ADVANCED DOORS LTD

‘FIREBLADE’
FIRE RESISTANT ROLLER SHUTTER DOOR

INDUSTRIAL DOOR OWNERS LOGBOOK
OPERATING & MAINTENANCE INSTRUCTIONS
SERVICE INSTRUCTIONS
MAINTENANCE RECORDS

CONTENTS

'FIREBLADE'
FIRE RESISTANT
ROLLER SHUTTER DOOR

‘FIREBLADE’
FIRE RESISTANT ROLLER SHUTTER DOOR

1.1 INTRODUCTION

An industrial door is a vital everyday piece of machinery in the operation of almost every industrial building. If a door is not maintained properly it can become extremely dangerous and, if un-useable, can even stop your business operations. To comply with Health & Safety regulations and to keep within our warranty it is imperative that the door be operated and maintained in accordance with these instructions. Should you require any further information or assistance with this logbook, please do not hesitate to contact us.

These operating instructions must be passed to the owner of the door and read and understood by all personnel who will have cause to operate the door.

1.2 DOOR WARRANTY

All equipment manufactured or supplied by the Company is guaranteed against faulty materials and workmanship for a period of 12 months from the date of installation (or delivery in the case of supply only). This warranty is subject to fair wear and tear and having been maintained to our recommendations.

1.3 OPERATING INSTRUCTIONS

"FIREBLADE"
CONTROLLED DECENT FIRE RESISTING ROLLER SHUTTER DOOR

Application

These operating instructions apply to a controlled Descent Fire Resisting Roller Shutter Door, which is manually or electrically operated. Trained personnel should only operate the door.

This door is not designed for constant daily use.

The door will be supplied with either a fusible link activated at 68º C; a manual reset solenoid or an electrical reset solenoid. These devices are designed to close the door under fire conditions.

Manual Operation

To open the door.

Release the haul chain at the side of the door from its keep. Pull the chain to open the door. Please note that the chain will only travel in one direction. The door cannot be closed via the haul chain. Once the door has reached its required position, place the haul chain back in to its keep.

The keep is supplied to accept a standard pad-lock so that the haul chain can be locked in place if required.

To close the door.

A release cord with pull ring is supplied with the drive unit. Locate the pull ring and pull. This will release the clutch in the drive unit and the door will gravity close at a controlled speed. Once the door reaches its required position release the pull ring.

Electrical Operation

To open the door.

Check the door is not locked in any way and that there are no obstructions that may prevent the door from opening. DO NOT ATTEMPT TO OPERATE THE DOOR UNTIL ALL OBSTRUCTIONS HAVE BEEN REMOVED.

Apply continued pressure to the "UP" button, positioned at the side of the door, and the door will travel vertically until it reaches its upper limit switch. At this point the control circuit will open and the brake will engage to stop the door at its fully open position. If at any point the button is released, the door will stop at its current position. To restart the open operation, simply press the "UP" button again. If an additional means of safety is supplied with the door, such as a photoelectric safety beam, then continued pressure would not be required on the button. If at any time you need to stop the door, simply press the red emergency "STOP" button.
If a key switch is supplied in lieu of push buttons, enter key into cylinder and turn towards "UP" to activate the door. The key switch will require continued pressure, as it is spring loaded to its "OFF" position.

To close the door.

Check the door is not locked in any way and that there are no obstructions that may prevent the door from closing. Check that the area is clear of all personnel. DO NOT ATTEMPT TO OPERATE THE DOOR UNTIL ALL OBSTRUCTIONS HAVE BEEN REMOVED.

Apply continued pressure to the "DOWN" button, positioned at the side of the door, and the door will travel vertically until it reaches its lower limit switch. At this point the control circuit will open and the brake will engage to stop the door at its fully closed position. If at any point the button is released, the door will stop at its current position. To restart the close operation, simply press the "DOWN" button again. If a key switch is supplied in lieu of push buttons, enter key into cylinder and turn towards "DOWN" to activate the door. The key switch will require continued pressure, as it is spring loaded to its "OFF" position.

Emergency Manual Over Ride Operation

To open the door.

Release the haul chain at the side of the door from its keep. Pull the chain to open the door. As the chain is moved it will prevent the door from being operated electrically. Please note that the chain will only travel in one direction. The door cannot be closed via the haul chain. Once the door has reached its required position, place the haul chain back in to its keep. The keep is supplied to accept a standard pad-lock so that the haul chain can be locked in place if required.

