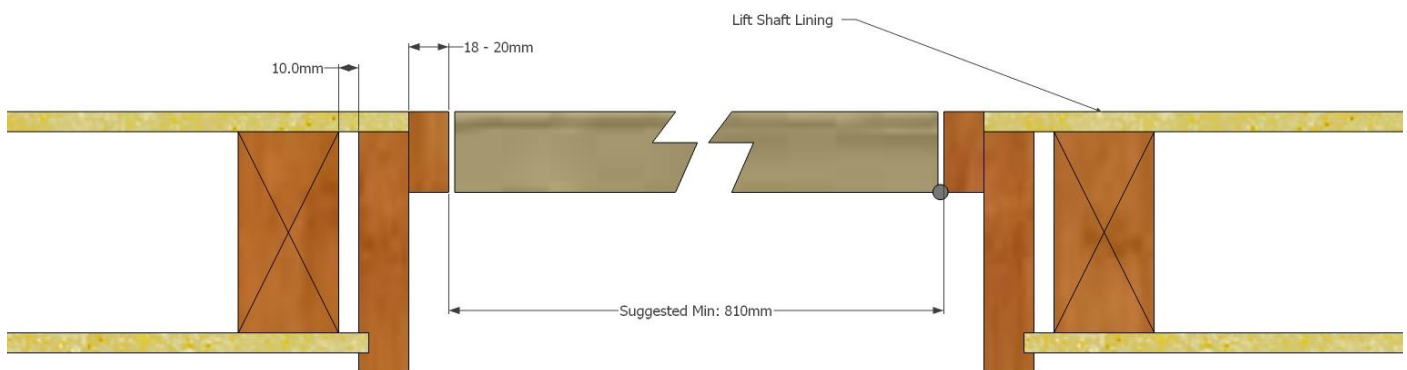




Landing Doors

Because Powerglide Elevators manufacture a lift car that does not have doors, landing doors must be provided by the builder to the following specifications...

- Any style of hinged leaf 40mm door (solid, hollow, glass etc)
- Any width of opening, recommended minimum of 810mm
- Doors up to 2350mm high can be used as standard as long as the lift shaft ceiling height can accommodate the height of the lift car
- Hung flush with the inside of the door jamb
- Built with 18mm - 20mm packer on all 3 internal edges of the door jamb as shown below
- Hinged to open outwards, so will not open past 90 degrees
- Powerglide will supply night latch hardware for landing doors (unless the door is solid glass). This hardware is to be fitted by the builder.
- Powerglide will supply a flush door pull for the inside of the lift door, and this is also to be fitted by the builder.
- Powerglide will provide stainless steel door stops for the inside of the lift shaft to stop the door swinging into the lift car. Powerglide will supply these with the builders kitset but these can be fitted by either the builder or by Powerglide



The above drawing shows the suggested method for lining up to the door jamb on the inside of the lift shaft. However, any method that achieves a flush surface on the inside of the shaft is acceptable.

The 20mm packer on the opening side is for the electric door strike and reed switch (see page 4) to be fitted.

If a glass shaft and door is to be used, please contact Powerglide Elevators for details on glass door preparation.

Powerglide Elevators will send a builders kit that will contain the night latch door hardware, a sample door strike, flush door pulls, stainless door stops and flush boxes.

Door Strike Preparation: The door strike is to be fitted flush with the 20mm packer, as shown. This needs to be lined up with the night latch hardware at a height of approximately 1000mm off the floor. The 20mm packer should be cut out to be flush with the jamb to allow the latch to pass easily through the strike (see inset above)

Reed Switch Preparation: The reed switch requires a 3/8" (9.5mm) hole to be drilled on center at 30mm above the striker plate flange and the wires run back to the call button box on the wall. Powerglide Elevators will fit the reed switch magnet into the door on final install.

In the case of a block or concrete wall, a hole must be drilled behind the door jamb through the concrete or block so you can feed the wire through to the call button. This hole should be no smaller than 9.5mm.

