

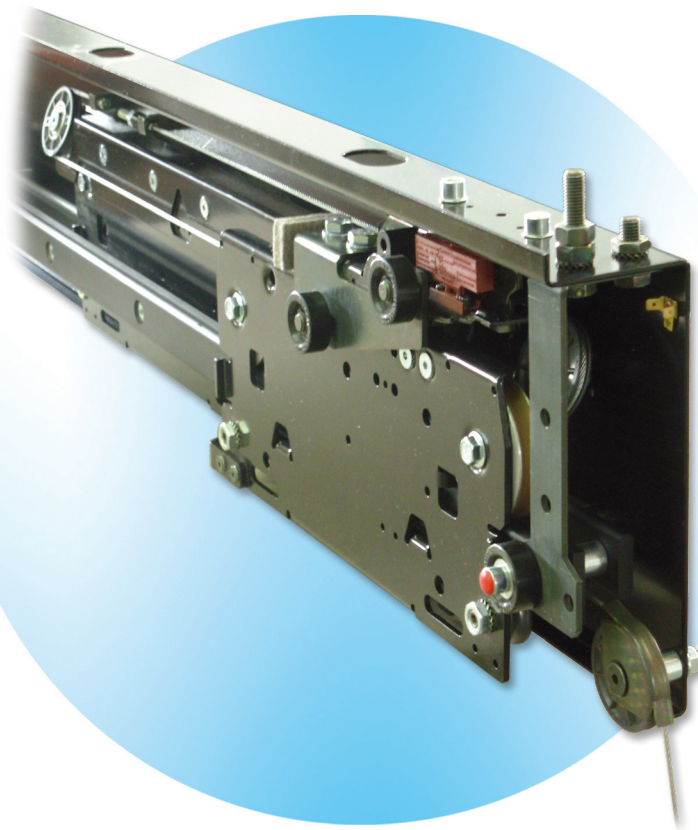
## INSTRUCTION HANDBOOK



# PEGASUS

Code	GM.2.002491.EN
Version	A
Date	20.01.2022

## LANDING DOOR



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The points that are important under the safety viewpoint and danger warnings are indicated with these symbols:



Danger general



Important warnings



Risk of personal injury (e.g. sharp edges, protruding parts)



Risk of damage to mechanical parts ( e.g. incorrect installation)



Live parts



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Congratulations on choosing a **WITTUR** product!


Before starting the installation of this product, read the information contained in this document.

You will find important warnings on how to assemble and maintain your **WITTUR** product in good operating conditions and to get the maximum of your investment.

You will also find important information concerning the product care and maintenance which are an important factor to ensure safety at all times.

**WITTUR** has long been involved in research aimed at reducing noise level and in design that takes into due consideration the product quality and the conservation of environment.

This document is an integral part of the supply and must be available in the lift power room at all times.

 All products are provided with identification type label and in case with certification marks in accordance with the current rules.

In case of need concerning the product, the identification data on the label must be always communicated to us.

We hope you will get full satisfaction from this **WITTUR** product. Yours faithfully.

**WITTUR**

### **WARNINGS**

- **WITTUR** will not be held liable for any damage caused by tampering of the packing material by thirds.
- Before starting assembly, check that the product received corresponds to the order and to the packing list and that no damage has occurred in transit.
- Within its policy of continual research, **WITTUR** reserves to make changes to its products without notice. The figures, descriptions and data contained in this manual are intended as purely indicative and not binding.



- To ensure the safety of the product, avoid any alteration or tampering.

- **WITTUR** liability will be limited to the original components only.

- **WITTUR** product is intended for use in the lift sector only, therefore **WITTUR** liability shall be limited to such use.

- This product is intended for professional use. Any improper use, including for hobby or DIY, is prohibited.



- In order to prevent any injury to persons and damage to property, the handling, installation, adjustment and maintenance must be carried out by suitably trained personnel, using appropriate clothing and equipment.

- Any masonry work connected with the correct installation of the product must be executed in a workmanlike manner according to the applicable laws.

- The connection of the electric/electronic units to the local power supply must be executed in a workmanlike manner according to the applicable laws.

- All metal parts supporting the electric/electronic units must be connected to an earth system in a workmanlike manner according to the applicable laws.



- Before connecting the product to the power supply check that the product's requirement corresponds with the power supply available.

- Before starting any work on the electric/electronic components disconnect power from the system.

- **WITTUR** shall have no responsibility on the execution of masonry works or the connection of electric/electronic components to the power supply.



- **WITTUR** shall not be liable for damages/injury to property/persons caused by improper use of the emergency opening devices.

### **SUGGESTIONS**

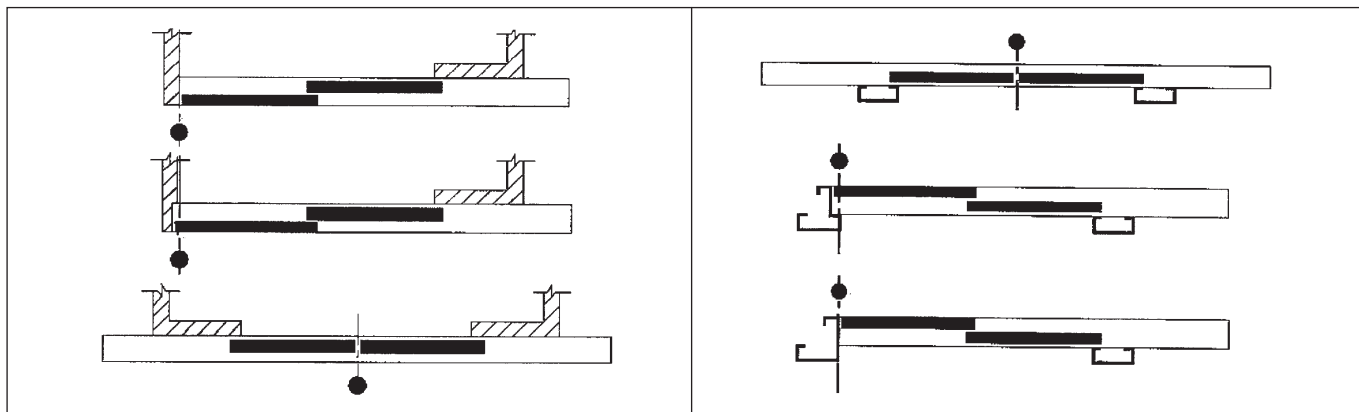
- Keep the material in the original packing, protected from bad weather and direct exposure to sun during the storage period in order to avoid the accumulation of water/condensation inside the packing material.
- Never dispose of packing material in the environment.
- Once dismantled, the product should be conveniently disposed as provided for by the local laws; never dispose of in the environment.
- Whenever possible, re-cycling is preferable to disposal in dump sites.
- Before re-cycling check the nature of the various materials and re-cycle in the appropriate way.

# PEGASUS LANDING DOOR

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## 1 - LANDING DOOR ALIGNMENT WITH CAR DOOR

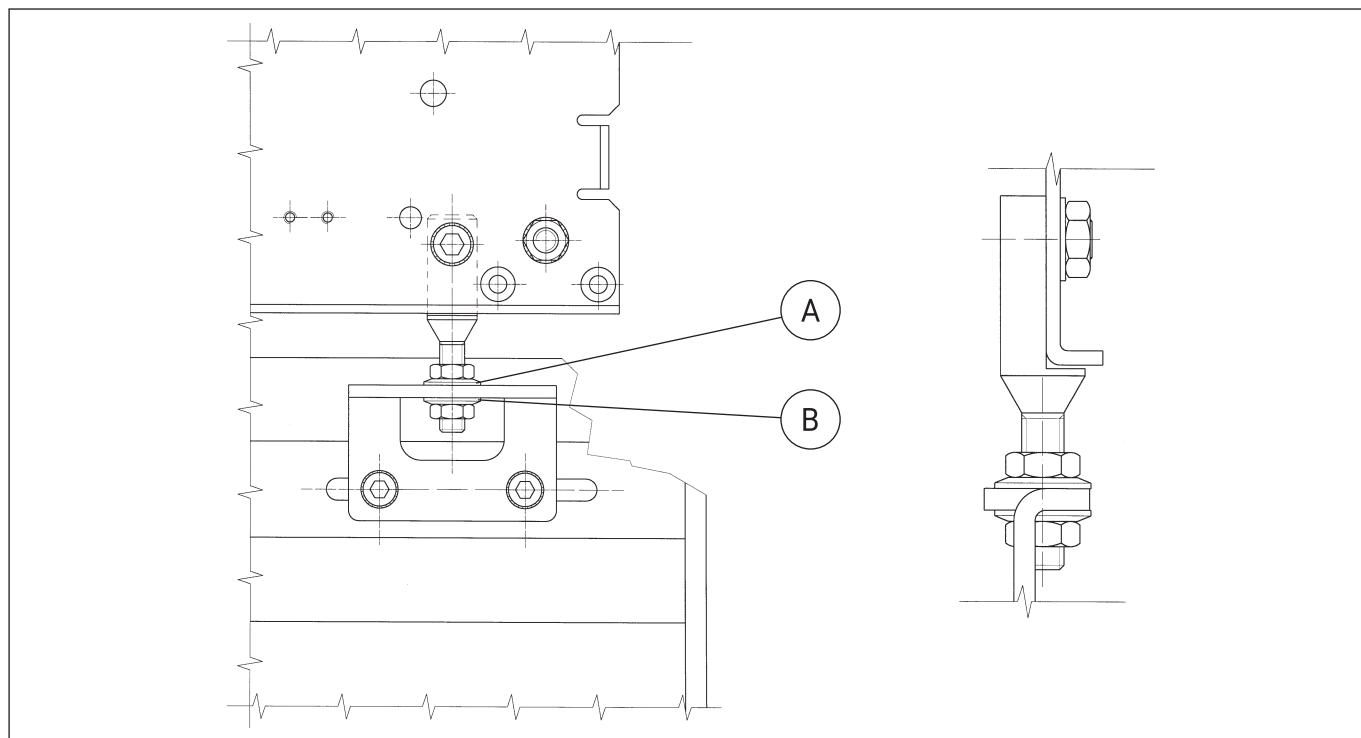
The red buffer on top track fixing screw, represents the vertical reference for the position of all the landing and car doors. While for the telescopic doors the red buffer indicates the door's clear opening line, runby excluded, for central opening doors it indicates the center of the clear opening.



## 2 - ASSEMBLY OF PANEL FIXING BOLTS

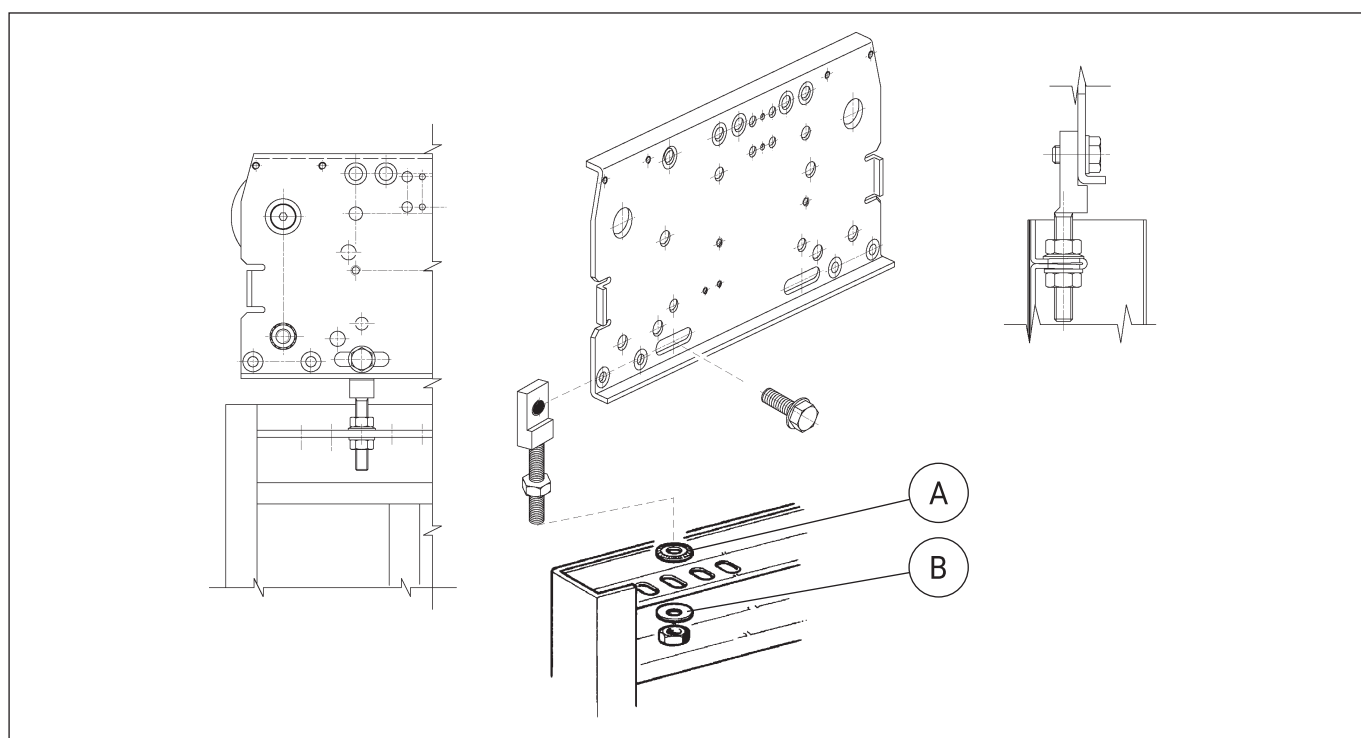
All panels must have at least two fixing points.

The "A" type conical washers should be placed on the top part of the door fixing profile. The "B" type flat washer beneath.



All the panels must have at least two fixing points.

The conical washers "A" must be mounted in the upper part of the connection profile. The flat washers "B", in the lower part.




