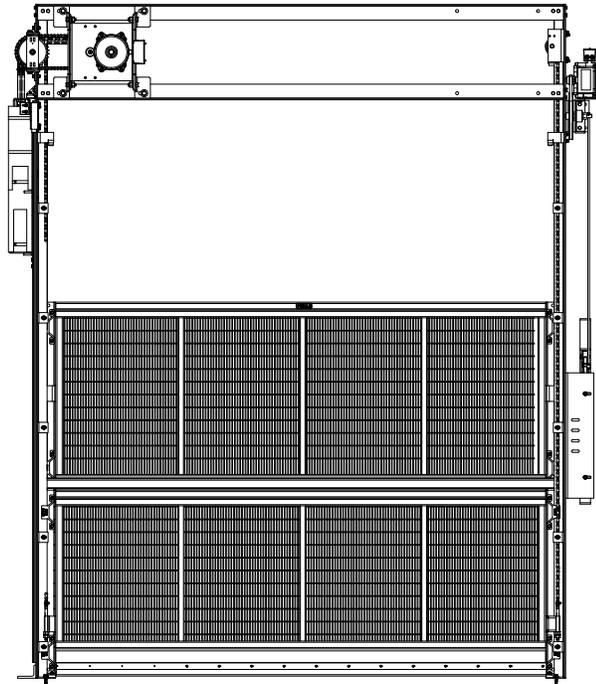


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2 SECTION DIFFERENTIAL CAR GATE INSTALLATION GUIDE



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FREIGHT DOORS | CAR GATES | CAR ENCLOSURES

TECHNICAL SUPPORT 1-800-787-5020 ext 275

Guide No. 260-EN

2 SECTION DIFFERENTIAL CAR
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1. FORWARD

The following Installation Guide is for a standard Peelle product assembly. However, Peelle products are designed-built to suit many elevator conditions such as very large openings, limited elevator shaft dimensions, hoistway conditions and unique lift designs. Therefore special designs, arrangements or add-ons may not be covered in this manual. Refer to the installation drawings provided with your order for instructions on special components or arrangements.

If you have any questions, concerns or require further details regarding your installation please call 1 (905) 846-4545 x 275, please have your Peelle Job Number handy. A Peelle technical support expert will help you save time and keep the installation moving.

2. BEFORE STARTING INSTALLATION

- 1) You will require a moving platform
- 2) This is a two person job
- 3) Safety Equipment
 - Personal Protective Equipment
 - Workplace Barricades
 - Fall Protection
- 4) Tools required
 - Measuring Tape
 - Level
 - High Speed Drill
 - Drill Bits HSS 5/16" [8mm] & 3/8" [10mm]
 - Impact Wrench
 - 9/16" [14mm] socket
 - Angle Grinder
 - Chain Pin Extractor (Chain Breaker) (Peelle Part No. 0608)
 - Open and closed ended wrenches (3/8" to 7/8") [10mm to 22mm]
 - Socket set (3/8" to 7/8") [10mm to 22mm]
 - Screwdriver Set
 - Pliers
- 5) Hardware kits included
 - Peelle Part No. 060133 - Standard car gate hardware kit
 - Peelle Part No. 02321 - Counterweight shoe hardware

3. JOB NUMBER IDENTIFICATION

- Locate the peelle job number on the rails, car gate panel and counterweight.
- Job numbers should match and include the line designation
- Example:

104844 GPA

104844 = Job Number
GP = Gate Panel
A = Front Line (C = Rear Line)



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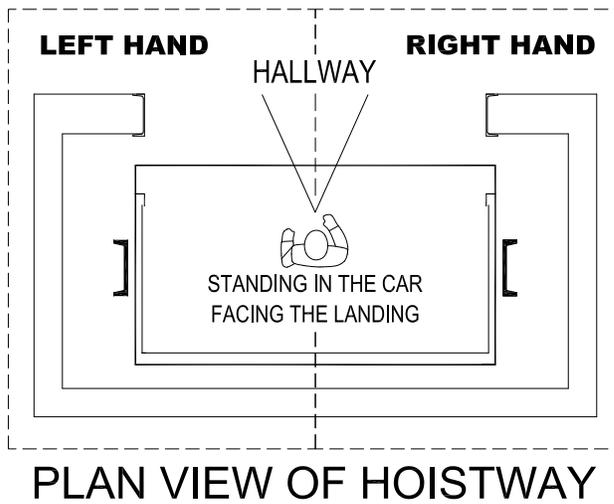
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4. HANDING

- Instructions shown here are typical for a car car gate with a Peelle right hand mounted interlock and retiring cam. For left hand installations opposite configuration will be used.



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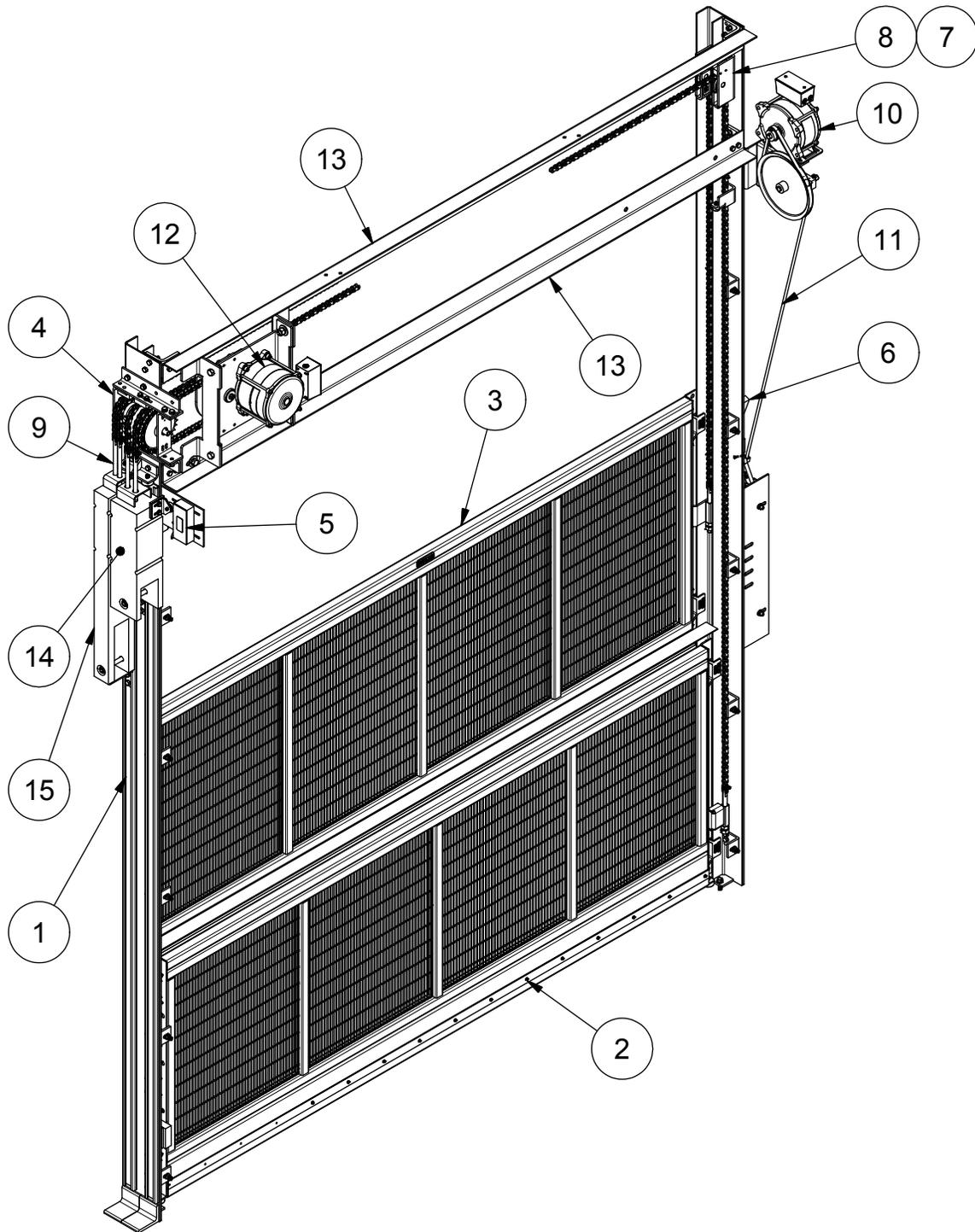
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5. 2 SECTION SLIDE-UP DIFFERENTIAL CAR GATE ASSEMBLY

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15	1	770435	GATE COUNTERWEIGHT(UPPER PANEL)
14	1	770434	GATE COUNTERWEIGHT(LOWER PANEL)
13	2	770383	GATE SPREADER
12	1	2549L	SPROCKET DRIVE GATE OPERATOR
11	1	97179	5/16"-18 x 6' Lg THREADED ROD CUT TO SUIT AT ASSY
10	1	233065R	RETIRING CAM TOP ASSY
9	8	01475	CHAIN STUD 7" (0179 CHAIN)
8	1	2545L	IDLER SPROCKET ASSEMBLY LH
7	1	2545R	IDLER SPOCKET ASSEMBLY RH
6	2	233010	RETIRING CAM BOTTOM ASSY
5	1	2342	GATE CONTACT
4	1	2544L	DRIVE ASSY
3	1	770384	UPPER GATEPANEL
2	1	770385	LOWER GATEPANEL
1	1	770604	LH CWT RAIL ASSEMBLY
ITEM	QTY	PART NO	DESCRIPTION



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6. CAR GATE & RETIRING CAM INSTALLATION NOTES

6.1. GENERAL

Install car gates after the landing doors are installed. Car gates are counterweighted with a counterweight traveling on the outside of the car gate rails. Refer to the Car gate Assembly Drawing for a component breakdown. Where the overhead space is limited, the car gate is made in two sections or three sections.

Overhead/headroom height is the area of a hoistway shaft extending up from the sill of the highest landing to the nearest obstruction above in the hoistway shaft. A two-section (telescopic) car gate is used when over-head space will not allow a single section car gate. The two sections of the car gate are coupled, with the lower panel traveling twice as fast as the upper panel. This enables both sections to reach the open position simultaneously.

CAR GATE TYPES (VERTICAL-SLIDE-UP TYPE):

- Single-section - available overhead space.
- Two-section (Telco) - limited overhead space.
- Two-section differential - extremely limited overhead space

PANEL CONSTRUCTION

- Solid Panel
- Wire Mesh (option to save car weight)

If installing both a front car gate and a rear car gate, make sure they are installed at proper front or rear locations to allow the retiring cams to operate the door interlocks. Do not switch the front and rear car gates. The hands (LH & RH) of a retiring cam, car gate counterweight and all hardware are as viewed from inside the car looking out. The retiring cam is on one side (either right or left hand) of the car gate and the counterweight is on the other side (the other hand).

6.2. CAR GATE RAILS & BRACES

Before installation of the rails, measure the distance from the front of the elevator platform to the car enclosure angles. If not enough space has been provided between the front of the platform and the car enclosure angles, it will be necessary to cut back the cab side walls and relocate the car enclosure angles. Be sure of your measurements before you do any cutting. The car enclosure angles are usually 50mm by 50mm by 5mm [2in x 2in x 3/16in] steel angles and should have holes to attach the car gate rails.

Install the car gate rails. Bolt them to the platform and to the car enclosure angles. Make sure the rails are plumb and square. Hold the correct distance-between-guides so the car gate will fit. Use "Distance Between Guides" (DBG) dimension located on the Gauge Rod.

After installing both sets of car gate rails, attach the top spreader, brace angle and diagonal brace. The top of the car gate is held in place by two brace angles connected to the elevator cross-head. The distance between the car gate rails must be constantly maintained when the spreader and braces are installed. Bolt braces tightly after car gate panel is installed and adjusted.



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Check the overhead / headroom space for interference, then run the car up slowly on inspection to the top floor and check overhead / headroom for code clearance of car gate rails and braces, and run by.

6.3. CAR GATE PANEL

Differential car gates have two panels of equal size.

Install the upper panel first, remove the shoes on either side, slide the panel along the platform floor moving the car gate into its guide tracks. Then reinstall the shoes.

Hoist the upper panel into position and hold in place using wood braces.

Next install the lower panel, leave this panel sitting on the car floor.

6.4. CAR GATE MOTORIZED SPROCKET OR MANUAL SPROCKETS & IDLER SPROCKETS

Motorized Differential car gates have a combination motor and sprocket assembly that bolts into the pre-drilled spreader.

Manual differential car gates utilize the same construction as the motorized car gate minus the motor.

Each gate uses a five sprocket differentiating sprocket assembly, mounted to the counterweight rail. Two single sprocket idlers are also used and mounted to the opposite rail.

6.5. CAR GATE COUNTERWEIGHTS

Each differential car gate is furnished with two counterweights. One counterweight for the lower panel and one for the upper. The lower panel counterweight is typically shorter and has the gate contact mounting flat welded to it.

Attach two counterweight guide shoes to each counterweight with hex-head thread-locker bolts provided. You can also access the shoe bolts through a hole in the rail.

The counterweight travels on the outside of the car gate rail. Each counterweight requires two supporting chains. Carefully hoist the counterweight to the top of the car. Lower the counterweight into the guide track so that it rests on the temporary support angle near the top of the guide track.

6.6. CAR GATE CHAINS AND CHAIN STUDS

Each panel is connected to one counterweight with two chains, one short and one long. Each chain connects to the counterweight and panel using chain studs.

The short chain connects to the counterweight and over the differential sprocket and straight down to the panel.

The long chain connects to the counterweight and over the differential sprocket and across to the idler and down to the opposite side of the panel.

To begin insert two chain studs into the upper panel counterweight.



Attach connecting link and the 75mm (3in) short chain stud to the front chain stud. Feed the chain over the differential sprocket assembly and straight down to the upper panel pickup.

Prep the 180mm (7in) chain stud with hex nut, lock washer another hex nut and cotter pin. Ensure nuts are threaded all the way down touching the cotter pin.

Insert the prepared stud into the upper panel pickup and hold in place using vice grips. Measure the loose end of the chain and remove links as necessary.

Now attach connecting link and the long chain to the remaining stud on the upper panel counterweight. Feed the chain over the differential sprocket assembly and across the width of the gate around the idler down to the panel pickup.

Prep the 180mm (7in) chain stud with hex nut, lock washer another hex nut and cotter pin. Ensure nuts are threaded all the way down touching the cotter pin.

Insert stud into panel and hold in place using vice grips. Measure the loose end of the chain and remove links as necessary.

Repeat these steps for the lower panel

Wrap connecting links and connector clips at each end of the chain with the nylon tie-wraps provided. Wipe any excess oil off the chains.

After attaching the chains to both the counterweight and car gate panel, remove the temporary support angle. Next manually lift the car gate to full open. Have it touch the upper bumper stops. At this position, the bottom edge of the car gate should be even with or slightly above the car enclosure ceiling. If the car gate was not fully open due to the counterweight bottoming out, the chains are too long and must be adjusted at the studs or some links must be removed to shorten the chains.

Finally adjust the chain studs with just slightly more tension (less slack) for greater chain stretch.

The car gate must move smoothly in the guide rails during its entire travel. Adjust the shoes (inward-outward) only if the car gate panel is not square in the guide rails or if there is no side-to-side play.

With the car gate raised 75mm [3in] off the platform, check to see if car gate panel hangs level. Adjust the chains to level the car gate panel.

The car gate panel should balance the counterweight at half-travel position. With the car gate at half-travel open, manually push it further open and from the same position push it closed. Weight differential can usually be detected by this method. Add or remove the counterweight flats to achieve balance of the counterweight and the car gate panel.

The car gate panel must be exactly balanced (at half-travel position) by the counterweight to prevent the car gate drifting open when the elevator car is in motion or from drifting closed at an inappropriate time.



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6.7. CAR GATE RUBBER BUMPERS

Bumpers are important to reduce noise and reduce car gate wear and tear. The car gate bottom bumpers can be adjusted by adding flat washers as spacers for proper positioning if the car platform is not level.

6.8. CAR GATE CONTACT

When the car gate is in the closed position the electrical car gate contact must also be “made”. This is activated by a roller cam attached to the top of the car gate counterweight. The counterweight has a small degree of horizontal play. Ensure the car gate contact will remain “made” by moving the counterweight back and forth.

Check that the car gate contact stops the elevator when the car gate is lifted up 50mm [2in] from its closed position. If there are two car gates on an elevator, the car gate contacts usually wired in series. See elevator controller prints.

6.9. RETIRING CAM

Freight door interlocks are designed to be operated by a retiring cam. The retiring cam is mounted on the car. There is a connecting rod between the cam face and the retiring cam motor.

The cam motor is mounted above the car top height. The cam face assembly is mounted on the side of the car, vertically near the door opening centerline for biparting doors and lower down for slide up landing doors. Both have pre-drilled holes in the Peelle car gate rail. Follow the installation drawings when you are installing the retiring cam. The retiring cam face should be mounted to the center of the interlock rollers horizontally and vertically when the car is at each floor. The interlock rollers must be adjusted so that when the cam is extended (by gravity), it unlocks the interlock. The cam must be set to fully unlock the interlock with over-travel.

The cam face is weighted so that the cam will drop while in the “no power” condition and unlock the door. The doors can be manually opened if the car is at a landing and there is no power to the retiring cam. When the cam motor is energized, it lifts (retires) the cam face to allow the interlock to lock the door.

The cam large pulley should be operated by hand to make sure that it does not bind or hang-up. The V-belt deflection should be set at 13mm [1/2in]. Adjust the motor position to achieve 13mm [1/2in] deflection.

The effective length of the connecting rod between the crank pulley and the cam face must be adjusted so that the rotation of the crank is limited. To adjust the cam rod length: manually hold the cam face fully up (retired); while held in this position, rotate the crank arm towards the center of the car; tighten the rod nuts with the crank held 90 degrees back (towards the center of the car) from the down direction. When powered the cam motor must then pick the cam rod toward the center of the car. If the direction of the lift is toward the front of the car, reverse the motor rotation by switching any two of the three motor power leads. The cam rod must pick toward the center of the car. The motor must pick up and stall when the cam is retired (picked up) under power. The cam face must drop easily when not under power.



