

## TECHNICAL CATALOGUE



# 2000 B-G

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mod: K-S 3L-R



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## RANGE

3 L-R

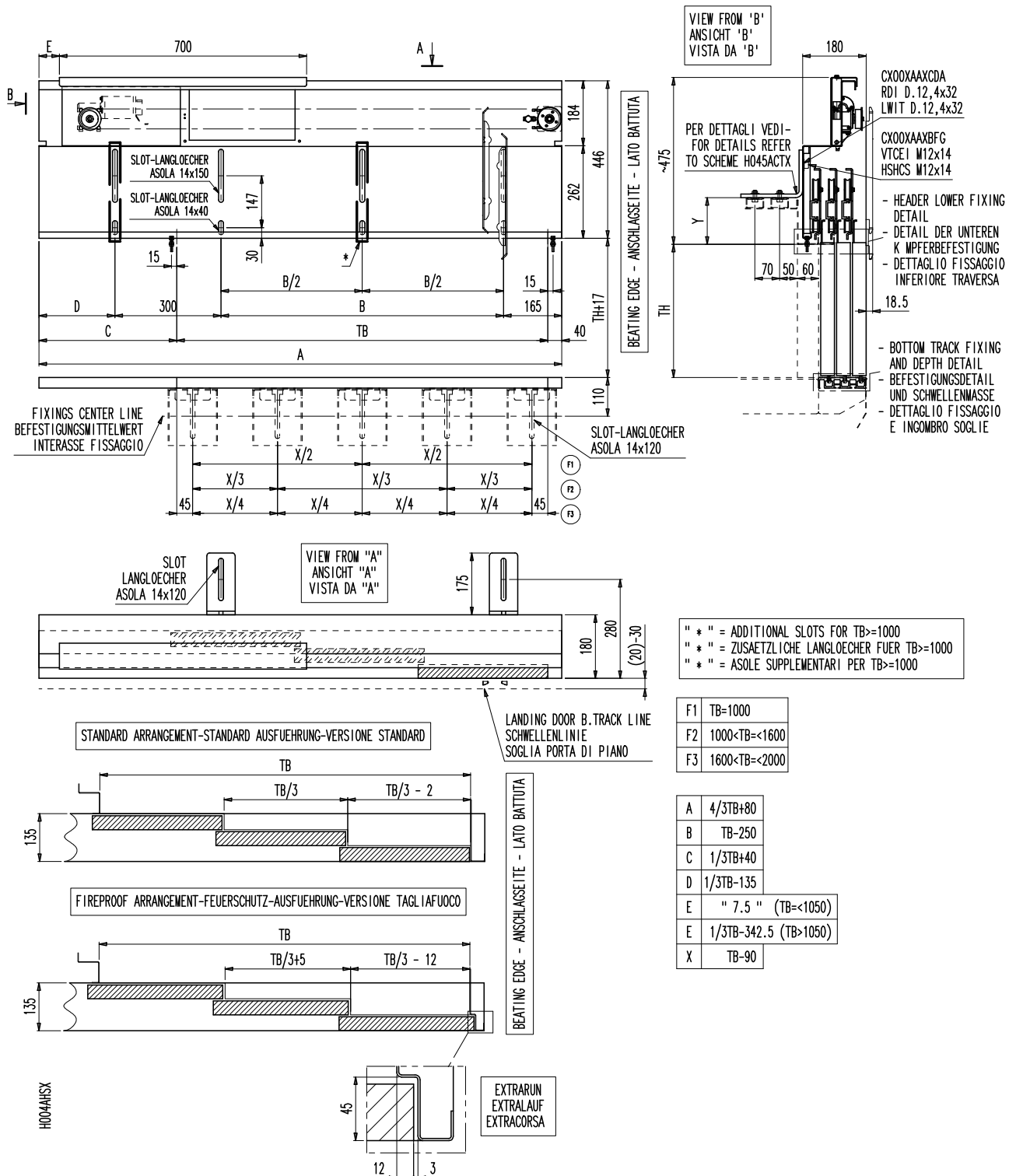
## COMPLETE RANGE OF SEMATIC 2000 B-G DOORS

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

## CAR DOOR

K 3L

### FRONT, PLAN AND SIDE VIEW OF CAR DOOR - L

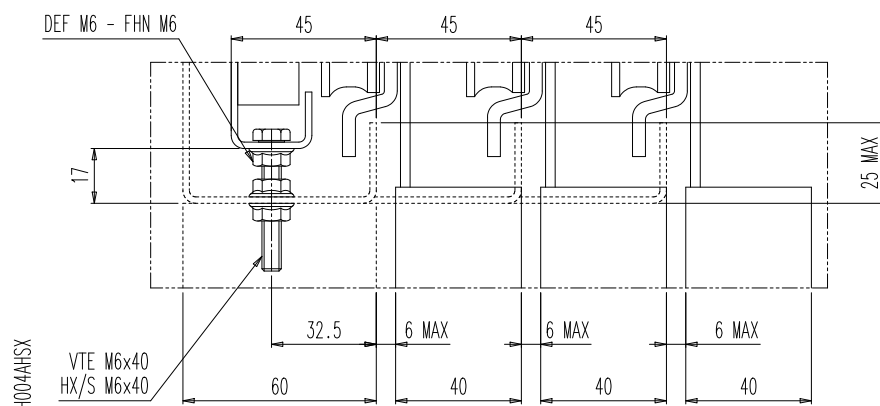


## CAR DOOR

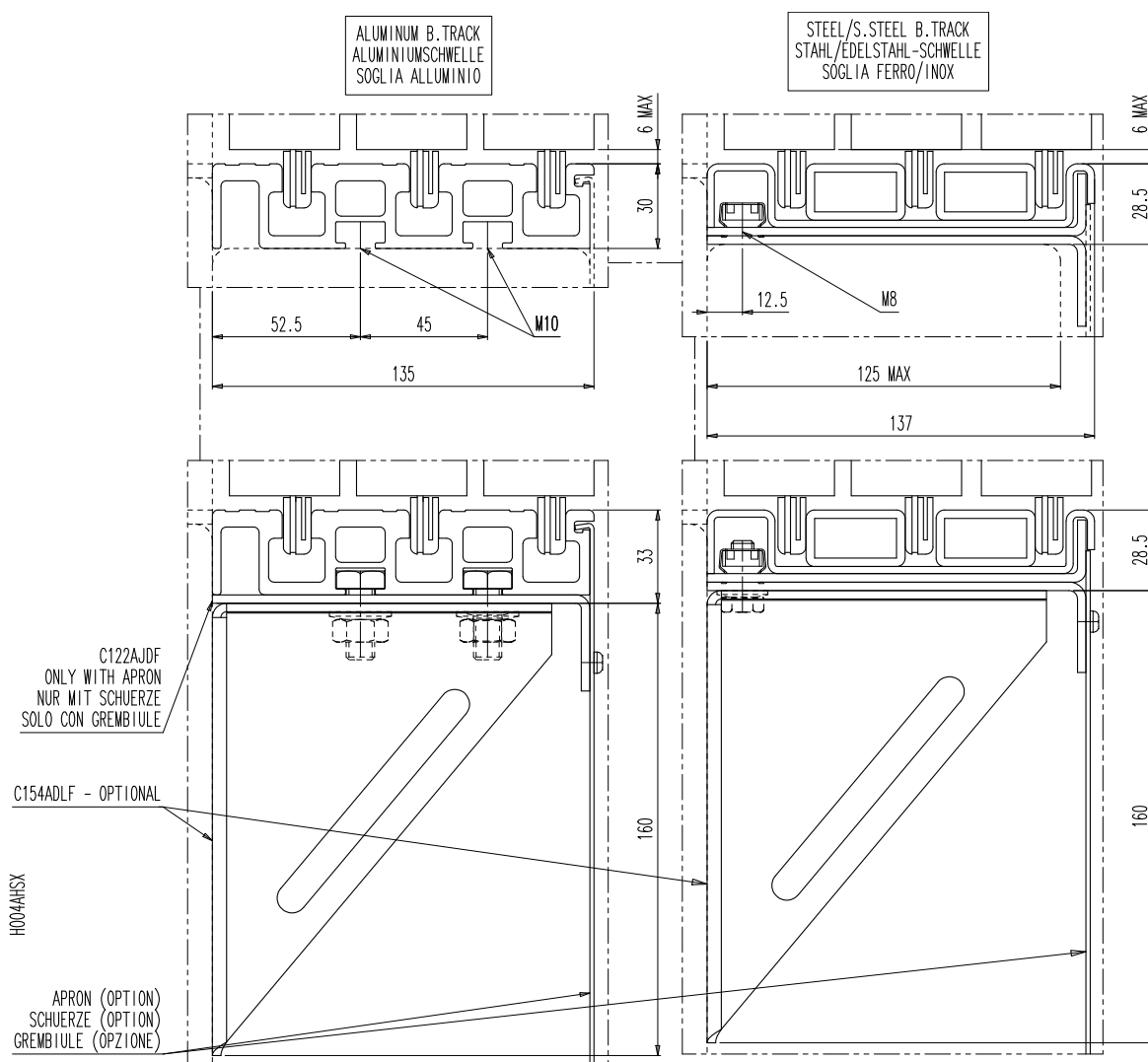
K 3L

## CAR DOOR OPERATOR DETAIL - L

## HEADER LOWER FIXING DETAIL



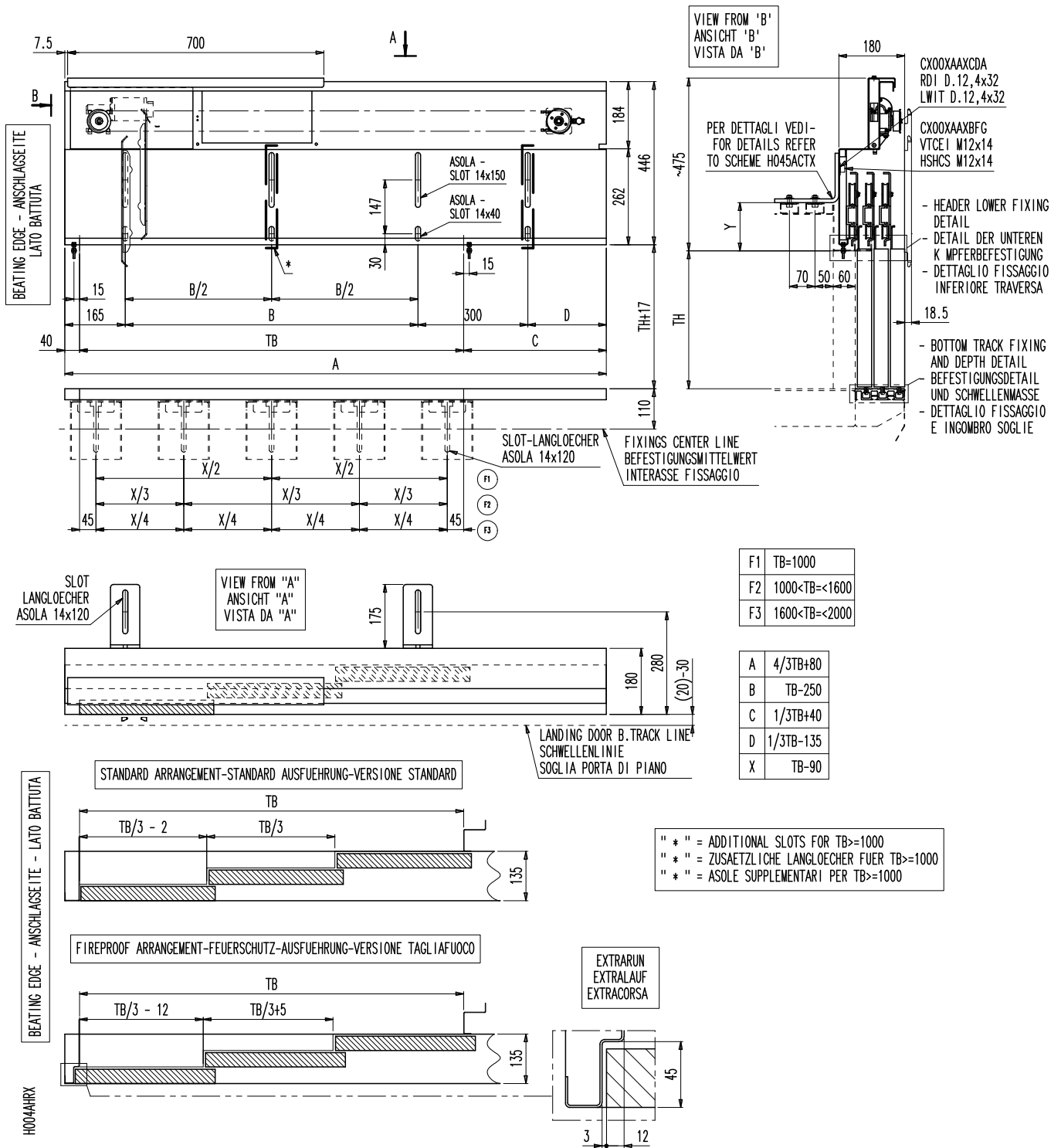
## BOTTOM TRACK FIXING AND DEPTH DETAIL



## CAR DOOR

K 3R

## FRONT, PLAN AND SIDE VIEW OF CAR DOOR - R



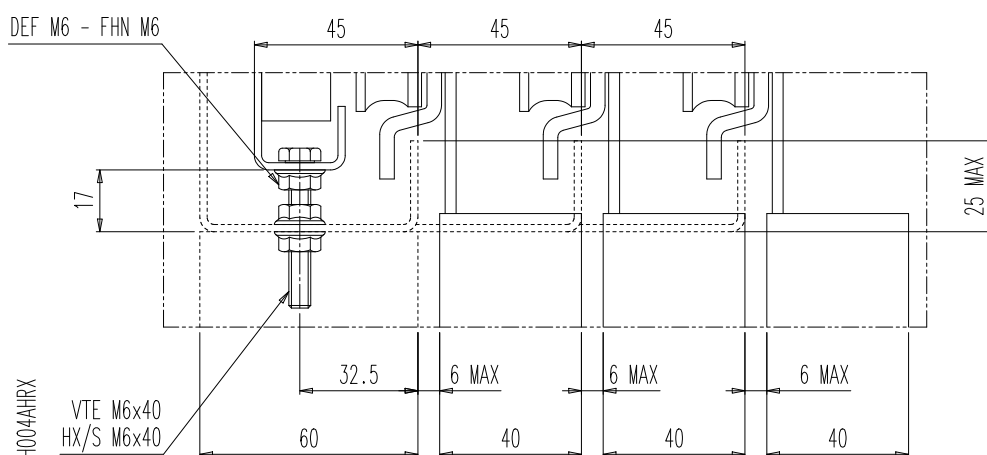


## CAR DOOR

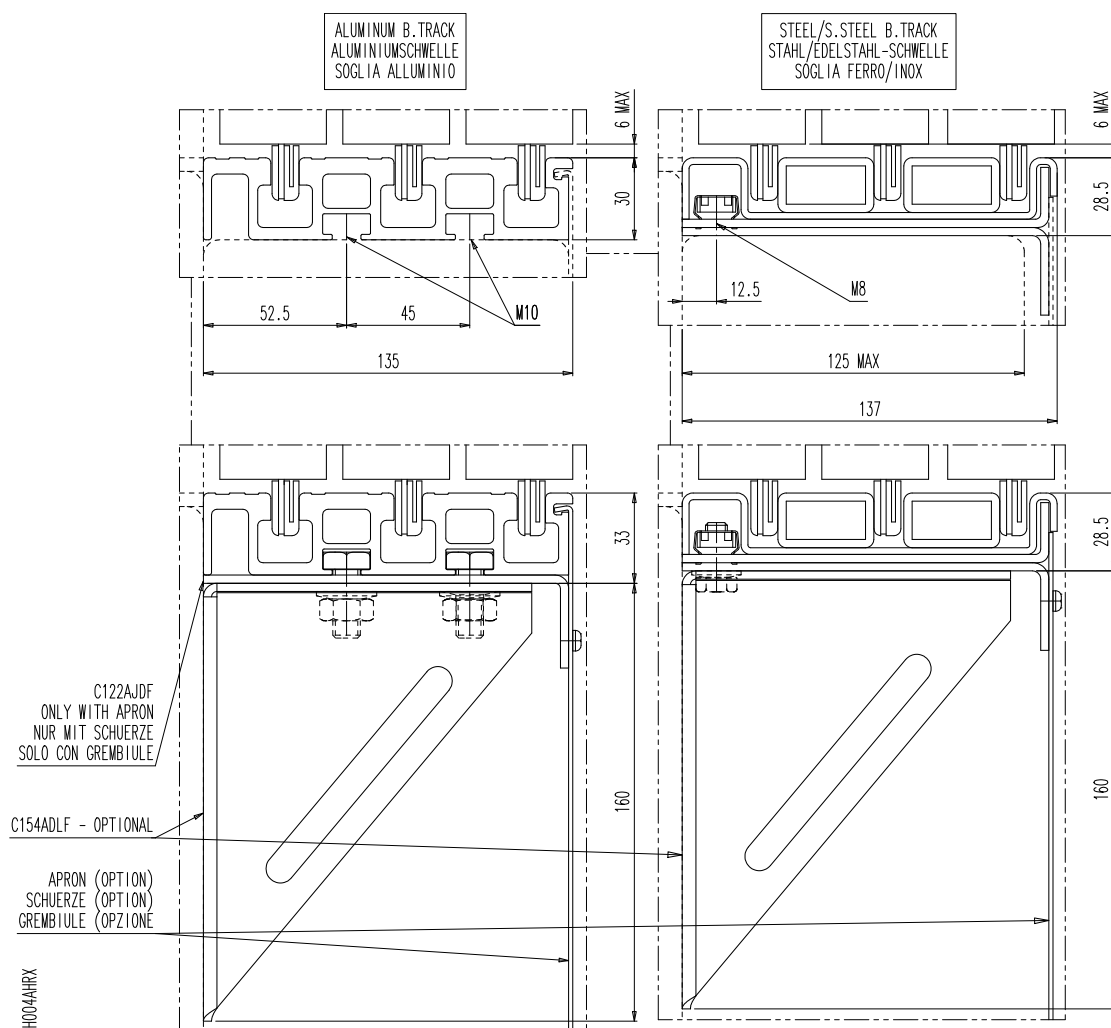
K 3R

### CAR DOOR OPERATOR DETAIL - R

### HEADER LOWER FIXING DETAIL



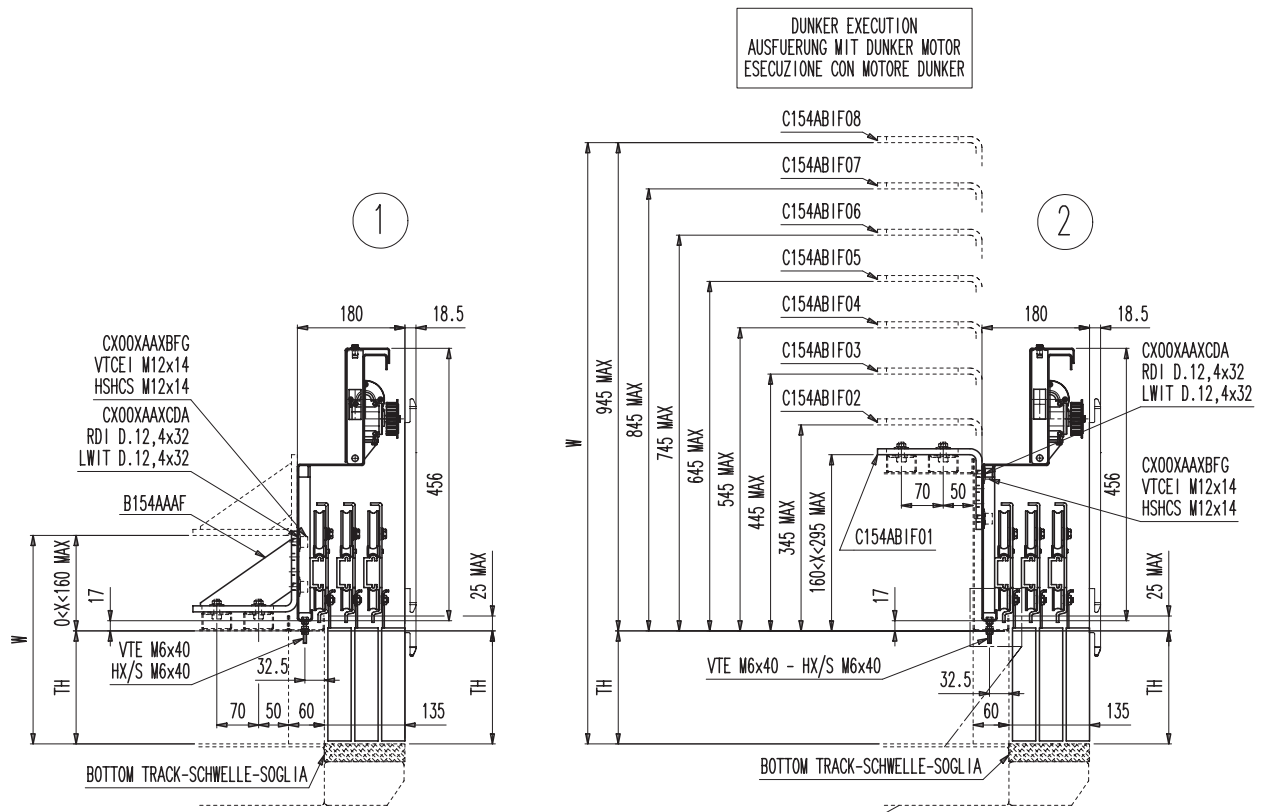
### BOTTOM TRACK FIXING AND DEPTH DETAIL



## FIXING SCHEME

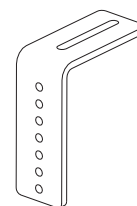
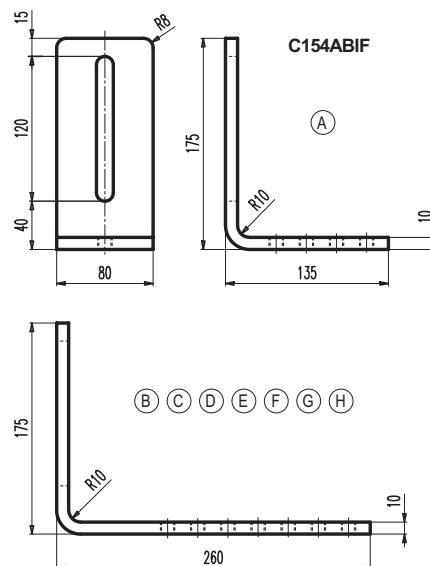
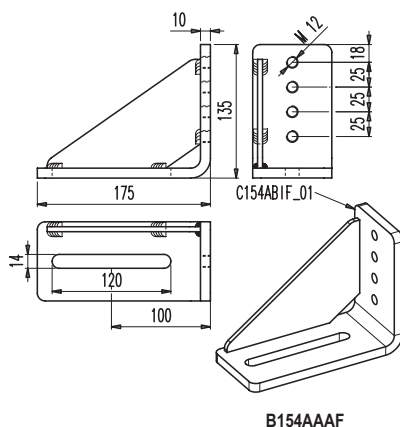
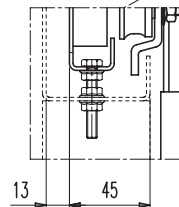
K 3L-R

