AIRTEQ SYSTEMS

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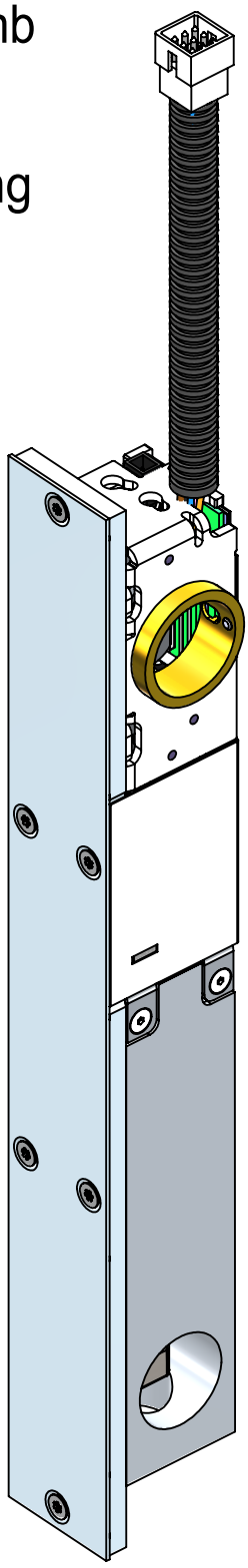
9524E SERIES LOCK

9524E 4-25-17

Remote controlled 2" jamb internal latchbolt lock.
Mortise key release
For swing doors or sliding doors



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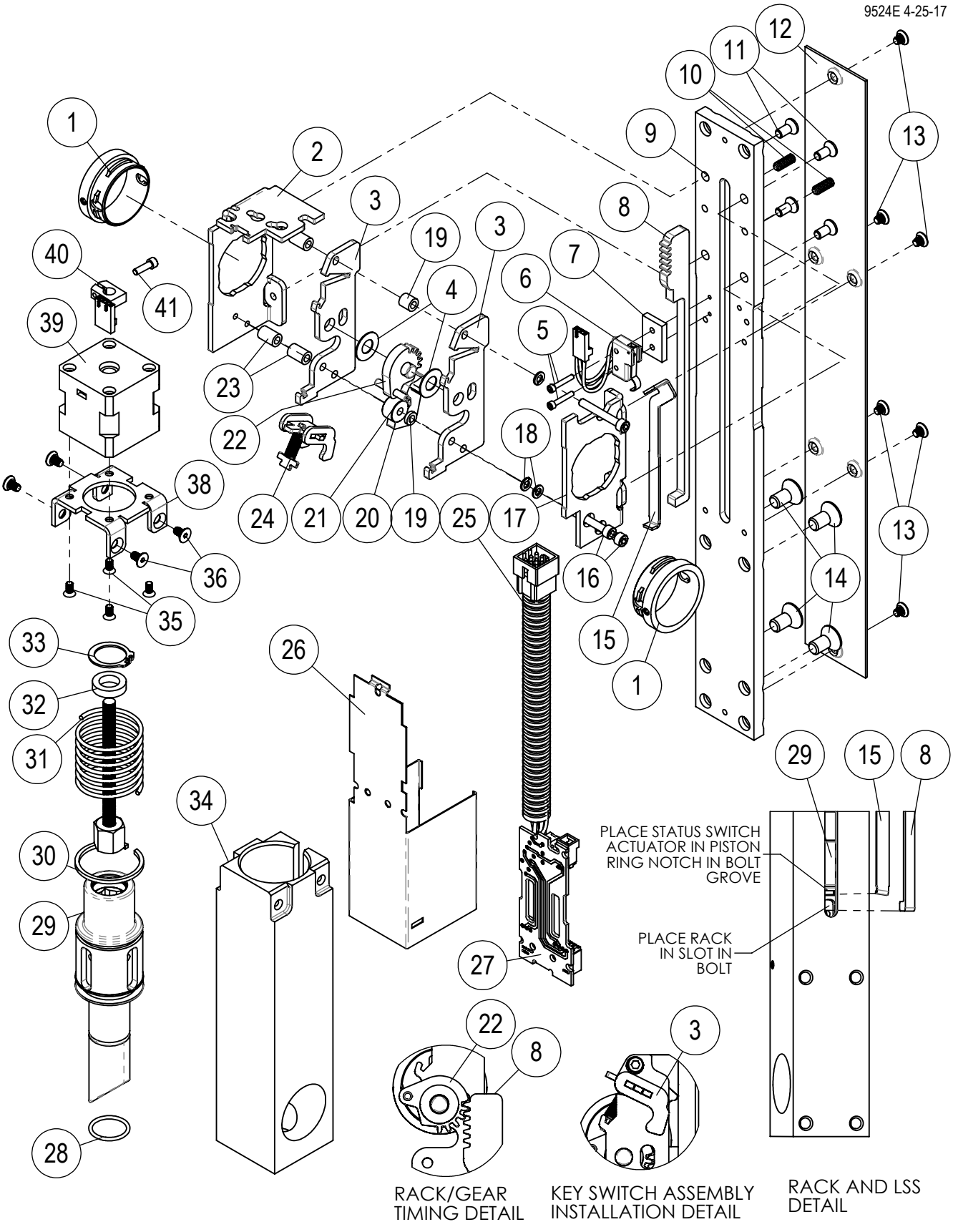

