



ADJUSTMENTS

Properly installed and serviced this Trailer Restraint will greatly enhance safety during truck loading / unloading operations and should offer many years of service. This product is designed for use in the outdoor environment. Regional and seasonal climate variables offer a wide range of maintenance possibilities for equipment exposed to the elements. The factory adjustment of this product offered proper operation prior to shipment. Although the factory attempts to ship equipment which will display normal operation at installation, handling during shipment and local conditions may require attention to complete installation.

If arms fail to raise when lock button is pushed at unit start up immediately turn power switch to "off". Interchange motor leads at terminal strip no. 22 with no. 24. to reverse motor power polarity. Repeat start up. Unit should run to allow arms to fully raise. When arms are fully raised control cable will be slightly relaxed. Up limit switch should shut

motor unit off prior to maximum extension of actuator (motor should stop before clutch slippage is detected at either end of actuator stroke). Arms down position should allow tip of Restraint arm to remain guided between cover and side of housing. Arms should not project above housing significantly enough to interfere with truck docking or departure. Arms retracted position is adjustable via down limit switch setting if necessary (3mm Allen wrench required to adjust limit switch).

Timer at control panel should be set to allow down limit switch to trigger motor off for full cycle of arms extended to arms retracted prior to timer stopping motor. Typical cycle time is 7-8 seconds. If motor stops prematurely, check timer setting.

Please contact your authorized Aaron-Bradley representative or the factory to review any installation or equipment issue which is not covered by this manual or which is not fully understood.