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Fixed cams are sometimes used instead of retiring cams with side-opposite-locks. Mechanical door locking must take place as the car travels away from the floor.

After installing the cam(s), run the car up slowly on inspection to check any retiring cam obstacles in the hoistway shaft.

6.10. PULL STRAPS

Pull strap(s) may be provided for each door and car gate. Pull straps are mounted on the panel and hang down so that the operator may pull the car gates closed. Limiting the length of the straps ensures that they do not become a hazard during operation of the car.



DO NOT TIE KNOTS IN STRAPS OR CREATE LOOPS

Straps are required for manually operated vertically sliding car gates to ensure they can be conveniently closed. Car gates require one pull strap and biparting doors require two straps.

If supplied on power operated car gates, the straps will be tucked away behind a clip, and still be accessible in case of a power failure. Where pull straps have been provided on car gates conforming to ASME A17.1/CSA B44, 2008 addenda, a pull strap contact is provided and should be wired in series with door stop button contact to the Peelle door controller.



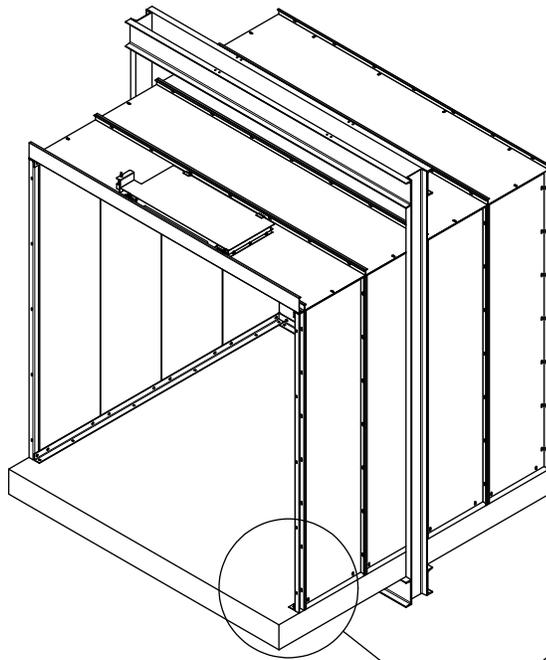
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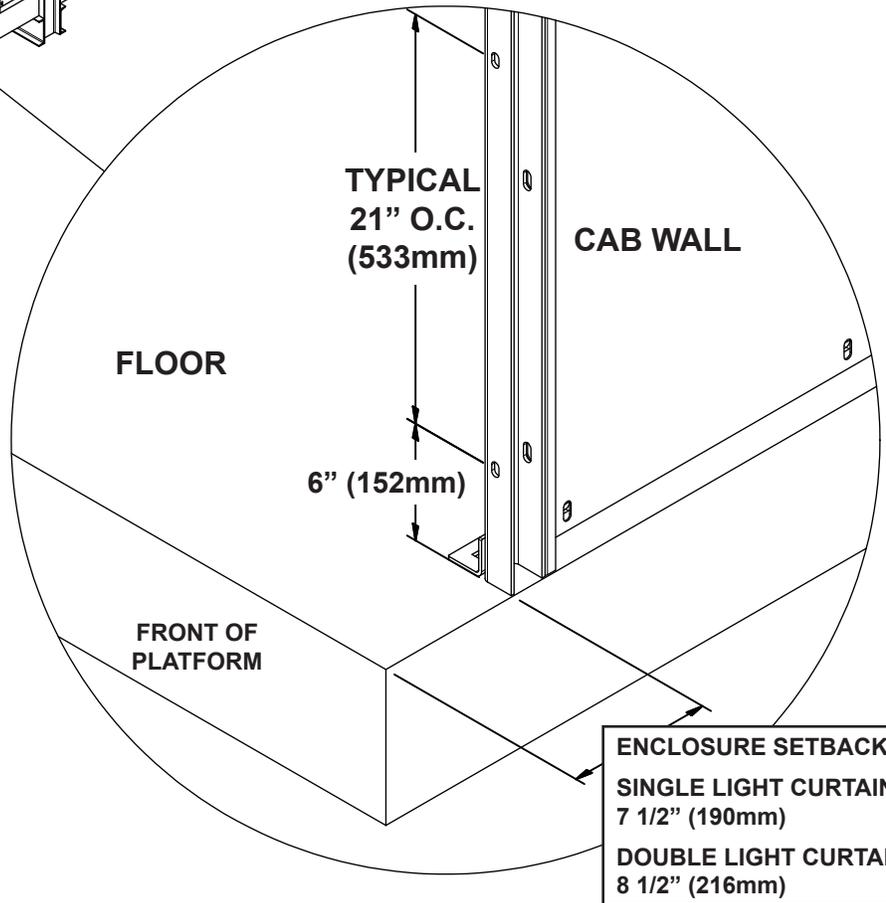
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7. CAB / CAR ENCLOSURE PREPARATION

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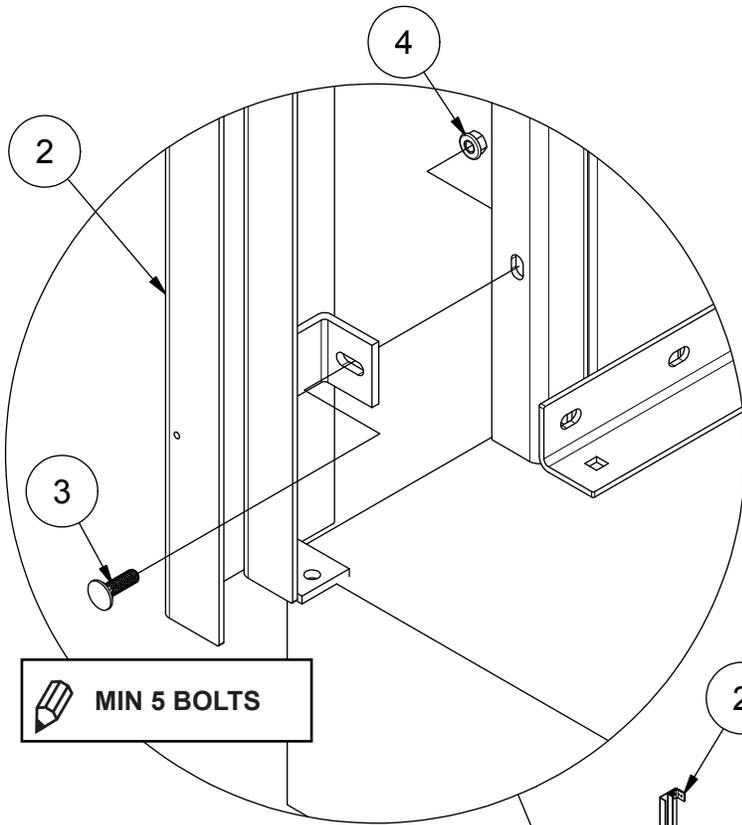
 Refer to Layout Drawing (L-1) for further details regarding the car enclosure interface requirements.



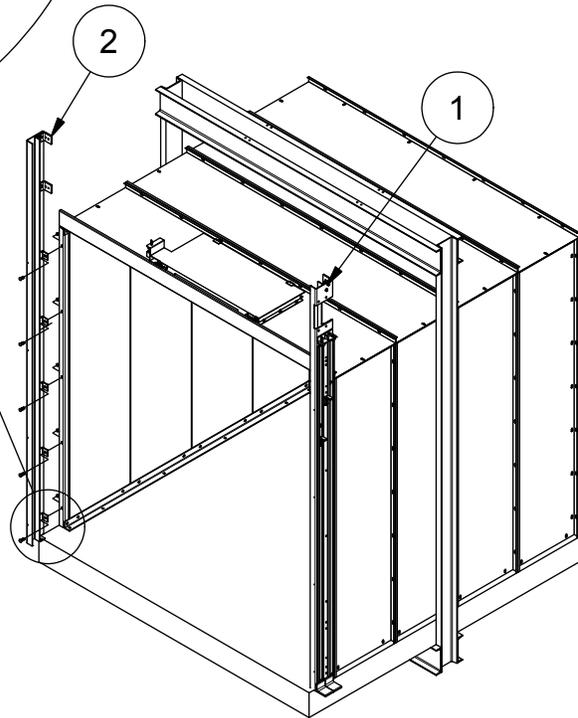
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8. RAIL INSTALLATION

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TYPICAL EACH SIDE



4	10	97244	3/8-16 SERRATED FLANGE NUT Z
3	10	1121357	3/8"-16 x 1 1/4" Lg CARRIAGE BOLT ZP
2	1	770607	RH IDLER RAIL ASSEMBLY
1	1	770604	LH CWT RAIL ASSEMBLY
ITEM	QTY	PART NO	DESCRIPTION



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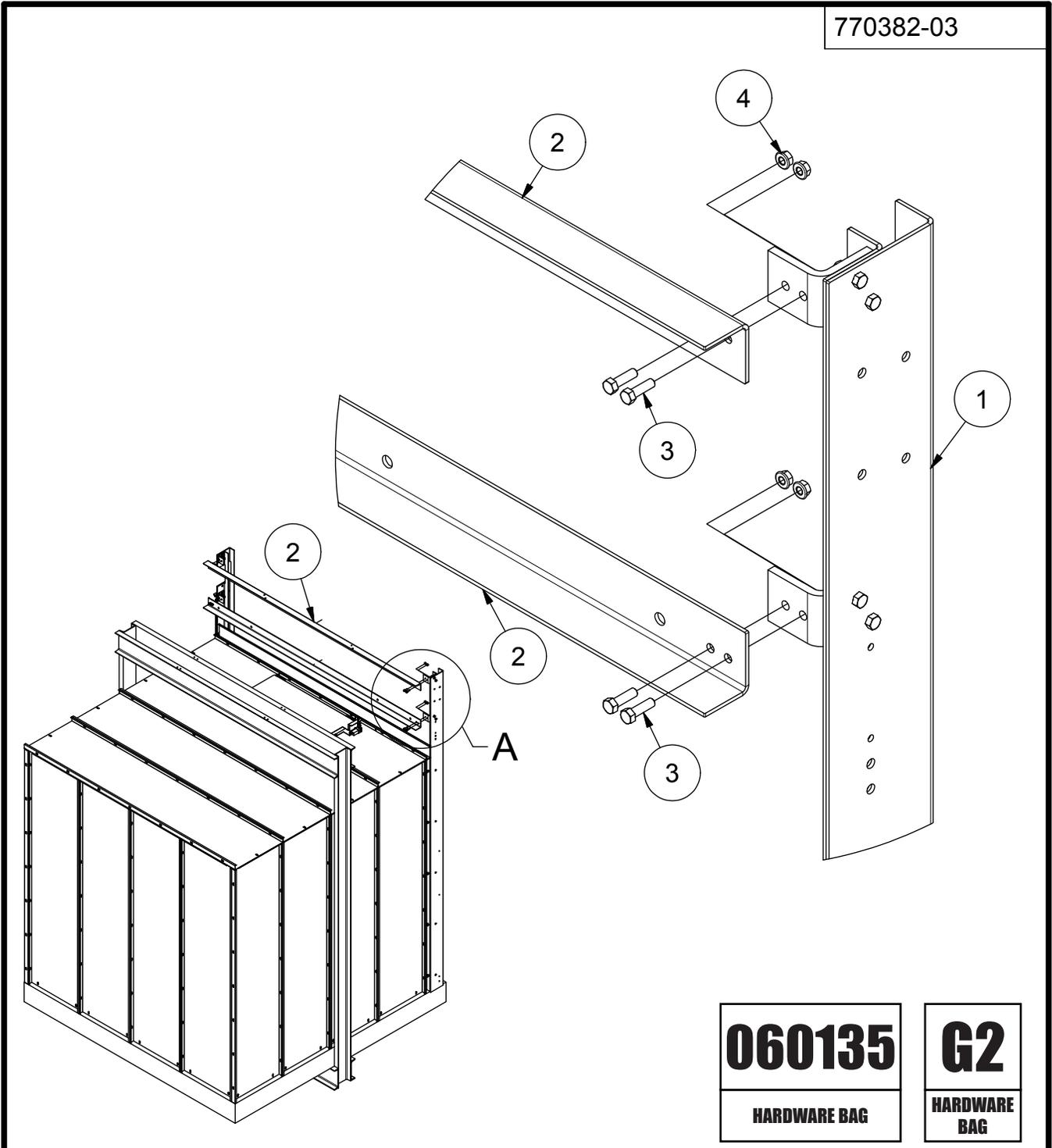
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9. RAIL SPREADER & DIAGONAL BRACE

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060135
HARDWARE BAG

G2
HARDWARE BAG

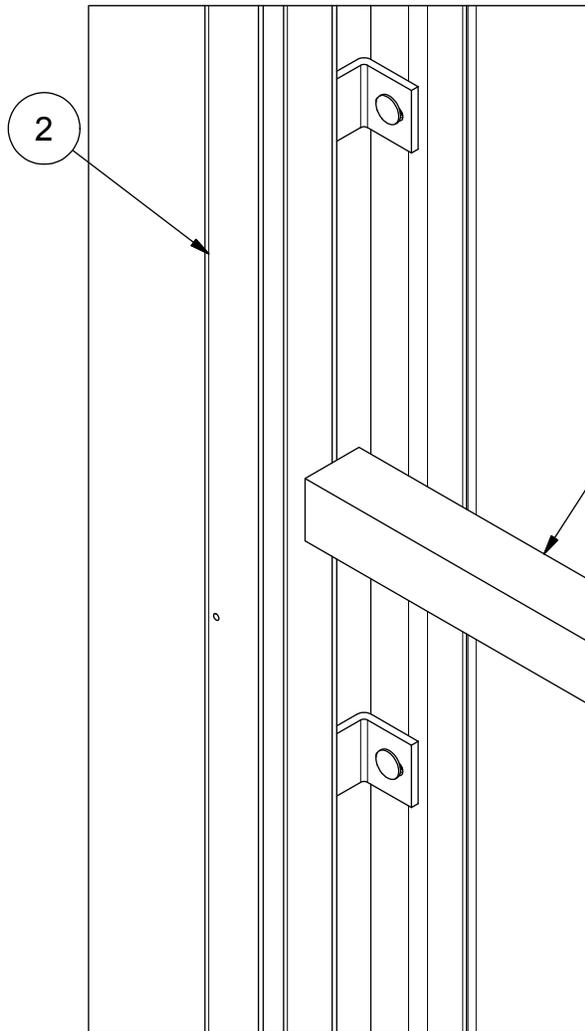
ITEM	QTY	PART NO	DESCRIPTION
4	8	97244	3/8-16 SERRATED FLANGE NUT Z
3	8	110120345	3/8"-16 x 1 1/2" Lg HEX HD BOLT ZP
2	2	770383	GATE SPREADER
1	1	770607	RH IDLER RAIL ASSEMBLY



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10. GAUGE THE RAILS

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Gauge rails using gauge rod supplied. Adjust and tighten rails. Pin and set rails top and bottom.

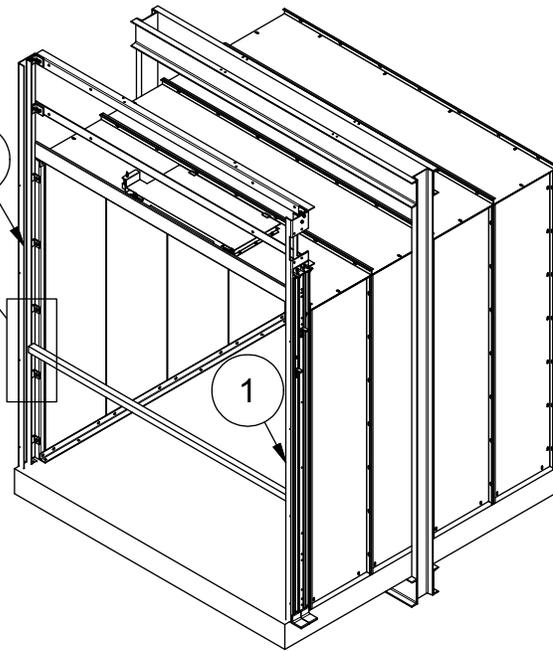


HINT: After installation gauge rod can be used for additional rail support.

3

2

1



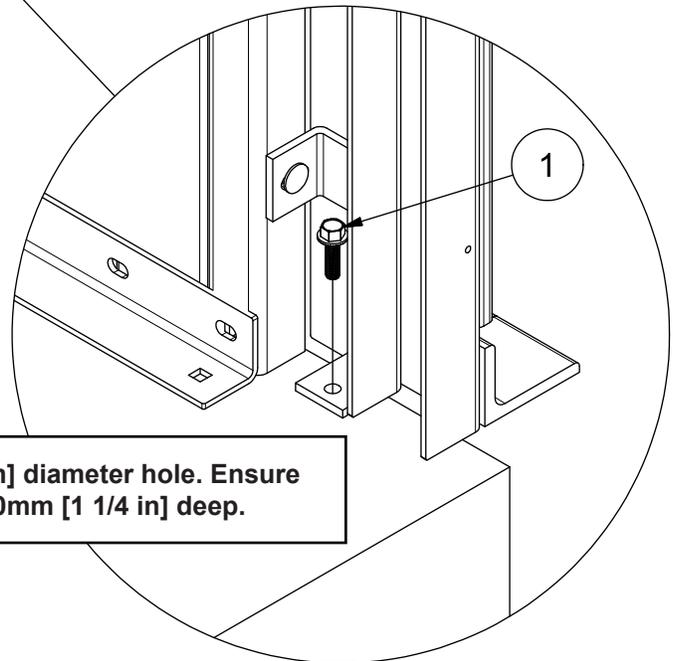
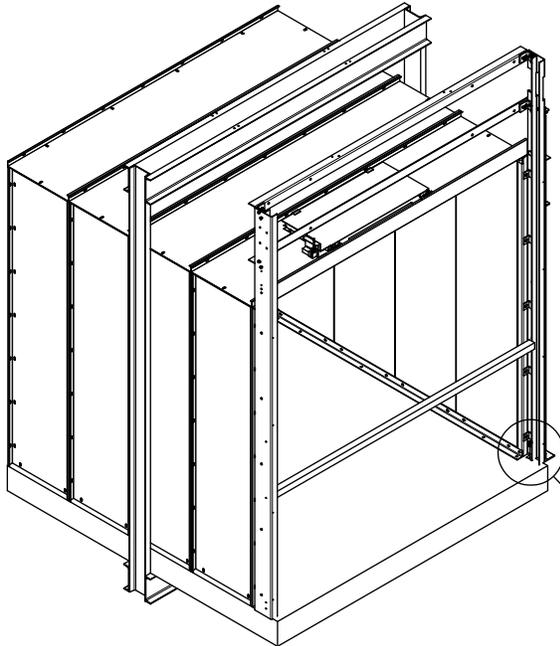
3	1	770387	GAUGE ANGLE
2	1	770607	RH IDLER RAIL ASSEMBLY
1	1	770604	LH CWT RAIL ASSEMBLY
ITEM	QTY	PART NO	DESCRIPTION



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11. SET THE RAILS

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Drill 9mm [5/16 in] diameter hole. Ensure hole is at least 30mm [1 1/4 in] deep.



