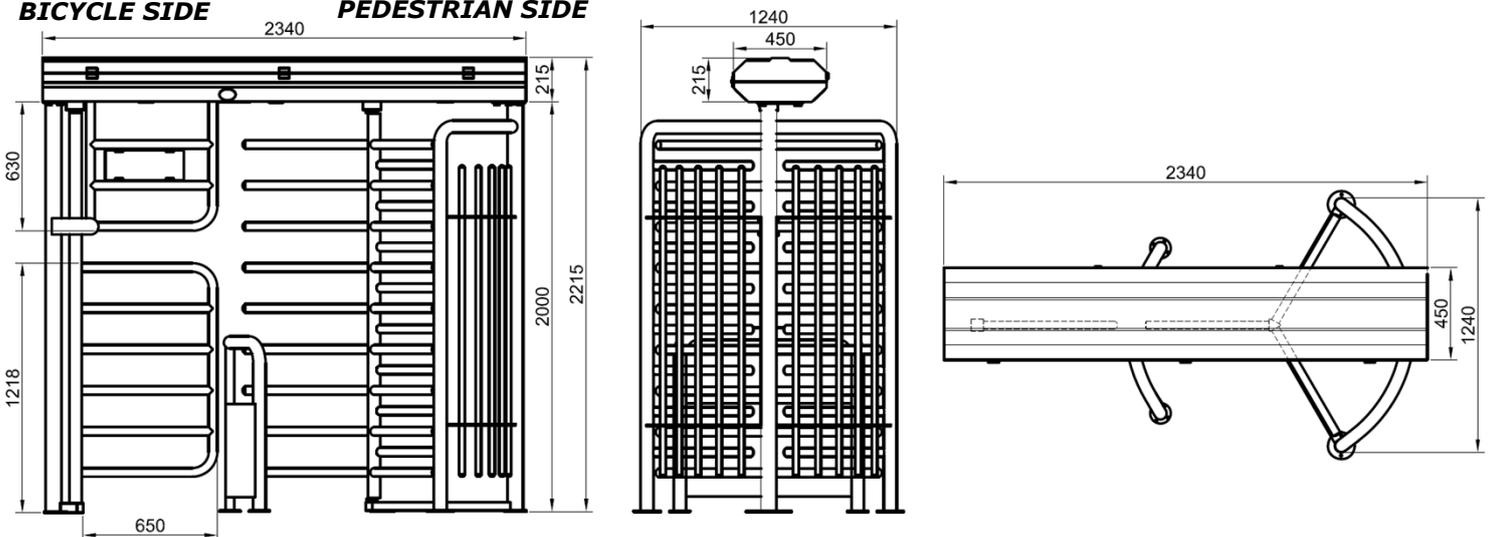




BYC 300 TECHNICAL SPECIFICATIONS



BICYCLE SIDE **PEDESTRIAN SIDE**



Energy

: 110/220 - 240 V – 60/50 Hz. AC (% ± 10), 24 V DC.standby ~11 W. max. ~60 W.

Power that comes into the system is filtered by noise filter and power supply for the system is supported by "switch mode" technology.

Arm Features

: Pedestrian side consisting on manual-driven rotor with 120 degrees angle in between rotor arms (Three arms model). Each wing is equipped with 9 arms with a section thickness of Ø42mm x 2mm electrostatically powder coated or stainless steel (Opt. Ø40, Ø42, Ø45 mm). Bicycle side has a motorized flap wing gate.

Upright bars at the frame are complying with UK H&S Regulations (The gap between upright bars is less than 98 mm).



