

# Installation/Owner's Manual

# Model 6555

## Heavy-Duty Vehicular Swing Gate Operator

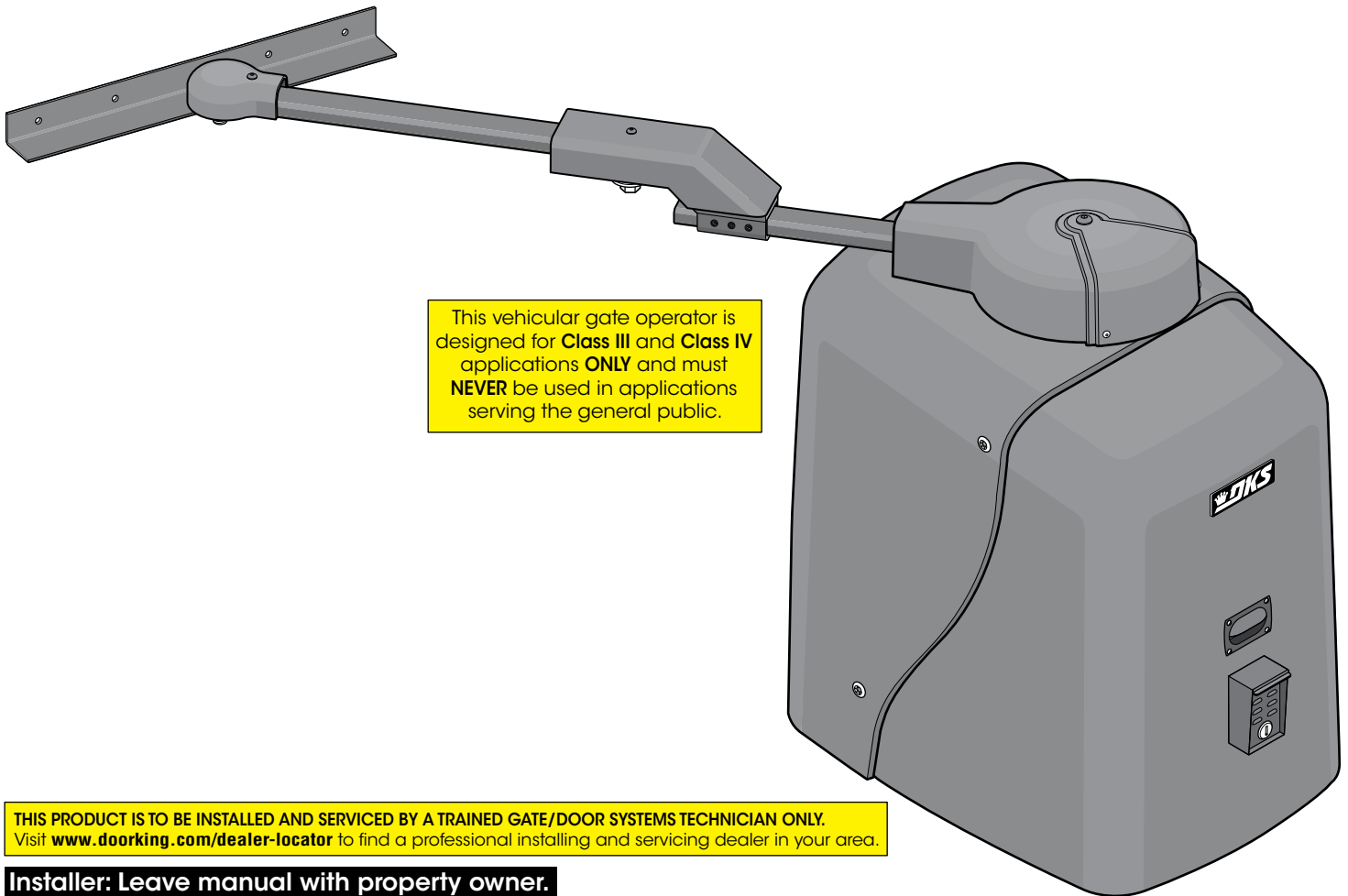
Use this manual for circuit board 4404-018 Revision A or higher.

6555-065-G-9-24

Entrapment Protection must be provided for the gate system where the risk of entrapment or obstruction exists. The operator will NOT run without one or more monitored type B1 or B2 entrapment protection devices in EACH entrapment area.

**UL 325 August 2018 Standard**

**Bi-Parting Gate Operators CANNOT be used.**



This vehicular gate operator is designed for **Class III** and **Class IV** applications **ONLY** and must **NEVER** be used in applications serving the general public.

**THIS PRODUCT IS TO BE INSTALLED AND SERVICED BY A TRAINED GATE/DOOR SYSTEMS TECHNICIAN ONLY.**  
Visit [www.doorking.com/dealer-locator](http://www.doorking.com/dealer-locator) to find a professional installing and servicing dealer in your area.

**Installer: Leave manual with property owner.**

Date Installed: \_\_\_\_\_

Installer/Company Name: \_\_\_\_\_

\_\_\_\_\_

Phone Number: \_\_\_\_\_

Circuit Board  
Serial Number  
and Revision Letter: \_\_\_\_\_

**Property Owner: Checklist in back of manual to review and verify new installation with Installer.**

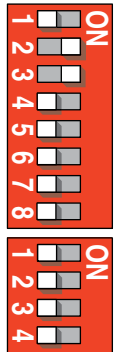
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UL 325 Compliant



# QUICK GUIDE: DIP-Switches

See page 18 for more information about DIP-switches.

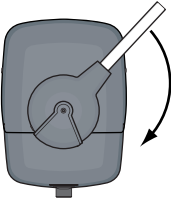
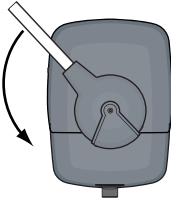


The two DIP-switches located on the circuit board are used to program the operator to operate in various modes and to turn on or off various operating features. Whenever a switch setting is changed, power to the operator must be turned OFF and then turned back on for the new setting to take affect. Check and review ALL switch settings prior to applying power to the operator.

**SW 1**

Typical Settings

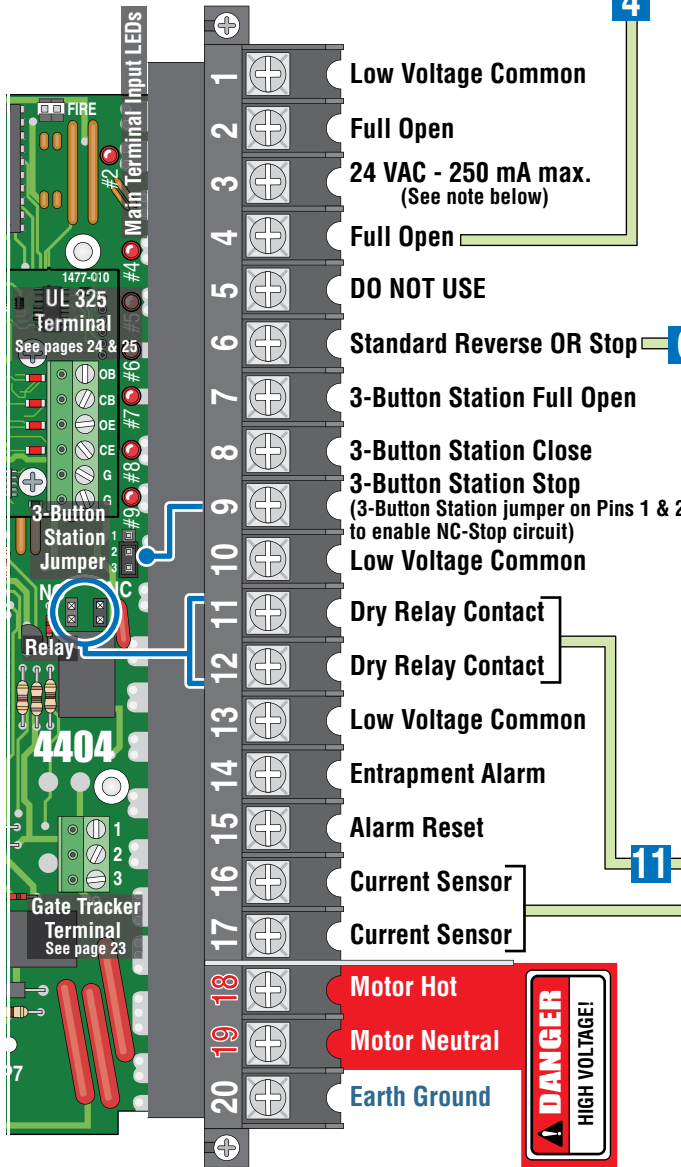
**SW 2**

SW 1			
Switch	Function	Setting	Description
1	Changes the direction the operator will open/close the gate.		 Opens Clockwise using <b>ON</b> setting.
			 Opens Counter-Clockwise using <b>OFF</b> setting.
2	Auto-Close Timer	OFF	Auto-close timer is OFF. Manual input required to close gate.
		ON	Auto-close timer is ON. Adjustable from 1-23 seconds to close gate.
3	Exit Loop Port Output	OFF	The output wired to terminal #4 becomes the output from the loop detector installed in the <b>EXIT</b> loop port. Plug-in loop detector required for "OFF" function.
	Full Open Input	ON	<b>Normal Setting.</b> Terminal #4 is a normal full open input for a single gate operator.
4 and 5	Relay Activation and LED Indicator Light Activation	4-OFF 5-OFF	Relay activates and LED is ON when the gate is fully open.
		4-OFF 5-ON	Relay activates and LED is ON when the gate is not closed.
		4-ON 5-OFF	Relay activates and LED is ON when the gate is opening and open.
		4-ON 5-ON	Relay activates and LED is ON when the gate is opening and closing.
6	Warn Before Operate	OFF	Internal alarm will <b>NOT</b> sound.
		ON	Internal alarm will sound before gate starts and throughout gate's cycle.
7	Reverses Gate	OFF	<b>Normal Setting.</b> Input to terminal #6 and/or reverse loops will REVERSE gate during CLOSE cycle. Shadow loop setting when used, see pages 18 & 26.
		ON	<b>DO NOT</b> use ON setting.
8	Quick-Close Timer Override	OFF	<b>Normal Setting.</b> Timer will function normally.
		ON	Opening gate will stop and begin to close as soon as all reversing inputs (Reverse loops, photo sensors) are cleared regardless of the distance the gate has opened.

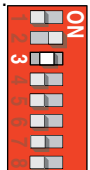
SW 2			
Switch	Function	Setting	Description
1	Self-Test	OFF	<b>Normal Setting.</b> Normal gate operation.
		ON	Self-test mode. Operator <b>MUST</b> be disconnected from gate to run self-test.
2	Not Used	OFF	Leave in the OFF position.
3	Not Used	OFF	Leave in the OFF position.
4	Spare	OFF	Leave in the OFF position.

See pages 23-26 for terminal wiring.

# QUICK GUIDE: Terminal Descriptions



- SW 1, switch 3 is **ON**, terminal #4 functions as a normal **FULL** open input. (Normal Setting). **Single operator use ONLY**.
- SW 1, switch 3 is **OFF**, input to terminal #4 becomes the output from a plug-in loop detector installed in the **EXIT loop port** of the circuit board.

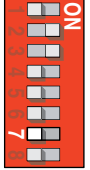


This input **ONLY** functions when gate is **fully opened** or in the **closing cycle**.

When gate is closing: An input to terminal #6 will stop and **reverse** and the gate to the full open position.  
**Note:** If the auto-close timer is **ON**, when gate reaches the open position, timer will time out and close the gate.  
 Shadow loop connection if desired, see page 26.

**DO NOT** use ON setting.

Switch 7 must be **OFF**.

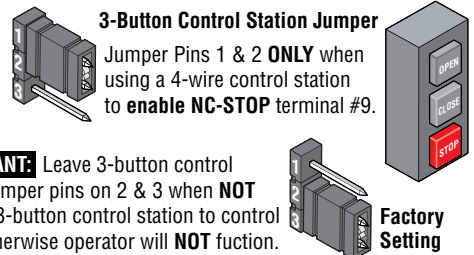


**3-Button Control Station Jumper**

Jumper Pins 1 & 2 **ONLY** when using a 4-wire control station to **enable NC-STOP** terminal #9.

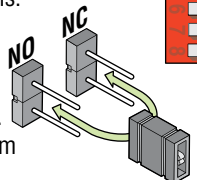
**IMPORTANT:** Leave 3-button control station jumper pins on 2 & 3 when **NOT** wiring a 3-button control station to control board otherwise operator will **NOT** function.

Factory Setting

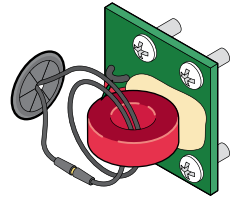


Operation of relay is dependent on setting of SW 1, switches 4 and 5. See page 17 and 18 for DIP-switch function descriptions.

Relay contacts can be set for Normally Open (NO) or Normally Closed (NC) operation. Contact rating is 1 amp maximum at 24-volts DC.



Used in conjunction with the circuit board inherent reversing sensors. See page 20 for further information.



**Main Terminal #3 Note:**  
Exceeding 250 mA of power from this terminal may cause the circuit board transformer to overheat, causing intermittent problems.

**Main Terminal Input LEDs Note:** The LED that is to the left of the main terminal wiring input will light when that terminal input gets activated.

# SPECIFICATIONS

Use this manual for the Model 6555 operators with circuit board 4404-018 Rev A or higher ONLY.

Class of Operation \_\_\_\_\_ Model 6555 - UL325 Class III, IV  
 Type of Gate \_\_\_\_\_ Vehicular Swing Gates Only  
 Inherent Entrapment Protection Device \_\_\_\_\_ Inherent Reverse Sensor System (Type A)  
 External Entrapment Protection Device Inputs \_\_\_\_\_ Connection inputs for Non-contact Sensor - Photo Sensor (Type B1)  
 (Monitored Inputs) \_\_\_\_\_ Connection input for Contact Sensor - Reversing Edge (Type B2)

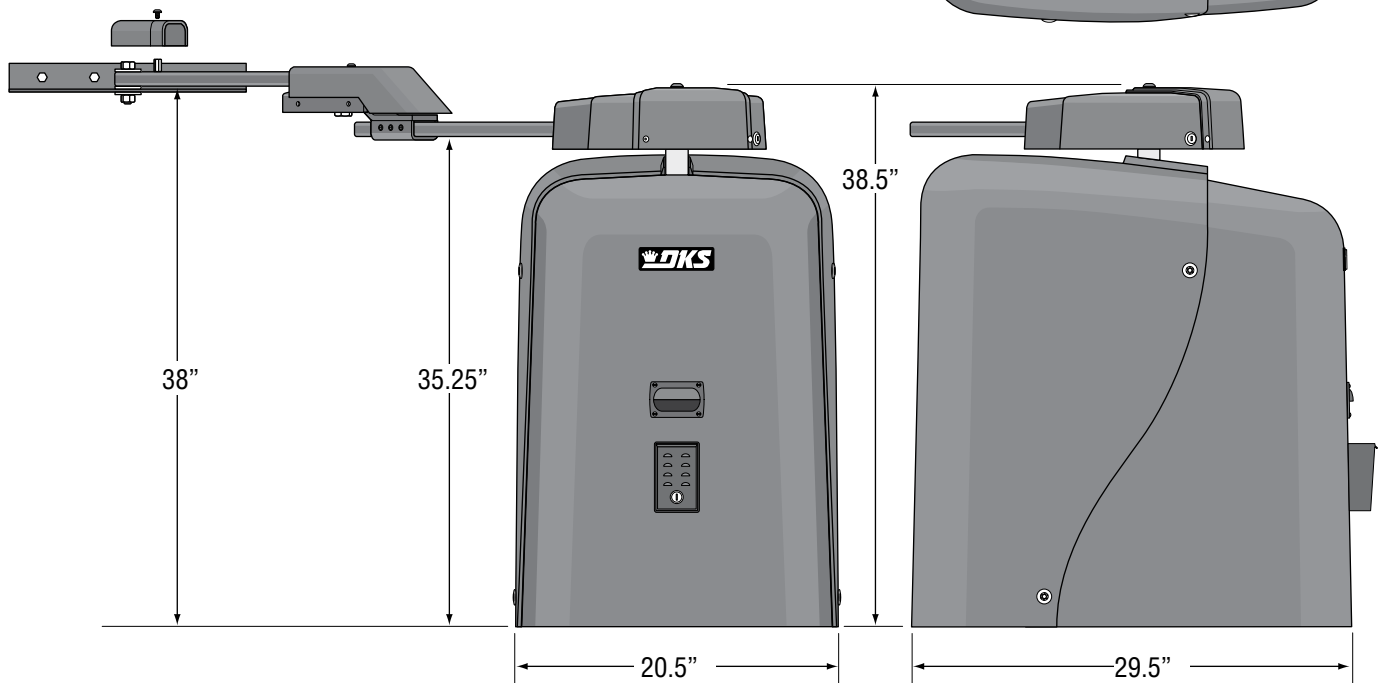
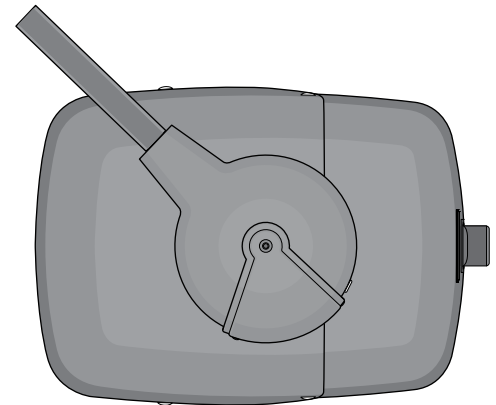
**Entrapment Protection must be provided for the gate system where the risk of entrapment or obstruction exists. The operator will not run without one or more monitored type B1 or B2 entrapment protection devices in EACH entrapment area.**

Model #	Volt / Phase	Amps	Motor Power	Max Gate Weight	Max Gate Length	Cycles Per Hour
6555-381	230 / 1	11.5	2 HP	2000 lbs	25 ft	60

Type of wiring to be used on ALL external devices:  
 A) Type CL2, CL2P, CL2R, or CL2X.  
 B) Other cable with equivalent or better electrical, mechanical, and flammability ratings.

**This vehicular gate operator is designed for Class III and Class IV applications ONLY and must never be used in applications serving the general public.**

**Bi-Parting Gate Operators CANNOT be used.**



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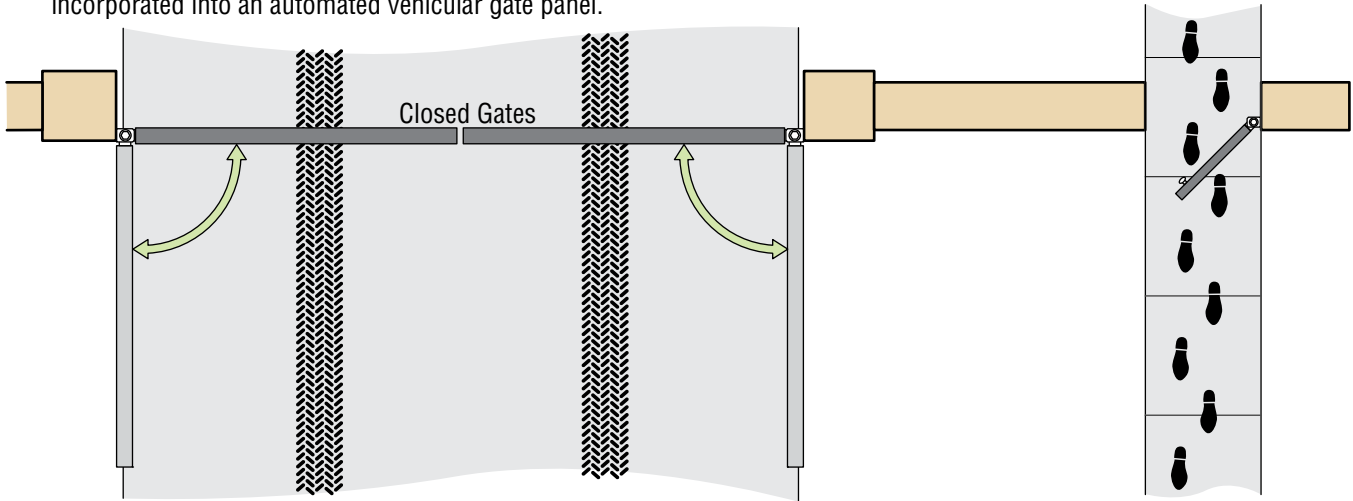
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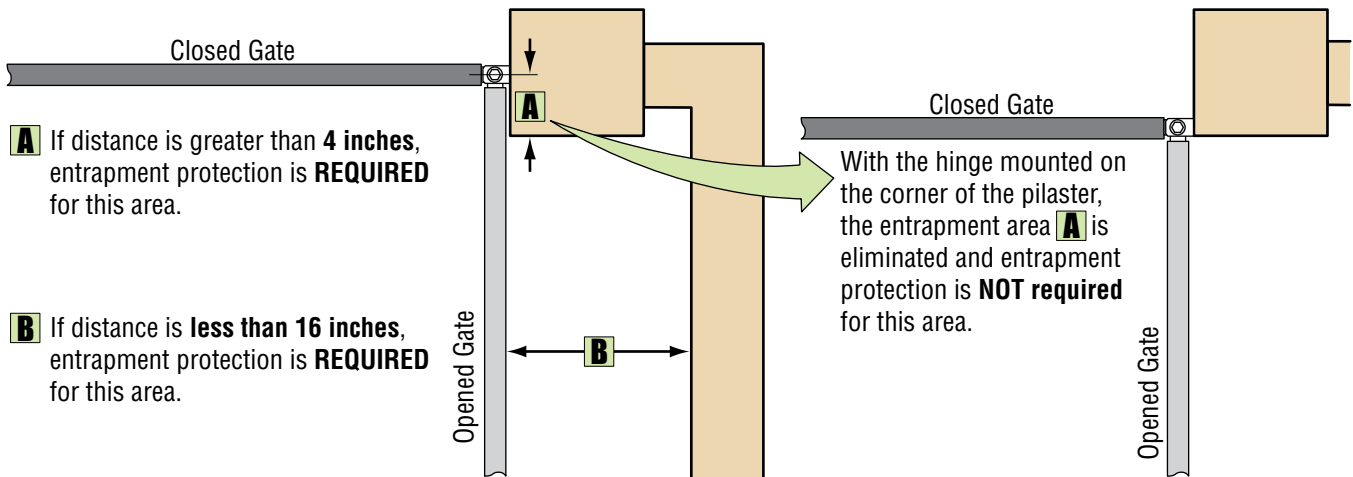
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# Swing Gate Requirements

This operator is intended for installation only on gates used for vehicles. Pedestrians must be supplied with a separate access opening. For pedestrian access in the vicinity of an automated vehicular gate, separate pedestrian access shall be provided or available. The pedestrian access shall be in a location such that a pedestrian shall not come in contact with a moving vehicular gate access gate during the entire path of travel of the vehicular gate. A pedestrian gate shall not be incorporated into an automated vehicular gate panel.



