

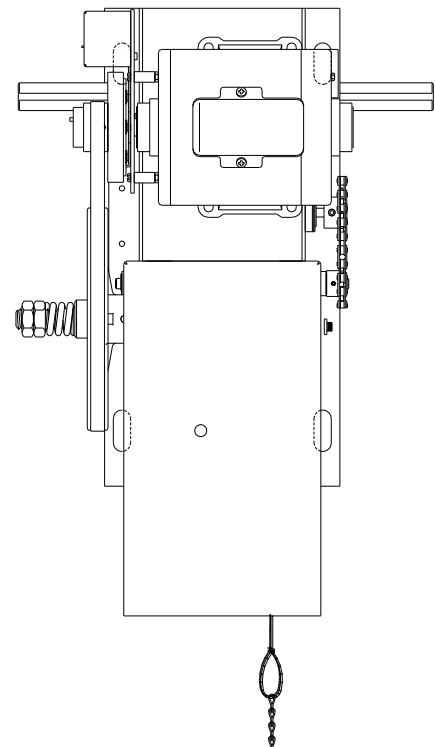
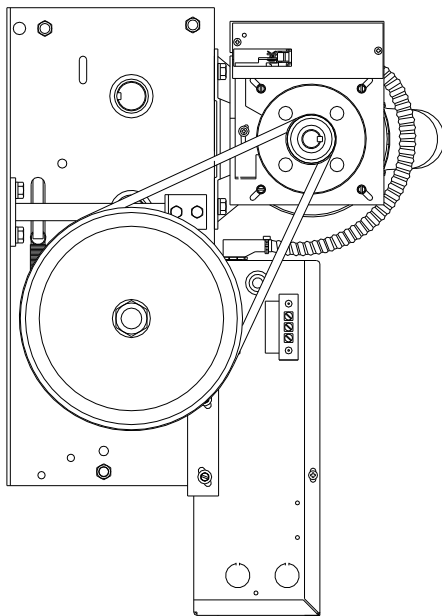
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INSTALLATION AND OWNER'S MANUAL

J-S & H-S

**J & H SERIES WITH SOLID STATE CONTROL CIRCUITRY
JACKSHAFT COMMERCIAL VEHICULAR DOOR
OPERATORS**



As of date of manufacture,
meets all ANSI/UL 325
Safety Requirements for
Vehicular door operators


Serial #:
Date Installed:
Your Dealer:

**READ THIS MANUAL
CAREFULLY BEFORE
INSTALLATION OR USE
SAVE THESE INSTRUCTIONS !**

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READ THESE STATEMENTS CAREFULLY AND FOLLOW THE INSTRUCTIONS CLOSELY.

The Warning and Caution boxes throughout this manual are there to protect you and your equipment. Pay close attention to these boxes as you follow the manual.




WARNING

Indicates a MECHANICAL hazard of INJURY OR DEATH. Gives instructions to avoid the hazard.




CAUTION

Indicates a MECHANICAL hazard of DAMAGE to your operator or equipment. Gives instructions to avoid the hazard.



WARNING

Indicates an ELECTRICAL hazard of INJURY OR DEATH. Gives instructions to avoid the hazard.



CAUTION

Indicates an ELECTRICAL hazard of DAMAGE to your operator or equipment. Gives instructions to avoid the hazard.

The purpose of this booklet is to provide assembly, installation and operation information concerning Model J-S & H-S Commercial Vehicular Garage Door Operators and related Accessory Products.

NOTICE

IT IS IMPORTANT THAT THIS INSTRUCTION MANUAL BE READ AND UNDERSTOOD COMPLETELY BEFORE INSTALLATION OR OPERATION IS ATTEMPTED. IT IS INTENDED THAT THE INSTALLATION OF THIS UNIT WILL BE DONE ONLY BY PERSONS TRAINED AND QUALIFIED IN THE INSTALLATION, ADJUSTMENT AND SERVICE OF COMMERCIAL OVERHEAD DOORS AND DOOR OPERATORS AND BY QUALIFIED ELECTRICIANS.

NOTICE

THE IMPORTANT SAFEGUARDS AND INSTRUCTIONS IN THIS MANUAL CANNOT COVER ALL POSSIBLE CONDITIONS AND SITUATIONS WHICH MAY OCCUR DURING ITS USE. IT MUST BE UNDERSTOOD THAT COMMON SENSE AND CAUTION MUST BE EXERCISED BY THE PERSON (S) INSTALLING, MAINTAINING AND OPERATING THE EQUIPMENT DESCRIBED HEREIN. DO NOT USE THIS EQUIPMENT FOR ANY OTHER THAN ITS INTENDED PURPOSE - OPERATING OVERHEAD COMMERCIAL VEHICULAR GARAGE DOORS.

STANDARD FEATURES:

Solid State Controls: The openers employ solid state technology with advanced standard features to provide for a complete commercial door operating system.

Switch Selectable Operating Modes: Six distinct base operation modes can be selected by resetting the switches on the motor control board: a standard Open, Close, Stop (B2, momentary button push); three constant pressure modes (C2, D1, and E2); two Timer to Close modes (T and TS). See page 15 for complete description of the modes.

Switch Selectable Characteristic Modes: Five different operating characteristics can be activated and/or modified through the switches on the motor control board: Delay On Reverse, Close Limit Delay, Mid Stop Travel, Timer to Close, Maximum Run Timer.

Limit Switches: Driven limit switches, easily adjusted over a wide range. The motor may be removed without affecting the limit switch adjustments

Manual Release: Permits manual operation of the door in the event of a power failure. The Model H-S is equipped with a chain hoist to aid in manual operation.

Control Circuit: Standard three button open, close and stop. 5 Volts DC.

Connections For Auxiliary Entrapment Protection Devices: For the ultimate in protection, terminals are provided to connect a Linear Corp. Photo-Beam System that consists of an emitter, Part No. 217792 and detector, Part No. 217800. This device when connected is a monitored photo-beam system. Additional

connection terminals for a Normally Open and Normally Closed reversing devices such as a reversing door edge or a three wire photo-beam are provided.

Constant Contact To Close: Standard operating mode. The operator can be converted to Momentary Contact To Close when the photo-beam as described above or one of the Miller Edge family of Door Edge devices as described on this page is properly installed on the door and connected to the operator. See Page 10 for the entrapment protection installation guide.

MODEL J-S & H-S OPERATOR APPLICATIONS:

Jackshaft operators are intended for commercial and industrial use to raise or lower sectional overhead doors by chain coupling or direct coupling to the door shaft. Jackshaft operators are suitable where all or part of the door remains in a vertical position when fully open such as doors with at least 18 inches of lift clearance or full vertical lift doors. Jackshaft operators may also be used with roll up service doors and grills when appropriately modified at the factory to obtain the correct speeds.

A jackshaft operator **DOES NOT LOCK THE DOOR IN ITS CLOSED POSITION.** However, because the cross-header shaft is prevented by the operator from turning, the torsion springs provide no assistance in lifting the door should an attempt be made to raise it manually.

The J & H Series jackshaft operators are used in the following applications:

- Continuous Duty, Medium Cycle Commercial installations only
- Indoor Use Only
- Up to 24 foot high doors with a maximum area of 480 square feet for 3/4 HP, 280 square feet for 1/2 HP and 200 square feet for 1/3 HP - maximum area slightly higher for lighter doors - consult factory
- To operate in Momentary Contact To Close mode and comply with the UL325 Entrapment Protection requirements effective Aug. 29, 2010, the door system must include one of the following (a, b, or c):
 - (a) Linear Corp. Photo-Beam System that consists of an emitter, Part No. 217792 and detector, Part No. 217800 for doors as described above up to 30 FT wide. See Page 10.
 - (b) Any Miller Edge ME, MT/MU, and CPT family of edges, with suffix T2, must be connected to the SM-102 Edge Module, Recognized by UL as per UL325 2010 on 08-29-2010 for door as described above. See Page 10.
 - (c) A Vitector Fraba OSE 2-wire Photosystem as Recognized by UL as per UL325 2010 on 08-29-2010 for door as described above. See Page 10.
- The manufacturer of this operator strongly recommends installation of one of the entrapment protection device above and states that one is REQUIRED where any automatic, remote or manual control is used to activate the door.

OPTIONAL FEATURES:

Digital Radio Controls: Open, Close and Stop operation. Radio units are available to control up to 27 doors from one transmitter

Keyless Entry System: Connection terminals provided for hard wired or wireless keyless entry systems.



WARNING

ELECTRIC DOOR OPENERS ARE DESIGNED FOR DOORS IN GOOD WORKING CONDITION, PROPERLY COUNTERBALANCED AND PROPERLY ADJUSTED IN ACCORDANCE WITH THE DOOR MANUFACTURER'S INSTALLATION INSTRUCTIONS.

Before starting the installation of the operator, the door must be in good working condition and properly counterbalanced. Inspect the door and track for loose or missing hardware. Test the door manually for balance and ease of operation. Lubricate door hinges and rollers. If necessary, employ a qualified technician to adjust the springs for proper counterbalance of the door.

Stops should be installed at the top end of each track to prevent the possibility of the door rollers moving beyond the ends of the track.

If the cross header shaft is made from hollow tubing rather than solid rod, it is recommended that it be plugged with a short length of solid bar for a more secure installation of the shaft sprocket or flange coupler.

Before removing the operator powerhead from the shipping carton, inspect the nameplate on the cover of the operator control box to

verify that it is the correct model for the intended application and that the voltage and phase are in accordance with electrical power provided at the job site. If the operator was ordered with the optional chain hoist, Model H-S, see that it is so equipped. A chain hoist CANNOT be added in the field.

Warning: Rope off the area to keep personnel and vehicles clear of the door and floor space in the vicinity of the operator during the installation.



WARNING

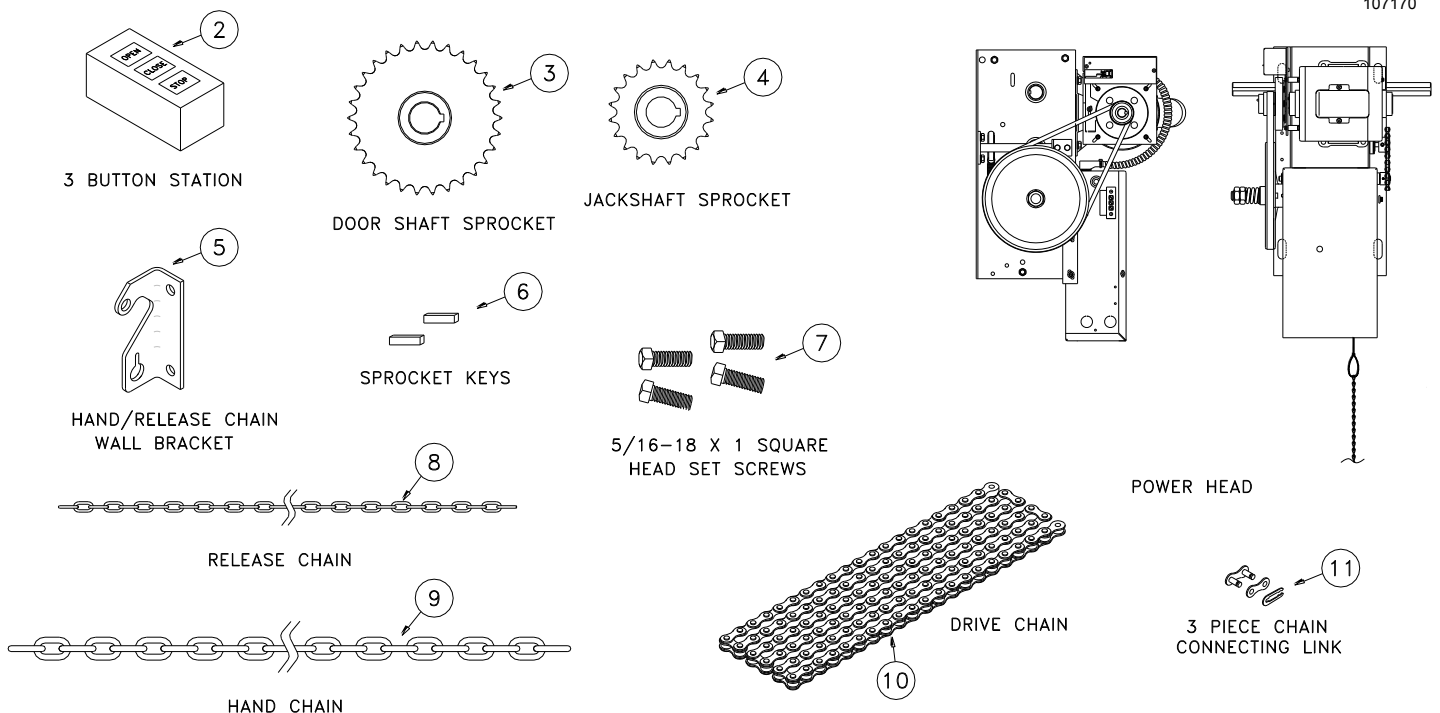
SPRINGS ARE SUBJECT TO VERY HIGH FORCES AT ALL TIMES AND ADJUSTMENTS MUST BE MADE ONLY BY A QUALIFIED PROFESSIONAL DOOR INSTALLER.



WARNING

REMOVE OR DISABLE ANY LOCKING DEVICES FROM DOOR AND REMOVE ALL ROPES

COMPONENT IDENTIFICATION



IMPORTANT INSTALLATION INSTRUCTIONS! 5



WARNING

TO REDUCE THE RISK OF SEVERE INJURY OR DEATH:

READ AND FOLLOW ALL INSTALLATION INSTRUCTIONS!

