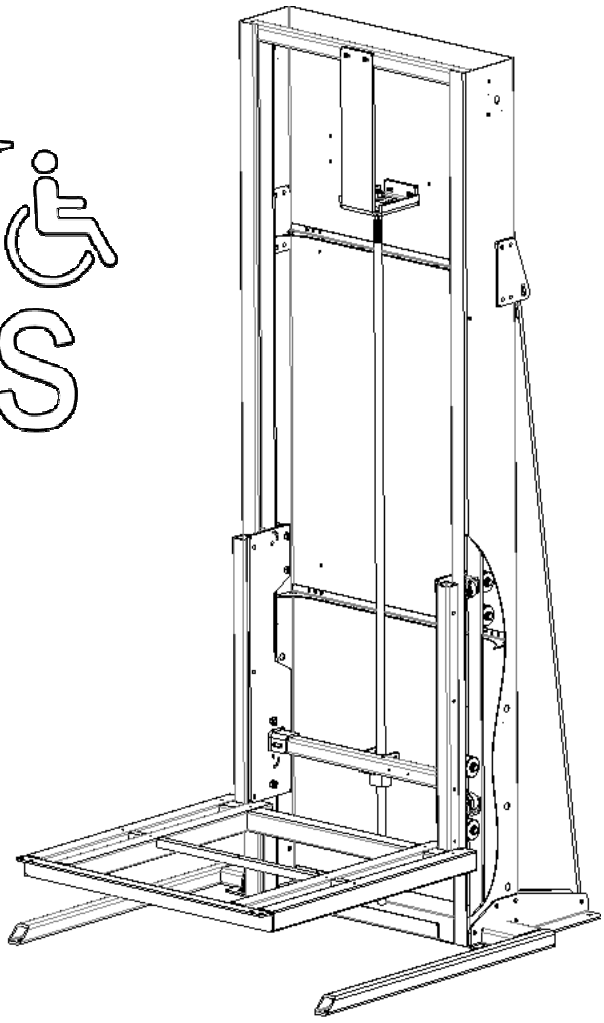
INSTALLATION AND MAINTENANCE GUIDE

VISTA

(B-613 & B-355)



VERSION 2.0 (2016)

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NOTICE TO THE READER

1. This manual is intended for the professional service technician, qualified to install this type of equipment;

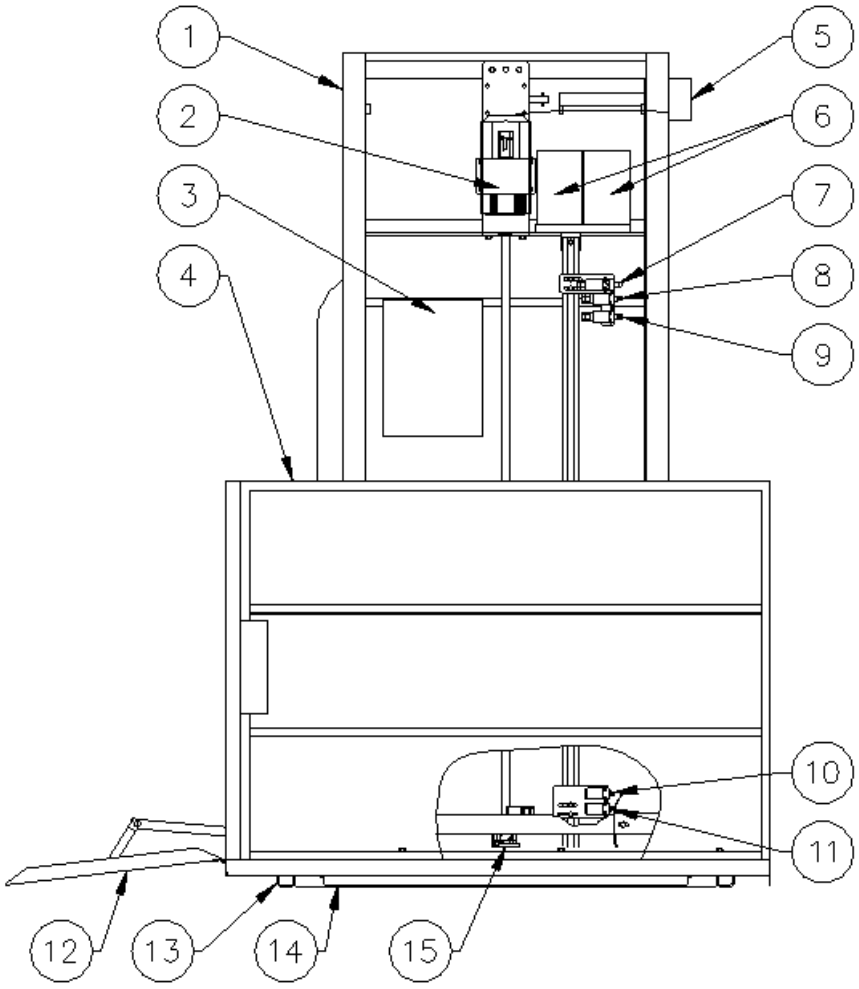
2. A manufacturer-supplied training is required;

