



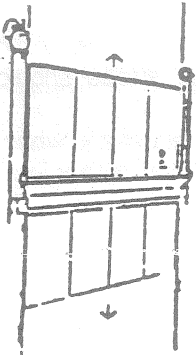
We still service equipment we built 50 years ago.

MANUAL 205 PEELLE CO. MODERNIZATION MANUAL - FREIGHT DOORS 1998

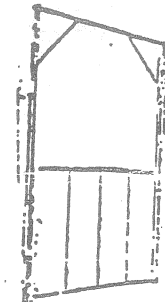
THE PEELLE COMPANY
34 CENTRAL AVENUE
HAUPPAUGE, NEW YORK
USA 11788-4734
VOICE 1-800-645-1056, ext. 26
VOICE 1-516-231-6000, ext. 26
FAX 1-516-231-6059

THE PEELLE COMPANY, LTD.
7415 TORBRAM ROAD
MISSISSAUGA, ONTARIO
CANADA L4T 1G8
VOICE 1-905-677-6860
VOICE 1-800-787-5020
FAX 1-905-671-3293

MODERNIZATION MANUAL
FREIGHT ELEVATOR DOORS AND CAR GATES
VERTICAL SLIDE LANDING DOORS
SLIDEUP TYPE CAR GATES



BIPARTING DOOR



CAR GATE

MODERNIZATION/A17.3 EXISTING ELEVATORS
CODE REQUIREMENTS - DOORS 1935 TO PRESENT

The changeover from manual to power door operation has been the modernization thrust for freight elevators in the 1990s. Refer to sections 19 & 20 for power operators and Peelle Modernization Guide 312.

Complete elevator modernization also should include new replacement door controllers. Refer to section 18.

LANDING DOORS

1. DOOR GUIDE RAILS

Door rails usually do not need replacement or upgrading. If a door rail is bent or broken at the interlock plugging trigger hole (near the sill) on a job with heavy use, order a replacement rail with a Peelle #067110 stiffener.

2. MANUAL DOOR SHEAVES

Manual door sheaves may be upgraded to Power Door Operators. Power operation decreases the loading time of the elevator equipment up to 20%. Refer to Section 19. This is possible due to less time wasted in operating the doors by hand. Power operation also reduces muscle fatigue and strain from operating doors by hand. Power operation may also reduce door wear and tear.

The cost is more than offset by the increased capacity in busy freight elevators and the elimination of bottlenecks at peak load periods.

When motorizing, Peelle supplies a power door operator on each side of the door for smooth and reliable door operation. This Dual Drive Operation has been tested over time on one hundred thousand doors.

3. DOOR PANELS/GUIDE SHOES

Door Panels

Door panels after 1935, if in good condition, adapt very well to modernization, especially involving a change from manual operation to power operation.

Doors prior to 1935 should be replaced with new complete doors.

For trucking sills of lower door panels, observe any increase in loading condition, such as an addition of forklift trucks that were not originally planned. Bending or sagging of a trucking sill is an indication of overloading. Consult The Peelle Co. for the proper door equipment and consult an elevator company for the load increase effect on the elevator.

Door Hold-Open Mechanical Device - Manual Doors

Door hold-open mechanical devices used to reduce lower panel trucking sill rebound are optional retrofit upgrades for manual biparting freight doors on elevators carrying automobiles and trucks. Note: Power operated doors since 1950 are equipped with an electrical version of a hold-open device (known as the automatic-stay-open/auto stay set feature).

Vision Panels

A vision panel is usually included in the upper door panel. Its size is regulated by codes. If the size of the wire glass vision panel is larger than 4 in. x 9 in. (100 mm x 230mm.), it should be covered with a steel plate that includes a 4 in. x 9 in. (100mm x 230mm) vision panel within it. Vision panels must reject a 6 in./150 mm ball.

Alternately, older over-size vision panels may have a muntin bar put on to reduce the vision panel size to meet the code.

