2 SPEED VICTORY DOORS
1 1/2 HOUR FIRE RATED
# TABLE OF CONTENTS

- GENERAL DISCLOSURE ................................................................................................... 1.00
- DIMENSIONAL DATA .................................................................................................. 2.00
- 2 SPEED DOOR OPERATOR WITH DOORS AND SILL ............................................... 2.01
  - 2 SPEED FIRE RATED LANDING ENTRANCE - MASONRY ...................................... 2.02
  - 2 SPEED FIRE RATED LANDING ENTRANCE - DRYWALL ........................................ 2.03
- INTERFACE OF DOOR OPERATOR WITH WOOD CAB .............................................. 3.00
- INTERFACE OF LANDING ENTRANCE WITH HOISTWAY ......................................... 4.00
- INSTALLATION OF DOOR OPERATOR, CAB SILL AND CAB DOORS ...................... 5.00
- INSTALLATION OF LANDING ENTRANCE .................................................................. 6.00
- CONSTRUCTION OF ENTRANCE WALL AFTER ENTRANCES ARE SET .................. 7.00
- ELECTRICAL DIAGRAMS OF THE CONTROLLER BOARD ........................................ 8.00
- SET UP OF THE CONTROL BOARD ........................................................................... 9.00
- TROUBLE SHOOTING .............................................................................................. 10.00
GENERAL DISCLOSURE

The purpose of this manual is to provide OLS customers with support documentation to aid in the Interface and installation of 2 Speed Fire Rated Victory Door system.

The topics covered in this manual include:
- Dimensional Data of the Door Operator and Landing Entrance
- Interface of Door Operator, Cab Doors and Cab sill with Cab
- Interface of Landing Entrance with building/hoistway
- Installation of Door Operator and Doors
- Installation of Landing Entrance
- Electrical Interface, Set-up, and Troubleshooting.

We strongly recommend that the interface of Doors to your Cab and Landing Entrance are prototyped in your own facility. Do not try to prototype in the field!

Please Note:
Door Key and Programming tool have to be ordered separately  Do not give door key to home owner and or any other person. Door Keys should be provided to Licensed Elevator Technicians only!

Any additional information and technical support please contact OLS at 1-800-567-3557.
2 SPEED DOOR OPERATOR

CLEAR OPENING
915 (36"")

DETAIL A

SILL TRANSITION
FINISHED FLOOR

TOE GUARD

CAB SILL

ALL DIMENSIONS SHOWN IN mm(in)

*DIMENSION FROM SILL LINE
2 SPEED LANDING ENTRANCE - DRYWALL

CLEAR OPENING
915(36") x 2150(84 5/8")

ALL DIMENSIONS SHOWN IN mm(in)
INTERFACE OF OPERATOR WITH WOOD CAB

INTERFACE SHOWN WITH WOOD CAB. FOR STEEL CAB INTERFACE USE DIMENSIONS SHOWN ONLY

ALL DIMENSIONS SHOWN IN mm(in)

3.01
INTERFACE OF LANDING ENTRANCE WITH HOISTWAY

ALL DIMENSIONS SHOWN IN mm(in)
INSTALLATION OF DOOR OPERATOR, CAB SILL AND CAB DOORS

GUIDE LEGEND

- REQUIRED WORKERS
- REQUIRED TOOLS
- CAUTION/ATTENTION

THE COMPLETE DOOR OPERATOR PACKAGED IN TWO BOXES.

DOOR OPERATOR - 100lbs

SET OF PANELS - 80lbs

INCLUDED IN DOOR OPERATOR BOX:  
1 - DOOR OPERATOR  
1 - OPERATOR DOOR SILL  
2 - OPERATOR MOUNTING BRACKETS  
1 - HARDWARE SET (SEE LIST)

INCLUDED IN DOOR PANEL BOX:  
1 - SET OF DOORS

5.00


INSTALLATION OF DOOR OPERATOR, CAB SILL AND CAB DOORS

**CAUTION!** DO NOT REMOVE PROTECTIVE FILM COATING FROM ANY OF THE ITEMS UNTIL ENTRANCE AND DOOR PANELS ARE FULLY INSTALLED AND CONSTRUCTION IS FINISHED.

THE FOLLOWING SET OF HARDWARE PROVIDED TO INSTALL THE OPERATOR AND DOORS. IF WOOD ANCHORS ARE REQUIRED THEY WILL NEED TO BE ORDERED SEPARATELY.

<table>
<thead>
<tr>
<th>#</th>
<th>DESCRIPTION</th>
<th>QTY</th>
<th>IMAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>PLAIN WASHER OD=20 - M10</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>TOOTHED WASHER - M10</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>PLAIN WASHER OD=30 - M10</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>SPLIT LOCK WASHER - M10</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>CARRAGE BOLT - M10x25</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>HEX NUT - M10</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>FLAT HEAD SOCKET CAP SCREW - M10x30</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>TOOTHED CROWN WASHER - M10</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>CAGE NUT - M10</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>SOCKET HEAD CAP SCREW - M10x20</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>ECCENTRIC WASHER - M10</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>SHIMS - 1mm &amp; 2mm THICK</td>
<td>4 SETS</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>BUTTON HEAD CAP SCREW - M5x10</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>SQUARE NUT - M5</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>GIB/GUIDE (W/RUBBER)</td>
<td>4</td>
<td></td>
</tr>
</tbody>
</table>

**NOTE:** HARDWARE IS NOT PROVIDED TO SECURE THE TWO OPERATOR MOUNTING BRACKETS TO THE CAB UNI-STRUT.
INSTALLATION OF DOOR OPERATOR

ONE WORKER REQUIRED

6mm ALLEN KEY TO INSTALL SCREWS

STEP 1: INSTALL THE MOUNTING BRACKETS AS SHOWN. DO NOT TIGHTEN.
INSTALLATION OF DOOR OPERATOR

TWO WORKERS REQUIRED

TOOLS AND HARDWARE OF CUSTOMER’S CHOICE (HARDWARE IS NOT PROVIDED TO SECURE MOUNTING BRACKETS TO UNI-STRUT)

CAUTION: OPERATOR IS HEAVY; 100 LBS.

