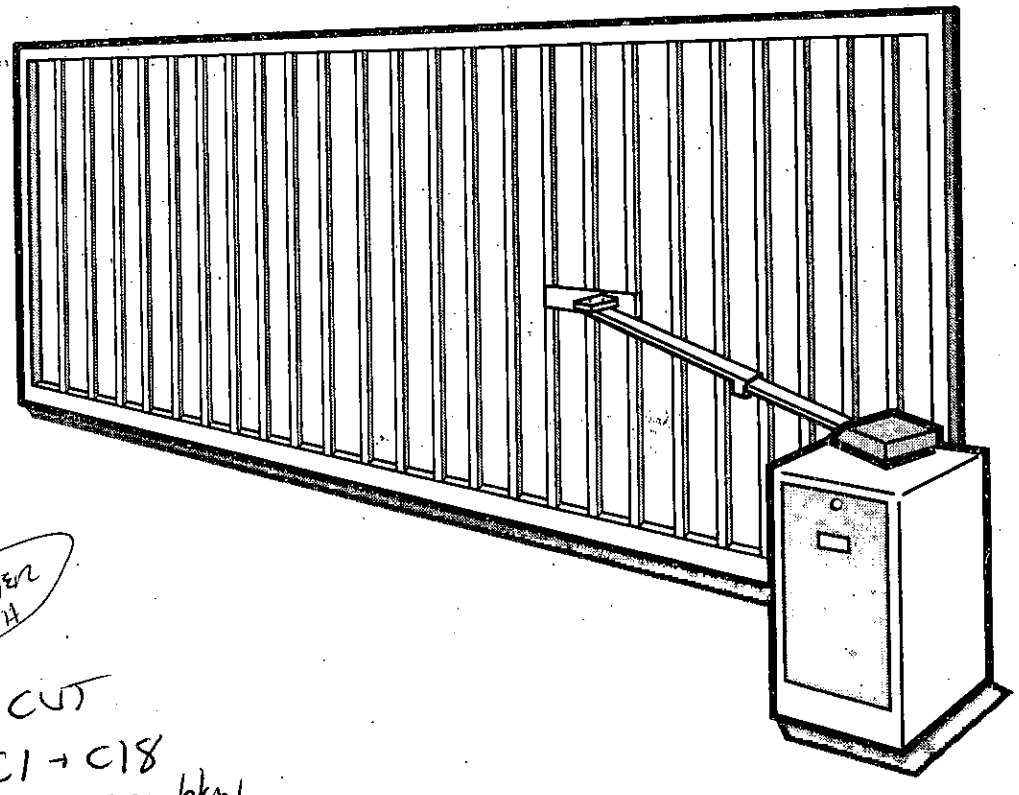
# INSTALLATION INSTRUCTIONS & MANUAL BOOK FOR ARCHITECTS, GENERAL CONTRACTORS & DEALERS



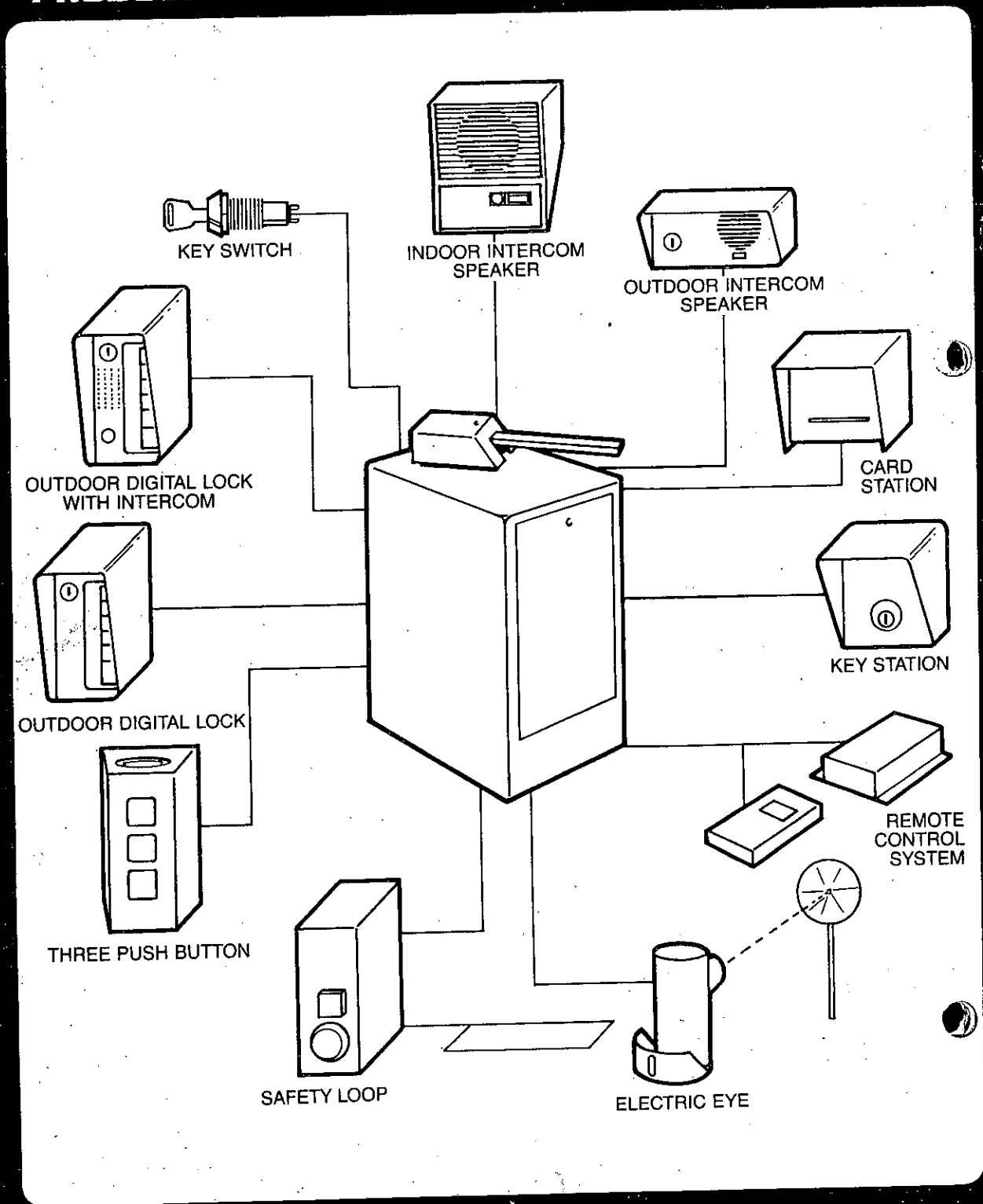
WALTER ZOH

CUT
C1 → C18
IF fuses blw

## HIGH TRAFFIC COMMERCIAL SWING GATE OPERATOR MODEL CSW-200

ELITE ACCESS SYSTEMS INC.

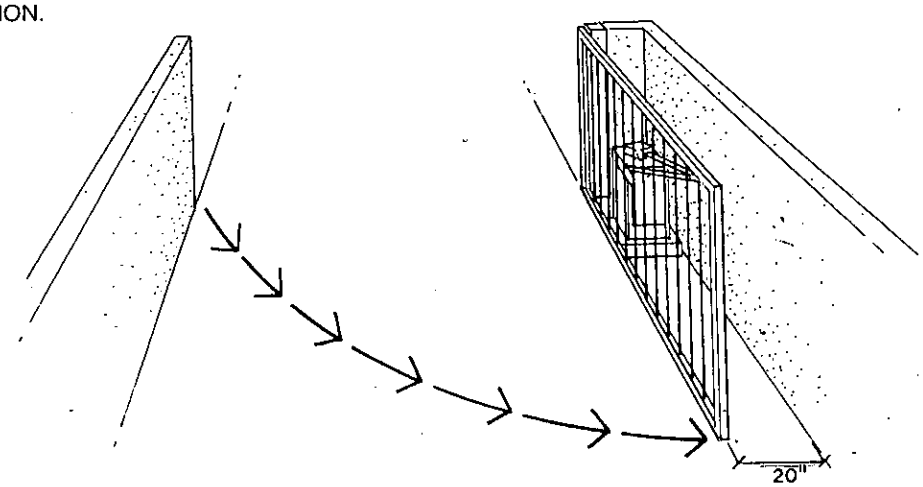
# PRODUCTS AVAILABLE BY ELITE ACCESS SYSTEMS

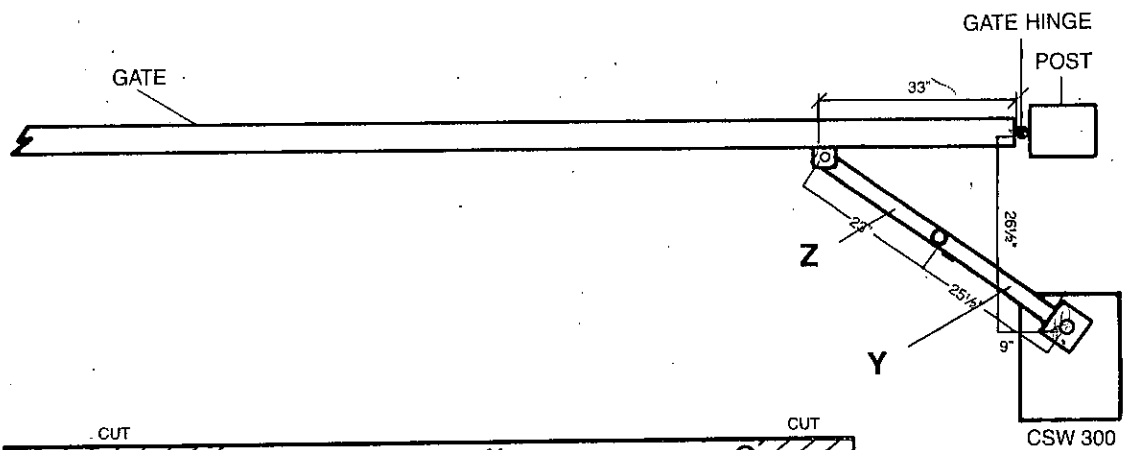


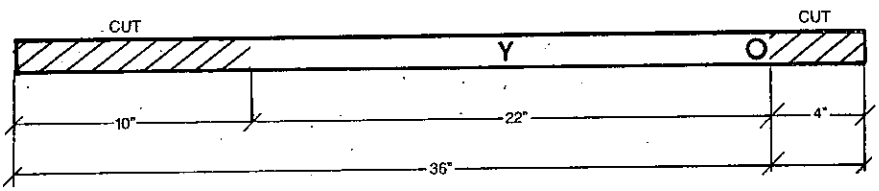
# COMPACT INSTALLATION

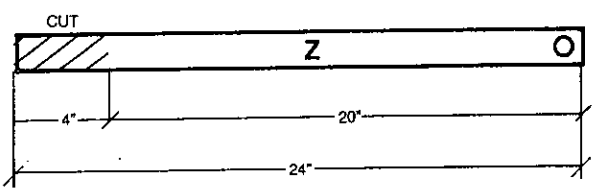
**COMPACT INSTALLATION ONLY:**

DO NOT USE THESE MEASUREMENTS FOR A STANDARD INSTALLATION. THIS IS ONLY FOR A COMPACT INSTALLATION.



