

UL LISTINGS AND INSTRUCTIONS

INSTALLATION INSTRUCTIONS REGARDING THE GATE OPERATOR

- A) Install the gate operator only when:
- 1) The operator is appropriate for the construction and the usage Class of the gate.
 - 2) **All openings of a horizontal slide gate are guarded or screened from the bottom of the gate to a minimum of 4 feet (1.2 m) above the ground to prevent a 2 1/4inch (57.15 mm) diameter sphere from passing through the openings anywhere in the gate, and in that portion of the adjacent fence that the gate covers in the open position.**
 - 3) All exposed pinch points are eliminated or guarded, and
 - 4) Guarding is supplied for exposed rollers.
- B) The operator is intended for installation only on gates used for vehicles. Pedestrians must be supplied with a separate access opening.
- C) The gate must be installed in a location so that enough clearance is supplied between the gate and adjacent structures when opening and closing to reduce the risk of entrapment. Swinging gates shall not open into public access areas.
- D) The gate must be properly installed and work freely in both directions prior to the installation of the gate operator.
- E) -
- F) Controls must be far enough from the gate so that the user is prevented from coming in contact with the gate while operating the controls. Controls intended to be used to reset an operator after 2 sequential activations of the entrapment protection device or devices must be located in the line of sight of the gate outdoor or easily accessible controls shall have a security feature to prevent unauthorized use.
- G) All warning signs and placards must be installed where visible in the area of the gate.

UL LISTINGS AND INSTRUCTIONS

- H) For a gate operator utilizing a non-contact sensor such as a photo beam:
- 1) See instructions on the placement of non-contact sensor for each Type of application,
 - 2) Care shall be exercised to reduce the risk of nuisance tripping, such as when a vehicle trips the sensor while the gate still moving, and
 - 3) One or more non-contact sensors shall be located where the risk of entrapment or obstruction exists, such as the perimeter reachable by a moving gate or barrier.
- I) For a gate operator utilizing a contact sensor such as an edge sensor:
- 1) One or more contact sensors shall be located at the leading edge, trailing edge and postmounted both inside and outside of a vehicular horizontal slide gate.
 - 2) One or more contact sensors shall be located at the bottom edge of a vehicular vertical lift gate.
 - 3) One or more contact sensors shall be located at the pinch point of a vehicular vertical pivot gate.
 - 4) A hardwired contact sensor shall be located and its wiring arranged so that the communication between the sensor and the gate operator is not subjected to mechanical damage.
 - 5) A wireless contact sensor such as the one that transmits radio frequency (RF) signals to the gate operator for entrapment protection functions shall be located where the transmission of the signals are not obstructed or impeded by building structures, natural landscaping or similar obstruction. A wireless contact sensor shall function under the intended end-use conditions.

UL LISTINGS AND INSTRUCTIONS

IMPORTANT SAFETY INSTRUCTIONS

WARNING - To reduce the risk of injury or death:

1. READ AND FOLLOW ALL INSTRUCTIONS.
2. Never let children operate or play with gate controls. Keep the remote control away from children.
3. Always keep people and objects away from the gate while the gate is in operation. NO ONE SHOULD CROSS THE PATH OF A MOVING GATE.
4. Test the gate operator monthly. The gate MUST reverse on contact with a rigid object or stop when an object activates the non-contact sensors. After adjusting the force or the limit of travel, retest the gate operator, Failure to adjust and retest the gate operator properly can increase the risk of injury or death.
5. Use the emergency release only when the gate is not moving. Make sure the power for the gate operator is off.
6. KEEP GATES PROPERLY MAINTAINED. Read the manual. Have a qualified service person make repairs to the gate or gate hardware.
7. The entrance is for vehicles only. Pedestrians must use separate entrance.
8. SAVE THESE INSTRUCTIONS.

UL LISTINGS AND INSTRUCTIONS

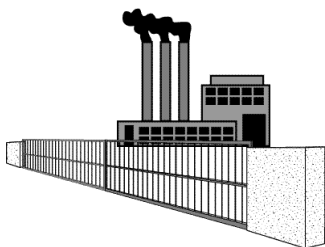
Gate – A moving barrier such as a swinging, sliding, raising lowering, rolling, or like, barrier, that is a stand-alone passage barrier or is that portion of a wall or fence system that controls entrance and/or egress by persons or vehicles and completes the perimeter of a defined area.

Vehicular horizontal slide-gate operator (or system) – A vehicular gate operator (or system) that controls a gate which slides in a horizontal direction that is intended for use for vehicular entrance or exit to a drive, parking lot, or the like.



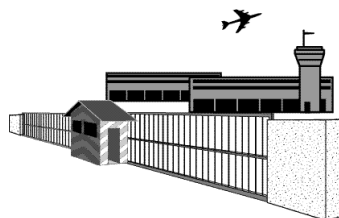
Residential vehicular gate operator – Class I – A vehicular gate operator (or system) intended for use in a home of one-to four single family dwelling, or a garage or parking area associated therewith.

Commercial/General access vehicular gate operator – Class II – A vehicular gate operator (or system) intended for use in a commercial location or building such as a multi-family housing unit (five or more single family units) hotel, garages, retail store or other building servicing the general public.



Commercial/General access vehicular gate operator – Class III – A vehicular gate operator (or system) intended for use in a industrial location or building such as a factory or loading dock area or other locations not intended to service the general public.

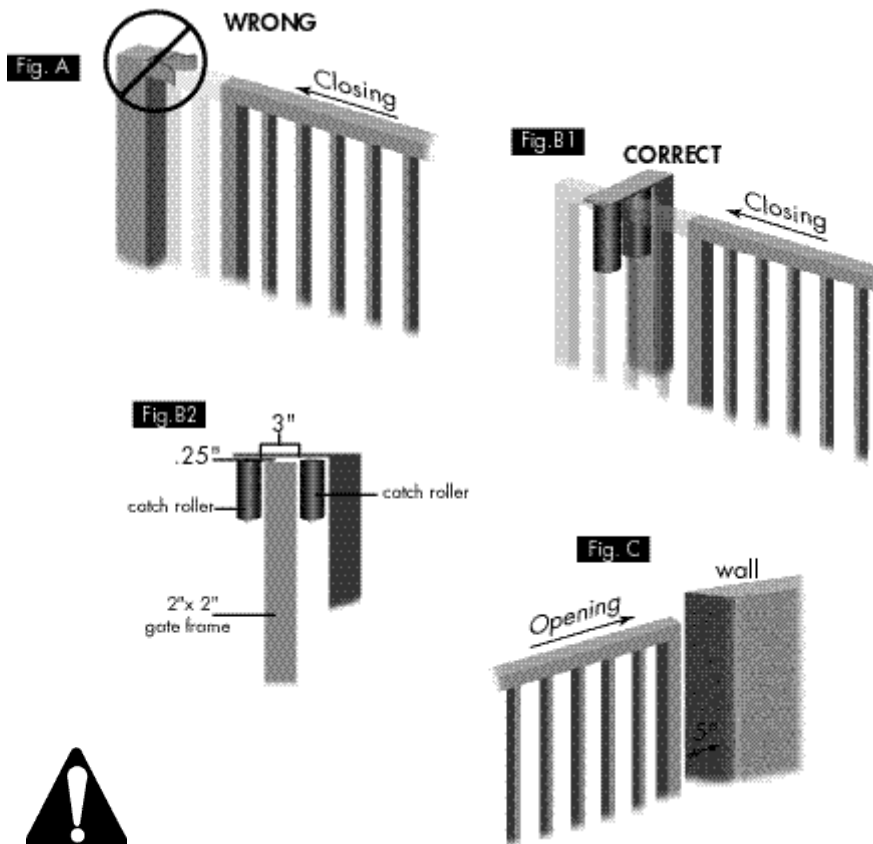
Restricted access vehicular gate operator – Class IV – A vehicular gate operator (or system) intended for use in a guarded industrial location or building such as an airport security area or other restricted access locations not servicing the general public, in which unauthorized access is prevented via supervision by security personnel.



GATE POST WARNING

IMPORTANT NOTICE!

Because the coasting distance may vary due to changes in temperature, Elite does NOT recommend the installation of a stop or catch post in front of the gates path as shown in Fig. A. To do so will cause the gate to hit the post in certain instances. Elite only recommends installation of catch rollers on the side of a catch post with a minimal distance of three inches between the rollers as shown in Fig. B1 & B2. Also when fully open the end of the sliding gate must stop at least five inches from any wall or other object as shown in Fig. C.



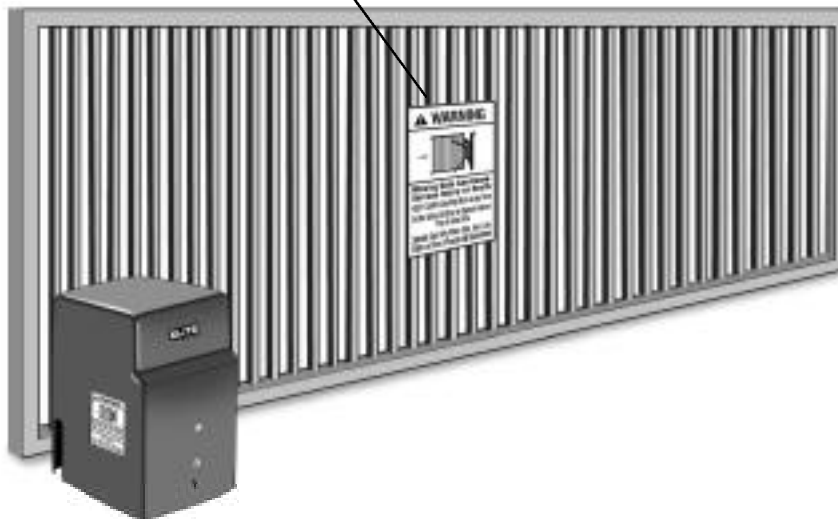
CAUTION! For safety reasons, a physical stop must be installed on the gate prior to installation of the gate operator. This will assure that the gate does not exceed movement limits and derail while opening or closing fully.

WARNING SIGNS



IMPORTANT!

Installers are required to adhere to this procedure: The UL required Warning Signs must be installed in plain view and on **both sides** of each gate installed. Each sign is made with fastening holes in each corner and should be permanently secured in a suitable manner. Also the warning sticker should be placed on the operator so it is clearly visible.