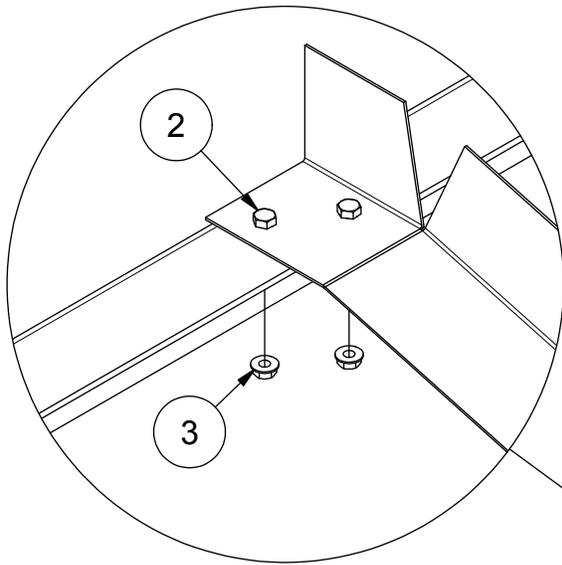
ITEM	QTY	PART NO	DESCRIPTION
1	2	060004	3/8"-16 x 1 1/8" Lg FLANGED SELF TAPPING HEX HD BOLT ZP



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12. BRACING RAILS TO CAR

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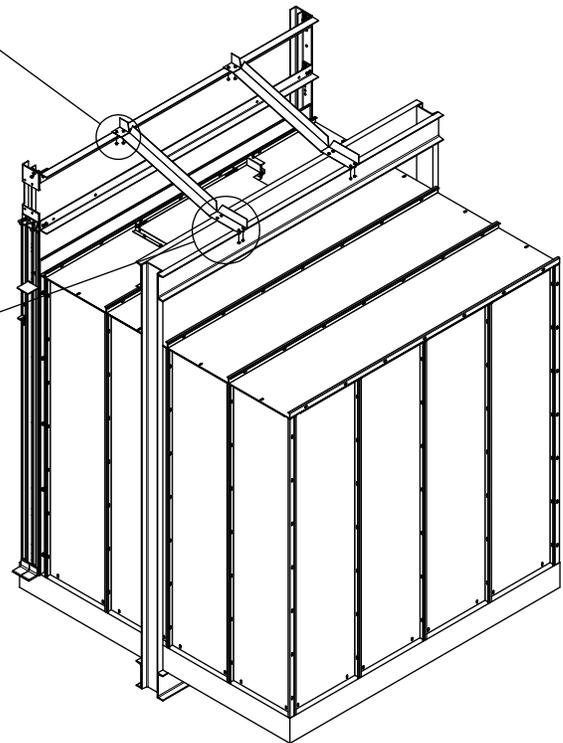
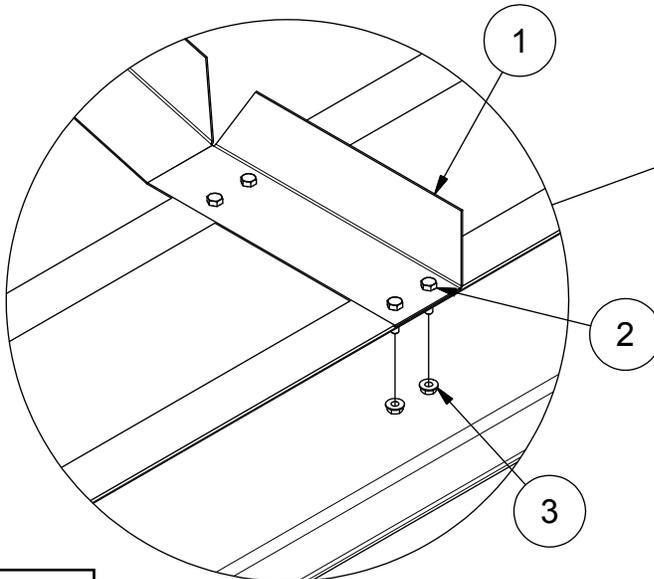
Drill and bolt Brace Angles to car gate rails spreader and cross head.



Cut and notch one end of Brace Angle to suit.



Use Gauge Rod for additional support of needed.



3	12	1137337	1/4-20 SERRATED HEX FLANGE NUT Z
2	12	110120304	1/4"-20 x 1" Lg HEX HD BOLT Z
1	2	770615	BRACE ANGLE, 3" x 3" x 12 GA
ITEM	QTY	PART NO	DESCRIPTION



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13. COUNTERWEIGHT PARTS ASSEMBLY

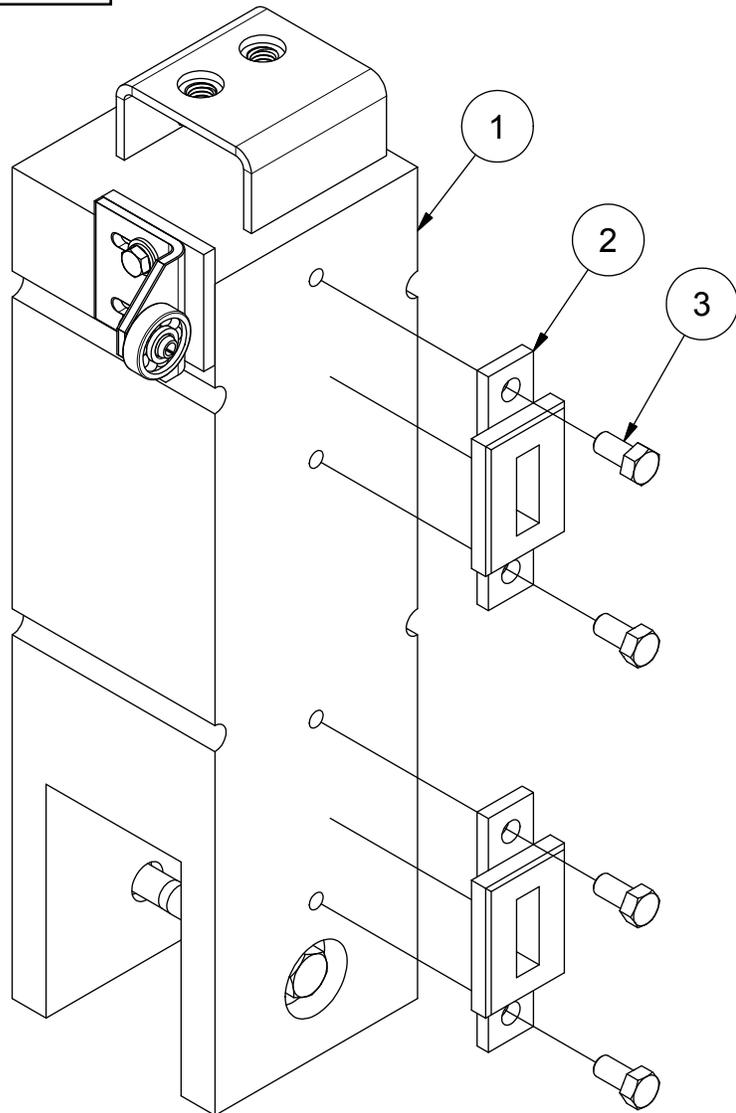
770382-09



Prepare the counterweight for insertion into the rail



If your installation requires two counterweights. One for the upper panel and one for the lower panel.



02321

HARDWARE BAG

3	8	02325	3/8"-16 x 3/4" Lg NYLOCK HEX HD BOLT ZP
2	4	0232	COUNTERWEIGHT GUIDE SHOE
1	1	770434	LOWER PANEL COUNTERWEIGHT
ITEM	QTY	PART NO	DESCRIPTION



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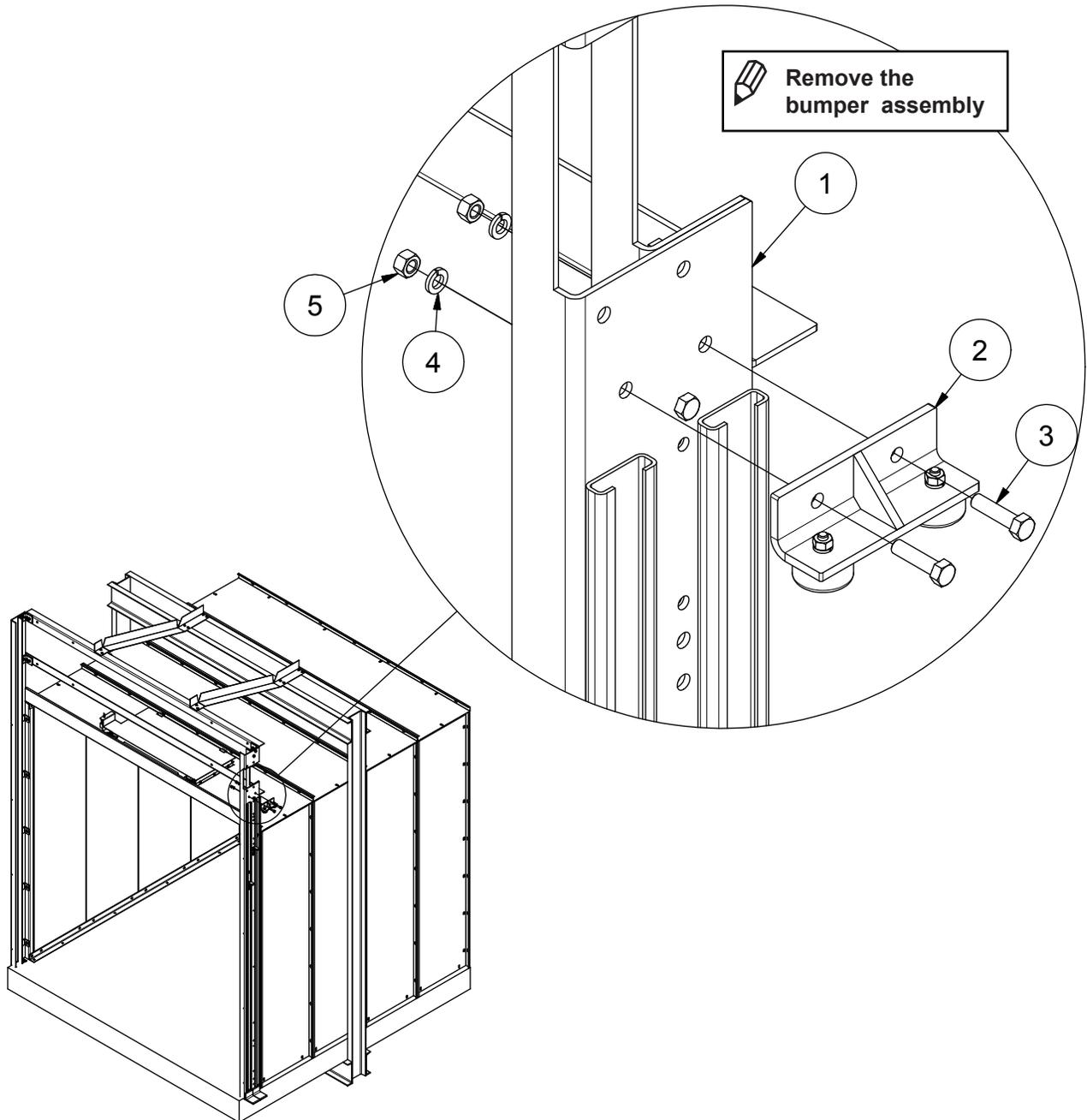
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14. COUNTERWEIGHT INSTALLATION

STEP 1

770382-10



5	2	1136106	3/8"-16 HEX NUT Z
4	2	1133622	3/8" LOCK WASHER Z
3	2	13813	3/8"-16 x 1 1/2" Lg HEX HD BOLT ZP
2	1	066949	CWT BUMPER STOP ASSEMBLY
1	1	770605	LH CWT MAIN RAIL
ITEM	QTY	PART NO	DESCRIPTION



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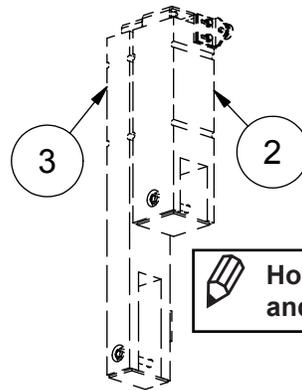
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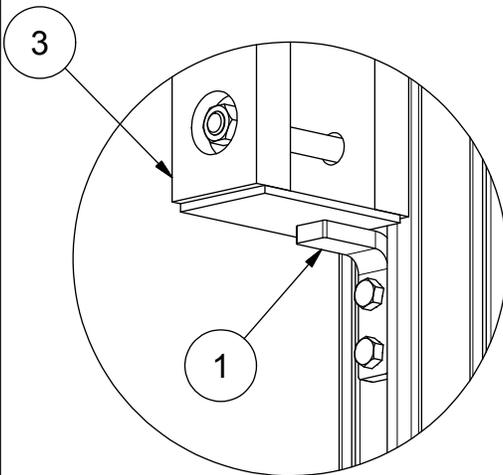
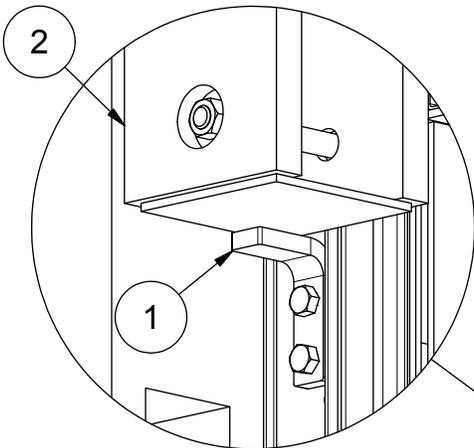
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STEP 2

770382-11



 Hoist counterweight up and down into track.



 Lower the counterweight down into the guide track rail onto the CWT Angle Stop

3	1	770435	COUNTERWEIGHT(UPPER PANEL)
2	1	770434	COUNTERWEIGHT(LOWER PANEL)
1	2	066935	COUNTER WEIGHT ANGLE STOP
ITEM	QTY	PART NO	DESCRIPTION



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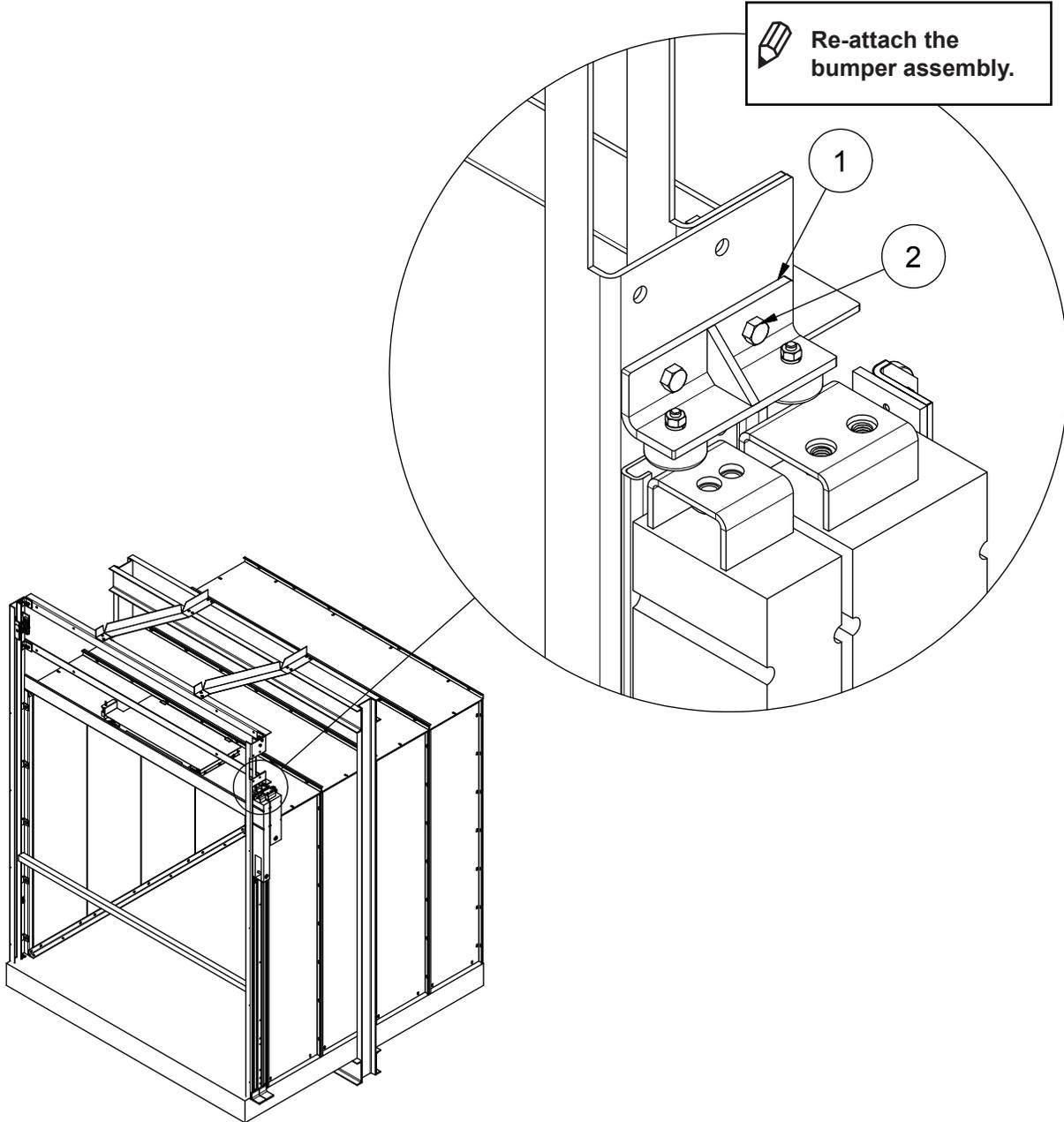
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STEP 3