- Install only on a properly operating and balanced garage door. A door that is operating improperly could cause severe injury. Have qualified service personnel make repairs to cables, spring assemblies and other hardware before installing the opener.
- Remove all pull ropes and remove, or make inoperative, all locks (unless mechanically and/or electrically interlocked to the power unit) that are connected to the garage door before installing the opener.
- Lightweight doors (fiberglass, aluminum etc.) must be reinforced to avoid door damage. Check the door manufacturer's instruction manual for a bracing procedure or the availability or a Reinforcement Kit. See Page 9.
- Model J and H are Commercial Vehicular Door Operators and as such ARE NOT recommended for pedestrian traffic. In installations where it is known that pedestrians will be nearby ensure a pedestrian door is available for entrance and exit to the building. In addition YOU MUST install an auxiliary entrapment protection device (reversing door edge or photoelectric beam device).
- Connect an auxiliary entrapment protection device (reversing edge or photoelectric device across the door opening). A device of this type is **STRONGLY ADVISED FOR ALL** commercial operator installations. An auxiliary entrapment protection device is **REQUIRED** when the three button control station is out of sight of the door or any other automatic or manual control is used.
- Install the door operator at least 8 feet or more above the floor if the operator has exposed moving parts.
- Do not connect the opener to the source of power until instructed to do so.
- Locate the control station:
 - a) within sight of the door,
 - b) at a minimum height of five feet above the floor so small children cannot reach it,
 - c) away from all moving parts of the door, and
 - d) far enough away from the door, or positioned such that the user is prevented from coming in contact with the door while operating the controls.
- Do not overtighten the clutch adjustment to compensate for a poorly working door.
- Install the Entrapment Warning Placard next to the control station in a prominent location.
- All warning signs and placards must be installed so they are visible in the area of the door.
- After installing the opener, all safety features must be tested for proper operation (see page 19).
- For products having a manual release, instruct the end user on the operation of the manual release.

COMPONENT IDENTIFICATION LISTING

ITEM	PART #	DESCRIPTION	QTY	ITEM	PART #	DESCRIPTION	QTY
1	Per Model	Operator Power Head	1	8	009149	Release Chain	AR
2	005031	3 Button Station	1	9	100315	#3 Hand Chain - Precut to 26 FT	AR
3	105270	24 Tooth, #50 Chain Sprocket (Standard)	1	10	105349	#50 Drive Chain - 6 FT Long	1
4	105268	12 Tooth, #50 Chain Sprocket (Standard)	1	11	105351	#50 Chain Connecting Link	1
5	105193	Release/Hand Chain Wall Bracket	1				
6	100413	1/4" Square Key	2	AR - AS REQUIRED			
7	006119	5/16-18 x 1 Square Head Set Screw	4				


 WARNING	SPRINGS, PULLEYS, CABLES AND MOUNTING HARDWARE USED TO BALANCE YOUR GARAGE DOOR ARE UNDER EXTREME TENSION AT ALL TIMES AND CAN CAUSE SEVERE INJURY OR DEATH IF DISTURBED. DO NOT ATTEMPT ADJUSTMENT.
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Figure 6, page 8 illustrates several positions suitable for mounting the operator; right hand or left hand, either wall mount or ceiling mount.

CHAIN COUPLING MOUNTING

Refer to **Figure 2** (at right), **Figure 1**, page 4 and **Figure 7**, page 9 for component identification and the operator mounting slot locations. Place the sprockets [5] and [14] on the chosen side of the torsion shaft of the door and on the corresponding end of the output shaft of the operator, see **Figure 3**. The sprockets should be kept as close as possible to the bearings. Fasten the connecting link to each end of the door chain and loop the chain over the sprocket [5] on the torsion shaft. Temporarily suspend the operator in its mounting position using the chain over the sprocket [14] at one end of the jackshaft and a rope or chain at the mid point (to support the operator weight). With the chain tight and straight and the jackshaft **parallel** with the torsion shaft, trace the mounting slot on the mounting surface then lower the operator to the floor.

IT IS ESSENTIAL THAT THE SURFACE SUPPORTING THE OPERATOR BE RIGID AND SECURE. FAILURE TO PROVIDE A FIRM MOUNTING SURFACE WILL RESULT IN DAMAGE TO THE DOOR TORSION SHAFT AND THE PREMATURE FAILURE OF THE OPERATOR.

If the construction permits, the operator should be mounted with 3/8 inch diameter bolts through the wall. If it is not feasible to go through the wall, then use lag bolts to fasten the operator to the mounting surface. Locate the four holes within the tracings of the slots made in the previous step at the positions which will allow for adjust-ment of the chain tension. After drilling the mounting holes and instal-ling lag shields, if necessary, bolt the operator to the mounting surface but do not completely tighten the bolts at this time. Check the alignment of the sprockets, adjust their positions on the shafts if necessary and tighten the set screws securely on both sprockets. pulling downward on the operator to remove slack from the chain, tighten the four mounting bolts.

Inspect the installation. There should be no slack in the chain but neither should it be under severe tension which might shorten the

life of the bearings. If there is any flexibility in the system due to construction of the surface supporting the operator or noticeable deflection of the door shaft, it is advisable to install a shaft support between the operator jackshaft and the door shaft to prevent the loss of limit settings due to the possibility of the chain jumping over the sprocket teeth. Shaft supports are available from the factory.

If there isn't a keyway on the doorshaft, keep the sprockets aligned and drill a 5/16" hole through the door drive sprockets and door shaft. Insert roll pin, Item (2). See **Figures 3 & 4**. **BEFORE PROCEEDING WITH THE OPERATOR INSTALLATION AND SETTINGS, MAKE A FINAL CHECK FOR TIGHTNESS OF ALL MOUNTING HARDWARE AND SET SCREWS.**

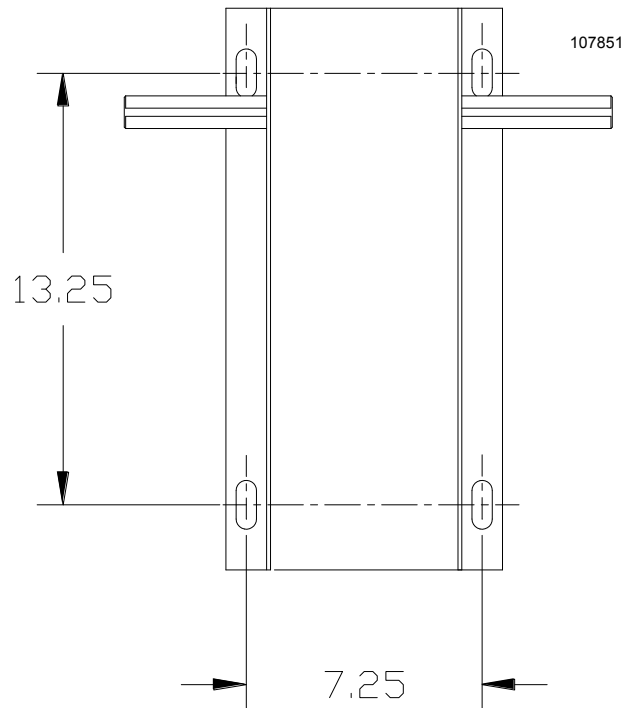


Figure 2

Proceed to "Chain Hoist and Floor Disconnect Installation".

CHAIN HOIST AND FLOOR DISCONNECT INSTALLATION

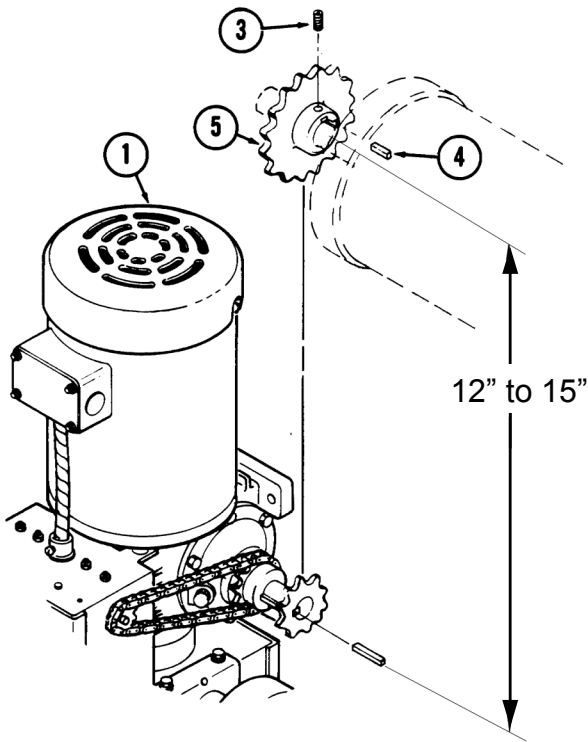


Figure 3

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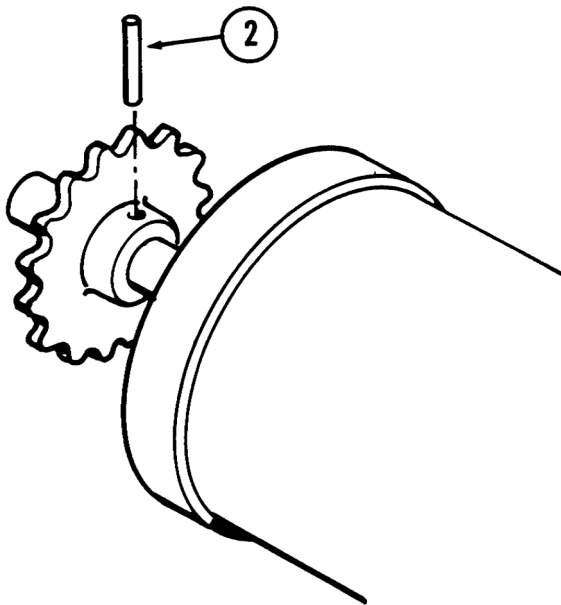


Figure 4

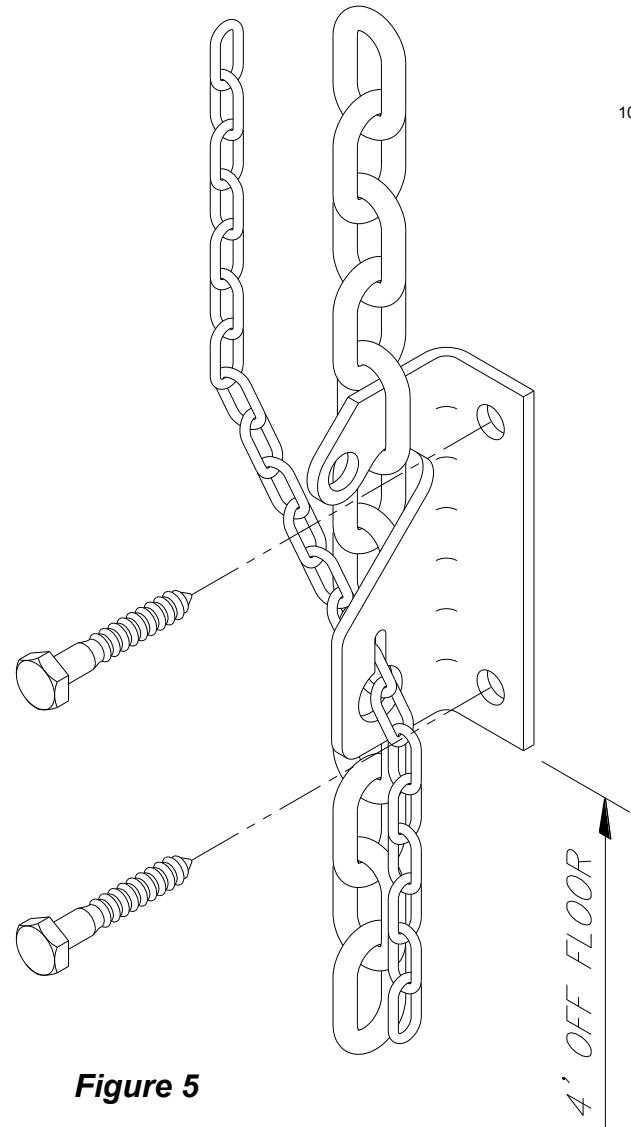
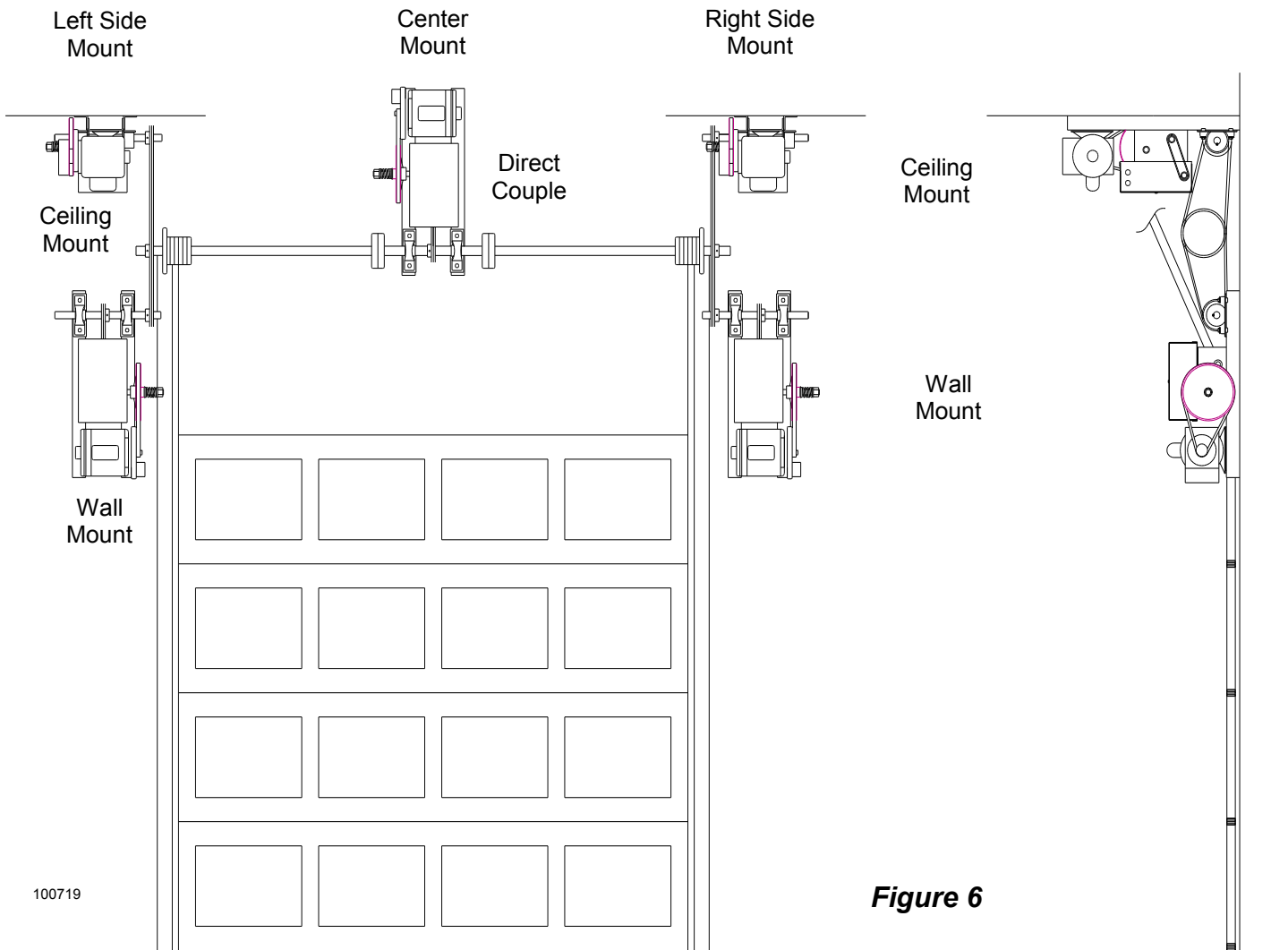