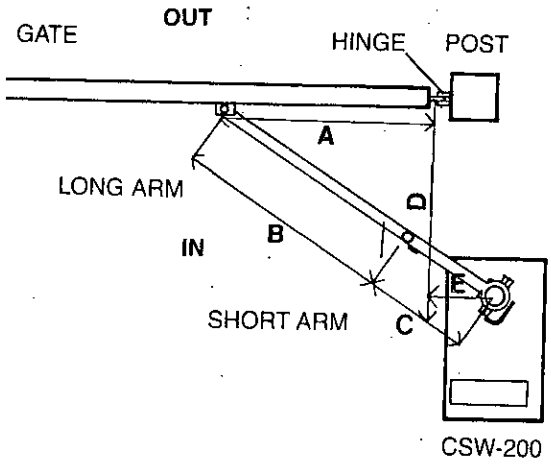



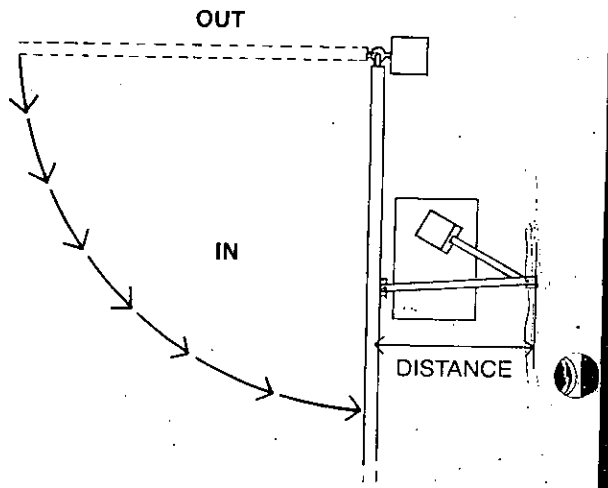




FOLLOW THE EXACT MEASUREMENTS AS SHOWN IN DRAWINGS. THEN CUT THE STANDARD ARM TO MEET THE SHORTER MEASUREMENTS AS SHOWN IN DRAWINGS.

# REGULAR INSTALLATION

**STANDARD INSTALLATION IS SHOWN ON PAGE 2.**




(A) TO (E) ARE FROM THE CENTER OF ONE PIVOT POINT TO ANOTHER PIVOT POINT.

SUGGESTION: IF THE GATE IS LONGER THAN 18 FEET FOLLOW CHART A - A-2

CAUTION: THE DISTANCE BETWEEN THE GATE AND THE CONCRETE PAD IS ALWAYS 10 INCHES LESS THAN DISTANCE D.

**EXAMPLE:**

D = 42"

Distance between gate and concrete pad = 32

## CHART A

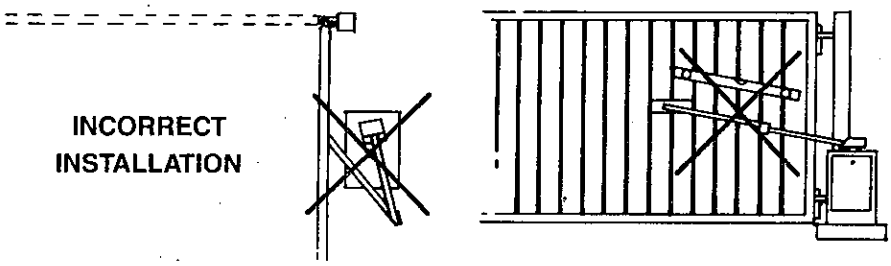
| | A | B | C | D | E | Distance |
|---|---|---|---|---|---|---|
| 1 | 46" | 35½" | 29½" | 35" | 11" | 45" |
| 2 | 46¾" | 35½" | 33½" | 42" | 11" | 37" |
| 3 | 46¾" | 35½" | 31½" | 40" | 11" | 41" |
| 4 | 47¼" | 37¼" | 30" | 37" | 11" | 45" |
| 5 | 47" | 35" | 29½" | 32" | 11" | 45" |
| 6 | 42½" | 33" | 26½" | 28½" | 11" | 41" |

## CHART B

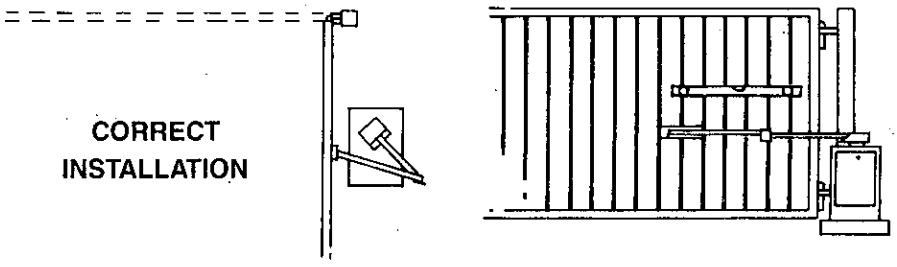
| | A | B | C | D | E | Distance |
|---|---|---|---|---|---|---|
| 1 | 34½" | 35¾" | 29½" | 35" | 14" | 43" |
| 2 | 44" | 36½" | 32½" | 42" | 14" | 32" |
| 3 | 44" | 37" | 30½" | 40" | 14" | 40" |
| 4 | 45" | 37" | 30½" | 37" | 14" | 43" |
| 5 | 44¾" | 35¾" | 29½" | 32" | 14" | 44" |
| 6 | 41" | 39" | 27½" | 28½" | 14" | 41" |

# GATE ARM INSTALLATION

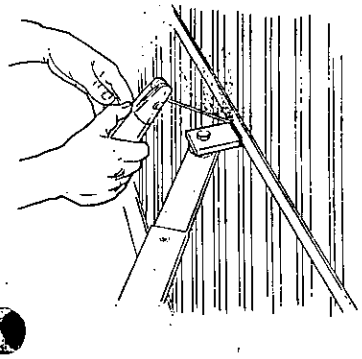
INCORRECT
INSTALLATION



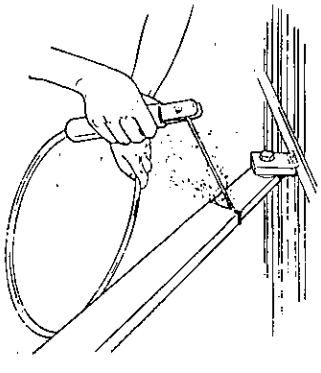
CORRECT
INSTALLATION



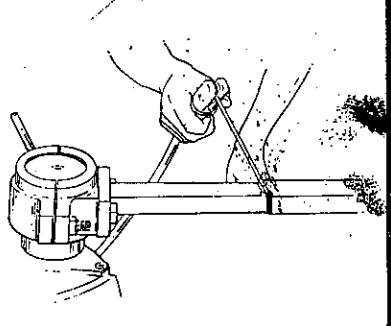
A



B

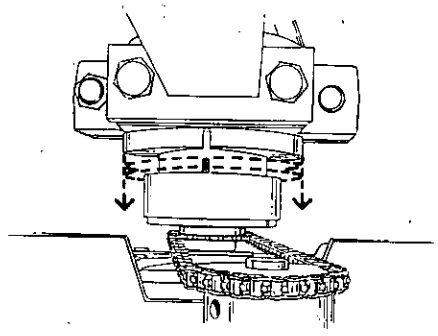


C

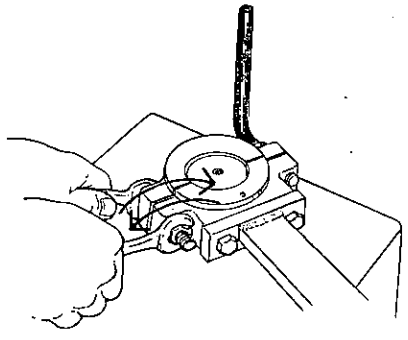


ONCE THE GATE ARM MEASUREMENTS ARE CALCULATED, WELD THE BRACKET ON THE GATE (WELD THE LONGER ARM FIRST, THEN WELD THE SHORTER ARM. MAKE SURE AROUND THE TUBE IS WELDED COMPLETELY).

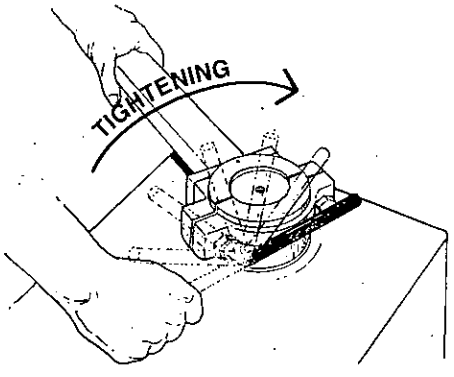
## ADJUSTMENT OF OUTPUT SHAFT



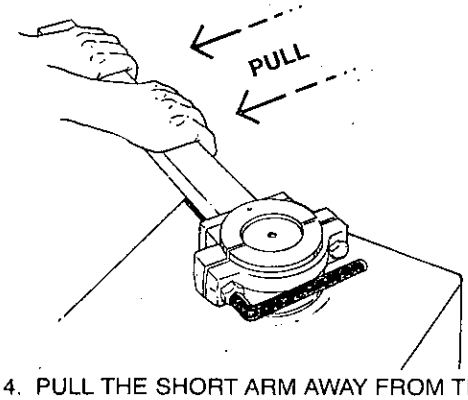
1. MAKE SURE THE PIN FITS IN THE NOTCH AS SHOWN ABOVE.