Vision panels may also be covered with protective grills. Peelle can provide perforated metal vision grills and tamper resistant fasteners for older over-size vision panels and for standard 4 in. x 9 in. (100mm x 230mm) vision panels.

Door Bumpers

If door panels are noisy and already have neoprene astragals, external bumpers (on shaft side) can be added. Or a coat of sound deadening material can be applied with a trowel to the shaft side of F10S steel plate doors.

For quieter operation of manual doors, switch to power door operation (refer to Section 19).

Door Guide Shoes - *Very important item.*

Door guide shoes have been the same type (solid, non-roller type) since 1935. They should be renewed every 15 years; more often if heavy use or forklift trucks, etc. Door guide shoes are a common and important replacement item.

Door Astragal (cushion strip)

Replace steel astragal with resilient astragal; A17.3 Code requires that vertically sliding doors be provided with fire-resistive, nonshearing and noncrushing resilient astragals. If the door has a steel angle astragal (rigid overlapping astragal), it should be changed to a neoprene resilient astragal. At the same time, center-hook-latches must be removed and the door must have an interlock.

To keep doors over 10 feet/3000mm wide and street doors secure when closed, add a side-opposite-lock (mechanical lock Peelle #2354/0354) to the side opposite the interlock, or an electro-mechanical-lock (one not operated by a cam on the elevator car), or both.

Door Sill Stops

If door sill stops are not sturdy, upgrade to current Peelle #0420 type.

Door Fire Lintel (Pass Type Doors)

Add additional (wider) rub strips if the fire lintel is catching on the door panel above.

Pull Straps

Refer to Section 17.

4. DOOR CHAINS/CHAIN RODS

Door chains and chain rods are a common and important replacement item. Peelle doors prior to 1936 had chain rod assemblies with turnbuckles. They should be replaced with Peelle #0123 hanger, Peelle #01807 chain and Peelle #0121 rod. Peelle doors prior to 1968 had Peelle #0166 cable chains (leaf chains). They should be replaced with Peelle #01807 roller chains (built-in lubrication). At the same time, replace Peelle #0122 rods with Peelle #0121 rods.

5. DOOR SIDE-TENSION-LATCHES

Biparting doors with resilient astragals should have side-tension-latches to pressure the door panels towards the closed position. When these latches are added, door guide shoes should be replaced if panel side play is 5/16 in. (8mm) or more. Center-hook-latches are not allowed by A17.3 code on existing doors. They must be removed. Use-side-tension latches. Use interlocks and retiring cams.

6. DOOR INTERLOCK (Door Locking Device) (two contacts type)

Codes require elevator entrances to have interlocks.

Interlock operation is important to safety. Worn interlock parts and worn guide shoes should be replaced without delay.

Interlock modernization is necessary when the interlocks need to be upgraded to be tamper resistant (refer to item #7) or when upper panel locks (Peelle #066975/066976) are added. Refer to illustrations 23 and 24.

Upper panel locks need to be added for interlocks/doors manufactured prior to 1973! The parts required for each interlock retrofit are an auxiliary lock piece for the side tension and a new production interlock. A lock piece Peelle #066975 for regular doors or #066976 for pass-type. Need hand. And new interlock. Need hand. A17 code requires upper panel locks on biparting doors to prevent raising of upper panel when the door is locked. Door guide shoes should be replaced at the same time as interlock modernization.

Interlocks are available in other than (normal) NEMA 1 conditions. For example, Moisture Resistant interlocks are available for moisture problems. Explosion Resistant interlocks are also available.

Side-opposite-locks (mechanical lock Peelle #2354/0354) may be added to all doors over 10 feet/3000mm wide and street doors. These locks are added on the side opposite the interlock. Add a second retiring cam, or operate with stationary cam on slow running cars. This mechanical lock (on the side opposite the interlock) is a recommended upgrade to keep the door panels from being spread apart (gapping).

