

Product Sheet

PasSec
High Transit Passenger Security
Door for Internal Installation

PasSec is available as Single Unit (PasSec S) or Double Unit (PasSec D)

Technical Specification

- Drive:** Motorised
- Orientation:** Uni Directional
- Materials:** Door Casework: stainless steel AISI 304 satin finish (grain 220)
Door Panels: 12mm tempered clear glass c/w black rubber buffer on leading edges all affixed to the rotor via Stainless Steel patch fittings.
Gate Casework: stainless steel AISI 304 satin finish (grain 220)
Gate Wings: 32mm dia. 304 Grade Polished Stainless Steel.
Guide Rails: stainless steel AISI 304 satin finish (grain 220)
Full High Panels: 10mm tempered clear glass.
- Function:** Passage in one direction, electronically controllable.
- Baggage Restriction:** The walkway width is restricted to 446mm at low level. This allows travel through the gate with standard authorised cabin baggage during exit. It also prevents the use of airport baggage trolleys in the opposite direction.
- Mechanism:** Control of the PasSec system is achieved by interlocking electro-mechanical mechanisms located within the door and gate assemblies. The individual mechanisms are controlled via a microprocessor control logic that manages the opening, closing and alarm conditions.
- Variable Speed:** The speed of operation is adjustable from 45°/sec to 60°/sec. (Max 2 seconds)
- Sensing:** Three different types of sensors are located within the PasSec. These sensors analyse the movement of the occupant, detect the direction and the position of travel and activate the door panels and wings.

Should passage be detected in the reverse direction the sensors will instruct the controller to close the door panels and/or wings, plus initial an audible and visual alarm.
- Visual Indication:** The door assembly is fitted with a high level LED display showing the status of the system, i.e. Red Cross denotes not available and Green Arrow available.

Upon request the wing gate may be fitted on top with a low level illuminated indicator showing the exit direction with a Blue Arrow and a Red No Entry sign in the opposite direction.

High level LED indicators will flash in an alarm scenario.
- Locking Device:** The locking of the door panels is achieved via 24Vdc solenoid locks.
- Operating Modes:** The PasSec can be operated in three standard modes
- Walkway controlled. Unidirectional free only in the exit direction. (Automatic)
 - Walkway free access for maintenance operation (Maintenance)
 - Walkway lock closed. (Closed)
- Obstruction:** Should an obstruction be detected within the door mechanism the doors will continue to try and close for a pre defined timeout period, then stop and alarm. After the alarm timeout the doors will retry and close. If the obstruction remains the cycle is repeated until the obstruction is removed.

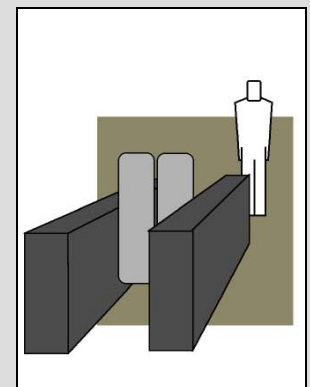


Product Description

High security, non-monitored, anti-reverse flow authorisation and fast transit of people from a secure area into a public or non-secure zone. Unobtrusive construction, aesthetically designed for ease of use for non-frequent users during disembarkment, dedicated exiting, passport and immigration control.

Users include

- Airports
- Ferry Terminals
- Railway Terminals
- Mass Transit



Alarm Conditions: Alarm outputs are activated during the following conditions: -

- Activation obstruction.
- Anti-reverse wrong way usage.
- System diagnostic failure.

Power Failure: In the event of an emergency or isolation of the power supply, the battery allows the passage of last passenger after that it closes and locks (Fail Lock). Note that the PasSec may have a fail safe configuration upon request. The gate mechanism wings can always be opened manually via the inbuilt antipanic force system.

Fire Alarm: The door panels and the gate wings of the PasSecS and PasSec D can be configured upon request to fully open automatically to create a clear escape walkway.