770382-12



2	2	13813	3/8"-16 x 1 1/2" Lg HEX HD BOLT ZP
1	1	066949	CWT BUMPER STOP ASSEMBLY
ITEM	QTY	PART NO	DESCRIPTION



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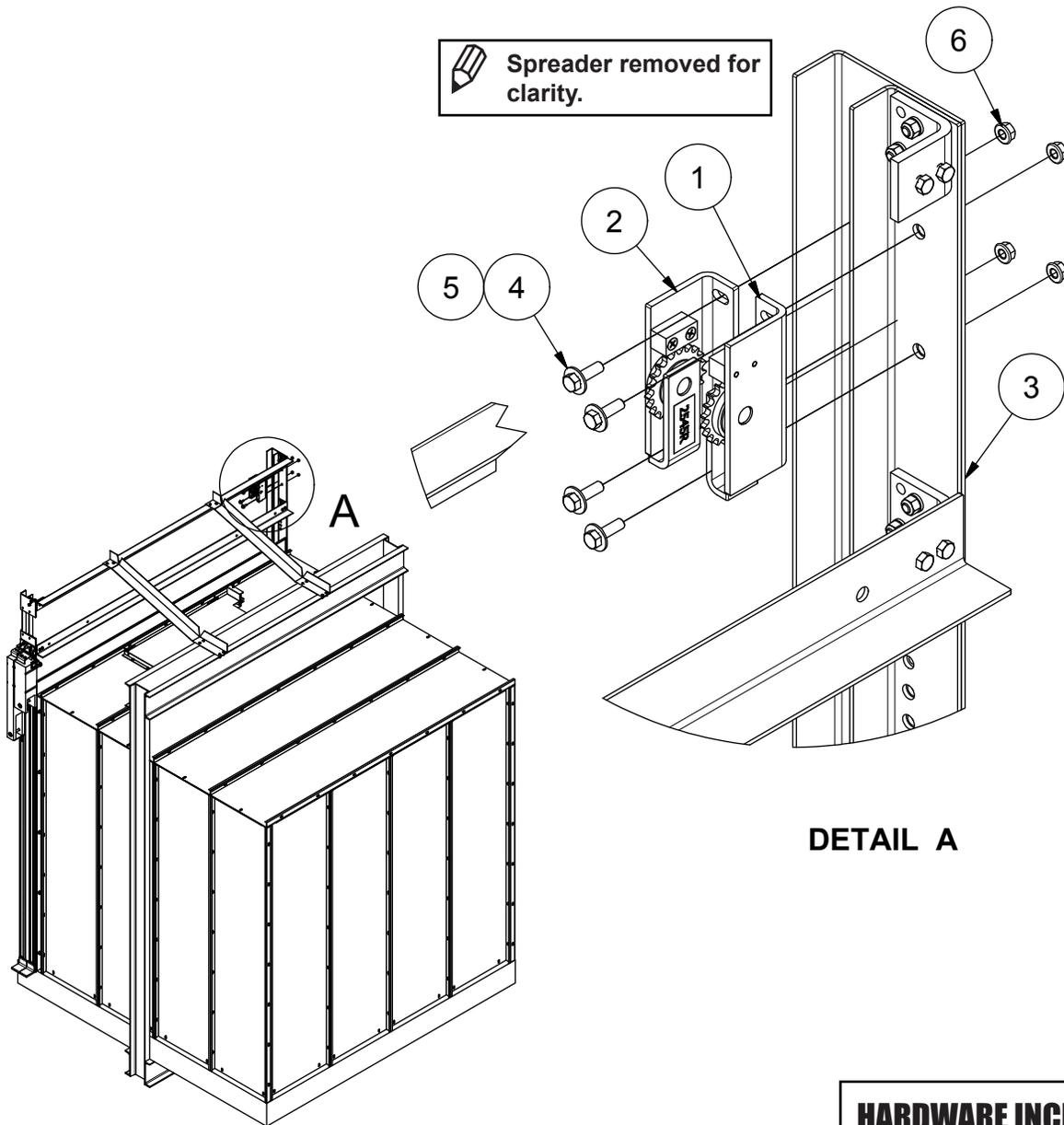
2 SECTION DIFFERENTIAL CAR
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15. IDLER INSTALLATION

770382-13

 Spreader removed for clarity.



DETAIL A

HARDWARE INCLUDED WITH COMPONENT

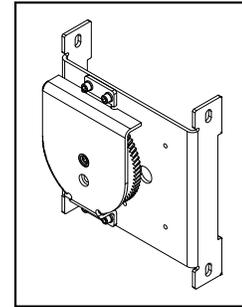
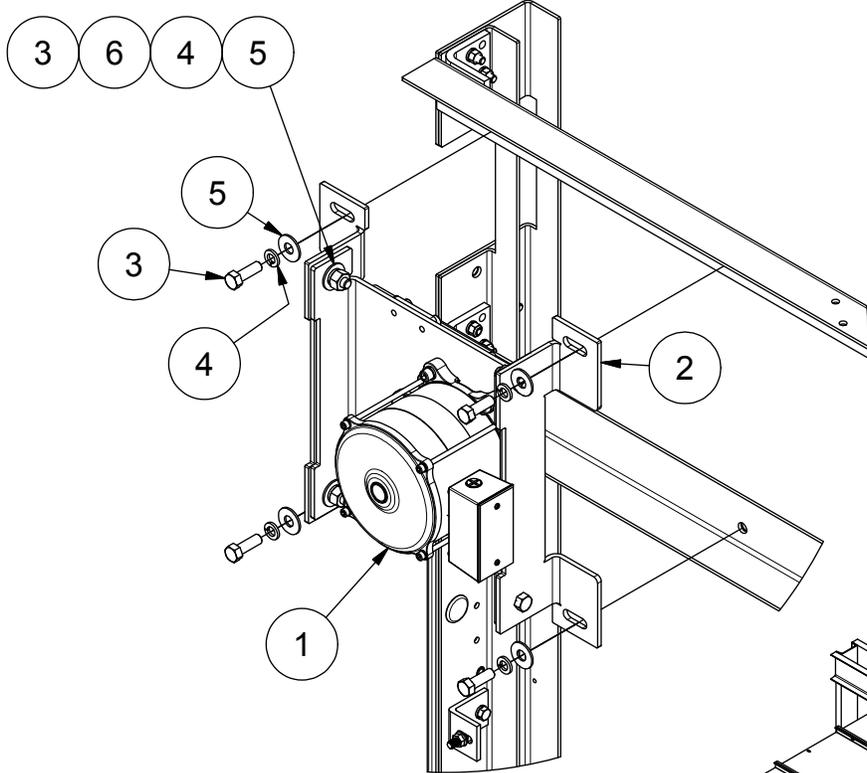
6	4	97244	3/8"-16 SERRATED FLANGE NUT Z
5	4	110120345	3/8"-16 x 1 1/2" Lg HEX HD BOLT ZP
4	4	1133008	3/8" FLAT WASHER Z
3	1	770607	RH IDLER RAIL ASSEMBLY
2	1	2545R	IDLER SPOCKET ASSEMBLY RH
1	1	2545L	IDLER SPOCKET ASSEMBLY LH
ITEM	QTY	PART NO	DESCRIPTION



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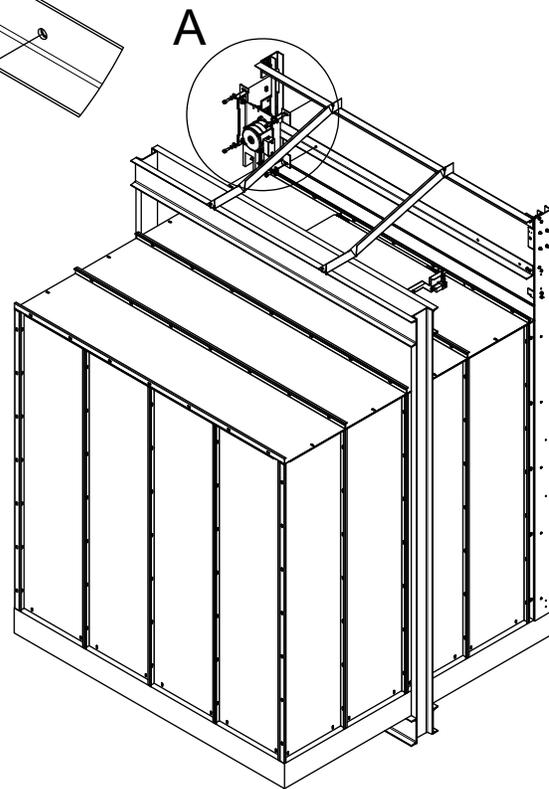
16. OPERATOR INSTALLATION

770382-15



25497 MANUAL SPROCKET ASSEMBLY

DETAIL A



060135

HARDWARE BAG

6	4	1136510	1/2"-13 HEAVY HEX NUT ZP
5	8	1133012	1/2" FLAT WASHER Z
4	8	1133626	1/2 LOCK WASHER Z
3	8	110120380	1/2"-13 x 1 1/2" Lg HEX HD BOLT Z
2	2	066954	GATE OPERATOR SUPPORT MOUNTING ANGLE
1	1	2549L	SPROCKET DRIVE GATE OPERATOR
ITEM	QTY	PART NO	DESCRIPTION



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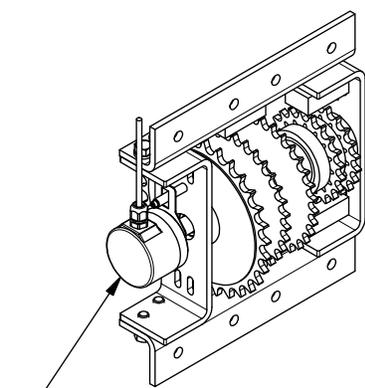
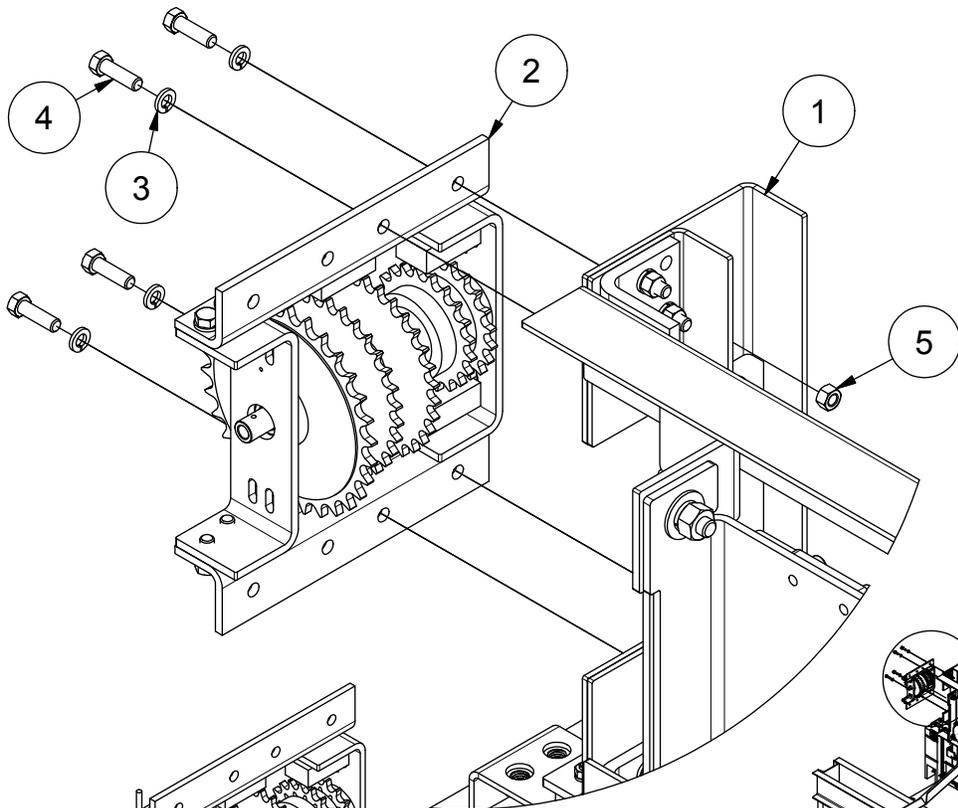
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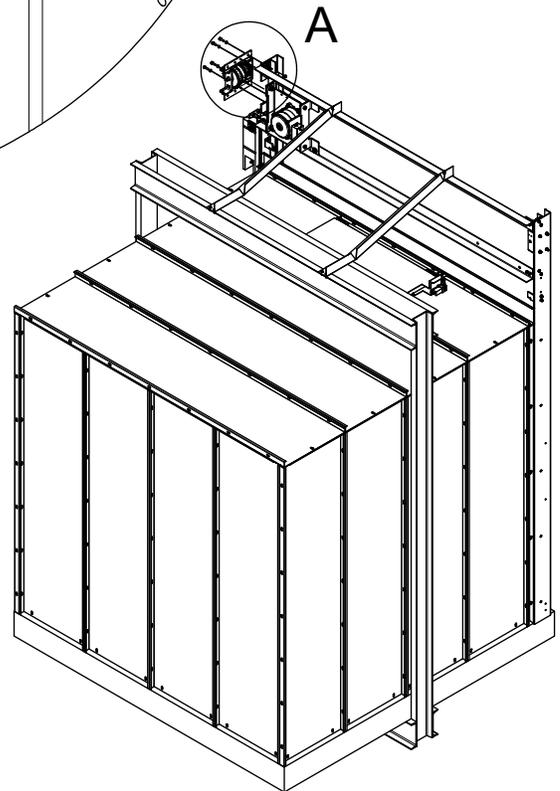
17. DIFFERENTIAL SPROCKET INSTALLATION

770382-17



ENCODER USED FOR WIRELESS CONTROLLERS

DETAIL A



060135

HARDWARE BAG

ITEM	QTY	PART NO	DESCRIPTION
5	4	1136106	3/8"-16 HEX NUT Z
4	4	110120345	3/8"-16 x 1 1/2" Lg HEX HD BOLT ZP
3	4	1133622	3/8" LOCK WASHER Z
2	1	2544L	DRIVE ASSY
1	1	770604	LH CWT RAIL ASSEMBLY



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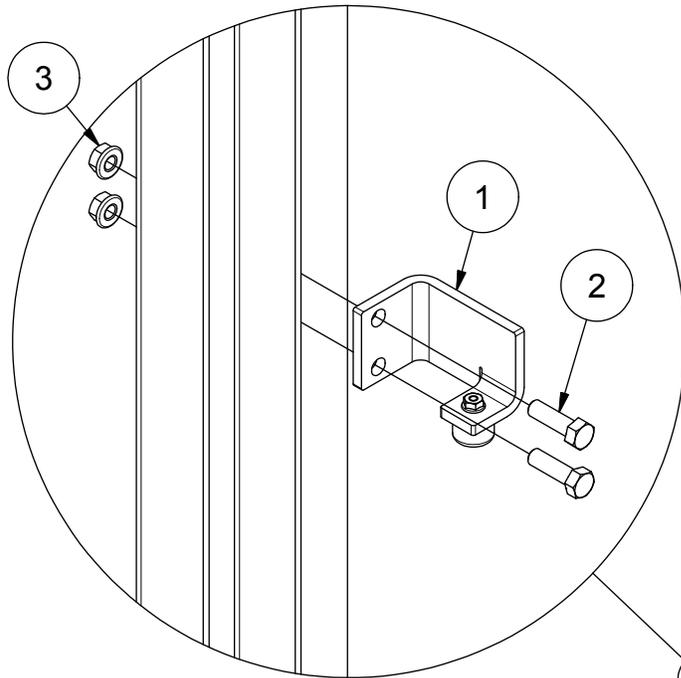
Guide No. 260-EN

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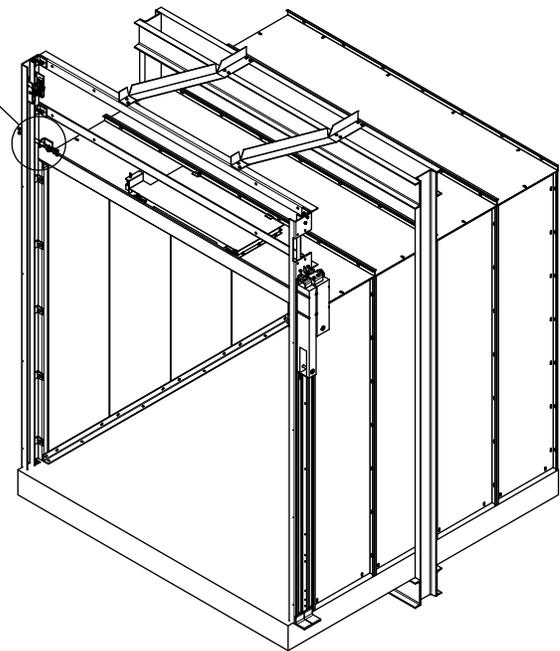
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18. PANEL BUMPERS