TYPE OF INSTALLATIONS

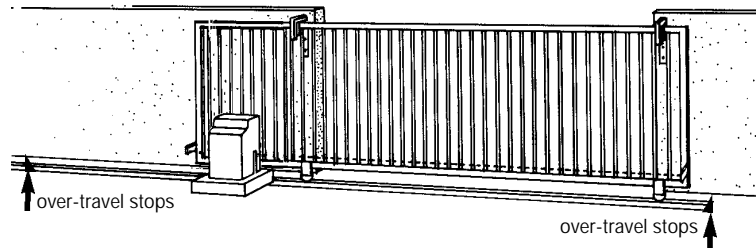


CAUTION!

It is highly recommended installing over travel stops at both ends of gate rail in any type of installation, to prevent derailing.

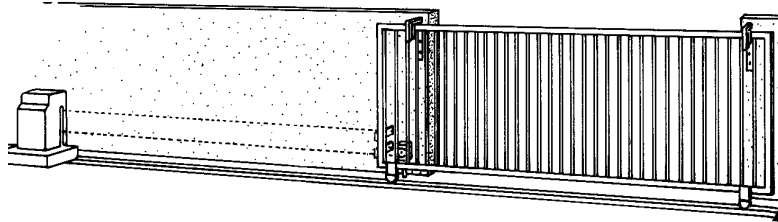
FRONT INSTALLATIONS

REASON: COST EFFICIENT



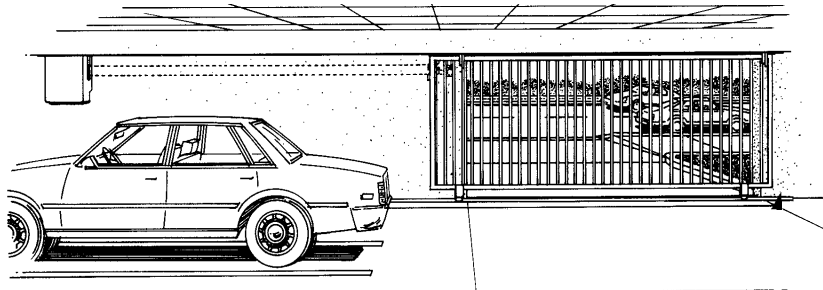
REAR INSTALLATIONS

REASON: CHAIN IS NOT VISIBLE



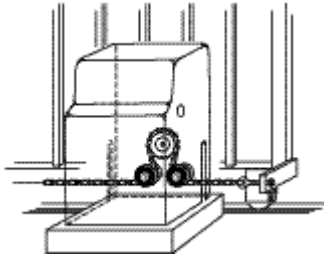
CEILING MOUNT UNDERGROUND

REASON: SPACE EFFICIENT - CHAIN IS NOT VISIBLE

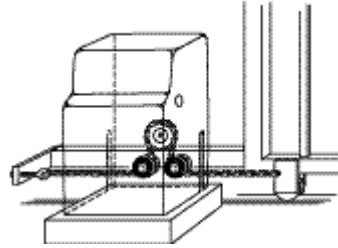


CONNECTING THE CHAIN

FRONT INSTALLATIONS

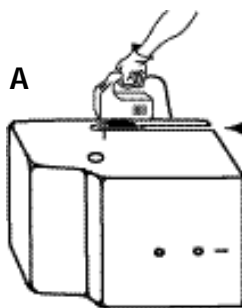


Weld front bracket with gate in open position.



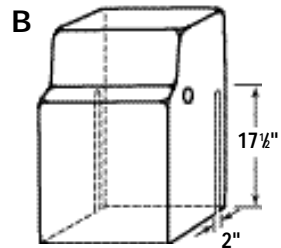
Weld rear bracket with gate in closed position.

REAR INSTALLATIONS - COVER MODIFICATION



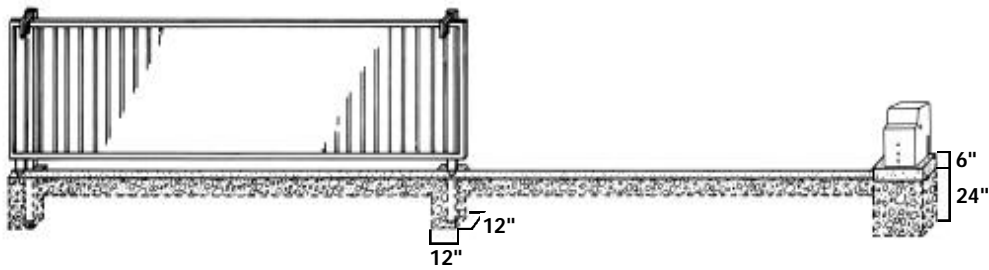
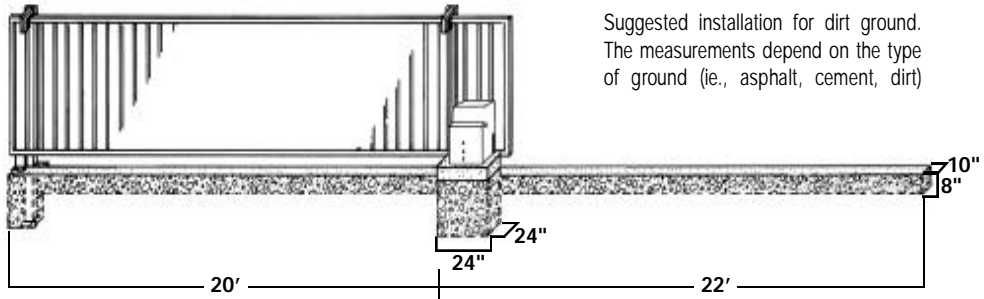
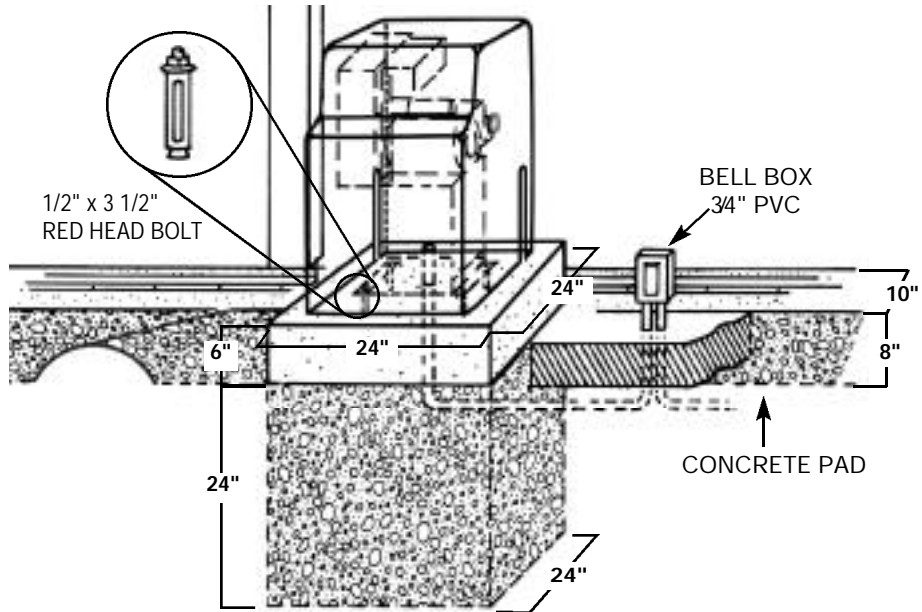
The housing must be modified for a rear installation.

Cut the chain access slots to the exact specifications shown in picture "B" at the right.

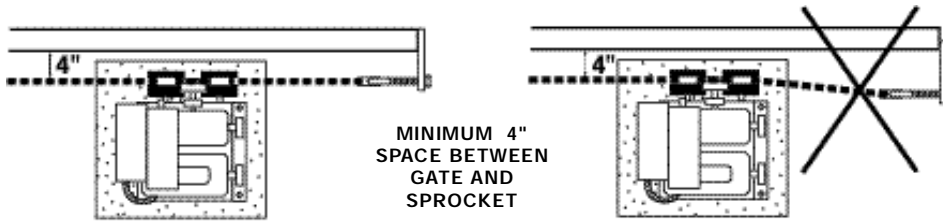


Important: For safe operation of the gate opener do not cut the slots any wider or longer than shown. Do not modify the housing in any way other than specified.

CONCRETE PAD AND GATE ATTACHMENT

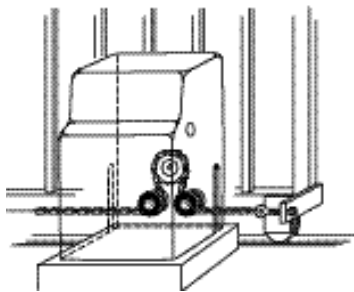


GATE AND OPERATOR DISTANCE

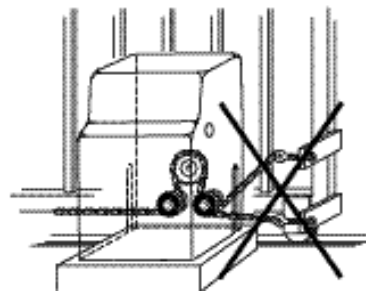


CORRECT INSTALLATION

INCORRECT INSTALLATION

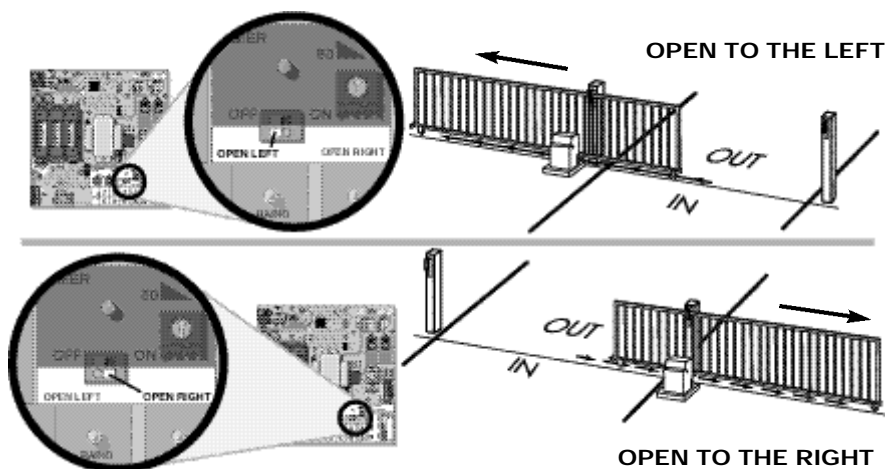


CORRECT INSTALLATION



INCORRECT INSTALLATION

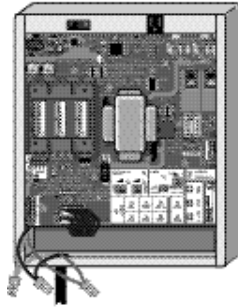
CHOOSING MOVEMENT DIRECTION



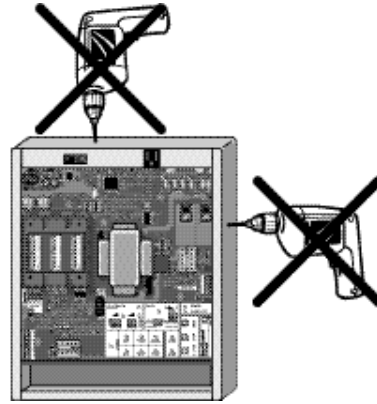
HOW TO CONNECT POWER (120V)

BLACK = 115 VAC
WHITE = NEUTRAL
GREEN = GROUND

SUGGESTION: Once you are through wiring hook-ups, you may want to seal all open holes with silicon or another substance.



