ELITE®
ACCESS SYSTEMS INC

Instruction Manual

CSW-200-UL™ SERIES

HIGH TRAFFIC COMMERCIAL GATE OPERATOR

UL325 compliant **UL991** compliant

ETL LISTED® c UL LISTED 4K55 UL LISTED 4K55

installation instructions and manual book
for architects, general contractors and dealers

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.

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.

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.

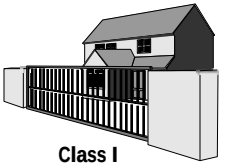
7. The entrance is for vehicles only. Pedestrians must use separate entrance.

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.

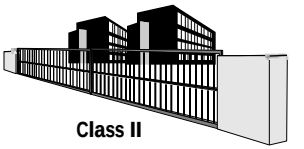
Vehicular horizontal slide-gate operator (or system) – A vehicular gate operator (or system) that controls a gate which slides in a horizontal direction that is intended for use for vehicular entrance or exit to a drive, parking lot, or the like.



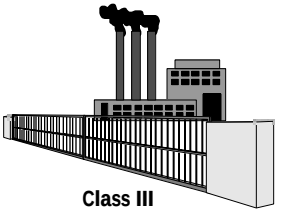
Class I

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.



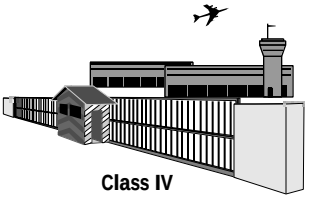
Class II



Class III

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.

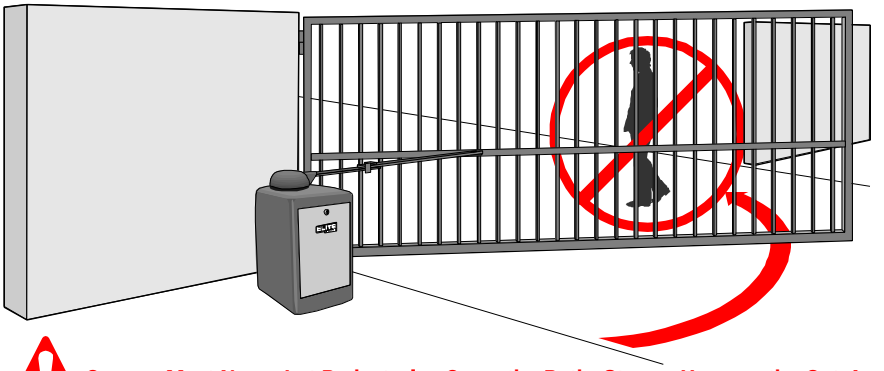


Class IV

WARNINGS AND PRECAUTIONS

The CSW-200 is for Vehicular Gate Use Only!

NOT for Use on Any **Pedestrian:** Gateways,
Doorways or Passageways.



Owners Must Never Let Pedestrains Cross the Path, Step or Hang on the Gate!

Never Mount Any Gate Operating Device Accessible Through the Gate!

ELITE RECOMMENDED SETUP

Recommended Gate Setup Configuration

Pedestrians Must have a Separate Walkway!

CSW-200-UL
1/2 hp Motor, 120 VAC, 4 amp.
Maximum Gate Length – 18 ft.
Maximum Gate Weight– 600 lbs.

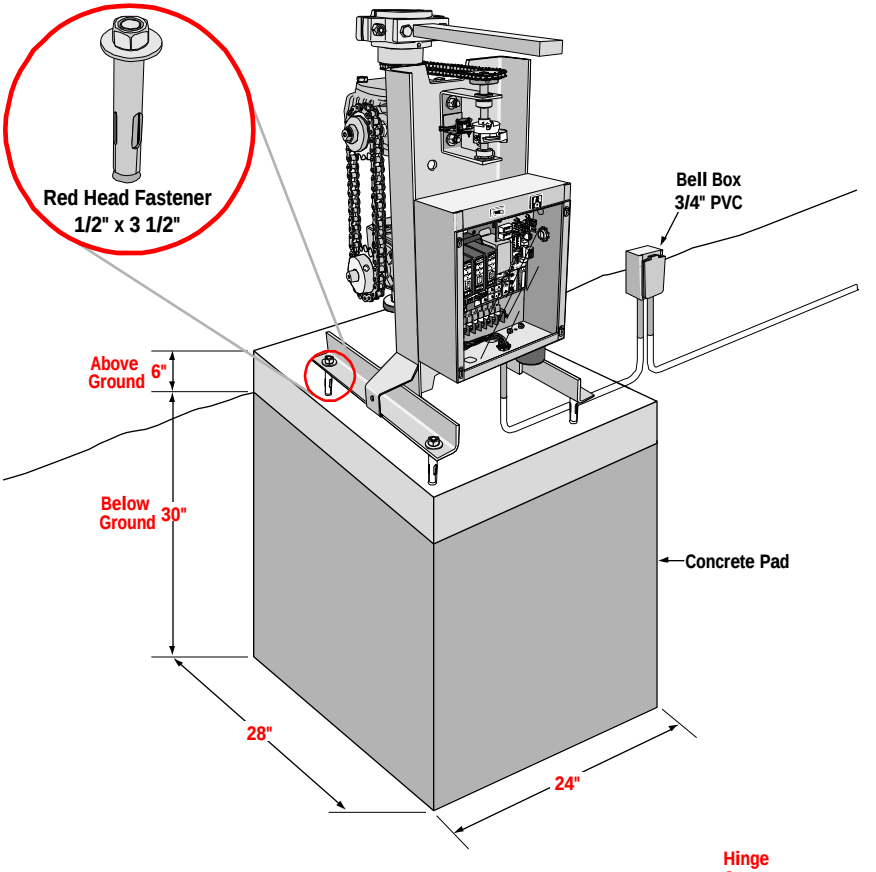
CSW-200-UL-DM
Two-1/2 hp Motors, 120 VAC, 4 amp.
Maximum Gate Length – 18 ft.
Maximum Gate Weight – 600 lbs.

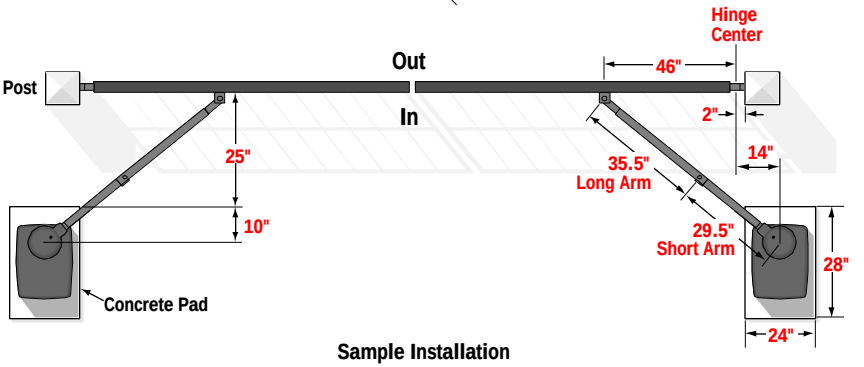
CSW-200-UL-ST
1/2 hp Motor, 120 VAC, 4 amp.
Maximum Gate Length – 18 ft.
Maximum Gate Weight– 600 lbs.

CSW-200-UL-1HP
Two-1/2 hp Motors, 120 VAC, 7.9 amps.
Maximum Gate Length – 20 ft.
Maximum Gate Weight– 1000 lbs.

Be sure to read and follow all Elite and UL instructions before installating and operating any Elite products. Elite Access Systems, Inc. is not responsible for improper installations or failure to comply with local building codes.

CONCRETE PAD AND GATE ATTACHMENT

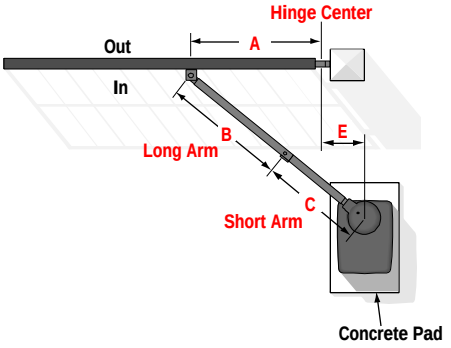


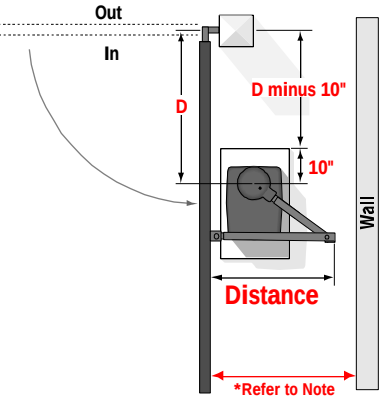


Sample Installation

INSTALLATION LAYOUTS

Sample Installation is Shown on Previous Page.





Dimension (**A**) thru (**E**) are from the center of one pivot point to the center of another pivot point.

Caution: If the gate is longer than 18 feet, follow **Chart A** : **A-2**.

Suggestion: The dimension between the gate and the concrete pad is always 10 inches less than the dimension D.
Example: D = 42", if the dimension between the gate and the concrete pad is 32".

