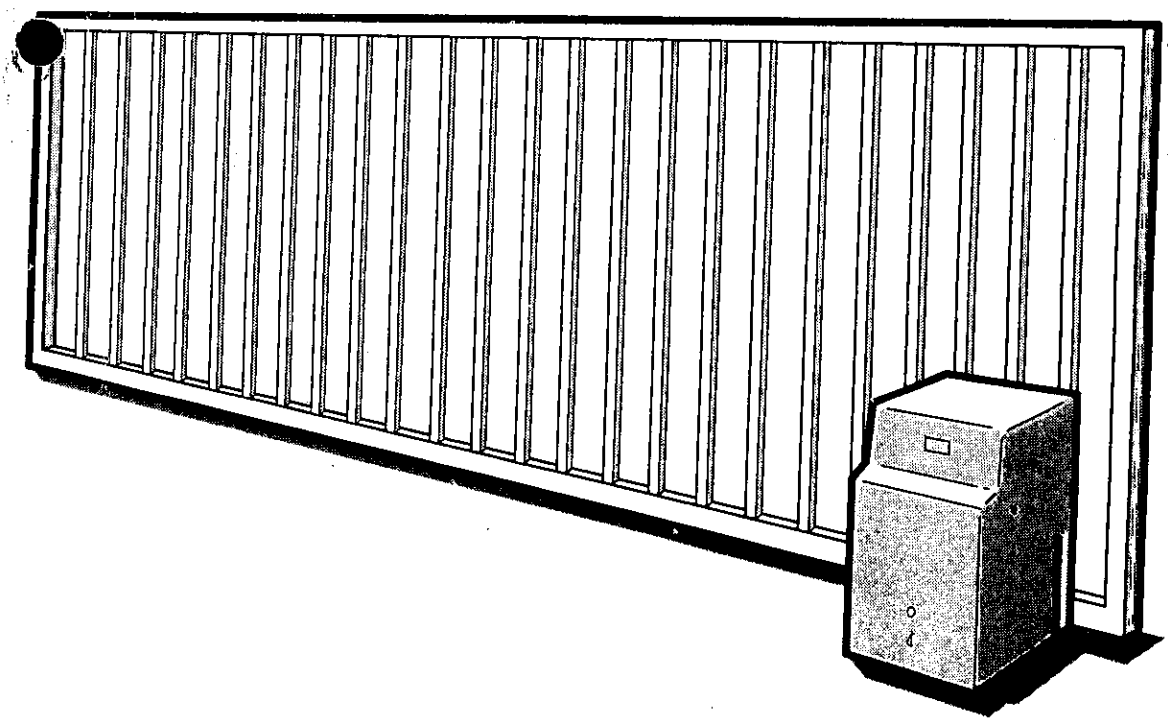
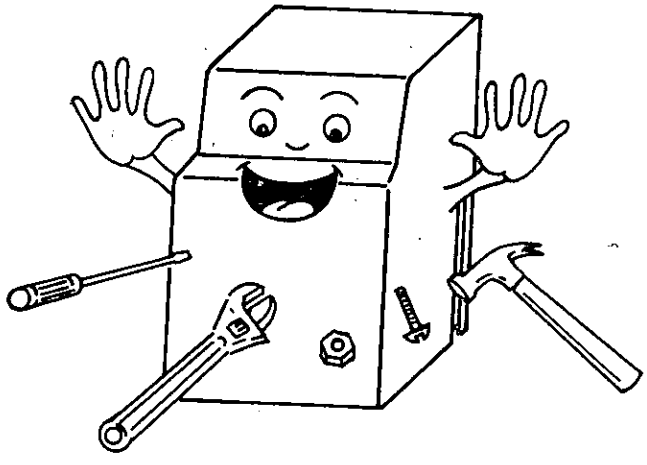
INSTALLATION INSTRUCTIONS & MANUAL BOOK FOR ARCHITECTS, GENERAL CONTRACTORS & DEALERS



HIGH TRAFFIC COMMERCIAL SLIDE GATE OPERATOR
MODEL SL-3000

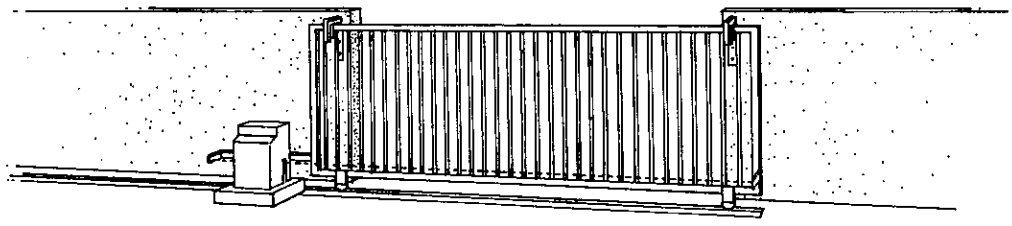
TABLE OF CONTENTS

TYPES OF INSTALLATIONS 2
HOW TO CONNECT THE CHAIN FOR DIFFERENT TYPES OF INSTALLATIONS 3
CEMENT WORK 4
DISTANCE BETWEEN THE OPERATOR & GATE 5
CHOOSING MOVEMENT DIRECTION 5
HOW TO CONNECT POWER (120V) 6
ADJUSTING GATE TRAVELING DISTANCE 6
TWO WAY ADJUSTABLE REVERSING SENSOR 7
ADJUSTABLE TIMER 7
MASTER & SLAVE WITH TIMER 8
MASTER & SLAVE / NO TIMER 9
THREE PUSH-BUTTON SYSTEM 10
TERMINAL INPUT CONNECTIONS 11
SAFETY & EXIT LOOP 12
EMERGENCY RELEASE 13
HOW TO REPLACE THE CONTROL BOARD 14
IF YOU HEAR A "BIP" SOUND 14
TROUBLE SHOOTING / LED INFORMATION CENTER 15
PICTURE OF SL-3000 PARTS 16
LIST OF SL-3000 PARTS & MAINTENANCE . . . . . Inside Back Cover



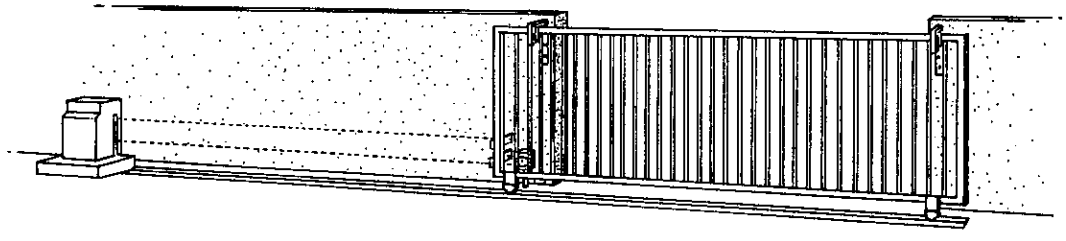
PLEASE DO NOT TOUCH ME! . . . UNLESS YOU ARE AN AUTHORIZED SERVICE TECHNICIAN!
THANK YOU.

TYPES OF INSTALLATIONS



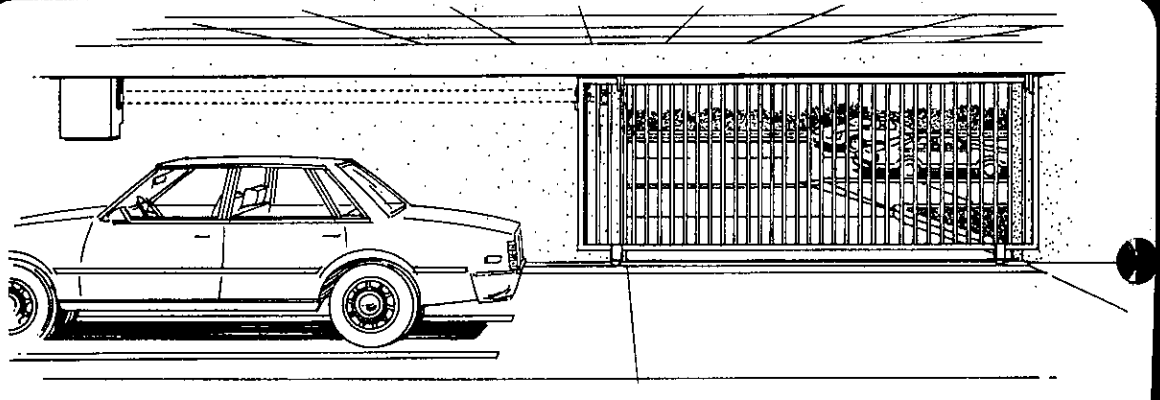
REASON: COST EFFICIENT

FRONT INSTALLATION



REASON: CHAIN IS NOT VISIBLE

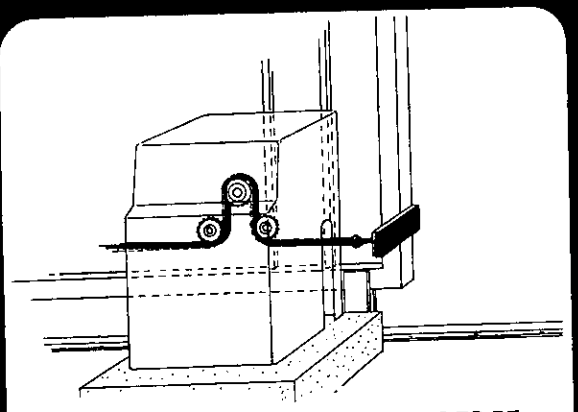
REAR INSTALLATION



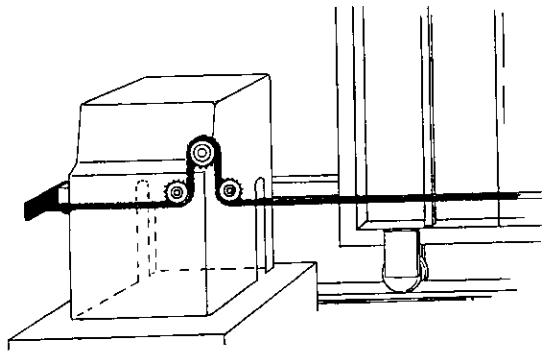
REASON: SPACE EFFICIENT — CHAIN IS NOT VISIBLE