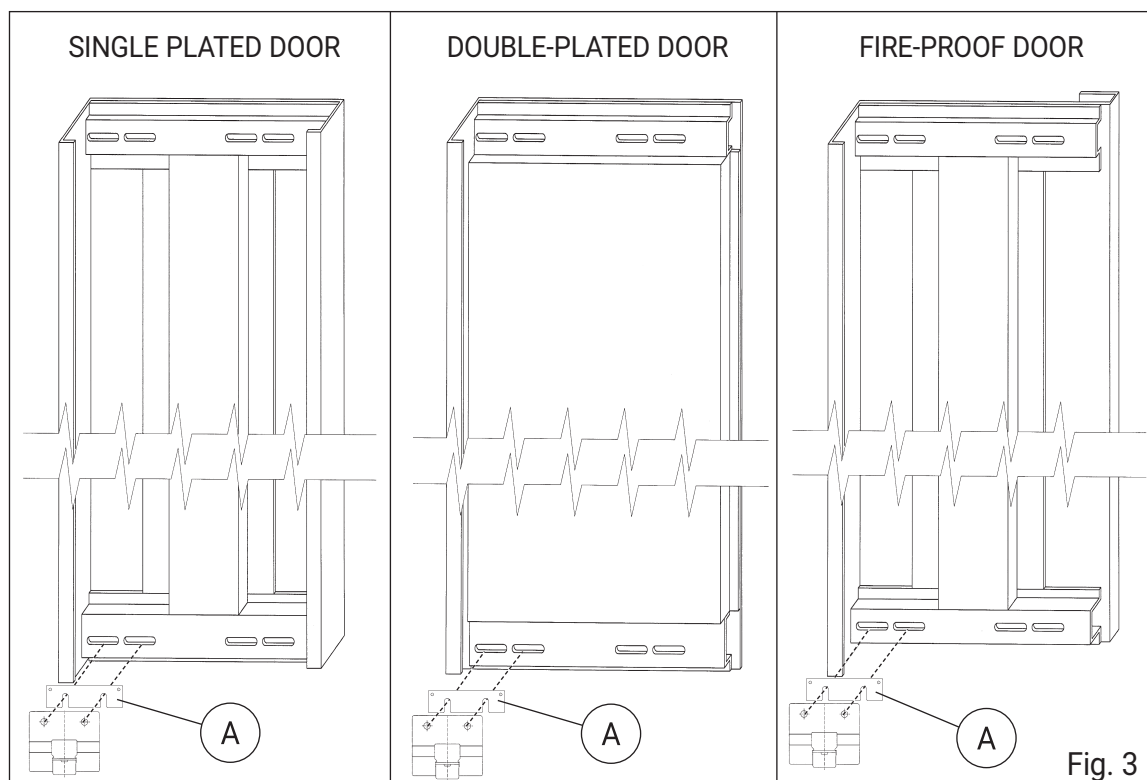
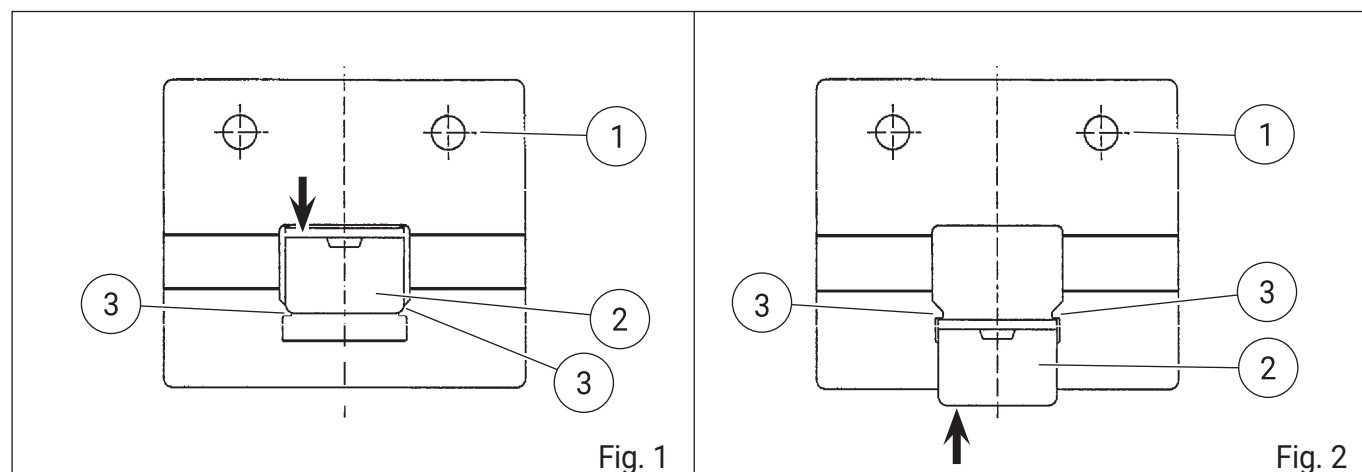
## 3 - BOTTOM SLIDING SHOES ASSEMBLY AND REPLACEMENT

The sliding shoe (2) on the respective support (1) is mounted with slight pressure until it fits under the two tooth (3) (Fig. 1).

For the disassembling it is sufficient to push it from the lower side and to withdraw it from the support housing (1) (Fig. 2).

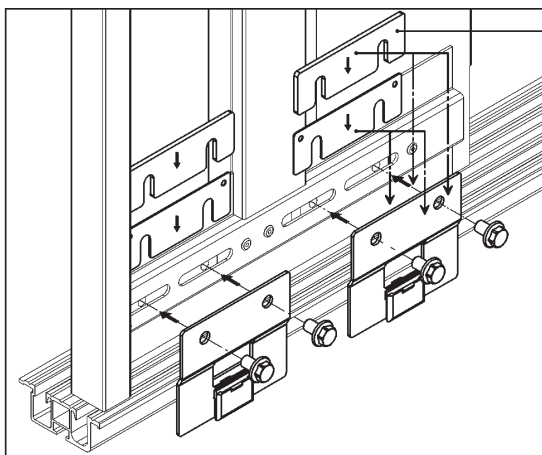
The shoe mounting and disassembling to the panel is very easy even with assembled panels: in fact it is enough to leave the shoes running into the sill's groove.

 Each panels must have at least two bottom sliding shoes.



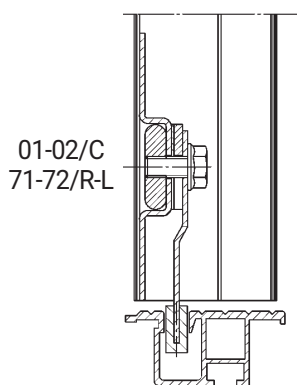
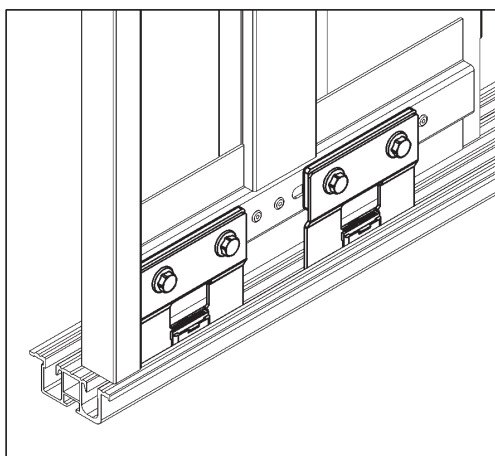
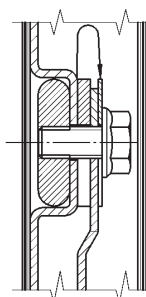
N.B. The "A" spacer (Fig. 3) will be supplied with two different thickness: 1,2 mm and 4 mm. It is used for the possible adjustment of the shoe.

## SHOE ASSEMBLY INSTRUCTION

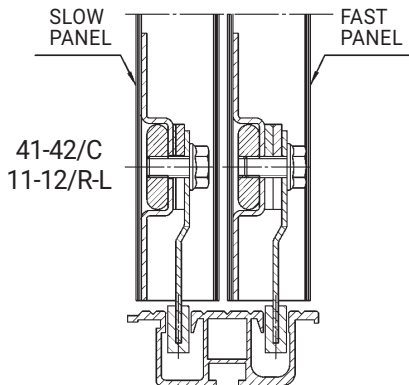


### ATTENTION!

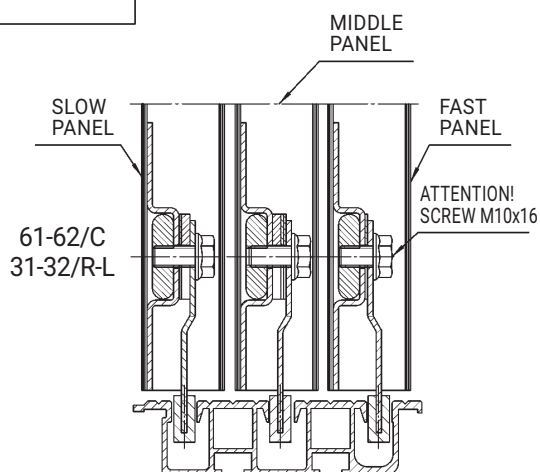
To avoid damage the panels, placing spacers not used to adjust in front of shoe support to compensate the screw length.



01-02/C  
71-72/R-L



41-42/C  
11-12/R-L



61-62/C  
31-32/R-L

ATTENTION!  
SCREW M10x16

The shoe on the retaining pin is mounted with slight pressure until the proper tongues fit inside the groove (Fig. 1). For the disassembling it is sufficient to push it from the rear side and at the same time with a small screw-driver to, part the tongues (1) one after the other.

The shoe mounting and disassembling to the panel is very easy even with assembled panels: in fact it is enough to turn them 90 degrees, put them in a horizontal position (Fig. 2) and pull them towards the outside or push them into the sill's groove.

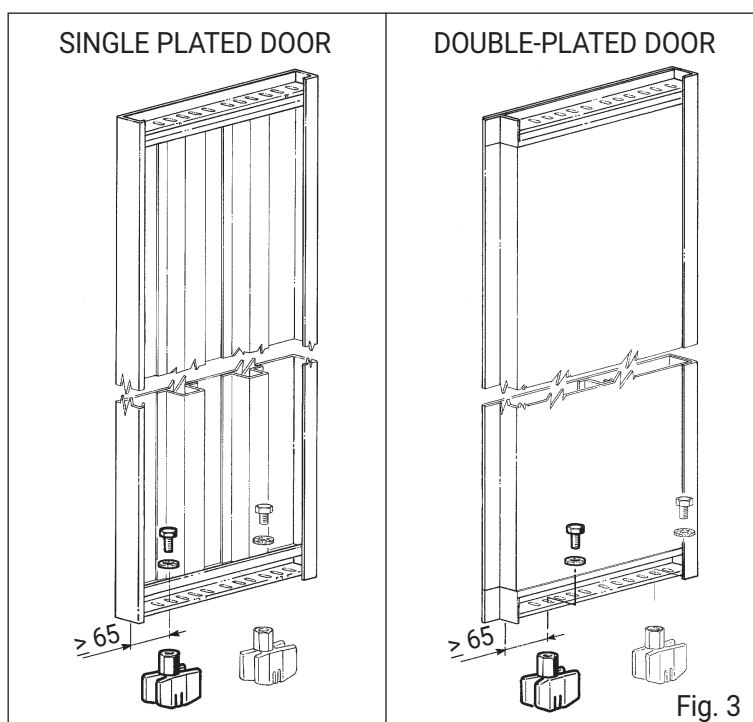
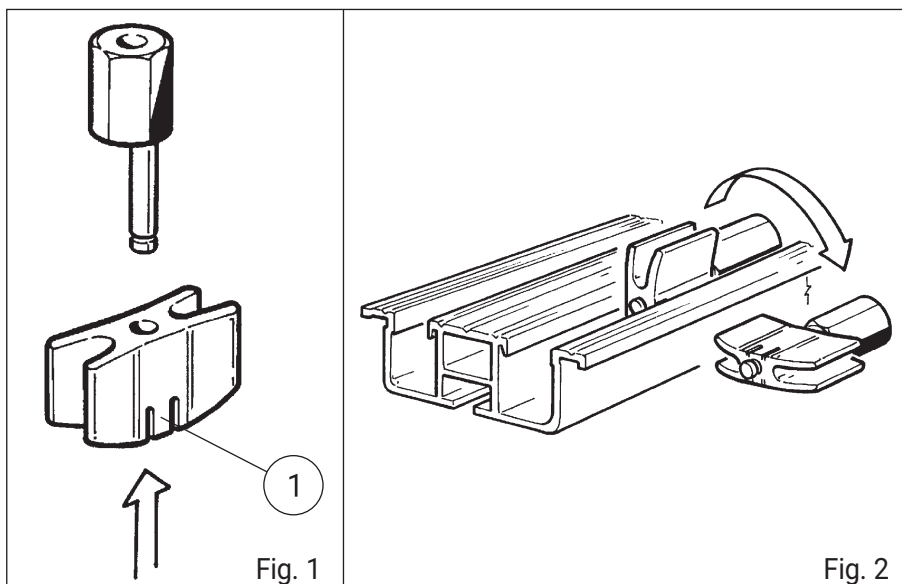
The pin's eccentricity and the presence of the slots allow considerable adjustment.

Fix bottom sliding shoes of the opening side as drawing Fig. 3, so that in case of breaking down of door panel the bottom shoe can't fall out from the sill channel.



Each door must have at least two sliding blocks.

Check during maintenance that sliding guide shoes are present, securely fixed and have impermissible wear.



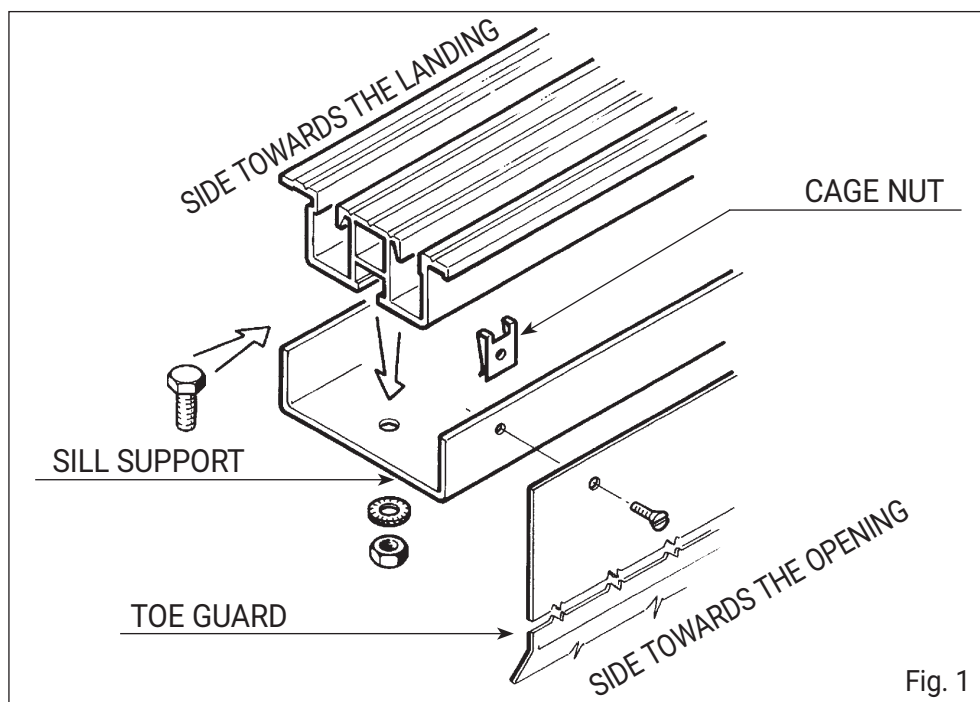
## 4 - ASSEMBLY OF SILL AND TOE GUARD TO SUPPORT

Standard aluminium sill:

for fixing of sill and toe guard follow instructions shown in figure 1.

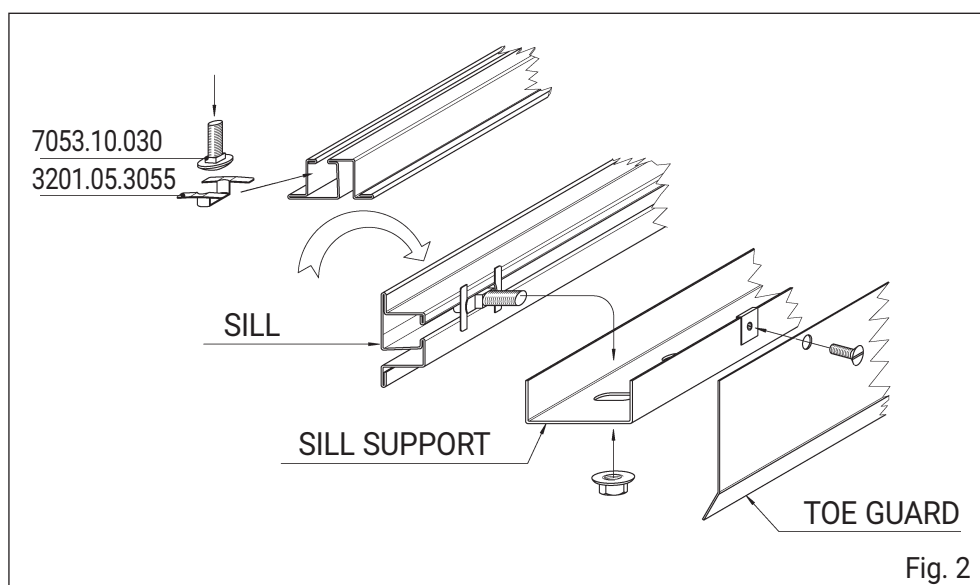
Reinforced aluminium sill:

The face is fixed directly through threaded holes without using the cage nut.




Stainless steel sill:

for fixing of sill and toe guard follow instructions shown in figure 2.



