

AUTOMATIC TECHNOLOGY AUSTRALIA PTY LTD

EASY SLIDER

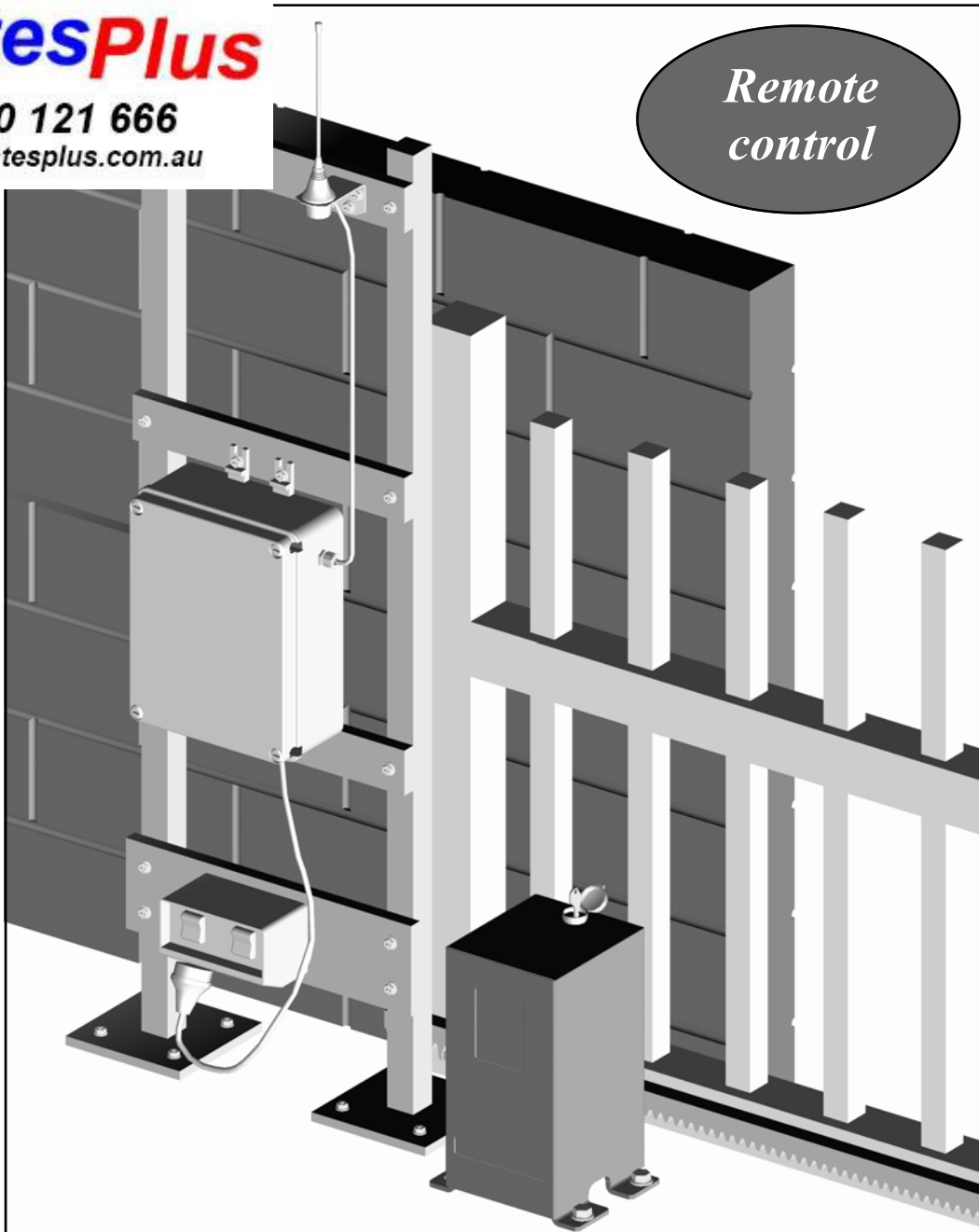
SLIDING GATE OPENER

GatesPlus

1300 121 666

www.gatesplus.com.au

*Remote
control*



OWNERS COPY

**Installation Instructions
And Owners Manual**

**Warning: Failure to comply with the
Installation Instructions and the
Safety Warnings may result in
Serious Personal Injury and/or
Property Damage.**

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PLEASE READ THESE IMPORTANT SAFETY RULES

Failure to comply with the following Safety Rules may result in Serious Personal injury and/or Property Damage.



DO NOT operate the Gate Opener unless the Gates are in full view and free from objects such as cars and children/people. **SERIOUS PERSONAL INJURY** and/or property damage can result from failure to follow this warning.



DO NOT operate the Gate Opener when children/persons are near the Gate(s). Children must be supervised near the Gate(s) at all time and when the Gate Opener is in use. **SERIOUS PERSONAL INJURY** and/or property damage can result from failure to follow this warning.



Make sure the **CLOSING OBSTRUCTION FORCE** is adjusted correctly on installation so that the gate(s) reverse to the open position when obstruct with **MINIMUM PRESSURE**. **OPEN OBSTRUCTION FORCE** should also be adjusted correctly so that the gate(s) stop on opening when obstructed with **MINIMUM PRESSURE**. This test must be **Repeated** regular interval and the necessary adjustments made if required.



DO NOT disengage the Gate Opener to manual operation with children /personals or any other objects including motor vehicles within the gateway.



If using a key switch or keypad or any device that operate the Gate Opener, make sure it is out of reach of children and that the Gate(s) are in full view **AT ALL TIMES**.



The Gate(s) must be **WELL BALANCED**. Sticking or binding Gate(s) must be repaired by an experienced service gate installer prior to Opener installation. **DO NOT** attempt to repair the Gate(s) yourself as the hardware is under extreme weight and tension and could cause **SERIOUS PERSONAL INJURY** and/or property damage.



Connect the Opener to properly **EARTHED** weatherproof general purpose 240V outlet installed by a qualified Electrician.



DISCONNECT the power cord from the MAINS before making any repairs or removing the covers! Only experienced service personal can remove the cover of the control system.



Keep hand and any loose clothing well **CLEAR** of the Gate(s) and Gate opener at all times.



When using the Auto close mode a **PHOTO ELECTRIC BEAM** must be correctly fitted and correctly tested for operation at regular intervals. **EXTREME CAUTION** is recommended when using the Auto close mode. All the safety rules must be followed.

In order for the Gate Opener to sense an object obstructing the gate, some **FORCE** must be exerted on the object. As a result the object **MAY SUFFER** some **DAMAGE**, the extent of which is dependant on the force/sensitivity adjustments set.

For **ADDITIONAL SAFETY** we strongly recommended the use of **PHOTO ELECTRIC BEAM** to provide additional safety **PROTECTION**.



PLEASE READ THIS INSTRUCTION MANUAL BEFORE ATTEMPTING TO INSTALL AND USE THE OPENER. FAILURE TO COMPLY WITH THE INSTALLATION INSTRUCTIONS MAY RESULT IN SERIOUS PERSONAL INJURY AND/OR PROPERTY DAMAGE.

GENERAL DESCRIPTION AND FEATURES

The ATA control board is packed with many new and exciting features using the latest technology in electronics, board design, and surface mounting components.

The CB-9 3.03 control board is designed to automate one or two 24V DC swing or sliding gate drive units with or without limit switches. The CB-9 3.03 supersedes earlier CB-9 versions. A list of some of the features of the control board follows.

- Control board constructed using state of art assembly techniques such as SMT and industrial quality materials and components.
- Each control board is visually and electronically tested after production.
- Controlled by a powerful custom programmed micro-controller.
- All control and limit switch inputs accept **dry** switch contacts and have a high noise immunity.
- The limit switch inputs are electrically interlocked to the motor drive relays. This means that in the unlikely event of the micro-controller malfunctioning, the motors will be prevented from being driven beyond the positions set by the limit switches (if used).
- A motor drive timer prevents the motors being driven indefinitely, should a limit switch fail.
- Mains transient protection provided on board. Terminal block and mode selection labelling is clear and informative.
- A small size of 130mm x 140mm x 45mm.
- Control inputs for open, close, stop, open/close/stop (swipe), pedestrian access and photoelectric safety beams are provided.
- Remote controlled pedestrian access is a standard feature, with the new two channel code hopping receiver and a standard four button transmitter.
- The Pedestrian access input is provided to partially open one gate leaf for pedestrian access by a wired switch or remote control transmitter or keypad transmitters. The distance the gate is opened is adjustable.
- The photoelectric safety beam input can be programmed to either stop or reverse the motors if tripped while being driven closed.
- The photoelectric safety beam input can be programmed to prevent the motors being driven in the open or close directions.
- The controller can be programmed to automatically close the gate after it has been opened, partly opened for pedestrian access or after the photoelectric safety input has been triggered and then released. The time the gate stays open is adjustable and independent for each of the three auto-close types.
- On board status L.E.Ds show status of the gate and backup battery charger.
- The light control output can be connected to control a warning or courtesy light which is illuminated while the gates are in motion and remain on for 1 minute. The time is adjustable via the technicians hand held programmer.
- A lock control output is provided which can be used to deactivate a locking mechanism at the start of each cycle. An adjustable pulse or hold action can be selected to release the lock.
- The time from when the lock is activated to when the motors are started can also be adjusted.
- When overlapping gate leaves are used, a delay can be introduced so that the overlapping leaf reaches/leaves the closed position before the other leaf.
- An integrated back-up battery charger is included on the control board.
- Automatic setting of motor overload levels.
- Motor speed is adjustable via a 10 position dial.
- Mechanical wear and tear reduced by slowing motor as the end of a drive cycles is approached. (Soft Stop)
- The ATA designed receiver and transmitter are the only high security remote control gate system on the market which includes ATA's unique remote coding feature and has over 4.29 billion codes which hop on every press of the button.
- The receiver/opener can be used with up to 111 transmitters. Further management utilities for the property manager are available with the use of ATA's handheld programmer.

PRODUCT DESCRIPTION

The ATA **EASYSLIDER GATE OPENER** consists of one electronic control box, two hand held transmitters antenna and sliding gate drive unit (Fig 1).

CONTROL BOX

The control box contains the Control Board, (capable of driving 1 or 2 sliding gates), a remote control receiver and transformer. With a pre-wired antenna ready to mount. When used with suitable glands, it is designed to meet the IP56 weather proof rating.

