Alukov®

POOL **PROGRAM**

ASSEMBLING INSTRUCTIONS FOR ENCLOSURES

VIVA / TERRA

IPC® Team

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IMPORTANT

- Please read these instructions carefully before you start to assemble your enclosure.
- Please carry out the steps in the order set out in these instructions.
- Keep these instructions in a safe place for future reference.
- Prior to installation be sure to check your local building and zoning requirements.

SAFETY ADVICE

- Use of work gloves and safety glasses during assembly is required.
- Do not attempt to assemble the enclosure in windy or wet conditions.
- Do not touch overhead power cables (if any) with the aluminum profiles.
- Always wear shoes and safety goggles when working with extruded aluminum.
- Dispose of all plastic bags safely - keep them out of reach of small children.
- The enclosure must be positioned and attached on a flat level surface.
- Do not lean against or push the enclosure during assembly.
- Keep children away from the assembly area.
- Do not position your enclosure in an area exposed to excessive wind or overhead tree limbs.
- Do not attempt to assemble the enclosure, if you are tired, have taken drugs or alcohol or if you are prone to dizzy spells.
- If using a step ladder or power tools, ensure that you follow the manufacturer's safety advice.

TRACK INSTALATION

A flat, level surface is required; any of the following is acceptable:

- 3.5" thick foundation of reinforced concrete
- Pavers set in Concrete
- Wood/composite decking

TOOLS AND EQUIPMENT REQUIRED

- more informations about recommended tools are in this assembling procedure

CLEANING

Polycarbonate panels can easily be cleaned by hosing down with cold clean water or with a soft cloth made from100% cotton using a mild dish detergent solution and rinsing with cold water.
DO NOT use acetone, abrasive cleaners or other special detergents to clean the panels. This will void warranty!

IMMEDIATE REMOVAL OF PROTECTION SHEETS FROM PANELS

The polyethylene masking (plastic sheets/foil) must be removed immediately from the panels during or immediately after installation. The polyethylene masking covers the panels to protect them during handling,hipping, storage, and installation. If it is removed at a later time, it may be very difficult if not impossible to remove as it will stick to the panel. In hot climates, even 24 hours after the installation is completed it may be too late to remove.

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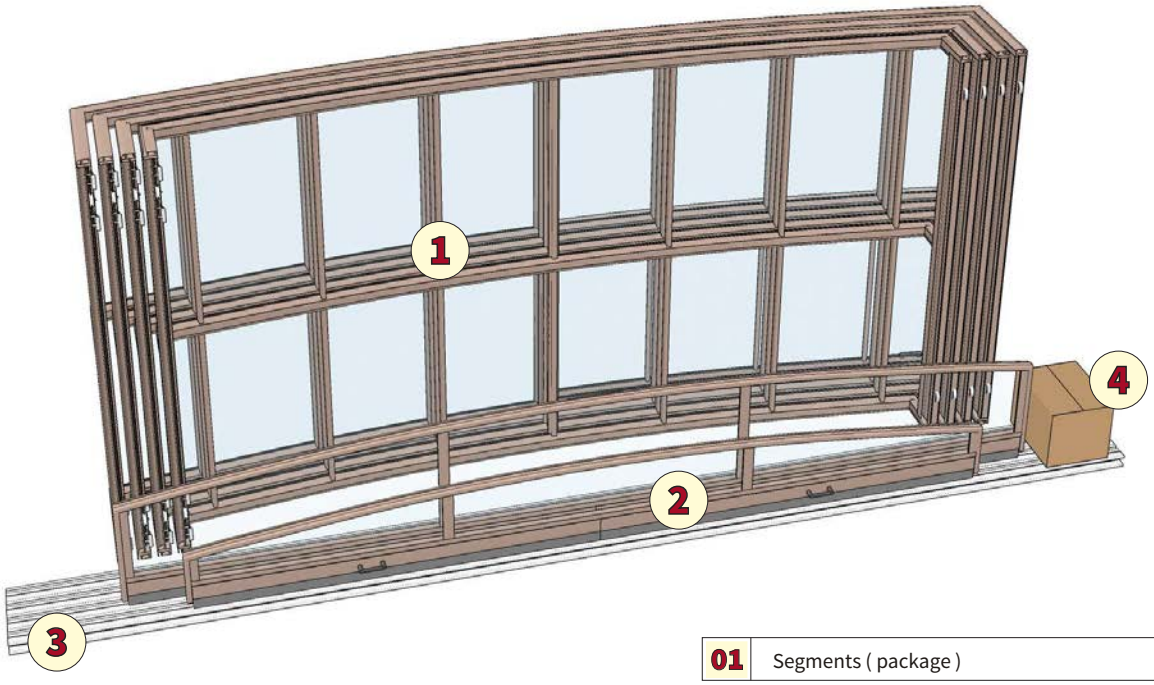
INTRODUCTION

ASSEMBLING INSTRUCTIONS FOR ENCLOSURES

TRANSPORT OF THE ENCLOSURE

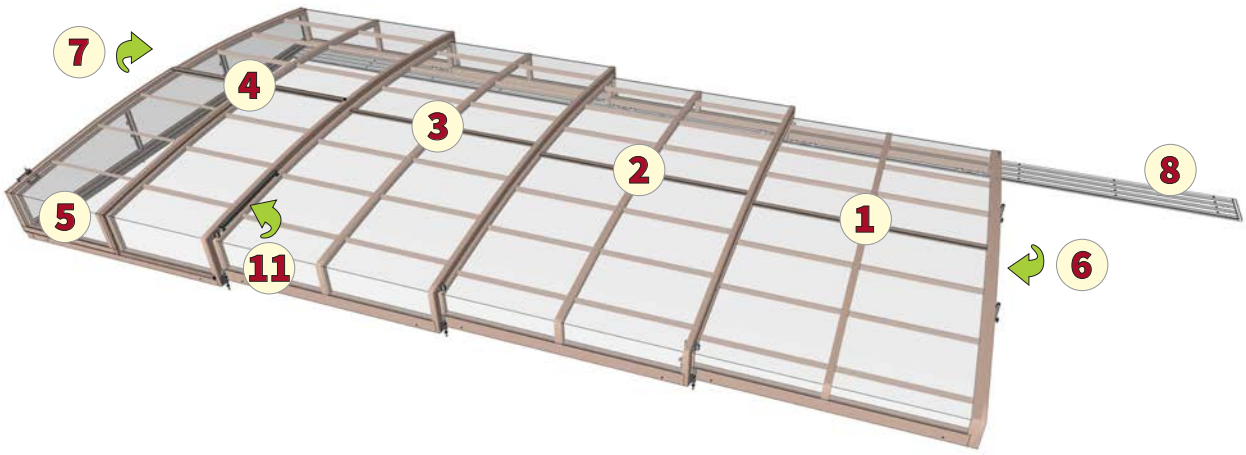
The enclosure must be secured on a truck or container to avoid movement, deformation or material damage during the transport to a client. The securing is specific and depends on type of used truck or container.

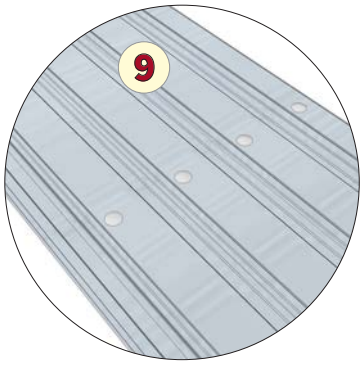


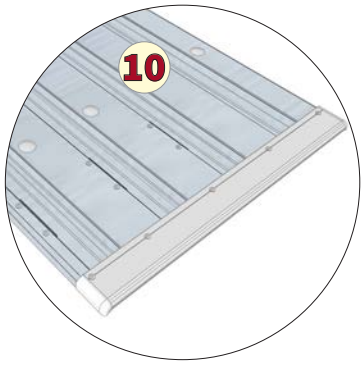
01	Segments (package)
02	Faces (package)
03	Sole rail (package with length parts of rail)
04	Package (contents for completion of assembly)

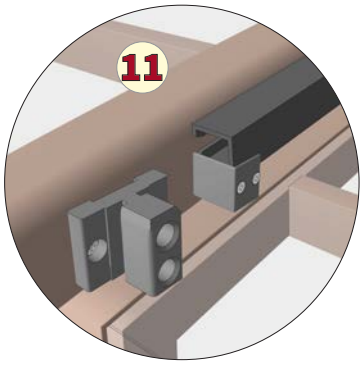
ENCLOSURE / MAIN STANDARD PARTS / FORTIS = ARRESTMENT SYSTEM FOR SEGMENTS

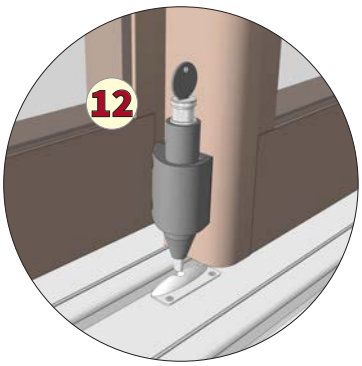
* **FORTIS** INTRODUCING THIS ARRESTMENT SYSTEM FOR SEGMENTS, WHERE EACH SEGMENT IS UNDEPENDING FOR MOVE AGAINST REST SEGMENTS !









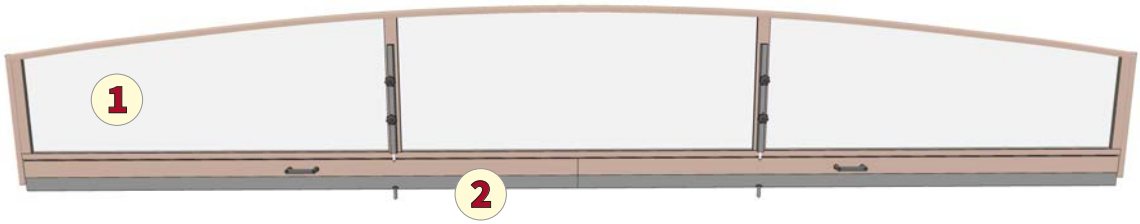


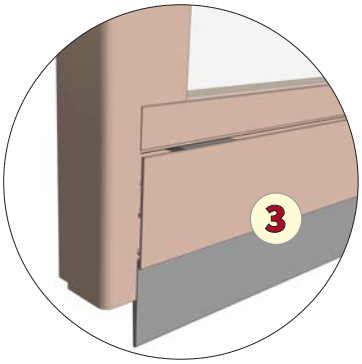
FORTIS
ARRESTMENT SYSTEM FOR SEGMENTS

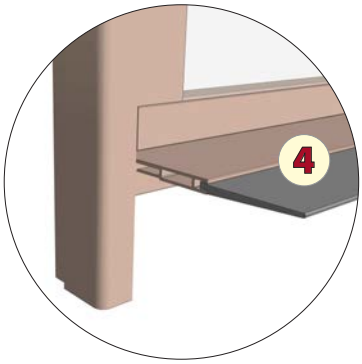
FORTIS
ARRESTMENT SYSTEM FOR SEGMENTS

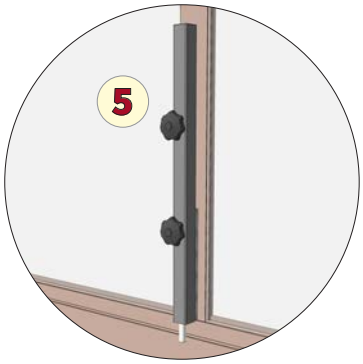
01	Segment nr.1 (smallest)
02	Segment nr.2
03	Segment nr.3
04	Segment nr.4 (largest)
05	Lateral door (on large segment)
06	Small outer fixed face
07	Large outer fixed face
08	Sole rail
09	Rails with plastic caps
10	End of rail + plastic backstop for travel
11	System with handle for easily move with segments
12	Lock arrestment of segment + stopper
13	Handle of lateral door
14	Pin arrestment of segment + insert to ground

THE LARGEST FACE WITH LIFT - UP EPDM



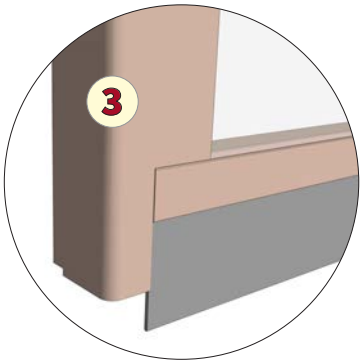


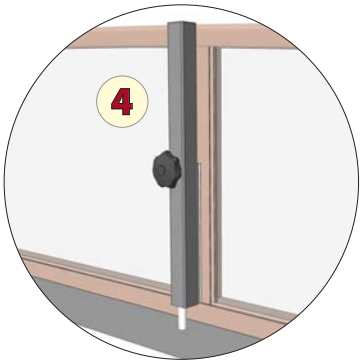




01	The largest face
02	Sealing system LIFT - UP EPDM
03	System LIFT - UP EPDM (closed)
04	System LIFT - UP EPDM (opened)
05	Face arrestment (special longer for face with system LIFT - UP EPDM)

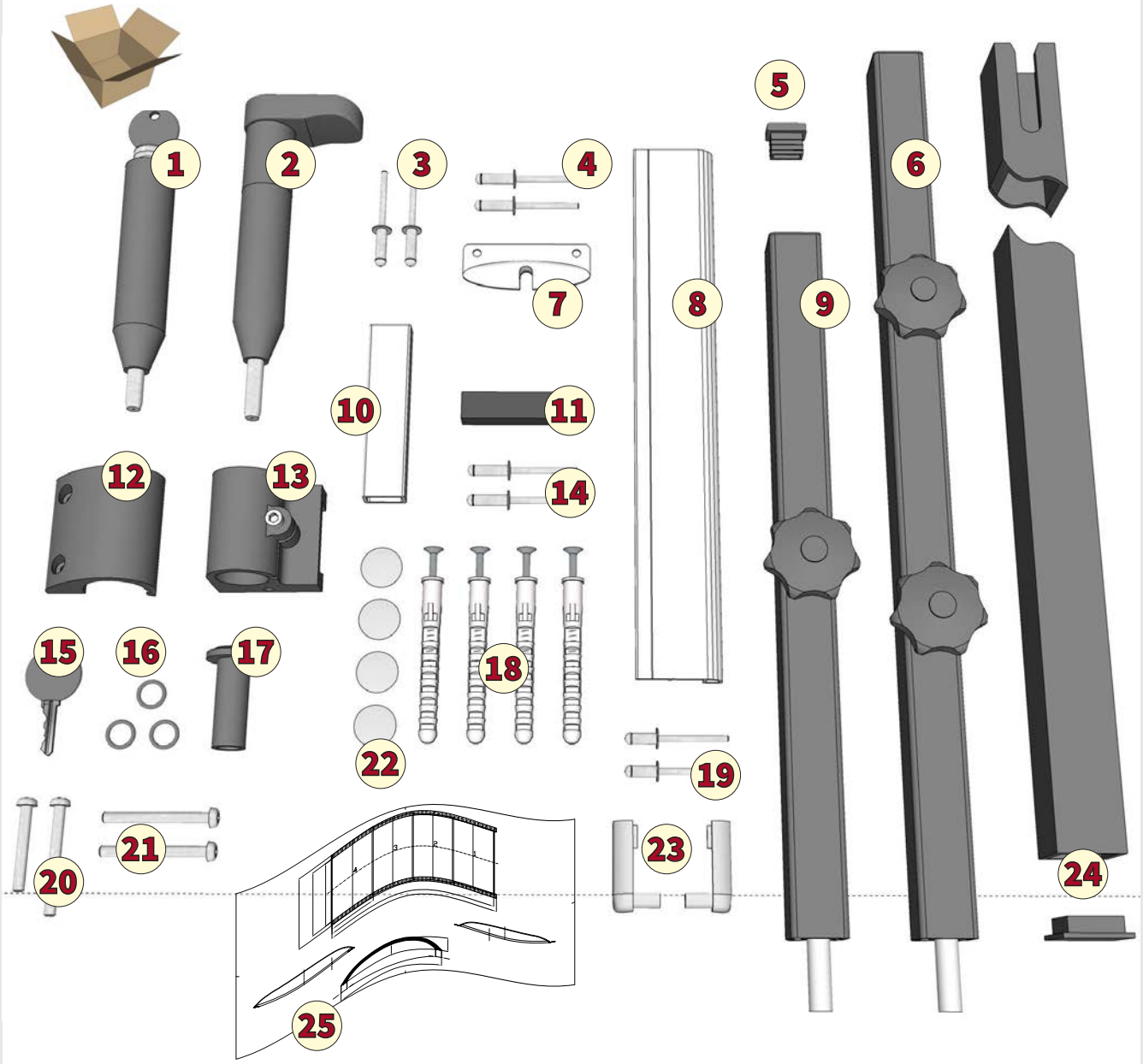
THE SMALLEST FACE WITH STANDARD FLAG





01	The smallest face
02	Sealing system standard (flag)
03	Detail of the sealing flag
04	Face arrestment standard

PACKAGE - CONTENS FOR STANDARD ENCLOSURE / ARRESTMENT SYSTEM FORTIS



01	Arrestment lock for segment
02	Arrestment pin for segment
03	Rivets for the connection of the rail
04	Rivets for the stopper
05	Plastic cap - arrestment pin for face
06	Longer arrestment pin for face
07	Stopper (arrestment of segment)
08	End of rail
09	Standard arrestment pin for face

10	Connection for rail
11	Plastic backstop for travel
12	Sleeve of arrestment the segment - side rail
13	Sleeve of arrestment the segment
14	Rivets for plastic backstop
15	Spare key for lock of arrestment
16	Rubber ring to sleeve
17	Insert for pavement
18	Raw-plugs

19	Rivets for end of the rail
20	Screws - arrestment parts (segments / faces)
21	Screws - fixing of detachabled faces
22	Plastic cap for rails
23	Plastic cap for end of rail
24	Handle for easily move with segments
25	Technical drawing of enclosure

IDENTIFICATION OF THE SELECTED FIXING MATERIAL - STANDARD ENCLOSURE

SCREW

POZ.	METRIC DIMENSION	HEAD SHAPE	USE FOR JOINT OF THE ...
A1	3,9 x 6,5 mm	PAN	fix the sealing flag under doorsill (screwed to lath from made)
B1	4,8 x 38 mm TEX	PAN	fix of the both parts of sleeve for arrestment Progres
C1	6,3 x 32 mm	PAN	fix arrestment pin for face - outside cover
D1	6,3 x 55-60 mm	PAN	fixing the detachabled face instead by outside pins

RIVET

POZ.	METRIC DIMENSION	TYPE	USE FOR JOINT OF THE ...
A2	4 x 10 mm		stopper for rails PROGRES 95 / 105, connector
	4 x 10 mm		plastic backstop, end of rails

PLASTIC CAP

POZ.	METRIC DIMENSION	TYPE	USE FOR JOINT OF THE ...
A3	D 15 mm	colour per rail	cover of predrilling hole in ground rails

RUBBER RING

POZ.	METRIC DIMENSION	TYPE	USE FOR JOINT OF THE ...
A5		black	ensure for sleeve (arrestment of segment)

FIX THE RAILS TO GROUND

(type of the fix material depend on basement type)

POZ.	METRIC DIMENSION	HEAD SHAPE	USE FOR JOINT OF THE ...
A6	6,3 x 32 mm	PAN	fix to wooden - standard
B6	8 x 60 mm	raw plug	fix to concrete - standard

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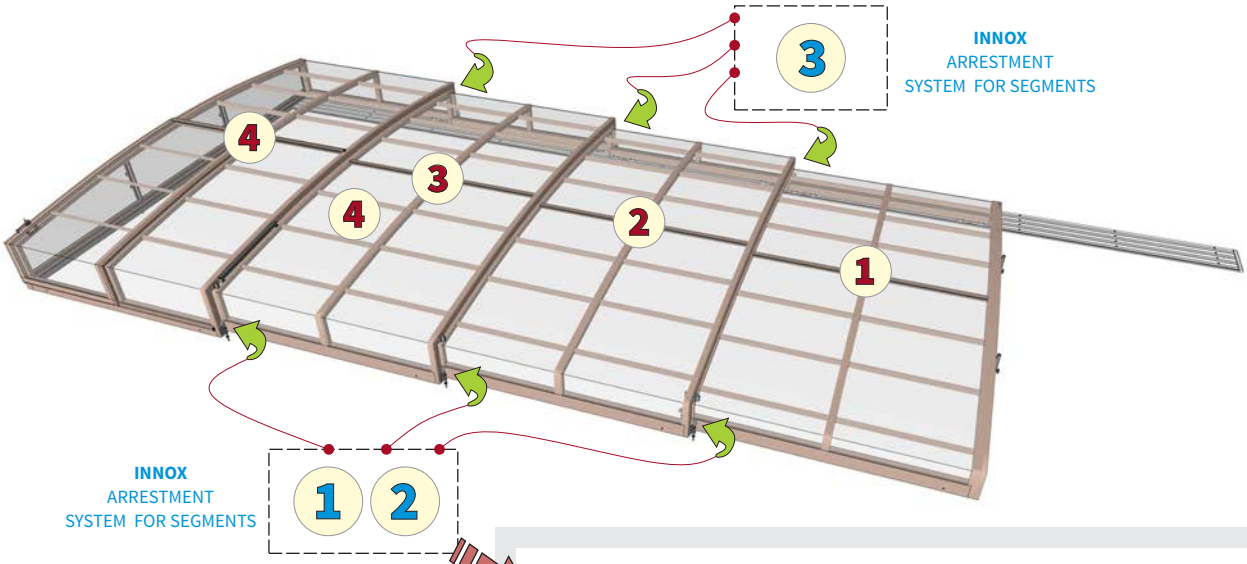
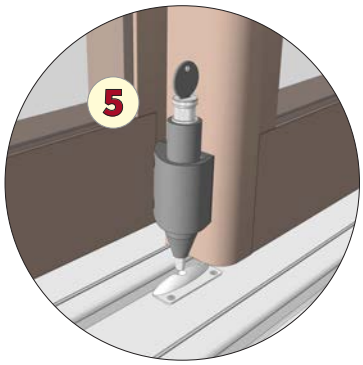
EXTRA PARTS FOR ASSEMBLY

ASSEMBLING INSTRUCTIONS FOR ENCLOSURES

ENCLOSURE - EXTRA PARTS / INNOX = ANOTHER ARRESTMENT SYSTEM FOR SEGMENTS

*** INNOX** INTRODUCING THIS ARRESTMENT SYSTEM FOR SEGMENTS, WHERE ALL SEGMENTS ARE DEPENDING ON MOVE WITH LARGEST SEGMENT ONLY !

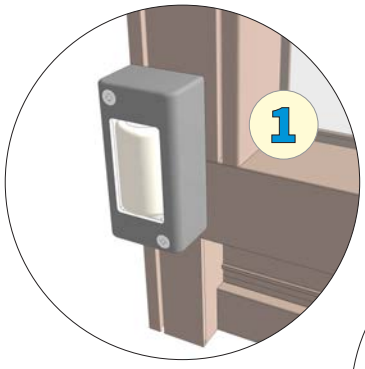




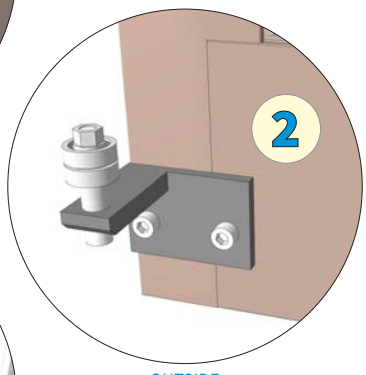
01	Segment nr.1 (smallest)
02	Segment nr.2
03	Segment nr.3
04	Segment nr.4 (largest)

05	Lock arrestment of segment + stopper
10	Pin arrestment of segment + insert to ground

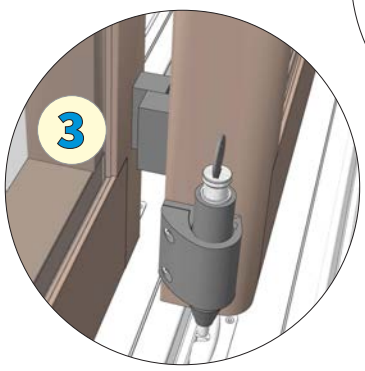
ENCLOSURE - EXTRA PARTS
INNOX = ARRESTMENT SYSTEM FOR SEGMENTS



INSIDE
VIEW ON SEGMENT



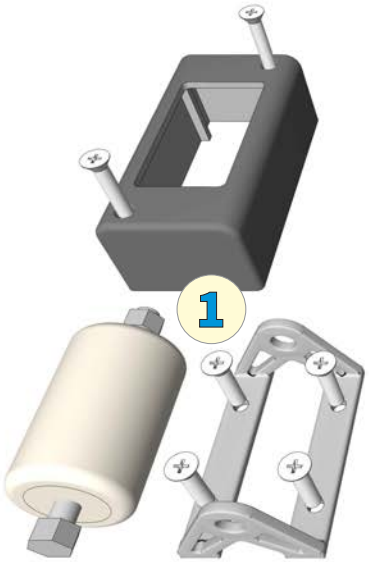
OUTSIDE
VIEW ON SEGMENT



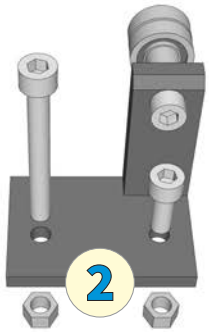
INSIDE / OUTSIDE
VIEW ON SEGMENT

01	Rolling case (integral part for arrestment system of the segments)
02	Caliper for drifting (integral part for arrestment system of the segments)
03	Stone for capture of segment (integral part for arrestment system of the segments)

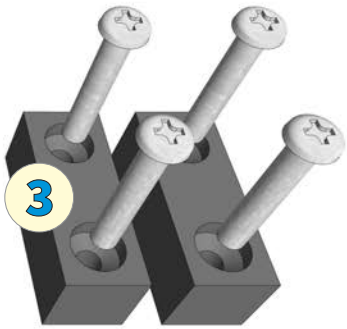
PACKAGE - ADD CONTENS FOR ENCLOSURE / ARRESTMENT SYSTEM INNOX



01 Rolling case + fixing materials



02 Caliper for drifting + fixing materails



03 Stone for capture of segment + fixing materails

IDENTIFICATION OF ADD FIXING MATERIAL - ARRESTMENT SYSTEM INNOX

SCREW - Rolling case (integral part for INNOX)

POZ.	METRIC DIMENSION	HEAD SHAPE	USE FOR JOINT OF THE ...
A1	4,2 x 40 mm	COUNTERSUNK	fix the cover of the distance plastic roller to the beam profile
B1	4,2 x 16 mm	COUNTERSUNK	fix the console with distance plastic roller to the beam profile

SCREW - Caliper for drifting (integral part for INNOX)

POZ.	METRIC DIMENSION	HEAD SHAPE	USE FOR JOINT OF THE ...
A2	M6 x 50 mm	SOCKET HEX CAP	fix the caliper for drifting through travel profile
B2	M6 x 16 mm	SOCKET HEX CAP	fix the caliper for drifting through beam profile (nut in groove)
C2	M6	HEX	nut (nylon insert lock) + washer for ensure of screw

SCREW - Stone for capture (integral part for INNOX)

POZ.	METRIC DIMENSION	HEAD SHAPE	USE FOR JOINT OF THE ...
A3	6,3 x 50 mm	PAN	fix the stone for capture of segments to the beam profile
B3	6,3 x 25 mm	PAN	fix the stone for capture of segments to the beam profile

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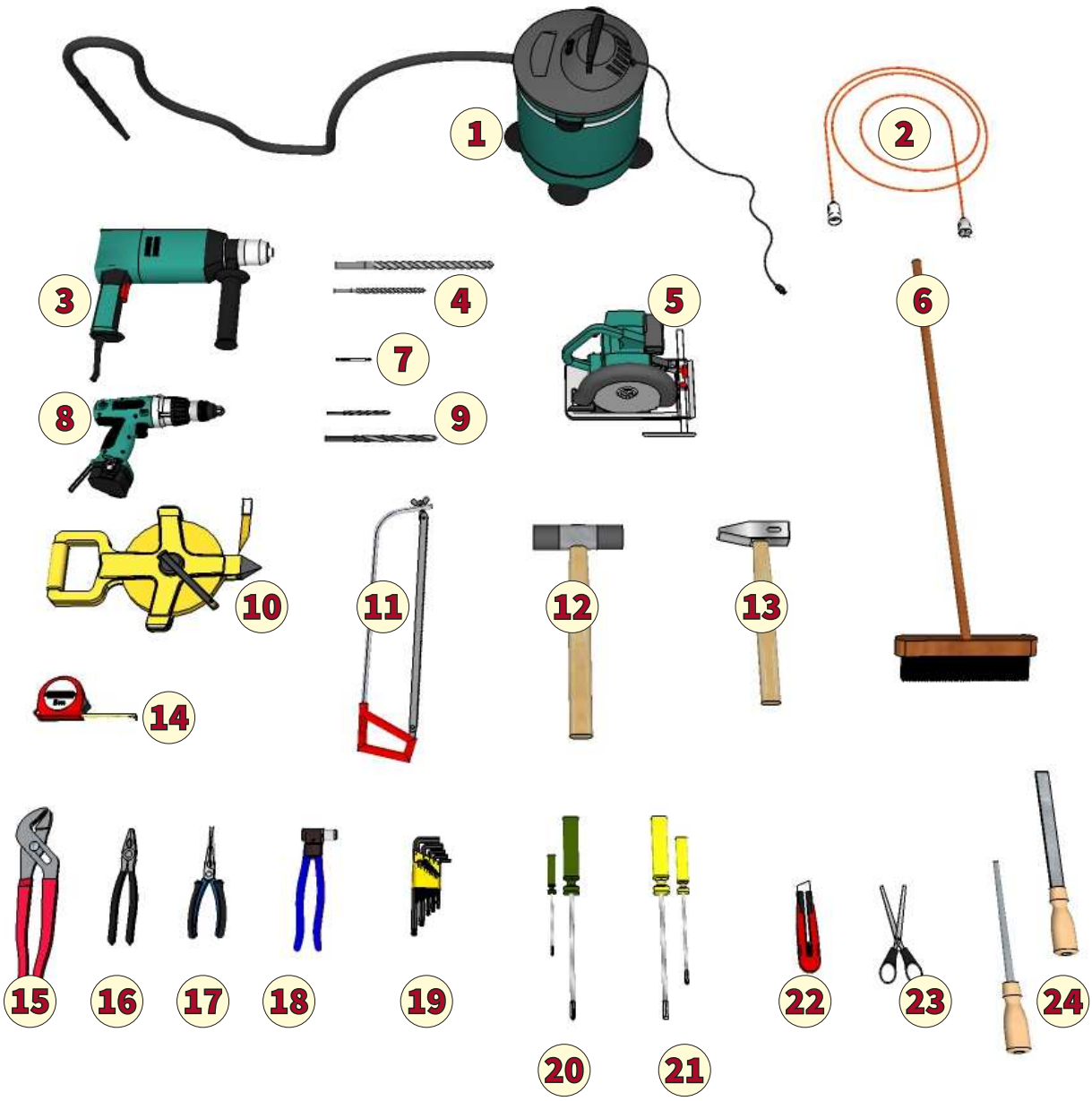
PREPARE JOBSITE

ASSEMBLING INSTRUCTIONS FOR ENCLOSURES

TOOLS FOR ASSEMBLY - RECOMMENDED



01	Vacuum cleaner	09	Dril (Ø 4mm; Ø 5mm; Ø 6,2mm; Ø 7mm)	17	Small flat pliers
02	Cord - extension set	10	Steel band	18	Rivet pliers
03	Pneumatic hammer	11	Metal saw	19	Set - socket wrench
04	Drill to concrete (Ø 8mm; Ø 15mm)	12	Rubber soft hammer	20	Screwdriver - flat (small / large)
05	Circular saw	13	Hammer	21	Screwdriver - cross (small / large)
06	Dust - brush	14	Measuring tape	22	Knife
07	Screwdriver bits	15	Tongs	23	Scissors for edit of rubber sealing
08	Accumulator screwdriver	16	Flat pliers	24	File (round / flat)

SPECIFICATION BEFORE THE ASSEMBLY

THESE SEVERAL BASIC STEPS GOING TO FOLLOW BEFORE ASSEMBLING PROCEDURE

This informations may not be corresponding with technical drawing / assembling documentation.