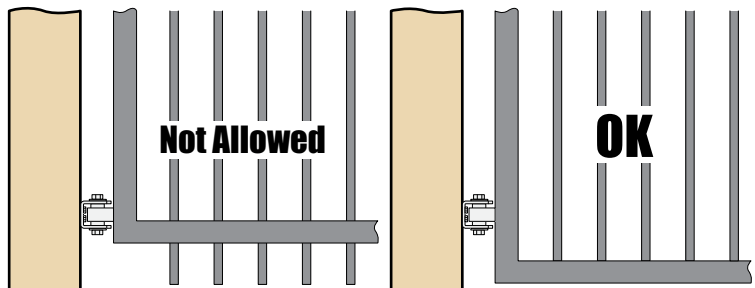
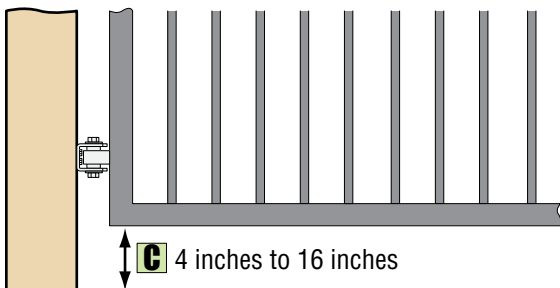
**Entrapment Protection must be provided for the gate system where the risk of entrapment or obstruction exists. The operator will NOT run without one or more monitored type B1 or B2 entrapment protection devices in EACH ENTRAPMENT AREA.**



**A** If distance is greater than **4 inches**, entrapment protection is **REQUIRED** for this area.

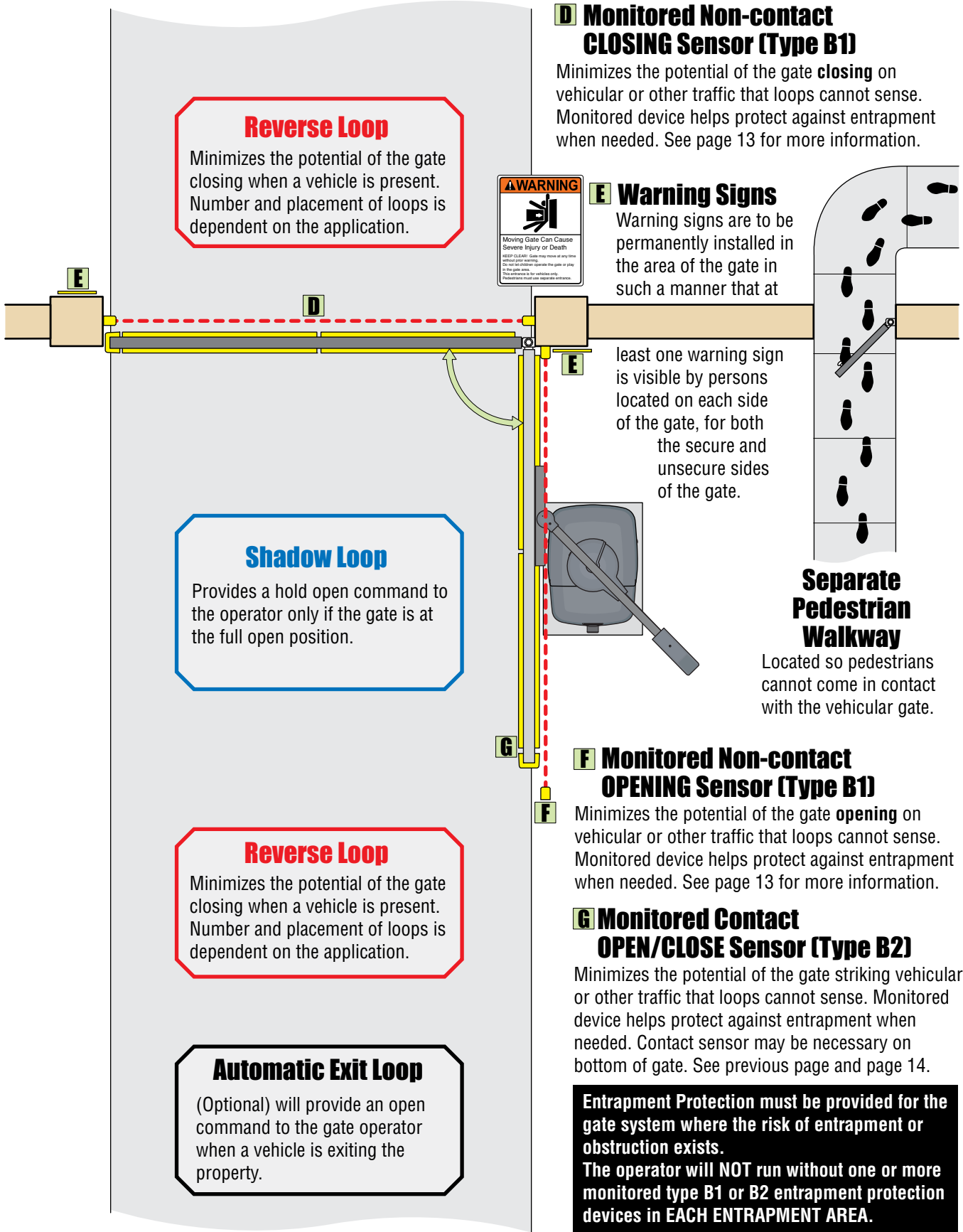
**B** If distance is **less than 16 inches**, entrapment protection is **REQUIRED** for this area.

**C** If bottom of gate is **4" to 16"** above the ground at **any** part of the gate's traveling path, entrapment protection is **REQUIRED** for this area.



Gates shall have smooth bottom edges, with vertical bottom edged protrusions **NOT** exceeding **0.50 inches**.

# Swing Gate Requirements Continued



**Reverse Loop**  
Minimizes the potential of the gate closing when a vehicle is present. Number and placement of loops is dependent on the application.

**Shadow Loop**  
Provides a hold open command to the operator only if the gate is at the full open position.

**Reverse Loop**  
Minimizes the potential of the gate closing when a vehicle is present. Number and placement of loops is dependent on the application.

**Automatic Exit Loop**  
(Optional) will provide an open command to the gate operator when a vehicle is exiting the property.

**D Monitored Non-contact CLOSING Sensor (Type B1)**

Minimizes the potential of the gate **closing** on vehicular or other traffic that loops cannot sense. Monitored device helps protect against entrapment when needed. See page 13 for more information.

**E Warning Signs**

Warning signs are to be permanently installed in the area of the gate in such a manner that at

least one warning sign is visible by persons located on each side of the gate, for both the secure and unsecure sides of the gate.

**Separate Pedestrian Walkway**

Located so pedestrians cannot come in contact with the vehicular gate.

**F Monitored Non-contact OPENING Sensor (Type B1)**

Minimizes the potential of the gate **opening** on vehicular or other traffic that loops cannot sense. Monitored device helps protect against entrapment when needed. See page 13 for more information.

**G Monitored Contact OPEN/CLOSE Sensor (Type B2)**

Minimizes the potential of the gate striking vehicular or other traffic that loops cannot sense. Monitored device helps protect against entrapment when needed. Contact sensor may be necessary on bottom of gate. See previous page and page 14.

**Entrapment Protection must be provided for the gate system where the risk of entrapment or obstruction exists. The operator will NOT run without one or more monitored type B1 or B2 entrapment protection devices in EACH ENTRAPMENT AREA.**

# ASTM F2200 Standard for Gate Construction

Vehicular gates should be constructed and installed in accordance with ASTM F2200; Standard Specification for Automated Vehicular Gate Construction. For a copy of this standard, contact ASTM directly at 610-832-9585; service@astm.org; or www.astm.org.

## Important Safety Instructions

**WARNING - To reduce the risk of severe injury or death:**

1. READ AND FOLLOW ALL INSTRUCTIONS.
2. Never let children operate or play with gate controls. Keep the remote control away from children.
3. Always keep people and objects away from gate. **NO ONE SHOULD CROSS THE PATH OF THE MOVING GATE.**
4. Test the operator monthly. The gate MUST reverse on contact with a rigid object or stop or reverse when an object activates the non-contact sensors. After adjusting the force or the limit of travel, retest the gate operator. Failure to adjust and retest the gate operator properly can increase the risk of severe injury or death.
5. Use the manual release only when the gate is not moving.
6. KEEP GATES PROPERLY MAINTAINED. Read the owner's manual. Have a qualified service person make repairs to gate hardware.
7. The operator is intended for installation on gates used for vehicles. Pedestrians must be supplied with a separate access opening. The pedestrian access opening shall be designed to promote pedestrian usage. Locate the gate such that persons will not come in contact with the vehicular gate during the entire path of travel of the vehicular gate.
8. **SAVE THESE INSTRUCTIONS!**

## Instructions regarding intended installation:

- Install the gate operator only if:
  1. The operator is appropriate for the construction of the gate and the usage class of the gate.
  2. All openings of a horizontal slide gate are guarded or screened from the bottom of the gate to a minimum of 6 feet (1.83 m) above the ground to prevent a 2 ¼ inch (57.2 mm) diameter sphere from passing through the openings anywhere in the gate, and in that portion of the adjacent fence that the gate covers in the open position.
  3. All exposed pinch points are eliminated or guarded.
  4. Guarding is supplied for exposed rollers.
- The operator is intended for installation only on gates used for vehicles. Pedestrians must be supplied with a separate access opening. The pedestrian access opening shall be designed to promote pedestrian usage. Locate the gate such that persons will not come in contact with the vehicular gate during the entire path of travel of the vehicular gate.
- The gate must be installed in a location so that enough clearance is supplied between the gate and adjacent structures when opening and closing to reduce the risk of entrapment. Swinging gates should not open into public access areas.
- The gate must be properly installed and work freely in both directions prior to the installation of the gate operator. Do not over-tighten the operator clutch, pressure relief valve or reduce reversing sensitivity to compensate for a damaged gate.
- For gate operators utilizing Type D protection:
  1. The gate operator controls must be placed so that the user has full view of the gate area when the gate is moving.
  2. A warning placard shall be placed adjacent to the controls.
  3. An automatic closing device (such as a timer, loop sensor, or similar device) shall not be employed.
  4. No other activation device shall be connected.
- Controls intended for user activation must be located at least six feet (6') away from any moving part of the gate and where the user is prevented from reaching over, under, around or through the gate to operate the controls. Outdoor or easily accessible controls should have a security feature to prevent unauthorized use.
- The Stop and/or Reset button must be located in the line-of-sight of the gate. Activation of the reset control shall not cause the operator to start.
- Warning signs are to be permanently installed in the area of the gate in such a manner that at least one warning sign is visible by persons located on each side of the gate, for both the secure and unsecure sides of the gate.
- For gate operators utilizing a non-contact sensor:
  1. See the instructions on the placement of non-contact sensors for each type of application.
  2. Care shall be exercised to reduce the risk of nuisance tripping, such as when a vehicle trips the sensor while the gate is still moving in the opening direction.
  3. One or more non-contact sensors shall be located where the risk of entrapment or obstruction exist, such as the perimeter reachable by a moving gate or barrier.
- For gate operators utilizing contact sensors:
  1. One or more contact sensors shall be located where the risk of entrapment or obstruction exist, such as at the leading edge, trailing edge, and post mounted both inside and outside of a vehicular horizontal slide gate.
  2. One or more contact sensors shall be located at the bottom edge of a vehicular vertical lift gate.
  3. One or more contact sensors shall be located at the pinch point of a vehicular vertical pivot gate.
  4. A hardwired contact sensor shall be located and its wiring arranged so that the communication between the sensor and the gate operator is not subjected to mechanical damage.
  5. A wireless contact sensor such as one that transmits radio frequency (RF) signals to the gate operator for entrapment protection functions shall be located where the transmission of the signals are not obstructed or impeded by building structures, natural landscaping or similar obstructions. A wireless contact sensor shall function under the intended end-use conditions.
  6. One or more contact sensors shall be located at the bottom edge of a vertical barrier (arm).
- Be sure you have instructed the owner of the gate operator about safe and proper operation and testing of the gate operator.



# Important Notices

Vehicular gate operator products provide convenience and security. However, gate operators must use high levels of force to move gates and most people underestimate the power of these systems and do not realize the potential hazards associated with an incorrectly designed or installed system. These hazards may include:

- Pinch points
- Entrapment areas
- Reach through hazards
- Absence of entrapment protection devices
- Improperly located access controls
- Absence of vehicle protection devices
- Absence of controlled pedestrian access

In addition to these potential hazards, automated vehicular gate systems must be installed in accordance with the UL 325 Safety Standard and the ASTM F2200 Construction Standard. Most people are unaware of, or are not familiar with, these standards. If an automated vehicular gate system is not properly designed, installed, used and maintained, severe injuries or death can result. Be sure that the installer has instructed you on the proper operation of the gate and gate operator system.

Be sure that the installer has trained you on proper and safe operation of this gate operating system and about the basic functions of the required reversing systems associated with your gate operating system and how to test them (see section 7). These include reversing loops, inherent reversing system, electric edges, photoelectric cells, or other external devices.

- This Owner's Manual is your property. Keep it in a safe place for future reference.
- Be sure that all access control devices are installed a minimum distance of 6 feet away from the gate and gate operator, or in such a way that a person cannot touch the gate or gate operator while using the device. If access control devices are installed in violation of these restrictions, immediately remove the gate operator from service and contact your installing dealer.

**Opening device MUST be mounted a minimum of 6 feet from the gate and NOT accessible through the gate!**



- Loops and loop detectors, photo-cells or other equivalent devices must be installed to prevent the gate from closing on vehicular traffic.
- The speed limit for vehicular traffic through the gate area is 5 MPH. Install speed bumps and signs to keep vehicular traffic from speeding through the gate area. Failure to adhere to posted speed limits can result in damage to the gate, gate operator, and to the vehicle.
- Be sure that all persons who will use the gate system are familiar with the proper use of the gate and gate operator and are familiar with the possible hazards associated with the gate system.
- Warning signs are to be permanently installed in the area of the gate in such a manner that at least one warning sign is visible by persons located on each side of the gate, for both the secure and unsecure sides of the gate.
- It is your responsibility to periodically check all entrapment protection devices. If any of these devices are observed to function improperly, remove the operator from service immediately and contact your installing or servicing dealer.
- Follow the recommended maintenance schedule.
- Do not allow children to play in the area of the operator or to play with any gate-operating device.
- To remove the gate operator from service, operate the gate to the full open position and then shut off power to the operator at the service panel.

# UL 325 Entrapment Protection

## UL 325 Classifications



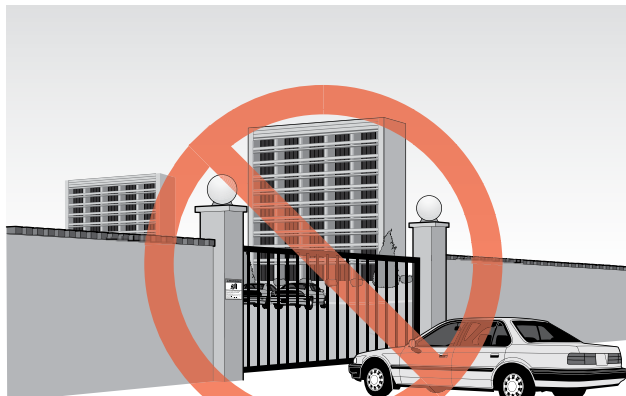
### Class I - Residential Vehicular Gate Operator

A vehicular gate operator (or system) intended for use in garages or parking areas associated with a residence of one-to four single families.



### Class III - Industrial/Limited Access Vehicular Gate Operator

A vehicular gate operator (or system) intended for use in an industrial location or building such as a factory or loading dock area or other locations not accessible by or intended to service the general public.



### Class II - Commercial/General Access Vehicular Gate Operator

A vehicular gate operator (or system) intended for use in a commercial location or building such as a multi-family housing unit (five or more single family units), hotel, garages, retail store, or other buildings accessible by or servicing the general public.



### Class IV - Restricted Access Vehicular Gate Operator

A vehicular gate operator (or system) intended for use in a guarded industrial location or building such as an airport security area or other restricted access locations not servicing the general public, in which unauthorized access is prevented via supervision by security personnel.

## Gate Operator Category

	Horizontal Slide, Vertical Lift, Vertical Pivot, Horizontal Bifold	Swing, Vertical Barrier (Arm)
Entrapment Protection Types	A, B1*, B2* or D	A, B1*, B2*, C or D

**Type A** - Inherent entrapment protection system.

**Type B1** - Non-contact sensor (photoelectric sensor or the equivalent).

**Type B2** - Contact sensor (edge device or equivalent).

**Type C** - Inherent force limiting, inherent adjustable clutch or inherent pressure relief device.

**Type D** - Actuating device requiring constant pressure to maintain opening or closing motion of the gate.

\* B1 and B2 means of entrapment protection must be MONITORED.

**Vertical Barrier Note:** Barrier gate operators (arm) that is not intended to move toward a rigid object closer than 16 inches (406 mm) are not required to be provided with a means of entrapment protection.

# Glossary

**GATE** - A moving barrier such as a swinging, sliding, raising, lowering, folding, pivoting, or the like, barrier, that is a stand-alone passage barrier or is that portion of a wall or fence system that controls entrance and/or egress by persons or vehicles and completes the perimeter of a defined area.

**RESIDENTIAL VEHICULAR GATE OPERATOR – CLASS I** - A vehicular gate operator (or system) intended for use in a home of one-to four single family dwelling, or garage or parking area associated therewith.

**COMMERCIAL / GENERAL ACCESS VEHICULAR GATE OPERATOR - CLASS II** - A vehicular gate operator (or system) intended for use in a commercial location or building such as a multi-family housing unit (five or more single family units), hotels, garages, retail store, or other building servicing the general public.

**INDUSTRIAL / LIMITED ACCESS VEHICULAR GATE OPERATOR - CLASS III** - A vehicular gate operator (or system) intended for use in an industrial location or building such as a factory or loading dock area or other locations not intended to service the general public.

**RESTRICTED ACCESS VEHICULAR GATE OPERATOR - CLASS IV** - A vehicular gate operator (or system) intended for use in a guarded industrial location or building such as an airport security area or other restricted access locations not servicing the general public, in which unauthorized access is prevented via supervision by security personnel.

**VEHICULAR BARRIER (ARM) OPERATOR (OR SYSTEM)** - An operator (or system) that controls a cantilever type device (or system), consisting of a mechanical arm or barrier that moves in a vertical arc, intended for vehicular traffic flow at entrances or exits to areas such as parking garages, lots or toll areas.

**VEHICULAR HORIZONTAL SLIDE-GATE OPERATOR (OR SYSTEM)** - A vehicular gate operator (or system) that controls a gate which slides in a horizontal direction that is intended for use for vehicular entrance and exit to a drive, parking lot, or the like.

**VEHICULAR SWING-GATE OPERATOR (OR SYSTEM)** - A vehicular gate operator (or system) that controls a gate which moves in an arc in a horizontal plane that is intended for use for vehicular entrance and exit to a drive, parking lot, or the like.

**SYSTEM** - In the context of these requirements, a system refers to a group of interacting devices intended to perform a common function.

**WIRED CONTROL** - A control implemented in a form of fixed physical interconnections between the control, the associated devices, and an operator to perform predetermined functions in response to input signals.

**WIRELESS CONTROL** - A control implemented in means other than fixed physical interconnections (such as radio waves or infrared beams) between the control, the associated devices, and an operator to perform predetermined functions in response to input signals.

**INHERENT ENTRAPMENT PROTECTION SYSTEM** - A system, examples being a motor current or speed sensing system, which provides protection against entrapment upon sensing an object and is incorporated as a permanent and integral part of the operator.

**EXTERNAL ENTRAPMENT PROTECTION DEVICE** - A device, examples being an edge sensor, a photoelectric sensor, or similar entrapment protection device, which provides protection against entrapment when activated and is not incorporated as a permanent part of an operator.

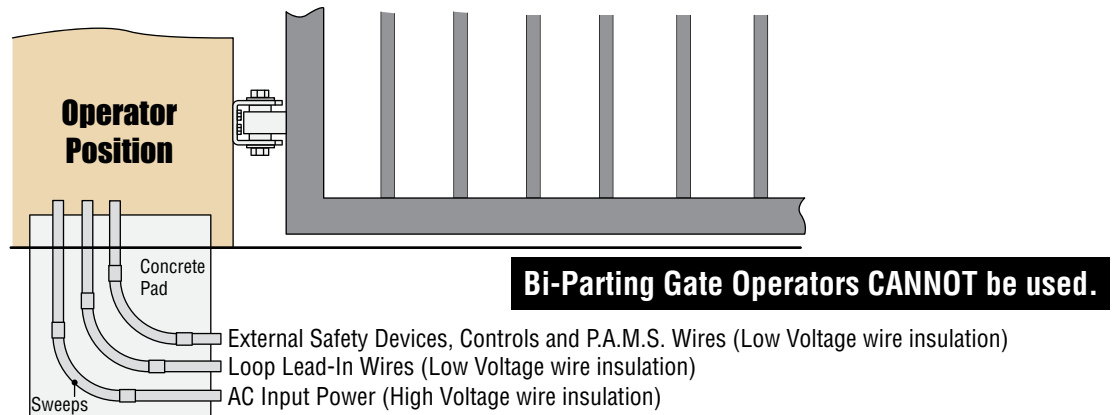
**ENTRAPMENT** - The condition when a person is caught or held in a position that increases the risk of injury.

# SECTION 1 - INSTALLATION

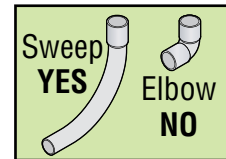
Prior to beginning the installation of the swing gate operator, we suggest that you become familiar with the instructions, illustrations, and wiring guide-lines in this manual. This will help insure that your installation is performed in an efficient and professional manner compliant with UL 325 safety and ASTM F2200 construction standards.

The proper installation of the vehicular swing gate operator is an extremely important and integral part of the overall access control system. Check all local building ordinances and building codes prior to installing this operator. Be sure your installation is in compliance with local codes.

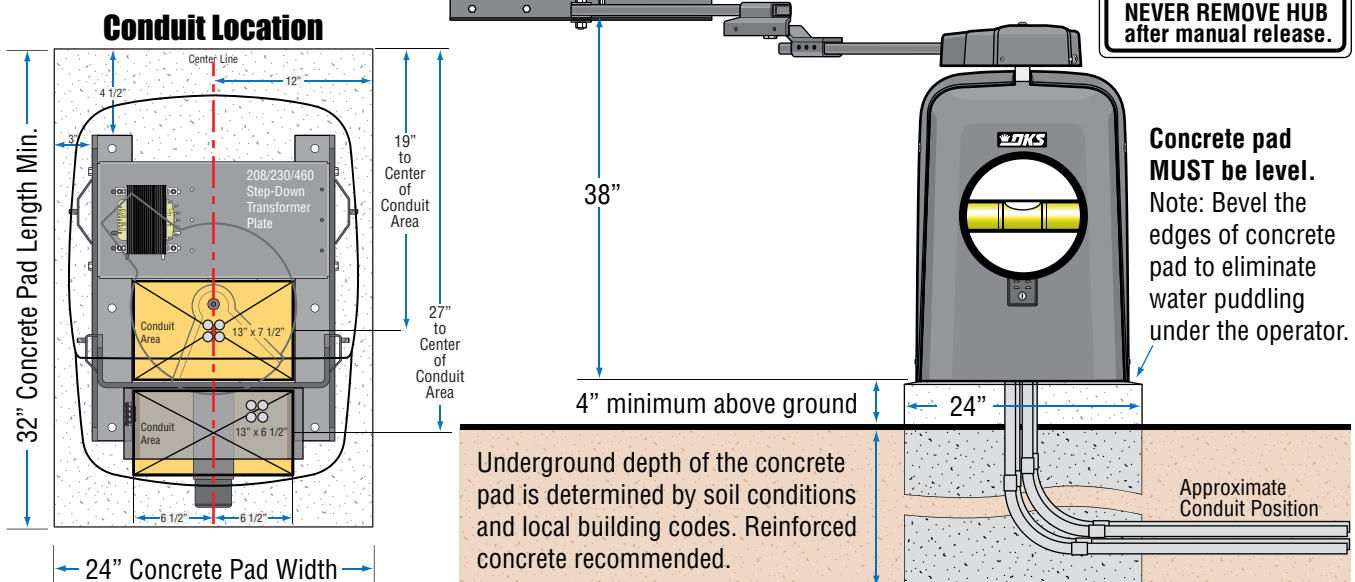
## 1.1 Underground Conduit Requirements



- The conduit requirements are for a typical swing gate operator installation. **The conduit requirements for your application may vary from this depending on your specific needs.**
- Use only sweeps for conduit bends. Do not use 90° elbows as this will make wire pulls very difficult and can cause damage to wire insulation. DoorKing recommends using 3/4-inch conduit.
- **External Entrapment Protection is REQUIRED** (photo sensor and/or reversing edge).
- Be sure that all conduits are installed in accordance with local codes.
- **Never** run low voltage rated wire insulation in the same conduit as high voltage rated wire insulation.



