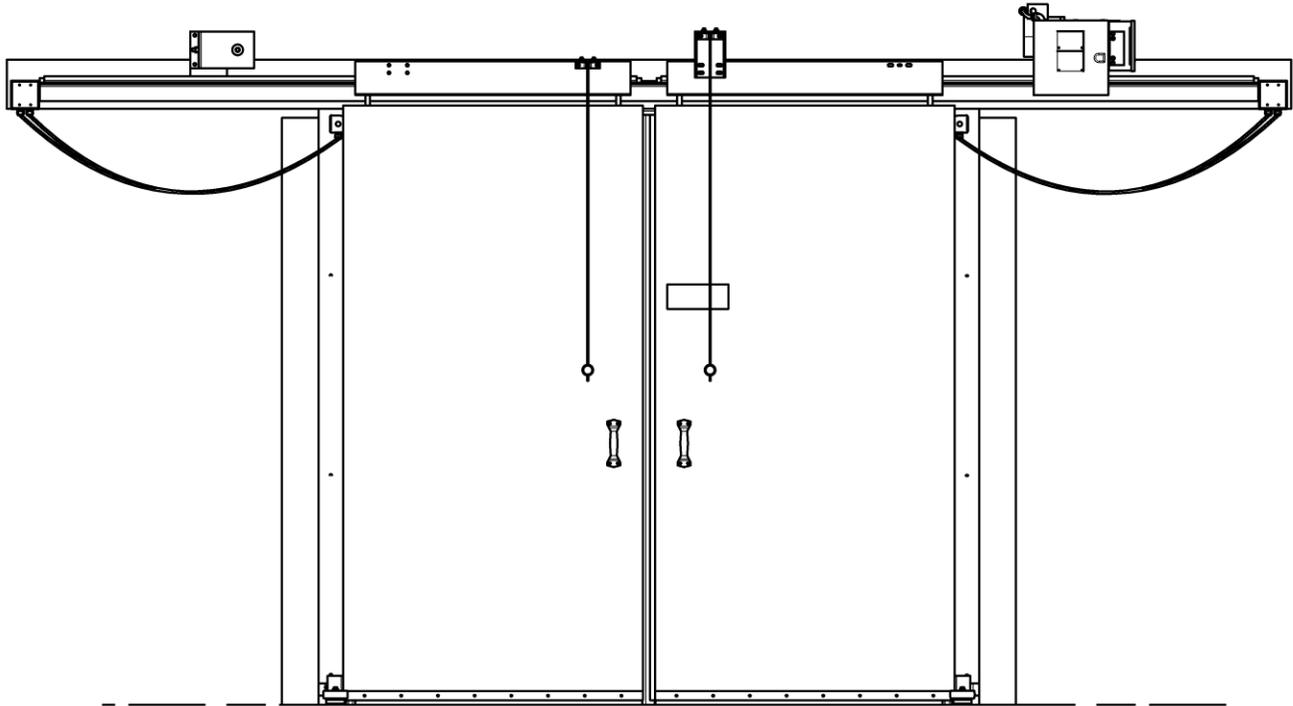




INSTALLATION INSTRUCTIONS MK IV HORIZONTAL SLIDING DOOR



BI-PARTING DOOR SHOWN-SINGLE DOOR SIMILAR

JAMISON DOOR COMPANY
P.O. BOX 70
HAGERSTOWN, MARYLAND 21741
1-800-532-3667
301-733-3100
INTERNET: <http://www.JamisonDoor.com>
E-MAIL: contact@JamisonDoor.com

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INSTALLATION INSTRUCTIONS

1. INSTALLATION OVERVIEW

NOTES:

1. Please use this booklet as a step by step installation guide.
2. This book contains instructions for many different door configurations. Some sections may not be needed.

A. CONTENTS OF CRATES AND CARTONS

1. Frame components, door, header.
2. One carton contains:
 - a. Packing list
 - b. Installation and operating instructions
 - c. Miscellaneous parts labeled for identification

B. INSPECT FOR DAMAGES AND/OR SHORTAGES IMMEDIATELY

1. Open all shipping containers and inspect for concealed damage and/or shortages. Carefully repack to prevent further damage and pilferage.
2. Note on all copies of the delivery receipt any damages and/or shortages.
3. If shipping damage occurred, report it in writing to the transportation company. Refer to Jamison's Terms & Conditions Form 166.

C. HANDLE ALL PARTS CAREFULLY

1. Certain parts such as gaskets, wiring, etc. are vulnerable to damage.

D. READ ALL INSTRUCTIONS BEFORE PROCEEDING WITH THE INSTALLATION

1. Instructions include basic drawings and schematics for bi-parting or single doors. These instructions and any other documents are included with this shipment.
2. Refer to job drawings for special features.

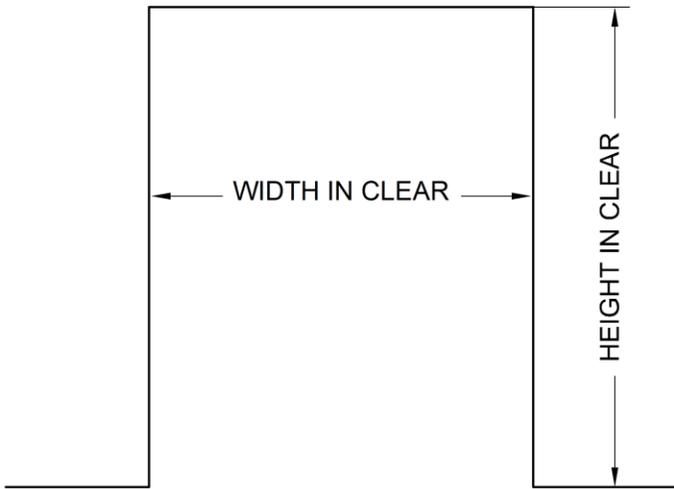
E. PLAN AHEAD

1. Choose installers who are Millwrights or have equal qualifications.
2. Have all tools and materials necessary for installation readily available.

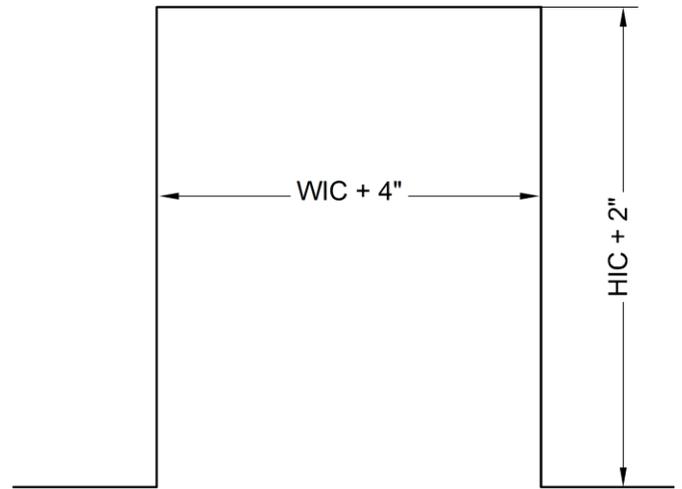
F. INSTALLATION OVERVIEW

1. Install the door frame.
2. Hang the door
3. Make initial door adjustments.
4. Make electrical connections.
5. Startup and test the door.
6. Make final adjustments to the door.

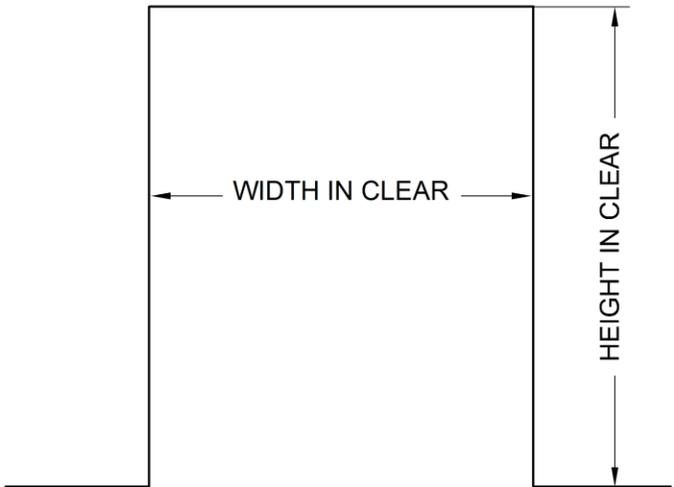
2. MINIMUM CLEARANCES REQUIRED



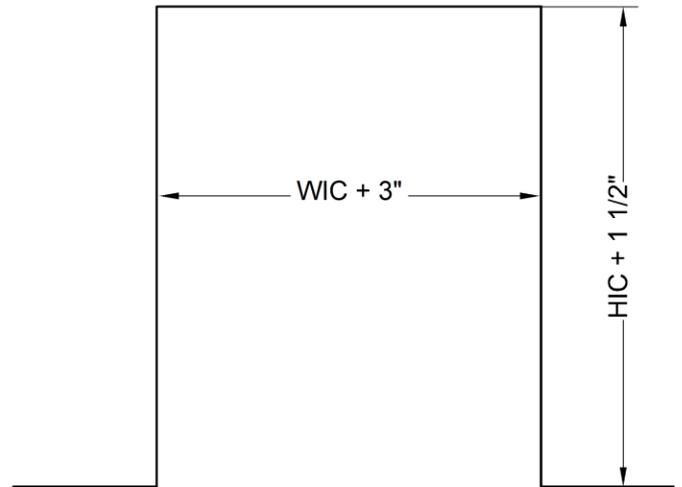
STANDARD WALL OPENING
CASING FRAME ONLY



WALL OPENING
CASING FRAME WITH
WOOD METAL CLAD JAMBS

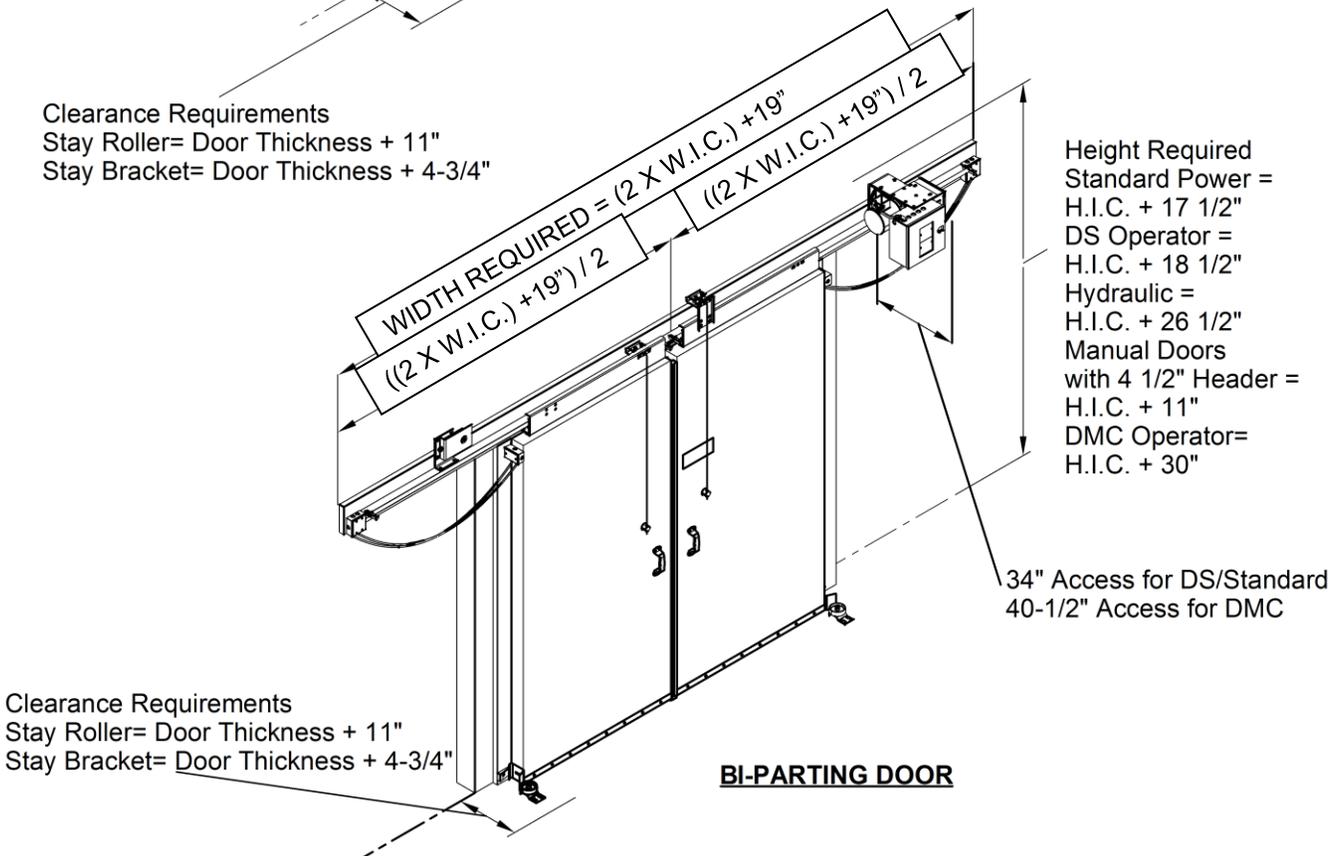
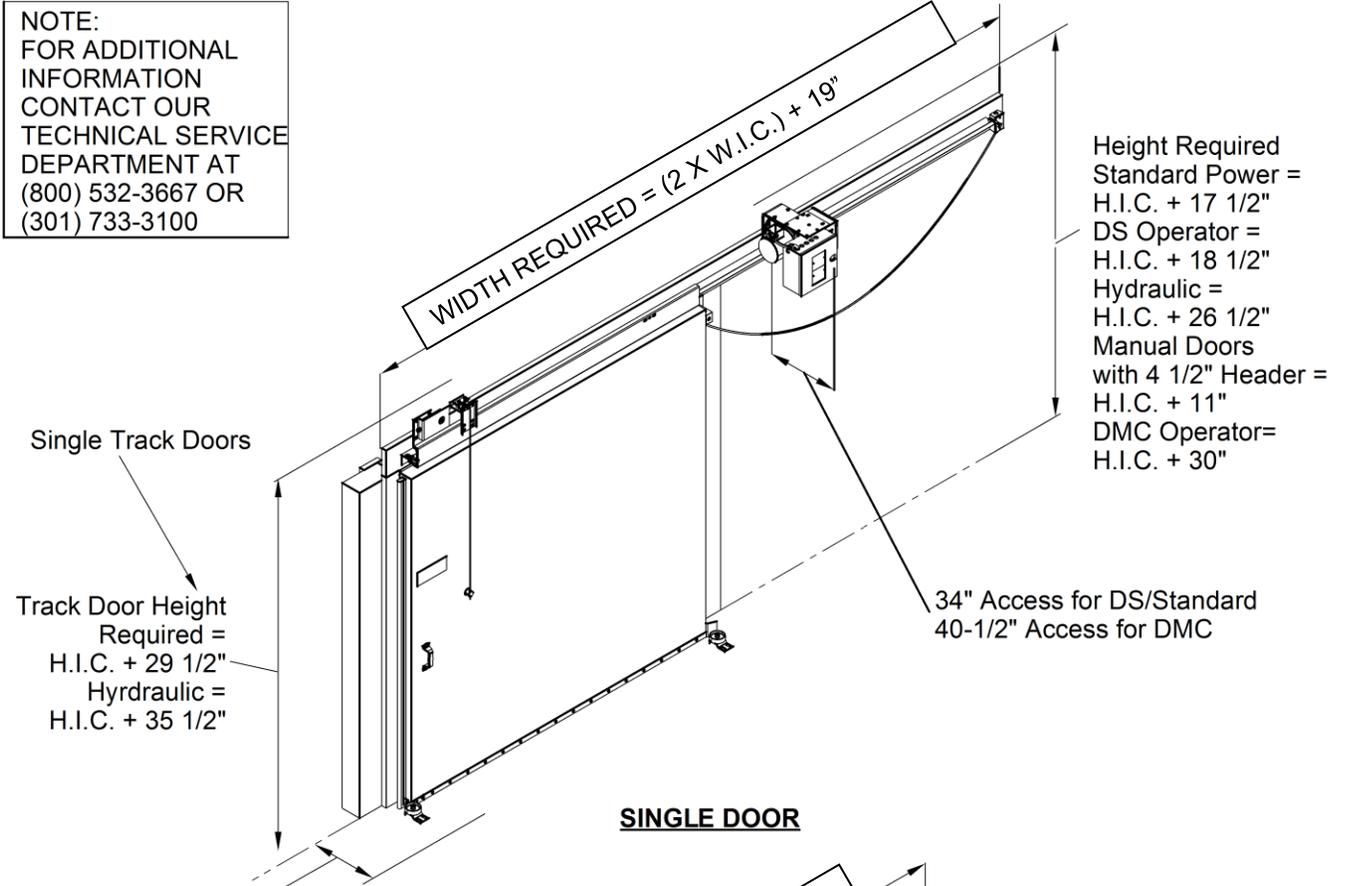


WALL OPENING
CASING FRAME WITH
SHEET METAL JAMBS AND/OR
MIRROR/INSIDE TRIM

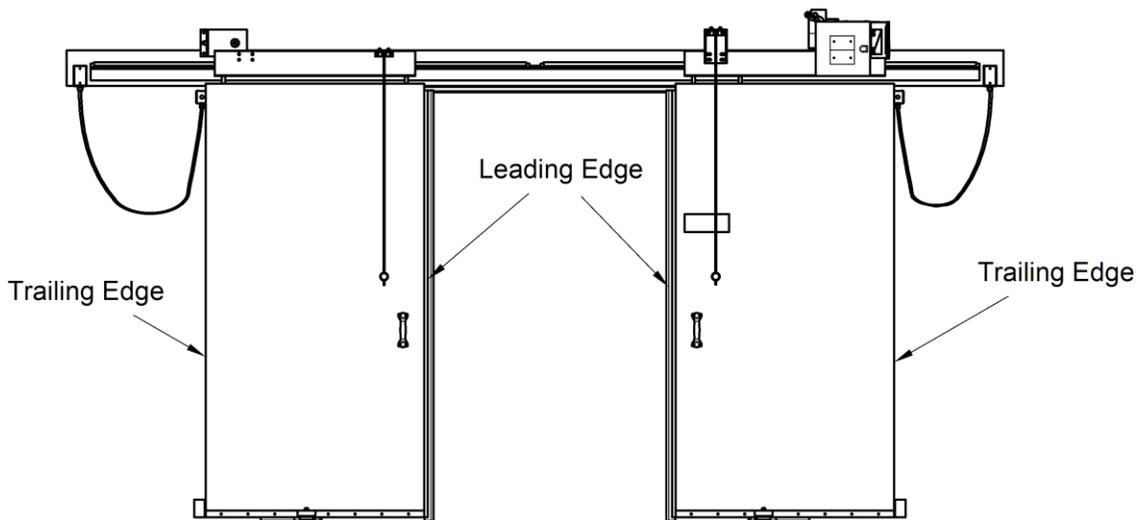
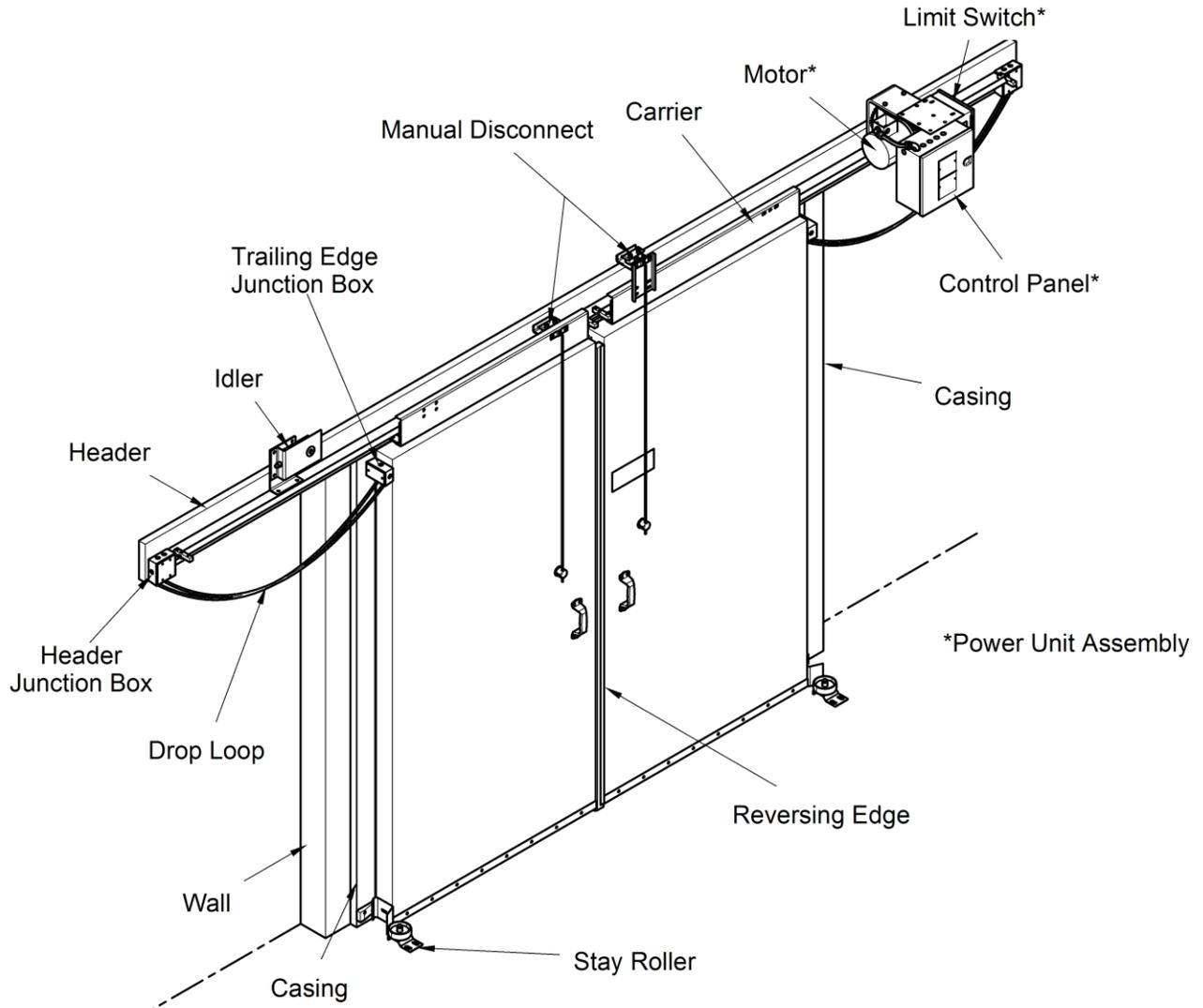


