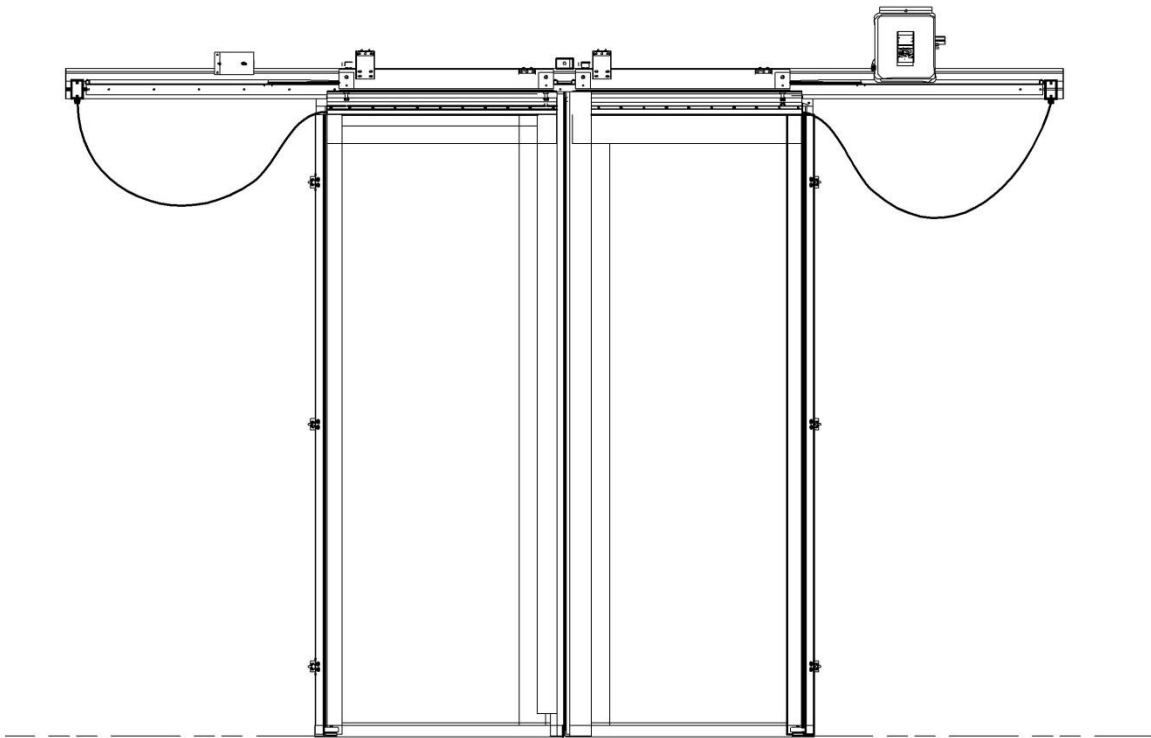




INSTALLATION INSTRUCTIONS VERSAFLEX



BI-PARTING DOOR SHOWN-SINGLE DOOR SIMILAR

JAMISON DOOR COMPANY
P.O. BOX 70
HAGERSTOWN, MARYLAND 21740
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.

A. CONTENTS OF CRATES AND CARTONS

1. Crate one contains a door leaf or leaves.
2. Crate two contains:
 - a. Packing list
 - b. Installation and operating instructions
 - c. Heated gaskets
 - d. Miscellaneous parts labeled for identification
 - e. Power header

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.

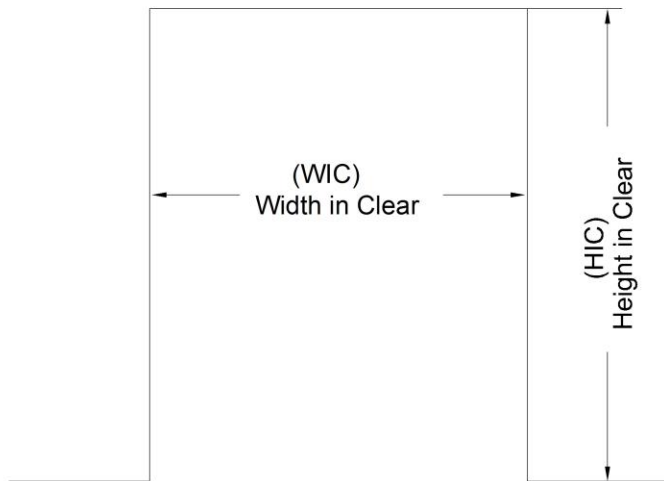
E. PLAN AHEAD

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

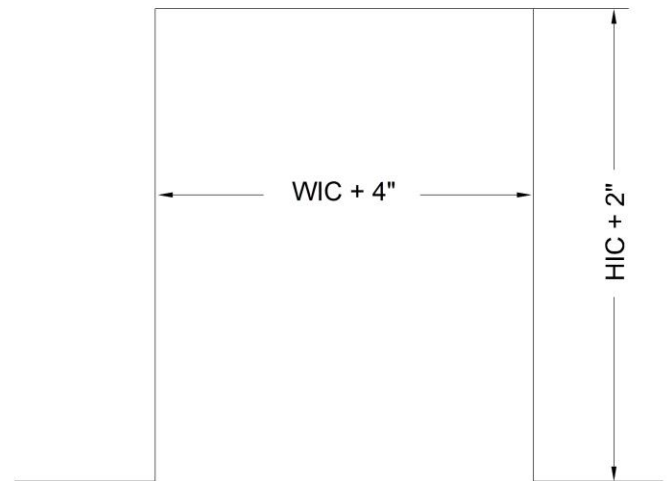
F. INSTALLATION OVERVIEW

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

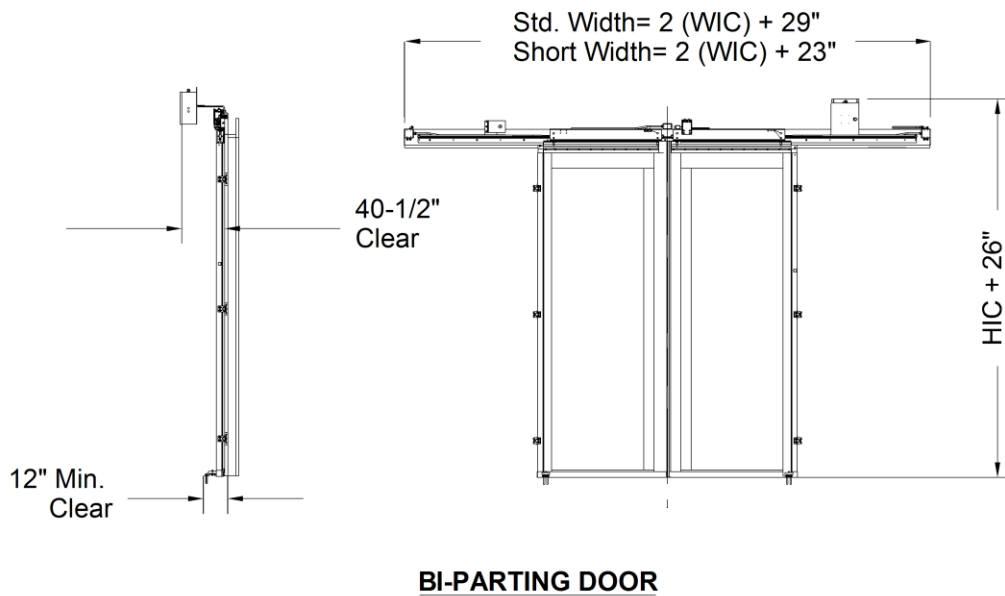
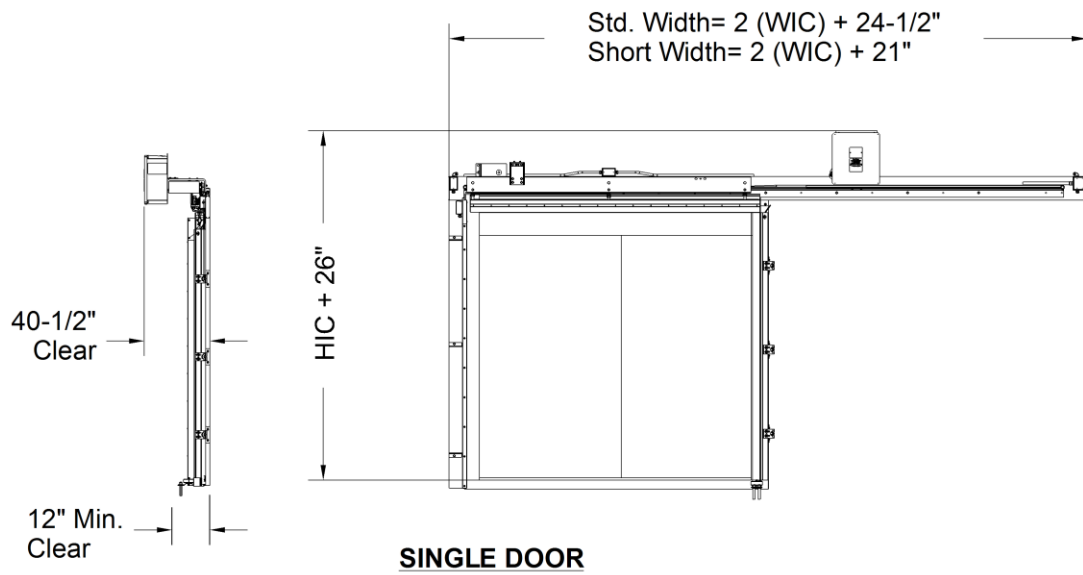
2. MINIMUM CLEARANCES REQUIRED



**STANDARD WALL OPENING
FOR A CASING ONLY FRAME**



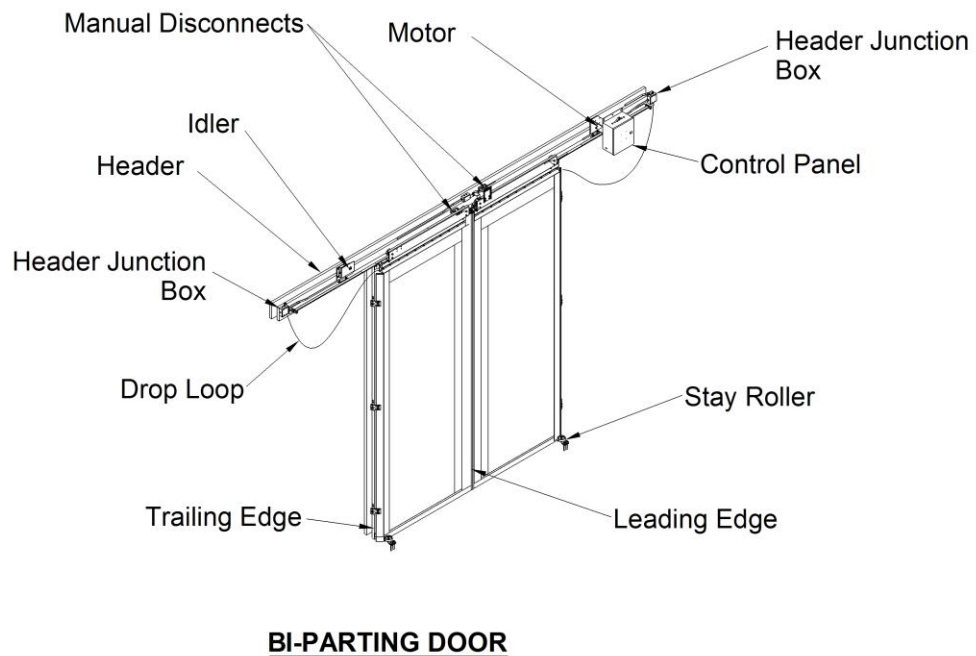
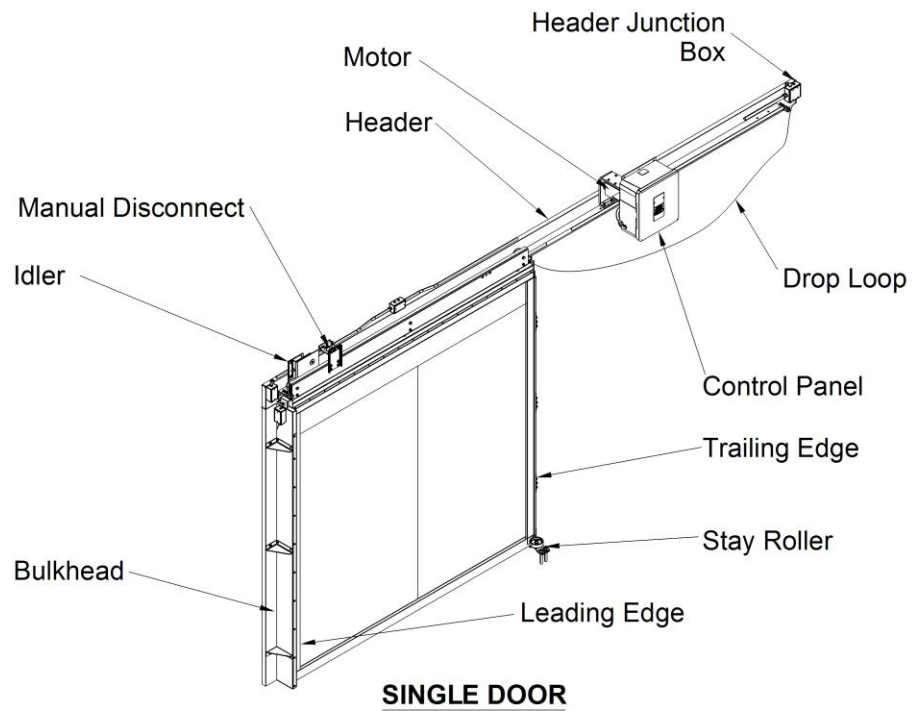
**STANDARD WALL OPENING
FOR A CASING FRAME WITH
JAMBS OR JAMBS AND TRIM**



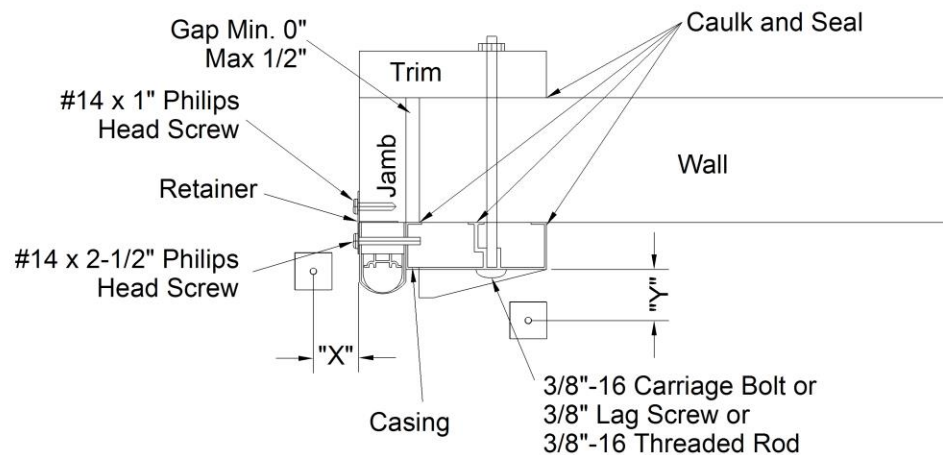
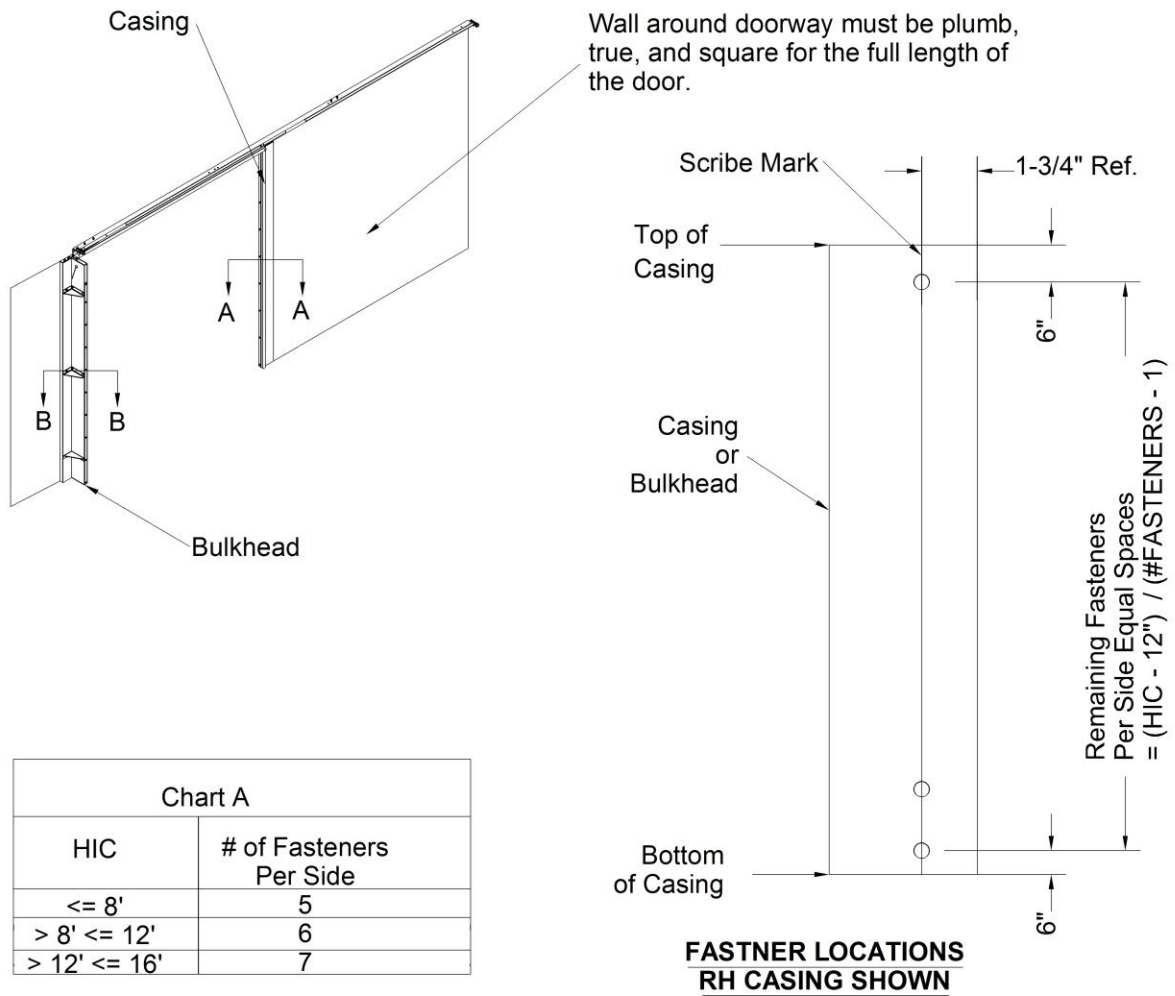
NOTES:

1. Short width opening is an available option.

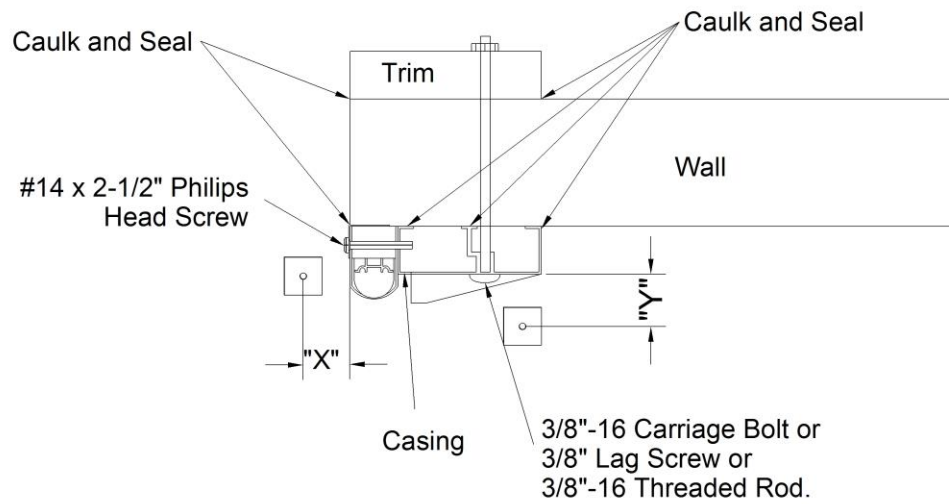
3. GENERAL INFORMATION



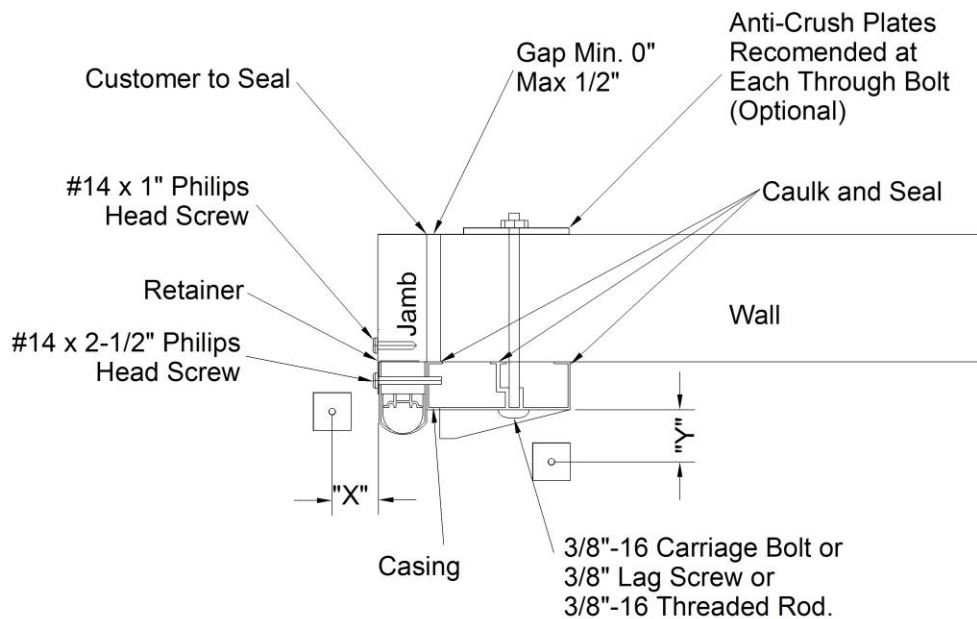
4. CASING AND BULKHEAD ERECTION



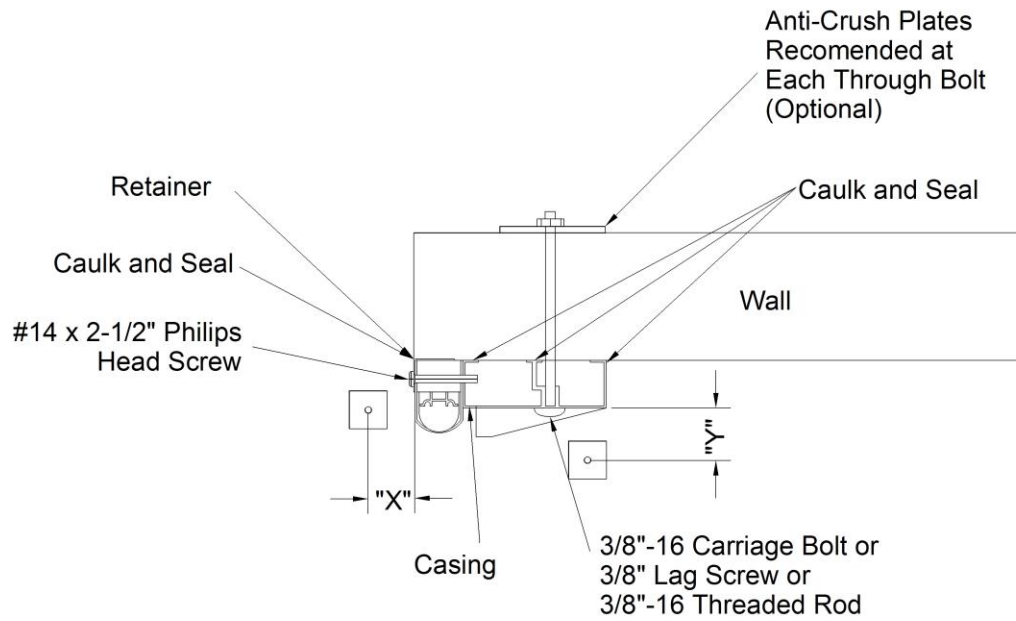
SECTION A-A WITH OPTIONAL JAMB AND TRIM



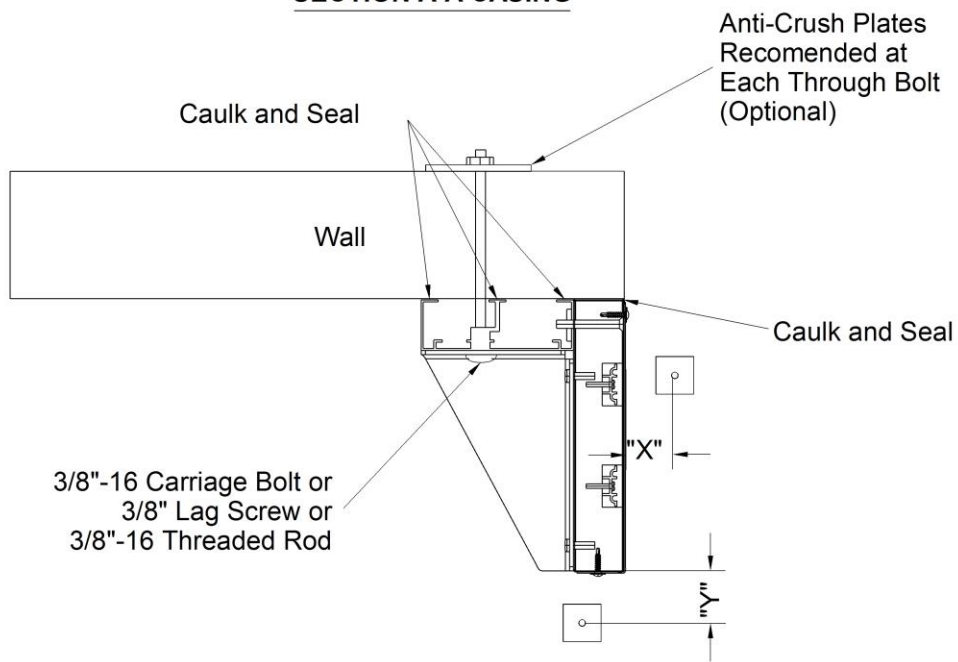
SECTION A-A CASING AND OPTIONAL TRIM



SECTION A-A CASING WITH OPTIONAL JAMB



SECTION A-A CASING



SECTION B-B BULKHEAD

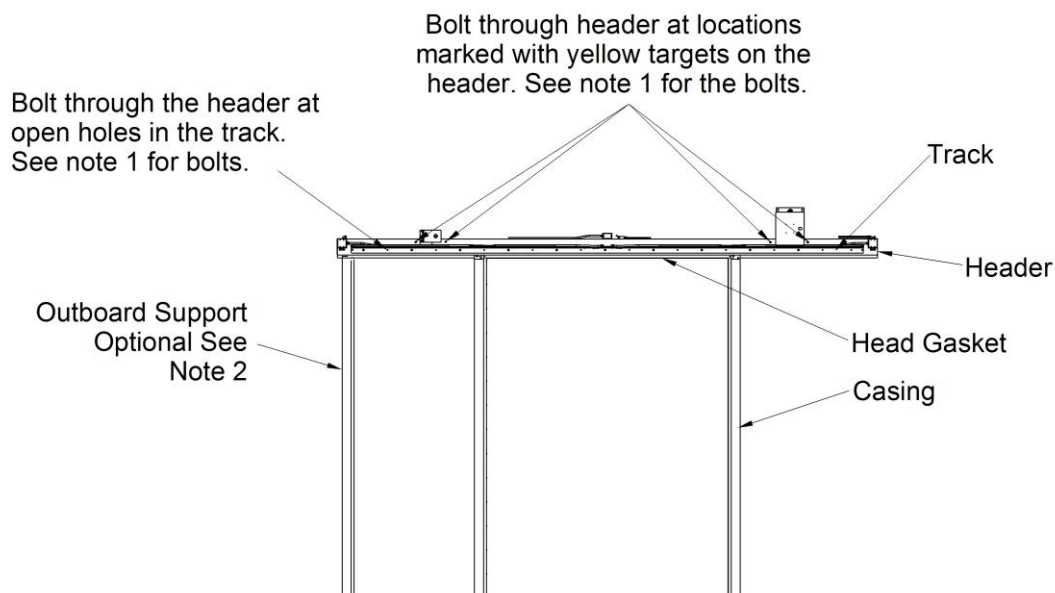
NOTES:

1. If using lag screws see drawing H4482037.
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. For a bi-parting door two casings must be installed. For a single door one casing and one bulkhead must be installed. The installation of the right casing and left bulkhead is shown.
5. For a right hand slide single door a bulkhead will need to be installed on the left and a casing on the right. For a left hand slide single the bulkhead goes on the right and the casing on the left.
6. Find the high side of the wall and install the appropriate casing or bulkhead on that side first.
7. 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 or bulkhead goes.
3. Caulk and vapor seal the back, bottom, and around the edges of the casing.
4. Install the first casing or bulkhead at the high side of the opening.
5. Erect the casing or bulkhead, 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 or the bulkhead. Casing installation only: 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. Bulkhead installation only: caulk and seal the gap between the jamb and bulkhead. All proceed to step 8.
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 or bulkhead with the provided fasteners (see chart A and "Fastener Locations").

5. HEADER ATTACHMENT



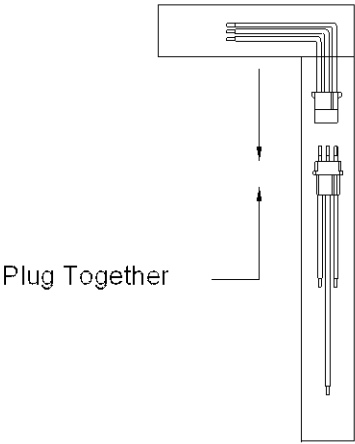
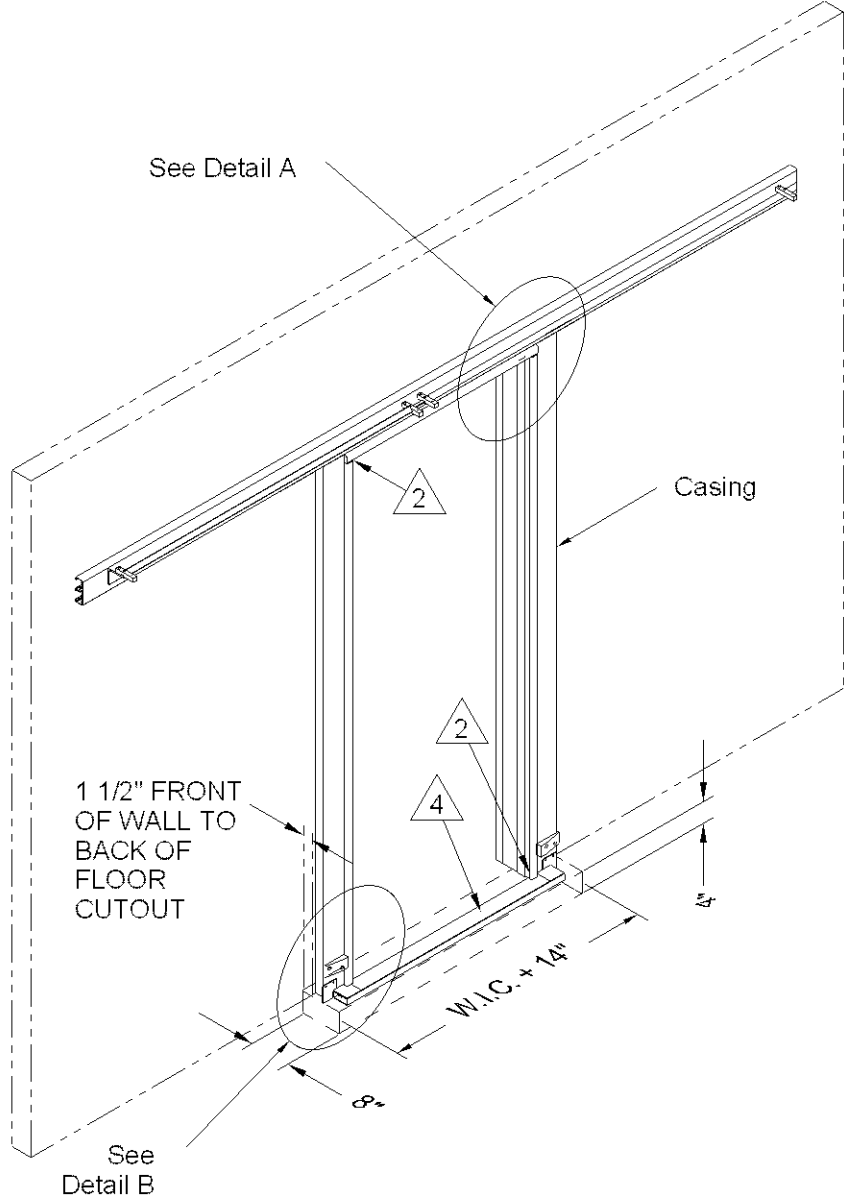
NOTES

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. Wood metal clad mirror image outboard support to be 6" X HIC.
3. See buck drawing H4482037 for further bolting information.
4. Header must not tilt back or out at the top and must remain true in plane, shim if necessary.