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9524E SERIES LOCK

ITEM NO.	QTY	PART NUMBER	Req. for Feature	DESCRIPTION 9524E 4-25-17
1	2	146-9400-113		BAYONET LUG ASSY
2	1	216-9400-248		MORTISE CYLINDER PLATE R.H.
3	2	216-9400-241		GEAR SUPPORT PLATE
4	2	313-0000-072		WASHER, PLASTIC
5	2	310-0256-000		SCREW, SHCS 2-56 X .500 BLACK
6	1	160-9500-005		ASSY, LOCK STATUS SWITCH, D SERIES
7	1	216-9500-122		SPACER, LOCK STATUS SWITCH
8	1	216-9500-130		RACK, 95D
9	1	216-9524-006 146-9500-135 216-9500-091	Standard GRADE 1 SLIDING DOOR	MOUNTING PLATE "D" SERIES (Shown) (OR) MOUNTING PLATE, GRADE 1 (OR) MOUNTING PLATE, SLIDING DOOR
10	2	310-0832-015		SET SCREW, 8-32 X .438
11	4	310-0832-026		SCREW, 8-32 X .375 FH BLACK
12	1	216-9500-023 216-9500-101 216-9500-067	Standard GRADE 1 SLIDING DOOR	FACEPLATE (SHOWN) (OR) FACEPLATE, GRADE 1 (OR) FACEPLATE, SLIDING DOOR
13	6	311-0632-018	QTY. 8 for GRADE 1	SCREW FH, TORX, 6-32X3/16, TP, Undercut Head, Stainless Steel
14	4	310-2520-019		1/4-20x1/2 FH Cap Screw, Steel B.O. W/Nylon Patch
15	1	216-9500-142		STATUS SWITCH ACTUATOR
16	3	310-0632-010		SCREW, SHCS 6-32 X 1
17	1	216-9400-247		MORTISE CYLINDER PLATE, L.H.
18	3	313-0000-088		LOCKWASHER #6
19	2	319-0000-045		SPACER 1/4"ODx.14"IDx 1/4"Len
20	1	146-9400-099	KLHB & ELHB	ASSEMBLY, KLHB
21	1	216-9400-256		SPACER .144ID X .438ODx.25
22	1	146-9400-097		GEAR ASSY, D SERIES
23	3	319-0000-044		Spacer, 1/4 x 3/8
24	1	146-9400-098	KEY SWITCH	KEY SWITCH ASSY D SERIES
25	0.42	340-0000-205		5" SPLIT CONVOLUTED TUBING, .343, BLK
26	1	146-9500-132		TOP COVER ASSEMBLY
27	1	146-9400-102 146-9400-101	KEY SWITCH Standard	CIRCUIT BOARD ASSY W/KEY SWITCH (SHOWN) (OR) CIRCUIT BOARD ASSY
28	1	313-0000-050		O-RING, 2-016 VITON, 70D
29	1	216-9500-120 146-9500-134	Standard ELHB	LATCHBOLT (SHOWN) (OR) ASSY. LATCHBOLT ELHB
30	1	313-0000-052		PISTON RING, 1.25 X .070 DYNAMIC SEALS TFE-S-4
31	1	216-9524-011		COMPRESSION SPRING
32	1	216-9524-030		COUPLER RETAINER
33	1	315-0000-067		SNAP RING, (AXLE)
34	1	216-9524-038		9524E Lock Body
35	4	310-0000-123		SCREW, PHILIPS FH, M3x0.5, 6MM LG, Zinc Plated Steel
36	4	310-0632-014		SCREW, FH, Hex, 6-32 X 1/4
37		NA		NOT USED
38	1	216-9524-036		MOTOR MOUNT, 9524E
39	1	160-9524-004 160-9524-005	STANDARD HALF-CYCLE/RLHB	MOTOR ASSY, 9524E STANDARD MOTOR ASSY, 9524E HALF-CYCLE/RLHB
40	1	216-9524-039		9524E MOTOR STOP
41	1	310-0440-027		SCREW, SHCS, 4-40 X 3/8 BLACK

