WITTUR

TECHNICAL CATALOGUE

# 2000 B-G

| | |
|---|---|
| Code | **TC.2.004477.EN** |
| Version | **D 21 April 2021** |
| Edition | **8 May 2007** |
| SEM ID | **921-510-000** |

mod: K-S 4Z



safety in motion™

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## COMPLETE RANGE OF SEMATIC 2000 B-G DOORS

| Type | 2L-R | 3L-R | 2Z | 4Z | 6Z |
|---|---|---|---|---|---|
| TB | TH | | | | |
| 1000 | 2000-3000 | 2000-2500 | 2000-3000 | 2000-2300 | - |
| 1100 | 2000-3000 | 2000-2500 | 2000-3000 | 2000-2300 | - |
| 1200 | 2000-3000 | 2000-3000 | 2000-3000 | 2000-2300 | - |
| 1300 | 2000-3000 | 2000-3000 | 2000-3000 | 2000-3000 | - |
| 1400 | 2000-3500 | 2000-3500 | 2000-3500 | 2000-3000 | 2000-2300 |
| 1500 | 2000-3500 | 2000-3500 | 2000-3500 | 2000-3000 | 2000-2300 |
| 1600 | 2000-3500 | 2000-3500 | 2000-3500 | 2000-3000 | 2000-2300 |
| 1700 | 2000-3500 | 2000-3500 | 2000-3500 | 2000-3000 | 2000-2500 |
| 1800 | 2000-3500 | 2000-3500 | 2000-3500 | 2000-3000 | 2000-2500 |
| 1900 | 2000-3500 | 2000-3500 | 2000-3500 | 2000-3500 | 2000-2500 |
| 2000 | 2000-3500 | 2000-3500 | 2000-3500 | 2000-3500 | 2000-3000 |
| 2100 | - | - | - | 2000-3500 | 2000-3000 |
| 2200 | - | - | - | 2000-3500 | 2000-3000 |
| 2300 | - | - | - | 2000-3500 | 2000-3000 |
| 2400 | - | - | - | 2000-3500 | 2000-3000 |
| 2500 | - | - | - | 2000-3500 | 2000-3500 |
| 2600 | - | - | - | 2000-3500 | 2000-3500 |
| 2700 | - | - | - | 2000-3500 | 2000-3500 |
| 2800 | - | - | - | 2000-3500 | 2000-3500 |
| 2900 | - | - | - | 2000-3500 | 2000-3500 |
| 3000 | - | - | - | 2000-3500 | 2000-3500 |
| 3100 | - | - | - | 2000-3500 | 2000-3500 |
| 3200 | - | - | - | 2000-3500 | 2000-3500 |
| 3300 | - | - | - | 2000-3500 | 2000-3500 |
| 3400 | - | - | - | 2000-3500 | 2000-3500 |
| 3500 | - | - | - | 2000-3500 | 2000-3500 |

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## COMPLETE RANGE OF SEMATIC 2000 B-G SHIELD PRO OPTION DOORS

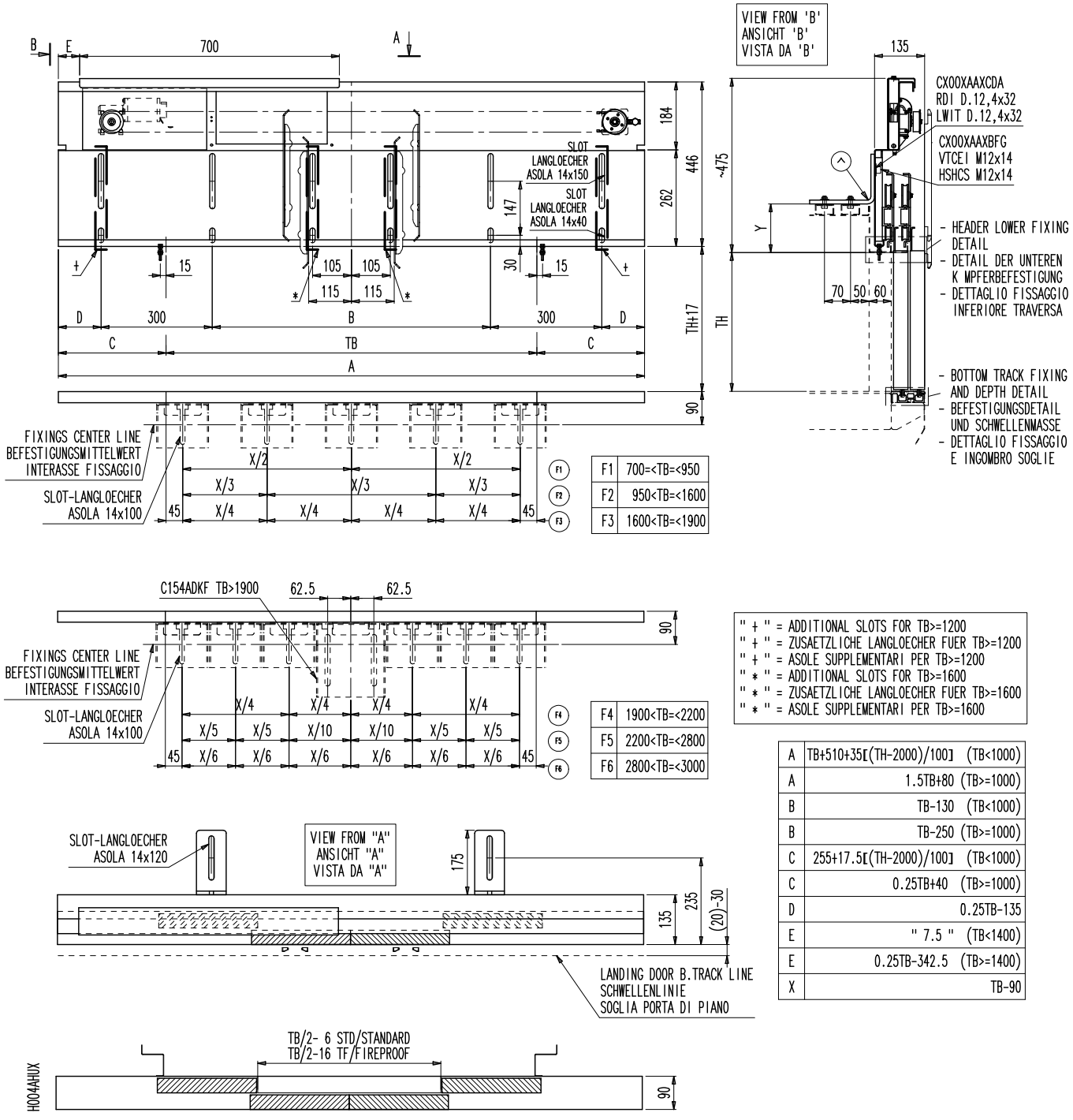
| Type | 2L-R | 2Z | 4Z |
|---|---|---|---|
| TB | TH | | |
| 800* | 2000-2300 | 2000-2300 | 2000-2300 |
| 900* | 2000-2300 | 2000-2300 | 2000-2300 |
| 1000 | 2000-2300 | 2000-2300 | 2000-2300 |
| 1100 | 2000-2300 | 2000-2300 | 2000-2300 |
| 1200 | 2000-2300 | 2000-2300 | 2000-2300 |
| 1300 | 2000-2300 | 2000-2300 | 2000-2300 |
| 1400 | 2000-2300 | 2000-2300 | 2000-2300 |
| 1500 | - | - | 2000-2300 |
| 1600 | - | - | 2000-2300 |
| 1700 | - | - | 2000-2300 |
| 1800 | - | - | 2000-2300 |
| 1900 | - | - | 2000-2300 |
| 2000 | - | - | 2000-2300 |
| 2100 | - | - | 2000-2300 |
| 2200 | - | - | 2000-2300 |
| 2300 | - | - | 2000-2300 |
| 2400 | - | - | 2000-2300 |
| 2500 | - | - | 2000-2300 |
| 2600 | - | - | 2000-2300 |
| 2700 | - | - | 2000-2300 |
| 2800 | - | - | 2000-2300 |

** Custom based*

*Landing door only*

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## FRONT, PLAN AND SIDE VIEW OF CAR DOOR




| | |
|---|---|
| F1 | 700=<TB=<950 |
| F2 | 950<TB=<1600 |
| F3 | 1600<TB=<1900 |
| F4 | 1900<TB=<2200 |
| F5 | 2200<TB=<2800 |
| F6 | 2800<TB=<3000 |

" + " = ADDITIONAL SLOTS FOR TB>=1200
" + " = ZUSAETZLICHE LANGLOECHER FUER TB>=1200
" + " = ASOLE SUPPLEMENTARI PER TB>=1200
" * " = ADDITIONAL SLOTS FOR TB>=1600
" * " = ZUSAETZLICHE LANGLOECHER FUER TB>=1600
" * " = ASOLE SUPPLEMENTARI PER TB>=1600

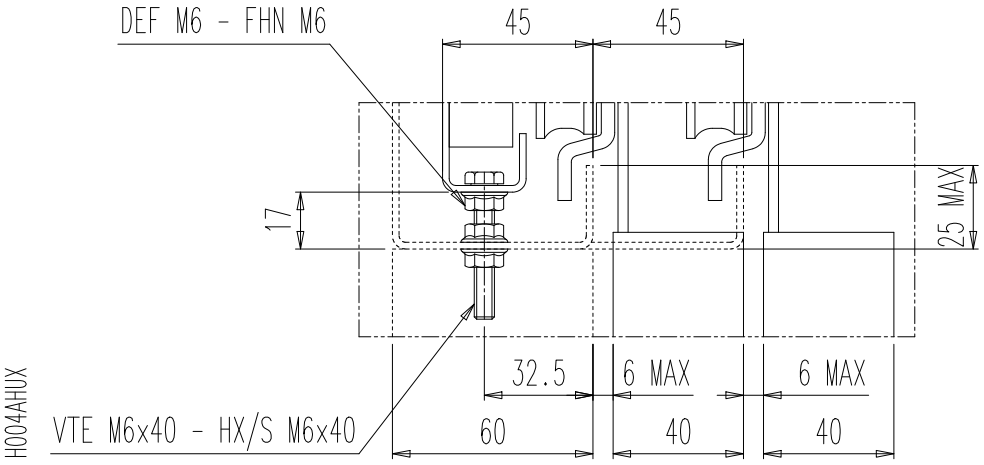
| | |
|---|---|
| A | TB+510+35[(TH-2000)/100] (TB<1000) |
| A | 1.5TB+80 (TB>=1000) |
| B | TB-130 (TB<1000) |
| B | TB-250 (TB>=1000) |
| C | 255+17.5[(TH-2000)/100] (TB<1000) |
| C | 0.25TB+40 (TB>=1000) |
| D | 0.25TB-135 |
| E | " 7.5 " (TB<1400) |
| E | 0.25TB-342.5 (TB>=1400) |
| X | TB-90 |

FOR FIXING DETAILS PLEASE SEE **"OPERATOR FIXING SCHEME (standard motor)" a pag. 9**

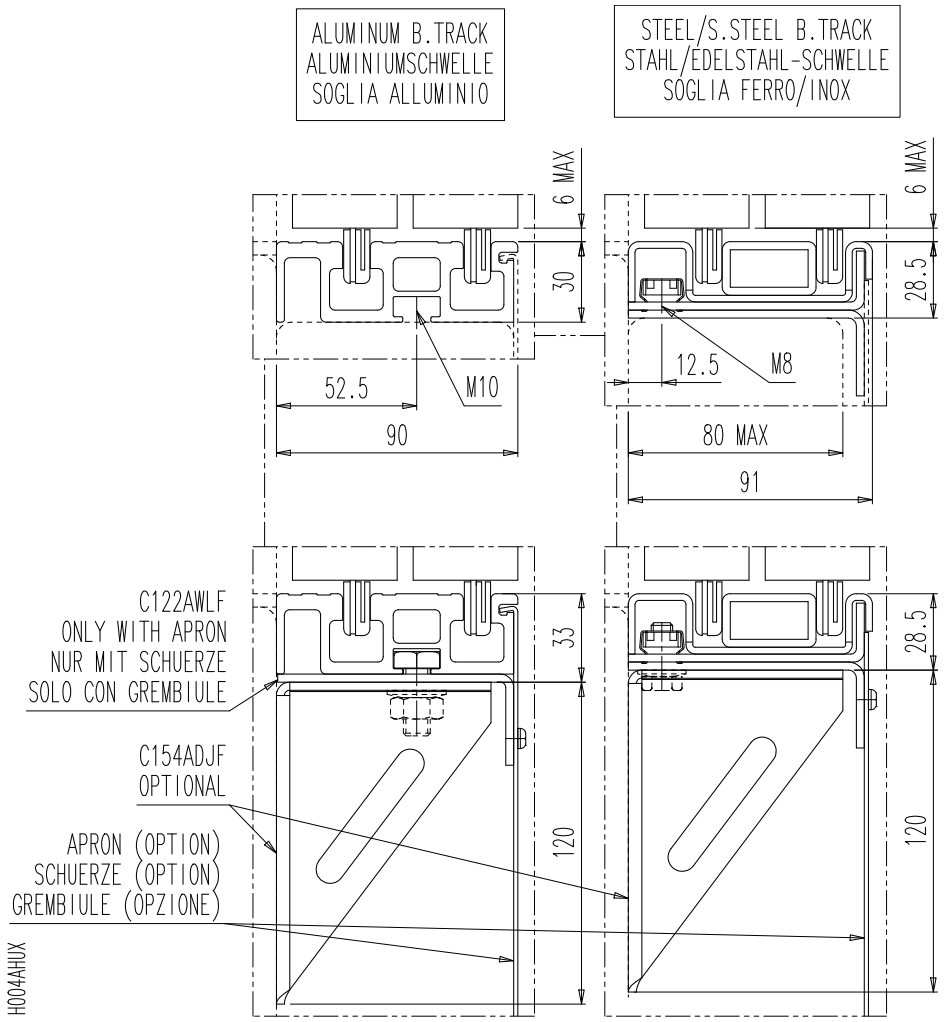
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## CAR DOOR OPERATOR DETAIL

HEADER LOWER FIXING DETAIL

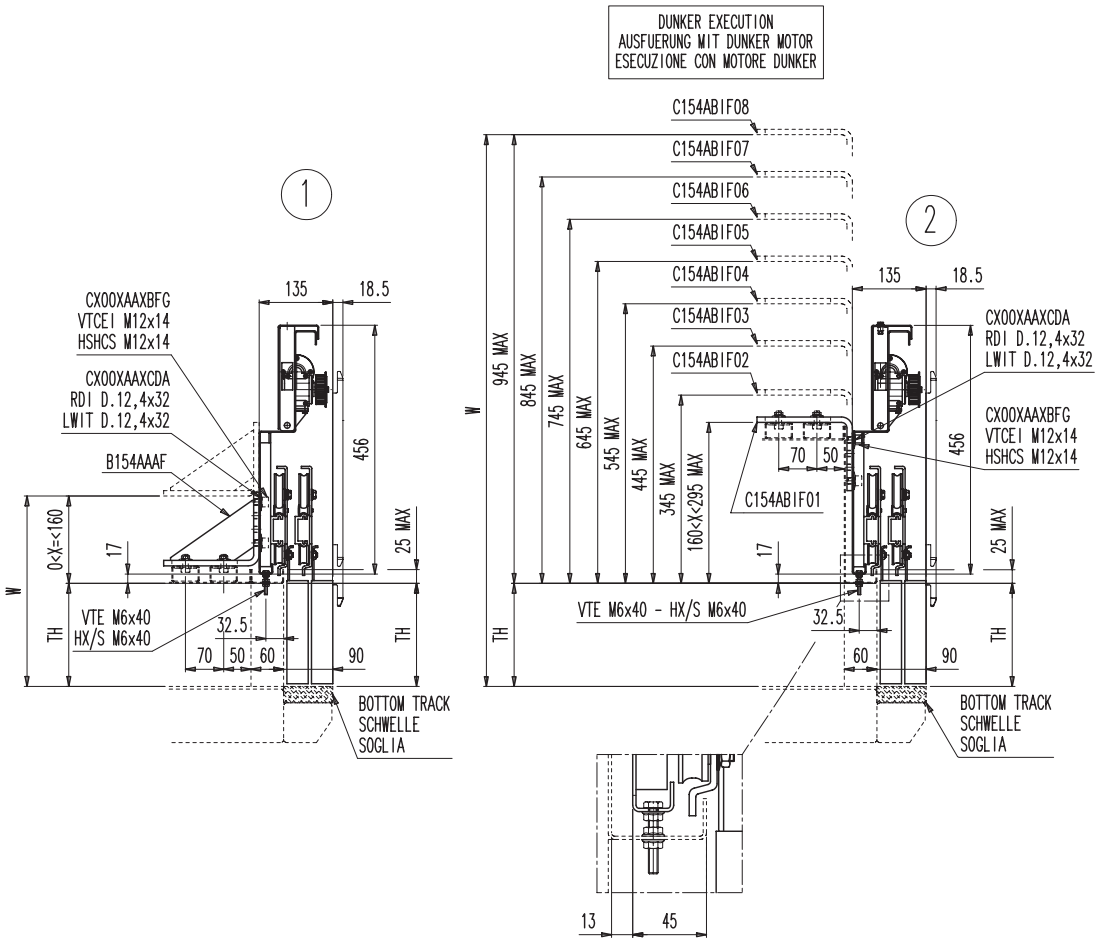



BOTTOM TRACK FIXING AND DEPTH DETAIL

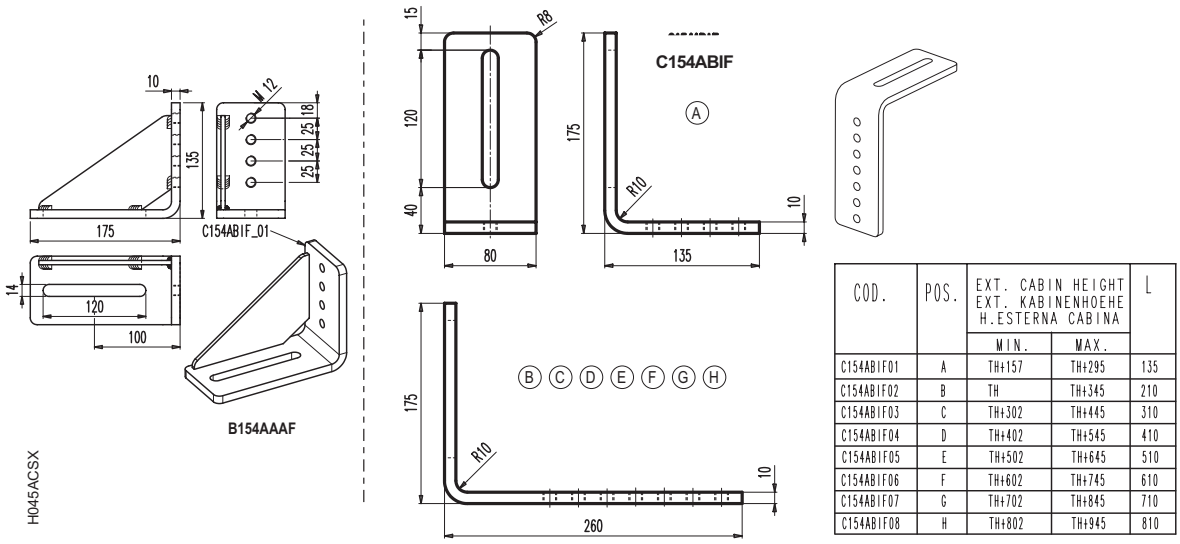



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## OPERATOR FIXING SCHEME (STANDARD MOTOR)




* W * Maximum external cabin roof height with car fixings
* W * Maximale aussere Kabinenhoehe einschliesslich der Kabinenkaempferbefestigungen
* W * Altezza massima esterna di cabina incluse le canaline di fissaggio operatore




| COD. | POS. | EXT. CABIN HEIGHT EXT. KABINENHOEHE H.ESTERNA CABINA | | L |
|---|---|---|---|---|
| | | MIN. | MAX. | |
| C154ABIF01 | A | TH+157 | TH+295 | 135 |
| C154ABIF02 | B | TH | TH+345 | 210 |
| C154ABIF03 | C | TH+302 | TH+445 | 310 |
| C154ABIF04 | D | TH+402 | TH+545 | 410 |
| C154ABIF05 | E | TH+502 | TH+645 | 510 |
| C154ABIF06 | F | TH+602 | TH+745 | 610 |
| C154ABIF07 | G | TH+702 | TH+845 | 710 |
| C154ABIF08 | H | TH+802 | TH+945 | 810 |

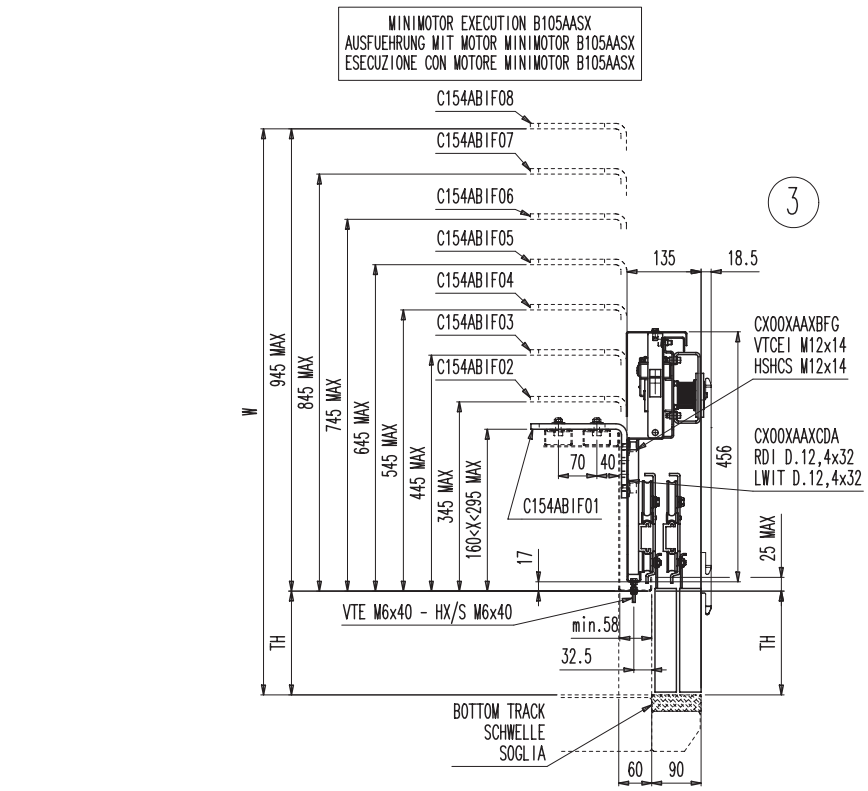
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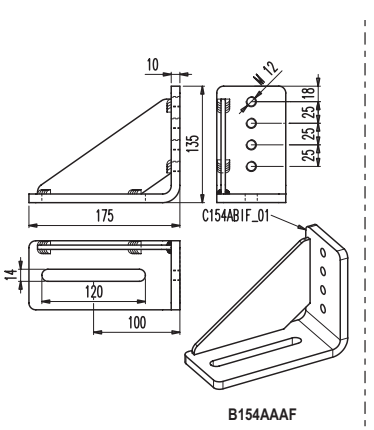
## FIXING SCHEME

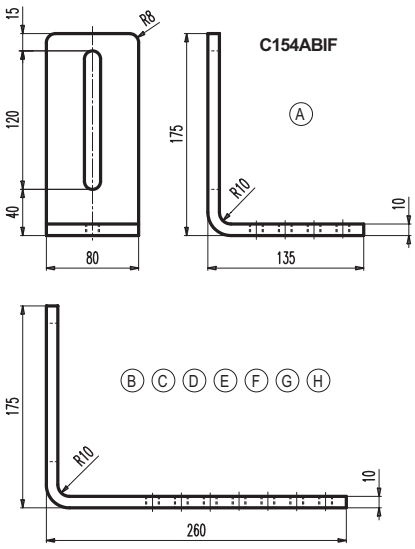
K 4Z

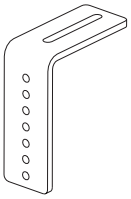
### OPERATOR FIXING SCHEME (B105AASX MOTOR)

OPTION



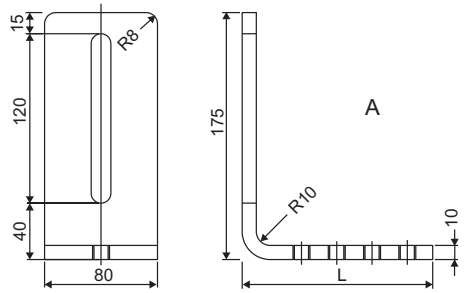



| COD. | POS. | EXT. CABIN HEIGHT EXT. KABINENHOEHE H.ESTERNA CABINA | | L |
|---|---|---|---|---|
| | | MIN. | MAX. | |
| C154ABIF01 | A | TH+157 | TH+295 | 135 |
| C154ABIF02 | B | TH | TH+345 | 210 |
| C154ABIF03 | C | TH+302 | TH+445 | 310 |
| C154ABIF04 | D | TH+402 | TH+545 | 410 |
| C154ABIF05 | E | TH+502 | TH+645 | 510 |
| C154ABIF06 | F | TH+602 | TH+745 | 610 |
| C154ABIF07 | G | TH+702 | TH+845 | 710 |
| C154ABIF08 | H | TH+802 | TH+945 | 810 |