Fire Alarm – Input facility available for dry contact supplied by others, Normally closed or Normally Open signal configurable via parameter settings.

Note - Due to the baggage restrictor bars, the floor level clear walkway is reduced to 446mm max, therefore advice should be taken from the local authorities and fire departments for suitability as an escape route.

Interface: The mechanism is controlled via the LCM02 microprocessor control logic with the following standard features: -

- Adjustable parameter control, i.e. Speed, Timeouts etc.
- Local diagnostic facility and diagnostic remote signal.
- Local alarm display facility.

The logic is protected against short circuits, overloads, and polarity inversion. Additional detailed information is available upon request.

Power Supply: 115/230V AC 50/60Hz

Power Rating: 150W

Logic Voltage: 24V DC

Delivery Details: The PasSec range is delivered fully assembled and may require lifting gear for off loading. Weight: approx. 600 kg for each single unit.

Models Available

PasSec High Transit Security Frontier Door models.

- PasSec S Single unit – electrically controlled uni directional. First Lane
- PasSec S Single unit – electrically controlled uni directional. Next Lane
- PasSec D Double unit– electrically controlled uni directional. First Lane
- PasSec D Double unit –electrically controlled uni directional. Next Lane

Standard Accessories and Optional Extras

Fail Safe configuration

- In power failure scenario the gate automatically opens and stay in this condition until the power supply is restored.

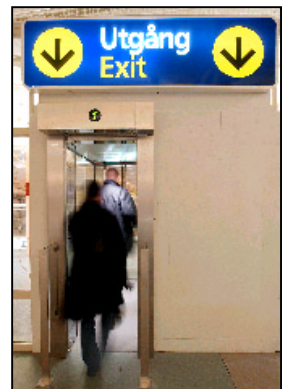
Service Push Button

- A passenger approaching to exit may open the PasSec S by pushing the Service Push Button.
- For PasSec D a Service Push Button is supplied as standard and placed into the corridor only. A passenger into the corridor approaching to exit may close the entry side of the corridor for security and fully open the exit side to evacuate it by pushing the Service Push Button.
- Remote signal to alert that the Service Push Button has been triggered (Dry contact output).

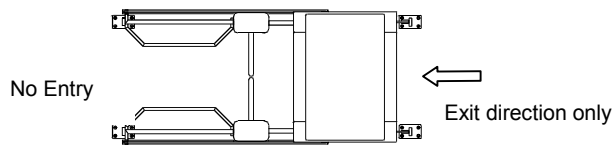
Visual Indicators on top of the Wing Gate

- low level illuminated indicator showing the exit direction and the No Entry in the opposite direction.