STEPS:



1. Lower the header on top of the side casings or casing and bulkhead. 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 and Bulkhead Erection". See the drawing above for the bolt hole locations.

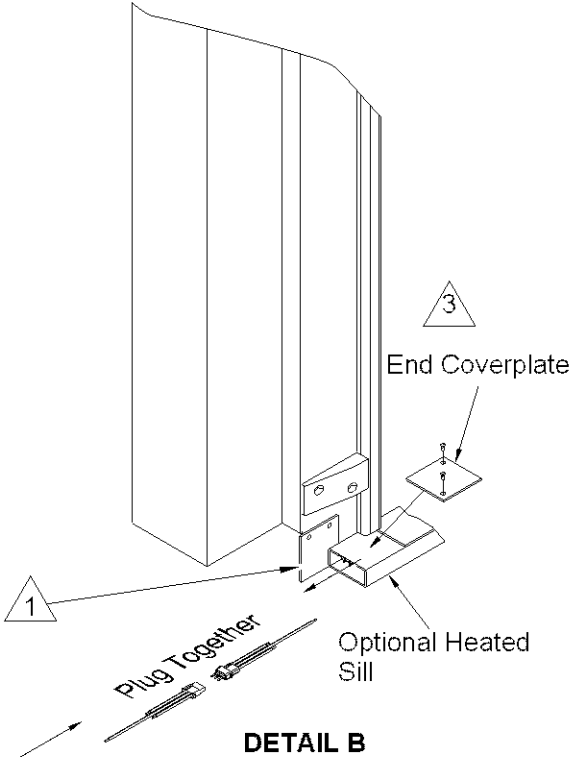
6. HEATED SILL AND FRAME INSTALLATION WITH OPTIONAL HEAT IN FLOOR



DETAIL A: FRONT VIEW

KEY

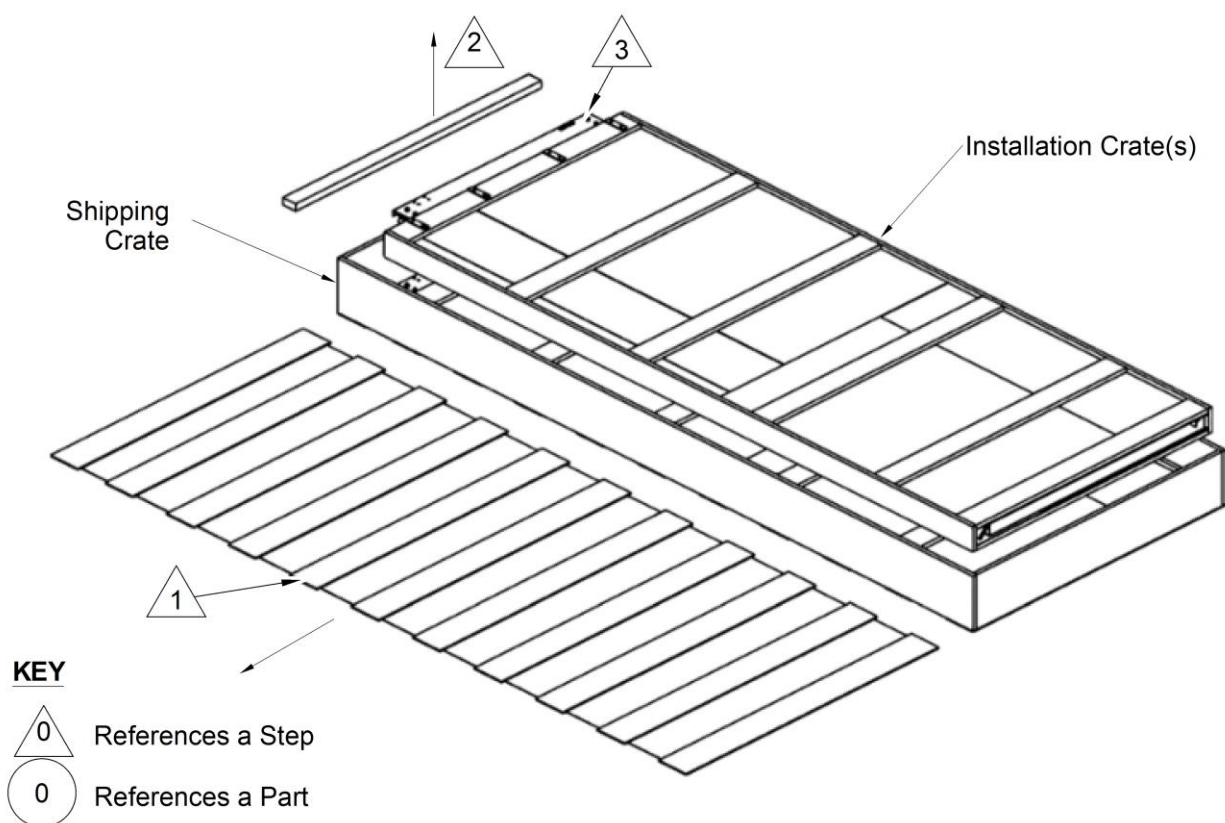
-  References a Step
-  References a Part



STEPS:

1. The area for the sill is shown in Detail B; the concrete floor must be properly constructed to accept the sill.
2. Attach the heated sill to the casing or bulkhead 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. UNCRATING THE DOOR PANEL(S)



NOTES:

1. Two installation crates within one shipping crate for bi-parting doors and one installation crate within one shipping crate for single doors.

STEPS:

1. Place the shipping crate on a flat floor. Pry off the top boards from the crate and remove the layer of cardboard.
2. Pry the sides of the crate apart enough to remove the board(s) from between the carrier(s). **DO NOT PRY ON THE DOOR! DO NOT REMOVE THE PANEL FROM THE INSTALLATION CRATE UNTIL THE PANEL IS MOUNTED ONTO THE TRACK WITH THE TROLLEY WHEELS ATTACHED!**
3. Attach a lifting strap or cable around the center of the carrier and lift the installation crate and door panel up and out of the shipping crate.
4. Move the installation crate and door panel into position at the door opening. Continue to "Hanging The Door Panel(s)".

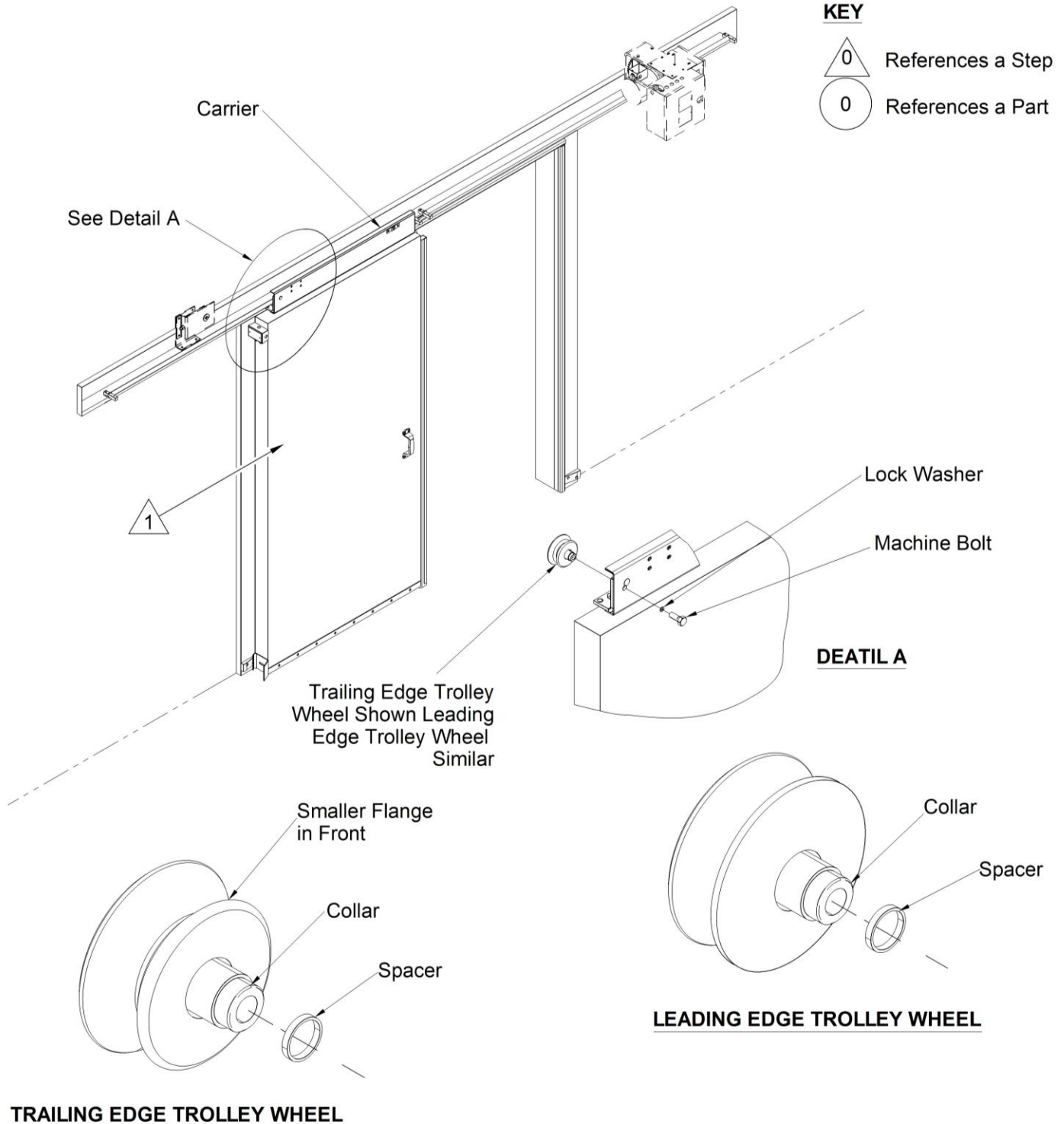
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8. HANGING THE DOOR PANEL(S)



WARNING: THE INSTALLATION CRATE BECOMES FLEXIBLE WHEN REMOVED FROM THE DOOR AND MAY FALL.

CAUTION: DO NOT OPEN OR CLOSE THE DOORS WITH THE INSTALLATION CRATE ON THE DOOR. DOING SO MAY BECAUSE DAMAGE TO THE PANEL(S) OR GASKETS!



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.

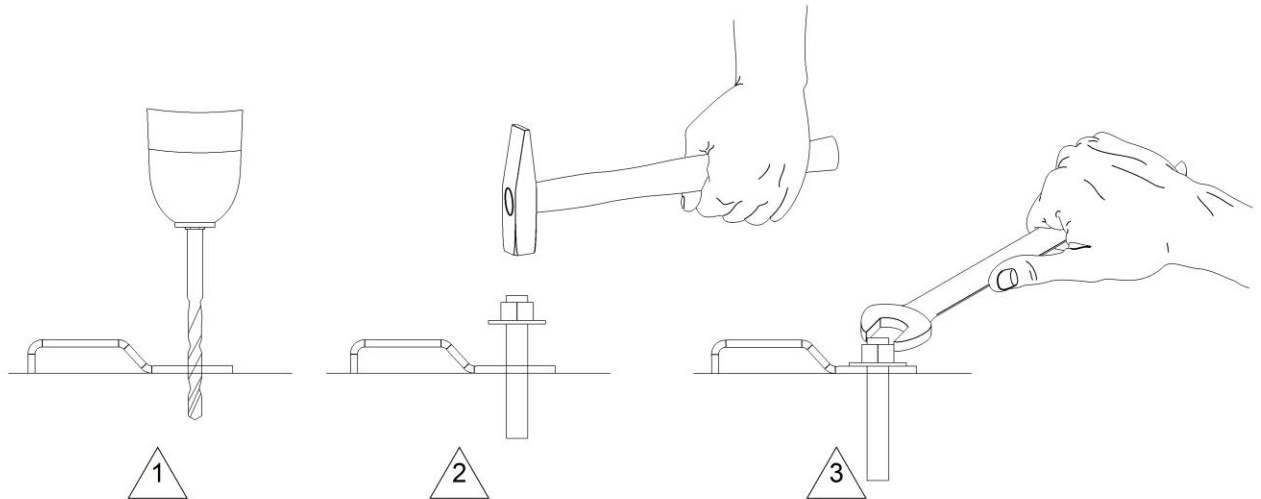
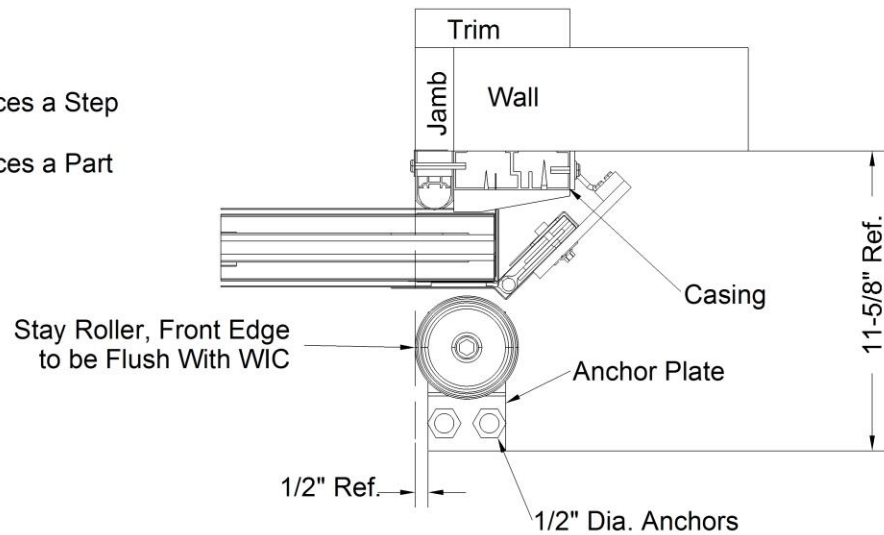
STEPS:

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. Remove the screws from the trailing edge of the installation crate and remove the side board.
4. Remove the retaining angles from the top of the installation crate.
5. Slide the installation crate horizontally towards the center of the door opening and remove it from the door panel.
6. 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.
7. Final adjustments will be performed later.

