

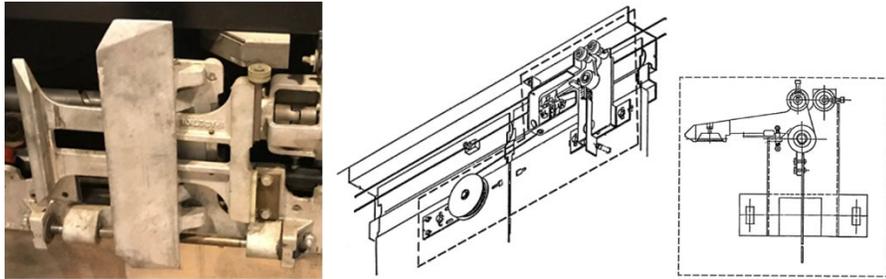
Subject: 7740A, D Locks and Associated Car Clutch A7777B (for Otis Screw Drive Operator) UNITEC Transition to Upgrade-Only Support

Related Product: Transition Doc.# 01312020-7777A

Vintage: 1983–1984

Document References: Otis internal documents: SPLs 23-C-3049 and 23-1F-C7777A; drawings AAA24450Q, AAA24470L
UNITEC documents: UT-ID 23.2-6, UT-ID 23.6-500, and Door Panel Survey

Overview: Early Otis elevators (LRV & MRV), installed around 1983–84 and carrying Otis screw drive (type 7777A) door operators, used a specific car door sliding clutch w/corresponding unique (inverted latch) type door locks. These products are no longer manufactured nor supported by UNITEC.



Costs based on decreasing volume requirements for remanufacturing these clutch parts and door locks have grown prohibitive for service upkeep. There will be no re-investment into components, casting patterns, and tooling for these products. Therefore, they have been formally transitioned to **Upgrade-Only Support** by UNITEC. The only original spare parts available for the foreseeable future are pivot bushings, door lock rollers, and shorting contacts.

Description:

A historically common service approach is to retrofit the Otis screw door operator in any service portfolio. Swap outs done in the 1980–90s often had the clutches, locks, tracks, and hangers retained. Now, however, a new SERVICE UPGRADE path is required due to: age/service support factors, these door hangers & tracks being out of production, the incompatibility of new door operators with the old clamping clutch, and unpredictable mounting when adding new mass to the thin **car** door panel (i.e., increased torque or bending resistance). This new service upgrade path involves a comprehensive **car** door and clutch Mod with **hall** door lock replacement.

NOTE: This SERVICE SOLUTION applies to any existing car door system with door operators (Otis or not) which replaced the Otis Screw operator in the past but retained the original (now out of production) 7740A door locks & car clutch (shown below).



Original A7777B1 Clutch
(Aluminum Skin Clad Car Door)



1990s Retrofit of a QL Operator Utilizing a Form of the
Original Type A7777B1 Clutch