STEP - 1

PROVIDE ELECTRICAL SUPPLY CONNECTION FOR FREE USE

STEP - 2

ENSURE AN ACCESS TO A POOL

STEP - 3

CLARIFY A POSITION OF THE ENCLOSURE ACCORDING TO THE POOL, EXACTLY ...

POSITION
of the largest element

POSITION
of the sole rail

STEP - 4

CLARIFY A POSITION OF THE ENCLOSURE ACCORDING TO THE POOL, EXACTLY ...

DIRECTION
of the movement of enclosure

STEP - 5

CLARIFY A POSITION OF THE ENCLOSURE ACCORDING TO THE POOL, EXACTLY ...

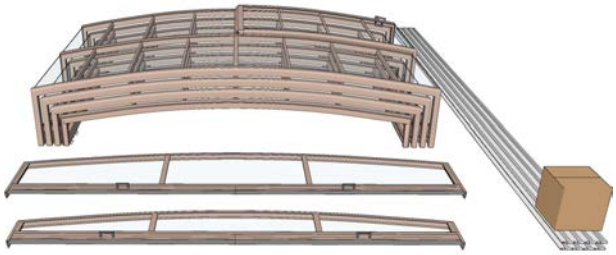
PARKING POSITION
of all segments together

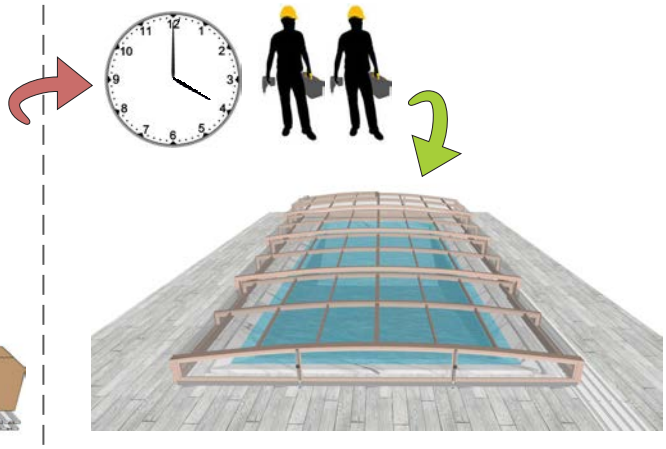
PREPARING THE ASSEMBLY PLACE

THESE SEVERAL BASIC STEPS GOING TO FOLLOW BEFORE ASSEMBLING PROCEDURE

MINIMAL TIME FOR ASSEMBLY

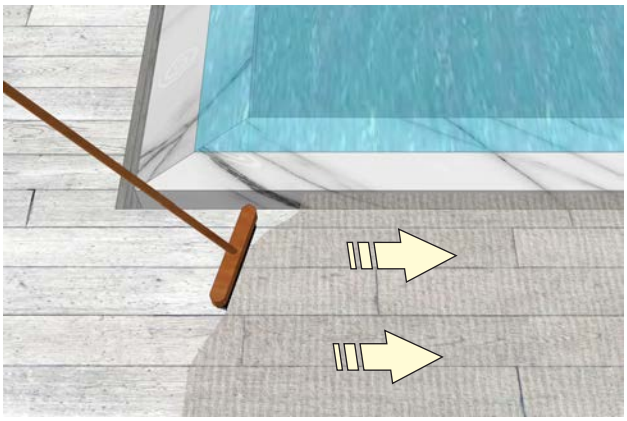
Assembling of the enclosure is made on stabilized, plain, level and clean surface !





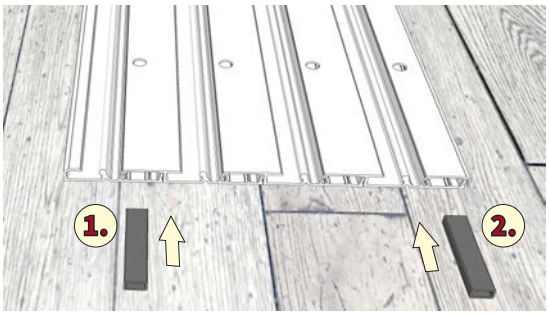
CLEANING THE ASSEMBLY PLACE

Clean the surface around the pool, especialy the places, where the rail will be fixed

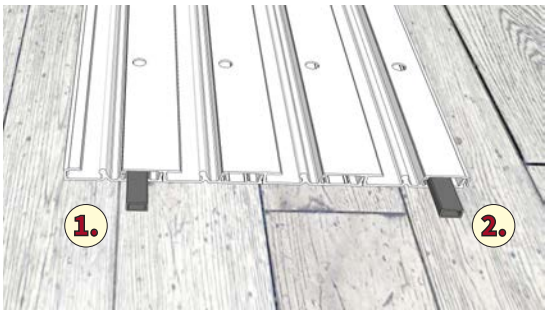


PREPARING OF THE SOLE RAIL ON THE ASSEMBLY PLACE

Prepare the rail for connection the parts of rail along total lenght of the sole rail



Put the connector into chamber of the rail, so that connector will be protrude with one half from total length of connector.



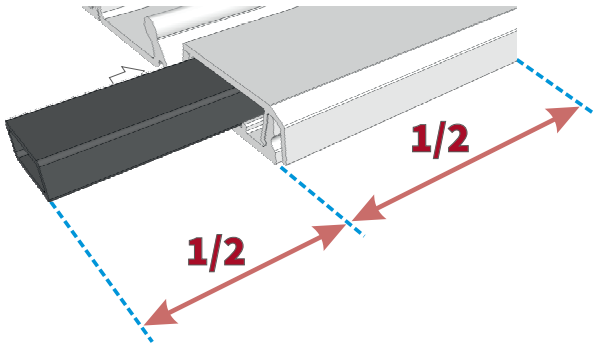
1. - INSIDE CONNECTOR

1. - OUTSIDE CONNECTOR

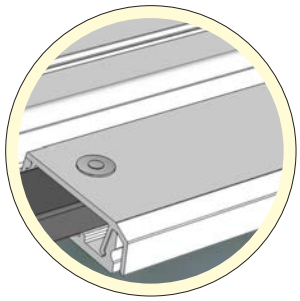
PREPARING OF THE RAILS ON THE ASSEMBLY PLACE

INFORMATION

EACH CONNECTOR must be protrude with one half from total length of connector.
Rivet the connection - the same way for left and right rail.

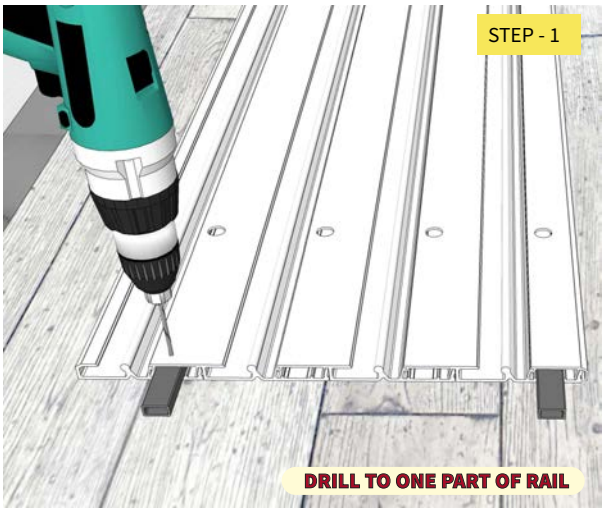


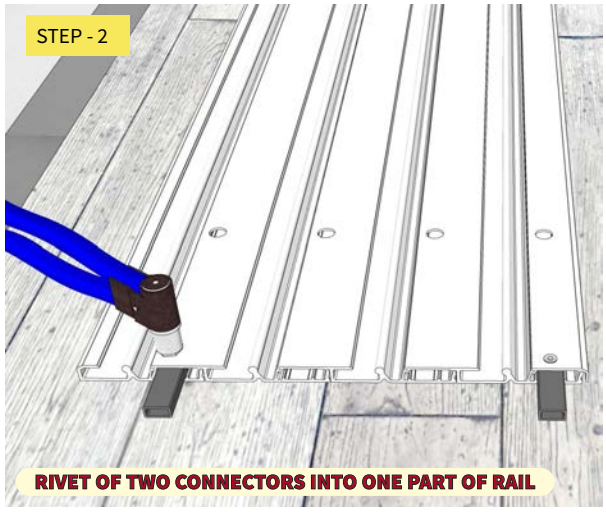
FIX MATERIAL

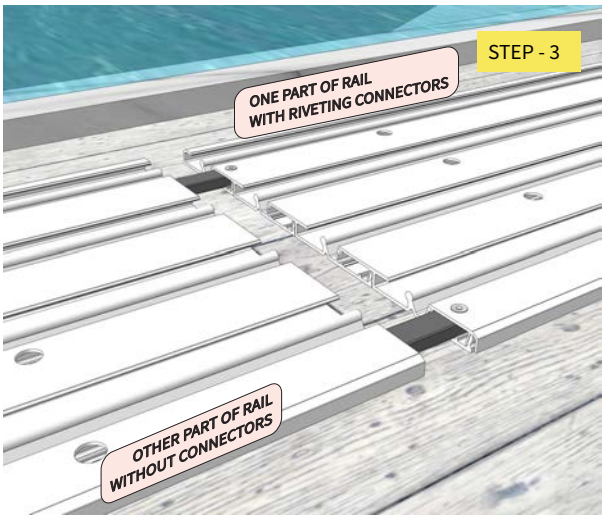


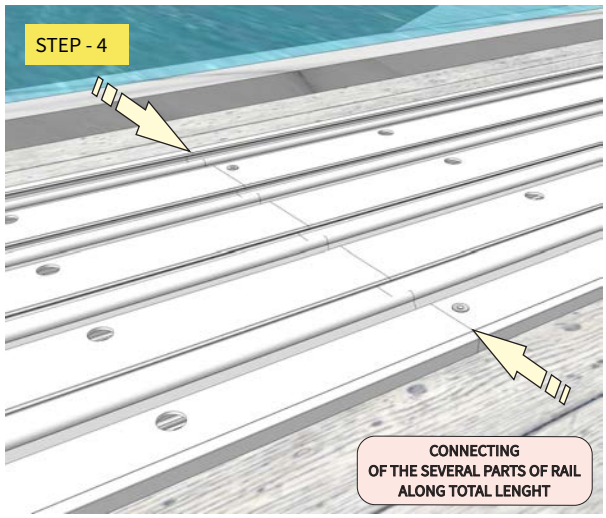
RIVET 4x10 mm A2

(1 CONNECTOR = 1 pce for join of the connector to rail)









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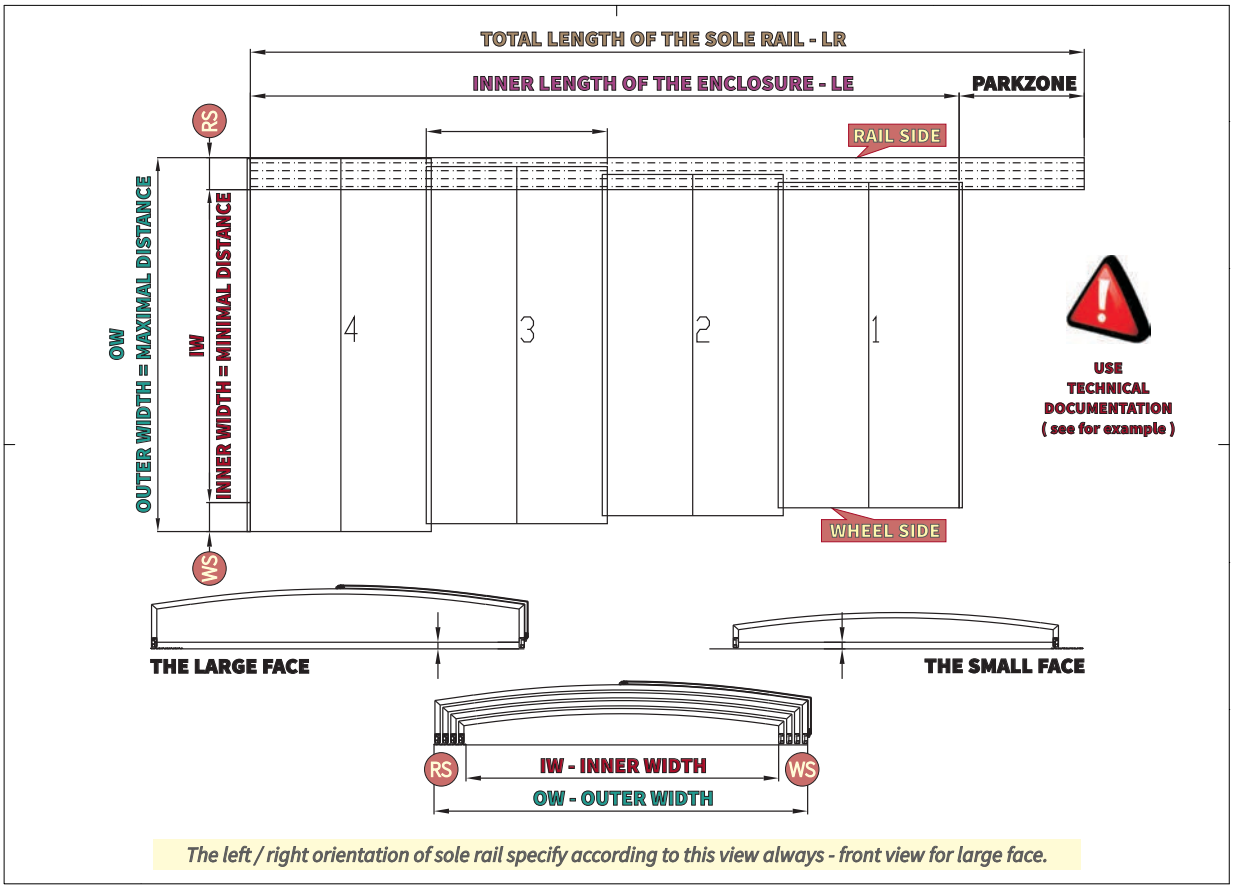
MEASUREMENT THE LEADING LINE

ASSEMBLING INSTRUCTIONS FOR ENCLOSURES

LEGEND FOR TECHNICAL DOCUMENTATION / MEASUREMENT



The left / right orientation of sole rail specify according to this view always - front view for large face.

INNER WIDTH OF THE ENCLOSURE - IW

The inner width is a distance between inner edge of complet rail (*on RAIL SIDE*) and inner edge of main beam of enclosure on *WHEEL SIDE*.

Further an inner width of enclosure is sum of width of the pool with minimal sufficient distance from the outer edge of the pool.

WHEEL SIDE - WS

The side, where is complet sole rail for this enclosure.

RAIL SIDE - RS

The side, where are the travels with rubber wheels only.

DIMENSIONS OF POOL - WP / LP

These outer dimensions of pool are for assessment of minimal distance from outer edge of the pool.

INNER LENGTH OF THE ENCLOSURE - LE

This inner length of enclosure is sum of length of the pool with minimal sufficient distance from the outer edge of the pool.

TOTAL LENGTH OF THE SOLE RAIL - LR

This total length of rail is longer than is length of enclosure.

DISTANCE - G

This distance is safety space between the outer edge of the pool and inner edge of rail , inner edge of main beam and detachabled face of enclosure.

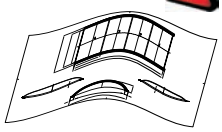
EXTENSION RAIL - PARKZONE

This extension is minimal for necessary arrestment of segments or maximal for parkzone of all segments out of the pool.

After every movement or adjustment the rails again check and measure these dimensions IW, G, LE, LR !

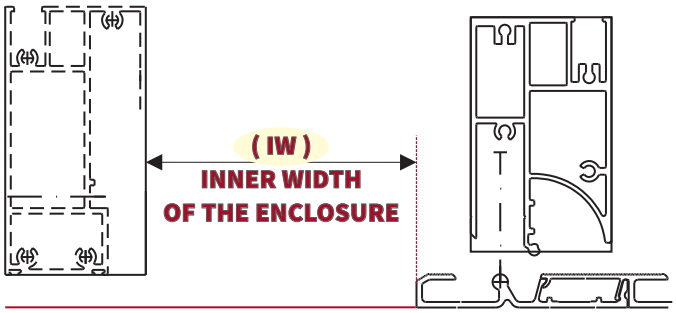
INNER WIDTH OF THE ENCLOSURE / SOLE RAIL

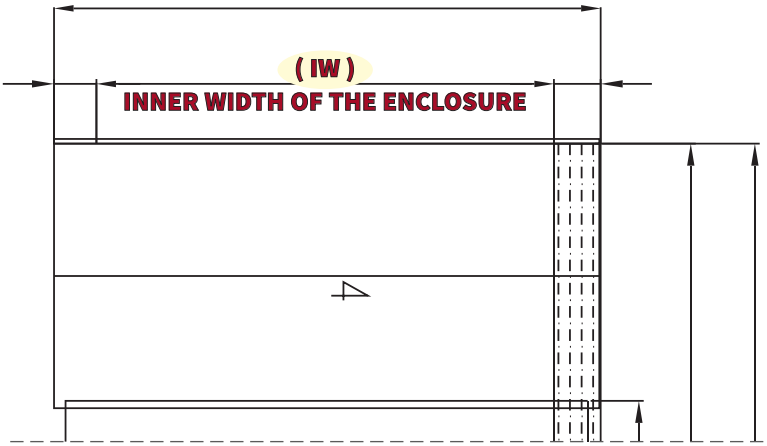
USE TECHNICAL DOCUMENTATION



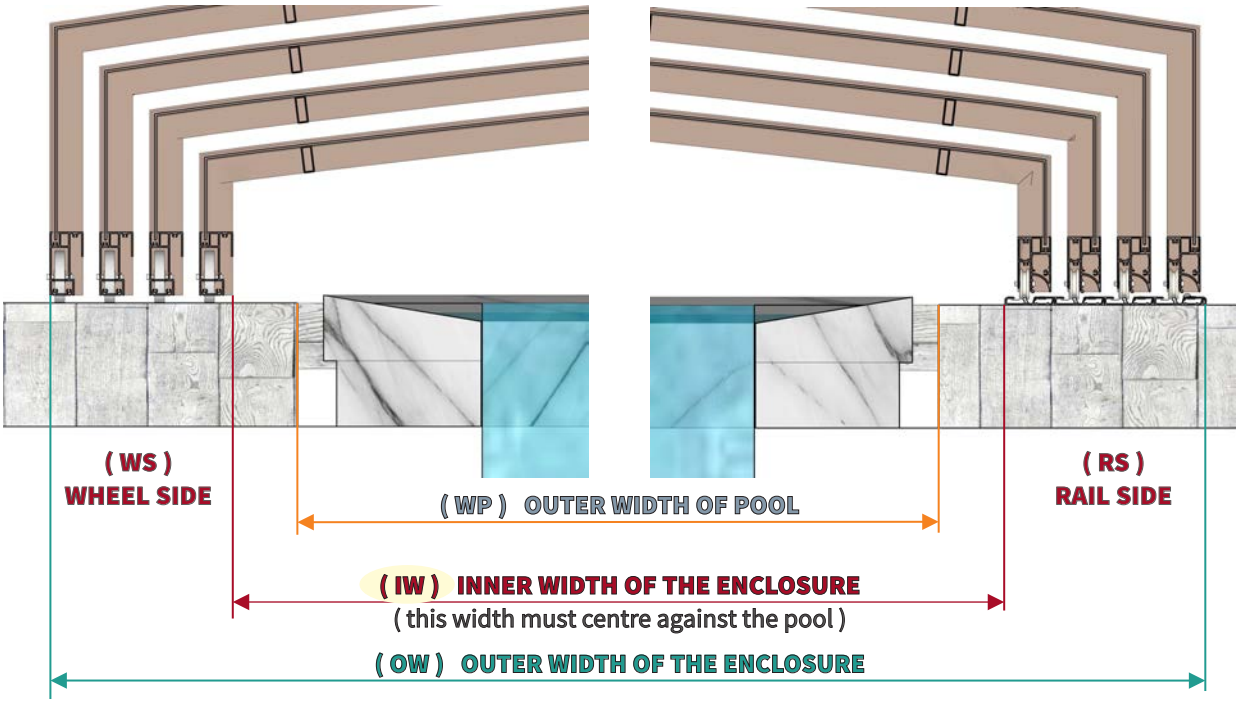
THIS DISTANCE (IW) IS NEEDED FOR CORRECT CALCULATION, HOW TO PLACE OF THE SOLE RAIL with some distances from width of pool.

Inner width of the enclosure (IW) is too the smallest width of enclosure.



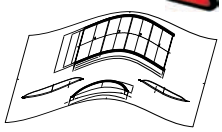


BASIC LAYOUT FOR CORRECT WIDTH MEASUREMENT - SOLE RAIL

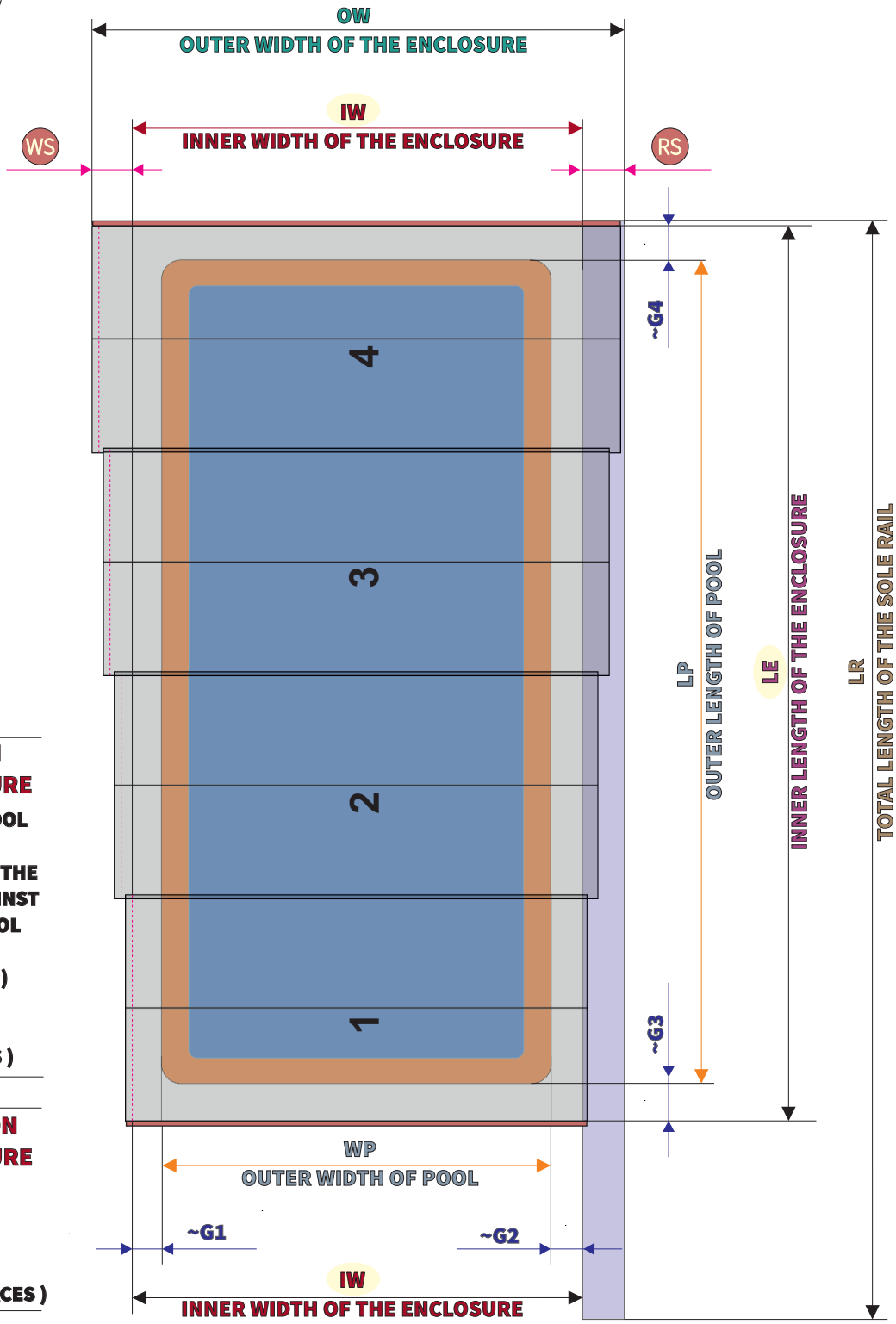


BASIC LAYOUT FOR CORRECT TOTAL MEASUREMENT OF THE ENCLOSURE

USE TECHNICAL DOCUMENTATION



THIS DISTANCE (LE) IS NEEDED FOR CORRECT CALCULATION,
HOW TO PLACE OF THE RAIL with some distances from length of pool.



WIDTH POSITION OF THE ENCLOSURE

WP : 2 = AXIS OF POOL

IW : 2 = CENTRE OF THE COVER AGAINST AXIS OF POOL

IW = WP + (G1 + G2)
G1 = G2

OW = IW + (RS + WS)

LENGTH POSITION OF THE ENCLOSURE

LE = LP + (G3 + G4)
G3 = G4

PARKZONE
LR - (LE + BOTH FACES)

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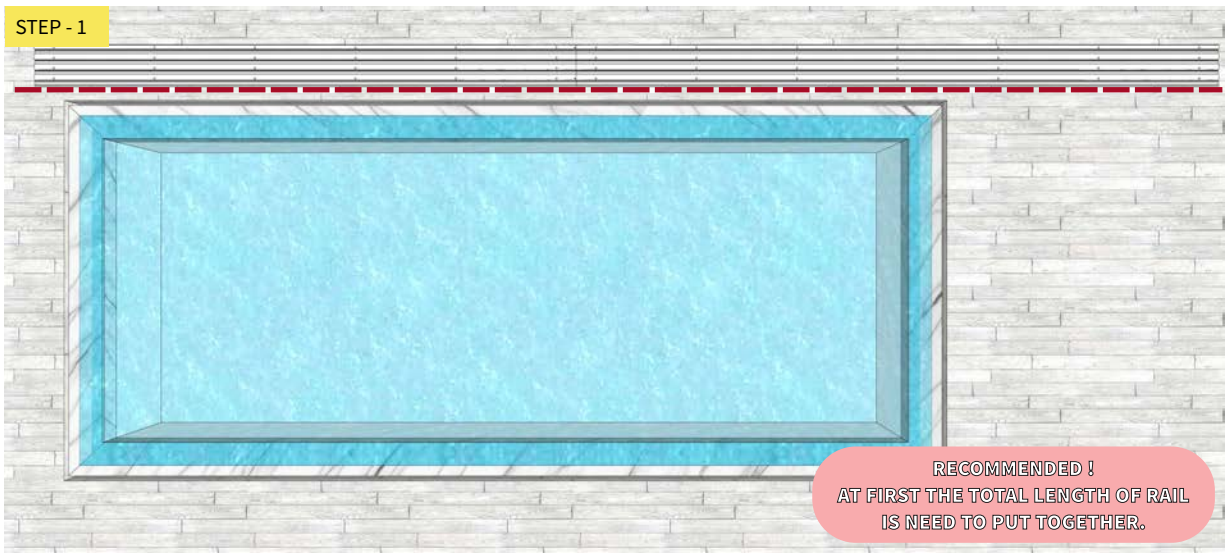
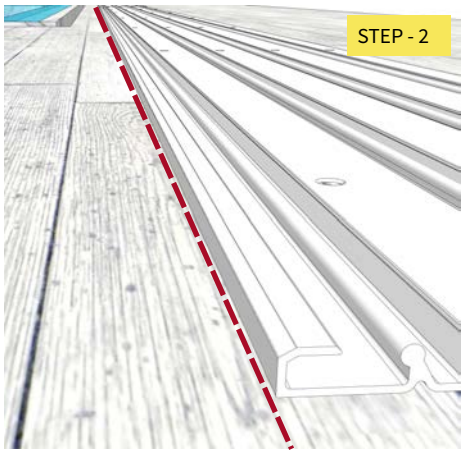
ITEM

FIXING THE SOLE RAIL

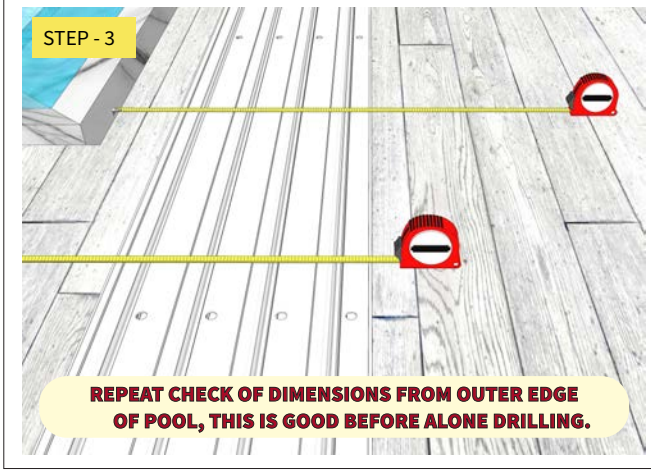
ASSEMBLING INSTRUCTIONS FOR ENCLOSURES

FIXING THE SOLE RAIL





BEFORE DRILLING MAKE VISUAL CHECK,
IF THE TOTAL RAIL IS ALONG IN LINE !