CEILING MOUNT UNDERGROUND PARKING

HOW TO CONNECT THE CHAIN

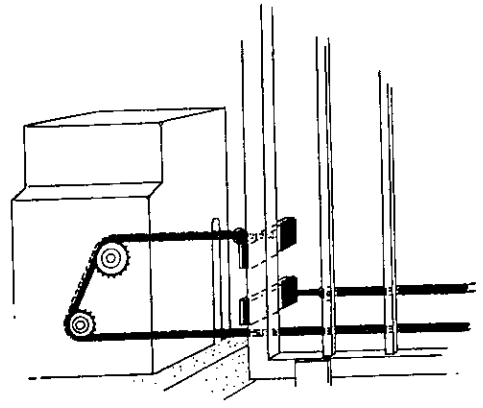


TO WELD FRONT BRACKET, GATE HAS TO BE IN OPEN POSITION.

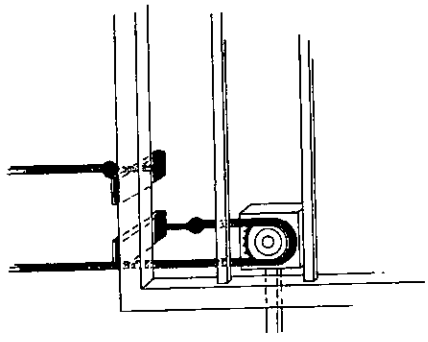


TO WELD REAR BRACKET, GATE HAS TO BE IN CLOSED POSITION.

FRONT INSTALLATION

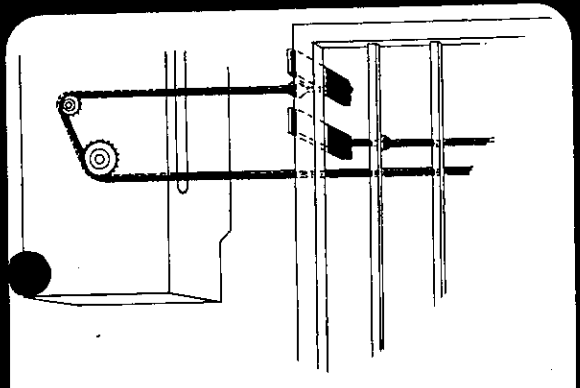


CUT THE COVER BY 17½"

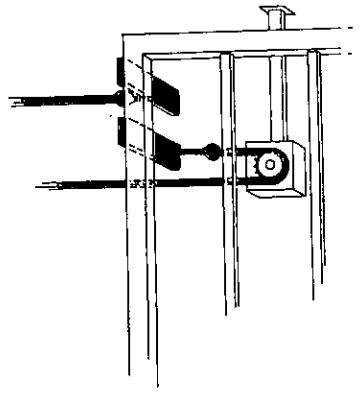


MAKE SURE SPROCKET BOX IS SEALED.

REAR INSTALLATION



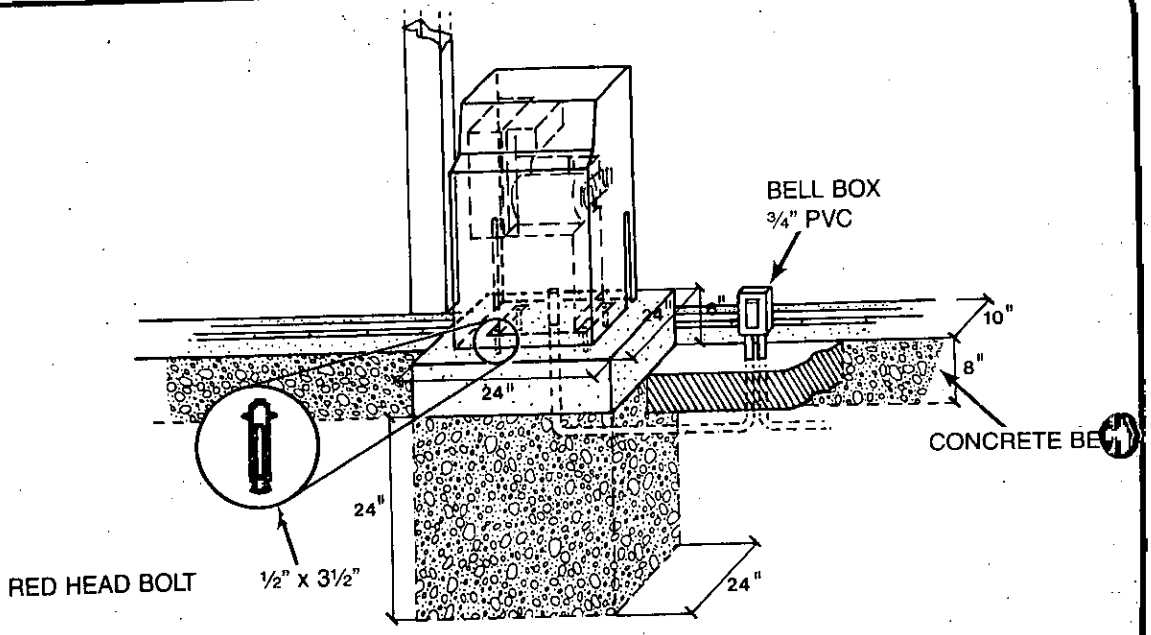
CUT THE COVER BY 17½"



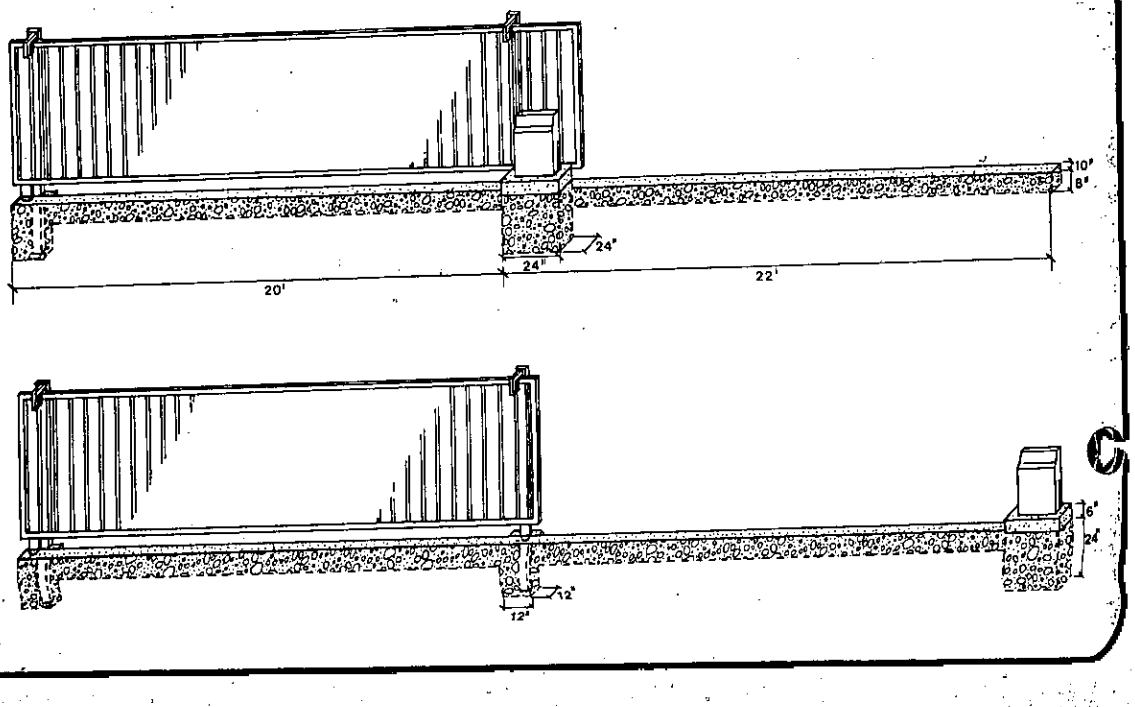
MAKE SURE THE SPROCKET BOX IS SEALED.

