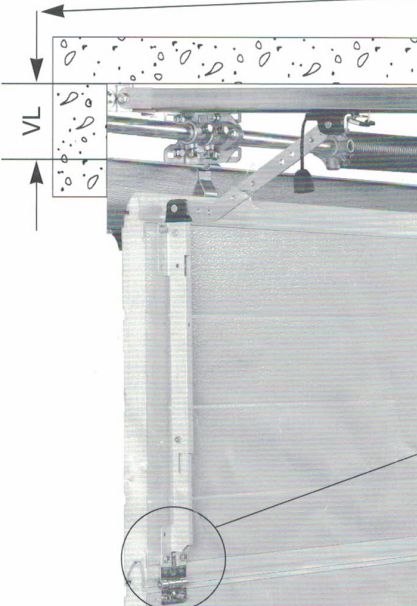
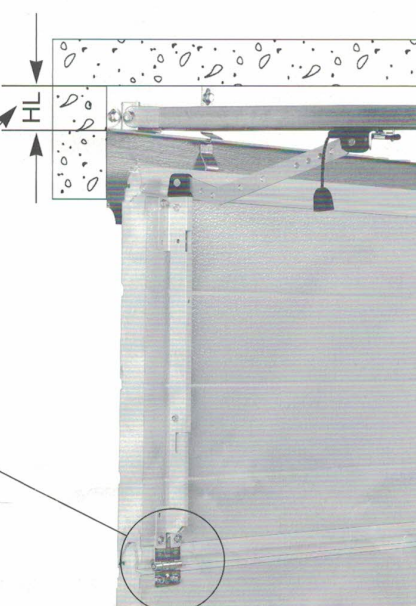




ISO - VL_{min.} = 110 mm
ISO - VL_{max.} = 205 mm
S - VL_{max.} = 140 mm

ISO - HL_{min.} = 40 mm
ISO - HL_{max.} = 150 mm
S - HL_{max.} = 90 mm





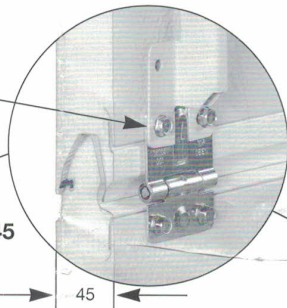
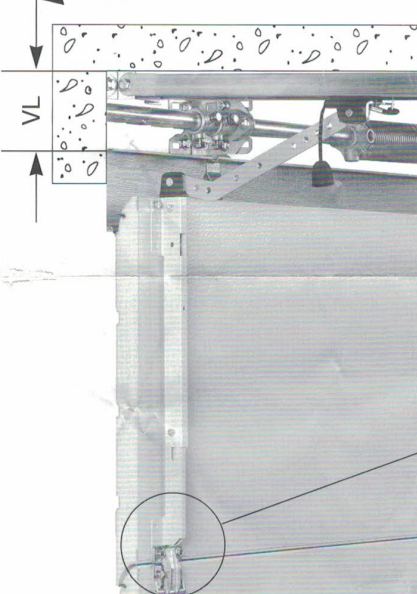