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- Body Features** : Constructed on main carriers, supported by tube profiles on lateral panels, strengthened by separators.
- Material used is phosphate-coated steel, finish is electrostatically painted, stainless steel (304-Grade) or mixed combinations. (Opt. Electro (cadmium) galvanizing or hot dip galvanizing under the coating for OUTDOOR applications)
- Top protection cover is protected against water for external usages. Aesthetically complemented by top side frontals.
- Indicator Features** : Green & Red Dot LED on the top cover
- Weight** : ~535kgs
- Operating Temperature, Humidity, IP Rating, MCBF:**
(-20°C) – (+68°C) (Ops. -50°C with heater unit), RH 95% (±2%) non-condensing, IP 56 Outdoor Model (Opt. IP 66), 1M Cycles
- Control System** : All inputs are opto-coupler protected .Controlled by dry contact or grounding input. Compatible with all access control systems that provide dry contact or grounding outputs. Optional RS232/RS485/TCP IP control module is available.
- Working System** : Vibration resistant, microprocessor controlled industrial designs can be customized to fit all types of users. All inputs and outputs are protected with opto-couplers.
- The passing ways can easily be arranged so as to be controlled free, disable and enable or combinations of them. The passing direction can be activated with separate input signals; in addition, with the feature of double input. The passing ways for two directions can be operated through one signal. (Opt. can be equipped with talking unit through wav files and speakers)
- The Bicycle side is equipped with the motor-driven unit so as to operate bi-directionally; after the passage signal being received at the pedestrian walkway, the respective lock is being released and waits for the passage. After the pedestrian rotor starts moving on the walkway direction, the bicycle side opens the bicycle wing gate through the passage from 90° from its original position. After the pedestrian turnstile complete, its turn, bicycle side closes the wing back the original position automatically. This motion is either provided by a pre-determined time interval automatically or manually by a remote control device. If during the movements bicycle side wing gate faces an obstacle on its way it stops and repeats forward motion twice. If the resistance continues, the system alerts.
- All types of 'lock solenoids' are special designs %100 ED Do not warm up to more than 10°C than atmospheric temperature.
- Passing** : System operates bi-directionally.
- **Manual Driver (standard) for Pedestrian Side:** On receiving a signal from the external unit, the system will unlock the rotor and the arm will move 120° away from signal direction by a manual motor turn and turns into the locked position. (After moving 30° away from the original position, the rotor does not return back)
 - **Motorised (optional) for Pedestrian Side:** On receiving, a signal from external unit, the system will unlock the rotor and waits for to be pushed softly. The arm then drives through 120° away from signal direction automatically. (After moving 30° away from the original position, the rotor does not return back)
 - **Motorised (standard) for the Bicycle:** When the authorized signal is being received at the pedestrian side, and when the rotor moves on signal direction, the bicycle side also opens the wing gate through 90° of its original position by means of a motor driver.
- Soft Stop** : With hydraulic shock absorber for the Pedestrian Side
Motorised for the Bicycle.
- Reset Time** : Can be selected on the dipswitch; 6 – 8 - 18 sec .or external controls.



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Output Data : Generated with the direction of pass (Dry contact, 12/35V DC for each directions). During passage time turnstile gives a busy signal.

Emergency : The arms and wing free themselves to allow free passage way.

Built-in Property : Complying to UK H&S Regulations (The gap between upright bars is less than 98 mm), Down light, Direction indicators

Optional : Counter (manual or electromechanic), manual control unit (RF or with cable) alarm unit, earthquake (shake) sensor, card readers, indicator with animations, metal detector, battery and charge unit, interface unit for PC, separators, mounting plate, etc.

Flow Rate : Passage Capacity of Mechanical unit for Manual-Version: Max. 85 passages/minute;
Nominal: 33 persons/minute
Passage Capacity of Mechanical unit for Motorised-Version: Max. 48 passages/minute;
Nominal: 24 persons/minute

Please note that the above given figures are approximate for one person per walkway or lane.

Explanatory Note: The system allows the new passage authorisation in less than 0,3 seconds. After the passage authorization, the total passage time depends on the pushing and passage speed of the persons.

Utilisation of different access control units can change the flow rate.

