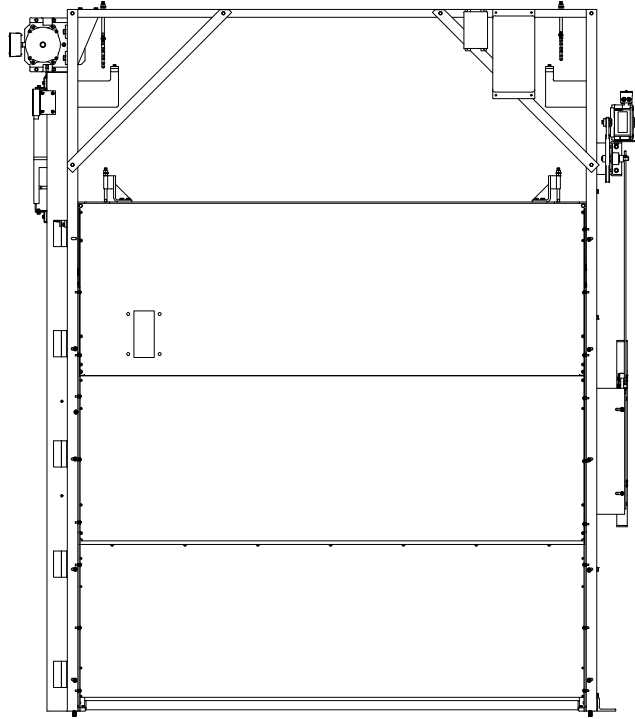


218-EN



3 SECTION SLIDE-UP CAR DOOR INSTALLATION GUIDE (Single Counterweight)



THE PEELLE COMPANY

FREIGHT DOORS | CAR GATES | CAR ENCLOSURES

TECHNICAL SUPPORT 1-800-787-5020 ext 275

Guide No. 218-EN

3 SECTION SLIDE-UP CAR DOOR
INSTALLATION GUIDE

Date: Aug 10 / 2023

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1. FORWARD

The following Installation Guide is for a standard Peelle product assembly. However, Peelle products are designed-built to suit many elevator conditions such as very large openings, limited elevator shaft dimensions, hoistway conditions and unique lift designs. Therefore special designs, arrangements or add-ons may not be covered in this manual. Refer to the installation drawings provided with your order for instructions on special components or arrangements.

If you have any questions, concerns or require further details regarding your installation please call 1 (905) 846-4545 x 275, please have your Peelle Job Number handy. A Peelle technical support expert will help you save time and keep the installation moving.

2. BEFORE STARTING INSTALLATION

- 1) You will require a moving platform
- 2) This is a two person job
- 3) Safety Equipment
 - Personal Protective Equipment
 - Workplace Barricades
 - Fall Protection
- 4) Tools required
 - Measuring Tape
 - Level
 - High Speed Drill
 - Drill Bits HSS 5/16" [8mm] & 3/8" [10mm]
 - Impact Wrench
 - 9/16" [14mm] socket
 - Angle Grinder
 - Chain Pin Extractor (Chain Breaker) (Peelle Part No. 0608)
 - Open and closed ended wrenches (3/8" to 7/8") [10mm to 22mm]
 - Socket set (3/8" to 7/8") [10mm to 22mm]
 - Screwdriver Set
 - Pliers
- 5) Hardware kits included
 - Peelle Part No. 060133 - Standard car door hardware kit
 - Peelle Part No. 02321 - Counterweight shoe hardware

3. JOB NUMBER IDENTIFICATION

- Locate the peelle job number on the rails, car door panel and counterweight.
- Job numbers should match and include the line designation
- Example:

104844 GPA

104844 = Job Number
GP = Gate Panel
A = Front Line (C = Rear Line)



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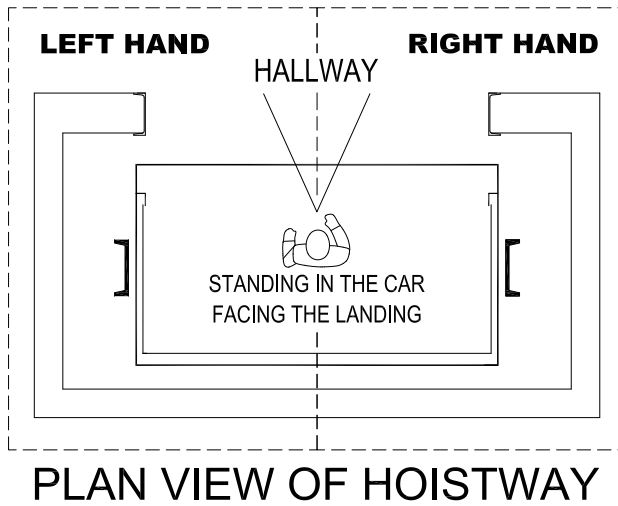
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4. HANDING

- Instructions shown here are typical for a car door with a Peelle right hand mounted interlock and retiring cam. For left hand installations opposite configuration will be used.



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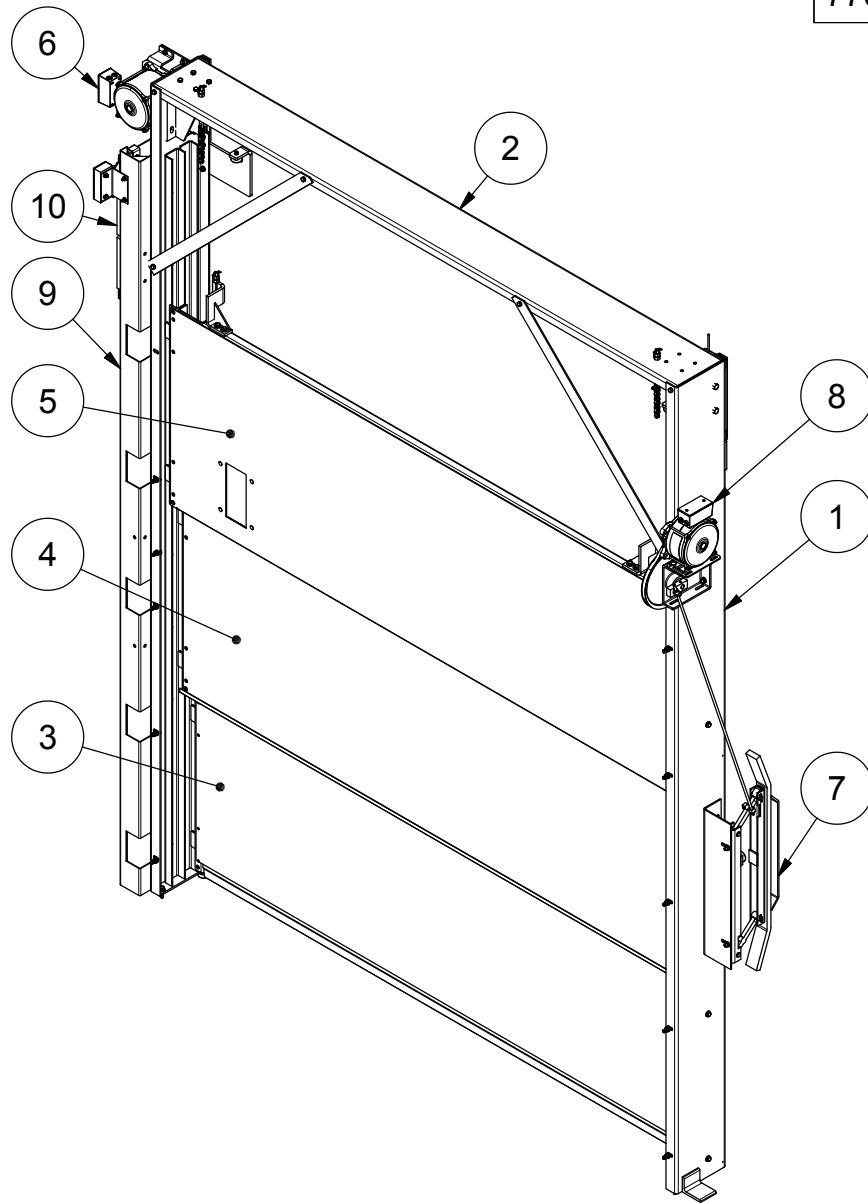
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5. 3 SECTION SLIDE-UP CAR DOOR ASSEMBLY

770200-30



| 10 | 770248 | COUNTERWEIGHT ASSYMBLY |
|------|---------|----------------------------------|
| 9 | 770193 | COUNTERWEIGHT RAIL ASSY |
| 8 | 233065R | RETIRING CAM TOP ASSY |
| 7 | 233087 | RETIRING CAM BOTTOM ASSEMBLY |
| 6 | 2521 | GATE OPERATOR |
| 5 | 770182 | REVERSE PANEL GATE, UPPER PANEL |
| 4 | 770170 | REVERSE PANEL GATE, MIDDLE PANEL |
| 3 | 770256 | REVERSE PANEL GATE, LOWER PANEL |
| 2 | 770728 | GATE SPREADER |
| 1 | 770418 | IDLER RAIL ASSY |
| ITEM | PART NO | DESCRIPTION |



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6. CAR DOOR & RETIRING CAM INSTALLATION NOTES

6.1. GENERAL

Install car doors after the landing doors are installed. Car doors are counterweighted with a counterweight traveling on the outside of the car door rails. Refer to the Car Door Assembly Drawing for a component breakdown. Where the overhead space is limited, the car door is made in two sections or three sections.

Overhead/headroom height is the area of a hoistway shaft extending up from the sill of the highest landing to the nearest obstruction above in the hoistway shaft. A two-section (telescopic) car door is used when over-head space will not allow a single section car door. The two sections of the car door are coupled, with the lower panel traveling twice as fast as the upper panel. This enables both sections to reach the open position simultaneously.

CAR DOOR TYPES (VERTICAL-SLIDE-UP TYPE):

- Single-section - available overhead space.
- Two-section (Telco) - limited overhead space.
- Three-section (Telco) - extremely limited overhead space

PANEL CONSTRUCTION

- Solid Panel
- Wire Mesh (option to save car weight)

If installing both a front car door and a rear car door, make sure they are installed at proper front or rear locations to allow the retiring cams to operate the door interlocks. Do not switch the front and rear car doors. The hands (LH & RH) of a retiring cam, car door counterweight and all hardware are as viewed from inside the car looking out. The retiring cam is on one side (either right or left hand) of the car door and the counterweight is on the other side (the other hand).

6.2. CAR DOOR RAILS & BRACES

Before installation of the rails, measure the distance from the front of the elevator platform to the car enclosure angles. If not enough space has been provided between the front of the platform and the car enclosure angles, it will be necessary to cut back the cab side walls and relocate the car enclosure angles. Be sure of your measurements before you do any cutting. The car enclosure angles are usually 50mm by 50mm by 5mm [2in x 2in x 3/16in] steel angles and should have holes to attach the car door rails.

Install the car door rails. Bolt them to the platform and to the car enclosure angles. Make sure the rails are plumb and square. Hold the correct distance-between-guides so the car door will fit. Use “Distance Between Guides” (DBG) dimension located on the Gauge Rod.

After installing both sets of car door rails, attach the top spreader, brace angle and diagonal brace. The top of the car door is held in place by two brace angles connected to the elevator cross-head. The distance between the car door rails must be constantly maintained when the spreader and braces are installed. Bolt braces tightly after car door panel is installed and adjusted.



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Check the overhead / headroom space for interference, then run the car up slowly on inspection to the top floor and check overhead / headroom for code clearance of car door rails and braces, and run by.

6.3. CAR DOOR PANELS

To install the car door panels, remove the shoes on either side, move the car door into its guide tracks while sliding on the platform. Then reinstall the shoes.

Install the upper panel first and hold in place using wood braces. Next install the middle and lower panels in the closed position.

6.4. CAR DOOR MOTORIZED SHEAVES OR MANUAL SPROCKETS & IDLER SPROCKETS

Power car door operators have a combination sheave and motor while manual car doors have a double sprocket assembly that bolts into the pre-drilled rail location on the counterweight side. The single sprocket idler assembly is mounted inside the opposite rail.

6.5. CAR DOOR COUNTERWEIGHT

The counterweight travels on the outside of the car door rail. The counterweight requires two supporting chains. Carefully hoist the counterweight to the top of the car. Lower the counterweight into the guide track so that it rests on the temporary support angle near the top of the guide track.

6.6. CAR DOOR CHAINS AND CHAIN STUDS

Attach the two counterweight chain-studs 100mm [4in] long to the counterweight. Attach the chains to the chain-studs. Wrap connecting links and connector clips at each end of the chain with the nylon tie-wraps provided. Wipe any excess oil off the chains.

Remove extra links from end of chain and connect the longer chain studs 180mm [7in]. long to the loose ends of the chains and then connect these chain studs into their hangers on the car door panel. Secure the chain connecting links with nylon tie wraps. Each chain stud gets 2 nuts, a lock washer and a cotter pin. Make sure the nuts are almost touching the cotter pin near the bottom of the chain stud. This allows for the easy future chain stretch adjustment.

Connect the lower panel chains the counterweight. The long chain connects to the counterweight over the operator across to the idler and down to the panel. The other chain connects from the counterweight over the operator and down to the panel.

Connect the middle panel chain to the dead end hitch at the top of the upper panel. Connect the other end of the chain around the middle panel sheave and to the lower panel chain pickup.

Connect the upper panel chain to the chain stud in the holes provided in the top spreader. Connect the other end of the chain around the upper panel sheave and to the middle panel chain pickup.

After attaching the chains to both the counterweight and car door panel, remove the temporary support angle. Manually lift the car door to full open. Have it touch the upper bumper stops. At this position, the bottom edge of the car door should be even with or slightly above the car enclosure



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ceiling. If the car door was not fully open due to the counterweight bottoming out, the chains are too long and must be adjusted at the studs or some links must be removed to shorten the chains.

Finally adjust the chain studs with just slightly more tension (less slack) on the long chain to allow for greater chain stretch. The car door must move smoothly in the guide rails during its entire travel. Adjust the shoes (inward-outward) only if the car door panel is not square in the guide rails or if there is no side-to-side play. With the car door raised 75mm [3in] off the platform, check to see if car door panel hangs level. Adjust the chains to level the car door panel.

The car door panel should balance the counterweight at half-travel position. With the car door at half-travel open, manually push it further open and from the same position push it closed. Weight differential can usually be detected by this method. Add or remove the counterweight flats to achieve balance of the counterweight and the car door panel.

The car door panel must be exactly balanced (at half-travel position) by the counterweight to prevent the car door drifting open when the elevator car is in motion or from drifting closed at an inappropriate time.

6.7. CAR DOOR RUBBER BUMPERS

Bumpers are important to reduce noise and reduce car door wear and tear. The car door bottom bumpers can be adjusted by adding flat washers as spacers for proper positioning if the car platform is not level.

6.8. CAR DOOR CONTACT

When the car door is in the closed position the electrical car door contact must also be “made”. This is activated by a roller cam attached to the top of the car door counterweight. The counterweight has a small degree of horizontal play. Ensure the car door contact will remain “made” by moving the counterweight back and forth.

Check that the car door contact stops the elevator when the car door is lifted up 50mm [2in] from its closed position. If there are two car doors on an elevator, the car door contacts usually wired in series. See elevator controller prints.

6.9. RETIRING CAM

Freight door interlocks are designed to be operated by a retiring cam. The retiring cam is mounted on the car. There is a connecting rod between the cam face and the retiring cam motor.

The cam motor is mounted above the car top height. The cam face assembly is mounted on the side of the car, vertically near the door opening centerline for biparting doors and lower down for slip up landing doors. Both have pre-drilled holes in the Peelle car door rail. Follow the installation drawings when you are installing the retiring cam. The retiring cam face should be mounted to the center of the interlock rollers horizontally and vertically when the car is at each floor. The interlock rollers must be adjusted so that when the cam is extended (by gravity), it unlocks the interlock. The cam must be set to fully unlock the interlock with over-travel.



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The cam face is weighted so that the cam will drop while in the “no power” condition and unlock the door. The doors can be manually opened if the car is at a landing and there is no power to the retiring cam. When the cam motor is energized, it lifts (retires) the cam face to allow the interlock to lock the door.

The cam large pulley should be operated by hand to make sure that it does not bind or hang-up. The V-belt deflection should be set at 13mm [1/2in]. Adjust the motor position to achieve 13mm [1/2in] deflection.

The effective length of the connecting rod between the crank pulley and the cam face must be adjusted so that the rotation of the crank is limited. To adjust the cam rod length: manually hold the cam face fully up (retired); while held in this position, rotate the crank arm towards the center of the car; tighten the rod nuts with the crank held 90 degrees back (towards the center of the car) from the down direction. When powered the cam motor must then pick the cam rod toward the center of the car. If the direction of the lift is toward the front of the car, reverse the motor rotation by switching any two of the three motor power leads. The cam rod must pick toward the center of the car. The motor must pick up and stall when the cam is retired (picked up) under power. The cam face must drop easily when not under power.

Fixed cams are sometimes used instead of retiring cams with side-opposite-locks. Mechanical door locking must take place as the car travels away from the floor.

After installing the cam(s), run the car up slowly on inspection to check any retiring cam obstacles in the hoistway shaft.

6.10. PULL STRAPS

Pull strap(s) may be provided for each door and car door. Pull straps are mounted on the panel and hang down so that the operator may pull the car doors closed. Limiting the length of the straps ensures that they do not become a hazard during operation of the car.



DO NOT TIE KNOTS IN STRAPS OR CREATE LOOPS

Straps are required for manually operated vertically sliding car doors to ensure they can be conveniently closed. Car doors require one pull strap and biparting doors require two straps.

If supplied on power operated car doors, the straps will be tucked away behind a clip, and still be accessible in case of a power failure. Where pull straps have been provided on car doors conforming to ASME A17.1/CSA B44, 2008 addenda, a pull strap contact is provided and should be wired in series with door stop button contact to the Peelle door controller.