DRIVE UNIT

The Drive Unit consists of a powerful 24V DC motor, rugged gear assembly and limit switch assembly, housed in a lockable enclosure. Each Drive Unit includes a final drive gear and limit switch actuators for both opening and closing limits.

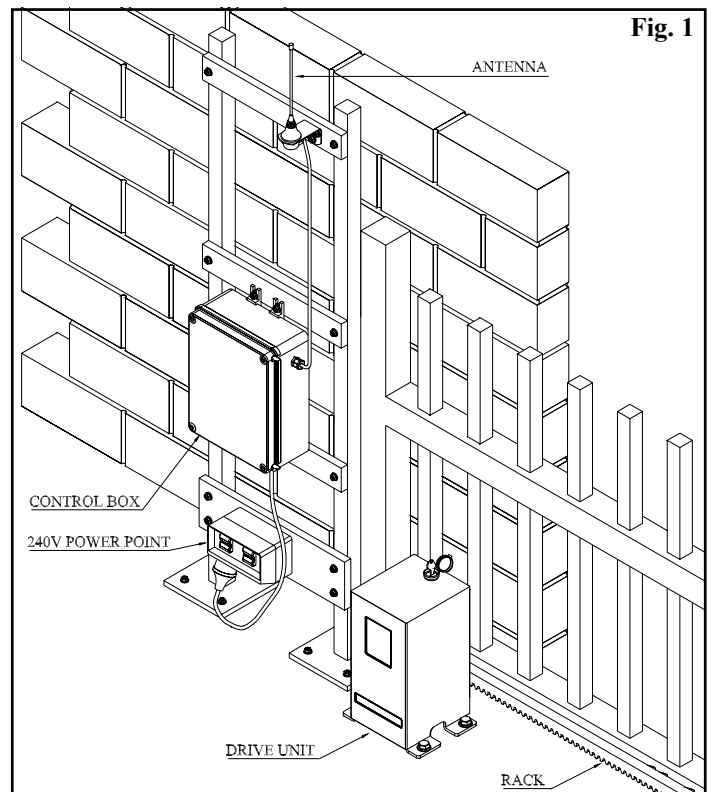


Fig. 1

INSTALLATION OF MECHANICAL DRIVE UNIT

The ATA **EASYSLIDER GATE OPENER** is designed to operate most domestic sliding gate(s) including solid gates. The gates must be in good working condition and should operate by hand relatively freely.

INITIAL CHECKING

STEP 1

Before commencing installation of the EasySlider Gate Opener, check the following:

1. The gate will move freely by hand for it's full opening and closing travel.
2. The mounting must be solid construction (concrete brick, solid timber or steel). It must anchor most of the force applied by the drive unit.
3. A weatherproof 240V 10A general purpose Power Point nearby.
4. Select suitable location for mounting of the Drive Unit. This position is usually establish by opening the gate to its fully open position and mounting the Drive Unit within a suitable distance from the gate edge.
5. If dual gate openers are required provision for underground cabling should be made from one side to the other.

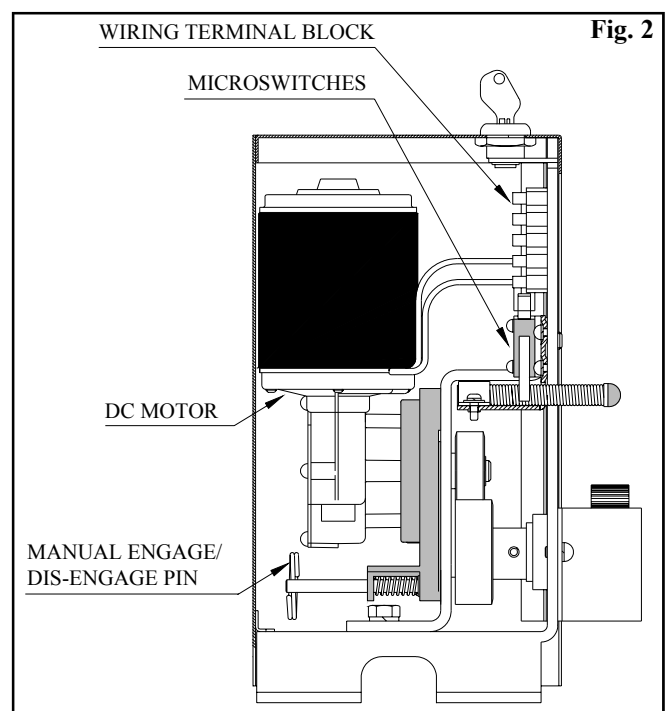


Fig. 2

INSTALLATION OF MECHANICAL DRIVE UNIT

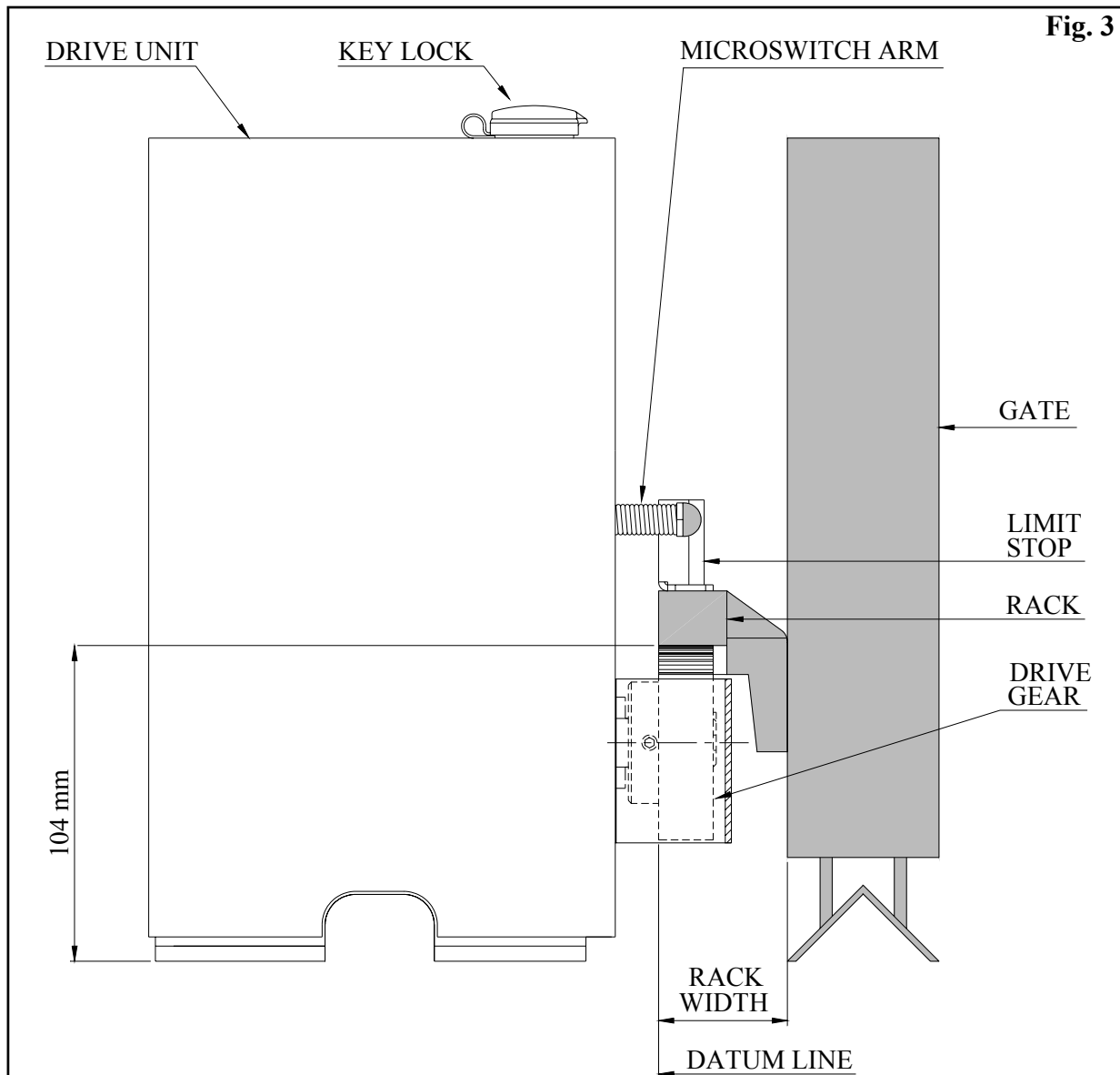


Fig. 3

MOUNTING OF THE DRIVE UNIT

STEP 2

The Drive Unit mounting holes are slotted for fine adjustment of output gear and rack positions. Follow this procedure to ensure final adjustments can be made latter.

1. Prior to making the mounting of the drive unit you must determine the distance from the gate to the outer edge of the rack (ie the rack width) to the datum line (see Fig. 3). For ATA plastic racking (order code 90167) the rack width is 40 mm. For ATA steel rack (order code 90235) the rack width is 37 mm.
2. This distance varies depending on the type of rack used. If you use other rack it must meet the following specification. Module 4, width 12-20 mm, Height 28-35 mm
3. Mark a line 81 mm parallel to the face of the gate for the mounting holes, when using ATA plastic rack order code 90167. When using non ATA rack, add your rack width and 41 mm and mark a line this distance from the face of the rack.

4. Then mark another parallel line 100 mm from first line, 3 above (also see Fig 6.).
5. Open the gate to the desired open position. Mark a line at right angle to the gate 120-150 mm from the open edge of the gate for the mounting holes.
6. Then mark another line 160 mm parallel to this line, 4 above (see Fig 6). A total of 280-310 mm from the open edge of the gate.
7. Place the drive unit in position where the lines intersect to check the position, then remove. Drill the four (4) mounting holes where the lines intersect.
8. For mounting use four (4) loxins 10 mm or four (4) dynabolts 10 mm

STEP 3

Unlock cover from Drive Unit and lift it off, mount Drive Unit on base. The Drive Unit mounting holes are slotted for final adjustment of output gear and rack positions.