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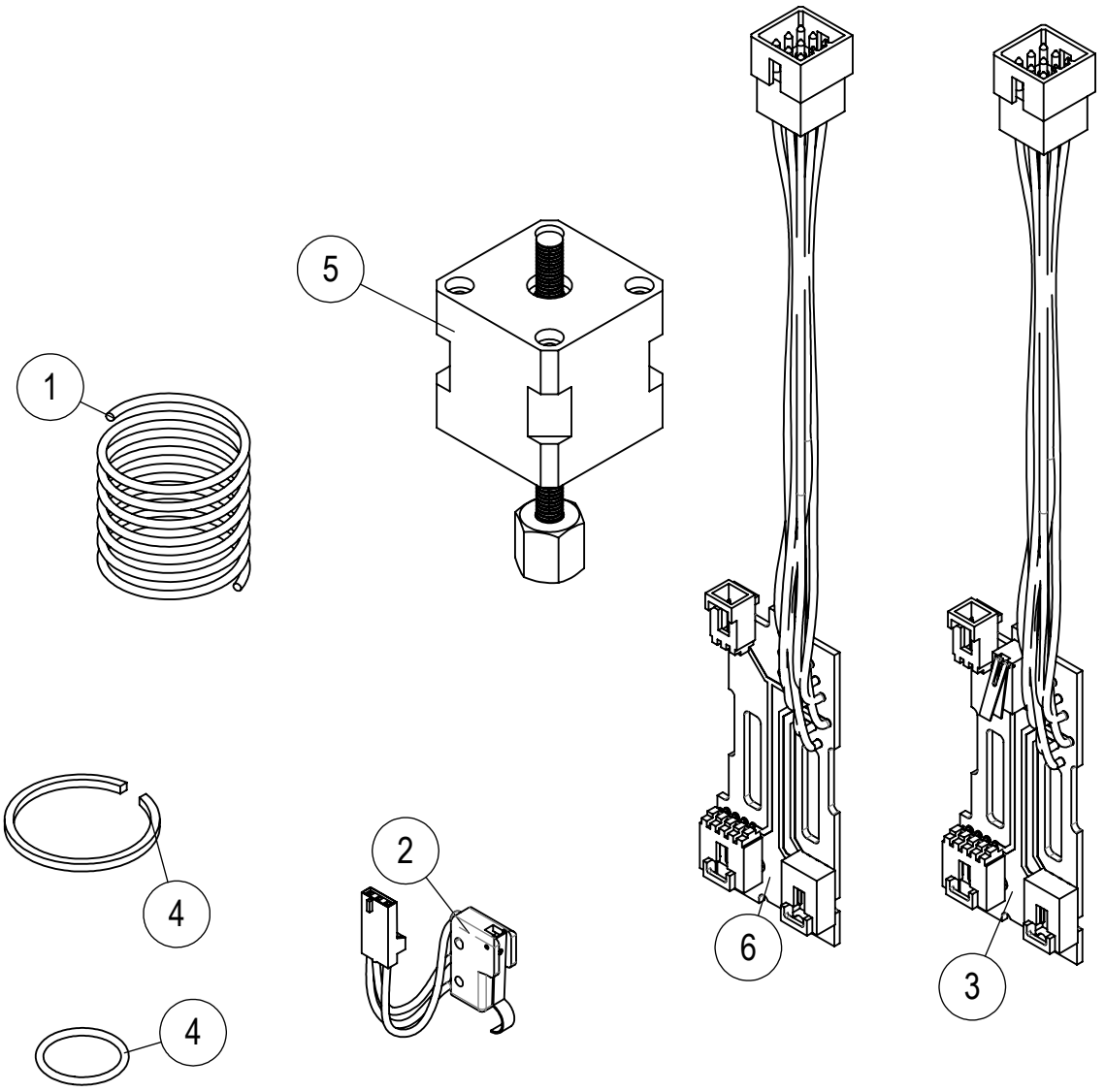