CEILING MOUNT INSTALLATION

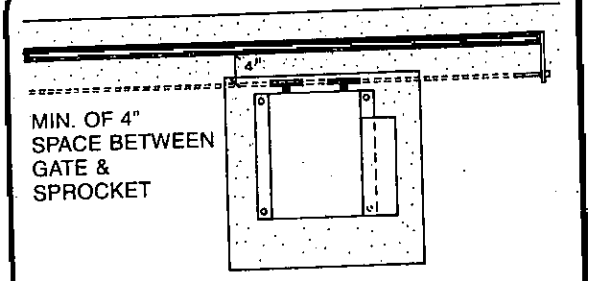
CEMENT WORK FOR THE PAD AND GATE



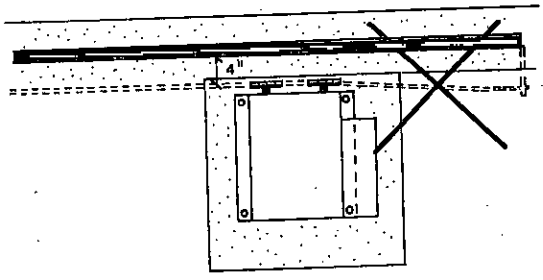
SUGGESTED INSTALLATION FOR DIRT GROUND.
THE MEASUREMENTS DEPEND ON THE TYPE OF GROUND (i.e., ASPHALT, CEMENT, DIRT)



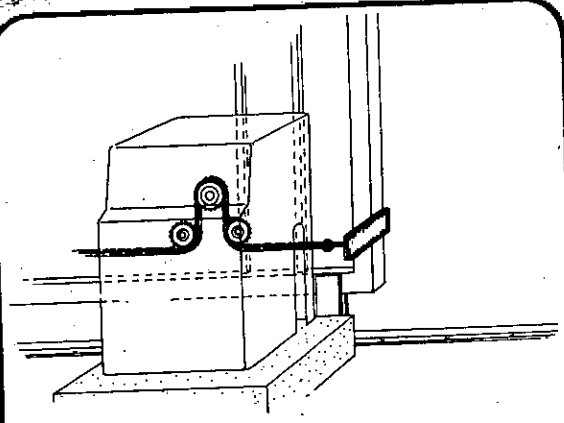
DISTANCE BETWEEN THE OPERATOR & GATE



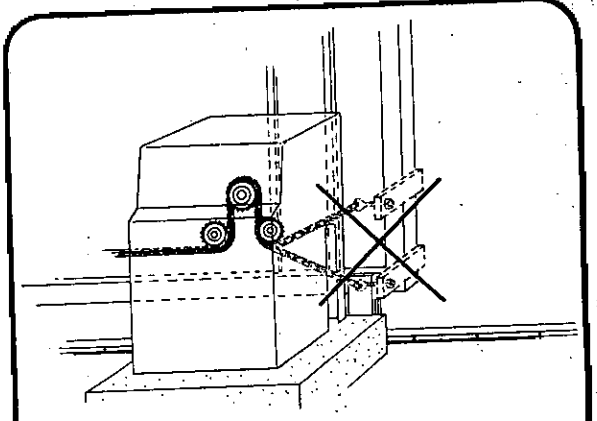
CORRECT INSTALLATION



INCORRECT INSTALLATION



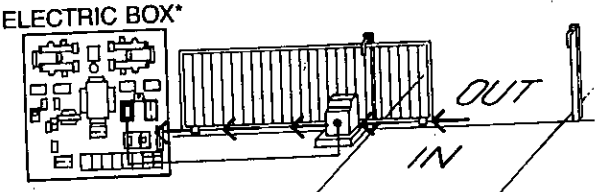
CORRECT INSTALLATION



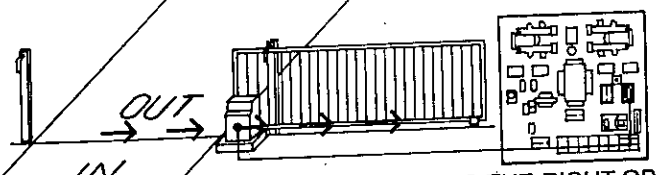
INCORRECT INSTALLATION

CHOOSING MOVEMENT DIRECTION

OPEN THE ELECTRIC BOX

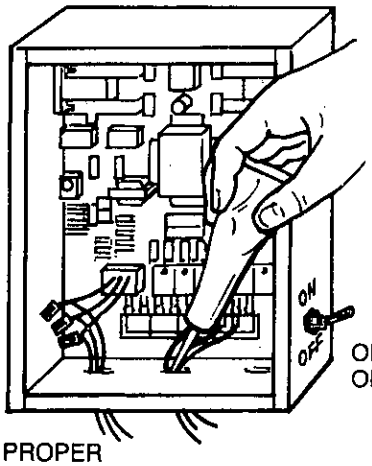


PLUG THE MOTOR WIRES
TO THE LEFT OPEN SOCKET

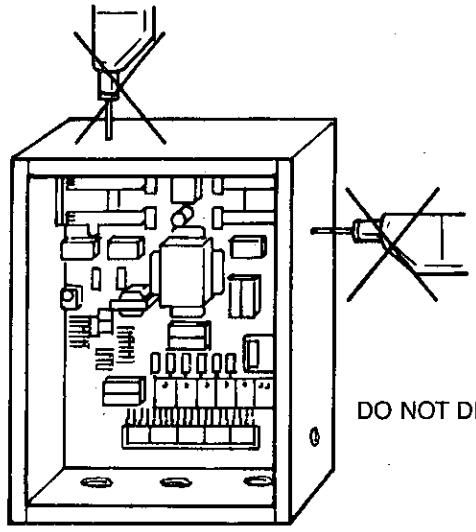


PLUG THE MOTOR WIRES TO THE RIGHT OPEN SOCKET

HOW TO CONNECT POWER (120V)



OPTIONAL
ON/OFF SWITCH



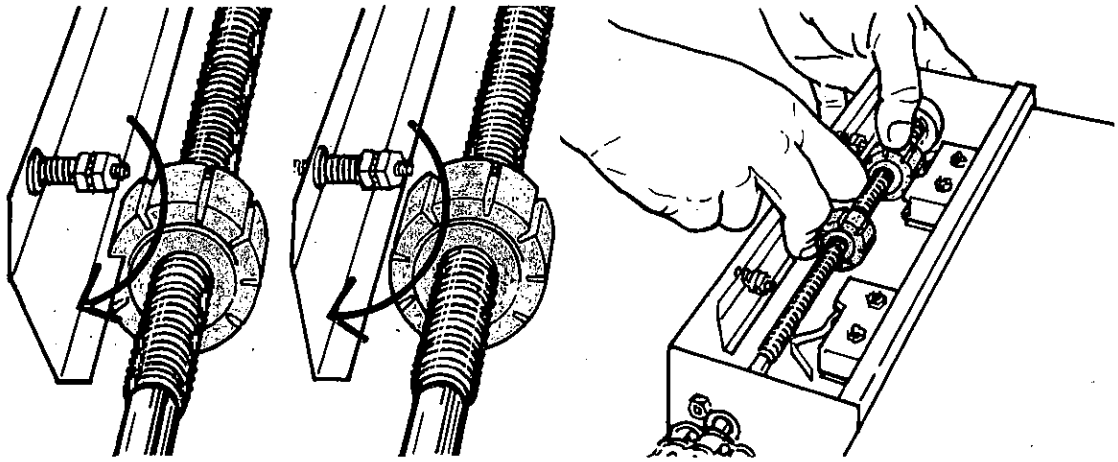
DO NOT DRILL

USE PROPER
WIRE NUTS

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.