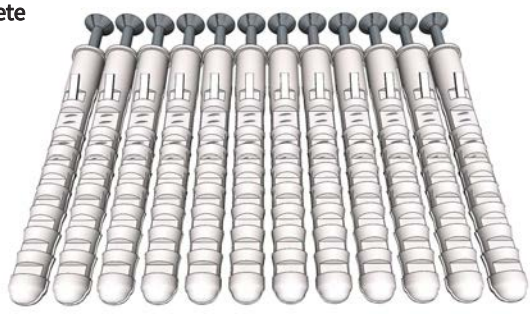


THE TOTAL RAIL FIXING
(ALL LENGTH PARTS OF THIS TOTAL RAIL)
ALONG LONGER SIDE OF THE POOL IN THE FIRST INSTANCE !

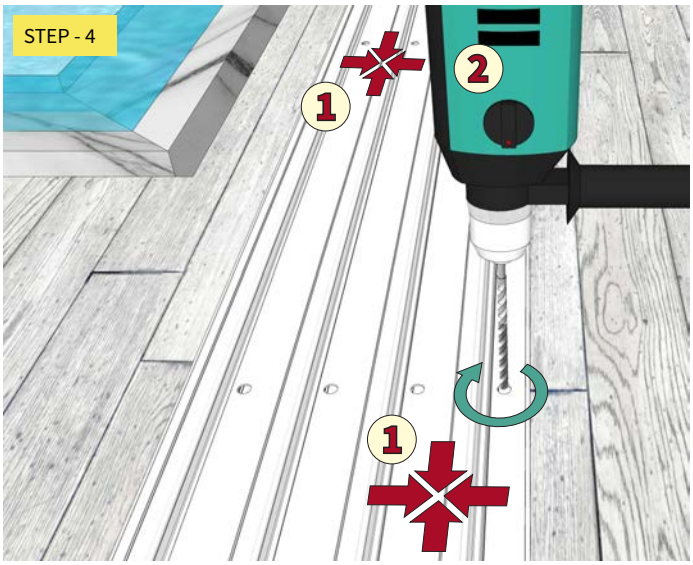
Standard rails are predrilling in produce, usually rails are fixed to concrete or pavement surface by plastic raw-plugs Ø8mm - use drill Ø8mm .

Amount of raw-plugs depends on lenght of rails and especialy on specification of ground surface. For wooden floor use spiral dives.

PLASTIC CAPS



PLASTIC RAW-PLUGS Ø8MM

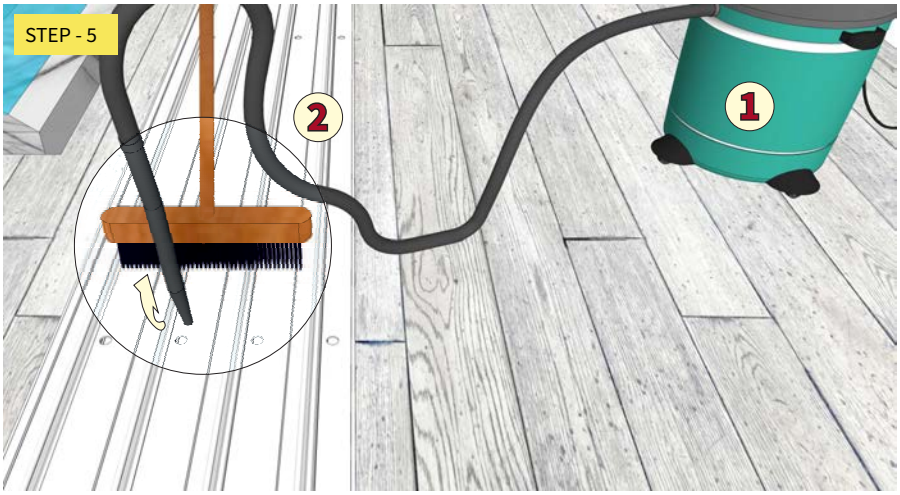


RECOMMENDS TO FIX ON BOTH ENDS OF THE RAIL ONLY !

1.) During the drilling, secure the rail against the shifting, **at first to drilling the rail on one end, another drilling on another end of rail.**

2.) Keep perpendicular position of drilling machine to the rail while drilling

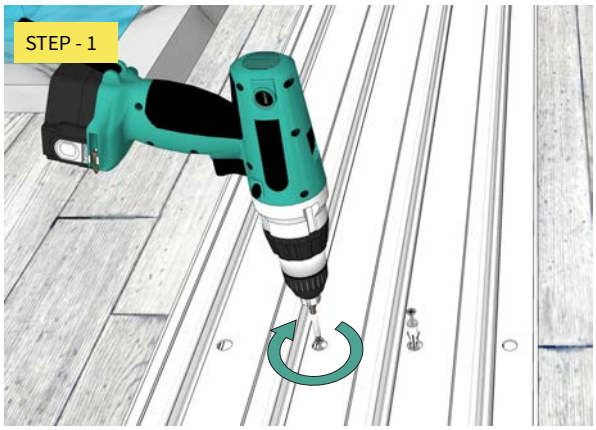
1.) Now transpose the rail by side, do not forget to clean the dirt from drilling holes under the rails - use vacuum cleaner.



2.) Important to clean the rails of dirt, the best way is to use vacuum cleaner and sweep carefully.

3.) Important to clean the rails of dirt, the best way is to use vacuum cleaner and sweep carefully.

TIGHTEN THE RAILS / FINISH CLEAN THE RAILS



THE SOLE RAIL IS TIGHTEN TO GROUND - BASE

USE PLASTIC RAW-PLUGS Ø8MM INTO CONCRETE

NOT CLEANED RAILS AND DIRT MAY CAUSE DAMAGE OF ANODIZE COATING!

ULTIMATELY TO CLEAN THE RAILS OF DIRT AFTER CORRECT FIX THE RAIL
the best way is to:

1.) use a sweep
2.) use a vacuum cleaner
3.) wash them by water stream

PUTTING THE PLASTIC CAPS TO THE RAILS

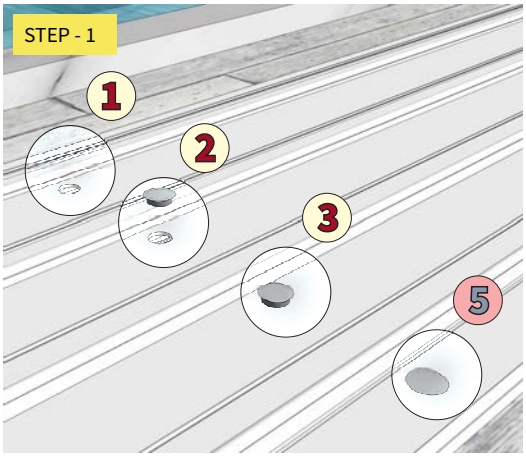
AFTER CLEAN THE RAILS FROM DIRT, use some plastic caps for hide of the predrilling holes in the rails:

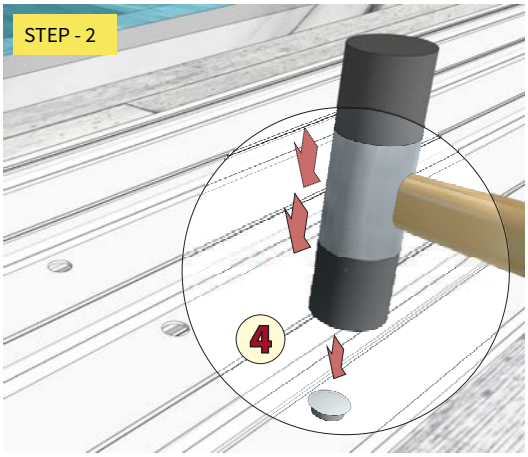
1.) predrilling hole in the rail
2.) take plastic cap
3.) put plastic cap to hole
4.) slighty beat them in by rubber hammer
5.) plastic cap is inserted

Put plastic caps on the all holes (colour of the caps depends on rails colour)

PLASTIC CAPS

SLIGHTY BEAM THEM IN BY RUBBER HAMMER





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ITEM

COMPLETION SEGMENTS + FACES

ASSEMBLING INSTRUCTIONS FOR ENCLOSURES

INFORMATION about both types of the faces

STEP - 1A (version for outer fixed face):
have predrilling holes for screws, where are needed - the best access for them is from inside .

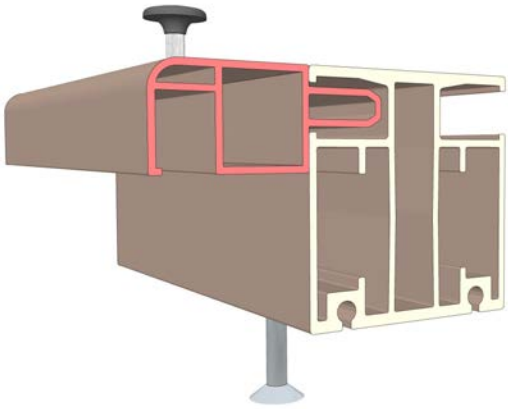
The screw **6,3 x 55 - 60 mm** use for fixing an arc profile of the face to edge profile only !

STEP - 1B (version for outer detachabled face):
have predrilling holes for pins, where are needed - the best access for them is from outside .

The pin **6 x 30 mm** use for fixing of the outer face to edge beam profile !

STEP - 1

PIN 6 x 30 mm

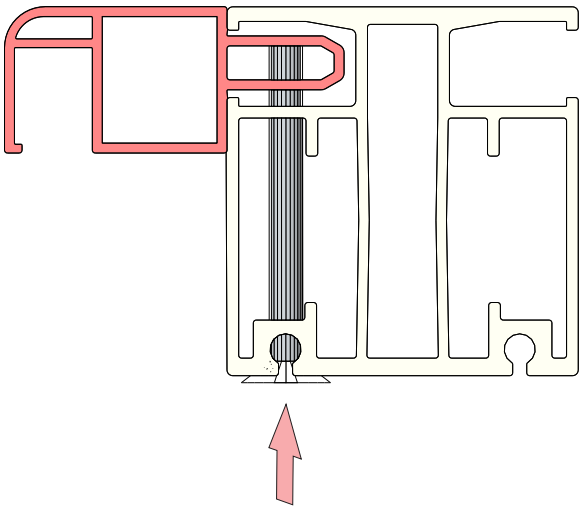


SCREW 6,3 x 55-60 mm

THE RECOMMENDED PROCEDURE FOR ASSEMBLING OF WHOLE FACE ON SEGMENT

STEP - 1A (outer fixed face)

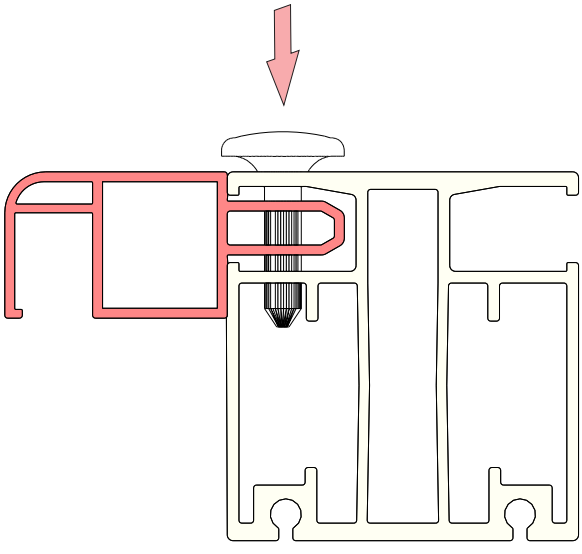
The best access for them is from inside !



FIX MATERIAL
SCREW 6,3 x 55-60 mm

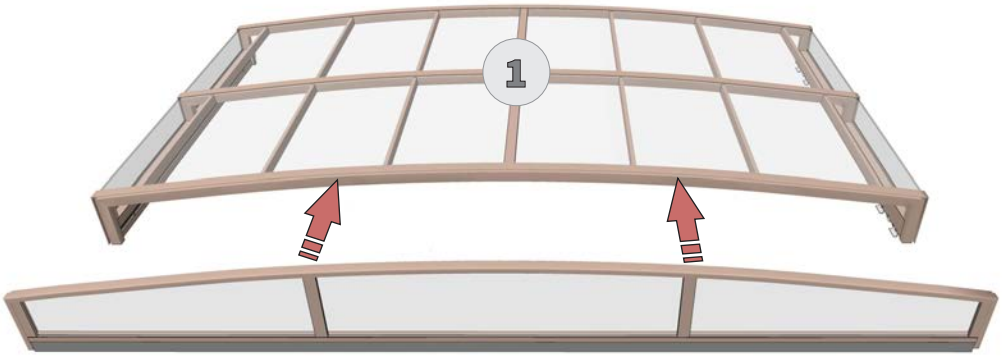
STEP - 1B (outer detachabled face)

FIX MATERIAL
PIN 6 x 30 mm



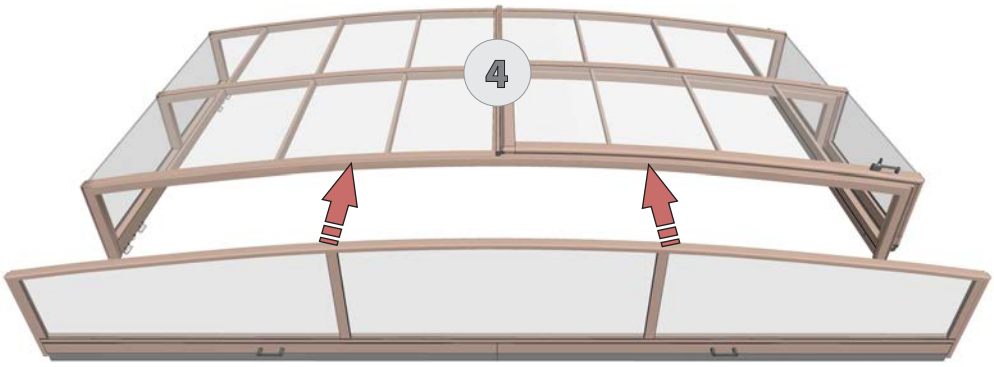
The best access for them is from outside !

COMPLETION THE INDEPENDENT SEGMENTS + FACES = ARRESTMENT SYSTEM FORTIS



Putting of the smallest face on smallest segment

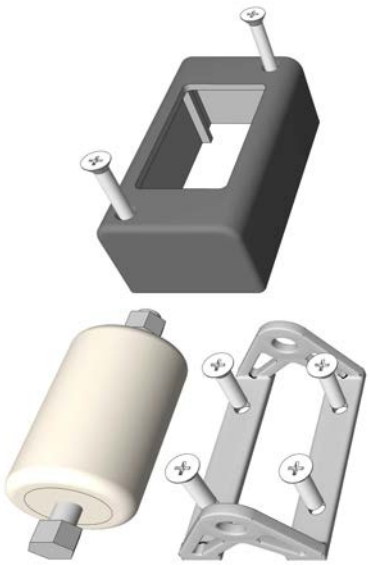
COMPLETION THE INDEPENDENT SEGMENTS + FACES = ARRESTMENT SYSTEM FORTIS

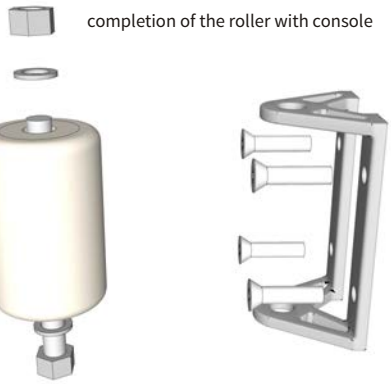


Putting of the largest face on largest segment

ANOTHER PARTS - ADD FOR DEPENDENT SEGMENTS = ARRESTMENT SYSTEM INNOX

01 Rolling case + fixing materials



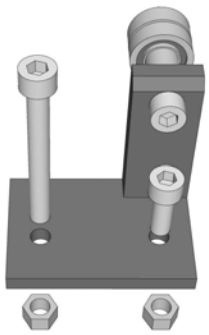


completion of the roller with console

SCREW - Rolling case (integral part for INNOX)

METRIC DIMENSION	*USE FOR JOINT OF THE ...*
4,2 x 40 mm	fix the cover of the distance plastic roller to the beam profile
4,2 x 16 mm	fix the console with distance plastic roller to the beam profile

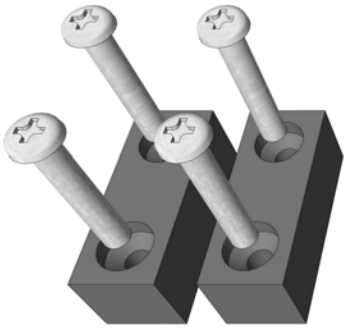
02 Caliper for drifting + fixing materails



SCREW - Caliper for drifting (integral part for INNOX)

METRIC DIMENSION	*USE FOR JOINT OF THE ...*
M6 x 50 mm	fix the caliper for drifting through travel profile
M6 x 16 mm	fix the caliper for drifting through beam profile (nut in groove)
M6	nut (nylon insert lock) + washer for ensure of screw

03 Stone for capture of segment + fixing materails

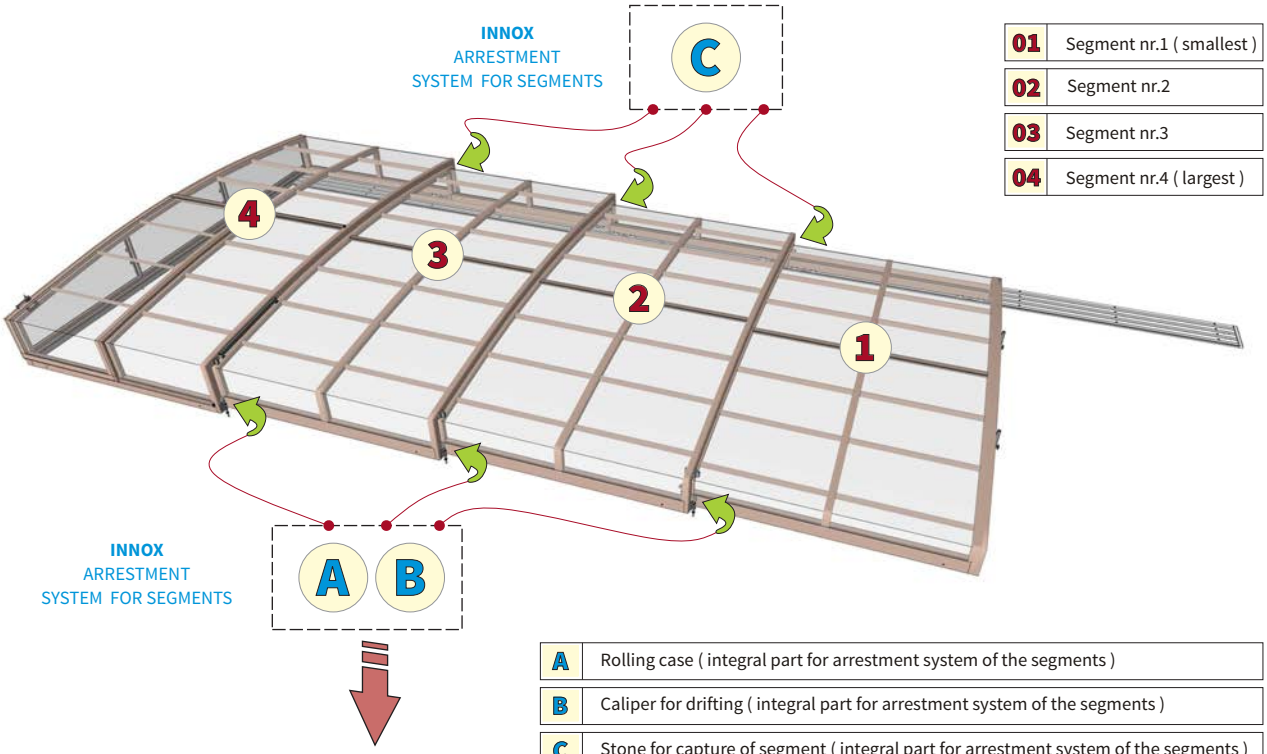


SCREW - Stone for capture (integral part for INNOX)

METRIC DIMENSION	*USE FOR JOINT OF THE ...*
6,3 x 50 mm	fix the stone for capture of segments to the beam profile
6,3 x 25 mm	fix the stone for capture of segments to the beam profile

ENCLOSURE - EXTRA PARTS / INNOX = ANOTHER ARRESTMENT SYSTEM FOR SEGMENTS

*** INNOX** INTRODUCING THIS ARRESTMENT SYSTEM FOR SEGMENTS, WHERE ALL SEGMENTS ARE DEPENDING ON MOVE WITH LARGEST SEGMENT ONLY !

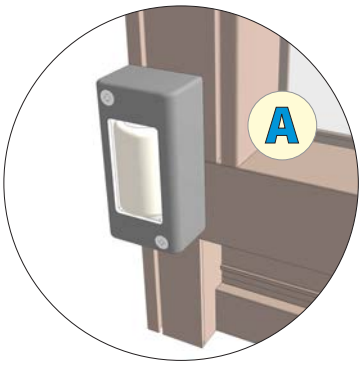


01	Segment nr.1 (smallest)
02	Segment nr.2
03	Segment nr.3
04	Segment nr.4 (largest)

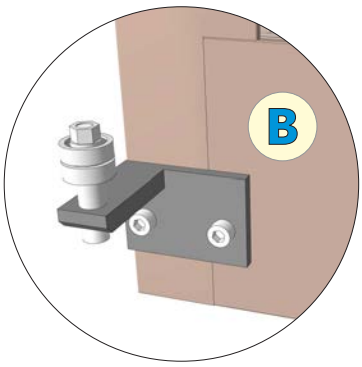
A	Rolling case (integral part for arrestment system of the segments)
B	Caliper for drifting (integral part for arrestment system of the segments)
C	Stone for capture of segment (integral part for arrestment system of the segments)

ENCLOSURE - EXTRA PARTS

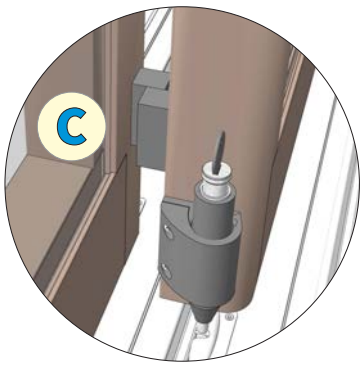
INNOX = ARRESTMENT SYSTEM FOR SEGMENTS



INSIDE
VIEW ON SEGMENT



OUTSIDE
VIEW ON SEGMENT



INSIDE / OUTSIDE
VIEW ON SEGMENT

ROLLING CASE IS SCREWED IN PREDRILLING HOLES FROM MADE

1 pce rolling case is for these segments only = nr. 2 / 3 / 4,

Fix on inner edge of beam profile in each overlaping between segments.

CALIPER IS SCREWED IN PREDRILLING HOLES FROM MADE

1 pce caliper is for these segments only = nr. 1 / 2 / 3,

Fix on outer edge of beam profile in each overlaping between segments.

STONE IS SCREWED IN PREDRILLING HOLES FROM MADE

1 pce couple of stones is always in overlaping between segments.

Fix on inner edge of beam profile of the upward segment = nr. 2 / 3 / 4.

Fix on outer edge of beam profile of the downward segment = nr. 1 / 2 / 3.

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ITEM

PUTTING

INDEPENDENT SEGMENTS

(ARRESTMENT SYSTEM FORTIS / CATUS)

ASSEMBLING INSTRUCTIONS FOR ENCLOSURES

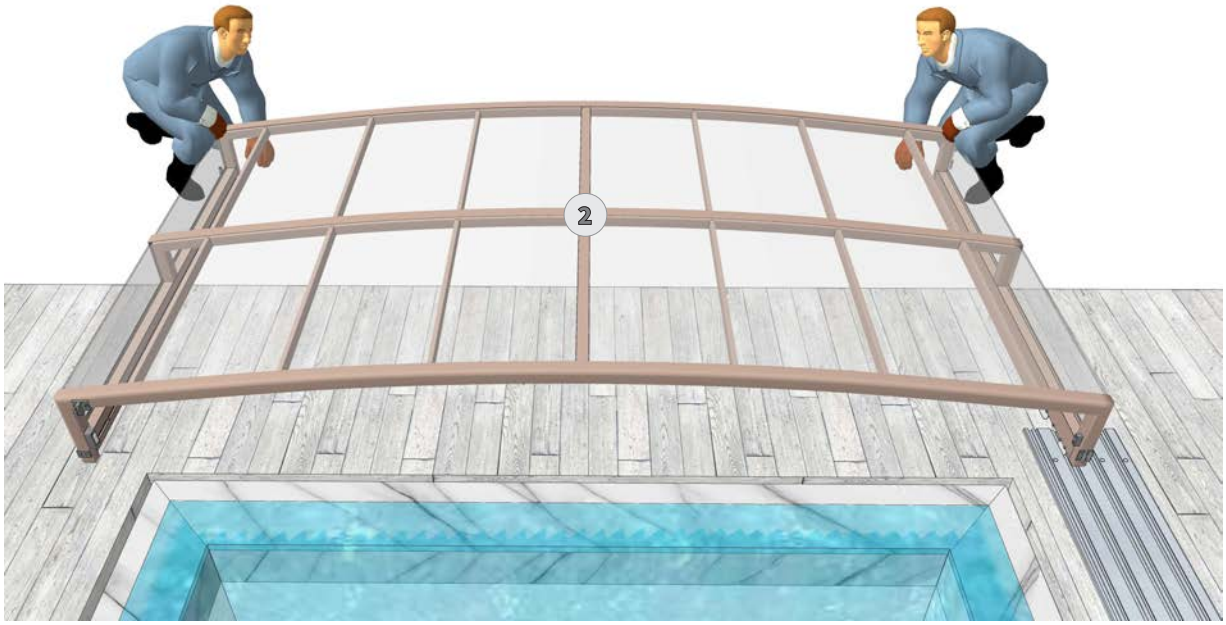
GENERAL MANIPULATION WITH UNDEPENDENT SEGMENTS

BE CAREFUL WHILE MANIPULATE WITH SEGMENTS TO AVOID DAMAGE, DEFORMATION AND CRATCHING.

WITH RESPECT TO WEIGHT OF THE EVERY SEGMENT ASSURE SUFFICIENT NUMBER OF PEOPLE FOR MANIPULATION WITH THE SEGMENT.

Manipulation by minimal four persons with segments and bringing the segments to the pool area.