USE (U.L. LISTED) CONDUIT FOR SUPPLYING POWER TO THE UNIT

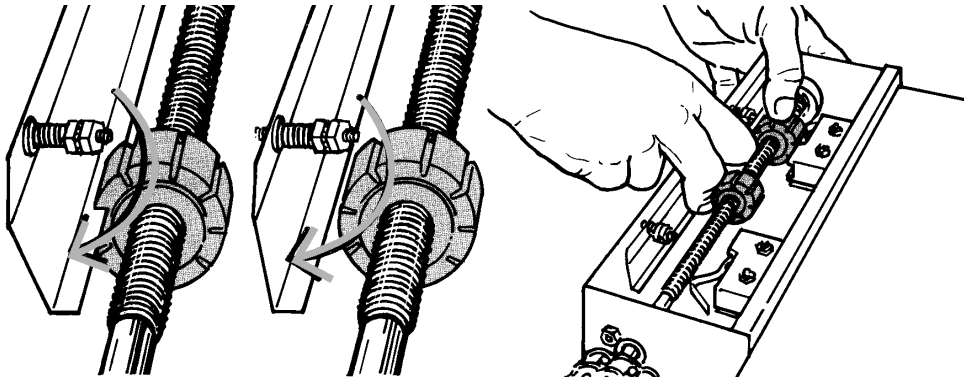


WIRE GAUGE REQUIREMENT FOR 115VAC POWER SUPPLY: 1/2 HP & DUAL MOTOR ONLY

16 GAUGE	14 GAUGE	12 GAUGE	10 GAUGE	8 GAUGE	4 GAUGE
150 FEET	250 FEET	400 FEET	650 FEET	1000 FEET	2200 FEET

CAUTION: ELITE ACCESS SYSTEMS, INC. IS NOT RESPONSIBLE FOR CONFLICTS BETWEEN THE INFORMATION LISTED IN THE ABOVE CHART AND THE REQUIREMENTS OF YOUR LOCAL BUILDING CODES. THE INFORMATION IS FOR SUGGESTED USE ONLY. CHECK YOUR LOCAL CODES BEFORE INSTALLATION.

ADJUSTING GATE TRAVELING DISTANCE

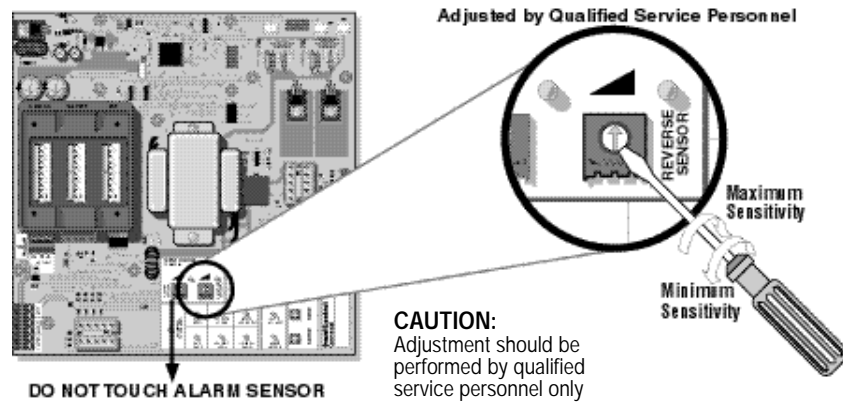


BEFORE ADJUSTING, DO THE FOLLOWING:

- 1 Shut off the power.
- 2 Push the plate inward. Roll the 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.

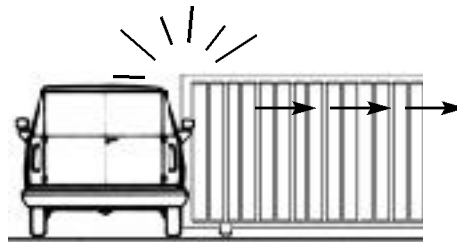
TWO-WAY ADJUSTABLE REVERSING SENSOR



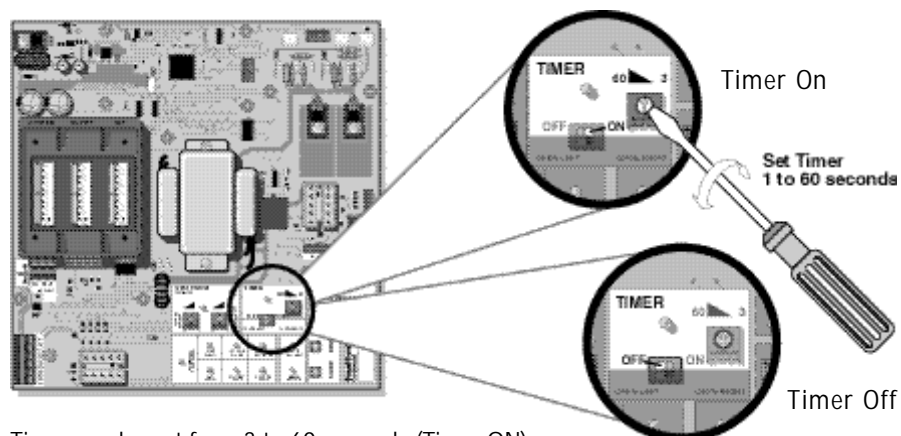
The level of sensitivity has to do with the weight of the gate and the condition of installation.

Too sensitive = if the gate stops or reverses by itself.
Not sensitive enough = if the gate hits an object and does not stop or reverse.

CAUTION: If the power supply to the gate operator is less than 99 volts, adjust the alarm by turning the alarm adjustment clockwise enough to actuate the alarm when obstructed but not sensitive enough for false triggering to occur.



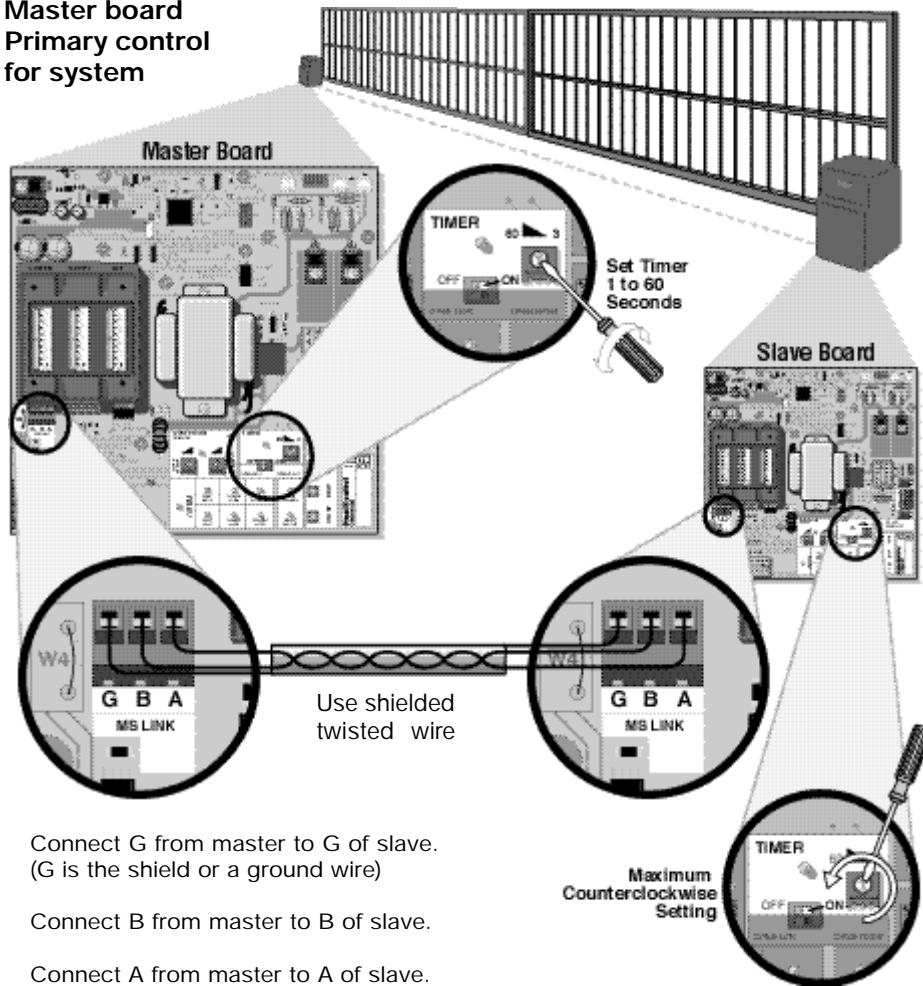
ADJUSTABLE TIMER



Timer can be set from 3 to 60 seconds (Timer ON),
or for push open/push close type operation (Timer OFF).

MASTER AND SLAVE WITH TIMER ON

Master board
Primary control
for system



Connect G from master to G of slave.
(G is the shield or a ground wire)

Connect B from master to B of slave.

