TECHNICAL CATALOGUE

2000 B-G

Code	**TC.2.004483.EN**
Version	**C 21 April 2021**
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SEM ID	**921-210-000**

mod: K-S 2L-R



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

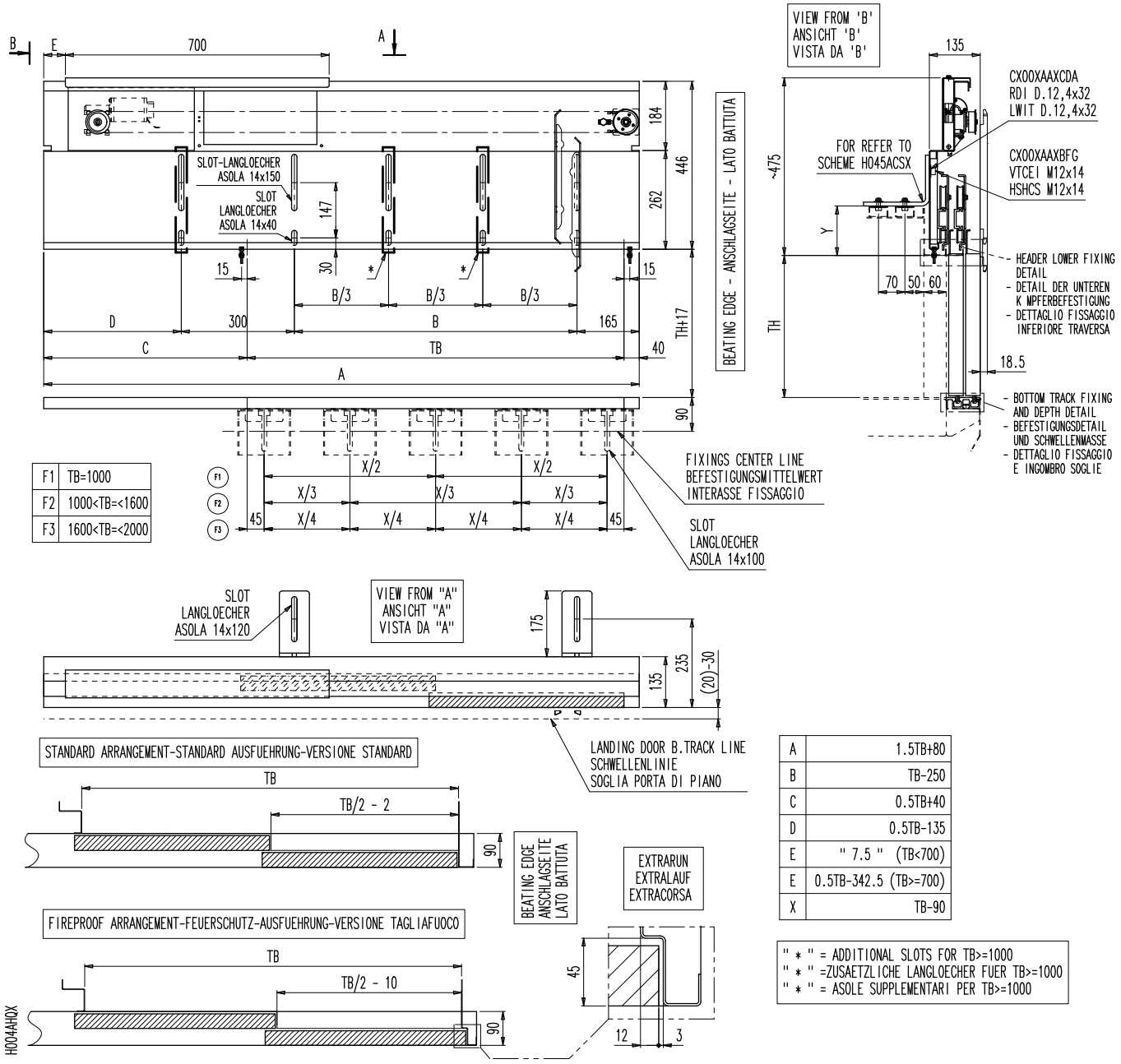
Type	2L-R	2Z	4Z
TB	TH		
800*	2000-2300	2000-2300	2000-2300
900*	2000-2300	2000-2300	2000-2300
1000	2000-2300	2000-2300	2000-2300
1100	2000-2300	2000-2300	2000-2300
1200	2000-2300	2000-2300	2000-2300
1300	2000-2300	2000-2300	2000-2300
1400	2000-2300	2000-2300	2000-2300
1500	-	-	2000-2300
1600	-	-	2000-2300
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 - L



F1	TB=1000
F2	1000<TB=<1600
F3	1600<TB=<2000

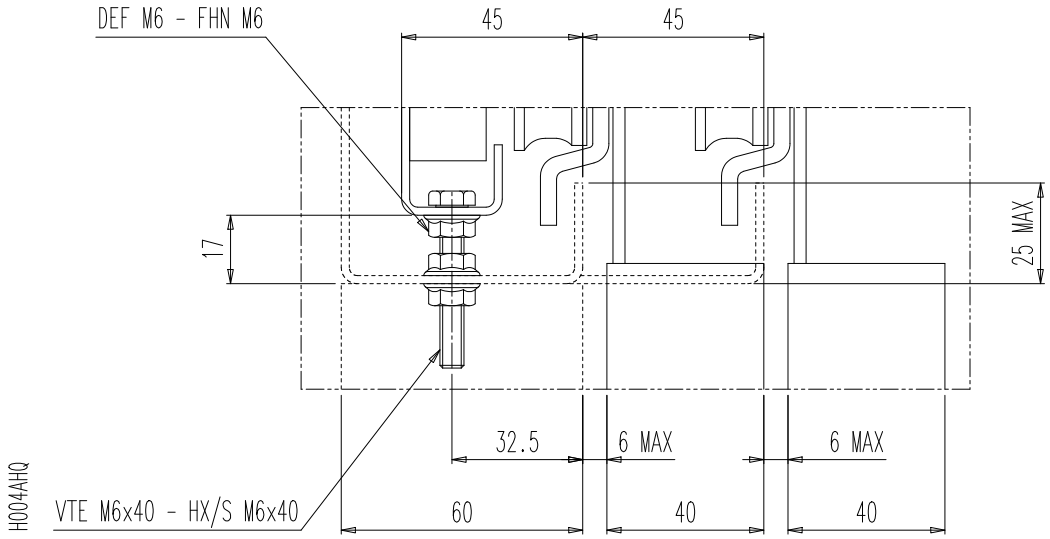
A	1.5TB+80
B	TB-250
C	0.5TB+40
D	0.5TB-135
E	" 7.5 " (TB<700)
E	0.5TB-342.5 (TB>=700)
X	TB-90

" * " = ADDITIONAL SLOTS FOR TB>=1000
" * " =ZUSAETZLICHE LANGLOECHER FUER TB>=1000
" * " = ASOLE SUPPLEMENTARI PER TB>=1000

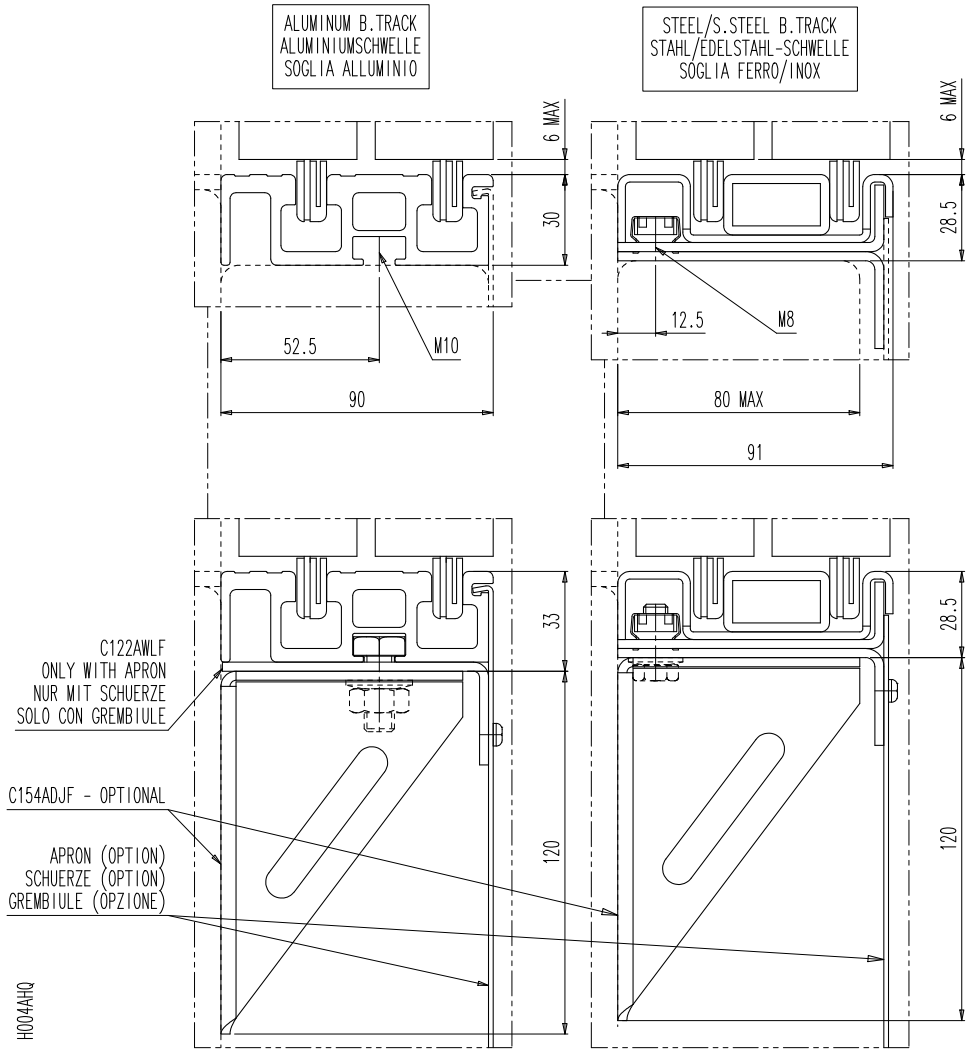
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CAR DOOR OPERATOR DETAIL - L

HEADER LOWER FIXING DETAIL

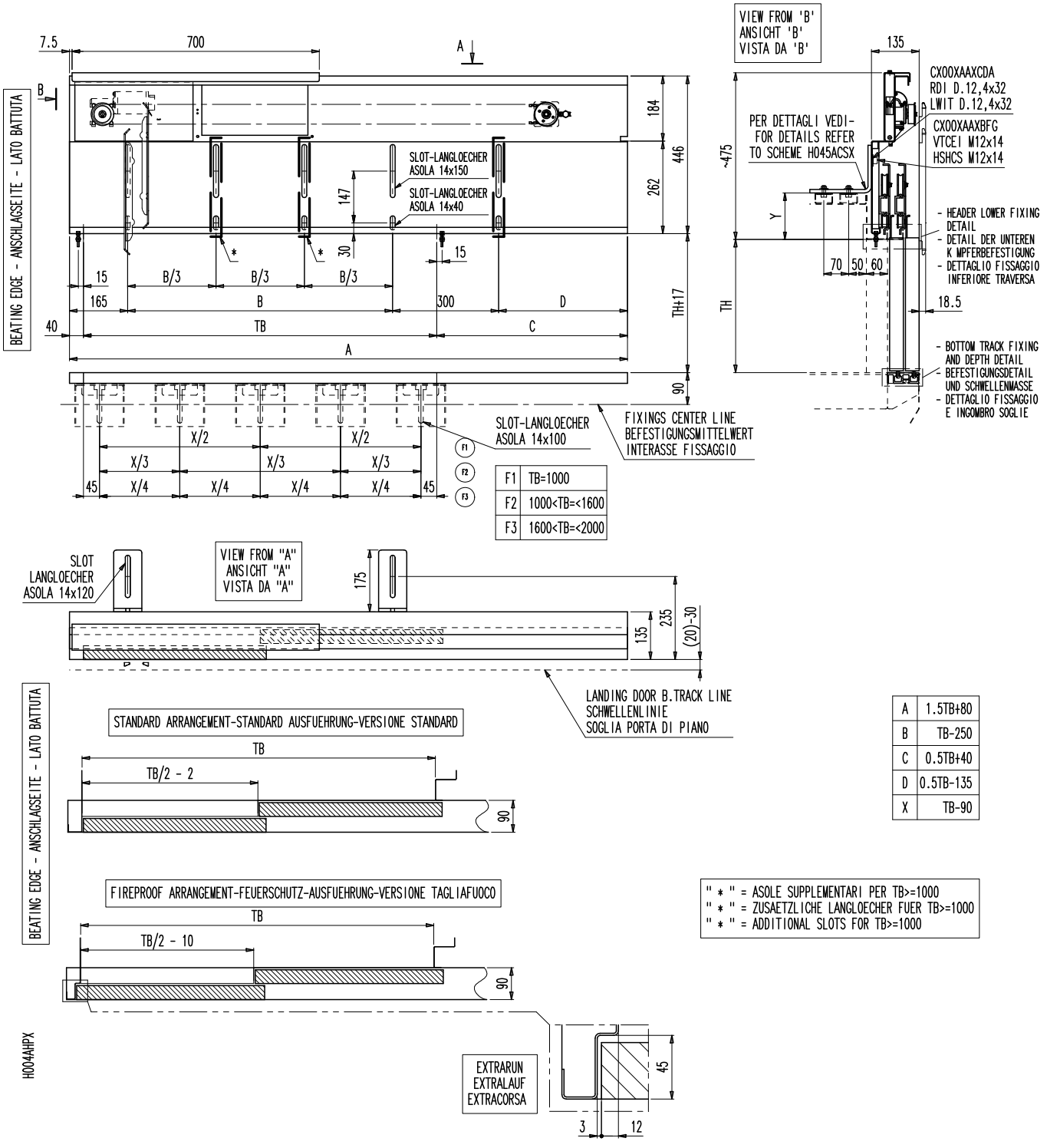


BOTTOM TRACK FIXING AND DEPTH DETAIL



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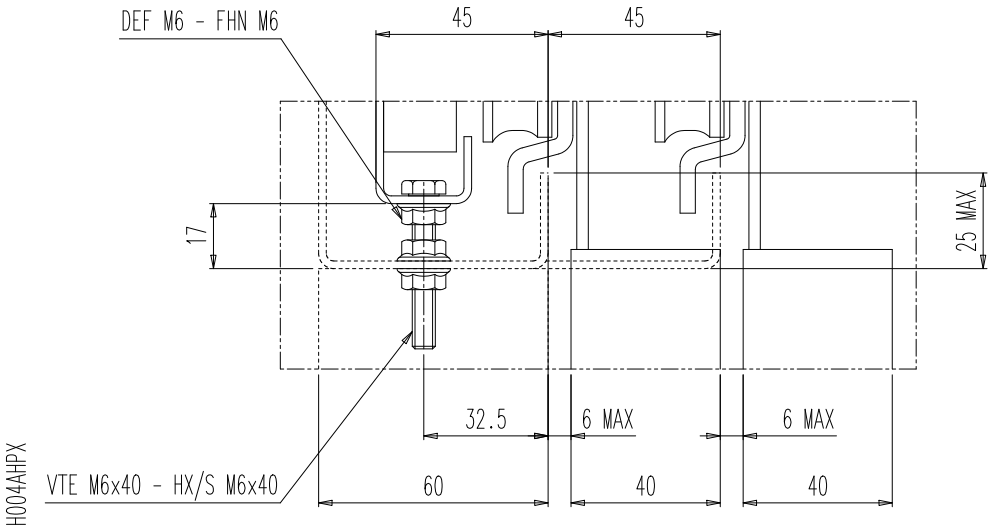
FRONT, PLAN AND SIDE VIEW OF CAR DOOR - R



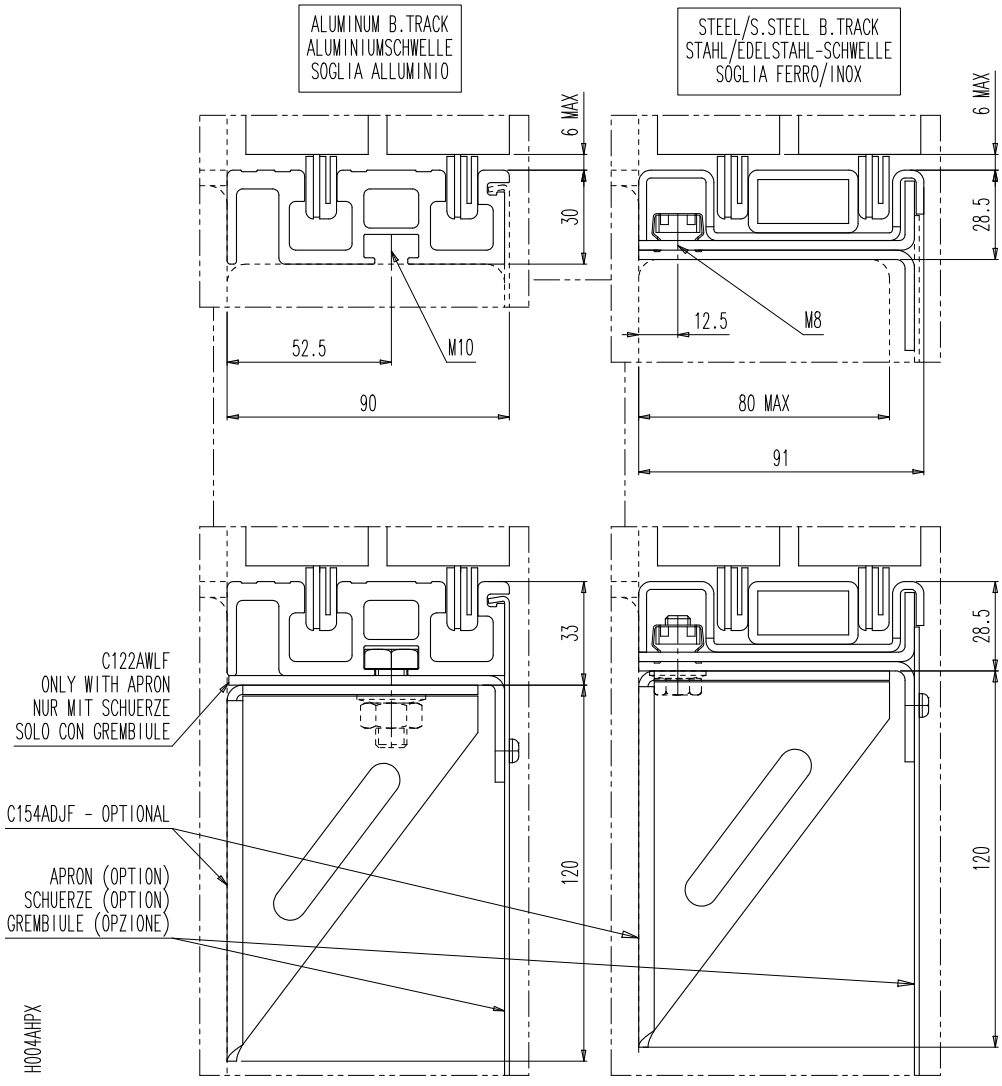
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CAR DOOR OPERATOR DETAIL - R

HEADER LOWER FIXING DETAIL

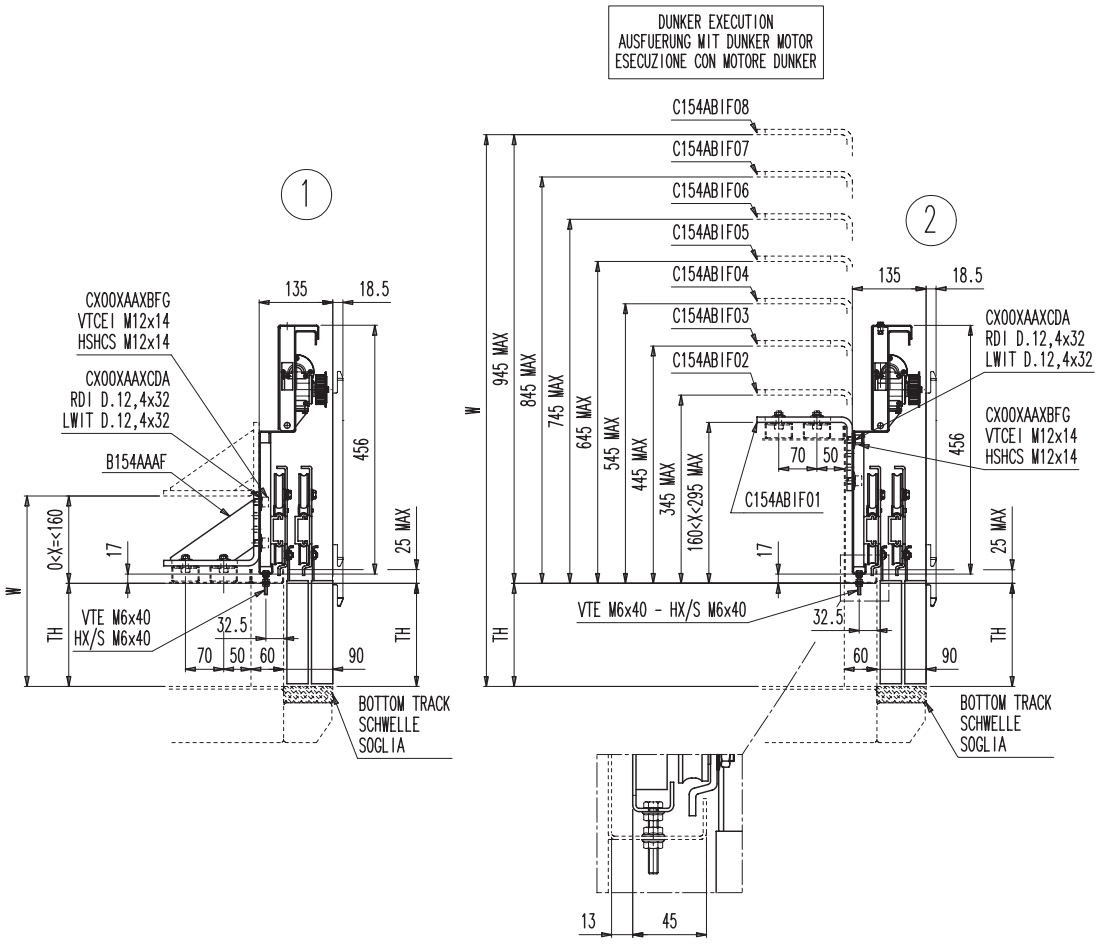


BOTTOM TRACK FIXING AND DEPTH DETAIL

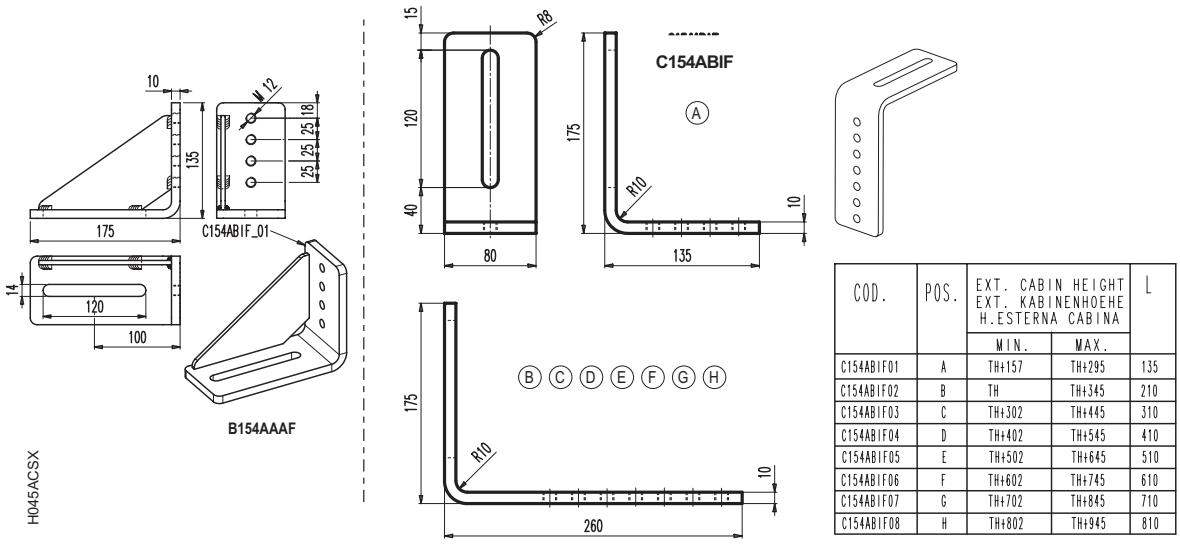


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OPERATOR FIXING SCHEME (STANDARD MOTOR)



