



FCU 0735 SLIMSCREEN SYSTEM INSTALLATION

IMPORTANT - The Slimscreen is a sealed unit; the plastic lens filter cannot be removed without damage.

INSTALLATION DETAILS

1. The Slimscreen may be mounted on the landing side of the car door/s, in a fixed location to the rear of the door track or clamped to the car front wall with the plastic edge facing the entrance and the recessed side of the mounting points facing the landing.
2. When mounted to the door the Slimscreen should be positioned approximately 6mm above the door sill and 2mm back from the leading edge.
3. Secure the units to either the door panel, sill ends or slam post using the appropriate fixing accessories supplied.
4. If mounted to the doors the cables must be routed through the cable chains and then secured to prevent flexing.

ELECTRICAL CONNECTION

The FCU 0735 Slimscreen is designed to connect directly to door operators without the use of a control box. (All other installations will require the Universal Interface FPS 0270 or 271).

The output from the Slimscreen is by means of an open collector NPN transistor. This will pull the signal line low (to GND) when the beams are not obstructed.

COMMISSIONING

In the operational state the only visible indication of system operation is the small red LED, located on the Rx unit and viewed through the plastic lens filter. This will only be illuminated when the beams are obstructed (see Trouble Shooting section).

The signal line can also be measured to change from GND to 24v if the beams are interrupted.

SWITCH POSITIONS AND FUNCTION SELECTIONS

The receiver unit contains a two way DIP switch which controls two functions within the system; blocked/damaged beam override and system sensitivity. To change switch positions the re-sealable label must be peeled back and the switches changed with a small screw-driver or similar object. The label should be replaced to prevent the entry of dirt/dust into the unit.

Position 1 - (Bottom switch). The software that controls the function of the system contains a sub-routine that allows for any one beam to be ignored if it becomes permanently obstructed or damaged. This allows the remainder of the beams to continue to function without disrupting the service of the elevator. If this function is not required it can be disabled by setting switch 1 in the off position (pushed to the right). If the system is operating with an overridden beam the red LED will flash, if other beams are then obstructed the LED will continuously illuminate as usual.

Position 2 - (Top switch) This controls the sensitivity of the system and selects optimum performance depending upon whether the COL is mounted at the sill ends in which case Switch 2 should be ON , or OFF if the COL system is mounted on the door.

The default factory settings configure the COL system for door track end fixing and with the single beam override operational.

TROUBLE SHOOTING

The system is designed to fail safe, due to either cable or supply failure.

To determine the most likely cause of a problem first look at the Rx unit (on your right as you look into the car) and determine whether the red LED (placed approx. 1700 mm from the floor) is on or off. It should normally be off and only come on when the beams are obstructed.

If the led is off, but the doors will not close there are three most likely causes.

1. The 24v supply is not present on the unit - check cables and supply.
2. The signal output is disconnected from the door operator or controller.
3. The door operator or controller is not responding to the signals. This can be checked by connecting the signal input to GND, this should allow the doors to close. If it does not, the problem lies within the control system.

If the led is on, but the doors will not close there are three most likely causes.

1. The 24v supply is not present on the (Tx) unit.
2. The units are obstructed or very dirty.
3. The distance between the units is greater than the maximum specified.

If none of the previous possibilities resolve the problem, substitution of one or both of the units is necessary.

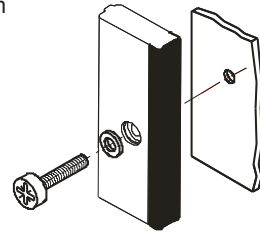
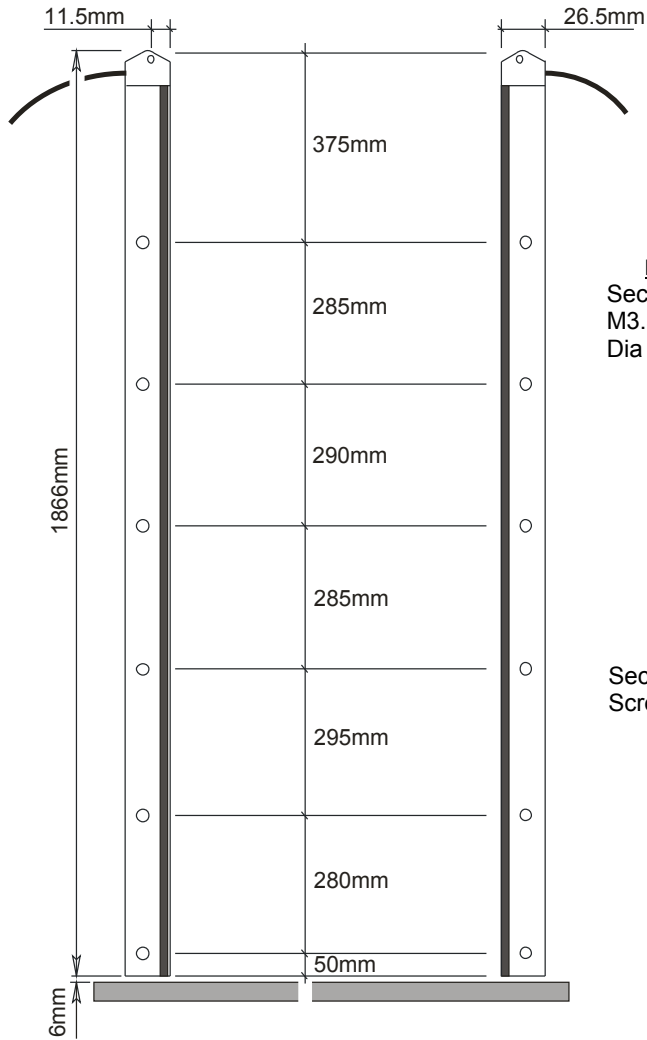
ROUTINE MAINTENANCE