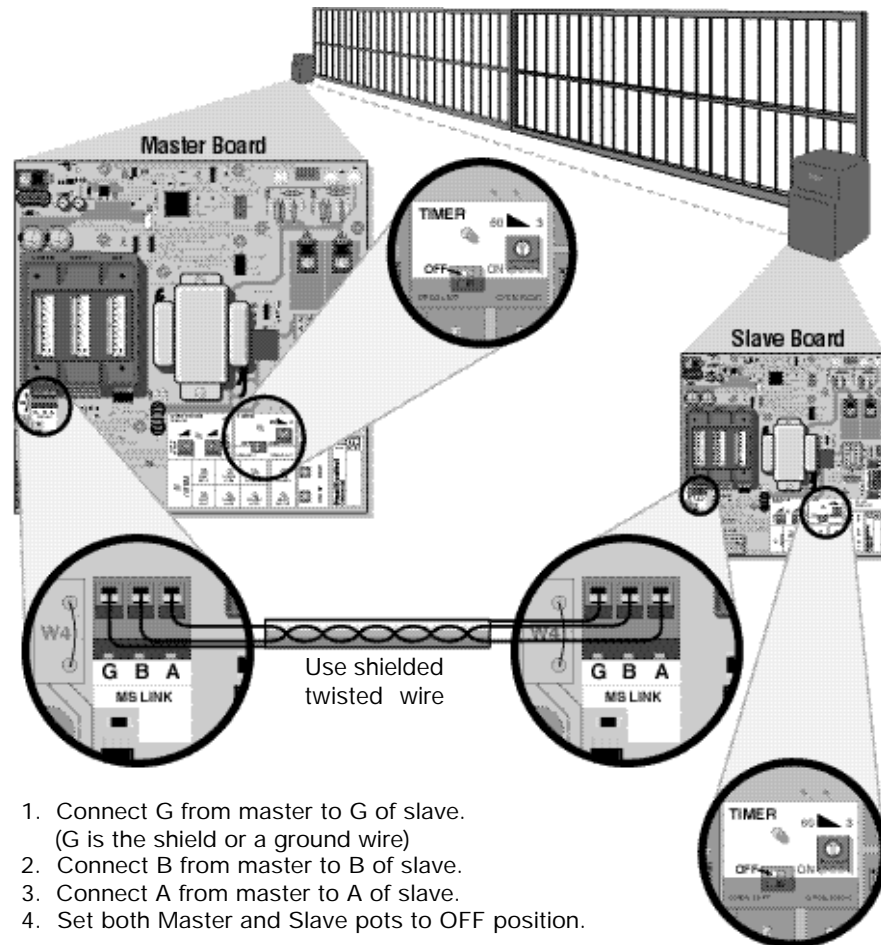
Connect A from master to A of slave.
Set Master Timer pot only to desired
time.

Set Slave Timer pot to maximum
counterclockwise setting.

Master timer must be on.

**Master and
Slave boards are
interchangeable**

MASTER AND SLAVE WITH TIMER OFF



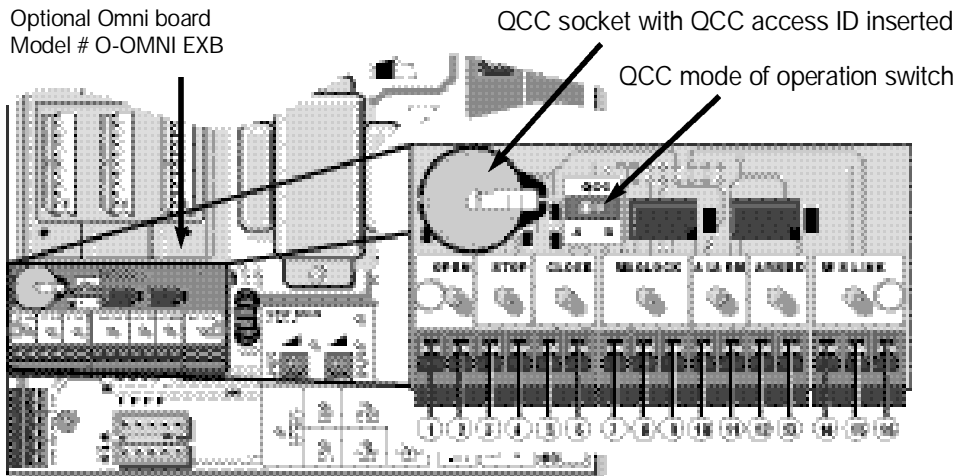
PARTIAL MASTER/INDIVIDUAL CONTROL

IN ORDER FOR THE FOLLOWING OPERATION TO OCCUR, FOLLOW THE INSTRUCTIONS.

EXAMPLE: There is a double gate, the entry gate is to be opened with a radio transmitter and the exit gate with a free exit loop. Only one safety loop system is to open both gates, and a fire department switch should open both gates at the same time.

1. Connect the radio receiver to entry gate only.
2. Connect the exit loop to exit gate only.
3. Connect the safety loop to both entry and exit gates.
4. Connect the fire department switch to both entry and exit gates.

INSTRUCTIONS FOR OPTIONAL SYSTEMS

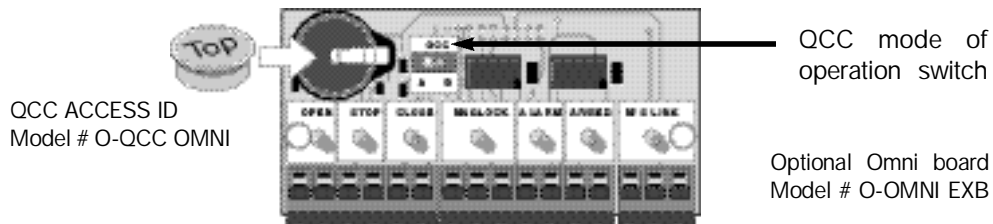


QCC IS DESIGNED FOR SLIDE GATE OPERATORS ONLY!

1 & 2 - Open Command	10 & 11 - Burglar Alarm Output
3 & 4 - Stop Command	12 & 13 - Burglar Alarm Input
5 & 6 - Close Command	14 - Ground
7 - Common	15 - B
8 - Normally Closed	16 - A
9 - Normally Open	

Maglock or Solenoid Master/Slave RS485

QCC QUICK CLOSE CIRCUIT



the QCC can operate in two different modes. The mode of operation will depend on the switch on the optional Omni board.

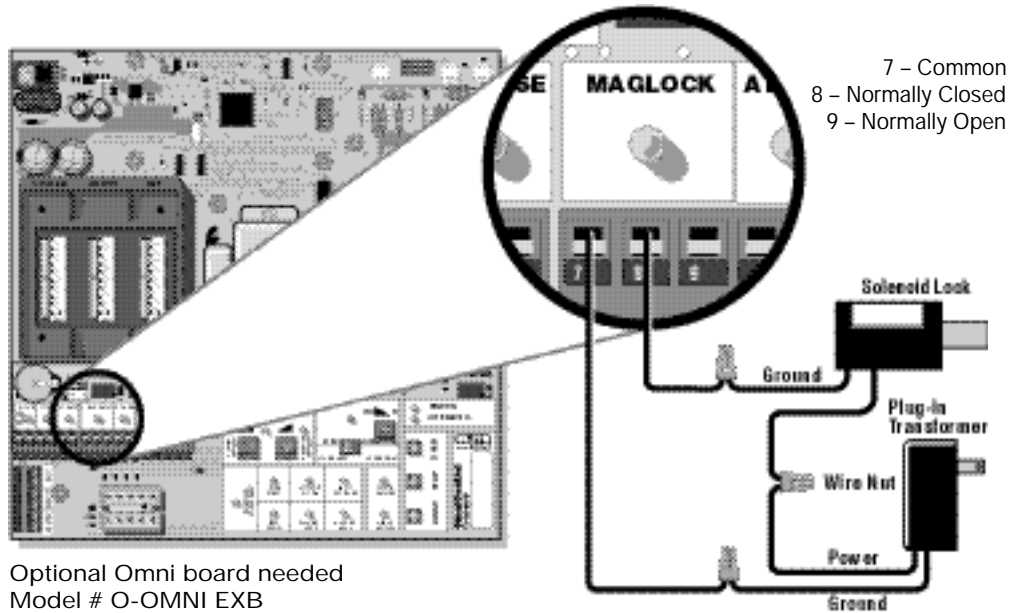
Mode A (switch off)

If the gate is closing while a car is driving over the safety loop detector, the QCC will stop the gate. As soon as the car leaves the safety loop, the QCC will resume closing the gate.

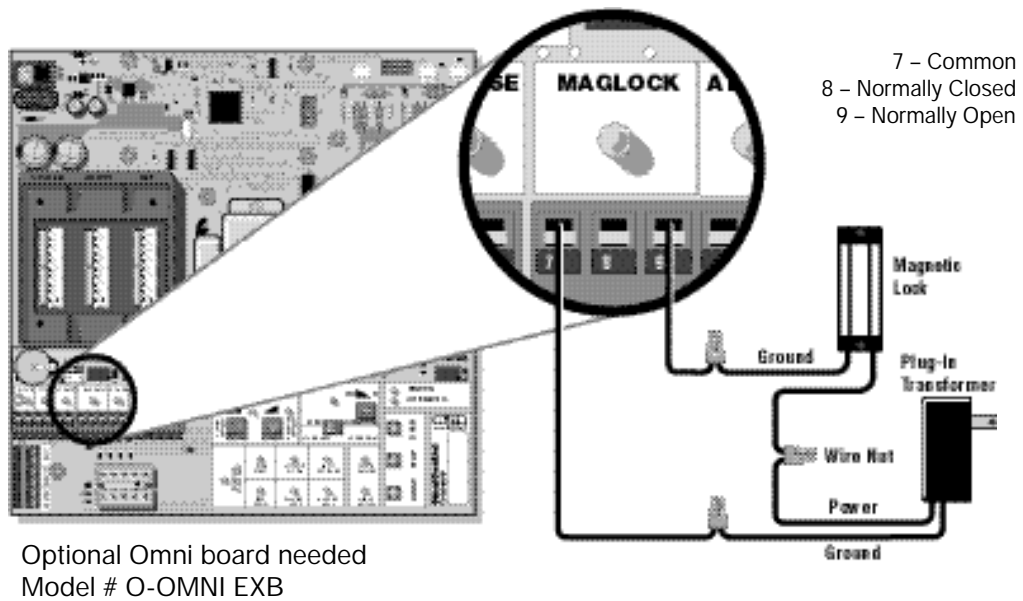
Mode B (switch on)

If the gate is closing while a car is driving over the safety loop detector, the QCC will stop the gate for a second then open the gate while the car is over the safety loop detector. As soon as the car leaves the safety loop, the QCC will resume closing the gate.