ADJUSTING GATE TRAVELING DISTANCE

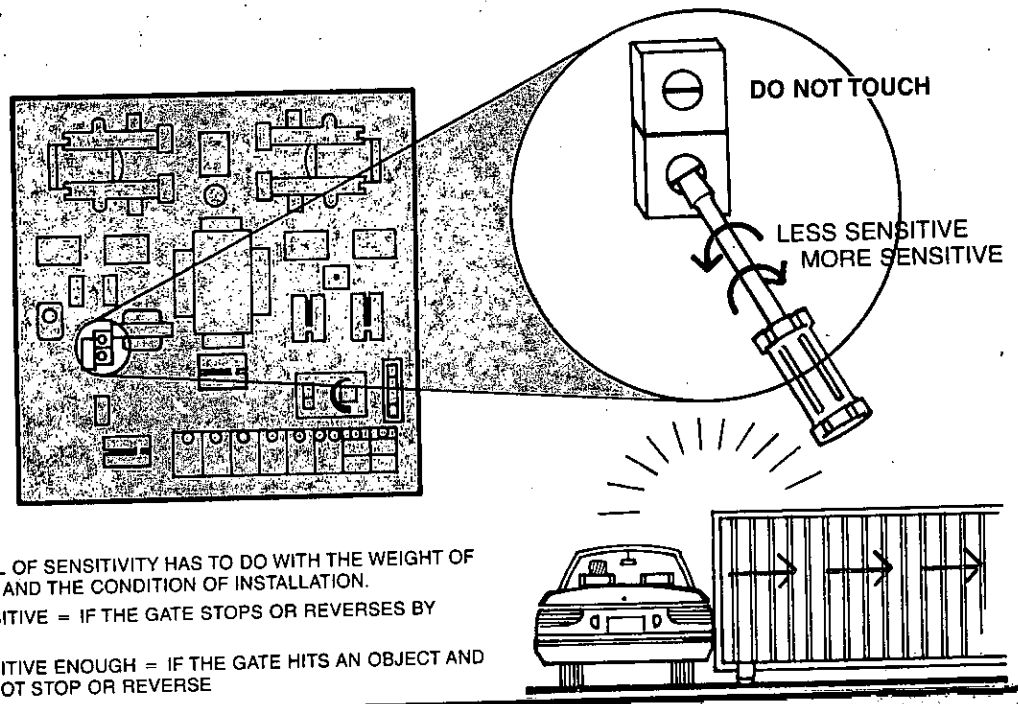


BEFORE ADJUSTING DO THE FOLLOWING:

1- SHUT-OFF THE POWER.
2- PUSH THE SILVER PLATE INWARD (PICTURE 1) ROLL THE GREEN COLORED NUT TO THE DIRECTION DESIRED
3- PLACE THE PLATE BACK IN THE NOTCH
4- TURN THE MACHINE OFF
5- IF YOU NEED MORE ADJUSTING - REPEAT THE PROCESS

*EACH NOTCH INDICATES AN ESTIMATED 1" OF GATE TRAVELING DISTANCE

TWO WAY ADJUSTABLE REVERSING SENSOR

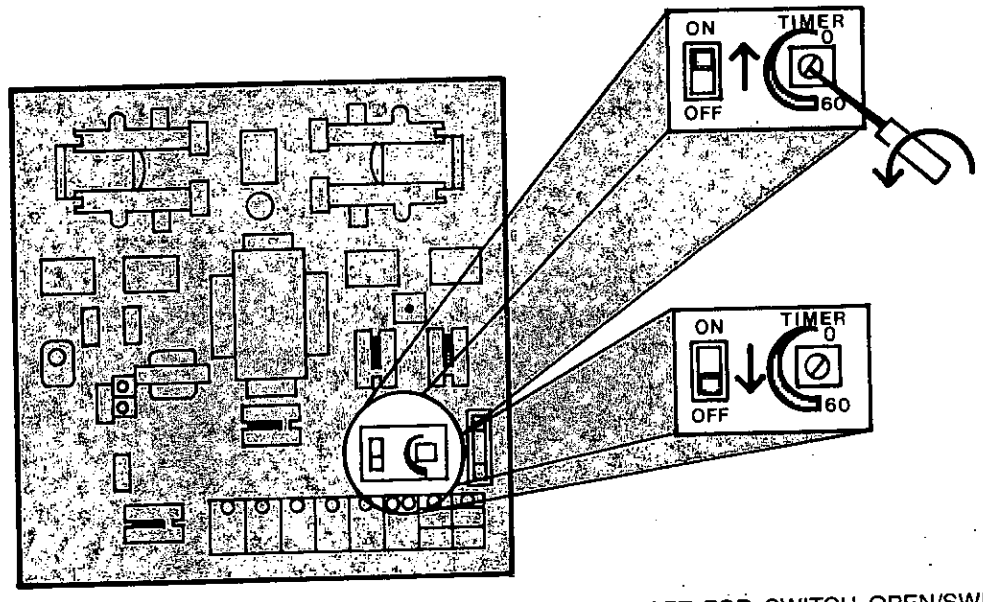


THE LEVEL OF SENSITIVITY HAS TO DO WITH THE WEIGHT OF THE GATE AND THE CONDITION OF INSTALLATION.

TOO SENSITIVE = IF THE GATE STOPS OR REVERSES BY ITSELF

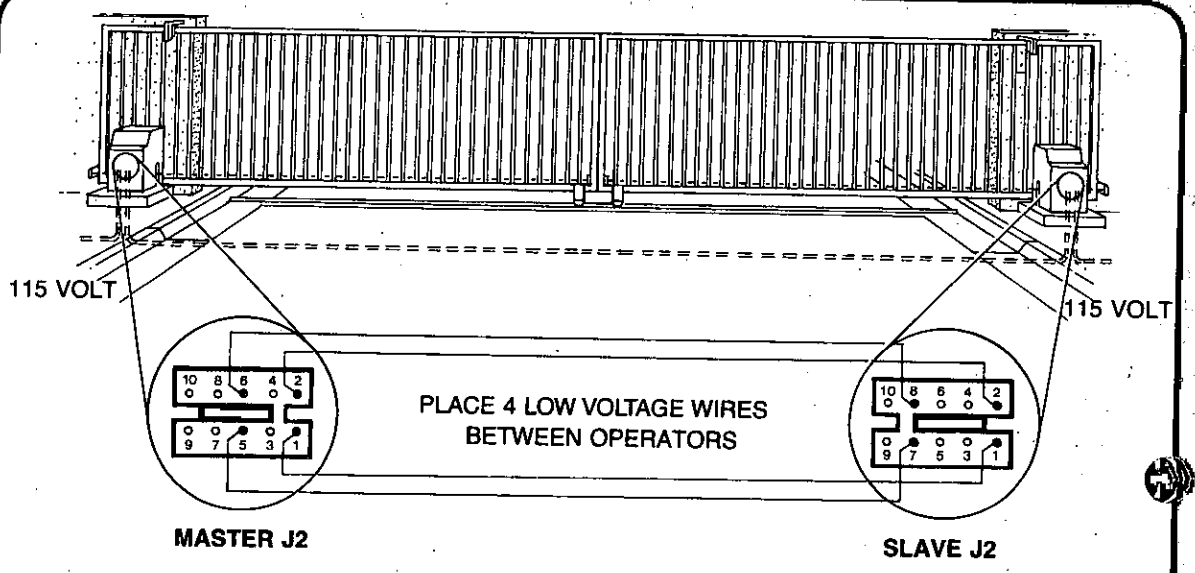
NOT SENSITIVE ENOUGH = IF THE GATE HITS AN OBJECT AND IT DOES NOT STOP OR REVERSE

ADJUSTABLE TIMER



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

MASTER & SLAVE WITH TIMER

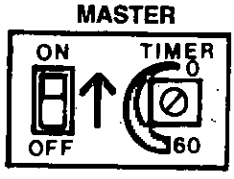


1- CONNECT PIN #1 OF J2 MASTER TO PIN #1 OF J2 SLAVE.
CONNECT PIN #2 OF J2 MASTER TO PIN #2 OF J2 SLAVE.
CONNECT PIN #6 OF J2 MASTER TO PIN #8 OF J2 SLAVE.
CONNECT PIN #5 OF J2 MASTER TO PIN #7 OF J2 SLAVE.

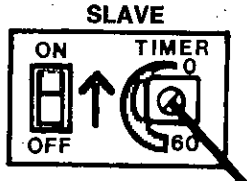
2- TURN THE TIMER POD ALL THE WAY COUNTER CLOCKWISE IN THE SLAVE GATE OPERATOR (PICTURE B)

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.



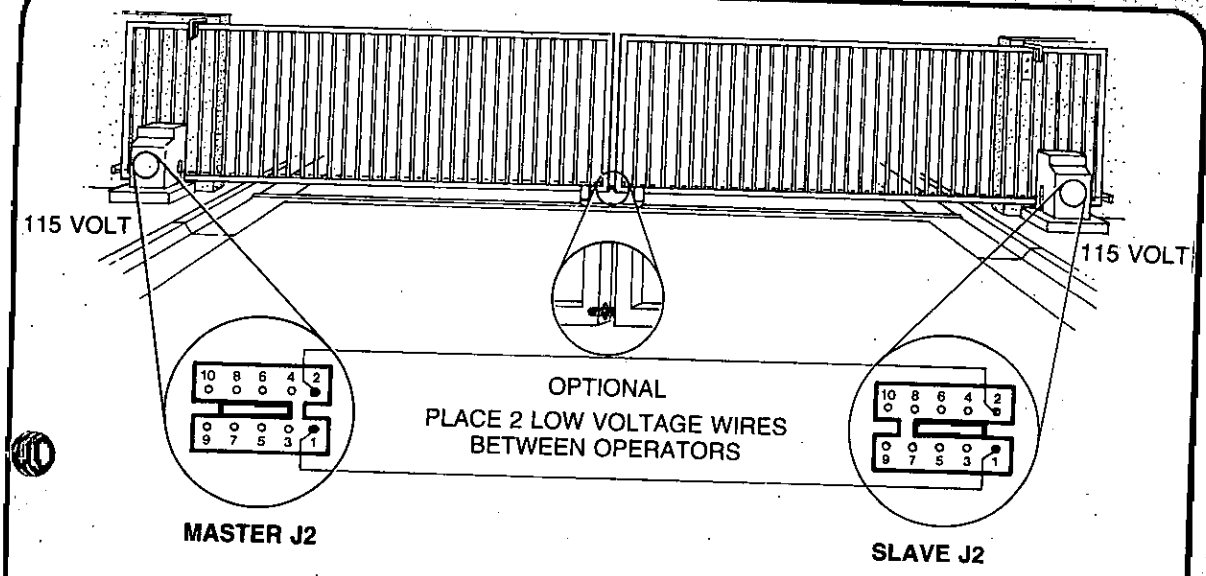
A

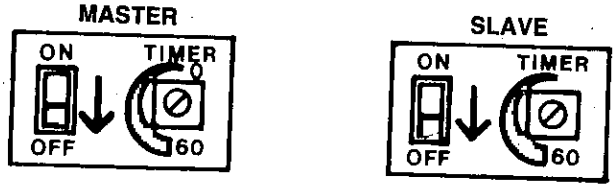


B

FOR TIME RANGE
AUTOMATIC CLOSE
ADJUSTMENT USE
MASTER TIMER ONLY.