Figure 5

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4' OFF FLOOR

If the operator is furnished with a chain hoist (Model H-S), pass the hand chain over the chain wheel and through the chain guides on the operator clutch shaft (opposite end from the large pulley). Fasten the ends of the chain together by opening and re-closing one link using two pairs of pliers. If the chain is too long (standard length for 16 foot high doors and below is 26 feet total length of chain), shorten it to the desired length using the method described above and discard the unused portion. Fasten the chain hoist holding bracket furnished with the operator to the wall approximately four feet from the floor. This bracket is also used to hold in place the release chain for both the chain hoist equipped units (Model H-S) and floor disconnect models (Model J-S).



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Figure 6

FIGURE 5 - OPERATOR DIMENSIONS - MODEL J-S & H-S **9**

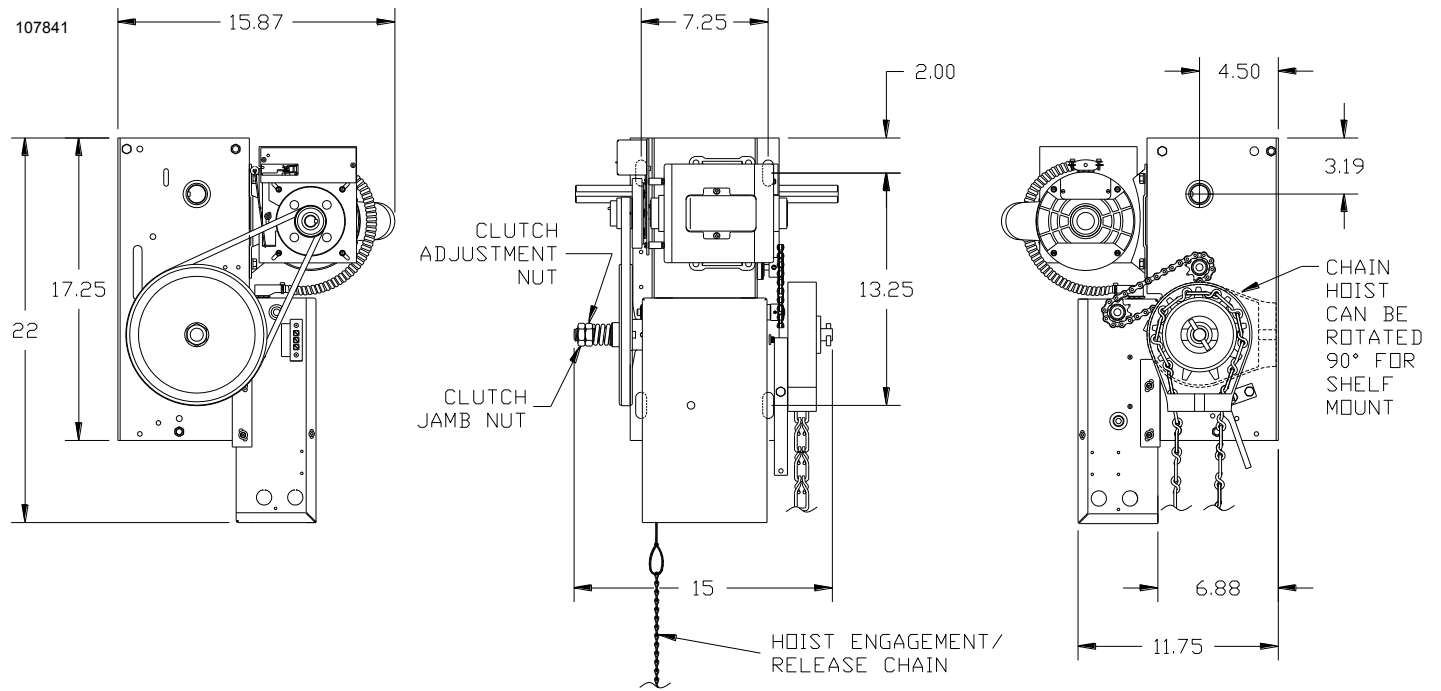


Figure 7 - Dimensions Model H-S

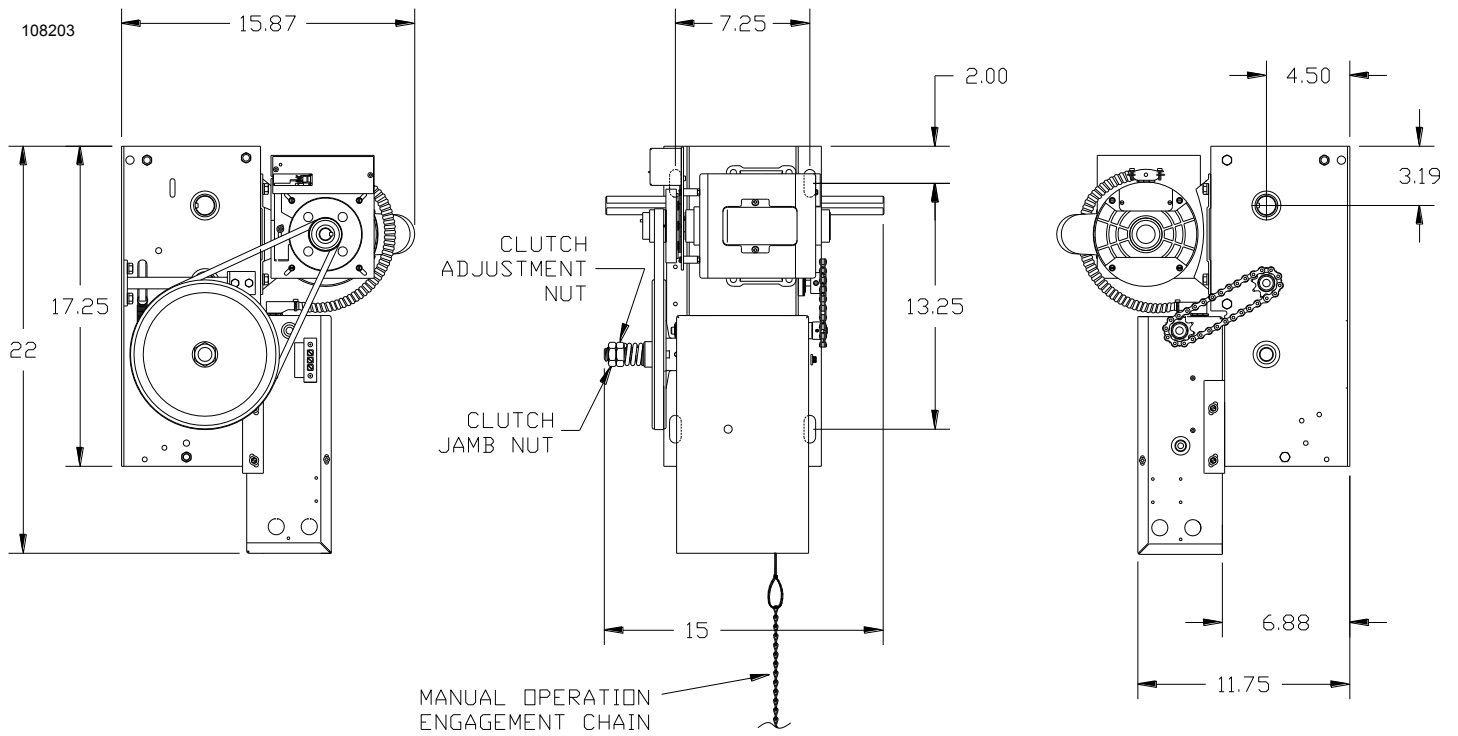


Figure 7A - Dimensions Model J-S

**WARNING**

TO AVOID RISK OF ENTRAPMENT AND POSSIBLE DAMAGE TO THE DOOR AND OPERATOR THE LIMITS MUST BE ADJUSTED BEFORE APPLYING POWER TO THE OPERATOR.

SETTING THE LIMIT SWITCHES

- 1) With the cover open on the electrical enclosure, reference Figure 8 below. There are two (2) switches (A and B) mounted to the 'V' bracket (F). The Close Limit switch (B) and the Open Limit switch (A) are mounted to the top side of the 'V' bracket as shown. These switches are activated by the two limit nuts (E & C) on the threaded shaft which move laterally along the shaft as the operator opens and closes the door. When a limit nut nears the end of the shaft it activates a switch.
- 2) Depress the Limit Nut Retention Plate (D) so it disengages from the slots in the limit nuts and move the Limit nuts to the center of the threaded shaft. Re-engage the Limit Nut Retention Plate (D).
- 3) Manually raise the door to a fully open position.
- 4) Depress the limit nut retaining Plate (D) so it disengages from the slots in the limit nuts. Turn the OPEN limit nut (E) on the shaft until it engages the Open Limit Switch (A). You will need to listen for an audible click. Release the retaining plate and be sure that it engages in slots of both limit nuts.
- 5) Manually lower the door to approx. 4 inches shy of the fully closed position and repeat Step #4 with the Close Limit nut (C) and the Close Limit switch (B).
- 6) Manually move the door to a half open position. With the door in a mid position there will be time to stop the door if something or someone were in the door path when initially starting the door.
- 7) An additional limit adjustment may be necessary after the connection of the power supply in order to ensure the door stops at the proper Open and Close positions.
- 8) If needed, a fine adjustment of the Close Limit switch (B) or Open Limit switch (A) is possible by loosening the screws slightly that hold the switch to the V bracket and moving the switch within its mounting slots. Ensure to retighten the switch mounting screw. Moving the Reverse Cutout switch closer to the center of the box will increase the point where the reversing feature cuts out (to allow for irregularity in the floor, etc.). The reverse cutout point is factory adjusted to approx. 4 inches off the floor.

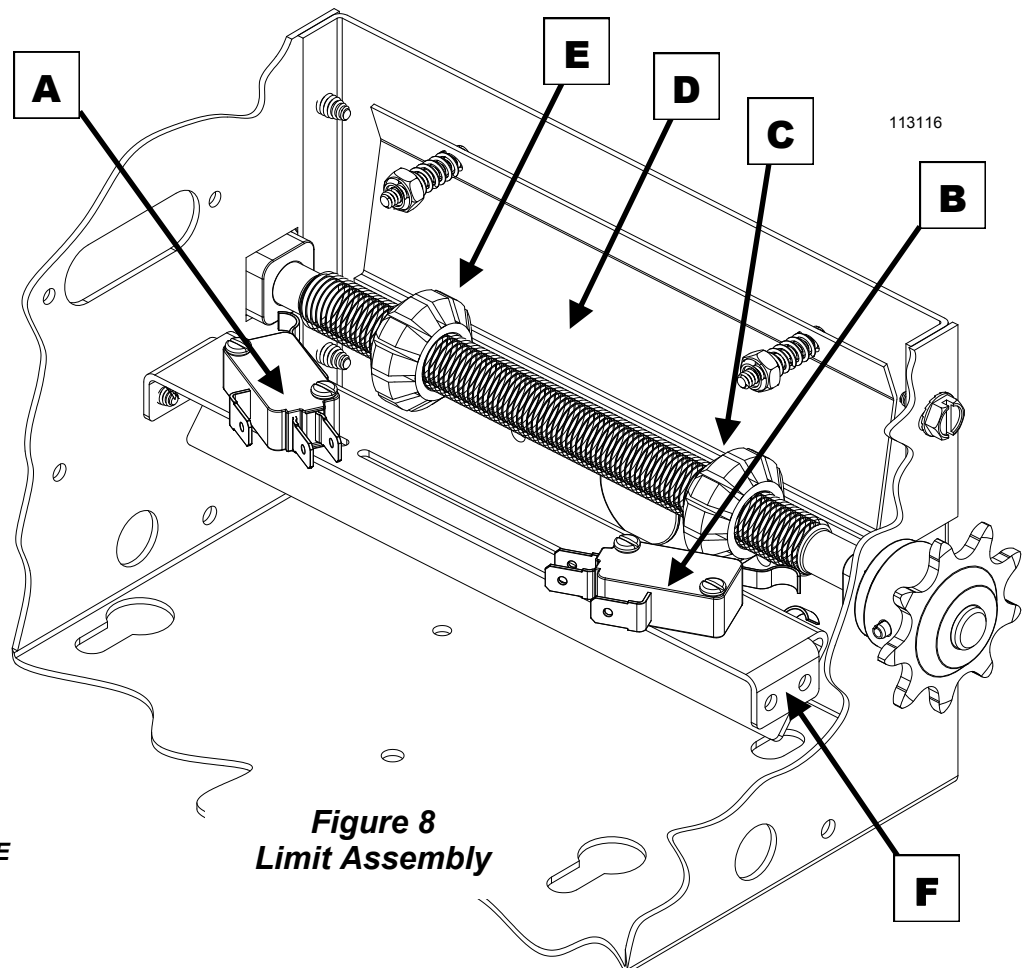


Figure 8
Limit Assembly

- A - OPEN LIMIT SWITCH**
B - CLOSE LIMIT SWITCH
C - CLOSE LIMIT NUT
D - LIMIT NUT RETAINING PLATE
E - OPEN LIMIT NUT
F - "V" BRACKET



WARNING

TO PREVENT THE RISK OF PERSONAL INJURY OR DEATH :

- DISCONNECT POWER AT THE FUSE BOX BEFORE PROCEEDING.
- ELECTRICAL CONNECTIONS MUST BE MADE BY A QUALIFIED INDIVIDUAL.
- OBSERVE LOCAL ELECTRICAL CODES WHEN WIRING THE OPERATOR.