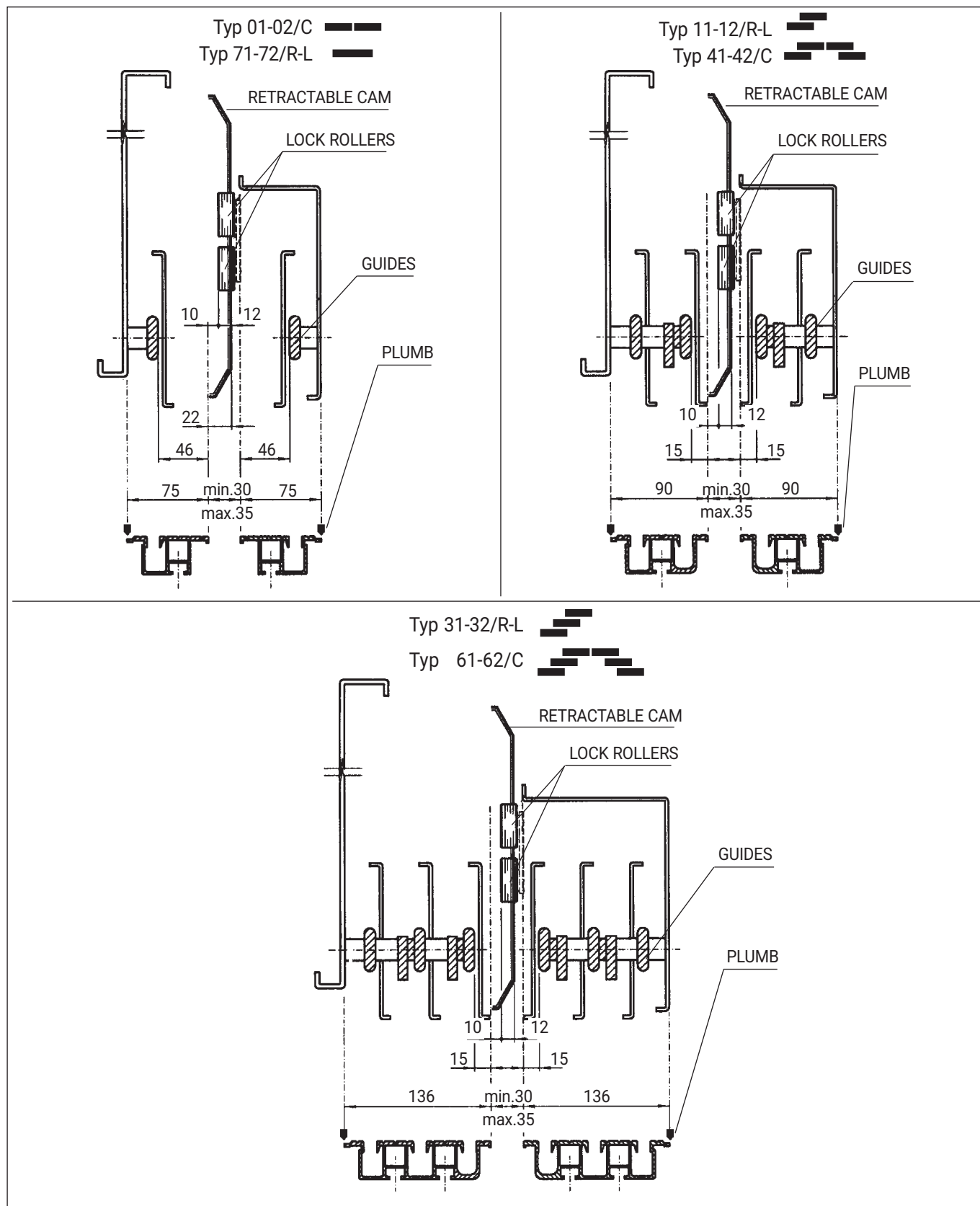
 In the event of screws being lost, use M5 x 8 type flat socket screws.

 **NOTE:** longer screws can interfere with panel shoes.

Subject to change without notice!

## 5 - PLACING THE MECHANISMS ON THE THRESHOLDS

Align to plumb with reference to the internal edge of the thresholds.



## 6 - ADJUSTMENT OF DOOR CLOSING

To adjust, operate on the door fasteners only.

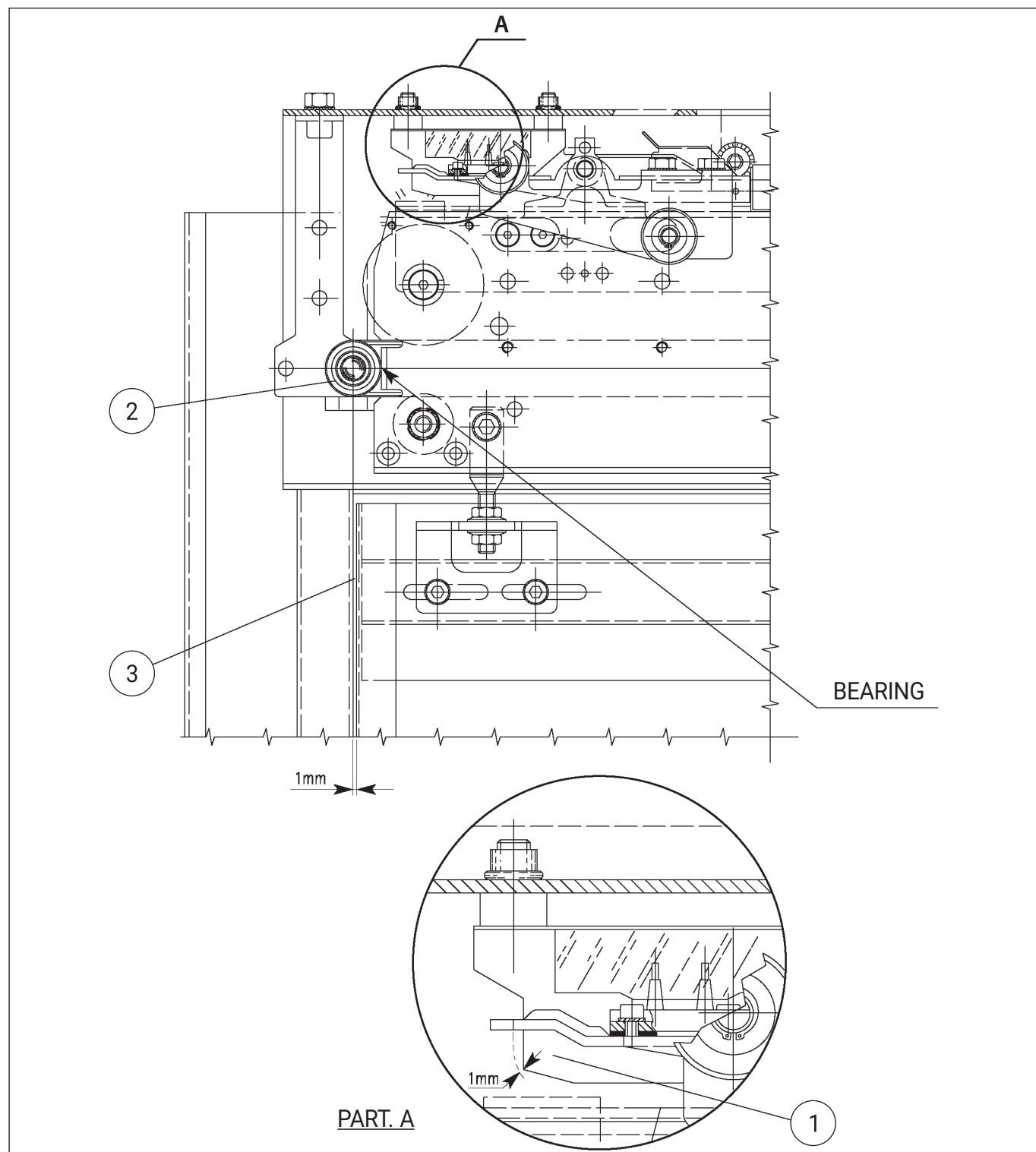
Place the door panel fixing at 1 mm from the relevant rubber buffer (3) when the truck is facing the rubber buffer (2).

In this situation, the hook must pass 1 mm away from the edge of the lock fixed part (1) during its rotation.

For safety reasons, only the fixed part of the lock can be adjusted transversally to the door movement.



No other operation is allowed.

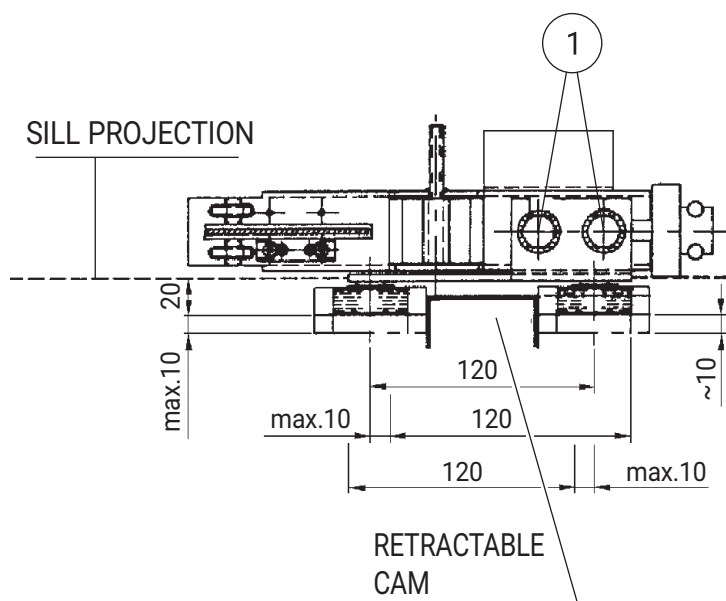
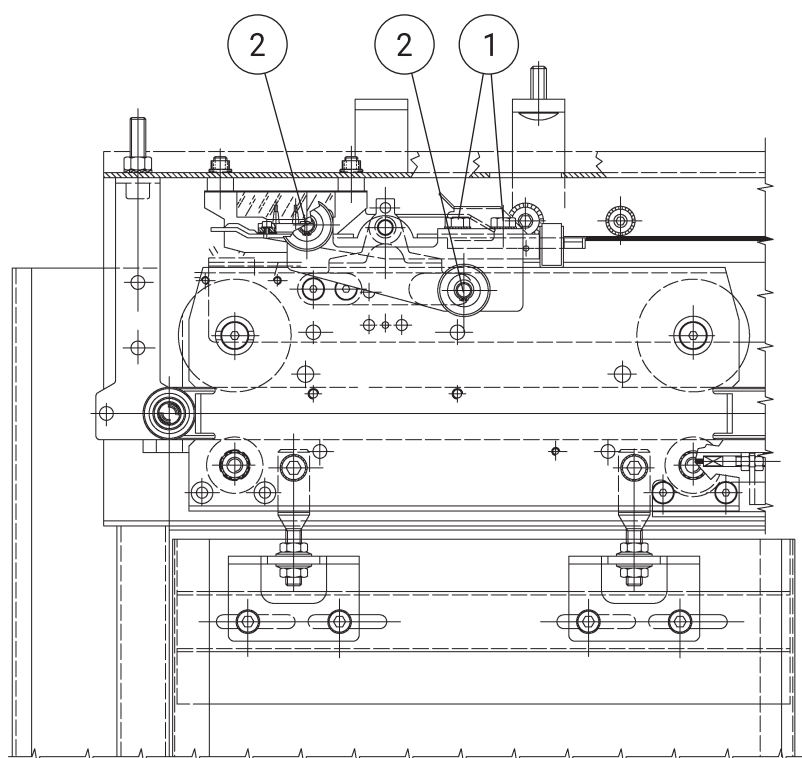


## 7 - ADJUSTMENT THE LOCK ROLLERS

Using a CH-17 spanner, loosen screws (1) and set the alignment of the lock wheels (2), starting from the lowest level, as the car is operated upwards.

Move the wheel assembly unit and position it as shown on page 12, depending on the operator version (arm driven or belt driven car door operator).

Make sure that between the lock rollers and the car sill there is sufficient clearance to provide runby.

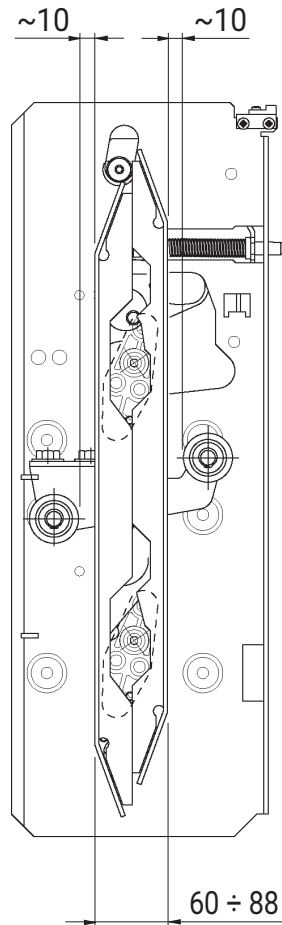


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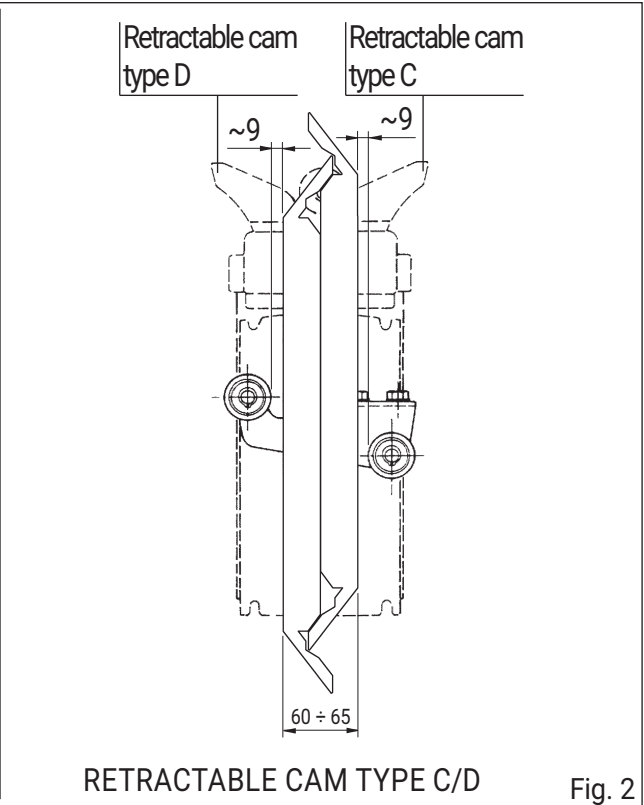
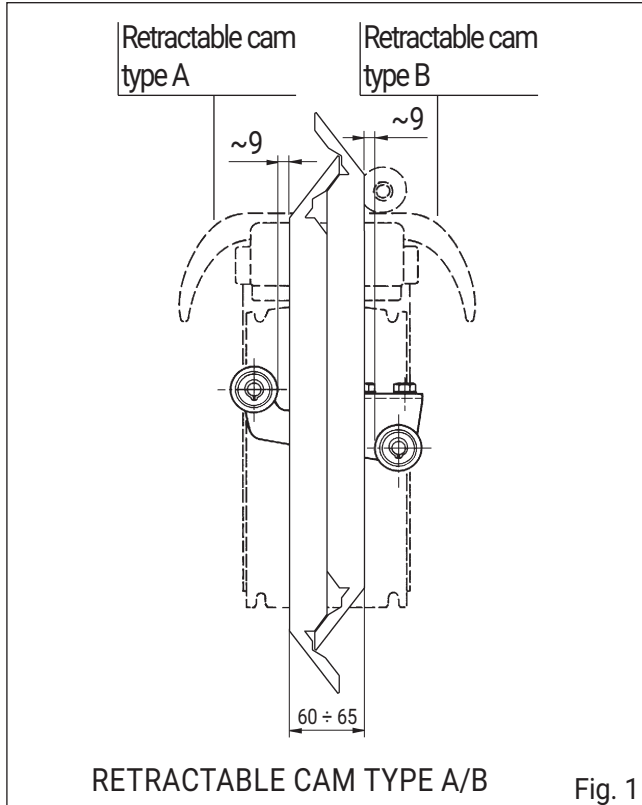
## 8 - BELT DRIVEN OPERATOR MIDI-SUPRA

Position of the retractable cam between the landing lock rollers.



