD

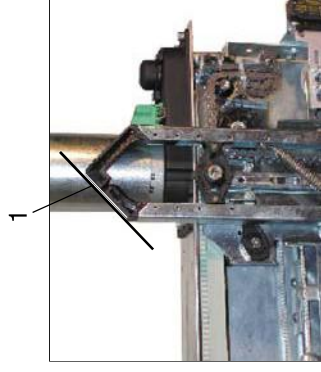
MINI SILL



## 6.2 Regolazione

**⚠ Scivoli non perfettamente allineati potrebbero provocare la rottura dell'attacco della catena (fig.3).**

- Se necessario, regolare la posizione degli scivoli della camma di accoppiamento in modo che le estremità non si tocchino e creino una linea continua tra loro (1) fig.1. Liberare la catena allentando le viti (1) e il dado (2) fig.2. Tramite la vite (3) fig.2 correggere la posizione degli scivoli. Stringere quindi il dado (2) e le viti (1) fig.2.


 fig.1  
 pic.1

**⚠ Misaligned chutes could cause tearing of the header of the chain (pic.3).**

- If necessary adjust the position of the chutes of the coupling cam so that the ends are not touching and are in line (1) fi g.1.
- Release the chain loosening the screws (1) and nut (2) pic.2. Adjust screw (3) to adjust the position of the chutes.
- Tighten the nut (2) and the screws (1).

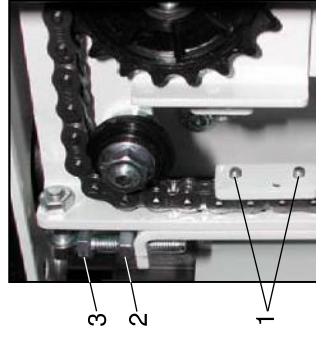

 fig.2  
 pic.2

 fig.3  
 pic.3


## 6. CAMMA DI ACCOPPIAMENTO

**⚠** Per alcune tipologie di porta con luce di passaggio molto piccola, la camma di accoppiamento mobile è sostituita da una spada fissa (fig.1).

## 6. COUPLING CAM

**⚠** For a few door types, with very narrow clear opening, the retractable coupling cam is replaced by a fixed sword (pic.1).



fig.1  
pic.1

### 6.1 Tipi disponibili

Le camme di accoppiamento disponibili sono specificate di seguito:

- A** Camma di accoppiamento standard destra o sinistra con lunghezza utile per lo sblocco serratura di 240mm nelle due direzioni (con possibilità di abbassarlo rispetto alla posizione standard di 90mm).
- B** Camma di accoppiamento con piastra per disassamento verso il basso da 90mm a 300mm (a richiesta).
- C** Camme di accoppiamento accorciate o allungate rispetto allo standard possono essere fornite a richiesta.

### 6.1 Available types

The available retractable cams are listed below:

- A** Standard left or right retractable cam with a working length of 240 mm for releasing of the lock device in the two directions (it is possible to offset the cam 90mm from its standard position).
- B** Coupling cam with support plate for downwards offsetting from 90mm to 300mm (on request)
- C** Shorter or longer than standard retractable cams can be supplied on request.

Porte telescopiche: il riferimento per la soglia è dato dal supporto delle guide posto all'estremità della stessa (fig.1). Il filo esterno sul lato battuta per le porte cabina telescopiche laterali costituisce il riferimento per la battuta dell'anta veloce (fig.1).

Side closing doors: The reference for positioning of the sill is given by the top track support, which is fixed to the edge of the track itself (pic.1). For side closing doors, the outer edge on the slam side is the reference for the end of the run of the fast door panel (pic.1).