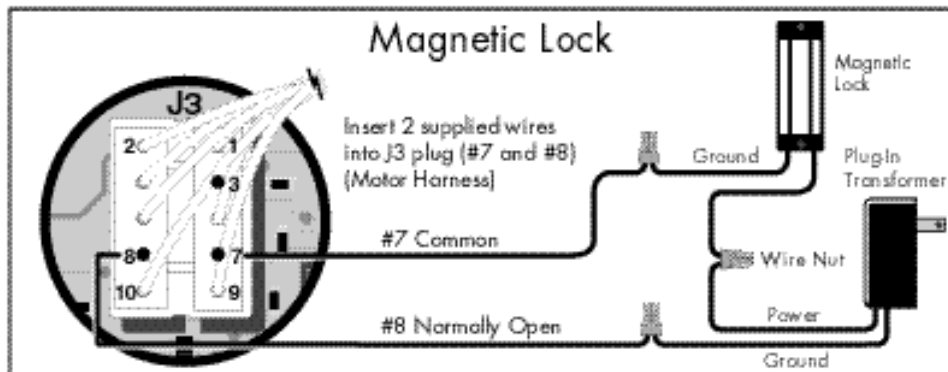
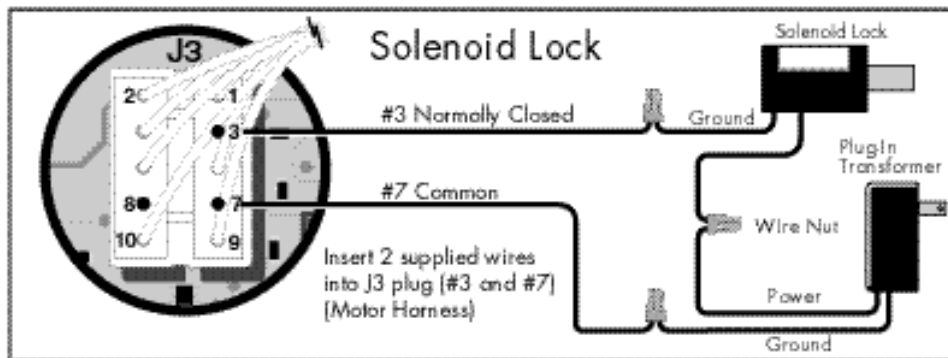
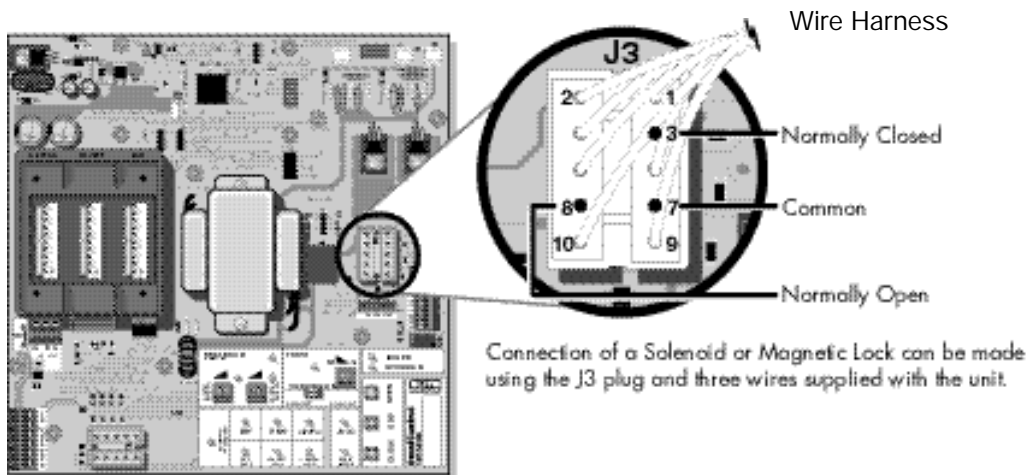
SOLENOID CONNECTION WITH OPTIONAL BOARD



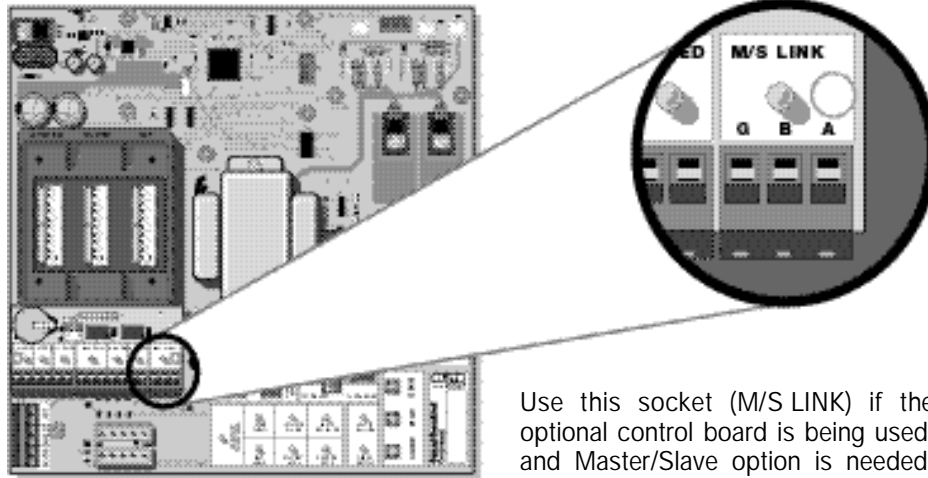
MAGLOCK CONNECTION WITH OPTIONAL BOARD



SOLENOID/MAGLOCK J3 CONNECTION

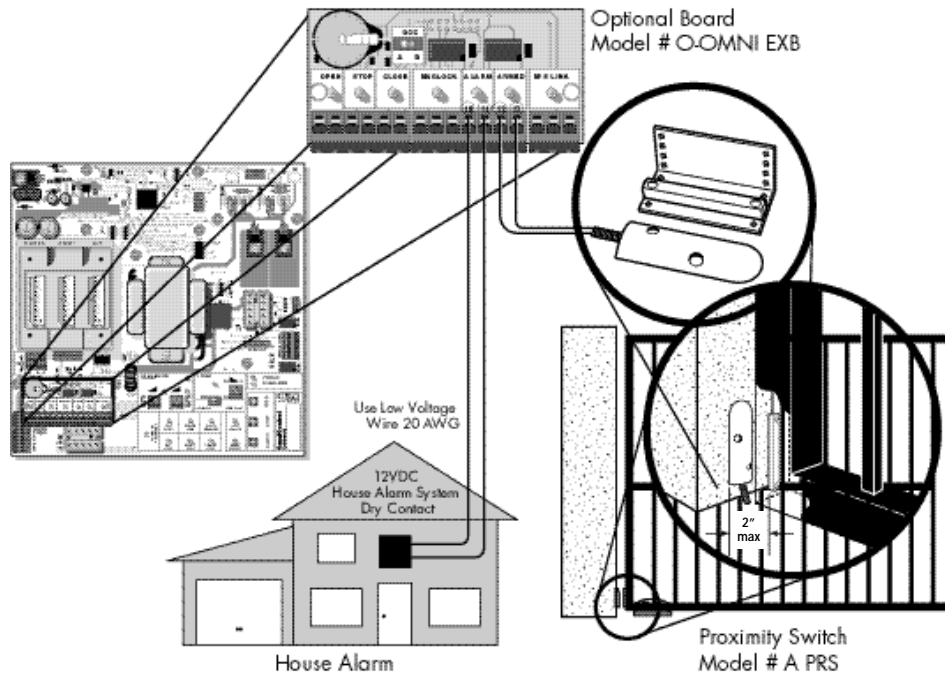


MASTER/SLAVE WITH OPTIONAL BOARD

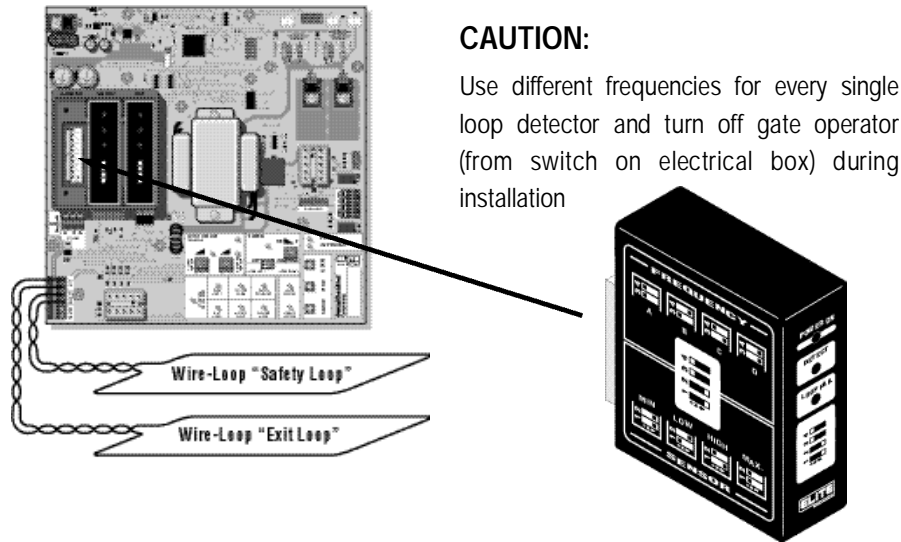


Use this socket (M/S LINK) if the optional control board is being used, and Master/Slave option is needed.