3. All the components for the installation is provided by the manufacturer, **see appendix;**

4. Make sure to have all necessary components on hand before beginning the installation.

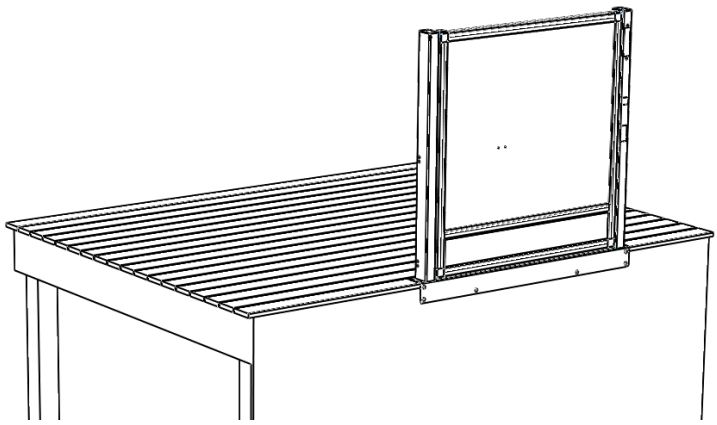
MAIN COMPONENTS

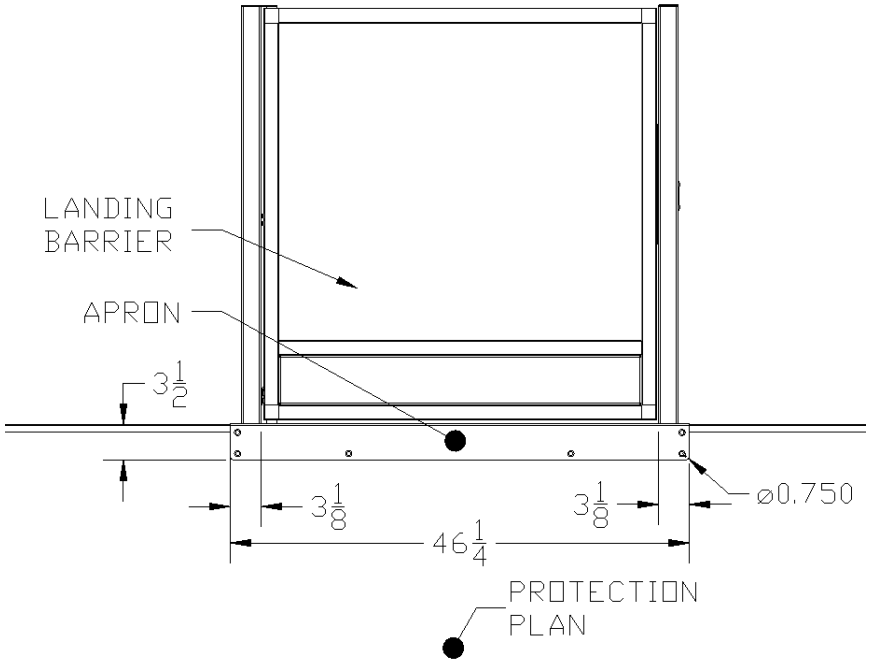
1) TOWER
2) ELECTRIC MOTOR
3) CONTROLLER
4) CAB
5) MANUAL LOWERING DEVICE
6) BATTERIES
7) (EH) EXTREME LIMIT SWITCH
8) (LS4) UPPER LANDING SWITCH
9) (DZ4) UPPER DOOR ZONE SWITCH
10) (DZ1) LOWER DOOR ZONE SWITCH
11) (LS1) LOWER LANDING SWITCH
12) SAFETY FLAP
13) ANCHORING FORK
14) SAFETY UNDERPAN
15) SAFETY NUT