770382-14



TYPICAL EACH SIDE



HARDWARE INCLUDED WITH COMPONENT

3	4	97244	3/8-16 SERRATED FLANGE NUT Z
2	4	110120345	3/8"-16 x 1 1/2" Lg HEX HD BOLT ZP
1	1	066950R	RH DIFFERENTIAL GATE BUMPER
ITEM	QTY	PART NO	DESCRIPTION



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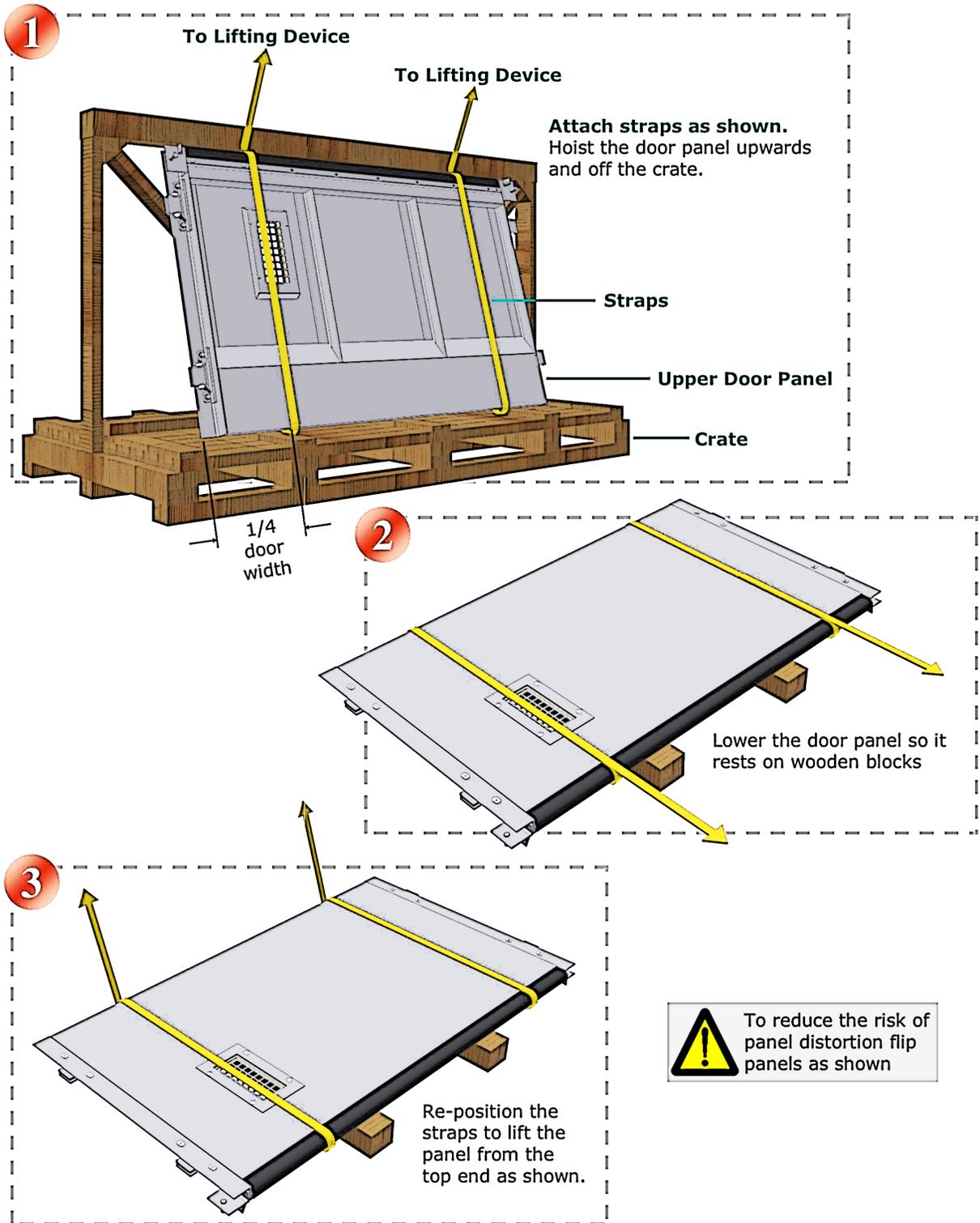
Guide No. 260-EN

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19. UNLOADING THE PANELS

Unload panels from pallets as shown to reduce the risk of bending and distorting the panels.



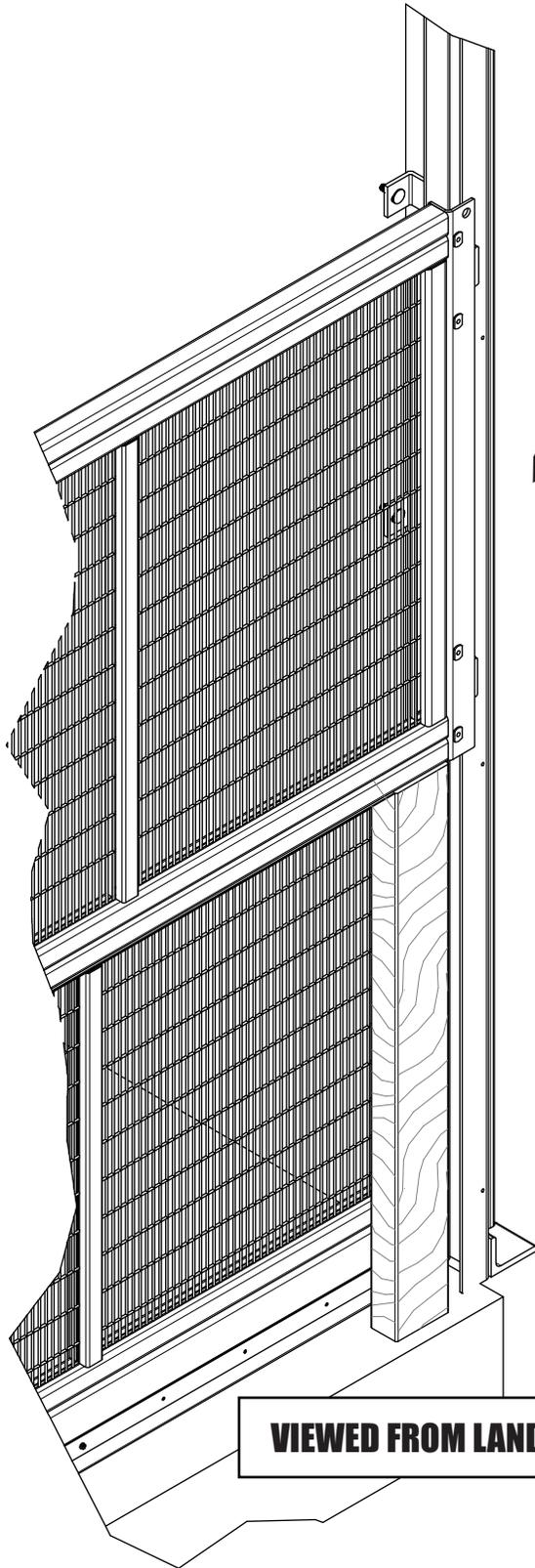
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20. PANEL INSTALLATION

770382-25



INSTALL THE UPPER PANEL

- Remove the shoes from one side of the upper panel.
- Hoist panel up and into position.
- Re-attach the guide shoes.



TIP - when reattaching shoes, attach bottom shoe first.

- Support panel with 36" [915mm] blocks.

INSTALL THE LOWER PANEL

- Remove the shoes from one side of the lower panel.
- Move panel into position.
- Re-attach the guide shoes.

VIEWED FROM LANDING



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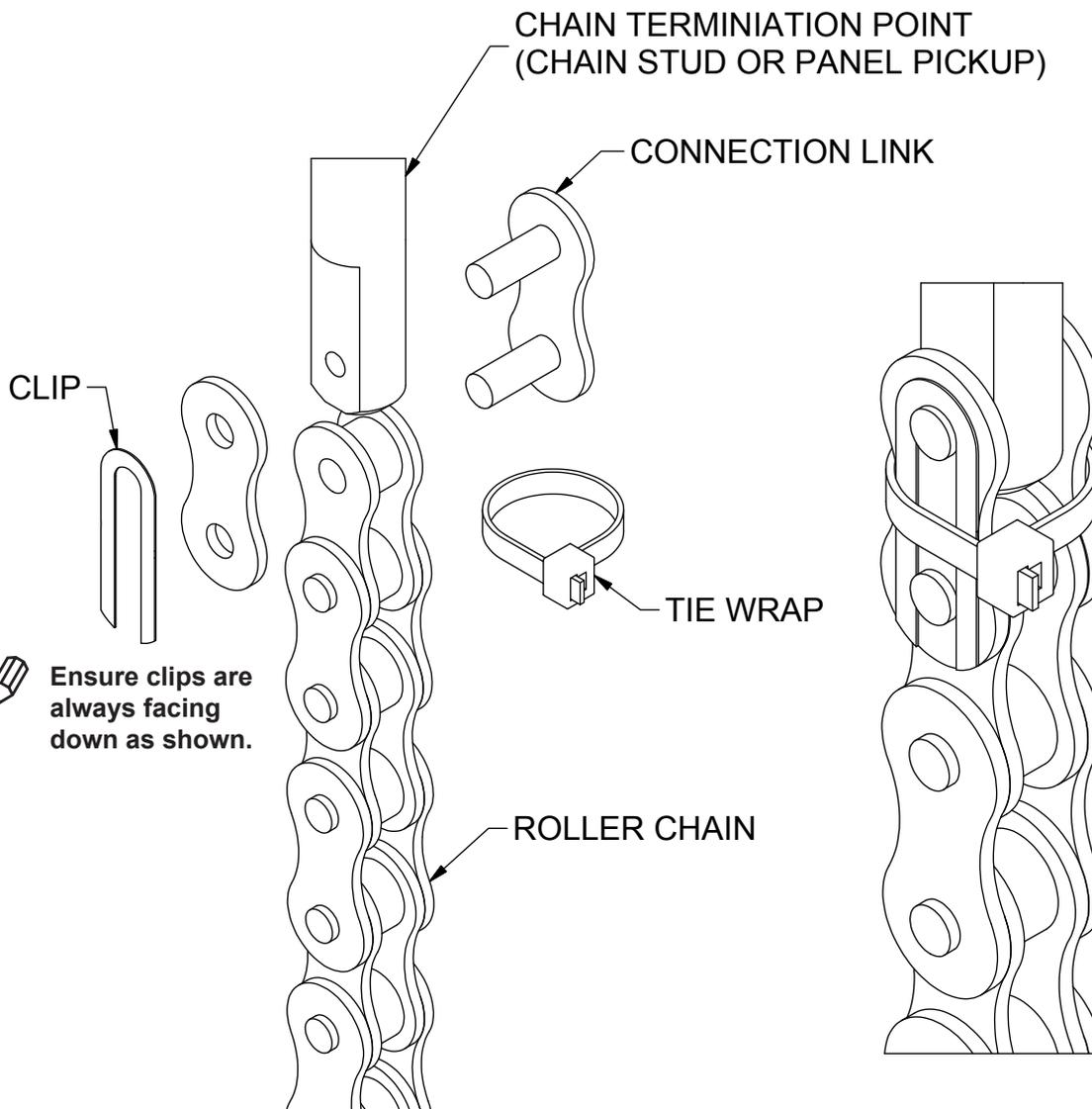
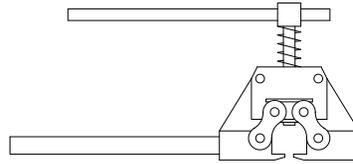
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21. CHAIN CONNECTION DETAIL

770071-36



To remove links you will need to grind off the head of the pin. Then use the Use the Peelle #0608 Chain Pin Extractor to pop out the pin.



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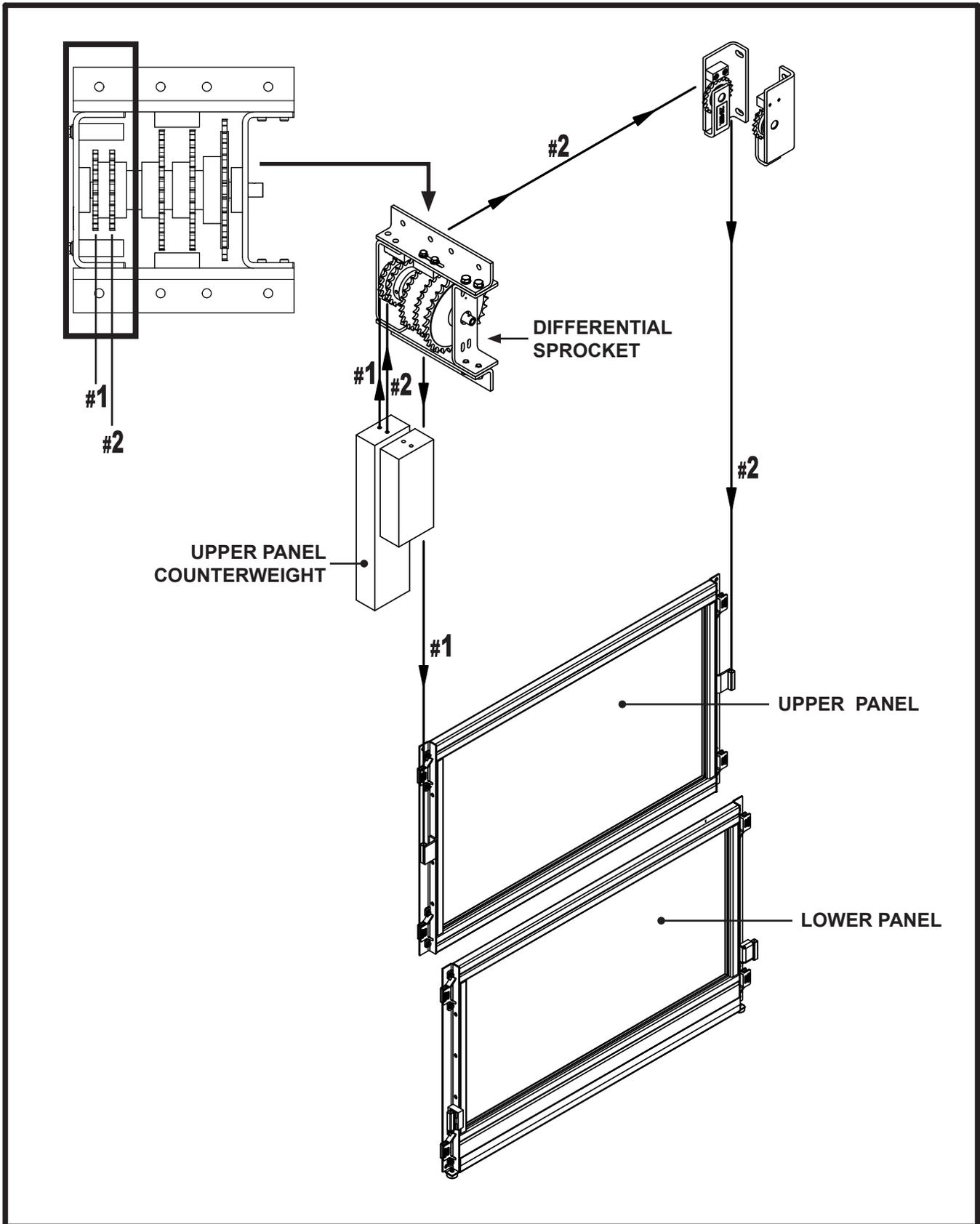
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22. CHAIN PATH - UPPER PANEL



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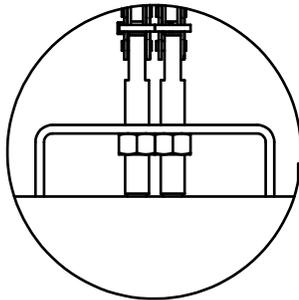
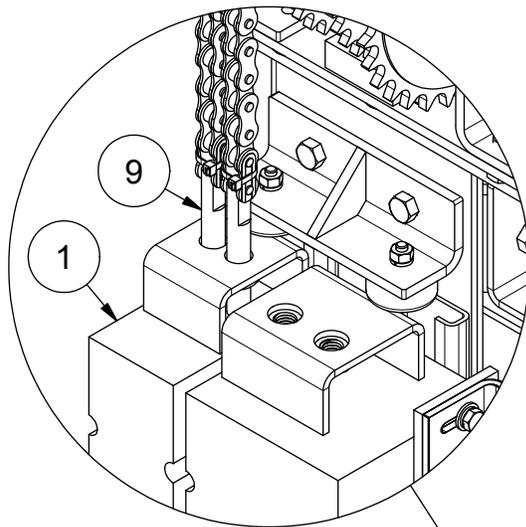
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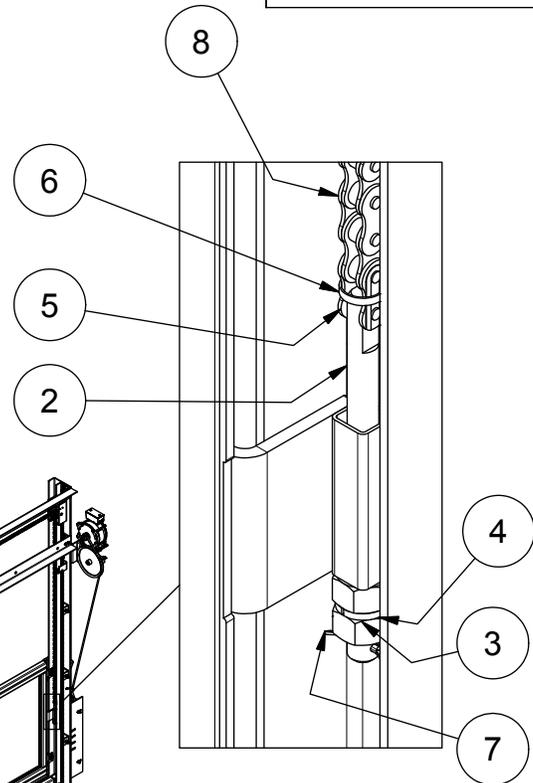
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23. CHAIN CONNECTIONS - UPPER PANEL

770382-28



 Screw chain studs all the way down.