HOUSE ALARM/PROXIMITY SWITCH

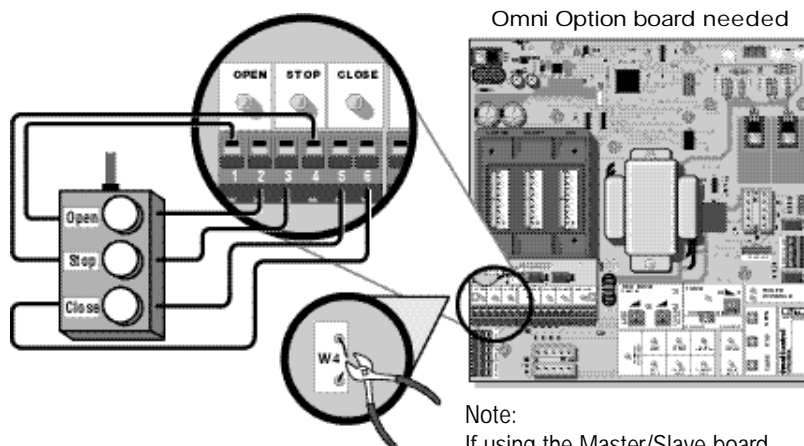


OPTIONAL BUILT-IN LOOP DETECTORS



Elite Loop detectors (Model # ELD) needed to do this function.

THREE PUSH BUTTON STATION



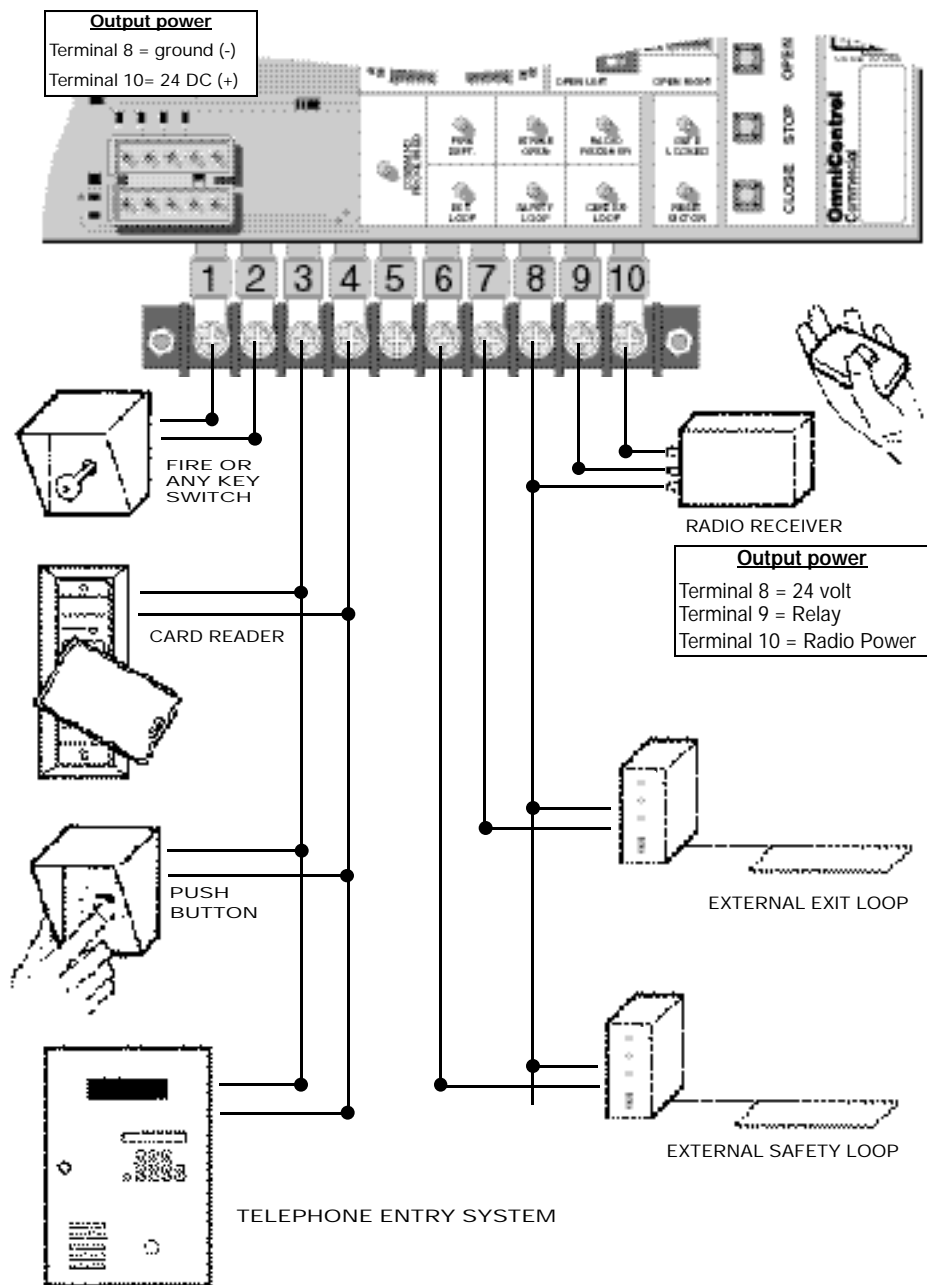
THREE PUSH BUTTON SYSTEM (OPEN-STOP-CLOSE)

- Step 1 - Cut off jumper wire #W4.
- Step 2 - Install optional Omni board.
- Step 3 - Connect **OPEN** push button to #1 & 2.
- Step 4 - Connect **STOP** push button to #3 & 4.
- Step 5 - Connect **CLOSE** push button to #5 & 6.

Note:
If using the Master/Slave board configuration, unplug the Master/Slave link plug on main board and connect it into the optional board M/S link socket.

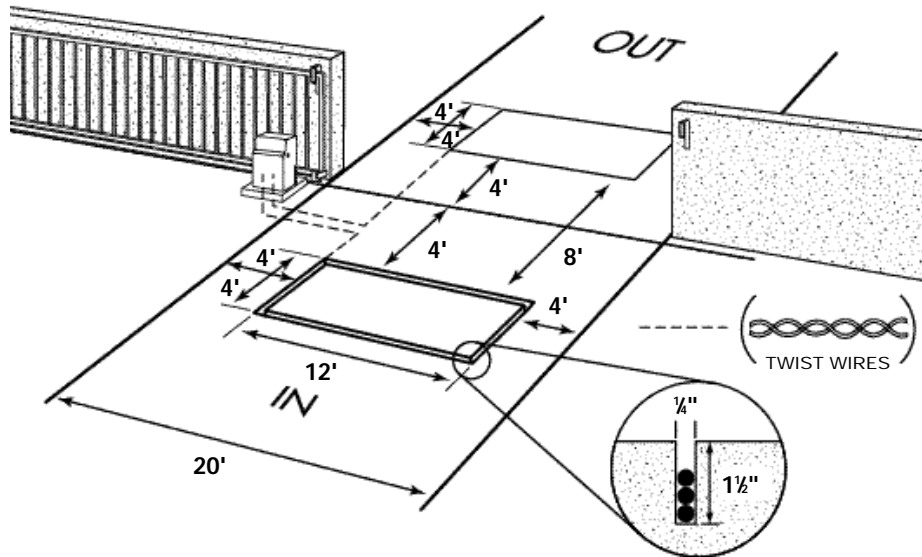
CAUTION:
Make sure each push button is dry contact and there are no jumper wires between them.

TERMINAL INPUT CONNECTIONS



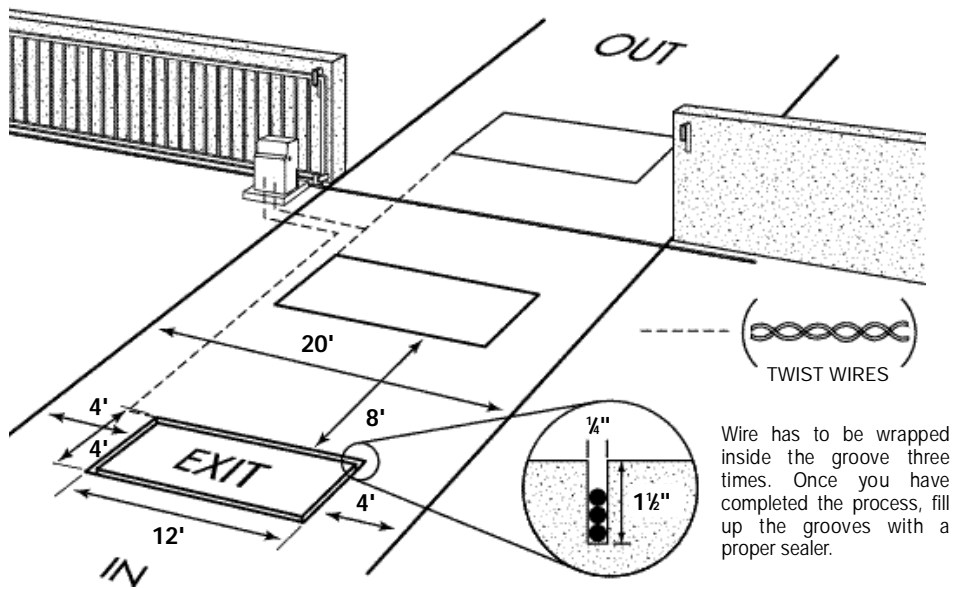
SAFETY LOOP SYSTEM

The reason for a 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.



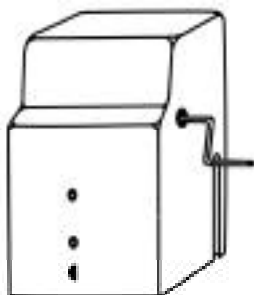
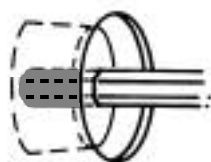
EXIT LOOP SYSTEM

The reason for an exit loop is so the gate will open automatically when a car is exiting.