INSTALLATION OF MECHANICAL DRIVE UNIT

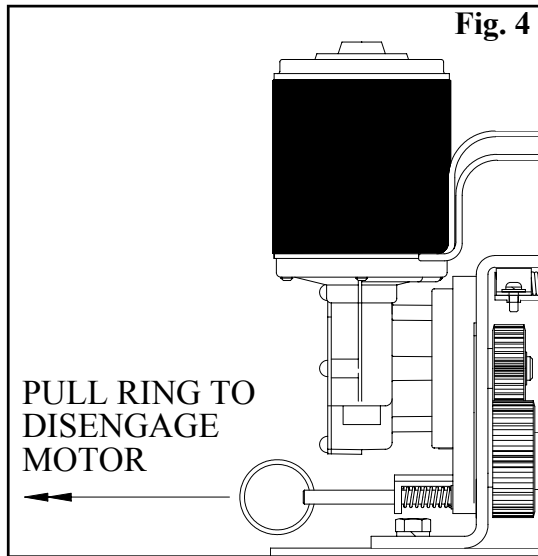


Fig. 4

CHANGING TO/FROM MANUAL OPERATION STEP 4

DISENGAGE DRIVE MOTOR, by pulling manual engage/disengage pin using the release ring fitted, and while holding, rotate motor assembly in a clockwise direction. (Fig. 4 & 5)
(**Later RE-ENGAGE DRIVE MOTOR** rotate motor assembly in a anti-clockwise direction.)

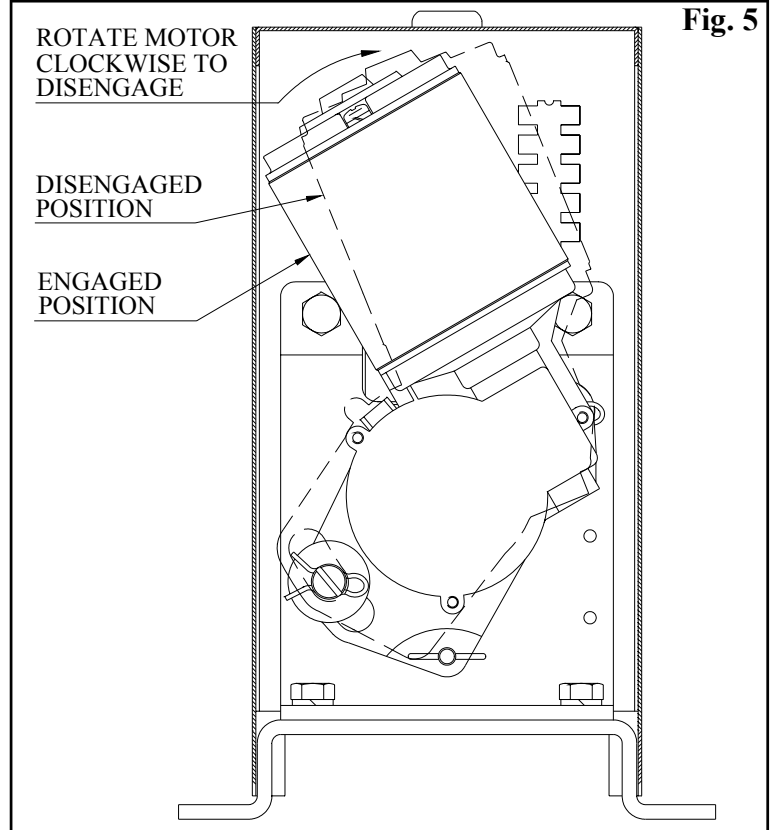


Fig. 5

STEP 5 MOUNTING RACK TO GATE

1. On the gate a suitable strong mounting for the rack is required. Positioned approximately 84-104 mm above the base.
2. Manually open the gate.
3. Place one (1) rack section in mesh with the Drive Unit drive gear and mark top of the rack of the gate. Manually close the gate and con-

tinue marking on the top of the rack along the gate side.

4. Once the line is established, place top edge of rack on it and mark centers of the slots in rack on the gate. Drill and tap for 8 mm screws. Alternatively weld spacers at marked centers. Then continue marking other rack sections.
5. The first rack section should start 20 mm from the edge of the gate. Once first rack section is mounted on the gate, check it's mesh with Drive Unit output gear. When joining two lengths of rack check the mesh by placing a spare length of rack into the mesh of the two lengths that are being joined see Fig 6a.

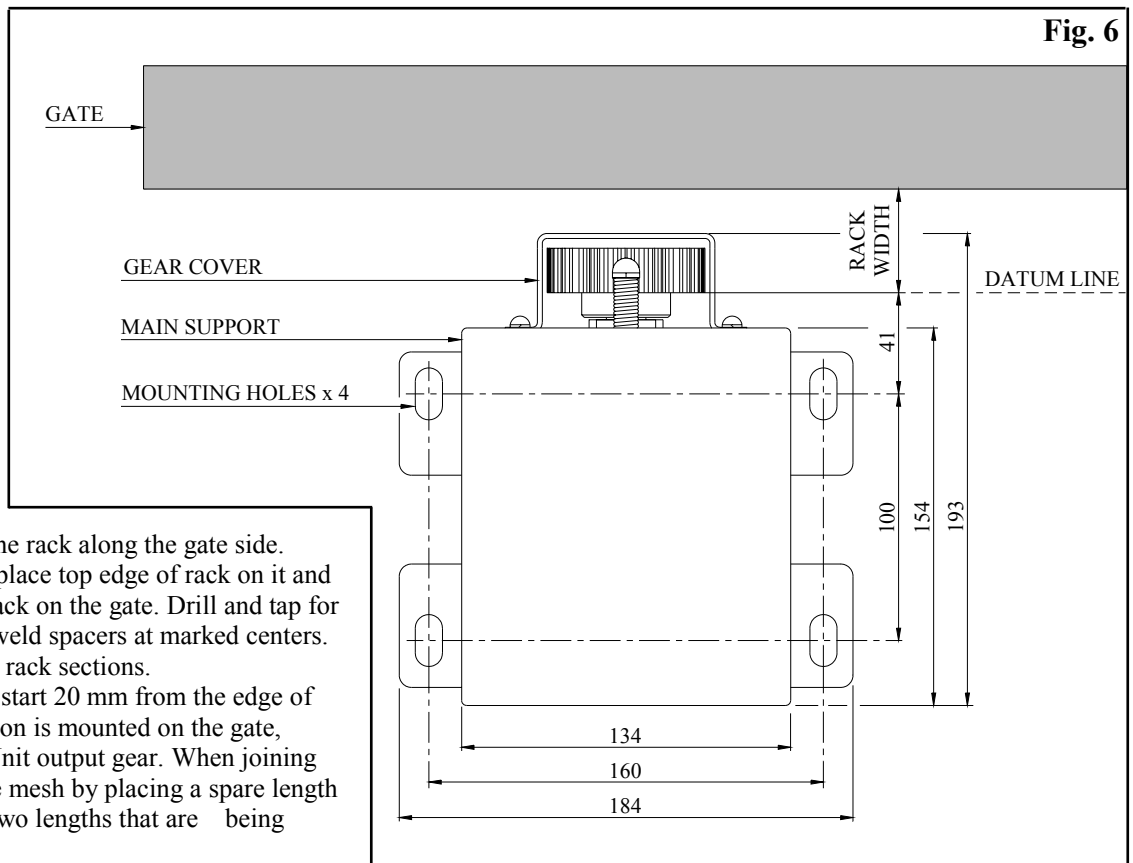


Fig. 6

INSTALLATION OF RACK

FIXING LIMIT STOPS TO RACK STEP 5

1. Manually open the gate to the opening position and mark this on the gate rack under the micro-switch arm (Fig 3).
2. Manually close the gate to the closing position and mark this on the gate rack under the micro-switch arm (Fig 3).
3. Place start of limit stops at marked position and move it 5-10mm into the centre of the gate. Align the face of the limit stop with the side of the rack. Then drill and screw the limit stop to the rack. (Fig. 7 or Fig 7a).
4. Re-check limits by manually opening and closing the gate, checking to see that the limit is activate at the desired open and close position and mark adjustments where necessary by sliding stop in require direction. When final setting is established tighten limit stop screws. Each limit stop must be secured with 2 screws (Fig 7 or Fig 7a).

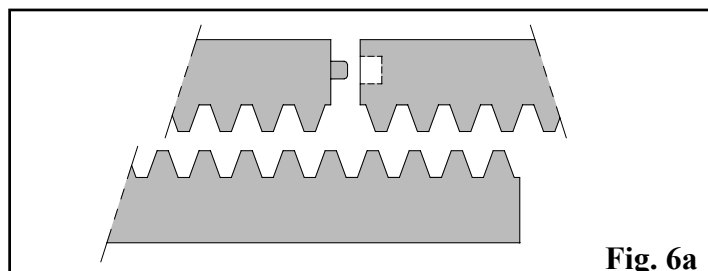


Fig. 6a

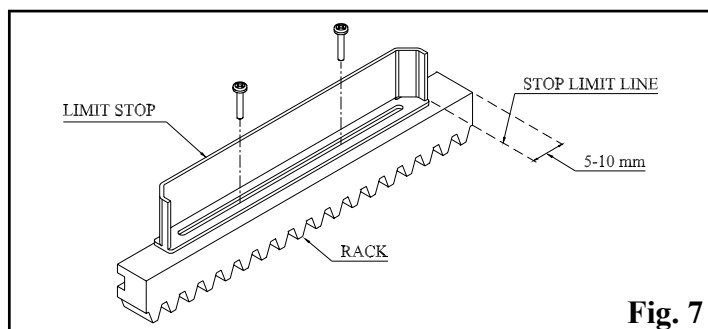


Fig. 7

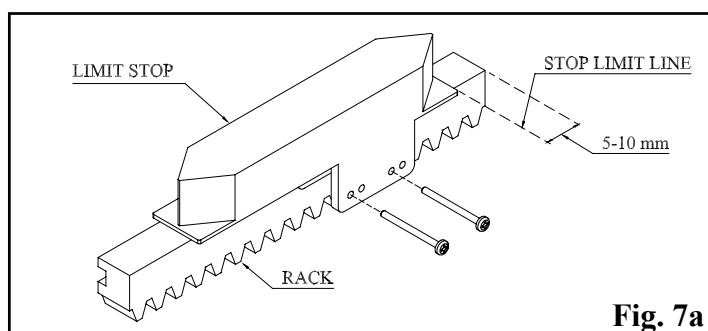


Fig. 7a

INSTALLATION OF ELECTRONIC CONTROL BOX

MOUNTING CONTROL BOX STEP 6

The Control Box is to be mounted nearby the Drive Unit using (4) 6mm screw. The mounting coordinates is 50mm x 272mm. When locating the Control Box allow the ample space around the unit for easy access and wiring connections.

Remove cover from control box. For detail of electrical installation see page 9 & 10. Connect with 5 core cable (ATA Order Code 05713 or 05711) the Control Board with Drive Unit(s). Use the weather proof cable glands provided. Determine which gate leaf you would like to open first and close last.