WARNING: The J-S and H-S Series operators have been designed and constructed for use with voltages from 115 Volts AC to 480 Volts AC, in single or three phase. Check the operator nameplate label on the control box cover for the proper voltage and phase. The application of an improper input voltage or phase will result in catastrophic failure to the internal electrical components.

Observe local electrical codes when wiring the operator.

When hard wiring, observe state and local electrical codes. A wiring diagram is attached to the inside of the control box cover. Connect the appropriate voltage and phase power leads to the appropriate terminals as per the wiring diagram and connect a ground wire to the grounding screw. On three phase units, incorrect phasing of the power supply will cause the motor to rotate in the wrong direction (open when CLOSE button is pushed and vice versa). To correct this, interchange any two of the incoming three phase conductors.

The wiring diagram attached inside the cover of the control box details all of the field wiring terminal connections for the operator. Always connect the wires to the push-button controls and auxiliary devices exactly as shown.

Warning: Control voltage of the opener is 5 volts DC, Class 2. Do not run the power leads and control circuit wiring in the same electrical conduit.



WARNING

TO PREVENT THE RISK OF PERSONAL INJURY AND/OR DAMAGE TO DOOR OR PROPERTY, ONLY OPERATE DOOR CONTROL WHEN DOOR IS IN CLEAR VIEW. IF CONTROL STATION CANNOT BE LOCATED WHERE THE DOOR IS VISIBLE OR IF ANY OTHER DEVICE IS USED TO CONTROL THE DOOR AN AUXILIARY ENTRAPMENT DEVICE (DOOR EDGE OR PHOTOELECTRIC) **MUST BE CONNECTED.**



WARNING

RISK OF ENTRAPMENT THAT MAY RESULT IN SERIOUS PERSONAL INJURY OR DEATH. DISCONNECT POWER TO THE OPENER BEFORE AND DURING INSTALLATION OF AN ACCESSORY REVERSING DOOR EDGE OR PHOTOELECTRIC DEVICE. DO NOT RECONNECT POWER TO OPENER UNTIL INSTRUCTED TO DO SO. ENSURE DOORWAY IS CLEAR BEFORE STARTING TESTING OF UNIT.

Note: J-S and H-S Series model operators are pre-wired for entrapment protection devices. To operate in Momentary Contact To Close mode and comply with the UL325 Entrapment Protection requirements effective Aug. 29, 2010, an approved external entrapment device as described on Page 3 must be installed and connected to the operator. Refer to Figure 9 and the manufacturer's instructions to install and connect one of the approved door edge devices. One or more contact sensors shall be located at the bottom edge of a vertically moving door. Refer to the instructions on Page 12 for the Linear photoelectric system installation and wiring.

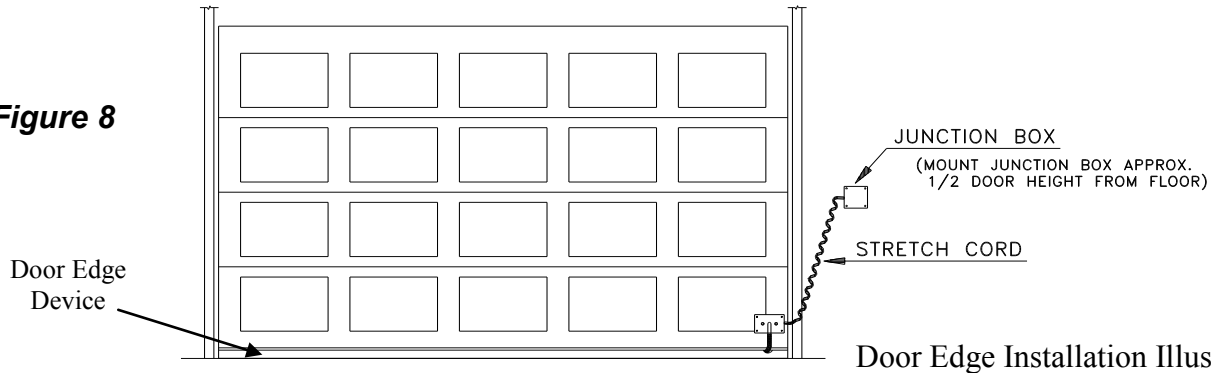
If the external entrapment protection device is connected, the selector switches are set properly (Page 16) and the device detects an obstruction or becomes inactive, an opening door continues to open and a closing door stops, pauses and starts open. While in this mode, if a problem is detected while the operator is stopped, a close will require constant activation of the control Close button. If an entrapment protection device as described above is attached and is properly working for 1 second, it will be **auto detected and the monitored function will be turned on**. Once the monitoring function is active, it will remain active even if the power is removed and the entrapment protection device is disconnected and power is restored. While in this mode, if a problem is detected while the operator is stopped, a close will require constant activation .

Operators which have an operational entrapment protection device as described above may have one or more additional means of control which should be wired in accordance with the diagram supplied in the opener and also illustrated on Pages 20 & 21. To add a second three button station, refer to Figure 12.

Number 22 gauge wire or heavier must be used for wiring the control stations and auxiliary control devices to the operator. Smaller gauge wire will cause operational problems, especially when multiple push-button stations are used or during summer months.

Note: See the door edge manufacturer's installation instructions for the complete installation procedure. See Figure 16 for connecting the edge to the operator. See Page 15 for proper setting of the selector switches. These switches must be properly set and an approved photoelectric device or approved door edge device connected to the operator to obtain B2 Mode of Operation, Momentary Contact to Close.

Figure 8



Door Edge Installation Illustration

Install the Safety Beam

WARNING
Persons, particularly children, could be killed by a closing garage door without a properly installed and adjusted safety beam optical obstacle sensing system.

► **NOTE:** The safety beam's infrared light beam must not be obstructed by the door, or by any part of the door hardware. Use wooden spacers between the beam brackets and wall if necessary to create proper clearance.

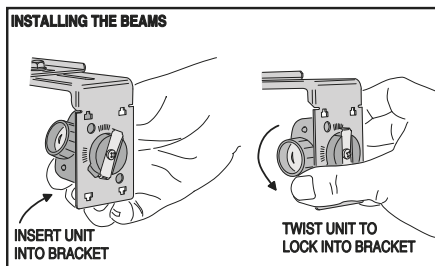
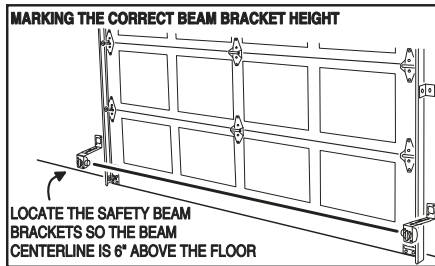
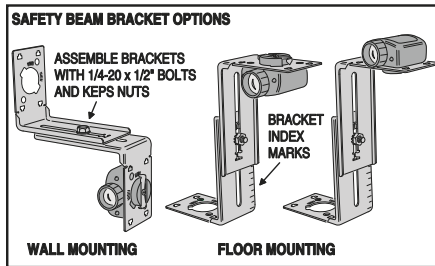
1 Assemble the two safety beam brackets from the four L-shaped brackets using two 1/4-20 x 3/4" bolts and 1/4-20 keps nuts (one nut & bolt for each bracket).

WARNING
To protect small children, do not install the safety beam higher or lower than instructed.

2 Position the assembled brackets on each side of the door so the center line of the safety beam lenses will be 6" above the floor. Use the index marks on the brackets to make the bracket assemblies equal lengths. Mark the locations for the bracket mounting screws (the brackets can be wall or floor mounted).

► **NOTE:** The safety beam receiver (the unit with two indicators) should be located on the "shady" side of the door to prevent sunlight from shining directly into the receiver's lens.

3 Drill two 3/16" pilot holes for lag screws at marks. Mount the brackets with two 1/4" x 1-1/4" lag screws and tighten with a 7/16" socket (or use proper concrete fasteners if floor mounting).



4 Insert the sender and receiver into the bracket holes so the lenses of the units will face each other. Twist the units until the spring clips lock into a detent mark on the brackets. To protect the units from being bumped after installation, it is recommended to mount the sender and receiver inside the brackets as shown.

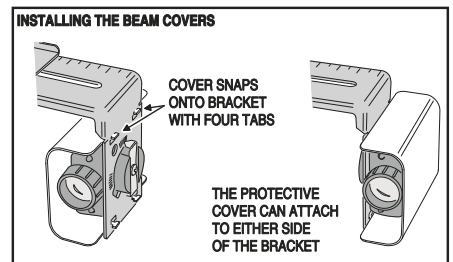
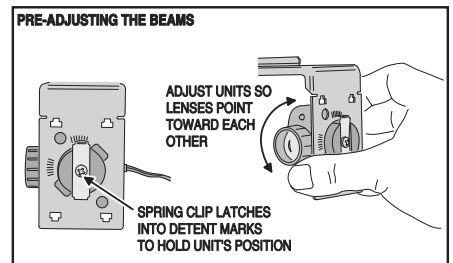
5 Install the two safety beam protective covers over the beam units to protect them from damage.

► **IMPORTANT:** Be careful to route the safety beam wiring away from any moving parts of the door or operator.

6 For non-prewired installations, route the wires from the sender and receiver, up the wall above the door hardware, then over to the center of the door, then along the top of the rail (or ceiling), and back to the operator head. Cut the wires about 6" longer than needed to reach the operator terminals. Strip back 1/2" of insulation from the ends of the wires.

7 For non-prewired installations, secure all the wires to the wall and ceiling with insulated staples (not supplied). Staples must straddle both wires to prevent shorts.

8 At the operator, twist one wire from each pair together, then twist the other wire from each pair together.



9. See Figure 16 for connecting the photoelectric device to the operator. See Page 15 for proper setting of the selector switches. These switches must be properly

set and an approved photoelectric device or approved door edge device connected to the operator to obtain B2 Mode of Operation, Momentary Contact to Close.

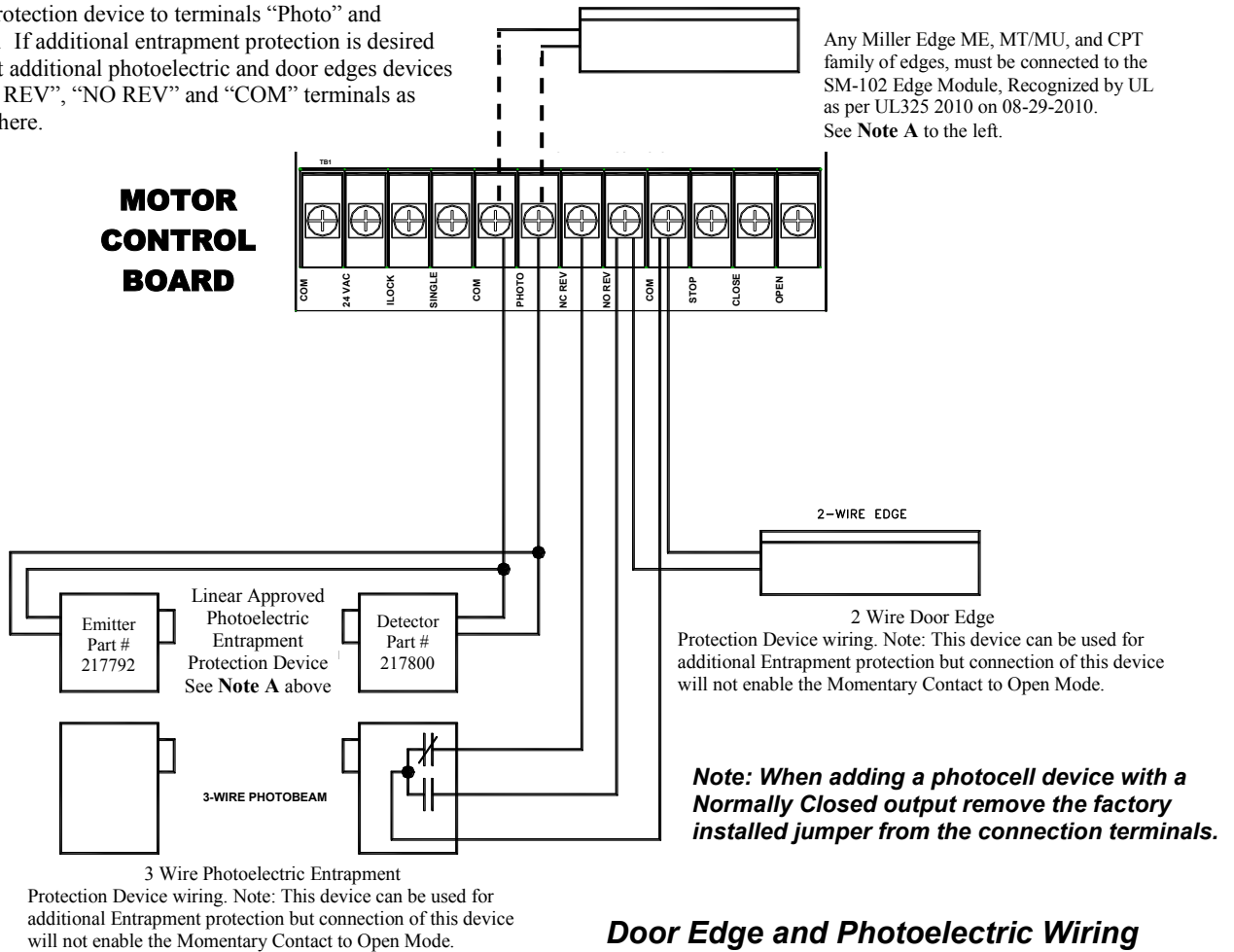
CAUTION
TO AVOID DAMAGE TO DOOR AND OPERATOR ENSURE ALL DOOR LOCKS ARE DISABLED.
USE AN INTERLOCK SWITCH IF A LOCK IS REQUIRED TO RETAIN FUNCTIONALTY.

