



Automatic Gate Opener System Safety Guide

A DESIGNER'S AND INSTALLER'S GUIDE

Because gate operators are designed to start and move gates weighing as much as 1200 pounds, or more, they are capable of producing high levels of force. It is important in the design of the total gate system that designers, installers and users be aware of the hazards that may be associated with the **IMPROPER** design, installation and use of vehicular gate systems and gate operators.

The gate operator is only one part of a complete automatic gate operating system. As each location and usage is different, a properly designed system will include all applicable safety devices.

As the **designer and installer** of the **GATE SYSTEM**, you must advise the purchaser on the proper use of the gate system. You also have the primary responsibility of insuring that **ALL** possible operational hazards have been considered and eliminated. **YOU MUST ADVISE AND WARN** the purchaser and the ultimate user of **ANY HAZARDS** that you have not been able to eliminate.

Many gate operators have a sensitivity adjustment, overload, maximum motor current trip mechanism or other device designed to detect an obstruction. **ADVISE THE PURCHASER TO CHECK THE SENSITIVITY OF THE OVERLOAD PERIODICALLY AND RECORD THE DATE TESTED ON A LOG SIMILAR TO THAT SHOWN BELOW** (See Figure 1).



NOTICE

THE IMPORTANT SAFEGUARDS AND INSTRUCTIONS IN THIS GUIDE 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 A VEHICULAR GATE.



NOTICE

BEFORE ATTEMPTING INSTALLATION, READ THIS GUIDE AND THE GATE OPERATOR MANUAL CAREFULLY SO YOU WILL BE THOROUGHLY FAMILIAR WITH THE FEATURES OF THE GATE OPERATOR AND ITS PROPER INSTALLATION PROCEDURES.

WARNING HIGH VOLTAGE				
ONLY A QUALIFIED TECHNICIAN SHOULD SERVICE THIS GATE OPERATOR				
PERIODICALLY TEST SENSITIVITY OF OVERLOAD				
*** READ MANUAL ***				
LOG DATE OVERLOAD TEST				DATES OPERATOR SERVICED
DATE TESTED	DATE TESTED	DATE TESTED	DATE TESTED	

Figure 1



CAUTIONS FOR RESIDENTIAL AREAS



READ THESE STATEMENTS CAREFULLY AND FOLLOW THE INSTRUCTIONS CLOSELY.



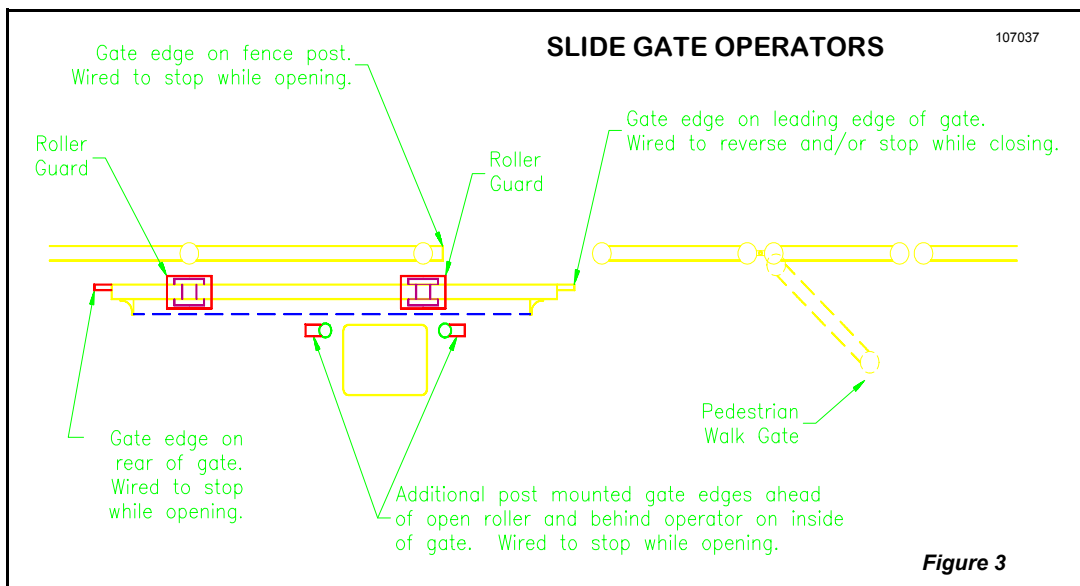
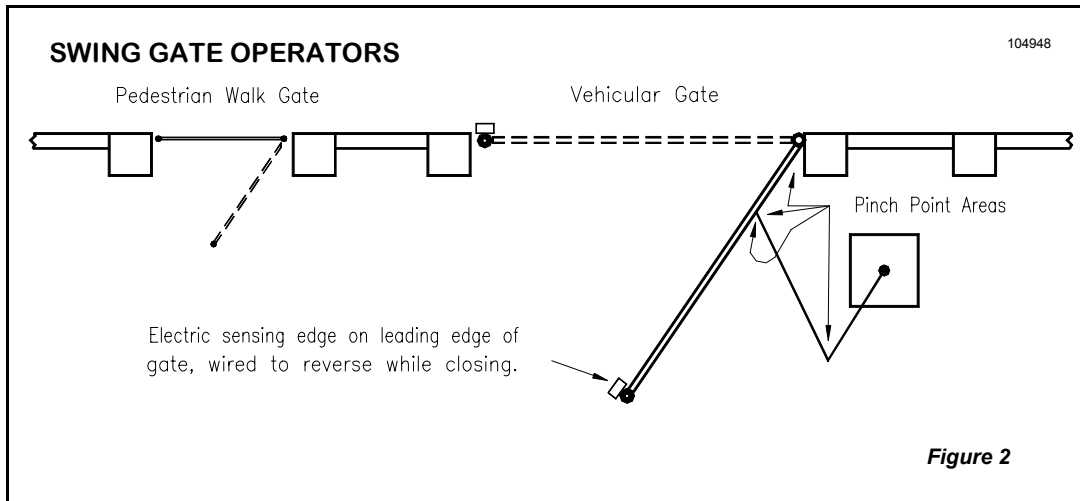
Indicates a MECHANICAL hazard of INJURY OR DEATH. Gives instructions