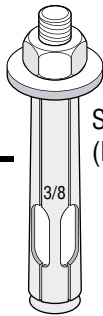
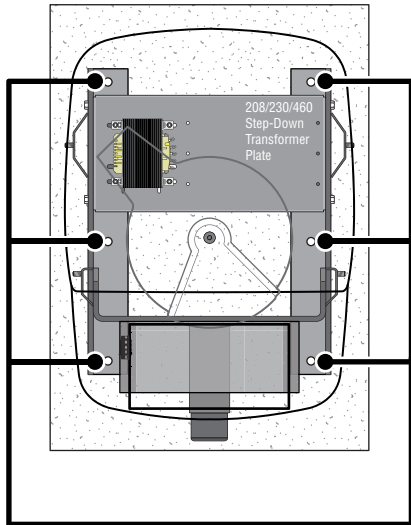
## 1.2 Concrete Pad



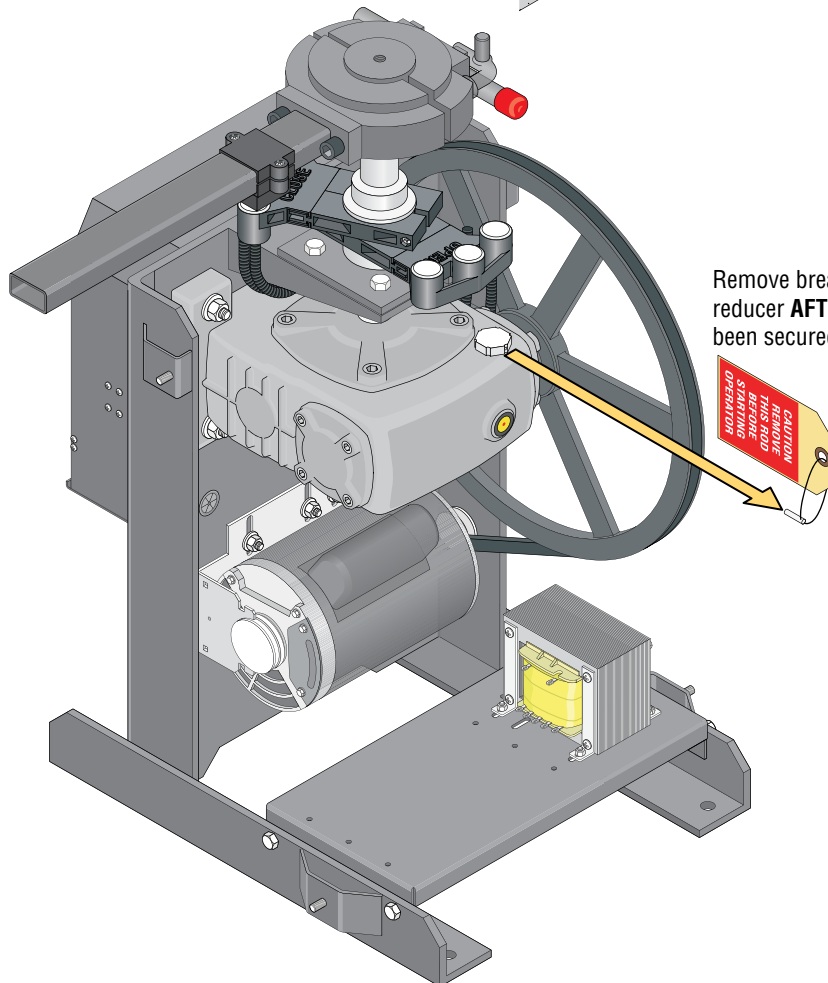
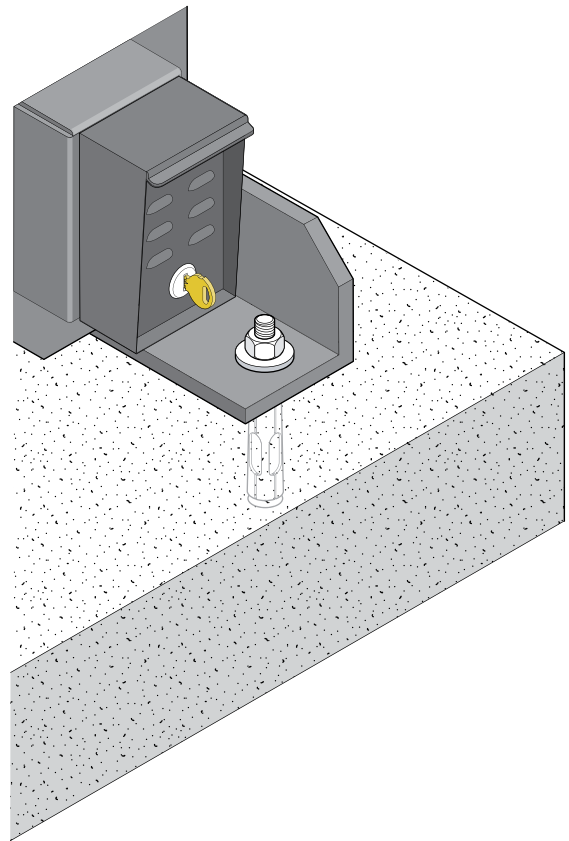


# 1.4 Securing Operator to Pad

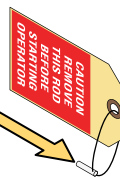
Permanently attach the operator to the concrete pad using six (6) 3/8" x 3" sleeve anchors (not supplied).



Sleeve Anchor  
(Not supplied)

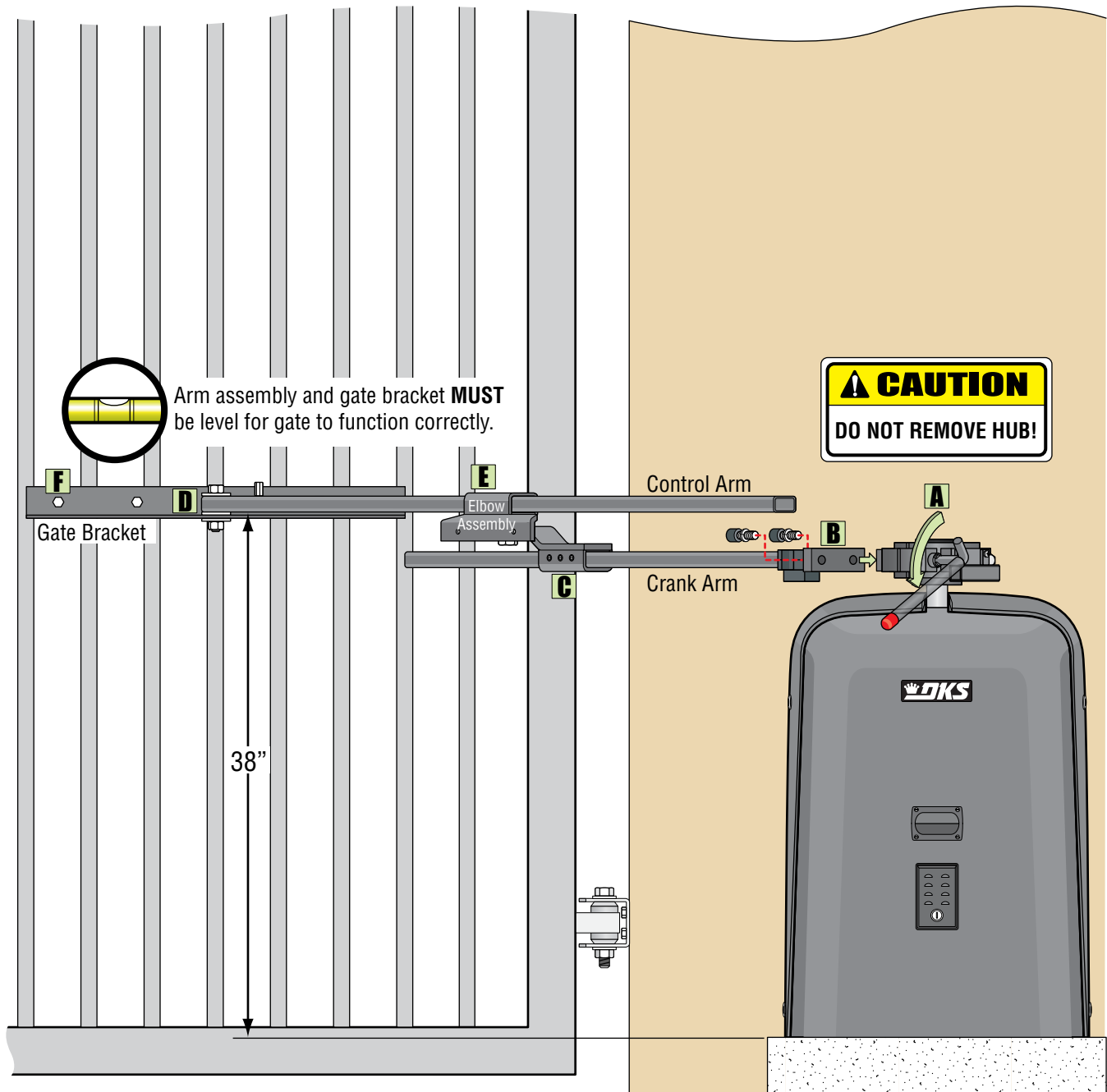
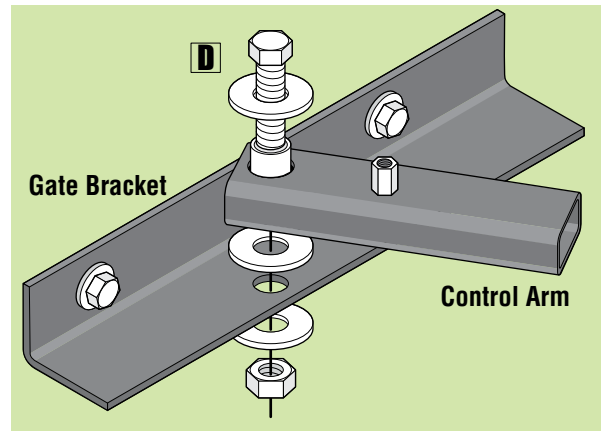


Remove breather pin from gear reducer **AFTER** the operator has been secured in place.



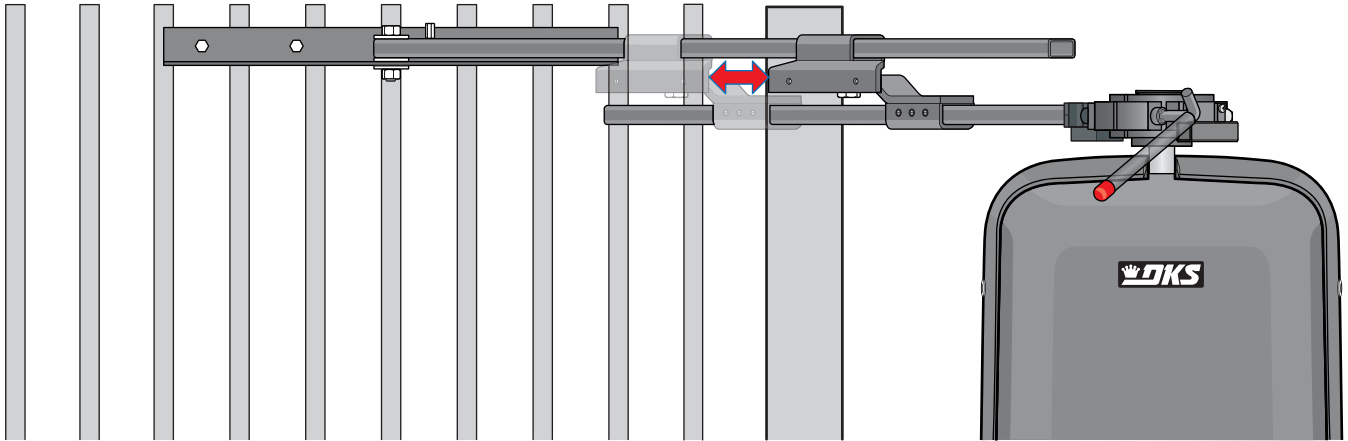
# 1.5 Attach Gate Bracket

- A** Release hub with release tool. **DO NOT REMOVE HUB!**
- B** Bolt crank arm to operator.
- C** Slide elbow assembly on crank arm.
- D** Bolt control arm to gate bracket.
- E** Slide control arm into elbow assembly.  
**KEEP ARM ASSEMBLY LEVEL.**
- F** Bolt gate bracket to gate.

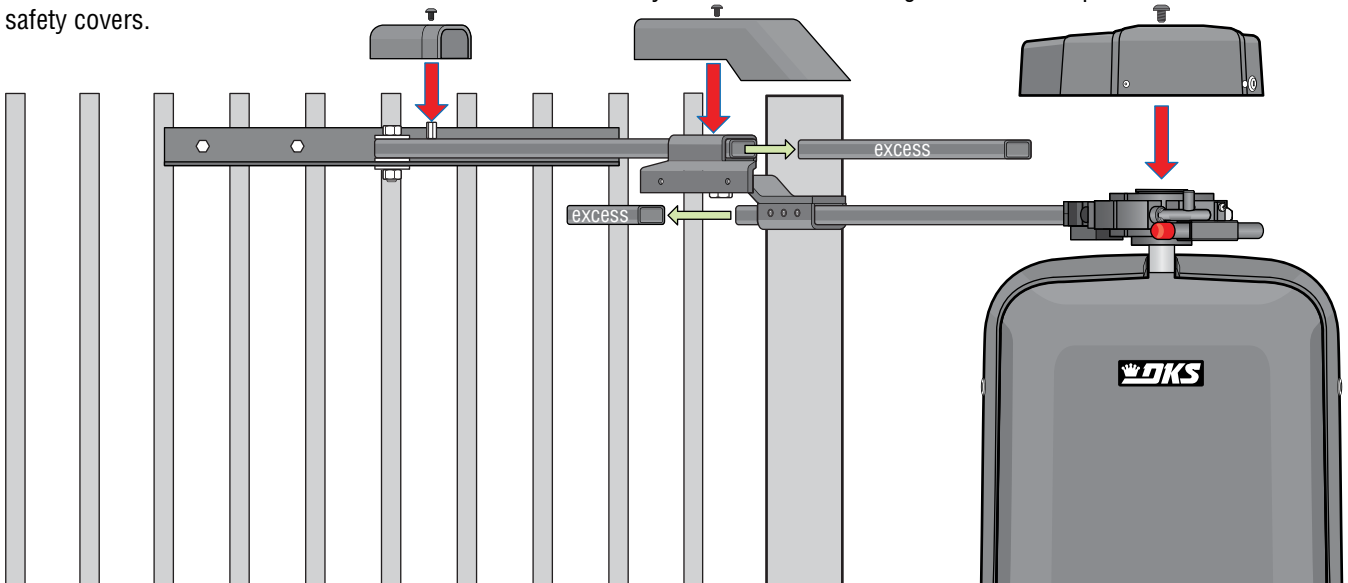


## 1.6 Determining Arm Lengths

Slide elbow assembly back and fourth, manually opening and closing gate until satisfied with the gate's 90° open and fully closed positions.



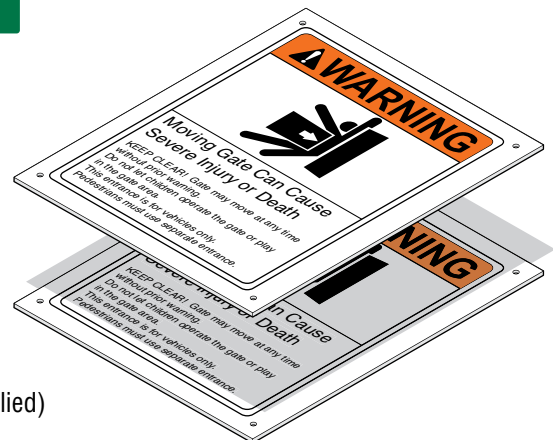
Mark and cut off excess arms. Secure arms to elbow assembly with 6 allen screws. Tighten hub and replace release tool. Install safety covers.



## 1.7 Installation of Warning Signs

This DoorKing Slide Gate Operator is shipped with two warning signs. The purpose of the warning sign is to alert uninformed persons, and to remind persons familiar with the gate system, that a possible hazard exists so that appropriate action can be taken to avoid the hazard or to reduce exposure to the hazard. See page 3 for suggested mounting positions of signs.

- **Warning signs are to be permanently installed in the area of the gate in such a manner that at least one warning sign is visible by persons located on each side of the gate, for both the secure and unsecure sides of the gate.**
- Use appropriate hardware such as wood or sheet metal screws (not supplied) to install the warning signs.



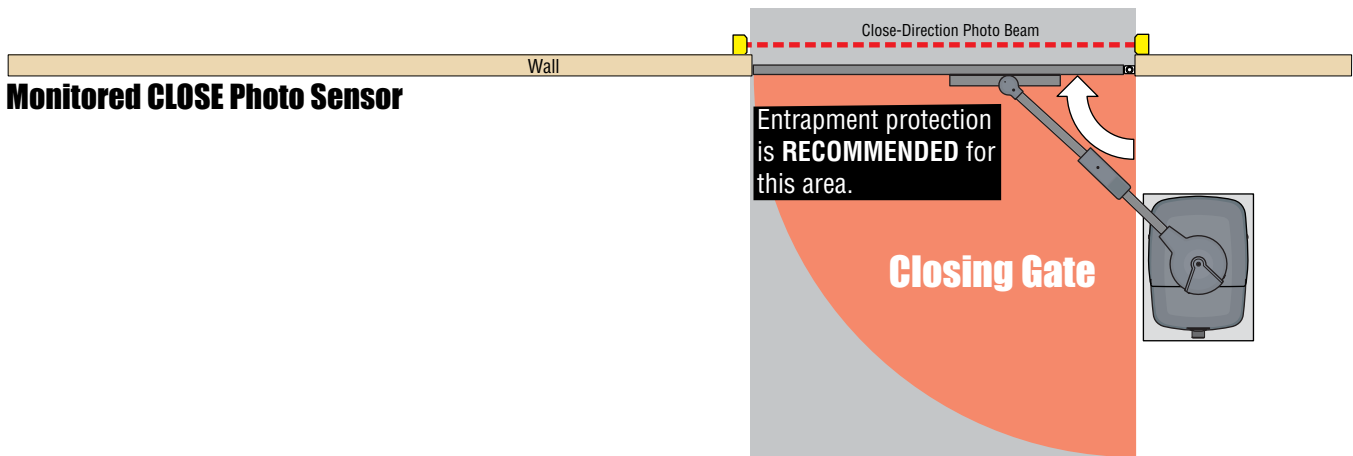
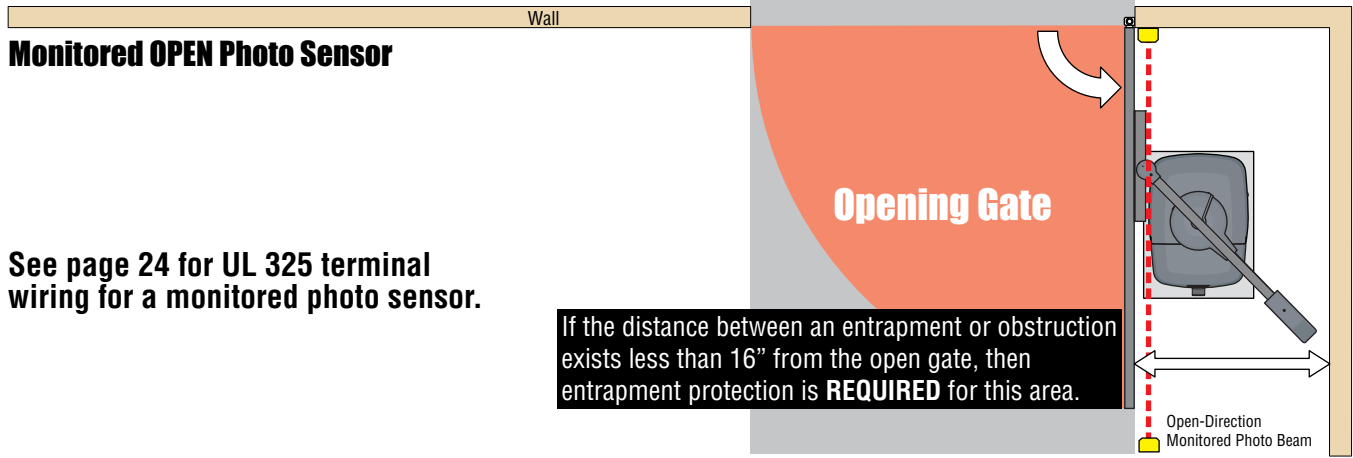
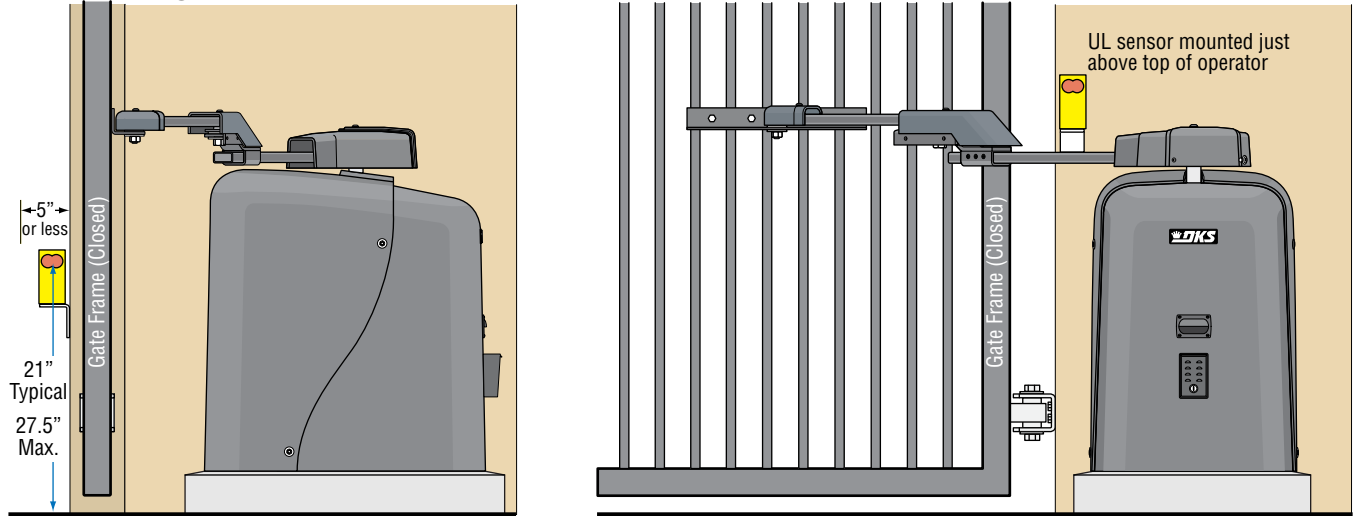


# 1.8 Entrapment Protection Installation

## External Entrapment Protection Devices:

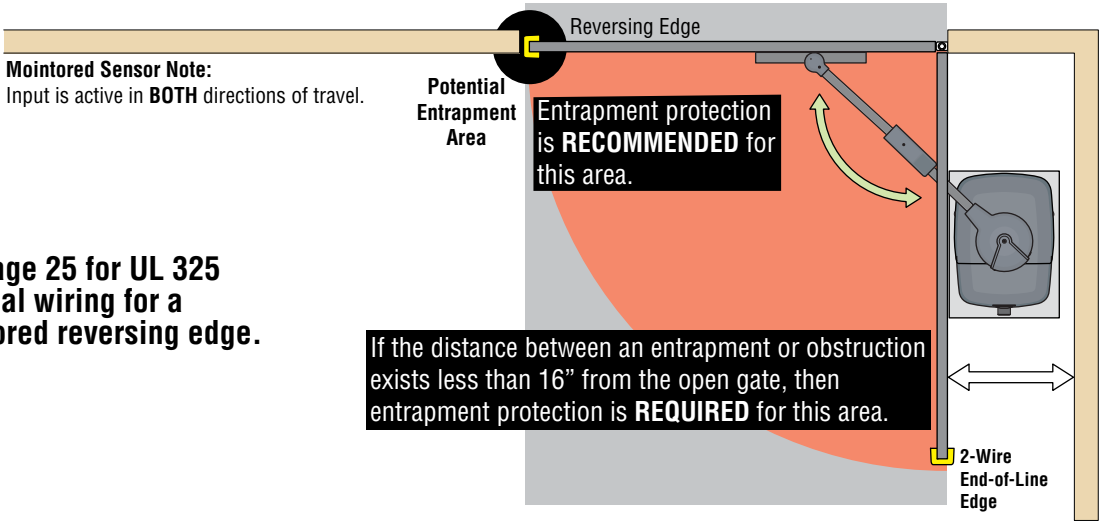
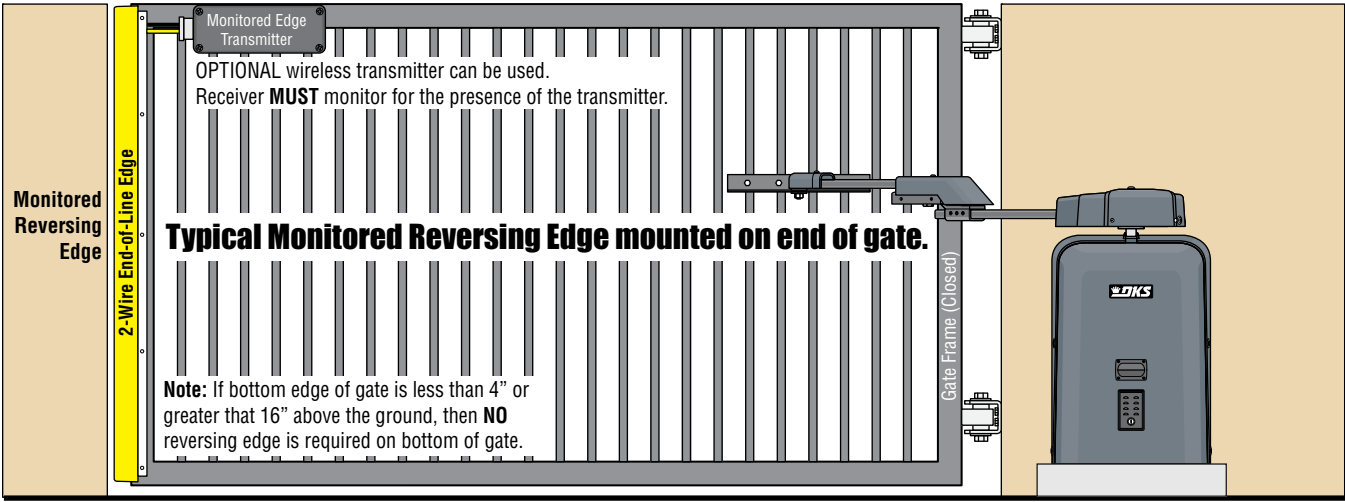
In addition to the inherent reversing sensor system, this operator has a UL 325 terminal for the connection of **photo sensors-Type B1 and/or reversing edges-Type B2** entrapment protection required by UL 325 standards. **Entrapment Protection must be provided for the gate system where the risk of entrapment or obstruction exists. The operator will NOT run without one or more monitored type B1 or B2 external entrapment protection devices installed in each entrapment area.** Install these devices where the risk of entrapment or a safety hazard exists, examples of which are shown below and next page. Installations can vary.