2. PLACE THE RED HANDLE IN 90° POSITION BY TIGHTENING THE NUT. YOU'LL BE ABLE TO ADJUST THE CLUTCH.



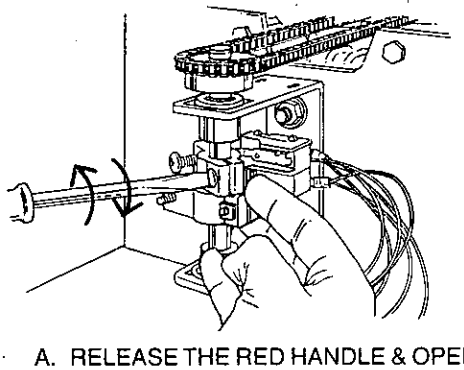

3. PLACE THE RED HANDLE BACK IN ITS ORIGINAL POSITION.



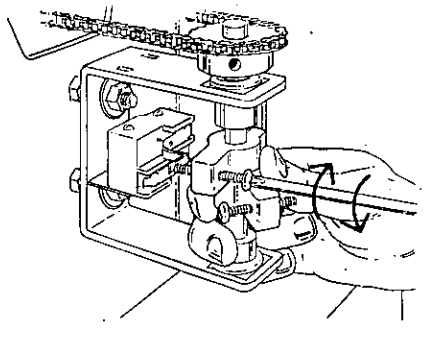

4. PULL THE SHORT ARM AWAY FROM THE GATE. MAKE SURE SLIPPING DOES NOT OCCUR, IF IT DOES, THEN REPEAT STEP NO. 2.

## ADJUSTING GATE TRAVELING DISTANCE

A



B



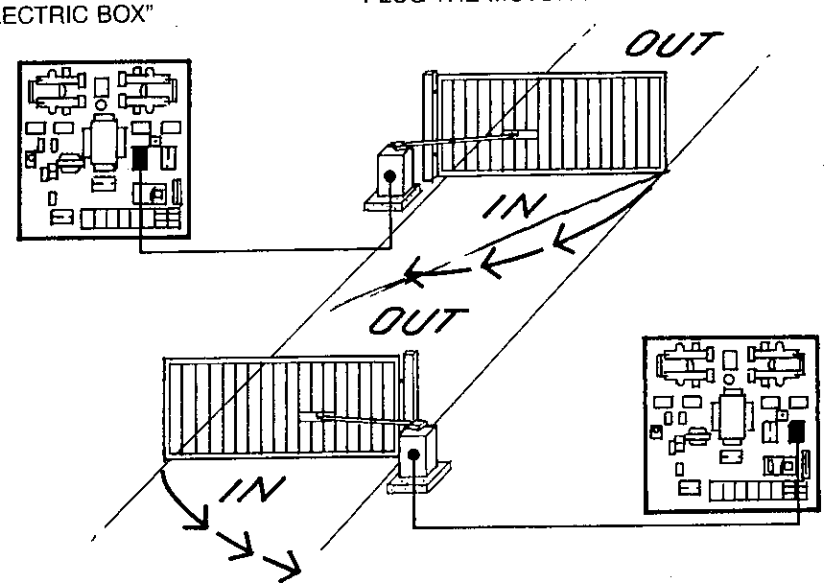
A. RELEASE THE RED HANDLE & OPEN THE GATE UP TO A DISTANCE DESIRED. LOOSEN THE SHORTER BOLT IN THE GREEN PLASTIC & TURN THE PASTIC PART UNTIL THE LONGER BOLT HITS THE LIMIT SWITCH BRACKET. FOR CLOSING CYCLE, DO THE SAME.

B. FOR A MORE PRECISE ADJUSTMENT, YOU MAY ADJUST THE LONGER BOLT.

## CHOOSING MOVEMENT DIRECTION

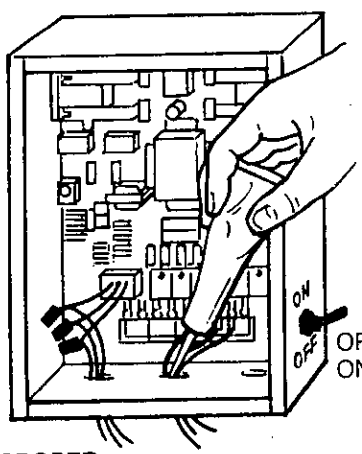
"OPEN THE ELECTRIC BOX"

PLUG THE MOTOR WIRES TO LEFT OPEN SOCKET



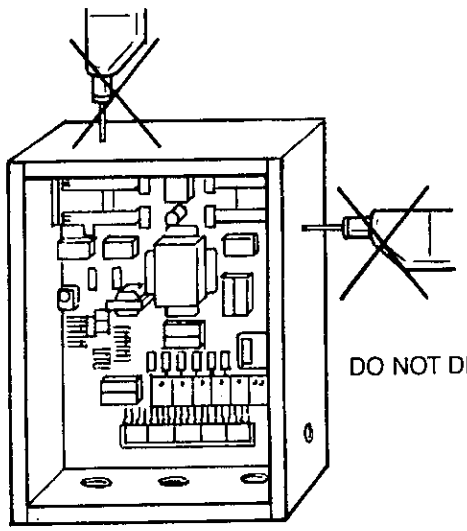

PLUG THE MOTOR WIRES TO THE RIGHT OPEN SOCKET

## HOW TO CONNECT POWER 120V




OPTIONAL
ON/OFF SWITCH

USE PROPER
WIRE NUTS

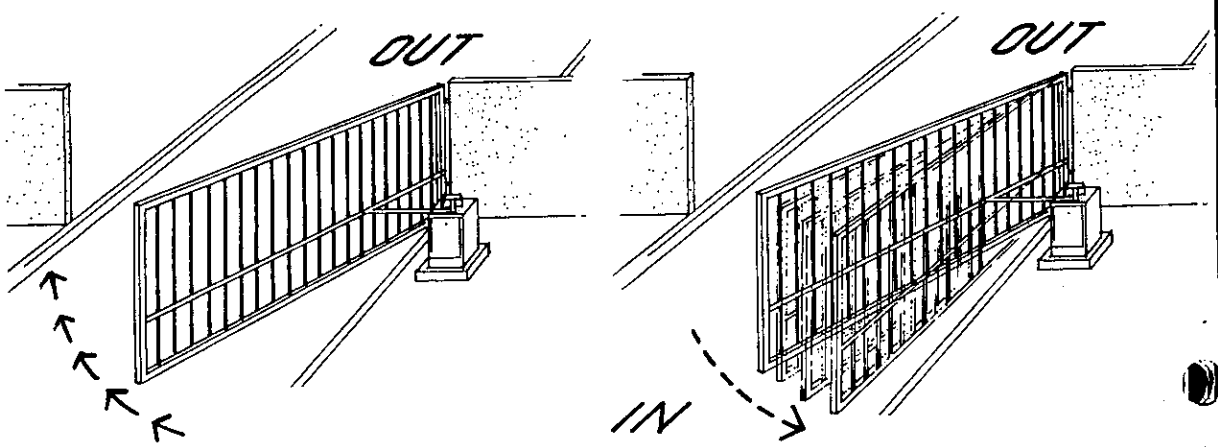


DO NOT DRILL

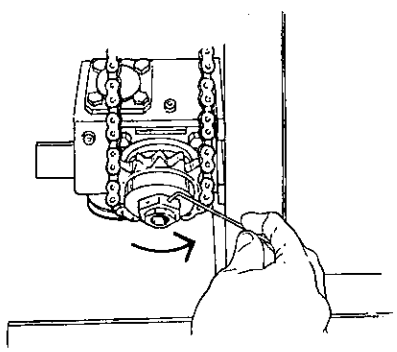
BLACK = 115 VAC  WHITE = NEUTRAL  GREEN = GROUND

**SUGGESTION:** ONCE YOU ARE THROUGH WITH WIRING HOOK-UPS, YOU MAY WANT TO SEAL ALL OPEN HOLES WITH SILICON OR OTHER SUBSTANCE.

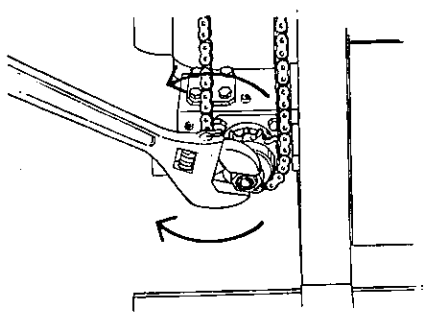
# CLUTCH ADJUSTMENT



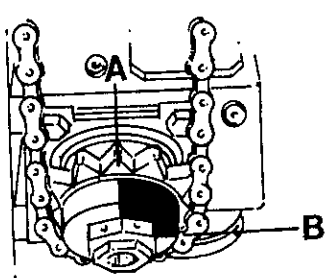

THE ADJUSTMENT IS FOR A GATE THAT IS OVER 300 POUNDS AND 12 FEET LONG OR LONGER. WHILE THE GATE IS CLOSING, INSTANTLY AN "OPEN" COMMAND IS GIVEN AS SHOWN ABOVE; THE CLUTCH MAY SLIP A BIT, MAX. OF ¼ TO ¾ OF TURN (SLIPPAGE DEPENDS ON THE WEIGHT OF THE GATE), IF IT DOES NOT SLIP, THEN READJUST THE CLUTCH.

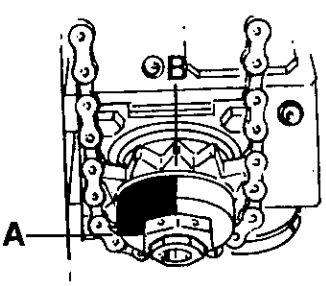


LOOSEN THE SCREWS ON THE NUT WITH AN ALLEN WRENCH.