9. STAY ROLLER INSTALLATION

KEY

- △ 0 References a Step
○ 0 References a Part



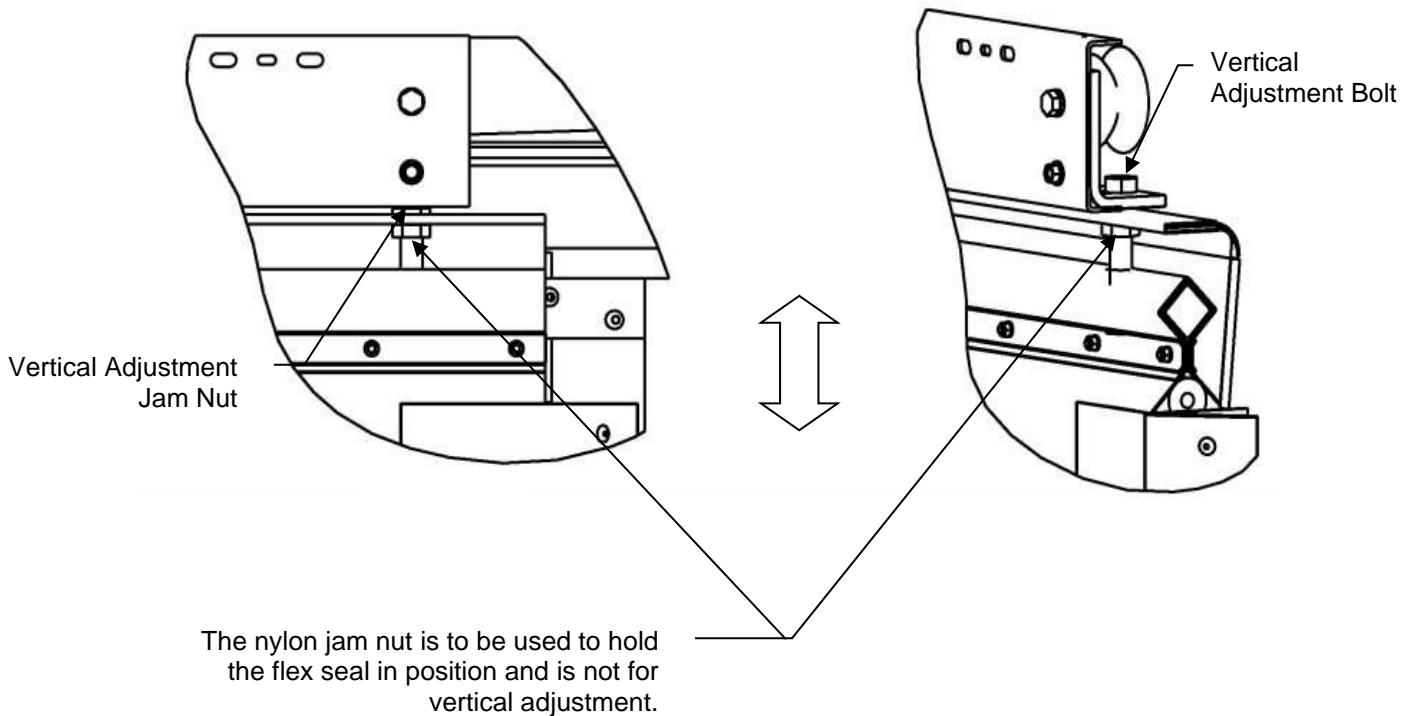
NOTES:

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 1/2" x 4" deep holes. Do not drill oversized. After drilling clean the holes using a wire brush or vacuum. Also clean the surface where the stay roller is to be mounted.
2. Drive a concrete anchor into the hole so that at least six (6) threads are below the anchor plate.
3. Tighten the nut securely (approx. 40 FT. LBS.). After the door has been cycled approximately 100 times recheck the torque on the bolts.

10. DOOR PANEL VERTICAL ADJUSTMENTS



A. ADJUSTING THE HEIGHT

STEPS:

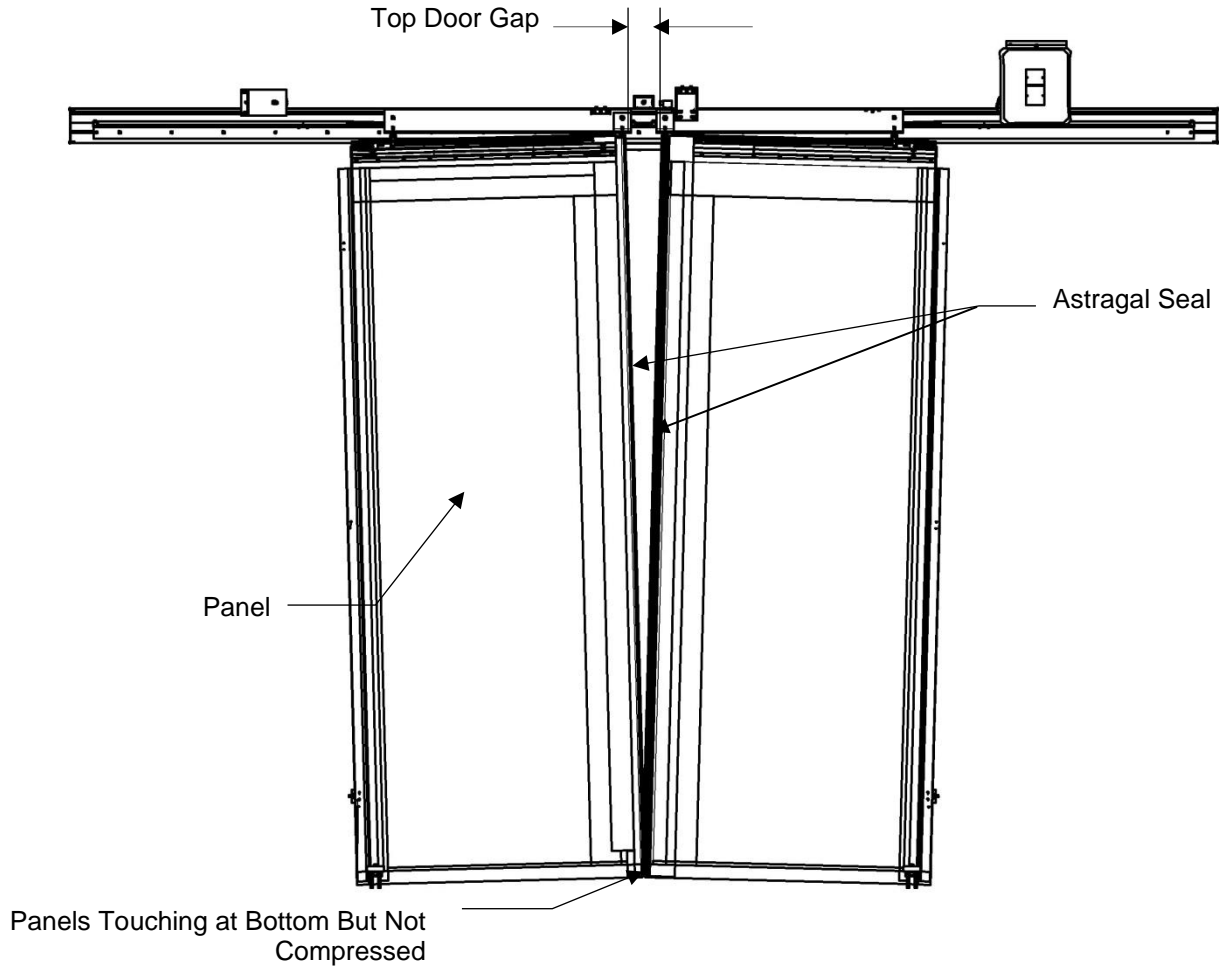
1. Loosen the vertical adjustment jam nut
2. Rotate the adjustment bolt to raise or lower the door.
3. Use a wrench to hold the vertical adjustment bolt while tightening the jam nut with a second wrench. The jam nut will not tighten if the adjustment bolt is not held.

B. PLUMBING THE DOOR LEAF OR LEAVES

STEPS:

1. Pull the door leaf or leaves open. see "Adjusting the Height". Adjust the leaf using the vertical adjustment bolt so that the leading edge is plumb (equal distance) relative to the casing. Repeat with the other leaf if the door is bi-parting. Do not tighten the jam nut yet.
2. For a bi-parting door close the leaves until the leading edges of both panels touch. For a single door close the leaf until it touches the bulkhead. There should be no gap between the leading edge seals or the bulkhead.
3. Adjust the door(s) vertically to obtain a good seal at the floor. When fully closed the bottom gasket should compress approximately 1/8".
4. Operate the door(s) manually. The door panel(s) must roll freely without any dragging or binding.

11. ADJUSTING THE DOOR LEADING EDGE(S)



NOTES:

1. The doors are shown at exaggerated angles for clarity.

STEPS: (FOR A BI-PARTING DOOR)

1. For a proper seal, the door leaves should be set at a slight angle to one another forming a gap at the top of the panels. The angle of the panels causes the lower part of the leading edges to contact each other first.
2. The top door gap should be about 2". Further adjustment can be made after operating the door under power. Verify that the panels are adjusted so that both panels have about the same angle. See "Door Panel Vertical Adjustments" for further information.
3. Operate the door manually. The doors should roll freely without dragging or binding.

STEPS: (FOR A SINGLE DOOR)

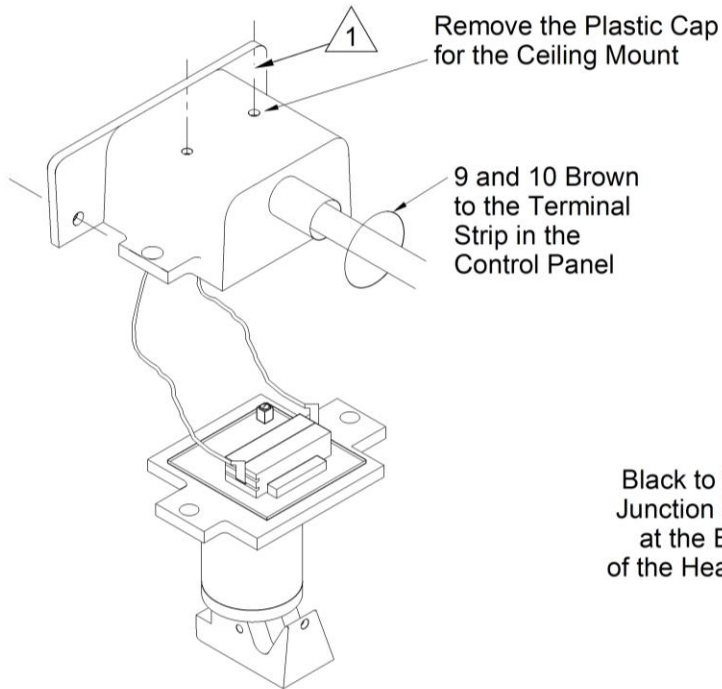
1. For a proper seal, the door leaf should be set at a slight angle to the bulkhead forming a gap at the top of the door. The angle of the panel causes the lower part of the leading edge to contact first as the door closes.
2. The top door gap should be about 1". Further adjustment can be made after operating the door under power. For further adjustments see "Door Panel Vertical Adjustments".
3. Operate the door manually. The door should roll freely without dragging or binding.

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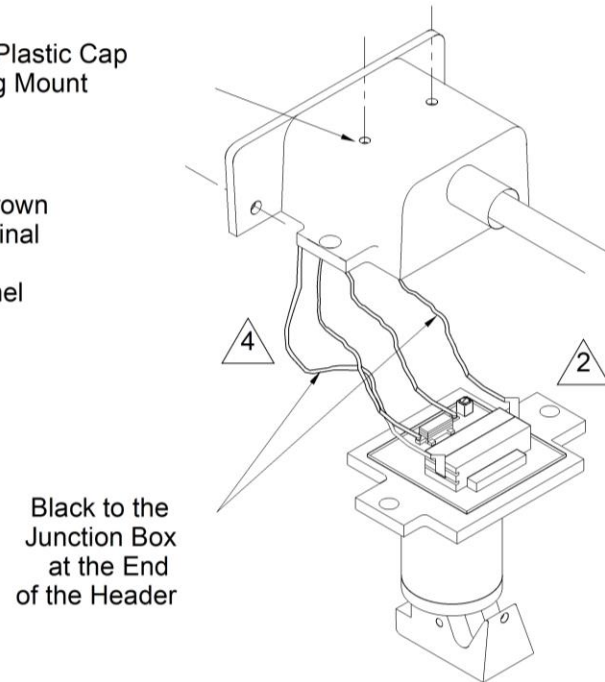
12. PULL CORD SWITCH CONNECTIONS



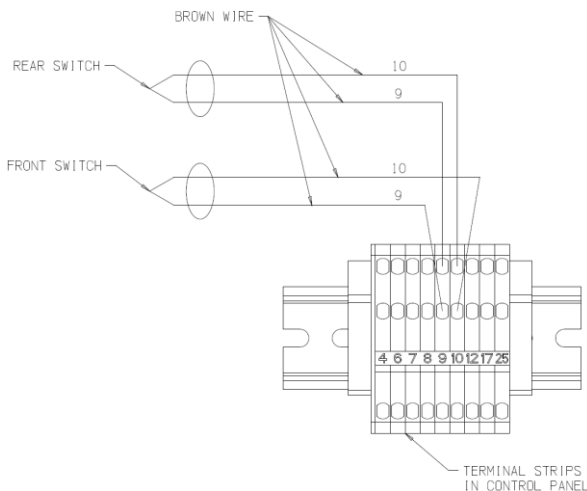
WARNING: PRIOR TO ANY ELECTRICAL HOOK-UP, ALL POWER SUPPLIES MUST BE TURNED OFF, LOCKED OUT, AND TAGGED. SOME DOORS MAY HAVE MORE THAN ONE POWER SUPPLY. SERIOUS INJURY OR DEATH CAN OCCUR FROM CONTACT WITH POWER SUPPLIED TO THE DOOR.



NON-HEATED SWITCH FOR A COOLER

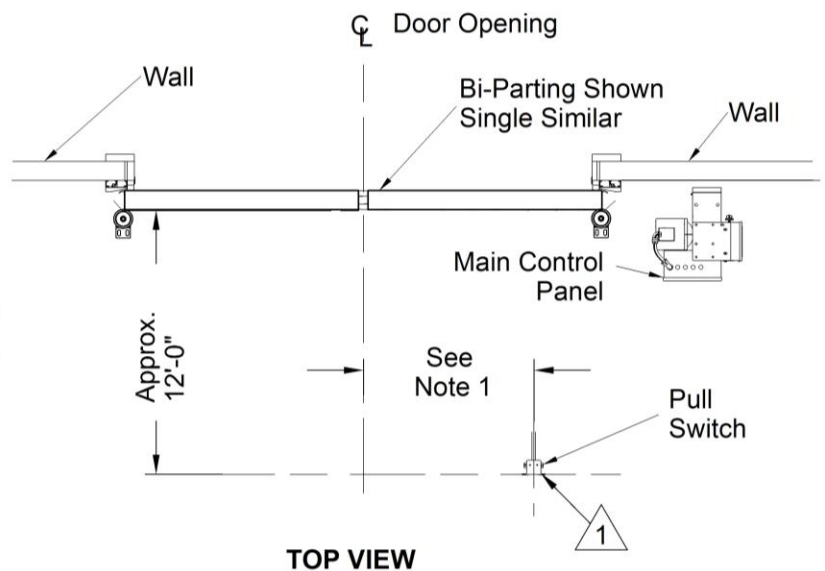


HEATED SWITCH FOR A FREEZER



KEY

- 0 References a Step
- 0 References a Part



TOP VIEW

NOTES:

1. Locate the pull switch 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.
Locate the switch off center of traffic flow.
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.

