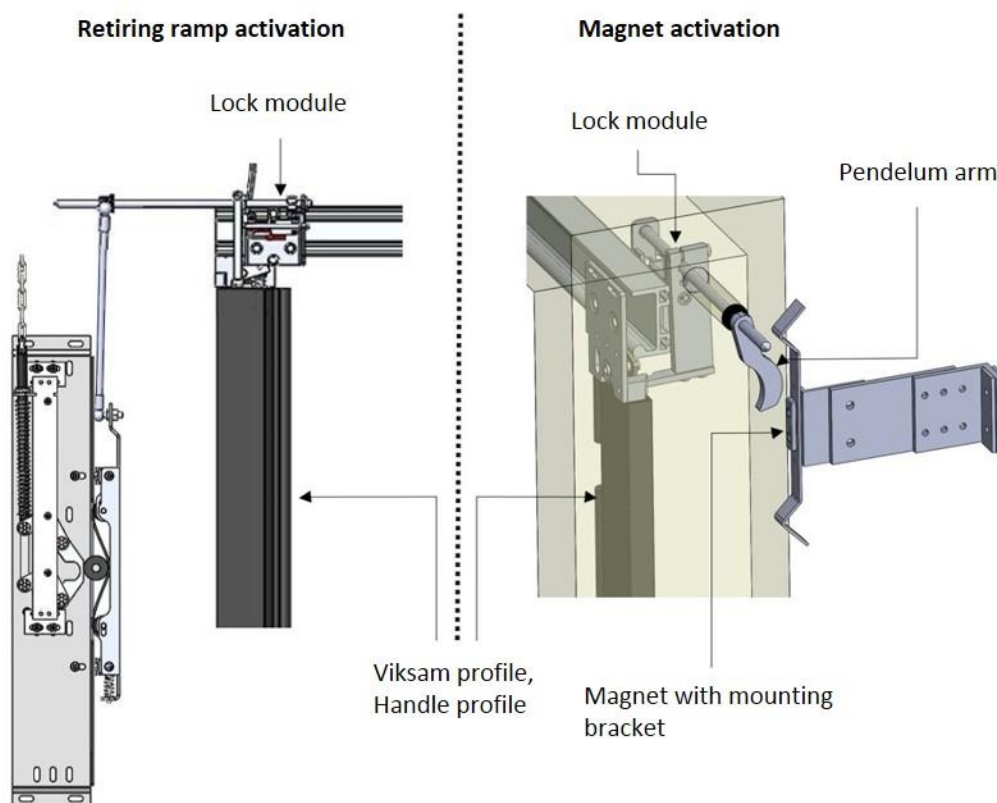


Viksam car door lock EN81-20



P. 1-6

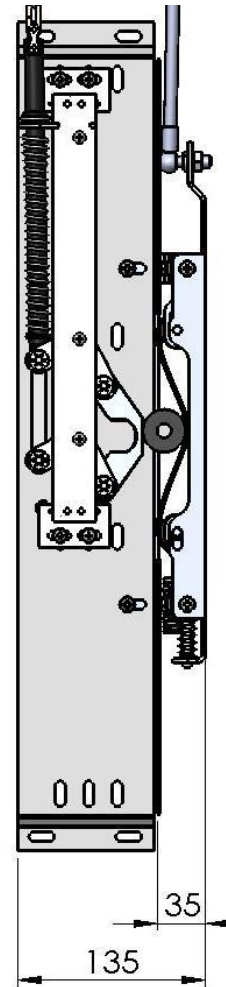
P. 7-10

Introduction

Before you begin the installation we recommend these conditions for our car door locks:

Retiring ramp activation

- Stroke length of >25mm. Make sure this stroke length applies to both the lock roller of the landing door lock and the retiring ramp. The retiring ramp needs to be replaced if it does not have a stroke length of >25mm. The landing door lock can be solved by extending the lock arm. If you choose our ELB-magnet for the retiring ramp, we recommend the retiring ramp that is undampened, because of its longer stroke length.
- The activation-module, which is placed next to the retiring ramp, is approximately 35mm wide.
- The lock rollers on each floor needs to be adjusted vertically so that they are aligned close to the belt of the activation module. The area where the module is activated is about 100mm.