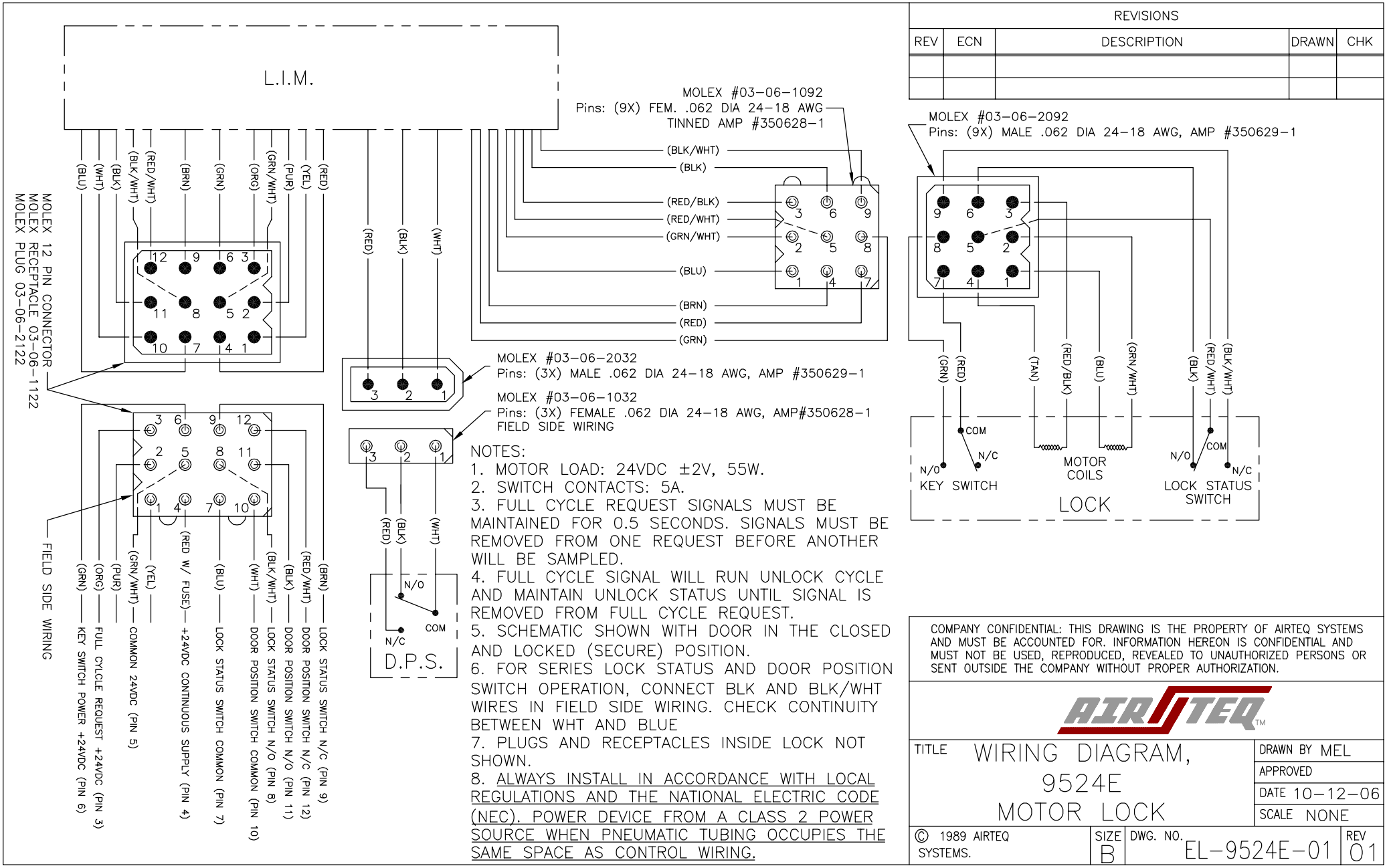
9524E RECOMMENDED SPARE PARTS