To close the door.

A release cord with pull ring is supplied with the drive unit. Locate the pull ring and pull. This will release the clutch in the drive unit and the door will gravity close at a controlled speed. Once the door reaches its required position release the pull ring.

Fusible link

The fusible link is designed to activate at 68º C. and once activated, it will release the clutch in the drive unit and the door will self-gravity close at a controlled speed. If activated, the fusible link will have to be replaced and the door reset by a qualified Fire Door engineer.

Manual Reset Solenoid

The solenoid is activated by a signal from the fire alarm or a smoke detector, and once activated, it will release the clutch in the drive unit and the door will self-gravity close at a controlled speed. If activated, the solenoid must be reset via the reset pull ring located adjacent to the drive unit at high level. A firm pull on the pull ring will reset the solenoid and the door can then be activated in the normal manner.

Electric Reset Solenoid (electrically operated doors only)

The solenoid is activated by a signal from the fire alarm or a smoke detector, and once activated; it will release the clutch in the drive unit and the door will self-gravity close at a controlled speed. If activated, the solenoid will reset as soon as the “OPEN” button is pressed. This will return to door to normal operation.

1.4 Automation

Basic Timed Close Operation

The door is opened via the normal method, however, the door will self close after a period of time. An Opto-Electronic self-monitoring safety edge is installed on the leading/bottom edge of the door. This will stop and then re-open the door if it comes into contact with an obstruction. A Photo Safety Beam is also provided across the door opening, which will prevent the door from closing if the beam is broken. This safety beam will also stop and re-open the door if broken during its closing cycle.

Remote Operation

The door is to be operated from a remote location via push buttons of a key switch.
An Opto-Electronic self-monitoring safety edge is installed on the leading/bottom edge of the door. This will stop and then re-open the door if it comes into contact with an obstruction. A Photo Safety Beam is also provided across the door opening, which will prevent the door from closing if the beam is broken. This safety beam will also stop and re-open the door if broken during its closing cycle.

Movement Sensor

The door is operated by means of a motion detector. The door will self close via timed closing.
An Opto-Electronic self-monitoring safety edge is installed on the leading/bottom edge of the door. This will stop and then re-open the door if it comes into contact with an obstruction. A Photo Safety Beam is also provided across the door opening, which will prevent the door from closing if the beam is broken. This safety beam will also stop and re-open the door if broken during its closing cycle.

1.5 CLEANING METHODS

Galvanised Steel

Some door sections are manufactured from galvanized steel, are designed for external applications and require little or no maintenance under normal operating conditions. Any general build up of dust or grime should be removed with a damp cloth using a proprietary soap and water mixture.

Winding Gear, Motor Unit, Barrel Assemblies

Winding gear, motor units (electric doors), and barrel assemblies are generally under cover at high level and do not require regular cleaning between planned maintenance periods.

Cleaning Materials, Solvents etc.

Heavy industrial cleaners such as trichloroethylene, paint thinners, formaldehyde petrol, diesel, sodium bicarbonate or "Gunk" should not be used. Nor should sand or shot blasting techniques, nor oxidizing agents. White spirit may be used to remove graffiti but the door should be thoroughly washed and rinsed using a proprietary soap and water mix afterwards.

1.6 SERVICE

It is essential that the door operation remains functioning in accordance with the operating instructions. To ensure this happens a documented maintenance regime shall be established and maintained by the employer in accordance with Regulation 5 of the Workplace (Health, Safety and Welfare) Regulations 1992.

Failure to do so may result in prosecution in the event of an accident.

If you require information on Service Contracts please call our after sales office.

Service Frequency
Note: Failure to keep the door regularly maintained could invalidate the warranty.

The following recommendations are for maintenance and repairs to ensure that the door remains in full working order throughout its service life. To ensure safe and reliable operation regular inspection and maintenance is essential. The frequency is dependent on the use.

Door cycles per day (1 cycle = open & close)	Recommended Maintenance period
Up to 15	4 months
Up to 30	2 months
Over 30	1 month

Prompt service and repairs will avoid unnecessary stress on components, which could lead to premature wear or failure.

Warning – Activities, which interfere with any part of the door that is under tension, must not be undertaken by untrained personnel. Interference with these components can be dangerous and should only be undertaken by trained personnel as part of regular maintenance.

