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V 1102



Instruction Manual
SL-3000-UL™ SERIES
HIGH TRAFFIC COMMERCIAL GATE OPERATOR

UL325 UL991
compliant compliant



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

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 11-02

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 call toll free for technical support: **1-888-ELITE-10**

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) 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 outdoor gate or easily accessible controls shall have a security feature to prevent unauthorized use.
- F) All warning signs and placards must be installed where visible in the area of the gate. A minimum of two placards installed. A placard is to be installed in the area of each side of the gate and be visible to persons located on the side of the gate on which the placard is installed.

UL LISTINGS AND INSTRUCTIONS

- G) 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.
 - 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.
- H) 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 post mounted 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 hard wired 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.
 - 6) One or more contact sensors shall be located on the inside and outside leading edge of a swing gate. Additionally, if the bottom edge of a swing gate is greater than 6 inches (152 mm) above the ground at any point in its arc of travel, one or more contact sensors shall be located on the bottom edge.

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.
NO ONE SHOULD CROSS THE PATH OF THE 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

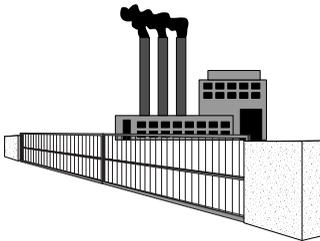
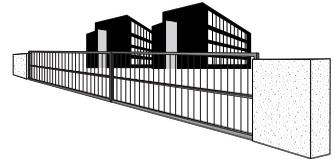
Gate – A moving barrier such as a swinging, sliding, raising lowering, rolling, or like, barrier, that is a stand-alone passage barrier or is that portion of a wall or fence system that controls entrance and/or egress by persons or vehicles and completes the perimeter of a defined area.

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.



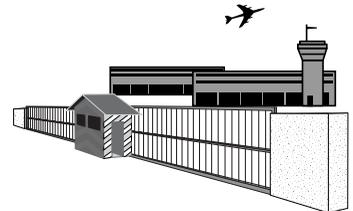
Residential vehicular gate operator – Class I – A vehicular gate operator (or system) intended for use in a home of one-to four single family dwelling, or a garage or parking area associated therewith.

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.



ROLE OF SPECIFIERS AND DESIGNERS

Specifiers and designers should design an automatic vehicular gate system to:

- Incorporate UL 325 compliant equipment.
- Utilize an operator suited for gate system type, size, frequency of use, location and user population (Refer to UL 325 for usage class definitions)
- Separate pedestrian access from vehicle access.
- Reduce or eliminate pinch points.
- Reduce risk of entrapment injuries by minimizing all gaps in the gate and enclosing the area of the travel of the gate.
- Secure controls from unauthorized use..
- Locate all controls out of reach from the gate.
- Allow the user full view of the gate when operating.
- Consider special populations, such as children or the elderly.
- Conspicuously display all warnings and instructions.
- Be consistent with DASMA's Automatic Gate Opener System Safety Guide.

ROLE OF DEALERS, INSTALLERS AND TRAINED GATE SYSTEM TECHNICIANS

Installers, during the course of the installation proceedings for each job, should:

- Confirm that the gate operator being installed is appropriate for the application.
- Confirm that the gate is designed and built according to current published industry standards.
- Confirm that all appropriate features and accessory devices are being incorporated, including both primary and secondary entrapment protection devices.
- Make sure that the gate works freely before installing the operator.
- Repair or service worn or damaged gate hardware before installing the operator.
- Eliminate all gaps in the sliding gate below a 4 foot height that permit a 2 1/4 inch sphere to pass through any location, including the area of the adjacent fence covered when the gate is in the open position.
- Install the gate operator according to the manufacturer's installation instructions.
- Adjust the operator clutch or load-sensing device to the minimum force setting that allows reliable gate operation.
- Install operator inside fence line (DO NOT install operator on public side of fence line)
- Install a proper electrical ground to a gate operator.
- Install keypad controls where users cannot touch, or reach through gate while operating controls.
- Install controls where user has full view of gate operation.
- Install all warning signs (In accordance with UL 325) on both sides of the gate to warn persons in the area of potential hazards associated with automatic vehicular gate operation.
- test all features for proper functions before placing the automatic vehicular gate into service.
- Demonstrate the basic functions and safety features of the gate system to owners/end users/general contractors, including how to turn off power and how to operate the manual disconnect feature.
- Leave safety instructions, product literature, installation manual and maintenance manual with end user.
- Explain to the owners the importance of a service contract that includes a routine re-testing of the entire system including the entrapment protection devices, and explain the need for the owners to insure that this testing is performed routinely.
- Offer the owner/end user a maintenance contract, or contact them regularly to offer maintenance.

ROLE OF END USERS/HOME OWNER

End users should be made aware that they must:

- Contact a trained gate systems technician to maintain and repair the gate system (End users should never attempt to repair the gate)
- Retain and utilize the installation and maintenance manual and safety instructions.
- Routinely check of all gate operator functions and gate movement.
- Discontinue use if safety systems operate improperly, the gate is damaged, or the gate is difficult to move.
- Never overtighten the operator clutch of load sensing device to compensate for a damaged or stiff operating gate.
- Prominently display and maintain warning signs on both sides of the gate.
- Keep all obstructions clear of the vicinity of the path of the gate system.
- Actively discourage pedestrian use of the vehicular gate operating system.
- Prevent anyone from playing near any part of the gate system.
- Never allow anyone to climb under, over or through a gate or the adjacent fence area.
- Never allow children to operate gate
- Keep portable controls out of reach of children.
- Never allow anyone to install an operating control within reach of the gate.
- Never allow anyone to install a horizontal slide gate with exposed rollers or openings large enough to allow a sphere of 2 1/4 inches to pass through any portion of the gate below a 4 foot height, including the area of the adjacent fence covered when the gate is in the open position.
- Always be certain that the gate area is clear of pedestrians before operating the gate.

HORIZONTAL SLIDE GATE SYSTEMS

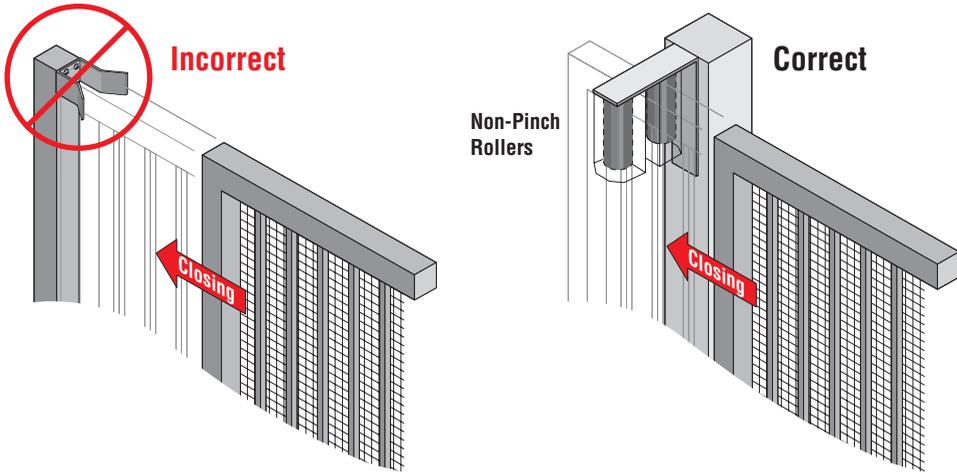
- **Entrapment Zone Hazard** - Body parts may become entrapped between a gate and a stationary object when the gate begins to move, which can result in serious injury or death. Pedestrians must stay clear of the gate path, and any area where gate motion is close to stationary objects.
- **Pinch Points Hazard** - In open rollers gates, hands can get caught between the top of the gate and top rollers, which can result in serious injury. Feet can be injured in the same manner between the bottom of the gate and bottom rollers. Covers to guard these pinch points should be installed.
- **Crush Hazard** - In picket gates, body parts positioned between the bars can become seriously mutilated when the gate begins to move, which can result in serious injury or death. If any openings are greater than 2 1/4 inches, a screen should be installed over the gate (in accordance with the provisions of UL 325) to prevent persons from reaching through and/or passing through the gate. In like manner, screening should also be applied to the adjacent fence area covered by the gate when in the fully open position.

Be sure that warning signs are prominently displayed on both sides of the gate and any other place where danger exists.

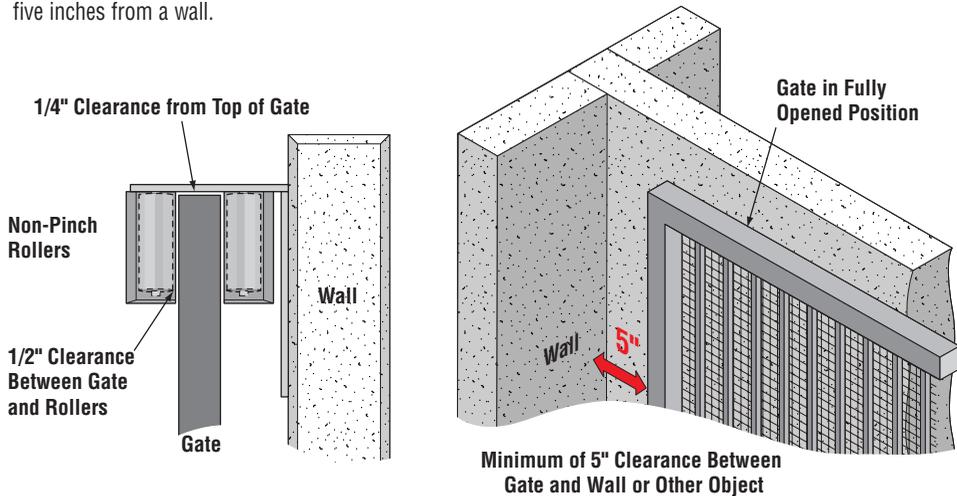
GATE POST WARNING

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. 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 or wall with a minimal distance of half an inch between the rollers and gate. Also when fully open the end of the sliding gate must stop at least five inches from a wall.



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!

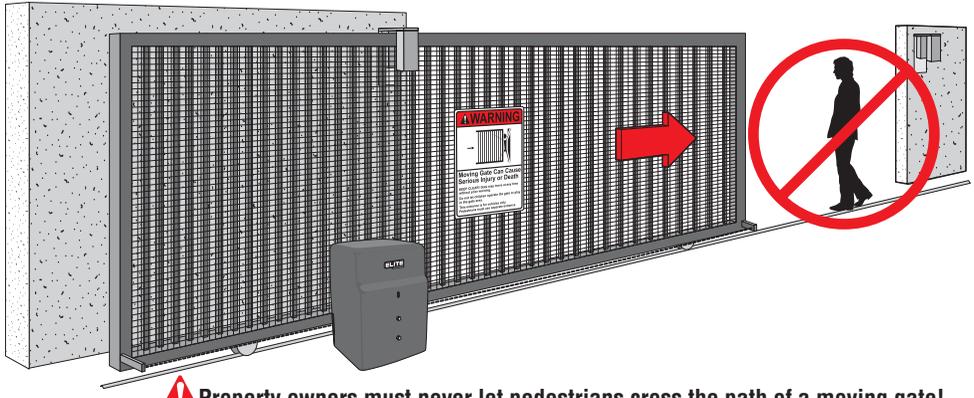
Installers are required to adhere to this procedure: The UL required Warning Signs must be installed in plain view and on both sides of each gate installed. Each sign is made with fastening holes in each corner and should be permanently secured in a suitable manner. Also the warning sticker should be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



WARNINGS AND PRECAUTIONS



The SL-3000 Series is for Vehicular Gate Use Only!
NOT for Use on Any Pedestrian: Passageways, Doorways or Gateways.