## OPERATOR FIXING SCHEME (STANDARD MOTOR)



H045ACTX

- \* 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



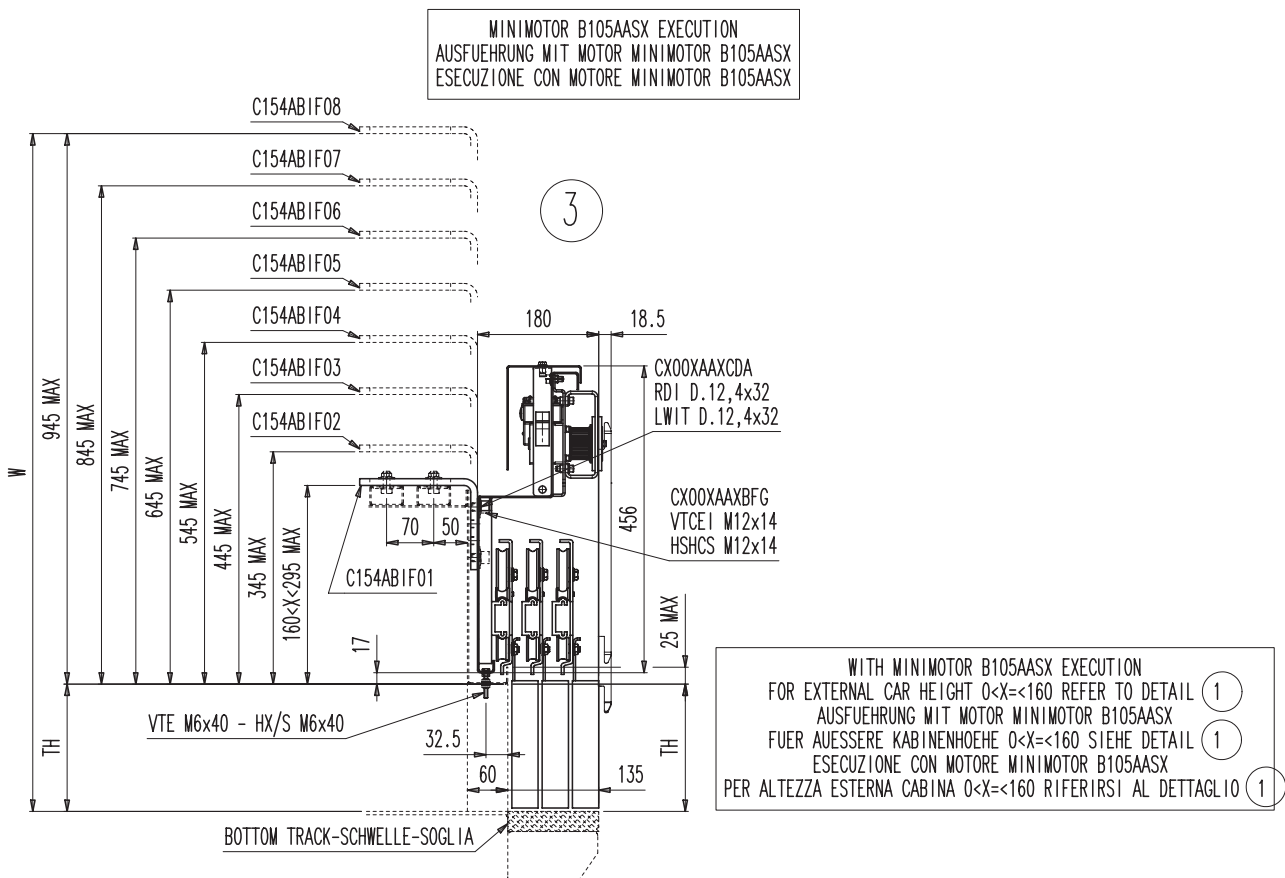
COD.	POS.	EXT. CABIN HEIGHT EXT. KABINENHOEHE H. ESTERNA CABINA		L
		MIN.	MAX.	
C154ABIF01	A	TH+157	TH+295	135
C154ABIF02	B	TH	TH+345	210
C154ABIF03	C	TH+302	TH+445	310
C154ABIF04	D	TH+402	TH+545	410
C154ABIF05	E	TH+502	TH+645	510
C154ABIF06	F	TH+602	TH+745	610
C154ABIF07	G	TH+702	TH+845	710
C154ABIF08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

## FIXING SCHEME

K 3L-R

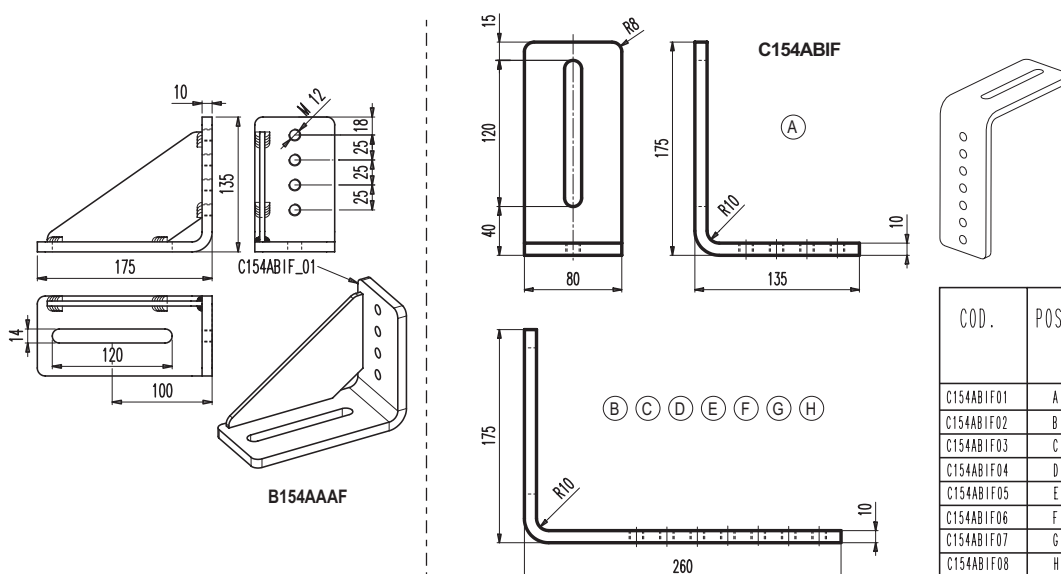
### OPERATOR FIXING SCHEME (B105AASX MOTOR)

**OPTION**



H045ACTX

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



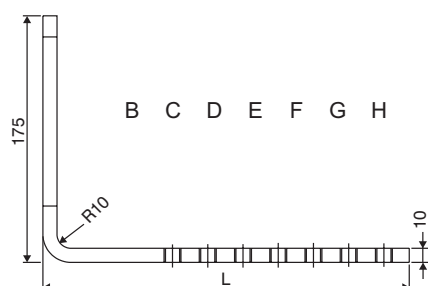
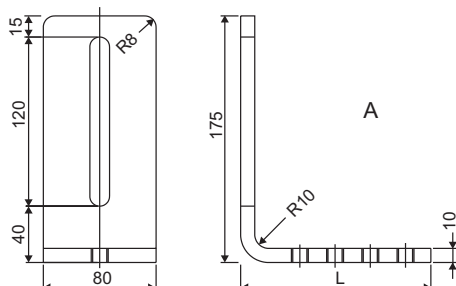
COD.	POS.	EXT. CABIN HEIGHT EXT. KABINEHOEHE H. ESTERNA CABINA		L
		MIN.	MAX.	
		C154AB1F01	A	
C154AB1F02	B	TH	TH+345	210
C154AB1F03	C	TH+302	TH+445	310
C154AB1F04	D	TH+402	TH+545	410
C154AB1F05	E	TH+502	TH+645	510
C154AB1F06	F	TH+602	TH+745	610
C154AB1F07	G	TH+702	TH+845	710
C154AB1F08	H	TH+802	TH+945	810

## FIXINGS K

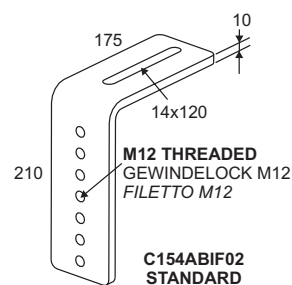
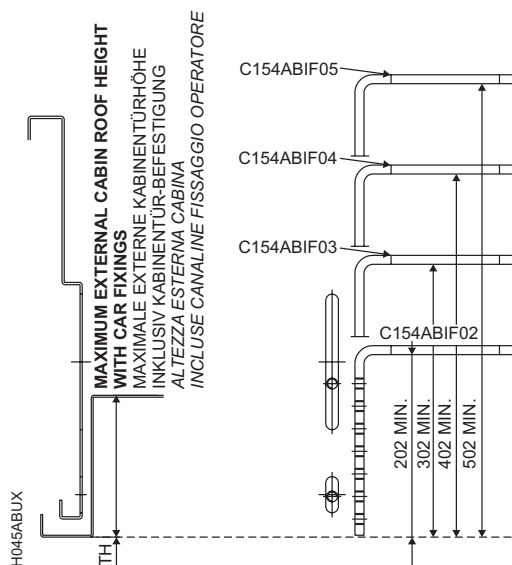
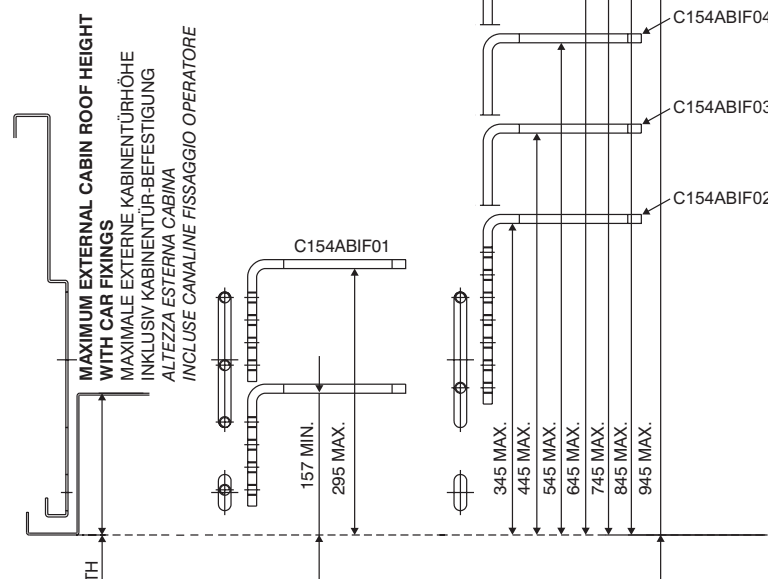
K 3L-R

## 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

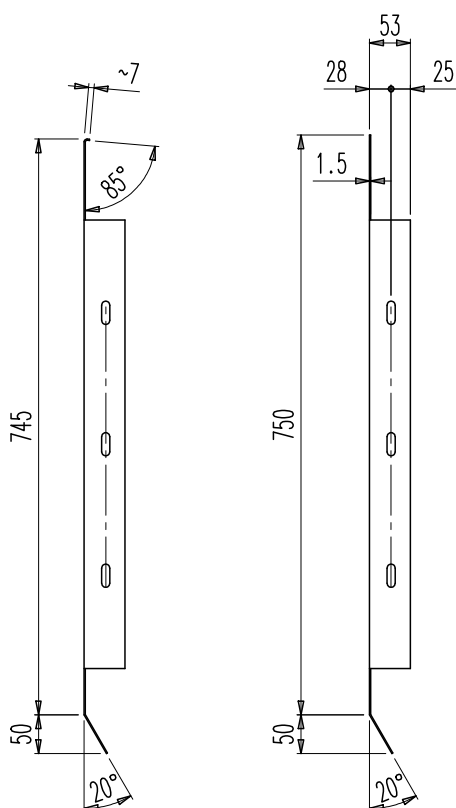


## APRON K

K 3L-R

## CAR DOOR APRON FOR TB=1000

OPTION



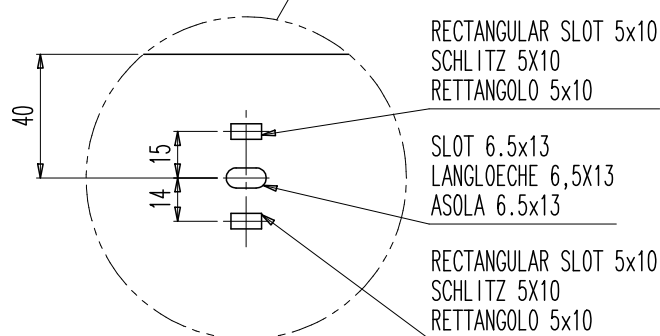
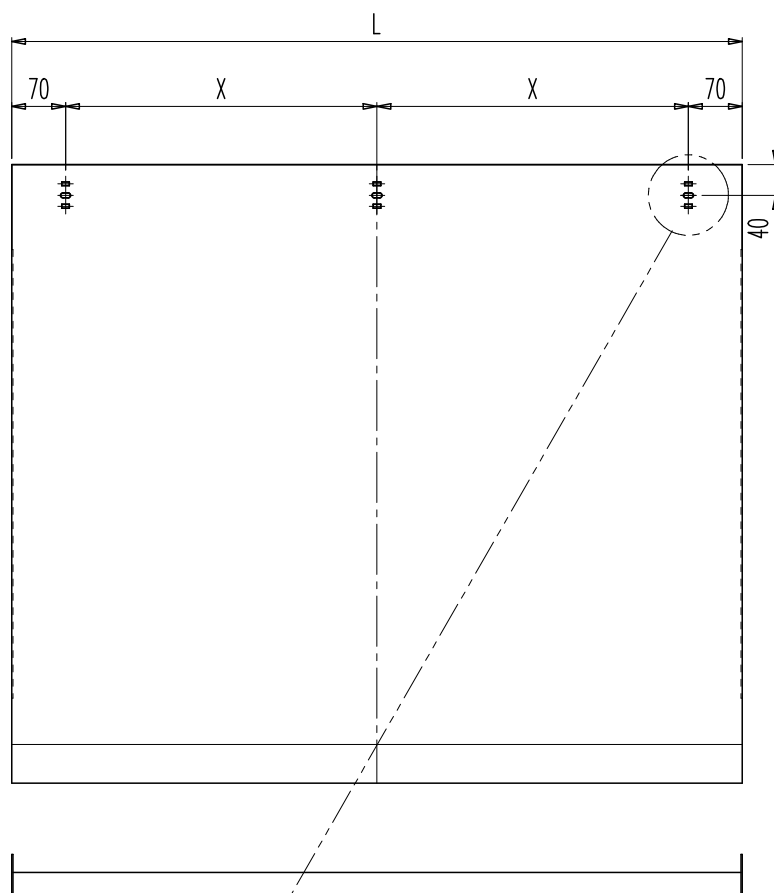
C094AADF 02

C094AADF 01

- C094AADF 01  
- FOR ALUMINIUM BOTTOM TRACK  
FÜR ALUMINIUM SCHWELLE  
PER SOGLIA ALLUMINIO
- FOR STEEL, STAINLESS-STEEL BOTTOM TRACK  
FÜR STAHL/EDELSTAHL SCHWELLE  
PER SOGLIA FE/INOX

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

C094AADF



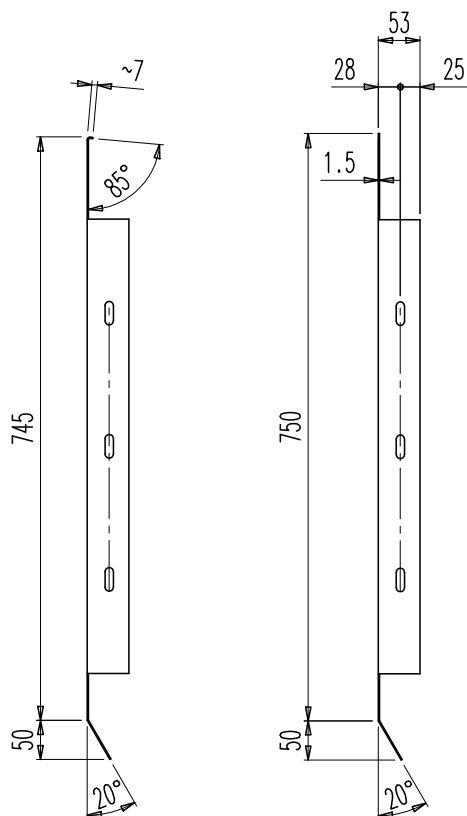
QUANTITY STÜCKZAHL QUANTITÀ	TB	X	L
1 PIECE 1 STÜCK 1 PEZZO	TB=1000	(TB-90)/2	TB+50

## APRON K

K 3L-R

CAR DOOR APRON FOR  $1000 < TB \leq 1450$ 

OPTION



C094AADF 02

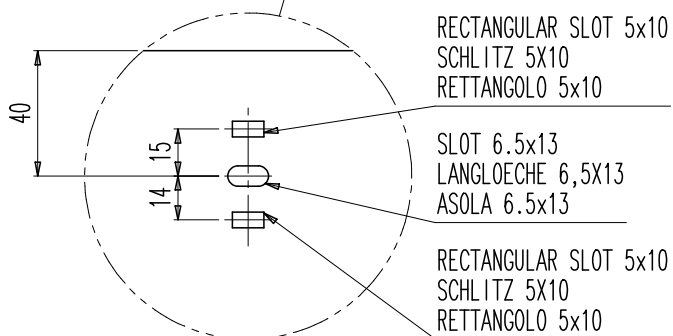
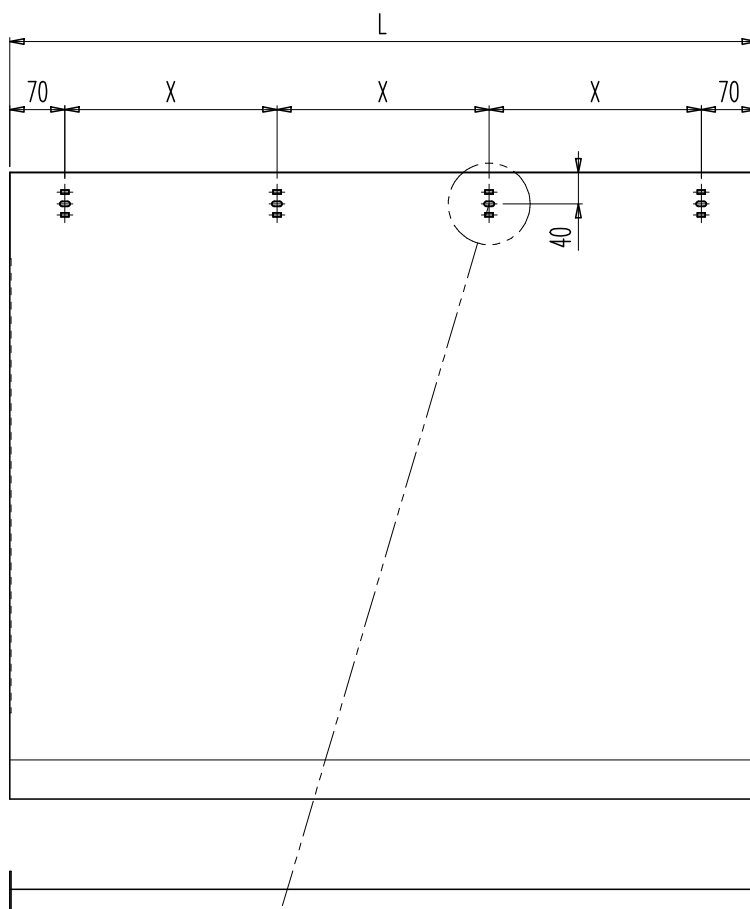
C094AADF 01

- C094AADF 01  
FOR ALUMINIUM BOTTOM TRACK  
FÜR ALUMINIUM SCHWELLE  
PER SOGLIA ALLUMINIO
- FOR STEEL, STAINLESS-STEEL BOTTOM TRACK  
FÜR STAHL/EDELSTAHL SCHWELLE  
PER SOGLIA FE/INOX

C094AADF 02

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

C094AADF



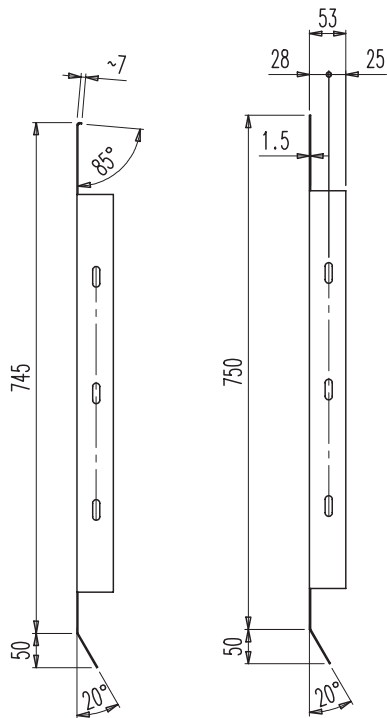
QUANTITY STUECKZAHL QUANTITA'	TB	X	L
1 PIECE 1 STUECK 1 PEZZO	$1000 < TB \leq 1450$	$(TB-90)/3$	$TB+50$

## APRON K

K 3L-R

CAR DOOR APRON FOR  $1450 < TB \leq 2000$ 

OPTION



C094AADF 02

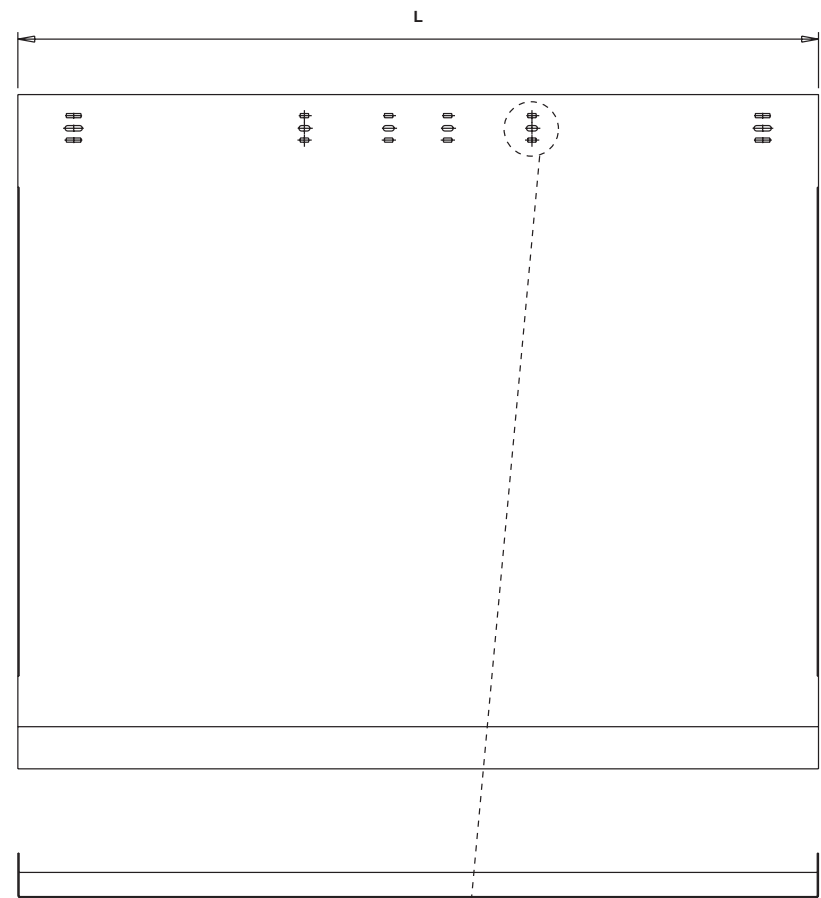
C094AADF 01

## C094AADF 01

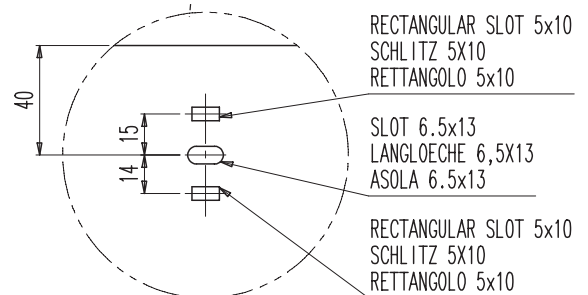
- FOR ALUMINIUM BOTTOM TRACK  
FÜR ALUMINIUM SCHWELLE  
PER SOGLIA ALLUMINIO
- FOR STEEL, STAINLESS-STEEL BOTTOM TRACK  
FÜR STAHL/EDELSTAHL SCHWELLE  
PER SOGLIA FE/INOX

## C094AADF 02

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



QUANTITY STUECKZAHL QUANTITA'	TB	L
2 PIECE 2 STUECK 2 PEZZO	$1450 < TB \leq 1600$	$TB/2 + 25$
	$1600 < TB \leq 2000$	$TB/2 + 25$



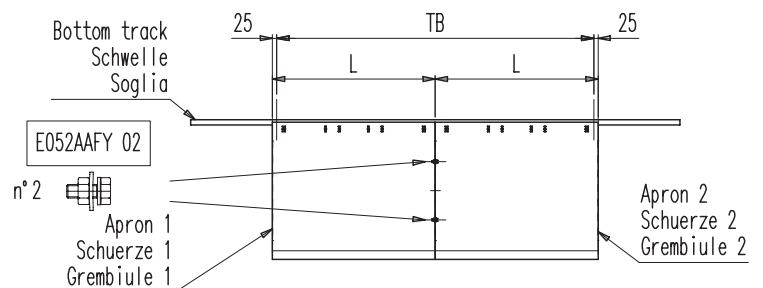
RECTANGULAR SLOT 5x10  
SCHLITZ 5x10  
RETTANGOLO 5x10

