2 SPEED VICTORY DOOR
HOME ELEVATOR ENTRANCES
NON FIRE RATED

2 Cochran Drive
Ayr, Ontario, Canada
N0B 1E0

Toll Free: 1-800-567-3557
Technical Support: Ext. 240
Fax: 1-519-624-6575

www.oillift.com
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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 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 VICTORY DOORS

2 SPEED LANDING ENTRANCE

CLEAR OPENING
900(35 1/2") x 2000(78 3/4")
900(35 1/2") x 2100(82 5/8")
900(35 1/2") x 2400(94 1/2")

ALL DIMENSIONS SHOWN IN mm(in)

<table>
<thead>
<tr>
<th>CLEAR OPENING</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>H</th>
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<tbody>
<tr>
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<td>2000(78 3/4&quot;)</td>
<td>900(35 1/2&quot;)</td>
<td>2225(87 5/8&quot;)</td>
<td>1135(44 11/16&quot;)</td>
<td>1375(54 1/8&quot;)</td>
<td>1140(44 7/8&quot;)</td>
<td>960(37 3/4&quot;)</td>
<td>1450(57 1/16&quot;)</td>
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<tr>
<td>900(35 1/2&quot;) x 2100(82 5/8&quot;)</td>
<td>2100(82 5/8&quot;)</td>
<td>900(35 1/2&quot;)</td>
<td>2325(91 1/2&quot;)</td>
<td>1135(44 11/16&quot;)</td>
<td>1375(54 1/8&quot;)</td>
<td>1140(44 7/8&quot;)</td>
<td>960(37 3/4&quot;)</td>
<td>1450(57 1/16&quot;)</td>
</tr>
<tr>
<td>900(35 1/2&quot;) x 2400(94 1/2&quot;)</td>
<td>2400(94 1/2&quot;)</td>
<td>900(35 1/2&quot;)</td>
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<td>1140(44 7/8&quot;)</td>
<td>960(37 3/4&quot;)</td>
<td>1450(57 1/16&quot;)</td>
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</tbody>
</table>
INTERFACE OF OPERATOR WITH WOOD CAB

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

NOTE:
D= CLEAR OPENING HEIGHT FROM UNDERSIDE OF HEADER TO FINISHED FLOOR (CAB SILL)
E= TOP OF UNI-STRUT TO FINISHED FLOOR (CAB SILL)
ALL DIMENSIONS SHOWN IN mm(in)

<table>
<thead>
<tr>
<th>CLEAR OPENING</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
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<tr>
<td>900(35 1/2&quot;) X 2000(78 3/4&quot;)</td>
<td>461(18 1/8&quot;)</td>
<td>439(17 9/32&quot;)</td>
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<td>2000(78 3/4&quot;)</td>
<td>2185(86&quot;)</td>
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<td>461(18 1/8&quot;)</td>
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<td>2100(82 5/8&quot;)</td>
<td>2285(90&quot;)</td>
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<tr>
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<td>439(17 9/32&quot;)</td>
<td>900(35 1/2&quot;)</td>
<td>2400(94 1/2&quot;)</td>
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INTERFACE OF LANDING ENTRANCE WITH HOISTWAY

ALL DIMENSIONS SHOWN IN mm(in)

<table>
<thead>
<tr>
<th>CLEAR OPENING</th>
<th>FRAME HEIGHT (A)</th>
<th>ROUGH OPENING (B)</th>
<th>MINIMUM (C)</th>
<th>FRAME WIDTH (D)</th>
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<tr>
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<td>2375(93 1/2&quot;)</td>
<td>505(19 7/8&quot;)</td>
<td>1140(44 7/8&quot;)</td>
</tr>
<tr>
<td>900(35 1/2&quot;) X 2400(94 1/2&quot;)</td>
<td>2625(103 5/16&quot;)</td>
<td>2675(105 5/16&quot;)</td>
<td>505(19 7/8&quot;)</td>
<td>1140(44 7/8&quot;)</td>
</tr>
</tbody>
</table>
INSTALLATION OF DOOR OPERATOR, CAB SILL AND CAB DOORS

GUIDE LEGEND:

- REQUIRED WORKERS
- REQUIRED TOOLS
- CAUTION/ATTENTION

THE COMPLETE DOOR OPERATOR IS 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 - CAB DOOR SILL
1 - HARDWARE SET (SEE BELOW)

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>14</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 SOCKET CAP SCREW - M5x10 (FOR TOE GUARD)</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>SERRATED FLANGE HEX NUT - M5 (FOR TOE GUARD)</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>GIB/GUIDE (WITH RUBBER)</td>
<td>4</td>
<td></td>
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</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. SEE TABLE BELOW.