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 & 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:

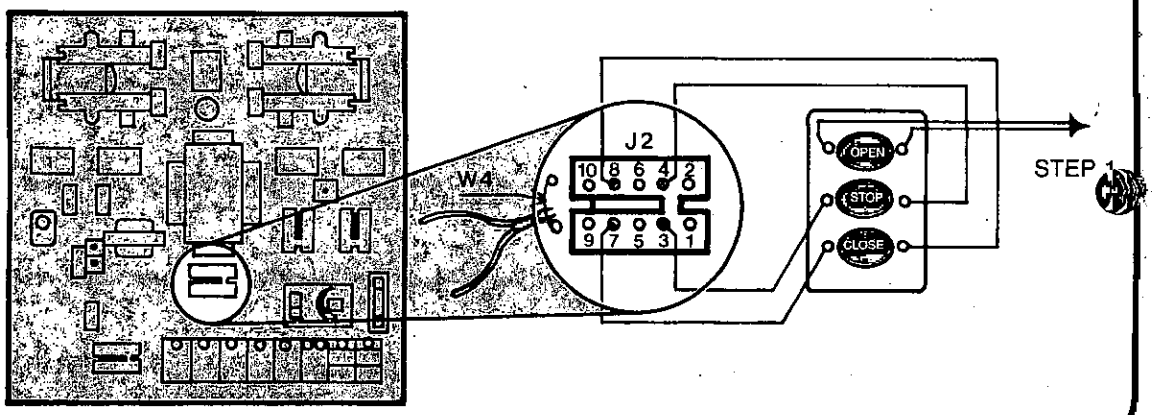
1. CONNECT THE RADIO RECEIVER TO ENTRY GATE ONLY.
2. CONNECT THE EXIT LOOP TO EXIT GATE ONLY.
3. CONNECT THE SAFETY LOOP TO ENTRY AND EXIT GATES.
4. CONNECT THE FIRE DEPT., TO ENTRY AND EXIT GATES.

THREE PUSH-BUTTON SYSTEM

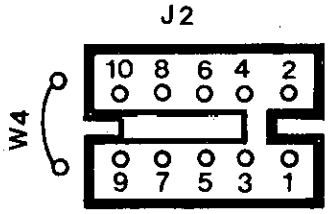
THREE PUSH BUTTON SYSTEM (OPEN-STOP-CLOSE)

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.

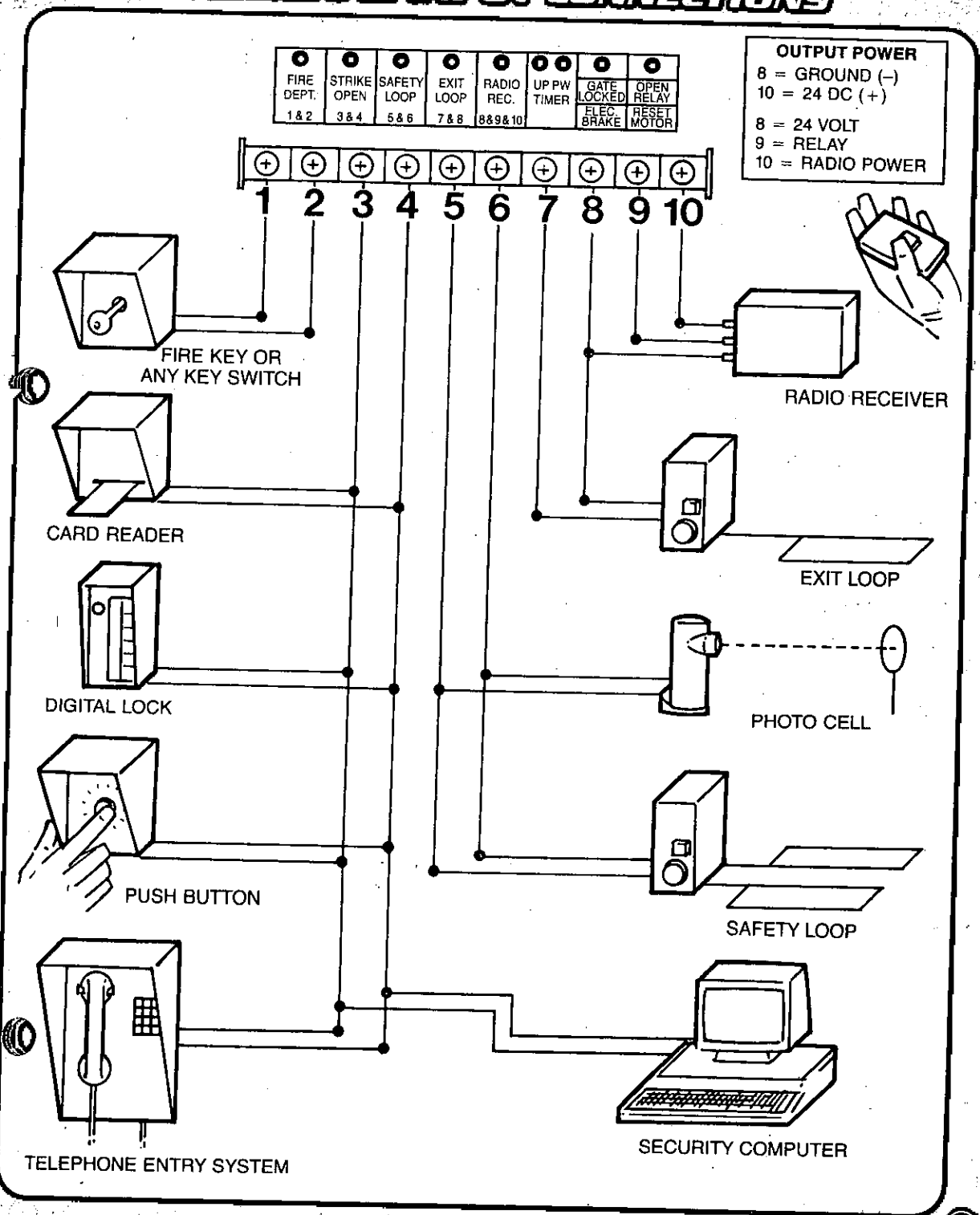


OPERATING INSTRUCTIONS FOR OPTIONAL SYSTEMS



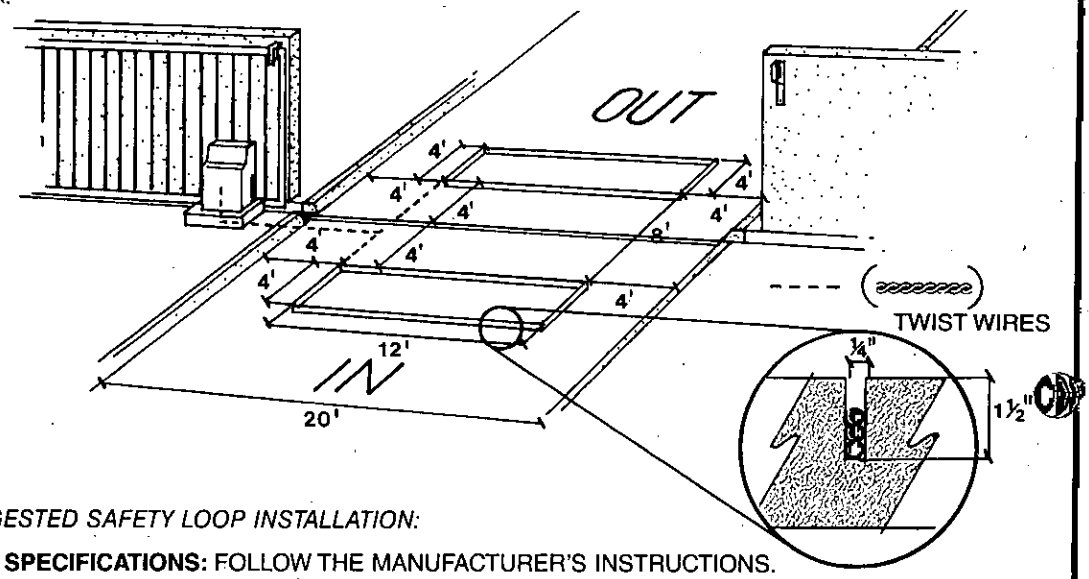
1 & 2	MASTER & SLAVE (OPENING ORDERS)	SEE MASTER & SLAVE SECTION
3 & 4	OUTPUT FOR DISCONNECTING SWITCH, PUSH STOP OR PILOT DOOR	IF THIS OPTION IS REQUIRED, CUT JUMPER W4 AND CONNECT PIN #3 TO COM, & PIN #4 TO N.C. ON THE SWITCH OR PUSH BUTTON.
5 & 6	MASTER (TIMER OUTPUT)	SEE MASTER & SLAVE SECTION
7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

TERMINAL INPUT CONNECTIONS



SAFETY LOOP

THE REASON FOR THE SAFETY LOOP IS TO PREVENT THE GATE FROM CLOSING ON A CAR OR ANY OTHER OBJECT WHILE IT IS EXITING OR STOPPED IN THE MIDDLE OF THE GATE AREA.