* 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

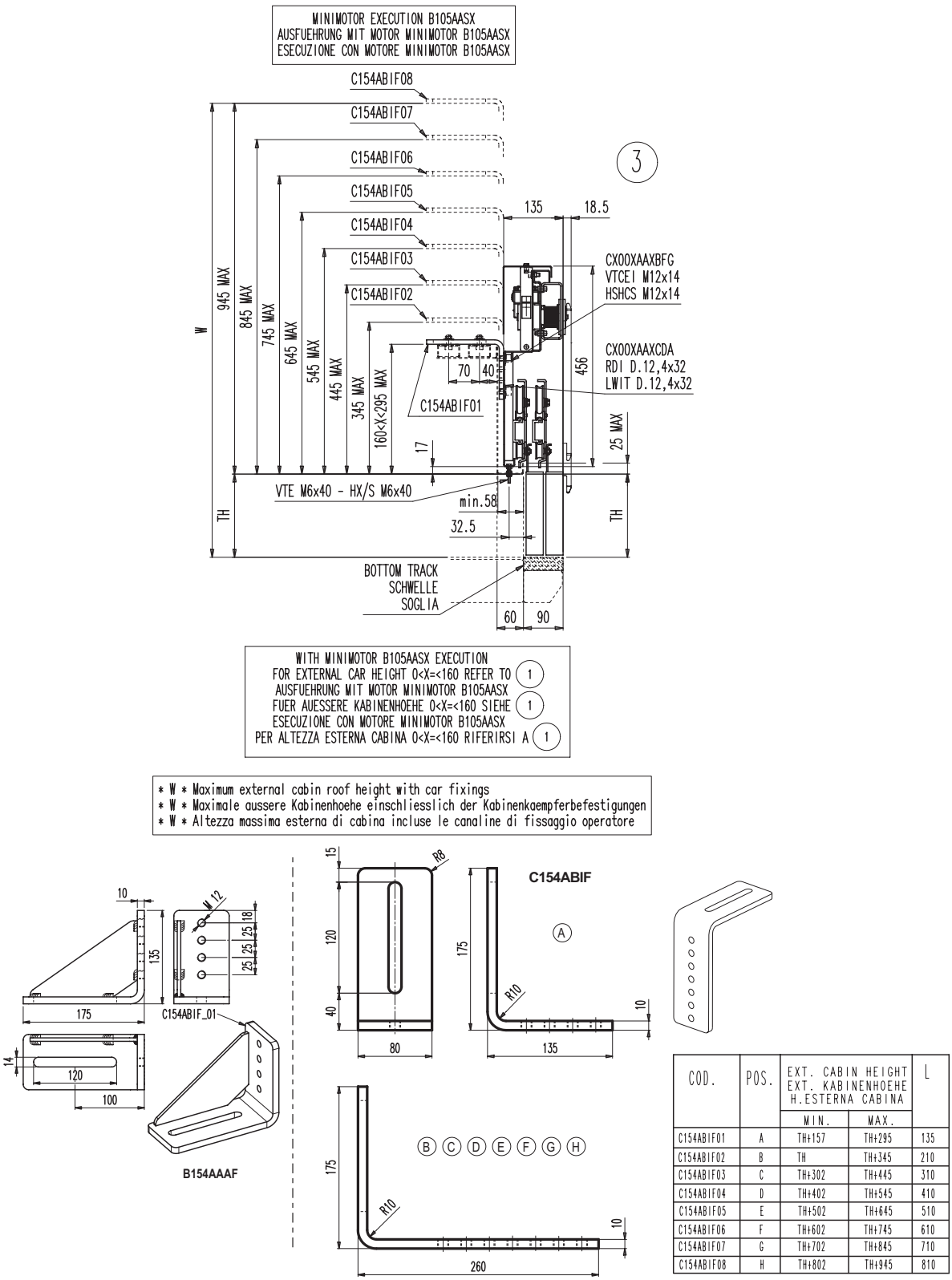


COD.	POS.	EXT. CABIN HEIGHT EXT. KABINENHOEHE H.ESTERNA CABINA		L
		MIN.	MAX.	
C154ABIF01	A	TH+157	TH+295	135
C154ABIF02	B	TH	TH+345	210
C154ABIF03	C	TH+302	TH+445	310
C154ABIF04	D	TH+402	TH+545	410
C154ABIF05	E	TH+502	TH+645	510
C154ABIF06	F	TH+602	TH+745	610
C154ABIF07	G	TH+702	TH+845	710
C154ABIF08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

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OPERATOR FIXING SCHEME (B105AASX MOTOR)

OPTION

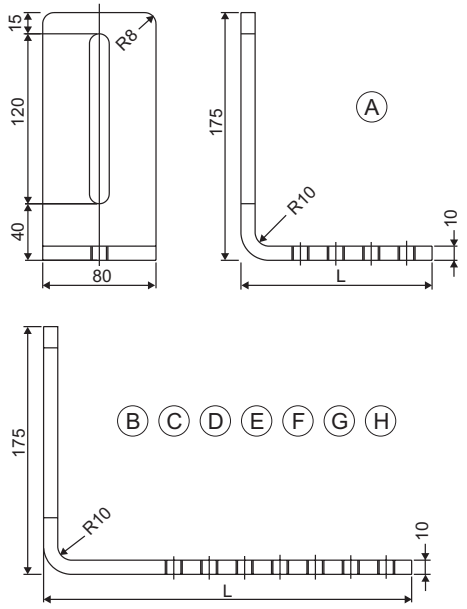


COD.	POS.	EXT. CABIN HEIGHT EXT. KABINENHOEHE H.ESTERNA CABINA		L
		MIN.	MAX.	
C154ABIF01	A	TH+157	TH+295	135
C154ABIF02	B	TH	TH+345	210
C154ABIF03	C	TH+302	TH+445	310
C154ABIF04	D	TH+402	TH+545	410
C154ABIF05	E	TH+502	TH+645	510
C154ABIF06	F	TH+602	TH+745	610
C154ABIF07	G	TH+702	TH+845	710
C154ABIF08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

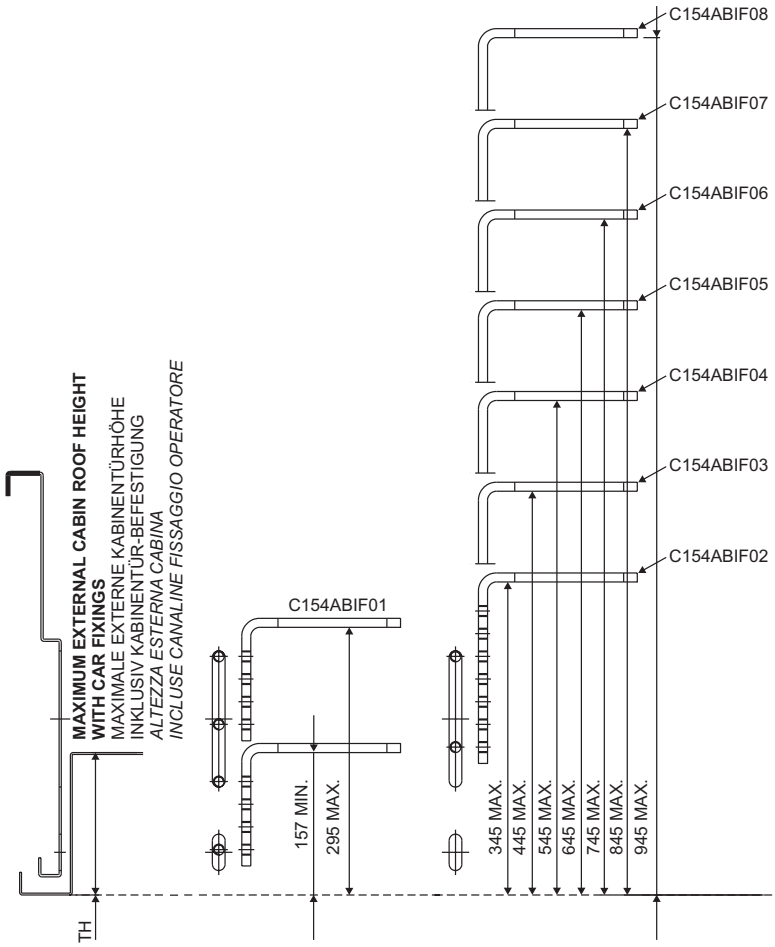
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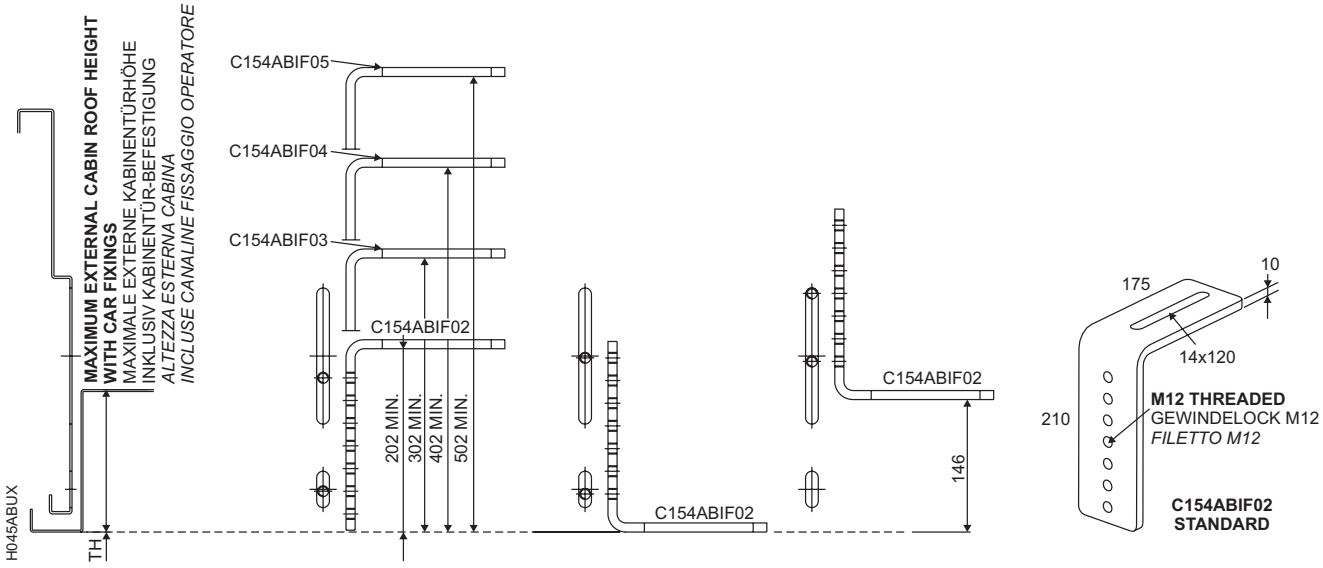
INSTALLATION RANGE OF OPERATOR FIXING BRACKETS

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





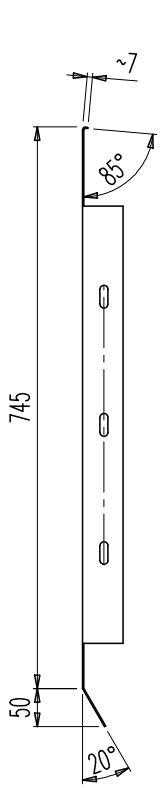
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APRON K

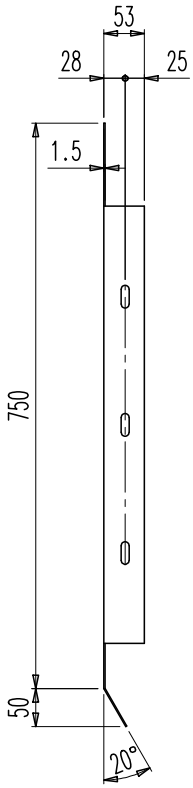
K 2L-R

CAR DOOR APRON FOR TB=<1450

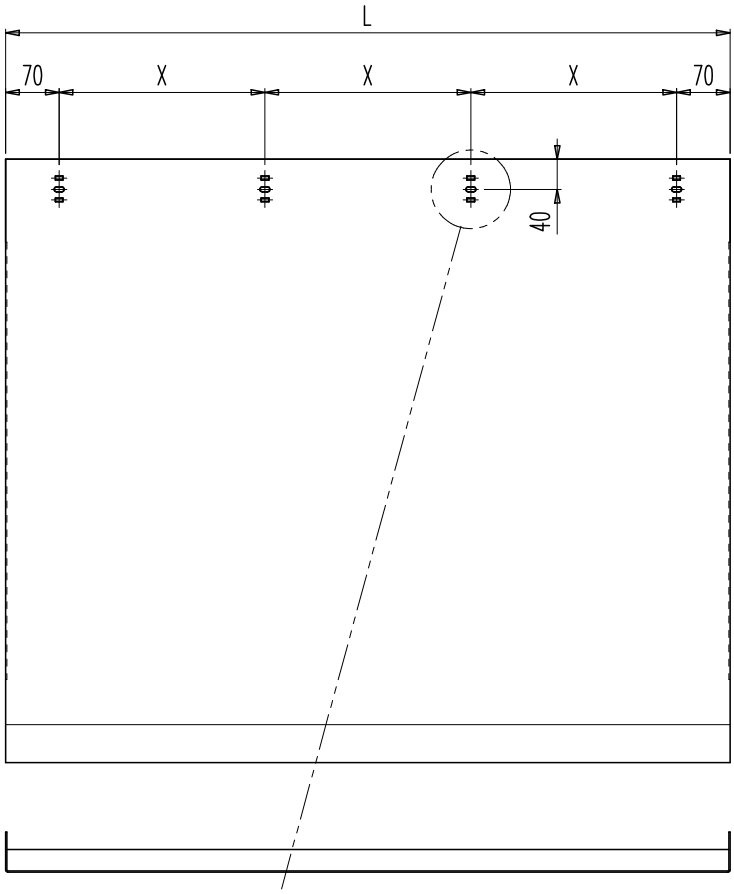
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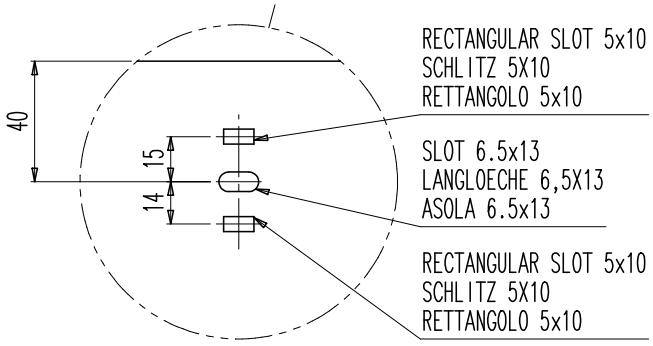


C094AADF 02



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

C094AADF

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

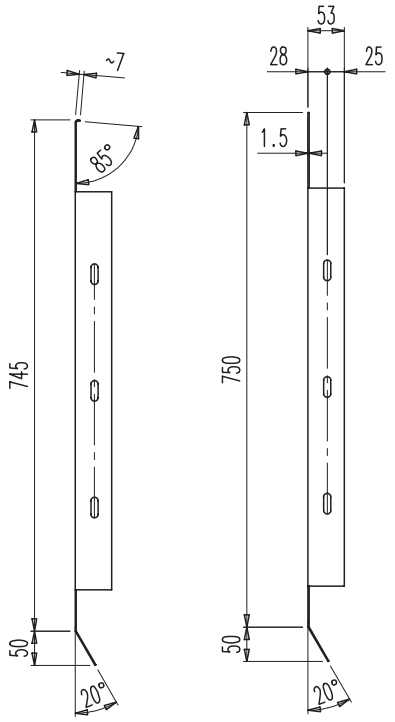
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APRON K

K 2L-R

CAR DOOR APRON FOR 1450<TB≤2000

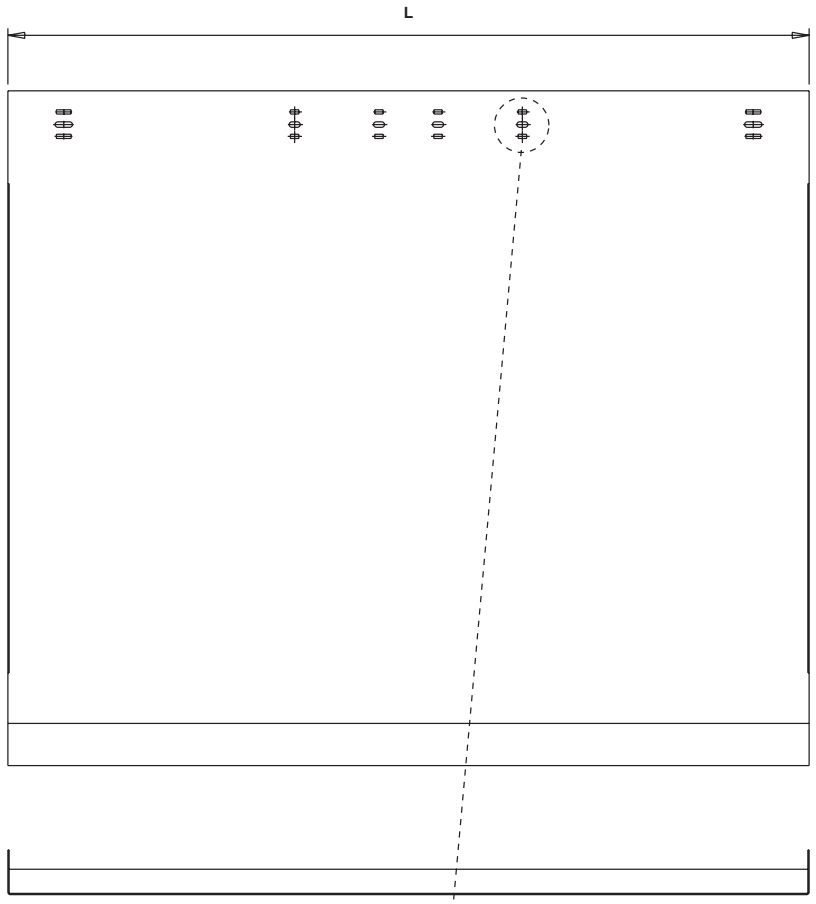
OPTION



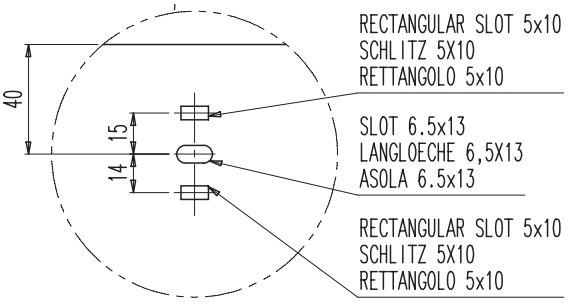
C094AADF 02 C094AADF 01

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

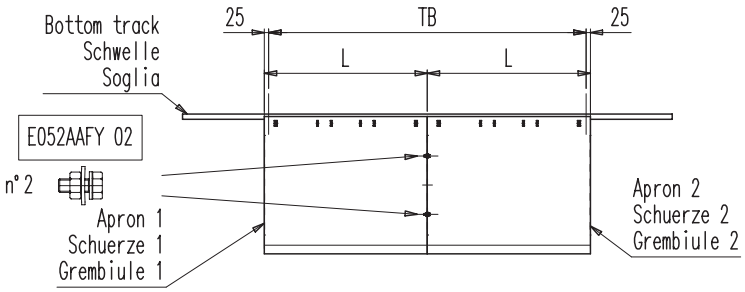


QUANTITY STUECKZAHL QUANTITA'	TB	L
2 PIECE 2 STUECK 2 PEZZO	1450<TB=<1600	TB/2+25
	1600<TB=<2000	TB/2+25



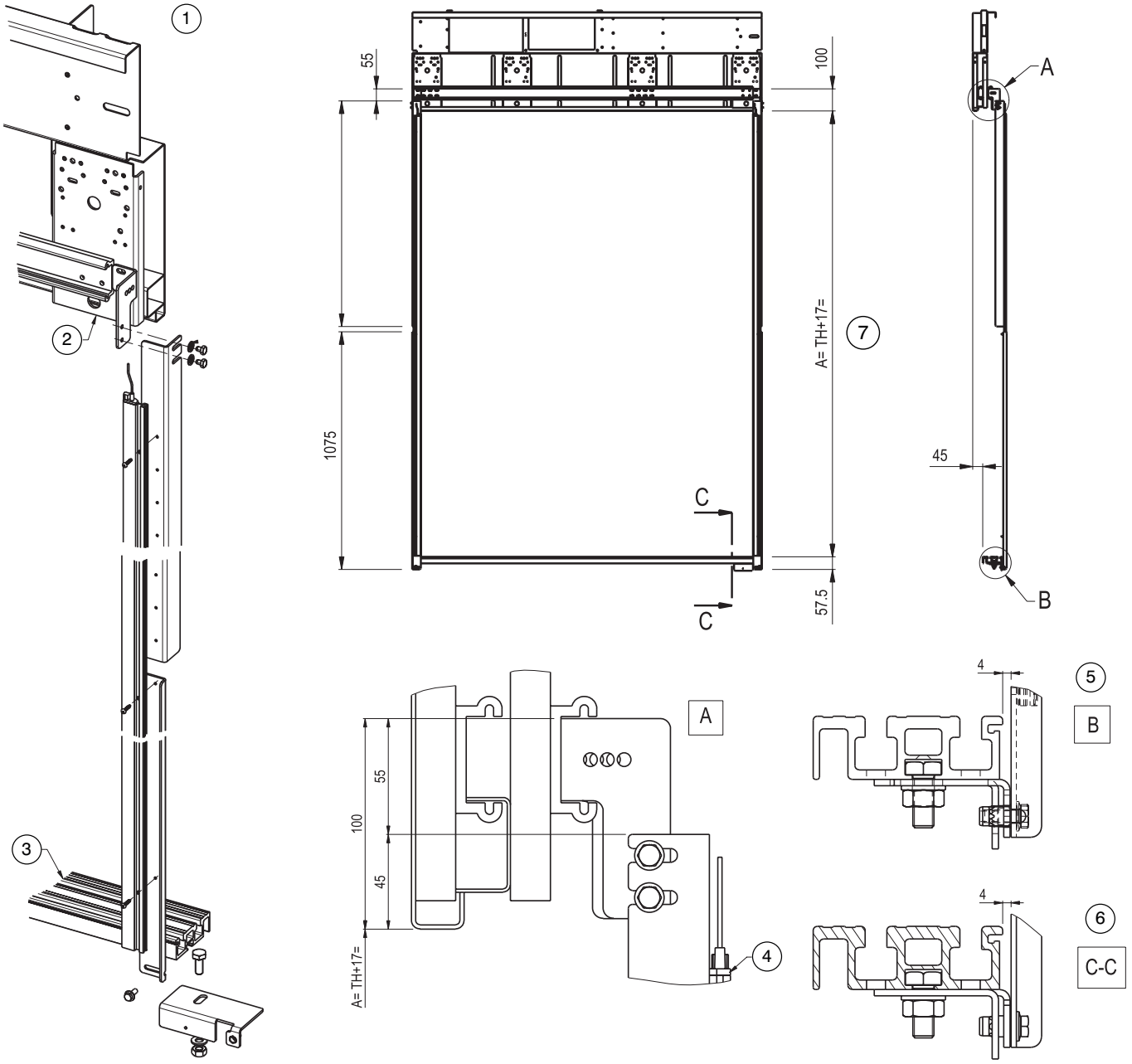
- WARNING: WITH TB>1450 THE APRON WILL BE SUPPLIED IN TWO EQUAL PARTS TO BE JOINEDCBY TWO E052AAFY02 BOLTS.
- ACHTUNG: FUER TB>1450 WIRD DIE SCHUERZE IN ZWEI GLEICHEN TEILEN UND MIT ZWEI SCHRAUBEN (E052AAFY02) GELIEFERT
- ATTENZIONE: PER TB>1450 PREVEDERE LA FORNITURA DEL GREMBIULE IN DUE PEZZI UGUALI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