SLOT 6.5x13  
LANGLOECHE 6,5x13  
ASOLA 6.5x13

RECTANGULAR SLOT 5x10  
SCHLITZ 5x10  
RETTANGOLO 5x10

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

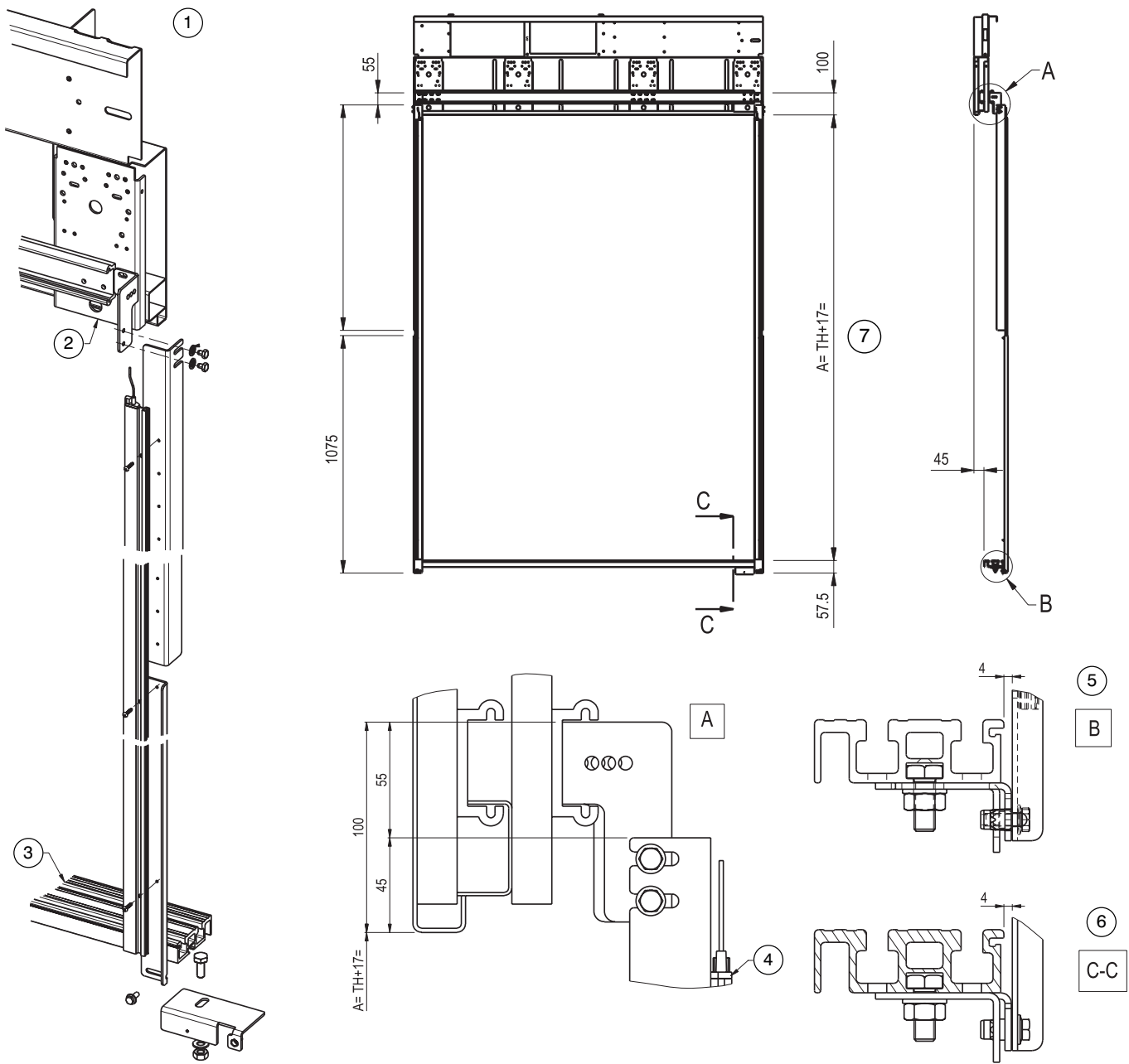
C049AAGF



DETECTOR

K 3L-R

"K" LIGHT CURTAIN SILL APPLICATION SCHEME



1	Upper application	2	Header	3	Sill	4	Detector light curtain
5	Lower application - Trailing edge	6	Lower application - Beating edge	7	Beating edge		



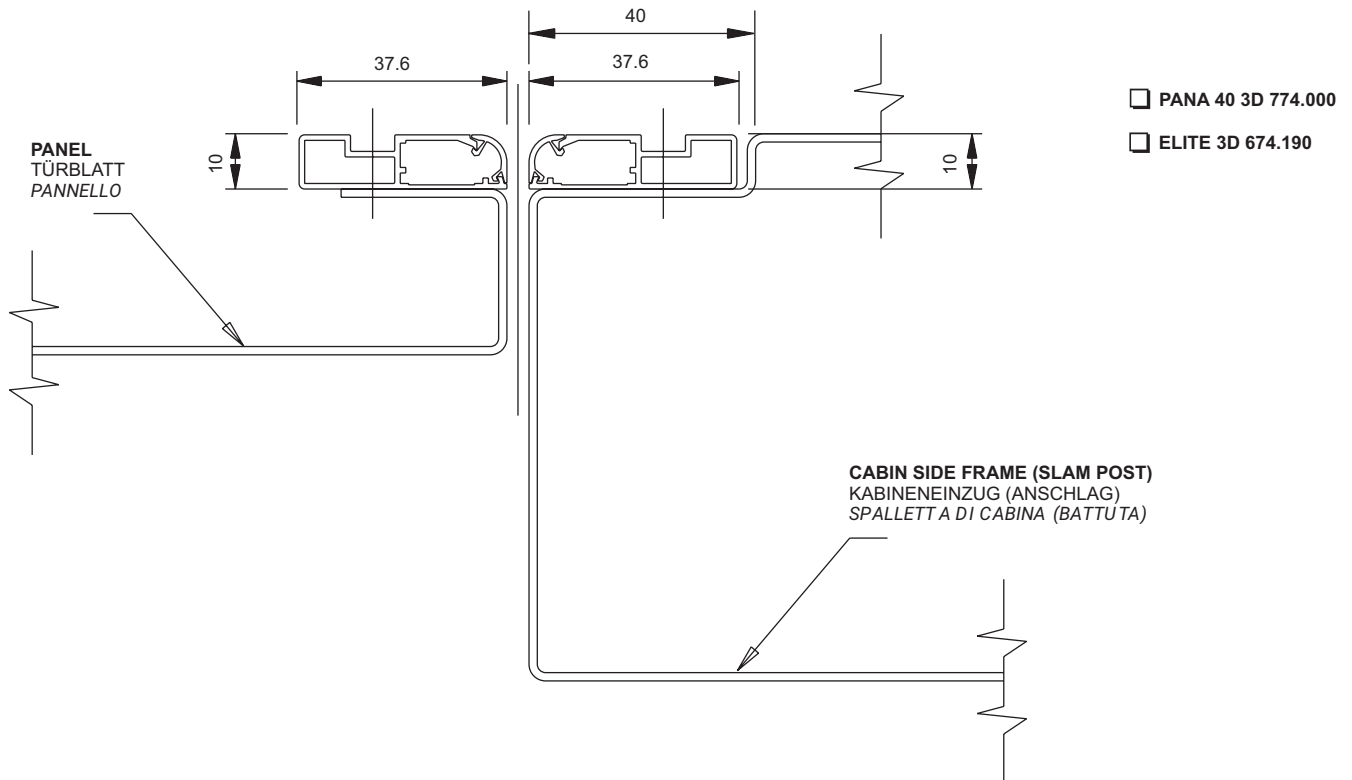
**DETECTOR 3D**

3L-R

**DETECTOR 3D (COD. 674/774)****OPTION**

☐ **PROVISION**  
VORBEREITUNG  
PREDISPOSIZIONE

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



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 AUFGUGS 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).

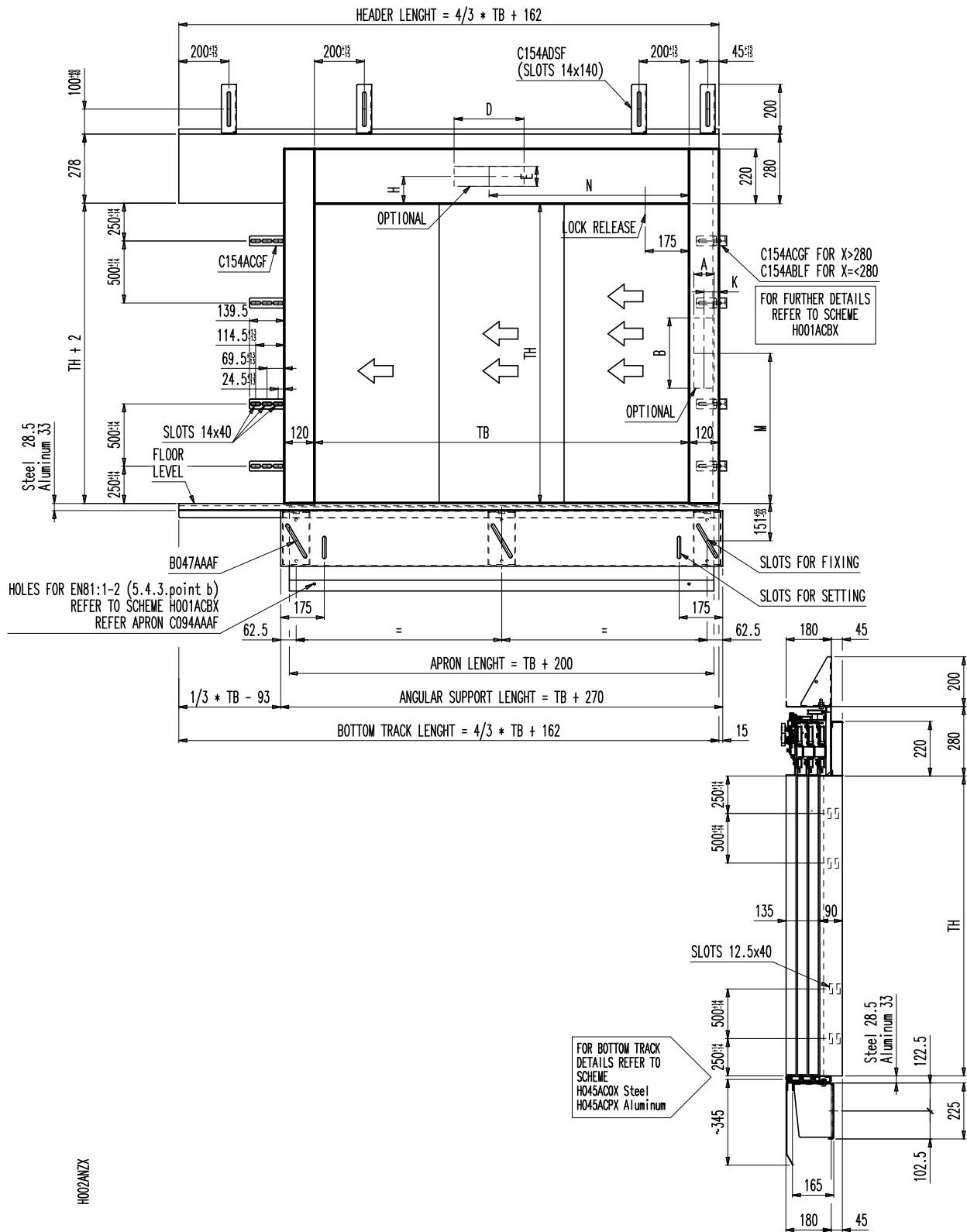
HINWEIS: Bei Feuerschutz-Türen mit Extrafahrt und bei Standard-Türen mit Extrafahrt ist der Kabineneinzug zu berücksichtigen (H001AABX)

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

## LANDING DOOR

S 3L

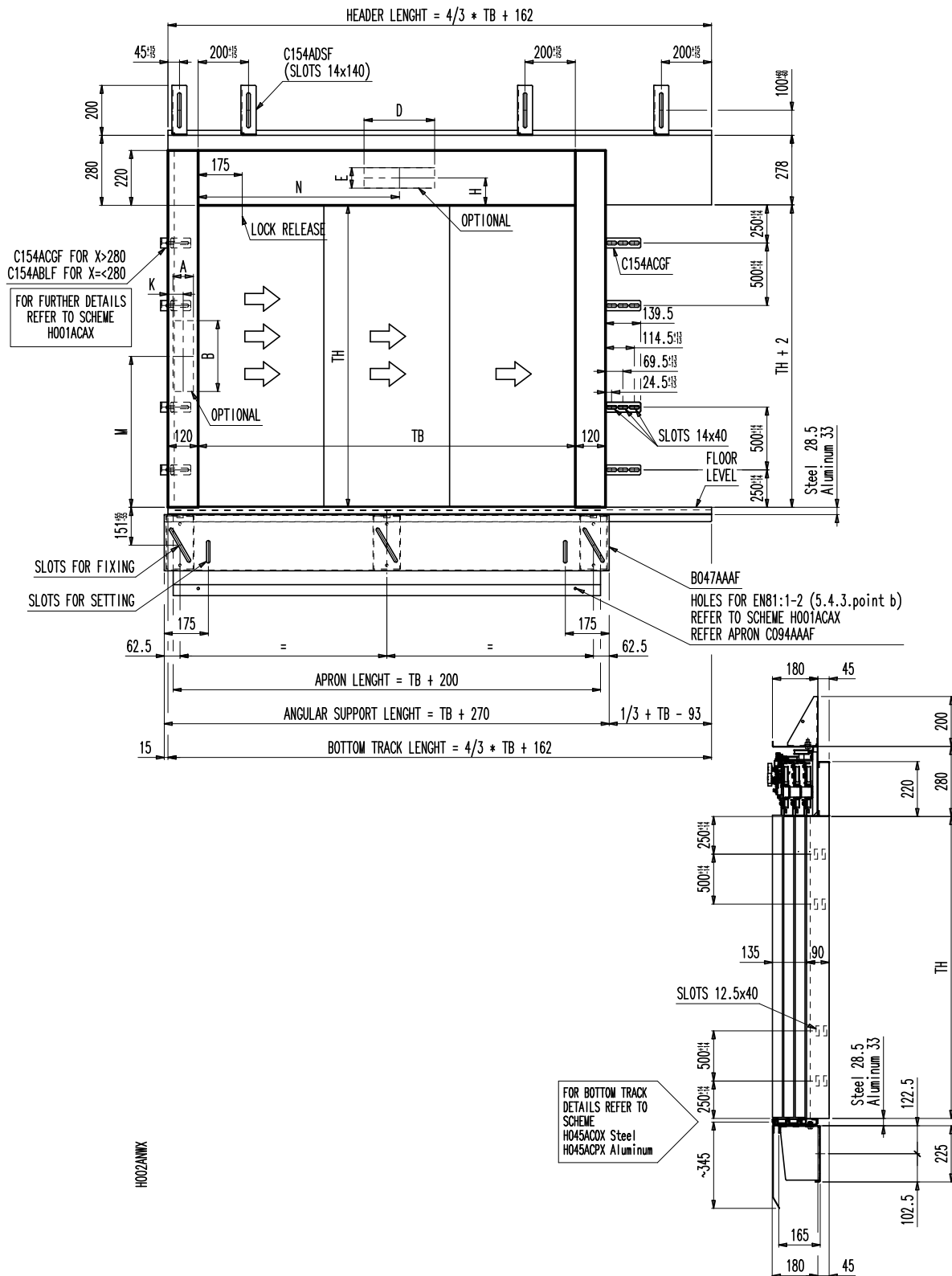
## FRONT AND SIDE VIEW OF STANDARD LANDING DOOR TB=1000 - L



## LANDING DOOR

S 3R

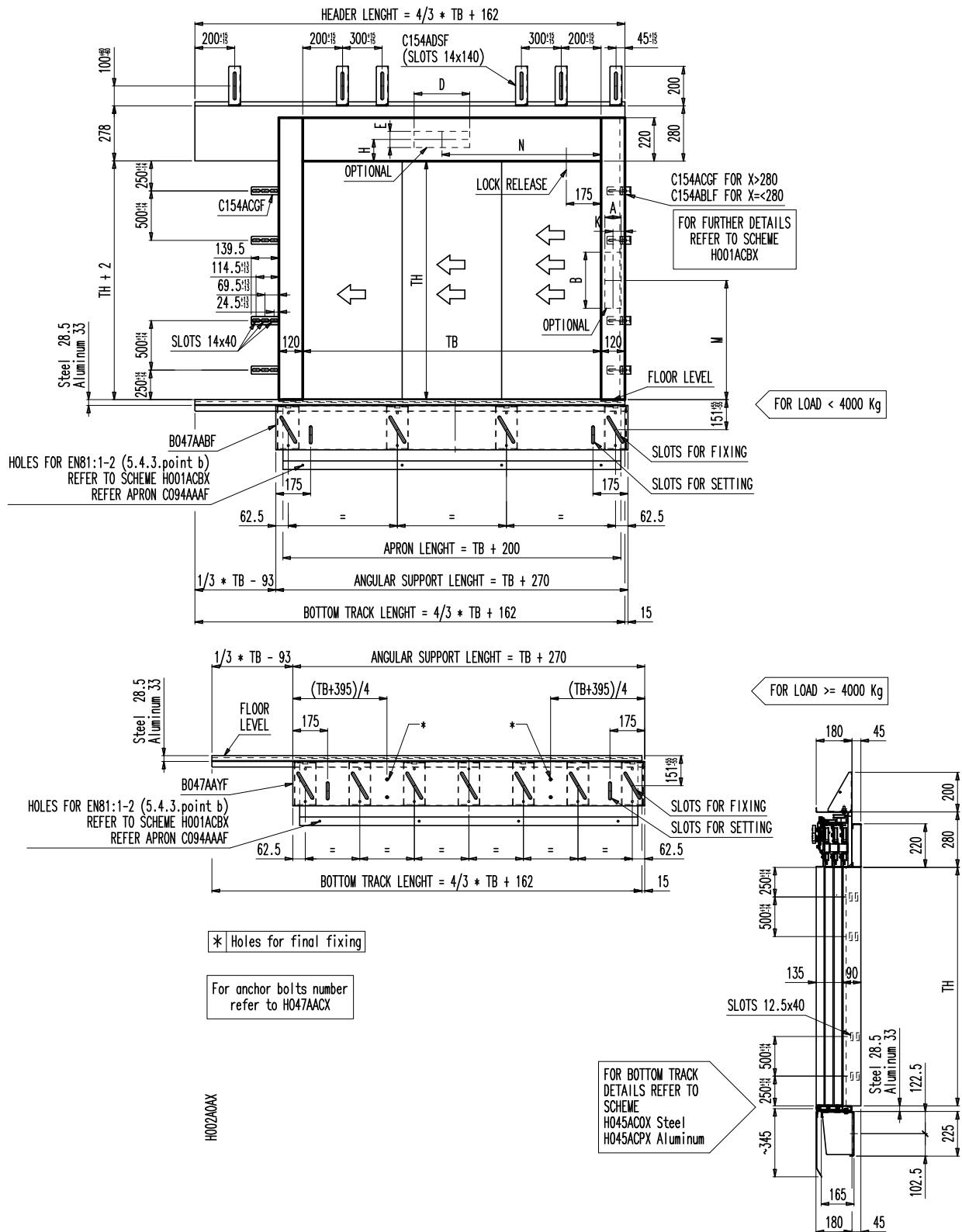
### FRONT AND SIDE VIEW OF STANDARD LANDING DOOR TB=1000 - R



## LANDING DOOR

S 3L

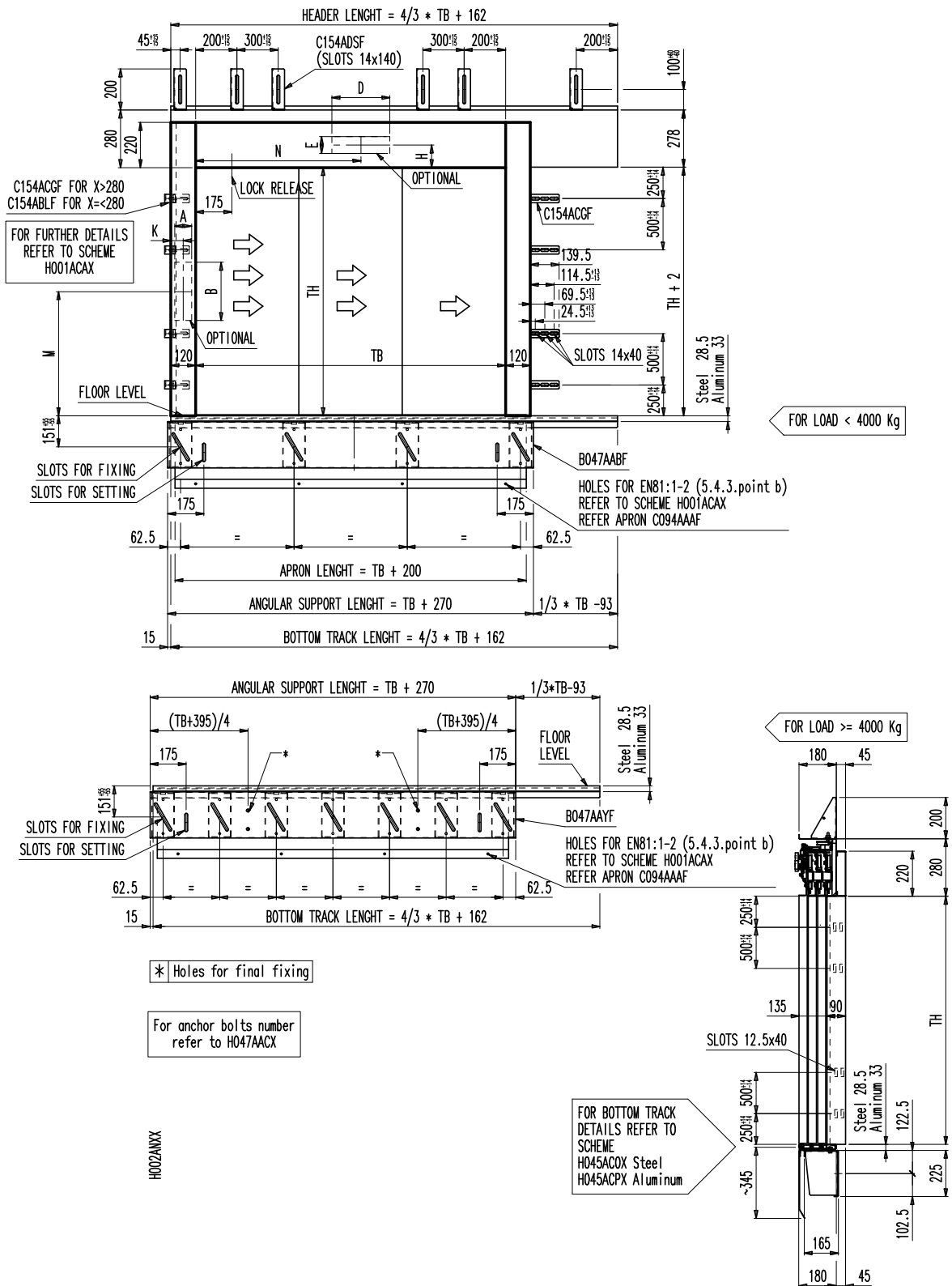
### FRONT AND SIDE VIEW OF STANDARD LANDING DOOR 1000<TB≤1600 - L