TYPICAL EACH
SIDE OF UPPER PANEL

G4
HARDWARE
BAG

ITEM	QTY	PART NO	DESCRIPTION
9	2	01478	GATE CHAIN ROD - SHORT
8	2	0179	ROLLER CHAIN
7	2	74210	1/8" x 1" Lg COTTER PIN
6	4	63123	6" TIE WRAP (CABLE TIE)
5	4	01792	CONNECTING LINK
4	2	1133626	1/2 LOCK WASHER Z
3	4	1136510	1/2"-13 HEAVY HEX NUT ZP
2	2	01475	CHAIN STUD 7" (0179 CHAIN)
1	1	770435	UPPER PANEL COUNTERWEIGHT



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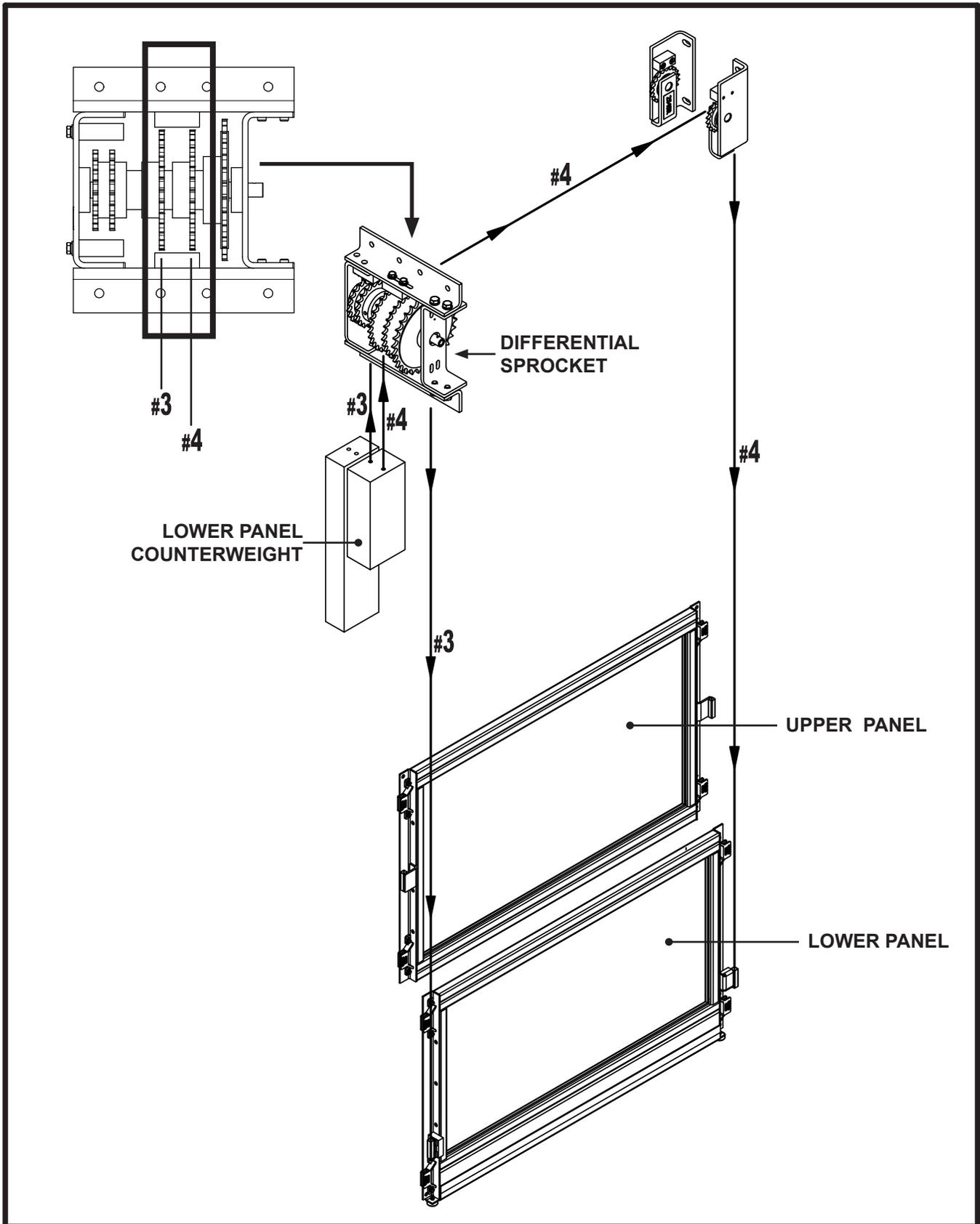
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24. CHAIN PATH - LOWER PANEL



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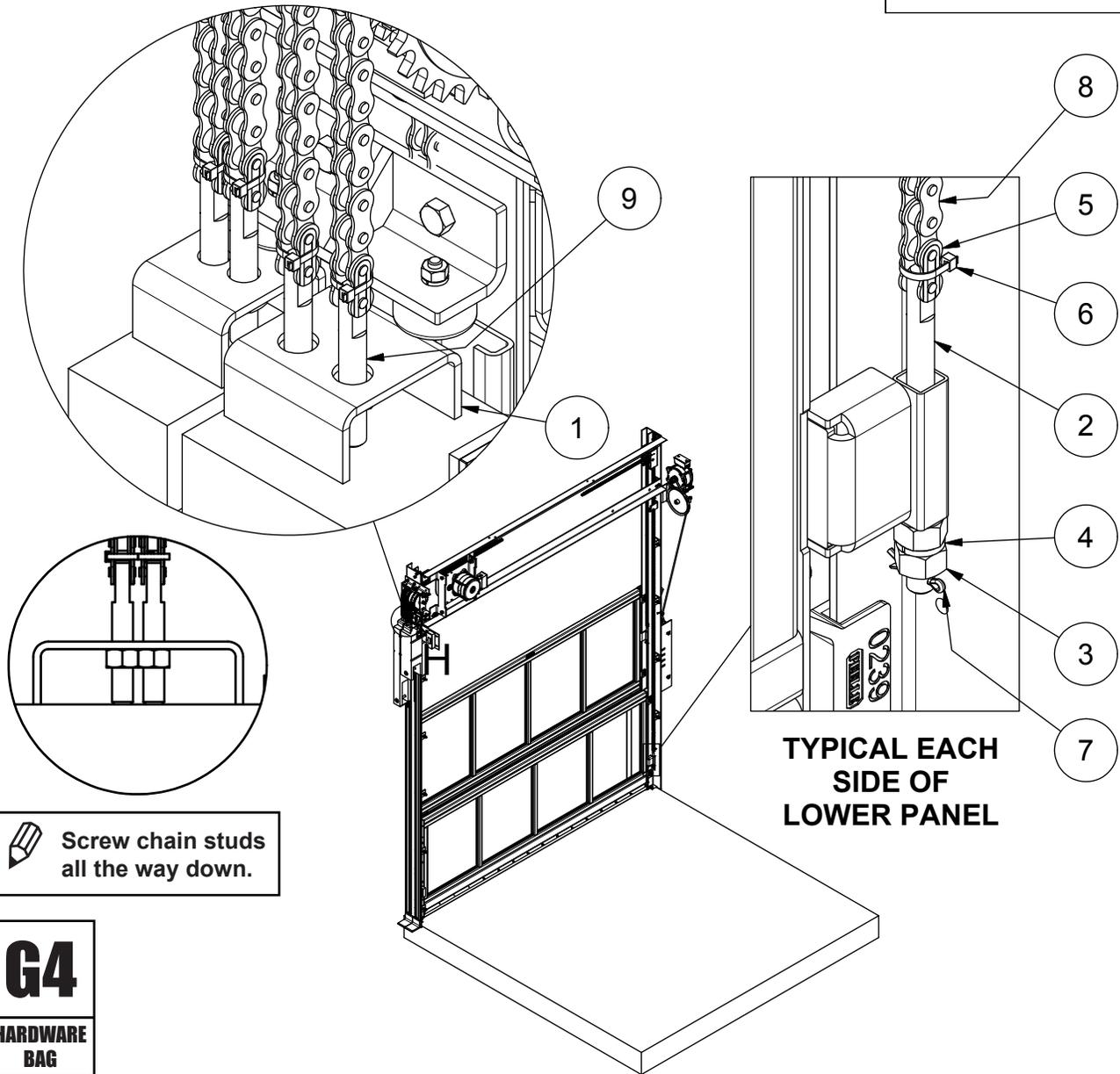
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25. CHAIN CONNECTIONS - LOWER PANEL

770382-27



 Screw chain studs all the way down.

G4
HARDWARE
BAG

9	4	01478	GATE CHAIN ROD - SHORT
8	2	0179	ROLLER CHAIN
7	2	74210	1/8" x 1" Lg COTTER PIN
6	4	63123	6" TIE WRAP (CABLE TIE)
5	4	01792	CONNECTING LINK
4	2	1133626	1/2 LOCK WASHER Z
3	4	1136510	1/2"-13 HEAVY HEX NUT ZP
2	2	01475	CHAIN STUD 7" (0179 CHAIN)
1	1	770434	LOWER PANEL COUNTERWEIGHT
ITEM	QTY	PART NO	DESCRIPTION



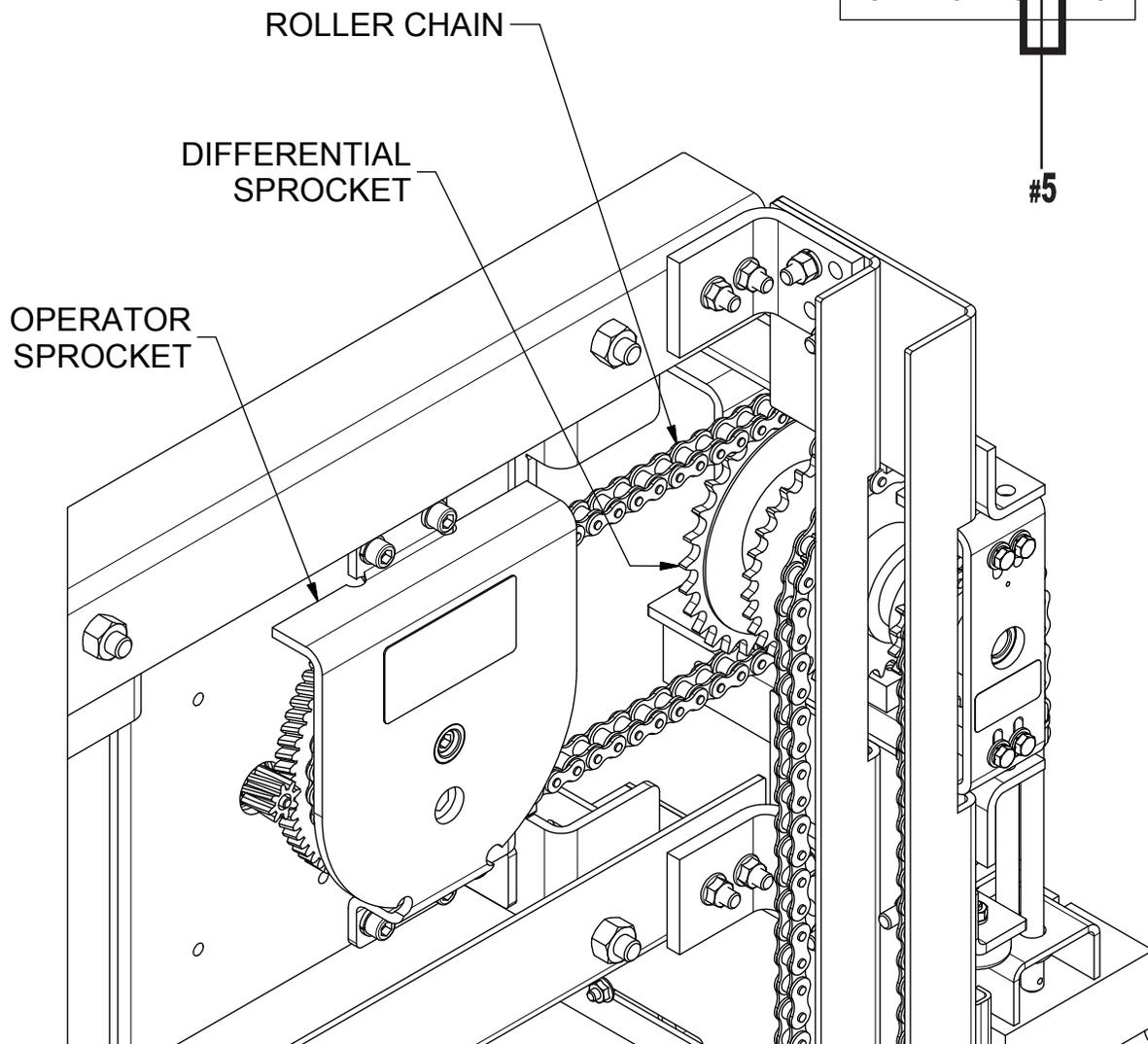
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26. CHAIN PATH - OPERATOR SPROCKET

STEP 3

770382-34

- Install roller chain around the differential sprocket and the operator sprocket.
- Close chain using connecting link
- Adjust the operator sprocket housing to create tension, ensuring a snug fitting chain.



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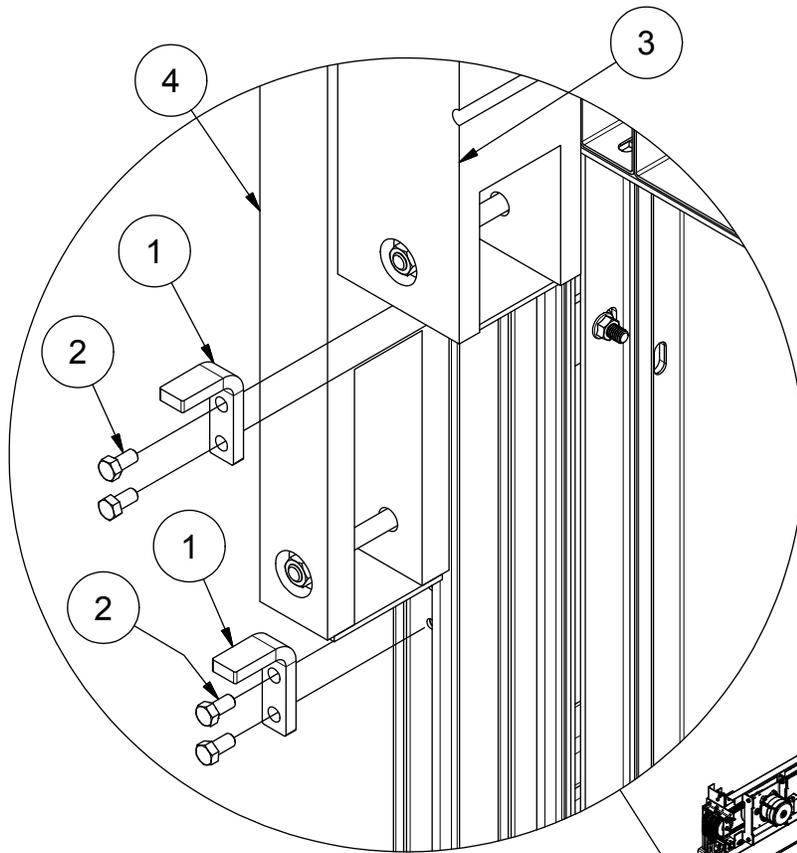
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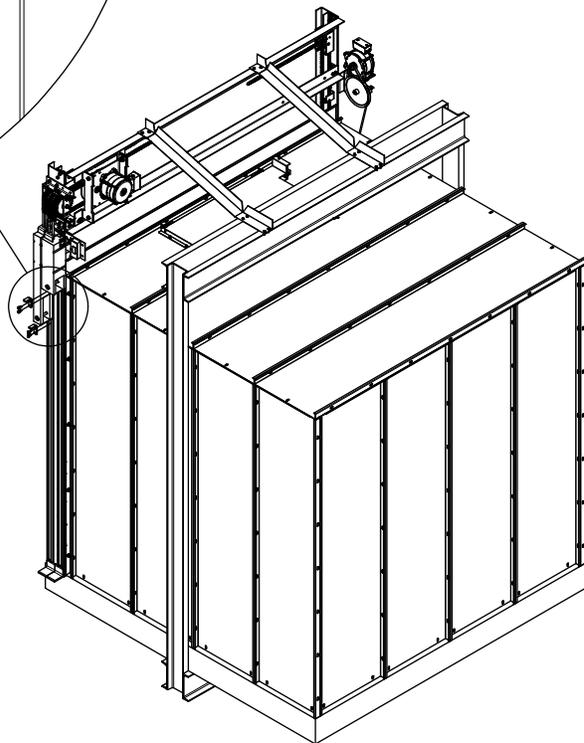
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27. REMOVE COUNTERWEIGHT STOP ANGLE

770382-29



 Remove all CWT Stop Angle and keep for future maintenance.