C049AAGF



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"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		

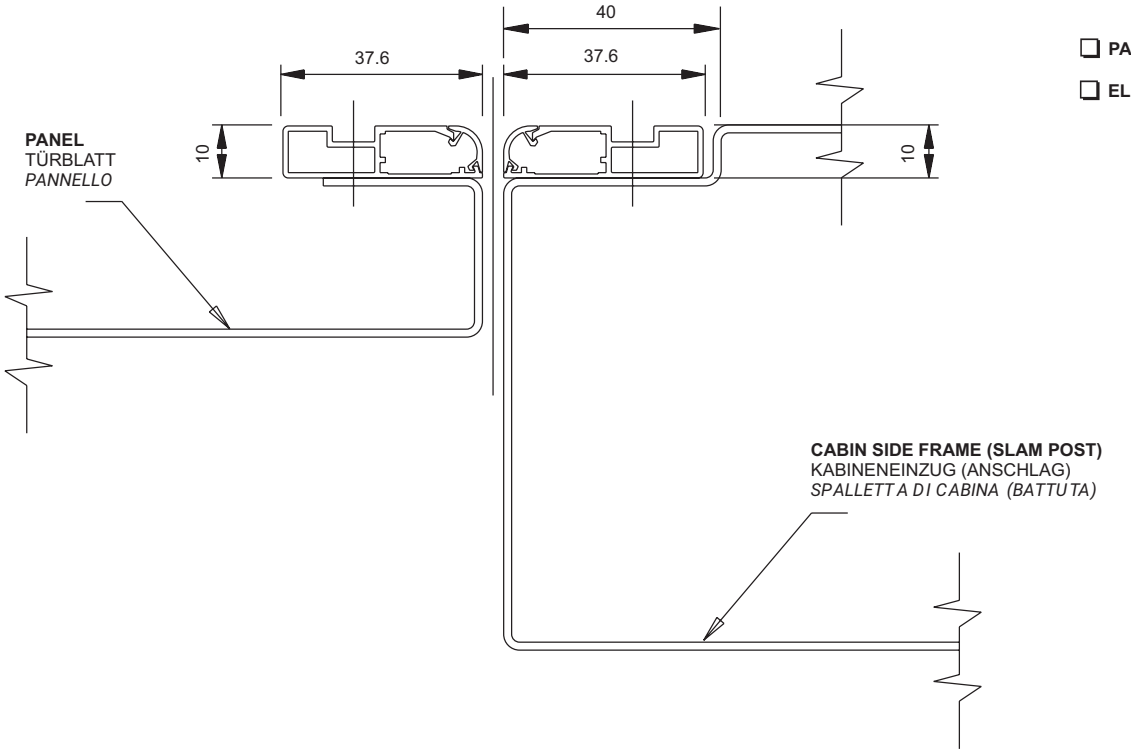
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DETECTOR 3D (COD. 674/774)

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 AUFZUGSSTEUERUNG 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).

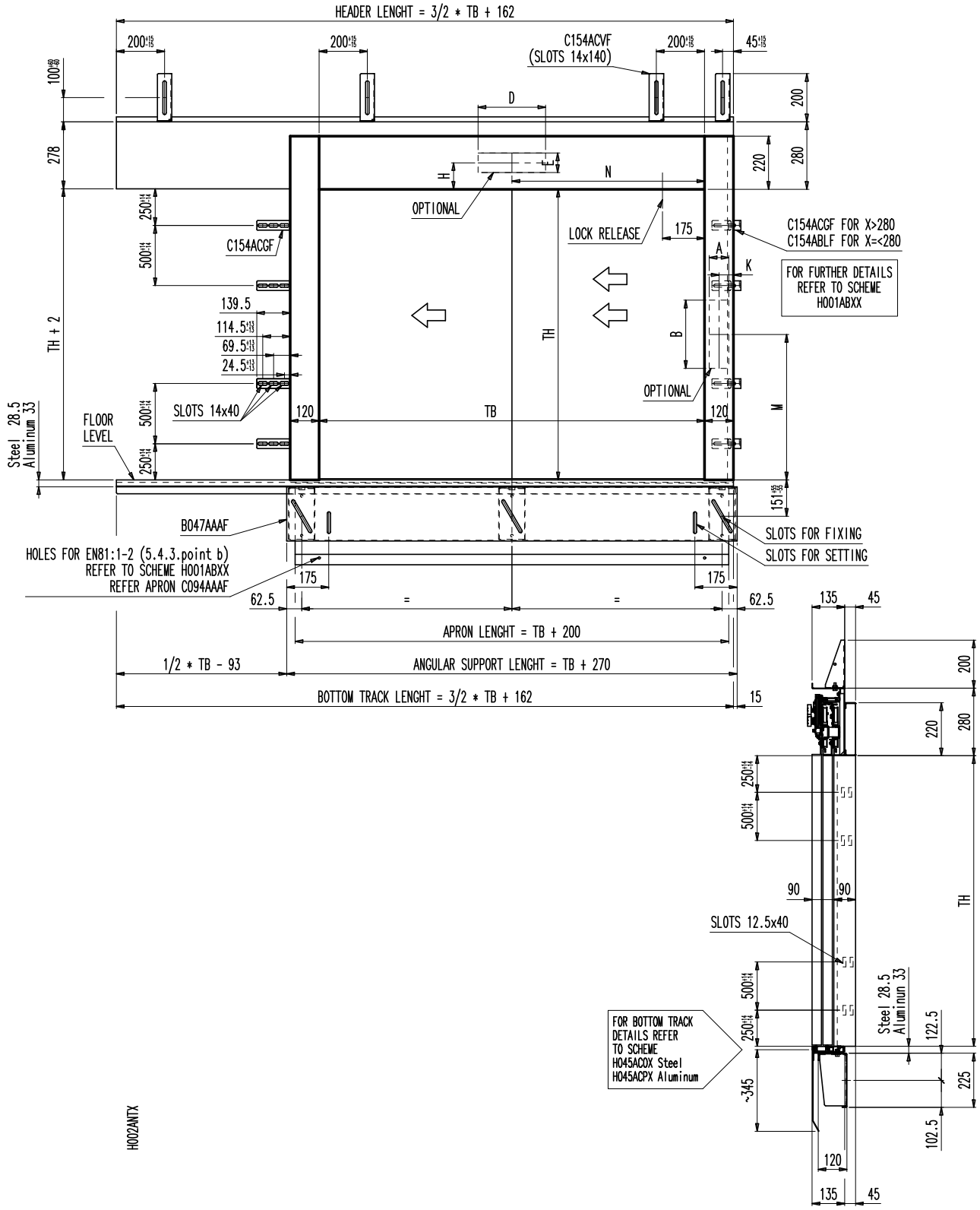
HINWEIS: Bei Feuerschutz-Türen mit Extrafahrt und bei Standard-Türen mit Extrafahrt ist der Kabineneinzug zu berücksichtigen (H001AABX)

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

Ct0091

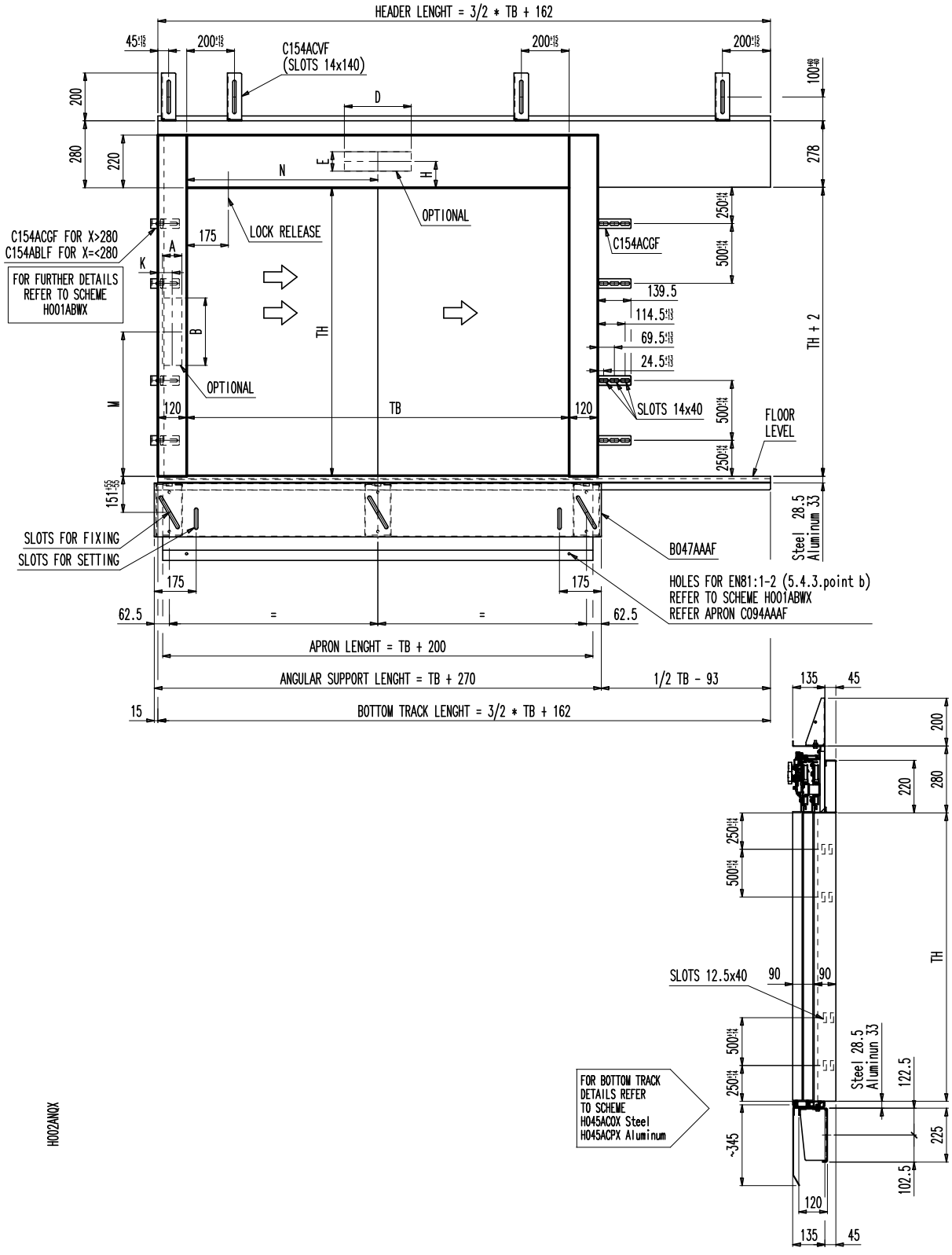
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FRONT AND SIDE VIEW OF STANDARD LANDING DOOR TB=1000 - L



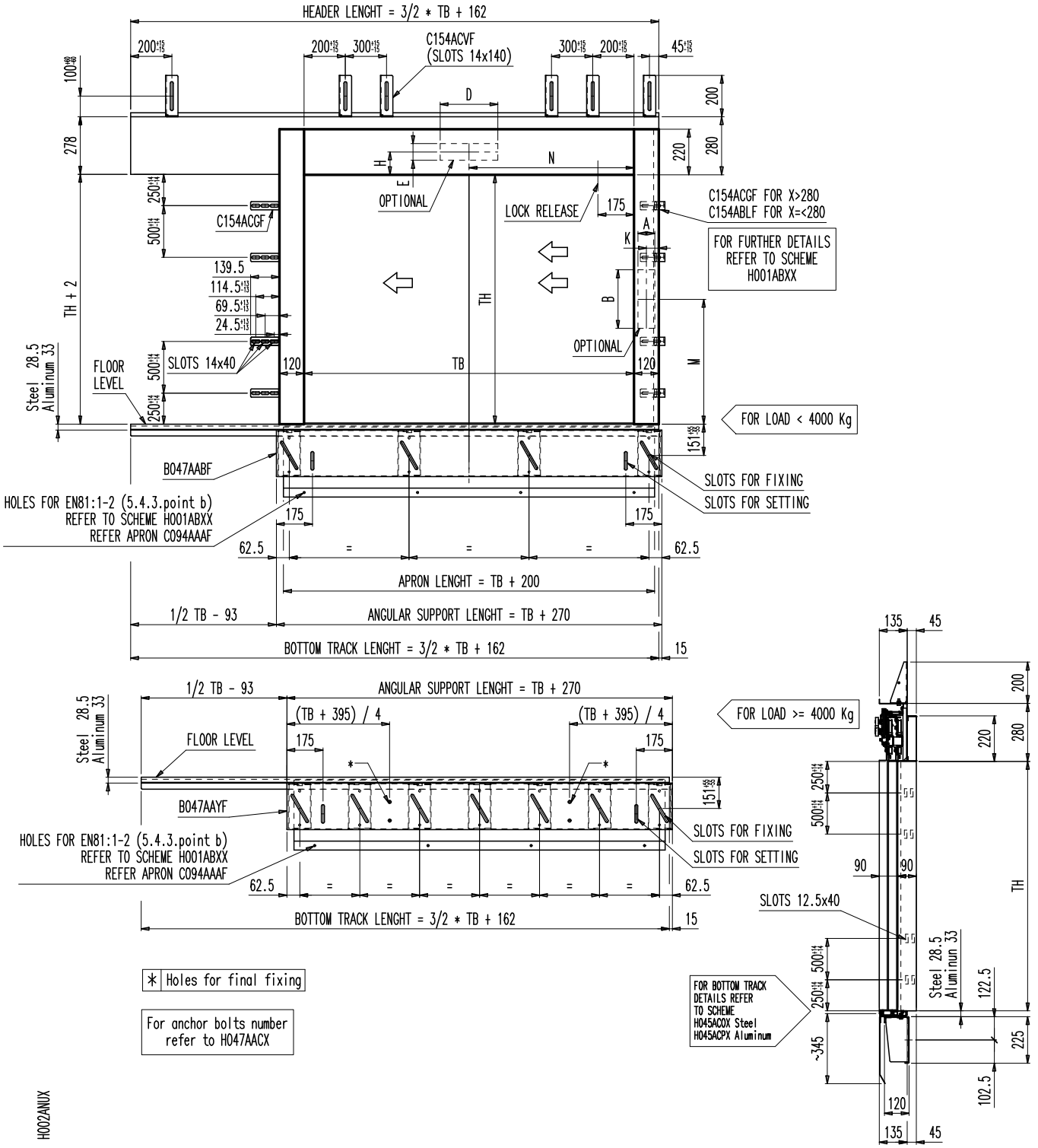
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FRONT AND SIDE VIEW OF STANDARD LANDING DOOR TB=1000 - R



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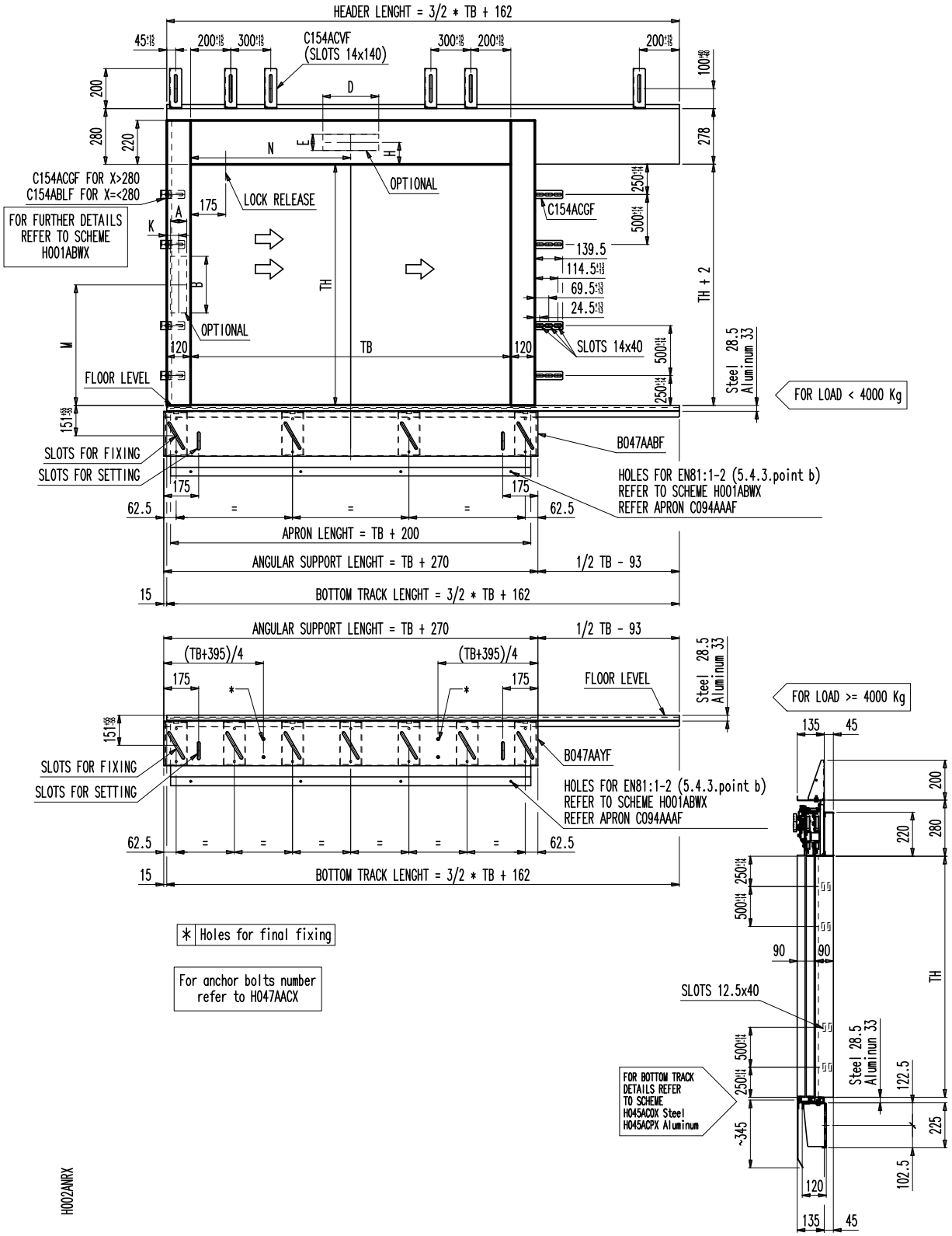
FRONT AND SIDE VIEW OF STANDARD LANDING DOOR 1000<TB≤1600 - L



sematic® a WITTUR brand

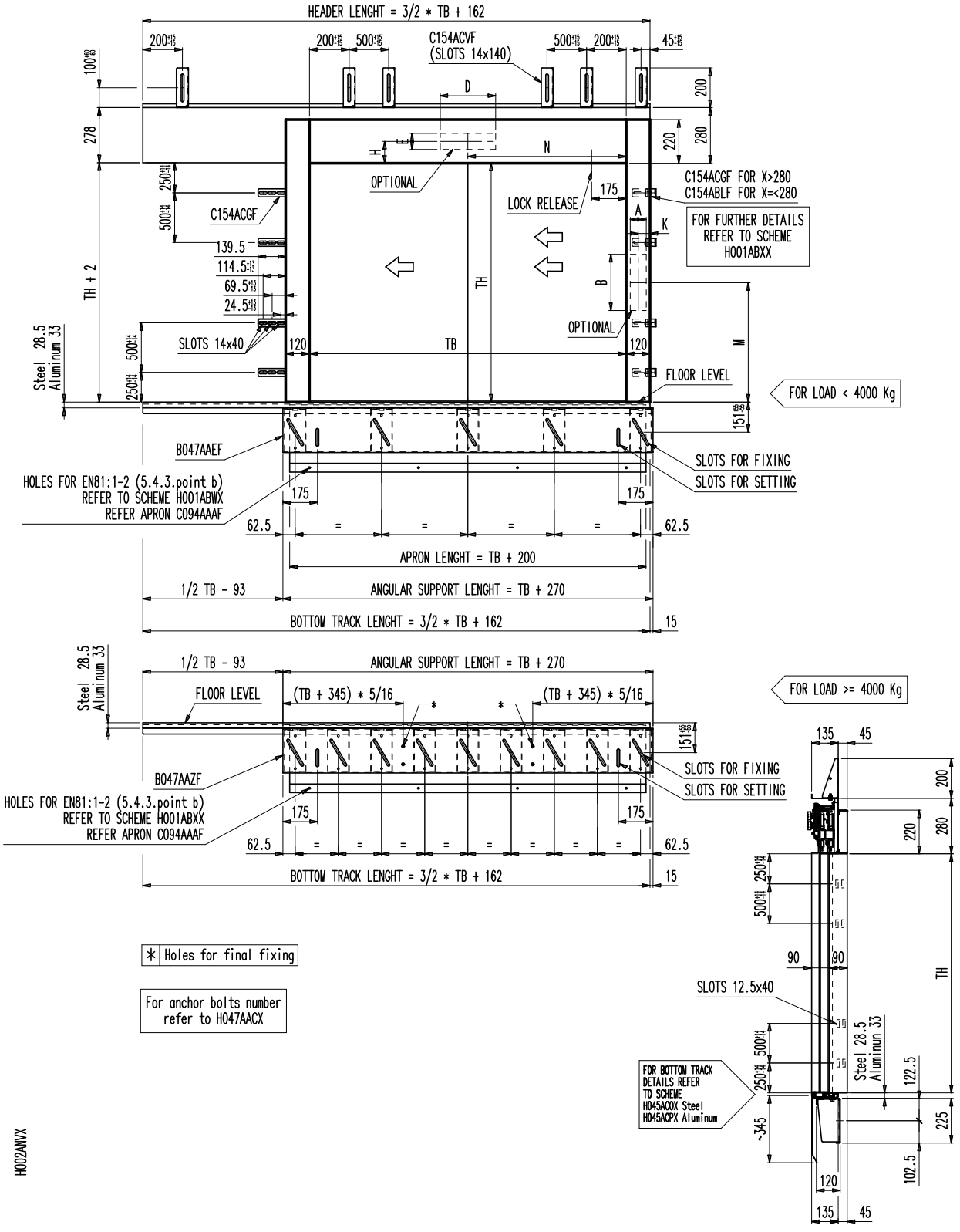
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FRONT AND SIDE VIEW OF STANDARD LANDING DOOR 1000<TB≤1600 - R