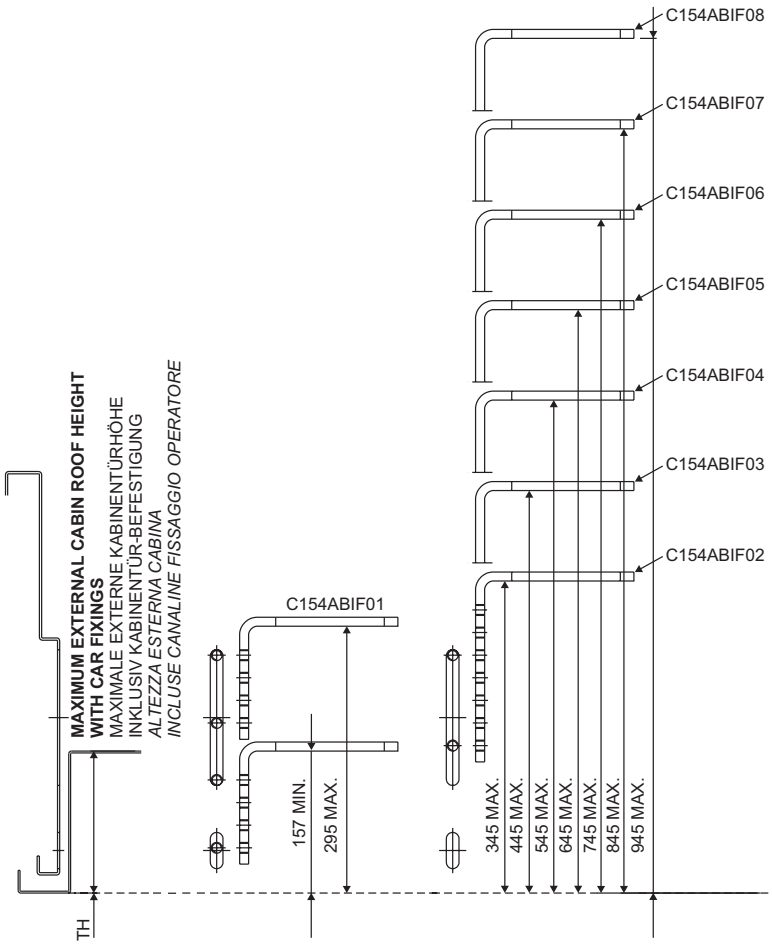
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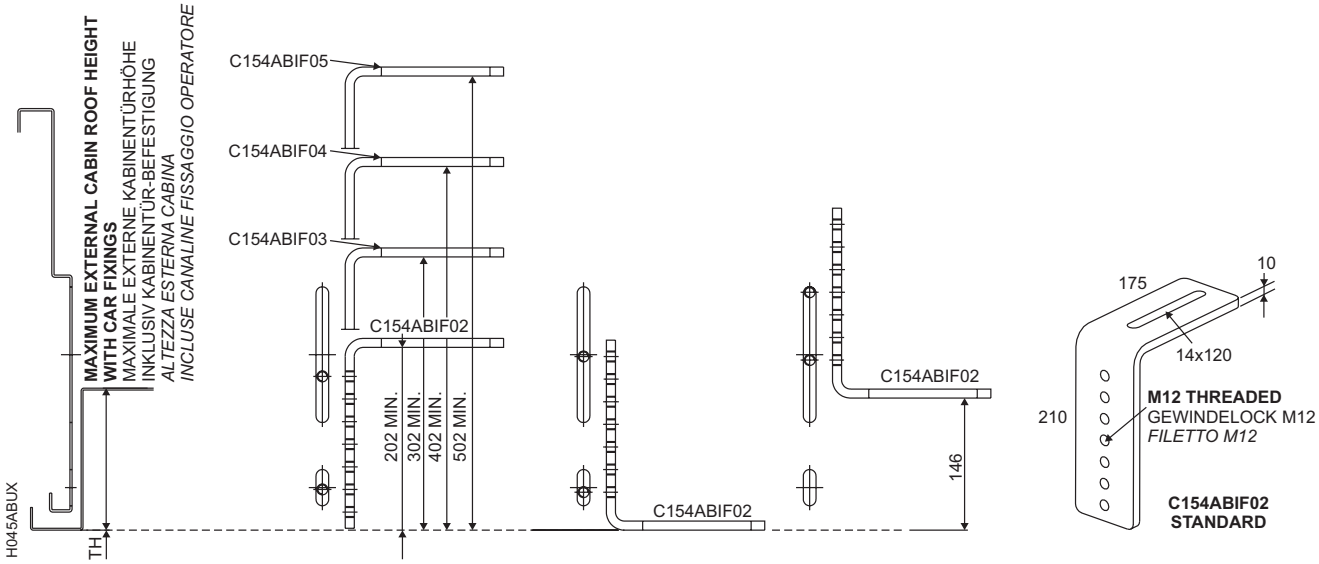
## INSTALLATION RANGE OF OPERATOR FIXING BRACKETS

**FIXING BRACKET FOR CAR DOOR OPERATOR**
KABINENTÜRANTRIEBSWINKEL
*STAFFA FISSAGGIO OPERATORE PORTA DI CABINA*




| COD. | POS. | EXT. CABIN HEIGHT EXT. KABINENHÖHE H. ESTERNA CABINA | | L |
|---|---|---|---|---|
| | | MIN. | MAX. | |
| C154ABIF01 | A | TH+157 | TH+295 | 135 |
| C154ABIF02 | B | TH | TH+345 | 210 |
| C154ABIF03 | C | TH+302 | TH+445 | 310 |
| C154ABIF04 | D | TH+402 | TH+545 | 410 |
| C154ABIF05 | E | TH+502 | TH+645 | 510 |
| C154ABIF06 | F | TH+602 | TH+745 | 610 |
| C154ABIF07 | G | TH+702 | TH+845 | 710 |
| C154ABIF08 | H | TH+802 | TH+945 | 810 |



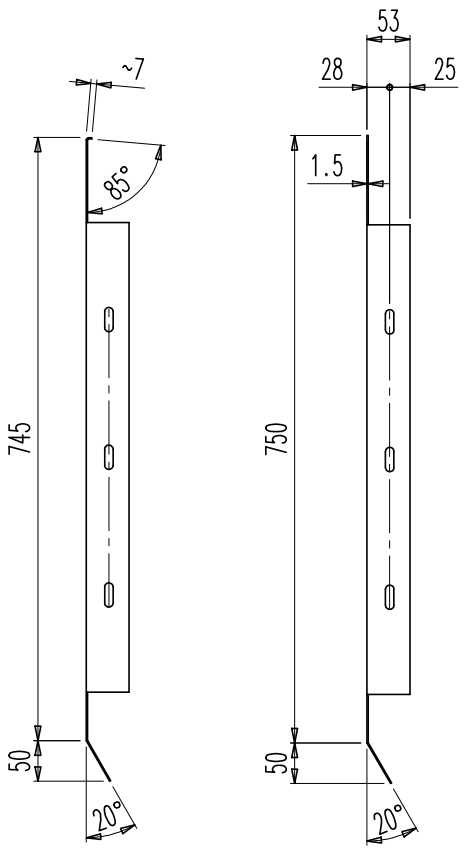

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## APRON K

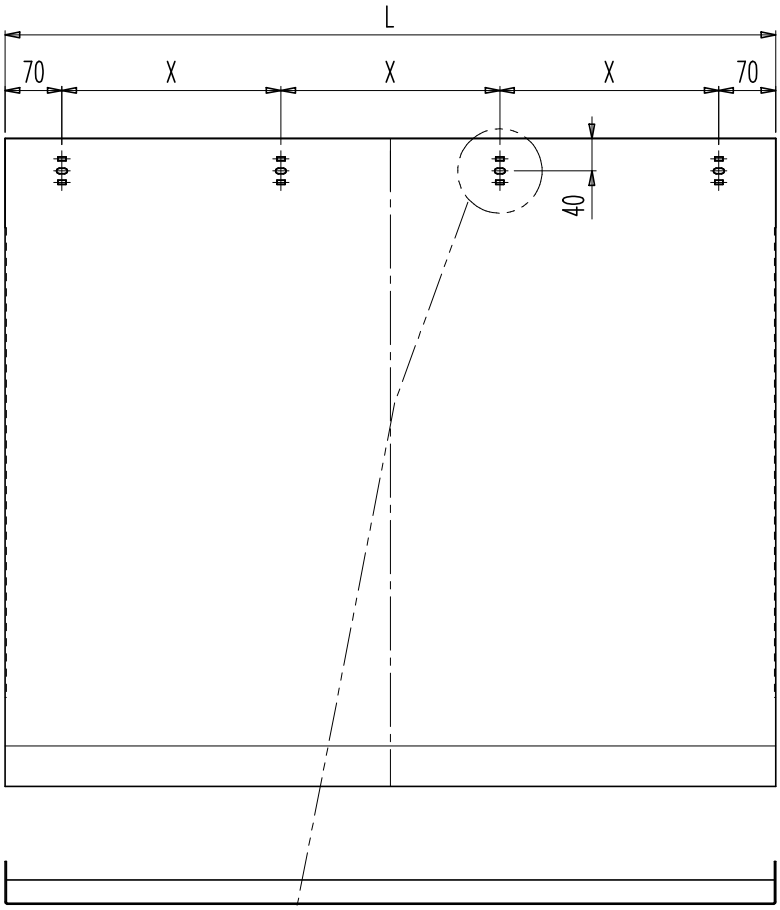
K 4Z

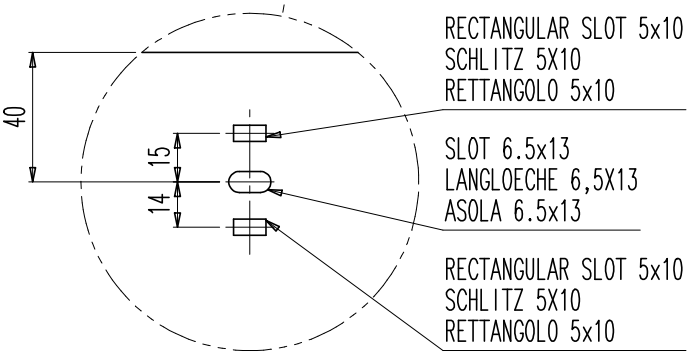
### CAR DOOR APRON FOR 1000<TB≤1450

OPTION




C094AADF 02 C094AADF 01




C094AADF 01

- FOR ALUMINIUM BOTTOM TRACK
  FUER ALUMINIUM SCHWELLE
  PER SOGLIA ALLUMINIO
- FOR STEEL, STAINLESS-STEEL BOTTOM TRACK
  FUER STAHL/EDELSTAHL SCHWELLE
  PER SOGLIA FE/INOX
- FOR EXTRUDED MANGANESE-BRONZE BOTTOM TRACK
  FUER SCHWELLE AUS GEZOGENEM MESSING
  PER SOGLIA IN OTTONE ESTRUSO

C094AADF 02

- FOR FULL ALUMINIUM BOTTOM TRACK
- FUER SCHWELLE ALUMINIUM INTEGRAL
- PER SOGLIA ALLUMINIO INTEGRALE

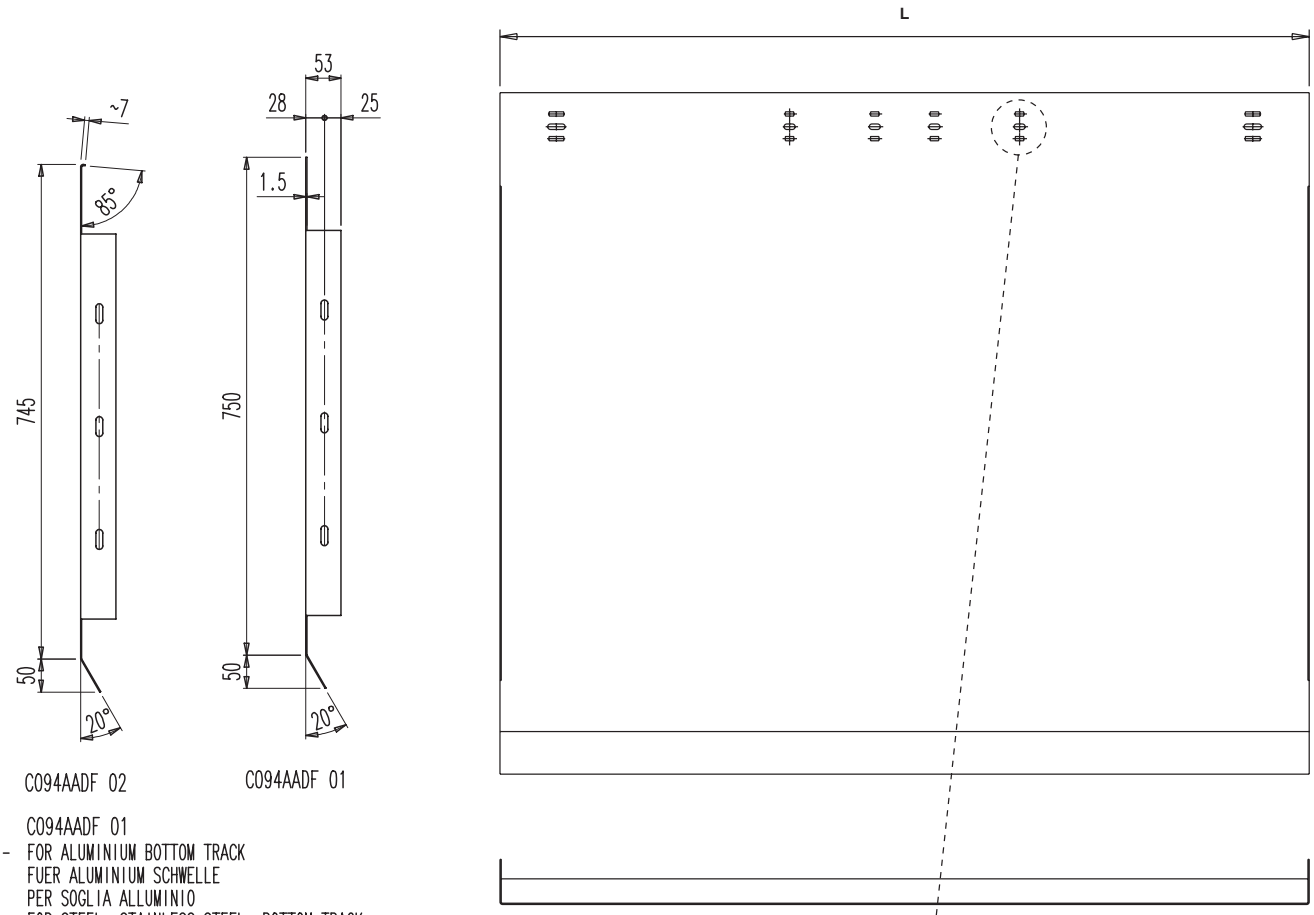
| QUANTITY<br>STUECKZAHL<br>QUANTITA' | TB | X | L |
|---|---|---|---|
| 1 PIECE<br>1 STUECK<br>1 PEZZO | 1000<=TB<=1450 | (TB-90)/3 | TB+50 |

C094AADF

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## CAR DOOR APRON FOR 1450<TB≤2900

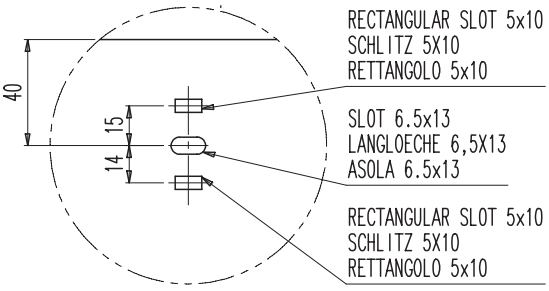
OPTION




C094AADF 01
- FOR ALUMINIUM BOTTOM TRACK
  FUER ALUMINIUM SCHWELLE
  PER SOGLIA ALLUMINIO
- FOR STEEL, STAINLESS-STEEL BOTTOM TRACK
  FUER STAHL/EDELSTAHL SCHWELLE
  PER SOGLIA FE/INOX
- FOR EXTRUDED MANGANESE-BRONZE BOTTOM TRACK
  FUER SCHWELLE AUS GEZOGENEM MESSING
  PER SOGLIA IN OTTONE ESTRUSO

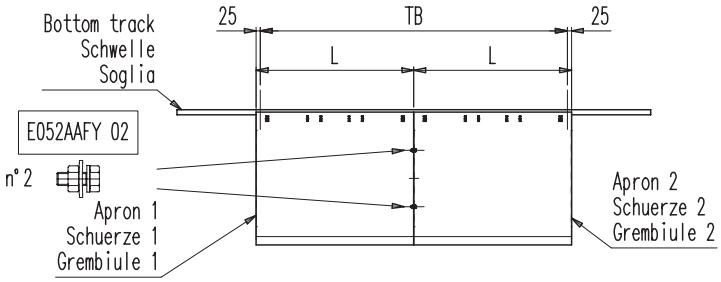
C094AADF 02
- FOR FULL ALUMINIUM BOTTOM TRACK
- FUER SCHWELLE ALUMINIUM INTEGRAL
- PER SOGLIA ALLUMINIO INTEGRALE

| QUANTITY<br>STUECKZAHL<br>QUANTITA' | TB | L |
|---|---|---|
| 2 PIECE<br>2 STUECK<br>2 PEZZO | 1450<TB=<1600 | TB/2+25 |
| | 1600<TB=<2200 | TB/2+25 |
| | 2200<TB=<2800 | TB/2+25 |
| | 2800<TB=<2900 | TB/2+25 |




- WARNING: WITH TB>1450 THE APRON WILL BE SUPPLIED IN TWO EQUAL PARTS TO BE JOINEDCBY TWO E052AAFY02 BOLTS.
- ACHTUNG: FUER TB>1450 WIRD DIE SCHUERZE IN ZWEI GLEICHEN TEILEN UND MIT ZWEI SCHRAUBEN (E052AAFY02) GELIEFERT
- ATTENZIONE: PER TB>1450 PREVEDERE LA FORNITURA DEL GREMBIULE IN DUE PEZZI UGUALI E FORNIRE NR.2 BULLONI E052AAFY02

C049AAGF



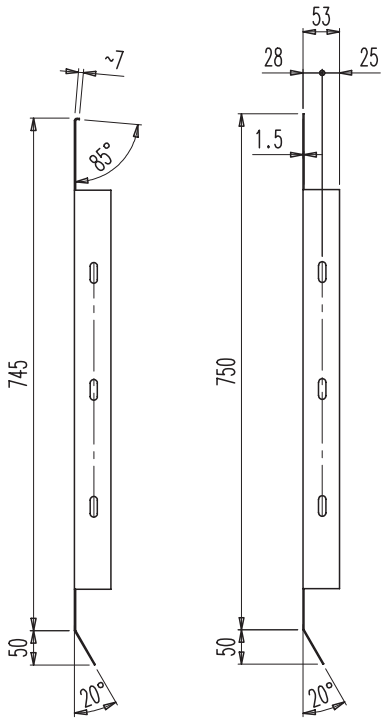

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## APRON K

K 4Z

### CAR DOOR APRON FOR TB>2900

OPTION




C094AADF 02

C094AADF 01

C094AADF 01

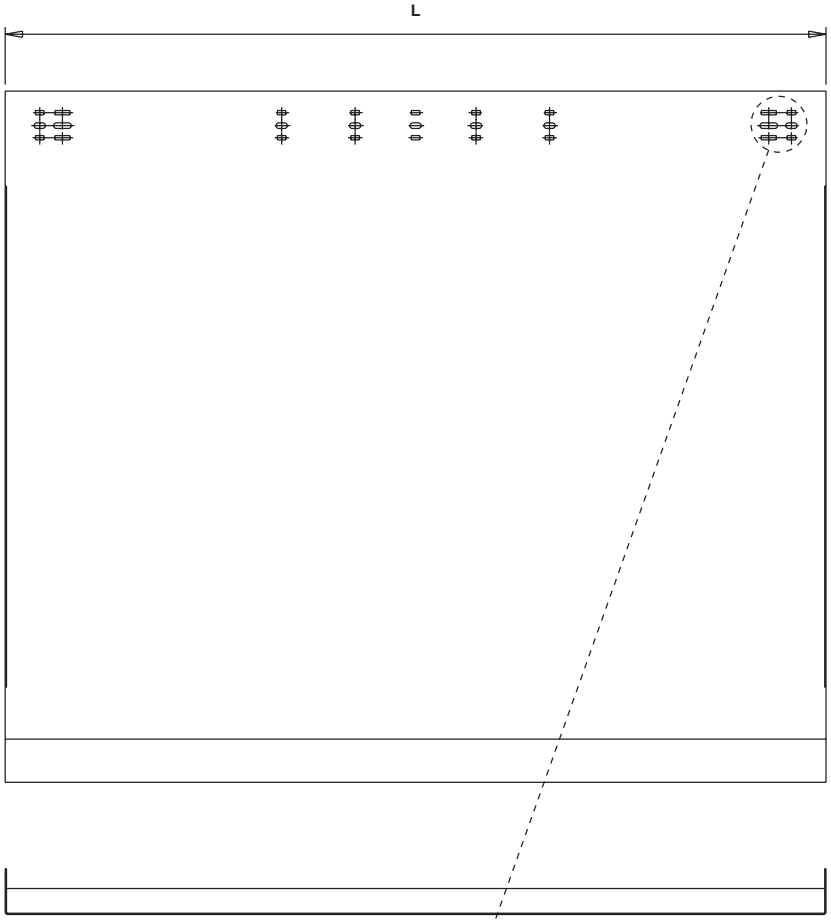
- FOR ALUMINIUM BOTTOM TRACK
  FUER ALUMINIUM SCHWELLE
  PER SOGLIA ALLUMINIO
- FOR STEEL, STAINLESS-STEEL BOTTOM TRACK
  FUER STAHL/EDELSTAHL SCHWELLE
  PER SOGLIA FE/INOX
- FOR EXTRUDED MANGANESE-BRONZE BOTTOM TRACK
  FUER SCHWELLE AUS GEZOGENEM MESSING
  PER SOGLIA IN OTTONE ESTRUSO

C094AADF 02

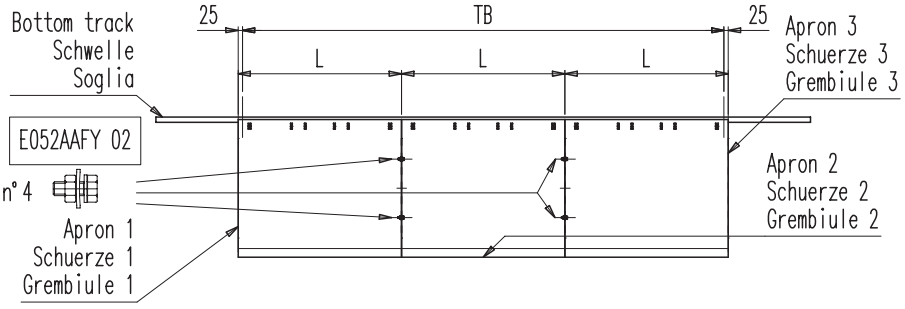
- FOR FULL ALUMINIUM BOTTOM TRACK
- FUER SCHWELLE ALUMINIUM INTEGRAL
- PER SOGLIA ALLUMINIO INTEGRALE

- WARNING: WITH TB>1450 THE APRON WILL BE SUPPLIED IN TWO EQUAL PARTS TO BE JOINEDCBY TWO E052AAFY02 BOLTS.
- ACHTUNG: FUER TB>1450 WIRD DIE SCHUERZE IN ZWEI GLEICHEN TEILEN UND MIT ZWEI SCHRAUBEN (E052AAFY02) GELIEFERT
- ATTENZIONE: PER TB>1450 PREVEDERE LA FORNITURA DEL GREMBIULE IN DUE PEZZI UGUALI E FORNIRE NR.2 BULLONI E052AAFY02

C049AAHF

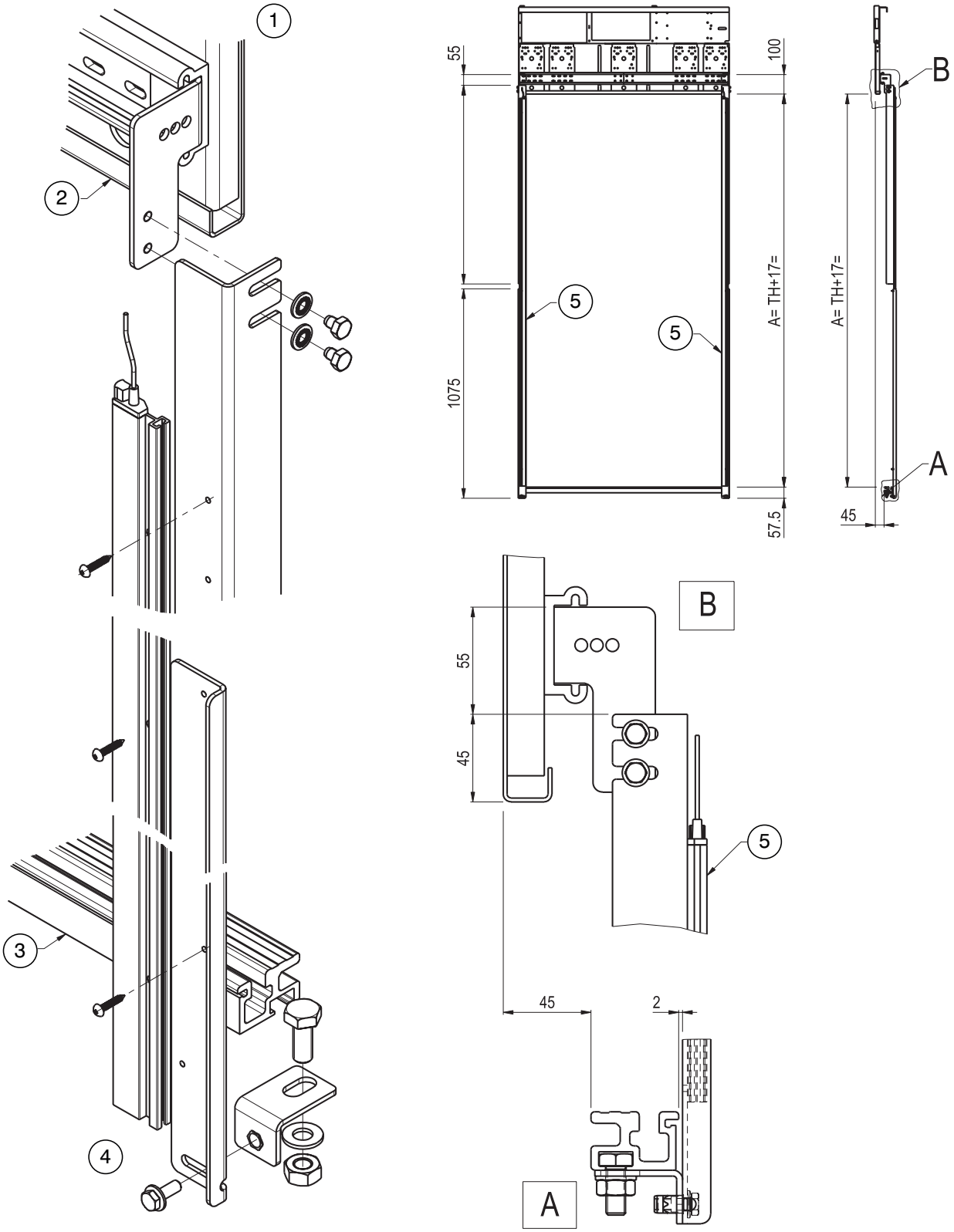



| QUANTITY<br>STUECKZAHL<br>QUANTITA' | TB | L |
|---|---|---|
| 3 PIECE<br>3 STUECK<br>3 PEZZO | 2900<TB=<3500 | TB/3+16.6 |