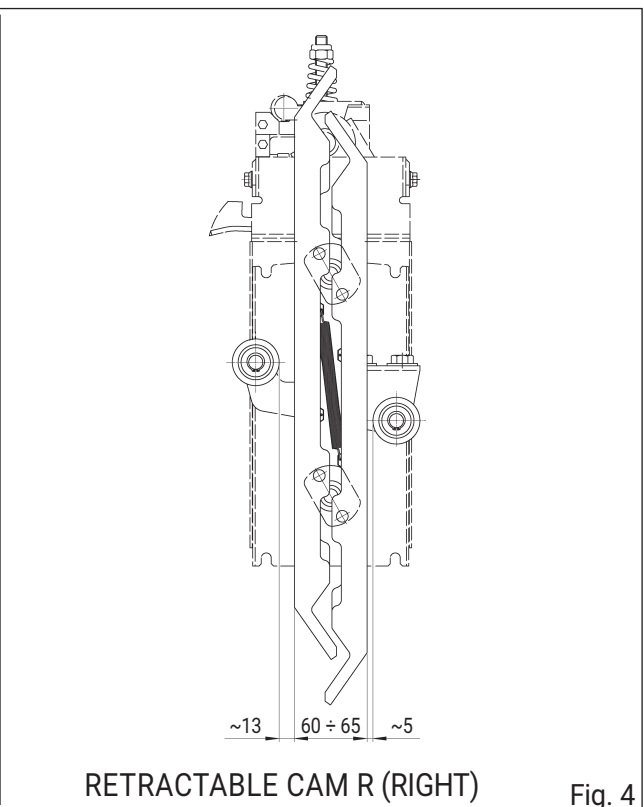
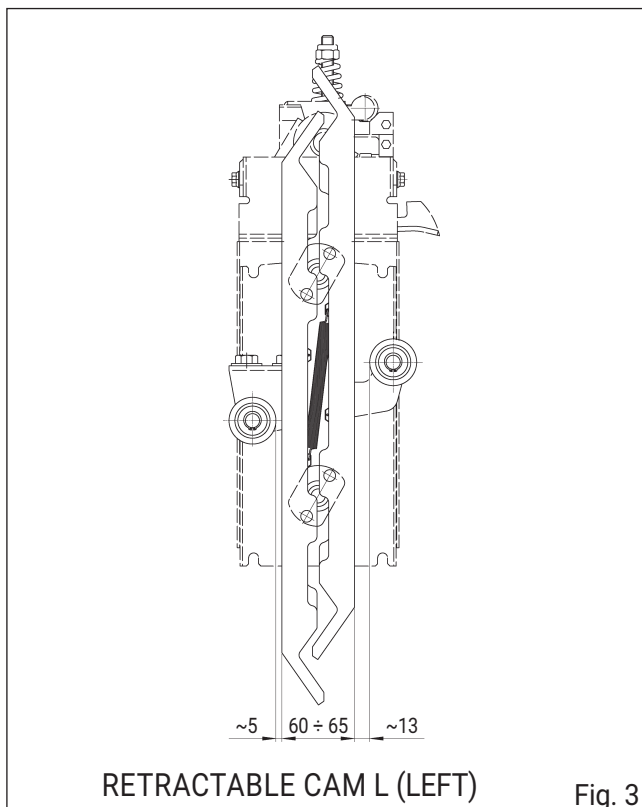
## 9 - ARM DRIVEN OPERATOR

Position of the retractable cam between the landing lock rollers (See Fig. 1-2).



## 10 - BELT DRIVEN OPERATOR RCF1

Position of the retractable cam between the landing lock rollers (See Fig. 3-4).

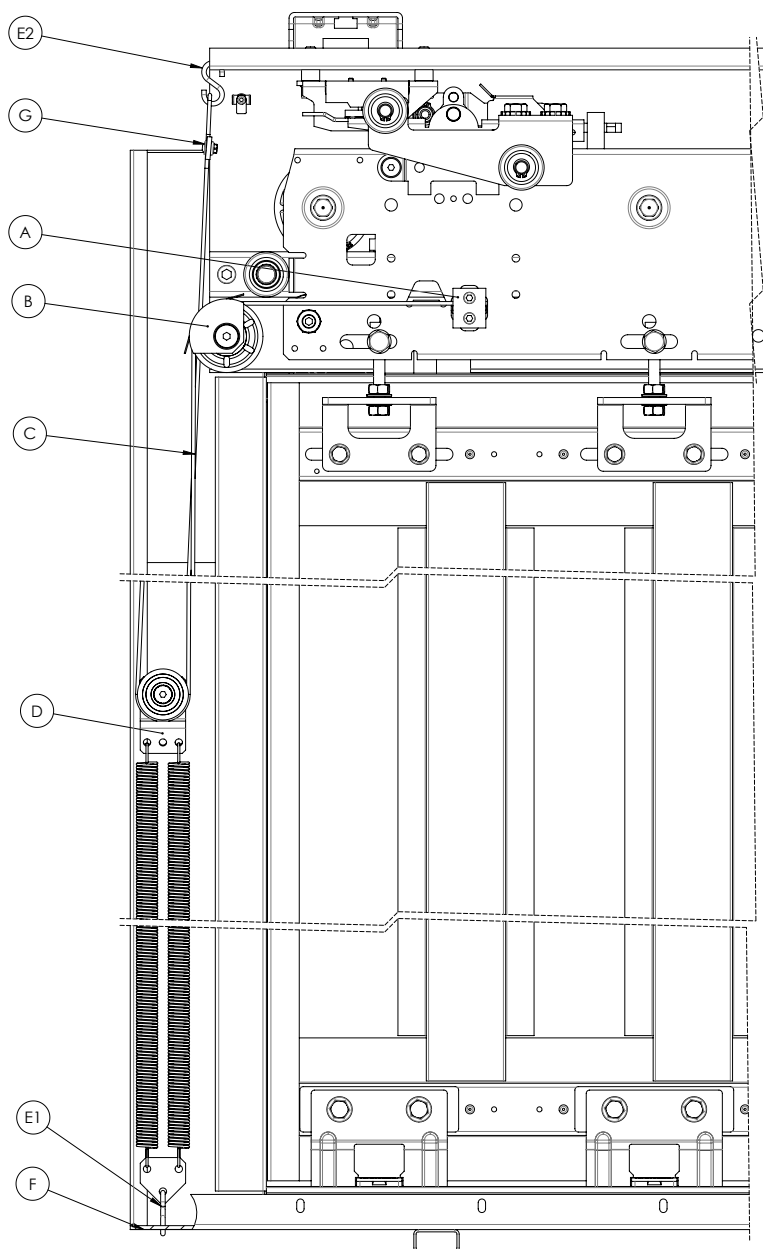


## 11 - INSTRUCTIONS FOR FIXING THE CLOSING SYSTEMS

TYPE 71/R-L 

### STANDARD VERSION

To fix the re-closing rope (C) to the mechanism takes place via hook to the truck (A).  
Fasten the re-closing system (D) by means of an "S" hook (E1) to the support plate sill (F) by means of a special shape obtained from the plate. Slide the rope (C) into the pulley (B) and into the re-closing system (D). At last, fix the "S" hook (E2) to the mechanism plate in the appropriate hole and lock the rope with the clamp (G).  
Pre-stretch the spring so that the door will close from 0 to 15 cm from the strike jamb.



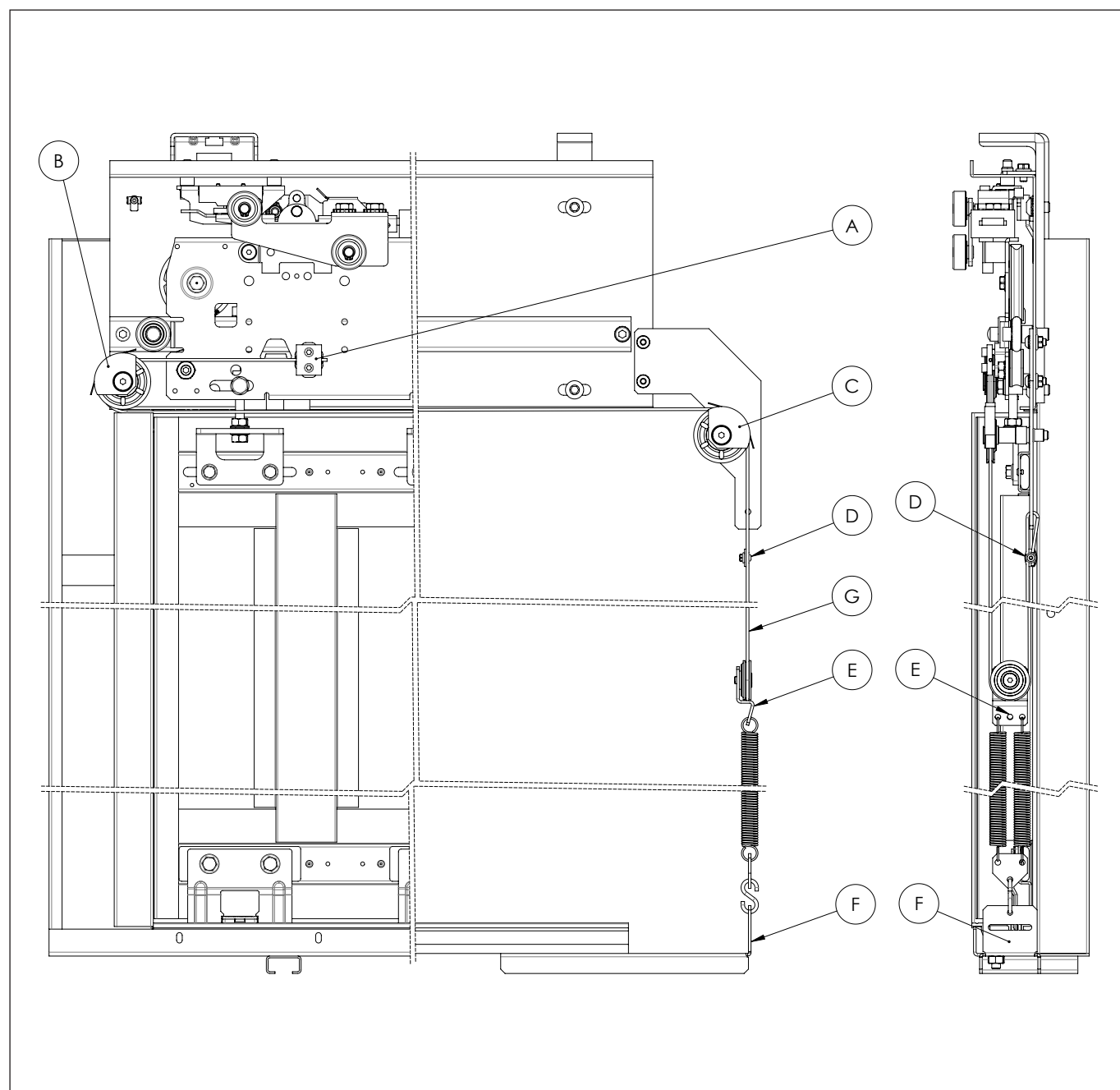
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TYPE 71/R-L

## ALTERNATIVE VERSION ON REQUEST

To fix the re-closing rope (G) to the mechanism takes place via hook to the truck (A).  
Fasten the re-closing system (E) by means of an "S" hook to the support plate (F) fixed to the side of the sill. Slide the rope (G) into the pulley (B), (C) and into the re-closing system (E). Fix the rope to the pulley bracket (C) and close with the clamp (D).  
Pre-stretch the spring so that the door will close from 0 to 15 cm from the strike jamb.



TYPE 01/C 

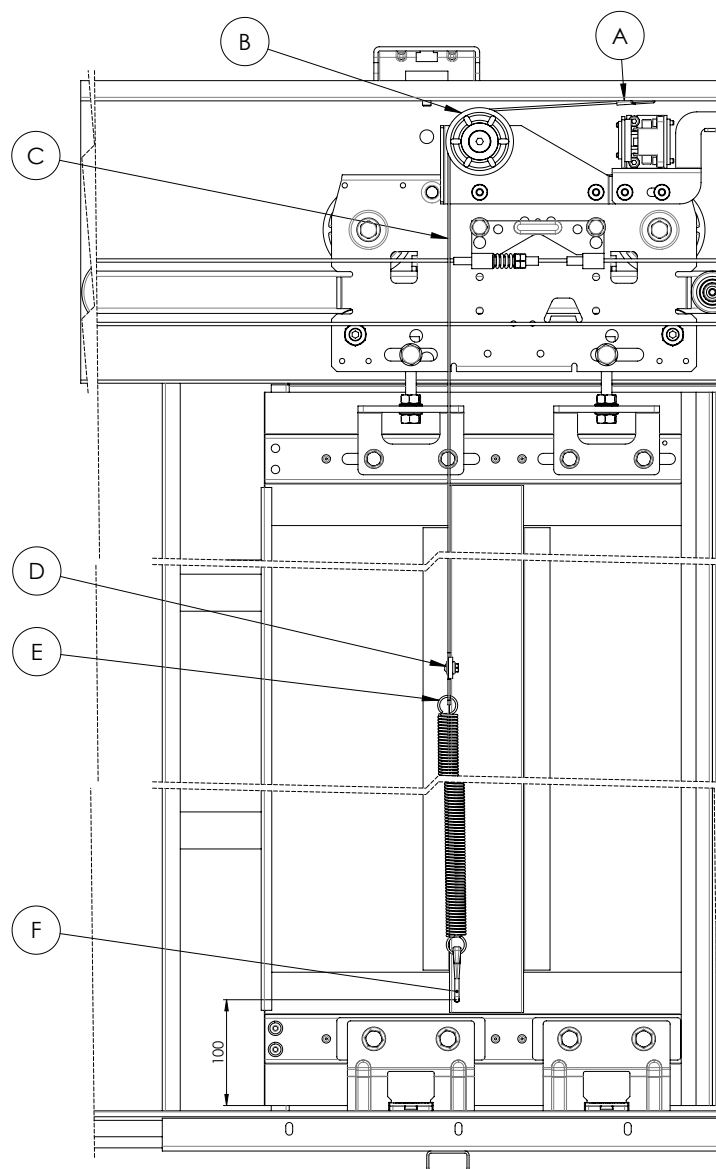
STANDARD VERSION

(ONLY FOR  $PL \leq 1100$  AND  $LH \leq 3500$ )

To fix the re-closing rope (C) in the pre-existing hole in the mechanism plate (A). Slide into the pulley (B) and fix to the spring (E) by means of the clamp (D).

The spring is attached to the panel by means of the hook by inserting it into a hole (diameter 5mm) in the door reinforcement, at a height of 100mm.

Pre-stretch the spring so that the door will close from 0 to 15 cm from its center.