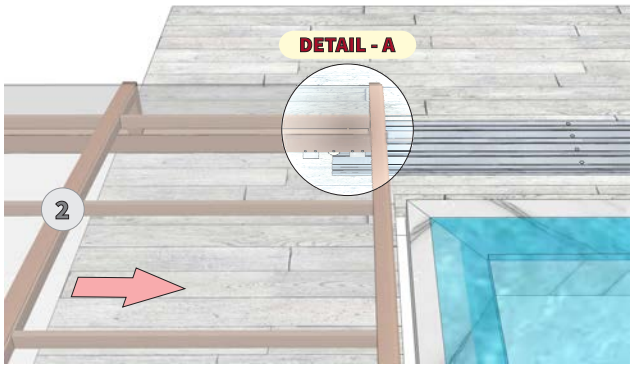
PUTTING THE SEGMENTS ON THE RAILS - EXAMPLE FOR PUT THE SEGMENT nr.2)

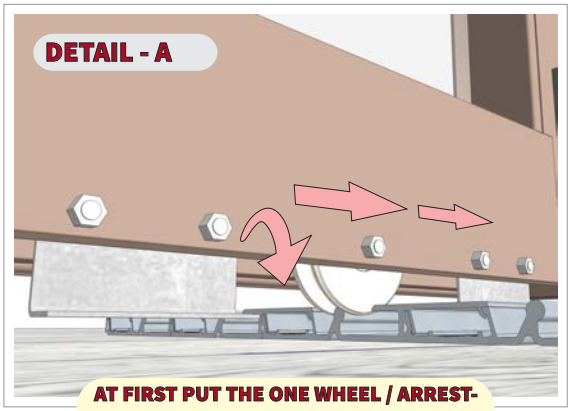


Minimal two persons for putting the segments on the rail, **but is recommend a three persons for easily putting of segments - third person can slight lift up of segment during put of segment on rails as to possible damage of pavement - as shown in STEP-2 on following page.**

STEP - 1

FRONT PART OF SEGMENT PUT ON RAIL

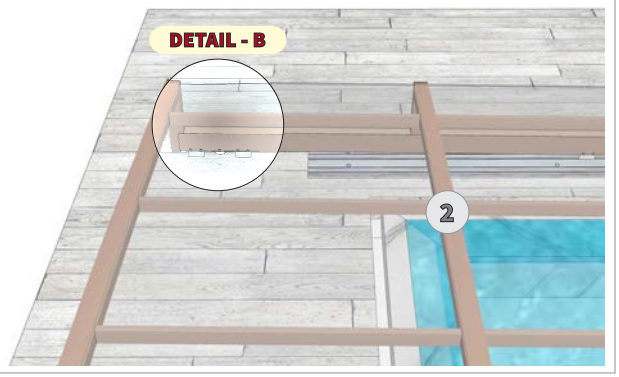


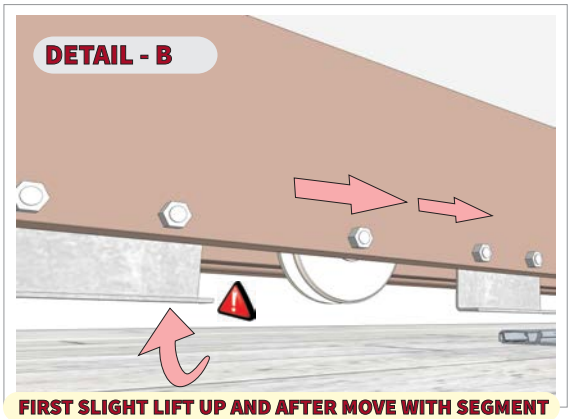


AT FIRST PUT THE ONE WHEEL / ARREST-MENT SHEET OF THE SEGMENT ON RAIL

STEP - 2

LIFT UP THE BACK PART OF SEGMENT



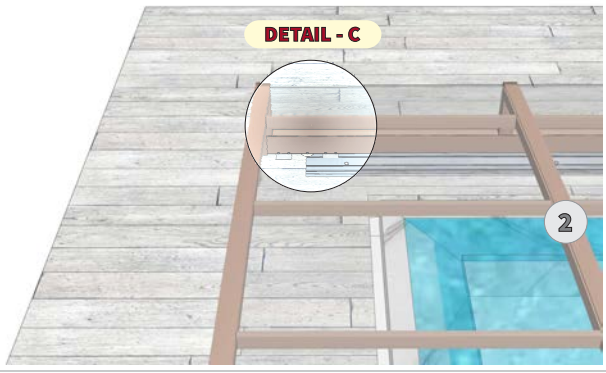


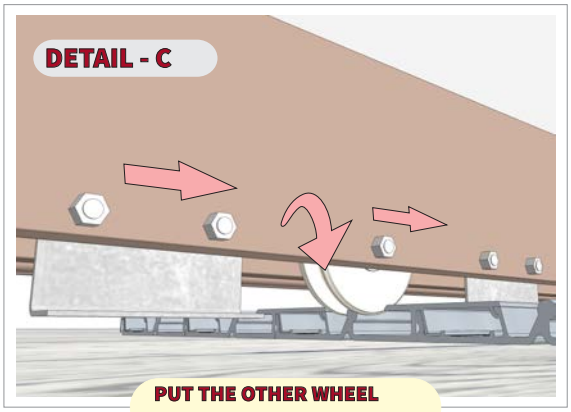
FIRST SLIGHT LIFT UP AND AFTER MOVE WITH SEGMENT

WHILE PUTTING THE SEGMENT ON THE RAILS TAKE CARE ABOUT SUFFICIENT DISTANCE BETWEEN ARRESTMENT SHEETS AND PAVEMENT = RISK OF SHEETS OR PAVEMENT DAMAGE !

STEP - 3

WHOLE SEGMENT IS PUT ON RAIL





PUT THE OTHER WHEEL OF THE SEGMENT ON RAIL

OTHER SEGMENTS PUTTING ON RAILS IN THE SAME WAY.
REMEMBER TO DEPLOY THE LARGEST SEGMENT AS LAST IN THE LINE!

THE SEGMENTS COULD DRIVE OUT FROM RAILS BECAUSE THE RAILS ARE WITHOUT END OF RAIL / PLASTIC BACKSTOP !

Alukov®

ITEM

PUTTING DEPENDENT SEGMENTS

(ARRESTMENT SYSTEM INNOX / ARX)

ASSEMBLING INSTRUCTIONS FOR ENCLOSURES

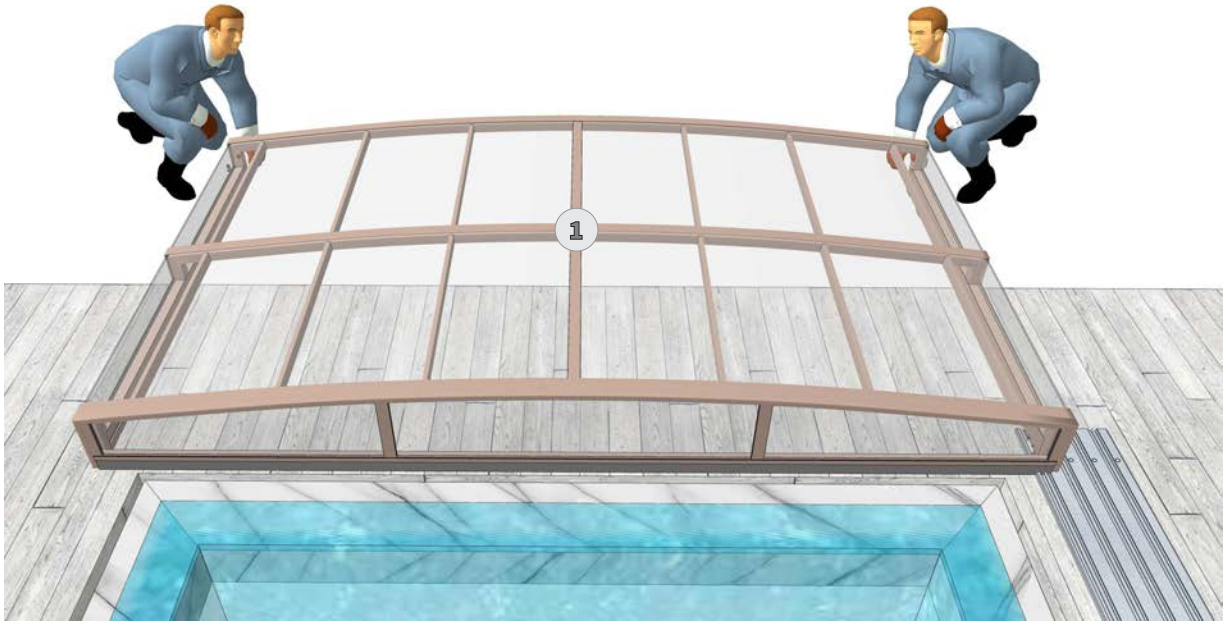
GENERAL MANIPULATION WITH DEPENDENT SEGMENTS

BE CAREFUL WHILE MANIPULATE WITH SEGMENTS TO AVOID DAMAGE, DEFORMATION AND CRATCHING.

WITH RESPECT TO WEIGHT OF THE EVERY SEGMENT ASSURE SUFFICIENT NUMBER OF PEOPLE FOR MANIPULATION WITH THE SEGMENT.

Manipulation by minimal four persons with segments and bringing the segments to the pool area.

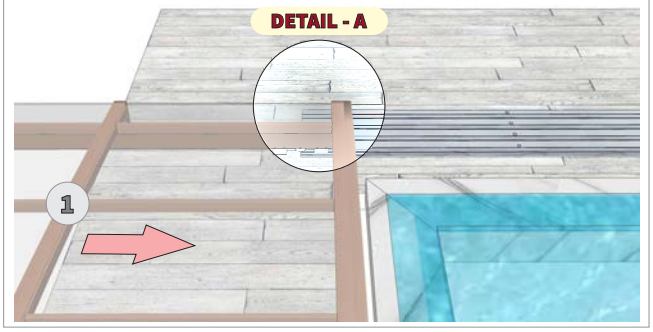
PUT THE SMALLEST SEGMENT WITH FACE IN FIRST INSTANCE ON THE RAILS

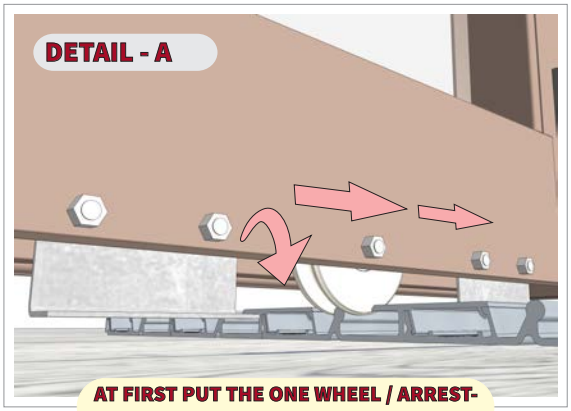


Minimal two persons for putting the segments on the rail, **but is recommend a three persons for easily putting of segments - third person can slight lift up of segment during put of segment on rails as to possible damage of pavement - as shown in STEP-2 on following page.**

STEP - 1

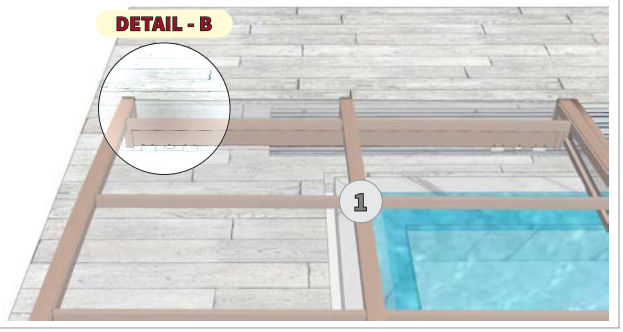
SMALLEST SEGMENT WITH FACE PUT ON RAIL

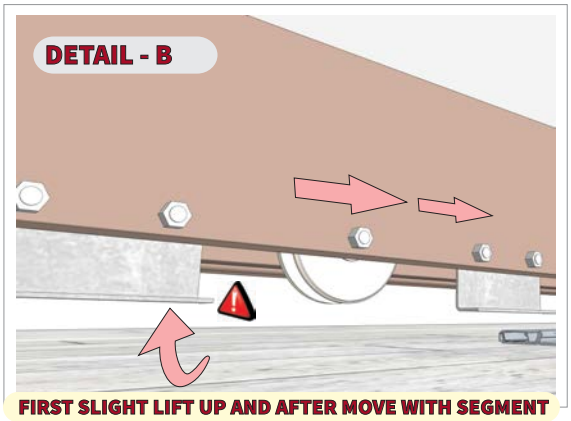




STEP - 2

LIFT UP THE BACK PART OF SEGMENT

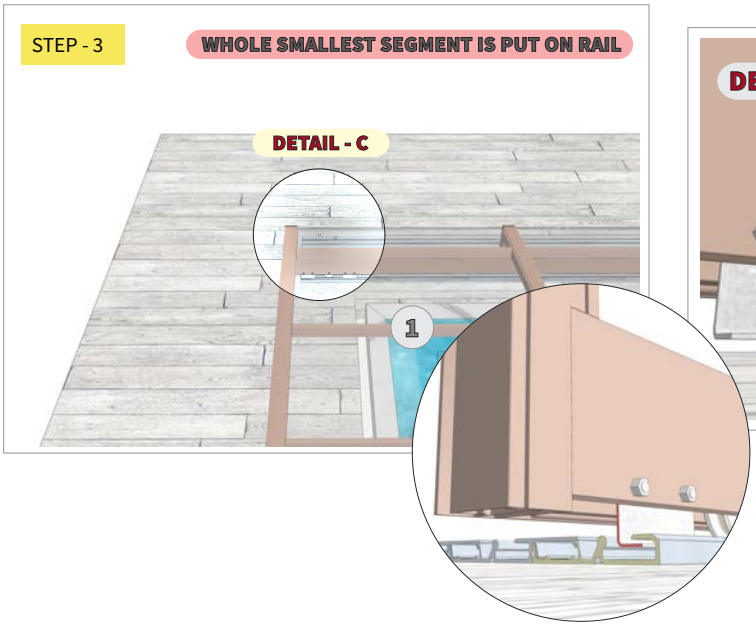


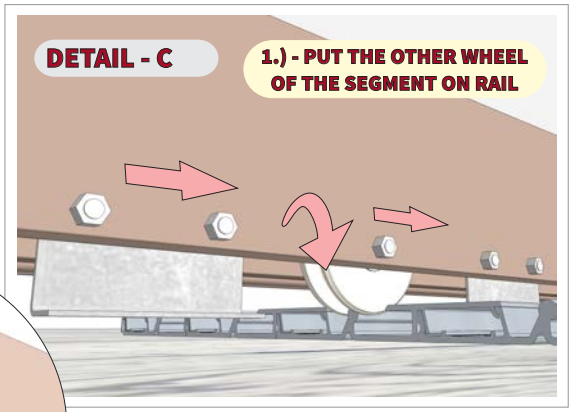


WHILE PUTTING THE SEGMENT ON THE RAILS TAKE CARE ABOUT SUFFICIENT DISTANCE BETWEEN ARRESTMENT SHEETS AND PAVEMENT = RISK OF SHEETS OR PAVEMENT DAMAGE !

STEP - 3

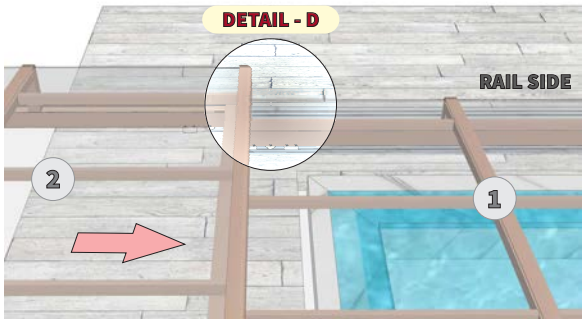
WHOLE SMALLEST SEGMENT IS PUT ON RAIL



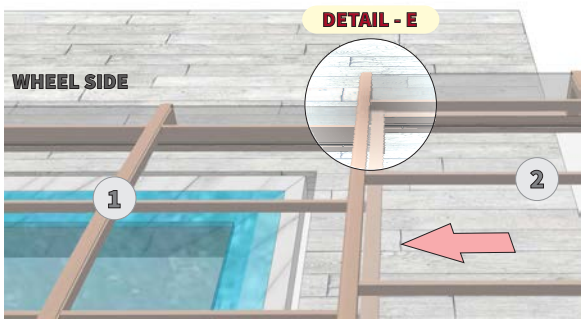


2.) - AFTER PUT THE SEGMENT
THIS OUTER ARRESTMENT SHEET
ALIGN ACCORDING TO END OF THE RAIL

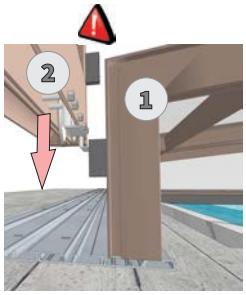
STEP - 4 **THEN OTHER SEGMENT nr.2 PUT ON RAIL**



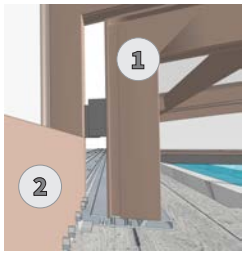
STEP - 4.1 **THEN OTHER SEGMENT nr.2 PUT ON GROUND**



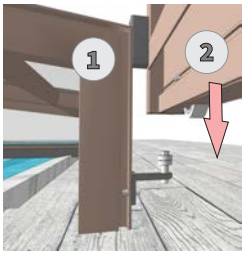
1. - PUT HIGHER SEGMENT BEHIND STONE FOR CAPTURE OF SEGMENT ON LOWER SEGMENT AND OVER CALIPER FOR DRIFTING ON LOWER SEGMENT TOO



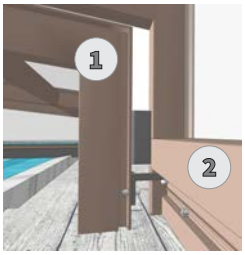
TAKE SEGMENT OVER STONE AND PUT DOWN CAREFULLY,



SO STONE AND ARRESTMENT SHEET DO NOT BUMP ...



TAKE SEGMENT OVER CALIPER AND SEGMENT PUT DOWN ...



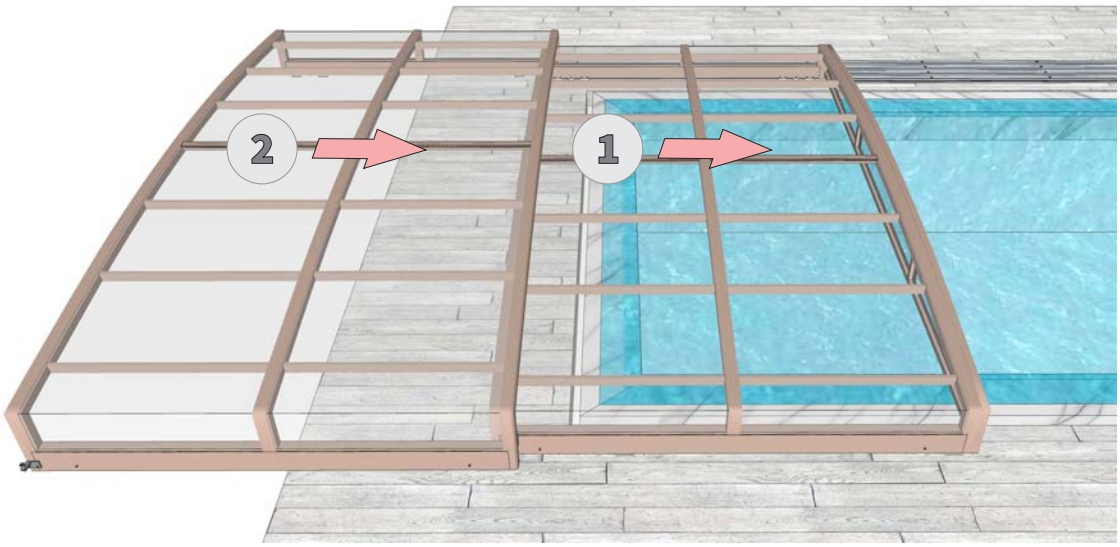
... SO CALIPER IS HIDE IN GROOVE OF THE TRAVEL

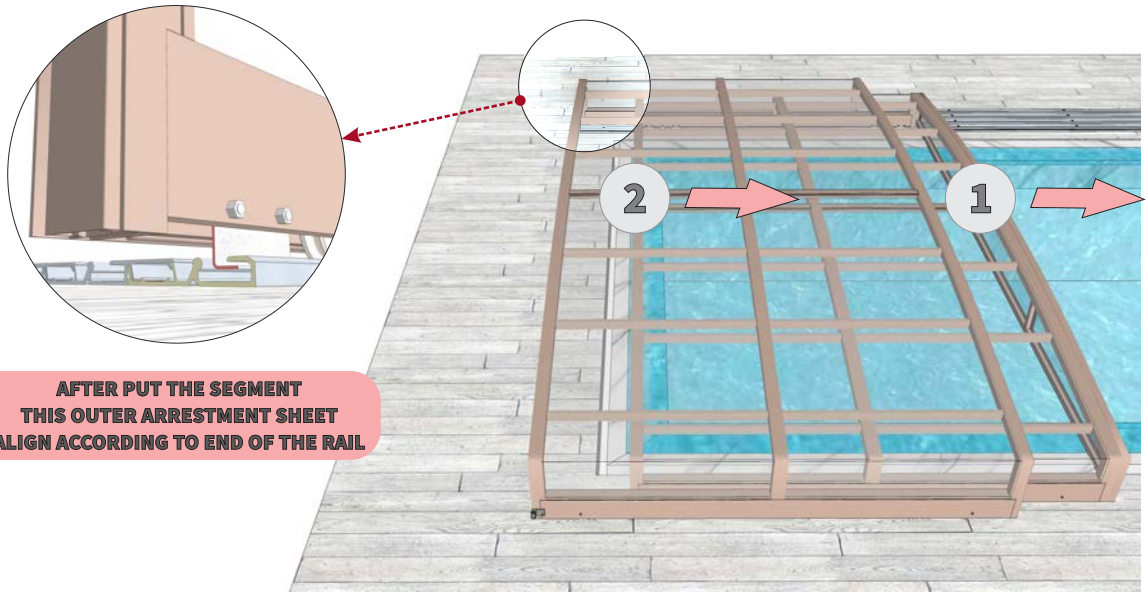
2. - SEGMENT OVER PAVEMENT SLIGHT LIFT UP AND SEGMENT MOVE OVER RAIL AND THIS SEGMENT SLOWLY PUT DOWN ON RAIL AND ON OPPOSITE SIDE OF SEGMENT SLOWLY PUT DOWN ON PAVEMENT

THE SEGMENTS COULD DRIVE OUT FROM RAILS BECAUSE THE RAILS ARE WITHOUT END OF RAIL / PLASTIC BACKSTOP !

STEP - 5

THEN THESE SEGMENTS SLOWLY AND TOGETHER MOVE OVER POOL





AFTER PUT THE SEGMENT
THIS OUTER ARRESTMENT SHEET
ALIGN ACCORDING TO END OF THE RAIL

OTHER SEGMENTS PUTTING ON RAILS IN THE SAME WAY (as like STEP 4 - 5)
ACCORDING TO UPWARD ORDER FROM SMALLEST SEGMENT (nr.1 - nr.2 - nr.3 - nr.4).

REMEMBER TO DEPLOY THE LARGEST SEGMENT AS LAST IN THE LINE!

Alukov®

ITEM

FINALIZATION PLASTIC BACKSTOP

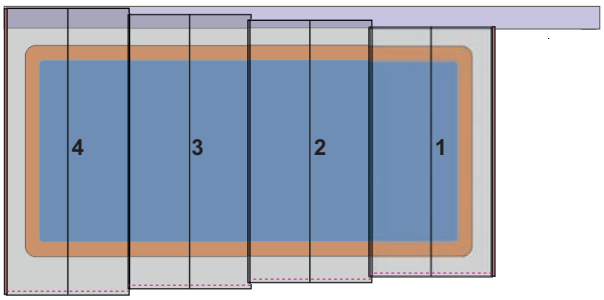
ASSEMBLING INSTRUCTIONS FOR ENCLOSURES

ARRESTMENT SYSTEM FORTIS = INDEPENDENT SEGMENTS

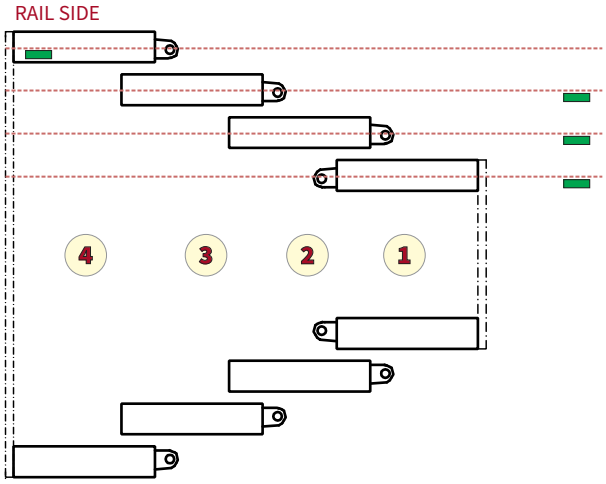
- plastic backstop

one rail for specified segment

RAIL SIDE



WHEEL SIDE



Legend:

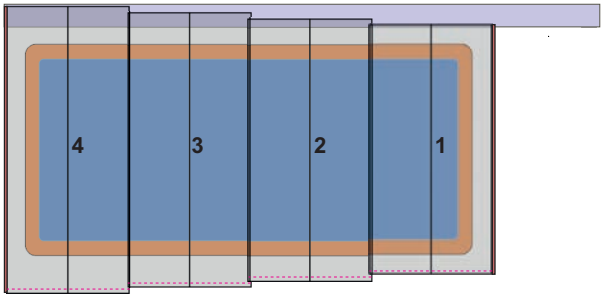
- *plastic backstop*
- *one rail for specified segment*

ARRESTMENT SYSTEM INNOX = DEPENDENT SEGMENTS

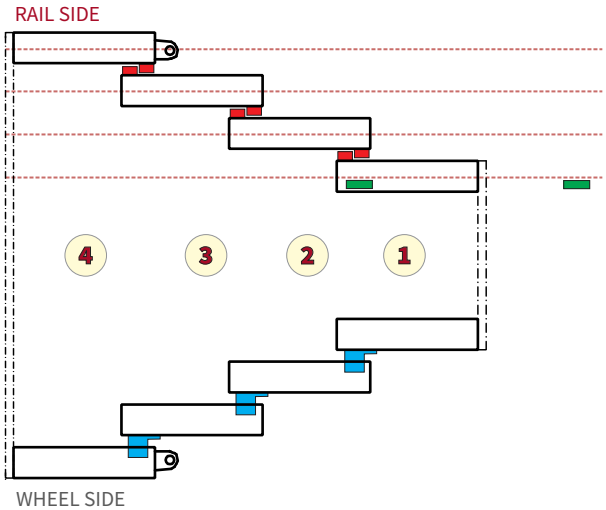
stone for capture of segment

caliper for drifting

RAIL SIDE



WHEEL SIDE



Legend:

- *plastic backstop into rail*
- *stone for capture of segment*
- *caliper for drifting*

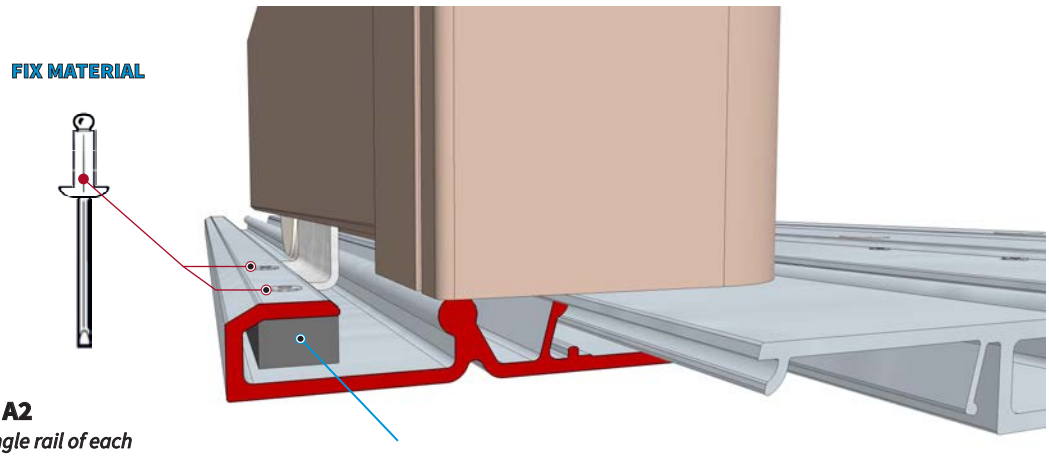
ARRESTMENT SYSTEM FORTIS = INDEPENDENT SEGMENTS

THE PLASTIC BACKSTOP INTO RAIL FOR INDEPENDENT SEGMENTS

THE PLASTIC BACKSTOP
is inserted into the rail and this backstop riveting to upper part of the rail and absorb the shock of travel and defend for refuse to start of segments from rails.

Adjustment for position of backstops must be so as travel do not bump / hit to end of rail !

Pull to a stop of segment, where an arrestment sheet in travel must arrest on this plastic backstops !