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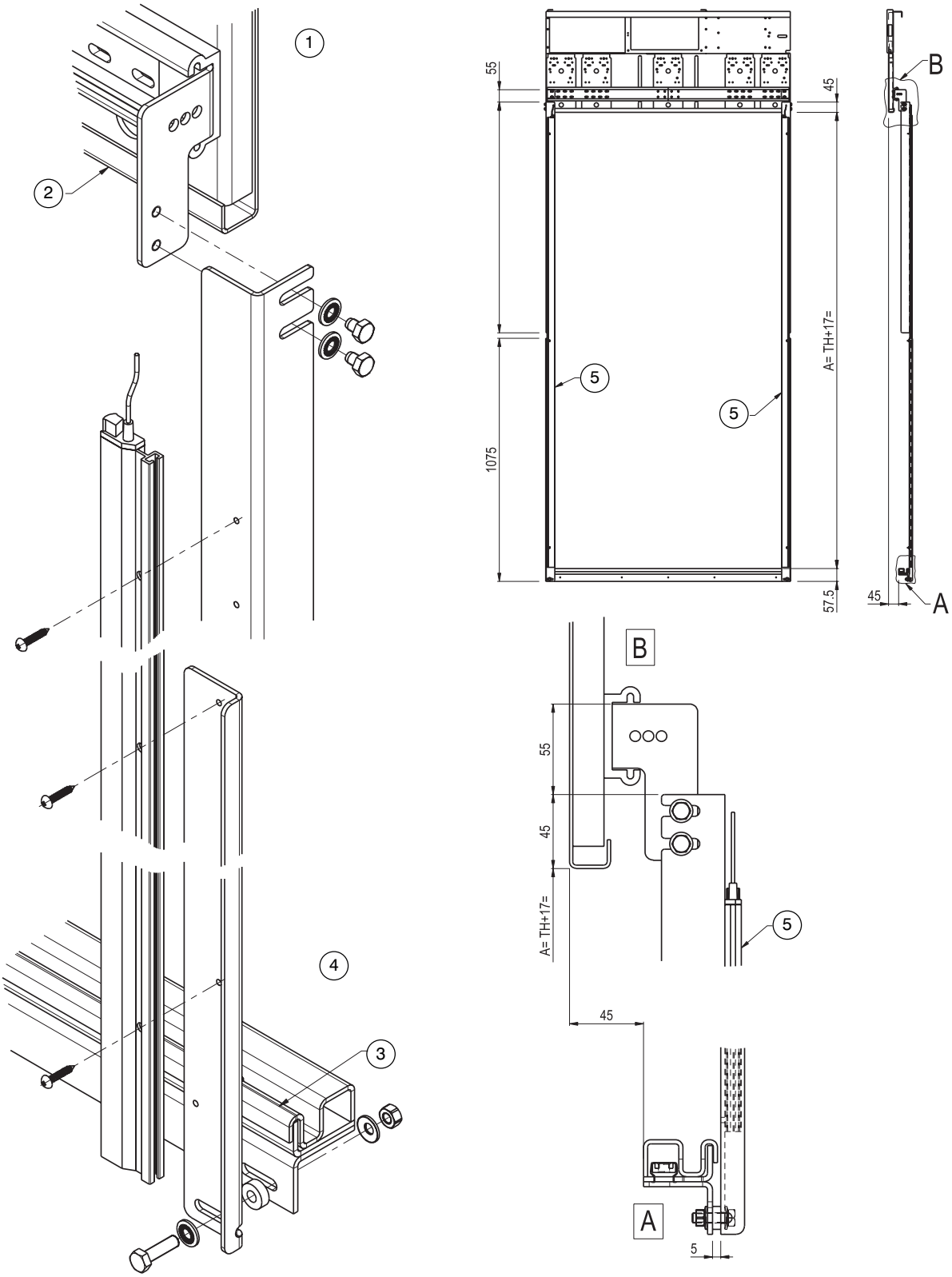
## "K" LIGHT CURTAIN ALUMINIUM SILL APPLICATION SCHEME




| | | | | | |
|---|---|---|---|---|---|
| 1 | Upper application | 2 | Header | 3 | Aluminium sill |
| 4 | Lower application | 5 | Detector light curtain | | |

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## "K" LIGHT CURTAIN IRON SILL APPLICATION SCHEME




| | | | | | |
|---|---|---|---|---|---|
| 1 | Upper application | 2 | Header | 3 | Iron sill |
| 4 | Lower application | 5 | Detector light curtain | | |

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## DETECTOR 3D 4Z

### DETECTOR 3D (COD. 674/774)

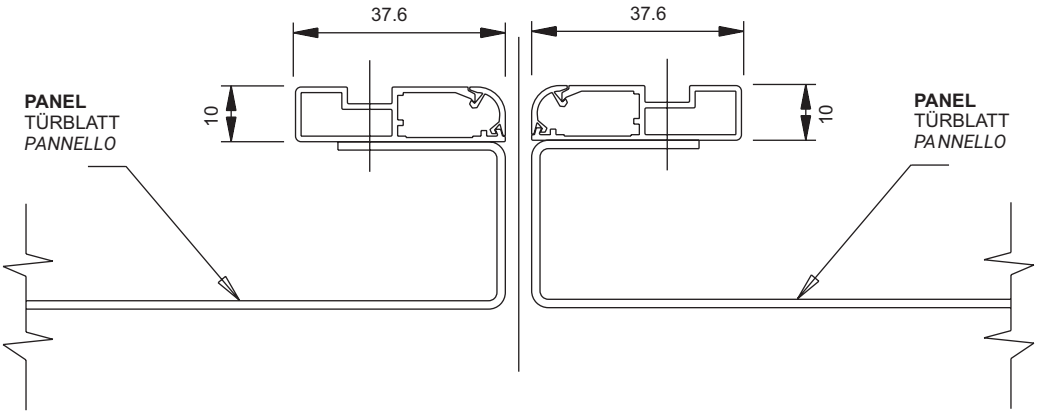
OPTION

❑ **PROVISION**
VORBEREITUNG
*PREDISPOSIZIONE*

❑ **PROVISION AND SUPPLY**
VORBEREITUNG UND LIEFERUNG
*PREDISPOSIZION E E FORNITURA*

❑ **PANA 40 3D 774.000**

❑ **ELITE 3D 674.190**




**IN THE PNP N/O VERSION, (IF IT IS ORDERED TOGETHER WITH THE SEMATIC ENCODER SYSTEM© OR SEMATIC DRIVE SYSTEM©) THIS DEVICE IS CONNECTED DIRECTLY TO THE ENCODER CONTROLLER THEREBY ELIMINATING ANY SUPPLY CABLES OR INTERFACE PROBLEMS WITH THE MAIN LIFT CONTROLLER**

BEI DER VERSION PNP N/O UND FALLS BESTELLT MIT SEMATIC ENCODER SYSTEM© ODER SEMATIC DRIVE SYSTEM© IST DIESE VORRICHTUNG DIREKT MIT DEM ENCODER TÜRSTEUERGERÄT VERBUNDEN, ZUSÄTZLICHE SPEISUNG ODER INTERFACE MIT AUFZUGS STEUERUNG IST NICHT ERFORDERLICH

*NELLA VERSIONE PNP N/O E RICHIESTO CON SEMATIC ENCODER SYSTEM© O SEMATIC DRIVE SYSTEM© QUESTO DISPOSITIVO VIENE COLLEGATO DIRETTAMENTE AL CONTROLLER ENCODER E QUINDI NON HA BISOGNO DI ALIMENTATORE O DI ALTRA INTERFACCIA CON IL QUADRO DI MANOVRA.*

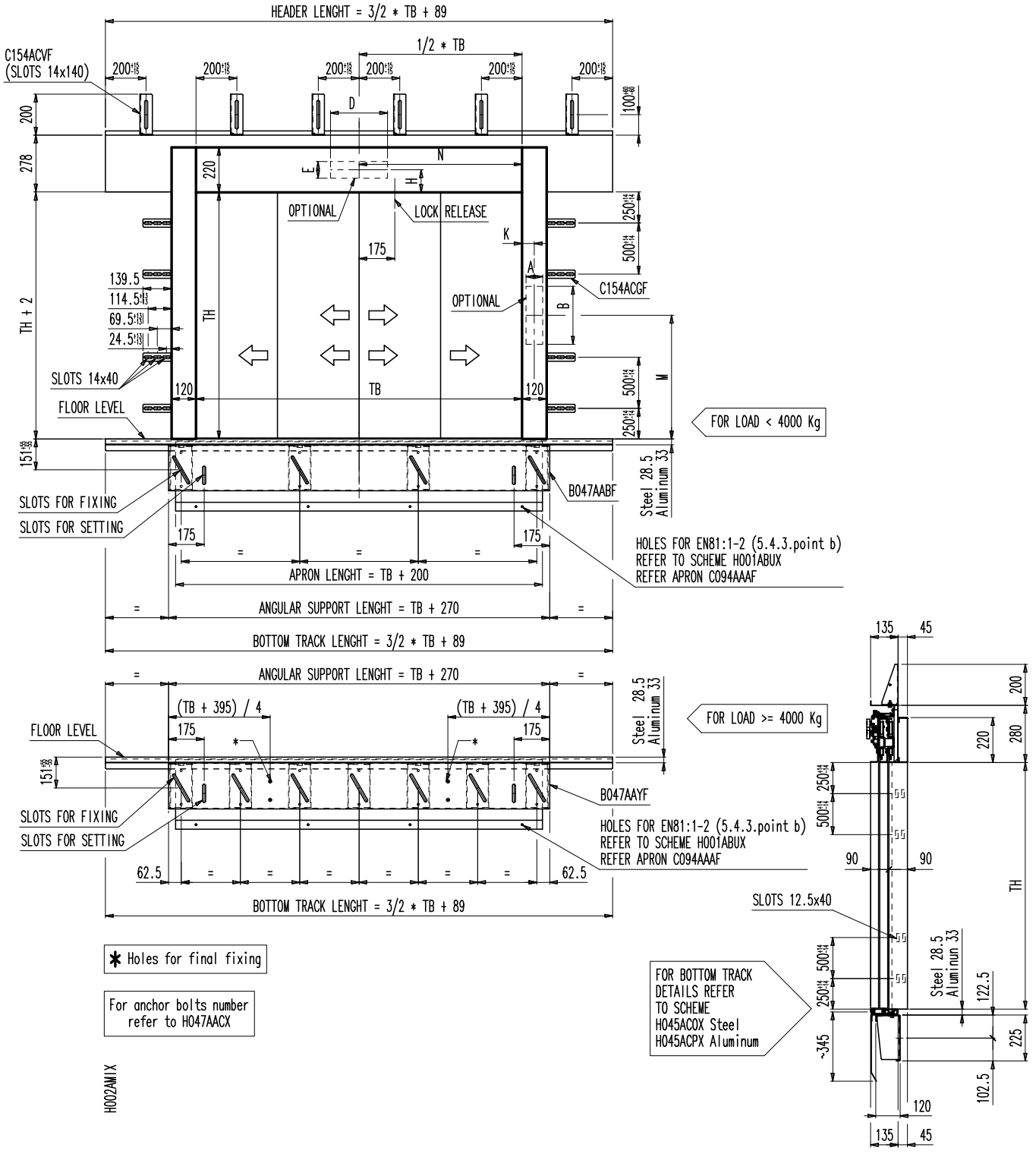
**NOTE: The cabin side frame with its suitable recess is to be foreseen for fire rated doors with extrarun and for standard doors with extra run (H001AABX).**

HINWEIS: Bei Feuerschutz-Türen mit Extrafahrt und bei Standard-Türen mit Extrafahrt ist der Kabineneinzug zu berücksichtigen (H001AABX)

*NOTA: Per porte tagliafuoco con extracorsa, e comunque per porte standard con extracorsa, prevedere la spalletta di cabina con adeguata rientranza ( H001AABX )*

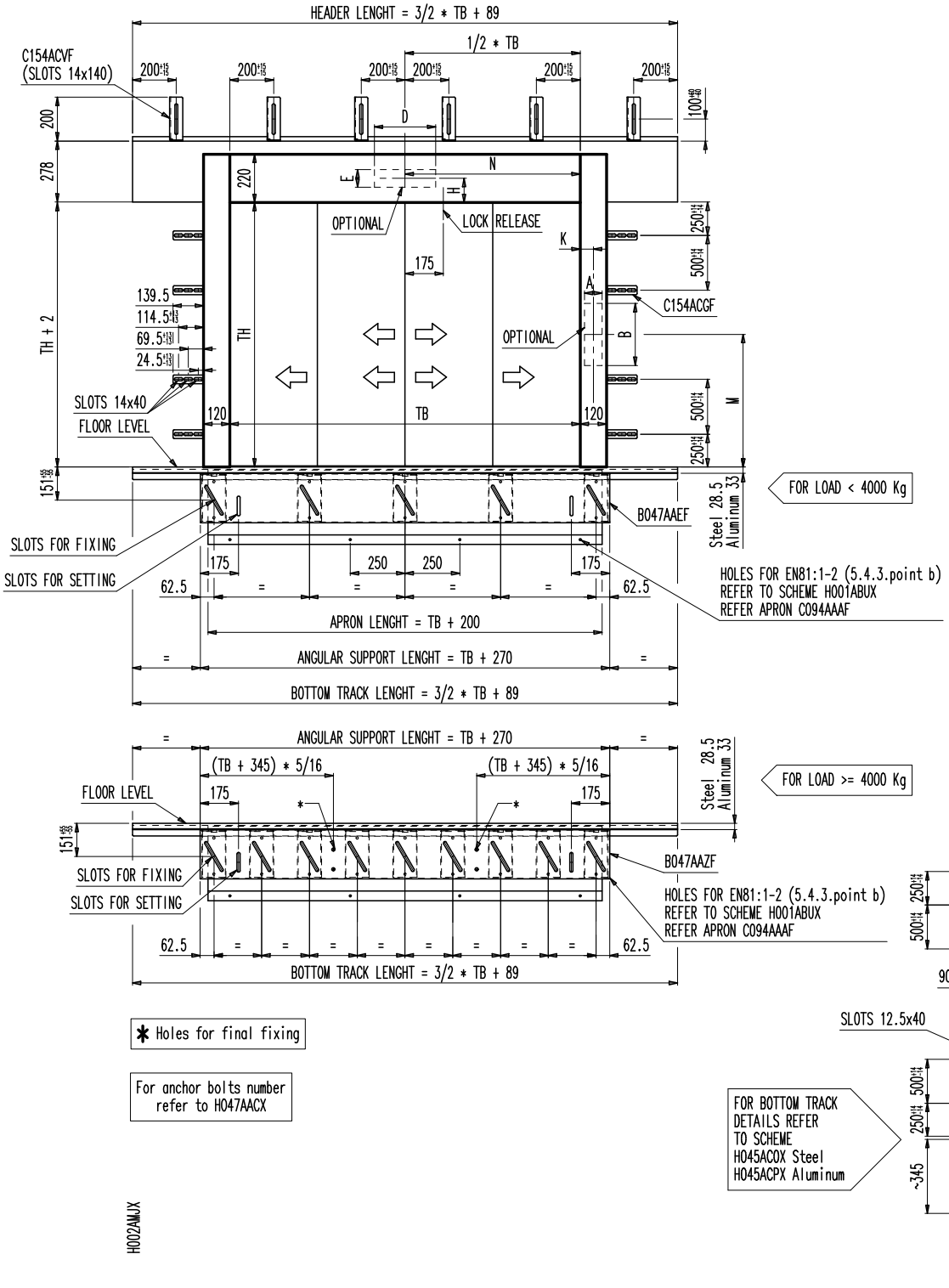
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## FRONT AND SIDE VIEW OF STANDARD LANDING DOOR 1000≤TB≤1600



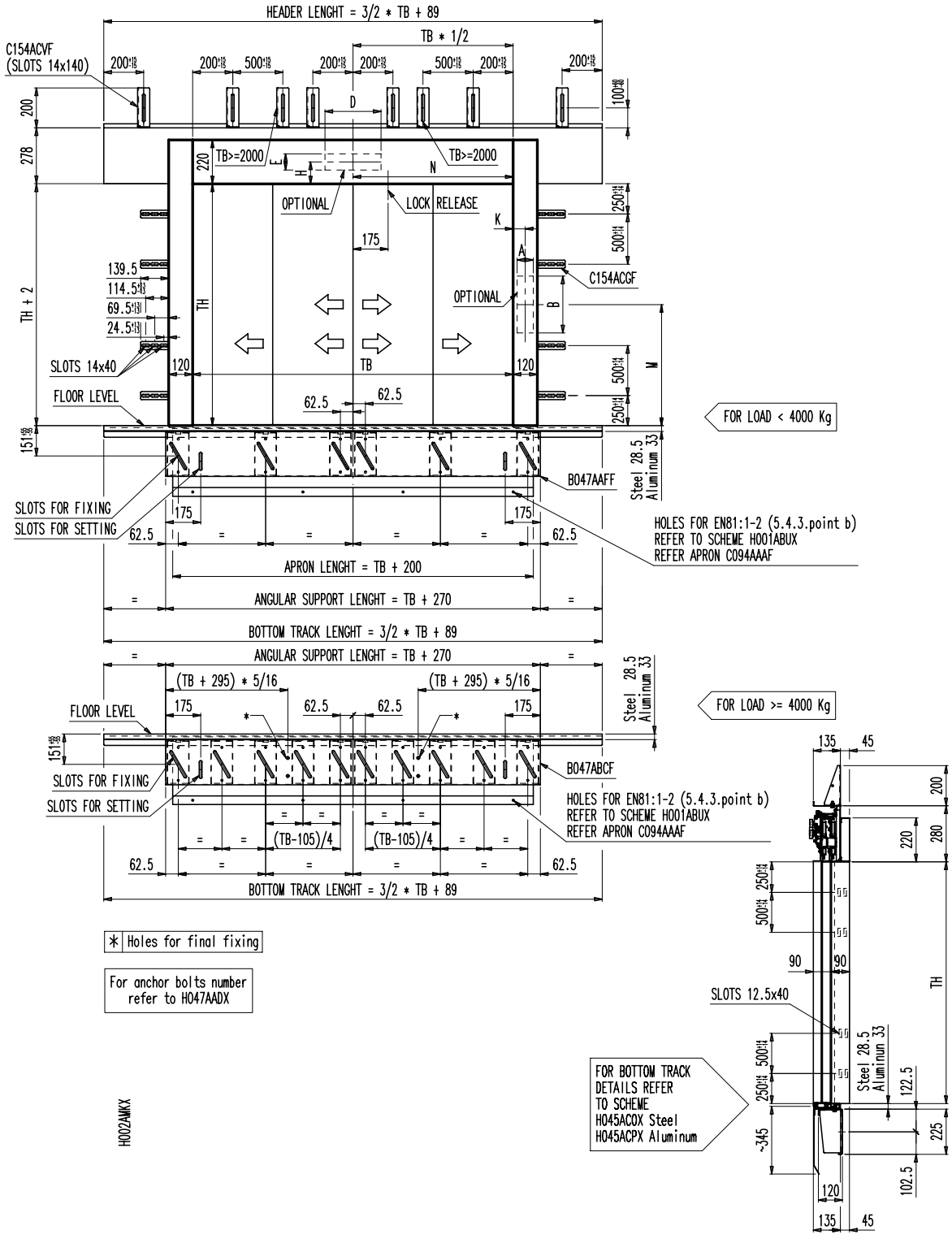

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## FRONT AND SIDE VIEW OF STANDARD LANDING DOOR 1600<TB≤1900



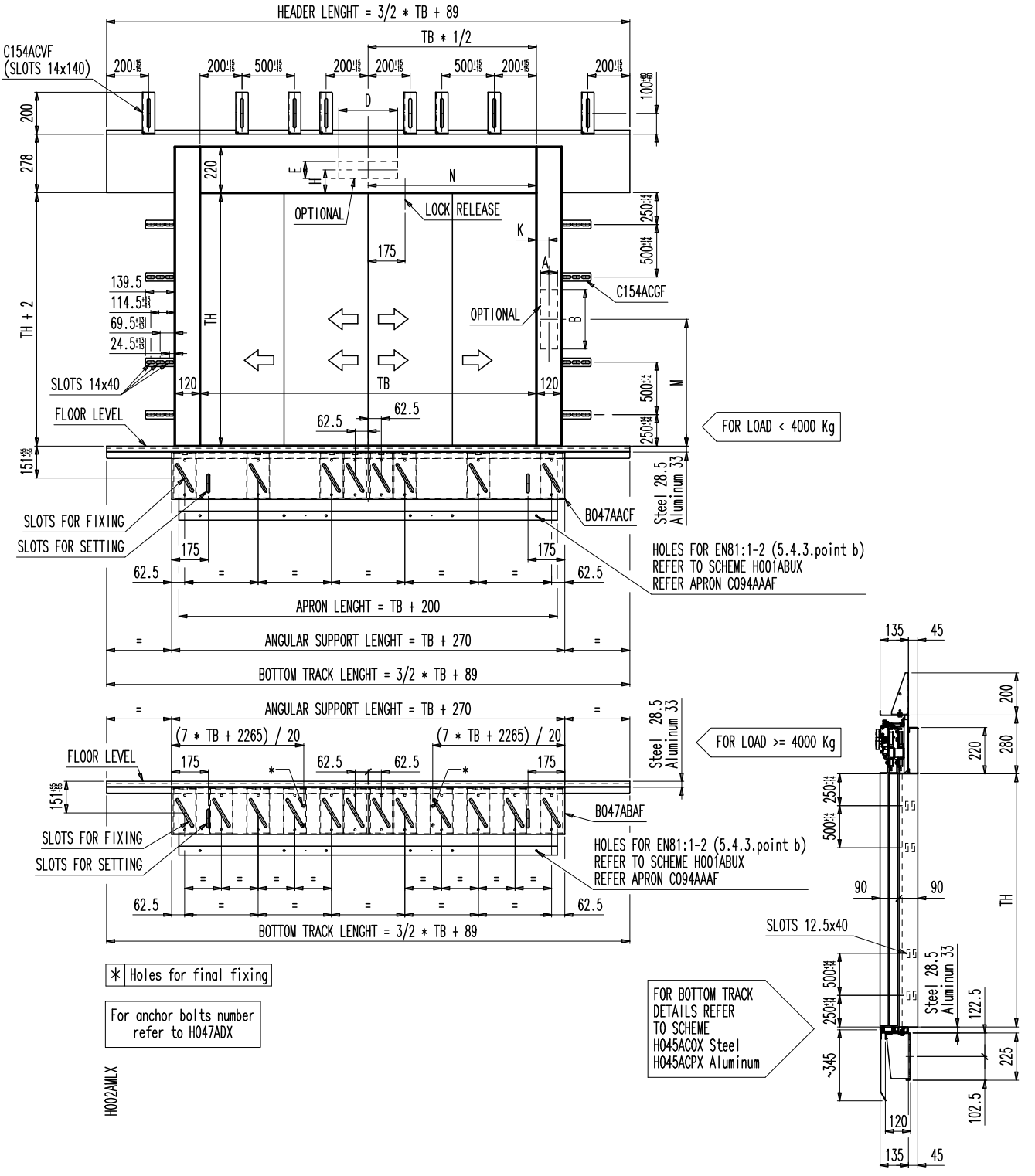

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## FRONT AND SIDE VIEW OF STANDARD LANDING DOOR 1900<TB≤2200



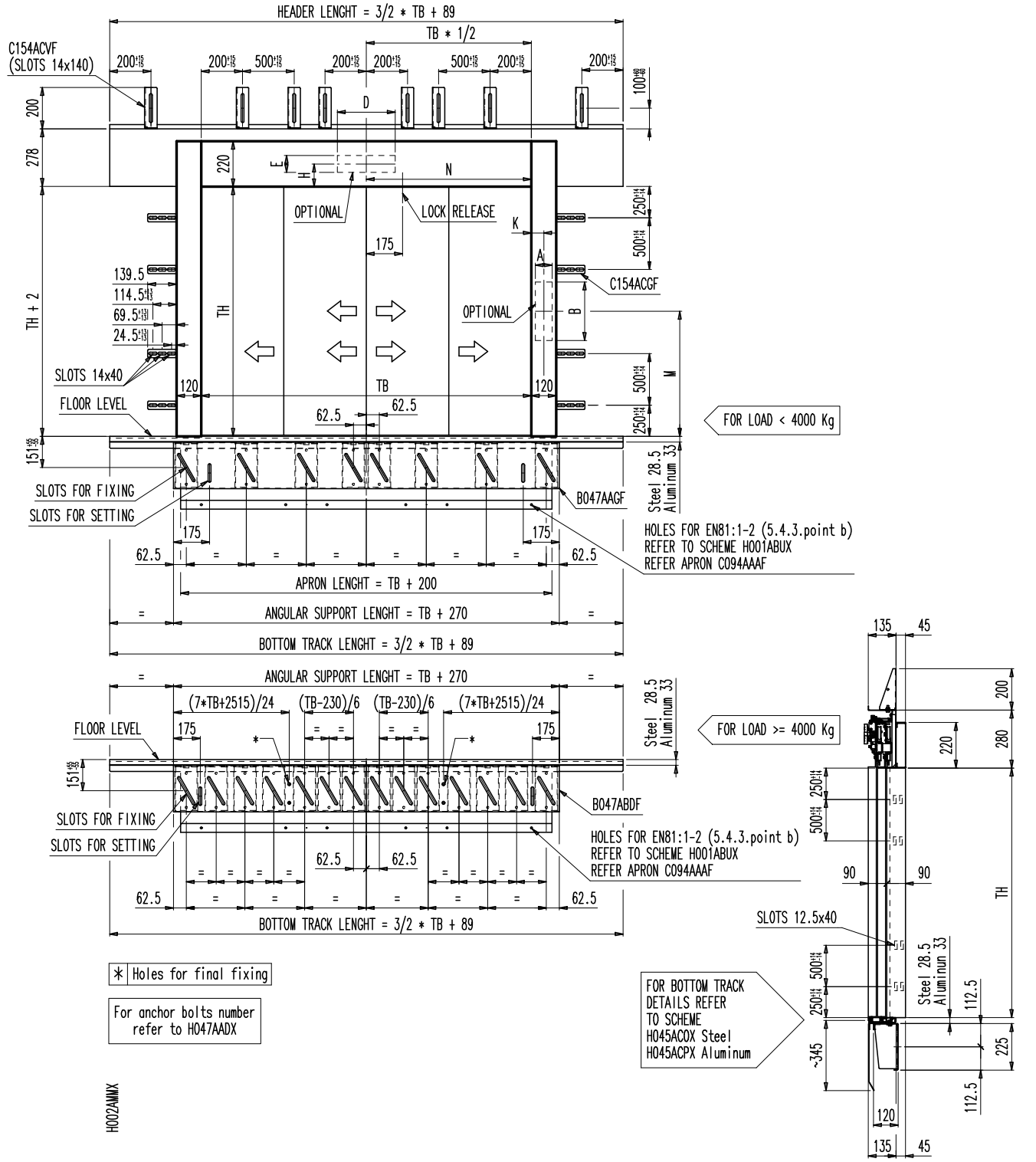

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## FRONT AND SIDE VIEW OF STANDARD LANDING DOOR 2200<TB≤2800



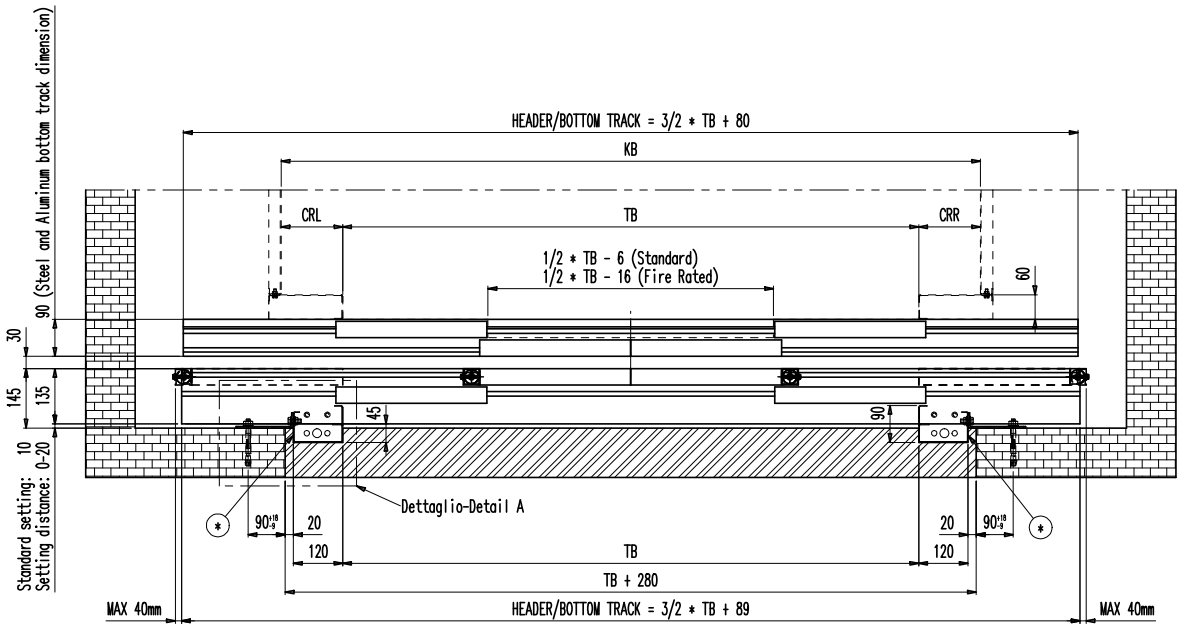

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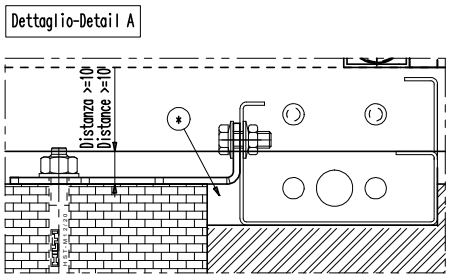
## FRONT AND SIDE VIEW OF STANDARD LANDING DOOR 2800<TB≤3500