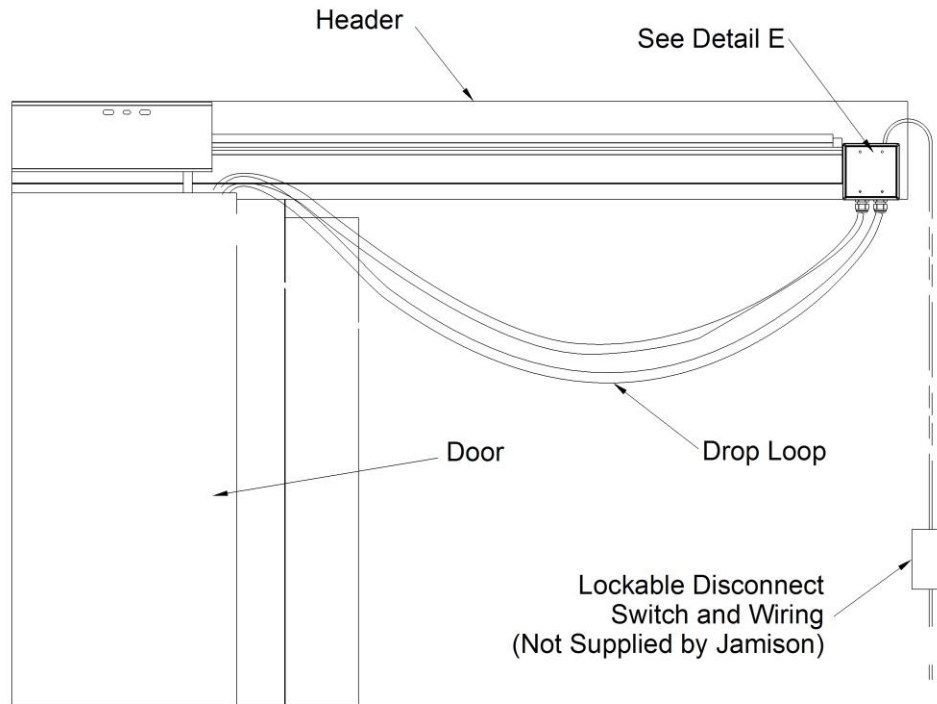
13. HEADER JUNCTION BOX CONNECTIONS

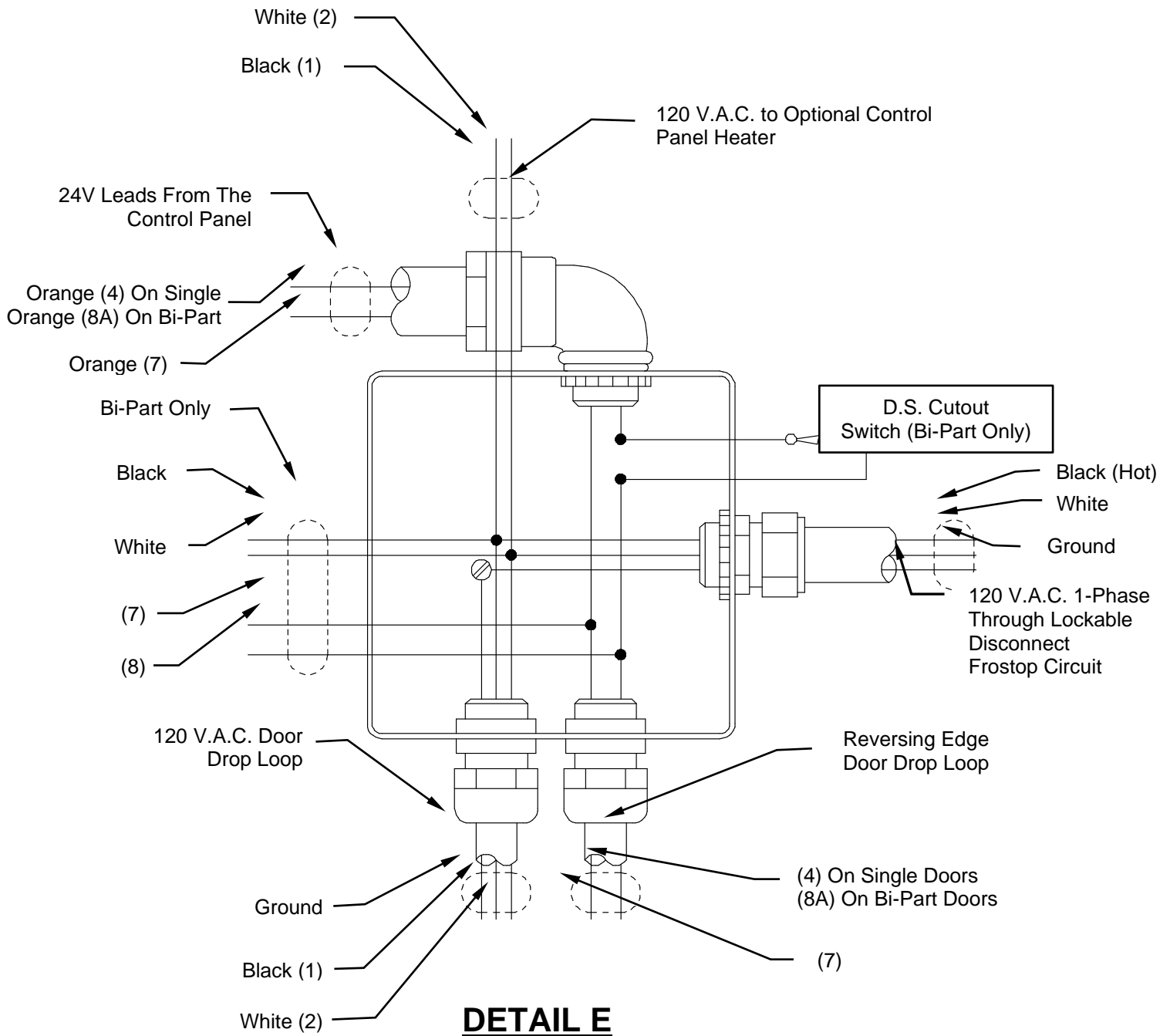


WARNING: PRIOR TO ANY ELECTRICAL HOOK-UP, ALL POWER SUPPLIES MUST BE TURNED OFF, LOCKED OUT, AND TAGGED. SOME DOORS MAY HAVE MORE THAN ONE POWER SUPPLY. SERIOUS INJURY OR DEATH CAN OCCUR FROM CONTACT WITH POWER SUPPLIED TO THE DOOR.



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

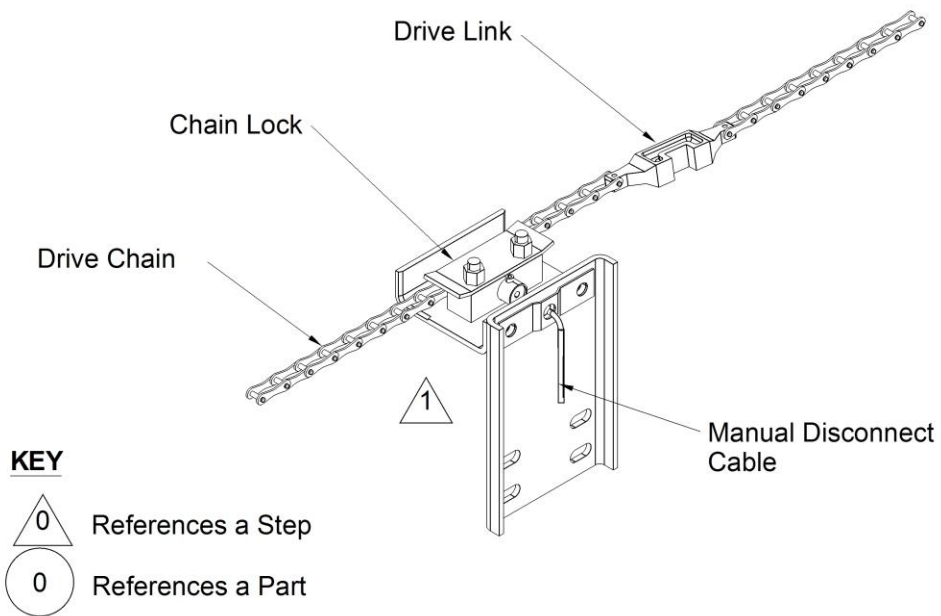




STEPS:

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 power and verify that the gaskets are heating.

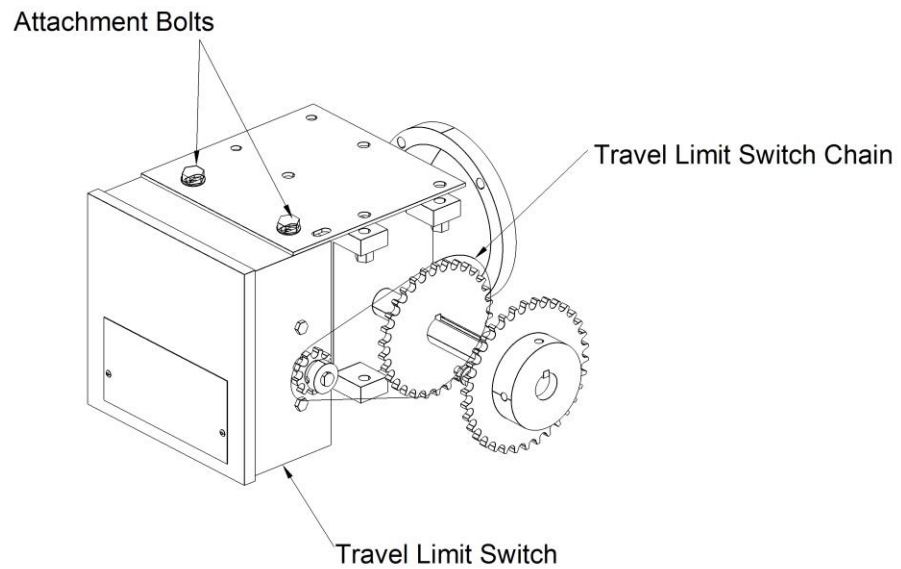
14. DRIVE CHAIN CONNECTION



STEPS:

1. Position the drive chain into the chain lock opening. Slide the door panel to engage the drive link into the chain lock.

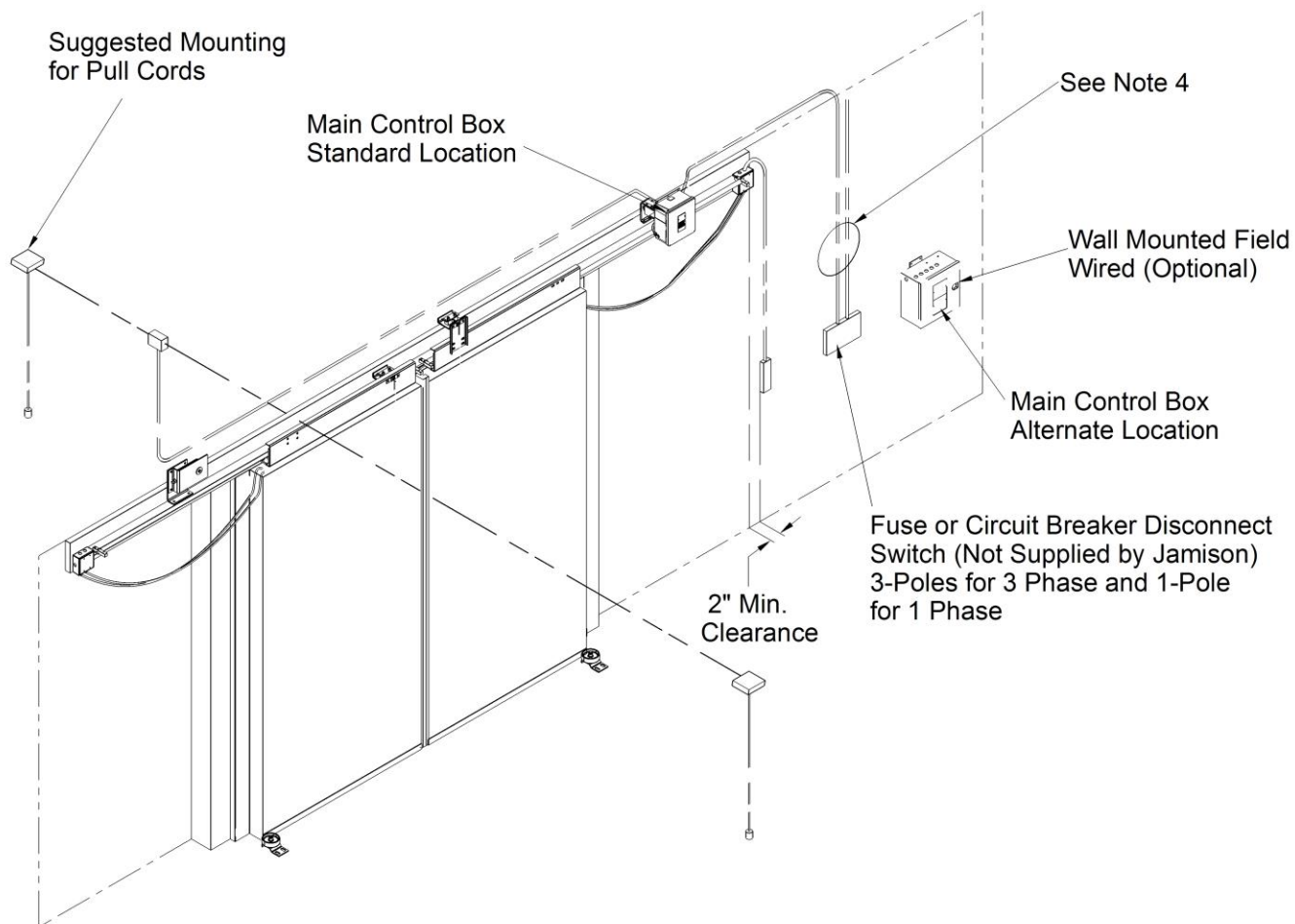
15. TRAVEL LIMIT SWITCH CHAIN ADJUSTMENT



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.

16. TYPICAL WIRING CONNECTIONS ON HEADER AND TRAILING EDGE OF DOOR



NOTES:

1. All wiring must be in accordance with local codes and be done by a licensed electrician.
2. Wiring for a single door is the same but there is only one junction box on the header.
3. Suggested wiring configurations are shown.
4. Power supply min. #12 A.W.G. in metal conduit (wiring and wire not by Jamison).

DMC CONTROLLER INSTALLATION SECTION

17. 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.

18. DMC OPERATING OVERVIEW

A. 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 21 "DMC Trouble Shooting Guide".

B. 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.

C. MANUAL OPERATION

NOTES:

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

STEPS:

1. See Section 14 "Drive Chain Connection".
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.

19. STARTING UP THE DOOR FOR A DMC OPERATOR



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.

A. 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.

B. 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.

C. TIME DELAY CLOSE

NOTES:

1. For adjustment contact Jamison Door Technical Services. See Section 20 "Test Door Operation Under Power" Step 3.

D. 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.

20. 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	
DONNÉES 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 18.
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”.

21. DMC TROUBLE SHOOTING GUIDE



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

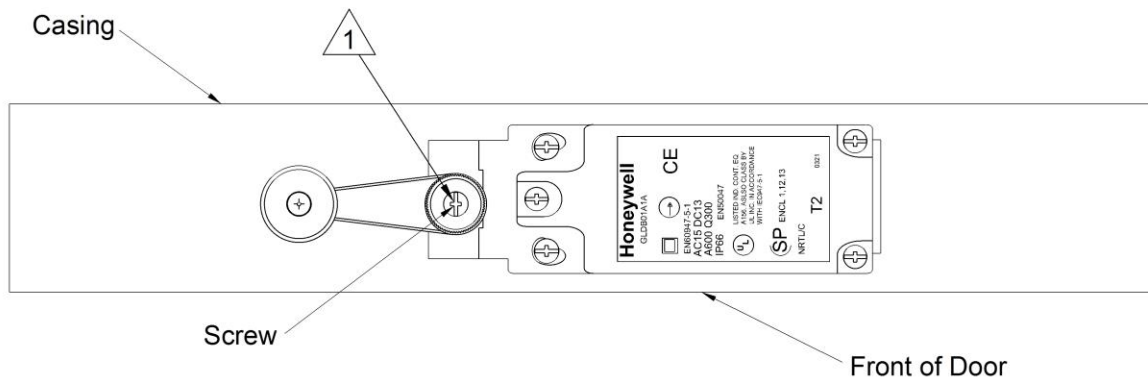
NOTES:

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

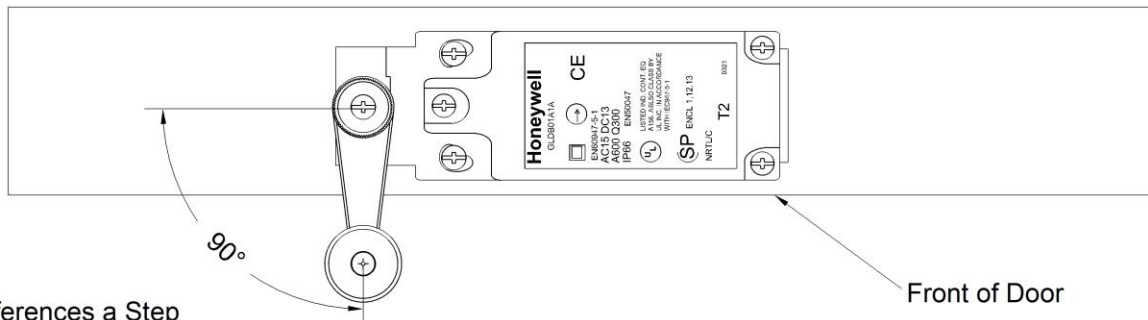
PROBLEM	PROBABLE CAUSE	REMEDY OR CHECK
A. Door will not operate	<ol style="list-style-type: none">1. No power to the door2. Pull cord switch failure3. Night door closed (if equipped)4. Fuse blown for Aux, Devices.5. Transformer output plug disconnected	<ol style="list-style-type: none">1. Verify main power to the control panel2. Check wires #9 & 10 for continuity when the cord is pulled3. Open the night door4. Check the 24 V.A.C. circuit/fuse5. 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 installed2. Check for a stuck pull cord.	<ol style="list-style-type: none">1. Unplug floor loop module/ install loop in the floor2. 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 outputs3. Perform the door calibration steps again.

DS CONTROLLER INSTALLATION SECTION

22. CUTOUT SWITCH ADJUSTMENT FOR A DS OPERATOR



SHIPPED POSITION



KEY

- △ 0 References a Step
- 0 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.