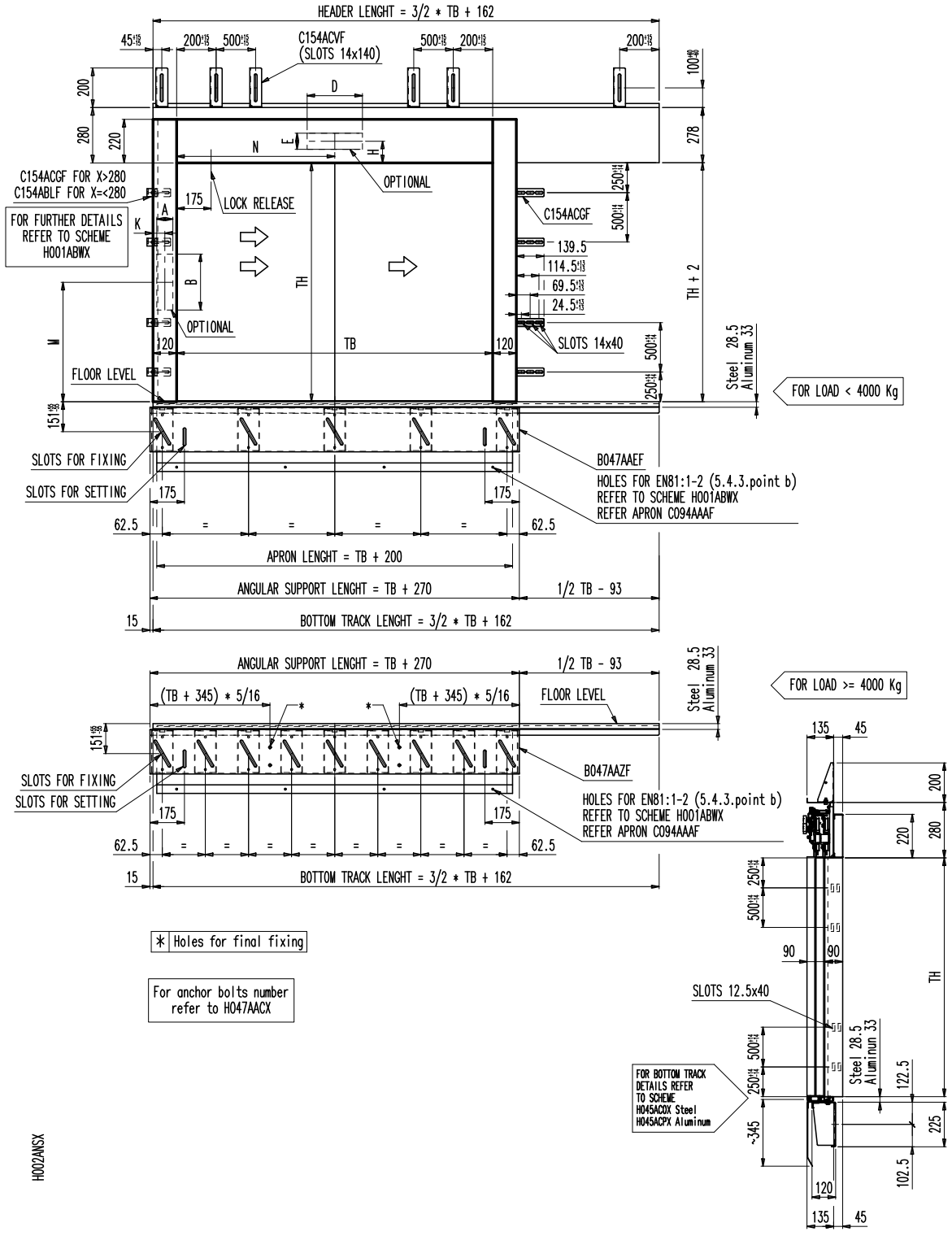
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FRONT AND SIDE VIEW OF STANDARD LANDING DOOR 1600<TB≤2000 - L



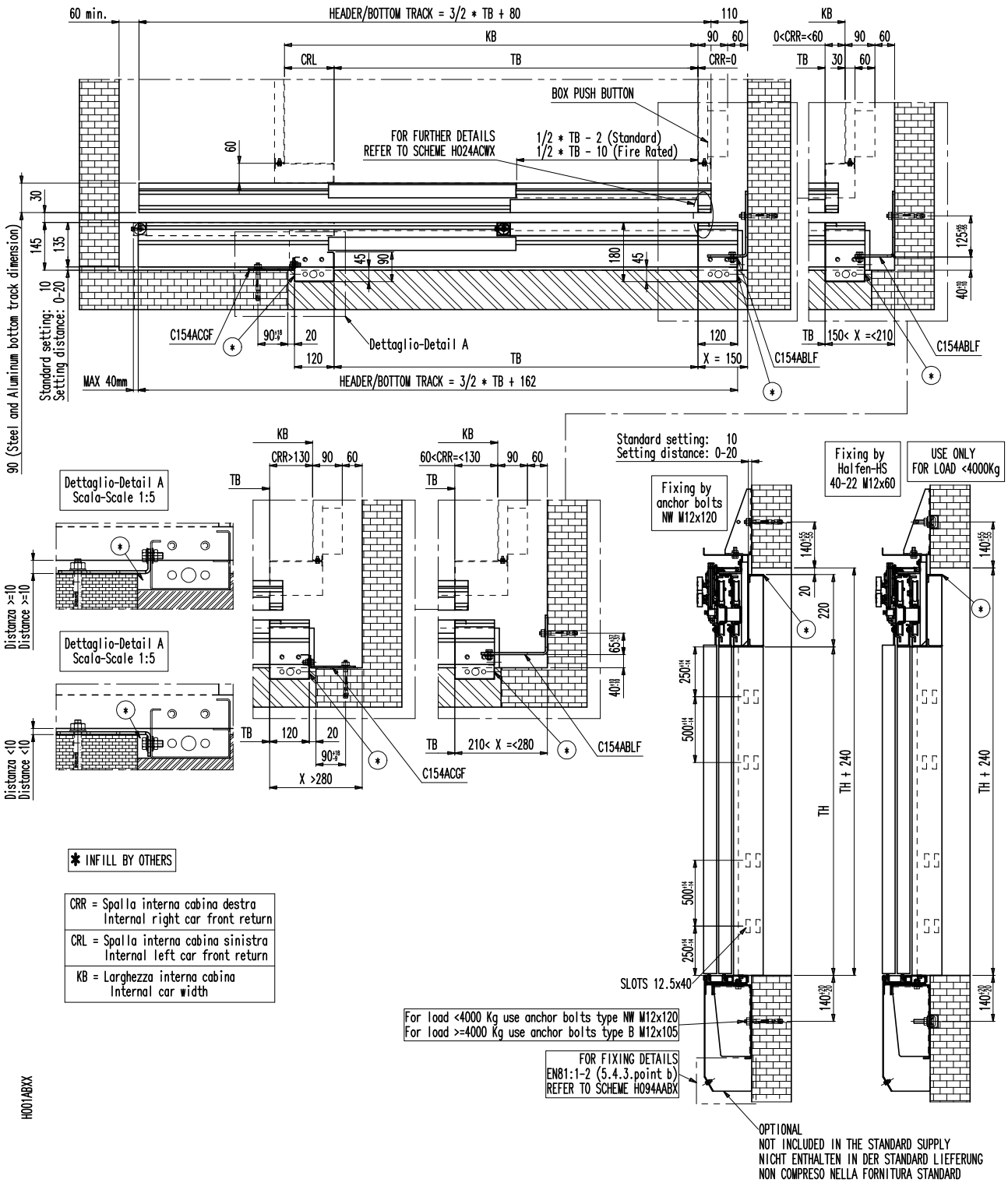
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FRONT AND SIDE VIEW OF STANDARD LANDING DOOR 1600<TB≤2000 - R



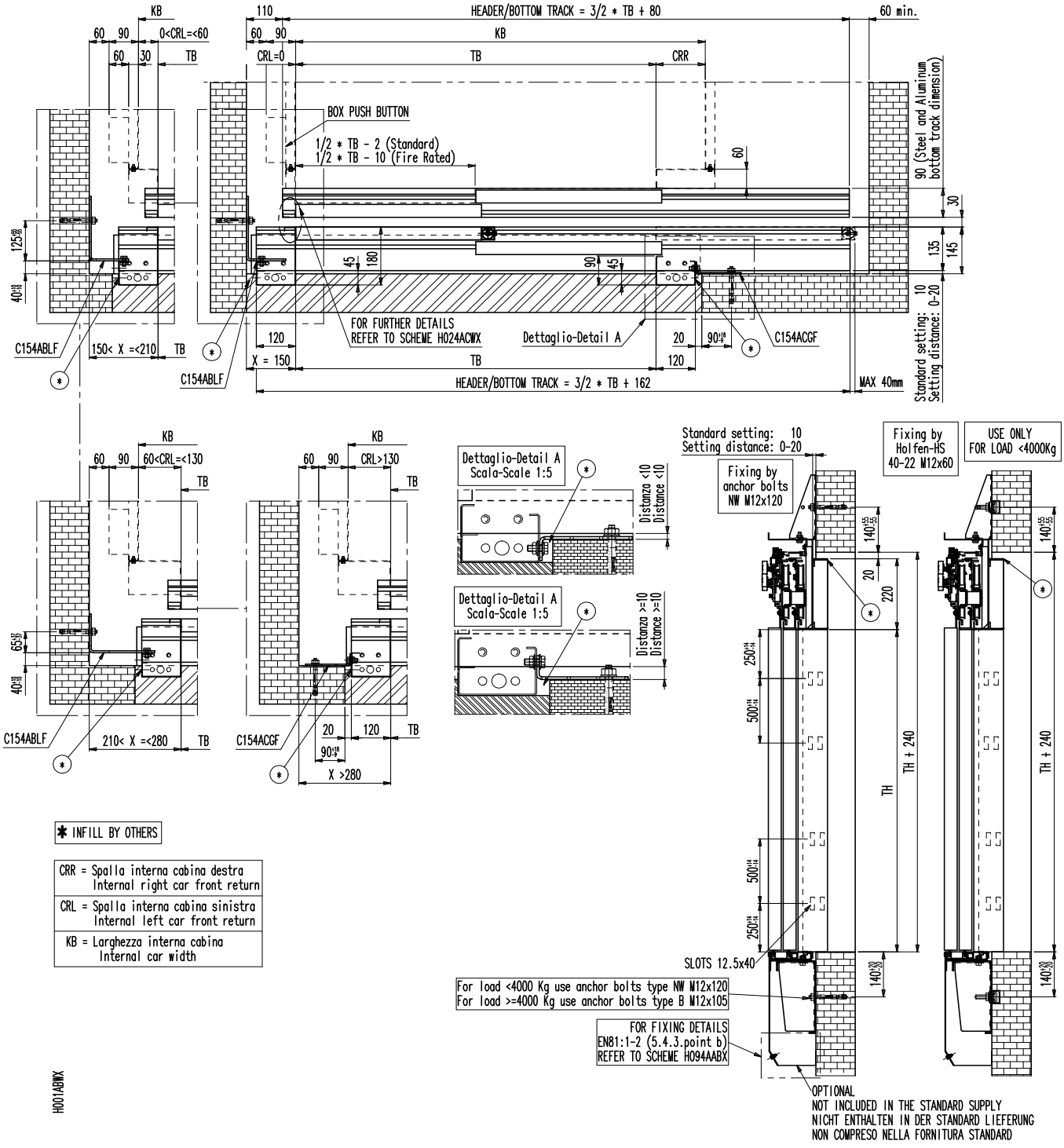
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COUPLING AND INSTALLATION CAR AND LANDING DOOR - L



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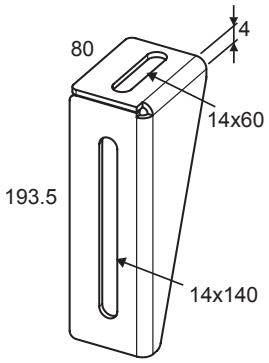
COUPLING AND INSTALLATION CAR AND LANDING DOOR - R



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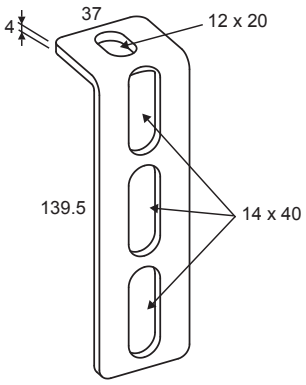
LANDING DOOR FIXING BRACKETS - STANDARD

TOP STANDARD FIXING BRACKETS

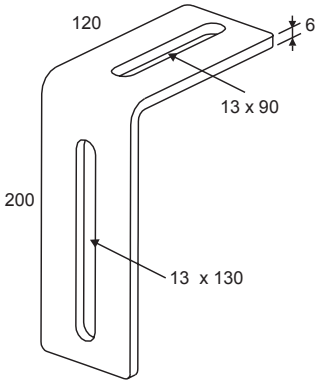


C154ACVF

SIDE STANDARD FIXING BRACKETS



C154ACGF02



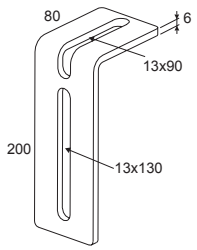
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BOTTOM STANDARD FIXING WITH ANGLE SUPPORT

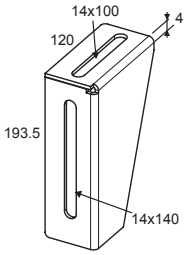
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OPTIONAL FIXING BRACKETS AVAILABLE ON REQUEST

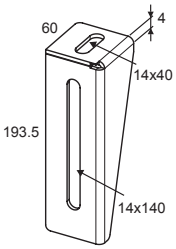
OPTION



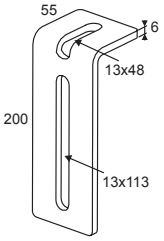
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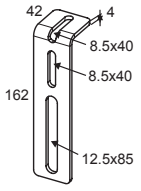
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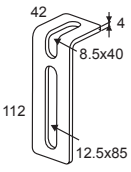
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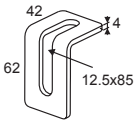
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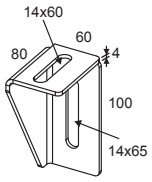
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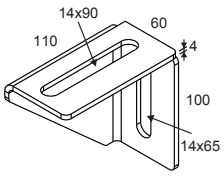
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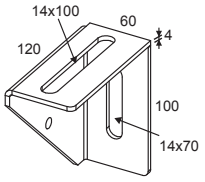
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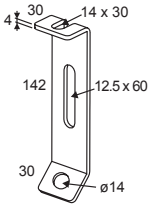
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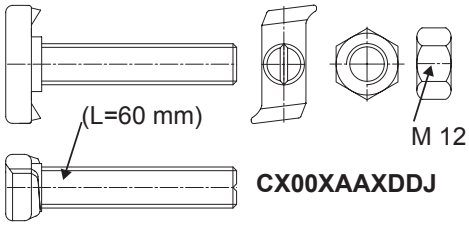


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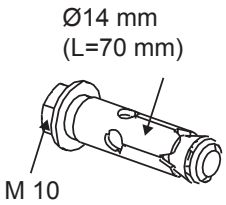


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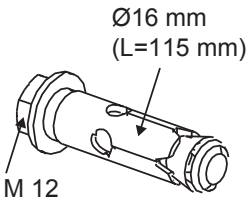
HALFEN HS 40-22



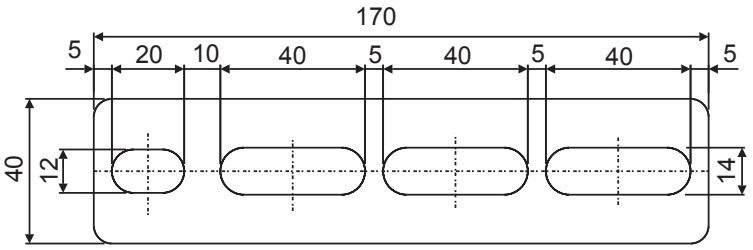
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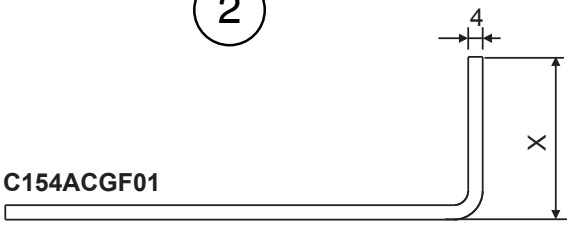


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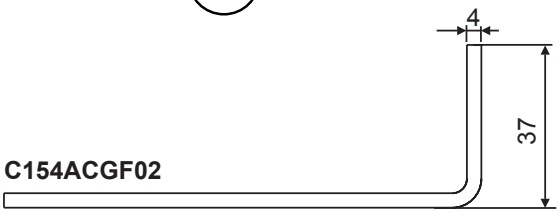
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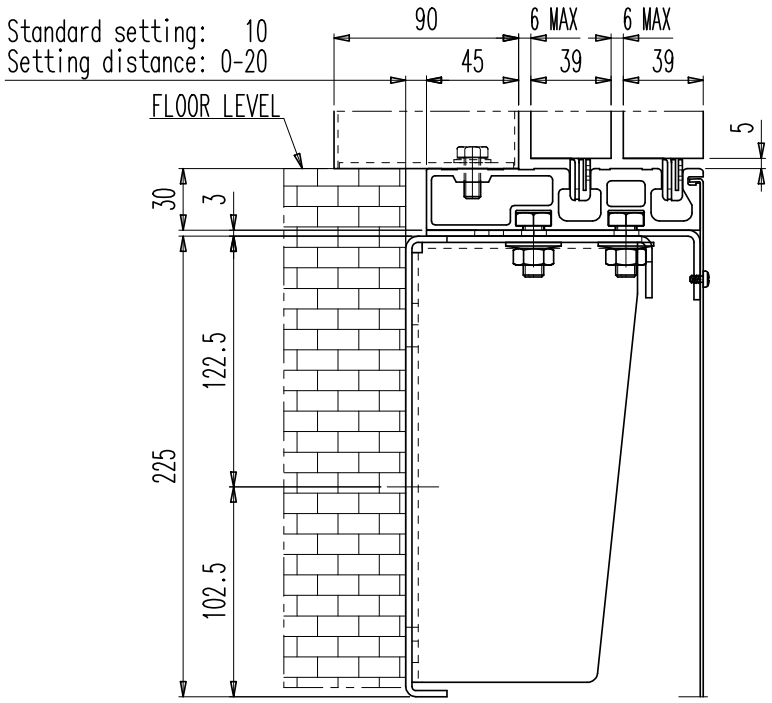


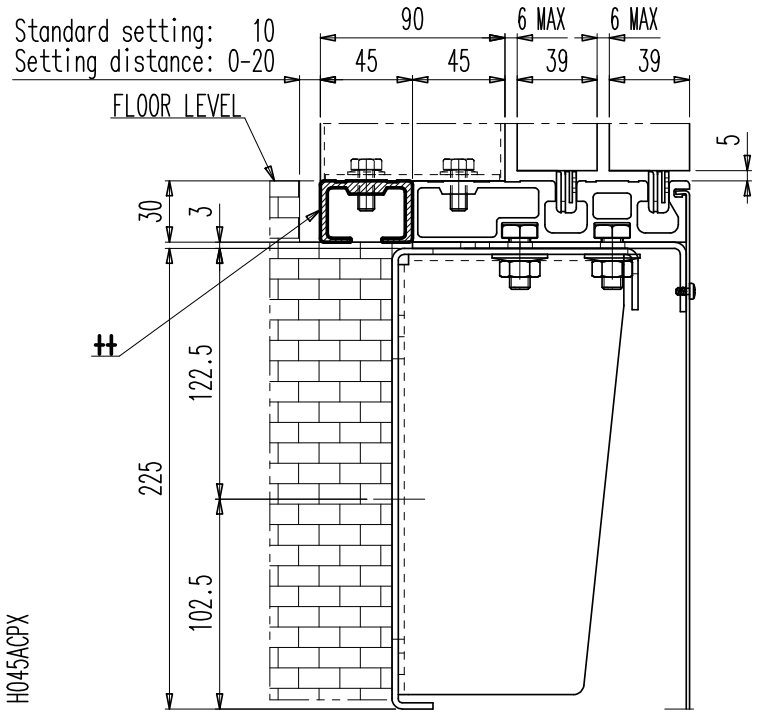
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1	EXAMPLE BENDING	2	FLAT SIDE FIXING BRACKET (FOR BENDING "ON SITE")	3	FLAT SIDE FIXING BRACKET SUPPLIED ALREADY BENDED

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ALUMINIUM BOTTOM TRACK SUPPORT FIXING SCHEME





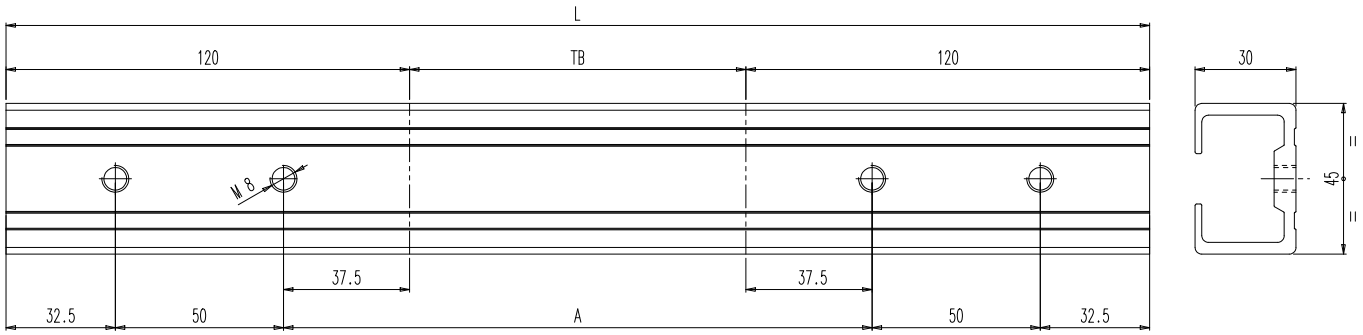
OPTION ++
ADDITIONAL SILL ELEMENT C149AKGA