### Typical UL Photo Sensor mounting height and distance away from gate.

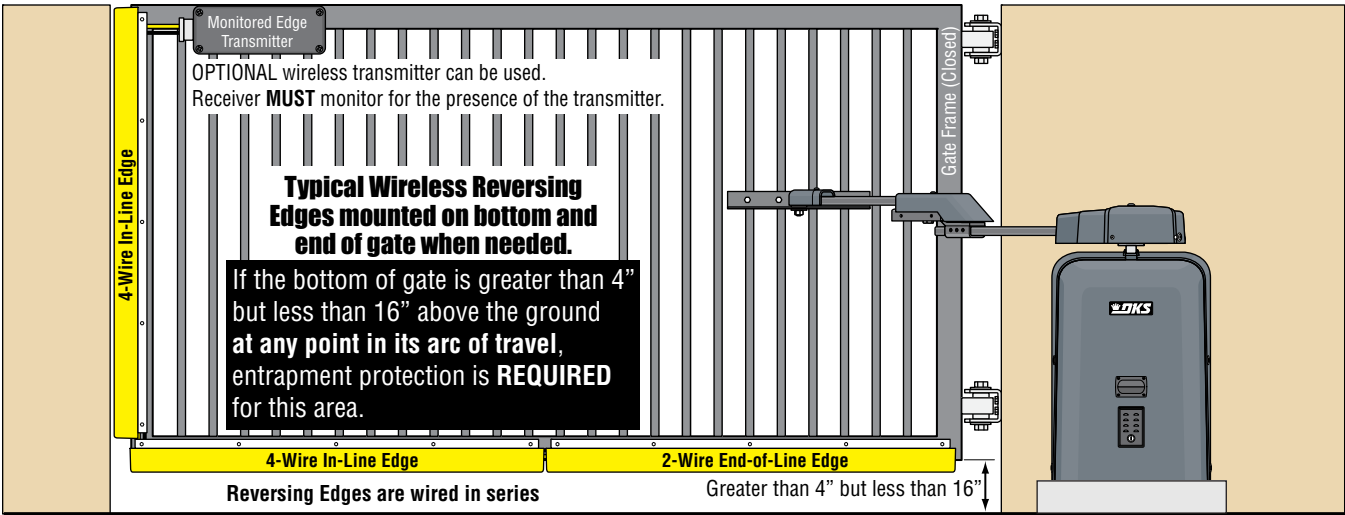


# 1.8 Continued

A monitored reversing edge (Type B2) or a monitored photo sensor (Type B1, see previous page) **MUST** be installed in **EACH** entrapment area or operator **WILL NOT** function.



See page 25 for UL 325 terminal wiring for a monitored reversing edge.



# SECTION 2 - AC POWER TO OPERATOR

Before attempting to connect any wiring to the operator, be sure that the circuit breaker in the electrical panel is in the OFF position. Permanent wiring must be installed to the operator as required by local electrical codes. It is recommended that a licensed electrical contractor perform this work.

Since building codes vary from city to city, we highly recommend that you check with your local building department prior to installing any permanent wiring to be sure that all wiring to the operator (both high and low voltage) complies with local code requirements.

**THIS GATE OPERATOR MUST BE PROPERLY GROUNDED!!**

## 2.1 High Voltage Wire Runs

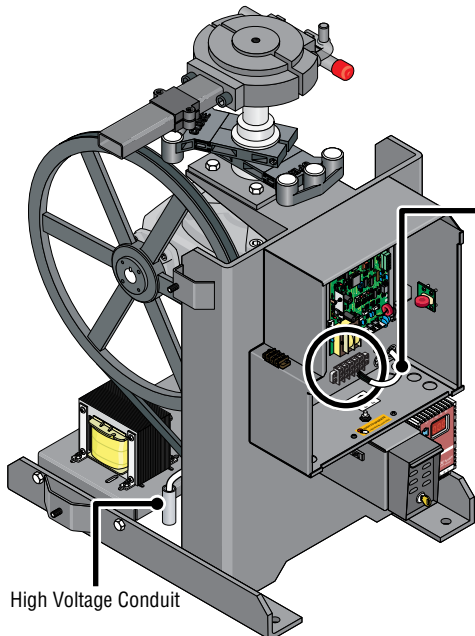
The distance shown in the chart is measured in Feet from the operator to the power source. If power wiring is greater than the maximum distance shown, it is recommended that a service feeder be installed. When large gauge wire is used, a separate junction box must be installed for the operator connection. The wire table is based on stranded copper wire. The wire run calculations are based on a power source with a 3% voltage drop on the power line, plus an additional 10% reduction in distance to allow for other losses in the system.

This table illustrates the high voltage wire size and distance limitations for the operator.

Model Type	Voltage/Phase Required	Amps Required	Wire Size / Max Distance in Feet			
			12 AWG	10 AWG	8 AWG	6 AWG
6555-381	230 / 1	11.5	180	290	490	735

“Optional” 3.3 Amp Heater Installation Note: When installing the heater(s), refer to the “high voltage AC power wire size and distance requirements” table on the instruction sheet with the heater kit (208/230VAC P/N 1601-197) for AC power wire run requirements.

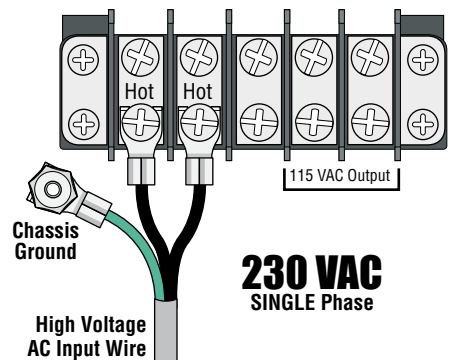
## 2.2 High Voltage Terminal Connection



- Route incoming high voltage power through conduit and into the operator as shown.
- Be sure wiring is installed in accordance with local codes. Be sure to color code all wiring.
- It is recommended that a surge suppressor be installed on the high voltage power lines to help protect the operator and circuit board from surges and power fluctuations.



Never run low voltage rated wire insulation in the same conduit as high voltage rated wire insulation.

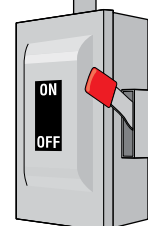


**230 VAC**  
SINGLE Phase

**Bi-Parting Gate Operators CANNOT be used.**

**External Power Disconnect Switch**

A separate power disconnect switch may be needed in your area. Check local building codes before installation. Recommended by DoorKing.



**DO NOT** cycle the operator without the OPEN and CLOSE limit sensors in their specific open and close positions. The limit sensors or the AC power switch are the only ways to STOP the operator once an open cycle has started. This could cause damage to the gate and/or operator if the gate opens too far!

**EXTERNAL ENTRAPMENT PROTECTION MUST be connected or the gate operator WILL NOT function.**

# SECTION 3 - ADJUSTMENTS

The switch settings and adjustments in this chapter should be made after your installation and wiring to the operator(s) is complete. **Whenever any of the programming switches on the circuit board are changed, power must be shut-off, and then turned back on for the new setting to take effect.**

## 3.1 Circuit Board Description and Adjustments

**LEDs** Indicates that low voltage power is applied to the circuit board. **Input LEDs** should be OFF and will only illuminate when the input is activated (see page 22). **Limit LEDs** will be on when the respective limit switch is activated.

### DIP-Switches

Set the DIP-switches on the circuit board to the desired setting. See switch descriptions on next 2 pages.

### Fire Dept Open

Connect **ONLY** emergency access controls accessible by authorized personnel (e.g., fire, police, EMS). Upon activation, alarm will sound and the operator will go into a **hard shutdown** after reaching the open limit. Operator must be reset to resume normal operation. See pages 23, 28-29.

### Auto-Close Timer

Auto-close timer (when turned on) SW 1, switch 2.

Adjust from 1 second (full counter-clockwise) to approximately 23 seconds (full clockwise).

### Dual Channel Loop Detector

See page 26.

### Limit Sensor Plug P2

See page 19

### UL 325 Terminal and DIP Switches

See pages 24-25

### 3-Button Control Station Jumper

page 23

### Single Channel Loop Detector

See page 26.

### Limit LEDs

See page 19

### Power LED

### Sensor Input LEDs

See page 20

### Gate Tracker Terminal

See page 23

### Dry Relay Contact

Dry relay contacts (terminals 11-12) can be set for Normally Open (NO) or Normally Closed (NC) operation by placing the relay shorting bar on the N.O. or N.C. pins respectively. SW 1, switches 4 and 5 must be set to control relay. See next 2 pages for descriptions.

### AC Module Adjustment

See page 21.

Min Max Speed

### Self-Test

Self-test (when turned on) SW 2, switch 1.

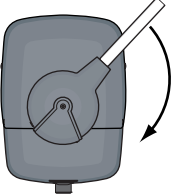
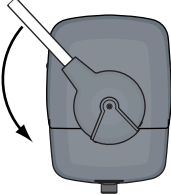
**CAUTION** Do not run self-test with the operator connected to the gate. The drive chain **MUST** be disconnected before running the self-test. This feature is designed for bench testing **ONLY**.

### Inherent Reverse Sensors

Adjust reversing sensitivity for open and close directions. Full counter clockwise for minimum sensitivity, full clockwise for maximum sensitivity. See page 20.

## 3.2 DIP-Switch Settings for 4404 Circuit Board

The two DIP-switches located on the circuit board are used to program the operator to operate in various modes and to turn on or off various operating features. Whenever a switch setting is changed, power to the operator must be turned OFF and then turned back on for the new setting to take affect. Check and review ALL switch settings prior to applying power to the operator.

SW 1			
Switch	Function	Setting	Description
1	Changes the direction the operator will open/close the gate.	 Opens Clockwise using <b>ON</b> setting.	 Opens Counter-Clockwise using <b>OFF</b> setting.
2	Auto-Close Timer	OFF	Auto-close timer is OFF. Manual input required to close gate.
		ON	Auto-close timer is ON. Adjustable from 1-23 seconds to close gate.
3	Exit Loop Port Output	OFF	The output wired to terminal #4 becomes the output from the loop detector installed in the <b>EXIT</b> loop port. Plug-in loop detector required for "OFF" function.
	Full Open Input	ON	<b>Normal Setting.</b> Terminal #4 is a normal full open input for a single gate operator.
4 and 5	Relay Activation and LED Indicator Light Activation	4-OFF 5-OFF	Relay activates and LED is ON when the gate is fully open.
		4-OFF 5-ON	Relay activates and LED is ON when the gate is not closed.
		4-ON 5-OFF	Relay activates and LED is ON when the gate is opening and open.
		4-ON 5-ON	Relay activates and LED is ON when the gate is opening and closing.
6	Warn Before Operate	OFF	Internal alarm will <b>NOT</b> sound.
		ON	Internal alarm will sound before gate starts and throughout gate's cycle.
7	Reverses Gate	OFF	<b>Normal Setting.</b> Input to terminal #6 and/or reverse loops will REVERSE gate during CLOSE cycle. Shadow loop setting when used, see pages 18 & 26.
		ON	<b>DO NOT</b> use ON setting.
8	Quick-Close Timer Override	OFF	<b>Normal Setting.</b> Timer will function normally.
		ON	Opening gate will stop and begin to close as soon as all reversing inputs (Reverse loops, photo sensors) are cleared regardless of the distance the gate has opened.

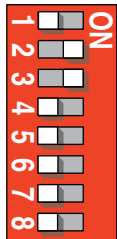
See next page for ALL 12 switch definitions and typical settings.

SW 2			
Switch	Function	Setting	Description
1	Self-Test	OFF	<b>Normal Setting.</b> Normal gate operation.
		ON	Self-test mode. Operator <b>MUST</b> be disconnected from gate to run self-test.
2	Not Used	OFF	Leave in the OFF position.
3	Not Used	OFF	Leave in the OFF position.
4	Spare	OFF	Leave in the OFF position.

## 3.2 Continued

The two DIP-switches located on the circuit board are used to program the operator to operate in various modes and to turn on or off various operating features. Whenever a switch setting is changed, power to the operator must be turned OFF and then turned back on for the new setting to take affect. Check and review ALL switch settings prior to applying power to the operator.

### Switch Definitions



#### SW 1

Typical Settings

**Switch 1** Motor direction switch - **Must** OPEN the gate upon initial AC power up and open command. If the open command begins to close the gate, turn AC power off and reverse this switch.

**Switch 2** Turns the auto-close timer on or off. Can be adjusted from 1 to 23 seconds to close gate.

**Switch 3** A device wired to terminal #4 (Switch 3 **ON**) is a normal full open input. The output wired to terminal #4 (Switch 3 **OFF**) becomes the output of a plug-in loop detector that is installed in the EXIT loop port of the circuit board (Which must be installed for the “**OFF**” setting to function).

**Switches 4-5** These work in conjunction with each other and determine when the relay on the board will be activated. This relay can be used as a switch for various functions such as illuminating a warning light when the gate is moving, or turning on a green light when the gate is full open. If a magnetic lock is used with the gate operator, these switches must be set for magnetic lock operation which limits the relay to activate only when the gate is opening and full open.

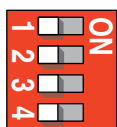
**Switch 6** Warn Before Operate, When set to the **ON** position, the internal alarm in the operator will start sounding 2-3 seconds prior to the gate starting and continue throughout the gate’s cycle.

**Switch 7** (Switch 7 **MUST** be **OFF**) Input to terminal #6 will reverse gate. The closing gate that gets activated will reverse back to the open position.

**DO NOT** use ON setting.

a **SHADOW loop** connected to terminal #6 input will only be active when the gate is in the fully opened position, see page 26.

**Switch 8** Turning the quick-close feature on will cause the auto close timer to close the gate after 1 second, regardless of the setting of the auto close timer potentiometer. This will also cause an **opening gate** to stop and reverse when the reverse loops and/or N.O. photo sensors are cleared. This feature, along with turning switch 7 **ON** above, is useful to help prevent tailgating vehicles from unauthorized entry.



#### SW 2

Typical Settings

**Switch 1** This switch is a self-test feature that checks various functions of the circuit board and is used for bench test only. **Do not run this test with the operator connected to the gate.**

**Switch 2** Not Used, leave in the **OFF** position.

**Switch 3** Not Used, leave in the **OFF** position.

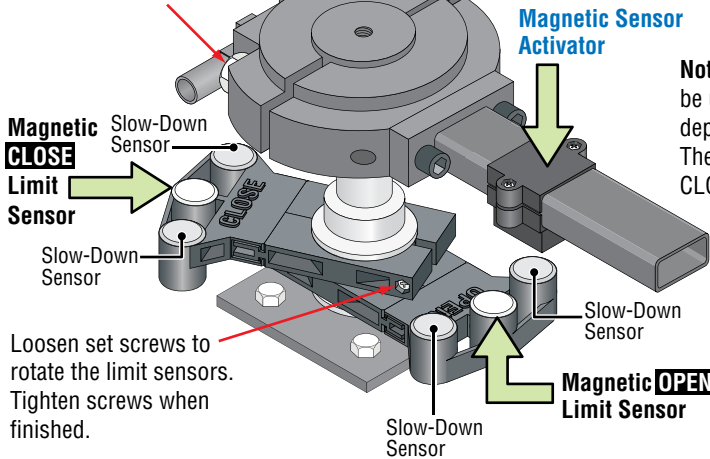
**Switch 4** Spare switch, leave in the **OFF** position.

# 3.3 Limit Sensors

The hub **must not slip** during operation. Tighten bolt to stop any slipping.

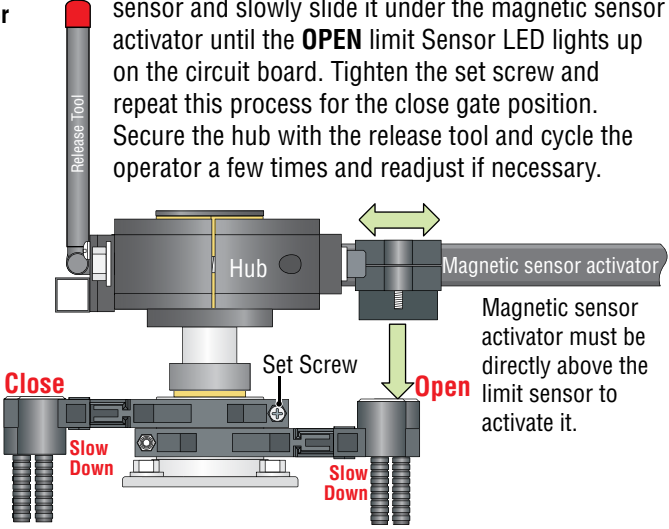
**CAUTION**  
DO NOT REMOVE HUB!

**Important Limit Sensor Adjustment Note:**  
It is very important **NOT** to cycle the gate operator before the limit sensors are in the correct position or it could cause damage to the gate and operator.



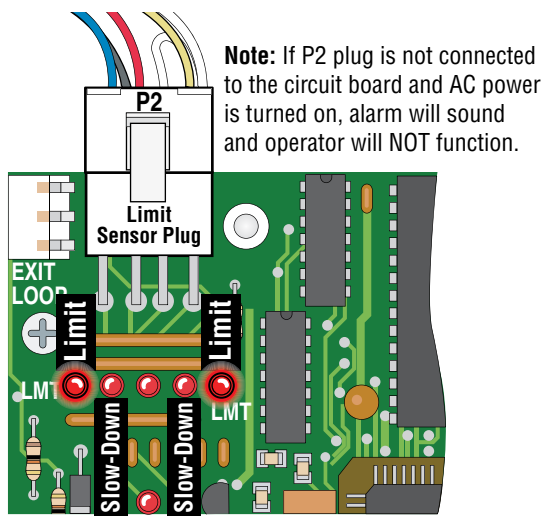
**Note:** Only one of the two Slow-Down sensors will be used on each limit bracket during gate cycling depending on which direction operator will open. The **center sensor** of each bracket is the OPEN or CLOSE sensor (see below).

**ONLY turn ON AC power.** Manually release the gate operator hub with the release tool (See page 30). Physically move the gate to the desired open position. Loosen the set screw on the **OPEN** limit sensor and slowly slide it under the magnetic sensor activator until the **OPEN** limit Sensor LED lights up on the circuit board. Tighten the set screw and repeat this process for the close gate position. Secure the hub with the release tool and cycle the operator a few times and readjust if necessary.



**DO NOT** allow the magnetic sensor activator to travel past the open or closed limit sensors!

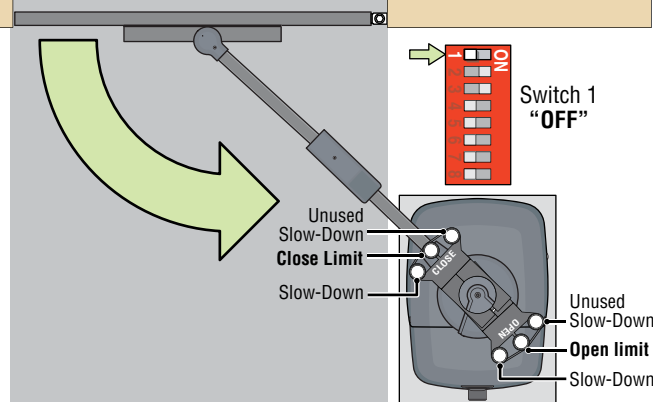
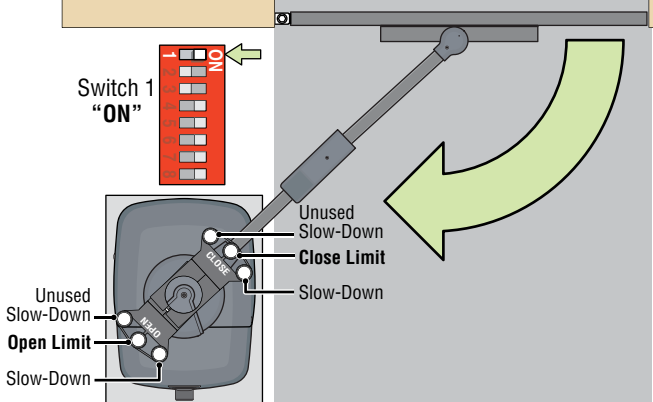
Make sure set screws are tightened after adjustment.



**Limit Sensor LEDs**

## Opening Clockwise

## Opening Counter-clockwise



## 3.4 Inherent Reverse Sensors Adjustment

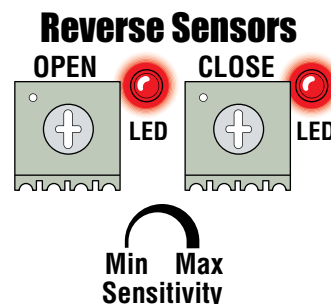
This vehicular gate operator is equipped with an inherent adjustable reversing sensor (Type A) used as entrapment protection according to UL 325 standards. **The gate will reverse direction after “physically” encountering an obstruction in either the opening or closing gate cycle.** If the Auto-Close Timer (DIP-switch SW 1, switch 2) is ON and the gate physically encounters an obstruction during the **CLOSING** cycle, it will reverse to the open position and **HOLD** the gate at this position (Soft shutdown condition). Another input command is needed before the gate will reset and close again.

If the Partial Open Feature is being used and the gate physically encounters an obstruction during the **CLOSING** cycle, the gate will only reverse to the **FULL** open limit switch setting and **NOT** the partial open setting.

For the reverse system to function correctly, the gate must be properly installed and work freely in both directions and the limit switches must be properly adjusted before adjusting these sensors. The ideal adjustment will allow the operator to move the gate through its entire travel cycle without reversing, but will reverse upon contact with an obstruction with no more than 40 Lbs of force. This force can be measured with a gate scale.