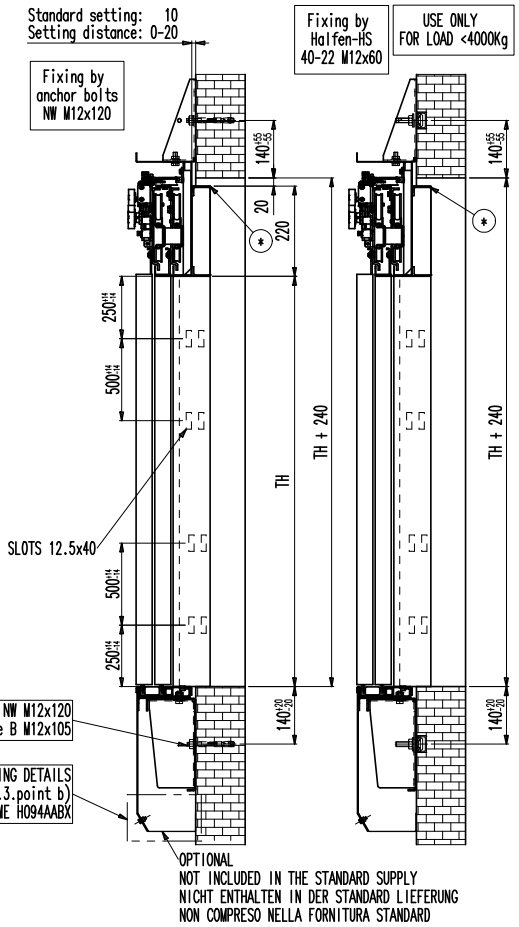



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## COUPLING AND INSTALLATION CAR AND LANDING DOOR




✱ INFILL BY OTHERS

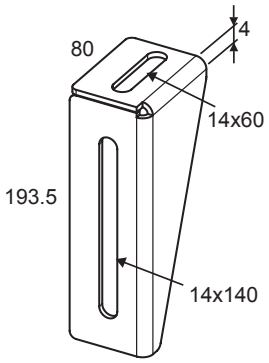
| |
|---|
| CRR = Spalla interna cabina destra<br>Internal right car front return |
| CRL = Spalla interna cabina sinistra<br>Internal left car front return |
| KB = Larghezza interna cabina<br>Internal car width |

H001ABUX

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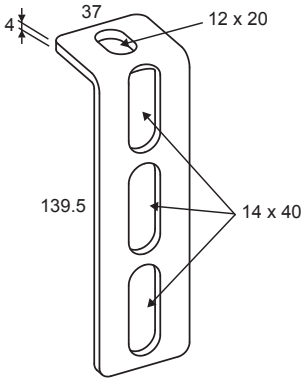
## LANDING DOOR FIXING BRACKETS - STANDARD

TOP STANDARD FIXING BRACKETS




**C154ACVF**

SIDE STANDARD FIXING BRACKETS



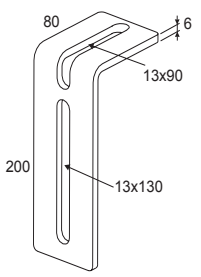

**C154ACGF02**

*BOTTOM STANDARD FIXING WITH ANGLE SUPPORT*

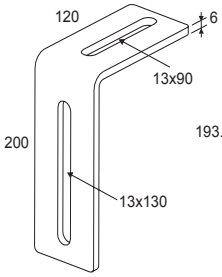
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## OPTIONAL FIXING BRACKETS AVAILABLE ON REQUEST

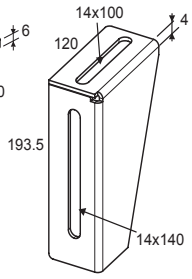
OPTION



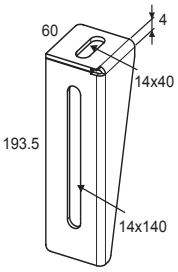

C154ABMF



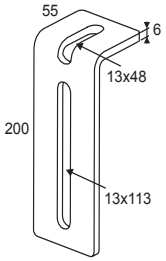

C154ABLF



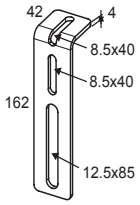

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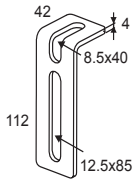

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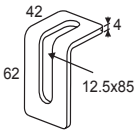

C154ABNF



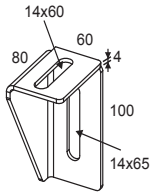

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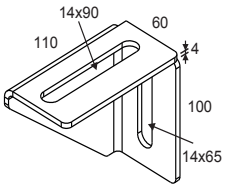

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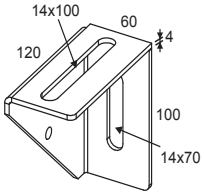

C154AARF



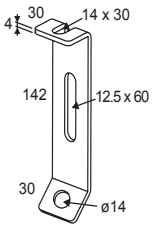

C154AFNF




C154AIGF

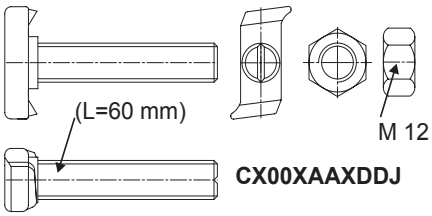



C154AFOF

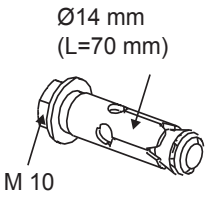



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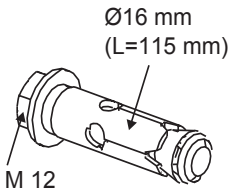
**HALFEN HS 40-22**



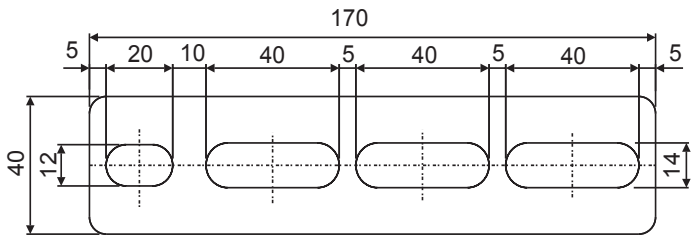

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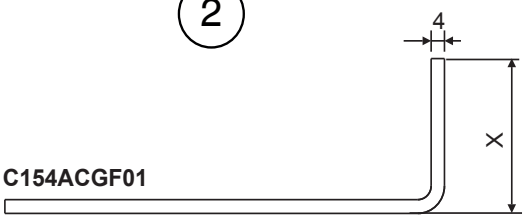



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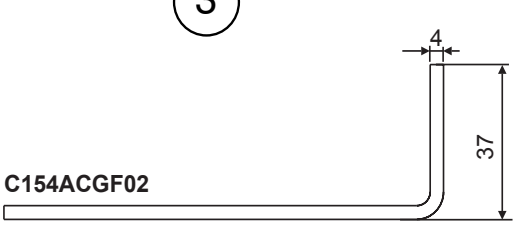

1

2




C154ACGF01

3

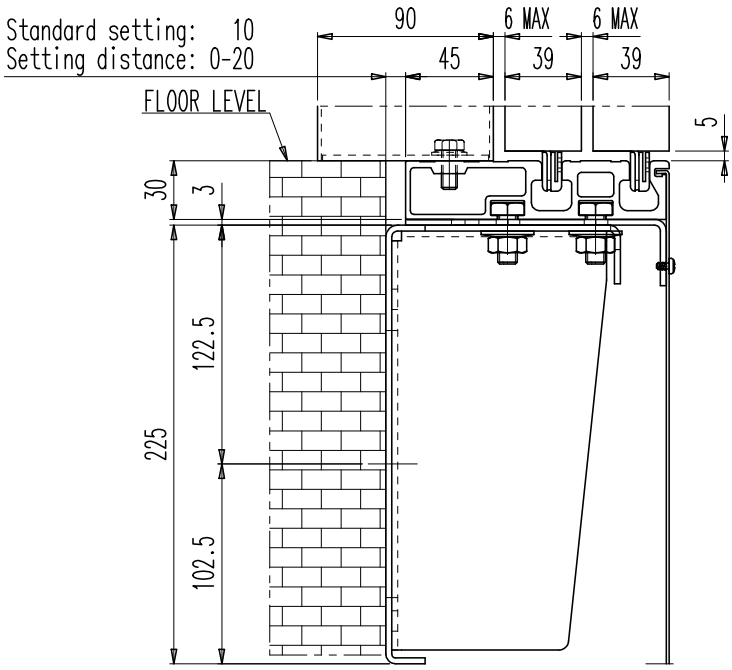


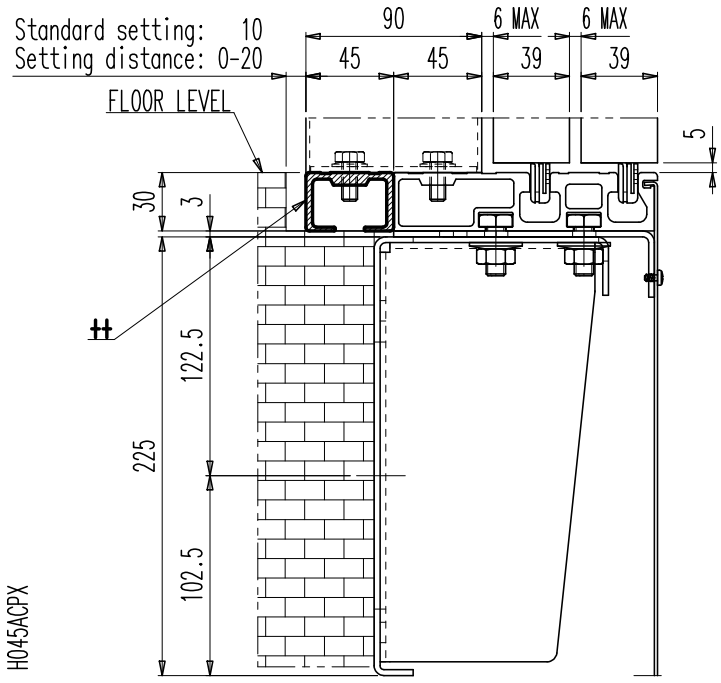

C154ACGF02

| | | | | | |
|---|---|---|---|---|---|
| 1 | EXAMPLE BENDING | 2 | FLAT SIDE FIXING BRACKET (FOR BENDING "ON SITE") | 3 | FLAT SIDE FIXING BRACKET SUPPLIED ALREADY BENDED |

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## ALUMINIUM BOTTOM TRACK SUPPORT FIXING SCHEME

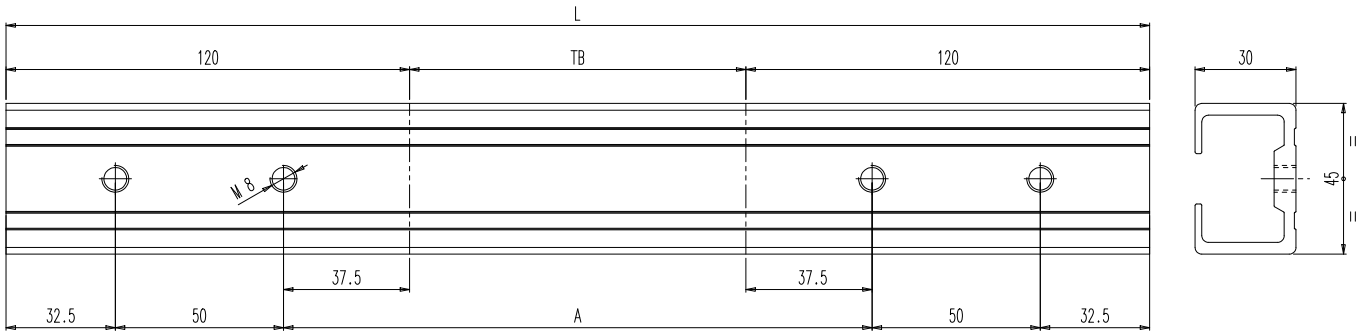


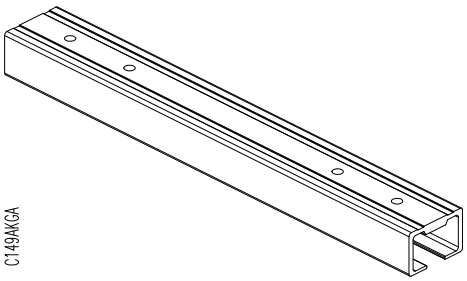

*OPTION ++*
*ADDITIONAL SILL ELEMENT C149AKGA*

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## CLOSE ADDITIONAL PROFILE FOR ALUMINIUM TRACK

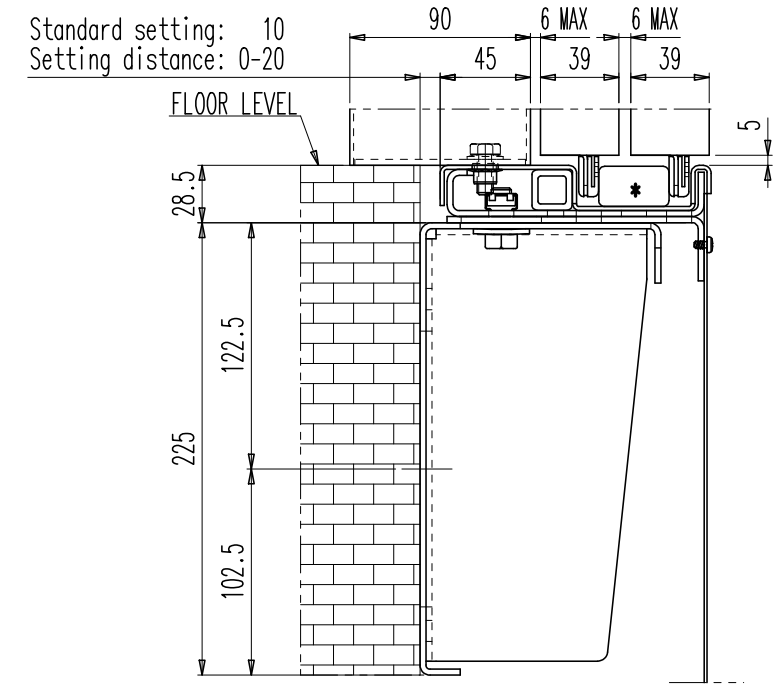


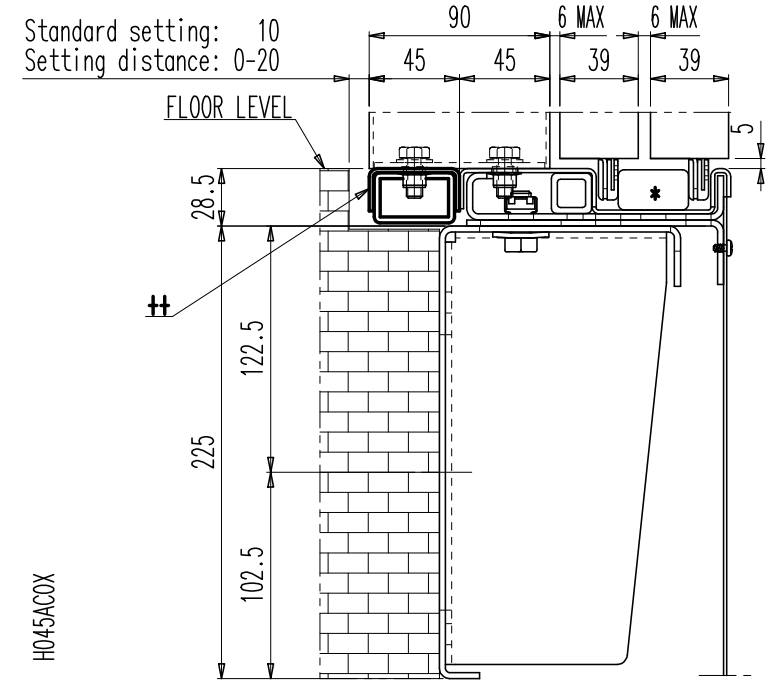

| | |
|---|---|
| A | TB+75 |
| L | TB+240 |




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## STEEL BOTTOM TRACK SUPPORT FIXING SCHEME



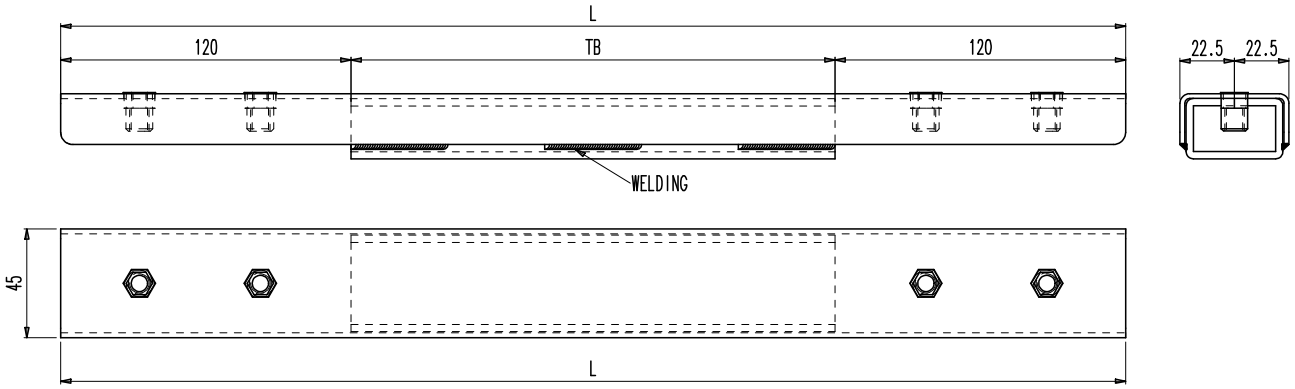




*OPTION ++*
*ADDITIONAL SILL ELEMENT B149AFVX*

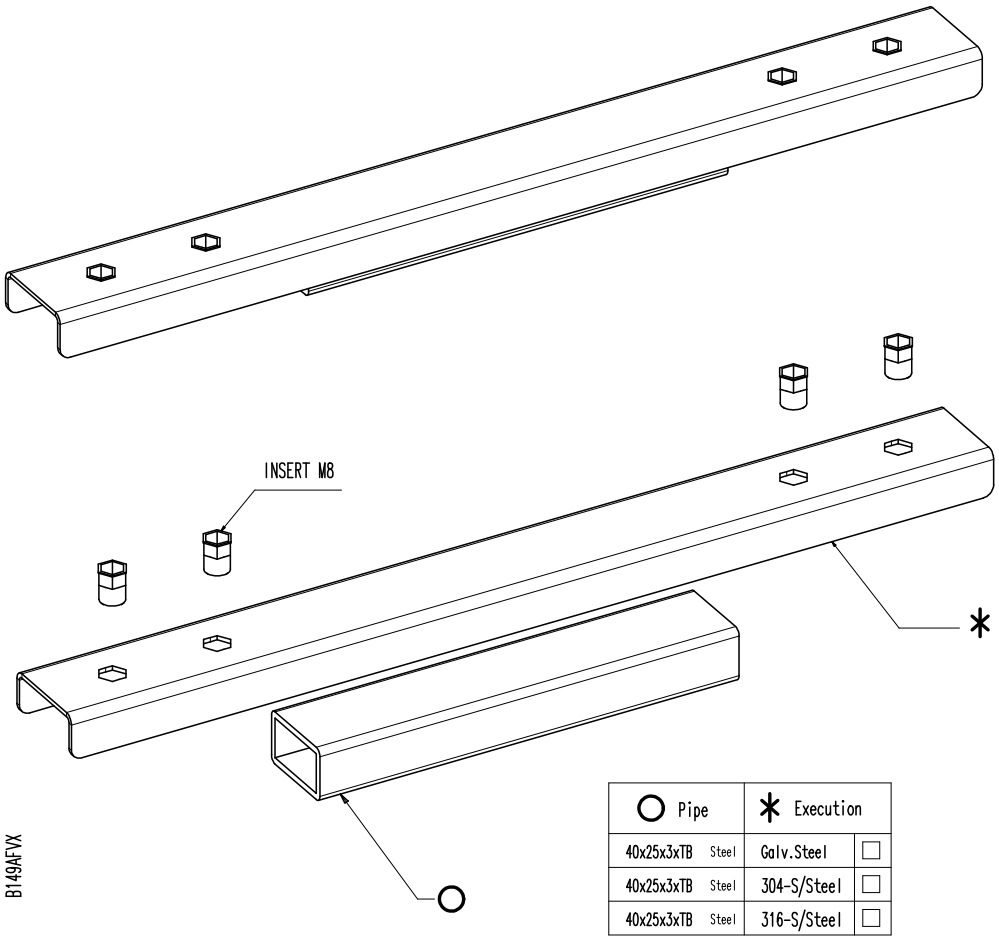
* *TB<1200 SILL HOLLOW SECTION*
*TB >=1200 SILL SOLID TUBE*

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## CLOSE ADDITIONAL PROFILE STEEL/INOX BOTTOM TRACK




| L | TB+240 |
|---|---|




B149AFVX

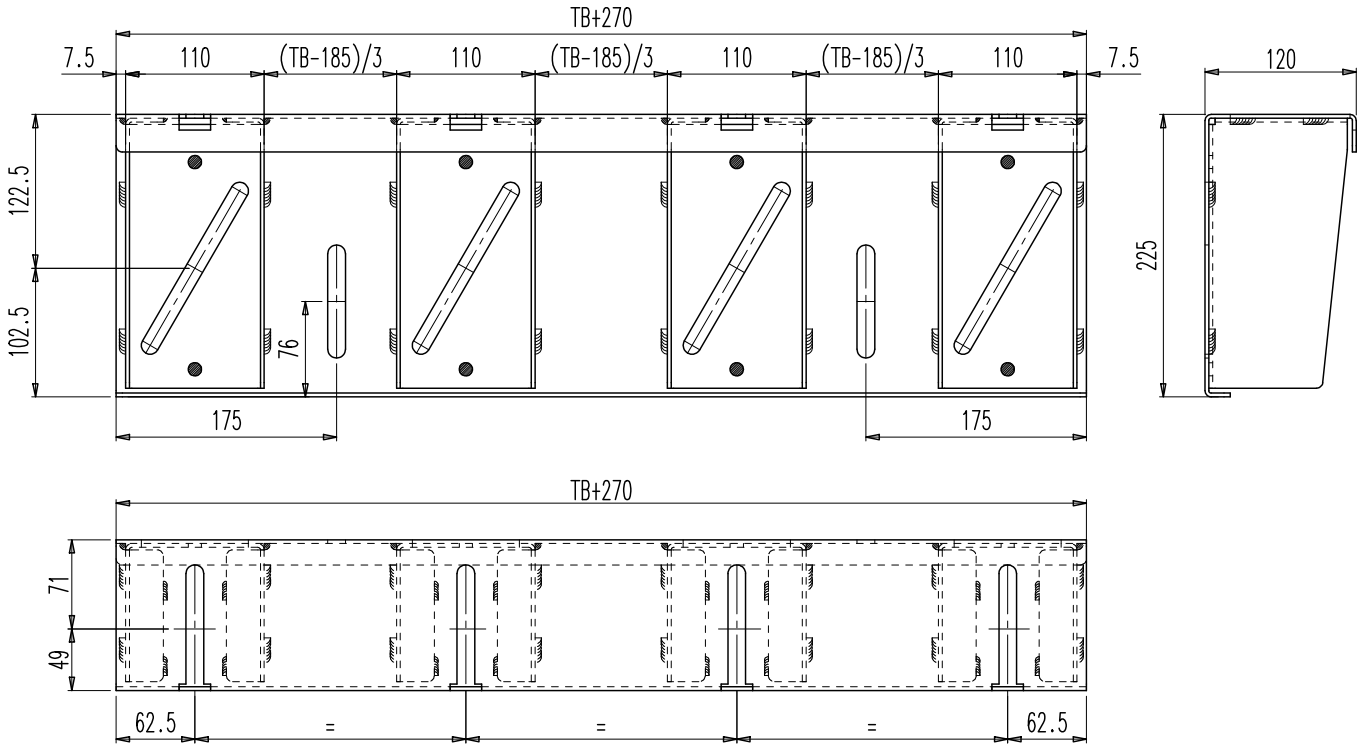
| O Pipe | * Execution | |
|---|---|---|
| 40x25x3xTB Steel | Galv.Steel | ☐ |
| 40x25x3xTB Steel | 304-S/Steel | ☐ |
| 40x25x3xTB Steel | 316-S/Steel | ☐ |