## TELESCOPICHE A 1, 2 e 3 ANTE 1, 2, 3 PANELS SIDE CLOSING

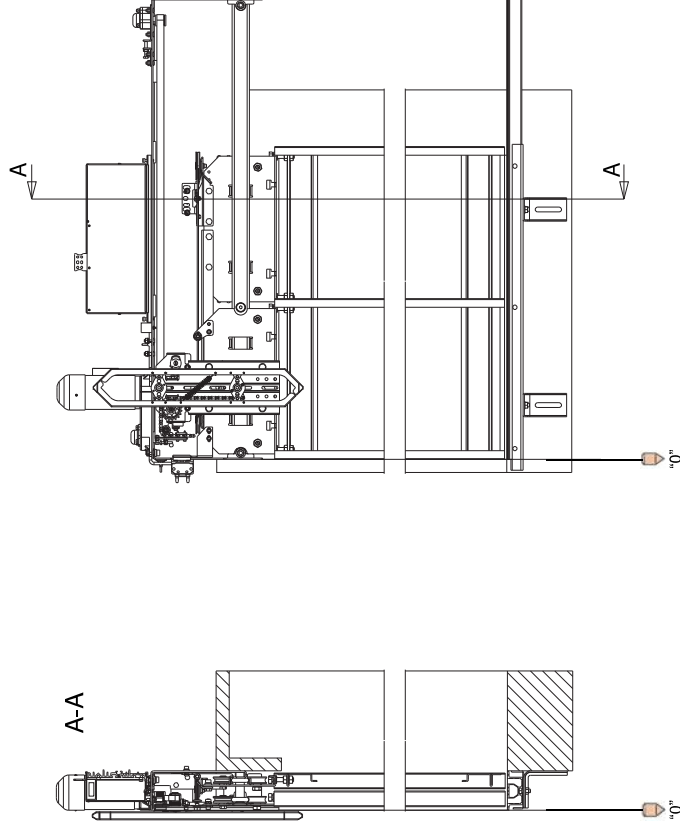


fig.1  
pic.1



Per le porte ad apertura centrale i riferimenti del centro e del piombo sulla soglia è dato dal supporto centrale delle guide (fig.2).

### CENTRALI A 2 e 4 ANTE 2 AND 4 PANELS CENTRE CLOSING DOORS

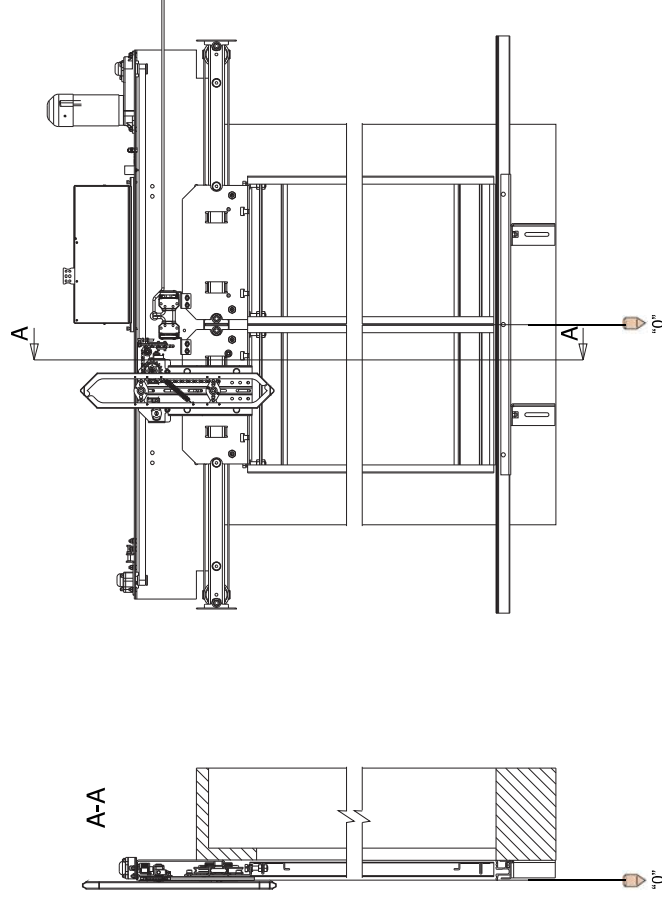


fig.2  
pic.2

### 5. REGOLAZIONE DELL'OPERATORE

- Controllare la tensione della cinghia di trazione e, se necessario, correggere la tensione spostando il supporto del rinvio (fig.1-2), tenendo presente che una cinghia troppo tesa compromette la durata dei cuscinetti, mentre una cinghia allentata impedisce il corretto funzionamento dell'operatore. Seguire quindi le regole della buona tecnica.

- Per la regolazione delle velocità si rimanda al libretto d'istruzione allegato al drive FOX (cod. 31\_07\_01\_01\_01REVxx) raccomandando di leggerlo integralmente prima di procedere. Ciò eviterà possibili danni a persone e/o cose.

- Check tensioning of the traction belt and, if necessary, adjust it by shifting the support of the transmission (pic.1-2). Do not forget that overtensioning of the belt may shorten the life of the bearing, while undertensioning will lead to malfunctioning of the operator. Please apply correct technical practices.

