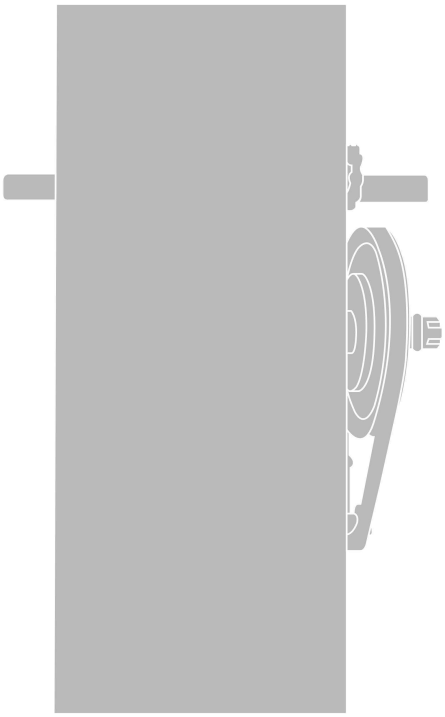
Pro-LT



Automation for sectional overhead doors

EN - Instructions and warnings for installation and use

NICE CANADA warrants that materials and workmanship are free from defects for a period of two years from the date of invoice. Materials returned to Nice deemed defective after examination will be returned at the option of Nice with repaired, new or re-manufactured parts.

NICE CANADA will not be responsible for any extra charges incurred in the process of returning defective material. All returned material must be received pre-paid or it will not be accepted.

This warranty is limited, and in lieu of all other warranties expressed or implied. There is no expressed liability due on the part of the seller.

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WARNING

DO NOT CONNECT TO ELECTRICAL
POWER DURING INSTALLATION OR
SERVICING OF OPERATOR

IMPORTANT

FOR ANY QUESTIONS CONCERNING THE SAFETY OR OPERATION OF THIS OPERATOR PLEASE CONTACT NICE AT 1-877-888-I I 16

VERIFICATION OF OPERATOR AND HARDWARE

Upon delivery of your Nice limited-duty trolley door operator, please inspect the unit carefully for damage. Verify that operator horsepower, voltage, phase and amperage correspond to available power supply and door application. Check that along with your operator you have received the following standard hardware.

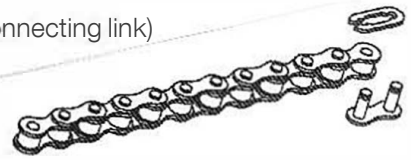
1 x OPEN/CLOSE/STOP 3-button control station:



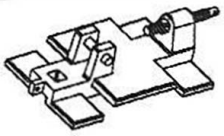
1 x Set of trolley tracks (door height+ 2'6")



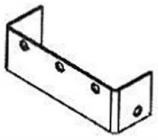
1 x Drive chain package (door height x 2; 5' 6" (1.65m) c/w connecting link)



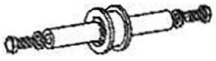
I x Trolley carriage and 3/8 take-up bolt assembly



I x Trolley track end bracket



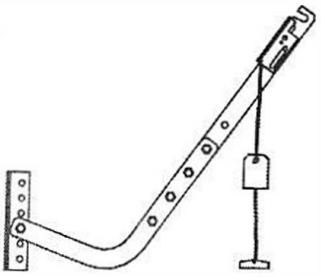
1 x Front idler



2 x Trolley spreader bars



I x Trolley arm assembly



1 x Set of Warning Signs



PRO-LT SPECIFICATIONS

PRO-LT medium duty trolley operator is designed for standard lift overhead sectional garage doors with low duty cycles.

STANDARD OPERATOR \VEIGHT: 40-45 Lbs.

MOTOR: Intermittent duty I 000 RPM motor with high starting torque.
-Thermally protected by a built-in thermostat that cuts power to the motor and control circuit when overheating.
-Horsepower: I/2HP -Voltage: I 15V, 220V I-phase

ThIPORT ANT NOTE

THIS MEDIUM DUTY OPERATOR IS DESIGNED TO OPERATR
A MAXIMUM OF 15 COMPLETE CYCLES PER HOUR.

REDUCTION: Primary: (4L) V-belt and pulleys (1 .5'' to 7" diameter)
Secondary: #41 chain and sprockets

OUTPUT SHAFT SPEED: 90 RPM DOOR SPEED: 9"/second

SOLENOID BRAKE (OPTIONAL): Solenoid Brake system available for model PRO-LTB

WIRING TYPE (STANDARD): C-2 Wiring constant pressure on close, momentary contact on open and stop. Wired to accept reversing edge, radio control, photocells, loops and OPEN/ CLOSE devices. *NOTE: (if momentarv contact on close (B2) wiring is desired:* Re-install the purple wire onto terminal #5.

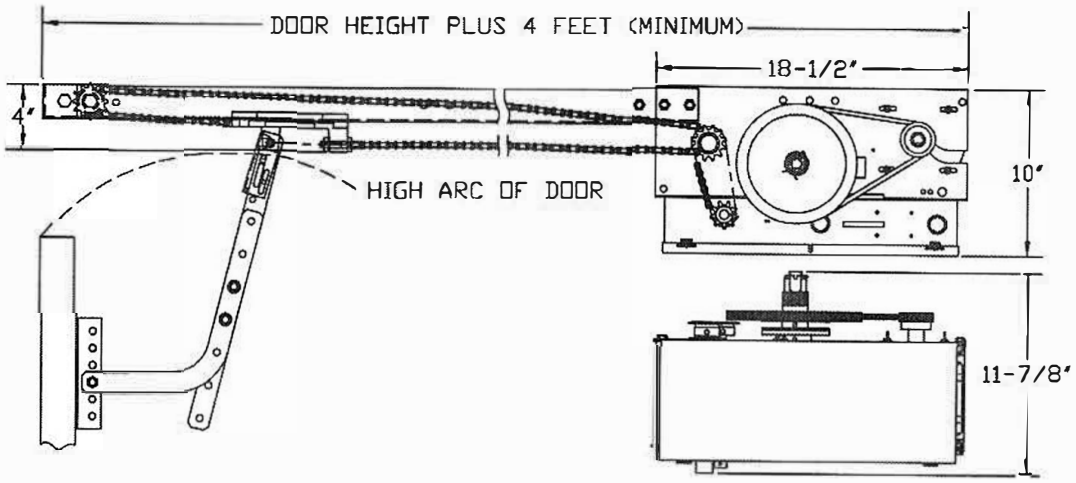
TRANSFORMER: 24V AC control circuit, supplies power to drive control relays with 15V A power available for external devices.

LIMIT ADJUSTMENT: 4 micro switches that control door travel. These lin1it switches are activated by fully adjustable screw type cams.