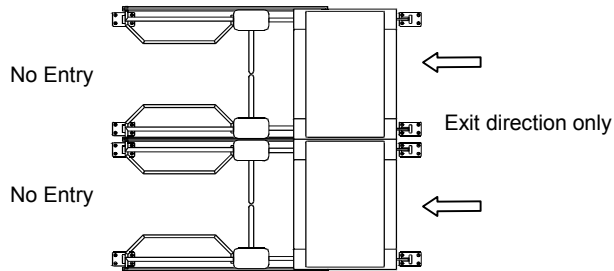
Installation examples



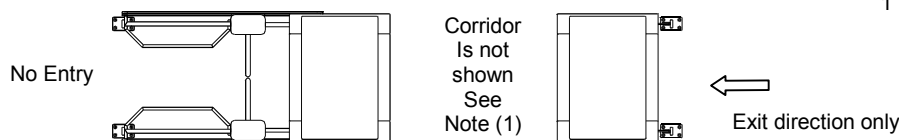
PasSec General Lane Configuration



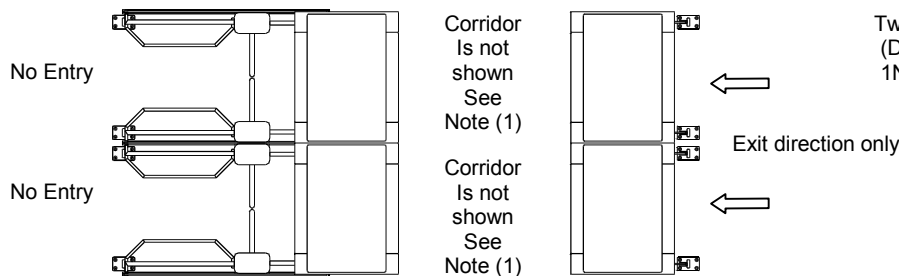
One Lane Configuration for the PasSec S (Single Unit) comprising of 1 N° First Lane



Two Lane Configuration for the PasSec S (Single Unit) comprising of 1N° First Lane and 1N° Next Lane



One Lane Configuration for the PasSec D (Double Unit) comprising of 1 N° First Lane



Two Lane Configuration for the PasSec D (Double Unit) comprising of 1N° First Lane and 1N° Next Lane

Note (1)

Corridor is not supplied. The PasSec Double offers an enhanced Layout Flexibility since it is fully compatible with a variable length and or Anti-Throw angle Corridor Connection.

PasSec Double includes the Full Height Door module to control the entry of the corridor as an Unidirectional gate free only in the exit direction.

To prevent unauthorized passage in the wrong direction, the PasSec D offers a wrong way detection system to close and lock all full height doors and gate wings at the same time to deter any wrong way attempt as soon as detected at the no entry zone.

