



Operational & Maintenance Manual

Products:

Installation Site

Contractor

Architect

Distributor



Dear Customer:

Thank you for choosing [^ Á {] æ ^ Á as your custom door installation specialist.

The Operation and Maintenance Manual, which is enclosed, has been supplied by Overhead Door Corporation to meet your needs as our customer. Appropriate information for the products installed has been compiled in this manual for your use. We recommend compliance with all of the safety information provided within the manual.

We strongly recommend implementing a preventative maintenance program. Benefits of properly maintaining your door system include:

- Increased operational efficiency and reliability.
- Extended useful life of your equipment.
- Increased probability of dependable equipment performance.
- Elimination of non-budgeted maintenance cost for door service.

As an Overhead Door distributor, we offer you complete product support for your service and maintenance needs. Do not hesitate to call us for assistance.

We hope that you will also continue to consider [^ Á {] æ ^ Á for your future product and installation needs. We are firmly committed to providing the finest in Overhead Door products, accessories, and a level of customer support unmatched in the industry.

Sincerely,



Operation & Maintenance Manual

Commercial Operators

Table of Contents

| | |
|------------------|----------------------------------|
| Section 1 | General Information |
| Section 2 | Preventative Maintenance |
| Section 3 | Installation Instructions |
| Section 4 | Warranty |



GENERAL INFORMATION

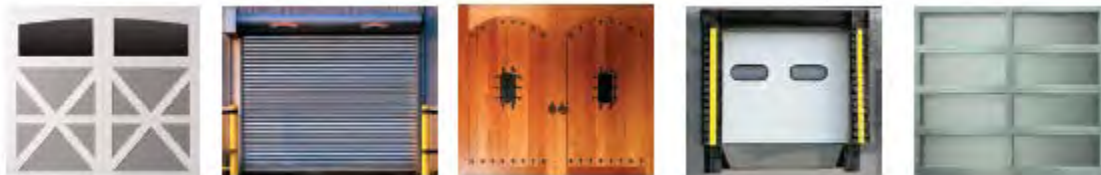


OVERHEAD DOOR CORPORATION

Overhead Door Corporation, based in Dallas, Texas, is a leading single-source manufacturer of integrated door and operator systems for commercial and residential applications.

Overhead Door is the door solutions provider that delivers expert service and the highest level of performance and reliability. Our comprehensive product line encompasses a wide variety of commercial door solutions including: commercial operators, commercial sectional and rolling service doors, advanced performance rolling doors, and security grilles.

With our nationwide network of more than 400 authorized distributors, we are a leading provider of overhead and garage door systems, and we continue to lead the way with reliable solutions and unmatched professional installation, service and support that keeps customers coming back. The brand trusted for over 90 years, Overhead Door gives home and business owners confidence and peace of mind.



To locate a distributor:

From the United States, call 1-800-929-3667 (DOOR)

International: 1-717-248-0131

<http://www.overheaddoor.com/Pages/distributor-locator.aspx>

Contact Information:

Overhead Door Corporation
2501 S. State Hwy. 121, Suite 200
Lewisville, TX 75067

Telephone: 1-800-275-3290

www.overheaddoor.com



PREVENTATIVE MAINTENANCE



BENEFITS OF PREVENTATIVE MAINTENANCE PROGRAM

- **Increase operational efficiency, safety and reliability**
- **Extend useful life of your equipment**
- **Reduce probability of equipment malfunctioning**
- **Decrease costly downtime**
- **Decrease long-term repair expense**
- **Priority scheduling for service**
- **Establish relationship with experienced, service-oriented professionals**



SCOPE OF WORK FOR ELECTRIC OPERATORS

For the period _____, 20__, through _____, 20__, the following services and inspections will be provided as part of the Preventative Maintenance Program for operator(s):

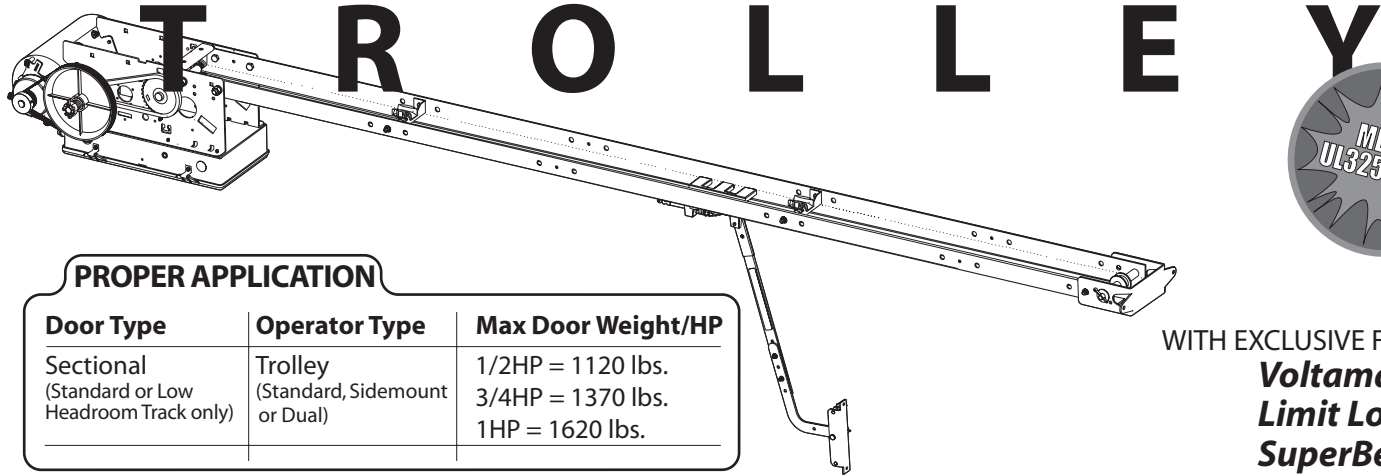
ELECTRIC OPERATORS:

- 1) Inspect and adjust limit switches.
- 2) Inspect and adjust belts.
- 3) Inspect and adjust brake.
- 4) Inspect gear reducer.
- 5) Inspect operator mounting.
- 6) Inspect and test disconnect.
- 7) Inspect and lubricate roller chain.
- 8) Inspect and tighten all sprockets.
- 9) Inspect safety labels, placement and condition.



INSTALLATION INSTRUCTIONS

RSX™



PROPER APPLICATION

| Door Type | Operator Type | Max Door Weight/HP |
|--|--|---|
| Sectional (Standard or Low Headroom Track only) | Trolley (Standard, Sidemount or Dual) | 1/2HP = 1120 lbs. 3/4HP = 1370 lbs. 1HP = 1620 lbs. |

WITH EXCLUSIVE FEATURES:

Voltamatic®
Limit Lock®
SuperBelt™

NOT FOR RESIDENTIAL USE

This Installation Manual provides the information required to install, troubleshoot and maintain an RSX™ Commercial/Industrial Door Operator.

Table of Contents

| | | | | | |
|------------------|--|----------------|-------------------|---|-------------------|
| Section 1 | How to use this manual | 1.1 | Section 7 | Special Operational Features | 7.1-7.2 |
| Section 2 | Safety Information & Instructions | 2.1 | | Operator Cycle Count | 7.1 |
| Section 3 | Critical Installation Information | 3.1-3.2 | | GDO & Display Firmware | 7.1 |
| Section 4 | Installation | 4.1-4.9 | Section 8 | Troubleshooting | 8.1-8.5 |
| | Drawbar Assembly..... | 4.1-4.6 | | Display Operation | 8.1 |
| | Attach Operator | 4.7 | | Error Codes | 8.1-8.2 |
| | Connection to the Door..... | 4.8 | | Run Codes | 8.2-8.3 |
| | Clutch Adjustment | 4.9 | | Troubleshooting Example using Codes..... | 8.3 |
| Section 5 | Wiring | 5.1-5.8 | Section 9 | Service & Maintenance | 9.1 |
| | Line Voltage Wiring | 5.1 | | Preventive Maintenance Schedule..... | 9.1 |
| | Low Voltage Control Wiring | 5.2 | Section 10 | Appendix | 10.1-10.11 |
| | External Wire Diagram..... | 5.3 | | Appendix A | 10.1-10.9 |
| | Wall Control..... | 5.4 | | Operator Parts Breakdown | 10.1 |
| | Interlock Switches | 5.5 | | Motor Options..... | 10.2 |
| | Photocell Wiring | 5.6 | | Shafts Parts Breakdown | 10.3 |
| | Sensing Edge Wiring | 5.7 | | Rail Parts Breakdown | 10.4 |
| | External Radio Installation | 5.8 | | Carriage/Door Arms Parts Breakdown | 10.5 |
| | Connecting Motor/Safety Information | 5.9 | | Basic Electric Box Parts Breakdown..... | 10.6 |
| Section 6 | Operator Setup Procedures | 6.1-6.9 | | Electric Box Layout | 10.7 |
| | Setting Close Direction | 6.2 | | Appendix B | 10.8 |
| | Setting Braking Rate | 6.3 | | Screw Terminal Assignments | 10.8 |
| | Setting Travel Limits | 6.4 | | Appendix C | 10.9-10.11 |
| | Setting Limit Overrun..... | 6.5 | | Run Codes..... | 10.9 |
| | Monitored Reversing Devices | 6.6 | | Error Codes | 10.10-10.11 |
| | Setting Open & Close Modes | 6.7 | Section 11 | Warranty | 11.1 |
| | (Optional) Transmitter Programming..... | 6.8 | | | |
| | Setting Mid-Stop Limit..... | 6.9 | | | |
| | Resetting the MRT..... | 6.10 | | | |

Section 1: How to use this manual

The 11 sections of this Installation Manual provide the information required to install, troubleshoot and maintain an RSX™ commercial/industrial door operator.

Section 2

Provides important defining information related to safety terminology used throughout this manual, as well as safety related instructions which must be followed at all times while doing any steps/tasks/instructions detailed in this manual.

Section 3

Details pre-installation concerns/issues/decisions that are recommended to be considered and/or resolved prior to beginning any commercial door operator installation.

WARNING

Failure to correctly perform all steps in sections 4-6 can result in serious injury or death.

Sections 4-6

Provide step by step installation and set-up instructions for the RSX™ commercial door operator. Each section is written such that it must be followed in a step by step order to complete a successful installation.

Sections 7-8

Detail important features and troubleshooting information for typical installation and normal operations that may occur.

Sections 9-11

Provide related information on service and maintenance items, operator drawings for use in troubleshooting and service activities, along with important warranty and returned goods policy information.

Section 2: Safety Information & Instructions




⚠ WARNING

Overhead Doors are large, heavy objects that move with the help of springs under high tension and electric motors. Since moving objects, springs under tension, and electric motors can cause injuries, your safety and the safety of others depend on you reading the information in this manual. If you have any questions or do not understand the information presented, call your nearest service representative. For the number of your local Overhead Door Dealer, call 800-929-3667, and for **Overhead Door Factory Technical Advice**, call 800-275-6187.

In this Manual, the words Danger, Warning, and Caution are used to stress important safety information. The word:

- ⚠ DANGER** indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.
- ⚠ WARNING** indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.
- ⚠ CAUTION** indicates a potentially hazardous situation which, if not avoided, may result in injury or property damage.

The word **NOTE** is used to indicate important steps to be followed or important considerations.

| POTENTIAL HAZARD | EFFECT | PREVENTION |
|---|---|--|
|  MOVING DOOR | ⚠ WARNING Could result in Serious Injury or Death | Do Not operate unless the doorway is in sight and free of obstructions. Keep people clear of opening while door is moving. Do Not allow children to play with the door operator. Do Not change operator control to momentary contact unless an external reversing means is installed. Do Not operate a door that jams or one that has a broken spring |
|  ELECTRICAL SHOCK | ⚠ WARNING Could result in Serious Injury or Death | Turn off electrical power before removing operator cover. When replacing the cover, make sure wires are not pinched or near moving parts. Operator must be electrically grounded. |
|  HIGH SPRING TENSION | ⚠ WARNING Could result in Serious Injury or Death | Do Not try to remove, repair or adjust springs or anything to which door spring parts are fastened, such as, wood block, steel bracket, cable or any other structure or like item. Repairs and adjustments must be made by a trained service representative using proper tools and instructions. |

IMPORTANT READ PRIOR TO ANY DOOR OPERATION

1. Read manual and warnings carefully.
2. Keep the door in good working condition. Periodically lubricate all moving parts of door.
3. If door has a sensing edge, check operations monthly. Make any necessary repairs to keep it functional.
4. AT LEAST twice a year, manually operate door by disconnecting it from the operator. The Door should open and close freely. If it does not, the door must be taken out of service and a trained service representative must correct the condition causing the malfunction.
5. The Operator Motor is protected against overheating by an internal thermal protector. If the operator ceases to function because motor protector has tripped, a trained service technician may need to correct the condition which caused the overheating. When motor has cooled, thermal protector will automatically reset and normal operation can be resumed.
6. In case of power failure, the door can be operated manually by pulling the release cable to disconnect the operator drive system.
7. Keep instructions in a prominent location near the pushbutton.

Section 3: Critical Installation Information

Job Site Issues to Consider/Concerns

The following list of items should be considered prior to selecting an operator for a given job site.

1-Available power supply. 2-Type of door. 3-Potential operator mounting obstructions. Items to consider include, but are not limited to: side room, room above door shaft, room below door shaft, available mounting surface integrity, power supply location, and convenient chain hoist and release cable positioning. 4-Size of door for appropriate operator torque and door travel speed selection. 5-Operator mounting environment. Items to consider include operator location, dampness of location, dustiness of the location and corrosiveness of the location. 6-Door activation needs/requirements. Examples include 3 button control stations, 1 button control stations, radio controls, pull cords, loop detectors, photoelectric controls, key switches, etc. See "Entrapment Protection" section below. 7-Interlock switches are required under certain conditions for doors with pass doors and door locks. See Section 5.5 below. 8-Accessory equipment. Examples include reversing edges and/or photocell beams, which are required for doors set to operate as momentary contact, auxiliary control relays, warning lights, etc. See "Entrapment Protection" section below.

⚠ ENTRAPMENT PROTECTION

The installation of a fail safe external reversing device (such as a monitored reversing edge or photocell system, etc.) is required on all momentary contact electronically operated commercial doors. If such a reversing device is not installed, the operator will revert to a constant contact control switch for operation (Closing only). The Reversing Devices currently UL Approved with RSX™ are:

- 1) MillerEdge ME and MT series monitored edge sensors used in combination with Timer-Close Module P/N OPABTCX.5
- 2) MillerEdge ME and MT series monitored edge sensors used in combination with MillerEdge Signature Module SM-101. (Direct connect through STB inputs.)
- 3) Residential Safe-T-Beam® Monitored Photocells from Overhead Door®, model OSTB-BX (P/N 377221R).
- 4) Series II Safe-T-Beam®, Monitored Photocells P/N 37221R.

⚠ WARNING: DO NOT apply line voltage until instructed to do so.

⚠ CAUTION:

Check working condition of door before installing the operator. Door must be free from sticking and binding. If equipped, deactivate any door locking device(s). Door repairs and adjustments, including cables and spring assemblies MUST be made by a trained service representative using proper tools and instructions.

New Features:

- Voltmatic®** — Offers all (multiple) voltage combinations in single, 3-phase and separate 575, 3-phase voltage units.
- Limit Lock®** — Features patent pending electro-mechanical design that sets limits through the control panel that are maintainable even through a power outage.
- SuperBelt™** — Features patent pending automatic self-adjusting belt tension.

Section 3: Critical Installation Information

ENTRAPMENT PROTECTION

The RSX™ can be used with the following UL Listed entrapment devices in compliance with UL325 requirements active starting August 29, 2010.

UNTIL ONE OF THESE MONITORED EXTERNAL ENTRAPMENT DEVICES IS INSTALLED, THE RSX™ WILL NOT ALLOW MOMENTARY CONTACT OPERATION IN THE CLOSE DIRECTION.

| APPROVED DEVICES | ALLOWABLE DOOR WIDTH | ALLOWABLE DOOR HEIGHT |
|--|----------------------|--|
| Miller Edge series monitored edge sensors used in combination with Timer-Close Module P/N OPABTCX.S. | ANY WIDTH | See Sq-Ft Charts below Max. Door Height = 24ft. |
| Safe-T-Beams® from both Genie® and Overhead door® | 30 FEET | |
| Commercial Photoeye Kit P/N OPAKPE.S. | 30 FEET | |

RSX Sectional Door Chart (Sq. Ft.)

| Model | HP | UL Listed | Commercial Steel Insulated & Non-Insulated | | | | | | | | | | | | | | | | | Thermacore | | | | | Aluminum | |
|-------|-----|-----------|--|------------------------|-------------------|-----------------------------|--------------------|------------------------------|--------------------|------------------------------|----------------------------|--------------------------------------|---------------------|-----------------|---------------------|---------------------------|--------------------------|-----------------|--------------------|------------|--|--|--|--|----------|--|
| | | | Door Series -> | | 416 | 418 | 420 | 422 | 424 | 426 | 430 | 432 | 591 | 592 | 593 | 594 | 595 | 598 | Panoramic Aluminum | Aluminum | | | | | | |
| | | | Type | Max. Door Weight (Lbs) | 16GA. Flush Steel | 16GA. Flush Steel Insulated | 20GA. Ribbed Steel | 20GA. Ribbed Steel Insulated | 24GA. Ribbed Steel | 24GA. Ribbed Steel Insulated | Nominal 24GA. Ribbed Steel | Nominal 24GA. Ribbed Steel Insulated | Ribbed Steel 1 5/8" | Ribbed Steel 2" | Ribbed Steel 1 3/8" | Raised Panel Steel 1 3/8" | 20GA. Flush Steel 1 5/8" | Ribbed Steel 1" | | | | | | | | |
| RSX | 1/2 | Yes | TSC | 1120 | 294 | 230 | 366 | 294 | 448 | 330 | 326 | 326 | 406 | 406 | 326 | 326 | 366 | 200 | 326 | 406 | | | | | | |
| RSX | 3/4 | Yes | TSC | 1370 | 366 | 294 | 448 | 366 | 490 | 406 | 326 | 326 | 490 | 448 | 326 | 326 | 406 | 200 | 326 | 506 | | | | | | |
| RSX | 1 | Yes | TSC | 1620 | 488 | 366 | 536 | 488 | 536 | 500 | 326 | 326 | 591 | 494 | 326 | 326 | 450 | 200 | 326 | 526 | | | | | | |

T = Trolley
S = Jackshaft, Side Mount
C = Jackshaft, Center Mount

Note: Total door weight, and not the square footage, is the critical factor in selecting the proper operator.