STEP 2: ATTACH THE DOOR OPERATOR TO CAB, THEN SECURE MOUNTING BRACKETS TO UNI-STRUTS.
INSTALLATION OF DOOR OPERATOR

TWO WORKERS REQUIRED

TOOLS AND HARDWARE OF CUSTOMER’S CHOICE

ENSURE OPERATOR DOOR TRACK IS PARALLEL TO SILL! DO NOT STEP ON OPERATOR ONCE POSITIONED AND LEVELED.

STEP 3: SET DOOR TRACK HEIGHT PARALLEL TO CAB SILL 2215(87 7/32")
INSTALLATION OF CAB SILL

ONE WORKER REQUIRED

10mm WRENCH/ADJUSTABLE WRENCH

STEP 4: PLACE TRANSITION PIECE ONTO SILL AND SLIDE INTO PLACE. THEN SECURE SILL USING HARDWARE SHOWN BELOW.
INSTALLATION OF CAB PANELS (DOORS)

ONE WORKER REQUIRED

10mm ALLEN KEY

ATTENTION: ENSURE DOORS ARE INSTALLED ALIGNED

STEP 5: SNAP THREE FLOATING NUTS INTO OPERATOR HANGER. THEN ATTACH DOOR PANELS (SLOW SPEED DOOR FIRST). SECURE DOOR PANELS TO HANGERS WITH HARDWARE SHOWN BELOW.
INSTALLATION OF CAB PANELS (DOORS)

ONE WORKER REQUIRED

10mm ALLEN KEY

ATTENTION: ENSURE DOORS ARE 6(1/4") ABOVE SILL.

STEP 6: SNAP TWO FLOATING NUTS INTO EACH DOOR GIB. SECURE DOOR GIBS TO BOTTOM OF DOOR PANEL USING HARDWARE SHOWN BELOW
INSTALLATION OF DOOR PANELS

ONE WORKER REQUIRED

10mm ALLEN KEY AND SPECIALTY TOOL

ATTENTION: ENSURE DOORS ARE 6(1/4”) ABOVE SILL. ONCE SET ENSURE THAT DOORS RUN FREELY BACK AND FORTH.

STEP 7: SET GAP BETWEEN BOTTOM OF DOOR PANELS AND SILL USING A 1/4” SHIM. ADD SHIM AT HANGER AS NECESSARY TO MAINTAIN A RUNNING CLEARANCE OF 5(3/16”) BETWEEN EACH PANEL. MAKE FINAL ADJUSTMENTS USING SPECIALTY TOOL TO ENSURE PANELS ARE TRUE TO STRIKE AND RETURN POST. TIGHTEN ALL DOOR HARDWARE WHEN COMPLETE.
INSTALLATION OF LANDING ENTRANCE

GUIDE LEGEND:

- REQUIRED WORKERS
- REQUIRED TOOLS
- CAUTION/ATTENTION

THE COMPLETE LANDING ENTRANCE IS SUPPLIED IN TWO BOXES.

LANDING MECHANISM - 100lbs
SET OF PANELS - 80lbs

INCLUDED IN LANDING MEC BOX:
1 - LANDING MECHANISM
1 - STRIKE POST
1 - RETURN POST
1 - LANDING SILL
1 - HARDWARE SET (SEE BELOW)
3 - SILL SUPPORT BRACKETS

INCLUDED IN DOOR PANEL BOX:
1 - SET OF DOORS
# INSTALLATION OF LANDING ENTRANCE

**CAUTION!** DO NOT REMOVE PROTECTIVE FILM COATING FROM ANY OF THE ITEMS UNTIL ENTRANCE AND DOOR PANELS ARE FULLY INSTALLED AND CONSTRUCTION IS FINISHED.

THE FOLLOWING SET HARDWARE PROVIDED TO INSTALL THE LANDING MECHANISM AND DOORS. IF WOOD ANCHORS ARE REQUIRED THEY WILL NEED TO BE ORDERED SEPARATELY.