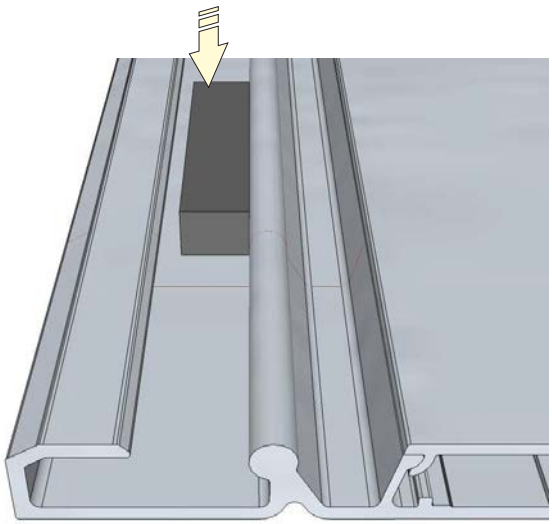


RIVET 4x10 mm A2
(2 pce for join into single rail of each segment for 1 pce PLASTIC BACKSTOP)

PLASTIC BACKSTOP INTO RAIL

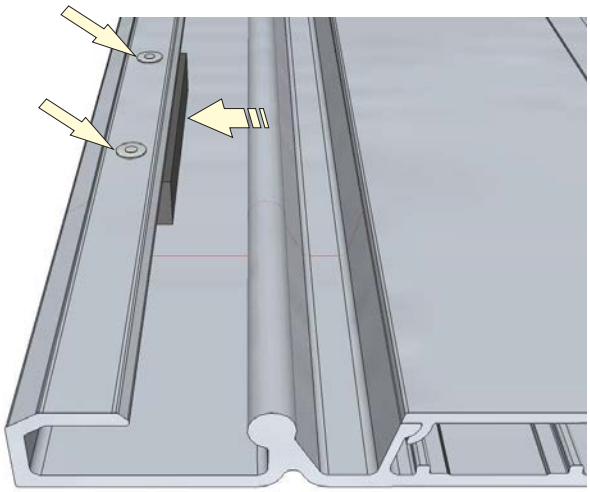
STEP - 1

PUT THE PLASTIC BACKSTOP TO RAIL



STEP - 2

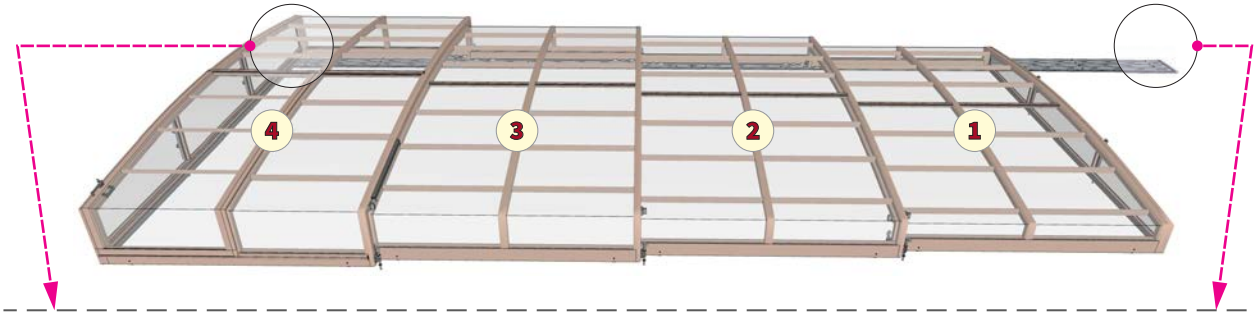
PUSH THE PLASTIC BACKSTOP INTO RAIL,
AFTER THIS BACKSTOP RIVETED TO RAIL



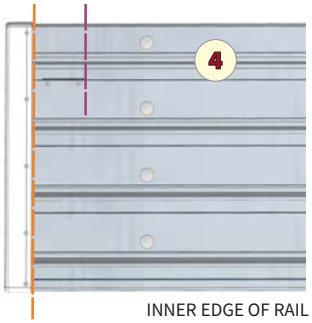
POSITION FOR PLASTIC BACKSTOPS FOR INDEPENDENT SEGMENTS ONLY

DETAIL OF RAIL
plastic backstop for largest segment

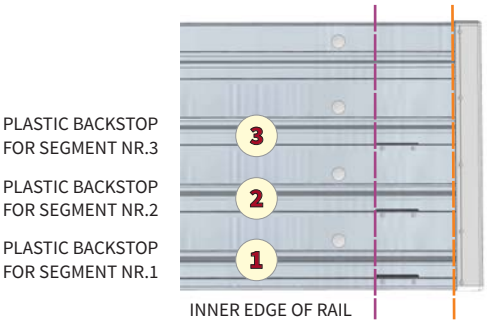
DETAIL OF RAIL
plastic backstops for other segments
(as like a parkzone)



LIMIT FOR PLASTIC BACKSTOP INTO RAIL,
STOP-LINE BACKSTOP FOR SEGMENT nr.4

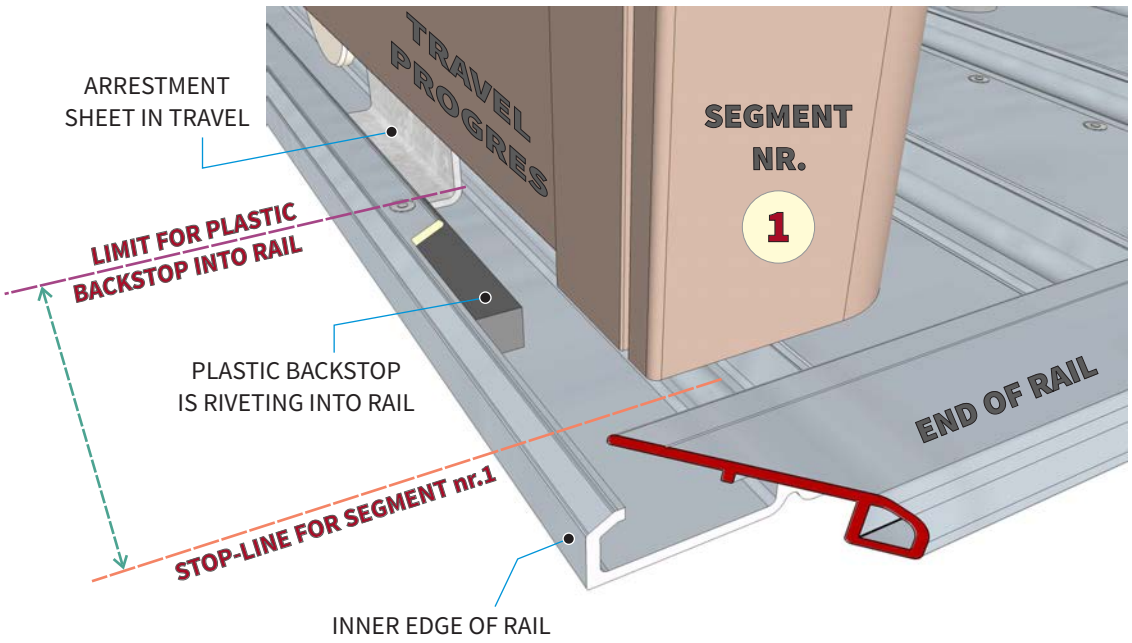


LIMIT FOR PLASTIC BACKSTOPS INTO RAIL,
STOP-LINE FOR SEGMENTS nr.1 -3



SAMPLE FUNCTION OF THE PLASTIC BACKSTOP INTO RAIL

THIS EXAMPLE SHOWN THE PLASTIC BACKSTOP IN SINGLE RAIL FOR SPECIFIED SEGMENT, THIS WAY IS SIMILAR FOR OTHER SEGMENTS TOO !



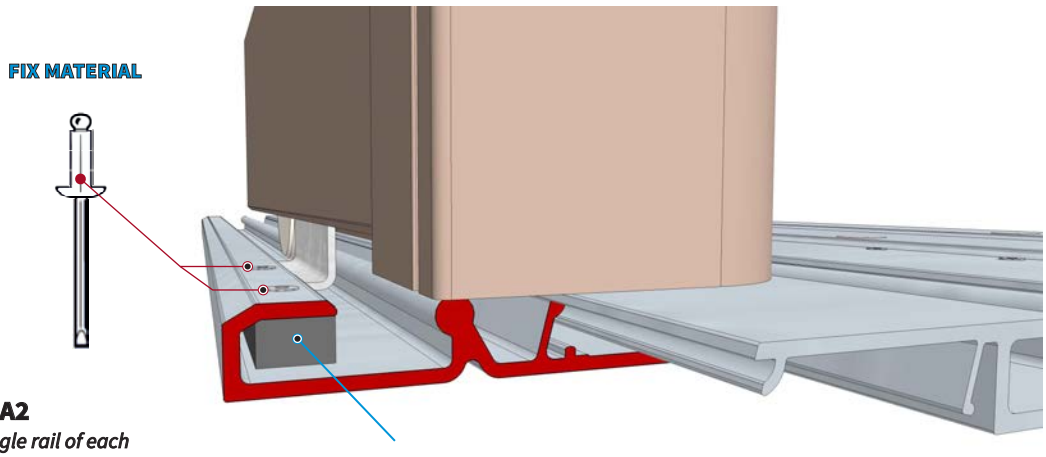
ARRESTMENT SYSTEM INNOX = DEPENDENT SEGMENTS

THE PLASTIC BACKSTOP INTO RAIL FOR DEPENDENT SEGMENTS

THE PLASTIC BACKSTOP
is inserted into the rail and this backstop riveting to upper part of the rail and absorb the shock of travel and defend for refuse to start of segments from rails.

Adjustment for position of backstops must be so as travel do not bump / hit to end of rail !

Pull to a stop of segment, where an arrestment sheet in travel must arrest on this plastic backstops !

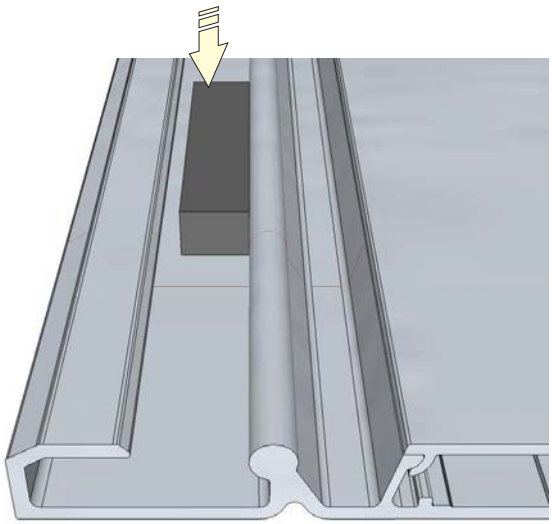


RIVET 4x10 mm A2
(2 pce for join into single rail of each segment for 1 pce PLASTIC BACKSTOP)

PLASTIC BACKSTOP INTO RAIL

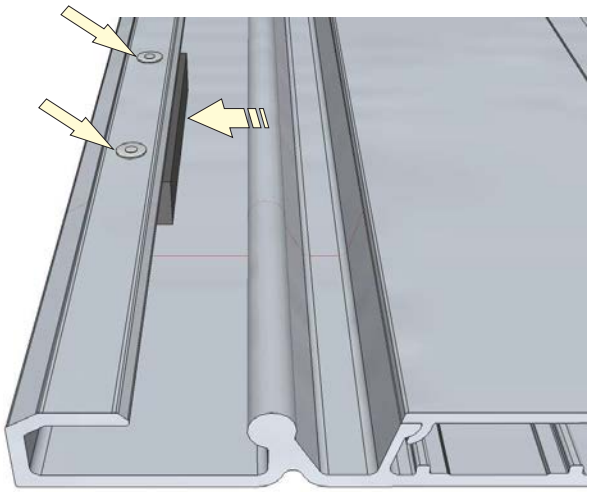
STEP - 1

PUT THE PLASTIC BACKSTOP TO RAIL



STEP - 2

PUSH THE PLASTIC BACKSTOP INTO RAIL,
AFTER THIS BACKSTOP RIVETED TO RAIL



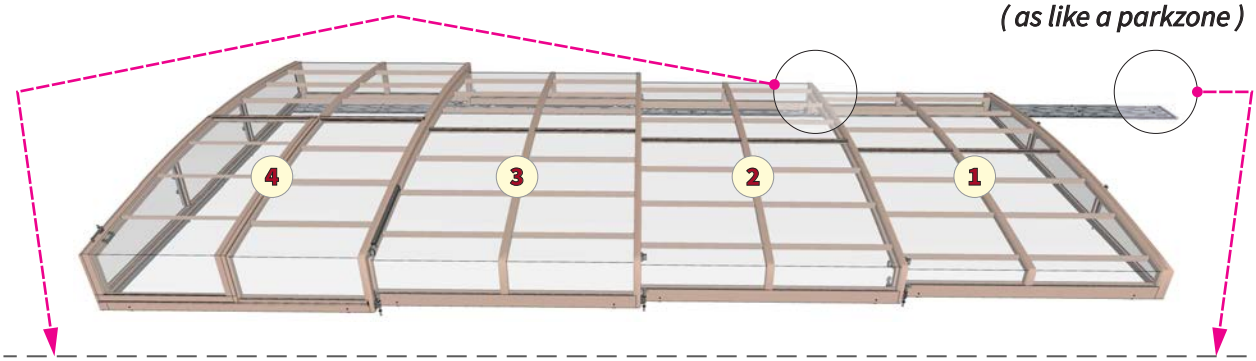
POSITION FOR PLASTIC BACKSTOP FOR DEPENDENT SEGMENTS ONLY

DETAIL OF RAIL

INNOX = plastic backstop for smallest segment

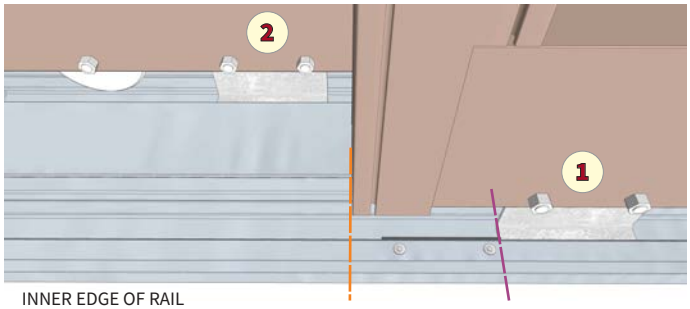
DETAIL OF RAIL

INNOX = plastic backstop for smallest segments (as like a parkzone)



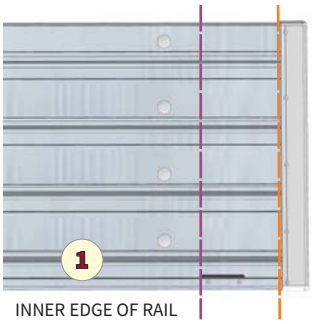
LIMIT FOR PLASTIC BACKSTOP INTO RAIL ACCORDING TO CLOSED ENSLOSURE = STOP-LINE BACKSTOP FOR SEGMENT nr.1

LIMIT FOR PLASTIC BACKSTOP INTO RAIL, STOP-LINE FOR SEGMENTS nr.1



INNER EDGE OF RAIL

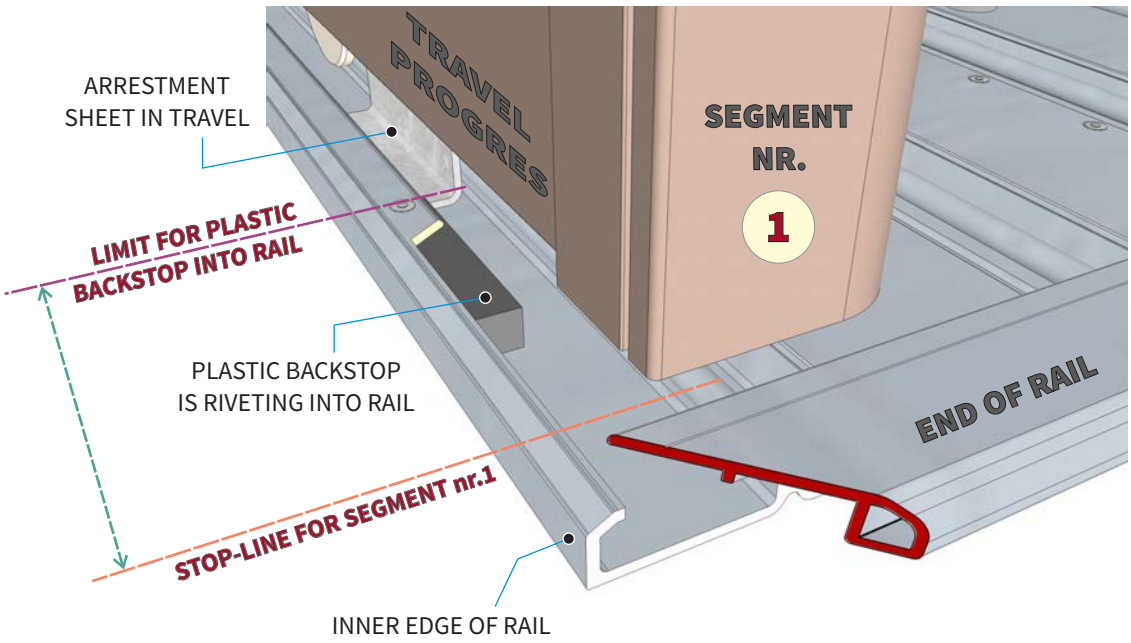
PLASTIC BACKSTOP FOR SEGMENT NR.1



INNER EDGE OF RAIL

SAMPLE FUNCTION OF THE PLASTIC BACKSTOP INTO RAIL

THIS EXAMPLE SHOWN THE PLASTIC BACKSTOP IN SINGLE RAIL FOR SPECIFIED SEGMENT, THIS WAY IS SIMILAR FOR OTHER SEGMENTS TOO !



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ITEM

FINALIZATION

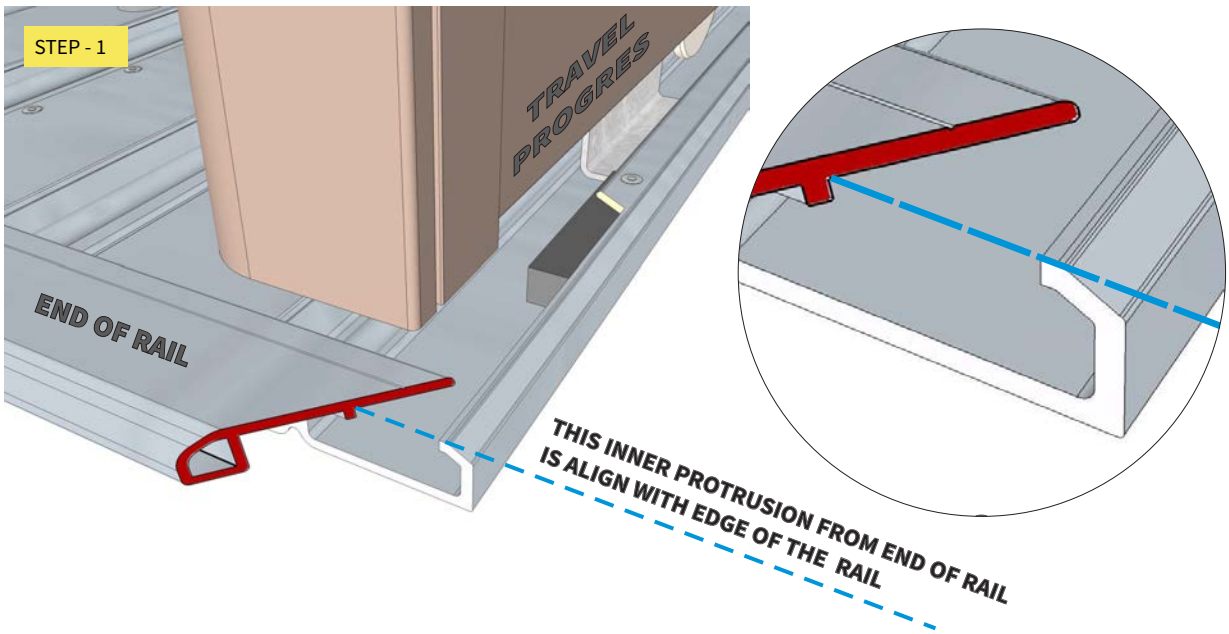
END OF THE RAIL

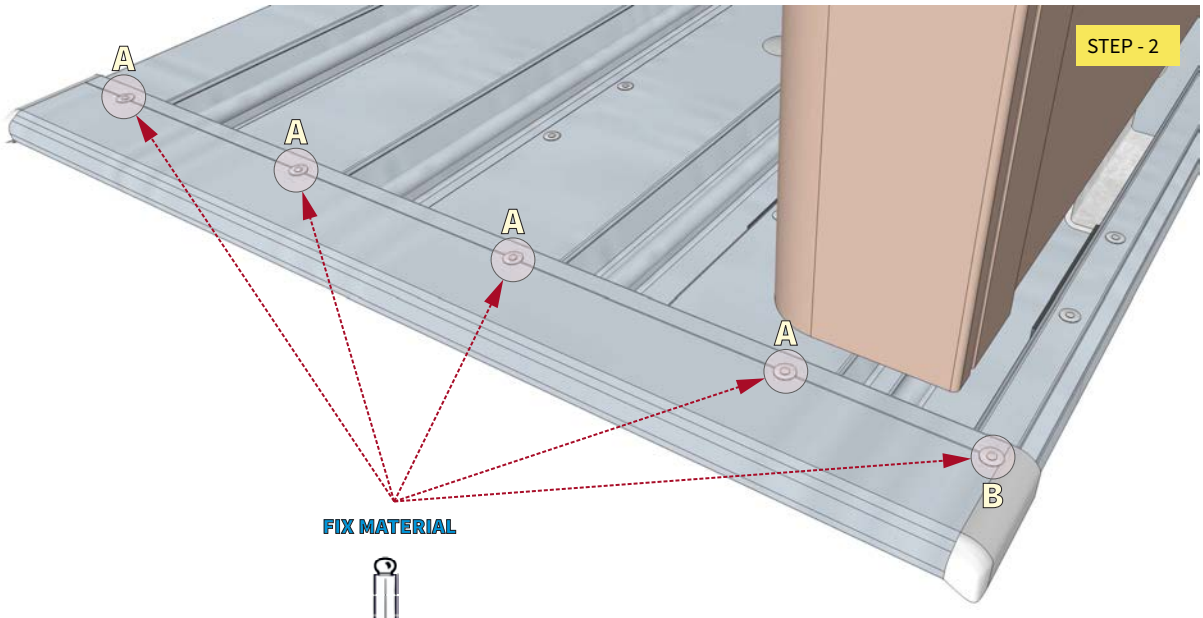
ASSEMBLING INSTRUCTIONS FOR ENCLOSURES

END OF RAILS - GENERAL POSITION

AFTER PUTTING THE ELEMENTS

on proceed with assembling - fix an end of rail . These ends of rail avoid moving the elements off the rails.





THIS END OF RAIL RIVETING TO UPPER PART OF RAIL.

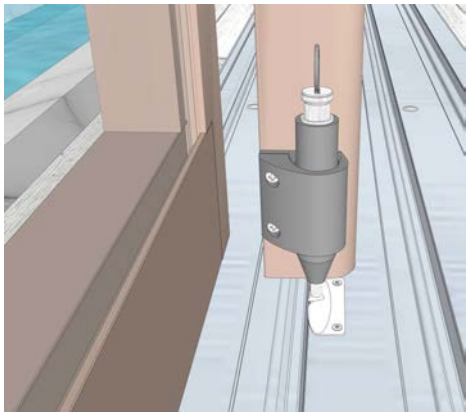
RIVET 4x10 mm A2

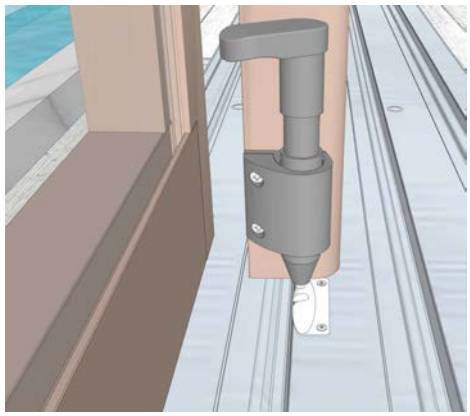
1 pce END OF RAIL = 1 pce for join into single rail of each segment (A)
1 pce for join into edge of rail (B)

Alukov®

THE BOTTOM PARTS OF THE SLEEVES ON THE SEGMENTS ARE ALREADY MOUNTED FROM THE MANUFACTURE OF THE COVER.

THUS IT IS NOTICEABLE WHERE THE UPPER PARTS OF THE SLEEVE NEED TO BE COMPLETED.





ITEM

ARRESTMENT THE SEGMENTS

(RAIL SIDE)

ARRESTMENT OF THE SEGMENT ON RAIL SIDE

ARRESTMENT SYSTEM - SETTING OF ARRESTMENT HEIGHT FOR EACH SEGMENT

THIS ARRESTMENT SYSTEM SECURE THE ENCLOSURE ESPECIALY AGAINST A CLIMATIC INFLUENCES, THEREFORE EACH ARRESTMENT OF SEGMENT IS NECESSARY TO SET.

THIS ARRESTMENT
can be with lock for peg (hereinafter referred to as ARRESTMENT - LOCK),
can be without lock peg (hereinafter referred to as ARRESTMENT - PIN).

The both versions is possible to combine on side of the enclosure - it depens always on selected scheme for arrestment system , called as CATUS / FORTIS / INNOX / ARX !

ARRESTMENT - LOCK

THIS ARRESTMENT - LOCK
have two secure functions according to position of peg !

UNLOCKED / LOCKED

ARRESTMENT - PIN

THIS ARRESTMENT - PIN
have three secure functions according to position of peg !

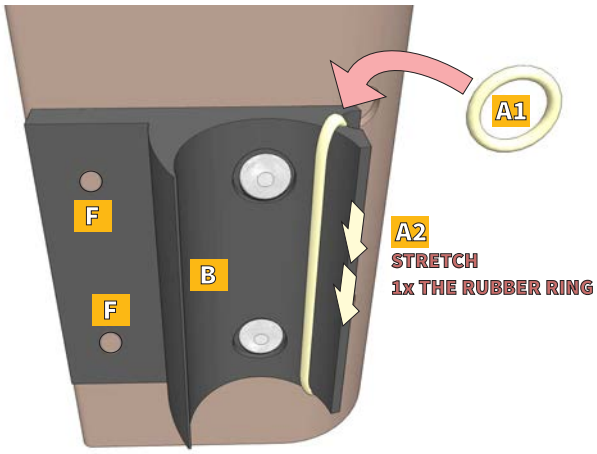
UNLOCKED / AUTOMATIC - LOCK / LOCKED

BOTH ARRESTMENTS (LOCK / PIN) **have only sole side design,**
without right-hand and left-hand control of the lock or pin !

ARRESTMENT OF THE SEGMENT ON RAIL SIDE

PREPARE STEP

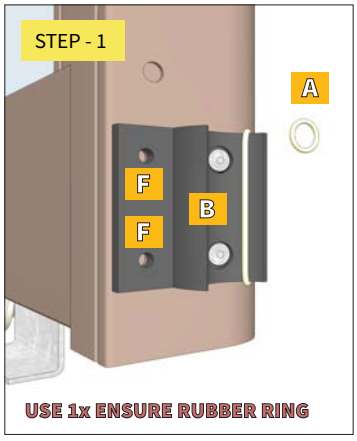
All bottom parts of sleeves are riveting to edge profiles.
Another screws for fixing of bottom part of sleeves are in assembly package.

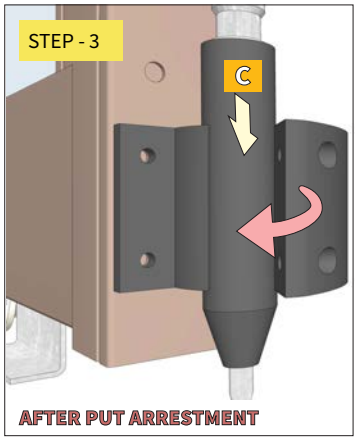


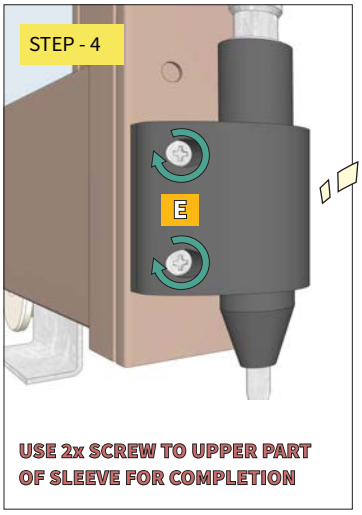
A1	ENSURE RUBBER RING - black *(only for better illustration in light color)*
A2	STRETCH RUBBER RING ON SLEEVE
B	SLEEVE OF ARRESTMENT - BOTTOM PART
C	ARRESTMENT - LOCK CASE
D	SLEEVE OF ARRESTMENT - UPPER PART
E	HOLES FOR SCREWS
F	SCREWS FOR FIXING OF UPPER PART

After continue according to other steps from nr.1 - 4 !

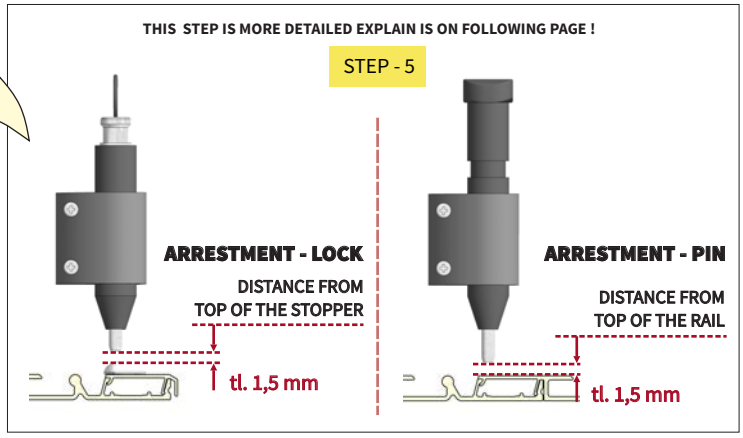
COMPLETION FOR SLEEVE OF THIS ARRESTMENT ON RAIL SIDE







STEP nr.5 - than tightening of these screws in upper part of sleeve, is necessary to **set a distance for arrestment peg**.