Note: The installation hand is determined from inside the gate looking out to the street.

CAUTION: DO NOT USE ANY CABLE WHICH CARRIES GREEN/YELLOW WIRES AS THIS SIGNIFIES EARTH, AND DOES NOT COMPLY WITH ELECTRICAL AUTHORITY REGULATIONS.

ANTENNA

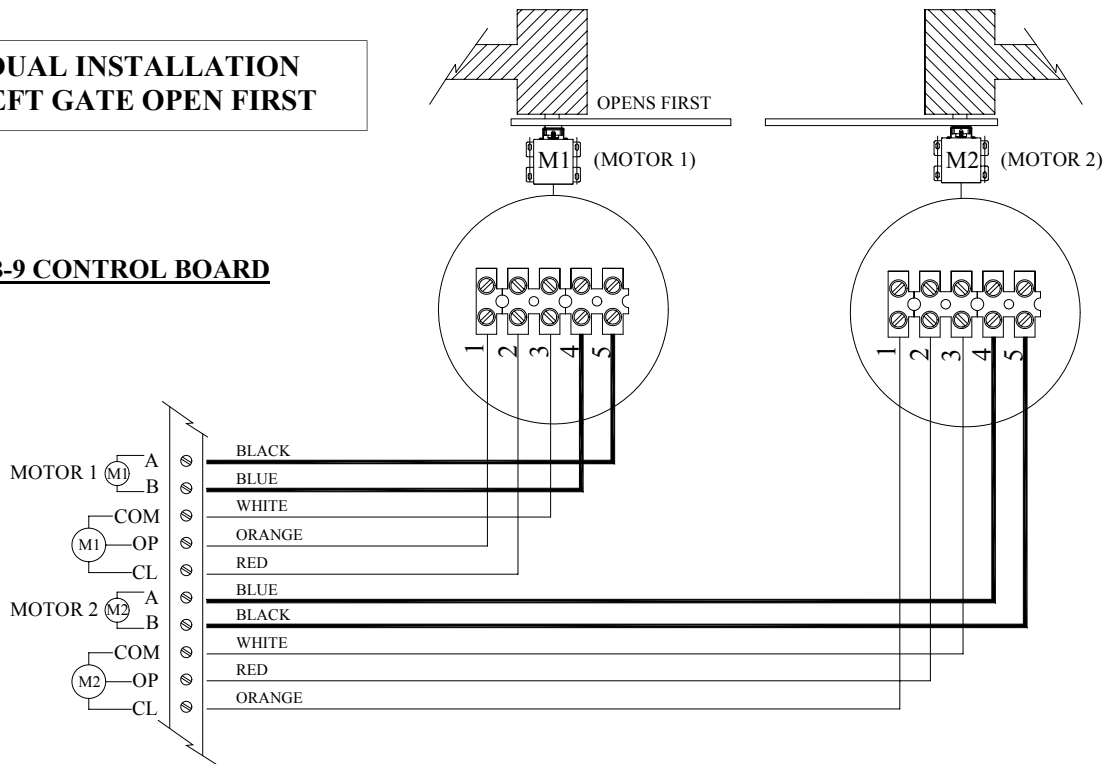
Mount the antenna at or above the height of the gate or fence for optimal reception, which ever is higher. (Fig 1). Do not cut antenna or coaxial cable.

INSTALLATION OF ELECTRONIC CONTROL BOX

Select the type of installation that best suits your requirements from the four examples shown below.

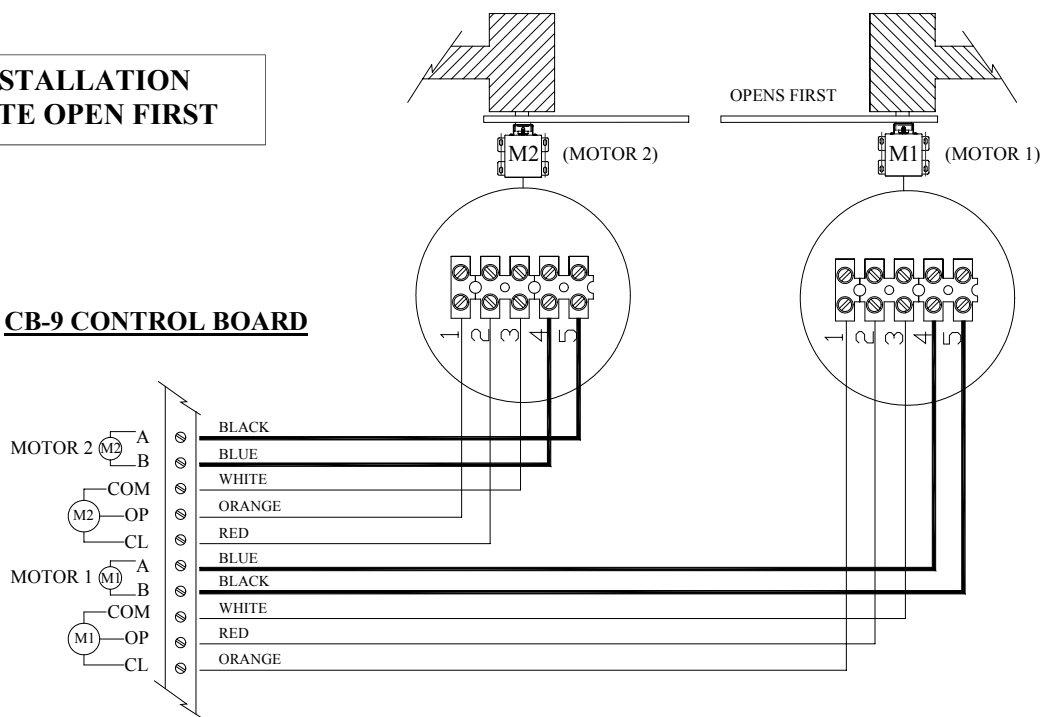
DUAL INSTALLATION LEFT GATE OPEN FIRST

CB-9 CONTROL BOARD



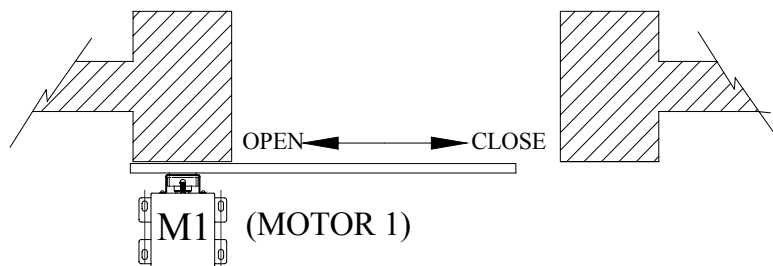
DUAL INSTALLATION RIGHT GATE OPEN FIRST

CB-9 CONTROL BOARD

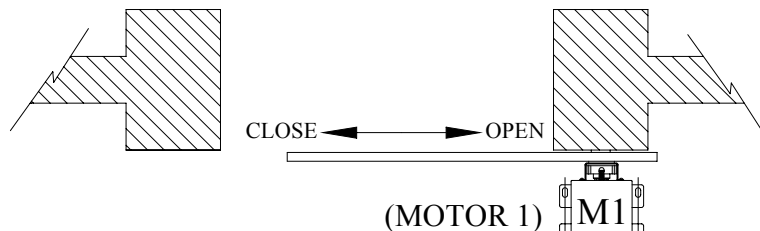
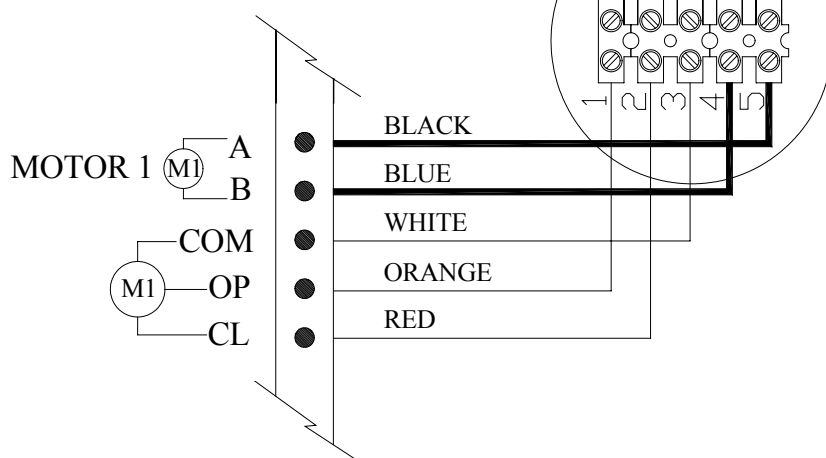


INSTALLATION OF ELECTRONIC CONTROL BOX

SINGLE INSTALLATION Left Gate Opens

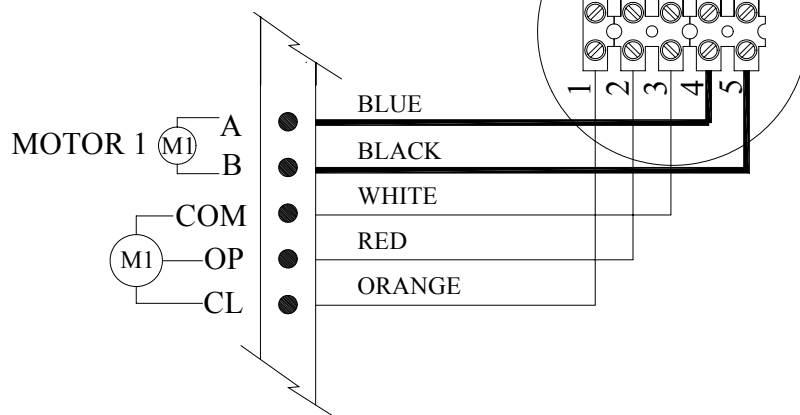


CB-9 CONTROL BOARD



SINGLE INSTALLATION Right Gate Opens

CB-9 CONTROL BOARD



SETTING OPENING & CLOSING FORCE

STEP 6

Engage motor the assembly Fig 4 & 5, switch power on at power point. Slide back Drive Unit cover and lock it by key.

IMPORTANT NOTICE:

THE INITIALISING STEP 7 BELOW MUST BE PERFORMED FOR THE GATES OBSTRUCTION SENSORS TO BE CORRECTLY CALCULATED AND TO SET THE SOFT STOP FEATURE.