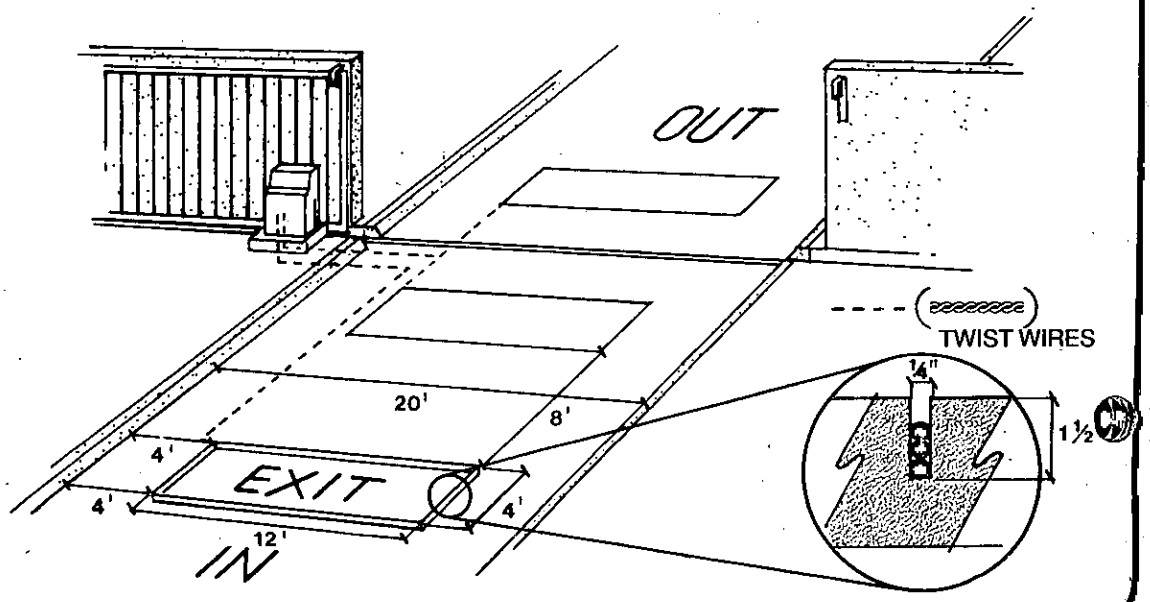


SUGGESTED SAFETY LOOP INSTALLATION:

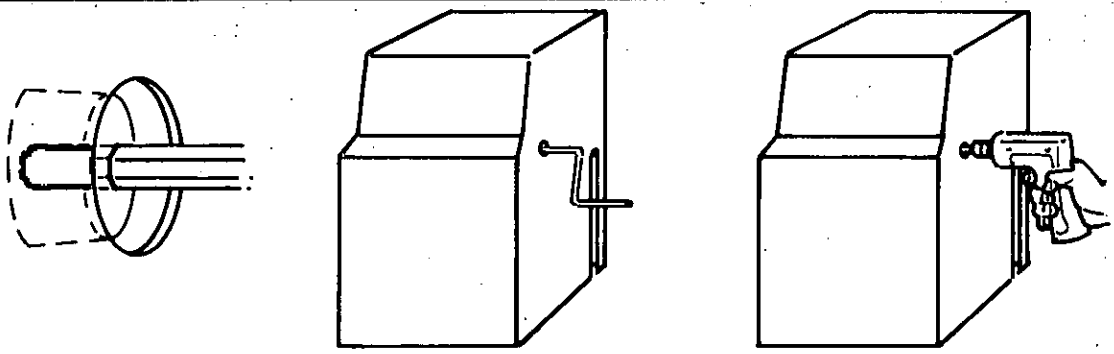
WIRE SPECIFICATIONS: FOLLOW THE MANUFACTURER'S INSTRUCTIONS. WIRE HAS TO BE WRAPPED INSIDE THE TRENCH THREE TIMES. ONCE YOU HAVE COMPLETED THE PROCESS, FILL-UP THE WIRES WITH PROPER SEALER.

EXIT LOOP

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



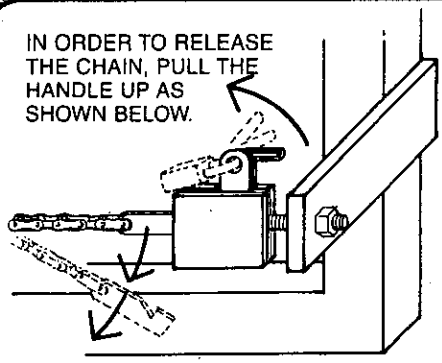
EMERGENCY RELEASE

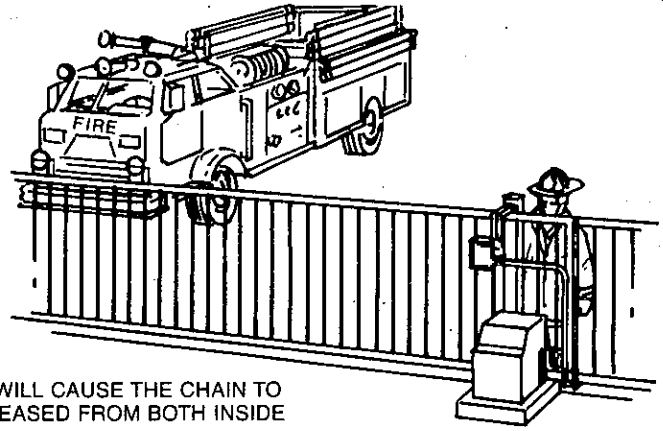


1. TURN THE POWER OFF
2. MAKE SURE THE CRANK TOOL FITS THE CRANK INPUT, AS SHOWN ABOVE; TURN THE CRANK TO OPEN THE GATE. TO SPEED UP THE PROCESS YOU MAY USE A WIRELESS POWER DRILL (6"/SEC).

OPTION 1

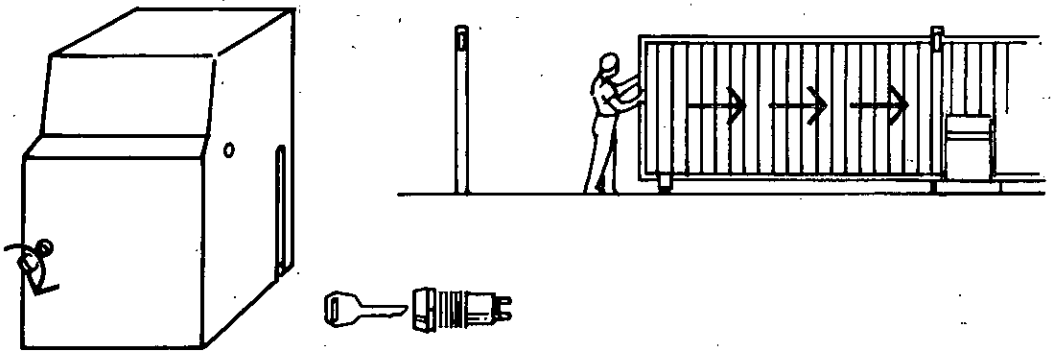
IN ORDER TO RELEASE THE CHAIN, PULL THE HANDLE UP AS SHOWN BELOW.





1. UNLOCK THE FIRE BOX BY USING A KEY.
2. PULL THE T BAR SHAPED HANDLE. THIS WILL CAUSE THE CHAIN TO DROP; AS A RESULT THE GATE WILL BE RELEASED FROM BOTH INSIDE OR OUTSIDE OF THE PROPERTY.