<table>
<thead>
<tr>
<th>HARDWARE LIST</th>
<th>#</th>
<th>DESCRIPTION</th>
<th>QTY</th>
<th>IMAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>PLAIN WASHER OD=20 - M10</td>
<td>10</td>
<td><img src="PLAIN_WASHER_OD_20_M10.png" alt="Image" /></td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td>TOOTHEP LOCK WASHER - M10</td>
<td>14</td>
<td><img src="TOOTHED_LOCK_WASHER_M10.png" alt="Image" /></td>
</tr>
<tr>
<td>3</td>
<td>3</td>
<td>PLAIN WASHER OD=30 - M10</td>
<td>5</td>
<td><img src="PLAIN_WASHER_OD_30_M10.png" alt="Image" /></td>
</tr>
<tr>
<td>4</td>
<td>4</td>
<td>SPLIT LOCK WASHER - M10</td>
<td>5</td>
<td><img src="SPLIT_LOCK_WASHER_M10.png" alt="Image" /></td>
</tr>
<tr>
<td>5</td>
<td>5</td>
<td>CARRIAGE BOLT - M10x25</td>
<td>5</td>
<td><img src="CARRIAGE_BOLT_M10x25.png" alt="Image" /></td>
</tr>
<tr>
<td>6</td>
<td>6</td>
<td>HEX NUT - M10</td>
<td>5</td>
<td><img src="HEX_NUT_M10.png" alt="Image" /></td>
</tr>
<tr>
<td>7</td>
<td>7</td>
<td>CAGE NUT (STANDARD) - M10</td>
<td>16</td>
<td><img src="CAGE_NUT_M10.png" alt="Image" /></td>
</tr>
<tr>
<td>8</td>
<td>8</td>
<td>SOCKET HEAD CAP SCREW - M10x20</td>
<td>16</td>
<td>![Image](SOCKET_HEAD_CAP SCREW_M10x20.png)</td>
</tr>
<tr>
<td>9</td>
<td>9</td>
<td>ECCENTRIC WASHER - M10</td>
<td>4</td>
<td><img src="ECCENTRIC_WASHER_M10.png" alt="Image" /></td>
</tr>
<tr>
<td>10</td>
<td>10</td>
<td>GIB/GUIDE (WITH RUBBER)</td>
<td>4</td>
<td><img src="GIB/GUIDE_WITH_RUBBER.png" alt="Image" /></td>
</tr>
<tr>
<td></td>
<td>11</td>
<td>SHIMS - 1mm &amp; 2mm THK</td>
<td>4 SETS</td>
<td><img src="SHIMS_1mm_2mm_THK.png" alt="Image" /></td>
</tr>
<tr>
<td></td>
<td>12</td>
<td>BUTTON HEAD SOCKET CAP SCREW - M5x10 (FOR TOE GUARD)</td>
<td>3</td>
<td>![Image](BUTTON_HEAD_SOCKET_CAP SCREW_M5x10.png)</td>
</tr>
<tr>
<td></td>
<td>13</td>
<td>SERRATED FLANGE HEX NUT - M6 (FOR TOE GUARD)</td>
<td>3</td>
<td><img src="SERRATED_FLANGE_HEX_NUT_M6.png" alt="Image" /></td>
</tr>
<tr>
<td></td>
<td>14</td>
<td>DOWEL (MASONARY ANCHOR) - M10x95</td>
<td>9</td>
<td><img src="DOWEL_MASONARY_ANCHOR_M10x95.png" alt="Image" /></td>
</tr>
<tr>
<td></td>
<td>15</td>
<td>ALUMINIUM CLIP FOR WIRE</td>
<td>1</td>
<td><img src="ALUMINIUM_CLIP_WIRE.png" alt="Image" /></td>
</tr>
<tr>
<td></td>
<td>16</td>
<td>EXTENSION SPRING 465mm</td>
<td>1</td>
<td><img src="EXTENSION_SPRING_465mm.png" alt="Image" /></td>
</tr>
<tr>
<td></td>
<td>17</td>
<td>COUNTERSUNK SCREW - M6x35</td>
<td>1</td>
<td><img src="COUNTERSUNK_SCREW_M6x35.png" alt="Image" /></td>
</tr>
<tr>
<td></td>
<td>18</td>
<td>SERRATED FLANGE HEX NUT -M6</td>
<td>1</td>
<td><img src="SERRATED_FLANGE_HEX_NUT_M6.png" alt="Image" /></td>
</tr>
<tr>
<td></td>
<td>19</td>
<td>HOOK FOR SPRING</td>
<td>1</td>
<td><img src="HOOK_FOR_SPRING.png" alt="Image" /></td>
</tr>
<tr>
<td></td>
<td>20</td>
<td>MOUNTING BRACKET</td>
<td>1</td>
<td><img src="MOUNTING_BRACKET.png" alt="Image" /></td>
</tr>
</tbody>
</table>

**REVISION HISTORY**

<table>
<thead>
<tr>
<th>REV</th>
<th>DESCRIPTION</th>
<th>DATE</th>
<th>APPROVED</th>
<th>E.R.#</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>COMPLETE SPEC REVISION</td>
<td>05/01/08</td>
<td>F.G.</td>
<td>6.01</td>
</tr>
</tbody>
</table>

**CAUTION!** DO NOT REMOVE PROTECTIVE FILM COATING FROM ANY OF THE ITEMS UNTIL ENTRANCE AND DOOR PANELS ARE FULLY INSTALLED AND CONSTRUCTION IS FINISHED.

THE FOLLOWING SET HARDWARE PROVIDED TO INSTALL THE LANDING MECHANISM AND DOORS. IF WOOD ANCHORS ARE REQUIRED THEY WILL NEED TO BE ORDERED SEPARATELY.
INSTALLATION OF LANDING ENTRANCE SILL SUPPORT ASSEMBLY

ONE WORKER REQUIRED

17mm WRENCH/ADJUSTABLE WRENCH

STEP 1: ASSEMBLE THE LANDING SILL, TRANSITION, LANDING SILL SUPPORT AND LANDING SILL SUPPORT BRACKETS AS SHOWN.