Mechanical-locks-and-contacts (one contact) may be used alternatively to interlocks when the elevator travel is 15 feet (4572 mm) or less for any door within 5 feet (1524 mm) of the pit floor.

Parking devices, for car-switch elevators that are operated from within the car only, are required at every landing that is equipped with an unlocking device per A17.3 Code, Rule 2.7.2. and has a peelle #RO interlock. Preferable, replace Peelle #RO interlocks with Peelle #2356-59 interlocks with Peelle #2330 retiring cam.

7. DOOR TAMPER RESISTANT DEVICE FOR INTERLOCK

Required on bi parting doors. Works with interlock to make it tamper resistant. Interlock must be of the Peelle #2356 series (not #0356 series) with a Peelle #23561 plugging device (need hole cut out in door rail) in order to meet tamper resistant interlock requirements. To add tamper resistant devices for interlocks manufactured before 1955, retrofits are needed.

8. DOOR UNLOCKING DEVICES (Previously labeled "Emergency Release")

Usually located at two landings per elevator, for access. Check local code. When upgrading manual doors to power operation or for power doors not so equipped, door unlocking devices must be upgraded to the Peelle #2395-type which incorporates a door control power disabling contact. This contact must be wired to the door controller. Freight elevators usually have door unlocking devices but, alternatively, access switches may be used.

CAR GATES

A17.3 Code requires that every elevator car enclosure opening have a car gate/car door.

Car gates usually need more maintenance than landing doors as they get more use.

Often, if several modernization items/replacement items are needed on a car gate, it is wise to replace the gate with a complete new gate (includes new gate panels, new gate rails, new gate contact, new chain).

Car gates before 1950 should be replaced by complete new car gates.

If a gate has never been installed on the elevator car before, proper steps must be taken to allow for the additional weight of the complete gate that is to be added to the elevator car!

Collapsible gates need lots of maintenance and do not provide full access to elevator. Replace with new Peelle (vertical slideup type) gates. Make sure enough overhead space is available to the nearest overhead obstruction in the shaft. Thirteen feet/4000mm is usually sufficient.

9. GATE RAILS

Replace gate rails if worn or damaged.

10. GATE PANELS

Repair or replace gate panels as needed.

If the weight of gate panel is different, the gate counterweight must be equalized or replaced; this is important!

Gate panels can be purchased with an optional, recommended protective sheet metal strip 8 in./200 mm high at the bottom of the gate panel. This horizontal steel kick-plate is helpful on jobs with forklifts.

Two-section gate panels can also be purchased that have a solid-panel for the bottom section and wire mesh for the top section.

Gate Panel Guide Shoes (1960-1970)

If have roller-type shoes (Peelle #0233/0235) (1960-1970), replace with Peelle #0255 (non-roller) shoe assembly; or, if replacing gate rails at the same time, replace roller type shoes with Peelle #0239 shoes.

11. MANUAL GATE SHEAVES

Manual gate sheave of the pressed metal type (Peelle #05207, #2511) can be upgraded to Peelle #2570/2571 sprocket type (used as of 1984). Gate chains must be replaced when these sprockets are installed. Use Peelle #0179 gate chains.

12. GATE COUNTERWEIGHT - must not be floppy

A floppy gate counterweight is not desirable. Check for replacement of the counterweight guide shoes and the guide track.

The counterweight chain equalizer (used prior to 1955), if not working well, can be bypassed if the gate chains are tied together. If an auxiliary compensating counterweight was provided and is not working well, it can be permanently fastened to the gate counterweight.

13. GATE CHAINS

Replace chains often. Secure the connecting links with nylon wire ties. Heavy duty gate chain (ANSI 420) (no Peelle part number) may be used.

14. GATE RUBBER BUMPERS (1960-1980)

Bumpers are important to absorb shock. An inexpensive bumper kit Peelle #014651 is available to prevent the top gate rail bumper from wearing out too quickly on jobs 1960 to 1980.