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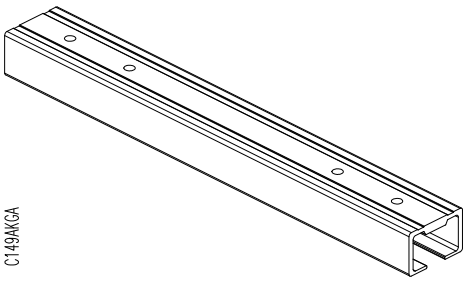
ALUMINIUM TRACK

S 2L-R

CLOSE ADDITIONAL PROFILE FOR ALUMINIUM TRACK

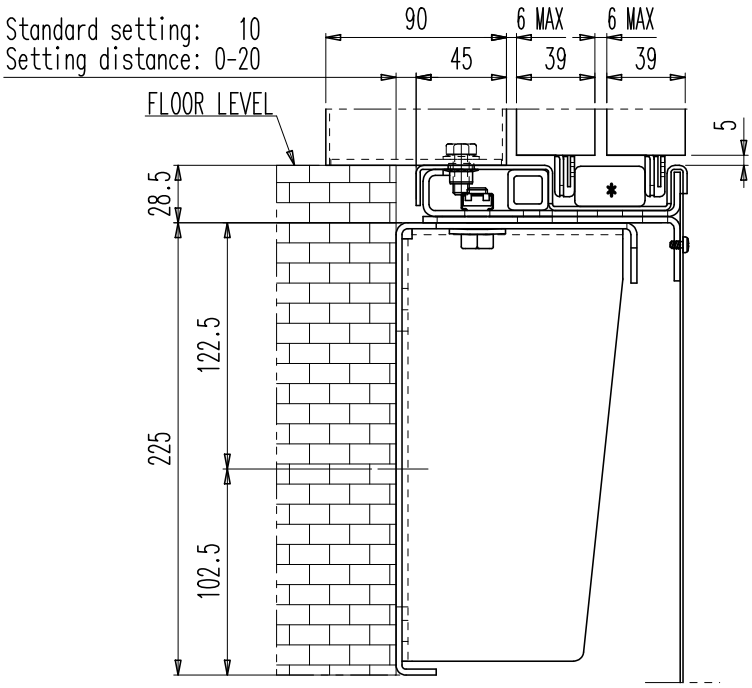


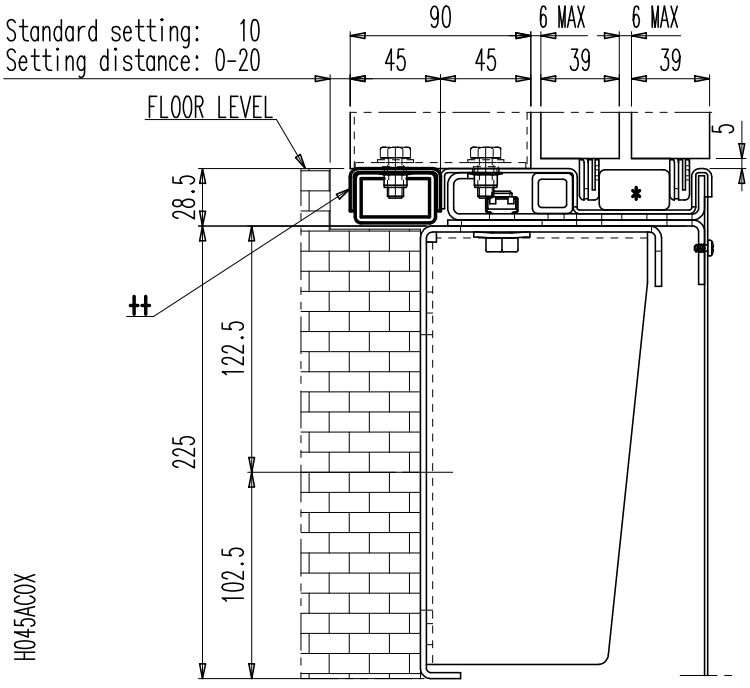
A	TB+75
L	TB+240



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STEEL BOTTOM TRACK SUPPORT FIXING SCHEME





OPTION ++
ADDITIONAL SILL ELEMENT B149AFVX

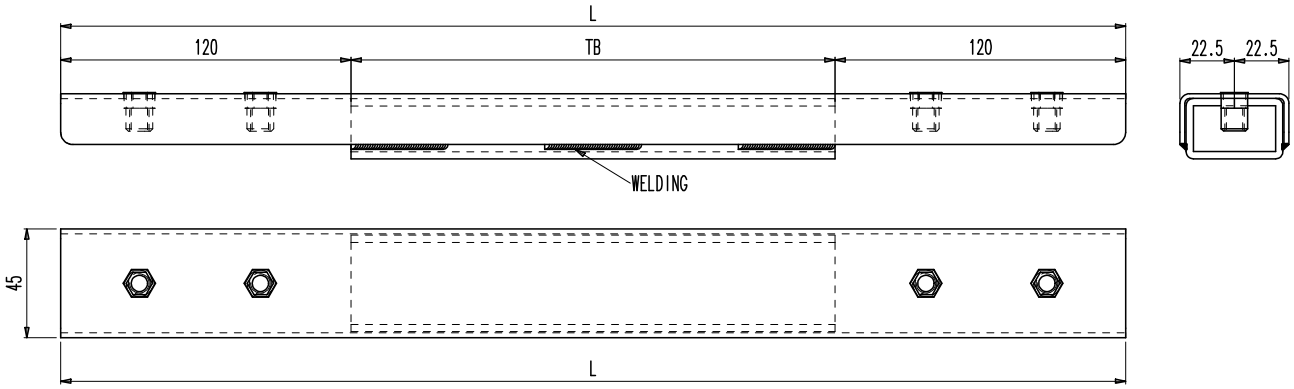
* *TB<1200 SILL HOLLOW SECTION*
TB >=1200 SILL SOLID TUBE

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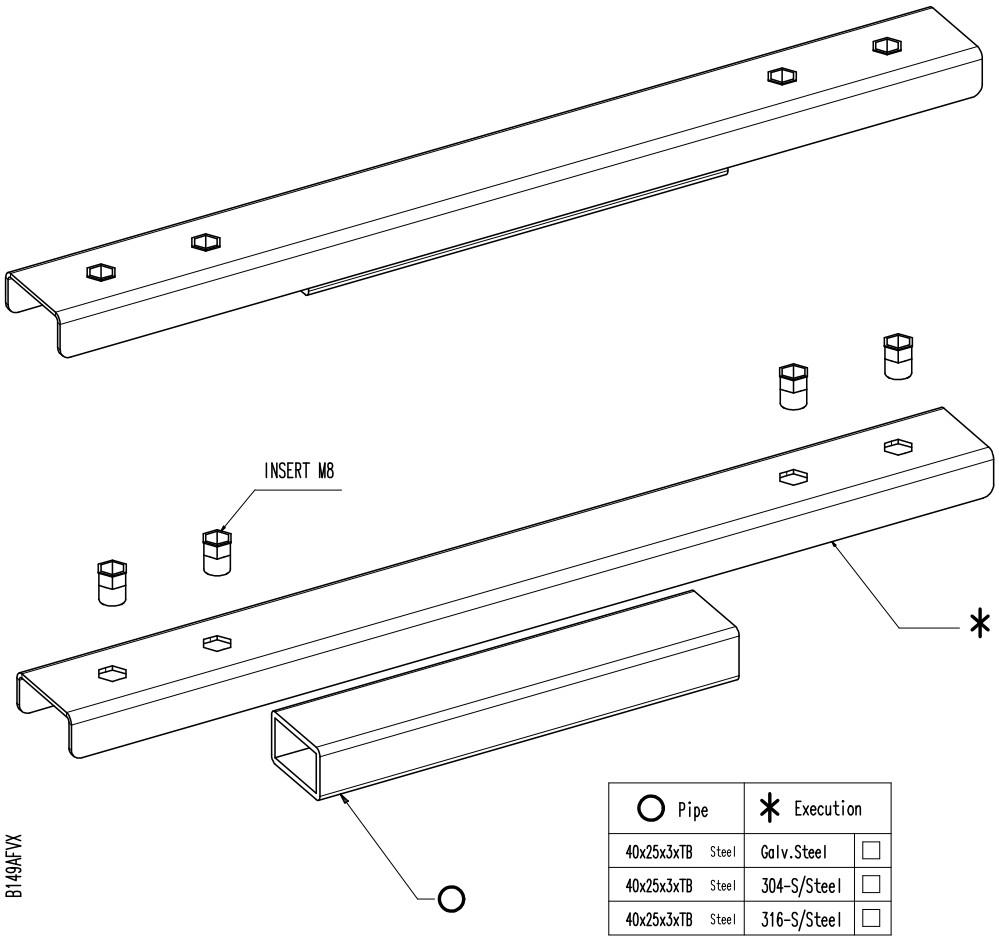
STEEL/INOX BOTTOM TRACK

S 2L-R

CLOSE ADDITIONAL PROFILE STEEL/INOX BOTTOM TRACK



L	TB+240



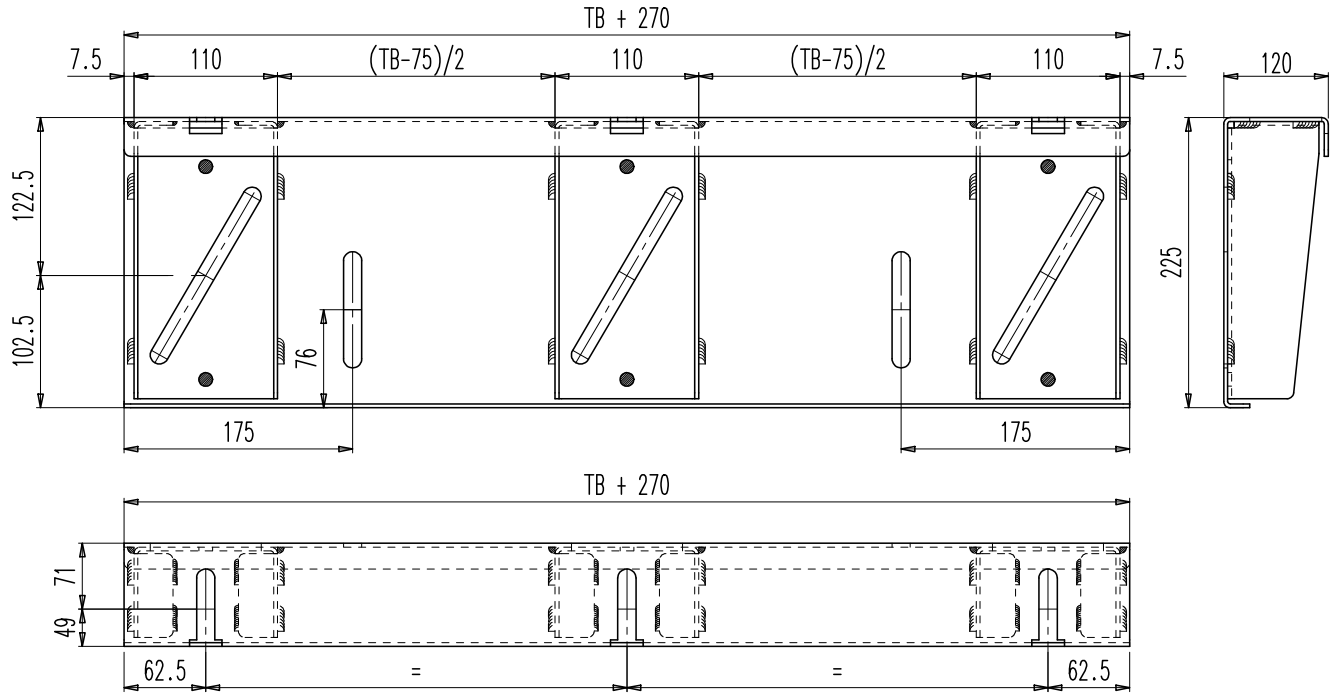
O Pipe	* Execution	
40x25x3xTB Steel	Galv.Steel	☐
40x25x3xTB Steel	304-S/Steel	☐
40x25x3xTB Steel	316-S/Steel	☐

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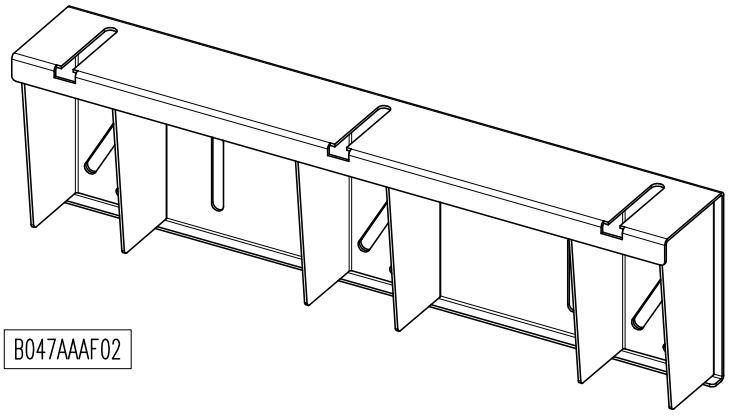
ANGLE SUPPORT

S 2L-R

FULL WITH ANGLE SUPPORT TB=1000 - LOAD CAPACITY < 4000 KG



B047AAAF



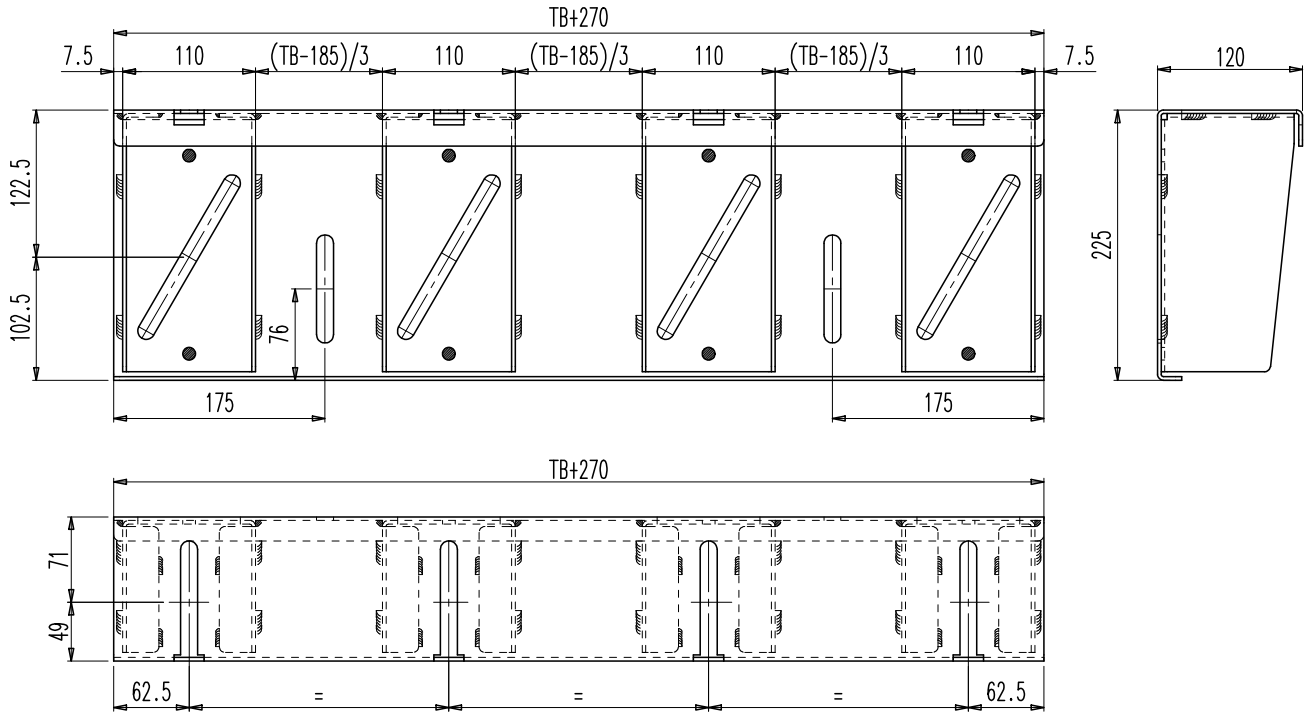
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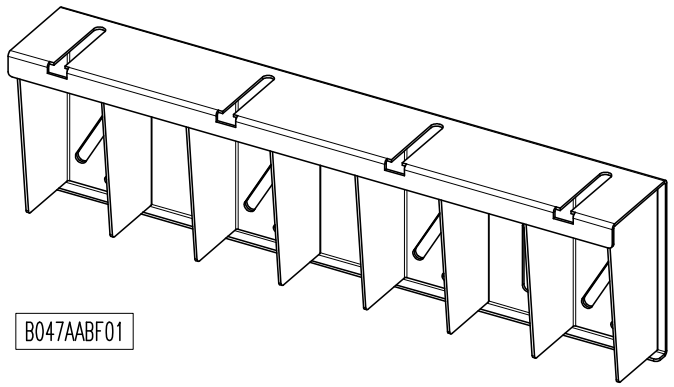
ANGLE SUPPORT

S 2L-R

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



B047AABF



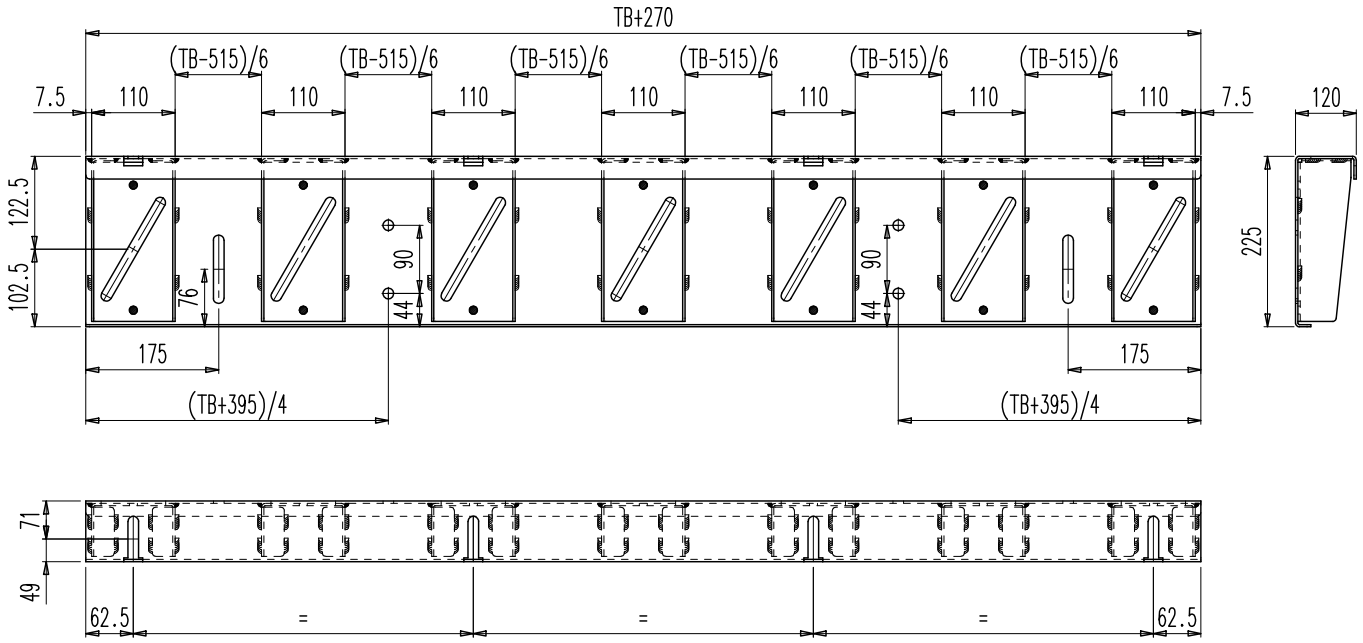
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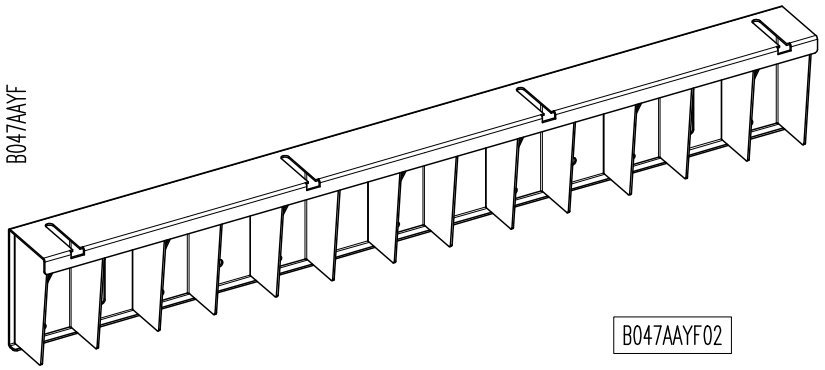
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ANGLE SUPPORT

