

# UPGRADE MOD-SL FOR DRIVE MECHANISMS FROM OTHER SUPPLIERS



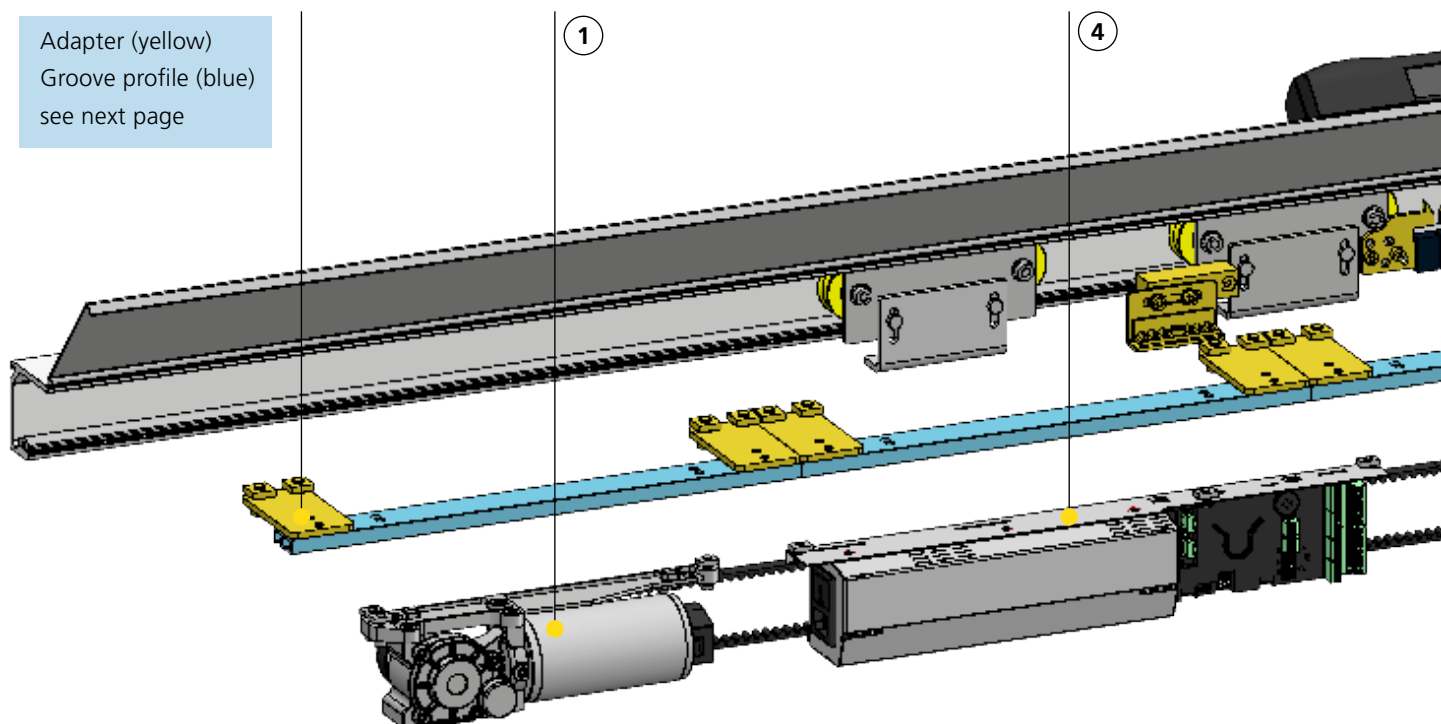
The MOD-SL modernization kit from Gilgen Door Systems provides a fast, cost-effective alternative to laborious replacement of the entire sliding door from other suppliers

- Based on our SL 35 sliding-door drive unit
- Upgrading of 12 drive mechanisms from other manufacturers with SL technology
- Single-leaf and bi-parting sliding doors
- Does not alter the door's external appearance
- Gives your sliding door lasting value
- Can be adapted to new requirements (e.g. redundancy)
- Guaranteed supply of spare parts
- TÜV approved to one million test cycles
- Conform to the corresponding specifications and standards (e.g. EN 16005, DIN 18650)