Service Upgrade Solution

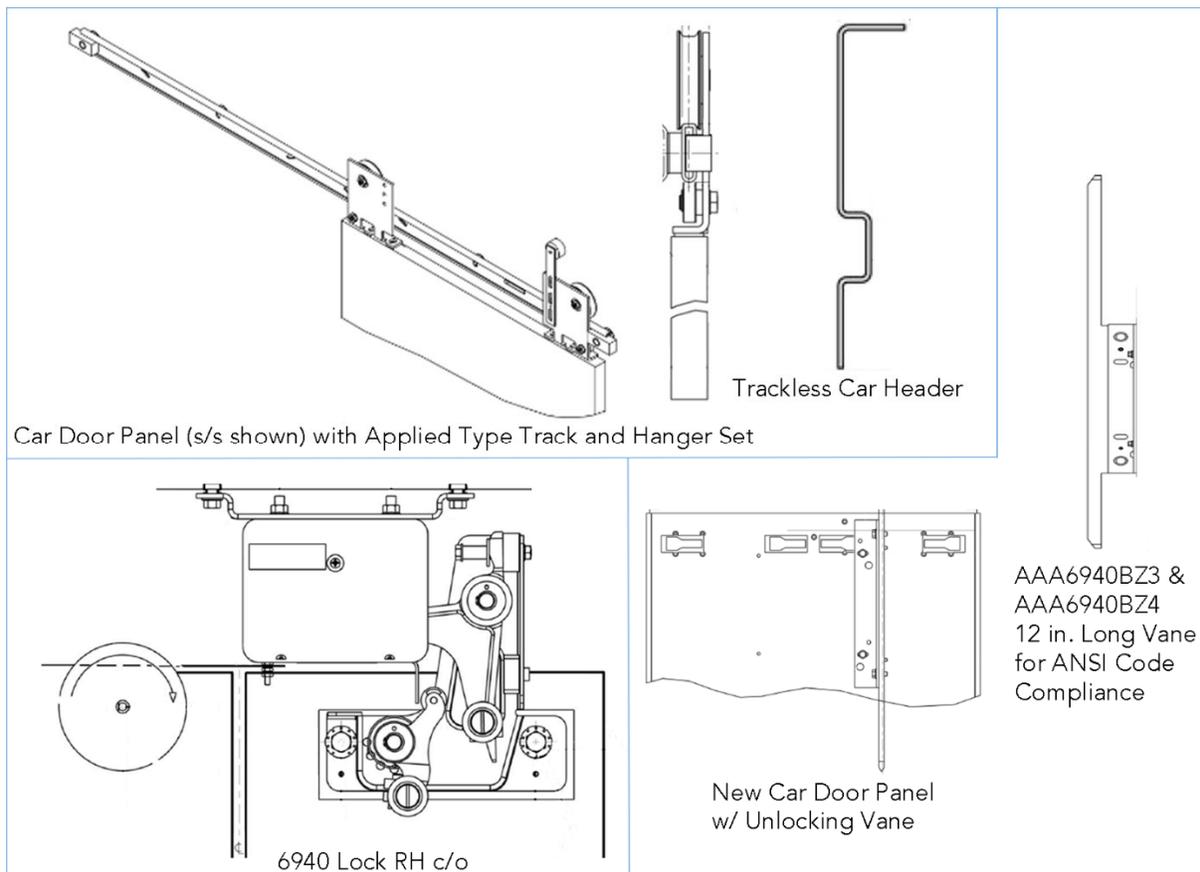
UNITEC's standard Service Upgrade Solution involves quoting and requiring installation of these **new** items when either the 7740A, D-locks or the A7777B1 clutch, and the round tubular car track exist for Service or Modernization:

- Car door panel or set AAA23000F (single-slide or center-opening)
- Trackless car header – AAA50ATN (cab front mounted for new tracks)
- Car track & hanger set – (AAA24450Q, AAA24470L)
- Car door unlocking vane AAA6940BZ3, 4 (for 6940 door locks)
- Hall door interlocks & closers at all landings – type E6940AP_.

Estimated Installation Time: 1–2 team days for three or four stop hydros; longer for geared.

Options: In case of rust or other major damage, if a formal Modernization is being done, or if tubular track & original screw operator are still in place (see Transition Doc. # 01312020-7777A), revise what is specified to include:

- Pre-engineered AT400 (or Glide A) door operator upgrade (a must if screw operator is still present because the removal of the old clutch voids the use of the old door operator)
- Folding door restrictor device (If control system is not being Modernized, then the FDR is not required)
- Hall door unlocking kits AAA6940CC400, where permissible by code
- UNITEC hall entrance refresh kits for your single-slide (C6178Y410) or your center-opening (F6178T410) systems for each landing on which new door locks are installed.



We at **UNITEC Parts Co.** appreciate your business. For a quote on the above material or questions, please call us at **(800) 328-7840** or email us at info@unitecparts.com.