Step 1: INSTALLATION OF THE LANDING GATE

a) Locate the landing gate on the upper landing and draw the contour of the sill apron on the protection plan.
b) Use a router with a max Ø ¾'' end mill to remove 1/8'' deep pocket. This will help to flush mount the landing gate on the protection plan
c) Use no.12 wood screws to install the landing gate using a level.
d) Adjust the door keeper for a smooth latching of the gate

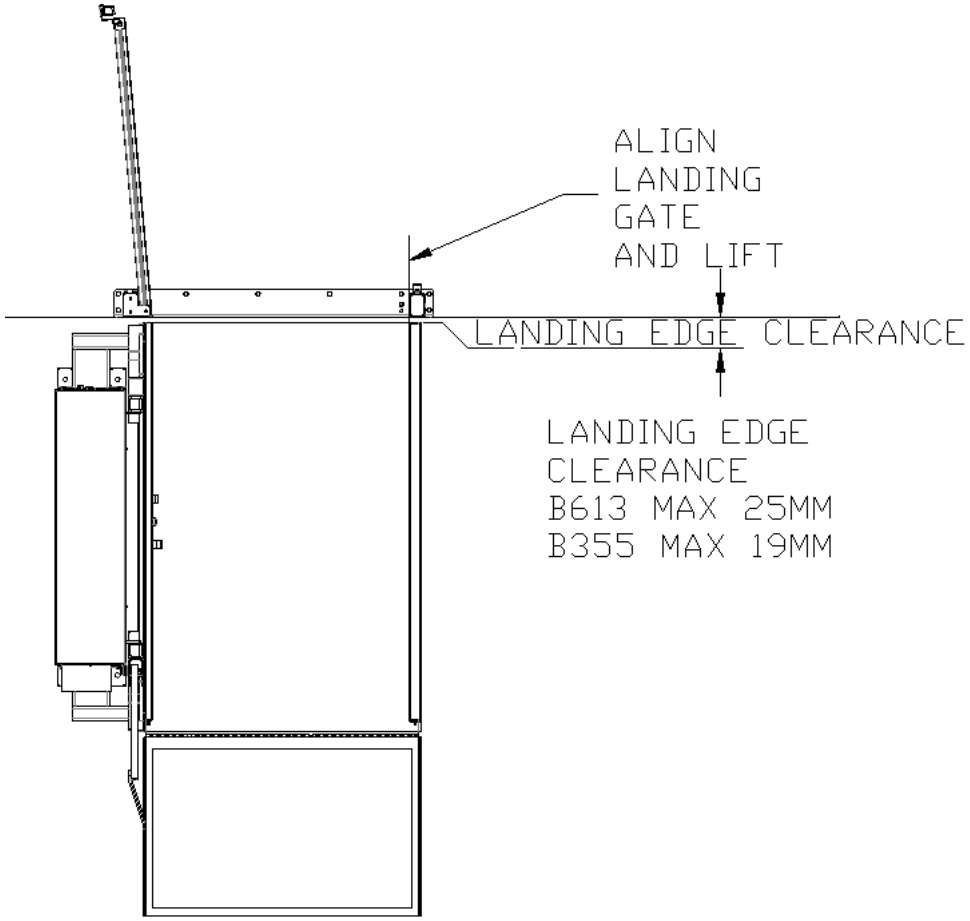


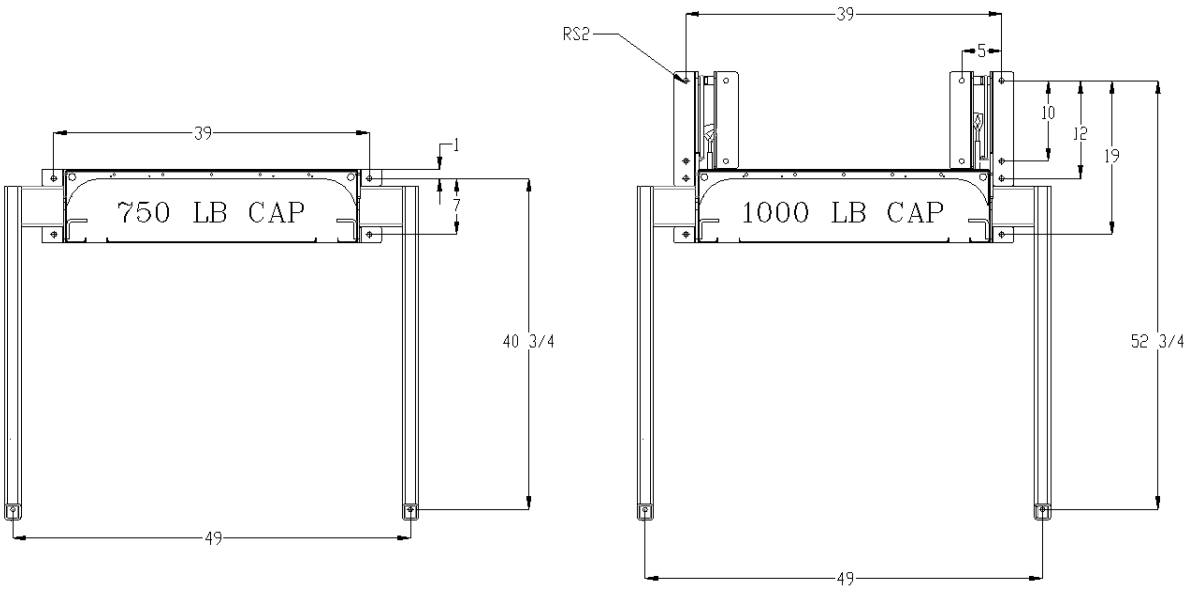


Step 2: INSTALLATION OF THE PLATFORM

Make sure the concrete base is 150mm (6 inches) and that is has a resistance of at least 25 MPa (3625,94 psi). Position the elevator platform on the concrete base in a manner so that:

a) the two side railings are aligned with the latch side landing gate upright post;
b) the lift using aluminium shims under the lift legs
c) Check the landing edge clearance on the complete length of travel by moving the elevator up and down;
d) Drill the concrete base through the anchoring base holes of the elevator. Anchor the elevator down with anchor bolts supplied with the unit. 3/8 grade 2 anchors should be torque to 25 lb-ft.