WALL OPENING
CASING FRAME WITH
HIGH DENSITY URETHANE JAMBS
WITH/WITHOUT MIRROR/INSIDE TRIM

NOTE:
FOR ADDITIONAL
INFORMATION
CONTACT OUR
TECHNICAL SERVICE
DEPARTMENT AT
(800) 532-3667 OR
(301) 733-3100

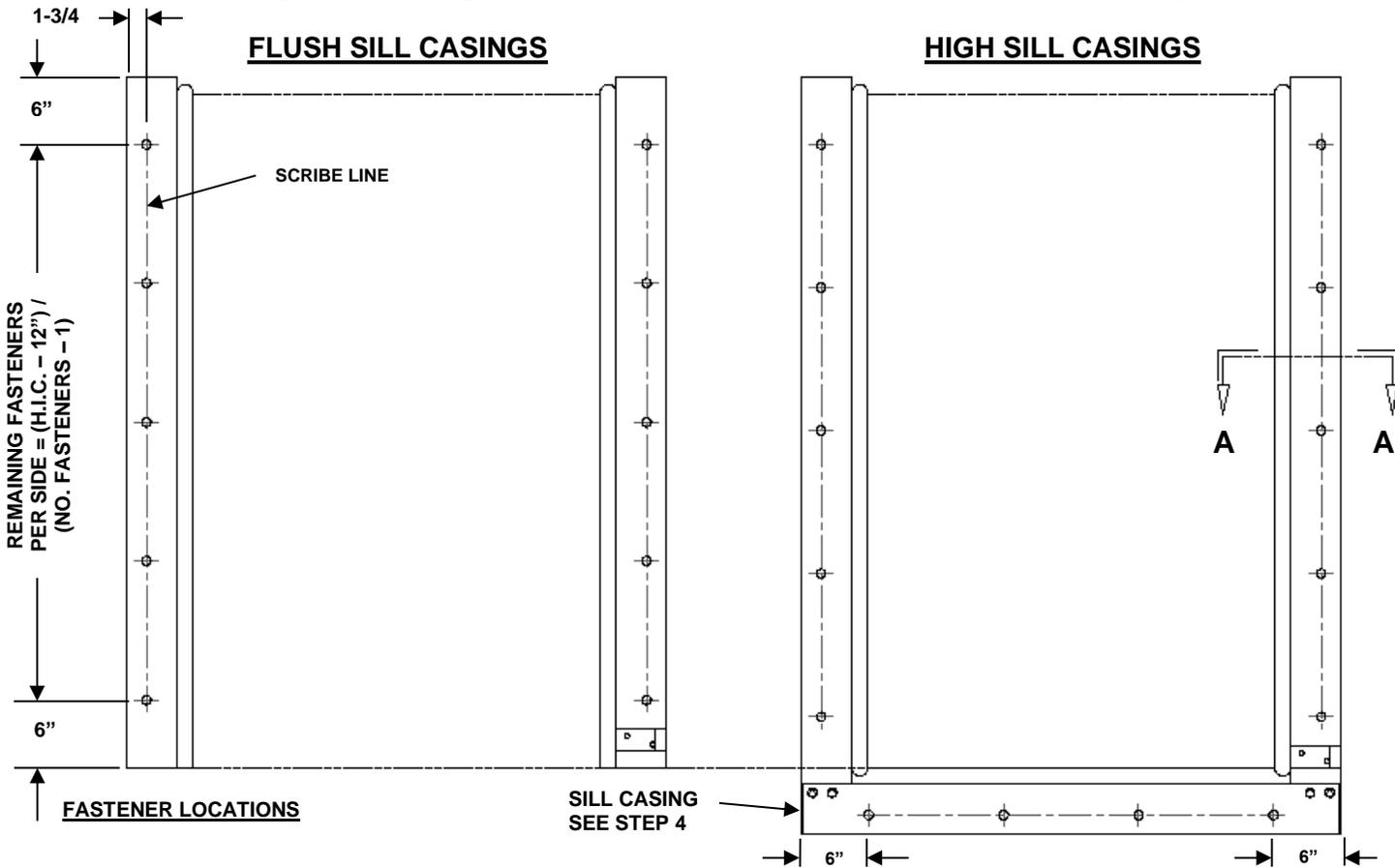


3. GENERAL INFORMATION



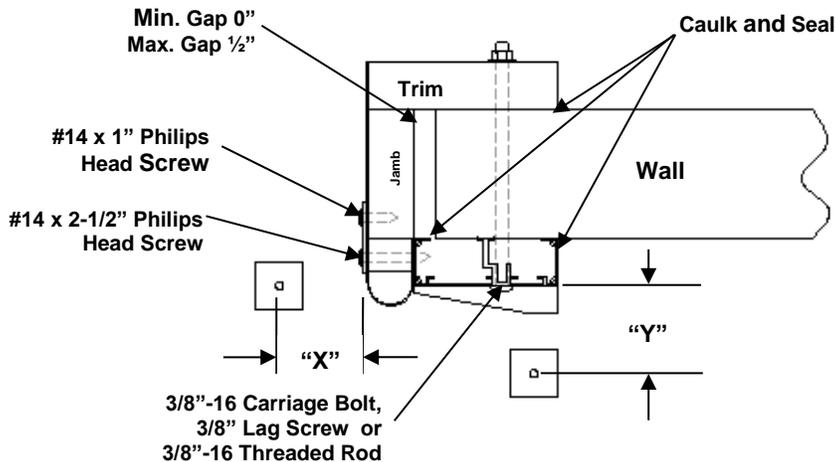
4. CASING ERECTION

Wall around door opening must be plumb, true, and square for the full length of the door.
 Floor through door opening must be level full width to provide proper operation and gasket seal.

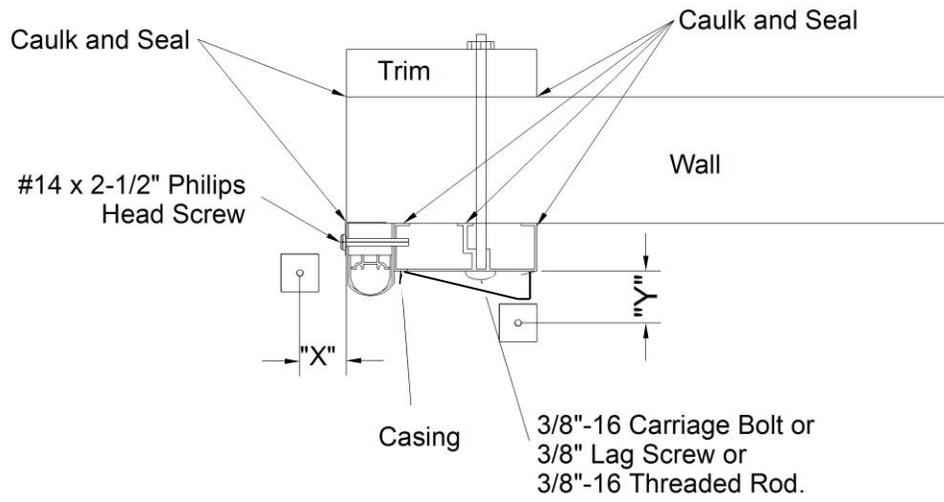


SINGLE RIGHT HAND SLIDE DOOR CASINGS SHOWN, BI-PARTING SIMILAR

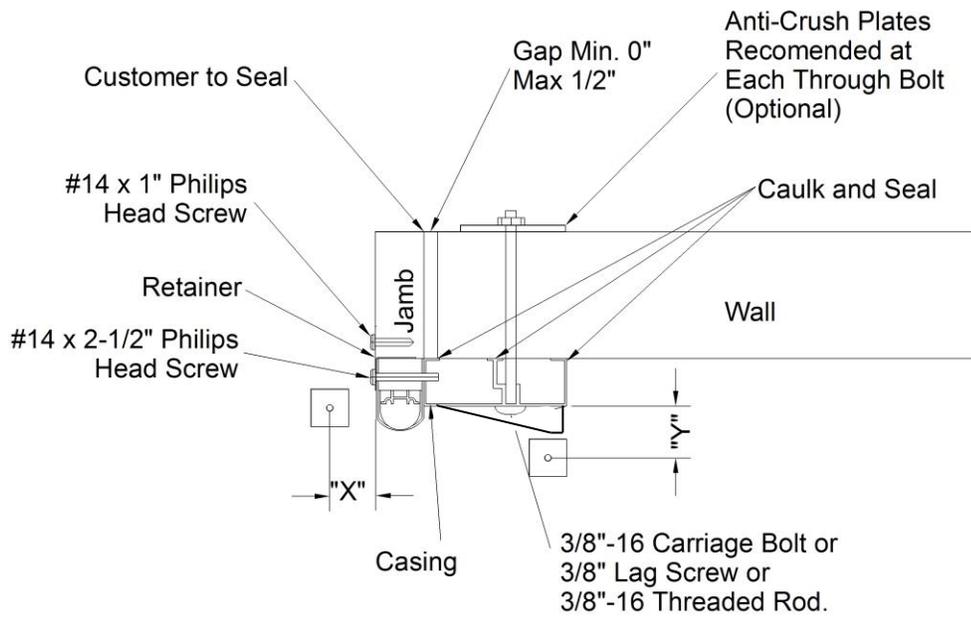
Fastener Chart A	
Height In Clear	No. of Fasteners per Side
<= 8'-0"	5
>8'-0" <=12'	6
>12'-0" <=16'-0"	7



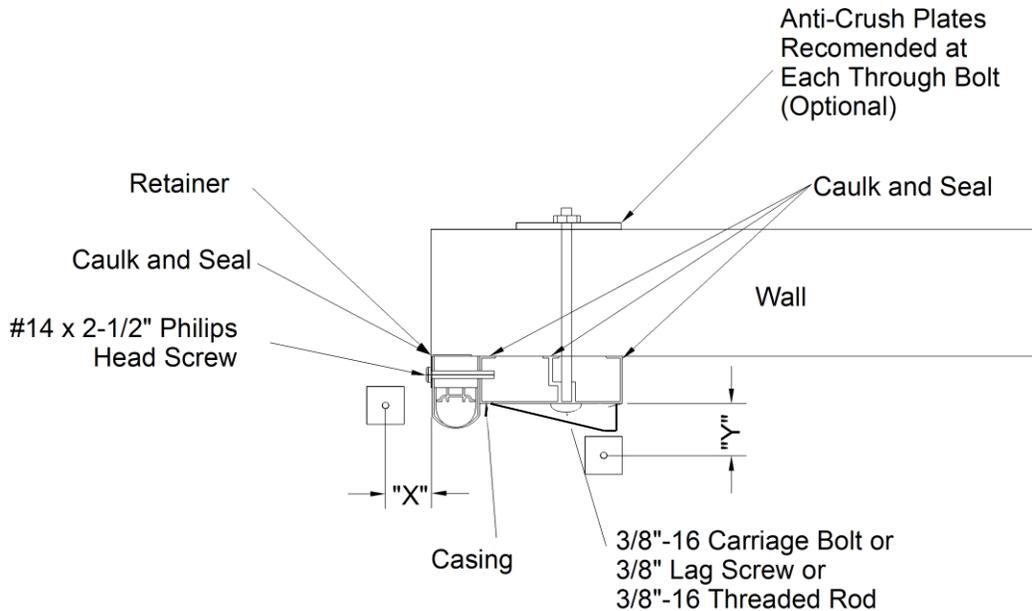
SECTION A-A CASING WITH OPTIONAL JAMB AND TRIM



SECTION A-A CASING AND OPTIONAL TRIM



SECTION A-A CASING WITH OPTIONAL JAMB



SECTION A-A CASING

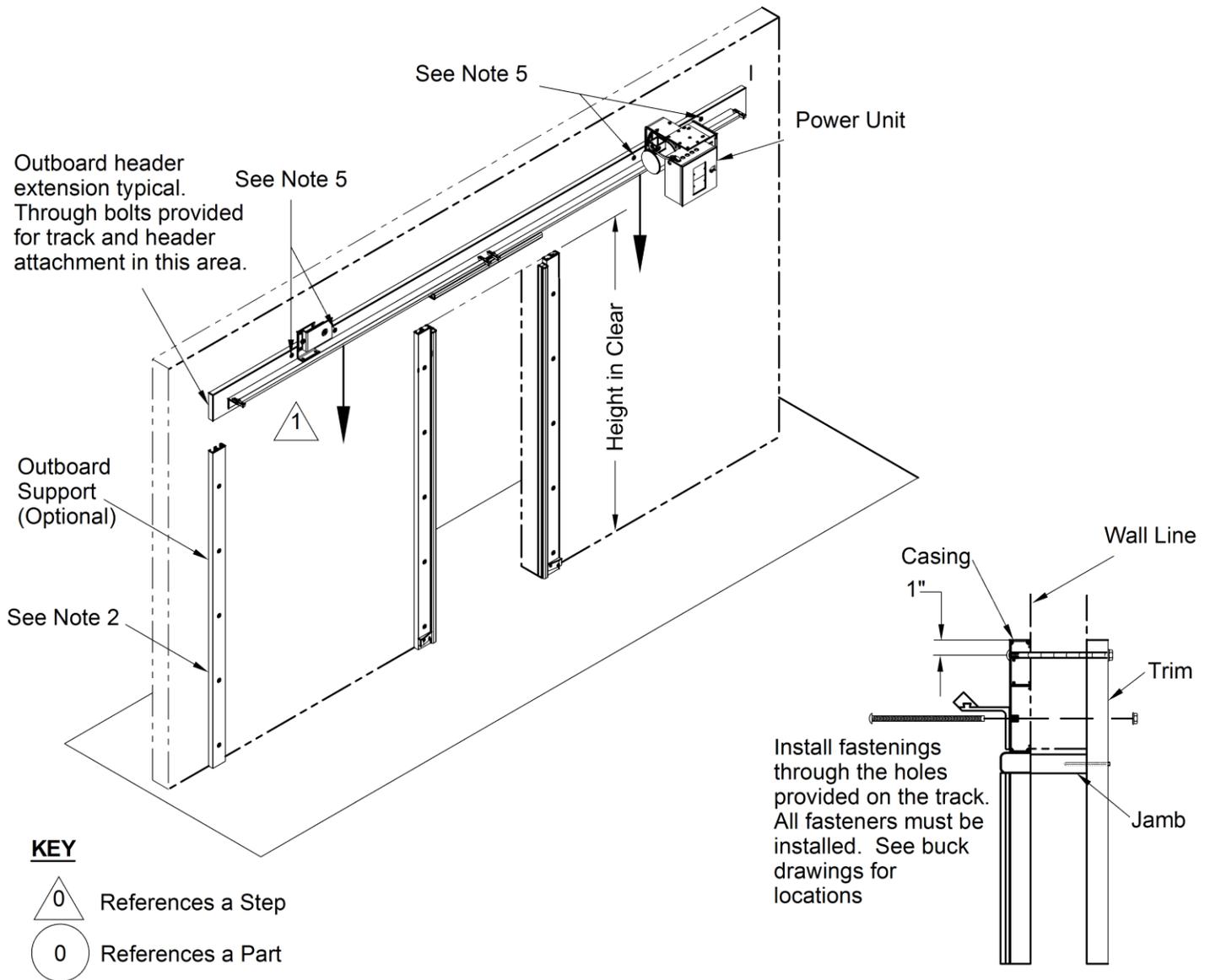
NOTES:

1. See drawings J9044032, J9044033, and J9044034 at the end of the book.
2. The floor through the door opening must be true and level within +/- 1/8".
3. Floor at door travel areas must be level with or lower than the floor through the door opening.
4. The installation of the right casing is shown.
5. Find the high side of the wall and install the appropriate casing on that side first.
6. When erecting the second side level the top to the other erected casing.

STEPS:

1. Find the diagram on the previous pages that represents the equipment shipped with the door.
2. Center the WIC (width in clearance) in the opening and mark off where the edge of each casing goes.
3. Caulk and vapor seal the back, bottom, and around the edges of the casing.
4. For high sill doors, install sill casing at bottom of opening making sure it's **level and centered in opening**. Install side casings against sill casing per step 5. For flush sill doors, if the floor isn't level, install the first casing at the high side of the opening.
5. Erect the casing, position the edge on the mark, and plumb the sides using a plumb bob and line as shown at "X" and "Y", shim if required. If there is no trim or jambs proceed to step 8. If jambs or jambs and trim are to be installed proceed to step 6. If only trim is to be installed proceed to step 7.
6. Erect the jambs or trim and jambs. Position the jamb flush to the edge of the casing. Remove the screws holding the retainer in place. Slide the retainer towards the wall so that one set of the holes are on the jamb and one set is on the gasket. Fasten the retainer with #14 x 2 1/2" and #14 x 1" Phillips pan head screws as shown.
7. Erect the trim and position it so that it is flush to the casing. Caulk and seal as shown in the diagrams on the previous pages.
8. Attach the casing with the provided fasteners (see chart A and "Fastener Locations").

5. HEADER ATTACHMENT



KEY



References a Step



References a Part

NOTES

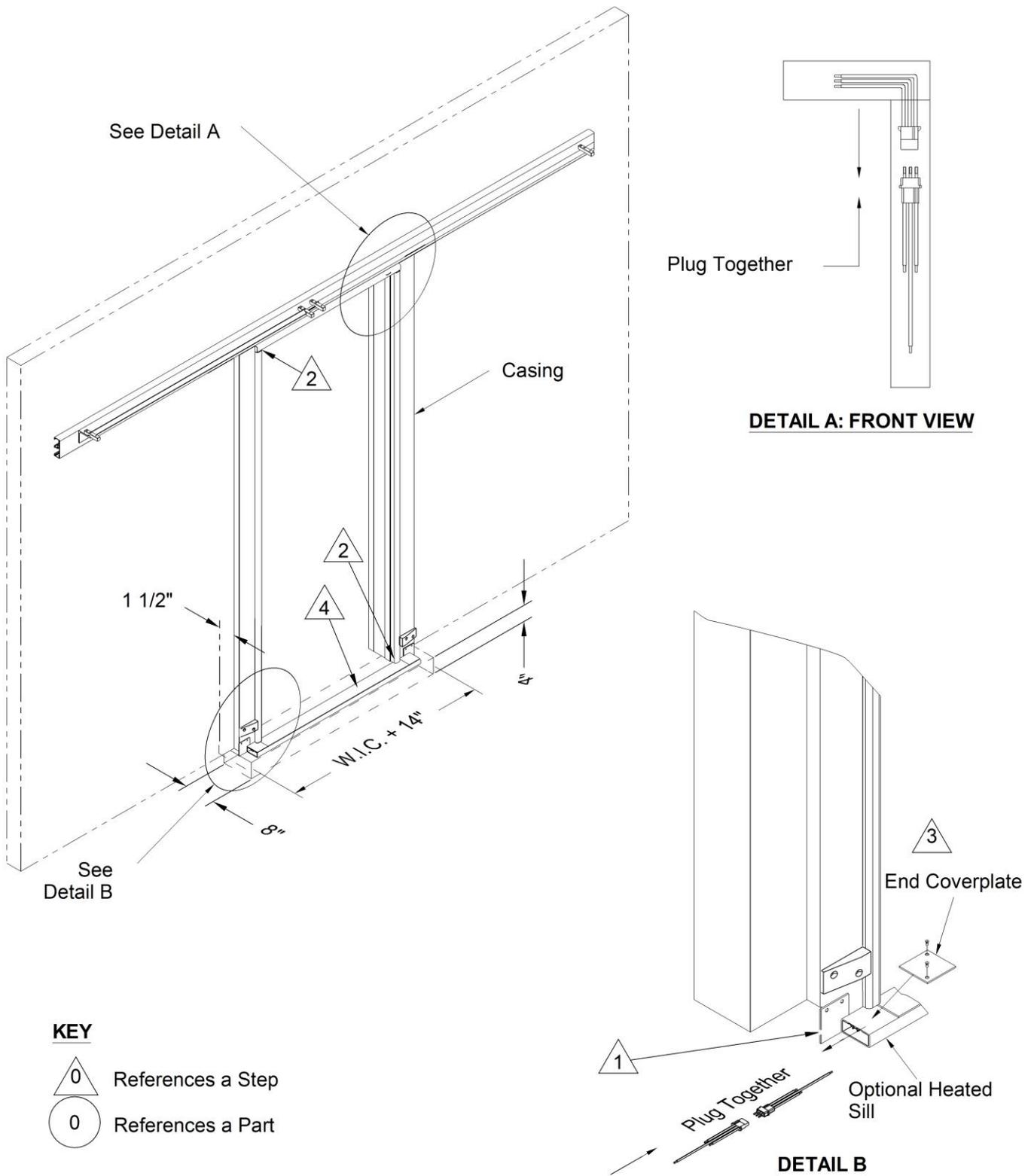
1. 3/8"-16 carriage bolt or 3/8" lag screw or 3/8"-16 threaded rod
2. Front aluminum casing outboard support 4-1/2" X HIC + 1-1/2". Wood metal clad mirror image outboard support to be 6" X HIC.
3. See buck drawings J9044032 and J9044033 and J9011034 for further bolting information.
4. Header must not tilt back or out at the top and must remain true in plane, shim if necessary.
5. Bolt through the header at 4 places that are marked with yellow targets.

STEPS:

1. Lower the header on top of the side casings. Position the head gasket in the middle of the door opening and seat firmly.
2. Attach the header to the wall with the same method used for "Casing Erection". See the drawing above for the bolt hole locations.

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6. HEATED SILL AND FRAME INSTALLATION WITH OPTIONAL HEAT IN FLOOR



STEPS:

1. The area for the sill is shown; the concrete floor must be properly constructed to accept the sill.
2. Attach the heated sill to the casing with the included frame fasteners.
3. Plug together the electrical connectors at the four corners of the frame, as shown.
4. Install the cover plates and caulk and seal.
5. Brace the heated sill securely and grout in the finished concrete floor around it.

7. HANGING THE DOOR PANEL(S)

KEY



References a Step



References a Part

Carrier

See Detail A



Lock Washer

Machine Bolt

DETAIL A

Trailing Edge Trolley
Wheel Shown Leading
Edge Trolley Wheel
Similar

Smaller Flange
in Front

Collar

Spacer

Collar

Spacer

LEADING EDGE TROLLEY WHEEL

TRAILING EDGE TROLLEY WHEEL

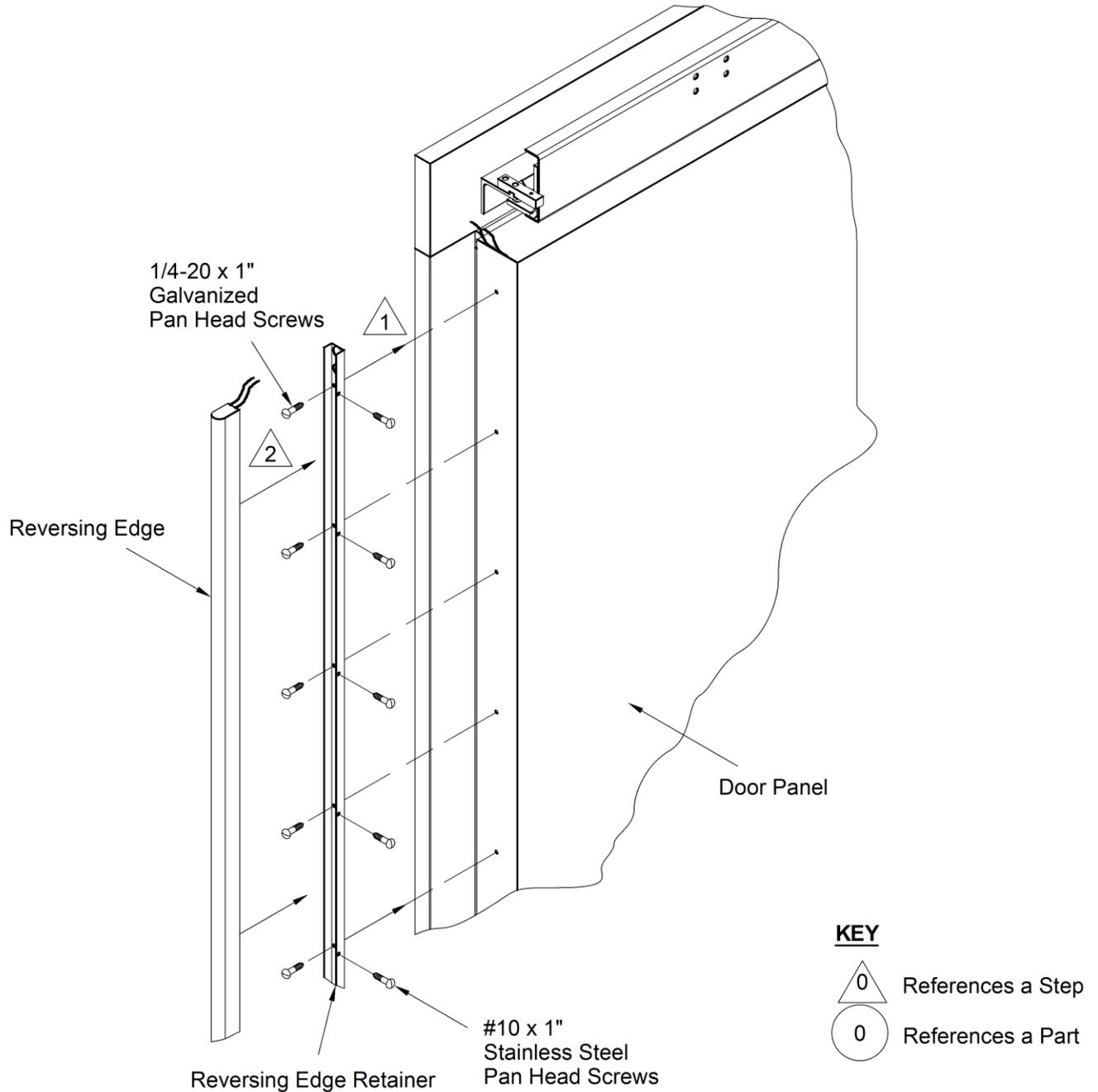
NOTES:

1. When removing the trolley wheels from the carrier take note of the way that the wheels were installed. These wheels will need to be reinstalled in the exact same way they came.
2. This process will need to be performed twice for a bi-parting door.