S 2L-R

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



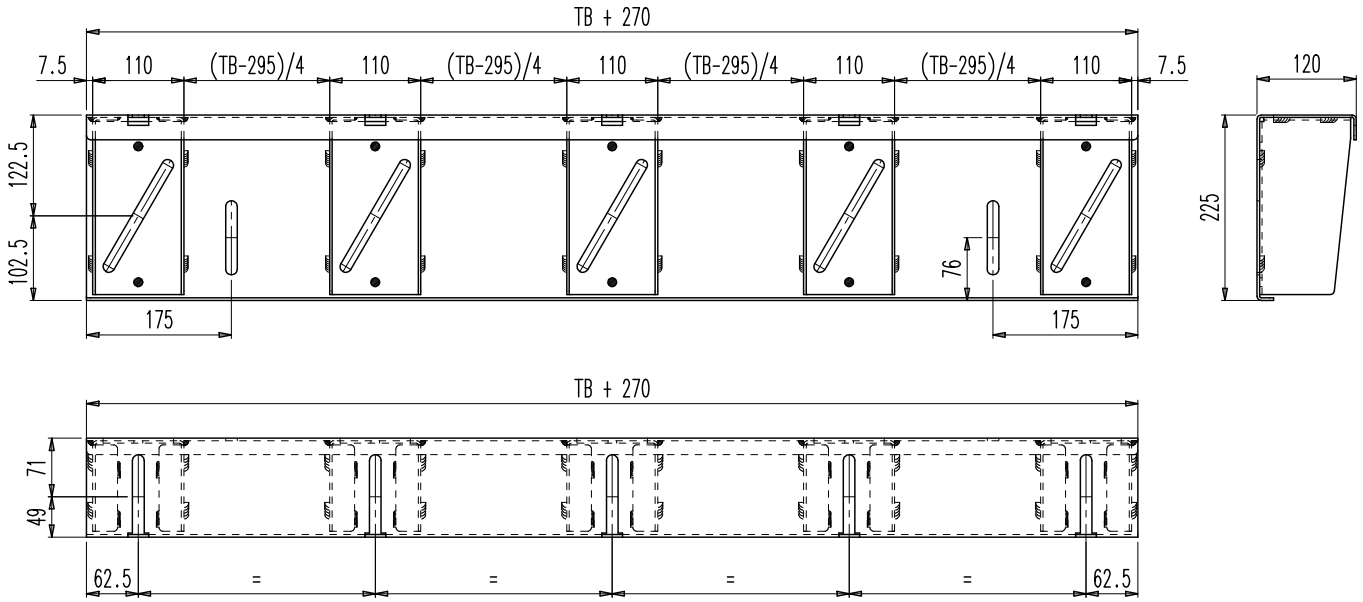


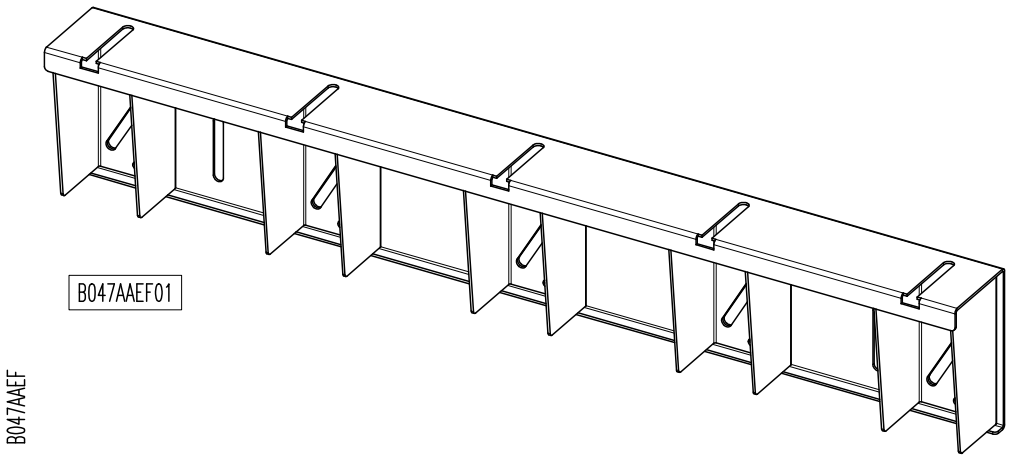
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ANGLE SUPPORT

S 2L-R

FULL WITH ANGLE SUPPORT 1600<TB≤2000 - LOAD CAPACITY < 4000 KG





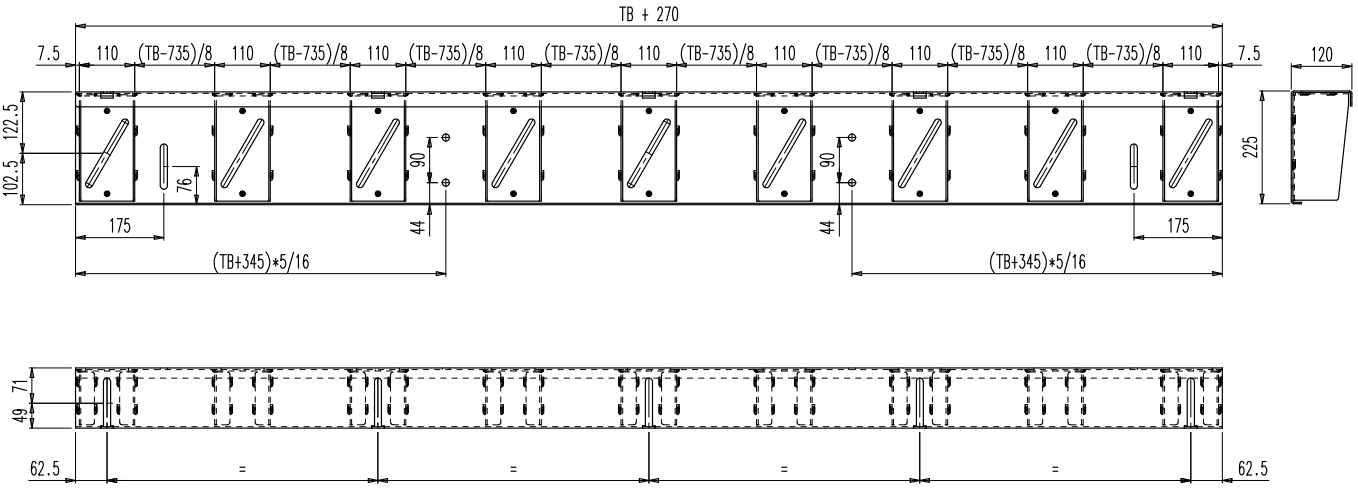
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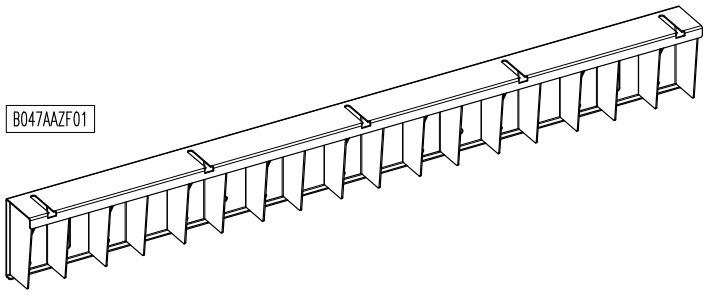
ANGLE SUPPORT

S 2L-R

FULL WITH ANGLE SUPPORT 1600<TB≤2000 - LOAD CAPACITY >= 4000 KG



B047AAZF

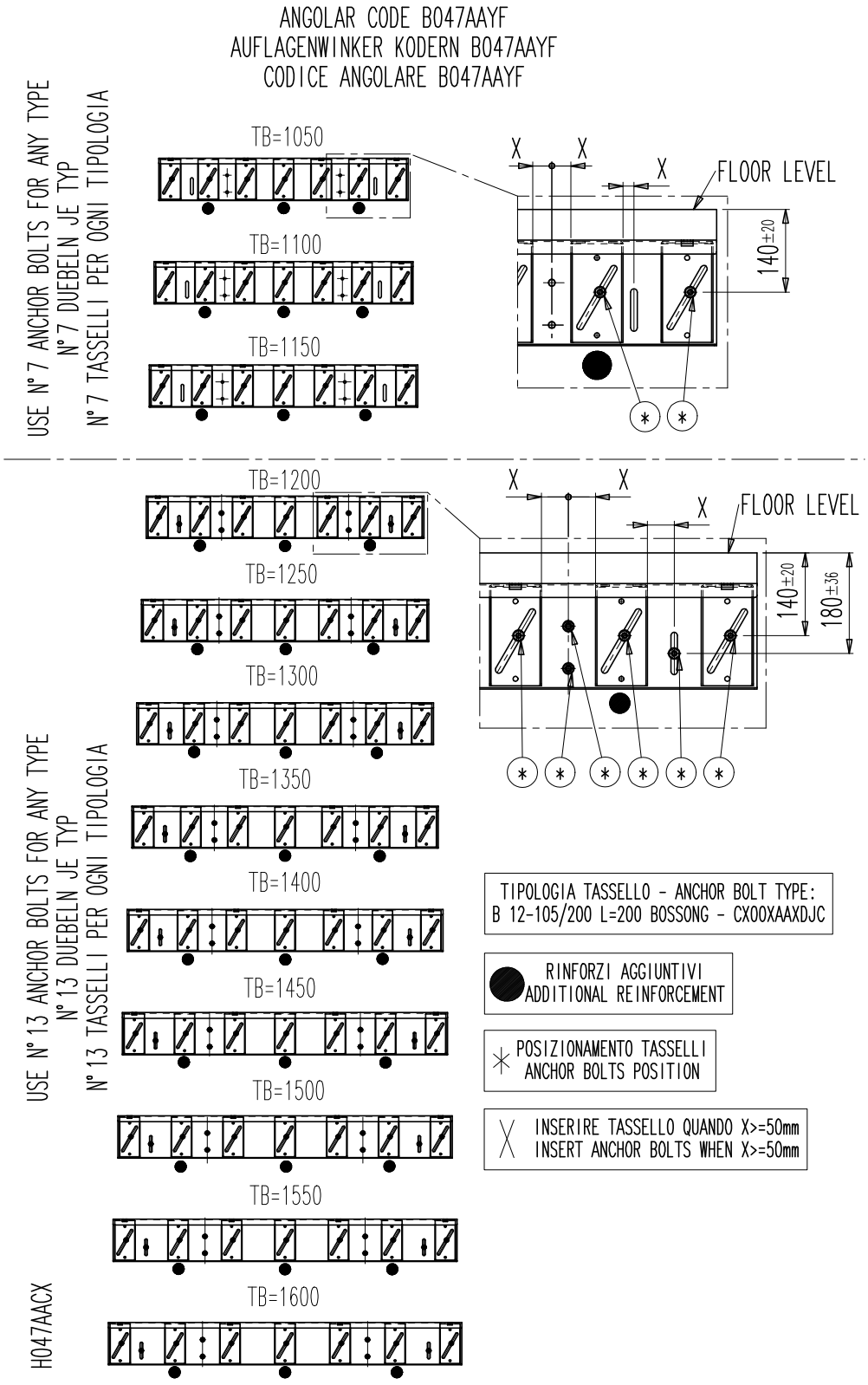


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ANGLE SUPPORT

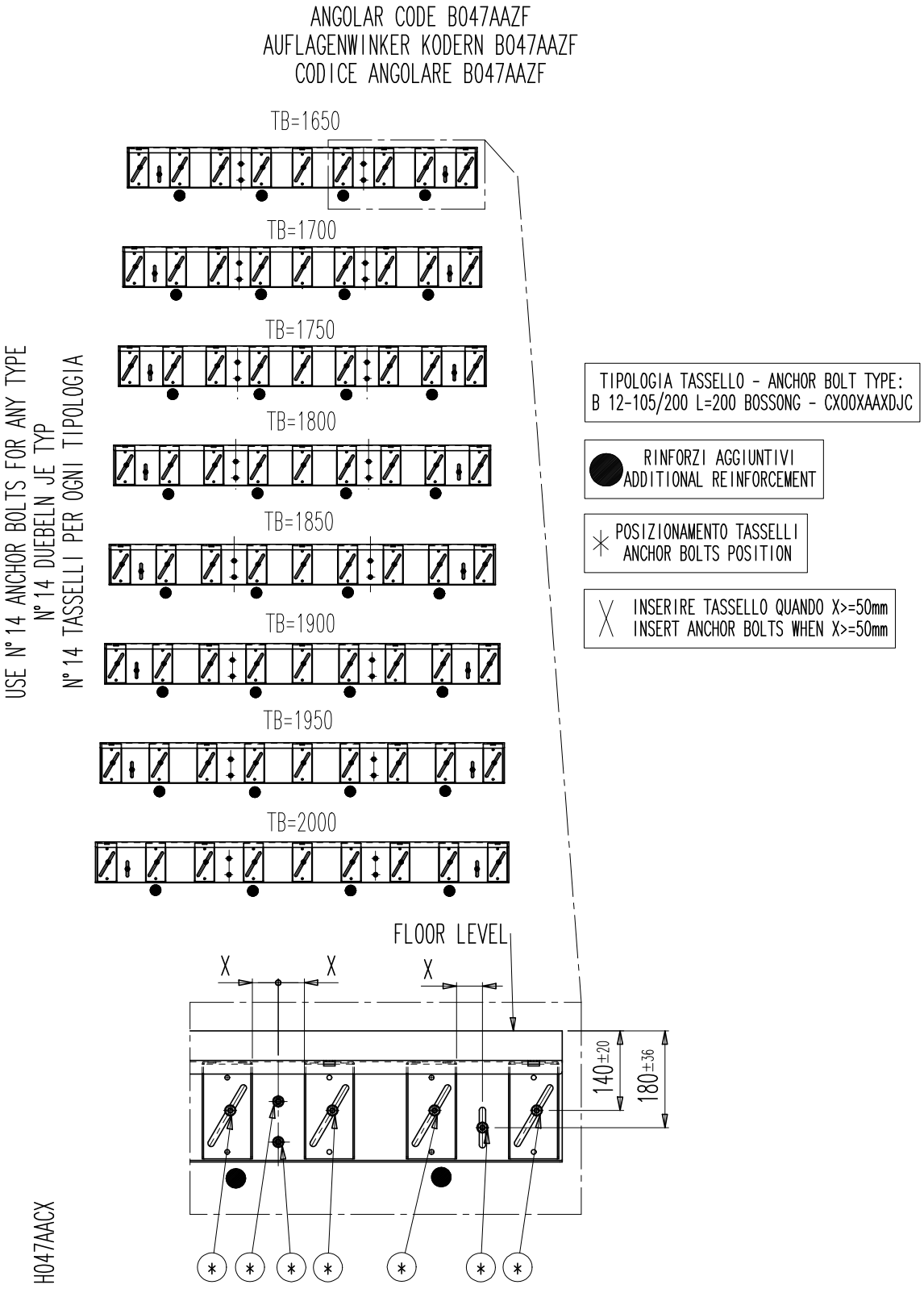
S 2L-R

FIXING POINTS SCHEME FOR FULL WIDTH ANGLE SUPPORT FOR LIFTS WITH LOAD CAPACITY >= 4000 KG - 1000<TB=<1600



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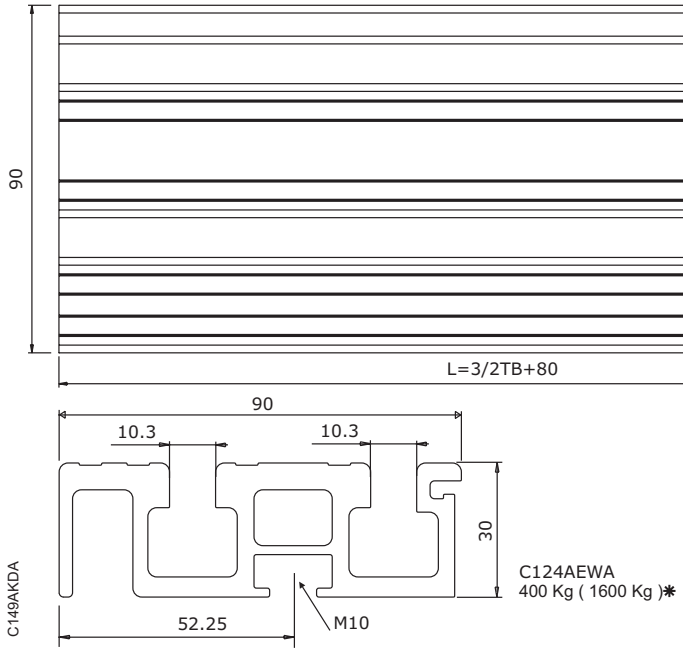
FIXING POINTS SCHEME FOR FULL WIDTH ANGLE SUPPORT FOR LIFTS WITH LOAD CAPACITY >= 4000 KG - 1600<TB=<2000



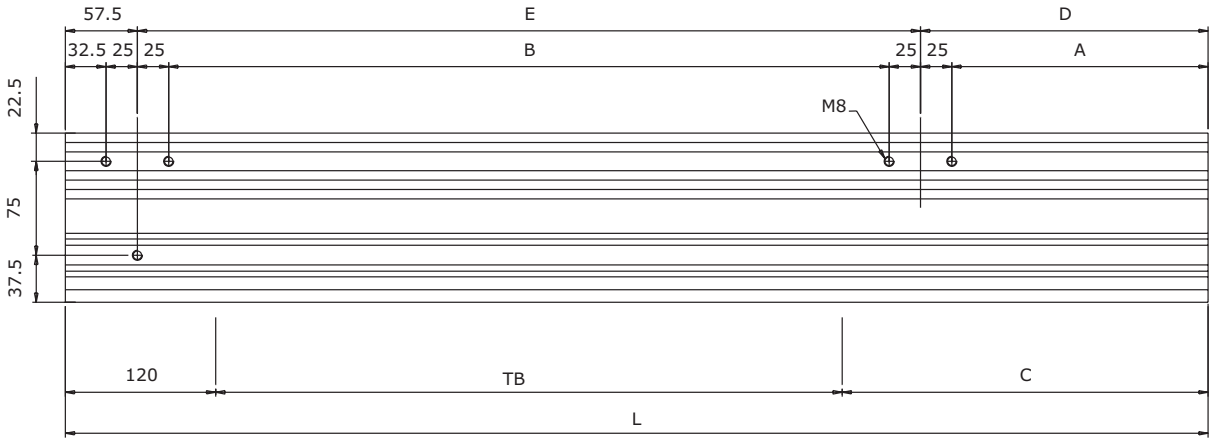
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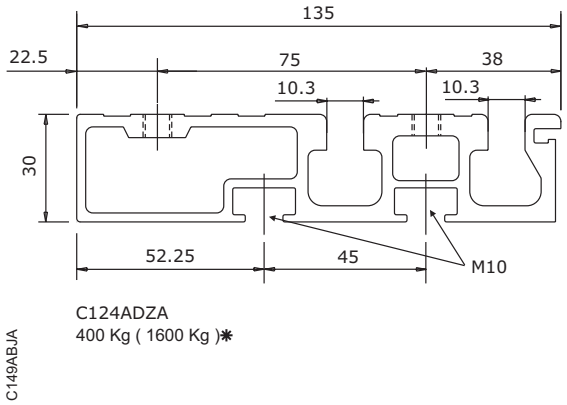
COMPLETE ALUMINIUM BOTTOM TRACK - L

K2L CAR DOOR



S2L LANDING DOOR





A	1/2TB - 45,5	**D**	1/2TB - 20,5
B	TB+75	**E**	TB + 125
C	1/2TB + 42	**L**	3/2TB + 162

✱ 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.

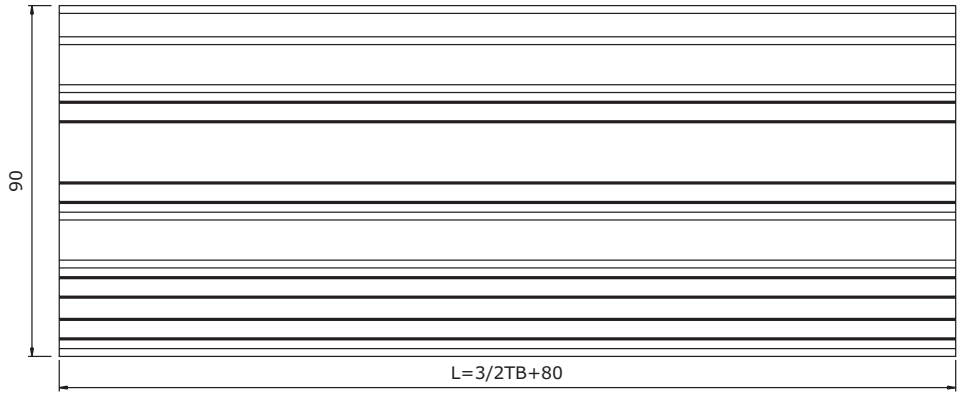
✱ Die oben genannte Belastung bezieht sich ausschließlich auf eine senkrecht auf die Schwellen wirkende, statische Last, welche an der ungünstigsten Stelle auf einen steifen Befestigungswinkel wirkt. Betrachtungen zur Befestigungsmethode (des Winkels) sind dabei nicht berücksichtigt. Die Angaben in Klammern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

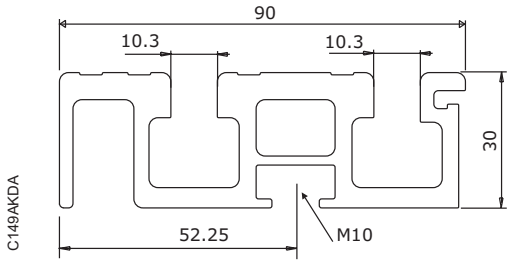
✱ *La portata sopra indicata si riferisce esclusivamente alle soglie con carico statico applicato verticalmente sulla parte più cedevole e con fissaggio con staffe rigide. Sono pertanto escluse considerazioni sui dispositivi di fissaggio. I numeri tra parentesi si riferiscono al carico di carrelli su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

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COMPLETE ALUMINIUM BOTTOM TRACK - R

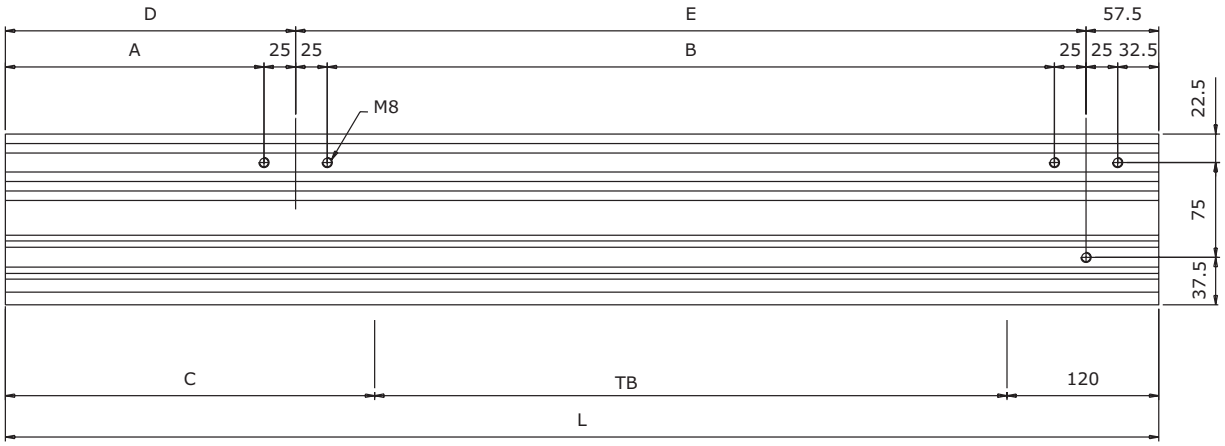
K2R CAR DOOR

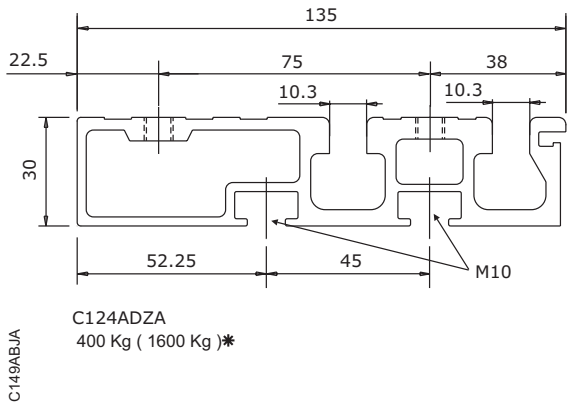




C124AEWA
400 Kg (1600 Kg)✱

S2R LANDING DOOR





C124ADZA
400 Kg (1600 Kg)✱

A	1/2TB - 45,5	**D**	1/2TB - 20,5
B	TB+75	**E**	TB + 125
C	1/2TB + 42	**L**	3/2TB + 162

✱ 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.