## LANDING DOOR

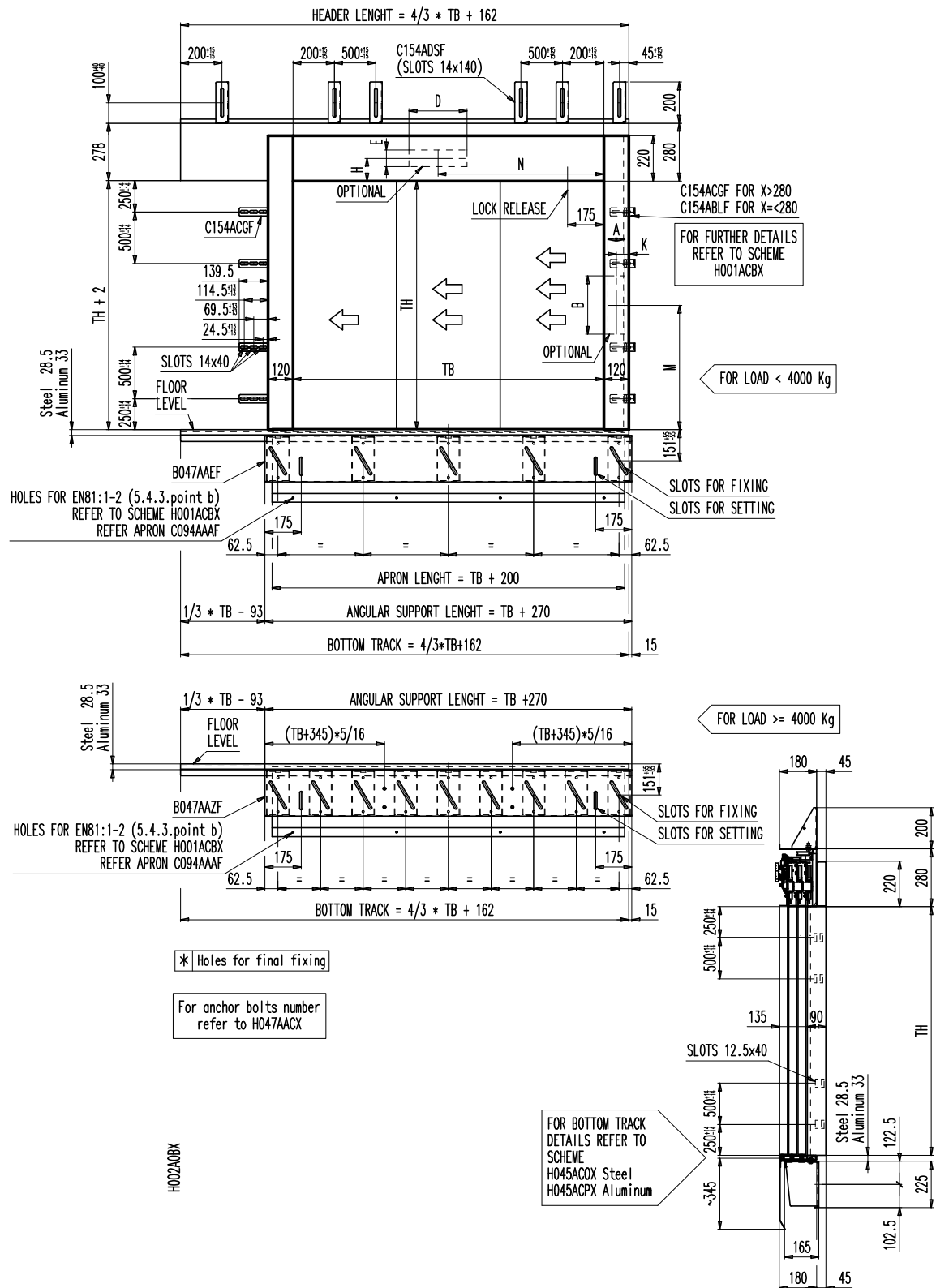
S 3R

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



## LANDING DOOR

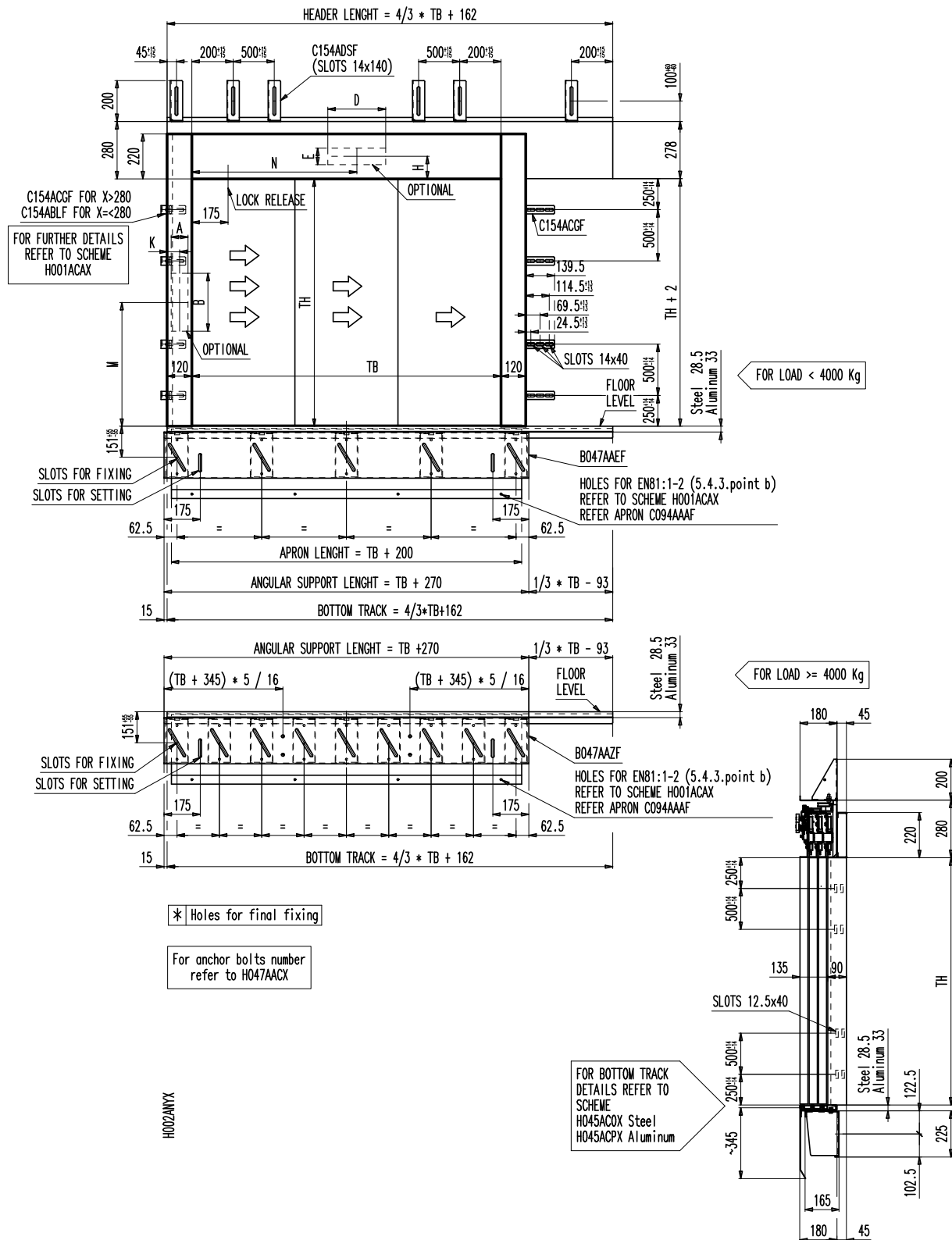
S 3L

FRONT AND SIDE VIEW OF STANDARD LANDING DOOR  $1600 < TB \leq 2000$  - L

## LANDING DOOR

S 3R

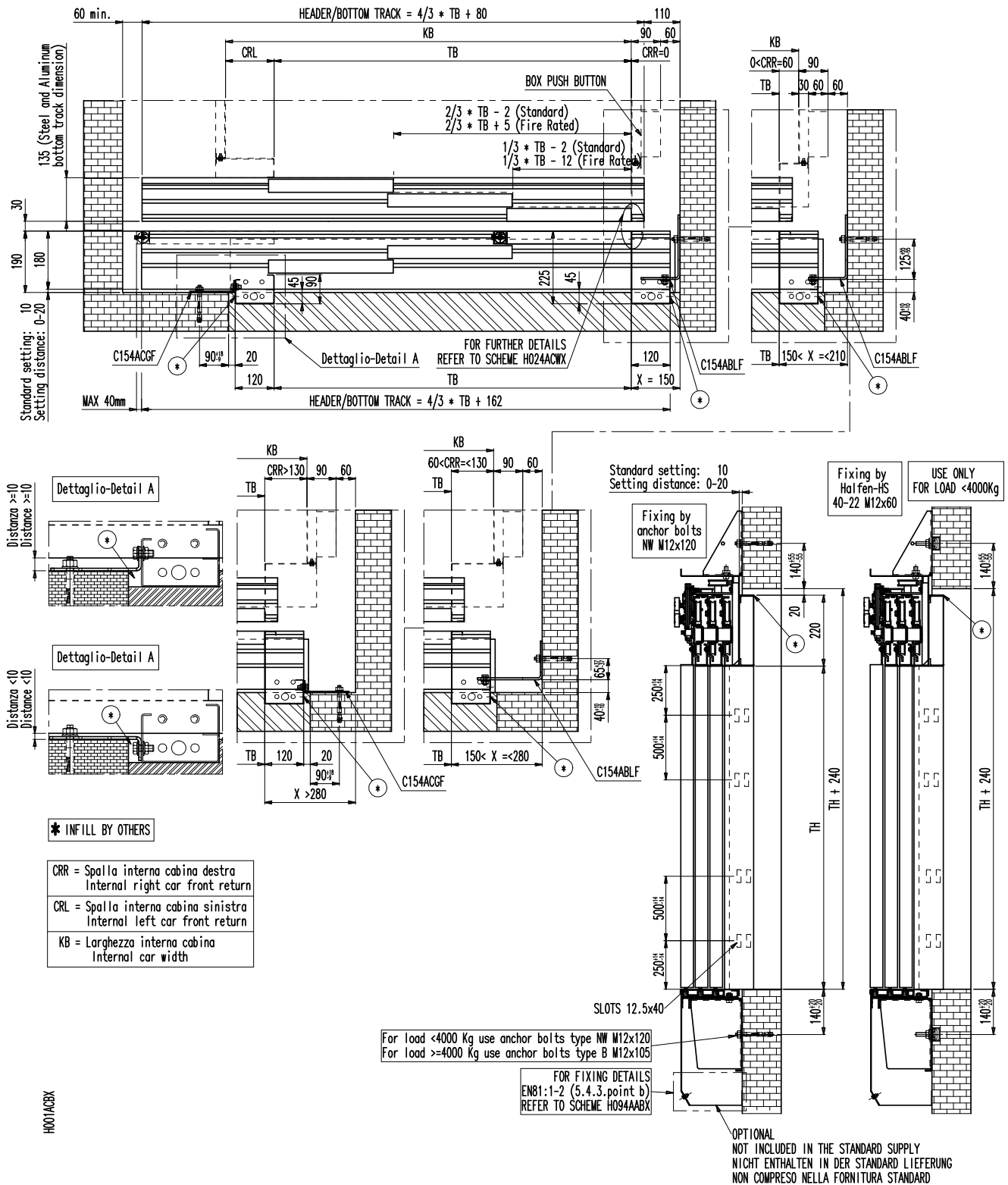
### FRONT AND SIDE VIEW OF STANDARD LANDING DOOR 1600<TB≤2000 - R



## FIXINGS K

K S 3L

## COUPLING AND INSTALLATION CAR AND LANDING DOOR - L

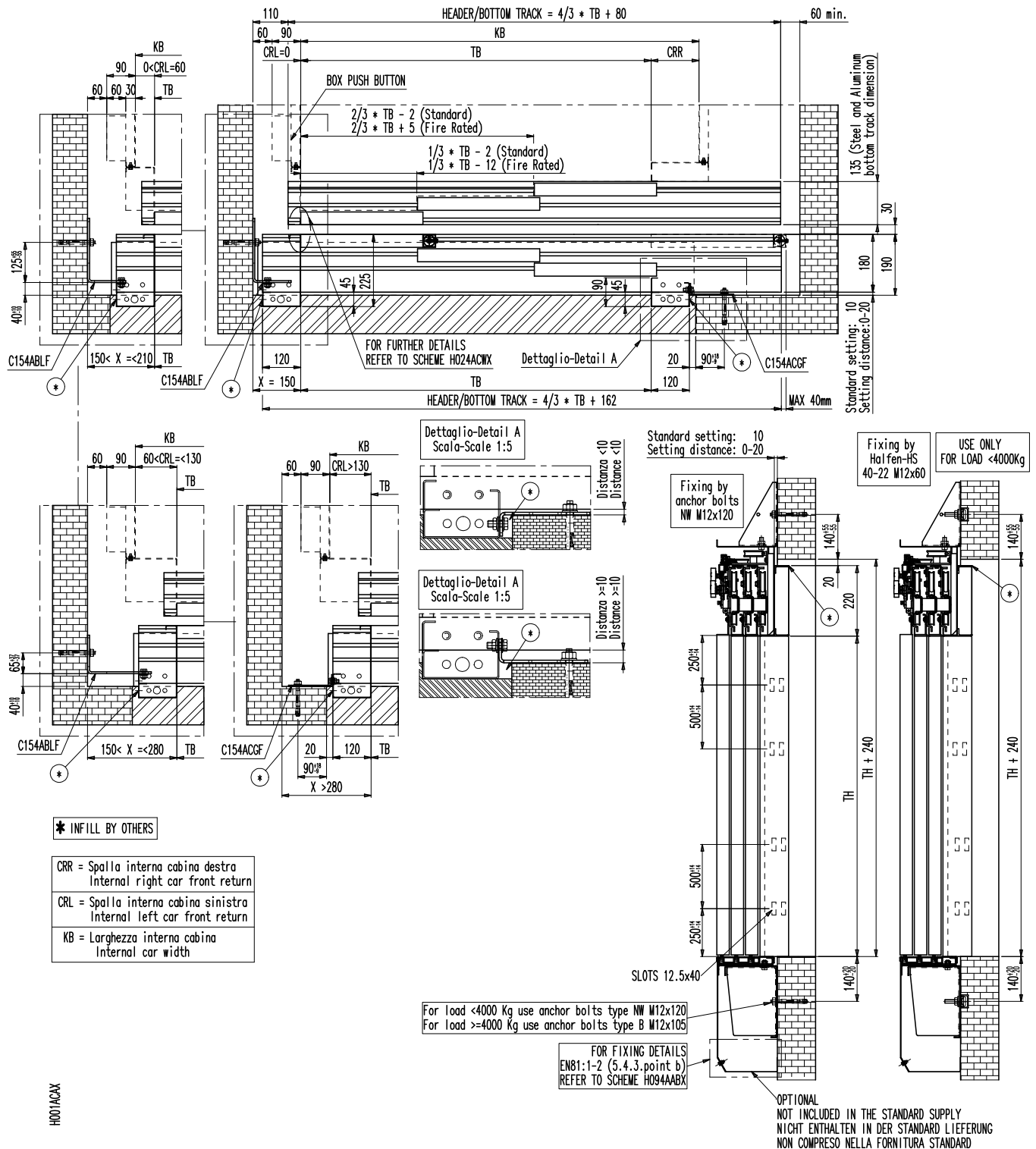


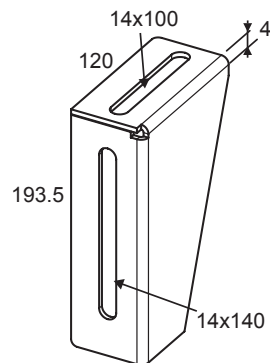
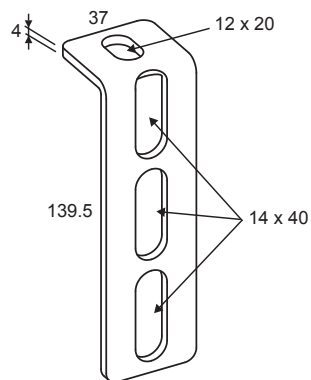
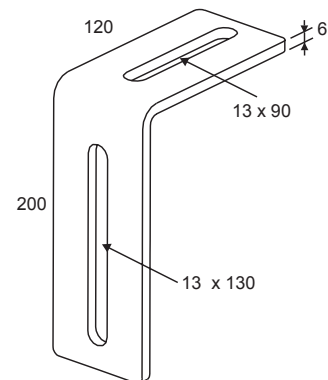


## FIXINGS K

K S 3R

## COUPLING AND INSTALLATION CAR AND LANDING DOOR - R



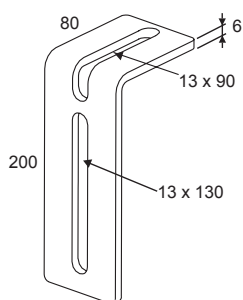
**FIXINGS S****S 3L-R****LANDING DOOR FIXING BRACKETS - STANDARD****TOP STANDARD FIXING BRACKETS****C154ADSF****SIDE STANDARD FIXING BRACKETS****C154ACGF02****C154ABLF****BOTTOM STANDARD FIXING WITH ANGLE SUPPORT**

## FIXINGS S

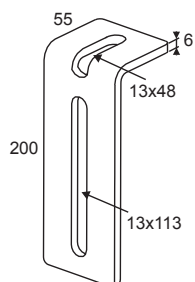
S 3L-R

**OPTIONAL FIXING BRACKETS AVAILABLE ON REQUEST**

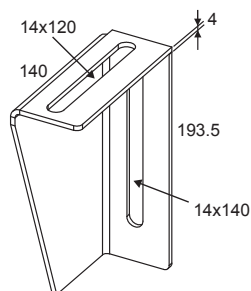
**OPTION**



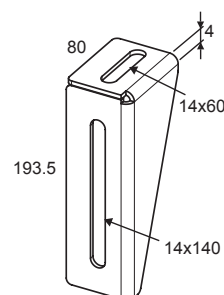
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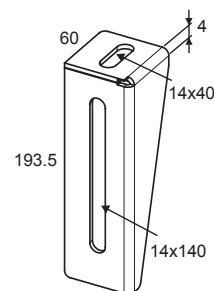
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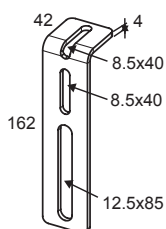
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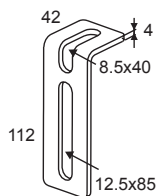
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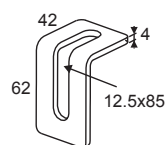
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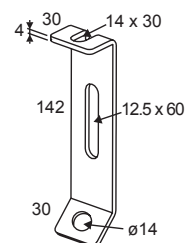
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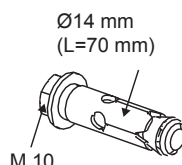
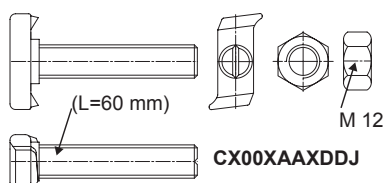
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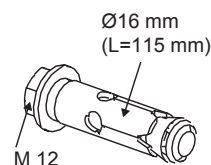
C154AARF



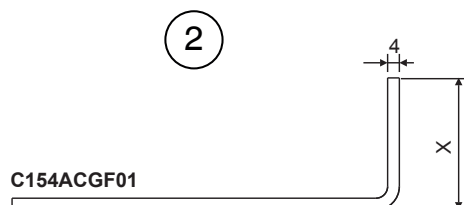
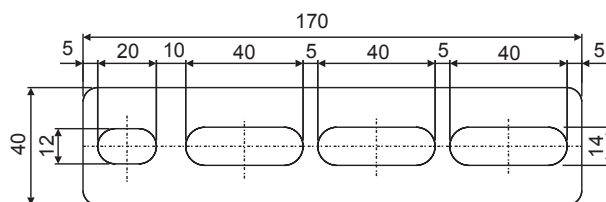
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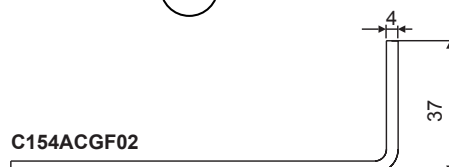
CX00XAAXBFP



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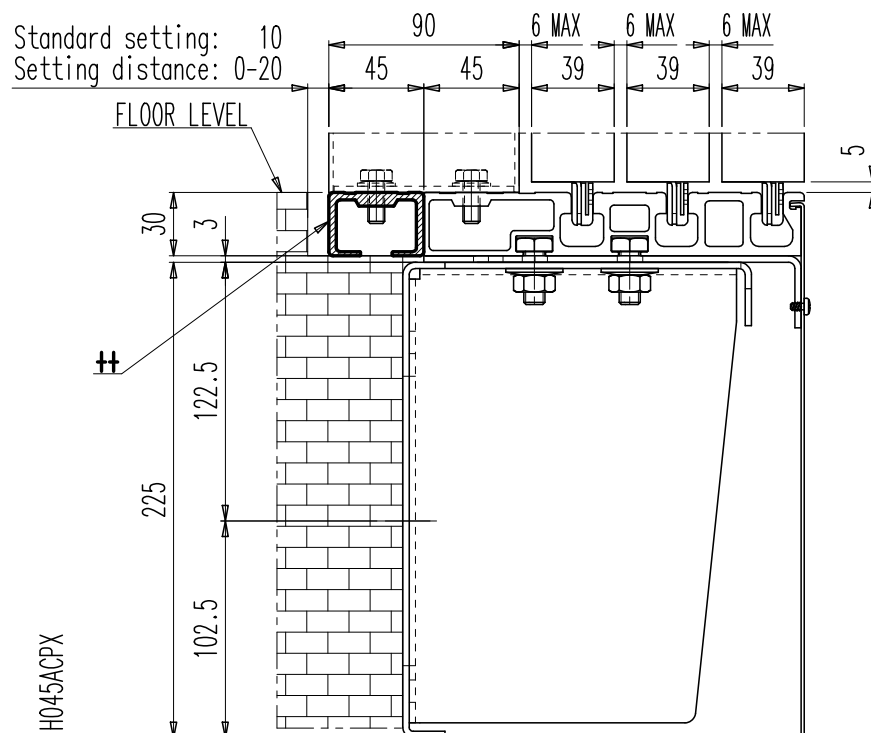
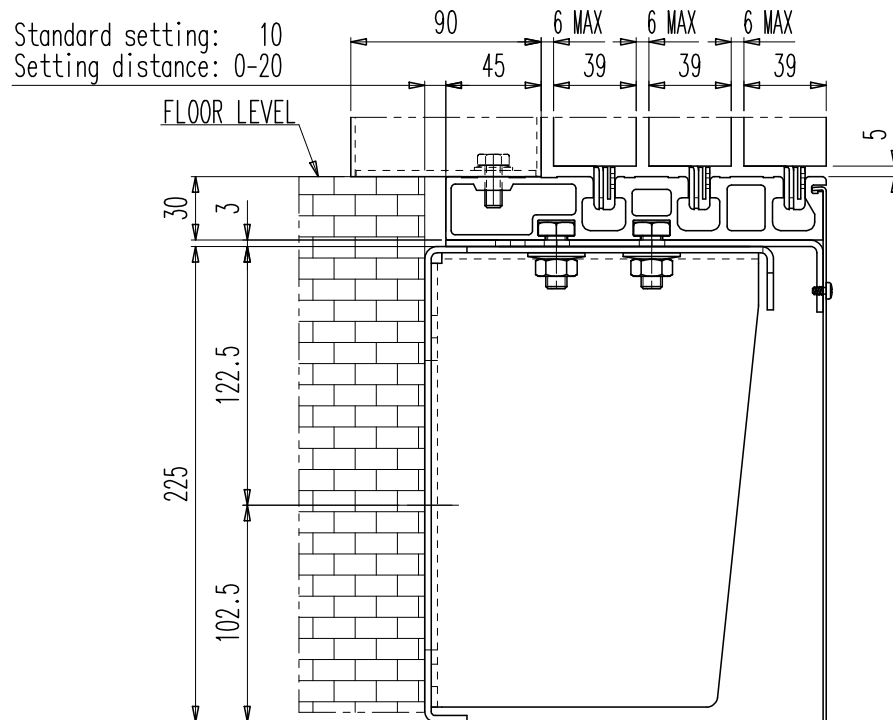


**C154ACGF01**



**C154ACGF02**

1	EXAMPLE BENDING	2	FLAT SIDE FIXING BRACKET (FOR BENDING "ON SITE")	3	FLAT SIDE FIXING BRACKET SUPPLIED ALREADY BENT
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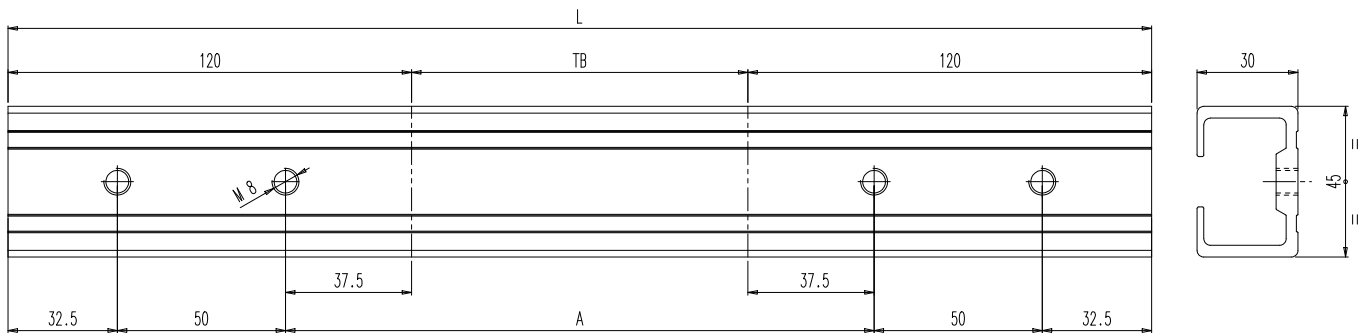
**BOTTOM TRACKS****S 3L-R****ALUMINIUM BOTTOM TRACK SUPPORT FIXING SCHEME**