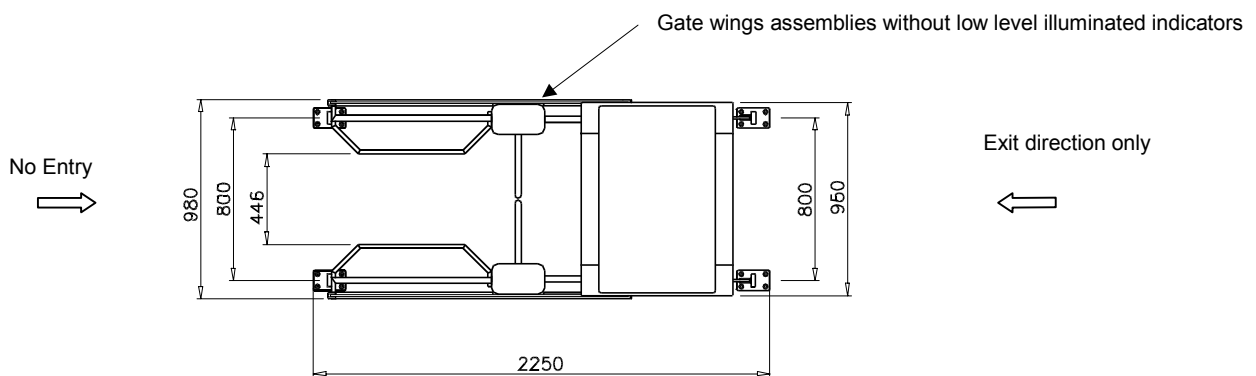
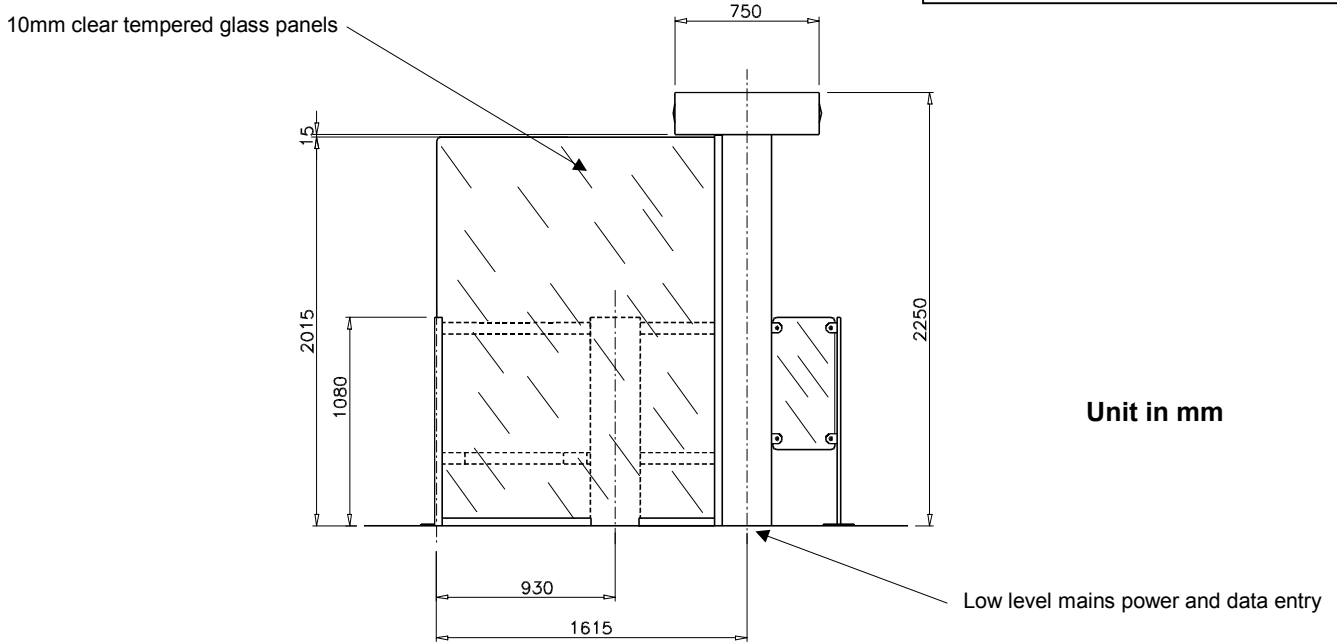
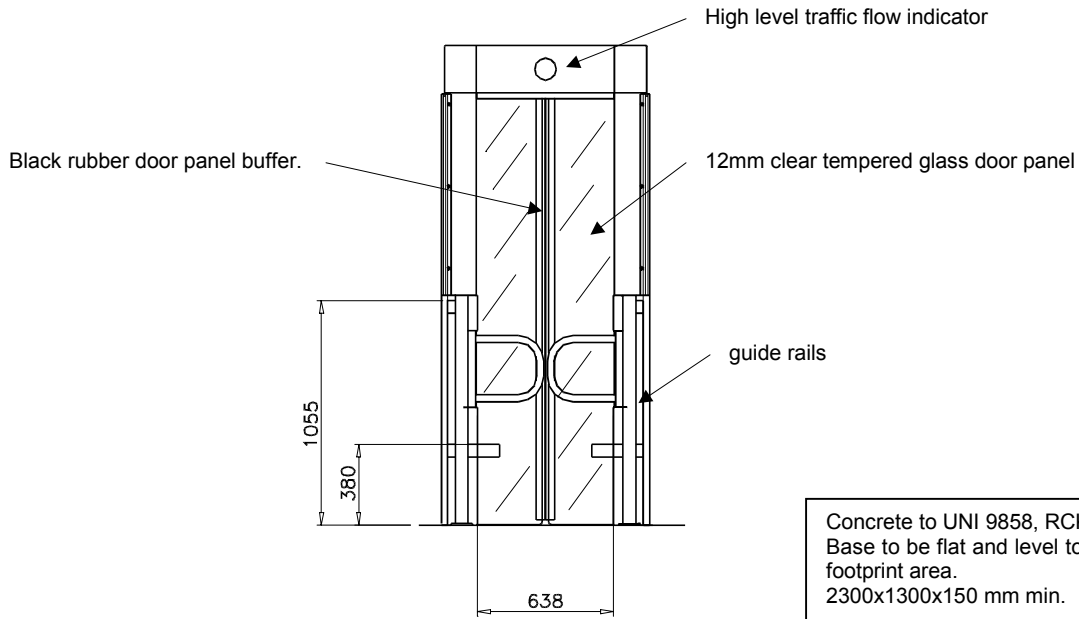
PasSec Double, in case of power failure, is as standard Fail Lock for the full height door module at the entry of the corridor and Fail Safe for the other full height door and gate wings to evacuate the corridor at the no entry side.