EMERGENCY DISCONNECT: Quick release disconnect door arm to allow person to disengage operator drive chain from door for manual operation.

CLUTCH: Adjustable friction clutch to minimize damage to door operator, door or vehicles.

OPERATOR DIMENSIONS:



SAFETY INSTRUCTIONS

WARNING

TO REDUCE THE RISK OF INJURY OR DEATH:

READ AND FOLLOW ALL INSTRUCTIONS

- Do not allow children to play with door.
- Before installation, be sure that operator i8 suited for type of door and application
- Connect a reversing device to prevent entrapment if door is located near pedestrian traffic.
- Place control device within clear sight of the door but at a minimum distance from the door so that user cannot reach moving door parts when operating.

- Outdoor external devices should have security features to prevent unauthorized operation of the
- door. Never cross under a moving door.
- Press the "OPEN" device or activate quick release disconnect device if a person is trapped under the door.

- Do not use disconnect mechanism or manually operate door unless power has been electrically disconnected.

- Keep doors properly maintained. Test door and service regularly. Have a qualified service person make repairs. *An unmaintained door system could cause injury or death.*

- The owner or users must understand the safety and operation of door system. Insure that this installation manual be located close to the door system.

INSTALLATION INSTRUCTIONS

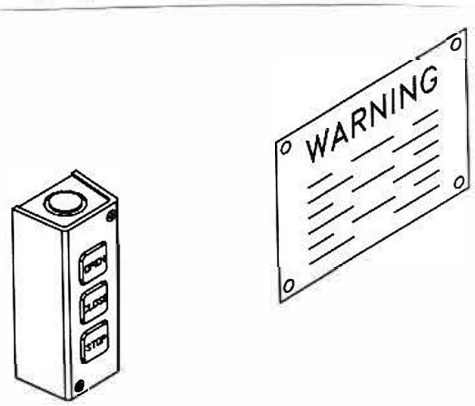
WARNING

DO NOT INSTALL THIS OPERATOR
BEFORE READING THIS MANUAL CAREFULLY.

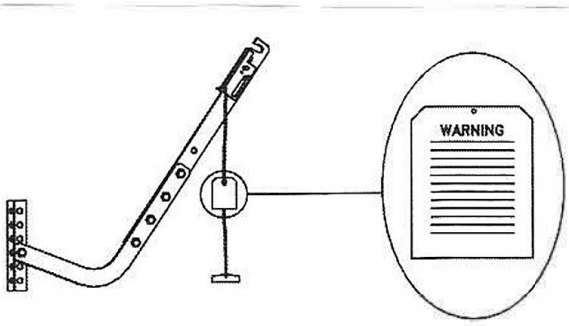
Note: Installation of operator must be done by a qualified installer. Door must be properly installed and working smoothly. Remove all door locks prior to installation.

I. Install control station away from all moving door parts, within sight of the door and a minimum of 5 ft (1.5 m) from the ground.

2. Install entrapment warning sign next to control station.



3. Do not remove emergency release tag attached to disconnect handle.



PREPARATION:

1. Lay out operator and trolley tracks on ground in front of door with door operator motor facing away from door.

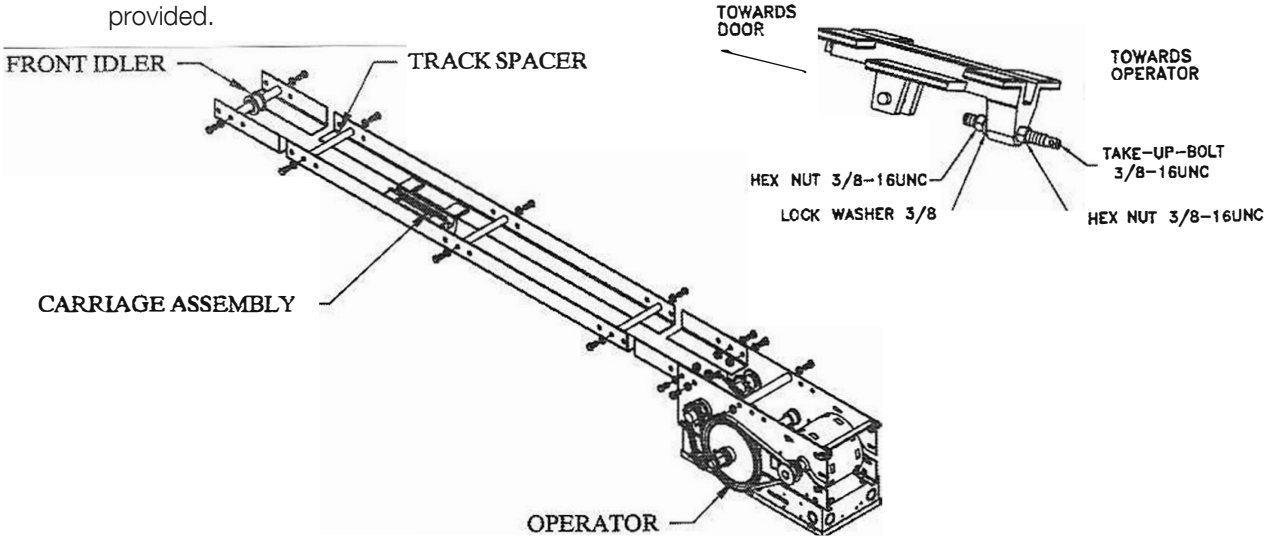
2. Install track spacers evenly to track assembly.

3. Install 3/8" take-up bolt to carriage using two 3/8" hex nuts and lock washer provided.

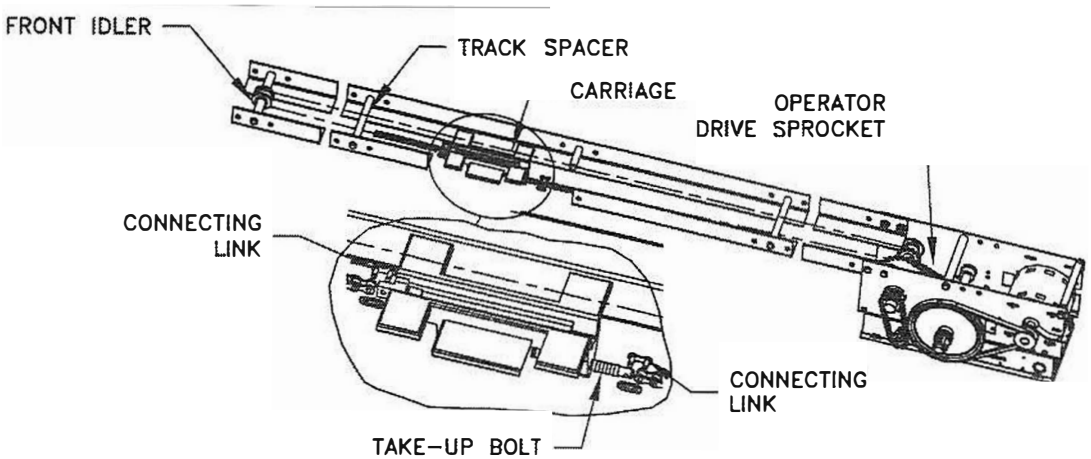
4. Slide trolley carriage through end of tracks towards operator with take-up bolt facing operator.