The Warning boxes in this guide are there to help protect you, the end user(s), and your equipment. Pay close attention to these boxes as you follow the guide.

PRECAUTIONS FOR PEDESTRIAN TRAFFIC OR RESIDENTIAL AREAS



The internal operator overload sensor may not be adequate entrapment protection in all situations to prevent arm, leg, or hand injuries. Padded electric sensing edges, roller guards, pneumatic sensing edges, or photoelectric sensors are therefore necessary when automatic gates are used near pedestrian traffic. See Figures 2 and 3. **Use of a pedestrian walk gate is mandatory where there is nearby pedestrian traffic.**



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INSTALLATION DESIGN CHECKLIST



WARNING!

TO REDUCE THE RISK OF SEVERE INJURY OR DEATH: READ AND FOLLOW ALL INSTALLATION INSTRUCTIONS AND GATE SYSTEM DESIGN PARAMETERS!

GATE SYSTEM DESIGN AND INSTALLATION SAFETY CHECK LIST:

- ✓
- ! DO NOT locate any device (key switch, switch, key pad, card reader, etc.) in a position where it may be activated by a person reaching through the gate or while touching the gate in any manner.
- ! Install all devices that will open or close the gate in such a manner that THE GATE WILL BE IN FULL VIEW WHEN THE DEVICE IS OPERATED.
- ! SECURELY ATTACH THE WARNING SIGNS provided with the Allstar operators on the gate (one on the outside and one on the inside) where they can be seen by persons in the area of the gate to alert them of automatic gate operation. (If the user refuses to have the warning signs installed, Allstar recommends you note



Figure 4

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this on your records and have the user sign a disclaimer.) See Figures 4 & 5.

- ! For ORNAMENTAL "GRILL TYPE" GATES, injuries may occur when people put arms through the openings or children "ride" the gate by standing on the chain and holding on to the gate. THIS POTENTIAL HAZARD CAN BE MINIMIZED BY INSTALLING A MESH SCREEN ON THE GATE. See Figure 5.
- ! Allstar Gate Operators are VEHICULAR GATE OPERATORS and as such are NOT RECOMMENDED FOR PEDESTRIAN traffic. In installations where pedestrians are likely to be nearby, install a pedestrian gate and use electric sensing edges and/or photocells in your design to protect system entrapment zones. Allstar can provide these products for incorporation in your gate installation. See Figures 2, 3, 6 & 7.
- ! CANTILEVERED ROLLER GATES WITH OPEN ROLLERS HAVE THE POTENTIAL HAZARD OF HANDS AND FINGERS BEING PINCHED between the open roller and the pole that the roller rides upon. **PROTECT THIS PINCH POINT SO THIS HAZARD IS AVERTED.** See Figures 3 & 6.