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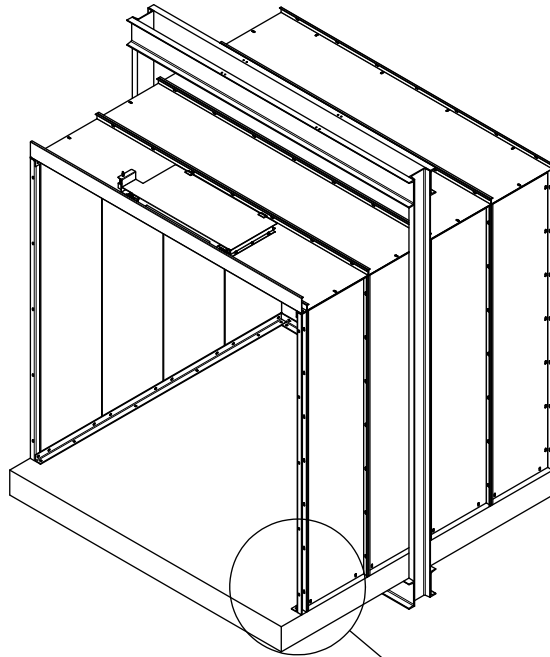
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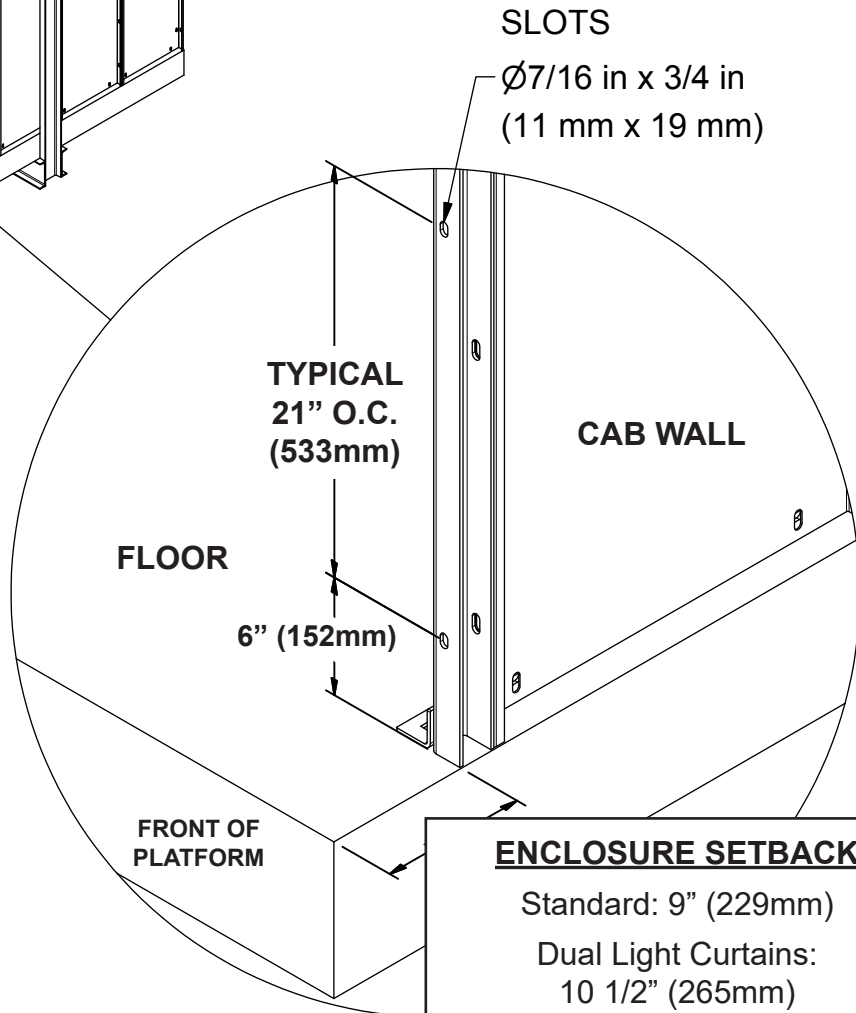
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7. CAB / CAR ENCLOSURE PREPARATION

770071-01



 Refer to Layout Drawing (L-1) for further details regarding the car enclosure interface requirements.

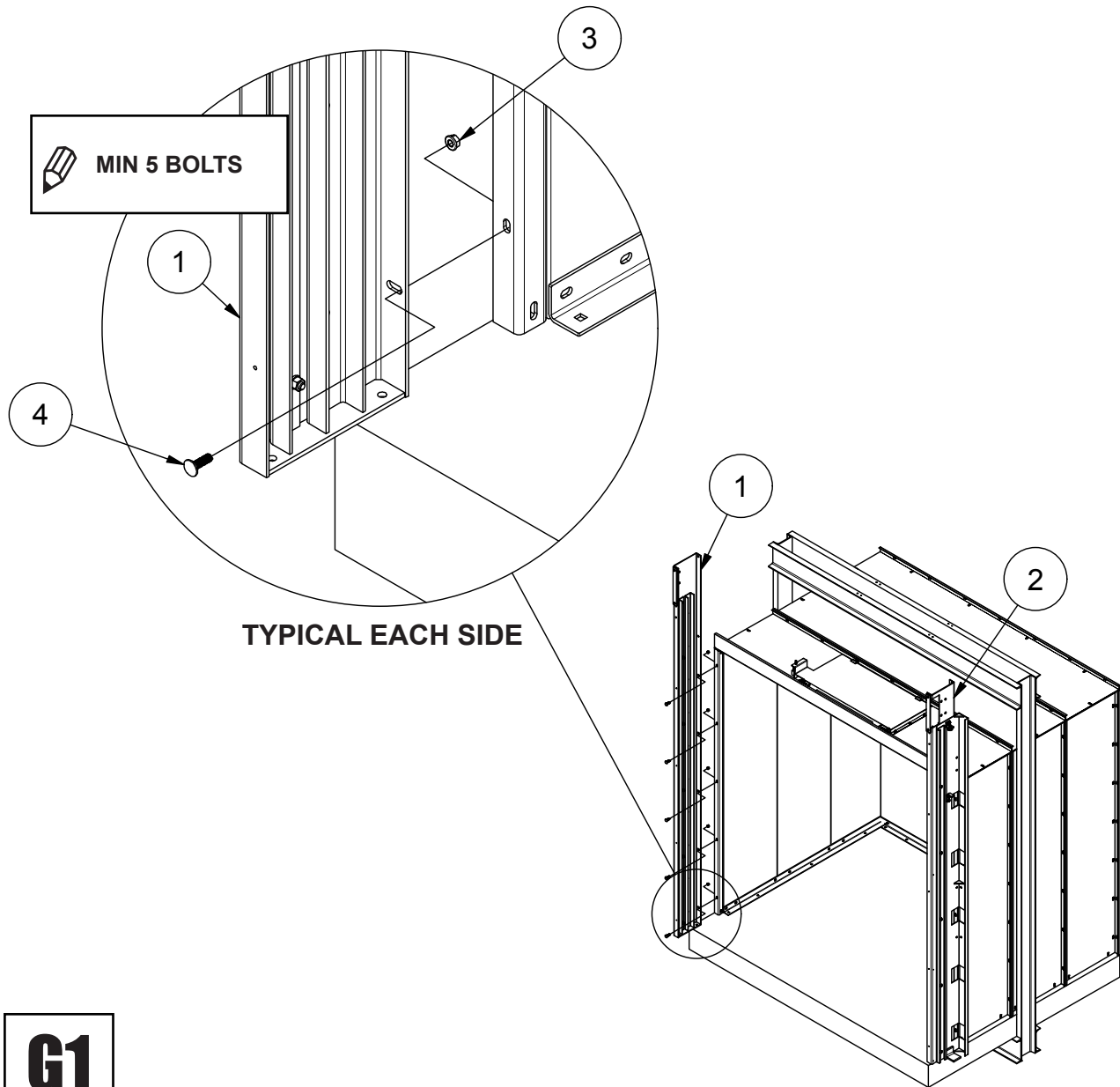


ENCLOSURE SETBACK
Standard: 9" (229mm)
Dual Light Curtains:
10 1/2" (265mm)
Refer to Pelle layout drawings



8. RAIL INSTALLATION

770200-02



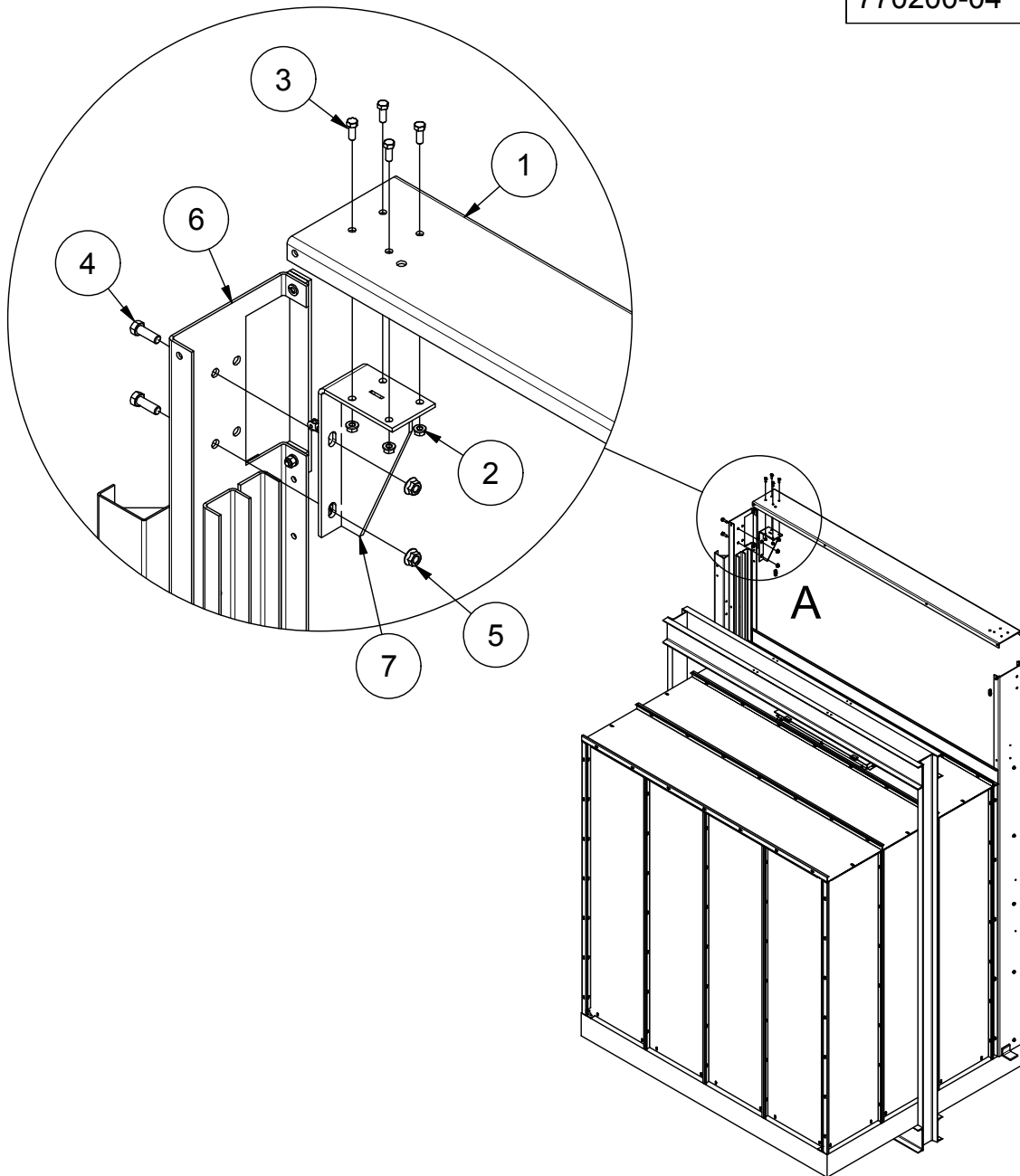
| | | | |
|------|-----|---------|--------------------------------------|
| 4 | 9 | 1121357 | 3/8"-16 x 1 1/4" Lg CARRIAGE BOLT ZP |
| 3 | 9 | 97244 | 3/8-16 SERRATED FLANGE NUT Z |
| 2 | 1 | 770193 | COUNTERWEIGHT RAIL ASSY |
| 1 | 1 | 770418 | IDLER RAIL ASSY |
| ITEM | QTY | PART NO | DESCRIPTION |



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9. SPREADER / OPERATOR SUPPORT

770200-04



| 7 | 1 | 770217 | OPERATOR SUPPORT BRACKET |
|------|-----|-----------|-----------------------------------|
| 6 | 1 | 770193 | COUNTERWEIGHT RAIL ASSY |
| 5 | 4 | 1137345 | 1/2-13 HEX SERRATED FLANGE NUT |
| 4 | 4 | 110120380 | 1/2"-13 x 1 1/2" Lg HEX HD BOLT Z |
| 3 | 2 | 800061 | 3/8-16 x 1 HH BOLT ZP |
| 2 | 2 | 97244 | 3/8-16 SERRATED FLANGE NUT Z |
| 1 | 1 | 770728 | GATE SPREADER |
| ITEM | QTY | PART NO | DESCRIPTION |



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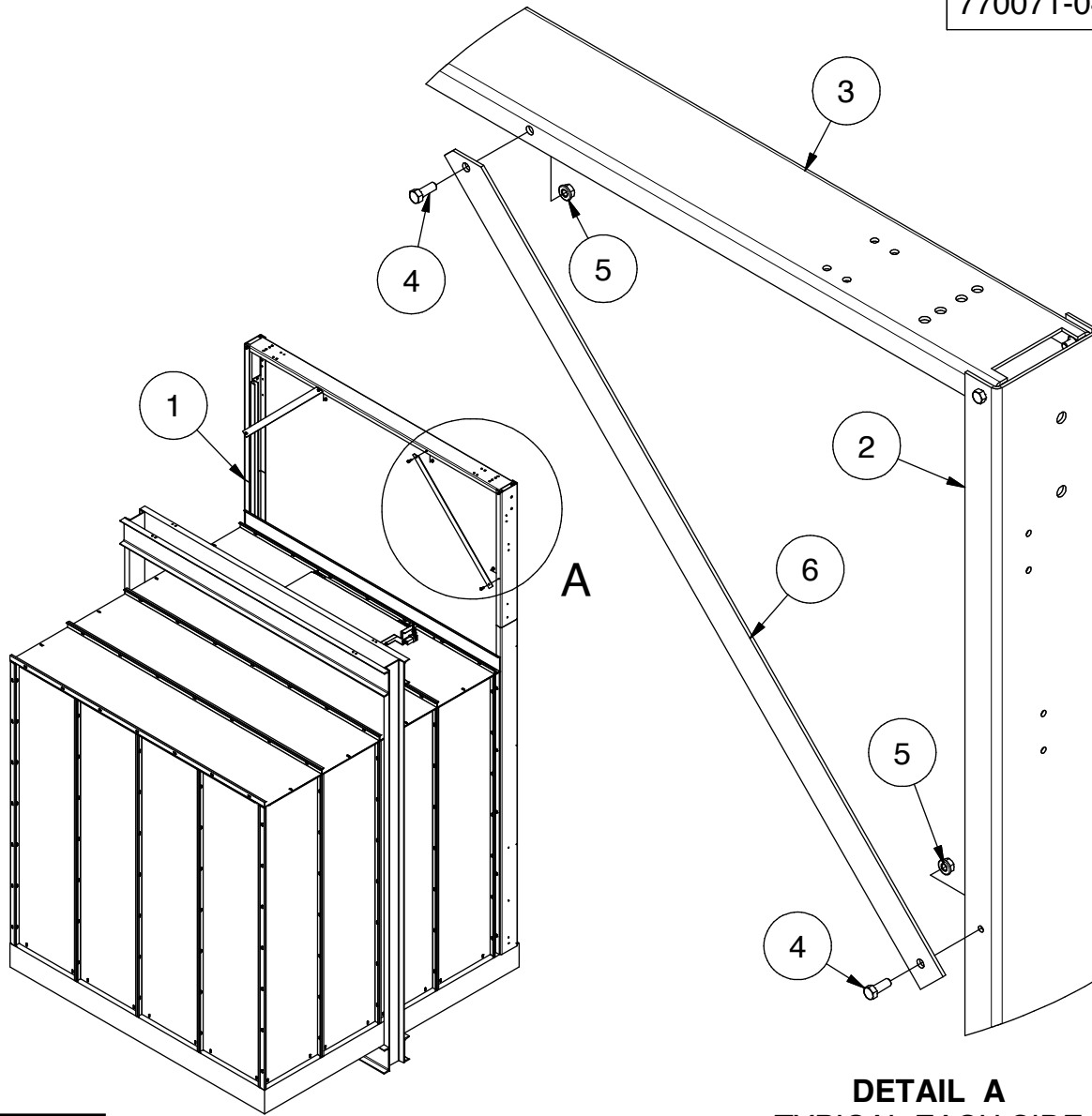
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10. RAIL SPREADER & DIAGONAL BRACE

770071-04



DETAIL A
TYPICAL EACH SIDE



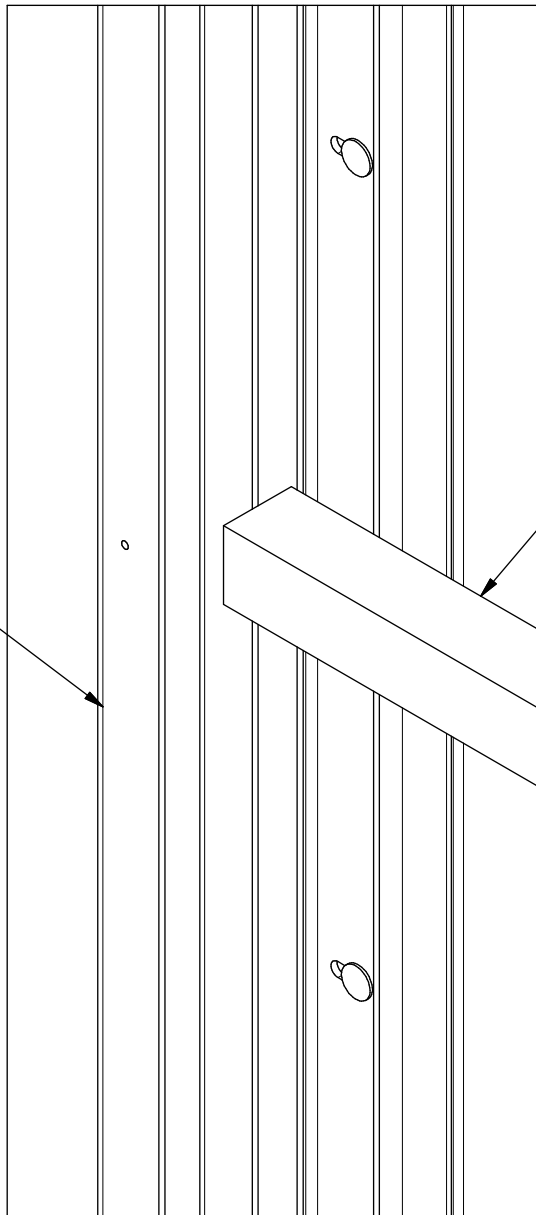
| ITEM | QTY | PART NO | DESCRIPTION |
|------|-----|---------|----------------------------------|
| 6 | 2 | 066930 | DIAGONAL BRACE |
| 5 | 4 | 97244 | 3/8-16 SERRATED FLANGE NUT Z |
| 4 | 4 | 800061 | 3/8-16 x 1 HH BOLT ZP |
| 3 | 1 | 770070 | SPREADER |
| 2 | 1 | 770068 | RAIL, IDLER - LEFT HAND |
| 1 | 1 | 770065 | RAIL, COUNTERWEIGHT - RIGHT HAND |



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11. GAUGE THE RAILS

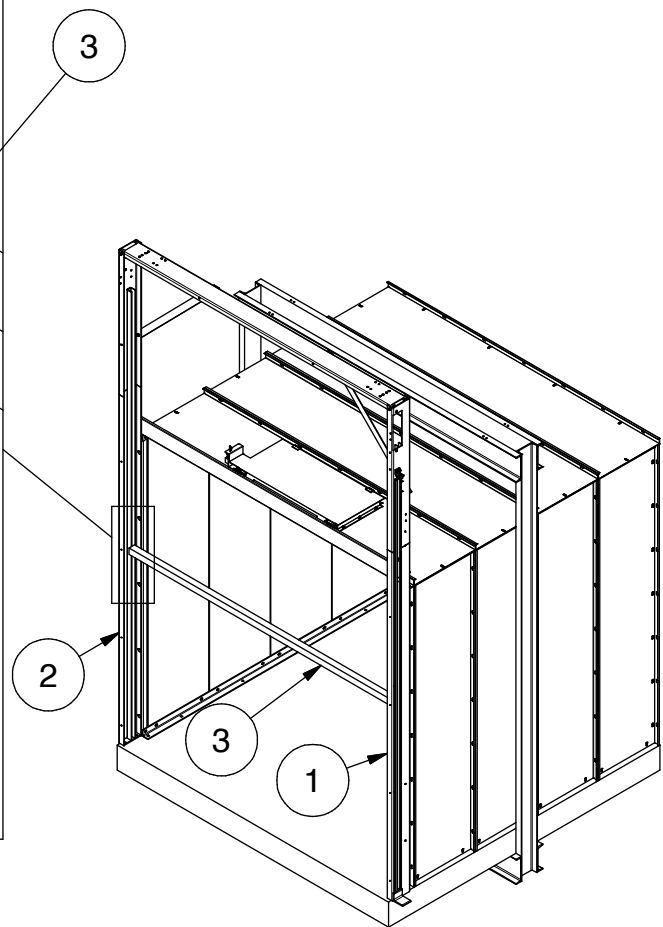
770071-05



Gauge rails using gauge rod supplied. Adjust and tighten rails. Pin and set rails top and bottom.