Chart A

	A	B	C	D	E	Distance
1	46"	35.5"	29.5"	35"	11"	45"
2	46.75"	35.5"	33.5"	42"	11"	37"
3	46.75"	37"	31.5"	40"	11"	41"
4	47.25"	37.25"	30"	37"	11"	45"
5	47"	35"	29.5"	32"	11"	45"
6	42.5"	33"	26.5"	28.5"	11"	41"

Chart B

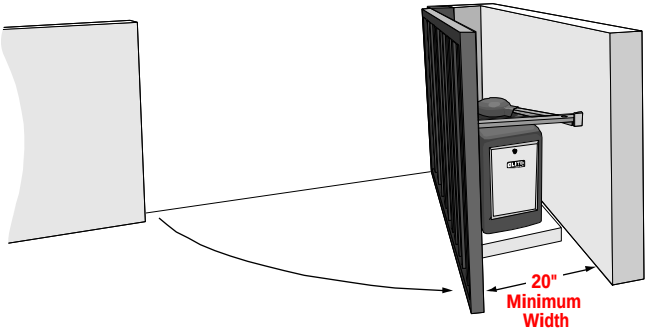
	A	B	C	D	E	Distance
1	34.5"	34.75"	29.5"	35"	14"	43"
2	44"	36.5"	32.5"	42"	14"	32"
3	44"	37"	30.5"	40"	14"	40"
4	45"	37"	30.5"	37"	14"	43"
5	44.75"	35.75"	29.5"	32"	14"	44"
6	41"	39"	27.5"	28.5"	14"	41"

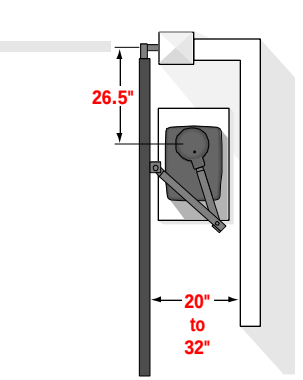
Note - If this dimension is between 20 and 32 inches, *Refer to Compact Installation Page

COMPACT INSTALLATION

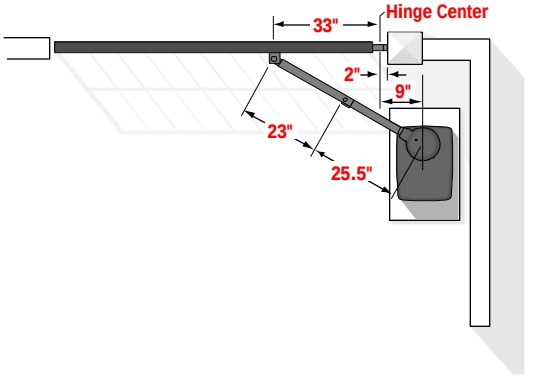
Compact Installation Only!

"DO NOT" Use These Measurements for a Standard Installation.

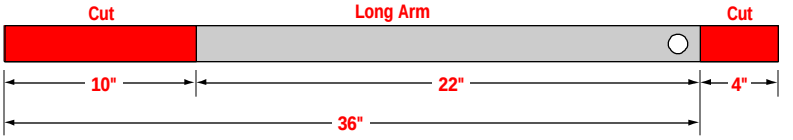


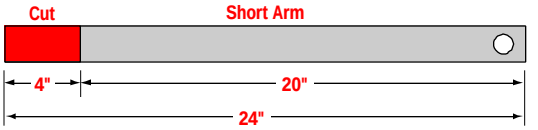


Gate Open



Gate Closed

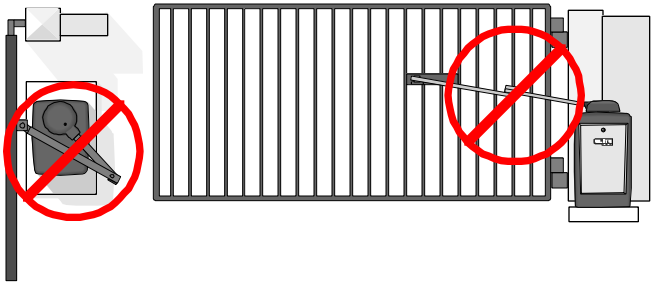




Follow the exact measurements, then cut the standard arm to meet the shorter measurements.

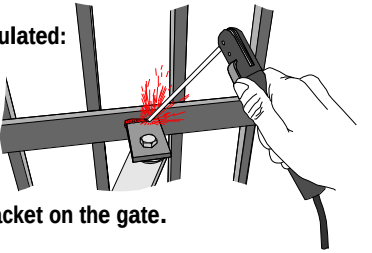
GATE ARM INSTALLATION

Incorrect Installation

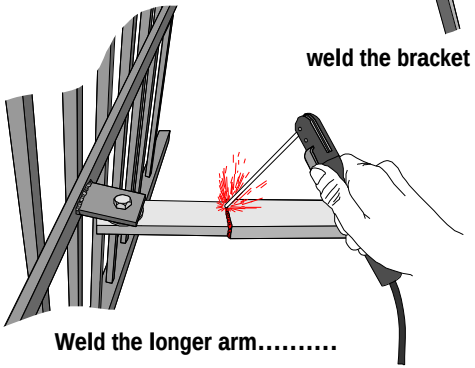


Correct Installation

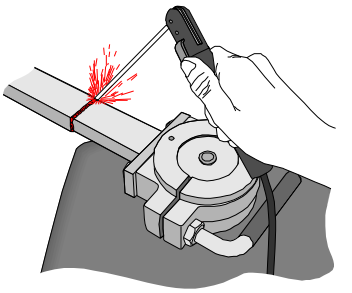
Once the gate arm measurements are calculated:



weld the bracket on the gate.



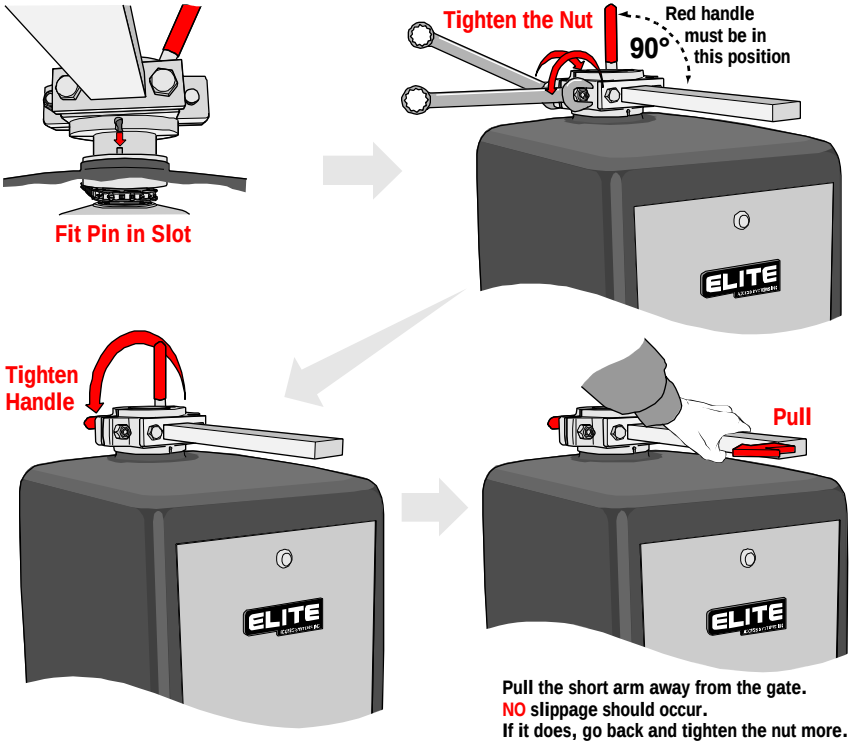
Weld the longer arm…….



……..then weld the shorter arm.

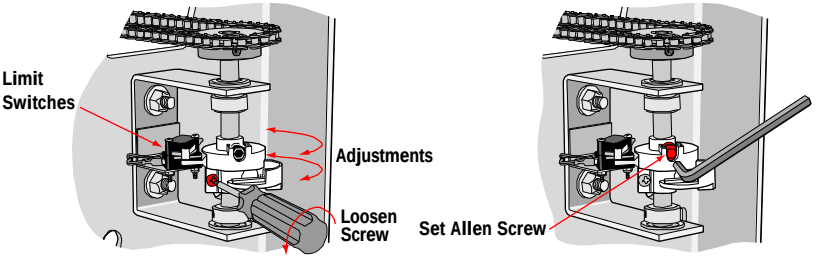
Weld Completely Around the Rectangular Tubes

ADJUSTMENT OF OUTPUT SHAFT



Pull the short arm away from the gate.
NO slippage should occur.
If it does, go back and tighten the nut more.

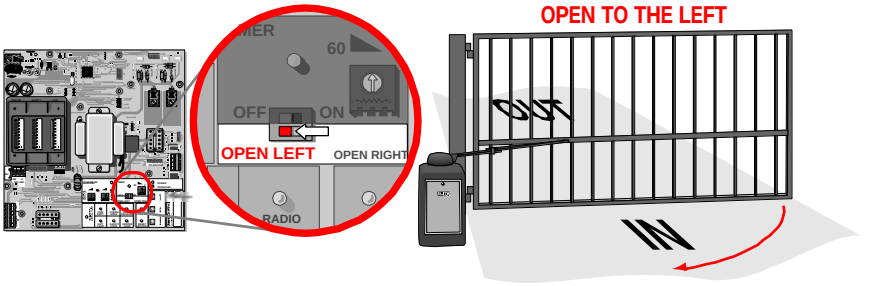
ADJUSTING GATE TRAVELING DISTANCE



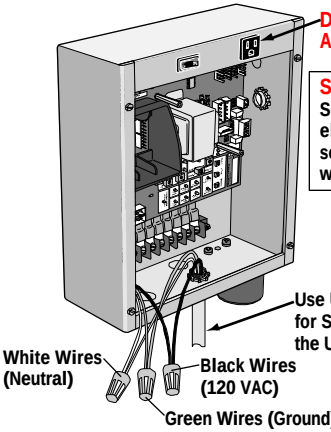
Release the red handle and open the gate to a distance desired. Loosen the screw. Turn plastic part until the half moon shape hits the limit switch. For closing cycle, do the same with the other plastic part.

For a more precise adjustment, you may use the set allen screw.

CHOOSING MOVEMENT DIRECTION



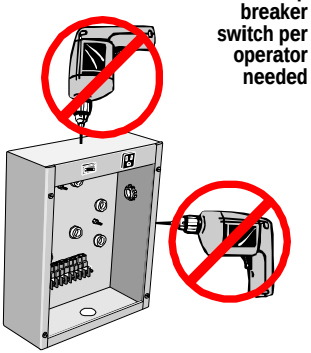
HOW TO CONNECT POWER (120V)



Do Not Use This Outlet Unless You Are An Authorized Service Technician

Suggestion:
Seal all open holes of electronic box with sealant when finished wiring.