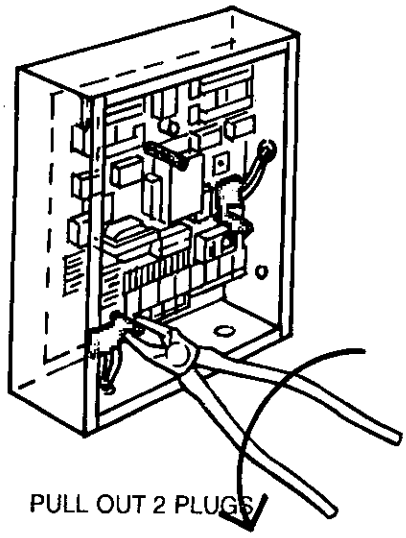
OPTION 2



A KEYED EMERGENCY RELEASE WITH MAGNETIC BREAK IS DESIGNED TO BE SIMPLY DISCONNECTED BY AN ELECTRICAL SWITCH ON THE GATE OPERATOR OR ANY OTHER ELECTRICAL SWITCH INSTALLED ELSEWHERE.

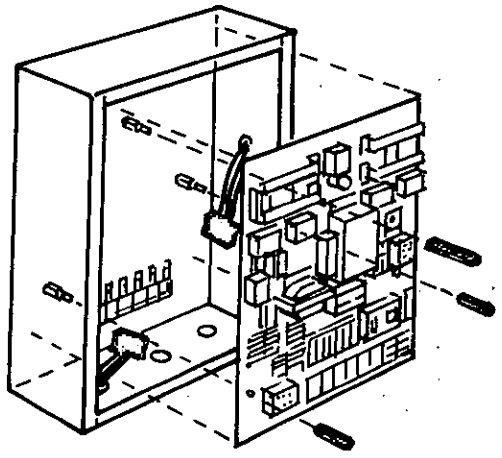
OPTION 3

HOW TO REPLACE THE CONTROL BOARD



PULL OUT 2 PLUGS

A

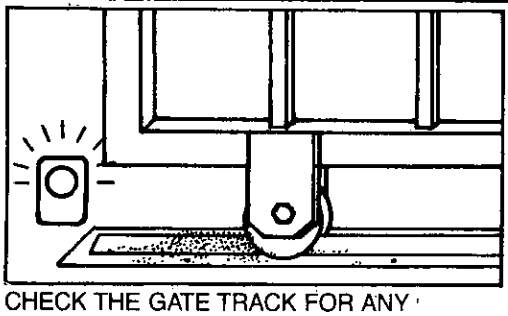


UNSCREW 3 NUTS

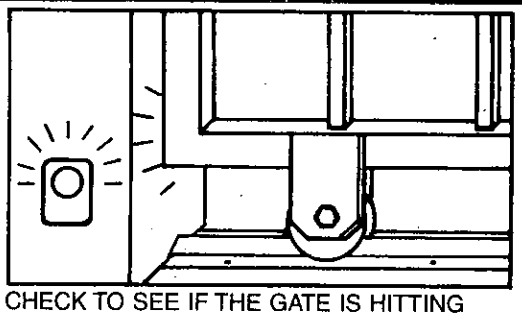
PULL OUT THE CONTROL BOARD

B

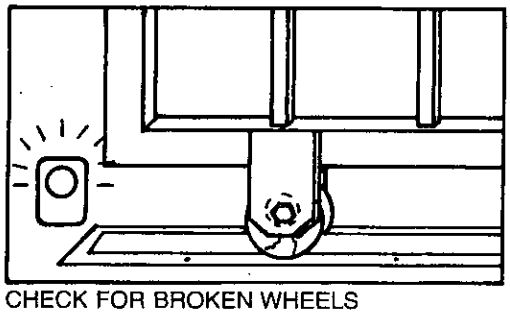
IF YOU HEAR A "BIP" SOUND



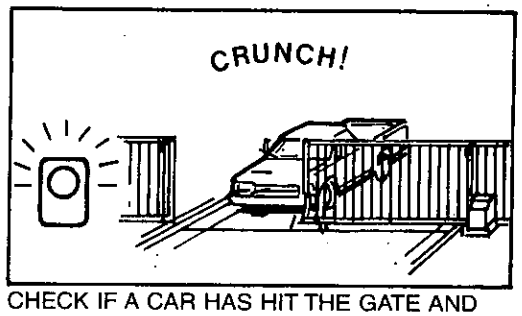
CHECK THE GATE TRACK FOR ANY UNWANTED OBJECTS INCLUDING MUD, ROCK, DIRT, ETC.



CHECK TO SEE IF THE GATE IS HITTING THE WALL OR ANY OTHER OBJECT.

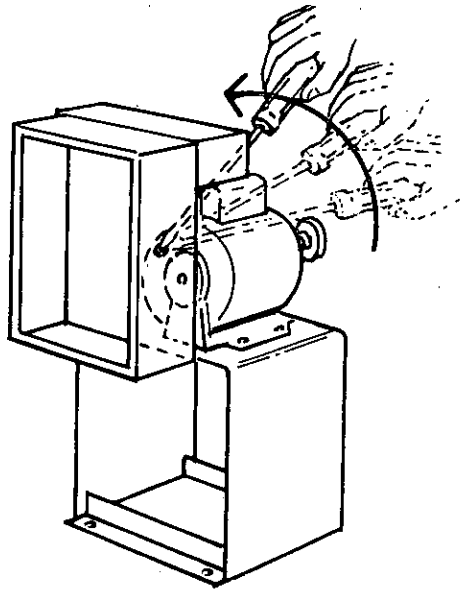


CHECK FOR BROKEN WHEELS

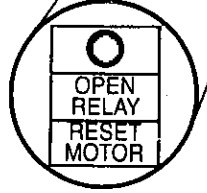


CHECK IF A CAR HAS HIT THE GATE AND IF THE GATE IS OUT OF ITS TRACK.

TROUBLESHOOTING / LED INFORMATION CENTER

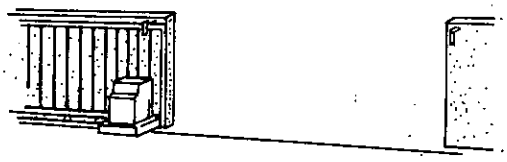


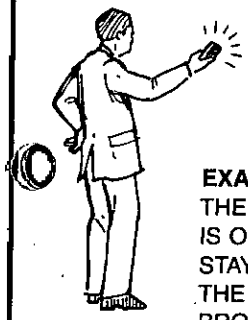
FIRE DEPT.	STRIKE OPEN	SAFETY LOOP	EXIT LOOP	RADIO REC.	UP PW TIMER	GATE LOCKED / ELEC. BRAKE	OPEN RELAY / RESET MOTOR
1&2	3&4	5&6	7&8	8&9&10			



IF THE GATE IS NOT MOVING IN ANY DIRECTION AND THE RESET MOTOR LIGHT IS ON, TAKE A SCREW DRIVER AND RESET THE MOTOR AS DIRECTED ON THE PICTURE.

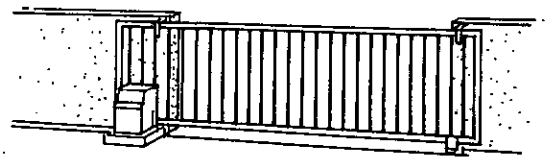
FIRE DEPT.	STRIKE OPEN	SAFETY LOOP	EXIT LOOP	RADIO REC.	UP PW TIMER	GATE LOCKED / ELEC. BRAKE	OPEN RELAY / RESET MOTOR
1&2	3&4	5&6	7&8	8&9&10			