## Technical specifications - Gilgen SL sliding door drive unit

Max. opening and closing speed	0,8 m/s (adjustable)
Hold-open time, day: Adjustable time until the door closes	0 – 60 s
Mains supply	100...240 VAC (+10/-15 %), 50...60 Hz
Protection rating	IP 23
Power consumption	150 W (max. 500 W)
Ambient temperature	-15 ... +50 °C
Max. door leaf weight	see «Variants - usage limits»

# Modernization - overview



## Items supplied with the kit

A variable number of different component types, depending on the drive unit and variant concerned.

## Items not supplied with the kit

Items required in addition to the kit. Existing components must be replaced.

## Option

Existing components must be replaced. These can also be retrofitted as an option.

## Optional replacement

Replacement not necessarily required.

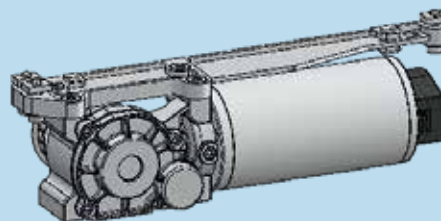
## Remain in place

- Door leaves / side door panels
- Track profile / covering with side covers
- Running carriage (replace rollers, if necessary)

### 1 Motor

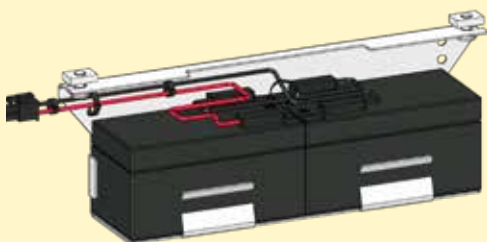
Motor 35

Redundant kits are supplied with two motors.



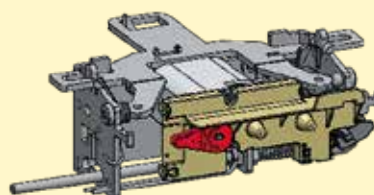
### 6 Battery (BATPA SL)