6.02
INSTALLATION OF LANDING ENTRANCE
MOUNTING THE SILL SUPPORT BRACKETS

ONE WORKER REQUIRED

17mm WRENCH/ADJUSTABLE WRENCH

ATTENTION: BEFORE PROCEEDING WITH INSTALLATION THERE MUST
BE A RUNNING PLATFORM AND SILL(S) ON THE PLATFORM.

LANDING SILL ASSEMBLY (SHOWN FULLY ASSEMBLED)
INSTALLATION OF LANDING ENTRANCE
LOCATING THE LANDING SILL ASSEMBLY

TWO WORKERS REQUIRED

2 - 4FT LEVEL, MARKING TOOL, DRILL AND HAMMER
CONCRETE: 3/8" MASONRY DRILL
WOOD: 1/8" H.S.S. DRILL FOR PILOT HOLE

STEP 2: LOCATE LANDING SILL ASSEMBLY AS SHOWN AND SECURE. NOTE THAT THE CAB SILL IS 100(3 15/16") SHORTER THEN LANDING SILL. ALIGN LANDING SILL SO THAT THE RETURN END OF THE SILL IS FLUSH WITH THE CAB SILL. THE TRANSITION PIECE CAN BE READJUSTED LATER ON.
NOTE: IF CONSTRUCTION IS MASONRY BLOCK, THE BLOCKS WILL NEED TO BE FILLED WITH CONCRETE

WOOD CONSTRUCTION
1. MARK HOLES AS SHOWN.
2. DRILL TWO HOLES 1/8"Ø X 3" DEEP WITH A H.S.S. DRILL.
3. SECURE LANDING SILL ASSEMBLY WITH WOOD LAGS.
4. USE REMAINING HOLES AS A TEMPLATE TO ATTACH THE REST OF THE LAGS.

NOTE: IN WOOD CONSTRUCTION TWO 2X10" WOOD SUPPORTS SHOULD BE PRESENT TO SECURE THE WOOD LAGS

NOTE: WOOD LAGS ARE NOT PROVIDED FOR WOOD CONSTRUCTION INSTALLATION

WOOD CONSTRUCTION
1. MARK HOLES AS SHOWN.
2. DRILL TWO HOLES 3/8"Ø X 3" DEEP WITH MASONRY DRILL.
3. SECURE LANDING SILL ASSEMBLY WITH MASONRY ANCHORS (ITEM #14).
4. USE REMAINING HOLES AS A TEMPLATE TO ATTACH THE REST OF THE ANCHORS.

NOTE: LANDING SILL MUST BE LEVEL AND ADJUSTED TO CAB SILL AT ALL LANDINGS.

ATTENTION: RUNNING CLEARANCE BETWEEN CAB SILL AND LANDING MUST BE 30(1 3/16")
STEP 3: ATTACH SILL BRACKETS TO STRIKE AND RETURN POSTS. (HARDWARE ALREADY ATTACHED TO THE BRACKETS). USING A 3mm ALLEN KEY ATTACH THE BRACKETS TO THE STRIKE AND RETURN POST. ENSURE THAT THE COUNTER-SUNK SCREWS ARE INSTALLED ON THE RETURN POST SIDE.
INSTALLATION OF LANDING ENTRANCE
ASSEMBLY OF LANDING ENTRANCE

TWO WORKERS REQUIRED

17mm WRENCH OR AN ADJUSTABLE WRENCH

CAUTION: BE EXTRA CAREFUL WHEN ASSEMBLING THE ENTRANCE. MATING COMPONENTS CAN EASILY DAMAGE.

STEP 4: CAREFULLY ATTACH THE LANDING MECHANISM TO THE STRIKE AND RETURN POST (HARDWARE ALREADY ATTACHED).

ATTACH USING EXISTING HARDWARE

STRIKE POST

RETURN POST
INSTALLATION OF LANDING ENTRANCE
ASSEMBLY OF LANDING ENTRANCE

TWO WORKERS REQUIRED

PLASTIC CLAMPS

**ATTENTION:** ENSURE SILL WITH TRANSITION IS CLAMPED ONTO THE ENTRANCE. ENSURE THAT ENTIRE ASSEMBLY STAYS STRAIGHT AND SQUARE.

**STEP 5:** ASSEMBLE ENTRANCE AS SHOWN. CLAMP THE SILL AND TRANSITION TO THE SILL BRACKETS.
INSTALLATION OF LANDING ENTRANCE
ASSEMBLY OF LANDING ENTRANCE

ONE WORKER REQUIRED

17mm WRENCH OR AN ADJUSTABLE WRENCH

STEP 6: ATTACH MECHANISM SUPPORT BRACKETS AS SHOWN.
INSTALLATION OF LANDING ENTRANCE
PLACEMENT OF LANDING ENTRANCE

TWO WORKERS REQUIRED

TOOLS AND HARDWARE OF CUSTOMER’S CHOICE

CAUTION: BE EXTRA CAREFUL WHEN INSTALLING THE ENTRANCE. IT MAY NEED TO BE TILTED.

CAUTION: MECHANISM AND HEADER ARE THE HEAVIEST.