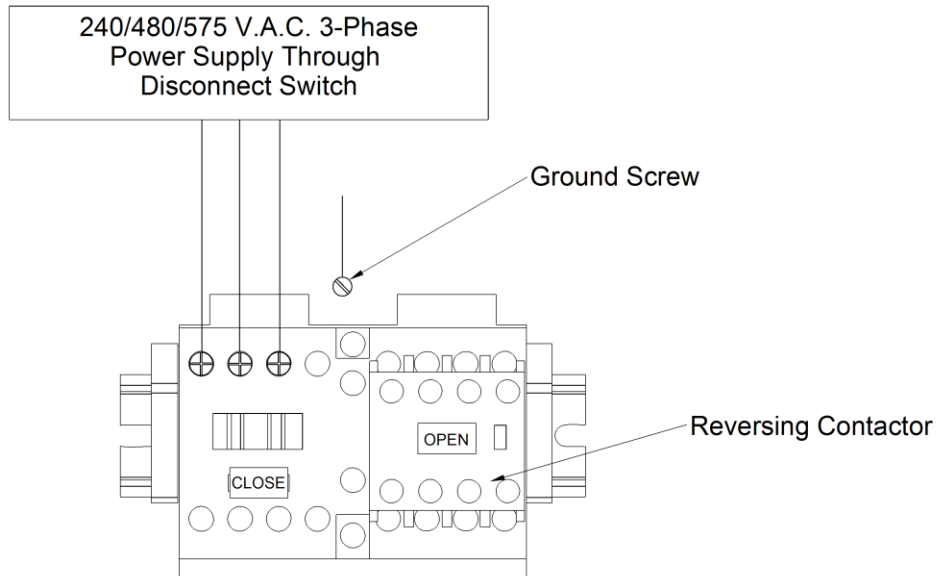
STEPS:

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.

23. MAIN POWER CONNECTION DIAGRAM FOR A DS OPERATOR



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.



MAIN POWER CONNECTION FOR A 3-PHASE SYSTEM

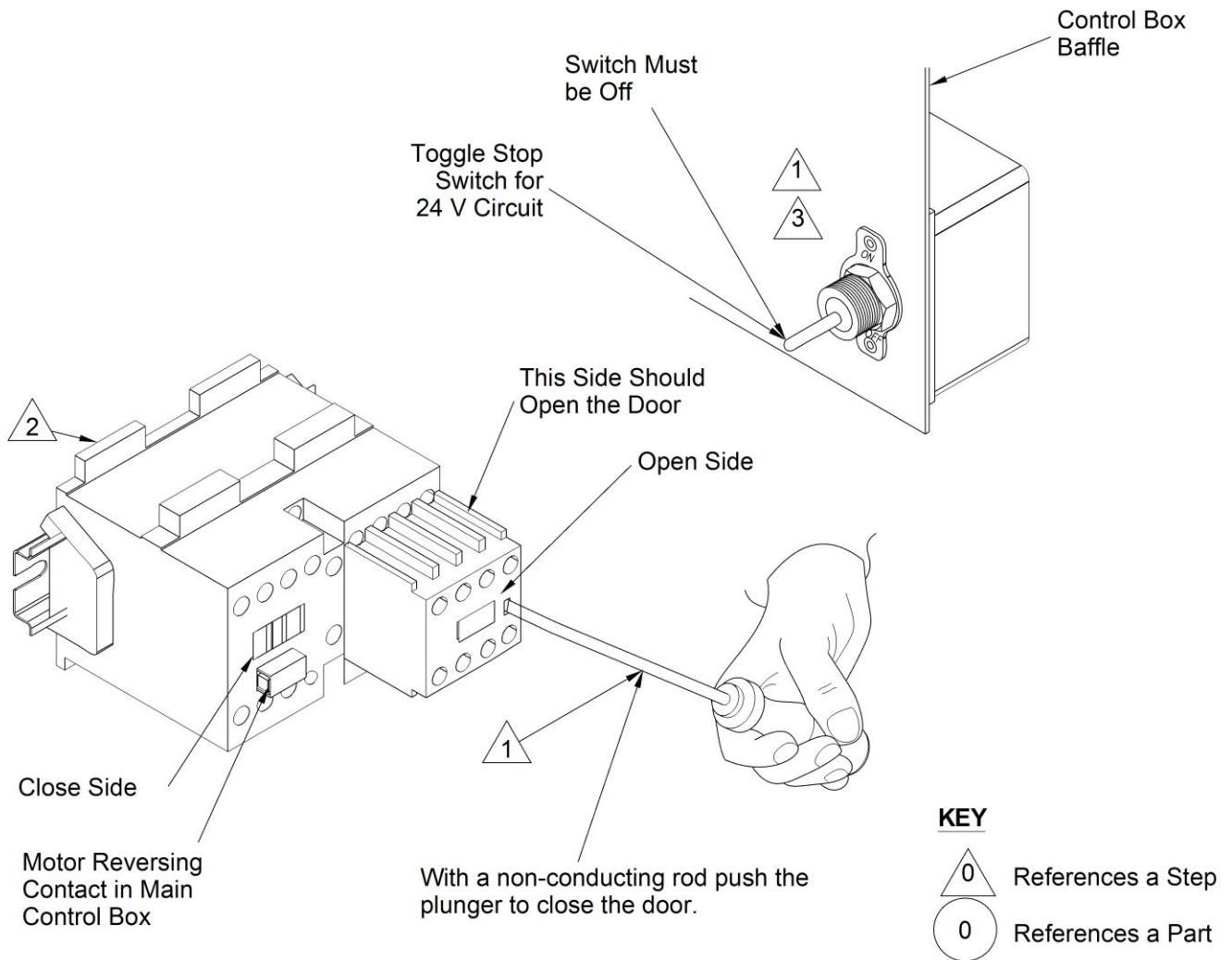
STEPS:

1. 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.

24. VERIFY ELECTRICAL CONNECTIONS FOR A DS OPERATOR



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.



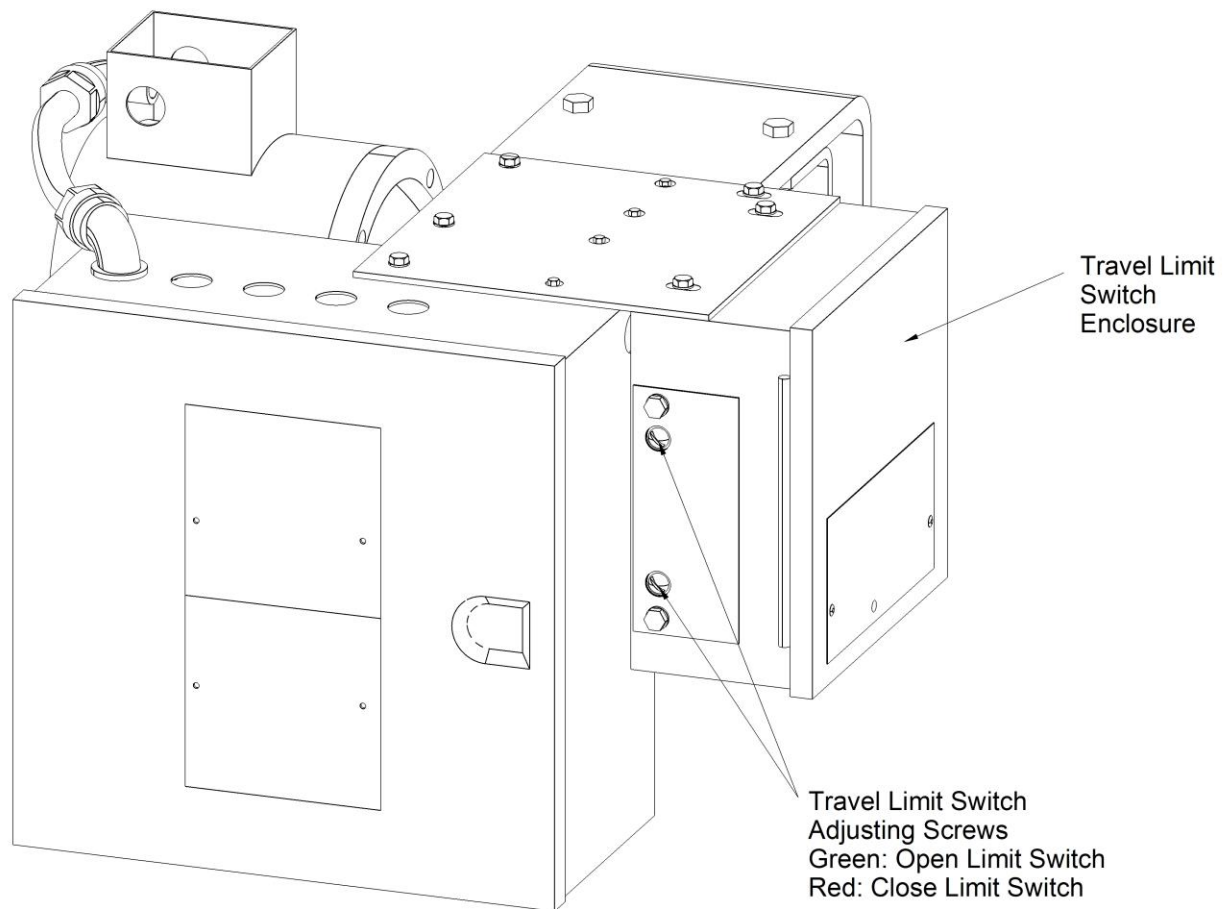
NOTES:

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 3.
 - 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 step 1.
5. After checking the motor rotation, toggle the stop switch to the "ON" position.

25. ADJUSTING THE TRAVEL LIMIT SWITCH FOR A DS OPERATOR



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.

26. DS 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 only be used to for maintenance purposes.

STEPS:

1. See "Drive Chain Connection and Adjusting".
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.

27. 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	
DONNÉES 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 26.
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”.

28. DS TROUBLE SHOOTING GUIDE



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

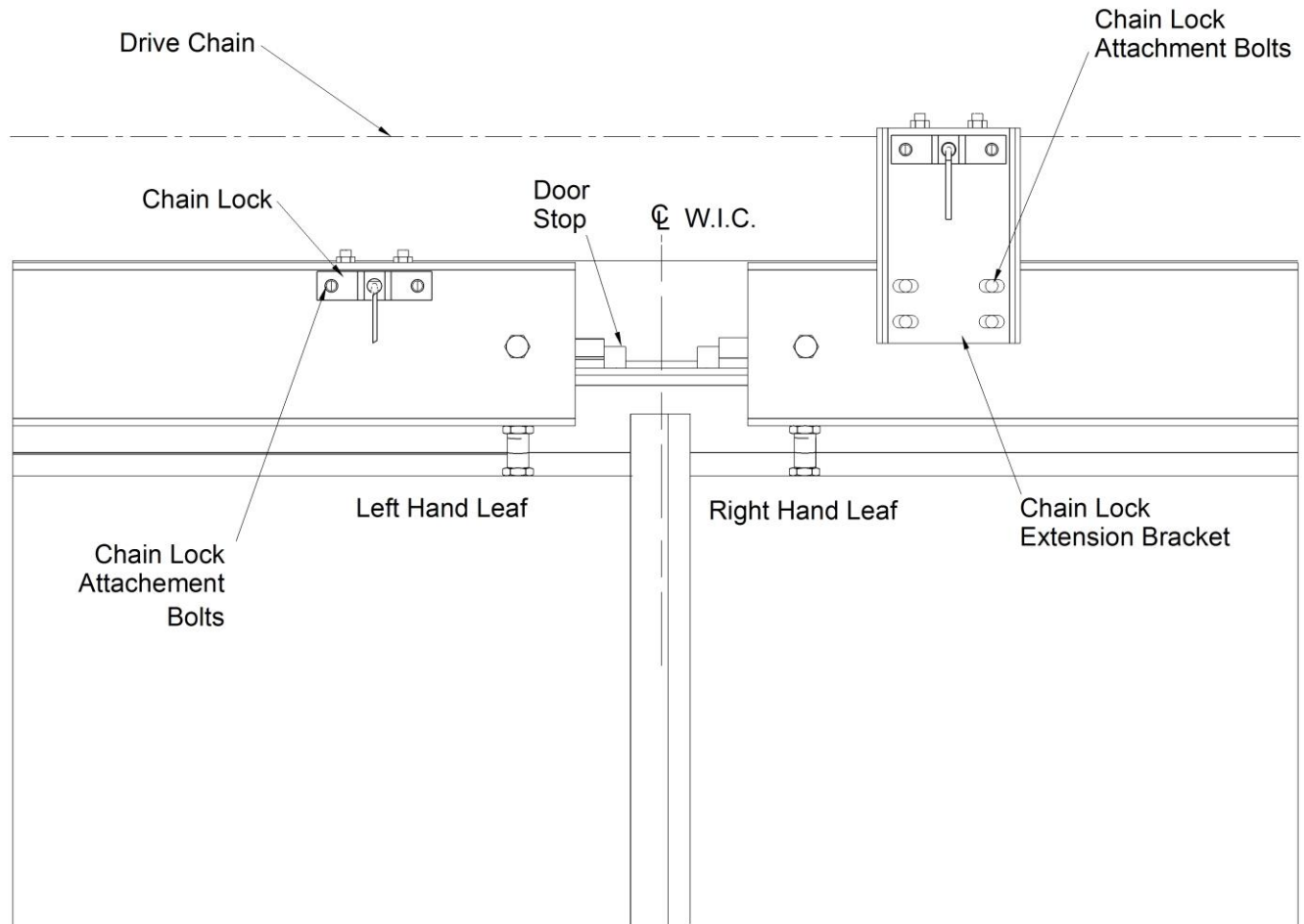
NOTES:

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 	<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.
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. 	<ol style="list-style-type: none"> 1. Replace reversing contactor 2. Replace travel limit switch
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 while opening or closing.	<ol style="list-style-type: none"> 1. Broken reversing edge 2. Drop-loop wire broken 	<ol style="list-style-type: none"> 1. Contact Jamison Technical Services see Section 27, "Test Door Operation Under Power" Step 3.
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

29. CENTERING THE DOOR PANELS



NOTES:

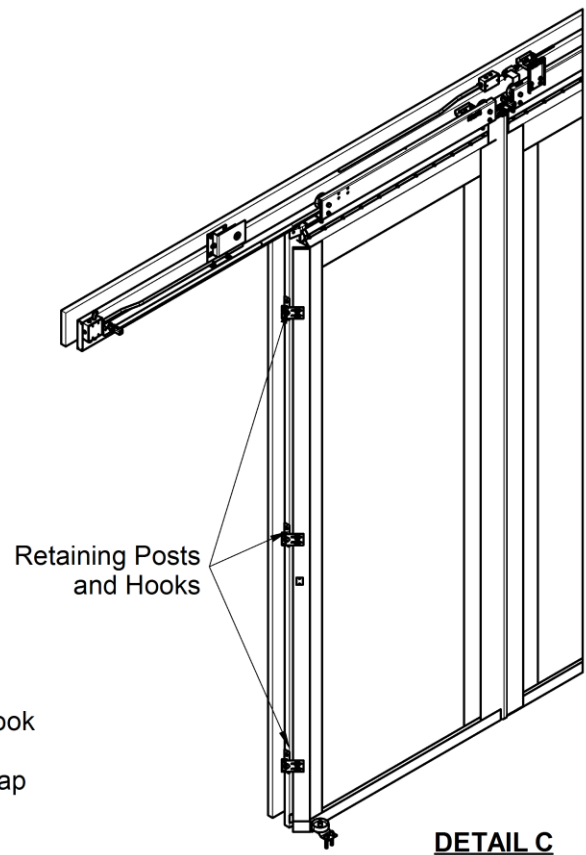
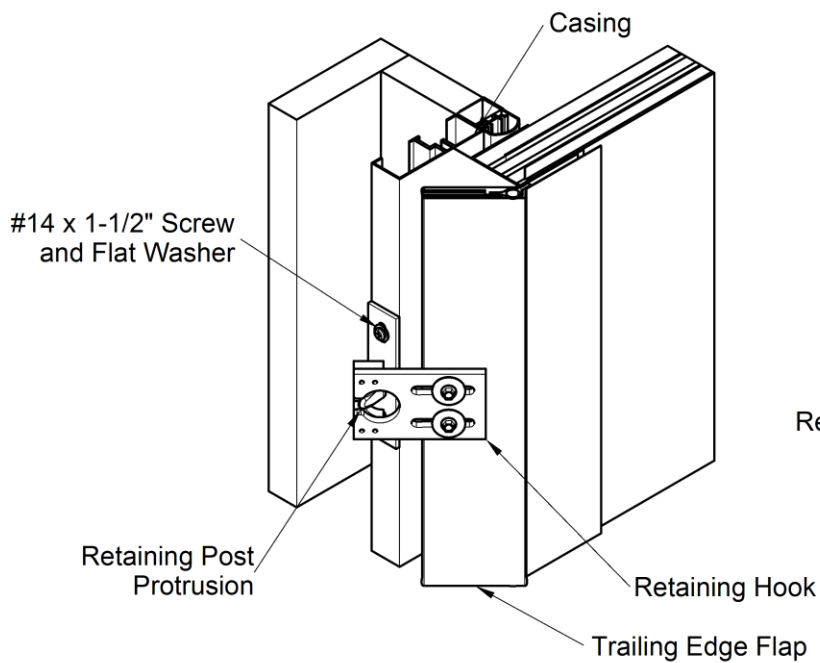
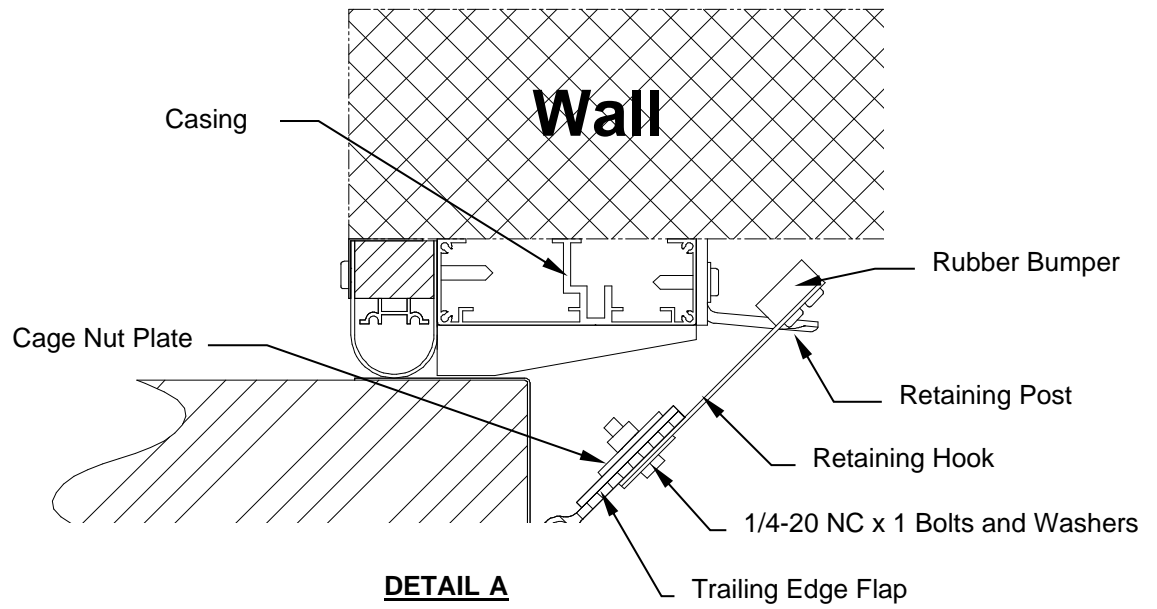
1. This procedure is for bi-parting doors only.