STEPS:

1. Position the door leaf so that the trolley wheels are at the track ramps.
2. Remove the trolley wheels from the carrier. Place the trolley wheels on the track, push the carrier toward the header and reinstall the trolley wheels in the same position as they were removed from the carrier (the collar side should connect to the carrier). Confirm spacers are in place and tighten attachment bolt securely (approximately 60 ft-lbs.). Verify that the collar pulls into the hole in the hanger bracket.
3. Verify that the door slides open and closed freely. Also verify that the wheels drop down in the ramps and that the door compresses the leading edge gasket when closed.
4. Final adjustments will be performed later.

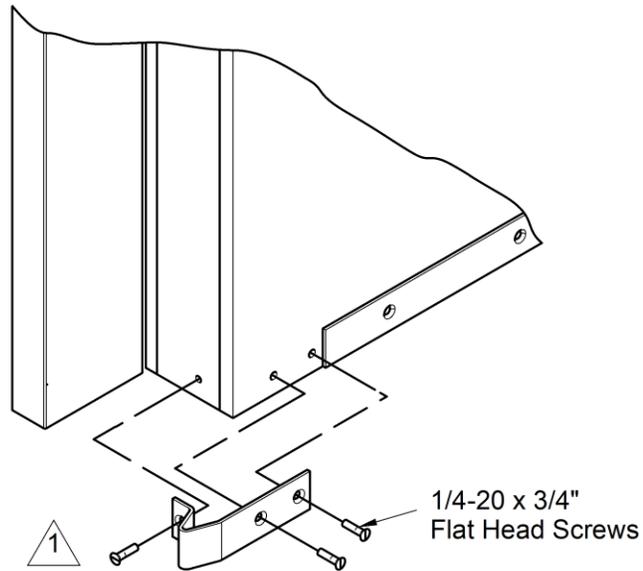
8. REVERSING EDGE INSTALLATION



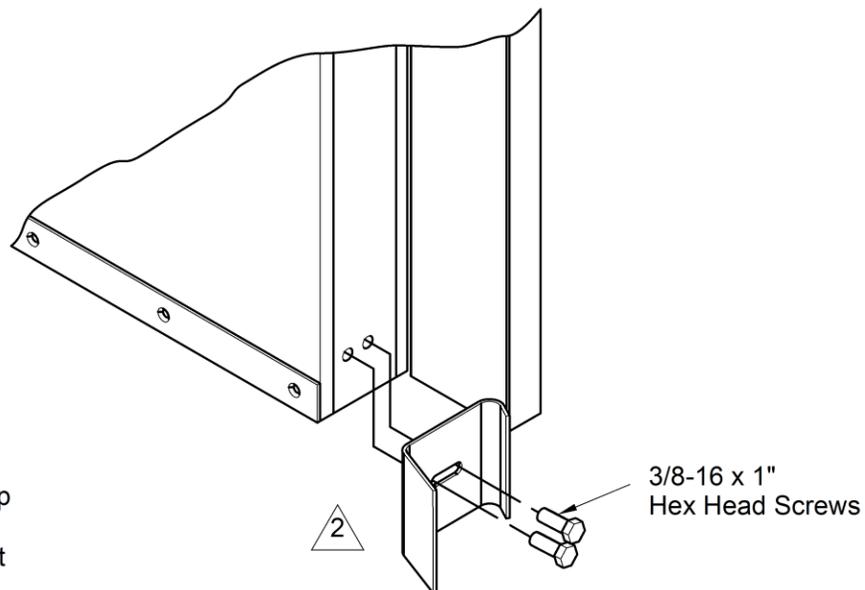
STEPS:

1. Install the reversing edge retainer onto the leading edge of the door using 1/4-20 x 1" pan head screws. The holes on the door are pre-drilled by Jamison.
2. Assemble the reversing edge to the retainer using #10 x 1" pan head screws.
3. Remove the wire nuts.
4. Connect wire 7 to 7 and wire 8 to 8.
5. Using an ohmmeter verify that when the reversing edge is activated the switch is making a closed circuit (test using wires 7 and 8).

9. LEADING / TRAILING EDGE WEDGE ASSEMBLY



LEADING EDGE WEDGE



TRAILING EDGE WEDGE

KEY

-  References a Step
-  References a Part

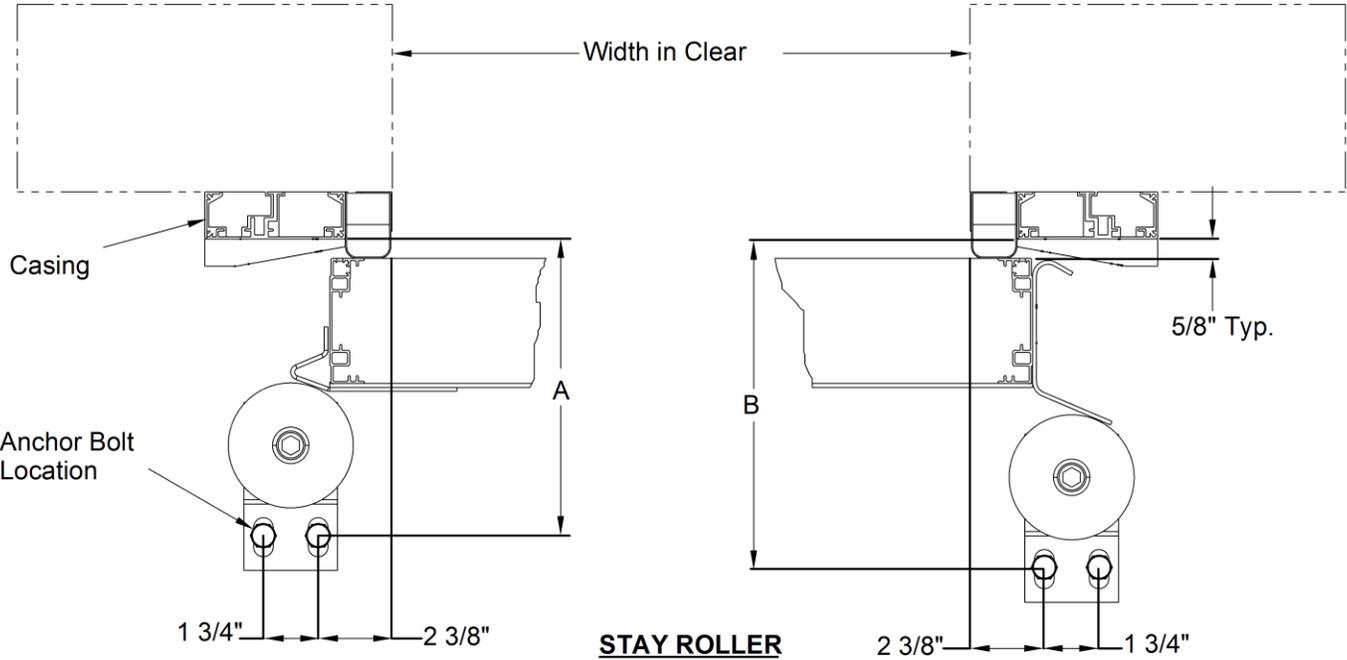
NOTES:

1. Most doors will have the trailing edge and leading edge wedges installed. Only doors that do not have these items installed will need to complete this step.

STEPS:

1. Fasten the leading edge wedge using three (3) 1/4-20 x 3/4" screws as shown.
2. Fasten the trailing edge wedge using two 3/8-16 x 1" hex head machine screws as shown.

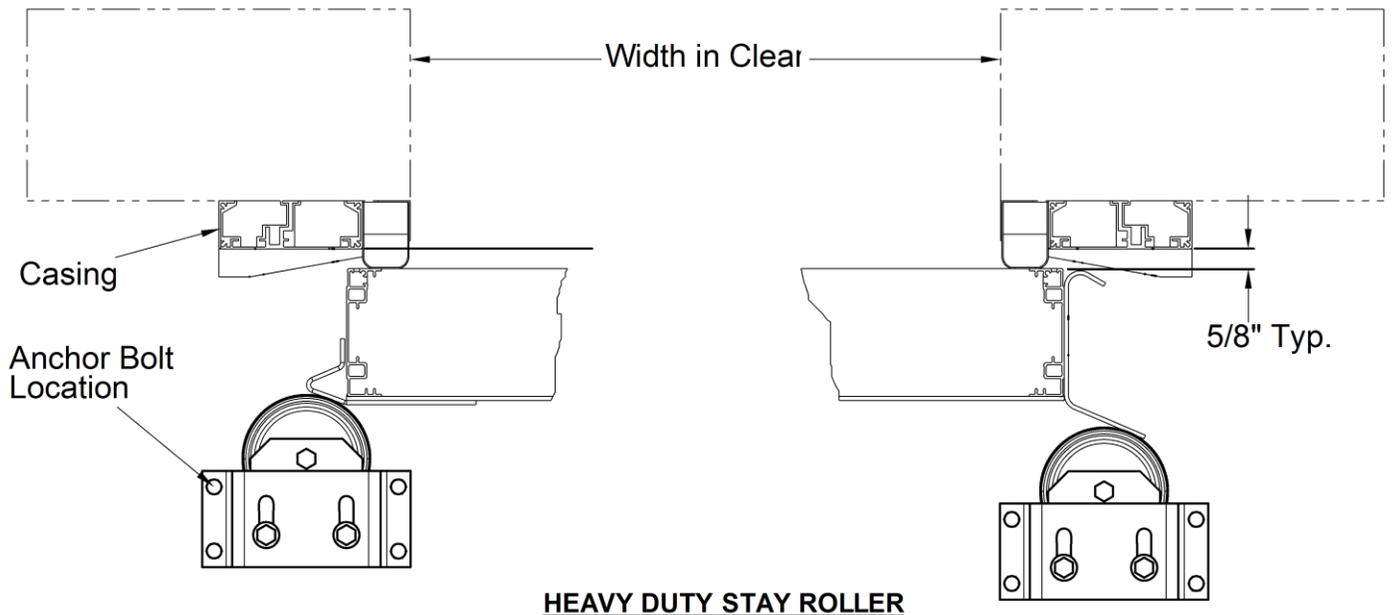
10. STAY ROLLER INSTALLATION



TYPICAL LEADING EDGE OF SINGLE DOOR

TYPICAL TRAILING EDGE

Door Thick.	A	B
4"	9 3/8"	10 9/16"
6"	11 3/8"	12 9/16"



HEAVY DUTY STAY ROLLER

TYPICAL LEADING EDGE OF SINGLE DOOR

TYPICAL TRAILING EDGE

A. STAY ROLLER INSTALLATION

NOTES:

1. The figure shows the stay roller installation for a right hand sliding single or bi-parting door. The left hand stay roller installation is a mirror image.
2. Use the stay roller template included in the shipment, to locate the stay roller(s).
3. If an existing door is to be replaced the original anchor bolts may need to be cut flush to the floor to relocate the stay roller(s).

STEPS:

1. Drill two (2) 1/2" x 4" deep holes. Do not drill oversized. After drilling clean the holes out using either a vacuum or wire brush.
2. Drive the concrete anchors into the holes so that at least six (6) threads are below the anchor plate.
3. Tighten the nuts securely (approx. 40 FT. LBS.). After the door has been cycled approximately 100 times recheck the torque on the bolts.

B. HEAVY DUTY STAY ROLLER INSTALLATION

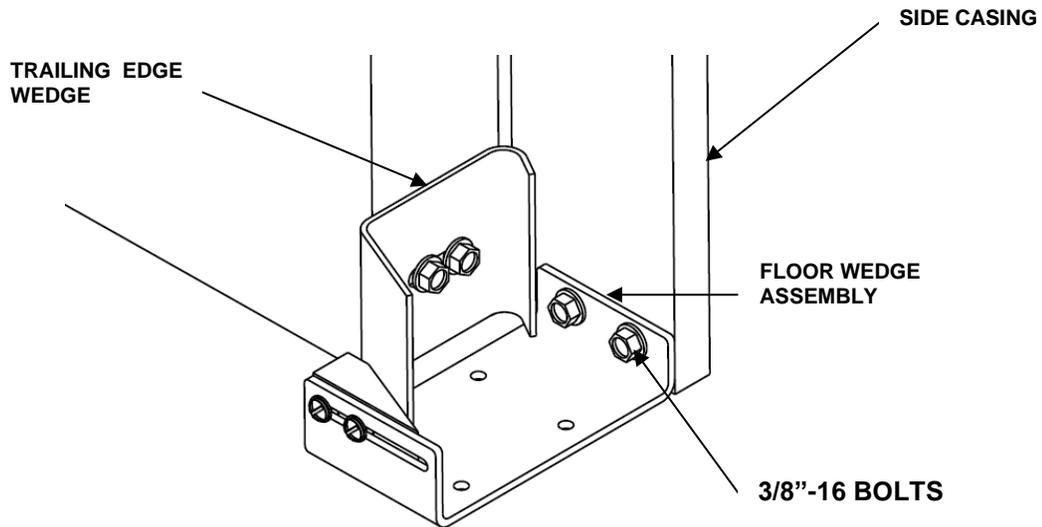
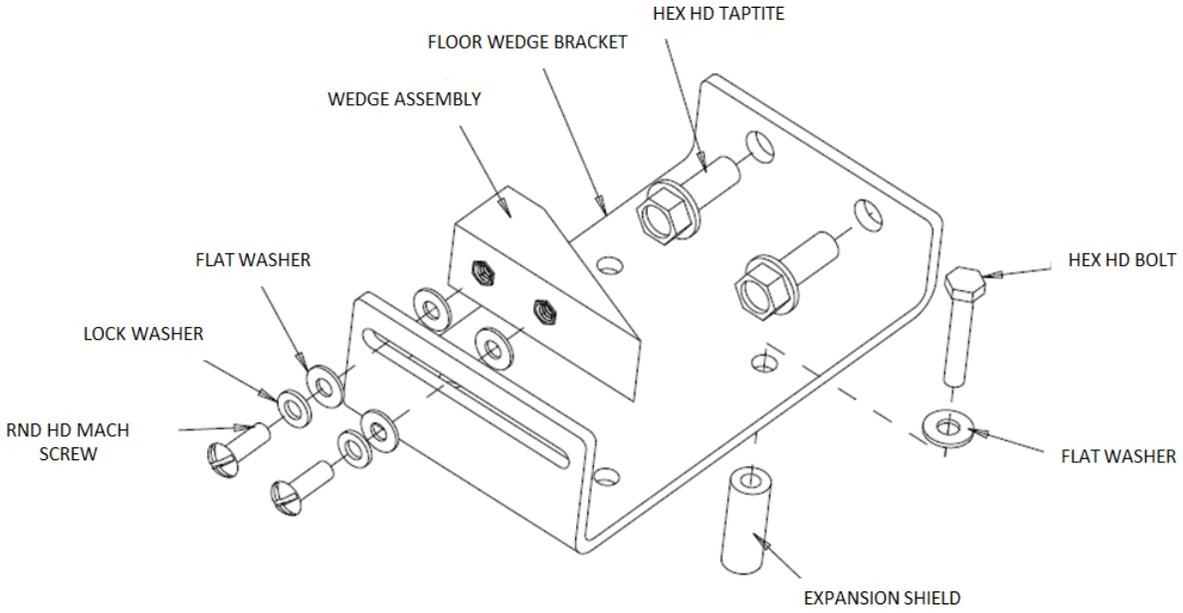
NOTES:

1. The figure shows the stay roller installation for a right hand sliding single or bi-parting door. The left hand stay roller installation is a mirror image.
2. Use the heavy duty stay roller template included in the shipment, to locate the stay roller(s).
3. If an existing door is to be replaced the original anchor bolts may need to be cut flush to the floor to relocate the stay roller(s).

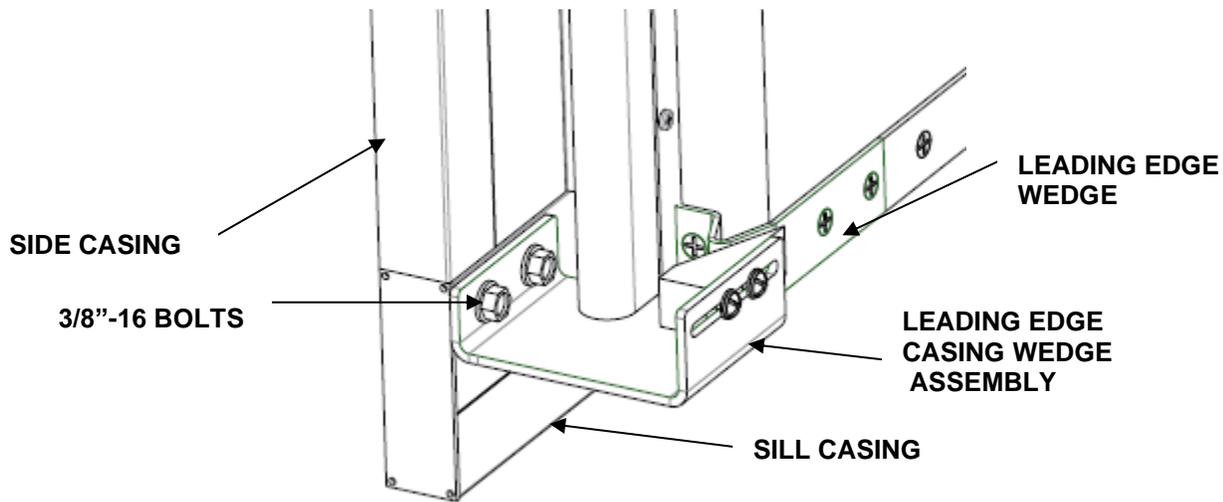
STEPS:

1. Drill four (4) 3/8" x 4" deep holes. Do not drill oversized. After drilling clean the holes out using either a vacuum or wire brush.
2. Drive the concrete anchors into the holes so that at least six (6) threads are below the anchor plate.
3. Tighten the nuts securely (approx. 16 FT. LBS.). After the door has been cycled approximately 100 times recheck the torque on the bolts.

11. STAY WEDGE ASSEMBLY AND INSTALLATION



TRAILING EDGE OF FLUSH SILL DOOR SHOWN, HIGH SILL SIMILAR



LEADING EDGE OF HIGH SILL DOOR SHOWN

NOTES:

1. The drawing shows a stay wedge being installed for a right hand slide door left hand slide is opposite.
2. The bracket is to be either mounted on the frame or mounted to the floor.
3. The door should be fully closed prior to mounting the assembly.

A. INSTALLING THE WEDGE ONTO THE BRACKET

STEPS:

1. Assemble the wedge to the bracket. If the bracket is to be mounted on the right side of the door assemble as shown. If the bracket goes on the left side rotate the wedge so that the thickest part faces the right edge of the bracket. The first time the wedge is installed be sure to tighten the nuts securely to seat the PEM stud into the wedge.

B. MOUNTING THE ASSEMBLY TO THE FRAME

STEPS:

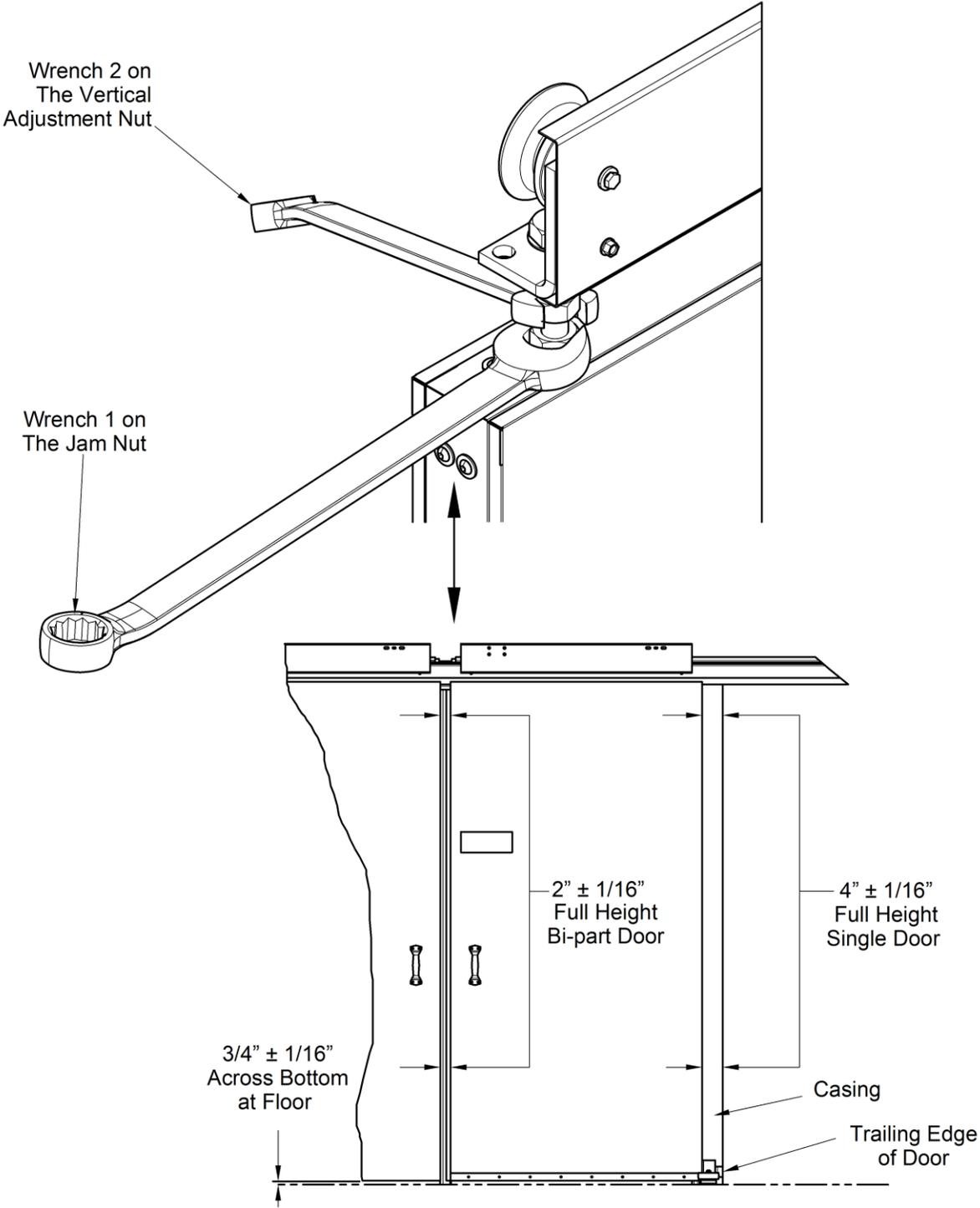
1. Install the 3/8-16 bolts and bolt the bracket to the frame as shown.

C. MOUNTING THE ASSEMBLY TO THE FLOOR

1. Remove the trailing edge wedge on the door.
2. Place the stay wedge assembly on the floor and butt it up against the casing. Align the assembly so that it is flush with the outside edge of the casing.
3. Using the stay wedge assembly as a template mark the floor for the two holes that are furthest from the door opening.
4. Remove the stay wedge assembly and drill two (2) 1/2" x 1-3/4" holes at the locations marked in the previous step.
5. Clean the holes out using either a wire brush or a vacuum and insert the expansion shields. Using a hammer tap the shields into the holes until they are flush or lower than the floor surface.
6. Place the stay wedge assembly in position and fasten it with two (2) 1/4" x 1-1/2" hex head machine bolts as shown.
7. Replace the trailing edge wedge on the door.