<table>
<thead>
<tr>
<th>CLEAR OPENING</th>
<th>TRACK HEIGHT(H)</th>
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<tbody>
<tr>
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<td>2065(81 15/16&quot;)</td>
</tr>
<tr>
<td>900(35 1/2&quot;) X 2100(82 5/8&quot;)</td>
<td>2165(85 1/4&quot;)</td>
</tr>
<tr>
<td>900(35 1/2&quot;) X 2400(94 1/2&quot;)</td>
<td>2465(97&quot;)</td>
</tr>
</tbody>
</table>
INSTALLATION OF CAB SILL

ONE WORKER REQUIRED

10mm 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 CAB PANELS (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 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 MECH 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

6.00
**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.

### HARDWARE LIST

<table>
<thead>
<tr>
<th>#</th>
<th>DESCRIPTION</th>
<th>QTY</th>
<th>IMAGE</th>
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<tbody>
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<td>1</td>
<td>PLAIN WASHER OD=20 - M10</td>
<td>10</td>
<td><img src="image1.png" alt="Image" /></td>
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<tr>
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<td>TOOTHED LOCK WASHER - M10</td>
<td>14</td>
<td><img src="image2.png" alt="Image" /></td>
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<td>PLAIN WASHER OD=30 - M10</td>
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<td><img src="image3.png" alt="Image" /></td>
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<td>4</td>
<td>SPLIT LOCK WASHER - M10</td>
<td>5</td>
<td><img src="image4.png" alt="Image" /></td>
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<tr>
<td>5</td>
<td>CARRIAGE BOLT - M10x25</td>
<td>5</td>
<td><img src="image5.png" alt="Image" /></td>
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<td>6</td>
<td>HEX NUT - M10</td>
<td>5</td>
<td><img src="image6.png" alt="Image" /></td>
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<tr>
<td>7</td>
<td>CAGE NUT (STANDARD) - M10</td>
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<td>SOCKET HEAD CAP SCREW - M10x20</td>
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<td>ECCENTRIC WASHER - M10</td>
<td>4</td>
<td><img src="image9.png" alt="Image" /></td>
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### HARDWARE LIST

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<th>DESCRIPTION</th>
<th>QTY</th>
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<tr>
<td>10</td>
<td>GIB/GUIDE (WITH RUBBER)</td>
<td>4</td>
<td><img src="image10.png" alt="Image" /></td>
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<td>11</td>
<td>SHIMS - 1mm &amp; 2mm THK</td>
<td>4 SETS</td>
<td><img src="image11.png" alt="Image" /></td>
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<td>12</td>
<td>BUTTON HEAD SOCKET CAP SCREW - M5x10 (FOR TOE GUARD)</td>
<td>3</td>
<td><img src="image12.png" alt="Image" /></td>
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<td>13</td>
<td>SQUARE NUT - M5 (FOR TOE GUARD)</td>
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<td>DOWEL (MASONARY ANCHOR) - M10x95</td>
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**Revision History**

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6.01
INSTALLATION OF LANDING ENTRANCE SILL SUPPORT ASSEMBLY (TYPE 1)

ONE WORKER REQUIRED

17mm WRENCH/ADJUSTABLE WRENCH

NOTE: DEPENDING WHEN YOU PURCHASED THE LANDING ENTRANCE, YOU MAY RECEIVE A TYPE 1 OR TYPE 2 SILL SUPPORT ASSEMBLY.