Magnet activation

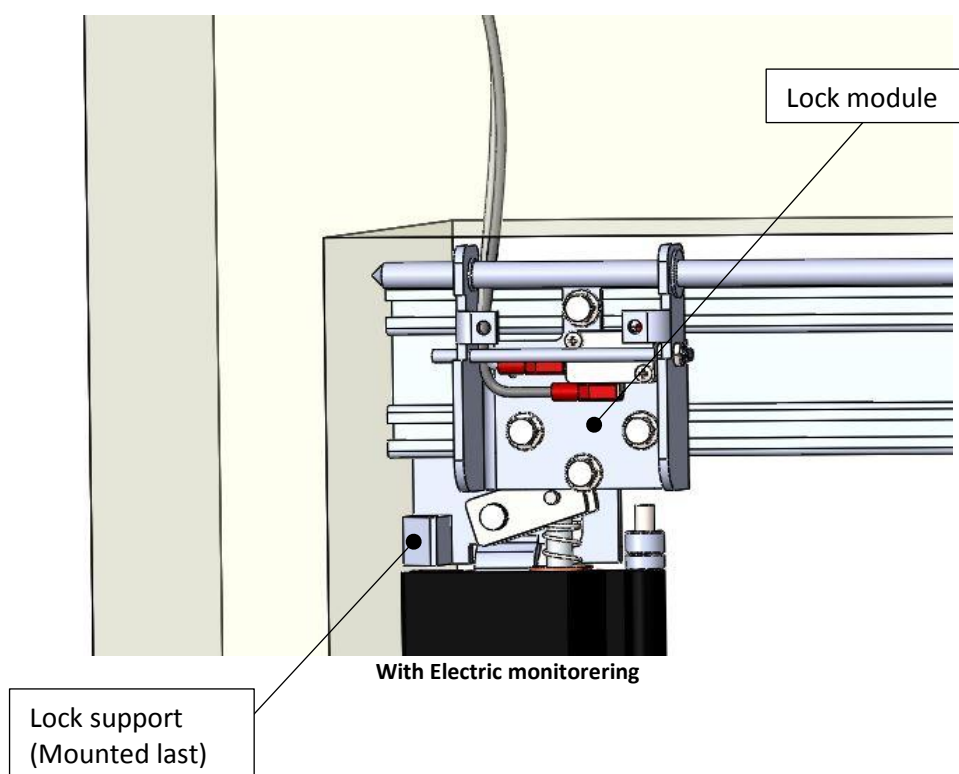
- Check that the distance from the center of the Viksam door's threshold and the shaft wall next to the door is >110mm.

Please note:

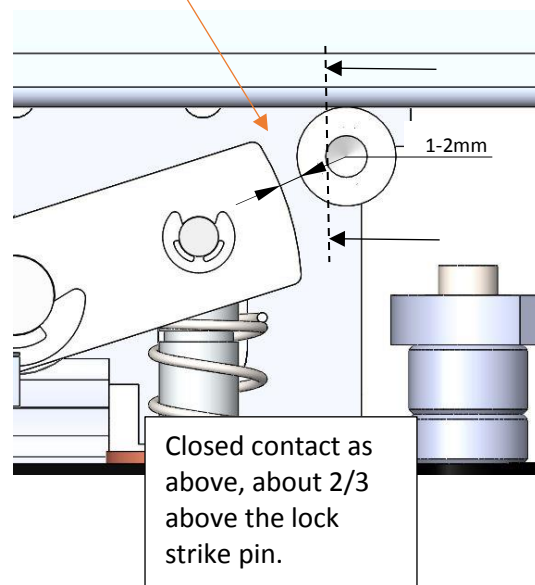
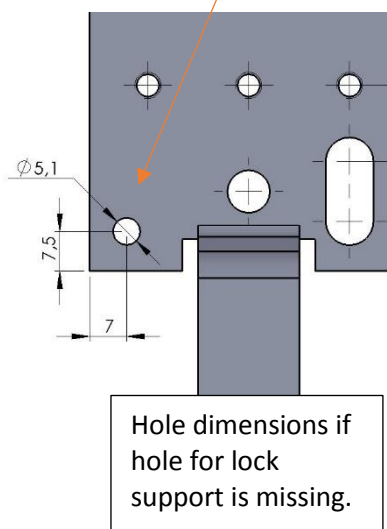
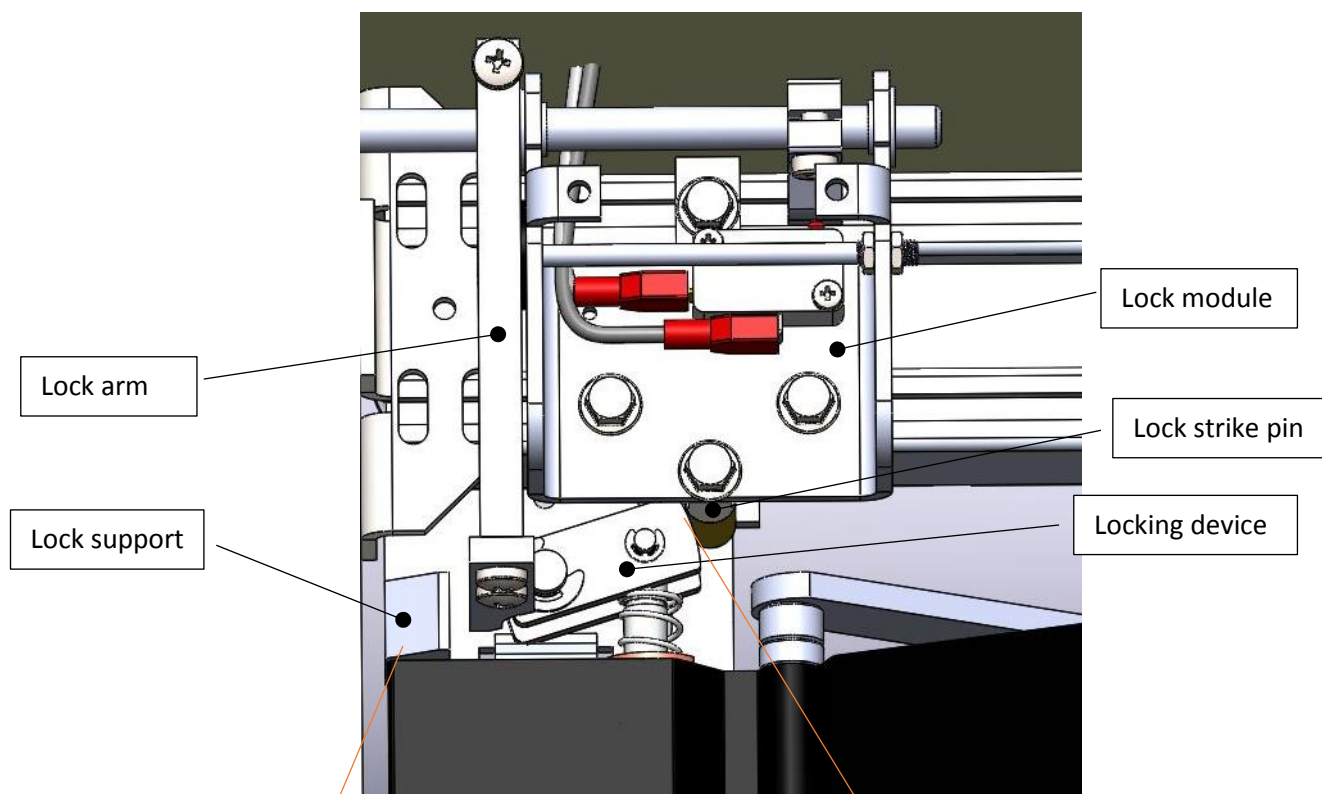
The magnets are very powerful and can crack if they are not handled with care.

Installation manual - Retiring ramp activation

1. If you already have a lock strike pin which is already attached to the rail, start by taking it down. There will be one fixed on the lock module. When **motorization**, the lock strike pin should be removed upon commissioning, however it is recommended to have it mounted when adjusting the lock.
2. Mount the lock module on the hanger rail and push the tip of the shaft towards the pilaster. Tap carefully with a hammer to mark where the shaft should go through the pilaster. Push away the lock module and drill a hole for the shaft, minimum 12mm in diameter. Push back the lock module in place and check that the shaft rotates easily.
3. **Do not** mount the lock support until after mounting and adjusting. That is to prevent you from locking yourself in if you are working from the inside of the car.