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12. DOOR PANEL ADJUSTMENTS



A. POSITION THE DOOR LEAF

STEPS:

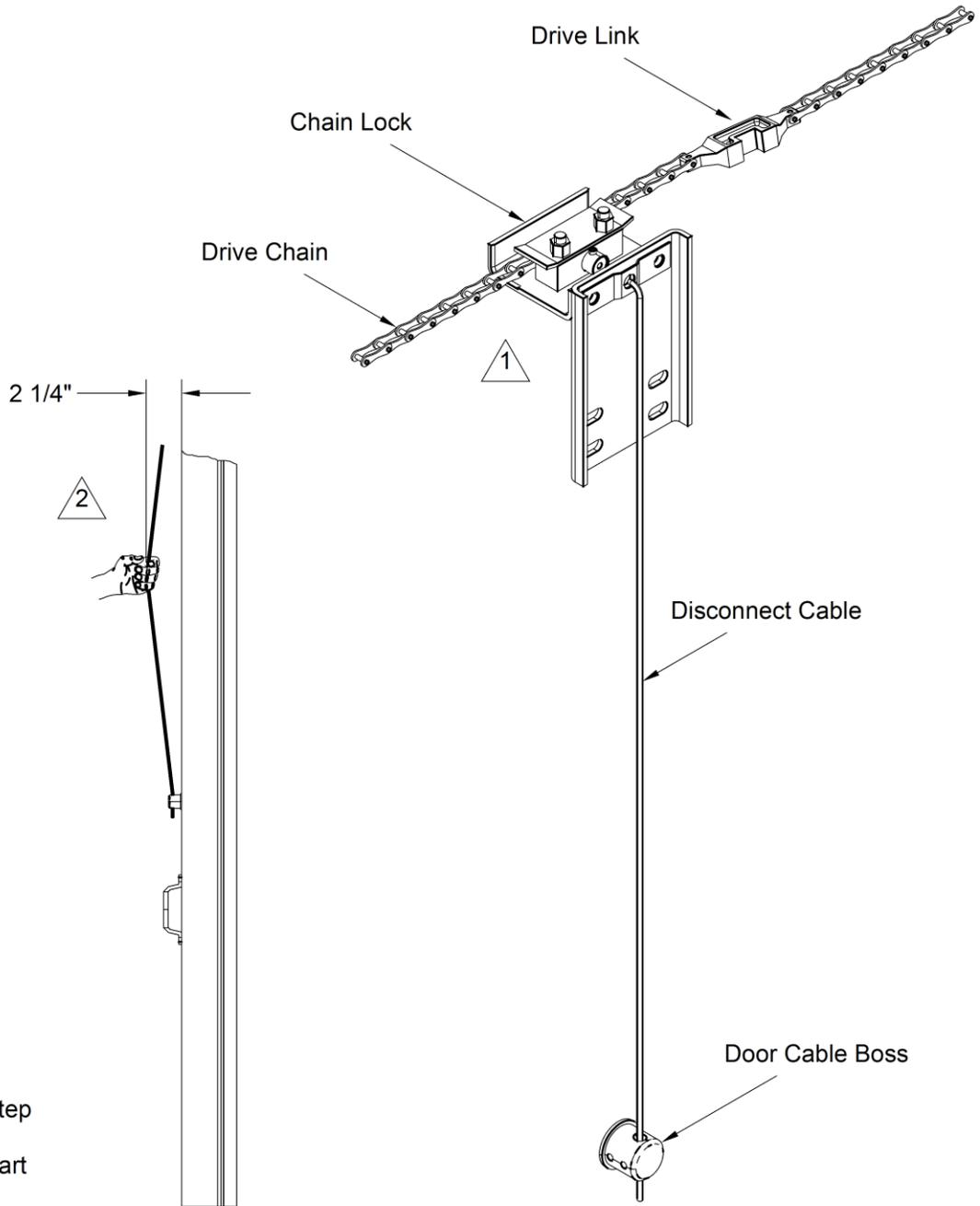
1. Pull the door leaf or leaves closed against the door stop.
2. Bi-part door: measure the door at the center meeting edge. Adjust if necessary to dimensions shown, see "Adjusting the Height".
OR Single door: Measure the distance from the trailing edge of the door to the edge of the casing. Adjust if necessary to the dimensions shown, see "Adjusting the Height".
3. Adjust the door vertically to obtain a good seal at the floor.
4. Operate the door manually. The door must roll freely without any dragging or binding.
5. Recheck the disconnect cable tension see section 11, "Connecting the Drive Chain".

B. ADJUSTING THE HEIGHT

STEPS:

1. Pull the door leaf or leaves closed.
2. Place two wrenches as shown above.
3. Use wrench 1 to loosen the vertical adjustment jam nut.
4. Using wrench 2 rotate the adjustment bolt to raise or lower the door.
5. With wrench 2 hold the vertical adjustment bolt while tightening the jam nut with a wrench 2. The jam nut will not tighten if the adjustment bolt is not held.

13. CONNECTING THE DRIVE CHAIN



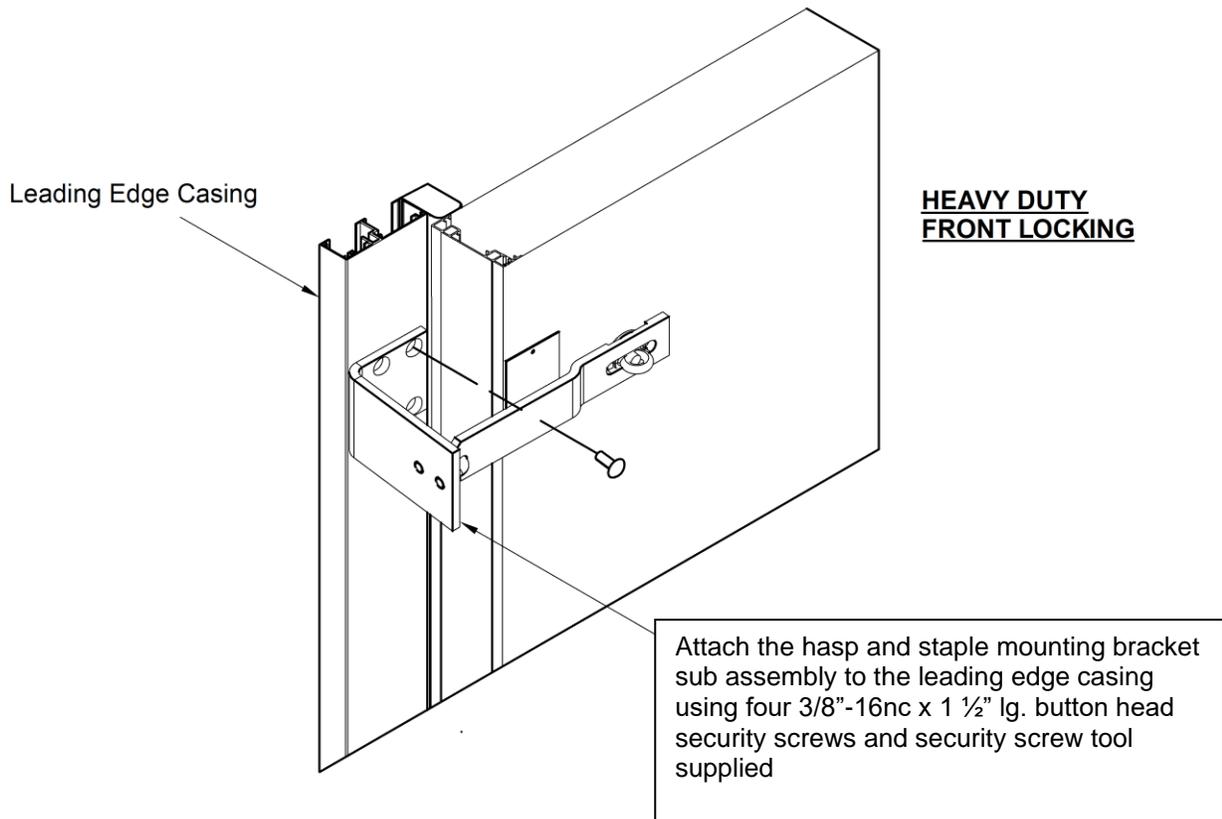
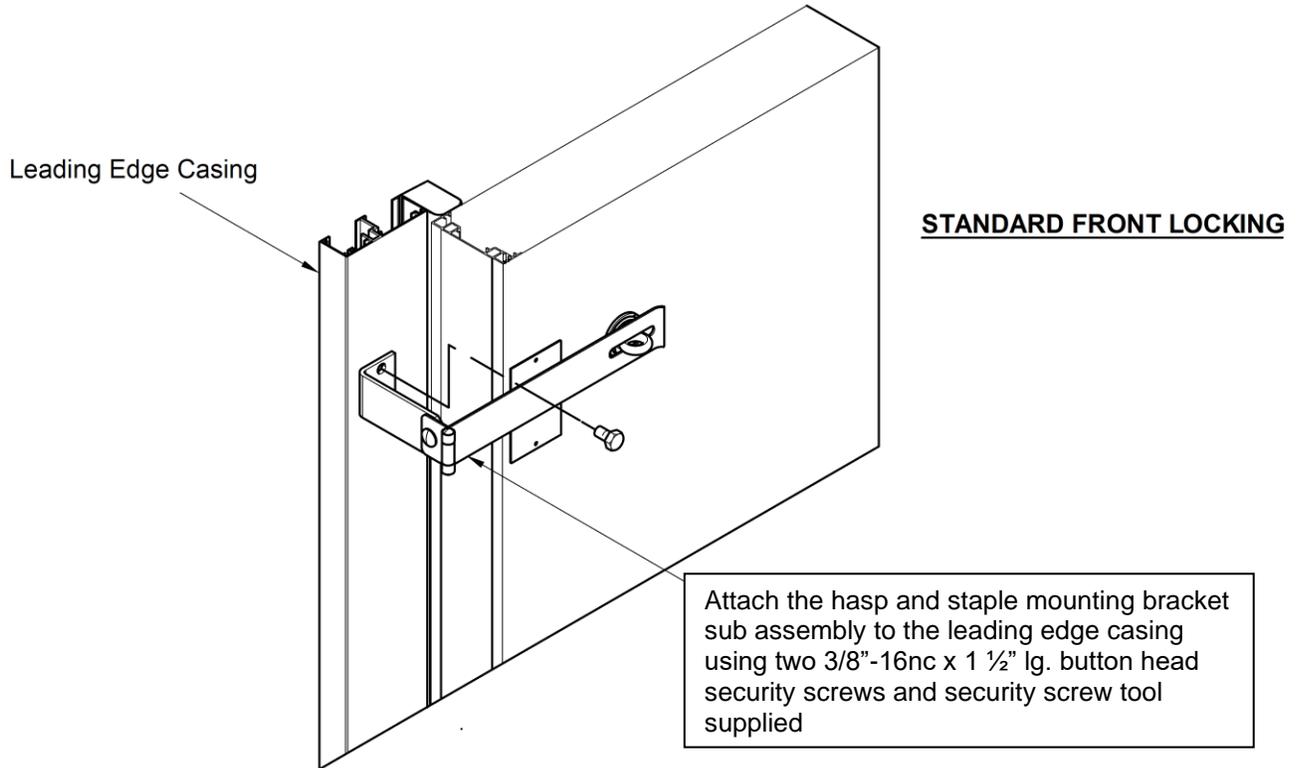
KEY

-  References a Step
-  References a Part

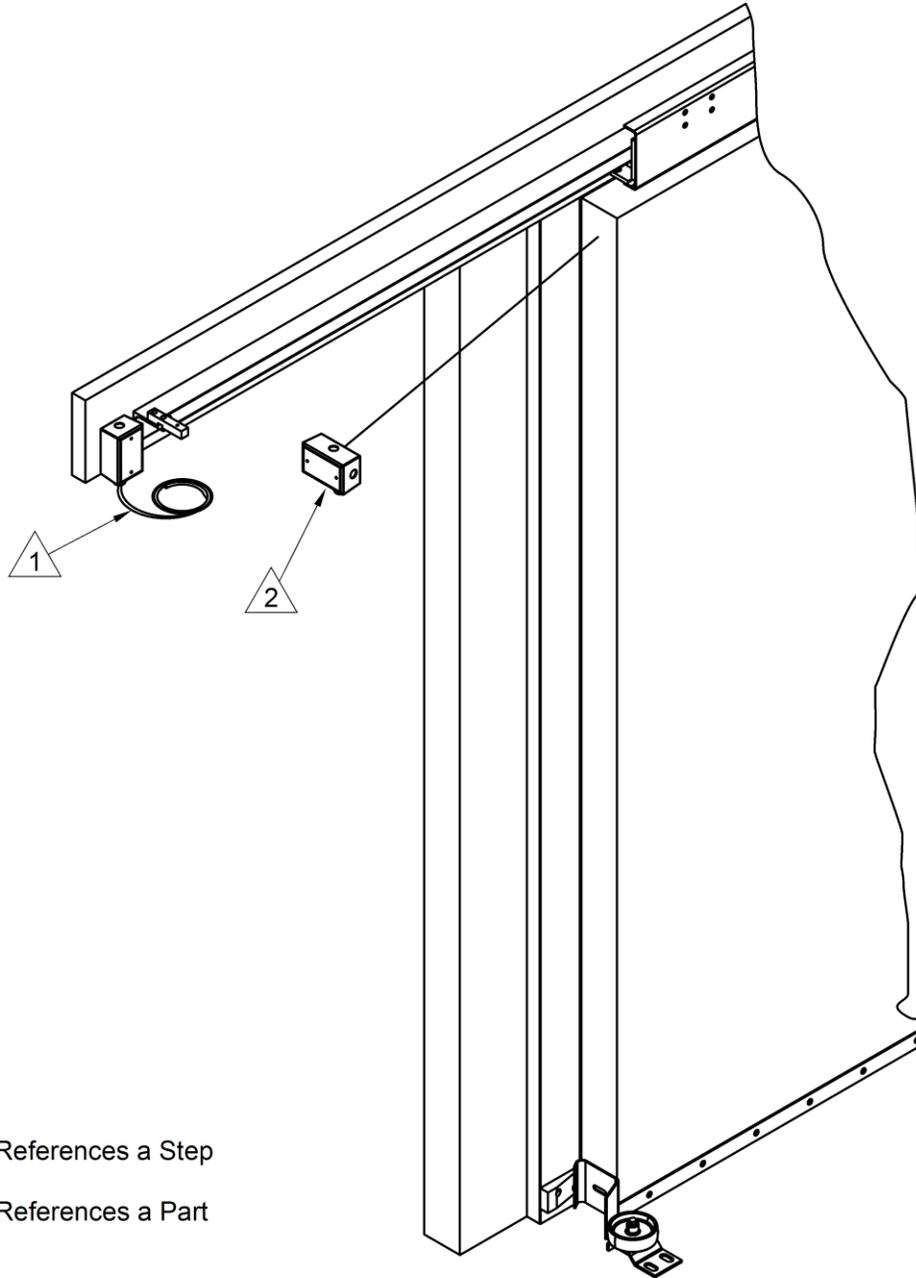
STEPS:

1. Position the drive chain into the chain lock opening and slide the door panel to engage the drive link into the chain lock.
2. Check the slack in the disconnect cable by pulling straight out as shown. If the slack is more or less than 2-1/4" loosen the set screw on the cable boss and adjust the cable as necessary.

14. INSTALLATION OF THE FRONT LOCKING ASSEMBLY



15. JUNCTION BOX INSTALLATION



KEY

-  References a Step
-  References a Part

NOTES:

1. Most doors will have the junction box installed. Only doors that do not have these items installed will need to complete this step.

STEPS:

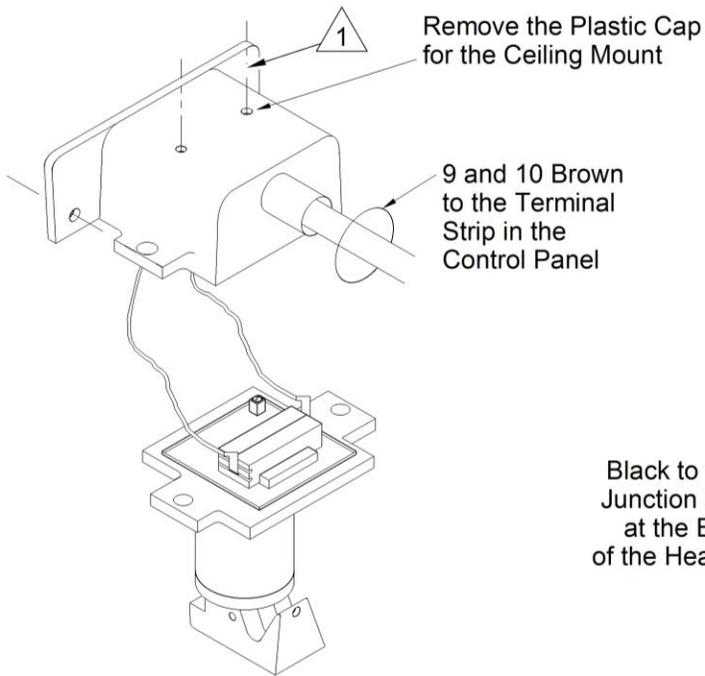
1. Connect the drop loop to the junction box located on the top edge of the door panel.
2. Attach the junction box using the predrilled holes on the trailing edge of the door and 1/4-20 x 1" pan head screws (screws may shipped in the holes for the junction box).

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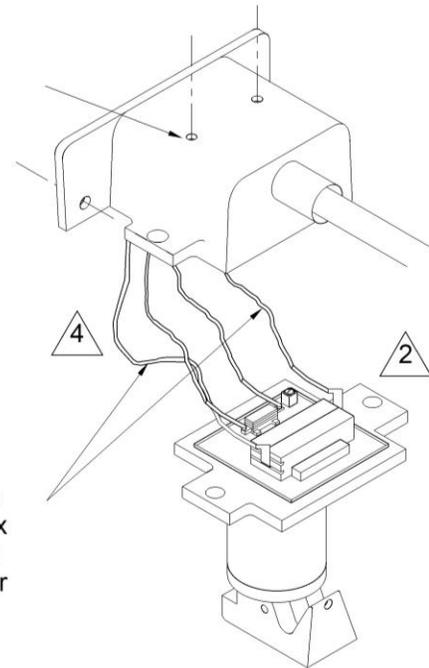
16. PULL CORD SWITCH CONNECTIONS



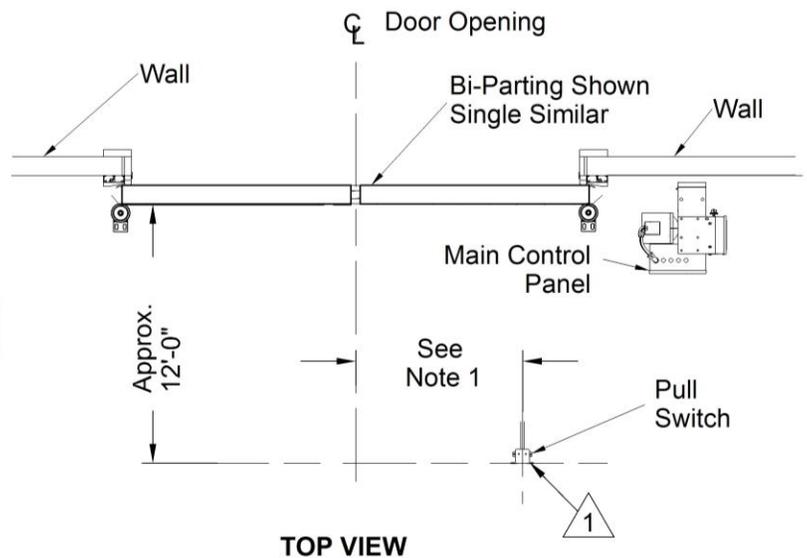
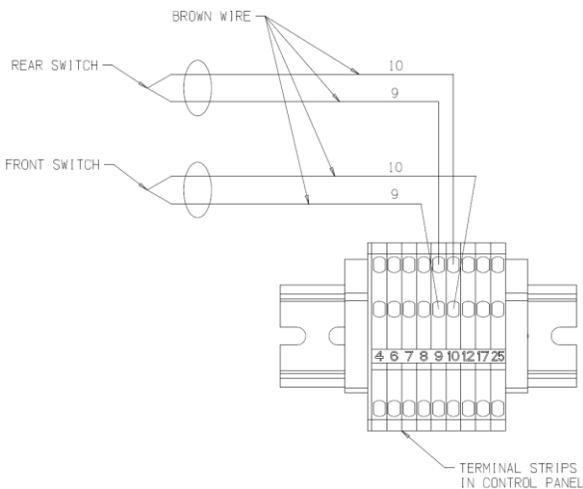
WARNING: PRIOR TO ANY ELECTRICAL HOOK-UP, ALL POWER SUPPLIES MUST BE TURNED OFF, LOCKED OUT, AND TAGGED. SOME DOORS MAY HAVE MORE THAN ONE POWER SUPPLY. SERIOUS INJURY OR DEATH CAN OCCUR FROM CONTACT WITH POWER SUPPLIED TO THE DOOR.



NON-HEATED SWITCH FOR A COOLER

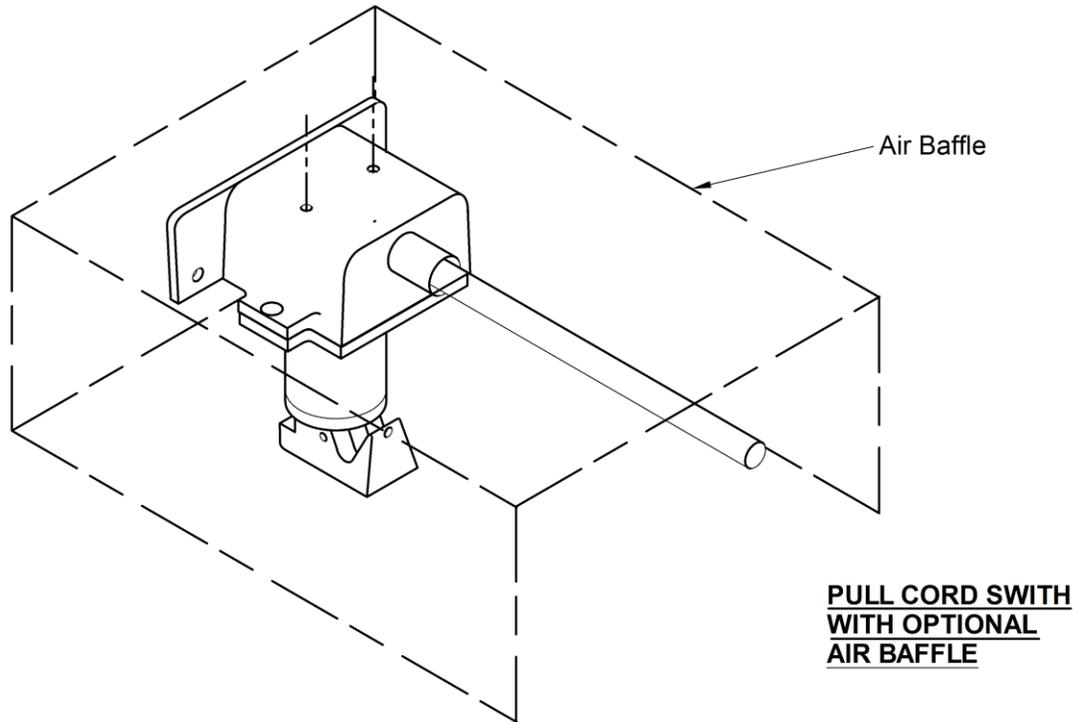


HEATED SWITCH FOR A FREEZER



KEY

-  References a Step
-  References a Part



NOTES:

1. The pull cord switch should be placed off center of the main traffic flow.
2. Pull cord switch connection wiring and conduit not by Jamison see wiring diagram in the control box.

STEPS:

1. Attach the switch box to the support using either the top or side holes that are pre-drilled in the switch box. If an air baffle is to be used with the pull cord switch the holes on the top of the switch must be used for mounting. To install the air baffle place the baffle over the pull cord switch, align the holes in the top, and install the switch as normal.
2. Route wires from terminals 9 & 10 to switches for wiring.
3. Install the switch in the box as shown in the views on the previous page.
4. In freezer situations, heat will be required. The heated switch requires a 120 V.A.C. power supply to be run to it.