STEP 1: ASSEMBLE THE LANDING SILL, TRANSITION, LANDING SILL SUPPORT AND LANDING SILL SUPPORT BRACKETS AS SHOWN.
INSTALLATION OF LANDING ENTRANCE SILL SUPPORT ASSEMBLY (TYPE 2)

ONE WORKER REQUIRED

17mm WRENCH/ADJUSTABLE WRENCH

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

TYPE 1

SILL

SUPPORT BRACKETS

TYPE 2

SILL

SUPPORT BRACKET
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

OPENING 900(35 1/2") ‘X’: MIN 505(19 7/8")

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:
OPENING 900(35 1/2") ‘X’: MIN 1400(55")

ATTENTION: RUNNING CLEARANCE BETWEEN CAB SILL AND LANDING MUST BE 30(1 3/16")

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

MASONRY 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: 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
INSTALLATION OF LANDING ENTRANCE
ASSEMBLY OF LANDING ENTRANCE

TWO WORKERS REQUIRED

6mm ALLEN KEY, 17MM WRENCH/ADJUSTABLE WRENCH, PLASTIC CLAMPS

STEP 3: REMOVE THE SILL AND SUPPORT FROM THE ASSEMBLY LEAVING THE SUPPORT BRACKET(S) ATTACHED IN THE HOISTWAY WALL. PLACE THE LANDING ENTRANCE ITEMS ON WOODEN HORSES OR STANDS AND ASSEMBLE AS SHOWN BELOW.
ONE WORKER REQUIRED

6mm ALLEN KEY

**STEP 4:** ATTACH THE STRIKE AND RETURN POSTS TO THE LANDING MECHANISM(HEADER) USING THE HARDWARE ALREADY ATTACHED TO THE POST BRACKETS.
INSTALLATION OF LANDING ENTRANCE
ASSEMBLY OF LANDING ENTRANCE

ONE WORKER REQUIRED

17mm WRENCH/ADJUSTABLE WRENCH

STEP 5: SLIDE AN EXTRA CARRIAGE BOLT THROUGH SILL. PLACE SILL ON TOP OF POST BRACKETS AND ENSURE THAT TRANSITION IS ATTACHED TO THE SILL. FASTEN THE TWO CARRIAGE BOLTS ATTACHING THE SILL TO THE POST BRACKETS, LEAVING ONE CARRIAGE BOLT HANGING IN THE MIDDLE.
INSTALLATION OF LANDING ENTRANCE
ASSEMBLY OF LANDING ENTRANCE

ONE WORKER REQUIRED

18mm/ADJUSTABLE WRENCH, STANDARD HAMMER

STEP 6: 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.
INSTALLATION OF LANDING ENTRANCE MECHANISM BRACKETS

ONE WORKER REQUIRED

17mm WRENCH/ADJUSTABLE WRENCH

STEP 7: ATTACH MECHANISM SUPPORT BRACKETS AS SHOWN.
INSTALLATION OF LANDING ENTRANCE
INSTALLATION OF ENTRANCE

TWO WORKERS REQUIRED

MARKING TOOL, DRILL AND HAMMER
CONCRETE: 3/8" MASONRY DRILL
WOOD: 3/8" X 3" LONG WOOD LAGS

ATTENTION: BE EXTRA CAREFUL WHEN INSTALLING THE ENTRANCE AS IT MAY NEED TO BE TILTED WHEN MOUNTING IN HOISTWAY.

STEP 8: FIT THE LANDING FRAME INSIDE THE HOISTWAY, SECURE THE LANDING TO THE SILL SUPPORT TO THE SILL SUPPORT BRACKETS IN THE HOISTWAY.

NOTE: REMOVE THE NUTS AND WASHERS FROM THE POST BRACKET. PLACE THE CARRIAGE BOLT THROUGH SILL AND REFASTEN.

ONCE SILL SUPPORT IS SECURED, FIT ANCHORS TO MECHANISM SUPPORT BRACKETS AND SECURE. DEPENDING ON APPLICATION USE APPROPRIATE ANCHORS AND TOOLS.
STEP 9: TO INSTALL THE DOORS FOLLOW THE INSTRUCTIONS ON PAGES 5.06, 5.07 AND 5.08. ENSURE DOORS RUN FREELY ON LANDING SILL.

STEP 10: 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 BRACKET 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 SITE 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. DO NOT REMOVE THE PROTECTIVE COATING FROM THE DOORS OR THE FRAMES UNTIL THE ENTRANCE WALLS ARE COMPLETELY FINISHED.

6. IF THE GC REQUESTS TO USE THE ELEVATOR AS A CONSTRUCTION ELEVATOR IT 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.

7. 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.

8. 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.