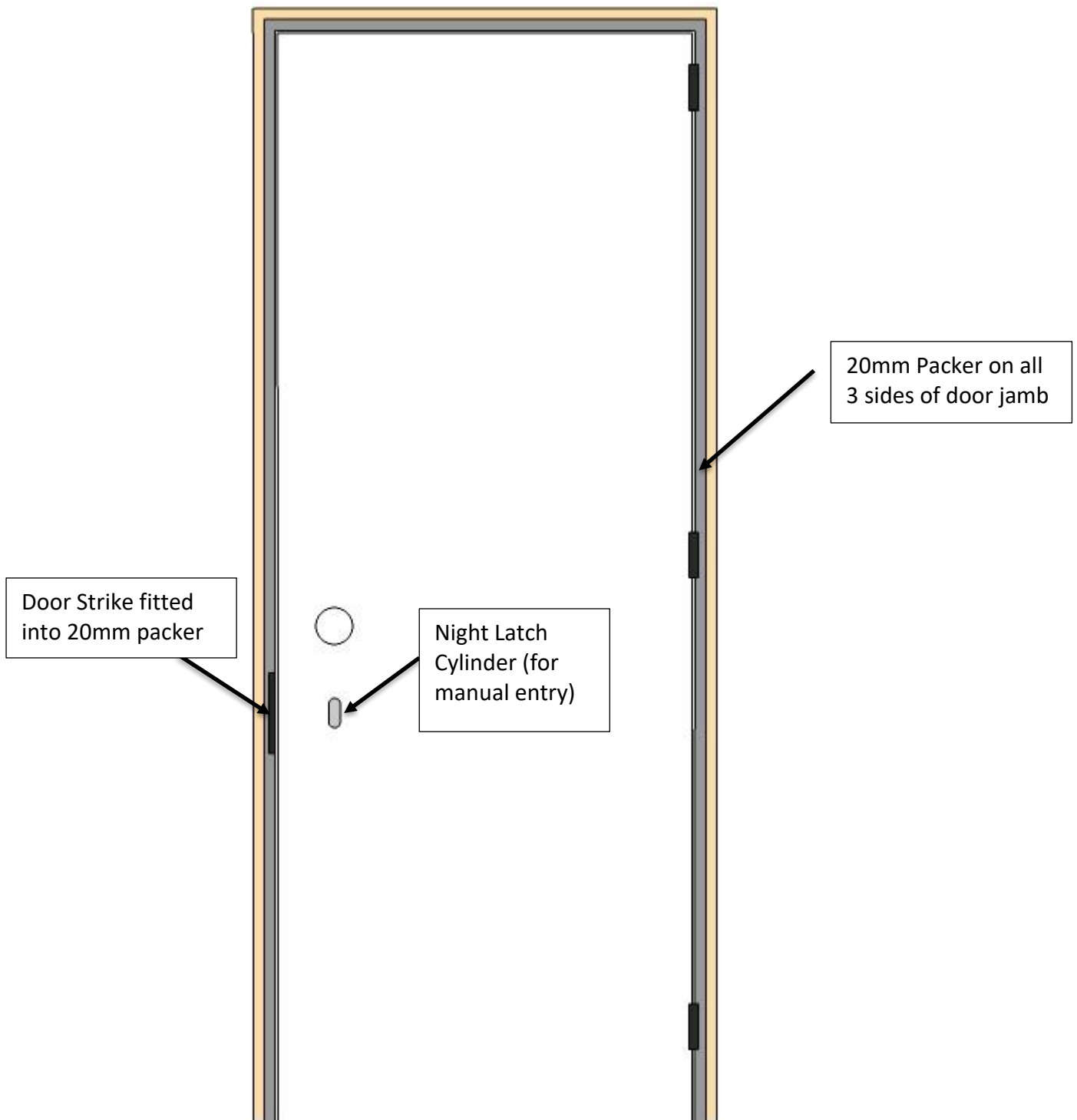
Flush Box Preparation: The flush box is to be fixed to a stud at a height of approximately 1100mm off the floor.