- 1** Press the “Push to Operate” button to **OPEN** the gate.
- 2** After opening gate reaches full speed, slowly rotate the OPEN reverse sensor clockwise until the LED lights up and gate reverses direction. Rotate the OPEN reverse sensor back counter-clockwise approximately 1/8 turn to decrease the sensitivity (LED will turn off). The gate will assume a soft shutdown so press the “Push to Operate” button to cycle the operator.
- 3** Press the “Push to Operate” button to **CLOSE** the gate.
- 4** After closing gate reaches full speed, slowly rotate the CLOSE reverse sensor clockwise until the LED lights up and the gate reverses direction. Rotate the CLOSE reverse sensor back counter-clockwise approximately 1/8 turn to decrease the sensitivity (LED will turn off). The gate will assume a soft shutdown so press the “Push to Operate” button to cycle the operator.
- 5** Cycle the gate a few times to be sure that it cycles completely. The current sensor may need to be adjusted if gate will not reverse properly (See 3.5 below)



### Test the operator reversing sensitivity:

Place an immobile object along the gate path, allowing the gate to strike it while in the **open** and **close** cycles. The gate must reverse direction after striking the object. If it does not, increase the OPEN and CLOSE reverse sensitivity (steps **2** and **4**) and repeat this testing until the correct sensitivity has been achieved in **BOTH** directions. The operator will assume a soft shutdown after striking and reversing the gate which will require a momentary jumper wire across terminals 1 and 4 to cycle the operator again.

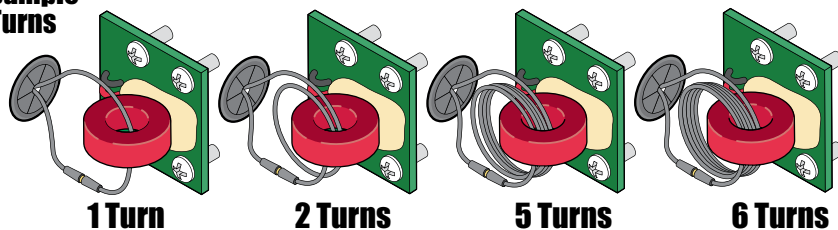
**CAUTION: Keep pedestrians and vehicles clear of the gate while adjusting and testing sensors!**

## 3.5 Current Sensor Adjustment

This vehicular gate operator uses a current sensing device to detect any obstructions in the path of the opening or closing gate. The current sensor uses a sensing coil with a given number of turns through it to monitor the current flow into the operator. Each time the wire passes through the coil, it is considered a turn. The number of turns through the sensing coil is dependant on the operating voltage of the operator, the speed of the gate and the weight of the gate.

In general, light weight gates may require additional turns of wire through the current sensor, while heavier gates may require less turns. In addition, the speed of the gate can affect how the current sensor works. Gates running at a higher speed may require less turns of wire through the sensor. **CAUTION – HIGH VOLTAGE:** Be sure **power is turned OFF before changing the number of wire turns to the current sensor.** If you are setting the reverse sensors (section 3.4 above) and reach the full sensitive position without activating the reversing function, add an additional turn of wire through the current sensor. If you are decreasing the sensitivity and the gate will not run properly, reduce the number of turns through the current sensor.

### Sample Turns



Voltage and Phase	Turns
230 Single Phase	2

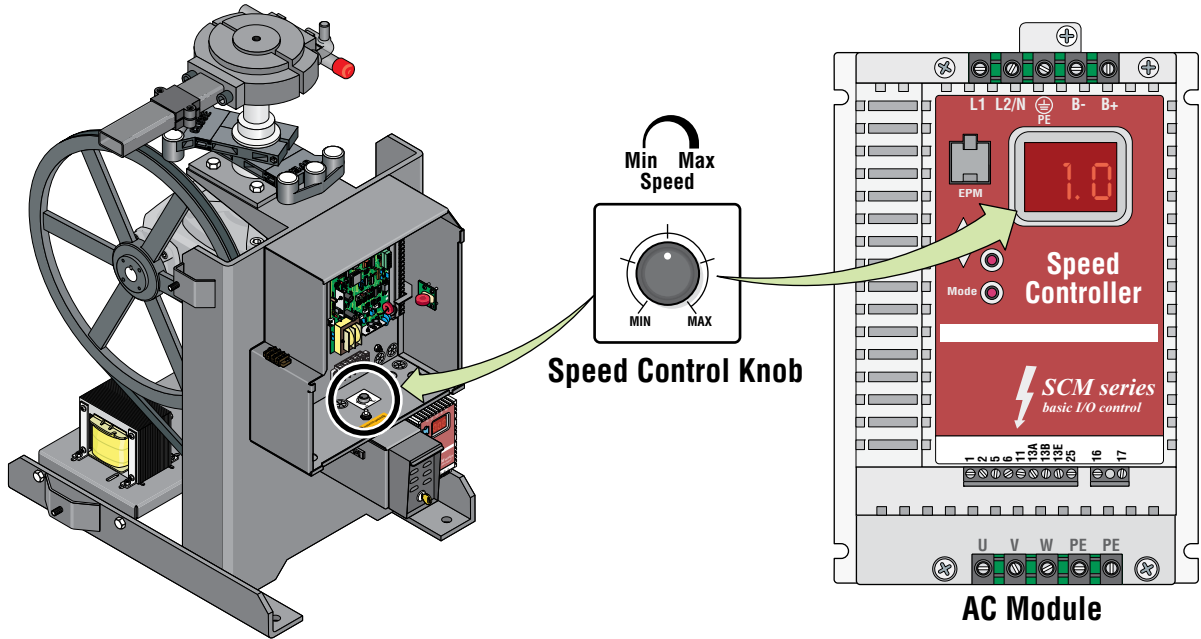


## 3.6 Gate Speed Description and Adjustment

The 6555 models are equipped with an AC module that allows you to adjust the speed of the gate.

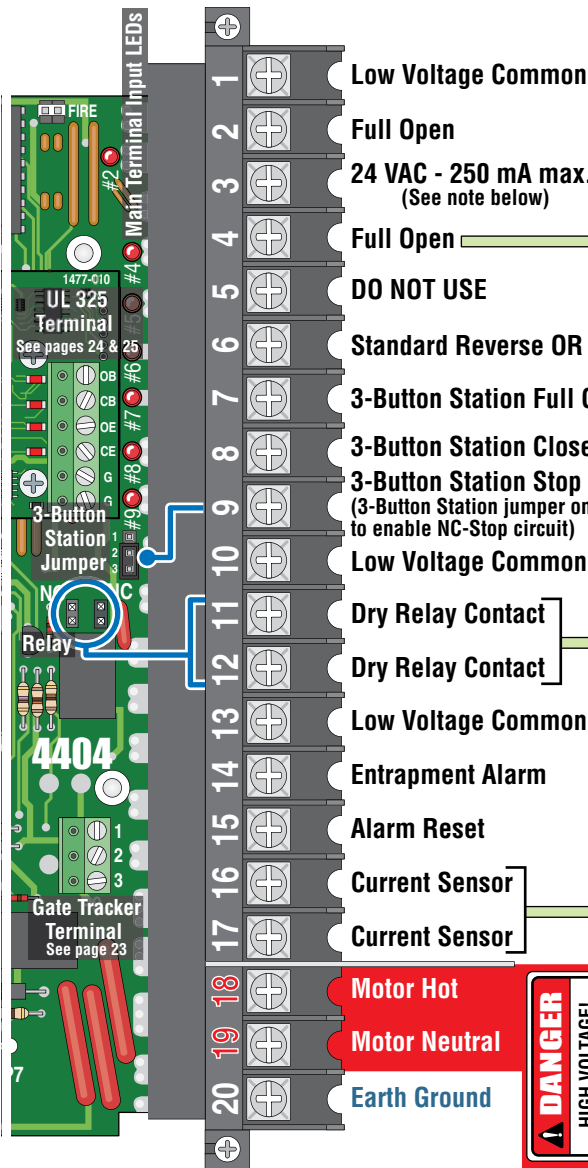
### Knob Adjustment

To adjust the speed, simply rotate the speed control knob clockwise to increase the gate speed, or counter-clockwise to decrease the gate speed. The digital readout on the AC module will display the gate speed.

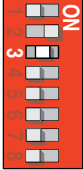


# SECTION 4 - WIRING

## 4.1 Main Terminal Description



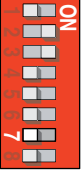
- SW 1, switch 3 is **ON**, terminal #4 functions as a normal **FULL** open input. (Normal Setting). **Single operator use ONLY**.
- SW 1, switch 3 is **OFF**, input to terminal #4 becomes the output from a plug-in loop detector installed in the **EXIT loop port** of the circuit board.



This input **ONLY** functions when gate is **fully opened** or in the **closing cycle**.

When gate is closing: An input to terminal #6 will stop and **reverse** and the gate to the full open position.  
**Note:** If the auto-close timer is **ON**, when gate reaches the open position, timer will time out and close the gate.  
 Shadow loop connection if desired, see page 26.

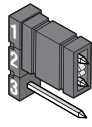
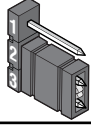
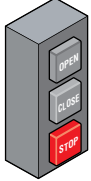
**DO NOT** use ON setting. Switch 7 must be **OFF**.



**3-Button Control Station Jumper**  
 Jumper Pins 1 & 2 **ONLY** when using a 4-wire control station to enable **NC-STOP** terminal #9.

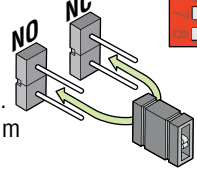
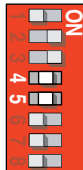
**IMPORTANT:** Leave 3-button control station jumper pins on 2 & 3 when **NOT** wiring a 3-button control station to control board otherwise operator will **NOT** function.

**Factory Setting**

Operation of relay is dependent on setting of SW 1, switches 4 and 5. See page 17 and 18 for DIP-switch function descriptions.

Relay contacts can be set for Normally Open (NO) or Normally Closed (NC) operation. Contact rating is 1 amp maximum at 24-volts DC.

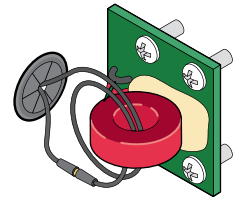
**Main Terminal #3 Note:**  
 Exceeding 250 mA of power from this terminal may cause the circuit board transformer to overheat, causing intermittent problems.

**Main Terminal Input LEDs Note:** The LED that is to the left of the main terminal wiring input will light when that terminal input gets activated.

**11-12**

**16-17**

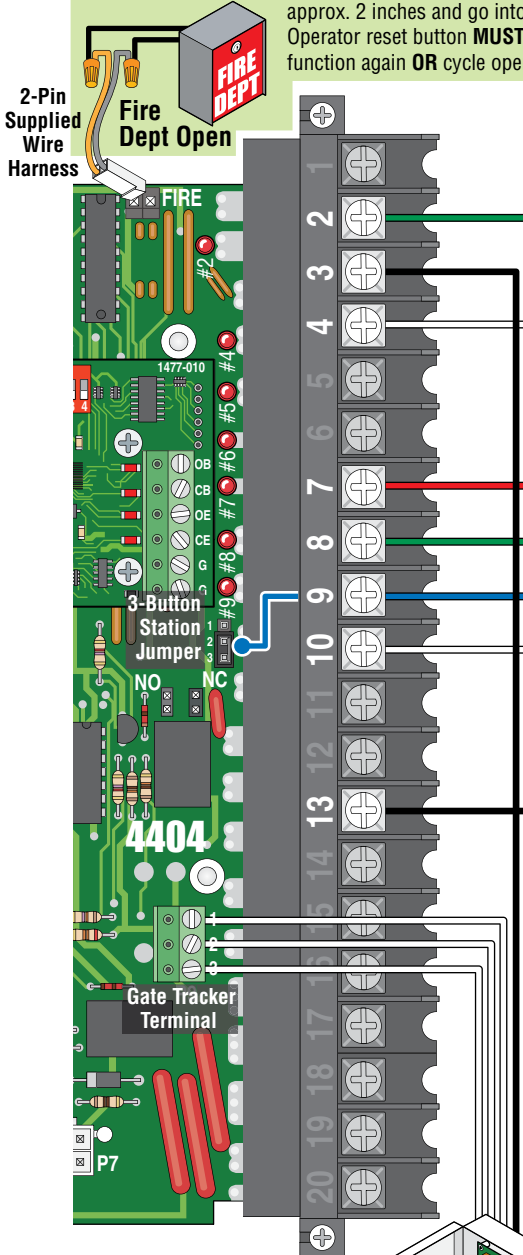
Used in conjunction with the circuit board inherent reversing sensors. See page 20 for further information.



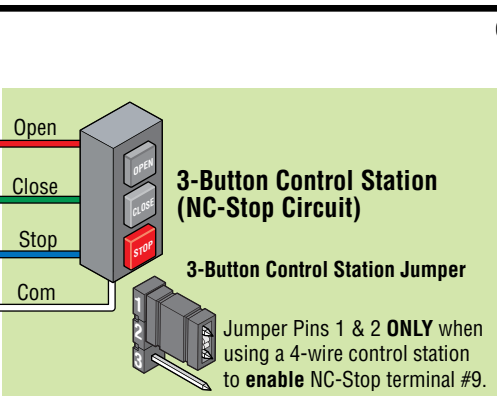
# 4.2 Control Wiring

Gate will **ONLY OPEN** when this device is activated by authorized personnel **ONLY** (fire, police, EMS) and operator has power. Alarm will sound during entire open cycle. Operator will then go into a hard shutdown once fully opened. Operator **MUST** be reset to function normally again. This device **MUST** be mounted in the line-of-site of gate so authorized personnel can monitor gate movement.

**Activation Note:** Activation of this device will **OPEN** gate regardless of the status of the open direction monitored external entrapment protection device(s). If gate is opening, and the operator's **inherent** entrapment protection system detects an obstruction, the operator will reverse approx. 2 inches and go into a hard shutdown. Operator reset button **MUST** be pushed to function again **OR** cycle operator's power.



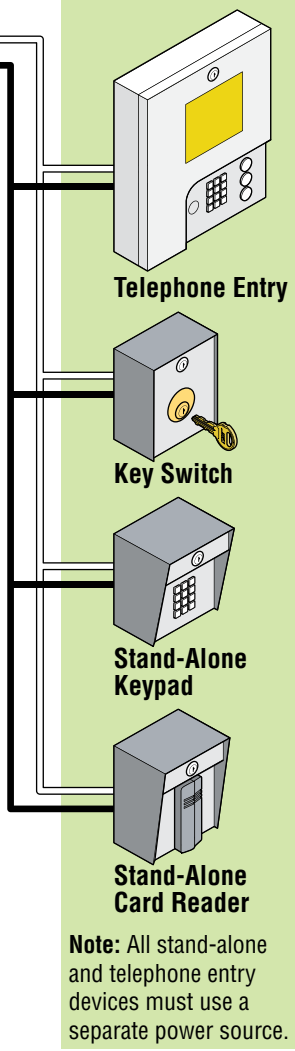
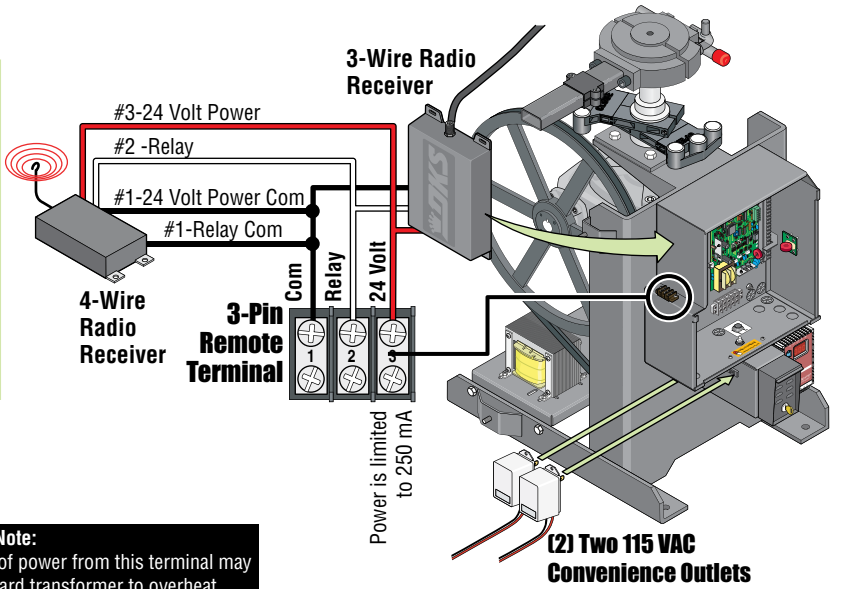
**Main Terminal #3 Note:**  
Exceeding 250 mA of power from this terminal may cause the circuit board transformer to overheat, causing intermittent problems.



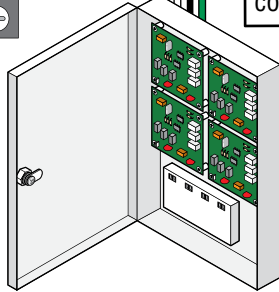
**IMPORTANT:** Leave 3-button control station jumper pins on 2 & 3 when **NOT** wiring a 3-button control station to control board otherwise operator will **NOT** function.

**Type of wiring to be used on ALL external devices:**  
A) Type CL2, CL2P, CL2R, or CL2X.  
B) Other cable with **equivalent** or **better** electrical, mechanical, and flammability ratings.

**Important:** Controls must be installed a minimum of 6-feet from the gate or installed in such a way that the person using the control cannot come in contact with the gate or gate operator.



**Gate Tracker**  
(Quad Box Shown)



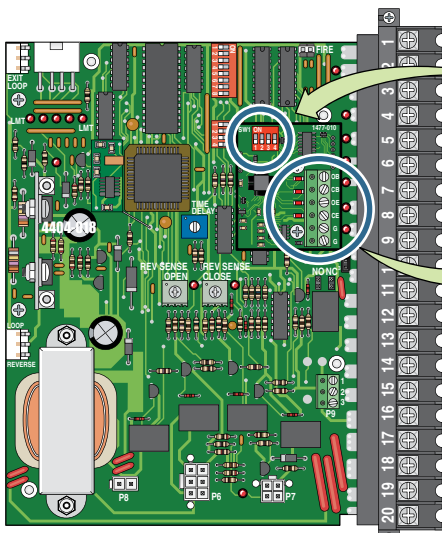
**Gate Tracker -** DoorKing Access Control System (Model 1833, 1835, 1837 or 1838) tracker system can be connected. This system can keep track of gate operator cycle count, shorted inputs, loop detector problems, any forced entry attempts, if the gate has struck anything during the open or close cycle, power interruptions, etc. For more detailed information refer to the Tracker Installation and Wiring Manual P/N 2358-065.

# 4.3 Entrapment Protection Wiring

## External Entrapment Protection Devices:

In addition to the inherent reversing sensor system, this operator has a UL 325 terminal for the connection of **photo sensors**-Type B1 and/or **reversing edges**-Type B2 entrapment protection required by UL 325 standards. Install these devices where the risk of entrapment or a safety hazard exists. Installations can vary.

**Entrapment Protection must be provided for the gate system where the risk of entrapment or obstruction exists. The operator will NOT run without one or more monitored type B1 or B2 external entrapment protection devices installed in EACH entrapment area.**



### UL 325 DIP-Switches



DIP-switches **MUST** be turned **ON** for each device wired to terminal.

### 6-Pin UL 325 Terminal

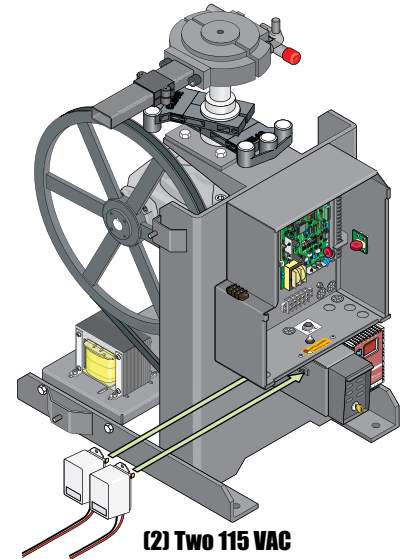
Connect **ONLY MONITORED** Devices

1	OB	OPEN Beam (Switch 1)
2	CB	CLOSE Beam (Switch 2)
3	OE	OPEN Edge (Switch 3)
4	CE	CLOSE Edge (Switch 4)
5	G	Ground (Common)
6	G	Ground (Common)

### Sensor LEDs Note:

**LED ON:** Connected device has been activated. LED remains off during normal operation.

**LED Flashing:** Connected device is in fault. Wiring to device is bad.



**(2) Two 115 VAC Convenience Outlets**

**Monitored Device Note:** Only 1 monitored Device can be connected to each input. An **OPTIONAL** Expansion Kit (sold separately) will allow connection for additional devices.

### Type of wiring to be used on ALL external devices:

- A) Type **CL2, CL2P, CL2R, or CL2X.**
- B) Other cable with **equivalent or better** electrical, mechanical, and flammability ratings.

### UL 325 DIP-Switches

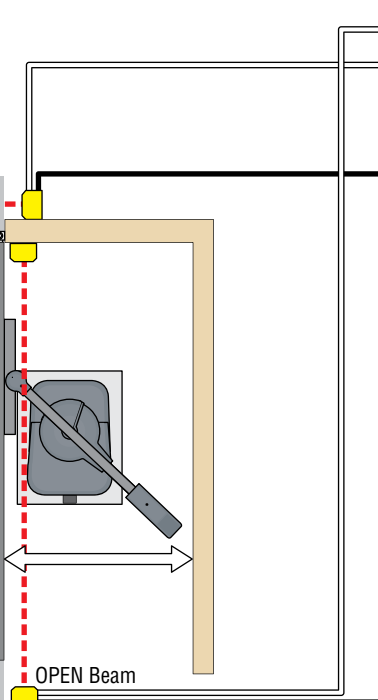
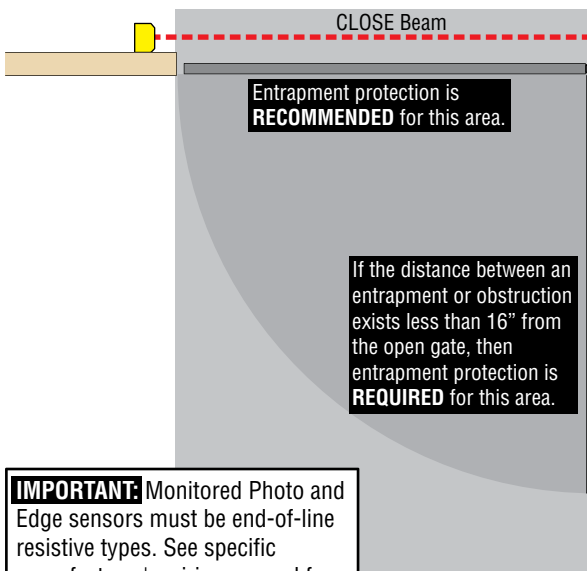


DIP-switches 1 & 2 **MUST** be turned **ON**.

1	OB	OPEN Beam (Switch 1)
2	CB	CLOSE Beam (Switch 2)
3	OE	OPEN Edge (Switch 3)
4	CE	CLOSE Edge (Switch 4)
5	G	Ground (Common)
6	G	Ground (Common)

**Note:** Only 1 monitored device can be connected to each input. An **OPTIONAL** Expansion Kit (sold separately) will allow connection for additional devices.