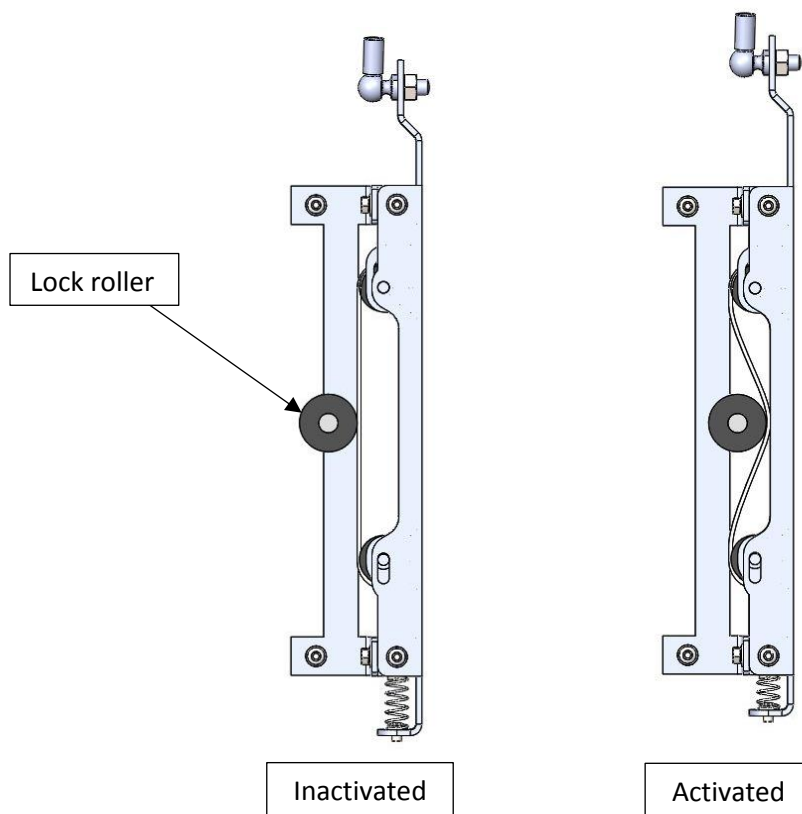


4. Close the door. Push the lock module on the hanger rail so that the lock strike pin has a distance of 1-2mm from the locking device. Adjust the door contact. The door contact should not be closed until the locking device has passed more then 2/3 of the lock strike pin. (See description below.) This is to prevent the car from leaving without the car door being locked. When the contact is adjusted, pull off the lock module and tighten it in the right position on the rail.

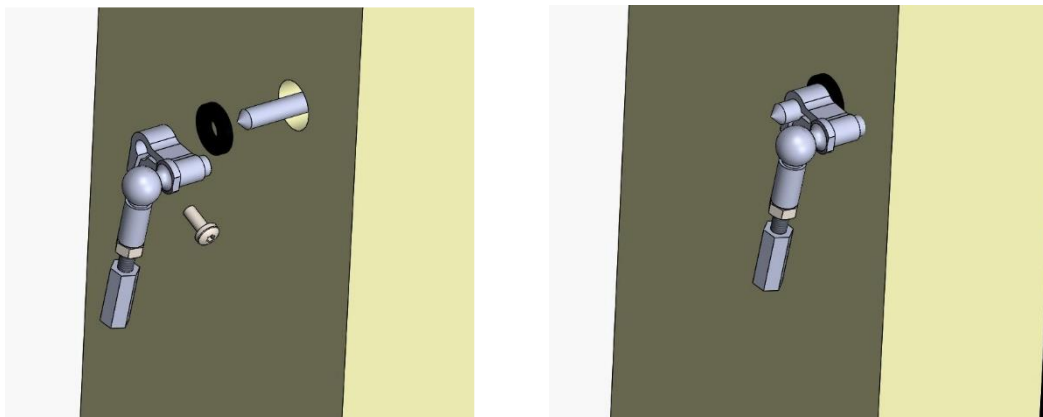


5. Mount the activation module, (see description below), make sure that the lock roller ends up as centred as possible against the belt when the car is at the landing floor. When the lock roller is pushed into the belt by the retiring ramp, the lock will activate and unlock the car door. The mounting hole fits the mounting plate for ELB-75 mini but it is also possible to mount it directly to the car side.