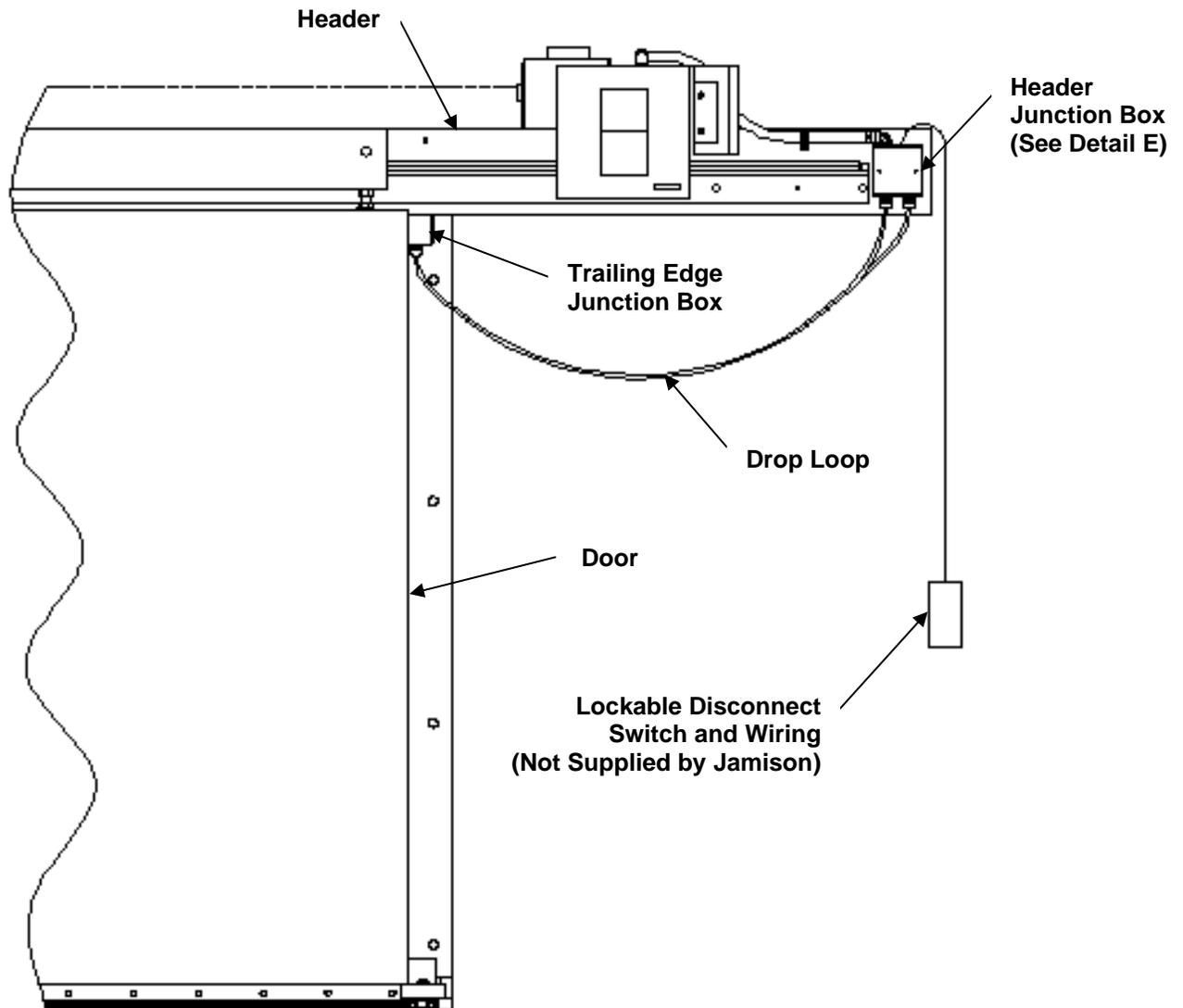
17. HEADER JUNCTION BOX CONNECTIONS



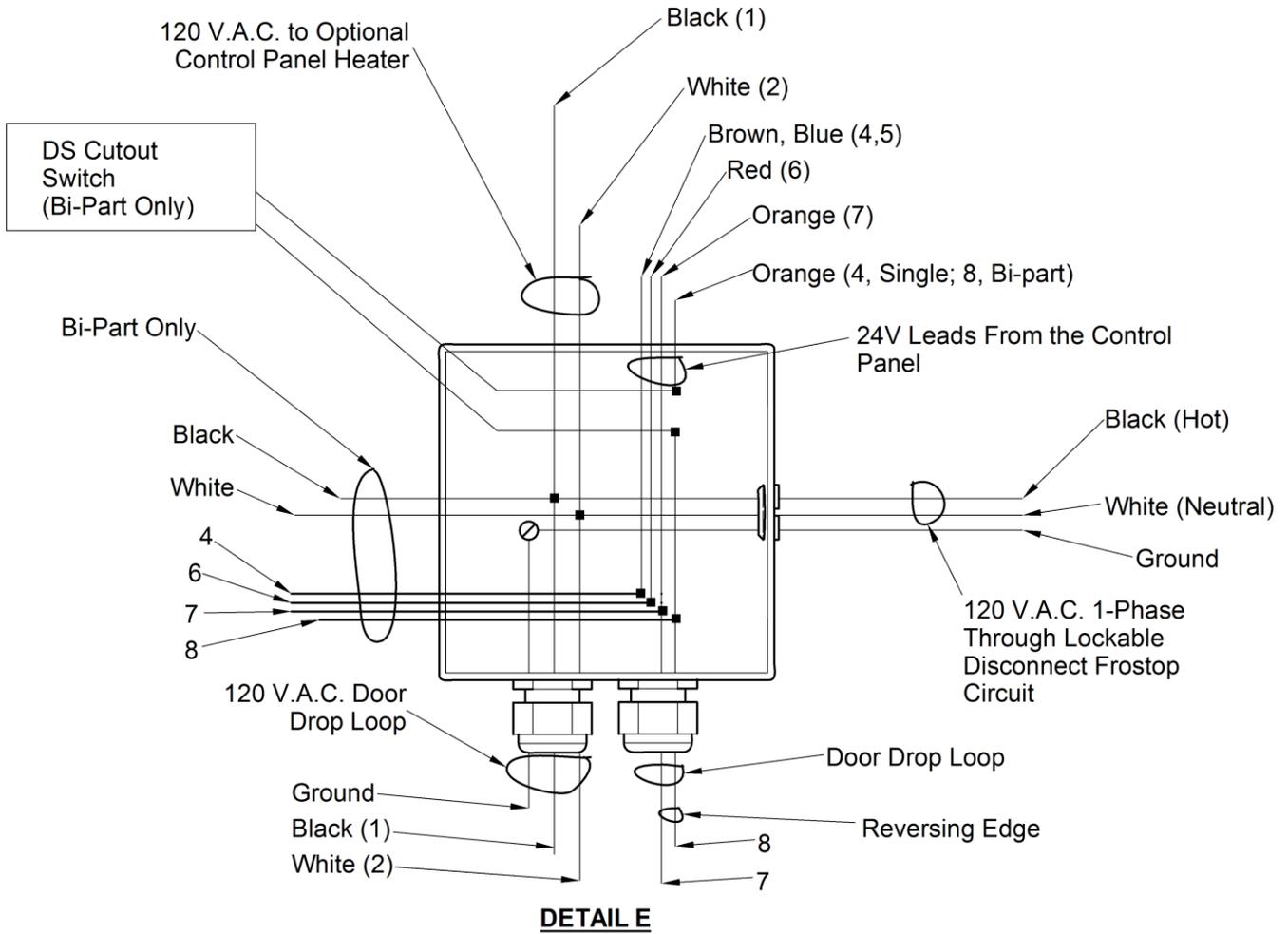
WARNING: PRIOR TO ANY ELECTRICAL HOOK-UP, ALL POWER SUPPLIES MUST BE TURNED OFF, LOCKED OUT, AND TAGGED. SOME DOORS MAY HAVE MORE THAN ONE POWER SUPPLY. SERIOUS INJURY OR DEATH CAN OCCUR FROM CONTACT WITH POWER SUPPLIED TO THE DOOR.



WARNING: PRIOR TO THE FOLLOWING ELECTRICAL CHECK-OUT, THE DOOR MUST BE FULLY OPEN OR FULLY CLOSED.



TRAILING EDGE OF POWER DOOR SHOWN



NOTES:

1. A right hand junction box is shown.

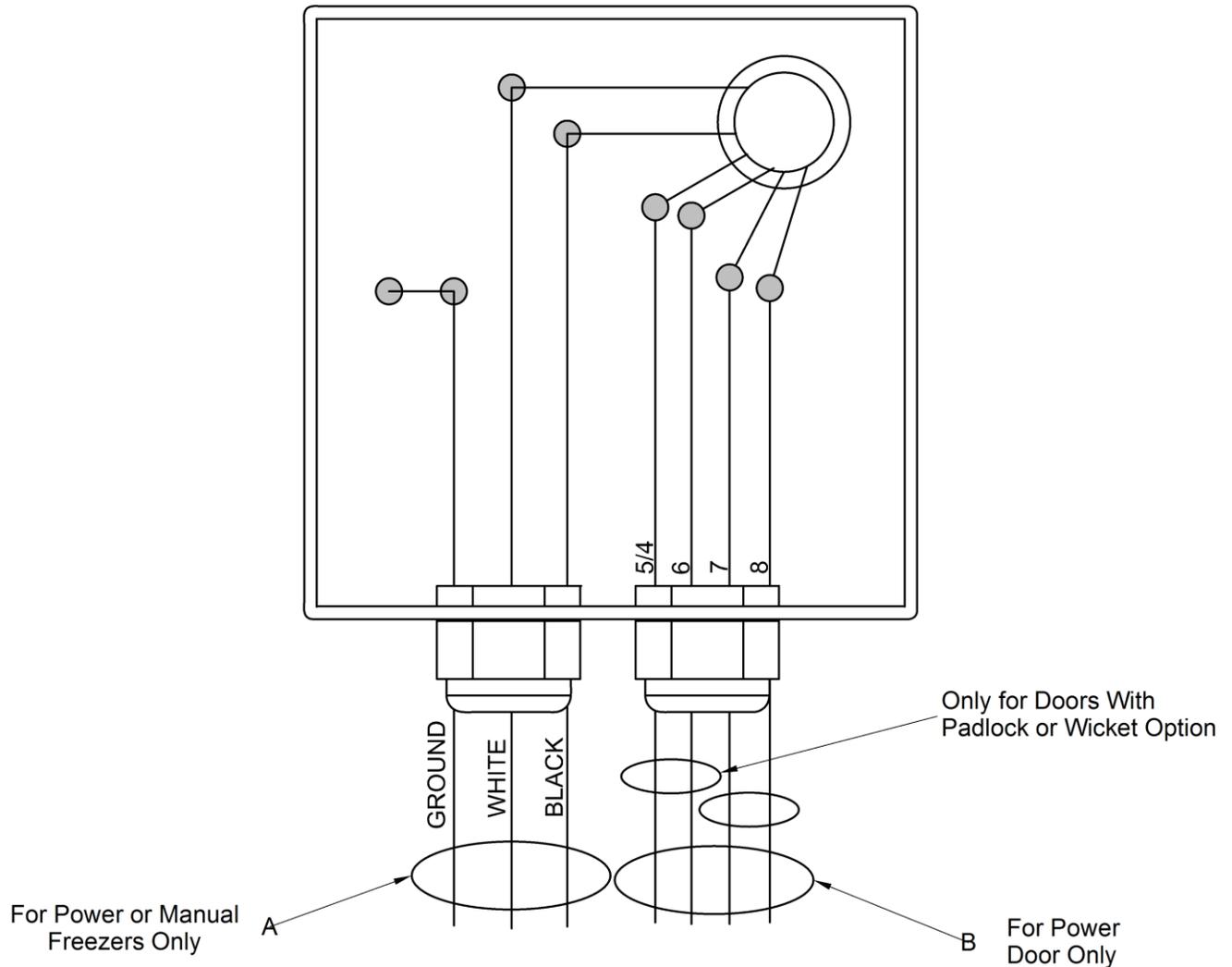
STEPS:

1. Connect power to the header junction box through a lockable disconnect switch (not supplied by Jamison).
2. Connect the drop loop(s) from the top support to the header junction box as shown.
3. For freezers connect a 120 V.A.C. supply to the heat system in the junction box on the end of the header. For coolers continue to step 4.
4. Connect white wires to white, black to black and green (gnd) to green (gnd). If the door is equipped with a power unit heat system, there will be more than one white/black/green wire to connect. Be sure to use the appropriate size wire nut for the connection.
5. Turn on the power. If the door is equipped with heated gaskets verify that these are heating.

18. CONNECTING THE TRAILING EDGE JUNCTION BOX ON THE DOOR



WARNING: PRIOR TO ANY ELECTRICAL HOOK-UP, ALL POWER SUPPLIES MUST BE TURNED OFF, LOCKED OUT, AND TAGGED. SOME DOORS MAY HAVE MORE THAN ONE POWER SUPPLY. SERIOUS INJURY OR DEATH CAN OCCUR FROM CONTACT WITH POWER SUPPLIED TO THE DOOR.



NOTES:

1. These steps are for freezer, dual speed, and standard speed doors only.

A. FREEZER DOOR STEPS

STEPS:

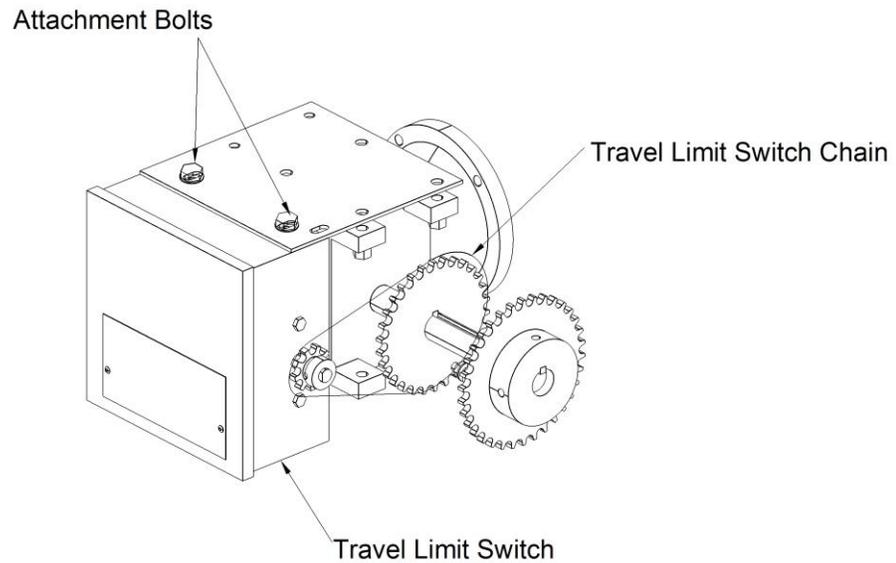
1. Connect the three wire drop loop (G,W,B wire) from the header to the junction box on the trailing edge of the door panel.
2. Connect the white wire to the white wire (label #2), the black wire to the black wire (label #1), and the green wire to the green wire.

B. POWER DOOR STEPS

STEPS:

1. Connect the drop loop. It may have a varying number of wires and may have a reversing edge.
2. Connect the wires with the same numbers i.e. 5 to 5.
3. Test each electrical option.

19. TRAVEL LIMIT SWITCH CHAIN ADJUSTMENT



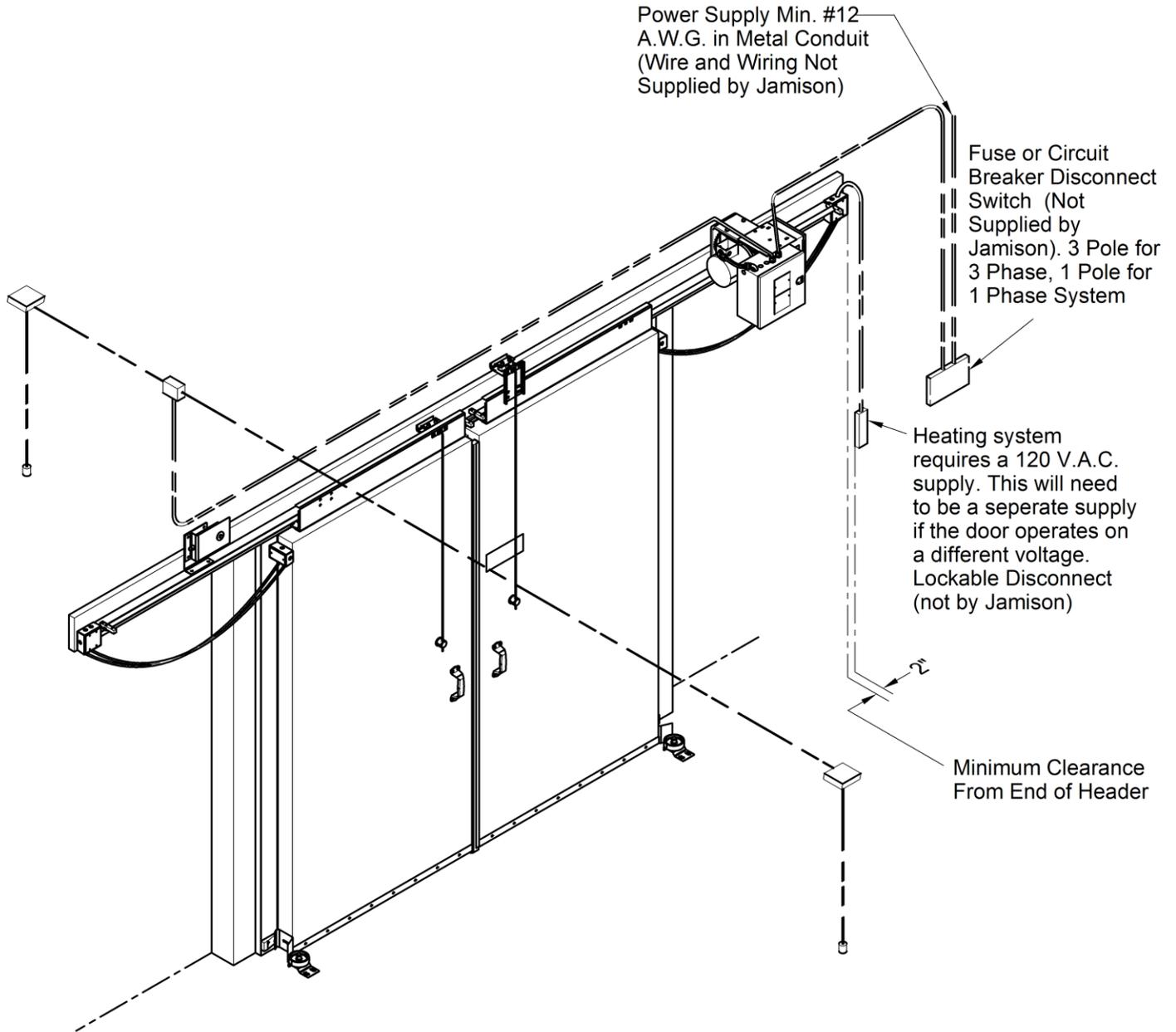
NOTES:

1. This procedure is for DS and Standard speed operators only.

STEPS:

1. Turn off the power to the door operator.
2. Loosen the travel limit switch attachment bolts and adjust the limit switch chain for approx. 1/4" sag in the center.
3. Align the limit switch box and retighten the bolts.

20. TYPICAL WIRING CONNECTIONS



NOTES:

1. No wiring is required for manual cooler doors.
2. All wiring must be done in accordance with local codes and by licensed electricians.
3. Bi-part door shown, wiring for single door is similar, but there is only one junction box on the door header.
4. Suggested wiring configurations are shown.

DMC CONTROLLER INSTALLATION SECTION

21. CONNECTION OF ACTIVATION AND OPTIONAL DEVICES



NOTES:

1. Follow the reference wiring drawing located in the envelope on the back side of the control panel door. The drawing shows how to connect the pull cords, push buttons, floor loop detectors, motion detectors, and photoelectric sensors.
2. Be sure to trim off any excess wire before connecting the wires.
3. Before connecting a wire to the terminal strip remove 3/8" of the insulation from the end of the wire.
4. To connect a wire to the terminal strip. Release the terminal by pushing a small screwdriver into the square hole directly above or below the oblong hole where the wire is to be connected. The screwdriver should fit into the hole cleanly, **DO NOT FORCE AN OVERSIZED SCREWDRIVER INTO THE HOLE**. Insert the wire into the oblong hole either above or below the square hole with the screwdriver in it. Remove the screwdriver and gently pull on the wire to verify a good connection.

22. DMC OPERATING OVERVIEW

C. CALIBRATION:

NOTES:

1. The first open signal (loop sensor, pull cord, etc.) after power is applied to the unit will activate the door calibration sequence. This will open and close the door slowly. The second open and close cycle will run the door at full speed and complete the calibration cycle. If the door cannot move during the calibration or the open signal is tripped while the door is opening the system will report a calibration fault and will shut down. If there is a calibration fault see Section 24 "DMC Trouble Shooting Guide".

D. POWER OPERATION:

NOTES:

1. TO OPEN:
 - Pull the rope on the pull cord switch anytime during door operation.
 - If the door comes into contact with an object while closing it will automatically reopen.
 - If equipped with an optional floor loop enter the floor loop zone with a steel object at anytime during operation of the door.
 - If equipped with an optional motion detector enter the motion detector zone anytime during door operation; only if wired for activation & safety. If the door is wired for hold open function, the door will not open.
2. TO CLOSE:
 - Pull the rope on the pull cord switch.
 - If equipped with a time delay circuit the door will close automatically.

E. MANUAL OPERATION

NOTES:

1. Manual operation should only be used for maintenance purposes.

STEPS:

From the Outside

1. See Section 12, "Connecting the Drive Chain".
2. Use a safe means of reaching the carrier at the top of the door panel. Pull the manual disconnect cable to disconnect the chain lock from the drive chain and simultaneously slide the door.
3. To reconnect the chain and the door panel simply activate the door and the chain will engage the door automatically. If the drive chain pick-up link is past the chain lock the power operator may require an additional open or close to engage the chain lock.
4. If the motor runs but the doors do not move, check the chain lock and drive chain pickup.

From the Inside

1. Grasp the D handle and twist to release the chain lock while simultaneously sliding the door.
2. To reconnect the chain and the door panel simply activate the door and the chain will engage the door automatically. If the drive chain pick-up link is past the chain lock the power operator may require an additional open or close to engage the chain lock.
3. If the motor runs but the doors do not move, check the chain lock and drive chain pickup.

23. STARTING UP THE DOOR



WARNING: PRIOR TO ANY ELECTRICAL HOOK-UP, ALL POWER SUPPLIES MUST BE TURNED OFF, LOCKED OUT, AND TAGGED. SOME DOORS MAY HAVE MORE THAN ONE POWER SUPPLY. SERIOUS INJURY OR DEATH CAN OCCUR FROM CONTACT WITH POWER SUPPLIED TO THE DOOR.

F. CONNECTING THE INCOMING POWER

STEPS:

1. Connect the incoming power to L1, and L2 on the terminal rail and connect the ground wire to the ground terminal lug. Please see the drawing on the inside of the door panel for details.

G. STARTING UP THE CONTROLLER

STEPS:

1. Door panel chain locks **MUST** be engaged to the drive links before applying power to the unit for details see "Connecting The Drive Chain".
2. Unlock, turn on, and confirm with a voltmeter that the incoming voltages are correct for the door.
3. Remove all objects that might be in the way of door operation.
4. If the door is supplied with pull cords or push buttons, momentarily activate the switch. The door should open slowly to the fully open position, pause, close slowly to the fully closed position, and stop. The open and closed limits have been automatically set. Pull the cord or activate the switch again and the door should open rapidly, pull the cord or activate the push button and the door should close semi-rapidly.
5. If the door is supplied with a floor loop detector or motion detectors (used as an opening device) or photoelectric sensors, **MOMENTARILY** activate the device. **DO NOT REACTIVATE THE DEVICE UNTIL THE DOOR COMPLETES THE CALIBRATION CYCLE.** The door should open slowly to its fully open position, pause, close slowly to the fully closed position, and stop. Open and closed limits have been automatically set. Activate the device again and the door will open rapidly and close semi-rapidly when the self-closing timer times out.

H. TIME DELAY CLOSE

NOTES:

1. For adjustment contact Jamison Door Technical Services. See Section 23 "Test Door Operation Under Power" Step 3.

I. CONTROLLER PARAMETERS

NOTES:

1. Each controller has been preprogrammed to Jamison Door Company specifications. Any changes to any parameter must be approved and authorized by the Engineering Department at the Jamison Door Company (1-800-532-3667). Failure to do so will void the warranty of the door.

24. TEST DOOR OPERATION UNDER POWER

MODEL NO. /MODELE No. XX-Y-X-X-X-X-ZZZ-ZZZ-YY SERIAL No. / SERIE No. 12345678
POWER OPERATOR DATA DONNES DE MOTORISATION ELECTRIQUE ___ A, ___ VAC, ___ PH, ___ HP, ___ HZ
FROSTOP ___ A, ___ VAC, ___ W, ___ HZ
SHORT CIRCUIT CURRENT RATING: 5KA
JAMISON DOOR™ P.O. BOX 70 HAGERSTOWN, MD 21740 USA

STEPS:

1. Thoroughly test the door(s) following the “DMC Operating Overview” in Section 21.
2. If the door(s) do not function properly, carefully recheck the installation procedures.
3. If you cannot resolve the issue, call Jamison Technical Service, at 1-800-532-3667 or in MD (301) 733-3100. PLEASE BE SURE TO HAVE IN FRONT OF YOU THE MODEL NUMBER, SERIAL NUMBER, SERIES LETTER, AND ALL INSTRUCTIONS. The model number, serial number, and series letter can be found on the master label plate on the front cover of the control panel.
4. Continue to “Centering the Door Panels”.

25. DMC TROUBLE SHOOTING GUIDE



WARNING: PRIOR TO THE FOLLOWING ELECTRICAL CHECK-OUT, THE DOOR MUST BE FULLY OPEN OR FULLY CLOSED.