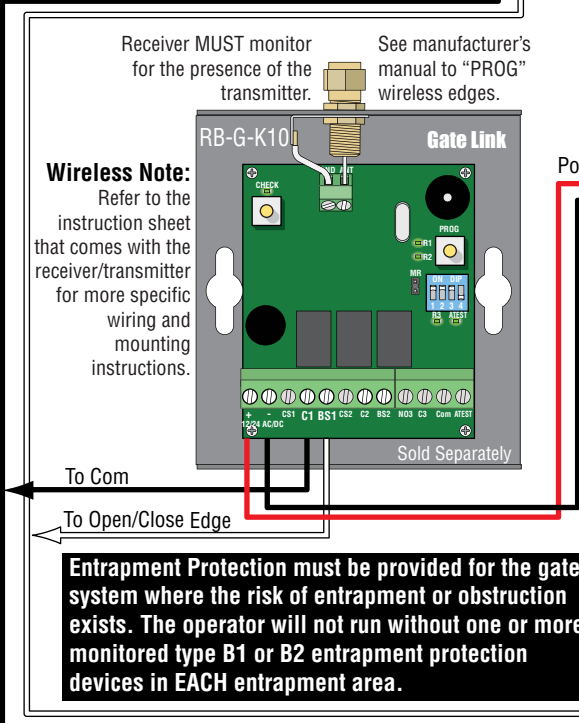
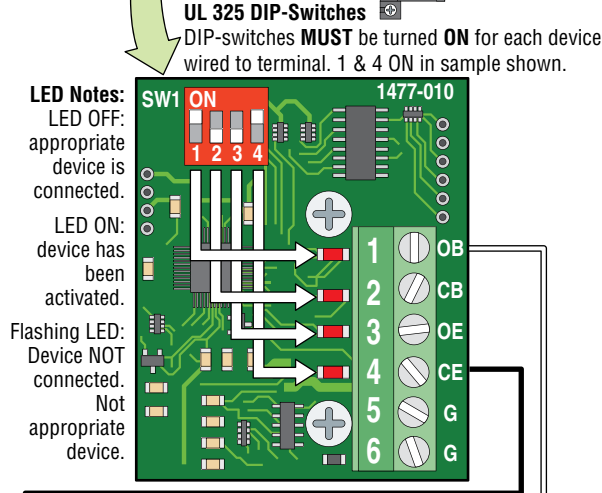
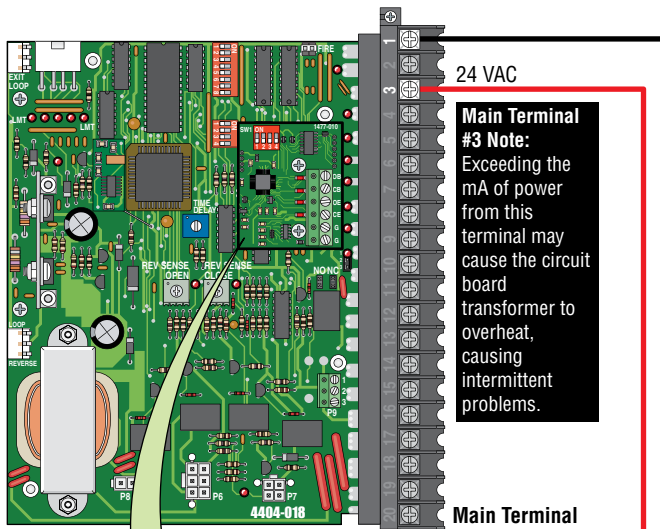
## Monitored CLOSE Photo Sensor



## Monitored OPEN Photo Sensor

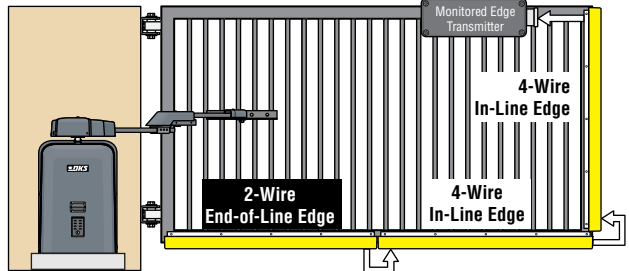
**IMPORTANT:** Monitored Photo and Edge sensors must be end-of-line resistive types. See specific manufacturer's wiring manual for more information.

# 4.3 Entrapment Protection Wiring Continued

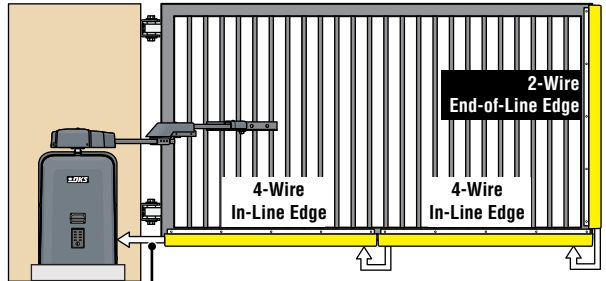


Type of wiring to be used on ALL external devices:  
**A) Type CL2, CL2P, CL2R, or CL2X.**  
**B) Other cable with equivalent or better electrical, mechanical, and flammability ratings.**

## WIRELESS Multiple Reversing Edge Configuration

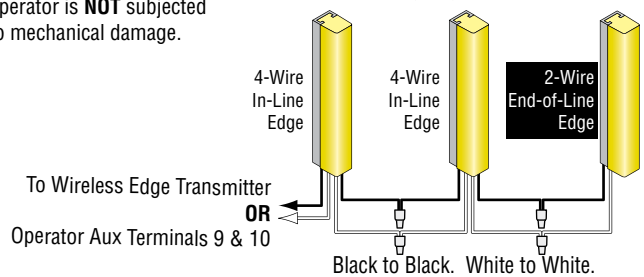


## HARDWIRED Multiple Reversing Edge Configuration

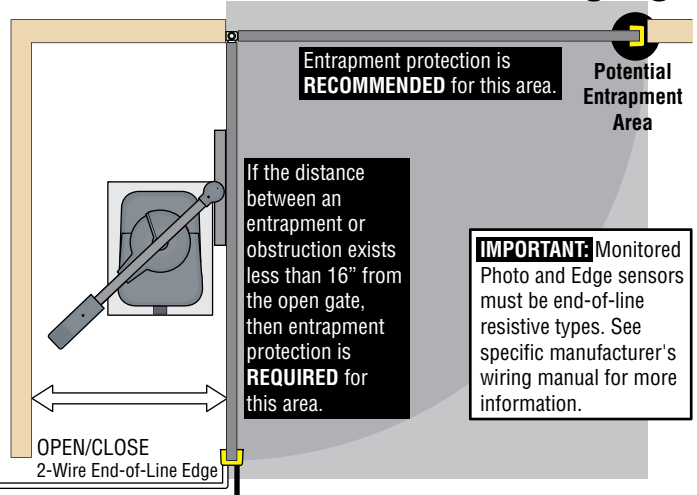


**Wiring to Operator**  
Hardwiring arranged so that the communication between the sensor and the gate operator is **NOT** subjected to mechanical damage.

**Wiring Multiple Reversing Edges**  
(Add as many "4-wire" In-Line edges as needed)  
Reversing Edges are wired in series

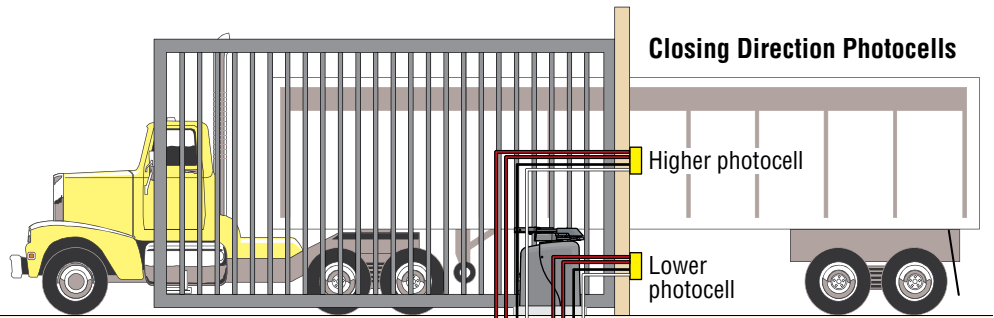


## Monitored OPEN/CLOSE Reversing Edge



# 4.4 Dual Gates Multiple Photo Sensors Wiring Sample

A semi truck stopped at the opened gate may not activate the lower positioned photocell that meets UL 325 standards (see page 13). A additional higher positioned photocell may be necessary to hold the gate open.



**Entrapment Protection must be provided for the gate system where the risk of entrapment or obstruction exists. The operator will not run without one or more monitored type B1 or B2 entrapment protection devices in EACH entrapment area.**

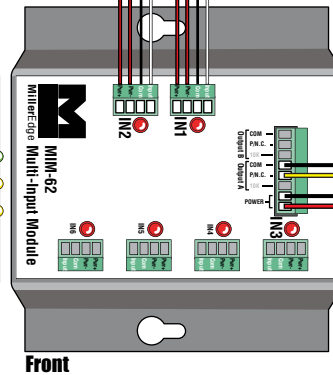
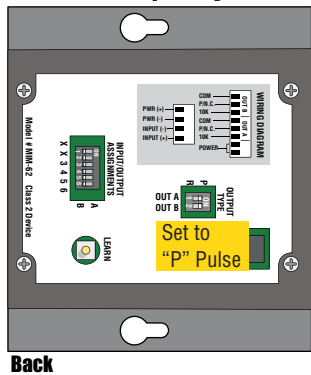
**IMPORTANT:** Monitored Photo and Edge sensors must be end-of-line resistive types. See specific manufacturer's wiring manual for more information.

Up to 6 photocells can be added. See manufacturer's manual to add and "LEARN" additional photocells if needed.

**Connect ONLY monitored devices.**

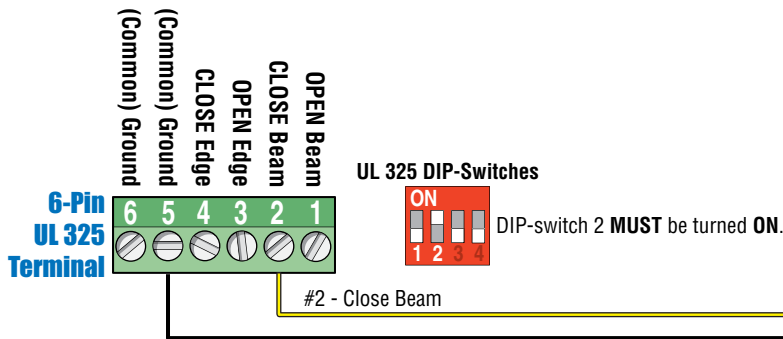
**IMPORTANT:** All inputs must use power from MIM-62. 75 mA maximum per channel.

**MIM-62 (Sold Separately)**



**Output A (P/N.C.) IN1 and IN2**

Use a 24 VDC power transformer (not supplied) or (U.L. listed equivalent) to power the MIM-62. (P/N 1812-136)

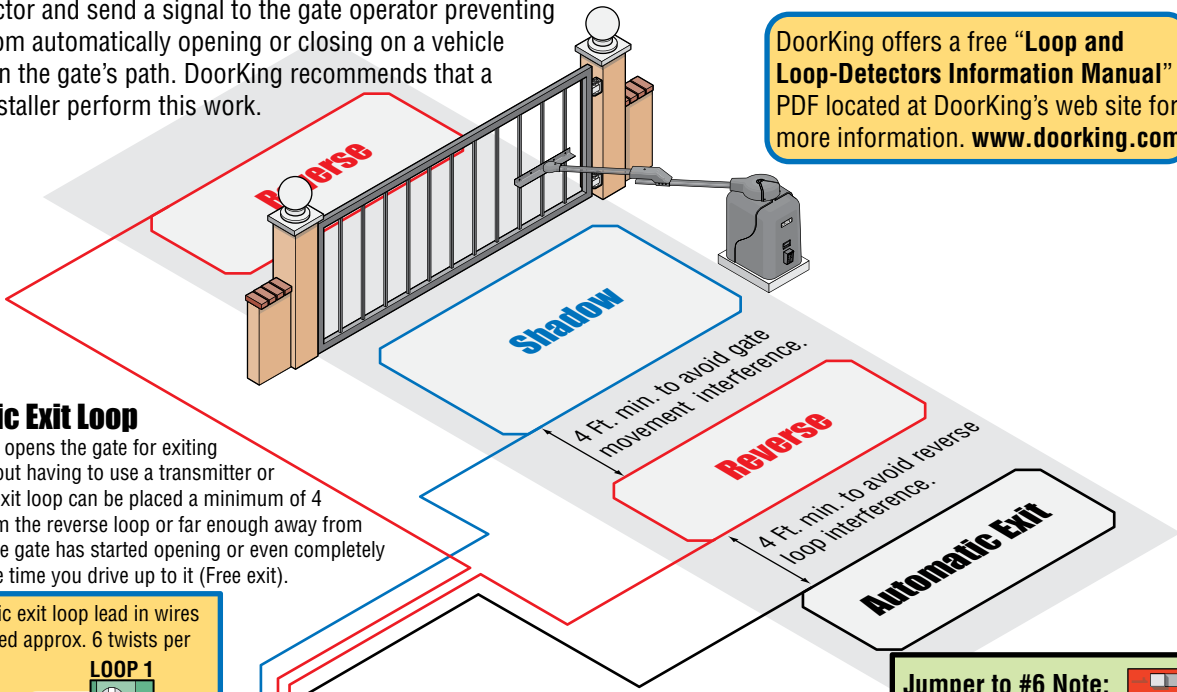


# 4.5 Loop Detector Wiring

To help protect the operator from accidentally closing on vehicles in the gate's path, DoorKing highly recommends that loops and loop detectors be installed. Loops are laid underneath, cut into asphalt or concrete driveways or buried beneath gravel and earth driveways. A loop detection system will sense a vehicle like a metal detector and send a signal to the gate operator preventing the gate from automatically opening or closing on a vehicle when it is in the gate's path. DoorKing recommends that a licensed installer perform this work.

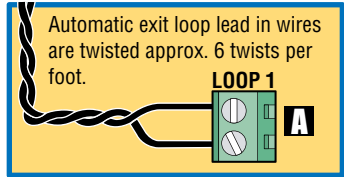
- Loop detector wiring is shown for DoorKing plug-in loop detectors. If other loop detectors are used, refer to the installation instructions supplied with those detectors for wiring instructions.
- If other detectors are used, use a separate power supply to power these detectors.
- Loop layout shown is for a typical swing gate application with two-way traffic, or one-way exit only traffic.

DoorKing offers a free "Loop and Loop-Detectors Information Manual" PDF located at DoorKing's web site for more information. [www.doorking.com](http://www.doorking.com)

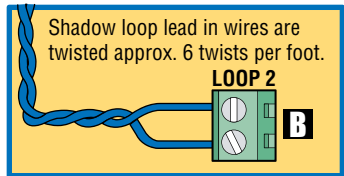


## Automatic Exit Loop

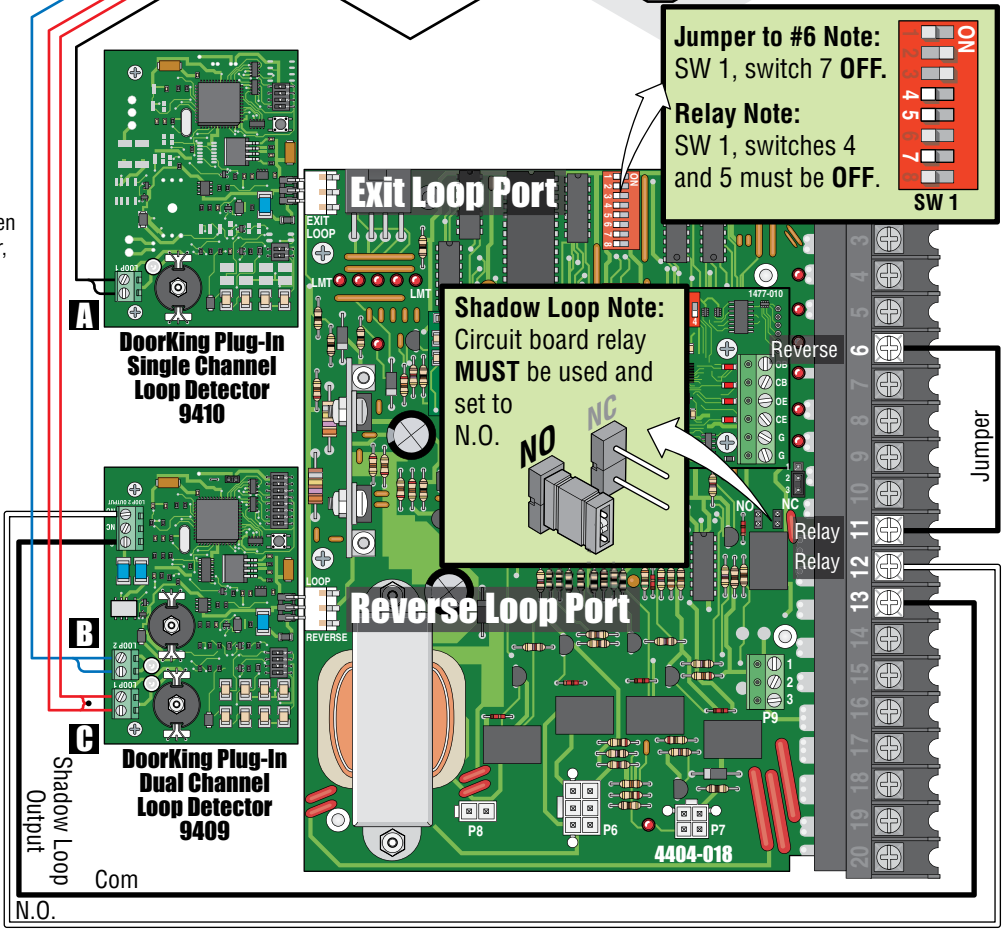
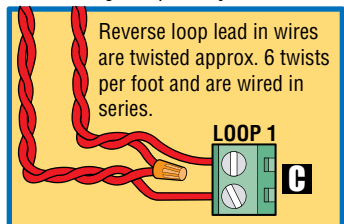
Automatically opens the gate for exiting vehicles without having to use a transmitter or keypad. The exit loop can be placed a minimum of 4 feet away from the reverse loop or far enough away from the gate so the gate has started opening or even completely opened by the time you drive up to it (Free exit).



**Shadow Loop** will ONLY HOLD the main gates in the Full Open Position when a vehicle is on the shadow loop. However, it WILL NOT stop or reverse the main gates once they start to close.



**Reverse Loops** are placed on each side of the gate to prevent the gate from closing on a vehicle in the gate's path. They will stop or reverse the cycling of the gate while a vehicle is in or near the gate's pathway.



# SECTION 5 - OPERATING INSTRUCTIONS

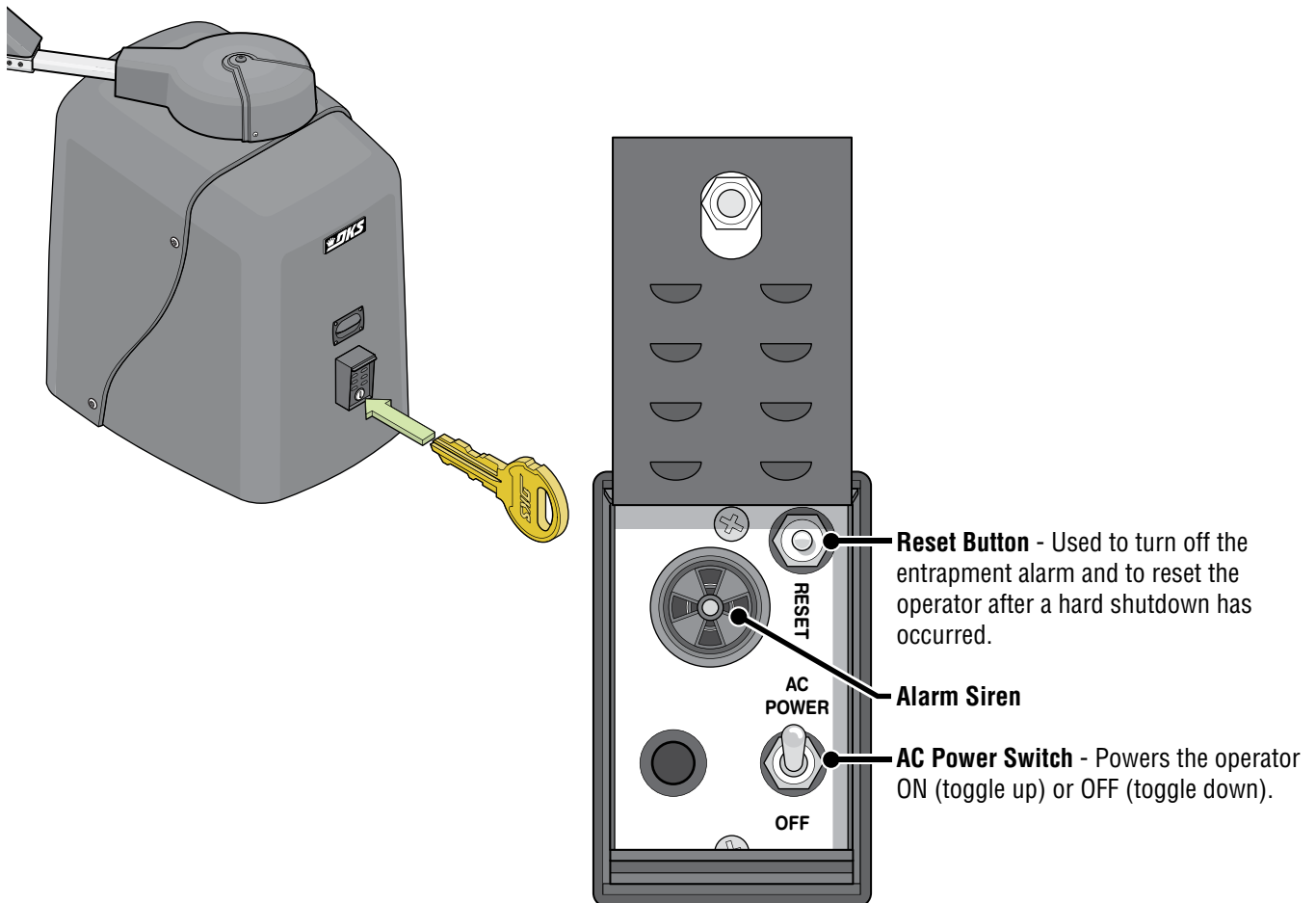
## IMPORTANT SAFETY INSTRUCTIONS

**WARNING** - To reduce the risk of injury or death:

1. READ AND FOLLOW ALL INSTRUCTIONS.
2. Never let children operate or play with gate controls. Keep the remote control away from children.
3. Always keep people and objects away from gate. **NO ONE SHOULD CROSS THE PATH OF THE MOVING GATE.**
4. Test the operator monthly. The gate **MUST** reverse on contact with a rigid object or stop or reverse when an object activates the non-contact sensors. After adjusting the force or the limit of travel, retest the gate operator. Failure to adjust and retest the gate operator properly can increase the risk of injury or death.
5. Use the emergency release only when the gate is not moving and power has been shut-off.
6. **KEEP GATES PROPERLY MAINTAINED.** Read the owner's manual. Have a qualified service person make repairs to gate hardware.
7. The entrance is for vehicles only. Pedestrians must use separate entrance.
8. **SAVE THESE INSTRUCTIONS.**

## 5.1 AC Power Switch and Reset Button

Unlock the power switch cover and open to access the MAIN POWER and the operator RESET button.





## 5.2 Shutdown Conditions

Under various entrapment conditions the operator will assume either a **soft** or **hard (alarm)** shutdown. To determine what type of reset action is required, you will need to understand how the different entrapment conditions affect the gate operator.

### Soft Shutdown

---

This occurs in various situations where the inherent or entrapment protection devices have been activated. In a soft shutdown condition, the operator **will not** respond to any input that was present when the entrapment protection device sensed an obstruction. If the gate stops at the open position, the operator will not respond to the automatic close timer.

- **Example 1** - A time clock keys the gate open in the morning and an entrapment protection device senses an obstruction prior to the gate reaching the full open position. If the entrapment is sensed by the inherent system, the gate will reverse and run back to the closed position. The time clock input is still present, but the gate will not re-open.

NOTE: In some systems, the time clock input comes from the telephone entry system relay. This same relay may also provide open commands for a card reader, MicroPLUS transmitters and the visitor telephone entry. If so, these devices will also be disabled in a soft shutdown condition.

- **Example 2** - If the gate is closing and an entrapment protection device is activated, the gate will either stop or reverse and run back to the open position, depending upon if the secondary or inherent device was activated. The automatic close timer will not close the gate.
- **Example 3** - Vehicle arrives at open loop and gate runs towards the open position. The inherent entrapment protection is activated. The gate reverses and runs back to the closed position. If the vehicle is still present at the open loop a soft shutdown condition does not occur. The loop input provides an immediate reset of the operator and the gate will again run to the open position.

### Resetting a Soft Shutdown

In some conditions, a soft shutdown will reset as soon as the entrapment condition clears. For example, if a non-contact sensor (photo sensor) is sensing an obstruction, the operator will stop the gate and assume a soft shutdown condition. When the photocell clears, the operator will return to normal operation.

When the operator is in a soft shutdown, activation of any "intended input" will reset the operator. An "intended input" includes any command, any standard safety input and any loop input. Activating any of these inputs will reset the gate. At that point the gate will return to normal operation. If the gate is open, the automatic close timer will then time out and close the gate.

### Hard Shutdown (Alarm Activated)

---

A hard shutdown condition occurs when the inherent entrapment protection system has sensed **TWO** consecutive obstructions before the gate reaches the full open or closed position.

- **Example** - The gate is closing and the inherent entrapment protection system senses an obstruction and causes the gate to reverse direction. As the gate begins to run in the open direction, a second obstruction is sensed prior to the gate reaching the full open position. Once the second obstruction has been sensed, the operator will stop, the audio alarm will be activated and all standard inputs are shut down (including open commands, safety commands, loop inputs, etc.).