OPTION ++  
ADDITIONAL SILL ELEMENT C149AKGA

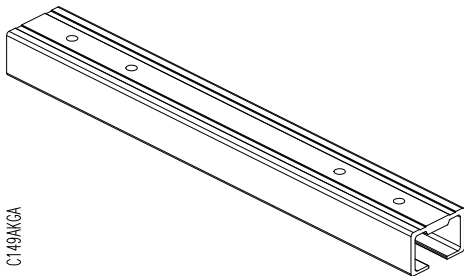
ALUMINIUM TRACK

S 3L-R

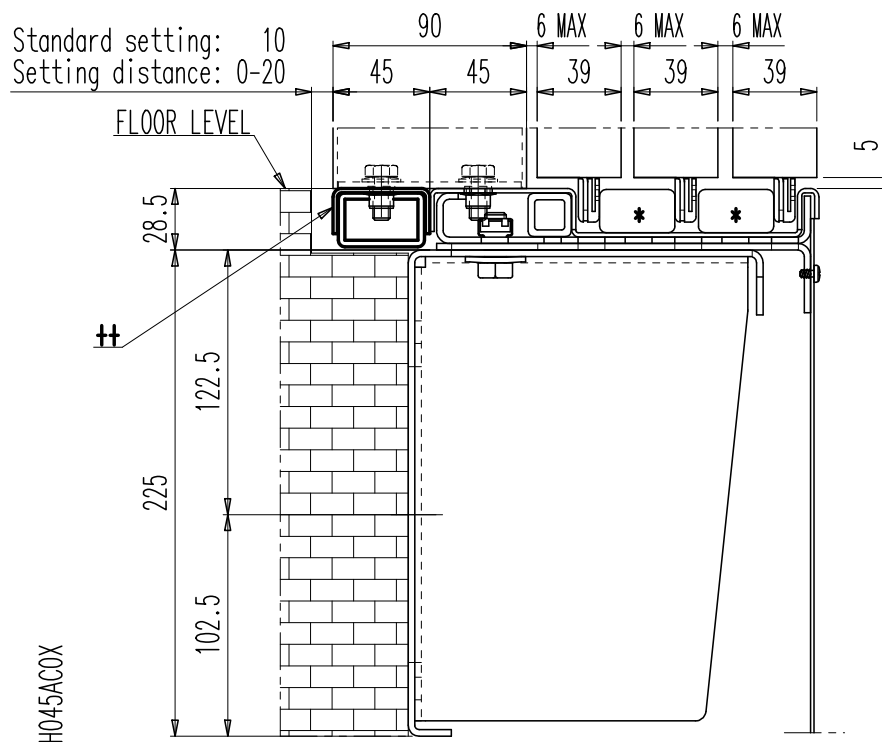
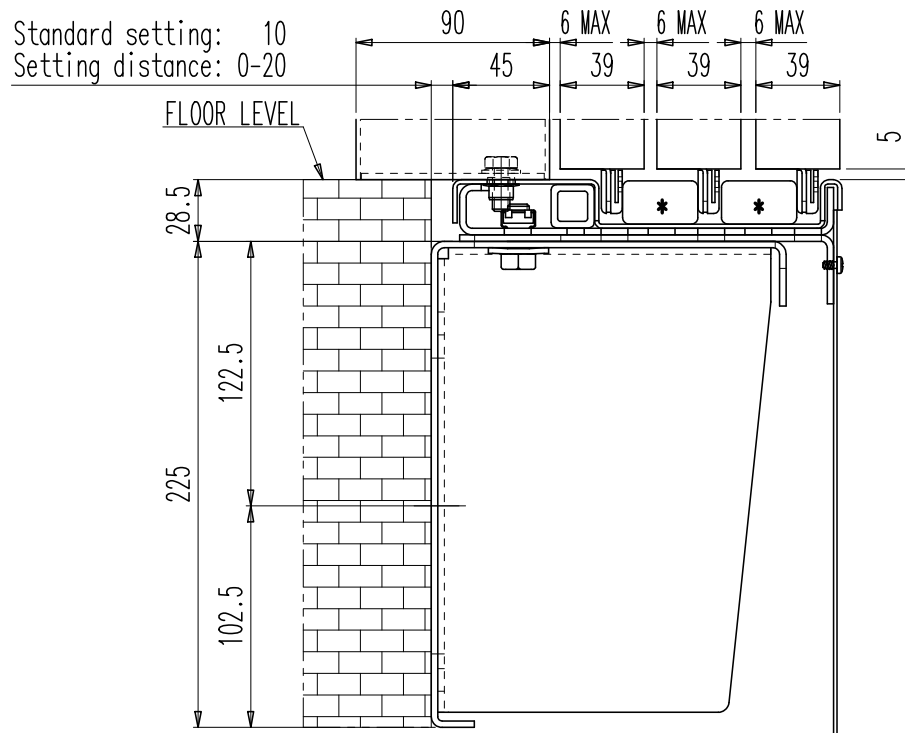
CLOSE ADDITIONAL PROFILE FOR ALUMINIUM TRACK



A	TB+75
L	TB+240



C149AKGA

**BOTTOM TRACKS****S 3L-R****STEEL BOTTOM TRACK SUPPORT FIXING SCHEME**

**OPTION ++**  
ADDITIONAL SILL ELEMENT B149AFVX

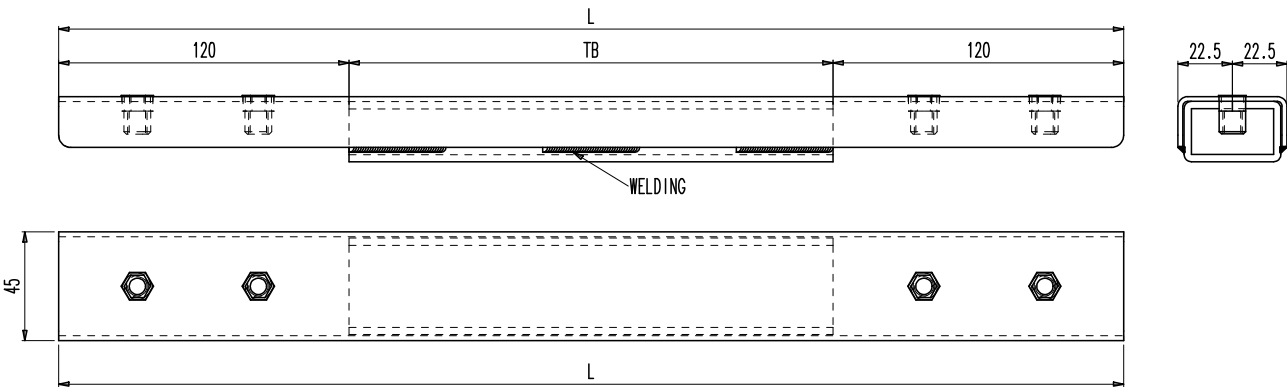


**\*** TB<1200 SILL HOLLOW SECTION  
TB >=1200 SILL SOLID TUBE

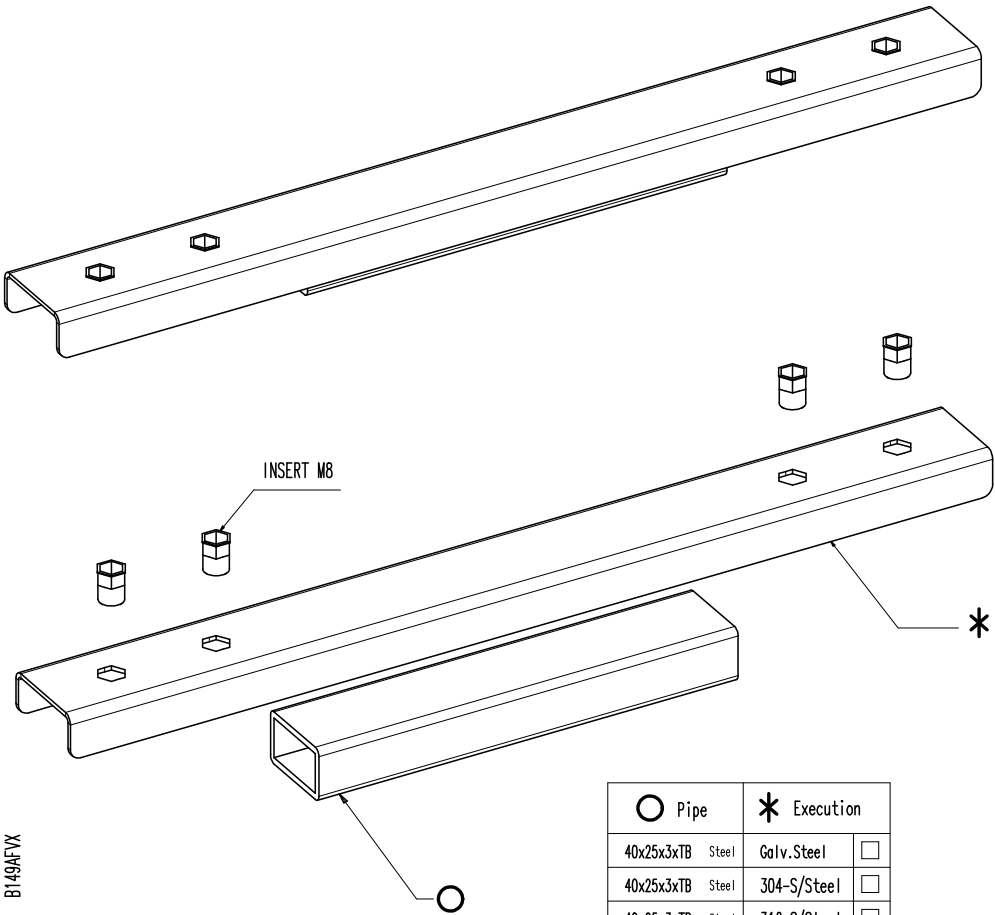
STEEL/INOX BOTTOM TRACK

S 3L-R

CLOSE ADDITIONAL PROFILE STEEL/INOX BOTTOM TRACK



L TB+240

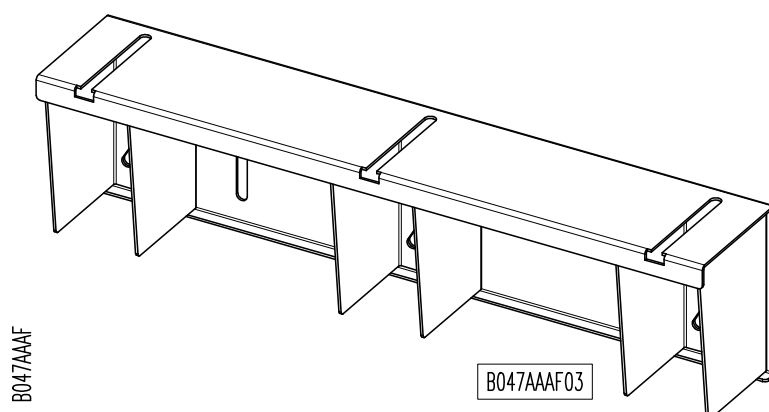
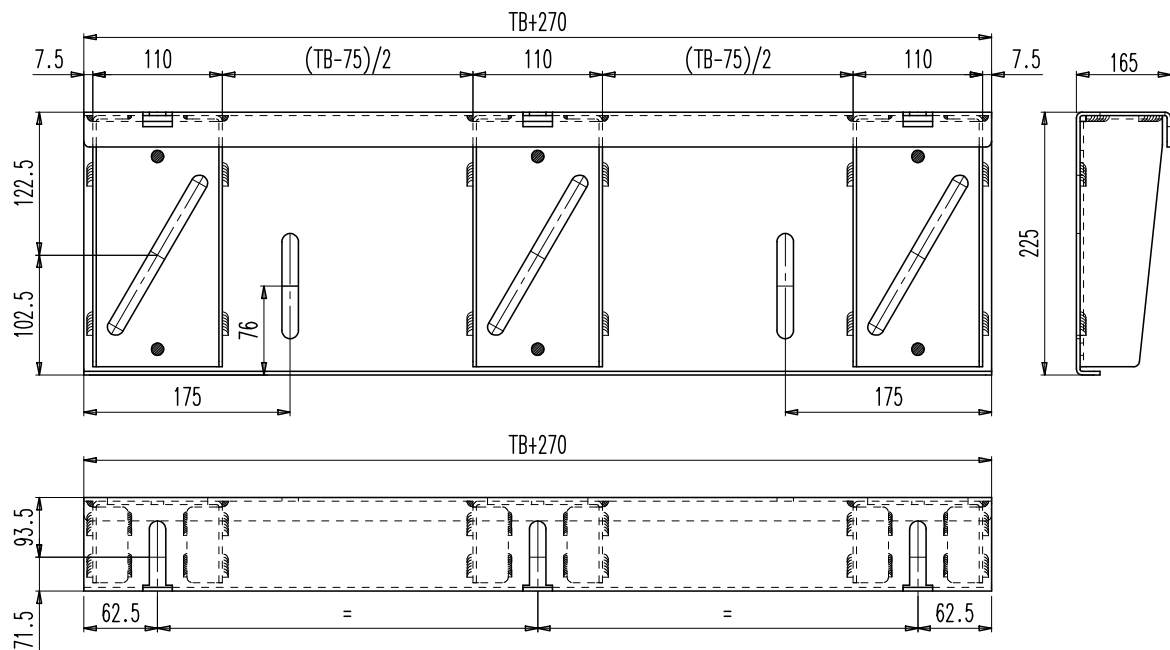


○ Pipe	* Execution
40x25x3xTB Steel	Galv.Steel <input type="checkbox"/>
40x25x3xTB Steel	304-S/Steel <input type="checkbox"/>
40x25x3xTB Steel	316-S/Steel <input type="checkbox"/>

## ANGLE SUPPORT

S 3L-R

## FULL WIDTH ANGLE SUPPORT TB&lt;1400 - LOAD CAPACITY &lt; 4000 KG

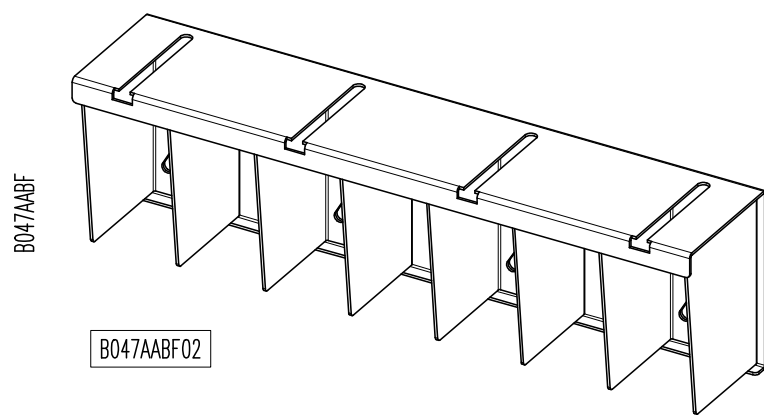
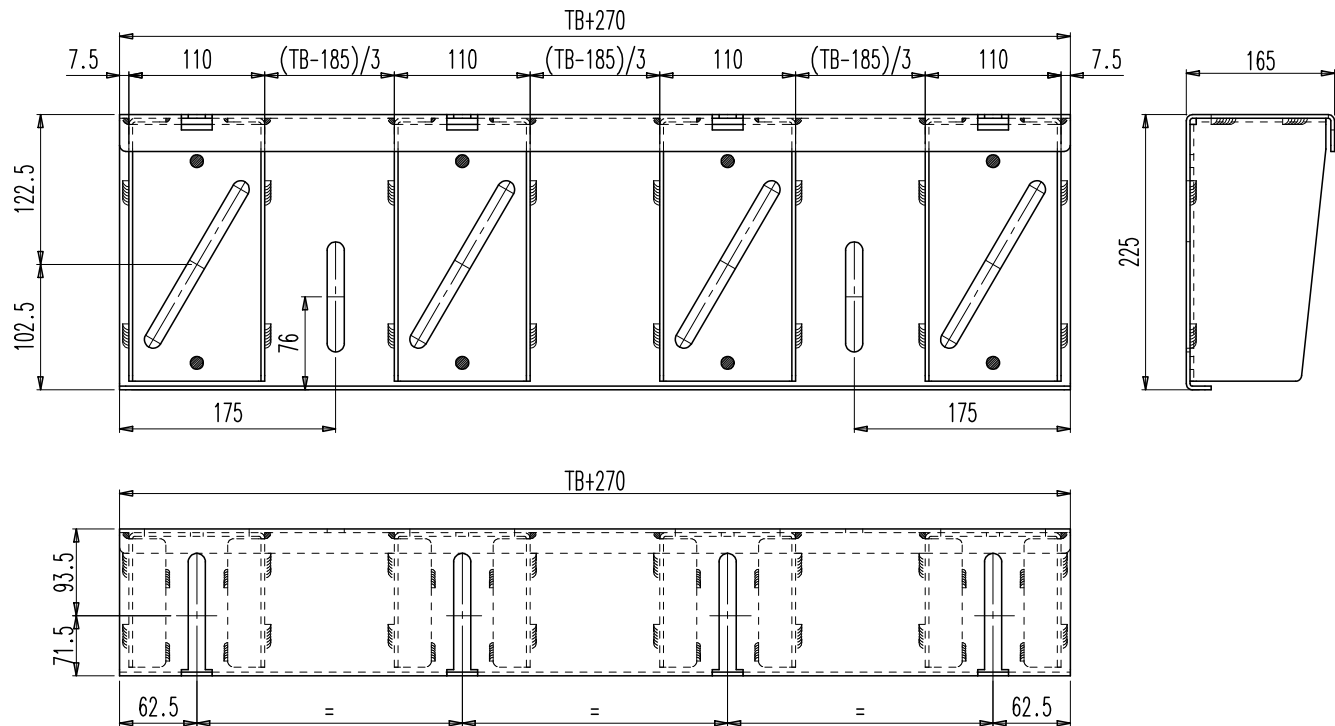




ANGLE SUPPORT

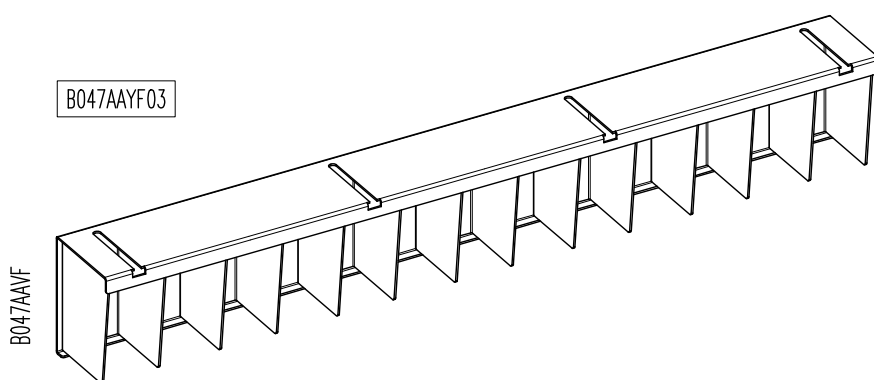
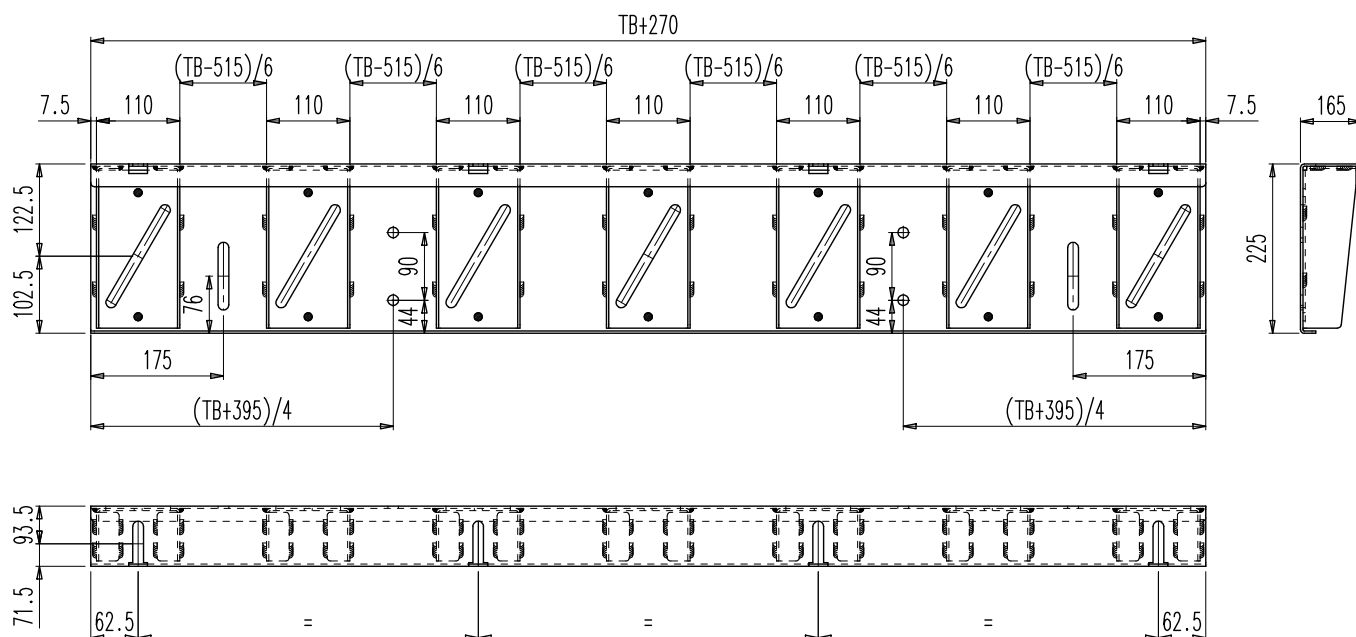
S 3L-R

FULL WITH ANGLE SUPPORT 1400<TB≤1600 - LOAD CAPACITY < 4000 KG



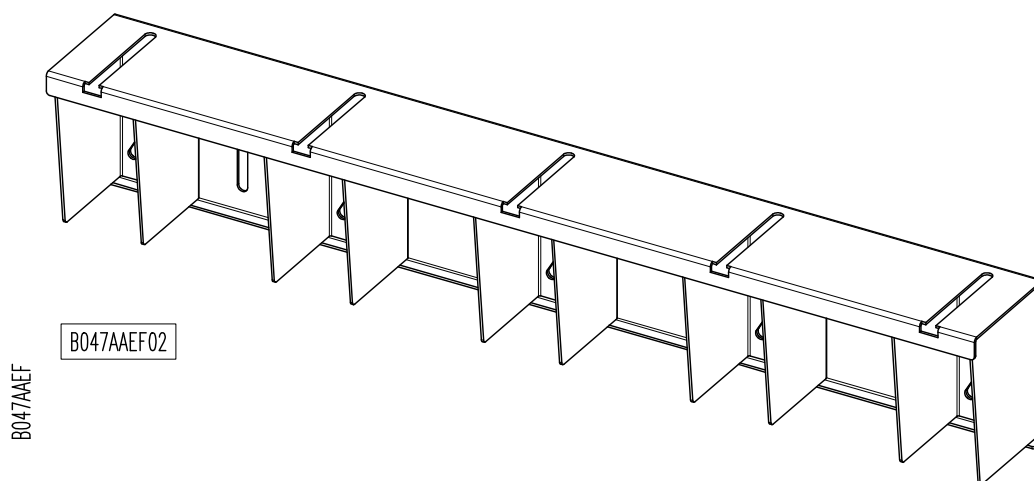
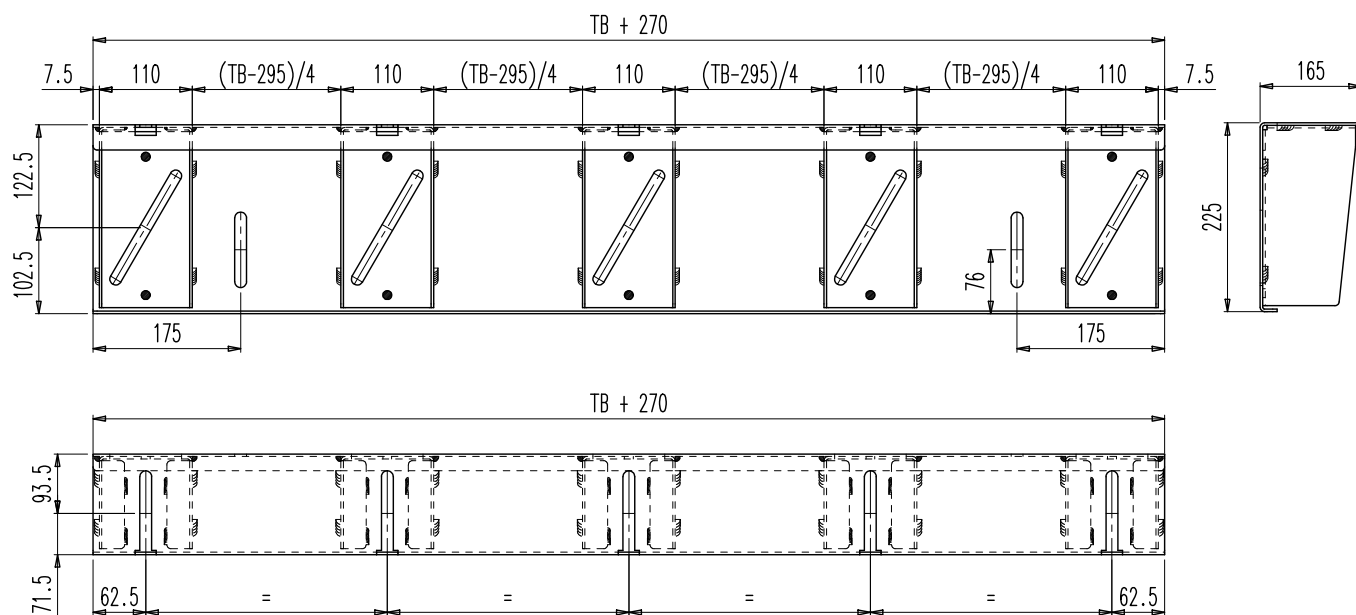
## ANGLE SUPPORT