Use glue to attach bumpers to castings. Use thread locker (loctite) on bolts to mount bumper assemblies.

15. GATE CONTACT (GATES PRIOR TO 1960)

It is a good idea to have the gate contact mounted at the top of the car counterweight instead of on the side of the car. Use Peelle #23436 retrofit kit to have the gate contact accessible only from the top of the car and also so that the gate contact is not easily affected by jiggles in the counterweight.

16. RETIRING CAM (Peelle #0377 is outdated - Peelle #0330 is OK - Peelle #2330 is current production)

The Peelle #0377 retiring cam (before 1950) should be replaced by a complete new retiring cam unit Peelle #2330 (v-belt type). No changes are necessary to the interlock or interlock rollers.

When adding a retiring cam to other than a Peelle gate, a mounting angle is supplied to hold the retiring cam in proper position along side the gate rail. When adding a retiring cam to a Peelle gate, the retiring cam mounts directly to the gate rail, without an additional mounting angle.

Power doors - For the first time addition of a retiring cam, a retiring cam initiation circuit on the elevator controller is needed.

Manual Doors - For the first time addition of a retiring cam, a retiring cam relay on elevator controller is needed to suit Peelle Retiring Cam 220V.AC, 3 Phase, 60 (50) Hertz, 0.6 ampere motor.

NOTE: Stationary cams instead of retiring cams are usually not allowed by the Elevator Code as they do not pull up out of the way; they unlock the lock as they pass. Locks operated by stationary (fixed) cams are not true interlocks.

17. PULL STRAPS (if supplied)

Pull straps are subject to wear and require replacement if damaged or missing. Replacement is needed to maintain a normal working condition for freight handler personnel. Elevators with manual landing doors require two pull straps per door; one landing side and one shaft side of door. The problem of worn or missing straps can be eliminated by installing power operators to the doors.

POWER DOOR/GATE OPERATION

18. DOOR CONTROLLER (upgrading is recommended to reduce motor burnouts)

A door controller manufactured before 1969 should be upgraded with a new, replacement controller to reduce motor burnouts. The replacement controller provides state-of-the-art motor protection timers that will be worth the money spent. These timers are reliable solid state, enclosed, plug-in timers instead of thermal or clock type timers. These timers protect all door equipment motors (door motors, gate motors, retiring cam motors). These timers reduce costly motor burnouts.

When replacing a door controller, it is also a good time to change to Sequence Operation (gate closes before door). Current freight elevators have Sequence Operation for the doors and gate operation. Sequence operation is required for the Automatic Time Closing option.

19. POWER DOOR OPERATORS

19.1. MANUAL TO POWER DOOR OPERATION (Motorize Existing Landing Doors)

19.1.1. PEELLE TO PEELLE

Peelle manual doors can be easily converted to power operation. Large doors are recommended to have power operation, 8 ft. wide x 8 ft. high (2500mm x 2500mm) and larger. Power doors allow more elevator loading time. To motorize doors by adding Peelle door operators, there is rarely a need to cut the elevator car to fit in the

door operators. Peelle door operators are compact and durable. Peelle door operators are easy to install, easy to adjust and easy to maintain. They permit smooth, even operation without slam or rebound. Peelle supplies two operators per door for smooth and reliable door operation. Each operator is two-speed. Each operator is traction drive.

19.1.2. OTHER TO PEELLE

With minor field modifications, Peelle power equipment can be adapted to most biparting freight elevator doors, regardless of the original manufacturer (including Otis power doors). Peelle has a compact door operator that can be easily adapted to operate doors manufactured by Otis, Guilbert, Harris-Preble, Security and others. Equalizer-Cross-drives are not needed. For example, for Otis doors: the existing door panels and door rails would be reused; the Otis Equalizer-Cross-Drive in the lower panel would be removed; Peelle operators, interlocks, and a few other parts would be added.