Minimum:
15-amp breaker switch per operator needed



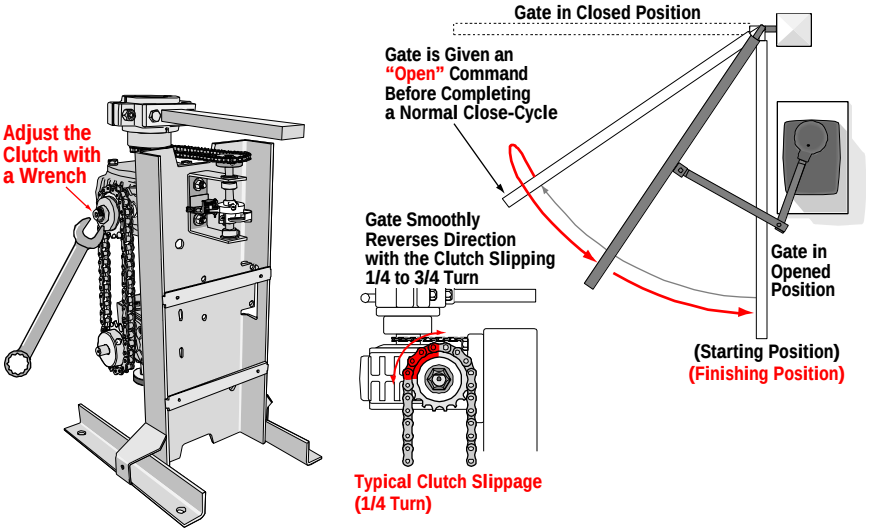
Gate Operator MUST be Properly Grounded

WIRE GUAGE REQUIREMENT FOR 120 VAC POWER SUPPLY: 1/2 HP AND 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.

CLUTCH ADJUSTMENT

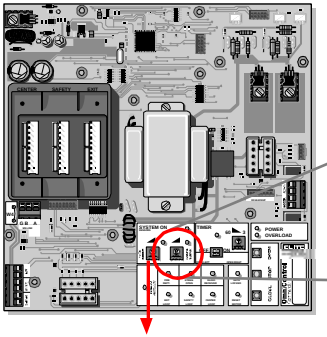


The adjustment is for a gate that is over 300 pounds and 12 feet long or longer. While the gate is closing, instantly an "open" command is given as shown above; the clutch may slip a bit, max. of 1/4 to 3/4 of a turn (slippage depends on the weight of the gate). If it does not slip, then readjust the clutch.

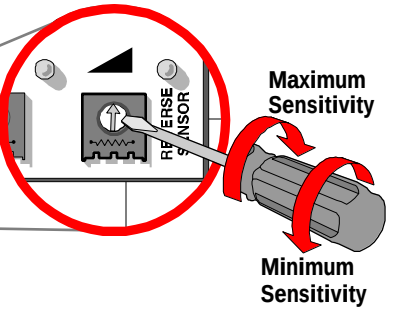
IMPORTANT!

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 commercial 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.

TWO-WAY ADJUSTABLE REVERSING SENSOR



Adjusted by Qualified Service Personnel

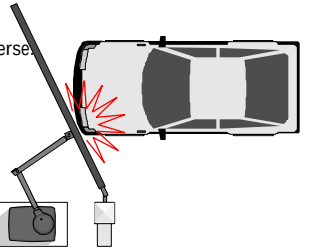


DO NOT TOUCH ALARM SENSOR

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

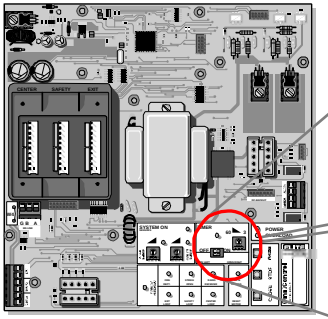
Too sensitive = if the gate stops or reverses by itself.

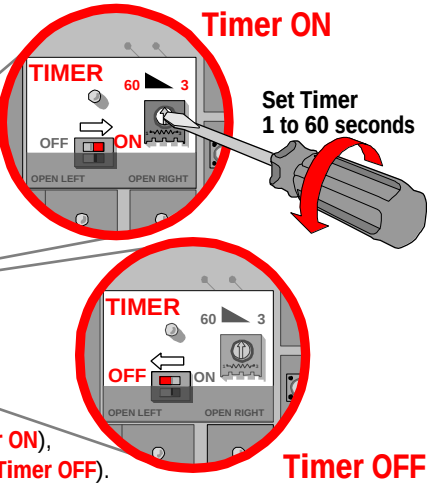
Not sensitive enough = if the gate hits an object and does not stop or reverse.



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

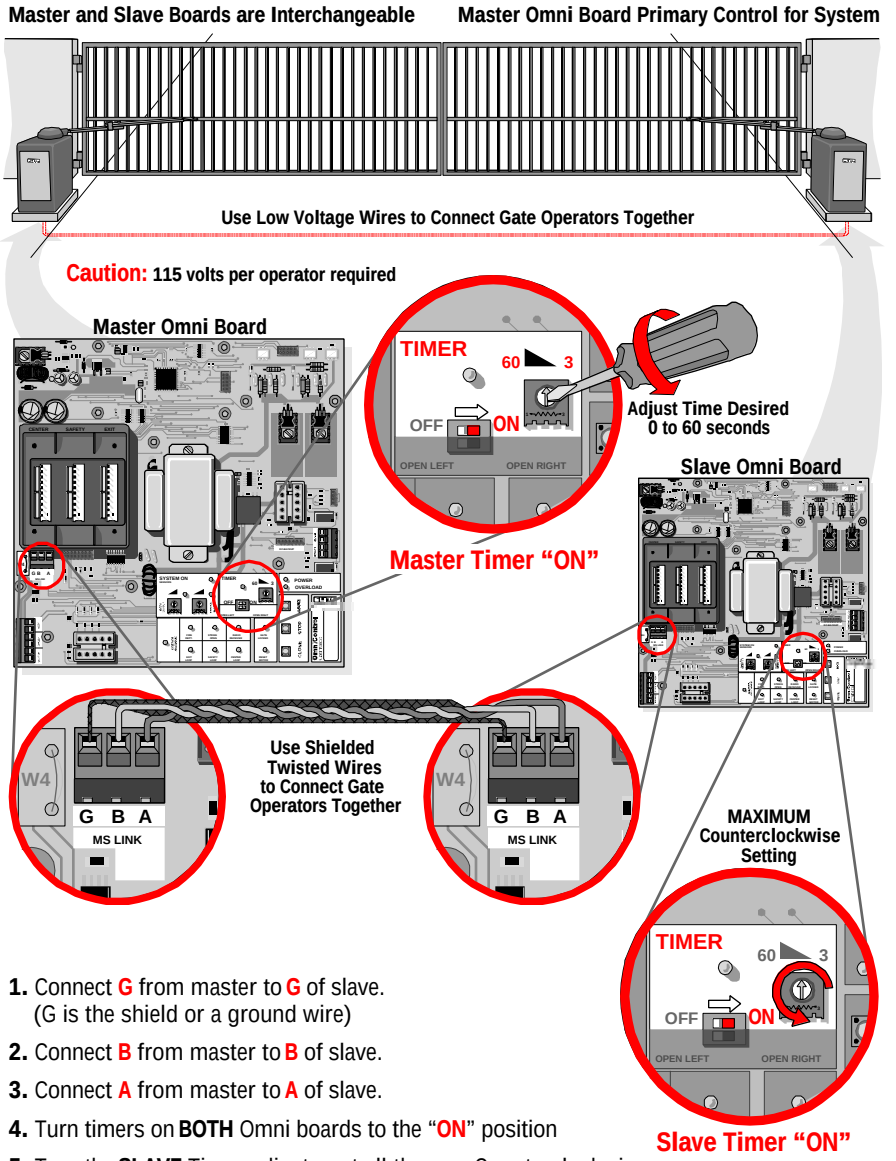
ADJUSTABLE TIMER





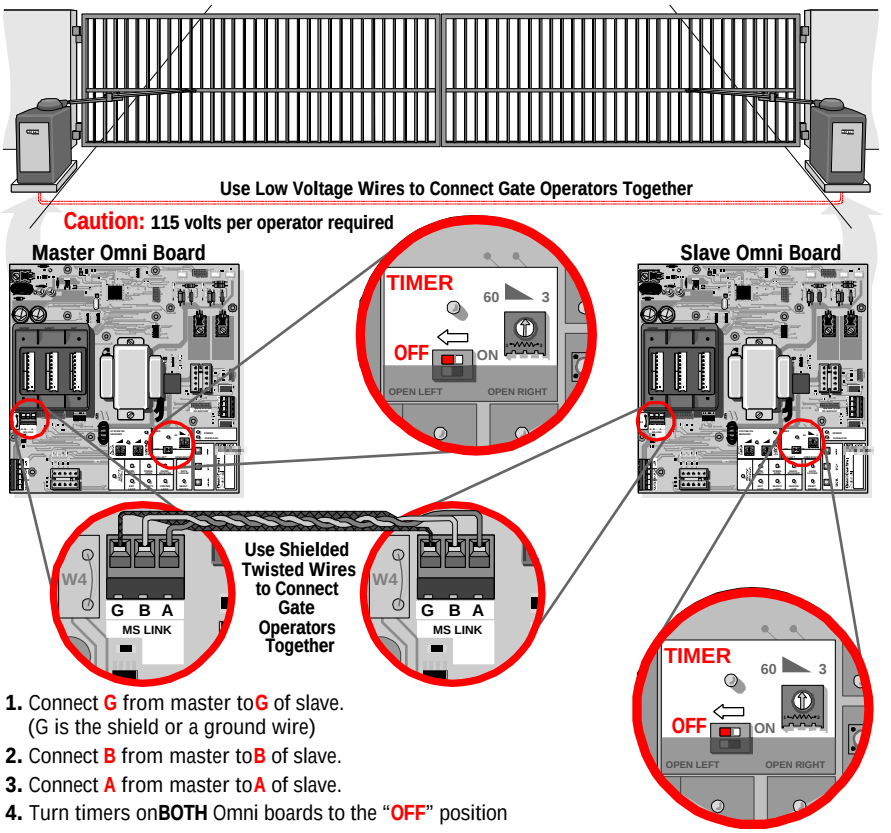
Timer can be set from 1 to 60 seconds (**Timer ON**),
or for push open/push close type operation (**Timer OFF**).