HINT: After installation gauge rod can be used for additional rail support.



| | | | |
|------|-----|---------|----------------------------------|
| 3 | 1 | | GAUGE ROD (50 mm [2 in] ANGLE) |
| 2 | 1 | 770068 | RAIL, IDLER - LEFT HAND |
| 1 | 1 | 770065 | RAIL, COUNTERWEIGHT - RIGHT HAND |
| ITEM | QTY | PART NO | DESCRIPTION |



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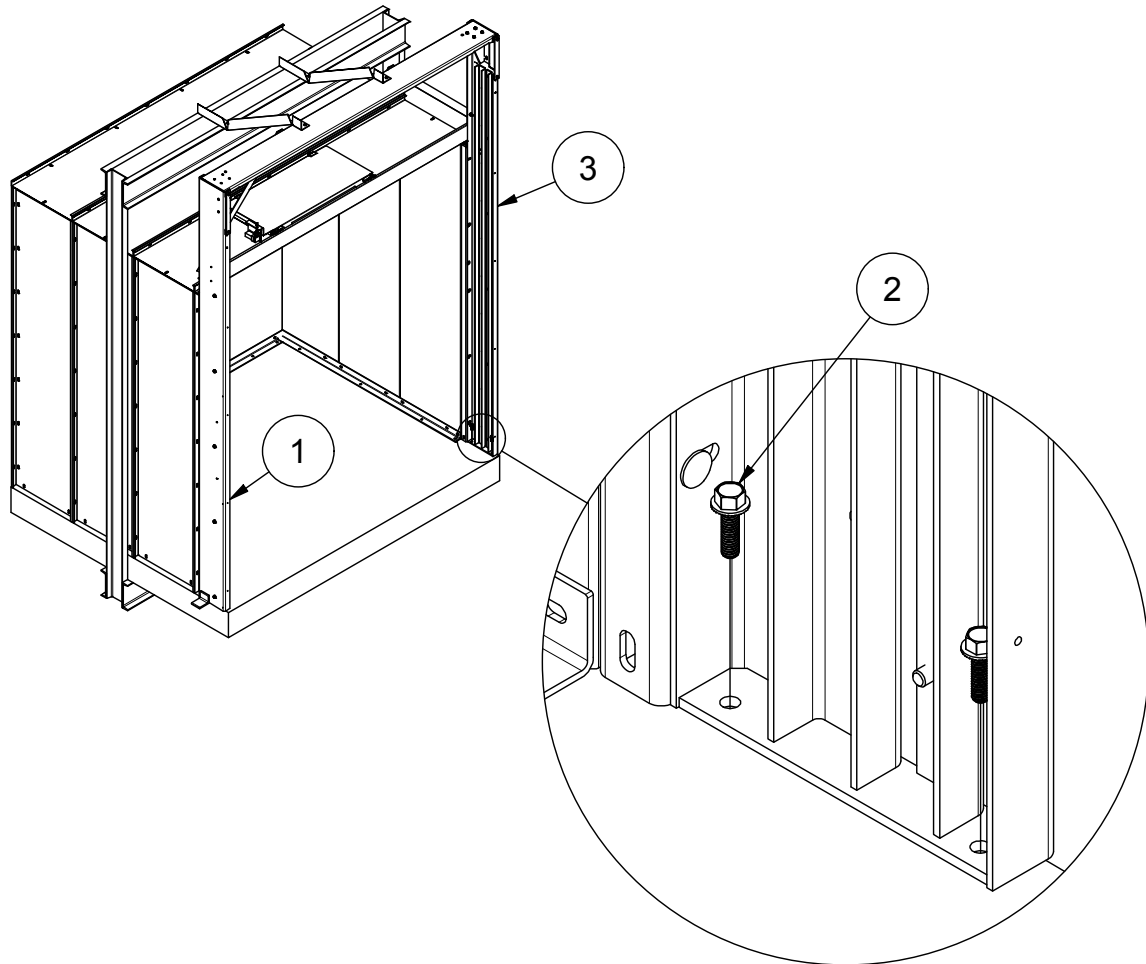
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12. SET THE RAILS

770200-07



Drill 9mm [5/16 in] diameter hole. Ensure hole is at least 30mm [1 1/4 in] deep.

G2

**HARDWARE
BAG**

| ITEM | QTY | PART NO | DESCRIPTION |
|------|-----|---------|---|
| 3 | 1 | 770193 | COUNTERWEIGHT RAIL ASSY |
| 2 | 4 | 060004 | 3/8"-16 x 1 1/8" Lg FLANGED SELF TAPPING HEX HD BOLT ZP |
| 1 | 1 | 770418 | IDLER RAIL ASSY |



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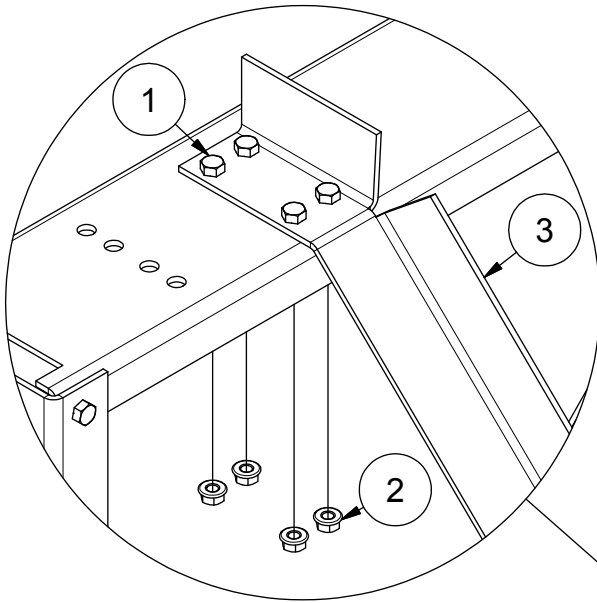
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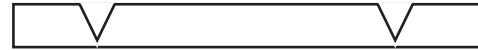
13. BRACING RAILS TO CAR

770071-07

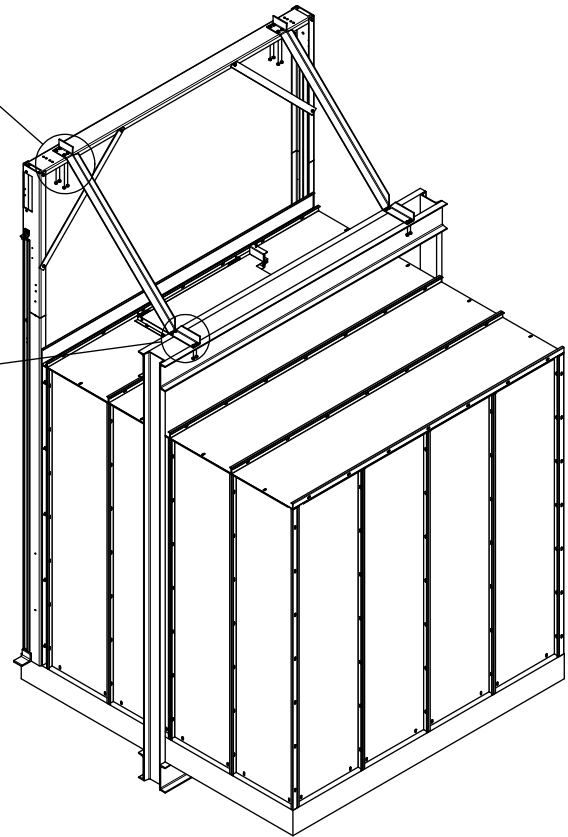
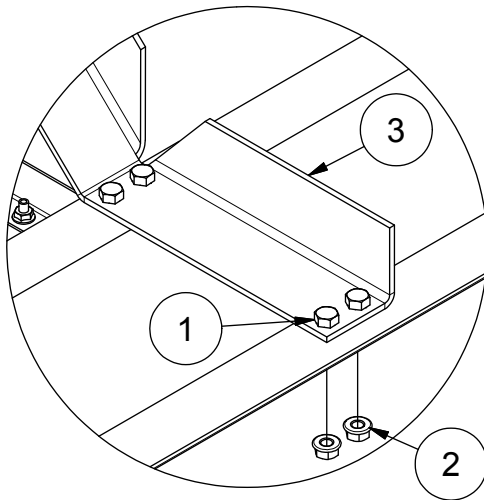


 Drill and bolt Brace Angles to car door rails spreader and cross head.

 Cut and notch one end of Brace Angle to suit.



 Use Gauge Rod for additional support of needed.



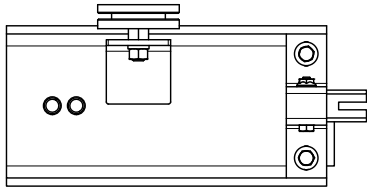
| ITEM | QTY | PART NO | DESCRIPTION |
|------|-----|---------|------------------------------|
| 3 | 2 | 770413 | BRACE ANGLE |
| 2 | 16 | 97244 | 3/8-16 SERRATED FLANGE NUT Z |
| 1 | 16 | 800061 | 3/8-16 x 1 HH BOLT ZP |



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14. COUNTERWEIGHT ASSEMBLY

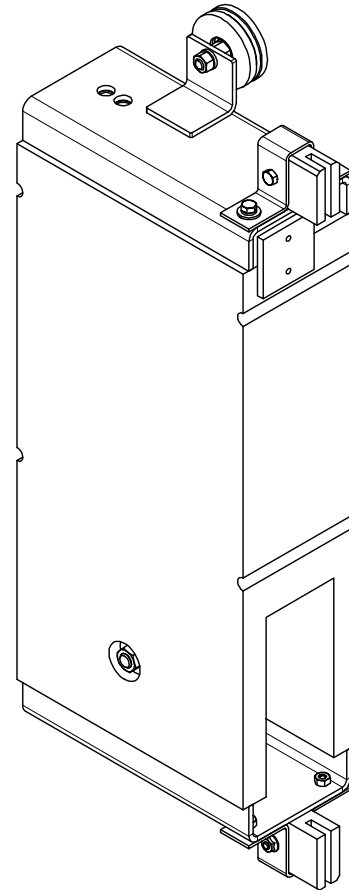
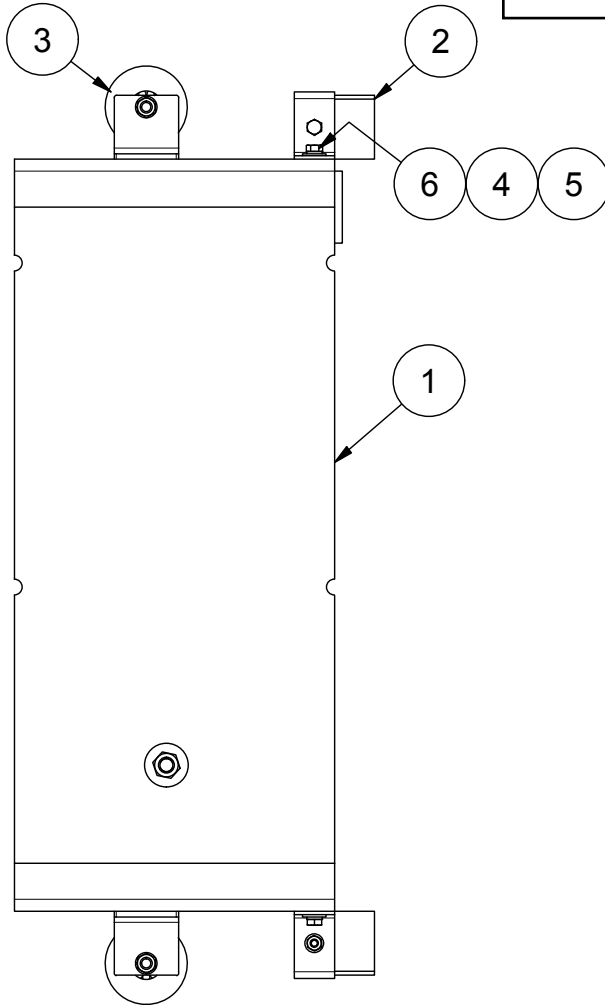
770200-08



Prepare the counterweight for insertion into the rail



If your installation requires two counterweights, you will need to repeat the following steps, for each counterweight and side of the car door.



| 6 | 4 | 12002 | 1/4"-20 x 5/8" Lg HEX HD BOLT ZP |
|------|-----|---------|----------------------------------|
| 5 | 6 | 1133004 | 1/4" FLAT WASHER Z |
| 4 | 6 | 1133618 | 1/4 MEDIUM SPLIT LOCK WASHER Z |
| 3 | 2 | 0246 | COUNTERWEIGHT ROLLER SHOE |
| 2 | 2 | 0248 | AUX CWT GUIDE SHOE |
| 1 | 1 | 770204 | COUNTER WEIGHT |
| ITEM | QTY | PART NO | DESCRIPTION |



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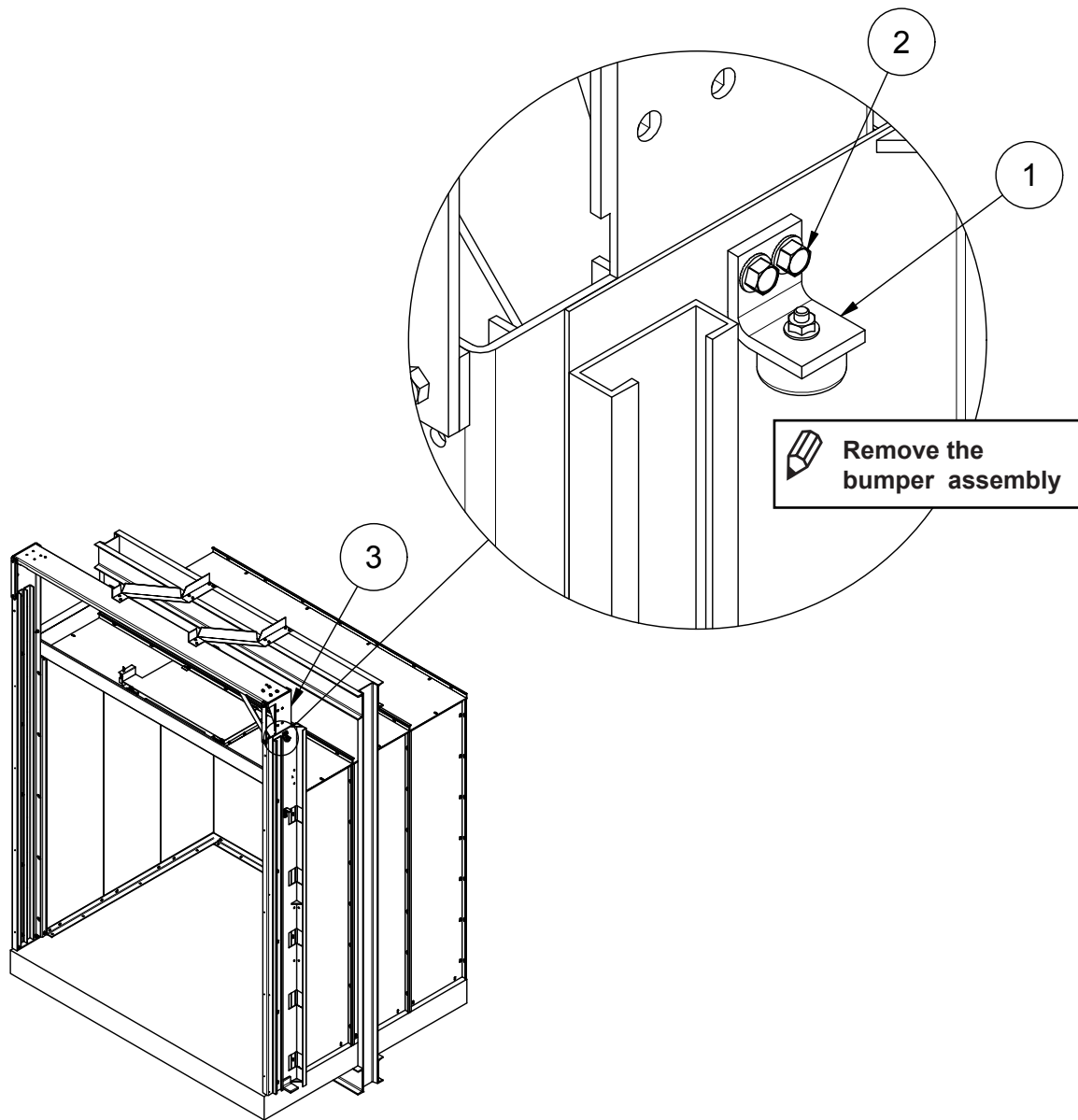
3 SECTION SLIDE-UP CAR DOOR
INSTALLATION GUIDE

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15. COUNTERWEIGHT INSTALLATION

STEP 1

770200-09



| | | | |
|------|-----|---------|--|
| 3 | 1 | 770725 | COUNTERWEIGHT RAIL ASSEMBLY |
| 2 | 2 | 800067 | 5/16-18 x 1/2" Lg FLANGED HEX HD BOLT ZP |
| 1 | 1 | 066848 | BUMPER ASSY |
| ITEM | QTY | PART NO | DESCRIPTION |