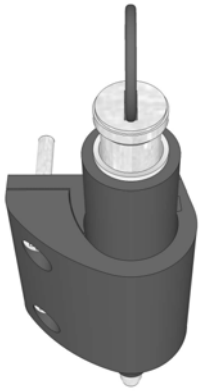


ARRESTMENT OF THE SEGMENT ON RAIL SIDE

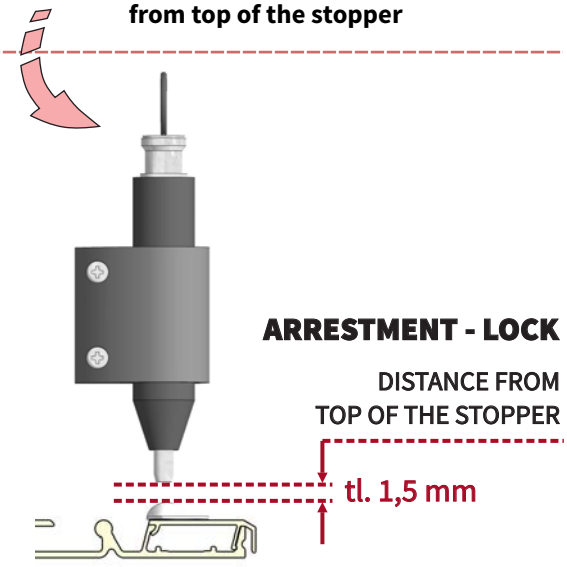
ARRESTMENT - LOCK

REGIME - UNLOCKED

RAIL SIDE



Fixing an **arrestment - LOCK** in the regime „**UNLOCKED**" straight in the sleeve with already delimited **gap of 1.5 mm from top of the stopper**



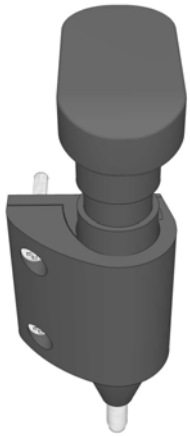
ARRESTMENT - LOCK

DISTANCE FROM TOP OF THE STOPPER

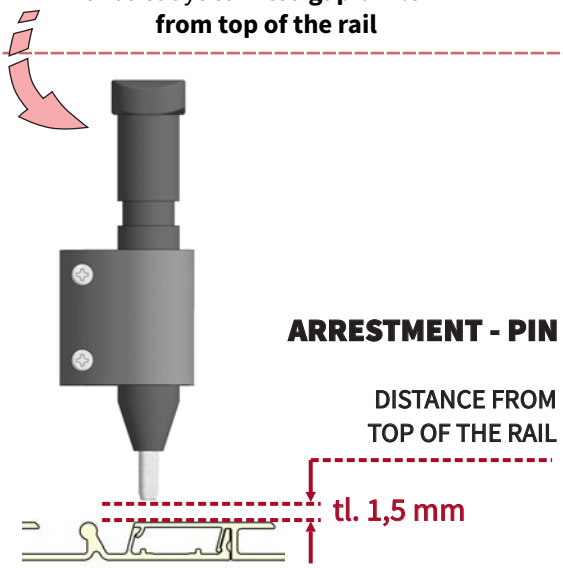
ARRESTMENT - PIN

REGIME - AUTOMATIC

RAIL SIDE



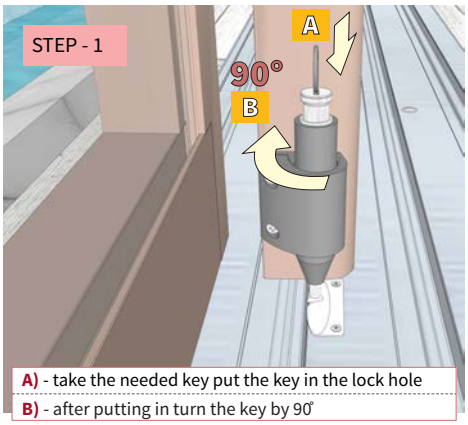
Fixing an **arrestment - PIN** in the regime „**AUTOMATIC-LOCK**" straight in the sleeve with alreadydelimited **gap of 1.5 mm from top of the rail**



ARRESTMENT - PIN

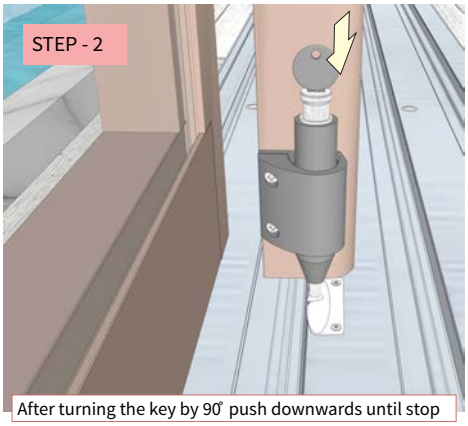
DISTANCE FROM TOP OF THE RAIL

CONTROL OF ARRESTMENT - LOCK

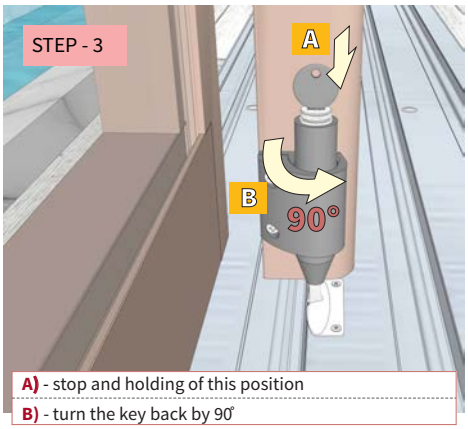


A) - take the needed key put the key in the lock hole

B) - after putting in turn the key by 90°

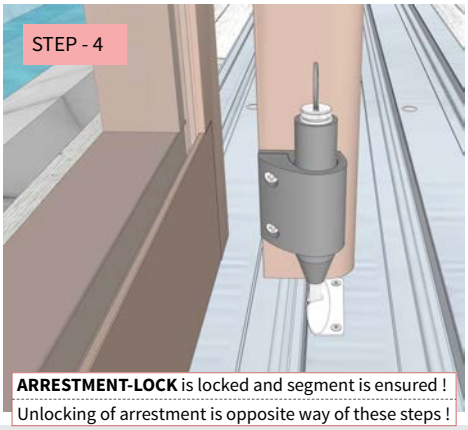


After turning the key by 90° push downwards until stop



A) - stop and holding of this position

B) - turn the key back by 90°

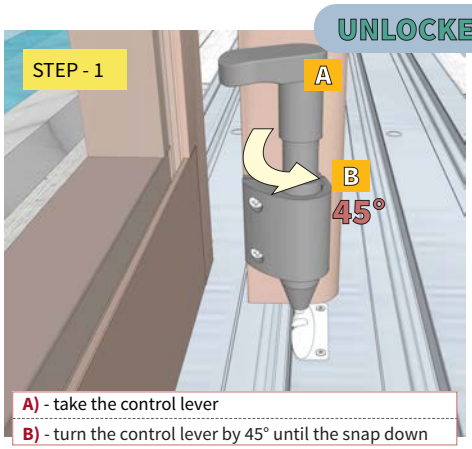


ARRESTMENT-LOCK is locked and segment is ensured !

Unlocking of arrestment is opposite way of these steps !

CONTROL OF ARRESTMENT - PIN

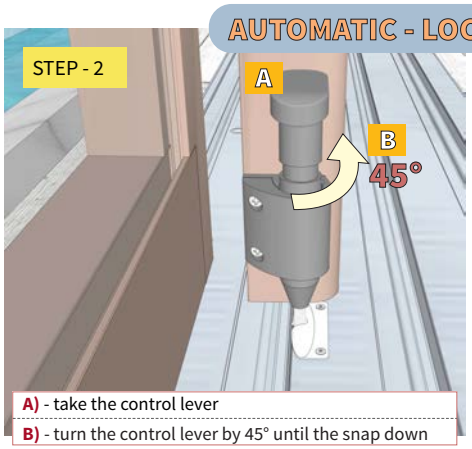
UNLOCKED



A) - take the control lever

B) - turn the control lever by 45° until the snap down

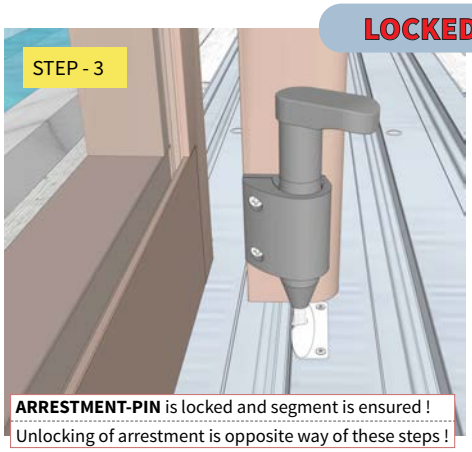
AUTOMATIC - LOCK



A) - take the control lever

B) - turn the control lever by 45° until the snap down

LOCKED



ARRESTMENT-PIN is locked and segment is ensured !

Unlocking of arrestment is opposite way of these steps !

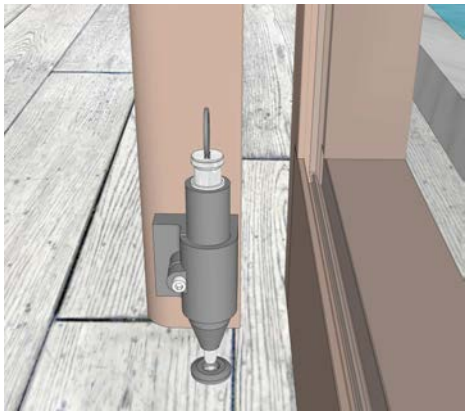
THIS ARRESTMENT-PIN have a strong spring, so during an unlocking is needed the control lever pulled upward at strongly and after pulling upward is possible the control lever rotated by 45 ° !

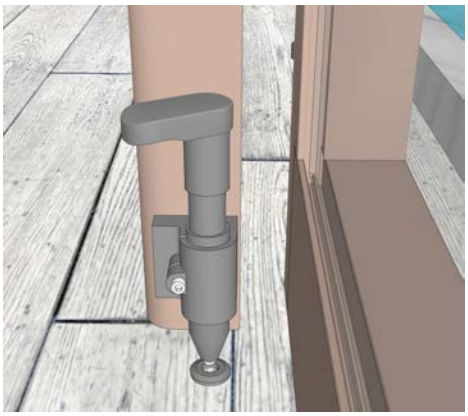
Different between regimes „AUTOMATIC - LOCK / LOCKED" is explain on prevoius page nr.49

Alukov®

THE BOTTOM PARTS OF THE SLEEVES ON THE SEGMENTS ARE ALREADY MOUNTED FROM THE MANUFACTURE OF THE COVER.

THUS IT IS NOTICEABLE WHERE THE UPPER PARTS OF THE SLEEVE NEED TO BE COMPLETED.





ITEM

ARRESTMENT THE SEGMENTS

(WHEEL SIDE)

ARRESTMENT OF THE SEGMENT ON WHEEL SIDE

ARRESTMENT SYSTEM - SETTING OF ARRESTMENT HEIGHT FOR EACH SEGMENT

THIS ARRESTMENT SYSTEM SECURE THE ENCLOSURE ESPECIALY AGAINST A CLIMATIC INFLUENCES, THEREFORE EACH ARRESTMENT OF SEGMENT IS NECESSARY TO SET.

THIS ARRESTMENT
can be with lock for peg (hereinafter referred to as ARRESTMENT - LOCK),
can be without lock peg (hereinafter referred to as ARRESTMENT - PIN).

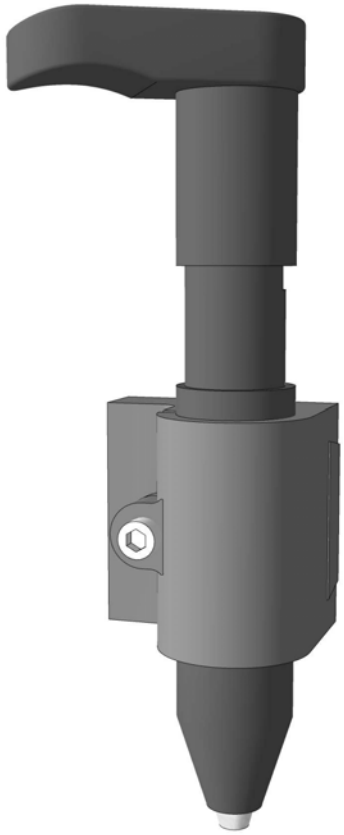
The both versions is possible to combine on side of the enclosure - it depens always on selected scheme for arrestment system , called as CATUS / FORTIS / INNOX / ARX !

ARRESTMENT - LOCK

THIS ARRESTMENT - LOCK
have two secure functions according to position of peg !

UNLOCKED / LOCKED

ARRESTMENT - PIN



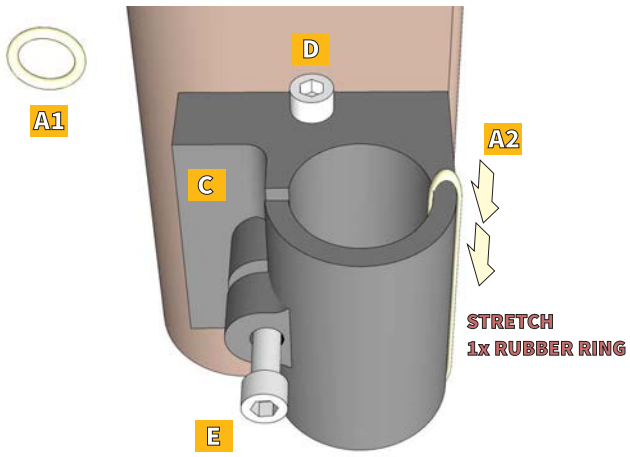
THIS ARRESTMENT - PIN
have three secure functions according to position of peg !

UNLOCKED / LOCKED

BOTH ARRESTMENTS (LOCK / PIN) **have only sole side design,**
without right-hand and left-hand control of the lock or pin !

ARRESTMENT OF THE SEGMENT ON WHEEL SIDE

PREPARE STEP



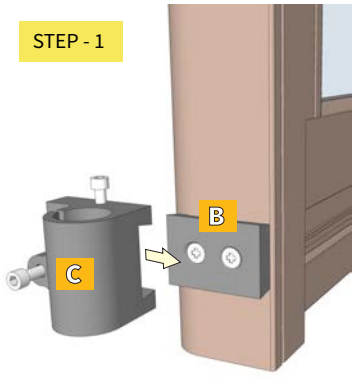
All bottom parts of sleeves are tightening to edge profiles.

A1	**ENSURE RUBBER RING - black** *(only for better illustration in light color)*
A2	**STRETCH RUBBER RING ON SLEEVE**
B	**SLEEVE OF ARRESTMENT - BOTTOM PART**
C	**SLEEVE OF ARRESTMENT - UPPER PART**
D	**SCREWS FOR FIXING OF BOTTOM PART THE SLEEVE**
E	**SCREWS FOR FIXING OF UPPER PART THE SLEEVE**
F	**ARRESTMENT - PIN CASE**

After continue according to other steps from nr.1 - 4 !

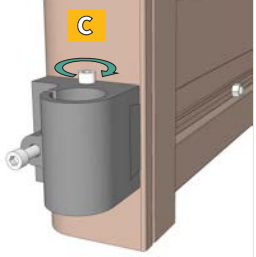
COMPLETION FOR SLEEVE OF THIS ARRESTMENT ON WHEEL SIDE

STEP - 1



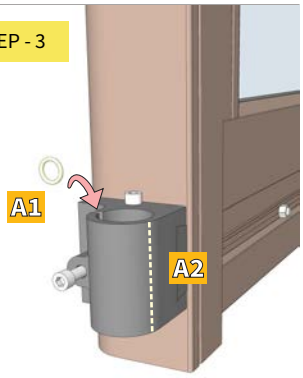
PUT UPPER PART
OF SLEEVE ON BOTTOM PART

STEP - 2



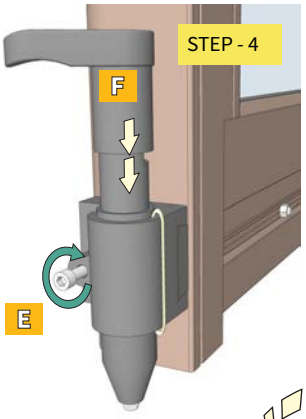
UPPER SCREW TIGHTEN

STEP - 3



USE 1x ENSURE RUBBER RING,
AND MOVE TO MARKED POSITION

STEP - 4

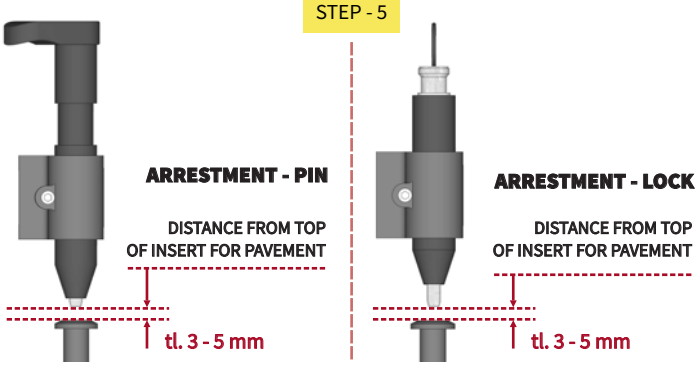


PUT ARRESTMENT TO SLEEVE,
BOTTOM SCREW TIGHTEN

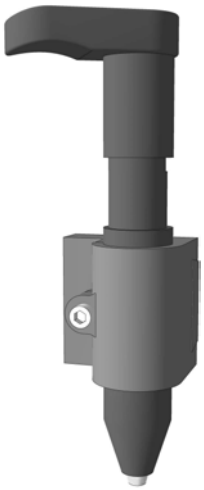
STEP nr.5 - than tightening of these screws in upper part of sleeve, is necessary to **set a distance for arrestment peg**.

THIS STEP IS MORE DETAILED EXPLAIN IS ON FOLLOWING PAGE !

STEP - 5



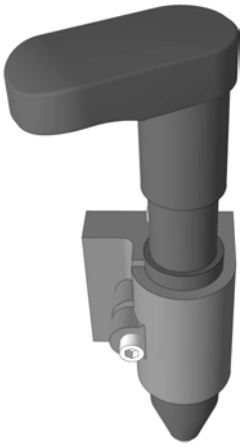
ARRESTMENT OF THE SEGMENT ON WHEEL SIDE



ARRESTMENT - PIN

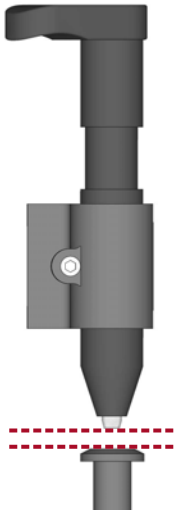
REGIME - UNLOCKED

WHEEL SIDE



DO NOT USE REGIME
„AUTOMATIC - LOCK"
ON WHEEL SIDE !

Fixing an **arrestment - PIN**
in the regime „**UNLOCKED**" straight in the sleeve
with already delimited **gap of 3 - 5 mm**
from top of insert for pavement



ARRESTMENT - PIN

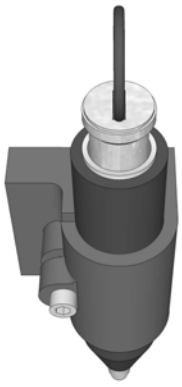
DISTANCE FROM TOP
OF INSERT FOR PAVEMENT

tl. 3 - 5 mm

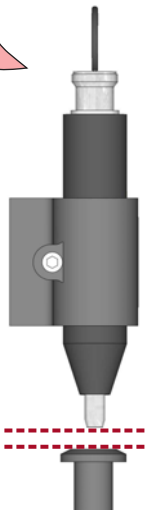
ARRESTMENT - LOCK

REGIME - UNLOCKED

WHEEL SIDE



Fixing an **arrestment - LOCK**
in the regime „**UNLOCKED**" straight in the sleeve
with already delimited **gap of 3 - 5 mm**
from top of insert for pavement



ARRESTMENT - LOCK

DISTANCE FROM TOP
OF INSERT FOR PAVEMENT

tl. 3 - 5 mm

CONTROL OF ARRESTMENT - PIN

IMPORTANT REMARK FOR STEP 1-2

DO NOT USE AUTOMATIC - LOCK REGIME

THIS ARRESTMENT-PIN have a strong spring, so during an unlocking is needed the control lever pulled upward at strongly and after pulling upward is possible the control lever rotated by 45° !

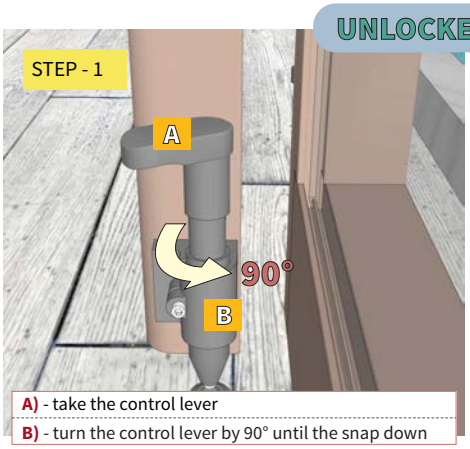
BUT FOR THIS ARRESTMENT-PIN ON WHEEL SIDE
is neccessary use a two regimes only !

So during an unlocking is needed the control lever pulled upward at strongly and after pulling upward is possible the control lever rotated by 90 ° !

CONTROL LEVER OF THIS ARRESTMENT DO NOT ROTATE 45° !!!

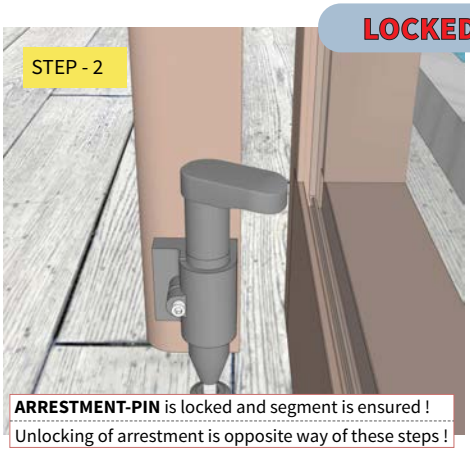
Different between regimes „UNLOCKED / LOCKED" is explain on previous page nr.53

UNLOCKED



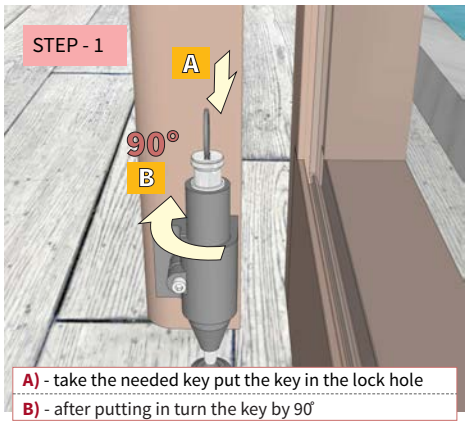
A) - take the control lever
B) - turn the control lever by 90° until the snap down

LOCKED

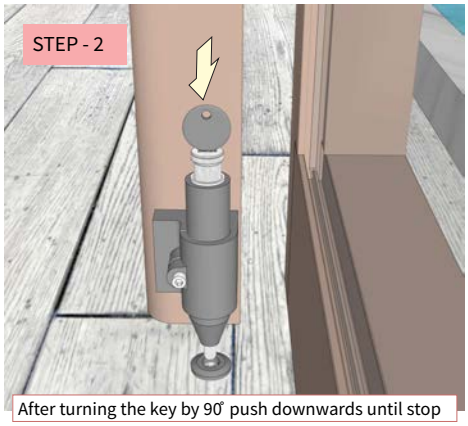


ARRESTMENT-PIN is locked and segment is ensured !
Unlocking of arrestment is opposite way of these steps !

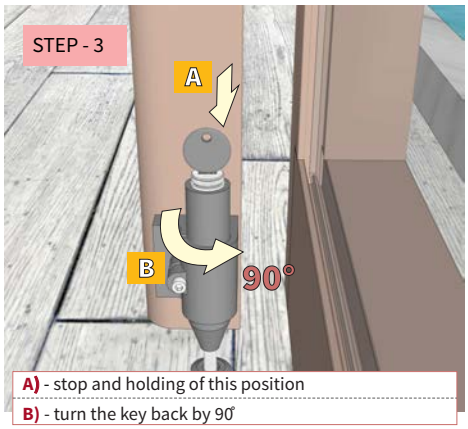
CONTROL OF ARRESTMENT - LOCK



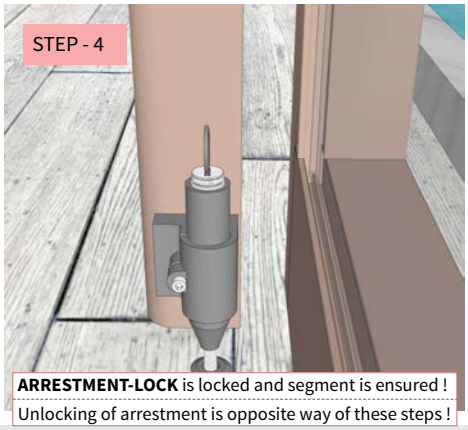
A) - take the needed key put the key in the lock hole
B) - after putting in turn the key by 90°



After turning the key by 90° push downwards until stop



A) - stop and holding of this position
B) - turn the key back by 90°



ARRESTMENT-LOCK is locked and segment is ensured !
Unlocking of arrestment is opposite way of these steps !

Alukov®

ITEM

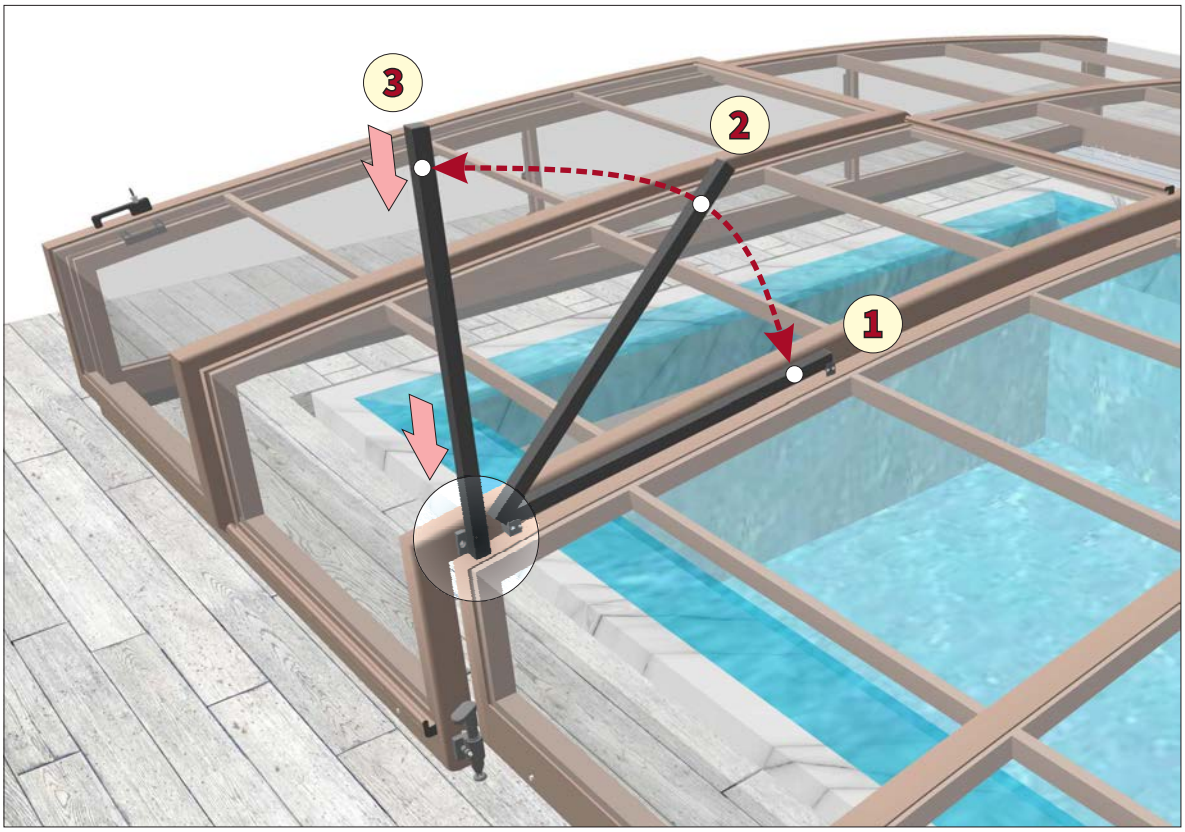
STOPPERS FOR ALL SEGMENTS

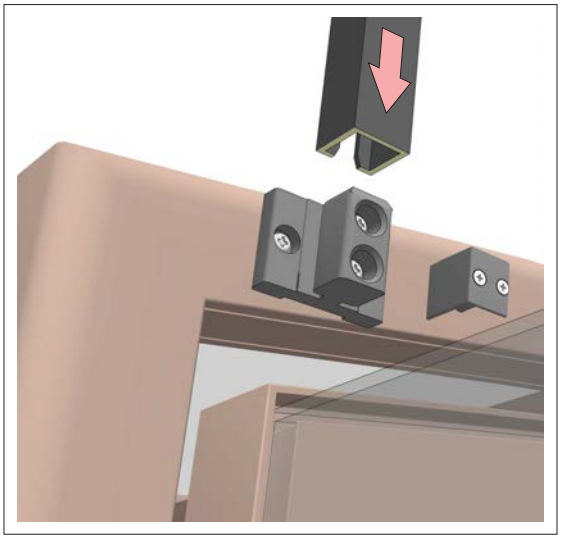
(CLOSED ENCLOSURE, PARKING ZONE, AIR FRESH)

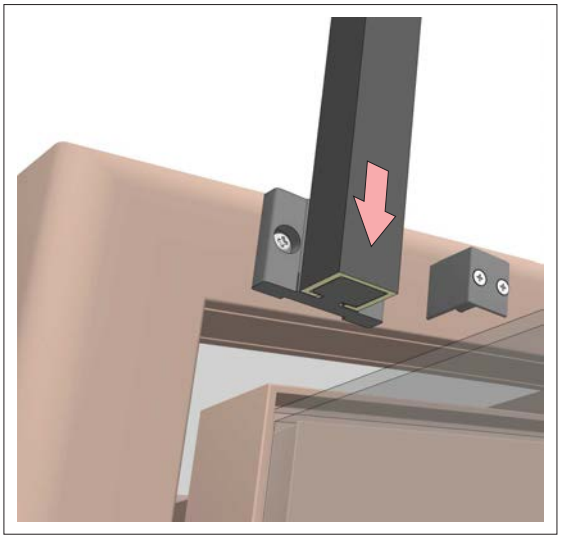
ASSEMBLING INSTRUCTIONS FOR ENCLOSURES

HANDLE FOR EASILY MANIPULATION WITH SEGMENTS

THE HANDLE IS ON THE LARGEST SEGMENT AS LIKE THE SUPPORT FOR EASILY SHIFTING WITH SEGMENTS



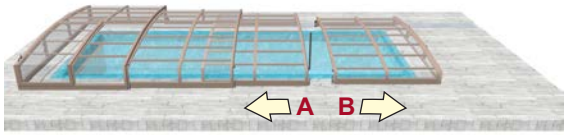


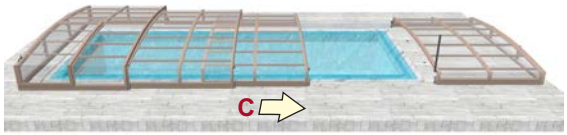


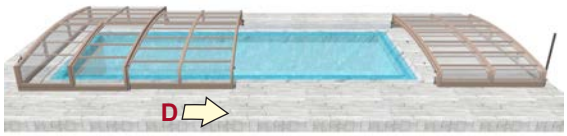
MOVE WITH SEGMENTS ACCORDING TO ARRESTMENT SYSTEM FOR SEGMENT

ARRESTMENT SYSTEM FORTIS INDEPENDENT SEGMENTS

At first moment this segment nr.2 move to left, then smallest segment and other segments are possible to move to right.