Advantages of Peelle Power Operators

1. No strengthening of door rails is required.
2. Two operators per door.
 - (a) Prevents canting.
 - (b) Eliminates adjustments of door chains.
 - (c) Operating equipment cannot be damaged by electric trucks ramming the door panels.
3. Doors under positive electric control throughout travel.
4. Simple inspection or replacement of motors.
5. Automatic-stay-open control feature is standard.

19.2. UPGRADING OF EXISTING PELLE POWER DOOR OPERATORS

CHANGE FROM PELLE SINGLE SPEED TO PELLE TWO SPEED DOOR OPERATORS

Peelle doors (1935-1950) installed with single-speed Peelle door operators (Peelle #0546 type) should be upgraded to two speed operators (Peelle #0560/0569 types). A new, replacement door controller is required with the new, replacement door operators. A significant improvement will be noticed in the smooth operation of the doors. The removed Peelle #0546 operators still in good condition can be used elsewhere as replacement operators. The maintenance of these jobs (1935-1950) is probably getting costly as the operators/motors are at least 48 years old. The original

motor protection timers are not as reliable against motor burnout as the solid state timers on the replacement controller.

are recommended for both sides of a power door. Limits, operated by roller chain, govern door/gate travel and speed.

20. POWER GATE OPERATORS

20.1. CHANGE MANUAL TO POWER GATE OPERATION (Motorize Existing Car Gates)

20.1.1 PEELLE TO PEELLE

Some Peelle manual car gates, if in good mechanical condition, can be converted to power operation. Otherwise, new, complete Peelle (two-speed) power car gate replacements are recommended.

20.1.2. OTHER TO PEELLE

For gates other than Peelle, we recommend removing the old gates and converting to new, complete Peelle (two-speed) power gate replacements. Peelle gates are rugged, reliable and easy to maintain.

20.2. UPGRADING OF EXISTING PEELLE POWER GATE OPERATORS

20.2.1. CHANGE FROM PEELLE SINGLE SPEED TO PEELLE TWO-SPEED GATE OPERATORS

Peelle gates (1935-1950) installed with single speed gate operators (Peelle #0565 type) should be upgraded to new, complete car gate replacement, power operated, two-speed, even if the single-speed door operators are not upgraded at this time! In that case, an auxiliary controller (gate controller) is supplied; preferably a new controller replacement (door and gate) should be supplied. Two-speed gate operators that will be supplied eliminate the need for air checks and provide smooth control throughout gate travel.

<u>PEELLE POWER GATE OPERATORS</u>	<u>USE TO REPLACE/UPGRADE</u>
0565 single-speed (1940-1950)	new complete car gate replacement, two-speed
0573/0574 two-speed (1950-53)	2517/2518 two-speed operator
0549/0599 two-speed (1953-68)	2517/2518 two-speed operator

21. DOOR/GATE LIMIT

Most door limits are the Peelle #0947 type. Most gate limits are the Peelle #0935A type. If not, they should be modernized to those types. If a door limit has a fibre wheel used with door leaf chain, replace with a new Peelle limit that includes a sprocket for the limit and roller chains for the door panels. Roller chains

22. DOOR OPERATING PUSH BUTTONS ("Door Close" and "Door Open")

Peelle red and black door operating button assemblies (Peelle #08204, #08205) are reliable and usually do not require replacement or modernization. Replacement door operating button assemblies (Peelle #08204, #08205) and complete landing-operating stations (Peelle #0824, #0825) are available.

Peelle doors prior to 1987 require each landing door pushbutton have a separate normally closed contact in addition to the normally open contact!

Upgrading landing stations can be accomplished with modern appearance, flush type buttons. These modern landing push button stations (Peelle #0834, #0835) require chopping a bigger hole in the wall.

23. REOPENING DEVICE (REVERSING EDGE/REVERSING BEAM)

Gate reopening devices reverse the gate and doors if an object is encountered while closing the gate. For new power operated car gates, on new elevators, reopening devices are included and Sequence Operation is included (gate closes before door).