**The audio alarm will sound for five minutes, or until the operator's reset button is pushed. After (5) five minutes the alarm will "chirp every 5 sec." and the hard shutdown condition will remain in affect until the reset button is pushed.**

- After 5 minutes, the audio alarm will "chirp" every 5 seconds. This indicates that the operator is in a hard shutdown condition and the reset switch must be activated to reset the operator and silence the alarm.

Continued on the next page

## Resetting a Hard Shutdown

When the operator is in a hard shutdown condition (audio alarm activated or audio alarm “chirps” every 5 seconds), the only way to reset the gate operator and return it to normal operation is to activate the alarm reset input (auxiliary terminals 2 and 3). An alarm-reset switch can be mounted external of the gate operator provided that it is installed in the line of sight of the gate and gate operator.

- Before resetting a hard shutdown, determine why the shutdown occurred. Inspect the gate for any obstructions along its path that could have activated the inherent entrapment sensing system. Inspect the gate and gate hardware.

NOTE: DoorKing operators have a built-in alarm reset push button mounted on the operator above the power ON-OFF toggle switch. Activating this button will return the gate operator to normal operation, **but will not activate the gate operator.**

Once the gate has been reset, an open or close command is needed to start the gate operator. Most activating commands will cause the gate operator to cycle to the open position. This includes activation of a key switch or open command and activation of the automatic exit loop. Activation of a close command will run the gate to the closed position.

## 5.3 Manual Gate Operation

This operator is equipped with a manual release system that will allow the gate to be pushed open in the event of a power outage or equipment failure. **NEVER** remove the hub from the operator after manually releasing it.

**This gate operator CAN NOT be manually forced open in the event of a power failure without FIRST manually releasing the gate! (See next page)**

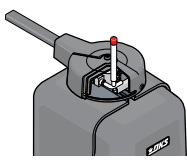
**Never attempt to manually push open any gate with an operator attached to it until you have verified that power to the operator has been shut-off.**

### Emergency Vehicle Access Conditions

The automatic vehicular gate system must be designed to allow access to emergency vehicles under different operating conditions.



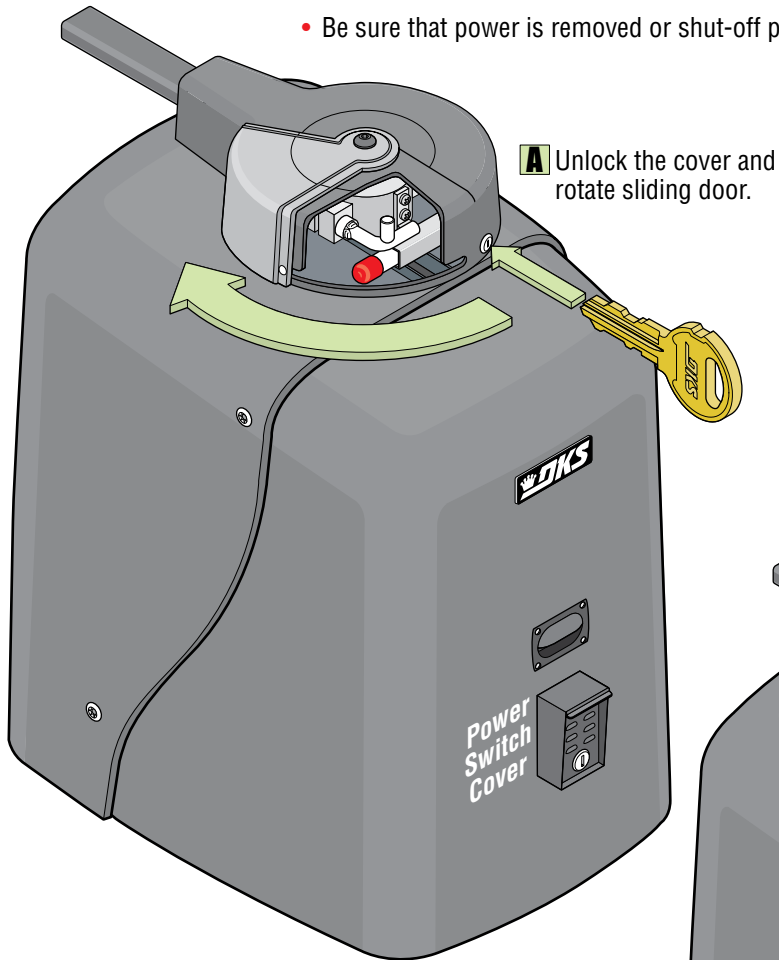
**1. During normal powered operation**, emergency vehicles access the gate by use of the **Emergency Vehicle Access Device** installed on your gate system. The type of device that is used in your community is dependent on your city codes. These devices may include (but are not limited to) Fire Department lock boxes, Click-2-Enter radio receivers, strobe light sensors, siren sensors, etc.



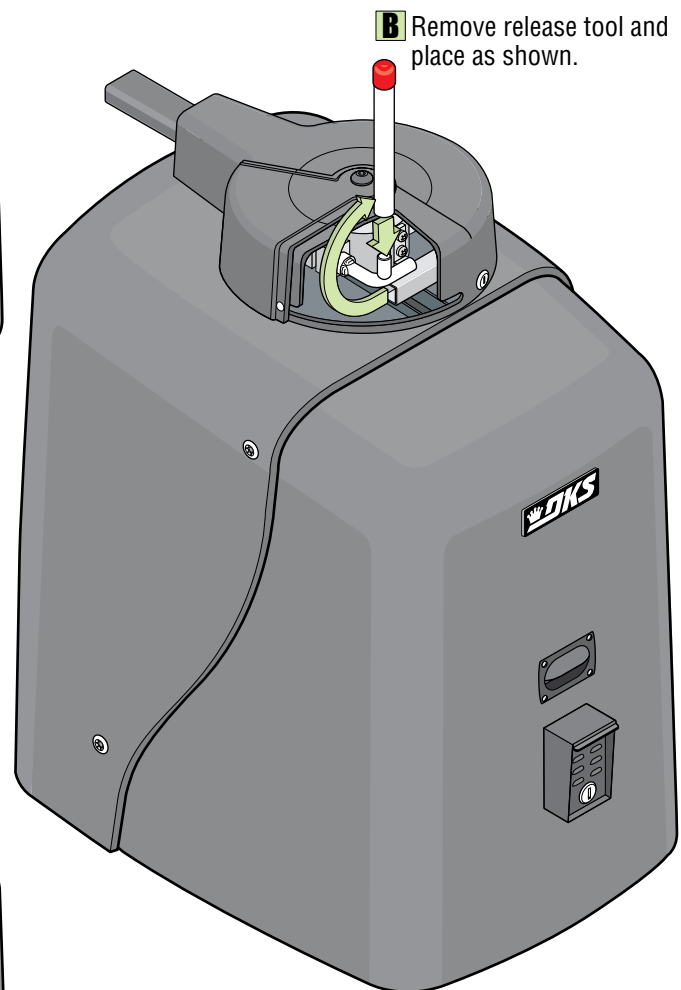
**2. In the event of a primary (AC) power failure and a back-up system (DC) power failure** (low charged or dead batteries for example), the system must have a release system to allow the gate to be **Manually Operated** (See next page).

## Manual Release

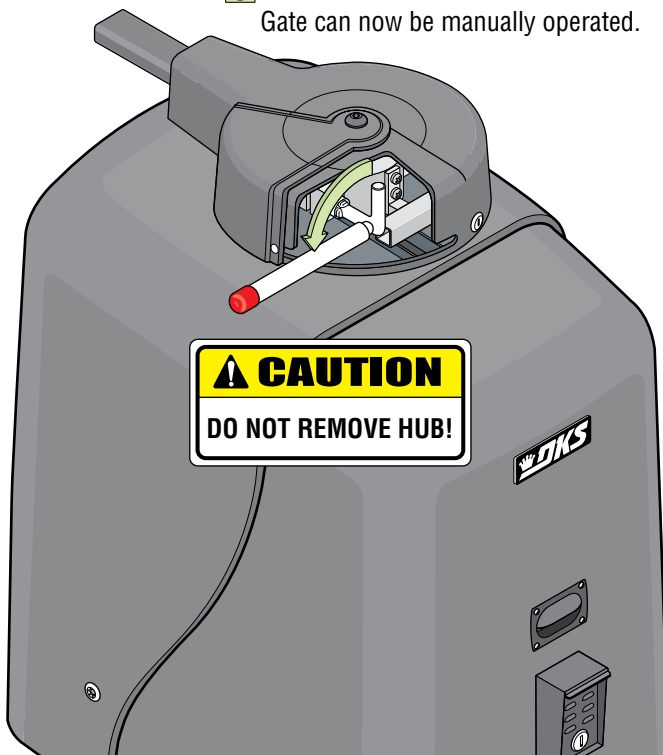
- Be sure that power is removed or shut-off prior to placing the gate operator in manual operation.



**Never attempt to manually push open any gate with an operator attached to it until you have verified that power to the operator has been shut-off.**



- C** Release hub.  
Gate can now be manually operated.



# SECTION 6 - MAINTENANCE AND TROUBLESHOOTING

Inspection and service of this gate operator by a qualified technician should be performed anytime a malfunction is observed or suspected. High cycle usage may require more frequent service checks.

## 6.1 Maintenance

When servicing the gate operator, always check any external reversing devices (loops, photo eyes, etc.) for proper operation. If external reversing devices cannot be made operable, do not place this operator in service until the malfunction can be identified and corrected.

**Always check the inherent reversing system when performing any maintenance. If the inherent reversing system cannot be made operable, remove this operator from service until the cause of the malfunction is identified and corrected. Keeping this operator in service when the inherent reversing system is malfunctioning creates a hazard for persons which can result in severe injury or death should they become entrapped in the gate.**

When servicing this gate operator, always turn power **OFF!!**

**If gearbox requires oil, use only Mobil SYNTHETIC SHC-629 Oil. Do not completely fill gearbox with oil. Gearbox should be half full only. Do not exceed this level.**

Operator Component	Maintenance	Monthly Interval		
		1	6	12
<b>Warning Signs</b>	Check that warning signs are on <b>BOTH</b> sides of the gate area.	✓		
<b>Alarm</b>	Activate the primary (inherent) reverse system by blocking the gate with a solid object. When the gate reverses, block the gate in the opposite direction prior to the limit being reached. The entrapment alarm should activate. Press the reset button to silence the alarm.	✓		
<b>Arms</b>	Check set screws and nuts. Check bushings for wear.		✓	
<b>Drive Belt</b>	Check for alignment, tightness and wear.		✓	
<b>Fire Dept.</b>	Check emergency vehicle access device for proper operation.	✓		
<b>Gate</b>	Inspect for damage. Check gate hinges for wear and grease if necessary.		✓	
<b>Inherent Reverse System</b>	Check that the gate reverses on contact with an object in both the opening and closing cycles. See page 39. Adjust the reversing sensor if necessary.	✓		
<b>Loop(s)</b>	Check vehicular reverse and shadow loops for proper operation.	✓		
<b>Manual Release</b>	Check manual release for proper operation. See page 38.	✓		
<b>External Reverse Device</b>	Check external reverse device(s) stop or reverse the gate when activated. See page 39.	✓		
<b>Complete System</b>	Complete check of gate and gate operating system.			✓

## 6.2 Built-In Diagnostic Tests

This gate operator is designed with built-in diagnostics that will alert you to potential or existing problems that the microprocessor has detected. Specific fault conditions are checked and the operator will signal that a fault exist through the built-in alarm.

**Constant alarm is heard when power is applied:** This indicates that the limit switch wire harness is not connected to the circuit board. In this condition, the operator will not run and the tone will continue until the fault is corrected. Check to be sure that the limit switch plug is properly inserted into the limit switch plug on the circuit board.

**Constant alarm is heard:** This indicates that the operator is in a hard shutdown condition (section 6.2 on page 32). The tone will continue to sound for five minutes, and then will beep once every five seconds. The operator-reset button must be pressed or power must be removed and then reapplied to return the operator to normal operation.

**Short “chirp” is heard every five seconds:** This indicates that the operator has been in a hard shutdown condition in excess of five minutes. This will continue until the operator-reset button is pressed or until power is removed from the operator (section 6.2 on page 32).

**Operator runs for 1 second and stops, two short “chirps” are heard:** This indicates that there may be a fault with the current sensor circuit.

## 6.3 Troubleshooting

Have a good VOM meter to check voltages and continuity. A Meg-Ohm meter capable of checking up to 500 meg-ohms of resistance is necessary to properly check the integrity of the ground loops. When a malfunction occurs, isolate the problem to one of three areas: **1.** the operator, **2.** the loop system, **3.** the keying devices. **Use caution when checking high voltage terminals, motor capacitor and the motor.**

- 1.** Check the input indicator LEDs. They should only come ON when a keying device (card reader, push button, etc.) is activated. If any of the input LEDs are ON continuously, this will cause the gate operator to hold open. Disconnect the keying devices one at a time until the LED goes OFF.
- 2.** Check any external entrapment protection devices. Any short or malfunction in these devices can cause the gate operator to stop or to hold open.
- 3.** A malfunction in a loop or loop detector can cause the gate operator to hold open, or to not detect a vehicle when it is present over the loop. Pull the loop detector circuit boards from the loop ports on the operator circuit board. If the malfunction persists, the problem is not with the loop system. For more information on trouble shooting loops and loop detectors, refer to your loop detector instruction sheet and to the DoorKing Loop and Loop Detector Information Manual located on DoorKing’s web site.
- 4.** Check to be sure that there are no shorted or open control wires from the keying devices to the gate operator. If a keying device fails to open the gate, press the Key Switch or momentarily jumper across terminals 1 and 4 on the operator circuit board. If the gate operator starts, this indicates that a problem exist with the keying device and is not with the gate operator.
- 5.** Check the high voltage supply. A voltage drop on the supply line (usually caused by using too small supply voltage wires) will cause the operator to malfunction. Refer to the wire size chart in section 2.1 on page 15.

Symptom	Possible Solution(s)
Operator will not run. Power LED is OFF.	<ul style="list-style-type: none"> <li>• Check that AC power to the operator is turned ON.</li> <li>• Transformer may be overheated. Turn power off and allow board to cool for several minutes then retest. Check for low VAC power and low voltage shorts.</li> <li>• Check for VAC at high voltage input terminal. If voltage measures 0, check the incoming power wires or replace circuit board.</li> </ul>
Operator will not run. Power LED is ON.	<ul style="list-style-type: none"> <li>• Insure that a minimum of one (1) external entrapment protection device is connected in EACH entrapment area and the inputs are connected and enabled (UL 325 DIP-switches are turned ON).</li> <li>• If a photocell is used as a external entrapment prevention device, check to be sure that the beam is not blocked.</li> <li>• Disconnect gate from the gate operator and check that the gate swings freely without any binding.</li> <li>• <b>Bypass circuit board and Check Motor:</b> Turn power switch <b>OFF</b> and remove the circuit board. Place a jumper wire from terminal #18 to #17. <b>CAUTION – HIGH VOLTAGE.</b> Turn the power switch <b>ON</b>. The motor should run. Turn the power switch <b>OFF</b> and remove the jumper. With power switch still <b>OFF</b>, place a jumper wire from terminal #18 to #16. <b>CAUTION – HIGH VOLTAGE.</b> Turn the power switch <b>ON</b>. The motor should run in the opposite direction. Turn the power switch <b>OFF</b> and remove the jumper.</li> <li>• If the motor runs in both steps above, replace the control board. If the motor does not run, or runs in only one direction, problem can be a bad motor, motor capacitor, motor resistors, wire connections from the control board to the motor or a bad control board.</li> </ul>
Operator will not run, entrapment protection input(s) LED is ON.	<ul style="list-style-type: none"> <li>• The entrapment protection device has a fault or the wiring to it is shorted.</li> </ul>
Operator will not run, entrapment protection input(s) LED is Blinking.	<ul style="list-style-type: none"> <li>• The entrapment protection device is not connected or the wiring to it is open.</li> </ul>
Gate opens a short distance, then stops and reverses.	<ul style="list-style-type: none"> <li>• Disconnect the gate from the gate operator and check that the gate swings freely without any binding.</li> <li>• Re-adjust the reverse sensitivity.</li> <li>• Continue troubleshooting.</li> </ul>
Gate opens but will not close.	<ul style="list-style-type: none"> <li>• Check the input LEDs. Any ON will hold the gate open and indicates a problem with a keying device.</li> <li>• Check the external safety devices. Any activated will hold the gate open and indicates a problem with the safety device.</li> <li>• Check the loop detectors. Any activated can hold the gate open and indicates a problem with loop detector or ground loop.</li> <li>• Operator may be in a “soft shutdown.” Activate any keying device to determine if operator returns to normal operation.</li> <li>• If automatic close is desired, be sure SW 1, switch 2 is ON and set timer open from 1-23 seconds.</li> <li>• Bypass circuit board and check motor as above.</li> </ul>
Gate closes but will not open.	<ul style="list-style-type: none"> <li>• Operator may be in a “soft shutdown.” Check input LEDs. If any are ON, momentarily disconnect, then re-connect the wire going to the respective terminal. Operator should open.</li> <li>• Check to be sure that the operator is running in the proper direction. Turn power OFF, and then back ON. Activate a keying device. Operator should run in the open direction. If operator runs in the close direction, turn power OFF and change direction switch SW 1, switch 1. Go to above section if operator now opens but will not close.</li> <li>• Be sure that the each LED on the control board lights when the keying device connected to the that terminal is activated. If LED does not light, momentarily place a jumper wire from terminal 1 to the input terminal being checked. If LED lights and gate opens, problem is with the keying device. If LED does not light, replace control board.</li> <li>• Bypass circuit board and check motor as described above.</li> </ul>
Gate starts to close, then reverses to open.	<ul style="list-style-type: none"> <li>• Re-adjust the reverse sensitivity.</li> <li>• Disconnect the gate from the gate operator and check that the gate swings freely without any binding.</li> <li>• Check the loop detector LEDs and input LEDs. Any that flash ON will cause the gate to reverse.</li> <li>• Continue troubleshooting.</li> </ul>
Gate closes then re-opens.	<ul style="list-style-type: none"> <li>• Check for any input or loop detector LED's that are ON.</li> <li>• Check that the operator is running in the proper direction (see “gate closes but will not open”).</li> </ul>
Alarm is sounding. Operator will not run.	<ul style="list-style-type: none"> <li>• Operator is in a “hard shutdown” condition. Reset button must be pushed to return operator to normal operation, see Section 6.2 Shutdown Conditions, page 32.</li> <li>• Check the gate and gate hardware for any binding, correct where necessary.</li> <li>• Gate may be too heavy.</li> </ul>
Alarm chirps once every 5 seconds. Operator will not run.	<ul style="list-style-type: none"> <li>• Operator has been in a “hard shutdown” condition in excess of 5 minutes. Reset button must be pushed to return operator to normal operation, see Section 6.2 Shutdown Conditions, page 32.</li> </ul>
Alarm sounds when power is applied and operator will not run.	<ul style="list-style-type: none"> <li>• The limit switch wire harness is not plugged into the circuit board. Check that the limit switch connector is properly plugged into the limit switch plug on the circuit board.</li> </ul>
Operator runs for 1 second and stops, two short chirps are heard.	<ul style="list-style-type: none"> <li>• There may be a problem with the current sensor on the circuit board. Replace the circuit board.</li> </ul>
Operator has intermittent functionality problems that vary.	<ul style="list-style-type: none"> <li>• The main terminal #3 250 mA power has been exceeded. Check total amp draw of connected device(s).</li> </ul>

## 6.4 Accessory Items

**UL 325 Monitored Entrapment Protection Devices available for the model 6555 swing gate operator.**

### **Type B2 Contact Sensors (Reversing Edge)**

DoorKing 8080 Series Sensing Edges  
Miller Edge Sensing Edges - all models with a T2 (resistive) termination.  
Miller Edge wireless monitored transmitter/receiver kit model RB-G-K10  
ASO GMBH Sentir GF Series sensing edges

### **Type B1 Non-contact Sensors (Photo Cell)**

DoorKing Model 8080-057 Retro-Reflective Photocell  
Miller Edge Reflective-Guard Model RG  
Miller Edge Prime-Guard Model PG  
EMX Industries Model IRB-MON  
EMX Industries Model IRB-RET  
Omron Model E3K-R10K4  
Seco-Larm Model E-936-S45RRGQ  
Seco-Larm Model E-960-D90GQ

### **Monitored Expansion Kit**

Miller Edge Multi-Input Module Model MIM-62

**Accessory items available for the model 6555 swing gate operator.**

**Plug-In Loop Detector** - Detectors plug directly into ports on circuit board simplifying wiring.

Single channel detector - P/N 9410-010  
Dual channel detector - P/N 9409-010  
Single channel detector with aux relay - P/N 9411-010  
Single channel low power draw detector - P/N 9416-010  
Dual channel low power draw detector - P/N 9415-010

### **External Loop Detector**

Reno A&E 12/24 VDC or 24 VAC - 9402-045  
Reno A&E 120 VAC - 9402-047  
Carlo Gavazzi 24 VAC/VDC - 9402-044  
Diablo 10-30 VAC/VDC low power draw - 9402-050

**Heater and Fan Assembly** - Cold weather climates where temperatures drop below 40°F (4°C).

208/230 VAC - P/N 1601-197

**Time Clock** - 7 day time clock can be used to automatically open gate at pre-set time and days. Compact clock fits inside the operator.

P/N 2600-791 - 7 day clock

**Torsion Rods** - Torsion rod assembly is used on uphill swing gates for counter balance.

P/N 1203-084

**Hinges** - Heavy-duty ball bearing hinges provide easy swing gate operation.

P/N 1200-009, P/N 1200-019, P/N 1200-039.

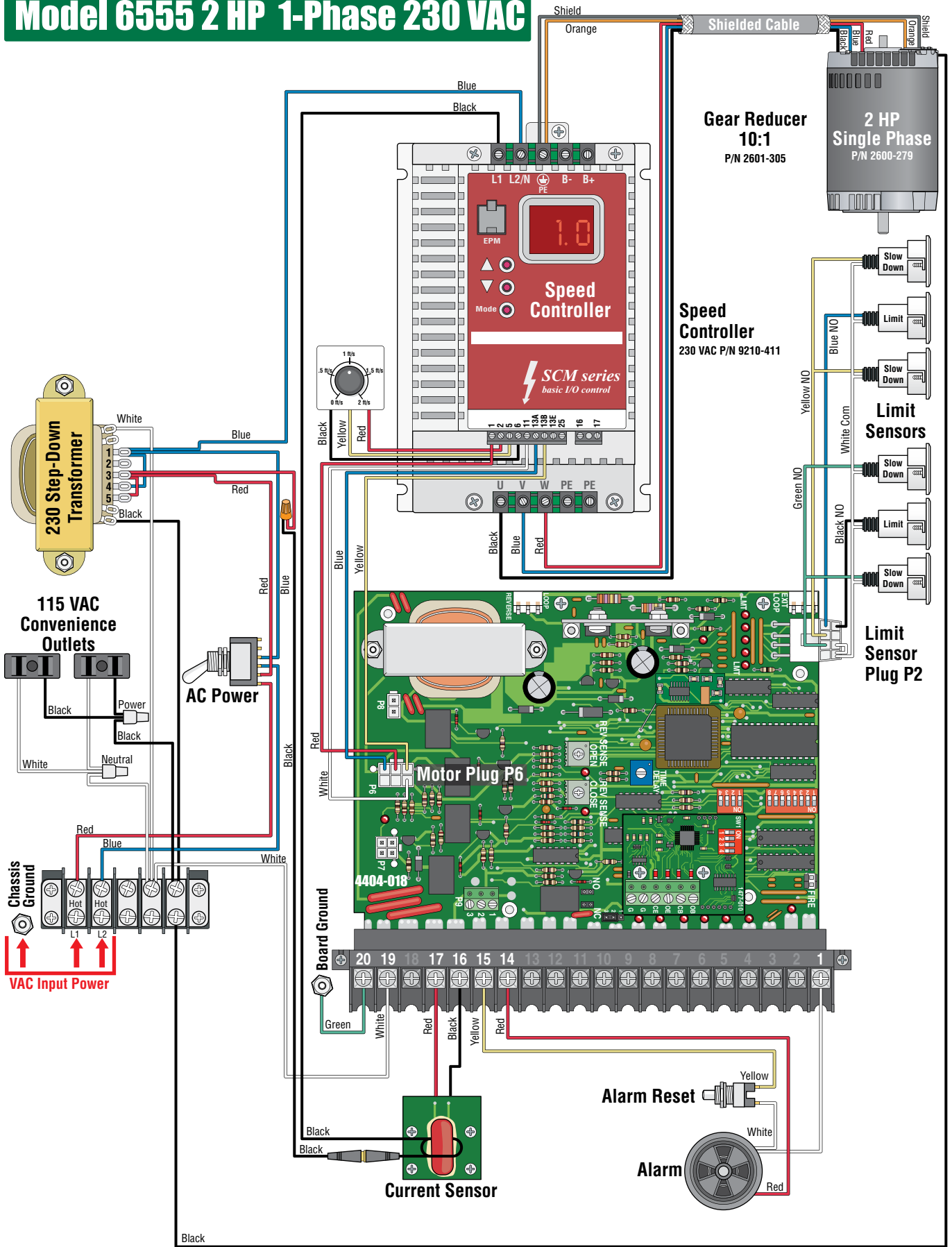
**Surge Devices** - High and low voltage surge suppressors help prevent circuit board failure caused by lightning strikes and power surges.