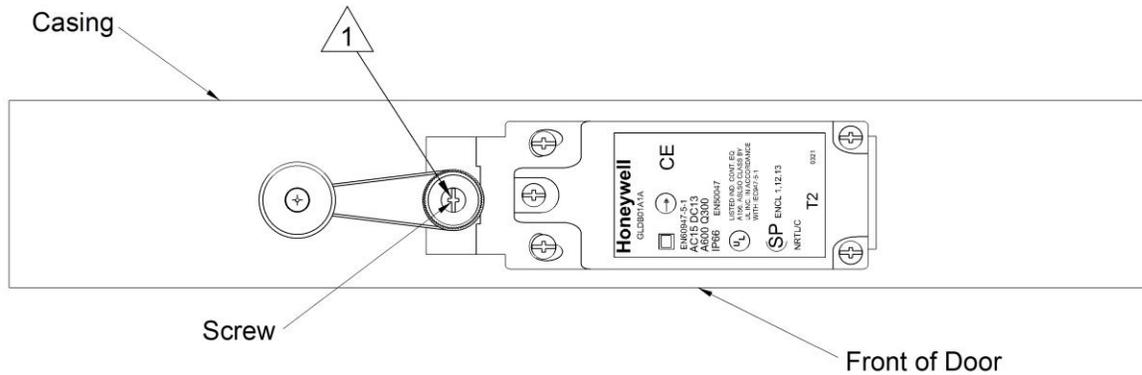
NOTES:

1. The door must roll freely without any drag or binding during manual operation.

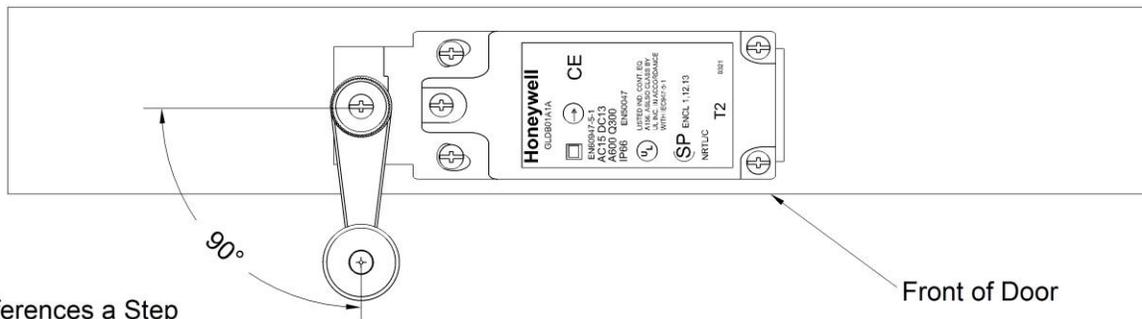
PROBLEM	PROBABLE CAUSE	REMEDY OR CHECK
A. Door will not operate	<ol style="list-style-type: none"> 1. No power to the door 2. Pull cord switch failure 3. Night door closed (if equipped) 4. Fuse blown for Aux, Devices. 5. Transformer output plug disconnected 	<ol style="list-style-type: none"> 1. Verify main power to the control panel 2. Check wires #9 & 10 for continuity when the cord is pulled 3. Open the night door 4. Check the 24 V.A.C. circuit/fuse 5. Make sure plug "G" is properly seated on the controller
B. Door will open but not close.	<ol style="list-style-type: none"> 1. Floor loop detector module (if equipped) detecting objects, or loop in floor is not installed 2. Check for a stuck pull cord. 	<ol style="list-style-type: none"> 1. Unplug floor loop module/ install loop in the floor 2. Repair or replace the pull cord switch
C. Door under or over travels	<ol style="list-style-type: none"> 1. Something disturbed the timing between the door panel(s) and encoder in the motor. 	<ol style="list-style-type: none"> 1. Recalibrate the door.
D. Display shows calibration error	<ol style="list-style-type: none"> 1. Motor or encoder cable unhooked. 2. Motor or encoder defective. 3. Input signal toggled during calibration cycle. 	<ol style="list-style-type: none"> 1. Make sure plugs C and H are properly seated on the controller. 2. Check motor winding and encoder outputs 3. Perform the door calibration steps again.

DS AND STANDARD SPEED CONTROLLER INSTALLATION SECTION

26. CUTOUT SWITCH ADJUSTMENT



SHIPPED POSITION



KEY

-  References a Step
-  References a Part

OPERATING POSITION

NOTES:

1. The cutout switch is located on the closing side of the header.
2. When the header is shipped, the cutout switch lever is turned 90° from operating position to protect it from damage.

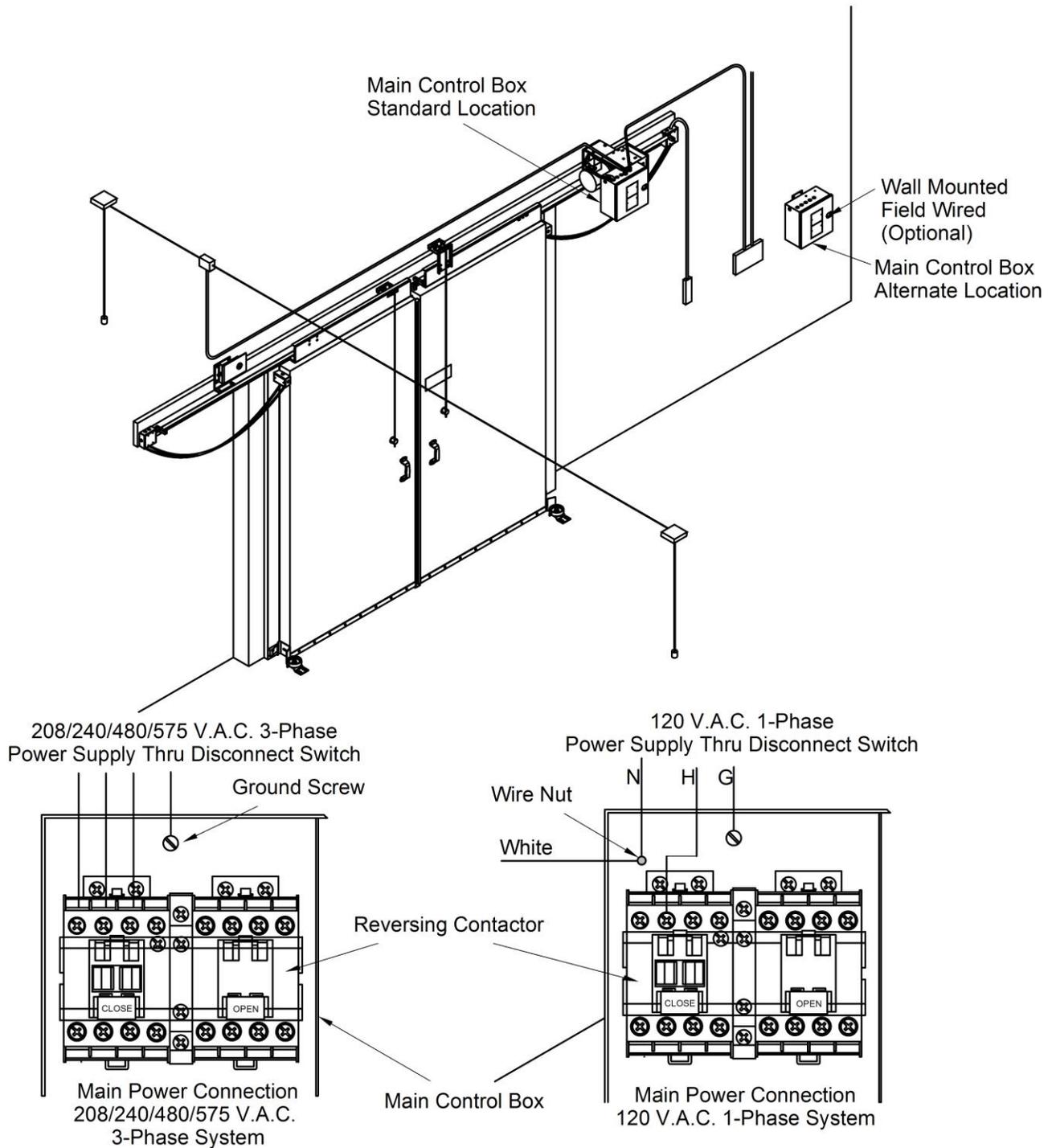
STEPS:

1. After the doors are hung, remove the screw from the switch arm and gently pull the arm off the switch housing. Turn the arm 90° to the front, perpendicular to the casing.
2. Reinstall the arm and the screw.

27. MAIN POWER CONNECTION DIAGRAM



WARNING: PRIOR TO ANY ELECTRICAL HOOK-UP, ALL POWER SUPPLIES MUST BE TURNED OFF, LOCKED OUT, AND TAGGED. SOME DOORS MAY HAVE MORE THAN ONE POWER SUPPLY. SERIOUS INJURY OR DEATH CAN OCCUR FROM CONTACT WITH POWER SUPPLIED TO THE DOOR.



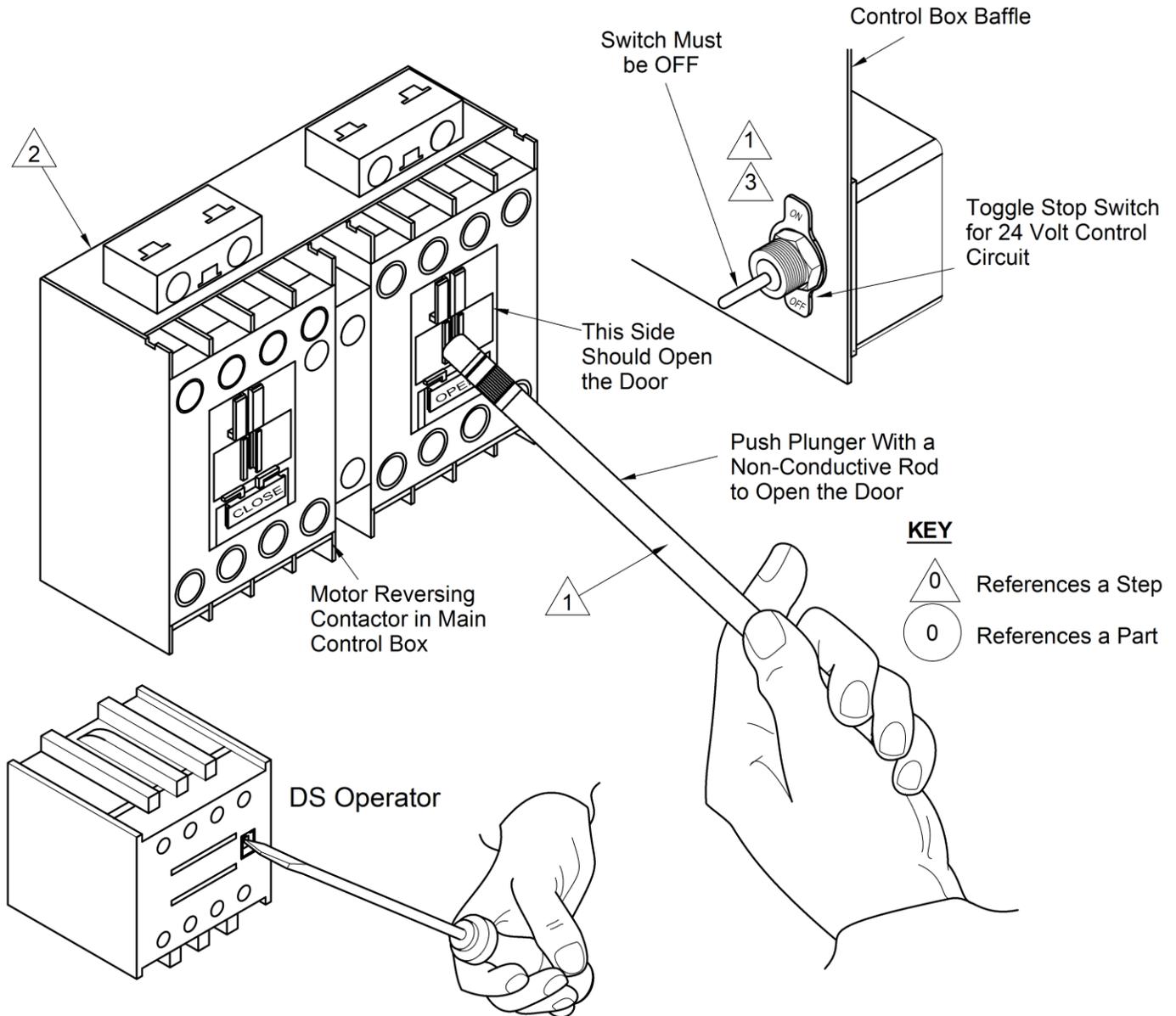
STEPS:

1. 3 Phase Power: Connect the incoming power directly to the “close side” of the reversing contact on top or line side on terminals L1, L2, AND L3. For 3 phase power connect the ground wire to the ground lug at the top of the control panel.
OR Single Phase Power: Connect the hot line on the close side of the contactor, the neutral to the white wire, and the ground wire to the ground lug.

28. VERIFY ELECTRICAL CONNECTIONS



WARNING: THE FOLLOWING STEPS SHOULD BE PERFORMED ONLY BY QUALIFIED PERSONNEL. TOUCHING BARE TERMINALS OR WIRES IN A POWERED CONTROL PANEL CAN CAUSE SERIOUS INJURY OR DEATH.



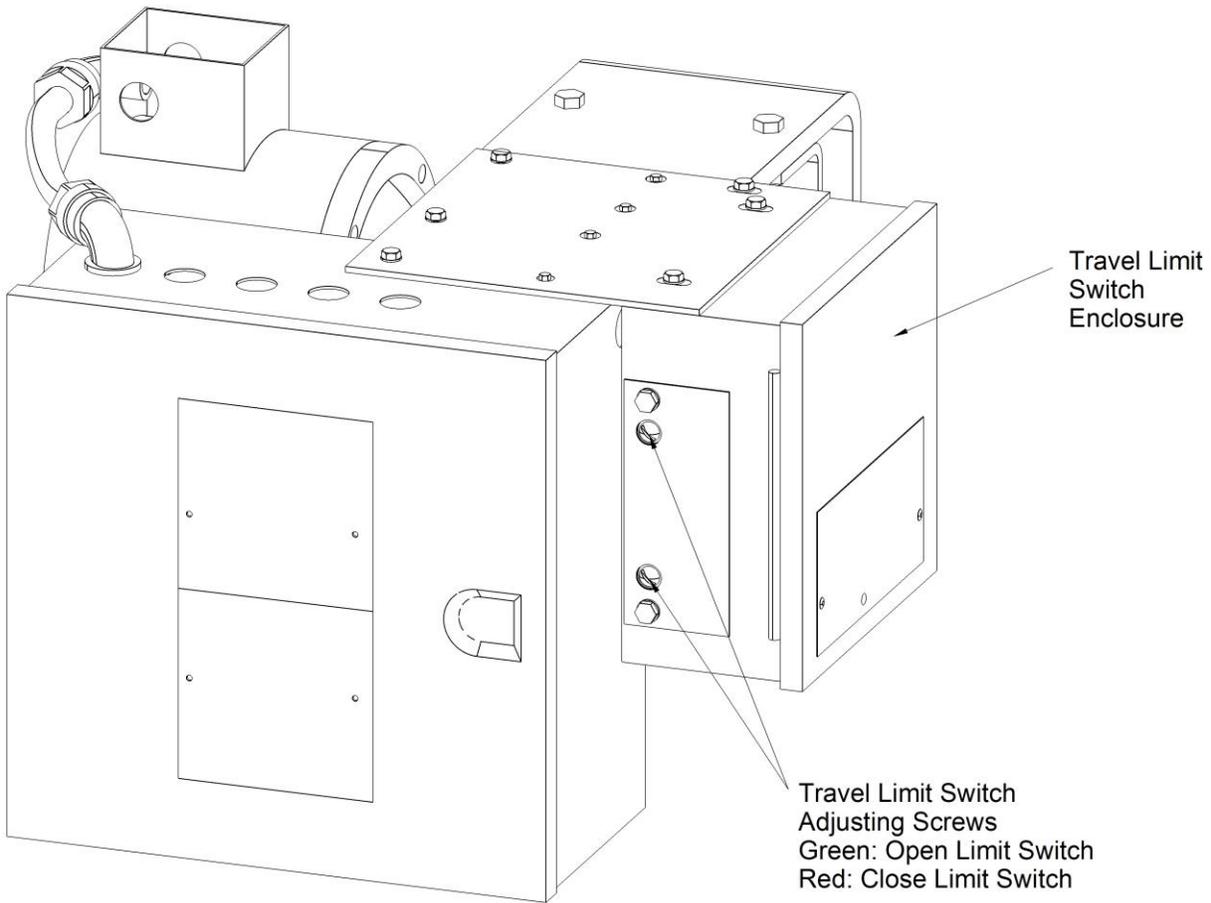
NOTES:

1. ENGAGE THE DOOR(S) TO THE DRIVE LINK BEFORE MAKING THE ELECTRICAL CONNECTIONS OUTLINED BELOW.
2. VERIFY THAT THE TOGGLE STOP SWITCH IS IN THE "OFF" POSITION.
3. IF TEMPORARY ELECTRICAL HOOK UP IS MADE, THESE STEPS WILL NEED TO BE PERFORMED AGAIN WHEN PERMANENT POWER IS CONNECTED.

STEPS:

1. Turn the toggle switch to the off position.
2. Turn on the main power supply to the door operator.
3. Momentarily depress the right side of the motor reversing contactor inside the main control panel with a small non-conducting tool. The door(s) should move in the open direction and stop when released.
4. DOOR TRAVEL:
 - A. If the door opens proceed to step 5.
 - B. If the door closes the motor is operating in reverse. To correct, turn off, lock out, and tag all of the incoming power supplies. Then switch the wires in terminals L1 & L3 on the "close side" of the contactor. Check by repeating steps 2 and 3.
5. After checking the motor rotation, toggle the stop switch to the "ON" position.

29. ADJUSTING THE TRAVEL LIMIT SWITCH



NOTES:

1. Optional pedestrian opening feature is preset at the factor for 48" opening. To readjust see section 37, "Pedestrian Opening Adjustment".

STEPS:

1. Operate the door manually first. If the door is not rolling smoothly on the track or is binding resolve the problem and then proceed to step 2.
2. Operate the door under power to determine the amount of over-travel or under-travel, if any. Make the proper limit switch adjustments per the instructions on the outside label of the enclosure, as shown. Screwdriver type adjustments can be made without removing the enclosure cover. Start with no more than 1/4 turn and then proceed until proper travel is achieved. The door is properly adjusted when it will coast to the fully open or closed positions without slamming into the door stops.

30. DS AND STANDARD SPEED OPERATING INSTRUCTIONS

A. POWER OPERATION:

NOTES:

1. Power supply to the door and 24 V.A.C. service switch in the control panel must be on.

A. TO OPEN:

- Pull the rope on the "PULL CORD SWITCH".
- If the door is closing, depressing the "Reversing Edge" of the door panel will open it.
- If equipped with an optional "floor loop" enter the floor loop zone with a steel object at anytime during door operation.
- If equipped with an optional motion detector enter the motion detector zone anytime during door operation (if wired for activation & safety only).

B. TO CLOSE:

- Pull the rope on the "PULL CORD SWITCH"
- If the door is equipped with a time delay circuit it will close automatically.

B. MANUAL OPERATION:

NOTES:

1. Manual operation should be used only for maintenance purposes or in the event of a power failure or for an emergency exit.

STEPS:

From the Outside

1. See Section 12, "Connecting the Drive Chain".
2. Use a safe means of reaching the carrier at the top of the door panel. Pull the manual disconnect cable to disconnect the chain lock from the drive chain and simultaneously slide the door.
3. To reconnect the chain and the door panel simply activate the door and the chain will engage the door automatically. If the drive chain pick-up link is past the chain lock the power operator may require an additional open or close to engage the chain lock.
4. If the motor runs but the doors do not move, check the chain lock and drive chain pickup.

From the Inside

1. Grasp the D handle and twist to release the chain lock while simultaneously sliding the door.
2. To reconnect the chain and the door panel simply activate the door and the chain will engage the door automatically. If the drive chain pick-up link is past the chain lock the power operator may require an additional open or close to engage the chain lock.
3. If the motor runs but the doors do not move, check the chain lock and drive chain pickup.

31. TEST DOOR OPERATION UNDER POWER

MODEL NO. /MODELE No. XX-Y-X-X-X-X-ZZZ-ZZZ-YY
SERIAL No. / SERIE No. 12345678
POWER OPERATOR DATA DONNES DE MOTORISATION ELECTRIQUE ___ A, ___ VAC, _ PH, ___ HP, __ HZ
FROSTOP ___ A, ___ VAC, ___ W, __ HZ
SHORT CIRCUIT CURRENT RATING: 5KA
JAMISON DOOR™
P.O. BOX 70 HAGERSTOWN, MD 21740 USA

STEPS:

1. Thoroughly test the door(s) following the “DS Operating Instructions” in Section 29.
2. If the door(s) do not function properly, carefully recheck the installation procedures.
3. If you cannot resolve the issue, call Jamison Technical Service, at 1-800-532-3667 or in MD (301) 733-3100. PLEASE BE SURE TO HAVE IN FRONT OF YOU THE MODEL NUMBER, SERIAL NUMBER, SERIES LETTER, AND ALL INSTRUCTIONS. The model number, serial number, and series letter can be found on the master label plate on the front cover of the control panel.
4. Continue to “Centering the Door Panels”.

32. DS AND STANDARD SPEED TROUBLE SHOOTING GUIDE



WARNING: PRIOR TO THE FOLLOWING ELECTRICAL CHECK-OUT, THE DOOR MUST BE FULLY OPEN OR FULLY CLOSED.