Figure 5

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- ! CONSIDER ALL OTHER "PINCH POINTS" IN YOUR DESIGN of the gate system, such as the "pocket" of a sliding gate. Use protective measures to reduce hazards at these locations. See Figures 2, 3, 6 & 7.
- ! Outdoor or easily accessible controls must be of the security type to prevent unauthorized use of the system.
- ! Make sure the gate operating system is placed far enough back from the road to eliminate traffic backup. The distance from the road, size of the gate, usage level and gate cycle/speed must be taken into consideration to eliminate potential hazards.
- ! Check the operator manufacturer's specification to ensure the operator is proper for the cycles per hour, size, weight and type of gate.
- ! USE EXTREME CAUTION WHEN WORKING NEAR BELTS AND PULLEYS when the operator cover is removed. Apply power to the operator only when instructed to do so.
- ! Before activating the "timer to close" option of the operator, ENSURE THE PERSONAL ENTRAPMENT DEVICES (operator reversing feature, edges, photocells) ARE OPERATING and install VEHICLE DETECTOR LOOPS AND VEHICLE DETECTORS for protection of user vehicles. Read the manual for information on the installation of these devices. IF VEHICLE DETECTOR LOOPS HAVE BEEN INSTALLED TO PREVENT THE GATE FROM CLOSING ON A VEHICLE, INSTRUCT THE USER TO PERIODICALLY CHECK THE OPERATION OF THE DETECTORS.
- ! Make sure the gate moves freely, all hinges are in good working order, the gate does not bind in any manner and the gate swing area is clean and free of irregularities.
- ! Allstar gate operators are shipped from the factory with the sprocket guard in place (where applicable). When operating the gate with the operator's outer cover removed, STAY CLEAR OF THE DRIVE SPROCKET AND IDLER PULLEYS. THESE PINCH POINTS WILL NOT BE PROTECTED WHEN THE



INSTALLATION DESIGN CHECKLIST

COVER IS REMOVED. NEVER LEAVE THE INSTALLATION WHEN THE COVER OR SPROCKET GUARD IS REMOVED.

- ! When the metal cover of the control box is removed, 115 Volts AC will be exposed on the control board AS LONG AS THE MAIN POWER SWITCH IS ON. EVEN IF THE RED POWER LIGHT ON THE CONTROL BOARD IS NOT LIGHTED, 115 VOLTS AC WILL STILL BE PRESENT ON THE CONTROL BOARD. NEVER LEAVE THE INSTALLATION WITH THE COVER OF THE CONTROL BOX REMOVED.
- ! ALWAYS TURN OFF THE POWER BEFORE REPLACING A FUSE ON THE CONTROL BOARD.
- ! DO NOT TRIM THE PLASTIC SPROCKET GUARD COVER MORE THAN IS NECESSARY TO CLEAR THE ENTRANCE AND EXIT OF THE CHAIN. THERE ARE SCORE MARKS ON THE COVER FOR THE PROPER "CUT-OUT". UL Listing was obtained with the sprocket guard cover trimmed as marked on the cover. You will void the UL Listing and increase the pinch hazard if the trim lines are not followed..
- ! DO NOT INSTALL THE OPERATOR UNTIL ALL GATE PROBLEMS HAVE BEEN CORRECTED.
- ! DO NOT consider the built in overload detector as the primary obstruction sensing system. Consider all options in the gate system design.
- ! DO NOT connect any auxiliary equipment to the operator (detectors, card readers, etc.) until the gate operator and all its functions are fully tested. Only connect one device at a time and ensure its proper function(s) before moving on to the next device.
- ! Install the operator on the inside of the property/fence line. DO NOT install an operator on the public side of the fence line or

gate.