STEP 7

INITIALISING OBSTRUCTION FORCE

WARNING: MAKE SURE THE OBSTRUCTION SENSITIVITY IS ADJUSTED CORRECTLY ON INSTALLATION SO THAT THE GATE(S) REVERSE TO THE OPEN POSITION WHEN OBSTRUCTED WITH MINIMUM PRESSURE AND STOPS ON OPENING CYCLE WHEN OBSTRUCTED WITH MINIMUM PRESSURE. FAILURE TO COMPLY WITH THE SET UP PROCEDURE MAY RESULT IN SERIOUS PERSONAL INJURY AND/OR PROPERTY DAMAGE.

ALL REFERENCES TO NUMBERS (eg [35] REFERS TO FIG 8 ON PAGE 12.)

In order for the control board to slow the motors down at the correct position and to automatically detect motor overloads, it needs to record the normal cycle time of each motor in each direction and also sample each motors normal running time and current. This is automatically performed, by following the steps below. If the gate(s) is stopped for some reason during step 2 below, then simply restart from step 1 below. While the open and close cycles are under way in step 2 below, the control board will not slow the motors and the overload detection is partly disabled during this procedure.

It is best (good safety practice) to repeat the Initialising procedure below after completing all mode selection and adjustments.

1. Close the gate(s) if it is not already closed, by holding down the OSC button [35]. Once the gate(s) is in the fully closed position release the OSC button. **IMPORTANT** The Red LED[27] should be steady ON.
2. Press the Reset button [29] on the control board for about two seconds then release the button. The gate(s) should start opening. As soon as the gate(s) reaches the fully open position it will pause and start to close. When the gate(s) reaches the fully closed position the initialising is complete. The controller is now ready for normal use.

NOTE

The OSC button is the only input which will function prior to the controller being initialised using the above procedure .

SETTING OVERLOAD SENSITIVITY

1. The overload sensitivity is adjustable using the OVERLOAD dial [25], with dial position 0 making it easy to overload a motor, increasing through positions 1 to 8, with position 9 being the hardest to overload a motor. Sometimes referred to as obstruction sensitivity.

NOTE:

The gate will exert some force before obstruction sensing activates. Too light a setting will cause nuisance stopping when gate starts to age or resistance occurs in gate track rollers or hinges. Too heavier a setting may cause serious personal injury and/or property damage.

WARNING: ALL FORCE ADJUSTMENT MUST BE SET CORRECTLY AND TESTED BEFORE LEAVING THE INSTALLATION AND MUST BE CHECKED PERIODICALLY. THE OPENER MUST NOT BE LEFT IN AN OPERABLE SITUATION IF THE FORCES ARE NOT SET CORRECTLY OR ARE INOPERATIVE. IT IS STRONGLY RECOMMENDED THAT FOR ADDED SAFETY AND PROTECTION A PHOTO ELECTRIC BEAM IS INSTALLED.

IMPORTANT NOTE:

WHENEVER THE LIMIT CAMS ARE ADJUSTED THE SAFETY OBSTRUCTION FORCE MUST BE RE-INITIALISED. BECAUSE THE TRAVEL DISTANCE MAY HAVE CHANGED AND THE SAFETY SETTINGS WILL BE WRONG. TO RE-INITIALISE PLEASE FOLLOW STEP 7.1 AND 7.2 ABOVE.

STEP 8

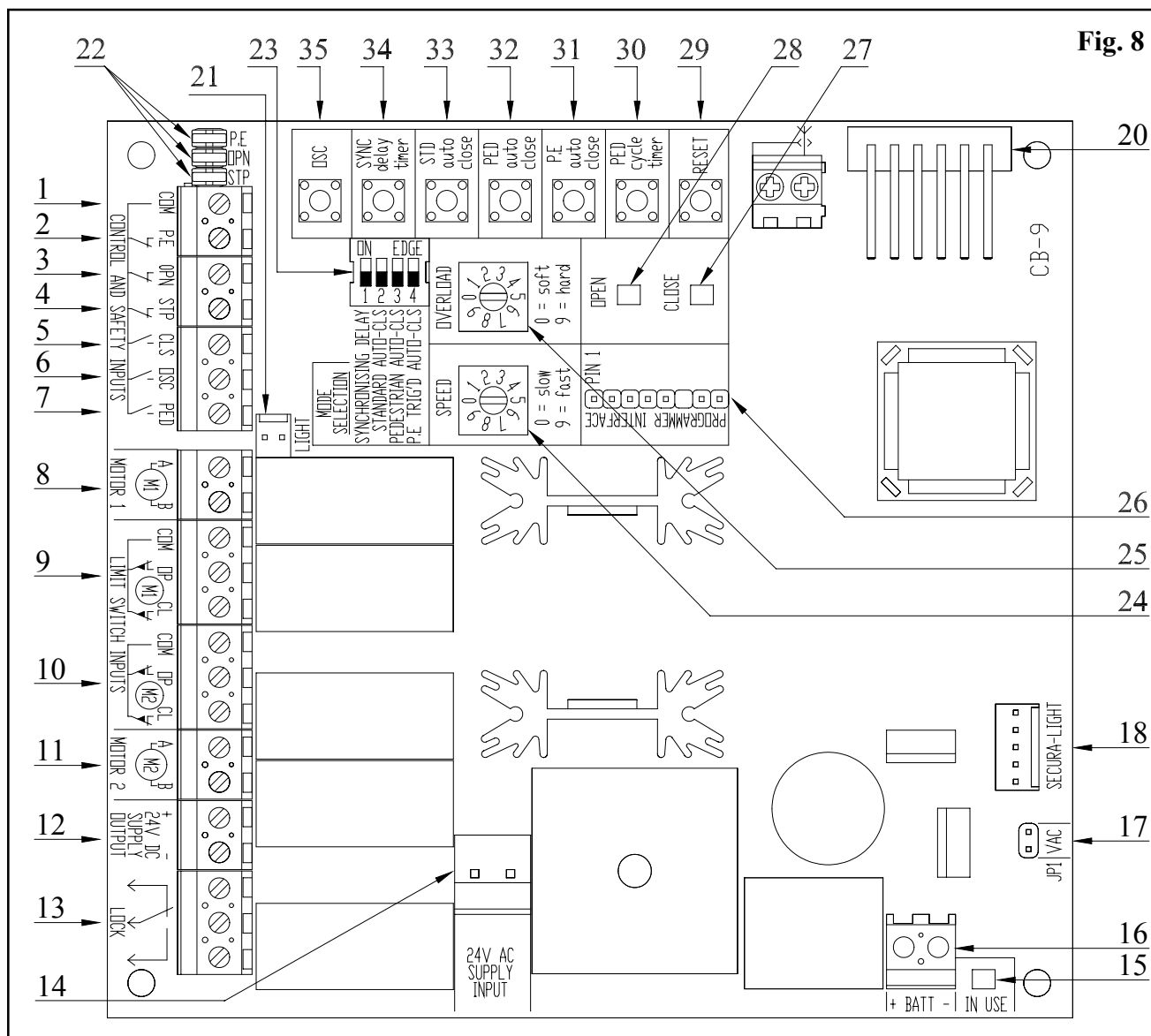
MOTOR SPEED CONTROL

When a motor is started it is turned on at the speed selected using the SPEED dial [24] with 0 being the slowest and 9 being the fastest. The motor will be driven at this speed until it nears the end of the travel, at which time it will be slowed down. The motor slows down to the speed represented by '2' on the speed dial.

In order for the controller to determine when to slow the motors down towards the end of its cycle, a complete open and a complete close cycle must be performed and the travel times of each motor in each direction established (ie STEP 7 above).

CONTROL BOARD LAYOUT

Fig. 8



1. COMMON TERMINAL FOR (2) TO (7) BELOW.
2. PHOTO-ELECTRIC SAFETY BEAM INPUT.
3. OPEN CONTROL INPUT.
4. STOP CONTROL INPUT.
5. CLOSE CONTROL INPUT.
6. OPEN/STOP/CLOSE CONTROL INPUT.
7. PEDESTRIAN ACCESS CONTROL INPUT.
8. MOTOR 1 TERMINALS.
9. MOTOR 1 LIMIT SWITCH INPUTS.
10. MOTOR 2 LIMIT SWITCH INPUTS.
11. MOTOR 2 TERMINALS.
12. TERMINALS FOR 24V DC SUPPLY OUTPUT (TO ACCESSORIES).
13. ELECTRIC LOCK CONTROL TERMINALS.
14. 24V AC SUPPLY INPUT (FROM TRANSFORMER).
15. BACKUP BATTERY SUPPLY IN USE L.E.D.
16. BACKUP BATTERY TERMINALS.
17. VACATION SHUNT & PINS

18. SECURA-LIGHT INTERFACE CONNECTOR.
20. PLUG-IN REMOTE CONTROL RECEIVER CONNECTOR.
21. LIGHT CONTROL RELAY INTERFACE CONNECTOR.
22. P.E., OPN, STP SHUNTS
23. MODE SELECTION DIP - SWITCHES.
24. SPEED SELECTION DIAL.
25. MOTOR OVERLOAD SENSITIVITY DIAL.
26. PROGRAMMER INTERFACE CONNECTOR.
27. CLOSE STATUS LED.
28. OPEN STATUS LED.
29. RESET BUTTON.
30. PEDESTRIAN ACCESS CYCLE TIMER SET BUTTON.
31. P.E. AUTO-CLOSE TIME SET BUTTON.
32. PEDESTRIAN AUTO-CLOSE TIME SET BUTTON.
33. STANDARD AUTO-CLOSE TIME SET BUTTON.
34. SYNCHRONISING DELAY TIME SET BUTTON.
35. OPEN/STOP/CLOSE BUTTON.

CONTROLLERS MODE SELECTION SWITCHES

This section describes the operating modes which can be selected by the user using the control board's mode selection switches [23] Fig 8.

SYNCHRONISED OVERLAPPING

GATE LEAFS.

1. When dual swing gates are used it is common for a back stop to be mounted on one of the gate leaves so that the gate leaves are aligned when closed. To prevent the gate leaves from interfering with each other, the gate leaf with the back stop must reach the close position first when closing and open last. The controller can be made to do this by placing the mode selection dip-switch labelled "SYNCHRONISING DELAY" into the "ON" position. This will result in the gate leaf driven by motor 1 start to open 2 seconds before the gate leaf driven by motor 2 and the gate leaf driven by motor 2 start to close 2 seconds before that of motor 1. Note, if a lock is to be mounted on a gate leaf, it should be mounted on the leaf driven by motor 1. If the delay of 2 seconds is not suitable it can be altered, see sections **SYNCHRONISING DELAY TIME**, on page 14.