MASTER AND SLAVE WITH TIMER ON



1. Connect **G** from master to **G** of slave.
   (G is the shield or a ground wire)
2. Connect **B** from master to **B** of slave.
3. Connect **A** from master to **A** of slave.
4. Turn timers on **BOTH** Omni boards to the "**ON**" position
5. Turn the **SLAVE** Timer adjustment all the way Counterclockwise
6. Use **MASTER** timer **ONLY** to select the desired time

MASTER AND SLAVE WITH TIMER OFF



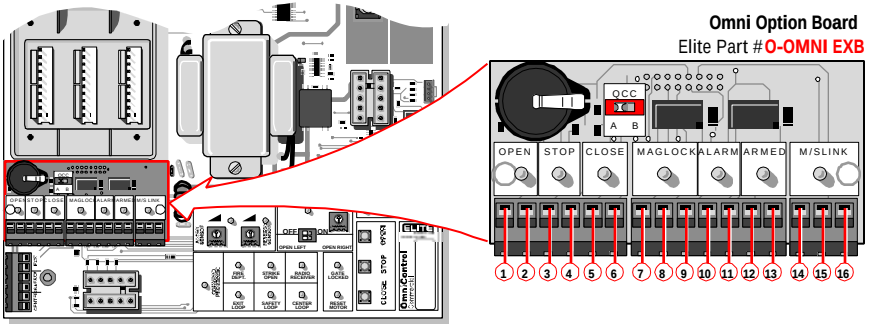
1. Connect **G** from master to **G** of slave.
   (G is the shield or a ground wire)
2. Connect **B** from master to **B** of slave.
3. Connect **A** from master to **A** of slave.
4. Turn timers on **BOTH** Omni boards to the "**OFF**" position

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



Omni Option Board
Elite Part #**O-OMNI EXB**

1 & 2 – Open Command

3 & 4 – Stop Command

5 & 6 – Close Command

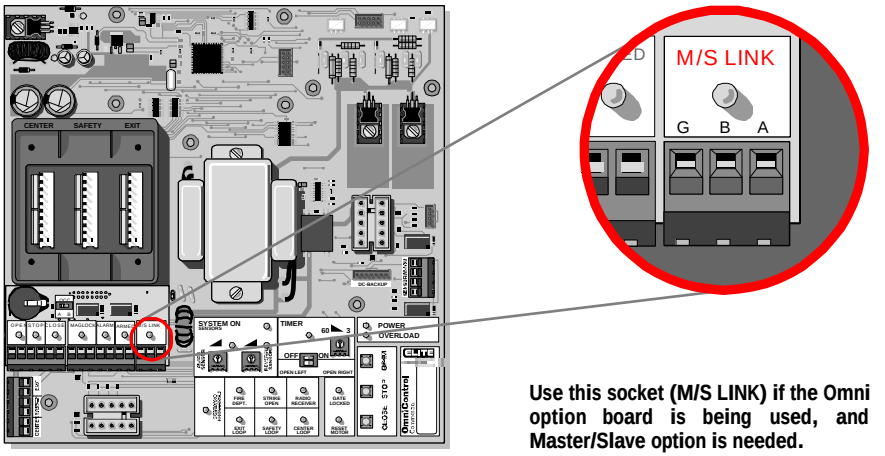
7 – Common
8 – Normally Closed
9 – Normally Open
— **Maglock or Solenoid**

10 & 11 – Burglar Alarm Output

12 & 13 – Burglar Alarm Input

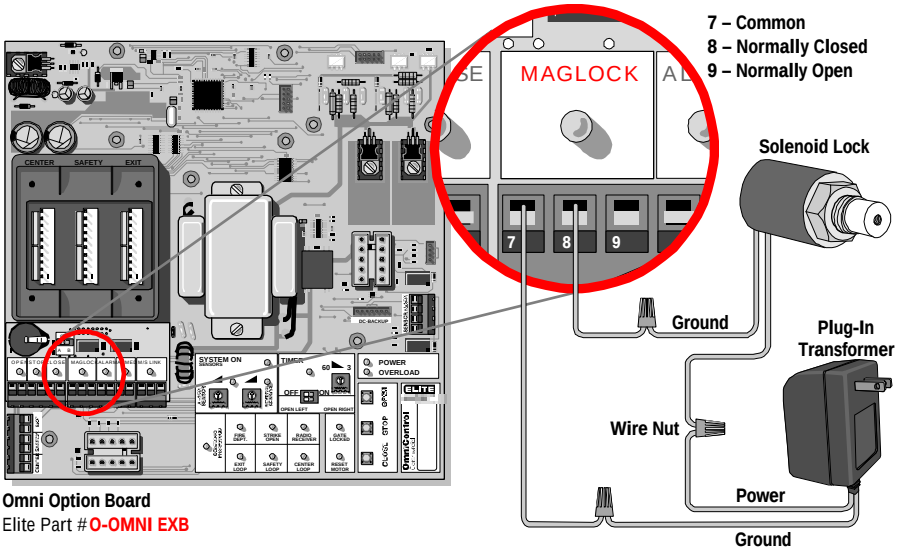
14 – Ground
15 – B
16 – A
— **Master/Slave RS485**

MASTER/SLAVE WITH OPTIONAL BOARD



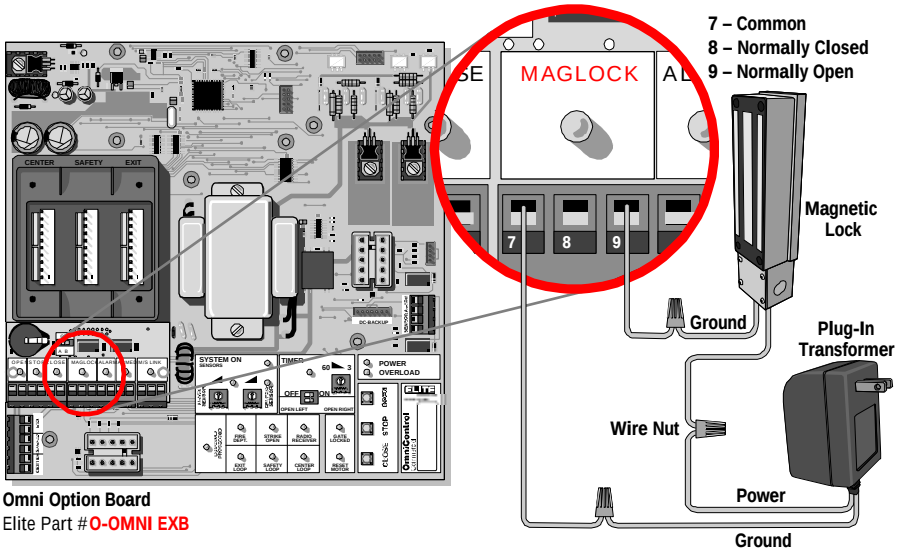
Use this socket (M/S LINK) if the Omni option board is being used, and Master/Slave option is needed.

SOLENOID CONNECTION WITH OPTIONAL BOARD



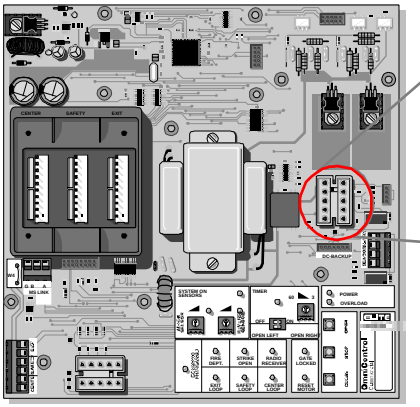
Omni Option Board
Elite Part #**O-OMNI EXB**

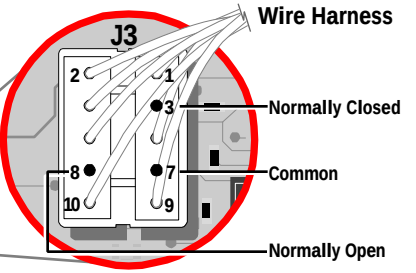
MAGLOCK CONNECTION WITH OPTIONAL BOARD



Omni Option Board
Elite Part #**O-OMNI EXB**

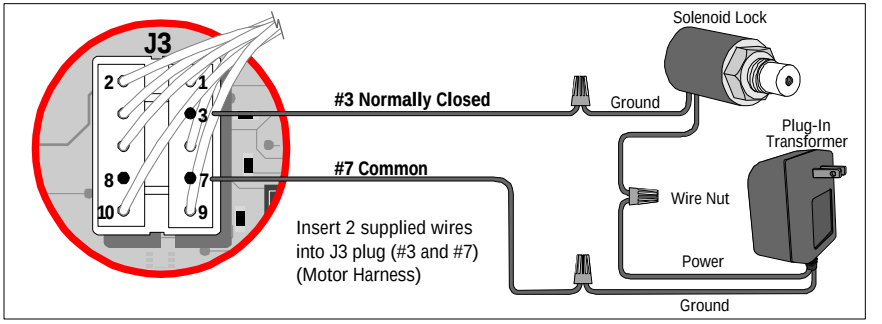
SOLENOID/MAGLOCK J3 CONNECTION



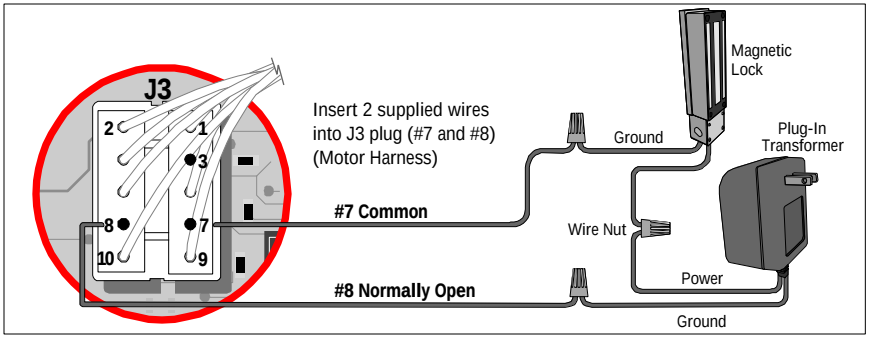


Connection of a Solenoid or Magnetic Lock can be made using the J3 plug and three wires supplied with the unit.