ENTRAPMENT PROTECTION DEVICES WIRING INSTRUCTIONS

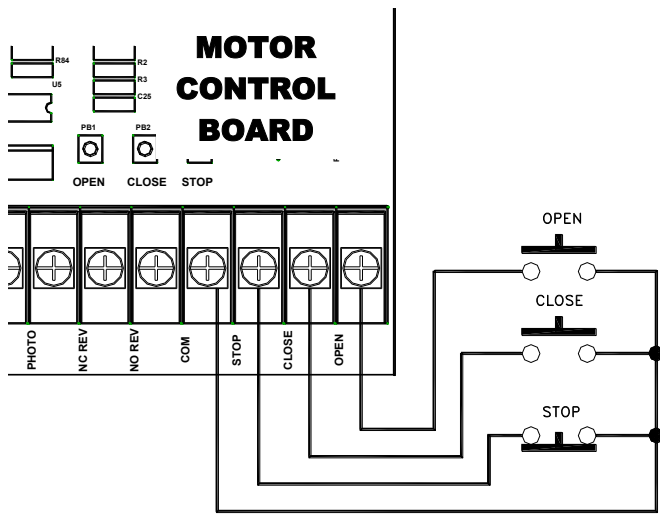
Note A: Connect only **one (1)** approved entrapment protection device to terminals “Photo” and “Com”. If additional entrapment protection is desired connect additional photoelectric and door edges devices to “NC REV”, “NO REV” and “COM” terminals as shown here.

Any Miller Edge ME, MT/MU, and CPT family of edges, must be connected to the SM-102 Edge Module, Recognized by UL as per UL325 2010 on 08-29-2010. See **Note A** to the left.

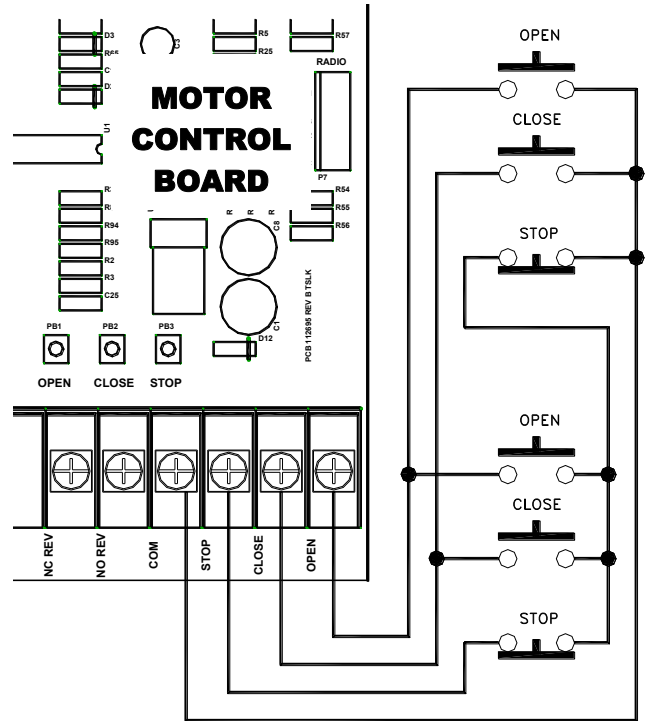
Figure 9



After properly connecting an approved Entrapment Protection Device (see above and Page 3) to the operator, see Page 15 for setting of the selector switches. These switches must be properly set and an approved photoelectric device or approved door edge device connected to the operator to obtain B2 Mode of Operation, Momentary Contact to Close.



Single 3 Button Station Figure 11



Multiple 3 Button Station Figure 12

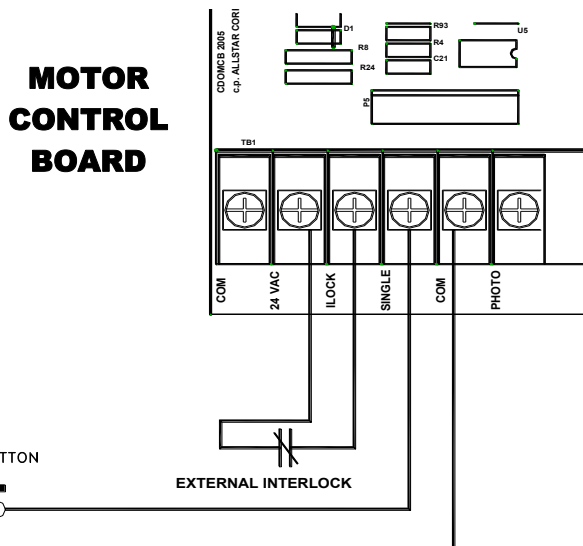


Figure 13

Single Button and External Interlock Wiring

Note: When adding an External Interlock remove the factory installed jumper from the connection terminals.

TURNING ON THE POWER TO THE OPERATOR


NOTE: It is now necessary to turn on the power in order to change the Operating Mode (if applicable), program any changes desired to the operator's other settings, check for proper performance of all the operator's features to include the brake (if applicable) and clutch (adjusting settings if necessary); and to finalize any adjustments to the limit settings. Before doing so, ensure that all mounting hardware are installed and properly tightened, that all electrical connections are per local code requirements, and that proper wiring practices have been followed. Also, double-check that all ropes have been removed from the door and that the doorway is clear.


IMPORTANT SAFETY INSTRUCTIONS FOR OWNER

 <p style="margin: 0;">WARNING</p>	<p style="margin: 0;">TO REDUCE THE RISK OF SEVERE INJURY OR DEATH:</p>
--	--

READ AND FOLLOW ALL INSTRUCTIONS!

- Understand all of the operating features of your door control system at the time of its installation. Your installing dealer will demonstrate them for you.
- NEVER let children operate or play with door controls. Keep the Remote Control (where provided) away from children.
- Personnel should keep away from a door in motion and keep the moving door in sight until the door is completely closed or opened. **NO ONE SHOULD CROSS THE PATH OF A MOVING DOOR.**
- **TEST THE DOOR OPENER'S SAFETY FEATURES AT LEAST ONCE A MONTH.** After adjusting either the force setting or the limit of travel, **ALWAYS RETEST** the Operator's safety features. Failure to **ADJUST THE OPERATOR PROPERLY** may cause **SEVERE INJURY OR DEATH.**
- **DO NOT** over adjust the force setting to compensate for a poorly working door.
- To prevent the motor protector from tripping - Do not exceed 10 door cycles per hour.
- **IMPORTANT:** The hardware box contains a caution label which states: "This door is operated by a light duty operator. To prevent the motor protector from tripping - Do not exceed 10 door cycles per hour." Permanently install this label adjacent to the door, near the push button station, at the eye height of the average adult, approximately six feet above the floor). Do not paint over this label.
- If possible, **USE THE MANUAL RELEASE** only when the door is closed. Use caution when using this release when the door is open. **WEAK OR BROKEN SPRINGS MAY ALLOW THE DOOR TO CLOSE RAPIDLY, CAUSING SEVERE INJURY OR DEATH.**
- **KEEP THE GARAGE DOOR PROPERLY BALANCED.** See the door manufacturer's owner's manual. An improperly balanced door **COULD CAUSE SEVERE INJURY OR DEATH.** Have a **TRAINED DOOR SYSTEMS TECHNICIAN MAKE REPAIRS TO CABLES, SPRING ASSEMBLIES AND OTHER HARDWARE.**
- Inspect and maintain your door system as described in this manual.
- **SAVE THESE INSTRUCTIONS**

	<p style="margin: 0;">WARNING</p>
<p>AVOID ELECTROCUTION: DO NOT ROUTE LOW VOLTAGE WIRES IN SAME CONDUIT AS HIGH VOLTAGE WIRES. FOLLOW ALL LOCAL ELECTRICAL CODES OR THE NATIONAL ELECTRICAL CODE.</p>	

	<p style="margin: 0;">WARNING</p>
<p>FAILURE TO TEST REVERSING SYSTEM COULD RESULT IN DEATH OR SERIOUS INJURY. <u>TEST THIS SYSTEM ONCE A MONTH.</u></p>	

SETTING THE SWITCH SELECTABLE OPERATING MODES

Changing the Switch Selectable Operation Modes

The following modes are selected by setting the on-board dip switches, Figure 14 at right shows where the switches are located on the operator control board. For each Operational Mode, the switches are set to either ON or OFF according to the table at right below. For all the modes, if an approved entrapment protection (EP) reversing device as described on page 3 of this manual is attached to the input labeled "Photo", it will function as noted. Once an approved EP device is recognized by the control board it is monitored for correct operation. If the device becomes inactive then the mode will default to constant pressure activation for close regardless of the dip switch setting. In order for any of the Momentary Contact to Close operation modes (B2, TS, T) to become active an approved Entrapment Protection (EP) Reversing device (see Page 3) must be properly installed and connected to the operator. The switches must be set to *one* of the six Operational Mode combinations for the operator to function. In order for the NO (Normally Open) Reverse or NC (Normally Close) Reverse inputs to function, you must first install an operational approved Entrapment Protection (EP) Reversing Device.

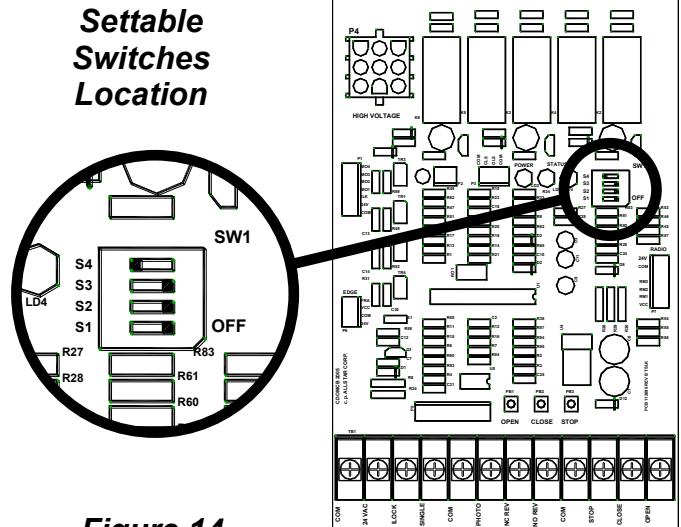


Figure 14

MOTOR CONTROL BOARD

Operating Mode	Switch 1	Switch 2	Switch 3	Switch 4
C2 Operation	OFF	OFF	OFF	OFF
B2 Operation	ON	OFF	OFF	OFF
D1 Operation	OFF	ON	OFF	OFF
E2 Operation	ON	ON	OFF	OFF
TS Operation	OFF	OFF	ON	OFF
T Operation	ON	OFF	ON	OFF

C2 Operation (Factory default)

- Open Button:* Momentary activation; open override of closing door.
- Close Button:* Constant activation, door will stop when button is released.
- Stop Button:* Momentary activation; stops open, close or reverse action.
- Single Button:* Momentary activation to open; open override of closing door.
- EP Reverse (Photo Input):* Momentary activation will reverse a closing door, reverse to full open (ignores mid-stop) unless stopped by stop pushbutton input.
- Mid-Stop:* Activation stops an opening door; momentary contact of open button at mid stop will restart door to full open position; if door is moving open, constant pressure on open button will bypass mid-stop.
- Auto Close Timer:* N/A.

B2 Operation

- Open Button:* Momentary activation; open override of closing door.
- Close Button:* Momentary activation.
- Stop Button:* Momentary activation; stops open, close or reverse action.
- Single Button:* Momentary activation to open; open override of closing door, closes door from mid-stop or open limit.
- EP Reverse (Photo Input):* Momentary activation will reverse a closing door, reverse to full open (ignores mid-stop) unless stopped by stop pushbutton input.
- Mid-Stop:* Activation stops an opening door; momentary contact of open button at mid stop will restart door to full open position; if door is moving open, constant pressure on open button will bypass mid-stop.
- Auto Close Timer:* N/A.

D1 Operation

- Open Button:* Constant activation; open override of closing door.
- Close Button:* Constant activation, door will stop when button is released.
- Stop Button:* Momentary activation; stops open, close or reverse action (not required).
- Single Button:* N/A.
- EP Reverse (Photo Input):* Momentary activation will stop a closing door.
- Mid-Stop:* Activation stops an opening door; after the door stops at the mid stop, constant contact of open button at mid stop will restart door to full open position.
- Auto Close Timer:* N/A.

E2 Operation (roll-back)

- Open Button:* Momentary activation; open override of closing door.
- Close Button:* Constant activation, door will reverse to full open (ignores mid-stop) when button is released.
- Stop Button:* Momentary activation; stops open, close or reverse action.
- Single Button:* N/A.
- EP Reverse (Photo Input):* Momentary activation to reverse a closing door, reverse to full open (ignores mid-stop) unless stopped by stop pushbutton input.