STEPS:

1. With a DS controller
 - a. Close the doors by power and adjust the door travel with the travel limit switch (DS Only) to obtain the proper clearance. Each carrier should gently contact the door stops. If not, proceed to step 2.OR With a DMC controller
 - b. 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.

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30. INSTALLING THE TRAILING EDGE RETAINERS



A. INSTALLING THE RETAINING HOOKS

STEPS:

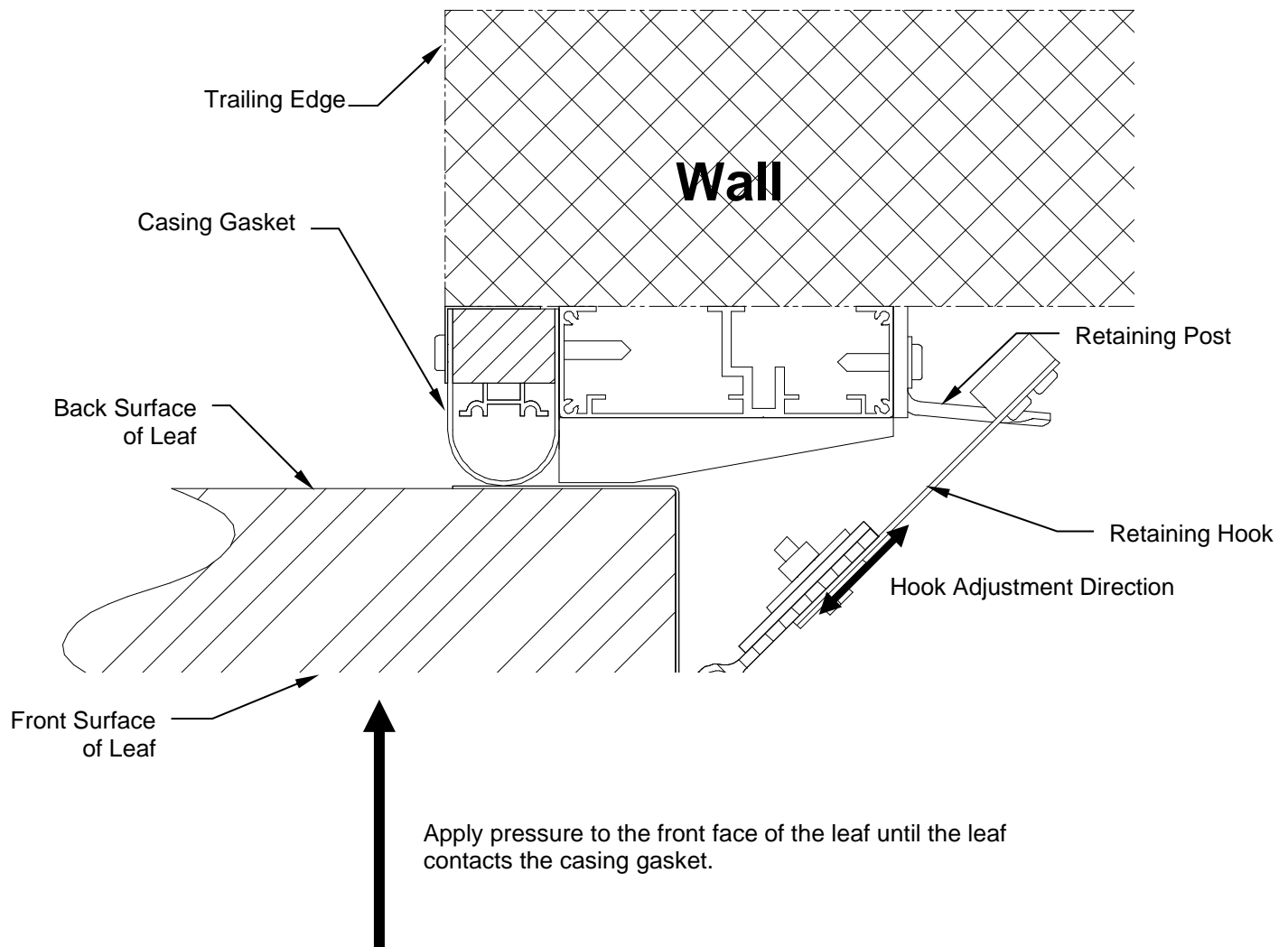
1. The trailing edge flap has pre-drilled holes to mount the retaining hooks. There are three hooks per leaf. (see Detail C).
2. From the supplied hardware use two 1/4-20 NC x 1" bolts, two flat washers, and one cage nut plate to mount the hook. The retaining hook should be mounted to the outside of the trailing edge flap with the rubber tips facing the casing, see Detail A
3. Adjust the clip to be level to the floor and snug the mounting hardware. Final adjustments will be performed after the retaining posts are installed.

B. INSTALLING THE RETAINING POSTS

STEPS:

1. The retaining posts mount to the outside edge of the side casing. Align the protruding tab of the retaining post so that it is in line with the center of the retaining hook. Use the retaining post as a template to mark and drill two 11/64" guide holes for the #14 x 1-1/2" SS screws. Secure the retainer post to the outside edge of the casing using the supplied washers and #14 x 1-1/2" screws. Repeat this process until all of the hooks and posts are installed.

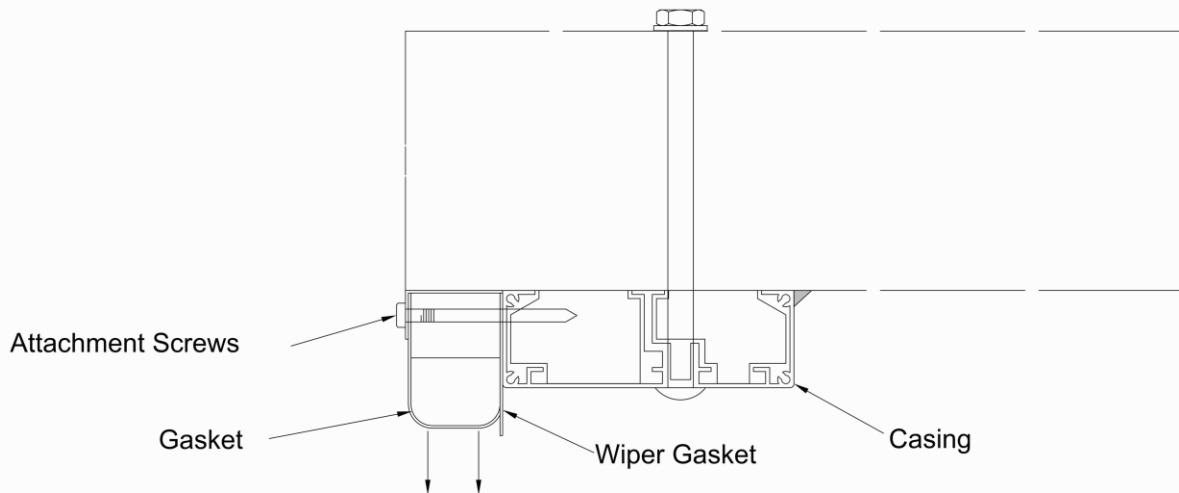
31. ADJUSTING THE TRAILING EDGE RETAINERS



STEPS:

1. Start adjusting the retaining hooks from the top of the door and work down. Apply pressure to the front surface of the leaf until the back surface of the leaf is touching the casing gaskets. If the hook is loose adjust it inwards until it contacts the post and the rubber tips bend slightly. If the hook is adjusted too far it may not contact the post when closing.
2. Repeat this process for all of the hooks and posts.
3. Tighten the fasteners and cycle the door open and closed to see if the hooks contact the posts. The door should make a good seal against the casing gasket. Some readjustment may be required. Each time the door is adjusted it should be cycled before rechecking. Repeat this process until all of the hooks make contact to the posts and the leaf or leaves seal against the gaskets.
4. Check the sill seal to make sure it has good contact.
5. Adjust the leaves vertically as needed. Remember: It is important to change the vertical adjustment bolts evenly to maintain the proper sealing angle.
6. If the door does not seal against the gasket, the gasket may need to be adjusted see "Gasket Adjustment" then repeat the above steps until the door leaves are sealing properly against the gaskets.

32. CASING GASKET ADJUSTMENT



A. SIDE GASKET, HEADER GASKET, AND WIPER GASKET ADJUSTMENT

STEPS:

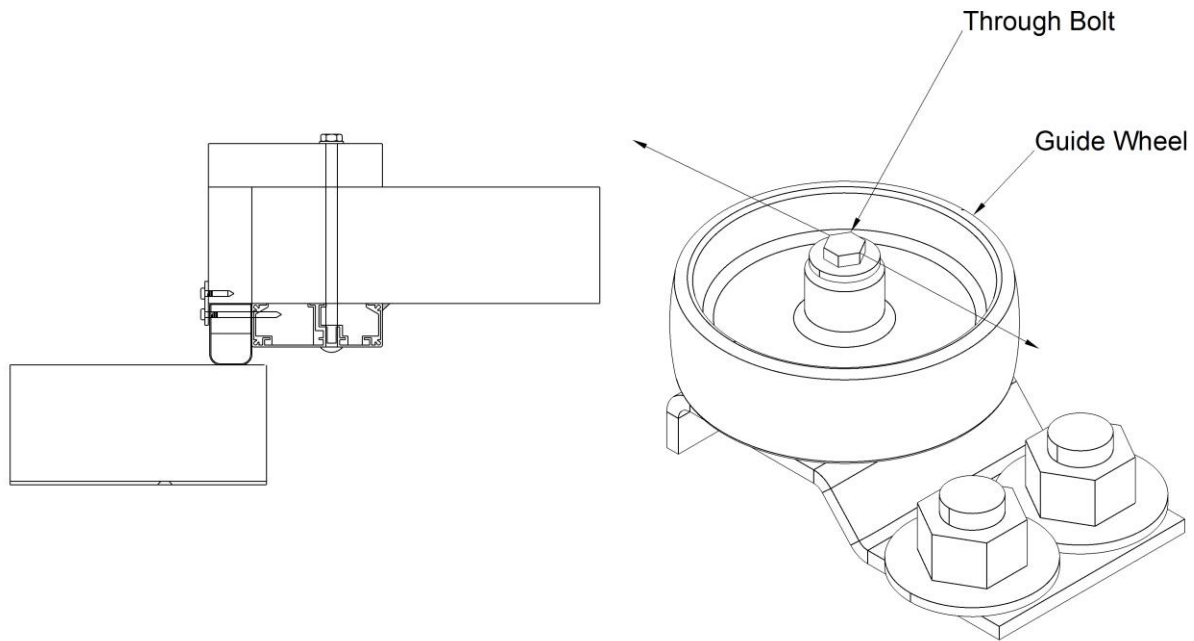
1. Move the door to the fully open position.
2. Turn off all power to the door operator.
3. Loosen the gasket attachment screws, and pull out the gasket as needed. DO NOT over compress the gasket (approx. 1/8" compression is normal). The wiper gasket is located in between the trailing edge casing and side gasket assembly (near the header gasket). When the gasket attachment screws are loose, the wiper gasket can be adjusted as needed.
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.

B. TOP GASKET ADJUSTMENT

STEPS:

1. Move the door leaves to the closed position, loosen the jam nut on the hanger bolt, and push the door leaf towards the casing until the panel compresses the top casing gasket.
2. Tighten the jam nut in place and manually open and close the door, if the door is tight against the gaskets it may drag or bind.
3. Readjust as needed so that the door slides smoothly with minimal resistance. It is normal to have a slight resistance from the top flex seal.
4. Retest the doors under power to check for a good leading edge seal (no light should be visible through the leading edge when the door is closed).

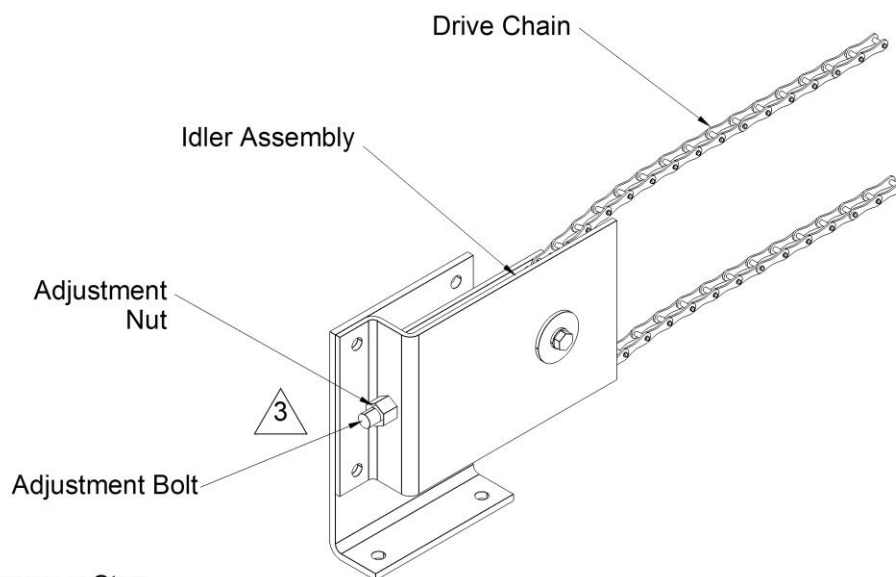
33. STAY ROLLER ADJUSTMENT



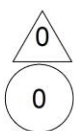
STEPS:

1. With the door in the closed position turn off all power to the door operator.
2. Use two 9/16" wrenches to loosen the through bolts and move the guide wheel as required to obtain a 1/4" clearance between the door and the stay roller. When closed the stay roller should not be in contact with the door.