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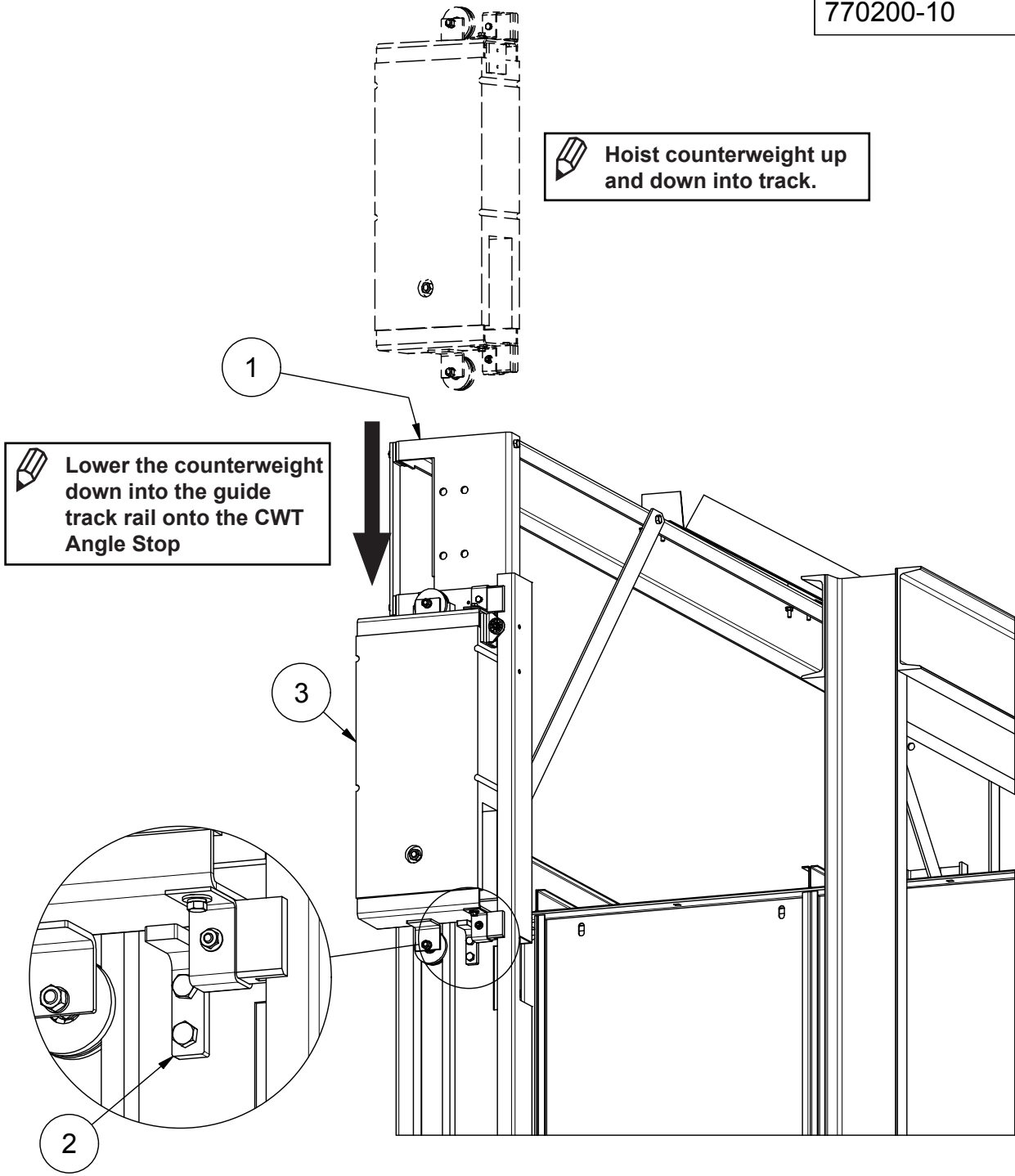
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STEP 2

770200-10



| | | | |
|------|-----|---------|--------------------------|
| 3 | 1 | 770248 | COUNTERWEIGHT ASSYMBLY |
| 2 | 1 | 066935 | COUNTERWEIGHT ANGLE STOP |
| 1 | 1 | 770193 | COUNTERWEIGHT RAIL ASSY |
| ITEM | QTY | PART NO | DESCRIPTION |



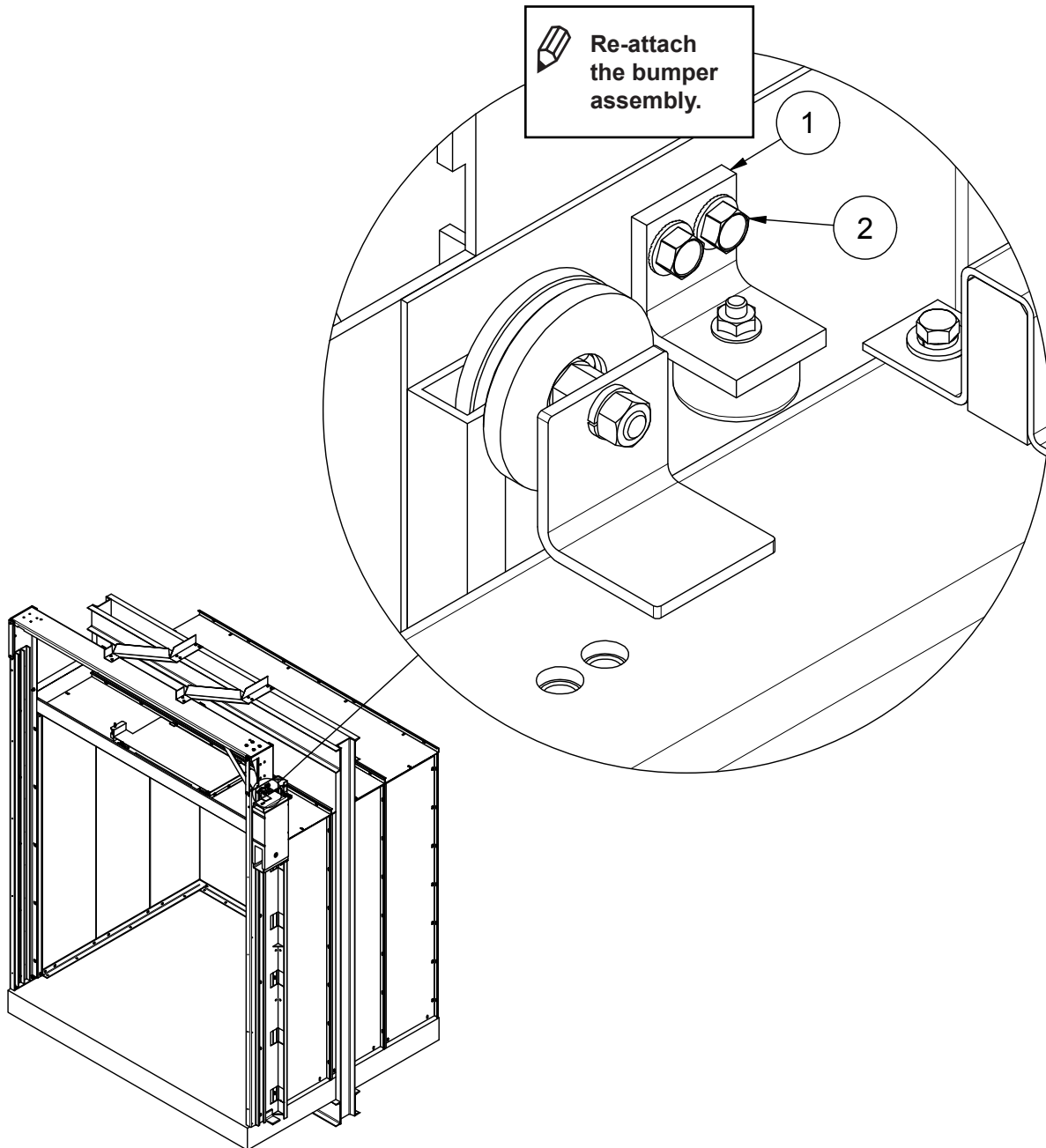
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STEP 3

770200-11



| | | | |
|------|-----|---------|--|
| 2 | 2 | 800067 | 5/16-18 x 1/2" Lg FLANGED HEX HD BOLT ZP |
| 1 | 1 | 066848 | BUMPER ASSY |
| ITEM | QTY | PART NO | DESCRIPTION |



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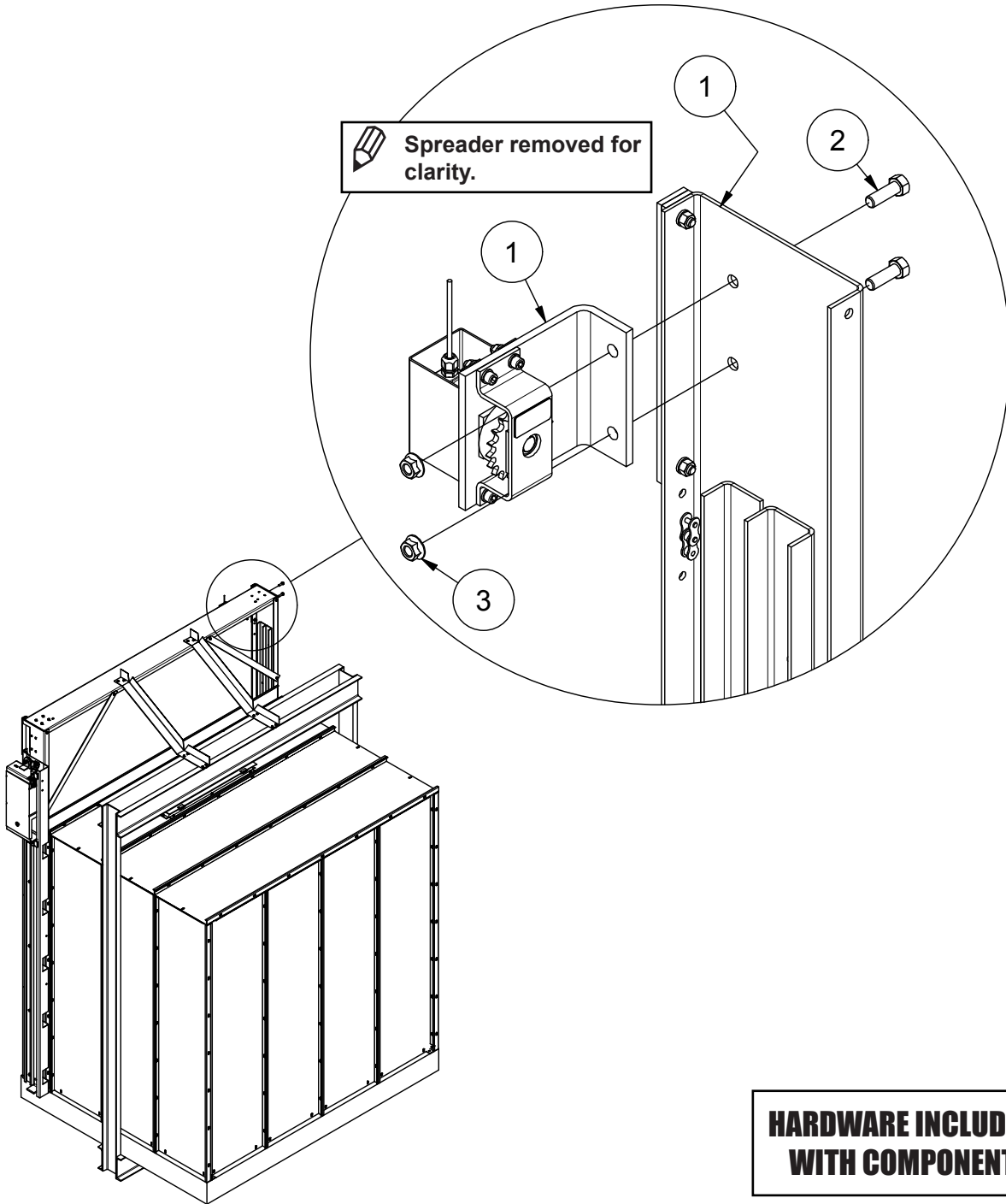
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16. IDLER / ENCODER INSTALLATION

770200-12



| | | | |
|------|-----|-----------|-----------------------------------|
| 3 | 2 | 1137345 | 1/2-13 HEX SERRATED FLANGE NUT |
| 2 | 2 | 110120380 | 1/2"-13 x 1 1/2" Lg HEX HD BOLT Z |
| 1 | 1 | 257515 | GATE IDLER AND ENCODER ASSY |
| 1 | 1 | 770418 | IDLER RAIL ASSY |
| ITEM | QTY | PART NO | DESCRIPTION |



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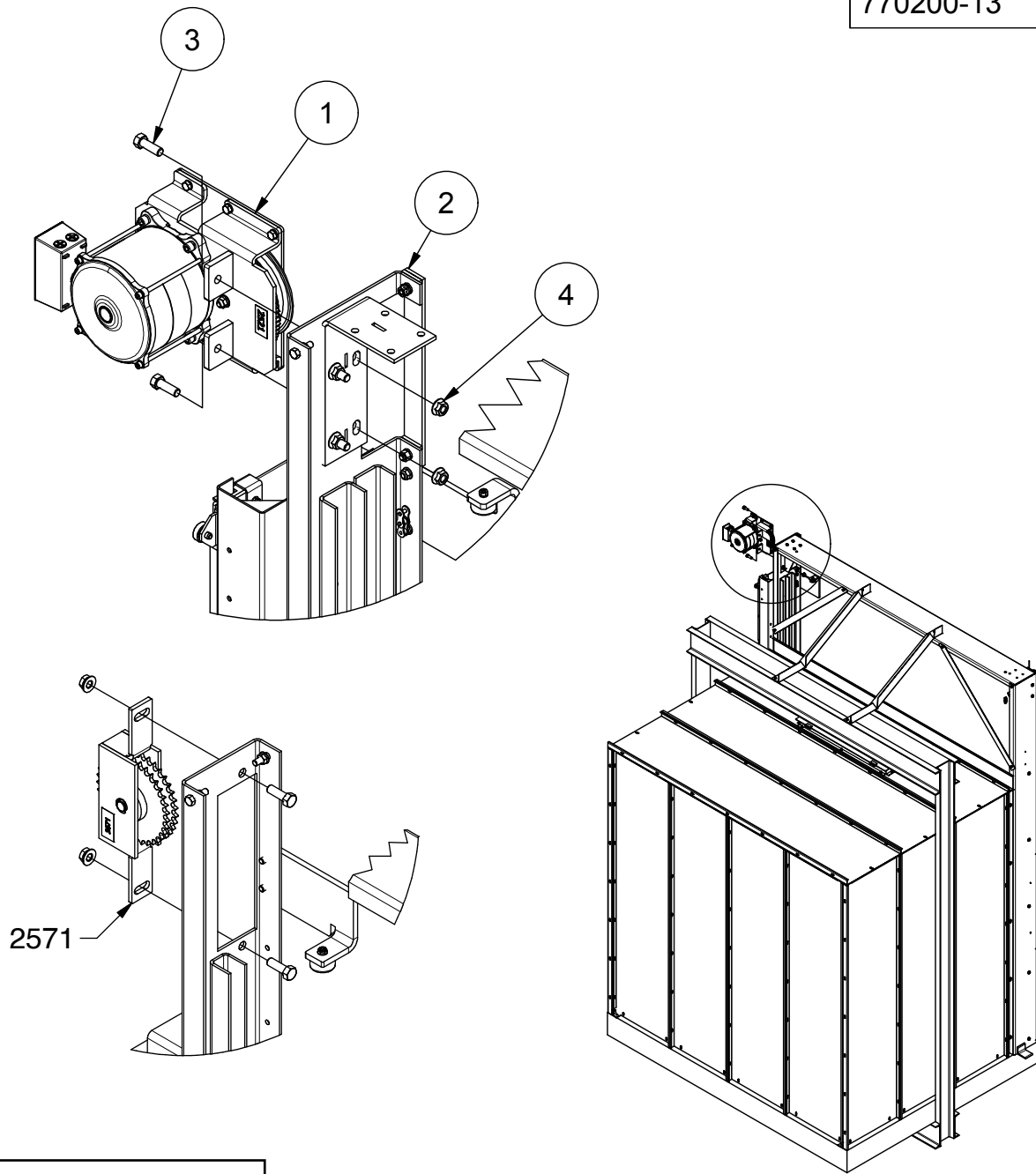
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17. OPERATOR / SPROCKET INSTALLATION

770200-13



HARDWARE INCLUDED WITH COMPONENT

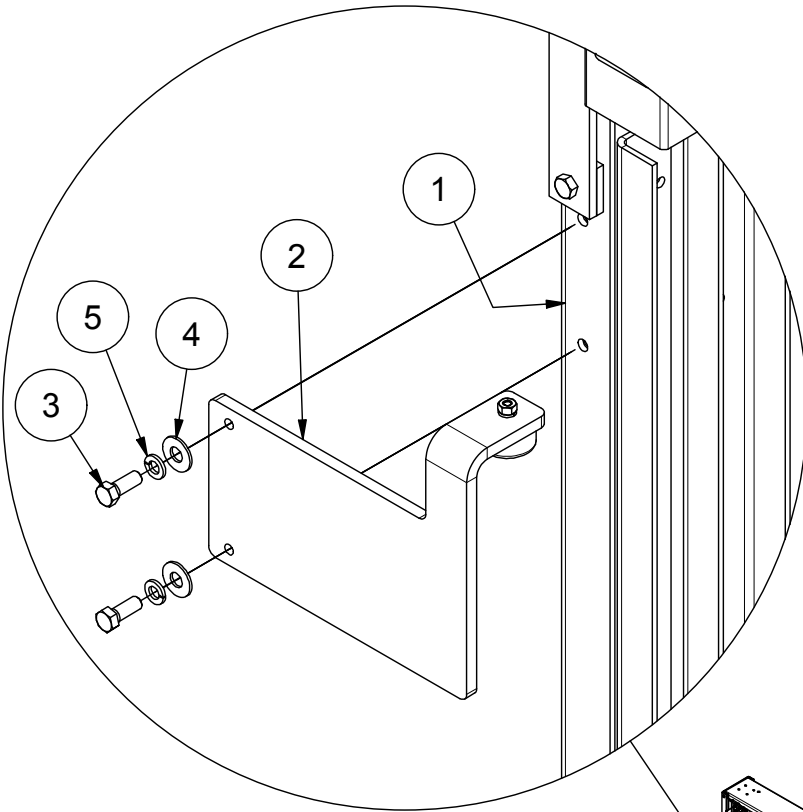
| ITEM | QTY | PART NO | DESCRIPTION |
|------|-----|-----------|-----------------------------------|
| 4 | 4 | 1137345 | 1/2-13 HEX SERRATED FLANGE NUT |
| 3 | 4 | 110120380 | 1/2"-13 x 1 1/2" Lg HEX HD BOLT Z |
| 2 | 1 | 770193 | COUNTERWEIGHT RAIL ASSY |
| 1 | 1 | 2521 | GATE OPERATOR |



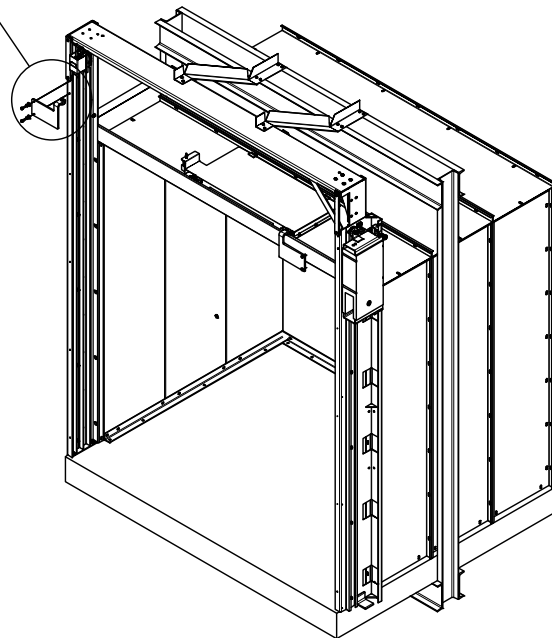
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18. PANEL BUMPERS

770200-14



TYPICAL EACH SIDE



HARDWARE INCLUDED WITH COMPONENT

| | | | |
|------|-----|---------|----------------------|
| 5 | 2 | 800005 | WASHER, LOCK, 3/8" |
| 4 | 3 | 1133008 | 3/8" FLAT WASHER Z |
| 3 | 4 | 800061 | 3/8"-16 x 1" HH BOLT |
| 2 | 1 | 770214 | CAR GATE BUMPER |
| 1 | 1 | 770418 | IDLER RAIL ASSY |
| ITEM | QTY | PART NO | DESCRIPTION |