AS THE INSTALLER YOU ARE RESPONSIBLE FOR:

- ASSURING THAT THE OWNER/END USER OF THE SYSTEM UNDERSTANDS ITS BASIC OPERATION AND SAFETY FEATURES. IN PARTICULAR, BE SURE THE OWNER/END USER UNDERSTANDS THE LOCATION AND OPERATION OF A MANUAL DISCONNECT (WHERE PROVIDED) OR HOW TO OPERATE THE GATE MANUALLY.
- POINTING OUT TO THE OWNER/END USER OF THE GATE SYSTEM THAT CHILDREN OR PETS ARE NOT ALLOWED TO PLAY ON OR NEAR THE GATE, FENCE OR ANY PART OF THE SYSTEM, AND THAT THE SAFETY INSTRUCTIONS SUPPLIED WITH THIS OPERATOR AND THEIR IMPLEMENTATION ARE THE RESPONSIBILITY OF THE OWNER/END USER.
- LEAVING THE INSTALLATION AND MAINTENANCE MANUAL FOR THIS OPERATOR AS WELL AS ANY ADDITIONAL SAFETY INFORMATION SUPPLIED WITH THIS OPERATOR OR OTHER COMPONENTS OF THE GATE SYSTEM WITH THE OWNER/END USER.
- NOT PLACING THE OPERATOR IN SERVICE IF YOU HAVE ANY QUESTIONS ABOUT THE SAFETY OF THE GATE OPERATING SYSTEM. CONSULT THE OPERATOR MANUFACTURER.

GATE OPERATOR ENTRAPMENT PROTECTION

Entrapment Zones: Design in personal entrapment protection devices to protect people from entrapment in the zones shown below. Install vertical posts with electric sensing edge attached on both sides of any open rollers to prevent body entrapment. Electric sensing edges should be wired to stop the gate upon contact. Install sensing edges on the front and back edges of gate.

Pinch Points: Attach roller guards or vertical posts with electric sensing edges on cantilevered gate systems to minimize the risk of hands being caught between the top of the gate and the roller, see Figure 6. Use protective measures (guards, padded edges, etc.) to protect people from the pinch points of a swing gate operator, see Figure 7.

SLIDE GATE OPERATORS

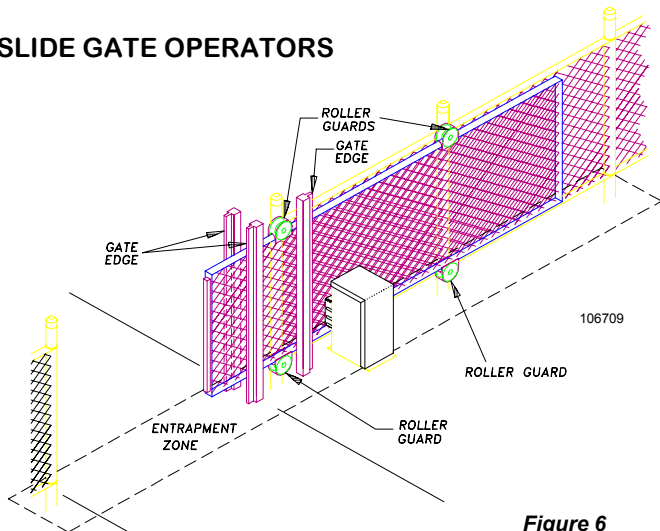


Figure 6

SWING GATE OPERATORS

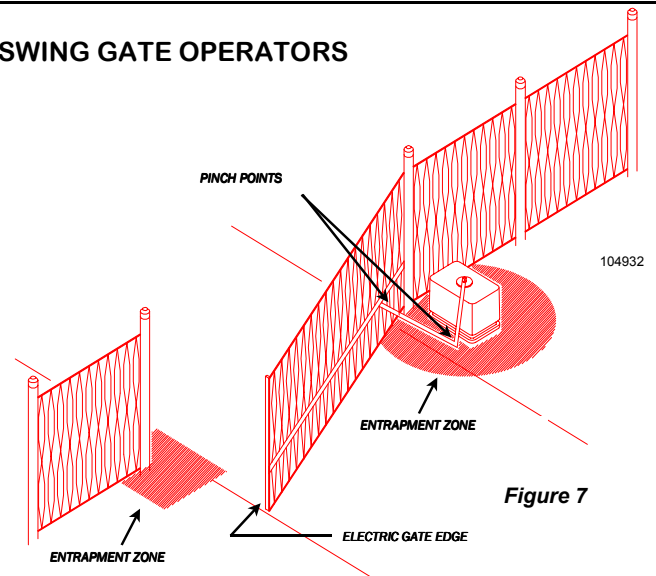


Figure 7