 **Property owners must never let pedestrians cross the path of a moving gate!**

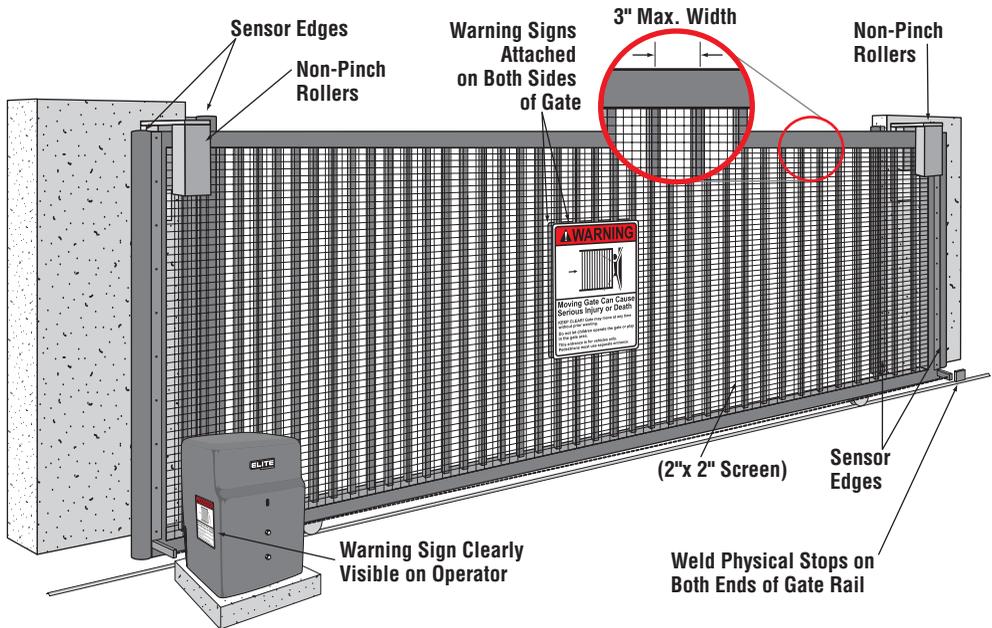


 **Property owners must never allow anyone to hang or ride on the gate!**



 **Property owners must never mount any gate operating device near the gate's path!**

ELITE RECOMMENDED SETUP



Recommended Gate Setup Configuration

Pedestrians Must have a Separate Walkway!

SL-3000-UL

1/2 hp Motor, 120 VAC, 4 Amp.
Maximum Gate Travel – 37 ft.
Maximum Gate Weight – 1000 lbs.
Maximum Pull – 105 lbs.

SL-3000-UL-DM

Two-1/2 hp Motors, 120 VAC, 4.7 Amp.
Maximum Gate Travel – 37 ft.
Maximum Gate Weight – 800 lbs.
Maximum Pull – 100 lbs.

SL-3000-UL-1HP

Two-1/2 hp Motors, 120 VAC, 8.4 Amps.
Maximum Gate Travel – 37 ft.
Maximum Gate Weight – 2000 lbs.
Maximum Pull – 180 lbs.



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

TYPE OF INSTALLATIONS

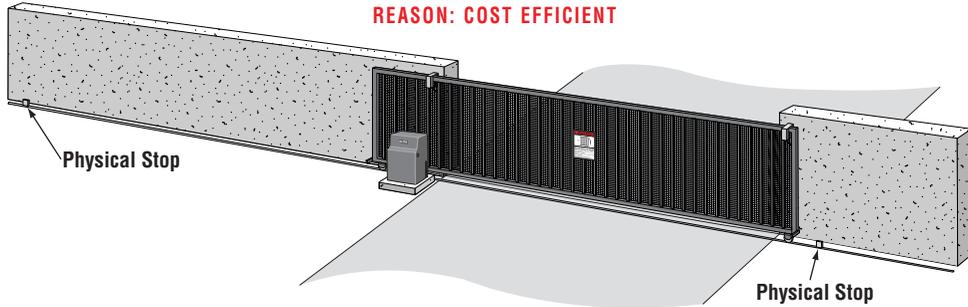


CAUTION!

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

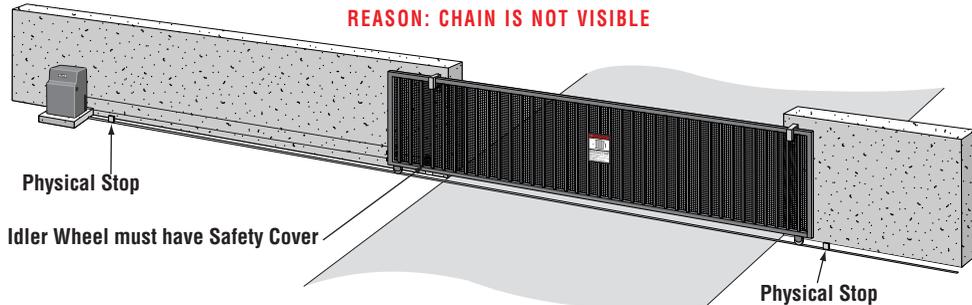
FRONT INSTALLATIONS

REASON: COST EFFICIENT



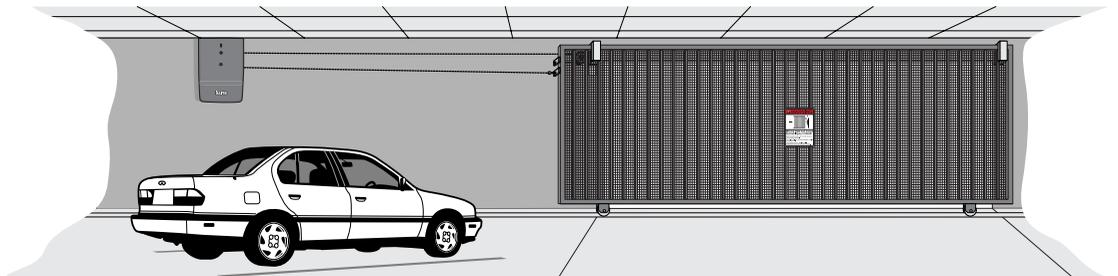
REAR INSTALLATIONS

REASON: CHAIN IS NOT VISIBLE



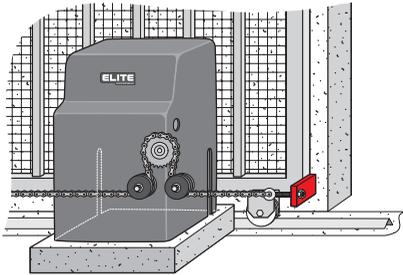
CEILING MOUNT UNDERGROUND

REASON: SPACE EFFICIENT - CHAIN IS NOT VISIBLE

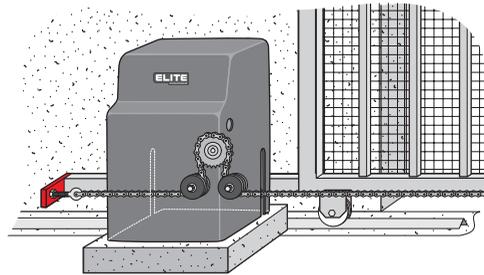


CONNECTING THE CHAIN

FRONT INSTALLATION

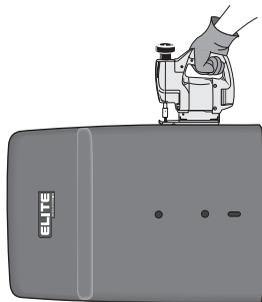
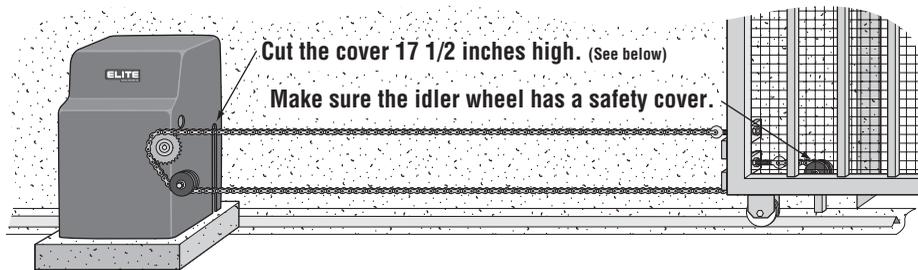


Weld front bracket with gate in open position.



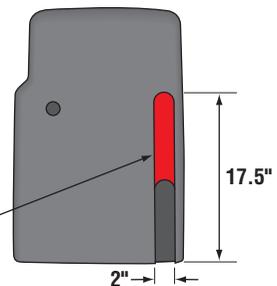
Weld rear bracket with gate in closed position.

REAR INSTALLATION – COVER MODIFICATION

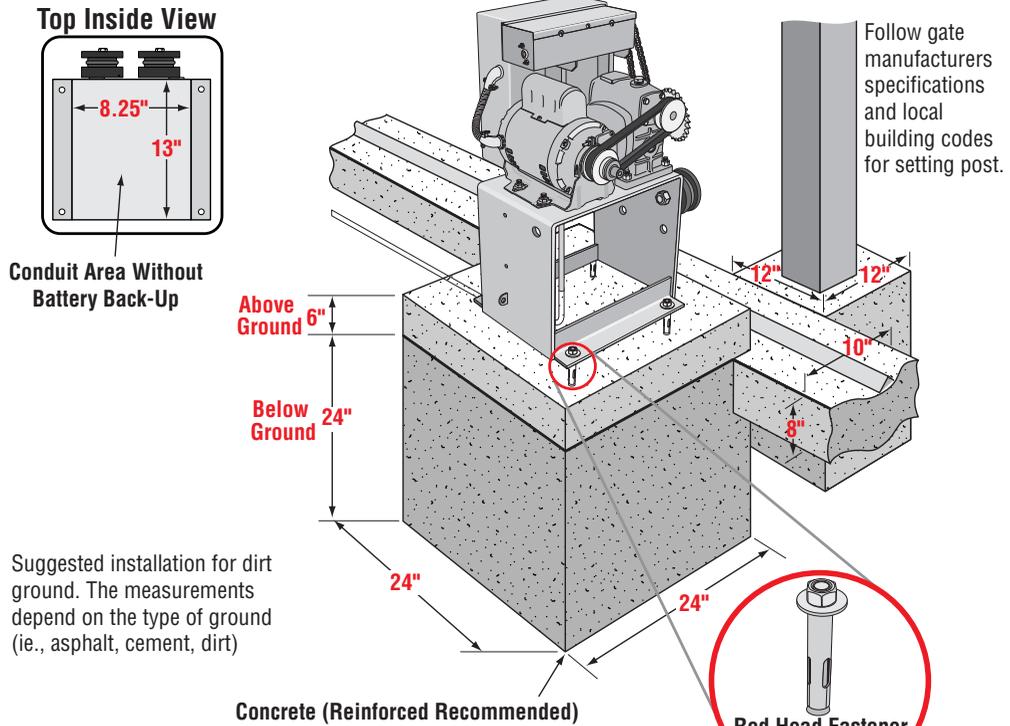


Important: For safe operation of the gate opener do not cut the slots any wider or longer than shown. **DO NOT** modify the housing in any way other than specified.

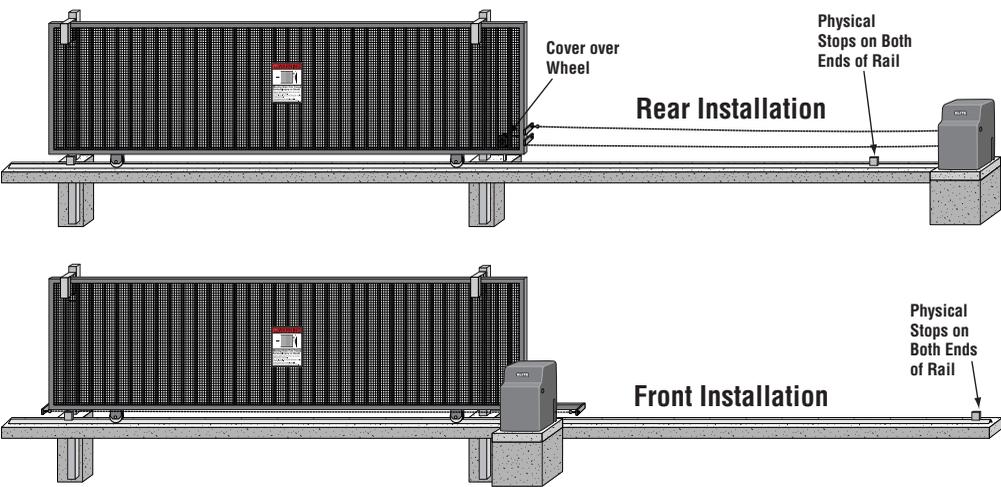
Cut the chain access slot on the one side of the cover to the exact specifications.