Square footages are based on "square doors". (Example = 16' 2" x 16' 2")

door weight beyond max. weight shown. Consult factory personnel in these situations.

Section 4: Installation

IMPORTANT INSTALLATION INSTRUCTIONS

WARNING -

To reduce the risk of severe injury or death:

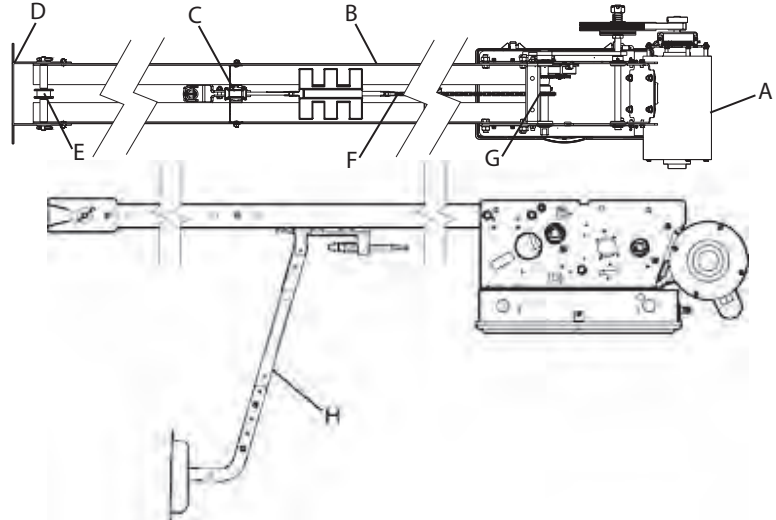
- 1) READ AND FOLLOW ALL INSTALLATION INSTRUCTIONS.
- 2) Install only on a properly operating and balanced door. A door that is operating improperly could cause severe injury. Have qualified service personnel make repairs to cables, spring assemblies and other hardware before installing the operator.
- 3) Remove all pull ropes and remove, or make inoperative, all locks (unless mechanically and/or electronically interlocked to the power unit) that are connected to the door before installing the operator.
- 4) Install the door operator at least 8 feet above the floor if the operator has exposed moving parts.
- 5) Do not connect the door operator to the power source until instructed to do so.
- 6) Locate the control station: (a) within sight of the door, (b) a minimum of 5 feet above the floor so that small children cannot reach it, and (c) away from all moving parts of the door.
- 7) Install the Entrapment Warning Placard next to the control station and in a prominent location.
- 8) For products having a manual release, instruct the end user on the operation of the manual release.

Drawbar Assembly

The Model RSX™ Drawbar Operator consists of the Power Unit (A), Drawbar Track (B), Chain Guides (C), Front Spreader (D), Front Idler Pulley (E), Drive Chain (F), Drive Sprocket (G) and Drawbar Arm (H). The Drawbar track length, chain length and quantity of chain guides will vary by door heights. **Fig. 1.**

NOTE: Drawbar tracks must be (29) inches longer than the door's height. Tracks have been sized properly and pre-punched for the chain guide assemblies from the factory.

Figure 1



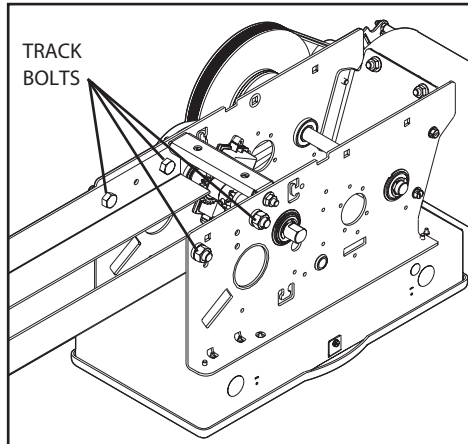
Drawbar Assembly (continued)

- 1) Attach Track to Power Unit using four (4) 7/16"-14 x 1" track bolts, 7/16"-14 keps nuts and 7/16" lock washers (provided). **Fig. 2.**
- 2) Attach the chain guide assemblies to the drawbar tracks using round head screws and locknuts (provided). **Fig. 3.**

⚠ CAUTION

Verify that screws are properly seated in track. Failure to seat screws can cause carriage to bind in door track.

Figure 2

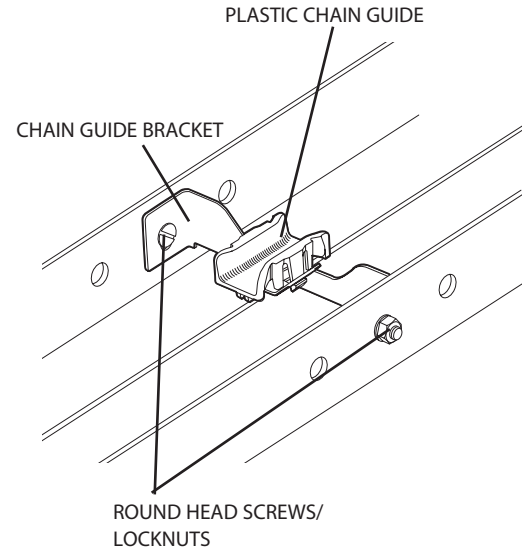


NOTE: Space chain guides evenly between operator and header. Add a chain guide for every 4 feet of door height per chart.

| UNDER 12' | 12' to 16' | 16' to 20' | 20' to 24' |
|-----------|------------|------------|------------|
| 2 | 3 | 4 | 5 |

NOTE: Chain Guide mounting holes have been pre-drilled at standard locations along the track. If different locations are needed, hole size should be 9/16" dia. Be sure to de-burr the holes.

Figure 3



Drawbar Assembly (continued)

3) Insert the carriage into the tracks as shown in **Fig. 4**.

NOTE: The end of the carriage with the chain tension adjustment bolt should be toward the operator.

4) Place the spreader bracket in position around the drawbar track. Do not insert the round head screws and lock nuts at this time. The spreader bracket will be held in place (temporarily) by the clevis pin which holds the pulley.

5) Install the idler pulley inside the track by inserting the 3/8" x 4-1/2" clevis pin through one side of the track and as you feed it through an idler sleeve and the idler pulley followed by the second sleeve. Place fender washer (7/16" x 1-1/4") over end of clevis pin. Secure clevis pin using cotter pin. **Fig. 5.**

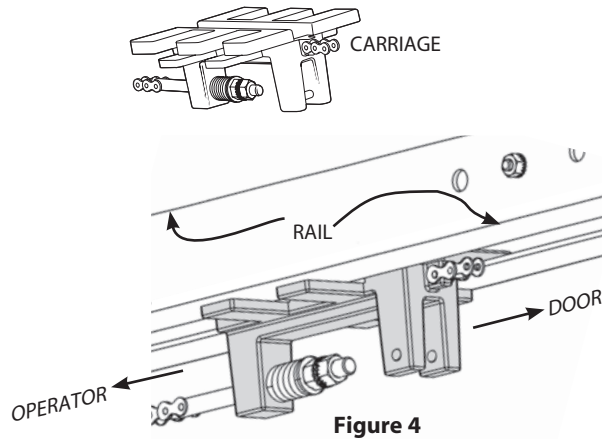


Figure 4

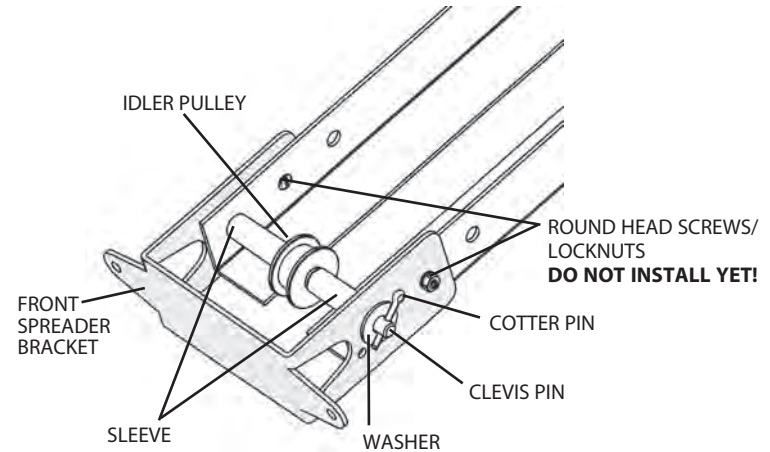


Figure 5

NOTE: For building of the spreader bracket assembly on a **Dual Trolley** unit see the separate Drawbar instruction sheet for Sidemount and Dual Trolley models.

Drawbar Assembly (continued)

- 6) Uncoil the drawbar chain and install by routing the chain over the chain guides (A) and around the drive sprocket (B) on the output shaft as shown in **Fig. 6**.
- 7) Attach to Chain Tension Adjusting Bolt (C) using a master link (provided).
- 8) Pass the other end of the chain between the front spreader bracket and the idler pulley (D). Make certain the chain is not twisted.
- 9) Attach the chain to the carriage (E) using a master link.
- 10) Insert the Adjusting Bolt through the hole in the Carriage and place the tensioning spring, flat washer and adjusting nut onto the bolt. **Detail A, Fig 6.**
- 11) Tighten Chain so that it will not jump a sprockets or pulley. Add locknut.

Check to ensure the following:

- The chain is properly engaging the output sprocket.
- The chain is not twisted.

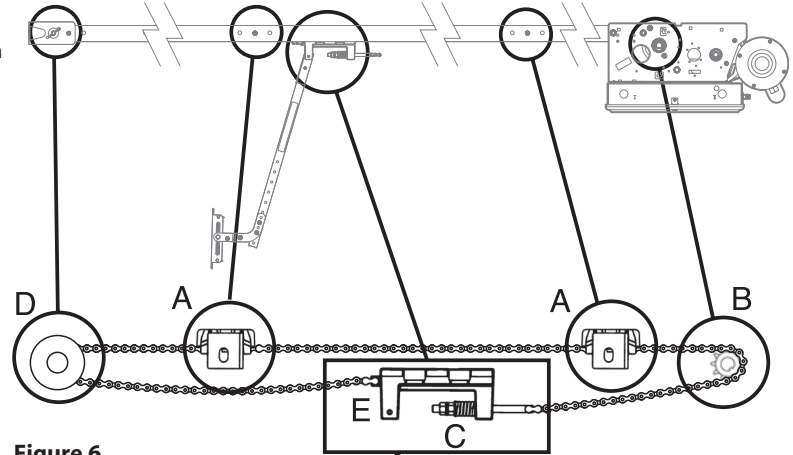
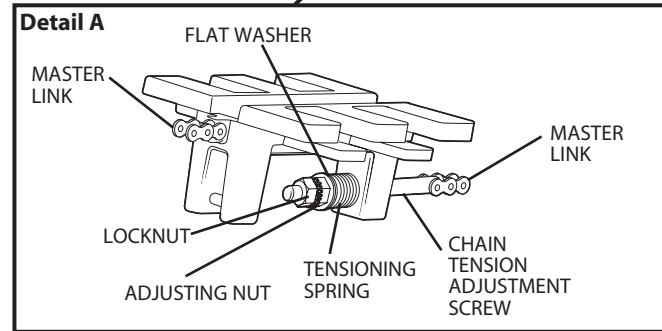


Figure 6



⚠ WARNING

- DO NOT apply line voltage until instructed to do so.
- Repairs and adjustments, including particularly to cables and spring assemblies under high tension, must be made by a trained service representative using proper tools and instructions.

Drawbar Installation

⚠ CAUTION

Check the working condition of the door before installing the operator. The Door must be free from sticking and binding. If the door is equipped with a latching device, secure the locking bar in the open (unlocked) position. This style operator will act as a latching device when the door is down and therefor the door's lock is no longer needed.

If the door lock is to remain functional, an interlock switch **MUST** be installed which will prevent operation of the door whenever the door lock is engaged. Refer to the Wiring Instructions, section 5.5, of this manual for proper connection of the interlock switch.

- 1) Measure the width of the door to determine the center. Make a vertical line above the door, as shown in **Fig. 7**. (If the vertical line is not in line with a door stile, a means of attaching the door bracket to the door must be provided. This can be accomplished by spanning the center of the door's top section (between the top and bottom rail) with a suitable material such as wood or steel).
- 2) Prepare for attaching drawbar to header. If woodwork, or other suitable material is not already in place, securely affix a 2" x 6" block of wood or metal plate as shown in **Fig. 7**.
- 3) Center the block/plate on the header.
- 4) Mark the door's vertical center line on this block/plate.
- 5) Use a level, as shown in **Fig. 8 (pg 4.6)** to find the highest point of travel for the door.
- 6) Mark a horizontal line across the vertical line you made on the header at 5" above the highest point of door travel.

NOTE: On torsion spring doors with an uneven number of panels, the operator may be attached to the stile nearest to the center.

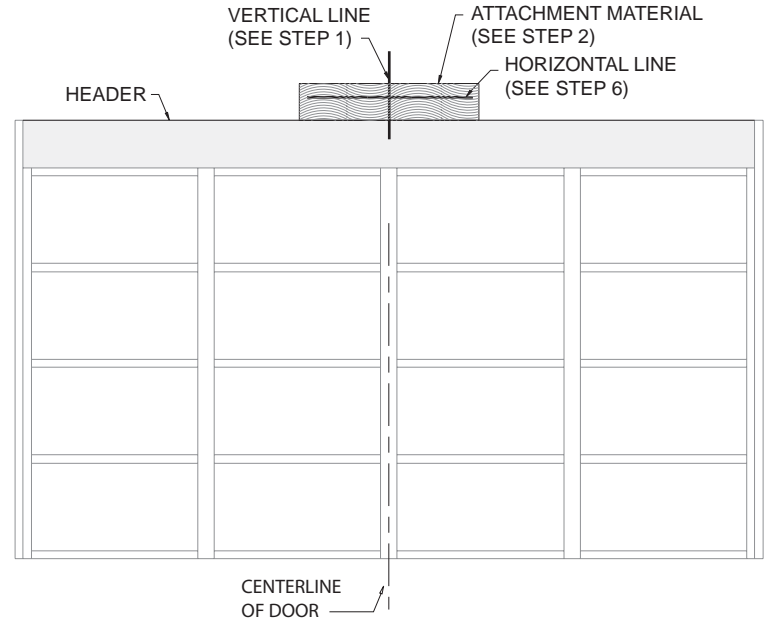
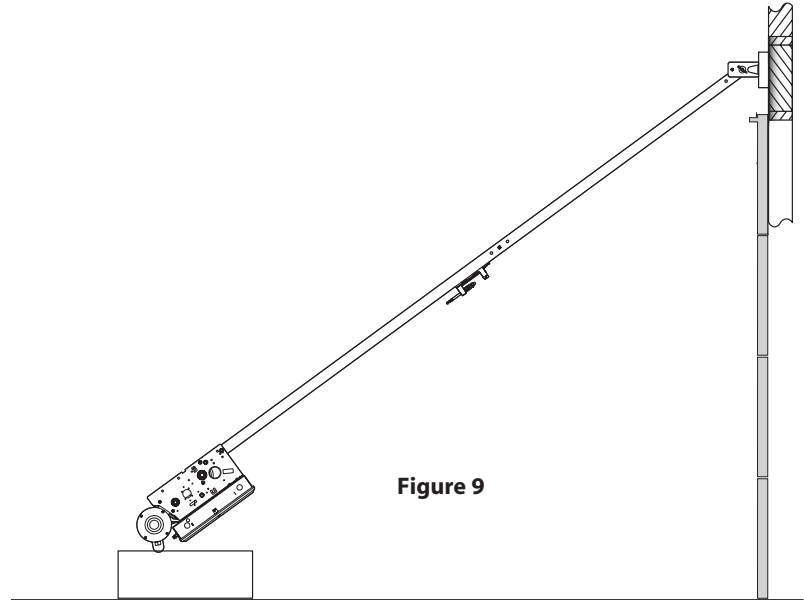
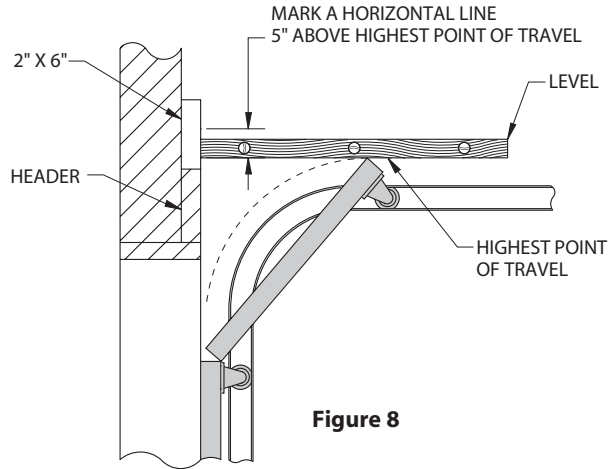


Figure 7

Drawbar Installation (continued)

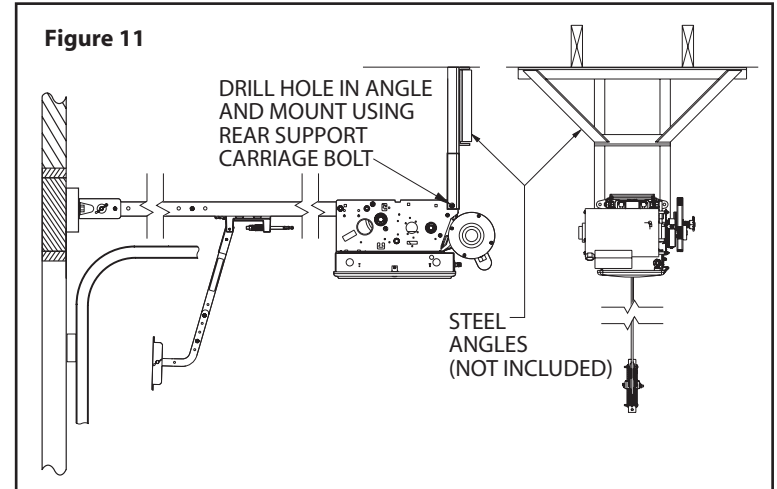
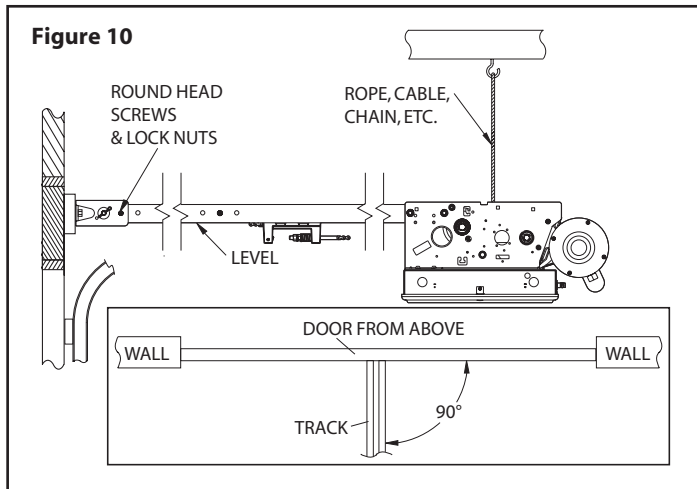
- 7) Raise the door end (idler pulley) of the drawbar while resting the operator on the floor or other desired material.
- 8) Position the spreader bracket on your centerline with its bottom edge on your horizontal mark. **Fig. 9.**
 - Fasten spreader bracket to header using fasteners appropriate for the header material.