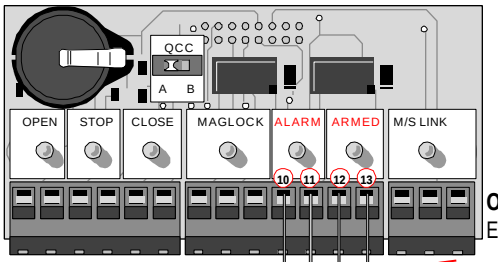
Solenoid Lock



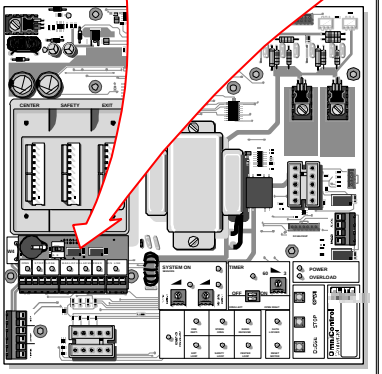
Magnetic Lock

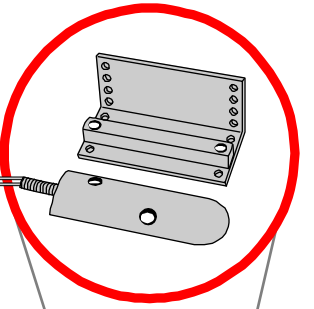


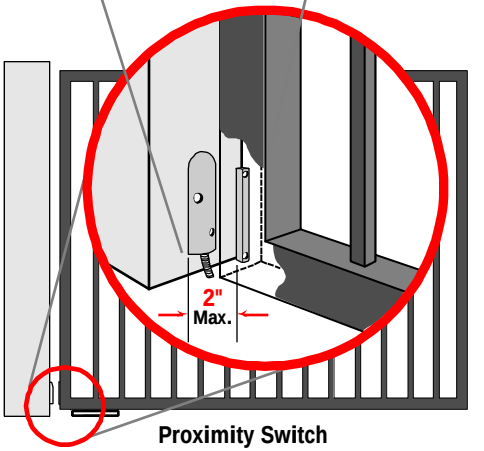
HOUSE ALARM/PROXIMITY CONNECTIONS



Omni Option Board
Elite Part # **O-OMNI EXB**

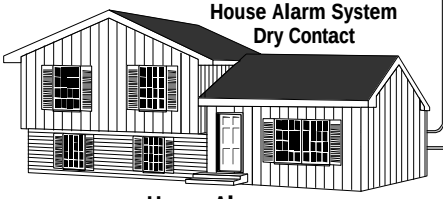






Use Low Voltage
Wire 20 AWG

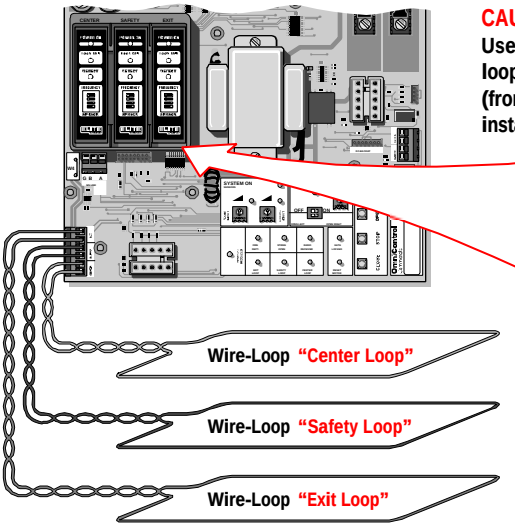
12VDC
House Alarm System
Dry Contact



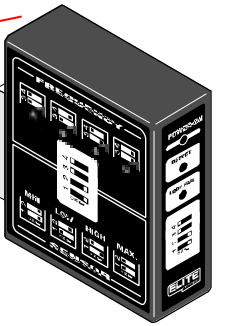
House Alarm

Proximity Switch
Elite Part # **A PRS**

OPTIONAL BUILT-IN LOOP DETECTORS

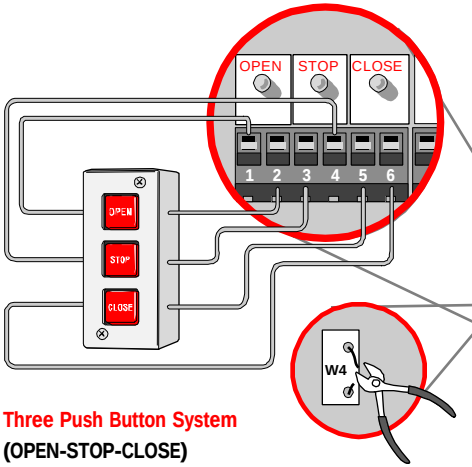


CAUTION:
Use different frequencies for every single loop detector. Turn off gate operator (from switch on electrical box) during installation.

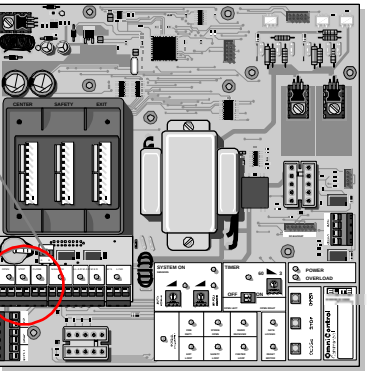


Elite Loop detectors needed to do this function. Elite Part # **A ELD**

THREE PUSH BUTTON STATION



Omni Option Board Needed



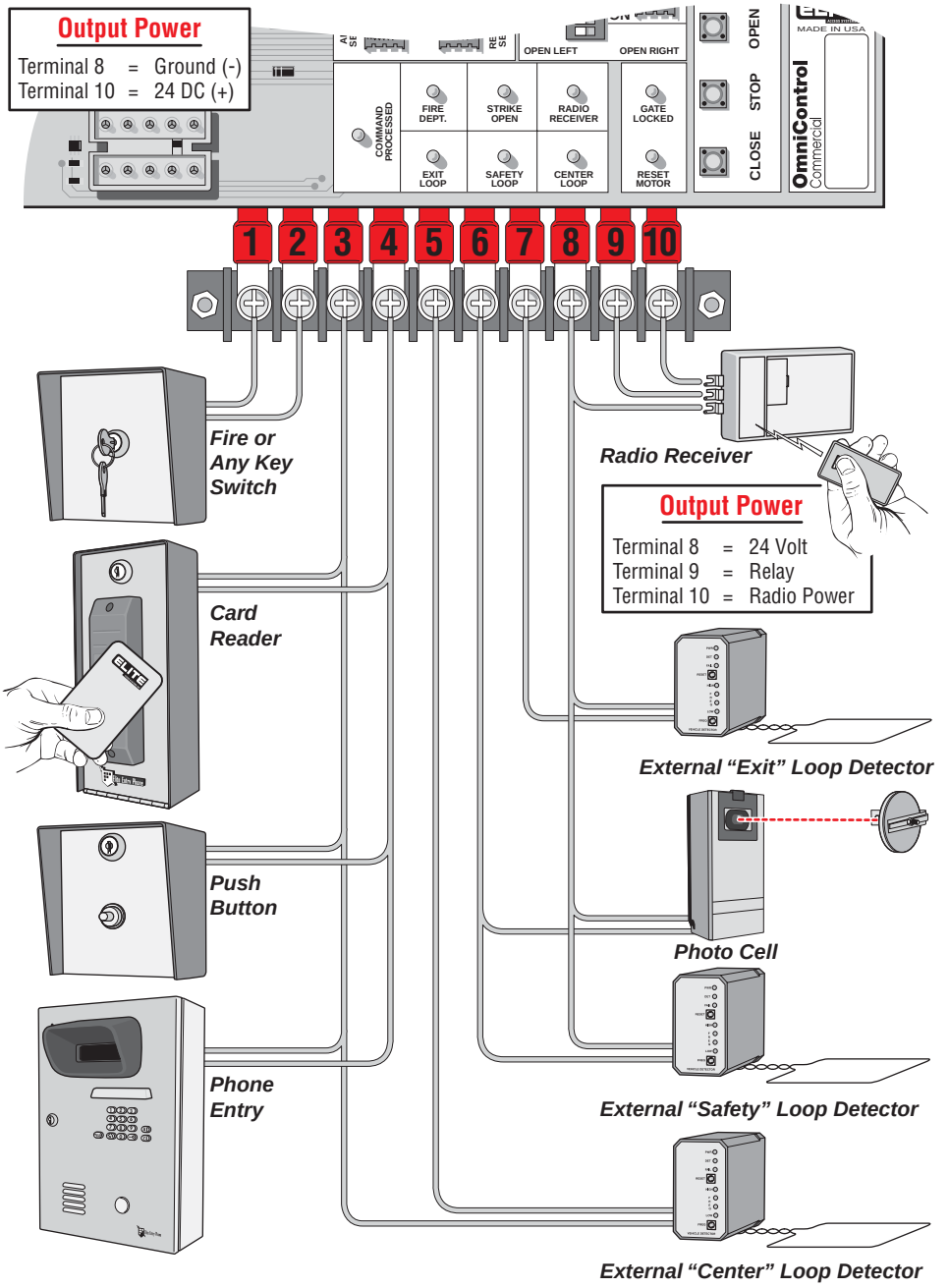
Three Push Button System
(OPEN-STOP-CLOSE)

Step 1 - Cut off jumper wire #**W4**.
Step 2 - Install Omni option 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 Omni option board M/S link socket.

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

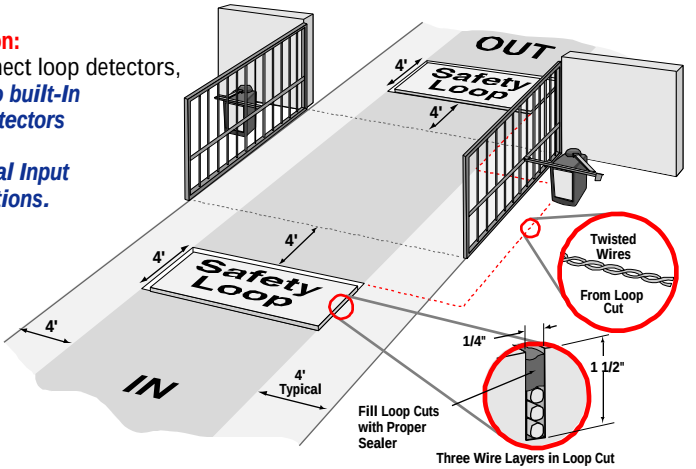
TERMINAL INPUT CONNECTIONS



SAFETY LOOP SYSTEM

Allows gate to stay open when vehicles are obstructing gate path.