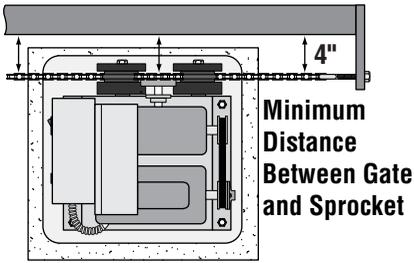
CONCRETE PAD AND GATE ATTACHMENT



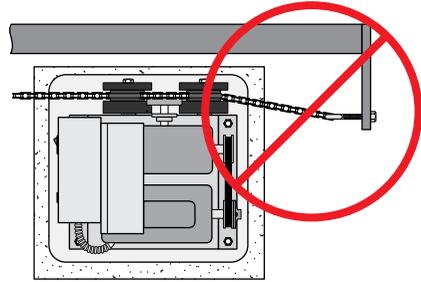
Suggested installation for dirt ground. The measurements depend on the type of ground (ie., asphalt, cement, dirt)



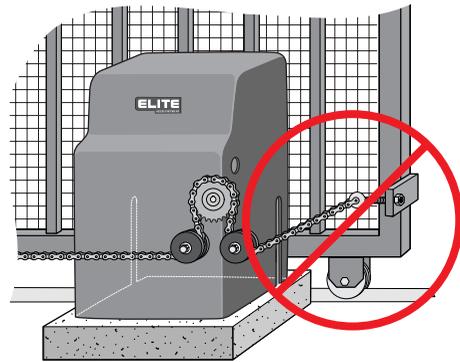
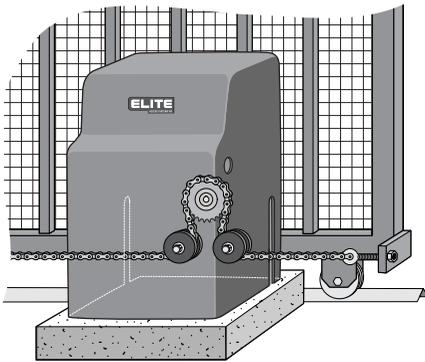
GATE AND OPERATOR DISTANCE



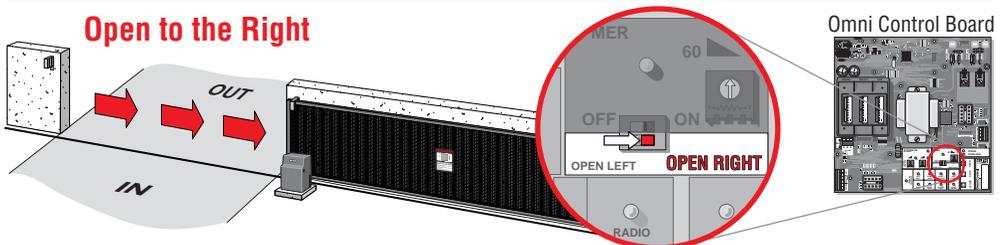
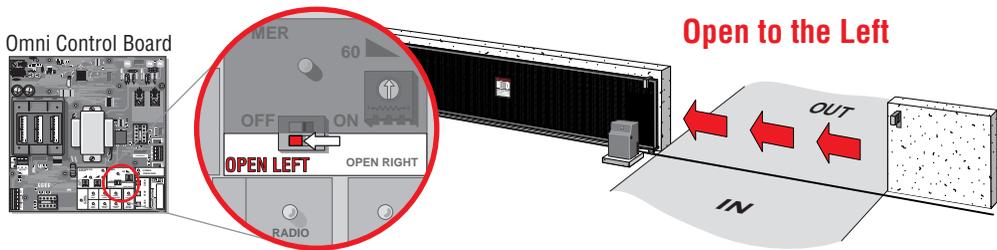
Correct Installation



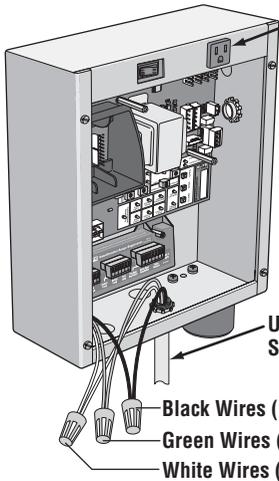
Incorrect Installation



CHOOSING MOVEMENT DIRECTION



HOW TO CONNECT POWER (120V)



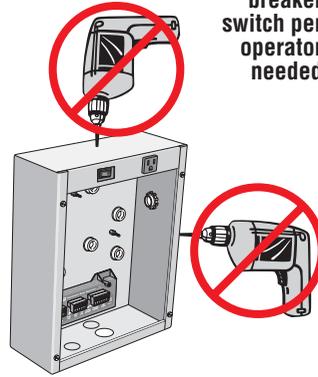
Do Not Use This Outlet Unless You Are An Authorized Service Technician

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

Use U.L. Listed Conduit for Supplying Power to the Unit

Black Wires (120 VAC)
Green Wires (Ground)
White Wires (Neutral)

Minimum:
15-amp
breaker
switch per
operator
needed



Gate Operator MUST be Properly Grounded

WIRE GAUGE 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.

Earth Ground Rod Installation

Proper grounding gives an electrical charge, such as from an electrical static discharge or a near lightning strike, a path from which to dissipate its energy safely into the earth.

Without this path, the intense energy generated by lightning could be directed towards the Elite gate operator. Although nothing can absorb the tremendous power of a direct lightning strike, proper grounding can protect the gate operator in most cases.



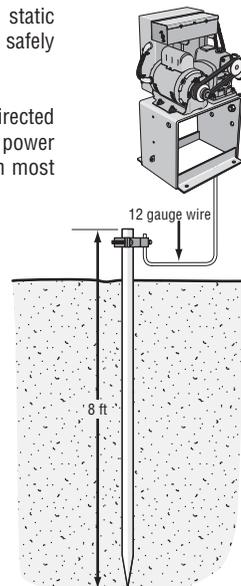
Before digging more than 18" deep, contact local underground utility companies.
Avoid damaging gas, power, or other underground utility lines.

The earth ground rod must be located within 3 feet of the Elite gate operator. Use the proper type earth ground rod for your local area.

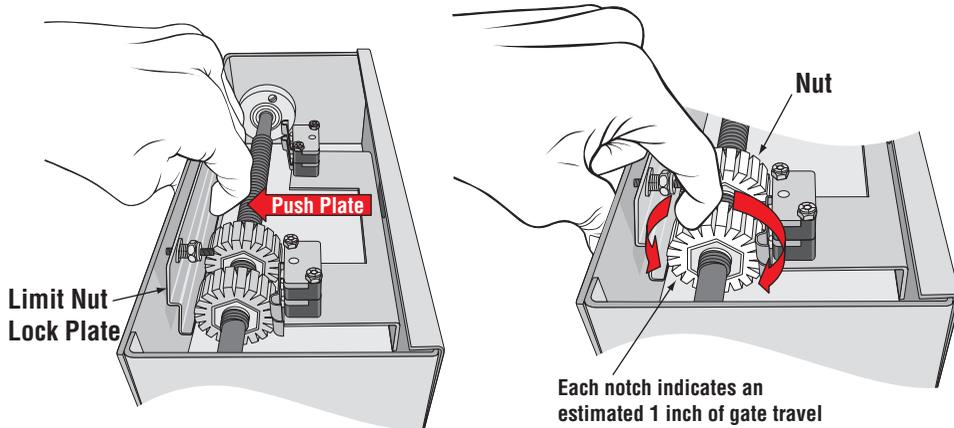
The ground wire **must** be a single, whole piece of wire. **Never** splice two wires for the ground wire. If you should cut the ground wire too short, break it, or destroy its integrity, replace it with a single wire length.



Elite Access Systems is not responsible for improper installation or failure to comply with all necessary local building codes.



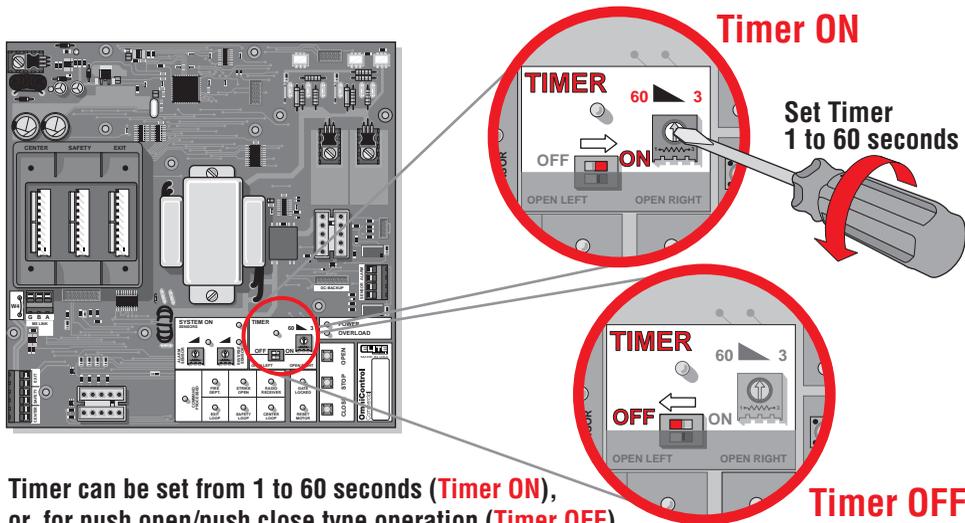
ADJUSTING GATE TRAVELING DISTANCE



Before Adjusting, Do the Following:

1. Turn the Power OFF!
2. Push the limit nut lock 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.

ADJUSTABLE TIMER

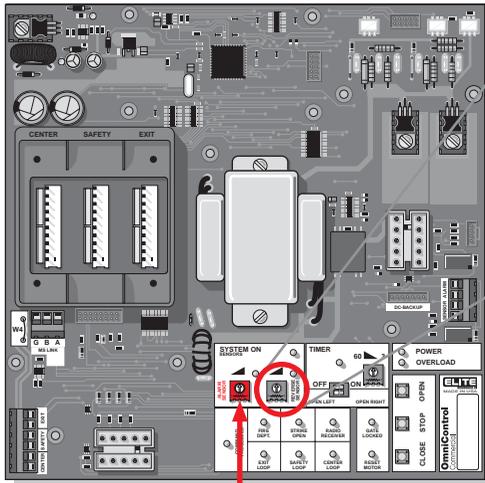


Timer can be set from 1 to 60 seconds (**Timer ON**), or for push open/push close type operation (**Timer OFF**).

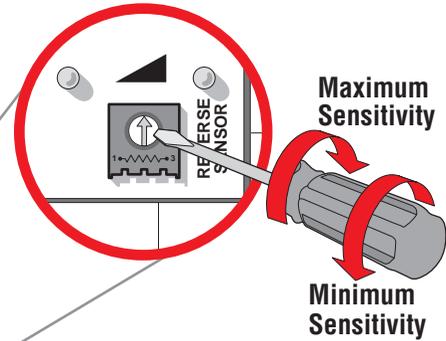
Note: When using master/slave gates, the gate that takes the longest to open should be set as the master.

TWO-WAY ADJUSTABLE REVERSING SENSOR

Adjusted by Qualified Service Personnel



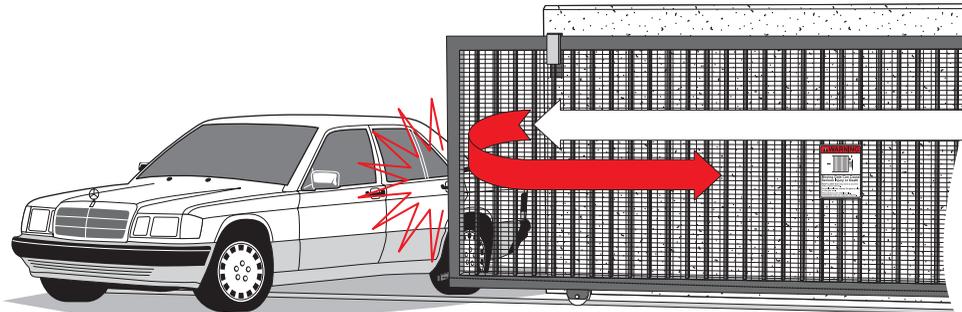
DO NOT Touch Alarm Sensor



The level of sensitivity has to do with the weight of the gate and the condition of installation. To make a better gate system, use any of Elite's power wheels.

