

## The Aircraft Door Detector / Warning Device™

The Airline industry has had many problems with the L-1 passenger entrance door being damaged. The door damage occurs when the door makes contact with the Passenger Loading Bridge (PLB) floor while loading the aircraft.

The PLB is equipped with an auto level device that is supposed to keep the floor at a set level in relationship to the aircraft. If this auto level does not function properly or is disengaged, there is nothing to keep the door from being damaged by contacting the PLB floor. Consequently, the door is distorted and repair/replacement is necessary.

In addition to the time the aircraft is out of service and the time required to unload the aircraft and find another flight for the passengers, The cost for this service can be as high as \$200,000.

*Our solution to this problem is having our experts install an*

### AIRCRAFT DOOR DETECTOR / WARNING DEVICE™



Here is a side view of a damaged L-1 door. This PLB did not have a Door Detector to prevent the door from striking the cab entry floor.

**Total cost for repair: \$180,000**



Creased Door

Twisted Hinge

Here is a ground view of an L-1 door and the Sensing Edge. Before the L-1 door comes in contact with the PLB floor, the Sensing Edge will activate avoiding potential door damage.

#### Special Features:

- When the sensing pad is compressed, the device will trigger three alarms.
- In the PLB cab entry area a strobe will illuminate and an audible signal will sound for a short duration.
- A second audible signal will sound in the rotunda (continuous until the "Power On" button is pushed).
- When the sensing pad is damaged or compressed for an extended period of time, the device is in a fault mode and will illuminate an amber light.

The Aircraft Door Detector / Warning Device™ is a device that detects an aircraft door before it makes contact with the floor of the PLB.

The device is activated when the "Power on" button is pushed. When the aircraft door makes contact with the sensing pad on the cab entry floor, the sensing pad will activate the device and move the PLB vertically away from the door.

At this time, the device will trigger three alarms. (2 audible/1 visual), retract auto level wheel automatically, and will perform these safety functions with the selector switch (located at the control console) in any mode.

There is no requirement for the device to be manually placed under the door for each operation. This device is hardwired to the controls of the PLB eliminating any electrical connections. It is reliable in all weather conditions, excels in its safety features, and has been successfully tested by the airline industry.

Our device is designed specifically to reduce the amount of damage to the L-1 passenger door saving your company a fortune in repairs and "Out of Service" aircraft time.



✓ Sensing Edge is clear of passenger and employee traffic



✓ The Sensing Edge protects the door from being damaged

#### Aircraft Door Types suitable with an Aircraft Door Detector / Warning Device™



#### Other Door Types suitable with an Aircraft Door Detector / Warning Device™

Airbus - A300 • A310 • A318 • A319 • A320 • A321 • A330 • A340  
 Boeing - 707 • 717 • 727 • 737 • 747 • 757 • 777  
 Tupolev 134 • Tupolev 154 • MD-80/90 Series and many others.