STEP 7: CAREFULLY TAKE THE ASSEMBLY AND PLACE IT ON THE ROUGH OPENING. REMOVE THE CLAMPS AND SECURE THE SILL TO SILL SUPPORT. SECURE MECHANISM SUPPORT BRACKETS TO HOISTWAY AFTERWARDS.
**INSTALLATION OF LANDING ENTRANCE**

**PLACEMENT OF LANDING ENTRANCE**

ONE WORKER REQUIRED

TOOLS AND HARDWARE OF CUSTOMER’S CHOICE

**ATTENTION:** HARDWARE NOT PROVIDED TO SECURE STRIKE AND RETURN POSTS TO FINISHED FLOOR.

**NOTE:** CAN BE FASTENED WITHOUT FINISHED FLOOR. ENSURE THAT POSTS ARE OFFSET TO THE FINISHED FLOOR’S THICKNESS.

**STEP 8:** CONSIDER WHAT TYPE OF FINISHED FLOOR WILL BE USED TO SELECT THE CORRECT SCREWS FOR THE APPLICATION. ONCE SELECTED A SIZE OF M10 OR 3/8”, QUANTITY OF 6 WILL NEED TO BE PROVIDED BY THE CUSTOMER.
Installation of Landing Entrance
Assembly of Landing Entrance

One Worker Required

18mm/Adjustable Wrench, Standard Hammer

Step 9: Attach the Door Restrictor Magnet, use the part’s provided hardware (not shown in list). The restrictor magnet is to be installed on the strike (closing) side.
NOTE: THE FIRE RATED DOOR PANELS ARE EASILY DISTINGUISHED FROM OUR STANDARD DOORS BY THE FIRE LIP. THE FIRE LIP WILL TUCK IN BEHIND THE OTHER DOOR PANEL AND THE RETURN POST. PLEASE ENSURE THAT FIRE LIP IS PRESENT WHEN INSPECTING THE PANELS.
INSTALLATION OF LANDING ENTRANCE
ASSEMBLY OF FIRE RATED DOORS

ONE WORKER REQUIRED

10mm ALLEN KEY

ATTENTION: ENSURE DOORS ARE 6(1/4") ABOVE SILL.

STEP 10: SNAP TWO FLOATING NUTS INTO EACH DOOR GIB. SECURE DOOR GIBS TO BOTTOM OF DOOR PANEL USING HARDWARE SHOWN BELOW
INSTALLATION OF LANDING ENTRANCE
ASSEMBLY OF FIRE RATED DOORS

ONE WORKER REQUIRED

10mm ALLEN KEY, SPECIALTY TOOL

**ATTENTION:** THE FIRST DOOR PANEL THAT MUST BE PUT ON IS THE DOOR CLOSEST TO THE RETURN POST.

**STEP 11:** INSTALL THE FIRST DOOR PANEL WITH THE GIBS ATTACHED TO THE RETURN SIDE, ENSURE THAT FIRE LIP IS TUCKED BEHIND RETURN POST. REPEAT FOR NEXT DOOR AND ENSURE LIP IS BEHIND DOOR PANEL.

**NOTE:** WHEN INSTALLING DOORS ENSURE NOT TO HIT DOOR HANGER FIRE LIP
INSTALLATION OF LANDING ENTRANCE
ASSEMBLY OF FIRE RATED DOORS

ONE WORKER REQUIRED

10mm ALLEN KEY AND SPECIALTY TOOL

**ATTENTION:** ENSURE DOORS ARE 6(1/4”) ABOVE SILL. ONCE SET ENSURE THAT DOORS RUN FREELY BACK AND FORTH.

**STEP 12:** SET GAP BETWEEN BOTTOM OF DOOR PANELS AND SILL USING A 1/4” SHIM. ADD SHIM AT HANGER AS NECESSARY TO MAINTAIN A RUNNING CLEARANCE OF 5(3/16”) BETWEEN EACH PANEL. MAKE FINAL ADJUSTMENTS USING SPECIALTY TOOL TO ENSURE PANELS ARE TRUE TO STRIKE AND RETURN POST. TIGHTEN ALL DOOR HARDWARE WHEN COMPLETE.
INSTALLATION OF LANDING ENTRANCE
ASSEMBLY OF FIRE RATED DOORS

ONE WORKER REQUIRED

N/A

ATTENTION: ENSURE DOOR RUNS FREELY.

STEP 13: ONCE DOOR IS ATTACHED ENSURE THAT IT RUNS FREELY IN THE SILL.

CAUTION: ENSURE THAT FIRE LIP ON DOOR DO NOT COLLIDE WITH ANY OTHER DOOR FEATURES. ONCE VERIFIED REPEAT PROCESS FOR NEXT DOOR.
INSTALLATION OF LANDING ENTRANCE
LANDING MECHANISM WIRE

ONE WORKER REQUIRED

TENSION CABLE WIRE CRIMPERS (HEAVY DUTY)

STEP 14: GUIDE THE CLOSING WIRE TO THE PULLEY. ONCE ITS ON THE PULLEY GUIDE THE WIRE AND TIE IT TO ONE END OF THE SPRING. ATTACH THE OTHER END OF THE SPRING TO THE PLATE ON THE POST. SECURE THE WIRE AFTERWARDS WITH ITEM#15 - ALUMINUM CLIP (NOT SHOWN)
INSTALLATION OF LANDING ENTRANCE
TOE GUARD

ONE WORKER REQUIRED

3mm ALLEN KEY, 8mm WRENCH

STEP 11: MOUNT TOE GUARD TO SILL SUPPORT USING HARDWARE SHOWN BELOW.

AT THIS POINT, THE ENTRANCE SHOULD BE FULLY FUNCTIONAL WITH THE CAB OPERATOR, ALL DOOR PANELS SHOULD RUN SMOOTH, AND WHEN FULLY OPEN ALL PANELS SHOULD BE FLUSH TO EACH OTHER.
CONSTRUCTION OF LANDING ENTRANCE WALLS TO THE FINISHED LANDING ELEVATOR DOOR FRAMES

NOTE:

A. CAREFUL ATTENTION MUST BE GIVEN TO THIS PROCESS BOTH BY THE INSTALLING ELEVATOR COMPANY AND THE GENERAL CONTRACTOR (GC) THAT IS TO FINISH OFF THE LANDING ENTRANCE WALLS TO THE LANDING ELEVATOR ENTRANCES AFTER THE ENTRANCES ARE SET IN POSITION BY THE INSTALLING ELEVATOR COMPANY.

B. THE ELEVATOR COMPANY RESPONSIBLE FOR THE INSTALLATION OF LANDING ENTRANCES SHALL DISCUSS THESE SAFETY ISSUES WITH THE GC AND IT IS THE RESPONSIBILITY OF THE GC TO DISCUSS THESE ISSUES WITH THE SUB TRADES COMPLETING THE LANDING ENTRANCE WALLS TO THE LANDING ELEVATOR ENTRANCE.

1. MEET ON SIRE WITH THE GENERAL CONTRACTOR (GC) THAT IS RESPONSIBLE FOR THE CONSTRUCTION OF LANDING ENTRANCE WALLS TO THE LANDING ELEVATOR ENTRANCE FRAME AND DEMONSTRATE THAT THE INTERFACE OF THE CAB DOORS, DOOR OPERATOR, AND LANDING ENTRANCE DOORS WORK WITHOUT PROBLEMS. THEY MUST SEE THAT EACH DOOR IS PROPERLY ALIGNED TO EACH OTHER AND THE CABS DOORS INTERFACE PROPERLY TO EACH LANDING ENTRANCE WITHOUT INTERFERENCE.

2. LANDING ENTRANCE WALLS CAN BE FINISHED WITH EITHER DRYWALL (GYPSUM) OR MASONRY AND WHEN USING EITHER ONE CAREFUL ATTENTION SHOULD BE PROVIDED WHEN COMPLETING THIS WORK.

3. THE ELEVATOR COMPANY INSTALLING THE LANDING ELEVATOR ENTRANCE SHALL BE RESPONSIBLE FOR PROVIDING THE APPROPRIATE DOCUMENT SHOWING EITHER THE MASONRY PROCESS OR DRYWALL PROCESS OF COMPLETING THE ENTRANCE WALLS.

4. THE INSTALLING ELEVATOR COMPANY SHALL BE RESPONSIBLE TO EXPLAIN TO THE GC THAT THE PERSONS RESPONSIBLE FOR COMPLETING THE CONSTRUCTION OF THE ENTRANCE WALLS SHALL IN NO WAY DISTURB THE LOCATION OF FRAMES AS INSTALLED BY THE ELEVATOR COMPANY.
CONSTRUCTION OF LANDING ENTRANCE WALLS TO THE FINISHED LANDING ELEVATOR DOOR FRAMES

5. ALSO IT IS IMPORTANT TO MENTION THAT THE PROCESS MUST BE FOLLOWED IF THE 1/1/2 HOUR UL FIRE INTEGRITY IS TO BE MAINTAINED FOR THE ENTRANCE.

6. DO NOT REMOVE THE PROTECTIVE COATING FROM THE DOORS OR THE FRAMES UNTIL THE ENTRANCE WALLS ARE COMPLETELY FINISHED.

7. IF THE GC REQUESTS TO USE THE ELEVATOR AS A CONSTRUCTION ELEVATOR IS VERY IMPORTANT THEY TAKE FULL RESPONSIBILITY FOR ANY DAMAGE AND THEY MUST ALSO BE MADE FULLY AWARE OF ALL SAFETY ISSUES. IT IS THE RECOMMENDATION OF OLS THAT ONE PERSON FROM THE INSTALLING ELEVATOR COMPANY IS PRESENT WHILE THE ENTRANCE WALLS ARE BEING BUILT.

8. ALL OSHA OR EQUIVALENT SAFETY STANDARDS MUST BE FOLLOWED BY THE ELEVATOR INSTALLING COMPANY AND THE GENERAL CONTRACTOR AS REQUIRED BY THE LOCAL ENFORCING AUTHORITIES. IF FALL ARREST TRAINING IS REQUIRED TO BE GIVEN TO THE WORKERS BEFORE STARTING TO WORK THIS MUST BE COMPLETED PRIOR TO STARTING THE WORK AND THE FALL ARREST EQUIPMENT MUST BE MADE AVAILABLE IF NECESSARY. EACH LANDING ENTRANCE MUST BE BARRICADED WITH OSHA STANDARD BARRICADES AND NOT REMOVED UNTIL SUCH TIME AS THE ENTRANCE WALLS ARE COMPLETED AND IT IS SAFE TO DO SO.

9. UNDER NO CIRCUMSTANCE SHOULD SAFETY BE COMPROMISED, IT IS AN ABSOLUTE REQUIREMENT THAT ALL PERSONNEL ARE TRAINED TO ALL THE NECESSARY SAFETY STANDARDS WHILE INSTALLING THE ELEVATOR OR WORKING IN CLOSE PROXIMITY TO THE ELEVATOR. IT IS THE RESPONSIBILITY OF THE INSTALLING ELEVATOR COMPANY, IT'S EMPLOYEES, THE GENERAL CONTRACTOR, AND IT'S SUB TRADES THAT ALL EMPLOYEES WORK SAFELY.