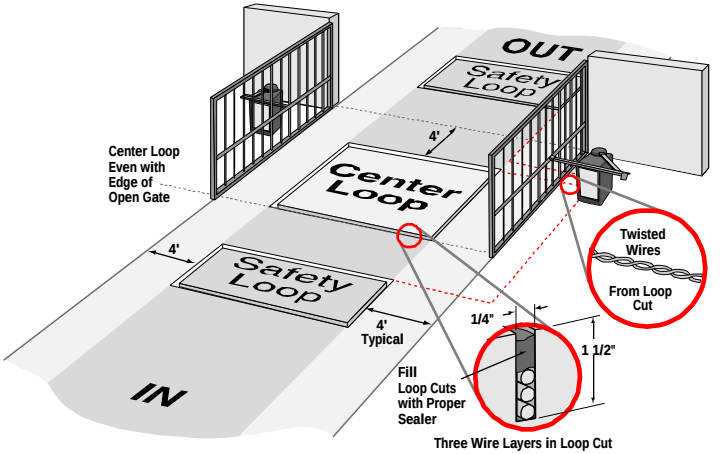
Attention:
To connect loop detectors,
Refer to built-In loop detectors
or
Terminal Input connections.



Caution: Suggested for vehicles 14 feet or longer. If a vehicle is shorter, a center loop system is recommended and should be installed.

CENTER LOOP SYSTEM

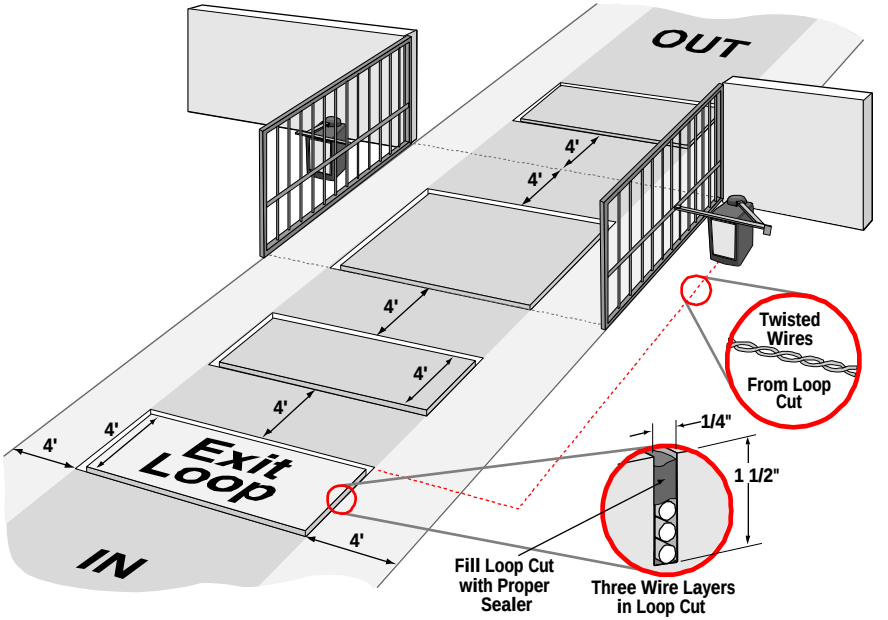
Allows gate to stay open when vehicles are obstructing gate path.



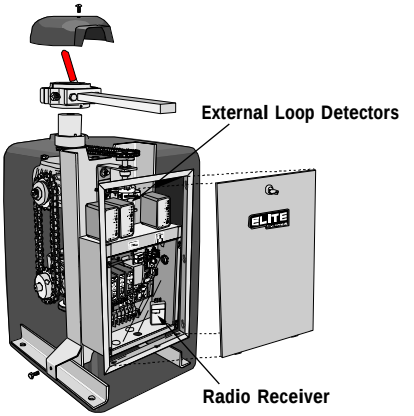
Caution: This option is for all vehicles including ones less than 14' long. Center loop system requires two safety loops.

EXIT LOOP SYSTEM

Allows gate to automatically open for exiting vehicles.

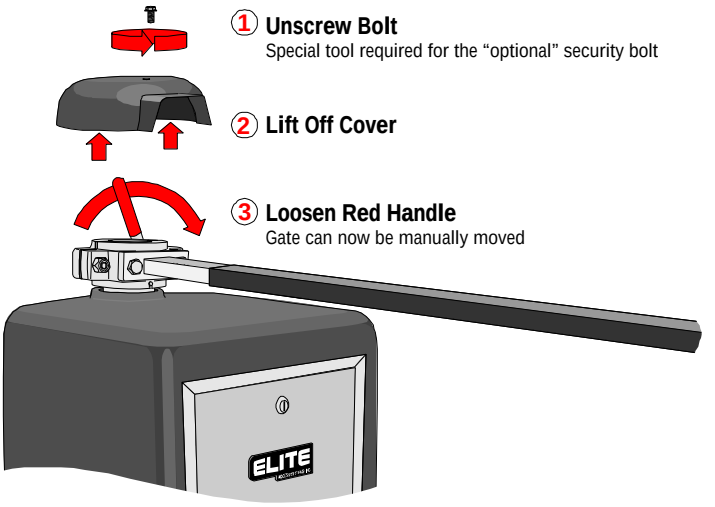


ACCESS DOOR



Access Door - A generous allotment of space is allowed for external loop detectors and radio receiver. For a secure attachment, velcro external loop detectors in place.

EMERGENCY RELEASE

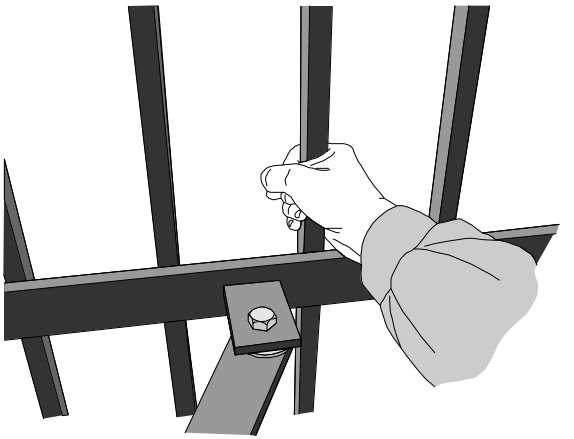


① **Unscrew Bolt**
Special tool required for the “optional” security bolt

② **Lift Off Cover**

③ **Loosen Red Handle**
Gate can now be manually moved

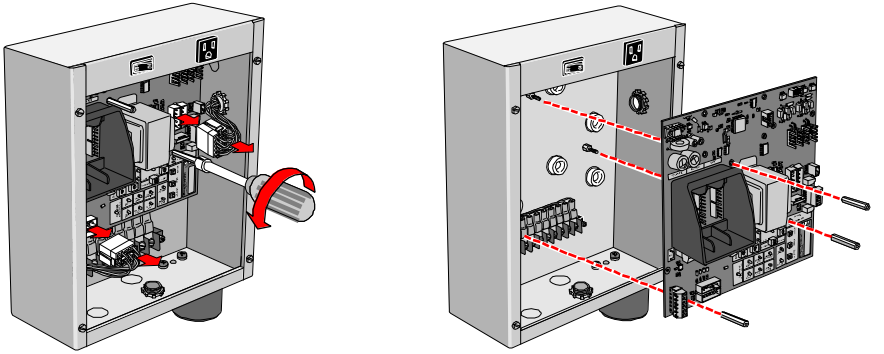
Grab the Gate to Make Adjustments



Tighten the Red Handle, Replace the Cover and Bolt when Finished

When the power is turned on again, the gate will readjust itself automatically.

REPLACING THE CONTROL BOARD



Disconnect 2 harnesses from OmniControl board. Unscrew 3 nuts to remove board.

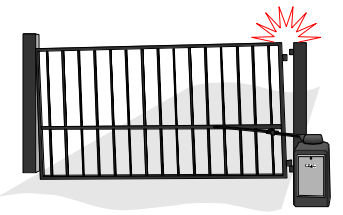
AUDIO ALARM

When one of the following events happens Twice Consecutively,

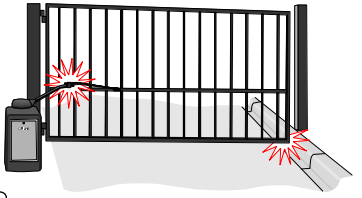
an Alarm will Sound!

1 The gate is too heavy or the arm is installed wrong, ***Refer to Gate Arm Installation***

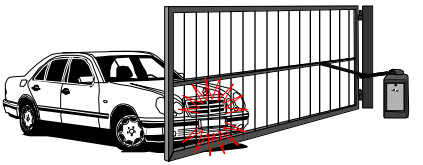
2 A foreign object is on the gate frame while the gate is moving.



3 Gate hinges are too tight or broken and the gate is not moving freely.



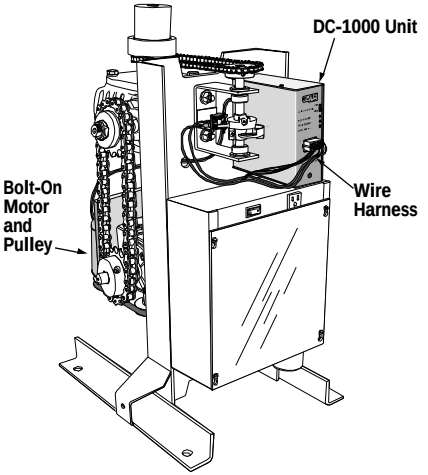
4 The gate hits the driveway, curb or other, and gets stuck or bent in an awkward position.