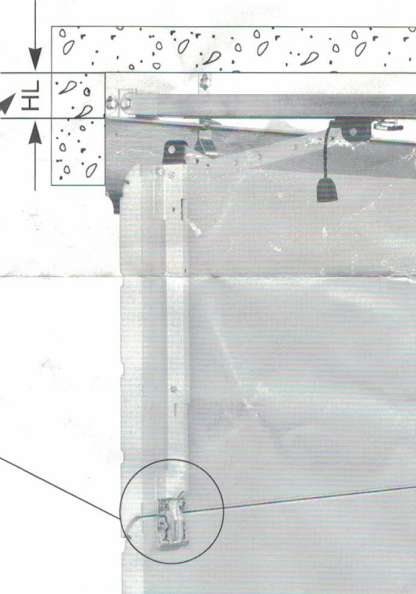
Abb. ISO 45

45



ISO - VL_{min.} = 110 mm
ISO - VL_{max.} = 205 mm
S - VL_{max.} = 140 mm

ISO - HL_{min.} = 40 mm
ISO - HL_{max.} = 150 mm
S - HL_{max.} = 90 mm





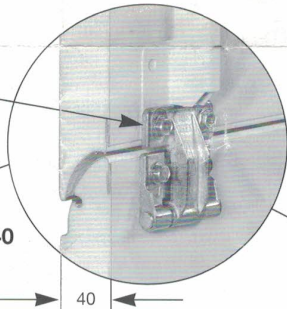
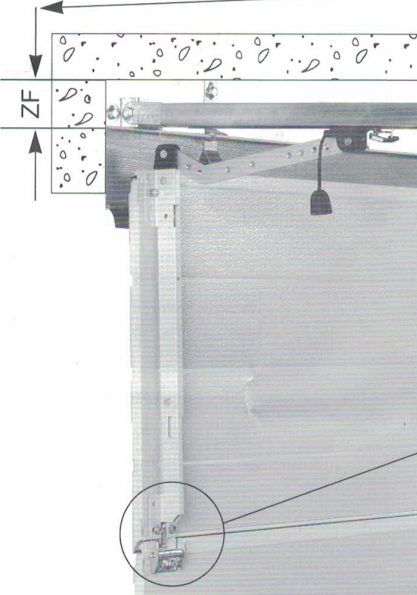
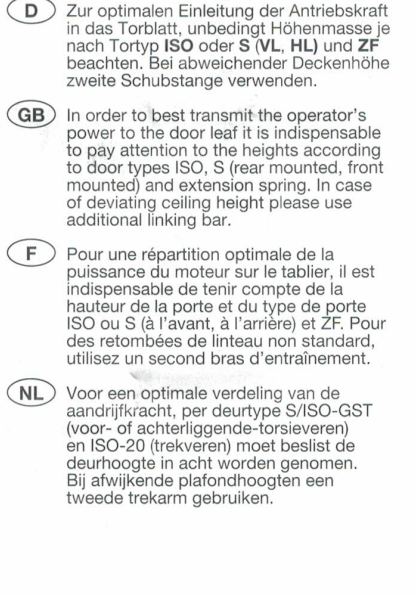


Abb. ISO 40

40



ZF_{min.} = 40 mm
ZF_{max.} = 150 mm





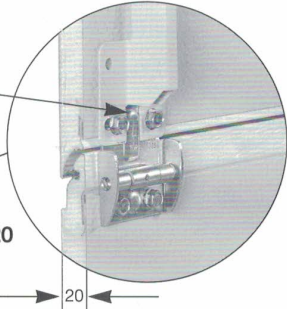


Abb. ISO 20

20

D Zur optimalen Einleitung der Antriebskraft in das Torblatt, unbedingt Höhenmasse je nach Tortyp ISO oder S (VL, HL) und ZF beachten. Bei abweichender Deckenhöhe zweite Schubstange verwenden.

GB In order to best transmit the operator's power to the door leaf it is indispensable to pay attention to the heights according to door types ISO, S (rear mounted, front mounted) and extension spring. In case of deviating ceiling height please use additional linking bar.

F Pour une répartition optimale de la puissance du moteur sur le tablier, il est indispensable de tenir compte de la hauteur de la porte et du type de porte ISO ou S (à l'avant, à l'arrière) et ZF. Pour des retombées de linteau non standard, utilisez un second bras d'entraînement.

NL Voor een optimale verdeling van de aandrijfkraft, per deurtype S/ISO-GST (voor- of achterliggende-torsieveren) en ISO-20 (trekveren) moet beslist de deurhoogte in acht worden genomen. Bij afwijkende plafondhoogten een tweede trekarm gebruiken.

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