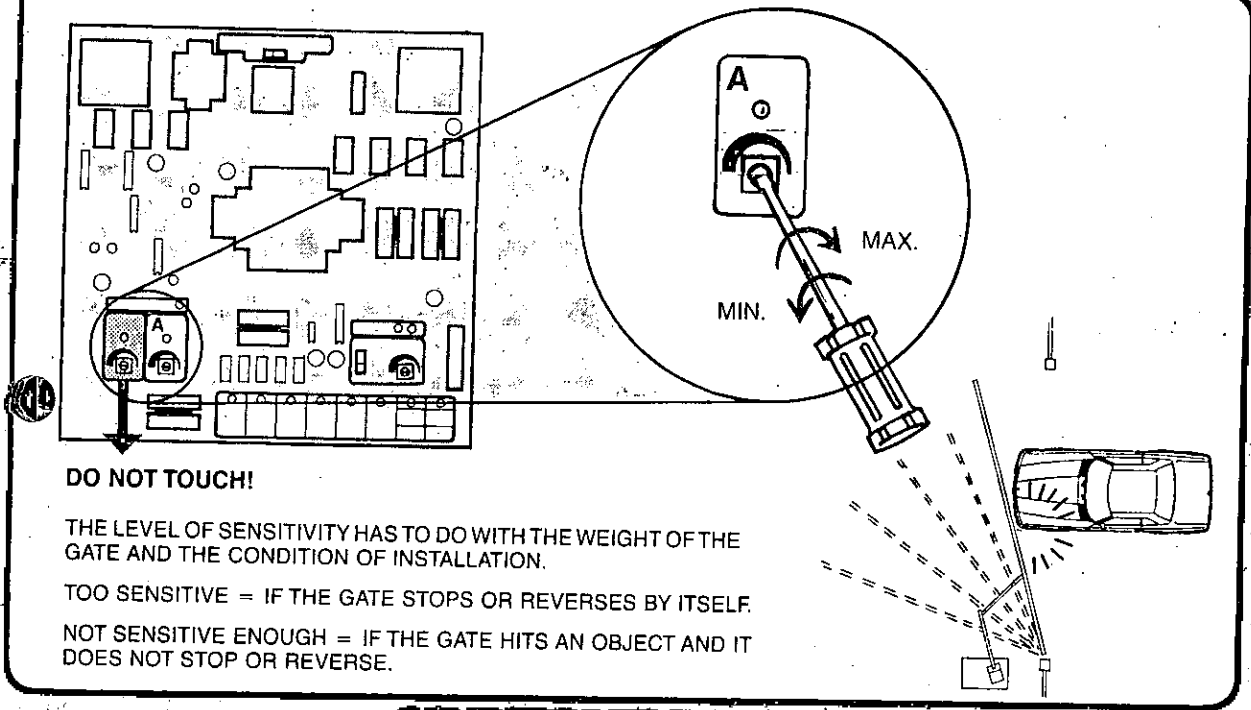


ADJUST THE CLUTCH



## TWO-WAY ADJUSTABLE REVERSING SENSOR



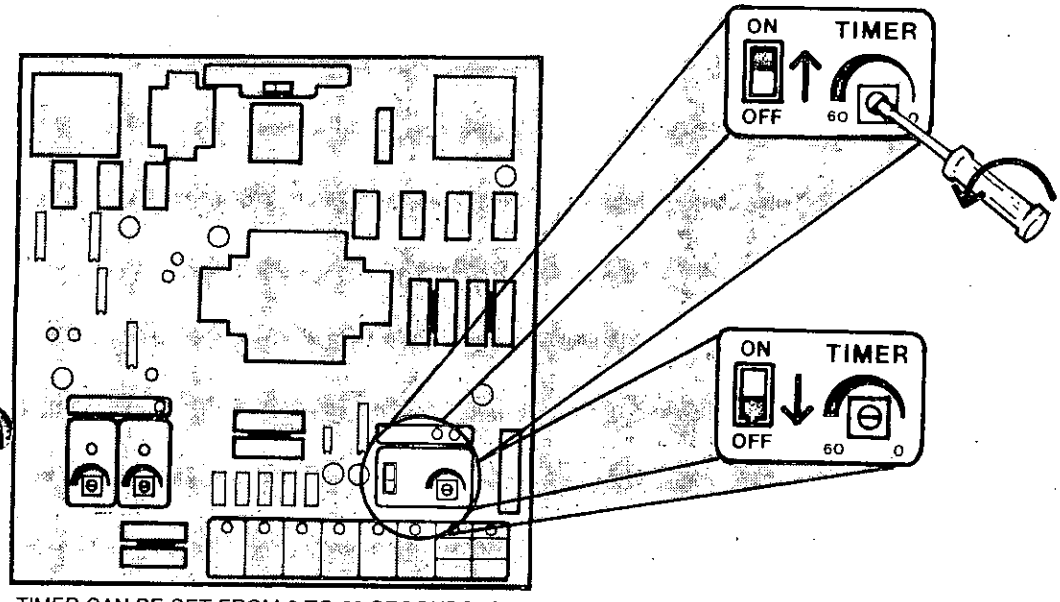

**DO NOT TOUCH!**

THE LEVEL OF SENSITIVITY HAS TO DO WITH THE WEIGHT OF THE GATE AND THE CONDITION OF INSTALLATION.

TOO SENSITIVE = IF THE GATE STOPS OR REVERSES BY ITSELF.

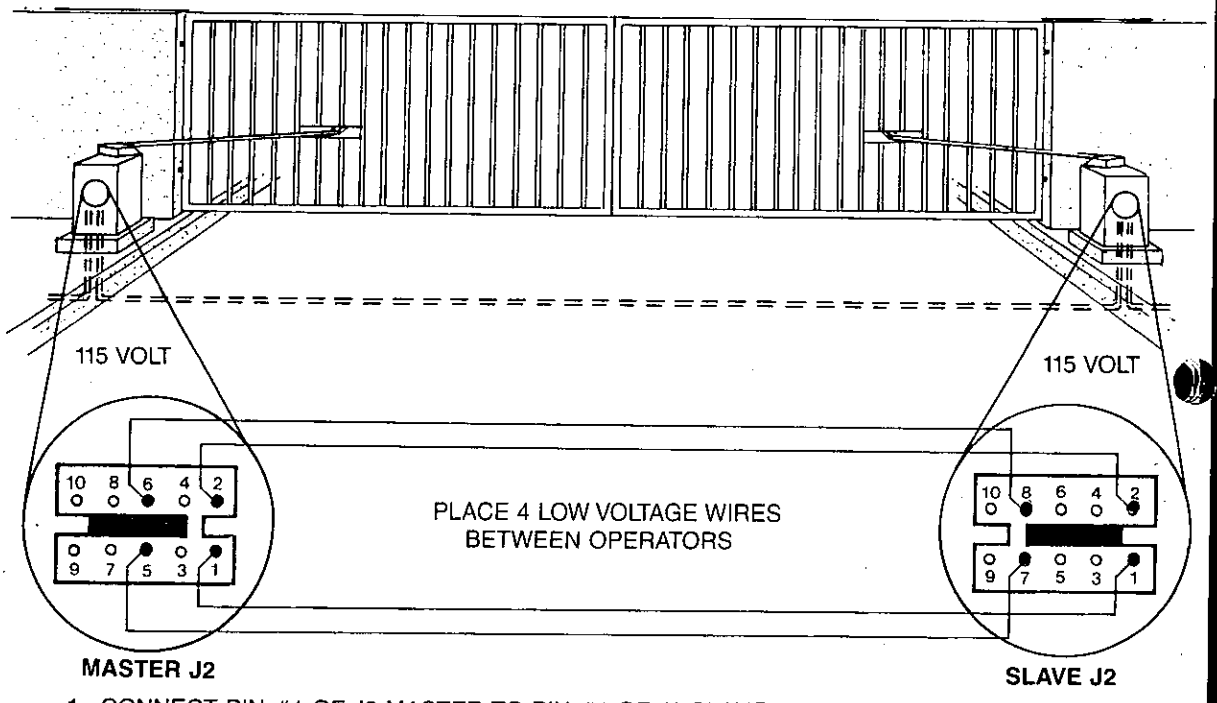
NOT SENSITIVE ENOUGH = IF THE GATE HITS AN OBJECT AND IT DOES NOT STOP OR REVERSE.

## ADJUSTABLE TIMER




TIMER CAN BE SET FROM 0 TO 60 SECONDS; OR TIMER CAN BE SET FOR PUSH OPEN/PUSH CLOSE TYPE OPERATION.

# MASTER & SLAVE WITH TIMER

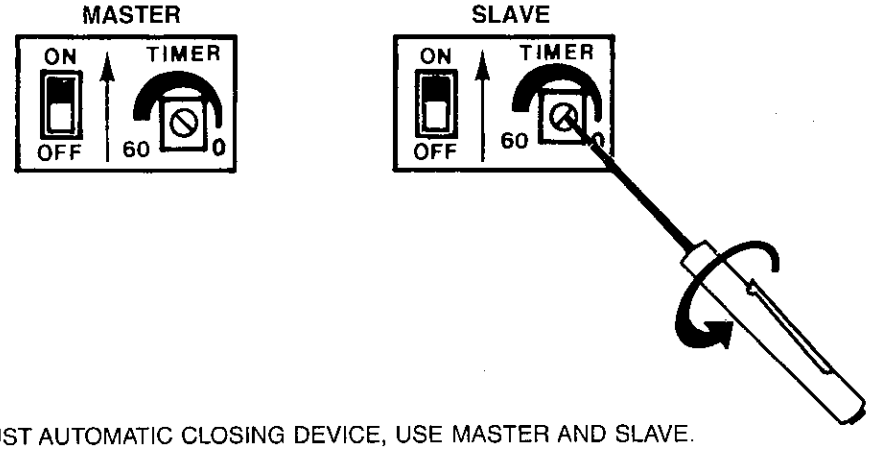



1- CONNECT PIN #1 OF J2 MASTER TO PIN #1 OF J2 SLAVE.
CONNECT PIN #2 OF J2 MASTER TO PIN #2 OF J2 SLAVE.
CONNECT PIN #6 OF J2 MASTER TO PIN #8 OF J2 SLAVE.
CONNECT PIN #5 OF J2 MASTER TO PIN #7 OF J2 SLAVE.

2- TURN THE TIMER POD ALL THE WAY COUNTER CLOCKWISE IN THE SLAVE GATE OPERATOR

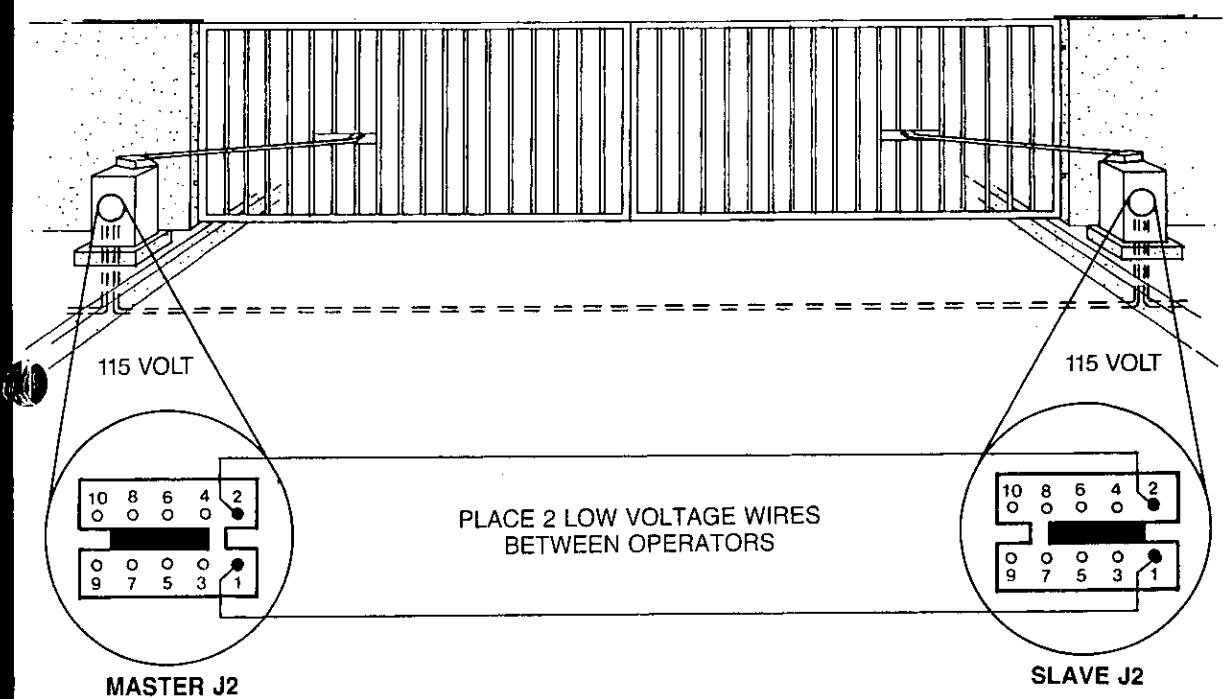
3- FOR TIME RANGE AUTOMATIC CLOSE ADJUSTMENT USE MASTER TIMER ONLY.

4- CAUTION! DO NOT SHUT OFF ANY OF THE TWO TIMERS. PLACE THE TIMER SWITCH ON "ON" POSITION ONLY.

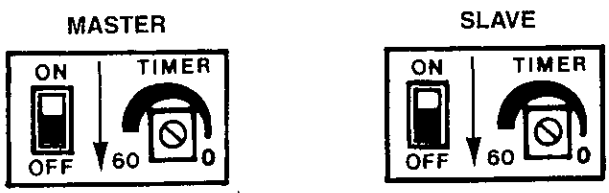



TO ADJUST AUTOMATIC CLOSING DEVICE, USE MASTER AND SLAVE.