S 3L-R

FULL WITH ANGLE SUPPORT  $1400 < TB \leq 1600$  - LOAD CAPACITY  $\geq 4000$  KG

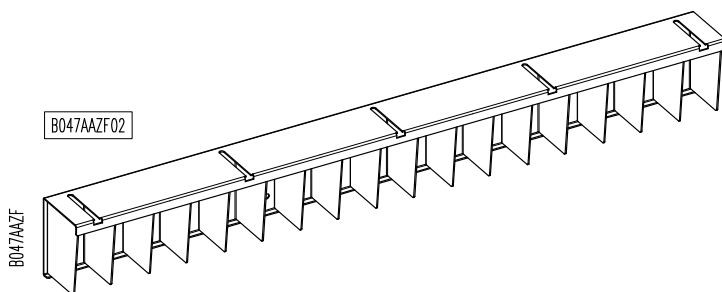
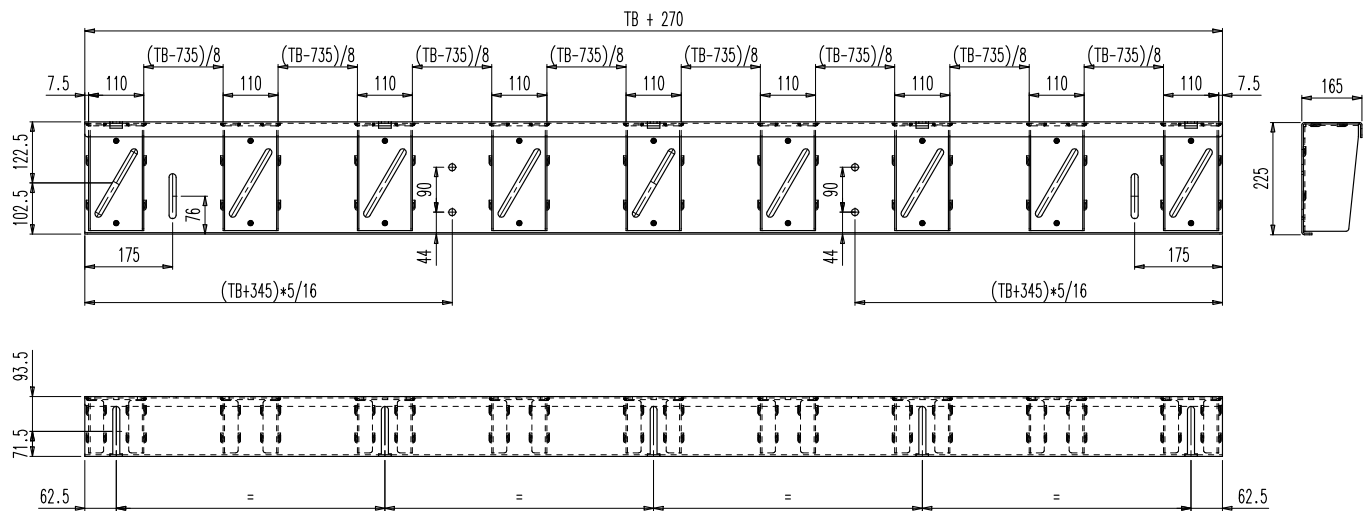
## ANGLE SUPPORT

S 3L-R

FULL WIDTH ANGLE SUPPORT  $1600 < TB \leq 2000$  - LOAD CAPACITY  $< 4000$  KG

B047AAEF

B047AAEF02

**ANGLE SUPPORT****S 3L-R****FULL WIDTH ANGLE SUPPORT 1600<TB≤2000 - LOAD CAPACITY ≥ 4000 KG**

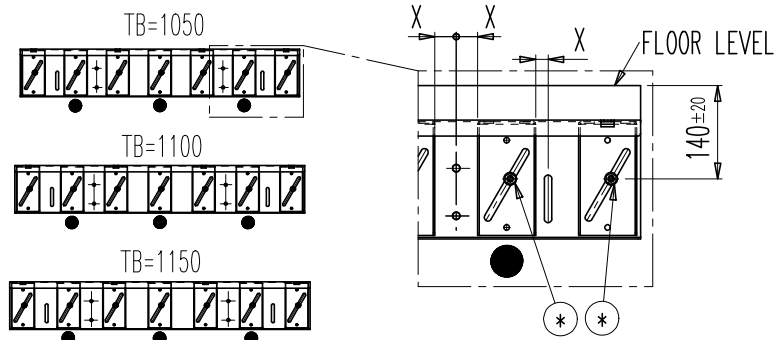
## ANGLE SUPPORT

S 3L-R

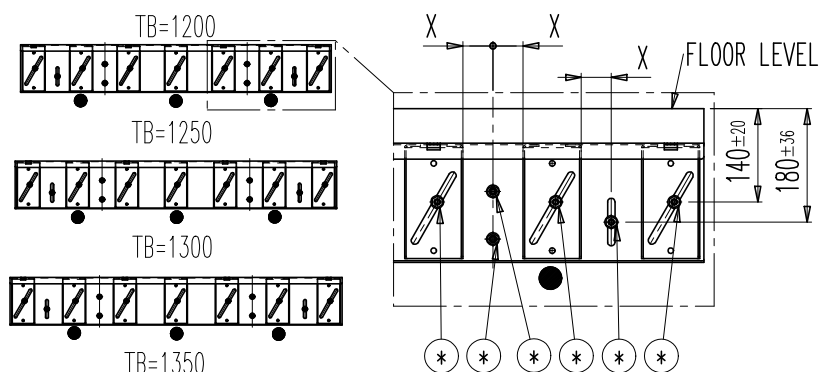
FIXING POINTS SCHEME FOR FULL WIDTH ANGLE SUPPORT FOR LIFTS WITH LOAD CAPACITY  $\geq 4000$  KG -  $1000 < TB \leq 1600$ 

ANGULAR CODE B047AAYF  
 AUFLAGENWINKER KODERN B047AAYF  
 CODICE ANGOLARE B047AAYF

USE N° 7 ANCHOR BOLTS FOR ANY TYPE  
 N° 7 DUEBELN JE TYP  
 N° 7 TASSELLI PER OGNI TIPOLOGIA



USE N° 13 ANCHOR BOLTS FOR ANY TYPE  
 N° 13 DUEBELN JE TYP  
 N° 13 TASSELLI PER OGNI TIPOLOGIA



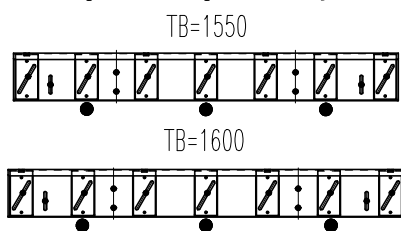
TIPOLOGIA TASSELLO - ANCHOR BOLT TYPE:  
 B 12-105/200 L=200 BOSSONG - CX00XAAXDJC

● RINFORZI AGGIUNTIVI  
 ADDITIONAL REINFORCEMENT

\* POSIZIONAMENTO TASSELLI  
 ANCHOR BOLTS POSITION

X INSERIRE TASSELLO QUANDO  $X \geq 50$ mm  
 INSERT ANCHOR BOLTS WHEN  $X \geq 50$ mm

H047AACX



## ANGLE SUPPORT

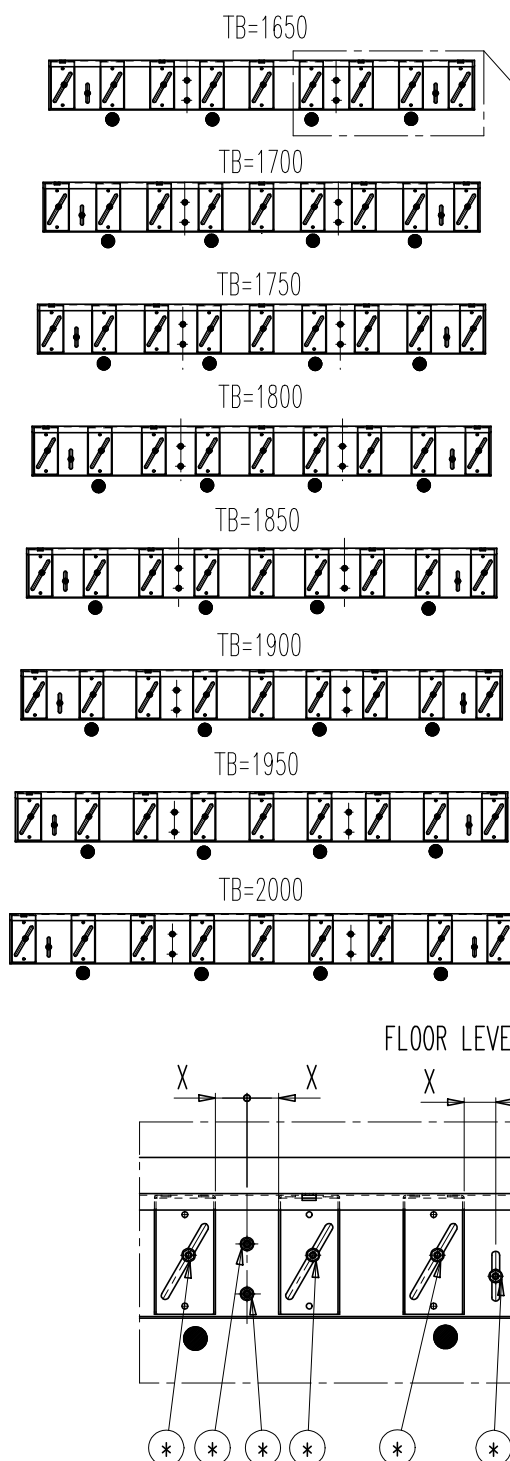
S 3L-R

**FIXING POINTS SCHEME FOR FULL WIDTH ANGLE SUPPORT FOR LIFTS WITH LOAD CAPACITY  $\geq 4000$  KG -  $1600 < TB \leq 2000$** 

ANGULAR 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

H047AACX



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

● RINFORZI AGGIUNTIVI  
 ADDITIONAL REINFORCEMENT

\* POSIZIONAMENTO TASSELLI  
 ANCHOR BOLTS POSITION

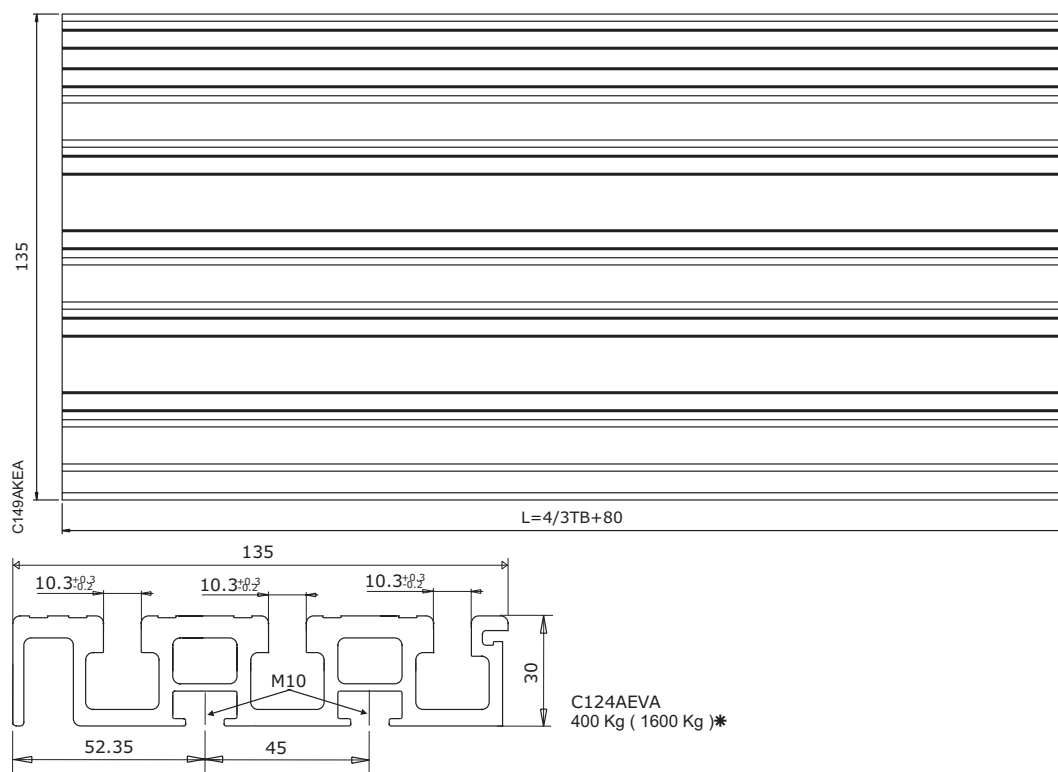
X INSERIRE TASSELLO QUANDO  $X \geq 50$ mm  
 INSERT ANCHOR BOLTS WHEN  $X \geq 50$ mm

## BOTTOM TRACKS

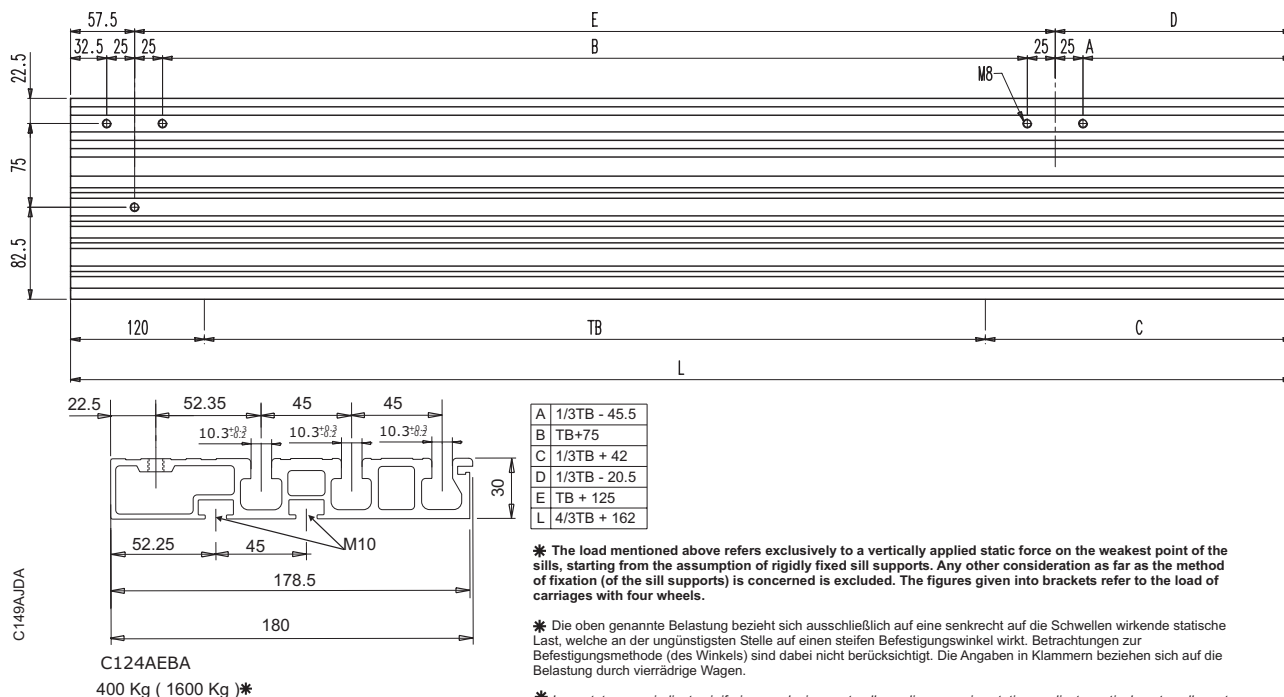
K-S 3L

## COMPLETE ALUMINIUM BOTTOM TRACK - L

## K3L CAR DOOR



## S3L LANDING DOOR

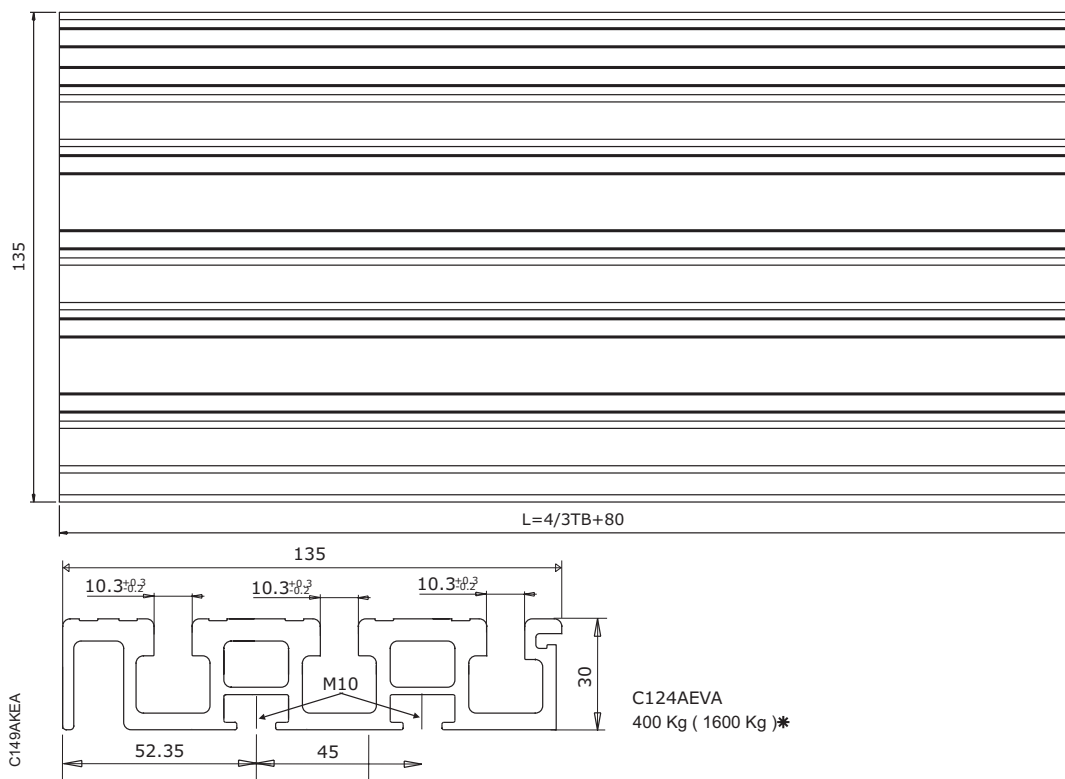


## BOTTOM TRACKS

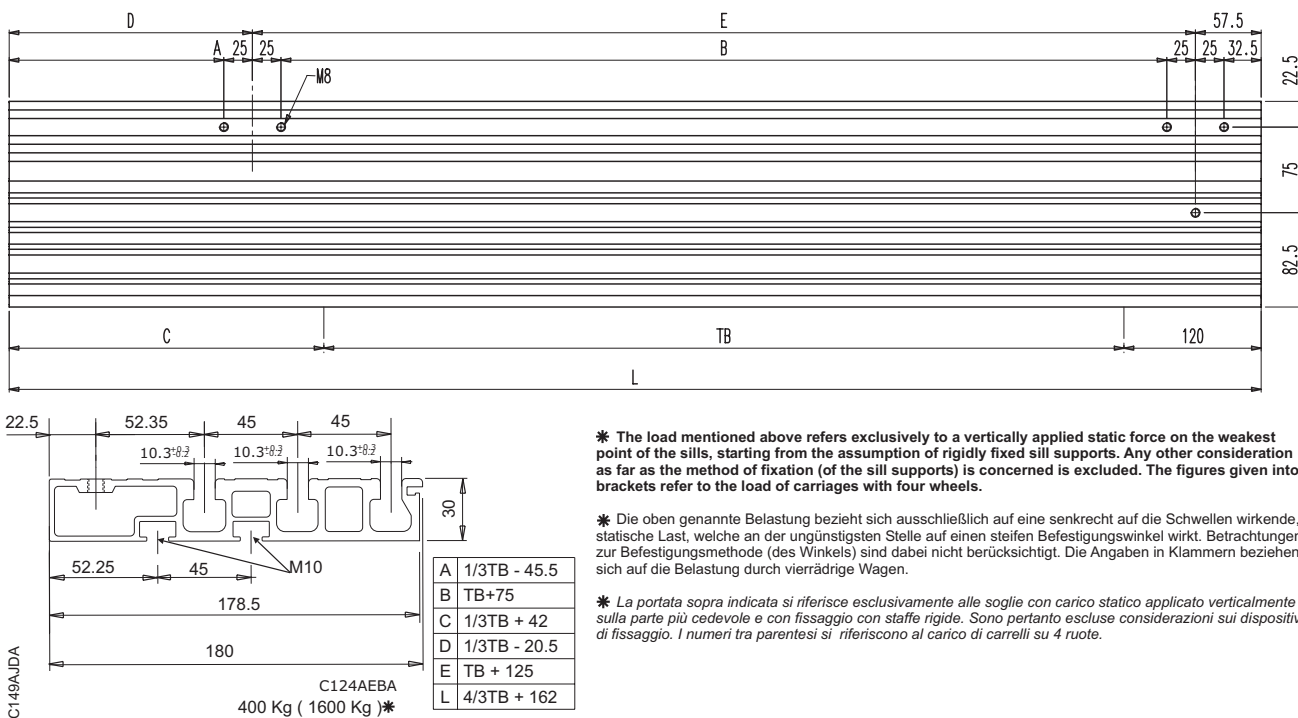
K-S 3R

## COMPLETE ALUMINIUM BOTTOM TRACK - R

## K3R CAR DOOR



## S3R LANDING DOOR



\* 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.