Many of the older power operated car gates do not have a reversing edge and do not have Sequence Operation. It makes good sense to install reopening devices and Sequence Operation for a better protection. A new, complete car gate replacement, power operated, two-speed, is the best value.

It is recommended to have a reopening device and a rubber flap cushion strip on all power car gates; especially for heavy gates (gates with hardwood bumpers, wide gates).

Infrared, noncontact Sensor Beams are the recommended type of reopening devices. Sensor Beams may replace existing reversing edges or be added to work in parallel with reversing edges.

Sensor Beams Kit Peelle #46889 is also available to retrofit Peelle power gates after 1950. Order a conduit tubing Peelle #06845 (need length) at the same time. If no reversing edge is present, an auxiliary controller is necessary. A complete car gate replacement may be necessary or desired.

If car gate operates only at slow speed, check to make sure Sensor Beams are operational.

All "coil cord" type travel cables (Peelle #06826) for the reopening devices may be replaced/modernized by travel cord (Peelle #068442); replacing also requires conduit tubing (Peelle #06845) on the gate panel.

NOISY DOORS

Refer to Section 3, (Door Panels/Guide Shoes, Door Bumpers paragraph).

HOISTWAY PIT

Should be kept clear of water, debris and oil for proper door operation.

AUTOMATIC TIME CLOSE (Auto Close)

Automatic time close of doors/gates requires Sequence Operation and reopening devices (reversing edges/reversing beams).

OTHER CODES

The various codes of states, cities, federal agencies, corporation, other than the Elevator Code ASME A17, are not specifically covered in this manual. Refer to NEEL (Local) Code Information Manual. Review A17.1 Rule 1201.10 and A17.3.

BREWERIES, MEAT PLANTS, CHEMICAL PLANTS, WATER CONDITIONS REQUIRING STAINLESS STEEL

Door replacements are available that are complete stainless steel with bronze fittings, and stainless steel chains are available; doors are fire-rated. Moisture and corrosion resistant (NEMA4X/IP56) interlocks, motors, and hardware are available. Stainless steel electrical boxes are available. Refer to Peelle Information Sheet No. 308.

DOOR LOADING CHANGES

Any door loading increases, such as adding forklift trucks for material handling onto a freight elevator, should be reviewed. It might be necessary to make an upgrading change by replacing the lower door panels; review Loading Classes A, B, C1, C2, C3. Loading-per-square-area always increases when allowing passengers to ride a freight elevator. When adding forklifts, the elevator rails must be double bracketed, and other items changed. Always consult an elevator company.

FREIGHT-ELEVATOR-PERMITTED-TO-CARRY-PASSENGERS

A freight elevator is not intended to carry passengers, other than the material handler. However, passengers are allowed under some conditions; see Rule 207.4.

Requirements to carry passengers on a freight elevator: Local codes govern. Refer to latest Peelle 306 catalog. A freight-elevator-permitted-to-carry-passengers should have the following items (partial list):

- a) Car-inside-area that meets passenger loading capacity restrictions and other elevator/lift requirements. Consult an elevator company.
- b) Full height solid-panel car gate (same height as the clear opening height), with passenger restraint lock (gate locking device).

- c) Power doors with Automatic Time Closing (Auto Close).

LOFT TYPE BUILDING TO BE CHANGED FROM MANUFACTURING TO APARTMENTS

Refer to Peelle information regarding requirements for freight-elevators-permitted-to-carry-passengers.

SAFETY OF PERSONNEL

If more than one person is loading and unloading the freight elevator (especially "service elevators" and "Freight-Elevators-permitted-to-carry-passengers"), retrofit to Sequence Operation (Section 18. Door Controller) for personnel protection. This protective Sequence Operation is now standard on new power door jobs. Simultaneous Operation was discontinued 1993 for standard equipment.

DOORS 1935 TO PRESENT

Peelle doors manufactured during these years have a similar construction basis and most can be easily modernized as outlined in this manual, especially the easy addition of modern power operators.