## MASTER & SLAVE / NO TIMER




1- CONTACT PIN #2 OF J2 MASTER TO PIN #2 OF J2 SLAVE.
2- CONTACT PIN #1 OF J2 MASTER TO PIN #1 OF J2 SLAVE.
3- PLACE BOTH TIMER SWITCHES ON "OFF" POSITIONS.




## PARTIAL MASTER AND PARTIAL INDIVIDUAL CONTROL

*IN ORDER FOR THE FOLLOWING OPERATION TO OCCUR, FOLLOW THE INSTRUCTION:*

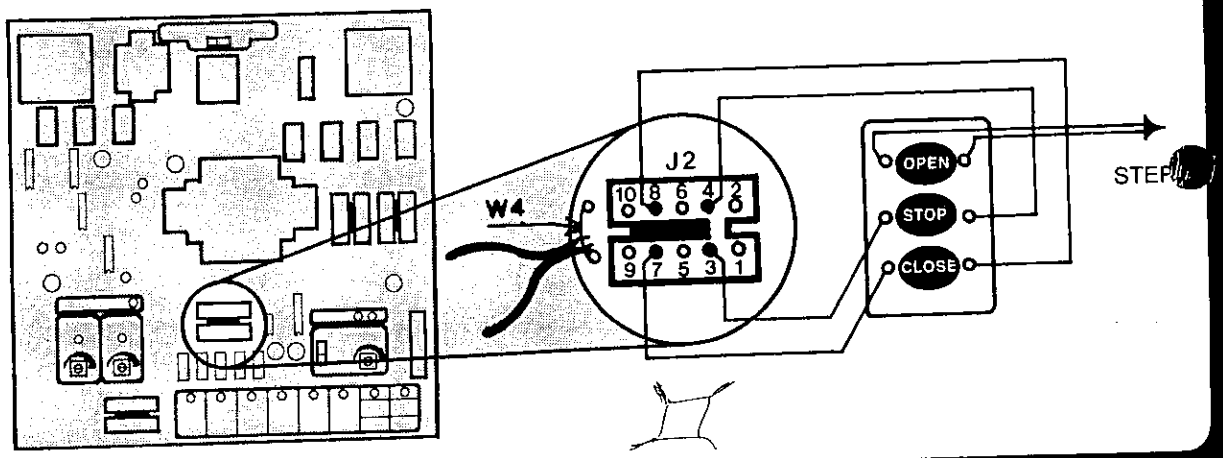
**FOR EXAMPLE,** THERE IS A DOUBLE GATE AND THE ENTRY GATE IS TO BE OPENED WITH A RADIO TRANSMITTER AND THE EXIT GATE WITH A FREE EXIT LOOP, AND ONLY ONE SAFETY LOOP SYSTEM IS TO OPEN BOTH GATES, AND FIRE DEPARTMENT SWITCH (WHICH SHOULD OPEN BOTH GATES AT THE SAME TIME), IN ORDER TO DO SO:

1. CONNECT THE RADIO RECEIVER TO ENTRY GATE ONLY.
2. CONNECT THE EXIT LOOP TO EXIT GATE ONLY.
3. CONNECT THE SAFETY LOOP TO ENTRY AND EXIT GATES.
4. CONNECT THE FIRE DEPT., TO ENTRY AND EXIT GATES.

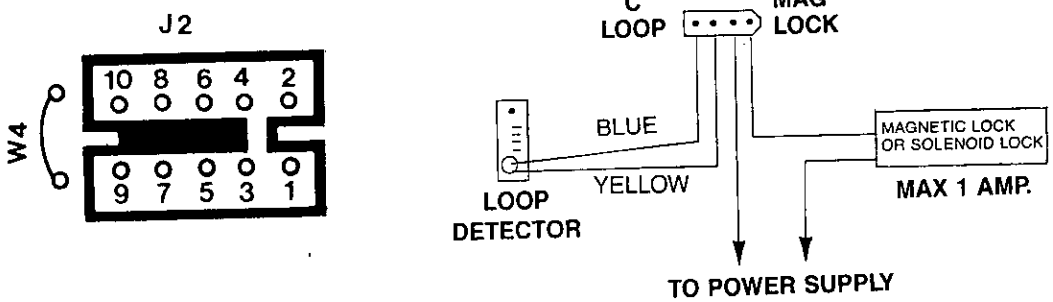
## THREE PUSH-BUTTON SYSTEM

**THREE PUSH BUTTON SYSTEM** (OPEN-STOP-CLOSE)
STEP 1 -CONNECT OPEN PUSH BUTTON TO TERMINAL #3 & 4 ON THE MAIN TERMINAL BLOCK
STEP 2 -CONNECT CLOSE PUSH BUTTON TO PIN #7 & 8 ON THE J2.
STEP 3 -CONNECT PUSH STOP BUTTON TO PIN #3 & 4 ON THE J2 & CUT OFF THE JUMPER WIRE #W4.

**CAUTION!** MAKE SURE EACH PUSH BUTTON IS DRY CONTACT AND THERE ARE NO JUMPER WIRES BETWEEN THEM.

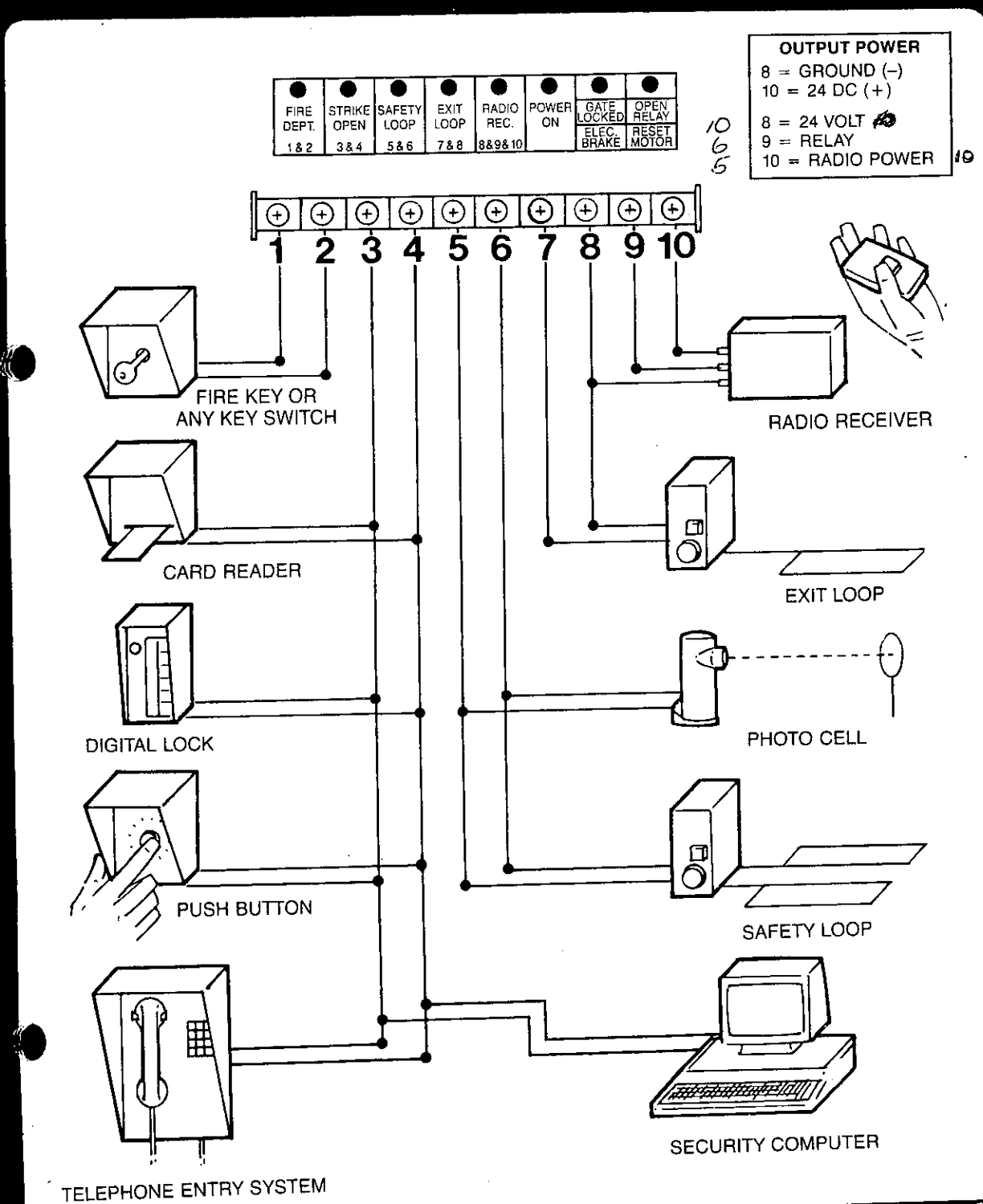



## OPERATING INSTRUCTIONS FOR OPTIONAL SYSTEMS



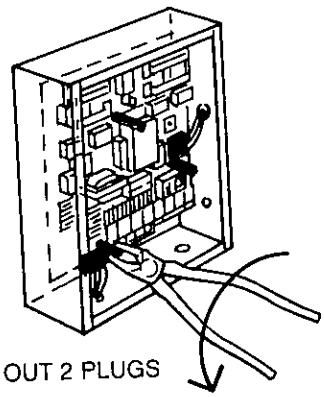

| | | |
|---|---|---|
| 1 & 2 | MASTER & SLAVE (OPENING ORDERS) | SEE MASTER & SLAVE SECTION |
| 3 & 4 | OUTPUT FOR DISCONNECTING SWITCH, PUSH STOP OR PILOT DOOR | IF THIS OPTION IS REQUIRED, CUT JUMPER W4 AND CONNECT PIN #3 TO COM, & PIN #4 TO N.C. ON THE SWITCH OR PUSH BUTTON. |
| 5 & 6 | MASTER (TIMER OUTPUT) | SEE MASTER & SLAVE SECTION |
| 7 & 8 | SLAVE (TIMER INPUT) | SEE MASTER & SLAVE SECTION |
| 9 & 10 | ALARM OUTPUT | 5 AMP. DRY CONTACT RELAY (CONTACTORS N.O. & COM) |