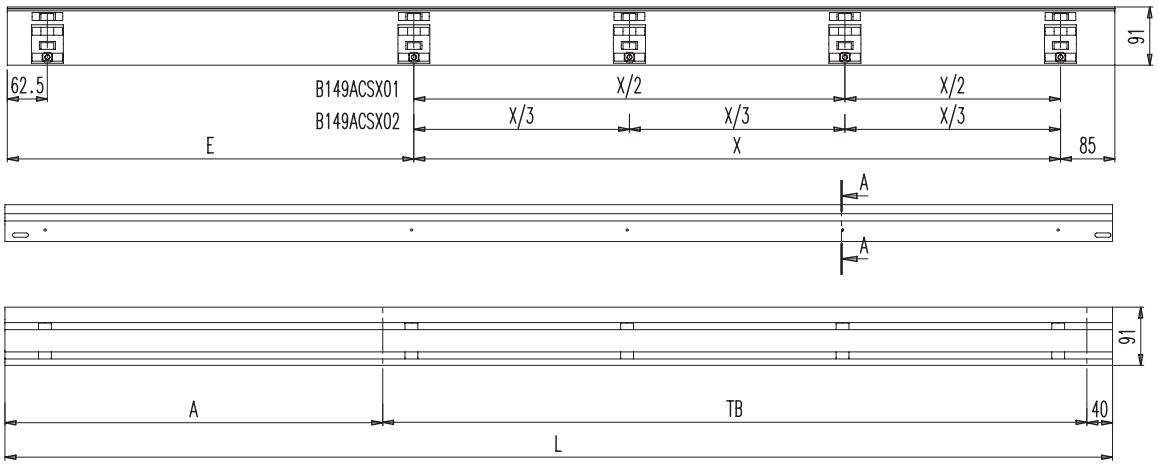
✱ *La portata sopra indicata si riferisce esclusivamente alle soglie con carico statico applicato verticalmente sulla parte più cedevole e con fissaggio con staffe rigide. Sono pertanto escluse considerazioni sui dispositivi di fissaggio. I numeri tra parentesi si riferiscono al carico di carrelli su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

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SELFSTANDING STEEL/STAINLESS STEEL BOTTOM TRACK 1000≤TB<1200 - L

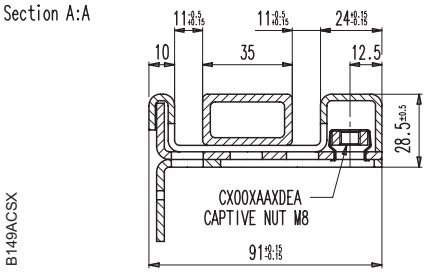
OPTION

K2L CAR DOOR



A	TB/2+40
E	TB/2+85
L	1.5TB+80
X	TB-90

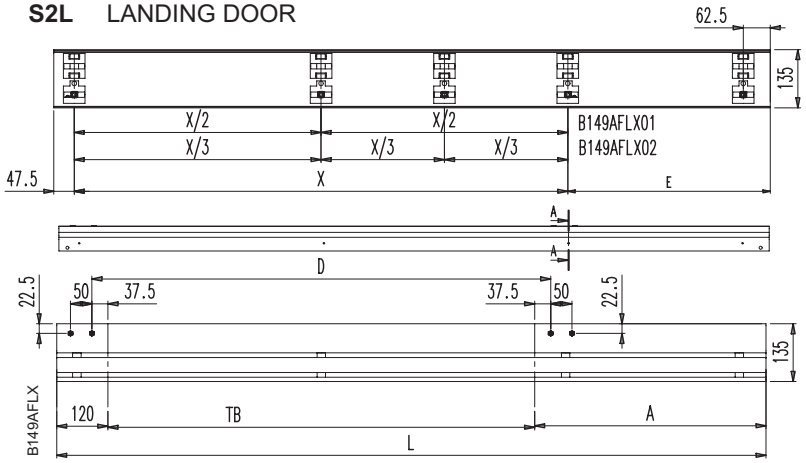
Section A:A



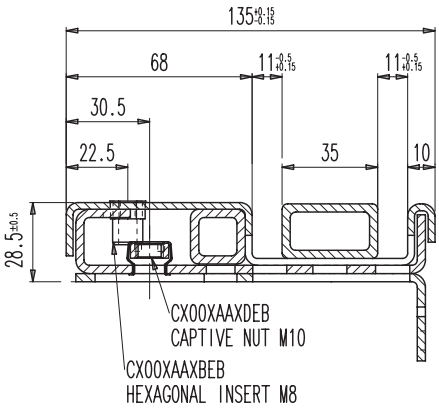
B149ACSX01	TB=1000
B149ACSX02	1000<TB<1200

2000 Kg (8000 Kg)✱

S2L LANDING DOOR



Section A:A



A	TB/2+42
D	TB+75
E	TB/2-30.5
L	1.5TB+162
X	TB+145

B149AFLX01	TB=1000
B149AFLX02	1000<TB≤1150

2000 Kg (8000 Kg)✱

✱ 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 si ch auf die Belastung durch vierrädrige Wagen.

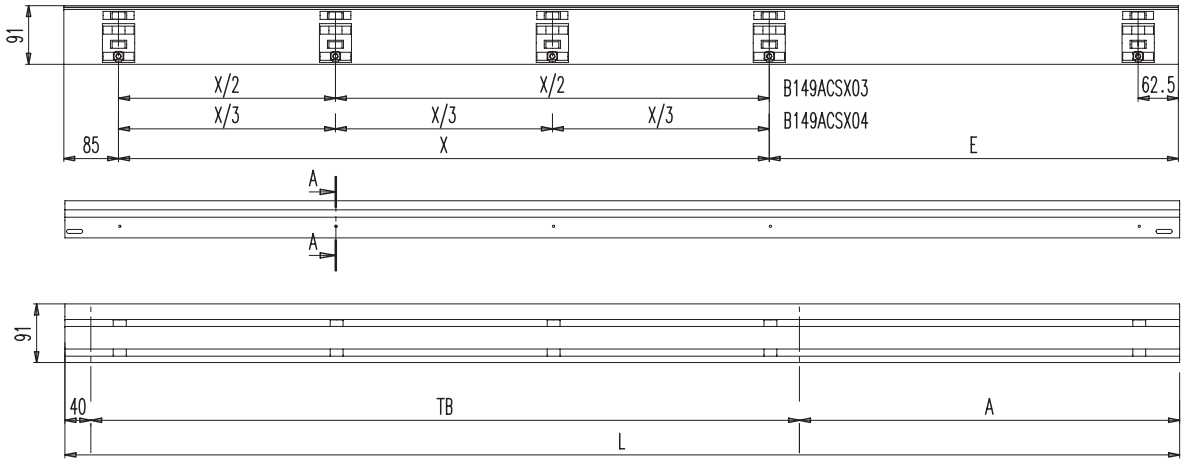
✱ *La portata sopra indicata si riferisce esclusivamente alle soglie con carico statico applicato verticalmente s ulla parte più cedevole e con fissaggio con staffe rigide. Sono pertanto escluse considerazioni sui dispositivi di fissaggio. I numeri tra parentesi si riferiscono al carico di carrelli su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

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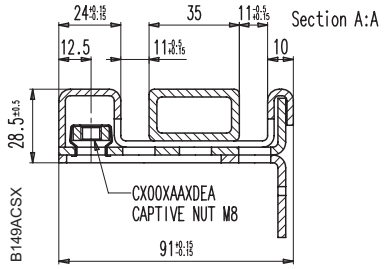
SELFSTANDING STEEL/STAINLESS STEEL BOTTOM TRACK 1000≤TB<1200 - R

OPTION

K2R CAR DOOR



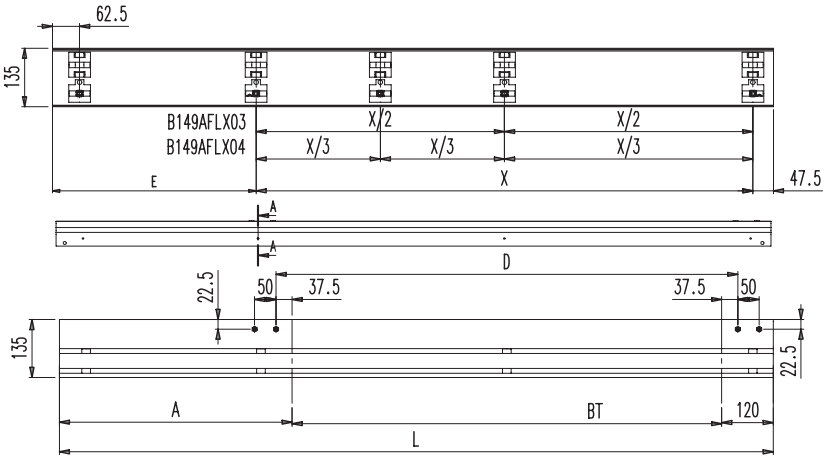
A	TB/2+40
E	TB/2+85
L	1.5TB+80
X	TB-90

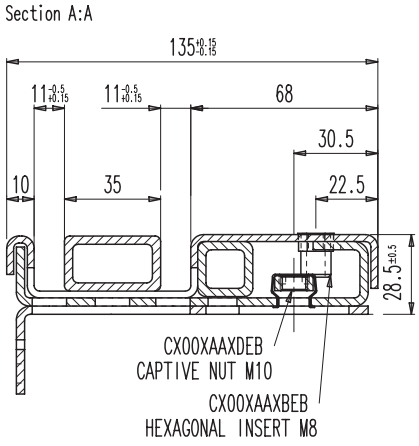


B149ACSX03	TB=1000
B149ACSX04	1000<TB<1200

2000 Kg (8000 Kg)✱

S2R LANDING DOOR





A	TB/2+42
D	TB+75
E	TB/2-30.5
L	1.5TB+162
X	TB+145

B149AFLX

B149AFLX03	TB=1000
B149AFLX04	1000<TB≤1150

2000 Kg (8000 Kg)✱

✱ 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 si ch auf die Belastung durch vierrädrige Wagen.

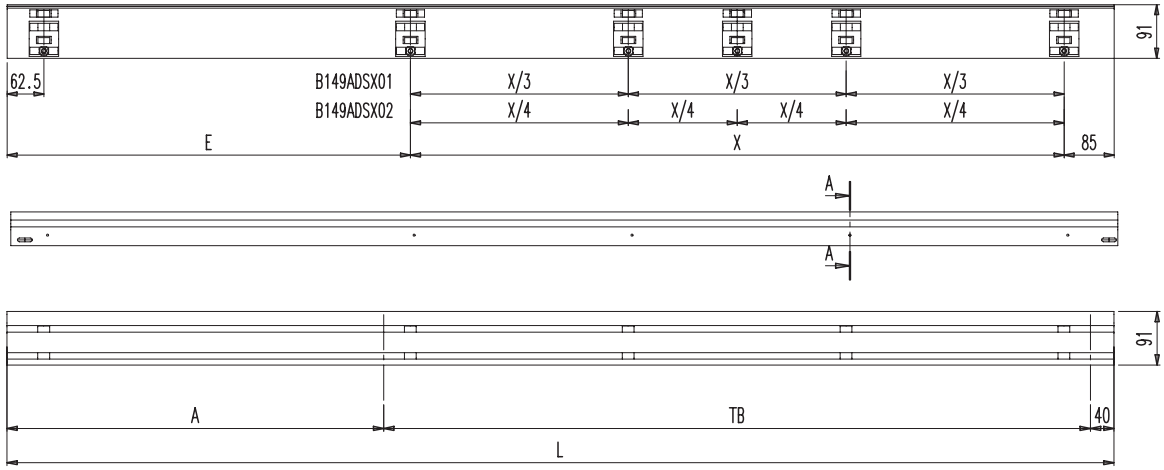
✱ *La portata sopra indicata si riferisce esclusivamente alle soglie con carico statico applicato verticalmente s ulla parte più cedevole e con fissaggio con staffe rigide. Sono pertanto escluse considerazioni sui dispositivi di fissaggio. I numeri tra parentesi si riferiscono al carico di carrelli su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

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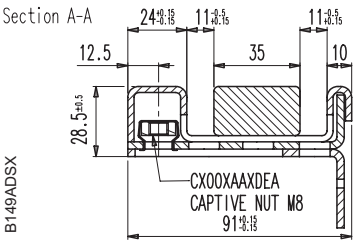
SELFSTANDING STEEL/STAINLESS STEEL BOTTOM TRACK 1200≤TB=<2000 - L

OPTION

K2L CAR DOOR



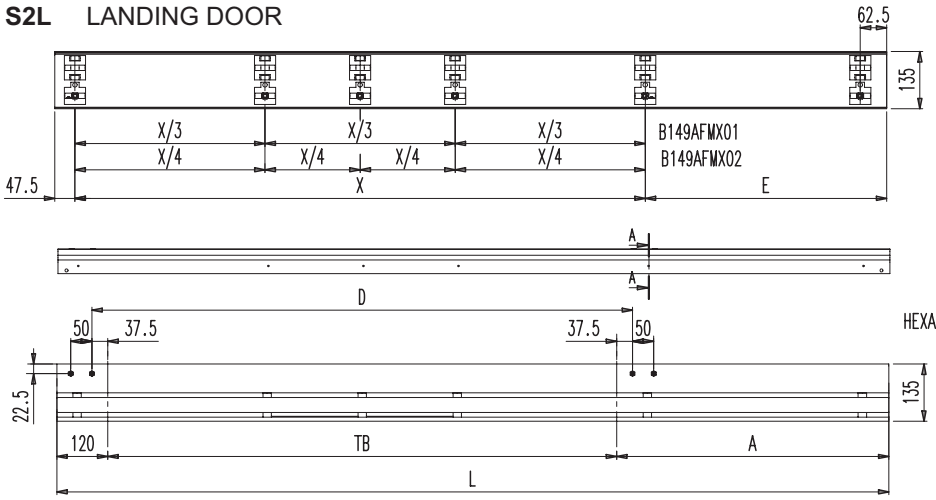
A	TB/2+40
E	TB/2+85
L	1.5TB+80
X	TB-90

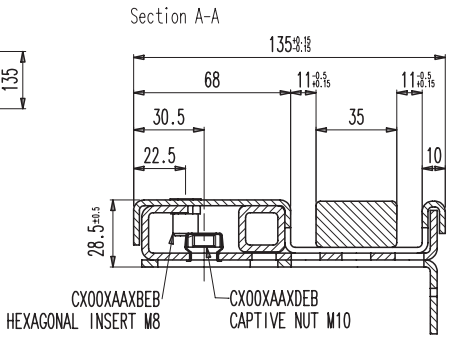


B149ADSX01	1200≤TB≤1600
B149ADSX02	1600<TB≤2000

2000 Kg (8000 Kg)✱

S2L LANDING DOOR





A	TB/2+42
D	TB+75
E	TB/2-30.5
L	1.5TB+162
X	TB+145

2000 Kg (8000 Kg)✱

B149AFMX01	1200≤TB≤1600
B149AFMX02	1600<TB≤2000

B149AFMX

✱ 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 si ch auf die Belastung durch vierrädrige Wagen.

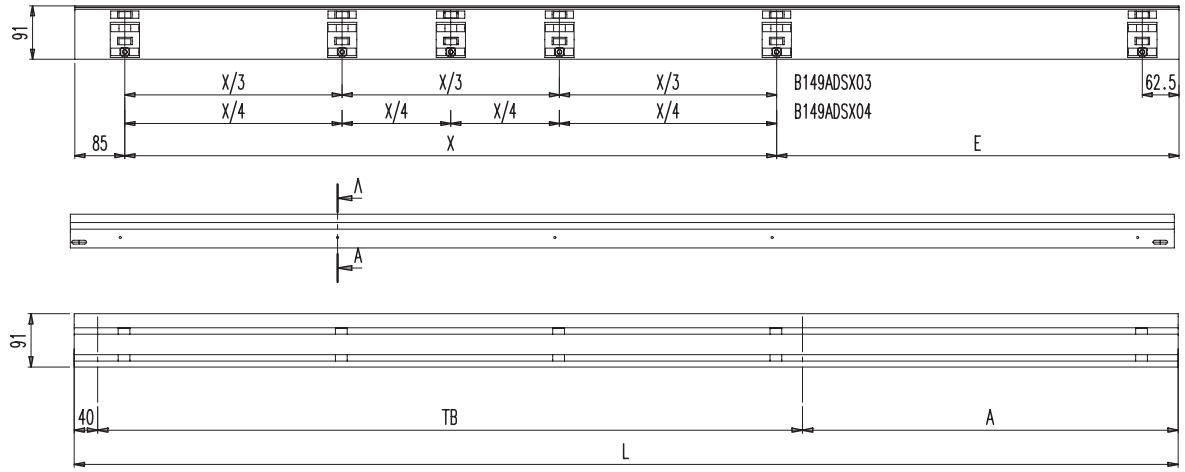
✱ *La portata sopra indicata si riferisce esclusivamente alle soglie con carico statico applicato verticalmente s ulla parte più cedevole e con fissaggio con staffe rigide. Sono pertanto escluse considerazioni sui dispositivi di fissaggio. I numeri tra parentesi si riferiscono al carico di carrelli su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

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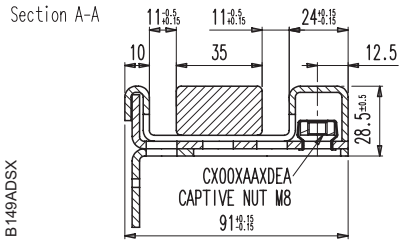
SELFSTANDING STEEL/STAINLESS STEEL BOTTOM TRACK 1200≤TB=<2000 - R

OPTION

K2R CAR DOOR



A	TB/2+40
E	TB/2+85
L	1.5TB+80
X	TB-90

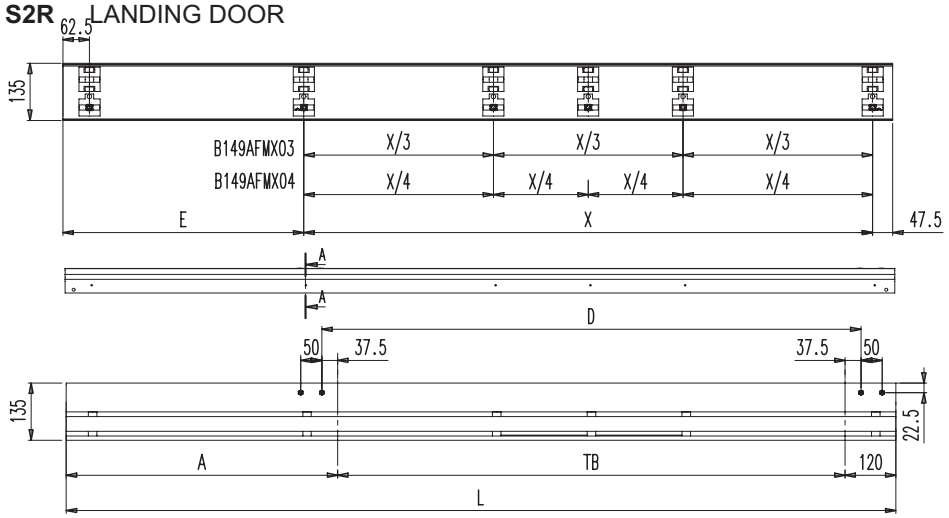


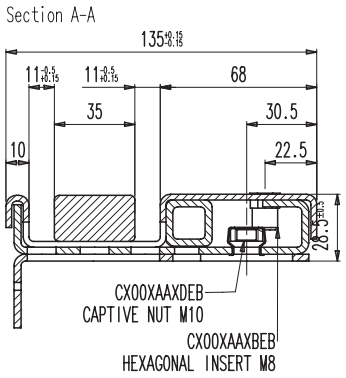
B149ADSX

B149ADSX03	1200≤TB≤1600
B149ADSX04	1600<TB≤2000

2000 Kg (8000 Kg)✱

S2R LANDING DOOR





A	TB/2+42
D	TB+75
E	TB/2-30.5
L	1.5TB+162
X	TB+145

2000 Kg (8000 Kg)✱

B149AFMX03	1200≤TB≤1600
B149AFMX04	1600<TB≤2000

B149AFMX

✱ 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 si ch auf die Belastung durch vierrädrige Wagen.