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

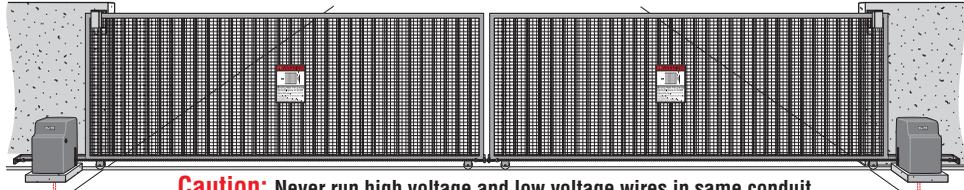
Not sensitive enough = If the gate hits a car and does not stop or reverse.



MASTER AND SLAVE WITH TIMER ON

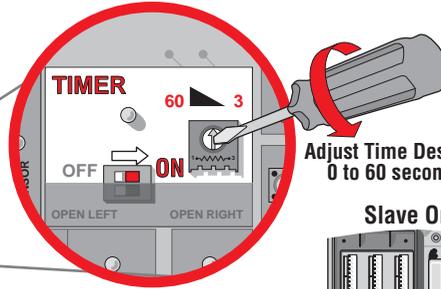
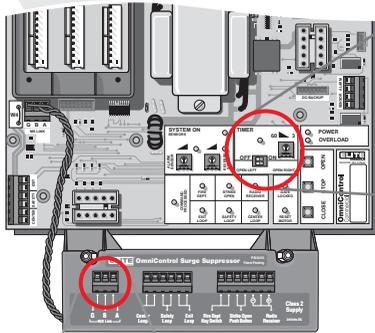
Master and Slave Boards are Interchangeable

Master Omni Board Primary Control for System



Caution: Never run high voltage and low voltage wires in same conduit
Use low voltage wires in separate conduit to connect gate operators together

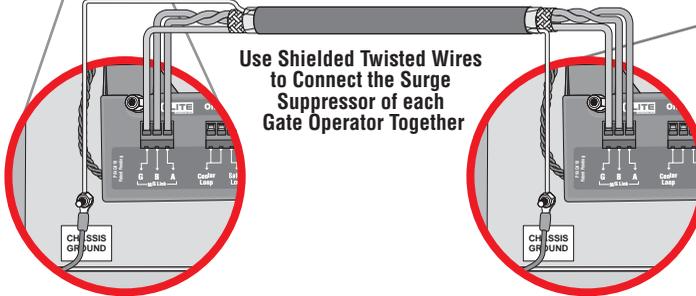
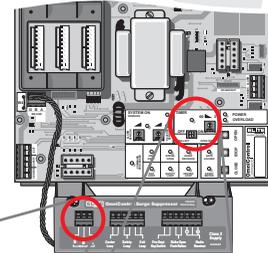
Master Omni Board



Adjust Time Desired
0 to 60 seconds

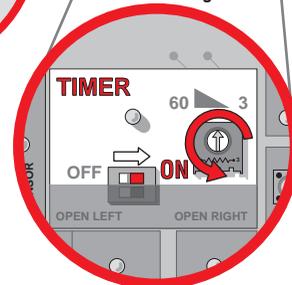
Master Timer "ON"

Slave Omni Board



Use Shielded Twisted Wires
to Connect the Surge
Suppressor of each
Gate Operator Together

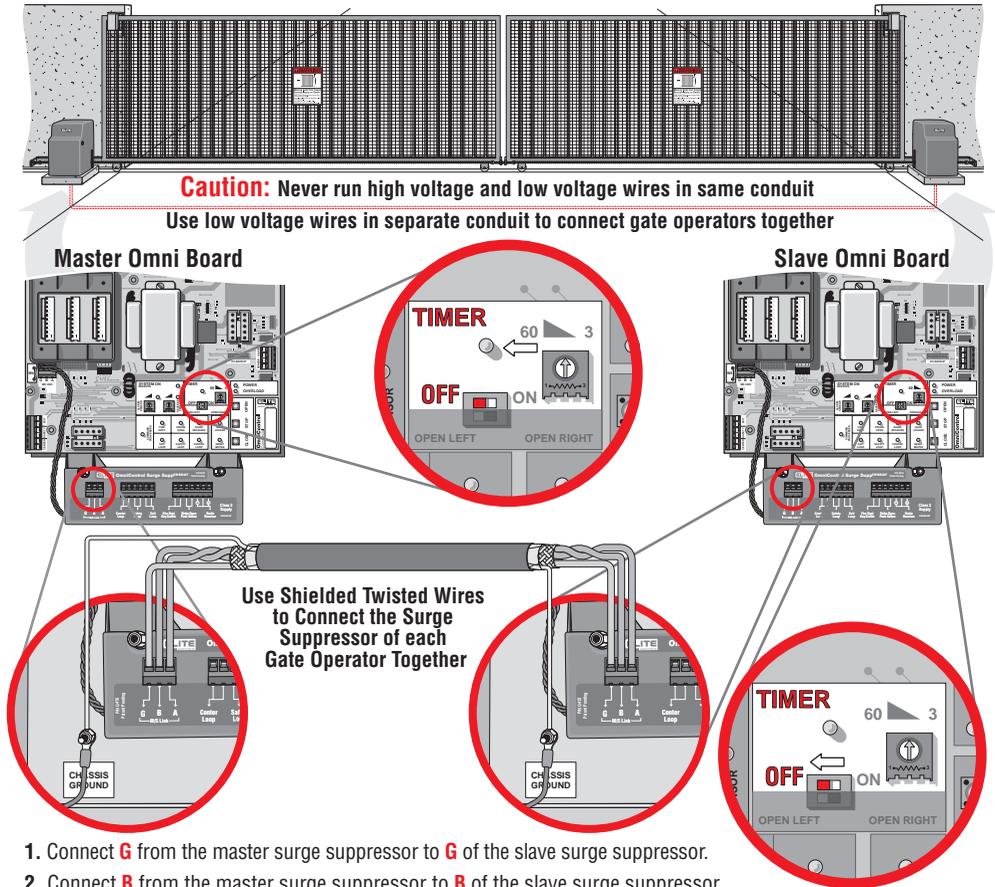
MAXIMUM
Counterclockwise
Setting



Slave Timer "ON"

1. Connect **G** from the master surge suppressor to **G** of the slave surge suppressor.
2. Connect **B** from the master surge suppressor to **B** of the slave surge suppressor.
3. Connect **A** from the master surge suppressor to **A** of the slave surge suppressor.
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



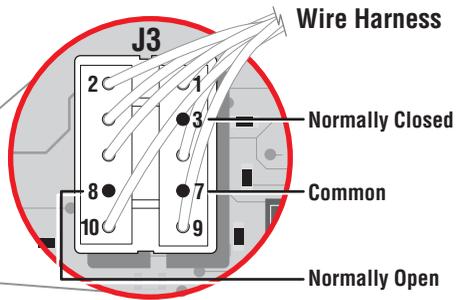
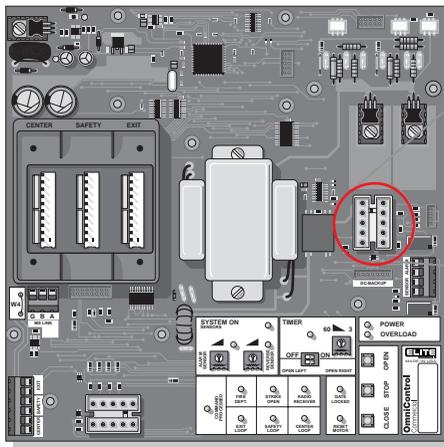
PARTIAL MASTER/INDIVIDUAL CONTROL

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.

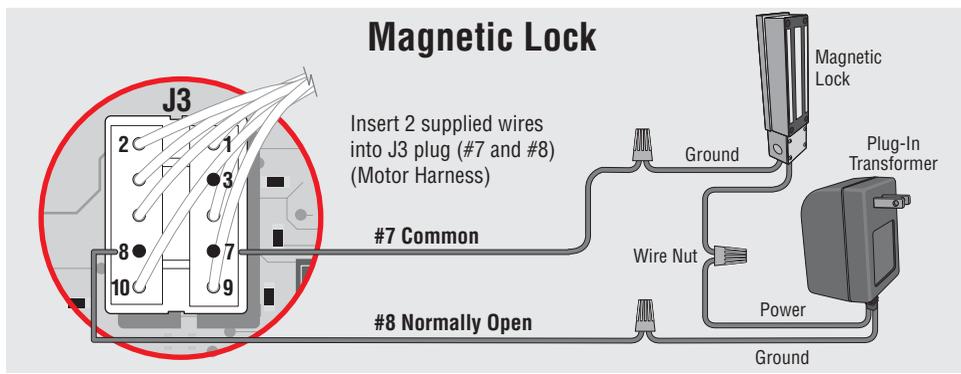
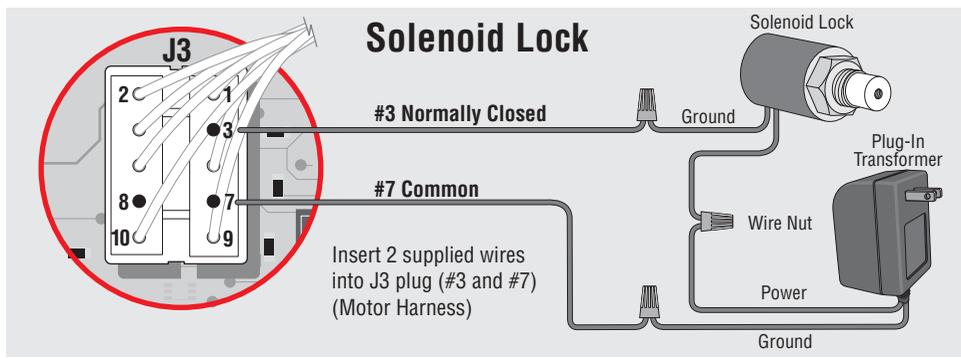
1. Connect the radio receiver to entry gate only.
2. Connect the exit loop to exit gate only.
3. Connect the safety loop to both entry and exit gates. (Observing polarity of voltage)
4. Connect the fire department switch to both entry and exit gates. (Observing polarity of both operators)

SOLENOID/MAGLOCK J3 CONNECTION

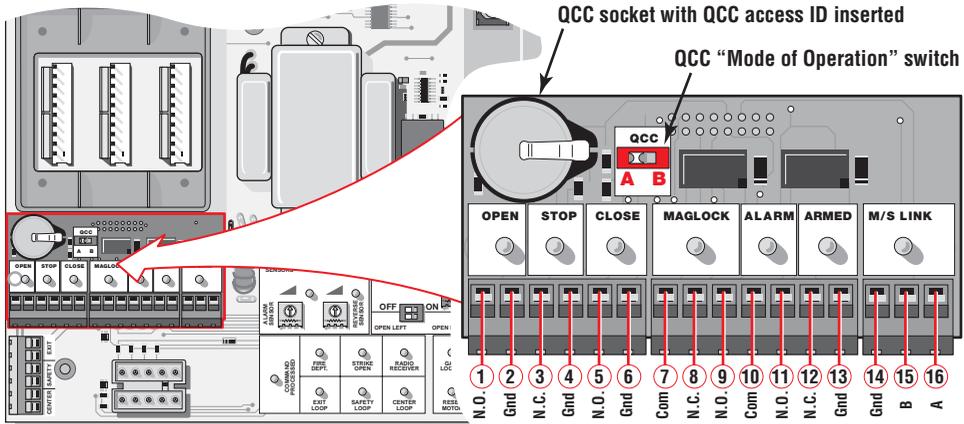


Connection of a Solenoid or Magnetic Lock can be made using the J3 plug and three wires supplied with the unit.

Relay Contact Rating
 0.5 A - 125 VAC
 1 A - 24 VDC



INSTRUCTIONS FOR OPTIONAL SYSTEMS



QCC is designed for slide gate operators only!