4	1	770436	COUNTERWEIGHT(UPPER PANEL)
3	1	770433	COUNTERWEIGHT(LOWER PANEL)
2	4	800073	3/8"-16 x 3/4" LG HEX HD BOLT ZP
1	2	066935	COUNTERWEIGHT ANGLE STOP
ITEM	QTY	PART NO	DESCRIPTION



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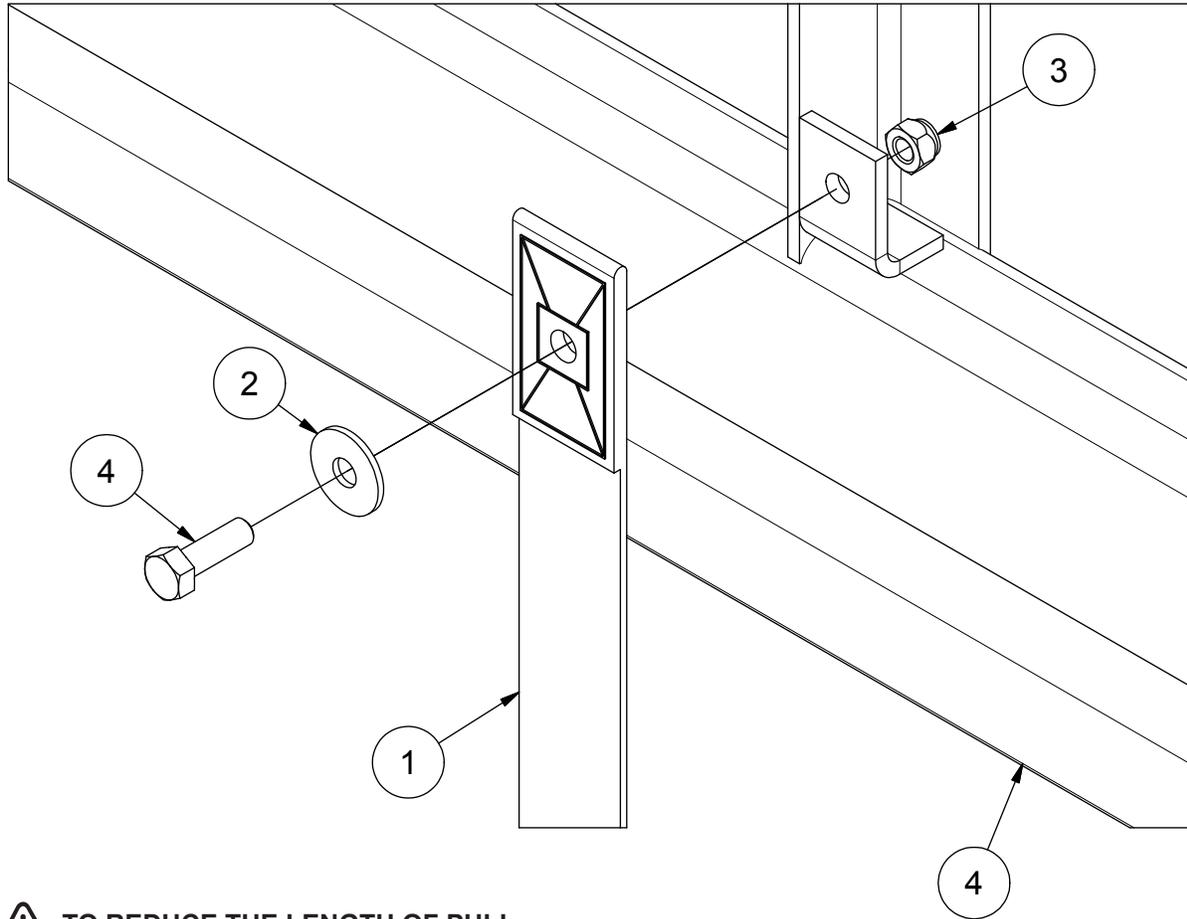
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28. PULL STRAP INSTALLATION (MANUAL OPERATION)

770071-39



 TO REDUCE THE LENGTH OF PULL STRAP CUT AND SEAR THE END

 DO NOT TIE KNOTS IN STRAPS OR CREATE LOOPS

260018

HARDWARE BAG

4	1	0144484	5/16"-18 UNC x 1" Lg HEX HEAD BOLT ZP
3	1	1137021	5/16"-18 NYLOCK HEX NUT ZP
2	1	1133213	5/16" x 1" FENDER WASHER ZP
1	1	034315	PULL STRAP - 36 IN. LONG
4	1	770046	LOWER PANEL
ITEM	QTY	PART NO	DESCRIPTION



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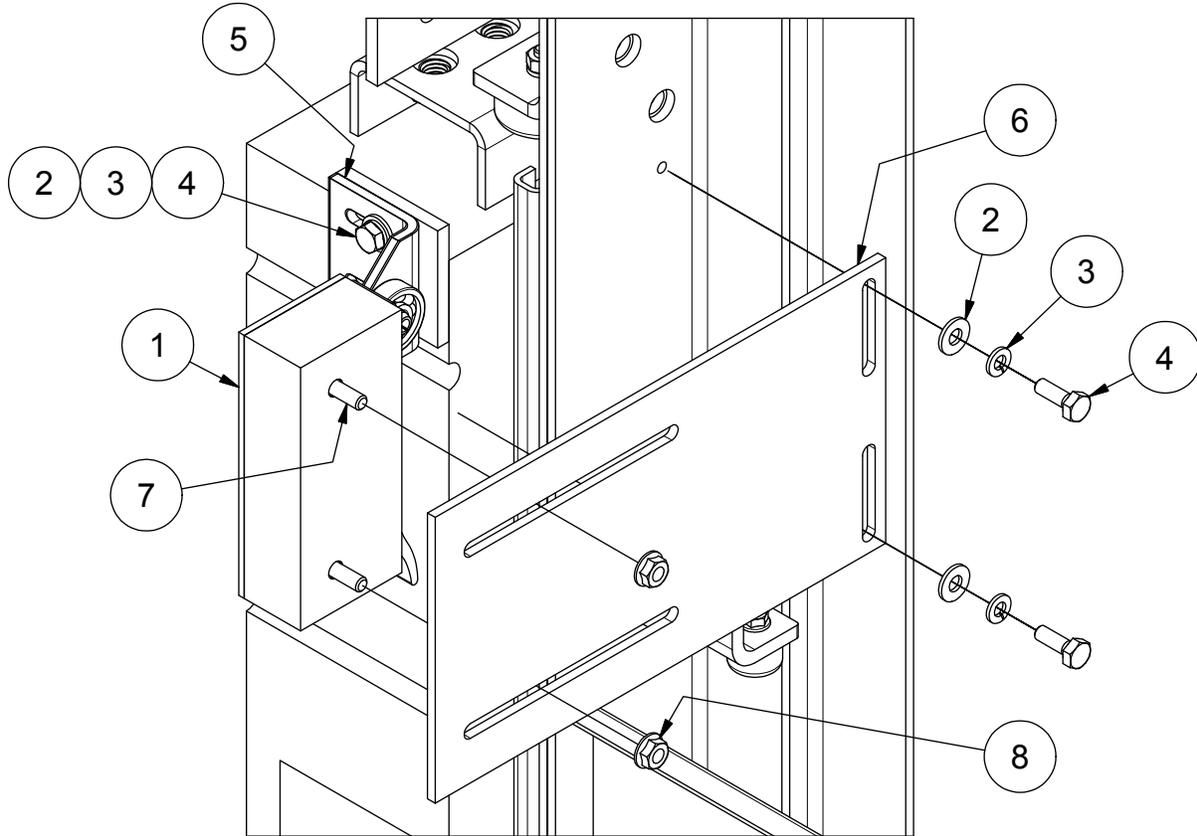
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29. CAR GATE / CAR GATE CONTACT

770382-33



If handing of contact needs to be changed refer to sheet #230000, included with your car gate contact package.



HARDWARE INCLUDED WITH COMPONENT

8	2	1137337	1/4-20 SERRATED HEX FLANGE NUT Z
7	2	800065	1/4"-20 x 3/4" FLAT HD SCREW
6	1	234200	CONTACT MOUNTING PLATE
5	1	234201	GATE CONTACT OPERATING CAM
4	2	110120300	1/4-20 x 3/4 LG HEX HD BOLT ZP
3	4	1133618	1/4" MEDIUM SPLIT LOCK WASHER
2	4	1133004	1/4" FLAT WASHER
1	1	2342	GATE CONTACT
ITEM	QTY	PART NO	DESCRIPTION



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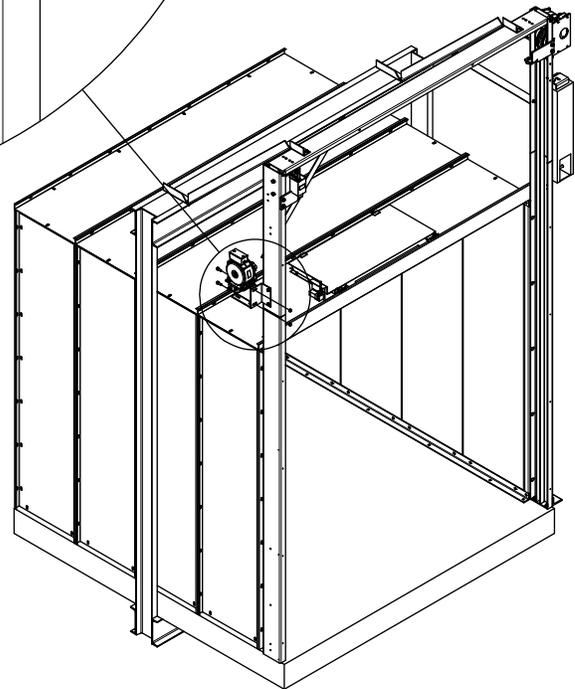
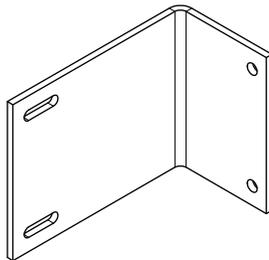
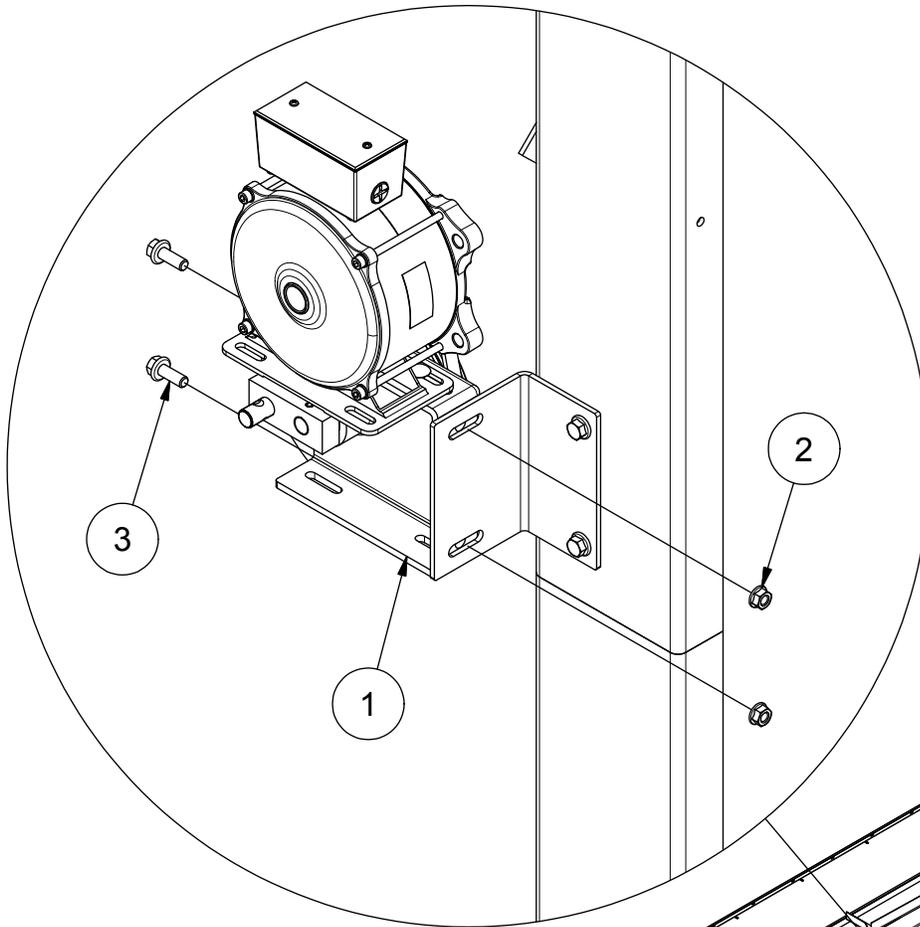
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30. RETIRING CAM TOP ASSEMBLY

770071-18



G8
HARDWARE
BAG

 Larger bracket provided if retiring cam and gate counterweights are located on the same side.

3	2	11104711	3/8"-16 x 1" LG SERRATED FLANGE HEX HED BOLT ZP
2	2	97244	3/8-16 SERRATED FLANGE NUT Z
1	1	233065R	RETIRING CAM TOP ASSY
ITEM	QTY	PART NO	DESCRIPTION



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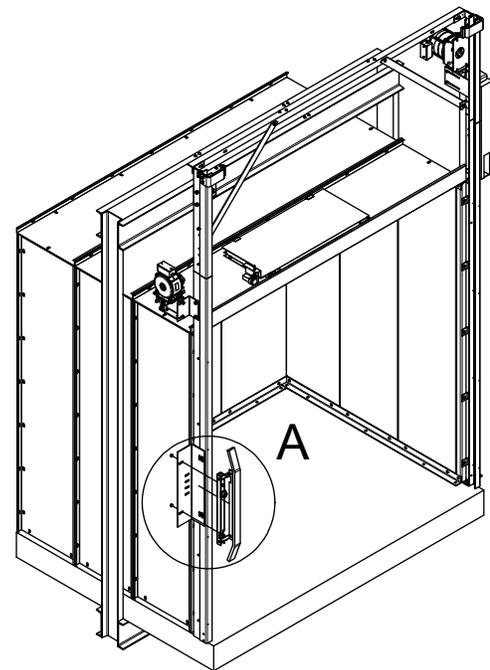
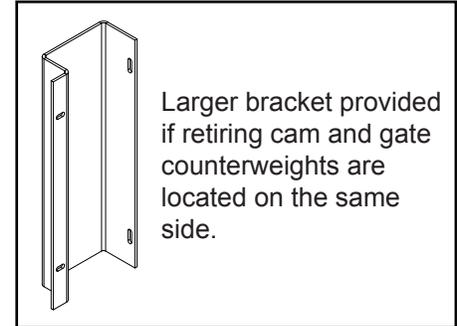
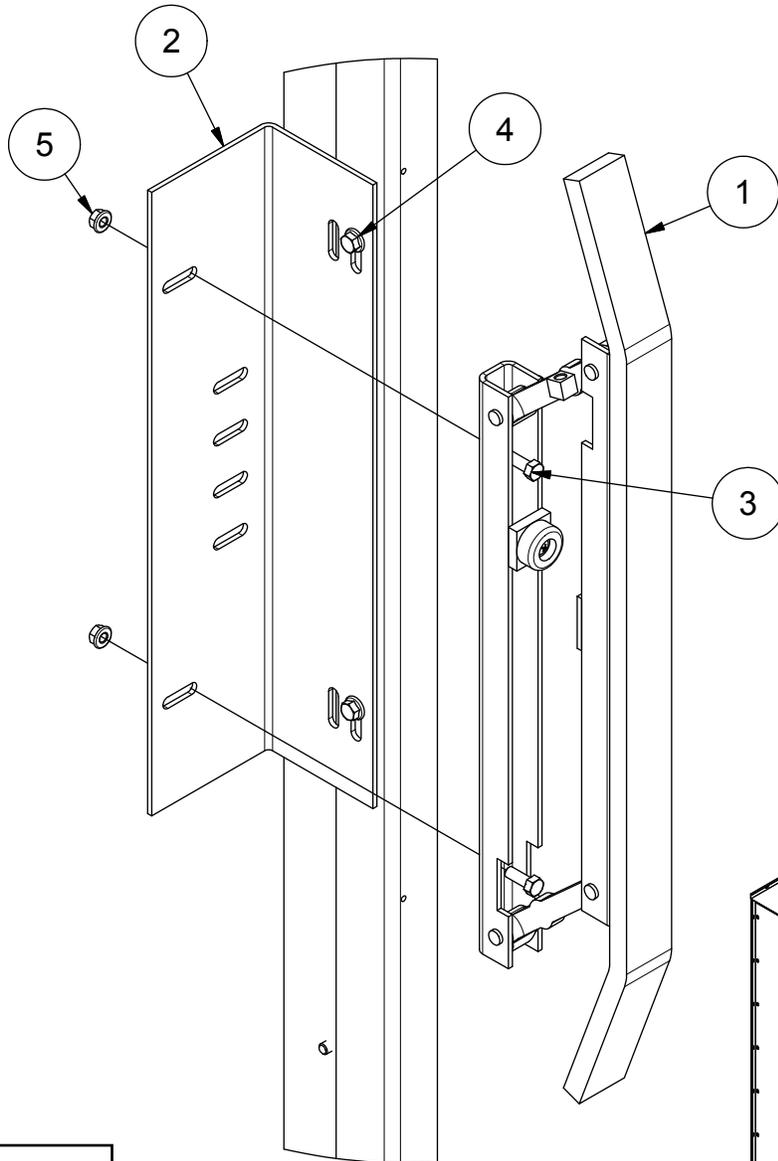
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31. RETIRING CAM BOTTOM ASSEMBLY

770043-15



G9
HARDWARE
BAG

DETAIL A

5	2	97244	3/8-16 SERRATED FLANGE NUT Z
4	2	11104707	3/8"-16 x 1/2" LG SERRATED FLANGE HEX HED BOLT ZP
3	2	800061	3/8-16 x 1 HH BOLT ZP
2	1	033100	BRACKET, RETIRING CAM BTM ASSY
1	1	233010	RETIRING CAM BOTTOM ASSY
ITEM	QTY	PART NO	DESCRIPTION