9524E 4-25-17

ITEM NO.	PART NUMBER	DESCRIPTION
1	216-9524-011	COMPRESSION SPRING
2	160-9500-005	ASSY, LOCK STATUS SWITCH, D SERIES
3	146-9400-102	Circuit Board Assy w/Key Switch
4	400-9524-000	SEAL KIT, 9524 (CONTAINS O-RING, PISTON RING AND SUPER LUBE)
5	160-9524-004 160-9524-005	MOTOR ASSY, 9524E STANDARD MOTOR ASSY, 9524E HALF-CYCLE/RLHB
6	146-9400-101	Assy, Circuit Board
7	125-0000-95E	9524E LIM, MODULE, PROGRAMED (NOT SHOWN)





NOTES:

1. MOTOR LOAD: 24VDC ±2V, 55W.
2. SWITCH CONTACTS: 5A.
3. FULL CYCLE REQUEST SIGNALS MUST BE MAINTAINED FOR 0.5 SECONDS. SIGNALS MUST BE REMOVED FROM ONE REQUEST BEFORE ANOTHER WILL BE SAMPLED.
4. FULL CYCLE SIGNAL WILL RUN UNLOCK CYCLE AND MAINTAIN UNLOCK STATUS UNTIL SIGNAL IS REMOVED FROM FULL CYCLE REQUEST.
5. SCHEMATIC SHOWN WITH DOOR IN THE CLOSED AND LOCKED (SECURE) POSITION.
6. FOR SERIES LOCK STATUS AND DOOR POSITION SWITCH OPERATION, CONNECT BLK AND BLK/WHT WIRES IN FIELD SIDE WIRING. CHECK CONTINUITY BETWEEN WHT AND BLUE
7. PLUGS AND RECEPTACLES INSIDE LOCK NOT SHOWN.
8. ALWAYS INSTALL IN ACCORDANCE WITH LOCAL REGULATIONS AND THE NATIONAL ELECTRIC CODE (NEC). POWER DEVICE FROM A CLASS 2 POWER SOURCE WHEN PNEUMATIC TUBING OCCUPIES THE SAME SPACE AS CONTROL WIRING.

REVISIONS				
REV	ECN	DESCRIPTION	DRAWN	CHK

AIRTEQ™

TITLE WIRING DIAGRAM, 9524E MOTOR LOCK		DRAWN BY MEL
		APPROVED
		DATE 10-12-06
		SCALE NONE
	SIZE B	DWG. NO. EL-9524E-01 REV 01

LOCK MAINTENANCE INFORMATION

AIRTEQ SYSTEMS

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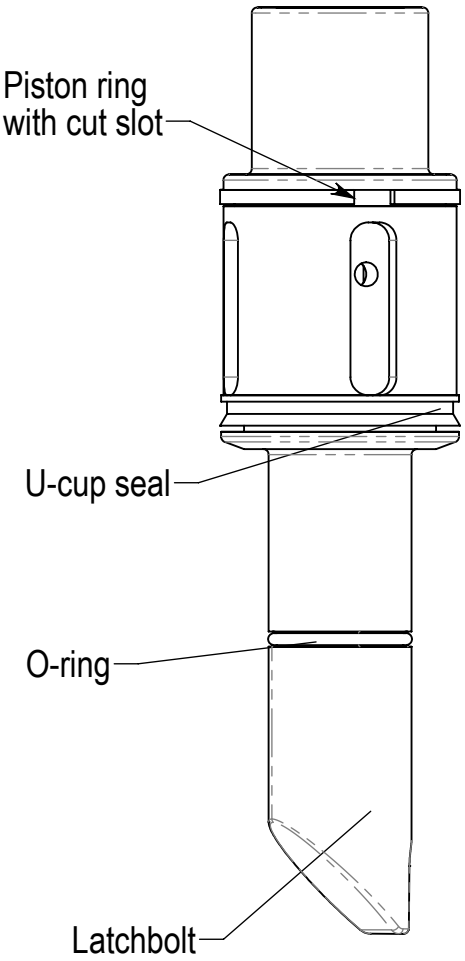
9500 Lock Lubrication / Seal Replacement

9500D 4-25-17

LOCK LUBRICATION

The 9500D Series Lock is lubricated at the factory and will require periodic lubrication depending on environmental conditions and frequency of operation. In general, cleaning and lubrication will be required at least once a year if lock is used fifty times or more per day. If the locks is used less than fifty times per day, clean and lubricate at least once every two years.