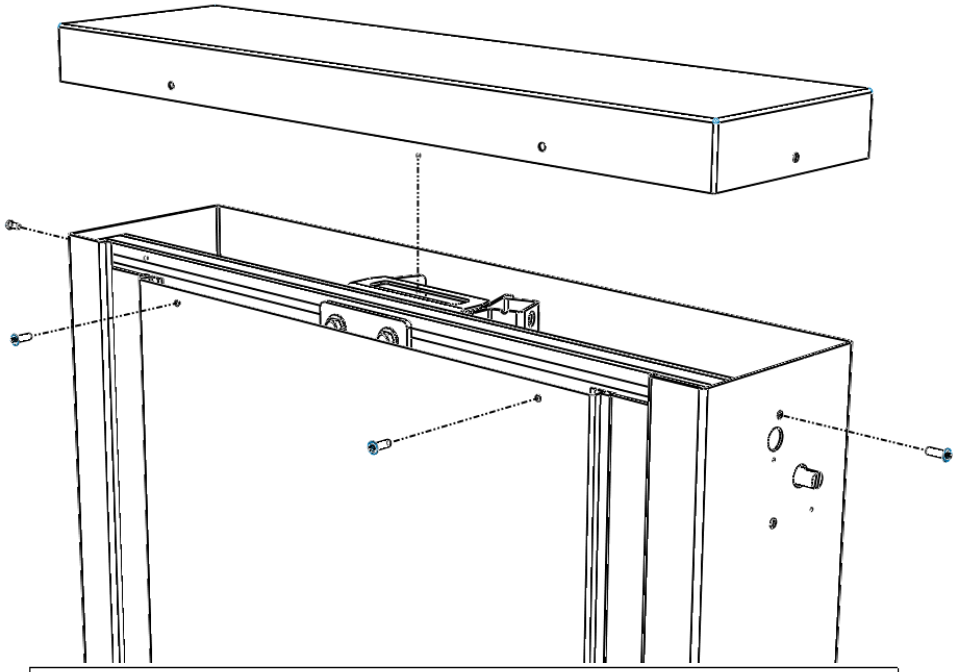




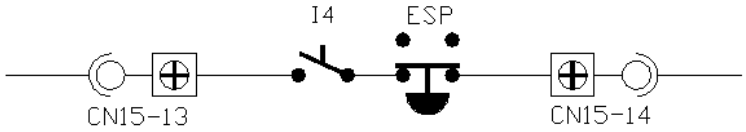
Step 3: ELECTRICAL FEATURES

Once delivered, the unit can be powered on switching the breaker on the side of the tower. Vehicle commands are already working and all safety, except for features installed on the upper landing gate. Make sure to remove all jumpers and replace by the required safety components to ensure a safe installation.
(WIRING SCHEMATIC FOR CONTROLLER ATL-NANO-R-Z2-24 ONLY)

a) Remove the tower cap by removing the 4 screw.
b) Remove the upper landing interlock cover and call station
c) Get the wiring schematic in the controller enclosure
d) Wire the upper landing gate as shown in the wiring diagram
e) Wire the upper landing gate operator
f) Wire the lower call station



LANDING GATE CONNECTIONS



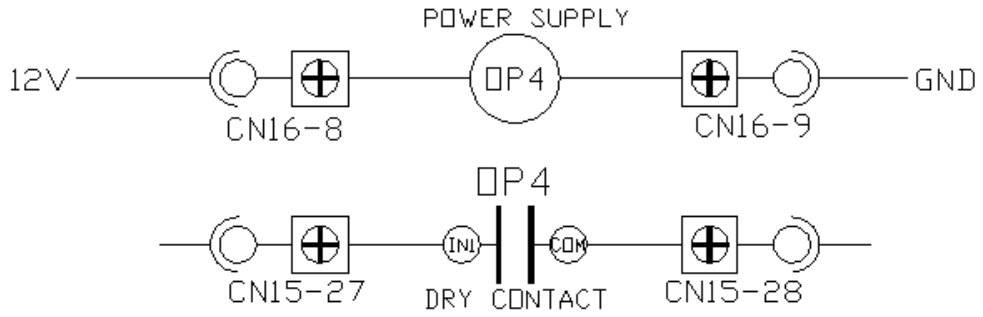
REFER TO ELECTRICAL SCHEMATIC *SI-ATL-001-16*
(LOCATED IN THE CONTROLLER BOX)

LEGEND

N1 Call Level 1
N4 Call Level 4
CL1 KEY LEVEL 1
S4 SOLENOID LEVEL 4
ESP PIT E-STOP BUTTON