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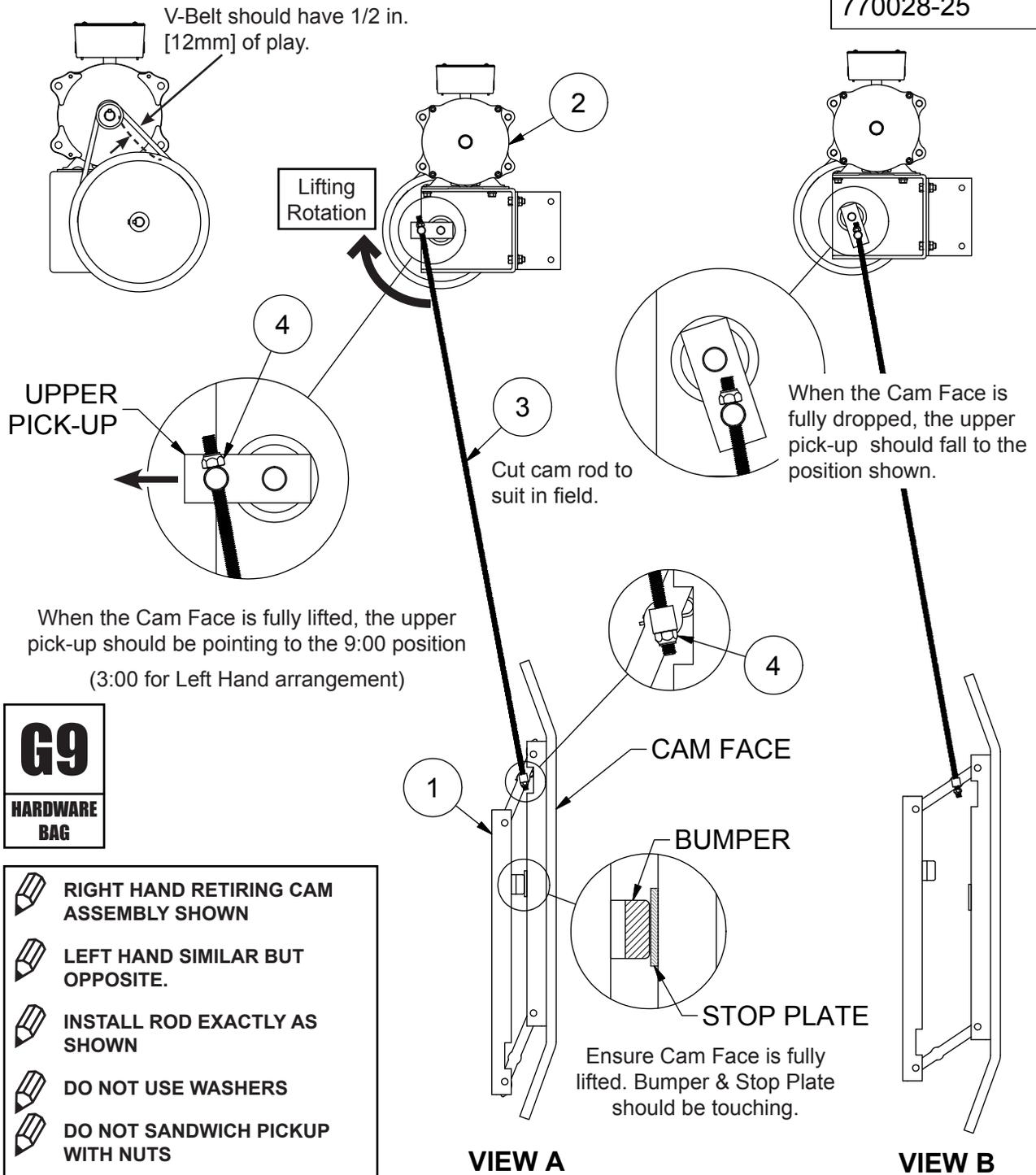
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32. RETIRING CAM ROD INSTALLATION

770028-25



ITEM	QTY	PART NO	DESCRIPTION
4	2	1137021	5/16"-18 NYLOCK HEX NUT ZP
3	1	97179	RETIRING CAM ROD
2	1	233065R	RETIRING CAM TOP ASSY
1	1	233010	RETIRING CAM BOTTOM ASSY



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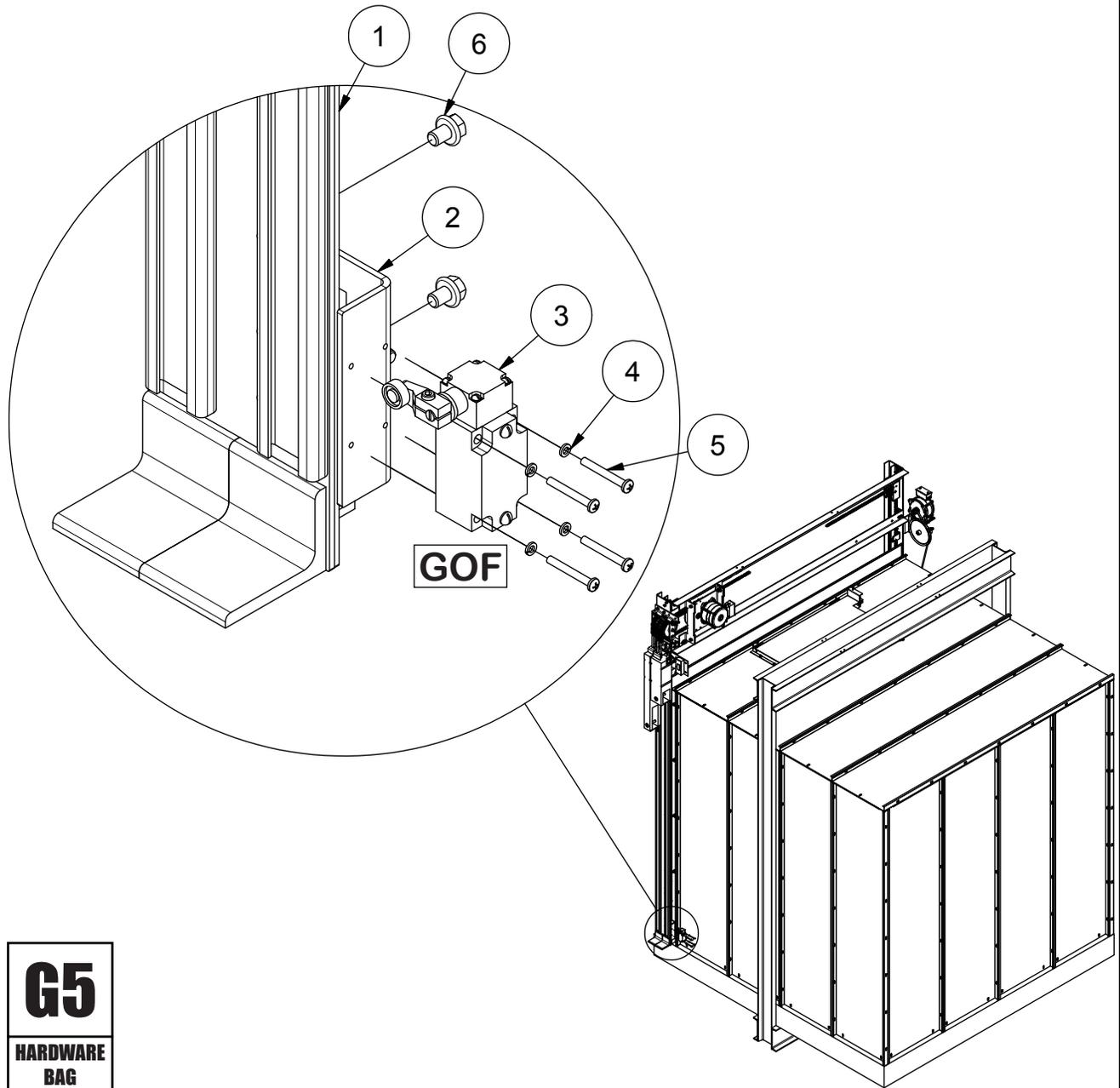
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33. GOF MICRO SWITCH INSTALLATION

770382-30



G5
HARDWARE
BAG

6	2	11104707	3/8"-16 x 1/2" LG SERRATED FLANGE HEX HED BOLT ZP
5	4	28990	#10-32 x 1 1/2" Lg RH SCREW ZP
4	4	1133614	#10 SPLIT LOCK WASHER Z
3	1	09686	LIMIT SWITCH
2	1	250061	GOF BRACKET
1	1	770604	LH CWT RAIL ASSEMBLY
ITEM	QTY	PART NO	DESCRIPTION



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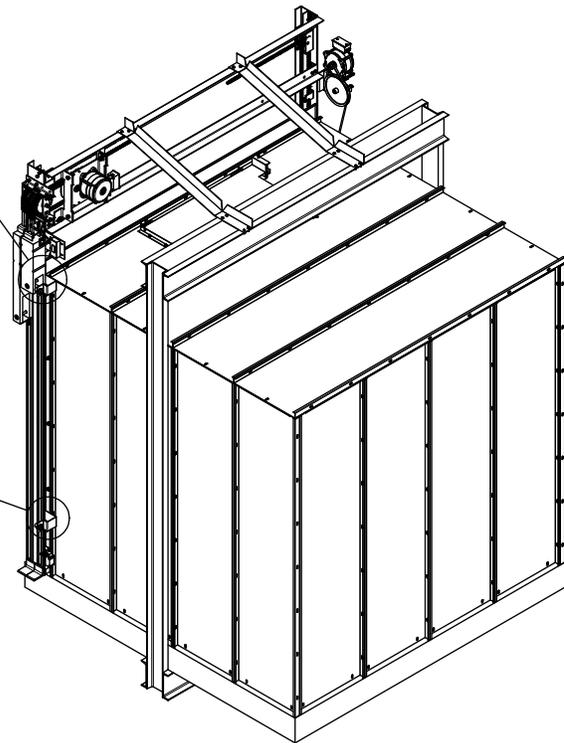
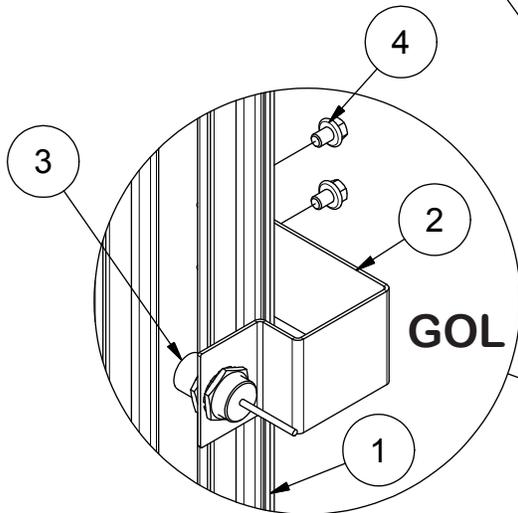
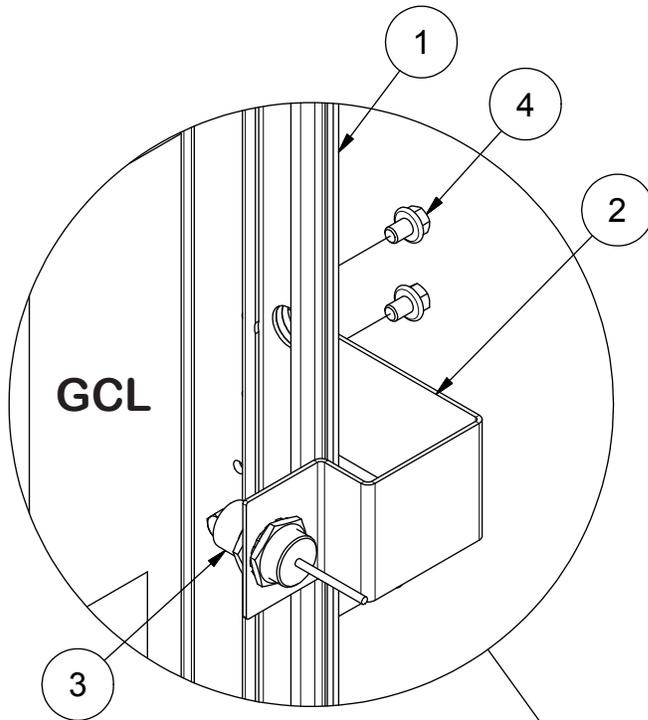
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34. CAR GATE PROXIMITY SENSOR (OPTIONAL)

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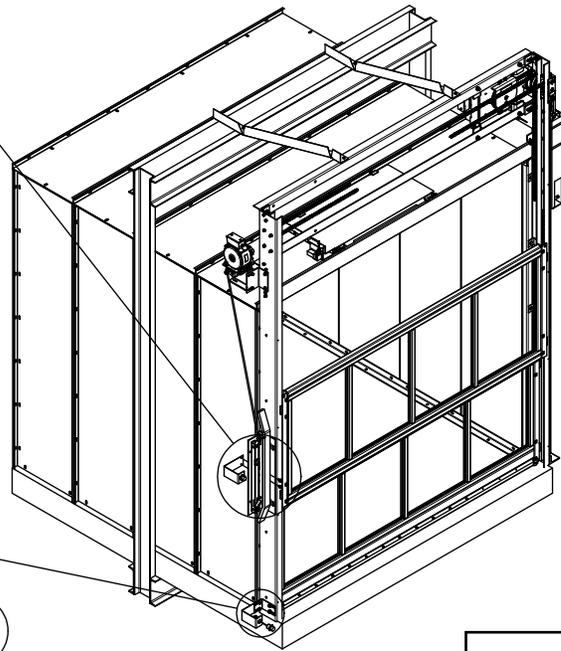
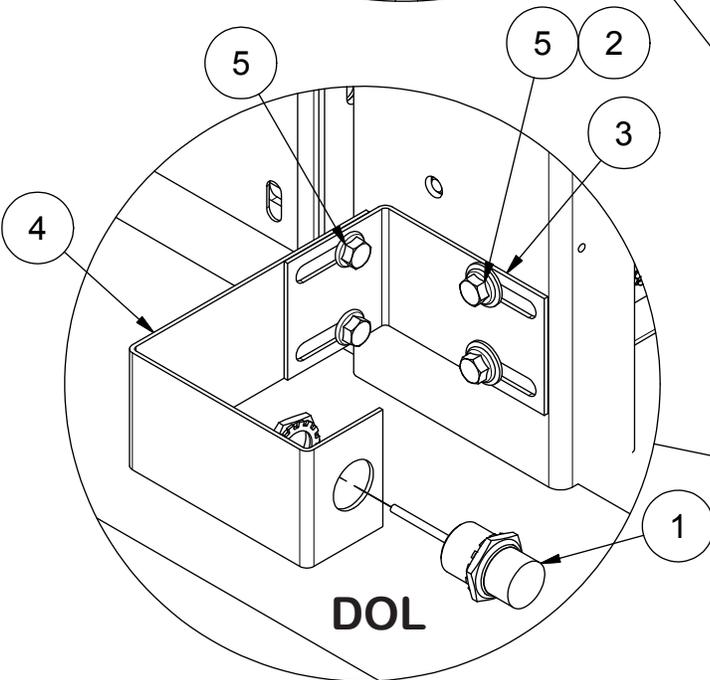
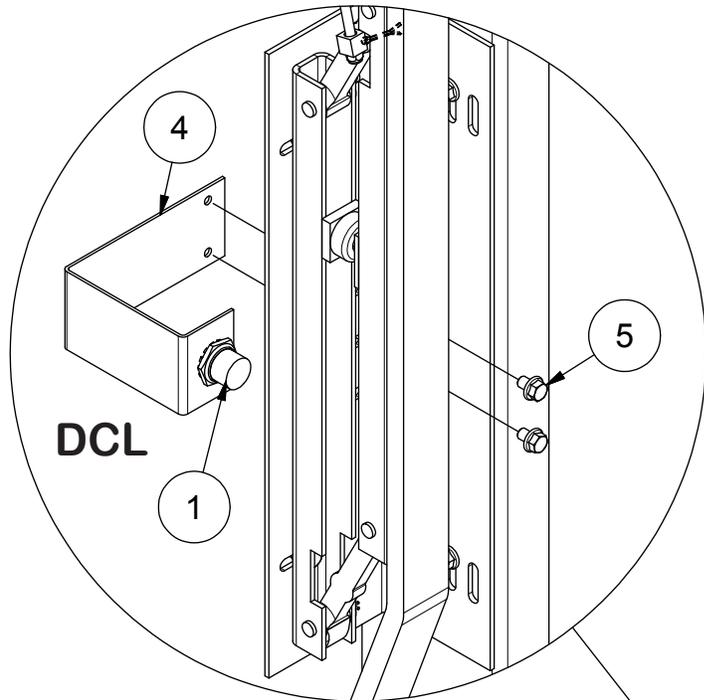
ITEM	QTY	PART NO	DESCRIPTION
4	4	11104707	3/8"-16 x 1/2" LG SERRATED FLANGE HEX HED BOLT ZP
3	4	09682	PROXIMITY SENSOR BARREL TYPE
2	2	250044	GOL-GCL MOUNTING BRACKET
1	1	770604	LH CWT RAIL ASSEMBLY



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35. DOOR PROXIMITY SENSOR (OPTIONAL)

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ITEM	QTY	PART NO	DESCRIPTION
5	6	11104707	3/8"-16 x 1/2" LG SERRATED FLANGE HEX HED BOLT ZP
4	2	096807	BRACKET, DOL & DCL MOUNTING
3	1	096809	MOUNTING BRACKET, DOL
2	2	1133008	3/8" FLAT WASHER Z
1	2	09682	PROXIMITY SENSOR BARREL TYPE



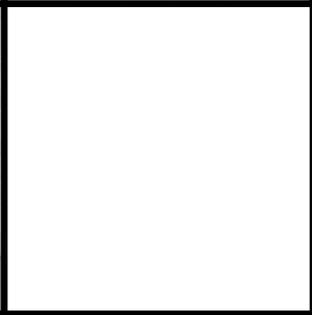
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