Omni Option Board
Elite Part # **0-OMNI EXB**

1 & 2 – Open Command

3 & 4 – Stop Command

5 & 6 – Close Command

7 – Common

8 – Normally Closed

9 – Normally Open

Solenoid
Maglock

10 & 11 – Burglar Alarm Output

12 & 13 – Burglar Alarm Input

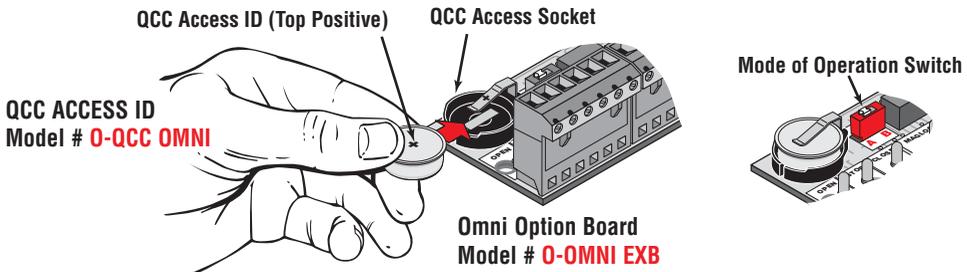
14 – Ground

15 – B

16 – A

Master/Slave
RS485

QCC (QUICK CLOSE CIRCUIT)

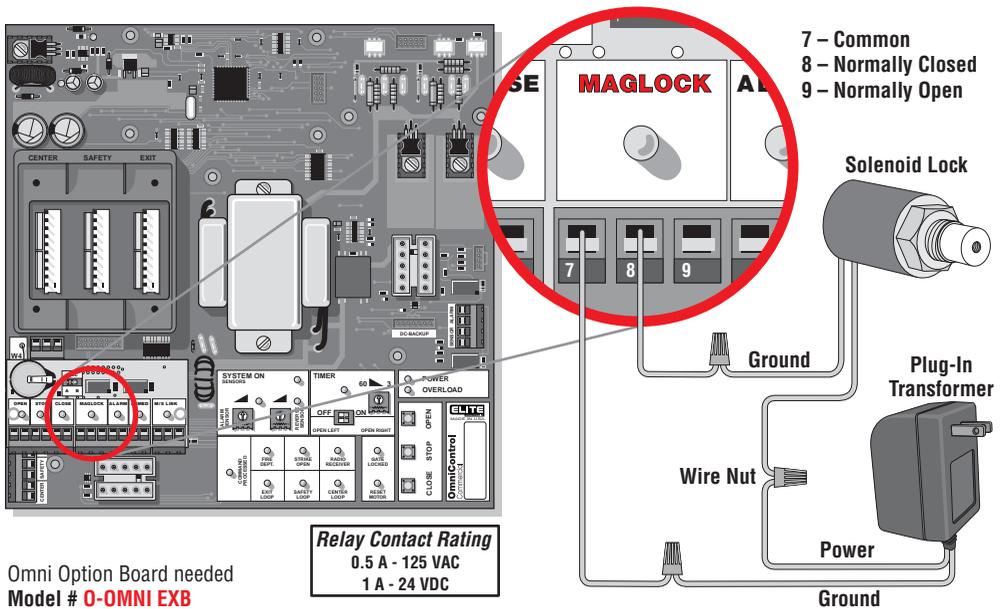


the QCC can operate in two different modes. The mode of operation will depend on the switch on the Omni option board.

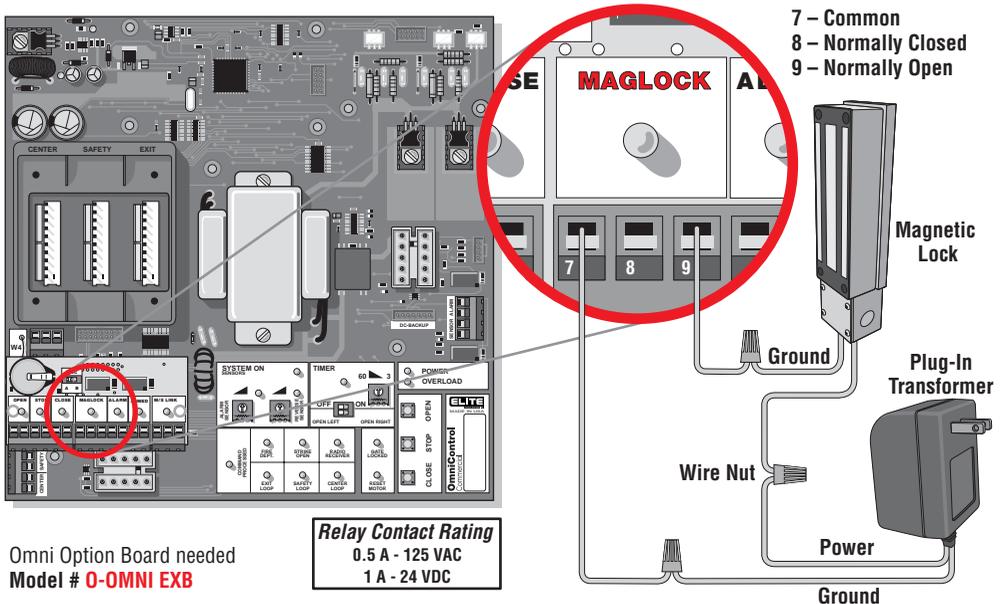
Mode A (switch off) If the gate is closing while a car is driving over the safety loop detector, the QCC will stop the gate for a second then open the gate while the car is over the safety loop detector. As soon as the car leaves the safety loop, the QCC will resume closing the gate.

Mode B (switch on) If the gate is closing, and a vehicle is driving over the safety loop, the QCC will stop the gate. it will not open the gate. After the vehicle leaves the safety loop, the QCC will close the gate.

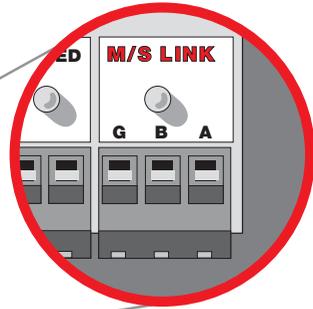
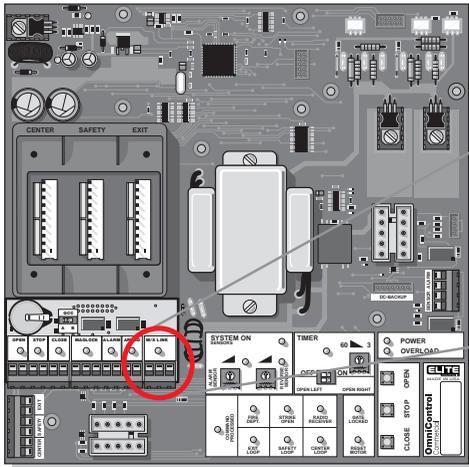
SOLENOID CONNECTION WITH OMNI OPTION BOARD



MAGLOCK CONNECTION WITH OMNI OPTION BOARD

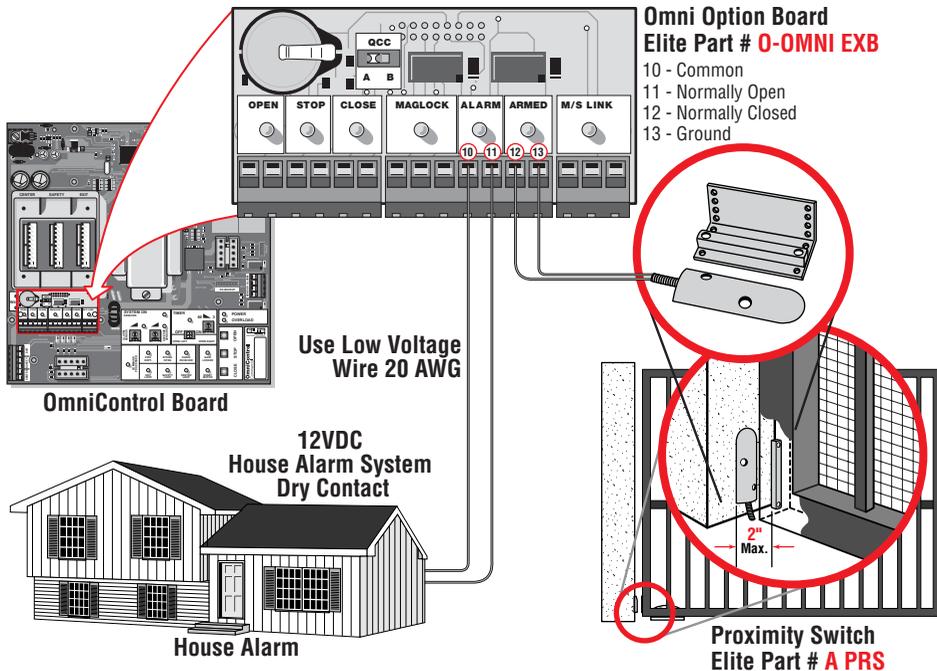


MASTER/SLAVE WITH OMNI OPTION BOARD

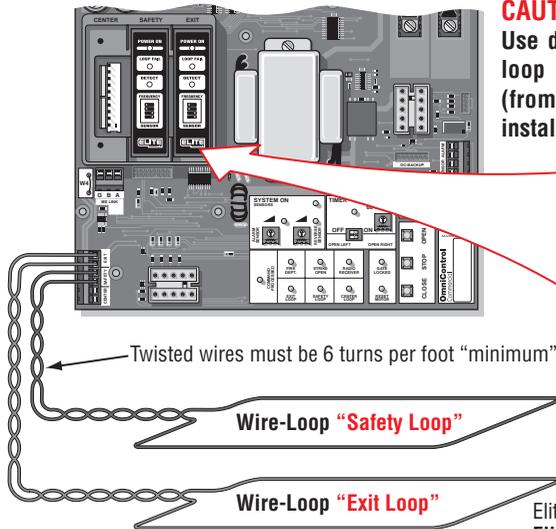


Use this socket (M/S LINK) if the Omni option board is being used, and Master/Slave option is needed.

HOUSE ALARM/PROXIMITY SWITCH

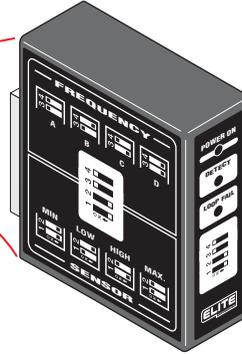


OPTIONAL PLUG-IN LOOP DETECTORS



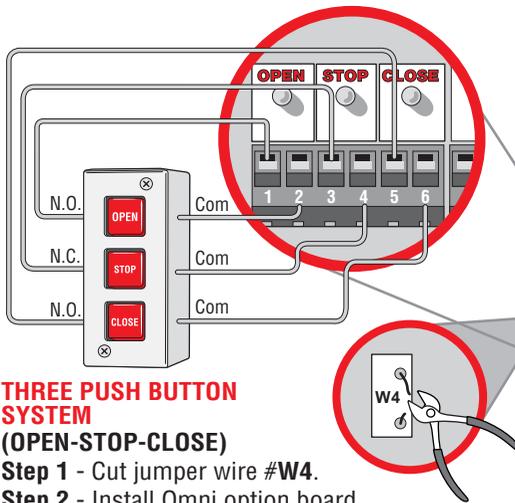
CAUTION:

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 SYSTEM



THREE PUSH BUTTON SYSTEM

(OPEN-STOP-CLOSE)

Step 1 - Cut jumper wire #W4.

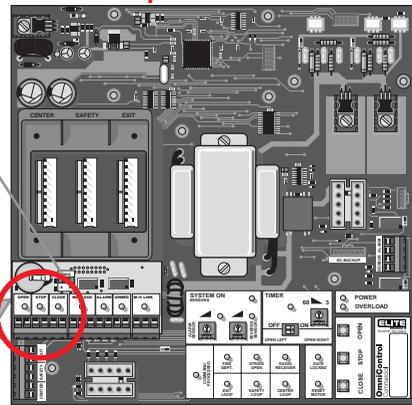
Step 2 - Install Omni option board.

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.