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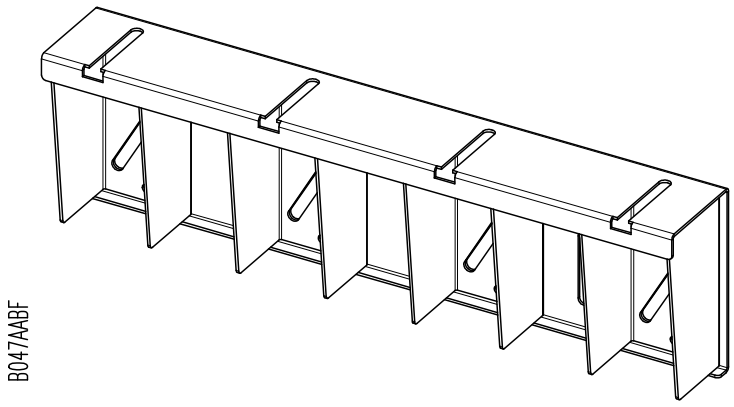
## ANGLE SUPPORT

S 4Z

### FULL WITH ANGLE SUPPORT 1000<TB≤1600 - LOAD CAPACITY < 4000 KG




B047AABF01



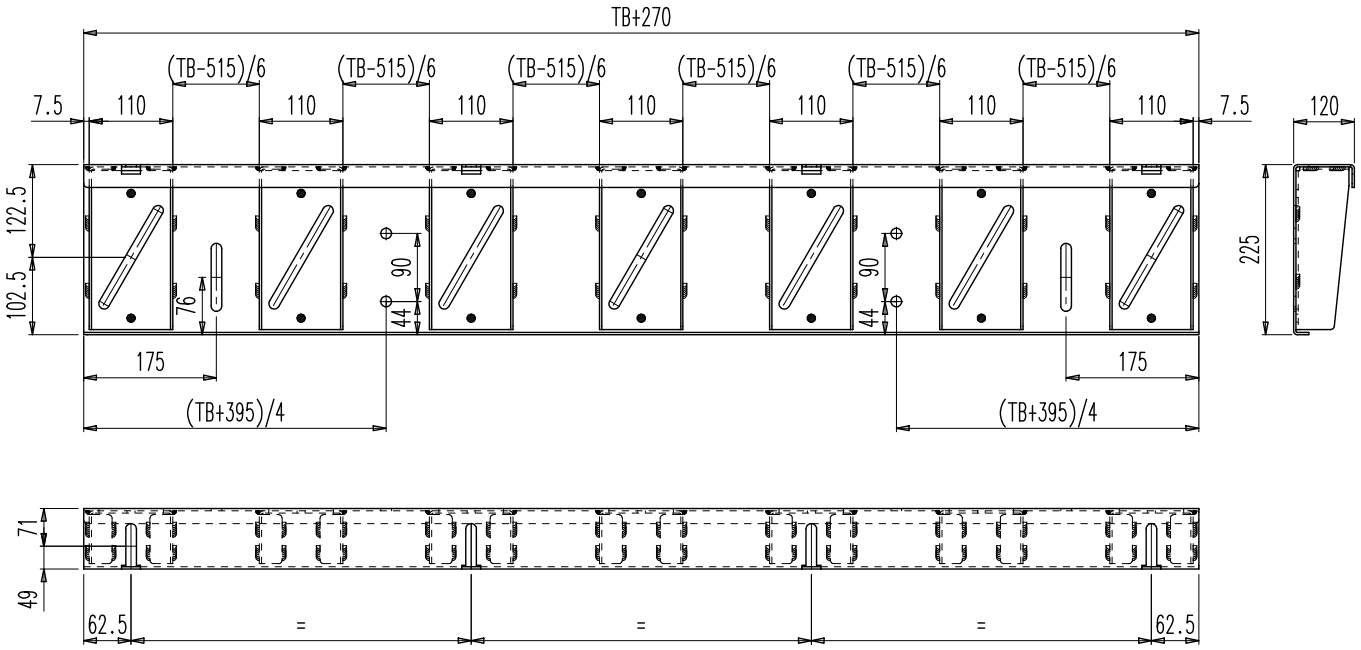
B047AABF

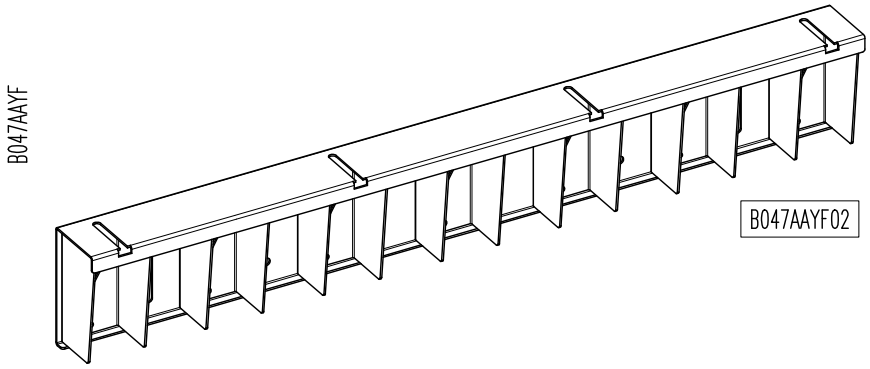
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## ANGLE SUPPORT

S 4Z

### FULL WITH ANGLE SUPPORT 1000<TB≤1600 - LOAD CAPACITY ≥ 4000 KG



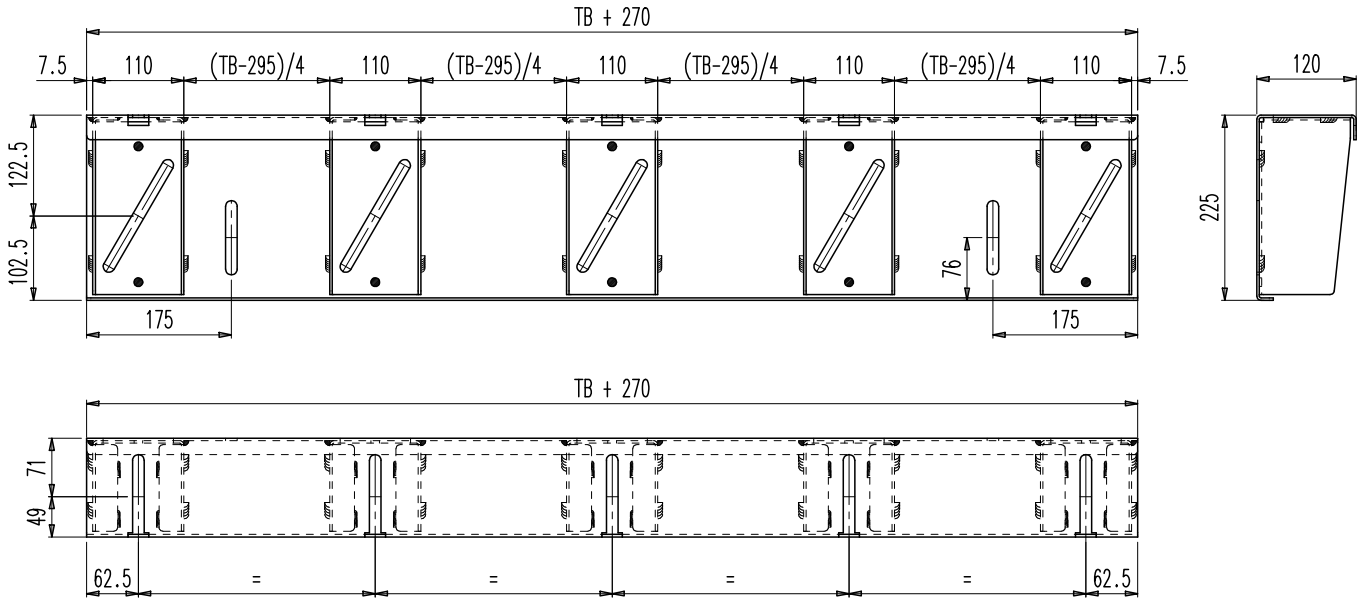



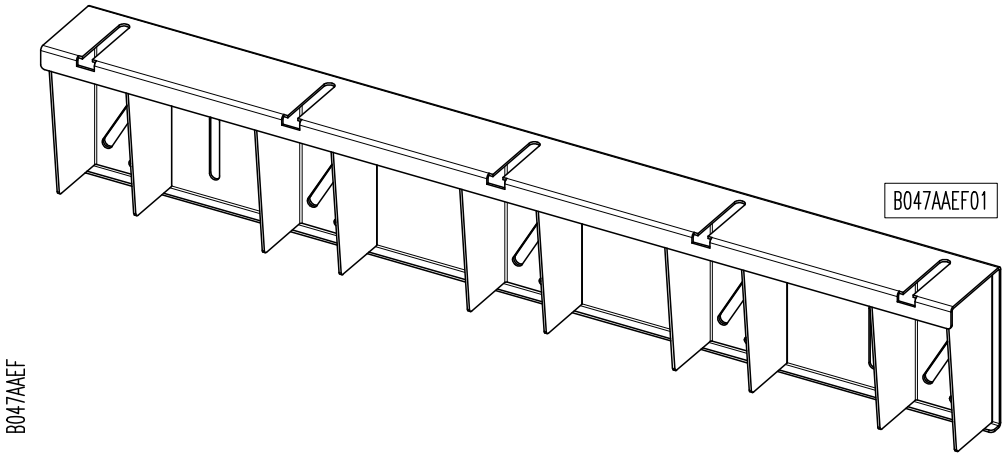

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## ANGLE SUPPORT

S 4Z

### FULL WITH ANGLE SUPPORT 1600<TB≤1900 - LOAD CAPACITY < 4000 KG



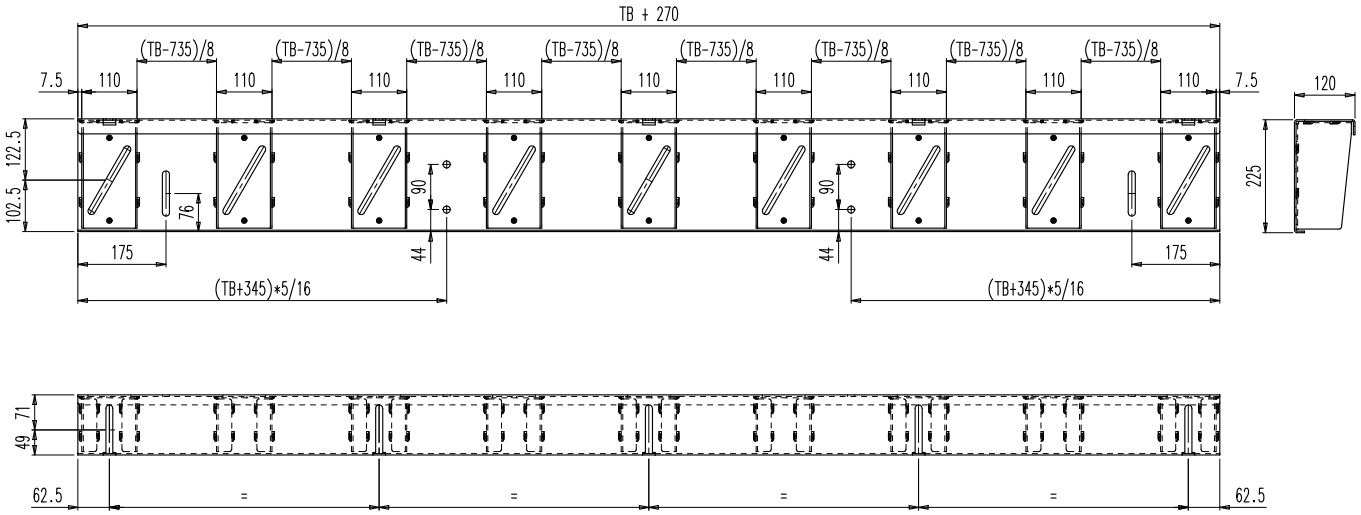



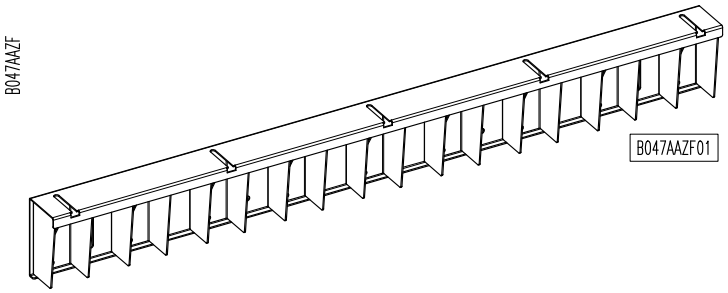

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## ANGLE SUPPORT

S 4Z

### FULL WITH ANGLE SUPPORT 1600<TB≤1900 - LOAD CAPACITY ≥ 4000 KG



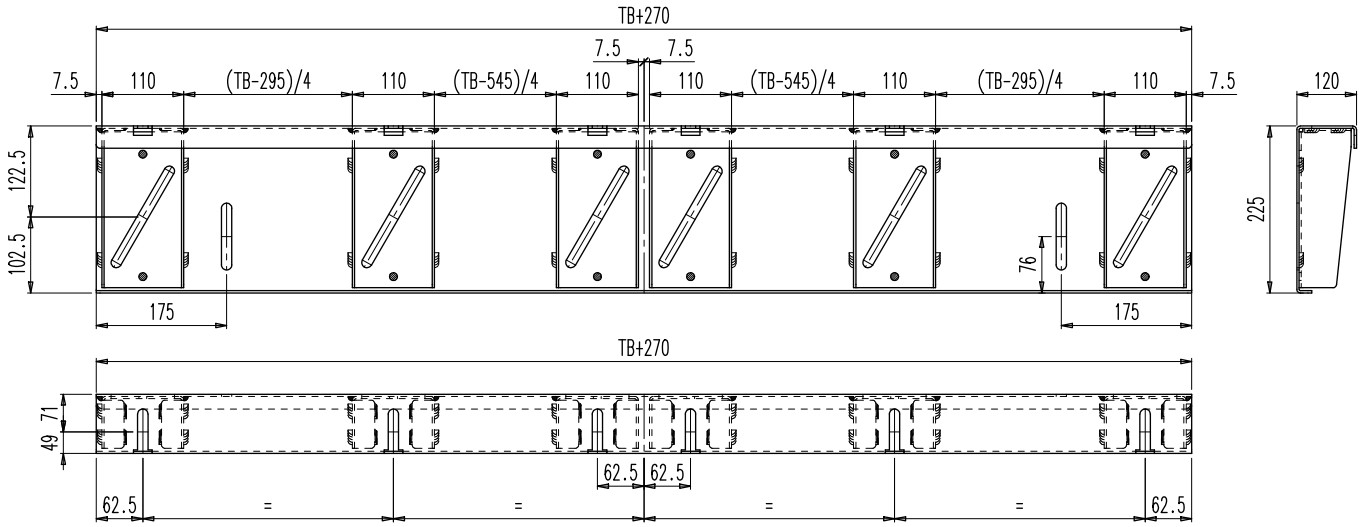



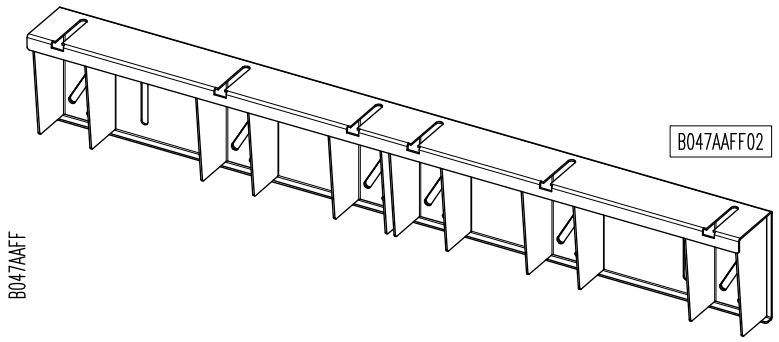

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## ANGLE SUPPORT

S 4Z

### FULL WITH ANGLE SUPPORT 1900<TB≤2200 - LOAD CAPACITY < 4000 KG



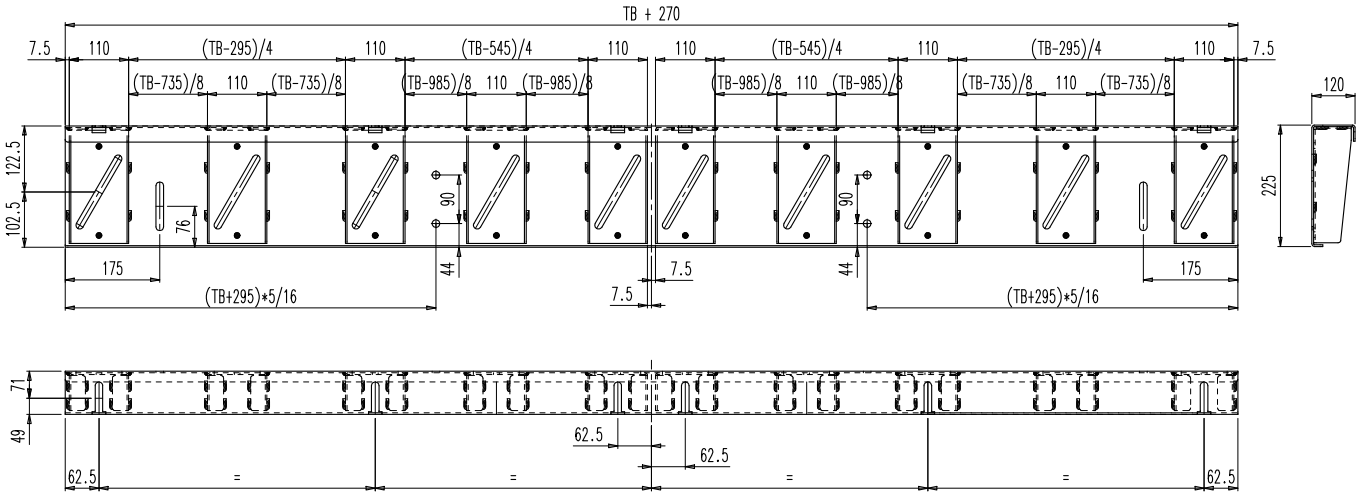




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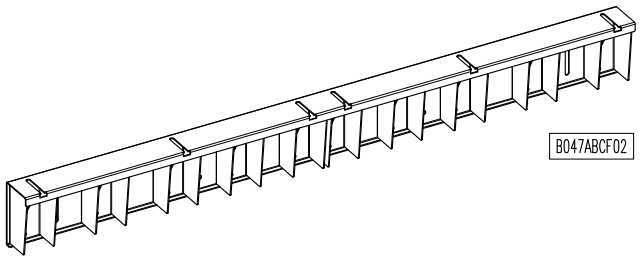
## ANGLE SUPPORT

S 4Z

### FULL WITH ANGLE SUPPORT 1900<TB≤2200 - LOAD CAPACITY ≥ 4000 KG




B047ABCF

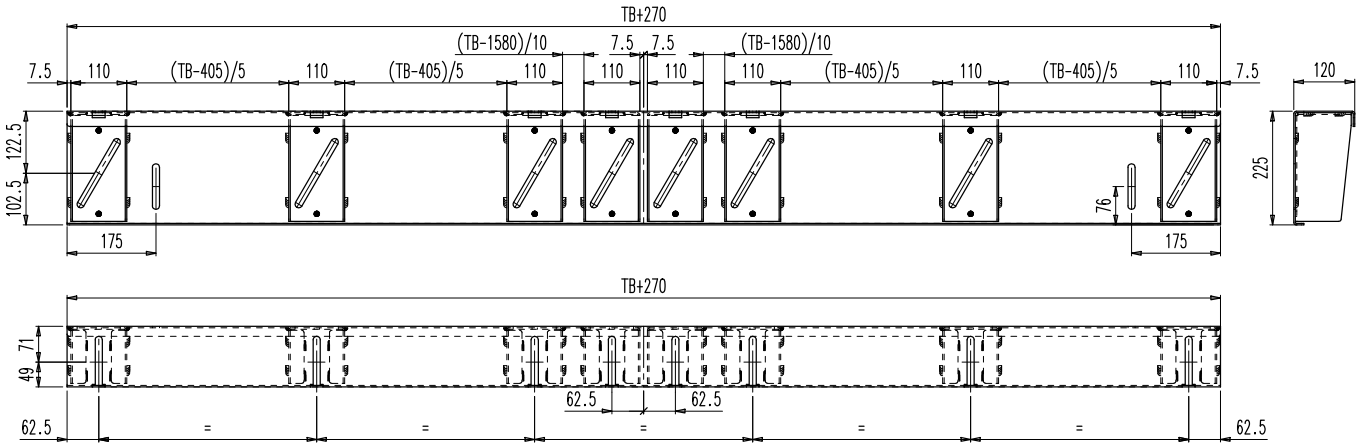


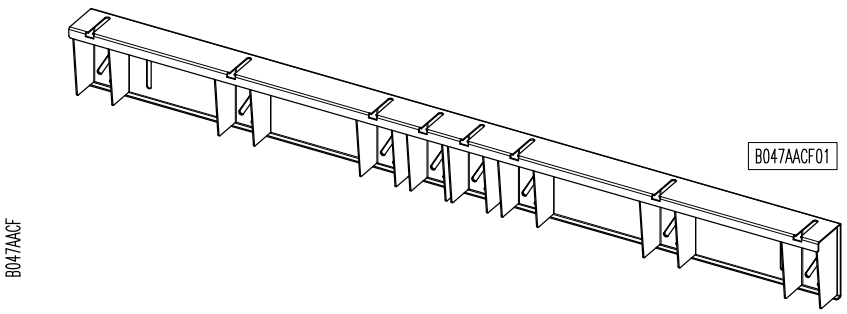

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## ANGLE SUPPORT

S 4Z

### FULL WITH ANGLE SUPPORT 2200<TB≤2800 - LOAD CAPACITY < 4000 KG



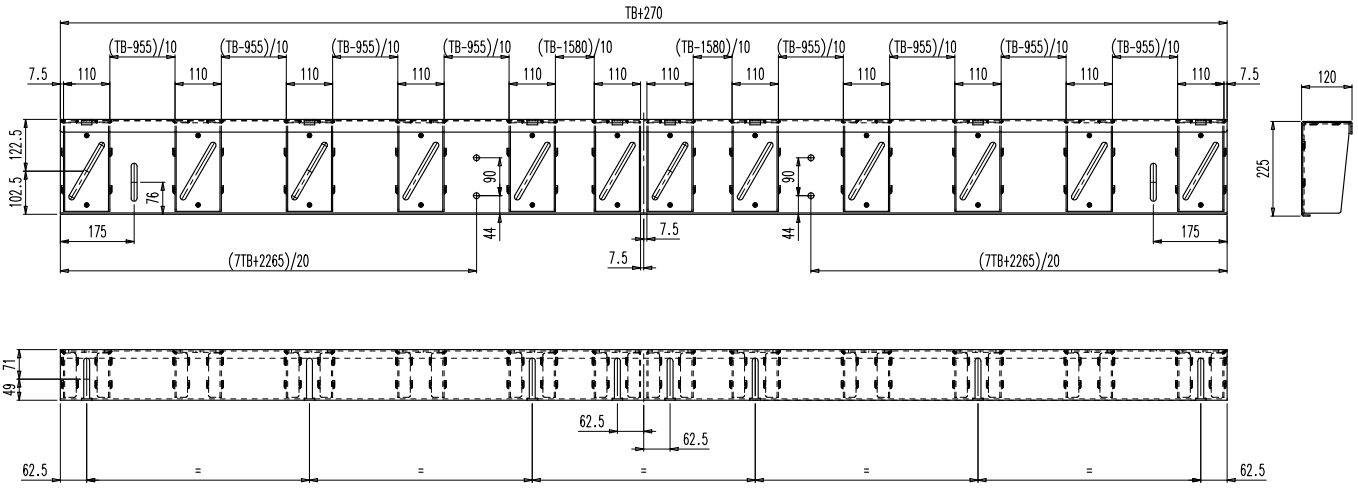

B047AACF

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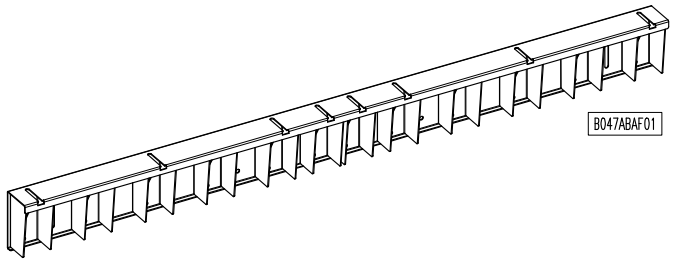
## ANGLE SUPPORT