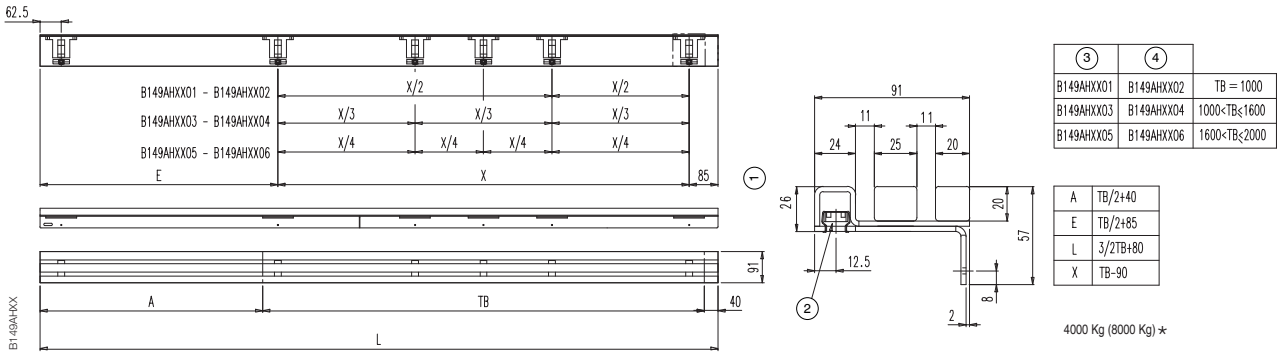
✱ *La portata sopra indicata si riferisce esclusivamente alle soglie con carico statico applicato verticalmente s ulla parte più cedevole e con fissaggio con staffe rigide. Sono pertanto escluse considerazioni sui dispositivi di fissaggio. I numeri tra parentesi si riferiscono al carico di carrelli su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

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REINFORCED BOTTOM TRACK - L

OPTION

K 2L CAR DOOR

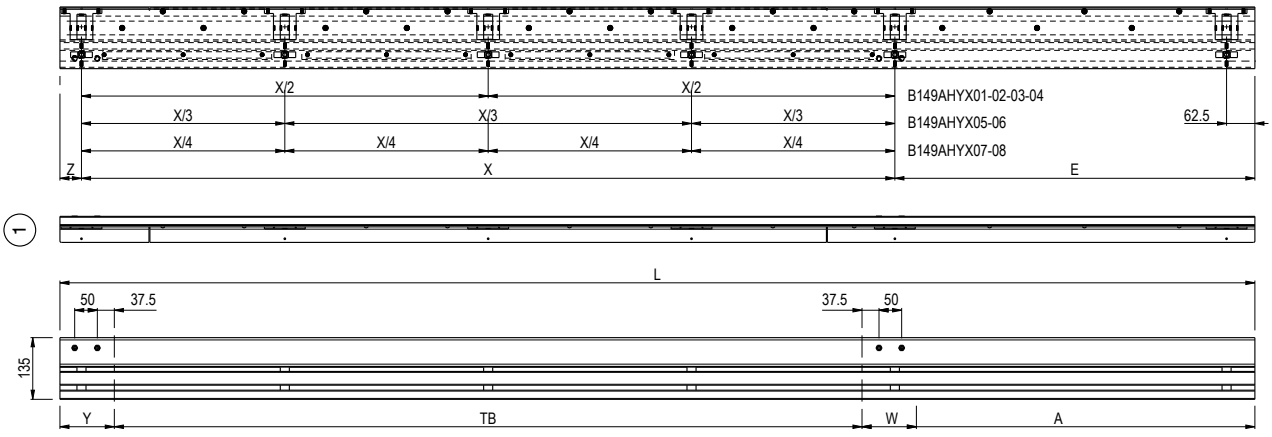


③	④	
B149AHXX01	B149AHXX02	TB = 1000
B149AHXX03	B149AHXX04	1000<TB≤1600
B149AHXX05	B149AHXX06	1600<TB≤2000

A	TB/2+40
E	TB/2+85
L	3/2TB+80
X	TB-90

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

S 2L LANDING DOOR

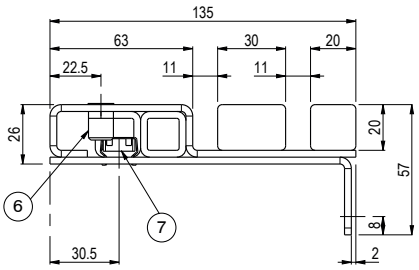


	②		③
A	TB/2+42	A	TB/2+42
E	TB/2-30.5	E	TB/2-30.5
L	3/2TB+162	L	3/2TB+42+Y
X	TB+145	X	TB+145
Y	120	Y	...
W	120	W	...
Z	47.5	Z	Y-72.5

B149AHYX

④	⑤	
B149AHYX01-03	B149AHYX02-04	TB=1000
B149AHYX05	B149AHYX06	1000<TB=<1600
B149AHYX07	B149AHYX08	1600<TB=<2000

4000 Kg (8000 Kg) ★



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

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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 SCOOTER SHIELD OPTION 2 L-R

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

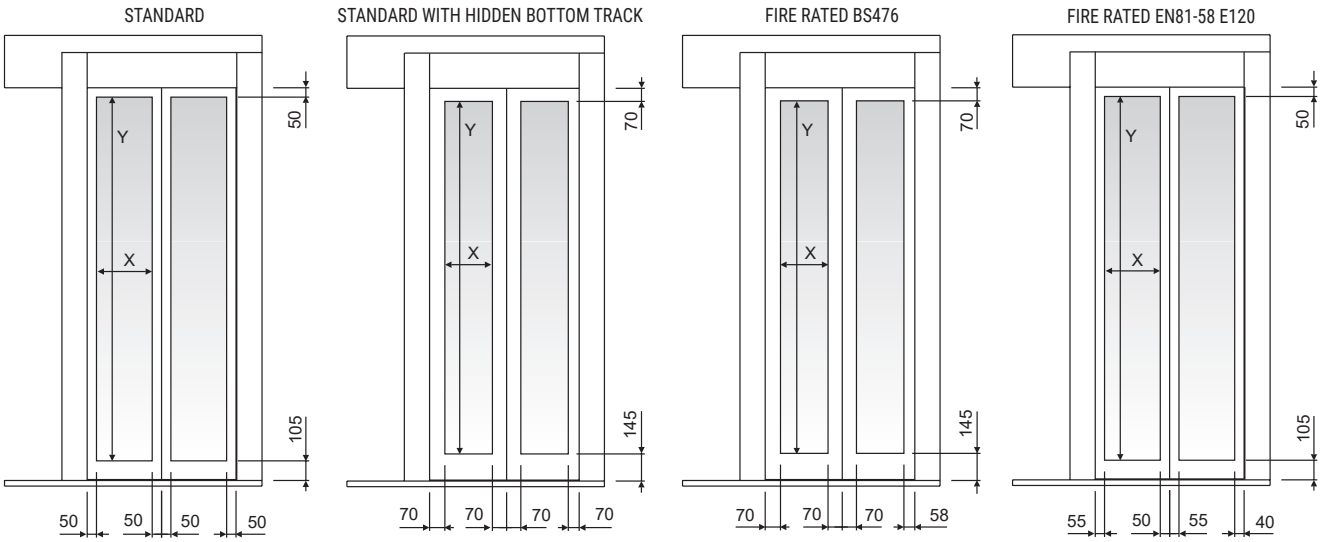
Type	2L-R	3L-R	2Z	4Z	6Z
TB	TH				
1000	2000-2300	2000-2300	2000-2300	2000-2300	-
1100	2000-2300	2000-2300	2000-2300	2000-2300	-
1200	2000-2500	2000-2300	2000-2500	2000-2300	-
1300	2000-2500	2000-2300	2000-2500	2000-2300	-
1400	2000-2500	2000-2300	2000-2500	2000-2300	2000-2200
1500	2000-2500	2000-2300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

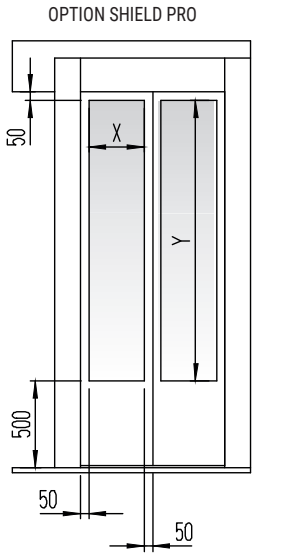
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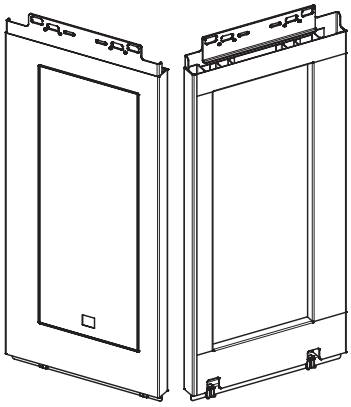
FRAMED GLASS CONSTRUCTION S 2L-R

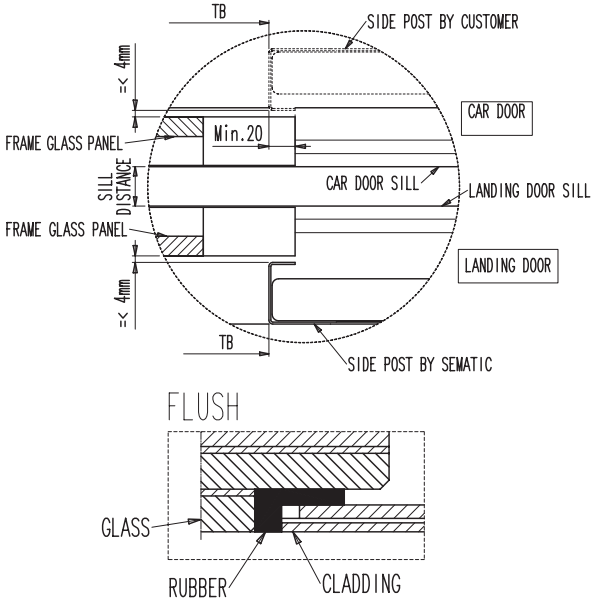
CONSTRUCTION WITH FRAMED GLASS PANELS

OPTION









IN CASE OF WINDOW SMALLER THAT THE STANDARD ONE,PLEASE INDICATE DIMENSIONS X AND Y TOGETHER WITH THE POSITION.
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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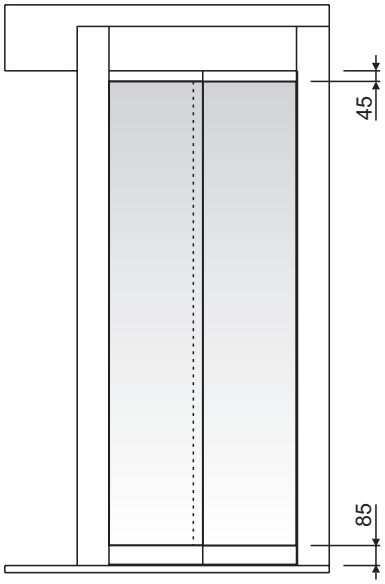
FULL GLASS CONSTRUCTION

S 2L-R

CONSTRUCTION WITH FULL GLASS PANELS

OPTION

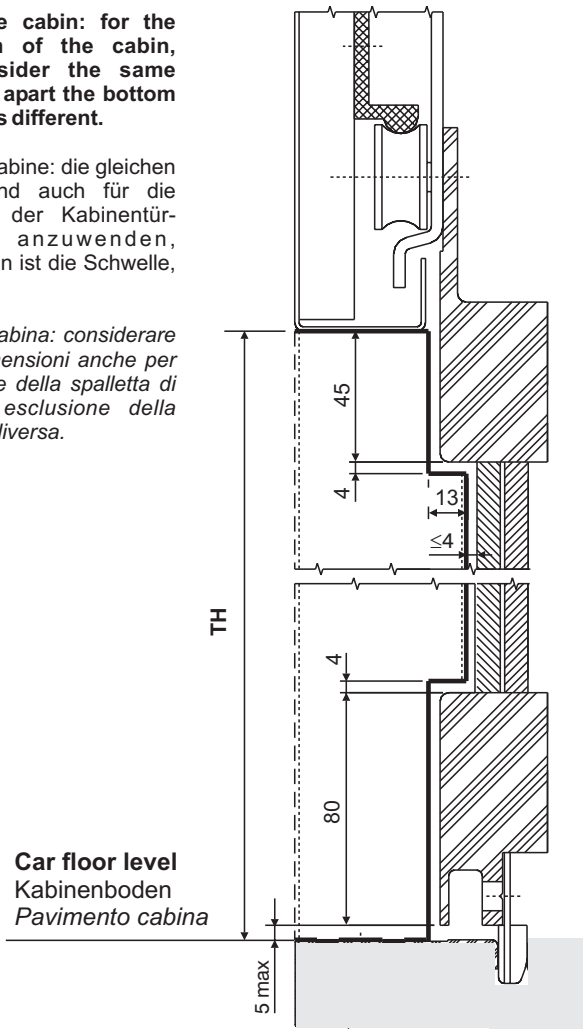
STANDARD



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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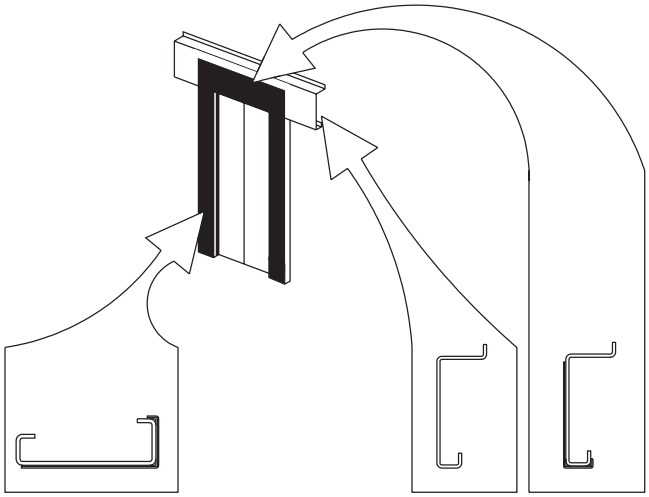
NOTE:
1 - panel cladded only by Sematic
2 - for the car door: by customer

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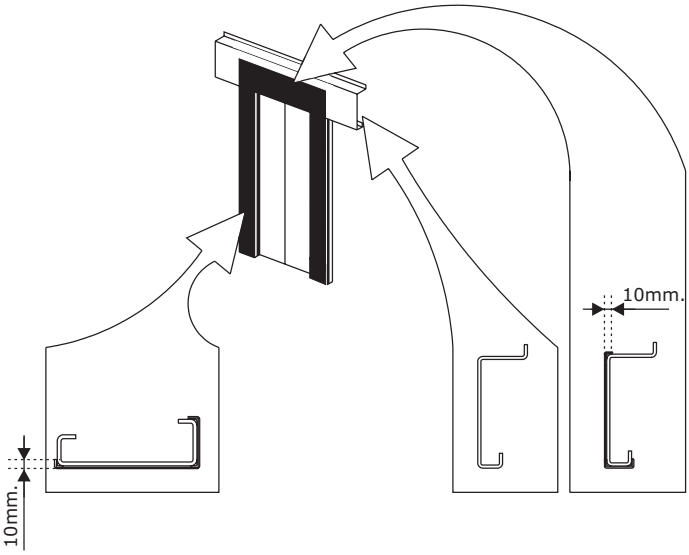
LANDING DOOR AND PORTAL CONSTRUCTION CODIFIED CLADDINGS

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

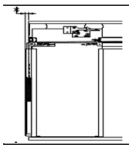
Single spirator

	**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 2L-R

		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

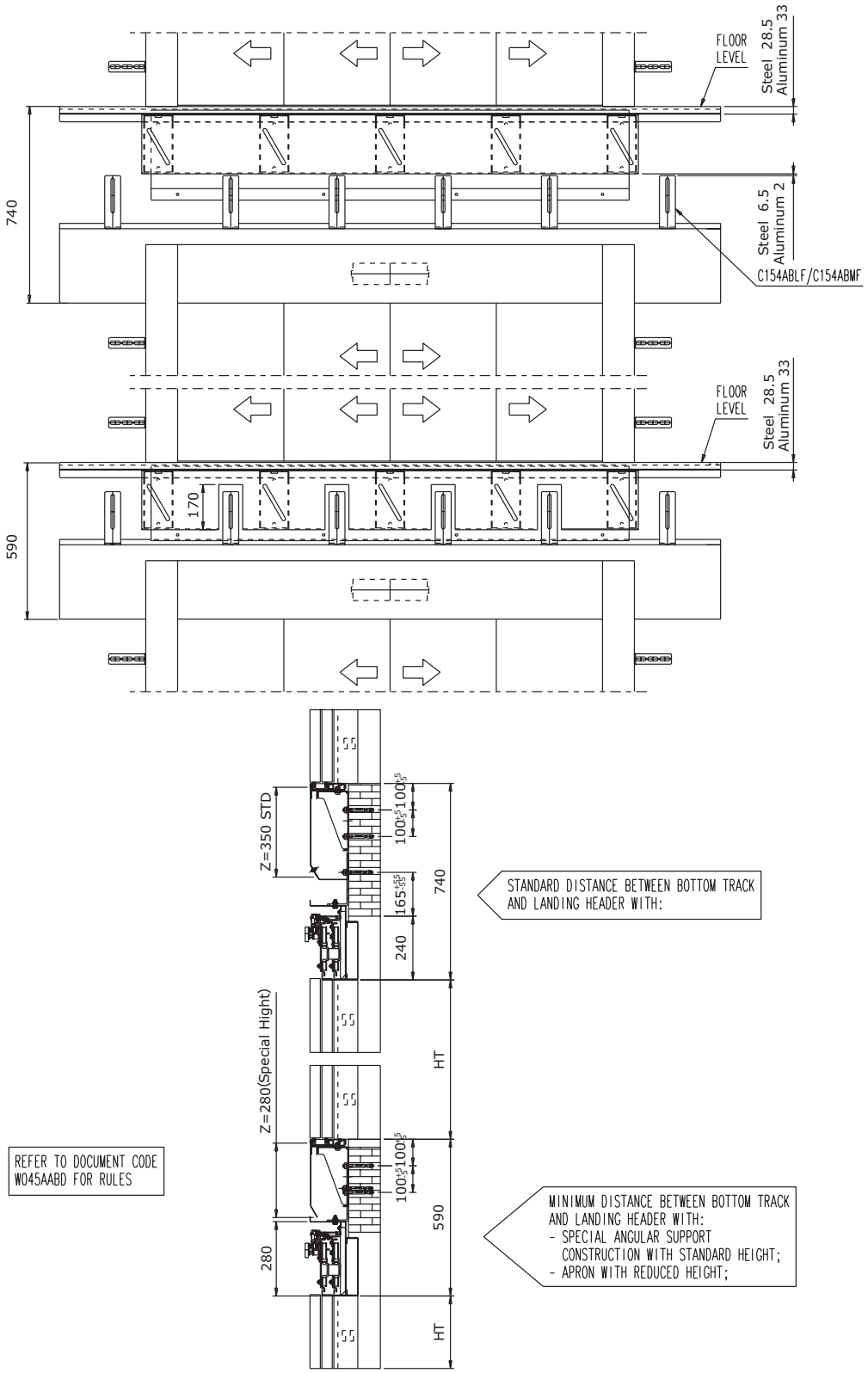
FOR TH>2500 ALWAYS COUNTERWEIGHT

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INTERFLOOR SCHEME

S 2L-R

MINIMUM DISTANCE INTERFLOOR SCHEME

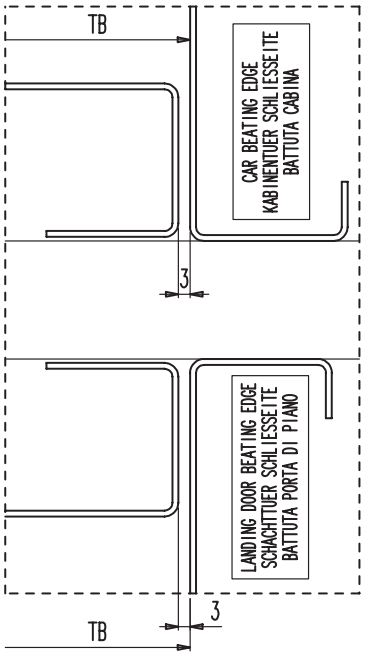


• The drawing shows a S4Z door
• Same considerations are applied to other door models

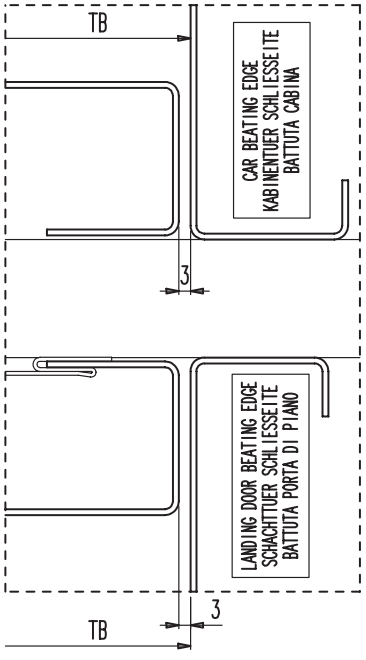
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BEATING PROFILES SCHEME

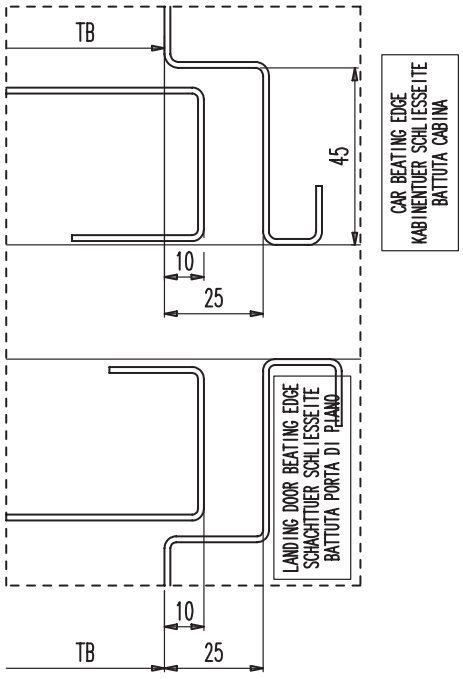
☐ STANDARD



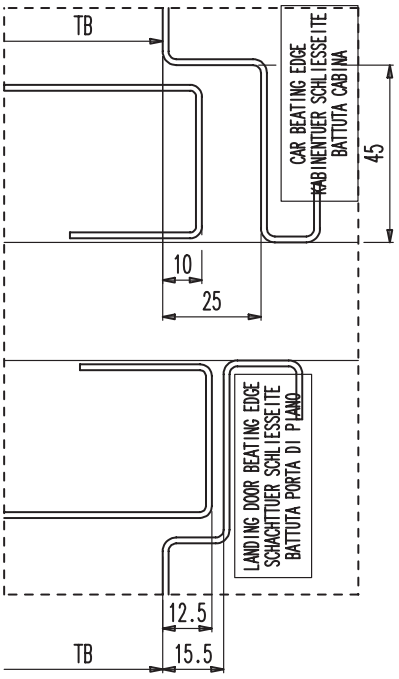
☐ DIN18091



☐ EN81-58 EI60 ☐ EN81-58 E120 ☐ E60 GOST 30247.3
☐ EN81-58 EW60 ☐ EN81-58 EI120 ☐ EI60 GOST 30247.3



☐ BS476 E60 ☐ BS476 EI120
☐ BS476 E120 ☐ BS476 E240
☐ BS476 EI60



H024ACWX

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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

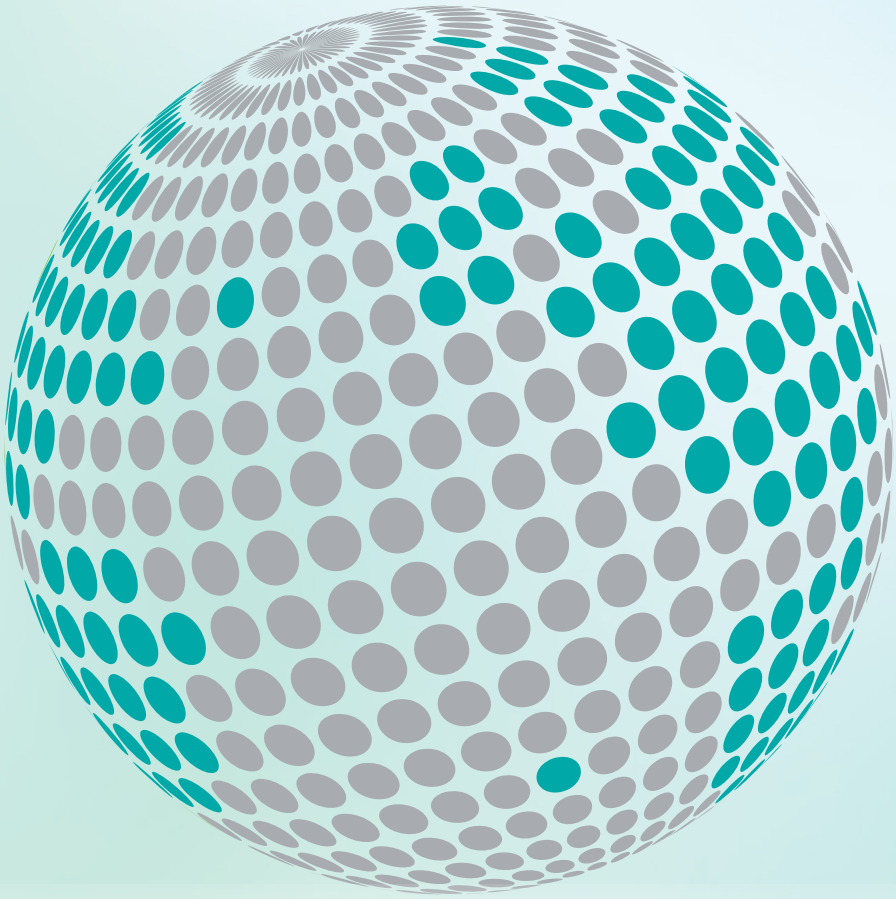
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