Omni Option Board Needed



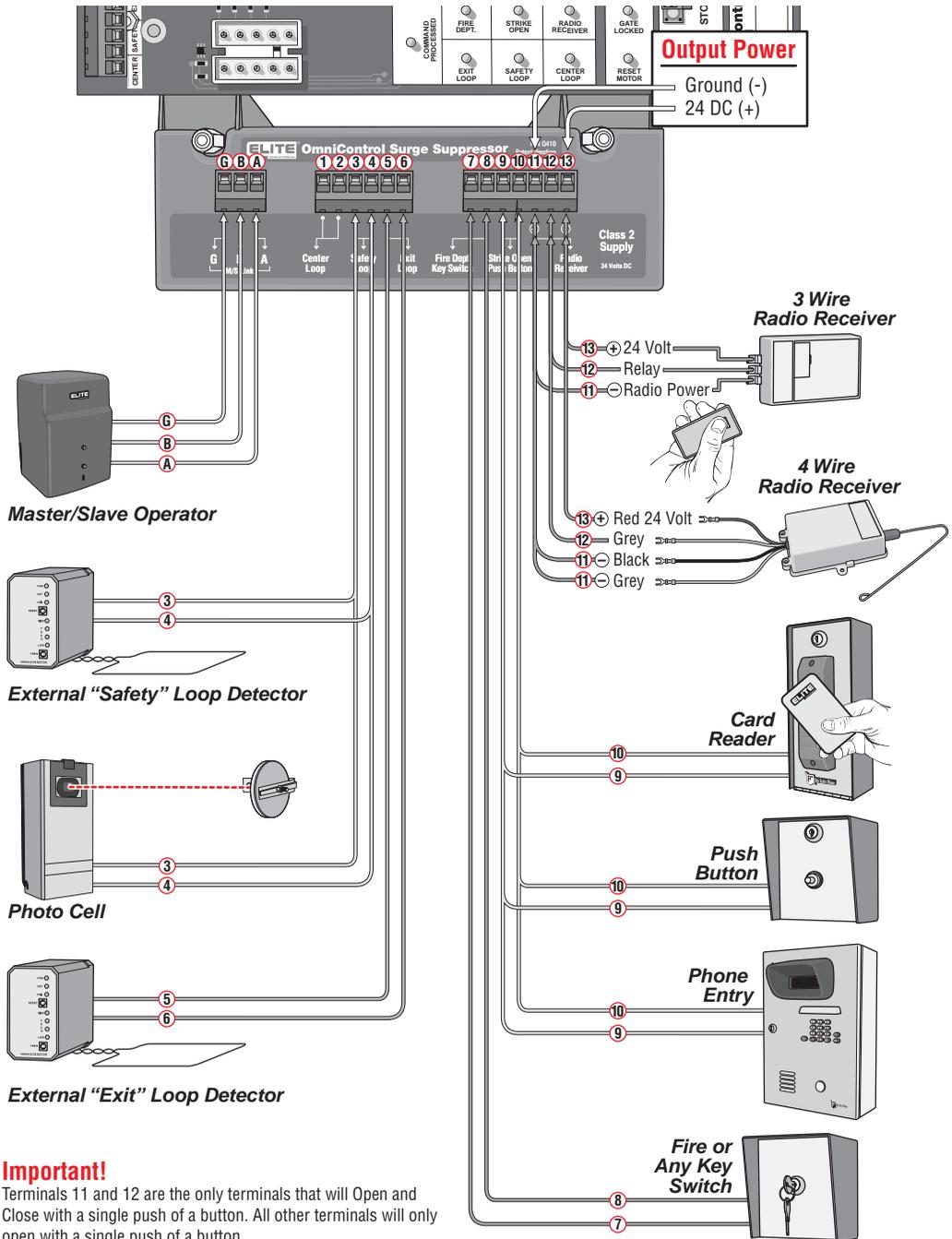
Note: If using the Master/Slave board configuration, unplug the Master/Slave link plug on main board and connect it into the Omni option board M/S link socket.

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

IMPORTANT: The Stop button must be "Normally Closed".

2, 4 and 6 are common on Omni Option board for a 4 wire installation.

SURGE SUPPRESSOR TERMINAL INPUT CONNECTIONS

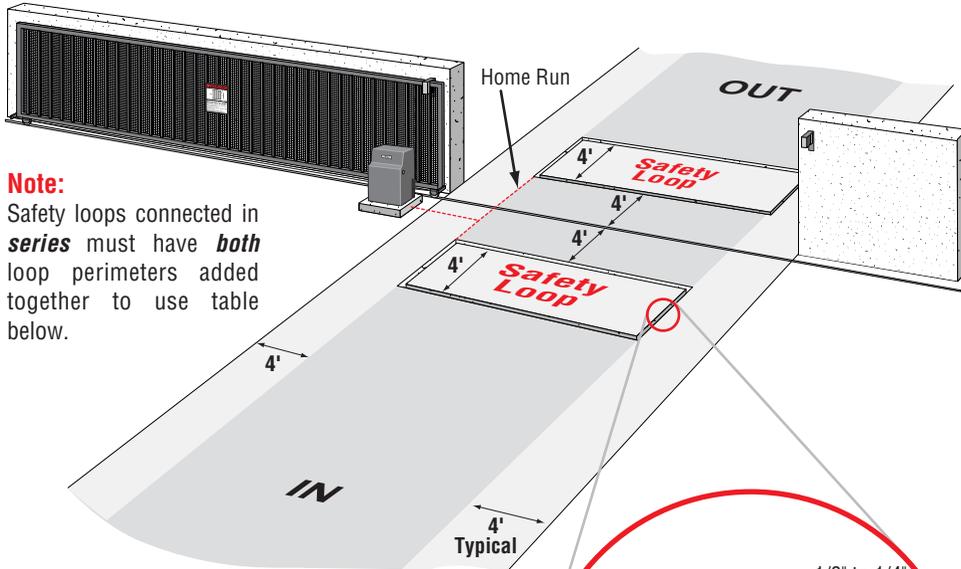


Important!

Terminals 11 and 12 are the only terminals that will Open and Close with a single push of a button. All other terminals will only open with a single push of a button.

SAFETY LOOP SYSTEM

The safety loop prevents the gate from closing while vehicle remains in the gate path.

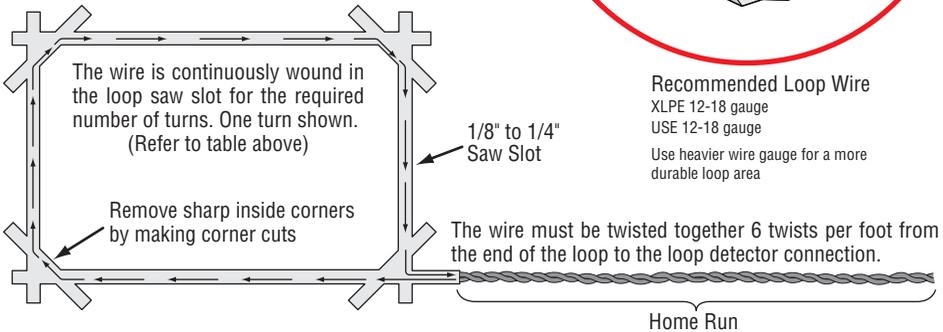
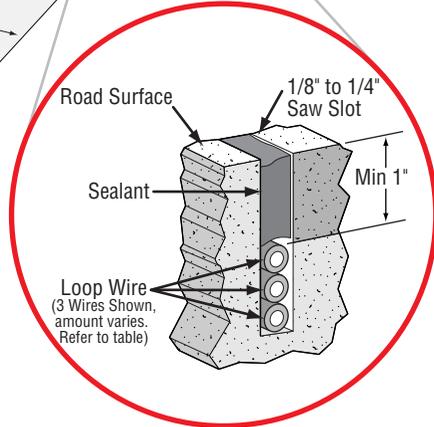


Note:

Safety loops connected in **series** must have **both** loop perimeters added together to use table below.

⚠ Important

Loop Perimeter	Number of Turns
10 feet to 13 feet	5
14 feet to 26 feet	4
27 feet to 45 feet	3
46 feet to 100 feet	2
101 feet and up	1



Recommended Loop Wire

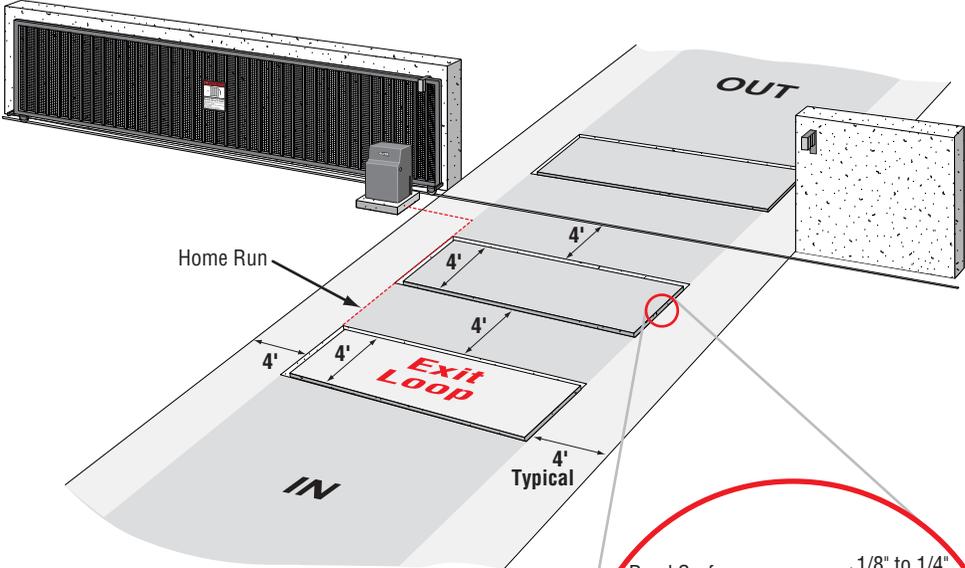
- XLPE 12-18 gauge
- USE 12-18 gauge
- Use heavier wire gauge for a more durable loop area



Polarities must be the same on the safety loops or the electric fields will interfere with each other

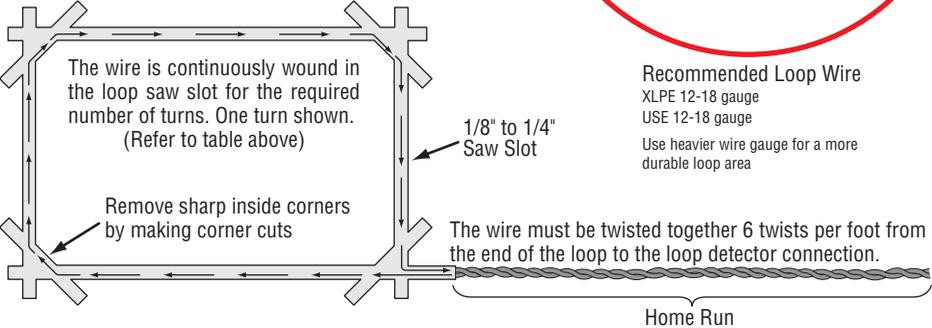
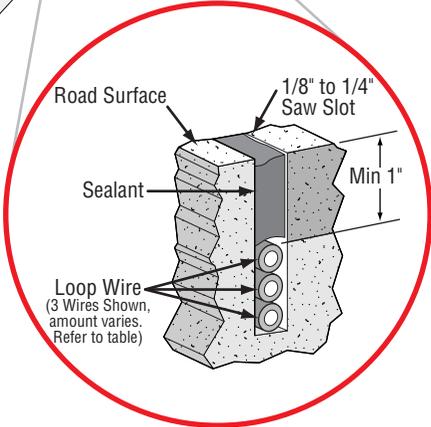
EXIT LOOP SYSTEM

The exit loop automatically allows the gate to open when vehicle is exiting.



⚠ Important

Loop Perimeter	Number of Turns
10 feet to 13 feet	5
14 feet to 26 feet	4
27 feet to 45 feet	3
46 feet to 100 feet	2
101 feet and up	1



Recommended Loop Wire

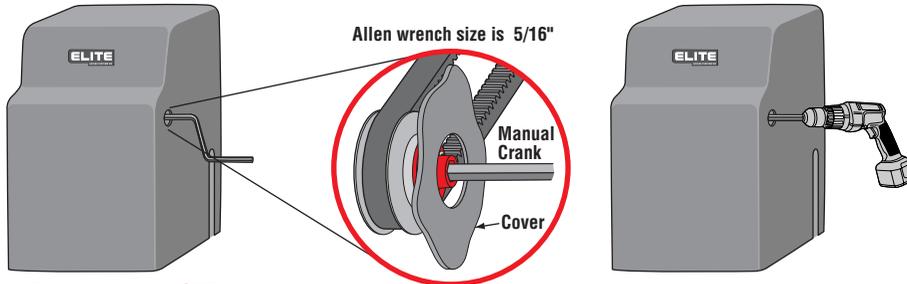
XLPE 12-18 gauge
 USE 12-18 gauge
 Use heavier wire gauge for a more durable loop area

The wire must be twisted together 6 twists per foot from the end of the loop to the loop detector connection.