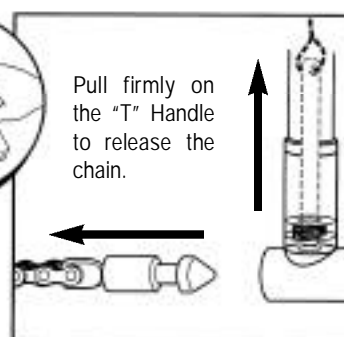
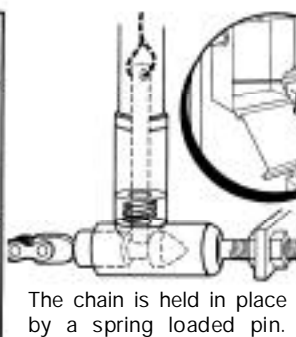
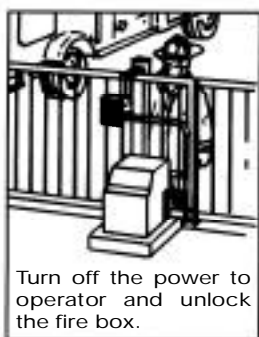
EMERGENCY RELEASE

STANDARD

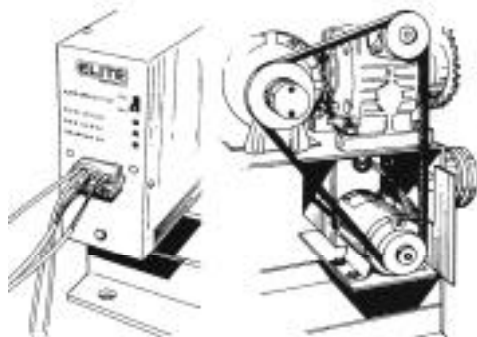


1. Turn the power OFF.
2. Make sure the crank tool fits the crank input, as shown above: Turn the crank to open the gate. To speed up the process you may use a wireless power drill (6"/sec).

OPTION 1: MODEL CP-17



OPTION 2: MODEL DC-1000U-SL POWER BACK-UP



OPTION A:

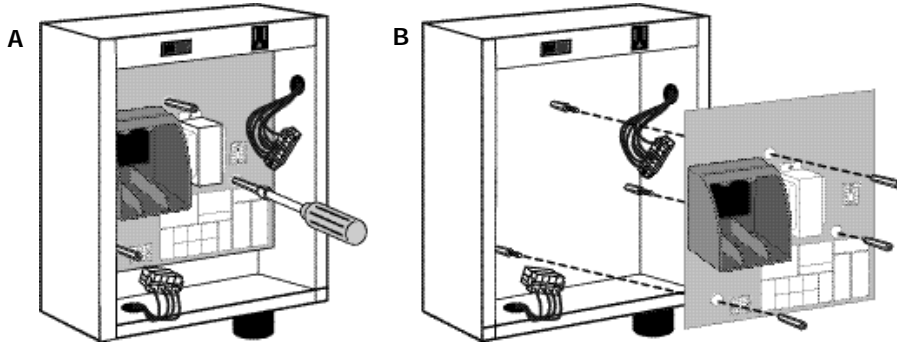
In case of power failure the gate opens automatically one time and stays open. when power is restored the operator returns to normal condition.

OPTION B:

In case of power failure the gate will not open automatically until activated by a key switch or push button.

**FOR MORE DETAILS
ASK YOUR LOCAL DEALER**

HOW TO REPLACE THE CONTROL BOARD



Disconnect harnesses from board.

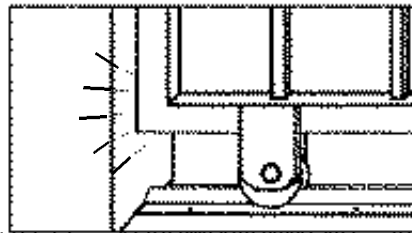
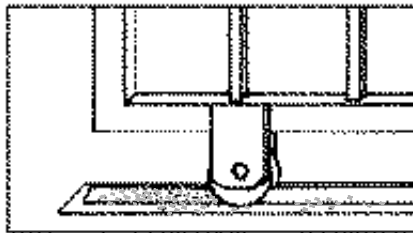
Unscrew 3 nuts and pull out the control board.

AUDIO ALARM

When one of the following events happen **twice consecutively**, an alarm will sound.



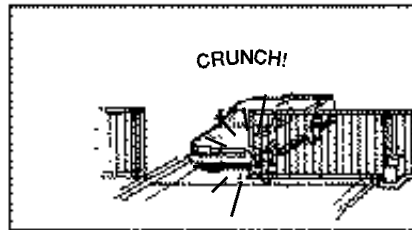
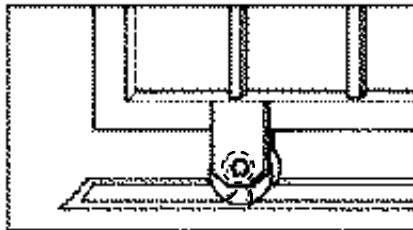
1. The gate is too heavy.



2. Objects are in the gate's track such as mud, rocks, dirt, etc.



3. The gate is hitting a wall or any other object.



4. The gate has one or more broken wheels.

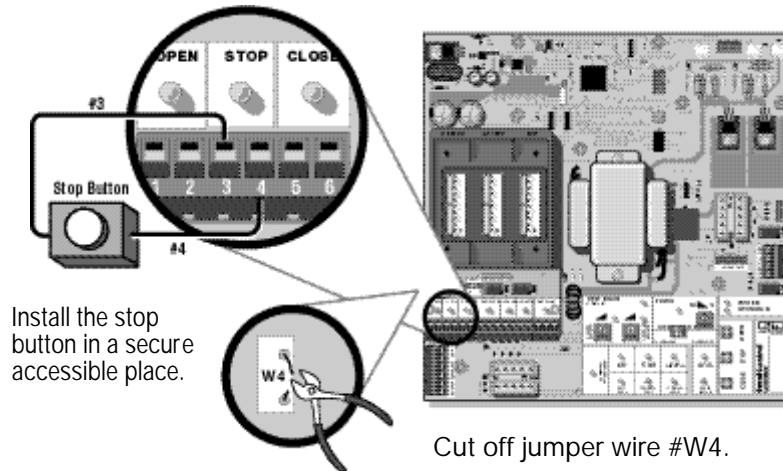


5. A car has hit the gate and the gate is off of its track.

Refer to troubleshooting table.

STOP BUTTON ALARM SHUT-OFF

FOR USE WITH OPTIONAL BOARD



This is an important command required to stop the audio alarm in case it has been triggered.

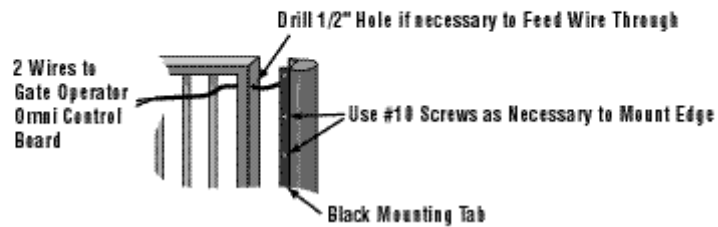
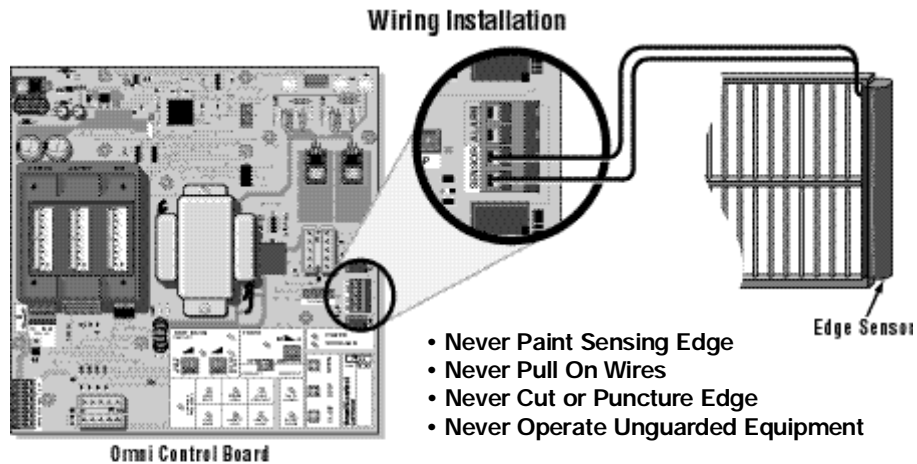
Otherwise the alarm will sound for 5 minutes and reset itself.

USE THIS BUTTON:

- To stop movement of gate in case of potential entrapment
- To reset the audio alarm (check for obstructions)
- To stop gate operator while traveling

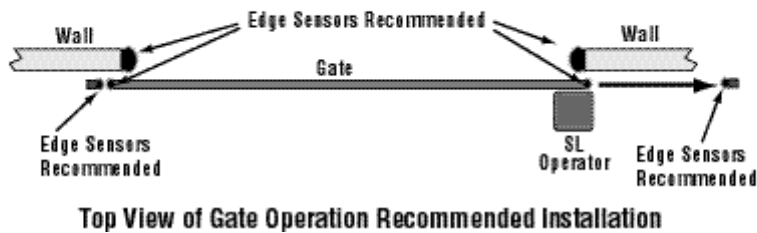
When using the optional board, use the STOP input to connect the stop button.

SECONDARY ENTRAPMENT PROTECTION



Mounting Installation

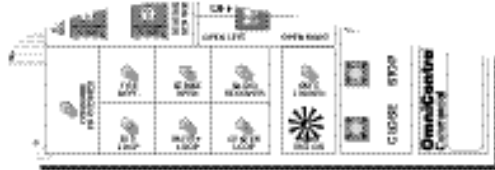
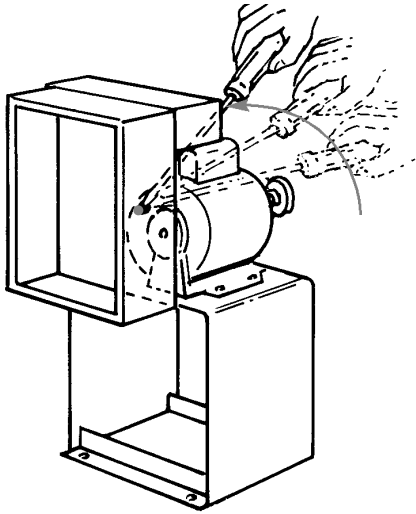
All of the edge sensors to be connected in parallel at the sensor input on the Omni board.



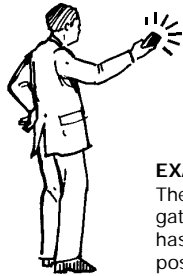
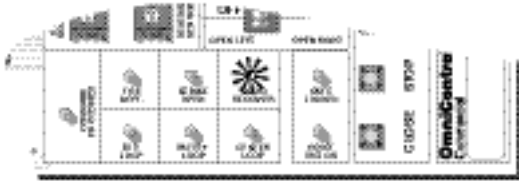
If you are going to use a contact sensor as a secondary entrapment protection you should use a recognized component to comply with the revised UL 325 for use in class I or class II gate operator.