PasSec Double is supplied as standard with the Service Push Button. A passenger into the corridor may activate it and PasSec D maintains closed and locked for security the full height door at the entry side of the corridor and fully opens the gate to evacuate the corridor at the no entry side.

Cable and conduit is requested to connect the Full Height Door module at the Exit side to the PasSec module at the No Entry side.

Site preparation PasSec S

One Lane or more Lane configuration are available for the PasSec S. The example below shows the PasSec S One Lane Configuration. (Doors and wings shown in closed position)

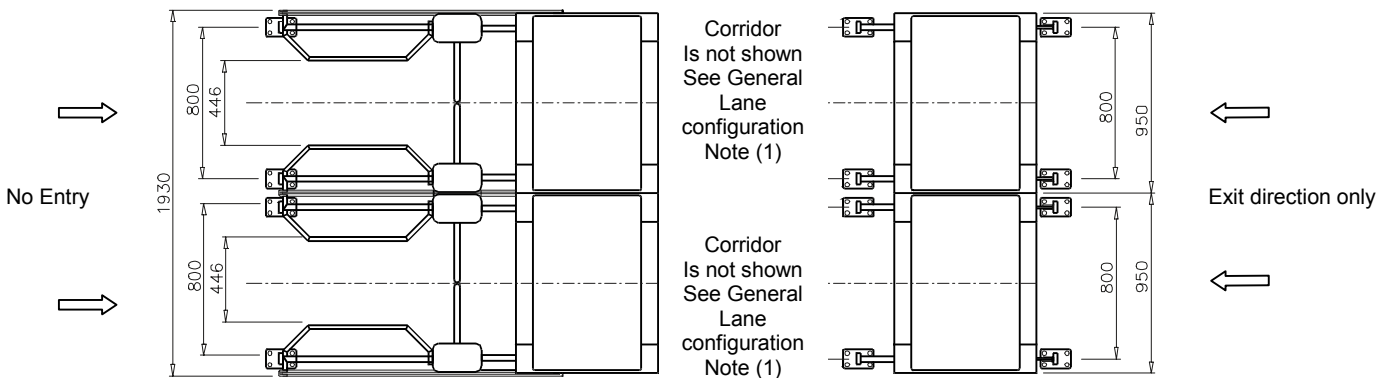
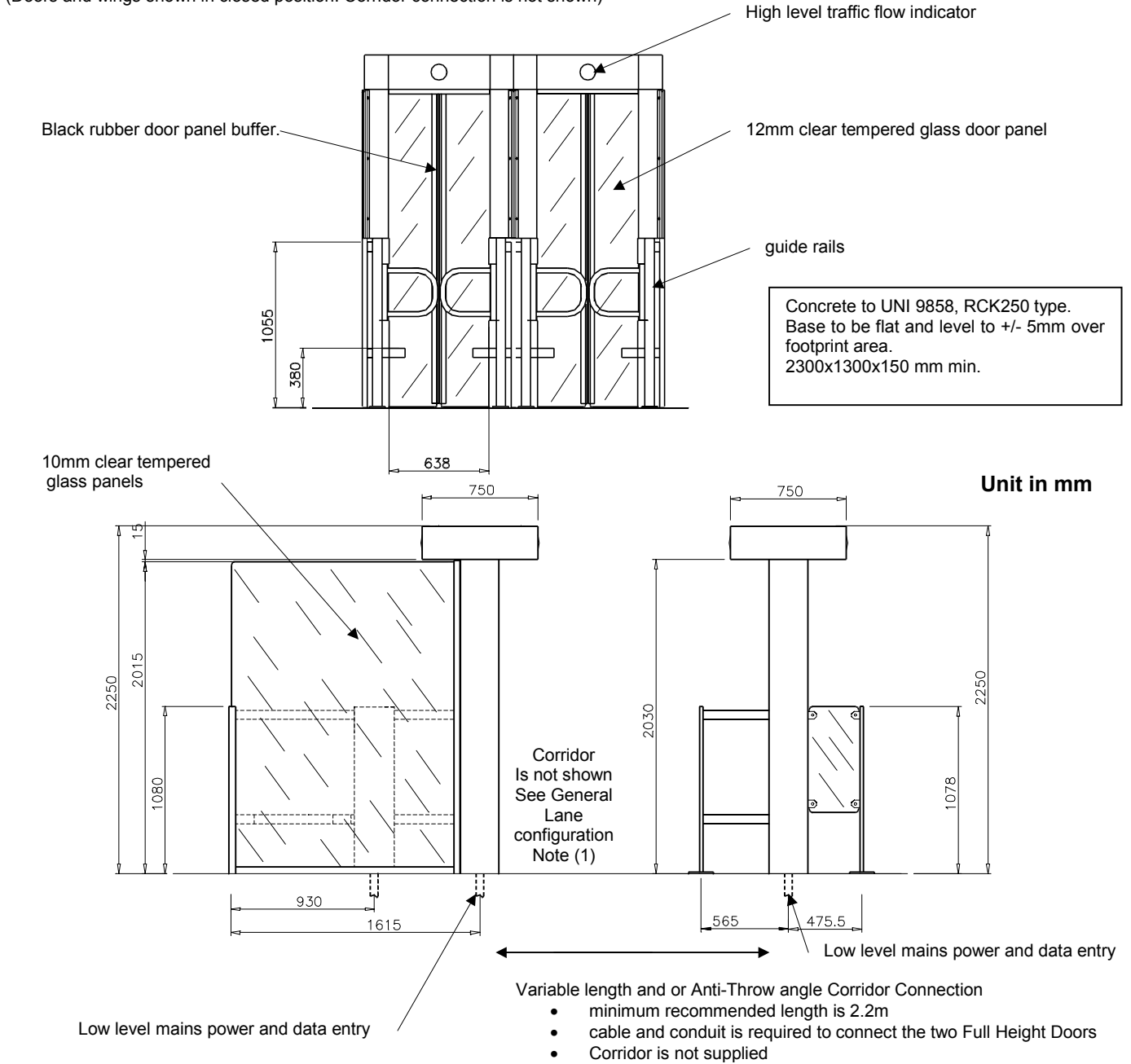


IMPORTANT

- Any horizontal pipe or conduit runs below the PasSec must be at least 140mm below.
- The dimension reported on this Product Data Sheet are for information only. In order to prepare the Installation Site, please refer to the lay-out drawings prepared by Gunnebo Italdis SpA or ask confirmation.

Site preparation PasSec D

One Lane or more Lane configuration are available for the PasSec D. The example below shows the PasSec D Two Lane Configuration. (Doors and wings shown in closed position. Corridor connection is not shown)



IMPORTANT

- Any horizontal pipe or conduit runs below the PasSec must be at least 140mm below.
- The dimension reported on this Product Data Sheet are for information only. In order to prepare the Installation Site, please refer to the lay-out drawings prepared by Gunnebo Italdis SpA or ask confirmation.

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Note: In pursuit of its policy of continuous refinement and improvement, Gunnebo Italdis SpA reserves the right to modify design and details.

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