**Design and specifications are subject to change without notice.*

INSTALLATION



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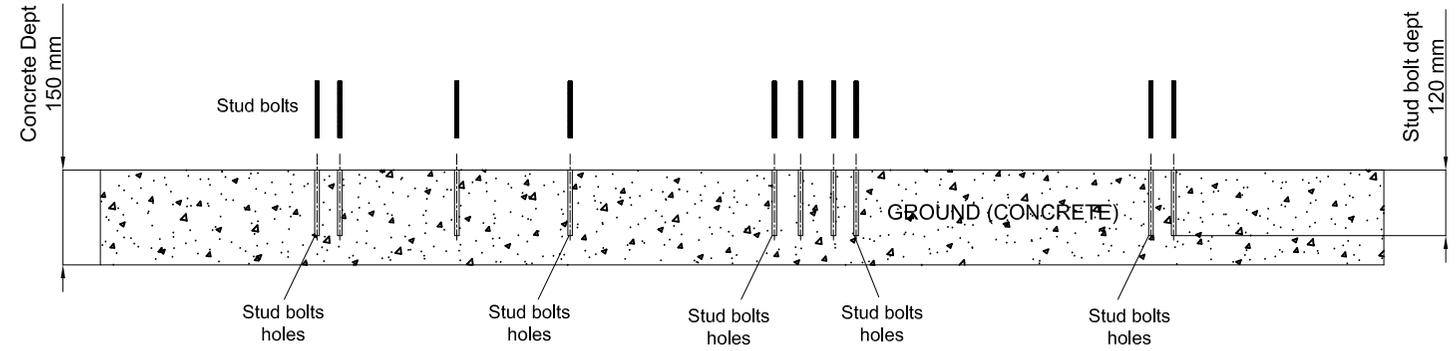
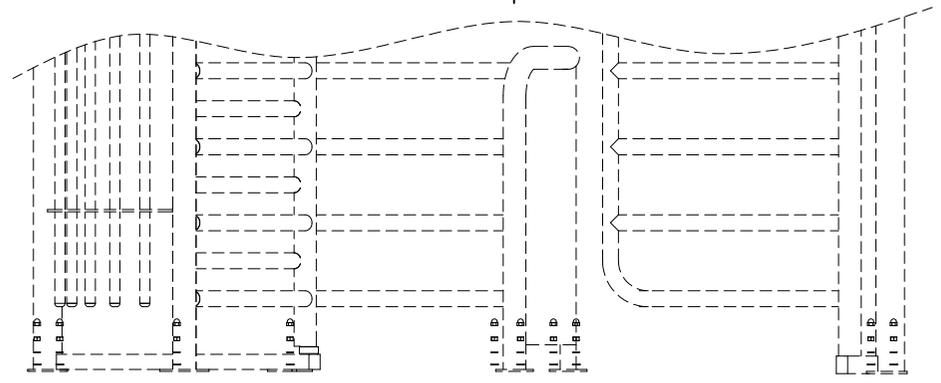
Explanations