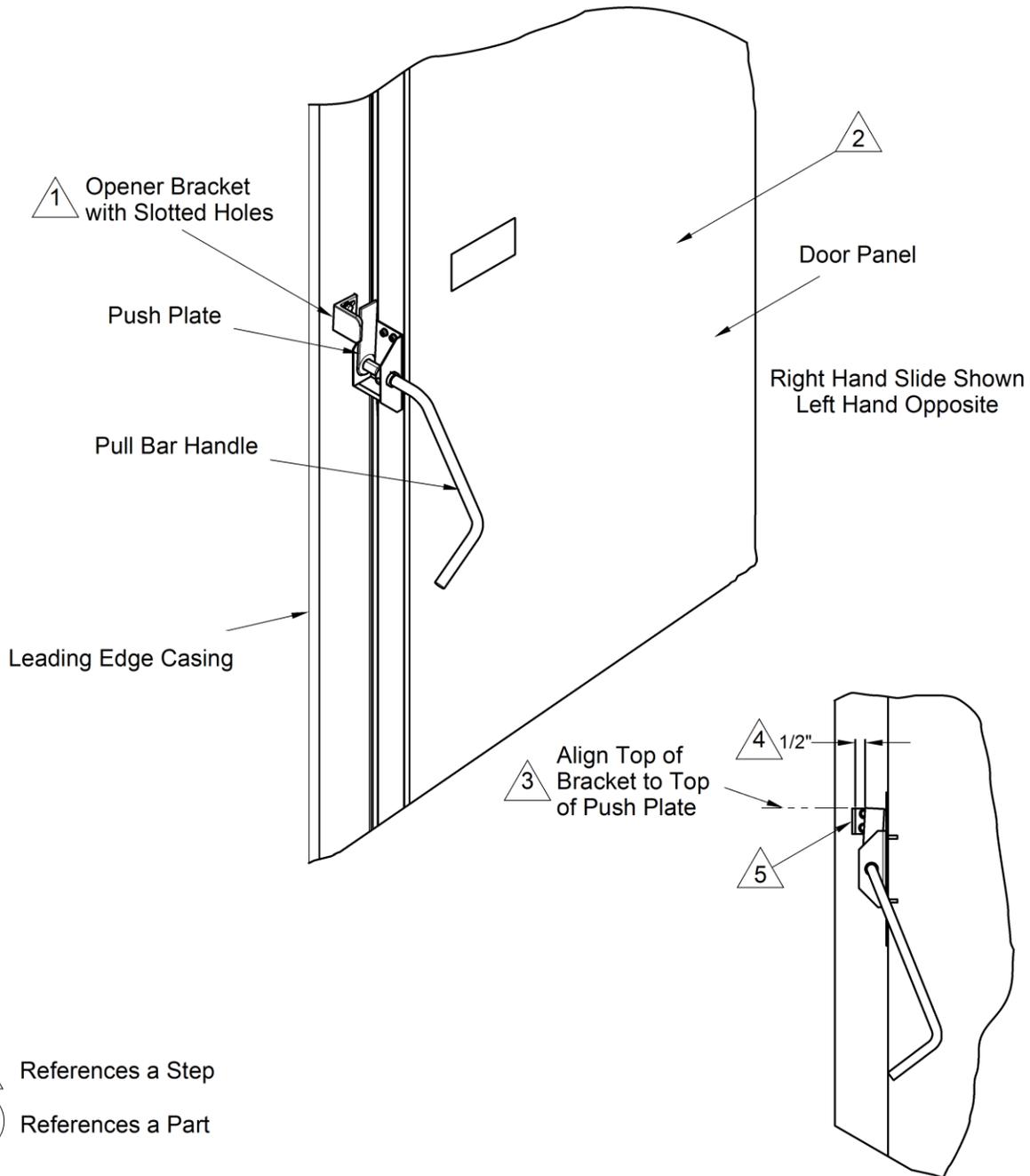
NOTES:

1. The door must roll freely without any drag or binding during manual operation.

PROBLEM	PROBABLE CAUSE	REMEDY OR CHECK
A. The door(s) will not operate.	<ol style="list-style-type: none"> 1. No power to the door 2. Stop switch is in the off position 3. Pull cord switch failure 4. Motor overload tripped 5. Lock in place 6. Wicket door open 	<ol style="list-style-type: none"> 1. Connect the main power supply to the door 2. Toggle stop switch on 3. Check wires #9 & #10 4. Using a temperature probe or thermal camera check to see if the motor temperature is elevated. WARNING THE MOTOR MAY BE HOT ENOUGH TO BURN SKIN. 5. Release lock 6. Close wicket door
B. Door opens or closes approx. 6" and then stops.	<ol style="list-style-type: none"> 1. Defective hold circuit on the reversing contactor. 2. Open or close limit switch defective. 3. Reversing edge on the left leaf of bi-parting door being tripped 	<ol style="list-style-type: none"> 1. Replace reversing contactor 2. Replace travel limit switch 3. Fix gasket in vertical casing or reversing edge.
C. Door will close but not open.	<ol style="list-style-type: none"> 1. Open TLS (travel limit switch) 	<ol style="list-style-type: none"> 1. Replace / Check open TLS
D. Door will not open by reversing edge.	<ol style="list-style-type: none"> 1. Defective reversing edge 2. Drop-loop wire broken 	<ol style="list-style-type: none"> 1. Repair or replace reversing edge assembly as necessary. 2. Replace the drop-loop wire
E. (3-Phase powertron units only) The door travels in the wrong direction or the door closes by the reversing edge	<ol style="list-style-type: none"> 1. Check the motor rotation 	<ol style="list-style-type: none"> 1. Reverse any 2 leads of the main power supply
F. Door over-travels or under-travels	<ol style="list-style-type: none"> 1. Travel limit switch adjustment 	<ol style="list-style-type: none"> 1. Re-adjust the door so that it coasts into the desired position
G. DS bi-part doors rebound in closing	<ol style="list-style-type: none"> 1. Adjustment of DS cutout switch 	<ol style="list-style-type: none"> 2. Adjust and check for proper operation

DOOR INSTALLATION INSTRUCTIONS CONTINUED

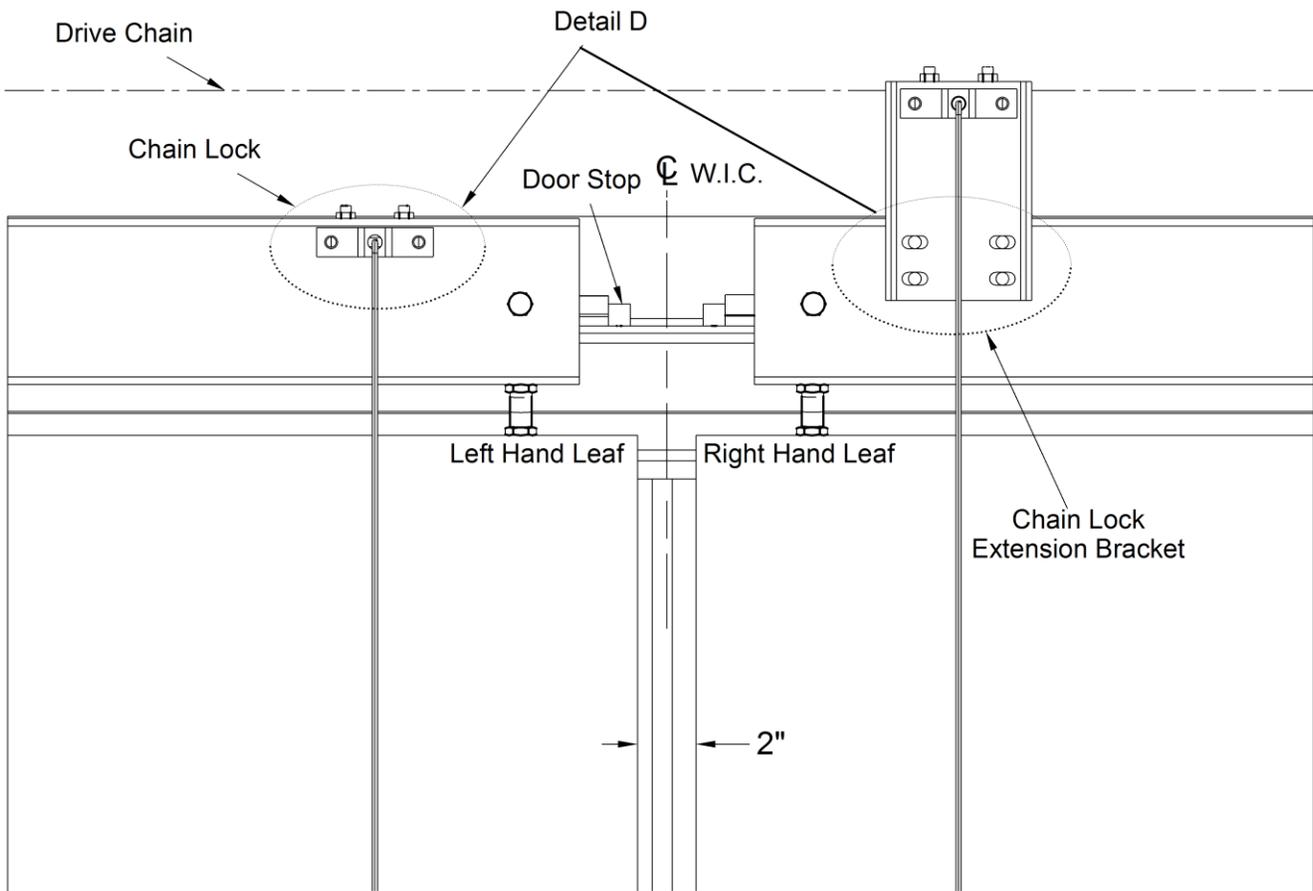
33. PULL BAR INSTALLATION



STEPS:

1. Install the opener bracket as shown.
2. After the door is fully adjusted, set the door to the close position.
3. Align the top of the opener bracket with the top of the push plate.
4. Set the opener bracket $1/2"$ away from the push plate with the bottom of the bracket against the leading edge casing.
5. Mark and drill two (2) $1/4"$ diameter holes and fasten the bracket with two (2) $5/16"$ Taptite hex head bolts.

34. CENTERING THE DOOR PANELS



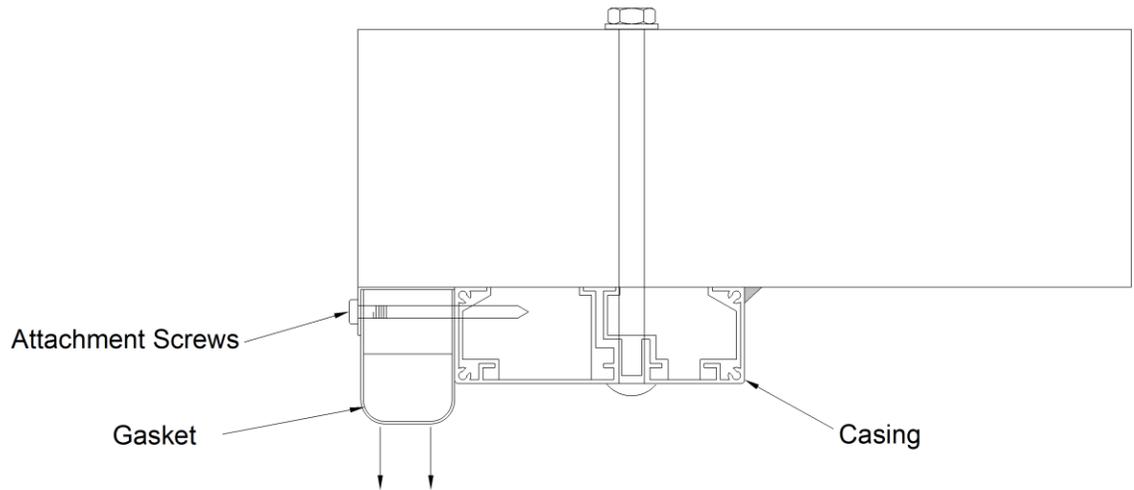
NOTES:

1. This procedure is for bi-parting doors only.

STEPS:

1. With a DS or Standard Speed Controller
 - a. Close the doors by power and adjust the door travel with the travel limit switch to obtain the proper clearance. Each carrier should gently contact the door stops. If not, proceed to step 2.
- OR With a DMC Controller
 - a. Disconnect the power to the door and reconnect. The door will recalibrate the travel limits by itself. Each carrier should gently contact the door stops. If not, proceed to step 2.
2. Loosen the chain lock attachment bolts and move one or both door leaves until the carrier gently contacts the door stops. Tighten the chain lock bolts and retest under power. Repeat as necessary.

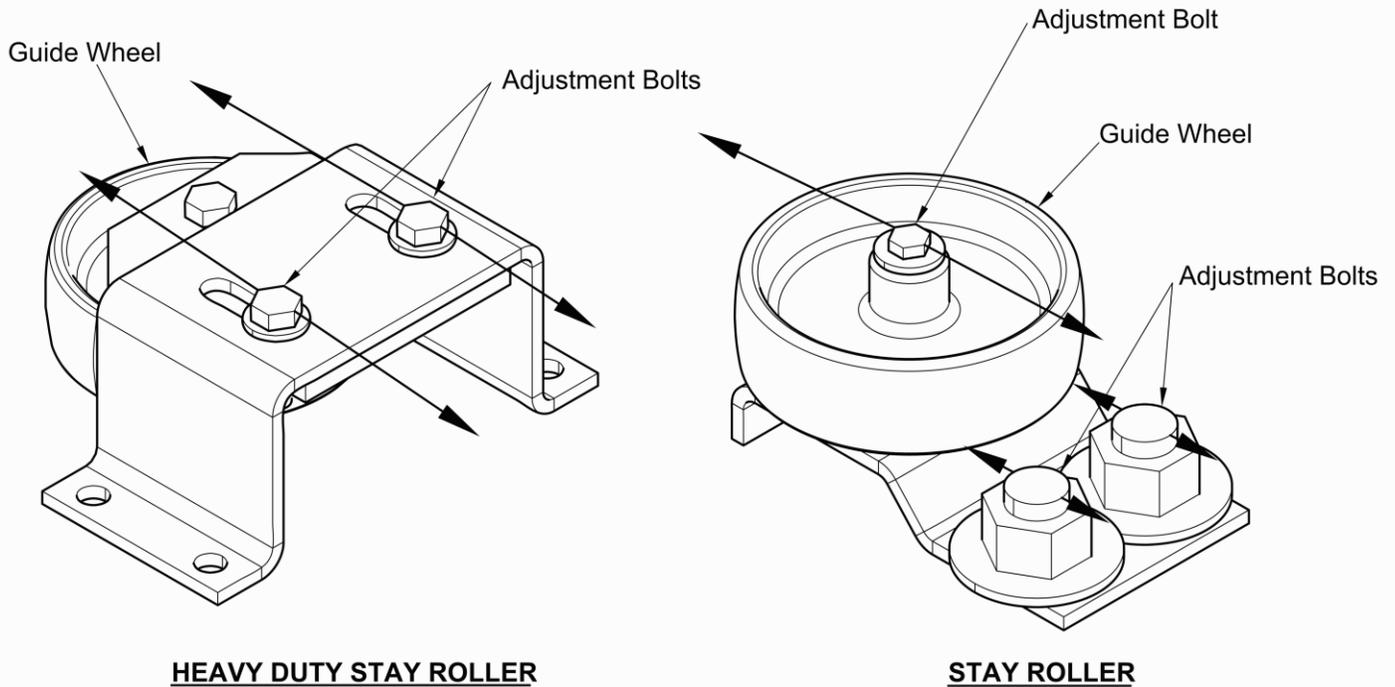
35. TOP AND SIDE GASKET ADJUSTMENT



STEPS:

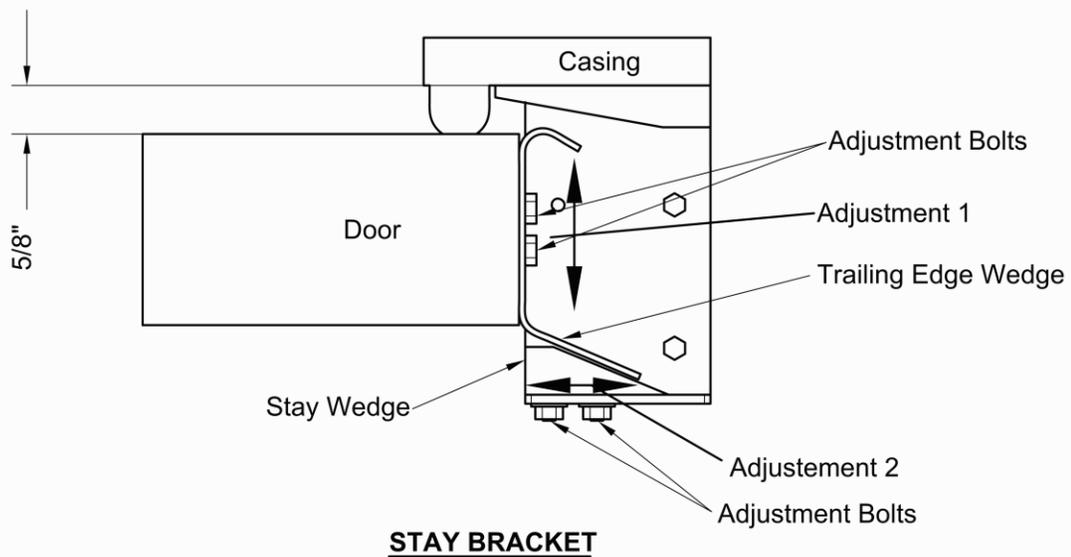
1. Move the door to the fully open position.
2. Turn off all power to the door operator.
3. Loosen the gasket attachment screws, and pull out the gasket as needed. DO NOT over compress the gasket (approx. 1/8" compression is normal).
4. Retighten the attachment screws.
5. Turn on all power to the door operator.
6. Check for a proper seal by making sure there is no gap between the gasket and the door when the door is fully closed and the gaskets are compressed.

36. STAY ROLLER / BRACKET ADJUSTMENT



HEAVY DUTY STAY ROLLER

STAY ROLLER



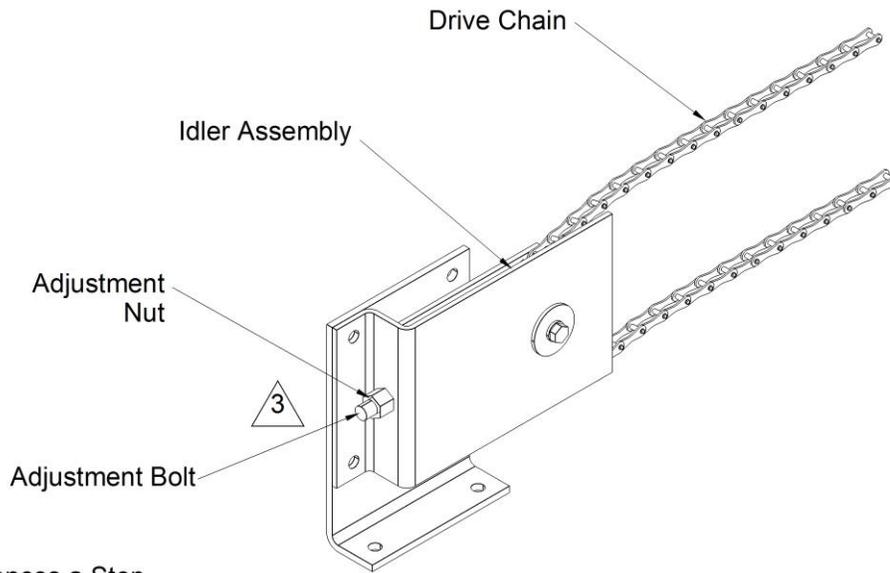
STAY BRACKET

STEPS:

1. With the door in the closed position turn off all power to the door operator.
2. Stay Rollers: Loosen the adjustment nuts and slide the guide wheel as required and retighten the bolts.

Or Stay Bracket: Adjust the compression of the gasket by adjusting the trailing edge wedge. Loosen the applicable bolts and slide the trailing edge wedge so that there is 5/8" between the door and the casing or the wedge reaches its maximum travel. Make sure to level the wedge and retighten the bolts. To make further adjustments loosen the applicable screws for the stay wedge and slide it either away from the door or towards the door to achieve 5/8" between the door and casing. Make sure the ramp is flush with the top of the stay bracket and tighten the screws.

37. DRIVE CHAIN TENSION ADJUSTMENT



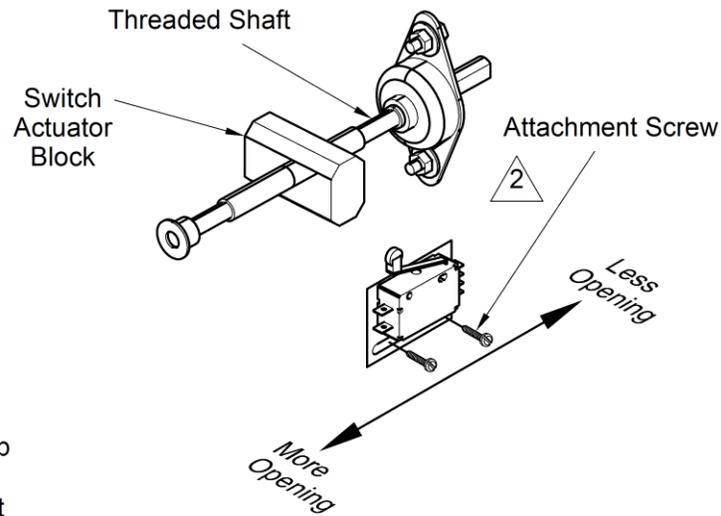
KEY

-  References a Step
-  References a Part

STEPS:

1. Open the door to its fully open position.
2. Turn off power to the door operator.
3. Use a 3/4" wrench to tighten or loosen the adjustment nut. Adjust the chain to allow approx. 3/4" to 1" sag at the center of the drive chain. **DO NOT OVER TIGHTEN THE DRIVE CHAIN.**
4. Check for proper operation.

38. PEDESTRIAN OPENING ADJUSTMENT



KEY



References a Step



References a Part

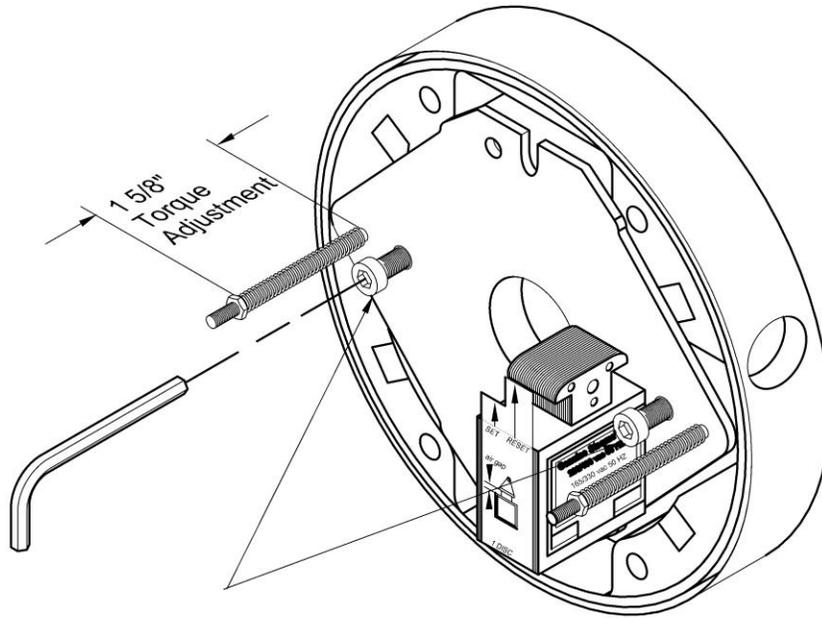
NOTES:

1. This procedure is for DS and Standard speed operators only.

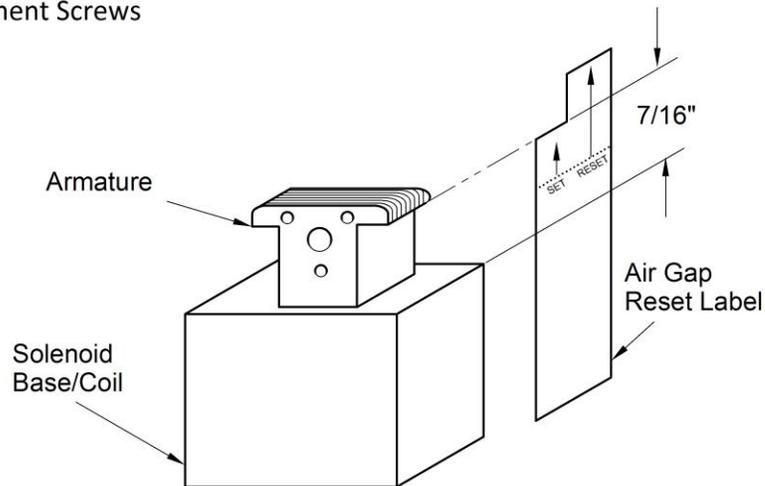
STEPS:

1. Turn off power to the door operator.
2. Loosen the attachment screws and move the switch assembly as required to allow more or less pedestrian opening. The switch is set from the factory for a 48" pedestrian opening.
3. Check for proper operation and repeat steps if necessary.