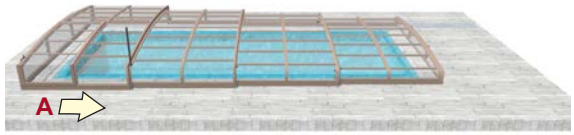


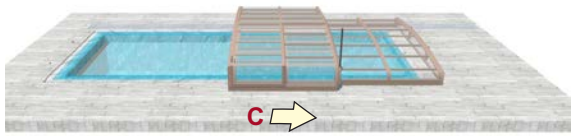


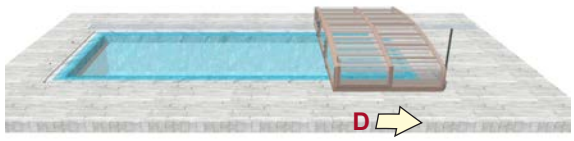


ARRESTMENT SYSTEM INNOX DEPENDENT SEGMENTS

The largest segment move to right, gradually collects other segments as you move.





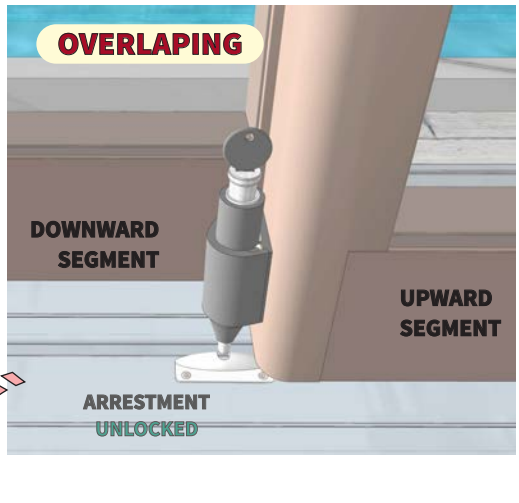


ARRESTMENT OF THE SEGMENT ON RAIL SIDE / OVERLAPING

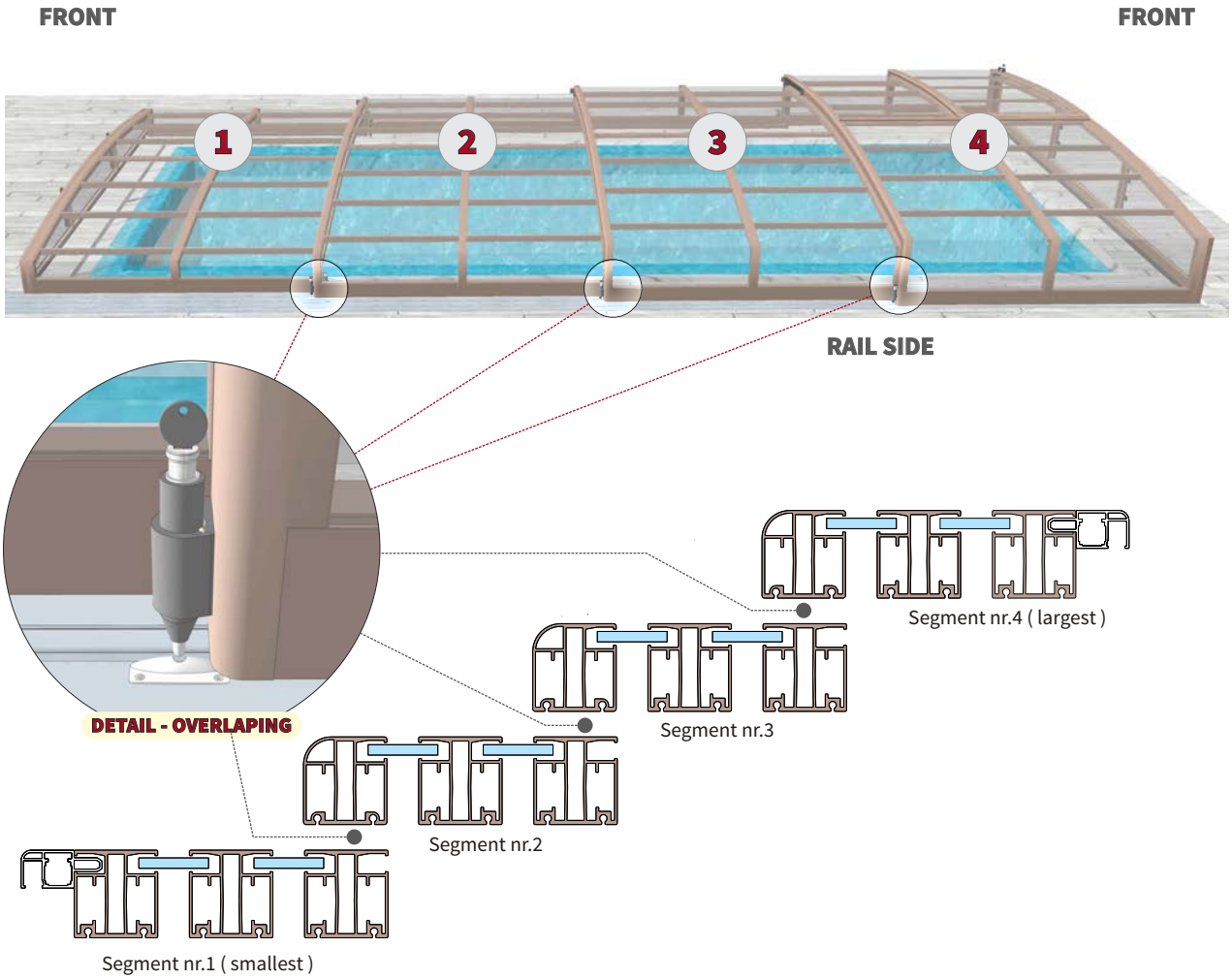
RAIL SIDE

NOW EACH ARRESTMENT OF SEGMENT - PIN OR LOCK

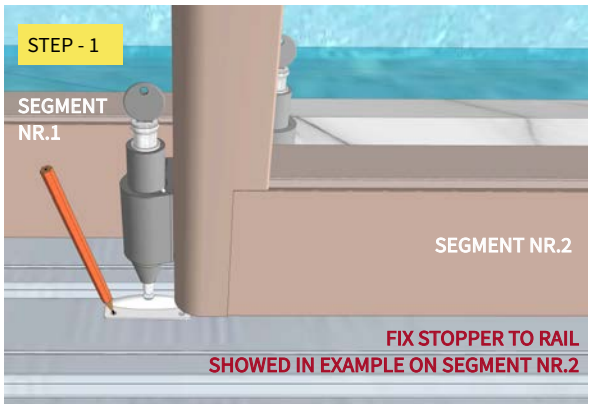
have recomended distance between end of peg and top of the rail / of the stopper after setting according to previous page, so **all arrestments is necessary adjust to the position - UNLOCKED before parking all the segments to have the pool closed with overlaping.**



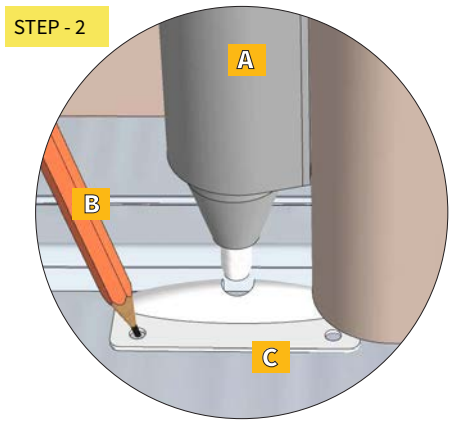
THE ENCLOSURE IS NECESSARY CLOSE ACCORDING TO AN OVERLAPING BETWEEN EACH UPWARD / DOWNWARD SEGMENT = PARK ALL THE SEGMENTS TO HAVE THE POOL CLOSED WITH OVERLAPING



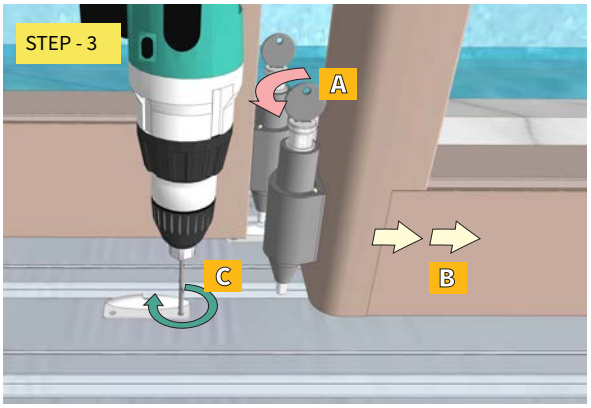
FIXING STOPPER TO RAIL ACCORDING TO TYPE OF ARRESTMENT SYSTEM OF SEGMENTS



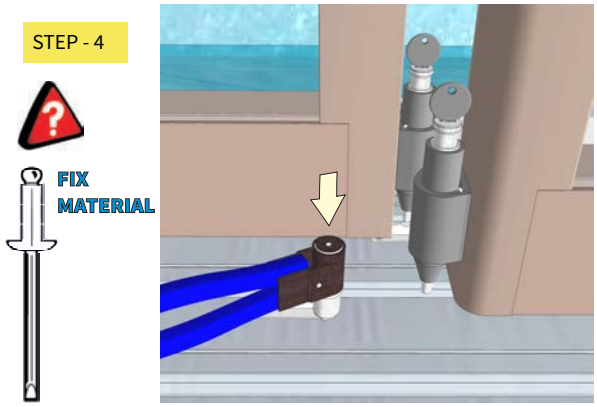
The stopper must stop of moving segment safely, so the centre of stopper against arrestment peg must be maximal.



When an arrestment peg is protrudes at maximal (A), so mark (B) the position the holes in stopper (C).



First is need to adjust an arrestment to the position - UNLOCKED (A), after maybe moving with segment away (B) for easily drilling (C) according to marks.

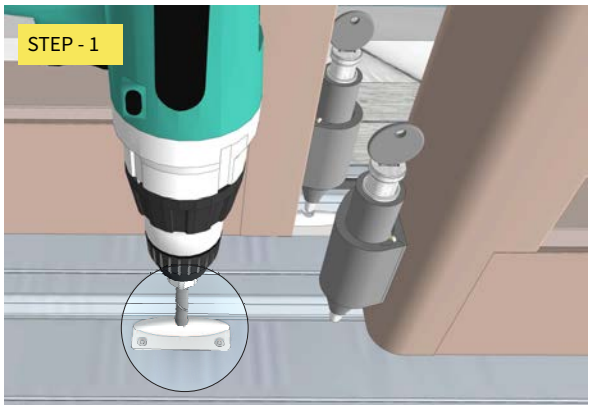


RIVET 4x10 mm A2

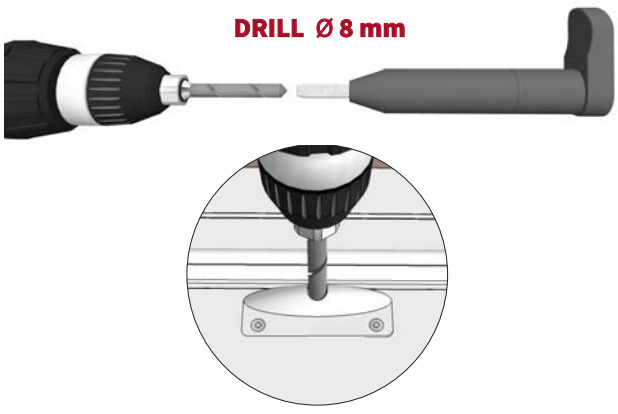
(1 STOPPER = 2 pce for join of the stopper to rail)

After drilling the riveting of stopper to rail is possible.

DRILLING OF THE HOLE FOR PEG THROUGH RAIL - ONLY ON RAIL SIDE



Drilling of the hole through rail for arrestment peg.



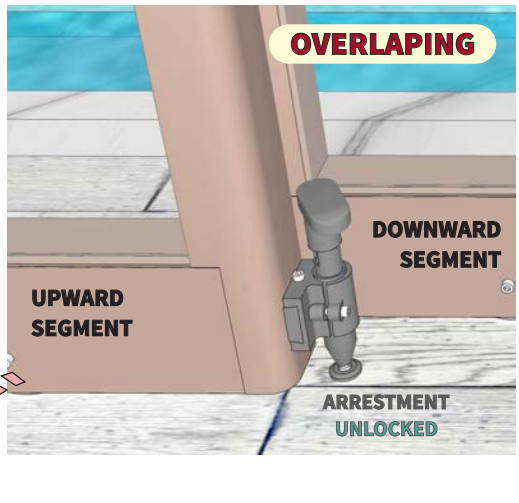
Diameter of drill = 8 mm according to arrestment peg.

ARRESTMENT OF THE SEGMENT ON WHEEL SIDE / OVERLAPING

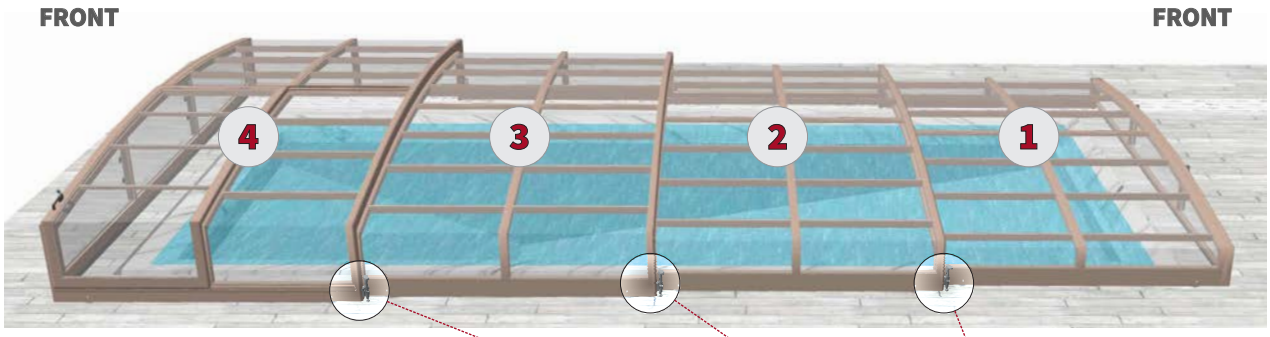
WHEEL SIDE

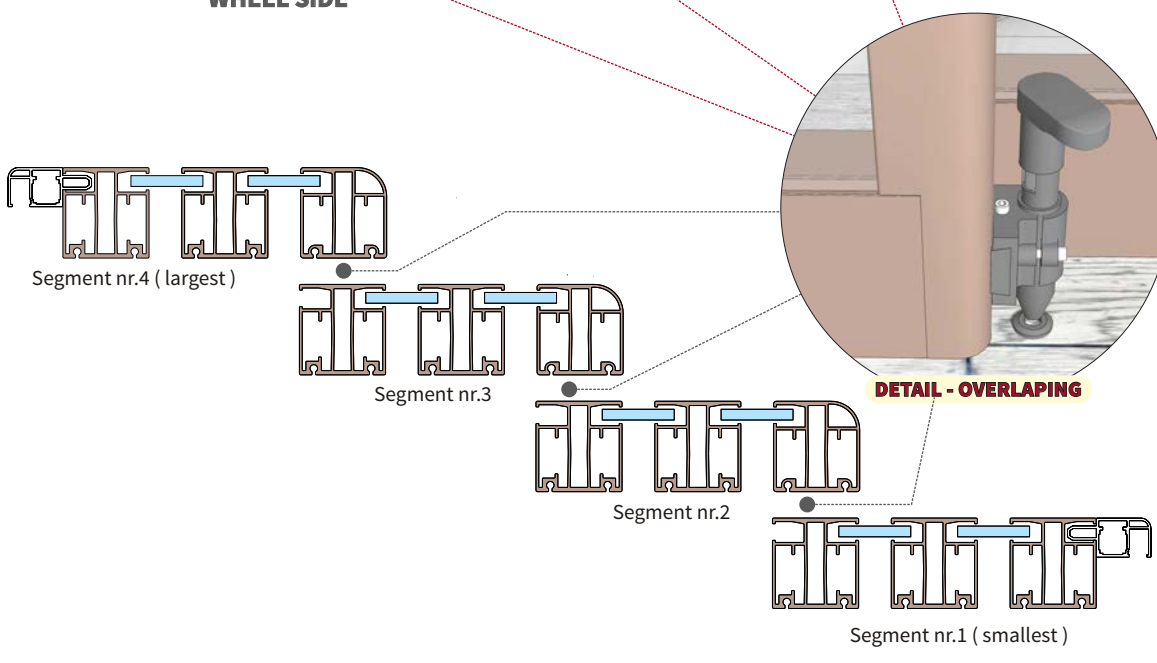
NOW EACH ARRESTMENT OF SEGMENT - PIN OR LOCK

have recomended distance between end of peg and top of the rail / of the stopper after setting according to previous page, so **all arrestments is necessary adjust to the position - UNLOCKED before parking all the segments to have the pool closed with overlaping.**

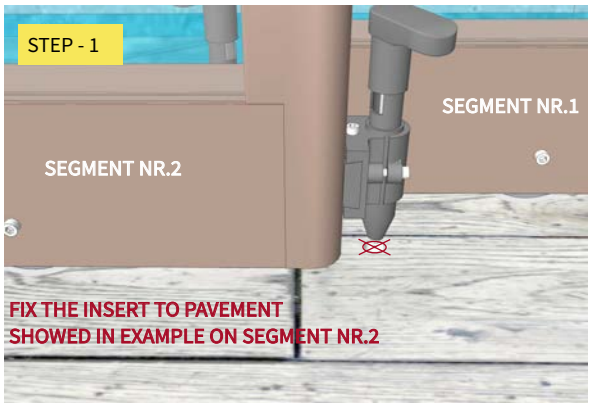


THE ENCLOSURE IS NECESSARY CLOSE ACCORDING TO AN OVERLAPING BETWEEN EACH UPWARD / DOWNWARD SEGMENT = PARK ALL THE SEGMENTS TO HAVE THE POOL CLOSED WITH OVERLAPING

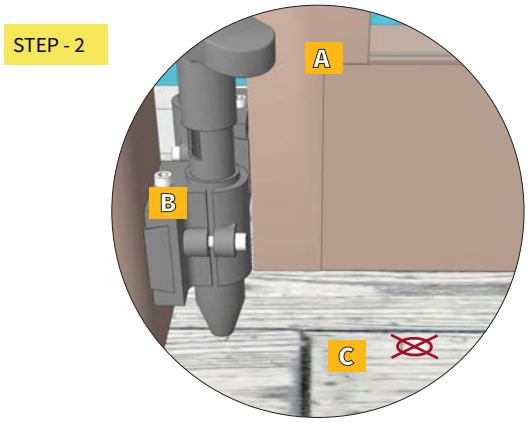




FIXING THE INSERT TO PAVEMENT PER TYPE OF ARRESTMENT SYSTEM OF SEGMENTS

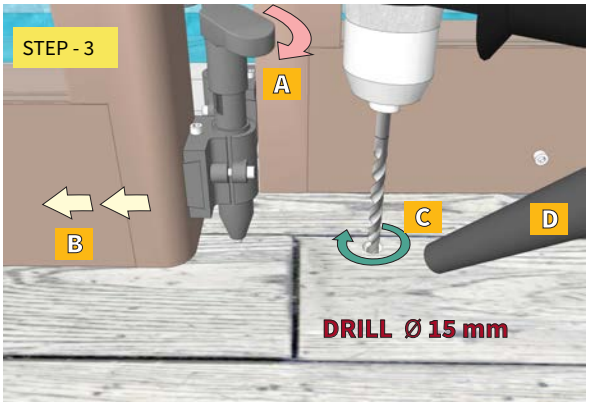


The insert to pavement must stop each segment safely, so the centre of insert against arrestment peg must be maximal.

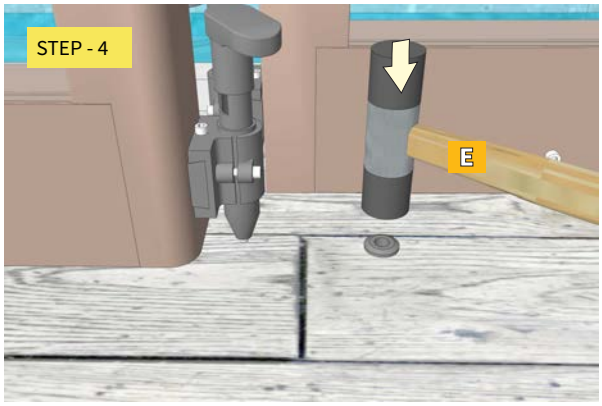


When an arrestment peg is protrudes at maximal (A), so mark (B) the position the holes for insert to pavement (C).

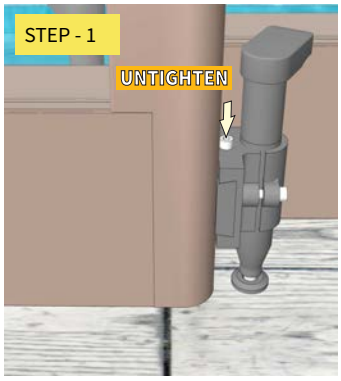
DRILL A HOLE INTO PAVEMENT CAREFULLY !



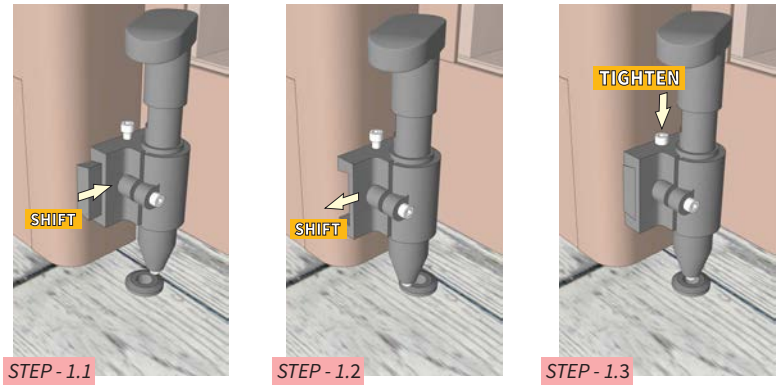
RISK FOR DAMAGE - CRACK OF PAVEMENT !



First is need to adjust an arrestment to the position - UNLOCKED (A), after maybe moving with segment away (B) for easily drilling (C) according to marks. Clear the holes from dirt and dust (D) and insert to pavement put to predrilling holes and insert of pavement hammer in to holes (E).

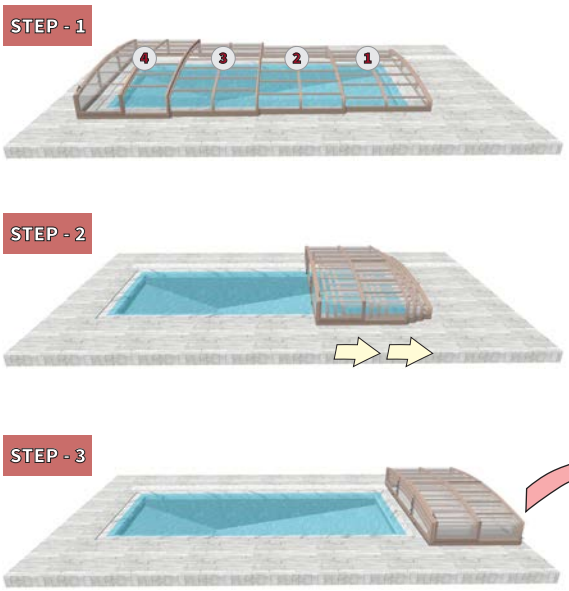


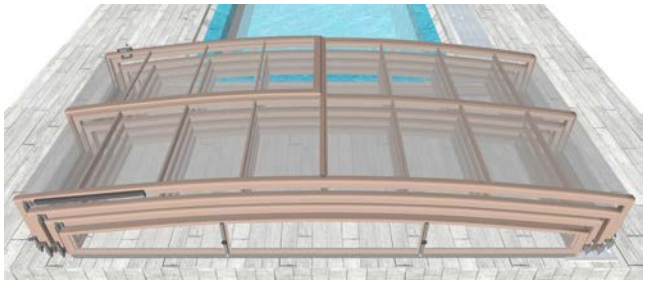
Check arrestment peg, if is in centre of insert in pavement.



SETTING by help untighen / tighten upper screw
FOR OPTIMAL POSITION OF THE ARRESTMENT PEG

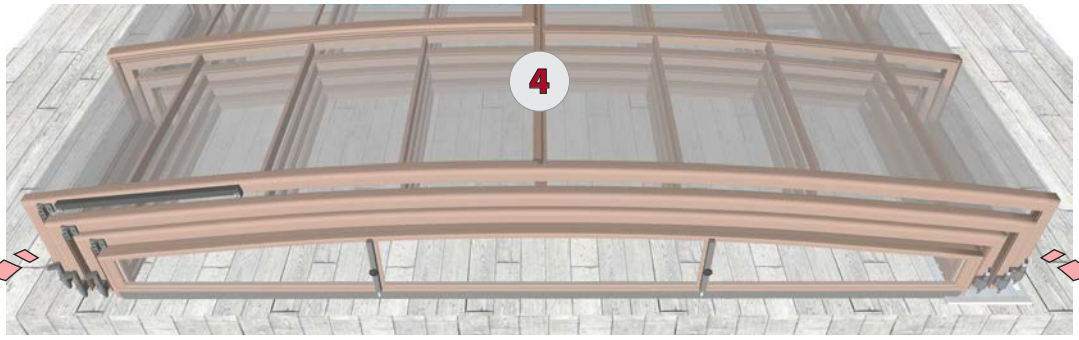
ARRESTMENT OF SEGMENTS - PARKING ZONE FOR ALL SEGMENTS

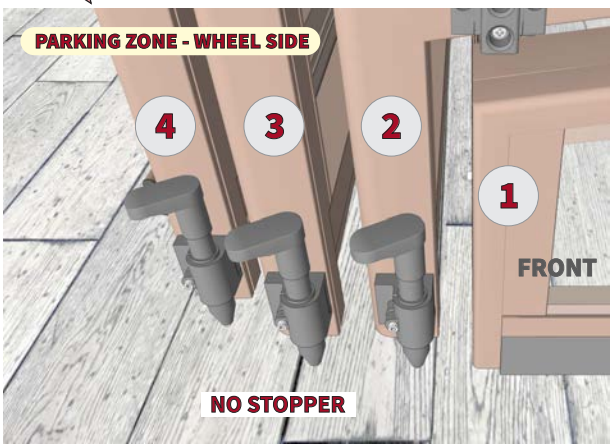


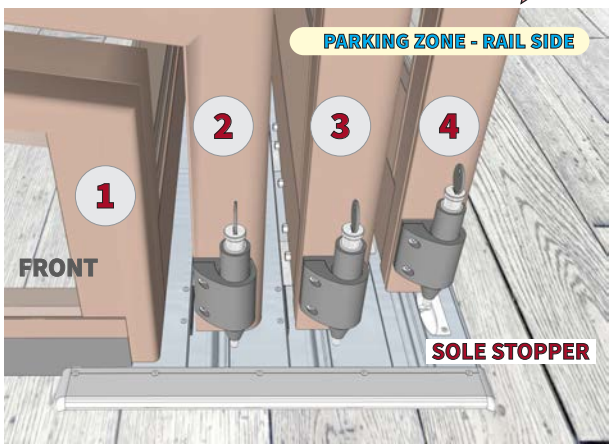


PARKING ZONE - EXAMPLE
is an area for all segments which could relegate almost beyond the pool or off beyond the pool.

If this package of all segments is in the intending parking zone, that mean **the downward segments stops before plastic backstops, so only sole stopper for the largest segment is needed assembling to rail** according to maximal closed of the largest segment against package.

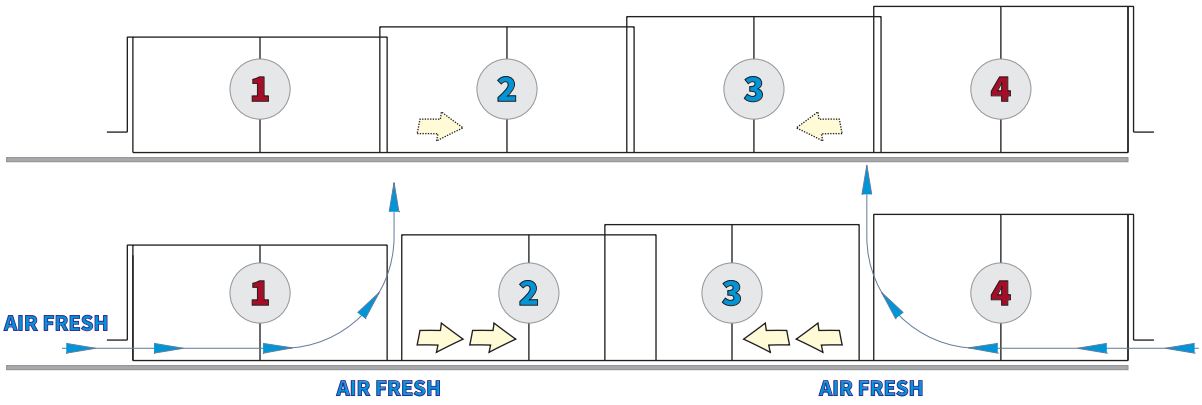


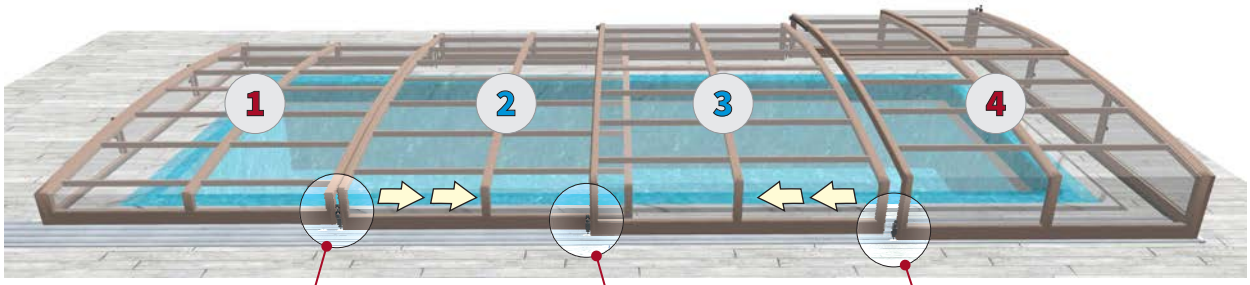


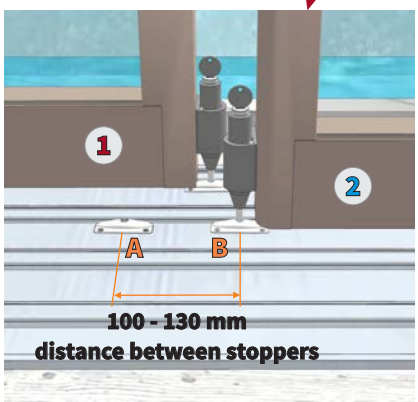


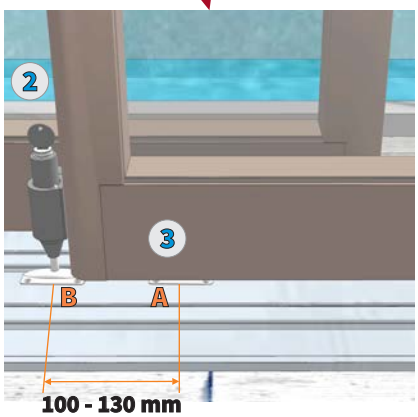
AIR FRESH - SAFETY VENTILATION SYSTEM FROM INSIDE ENCLOSURE

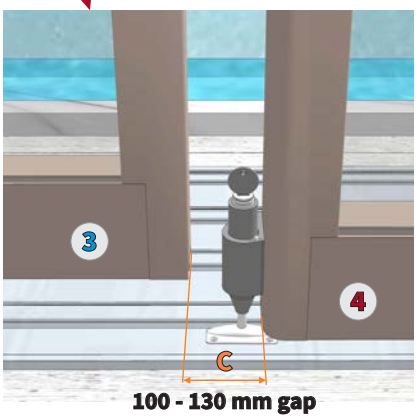
AIR FRESH
- when enclosure is closed, so is needed to ensure some ventilation
- lift sealing profile on both faces of cover
- two inside segments are locked in position of opening AIR FRESH system











These examples around AIR FRESH system show single positions of the segments - exactly segments nr.2 - 3 !
Rest segments nr.1 and nr.4 are secured and stayed in place without moving with them.