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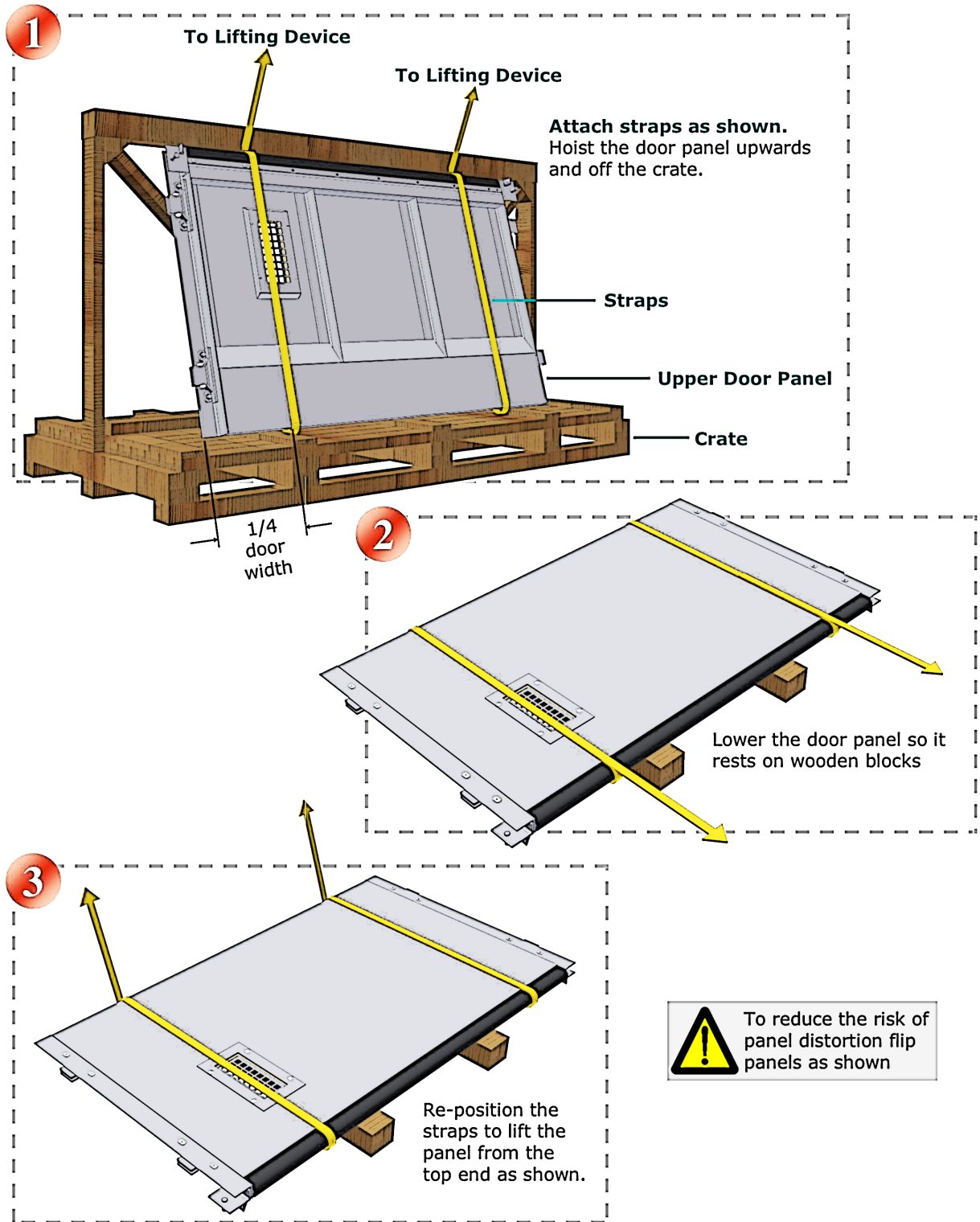
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19. UNLOADING THE PANELS

Unload panels from pallets as shown to reduce the risk of bending and distorting the panels.



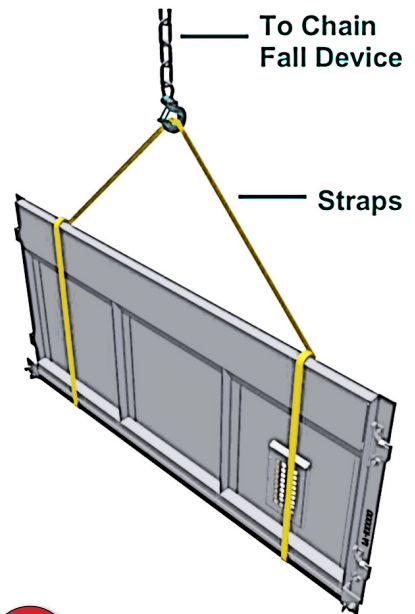
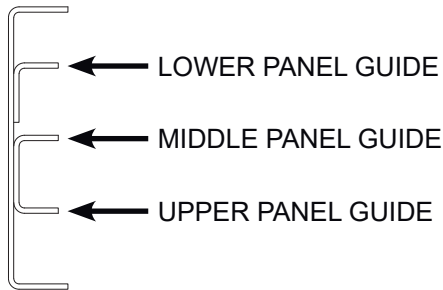
THE PEELLE COMPANY

FREIGHT DOORS | CAR GATES | CAR ENCLOSURES

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20. INSTALL THE UPPER PANEL

- 1) Remove shoes from one side of panel
- 2) Install the upper panel and support with wood blocks



2

Peelle Job Number and Floor Designation

100000 - 1 A

Line A Front
Line C Rear

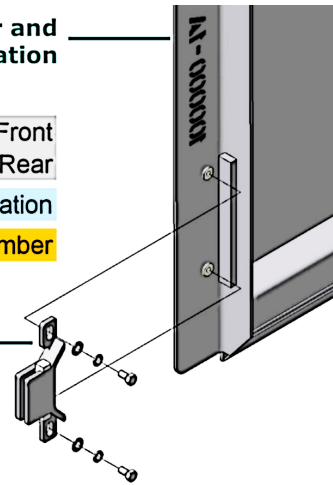
Floor Designation

Peelle Job Number

Remove shoes on small shoebar side.

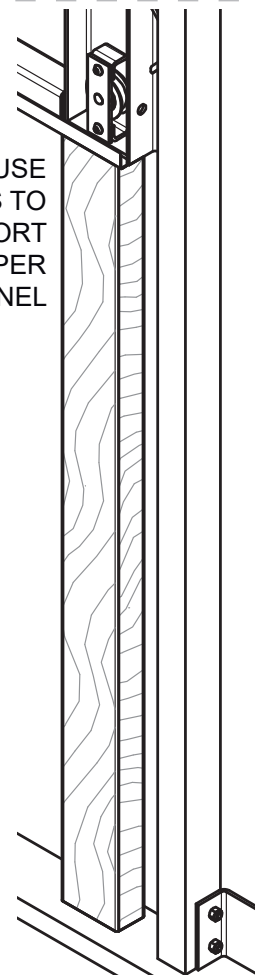
Note:

Re-attach shoes to the same location.



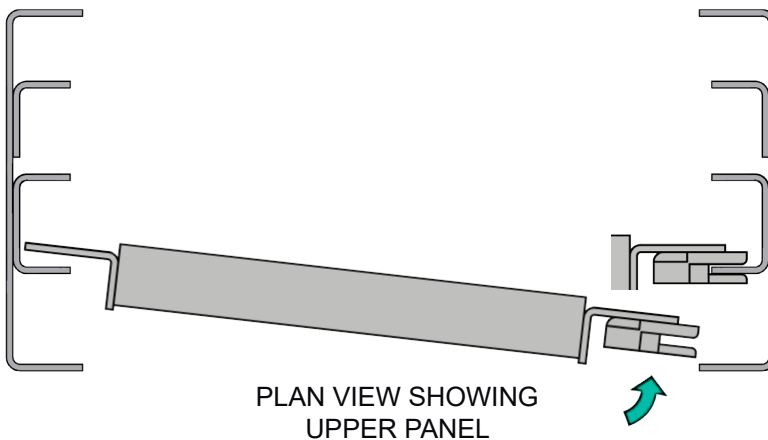
4

USE BLOCKS TO SUPPORT THE UPPER PANEL



3

SWING THE SHOEBAR INTO THE RAIL AND ENGAGE THE SHOE ONTO THE GUIDE. RE-ATTACH THE SHOES.



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21. INSTALL THE MIDDLE PANEL

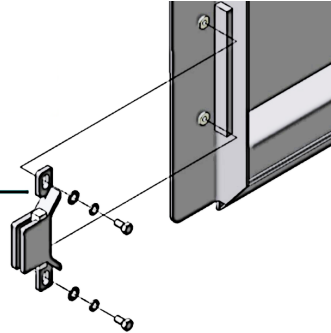
- 1) Remove shoes from one side of panel
- 2) Remove the middle panel pickups
- 3) Install the middle panel and support with wood blocks

1

Remove shoes on small shoebar side.

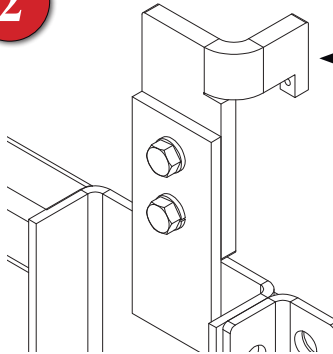
Note:

Re-attach shoes to the same location.



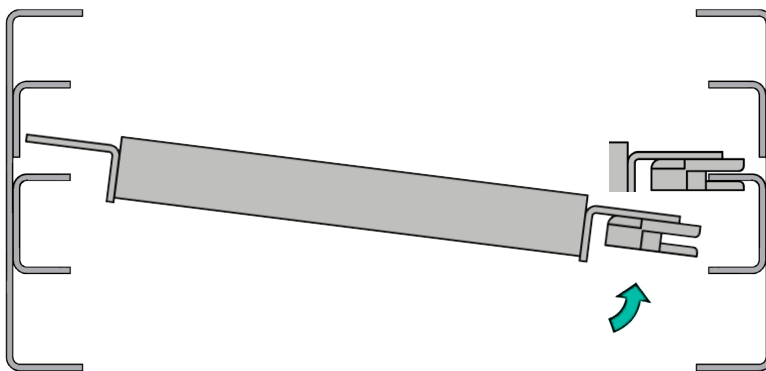
2

REMOVE THE MIDDLE PANEL PICKUPS



3

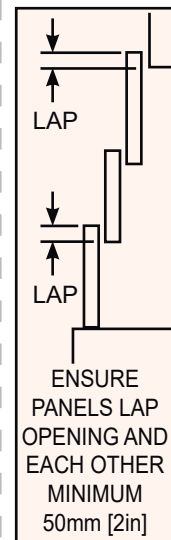
SWING THE SHOEBAR INTO THE RAIL AND ENGAGE THE SHOE ONTO THE GUIDE. RE-ATTACH THE SHOES.



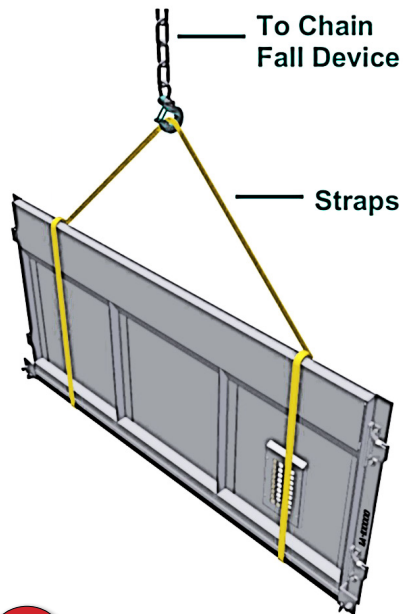
PLAN VIEW SHOWING UPPER PANEL

4

USE BLOCKS TO SUPPORT THE MIDDLE PANEL



ENSURE PANELS LAP OPENING AND EACH OTHER MINIMUM 50mm [2in]



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22. INSTALL THE LOWER PANEL

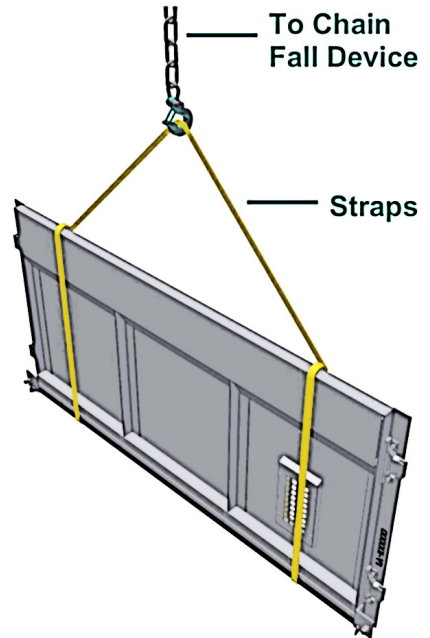
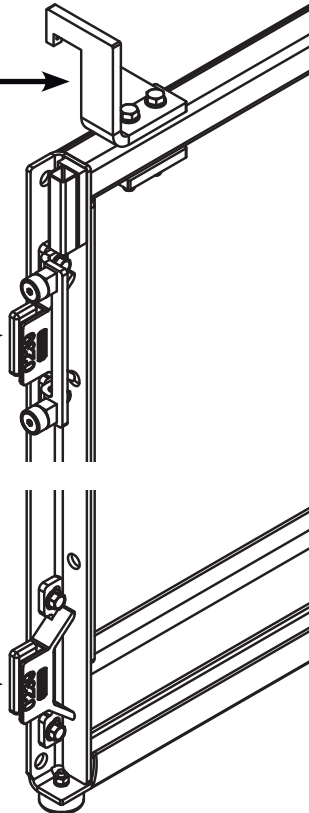
- 1) Remove shoes from one side of panel
- 2) Remove the lower panel pickups
- 3) Install the lower panel, rest the panel on the sill

1

REMOVE THE LOWER
PANEL PICKUPS

REMOVE UPPER SHOE
AND ROLLER SHOE ON
SMALL SHOE BAR SIDE

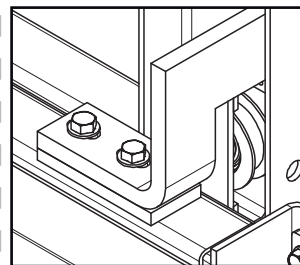
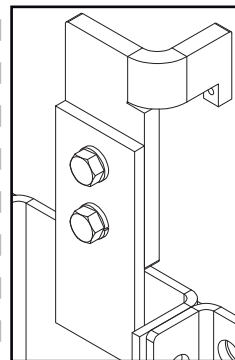
REMOVE LOWER SHOE
ON SMALL SHOE BAR SIDE



3

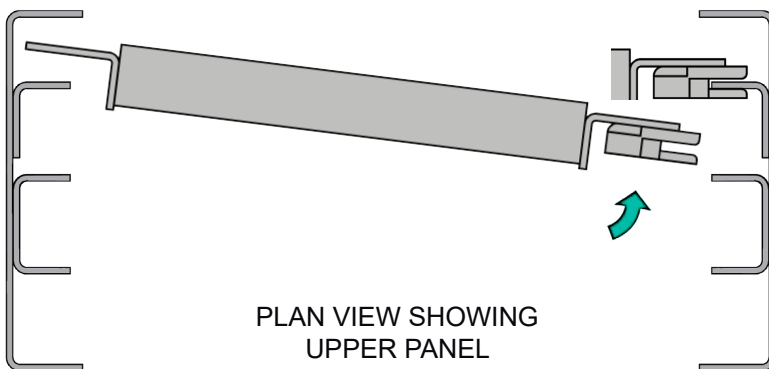
SIT LOWER PANEL ON THE
SILL

RE-ATTACH THE MIDDLE &
LOWER PANEL PICKUPS



2

SWING THE SHOE BAR INTO THE RAIL AND ENGAGE THE
SHOE ONTO THE GUIDE. RE-ATTACH THE SHOES.



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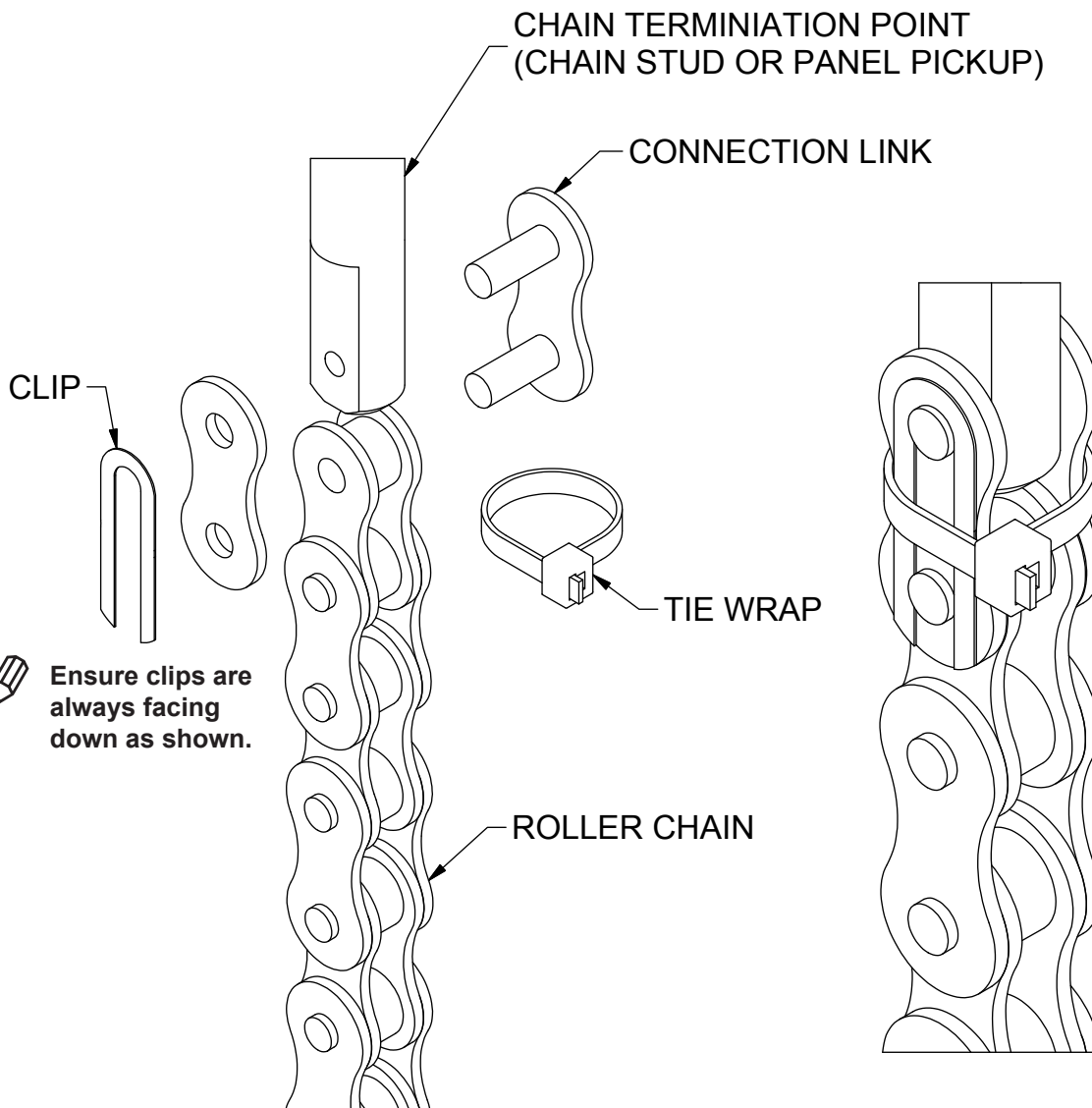
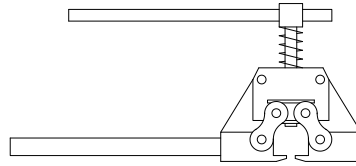
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23. CHAIN CONNECTION DETAIL

770071-36



To remove links you will need to grind off the head of the pin. Then use the Use the Peelle #0608 Chain Pin Extractor to pop out the pin.