S 4Z

### FULL WITH ANGLE SUPPORT 2200<TB≤2800 - LOAD CAPACITY ≥ 4000 KG




B047ABAF

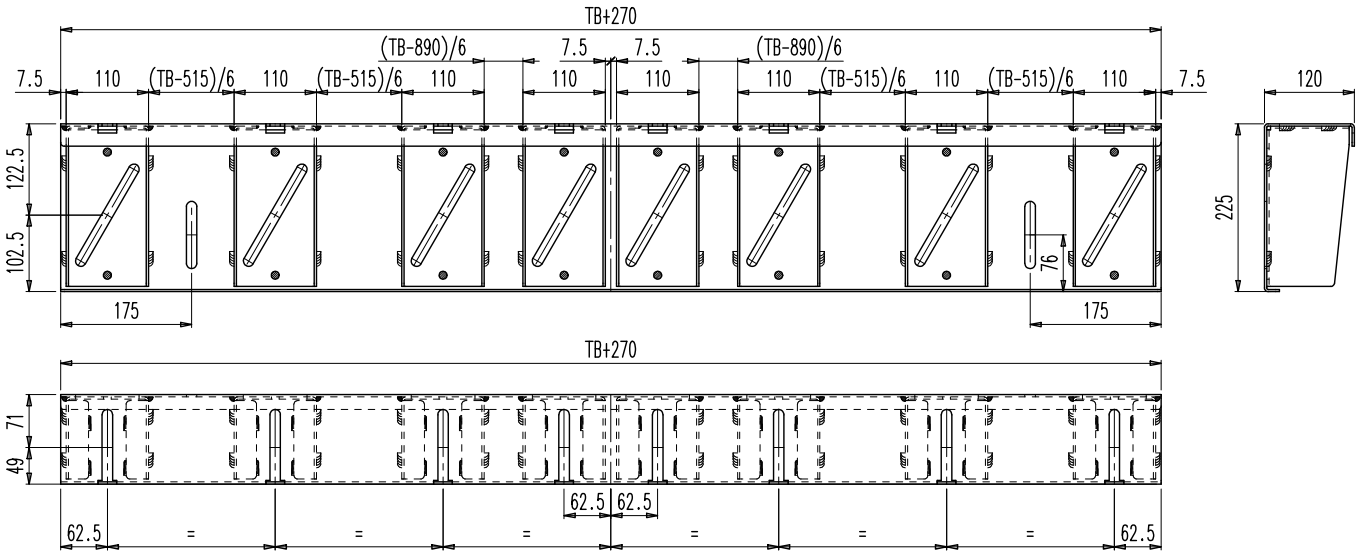


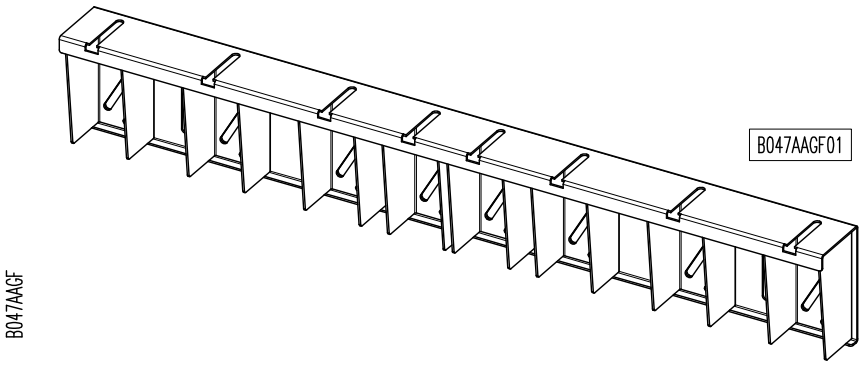

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## ANGLE SUPPORT

S 4Z

### FULL WITH ANGLE SUPPORT 2800<TB≤3500 - LOAD CAPACITY < 4000 KG



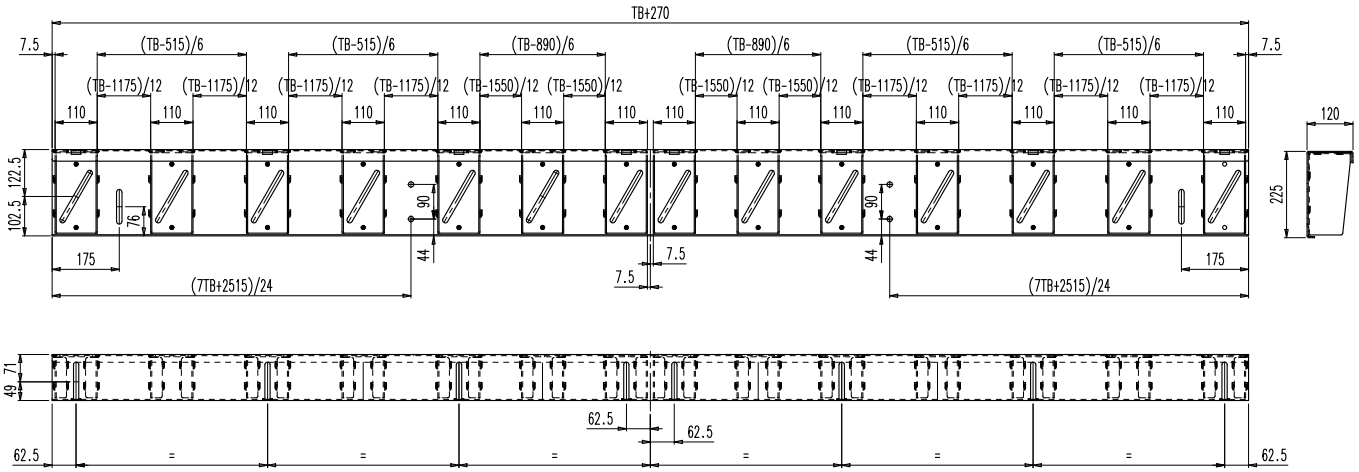

B047AAGF

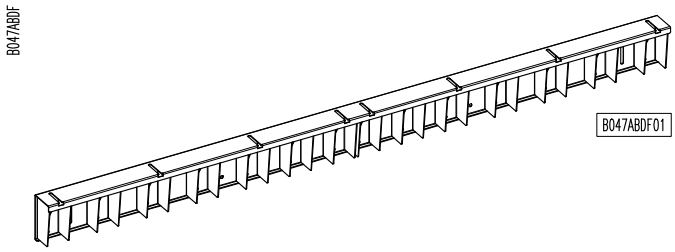
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## ANGLE SUPPORT

S 4Z

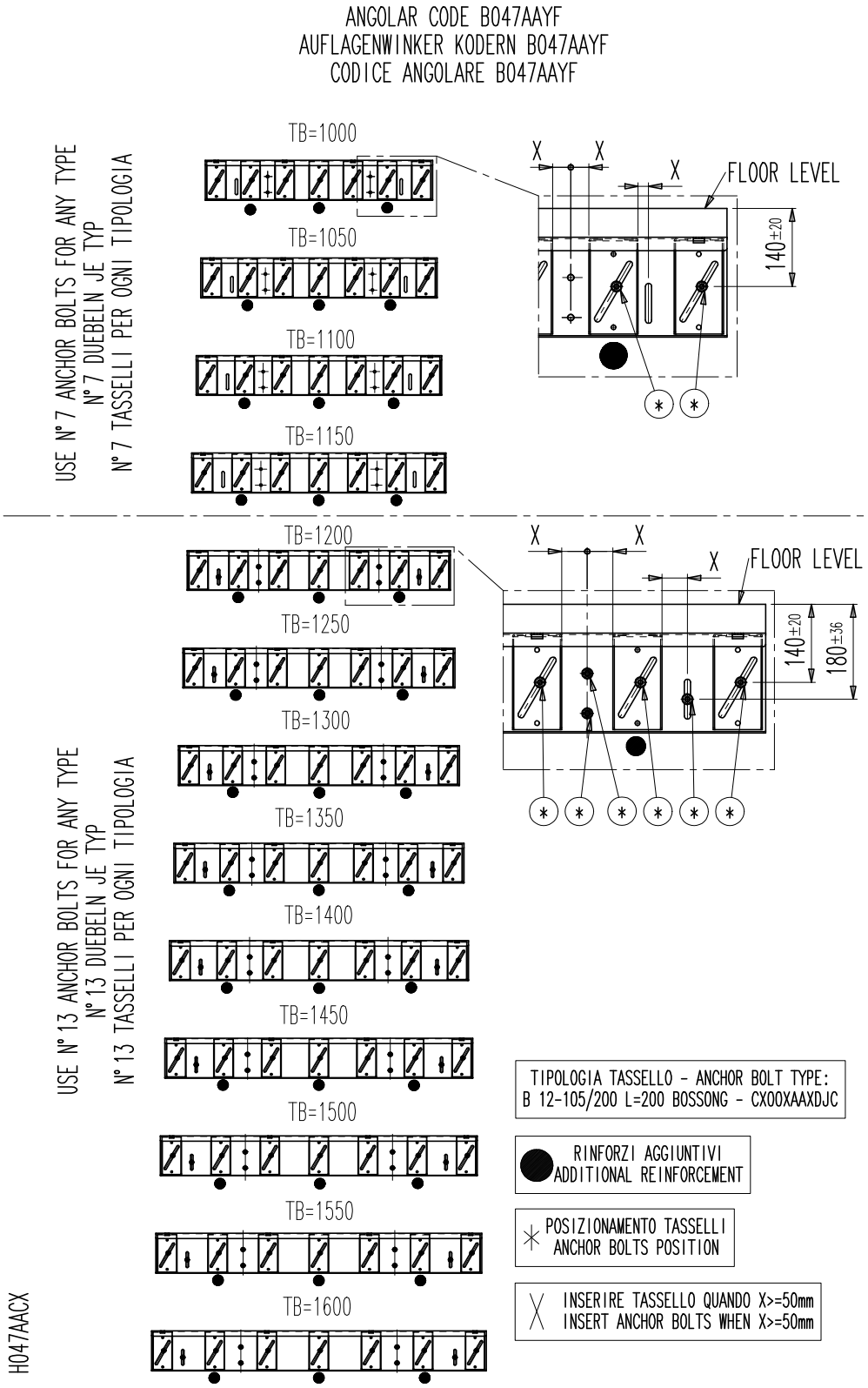
### FULL WITH ANGLE SUPPORT 2800<TB≤3500 - LOAD CAPACITY ≥ 4000 KG




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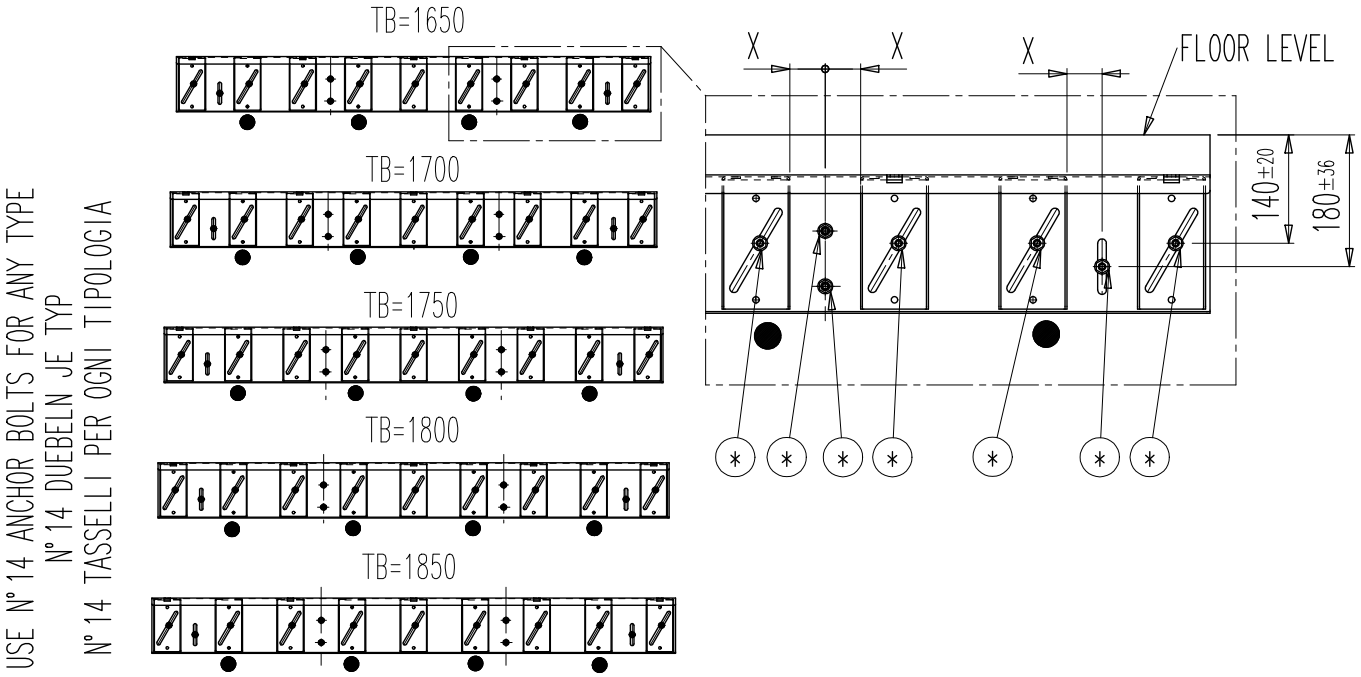
## FIXING POINTS SCHEME FOR FULL WIDTH ANGLE SUPPORT FOR LIFTS WITH LOAD CAPACITY ≥ 4000 KG - 1000<TB≤1600




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## FIXING POINTS SCHEME FOR FULL WIDTH ANGLE SUPPORT FOR LIFTS WITH LOAD CAPACITY ≥ 4000 KG - 1600<TB≤1900

ANGOLAR CODE B047AAZF
AUFLAGENWINKER KODERN B047AAZF
CODICE ANGOLARE B047AAZF




USE N°14 ANCHOR BOLTS FOR ANY TYPE
N°14 DUEBELN JE TYP
N°14 TASSELLI PER OGNI TIPOLOGIA

TIPOLOGIA TASSELLO - ANCHOR BOLT TYPE:
B 12-105/200 L=200 BOSSONG - CX00XAAXDJC

RINFORZI AGGIUNTIVI
ADDITIONAL REINFORCEMENT

POSIZIONAMENTO TASSELLI
ANCHOR BOLTS POSITION

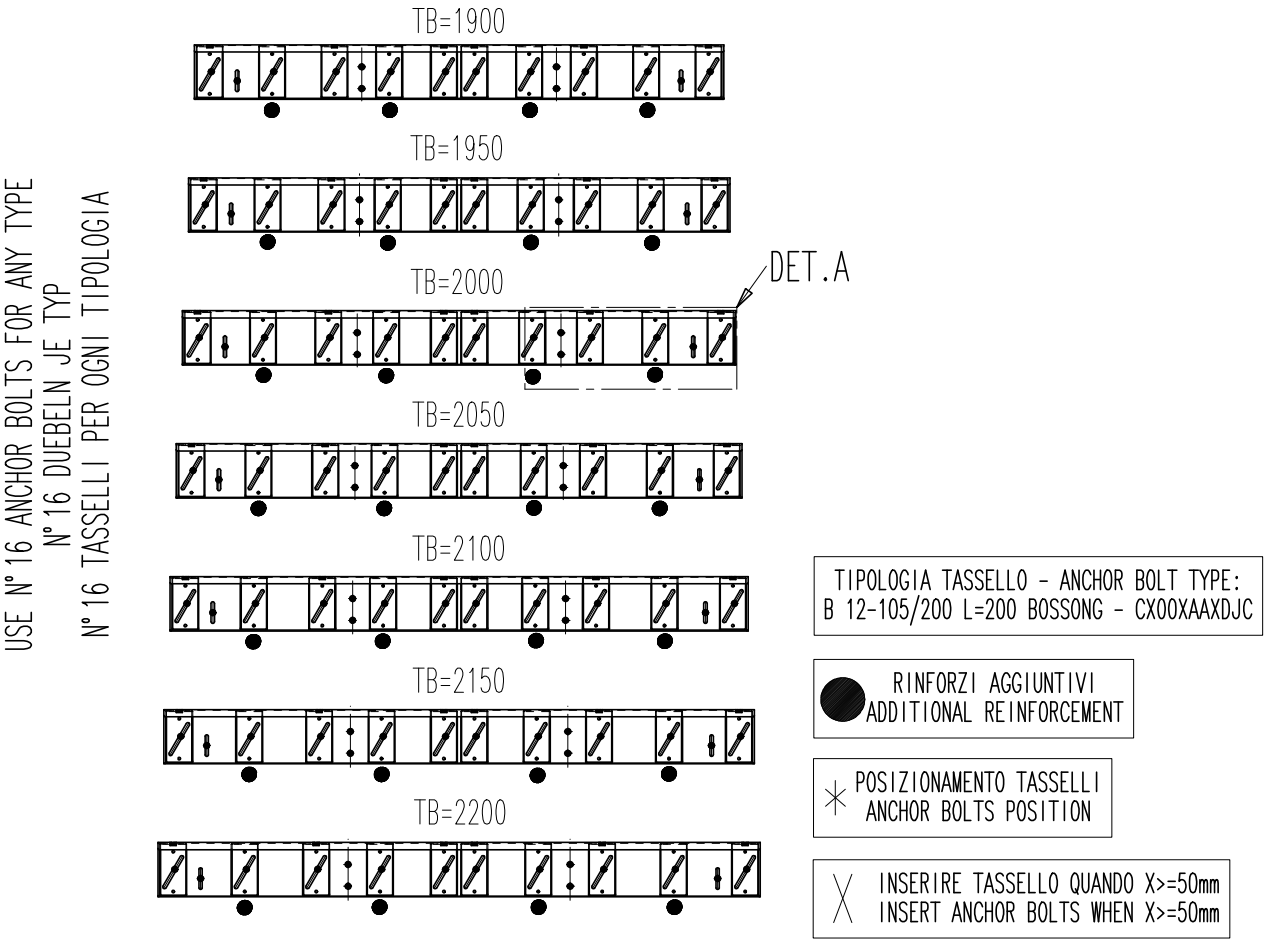
INSERIRE TASSELLO QUANDO X>=50mm
INSERT ANCHOR BOLTS WHEN X>=50mm

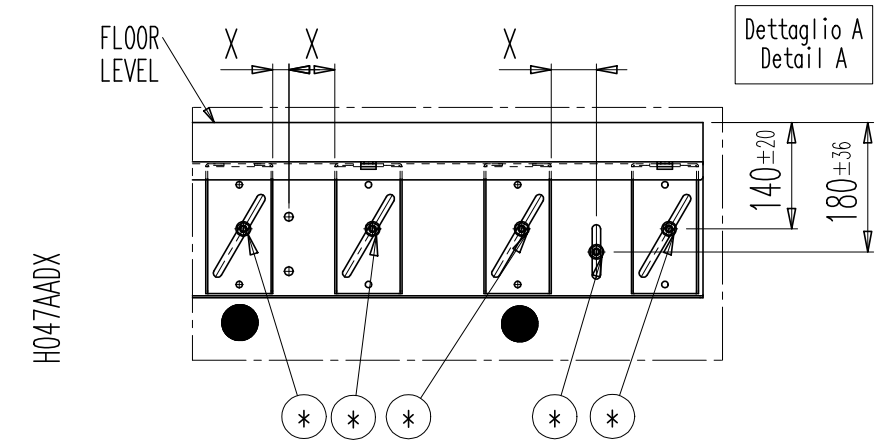
H047AACX

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## FIXING POINTS SCHEME FOR FULL WIDTH ANGLE SUPPORT FOR LIFTS WITH LOAD CAPACITY ≥ 4000 KG - 1900<TB≤2200

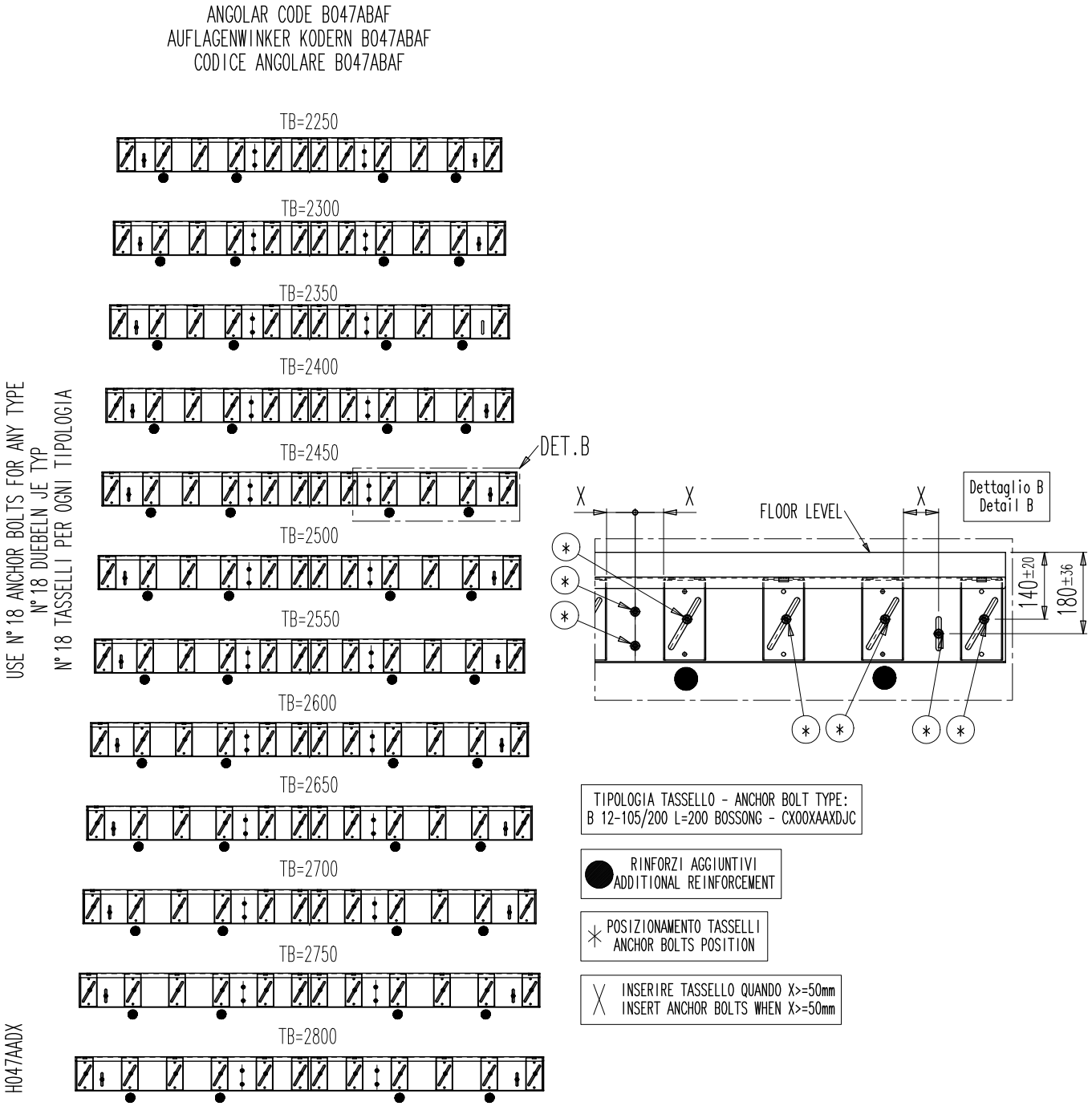
ANGOLAR CODE B047ABCF
AUFLAGENWINKER KODERN B047ABCF
CODICE ANGOLARE B047ABCF



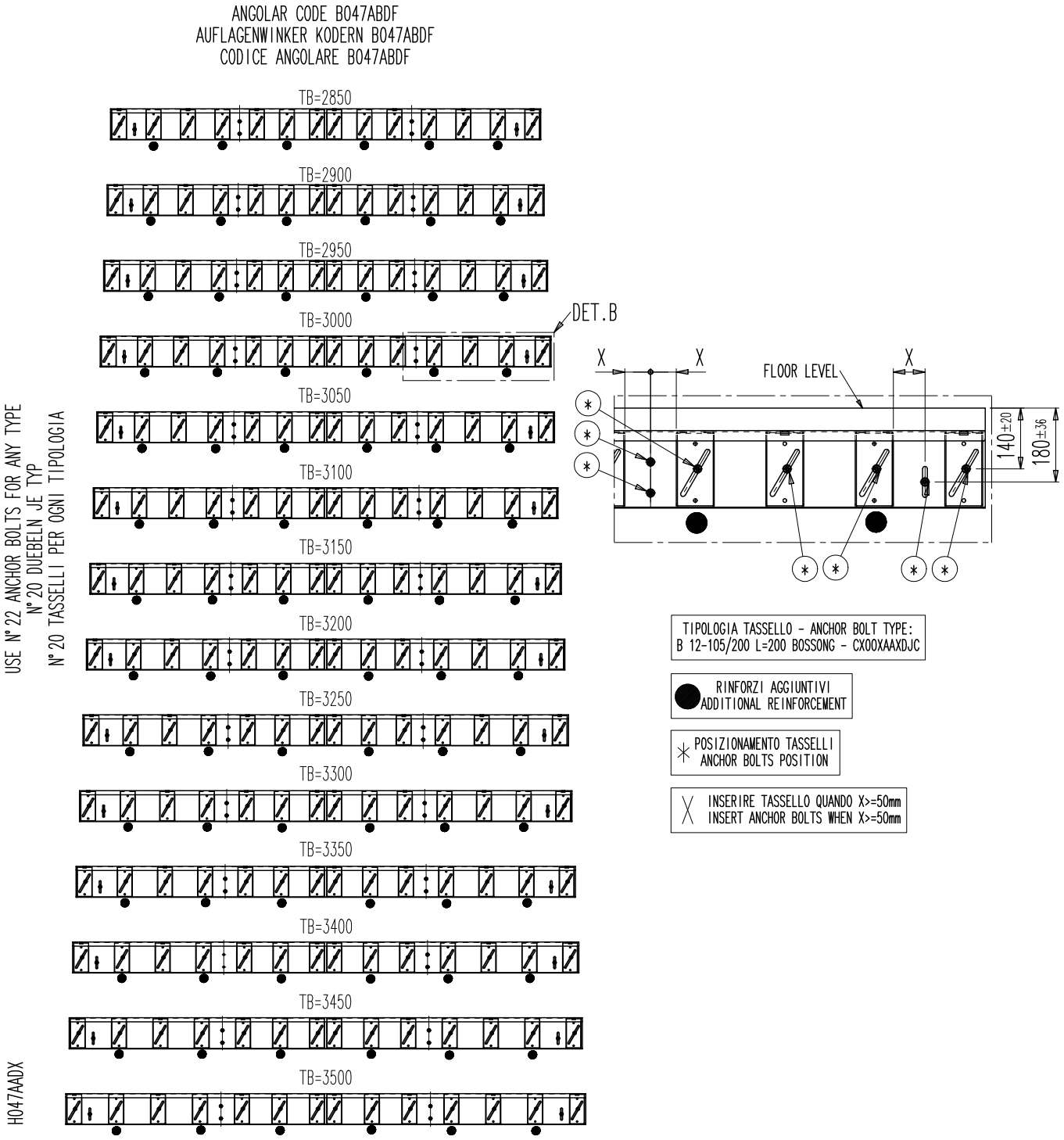

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## FIXING POINTS SCHEME FOR FULL WIDTH ANGLE SUPPORT FOR LIFTS WITH LOAD CAPACITY ≥ 4000 KG - 2200<TB≤2800