5. Install front idler assembly to the second set of boles end of trolley tracks.

6. Boll rail assembly to operator frame using four 3/8" x ¾" bolts and 3/8" serrated hex nuts provided.



7. Attach one end of drive chain to carriage using connecting link provided. Run chain around front idler, over the track spacers, around drive sprocket and connect to take-up-bolt using connecting link provided. Adjust take-up-bolt so that chain sags approximately 3" (7.5 cm) at midpoint of tracks. Remove links from drive chain if necessary to make proper adjustment.

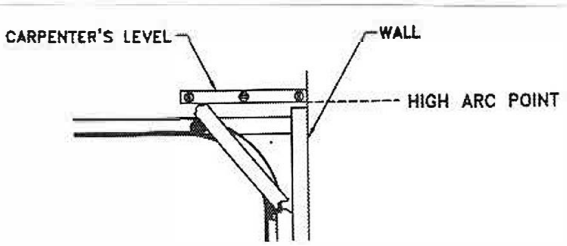


WALL MOUNTING BRACKET AND OPERATOR INSTALLATION:

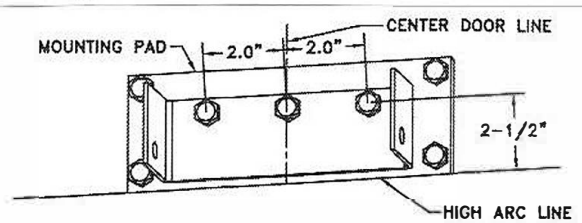
NOTE: Trolley type operators should generally be mounted directly over the center of the door and the trolley tracks should clear the tracks by 2-1/2" (6.5 cm). However, if interfering structures or other reasons do not allow for centered mounting, it is possible to install it up to 18" off-center for torsion spring doors.

1. Locate the center of door by measuring door width and mark a vertical line above the door.

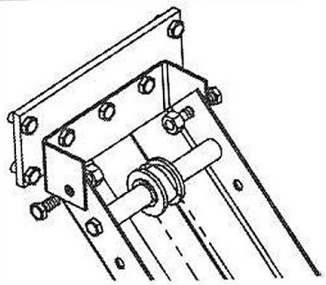
2. Detern1ine the highest point of door travel by manually opening the door. Using a carpenter's level, project a line from where the top section of door reaches its highest point. Mark the spot where this line (high arc) intersects with the vertical line drawn earlier.



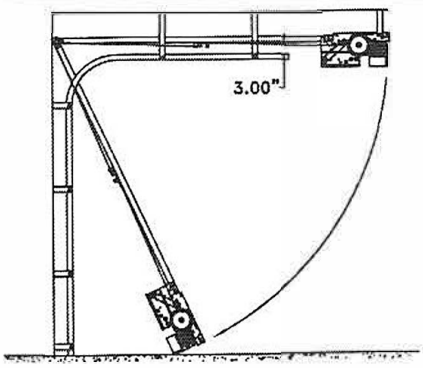
3. Mount a wood block or angle iron to the wall above the door opening as shown below. The wall mounting bracket has 3 holes for anchoring to wood block or angle iron. Bracket should be centered with door and positioned so that these holes are 2-1/2" (6.5 cm) above the high arc line of door. Secure wall mounting bracket using suitable hardware.



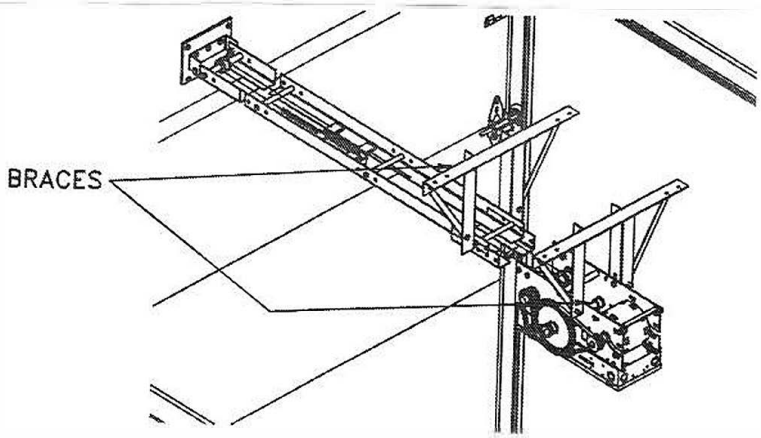
4. While allowing motor to rest on floor, raise front end of track assembly and secure (but not tighten) to wall mounting brackets with 3/8" bolts and nuts provided.



5. Swing the operator and track assembly above the level of the door tracks and temporarily secure in place with rope or chain. Carefully open door. Align operator and rails with center of door. Using the door as support, shim the operator so that there is 3" (7.5cm) clearance between door and bottom of operator. Tighten wall mounting bracket bolts.



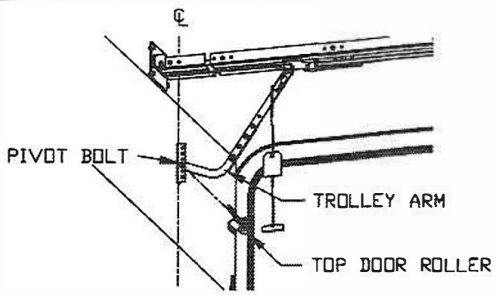
6. Install hanging brackets (braces) from ceiling or structure to any of the 3/8" holes located on operator frame. For tracks over J 4' long it is recommended to install braces to the tracks at 4'(1.2m) to 5' (1.5m) from operator.



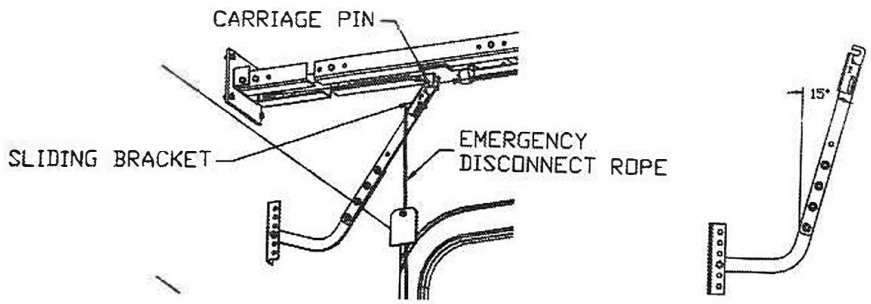
TROLLEY ARM INSTALLATION

I. Manually close door to fully closed position. Slide trolley carriage towards front idler and latch trolley arm to carriage spring pin by pulling on rope. When installed the open side of notch should face the door.