Home Run

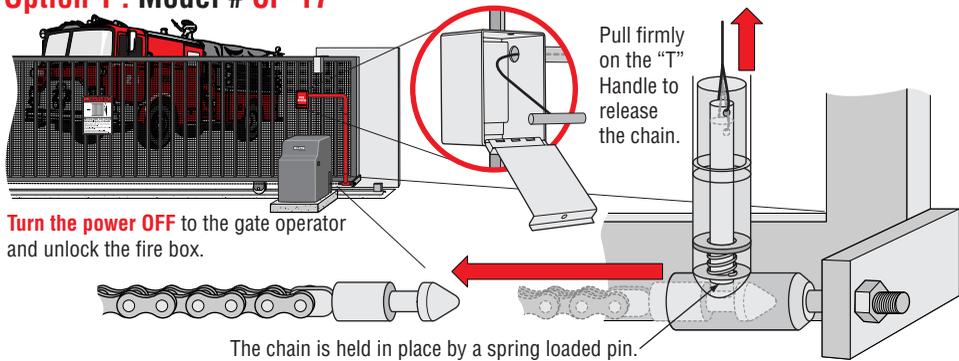
EMERGENCY RELEASE

Standard



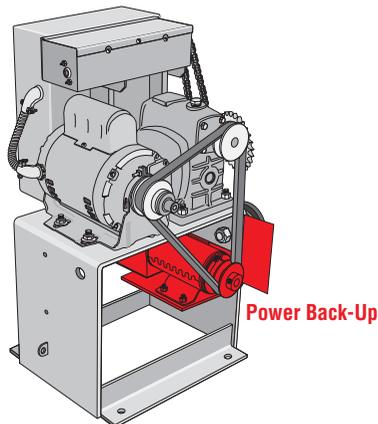
1. **Turn the power OFF!**
2. Make sure the crank tool fits the crank input, as shown above: Turn the crank to open the gate. To speed up the process you may use a wireless power drill (6"/sec).

Option 1 : Model # CP-17



Turn the power OFF to the gate operator and unlock the fire box.

Option 2 : Model # DC-1000U-SL



OPTION A:

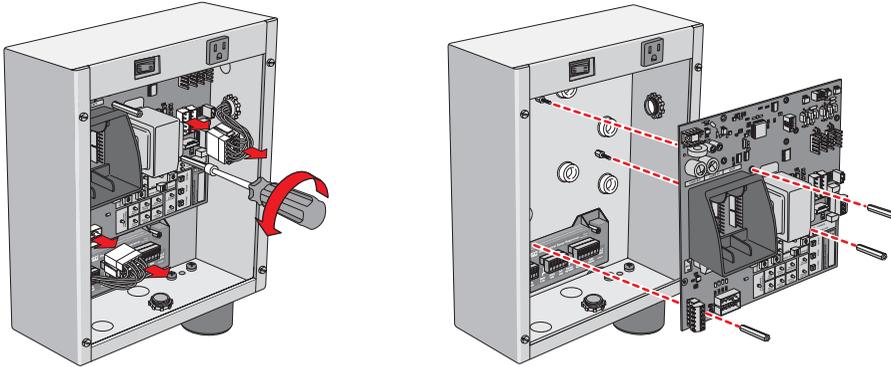
In case of power failure the gate opens automatically one time and stays open. when power is restored the operator returns to normal condition.

OPTION B:

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

**FOR MORE DETAILS
ASK YOUR LOCAL DEALER**

HOW TO REPLACE THE CONTROL BOARD

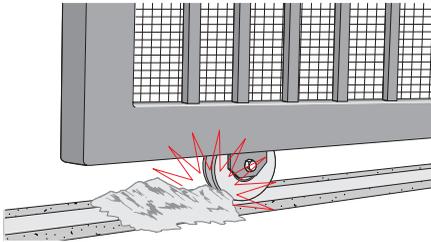


Disconnect the wire harnesses from OmniControl board. Unscrew 3 nuts to remove board.

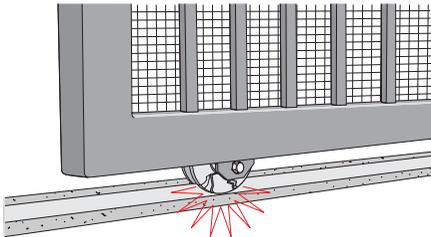
AUDIO ALARM

When one of the following events happen **Twice Consecutively**, an alarm will sound. 
To turn alarm off, cut the power or use the optional stop button. (Refer to the next page)

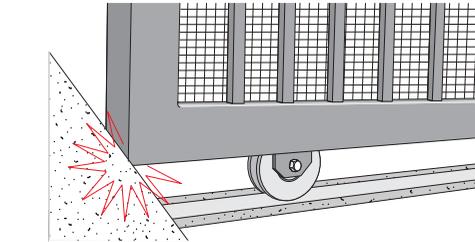
  ① The gate is too heavy.



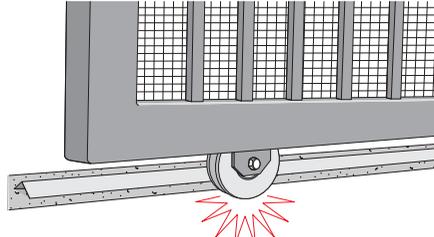
  ② Debris is on the gate's track such as mud, rocks, dirt, etc.



  ④ The gate has one or more broken wheels.



  ③ The gate is hitting a wall or vehicle.

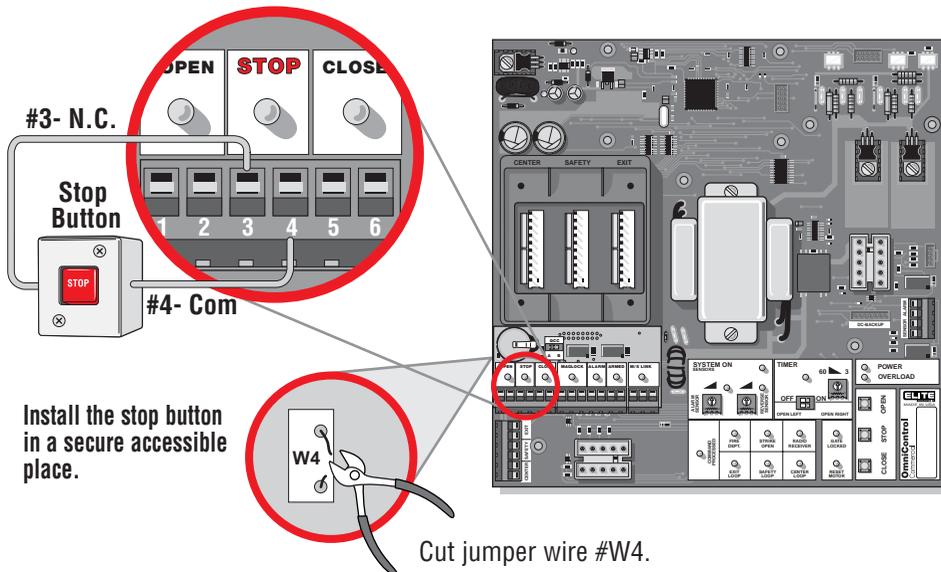


  ⑤ A moving vehicle has hit the gate and the gate is off the track.

Refer to troubleshooting table.

STOP BUTTON ALARM SHUT-OFF

For use with Omni Option Board



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

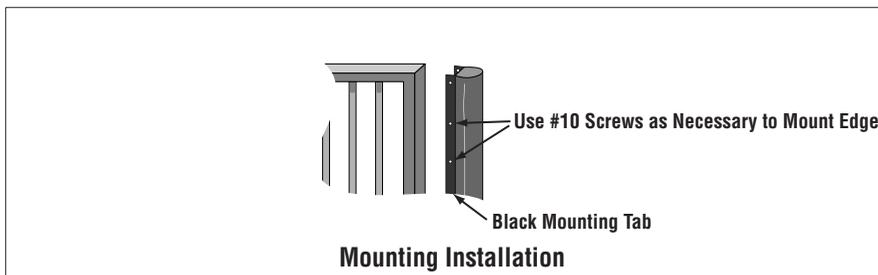
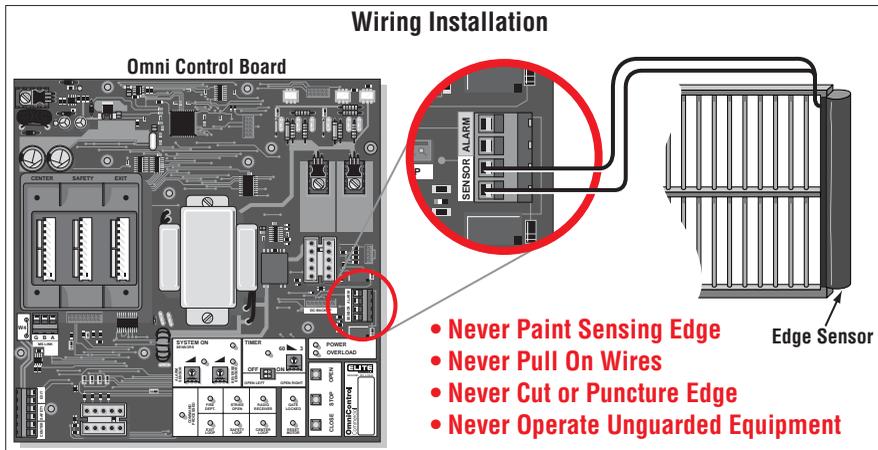
Otherwise the alarm will sound for 5 minutes and reset itself.

USE STOP BUTTON:

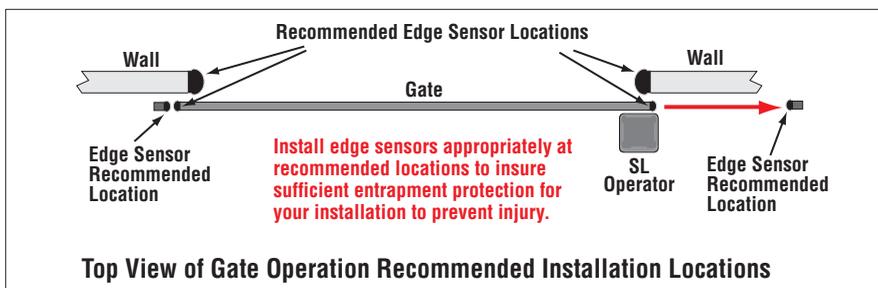
- To stop the movement of the gate in case of potential entrapment.
- To reset the audio alarm, (check for obstructions).
- To stop the gate operator while traveling.

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

SECONDARY ENTRAPMENT PROTECTION



All of the installed edge sensors are connected in parallel at the sensor input terminals on the OmniControl board.

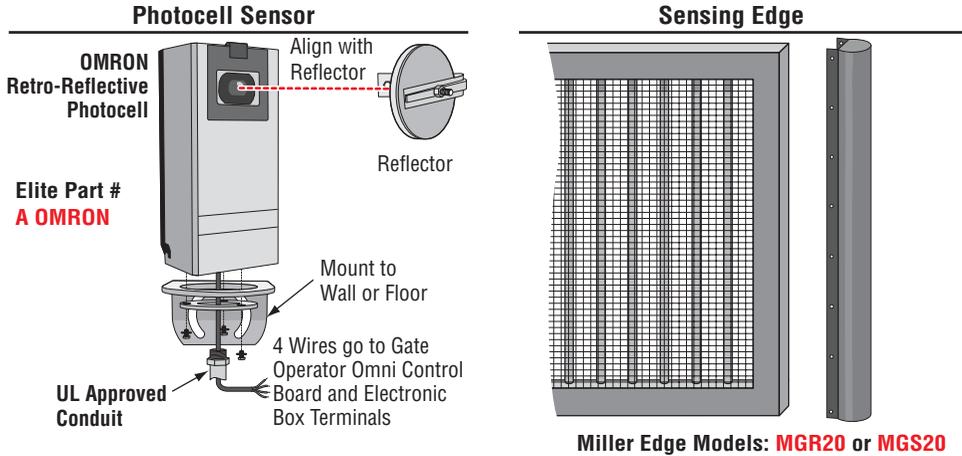


If you are going to use a contact sensor as a secondary entrapment protection you should use a recognized component to comply with the revised UL 325 for use in class I or class II gate operator.