PANNEL TROUGH WIRE TERMINAL
PLUG AND SOCKET CONNECTION
NO SWITCH OR BUTTON
NC SWITCH OR BUTTON
NC KEY SWITCH

UPPER LANDING GATE OPERATOR CONNECTIONS



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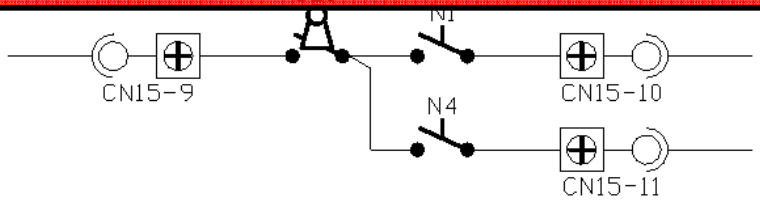


LEGEND	
N1	Call Level 1
N4	Call Level 4
CL1	KEY LEVEL 1

PANNEL TROUGH WIRE TERMINAL

PLUG AND SOCKET CONNECTION

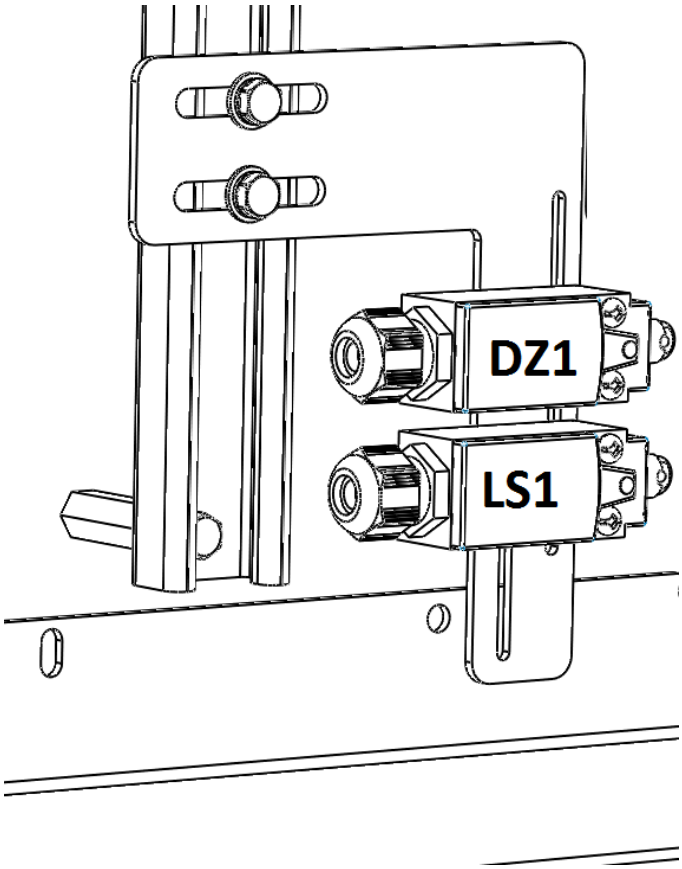
NO SWITCH OR BUTTON

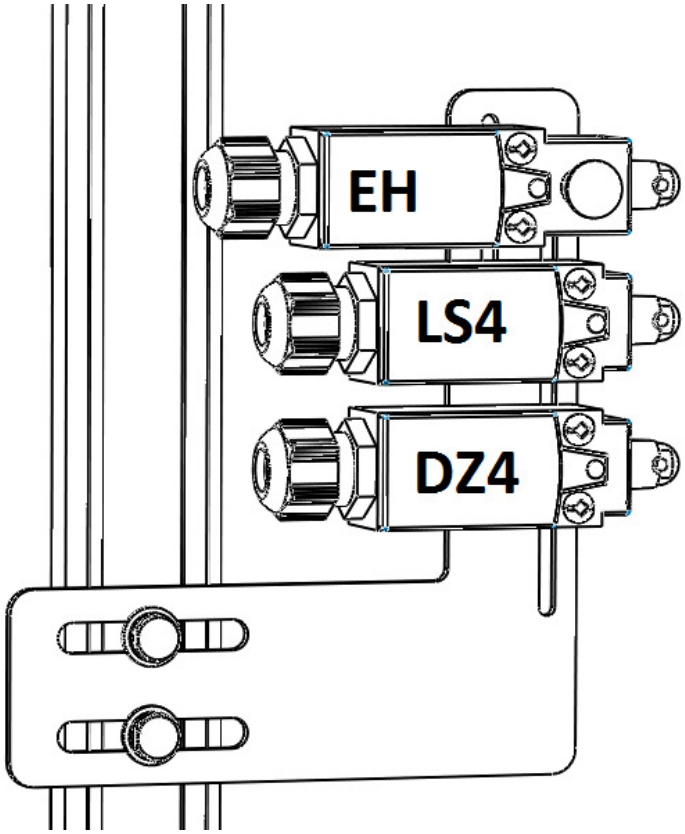
NC KEY SWITCH

Step 4: LEVEL SWITCHES ADJUSTEMENT

The lift is already assembled once shipped to the site, this means all level switches are already wired and installed inside the lift tower. Both switch assemblies are located on the vertical cantruss for easy adjustements.

a) WHILE ADJUSTING LEVEL SWITCHES, NEVER MOVE SWITCHES ON BRACKET, MOVE BRACKET ON CANTRUSS INSTEAD.
b) Lower the elevator completely, once stopped, make sure the underpan is not activated. This means the elevator has stopped on the LS1 switch. Otherwise lift the switch assembly and retry.