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TYPE 01/C 

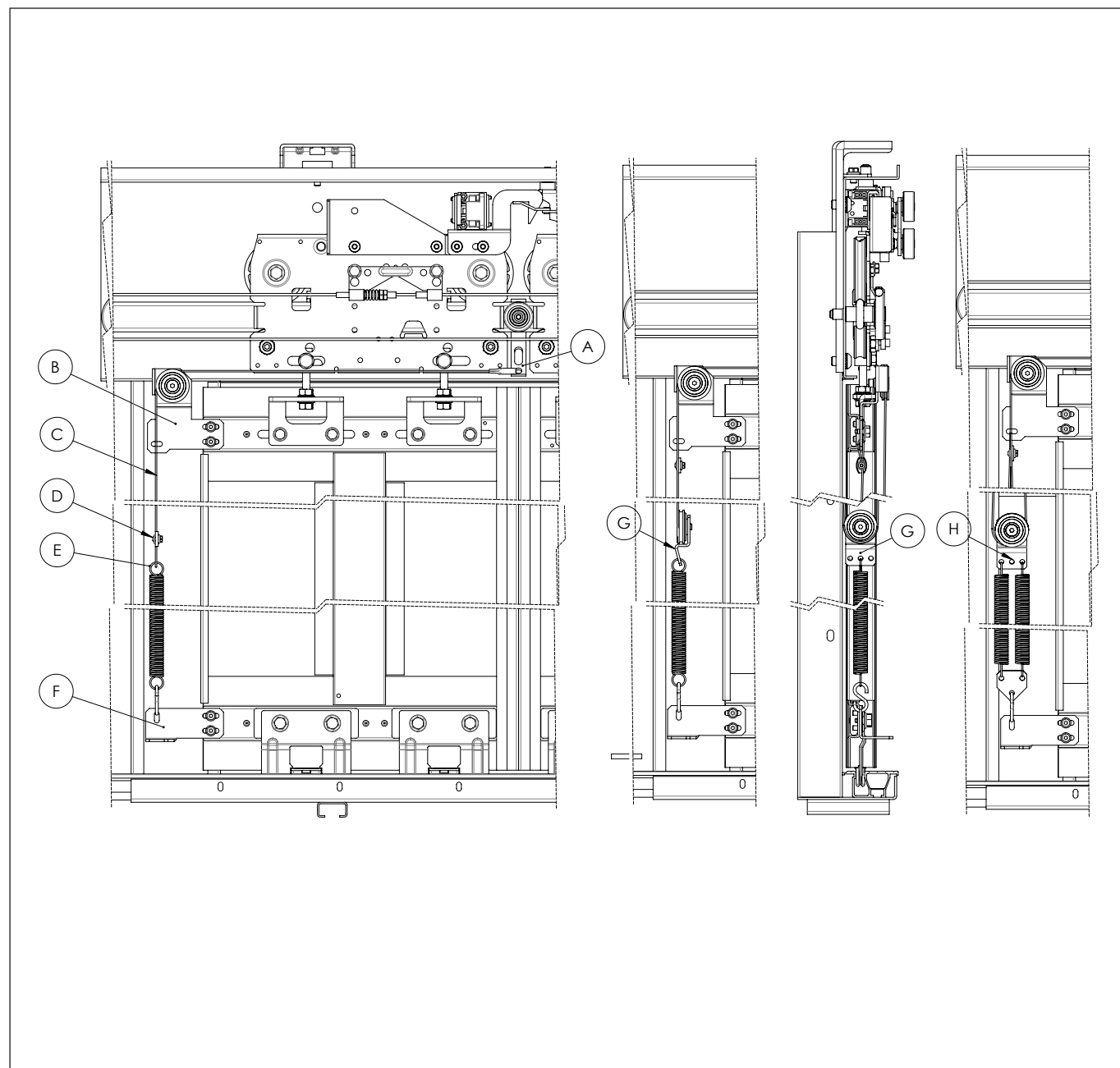
## STANDARD VERSION

Fix the rope (C) to the hook (A) on the mechanism, making it slide on the pulley (B) and in the spring (E) and locking it with the clamp (D).

Hook the spring (E) to the panel with the support bracket (F).

Pre-stretch the spring so that the door will close from 0 to 15 cm from its center.

The re-closing system could consist of the spring (E), re-closing tackle with singular spring (G) or re-closing tackle with double spring (H) depending on the feasibility table.



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TYPE 01/C 

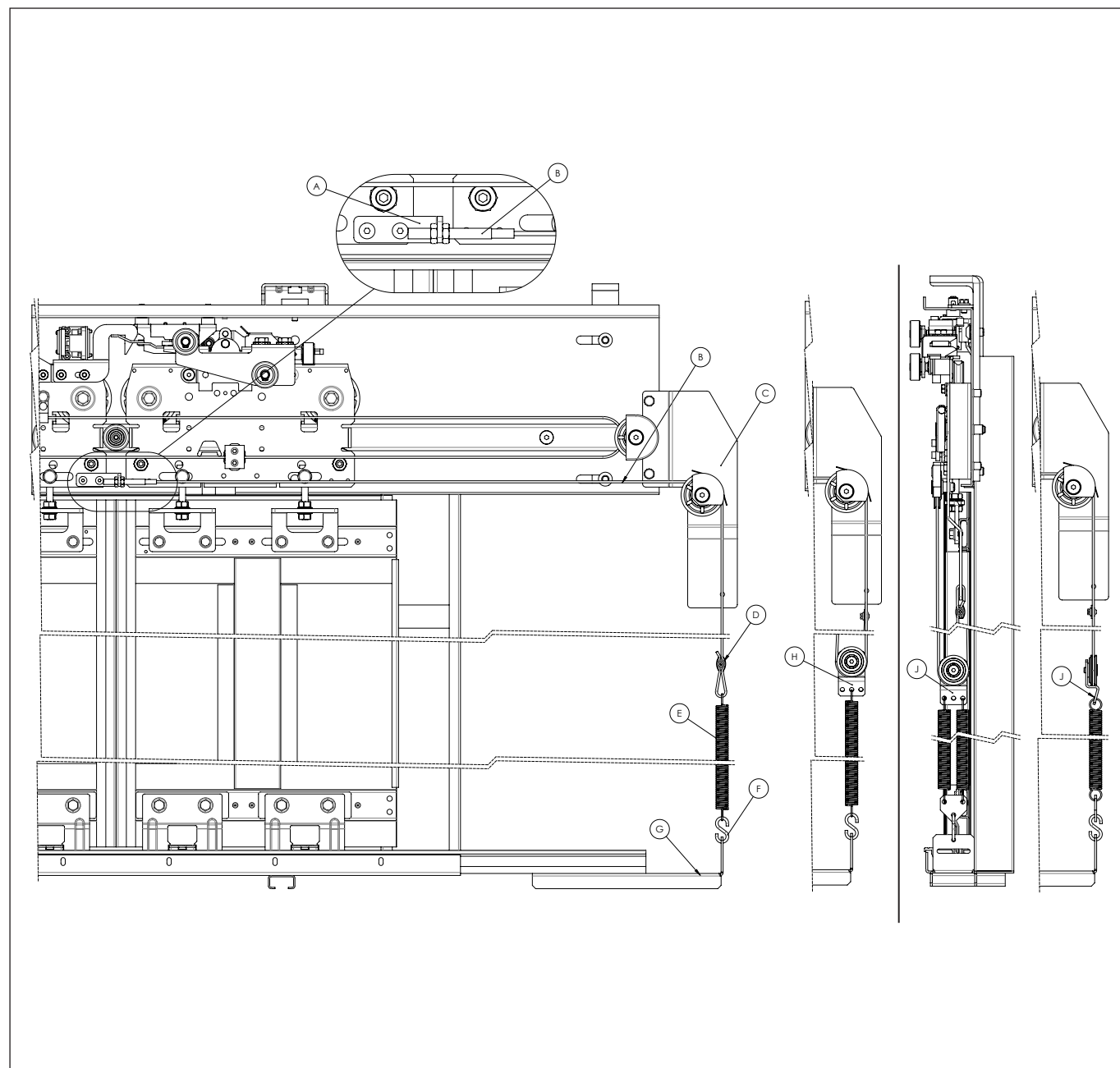
## ALTERNATIVE VERSION ON REQUEST

Fix the rope (B) to the hook (A) on the mechanism, making it slide on the pulley (C) and in the spring (E) and locking it with the clamp (D).

Hook the spring (E) with "S" hook (F) to the support bracket (G) connected to the sill.

Pre-stretch the spring so that the door will close from 0 to 15 cm from its center.

The re-closing system could consist of the spring (E), re-closing tackle with singular spring (H) or re-closing tackle with double spring (J) depending on the feasibility table.



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TYPE 11/R-L

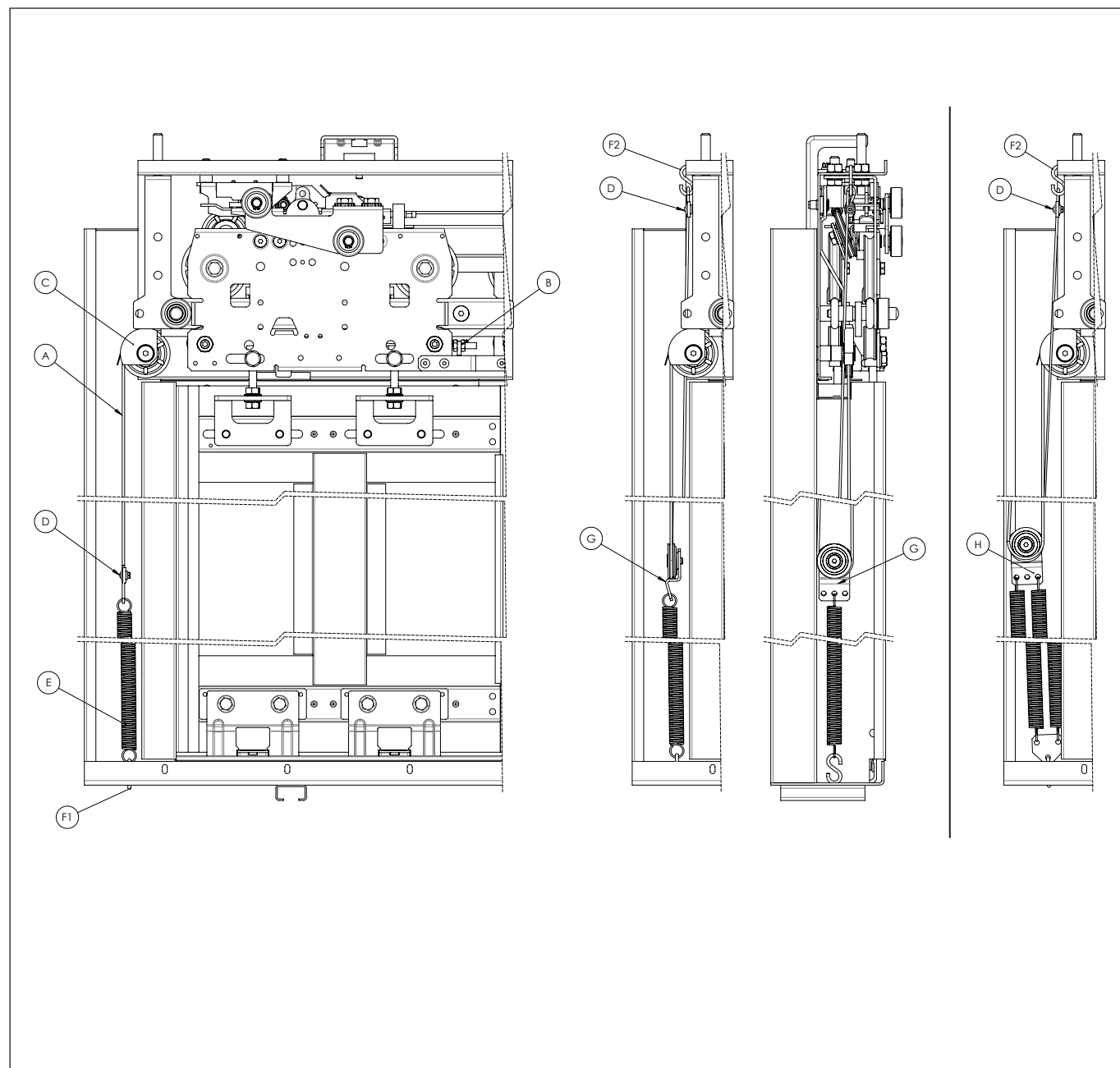
## STANDARD VERSION

Fix the rope (A) to the hook (B) on the mechanism, making it slide on the pulley (C) and in the spring (E) and locking it with the clamp (D).

Hook the spring (E) at the panel with support bracket (F).

Fasten the reclosing system (E) by means of an "S" hook to the sill support plate by means of a special shape obtained from the plate. Pre-stretch the spring so that the door will close from 0 to 15 cm from the strike jamb.

The re-closing system could consist of the spring (E), re-closing tackle with singular spring (G) or re-closing tackle with double spring (H) depending on the feasibility table.



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TYPE 11/R-L

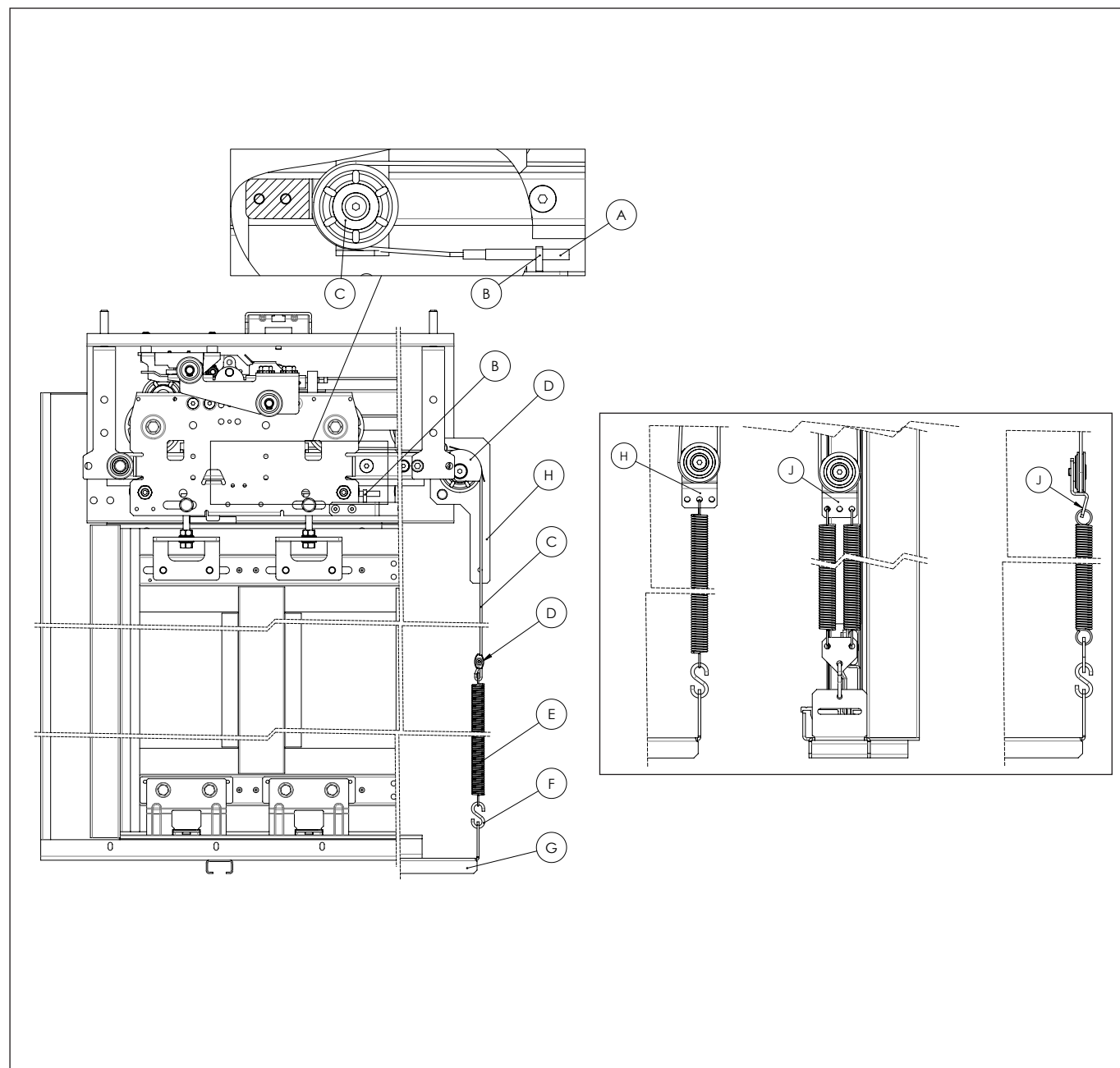
## ALTERNATIVE VERSION ON REQUEST

Fix the rope (A) to the hook (B) on the mechanism, making it slide on the pulley (C), (D) and in the spring (E) and locking it with the clamp (D).