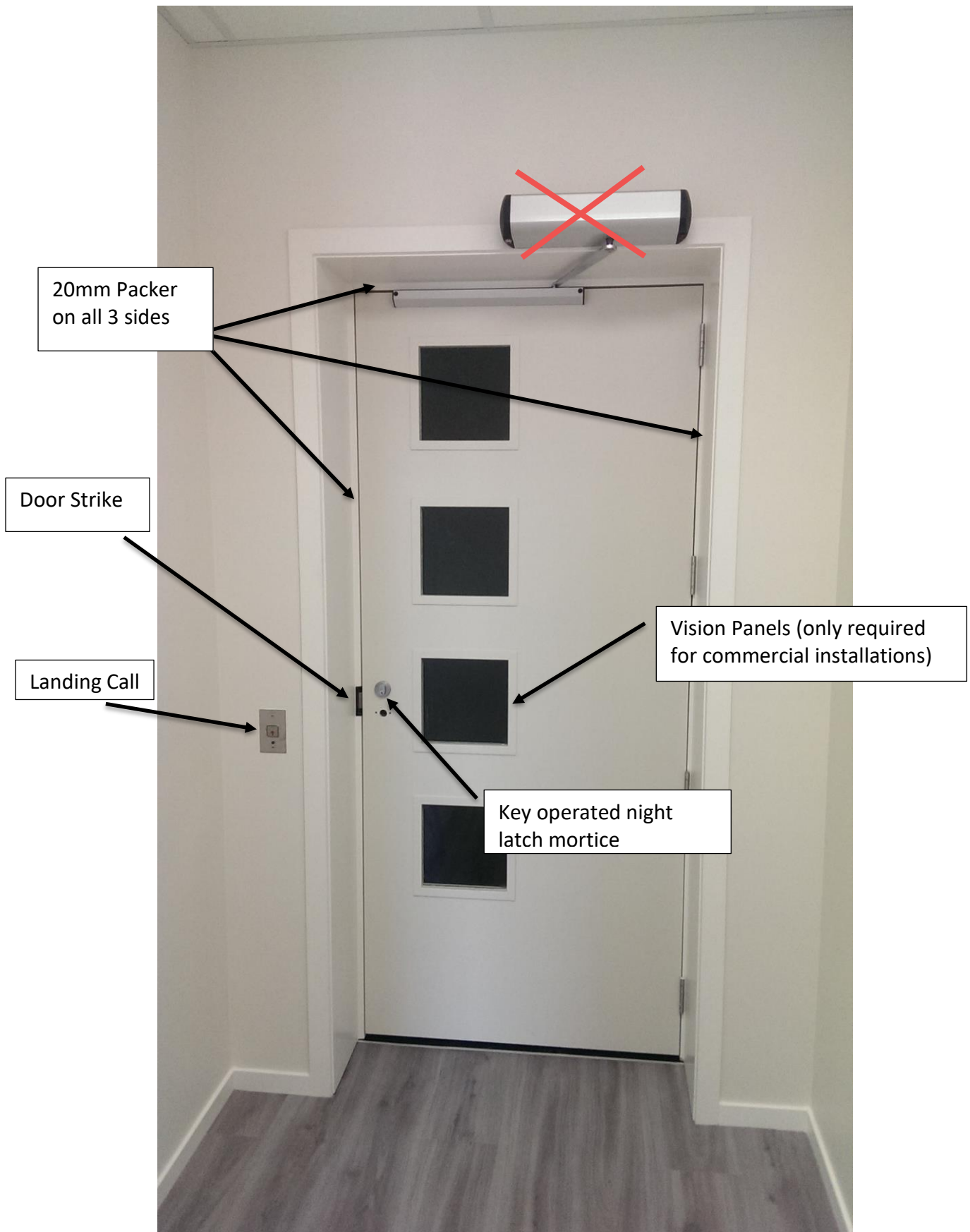
Wire Hole Preparation: A 20mm hole should be drilled through the centre of the door strike cavity and through to the void behind the door frame as shown. Powerglide will connect the wires from the door strike to the call button through this hole, as shown in figure 7.