c) Call for the upper landing until the cab stop on LS4 switch, measure the gap between the landing and the elevator floor, adjust the whole assembly accordingly. Leveling tolerance 12mm
d) Make sure DZ1 and DZ4 are switching positively on vehicle cam.
e) Test 3 complete travels to ensure settings are reliable.





Step 5: CLOSE UP

a) INSTALL THE MECHANICAL STOPS ON BOTH RAILS LIMITING THE OVERTRAVEL TO 40MM

b) CLOSE THE CONTROLLER ENCLOSURE

c) INSTALL THE FRONT SHROUD

d) INSTALL THE TOWER TOP CAP

Step 6: PRE-START UP CHECK

a) Make sure power is connected at the breaker panel;

b) Check that the Emergency Stop button and alarm are functional;

c) Check that the underpan is functional;

d) Check that the emergency manual displacement device is functional;

e) Check that all actions taken in steps 1 through 5 are functional;

f) Check the tightness of all nuts, bolts and screws;

g) Check the protection circuits (redundancy) according to the procedure described on page 14;

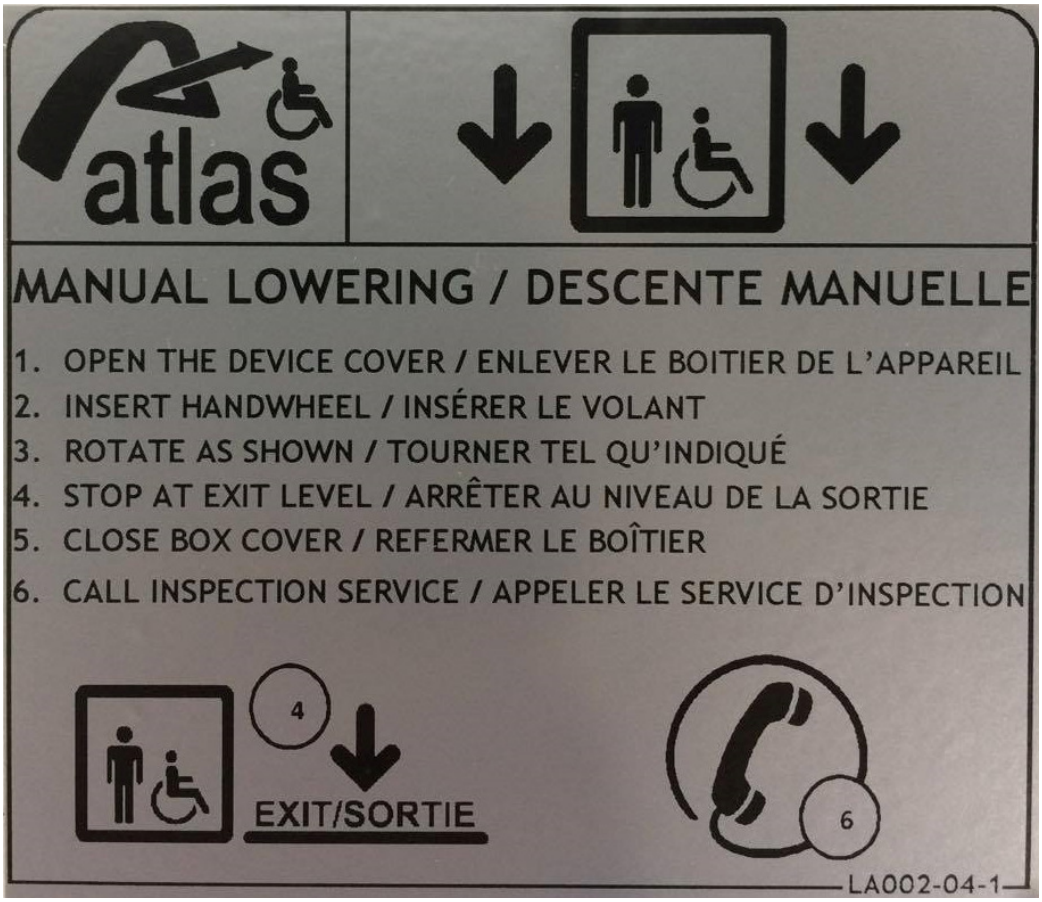
h) If the breaker panel is not supplied with the apparatus, make sure to use one that meets the requirements of the *Canadian Electrical Code*, *first part, section 38.*