Attach Operator

- 1) Raise the operator and position it so that the drawbar tracks are level and perpendicular to the face of the door (or the stile where the door bracket will be attached). **Fig. 10.**
- 2) Lock the drawbar tracks into the spreader bracket using the two (2) Round Head Screws (1/4"-20 X 9/16") and two(2) locknuts.
- 3) Secure the operator in position by installing steel angles (not provided) between the ceiling superstructure and the operator power unit. **Fig. 11.**

NOTE: Track bolts MUST be installed from inside the track.



Connection to the Door

- 1) Pull down on the drawbar arm locking sleeve and attach to carriage. (See NOTE 2.)
- 2) Position the door bracket on the door as shown in **Fig. 11**, with mounting holes on the door centerline. (Even with or above top door roller).

NOTE: Make sure to use reinforcement bracket when attaching door bracket to door. Do not attach door bracket directly to door section.

- 3) **For wood doors** fasten the door bracket to the door using two 1/4" -20 X 2-1/4" carriage bolts and nuts. **For metal doors** use two 1/4" -20 self tapping sheet metal screws, or as recommended by the door manufacturer.
- 4) Use two (2) 3/8" -16 X 7/8" bolts and nuts to attach the door arms together.

NOTE: Use the set of holes that align the drawbar in a near vertical position for operators without a brake. Set arms at a 20-30 degree rearward angle for **operators with a brake**. **Fig. 12.**

For **units without a brake**, set arms as close to 0 degrees (vertical) as possible.

NOTE: If the door strut interferes with the mounting of the door bracket, position the door bracket below the strut. **DO NOT**, in any way, cut or modify the strut.

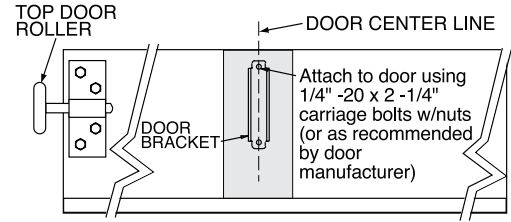


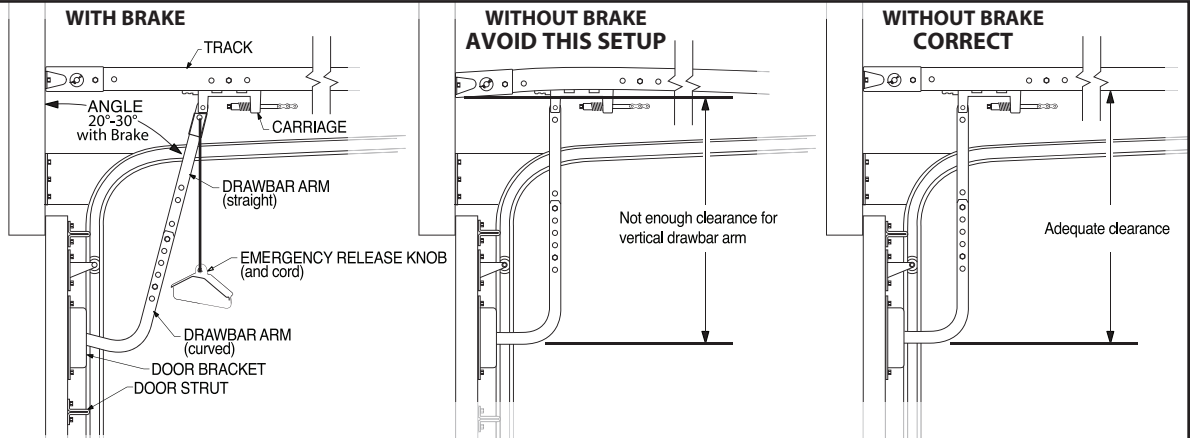
Figure 11

NOTE 2: In case of emergency, pulling the Emergency Release Knob (**Fig. 12**) disengages the door from operator allowing for the door fall closed or to be shut manually.

Figure 12

When installing non-brake units with drawbar near vertical, it is important to make sure there is adequate room between the door bracket and drawbar rail for the door arms to go vertical. Without sufficient clearance and by running the door arms vertical, a significant amount of force could be applied possibly leading to damage.

There is an optional drawbar kit with a cushion springbox available: P/N OPAKDBT.5



Clutch Adjustment Fig. 13

The RSX™ Operators have a friction style clutch that can be adjusted.

NOTE: The clutch is intended to provide protection for the door, the operator and associated equipment. It is not intended for entrapment protection. RSX™ Trolley Operators have a motor reversing feature that is integrated with the clutch assembly. If an obstruction is placed in the pathway of the door during operation the RSX™ motor will stop and reverse when the clutch begins to slip. Therefore, the adjustment of the clutch should be such that the door and operator function in this manner. The steps for clutch adjustment follow:

To Adjust the Clutch

- 1) Decrease the compression on the clutch until the operator will not lift the door.
 - Turn the adjusting castle nut counter-clockwise to decrease clutch compression and clockwise to increase clutch compression.
- 2) After completing step 1, begin to increase compression on the clutch until the operator is capable of lifting the door through the complete cycle without clutch slippage.
- 3) Test the reversing feature of the operator by placing an obstruction under the door during a close cycle. The door should reverse on the obstruction and return to the open position. If the door does not close but comes down part way and reverses without any obstructions in its path, then increase the clutch compression until the door will close fully.
- 4) Finally, insert the cotter pin through the castle nut and shaft and bend the outer leg of the cotter pin.

NOTE:

Periodically check the system for proper clutch action. If clutch starts to slip after working properly for some time, check manual operation of door BEFORE adjusting clutch. The door may not be operating freely or the counterbalance spring may need adjusting. Repairs and adjustments must be performed by a trained service representative using proper tools and instructions.

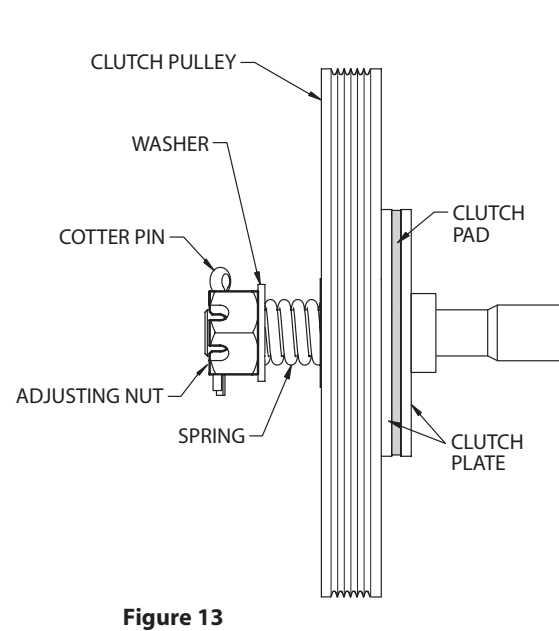


Figure 13

Section 5: Wiring

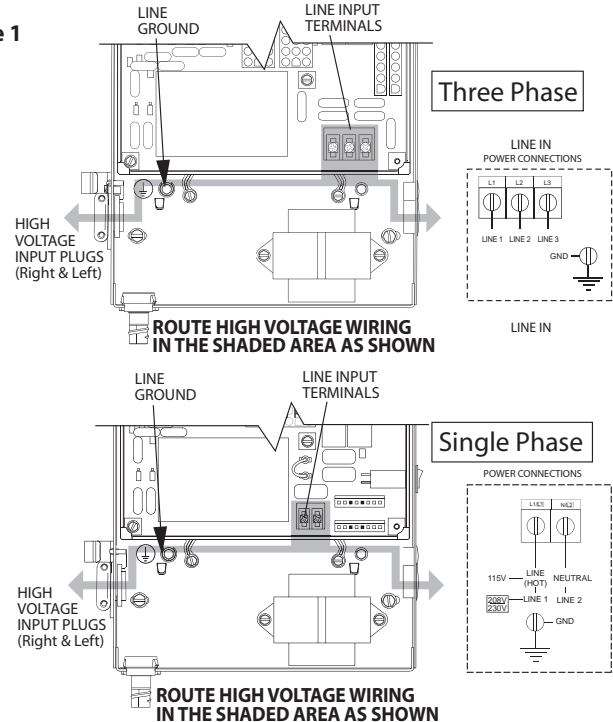
Line Voltage Wiring Fig. 1

⚠ WARNING

- DO NOT apply power to operator until instructed to do so.
- Overhead Door Corporation recommends that line voltage wiring be performed by a qualified electrician.
- Be sure that electrical power has been disconnected from the input power wires being connected to the operator prior to handling these wires. An appropriate lock-out /tag-out procedure is recommended.
- Line voltage wiring must meet all local building codes.
- Make sure operator voltage, phase and frequency nameplate ratings are identical to the job site line voltage ratings.
- Input power wiring must be properly sized for the operators amperage rating located on the nameplate.
- To reduce the risk of electric shock, make sure the chassis of this unit is properly grounded.

- 1) Remove LINE VOLTAGE INPUT PLUG and install proper fittings and 1/2" conduit.
- 2) Route proper LINE VOLTAGE wires into operator.
- 3) Locate LINE INPUT terminals on circuit board. Using correct connectors, attach wires to LINE INPUTS, and GROUND terminal.
 - Keep low voltage and line voltage wires separate.
 - Route all line voltage wires as shown.
 - Plug all unused conduit holes.

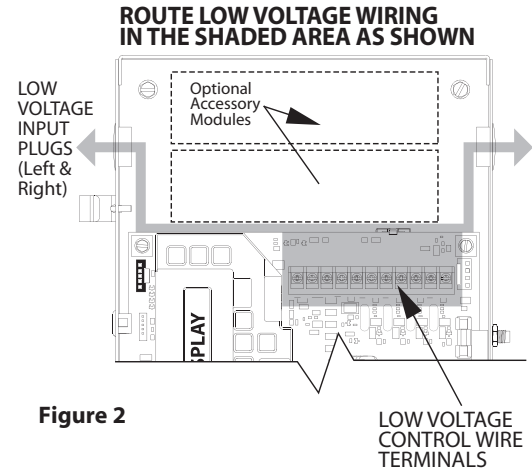
Figure 1



Low Voltage Control Wiring (general) Fig. 2

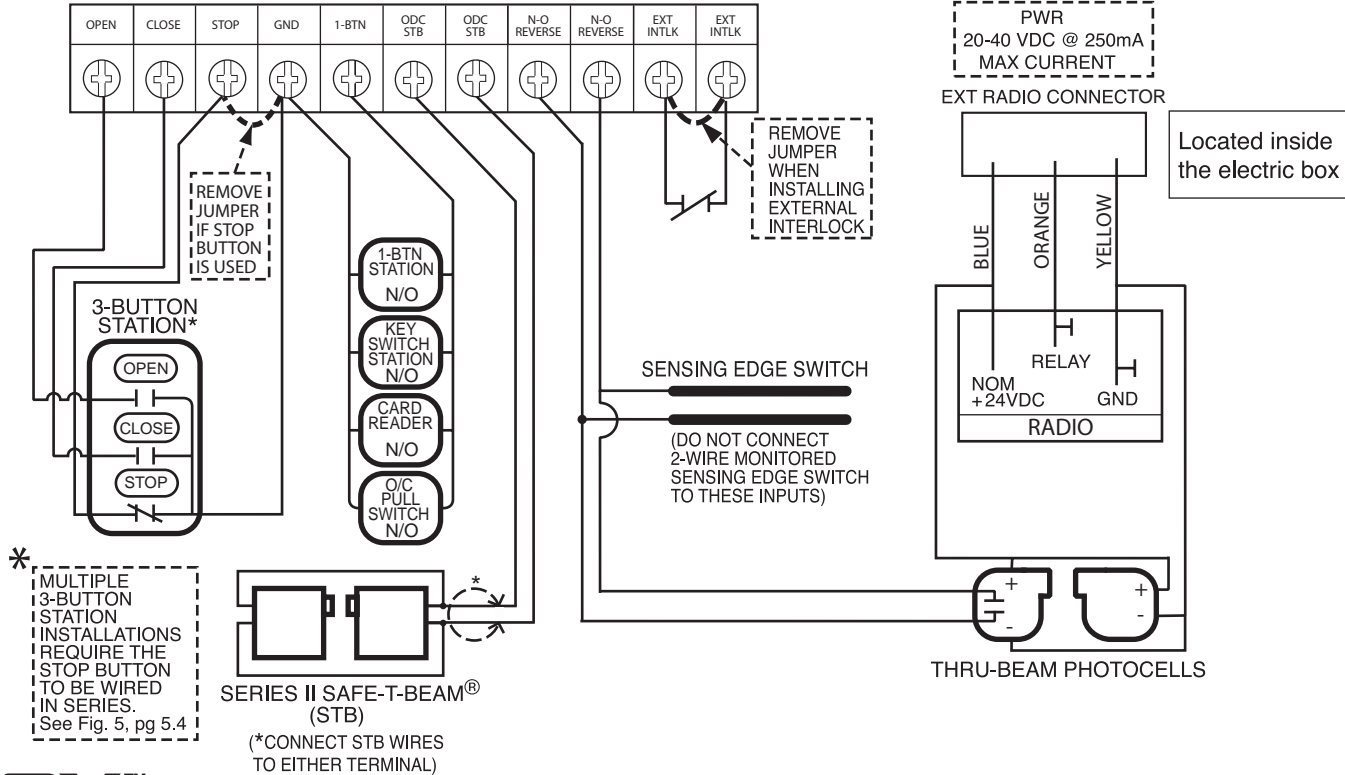
- 1) Connect all LOW VOLTAGE control circuit wires to this side of unit using 1/2" conduit or flexible convoluted tubing.
 - Keep low voltage and line voltage wires separate.
 - Route all low voltage control wiring as shown. This includes all control circuit wires such as wall controls, timers and single button input devices as well as radio control and safety circuit wiring. See Figs 2 through 10 in this section.
 - Plug all unused conduit holes.

NOTE: For a detailed description of control wire terminals see Appendix B.



External Wire Diagram

See Appendix B for detailed description of terminals.



Wall Control

⚠ WARNING:

- Wall Control(s) must be located so that the door is within sight of the user and is far enough from the door, or positioned such that the user is prevented from coming in contact with the door while operating the controls .
- Attach the Warning placard adjacent to the Wall Control. **Fig. 3A.**

⚠ WARNING:

If momentary contact control is to be used, an external reversing device such as a photocell system or monitored sensing edge switch must be used. See pages 5.6-5.7 for installation of entrapment protection devices.

- 1) For a single 3 - button installation, make connections as shown in **Fig. 3.**
- 2) For single button accessory controls, make connections as shown in **Fig. 4.**
- 3) For a multiple 3 - button installations, make connections as shown in **Fig. 5.**

NOTE: If an External STOP button is NOT being installed, a jumper wire must be installed between the "STOP" AND "GND" terminals as shown.

NOTE: Long Distance Relay Kit wiring is not required for long distance control runs and should not be used

Figure 3

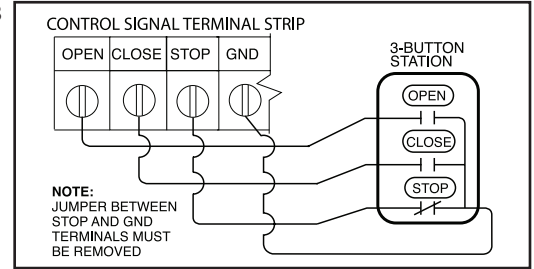


Figure 3A



Entrapment
Warning
Placard

Figure 4

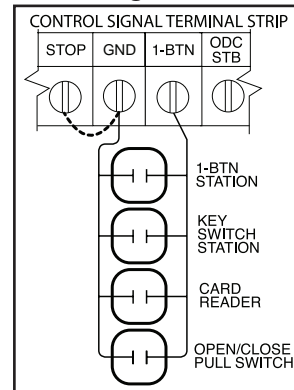
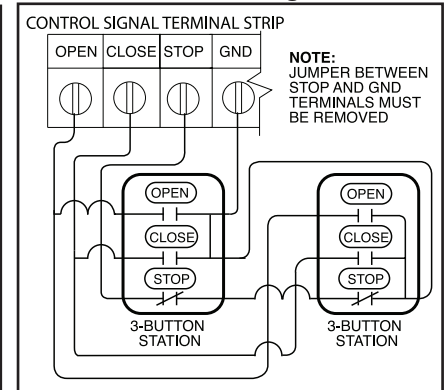


Figure 5



Interlock Switches

- Optional external interlock switches are required with some Sectional or Rolling Steel Doors to prevent the door from operating under certain conditions including the following:
 - If the door is equipped with a functioning door lock, an interlock switch (A) must be installed to prevent electric operation when the lock is engaged.
 - If the door is equipped with a pedestrian pass-through door, an interlock switch (B) must be installed at the pass-through door in order to prevent electrical operation when the pass-through door is open.
- The Switches must be set in the field.

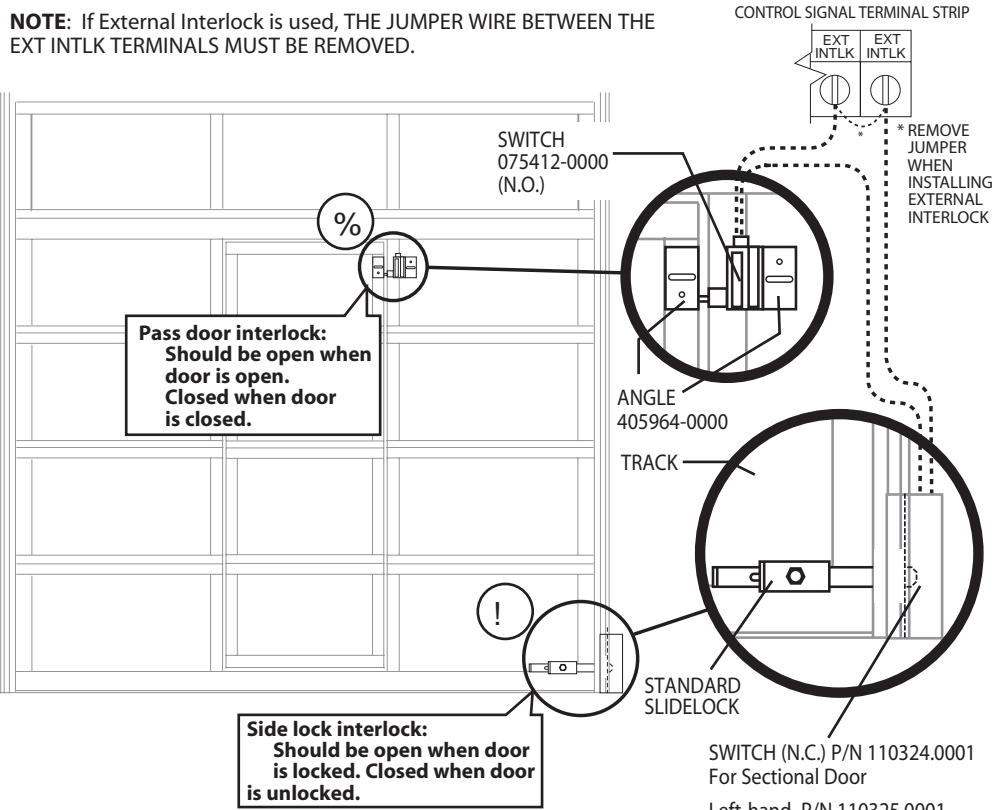


Figure 6

Photocell Wiring

Series II Safe-T-Beam® Monitored Photocells

- 1) Monitored SERIES II (STB) photocells (P/N 35048R.S) and Residential Safe-T-Beam® Monitored Photocells from Overhead Door® (P/N 37221R). **Fig. 7.** Wiring to these photocells can be connected to either terminal (they are not polarity sensitive). (**Troubleshooting in Section 8**)

NOTE: Installer must enable ODC STB in calibration mode. See page 6.9.

⚠ WARNING: Actuating operator using constant contact on the CLOSE button will override external reversing devices, including photocells.

- 2) **To Mount Photocells:** (Kit includes detailed Instructions).
 - Determine location for mounting. They do not need to be directly adjacent to the door but must be somewhere along the wall where there will be an unobstructed line between them. **Fig 9.**
 - They must extend out away from the wall sufficiently that no door hardware breaks the plane of the photo-beam.

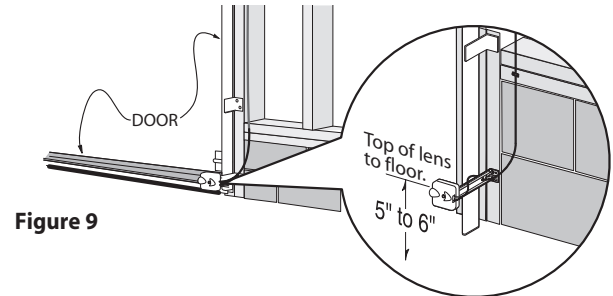
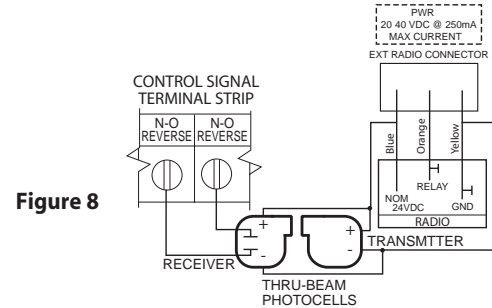
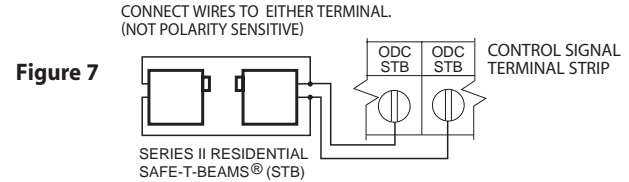
⚠ WARNING: Photocell systems provide entrapment protection when mounted near the doorway in such a way that the lower portion of an individual's leg will break the photocell beam during normal walking conditions. If an alternative location is chosen it must be approved by the facility owner.

Commercial Non-Monitored Photocells

- 1) Nominal 24 Volt DC Commercial photocells with normally open contacts can be connected as shown in **Fig. 8.**

NOTE: Blue wire supplies 20 – 40VDC. Photocells used must be compatible with this voltage range.

NOTE: If no voltage is present at Blue wire, check fuse F-1 on Control board.



Sensing Edge Switch Installation

Figure 11 shows an example of a typical sensing edge installation. Left hand side is shown but right hand side is a mirror image of this.

- 1A) If wiring from sensing edge switch to operator is coiled cord or 2 wire jacketed cord:
 - Install junction box 12" above the center of the door opening on same side as sensing switch.
 - Secure one end of cord to junction box using a cable clamp.
- 1B) If connection is to be made through a take up reel cord:
 - Install on same side as sensing edge switch and above door opening and slightly to the side.
 - Install junction box adjacent to take up reel and route the stationary cord from the reel to the box and secure with a cable clamp.
- 2) Secure other end of cord (straight, coiled or reel) to sensing edge switch enclosure using a cable clamp.
- 3) Connect wires of cord to sensing edge switch using wire nuts or other suitable wire connectors.
- 4) Run a straight 2 wire cord from the junction box (Step 1) to the operator electrical box.
 - Secure using cable clamp on each end.
- 5) Join wires in cord from operator to wires in cord from switch using wire nuts or other suitable wire connectors.
- 6A) **Non-Monitored** sensing or reversing edge connects to terminal strip on main board using reverse inputs. See **Fig. 10A**.
- 6B) **Monitored** sensing or reversing edge connects to Timer-Close Module terminals or to terminal strip on main board through MillerEdge Signature Module SM-101 as shown in **Fig. 10B**.
- 7) Operate the door to make certain cord is free to travel and does not become snared during door opening or closing.
 - Check sensing edge switch for proper operation.

⚠ WARNING: Actuating the operator using constant contact on the CLOSE button will override external reversing devices, including sensing edges or reversing edges.

RSX™
STANDARD DUTY COMMERCIAL OPERATOR

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Figure 10A

NOTE: Non-monitored sensing edge can be connected directly to these terminals. **DONOT** connect a 2-wire Monitored sensing edge switch to these terminals.

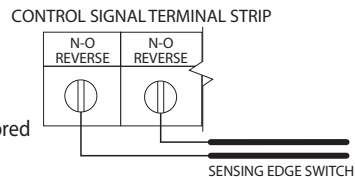
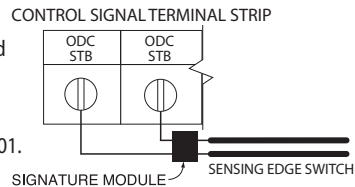


Figure 10B

NOTE: 2-wire monitored sensing edge switch must be connected through the MillerEdge Signature Module SM-101.



NOTE Monitored 2-wire sensing or reversing edge can also be used in combination with a Timer-Close Module.

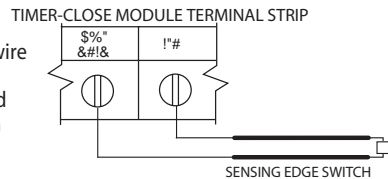
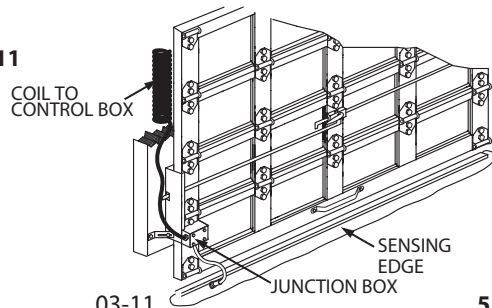


Figure 11



03-11

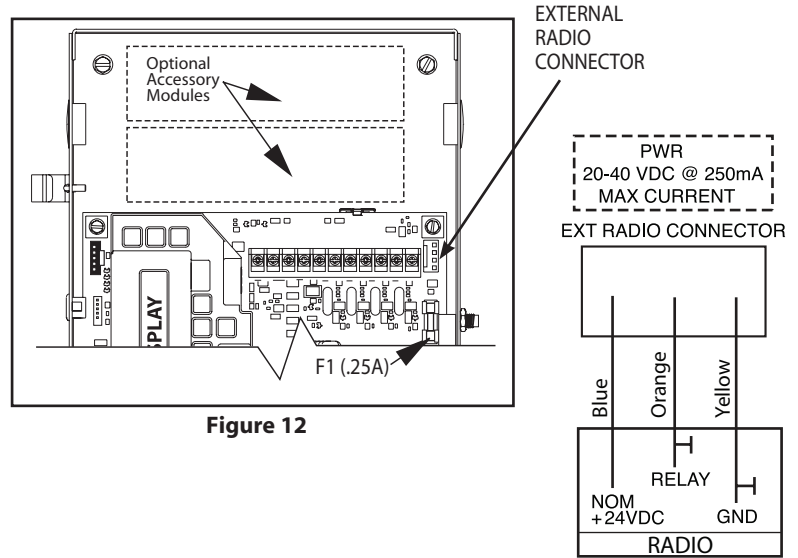
5.7

External Radio Installation

Although the RSX™ Operators are equipped with an internal radio, they also provide a universal connection for an external radio.

To Add the External Radio

- 1) Plug the pigtail (provided) onto the plug connector marked "EXT RADIO." **Fig. 12**
- 2) Make wiring connections to the terminal strip.

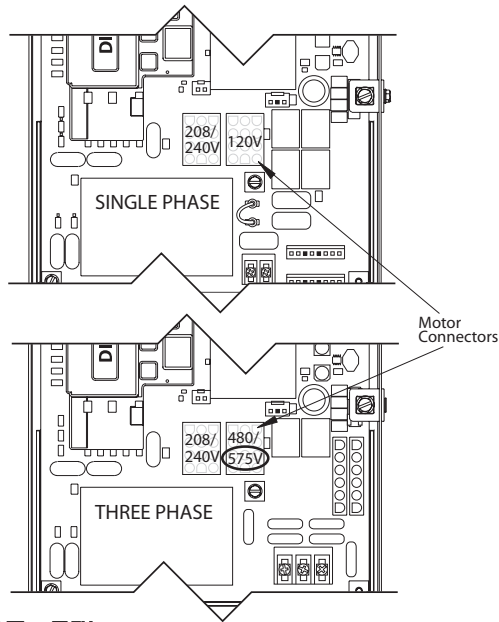


⚠ WARNING:

Verify Line Voltage before making any connections to assure that motor harness is connected to proper motor connector on circuit board.

- 1) Plug motor harness into proper motor connector on circuit board in electric box. **Fig. 13.**
- 2) Apply primary power.

Figure 13



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 door controls. Keep the remote control (where provided) away from children.
- 3) Personnel should keep away from a door in motion and keep the moving door in sight until it is completely closed or opened. NO ONE SHOULD CROSS THE PATH OF A MOVING DOOR.
- 4) Test the door's safety features at least once a month. After adjusting either the force or the limit of travel, retest the door operator's safety features.
- 5) For products having a manual release, if possible, use the manual release only when the door is closed. Use caution when operating the release while the door is open. Weak or broken springs may cause the door to fall rapidly, causing severe injury or death.
- 6) KEEP DOOR PROPERLY OPERATING AND BALANCED. See Door Manufacturer's Owner's Manual. An improperly operating or improperly balanced door could cause severe injury or death. Have only trained door systems technicians make repairs to cables, spring assemblies, other hardware and any wooden blocks or like items to which they may be attached.
- 7) SAVE THESE INSTRUCTIONS.

⚠ DANGER: After power is supplied to the operator, **Do Not** make contact with components inside the control panel except for the Keypad Keys. **Fig. 1.**

Section 6: Operator Setup Procedure

Control Panel

RSX™ Operators include a full function control panel including a liquid crystal display (LCD), calibration keys and Open, Close and Stop keys for on board operator control. See **Fig. 1**. The open, close and stop keys function as a 3-button wall control. The Display will show current operator conditions and calibration information. Due to limited character space, some displays will be abbreviated. See Appendix C (pgs. 10.9-10.11) for full display descriptions.

RSX™ Operators include a non-volatile memory. The unit will remember all calibration settings plus error code and run code logs, if power is removed from unit.

⚠ DANGER: After power is supplied to the operator, **Do Not** make contact with components inside the control panel except for the Keypad Keys. **Fig. 1**.

Control Operating Modes

RSX™ Operator control boards operate in two modes: Run Mode and Calibration Mode. The control board should normally operate in the Run Mode. The operator is calibrated in Calibration Mode.

With the operator standing idle:

PRESS CAL/RUN TO TOGGLE BETWEEN OPERATING MODES.

- The first display in calibration mode is "SET CLOSE DIR."
- The display in run mode will be one of the condition codes listed in Appendix C.

⚠ WARNING: DO NOT calibrate operator or operate door unless doorway is in sight and free of obstructions. Keep people clear of opening while door is moving.

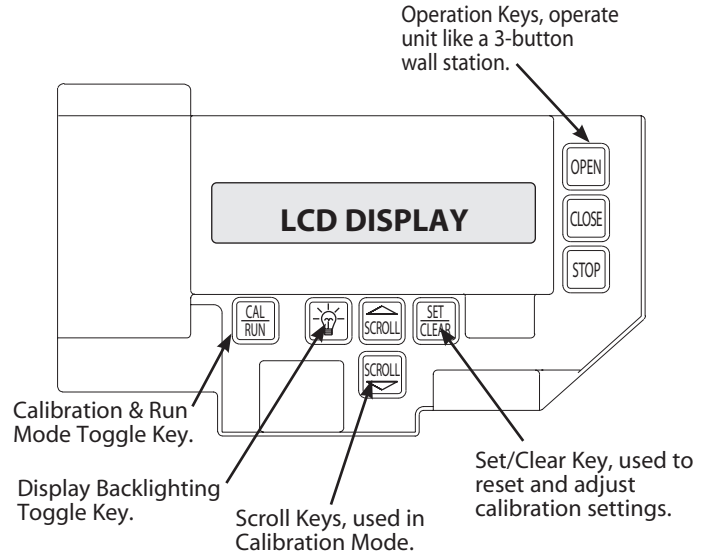


Figure 1

Setting Close Direction

The direction of motor rotation depends on mounting position and/or how the main input power phases are wired. This setting is used to insure the door is closing and opening according to the input commands.







- 1) If operator is in RUN mode, press CAL/RUN  to enter calibration mode.
- 2) Press SET/CLEAR  to begin the calibration procedure and advance to the next screen. **Figure 3.**
- 3) Briefly press the CLOSE  key. (Pressing the Scroll key at this point will exit this control function.)
 - The display will read “ DID DOOR CLOSE? ” **Figure 4.**
- 4) Press SCROLL  key (up or down) to toggle between YES and NO. **Figure 5.**
 - If YES is selected, no change to operator calibration is made. If NO is selected — the POD will change the operator’s down direction.
- 5) Press the SET/CLEAR  key.
- 6) Press CAL/RUN  to return to run mode.

Figure 2



Figure 3

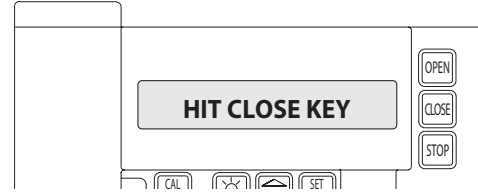
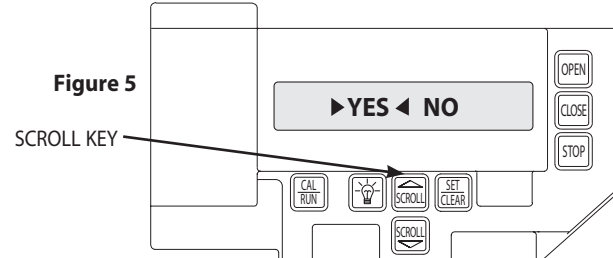


Figure 4



Figure 5



Setting Braking Rate





- 1) If operator is in RUN mode, press CAL/RUN  to enter calibration mode.
- 2) Press Scroll until display reads "BRAKING RATE >#." where # is the deceleration rate, ranging from 0 to 9. 0=Max. braking. 9=Min. braking.

Figure 6.

- 3) Press SET/CLEAR  key to toggle between 0 and 9—one digit at a time.
- 4) Pick a value and operate the door. Adjust as necessary.
- 5) Press a SCROLL  key to shift to a new function and lock in the setting.
- 6) Press CAL/RUN  to return to run mode.

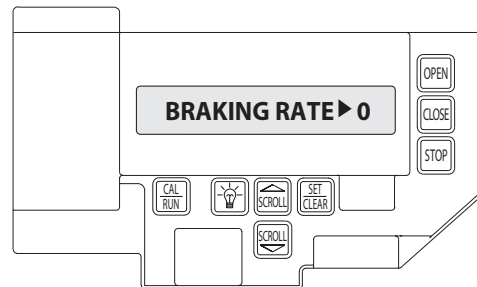









Figure 6








Setting Travel Limits

UP and/or DOWN

- 1) If operator is in RUN mode, press CAL/RUN  to enter calibration mode.
- 2) Press SCROLL  until display reads "UP LIMIT>CLR" or "DOWN LIMIT>CLR" **Figure 7.**
- 3) Jog the door using the OPEN  or CLOSE  key until you reach the desired height.
- 4) Press SET/CLEAR  key to switch display to "UP LIMIT>SET" or "DOWN LIMIT>SET." **Figure 8.**
- 5) Press a SCROLL  key to shift to a new function and lock in the limit setting.
- 6) Press CAL/RUN  to return to run mode.

Resetting Travel Limits

UP and/or DOWN

- 1) If operator is in RUN mode, press CAL/RUN  to enter calibration mode.
- 2) Press SCROLL  until display reads "UP LIMIT>SET" or "DOWN LIMIT>SET." **Figure 8.**
- 3) Press SET/CLEAR  to switch display to "UP LIMIT>CLR" or "DOWN LIMIT>CLR"
- 4) Jog the door using the OPEN  or CLOSE  key until you reach the desired height.
- 5) Press SET/CLEAR  to switch display to "UP LIMIT>SET" or "DOWN LIMIT>SET"
- 6) Press CAL/RUN  to return to run mode.

NOTE: The recommended setpoint for the DOWN Travel Limit is normally at approximately 2 inches off the floor. This final distance will be covered by the Limit Overrun Function to establish a more accurate seal.

NOTE: SEE PAGE 6.5 FOR AN ALTERNATE METHOD OF SETTING LIMITS—PREFERRED FOR CENTERMOUNT UNITS.

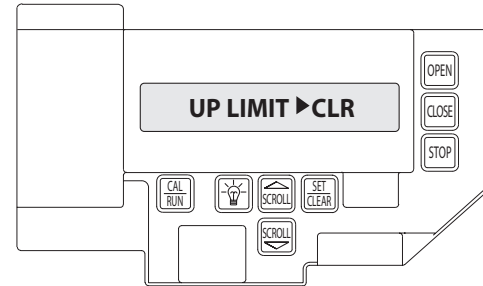


Figure 7

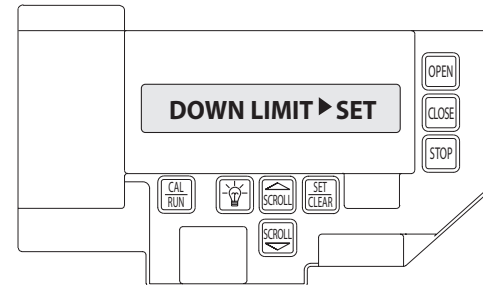


Figure 8

ALTERNATE METHOD FOR REMOTELY SETTING ALL LIMITS.

This method will not clear or change an already set limit. To use this method you must first clear the existing limit setpoint.

- 1) Using the OPEN, CLOSE, STOP buttons on the Wall Station, place the door in the desired position for the limit you wish to set (UP, DOWN or MID-STOP).
- 2) With the door stopped and in desired position:
 - Press **and hold** the STOP button for, at least 10 seconds. **DO NOT press any other button.**

NOTE: Following the setting of a limit you will hear the operator move for a split second as it confirms the setting.






- 3) While still holding the STOP button:
 - To set the **Up Limit**
 - a. Press **and hold** the OPEN button for one second.
 - b. Release the STOP button, **then** release the OPEN button.
 - To set the **Down Limit**
 - a. Press **and hold** the CLOSE button for one second.
 - b. Release the STOP button, **then** release the CLOSE button.
 - To set the **Mid-Stop Limit**
 - a. Press **and hold both** OPEN and CLOSE buttons for one second.
 - b. Release the STOP button, **then** release the OPEN and CLOSE buttons.

This procedure will work with the Cal Pod (keypad) in either CAL or RUN mode.

This procedure was specifically designed to prevent the accidental altering of a limit through normal use or a faulty button or wiring.

Setting Limit Overrun

This Setting is a matter of trial and Error

- 1) If operator is in RUN mode, press CAL/RUN  to enter calibration mode.
- 2) Press SCROLL  until display reads "LIMIT OVERRUN>#" where # is the increment of travel beyond the CLOSE Limit ranging from 0 to 9. Zero turns off the Overrun function and the door stops at the DOWN Limit. Nine is the maximum distance the door will travel passed the limit. This function is used to insure a good seal at the bottom of the door.
Figure 9.
- 3) Press SET/CLEAR  key to toggle between 0 and 9—one digit at a time.
- 4) Pick a value and operate the door. Adjust as necessary.
- 5) Press a SCROLL  key to shift to a new function and lock in the setting.
- 6) Press CAL/RUN  to return to run mode.

NOTE: The actual distance that the Overrun function covers is variable depending on model of operator and size of the door (nominally about 2 inches of travel).

⚠ WARNING: The Limit Overrun function will override external reversing devices, including photocells and sensing or reversing edges. Therefore, any externally connected devices will be disabled during that portion of door travel which is controlled by the Limit Overrun function.

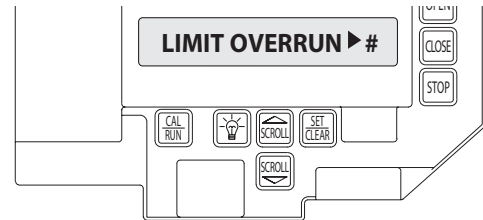







Figure 9

Monitored Reversing Devices

ODC Safe-T-Beams® (OPTIONAL)

- 1) If operator is in RUN mode, press CAL/RUN  to enter calibration mode.
- 2) Press SCROLL  (up or down) until display reads "ODC STB>ON" or "ODC STB>OFF" **Figure 16**.
- 3) Press SET/CLEAR  key to toggle between ON and OFF.
- 4) Press SCROLL  (up or down) to shift to a new function and lock setting.
- 5) Press CAL/RUN  to return to run mode.

⚠ WARNING: Photocell systems provide entrapment protection when mounted near the doorway in such a way that the lower portion of an individual's leg will break the photocell beam during normal walking through the doorway. If an alternative mounting location is chosen, it must be approved by the facility owner.

Current UL Approved Monitored Reversing Devices

- 1) MillerEdge ME and MT series monitored edge sensors used in combination with Timer-Close Module P/N 0PABTCX.S.
- 2) MillerEdge ME and MT series monitored edge sensors used in combination with MillerEdge Signature Module SM-101. (Direct connect through STB inputs).
- 3) Residential Safe-T-Beam® Monitored Photocells from OverheadDoor®, model OSTB-BX (P/N 37221R).
- 4) Series II Safe-T-Beam® Monitored Photocells (P/N 37221R).

NOTE: Installation of Series II Safe-T-Beam® or Residential Safe-T-Beam® Monitored Photocells DOES NOT make the RSX™ unit legal for residential use. The Overhead Door Corporation strictly prohibits any installation of an RSX™ unit in any residentially zoned construction.

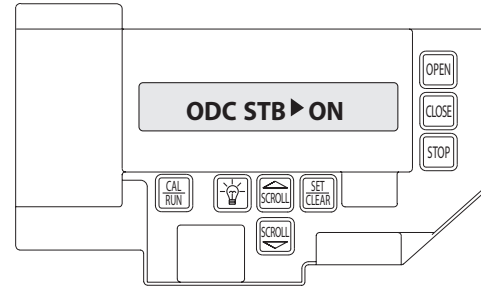
















Figure 16

Setting Open and Close Modes (Constant vs Momentary Contact)

OPEN

- 1) If operator is in RUN mode, press CAL/RUN  to enter calibration mode.
- 2) Press SCROLL  until display reads "OPEN MODE>MOM" or "OPEN MODE>C-STP." **Figure 10.**
 - MOM=momentary contact, meaning you **press and release** the OPEN  or CLOSE  key and **the door will continue to move** until it reaches its travel limit. (See NOTE)
 - C-STP=constant contact-stop, meaning **if you release the key** prior to the door reaching its travel limit, **the door will stop.**
- 3) Press SET/CLEAR  key to toggle between "OPEN MODE>C-STP" or "OPEN MODE>MOM" on the display.
- 4) Press a SCROLL  key to shift to a new function and lock in the setting.
- 5) Press CAL/RUN  to return to run mode.

CLOSE

- 1) If operator is in RUN mode, press CAL/RUN  to enter calibration mode.
- 2) Press SCROLL  until display reads "CLOSE MODE>MOM," "CLOSE MODE>C-STP" or "CLOSE MODE>C-REV." **Figure 10.**
 - MOM=momentary contact, meaning you **press and release** the OPEN  or CLOSE  key and **the door will continue to move** until it reaches its travel limit. (See NOTE)
 - C-STP=constant contact-stop, meaning **if you release the key** prior to the door reaching its travel limit, **the door will stop.**
 - C-REV=constant contact-reverse, meaning **if you release the key** prior to the door reaching its travel limit, **the door will reverse direction.** (See NOTE)
- 3) Press SET/CLEAR  key to toggle between "CLOSE MODE>C-STP" or "CLOSE MODE>C-REV" or "CLOSE MODE>MOM" on the display.
- 4) Press a SCROLL  key to shift to a new function and lock in the setting.
- 5) Press CAL/RUN  to return to run mode.

NOTE: Momentary contact (**MOM**) or Constant Reverse (**C-REV**) may not be used unless both the OPEN and CLOSE Limits have been set.

In situations where an external reversing device is either not installed or not operating properly, Constant Contact (**C-STP**) **MUST BE USED.**

⚠ WARNING: If momentary contact close control is to be used, an external reversing device such as a photocell system or monitored sensing edge switch must be used. See pages 5.6-5.7 for installation of entrapment protection devices.

NOTE: During adjustment of a Travel Limit, the Open and Close Modes will automatically fail-safe to Constant Contact until the Limit has been set or reset. At that time the Open and Close Modes will revert to their previous setting.

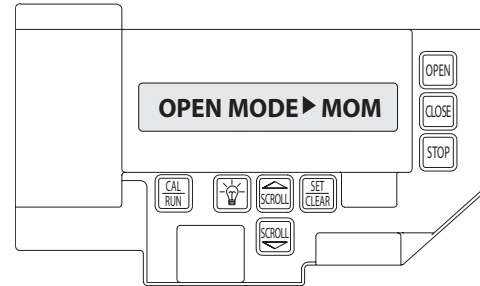







Figure 10

(Optional) Transmitter Programming

Adding a Transmitter

- 1) If operator is in RUN mode, press CAL/RUN  to enter calibration mode.
- 2) Press SCROLL  (up or down) until display reads "LEARN NEW XMTR?" **Figure 11.**
 - This question along with the instruction "HIT SET FOR YES" will continuously pan across the display window. (Pressing SCROLL or CAL/RUN will cancel the operation.)
- 3) Press SET/CLEAR .
- 4) Press Transmitter button two times.
 - The display will read "XMTR ___LEARNED." Where it assigns a random number between 1 and 255 to the transmitter. That transmitter is entered and ready to operate the door. (Label/mark the transmitter.)
- 5) Press SCROLL  (up or down) to move on to another menu item, or CAL/RUN  to exit the CAL mode.

Removing Individual Transmitter







- 1) If operator is in RUN mode, press CAL/RUN  to enter calibration mode.
- 2) Press SCROLL  (up or down) until display reads "REMOVE XMTR?" **Figure 12.**
 - This question along with the instruction "HIT SET FOR YES" will continuously pan across the display window. (Pressing SCROLL or CAL/RUN will cancel the operation.)
- 3) Press SET/CLEAR .
- 4) Press SET/CLEAR .
- 5) Press SCROLL  (up or down) to move on to another menu item, or CAL/RUN  to exit the CAL mode.



Figure 11



Figure 12

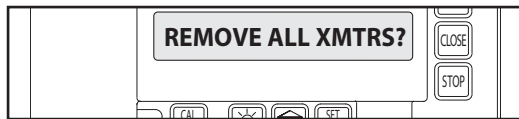








Figure 13




Removing All Transmitters

- 1) If operator is in RUN mode, press CAL/RUN  to enter calibration mode.
- 2) Press SCROLL  (up or down) until display reads "REMOVE ALL XMTRS?" **Figure 13.**
 - This question along with the instruction "HIT SET FOR YES" will continuously pan across the display window. (Pressing SCROLL or CAL/RUN will cancel the operation.)
- 3) Press the SET/CLEAR  key.
 - The display will read "ARE YOU SURE."
- 3) Press the SET/CLEAR  key.
 - All transmitters are removed.
- 5) Press SCROLL  (up or down) to move on to another menu item, or CAL/RUN  to exit the cal mode.




Setting Mid-Stop Limit

The RSX™ Operator includes a programmable Mid-Stop. This feature allows the operator to stop at a user selectable point when opening. It is used when operating very tall doors that only open to their full height occasionally. The Mid-Stop does not effect the operator when closing. To operate door to full open position from mid-stop, press open button again.

NOTE: Setting of the MID-STOP should only be performed AFTER Travel Limit and Max Run Timer settings have been made.

- 1) Press CAL/RUN  to enter calibration mode.
- 2) Press the CLOSE  to close the door to the down limit.
- 3) Press SCROLL  until display reads "MID-STOP >CLR" **Figure 14**.

: If the display reads MID-STOP > SET at this point, first clear the MID-STOP as described below then repeat steps 1-3 and continue.

- 4) Press the OPEN  to open the door to desired mid-stop height.
- 5) Press SET/CLEAR  until the display reads "MID-STOP > SET"
- 6) Press CAL/RUN  to return to run mode.

To CLEAR the Limit





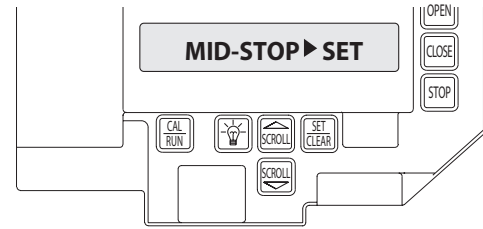
- 1) Press CAL/RUN  to enter calibration mode.
- 3) Press SCROLL  until display reads "MID-STOP >SET"
- 5) Press SET/CLEAR  until the display reads "MID-STOP > CLR"
- 8) Press CAL/RUN  to return to run mode.





Figure 14



**AN ALTERNATE METHOD FOR SETTING LIMITS
USING THE WALL BUTTONS IS ON PAGE 6.5**

Resetting the MRT (The Max Run Timer is set automatically once the unit is cycled between Limits. The Max Run Timer prevents the unit from running continuously in the event of a problem. The MRT's are set to the time required to run from one limit to the other, plus 5 seconds (nominal). When the MRT is exceeded, the operator stops and will not respond to any command until it is reset by pressing one of the calibration keys or by cycling power to the unit.

TO RESET

- 1) Press CAL/RUN  to enter calibration mode.
- 2) Press SCROLL  (up or down) until display reads "MAX RUN TMR > SET." **Figure 15.**
- 3) Press SET/CLEAR  until display reads "MAX RUN TMR > CLR."
- 4) Press CAL/RUN  to return to RUN mode.
- 5) Cycle the door between limits.

NOTE: The Max Run Timer must be reset each and every time the Travel Limits are adjusted.

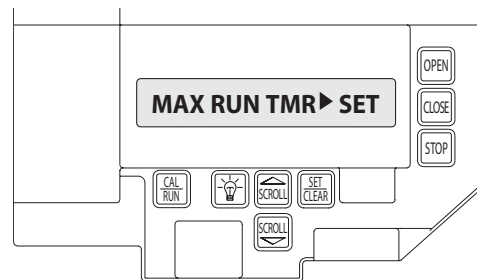






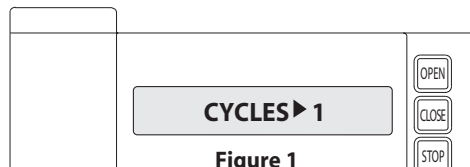
Figure 15

 **CAUTION:** The MID-STOP feature must be turned off in order to properly set the Max Run Timer.




Section 7: Special Operator Features (No user input)

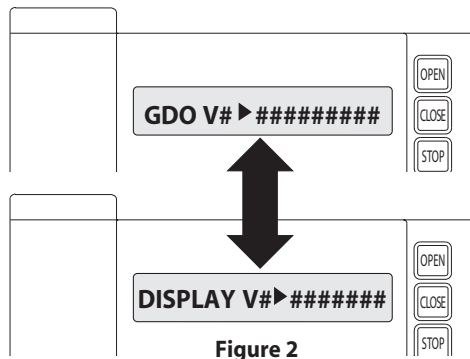
Operator Cycle Count

- 1) Press CAL/RUN  to enter calibration mode.
- 2) Press SCROLL  until display reads "CYCLES>1,2,3 etc. where the number is the number of open/close cycles the operator has performed. **Figure 1.**
- 3) Press CAL/RUN  to return to run mode.



GDO and Display Firmware





- 1) Press CAL/RUN  to enter calibration mode.
- 2) Press SCROLL  until display reads "GDO V# > #####." **Figure 2.** This display will cycle between the version number of the current GDO firmware and the current Display Firmware.
- 3) Press CAL/RUN  to return to run mode.



Operator Type Fig. 3

RSX™ operators are available for use in jackshaft or trolley configurations. The same control board is used for either configuration, however the control board must be set for the appropriate GDO configuration. A board set for trolley mode will not work in a jackshaft operator and vice-versa.

NOTE: The GDO type is factory set. The installer should not have to set this feature. However, if the GDO type is inadvertently changed, or if a board needs to be replaced in the field, follow these instructions to set GDO type.

- 1) Press CAL/RUN  to enter calibration mode.
- 2) Press SCROLL  until display reads "GDO TYPE > ."
This will display the current GDO type.
- 3) Press SET/CLEAR  until display indicates correct GDO type (J-SHAFT or TROLLEY)
- 4) Press CAL/RUN  to return to run mode.

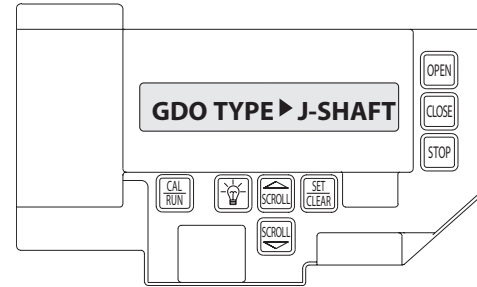


Figure 3

Section 8: Troubleshooting

Display Operation in Run Mode

RSX™ operators display their status on the integrated display. Each time the operator runs, stops, reverses or refuses to run, the display will indicate why the action did, or did not, take place.

Once an error code has been generated, the RSX™ operator will continue to display the error code while the operator is not running. This error code can be cleared by pressing the STOP button or STOP key on the keypad. The error code will automatically clear when the operator stops at the down limit. Error codes will continue to be stored in the RSX™ operator's Error Code Memory after they have been cleared from the display in the Run Mode.

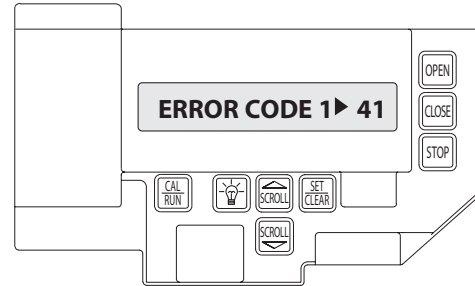


Figure 1

Error Codes

To aid in troubleshooting problems, RSX™ operators include an error code memory that stores the last 10 error events. These codes are stored with or without power. The last error code detected is also displayed on the LCD until the stop button or key is pressed or the operator stops at the down limit.

The error code memory stores the last 10 error codes in sequence. Once 10 codes are stored, the oldest code is erased to make room for the newest code. These codes are displayed in calibration mode. The display will flash the number of the error code and the 2-digit error code followed by a description of the error code. **Fig. 1 & 2.**

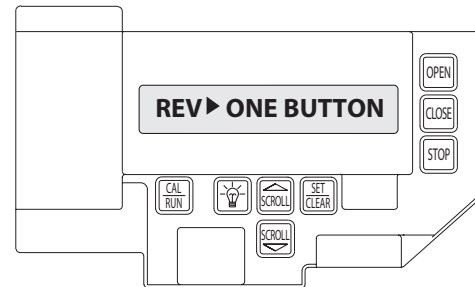






Figure 2

Error Codes (continued)

To view the error code memory:

- 1) Press CAL/RUN  to enter calibration mode.
- 2) Press SCROLL  until display reads "ERROR CODE 1 >".
 - The display will begin flashing the error code number and 2-digit error code followed by its description.
 - Reminder: Error code number 1 is the latest code generated.
- 3) Press SET/CLEAR . The display will now read "ERROR CODE 2 > ." (This is the error code which was generated before error code 1.)
- 4) Repeat step 3 until all 10 error codes have been displayed or move on to step 5 when ready.
- 5) Press CAL/RUN  to return to run mode.

NOTE: For all error codes see Appendix C, Sections 10.10 - 10.11.

Run Codes

RSX™ operators also include a run code memory that stores the last 10 run events. These codes are stored with or without power. Each time the operator runs or stops, it generates a code that it stores in this memory (Why the operator ran or stopped). Used together with the error code memory, it becomes a powerful troubleshooting aid.

The run code memory stores the last 10 codes in sequence. Once 10 codes are stored, the oldest code is erased to make room for the newest code. These codes are displayed in calibration mode. The display will flash the number of the run code and the 2-digit run code followed by a description of the run code. **Fig. 3 & 4.**

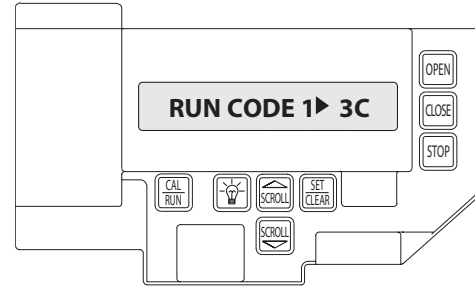


Figure 3

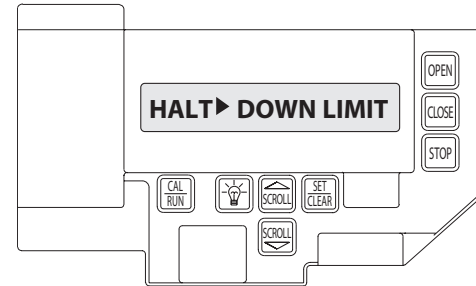






Figure 4

Run Codes (continued)

To view the run code memory:

- 1) Press CAL/RUN  to enter calibration mode.
- 2) Press SCROLL  until display reads "RUN CODE 1 > ."
 - The display will begin flashing the run code number and code followed by its description.
 - Remember: run code number 1 is the latest code generated.
- 3) Press SET/CLEAR . The display will now read "RUN CODE 2 > ." (This is the run code which was generated before run code 1.)
- 4) Repeat step 3 until all 10 run codes have been displayed or move on to step 5 when ready.
- 5) Press CAL/RUN  to return to run mode.

NOTE: For all run codes see Appendix C, Section 10.9.

TROUBLESHOOTING EXAMPLE USING RUN AND ERROR CODE MEMORIES. Fig. 5

1. In Calibration Mode, display and write down each Run Code and Error Code stored in memory.
2. List as shown in Fig. 5.
3. Refer to Appendix C to interpret the codes.

In this example, the operator was opened using the OPEN key on the keypad and stopped at the up limit. The OPEN wall button was then activated, causing the "6D" code to be generated since the operator could not open when it is already at the up limit. The CLOSE wall button was then activated, causing the operator to close. While closing, the Normally-Open (N-O) Safety Input was activated, causing the operator to stop and then reverse, stopping at the up limit.

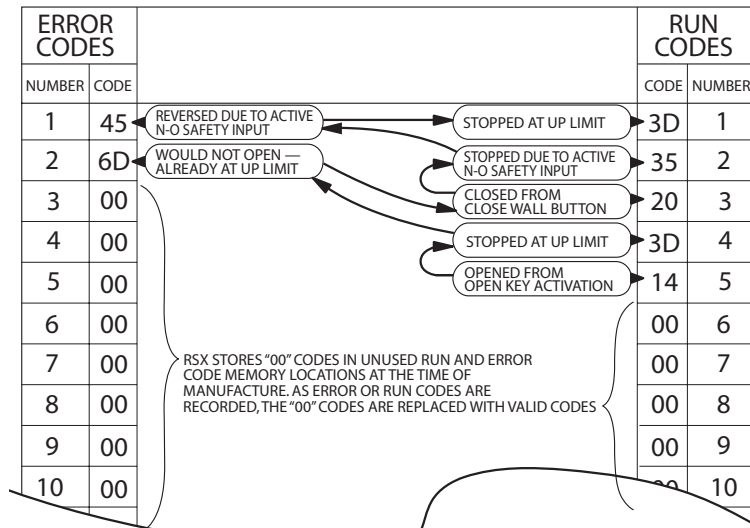
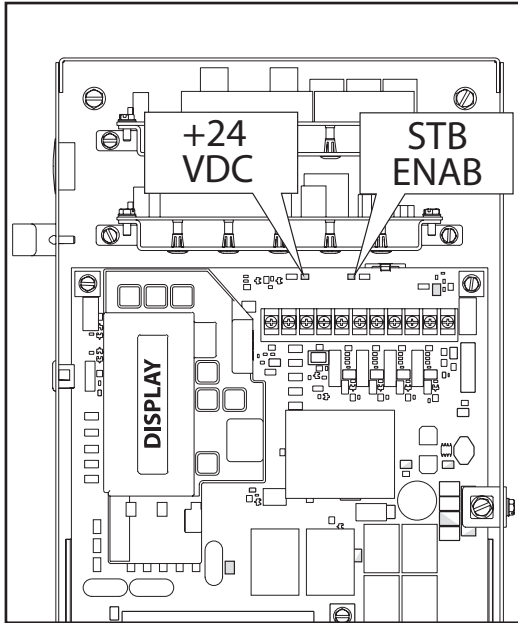


Figure 5

LED Indicators Fig. 6

RSX™ operators include a self-diagnostic circuit board using troubleshooting LED indicators to signal the technician of a problem.

Figure 6



TROUBLESHOOTING LED's

| | | |
|------------------|-------------------------------|--|
| STB ENABLE | NORMALLY ON - STB ENABLED | OFF - STB DISABLED |
| + 24 VOLTS DC | NORMALLY ON - POWER AVAILABLE | OFF - CHECK AC POWER SUPPLY CHECK FUSES |

Safe-T-Beam® Monitored Photocell Self-diagnostic Troubleshooting Chart

| SOURCE (RED LED) | SENSOR (GREEN LED) | INDICATED CONDITION | REQUIRED ACTION |
|-----------------------------|--------------------|---|--|
| ● ON | ● ON | NORMAL OPERATION | NONE REQUIRED |
| ○ OFF | ○ OFF | 1. POWER HEAD NOT POWERED 2. WIRING FROM POWER HEAD BAD | 1. CHECK BREAKERS, FUSES, PLUGS 2. CHECK WIRING FOR OBVIOUS SHORTS |
| ○ OFF | ● ON | 1. WIRING TO SOURCE MISSING OR BAD 2. POWER HAS BEEN INTERRUPTED | 1. CHECK WIRING 2. REMOVE POWER AND REAPPLY |
| 2 BLINKS, PAUSE (REPEAT) | ● ON | 1. BEAM NOT ALIGNED 2. BEAM OBSTRUCTED 3. SENSOR DEFECTIVE | 1. CHECK ALIGNMENT 2. CHECK FOR OBSTRUCTION 3. CALL CUSTOMER SERVICE |
| 2 BLINKS, PAUSE (REPEAT) | ○ OFF | 1. WIRE TO SENSOR MISSING OR BAD 2. SENSOR DEFECTIVE | 1. CHECK WIRING 2. CALL CUSTOMER SERVICE |
| 3 BLINKS, PAUSE (REPEAT) | ● ON | 1. SENSOR RECEIVING INTERFERENCE | 1. ATTEMPT TO DETERMINE SOURCE OF INTERFERENCE 2. CALL CUSTOMER SERVICE |
| 4 BLINKS, PAUSE (REPEAT) | ● ON | 1. SOURCE NOT SENDING PULSES 2. SOURCE DEFECTIVE | 1. CALL CUSTOMER SERVICE 2. CALL CUSTOMER SERVICE |

⚠ WARNING: ACTUATING THE OPERATOR BY USING CONSTANT CONTACT ON THE CLOSE BUTTON WILL OVERRIDE EXTERNAL REVERSING DEVICES, INCLUDING PHOTOCELLS.

⚠ WARNING: Overhead Door Corporation recommends that line voltage wiring be performed by a qualified electrician. See Section 5 for additional wiring instructions.

Section 9: Service and Maintenance

Maintenance Schedule

The following table provides a schedule of recommended Service and Maintenance items to be completed by a trained service representative.

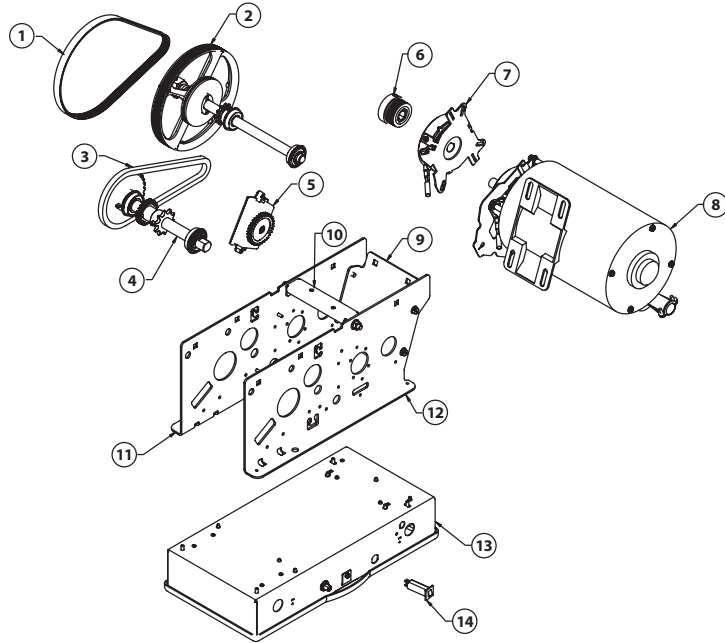
⚠ CAUTION: Failure to perform the recommended Service & Maintenance may result in premature failure of the operator.

| SERVICE ITEM | SERVICE INTERVAL (FREQUENCY) | | | |
|-------------------------------------|------------------------------|-----------------------------------|-------------------------------------|------------------------------------|
| | MONTHLY | EVERY 6 MO. OR 5,000 CYCLES | EVERY 12 MO. OR 10,000 CYCLES | EVERY 36 MO. OR 30,000 CYCLE |
| MANUAL OPERATION OF DOOR | | ● | | |
| CHECK DRIVE CHAINS AND LUBRICATE | | | ● | |
| * PHOTOCELL/ SENSING EDGE OPERATION | ● | | | |
| CLUTCH ADJUSTMENT | | | ● | |
| CHECK FOR LOOSE OR MISSING HARDWARE | | | ● | |
| CHECK LIMIT POSITION | | | | ● |
| GEAR TRAIN WEAR | | | | ● |

* If Installed.

Section 10: Appendix A

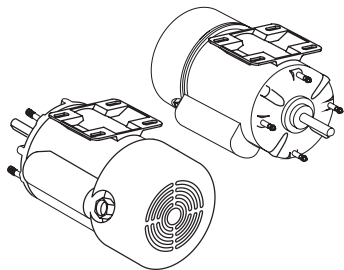
Operator Parts Breakdown



| Item | Part Number | Description | Qty |
|------|-------------|---|-----|
| 1 | 111010.0001 | POLY-V BELT | 1 |
| 2 | 111391.0001 | SHAFT ASSY. CLUTCH | 1 |
| 3 | 110877.0060 | CHAIN, #35 X 60P | 1 |
| 4 | 111394.0001 | SHAFT ASSY, OUTPUT, 3/4 & 1 HP | 1 |
| 5 | 111394.0002 | SHAFT ASSY, OUTPUT, 1/2 HP | 1 |
| 5 | 111421.0001 | LIMIT MODULE | 1 |
| 6 | 111404.0001 | PULLEY, MOTOR | 1 |
| 7 | 111396.0001 | BRAKE ASSY, 1/2 HP, 1 PHASE, STANDARD MOTOR | 1 |
| 8 | 111396.0002 | BRAKE ASSY, ALL OTHER MOTORS | 1 |
| 8 | 110635.0001 | MOTOR, 1/2 HP, 1 PHASE | 1 |
| 8 | 110635.0002 | MOTOR, 3/4 HP, 1 PHASE | 1 |
| 8 | 110635.0003 | MOTOR, 1 HP, 1 PHASE | 1 |
| 8 | 110635.0004 | MOTOR, 1/2 HP, 3 PHASE | 1 |
| 8 | 110635.0005 | MOTOR, 3/4 HP, 3 PHASE | 1 |
| 8 | 110635.0006 | MOTOR, 1 HP, 3 PHASE | 1 |
| 8 | 110635.0007 | MOTOR, 1/2 HP, 575V | 1 |
| 8 | 110635.0008 | MOTOR, 3/4 HP, 575V | 1 |
| 8 | 110635.0009 | MOTOR, 1 HP, 575V | 1 |
| 8 | 111429.0009 | MOTOR, 1/2 HP, 1 PHASE, W/O BRAKE | 1 |
| 9 | 110636.0001 | MOTOR PLATE | 1 |
| 10 | 110627.0001 | SUPPORT BRACE | 1 |
| 11 | 110625.0002 | ENCLOSURE, LEFT HAND | 1 |
| 12 | 110625.0001 | ENCLOSURE, RIGHT HAND | 1 |
| 13 | 111858.0002 | ELECTRIC BOX, 1 PHASE, 3/4 HP | 1 |
| 13 | 111858.0003 | ELEC BOX, 1 PH, 1 HP | 1 |
| 13 | 111858.0001 | ELEC BOX, 1 PH, 1/2 HP | 1 |
| 13 | 111858.0005 | ELEC BOX, 3 PH, 3/4 & 1 HP | 1 |
| 13 | 111858.0004 | ELEC BOX, 3 PH, 1/2 HP | 1 |
| 13 | 111858.0006 | ELEC BOX, 575V | 1 |
| 14 | 110100.0012 | CIRCUIT BREAKER, 3/4 HP, 1 PHASE | 1 |
| 14 | 110100.0015 | CIRCUIT BREAKER, 1 HP, 1 PHASE | 1 |

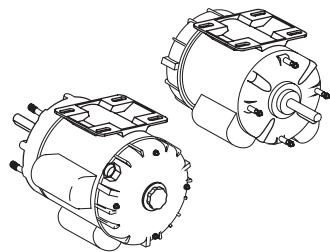
Section 10: Appendix A

Alternate Motor Options*



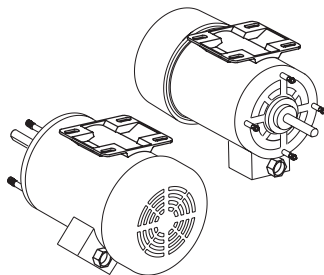
TEFC, SINGLE PHASE

- * 111306.0001, 1/2 HP, 115/208,230 V
- 111306.0002, 3/4 HP, 115/208/230 V
- 111306.0003, 1 HP, 115/208/230 V



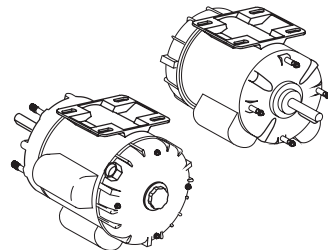
TENV, SINGLE PHASE

- * 111309.0001, 1/2 HP, 115/208/230 V
- 111309.0002, 3/4 HP, 115/208/230 V
- 111309.0003, 1 HP, 115/208/230 V



TEFC, THREE PHASE

- * 111308.0001, 1/2 HP, 208/230/460 V
- 111308.0002, 3/4 HP, 208/230/460 V
- 111308.0003, 1 HP, 208/230/460 V
- * 111308.0004, 1/2 HP, 575 V
- 111308.0005, 3/4 HP, 575 V
- 111308.0006, 1 HP, 575 V



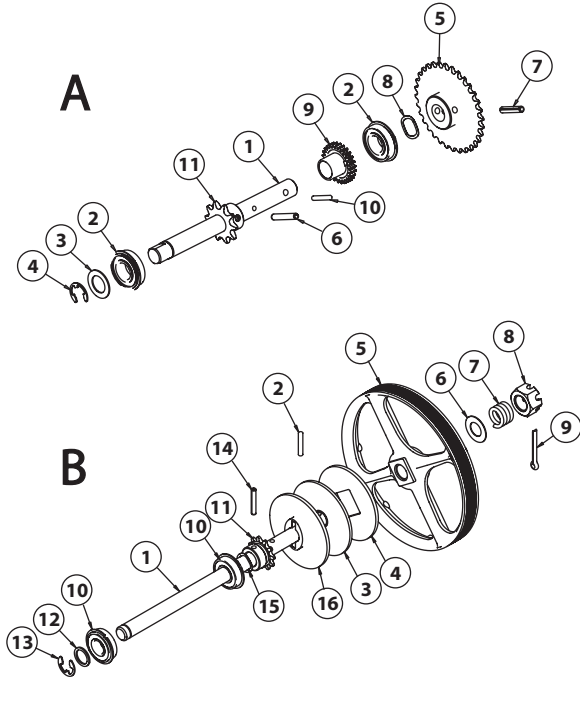
TENV, THREE PHASE

- * 111309.0004, 1/2 HP, 208/230/460 V
- 111309.0005, 3/4 HP, 208/230/460 V
- 111309.0006, 1 HP, 208/230/460 V
- * 111309.0007, 1/2 HP, 575 V
- 111309.0008, 3/4 HP, 575 V
- 111309.0009, 1 HP, 575 V

* NOT AVAILABLE ON
OPERATOR W/O BRAKE

Appendix A (continued)

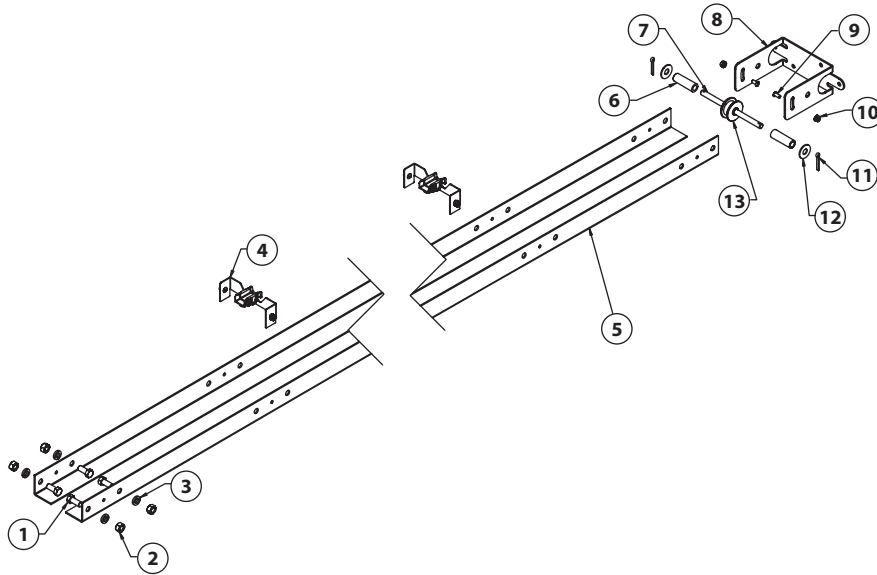
Shafts Parts Breakdown



| Item | Part Number | Description | Qty |
|----------|--------------------|---|----------|
| A | 111394.0001 | SHAFT ASSY, OUTPUT, TROLLEY 3/4 & 1 HP | 1 |
| A | 111394.0002 | SHAFT ASSY, OUTPUT, TROLLEY 1/2 HP | 1 |
| 1 | 111027.0001 | SHAFT, OUT, .749" DIA, TROLLEY | 1 |
| 2 | 110695.0001 | BEARING, .750" ID | 2 |
| 3 | 110819.0003 | WASHER, .770" ID | 1 |
| 4 | 080415.0022 | RING, RTNG, EXT, "E", STL, .744" ID | 1 |
| 5 | 110738.0001 | SPROCKET, 32T, #35 CH, 3/8P | 1 |
| 6 | 110313.0004 | PIN, SPRING, .250" DIA X 1.50"L | 1 |
| 7 | 110313.0007 | PIN, SPRING, .250" DIA X 1.88"L | 1 |
| 8 | 110818.0004 | WASHER, WAVE SPRING, .780" ID | 1 |
| 9 | 111073.0001 | GEAR, 26T, LIMIT | 1 |
| 10 | 110881.0001 | PIN, DOWEL .188 X 1.13/1.00 | 1 |
| 11 | 110739.0001 | SPROCKET, 10T, #41 CH, 1/2P | 1 |
| | 111348.0001 | SPROCKET, 10T, #65, 1/2P | 1 |
| B | 111391.0001 | SHAFT ASSY, CLUTCH, TROLLEY | |
| 1 | 110730.0001 | SHAFT, CLUTCH, .625 DIA, T | 1 |
| 2 | 110881.0001 | PIN, DOWEL, .188 X 1.13/1.00 | 1 |
| 3 | 075193.0000 | LINING, CLUTCH | 1 |
| 4 | 108015.0001 | DISC, CLUTCH, MOVEABLE PLD | 1 |
| 5 | 111324.0001 | PULLEY ASSY, CLUTCH | 1 |
| 6 | 086649.0029 | WASHER, THRUST, .64" ID | 1 |
| 7 | 075197.0000 | SPRING, CLUTCH | 1 |
| 8 | 110472.0001 | NUT, HEX, SLOTTED, 5/8" -11 | 1 |
| 9 | 080401.0624 | PIN, COTTER, 3/16" X 1-1/2"L | 1 |
| 10 | 110813.0001 | BEARING, .625" ID | 2 |
| 11 | 110465.0001 | SPROCKET, 11T, #35 CH, 3/8P | 1 |
| 12 | 110819.0001 | WASHER, PLAIN, .651" ID | 1 |
| 13 | 080415.0021 | RING, RTNG, EXT, "E", STL, 5/8" SFT | 1 |
| 14 | 110313.0008 | PIN, SPRING, .188" DIA. X 1.38" | 1 |
| 15 | 110818.0001 | WASHER, WAVE SPRING, .650" ID | 1 |
| 16 | 111037.0001 | DISC, CLUTCH | 1 |

Appendix A (continued)

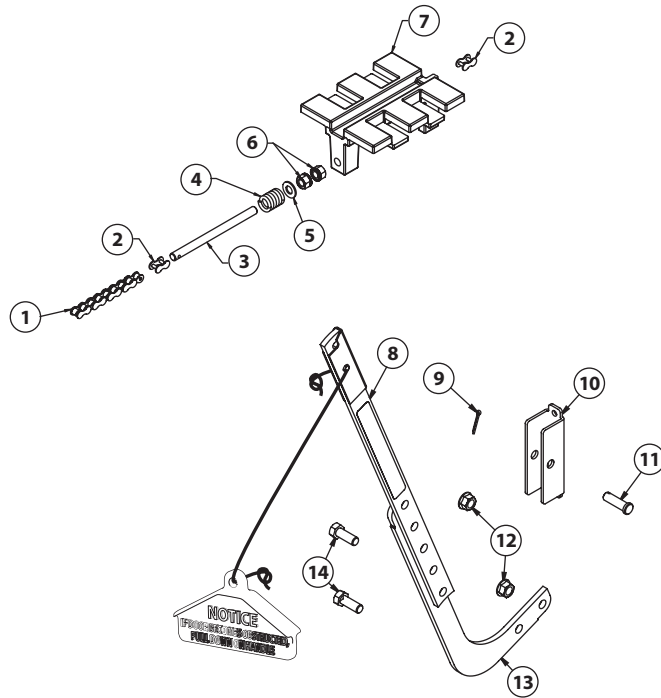
Rail Parts Breakdown



| Item | Part Number | Description | Qty |
|-------------------|-------------|----------------------------------|-----|
| RAIL ASSY,TROLLEY | | | |
| 1 | 080105.0708 | BOLT, HH, PLD, 7/16"-14 X 1" | 4 |
| 2 | 080352.0714 | NUT, HEX, PLD, 7/16"-14 | 4 |
| 3 | 080322.0446 | WSHR, LK, PLD, 7/16" X 25/32" OD | 4 |
| 4 | 111390.0001 | CHAIN GUIDE | 2 |
| 5 | 110732.1125 | TRACK, 8' DOOR | 2 |
| | 110732.1149 | TRACK, 10' DOOR | 2 |
| | 110732.1173 | TRACK, 12' DOOR | 2 |
| | 110732.1197 | TRACK, 14' DOOR | 2 |
| | 110732.1221 | TRACK, 16' DOOR | 2 |
| | 110732.1245 | TRACK, 18' DOOR | 2 |
| | 110732.1269 | TRACK, 20' DOOR | 2 |
| | 110732.1317 | TRACK, 24' DOOR | 2 |
| 6 | 110744.0001 | SPACER | 2 |
| 7 | 110768.0001 | PIN, IDLER | 1 |
| 8 | 111078.0001 | SPREADER BRACKET | 1 |
| 9 | 080019.0001 | BOLT, TRK, PLD, 1/4"-20 X 9/16" | 2 |
| 10 | 086480.1620 | NUT, HEX, W/LK WASHER, 1/4-20 | 2 |
| 11 | 080401.0616 | PIN, COTTER | 2 |
| 12 | 080302.3240 | WASHER, PLAIN, STEEL | 2 |
| 13 | 111178.0001 | IDLER, FRNT SPREADR w/BUSHING | 1 |

Appendix A (continued)

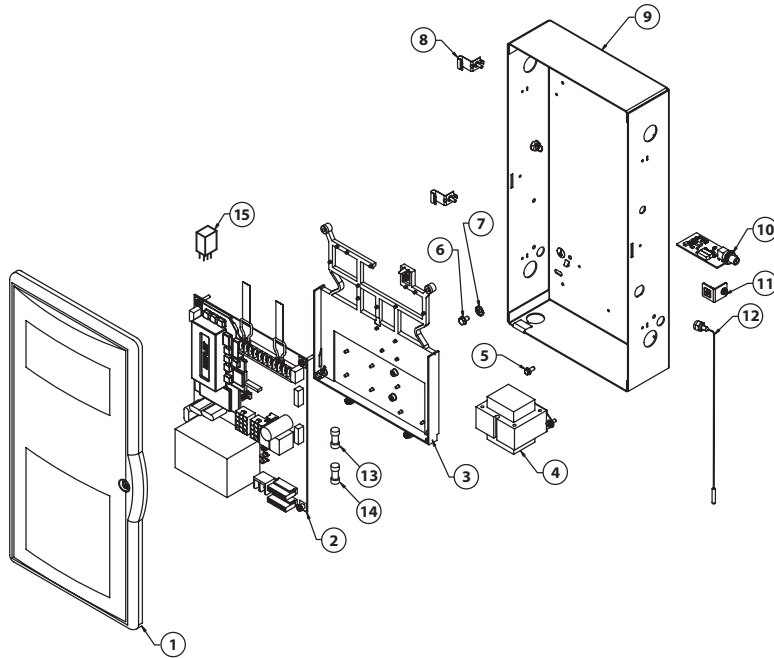
Carriage/Door Arms Parts Breakdown



| Item | Part Number | Description | Qty |
|---|-------------|----------------------------------|-----|
| TROLLEY CARRIAGE & DOOR ARMS | | | |
| 1 | | #65 CHAIN, 1/2 HP | |
| | 080839.4951 | 8' DOOR | 1 |
| | 080839.5911 | 10' DOOR | 1 |
| | 080839.6871 | 12' DOOR | 1 |
| | 080839.7831 | 14' DOOR | 1 |
| | 080839.8791 | 16' DOOR | 1 |
| | 080839.9751 | 18' DOOR | 1 |
| | | #41 CHAIN, 3/4 & 1 HP | |
| | 111342.0495 | 8' DOOR | 1 |
| | 111342.0591 | 10' DOOR | 1 |
| | 111342.0687 | 12' DOOR | 1 |
| | 111342.0783 | 14' DOOR | 1 |
| | 111342.0879 | 16' DOOR | 1 |
| | 111342.0975 | 18' DOOR | 1 |
| | 111342.1071 | 20' DOOR | 1 |
| | 111342.1263 | 24' DOOR | 1 |
| 2 | 080884.0003 | CONNECTING LINK, #41 CHAIN | 2 |
| 3 | 110784.0001 | ROD, THREADED, 3/8-16 | 1 |
| 4 | 075064.0000 | SPRING, CRG, .796 OD X 1-1/4" | 1 |
| 5 | 080302.2626 | WASHER, FLAT, PLD, 3/8" X 13/16" | 1 |
| 6 | 086480.2416 | NUT, HEX, W/LK WSHR, 3/8"-16 | 2 |
| 7 | 110616.0001 | CARRIAGE, TROLLEY | 1 |
| 8 | 110844.0001 | DOOR ARM ASSY | 1 |
| 9 | 606-E04 | PIN, COTTER | 1 |
| 10 | 110842.0001 | BRACKET, DOOR | 1 |
| 11 | 086621.0620 | PIN, CLEVIS | 1 |
| 12 | 24121-D05 | NUT, 3/8"-16 | 2 |
| 13 | 26013-D | DOOR ARM, CURVED | 1 |
| 14 | 5973-Q04 | BOLT, 3/8"-16 X 7/8" | 2 |

Appendix A (cont')

Electric Box Parts Breakdown



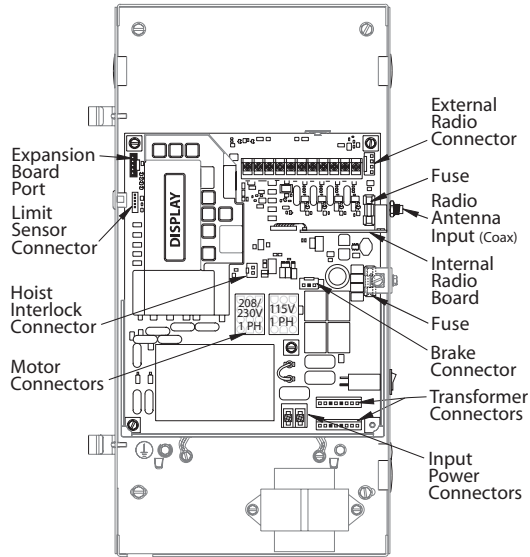
| Item | Part Number | Description | Qty |
|------|-------------|--|-----|
| 1 | 111104.0002 | COVER ASSY, 1 PHASE | 1 |
| | | COVER ASSY, 3 PHASE | 1 |
| | | COVER ASSY, 575V | 1 |
| 2 | 111854.0002 | CIRCUIT BOARD ASSY, 1 PHASE, 3/4 & 1 HP, RELAY | 1 |
| | 111854.0001 | CIRCUIT BOARD ASSY, 1 PHASE, 1/2 HP RELAY | 1 |
| | 111854.0004 | CIRCUIT BOARD ASSY, 3 PHASE, 3/4 & 1 HP CONTACTOR | 1 |
| | 111854.0003 | CIRCUIT BOARD ASSY, 3 PHASE, 1/2 HP RELAY | 1 |
| | 111854.0005 | CIRCUIT BOARD ASSY, 575V | 1 |
| 3 | 111401.0001 | INSULATOR BOARD ASSY | 1 |
| 4 | 111087.0001 | XFMR, 115/208/230V, 1 PHASE | 1 |
| | 111087.0002 | XFMR, 208/230/460V, 3 PHASE | 1 |
| | 111087.0003 | XFMR, 575V | 1 |
| 5 | 8706.E29 | SCREW, GROUND, #8-32 X 3/8" | 1 |
| 6 | 8706.F29 | SCREW, GROUND, #10-32 X 3/8" | 1 |
| 7 | 22634A | WASHER, CUP | 1 |
| 8 | 110950.0001 | HINGE ASSY | 2 |
| 9 | 110630.0001 | ELECTRIC BOX | 1 |
| 10 | 111397.0001 | RECEIVER ASSY | 1 |
| 11 | 111398.0001 | LATCH ASSY | 1 |
| 12 | 111352.0001 | ANTENNA ASSY | 1 |
| 13 | 34004DR250 | FUSE, .250A, SLOW BLOW | 1 |
| 14 | 34004C02R5 | FUSE, 2.50A, FAST ACTING | 1 |
| 15 | 111451.0001 | RELAY, (1/2HP, 1 PHASE, W/O BRAKE ONLY) | 1 |
| NS | 111439.0001 | PARTS PACK, RADIO PIGTAIL | 1 |
| NS | 111405.0001 | SPARE FUSE KIT | 1 |

NS=NOT SHOWN

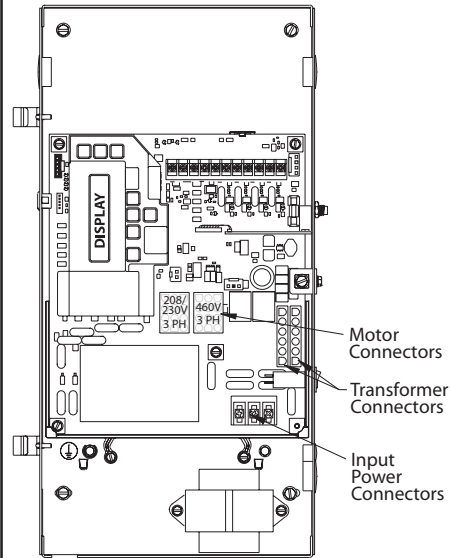
Appendix A (cont')

Electric Box Layout

Single Phase



Three Phase



Screw Terminal Assignments

Section 10: Appendix B

| INPUT | | FUNCTION | CONNECTION TYPE |
|---|------------------------------|--|--|
| 11-POSITION TERMINAL BLOCK INSIDE ELECTRIC BOX | OPEN | Causes door to open if not at Up Limit. Causes a closing door to reverse. | Normally-Open Dry Contact to GND. |
| | CLOSE | Causes door to close if not at Down Limit. | Normally-Open Dry Contact to GND. |
| | STOP | Causes a moving door to stop. Prevents the operator from running. | Normally-Closed Dry Contact to GND. |
| | GND | Common ground connection for Open, Close, Stop & 1-Btn Inputs. | |
| | 1-BTN | Causes door to open if not at Up Limit or Mid-Stop Limit. Causes door to close if at Up Limit or Mid-Stop Limit. Causes door to stop if opening. Causes a closing door to reverse. | Normally-Open Dry Contact to GND. |
| | ODC STB | Reverses a closing door if photocell beam is blocked. NOTE: STB's must be enabled in Calibration Mode. | ODC Series II Safe-T-Beams® ONLY to these inputs. (not polarity sensitive) |
| | ODC STB | Reverses a closing door if photocell beam is blocked. NOTE: STB's must be enabled in Calibration Mode. | ODC Series II Safe-T-Beams® ONLY to these inputs. (not polarity sensitive) |
| | N-O REVERSE | Causes a closing door to reverse. NOTE: Will not open a stopped door. | Normally-Open 2-Wire Non-Monitored Edge Sensor. (not polarity sensitive) |
| | N-O REVERSE | Causes a closing door to reverse. NOTE: Will not open a stopped door. | Normally-Open 2-Wire Non-Monitored Edge Sensor. (not polarity sensitive) |
| | EXT INTLK | Causes a moving door to stop. Prevents the operator from running when contact is open. Operates even if microcontroller is non-functional. | Normally-Closed dry contacts. (board will energize these contacts at nominal +24VDC). |
| | EXT INTLK | Causes a moving door to stop. Prevents the operator from running when contact is open. Operates even if microcontroller is non-functional. | Normally-Closed dry contacts. (board will energize these contacts at nominal +24VDC). |
| 2-POSITION TERMINAL BLOCK (INSIDE ELECTRIC BOX) | L1 / L1 | Power to RSX™ operator. | 120VAC: Connect to Line (Hot) / 240VAC: Connect to Line 1. |
| | N / L2 | Power to RSX™ operator. | 120VAC: Connect to Neutral / 240VAC: Connect to Line 2. |
| RADIO AND ACCESSORIES PIGTAIL | PWR | Power for radio & other accessories. +20 to +40VDC, fused at 315mA (F1). | Connect to radio or other accessory's power input. |
| | RAD (Radio Input Control) | Causes door to open if not at Up Limit or Mid-Stop Limit. Causes door to close if at Up Limit or Mid-Stop Limit. Causes a closing door to reverse. | |
| | GND | Common ground connection for PWR and RAD terminals. | Connect to radio or other accessory's ground input. |
| PLUG CONNECTIONS INSIDE ELECTRIC BOX | EXPANSION PORT | Connects accessory modules to RSX™ operator. | Accessory Module Ribbon Cable. |
| | TRANSFORMER | Connects main transformer to control board. | Transformer Plug. |
| | BRAKE | Connects brake solenoid to control board. | Brake Solenoid Plug. |
| | MOTOR | Connects motor and capacitor to control board. | Motor Plug. |
| | HOIST INTLK | Causes moving door to stop. Prevents the operator from running. Operates even if microcontroller is non-functional. | Hoist Interlock Plug or Jumper. |
| | LIMIT SENSOR | Causes door to stop at top and bottom of normal travel. | Limit Sensor Plug. |

Section 10: Appendix C

Run Code Displays

| CODE | DISPLAY | Condition Code Description |
|------|--------------------|---|
| 0C | IDLE > DOWN LIMIT | STANDING BY AT DOWN LIMIT (NOTE:THIS MESSAGE IS DISPLAYED IF BOTH LIMITS ARE ACTIVE) |
| 0D | IDLE > UP LIMIT | STANDING BY AT UP LIMIT |
| 0E | IDLE > MID STOP | STANDING BY AT MID-STOP LIMIT |
| 0F | IDLE > NO LIMIT | STANDING BY BETWEEN LIMITS |
| 10 | OPENING > OPEN BTN | OPENING FROM OPEN BUTTON |
| 11 | OPENING > ONE BTN | OPENING FROM 1 BUTTON |
| 12 | OPENING > RADIO | OPENING FROM RADIO |
| 13 | OPENING > AUX OPEN | OPENING FROM AUXILIARY OPEN INPUT |
| 14 | OPENING > OPEN KEY | OPENING FROM KEYPAD OPEN KEY |
| 20 | CLOSING > CLOSE PB | CLOSING FROM CLOSE BUTTON |
| 21 | CLOSING > ONE BTN | CLOSING FROM 1 BUTTON |
| 22 | CLOSING > RADIO | CLOSING FROM RADIO |
| 24 | CLOSING > CLOSE KP | CLOSING FROM KEYPAD CLOSE KEY |
| 2A | CLOSING > TCM CLS | CLOSING FROM TIMER CLOSE MODULE |
| 30 | HALT > WALL BUTTON | GDO STOPPED BECAUSE STOP OR OPEN BUTTON WAS ACTIVATED, POSSIBLY STARTING A REVERSAL |
| 31 | HALT > ONE BUTTON | GDO STOPPED BECAUSE 1 BUTTON WAS ACTIVATED, POSSIBLY STARTING A REVERSAL |
| 32 | HALT > RADIO | GDO STOPPED BECAUSE RADIO INPUT WAS ACTIVATED, STARTING A REVERSAL |
| 33 | HALT > AUX. OPEN | GDO STOPPED BECAUSE AUXILIARY OPEN INPUT WAS ACTIVATED, STARTING A REVERSAL |
| 34 | HALT > KEYPAD KEY | GDO STOPPED BECAUSE KEYPAD STOP OR OPEN KEY WAS ACTIVATED, POSSIBLY STARTING A REVERSAL |
| 35 | HALT > N-O SAFETY | GDO STOPPED BECAUSE N-O REVERSING INPUT WAS ACTIVATED, STARTING A REVERSAL |
| 36 | HALT > ODC STB | GDO STOPPED BECAUSE ODC STB WAS BLOCKED, STARTING A REVERSAL |
| 37 | HALT > N-C SAFETY | GDO STOPPED BECAUSE N-C REVERSING INPUT WAS ACTIVATED, STARTING A REVERSAL |
| 38 | HALT > MON. EDGE | GDO STOPPED BECAUSE MONITORED EDGE SENSOR INPUT WAS ACTIVATED, STARTING A REVERSAL |
| 39 | HALT > DOOR FORCE | GDO STOPPED BECAUSE THE FORCE REQUIRED TO OPERATE THE DOOR WAS TOO HIGH, POSSIBLY STARTING A REVERSAL |
| 3A | HALT > LOSS OF C/C | GDO STOPPED BECAUSE CONSTANT CONTACT ON THE CONTROL WAS REMOVED BEFORE REACHING A LIMIT, POSSIBLY STARTING A REVERSAL |
| 3B | HALT > SHUTDOWN | GDO STOPPED BECAUSE THE GDO DETECTED A FAULT SUCH AS AN OPEN INTERLOCK, OVERHEATED MOTOR, ETC. |
| 3C | HALT > DOWN LIMIT | GDO STOPPED BECAUSE IT REACHED THE DOWN LIMIT |
| 3D | HALT > UP LIMIT | GDO STOPPED BECAUSE IT REACHED THE UP LIMIT |
| 3E | HALT > MID STOP | GDO STOPPED BECAUSE IT REACHED THE MID-STOP LIMIT |
| 3F | HALT > MODULE FAIL | GDO STOPPED BECAUSE AN EXPANSION MODULE WAS NOT WORKING PROPERLY |

Section 10: Appendix C

Error Code Displays

| Condition Code | DISPLAY | Condition Code Description |
|----------------|--------------------|---|
| 40 | REV > OPEN BUTTON | GDO REVERSED BECAUSE THE OPEN BUTTON WAS ACTIVATED |
| 41 | REV > ONE BUTTON | GDO REVERSED BECAUSE THE 1 BUTTON WAS ACTIVATED |
| 42 | REV > RADIO | GDO REVERSED BECAUSE THE RADIO INPUT WAS ACTIVATED |
| 43 | REV > AUX OPEN | GDO REVERSED BECAUSE THE AUXILIARY OPEN INPUT WAS ACTIVATED |
| 44 | REV > OPEN KEY | GDO REVERSED BECAUSE THE KEYPAD OPEN KEY WAS ACTIVATED |
| 45 | REV > N-O SAFETY | GDO REVERSED BECAUSE THE N-O REVERSING INPUT WAS ACTIVATED |
| 46 | REV > ODC STB | GDO REVERSED BECAUSE THE ODC STB WAS BLOCKED |
| 47 | REV > N-C SAFETY | GDO REVERSED BECAUSE THE N-C REVERSING INPUT WAS ACTIVATED |
| 48 | REV > MON. EDGE | GDO REVERSED BECAUSE THE MONITORED EDGE SENSOR WAS ACTIVATED |
| 49 | REV > DOOR FORCE | GDO REVERSED BECAUSE THE FORCE REQUIRED TO CLOSE THE DOOR WAS TOO HIGH |
| 4A | REV > LOSS OF C/C | GDO REVERSED BECAUSE CONSTANT CONTACT ON THE CONTROL WAS REMOVED BEFORE REACHING THE DOWN LIMIT |
| 4B | REV > MAX RUN TMR | GDO REVERSED BECAUSE THE CLUTCH SLIPPED OR SOME OTHER FAULT OCCURRED THAT ALLOWED THE GDO TO RUN TOO LONG |
| 4F | REV > EXP MOD FAIL | GDO REVERSED BECAUSE AN EXPANSION MODULE WAS NOT WORKING PROPERLY |
| 50 | STOP > HOT MOTOR | GDO STOPPED BECAUSE THE MOTOR WAS OVERHEATED |
| 51 | STOP > OPEN MRT | GDO STOPPED BECAUSE THE CLUTCH SLIPPED OR SOME OTHER FAULT OCCURRED THAT ALLOWED THE GDO TO RUN OPEN TOO LONG |
| 52 | STOP > CLOSE MRT | GDO STOPPED BECAUSE THE CLUTCH SLIPPED OR SOME OTHER FAULT OCCURRED THAT ALLOWED THE GDO TO RUN DOWN TOO LONG |
| 57 | STOP > OPEN INTLK | GDO STOPPED BECAUSE THE HOIST INTERLOCK OR EXTERNAL INTERLOCK IS OPEN |
| 58 | STOP > WRONG GDO | GDO STOPPED BECAUSE THE BOARD IS SET FOR JACKSHAFT MODE, BUT INSTALLED IN A TROLLEY OPERATOR |
| 59 | STOP > DOOR FORCE | GDO STOPPED BECAUSE THE FORCE REQUIRED TO OPEN THE DOOR WAS TOO HIGH |
| 5A | STOP > WRONG LIMIT | GDO STOPPED BECAUSE THE UP LIMIT ACTIVATED WHEN CLOSING OR THE DOWN LIMIT ACTIVATED WHEN OPENING |
| 5C | STALL > DOWN LIMIT | GDO STOPPED BECAUSE IT COULDN'T LEAVE THE DOWN LIMIT DUE TO A SLIPPING CLUTCH OR OTHER PROBLEM |
| 5D | STALL > UP LIMIT | GDO STOPPED BECAUSE IT COULDN'T LEAVE THE UP LIMIT DUE TO A SLIPPING CLUTCH OR OTHER PROBLEM |
| 60 | CHECK STOP BTN | GDO WON'T RUN BECAUSE THE STOP BUTTON IS ACTIVE |
| 61 | TCM DISABLED | TIMER CLOSE WON'T WORK BECAUSE NO SAFETIES ARE ENABLED |
| 62 | NO RADIO >> C/C | RADIO INPUT WON'T WORK WITH OPEN OR CLOSE FUNCTION IN CONSTANT CONTACT MODE |
| 63 | CHECK AUX OPEN | GDO WON'T CLOSE BECAUSE AUXILIARY OPEN INPUT IS ACTIVE |
| 64 | CHECK STOP KEY | GDO WON'T RUN BECAUSE THE KEYPAD STOP KEY IS ACTIVE |
| 65 | CHECK N-O SAFETY | GDO WON'T CLOSE BECAUSE THE N-O REVERSING IS ACTIVE |
| 66 | CHECK ODC STB | GDO WON'T CLOSE BECAUSE THE ODC STB IS BLOCKED |
| 67 | CHECK N-C SAFETY | GDO WON'T CLOSE BECAUSE THE N-C REVERSING INPUT IS ACTIVE |
| 68 | CHECK MON. EDGE | GDO WON'T CLOSE BECAUSE THE MONITORED EDGE SENSOR IS ACTIVE |
| 69 | OVERHEATED MOTOR | GDO WON'T RUN BECAUSE THE MOTOR IS OVERHEATED |
| 6C | NO RUN > DOWN LIM | GDO WON'T CLOSE BECAUSE ITS ALREADY AT THE DOWN LIMIT |
| 6D | NO RUN > UP LIMIT | GDO WON'T OPEN BECAUSE ITS ALREADY AT THE UP LIMIT |
| 6E | NO RUN > MID STOP | GDO WON'T RUN BECAUSE ITS AT OR ABOVE THE MID-STOP LIMIT & CAN'T RUN UP & A REVERSING INPUT IS PREVENTING IT FROM CLOSING |
| 6F | EXP MODULE FAIL | GDO WON'T RUN BECAUSE AN EXPANSION MODULE FAILURE IS PREVENTING IT |

Section 10: Appendix C

Error Codes Displays (continued)

| Condition Code | DISPLAY | Condition Code Description |
|----------------|--------------------|---|
| 70 | BOARD FAILURE 70 | CONTROL BOARD FAILURE 70, CONTACT FACTORY TECHNICAL SERVICE DEPT. |
| 71 | BOARD FAILURE 71 | CONTROL BOARD FAILURE 71, CONTACT FACTORY TECHNICAL SERVICE DEPT. |
| 74 | BOARD FAILURE 74 | CONTROL BOARD FAILURE 74, CONTACT FACTORY TECHNICAL SERVICE DEPT. |
| 75 | BOARD FAILURE 75 | CONTROL BOARD FAILURE 75, CONTACT FACTORY TECHNICAL SERVICE DEPT. |
| 76 | BOARD FAILURE 76 | CONTROL BOARD FAILURE 76, CONTACT FACTORY TECHNICAL SERVICE DEPT. |
| 77 | BOARD FAILURE 77 | CONTROL BOARD FAILURE 77, CONTACT FACTORY TECHNICAL SERVICE DEPT. |
| 80 | BOARD FAILURE 80 | CONTROL BOARD FAILURE 80, CONTACT FACTORY TECHNICAL SERVICE DEPT. |
| 81 | BOARD FAILURE 81 | CONTROL BOARD FAILURE 81, CONTACT FACTORY TECHNICAL SERVICE DEPT. |
| 82 | BOARD FAILURE 82 | CONTROL BOARD FAILURE 82, CONTACT FACTORY TECHNICAL SERVICE DEPT. |
| 83 | BOARD FAILURE 83 | CONTROL BOARD FAILURE 83, CONTACT FACTORY TECHNICAL SERVICE DEPT. |
| 84 | BOARD FAILURE 84 | CONTROL BOARD FAILURE 84, CONTACT FACTORY TECHNICAL SERVICE DEPT. |
| 85 | EXP PORT PROBLEM | EXPANSION PORT IS SHORT CIRCUITED, TRY DISCONNECTING EXPANSION MODULES OR CONTACT FACTORY TECHNICAL SERVICE DEPT. |
| 86 | BOARD FAILURE 86 | CONTROL BOARD FAILURE 86, DISCONNECT EXPANSION MODULES. IF NO CHANGE, CONTACT FACTORY TECHNICAL SERVICE DEPT. |
| 88 | TCM FAILURE | TIMER CLOSE MODULE (TCM) HAS FAILED |
| 8A | AOM FAILURE | AUXILIARY OUTPUT MODULE (AOM) HAS FAILED |
| 8E | REV INTERRUPTED | GDO LOST POWER OR ENCOUNTERED ANOTHER PROBLEM DURING THE REVERSAL PROCESS, REVERSAL IS COMPLETING NOW |
| 8F | LIMIT MOD. FAIL | GDO WON'T RUN, LIMIT MODULE HAS FAILED |
| 90 | DIAGNOSTIC MODE | GDO IS IN DIAGNOSTIC MODE, NORMAL FUNCTIONS ARE NOT ALLOWED |
| A0 | OPEN BTN BAD > PU | OPEN & CLOSE BUTTONS WON'T WORK, THE OPEN BUTTON WAS ACTIVE WHEN THE GDO WAS POWERED-UP |
| A1 | CLOSE BTN BAD > PU | OPEN & CLOSE BUTTONS WON'T WORK, THE CLOSE BUTTON WAS ACTIVE WHEN THE GDO WAS POWERED-UP |
| A2 | ONE BTN BAD > PU | 1 BUTTON WON'T WORK, THE 1 BUTTON WAS ACTIVE WHEN THE GDO WAS POWERED-UP |
| A3 | RADIO BAD > PWR UP | RADIO INPUT WON'T WORK, THE RADIO INPUT WAS ACTIVE WHEN THE GDO WAS POWERED-UP |
| A4 | AUX OPEN BAD > PU | AUXILIARY OPEN INPUT WON'T WORK, THE AUXILIARY OPEN INPUT WAS ACTIVE WHEN THE GDO WAS POWERED-UP |
| A5 | OPEN KEY BAD > PU | KEYPAD OPEN & CLOSE KEYS WON'T WORK, THE OPEN KEY WAS ACTIVE WHEN THE GDO WAS POWERED-UP |
| A6 | CLOSE KEY BAD > PU | KEYPAD OPEN & CLOSE KEYS WON'T WORK, THE CLOSE KEY WAS ACTIVE WHEN THE GDO WAS POWERED-UP |
| A7 | MULT KEYS BAD > PU | 1 OR MORE KEYPAD CALIBRATION KEYS WON'T WORK, 1 OR MORE WERE ACTIVE WHEN THE GDO WAS POWERED-UP |
| AA | TCM BAD > POWER UP | TIMER CLOSE MODULE WON'T CLOSE DOOR, IT WAS ACTIVE WHEN THE GDO WAS POWERED-UP |

The Genuine. The Original.



1 DOOR DRIVE
MT. HOPE, OHIO 44660



WARRANTY

The Genuine. The Original.



RSX[®]

Commercial Operator Limited Warranty

The authorized distributor of Overhead Door Corporation products, whose name appears below ("Seller") warrants to the original purchaser of model RSX[®] Trolley and RSX[®] Hoist commercial operators ("Product"), subject to all of the terms and conditions hereof, that the Product and all components thereof will be free from defects in materials and workmanship under normal use for the following period(s), measured from the date of installation:

- Two (2) years or 20,000 cycles*, whichever occurs first.

Seller's obligation under this warranty is specifically limited to repairing or replacing, at its option, any part which is determined by Seller to be defective during the applicable warranty period. Any labor charges are excluded and will be the responsibility of the purchaser.

This warranty is made to the original purchaser of the Product only, and is not transferable or assignable. This warranty applies only to an operator which is installed in commercial or industrial building applications. This warranty does not apply to any unauthorized alteration or repair of the Product, or to any Product or component which has been damaged or deteriorated due to misuse, neglect, accident, failure to provide necessary maintenance, normal wear and tear, or acts of God or any other cause beyond the reasonable control of Seller.

THIS WARRANTY IS EXCLUSIVE AND IN LIEU OF ANY OTHER WARRANTIES, EITHER EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.

IN NO EVENT SHALL SELLER BE RESPONSIBLE FOR, OR LIABLE TO ANYONE FOR, SPECIAL, INDIRECT, COLLATERAL, PUNITIVE, INCIDENTAL OR CONSEQUENTIAL DAMAGES, even if Seller has been advised of the possibility of such damages. Such excluded damages include, but are not limited to, loss of goodwill, loss of profits, loss of use, cost of any substitute product, interruption of business, or other similar indirect financial loss.

Claims under this warranty must be made promptly after discovery, within the applicable warranty period, and in writing to the Seller or to the authorized distributor or installer whose name and address appear below. The purchaser must allow Seller a reasonable opportunity to inspect any Product claimed to be defective prior to removal or any alteration of its condition. Proof of the purchase and/or installation date, and identification as the original purchaser, may be required.

*The number of cycles referred to herein shall be measured by an integrated cycle counter contained in or attached to the Product. If the cycle counter is rendered inoperable Seller shall use other reasonable means to determine cycle count.

ORIGINAL PURCHASER _____

INSTALLATION ADDRESS _____

SELLER: _____

SELLER'S ADDRESS: _____

FACTORY ORDER #: _____

DATE OF INSTALLATION: _____

SIGNATURE OF SELLER: _____



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www.overheaddoor.com