# TERMINAL INPUT CONNECTIONS



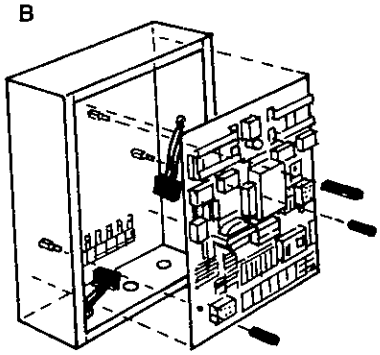
## HOW TO REPLACE THE CONTROL BOARD

A



PULL OUT 2 PLUGS

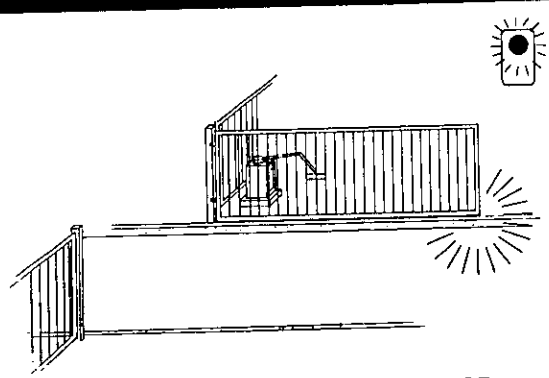
B



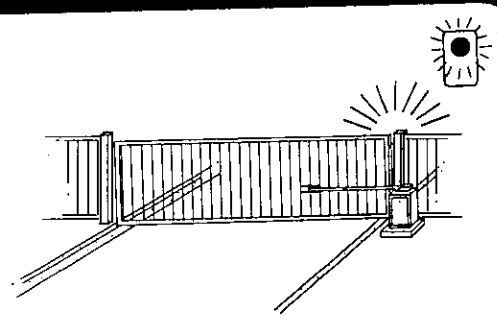
UNSCREW 3 NUTS

PULL OUT THE CONTROL BOARD

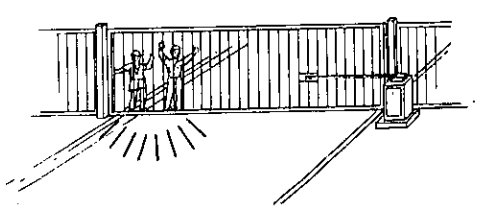
## YOU WILL HEAR A "BIP" SOUND WHEN



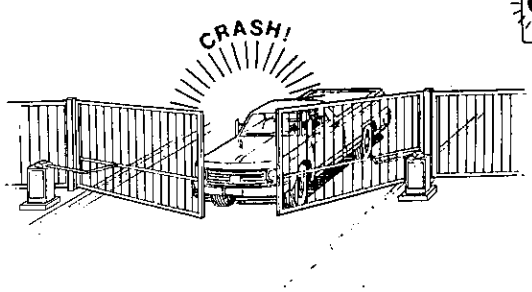
THE GATE HITS THE DRIVE WAY, CURB OR OTHER AND GETS STUCK IN AN AWKWARD POSITION



GATE HINGES ARE TOO TIGHT OR BROKEN AND GATE IS NOT MOVING FREELY

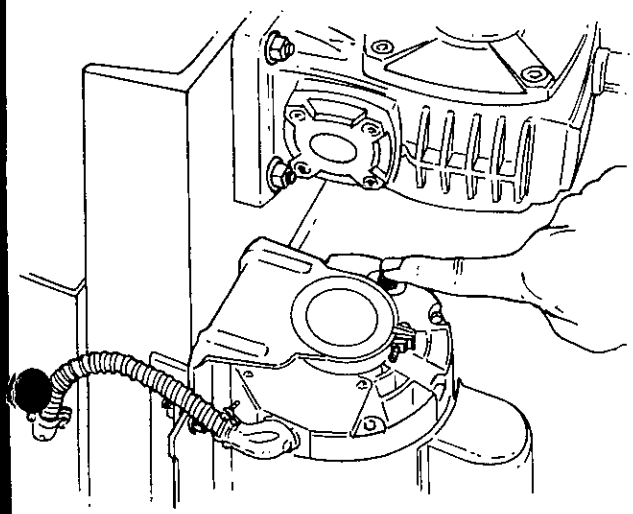


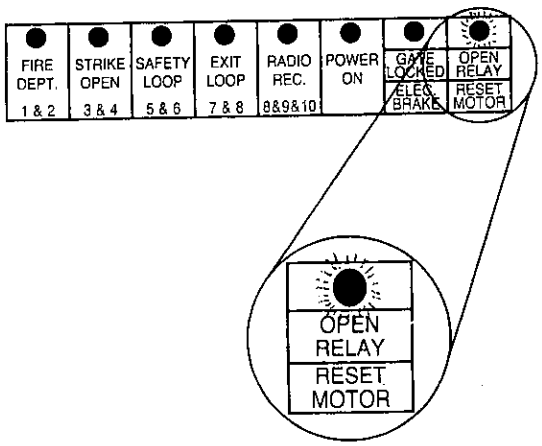
IF AN OBJECT STANDS ON THE GATE FRAME WHILE THE GATE IS MOVING



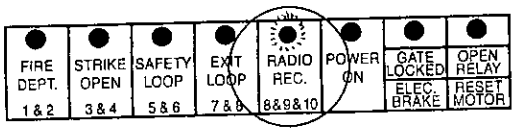

WHILE THE GATE IS MOVING AN OBJECT PUSHES THE GATE

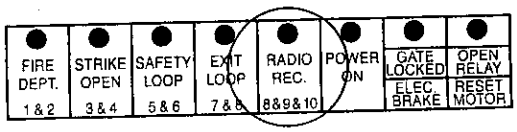
# TROUBLESHOOTING / LED INFORMATION CENTER

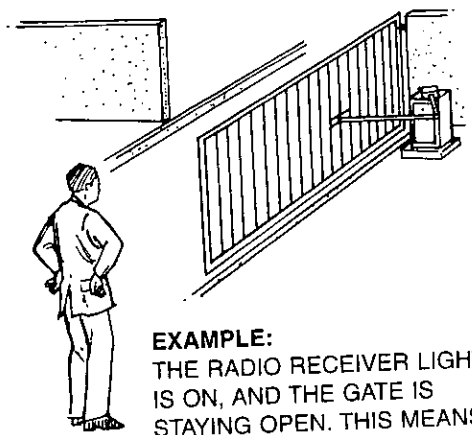




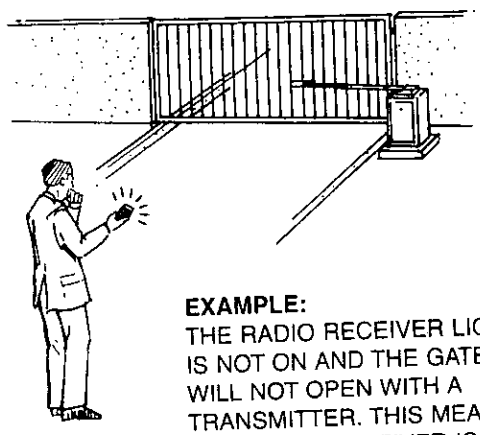

IF THE GATE IS NOT MOVING IN ANY DIRECTION AND THE RESET MOTOR LIGHT IS ON, TAKE OFF THE COVER THEN RESET THE MOTOR AS DIRECTED IN THE PICTURE.



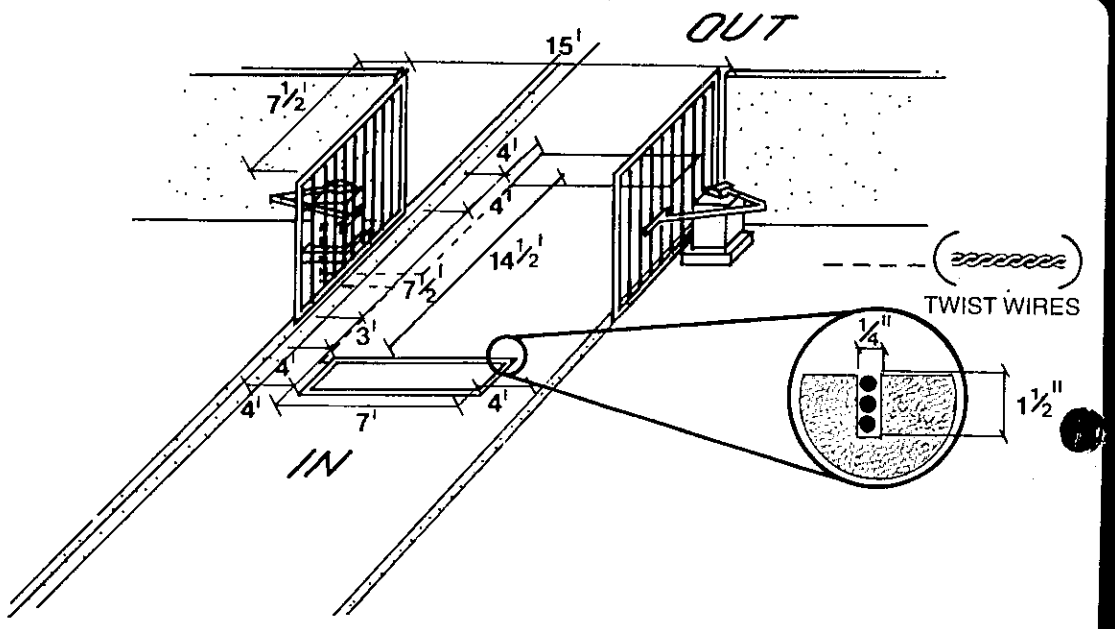



**EXAMPLE:**
THE RADIO RECEIVER LIGHT IS ON, AND THE GATE IS STAYING OPEN. THIS MEANS THE RADIO RECEIVER IS BROKEN ON "ON" POSITION.



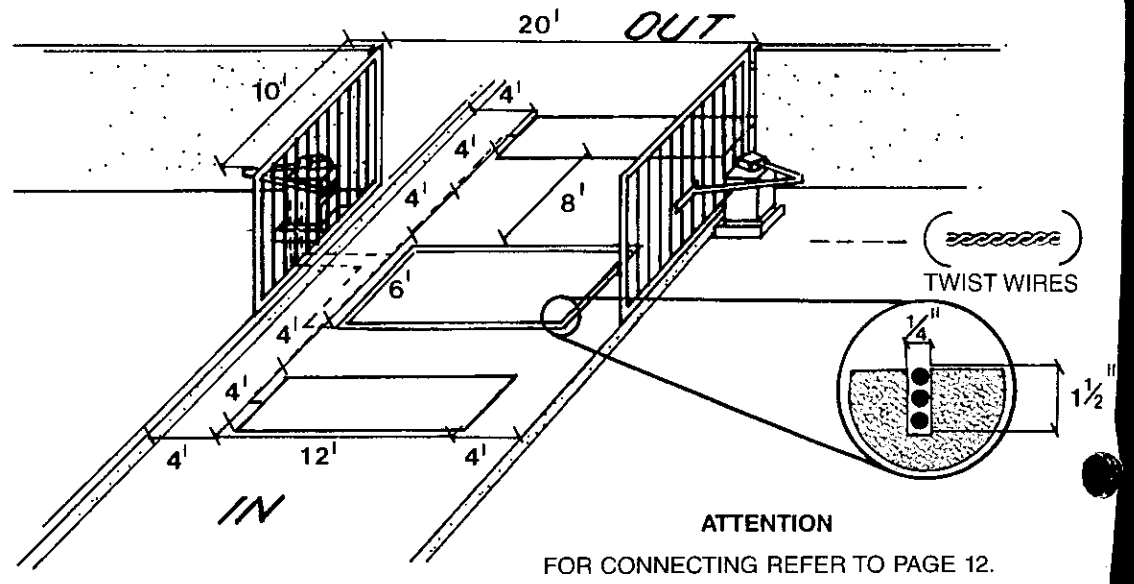
**EXAMPLE:**
THE RADIO RECEIVER LIGHT IS NOT ON AND THE GATE WILL NOT OPEN WITH A TRANSMITTER. THIS MEANS THE RADIO RECEIVER IS BROKEN ON "OFF" POSITION.