Hook the spring (E) with "S" hook (F) to the support bracket (G) connected to the sill.

Pre-stretch the spring so that the door will close from 0 to 15 cm from the strike jamb.

The re-closing system could consist of the spring (E), re-closing tackle with singular spring (H) or re-closing tackle with double spring (J) depending on the feasibility table.



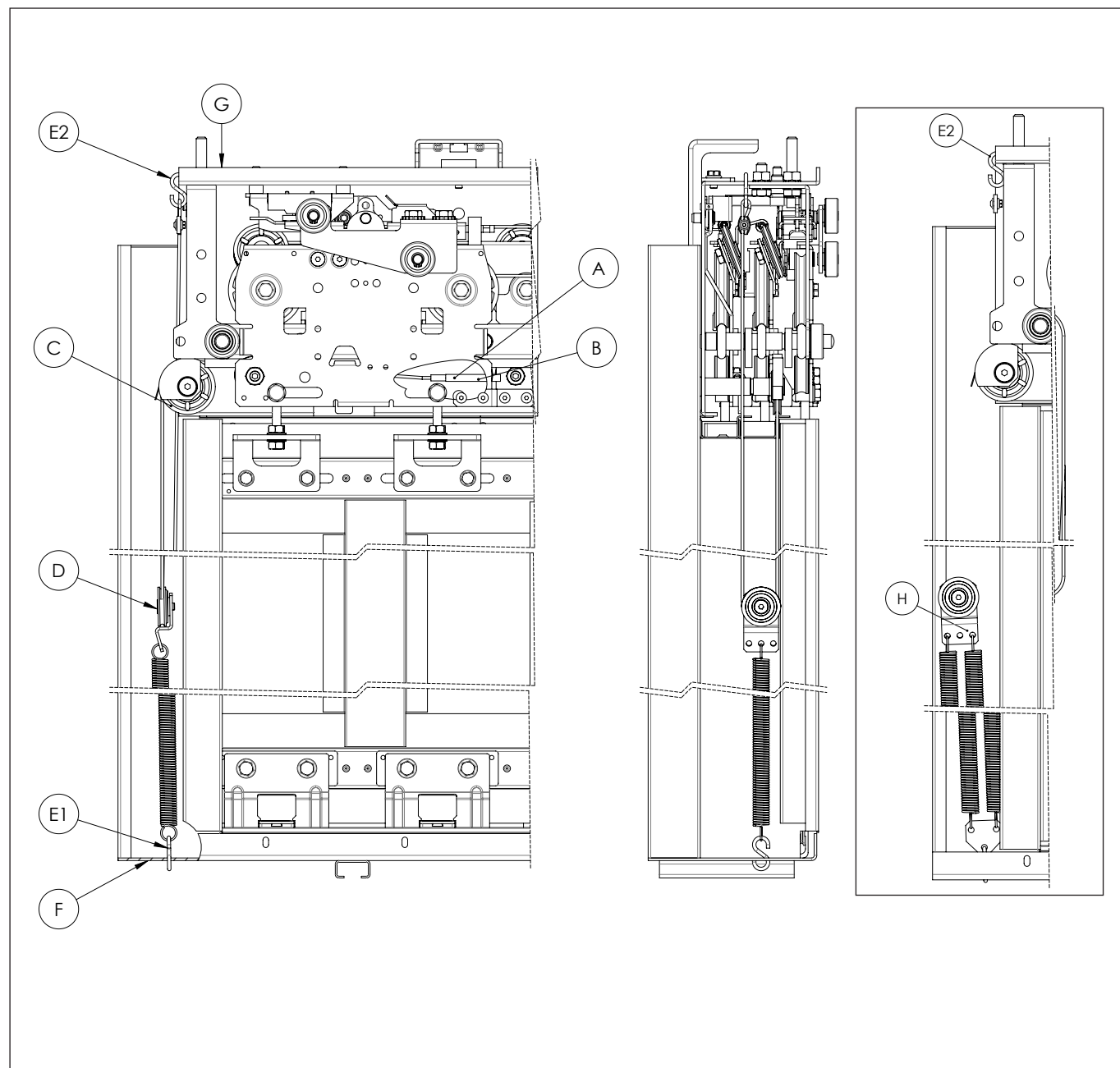
## TYPE 31/R-L STANDARD VERSION

Fix the rope (A) to the hook (B) on the mechanism.

Fasten the re-closing system (D) by means of an "S" hook (E1) to the support plate sill (F) by means of a special shape obtained from the plate. Slide the rope (A) into the pulley (C) and into the re-closing system (D). At last, fix the "S" hook (E2) to the mechanism plate (G) in the appropriate hole and lock the rope with the clamp.

Pre-stretch the spring so that the door will close from 0 to 15 cm from the strike jamb.

The re-closing system could consist of re-closing tackle with singular spring (D) or re-closing tackle with double spring (H) depending on the feasibility table.



TYPE 31/R-L



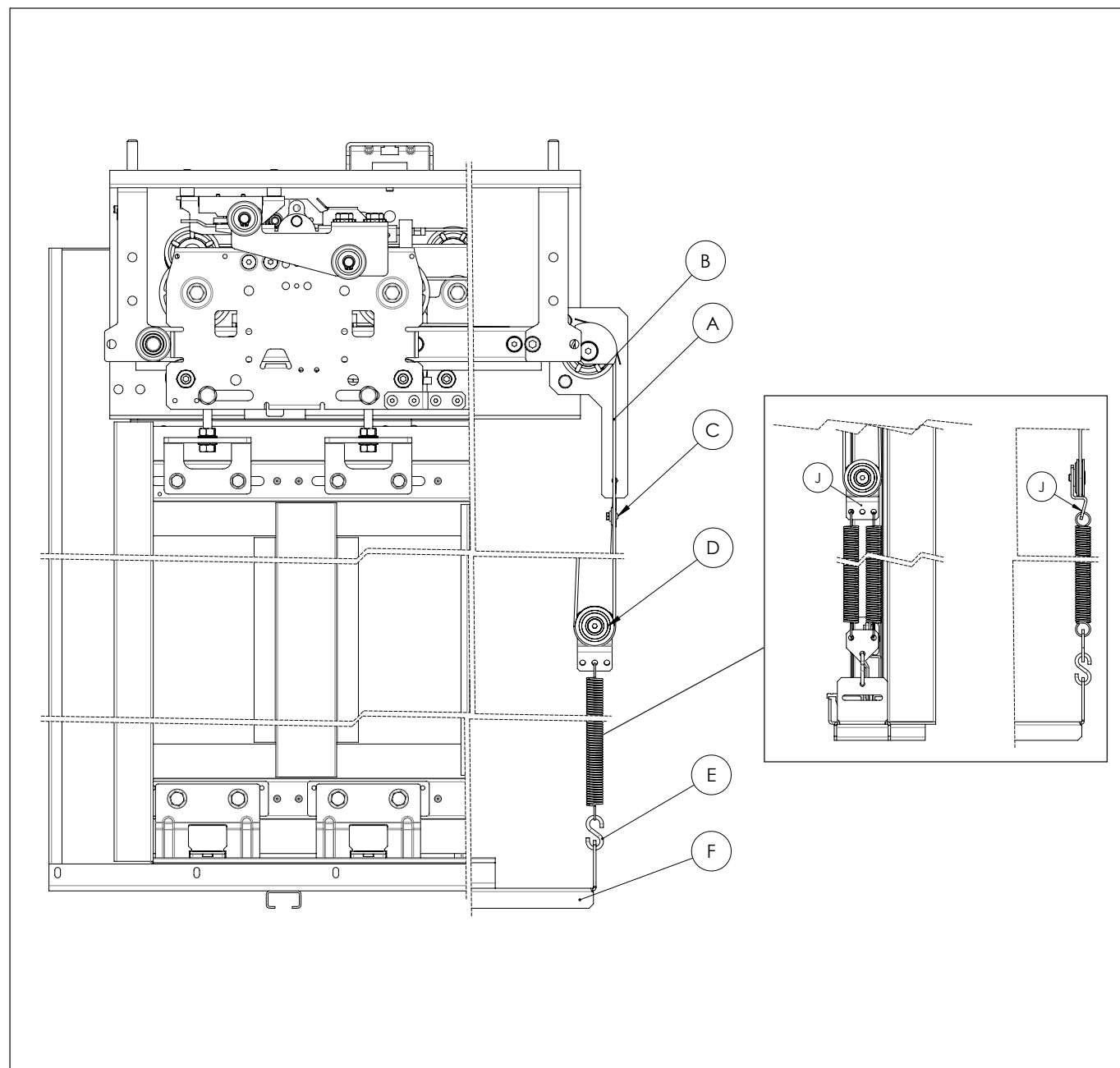
## ALTERNATIVE VERSION ON REQUEST

Fix the rope (A) to the hook on the mechanism, making it slide on the pulley (B), (D) and in the pulley bracket (B) and locking it with the clamp (C).

Hook the re-closing system (D) with "S" hook (E) to the support bracket (F) connected to the sill.

Pre-stretch the spring so that the door will close from 0 to 15 cm from the strike jamb.

The re-closing system could consist of re-closing tackle with singular spring (D) or re-closing tackle with double spring (J) depending on the feasibility table.



TYPE 41/C 

## STANDARD VERSION

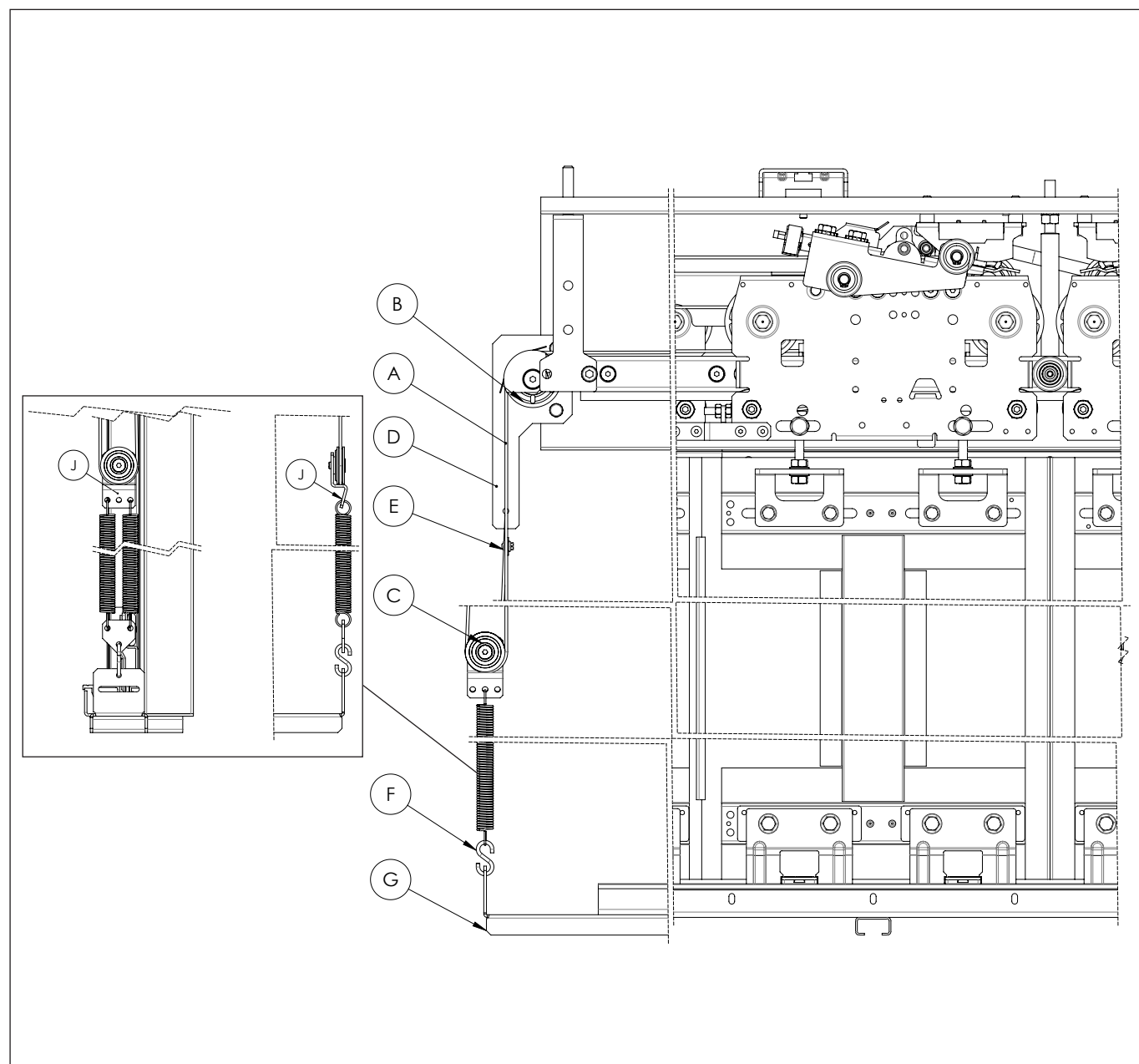
Fix the rope (A) to the hook on the mechanism, making it slide on the pulley (B), in the re-closing system (C), in the pulley bracket (B) and locking it with the clamp (E).

Hook the re-closing system (C) with "S" hook (F) to the support bracket (G) connected to the sill.

Pre-stretch the spring so that the door will close from 0 to 15 cm from its center.

The re-closing system could consist of re-closing tackle with singular spring (C) or re-closing tackle with double spring (J) depending on the feasibility table.

The re-closing system is present on both sides of the door.



TYPE 41/C 

STANDARD VERSION

(TO BE USED IN CASE OF C90 AND C90R HEAVY SILL)

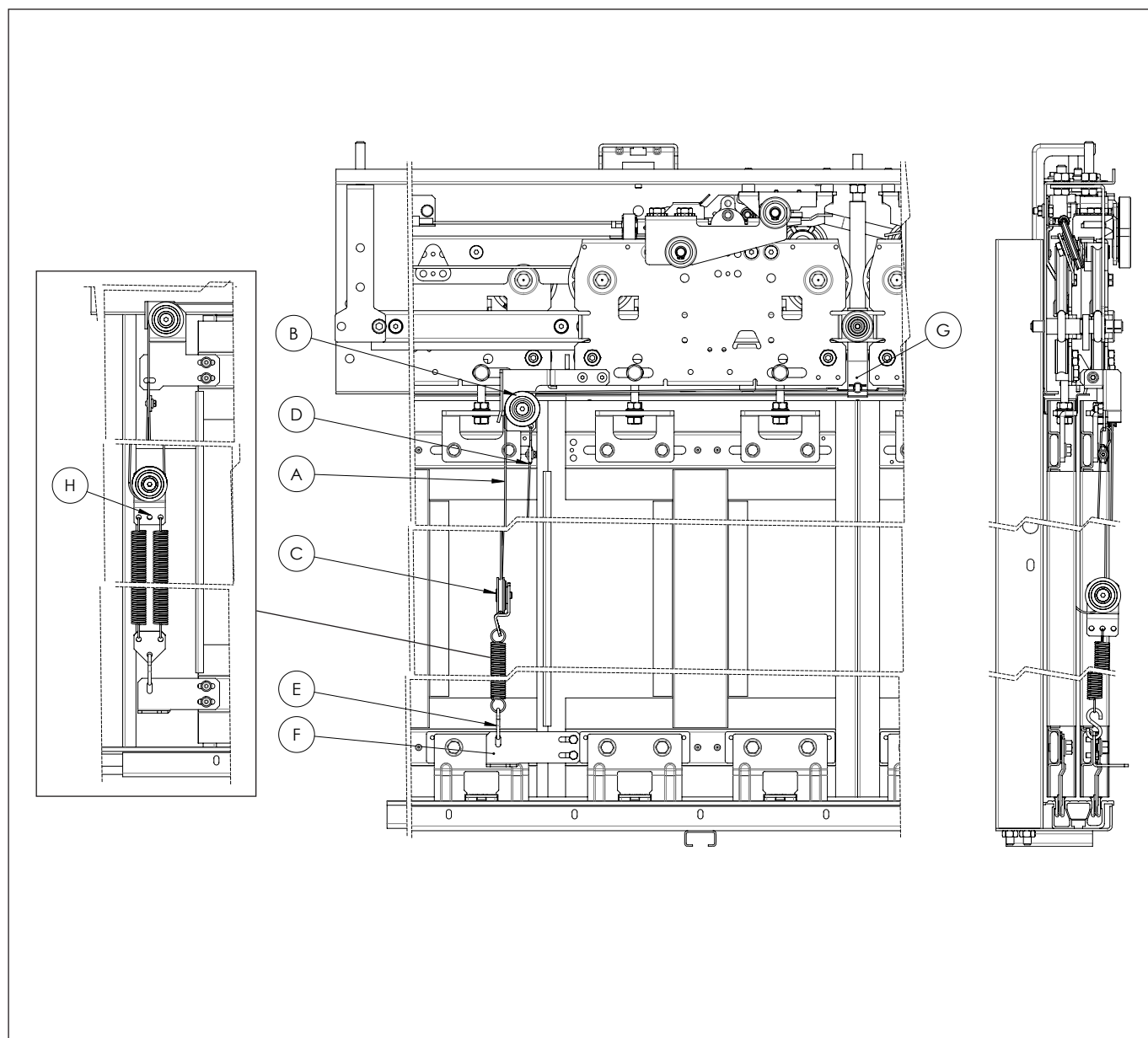
Fix the rope (A) to the hook on the mechanism (G), making it slide on the pulley (B), in the re-closing system (C), in the pulley bracket (B) and locking it with the clamp (D).