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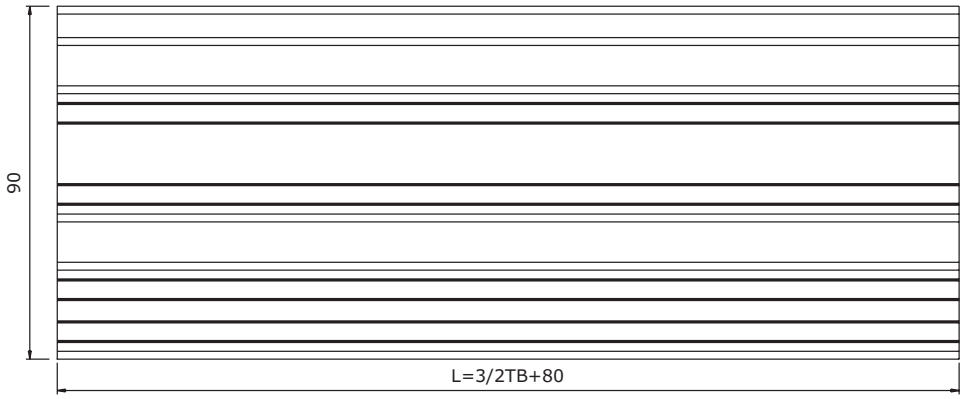
## FIXING POINTS SCHEME FOR FULL WIDTH ANGLE SUPPORT FOR LIFTS WITH LOAD CAPACITY ≥ 4000 KG - 2800<TB≤3500

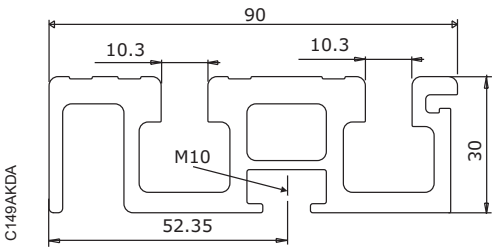



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## COMPLETE ALUMINIUM BOTTOM TRACK

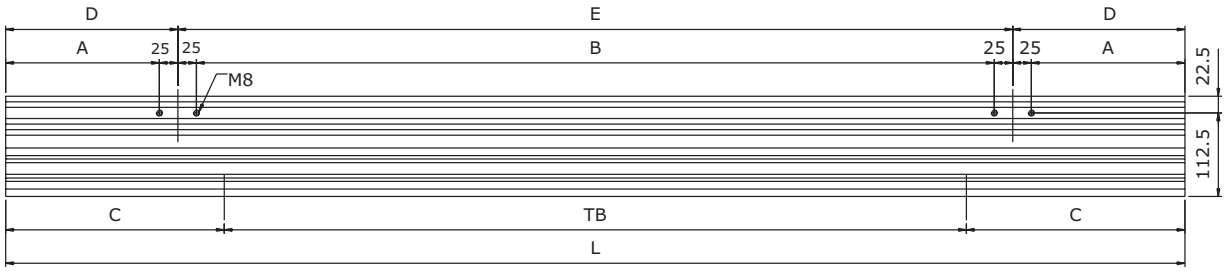
### K4Z CAR DOOR

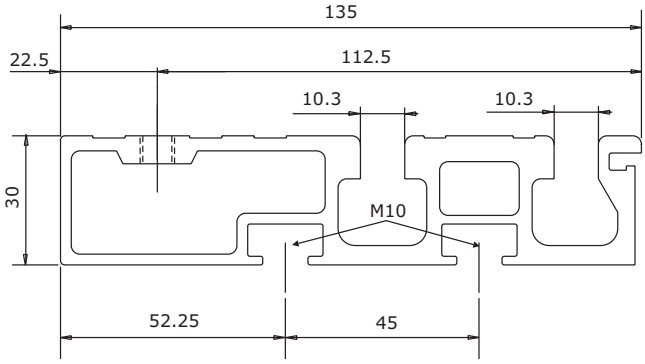



C124AEWA
400 Kg ( 1600 Kg )✱

### S4Z LANDING DOOR




C124ADZA
400 Kg ( 1600 Kg )✱

| | |
|---|---|
| A | 1/4TB-43 |
| B | TB+75 |
| C | 1/4TB+44.5 |
| D | 1/4TB-18 |
| E | TB + 125 |
| L | 3/2TB + 89 |

**✱ The load mentioned above refers exclusively to a vertically applied static force on the weakest point of the sills, starting from the assumption of rigidly fixed sill supports. Any other consideration as far as the method of fixation (of the sill supports) is concerned is excluded. The figures given into brackets refer to the load of carriages with four wheels.**

✱ Die oben genannte Belastung bezieht sich ausschließlich auf eine senkrecht auf die Schwellen wirkende, statische Last, welche an der ungünstigsten Stelle auf einen steifen Befestigungswinkel wirkt. Betrachtungen zur Befestigungsmethode (des Winkels) sind dabei nicht berücksichtigt. Die Angaben in Klammern beziehen sich auf die Belastung durch vierrädrige Wagen.

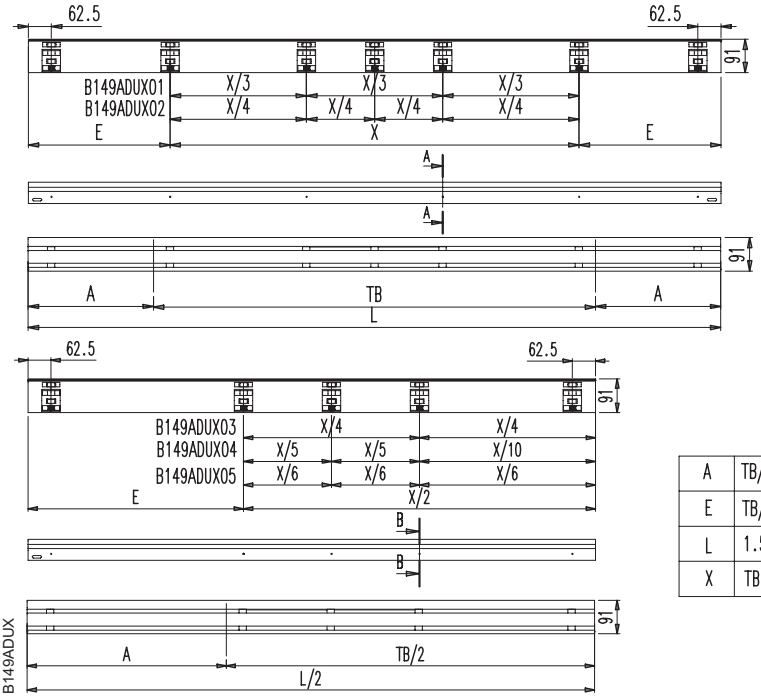
✱ *La portata sopra indicata si riferisce esclusivamente alle soglie con carico statico applicato verticalmente sulla parte più cedevole e con fissaggio con staffe rigide. Sono pertanto escluse considerazioni sui dispositivi di fissaggio. I numeri tra parentesi si riferiscono al carico di carrelli su 4 ruote.*

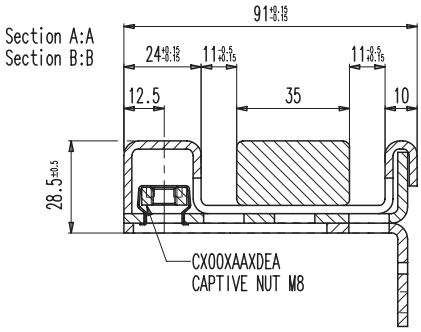
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## SELFSTANDING STEEL/STAINLESS STEEL BOTTOM TRACK - 1000≤TB≤3500

OPTION

### K4Z CAR DOOR



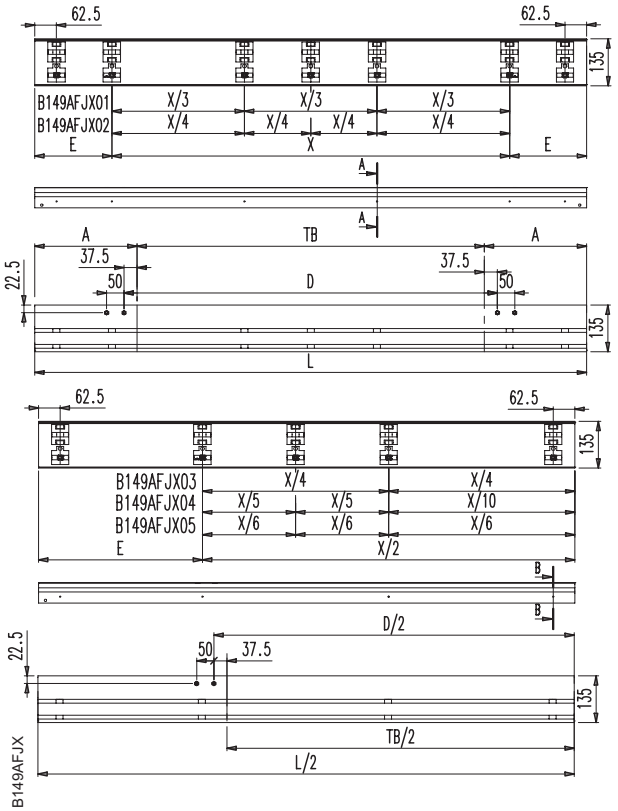



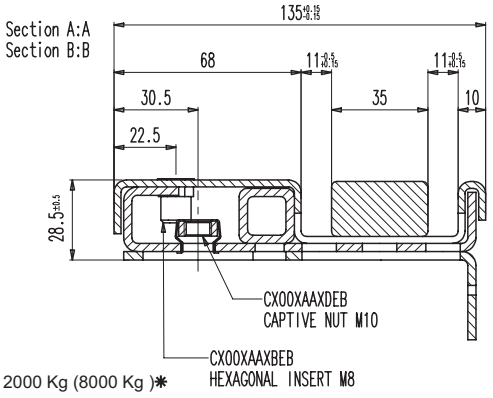

| | |
|---|---|
| A | TB/4+40 |
| E | TB/4+85 |
| L | 1.5TB+80 |
| X | TB-90 |

| Code | Range | Quantity |
|---|---|---|
| B149ADUX01 | 1300≤TB≤1600 | 1 Piece as drawn |
| B149ADUX02 | 1600<TB≤1900 | |
| B149ADUX03 | 1900<TB≤2200 | 1 Piece as drawn + 1Piece mirrored |
| B149ADUX04 | 2200<TB≤2800 | |
| B149ADUX05 | 2800<TB≤3500 | |

2000 Kg (8000 Kg )✱

### S4Z LANDING DOOR




2000 Kg (8000 Kg )✱

| Range | 1300≤TB≤3200 |
|---|---|
| A | TB/4+44.5 |
| D | TB+75 |
| E | TB/4-28 |
| L | 1.5TB+89 |
| X | TB+145 |

| Code | Range | Quantity |
|---|---|---|
| B149AFJX01 | 1300≤TB≤1600 | 1 Piece as drawn |
| B149AFJX02 | 1600<TB≤1900 | |
| B149AFJX03 | 1900<TB≤2200 | 1 Piece as drawn + 1Piece mirrored |
| B149AFJX04 | 2200<TB≤2800 | |
| B149AFJX05 | 2800<TB≤3500 | |

**✱ The load mentioned above refers exclusively to a vertically applied static force on the weakest point of the sills, starting from the assumption of rigidly fixed sill supports. Any other consideration as far as the method of fixation (of the sill supports) is concerned is excluded. The figures given into brackets refer to the load of carriages with four wheels.**

✱ Die oben genannte Belastung bezieht sich ausschließlich auf eine senkrecht auf die Schwellen wirkende, statische Last, welche an der ungünstigsten Stelle auf einen steifen Befestigungswinkel wirkt. Betrachtungen zur Befestigungsmethode (des Winkels) sind dabei nicht berücksichtigt. Die Angaben in Klammern beziehen sich auf die Belastung durch vierrädrige Wagen.

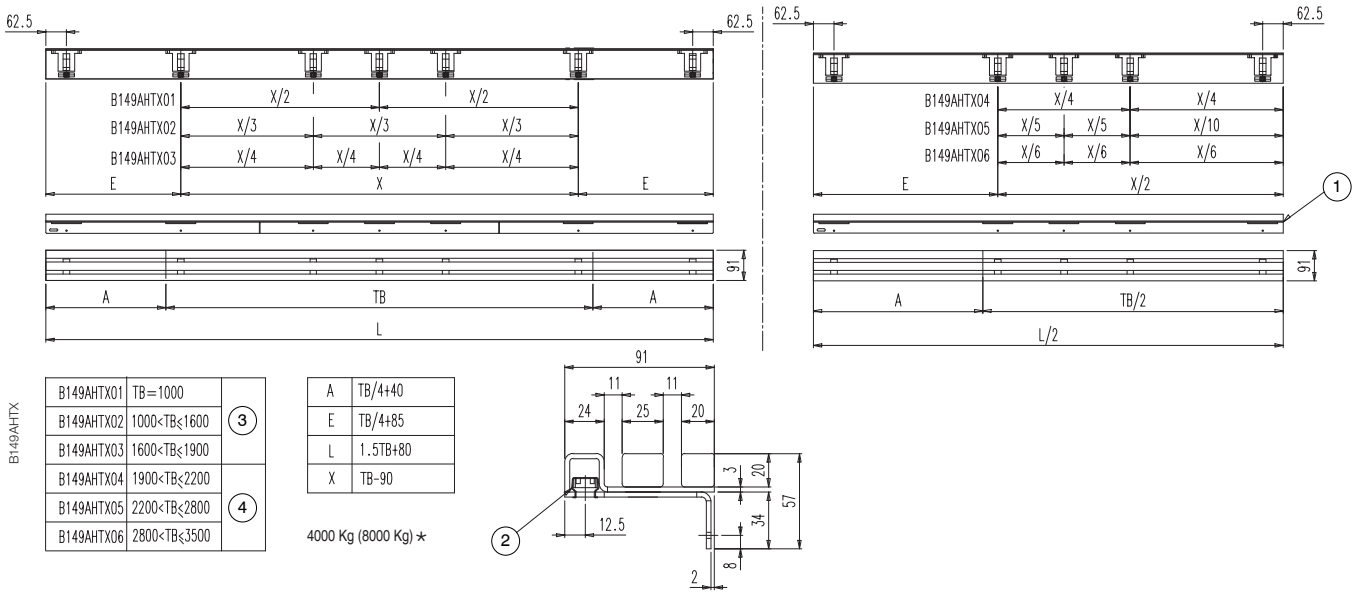
✱ *La portata sopra indicata si riferisce esclusivamente alle soglie con carico statico applicato verticalmente sulla parte più cedevole e con fissaggio con staffe rigide. Sono pertanto escluse considerazioni sui dispositivi di fissaggio. I numeri tra parentesi si riferiscono al carico di carrelli su 4 ruote.*

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## REINFORCED BOTTOM TRACK

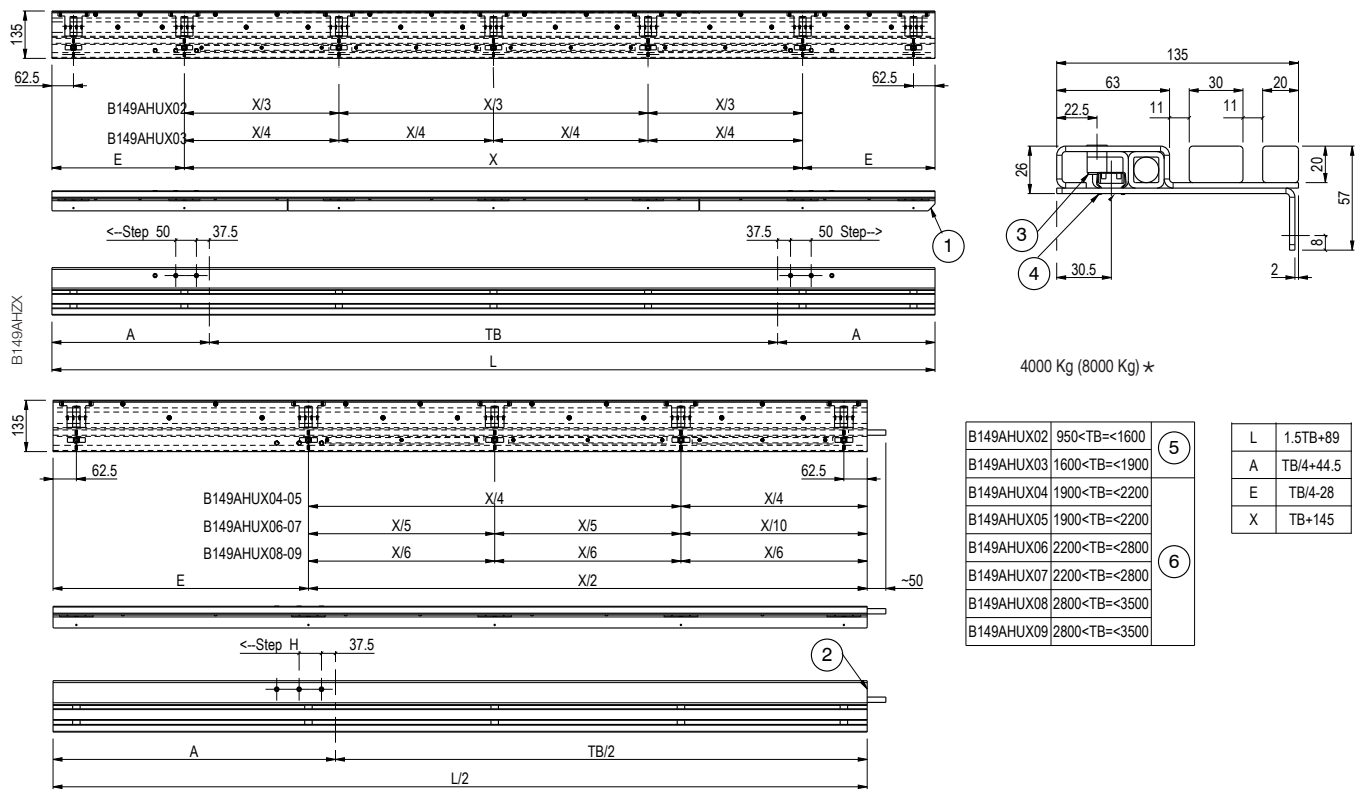
OPTION

### K 4Z CAR DOOR




| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1 | TB middle | 2 | Square caged nut M8 | 3 | 1 piece as drawn | 4 | 1 piece as drawn + 1 piece mirrored |

### S 4Z LANDING DOOR




| | |
|---|---|
| B149AHUX02 | 950<TB=<1600 |
| B149AHUX03 | 1600<TB=<1900 |
| B149AHUX04 | 1900<TB=<2200 |
| B149AHUX05 | 1900<TB=<2200 |
| B149AHUX06 | 2200<TB=<2800 |
| B149AHUX07 | 2200<TB=<2800 |
| B149AHUX08 | 2800<TB=<3500 |
| B149AHUX09 | 2800<TB=<3500 |

5

6

| | |
|---|---|
| L | 1.5TB+89 |
| A | TB/4+44.5 |
| E | TB/4-28 |
| X | TB+145 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1 | Notch 20x20 | 2 | TB middle | 3 | Insert low profile with hexagon head M8 | 4 | Square caged nut M10 |

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| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 5 | For 1000=<TB=<1900 use: 1 piece as drawn with notch always in the left from the floor | 6 | For 1900<TB=<3500 use: 1 piece as drawn + 1 piece mirrored | | | | |

*The load mentioned above refers exclusively to a vertically applied static force on the weakest point of the sills, starting from the assumption of rigidly fixed sill supports. Any other consideration as far as the method of fixation (of the sill supports) is concerned is excluded. The figures given into brackets refer to the load of carriages with four wheels.*

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## FRAMED GLASS

OPTION

| Type | 2L-R | 3L-R | 2Z | 4Z | 6Z |
|---|---|---|---|---|---|
| TB | TH | | | | |
| 1000 | 2000-2500 | 2000-2500 | 2000-2500 | 2000-2300 | - |
| 1100 | 2000-2500 | 2000-2500 | 2000-2500 | 2000-2300 | - |
| 1200 | 2000-2500 | 2000-2500 | 2000-2500 | 2000-2300 | - |
| 1300 | 2000-2500 | 2000-2500 | 2000-2500 | 2000-2500 | - |
| 1400 | 2000-2500 | 2000-2500 | 2000-2500 | 2000-2500 | 2000-2200 |
| 1500 | 2000-2500 | 2000-2500 | 2000-2500 | 2000-2500 | 2000-2300 |
| 1600 | 2000-2500 | 2000-2500 | 2000-2500 | 2000-2500 | 2000-2300 |
| 1700 | 2000-2500 | 2000-2500 | 2000-2500 | 2000-2500 | 2000-2300 |
| 1800 | 2000-2500 | 2000-2500 | 2000-2500 | 2000-2500 | 2000-2300 |
| 1900 | - | - | - | 2000-2500 | 2000-2300 |
| 2000 | - | - | - | 2000-2500 | 2000-2300 |
| 2100 | - | - | - | 2000-2500 | 2000-2300 |
| 2200 | - | - | - | 2000-2500 | 2000-2300 |
| 2300 | - | - | - | 2000-2500 | 2000-2300 |
| 2400 | - | - | - | 2000-2500 | 2000-2300 |
| 2500 | - | - | - | 2000-2500 | 2000-2300 |

*FOR FIRE PROOF EXECUTION EN 81-58 E120 TH=<2500*

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## FRAMED GLASS SHIELD PRO OPTION 4Z

### FRAMED GLASS PANELS SHIELD PRO OPTION

OPTION

| Type | 2L-R | 2Z | 4Z |
|---|---|---|---|
| TB | TH | | |
| 800* | 2000-2300 | 2000-2300 | 2000-2300 |
| 900* | 2000-2300 | 2000-2300 | 2000-2300 |
| 1000 | 2000-2300 | 2000-2300 | 2000-2300 |
| 1100 | 2000-2300 | 2000-2300 | 2000-2300 |
| 1200 | 2000-2300 | 2000-2300 | 2000-2300 |
| 1300 | 2000-2300 | 2000-2300 | 2000-2300 |
| 1400 | 2000-2300 | 2000-2300 | 2000-2300 |
| 1500 | - | - | 2000-2300 |
| 1600 | - | - | 2000-2300 |
| 1700 | - | - | 2000-2300 |
| 1800 | - | - | 2000-2300 |
| 1900 | - | - | 2000-2300 |
| 2000 | - | - | 2000-2300 |
| 2100 | - | - | 2000-2300 |
| 2200 | - | - | 2000-2300 |
| 2300 | - | - | 2000-2300 |
| 2400 | - | - | 2000-2300 |
| 2500 | - | - | 2000-2300 |
| 2600 | - | - | 2000-2300 |
| 2700 | - | - | 2000-2300 |
| 2800 | - | - | 2000-2300 |

** Custom based*

*Landing door only*

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## FULL GLASS

OPTION

| Type | 2L-R | 3L-R | 2Z | 4Z | 6Z |
|---|---|---|---|---|---|
| TB | TH | | | | |
| 1000 | 2000-2300 | 2000-2300 | 2000-2300 | 2000-2300 | - |
| 1100 | 2000-2300 | 2000-2300 | 2000-2300 | 2000-2300 | - |
| 1200 | 2000-2500 | 2000-2300 | 2000-2500 | 2000-2300 | - |
| 1300 | 2000-2500 | 2000-2300 | 2000-2500 | 2000-2300 | - |
| 1400 | 2000-2500 | 2000-2300 | 2000-2500 | 2000-2300 | 2000-2200 |
| 1500 | 2000-2500 | 2000-2300 | 2000-2500 | 2000-2300 | 2000-2300 |
| 1600 | 2000-2500 | 2000-2300 | 2000-2500 | 2000-2300 | 2000-2300 |
| 1700 | 2000-2500 | 2000-2300 | 2000-2500 | 2000-2300 | 2000-2300 |
| 1800 | 2000-2500 | 2000-2500 | 2000-2500 | 2000-2300 | 2000-2300 |
| 1900 | - | - | - | 2000-2300 | 2000-2300 |
| 2000 | - | - | - | 2000-2300 | 2000-2300 |
| 2100 | - | - | - | 2000-2300 | 2000-2300 |
| 2200 | - | - | - | 2000-2300 | 2000-2300 |
| 2300 | - | - | - | 2000-2300 | 2000-2300 |
| 2400 | - | - | - | 2000-2500 | 2000-2300 |
| 2500 | - | - | - | 2000-2500 | 2000-2300 |

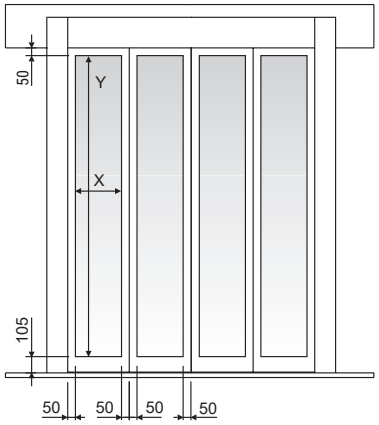
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## FRAMED GLASS CONSTRUCTION S 4Z

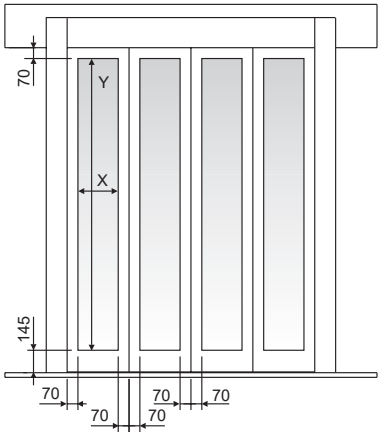
### CONSTRUCTION WITH FRAMED GLASS PANELS

OPTION

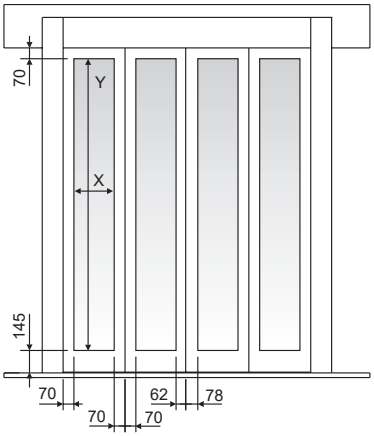
STANDARD



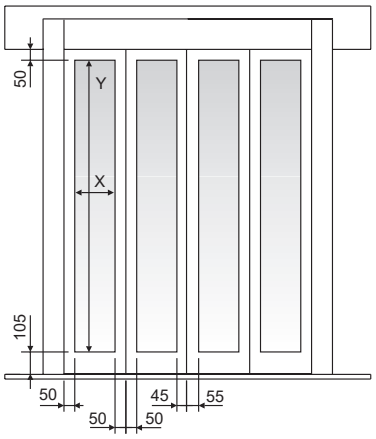

STANDARD WITH HIDDEN BOTTOM TRACK



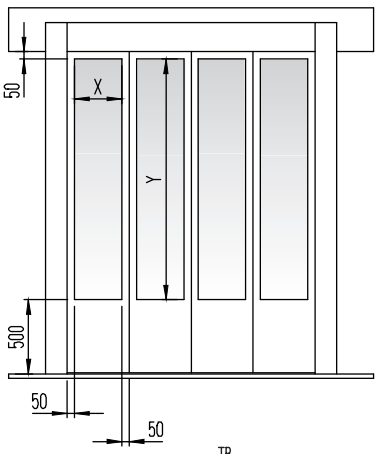

FIRE RATED BS476

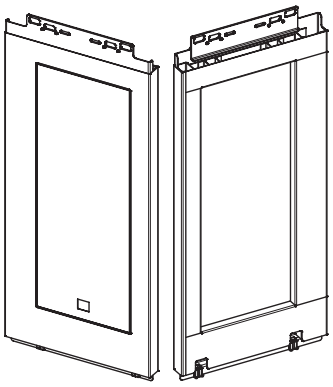


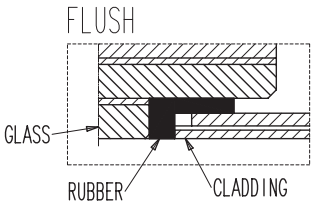

FIRE RATED EN81-58 E120

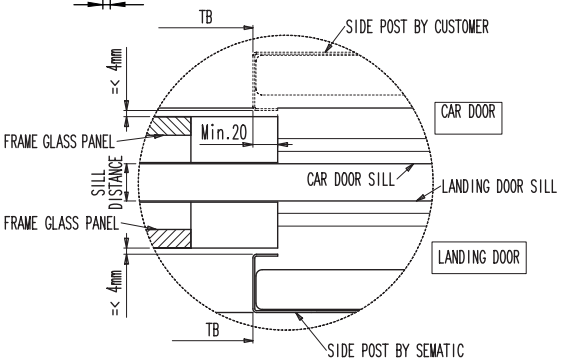



OPTION SHIELD PRO






IN CASE OF WINDOW SMALLER THAT THE STANDARD ONE,PLEASE INDICATE DIMENSIONS X AND Y TOGETHER WITH THE POSITION.
X =_____ (insert formula)
Y =_____ (insert formula)

Abstract from...
SEMATIC DECLARATION OF CONFORMITY FOR GLASS PANELLED LIFT DOORS (Lift Directive 2014/33/EU)
The glass panelled lift doors supplied conform To Standard EN81-1/2:1998 or EN81-20:2014.