Mid-Stop: Activation stops an opening door; momentary contact of open button at mid stop will restart door to full open position; if door is moving open, constant pressure on open button will bypass mid-stop.

Auto Close Timer: N/A

TS Operation

Open Button: Momentary activation; open override of closing door.

Close Button: Momentary activation.

Stop Button: Momentary activation; stops open, close or reverse action.

Single Button: Momentary activation to open; open override of closing door, closes door from mid-stop or open limit.

EP Reverse (Photo Input): Momentary activation will reverse a closing door, reverse to full open (ignores mid-stop) unless stopped by stop pushbutton input.

Mid-Stop: Activation stops an opening door; momentary contact of open button at mid stop will restart door to full open position; if door is moving open, constant pressure on open button will bypass mid-stop.

Auto Close Timer: Closes door from mid-stop or open limit after pre-set time. Stop will deactivate the auto close timer. Open will reactivate the auto close timer or reset the auto close timer when the door is at the mid-stop or open limit. Single button will reset the auto close timer from the mid-stop or open limit. Reverse will reactivate the auto close timer or reset the auto close timer when the door is at the mid-stop or open limit.

T Operation, Dip-Switch Setting

Open Button: Momentary activation; open override of closing door.

Close Button: Momentary activation.

Stop Button: Momentary activation; stops open, close or reverse action.

Single Button: Momentary activation to open; open override of closing door, closes door from mid-stop or open limit.

EP Reverse (Photo Input): Momentary activation will reverse a closing door, reverse to full open (ignores mid-stop) unless stopped by stop pushbutton input.

Mid-Stop: Activation stops an opening door; momentary contact of open button at mid stop will restart door to full open position; if door is moving open, constant pressure on open button will bypass mid-stop.

Auto Close Timer: Closes door from mid-stop or open limit after pre-set time. Stop will deactivate the auto close timer. Open will reactivate the auto close timer or reset the auto close timer when the door is at the open limit. Single button will reset the auto close timer from the mid-stop or open limit. Reverse deactivates the auto close timer if the door is closing. Reverse will reset the auto close timer at the mid-stop or open limit if the auto close timer has not been previously deactivated.

SETUP MODES

Setup Modes

Various operating characteristics can be modified via the setup modes. The operator is moved to the close limit position and the on-board dip switches (see Figure 14, page 15) are **TEMPORARILY** set according to the table at right to enter a Setup Mode. The on board OPEN and STOP buttons are used to modify the characteristic. Once set, the values are stored in non-volatile memory.

These values are set to factory defaults that should be satisfactory for many applications. All values as described here can be reset to the factory defaults as follows:

Remove 24 VAC power from the control board.

Press and hold the on-board stop button.

Re-apply 24 VAC while holding the on-board stop button.

After completing the procedure to modify the operating characteristic the switches must be returned to the originally set Operating Mode setting (see section previous).

Delay on Reverse Setup

To help prevent stress on the door components, this feature allows for a delay time between the door stopping and reversing when a command to reverse is received as the door is closing. The factory default time is 0.75 seconds; the minimum time is 0.4 seconds; the maximum time is 2 seconds.

After moving the door to the close position and **temporarily** setting the switches to the appropriate settings in the table, pressing STOP will reset the time to the minimum setting. Every time OPEN is pressed, 200 mS is added to the time (up to the maximum).

Setup Mode	Switch 1	Switch 2	Switch 3	Switch 4
Delay on Reverse	ON	ON	ON	ON
Close Limit Delay	OFF	ON	ON	ON
Mid-Stop Limit	ON	OFF	ON	ON
Auto Close Timer	OFF	OFF	ON	ON
Maximum Run Time	OFF	ON	OFF	ON

Changing the dip-switch setting to any other setting will save the new time. Return the dip switches to the originally set Operating Mode setting (see section previous).

Close Limit Delay Setup

To provide for irregularities in the floor, this feature allows for the door to continue to travel down after the Reverse Cutout Limit is activated. The factory default time is 0.32 seconds; the minimum time is 0.12 seconds; the maximum time is 0.66 seconds.

After moving the door to the close position and **temporarily** setting the switches to the appropriate settings in the table, pressing STOP will reset the time to the minimum setting. Every time OPEN is pressed, 0.02 seconds are added to the time (up to the maximum).

Changing the dip-switch setting to any other setting will save the new time. Return the dip switches to the originally set Operating Mode setting (see section previous).

Mid-Stop Limit Setup

This feature provides a timing function to stop a door as it is traveling open at a Mid Stop position instead of the full open position. The door can then be moved to the full open position if desired by pressing the Open button. A single button input when the door is at the mid stop position will cause the door to begin moving in the close direction. The factory default is not set; the minimum run time to mid-stop limit is 6 seconds.

After moving the door to the close position and *temporarily* setting the switches to the appropriate settings in the table, pressing STOP will remove the mid-stop limit setting. Pressing OPEN will start the door open. When the door reaches the desired mid-stop position, press STOP.

Changing the dip-switch setting to any other setting will save the mid-stop limit position. Return the dip switches to the originally set Operating Mode setting (see section previous).

Note: The door must move a sufficient distance to fully disengage the Reverse Cutout Limit nut from the Reverse Cutout Limit switch to set the mid-stop limit.

Auto Close Timer Setup

This feature allows for a modification of the amount of time between the door reaching either the Mid Stop or the Full Open position and automatically starting in the close direction. The Auto Close feature is only active when the operator is set to the T or TS Operating Mode (see section previous). The factory default is 30 seconds; the minimum time is 5 seconds; the maximum time is 5 minutes.

After moving the door to the close position and *temporarily*

setting the switches to the appropriate settings in the table, pressing STOP will clear and turn off the auto close timer. Every time OPEN is pressed, 5 seconds is added to the time. Changing the dip-switch settings to any other settings will save the new time. Return the dip switches to the originally set Operating Mode setting (see section previous).

Maximum Run Time Setup

This feature provides for a maximum amount of time the motor will be energized after an input is recognized. The factory default time is 30 seconds; the maximum time is 60 seconds.

After moving the door to the close position and *temporarily* setting the switches to the appropriate settings in the table, pressing STOP will reset the time to the factory default setting. Pressing OPEN will start the door open. The run time will be recorded when the door reaches the open limit. To prevent nuisance problems, 0.75 seconds are added to this time. Pressing stop before the door reaches the open limit will stop the door and reset the time to the factory default.

Changing the dip-switch setting to any other setting will save the new time. Return the dip switches to the originally set Operating Mode setting (see section previous).

BRAKE ADJUSTMENT

The solenoid operated brake may require occasional adjustment. Adjustment is necessary if door tends to drift downward after reaching the open limit. Follow the instructions below and use Figure 15 as a guide.

- (1) Loosen shoe adjusting screw and bottom bracket arm of solenoid.
- (2) Move tab until drum has a slight drag.
- (3) Reverse drag slightly from tab and tighten shoe adjustment screw.

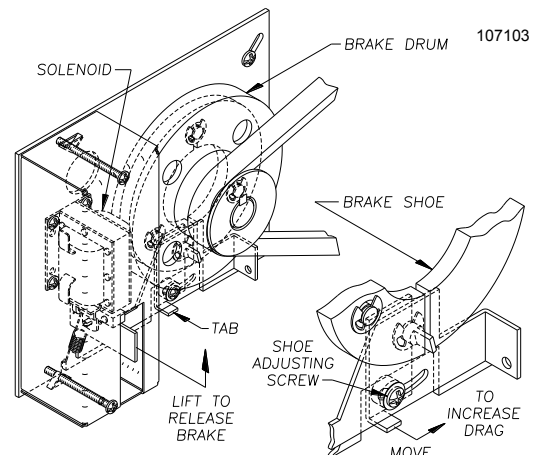


Figure 15

CLUTCH ADJUSTMENT



WARNING

RISK OF ENTRAPMENT THAT MAY RESULT IN SERIOUS PERSONAL INJURY OR DEATH. DISCONNECT POWER TO THE OPENER BEFORE SERVICING OR MAKING ADJUSTMENTS. ENSURE DOORWAY IS CLEAR BEFORE STARTING TESTING OF UNIT.



CAUTION

ALWAYS DISCONNECT POWER TO OPERATOR BEFORE SERVICING OR MAKING ADJUSTMENTS

REQUIRED TO THE DOOR, DOOR SPRINGS OR DOOR OPERATOR MUST BE PERFORMED BY A QUALIFIED PROFESSIONAL DOOR INSTALLER.

The clutch pad will wear during normal operation and should be replaced when it becomes difficult or impossible to sufficiently tighten the clutch to obtain smooth operation of the door when it is in good working condition. To replace the clutch pad, first loosen the motor mounting bolts and remove the V-belt then the clutch adjusting nuts, spring and clutch pulley. Check condition of V-belt before reassembly and replace if required. After reassembly, adjust clutch as described above.

The clutch serves to protect the door, the electric operator and other equipment from undue stress or damage caused by starting forces and/or an obstruction to the door. It should be set no tighter than is necessary to smoothly and consistently move the door throughout its full range of travel. When properly set, it will slip freely if the door should encounter an obstruction, and it should be possible to stop the travel of the door by hand.

WARNING: Before adjustment remove power to the operator.

To adjust the clutch, loosen the jamb nut, and turn the adjusting nut, as shown at right. Make adjustments in 1/4 turn increments. Always re-tighten the jamb nut before running the operator to prevent clutch from changing its setting.

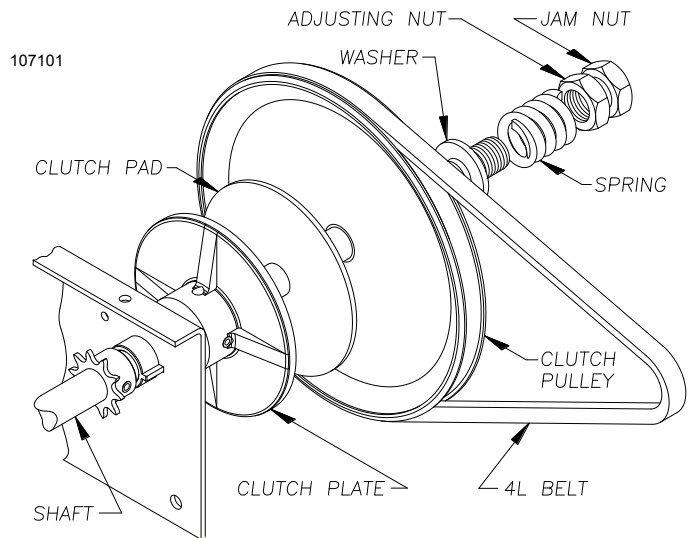


Figure 16

CAUTION

NEVER COMPRESS CLUTCH SPRING BEYOND POINT LIMITED BY THE DESIGN OF THE OPERATOR OR REPLACE IT WITH A HEAVIER SPRING

Due to changing conditions of the door and normal wear, it may be necessary to occasionally readjust the clutch to obtain dependable operation.

WARNING: BEFORE DOING SO BE CERTAIN THAT THE DOOR IS IN GOOD WORKING CONDITION, PROPERLY COUNTERBALANCED AND THAT THE CLUTCH IS NOT SLIPPING BECAUSE OF LOOSE OR MISSING HARDWARE, BINDING IN THE TRACK, RUBBING AGAINST THE DOOR STOPS OR DEFECTIVE OR MISADJUSTED SPRINGS. ANY SERVICE



WARNING

IMPROPER ADJUSTMENT OF CLUTCH SETTING COULD CAUSE ENTRAPMENT, INJURY OR DEATH.

SET CLUTCH ADJUSTMENT FOR JUST ENOUGH FORCE TO OPERATE THE DOOR RELIABLY, BUT NO STRONGER. Contact a service professional to correct any binding, sticking or other door problems. DO NOT OVER-ADJUST CLUTCH SETTING TO COMPENSATE FOR A POORLY WORKING DOOR.

Aligning the Infrared Safety Beam

The safety beam has two components, a sender and a receiver. The sender produces a narrow infrared beam that travels across the bottom of the door opening to the infrared receiver. If an object blocks the infrared beam while the door is closing, the door will stop, then reverse and fully open.

As a safety feature, the operator will inhibit close commands if the door is open and the infrared safety beam is blocked or out of alignment. In this case, the door can be forced closed by pressing and holding the wall station's CLOSE pushbutton (be sure the door area is in clear view).

! WARNING !
STAY CLEAR OF THE DOOR DURING THESE TESTS!

Safety Beam Test

- 1 Check that the operator has power. The green lights on the sender and receiver should be lit.
- 2 If the receiver's green light is on, but the red light is off, the receiver has power but is not detecting the infrared beam from the sender. The red light might flash when the beam is partially detected. This can be caused by mis-alignment or something blocking the beam. Adjust the safety beam sender and receiver while watching the receiver's red light (stay out of the beam while aligning it). When the red light stays on, the beam is aligned.

SAFETY BEAM INDICATOR TABLE

GREEN ON	POWER ON
GREEN OFF	POWER OFF
RED ON	BEAM OK - NO BLOCKAGE
RED OFF	BEAM BLOCKED OR MIS-ALIGNED
RED FLASHING	BEAM ALIGNED POORLY

- **NOTE:** If the receiver's red light remains off, check for: 1) Dirt on the receiver's lens, 2) Sunlight shining into the receiver's lens, 3) A short in the safety beam wiring (from staples or at the operator terminals).

- 3 If the door is closed, press the wall station's OPEN button to fully open the door.
- 4 Push the wall station's CLOSE button. While the door is moving to the close position, **CAREFULLY** block the safety beam. **THE DOOR MUST STOP, THEN REVERSE TO THE OPEN POSITION.**
- 5 Place an object in the path of the safety beam. Check that constant pressure is required on the wall station's CLOSE button to cause the door to move toward the close position. Release the pushbutton **before** the operator stops; check that the door returns to the up position.