MOTORIZED EXISTING DOORS

Most existing doors can be motorized by Peelle. Refer to Sections 19 and 20 of this manual. Refer to Motorize flyer 307. Refer to Modernization Guide 312. Also can easily add Automatic Time Closing to power doors, to easily make elevators more available.

DOOR FRAMES

If door entrance frames are to be upgraded, Peelle can supply sturdy, channel steel, door entrance frames and sills. Frames should include jamb extension above lintel. Peelle fire resistant frames are UL-approved when installed in conjunction with Peelle UL-labeled fire resistant doors.

FREIGHT ELEVATOR CAR ENCLOSURE (CAB)

Freight elevator car enclosures (cabs) replacements are available from Peelle, including stainless steel and textured stainless steel. Replacements slings and platforms are also available from Peelle.

PEELLE DOOR MAINTENANCE MANUAL 204

For parts replacements and lubrication information.

SET ELECTRICAL PRINTS (need job number)

A set of electrical prints may be purchased from the Parts Department. A Peelle door job number is required. Includes controller schematic drawing, hoistway wiring drawing, Sequence of Operation Manual 201 for that controller, Maintenance Manual 204, Modernization Manual 205, Parts Catalog 206 and Product Catalog 306.

RO TYPE INTERLOCKS AND DOUBLE BAR LATCH ASSEMBLIES (should be upgraded)

Rather than Peelle #RO type (Peelle #2350) bar-latch-activated interlocks, retiring-cam-operated-interlocks (Peelle #2356 series) are recommended. Either type of interlock requires door guide shoes be in proper operating condition with 5/16 in./8mm overall maximum side-to-side play.

WEATHERSTRIPPING

Weatherstripping is available for biparting doors. Also special care should also be taken to pitch water away from the elevator shaft openings and use roof overhangs with gutters at outside openings.

DOOR PAINT FINISHES

Air dry enamel is available as an option, for areas of slight humidity. Complete stainless steel doors and corrosion resistant operating equipment are recommended when rust and corrosion is a problem. Refer to Peelle Information Sheet No. 308. Epoxy finish is recommended for moisture conditions only where all stainless steel doors are not preferred. Stainless is worth the money.

SOUND REDUCTION (INSULATION)

Specify R10MC metal clad construction door (with wood core insulation) or F10S steel plate door with mastic coating for sound reduction.

HOSTILE ENVIRONMENT EQUIPMENT

NEMA	IEC	Environment
1	IP10	Normal
4	IP54/IP56	Moisture
4X	IP56	Corrosion
7,9	--	Explosion
12	IP52	Industrial

DOOR PANEL SECURITY LOCKS (optional)

For security purposes, electro-mechanical door panel locks are available at code approved landings; for manual or power doors. They are used for: street door protection, different tenants on different floors, or for night (out-of-use) elevator protection. When electro-mechanical locks are retrofitted, side-opposite-locks (mechanical locks) Peelle #2354 should also be added.

FREIGHT ELEVATOR DOORS MANUFACTURED BY GUILBERT, HARRIS-PREBLE, OTIS AND SECURITY

Peelle can supply power operators, resilient astragals, interlocks, gates, controllers, door panels, door rails for most biparting doors. For example, Peelle #2356 series interlocks operated by a Peelle retiring cam can be

adapted for use with most biparting doors manufactured after 1935, regardless of original manufacturer. Every door in that line of doors should receive a new interlock and new power operators. Thousands of Peelle interlocks and power operators are currently in use.

Hands (left hand and right) of vertical slide door hardware are determined by standing in car facing door.

Refer to Peelle Modernization Guide 312 for survey sheets and ordering information.

SALES ENGINEERS

Peelle Sales Engineers are available to visit job. Survey sheets are available for elevator company personnel to handle surveys.

INFORMATION

Call Peelle Service Sales Department.