## SAFETY LOOP




**CAUTION:** SUGGESTED FOR VEHICLES 14 FEET LONG OR LONGER. IF A VEHICLE IS SHORTER, THEN INSTALL A CENTER LOOP SYSTEM.

## CENTER LOOP SYSTEM

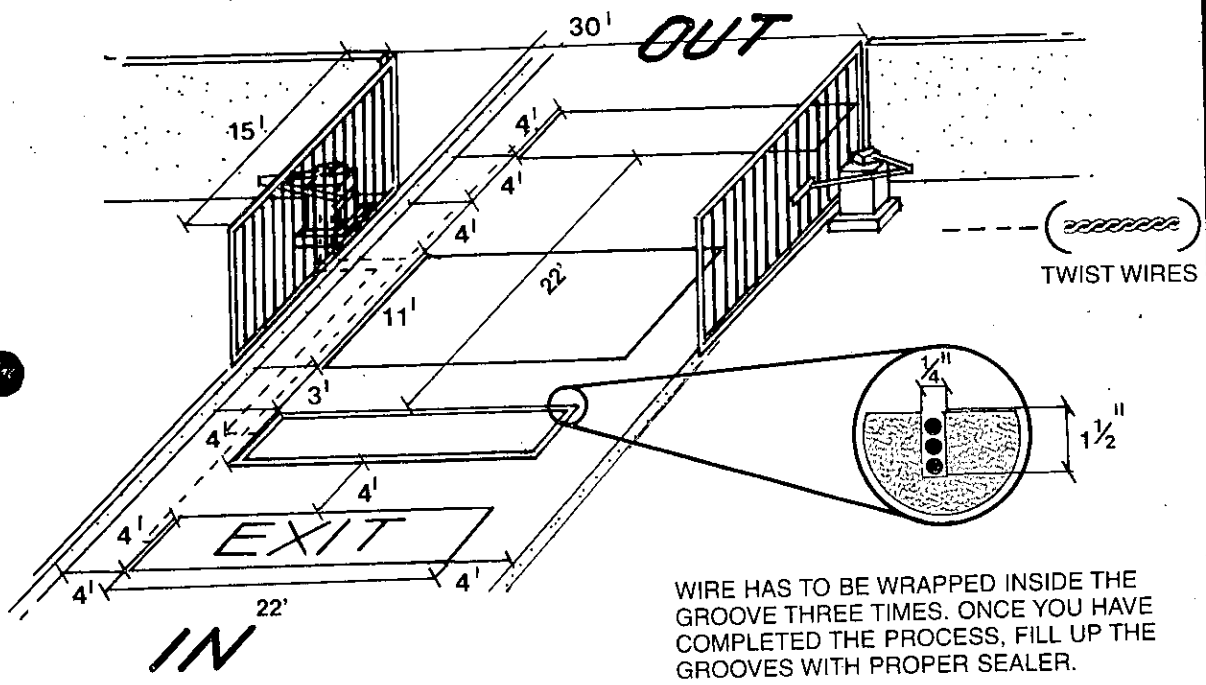



**ATTENTION**

FOR CONNECTING REFER TO PAGE 12.

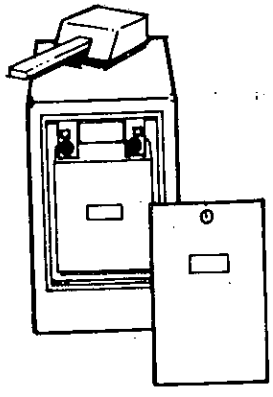
**CAUTION:** THIS OPTION IS FOR ALL VEHICLES INCLUDING LESS THAN 14 FEET LONG. THIS SYSTEM REQUIRES 2 LOOP DETECTORS.

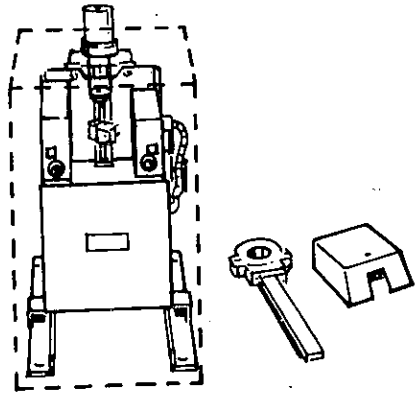
# EXIT LOOP




WIRE HAS TO BE WRAPPED INSIDE THE GROOVE THREE TIMES. ONCE YOU HAVE COMPLETED THE PROCESS, FILL UP THE GROOVES WITH PROPER SEALER.

THE REASON FOR AN EXIT LOOP IS FOR THE GATE TO OPEN AUTOMATICALLY WHEN A CAR IS EXITING.

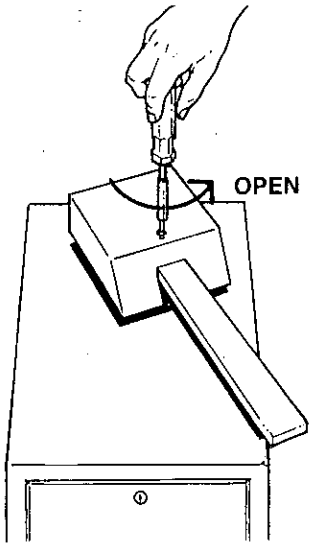




**OPTIONAL** ACCESS DOOR - PLENTY OF SPACE IS ALLOWED FOR LOOP DETECTOR AND RADIO RECEIVER. IN ORDER TO HAVE A STRONGER ATTACHMENT, USE VELCRO ON THE LOOP DETECTOR.

# EMERGENCY RELEASE

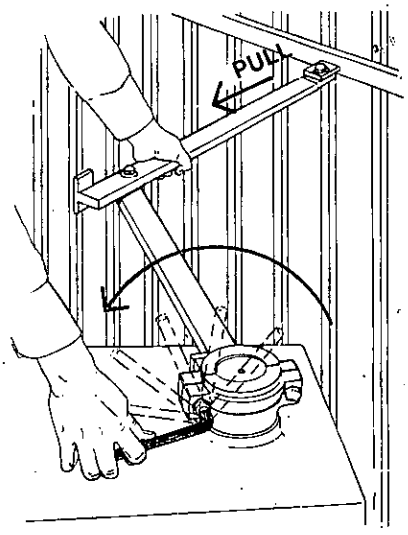
**1**




**OPTIONAL SAFETY BOLT**

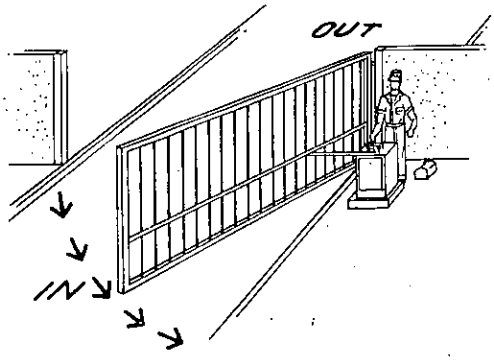
UNSCREW THE BOLT, REMOVE THE STAINLESS STEEL COVER (SPECIAL WRENCH IS REQUIRED).

**2**

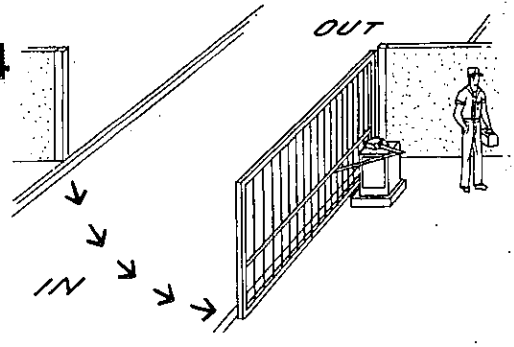



PULL THE RED HANDLE AS SHOWN IN THE PICTURE; AT THIS POINT, THE GATE IS RELEASED.

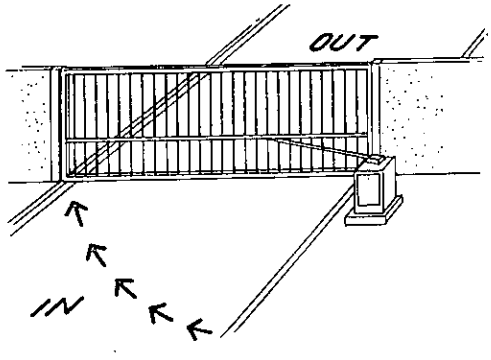
**3**




**4**




**5**

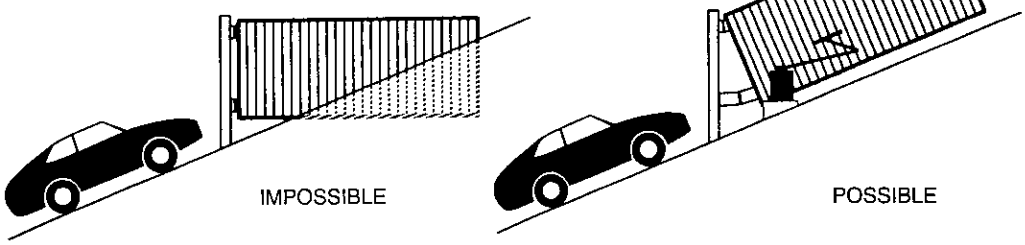



PLACE THE HANDLE AND COVER IN ORIGINAL POSITIONS. ONCE THE POWER IS ON, THE GATE WILL RE-ADJUST ITSELF AUTOMATICALLY.