The system will be maintained in optimum working condition if the plastic lens filter on the leading edge of the Slimscreen units are periodically cleaned. Extreme build-up of dirt and dust can cause beam obstruction and subsequent false triggering.

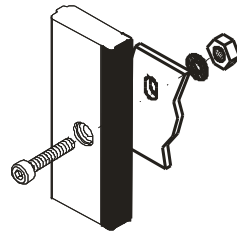


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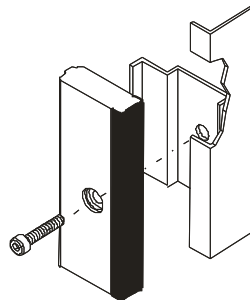
MECHANICAL DETAIL



LANDING SIDE DOOR FIXING
Secure 'Slimscreen to Door using: M3.5 Screws provided (3.1mm Dia hole in door required).



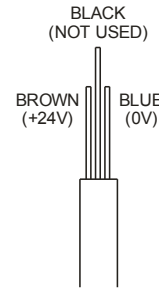
SILL END FIXING
Secure 'Slimscreen to profile using: Screws provided



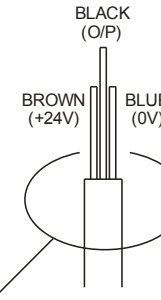
SLAM POST SIDE
Secure 'Slimscreen' to car front wall with clips provided using M4 screws (Hexagon key is provided).

ELECTRICAL CONNECTION

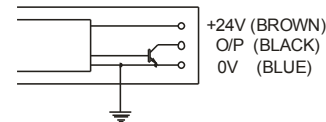
TRANSMITTER



RECEIVER

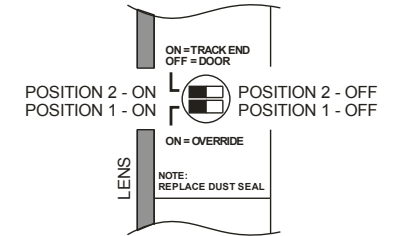


RECEIVER CONNECTION DIAGRAM



FUNCTION SELECTION

(Range)



RECEIVER UNIT (TOP LOCATION)

FCU 0735 SLIMSCREEN SYSTEM SPECIFICATION

Item	Details	Additional comments
Range of detection	1.5m Door mounted 3.0m Track end mouted	Switch selected
Number of beams	35 non-focused beams	Infra-red
Fail safe conditions	Faulty cable or Supply failure	Fail safe to both Short or Open circuit faults
Control unit	Direct Connection (AMD)	Universal Interface Available
Supply Voltage	+18 to 30V DC	Class 2 Supply
Cable supplied	Two X 3.4m Length (approx)	0.75mm Sq. 24/02mm Attached
Case material	Aluminium alloy	Finish - Natural
Lens filter	Infra-red transparent plastic	Permanently fixed
Installation Kit	Instructions - 1 Cable Clips - 10 Screws M3.5 x 16mm - 26 Nuts M3.5 - 16 Washers M3.5 - 32 Washers Spring M3.5 - 42 Screws M4.0 x 14mm - 14 Nuts M4.0 - 14 Washers Lock M4.0 - 14 Car Wall Clamps - 7 Hexagon Key - 1	Pan Head Pozi drive Socket Head
System Approvals	UL, cUL	CE (EMC Marked)