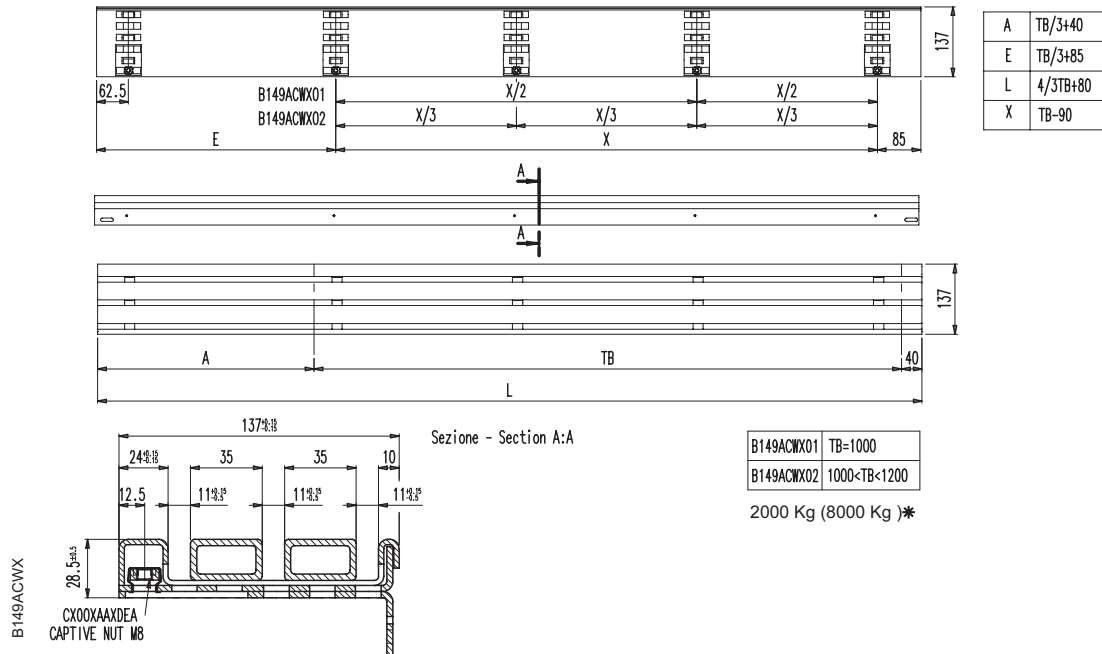
## BOTTOM TRACKS

K-S 3L

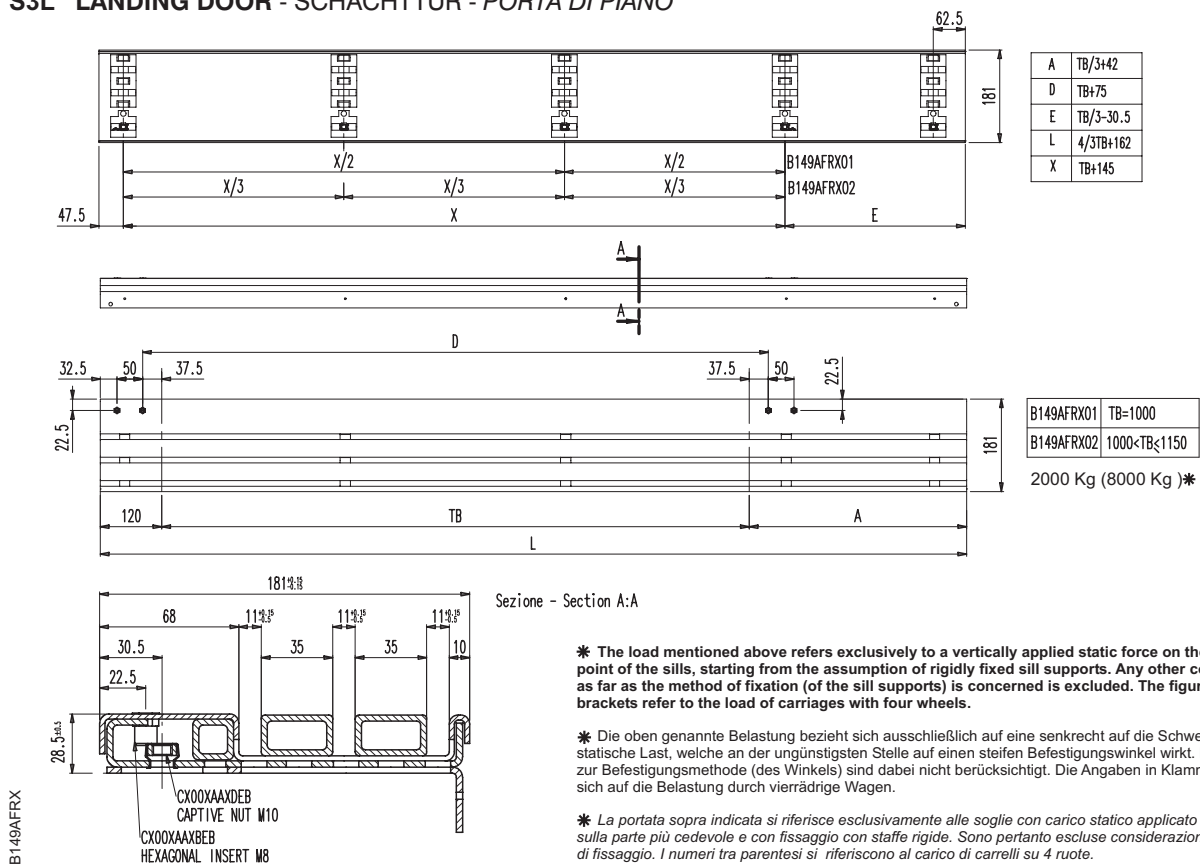
## SELFSTANDING STEEL/STAINLESS STEEL BOTTOM TRACK 1000≤TB&lt;1200 - L

OPTION

## K3L CAR DOOR - KABINETÜR - PORTA DI CABINA



## S3L LANDING DOOR - SCHACHTTÜR - PORTA DI PIANO



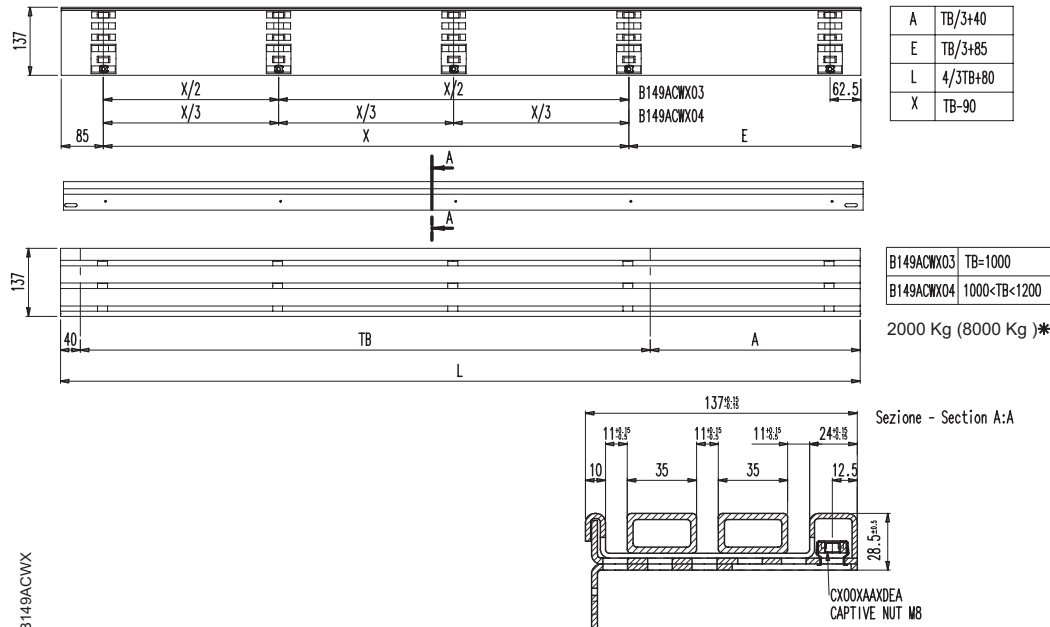
## BOTTOM TRACKS

K-S 3R

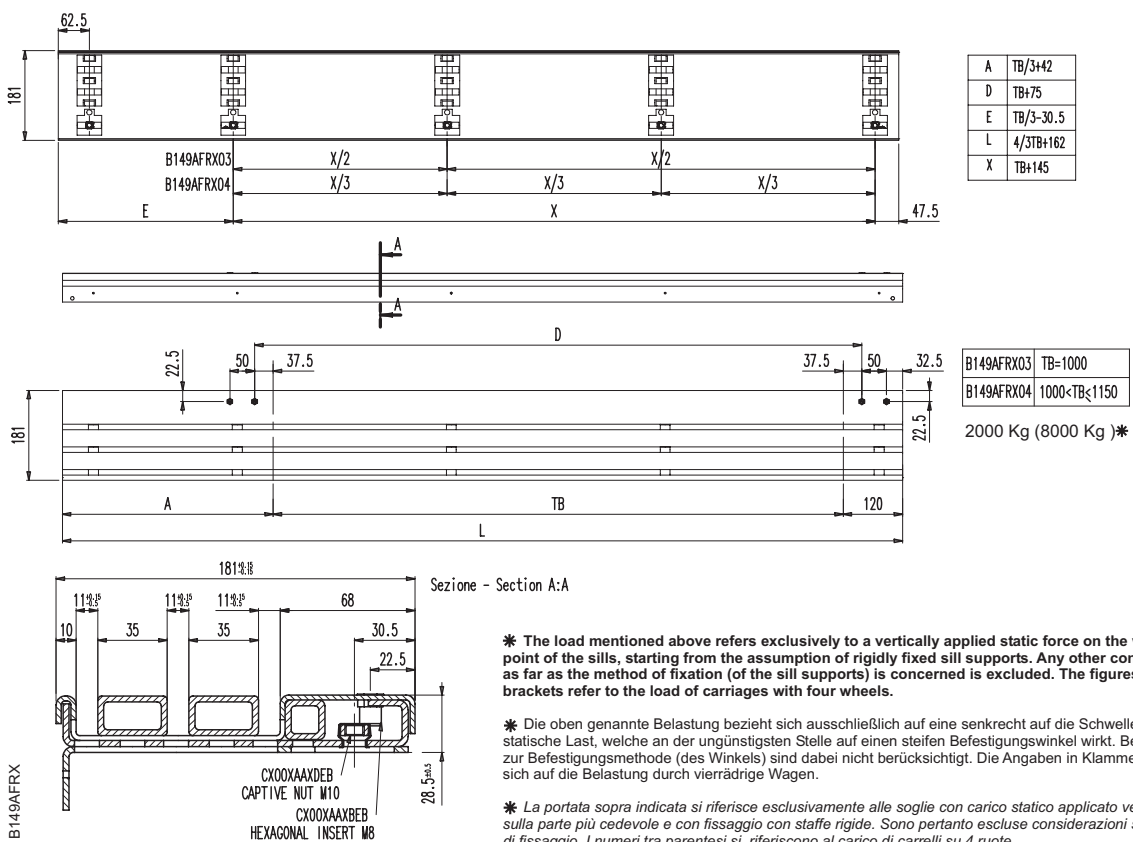
## SELFSTANDING STEEL/STAINLESS STEEL BOTTOM TRACK 1000≤TB&lt;1200 - R

OPTION

## K3R CAR DOOR - KABINETÜR - PORTA DI CABINA



## S3R LANDING DOOR - SCHACHTTÜR - PORTA DI PIANO



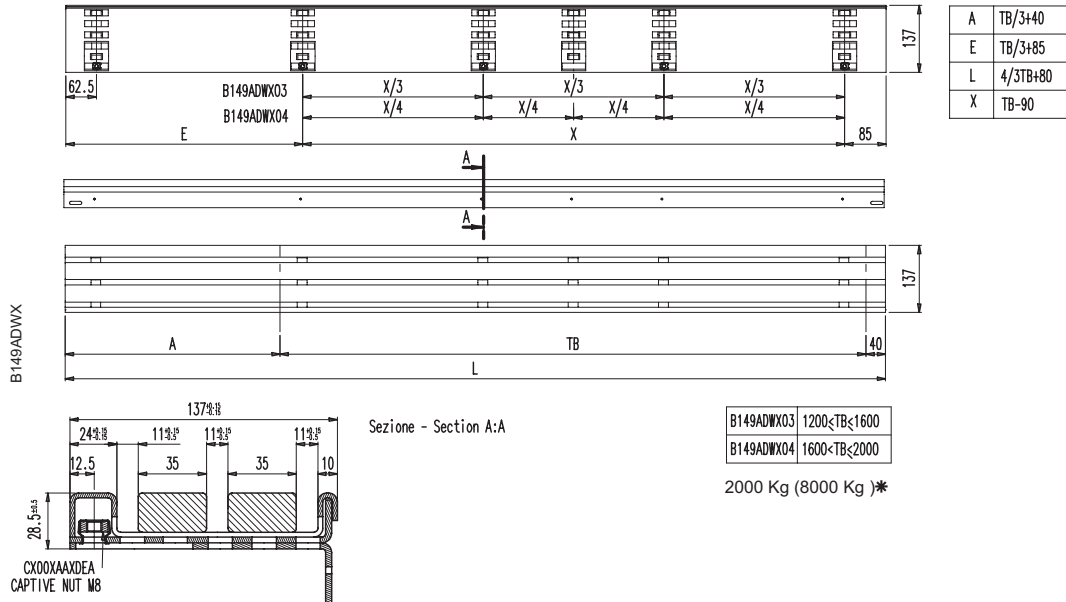
## BOTTOM TRACKS

K-S 3L

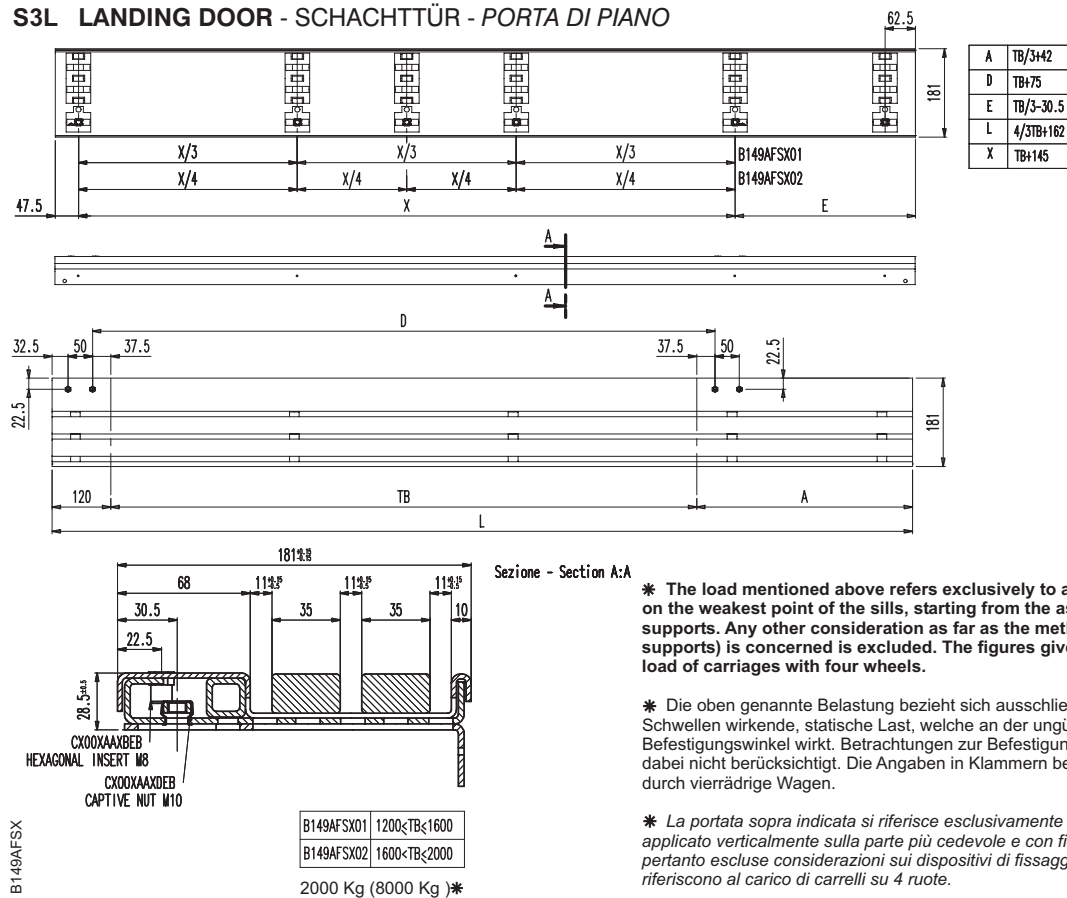
## SELFSTANDING STEEL/STAINLESS STEEL BOTTOM TRACK 1200≤TB≤2000 - L

OPTION

## K3L CAR DOOR - KABINETÜR - PORTA DI CABINA



## S3L LANDING DOOR - SCHACHTTÜR - PORTA DI PIANO



\* 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.

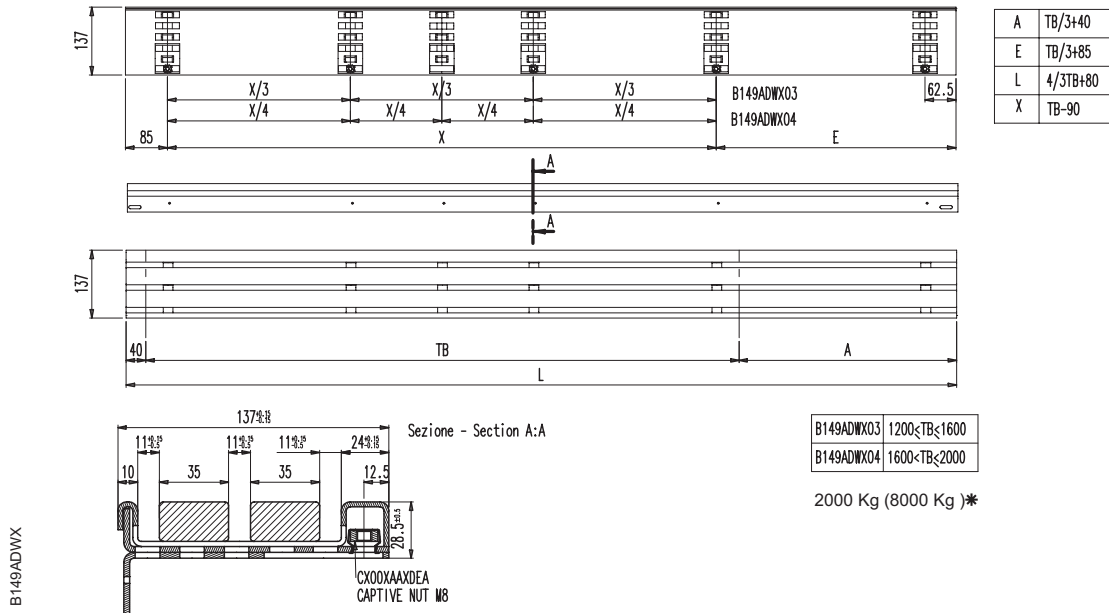
## BOTTOM TRACKS

K-S 3R

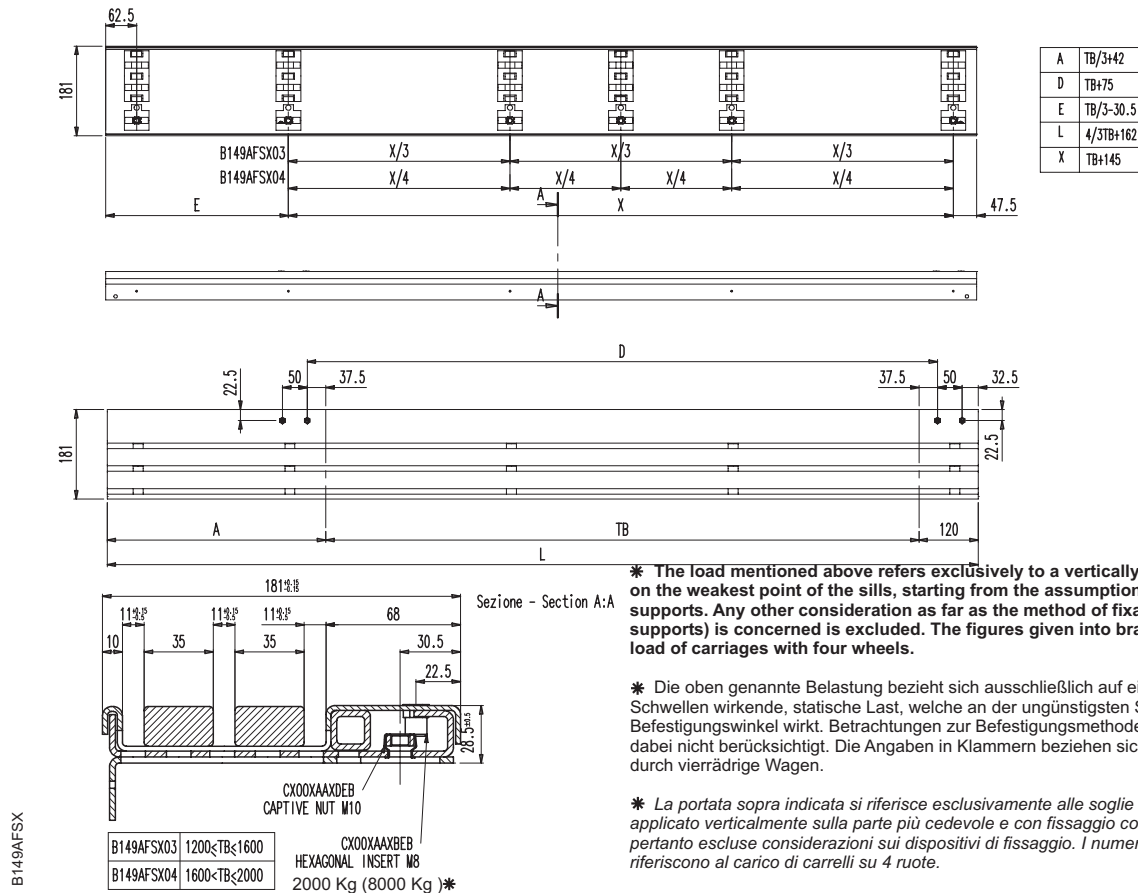
## SELFSTANDING STEEL/STAINLESS STEEL BOTTOM TRACK 1200≤TB≤2000 - R

OPTION

## K3R CAR DOOR - KABINENTÜR - PORTA DI CABINA



## S3R LANDING DOOR - SCHACHTTÜR - PORTA DI PIANO



\* 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.

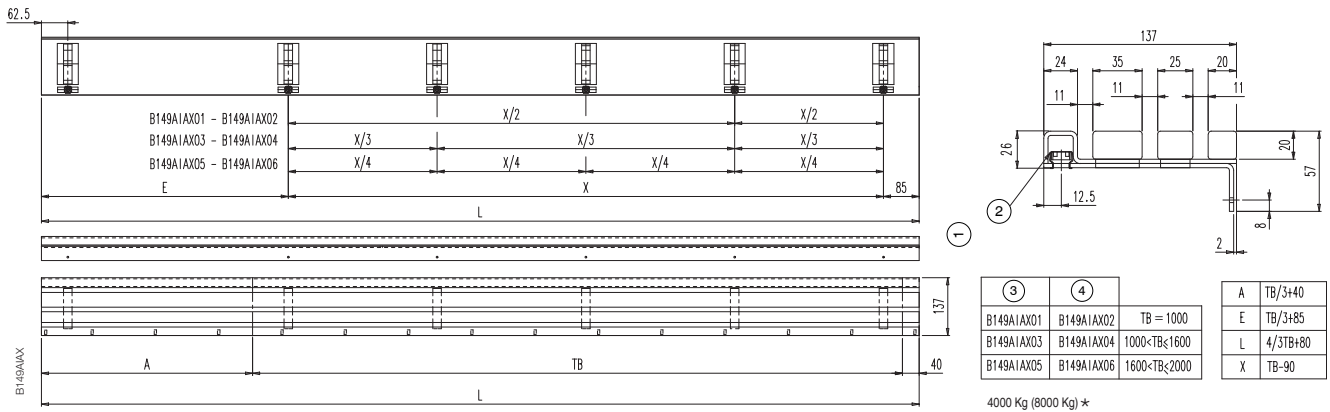
## BOTTOM TRACKS

K-S 3L

## REINFORCED BOTTOM TRACK - L

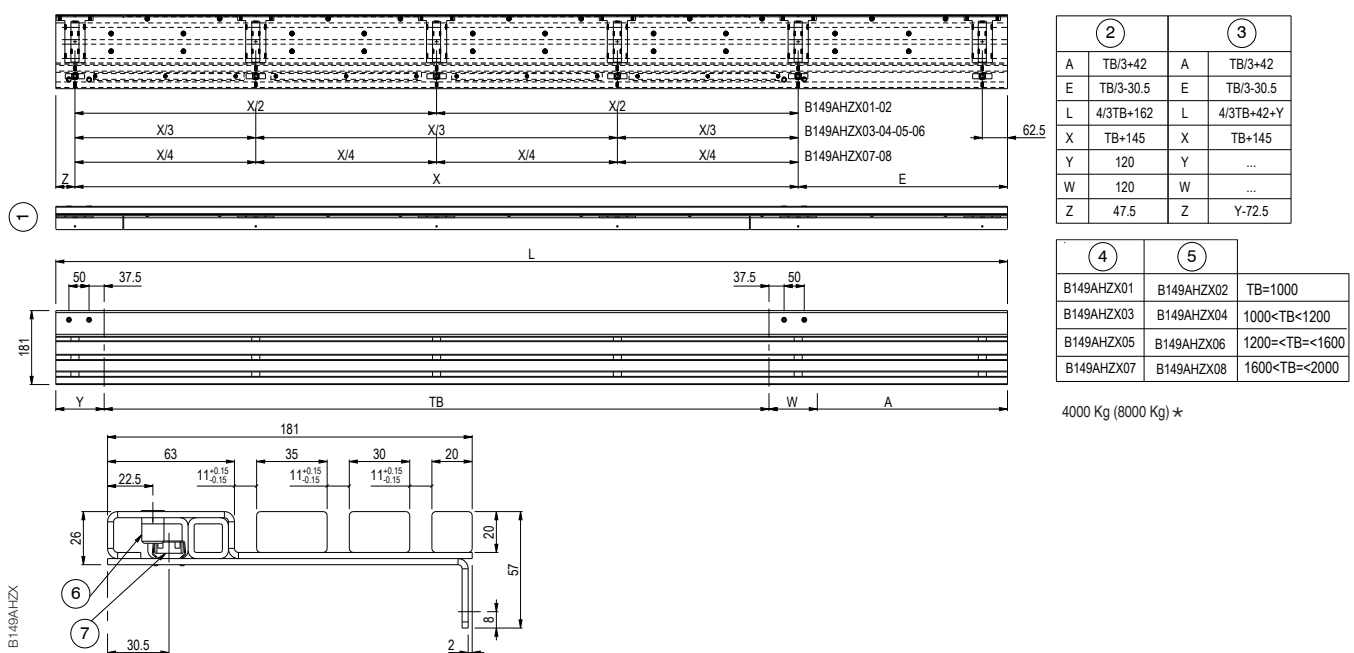
OPTION

## K 3L CAR DOOR



1	Beating edge	2	Square caged nut M8	3	L = as drawn	4	R = mirrored
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## S 3L LANDING DOOR



1	Beating edge	2	2000 B-G execution	3	Portal execution	4	L = as drawn
5	R = mirrored	6	Insert low profile with hexagon head M8	7	Square caged nut M10	Y	Slam post dimension
W	Frame post dimension						



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.



