DA450-CH Chain Drive Operator Installation Manual Addendum

Product Description

Technical Data

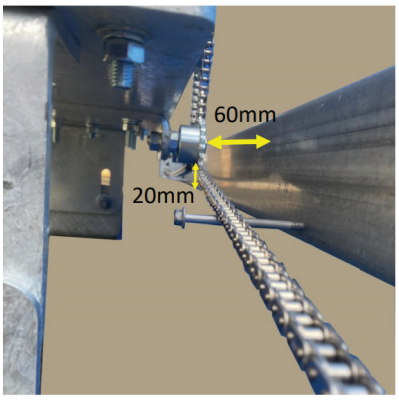
	DA450-CH
Input Voltage (V~)	230-240
Rated Supply Current (A)	3
Absorbed Motor Power (W)	750
Maximum Opening Speed (mm/sec)	450
Approximate Pushing Force (N)	1,200
Maximum Gate Weight (kg)	1,800
Maximum Gate Length (m)	11.7
Maximum Duty Cycle (%)	100
Operating Temperature Range (°C)	-10 to +40
Weight of Operator (kg)	78
Auxiliary AC Power Supply Output	24VAC 2.5A
Auxiliary DC Power Supply Output	12VDC 500mA

*Note: Maximum gate length specified is based on standard limit switch configuration. Limit switch variations are available to accommodate longer gate lengths.

Installation

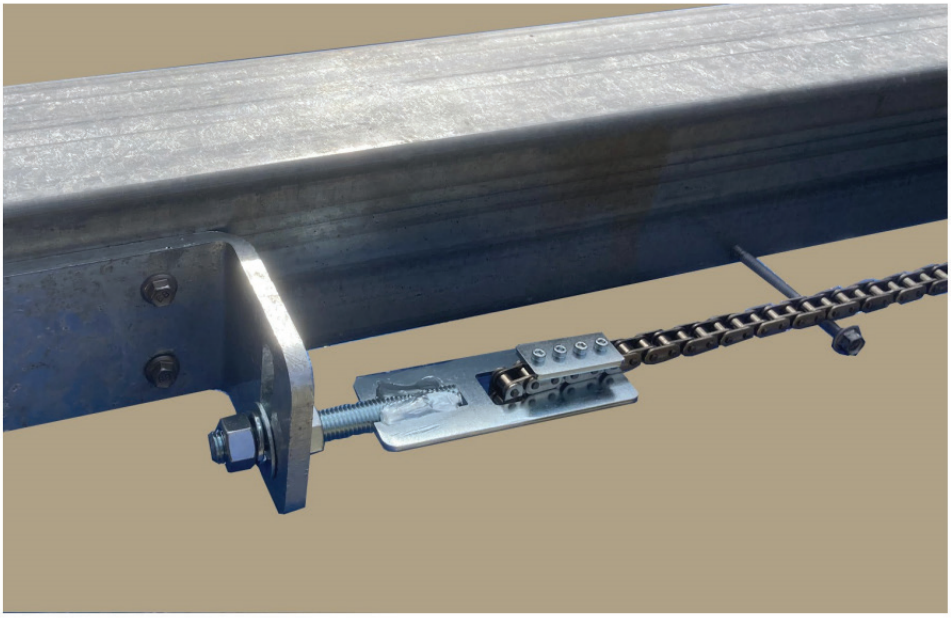
The chain slider operator comes with adjustable height stands, it is necessary to position the operator so:

- Horizontally, the operator sprocket sits approx. 60 mm back from the bottom rail of the gate
- Vertically, so the bottom of operator idler sprockets are approximately 20mm higher than the bottom rail of the gate. The reason for this is so the chain support Tek screws can be fitted in a location along the bottom rail of the gate to support the chain and clear the idler sprockets.

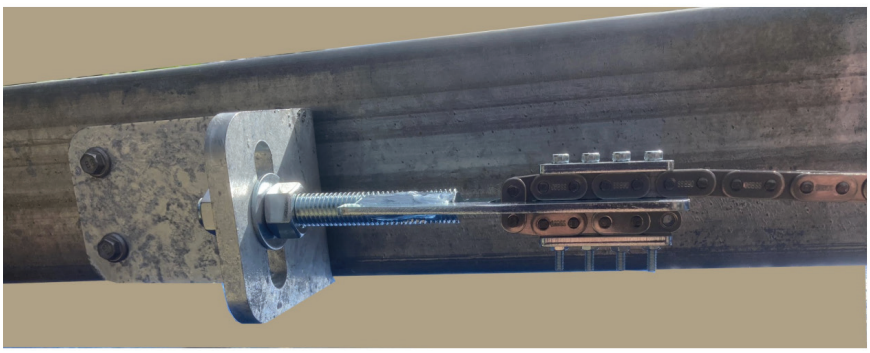


Once the operator is positioned correctly, now Tek screw the 2 angle brackets on the very front and very back (tail) of the gate. This is important because when the gate is fully opened or fully closed there needs to be extra length in the chain to allow for any discrepancies in the track or bracket mounting positions

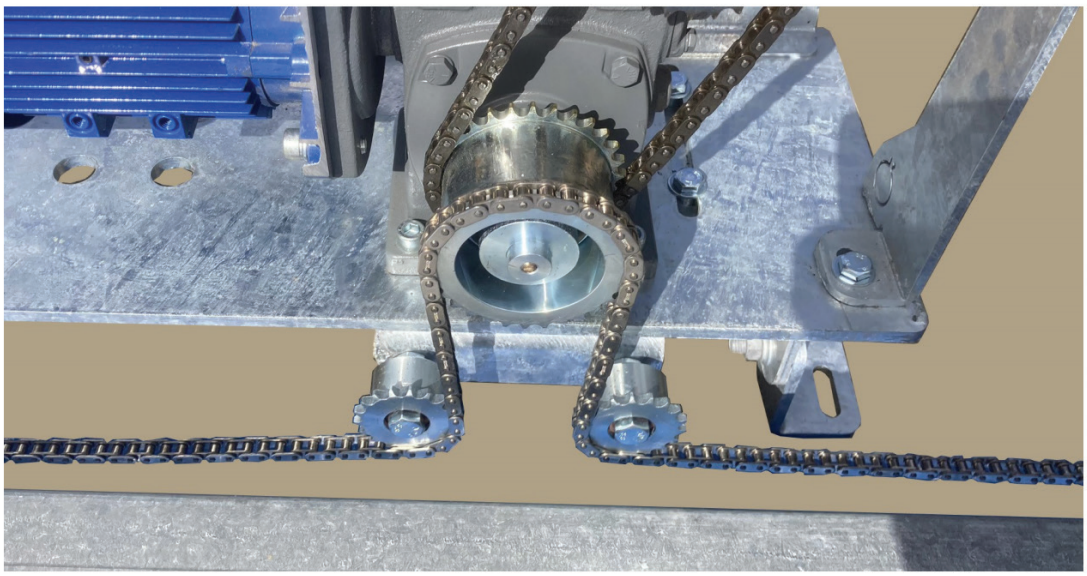
• Vertically, the angle bracket 12mm slot needs to be in line with the bottom teeth of the idler sprockets, this is to ensure when the gate is fully opened or closed there is no extra load on the chain due to misalignment.



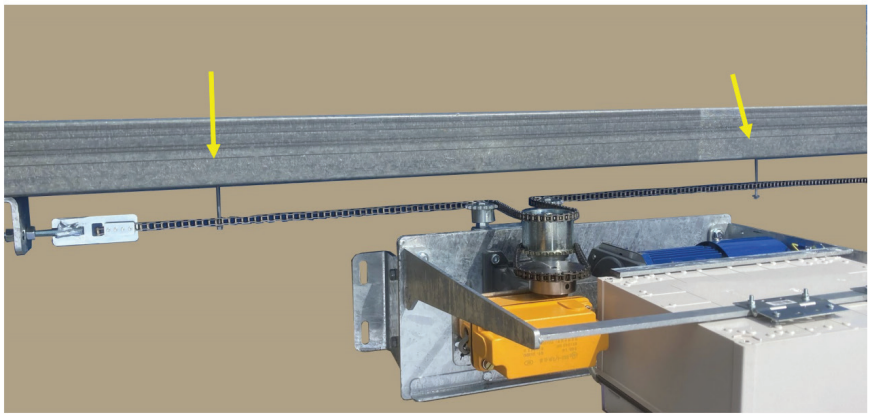
At one end, fit the chain bracket through the angle bracket with nuts located as shown



Run the chain under the idler sprocket, over the drive sprocket and under the idler sprocket and to the other end of the gate. Fit the chain bracket on the angle bracket as at the first end, and then fit off the chain making it as tight as you can by hand.



Now use the long tek screws and screw in the bottom rail every 1.0m. These screws are to just support the chain, ensure they are positioned vertically so they are approximately 15mm lower than the Idler sprocket teeth.



Lastly, using the 12mm nuts on the threaded rod tighten up so just some of the slackness is taken out of the chain – Please note the chain should not be tight, just enough so the chain will run nicely under the idler sprockets and over the drive sprocket.

Set the limits as per the instructions in the standard installation manual.