Hook the re-closing system (C) with "S" hook (E) to the support bracket (F) connected to the panel.

Pre-stretch the spring so that the door will close from 0 to 15 cm from its center.

The re-closing system could consist of re-closing tackle with singular spring (C) or re-closing tackle with double spring (H) depending on the feasibility table.

The re-closing system is present on both sides of the door.



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TYPE 41/C 

## ALTERNATIVE VERSION ON REQUEST

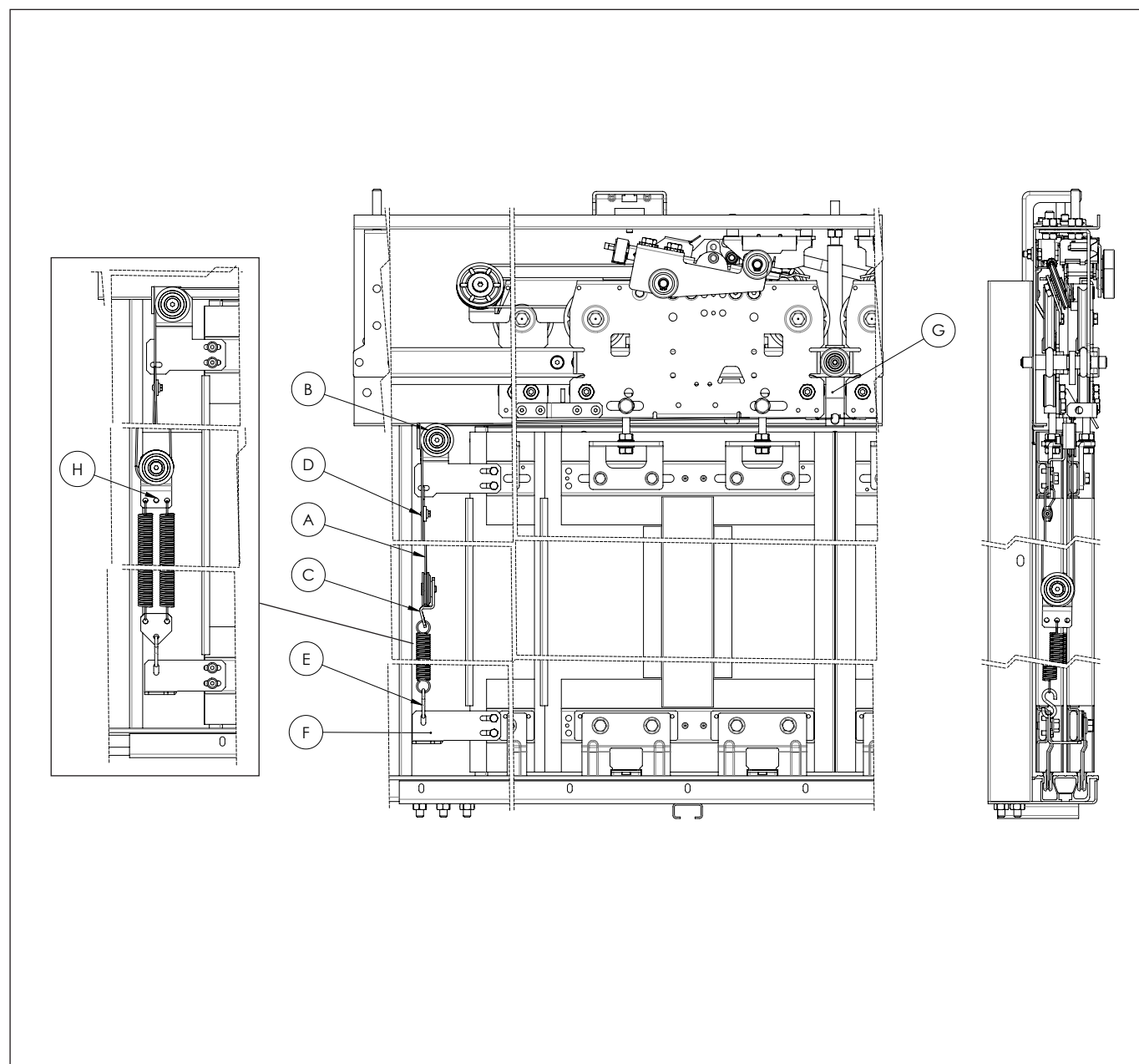
Fix the rope (A) to the hook on the mechanism (G), making it slide on the pulley (B), in the re-closing system (C), in the pulley bracket (B) and locking it with the clamp (D).

Hook the re-closing system (C) with "S" hook (E) to the support bracket (F) connected to the panel.

Pre-stretch the spring so that the door will close from 0 to 15 cm from its center.

The re-closing system could consist of re-closing tackle with singular spring (C) or re-closing tackle with double spring (H) depending on the feasibility table.

The re-closing system is present on both sides of the door.



TYPE 61/C 

## STANDARD VERSION

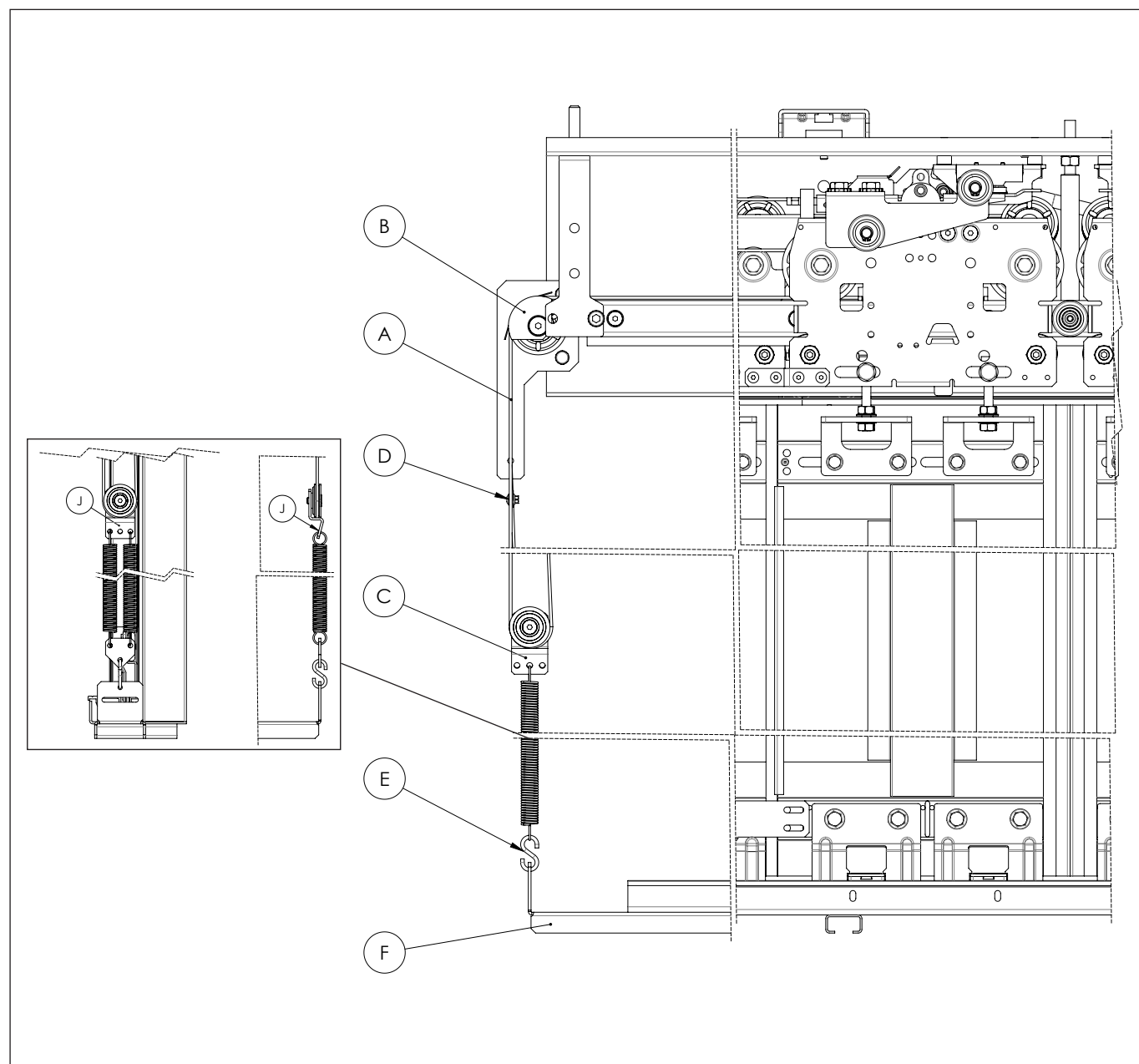
Fix the rope (A) to the hook on the mechanism, making it slide on the pulley (B), in the re-closing system (C), in the pulley bracket (B) and locking it with the clamp (D).

Hook the re-closing system (C) with "S" hook (E) to the support bracket (F) connected to the sill.

Pre-stretch the spring so that the door will close from 0 to 15 cm from its center.

The re-closing system could consist of re-closing tackle with singular spring (C) or re-closing tackle with double spring (J) depending on the feasibility table.

The re-closing system is present on both sides of the door.



TYPE 61/C   
STANDARD VERSION

(TO BE USED IN CASE OF C90 AND C90R HEAVY SILL)

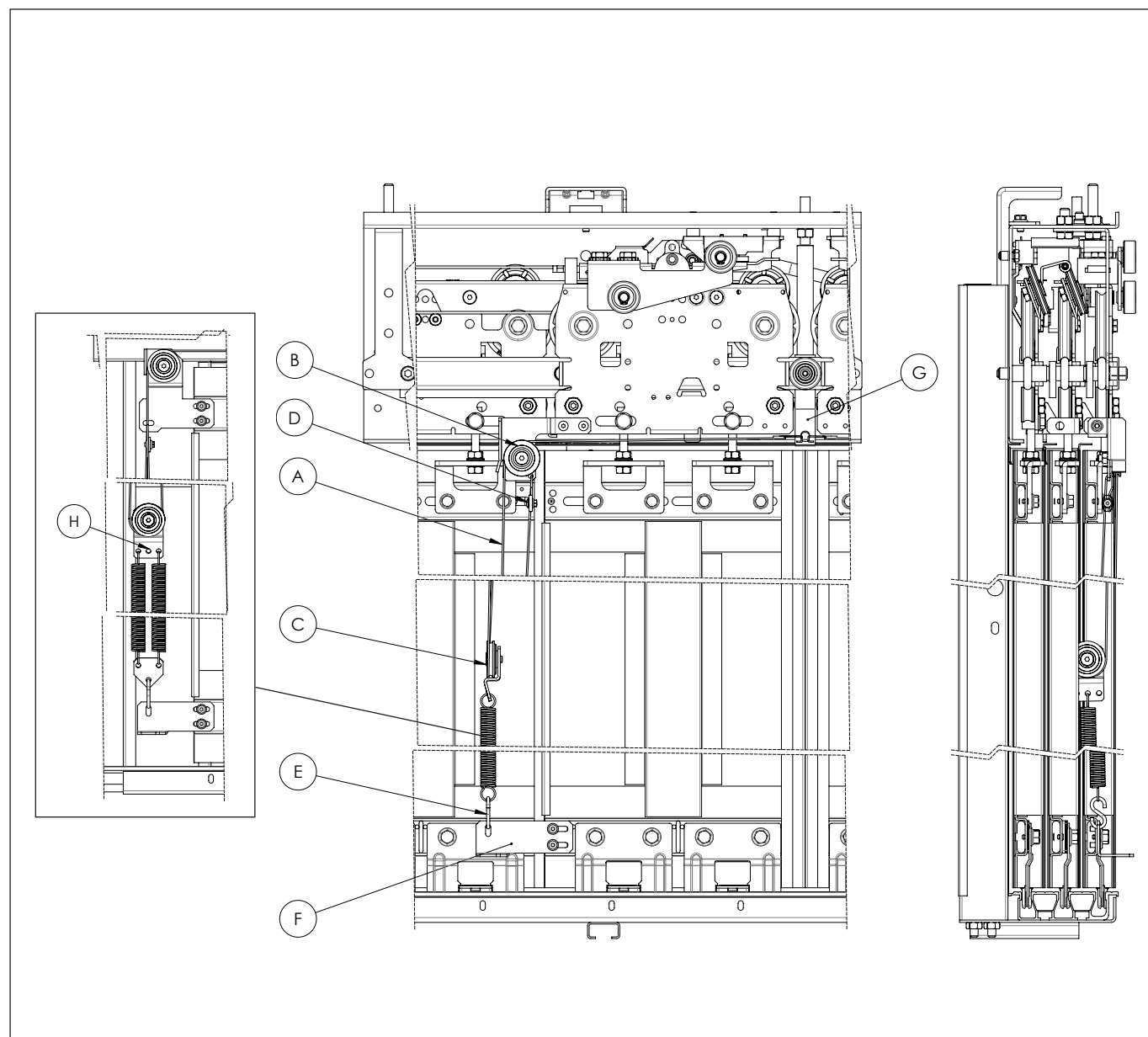
Fix the rope (A) to the hook on the mechanism (G), making it slide on the pulley (B), in the re-closing system (C), in the pulley bracket (B) and locking it with the clamp (D).

Hook the re-closing system (C) with "S" hook (E) to the support bracket (F) connected to the panel.

Pre-stretch the spring so that the door will close from 0 to 15 cm from its center.

The re-closing system could consist of re-closing tackle with singular spring (C) or re-closing tackle with double spring (H) depending on the feasibility table.

The re-closing system is present on both sides of the door.