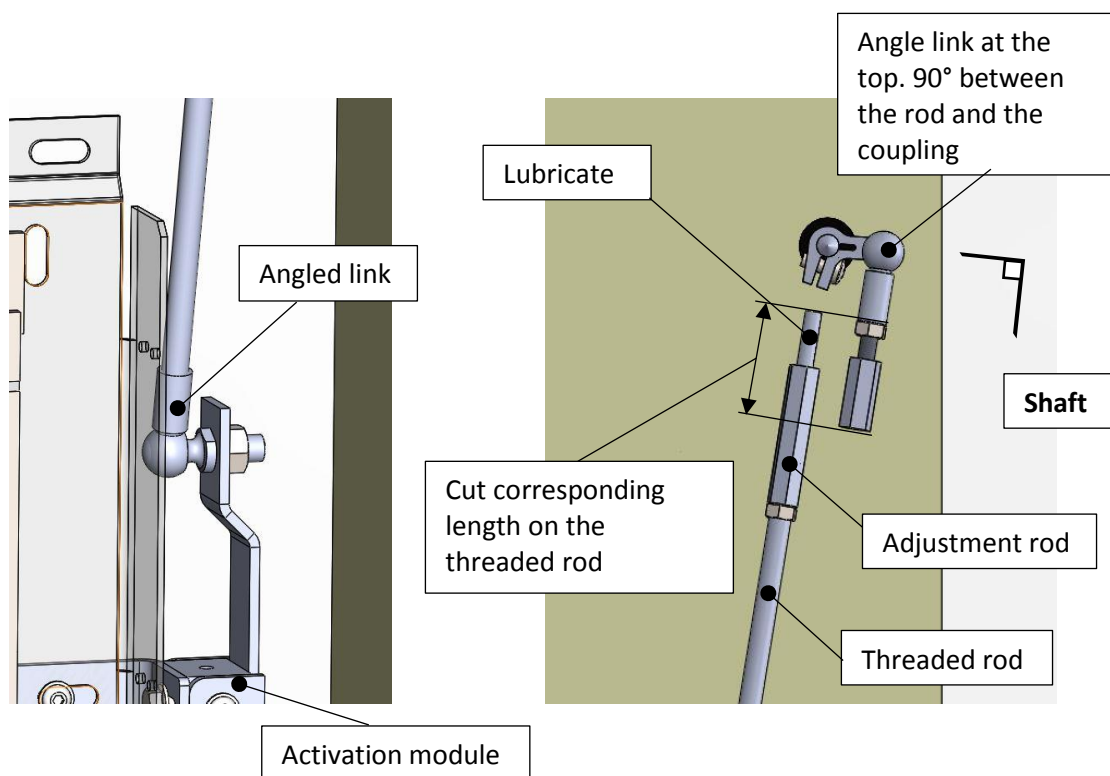
Adjust the distance between the lock roller and the belt when the retiring ramp is inactivated to 2-5mm. If the stroke length is less than 25mm for the lock roller, it must be adjusted closer to the belt.



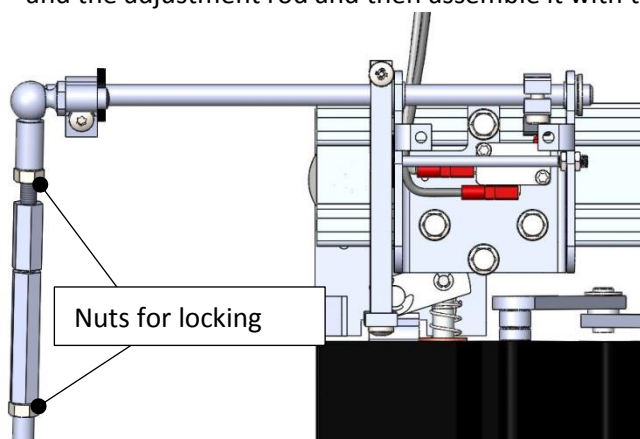
6. Mount the plastic ring (3mm) together with the shaft coupling and the angled link as below. Cut the shaft length if needed. It should only stick out so the coupling fits outside the pilaster.



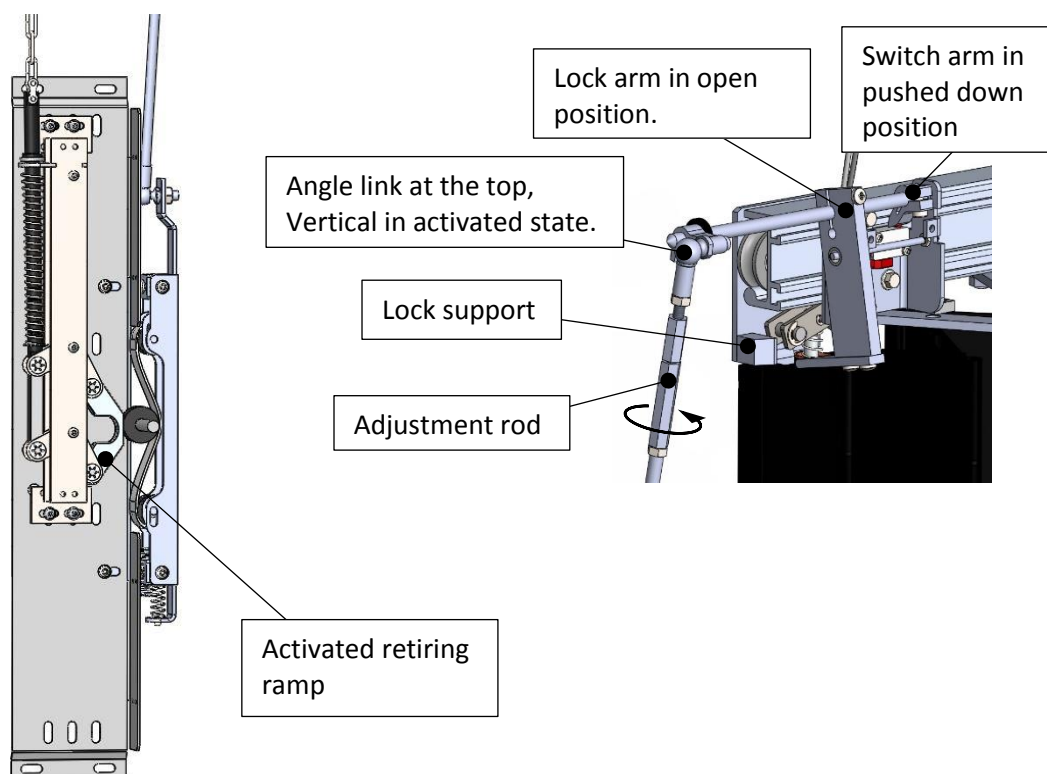
7. Attach the threaded rod with the angled link at the activation module when the retiring ramp is inactivated. Tighten the threaded rod. Screw the adjustment rod fully on the threaded rod. Measure how much the threaded rod needs to be cut according to the instructions down to the right. The length which will be cut is the length that the lower part sticks out from the bottom of the upper part + 3mm. unscrew the threaded rod and cut the length you measured from the threaded rod. Please lubricate the shaft, as described below, with a thin lubricant.