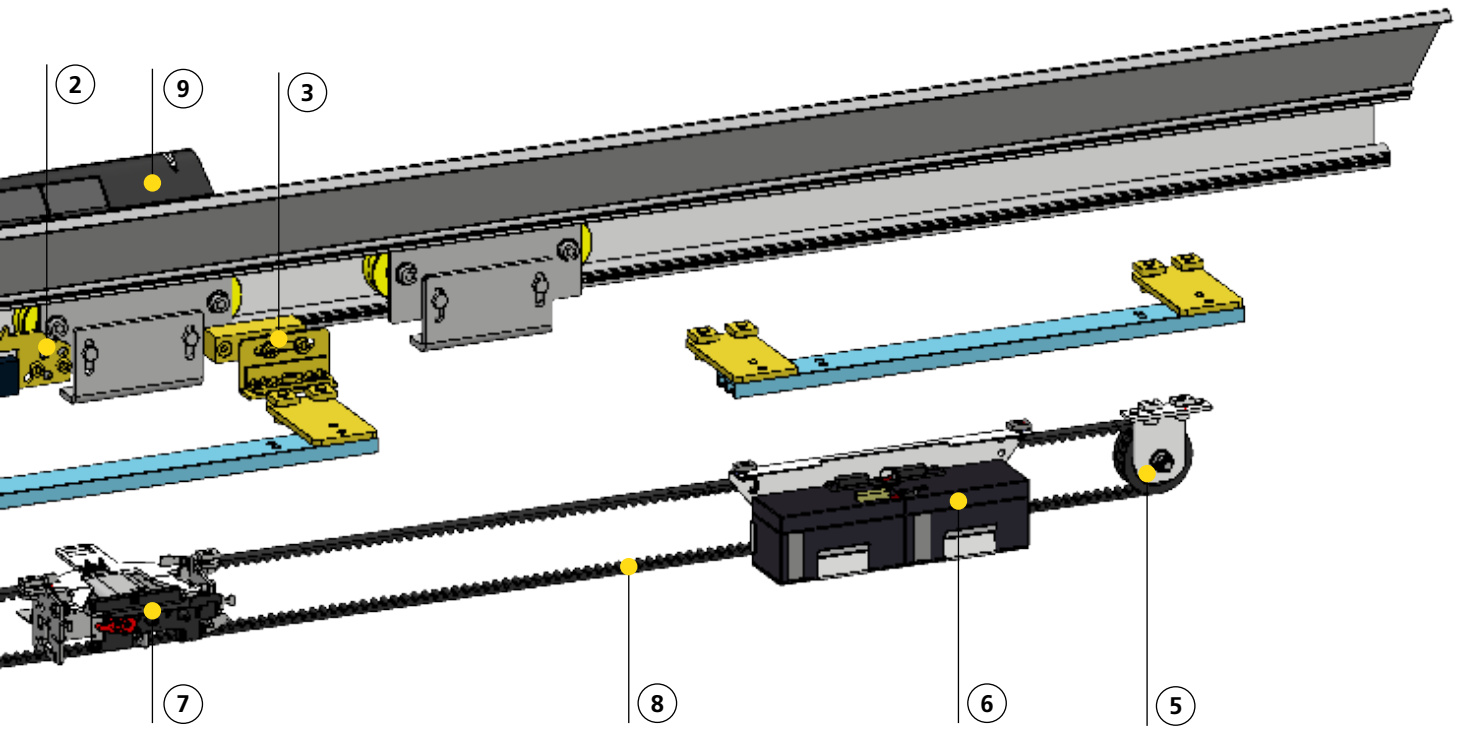
■ Items included in redundant kits



### 7 Locking mechanism

Carlock / Carlock MOD SL





**2 Locking hook**  
1 item per door leaf

**Control Panel**  
Always required for commissioning and service.  
Program switches can remain in use.  
For other variants, see SL range.

**8 Toothed belt**  
The existing toothed belt must be replaced. (Can be ordered as a roll)

**3 Belt driver**  
1 item per door leaf

**4 Control**  
Control 35 (Standard) / Control 35 Red (Redundant)

**5 Return pulley SL**

**9 Sensory system**  
Can remain in use, provided it meets safety requirements.  
Gilgen CAN-Bus sensors and sensors from other suppliers are both compatible.  
For other variants, see sensor range.

**Manual unlocking**  
Can remain in use, provided it meets safety requirements.  
The Bowden cable should be replaced.  
For other variants, see SL range.

## Variants - usage limits

Usage limits depend on the original drive mechanism. Details as per documentation of the manufacturer concerned.

Type	Variant	Drive mechanism	Clear width in mm	max. door leaf weight in kg
<b>Besam EMD</b>	bi-parting	Standard	900 ... 3000	2 x 100
		Redundant	900 ... 3000	2 x 100
	single-leaf	Standard	900 ... 2000	1 x 150
		Redundant	950 ... 2000	1 x 150
<b>Besam UniSlide Entrematic EMSL</b>	bi-parting	Standard	900 ... 2800	2 x 100
		Redundant	900 ... 2800	2 x 100
	single-leaf	Standard	900 ... 2000	1 x 150
		Redundant	950 ... 2000	1 x 150
<b>Dorma ES200</b>	bi-parting	Standard	800 ... 3000	2 x 150
		Redundant	950 ... 3000	2 x 150
	single-leaf	Standard	750 ... 2000	1 x 150
		Redundant	950 ... 1800	1 x 150
<b>GEZE TSA 350 GEZE TSA 360</b>	bi-parting	Standard	800 ... 2400	2 x 100
		Redundant	1000 ... 2400	2 x 100
	single-leaf	Standard	750 ... 2000	1 x 100
		Redundant	950 ... 2000	1 x 100
<b>Record STA20</b>	bi-parting	Standard	800 ... 3000	2 x 150
		Redundant	900 ... 3000	2 x 150
	single-leaf	Standard	800 ... 2000	1 x 150
		Redundant	950 ... 2000	1 x 150
<b>Record STA21</b>	bi-parting	Standard	800 ... 2500	2 x 75
		Redundant	900 ... 2500	2 x 75
	single-leaf	Standard	800 ... 2000	1 x 120
		Redundant	950 ... 2000	1 x 120
<b>Tormax 2101 / 2201</b>	bi-parting	Standard	800 ... 2900	2 x 120
		Redundant	900 ... 2900	2 x 120
	single-leaf	Standard	800 ... 2000	1 x 130
		Redundant	950 ... 2000	1 x 130
<b>Tormax 2301</b>	bi-parting	Standard	800 ... 3000	2 x 130
		Redundant	900 ... 3000	2 x 130
	single-leaf	Standard	700 ... 2000	1 x 150
		Redundant	950 ... 2000	1 x 150
<b>Tormax 2302</b>	bi-parting	Standard	800 ... 3000	2 x 150
		Redundant	900 ... 3000	2 x 150
	single-leaf	Standard	700 ... 2000	1 x 150
		Redundant	950 ... 2000	1 x 150