2. Using 3/8" bolts and nuts provided, align the mounting holes of straight arm and curved arm so that pivot bolt on door bracket is in line with the top rollers of the door. Align door bracket with centerline of door and secure to door using suitable hardware.



3. When properly installed the door arm should lean slightly away from door when door is fully closed.



4. At this time, check all bolts for tightness.

LIMIT SWITCH ADJUSTMENTS

Adjustment of door travel is done by moving the limit cams on the threaded shaft. The position of the 4 limit switches are factory adjusted and should not be altered. The limit switches are:

- **"Open" limit switch:** End of door travel in the fully open position
- **"Closed" limit switch:** End of door travel in the fully closed position
- **"Advanced Open" limit SVlitch:** Used for open/close devices or tinier lo close features
- **"Advanced Closed" Limit switch:** Used to prevent reversing device from reversing door when door is almost fully closed.

WARNING

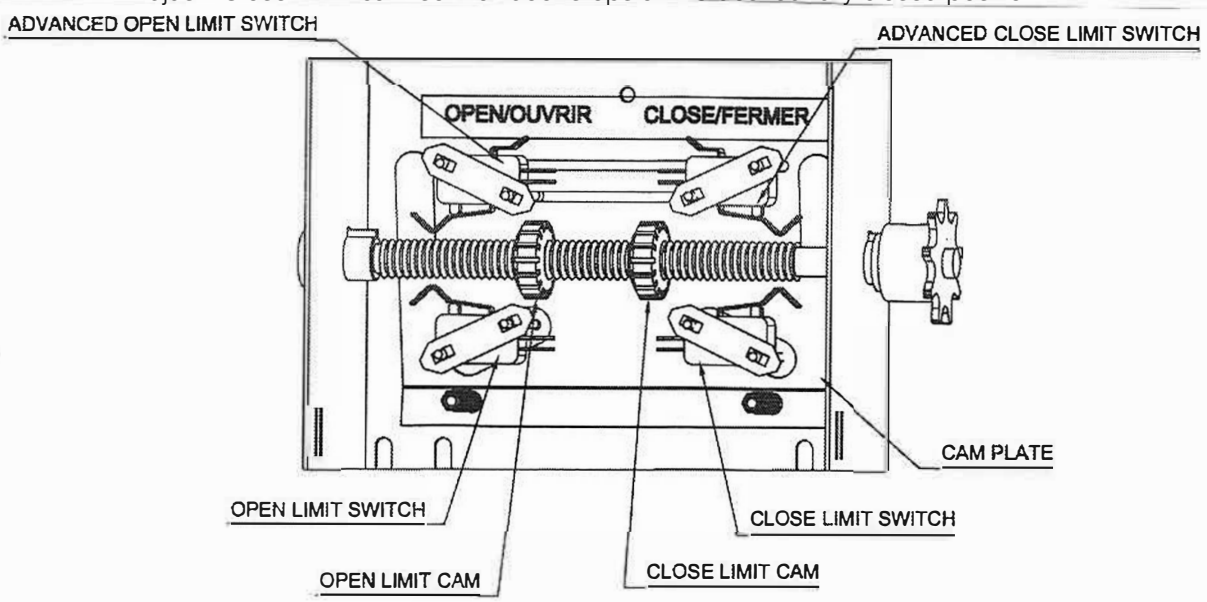
TO REDUCE THE RISK OF INJURY OR DEATH

DO NOT ATTEMPT TO MAKE LIMIT SWITCH ADJUSTMENTS UNLESS POWER HAS BEEN ELECTRICALLY DISCONNECTED

To adjust door travel:

1. **Open cycle:** Depress cam plate and spin "Open" limit cam away from "Open" limit switch to increase door travel or spin "Open" limit cam towards the "Open" limit switch to decrease
   door travel. After each adjustment ensure that cam plate fully engages in slots of both limit nuts.
2. Adjust "Open" limit cam so that door stops at the desired fully open position.

3. **Close cycle:** Depress cam plate and spin "Close" limit cam away from "Close" limit switch to increase door travel or spin "Close" limit cam towards the "Close" limit switch to decrease
   door travel. After each adjustment ensure that cam plate fully engages in slots of both limit nuts.
4. Adjust "Close" limit cam so that door stops at the desired fully closed position.



CONNECTION OF POWER SUPPLY AND CONTROL STATION

WARNING

COMPARE AVAILABLE POWER SUPPLY VOLTAGE TO OPERATOR NAMEPLATE PRIOR TO ELECTRICAL CONNECTION. FAILURE TO CONNECT APPROPRIATE POWER SUPPLY VOLTAGE MAY CAUSE SERIOUS DAMAGE TO OPERATOR.

Refer to electrical diagrams inside control box cover or at the end of this manual prior to connection of power supply or control station.

WARNING

TO REDUCE THE RISK OF INTTJRY OR DEATH:

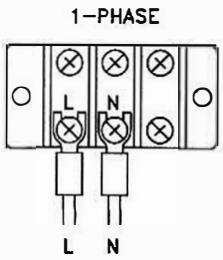
ALL ELECTRJCAL CONNECTIONS SHOULD BE MADE BY A QUALIFIED SERVICE PERSON

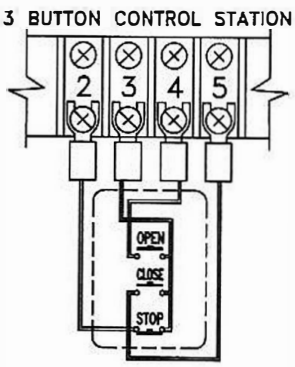
DO NOT ATTEMPT TO MAKE ELECTRICAL CONNECTIONS TO OPERATOR UNLESS POWER SUPPLY HAS BEEN DISCONNECTED AT FUSE BOX

OPERA TOR MUST BE CONNECTED IN ACCORDANCE TO LOCAL ELECTRICAL CODES AND GROUNDED TO GREEN GROUND LUG LOCATED INSIDE CONTROL BOX

POWER WIRING: Use 1-1/8" (2.85 cm) diameter holes for all power wiring.

Connect single phase power supply to terminals L (line) and N (neutral) on three-pole power terminal strip.





CONTROL WIRING: Use 7/8" (2.22 cm) diameter holes for all control wiring. Note: Do not run control wires and power wires in same conduit.