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

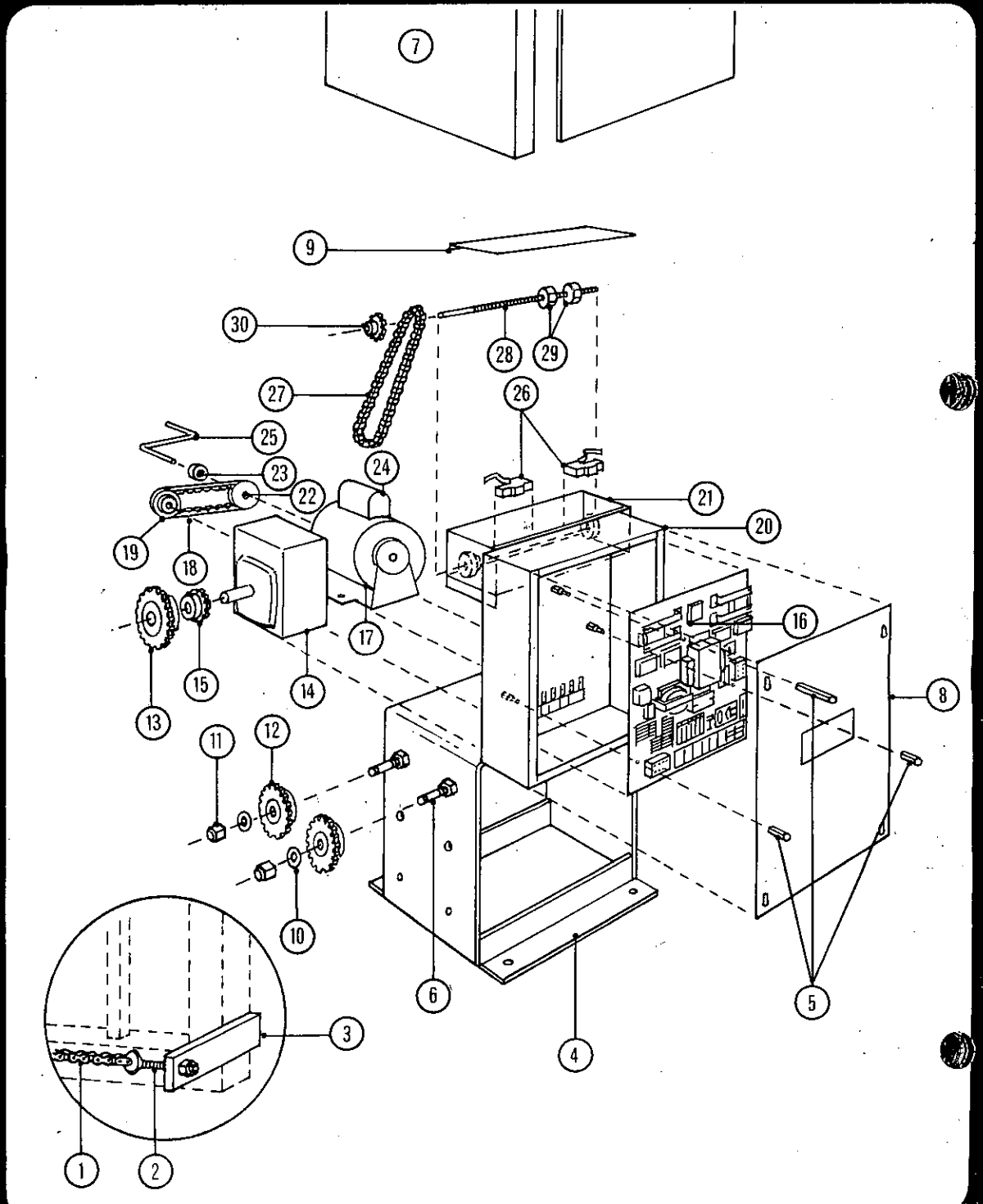
FIRE DEPT.	STRIKE OPEN	SAFETY LOOP	EXIT LOOP	RADIO REC.	UP PW TIMER	GATE LOCKED / ELEC. BRAKE	OPEN RELAY / RESET MOTOR
1&2	3&4	5&6	7&8	8&9&10			





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.

SL-3000 PARTS



Order SL-3000 parts online → GateHouseSupplies.com

LIST OF SL-3000 PARTS

1. CHAIN #41 OR OPTION #50.
2. CHAIN BOLT #4 (2 BOLTS)
3. CHAIN BRACKET
4. SL-3000 CHASSIS
5. PC BOARD NUTS
6. IDLER SPROCKET BOLT
7. FIBERGLASS COVER BOX
8. ELECTRONIC ACCESS PANEL
9. LIMITED SWITCH COVER BOX
10. IDLER SPROCKET WASHERS
11. IDLER SPROCKET NUT
12. IDLER SPROCKET / WITH BEARINGS
13. DRIVE SPROCKET
14. GEAR REDUCER (GEAR BOX)
15. LIMITED SWITCH DRIVE SPROCKET
16. ELECTRONIC CONTROL BOARD
17. 1/2 HP ELECTRIC MOTOR
18. DRIVE BELT
19. GEAR PULLY
20. ELECTRIC BOX
21. LIMIT SWITCH BOX
22. MOTOR PULLY
23. CRANK INPUT
24. MOTOR CAPACITOR
25. CRANK
26. LIMIT SWITCH
27. LIMIT SWITCH / CHAIN
28. LIMIT SWITCH / SHAFT
29. LIMIT SWITCH NUTS
30. LIMIT SWITCH SPROCKET

MAINTENANCE

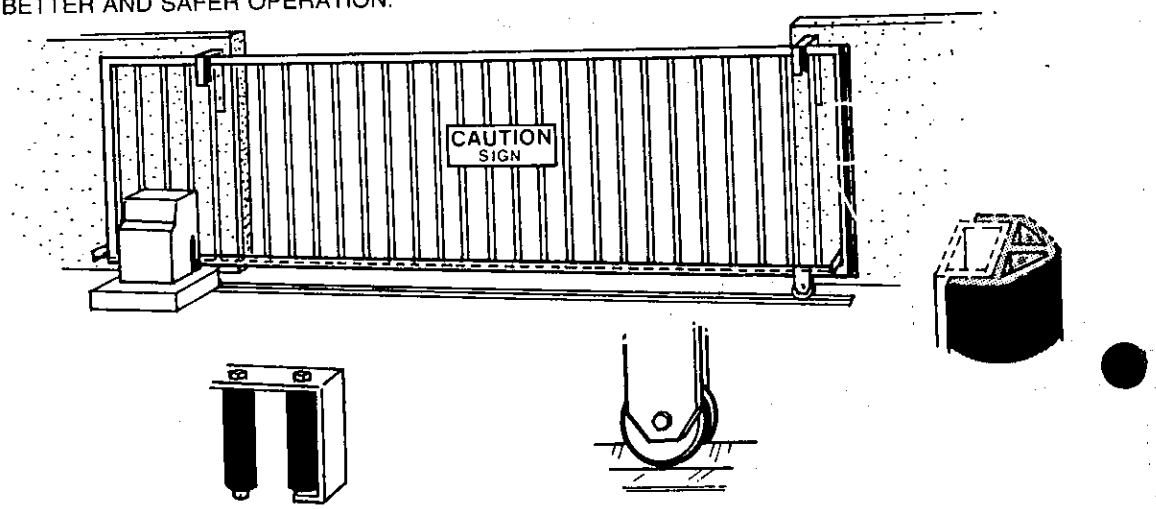
1. MAKE SURE THE GATE TRACK IS CLEAR OF DIRT, ROCKS OR ANY OTHER SUBSTANCE.
2. MAKE SURE THE WHEELS ARE OPERATING SMOOTHLY ON THE TRACK.
3. FOR CHAIN MAINTENANCE, REFER TO PAGE 3.
4. IF YOU HEAR A "BIP" SOUND, REFER TO PAGE 14.
5. CLEAN THE FIBERGLASS COVER WITH WD-40 ONLY, ON A REGULAR BASIS.
6. FOR LIST OF PARTS, REFER TO PAGE 16 AND INSIDE COVER.

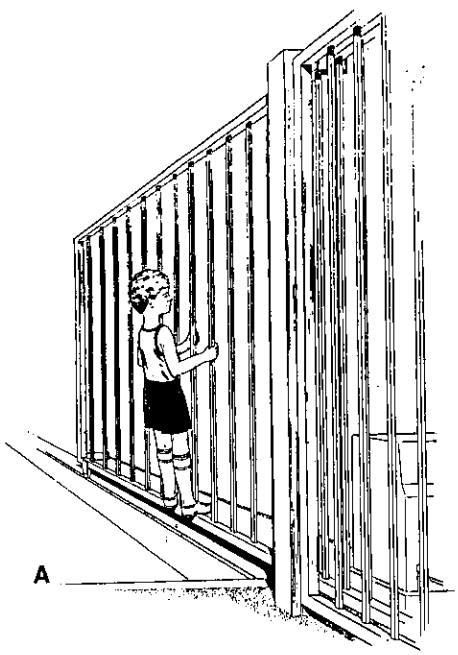
IF YOU NEED FURTHER ASSISTANCE, PLEASE CALL YOU LOCAL SERVICE COMPANY.

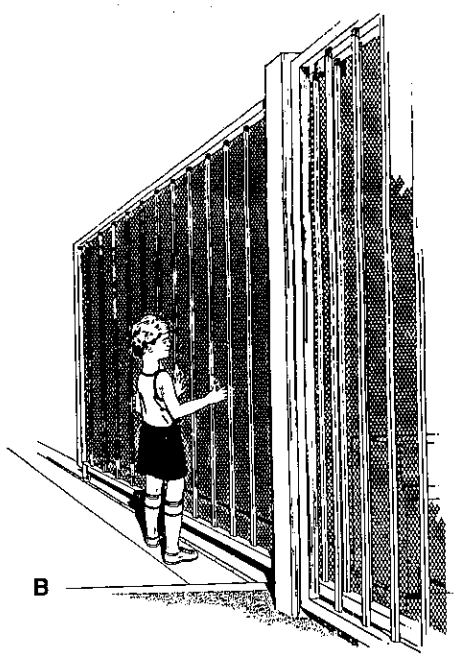
Underlined parts are clickable — order online at GateHouseSupplies.com

SUGGESTION

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







ATTENTION

IN ORDER TO REDUCE ANY SEVERE INJURIES ELITE ACCESS SYSTEMS RECOMMENDS THE ELECTRIC GATE: TO BE COVERED WITH A MESH (PICTURE B) OR INSTALLED IN A WAY WHICH SMALL CHILDREN OR ANY OTHER PERSON CANNOT STAND, HANG OR CLIMB ON THE ELECTRIC GATE (PICTURE A).

PRODUCTS AVAILABLE BY ELITE ACCESS SYSTEMS