i) Perform the last tests for the travel and limit stops.

MOVING THE VEHICLE IN AN EMERGENCY

To move the vehicle in an emergency situation, perform the following steps:

- Locate the junction box giving access to the manual displacement mechanism located on either exterior wall of the elevator shaft. See image below;
- Open the junction box;
- Pull on the cable inside the junction box until a slight resistance can be felt;
- Insert the furnished handwheel in the hole located inside the junction box. Push it all the way in until it stops;
- Turn the handwheel until the vehicle reaches the nearest landing. Turn clockwise to raise the vehicle, counter-clockwise to lower the vehicle;
- Once the emergency situation is resolved, remove the handwheel and store it in a safe place.



BATTERY CHARGER TEST PROCEDURE

This apparatus is equipped with a charger for the 2 batteries. To check the charger, perform the following steps:

- Disconnect the charger from the 120 volts AC outlet;
- Perform 3 to 6 platform cycles in order to partially discharge the batteries;
- Make sure the charger is correctly connected to the batteries: red connector to the positive terminal and the black connector to the negative battery terminal;
- Connect the charger to the AC outlet. The charger should now have the red indicator light on;
- Connect an ammeter to the red wire of the charger to be tested, in series with the positive terminal of the battery it is connected to;
- If the measured current is over 0,5 amps, the charger is working properly;
- When the battery is fully charged, the indicator light should light green.

PROTECTION CIRCUIT (REDUNDANCY) TEST PROCEDURE

The following document describes the testing of the protection circuit in case of failure (REDUNDANCY) of the elevator platform. This information is to be used exclusively by a qualified service technician, accredited by Atlas Escalators Inc.

WARNING: THE FOLLOWING TESTING PROCEDURES WILL PRODUCE MOVEMENTS OF THE APPARATUS. MAKE SURE NO ONE IS STANDING BELOW OR ON THE ELEVATOR PLATFORM WHILE PERFORMING THESE TESTS.

TESTING OF THE ACTIVE SECURITY

To execute this part of the procedure, remove the front face plate of the elevator platform (EPF) and open the panel of the BECVIS controller. Both of these parts are put back once the testing procedures are finished. At all times during these tests, the technician should make sure none of the EPF underpan limit switches get activated.

***SEE DOCUMENT ATL-CK-001-02

MAINTENANCE: BI-ANNUAL AND ANNUAL

***SEE DOCUMENT ATL-CK-001-02