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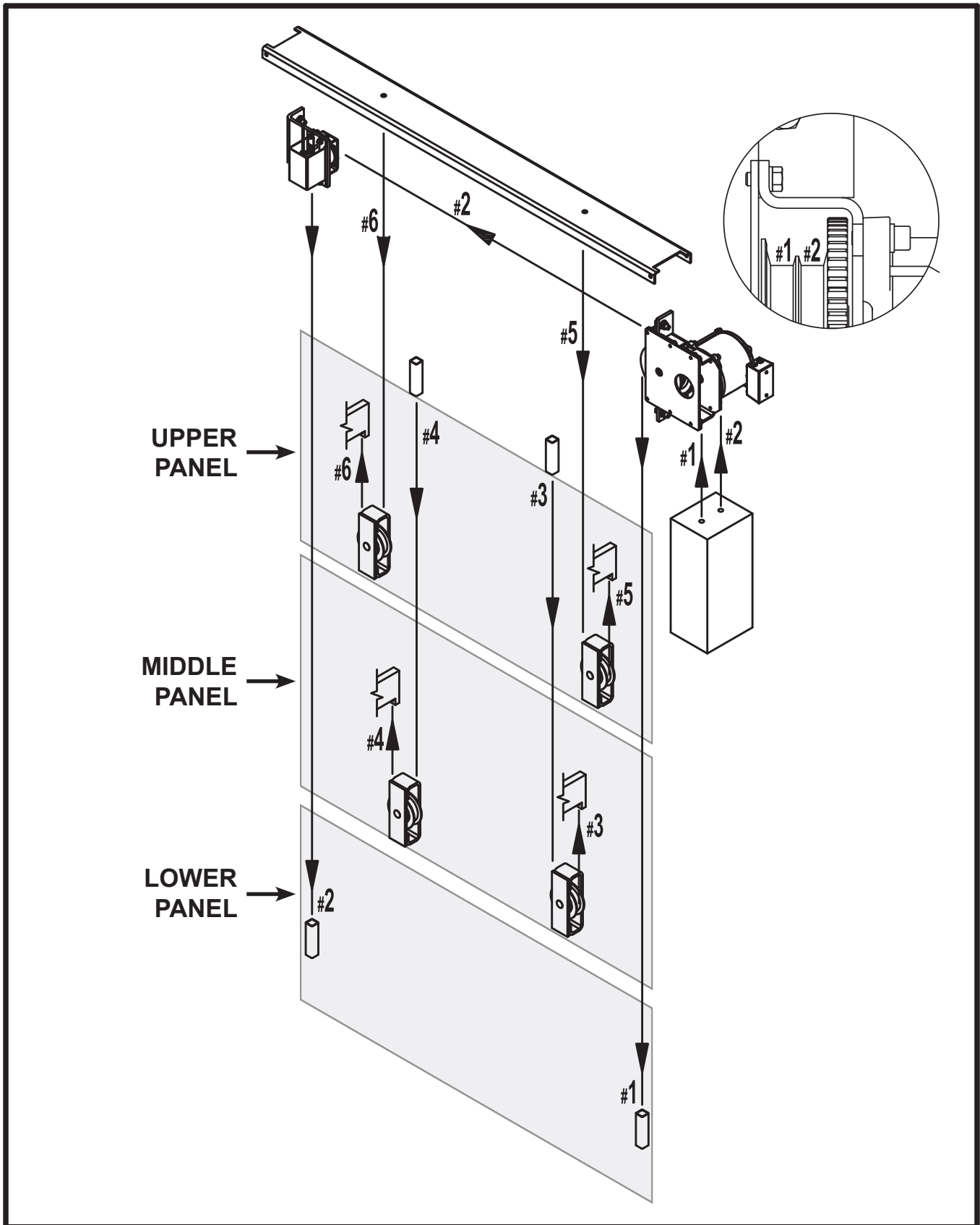
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24. PANEL ROPING SCHEMATIC



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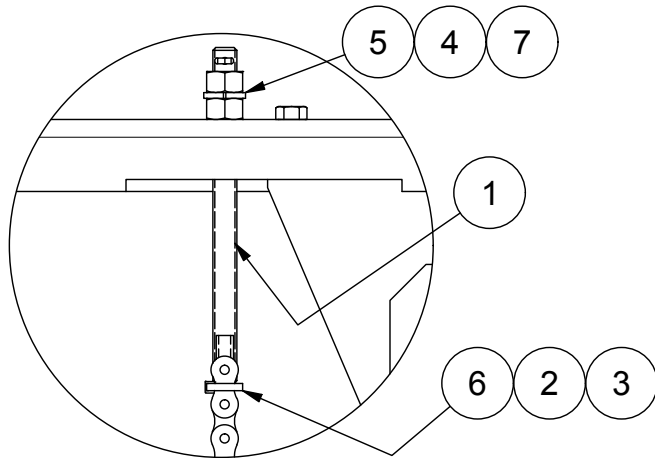
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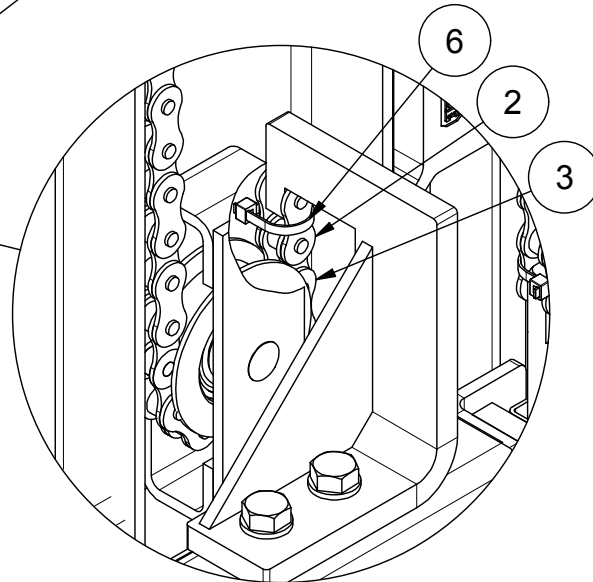
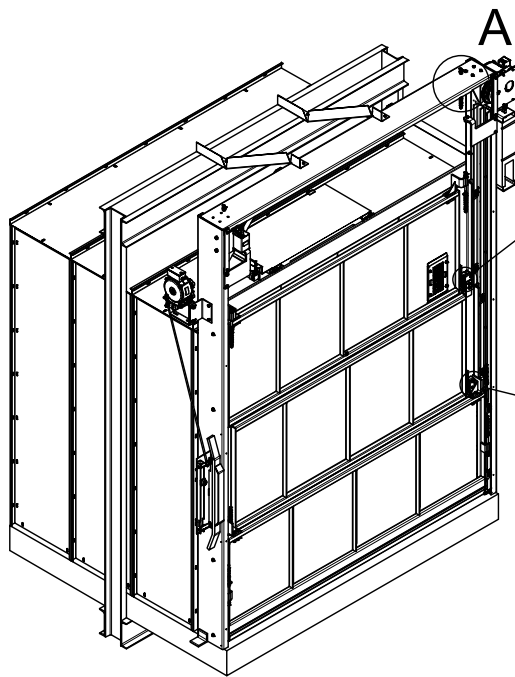
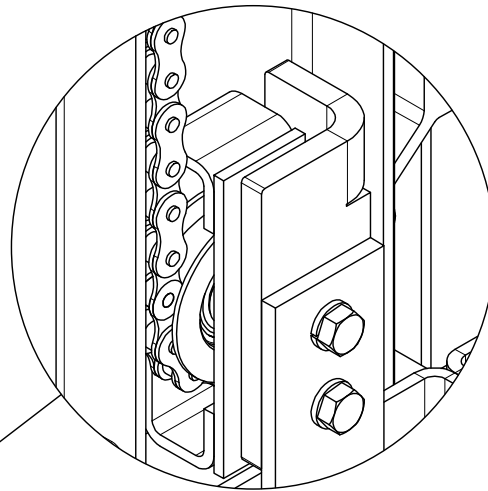
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25. CHAIN CONNECTION DETAILS

770200-26



DETAIL A



| 7 | 8 | 65076 | 1/8" x 1" Lg COTTER PIN |
|------|-----|---------|---------------------------------|
| 6 | 4 | 63123 | 6" TIE WRAP (CABLE TIE) |
| 5 | 2 | 1133626 | 1/2" MEDIUM SPLIT LOCK WASHER Z |
| 4 | 4 | 1136110 | 1/2-13 HEX NUT Z |
| 3 | 2 | 0179 | ROLLER CHAIN |
| 2 | 4 | 01792 | CONNECTING LINK |
| 1 | 8 | 01475 | CHAIN STUD 7" (0179 CHAIN) |
| ITEM | QTY | PART NO | DESCRIPTION |



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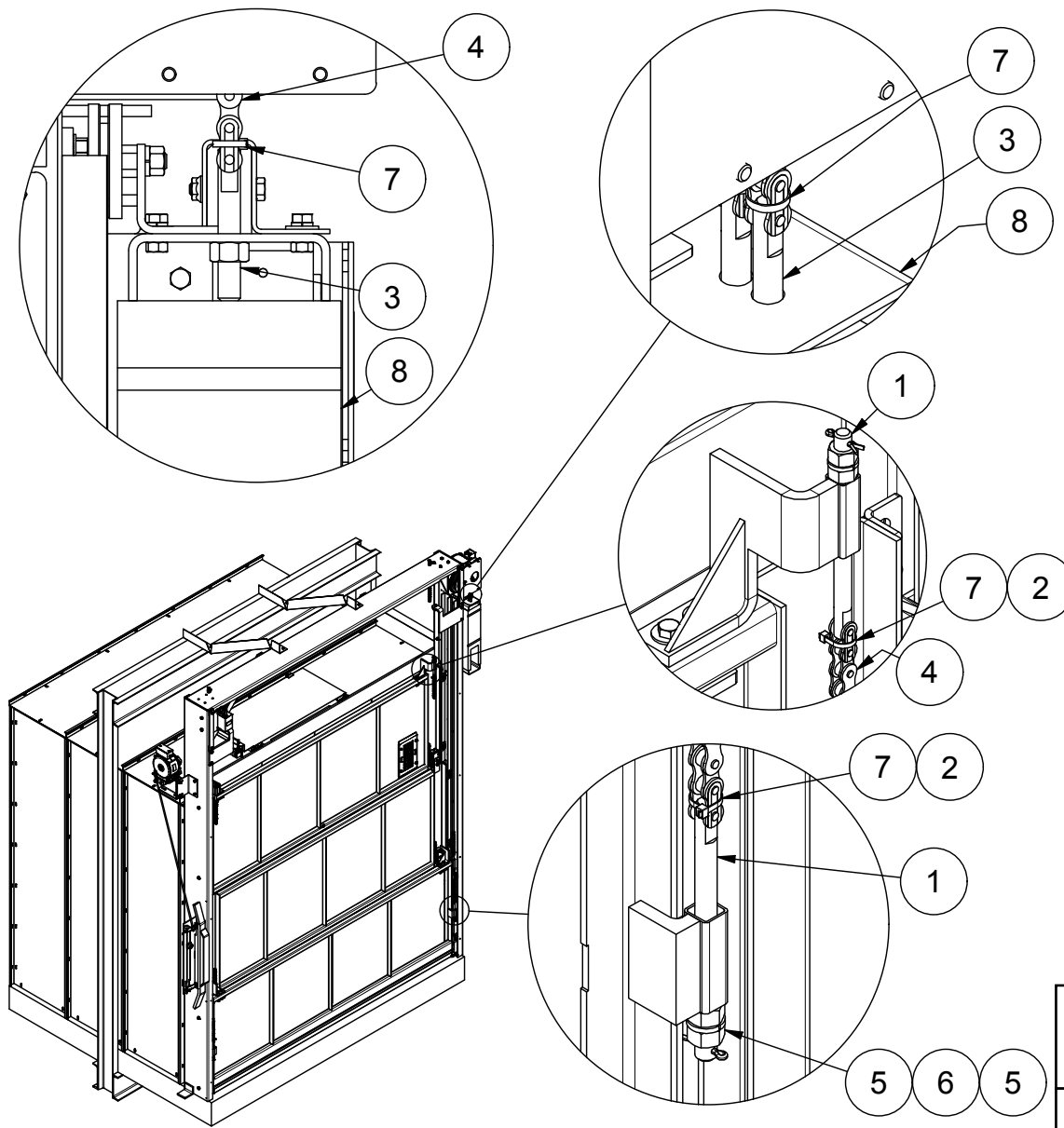
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G4
HARDWARE
BAG

| | | | |
|------|-----|---------|---------------------------------|
| 8 | 1 | 770248 | COUNTERWEIGHT ASSYMBLY |
| 7 | 4 | 63123 | 6" TIE WRAP (CABLE TIE) |
| 6 | 2 | 1133626 | 1/2" MEDIUM SPLIT LOCK WASHER Z |
| 5 | 4 | 1136110 | 1/2-13 HEX NUT Z |
| 4 | 4 | 0179 | ROLLER CHAIN |
| 3 | 2 | 01478 | GATE CHAIN ROD - SHORT |
| 2 | 6 | 01792 | CONNECTING LINK |
| 1 | 8 | 01475 | CHAIN STUD 7" (0179 CHAIN) |
| ITEM | QTY | PART NO | DESCRIPTION |



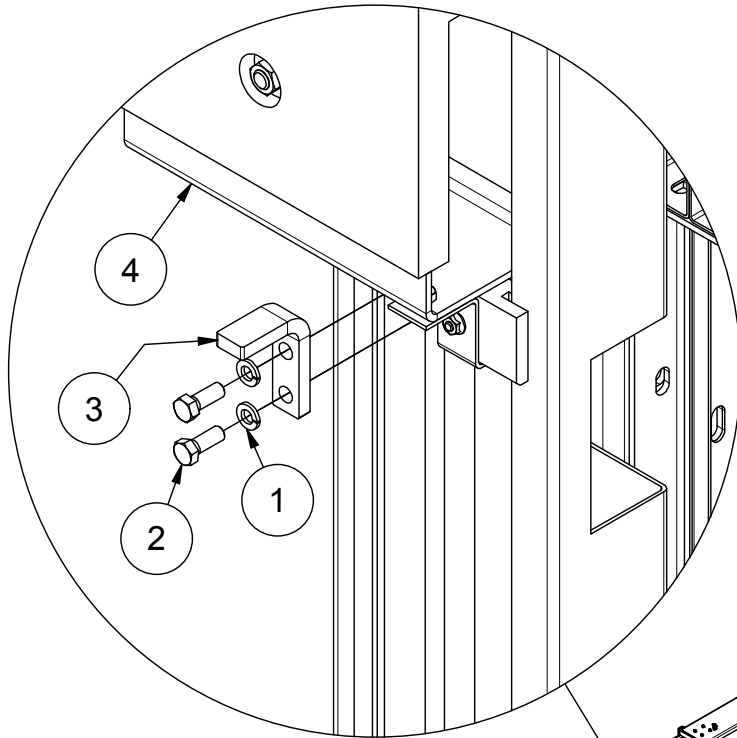
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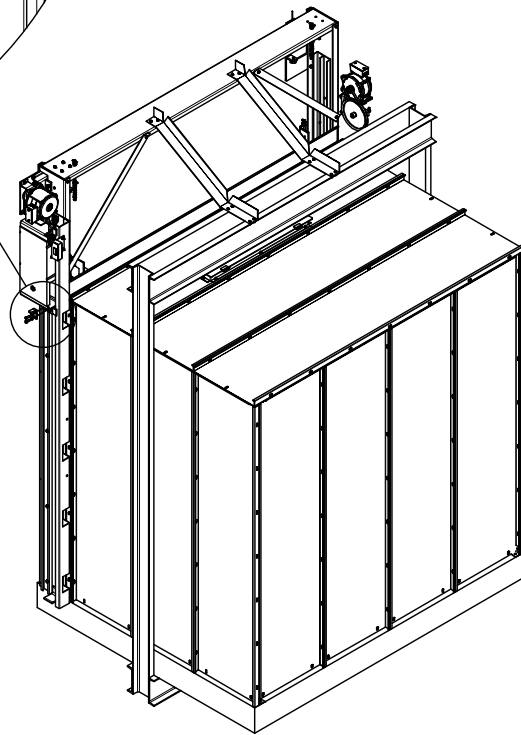
TECHNICAL SUPPORT 1-800-787-5020 ext 275

26. REMOVE COUNTERWEIGHT STOP ANGLE

770200-28



 Remove all CWT Stop Angle and keep for future maintenance.



| 4 | 1 | 770248 | COUNTERWEIGHT ASSMBLY |
|------|-----|---------|--------------------------|
| 3 | 1 | 066935 | COUNTERWEIGHT ANGLE STOP |
| 2 | 7 | 800061 | 3/8"-16 x 1" HH BOLT |
| 1 | 4 | 800005 | WASHER, LOCK, 3/8" |
| ITEM | QTY | PART NO | DESCRIPTION |



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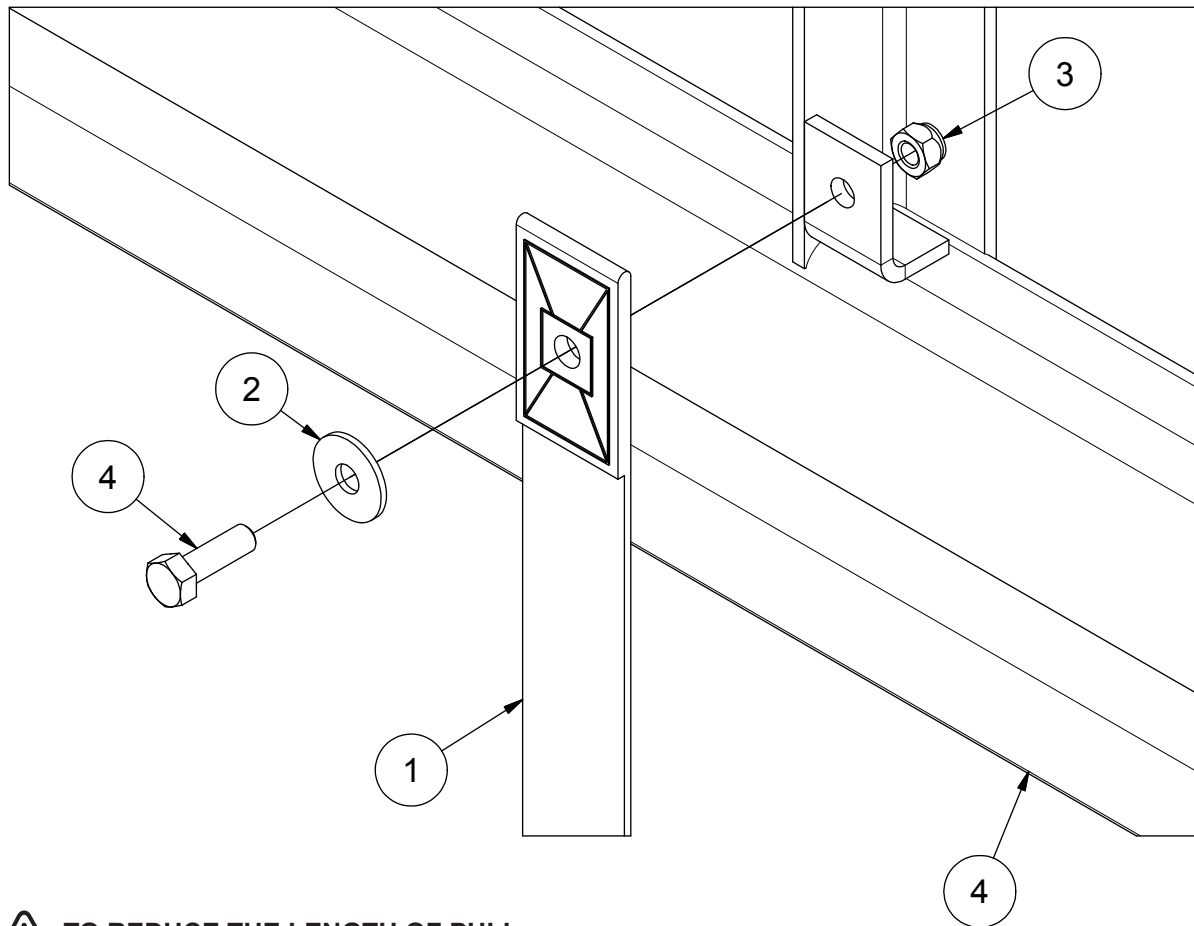
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27. PULL STRAP INSTALLATION (MANUAL OPERATION)