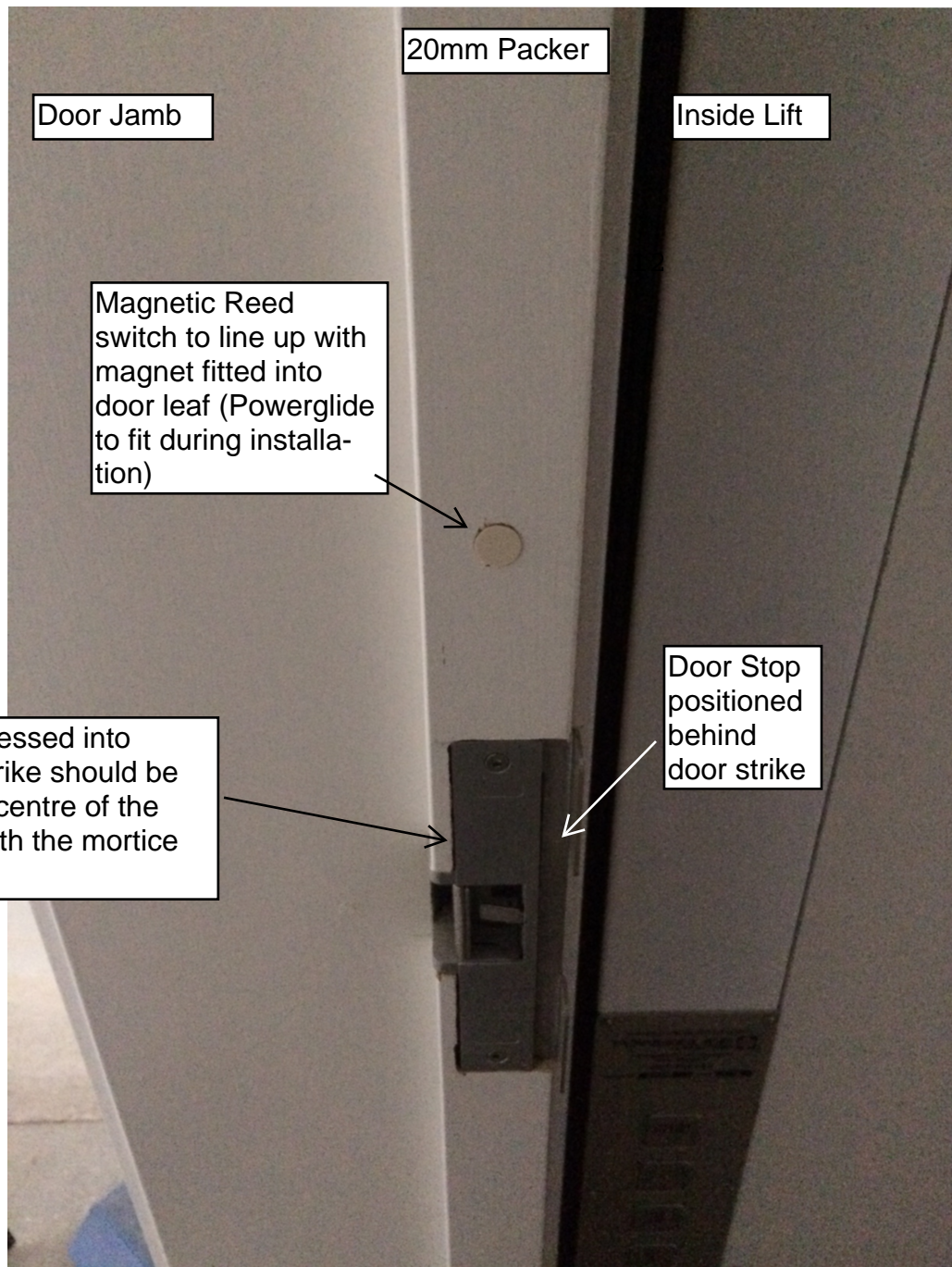
Door Stop Installation: The door stop is provided by Powerglide and slides in behind the door strike using the door strike fastenings to hold it in location