## MOD-SL for drive mechanisms other suppliers, the arguments in favour



### What is MOD-SL?

MOD-SL allows drive mechanisms from other manufacturers to be upgraded with the latest technology of our SL 35 sliding door drive unit. The sliding door mechanism housed in the header case is replaced with a new, modern unit from Gilgen Door Systems. The SL components integrate smoothly into the header case for the improvement of existing door systems. The individual kit components are precisely matched to the drive variant concerned.

### Components

MOD-SL includes all the components required for a minimum upgrade of the selected variant, with the exception of the toothed belt (which is ordered as a roll). The control panel is also required for commissioning and service. Sliding doors for emergency exits and rescue access routes can be upgraded or extended with the redundant MOD-SL. This kit includes a second motor and the battery.

### Why upgrade?

As an alternative to laborious replacement of the entire sliding door, MOD-SL offers a faster and lower-cost way to upgrade, with no need for complete dismantling of the header case, thanks to simpler installation and a shorter fitting time. The appearance of the header case and door leaves still match, with nothing to alter the overall colour of the existing door system. The upgraded door has the same external appearance as the original, but with new, modernised components inside.

### Easy retrofitting

The refurbishing and re-purposing of buildings, long-term usage and the higher demands placed on automatic sliding doors all involve a need for adaptation to the latest regulations. If the demands placed on a sliding door change, an upgrade offers the solution. An existing door can be equipped with redundant capabilities, for example, without having to replace the entire header case.

### One drive unit for many drive mechanisms

With the same control unit, the same interfaces and the same features. A combination of existing and new components really can be this simple. If a building is equipped with different sliding door drive units, they are more difficult to maintain. MOD-SL allows you to bring various sliding doors up to the same technical standard, without any need for full replacement. This simplifies the operation of the sliding doors concerned and also their spare parts management, as all the drive units are the same.

### Safety-tested

Gilgen MOD-SL has been subjected to one million TÜV design-type opening/closing test cycles. It also conforms to corresponding specifications and standards (e.g. EN 16005 and DIN 18650).



## Connecting MOD-SL to a drive mechanism from another supplier

The same Gilgen drive unit is used for all SL upgrades, regardless of whether the original mechanism was supplied by Gilgen or another manufacturer.

However, drive mechanisms from other suppliers lack the groove typically used when fitting Gilgen drive units. All MOD-SL units are supplied with the groove profiles used when fitting the corresponding header case (exception: Tormax 2201/2202, see instructions).



The requirements for fitting the groove profiles in the various header cases differ widely. The groove profiles are accurately placed in the header case, using adapters precisely tailored to the corresponding kit. The illustration shows examples of different adapter sets for two drive mechanisms from page 5.

Specific belt drivers ensure a correct connection between the existing running carriage and the Gilgen toothed belt.

If an (optional) Gilgen Carlock is used to secure the sliding door, the required locking hooks are supplied with the kit.



There is no need to replace the rollers, provided they are still in a good state of repair. If they do require replacement however, Gilgen supplies spare rollers – subjected to over a million test cycles and TÜV-approved – for all drive mechanisms from other manufacturers.