Electric Sensing Edge, Miller Edge Models: MGR20 or MGS20

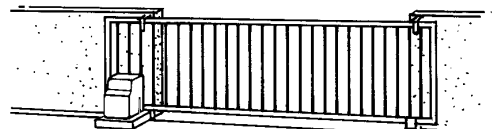
TROUBLESHOOTING LED INFORMATION



If the gate is not moving in any direction and the reset motor light is on, take a screwdriver and reset thermal breaker on the motor as directed in the picture.



EXAMPLE:
The radio receiver LED is on and the gate remains open. The radio receiver has malfunctioned in the "ON" position.

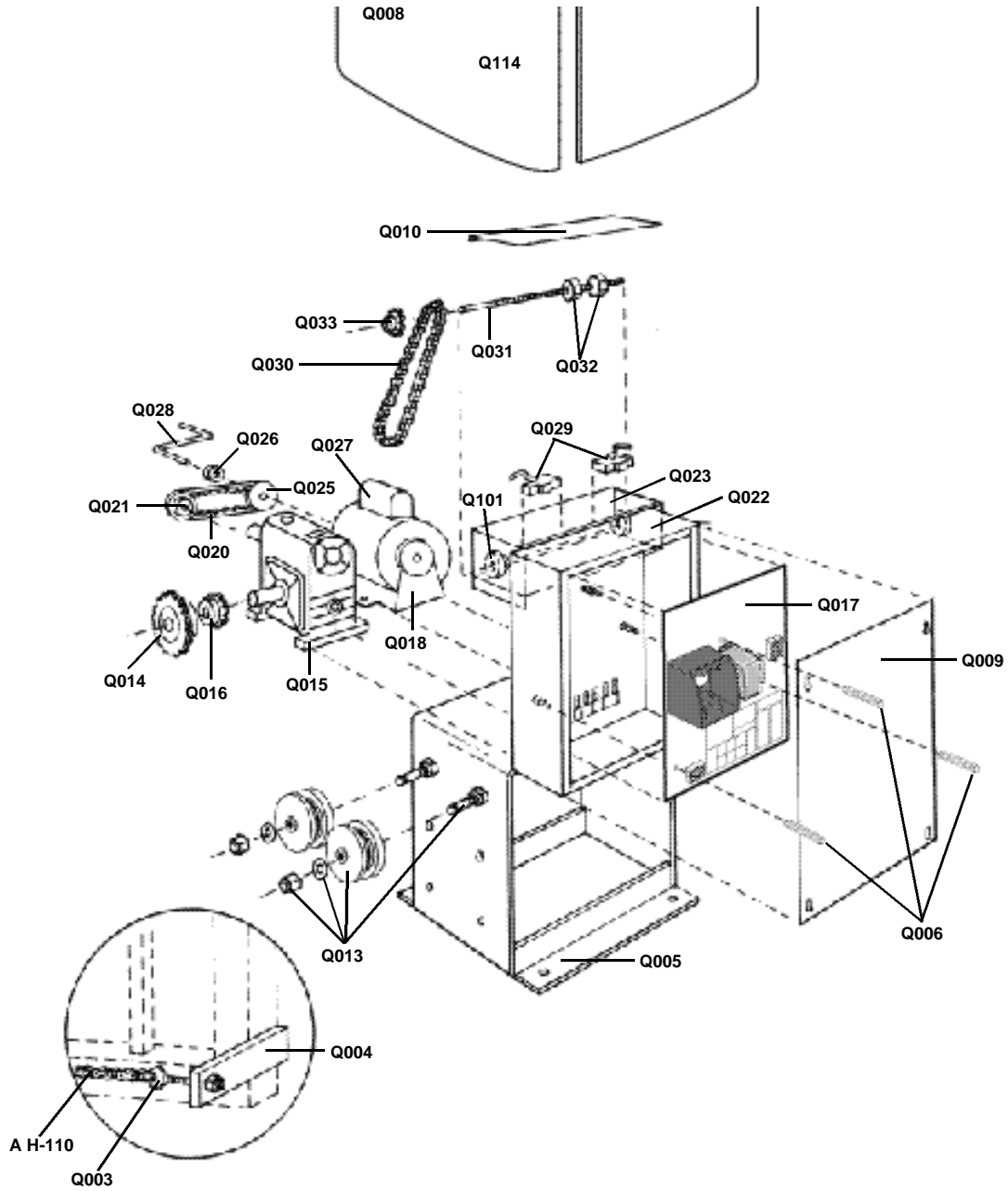


EXAMPLE:
The radio receiver LED is not on and the gate will not open with a transmitter. The radio receiver has malfunctioned in the "OFF" position.

TROUBLESHOOTING TABLE

CONDITION	POSSIBLE CAUSES	SOLUTION
OVERLOAD LED ON And POWER LED OFF	<ol style="list-style-type: none"> 1.Short circuit at terminals 8 and 10 2.Short circuit at any of the loop detectors in the board 3.Short circuit in the control board 	<ol style="list-style-type: none"> 1. Remove the short circuit condition at the terminals 2. Remove the defective loop detector 3. Sent the board to repair
OVERLOAD LED ON And POWER LED ON	<ol style="list-style-type: none"> 1. Excessive current draw at terminal 10 2. Over-voltage at the 120 VAC line input 	<ol style="list-style-type: none"> 1. Reduce the accessories load from terminal 10 2. Verify your electrical power
SYSTEM ON LED FLASHING	<ol style="list-style-type: none"> 1. One limit switch is faulty 2. Motor thermal fuse has pop-out 	<ol style="list-style-type: none"> 1. Test the limit switches and wire connections, fix the fault 2.Reset the motor
REVERSE SENSOR LED ON	<ol style="list-style-type: none"> 1.Gate has encounter and obstruction during traveling 2.Reverse sensor is extra sensitive 	<ol style="list-style-type: none"> 1.Remove the obstruction 2. Turn counter-clock-wise the reverse sensor pot a bit more and try again
ALARM SENSOR LED ON	<ol style="list-style-type: none"> 1.Gate encountered and obstruction during traveling 2.Alarm sensor is extra sensitive 	<ol style="list-style-type: none"> 1.Remove the obstruction 2. Turn counter-clock-wise the alarm sensor pot a bit more and try again
ALARM SENSOR LED ON	<ol style="list-style-type: none"> 1.Gate encountered and obstruction during traveling 2.Alarm sensor is extra sensitive 	<ol style="list-style-type: none"> 1.Remove the obstruction 2. Turn counter-clock-wise the alarm sensor pot a bit more and try again
COMMAND PROCESSED ON	<ol style="list-style-type: none"> 1. There is a command hold active 	<ol style="list-style-type: none"> 1.This is a normal response of the gate operator. It does not represent necessarily that there is a problem.
TIMER LED BLINKING And COMMAND PROCESSED BLINKING	<ol style="list-style-type: none"> 1. There is a command holding the gate open 	<ol style="list-style-type: none"> 1.This is a normal response of the gate operator. It does not represent necessarily that there is a problem. Check inputs for command.
TIMER LED BLINKING And COMMAND PROCESSED BLINKING And REVERSE SENSOR LED ON	<ol style="list-style-type: none"> 1.Gate has reopened because it encountered an obstruction while closing. 	<ol style="list-style-type: none"> 1.Any re-new command will resume normal operation. Check for obstructions. 2. You can stop the alarm by using the stop button.
AUDIO ALARM ON	<ol style="list-style-type: none"> 1.Gate has encountered two consecutive obstructions while trying to close or open 	<ol style="list-style-type: none"> 1.Any re-new command will resume normal operation but not a radio command. Check for obstructions.
ANY "LOOP LED" ON And NO VEHICLE ON THE SENSING AREA	<ol style="list-style-type: none"> 1.The loop detector needs to be reset. 2.The wire loop has been disrupted 3.The loop detector needs to work in a different frequency 4.The loop detector is too sensitive 	<ol style="list-style-type: none"> 1.Reset the loop detector (If you use Elite Plug-in Loop detectors, change the setting for sensitivity and come back to your original setting). 2. Verify and correct connections 3.Set a different working frequency 4.Decrease the sensitivity of the loop detector

SL-3000 PARTS



SL-3000 PARTS LIST

AH-110 - CHAIN #41	Q021 - GEAR PULLEY
Q003 - CHAIN BOLT	Q022 - ELECTRIC BOX
Q004 - CHAIN BRACKET	Q023 - LIMIT SWITCH BOX
Q005 - SL-3000 CHASSIS	Q025 - MOTOR PULLEY
Q006 - PC BOARD NUTS (SET)	Q026 - CRANK INPUT
Q008 - COVER - NON UL	Q027 - MOTOR CAPACITOR
Q009 - ELECTRONIC ACCESS PANEL	Q028 - CRANK
Q010 - LIMITED SWITCH COVER BOX	Q029 - LIMIT SWITCH
Q013 - IDLER SPROCKET	Q030 - LIMIT SWITCH / CHAIN
Q014 - DRIVE SPROCKET	Q031 - LIMIT SWITCH/ SHAFT
Q015 - GEAR REDUCER	Q032 - LIMIT SWITCH NUTS
Q016 - LIMITED SWITCH DRIVE SPROCKET	Q033 - LIMIT SWITCH SPROCKET
Q017 - ELECTRONIC CONTROL BOARD	Q101 - LIMIT SWITCH BEARING HOLDER
Q018 - 1/2 HP ELECTRIC MOTOR	Q114 - COVER - UL
Q020 - DRIVE BELT	

MAINTENANCE

1. MAKE SURE THE REVERSING SENSOR IS FUNCTIONING PROPERLY (SEE PAGE 13).
2. MAKE SURE THE GATE TRACK IS CLEAR OF DIRT, ROCKS OR OTHER SUBSTANCES.
3. MAKE SURE THE WHEELS ARE OPERATING SMOOTHLY ON THE TRACK.
4. IF YOU HEAR AN ALARM, REFER TO PAGE 24.
5. CLEAN THE COVER ON A REGULAR BASIS.
6. FOR A LIST OF PARTS, SEE PAGE 29 AND ABOVE.

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

AVAILABLE PRODUCTS