AUTO-CLOSE MODES

The auto-close modes automatically close the gate after it has been operated. To implement this, the controller starts a timer once the gate has reached its desired open position. The timer then counts down and when it expires the controller starts to close the gate. The timer's count down can be suspended by activating a suspending input (which inputs 'suspend' depends on which auto-close mode is selected). When the input is deactivated the auto-close timer is reloaded and the count down recommenced. The auto-close functions are temporarily disabled by certain actions. When this happens the controller will not auto-close the gate again until the user performs some action to re-enable the function. Details about the three auto-close modes follow.

2. STANDARD AUTO-CLOSE

This mode is selected by placing the mode selection switch labelled "STANDARD AUTO-CLS" into the "ON" position. When selected the gate will auto-close 30 seconds after being fully opened. The following gives details about this auto-close mode.

Auto-closes after being:

- Fully opened. (except when the gate is reversed to the open position after a motor overload is detected while closing)

Countdown suspended by:

- The P.E. input being active.
- The OPN input being active.

Function temporarily disabled by:

- Activating the STP input while the gate is open.
- A motor overload causing the gate to reverse open.

Function re-enabled by:

- Activating the OPN input while the gate is open.
- Activating the OSC input, in SWIPE mode, while the gate is open.
- By activating any input which causes the gate leaf to start to close. The auto-close function will then be enabled once the gate is re-opened.

The standard delay time of 30 seconds can be altered, see **STANDARD AUTO-CLOSE DELAY TIME**, on page 14.

3. PEDESTRIAN ACCESS AUTO-CLOSE.

This mode is selected by placing the mode selection dip-switch labelled "PEDESTRIAN AUTO-CLS" into the "ON" position. When selected, the gate leaf will auto-close 15 seconds after being opened for pedestrian access.

Auto-closes after being:

- Driven to the programmed pedestrian access position. (Except when the gate leaf is reversed after a motor overload is detected.) Reversing during pedestrian access is only implemented when special PED modes are selected.
- Stopped by the P.E. input when closing after pedestrian access (standard PED mode only).

Countdown suspended by:

- The P.E. input being active.
- The PED input being active.

Function temporarily disabled by:

- Activating the STP input while the gate leaf is in the programmed pedestrian access position.
- Activating the STP input in condition 2 of 'Auto-closes after being above.
- A motor overload causing the gate to reverse back to the programmed pedestrian access position. (Reversing during pedestrian access is only implemented when special PED modes are selected.)

Function re-enabled by:

Activating the PED input, in SWIPE mode, while the gate is in the programmed pedestrian access position. Activating the PED input and causing the gate leaf to start to close.

The standard delay time of 15 seconds can be altered, see section **PEDESTRIAN ACCESS AUTO-CLOSE DELAY TIME** on page 14.

4. P.E TRIGGERED AUTO-CLOSE

This mode is selected by placing the mode selection dip-switch labelled "P.E. TRIGGERED AUTO CLS" into the "ON" position. When this auto-close mode is selected, the gate will auto-close after the P.E. input has been activated and released since:

1. The gate was last closed
2. The P.E. triggered auto-close function was re-enabled after being disabled.
3. The SWIPE input was activated.

Auto-closes after the P.E. input has been activated and then released and the gate:

- Is fully opened. (except when the gate is reversed to the open position after a motor overload is detected while closing)
- The gate has been stopped by the P.E. input.

Countdown suspended by:

- The P.E. input being active.
- The OPN input being active.

Function temporarily disabled by:

- Activating the STP input.
- A motor overload causing the gate to stop or reverse open.

Function re-enabled by:

- Activating the OPN input while the gate is open.
- Activating the SWIPE input.
- By activating any input which causes the gate to start to open or close. The auto-close function will then be enabled once the gate is re-opened or the P.E. input causes the gate to stop.

CONTROLLERS MODE SELECTION SWITCHES

If the P.E. input is configured to stop the gate during opening or closing, then the gate can auto-close from a midway position. This feature is implemented so that once a vehicle has entered the gateway and broken the P.E. beam, the gate will stop. When the P.E. beam is cleared the gate will auto-close from the stopped position. This results in the gate not having to fully open and thus reducing the time unwarranted access through the gate is possible. The factory set delay time of 1 second is adjustable, see section “**P.E. TRIGGERED AUTO-CLOSE DELAY TIME**” below.

MIXING AUTO-CLOSE MODES.

The PEDESTRIAN AUTO-CLS mode and the STANDARD AUTO-CLS mode do not affect each other as one operates during standard operation and the other during pedestrian access. However it is possible to have P.E. triggered pedestrian auto-close by selecting both the PEDESTRIAN AUTO-CLS

and P.E. TRIGGERED AUTO-CLS modes. In this case the gate would partly open for pedestrian access and then either the P.E. TRIGGERED AUTO-CLS would cause the gate to auto-close when a pedestrian walks through and activates the P.E. beam or, if no one walked through the PEDESTRIAN AUTO-CLS would close the gate. This way the gate is only kept open long enough for a person to walk through, but with the backup that if no one walks through the gate will still close. The same concept can be used with standard operation by selecting both the STANDARD AUTO-CLS and the P.E. TRIGGERED AUTO-CLS modes. That is, the gate would only stay open long enough for the vehicle to pass through but would still auto-close if no vehicle enters. Note P.E. TRIGGERED AUTO-CLS will not operate during pedestrian access unless the PEDESTRIAN AUTO-CLS mode is also selected.

CONTROL BOARD ADJUSTMENTS

This section covers details on how to adjust several parameters via the control boards buttons and dials (Fig 8).

Other adjustments can be performed by use of the advanced technicians CB-9 V3.03 Control Board Instruction Manual and Programmer. Contact your local ATA distributor for service.

SYNCHRONISING DELAY TIME.

The synchronising delay time is adjusted using the 'SYNC delay timer' button [34]. The synchronising delay time is adjustable in 0.1 second steps. The factory set default is 2 seconds.

STANDARD AUTO-CLOSE DELAY TIME.

The standard auto-close delay time is adjusted using the 'STD auto-close' button [33]. The standard auto-close delay time is adjustable in 1 second steps. The factory set default is 30 seconds.

PEDESTRIAN ACCESS AUTO-CLOSE DELAY TIME.

The pedestrian auto-close delay time is adjusted using the 'PED auto-close' button [32]. The pedestrian auto-close delay time is adjustable in 1 second steps. The factory set default is 15 seconds.

P.E. TRIGGERED AUTO-CLOSE DELAY TIME.

The P.E. triggered auto-close delay time is adjusted using the 'P.E. auto-close' button [31]. The P.E. triggered auto-close delay time is adjustable in 1 second steps. The factory set default is “off”.

PEDESTRIAN ACCESS CYCLE TIME.

The pedestrian access cycle time sets how far gate leaf 1 opens for pedestrian access.

1. Drive the gate to the closed position using the OSC button [35] or another control input.
2. Press and hold the 'PED cycle timer' button [30]. The gate leaf driven by motor 1 will start to open.

3. When the gate leaf has reached a position suitable for pedestrian access, release the button.

4. The pedestrian access drive timer has now been set. Either press the OSC button [35] and exit the time set mode or continue setting one of the synchronising delay or auto-close times.

SLOW MOTOR SPEED.

IMPORTANT NOTICE: Please make sure that the gate(s) are in the open position before proceeding with steps 1 to 5 below.

The speed the motor slows down towards the end of a cycle can be adjusted using the following procedure. The factory set default slow speed is set to “3”

1. Note the current maximum speed selected by the speed selection dial [24].
2. Using the speed selection dial [24] select the desired slow speed.
3. Press and hold the 'RESET' button [29] and count **five (5)** flashes of the OPEN status led [28].
4. Release the button.
5. Place the speed selection dial [24] back to the desired maximum speed.

Adjustment method for auto-close and Synchronising delay times.

1. Press and hold the required button for the desired time.
2. Release the button.
3. Press the OSC button [35] to exit the time setting mode or restart from step 1 to set another time.

Notes

- a) The time setting mode is indicated by both the OPEN and CLOSE status LEDs being off.
- b) Each flash of the OPN led represents 1 second.
- c) When a button is first pressed, the CLOSE status led [27] turns on. The time delay is set to zero when the CLOSE led turns off and then increases for as long as the button is held.

CODING OF RECEIVER/ TRANSMITTER

SETTING TRANSMITTERS CODES TO RECEIVER

The Remote Transmitters can be programmed into the gates receiver to do two functions. Firstly the full Open/Stop/Close, and secondly the partly open gate for PEDestrian only access. The memory in the receiver can store up to 111 different remote control transmitters.

- Make sure to install the battery to the Transmitters.

STORING THE TRANSMITTERS CODE FOR O/S/C

1. **Press and hold** the Code O/S/C button on the receiver (Fig 10).
2. Press the button (one of four) on the Transmitter you would like to use to control the gate for approximately two seconds. Pause for two seconds. Press the same button again on the Transmitter for approximately two second (Fig 9).
3. Release the Code O/S/C button (Fig 10).
4. Press the Transmitter button to see if it operates the gate. If you wish you can code in all four buttons on the Transmitter so all four can operate the same gate.

STORING THE TRANSMITTERS CODE FOR PEDESTRIAN ONLY ACCESS

1. **Press and hold** the Code PED button on the receiver Fig 10.
 2. Press the button (one of four) on the Transmitter you would like to use to control the pedestrian access for approximately two seconds. Pause for two seconds. Press the same button again on the Transmitter for approximately two seconds.
 3. Release the Code PED button (Fig 10).
 4. Press the Transmitter button to see if it operates the gate.
- IMPORTANT NOTE** The Pedestrian Access Cycle Time Page 14 button [30], must be set to complete setting this feature.

STORING ADDITIONAL TRANSMITTER (S) FROM A REMOTE LOCATION

Using this method you don't need to have access to the control box or receiver. However, you do need a transmitter that is pre coded to the controller's receiver.

IMPORTANT NOTE: The gate must be activated when the step below is preformed. The moving gate is to confirm from a remote location that the correct button was pressed and the transmitter is in range of the opener of a pre coded Transmitter.