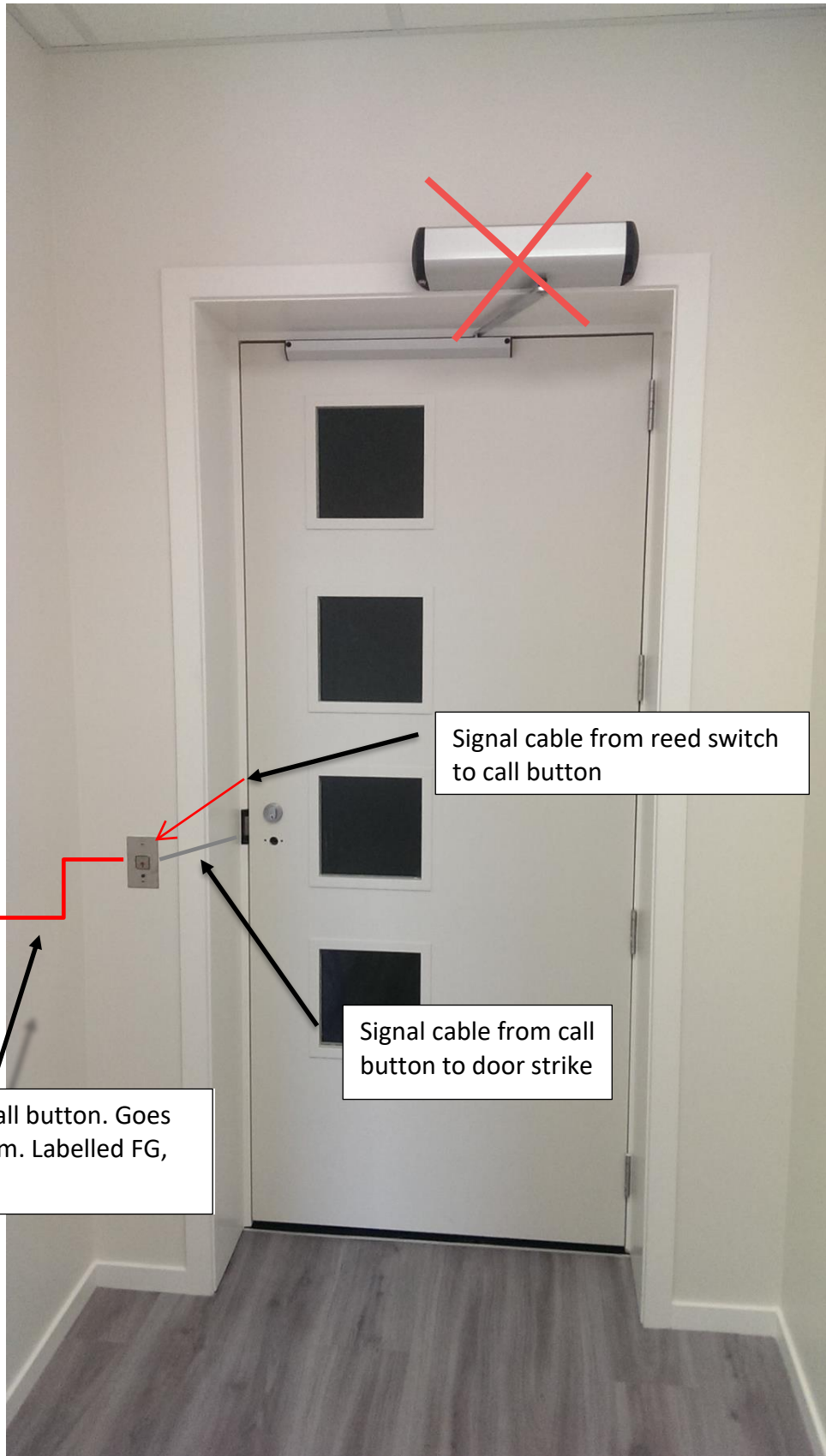
Door Pull Installation: The door pull can be mounted at any height that is comfortable for the lift passengers to pull the door shut.