TYPE 61/C 

## ALTERNATIVE VERSION ON REQUEST

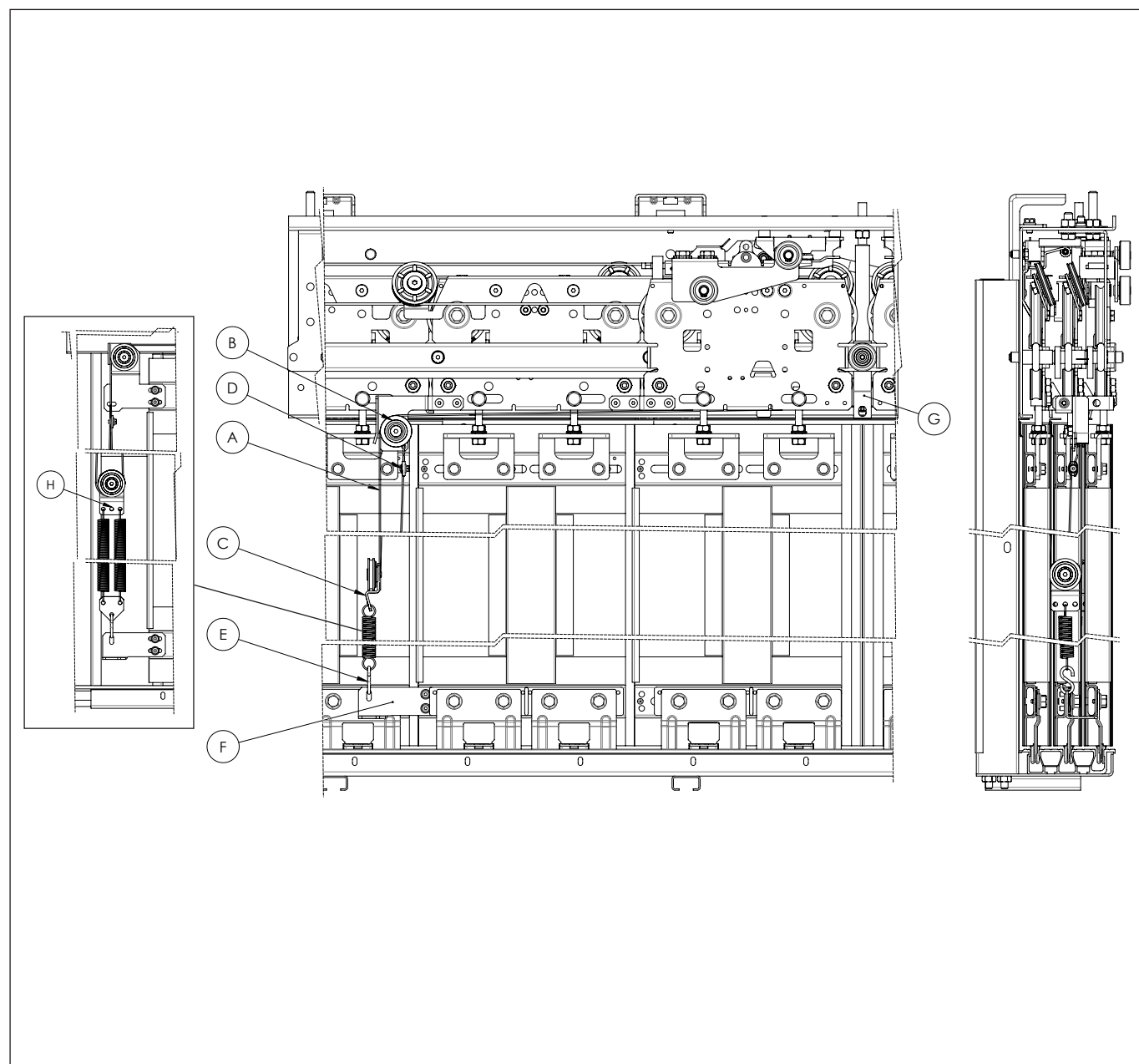
Fix the rope (A) to the hook on the mechanism (G), making it slide on the pulley (B), in the re-closing system (C), in the pulley bracket (B) and locking it with the clamp (D).

Hook the re-closing system (C) with "S" hook (E) to the support bracket (F) connected to the panel.

Pre-stretch the spring so that the door will close from 0 to 15 cm from its center.

The re-closing system could consist of re-closing tackle with singular spring (C) or re-closing tackle with double spring (H) depending on the feasibility table.

The re-closing system is present on both sides of the door.



## 12 - CLOSING CABLE REPLACEMENT

To replace the closing belt (1) unscrew the hexagonal nut (2) and withdraw the belt end (3).

This operation is valid for each kind of doors.

To mount again the closing belt use the reversed procedure explained above.



## 13 - SLIDING ROLLERS

The design of the top rollers race is different from the guide's so that they do not sit at the race centre (see Fig. 1). These rollers should be replaced because worn out when a contact marking with the guide at the race bottom is noticed. Other factors that indicate the need for wheel replacement are:

- Excessive noise of the bearing (caused by the penetration of dirt between the balls).
- Excessive noise due to eccentric deformation (normally this occurs when the doors stand still for long periods of time).


 Without any of the above listed problems we suggest to change the upper and lower rollers every 7 years.

Fig. 1

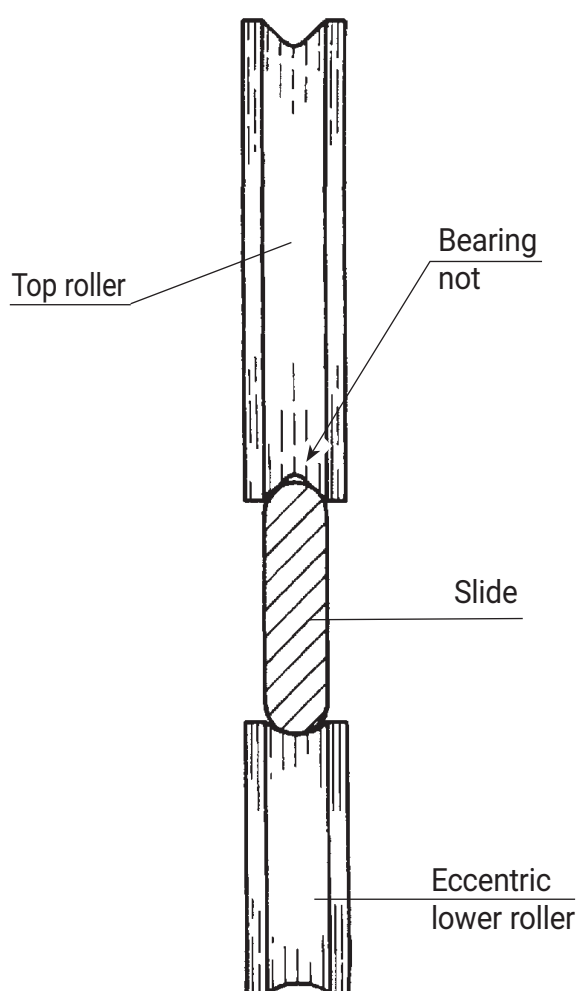
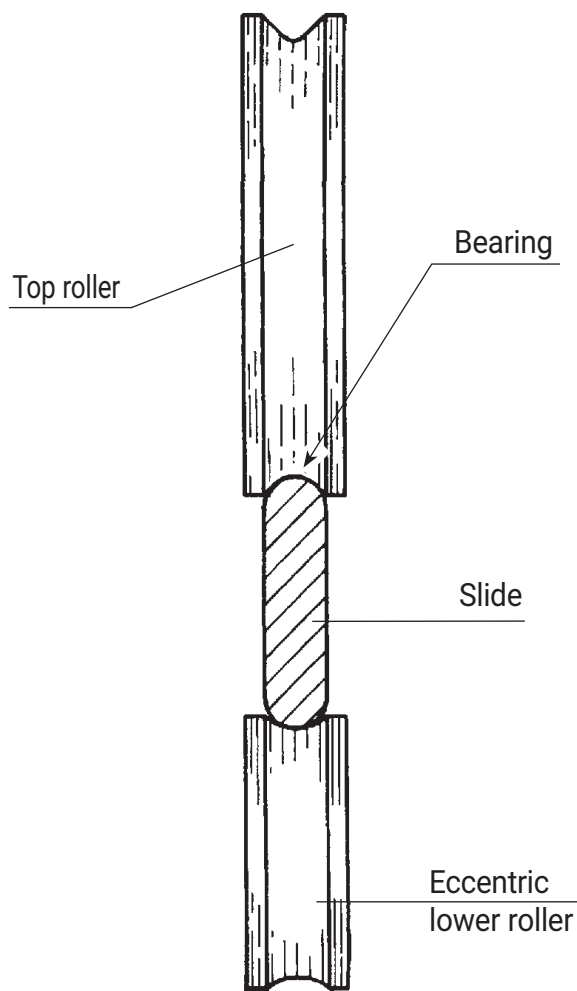


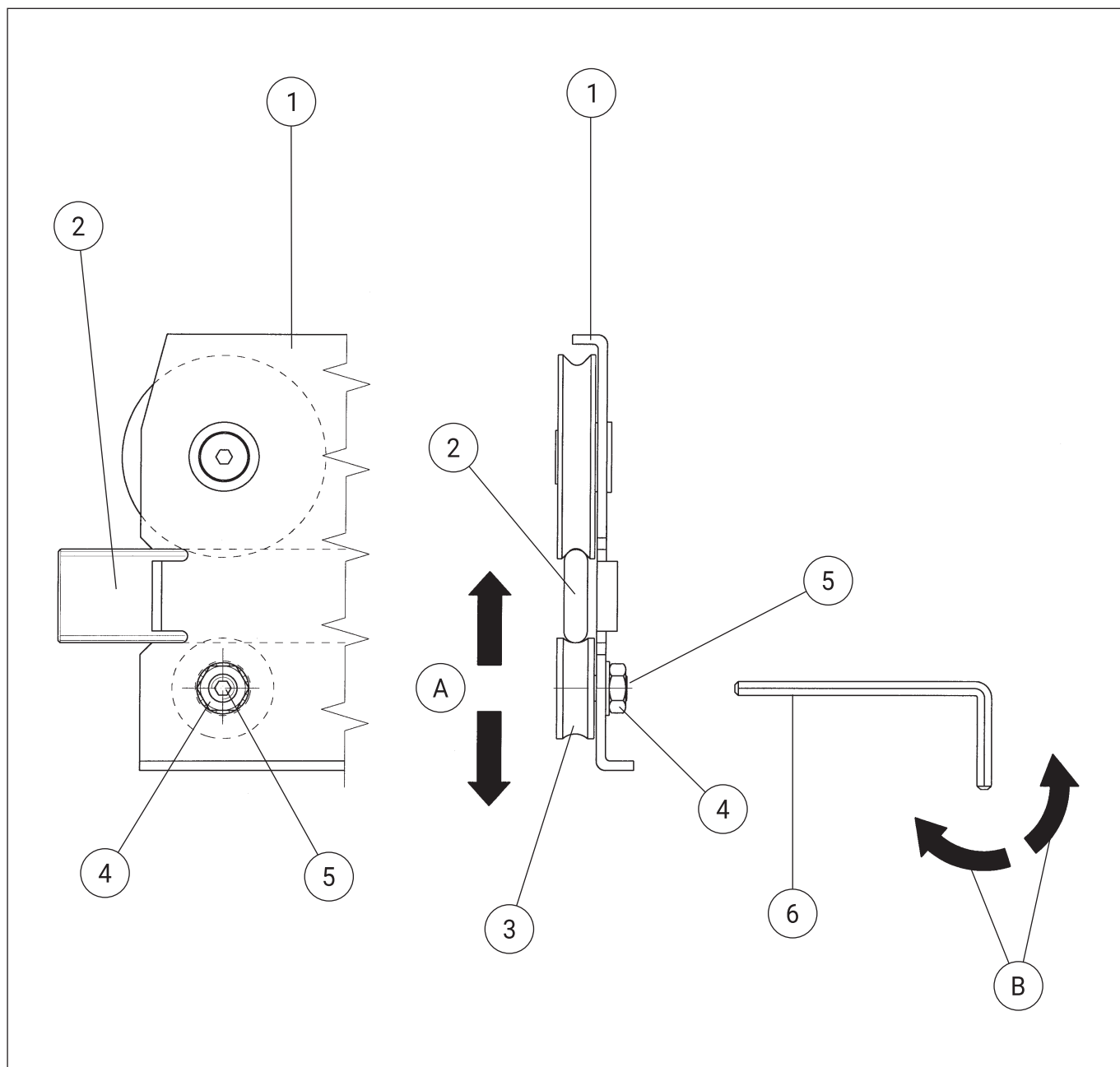
Fig. 2



## 14 - SLIDING ROLLERS ADJUSTMENT

To get rid of the play between the hanger (1) and the sliding guide (2), adjust the excentric bolt on the bottom roller (3). Unscrew the bolt (4) with a 19 mm spanner and turn the excentric bolt (5) clockwise or anticlockwise, as indicated by the arrows (B) with a 6 mm allen-key (6) so as to get rid of the play between the guide and roller but leaving enough play to allow the roller to rotate freely.

After this adjustment, rescrew the roller stopping bolt (4).



## WARNINGS ON HOW TO KEEP THE DOORS IN GOOD OPERATING CONDITIONS



In order to prevent failures or incorrect operation and to maintain the system in good conditions, the technical efficiency of the system should periodically be checked, to ensure compliance with the applicable laws.

The technical efficiency depends on various factors such as:

- Work load
- Years of operation
- Door weight
- Climatic and environmental conditions
- Cleanness of environment
- Correct maintenance
- Etc.

And it can affect:

- Clearance/interference between the doors, and between the doors and posts according to the applicable laws
- Clearance of coupling device
- Status/conditions of fixing and coupling elements
- Conditions of parts affected by wear
- Efficiency of the lock and relevant contacts
- Any other parts that may be affected by the type of application.

For these reasons it is not possible to establish a general part replacement programme beforehand.



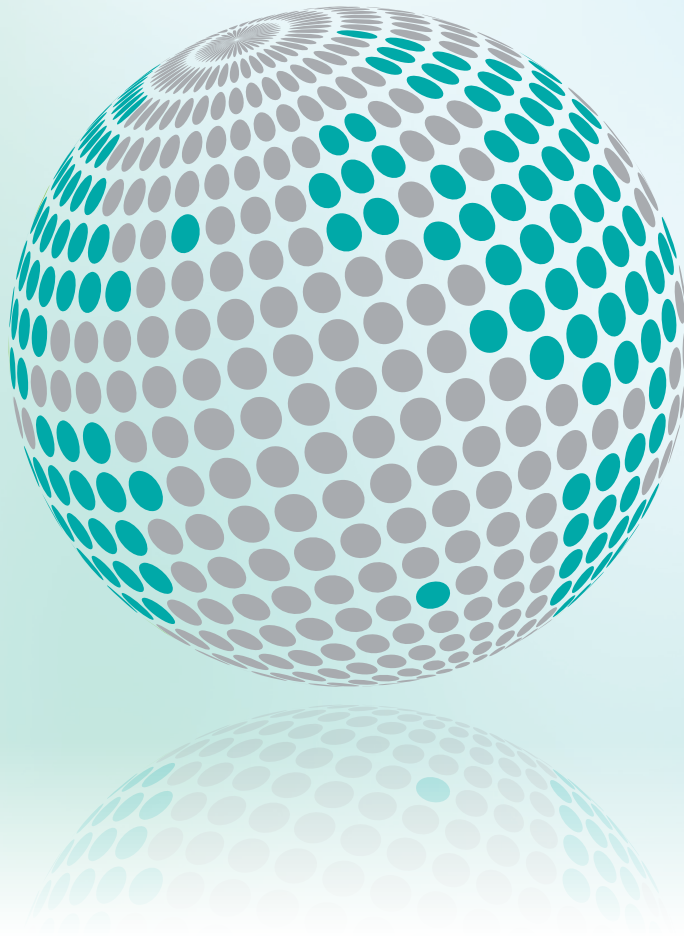
All screws used for the assembly of our product are screwed by means of a tightening torque as shown on following table:

Screw	Max torque (Nm)	Min torque (Nm)
M3	1,1	0,9
M4	2,6	2,1
M5	5,1	4,1
M6	9	7
M8	21	17
M10	42	34
M12	71,4	57,1

In case of need please refer to above table.



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