L as drawn, R mirrored

## FRAMED GLASS

3 L-R

## 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=&lt;2500

**FULL GLASS****3 L-R****FULL GLASS****OPTION**

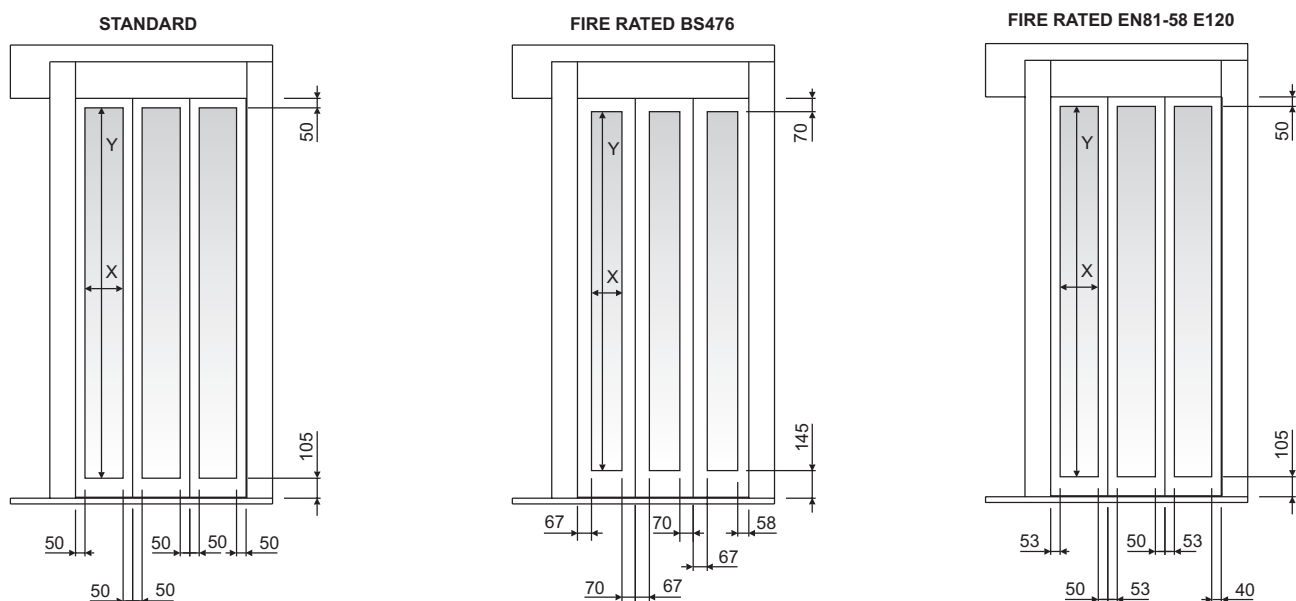
Type	2L-R	3L-R	2Z	4Z	6Z
TB	TH				
1000	2000-2300	2000-2300	2000-2300	2000-2300	-
1100	2000-2300	2000-2300	2000-2300	2000-2300	-
1200	2000-2500	2000-2300	2000-2500	2000-2300	-
1300	2000-2500	2000-2300	2000-2500	2000-2300	-
1400	2000-2500	2000-2300	2000-2500	2000-2300	2000-2200
1500	2000-2500	2000-2300	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

## FRAMED GLASS CONSTRUCTION

S 3L-R

## CONSTRUCTION WITH FRAMED GLASS PANELS

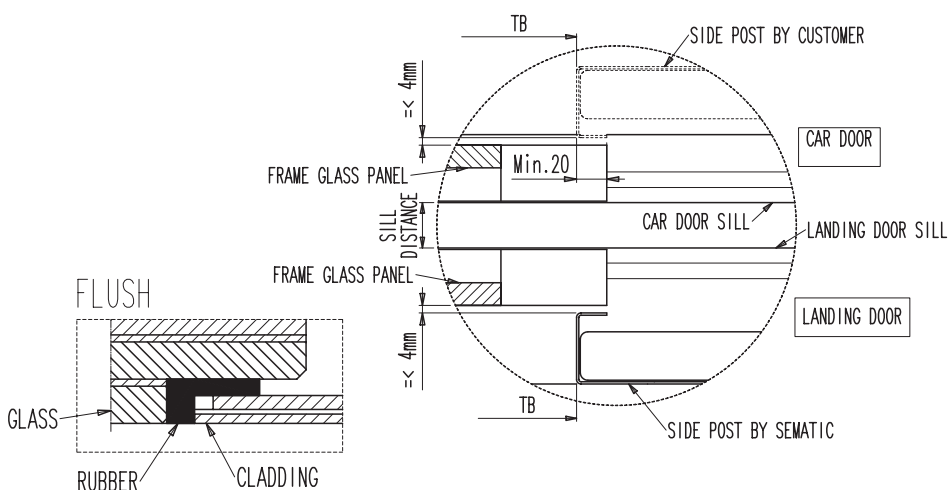
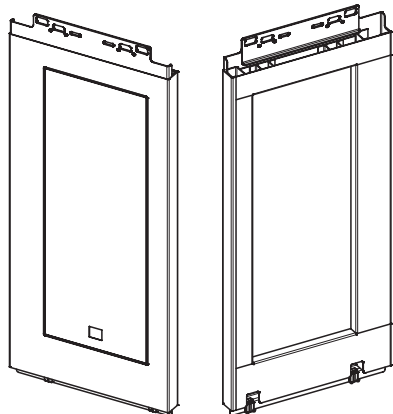
OPTION



- IN CASE OF WINDOW SMALLER THAT THE STANDARD ONE, PLEASE INDICATE DIMENSIONS X AND Y TOGETHER WITH THE POSITION.
- FÜR DEN FALL, DASS DAS FENSTER KLEINER ALS STANDARD IST DIE MAßE X UND Y UND DESSEN POSITIONIERUNG ANGEBEN.
- IN CASO DI FINESTRATURA PIÙ PICCOLA DELLO STANDARD, INDICARE LE MISURE X E Y ED IL POSIZIONAMENTO

X = \_\_\_\_\_ (inserire formula)

Y = \_\_\_\_\_ (inserire 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

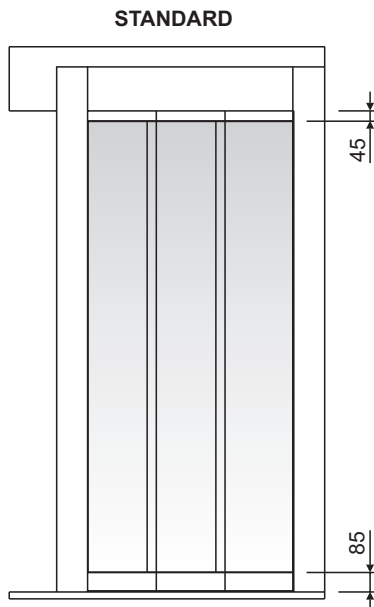


## FULL GLASS CONSTRUCTION

S 3L-R

## CONSTRUCTION WITH FULL GLASS PANELS

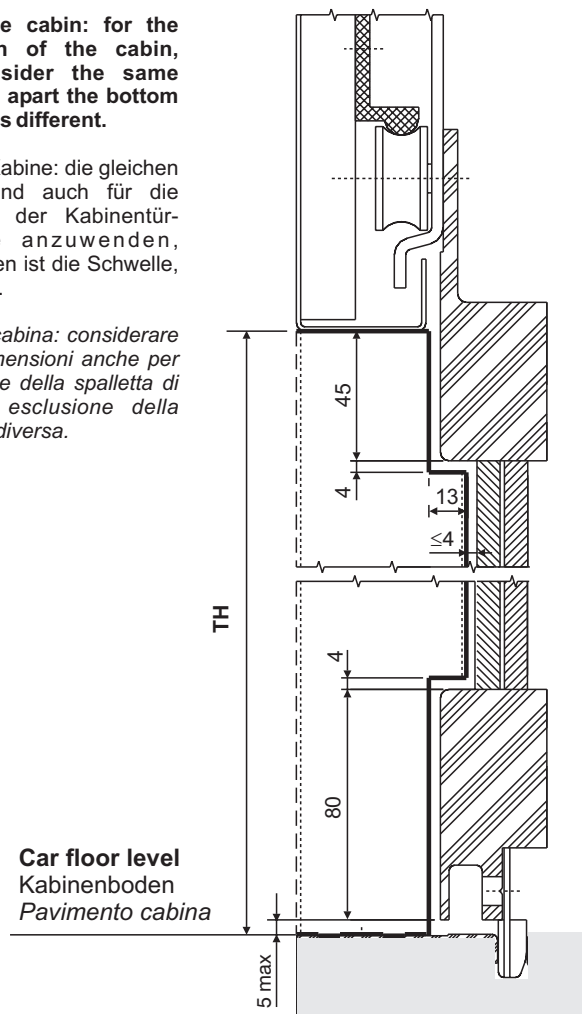
OPTION



**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)

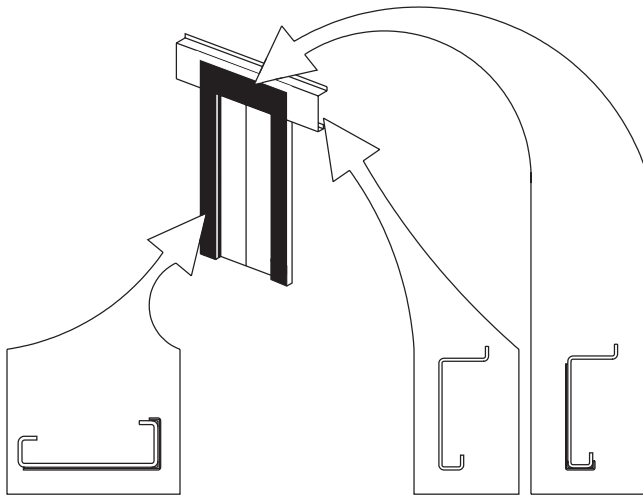
The glass panelled lift doors supplied conform To Standard EN81-1/2:1998 or EN81-20:2014.

**NOTE:**

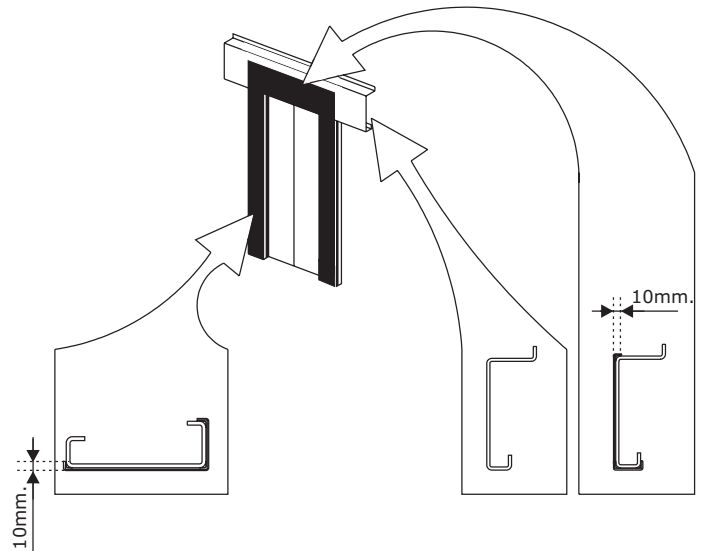
- 1 - panel clad only by Sematic
- 2 - for the car door; by customer

**CLADDINGS****S 3L-R****LANDING DOOR AND PORTAL CONSTRUCTION CODIFIED CLADDINGS****OPTION**

- ☐ **CLADDING TYPE "A" (STANDARD)**  
 VERKLEIDUNG TYP "A" (STANDARD)  
 RIVESTIMENTO TIPO "A" (STANDARD)


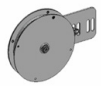


- ☐ **CLADDING TYPE "A2"**  
 VERKLEIDUNG TYP "A2"  
 RIVESTIMENTO TIPO "A2"


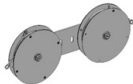



- The drawing shows a S2Z door
- Same considerations are applied to other door models

**APPLICATION RANGE****S 3L-R****LANDING DOOR CLOSING DEVICE APPLICATION RANGE****Single spirator**

	<b>A1</b> - cod. B122ABVX
	<b>A2</b> - cod. B122ABNX

**Double spirator**

	<b>B1</b> - cod. B122ABVX
	<b>B2</b> - cod. B122ABYX
	<b>C</b> - cod. B122ABNX

**Counterweight**

	<b>K</b> - cod. B062AACX
---	--------------------------

## APPLICATION RANGE

S 3L-R

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

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

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

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

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

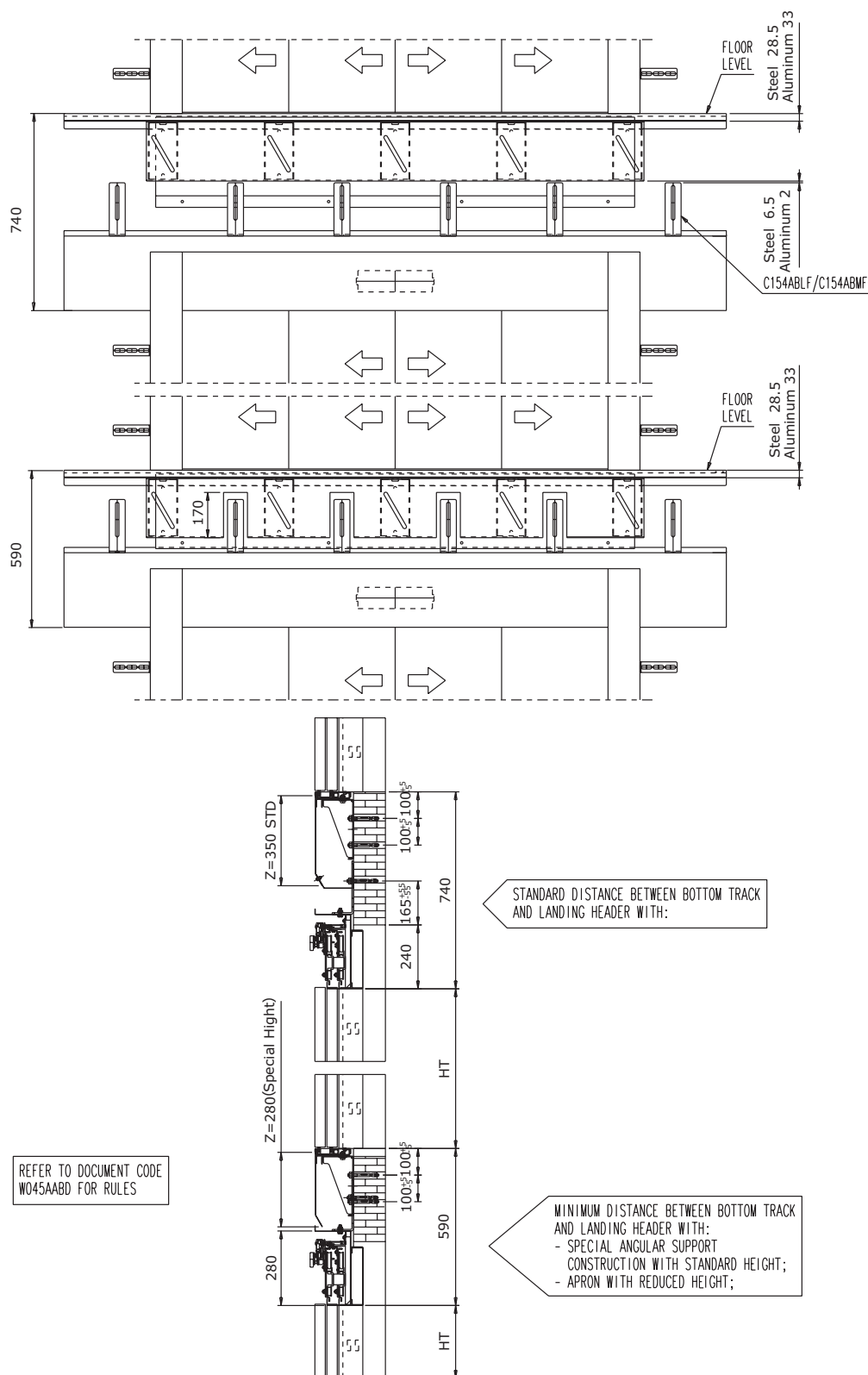


FOR TH&gt;2500 ALWAYS COUNTERWEIGHT

## INTERFLOOR SCHEME

S 3L-R

## MINIMUM DISTANCE INTERFLOOR SCHEME



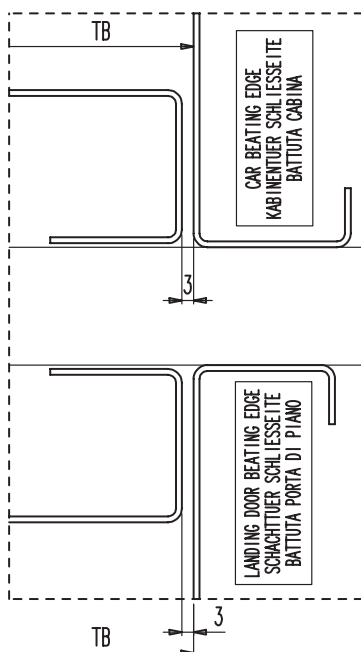
- The drawing shows a S4Z door
- Same considerations are applied to other door models

## BEATING PROFILES

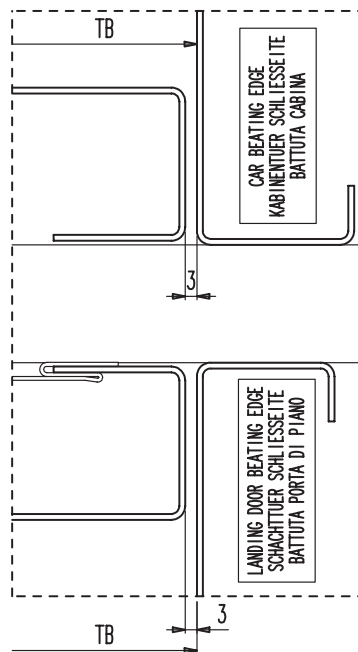
S3 L-R

## BEATING PROFILES SCHEME

□ STANDARD



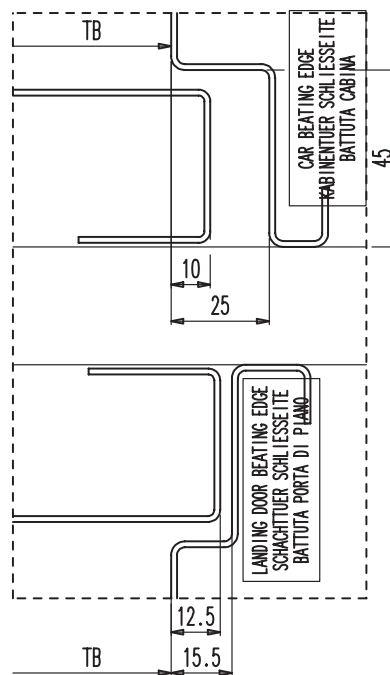
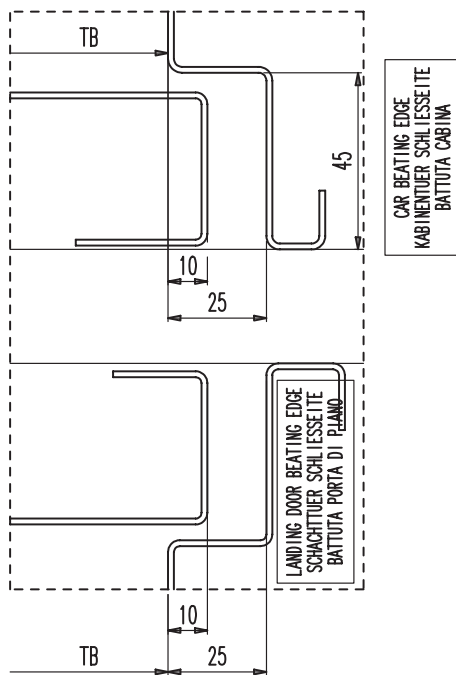
□ DIN18091



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

□ BS476 E60 □ BS476 E1120  
 □ BS476 E120 □ BS476 E240  
 □ BS476 E160

H024ACWX



**EN 81-20/50****S 3R-L****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*

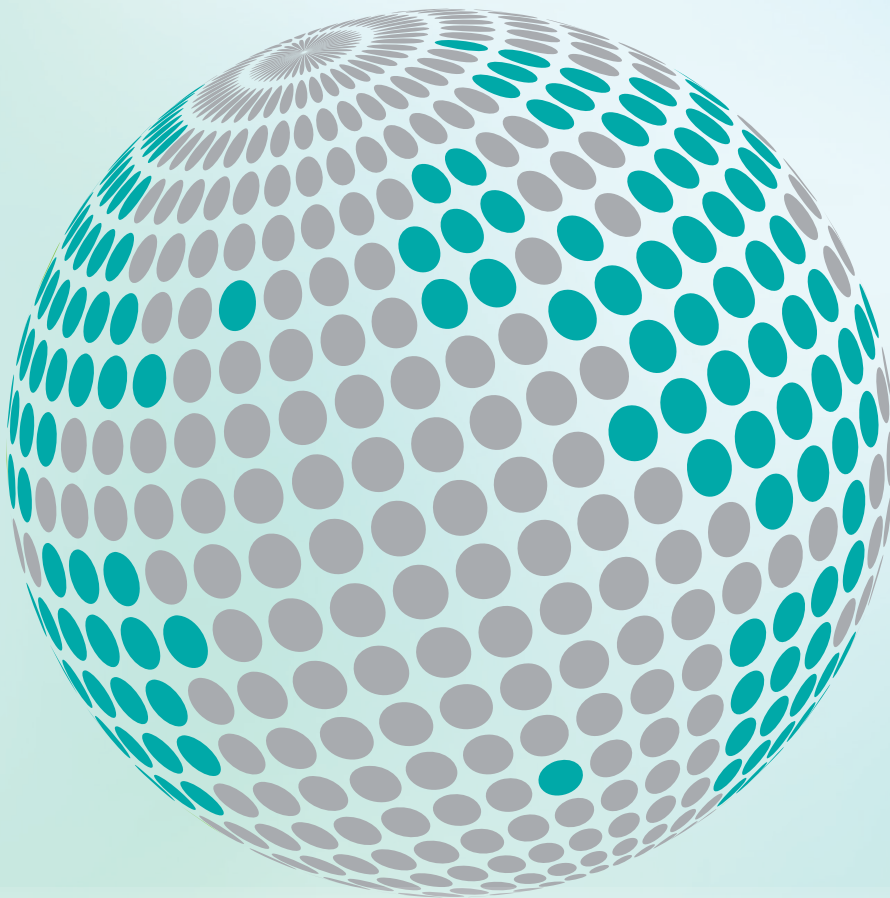
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