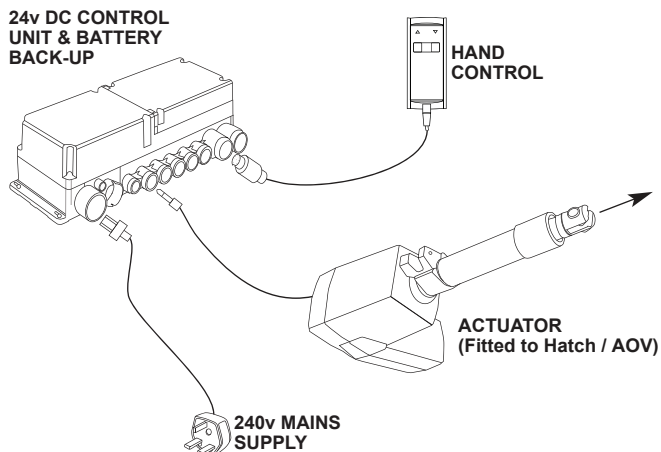




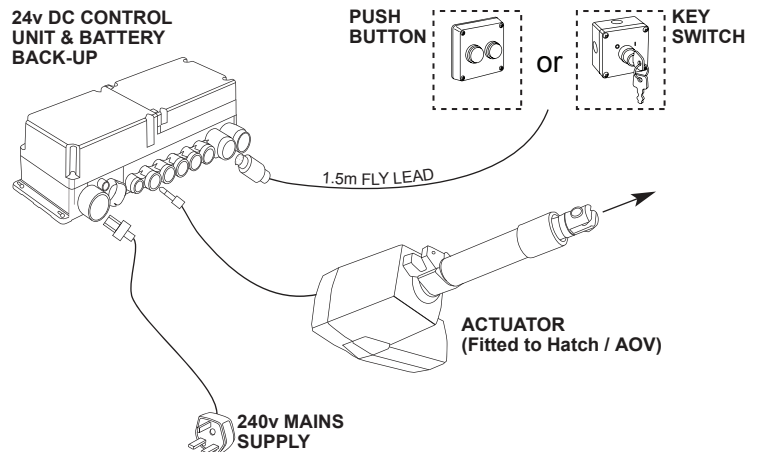
SURESPAN

Electrically Operated Options 1

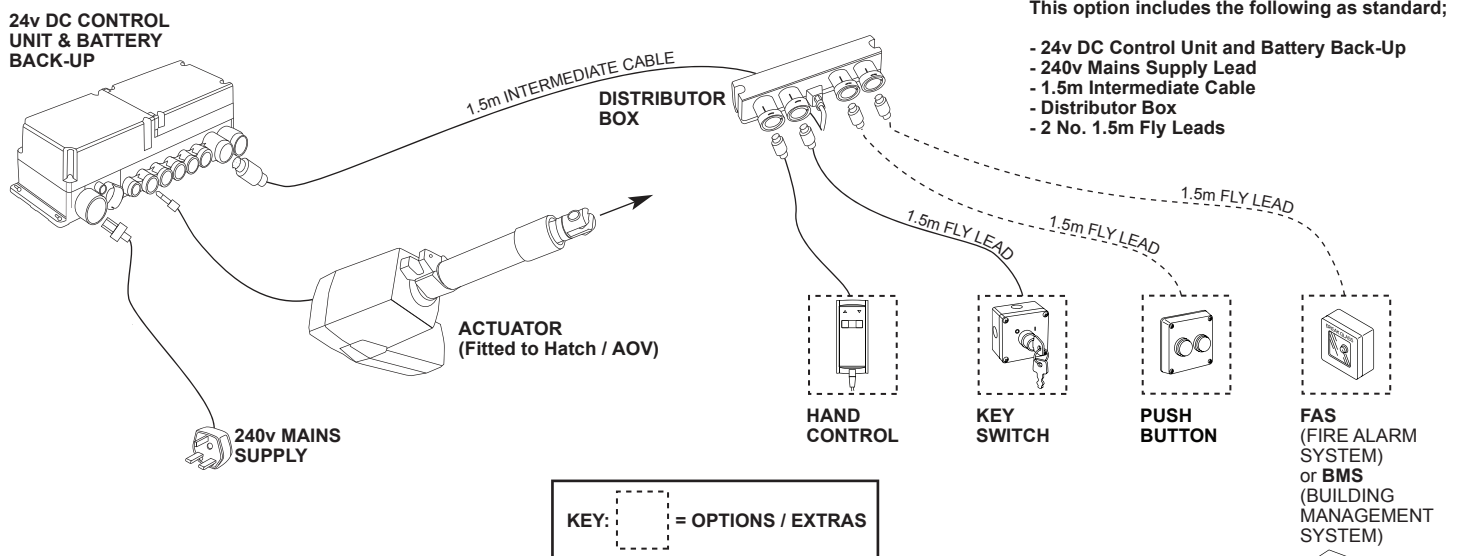
EO1 - SINGLE ACTUATOR/HAND CONTROL



EO2 - SINGLE ACTUATOR/SINGLE SWITCH

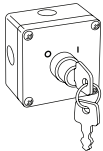


EO3 - SINGLE ACTUATOR/MULTIPLE SWITCH



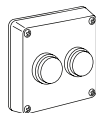
EX101

KEY SWITCH



EX102

PUSH BUTTON



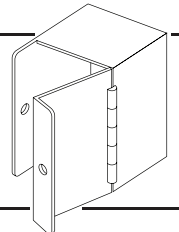
EX103

FIRE (BREAK GLASS)



EX104

SECURITY BOX FOR SWITCHES



For further information contact:

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 Leamore Close, Leamore Enterprise Park
 Walsall, West Midlands, WS2 7NL
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 Fax: +44 (0)1922 714099
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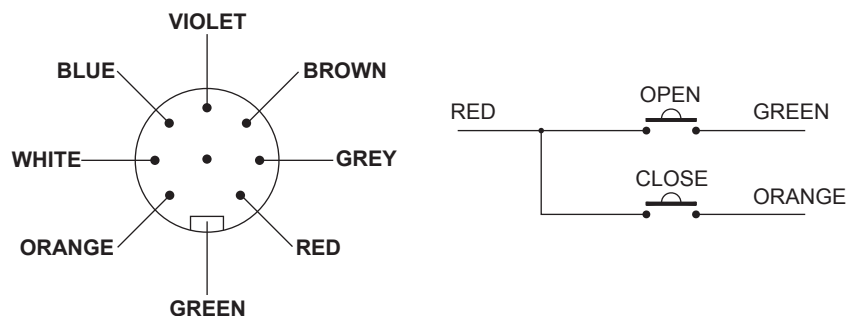


SURESPAN

Electrically Operated Options 2

WIRING DIAGRAM FOR HAND CONTROL/FLY LEAD CONNECTION

DIN PLUG VIEW FROM PIN SIDE



NOTE:

Isolate all wires not used.

Problems with electrical wiring

The info below will give you a bit more information on how our system works. If you do not follow any of the following and there are no defects to our products, you may be charged for a visit if requested.

- 1) The control box is Model No. CB12130 and the green LED is illuminated to signal mains power supply present (240v).
- 2) The actuator is Model No. LA34 is plugged firmly into Port No. 1
- 3) The fly lead or hand controller is plugged firmly into Port. A

Note: Plugs need to be firmly pushed into the control box and seated correctly.

We advise you to do a test run using the hand controller first before using the fly lead.

The colours for the fly lead to be wired to switches with normally open sprung return contacts only are;

Red & Green = Open
Red & Orange = Close

All other wires on the fly lead should be isolated.

Connection to BMS / FAS systems

We recommend you only connect the red and green wires to your system, which needs to be a normally open contact. Normally closed contacts should never be used. We recommend you close the hatch on a remote key switch or push button.

Note: The opening signal will need to be cancelled first before you can close the hatch.

If you are using a normally open contact to close the hatch with red and orange wires, you will need a delay device between the change of signals from open to closing the hatch and vice versa. Without a delay the CB12 control box may not function and the hatch will not open in an emergency.

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