P/N 1879-010 - High Voltage

P/N 1878-010 - Low Voltage

**Speed Bumps** - Prefabricated six-foot speed bump reduces traffic speed through gate system. P/N 1610-150

# Model 6555 2 HP 1-Phase 230 VAC





# SECTION 7 - OWNER OF THE GATE OPERATOR

## 7.1 Alarm Sounding OR “Chirping” and Gate WILL NOT Operate

Operator is in a HARD Shutdown Condition: The alarm will sound for (5) five minutes. After five minutes the alarm will start “Chirping” every 5 seconds and continue “Chirping” until operator gets reset.



A KEY has been supplied that will unlock the power switch cover on this gate operator.

Note: The owner of the gate operator is responsible for the KEY availability.

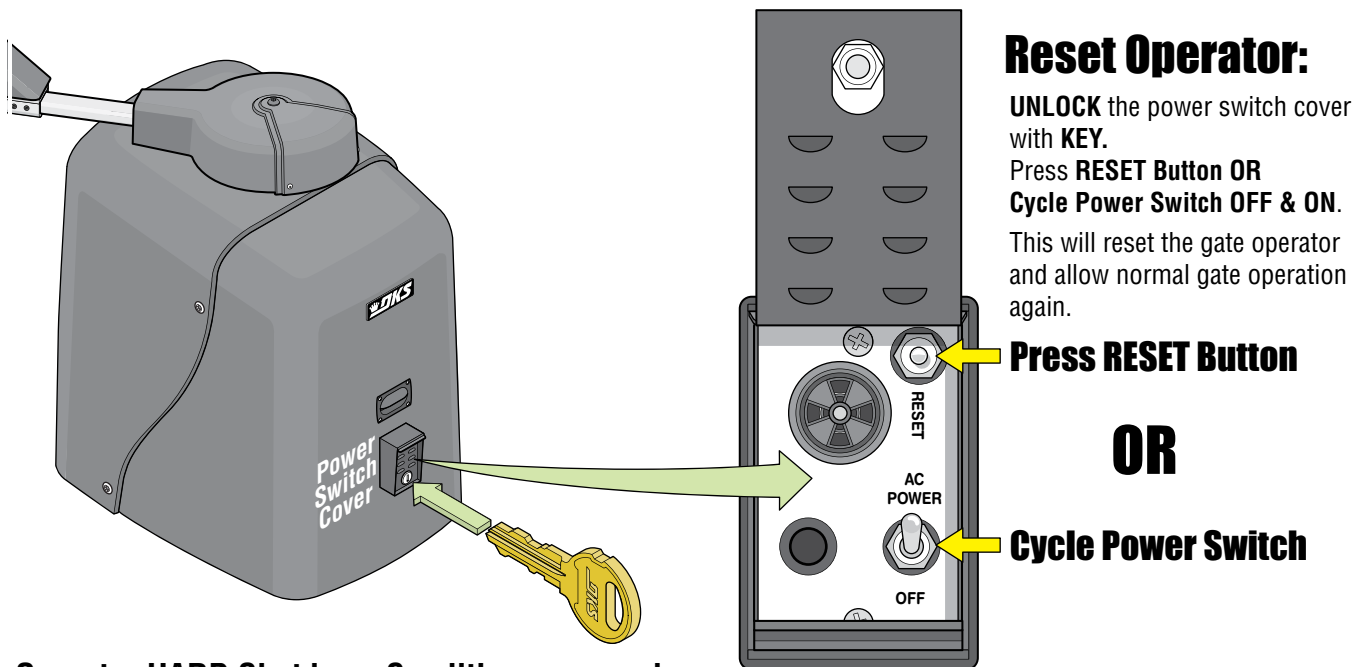
### When Alarm is Sounding OR “Chirping” .....

**ALWAYS CHECK THE ENTIRE GATE AREA FOR ANY OBSTRUCTIONS OR DAMAGE FIRST.**



- If a Fire Dept Access Device has been activated by **emergency personnel**, then operator can be **reset** and put back into normal operation again. Alarm will **always** sound when this access device gets activated.
- If the cause of the alarm **CAN** be identified and **CORRECTED**, then operator can be **reset** and put back into normal operation again.
- If the cause of the alarm **cannot be corrected**, shut-off power and **DO NOT** place this operator back into service until the malfunction can be identified and **CORRECTED**.

**IMPORTANT:** Putting this gate operator back into service **WITHOUT CORRECTING** the cause of the alarm could result in severe injury or **DEATH!**



Operator **HARD** Shutdown Condition occurs when:



1. Fire Department (Emergency Access) input has been activated by Police, Fire Department, EMT, Ambulance etc.
2. The inherent entrapment protection system (Type A) gets activated **TWO** consecutive times before the gate completes the open cycle **OR** the close cycle.
3. The reversing edge contact sensor (Type B2) gets activated and reverses, but before the gate completes the reverse cycle the inherent entrapment protection system (Type A) gets activated.

Please read **SECTION 5 - OPERATING INSTRUCTIONS** for more information about operating this gate operator.

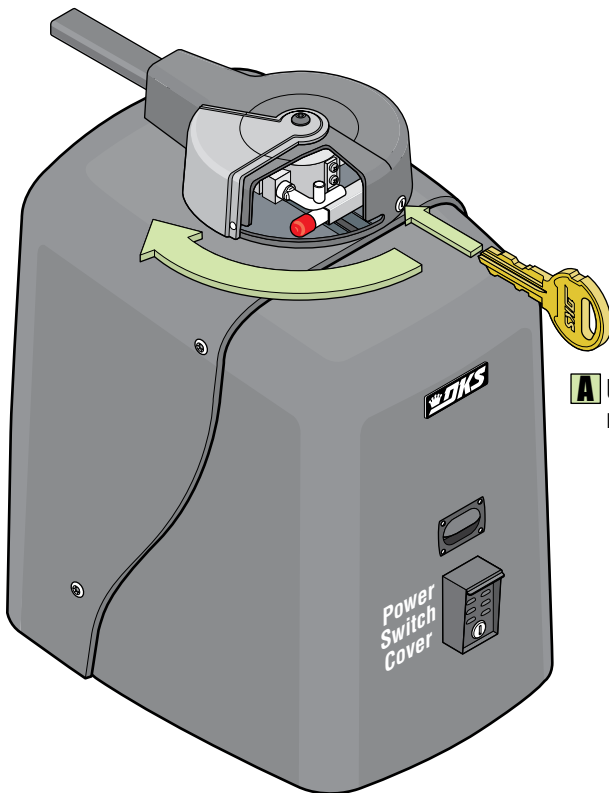
## 7.2 Manual Gate Operation

**Caution:** NEVER attempt to manually operate the gate until you have VERIFIED that power to the gate operator has been SHUT-OFF!



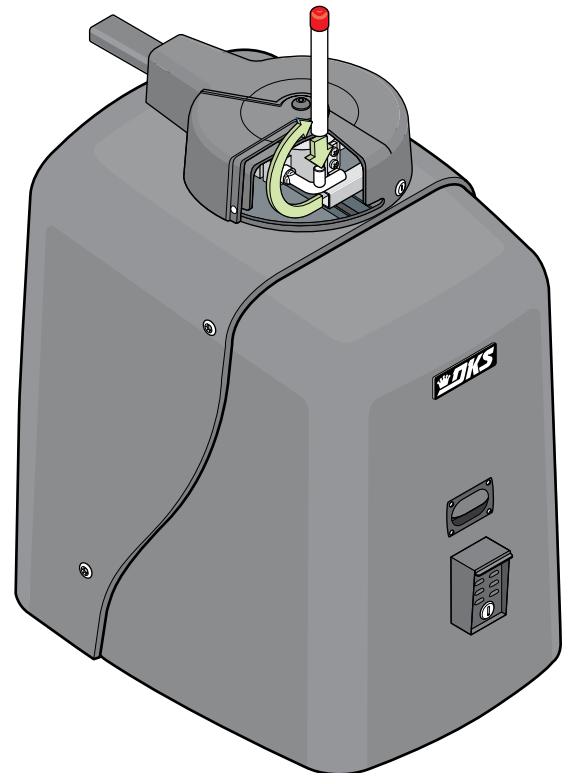
A KEY has been supplied that will unlock the cover and power switch cover on this gate operator.

**Note:** The owner of the gate operator is responsible for the KEY availability.

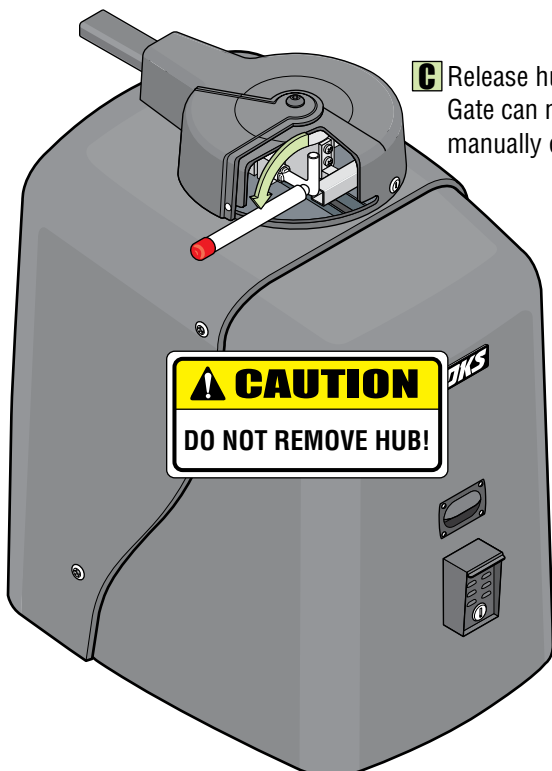


**A** Unlock the cover and rotate sliding door.

**B** Remove release tool and place where shown.



**C** Release hub.  
Gate can now be manually operated.



Please read **SECTION 5 - OPERATING INSTRUCTIONS** for more information about operating this gate operator.

## 7.3 Gate Operator's Monthly Checkup

**Caution:** Make SURE gate area is clear BEFORE testing the gate operator!

**DO NOT** repair or adjust gate systems yourself. Contact a trained gate systems technician with any questions or to make any repairs or adjustments. If you feel uncomfortable performing any of these inspections or testing, a qualified service technician will perform the visual inspections and testing for you. You can find a trained service technician at DoorKing's "Dealer Locator" at [www.doorking.com](http://www.doorking.com)

### Visual Inspection

Visually inspect the rollers, fasteners, brackets and other gate hardware for proper alignment, proper tightness, and signs of damage, breakage, looseness, rust or wear. Moving parts should be lubricated and should not be squeaking. Visually inspect wiring for fraying or exposure. If a malfunction is found, contact a trained service technician to make adjustments or repairs.

### Test Built-In Reversing Sensor

Begin with the gate in the fully **OPEN** position. Stand just outside the path of the gate and close the gate (typically auto-timer will time-out and close gate automatically). As the gate is **closing**, firmly press a solid object against the end of the gate frame in the direction opposing the travel of the gate. The gate should **stop** within 2 sec. and **reverse** to the **OPEN** position. Another input command is needed before the gate will reset and close again. Repeat this test while **opening** the gate. Start from the fully **CLOSED** position. While **opening**, gate should **stop** and **reverse** to the **CLOSE** position. If gate does **NOT** respond like it should in **either** direction of gate travel, contact a trained service technician to make adjustments or repairs.

### Test Photo Sensors

If the gate has a photo sensing device protecting the path of a **closing gate**, perform the following test. Begin with the gate in the fully **OPEN** position. Stand just outside the path of the gate and close the gate (typically auto-timer will time-out and close gate automatically). Pass an object across the path of the closing photo sensing beam. The gate should **stop** within 2 sec. and **reverse** to the **OPEN** position. Typically the auto-timer times out and gate closes again.

If the gate has a photo sensing device protecting the path of a **opening gate**, start from the fully **CLOSED** position. **OPEN** gate. Pass an object across the path of the opening photo sensing beam. The gate should **stop**, the gate will resume opening when the beam is clear. If gate does **NOT** respond like it should in **either** direction of gate travel, contact a trained service technician to make adjustments or repairs.

### Test Reversing Edges

If the gate has a reversing edge(s) protecting the path of a **closing gate**, perform the following test. Begin with the gate in the fully **OPEN** position. Stand just outside the path of the gate and close the gate. As the gate is closing, firmly press a solid object against the reversing edge in the direction opposing the travel of the gate. The gate should **stop** within 2 sec. and **reverse** to the **OPEN** position (typically auto-timer will time-out and close gate automatically). If the gate encounters **another** obstruction before it is closed, the gate will **stop** and reverse to the **OPEN** position **again**. A input command is needed before the gate will reset and close again, auto-timer will **NOT** close gate (Typically, press your remote button for input command). If the gate has a reversing edge(s) protecting the path of a **opening gate**, starting from the fully **CLOSED** position. Stand just outside the path of the gate and open the gate. **OPEN** gate. As the gate is opening, firmly press a solid object against the reversing edge in the direction opposing the travel of the gate. gate should **stop** and **reverse** to the **CLOSE** position. If gate does **NOT** respond like it should in **either** direction of gate travel, contact a trained service technician to make adjustments or repairs.

**Note:** This gate operator uses high levels of force to move the gate and most people underestimate the power of these systems and do not realize the potential hazards associated with this system if **NOT** maintained properly.

**Scheduled maintenance visits are offered by most qualified service technicians to MAINTAIN your gate operator system.**

## 7.4 New Installation Checklist for Installer and Property Owner

**Instructions:** Check the space next to each item (“✓”) to indicate that it has been addressed by installer **AND** property owner. If it is not applicable, enter N/A. Please note that the checklist is intended to be a summary of many **important** automated vehicular gate aspects, **But may not inclusively identify all potential hazards of every specific gate system installation.**

**Each item listed and checked has been examined by the Installer and is CLEARLY understood by the Property Owner.**

Installer	Property Owner	Description
		<b>The operator is installed on a gate used for vehicles only.</b> Verify that separate pedestrian access is provided or available, and the access is such that pedestrians cannot come in contact with the moving vehicular access gate during its entire length of travel.
		<b>Gate/Hardware:</b> Insure that there is a means to prevent the gate from falling over in the event of a roller or hinge failure. Insure the gate has physical limit stops and that gravity will not initiate motion of the gate. Insure that all rollers are guarded or covered to eliminate the possibility of a finger being inserted between the roller and gate.
		<b>Slide Gate:</b> Insure that the maximum opening in the gate and in that portion of the adjacent fence that the gate covers when the gate is in the open position is such that a 2 ¼" sphere cannot pass through the openings up to 72 inches above the ground or to the top of the gate, whichever is less. If the gate and adjacent fence do not meet this requirement, wire mesh (or other means) must be added to meet this requirement before placing the gate system in operation.  Insure that any gaps between the slide gate and stationary posts/pilasters is less than 2 1/4" and that these areas are protected with an entrapment protection device.
		The gate operator system is in compliance with the <b>entrapment protection requirements of UL 325.</b> Identify all potential entrapment zones and ensure they are protected. Potential pinch areas have been guarded so as to be inaccessible OR have a contact (reverse edge) and/or non-contact (photocell) obstruction sensing devices installed. Verify that the system has in place external entrapment protection, independent from the inherent entrapment protection. Edge sensors or photocells are typical, other means are possible. For more information see your <b>specific</b> installation/owners manual for entrapment protection installation and locations.
		The installer has properly adjusted the <b>inherent entrapment protection feature</b> on the gate operator, and has tested the gate to make sure that the gate stops and reverses a short distance upon striking an immovable object.
		Check that placement of <b>user operational controls</b> are six (6) or more feet away from the gate. If any operational control is closer than six (6) feet to the gate, <b>DO NOT</b> place the automated vehicular gate into service.
		<b>Warning signs</b> are to be permanently installed in the area of the gate in such a manner that at least one warning sign is visible by persons located on each side of the gate, for both the secure and unsecure sides of the gate.
		The installer has instructed the property owner in the <b>proper use of the gate operator</b> and has reviewed the operational functions, obstruction-sensing devices, alarm, and reset as outlined in <b>your specific</b> installation/owners manual.
		The installer has instructed the property owner in the proper use of the operator's <b>manual release feature</b> as outlined in <b>your specific</b> installation/owners manual.
		The installer has <b>reviewed all safety instructions with the property owner</b> , including the need to never let children operate or play with gate controls, to keep the remote control away from children, and to always keep people and objects away from the gate.
		The installer has explained to the property owner that a <b>regular maintenance schedule</b> for both the gate and the gate operator is recommended, including regular testing of entrapment protection as outlined in the manufacturer's instructions.
		<b>The installer has left the installation/owners manual with the property owner for future reference.</b>

# Alarm Sounding OR "Chirping" and Gate Will NOT Operate



A KEY has been supplied that will unlock the power switch cover on this gate operator.

To obtain key to unlock gate operator contact:

Name \_\_\_\_\_

Phone # \_\_\_\_\_

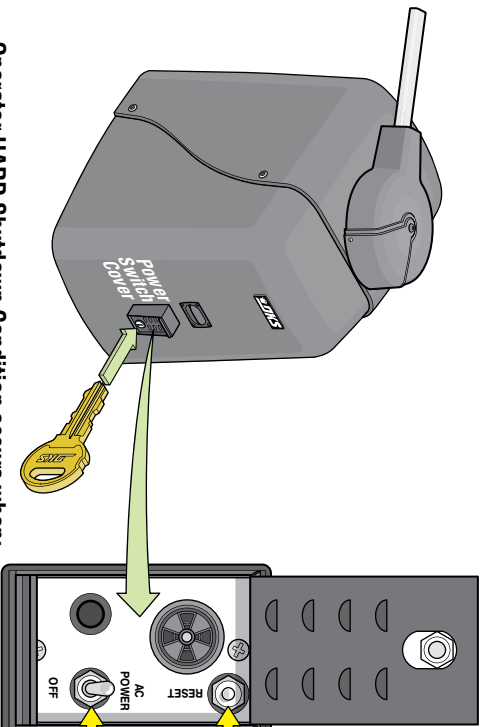
**Operator is in a HARD Shutdown Condition:** The alarm will sound for (5) five minutes. After five minutes the alarm will start "Chirping" every 3 seconds and continue "Chirping" until operator gets reset.

## When Alarm is Sounding OR "Chirping" .....

### ALWAYS CHECK THE ENTIRE GATE AREA FOR ANY OBSTRUCTIONS OR DAMAGE FIRST!

- If a Fire Dept Access Device has been activated by emergency personnel, then operator can be reset and put back into normal operation again. Alarm will always sound when this access device gets activated.
- If the cause of the alarm CAN be identified and CORRECTED, then operator can be reset and put back into normal operation again.
- If the cause of the alarm cannot be corrected, shut-off power and DO NOT place this operator back into service until the malfunction can be identified and CORRECTED.

**IMPORTANT!** Putting this gate operator back into service WITHOUT CORRECTING the cause of the alarm could result in severe injury or DEATH!



### Reset Operator:

UNLOCK the power switch cover with KEY.  
Press RESET Button OR Cycle Power Switch OFF & ON. This will reset the gate operator and allow normal gate operation again.

Press RESET Button

OR

Cycle Power Switch

### Operator HARD Shutdown Condition occurs when:

1. Fire Department (Emergency Access) Input has been activated by Police, Fire Department, EMT, Ambulance etc.
2. The inherent entrapment protection system (Type A) gets activated TWO consecutive times before the gate completes the open cycle OR the close cycle.
3. The reversing edge contact sensor (Type B2) gets activated and reverses, but before the gate completes the reverse cycle the inherent entrapment protection system (Type A) gets activated.

Please read SECTION 5 - OPERATING INSTRUCTIONS for more information about operating this gate operator.

# Manual Gate Operation

**Caution:** NEVER attempt to manually operate the gate until you have VERIFIED that power to the gate operator has been SHUT-OFF!

Please read SECTION 5 - OPERATING INSTRUCTIONS for more information about operating this gate operator.

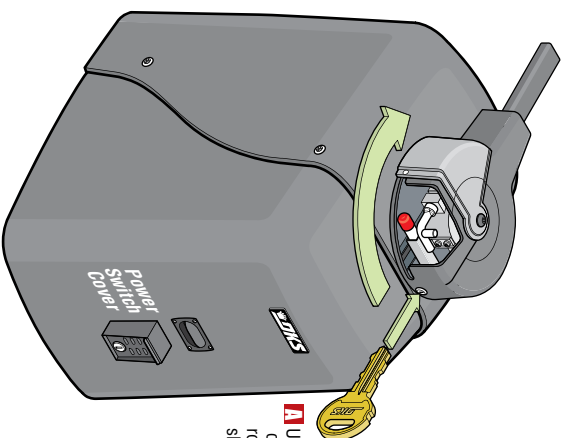


A KEY has been supplied that will unlock the cover and power switch cover on this gate operator.

To obtain key to unlock gate operator contact:

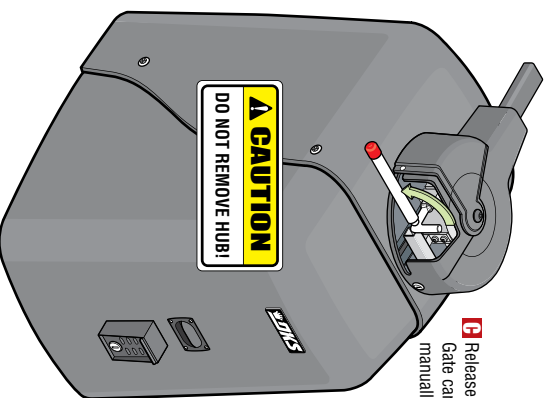
Name \_\_\_\_\_

Phone # \_\_\_\_\_

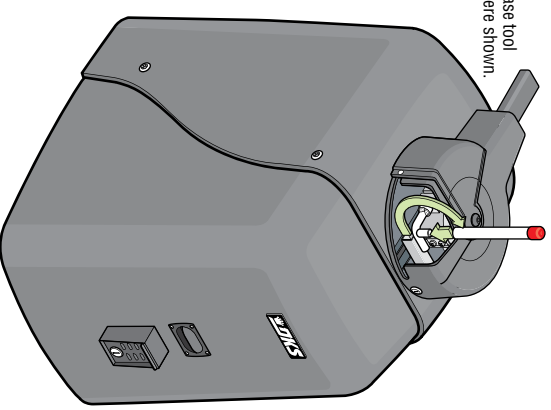


**A** Unlock the cover and rotate sliding door.

**B** Remove release tool and place where shown.



**C** Release hub. Gate can now be manually operated.



# Installation/Owner's Manual

# Model 6555

## Heavy-Duty Vehicular Swing Gate Operator

Use this manual for circuit board 4404-018 Revision A or higher.

6555-065-G-9-24

Entrapment Protection must be provided for the gate system where the risk of entrapment or obstruction exists. The operator will NOT run without one or more monitored type B1 or B2 entrapment protection devices in EACH entrapment area.

**UL 325 August 2018 Standard**

**Bi-Parting Gate Operators CANNOT be used.**



This vehicular gate operator is designed for **Class III** and **Class IV** applications **ONLY** and must **NEVER** be used in applications serving the general public.

**THIS PRODUCT IS TO BE INSTALLED AND SERVICED BY A TRAINED GATE/DOOR SYSTEMS TECHNICIAN ONLY.**  
Visit [www.doorking.com/dealer-locator](http://www.doorking.com/dealer-locator) to find a professional installing and servicing dealer in your area.

[www.doorking.com](http://www.doorking.com)

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