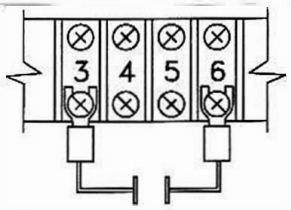
-Install control station within clear sight of door but away from all moving parts of door or hardware. Install Entrapment warning sign next to control station. Connect 3-butTon (open/close/stop) push button station to tcnninals 2, 3, 4 and 5. Refer to electrical diagram for connection of two 3-button stations.

NOTE: After electrical connections are made, manually move door to mid-position and, using the control station press the "Open" button for several seconds and then press the "Stop" button. If door did not move in correct direction verify wiring control station.

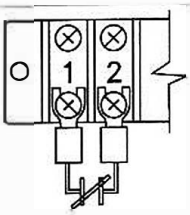
CONNECTION OF A REVERSING EDGE DEVICE AND CONTROL ACCESSORIES

1.Reversing Edge device (must be normally open contact):

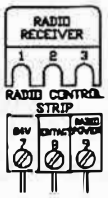
Note: If the door is controlled by any device or wired in such a manner that the door is not controlled by constant pressure on close then an appropriate reversing edge must be installed.

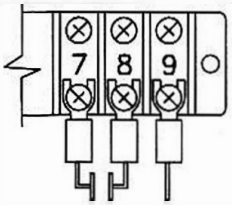


2. External interlock: Remove jumper between terminals 1 and 2 and wire interlock between these two tenninals.

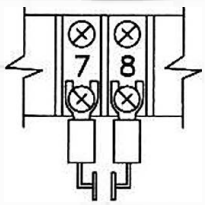


3. Radio control receiver: Wire standard radio receiver to separate radio strip on side of control box or to terminals 7, 8 and 9 on control terminal strip inside control box.

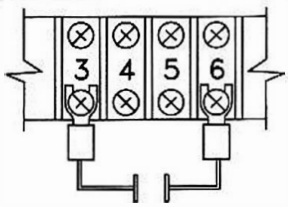




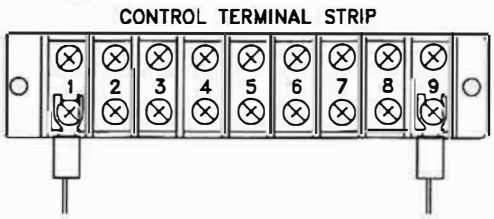
4. Single button open/close device: Wire to terminals 7 and 8 on control terminal strip.



5. Loop detectors, photocells and other reversing devices: Wire to terminals 3 and 6 on control terminal strip.

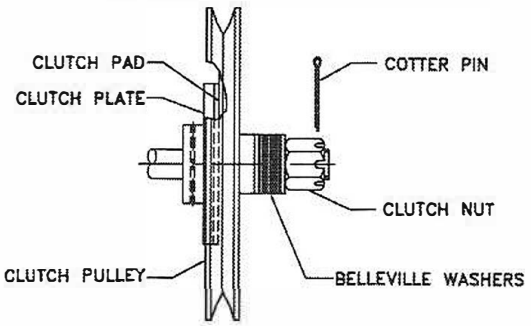


6. 24 Volt power: Wire to terminals 1 and 9 on control terminal strip



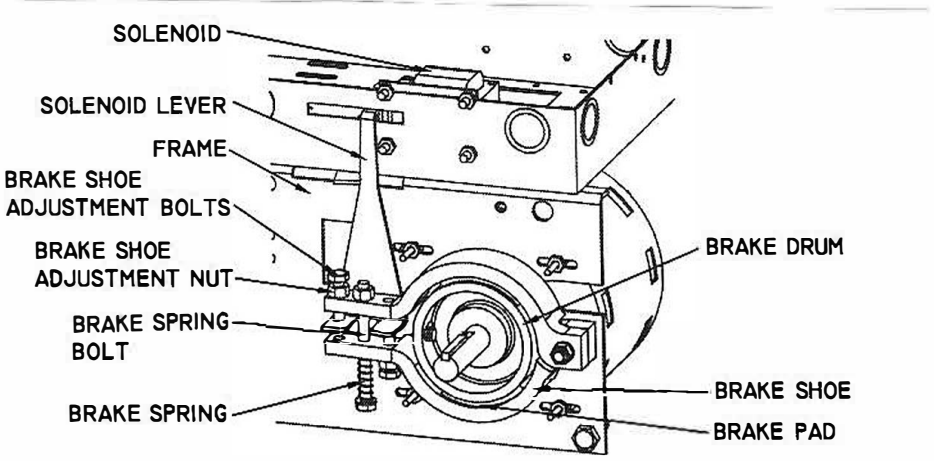
CLUTCH ADJUSTMENT

1. Remove cotter pin taped to pulley.
2. Rotate clutch nut counterclockwise (loosen) until there is insufficient tension to permit clutch to drive door.
3. Gradually tighten clutch nut until the tension on belleville washers is sufficient to pemit clutch to drive door smoothly but will allow clutch to slip if door is obstructed. It should be possible to stop moving door by hand if clutch is properly adjusted.
4. Lock clutch nut in place by inserting cotter pin.



BRAKE ADJUSTMENT (For PRO-LTB only)

- The brake adjustment is factory set and should only require minor adjustment after extensive use.
- Verify brake adjustment by manually holding in solenoid plunger. When brake is properly adjusted, the brake shoe pads should make complete contact with brake drum with sufficient brake spring tension to stop and maintain door when solenoid is de-energized. Wben solenoid is energized, brake shoes should release from drum with sufficient clearance to avoid contact between shoes and drum.
- To adjust brake tension, tighten (to increase) or loosen (to decrease) nylon lock nut on brake spring bolt. Observe solenoid during electrical testing of brake. Brake spring tension must be adjusted so that solenoid should pull and release smoothly and quietly. Too much or too little tension on brake spring may cause solenoid to bum out.
- To adjust individual brake shoes, loosen nut on brake shoe adjustment bolt and adjust bolt. When properly adjusted, there should be a small clearance between adjustment bolt and solenoid bracket when solenoid is de-energized. When solenoid is energized, brake shoes should move away from drum with sufficient clearance to avoid friction betv:een brake shoe pad and drum. After adjustments are made be sure to tighten nuts on brake shoe adjustment bolts.