This stopper for AIR FRESH (B) is next to the other stopper in place of the overlaping between segments (A), recommeded distance is 100 - 130 mm.
That mean recommended gap between segments (C) is 100 - 130 mm too.

Add another stopper for AIR FRESH (only for segment nr.2 + 3) and rivet to rails.

Alukov®

ITEM

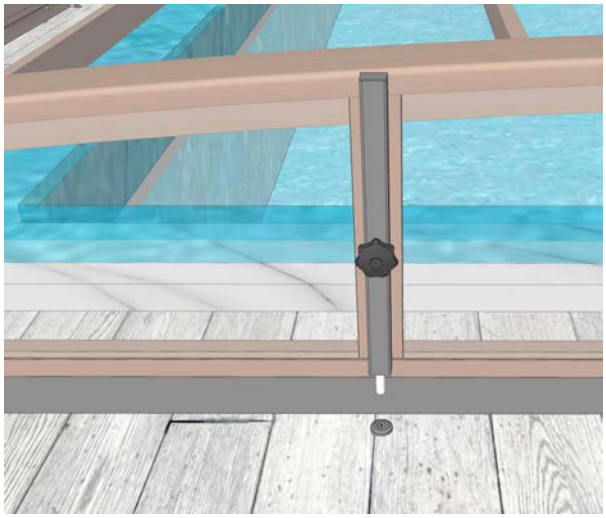
FACE ARRESTMENT

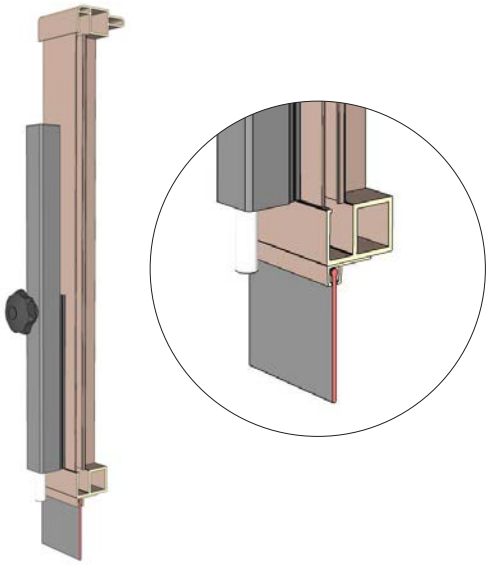
ASSEMBLING INSTRUCTIONS FOR ENCLOSURES

BOTH VERSIONS OF ARRESTMENT ACCORDING TO TYPE OF THE SEALING RUBBER IN FACE

ARRESTMENT OF THE FACE secure the enclosure especialy against a climatic influences.

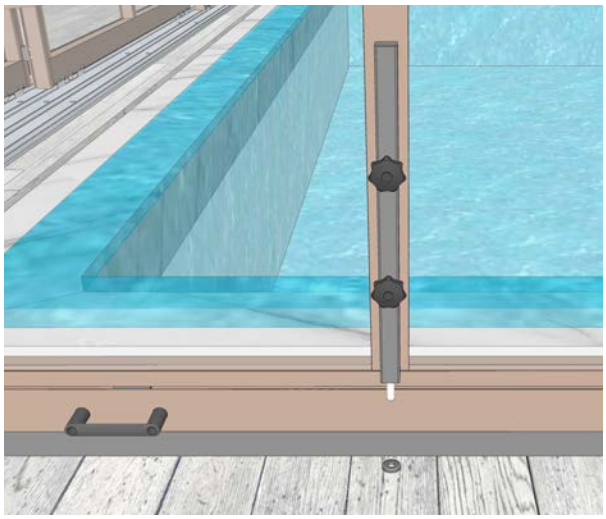
ARRESTMENT OF THE FACE / SEALING RUBBER FLAG

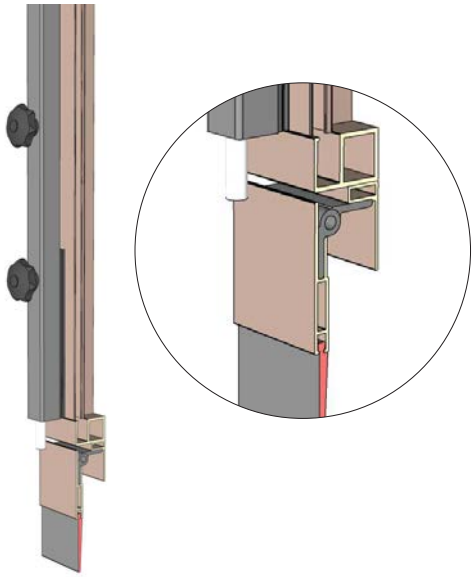




This item shown implementation - **1.version of standard arrestment for face with sealing rubber flag**
This version have similar assembling procedure as like an another version.

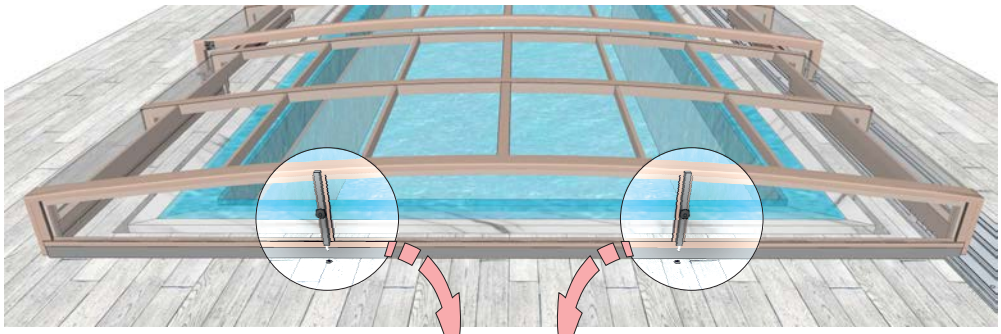
ARRESTMENT OF THE FACE / LIFT-UP EPDM

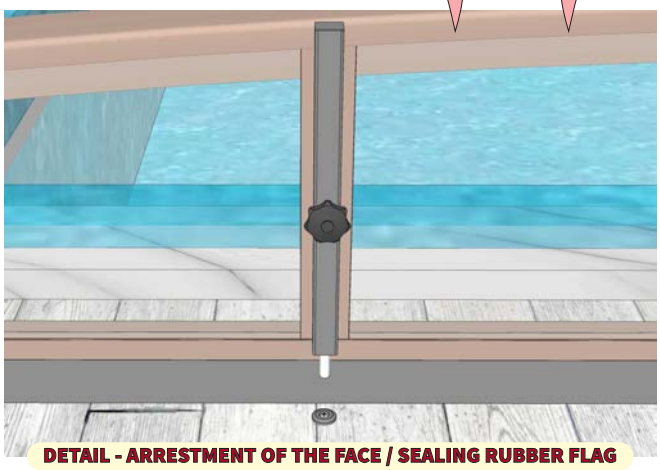




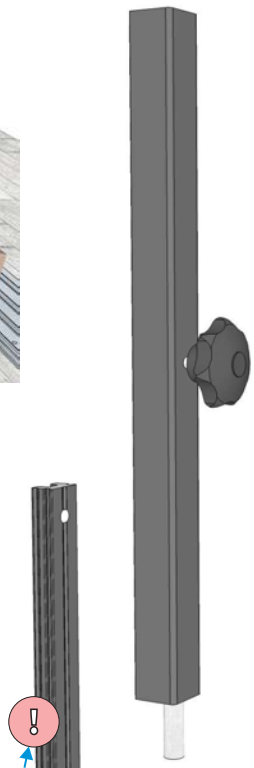
This item shown implementation - **2.version of another arrestment is for face with lift-up EPDM**
This version have similar assembling procedure as like an another version.

ARRESTMENT OF THE FACE - SEALING RUBBER FLAG



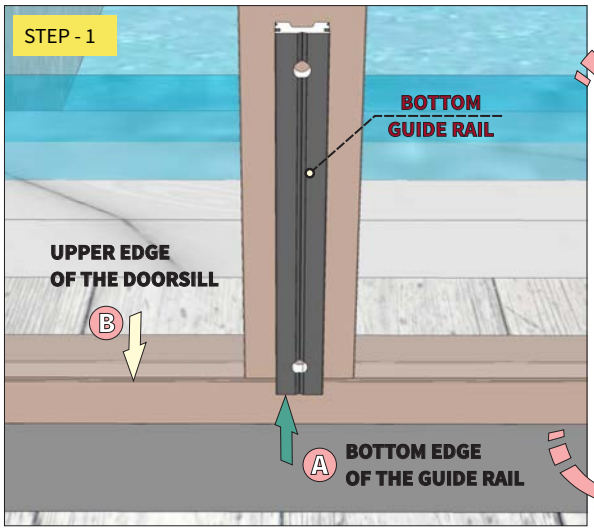


DETAIL - ARRESTMENT OF THE FACE / SEALING RUBBER FLAG



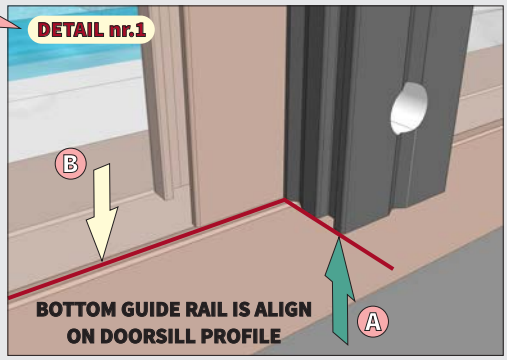
First is necessary to protrude
THE BOTTOM GUIDE RAIL
from an arrestment pin for face

POSITION FOR ARRESTMENT OF THE FACE / BOTTOM GUIDE RAIL



DETAIL nr.1
The bottom guide rails put on profile H in face and align bottom edge of guide rail with upper edge of the doorsill.

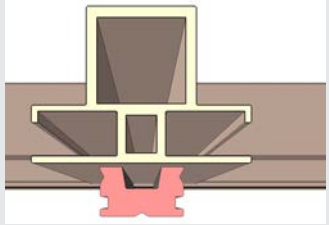
DETAIL nr.2
This guide of rail is needed to center on face - profile H.



THESE MARKED EDGES (A + B)
ALIGN TO TOGETHER AS SHOWN IN DETAIL nr.1

DETAIL nr.2

BOTTOM GUIDE RAIL
IS CENTRE
ON FACE PROFILE -H



FIXING OF THE GUIDE RAIL OF ARRESTMENT OF THE FACE

INFORMATION

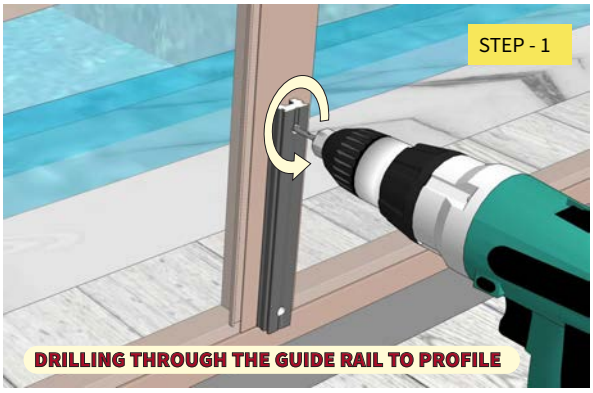
FIX MATERIAL

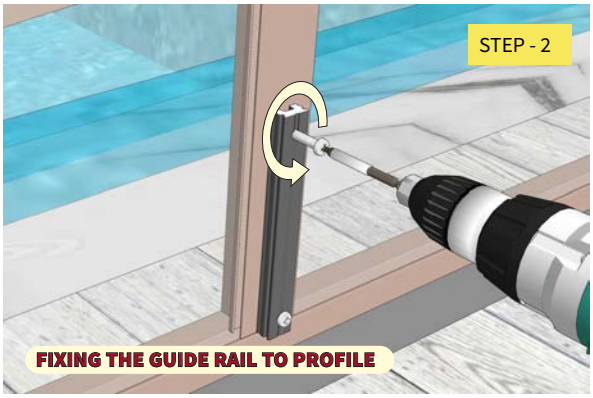
SCREW 6,3 x 32 mm

GUIDE RAIL

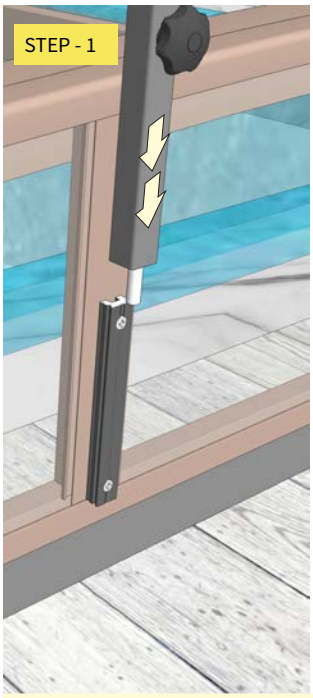
have predrilling holes for these screws, this guide rail will fixing to face profile H.
If is guide rail in correct position on face profile-H, now drilling and fixing is possible to profile according to holes in guide rail !

Keep the drilling in centre of predrilling holes in guide rail for future vertical of arrestment of the face too !



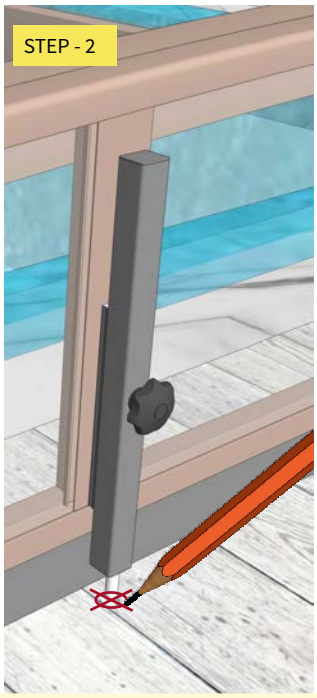


MARK OF CENTER FOR PLASTIC INSERT IN PAVEMENT



CUT SECTION
COMPLET ARRESTMENT OF THE FACE
ON THE FACE PROFILE-H - OUTSIDE VERSION

CENTRE FOR DRILL
MARK A POSITION OF
PLASTIC INSERT ON GROUND



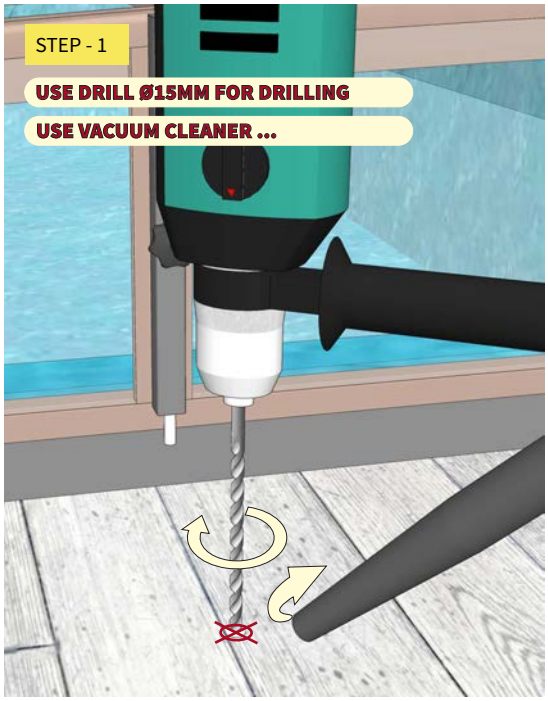
PUT OF ARRESTMENT ON GROUND AND MARK A POSITION OF PLASTIC INSERT ON GROUND - CENTRE FOR DRILL

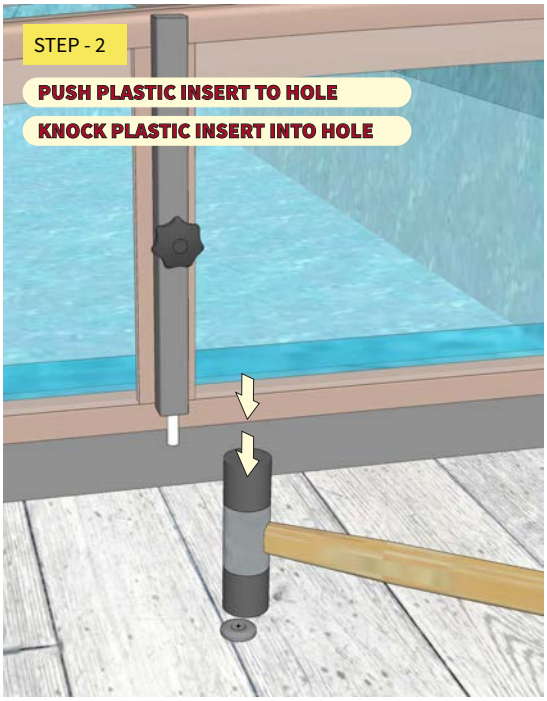
DRILLING THE HOLE FOR PLASTIC INSERT

WARNING

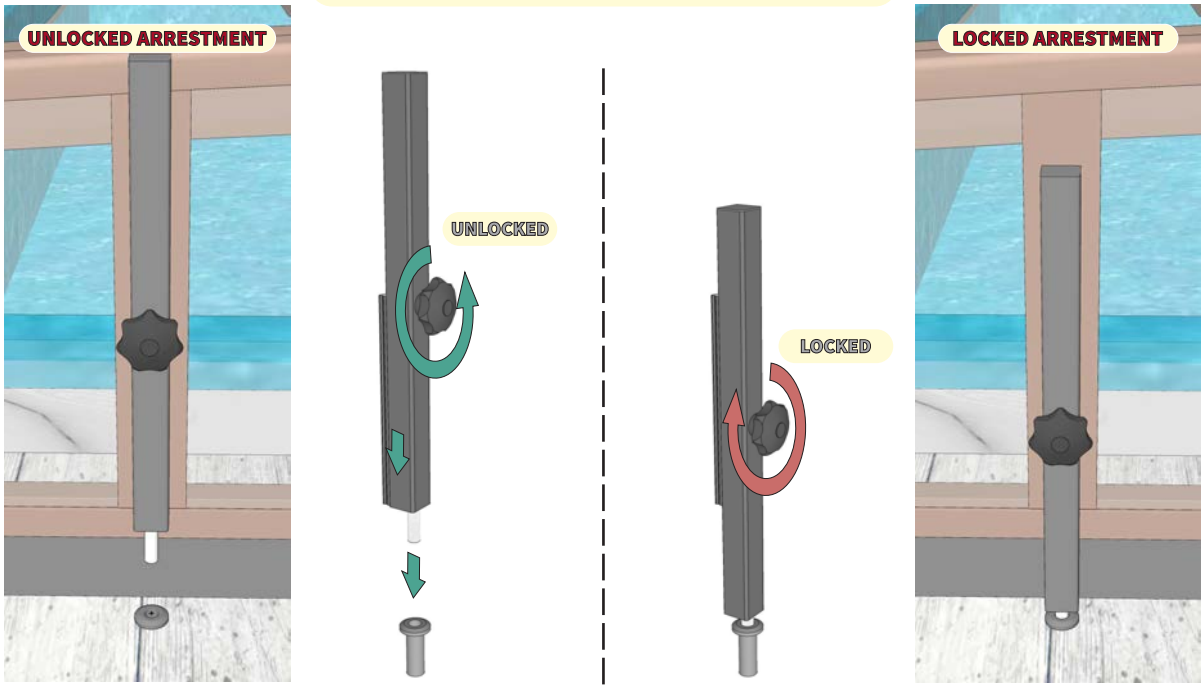
DRILLING A HOLE INTO A PAVEMENT OR GROUND CAREFULLY !

RISK FOR DAMAGE - CRACK OF PAVEMENT OR GROUND !!!





FUNCTION FOR ARRESTMENT OF THE FACE



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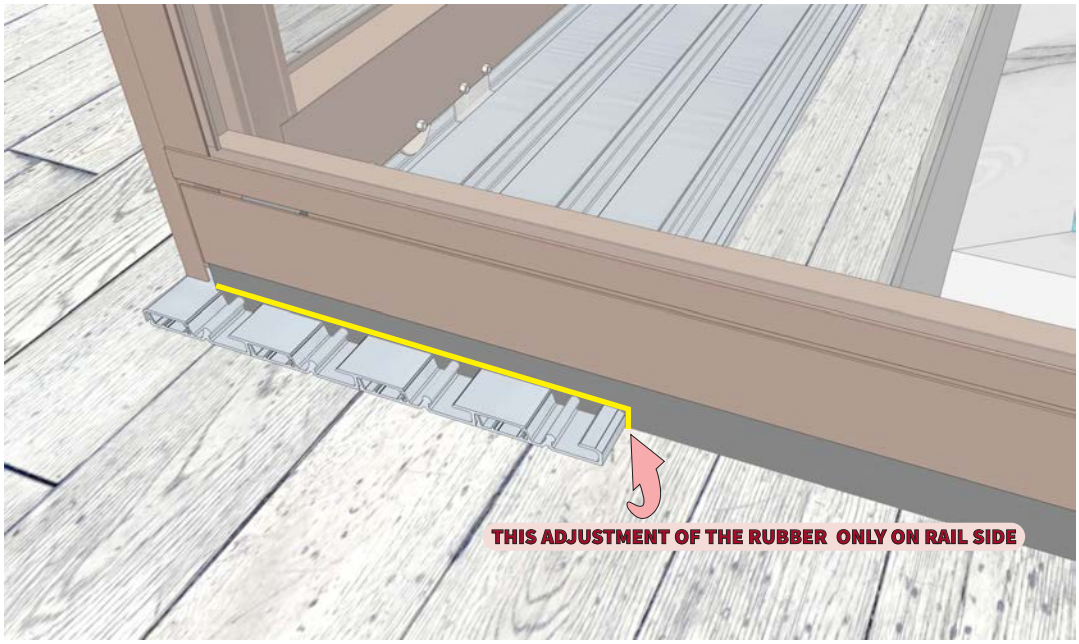
ITEM

FINALIZATION

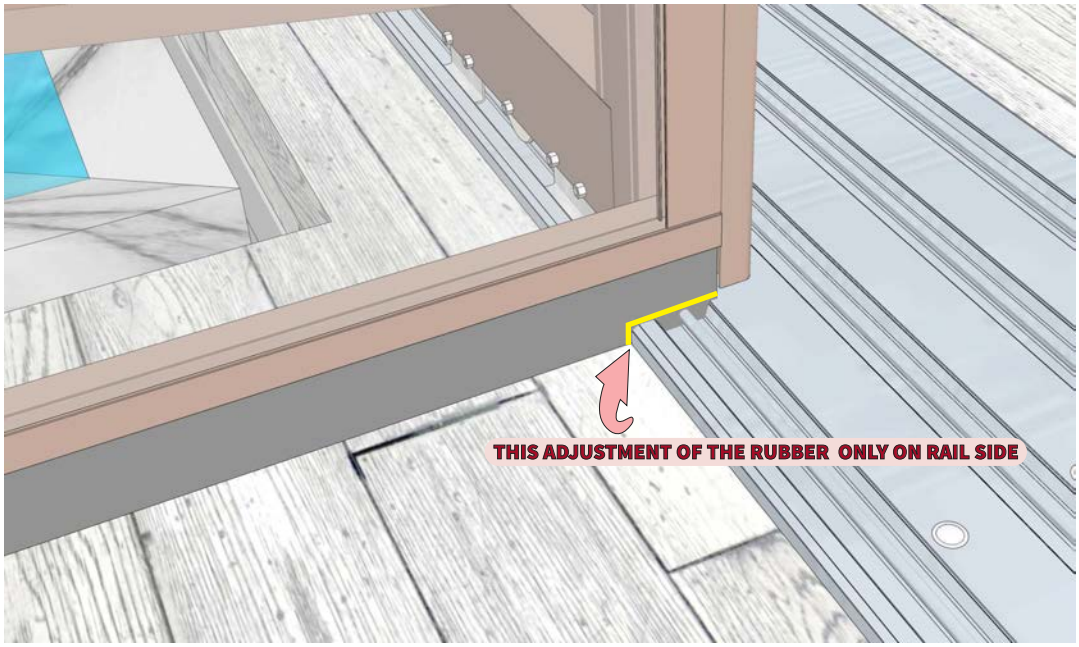
ASSEMBLING INSTRUCTIONS FOR ENCLOSURES

FINALIZATION OF THE LARGEST FACE - ADJUST OF THE RUBBER SEALING



ADJUST THE SEALING RUBBER ACCORDING TO RAIL BY HELP WITH KNIFE OR SCISSORS !

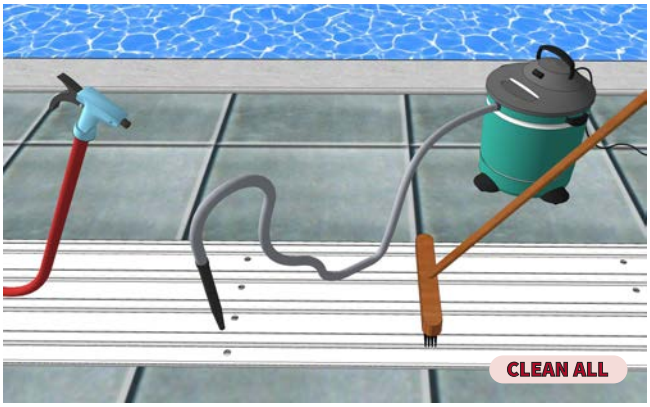
FINALIZATION OF THE SMALLEST FACE - ADJUST OF THE RUBBER SEALING



ADJUST THE SEALING RUBBER ACCORDING TO RAIL BY HELP WITH KNIFE OR SCISSORS !

FINALIZATION OF ASSEMBLING

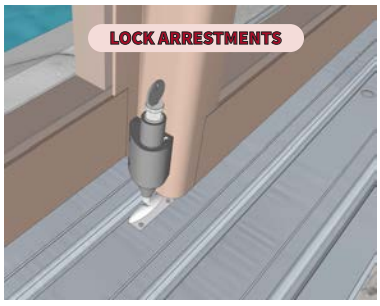
DETAIL nr.1 - CLEAN ALL PARTS OF THE ENCLOSURE, LEADING LINES INCLUDED

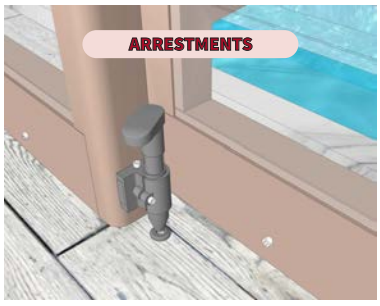


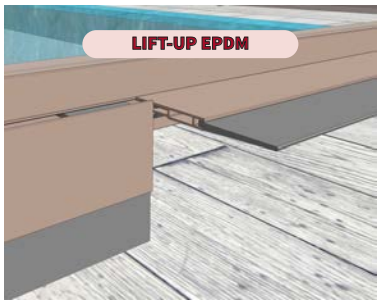
CLEAN A PLACE OF ASSEMBLING AND RESTORE ALL THE OBSTACLES, WHICH HAD TO BE REMOVED BEFORE THE MANIPULATION WITH SEGMENTS TOO.

DETAIL nr.2 - CHECK FUNCTIONALITY OF ALL PARTS AND OF ENTIRE ENCLOSURE

CHECK FUNCTIONALITY OF ALL PARTS







DETAIL nr.3 - REMOVE OF THE PROTECTION FOIL FROM ALL POLYCARBONATE

THE POLYETHYLENE MASKING (PLASTIC SHEETS/FOIL) MUST BE REMOVED IMMEDIATELY FROM THE PANELS DURING OR IMMEDIATELY AFTER INSTALLATION.

IF IT IS REMOVED AT A LATER TIME, IT MAY BE VERY DIFFICULT IF NOT IMPOSSIBLE TO REMOVE AS IT WILL STICK TO THE PANEL. IN HOT CLIMATES, EVEN 24 HOURS AFTER THE INSTALLATION IS COMPLETED IT MAY BE TOO LATE TO REMOVE.