10. OLS TAKES ABSOLUTELY NO Reasonability FOR TRAINING THE ELEVATOR COMPANY INSTALLING THE ENTRANCES OR THE COMPANY RESPONSIBLE FOR CONSTRUCTING THE ENTRANCE WALL TO THE ELEVATOR LANDING ENTRANCE.
Auto-Learn can also be accomplished by the following:

1. Remove power supply
2. Jump JP2
3. Re-attach power supply
4. Auto-Learn will take place
5. Remove jumper
6. Complete
ELECTRICAL DIAGRAM OF BOARD
MAIN CONNECTIONS

- JP11
- JP10
- AUTO-LEARN
- JP4
- JP17
- JP16
- JP8
- JP6
- JP1 24V DC ONLY
- 2 SPEED VICTORY DOORS - FIRE RATED
SET UP OF THE CONTROL BOARD

SET UP OF THE VICTORY CONTROL BOARD

Please ensure of the following before setting the doors.
- Guide shoes in place
- Cleanliness of lines and ways
- Any damage to the door panels, operator, control board etc.
- Electric contacts to the control board
- Cleanliness of the mating and sliding wheels and relevant guide ways

WARNING
- Do not lubricate the guide ways
- Do not lubricate the transmission belts
- Do not lubricate the wheel bearings

The Victory Doors control boards comes pre-programmed and pre-wired. Please make the connections to the terminals as follows.

**Connector JP 1(L1 – L2)**
L1(+) with Ferrites L2 (-) with Ferrites
Ensure that 24V DC is supplied to the Victory Doors control board.

**Connector JP2**
Data acquisition/Auto-learn
For every test and adjustment ALWAYS do an auto-learn cycle.

An Auto-Learn cycle is can be done removing the power.
1. Jump JP2 with provided jumper
2. Power up the board
3. Let the cycle run
4. Remove the Jumper

**Connector JP4**
Connection for programming tool
To change the parameters in the control board connect the programming tool to JP4 and set the switch to (P). Use the (+) and (-) buttons to search through the parameters. Press (S) to select the parameter and adjust with (+) and (-) buttons. Press (T) to test any function changed. Once finished put the programmer back to (N) and continue with the adjustment of the Door.

**Connector JP6 (M1 – M2)**
Motor Connection – Connect motor to here. On a RH Operator ensure that M1=Red and M2=Black. On a LH Operator ensure that M1=Black and M2=Red.
SET UP OF THE CONTROL BOARD

Connector JP8 (F1 – F2)
Closing Contacts and Optic Barrier
Parameter U1=00 optic barrier input (contact NA)
Parameter U1=01 input of the end of closing contact
Normally U1=01


THE CALIBRATION BUTTON CAN ALSO BE USED TO CLEAR THE BOARD OF SETTINGS AND SET TO FACTORY DEFAULTS.

Connector JP10 (FCA – FCC – CAM)
Output of the following information on the NC contacts for the operation panel:
1 - Opening limit switch terminals 1 and 2 – FCA (Open)
2 - Closing limit switch terminals 3 and 4 – FCC (Closing)
3 - Photocell or sensitive edge intervention terminals 5 and 6 – CAM

Connector JP11 (TAP – TCP – EXF – COM)
Door opening/closing management
1 - Opening command from the panel Terminal / TAP
2 - Closing command from the panel Terminal / TCP
3 - Command of photocell by-pass for fireman service Terminal / EXF
4 - Negative in output (24 Volts/0 Volts) Terminal / COM
Manual commands can be given to the above by a 0v signal.

Connector JP16 (CPA)
Open limit sensor

Connector JP17 (ENC.M)
Encoder Connection

The Victory Doors control board had been set up to the following parameters. If changes are necessary on the field, the following parameters are listed as follows.

Before troubleshooting install the landing door contact cover on the interlock contact of the Landing mechanism. Please ensure that your contact is connected to your controller if required.
CONTROL BOARD PARAMETERS V1.6