## UPHILL DRIVE WAY INSTALLATION

GATE CANNOT FIT
ON THE DRIVEWAY

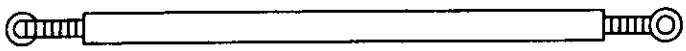
SPECIAL ARM AND HINGES
ARE REQUIRED



IMPOSSIBLE

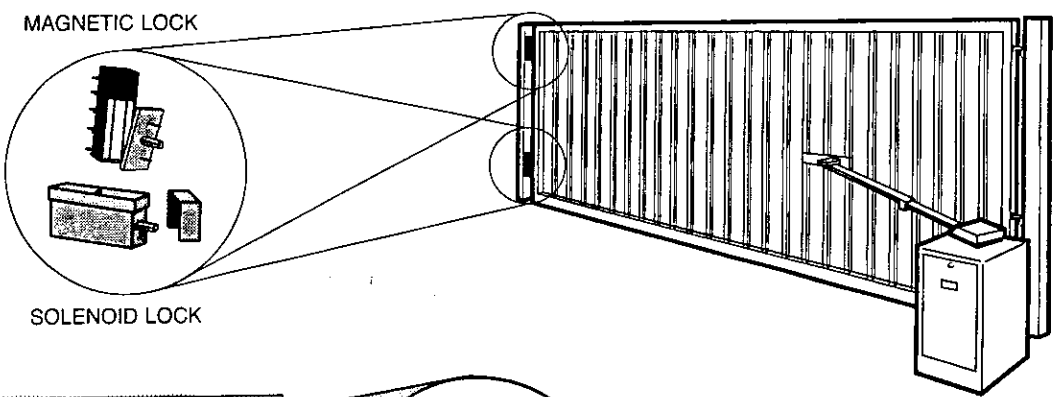
POSSIBLE

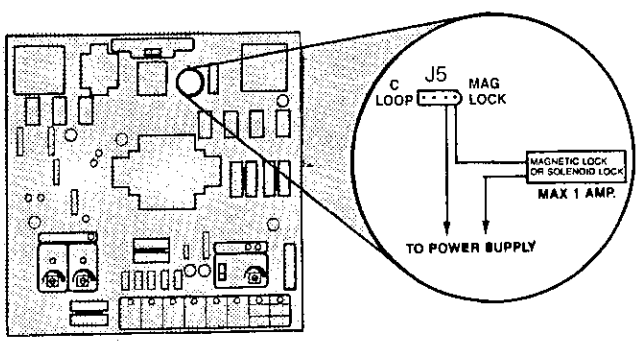
(SPECIAL ARM)



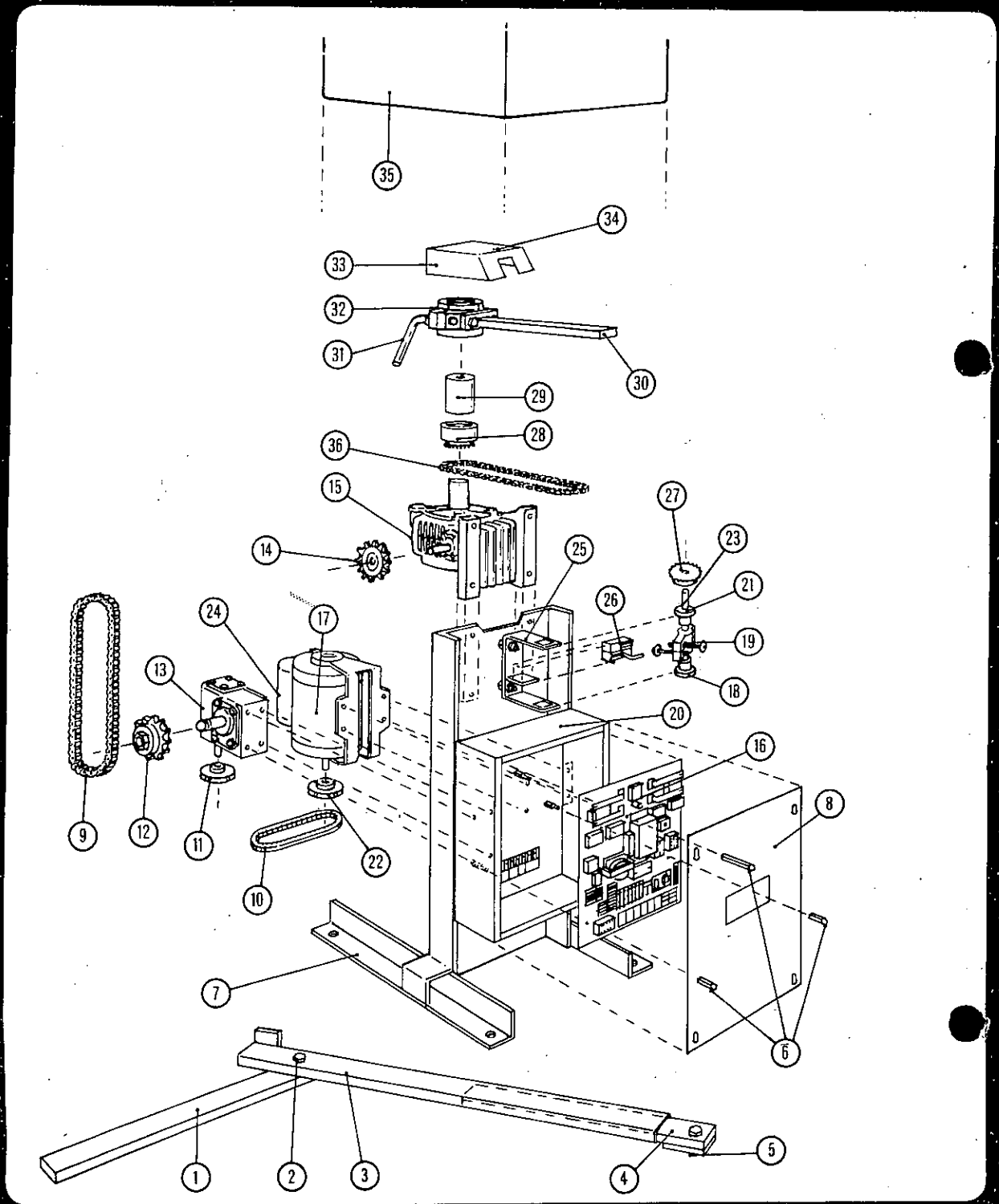
ROD END BEARING ARM

## MAGNETIC AND SOLENOID LOCK



# CSW-200 PARTS






Order CSW-200 parts online → GateHouseSupplies.com

# LIST OF CSW-200 PARTS

1. SHORT ARM
2. BOLT & NUT
3. LONG ARM
4. ADJUSTABLE SOLID METAL
5. ARM ATTACHMENT TO THE GATE
6. PC BOARD NUTS (SET)
7. CSW-200 CHASSIS
8. ELECTRONIC ACCESS PANEL
9. CHAIN #50
10. DRIVE BELT
11. GEAR REDUCER PULLY
12. CLUTCH (COMPLETE SET)
13. GEAR REDUCER, (GEAR BOX, SIZE 40)
14. SPROCKET (B50-16)
15. GEAR REDUCER (GEAR BOX, SIZE 60)
16. ELECTRONIC CONTROL BOARD
17. 1/2 HP ELECTRIC MOTOR
    3/4 HP ELECTRIC MOTOR
18. COLLAR
19. GATE ADJUSTMENT (PLASTIC PART)
20. ELECTRONIC BOX
21. BALL BEARING
22. MOTOR PULLY
23. GATE ADJUSTMENT SHAFT
24. MOTOR CAPACITOR
25. LIMIT SWITCH HOLDER
26. LIMIT SWITCH
27. SPROCKET GATE ADJUSTMENT
28. OUTPUT SHAFT SPROCKET
29. 2½" OUTPUT SHAFT
30. OUTPUT ARM SOLID
31. ARM RELEASE
32. OUTPUT SHAFT CLUTCH
33. STAINLESS STEEL COVER
34. SECURITY BOLT
35. FIBERGLASS COVER (WITHOUT ACCESS DOOR)
35. FIBERGLASS COVER (WITH ACCESS DOOR)
36. CHAIN #25

# MAINTENANCE

1. THE GATE AREA SHOULD BE KEPT CLEAN TO INSURE PROPER OPERATION.

2. MAKE SURE HINGES ARE WORKING SMOOTHLY AND LUBRICATED PROPERLY.

3. CLEAN THE FIBERGLASS COVER WITH WD-40 OR OTHER FIBERGLASS CLEANER ON A REGULAR BASIS.

4. FOR PARTS LIST, REFER TO PAGE 20.

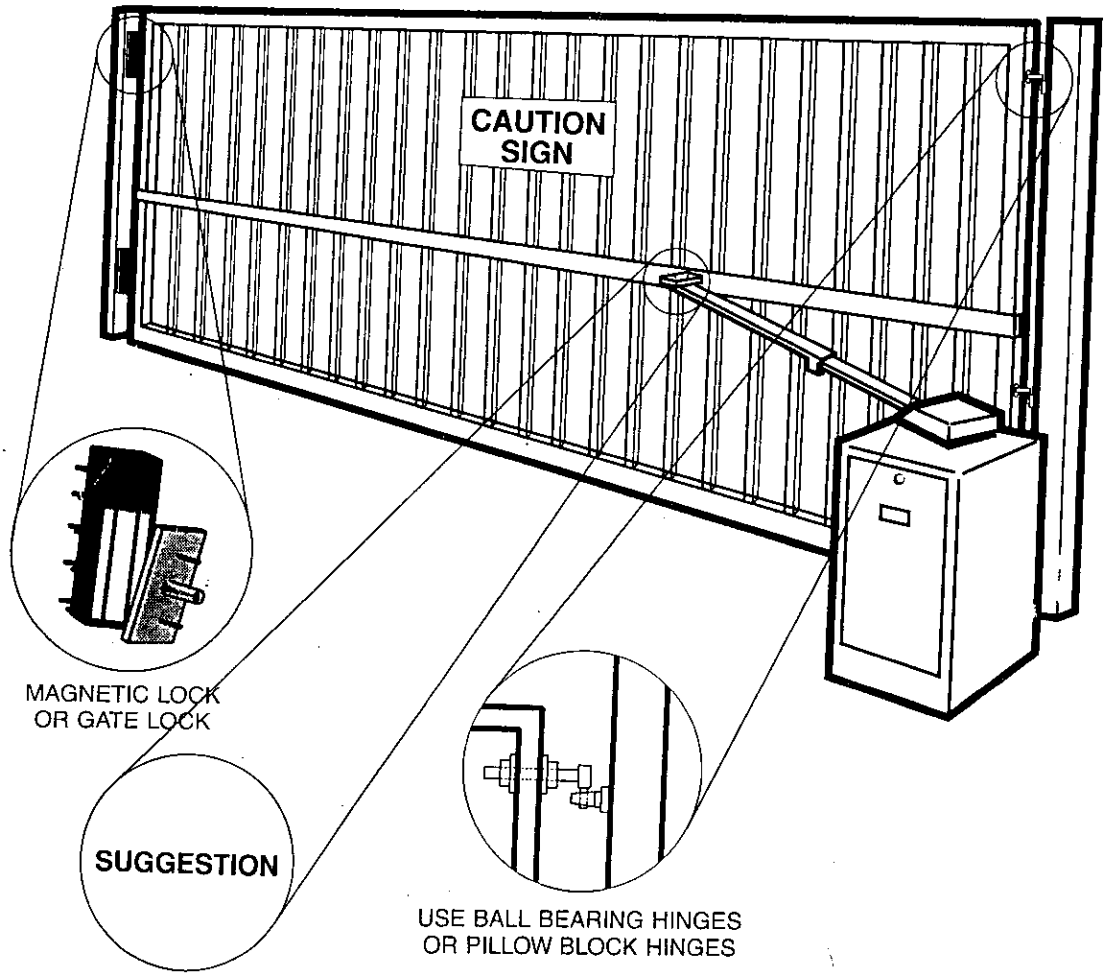
IF YOU NEED FURTHER ASSISTANCE, PLEASE CALL YOUR LOCAL SERVICE COMPANY.

**Underlined parts are clickable — order online at GateHouseSupplies.com**

**SUGGESTION**

WE SUGGEST THE FOLLOWING ITEMS MANUFACTURED BY ELITE ACCESS SYSTEMS FOR BETTER AND SAFER OPERATION:

WARNING SIGN




**SUGGESTION**

TO INSURE A STRONG GATE INSTALLATION, WELD A HORIZONTAL BAR ONTO THE GATE (THE LONGER THE BAR, THE LESS FLEXIBILITY THE GATE WILL HAVE) THEN WELD THE ARM ATTACHMENT ONTO THE BAR.