9. OLS TAKES ABSOLUTELY NO RESPONSIBILITY FOR TRAINING THE ELEVATOR COMPANY INSTALLING THE ENTRANCES OR THE COMPANY RESPONSIBLE FOR CONSTRUCTING THE ENTRANCE WALL TO THE ELEVATOR LANDING ENTRANCE.
ELECTRICAL DIAGRAM OF BOARD

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

JP1 24V DC ONLY
JP6

8.01
SET UP OF THE 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.

**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
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.

NOTE: PROGRAMMING TOOL NOT INCLUDED
### 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>
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<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>
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<tr>
<td>P6</td>
<td>Open Door Holding Force</td>
<td>8</td>
<td>14</td>
<td>10</td>
<td></td>
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<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>0</td>
<td></td>
<td></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>
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<tr>
<td>PF</td>
<td>Distance Covered at Low Speed to Complete Closing</td>
<td>10</td>
<td>25</td>
<td>15</td>
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</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</td>
<td>0</td>
<td>1</td>
<td>1</td>
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<tr>
<td>U2</td>
<td>Door Open Signal</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td></td>
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<tr>
<td>U3</td>
<td>Encoder Location</td>
<td></td>
<td></td>
<td></td>
<td>1</td>
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<tr>
<td>U4</td>
<td>Door Re-Opening Device Connection</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>U5</td>
<td>Ramp Up Current</td>
<td>5</td>
<td>25</td>
<td>10</td>
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**Revision History:**

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<tr>
<th>REV</th>
<th>DESCRIPTION</th>
<th>DATE</th>
<th>APPROVED</th>
<th>E.R.#</th>
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<tr>
<td>****</td>
<td>Please Refer to DOC# 151897 for Program Load Procedure</td>
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**Hardware List**

<table>
<thead>
<tr>
<th>#</th>
<th>Description</th>
<th>QTY</th>
<th>Image</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Plain Washer OD=20 - M10</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Toothed Washer - M10</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Plain Washer OD=30 - M10</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Split Lock Washer - M10</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Cage Bolt - M10x25</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Hex Nut - M10</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Flat Head Socket Cap Screw - M10x30</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Toothed Crown Washer - M10</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Cage Nut 5/47 - M10</td>
<td>(Used with Fig 1) 4</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Cage Nut (Standard) - M10</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Socket Head Cap Screw - M10x15</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Eccentric Washer - M10</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Shims - 1mm &amp; 2mm Thick</td>
<td>15</td>
<td>Sets</td>
</tr>
<tr>
<td>14</td>
<td>Button Head Socket Cap Screw - M5x10</td>
<td>(For Toe Guard) 3</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Serrated Flange Hex Nut - M5</td>
<td>(For Toe Guard) 3</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Gib/Guide (With Rubber)</td>
<td>6</td>
<td></td>
</tr>
</tbody>
</table>

**Figure 1:** Box Dimensions: 148x59x19cm

**Rev:** 9.02
OPERATOR RUNNING CYCLE

OPENING CYCLE

SPEED

OPEN DOOR

CLOSED DOOR

P0

P3

P5 (SPEED)

TIME

P8

PE

CLOSING CYCLE

SPEED

OPEN DOOR

CLOSED DOOR

P1

P4 (SPEED)

TIME

P9

PF

9.03
# TROUBLESHOOTING

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

*2 SPEED VICTORY DOORS*
## TROUBLESHOOTING

<table>
<thead>
<tr>
<th>Issue Description</th>
<th>Step 1</th>
<th>Step 2</th>
<th>Step 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Doors will not shut fully and the clutch (skate) will not fully collapse.</td>
<td>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.</td>
<td>i. Ensure that installation of the operator has been done properly, the clutch must make contact with skate.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>i. Ensure that installation of the operator has been done properly, the clutch must make contact with skate.</td>
<td></td>
</tr>
<tr>
<td>Doors will shake when closing.</td>
<td>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.</td>
<td>iii. If rattling is occurring, check guide shoes (Figure 2.3.1).</td>
<td></td>
</tr>
<tr>
<td>LED FC will not turn on when doors are closed and car gate signal not ok when doors are closed</td>
<td>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.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Doors are moving extremely slow, cannot fully close / open.</td>
<td>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.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Overheating occurs</td>
<td>i. Ensure that motor polarities are not reversed. Reversed polarities will cause board to over heat.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parameter E”X” shows up on the programming tool. Where X is a number from 0-9</td>
<td>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.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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