1.7 SAFETY DEVICES

Safety Edge

An Opto-Electronic safety edge will be fitted to a door if any level of automation is required. The safety edge is connected to a control panel and will be self-monitoring. If any problem occurs with the safety edge, it will fail-safe and the door will only be able to be operated via continual pressure on the control buttons.

Safety Beam

A photoelectric safety beam may be fitted to the door to work in conjunction with a safety edge. If the beam is broken, the door will not close. If the beam is broken during closing, the door will stop and re-open to its fully open position. Please note that if the beam is out of alignment, the door will not operate.

1.8 GENERAL SAFETY

The following safety instructions should be adhered to at all times, failure to do so could lead to an accident and injury:-

1. Keep openings clear at all times.
2. Do not operate a damaged door, or one that is difficult to operate. In the event that the door is found to be damaged or difficult to operate, lock the door, remove the key, leave a warning notice on the door and ensure that a qualified person inspects the door.
3. Do not lean ladders against the door, the guides, or the casing.
4. Stand well clear of the opening whilst the door is being operated.
5. Operate the door only by the means provided.
6. Do not remove the casing over the curtain roll and the headgear unless the door is stopped, the chain is secured and locked in position or the power switched off at the isolator on power operated doors.
7. Do not use doors to lift materials or personnel.
8. Do not dash through a closing door. Wait for it to close and then re-open.

1.9 MAINTENANCE BY USER

On a daily basis the user should ensure that:

There is no damage to any parts of the door.

Excessive force is not required to operate the door.

Any damage to the door or excessive force needed to operate the door is reported and action taken as necessary to put the door in good working order.

Components of the door and the guides are free from dirt and dust build up likely to affect the operation.

The door operation continues to comply with the safety requirements.

Maintenance – by Specialist Engineer

A specialist service engineer in accordance with the service work instructions and task sheets should carry out the service and maintenance in accordance with the recommended service frequency as stated in section (3.6).

1.10 SERVICE CHECK SHEET

Note: - before operating the door, carefully inspect both internal and external sides of the door for obvious signs of wear or damage. If badly damaged, do not operate the door.

Door Curtain

Check general condition of door curtain.
Check laths for signs of wear or damage.
Check that endlocks fixed to the ends of laths are secure.
Check curtain is securely fixed to barrel assembly.
Check bottom rail section for wear or damage.

Side Guides

DO NOT GREASE THE SIDE GUIDES.
Check all fixings are secure and that fusible washers are intact.
Check condition of guide channel and straighten any slight deformations.
Check guide stops at high level.
Check any chain keeps fitted.
Check that the door curtain feeds into the guides smoothly and correctly.
Check dropper bar guides (if installed).
Check dropper bar system works correctly (if installed).

End Plates and Barrel Assembly at High Level

Check fixings are secure.
Check and lubricate all gearing.
Check all grub screws and keys.
Check and lubricate drive chain if fitted.
Check haul chain.
On `Firestorm` push up doors, check barrel for correct tension. Re-tension barrel assembly if required to correctly balance the door curtain.
Check that the controlled descent operator is securely fixed.
Check condition of safety brake if fitted.
Check that coil casing and supports are securely fixed.

Simulate Fire Test

Check condition of any fusible link or solenoid.
Test the self-closing of the door by simulating fire conditions.
Test operation of any battery backup device and warning systems.
Re-set door after test is complete.

Service Label

Complete the service label adhered to the door and logbook if available.

Electrical Drive System

Check motor drive is securely fixed.
Check drive gearing and lubricate.
Check operation of manual over-ride system.
Check electrical interlock of manual over-ride system.
Check door travel limits and adjust if required.
Check correct operation of control buttons.
Check correct operation of safety edge (if installed).
Check correct operation of safety beams (if installed).
Check all other control systems (if installed).

The controlled descent operator is not designed to operate the door on a regular basis and should only be used sparingly.

1.11 MAINTEANACE / REPAIRS LOG

Date: Engineers Name:	Work Carried Out:
Date: Engineers Name:	Work Carried Out:
Date: Engineers Name:	Work Carried Out:
Date: Engineers Name:	Work Carried Out:
Date: Engineers Name:	Work Carried Out:
Date: Engineers Name:	Work Carried Out:
Date: Engineers Name:	Work Carried Out:
Date: Engineers Name:	Work Carried Out:


QUALITY & SERVICE
ASSURED