

Installation Manual

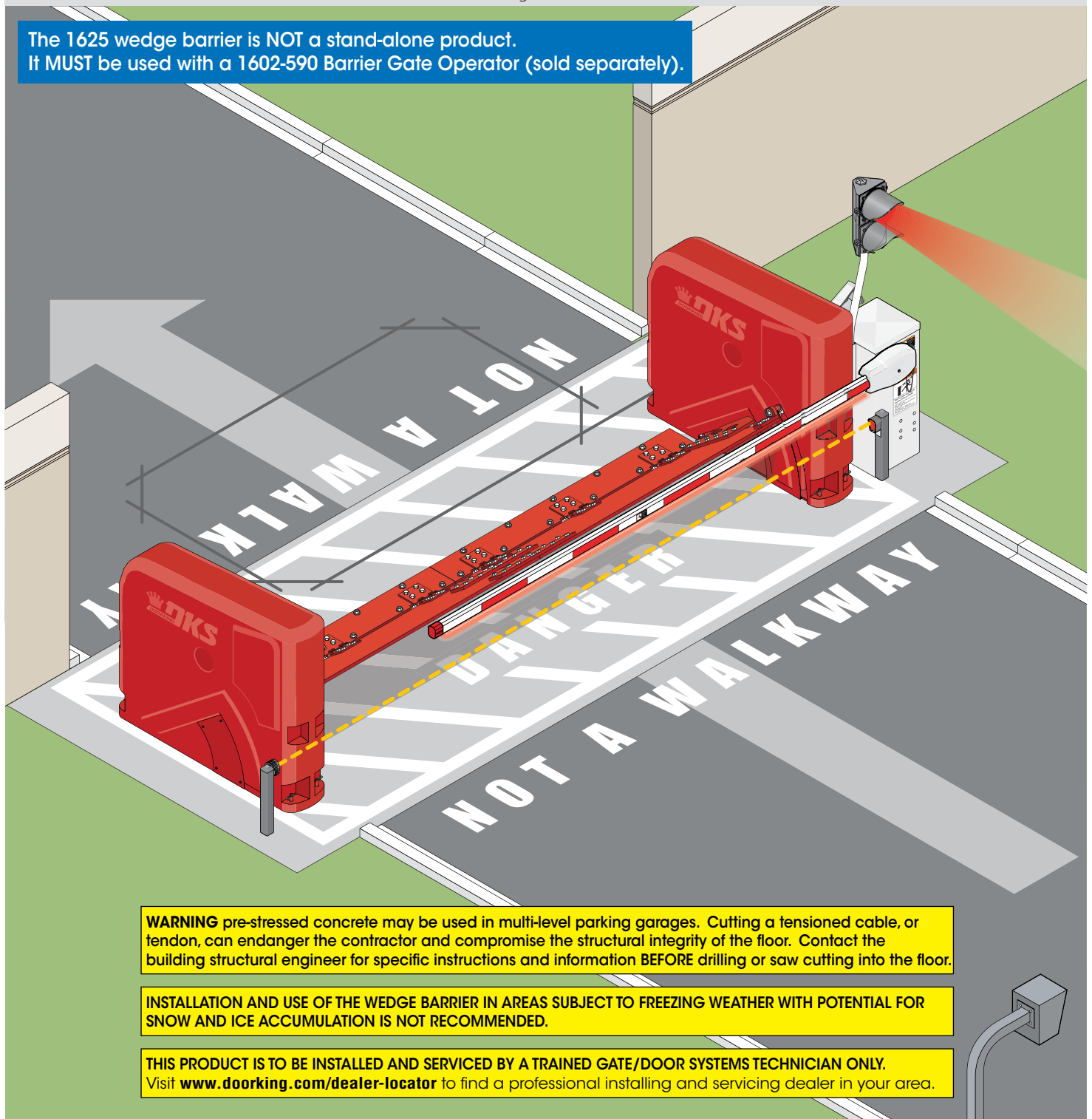
1625 Wedge Barrier

Surface Mount Vehicular Wedge Barrier System

Use this manual for circuit board 1601-010 Revision AK or higher.

1625-065-S-7-26

The 1625 wedge barrier is NOT a stand-alone product.
It MUST be used with a 1602-590 Barrier Gate Operator (sold separately).



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The 1625 is crash rated (ASTM F2656 PU-30-(P1, P2)). It is intended to provide a more formidable barrier in conjunction with a standard barrier arm operator system. The 1625 is ideally used to control passenger vehicles and light duty trucks.



TABLE OF CONTENTS

WEDGE BARRIER OPERATOR and ARM OPTIONS	2
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WEDGE BARRIER MODELS and PARTS CONFIGURATIONS	3-4
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SECTION 1 - IMPORTANT SAFETY INFORMATION

1.1 Important Safety Instructions (English, French)	5
1.2 Instructions regarding intended installation: (English, French)	5-7
1.3 DoorKing 8080-057 Photocell Type B-1 - INCLUDED	7
1.4 IMPORTANT Safety Information for Wedge Barrier System	8-9
1.5 Safety and Traffic Management for Wedge Barrier System	10
1.6 Wedge Barrier ONE-WAY Operation	11

SECTION 2 - "CONCRETE ONLY" SETUP OPTIONS

EXISTING Concrete	12
NEW Concrete Pad	12
Concrete Requirements and Dimensions	12
Underground Conduit and 8080-057 Photocell Position	13
Warning Signage	13
2.1 Anchoring Wedge Barrier to Concrete Pad Detail	14
2.2 Critical Measurements	15

SECTION 3 - MOUNTING OPERATOR AND WEDGE STEPS

1 Permanently Mount Operator	16
2 Permanently Mount Support Post Next to Operator	16
3 Bolt Plates Together	17
4 Wedge Lifting Arm Assembly	17
5 Precisely Mark Anchors	18
6 Permanently Mount Support Post and Wedge Plates	18
7 Add Counter-Weights	19
8 Connect Operator to Operator Side Plate	19
9 Install Covers	20
10 Install Arm and OPTIONAL Traffic Light	20
Regular Maintenance of Wedge System	20

SECTION 4 - PHOTOCELL	21
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SECTION 5 - IN-GROUND LOOP OPTIONS	22
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SW2 DIP-Switch 3 - Override DOWN Loop Commands Layout	23
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SECTION 6 - MANUAL RELEASE OPTIONS	24
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WEDGE BARRIER OPERATOR and ARM OPTIONS

1602-590 Wedge Barrier Operator

Class of Operation - UL 325 Class II, III, IV – ETL Listed

Type of Gate - Use with 1625 Series Wedge Barriers Only

Arm Types - **Octagon Arm ONLY** – Straight or Folding
(NO Break-Away or 3-Piece Arm)

Gate Cycles - Low Cycle

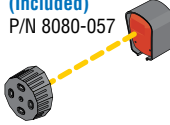
Pedestrian Protection -

Inherent entrapment sensing system - **Type A**

Provision for connection of a non-contact sensor - **Type B1**

and/or contact sensor - **Type B2**

DKS Reflective
Photocell
(Included)
P/N 8080-057



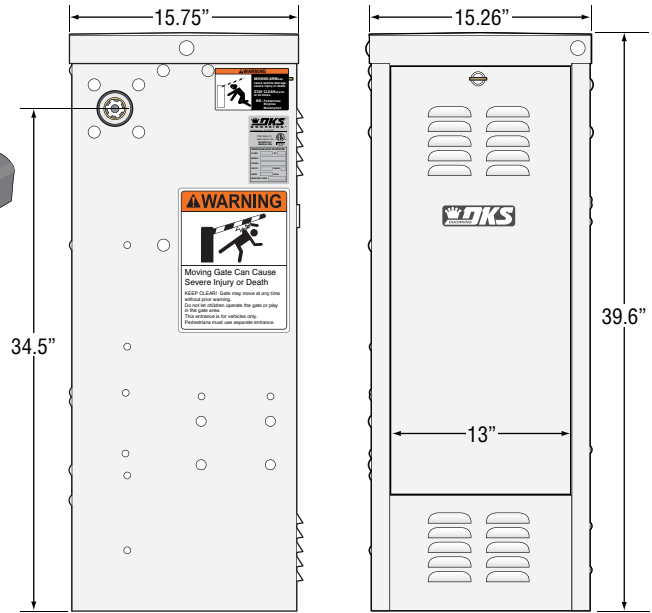
Model #	Convenience Open	Manual Release	Horsepower - Volts	Amp	Max Arm Length	Speed 90°
1602-590	No	Yes	1 HP - 115 VAC	9.7	17 Ft	3.5 Sec

Note: 208/230/460/575 VAC input voltage can be connected to the operator by installing an “Optional” High Voltage Kit (P/N 2600-266).

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.

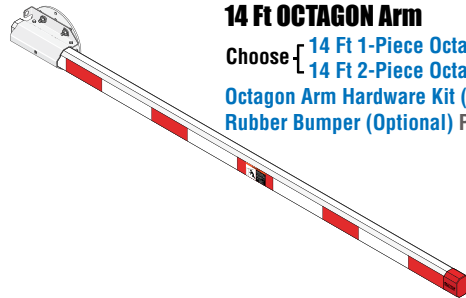


Drawings not to scale

Wedge Barrier Operator Arm Options

14 Ft OCTAGON Arm

Choose { 14 Ft 1-Piece Octagon Arm Only P/N 1601-555
14 Ft 2-Piece Octagon Arm Only P/N 1601-567
Octagon Arm Hardware Kit (Required) P/N 1601-242
Rubber Bumper (Optional) P/N 8080-089



14 Ft Octagon Reverse Edge Arm

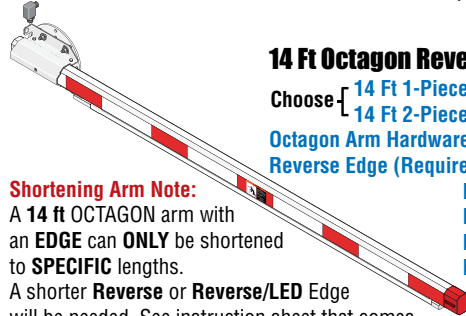
Choose { 14 Ft 1-Piece Octagon Arm Only P/N 1601-555
14 Ft 2-Piece Octagon Arm Only P/N 1601-567
Octagon Arm Hardware Kit (Required) P/N 8080-235
Reverse Edge (Required) different lengths available

Reverse Edge 5 Ft P/N 8080-605
Reverse Edge 6 Ft P/N 8080-606
Reverse Edge 9 Ft P/N 8080-609
Reverse Edge 12 Ft P/N 8080-612

Shortening Arm Note:

A 14 ft OCTAGON arm with an **EDGE** can **ONLY** be shortened to **SPECIFIC** lengths.

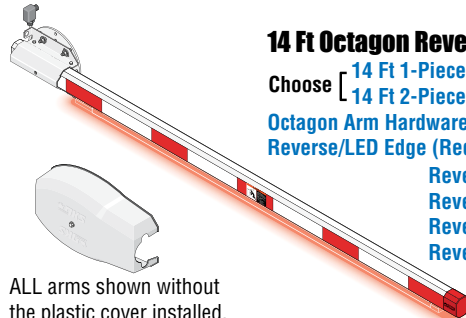
A shorter **Reverse** or **Reverse/LED** Edge will be needed. See instruction sheet that comes with the **STANDARD Arm Bracket** installation for more information **1601-268.pdf**.



14 Ft Octagon Reverse/LED Edge Arm

Choose { 14 Ft 1-Piece Octagon Arm Only P/N 1601-555
14 Ft 2-Piece Octagon Arm Only P/N 1601-567
Octagon Arm Hardware Kit (Required) P/N 8080-235
Reverse/LED Edge (Required) different lengths available

Reverse/LED Edge 5 Ft P/N 8080-905
Reverse/LED Edge 6 Ft P/N 8080-906
Reverse/LED Edge 9 Ft P/N 8080-909
Reverse/LED Edge 12 Ft P/N 8080-912

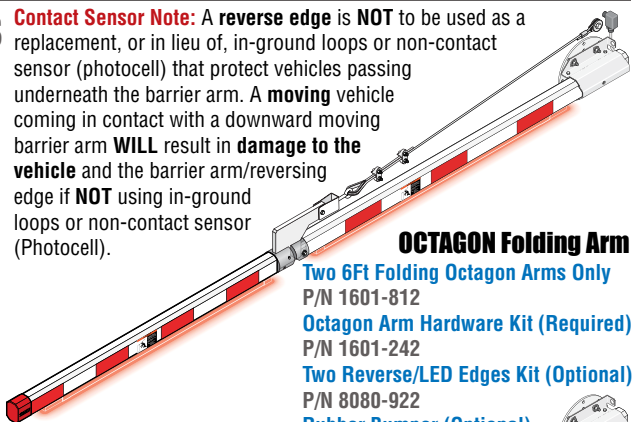


ALL arms shown without the plastic cover installed.

Contact Sensor Note: A **reverse edge** is **NOT** to be used as a replacement, or in lieu of, in-ground loops or non-contact sensor (photocell) that protect vehicles passing underneath the barrier arm. A **moving** vehicle coming in contact with a downward moving barrier arm **WILL** result in **damage to the vehicle** and the barrier arm/reversing edge if **NOT** using in-ground loops or non-contact sensor (Photocell).

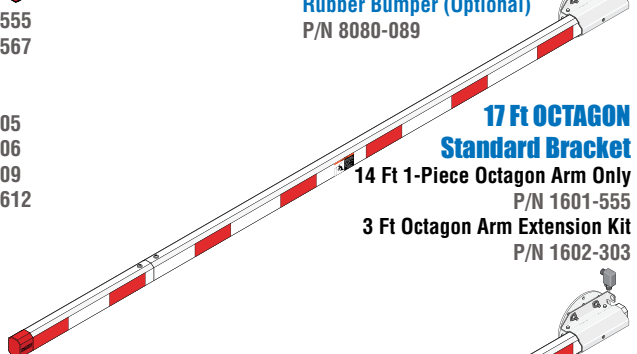
OCTAGON Folding Arm

Two 6Ft Folding Octagon Arms Only P/N 1601-812
Octagon Arm Hardware Kit (Required) P/N 1601-242
Two Reverse/LED Edges Kit (Optional) P/N 8080-922
Rubber Bumper (Optional) P/N 8080-089



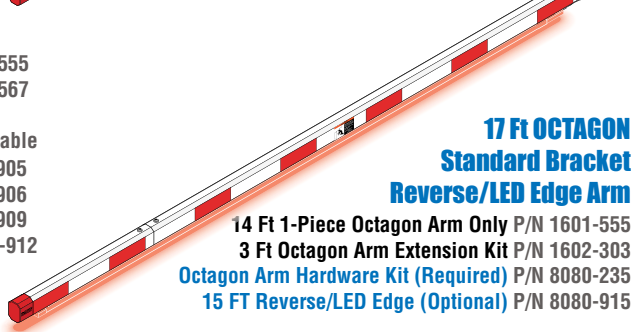
17 Ft OCTAGON Standard Bracket

14 Ft 1-Piece Octagon Arm Only P/N 1601-555
3 Ft Octagon Arm Extension Kit P/N 1602-303



17 Ft OCTAGON Standard Bracket Reverse/LED Edge Arm

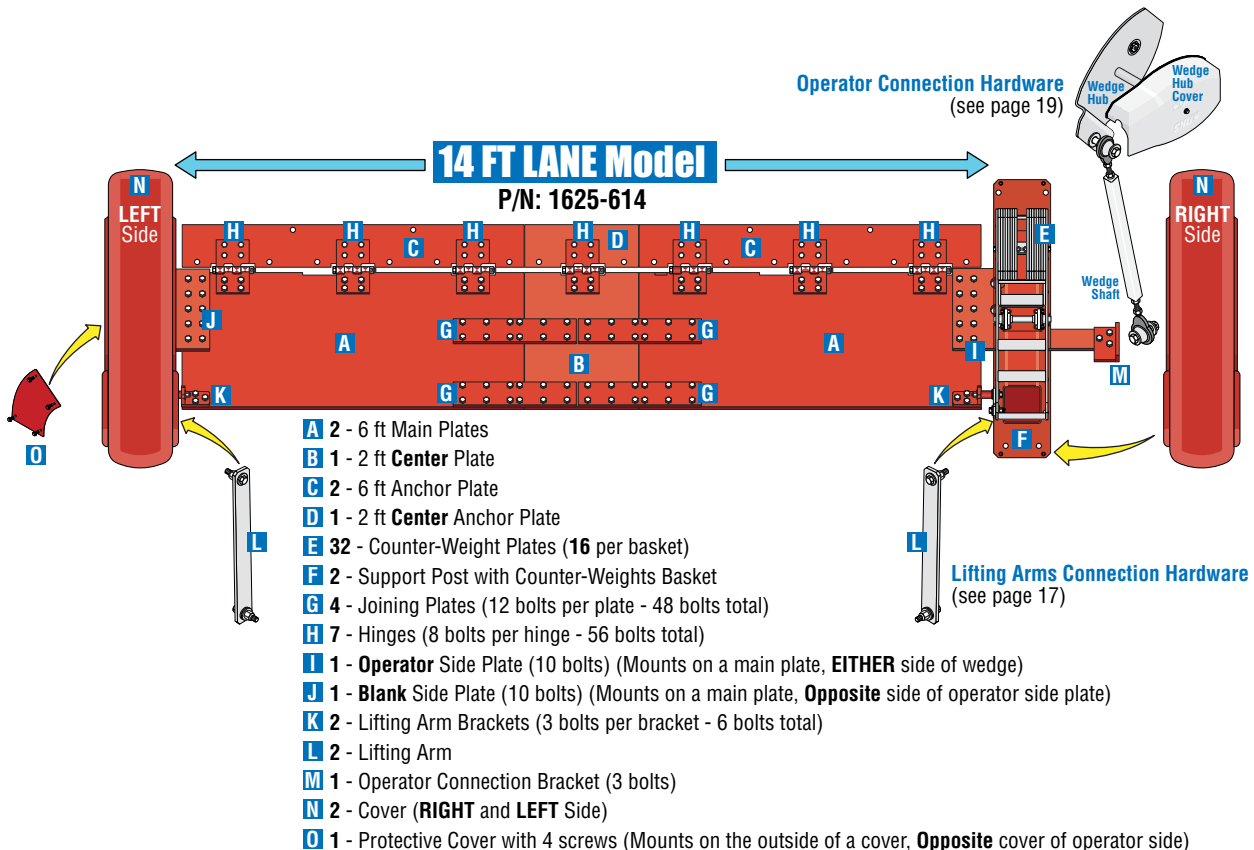
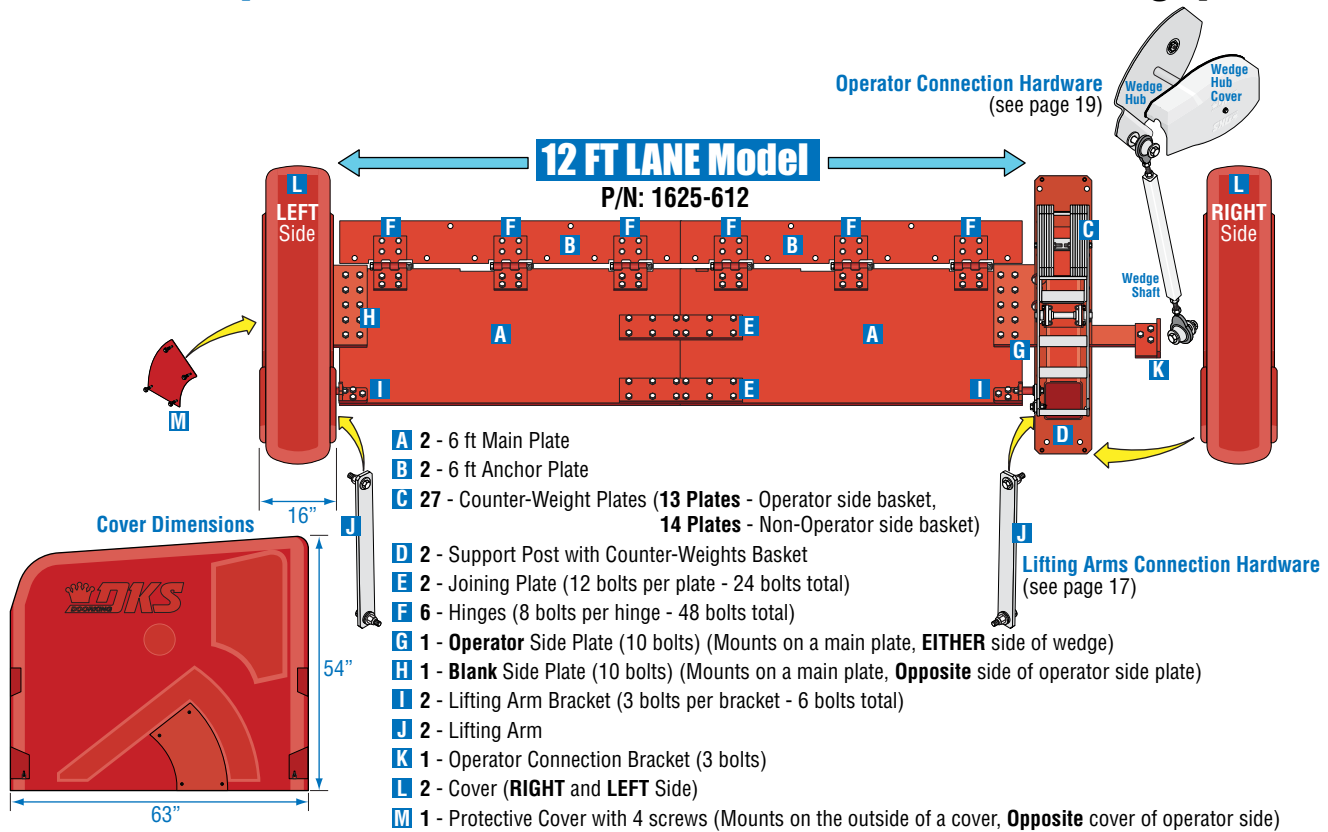
14 Ft 1-Piece Octagon Arm Only P/N 1601-555
3 Ft Octagon Arm Extension Kit P/N 1602-303
Octagon Arm Hardware Kit (Required) P/N 8080-235
15 FT Reverse/LED Edge (Optional) P/N 8080-915



WEDGE BARRIER MODELS and PARTS CONFIGURATIONS

Prior to beginning the installation of the wedge barrier, 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.

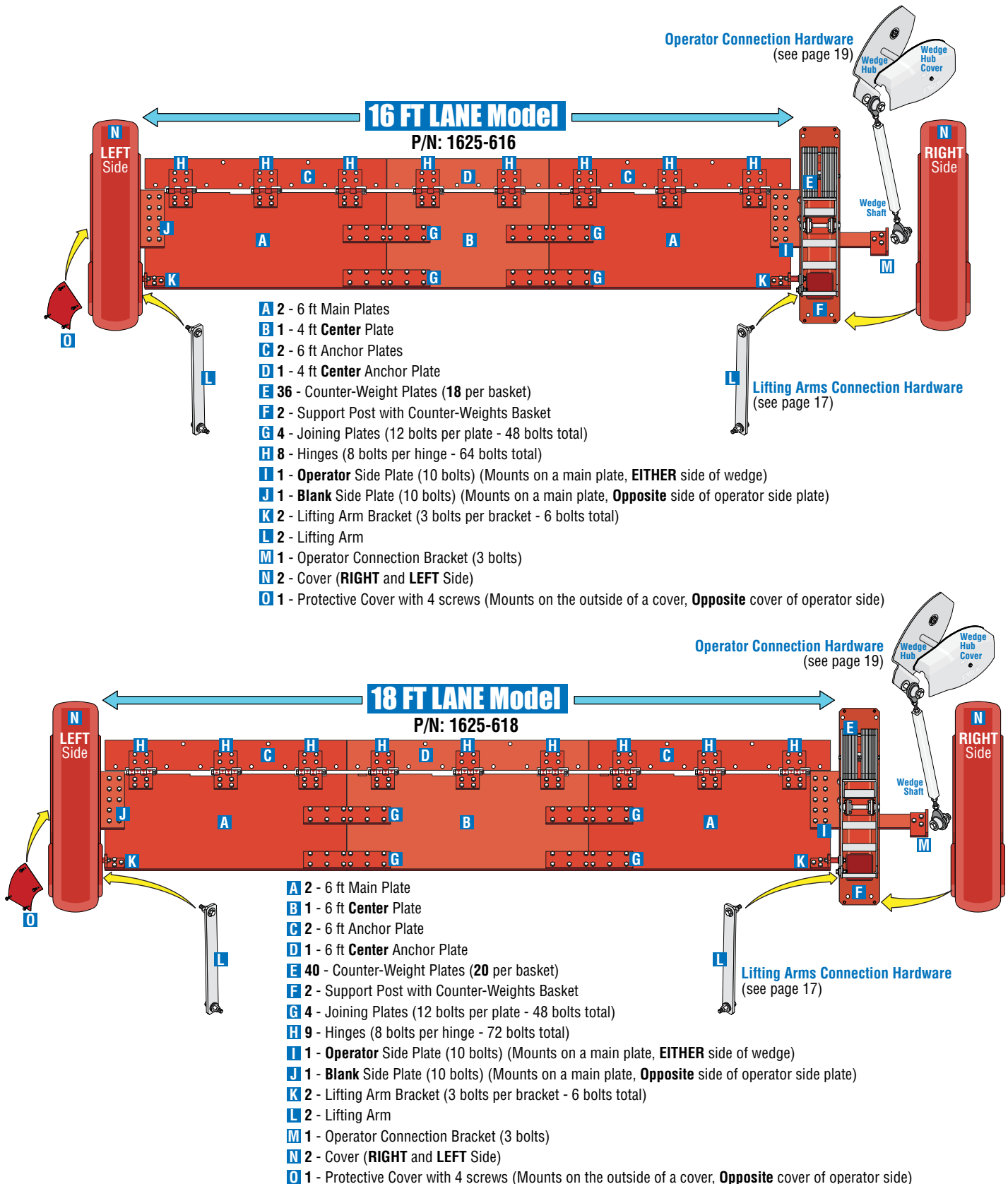
Barrier operator 1602-590 can be installed on EITHER side of wedge plates



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Barrier operator 1602-590 can be installed on EITHER side of wedge plates



SECTION 1 - IMPORTANT SAFETY INFORMATION

1.1 Important Safety Instructions

English	French
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 the gate. NO ONE SHOULD CROSS THE PATH OF THE MOVING GATE. 4. Test the gate operator monthly. The gate MUST reverse on contact with a rigid object or stop 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 manual release only when the gate is not moving. 6. KEEP GATES PROPERLY MAINTAINED. Read the user'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.	AVERTISSEMENT DE CONSIGNES DE SÉCURITÉ IMPORTANTES – Pour réduire le risques de blessures graves ou mortelles : 1. LIRE ET SUIVRE TOUTES LES INSTRUCTIONS. 2. Ne jamais laisser les enfants faire fonctionner la porte ou jouer avec les commandes de la barrière. Garder la télécommande hors de la portée des enfants. 3. Toujours garder les personnes et les objets loin de la barrière. PERSONNE NE DEVRAIT FRANCHIR LA BARRIÈRE EN MOUVEMENT. 4. Vérifier l'ouvre-barrière une fois par mois. La barrière DOIT inverser son mouvement au contact d'un objet rigide, lorsque celui-ci active les capteurs sans contact. Après avoir réglé la force ou la limite du déplacement, vérifier de nouveau l'ouvre-barrière. Si l'ouvre-barrière est mal réglé ou n'est pas vérifié de manière appropriée, le risque de ou de blessures graves ou mortelles est accru. 5. Utiliser le dispositif de dégagement manuel uniquement si la barrière est immobilisée. 6. ASSURER L'ENTRETIEN ADÉQUAT DE LA BARRIÈRE. Lire le guide d'utilisation. Demander à un professionnel qualifié de réparer la quincaillerie de la barrière . 7. L'entrée est réservée aux véhicules . Les piétons doivent avoir une entrée distincte. 8. CONSERVER CES INSTRUCTIONS.

1.2 Instructions regarding intended installation:

English	French
a) Install the gate operator only when: 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 1.83 m (6 ft) above the ground to prevent a 57.2 mm (2-1/4 inch) 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 areas of the moving vertical pivot gate panel from the bottom of the gate to the top of the gate or a minimum of 1.83 m (72 in) above grade, whichever is less, that pass by a fixed stationary object, and in the area of the adjacent fence that the gate covers during the travel of the gate, shall be designed, guarded or screened to prevent a 57 mm (2-1/4 in) diameter sphere from passing through such areas. 4) All exposed pinch points are eliminated or guarded, and 5) Guarding is supplied for exposed rollers. 6) The operator instructions shall list the maximum number of open and close entrapment protection devices capable of being connected to the operator.	a) Installer l'ouvre-barrière uniquement si : 1) L'ouvre-barrière convient à la construction et la classe d'utilisation de la barrière. 2) Toutes les ouvertures de la barrière coulissante horizontale sont protégées ou grillagées du bas de la barrière jusqu'à au moins 1,83 m (6 pi) du sol si bien qu'une sphère de 57,2 mm (2 1/4 po) de diamètre ne peut passer par aucune ouverture dans la barrière ou dans la portion de la clôture adjacente que la barrière couvre en position ouverte. 3) Toutes les zones du panneau d'une barrière à pivot verticale du bas jusqu'au haut de la barrière ou jusqu'à au moins 1,83 m (72 po) au-dessus du sol (la hauteur la plus basse prévalant) qui passe par un objet immobile et dans la portion de la clôture adjacente que la barrière couvre pendant sa course sont conçues, protégées ou grillagées si bien qu'une sphère de 57 mm (2 1/4 po) de diamètre ne peut passer par de telles zones. 4) Tous les points de pincement sont éliminés ou protégés . 5) Des protections sont fournies pour les galets exposés. 6) Les instructions de l'ouvre-barrière doivent indiquer le nombre maximal de dispositifs de protection contre le coincement à l'ouverture ou à la fermeture.

1.2 Instructions regarding installation cont:

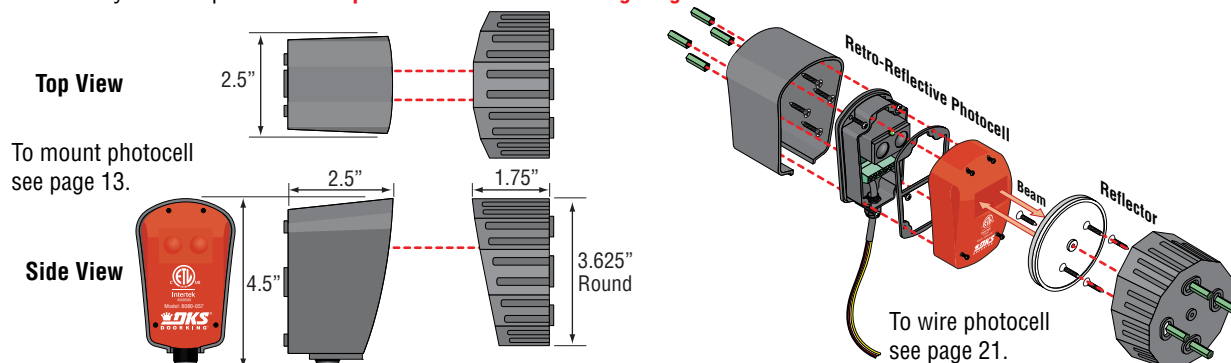
English	French
b) The operator is intended for installation only on gates used for vehicles. Pedestrians must be supplied with a separate access opening. The pedestrian access opening shall be designed to promote pedestrian usage. Locate the gate such that persons will not come in contact with the vehicular gate during the entire path of travel of the vehicular gate. c) 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 shall not open into public access areas. d) 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 or pressure relief valve to compensate for an improperly installed, improperly functioning, or damaged gate. e) For a gate operator utilizing Type D entrapment 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) The 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, and 4) No other activation device shall be connected. f) Permanently mounted controls intended for user activation must be located at least 1.83 m (6 ft) 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. Exception: Emergency access controls only accessible by authorized personnel (e.g. fire, police, EMS) may be placed at any location in the line-of-sight of the gate. g) 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. h) A minimum of two (2) WARNING SIGNS shall be installed, in the area of the gate. Each placard is to be visible by persons located on the side of the gate on which the placard is installed. i) For a gate operator utilizing Type B1, non-contact entrapment protection: 1) See 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, and 3) One or more non-contact sensors shall be located where the risk of entrapment or obstruction exists, such as the perimeter reachable by a moving gate or barrier. j) For a gate operator utilizing Type B2, contact entrapment protection: 1) One or more contact sensors shall be located where the risk of entrapment or obstruction exists, such as at the leading edge, trailing edge, and postmounted both inside and outside of a vehicular horizontal slide gate.	b) L'ouvre-barrière doit être installé uniquement sur des barrières utilisées pour les véhicules. Les piétons doivent avoir une entrée distincte. Celle-ci doit être conçue pour inciter les piétons à l'utiliser. L'accès doit se trouver dans un endroit où les piétons n'entreront pas en contact avec une barrière pour véhicules en mouvement pendant le déplacement de la barrière. c) Pour réduire le risque de coincement lors de l'ouverture et de la fermeture, la barrière doit être installée dans un endroit où elle est suffisamment éloignée des structures avoisinantes. Les barrières basculantes ne doivent pas s'ouvrir dans des endroits accessibles au public. d) S'assurer que la barrière est bien installée et fonctionne librement dans les deux directions avant d'entreprendre l'installation de l'ouvre-barrière. Ne pas trop serrer l'embrayage de l'ouvre-barrière ou la soupape de décharge de l'ouvre-barrière pour compenser une barrière mal installée, qui ne fonctionne pas correctement ou qui est endommagée. e) Pour un ouvre-barrière utilisant une protection contre le coincement de type D: 1) les commandes de l'ouvre-barrière doivent être placées de sorte que l'utilisateur voit l'ensemble de la zone de la barrière lorsque cette dernière est en mouvement. 2) La plaque exigée doit être placée à côté des commandes. 3) Ne pas utiliser de dispositif de fermeture automatique (comme une minuterie, une boucle de détection ou un dispositif similaire). 4) Ne brancher aucun autre dispositif d'activation. f) Les commandes permanentes destinées à l'activation par l'utilisateur doivent être situées à au moins 1,83 m (6 pi) des pièces mobiles de la barrière et à un endroit que l'utilisateur ne peut atteindre pour actionner les commandes par-dessus ou sous la barrière, ou à côté ou au travers de la barrière. Exception: Les commandes d'accès d'urgence accessibles au personnel autorisé seulement (p. ex. pompiers, policiers, ambulanciers) peuvent être placées n'importe où, du moment qu'elles sont en vue de la barrière. g) Le bouton d'arrêt, ou de réinitialisation doit être situé en vue de la barrière. L'activation de la commande de réinitialisation ne doit pas entraîner l'activation de l'ouvre-barrière. h) Au moins deux (2) PANNEAUX D'AVERTISSEMENT doivent être installés dans la zone de la barrière. Toutes les plaques d'avertissement doivent être visibles des personnes situées à côté de la barrière sur laquelle les plaques sont installées. i) Pour un ouvre-barrières utilisant un capteur sans contact pour la protection contre le coincement de type B1: 1) Voir les instructions sur l'emplacement des capteurs sans contact pour chaque type d'application. 2) Des précautions doivent être prises pour réduire les risques de déclenchement inutile, comme lorsqu'un véhicule déclenche le capteur pendant que la barrière est encore en mouvement. 3) Au moins un capteur sans contact ou plus doit être situé où il existe un risque de coincement ou d'obstruction, comme dans l'espace que peuvent atteindre le bras et la barrière lorsqu'ils sont en mouvement. j) Pour un ouvre-barrière utilisant un capteurs de contact pour la protection contre le coincement de type B2: 1) Au moins un capteur de contact doit être situé où il existe un risque de coincement ou d'obstruction, comme sur le bord d'attaque, sur le bord de fuite et sur les poteaux montés sur l'intérieur et l'extérieur d'une barrière coulissante horizontale pour véhicules.

1.2 Instructions regarding installation cont:

English	French
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 device 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 obstruction. A wireless device shall function under the intended end-use conditions. 6) One or more contact sensors shall be located on the inside and outside leading edge of a swing gate. Additionally, if the bottom edge of a swing gate is greater than 101.6 mm (4 in) but less than 406 mm (16 inches) above the ground at any point in its arc of travel, one or more contact sensors shall be located on the bottom edge. 7) For a vertical barrier (arm) operator utilizing Type B2 contact entrapment protection, one or more contact sensors shall be located at the bottom edge of a vertical barrier (arm). 8) One or more contact sensors shall be located where the risk of entrapment or obstruction exists on a bifold gate, such as: i) At the inner and outer leading edge, ii) Between the outer column panel and the inner bifold panel of an opening bifold gate, iii) Between the outer/column panel and any obstruction within 406mm (16 in) of the gate panel when it is in the fully open position, iv) At hinge points depending on the construction of the gate, v) On the bottom edge(s), if the bottom edge(s) of a bifold gate is/are greater than 152 mm (4 in) but less than 406 mm (16 in) above the ground at any point in its arc of travel.	2) Au moins un capteur de contact doit être situé sur le bord inférieur d'une barrière levante verticale pour véhicules. 3) Au moins un capteur de contact doit être situé au point de pincement d'une barrière à pivot vertical pour véhicules. 4) Un capteur de contact doit être installé et câblé de sorte à éviter que la communication entre le capteur et l'ouvre-barrière soit gênée par des dommages mécaniques. 5) Un dispositif sans fil, comme un appareil qui transmet des signaux de radiofréquence (RF) à l'ouvre-barrière pour prévenir le coincement, doit être situé à un endroit où la transmission des signaux ne sera pas obstruée ou gênée par des structures, des arbres ou d'autres obstacles similaires. Un dispositif sans fil doit fonctionner dans les conditions pour lesquelles il a été conçu. 6) Au moins un capteur de contact doit être situé à l'intérieur et à l'extérieur du bord d'attaque d'une barrière battante. De plus, si le bord inférieur de la barrière battante est situé à plus de 101,6 mm (4 po), mais à moins de 406 mm (16 po) du sol à l'un des points de sa trajectoire, au moins un capteur de contact doit être situé sur le bord inférieur. 7) Pour un ouvre-barrière à bras levant utilisant un capteur de contact pour la protection contre le coincement de type B2, au moins un capteur de contact doit être situé sur le bord inférieur de la barrière à bras levant. 8) Au moins un capteur de contact doit être situé où il existe un risque de coincement ou d'obstruction sur une barrière pliante, comme : i) Au bord d'attaque intérieur et extérieur; ii) Entre le panneau de colonne extérieur et le panneau interne à deux volets d'une barrière pliante; iii) Entre le panneau de colonne extérieur et tout obstacle se trouvant à moins de 406 mm (16 po) du panneau de barrière lorsqu'il est en position complètement ouverte; iv) Aux points de charnière selon la construction de la barrière; v) Sur les bords inférieurs d'une barrière pliante, s'ils sont situés à plus de 152 mm (4 po), mais à moins de 406 mm (16 po) du sol à l'un des points de la trajectoire de la barrière.

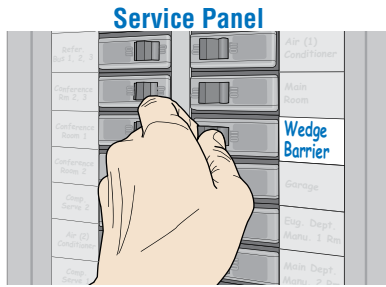
1.3 DoorKing 8080-057 Photocell Type B-1- INCLUDED

This retro-reflective photocell (UL 325 Type B-1) works with **ALL** DoorKing gate operators to comply with the 2018 UL 325 standards. It **must** be wired to the gate operator using the photocell's **NORMALLY OPEN** input so the gate operator can **monitor the photocell**. The photocell is powered by 18-32 VAC **OR** VDC from the gate operator if desired. The relay output is rated for 1 Amp @ 24 VAC **OR** VDC maximum. It **MUST** be mounted vertically as shown and not horizontally to protect it from the weather. The green LED will remain lit when the reflector is aligned correctly with the photocell. **The photocell has a max sensing range of 35 ft.**

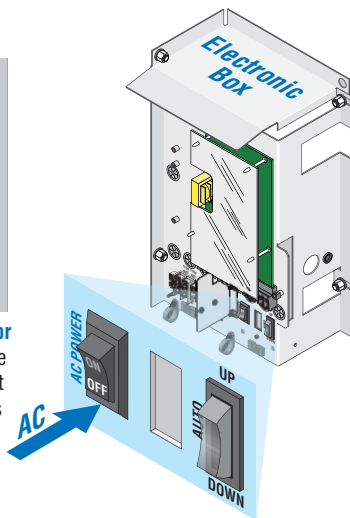


1.4 IMPORTANT Safety Information for Wedge Barrier System

Shut OFF Power



- When removing the wedge barrier operator from service, move the arm and wedge to the full open position and Shut-OFF AC power at the operator's AC power switch on operator's electronic box AND at the service panel.



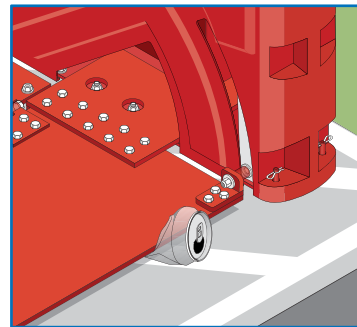
- Speed limit through barrier area is 5 MPH. Install speed bumps, warning signs and hazard stripes where visible in the area of the barrier gate, failure to do so may result in injury, damage to operator and vehicle.



- Emergency Access Controls only accessible by authorized personnel (e.g., fire, police, EMS) may be placed at any location in the line-of-sight of the barrier gate.



- Access Controls intended for user activation must be located at least six feet (6') away from any moving part of the barrier gate and where the user is prevented from reaching over, under or around the barrier gate to operate the controls. It's best to keep opening device in a SECURE area.



- The wedge plates are Extremely Heavy. At least a 1/2 ton or more for the wider lane models. The Reverse Sensor should always be set correctly to prevent damage or severe injury especially while plates are LOWERING.

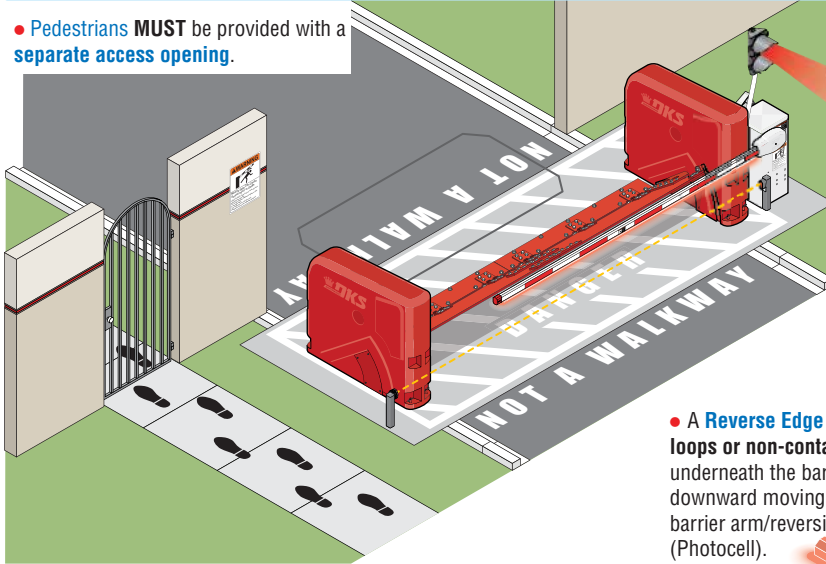
- Warning BEEPER sounds BEFORE wedge cycles. The warning beeper will "beep 2 times" BEFORE lowering arm and raising wedge ONLY when the TIMER times out. If your using a down loop, when it gets activated, it will cancel the timer and lower arm WITHOUT beeping. OR Beeper will "beep 2 times" BEFORE lowering arm and raising wedge EVERYTIME. See 1601/1602 manual for warning beeper options.

- ONE-WAY Traffic Direction ONLY. This wedge system ONLY allows vehicles to travel in ONE direction.

- "NOT A WALKWAY" pavement marking should be painted on the roadway facing BOTH directions.
- "Hazard Stripes" should be painted on the roadway under the wedge barrier.

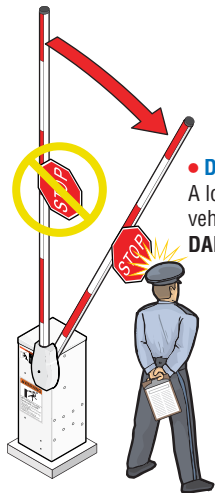
1.4 IMPORTANT Safety Information Continued

- Pedestrians **MUST** be provided with a separate access opening.



- Make sure all **WARNING SIGNS** are on operator and arm. 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.

- **IMPORTANT** ALL debris and trash needs to be kept from underneath wedge plate.



- **DO NOT** Attach **ANY** external sign on the arm. A lowering sign **WILL** cause damage to a vehicle or injure a person. This scenario is **VERY DANGEROUS** and **MUST NEVER OCCUR!!**

- **IMPORTANT** Instruct employees, guard personnel or anyone working near the barrier arm operator to **NEVER** stand directly beneath a raised or moving arm!

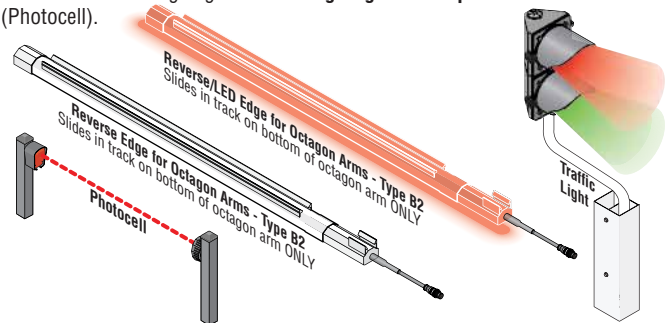
- **Test the gate operator monthly.** The gate **MUST** reverse on contact with a rigid object or **stop** when an object activates the non-contact sensors. After adjusting the force or the limit of travel, retest the gate operator. Failure to adjust and retest the gate operator properly can increase the risk of severe injury or death.

- Operators and components should be **properly installed and maintained** following the recommended service schedule and testing the operator monthly. Keep all debris away from operator housing vents and off of arm. Contact your service dealer for any maintenance or repairs.

- Vehicular barrier gate operators can **produce high levels of force**, it is important that **you are aware** and eliminate possible **HAZARDS**: Pinch Points, Entrapment Areas, Overhead Power Wires, Absence of Controlled Pedestrian Access, Traffic Backup.

- **Wedge Barrier System Crash Rating:** DKS Wedge Barrier is **crash rated** (ASTM F2656 PU-30-(P1, P2). It is intended to provide a formidable barrier to help prevent passenger vehicles and light-duty trucks from driving through a controlled traffic lane. A traffic light is **HIGHLY** recommended with this system.

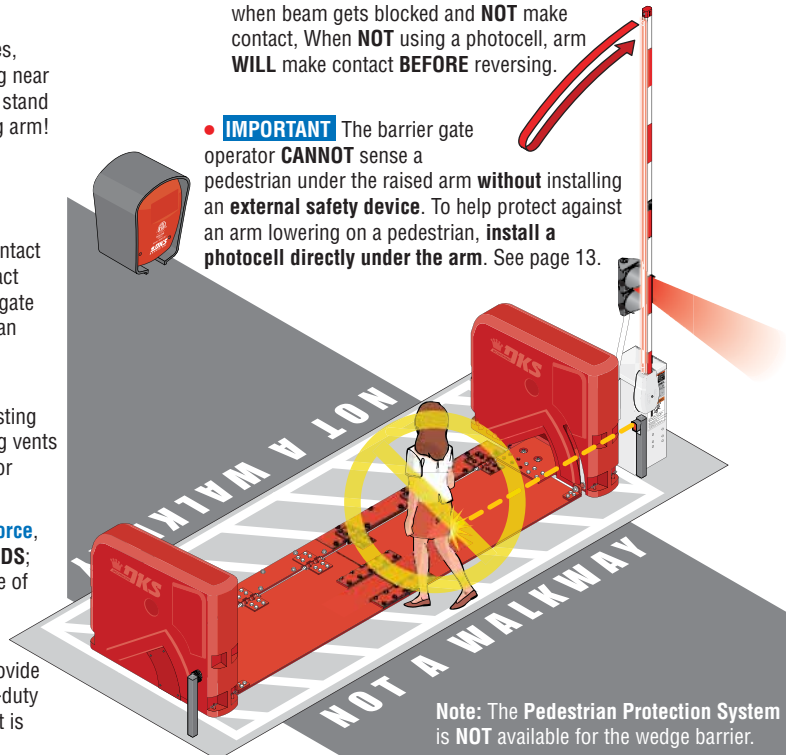
- A **Reverse Edge** is **NOT** to be used as a replacement, or in lieu of, **in-ground loops or non-contact sensor (photocell)** that protect vehicles passing underneath the barrier arm. A moving vehicle coming in contact with a downward moving barrier arm **WILL result in damage** to the vehicle and the barrier arm/reversing edge if **NOT using in-ground loops or non-contact sensor (Photocell)**.



- **Wedge Barrier System Safety Devices:** They should have **reverse/LED edge** on arm, **traffic light** and **photocell** installed. If any of these devices are **NOT** functioning, remove barrier system from service until repairs can be made.

When using a photocell, arm **will** reverse when beam gets blocked and **NOT** make contact, When **NOT** using a photocell, arm **WILL** make contact **BEFORE** reversing.

- **IMPORTANT** The barrier gate operator **CANNOT** sense a pedestrian under the raised arm **without** installing an **external safety device**. To help protect against an arm lowering on a pedestrian, **install a photocell directly under the arm**. See page 13.



Note: The Pedestrian Protection System is **NOT** available for the wedge barrier.

1.5 Safety and Traffic Management for Wedge Barrier System

Vehicular wedge barrier gate operator can produce high levels of force. It is important that you are aware and eliminate possible HAZARDS; Pinch Points, Entrapment Areas, Overhead Power Wires, Absence of Controlled Pedestrian Access, and Traffic Management.

A Separate Pedestrian Walkway

Located so pedestrians **CANNOT** come in contact with the wedge barrier system.

B In-Ground Loop(s)

Loops minimize the potential of the arm closing when a vehicle is present. Number and placement of loop(s) is dependent on the application.

C Non-Contact Sensor - Photocell

(Photo Beam) Minimizes the potential of the arm or the wedge lowering on vehicular or other traffic that loops cannot sense. **Located directly under arm.**

D Contact Sensor - Reverse Edge

Minimizes the potential of the arm lowering on vehicular or other traffic that loops cannot sense.

Contact Sensor Note: A reverse edge is **NOT** to be used as a replacement, or in lieu of, in-ground loops or non-contact sensor (Photo Beam) that protect vehicles passing underneath the barrier arm. A **moving** vehicle coming in contact with a downward moving barrier arm **WILL** result in **damage to the vehicle** and the barrier arm/reversing edge if **NOT** using in-ground loops or non-contact sensor (Photo Beam).

E "BEEP BEEP" BEFORE Cycling Arm

Used to alert pedestrians that barrier arm is about to cycle. See 1601/1602 Owner's manual 1601-065.pdf for warning beeper options.

F Warning Signs



Permanently mounted on **operator** and **arm** and easily visible. 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.

G Hazard Stripes

NO stopping or standing "Hazard Stripes". Permanently painted WHITE on pavement on both sides of arm.

H Pedestrian Alert Warning:

"NOT A WALKWAY" pavement marking facing **BOTH** directions, permanently painted WHITE on pavement. Paint "**DANGER**" underneath wedge plate.

I Arm LED Lights

Helps with arm's visibility and position.

J Speed Bump

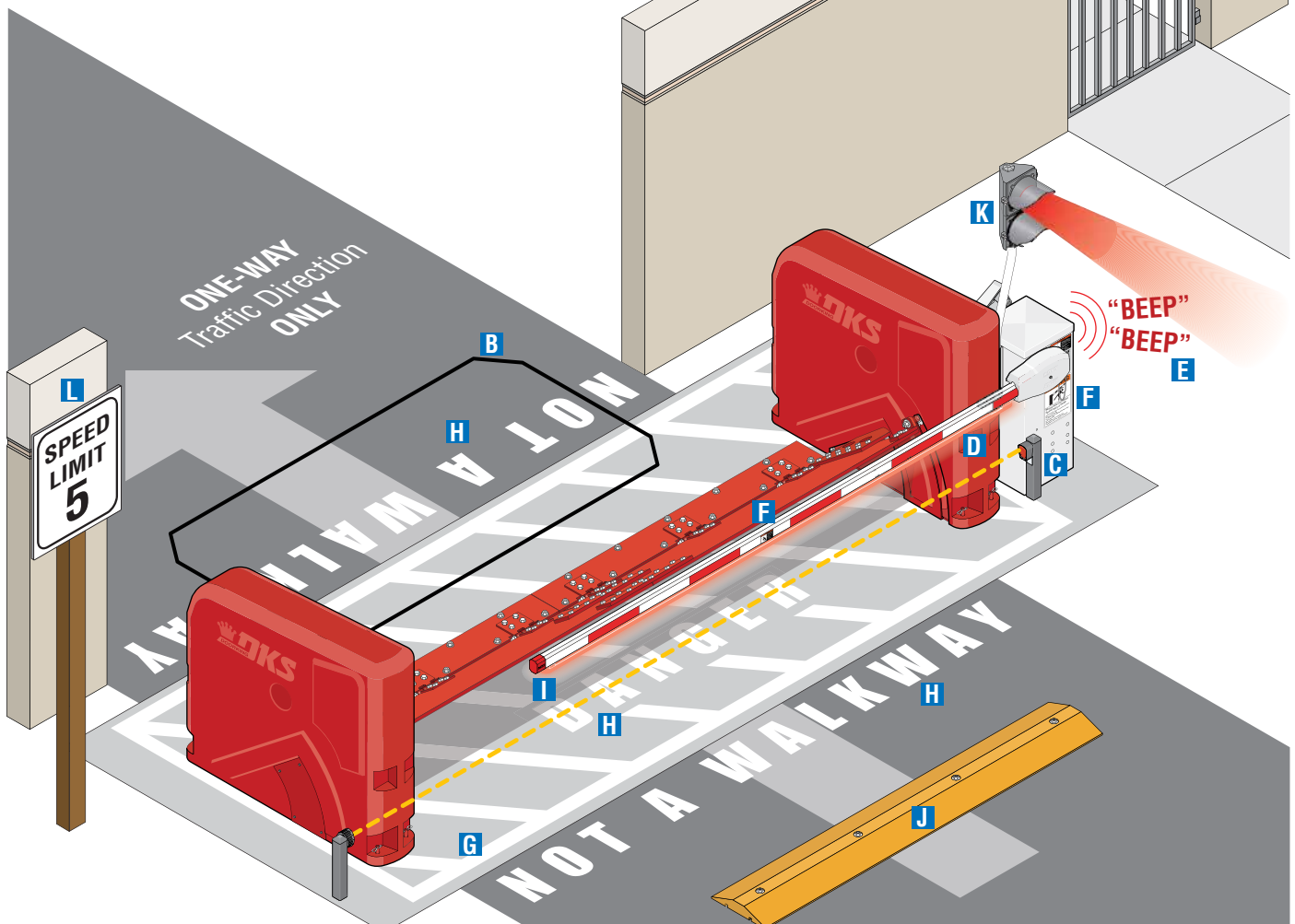
Helps increase distance and time between vehicles.

K Traffic Red/Green Light

Helps control traffic.

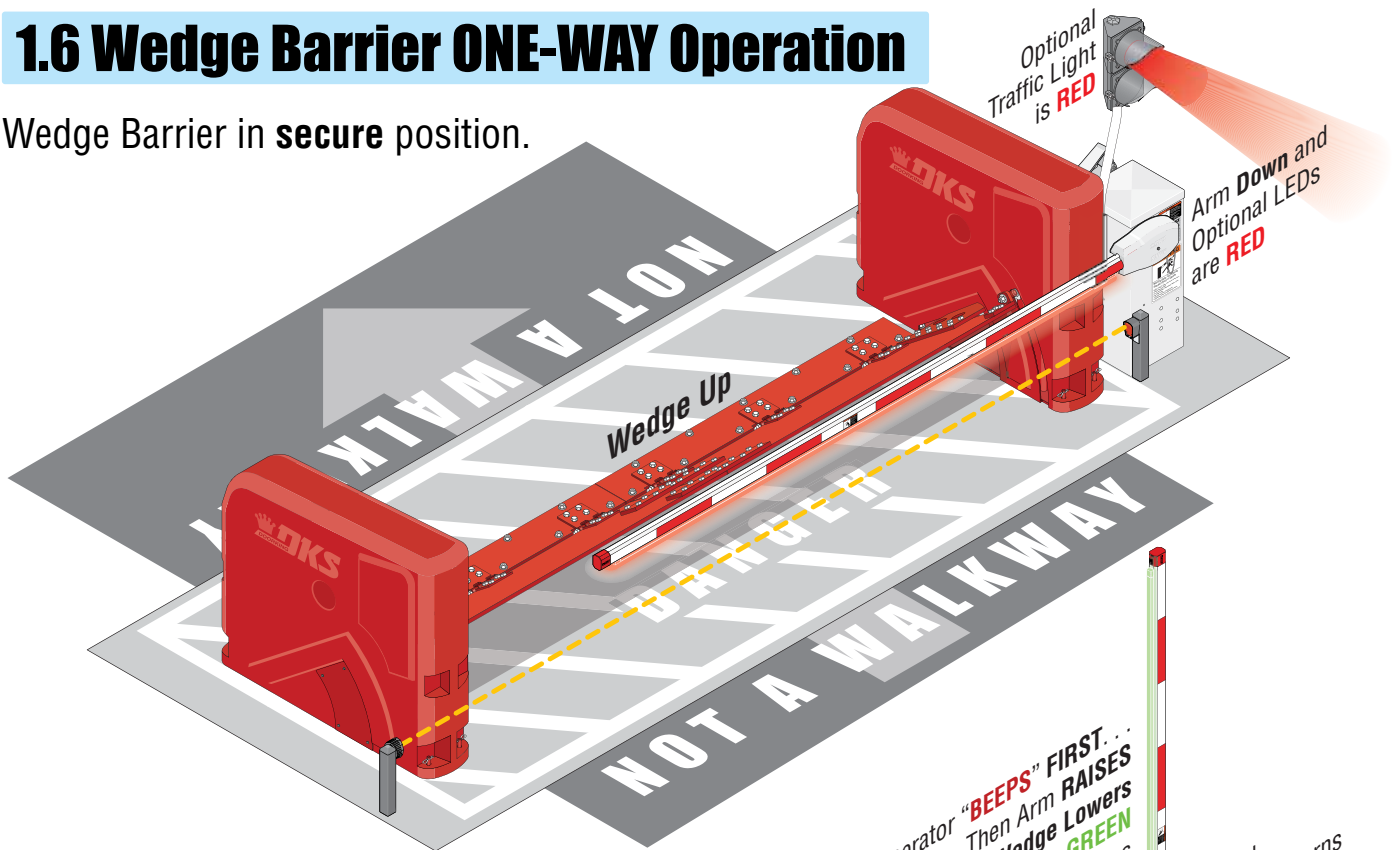
L Speed Limit Sign

Helps control traffic.

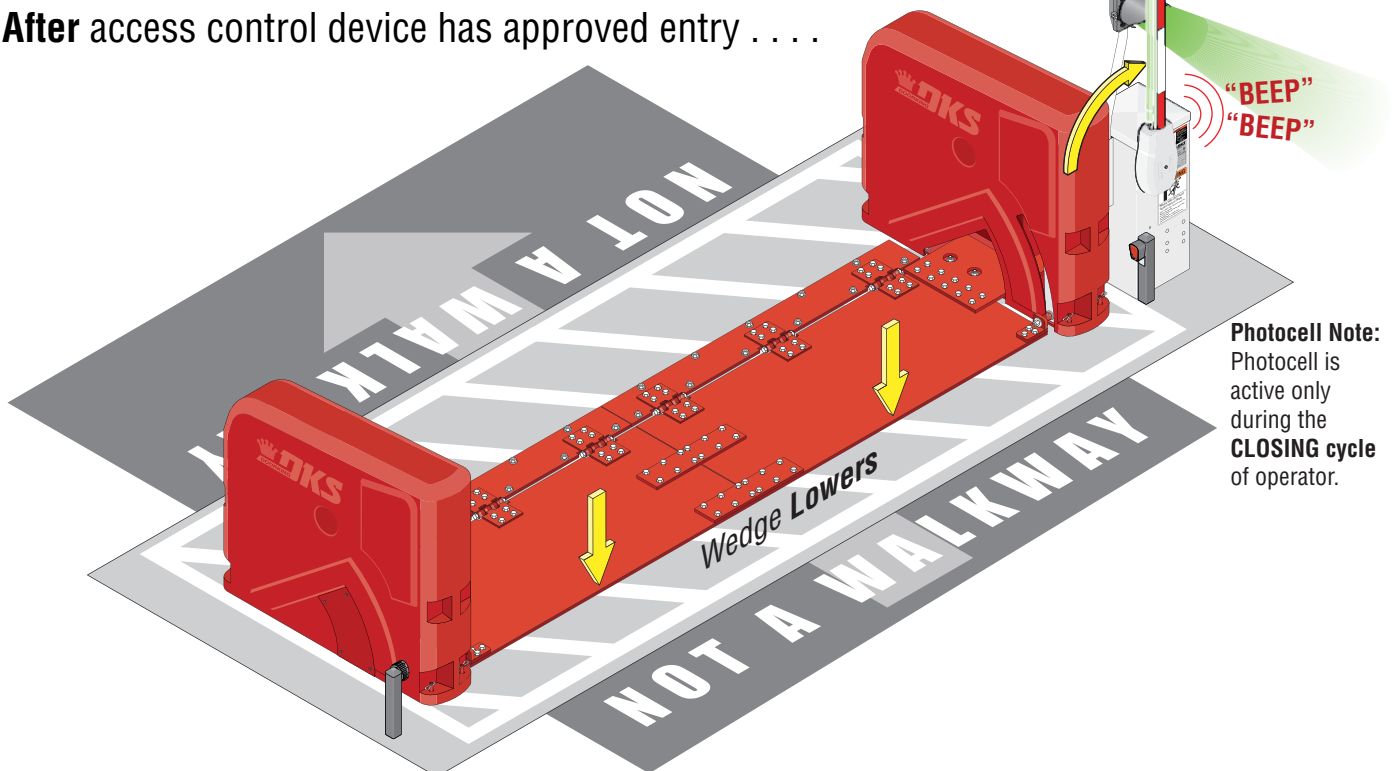


1.6 Wedge Barrier ONE-WAY Operation

Wedge Barrier in **secure** position.



After access control device has approved entry



Photocell Note:
Photocell is active only during the **CLOSING** cycle of operator.

After traffic has cleared, arm LEDs and traffic light turn **RED**, arm lowers and wedge raises.

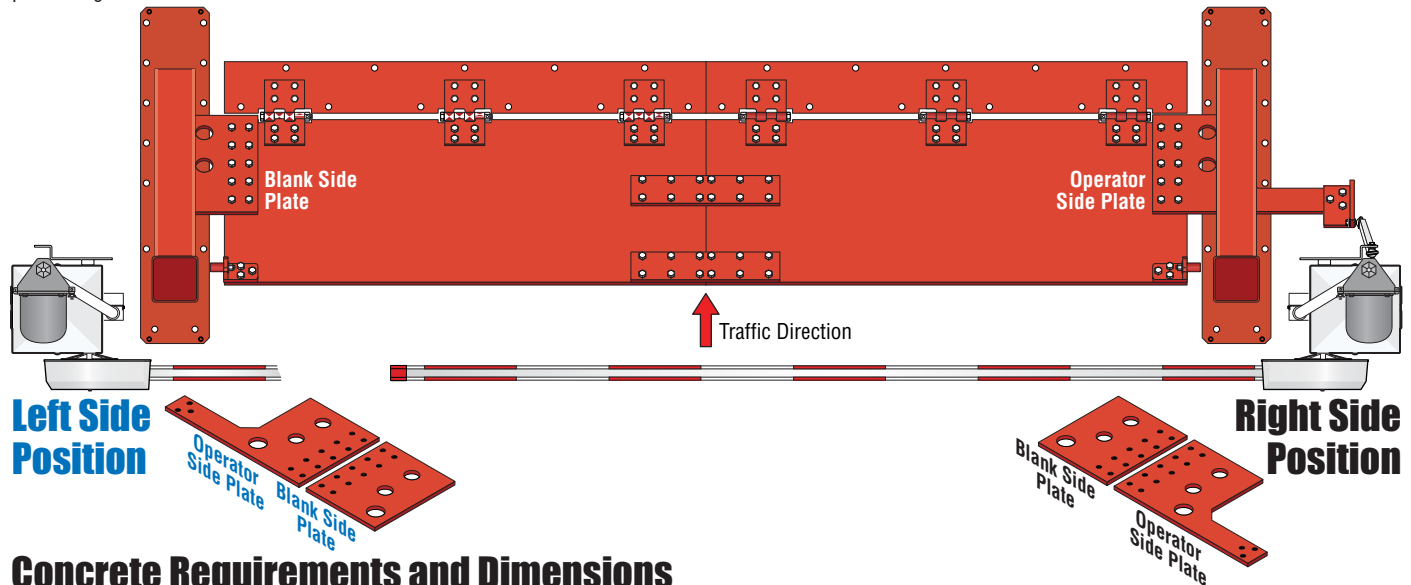
SECTION 2 - "CONCRETE ONLY" SETUP OPTIONS

EXISTING Concrete

WARNING for Precast Concrete: Drilling into precast concrete is **NOT recommended** without professional advice or assistance. If you don't know where the prestressed wire strands are located, **you risk damaging the structural integrity of the precast concrete** and the drilling equipment you use. If you need to drill into precast concrete to anchor the wedge barrier to it, you must contact the building engineer before proceeding.

NEW Concrete Pad

Select which side of wedge barrier the operator will be installed on (manual shows installation on the **RIGHT side** of wedge. To install operator on **LEFT side** of wedge, simply flip the **BLANK SIDE PLATE** and **OPERATOR SIDE PLATE** to the opposite sides as shown and flip **MEASUREMENTS** to the opposite side of concrete pad throughout manual.



Concrete Requirements and Dimensions

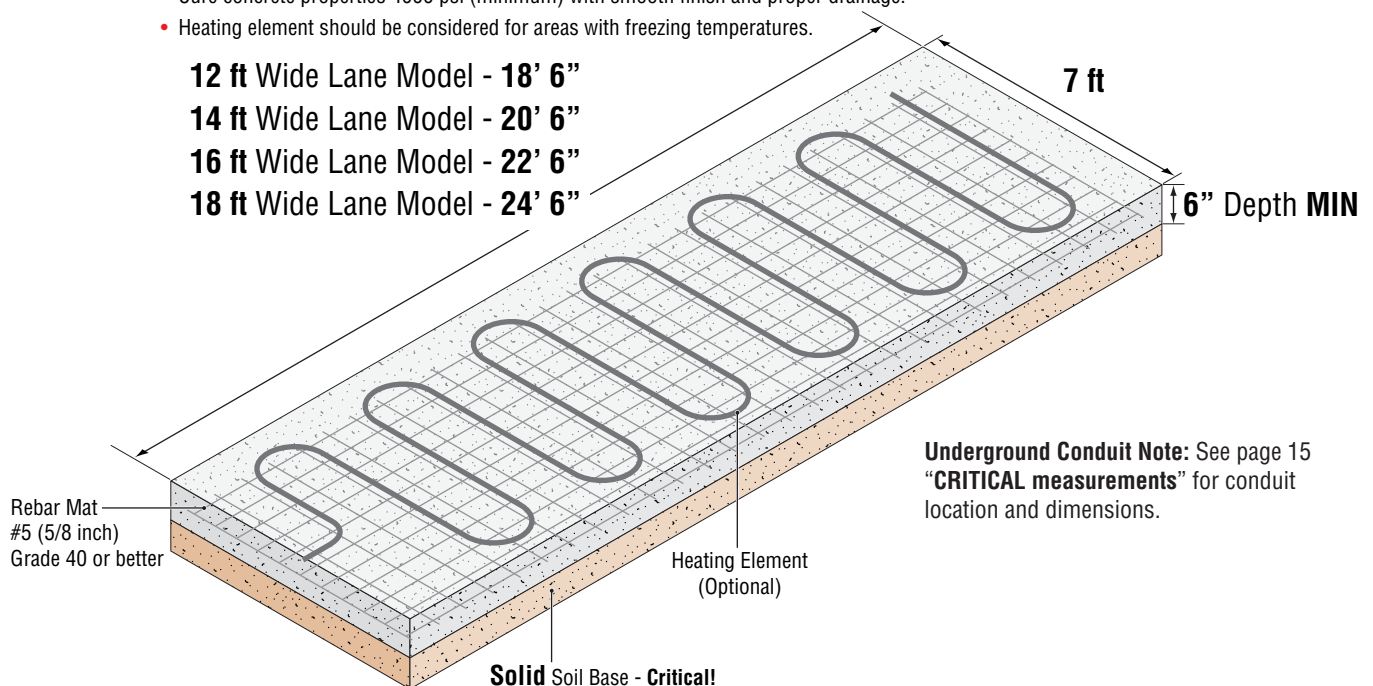
- Concrete Pad 4,000 PSI. At least 6" deep.
- Soil compression under and around the foundation shall be compacted to a soil density of 95% of standard ASTM-698.
- Add gravel where necessary to insure a **solid base**. Soil must be stable and able to support the weight of the concrete pad.
- The 1625 Wedge Barrier must be installed on a **flat and level concrete surface on grade with the roadway surface**.
- Place one layer **rebar mat** at eight (8) inch on-center. Use #5 (5/8 inch) Grade 40 or better.
- Cure concrete properties 4000 psi (minimum) with smooth finish and proper drainage.
- Heating element should be considered for areas with freezing temperatures.

12 ft Wide Lane Model - 18' 6"

14 ft Wide Lane Model - 20' 6"

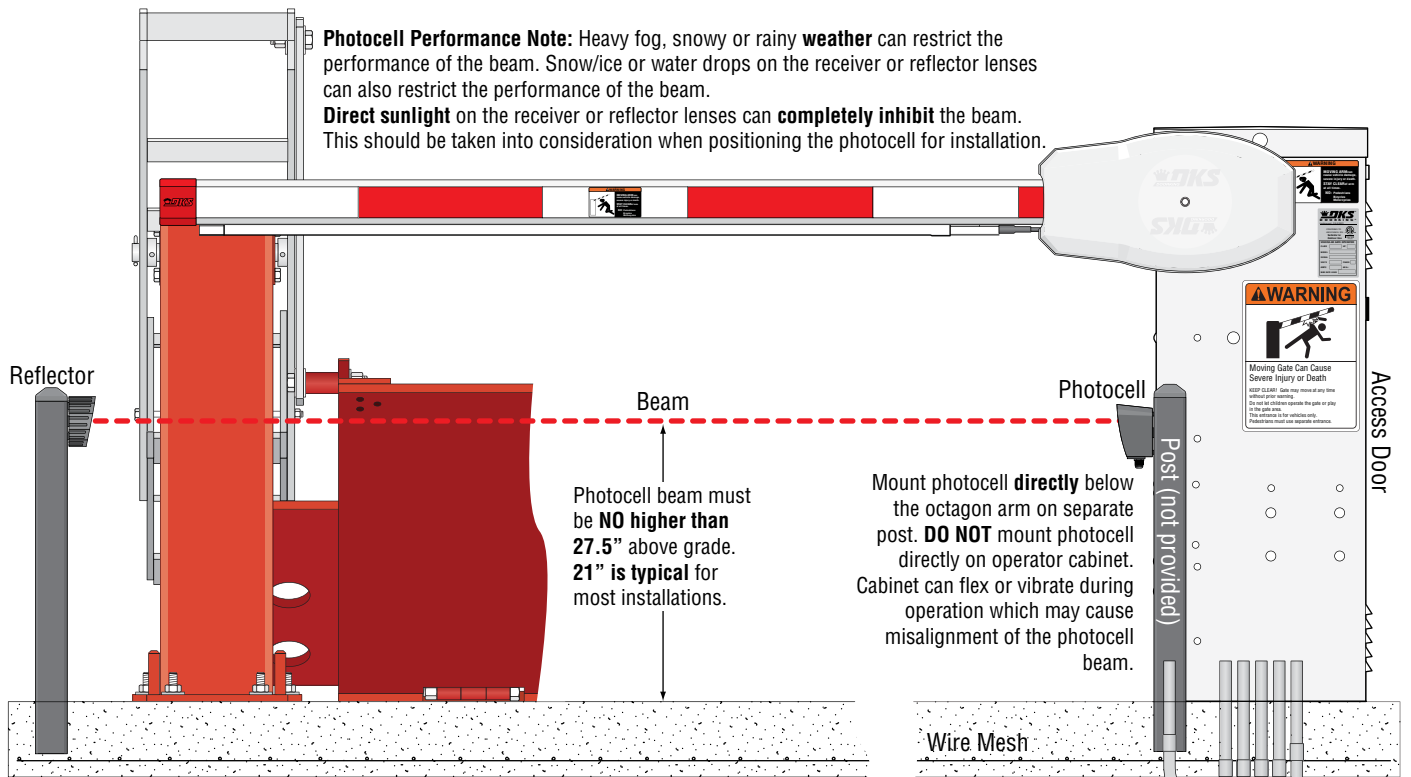
16 ft Wide Lane Model - 22' 6"

18 ft Wide Lane Model - 24' 6"

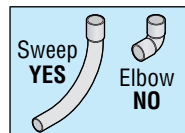


Underground Conduit Note: See page 15 "CRITICAL measurements" for conduit location and dimensions.

Underground Conduit and 8080-057 Photocell Position

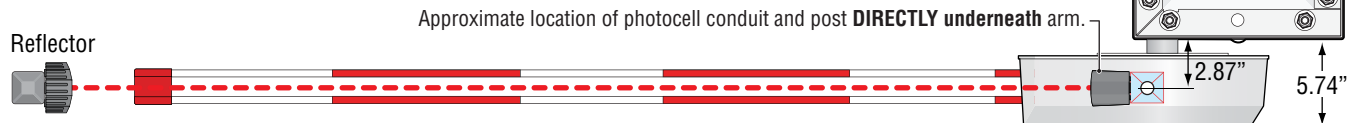
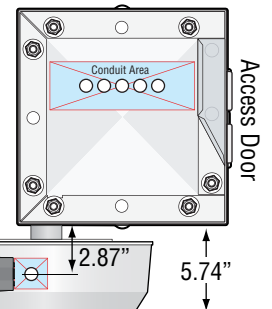


- The conduit requirements are for a typical barrier gate operator installation. The conduit requirements for your application may vary from this depending on your specific needs.
- Use only sweeps for conduit bends. **Do not use 90° elbows as this will make wire pulls very difficult and can cause damage to wire insulation.**
- DoorKing recommends using 3/4-inch conduit.
- 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.

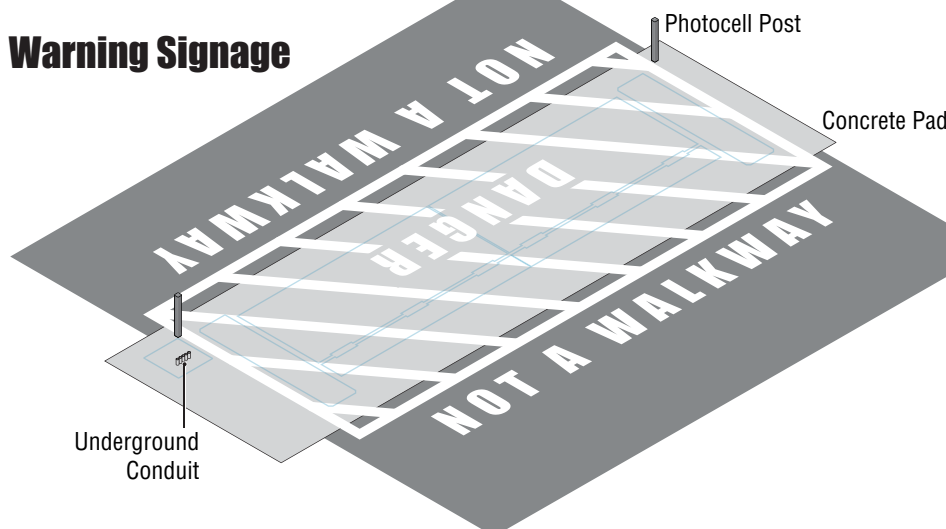


Conduit Options:

- AC Power
- Low Voltage Accessories
- Earth Ground
- Vehicle Loops
- Photocell



Warning Signage



AFTER concrete pad has been poured but **BEFORE** wedge and operator have been installed, warning stripes and verbiage can be painted on the surface to discourage pedestrians from walking in the general area. It's much easier to paint now rather than after the installation. "**DANGER**" can be painted underneath the wedge plates that only shows when wedge plates are raised for better safety awareness. Chalk lines can be snapped on the concrete to layout where all components will be located to help when painting stripes. See **CRITICAL measurements** on page 15 to help layout chalk lines.

2.1 Anchoring Wedge Barrier to Concrete Pad Detail

Wedge Barrier Model's Anchor Requirements

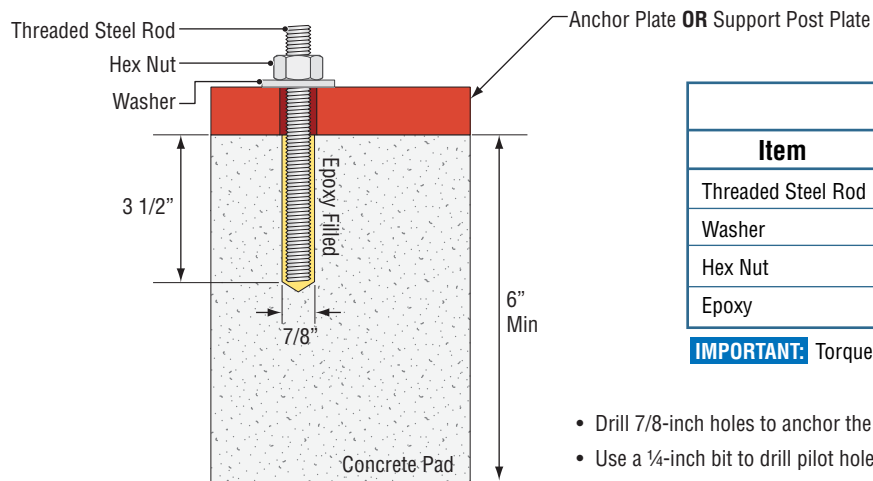
Total number of threaded rods needed for each wedge barrier model's anchor plates and support posts to secure them to the concrete pad.

- 12 ft Wide Lane Model - Threaded Steel Rods Needed: 54
- 14 ft Wide Lane Model - Threaded Steel Rods Needed: 57
- 16 ft Wide Lane Model - Threaded Steel Rods Needed: 61
- 18 ft Wide Lane Model - Threaded Steel Rods Needed: 65

NOTE: An **additional 6 anchors** are needed to secure the operator to the concrete pad. However, these can be **simple sleeve anchors** if desired as the barrier operator offers **NO crash resistance** for the wedge system, see page 16.

IMPORTANT: Anchor Specifications

Certification to ASTM F2656-23, PU-30 (P1,P2). A vehicle weighing 5,070 lbs. traveling at 30 mph will not shear or budge the 1625 Wedge on direct impact when **using these specifications** to anchor wedge barrier.



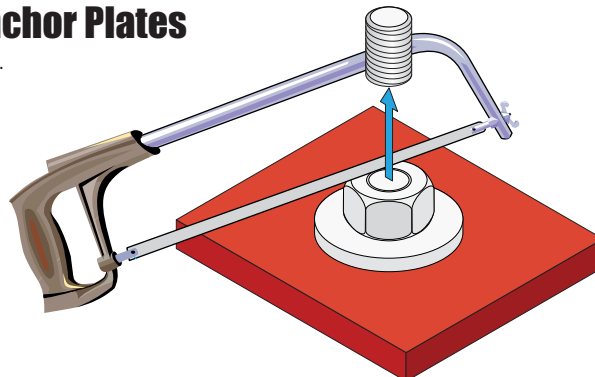
Anchor Specifications		
Item	Description	McMaster-Carr P/N
Threaded Steel Rod	Grade B7 Steel- 3/4"-10 x 5 1/2"	98750A315
Washer	Grade 8 Steel - 2" O.D.	98026A036
Hex Nut	Grade 5 Steel - 3/4"-10	95505A608
Epoxy	HIT-RE500 Epoxy Adhesive	

IMPORTANT: Torque hex nuts to 100 Ft Lbs.

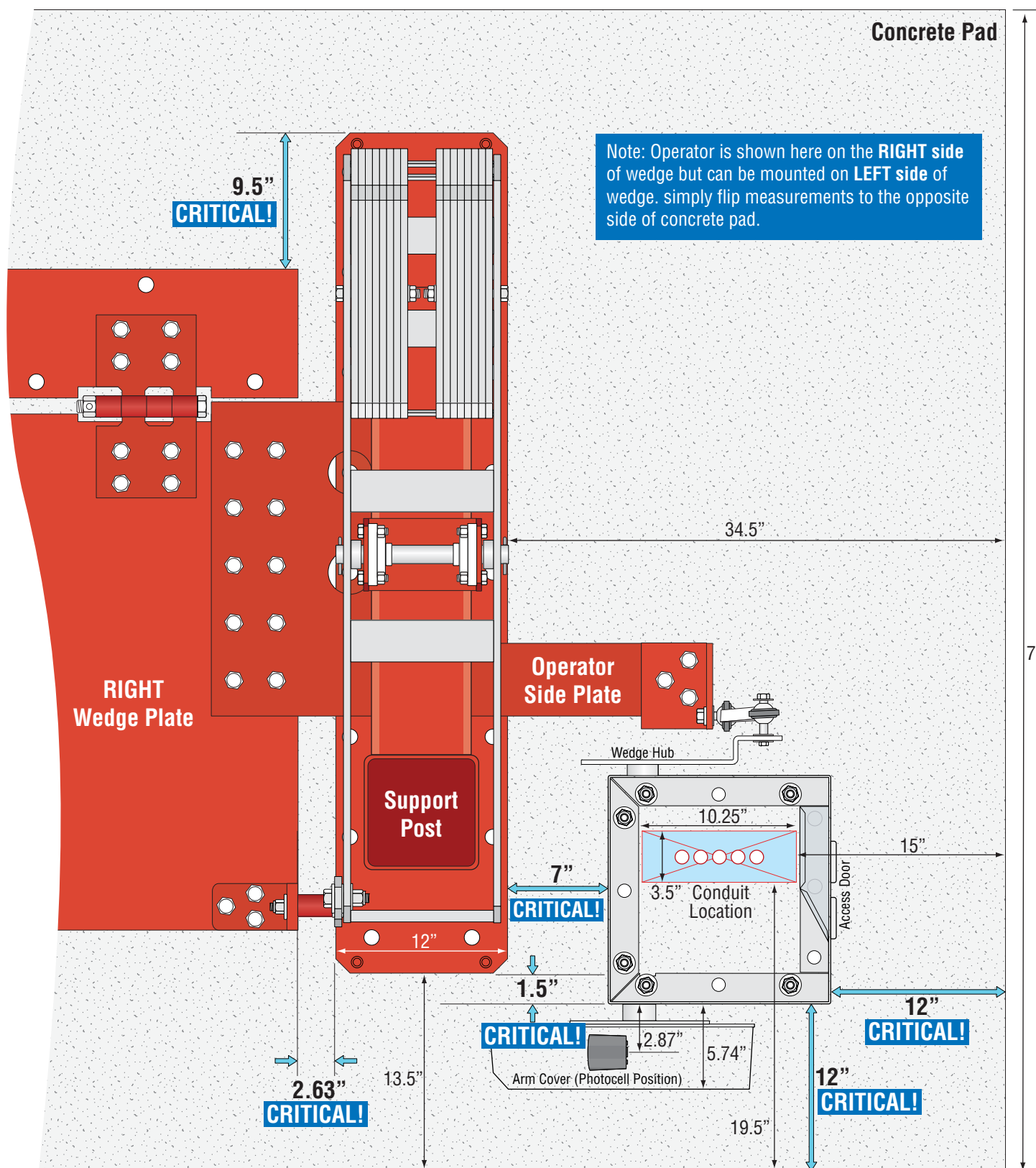
- Drill 7/8-inch holes to anchor the **support posts** and **anchor plates** to a depth of 3-1/2 inches.
- Use a 1/4-inch bit to drill pilot holes if necessary.
- Use **Grade B7 3/4-inch threaded steel rod (5.5 inch length)** and **HIT-RE500 Epoxy adhesive**. Follow epoxy manufacturer's instructions. Epoxy requires minimum 12 hours to cure.
- After the required cure time, install **washers** and **nuts** onto the threaded steel rods and torque to 100 Ft Lbs.

Cut Off Excess Threaded Rod on the Anchor Plates

To protect vehicle tires, grind or cut any steel rod extending past the nuts.



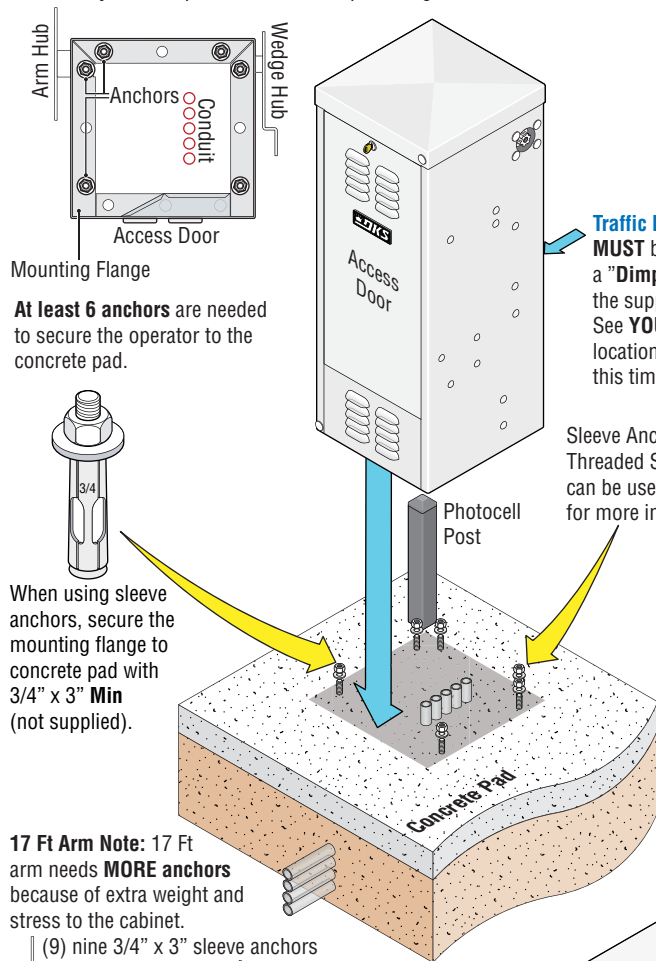
2.2 Critical Measurements



SECTION 3 - MOUNTING OPERATOR AND WEDGE STEPS

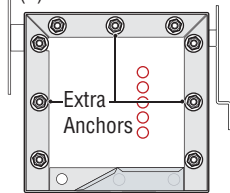
1 Permanently Mount Operator

Permanently mount operator to concrete pad using the **CRITICAL** measurements on page 14.



17 Ft Arm Note: 17 Ft arm needs **MORE** anchors because of extra weight and stress to the cabinet.

(9) nine 3/4" x 3" sleeve anchors

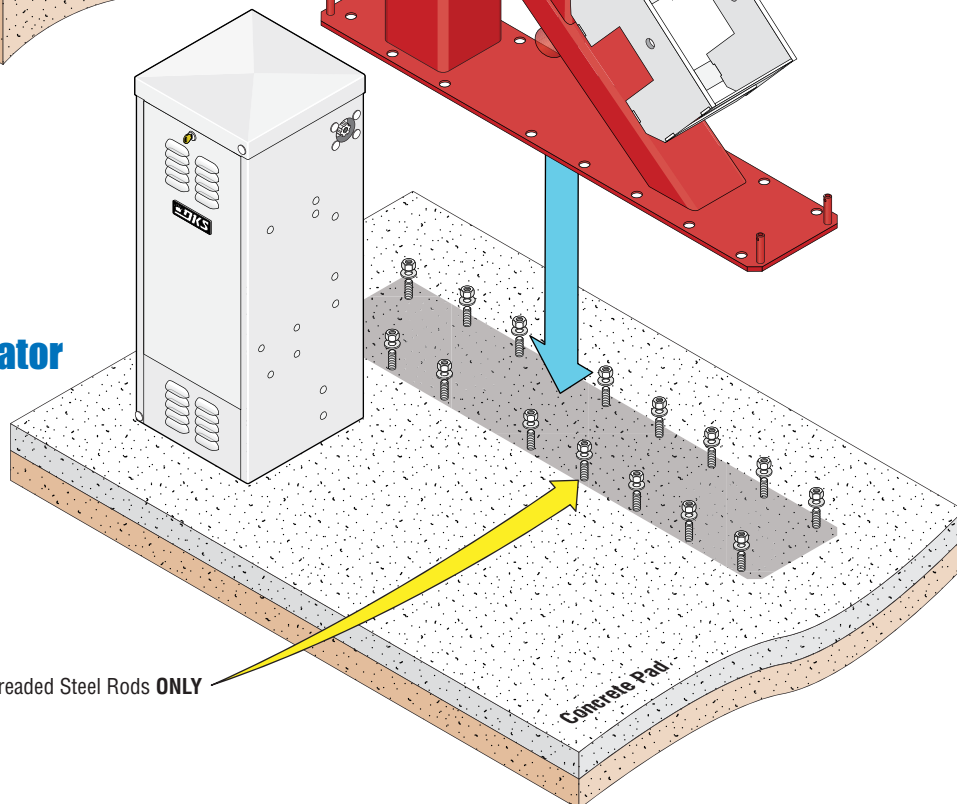


2 Permanently Mount Support Post Next to Operator

Use the **CRITICAL** measurements on page 15 for support post location.

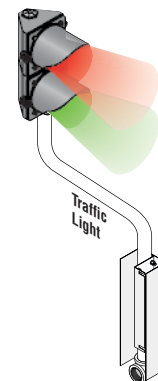
ONLY use threaded steel rods to attach support post to concrete pad, see page 14 for more information.

IMPORTANT: Threaded Steel Rods **ONLY**
See page 14.



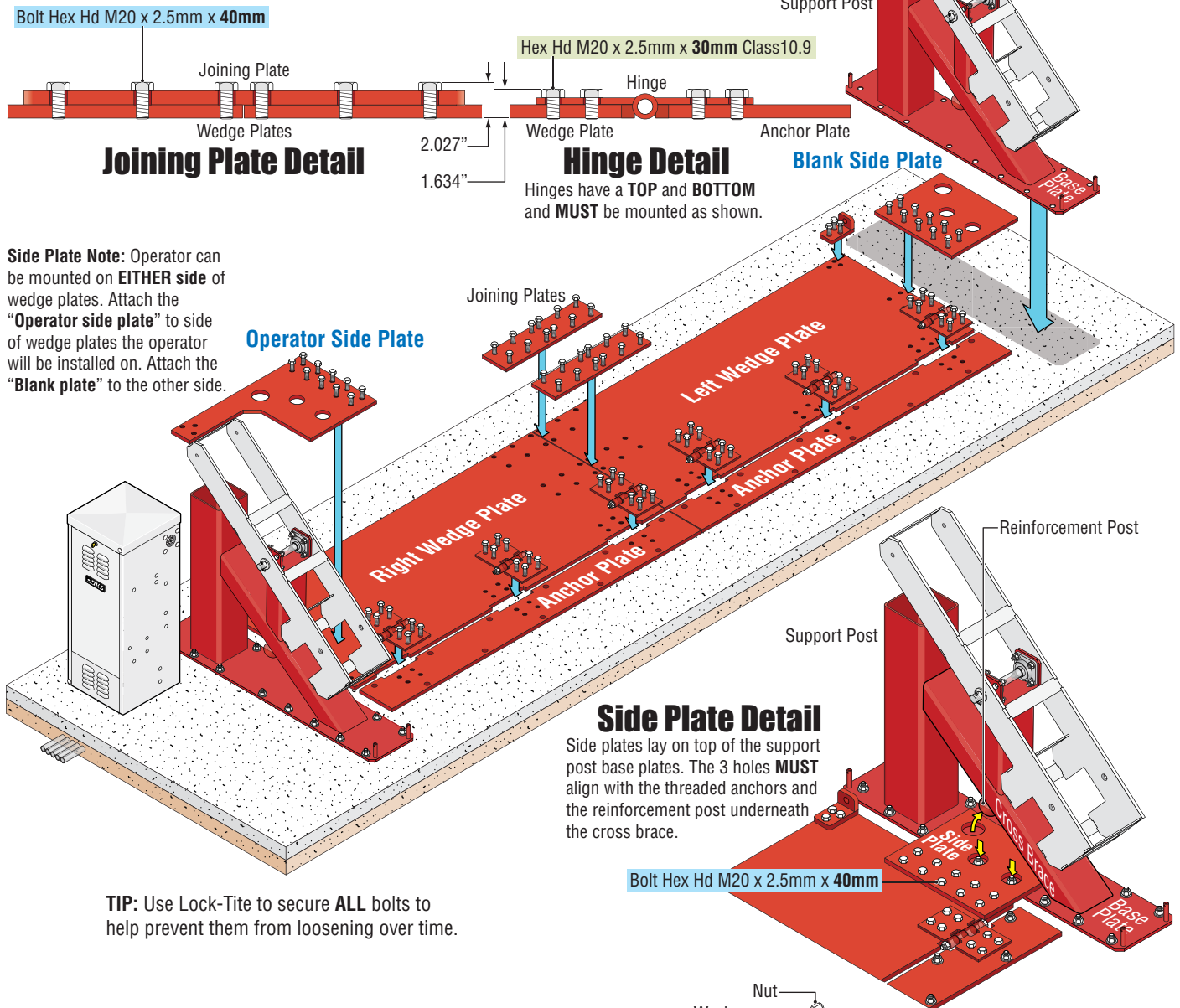
The installation shown has the operator mounted on the **RIGHT** side of the wedge but the operator can be mounted on **either** side of the wedge depending on the Side Plates position. See "**Bolt plates Together**" on next page.

Traffic Light Installation Note: IF installing a traffic light, a "**7/8**" **HOLE**" **MUST** be drilled into the **back** side of the operator cabinet where there is a "**Dimple**" in the metal. Access **will be** limited to drill the hole **AFTER** the support post has been installed **right next to the operator**. See **YOUR** chosen traffic light kit instruction sheet for specific hole location and drill it **NOW**. The traffic light installation is **NOT** necessary at this time, just the hole.



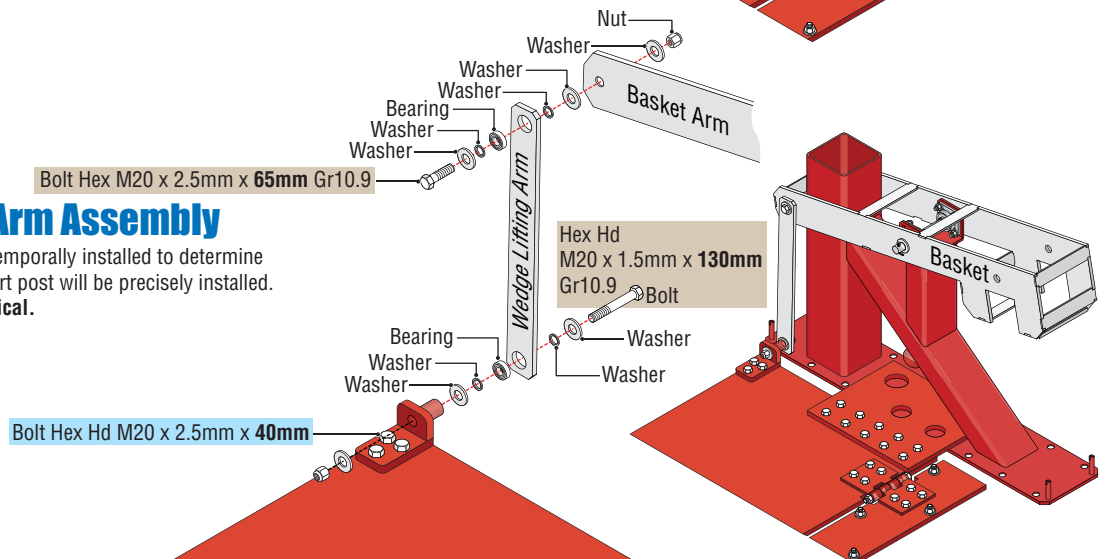
3 Bolt Plates Together

Position wedge plates and the other support post approximately where they will be located on concrete pad. Bolt the hinges, bar connectors, side plates etc. to the wedge plates depending on the model wedge barrier you have selected (see pages 3-4 for specific **part configurations**). The side plates lay on top of the support post base plate.



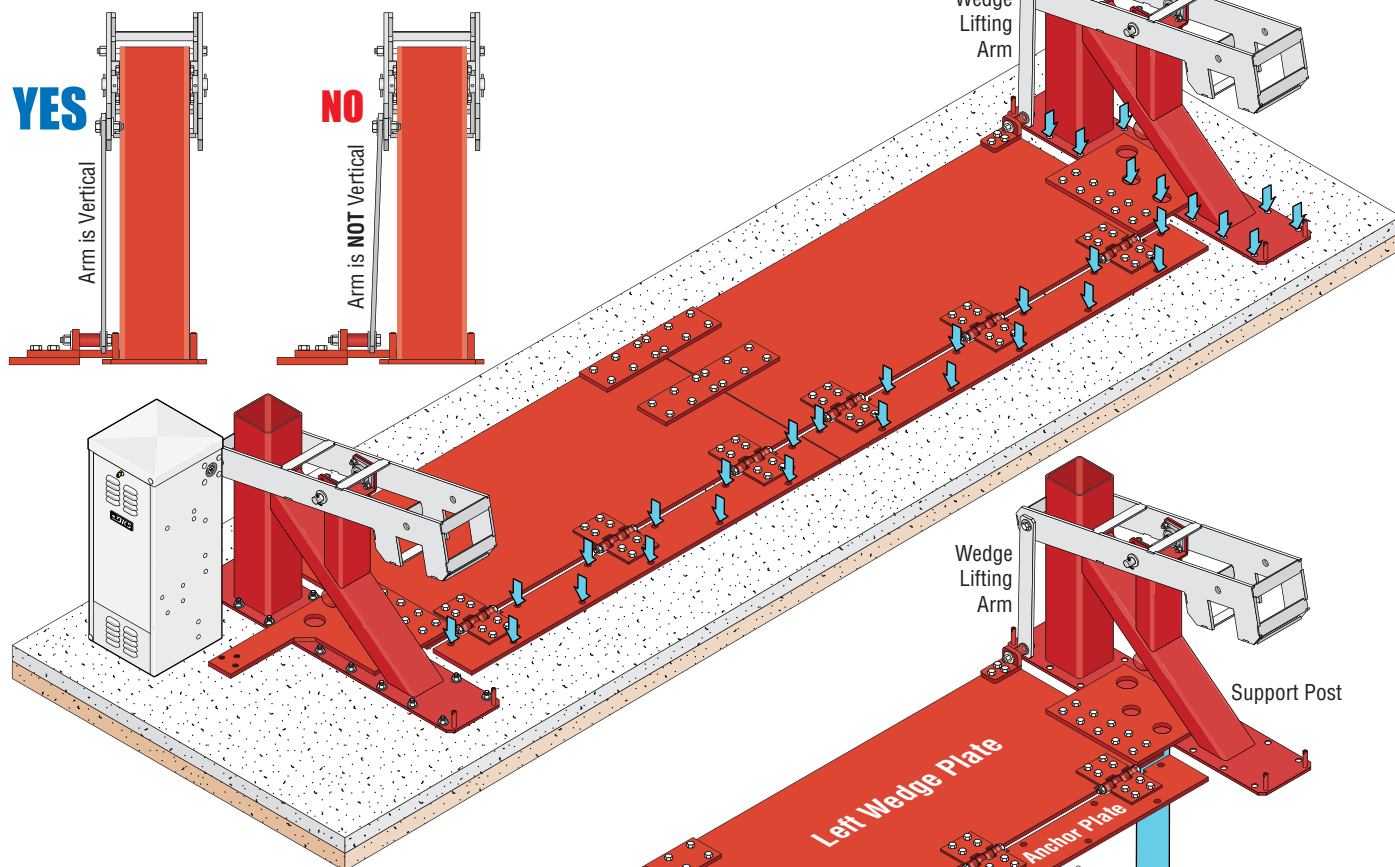
4 Wedge Lifting Arm Assembly

The wedge lifting arms **MUST** be temporarily installed to determine where the wedge plates and support post will be precisely installed. **Wedge lifting arms MUST be vertical.**



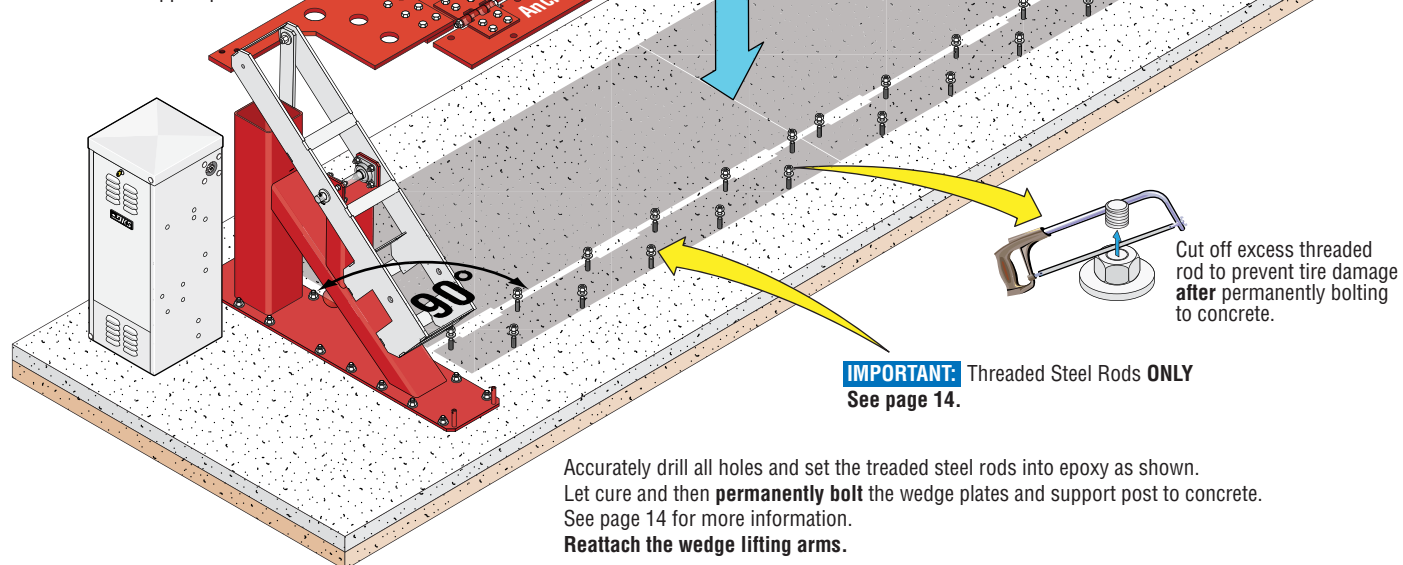
5 Precisely Mark Anchors

Fine tune the positions of the wedge plates and support post using the **CRITICAL measurements** (See page 15) making sure the side plates holes are in alignment (see previous page). **Make sure wedge lifting arms are VERTICAL.** When satisfied with the positioning of the parts, precisely mark all anchor locations for the wedge plates and support post.



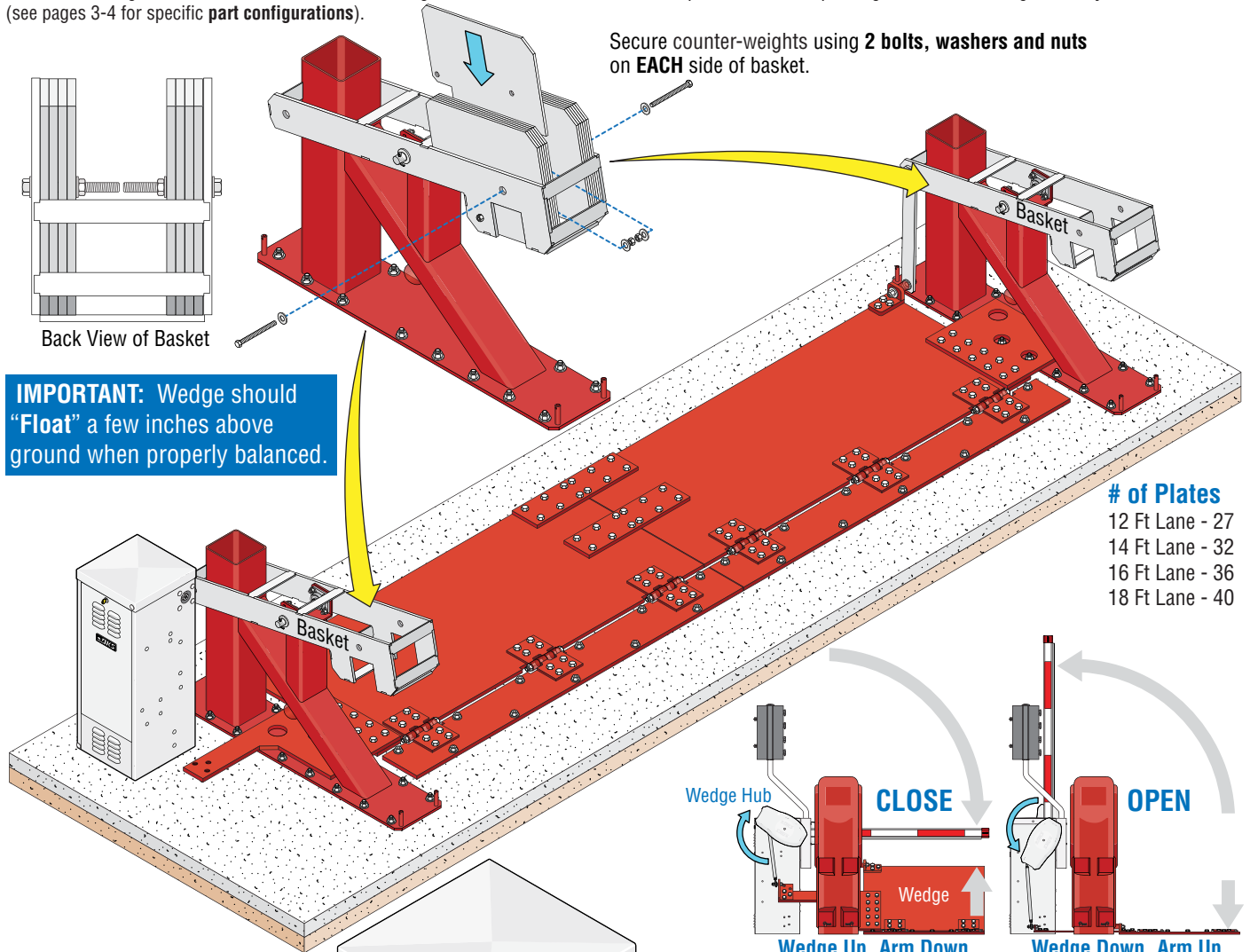
6 Permanently Mount Support Post and Anchor Plates

Make sure wedge plates are 90° with **EACH** support post.



7 Add Counter-Weights

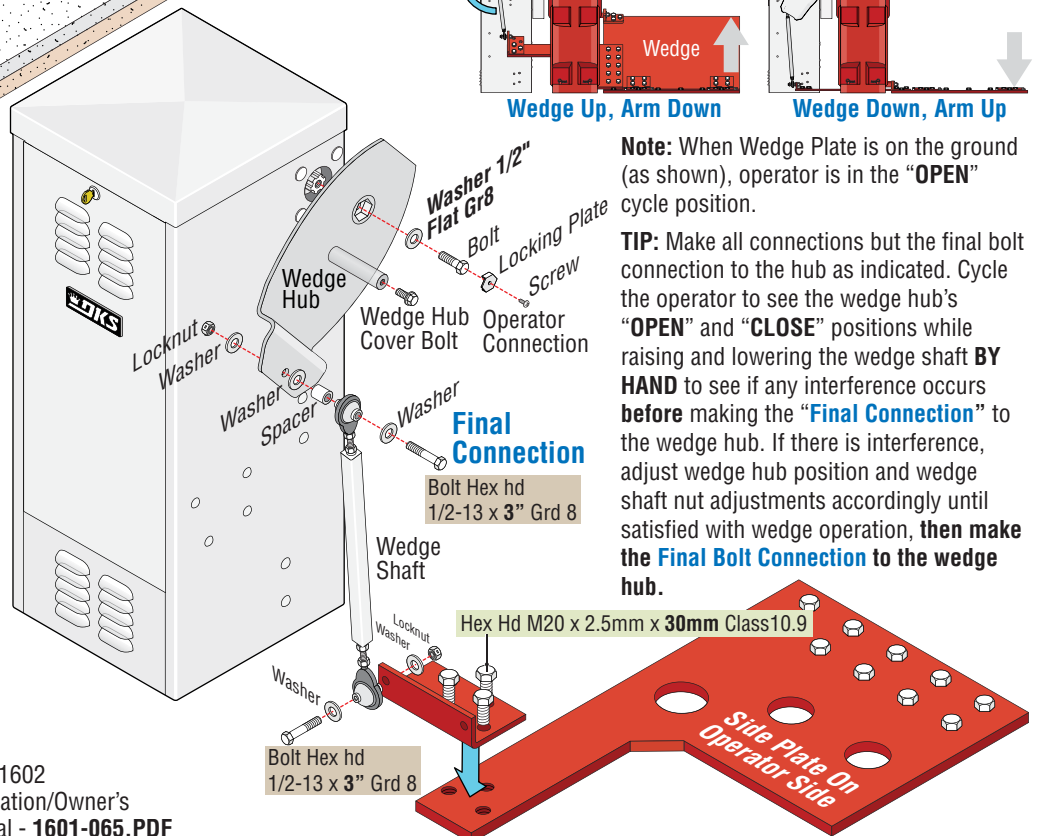
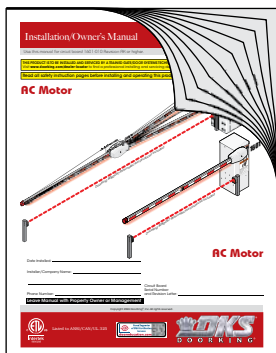
Add counter-weights to baskets to counter-balance wedge. There are a **different number** of plates installed depending on the model wedge barrier you have selected (see pages 3-4 for specific **part configurations**).



8 Connect Operator to Operator Side Plate

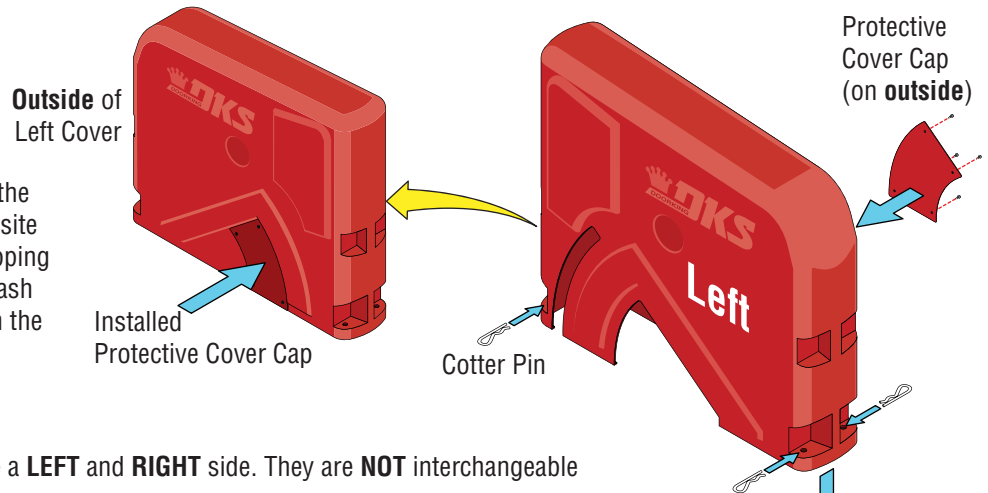
DO NOT operate wedge **WITHOUT** counter-balance weights installed. Make sure hub is installed on operator in the correct **Open** and **Close** positions. Test these positions **BEFORE** making the “**Final Connection**”.

Note: Operator will **require power** when performing this step. Refer to 1601 manual for power wiring info.

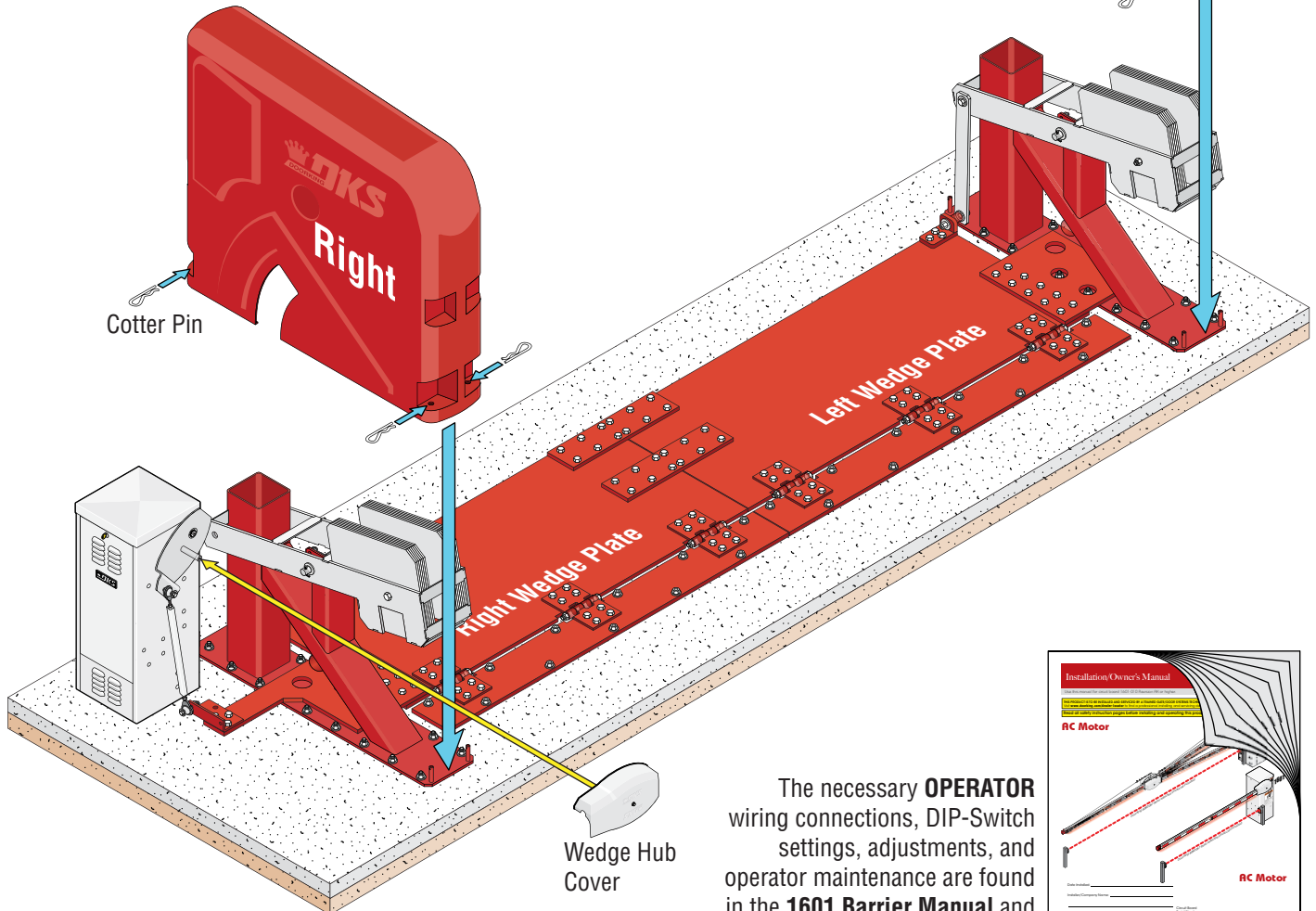


9 Install Covers

Protective Cover Cap: Only one. Install on the outside of the cover as shown, on the opposite cover from the operator side. Use 4 self-tapping screws. Helps protect against debris and trash getting inside the cover and interfering with the moving parts of the wedge.



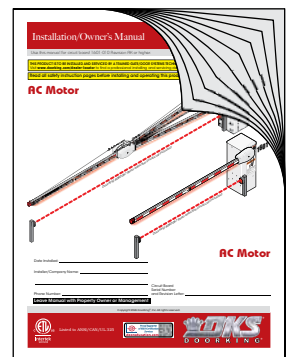
Note: Covers have a **LEFT** and **RIGHT** side. They are **NOT** interchangeable



10 Install Arm and OPTIONAL Traffic Light

Install **YOUR Chosen** arm, see instruction sheet that comes with it. The **OPTIONAL** traffic light can be installed and is **HIGHLY** recommended, see instruction sheet that comes with it.

The necessary **OPERATOR** wiring connections, DIP-Switch settings, adjustments, and operator maintenance are found in the **1601 Barrier Manual** and will be needed to **COMPLETE** the installation.



1601/1602 Installation/Owner's Manual - 1601-065.PDF

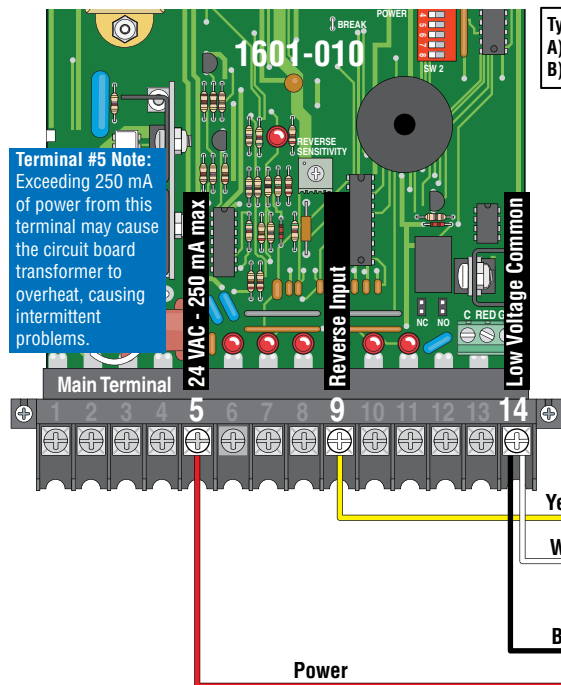
Regular Maintenance of Wedge System

Regular inspection and removal of trash, debris, gravel, and rock is required in order to keep wedge barrier functioning properly. Neglecting to regularly clean trash and debris **UNDERNEATH WEDGE PLATE** is the number one cause of breakage and malfunctions. Check all bolts for tightness which can loosen over time from normal operation.

Make sure **ALL** moving parts are functioning normally. If they are **NOT**, remove wedge barrier from service immediately until it can be repaired.

SECTION 4 - PHOTOCELL

Mount photocell **directly** below the octagon arm on separate posts as shown (see pages 7 and 13), mounting brackets and mounting posts **NOT** provided.



Type of wiring to be used on ALL external devices:

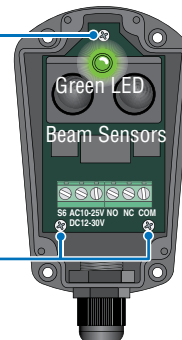
- A) Type CL2, CL2P, CL2R, or CL2X.
- B) Other cable with **equivalent** or **better** electrical, mechanical, and flammability ratings.

DoorKing Retro-Reflective Photocell (P/N 8080-057)

If using **other** photocells refer to the manufacturer's manual for wiring installation.

Fine Tune Photocell

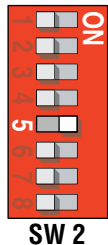
After photocell has been mounted, spring mounted beam sensors can be precisely adjusted "Fine Tune" using the 3 screws to help keep the **GREEN LED ON** if necessary.



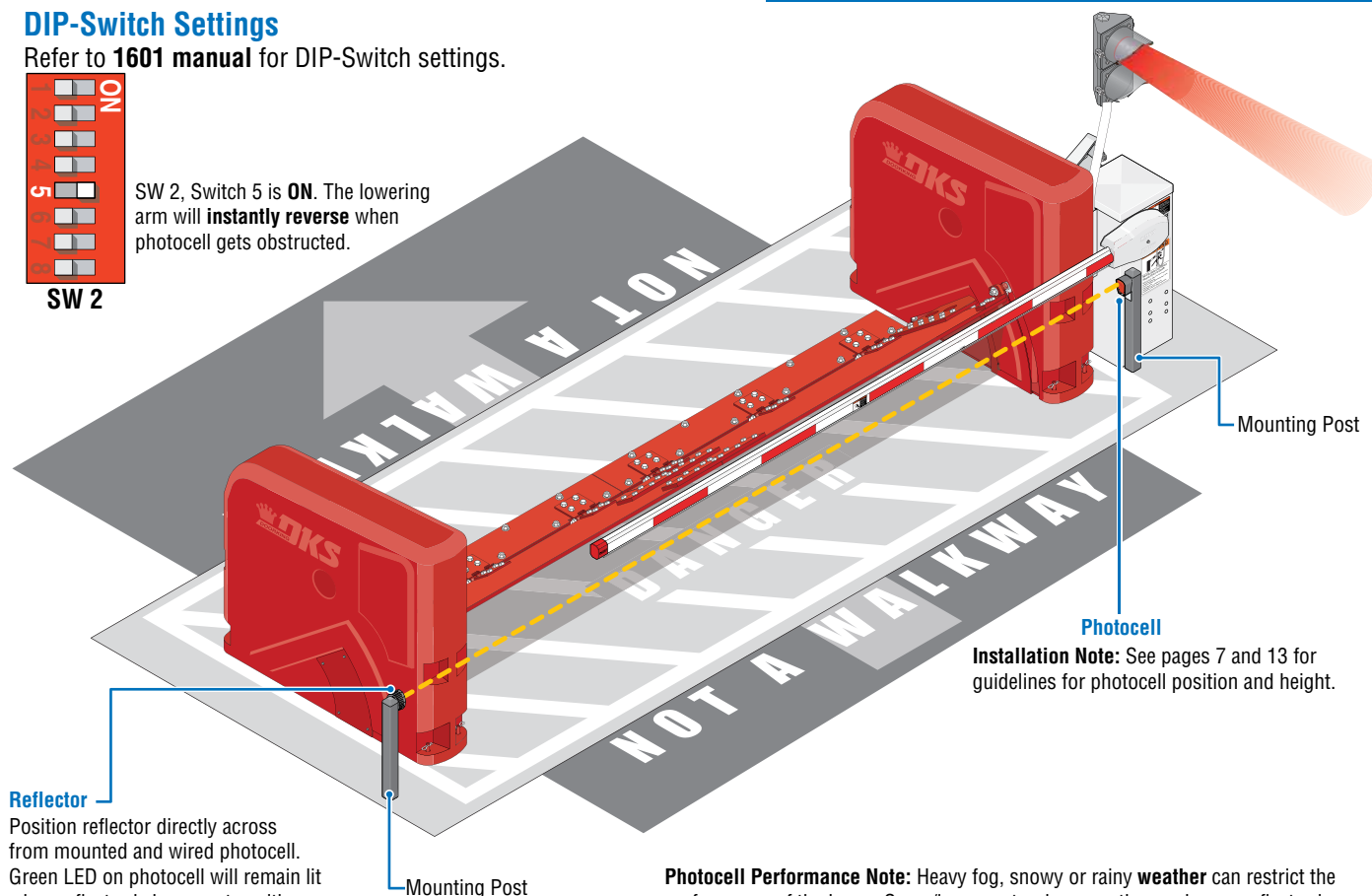
IMPORTANT: DO NOT mount photocell to the operator cabinet. The cabinet can flex or vibrate during operation which may cause misalignment of the photocell beam.

DIP-Switch Settings

Refer to **1601 manual** for DIP-Switch settings.



SW 2, Switch 5 is **ON**. The lowering arm will **instantly reverse** when photocell gets obstructed.



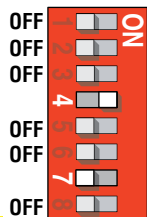
Installation Note: See pages 7 and 13 for guidelines for photocell position and height.

Photocell Performance Note: Heavy fog, snowy or rainy **weather** can restrict the performance of the beam. Snow/ice or water drops on the receiver or reflector lenses can also restrict the performance of the beam. **Direct sunlight** on the receiver or reflector lenses can **completely inhibit** the beam. This should be taken into consideration when positioning the photocell for installation.

SECTION 5 - IN-GROUND LOOP OPTIONS

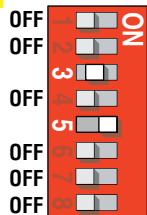
Typical DIP-Switch Settings

Refer to **1601 manual** for DIP-Switch settings.



Switch 4 is **ON**.

Switch 7 is **OFF** (Timer). The arm will rotate down after the vehicle clears the **down loop**. See timer note below.



Switch 3, see next page.

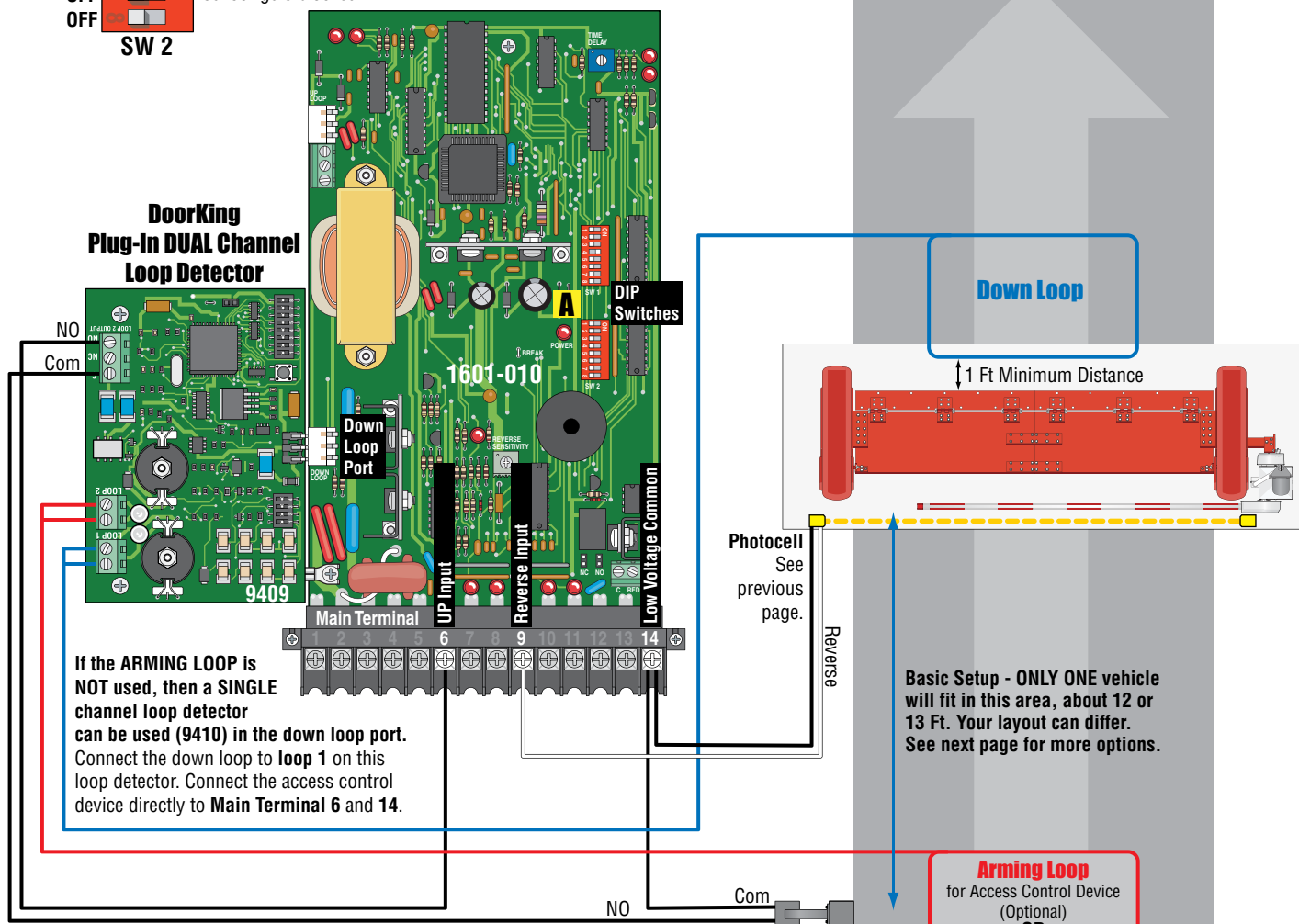
Switch 5 is **ON**. The lowering arm will **instantly reverse** when photo sensor gets blocked.

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.

DoorKing offers a free "Loop and Loop-Detectors Information Manual" PDF located at DoorKing's web site for more information. www.doorking.com



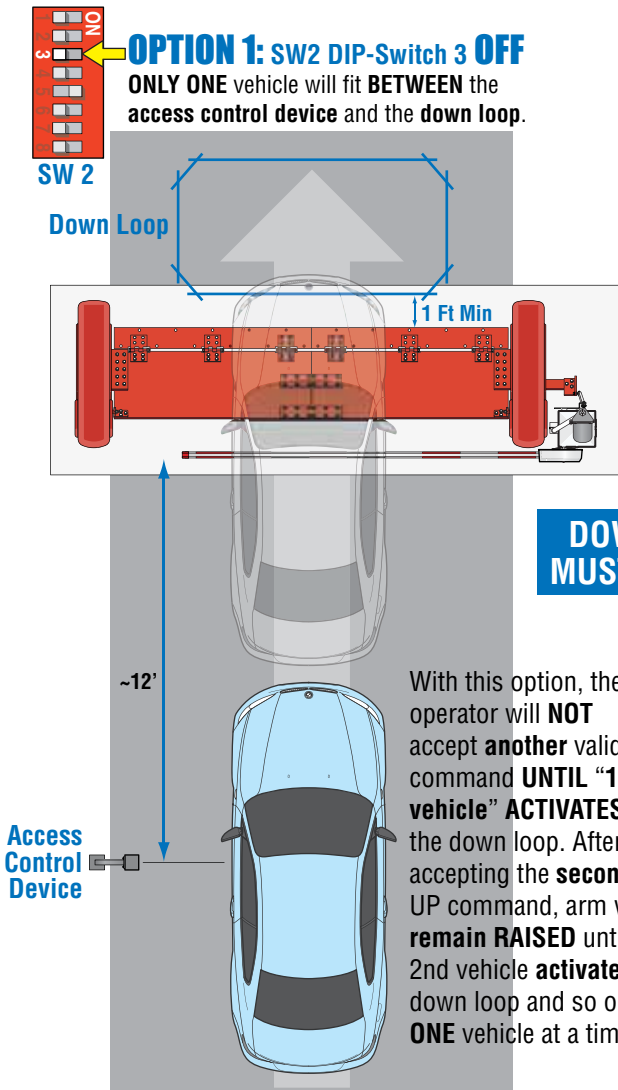
Arming Loop Note: The arming loop **only** allows the access control device to function when a vehicle is on the loop, otherwise it will not function. This prevents pedestrians from gaining access using the access control device or ticket spitter **without** a vehicle.

Timer Note: The timer can be used with a down loop. When timer is ON with a down loop, it will start countdown when the arm has fully raised. Activation of the down loop will cancel timer countdown. Useful when an access control device **OR** ticket spitter has been activated but vehicle does not move forward to activate the down loop.

The arm will remain UP. Timer will time out and lower the arm **without** the down loop being activated.

SW2 DIP-Switch 3 - Override DOWN Loop Commands Layout

The **BASIC UP/DOWN** operation of an operator using a **DOWN LOOP** will raise the arm when a valid UP command is received and lower the arm **AFTER** the vehicle clears the **DOWN LOOP**. **NO** additional valid UP commands will be accepted during this process. **AFTER** the arm lowers, another UP command will be accepted and so on. This is a **slow** process during heavy traffic periods. A **FASTER ENTRY** process uses the **SW2 DIP-Switch 3 ON/OFF** options to allow the **Access Control Device** and the **Wedge Barrier System** to control **MULTIPLE** valid UP commands during the arm cycling, allowing the arm to **remain raised** while **multiple vehicles** enter the property, speeding up the entry process by a considerable amount. This is very desirable during heavy traffic periods and decreases the wear and tear on the wedge components. The layouts below show typical **distance restriction**, **YOUR** layout may vary.

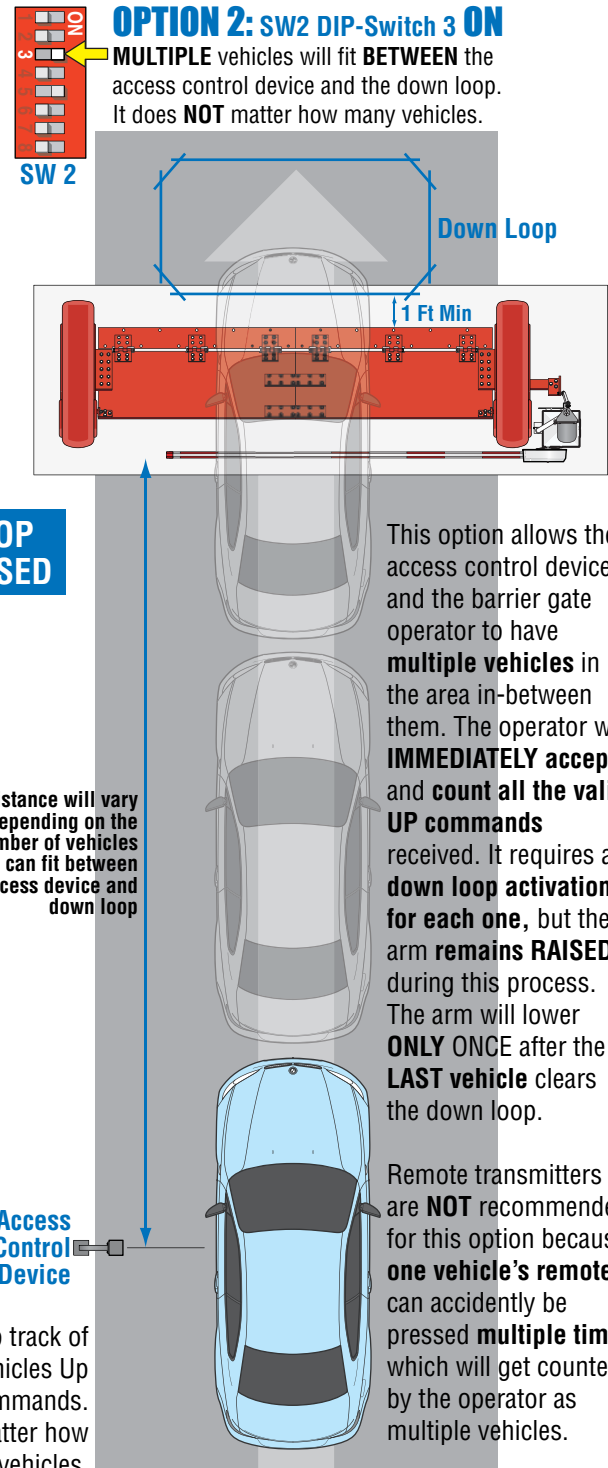


Option 1 **ONLY** controls **ONE** vehicle at a time. It **WILL NOT** keep track of **multiple** vehicles Up commands.

Remote transmitters **are** recommended for this option. If remote is accidentally pressed multiple times, it will **ONLY** be counted **ONCE**.

Note:

If a valid **UP command** is given while the system is **closing**, the system will reverse instantly and **open** with either option.

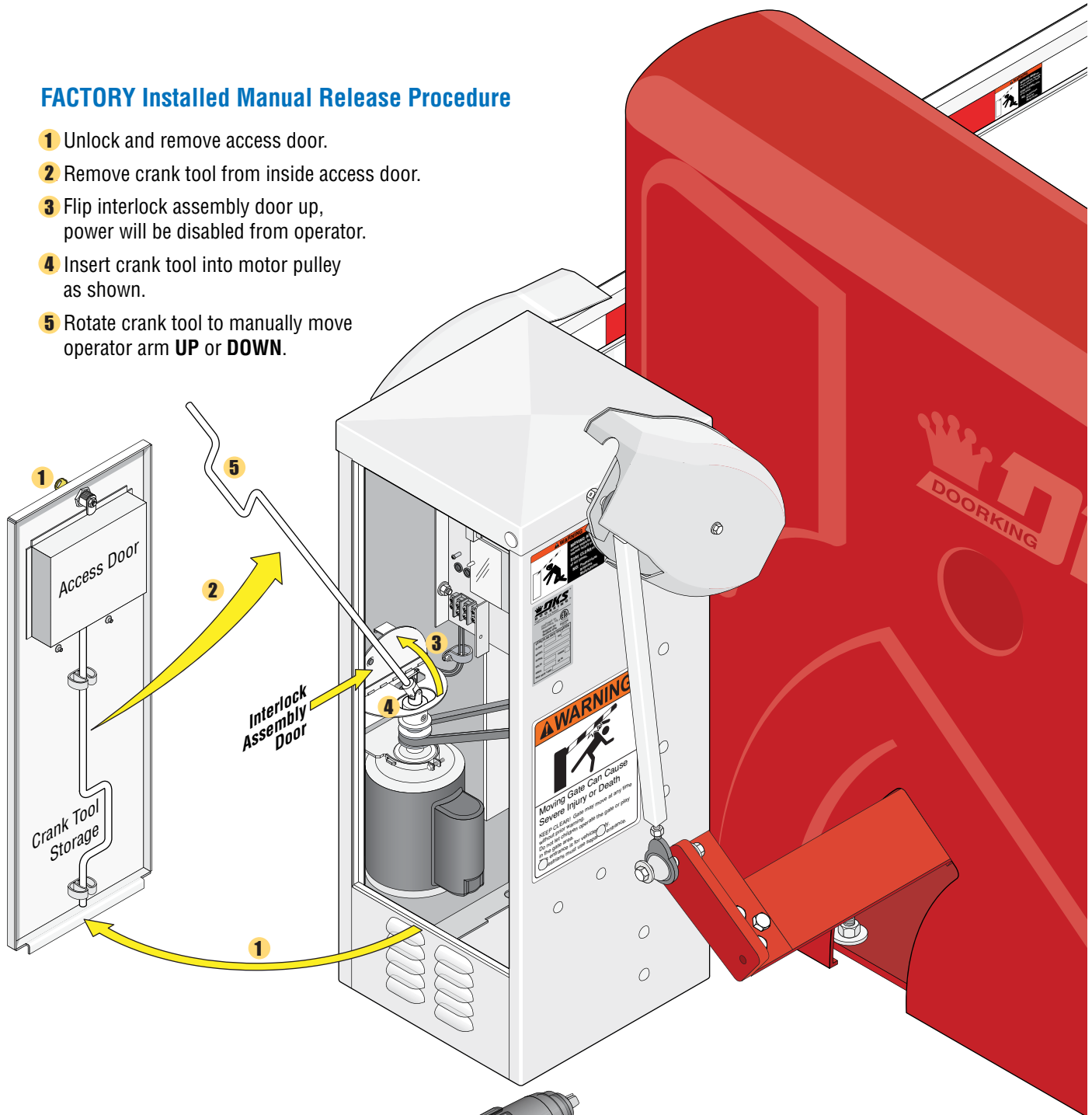


Option 2 **WILL** keep track of **multiple** vehicles Up commands. It does **NOT** matter how many vehicles.

SECTION 6 - MANUAL RELEASE OPTIONS

FACTORY Installed Manual Release Procedure

- 1 Unlock and remove access door.
- 2 Remove crank tool from inside access door.
- 3 Flip interlock assembly door up, power will be disabled from operator.
- 4 Insert crank tool into motor pulley as shown.
- 5 Rotate crank tool to manually move operator arm **UP** or **DOWN**.



A **Cordless Drill** can be used to manually crank the arm and wedge.

BE CAREFUL if using a cordless drill.

Take it slow, **damage could occur**. DoorKing does **NOT** recommend using a cordless drill because of damage that **could** occur.

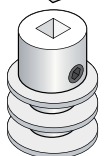
Hardware **NOT** provided.



At least a **12" Drill Extension** is needed.

3/8" Male Universal Joint Socket Adapter is needed.

3/8" Female Socket on top of Operator's Double Motor Pulley.



Installation Manual

1625 Wedge Barrier

Surface Mount Vehicular Wedge Barrier System

Use this manual for circuit board 1601-010 Revision AK or higher.

1625-065-S-7-26

The 1625 wedge barrier is NOT a stand-alone product.
It MUST be used with a 1602-590 Barrier Gate Operator (sold separately).



WARNING pre-stressed concrete may be used in multi-level parking garages. Cutting a tensioned cable, or tendon, can endanger the contractor and compromise the structural integrity of the floor. Contact the building structural engineer for specific instructions and information BEFORE drilling or saw cutting into the floor.

INSTALLATION AND USE OF THE WEDGE BARRIER IN AREAS SUBJECT TO FREEZING WEATHER WITH POTENTIAL FOR SNOW AND ICE ACCUMULATION IS NOT RECOMMENDED.

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

www.doorking.com

The 1625 wedge barrier is not a stand-alone product. It must be used with a 1602-590 Barrier Gate Operator (sold separately). The 1625 is crash rated (ASTM F2656 PU-30-(P1, P2)). It is intended to provide a more formidable barrier in conjunction with a standard barrier arm operator system. The 1625 is ideally used to control passenger vehicles and light duty trucks.