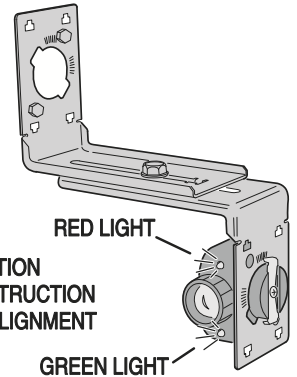
! WARNING !

Serious injury or death from a closing garage door may result because of failure to test and adjust the safety reverse system. Repeat this test monthly and adjust as needed.

SAFETY BEAM INDICATORS

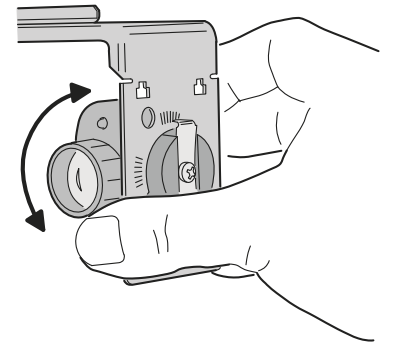
GREEN LIGHT
 ON = POWER ON
 OFF = POWER OFF

RED LIGHT
 ON = BEAM ALIGNED, NO OBSTRUCTION
 OFF = BEAM NOT ALIGNED, OR OBSTRUCTION
 BLINKING = BEAM NEEDS BETTER ALIGNMENT

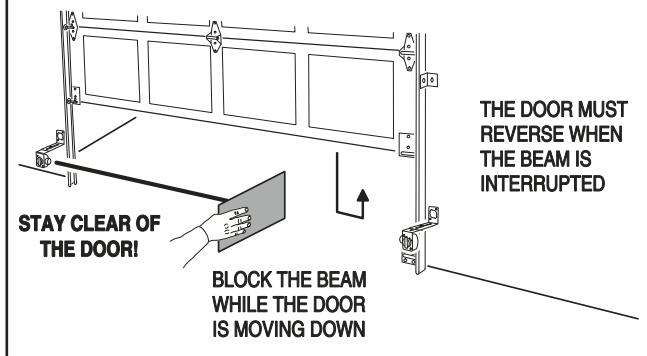


ADJUSTING THE BEAM

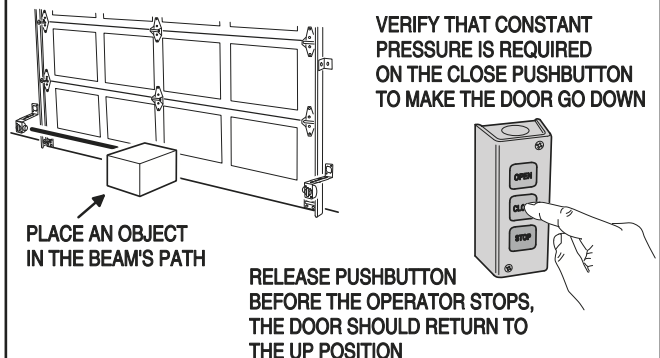
ADJUST THE SENDER AND RECEIVER UNTIL THE RED INDICATOR LIGHTS SOLID



CHECKING FOR REVERSAL



CHECKING FORCED CLOSURE FEATURE



TESTING

Following installation, the operator **MUST** be tested and respond correctly to all controls as specified on the wiring diagram. **KEEP** personnel and equipment clear of the area beneath the door when performing the tests. When testing the 3-button wall station, first observe that each button operates the door in the direction indicated and that the STOP button performs that function. With the door stopped at its full open position, the OPEN button should be inoperative. This should be verified and, likewise, the CLOSE button should be inoperative with the door fully closed.

Certain operator control circuits use only a single button or a two button control station and may be designed to function differently than the more common three-button circuit described above. Test the controls in accordance with the description of operation as indicated on the wiring diagram and as selected according to the instructions on page 15, "OPERATING MODES".


Observe the door when traveling in each direction for smoothness of operation. Test the setting of the clutch by restraining the door by hand. The clutch should slip. Re-check the limit settings. The door should close tightly at the floor without excessive impact. Likewise, it should fully clear the door opening without the carrier striking the stops on the rail.

The J-S & H-S series operators are equipped with a reversing circuit and to allow for Momentary Close Contact operation an approved entrapment protection device as described on Page 3 needs to be properly installed and connected to the operator. To test it for proper reversal, place an object beneath the leading edge of the door. The door should reverse when it comes into contact with the object provided the height of the object exceeds the cut out point built into the close limit switch (approximately four inches).

CAUTION
**DO NOT STAND UNDER DOOR
TO TEST REVERSING FEATURE
USE A CORRUGATED BOX
OR OTHER SIMILAR OBJECT**

If the operator is equipped with other means of control, such as additional 3 button stations or radio controls, each of these should be tested separately for proper operation.

To test the manual disconnect first move the door to the fully closed position. Then disconnect the power to the operator. Manual door operation mode should engage when the release chain is pulled. The door can then be manually opened or closed by physically moving the door (Model J-S) or using the hoist chain (Model H-S). If it is difficult to engage and/or the jackshaft to doorshaft chain appears to be under compression, reset the CLOSE limit slightly to reduce the door travel in the close direction.

	WARNING
ALWAYS DISCONNECT POWER TO THE OPERATOR BEFORE SERVICING, CONNECTING ACCESSORY DEVICES OR MAKING ADJUSTMENTS.	

MAINTENANCE

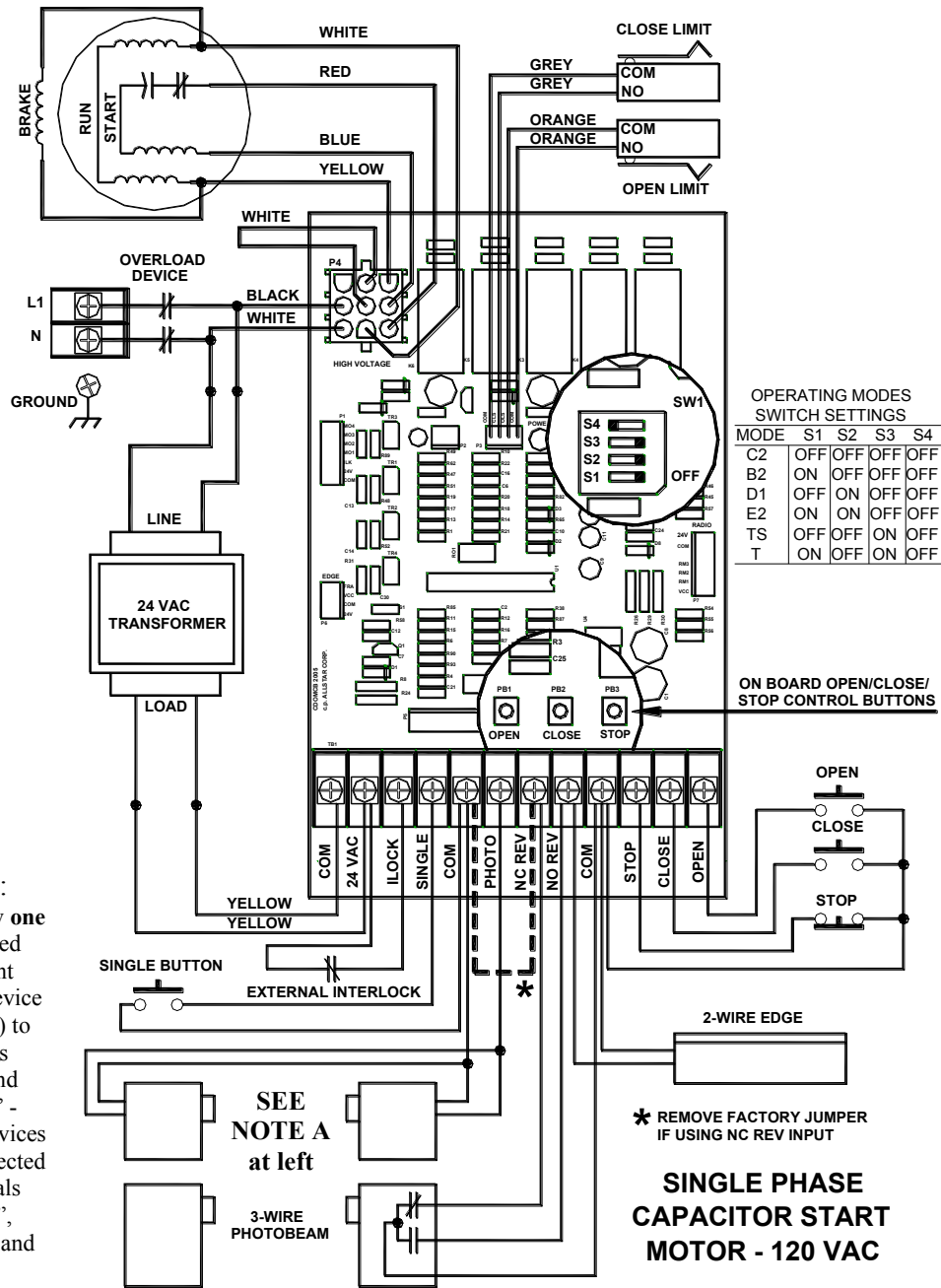
Normally, very little maintenance is required. A monthly visual inspection must be made for loose or missing hardware and for excessive slack in the V-Belt and jackshaft chain. The clutch must be tested periodically and adjustments made if necessary (see page 18). The brake is adjusted at the factory and will need periodic adjustment for wear. When adjustment becomes necessary see **Figure 15** on page 17 for the adjustment procedure.

Test the reversing edge circuit at least once a month by permitting the door to contact an obstruction while closing.

CAUTION
**DO NOT STAND UNDER DOOR TO TEST REVERSING
EDGE - USE A CORRUGATED BOX
OR OTHER SIMILAR OBJECT**

Lubrication of the operator is not required. It is important, for trouble free service from the operator, that the door be kept free from binding, properly counter balanced and periodically lubricated. **An annual inspection of the door by a qualified overhead door professional is recommended.**

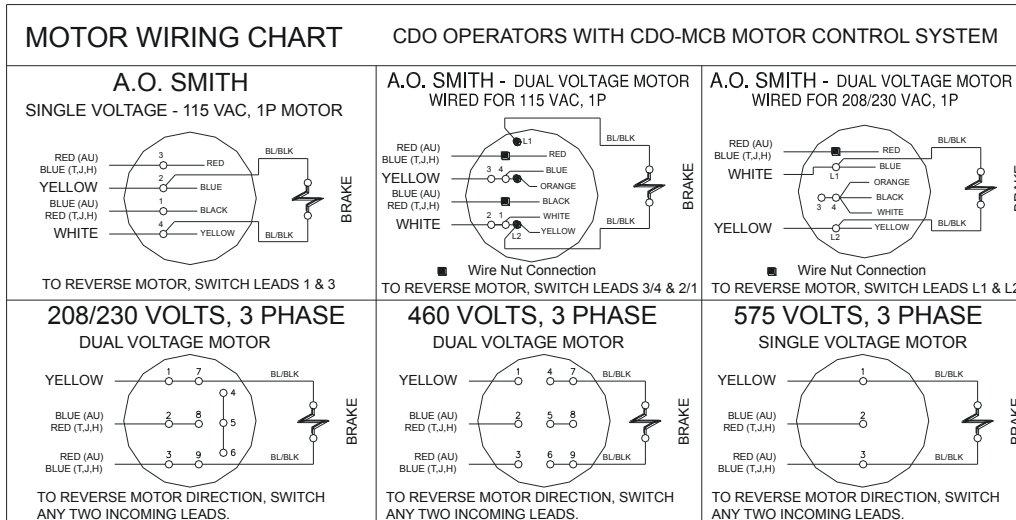
Warning: Repairs and adjustments to the door and operator should be performed only by someone qualified to service commercial overhead doors and operators.