8. When the threaded rod is cut, you can assemble the threaded rod with the lower angled link and the adjustment rod and then assemble it with the upper part. See description below.



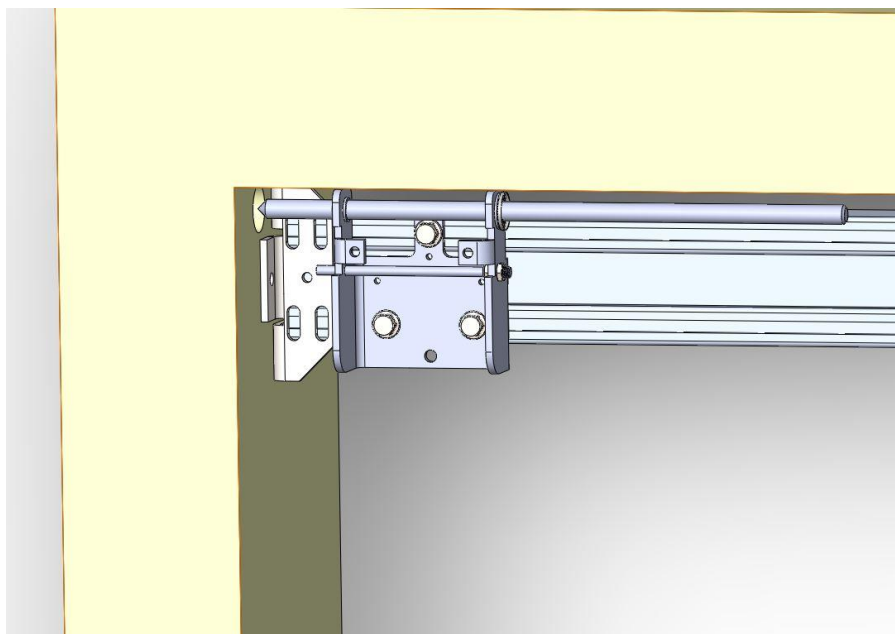
9. The adjustment should occur when the retiring ramp has been activated, that is when the elevator is in the landing zone. In this case the lock arm should be unlocked and if it is electric monitoring, the switch arm should push down the switch. The easiest way to adjust that the lock arm opens properly when the retiring rail is activated, is to tighten the lock arm and switch arm on the shaft and then adjust the adjustment rod, which is placed on the threaded rod, until the arm is fully open. Finish by installing the electric monitoring (optional feature).



10. Mount the lock support on the double plate and make sure that the lock arm ends up between the lock support and the locking device. When the lock is adjusted, go through all floors and check if any lock rollers need to be adjusted. Attach the cover over the micro switch.