1. Take any pre coded Transmitter. Press the button for the function you require until the gate is activated and release.
2. Then using a small needle press and hold firmly for 2 seconds through the **Coding Hole** (Fig 9).
3. Within 10 seconds take the additional transmitter you wish to code and Press the button (one of four) on the Transmitter you would like to use to control the gate for approximately two seconds. Pause for two seconds. Press the same button again on the Transmitter for approximately two seconds.

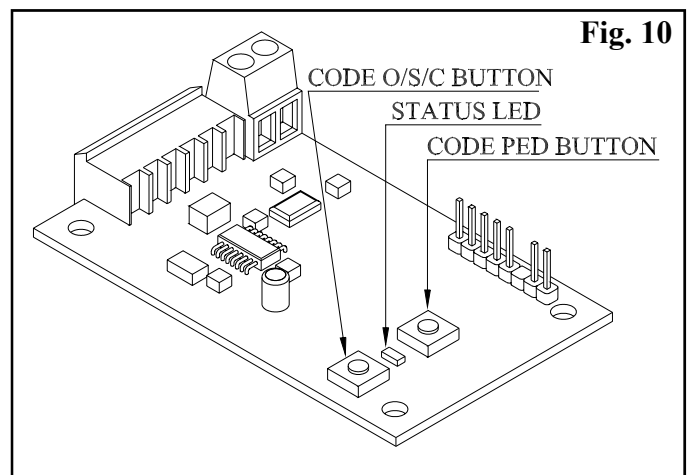
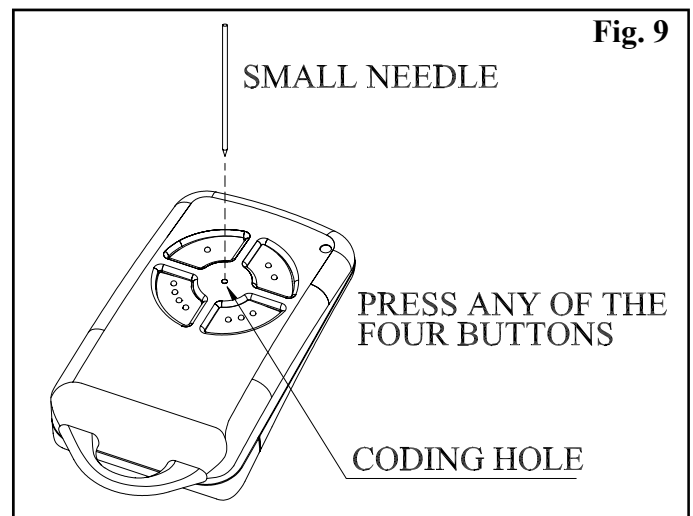
DELETING TRANSMITTER CODES

TO DELETE ONE TRANSMITTER

1. **Press and hold** the Code O/S/C button (pressing the PED code button will only delete the PED function for that transmitter) on the receiver [20]
2. Press the button (one of four) on the Transmitter you would like to delete from the receiver for approximately two seconds. Pause for two seconds. Press the same button again on the Transmitter for approximately two second.
3. Release the Code O/S/C button.
4. Press the Transmitter button to see if it operates the gate.

TO DELETE ALL TRANSMITTERS

1. Turn off mains power at the switch (and if the battery backup is connected, remove the VAC shunt [17] and replace after step 2).
2. **Press and hold** the Code O/S/C button on the receiver Fig 10 while turning on the mains power, continue to hold the Code O/S/C button for a further ten seconds
3. Press the Transmitter button to see if it operates the gate. No transmitter should operate the gate.



WIRING TERMINALS & CONNECTORS

CONTROL AND SAFETY INPUT TERMINALS.

Figure 11 shows how to wire the control and safety input terminals to switches, such as a Photo Electric Beam. Note that the P.E., OPN and STP inputs require a normally closed contact, which is provided by the shunts (see Fig 11 and Fig 8 [22]).

The appropriate shunt must be removed when the P E, OPN or STP inputs are used. The CLS, OSC and PED inputs require a normally open contact.

ATA Photo Electric Beams are available:-
Order code 90214 for receiver/transmitter type.
Order code 91315 for reflective type.

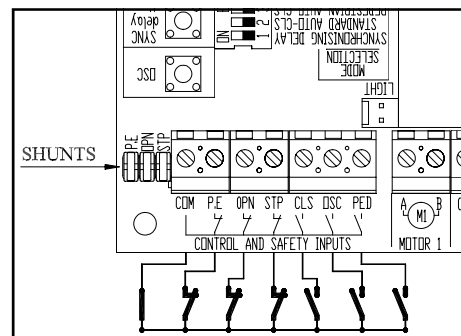


Figure 11 Wiring control and safety inputs.

LOCK RELEASE OUTPUT FOR SOLENOID LOCKS.

Figure 12 shows how to connect an electric solenoid lock to the control board's lock release output. Note the lock release output only switches the applied voltage to the lock and must be "wetted" with the appropriate voltage.

ATA Electric impulse lock Order code 90101.

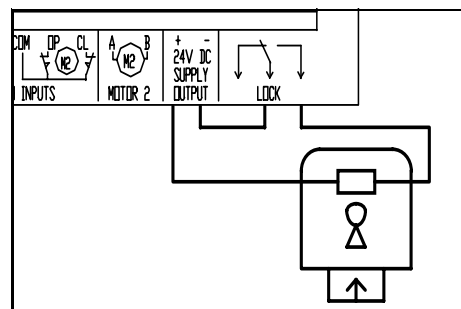


Figure 12: Wiring solenoid locks

LOCK RELEASE OUTPUT FOR MAGNETIC LOCKS.

Figure 13 shows how to connect an electromagnetic lock to the control board's lock release output. Note the lock release output only switches the applied voltage to the lock and must be wetted with the appropriate voltage (24VDC in the example shown).

Note that the lock is connected to the normally closed contact of the lock release output as the lock is energised when the controller is idle and not driving the motors. Note the lock output's action will need to be programmed for a hold action when this type of lock is used.

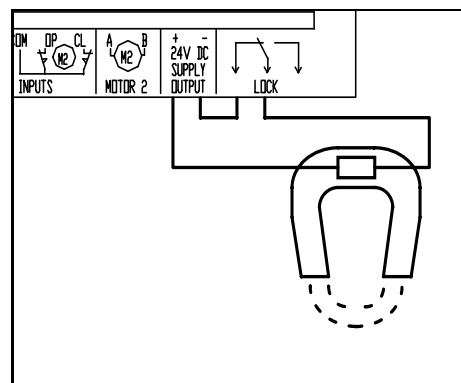


Figure 13: Wiring magnetic locks

LIGHT CONTROL RELAY MODULE.

Figure 14 shows how to connect the optional light relay module to the control board's connector [21]. It also shows how to wire a light to the relay module. ATA supply this with a 240VAC to 24VDC relay. Any voltage relay can be used provided the relay module is able to switch the required voltage and current. Make sure any mains voltage lighting is properly earthed.

Eg, Use this to control lights on a gate pillar, garden lights or security lights.

ATA order code 90111.

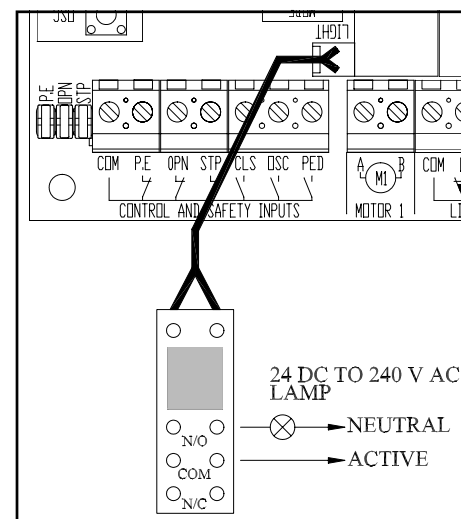


Figure 14: Wiring light control relay module.

INSTALLATION OF BATTERY BACK-UP

A battery backup system is provided so that the gate can be controlled (for a limited time) in the event of mains power failure. When the backup system is utilised, the control board detects the presence of mains voltage from the domestic power grid. When the mains power fails the control board switches to the backup supply provided by a 24V DC battery. When mains power is reinstated the control boards switches back to mains supply.

The following items are required to use the battery backup system:

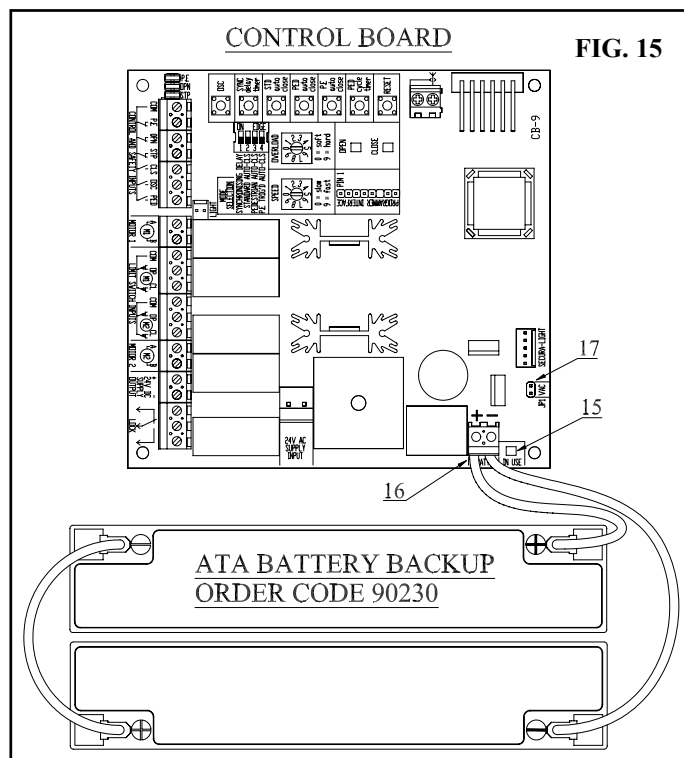
1. A 24VDC battery connected to the control board connector [16] (Fig 15).

2. Ensure a shunt is placed on the VAC pins [17] (Fig 15).

The control board has a built in charger which maintains the battery charge when mains power is present. The control board monitors the battery voltage during use and prevents over discharging, which damages the battery, by shutting down the control board if the battery voltage gets too low.

The 'IN USE' indicator [15] (Fig 15) illuminates when mains is not present and the battery is being used.

The 'VAC' shunt can be removed to prevent the battery system being used when mains power fails. Note the battery charge is still maintained provided mains is present. This link is provided so that the controller can be turned off when a backup battery is connected. It is removed when complete absence of power is required. For example when clearing the receivers memory of all codes.