BYC 300 MOUNTING
DETAILS GROUND PLAN

Scale

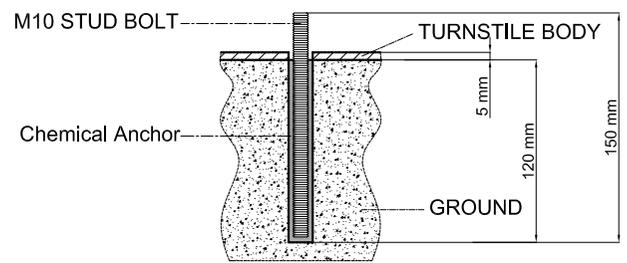
CUSTOMER CONFIRMATION

AUTHORISED PERSON
Name - Surname - Signature - Stamp



**MOUNTING DETAILS
GROUND PLAN**

-  M10 NUT (CLOSED TOP)
-  M10 NUT
-  M10 LOCK WASHER
-  M10 WASHER



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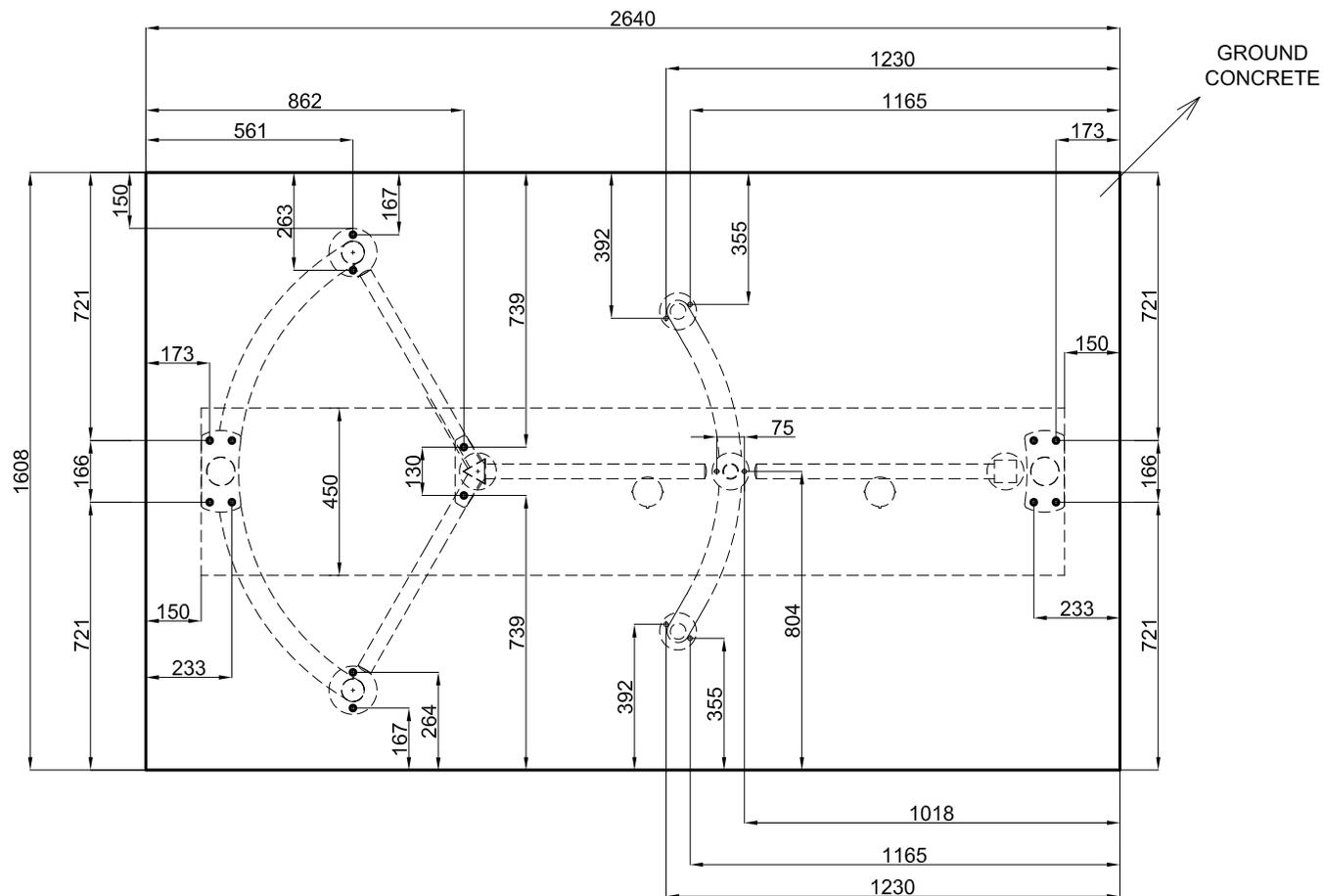
Explanations

BYC 300 GROUND MOUNTING HOLES

Scale

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Name - Surname - Signature - Stamp



Note: Marking and drilling the surface mounting holes after the turnstile is positioned on its installation location is highly recommended, as this makes mounting process simpler and more accurate.

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Y.T.05.12.2017

WIRING DIAGRAM