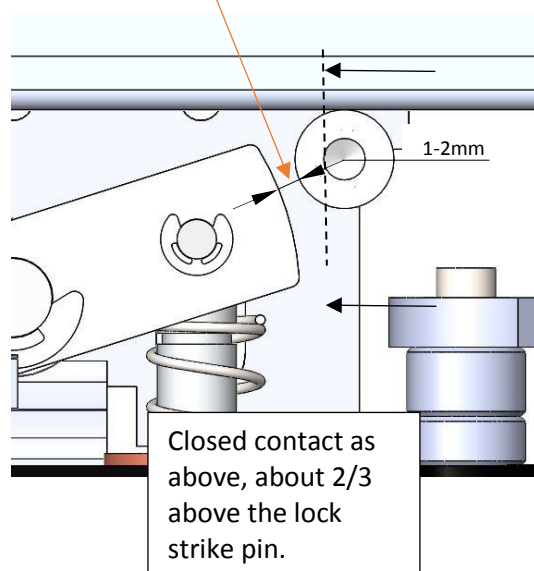
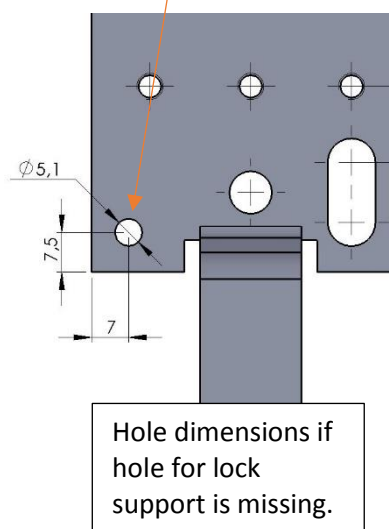
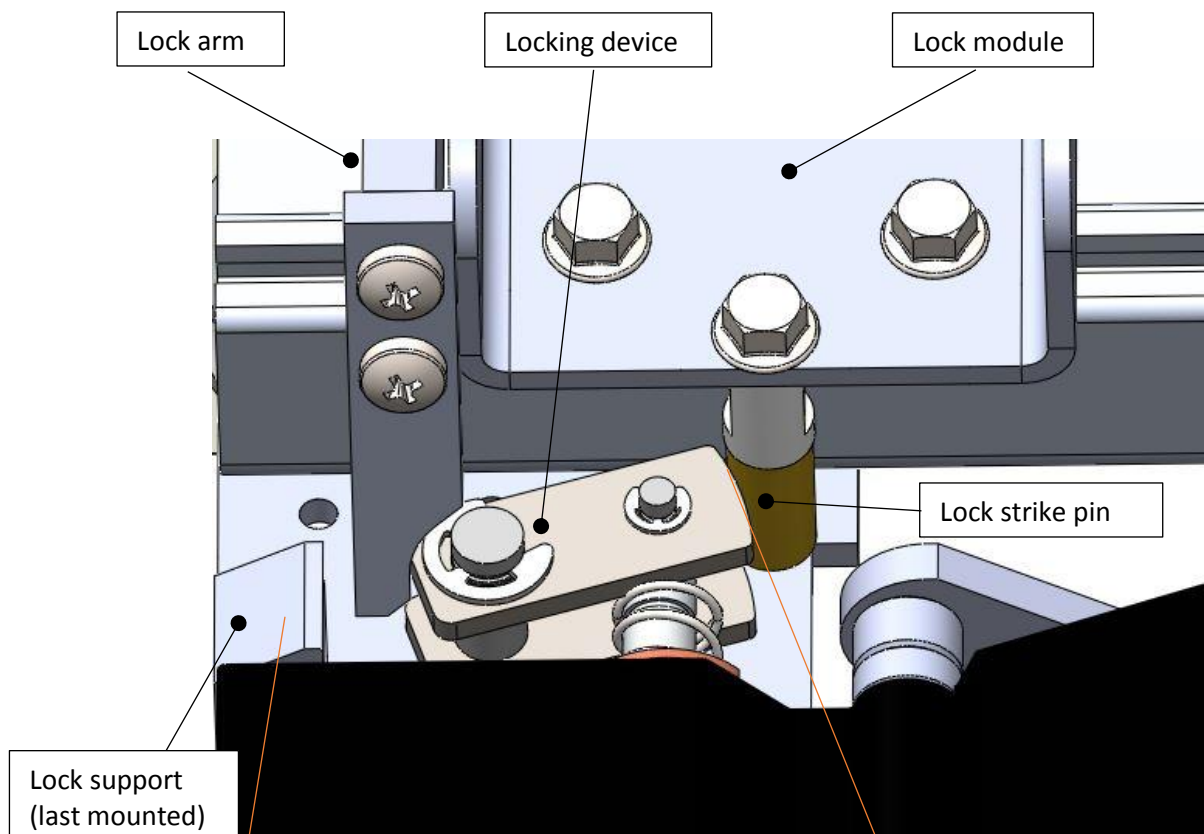
Installation manual – Magnet activation

1. If you already have a lock strike pin which is already attached to the rail, start by taking it down. There will be one already fixed on the lock module. When motorization, the lock strike pin should be removed upon commissioning, but we do recommend leaving it on when adjusting the lock.
2. Mount the lock module on the hanger rail and push the tip of the shaft forward towards the pilaster. Tap carefully with a hammer to mark where the shaft should go through the pilaster. Push away the lock module and drill a hole for the shaft, minimum 12mm in diameter. Pull the lock module back in place and check that the shaft rotates easily.
3. **Do not** mount the lock support, see picture on page 8, until after mounting and adjustment. This is to prevent you from locking yourself in if you are working from the inside of the car.