OPERATING INSTRUCTIONS FOR THE OWNER

OPERATING THE GATE OPERATOR

- **Press the Button on the Transmitter programmed for full gate opening** for two seconds to open or close the gate.
- Pressing the Transmitter Button again during operation will cause the gate to stop.
- Pressing the button again will cause the gate to move in the opposite direction.
- This is the Open Stop Close function of the remote control.
- **Press the button on the transmitter programmed for pedestrian access** and the gate will partly open. Press the button again and the gate will close.
- When a **Auto Close mode selection switch is "ON"** the gate will auto close after 15 – 30 seconds or as triggered by breaking the P E Beam and commencing the timer. Refer to Page 14 for details or call your installer to adjust.
- Read the Mode Selection Switches section and Control Board Adjustments section for details on various other settings and options.
- **Disengage to manual operation** refer to Page 7, Fig 4 & 5.
- The built in **safety feature** will sense an obstruction. When obstructed during closing it will reverse to the open position and when the gate is opening the gate will stop. Refer to page 11 step 7 for adjustment details.

CARE OF TRANSMITTER

- Do not leave transmitter in direct sunlight (ie; on top of the car dashboard).
- Do not expose transmitter to excessive heat and/or water.
- Do not subject transmitter to shock or vibration (ie; dropping of transmitter on ground).
- Keep transmitter out of reach of children at all times.
- Batteries will loose their power over time and will need replacing periodically.

ROUTINE MAINTENANCE

- Your Opener is design for **trouble free operation**, however we recommend to re-grease all internal drive gears with a high pressure **lubricant at 12 monthly intervals**. Failure to provide routine maintenance will shorten the openers life.
- **Closing and opening obstruction forces should be checked regularly** and any necessary adjustments made. Refer to Page 11, Step 7 for instructions on correct setting of overload sensitivity settings and initialisation.

SERVICE

- For on site service and assistance contact your gate/opener installer or local ATA distributor. They will be able to inspect and service both your gate and opener.
- Write the details of your installer here for future reference.

Installers Name

Ph.

FAULTS AND REMEDIES

Gate does not open and/or close	Check that Control Box is plugged into mains power Check that motor is engaged for automatic operation Check all wiring from motor and microswitches to the control board are sound
Gate re-opens when closing or stops when opening	Check for obstructions and clear the gate track Check obstruction overload sensitivity adjustment (See Page 11, step 7) Disengage the drive unit to manual (see page 7 Fig 5 & 6) and check the gate is in good working order (see page 5 step 1.1 & 1.2). If a P.E. beam is fitted ensure it is clear of obstructions or dirt on the lense.
Remote transmitter not functioning/poor range	New transmitters must be coded to the receiver (refer to page 15). Check/change the battery in the transmitter. Having the antenna behind a structure (gate or fence) or out of sight may reduce optimal range/reception. Interference from external/outside sources such as baby monitors, or radio transmitter etc. The best solution is to remove the source causing the interference.
Gate or opener requires a service	Contact the installer of the opener or local ATA distributor for service. They will be able to inspect, reset, service, adjust or repair the gate and opener as necessary.

SPECIFICATIONS

DRIVE UNIT

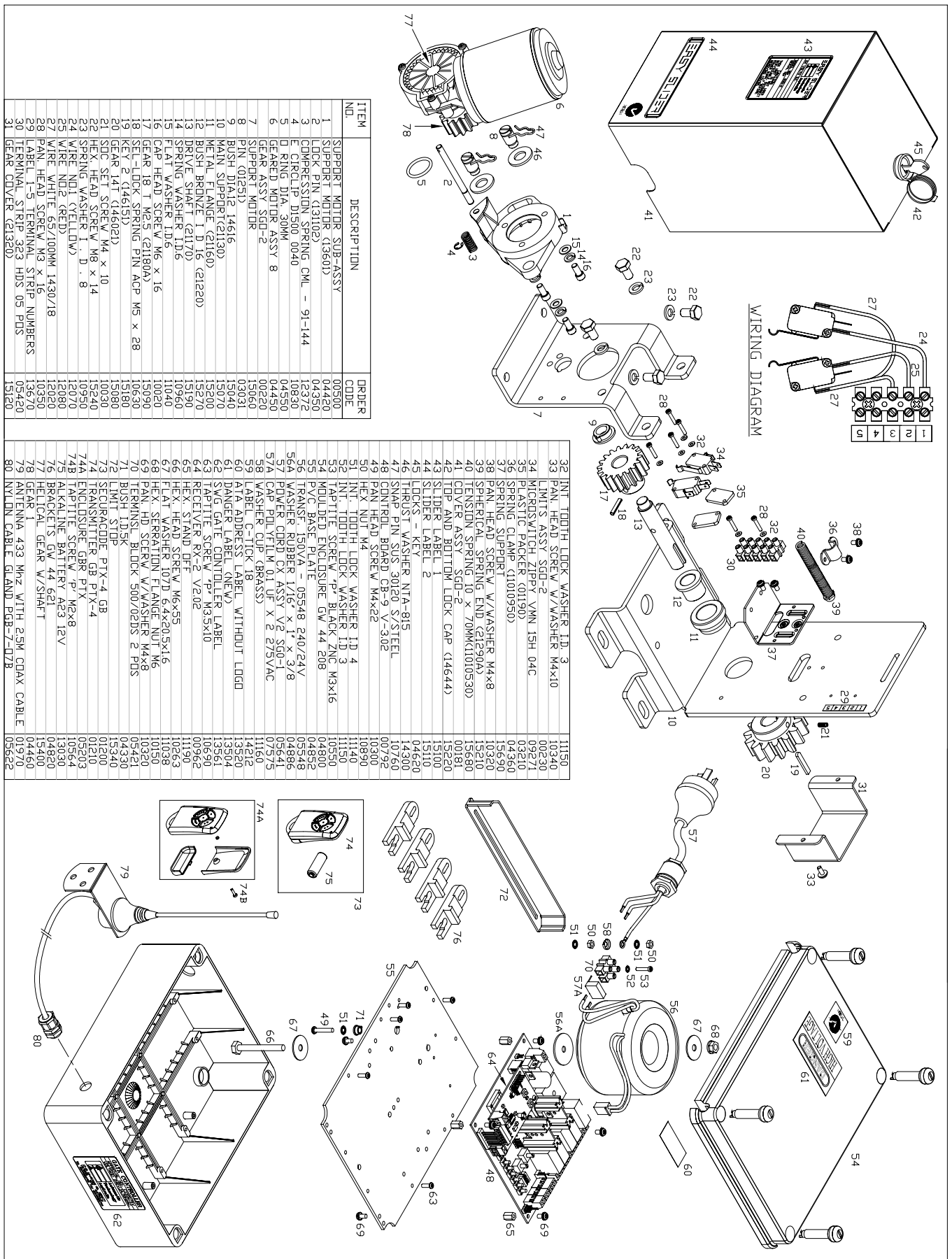
Motor:	24volts DC
Speed:	Motor speed is adjustable in the control box
Size:	135mm wide, 265mm high and 155mm deep
Weight:	8kgs

ELECTRONIC CONTROL BOX

Input Voltage:	240volts/50Hz AC
Output Voltage:	24volts DC
Transformer Rating	24 volts DC 150VA
Control System	Microprocessor control unit
	Surface mount technology circuit board
Wiring System	Via on board terminal blocks
External Box	Weatherproof box used with mounting fit and cable gland, IP56 rated
Transmitter/Receiver	ATA model hand held transmitter 4 buttons, code hopping type, 12 VDC batteries included
	ATA model receiver two channel code hopping type with over 4.29 billion codes and 111 transmitter code store capacity. The transmitter frequency is 433.92 Mhz.
Size	190mm wide, 240mm high and 100mm deep
Weight	4Kgs

The specification above are approximates only.

PARTS LIST



****WARRANTY AND EXCLUSION OF LIABILITY****

Subject to all of the matter set out below, Automatic Technology Australia Pty Ltd ("ATA") WARRANTS for twelve months from the date of purchase (specified in the receipt sales docket) that the EasySlider Sliding Gate Opener contained in the accompanying (the "Product") is free of any defects in material and workmanship rendering it unmerchantable.

This warranty referred to above applied only where:

A) the consumer seeking to rely on the said warranty;

1) returns the Product which it claims to be defective; and

2) presents the relevant sales docket and this warranty document,

To the retailer from whom the Product was purchased to confirm that date of purchase; and

B) the purchaser notified ATA or the retailer from whom the Product was purchased of the alleged defect in the Product immediately upon experience or learning of the alleged defect.

Except for the warranty against defects in material and workmanship set out above, ATA gives no warranties of any kind whatsoever, whether express or implied or whether statutory or at common law, in relation to the Product, and all warranties of fitness for particular purpose and other warranties of whatsoever kind relating to the Product are hereby disclaimed. Without limiting the generality of the foregoing, ATA disclaims any liability of whatsoever nature in respect of any claim or demand loss or damage which arise out of;

A) accidental damage to or normal wear and tear to the Product or to the Product's components;

B) flood, fire or lightening;

C) incorrect, improper or unreasonable maintenance and/or use;

D) installation, adjustment or use other than by ATA which is not in accordance with the instructions set out in installation instruction incorporated in the document;

E) attempted or complete modification or repairs to the Product carried out by a person who is not authorised by ATA to carry out such modification or repairs;

F) faulty or unsuitable wiring of structure to which the Product is fixed or connected; and

G) radio (including citizen band transmission) or any electronic interference.

H) blown fuses or damage caused by electrical surges.

I) water damage and/ or moisture damage.

J) failure to provide adequate cable glanding and adequate sealing of the operator control box.

K) damage caused by insects.

ATA's liability under the warranty set out above is limited, at ATA's absolute option, to replacing or repairing the Product which ATA, in its unfettered opinion, considers to be defective either in material and/or workmanship or to credit the consumer with the price at which the Product was purchased by the consumer.

Where the Product is retailed by any person other than ATA, except for the warranty set out above, such person has no authority from ATA to give any warranty or guarantee on ATA's behalf in addition to the warranty set out above.

AUTOMATIC TECHNOLOGY AUSTRALIA PTY LTD

ABN 11 007 125 368

17-19 Advantage Rd, Highett, Victoria, Australia, 3190

Ph: +61 (03) 9532 2788 Fax: +61 (03) 9532 2799

E-mail: sales@ata-aust.com.au