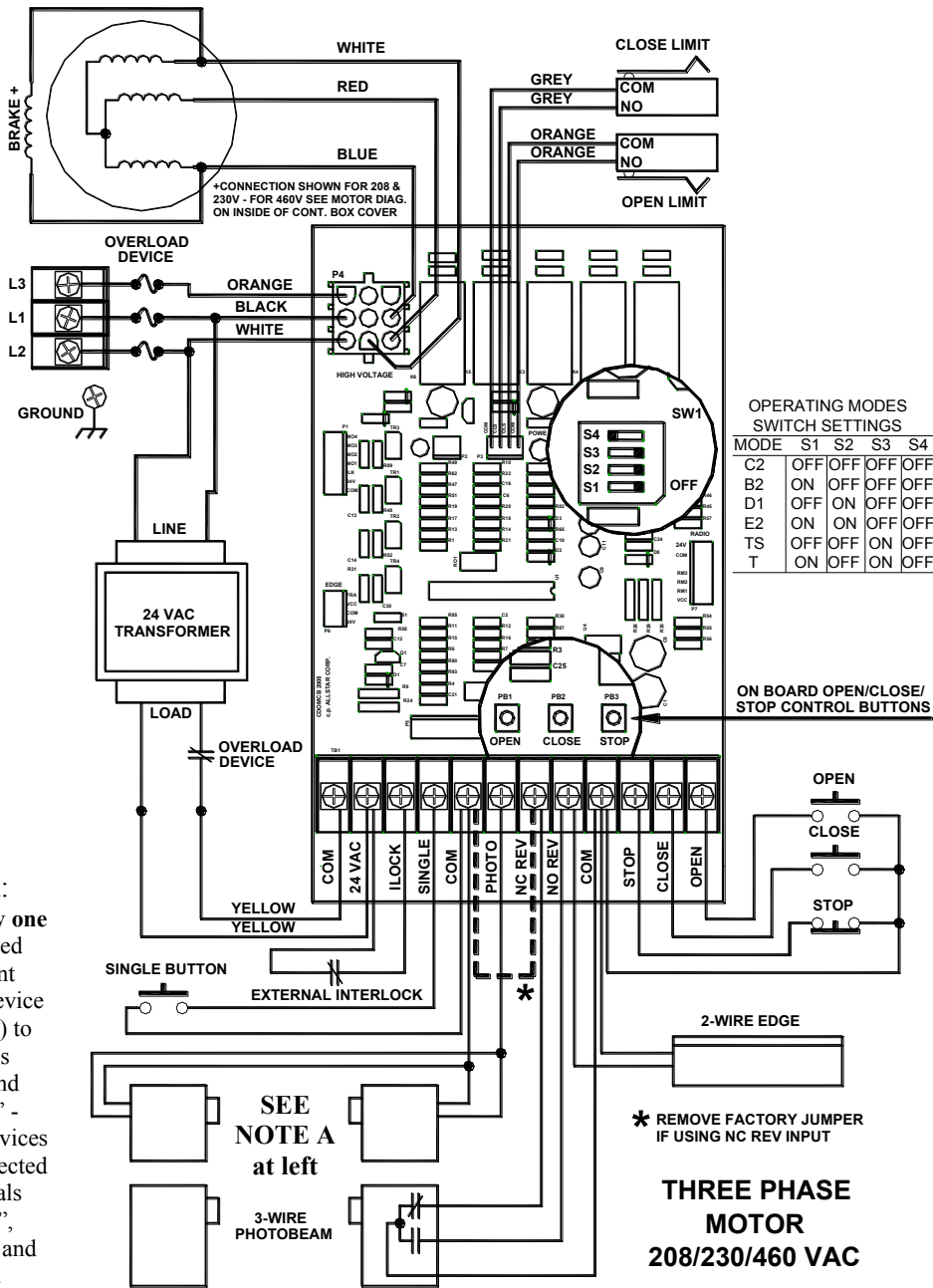


Note A:
Connect only one (1) approved entrapment protection device (see Page 3) to Terminals "COM" and "PHOTO" - additional devices may be connected to Terminals "NC Rev", "NO REV" and "COM".

* REMOVE FACTORY JUMPER IF USING NC REV INPUT

SINGLE PHASE CAPACITOR START MOTOR - 120 VAC

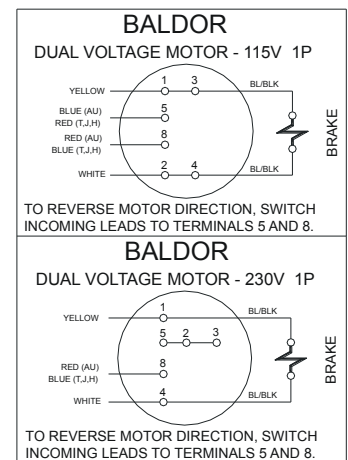
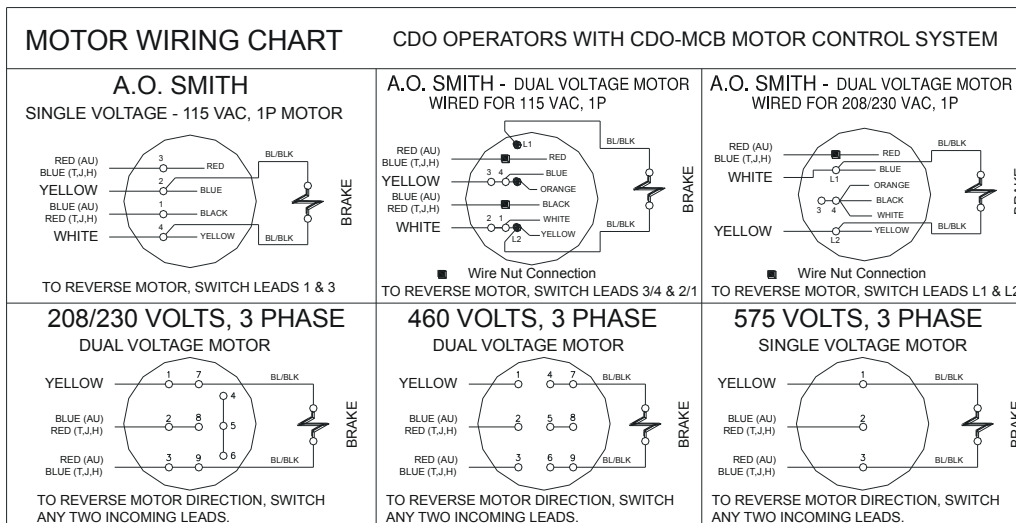


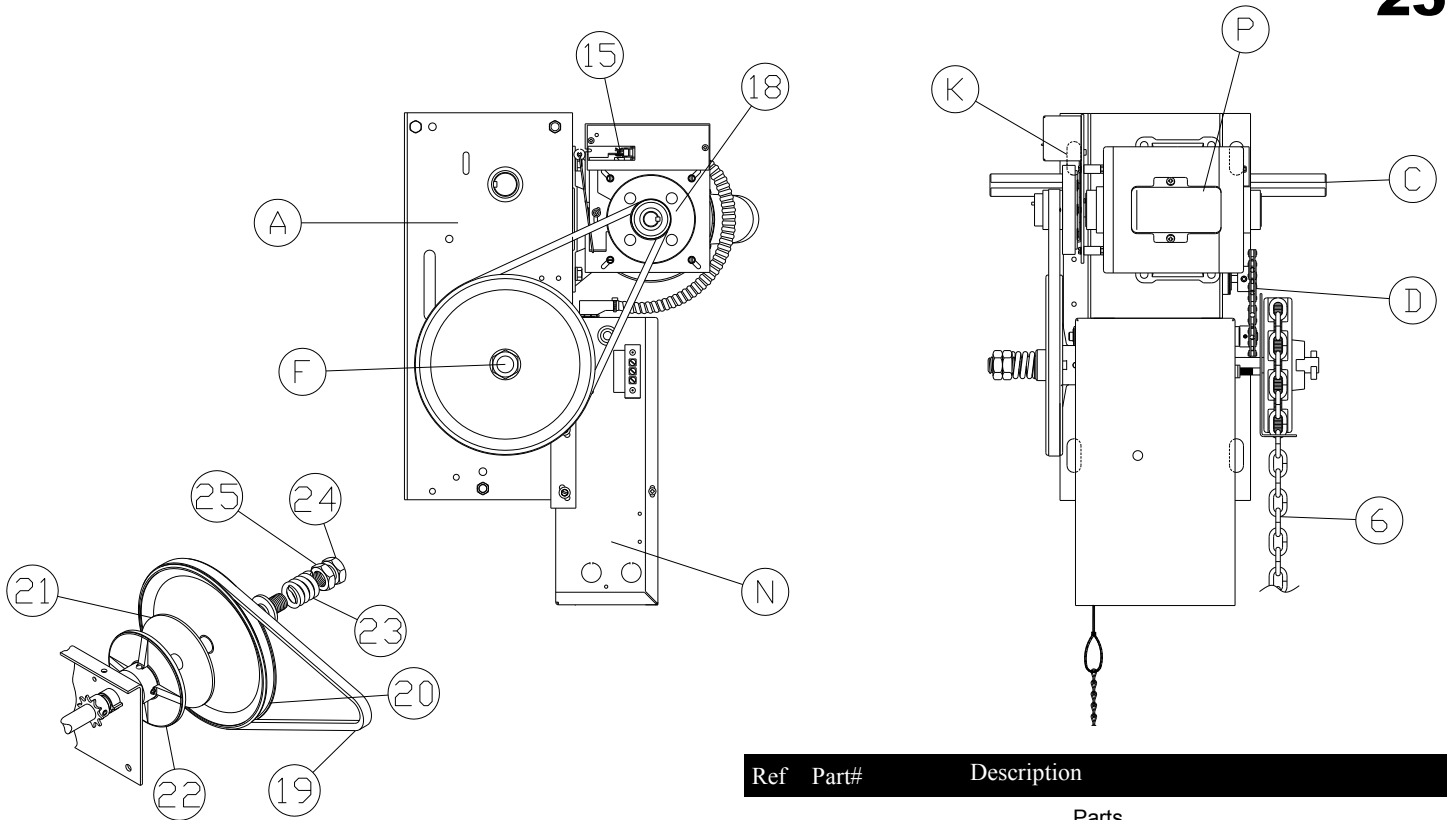


Note A:
Connect **only one** (1) approved entrapment protection device (see Page 3) to Terminals "COM" and "PHOTO" - additional devices may be connected to Terminals "NC Rev", "NO REV" and "COM".

* REMOVE FACTORY JUMPER IF USING NC REV INPUT

THREE PHASE MOTOR
208/230/460 VAC





Ref Part# Description

Parts		
1	009221	Shaft Collar, 1"
2	008071	Flange Bearing, 3/4"
3	100487	Flange Bearing, 1"
4	105549	Snap Ring, 3/4"
5	105550	Snap Ring, 1"
6	100315	Hand Chain, AUH
7	105251	Sprocket, 41B12, 1" Bore
8	106400	Sprocket, 41B32, 1" Bore, 1/4 Key
9	105268	Sprocket, 50B12, 1" Bore
10	105270	Sprocket, 50B24, 1" Bore
11	015692	Limit Chain, #65, 15" with Master Link
12	105317	Secondary Chain, #41, 19" with Master Link
13	105318	Primary Chain, #41, 20" with Master Link
14	105349	Drive Chain, #50, 72" with Master Link
15	105385	Brake Solenoid, 115 VAC
	105386	Brake Solenoid, 230 VAC (also used on 460 VAC units)
17	110042	Brake Shoe
18	105934	Brake Drum with 5L Pulley
19	009088	V Belt, 5L350
20	105750	Clutch Pulley w/Bushing, 5L
21	009028	Clutch Fiber Disk
22	100133	Clutch Plate
23	105308	Clutch Spring
24	100636	Clutch Lock Nut
25	107517	Clutch Adjusting Nut

Ref Part# Description

Assemblies		
A	105933	Frame Assembly w/Shaf. J
	109318	Frame Assembly w/Shaf. H
C	106501	Drive Shaft Assembly, J/H
D	105930	Disconnect Shaft Assembly, J
	105206	Intermediate Shaft Assembly, H
F	106294	Clutch Shaft Assembly, J
	106295	Clutch Shaft Assembly w/Hoist, H
H	105928	Cam Shaft Assembly, J
I	105929	Disconnect Sprocket Assembly, J
K	109273	Brake Assembly, AUJ / H, 115 VAC
	109274	Brake Assembly, AUJ / H, 230 / 460 VAC
N	CALL	Control Box Assembly

Motors

P	100465	Motor, 1/3 HP, 48 ODP, 115 VAC, 1 PH
	100466	Motor, 1/2 HP, 48 ODP, 115 VAC, 1 PH
	005156	Motor, 1/3 HP, 56 ODP, 115/230 VAC, 1 PH
	005026	Motor, 1/2 HP, 56 ODP, 115/230 VAC, 1 PH
	005027	Motor, 3/4 HP, 56 ODP, 115/230 VAC, 1 PH
	005183	Motor, 1/3 HP, 56 ODP, 230/460 VAC, 3 PH
	005184	Motor, 1/2 HP, 56 ODP, 230/460 VAC, 3 PH
	005038	Motor, 3/4 HP, 56 ODP, 230/460 VAC, 3 PH

SPECIFICATIONS

MODEL : J _ _ _ _ S HP: _____

VOLTS : _____ PHASE : _____

- * UL AND CANADIAN UL LISTED
- * HIGH STARTING TORQUE, CONTINUOUS DUTY MOTOR
- * MOTOR OVERLOAD PROTECTION
- * CLASS 2 (24 VOLT) CONTROL CIRCUIT
- * SOLENOID BRAKE
- * SOLID STATE MOTOR CONTROL CIRCUITRY WITH ADVANCED OPERATIONAL FEATURES STANDARD
- * THREE BUTTON CONTROL: OPEN, CLOSE, STOP
- * WIRED TO ACCEPT REVERSING EDGE INPUT
- * HEAVY GAUGE, POWDER-COATED STEEL FRAME AND POWDER COATED CONTROL BOX
- * ALL SPROCKETS AND PULLEYS PINNED OR KEYED, SOLID STEEL DRIVE SHAFTS
- * FULLY ADJUSTABLE FRICTION CLUTCH
- * HEAVY DUTY FLANGE BEARINGS ON OUTPUT SHAFT
- * FLOOR LEVEL DISCONNECT
- * FULLY ADJUSTABLE, INTERNAL, SHAFT DRIVEN LIMITS

SPECIFICATIONS

MODEL : H _ _ _ _ S HP : _____

VOLTS : _____ PHASE : _____

- * UL AND CANADIAN UL LISTED
- * HIGH STARTING TORQUE, CONTINUOUS DUTY MOTOR
- * MOTOR OVERLOAD PROTECTION
- * CLASS 2 (24 VOLT) CONTROL CIRCUIT
- * SOLENOID BRAKE
- * SOLID STATE MOTOR CONTROL CIRCUITRY WITH ADVANCED OPERATIONAL FEATURES STANDARD
- * THREE BUTTON CONTROL: OPEN, CLOSE, STOP
- * WIRED TO ACCEPT REVERSING EDGE INPUT
- * HEAVY GAUGE, POWDER-COATED STEEL FRAME AND POWDER COATED CONTROL BOX
- * ALL SPROCKETS AND PULLEYS PINNED OR KEYED, SOLID STEEL DRIVE SHAFTS
- * FULLY ADJUSTABLE FRICTION CLUTCH
- * HEAVY DUTY FLANGE BEARINGS ON OUTPUT SHAFT
- * INTEGRAL MANUAL CHAIN HOIST WITH FLOOR LEVEL ENGAGEMENT AND DISCONNECT.
- * FULLY ADJUSTABLE, INTERNAL, SHAFT DRIVEN LIMITS

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