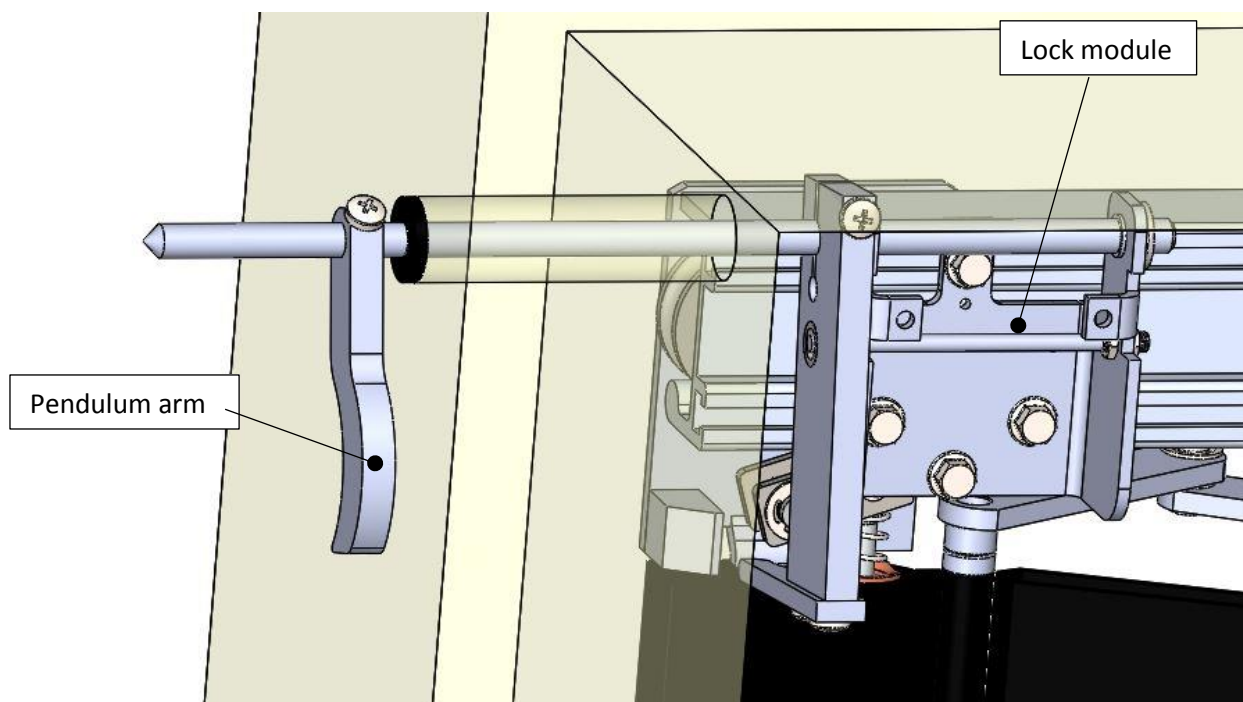


Without electric monitoring at magnet activation

4. Close the door. Push the lock module on the hanger rail so that the lock strike pin has a distance of 1-2mm from the locking device. Adjust the door contact. The door contact should not be closed until the locking device has passed more then 2/3 of the lock strike pin. (See description below.) This is to prevent the car from leaving without the car door being locked. When the contact is adjusted, pull off the lock module and tighten it in the right position on the rail.



5. Mount the pendulum arm and the plastic ring (3mm) as below. The pendulum arm should be placed as for the magnets to fit but as close to the pilaster as possible to avoid too much torque. The plastic ring makes sure that the location is not too close.



6. Mount the magnets on every floor. Start by locking both the lock arm and the pendulum arm on the shaft before the magnets are mounted and adjusted.
7. The distance between the shaft wall/net and the pendulum arm can vary a lot. Take advantage of the adjustment that the angle bracket has. The pendulum arm should, in unlocked (activated) position, have a maximum 5mm distance from the magnet. This is to avoid unnecessary noise from metal encountering metal.
8. When all the magnets are set, the lock support can be mounted, see page 8, the lock function can be tested.
9. Tighten the lock support and run test on all levels.