770071-39



! TO REDUCE THE LENGTH OF PULL STRAP CUT AND SEAR THE END

! DO NOT TIE KNOTS IN STRAPS OR CREATE LOOPS

260018

HARDWARE BAG

| | | | |
|------|-----|---------|---------------------------------------|
| 4 | 1 | 0144484 | 5/16"-18 UNC x 1" Lg HEX HEAD BOLT ZP |
| 3 | 1 | 1137021 | 5/16"-18 NYLOCK HEX NUT ZP |
| 2 | 1 | 1133213 | 5/16" x 1" FENDER WASHER ZP |
| 1 | 1 | 034315 | PULL STRAP - 36 IN. LONG |
| 4 | 1 | 770046 | LOWER PANEL |
| ITEM | QTY | PART NO | DESCRIPTION |



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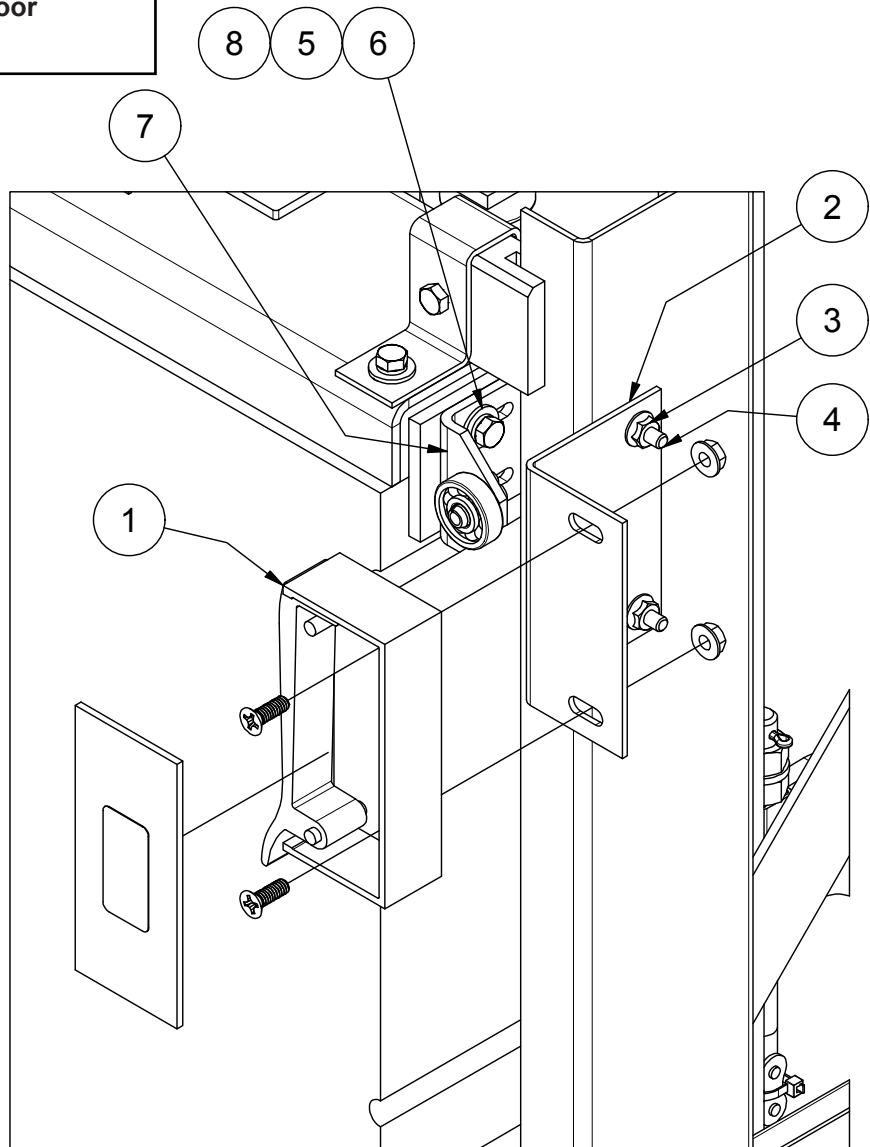
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28. CAR DOOR / CAR DOOR CONTACT

770200-25



If handing of contact needs to be changed refer to sheet #230000, included with your car door contact package.



HARDWARE INCLUDED WITH COMPONENT

| 8 | 2 | 110120300 | 1/4"-20 x 1/2" Lg HEX HD BOLT ZP |
|------|-----|-----------|----------------------------------|
| 7 | 1 | 234201 | GATE CONTACT OPERATOR CAM |
| 6 | 6 | 1133004 | 1/4" FLAT WASHER Z |
| 5 | 6 | 1133618 | 1/4 MEDIUM SPLIT LOCK WASHER Z |
| 4 | 2 | 110120302 | 1/4"-20 x 3/4" Lg HEX HD BOLT Z |
| 3 | 2 | 1137337 | 1/4-20 SERRATED HEX FLANGE NUT Z |
| 2 | 1 | 234203 | CONTACT MOUNTING BRACKET |
| 1 | 1 | 770231 | GATE CONTACT ASSY |
| ITEM | QTY | PART NO | DESCRIPTION |



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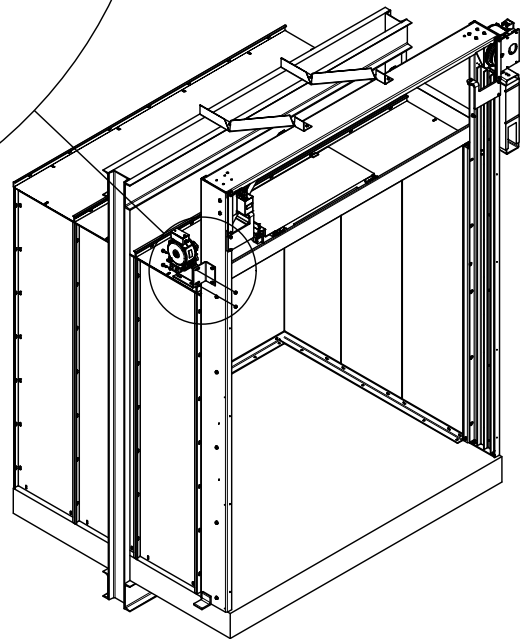
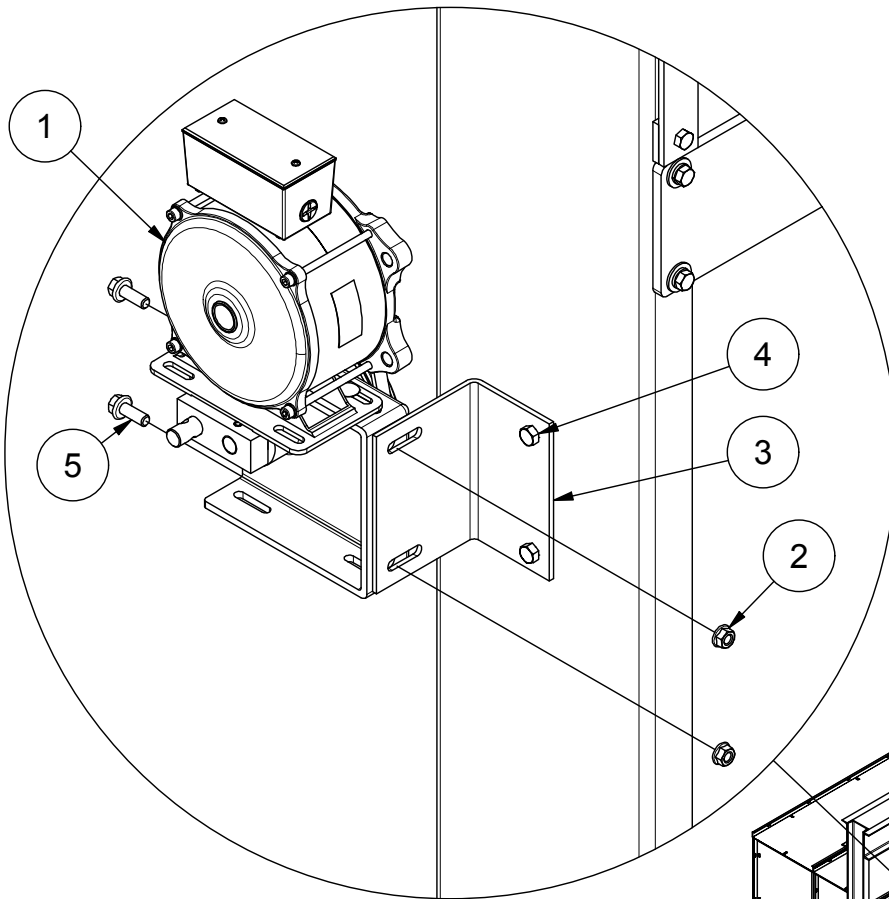
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29. RETIRING CAM TOP ASSEMBLY

770200-15



 Larger bracket provided if retiring cam and gate counterweight are located on the same side.

| | | | |
|------|-----|----------|---|
| 5 | 6 | 11104711 | 3/8"-16 x 1" LG SERRATED FLANGE HEX HED BOLT ZP |
| 4 | 2 | 800073 | 3/8"-16 x 3/4" LG HEX HD BOLT ZP |
| 3 | 1 | 033064 | BRACKET, MTG, RET CAM, TOP |
| 2 | 4 | 97244 | 3/8-16 SERRATED FLANGE NUT Z |
| 1 | 1 | 233065R | RETIRING CAM TOP ASSY |
| ITEM | QTY | PART NO | DESCRIPTION |



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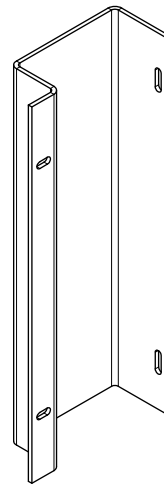
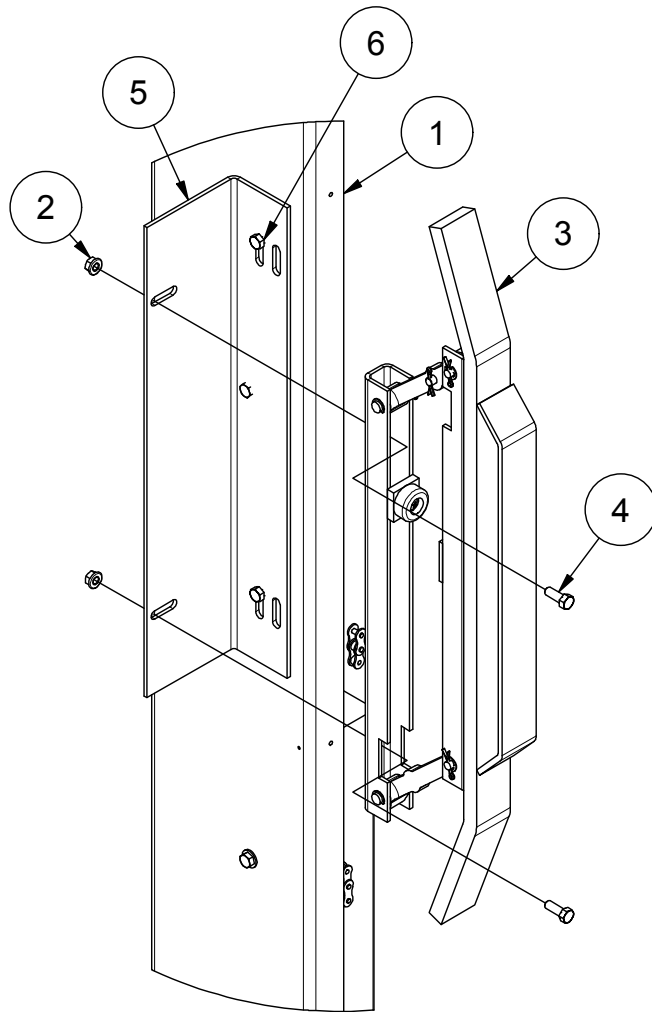
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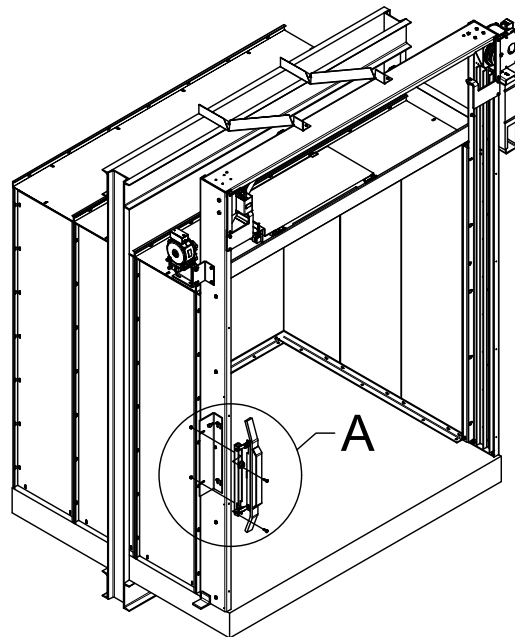
30. RETIRING CAM BOTTOM ASSEMBLY

770200-16



 Larger bracket provided if retiring cam and gate counterweight are located on the same side.

DETAIL A



| | | | |
|------|-----|---------|----------------------------------|
| 6 | 4 | 800073 | 3/8"-16 x 3/4" LG HEX HD BOLT ZP |
| 5 | 1 | 770224 | MOUNTING BRACKE (CAM FACE) |
| 4 | 6 | 800061 | 3/8-16 x 1 HH BOLT ZP |
| 3 | 2 | 233087 | RETIRING CAM BOTTOM ASSEMBLY |
| 2 | 2 | 97244 | 3/8-16 SERRATED FLANGE NUT Z |
| 1 | 1 | 770418 | IDLER RAIL ASSY |
| ITEM | QTY | PART NO | DESCRIPTION |



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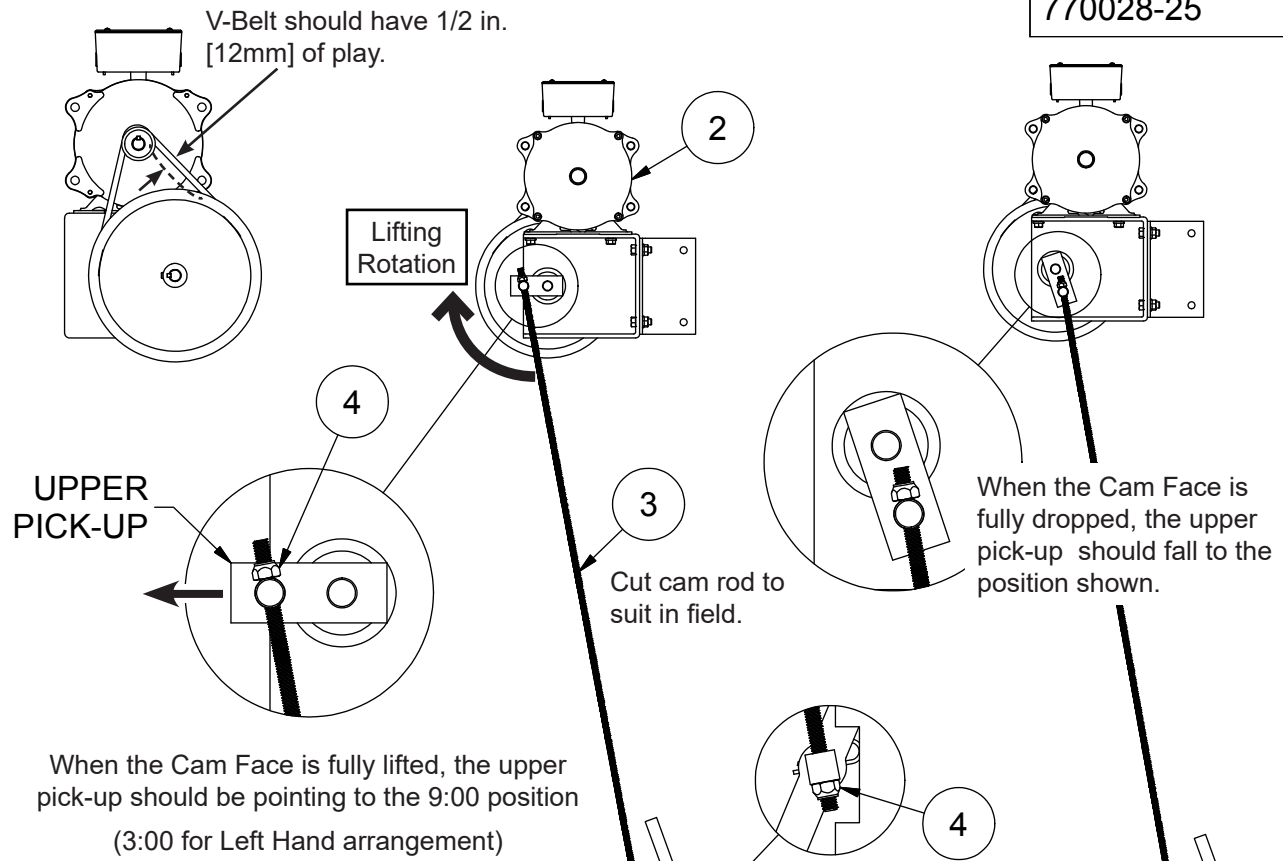
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31. RETIRING CAM ROD INSTALLATION

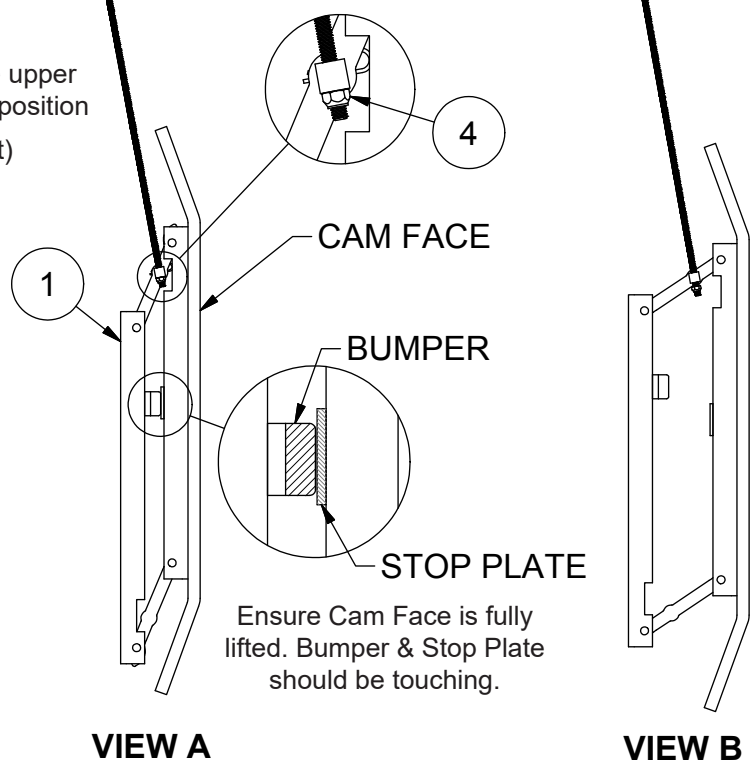
770028-25



When the Cam Face is fully lifted, the upper pick-up should be pointing to the 9:00 position (3:00 for Left Hand arrangement)



- RIGHT HAND RETIRING CAM ASSEMBLY SHOWN
- LEFT HAND SIMILAR BUT OPPOSITE.
- INSTALL ROD EXACTLY AS SHOWN
- DO NOT USE WASHERS
- DO NOT SANDWICH PICKUP WITH NUTS



| ITEM | QTY | PART NO | DESCRIPTION |
|------|-----|---------|----------------------------|
| 4 | 2 | 1137021 | 5/16"-18 NYLOCK HEX NUT ZP |
| 3 | 1 | 97179 | RETIRING CAM ROD |
| 2 | 1 | 233065R | RETIRING CAM TOP ASSY |
| 1 | 1 | 233010 | RETIRING CAM BOTTOM ASSY |



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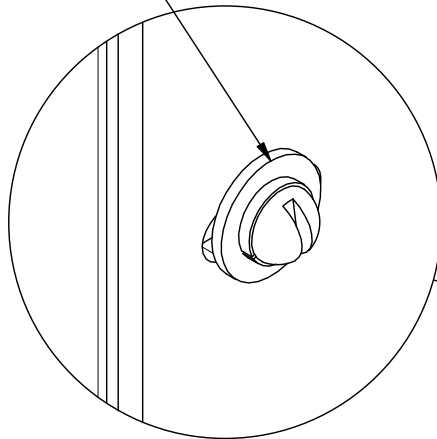
32. FILLER ANGLES



Set filler angles 6mm [1/4 in] away from face of panels.