- For speed adjustment, please refer to the instructions handbook attached to the FOX drive (code 31\_07\_01\_01\_01REVxx). We recommend that you read it completely before starting work, thus avoiding damage to persons and/or property.



fig.1  
pic.1

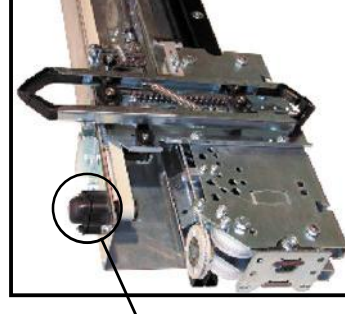


fig.2  
pic.2



#### 4.3 Regolazione ante

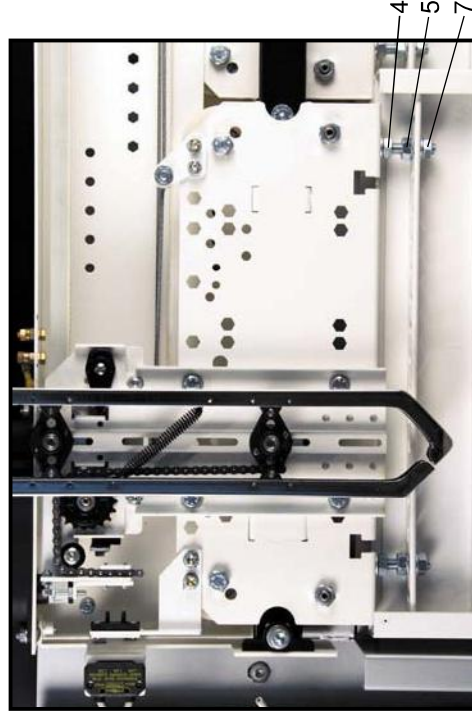
- Effettuare la regolazione delle ante nelle tre direzioni e stringere i dadi (4) e (5) fig.1.

Ricordare che per non compromettere la regolazione delle ante si devono stringere i dadi COMBI (5) sopra la testata dell'antenna e non quelli sotto (7) che danno la posizione.

- La regolazione corretta si ottiene quando gli spazi fra le ante (o fra le ante e stipiti o spallette della cabina) è di circa 3-4mm e lo scorrimento è libero (tenere le ante sollevate di circa 5mm dalla soglia).

To maintain proper adjustment of the panels, only tighten the COMBI nuts (5) above the panel header and not the ones below (7), which set the position of the panel.

- Correct adjustment is achieved when the space between the panels (or between panels and frame posts) is 3 to 4 mm and the panels move freely (keep panels about 5 mm up from the sill).


 fig.1  
 pic.1


Per l'allineamento laterale (valido sia per porte di piano sia per porte di cabina):

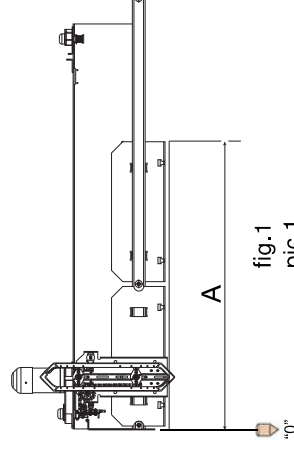
- nella porta telescopica il supporto guide laterale rappresenta la battuta dell'anta veloce (fig.1).
- nella porta ad apertura centrale il supporto della guida di scorrimento che si trova al centro rappresenta la mezzeria dell'asse verticale della porta (fig.3).

In caso di porte con extracorsa (tagliafuoco o parafiamma) la luce passaggio si trova 25mm prima della battuta dell'anta veloce (fig.2).

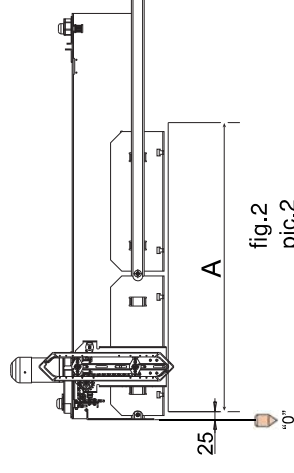
In case of doors with extratravel (fire rated doors) the clear opening is 25mm before the slam side of the fast panel (pic. 2).

#### TELESCOPICHE A 1, 2 e 3 ANTE / TWO PANEL CENTRE CLOSING DOORS

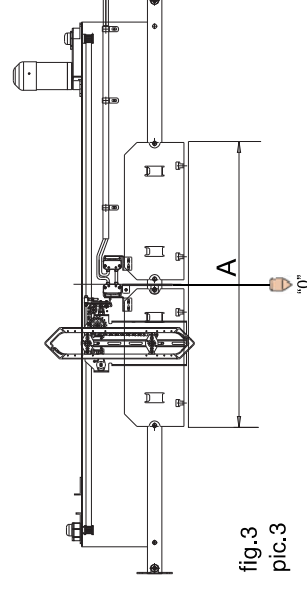
SENZA EXTRACORSO / WITHOUT EXTRATRAVEL


 fig.1  
 pic.1

CON EXTRACORSO / WITH EXTRATRAVEL


 fig.2  
 pic.2

#### CENTRALI A 2 e 4 ANTE / TWO PANEL CENTRE CLOSING DOORS


 fig.3  
 pic.3


SHAFT AND CAR PLAN - SCALE 1:10