Basic Door and Door Jamb Preparation







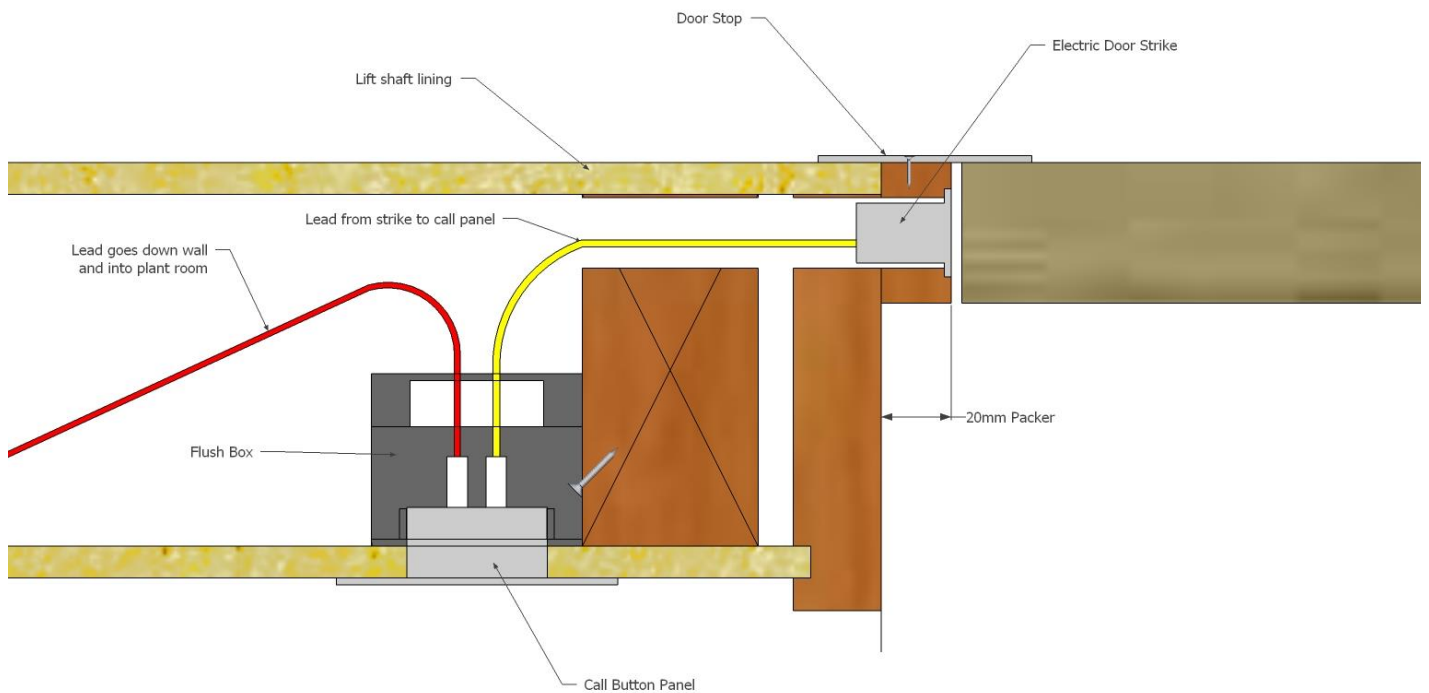


Plant Room

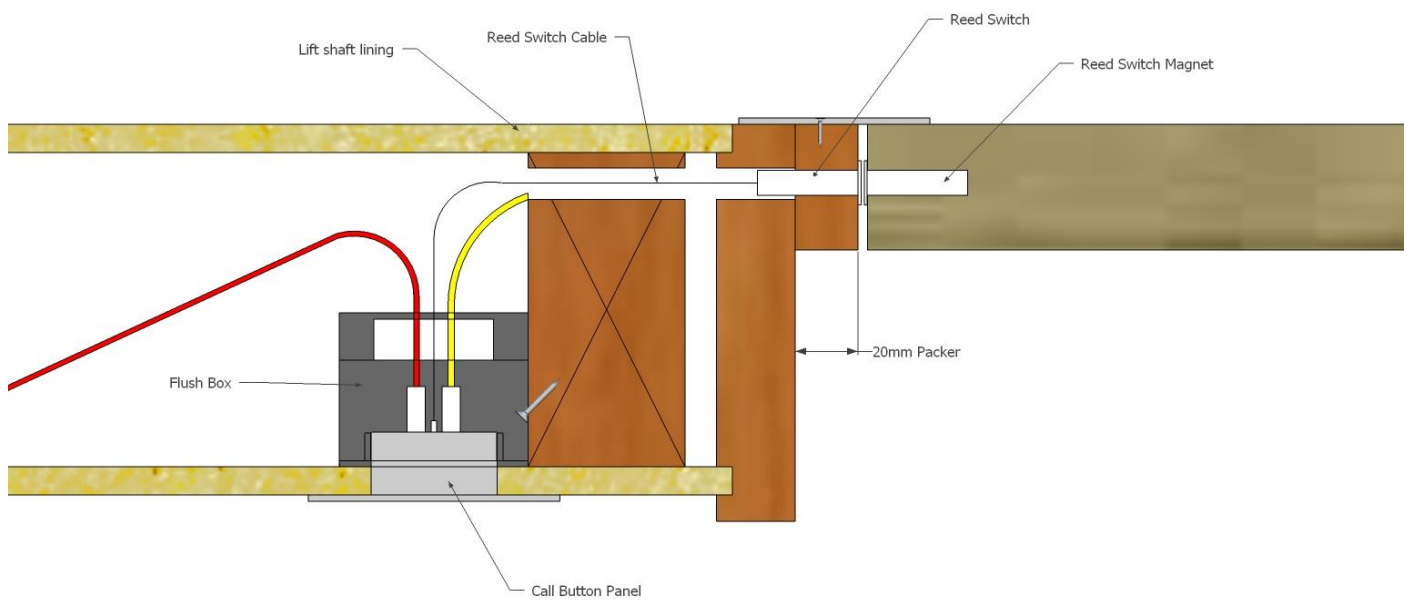
Signal cable from reed switch to call button

Signal cable from call button to door strike

Signal cable for call button. Goes back to plant room. Labelled FG, F1, F2 etc



Door Frame and Jamb Preparation for Door Strike



Door Frame and Jamb Preparation for Reed Switch (above Door Strike)