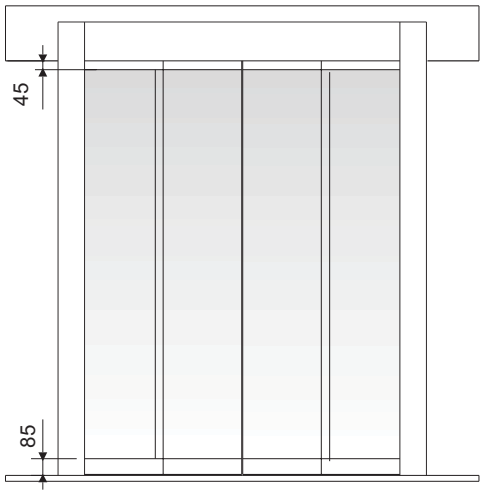
**NOTE:**
1 - panel cladded only by Sematic
2 - for the car door: by customer
3 - in case of "Shield Pro" option also car door need to be customized accordingly. Lower frame min 500mm

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## CONSTRUCTION WITH FULL GLASS PANELS

OPTION

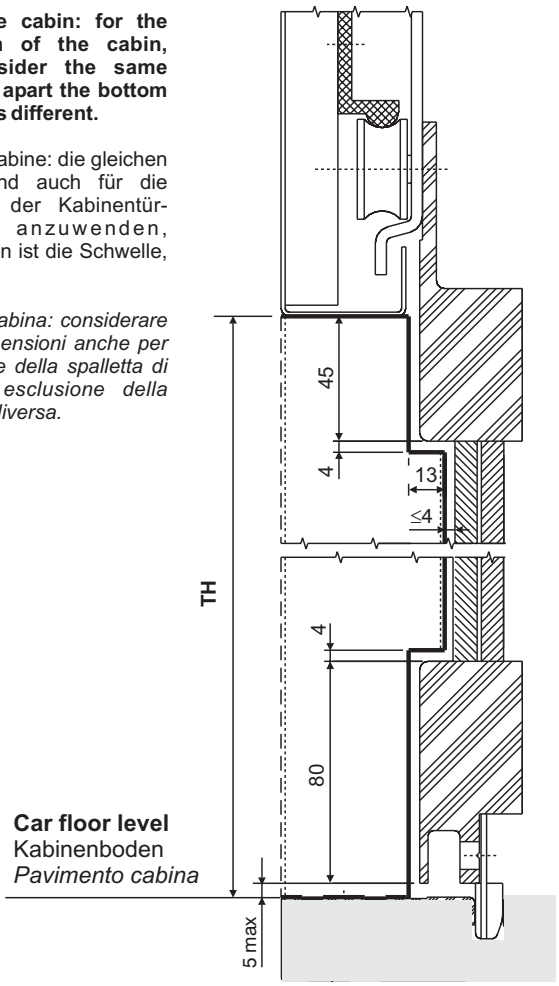
**STANDARD**




**Note for the cabin: for the construction of the cabin, please consider the same dimensions, apart the bottom track which is different.**

Hinweis für Kabine: die gleichen Ausmaße sind auch für die Konstruktion der Kabinentür-Innenseite anzuwenden, ausgenommen ist die Schwelle, die anders ist.

*Nota per la cabina: considerare le stesse dimensioni anche per la costruzione della spalletta di cabina, ad esclusione della soglia che è diversa.*




- *The drawing shows a S2Z door*
- *Same considerations are applied to other door models*

Abstract from...
SEMATIC DECLARATION OF CONFORMITY FOR GLASS PANELLED LIFT DOORS (Lift Directive 2014/33/EU)
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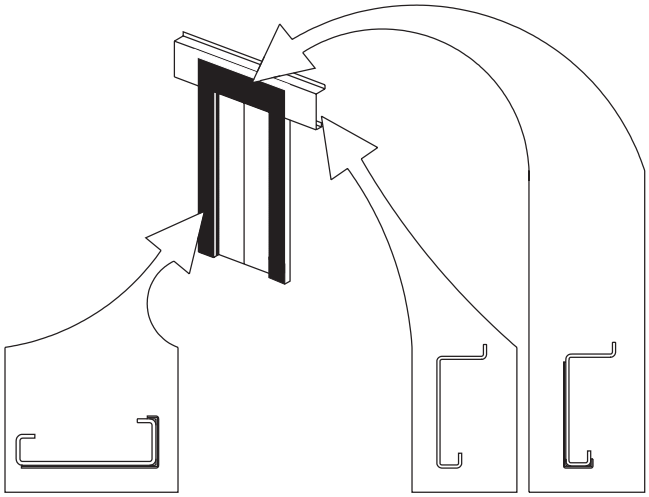
**NOTE**:
1 - panel cladded only by Sematic
2 - for the car door: by customer

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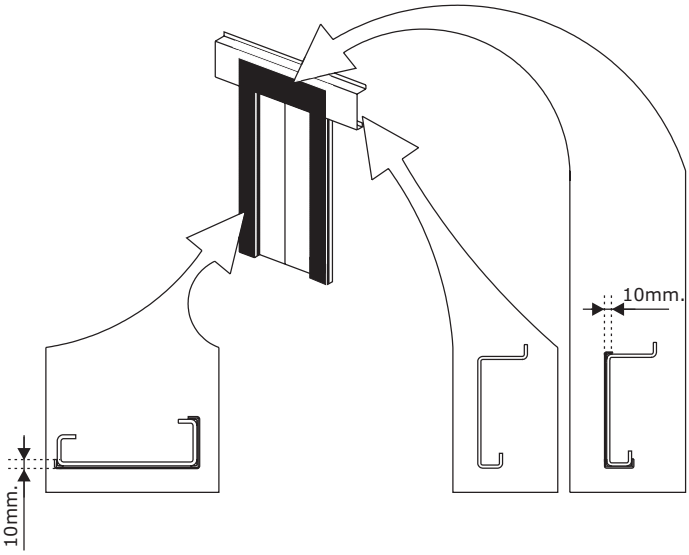
## LANDING DOOR AND PORTAL CONSTRUCTION CODIFIED CLADDINGS

OPTION

☐ **CLADDING TYPE “A” (STANDARD)**
VERKLEIDUNG TYP “A” (STANDARD)
*RIVESTIMENTO TIPO “A” (STANDARD)*



☐ **CLADDING TYPE “A2”**
VERKLEIDUNG TYP “A2”
*RIVESTIMENTO TIPO “A2”*




- *The drawing shows a S2Z door*
- *Same considerations are applied to other door models*

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## LANDING DOOR CLOSING DEVICE APPLICATION RANGE

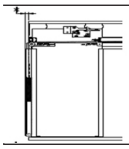
Single spirator

| | |
|---|---|
|  | **A1** - cod. B122ABVX |
|  | **A2** - cod. B122ABNX |

Double spirator

| | |
|---|---|
|  | **B1** - cod. B122ABVX |
|  | **B2** - cod. B122ABYX |
|  | **C** - cod. B122ABNX |

Counterweight

| | |
|---|---|
|  | **K** - cod. B062AACX |

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## APPLICATION RANGE

S 4Z

| | | TB | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2L-R | 2000≤TH≤2500 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
| | | A2 | A2 | K | K | K | K | K | K | K | K | K |

| | | TB | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3L-R | 2000≤TH≤2500 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
| | | B2 | B2 | K | K | K | K | K | K | K | K | K |

| | | TB | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2Z | 2000≤TH≤2500 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
| | | A1 | A1 | B1 | B1 | K | K | K | K | K | K | K |

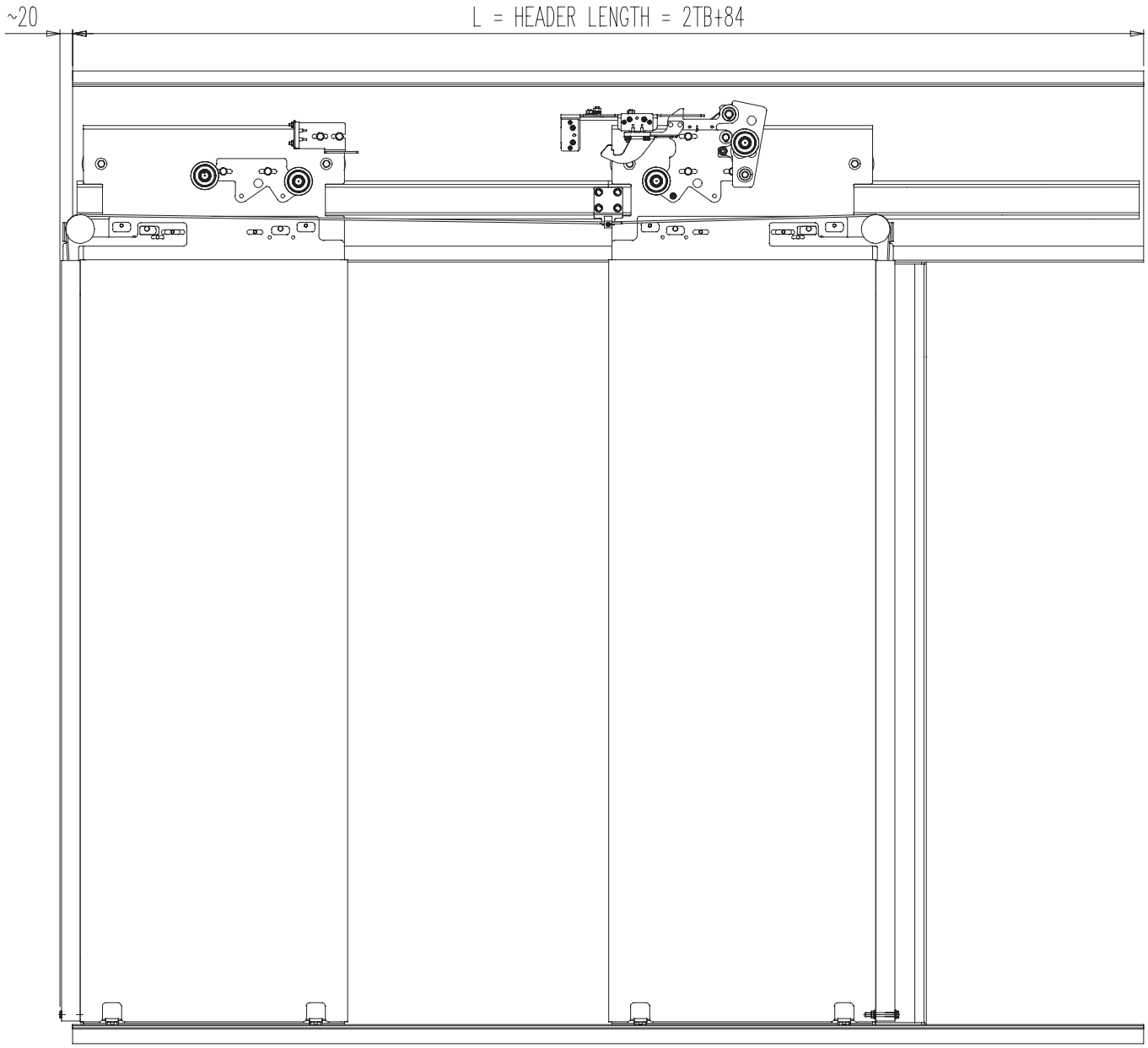
| | | TB | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4Z | 2000≤TH≤2500 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 |
| | | A1 | A1 | A1 | C | C | C | C | B1 | B1 | B1 | B1 | B1 | B1 |
| | 2000≤TH≤2500 | 2300 | 2400 | 2500 | 2600 | 2700 | 2800 | 2900 | 3000 | 3100 | 3200 | 3300 | 3400 | 3500 |
| | | C | K | K | K | K | K | K | K | K | K | K | K | K |

| | | TB | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6Z | 2000≤TH≤2500 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | 2400 |
| | | A1 | A1 | A1 | A1 | A1 | B2 | B2 | B2 | B2 | B2 | K |
| | 2000≤TH≤2500 | 2500 | 2600 | 2700 | 2800 | 2900 | 3000 | 3100 | 3200 | 3300 | 3400 | 3500 |
| | | K | K | K | K | K | K | K | K | K | K | K |

*FOR TH>2500 ALWAYS COUNTERWEIGHT*

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## COUNTERWEIGHT INSTALLATION



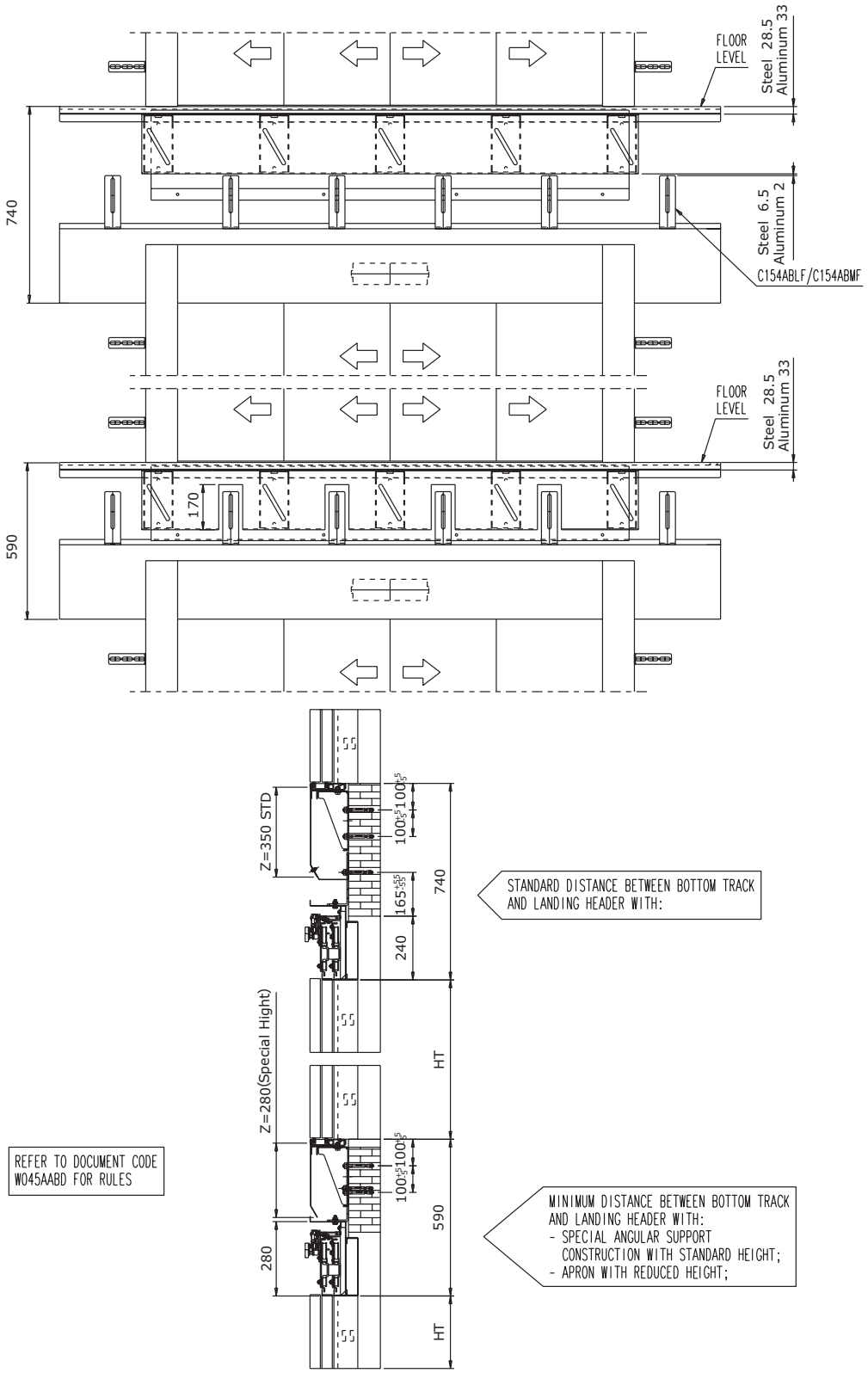

- *The drawing shows a S2Z door*
- *Same considerations are applied to other door models*

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## INTERFLOOR SCHEME

S 4Z

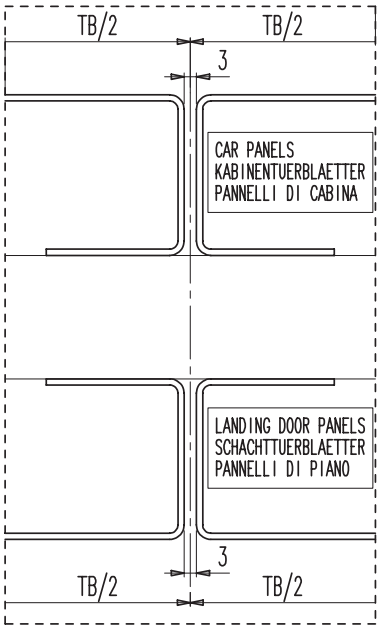
### MINIMUM DISTANCE INTERFLOOR SCHEME



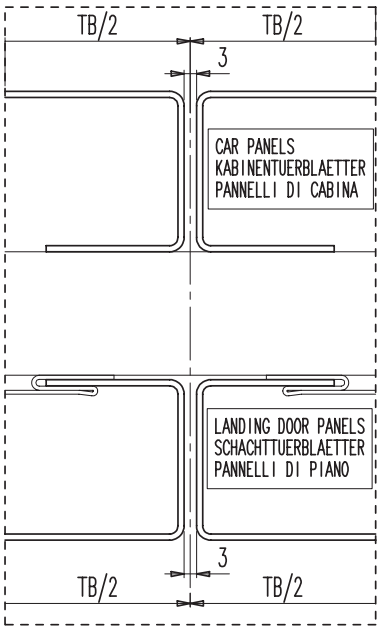

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## BEATING PROFILES SCHEME

☐STANDARD

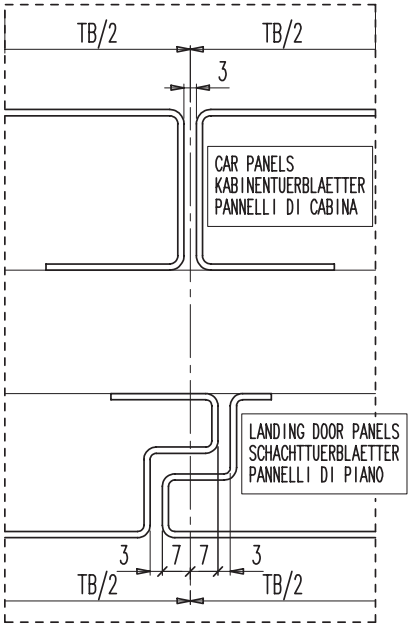



☐DIN18091



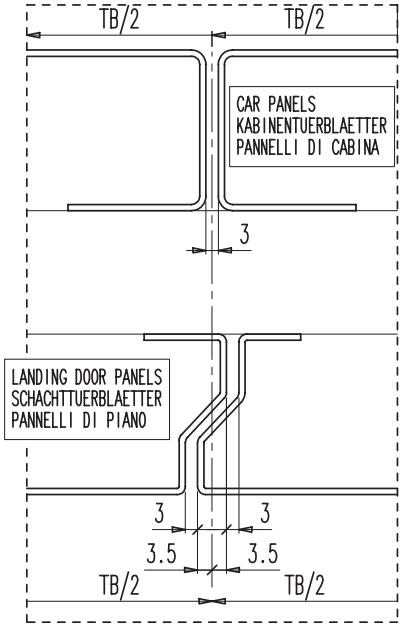

*

☐BS476 E60 ☐BS476 E1120
☐BS476 E120 ☐BS476 E240
☐BS476 E160



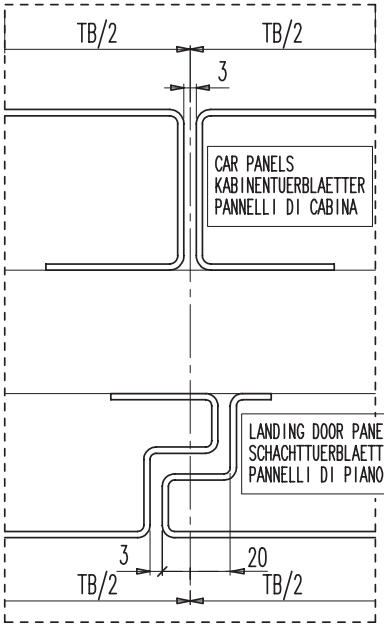

*

☐EN81-58 E160 ☐EN81-58 E1120
☐EN81-58 EW60 ☐E60 GOST 30247.3
☐EN81-58 E120 ☐E160 GOST 30247.3




**

ALL FIRE RATED EXECUTION




H024ACVX

** = TH<=2700*
*** = TH>2700*
*= EN 81-58 EW60<=3000x3000*

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## DOOR CONFORMITY RULES IN RESPECT OF EN 81-20/50

The door which is compliant to EN 81-20/50 must be equipped with the features mentioned below:

| Item | STD | Option | Notes |
|---|---|---|---|
| Detector provision | X | | The detector has to be compliant to EN 81-20/50 |
| Detector | | X | The detector has to be compliant to EN 81-20/50 |
| Vision panel | | X | The position of the car door vision panel must be the same as the landing door. No vision panel required on car side if the car remains open in stationary position |
| Man in the pit - S | X | | |
| Car door lock | X | | |
| Egress device - K | X | | |

*Other requirements related to EN81-20/50 are already part of the door's specification.*
*For any further information please contact your sales reference*

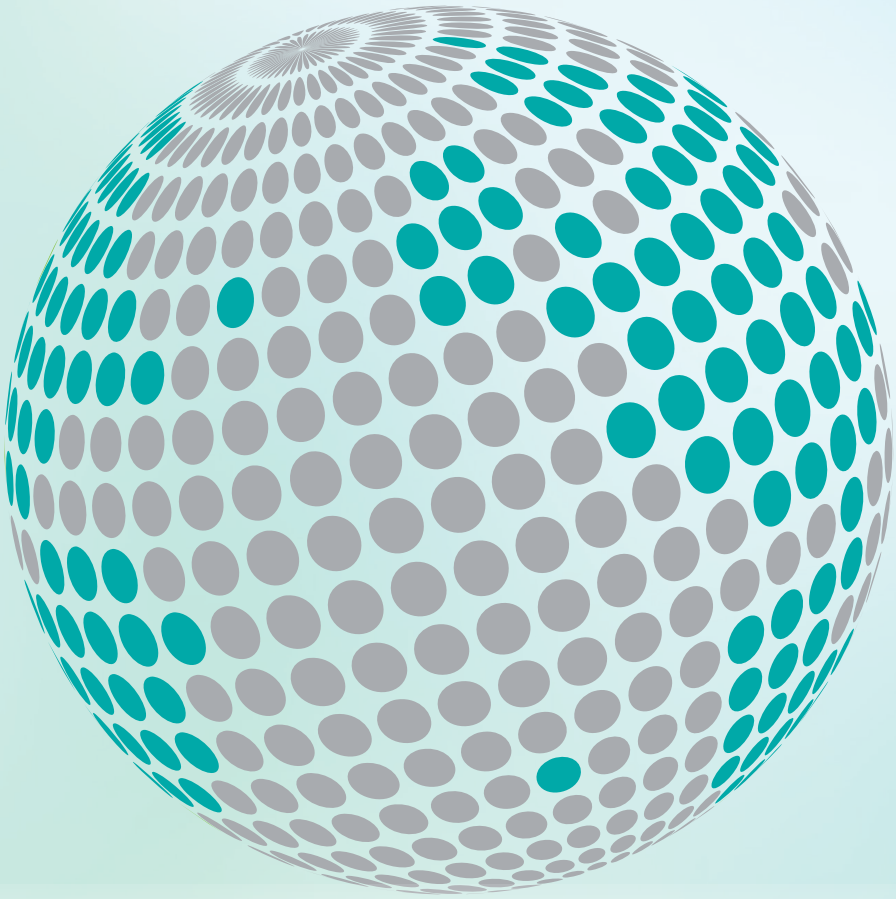
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