5 The gate is moving and an object pushes the gate.

Refer to the Troubleshooting Table

OPTIONAL DC-1000U BACK-UP



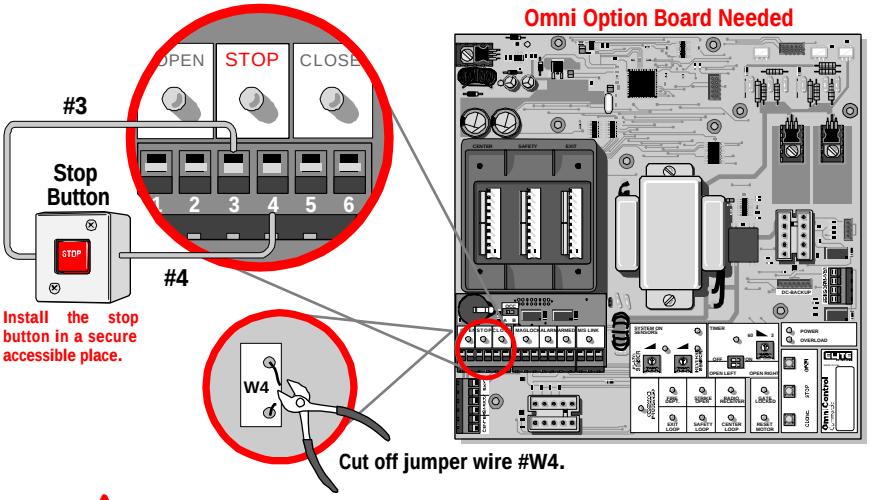
Option A:
In case of power failure the gate opens automatically one time and stays open. when power is restored the operator returns to normal condition.

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
Contact your Local Dealer

STOP BUTTON ALARM SHUT-OFF

Omni Option Board Needed



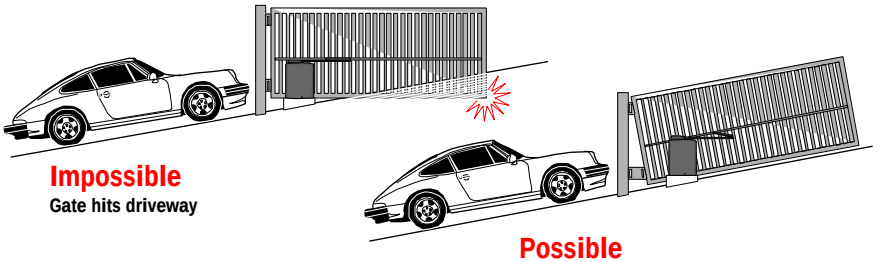
This is an important command required to stop the audio alarm in case it has been triggered. Otherwise the alarm will sound for 5 minutes and reset itself.

Use STOP Button:

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

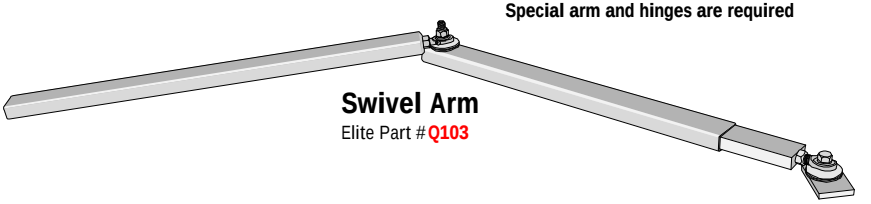
When using the Omni option board, use the **"STOP"** input to connect the stop button.

UPHILL DRIVEWAY INSTALLATION



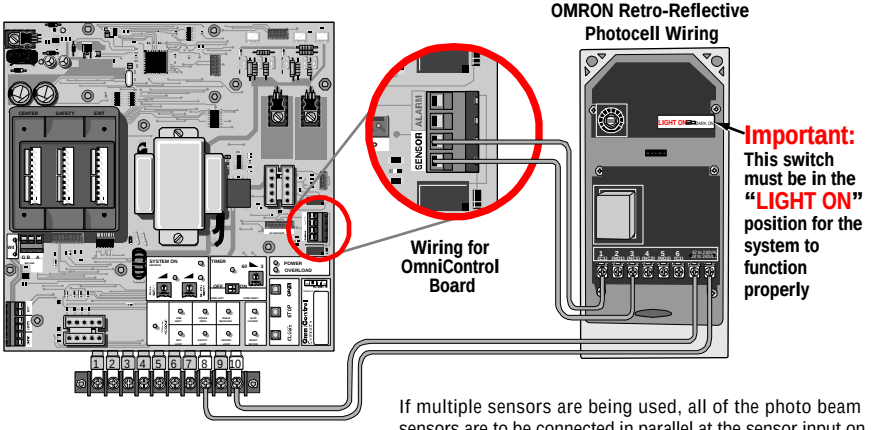
Impossible
Gate hits driveway

Possible
Special arm and hinges are required



Swivel Arm
Elite Part #**Q103**

SECONDARY ENTRAPMENT WIRING



OMRON Retro-Reflective Photocell Wiring

Important:
This switch must be in the "LIGHT ON" position for the system to function properly

Wiring for OmniControl Board

Terminal Wiring for Electronic Box

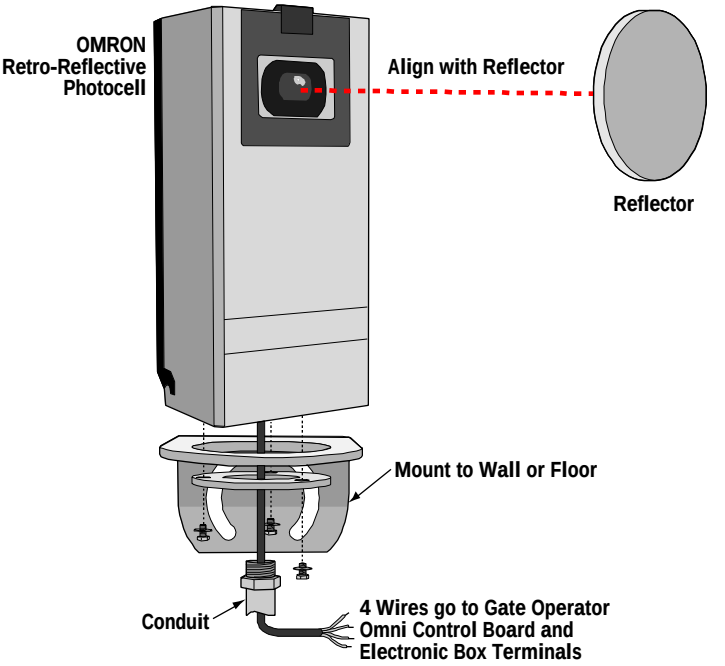
If multiple sensors are being used, all of the photo beam sensors are to be connected in parallel at the sensor input on the OmniControl board.

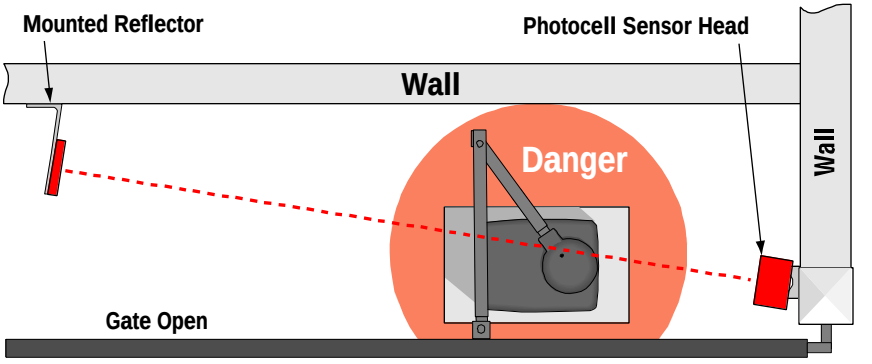
If you are going to use a non-contact sensor as a secondary entrapment protection you should use a recognized component to component to comply with the revised UL 325 intended to be use in class I or class II gate operator, like the following: OMRON Retro-Reflective Photocell, Model: E3K-R10K4-NR

ELITE Part # **A OMRON**

SECONDARY ENTRAPMENT MOUNTING

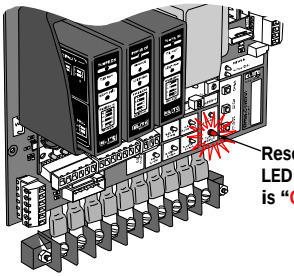
Elite Part # **A OMRON**

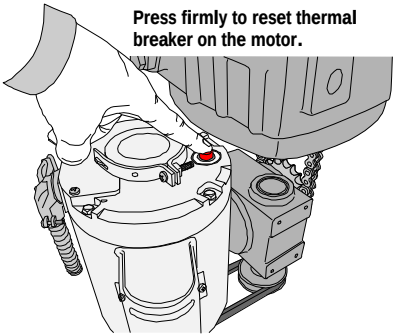




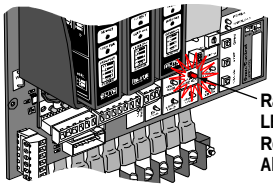
TROUBLESHOOTING LED INFORMATION

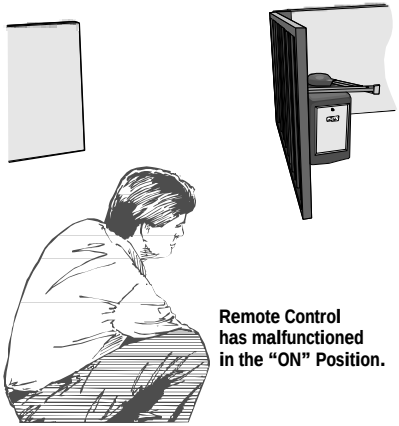
Resetting Motor



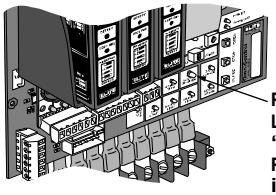


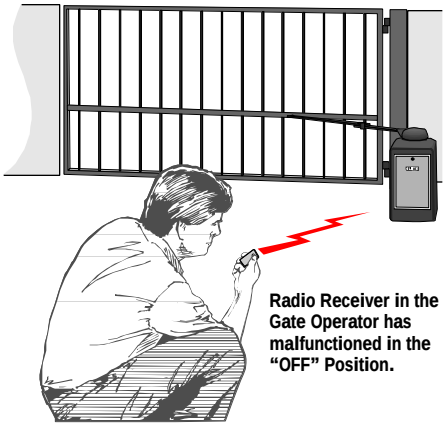
Gate Will Not Close!