EMERGENCY MANUALOPERATION

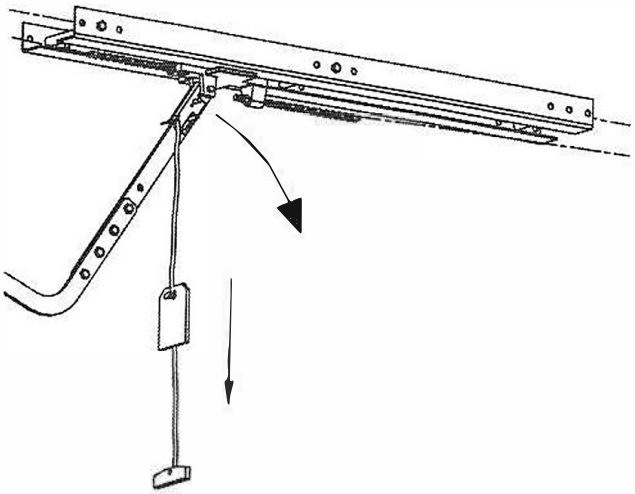
- The operator is equipped with a quick release disconnect system to manually operate door in case of emergency. This feature should not be used to manually operate a malfunctioning door.

WARNING

TO REDUCE THE RISK OF INJURY OR DEATH:

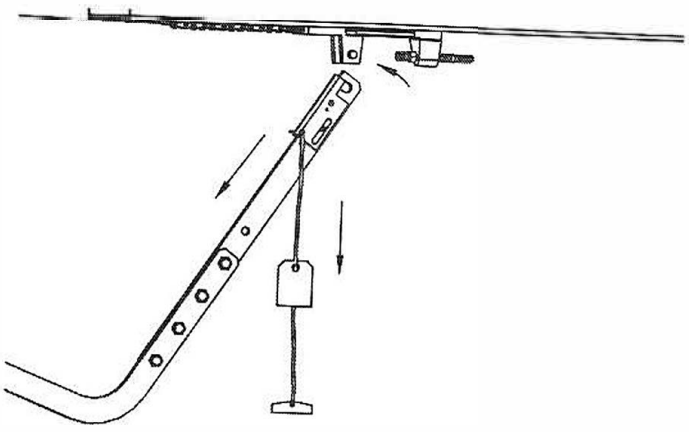
DO NOT ATTEMPT TO USE EMERGENCY DISCONNECT SYSTEM WHILE OPERATOR IS RUNNNG.

TO AVOID BEING STRUCK BY DOOR ARM, DO NOT STAND DIRECTLY UNDER THE RELEASE ARM WHEN PULLING THE RELEASE CORD.



I. Pull the release cord downwards to disconnect trolley arm from carriage and manually operate door.

2. To reconnect door arm to carriage, pull emergency release cord and re-insert trolley arm to trolley carriage spring pin.



OPERATOR MAINTENANCE

WARNING

TO REDUCE THE RISK OF INJURY OR DEATH:

DO NOT ATTEMPT TO SERVICE THE OPERATOR UNLESS POWER SUPPLY HAS BEEN DISCONNECTED

- Inspect manual function of the door every 3-months. Make sure that door mns smoothly. If door does not manually open or close freely, have a qualified service person make repairs. Do not attempt to electrically operate a malfunctioning door.

- Every 3 months:

  1. Verify that door area is kept clean. Remove any obstructions that would prevent proper door operation.
  2. Check for any excessive slack in chains. If chain adjustment is required verify and adjust limit switches, if necessary.
  3. Verify and adjust clutch and brake (Do not lubricate).
  4. Lubricate chains, bearings and limit shaft.
  5. Verify that motor and operator runs smoothly and quietly. Verify that carriage runs smoothly on tracks.

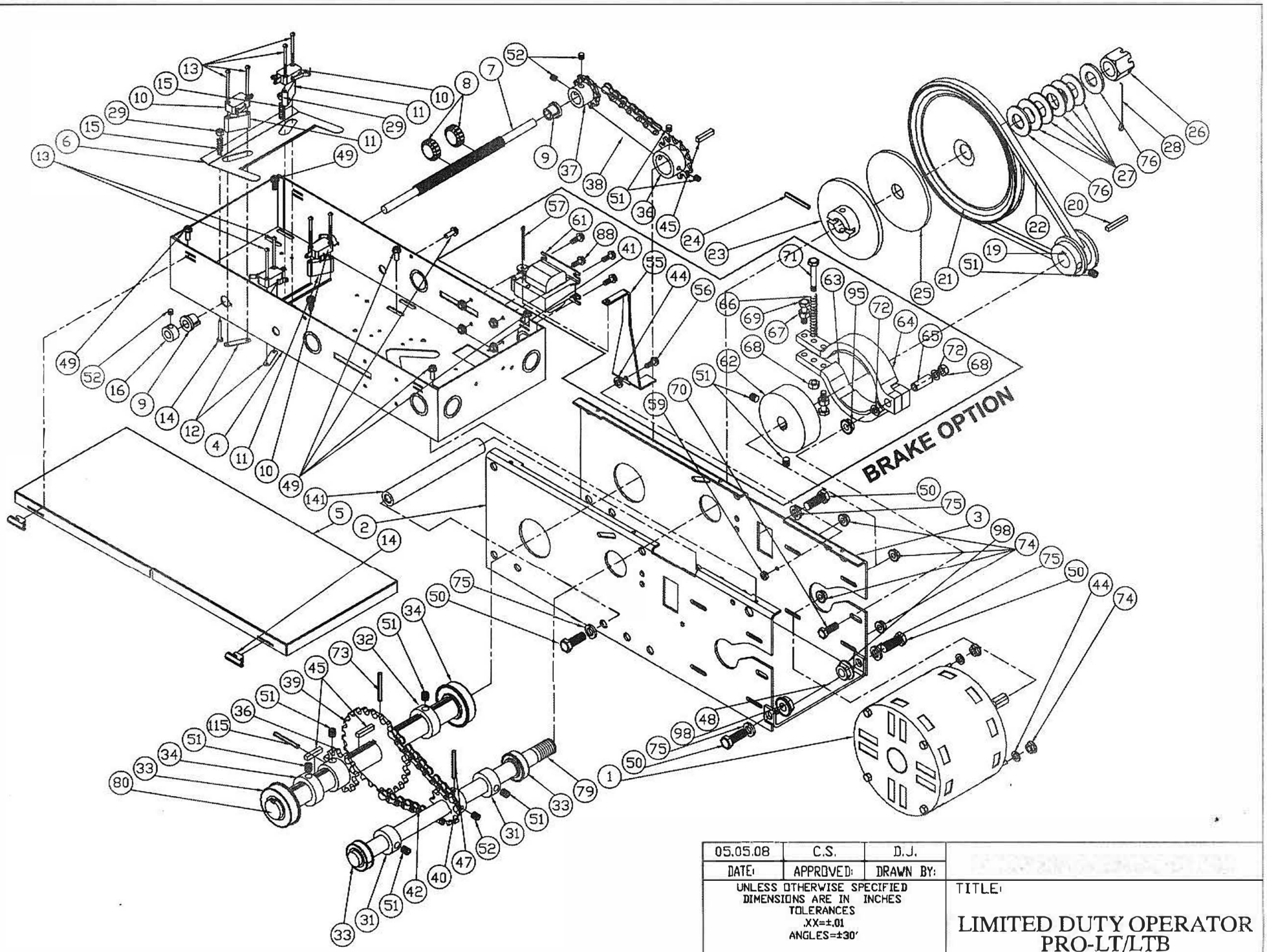
- Every 6 months:

  1. Verify tightness of all fasteners and set screws.
  2. Verify that operator is properly secured.
  3. Inspect manual discollllect.
  4. Verify tension and condition of V-belt

- Every 12 months:

  1. Perform a complete service check.
  2. Verify that inside of control box is clean and that grounding wires, terminations and power terminations do not show signs of corrosion.
  3. Verify tightness of all terminal strip screws and electrical connections.
  4. Verify power supply, voltage of input terminals during operation.
  5. Verify that current consumption of operator corresponds to nameplate information

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05.05.08	C.S.	D.J.
DATE:	APPROVED:	DRAWN BY:

UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES
TOLERANCES
.XX=±.01
ANGLES=±30'

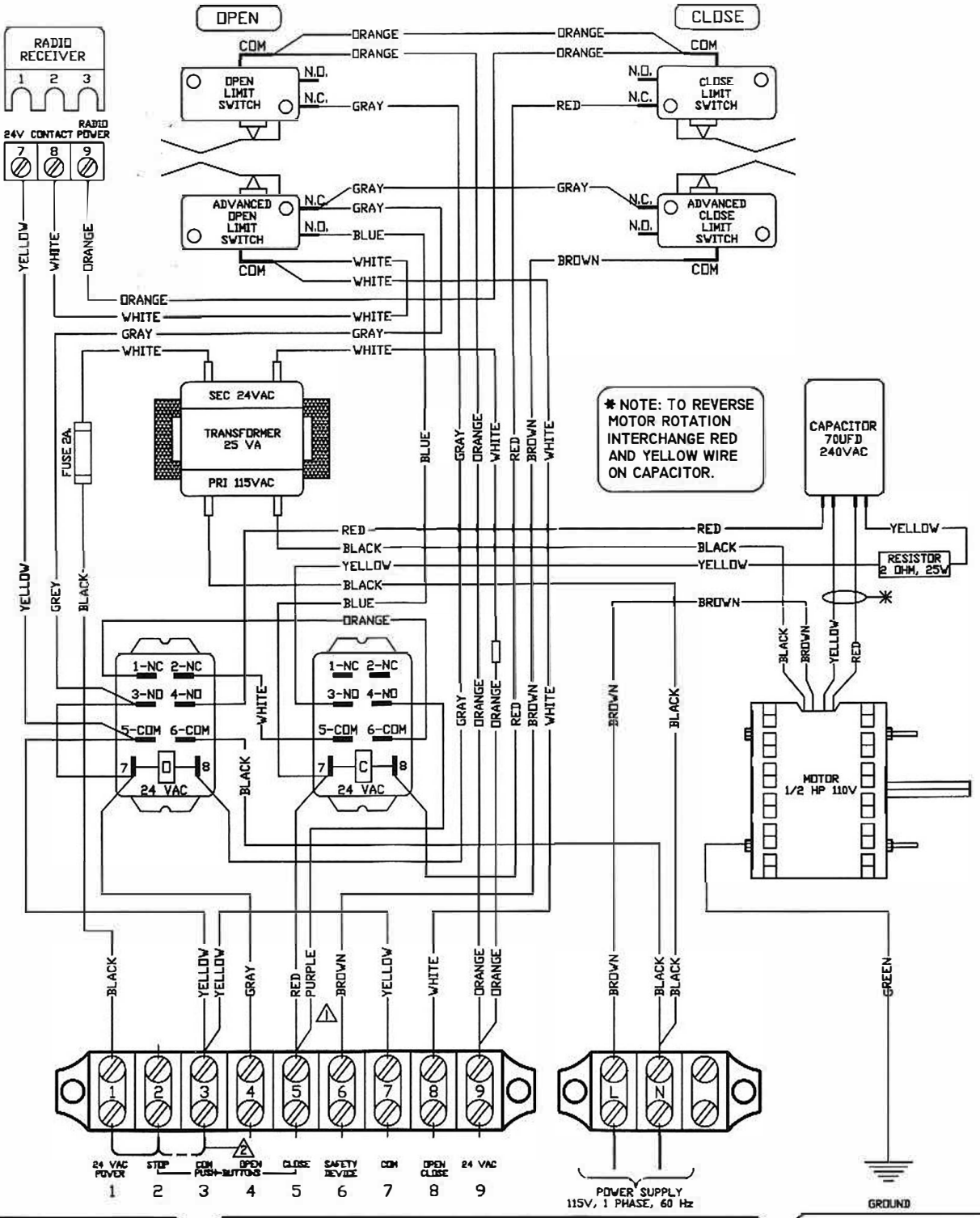
TITLE:

LIMITED DUTY OPERATOR PRO-LT/LTB

	WEIGHT: 1lb	SIZE: B	PAGE: 1/1
REVISION:A	CAD FILE: 3D-PROLT-LTB-XE	SCALE:

Replacement parts list PRO-LT/LTB

CODE	PART #	DESCRIPTION (PRO-LT)	PRO-LT	PRO-LTB C/W BRAKE
			QTY	QTY
MB01010	1	MOTOR (Limited duty)	1	1
MM00073	2	FRAME (LEFT) MSI0097	1	1
MM00074	3	FRAME (RIGHT) MSI0098	1	1
MM00076	4	CONTROL BOX (Limited Duty) MSI0092	1	1
MM00077	5	CONTROL BOX COVER (Limited duty) MSI0093	1	1
MM00024	6	CAM PLATE MSI0013	1	1
ME00035	7	LIMIT SHAFT 3/8-1/2 x 8.436"	1	1
MG00030	8	LIMIT CAM 1/2-20 UNF	2	2
MH00001	9	BRONZE T-BUSHING 3/8" ID	2	2
MK00004	10	LIMIT SWITCH	4	4
MJ00006	11	LIMIT SWITCH DOUBLE SPACER 3/4" LONG	4	4
MG00003	12	DOUBLE NUT FOR LIM-SW.	4	4
MF00003	13	R.H. PHILLIPS MACHINE SCREW 4-40 UNCx1-1/2"	8	8
MF00004	14	R.H. PHILLIPS MACHINE SCREW 6-32 UNC x1"	2	2
MQ00001	15	CAM PLATE COMPRESSION SPRING (.178IDx.032GX.55L)	2	2
MH00006	16	COLLAR 3/8" ID	1	1
MM00046	18	CONTROL BOX HINGE	2	2
MI00018	19	MOTOR PULLEY 4L 5/8 ID	1	1
ME00018	20	KEYWAY 3/16 SQ. x 1-1/4" LONG	1	1
MI00017	21	PULLEY 7" OD c/w BUSHING 3/4" ID	1	1
MI00035	22	V-BELT A-27	1	1
MJ00004	23	CLUTCH PLATE ALUMINUM 3/4" ID	1	1
MQ00007	24	SPRING PIN 1/4" x 2" LONG	1	1
MJ00005	25	CLUTCH PAD 3/4" ID	1	1
MG00014	26	SLOTTED HEX NUT 3/4-24UNF	1	1
MG00004	27	BELLEVILLE WASHER 13/16 IDx1-3/16X1/8	6	6
MQ00002	28	COTTER PIN 1/8 x 2.5" LONG	1	1
MG00007	29	HEX NYLON LOCK NUT 6-32UNC	2	2
MH00008	31	COLLAR 3/4" ID	2	2
MH00007	32	COLLAR 1" ID	2	2
MH00013	33	FLANGE BEARING 3/4" IDx1-3/8 OD	2	2
MH00009	34	FLANGE BEARING 1" IDx2"OD	2	2
MD00004	36	SPROCKET 410B12 X 1"	2	2
MD00111	37	SPROCKET 410B9 X 3/8"	1	1
MD00128	38	#410 ROLLER CHAIN 27 PITCH C/W CONNECTING LINK	1	1
MD00110	39	SPROCKET 41B24 x 1"	1	1
MD00006	40	SPROCKET 41B10 x 3/4"	1	1
MG00036	41	RIBBED HEX NUT 8-32UNF		4
MD00219	42	#41 ROLLER CHAIN 37 PITCH DRIVE C/W 1 OFFSET LINK + 1 CONN. LINK	1	1
MG00016	44	FLAT WASHER #10	4	5
ME00017	45	KEYWAY 1/4" SQ. x 1-1/4" LG	3	3
MQ00016	47	SPRING PIN 3/16" x 1-1/4" LONG	1	1
MM00128	48	LIMITTED DUTY FRAME SUPPORT U-BRACKET MSI0141	1	1
MF00046	49	H.H. SLOTTED SELF ROUNDING WASHER HEAD SCREW 10-32 UNF x 1/2"	7	7
MF00011	50	H.H. BOLT 3/8"-16UNC X 3/4" LONG	4	4
MQ00008	51	SET SCREW 5/16" -18	12	14
MQ00009	52	SET SCREW 1/4" - 20	5	5
MM00078	55	SOLENOID LEVER LIMITTED DUTY MSI0094		1
MF00005	56	R.H. PHILLIPS MACHINE SCREW 10-32 UNF x 5/8"		1
MQ00001	57	COTTER PIN 1/8 x 1.5"		1
MG00008	59	HEX NYLON NUT 10-32 UNF		1
MK00026	61	SOLENOID 120V		1
MJ00003	62	BRAKE DRUM		1
MJ00001	63	BRAKE SHOE LEFT		1
MJ00002	64	BRAKE SHOE RIGHT		1
MH00002	65	MILD STEEL BUSHING 9/32ID x 13/32OD x1-1/16		1
MQ00002	66	BRAKE COMPRESSION SPRING (5/16"ID-.05G-2.50L)		1
MG00006	67	HEX NUT 1/4-20UNC		2
MG00009	68	HEX NYLON LOCK NUT 1/4-20UNC		2
MF00028	69	HEX HEAD BOLT 1/4-20UNC x 1-1/4" (Full thread)		2
MF00076	70	HEX HEAD BOLT 1/4-20UNC x 2" (full thread)		1
MF00044	71	HEX HEAD BOLT 1/4-20UNC x 4" (partial thread)		1
MG00017	72	1/4" FLAT WASHER		2
MQ00020	73	SPRING PIN 3/16" X 1-3/4" Long	1	1
MG00010	74	RIBBED HEX NUT 10-32UNF	8	8
MG00018	75	LOCK WASHER 3/8"	4	4
MG00019	76	FLAT WASHER 13/16" I.D.x1.5OD (3/4" SHAFT SIZE)	2	2
ME00036	79	INPUT SHAFT PRO-LT 3/4" x 10.875"	1	1
ME00005	80	DRIVE SHAFT TROLLEY 1" X 8.75"	1	1
MF00045	88	H.H. SLOTTED SELF ROUNDING WASHER HEAD SCREW 8-32UNF x 3/8"		4
MG00011	95	RIBBED HEX NUT 1/4" - 20 UNC		6
MG00013	98	RIBBED HEX NUT 3/8" - 16UNC	2	2
MQ00005	115	SPRING PIN 3/16" X 1-1/2" LONG	1	1
ME00050	141	FRAME SUPPORT SHAFT 3/4" X 6" LONG	1	1



⚠ WARNING
MICANAN STRONGLY RECOMMENDS THE USE OF ENTRAPMENT PROTECTION SYSTEMS WHEN B2 (MOMENTARY CONTACT) WIRING IS USED.

CONTROL WIRING OPTION ON CLOSE: ⚠
THIS OPERATOR LEAVES THE FACTORY WITH A "C2" WIRING - MEANING THAT CONSTANT PRESSURE IS REQUIRED TO CLOSE THE DOOR.
IF MOMENTARY OPERATION ON CLOSE - "B2" WIRING - IS DESIRED, THEN RE-INSTALL THE PURPLE WIRE ON TO TERMINAL #5.

⚠2 IF STOP BUTTON NOT USED, ADD JUMPER BETWEEN 2 & 3.

NOTE: MINIMUM 18 AWG WIRE MUST BE USED FOR FIELD CONNECTIONS.

1-PHASE PRO-LT/GJ,1/2HP,110V
MSLT/GJ-WW
REV. F | DATE: 29.01.07
TECH. HELP LINE:
CANADA: 1-(877) 888-1116
USA: 1-(888) 816-8584

EXTERNAL INTERLOCK
REMOVE FACTORY INSTALLED JUMPER IF EXTERNAL INTERLOCK DEVICE IS REQUIRED. PLACE A NORMALLY CLOSED SET OF WIRES ACROSS THESE TWO TERMINALS.

SINGLE PUSH-BUTTON STATION
OPEN
CLOSE
STOP

TWO PUSH-BUTTON STATION
OPEN-1
CLOSE-1
STOP-1
OPEN-2
CLOSE-2
STOP-2
WIRE NUT

SAFETY EDGE (N.O. CONTACT)
SAFETY REVERSE DEVICE

OPEN-CLOSE DEVICE (N.O. CONTACT)
OPEN-CLOSE COMMAND

RADIO RECEIVER
24V
CONTACT
RADIO POWER

24 VAC POWER
24 VAC POWER AVAILBLE 10VA MAX.

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