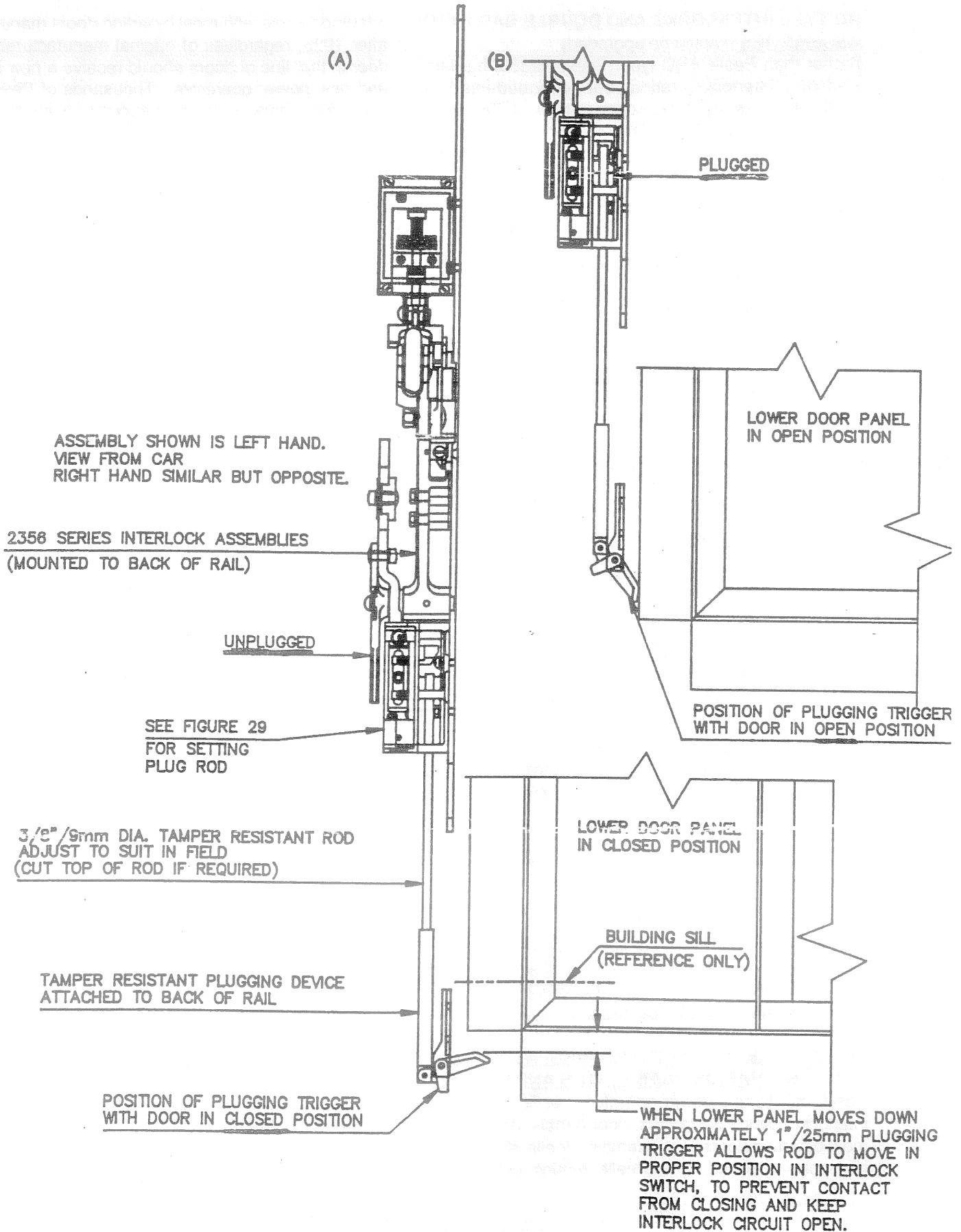


FIGURE 23. INTERLOCK TAMPER RESISTANT PLUGGING DEVICE