Gate Will Not Open!



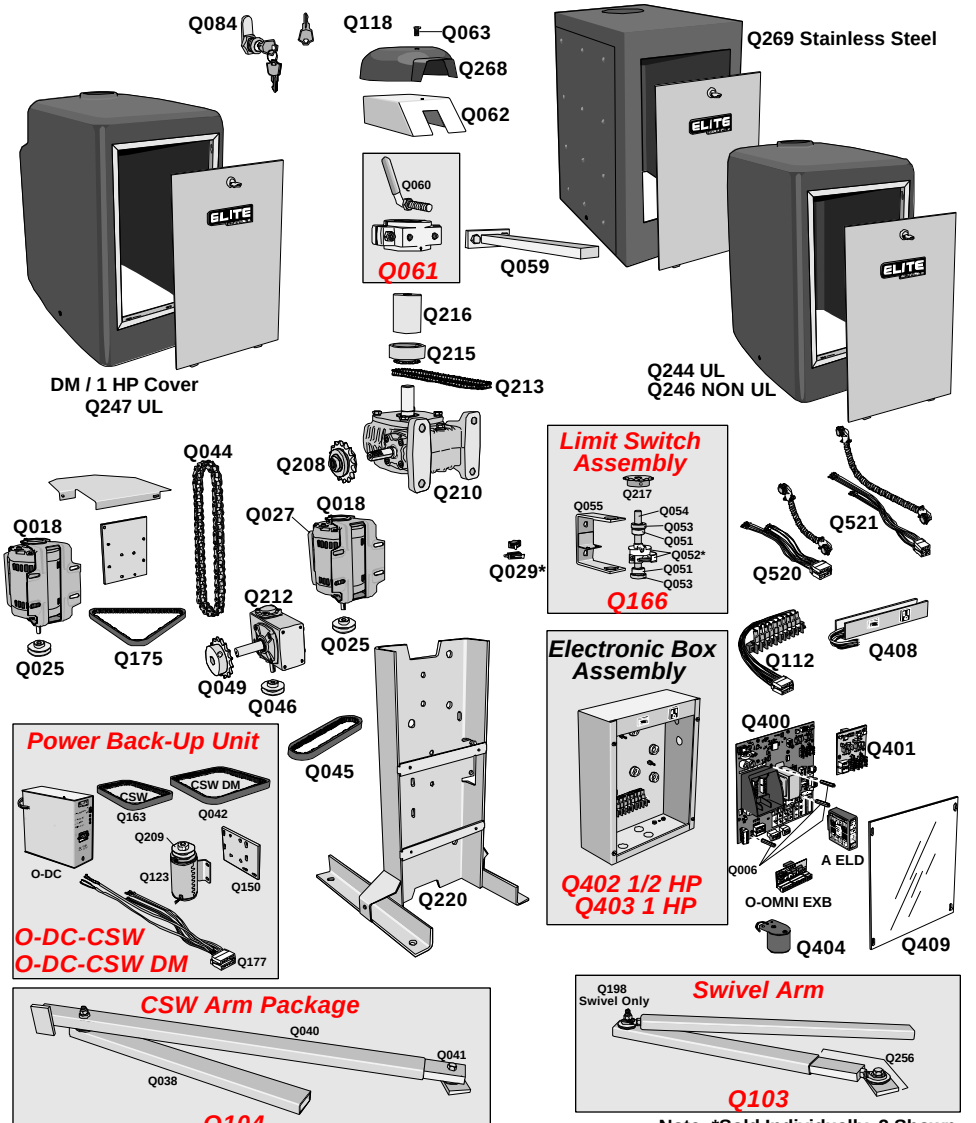


Consult your Authorized Technician for more help.

TROUBLESHOOTING TABLE

CONDITION	POSSIBLE CAUSES	SOLUTIONS
OVERLOAD LED ON And POWER LED OFF	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	1.Remove the short circuit condition at the terminals 2.Remove the defective loop detector 3.Send the board to repair
OVERLOAD LED ON And POWER LED ON	1.Excessive current draw at terminal 10 2.Over-voltage at the 120 VAC line input	1.Reduce the accessories load from terminal 10 2.Verify your electrical power
SYSTEM ON LED FLASHING	1.One limit switch is faulty 2.Motor thermal fuse has poped-out	1.Test the limit switches and wire connections, fix the fault 2.Reset the motor
REVERSE SENSOR LED ON	1.Gate has encountered and obstruction during traveling 2.Reverse sensor is extra sensitive	1.Remove the obstruction 2.Turn the reverse sensor switch counter clockwise a little more and try again
ALARM SENSOR LED ON	1.Gate encountered an obstruction during traveling 2.Alarm sensor is extra sensitive	1.Remove the obstruction 2.Turn the alarm sensor switch counter clockwise a little more and try again
ALARM SENSOR LED ON	1.Gate encountered and obstruction during traveling 2.Alarm sensor is extra sensitive	1.Remove the obstruction 2.Turn the alarm sensor switch counter clockwise a little more and try again
COMMAND PROCESSED LED ON	1.There is a command hold active	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 LED BLINKING	1.There is a command holding the gate open	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, COMMAND PROCESSED LED BLINKING And REVERSE SENSOR LED ON	1.Gate has reopened because it encountered an obstruction while closing.	1.Any re-new command will resume normal operation. Check for obstructions.
AUDIO ALARM ON	1.Gate has encountered two consecutive obstructions while trying to close or open	1.Any re-new command will resume normal operation but not a radio command. Check for obstructions. 2.You can stop the alarm by using the stop button.
ANY "LOOP LED" ON And NO VEHICLE ON THE SENSING AREA	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	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

CSW-200 PARTS



Note: *Sold Individually, 2 Shown

For Part Names, Refer to Parts Lis

CSW-200 PARTS LIST

Kludge Assembly
Q061
- Q060 - ARM RELEASE HANDLE
- Q061 - OUTPUT SHAFT CLUDGE (T)

Swivel Arm
Q103
- Q198 - SWIVEL ONLY
- Q256 - SOLID ARM, SWIVEL, AND GATE CONNECTOR

CSW Arm Package
Q104
- Q038 - SHORT ARM
- Q040 - LONG ARM
- Q041 - ADJUSTABLE SOLID METAL

Limit Switch Assembly
Q166
- Q051 - COLLAR 1/2 In.
- Q052 - GATE ADJUSTMENT (PLASTIC PART)
- Q053 - BALL BEARING
- Q054 - GATE ADJUSTMENT SHAFT
- Q055 - LIMIT SWITCH HOLDER
- Q217 - SPROCKET GATE ADJUSTMENT

Flexible Assembly for 1/2 Horse Motor
Q520 WIRE HARNESS AND CONDUIT

Flexible Assembly for Dual Motor
Q521 WIRE HARNESS AND CONDUIT

Power Back-Up Unit
O-DC-CSW
O-DC-CSW DM
- Q042 - DRIVE BELT (DM)
- Q123 - BACK-UP MOTOR DC 12V
- Q150 - CHASSIS DC BACK-UP
- Q163 - DRIVE BELT 4L240
- Q177 - WIRE HARNESS DC-1000
- Q209 - PULLEY DC-1000 1/2 ID

Electronic Box Assembly
Q402 1/2 HP **Q403 1 HP**

Q006 - PC BOARD NUTS (SET)
Q018 - 1/2 HP ELECTRIC MOTOR
Q019 - CONTROL BOARD NON UL (NOT SHOWN)
Q025 - MOTOR PULLEY (ID5/8)
Q027 - MOTOR CAPACITOR
Q029 - LIMIT SWITCH
Q044 - CHAIN #50
Q045 - DRIVE BELT 1/2 HP 4L190
Q046 - GEAR REDUCER PULLEY
Q049 - SPROCKET (B50-16)
Q059 - OUTPUT ARM SOLID
Q062 - STAINLESS STEEL COVER
Q063 - SECURITY BOLT
Q084 - EMERGENCY KEY RELEASE
Q112 - WIRE HARNESS-B TERMINAL BLOCK
Q118 - KEY FOR ACCESS DOOR
Q175 - BELT UL DM/1 HP
Q208 - CLUTCH SET (POST 10/95)
Q210 - GEAR BOX - SIZE 70
Q212 - GEAR REDUCER 40-30:1
Q213 - ENDLESS CHAIN #35 X 72P
Q215 - OUTPUT SHAFT SPROCKET - 35B18
Q216 - OUTPUT SHAFT FOR 70 REDUCER
Q220 - CSW-200 CHASSIS FOR 70 REDUCER
Q244 - UL COVER - DM HD POLYETHYLENE
Q246 - NON UL COVER - DM HD POLYETHYLENE
Q247 - UL COVER - DM HD POLYETHYLENE
Q268 - KLUDGE COVER - PLASTIC
Q269 - STAINLESS STEEL COVER
Q400 - OMNI MAIN PCB
Q401 - OMNI 1 HORSEPOWER BOARD#
Q404 - OMNI ALARM
Q408 - ELECTRONIC POWER STRIP
Q409 - ELECTRONIC ACCESS PANEL
A ELD - LOOP DETECTOR#
O-OMNI EXB - OPTIONAL BOARD#

Note:

☐ Muliple Parts "Q" Numbers

\# OmniControl Board Accessories

* Operator Serial No. and Model No. Required When Ordering

MAINTENANCE

1. THE GATE AREA SHOULD BE KEPT CLEAN TO INSURE PROPER OPERATION.
2. MAKE SURE HINGES ARE WORKING SMOOTHLY AND LUBRICATED PROPERLY.
3. MAKE SURE GATE ARM IS GREASED PROPERLY.
4. KEEP THE COVER CLEAN.
5. CHECK BELT FOR CRACKING, LOOSENESS, WEAR.
6. CHECK GATE REVERSING SENSOR.
7. CHECK FOR PROPER CLUTCH ADJUSTMENT.
8. CHECK FOR PROPER SYNTHETIC OIL LEVEL IN UPPER GEAR BOX
9. FOR PARTS, REFER TO CSW-200 PARTS PAGE AND THIS PAGE.

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

AVAILABLE PRODUCTS