<table>
<thead>
<tr>
<th>CODE</th>
<th>DESCRIPTION</th>
<th>MIN</th>
<th>MAX</th>
<th>DEFAULT</th>
<th>NOTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>P0</td>
<td>OPENING SPEED</td>
<td>15</td>
<td>25</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>P1</td>
<td>CLOSING SPEED</td>
<td>10</td>
<td>25</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>P2</td>
<td>CLOSING FORCE LIMIT</td>
<td>10</td>
<td>25</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>P3</td>
<td>FINAL OPENING SPEED</td>
<td>4</td>
<td>12</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>P4</td>
<td>FINAL CLOSING SPEED</td>
<td>2</td>
<td>12</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>P5</td>
<td>INITIAL (&quot;RELEASE&quot;) OPENING SPEED</td>
<td>9</td>
<td>16</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>P6</td>
<td>OPEN DOOR HOLDING FORCE</td>
<td>8</td>
<td>14</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>P7</td>
<td>CLOSED DOOR HOLDING FORCE</td>
<td>8</td>
<td>14</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>P8</td>
<td>DISTANCE TRAVELED AT OPENING SPEED</td>
<td>10</td>
<td>20</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>P9</td>
<td>ACCELERATION TIME (OPEN/CLOSE)</td>
<td>2</td>
<td>10</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>PA</td>
<td>SPEED CONTROL TIME PERIOD</td>
<td>10</td>
<td>25</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>PB</td>
<td>LIGHT CURTAIN DISABLE DISTANCE</td>
<td>10</td>
<td>25</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>PC</td>
<td>PHOTO CELL SELECTION</td>
<td></td>
<td></td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>PD</td>
<td>ACCELERATION DISTANCE</td>
<td>1</td>
<td>3</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>PE</td>
<td>DISTANCE COVERED AT LOW SPEED TO COMPLETE OPENING</td>
<td>4</td>
<td>16</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>PF</td>
<td>DISTANCE COVERED AT LOW SPEED TO COMPLETE CLOSING</td>
<td>10</td>
<td>25</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>U0</td>
<td>MAX CLOSING SPEED IN FIRE RECALL PH-1</td>
<td>10</td>
<td>25</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>U1</td>
<td>INPUT F1-F2 PHOTCELL=0, DOOR CLOSED=1</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>U2</td>
<td>DOOR OPEN SIGNAL</td>
<td></td>
<td></td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>U3</td>
<td>ENCODER LOCATION MOTOR=0(-) OR 1(+), PULLEY=6(N/A)</td>
<td></td>
<td></td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>U4</td>
<td>DOOR RE-OPENING DEVICE CONNECTION TO DOOR OPERATOR=0 TO CONTROL PANEL=1</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>U5</td>
<td>RAMP UP CURRENT</td>
<td></td>
<td></td>
<td>5</td>
<td>25</td>
</tr>
</tbody>
</table>
OPERATOR RUNNING CYCLE

OPENING CYCLE

CLOSING CYCLE

9.03
# TROUBLESHOOTING

<table>
<thead>
<tr>
<th>Issue</th>
<th>Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>After completing auto-learn (data acquisition cycle) cycle, doors will continually open and close.</td>
<td>i. Using programming device, go through program parameters to ensure that values are all set to default. Modifying many parameters at once may cause this. Ensure that auto-learn is performed after every change.</td>
</tr>
<tr>
<td>Doors will close but FA (door open sensor) light will remain lit on door operator board.</td>
<td>i. Ensure door contacts are connected to JP8 (F1 &amp; F2) and the reed sensor connected to JP16 (CPA). Reversing the two will cause this respective problem.</td>
</tr>
</tbody>
</table>
| Doors will open but FC (door close sensor) light will remain lit on door operator board. | i. Ensure that the power supply is plugged into location JP1 (L1 positive & L2 negative)  
ii. Ensure the voltage supplied is 24v DC  
iii. Ensure the fuse located at F2 is still good. If not, replace using a 4 amp quick fuse. |
| The LED’s on the door operator board do not turn on. | i. Perform data acquisition cycle as per section 6.0. Retry door open instruction.  
ii. Ensure controller sends a 0v signal when instructing doors to open on TAP.  
iv. Jumper pins COM to TCP; if doors open then motor polarity has been reversed.  
v. If the door forces itself to close in the closed position, check the signals coming from the controller. |
| The doors will not close when instructed to by the controller. | i. Perform data acquisition cycle as per section 6.0. Retry door close instruction.  
ii. Ensure controller sends a 0v signal when instructing doors to close on TCP.  
v. If the door forces itself to open in the open position, check the signals coming from controller. |
| No response to open / close instruction from controller. | i. Perform data acquisition cycle, as per section 6.0. Retry door instructions from controller.  
ii. Ensure ground is connected to main controller. If not, door operator will not respond to open / close signals.  
iii. Ensure that controller is supplying a 0v signal. |
## TROUBLESHOOTING

| Doors will not shut fully and the clutch (skate) will not fully collapse. | i. Plug programming device into terminal JP4. Increase the values of parameters U5, P7 and P2 (programming instructions as per section 5.0). Perform data acquisition cycle (section 6.0) to reset door operator. Re-try.  
ii. Ensure that installation of the operator has been done properly, the clutch must make contact with skate. |
| --- | --- |
| Doors will shake when closing. | i. Ensure that doors have been installed to 1/4” of the ground. After that raise doors by 1/8”.  
ii. Ensure that the encoder is plugged into JP17 (ENC.M.). Perform data acquisition (section 6.0). Re-try.  
iii. If rattling is occurring, check guide shoes (Figure 2.3.1). |
| LED FC will not turn on when doors are closed and car gate signal not ok when doors are closed | i. Check continuity between the two wires of the door contact switch when doors are closed. If continuity does not exist, adjust the position of the contacts in order to ensure contact when doors are closed.  
ii. Check for damage on the contacts. If damaged replace contacts. |
| Doors are moving extremely slow, cannot fully close / open. | i. Ensure the belt for the encoder is not too tight. Allow 1cm compression from both sides when belt is squeezed with two fingers.  
ii. Ensure belt for motor is not too tight. Allow belt to compress a minimum of 1cm from both sides when squeezed with two fingers.  
iii. Ensure that Auto-learn cycle has been performed after changes, too many changes to the parameters without performing auto learn will cause this problem. |
| Overheating occurs | i. Ensure that motor polarities are not reversed. Reversed polarities will cause board to over heat. |
| Parameter E“X” shows up on the programming tool. Where X is a number from 0-9 | i. An Error has occurred within the board. Power down and remove all connections to Victory Control board. Attach all connections and perform Auto-learn once more, Please set all parameters to default and restart the setting up of the doors. |

Please contact Technical Support at 1-800-567-3557 for any questions.