770200-29

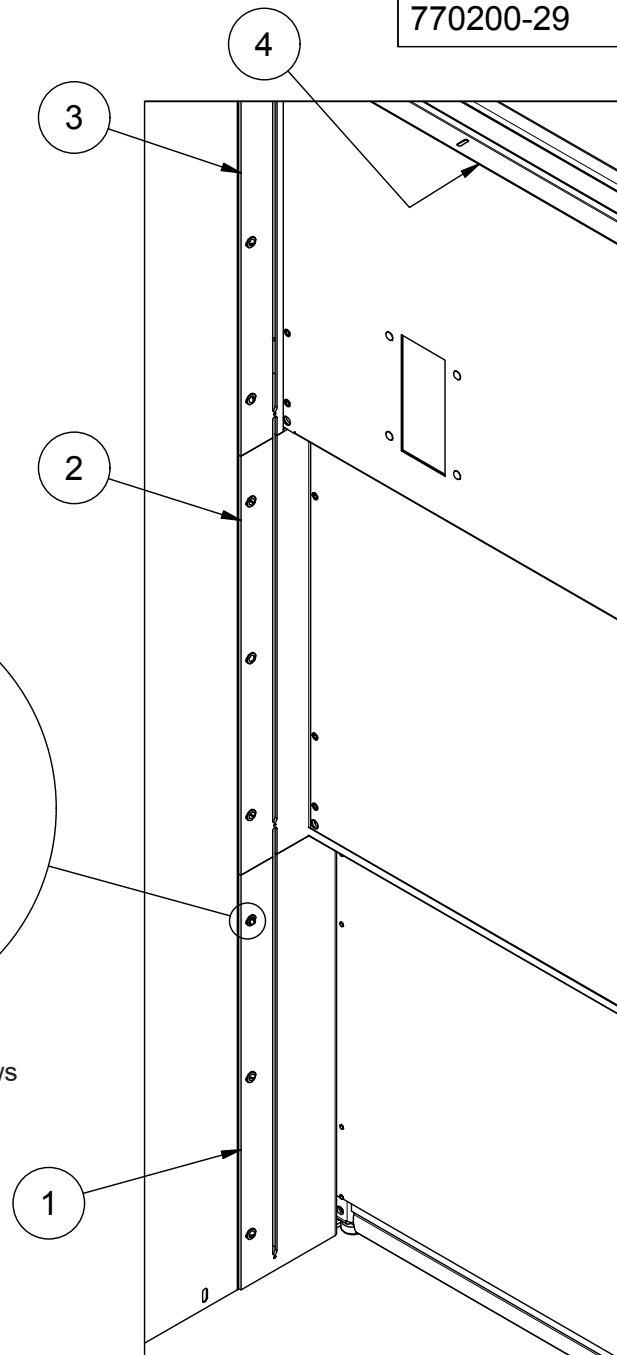
6 7 5



Drill and tap for 1/4-20 screws

060144

HARDWARE BAG



| | | | |
|------|-----|---------|--------------------------------|
| 7 | A/R | 21983 | 1/4"-20 x 1" PH RH SCREW ZP |
| 6 | A/R | 1133618 | 1/4 MEDIUM SPLIT LOCK WASHER Z |
| 5 | A/R | 1133004 | 1/4" FLAT WASHER Z |
| 4 | 1 | 770228 | TOP FILLER |
| 3 | 2 | 770227 | UPPER FILLER |
| 2 | 2 | 770226 | MIDDLE FILLER |
| 1 | 2 | 770225 | LOWER FILLER |
| ITEM | QTY | PART NO | DESCRIPTION |



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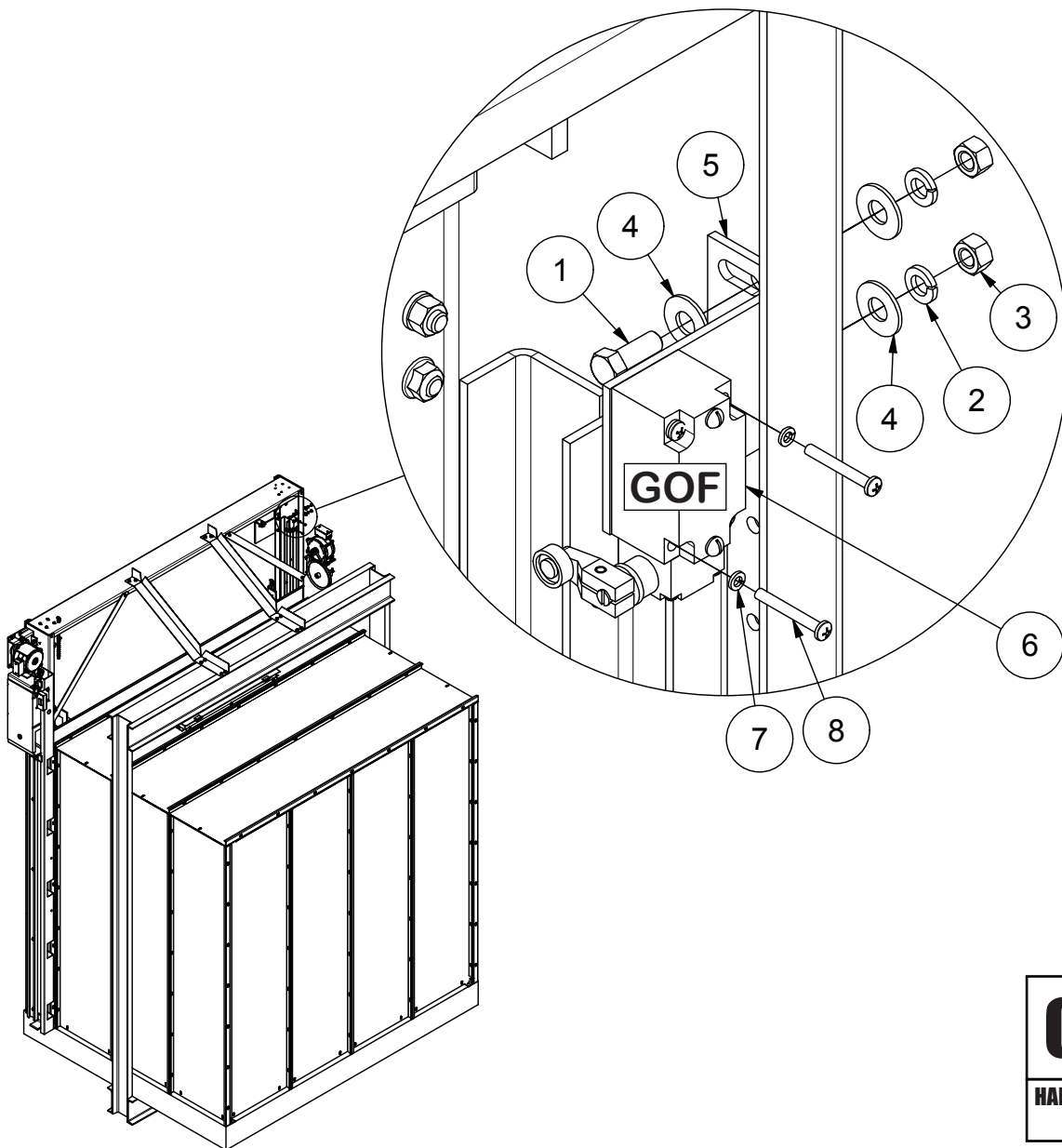
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33. GOF MICRO SWITCH INSTALLATION

770257-01



| | | | |
|------|-----|---------|--------------------------------|
| 8 | 4 | 28990 | #10-32 x 1 1/2" Lg RH SCREW ZP |
| 7 | 4 | 1133614 | #10 SPLIT LOCK WASHER Z |
| 6 | 1 | 09686 | GATE MICRO SWITCH |
| 5 | 1 | 770258 | GOF BRACKET GS12 |
| 4 | 6 | 1133008 | 3/8" FLAT WASHER Z |
| 3 | 2 | 1136106 | 3/8"-16 HEX NUT Z |
| 2 | 2 | 1133622 | 3/8" LOCK WASHER Z |
| 1 | 8 | 800061 | 3/8-16 x 1 HH BOLT ZP |
| ITEM | QTY | PART NO | DESCRIPTION |



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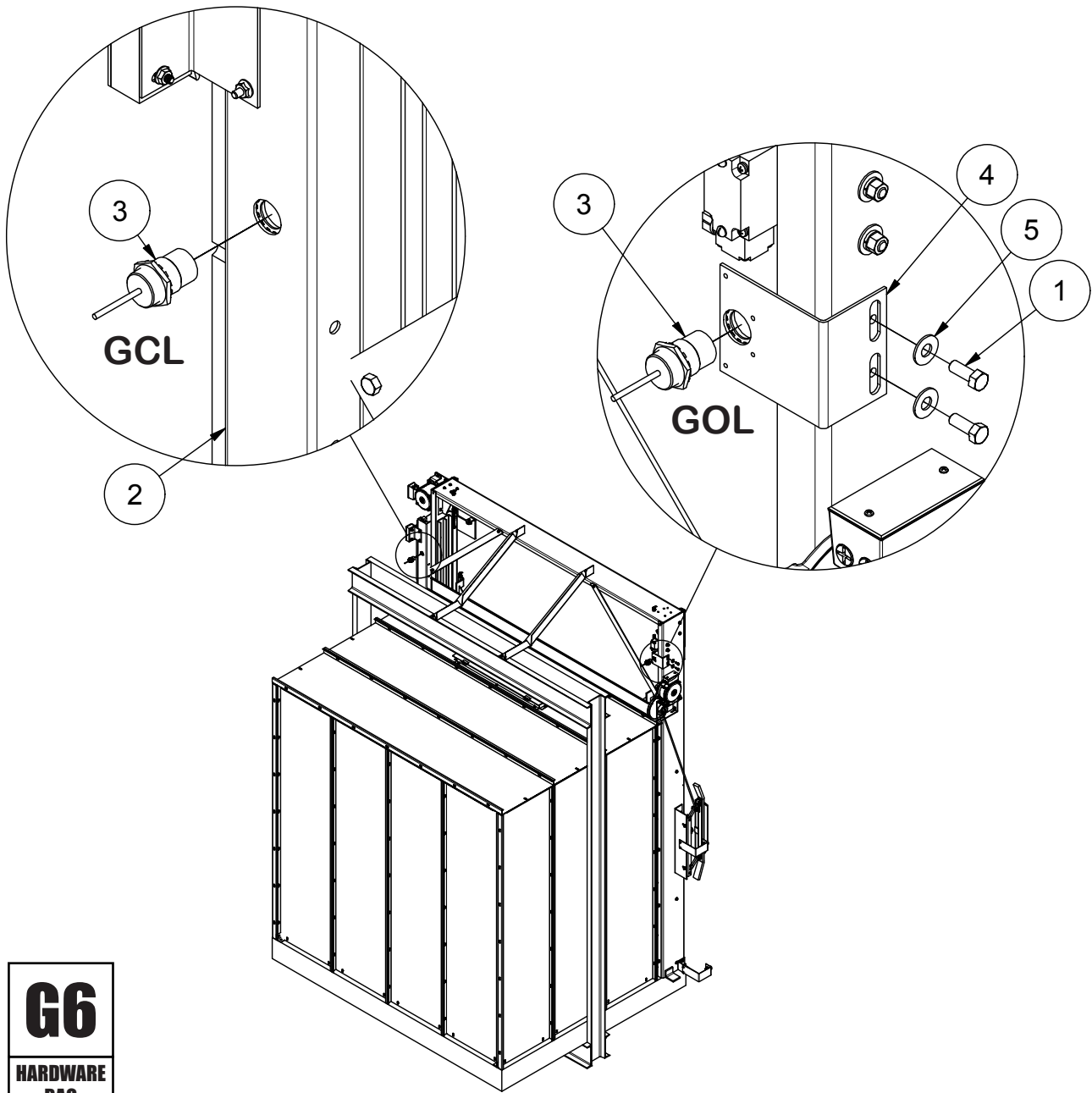
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34. CAR DOOR PROXIMITY SENSOR (OPTIONAL)

770257-03



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HARDWARE
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| ITEM | QTY | PART NO | DESCRIPTION |
|------|-----|---------|---|
| 5 | 6 | 1133008 | 3/8" FLAT WASHER Z |
| 4 | 1 | 096811 | PROXIMITY / LIMIT SWITCH MOUNTING BRACKET |
| 3 | 4 | 09682 | PROXIMITY SENSOR BARREL TYPE |
| 2 | 1 | 770193 | COUNTERWEIGHT RAIL ASSY |
| 1 | 8 | 800061 | 3/8-16 x 1 HH BOLT ZP |



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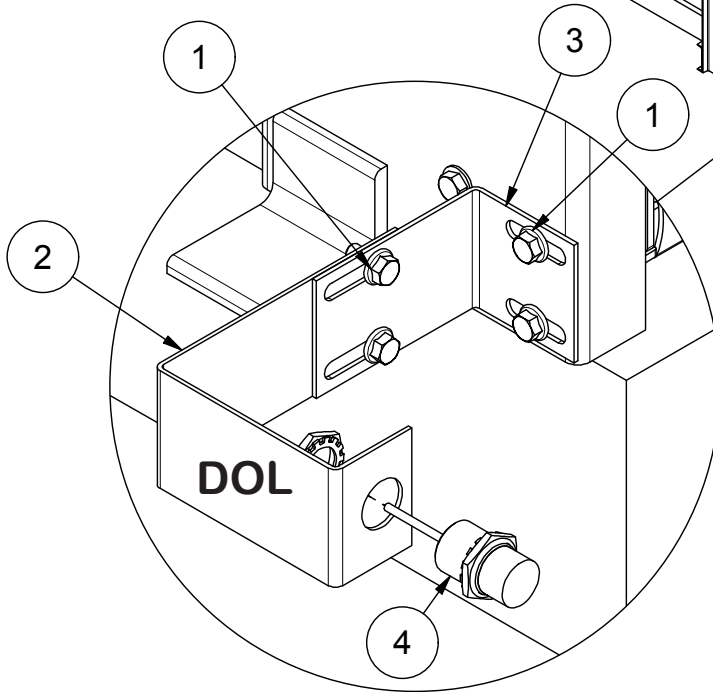
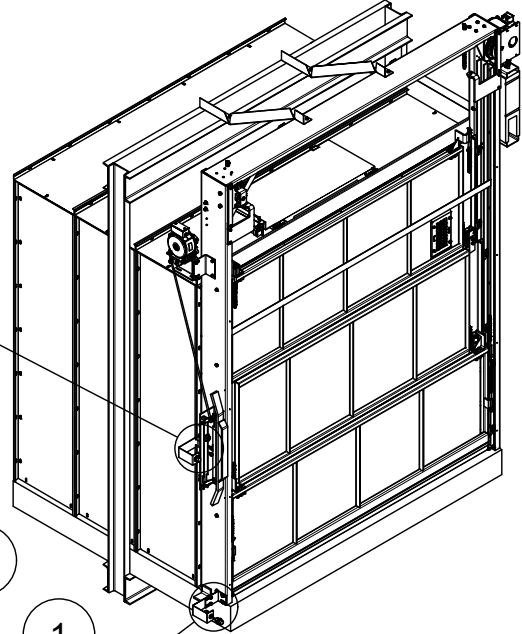
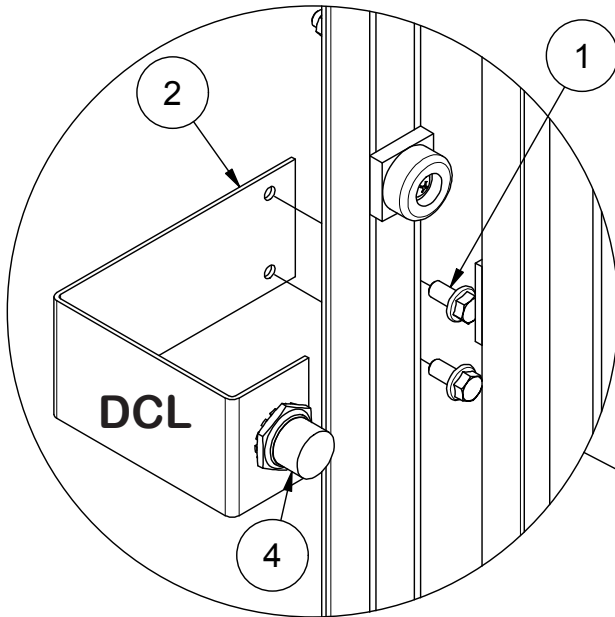
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35. DOOR PROXIMITY SENSOR (OPTIONAL)

770257-02



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| | | | |
|------|-----|----------|--|
| 4 | 4 | 09682 | PROXIMITY SENSOR BARREL TYPE |
| 3 | 1 | 096809 | MOUNTING BRACKET, DOL |
| 2 | 2 | 096807 | BRACKET, DOL & DCL MOUNTING |
| 1 | 6 | 11104709 | 3/8"-16 x 3/4" LG SERRATED FLANGE HEX HED BOLT |
| ITEM | QTY | PART NO | DESCRIPTION |



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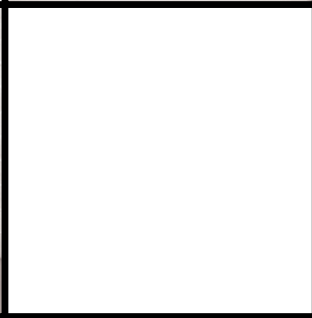
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