34. DRIVE CHAIN TENSION ADJUSTMENT



KEY



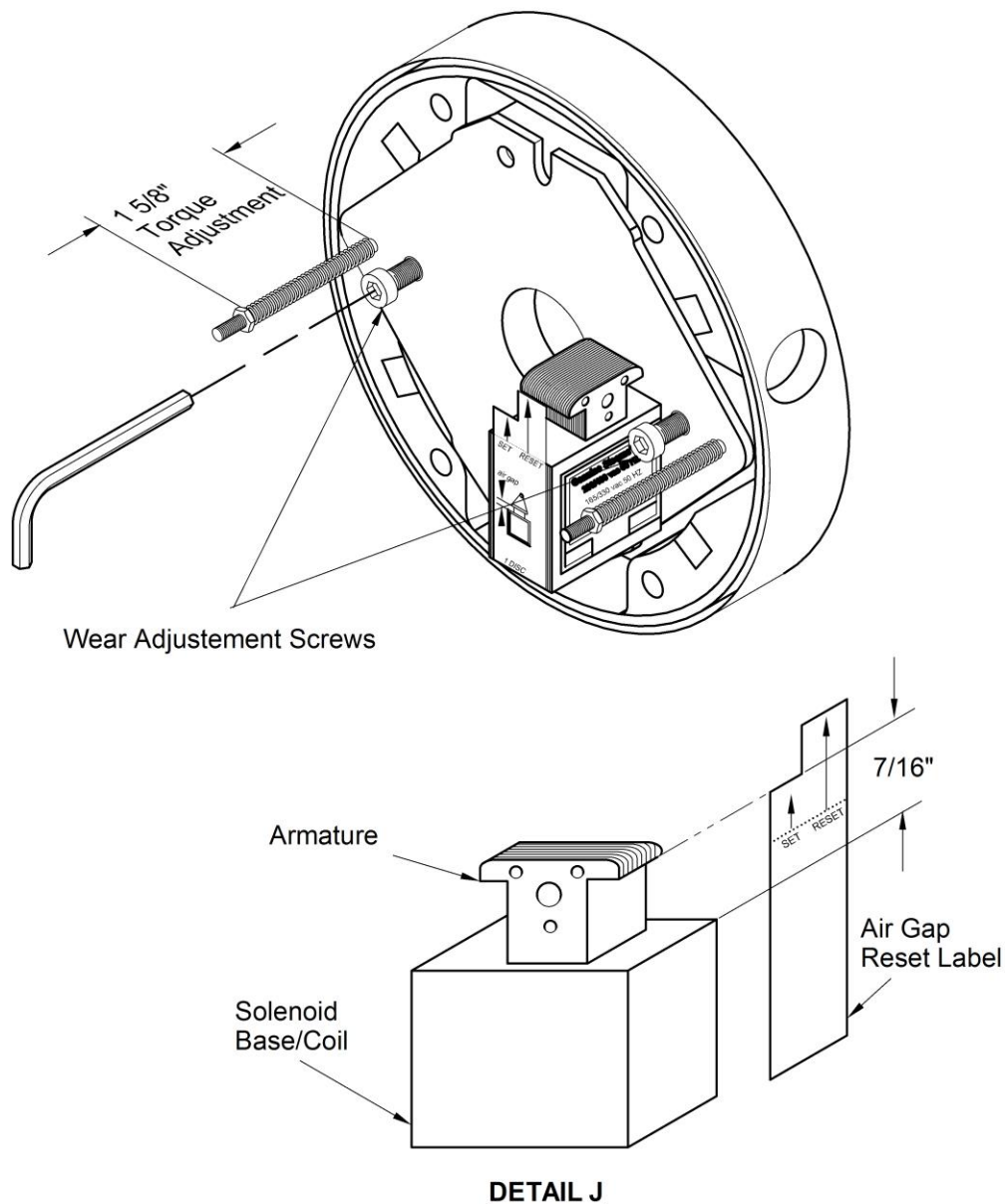
References a Step

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.

35. AIR GAP ADJUSTMENT



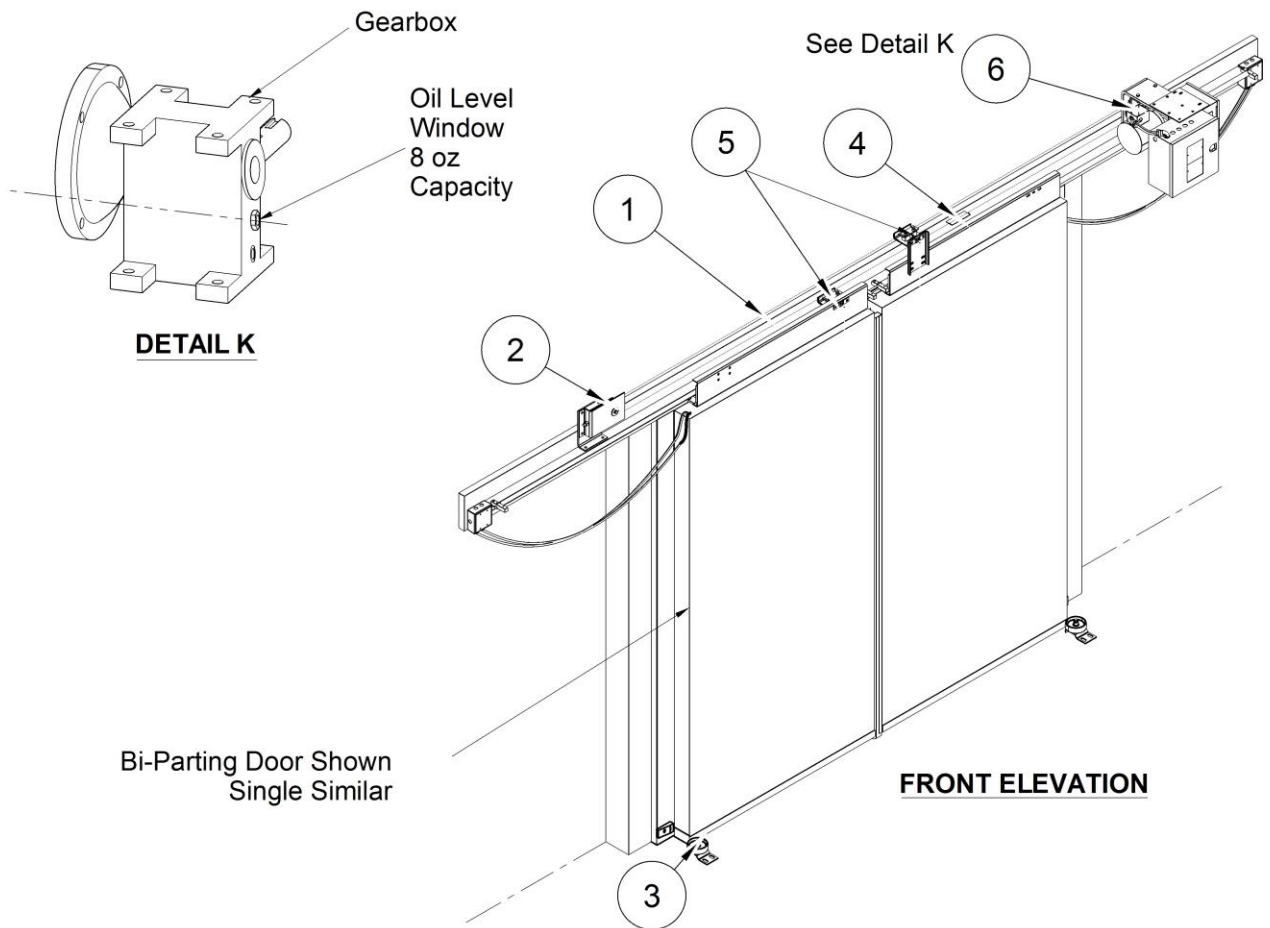
NOTES:

1. The air gap should be adjusted if the door comes to a hard or rough stop in either the open or closed position.

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 $1\frac{5}{8}$ " 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.

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



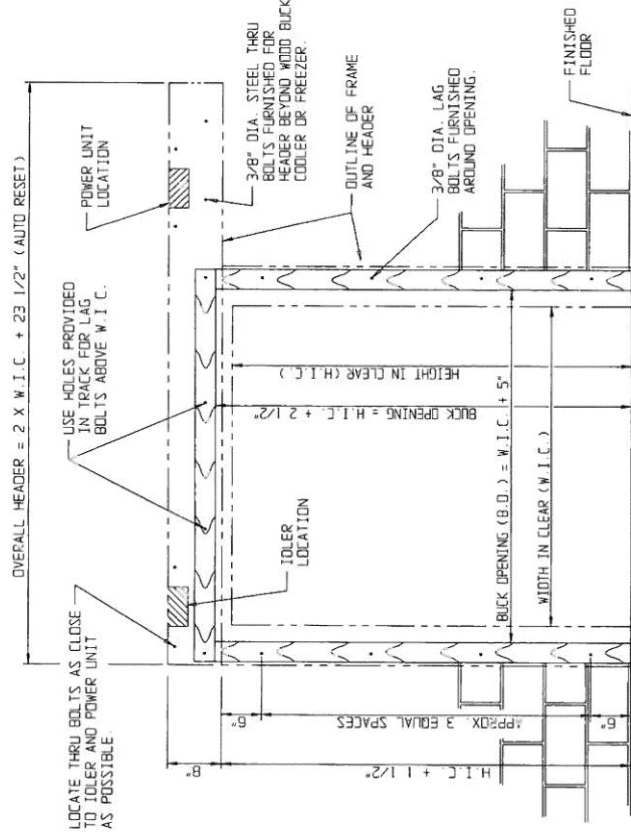
References a Step



References a Part

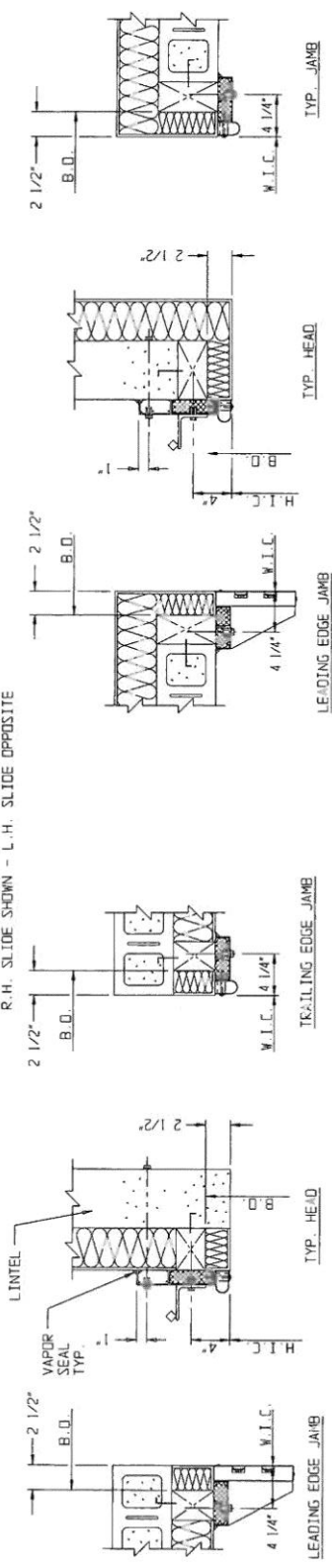
NOTES:

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



FRONT ELEVATION
TYPICAL MASONRY WALLS
(WOOD BUCKS SHOWN)

R.H. SLIDE SHOWN - L.H. SLIDE OPPOSITE



DETAIL "A"
NEW OR EXISTING WALL WITH DOOR MOUNTED
ON INSULATION SIDE, SEE NOTE #4

DETAIL "B"
NEW OR EXISTING WALL WITH DOOR MOUNTED
OPPOSITE INSULATION SIDE, SEE NOTE #5

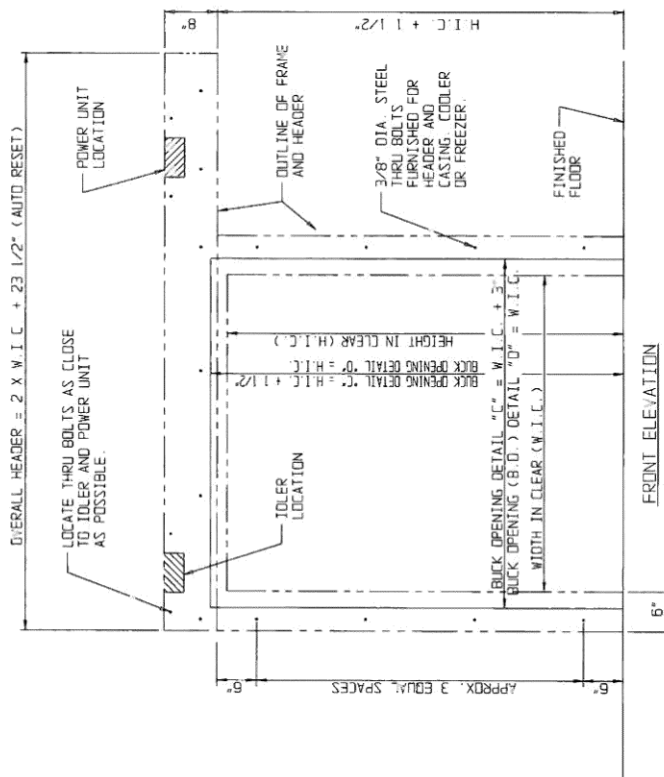
NOTES:

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.
5. MASONRY OPENING FOR DETAIL "B" CONSTRUCTION = W.I.C. + 12" X H.I.C. + 6"

SCALE(S)	NONE	JOB NAME	VERSAPLEX SINGLE COOLER
DATE	8-10-10	DRAWN	
DESIGNED		APPROVED	
JAMISON DOOR COMPANY		TITLE	BUCK SUGGESTIONS FOR POWER DOORS
HAGERSTON, MARYLAND 21741		DATE	8/10/10
		BY	REVISIONS

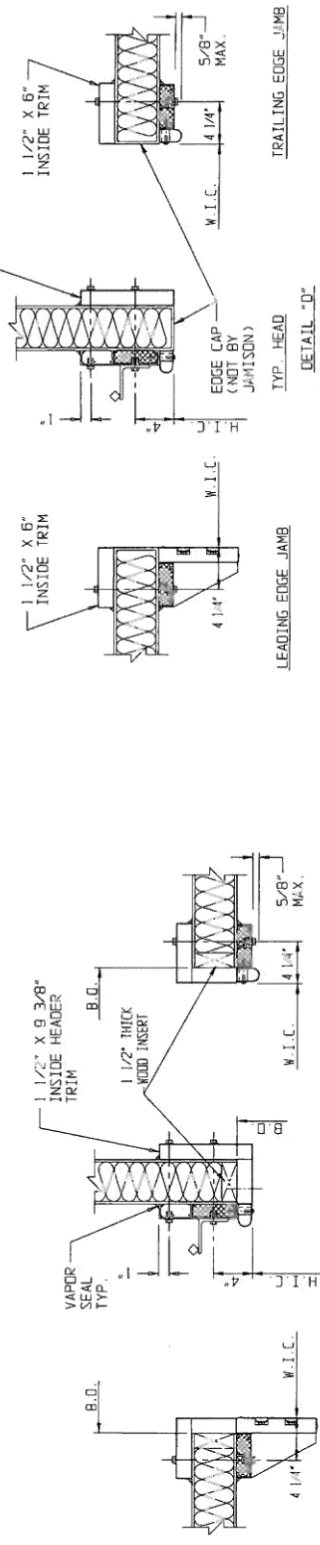
SHEET 2 OF 3

NO. H4482037



FRONT ELEVATION
TYPICAL PANEL WALL

R.H. SLIDE SHOWN - L.H. SLIDE OPPOSITE



PANEL WALL DETAILS

SHEET 3 OF 3

DETAIL "C"
MIRROR FRAME WITH JAMBS

DETAIL "D"
MIRROR FRAME WITHOUT JAMBS

REVISION	DATE	BY	REVISION	DATE	BY
1	10-10-10	D.F.A.	1	10-10-10	D.F.A.
2	10-10-10	D.F.A.	2	10-10-10	D.F.A.
3	10-10-10	D.F.A.	3	10-10-10	D.F.A.
4	10-10-10	D.F.A.	4	10-10-10	D.F.A.
5	10-10-10	D.F.A.	5	10-10-10	D.F.A.
6	10-10-10	D.F.A.	6	10-10-10	D.F.A.
7	10-10-10	D.F.A.	7	10-10-10	D.F.A.
8	10-10-10	D.F.A.	8	10-10-10	D.F.A.
9	10-10-10	D.F.A.	9	10-10-10	D.F.A.
10	10-10-10	D.F.A.	10	10-10-10	D.F.A.

JOB NAME
VERSAPLEX SINGLE COOLER
AND FREEZER DOOR

TITLE
BUCK SUGGESTIONS FOR
POWER DOORS

NO. H4482037

NO. H4482037

NOTES: