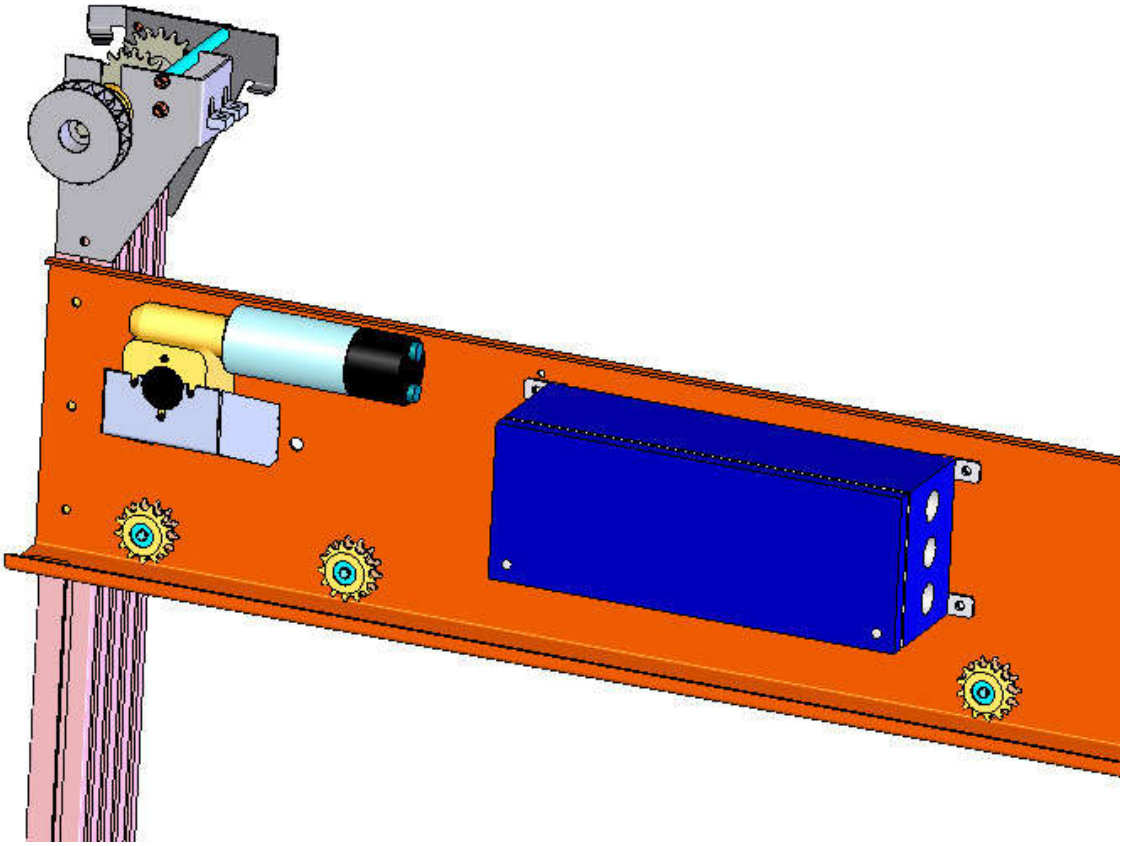
Assembly instructions

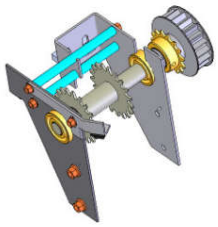
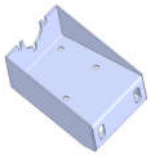
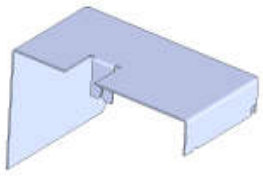
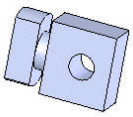
Conversion kit



Issue: 01.12.2019 - EN

1. Included parts / tools needed

Scope of delivery:

1 pc. headstation A	
1 pc. motor console	
1 pc. cover headstation	
2 pc. chain suspension	
1 pc. driving beld	
2 pc. hexagon bolt M12 x 30	
2 pc. washer	
2 pc. locking screw M12	
1 pc. drive (Langer&Laumann or Siemens)	
1 pc. control system (Langer&Laumann oder Siemens)	

Tools needed: wrenchh or ring wrench, size, 10, 13, 19 mm

Hexagon socket wrench 4 mm

Flat Pliers

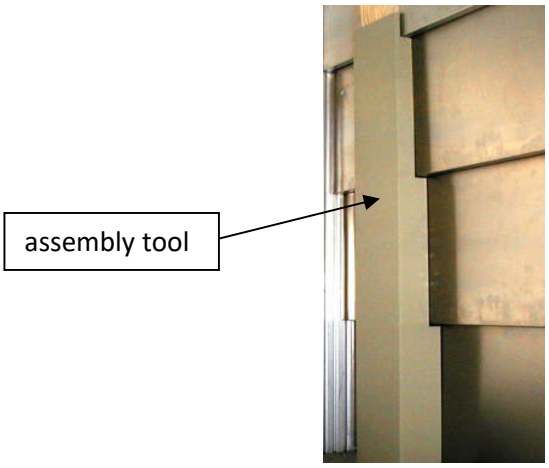
Installation tool (E-assembly)

screwdriver

2. rebuilding description

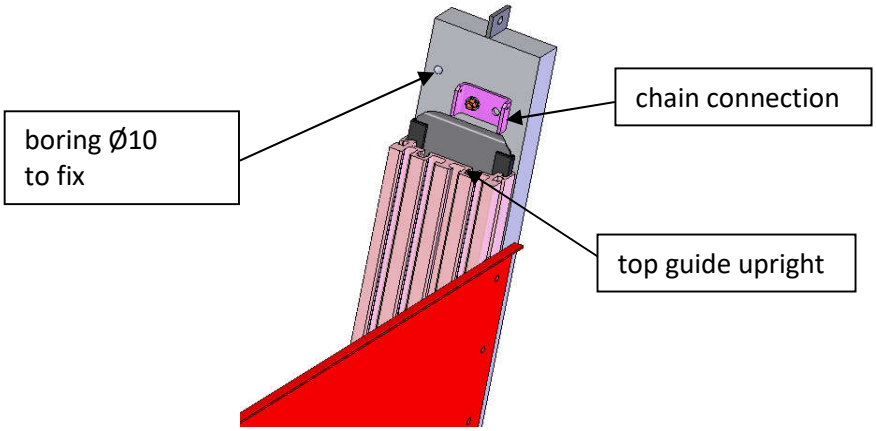
The door must be closed and deenergized. Lay down the door panels on the assembly tool

(assemby tool – part first installation)

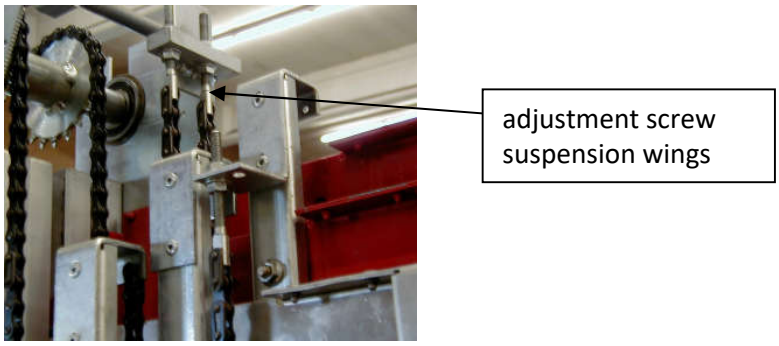


The counterweights have to be fixed by a round steel at the upper end of the guide upright.

In connecting it must be solved the chains of the suspension - counterweight.
Pull them over the head station.

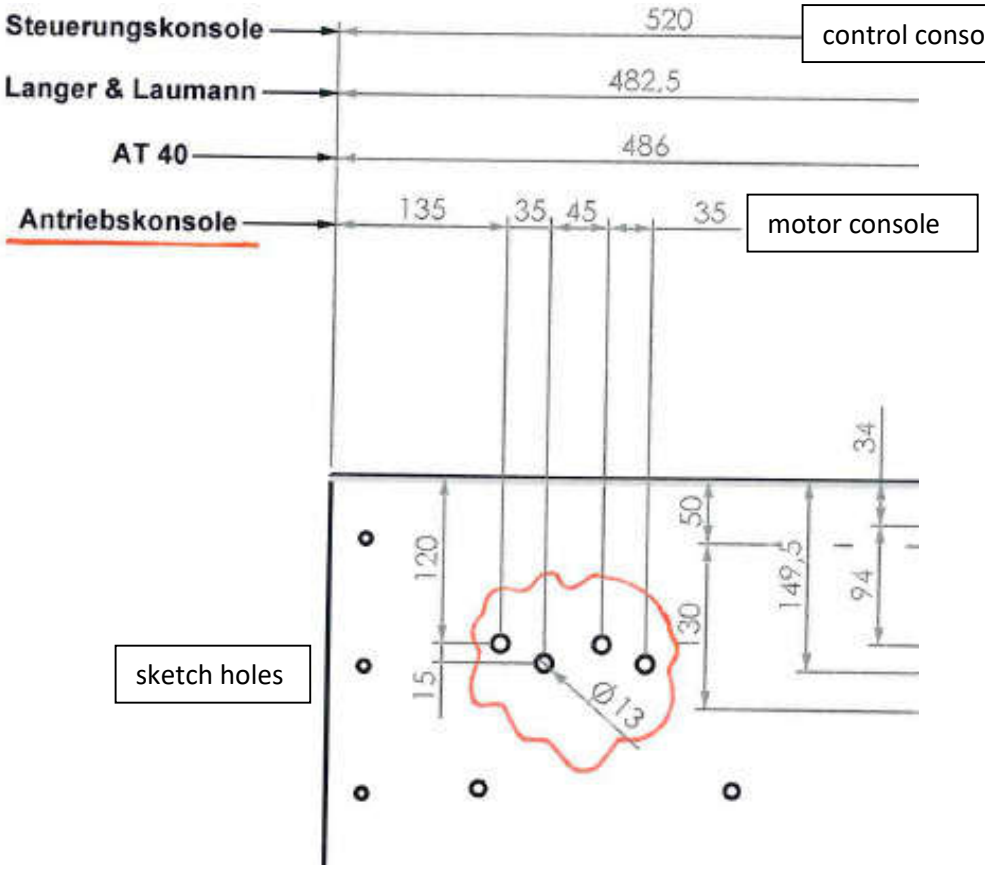


In connecting, loose the screws of the suspension - counterweight.
The synchronization chain must be removed. (transmission chain between the two head stations)



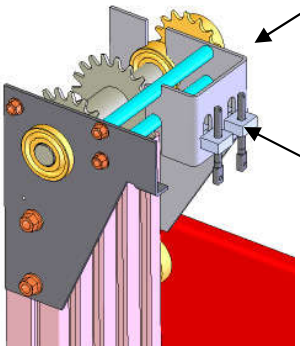
Loosen drive motor with mounting clamp and bracket from support plate and remove them.
Remove the existing control.
Take down the head station after unloose the 4 mounting screws

For the holes of the new motor console to the support plate. - see sketch holes (marked in red)

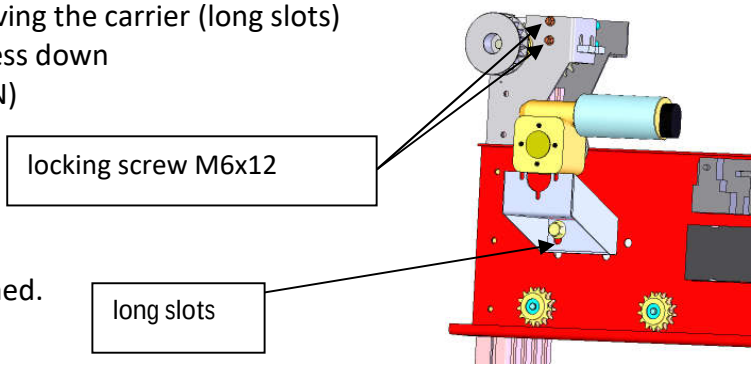


Attach the motor console

build the new head station and insert the chain suspension parts.

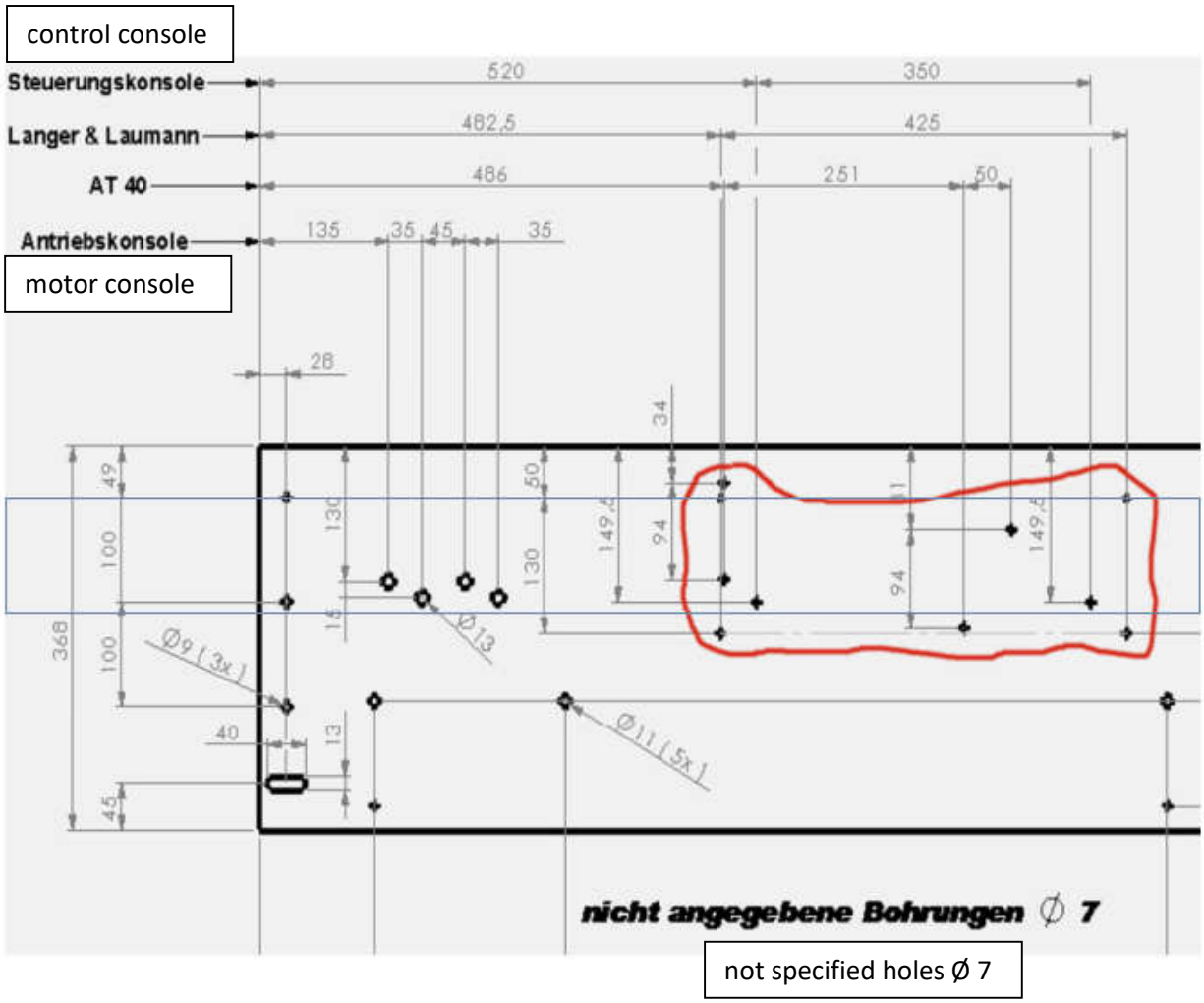


Put the drive at the pre-installed drive support, fixing with locking scew M 6 x 12.
Apply the drive belt and tighten it by moving the carrier (long slots)
With the correct belt tension you can press down the belt in the middle 9 - 10 mm (ca. 60 N)



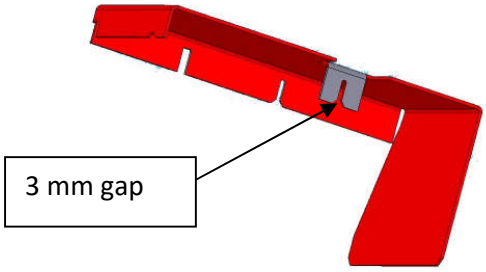
The holes for the control are to be attached.

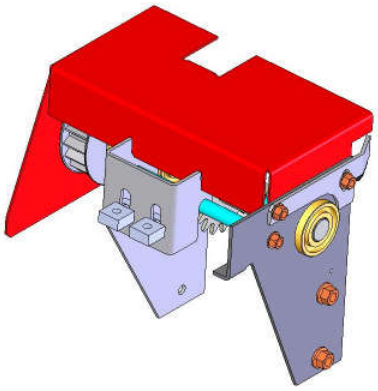
Optionally, a control console is available. (allows for improved readability of the displayes)



attach the control

The laying and setting of the chains is the same as at initial assembly.
Both covers for the headstation are only plugged





The 3 mm gap reaches over the plate of the headstation and the rear part of the cover is beared on only -clamped-

For more information look at Operation Instructions VKT (part of first installation)

3. Settings

All parameters:

- speed
- force
- distances

will be determined automatically during the learning cycle

Recommendations

speed:

- close	v ≤ 0,30 m/s	
	v ≤ 0,24 m/s	with (DWxDH) > 5,5 m²
- open	v ≤ 0,75 m/s	can be increased to the max. value – no limit
- close force	150 N	static

Learning drives

- according to the manufacturer
  Comment : There must be no control input signals - pull plug

L & L

- sublementary operating instructions TSG V4 on Siepe VKT vertical car doors
- TSG V4, version 9 dated 25.11.2019
  page 27, section 7.4

Siemens

- ATD 400 V, edition 07/2012
  page 10, section 6

Additional check

L & L: Check parameter P
P8 – Reduce the threshold to the smallest possible value
When closing the door no automatic blocking must occur, page 41 section 11.3
Increase the determined value by 0.5 A.
Note: The closing pressure, panel 1, must not exceed150 N static

Siemens: Max. speed open/close mm / s , setting according the scale
Determine the closing forcestatically, as L & L.

After adjusting open and close the door several times and check for proper operation..

4. E-assembly

Direct current (D.C.) drive with electronic control unit
- automatic routing
- closing force - limiting
- reversing

TSG V4 Langer & Laumann, special software for Siepe Hubtür VKT
- Standard –

ATD 400 V Siemens

Supply voltage:	230 V AC, 50/60 Hz., 10A – interne, bzw. externe Steuerspannung 24V DC
Protection class:	IP20
Option TSG:	IP54, Ex
Safety switch:	door close / door open
Contacts:	250 V, 10 A 1x opener/ 1x closer
Protection class:	IP66
Option:	Ex, with 5m cable
Door movements:	only when shaft swinging doors are closed and locked
Locking:	takes place after ≤ 100 mm closing stroke
Unlocking:	thus in the last 100 mm opening travel
Door open-switch:	safety circuit elevator
Door close-switch:	control of an external locking magnet, circuit diagram 54-0000001-7500
Option:	mechanical retiring cam – door open-switch not applicalble
Option:	VKT with one sided counterweight, mechanical retiring cam with diversion for shaft swinging door with S2D – bolt redirection

Additional installation VKT

From the existing elevator controller the command input of the bolt magnet for door control is used according to circuit diagram 21 571 - 4
It requires two veins in the hanging cables for the cabin door switch.

Basically the connecting cable of the controller and display unit must be laid permanently and must be installed and contructed so that the cable meets the requirements of the thermal and mechanical encroachment.

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