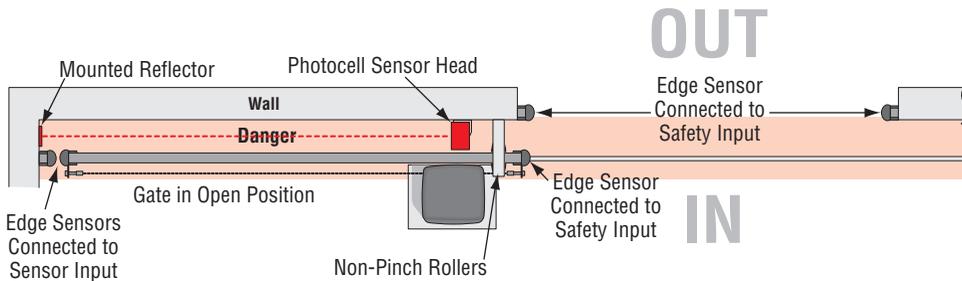
Electric Sensing Edge, Miller Edge Models: **MGR20** or **MGS20**

SAFETY PRECAUTIONS

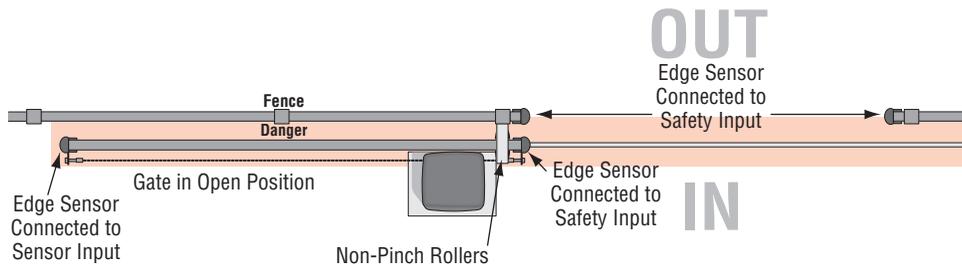
SECONDARY ENTRAPMENT PROTECTION



Top View of Photocell and Edge Sensor Layout



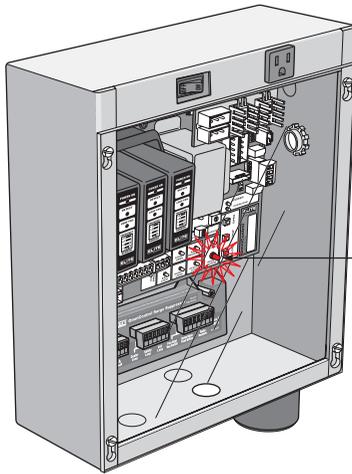
Top View of Edge Sensor Layout



⚠️ These layouts can vary for each gate system. For toll free technical support please call: 1-888-ELITE-10

TROUBLESHOOTING LED INFORMATION

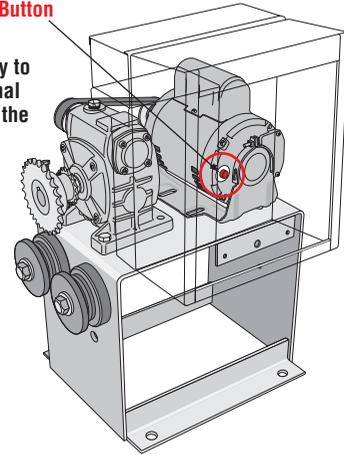
Resetting Motor



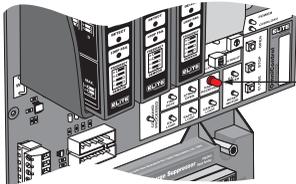
"Reset Motor"
LED Light
flashes once
then **"System On"**
LED slowly flashes

Motor Reset Button

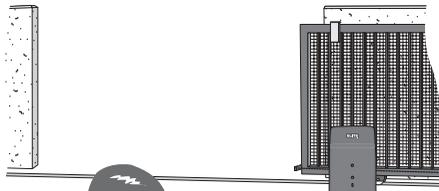
! Press firmly to
reset thermal
breaker on the
motor.



Gate Will Not Close!

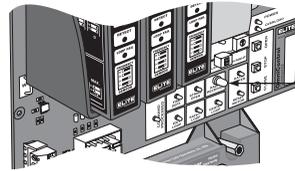


Radio Receiver
LED Light
Remains **"ON"**
Always

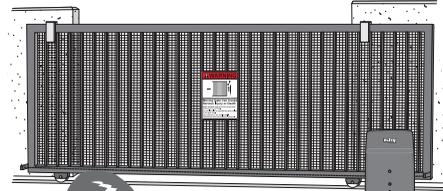


Remote Control
has malfunctioned
in the **"ON"** Position.

Gate Will Not Open!



Radio Receiver
LED Light is
"NOT ON" when
Remote Control
is Activated



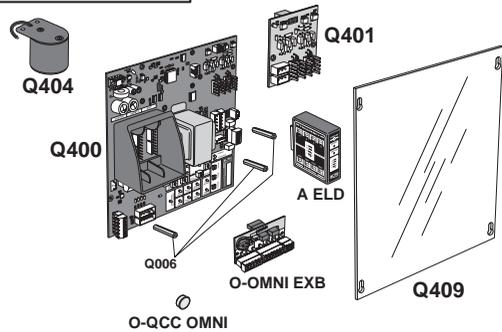
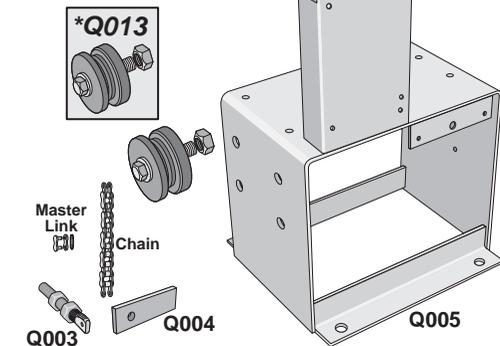
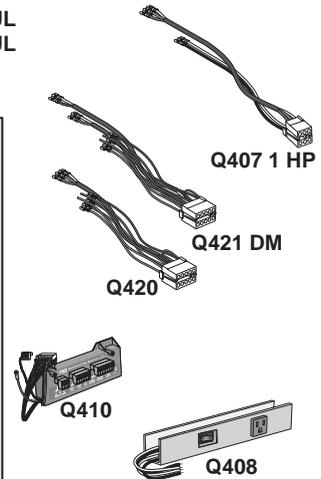
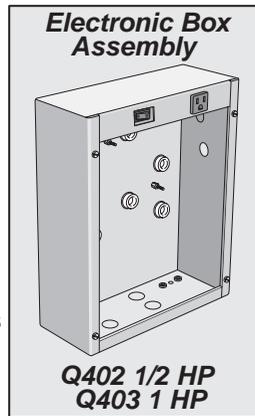
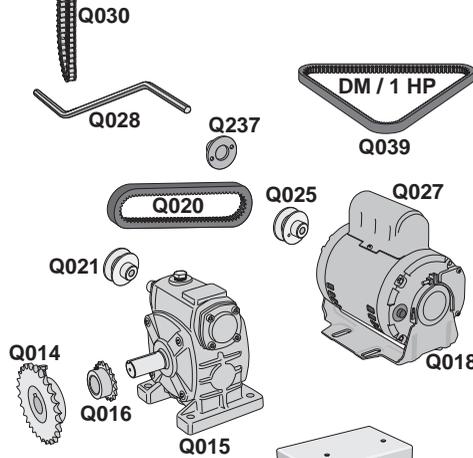
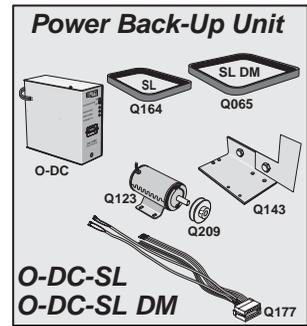
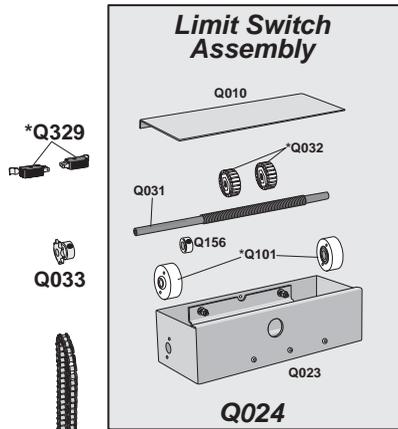
Radio Receiver in the
Gate Operator has
malfunctioned in the
"OFF" Position.

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. Send 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 (Rapid Flashing) 2. Motor thermal fuse has popped-out (Slowly Flashing) 	<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 encountered an obstruction during traveling 2. Reverse sensor is extra sensitive 	<ol style="list-style-type: none"> 1. Remove the obstruction 2. Turn the reverse sensor switch counter clockwise a little more and try again
ALARM SENSOR LED ON	<ol style="list-style-type: none"> 1. Gate encountered an obstruction during traveling 2. Alarm sensor is extra sensitive 	<ol style="list-style-type: none"> 1. Remove the obstruction 2. Turn the alarm sensor switch counter clockwise a little more and try again
COMMAND PROCESSED LED 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 LED 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, COMMAND PROCESSED LED 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.
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. 2. You can stop the alarm by using the stop button.
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

In the United States, Canada and Puerto Rico,
call toll free for technical support: **1-888-ELITE-10**

SL-3000 PARTS



Note: *Sold Individually, 2 Shown

SL-3000 PARTS LIST

Idler Sprocket Assembly
Q013

Limit Switch Assembly

- Q024** { Q010 - Limited Switch Box Cover
Q023 - Limit Switch Box
Q031 - Limit Switch / Shaft
Q032 - Limit Switch Adjustment Nuts
Q033 - Limit Switch Sprocket
Q101 - Limit Switch Bearing Holder
Q156 - Collar 3/8 in

Power Back-Up Unit

- O-DC-SL**
O-DC-SL DM { Q065 - Drive Belt (DM)
Q123 - Back-Up Motor DC 12V
Q143 - Chassis DC Back-Up
Q151 - Hardware Kit
Q164 - Drive Belt
Q177 - Wire Harness DC-1000
Q209 - Pulley DC-1000 1/2 ID

Electronic Box Assembly

Q402 1/2 HP

Q403 1 HP

- A H-110 - Chain no. 41 (10 ft)
A H-111 - Chain no. 40 (10 ft)
A H-112 - Chain no. 41 (Nickel Plated)
A H-113 - Master Link no. 41
A H-125 - Master Link no. 40

- Q003 - Chain Bolt
Q004 - Chain Bracket
Q005 - SL-3000 Chassis
Q006 - PC Board Nuts (1 Set)
Q014 - Drive Sprocket
Q015 - Gear Reducer
Q016 - Limited Switch Drive Sprocket
Q018 - 1/2 HP Electric Motor
Q020 - Drive Belt
Q021 - Gear Pulley
Q025 - Motor Pulley
Q027 - Motor Capacitor
Q028 - Manual Crank
Q030 - Limit Switch / Chain
Q039 - Drive Belt, DM and 1 HP
Q237 - Crank Input
Q254 - Cover HD Polyethylene
Q329 - Limit Switch
Q400 - Omni Main PCB
Q401 - Omni 1 Horsepower Board#
Q404 - Omni Alarm
Q407 - Omni Motor harness 1HP
Q408 - Electronic Power Strip
Q409 - Electronic Access Panel
Q410 - Surge Suppressor Terminal Block
Q420 - Omni Motor Harness
Q421 - Omni Motor Harness DM
A ELD - Loop Detector#
O-OMNI EXB - Omni Option Board#
O-QCC OMNI - QCC Access ID#

☐ Multiple Parts "Q" Numbers

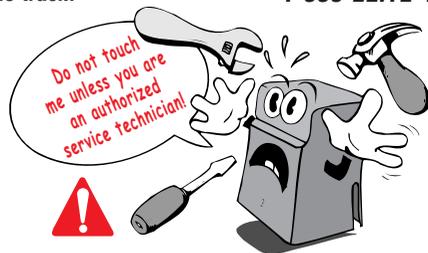
#OmniControl Board Accessories

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

MAINTENANCE

1. **Make sure the reversing sensor is functioning properly (see page 18).**
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 alarm, refer to page 30.**
5. **Clean the cover on a regular basis.**
6. **For a list of parts, refer to page 36 and this page.**

call toll free for
technical support:
1-888-ELITE-10



Please call your local service company.

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