Lubrication is also required when replacing the lock seals. Lock seals should last approximately 5 years under normal operating conditions. If seals need replacing a seal replacement kit is available (AIRTEQ PART NUMBER 400-9500-001).



LOCK SEAL REPLACEMENT

1. Remove latchbolt from lock body and remove old piston ring, O-ring and u-cup seal.
2. Carefully clean latchbolt and lock body bores with solvent. DO NOT scratch piston or lock body bores.
3. After parts are clean, lightly lubricate new O-ring and seal with lubricant provided and install on latchbolt. Cut a 1/4" slot in new piston ring and install on latchbolt with slot facing mounting plate.
4. Lightly lubricate the lock body bores with lubricant provided. Carefully insert latchbolt assembly into lock body. DO NOT tear the O-ring as it enters the bores or passes by the notch in lock body. DO NOT scratch lock body bores.
5. Reassemble lock and check for proper operation.

NOTE:
Lubricant provided is SYNCO SUPER LUBE WITH TEFLON. Use only approved lubricant.

TROUBLESHOOTING
9424, 9524, 9624 AND 9724 LOCKS

If the lock is not working properly, the following chart may be used as a guide to locate and correct the problem.

Because the lock receives its signal from the electronic control system, a thorough check of the control system should be conducted. Using a volt/ohm meter known to be accurate, verify the correct power signal input at the appropriate connector pin. If the proper electronic signal is not evident, begin checking "upstream" from the connector. If the electronic signal input is correct, the problem is within the locking device. Use the following chart to locate and correct the problem.

The recommended voltage at the lock is 24 VDC ±2V. If the correct voltage is not evident, begin checking “upstream” from the lock. If the voltage is correct, the problem is within the locking device or it's logic interface module. Use the following chart to locate and correct the problem.

PROBLEM	CHECK
LATCHBOLT WILL NOT RETRACT	*MECHANICAL INTERFERENCE *POWER INPUT TO L.I.M. (12pin connector) (24 VDC should be momentarily present on pin 2 at the initiation of an unlock request, momentarily present on pin 3 at the initation of a full cycle request and constantly present on pin 4.) *BROKEN OR LOOSE WIRING *IF CORRECT VOLTAGE IS PRESENT ON REQUIRED PINS AND LOCK DOES NOT FUNCTION, LOGIC INTERFACE MODULE OR MOTOR MAY BE FAULTY. *FAULTY KEY SWITCH
LATCHBOLT WILL NOT EXTEND	*MECHANICAL INTERFERENCE *POWER INPUT TO L.I.M. (12pin connector) (24 VDC should be momentarily present on pin 1 at the initiation of an lock request, momentarily present on pin 3 at the initiation of a full cycle request and constantly present on pin 4.) *BROKEN OR LOOSE WIRING *IF CORRECT VOLTAGE IS PRESENT ON REQUIRED PINS AND LOCK DOES NOT FUNCTION, LOGIC INTERFACE MODULE OR MOTOR MAY BE FAULTY. *FAULTY KEY SWITCH
LOCK RETRACTS BUT WITH LOW STALL FORCE	*BAD CONNECTION TO ONE MOTOR COIL. *LOW VOLTAGE. (Required voltage is 24 VDC ±2V)
MANUAL OVERRIDE NOT WORKING PROPERLY	*MECHANICAL INTERFERENCE *PROPER ENGAGEMENT OF KEY CYLINDER CAM IN LOCK
DOOR POSITION SIGNAL NOT GIVEN	*BROKEN OR LOOSE WIRING (SEE WIRING DIAGRAM)
LATCHBOLT POSITION SIGNAL NOT GIVEN	*BROKEN OR LOOSE WIRING (SEE WIRING DIAGRAM)