39. AIR GAP ADJUSTMENT



Wear Adjustment Screws



DETAIL J

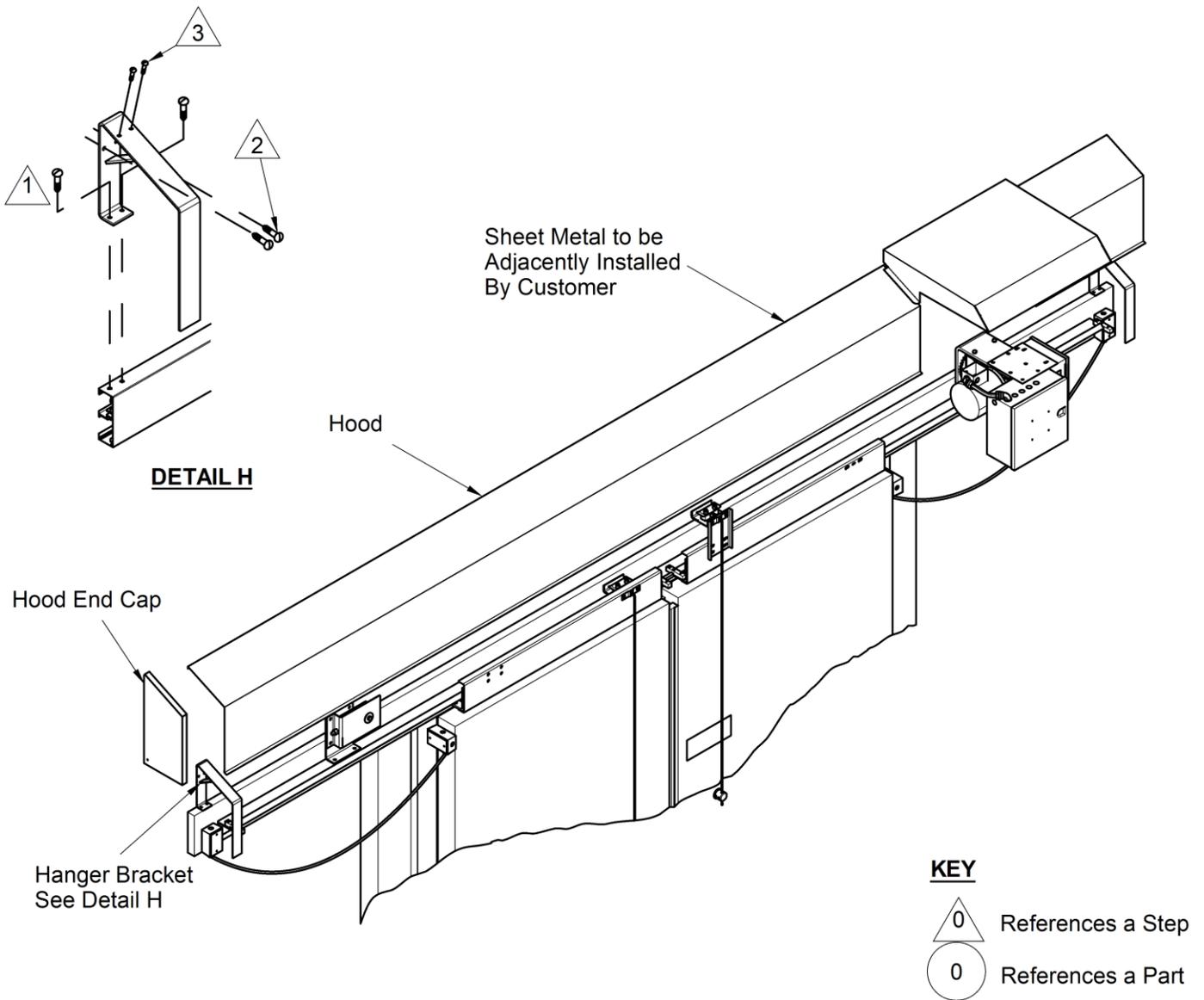
NOTES:

1. The air gap should be adjusted if the door comes to a hard or rough stop in either the open or closed position.
2. This procedure is for DS and Standard speed operators only.

STEPS:

1. Turn off power to the control panel.
2. Remove the brake cover on the end of the motor.
3. Depress the armature and allow it to snap out several times see Detail J.
4. Check the air gap as shown in Detail J.
5. Turn the wear adjustment screws equally to achieve the "set" air gap.
6. Check the length of the torque adjustment screws they should be 1-5/8" if they are anything other than this they must be reset to this length. Important: failure to set this properly can cause excessive wear to the door.

40. HOOD INSTALLATION



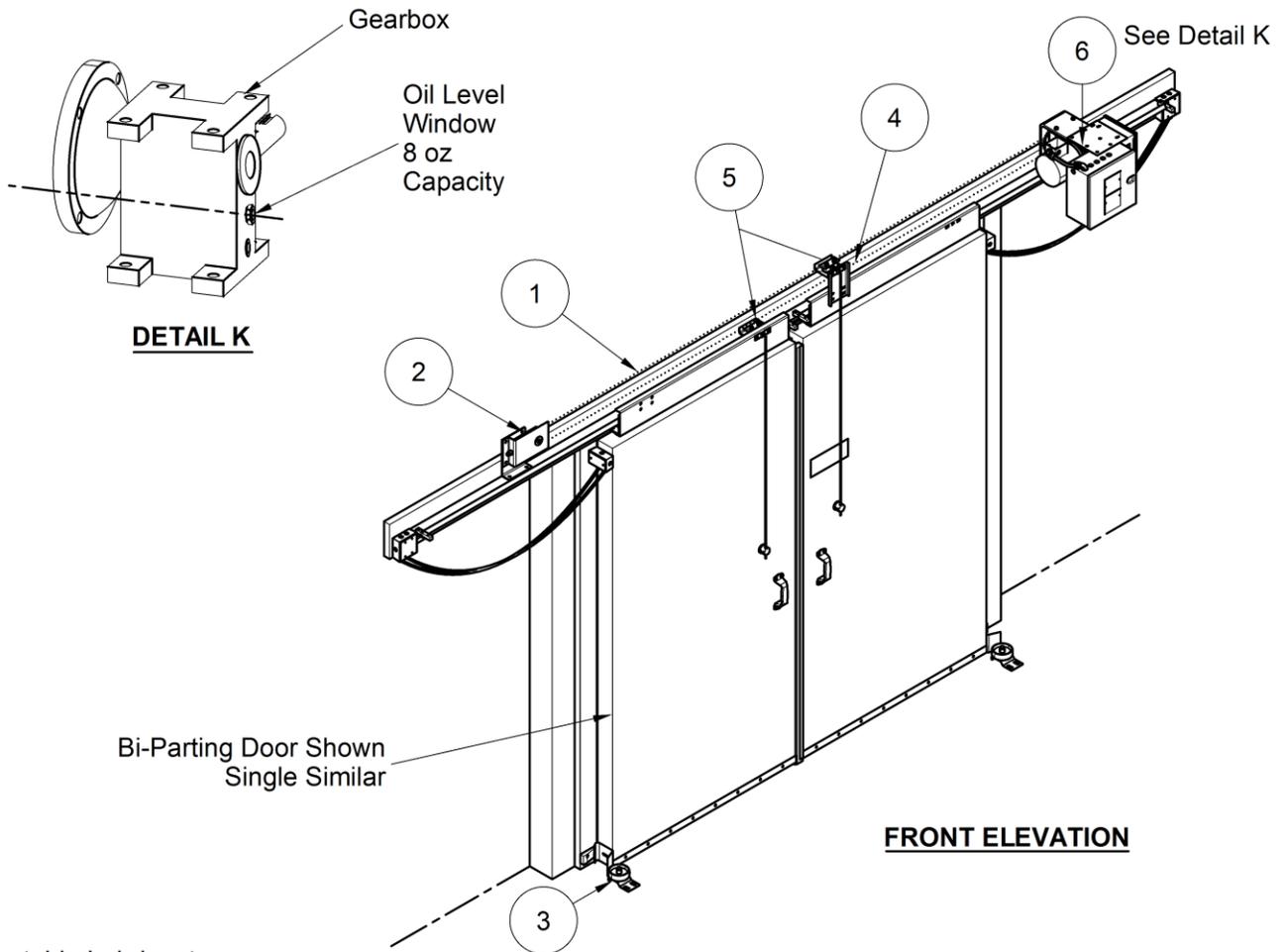
NOTES:

1. Manual doors will have hanger brackets shipped loose.
2. Power doors will have hanger brackets pre-installed on the header.

STEPS:

1. Attach the bracket to the header (manual doors only) using #14 x 1" pan head fasteners supplied by Jamison.
2. Attach the hood bracket to the wall using #14 x 1" pan head fasteners supplied by Jamison.
3. Attach the hood to the bracket and end caps using #8-18 x 1-1/2" self-drilling screws supplied by Jamison.

LUBRICATION CHART



Acceptable Lubricants:
 Oil: Mobile 626, Texaco "Capella Oil WF-32", or Equal
 Grease: Exxon "Beacon P-290", Exxon "Beacon 325", Texaco "Low Temp EP or Equal

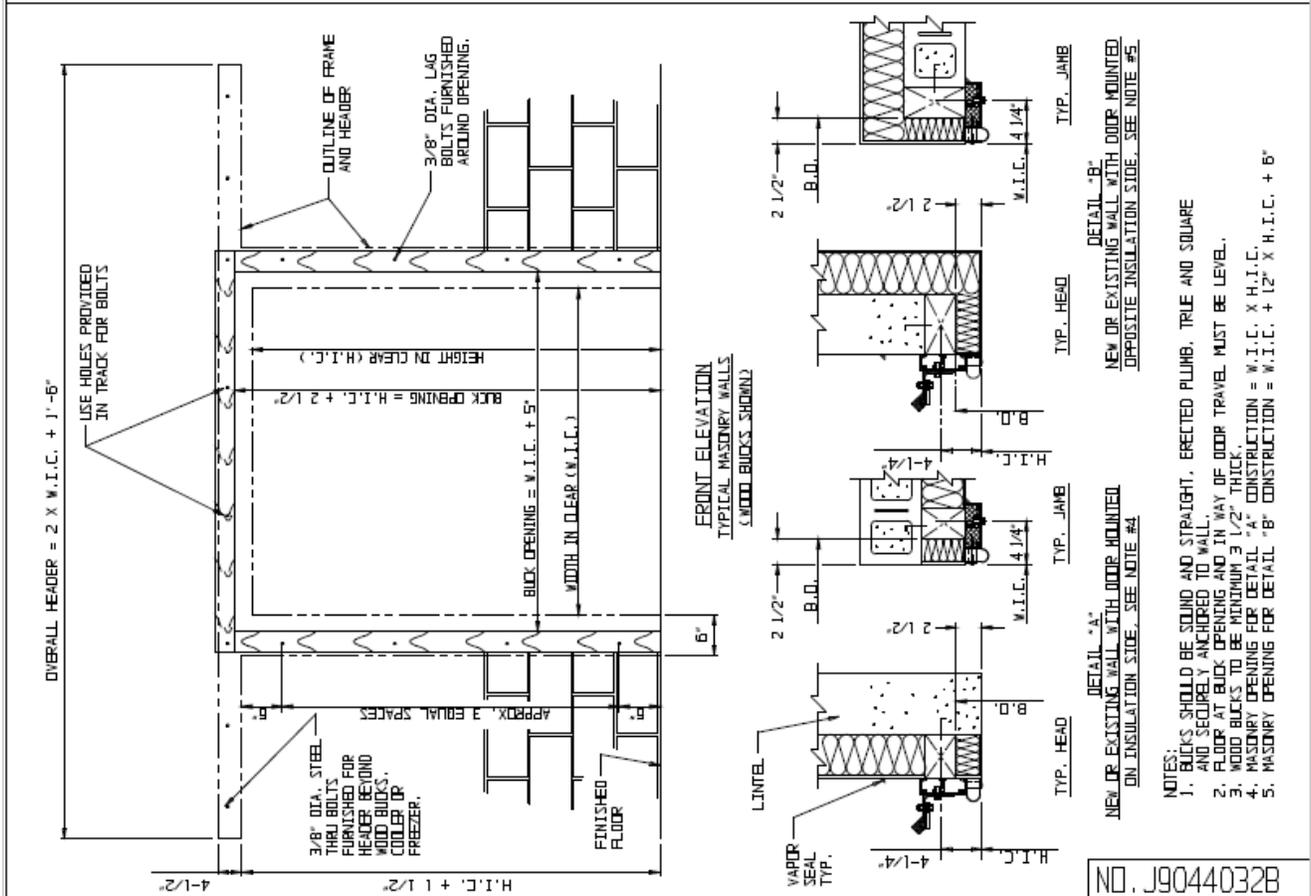
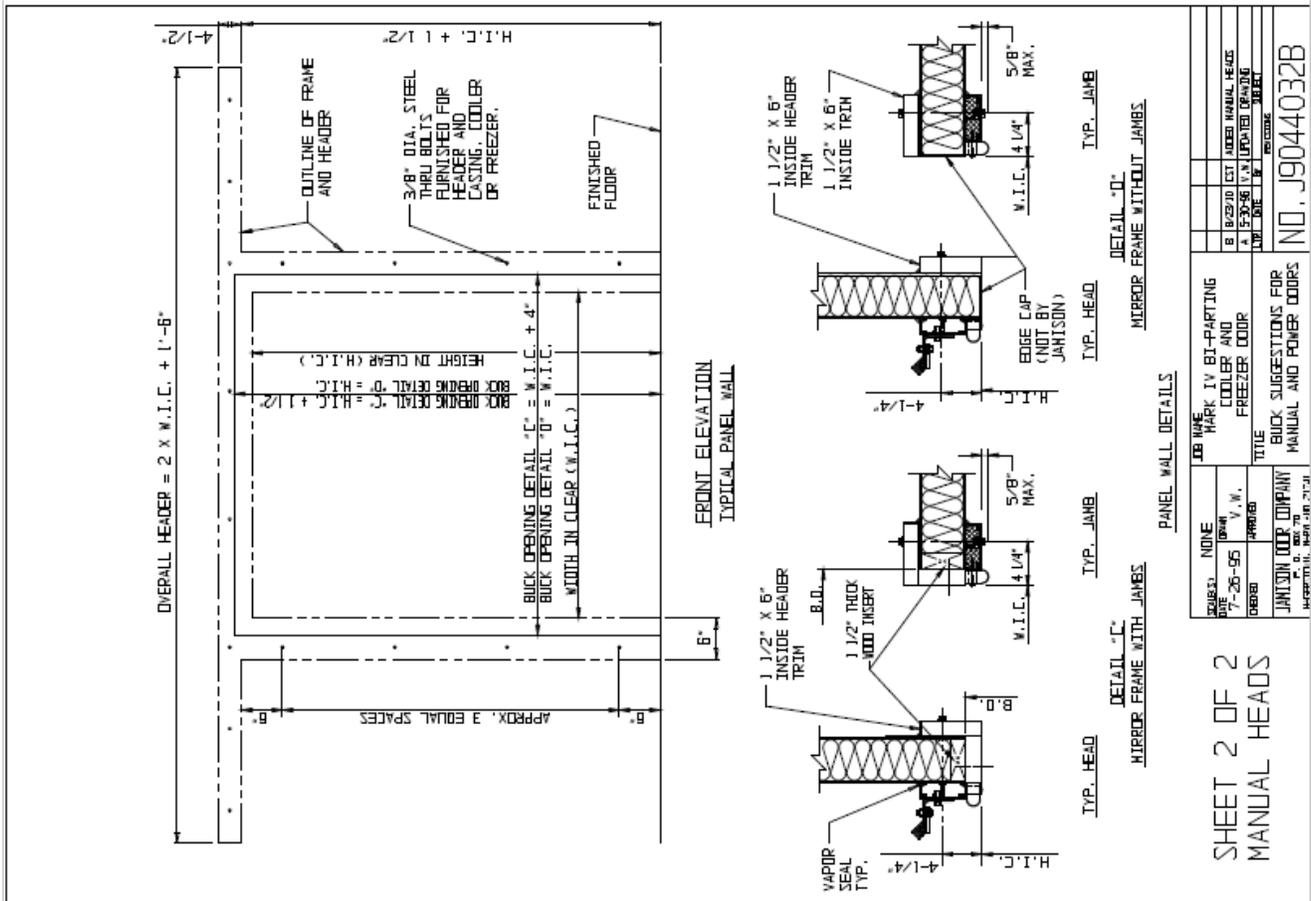
1. Drive Chain.....	Oil
2. Idler Sprocket.....	Oil
3. Stay Rollers.....	Oil
4. Main Drive Link in Chain.....	Grease
5. Chain Lock Assembly.....	Grease
6. Gearbox Oil Use Mobil S-H-C #626 or Equal Check at 6 Month Intervals.....	Oil

KEY

- References a Step
- References a Part

NOTES:

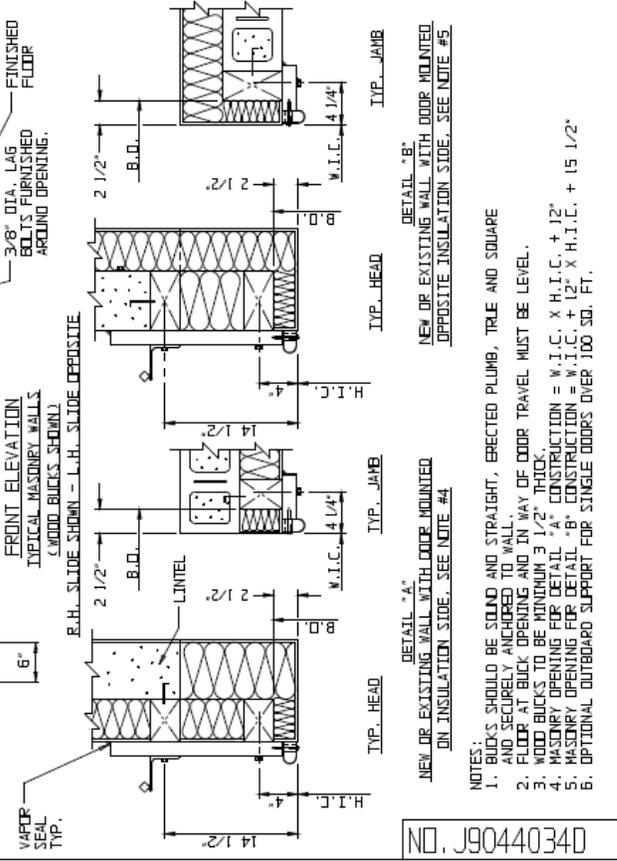
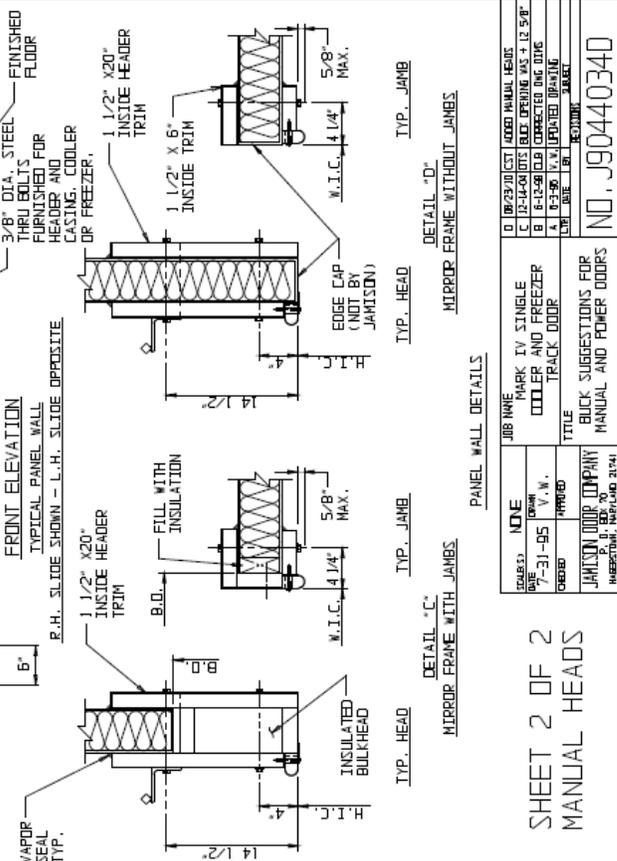
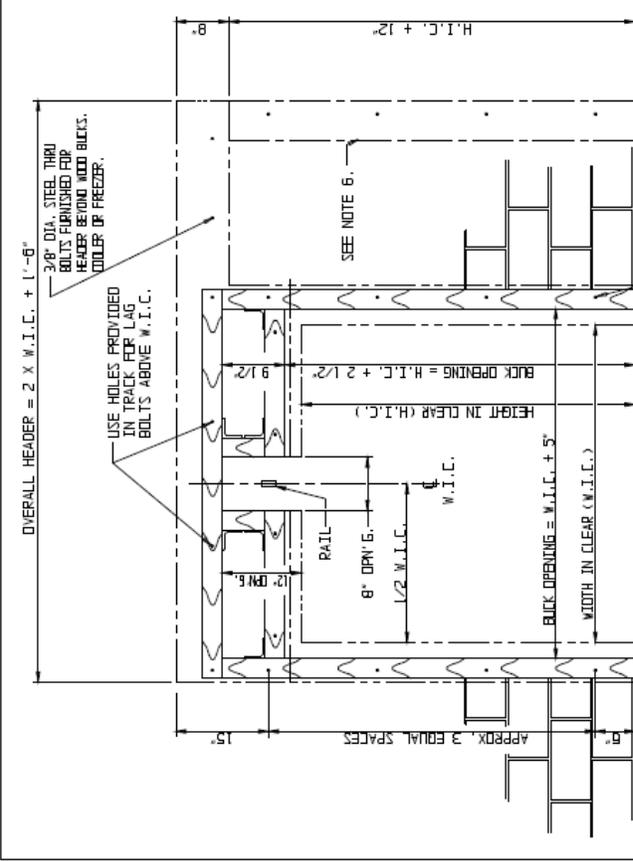
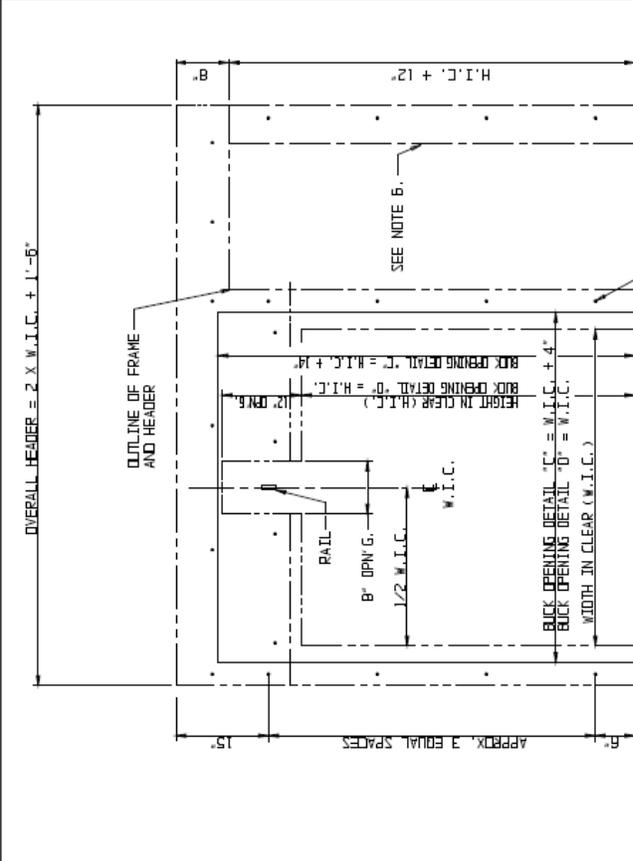
1. Equivalent lubricants can be substituted.
2. Lubricate at 3 month intervals.



- NOTES:
- BUCKS SHOULD BE SOUND AND STRAIGHT, ERECTED PLUMB, TRUE AND SQUARE AND SECURELY ANCHORED TO WALL.
 - FLOOR AT BUCK OPENING AND IN WAY OF DOOR TRAVEL MUST BE LEVEL.
 - WOOD BUCKS TO BE MINIMUM 3 1/2" THICK.
 - MASONRY OPENING FOR DETAIL "A" CONSTRUCTION = W.I.C. X H.I.C.
 - MASONRY OPENING FOR DETAIL "B" CONSTRUCTION = W.I.C. + 12" X H.I.C. + 6"

DATE	7-26-95	BY	V.W.
DESIGNED	APPROVED		
JOB NO.		JOB NAME	
8 80230 EST		AREA MANUAL HEADS	
4 53248 V.I.		UPRATED FRAME	
101 101		W/DOOR	
TITLE		BUCK SUGGESTIONS FOR MANUAL AND POWER DOORS	
JAMISON DOOR COMPANY		NO. J9044032B	

SHEET 2 OF 2
MANUAL HEADS



NO. J90440340

DATE	10/29/01	BY	CT	REV	1	INITIAL	REV
DESCRIPTION	12-14-01OTS BUCK OPENING WAS 2 1/2" X 8"						
DESCRIPTION	6-15-04 CLR CORRECTED DIM DING						
DESCRIPTION	4-13-06 IVX UPDATED DRAWING						
DESCRIPTION	SUB. DATE: 10-10-2008						
JOB NAME	MARK IV SINGLE COOLER AND FREEZER						
DATE	7-31-05						
BY	V.W.						
CHKD	WRD						
TITLE	TRACK DOOR						
COMPANY	JAMISON DOOR COMPANY						
ADDRESS	P.O. BOX 90 MERRIMAN, MISSOURI 64574						
BUCK SUGGESTIONS FOR MANUAL AND POWER DOORS							

SHEET 2 OF 2
MANUAL HEADS

NOTES:
 1. BUCKS SHOULD BE SOUND AND STRAIGHT, ERECTED PLUMB, TRUE AND SQUARE AND SECURELY ANCHORED TO WALL.
 2. FLOOR AT BUCK OPENING AND IN WAY OF DOOR TRAVEL MUST BE LEVEL.
 3. WOOD BUCKS TO BE MINIMUM 3 1/2" THICK.
 4. MASONRY OPENING FOR DETAIL "A" CONSTRUCTION = W.I.C. x H.I.C. + 12"
 5. MASONRY OPENING FOR DETAIL "B" CONSTRUCTION = W.I.C. + 12" x H.I.C. + 15 1/2"
 6. OPTIONAL OUTBOARD SUPPORT FOR SINGLE DOORS OVER 100 SQ. FT.

NO. J90440340

NOTES: