

# X-390

## INSTALLATION INSTRUCTIONS AND SAFETY INFORMATION

SINGLE AND DUAL GATE SYSTEMS



CLASS I, CLASS II, CLASS III,  
AND CLASS IV  
**Residential and Commercial  
Vehicular Swing Gate Operator**



# STANDARD FEATURES AND OPERATOR SPECIFICATIONS

- ETL Listed; UL325 and UL991
- Manual Release Mechanism
- Opening up to 120°
- 100% duty cycle
- Built-in power-outage management options
- Up to 400 continuous cycles of operation on backup battery
- Intelligent obstruction detection with adjustable sensitivity
- Adjustable delay for overlapping dual gates
- Hold Open Timer to automatically close the gate
- Modular connectors for easy access control and accessory installation
- Regulated power supply for your external accessories
- LED indicators display gate and operator status for easy troubleshooting
- On-Board LCD Display provides diagnostics, operator status, settings and real-time volt and amp readings
- Built-in motor heater for cold weather applications
- Equipped for 115/230 VAC, 24 VAC/VDC and Solar power supplies

THE VIKING X-390™ SWING GATE OPERATOR

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# IMPORTANT SAFETY INFORMATION

 **WARNING! Not Following these instructions may cause severe injury or death.**

## IMPORTANT SAFETY INSTRUCTIONS

 **WARNING! To reduce the risk of severe injury or death.**

1. READ AND FOLLOW ALL INSTRUCTIONS.
2. Never let children operate or play with gate controls. Keep the remote away from children.
3. Always keep people and objects away from the gate. **NO ONE SHOULD CROSS THE PATH OF THE MOVING GATE.**
4. Test the gate operator monthly. The gate **MUST** reverse on contact with a rigid object or when an object activates the non-contact sensors. After adjusting the force or the limit travel, retest the gate operator. Failure to adjust and retest the gate operator properly can increase the risk of injury or death.
5. Use the emergency release only when the gate is not moving.
6. **KEEP GATES PROPERLY MAINTAINED.** Read the user's manual. Have a qualified service person make repairs to gate hardware.
7. The entrance is for vehicles only. Pedestrians must use a separate entrance.
8. **Every gate operator installation MUST have secondary protection devices against entrapment, such as edge sensors and photo beams more in particularly in places where the risk of entrapment is more likely to occur.**
9. SAVE THESE INSTRUCTIONS.

## IMPORTANT INSTALLATION INSTRUCTIONS

1. Install the gate operator only when:
  - a. The operator is appropriate for the construction of the gate and usage Class of the gate (refer to page 5),
  - b. All openings of a horizontal slide gate are guarded or screened from the bottom of the gate to a minimum of 6 feet (1.83 m) above the ground to prevent a 2-1/4 inch (57.2 mm) diameter sphere from passing through the openings anywhere in the gate, and in that portion of the adjacent fence that the gate covers in the open position,
  - c. **ALL EXPOSED PINCH POINTS ARE ELIMINATED OR GUARDED, AND**
  - d. **GUARDING IS SUPPLIED FOR EXPOSED ROLLERS.**
2. The Operator is intended for installation only on gates used for vehicles. Pedestrians must be supplied with a separate access opening. The pedestrian access opening shall be designed to promote pedestrian usage. Locate the gate such that persons will not come into contact with the vehicular gate during the entire path of travel of the vehicular gate.
3. The gate must be installed in a location so that enough clearance is supplied between the gate and adjacent structures when opening and closing to reduce the risk of entrapment. Swinging gates shall not open in to the public access areas.
4. The gate must be properly installed and work freely in both directions prior to the installation of the gate operator. Do not over-tighten the operator clutch or pressure relief valve to compensate for a damaged gate.
5. The gate operator controls must be placed so that the user has full view of the gate area when the gate is moving **AND AWAY FROM THE GATE PATH PERIMETER.**
6. Controls intended for user activation must be located at least six feet (6') away from any moving part of the gate and where the user is prevented from reaching over, under, around or through the gate to operate the controls.

*Exception:* Emergency access controls only accessible by authorized personnel (i.e. fire, police, EMS) may be placed at any location in the line-of-sight of the gate.



# IMPORTANT SAFETY INFORMATION

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## IMPORTANT INSTALLATION INSTRUCTIONS (Continued)

7. The Stop and/or Reset button must be located in the line-of-sight of the gate. Activation of the reset control shall not cause the operator to start.
8. A minimum of two (2) WARNING SIGNS shall be installed, in the area of the gate. Each placard is to be visible by persons located on the side of the gate on which the placard is installed.
9. **For gate operators using non-contact sensors (photoelectric beam or like) in accordance with section 32.1.1 of the UL standard:**
  - a. See instructions on the placement of non-contact sensors for each type of application (refer to page 6).
  - b. Care shall be exercised to reduce the risk of nuisance tripping, such as when a vehicle, trips the sensor while the gate is still moving, and
  - c. One or more non-contact sensors shall be located where the risk of entrapment or obstruction exists, such as the perimeter reachable by a moving gate or barrier (refer to page 6).
  - d. For UL compliance: Use Viking: FA-XP30-10K // Omron: E3K-R10K4-NR-1 // EMX: IRB-RET, IRB-MON // Miller Edge: RG-K-R, PG-K-R100, PG-K-R50, MIM-62 // Seco-Larm E-931-33PRGQ, E-936-S45RRGQ, E-931-S50RRGQ, E-960-D90GQ // EMX NIR-50-325
10. **For a gate operator utilizing a contact sensor (edge sensor or like) in accordance with section 32.1.1 of the UL 325 standard:**
  - a. One or more contact sensors shall be located where the risk of entrapment or obstruction exists, such as a the leading edge, trailing edge, and post mounted both inside and outside of a vehicular horizontal slide gate (refer to page 6).
  - b. One or more contact sensors shall be located at the bottom of a vehicular vertical lift gate.
  - c. One or more contact sensors shall be located at the pinch point of a vehicular vertical pivot gate.
  - d. A hardwired contact sensor shall be located and its wiring arranged so that the communication between the sensor and the gate operator is not subject to mechanical damage.
  - e. A wireless contact sensor such as one that transmits radio frequency (RF) signals to the gate operator for entrapment protection functions shall be located where the transmission of the signals are not obstructed or impeded by building structures, natural landscaping or similar obstructions. A wireless contact sensor shall function under the intended end-use conditions.
  - f. One or more contact sensors shall be located on the inside and outside leading edge of a swing gate. Additionally, if the bottom edge of a swing gate is greater than 6 inches (152 mm) but less than 16 inches (406 mm) above the ground at any point in its arc of travel, one or more contact sensors shall be located on the bottom edge.
  - g. One or more contact sensors shall be located at the bottom edge of a vertical barrier (arm).
  - h. For UL compliance: Use only EMX: WEL-200K // Miller Edge: ME110 through ME117, ME120, ME123, MGO20, MGR20, MGS20, RB-G-K10, MIM-62 // ASO: 25.30, 25.45, 95.20

# IMPORTANT SAFETY INFORMATION

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## MAINTENANCE

Remove the Power Harness from the Control Board. (refer to page 18)

- Clean and lubricate the turning pins and gate hinges using the recommended lubricant.
- Check that all mounting hardware of the gate operator is properly tighten.
- Ensure that the gate moves freely.
- Check for corroded parts and replace if necessary.
- Check the battery for the following:
  - Battery connections must be free of corrosion.
  - Battery voltage must be 26VDC (fully charged battery).

Reconnect the Power Harness for the Control Board. (refer to page 18)

- Check and confirm the proper operation of all safety devices (photoelectric eye, edge sensors or like).
- Check and confirm the operation of all installed accessories.
- Check and confirm the operation of all special features such as the Intelligent Obstruction Sensor and Hold Open Timer. (refer to pages 24-26)
- Check and confirm the operation of the manual release. (refer to page 7)
- Verify the functionality of the battery backup, or power failure option, by turning off the main power source (115VAC or 230VAC). **DO NOT FORGET TO TURN ON THE MAIN POWER SOURCE AFTER VERIFICATION.**

## GENERAL SAFETY PRECAUTIONS

The following precautions are an integral and essential part of the product and must be supplied to the user. Read them carefully as they contain important indications for the safe installation, use and maintenance.

- These instruction must be kept and forwarded to all possible future users of the system.
- This product must be used only for that which it has been expressly designed.
- Any other use is to be considered improper and therefore dangerous.
- The manufacturer cannot be held responsible for possible damage caused by improper, erroneous or unreasonable use.
- Avoid operating in the proximity of the hinges or moving mechanical parts.
- Do not enter the path of the moving gate while in motion.
- Do not obstruct the motion of the gate as this may cause a situation of danger.
- Do not allow children to play or stay within the path of the moving gate.
- Keep remote control or any other control devices out of the reach of children, in order to avoid possible involuntary activation of the gate operator.
- In case of break down or malfunctioning of the product, disconnect from the main power source. Do not attempt to repair or intervene directly, contact only qualified personnel for repair.
- Failure to comply with the above may create a situation of danger.
- All cleaning, maintenance or repair work must be carried out by qualified personnel.
- In order to guarantee that the system works efficiently and correctly it is important to have the manufacturer's instructions on maintenance of the gate and operator carried out by qualified personnel.
- In particular, regular checks are recommended in order to verify that the safety devices are operating correctly.

**All installation, maintenance and repair work must be documented and made available to the user.**

# IMPORTANT SAFETY INFORMATION

**⚠ WARNING! Not Following these instructions may cause severe injury or death.**

## GENERAL SAFETY PRECAUTIONS (Continued)

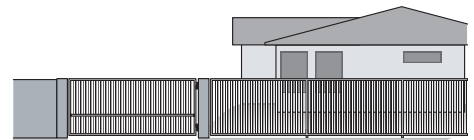
- Use only the following type and size battery(ies): Yuasa NP7-12 or VIKING DUBA12
- Do not dispose of the battery(ies) in fire. The cells may explode. Check with local codes for possible disposal instructions.
- Do not open or mutilate the battery(ies). Released electrolyte is corrosive and may cause damage to the eyes or skin. It may be toxic if swallowed.
- Exercise care in handling batteries in order not to short the battery with conducting materials such as rings, bracelets and keys.
- Change the battery(ies) provided with or identified for use with this product only in accordance with the instructions and limitations specified in this manual.
- Observe proper polarity orientation between the battery(ies) and charging circuit.
- Do not mix batteries of different sizes or from different manufactures in this product (applies to products employing more than one user replaceable secondary battery).
- A battery-operated product employing a secondary battery supply intended to be charged within the product shall contain specific instructions concerning the proper method of charging.

## UL325 Gate Operator Classifications

### GLOSSARY

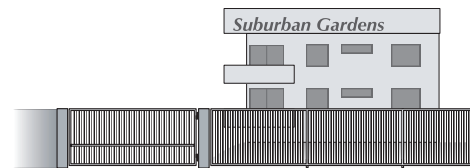
#### RESIDENTIAL VEHICULAR GATE OPERATOR

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



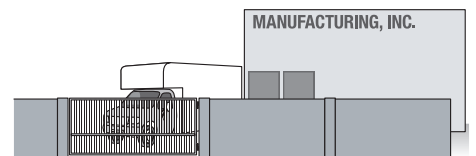
#### COMMERCIAL/GENERAL ACCESS VEHICULAR GATE OPERATOR

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



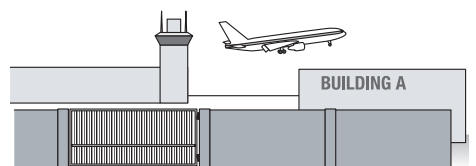
#### INDUSTRIAL/LIMITED ACCESS VEHICULAR GATE OPERATOR

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



#### RESTRICTED ACCESS VEHICULAR GATE OPERATOR

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



#### Install the gate operator only when:

The operator is appropriate for the construction of the gate and the Usage Class of the gate.

# IMPORTANT SAFETY INFORMATION

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## Monitored Entrapment Protection Requirements

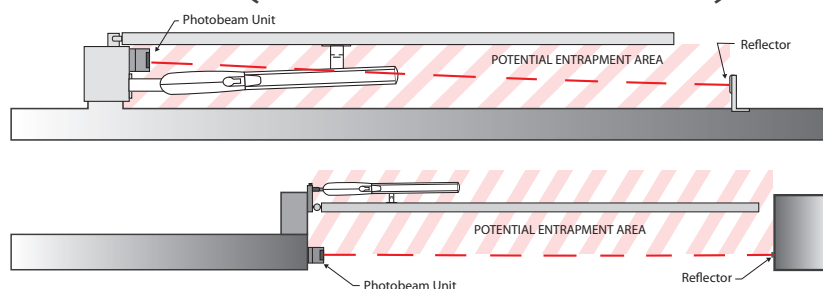
### IMPORTANT: MONITORED PROTECTION MUST BE INSTALLED

- **REQUIRED BY UL 325, an approved MONITORED entrapment protection sensor is REQUIRED to be installed in all areas accessible to potential entrapment and pinch points.**
- For a horizontal swing gate operator, at least one Monitored External Entrapment Sensor is required in each direction of travel. Except, if there is no entrapment zone in one direction of travel, it is not required to have a Monitored Entrapment sensor for that direction of travel.
  - ⚠ If there is a possible entrapment zone in the open direction, an external sensor MUST be connected to the “UL” input or the installation will not comply with UL 325.
  - ⚠ An external sensor connected to the “Re-Open” input terminal will protect against entrapment ONLY in the closing direction.
- The installed sensor MUST be “10K Resistor Based”.
- You may connect up to FOUR monitored sensors, wired in parallel, to either the “UL” and/or “Re-Open” terminals, for a total of 8 monitored sensors.
- **Failure to install the required monitored entrapment protection sensor(s) may render the gate operator INOPERABLE. The gate can be moved manually. Refer to page 7.**
- Consult the installation manual of the sensor for detailed information about the usage, installation and maintenance.
- Use only UL and/or ETL Recognized Edge Sensors and Photoelectric Sensors. Refer to pg 3.

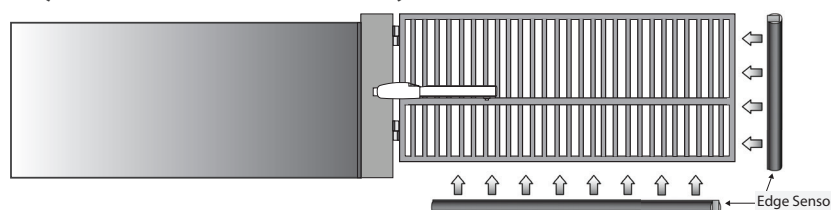
**SWING GATE ENTRAPMENT ZONE** – Locations between a moving gate or moving, exposed operator components and a counter opposing edge or surface where entrapment is possible up to 1.8 m (6 ft) above grade. Such locations occur if during any point in travel:

- a. The gap between the bottom of a moving gate and the ground is greater than 101.6 mm (4 in) and less than 406 mm (16 in); or
- b. The distance between the center line of the pivot and the end of the wall, pillar, or column to which it is mounted when in the open or closed position exceeds 101.6 mm (4 in). Any other gap between a moving gate and fixed counter opposing edges or surfaces or other fixed objects is less than 406 mm (16 in) (examples are walls, curbs, berms or other immovable objects).

## Photoelectric Sensor (non-contact sensor)



## Edge Sensor (contact sensor)



# IMPORTANT SAFETY INFORMATION

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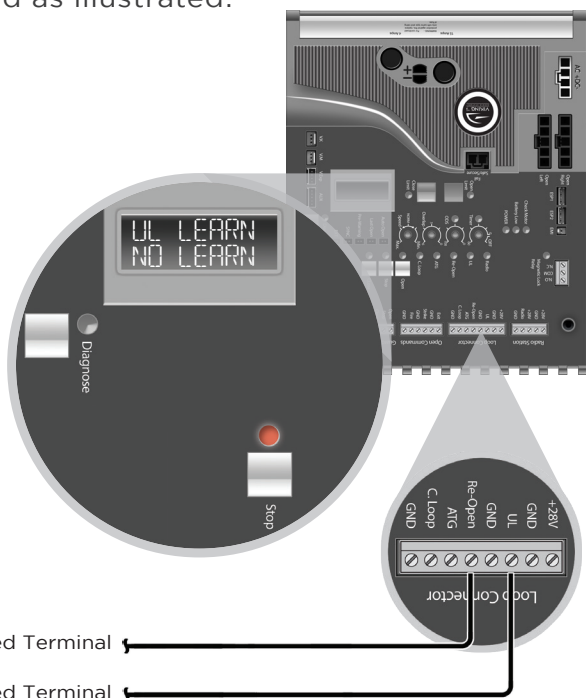
## Monitored Entrapment Protection Installation

**⚠ IMPORTANT:** A minimum of one Monitored External Entrapment Sensor is required to be connected to the UL terminal OR the Re-Open terminal. If there is a possible entrapment zone in the open direction, an external sensor MUST be wired to the “UL” input or the installation will not comply with UL 325.

“UL” Protects against entrapment in both the opening and closing directions. Input will reverse the gate momentarily in the opposite direction it was traveling. Refer to page 22.

“Re-Open” Protects against entrapment in the closing direction ONLY. Input will reverse the gate all the way to the Open Limit. Refer to page 22.

**STEP 1:** Connect the monitored entrapment protection sensor(s) to the Viking control board as illustrated.



**STEP 2:**

**Execute the Learn Process:**

- Toggle the “Diagnose” button until you see UL LEARN NO LEARN on the LCD Display.
- Press and hold the “Stop” button.
- Toggle the “Diagnose” button once.
- The number of Monitored sensors connected to the “UL” or Re-Open terminals will now be displayed.

EXAMPLE: UL LEARN  
UL2 RO1

## UL SENSOR ERRORS:

If an problem occurs with one of the monitored entrapment sensors, the “Stop” LED will flash and an ERR message will be displayed, indicating which input terminal(s) the sensor is connected to.

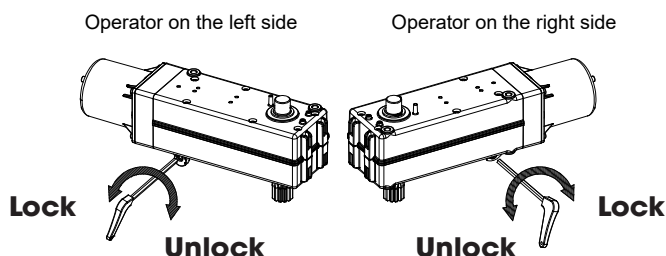
| TERMINAL:      | “UL”           | “Re-Open”      | “UL” & “Re-Open”  |
|----------------|----------------|----------------|-------------------|
| ERROR MESSAGE: | ERR SENS<br>UL | ERR SENS<br>RO | ERR SENS<br>UL RO |

## Manual Release

When manual operation is required:

1. Insert the supplied Allen wrench and turn it in the direction shown.
2. To reengage the gear, turn the Allen wrench in opposite direction.

**⚠ DO NOT rotate the gear release mechanism in any direction while the motor is running.**



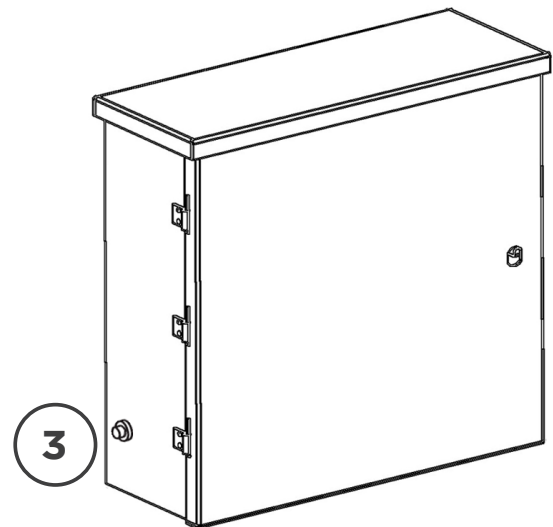
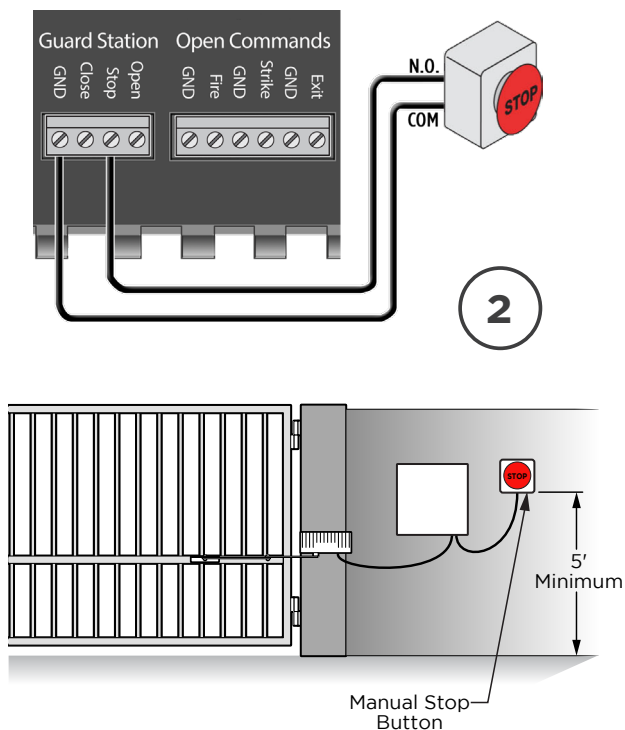
# IMPORTANT SAFETY INFORMATION

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## Audible Alarm Reset Switch Installation

### Manual Reset for the Audible Alarm

- UL325 standard requires an audible alarm to sound after two consecutive events detected by the inherent entrapment protection of the gate operator (obstruction sensor).
- The audible alarm will continue to sound for 5 minutes or until a stop command is actuated.
- The Stop command can be actuated in three different forms:
  1. Using the Built in Stop switch on the Control Board;
  2. Using an External Stop button within the sight of the gate, away from moving parts of the gate and out of reach of children.
    - a. Controls intended for user activation must be located at least six feet (6') away from any moving part of the gate and where the user is prevented from reaching over, under, around, or through the gate to operate the controls. Outdoor or easily accessible controls shall have a security feature to prevent unauthorized use.
    - b. The Stop and/or Reset button must be located in the line-of-sight of the gate. Activation of the reset control shall not cause the operator to start.
  3. Using the Reset Button on the Electronic Control Unit that is externally accessible on the left side of the cabinet.



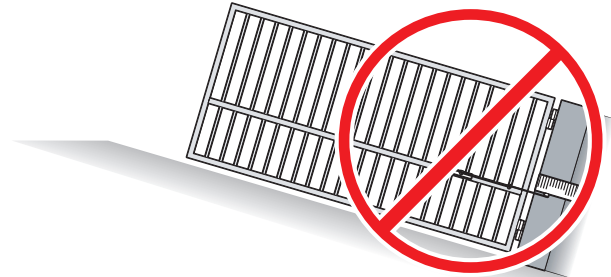


# IMPORTANT SAFETY INFORMATION

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**DO NOT** allow pedestrian use of this gate



**DO NOT** install the gate operator to lift gates

## Locate Control Buttons

- Within sight of the gate,
- At a minimum height of 5 feet so small children are not able to reach it; and
- At least 6 feet away from all moving parts of the gate.



## Warning Placard Installation

- All Warning Placards must be installed where visible in the area of the gate.
- A minimum of two placards shall be installed.
- A placard is to be installed in the area of each side of the gate and be visible.



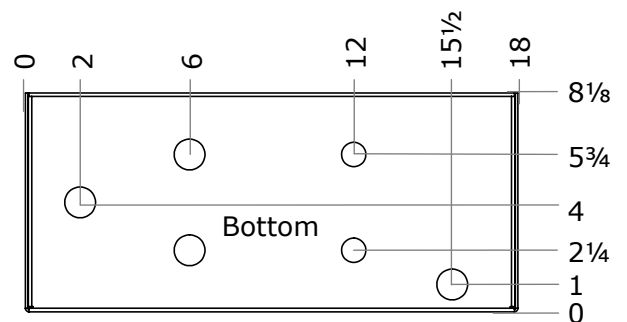
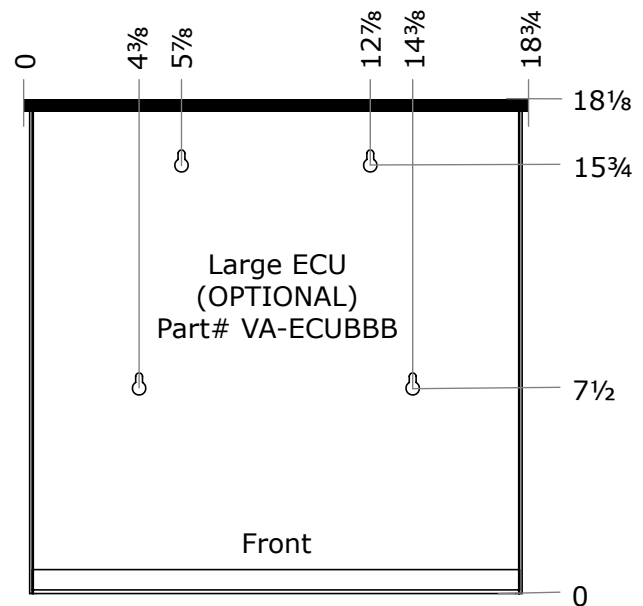
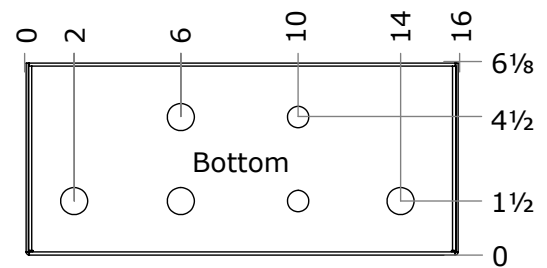
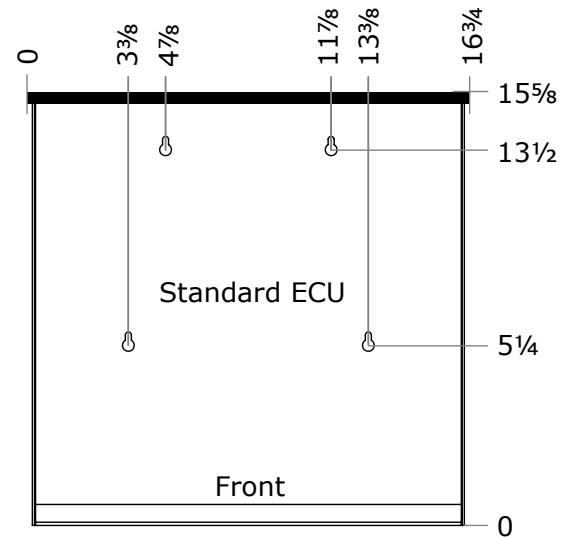
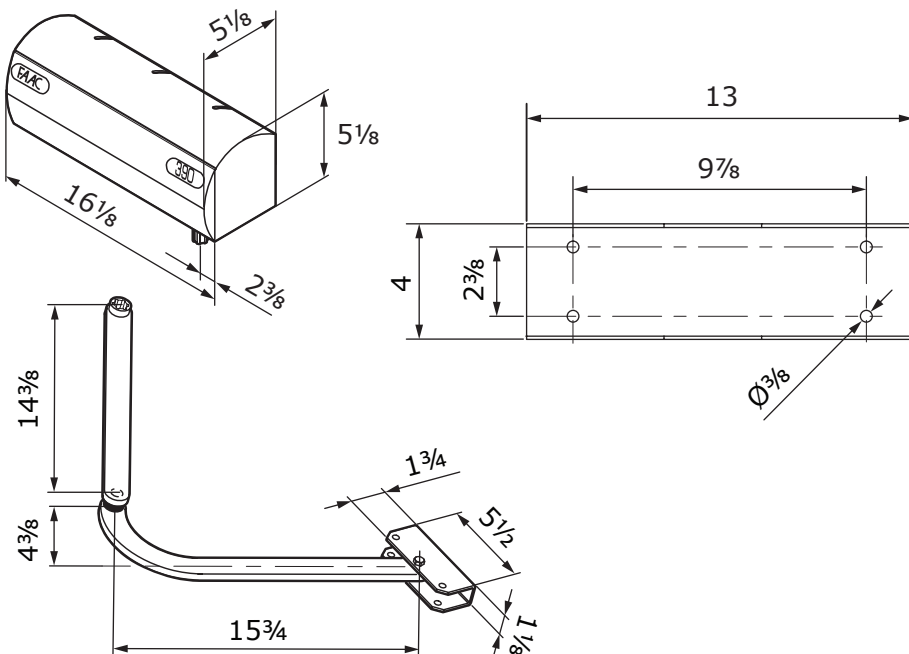
# SPECIFICATIONS

| SPECIFICATIONS               |                                       |
|------------------------------|---------------------------------------|
| Max Gate Length              | 14 Feet                               |
| Max Gate Weight              | 600 lbs                               |
| UL 325 Classification        | Class I, II, III, IV *refer to page 5 |
| Duty Cycle                   | 100%                                  |
| Operating Voltage            | 24VDC                                 |
| Main Power Source            | 120VAC / 240VAC Single Phase          |
| Main Power Current           | 1.5A / 1.0A (each motor)              |
| Main Power Frequency         | 50Hz / 60Hz                           |
| Main Power Fuse              | 4.0A Timed                            |
| Alternative Power            | 24VAC / VDC (60VA) or Solar           |
| Accessory Power              | 24VDC (750mA)                         |
| Power Consumption - Sleep    | 28mA                                  |
| Motor Current Draw - Typical | 2.0A                                  |
| Operating Temperature        | -20°F (-28°C) to 131°F (55°C)         |
| Opening Angle                | 120°                                  |

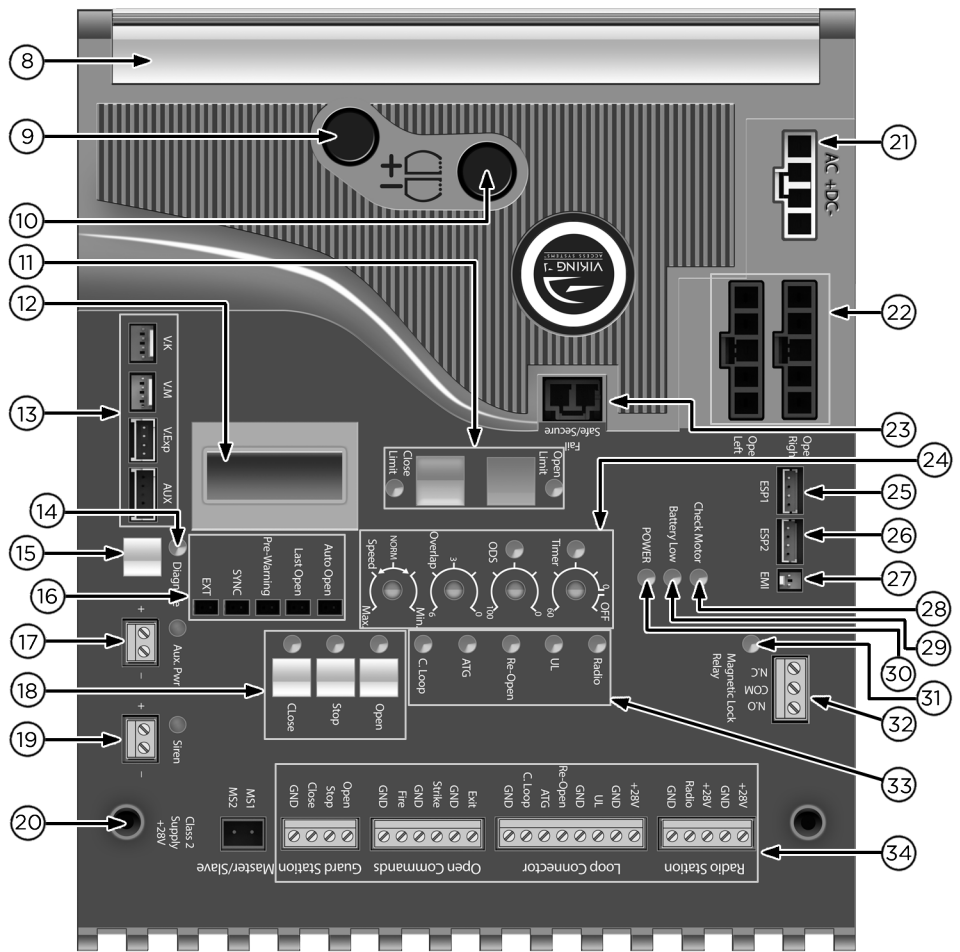
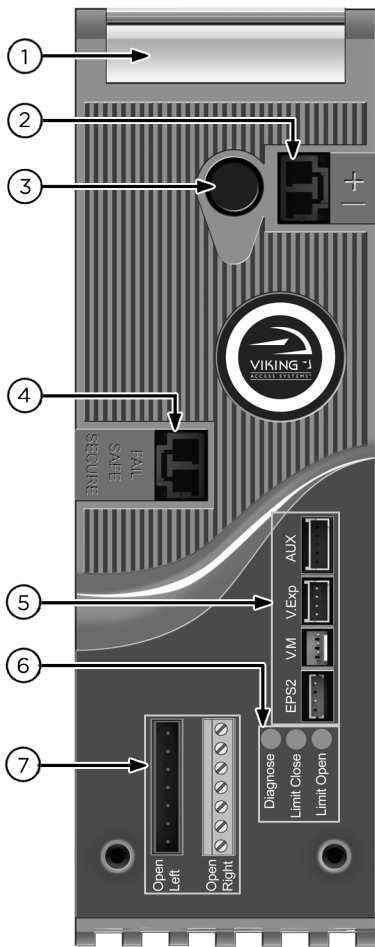
  

| MOTOR CABLE LENGTH/GAUGE |                 |
|--------------------------|-----------------|
| 40 Feet                  | 16 AWG          |
| 60 Feet                  | 14 AWG          |
| 80 Feet                  | 12 AWG          |
| 120 Feet                 | 10 AWG          |
| More than 120 Feet       | Not Recommended |

**⚠ IMPORTANT:** Cable shall be shielded with drain wire. Connect drain wire to chassis ground of both the Operator and the ECU.



# CONTROL BOARD REFERENCES



1. HEAT SINK - SECONDARY MODULE secures the control board and dissipates heat.
2. SECONDARY MODULE POWER HARNESS CONNECTOR provides power to the Secondary Module. pg 21
3. FUSE HOLDER - 15 AMP for the Secondary motor circuit.
4. "FAIL SAFE/SECURE" SECONDARY MODULE not applicable to this model.
5. M/S COMM CABLE CONNECTION - SECONDARY MODULE Primary/Secondary (dual) gate applications. pg 21
6. STATUS LEDs - SECONDARY MODULE provides diagnostic information.
7. SECONDARY MOTOR CONNECTION provides power to the Secondary motor. pg 21
8. HEAT SINK - PRIMARY secures the control board and dissipates heat.
9. FUSE HOLDER - 4 AMP for the charging circuit.
10. FUSE HOLDER - 15 AMP for the Primary motor circuit.
11. LIMIT SETUP BUTTONS available for future developments.
12. LCD DIAGNOSTICS DISPLAY provides error messages, diagnostics settings and operator status information. pg 38-40

13. M/S COMM CABLE CONNECTION - PRIMARY Primary/Secondary (dual) gate applications. pg 21
14. "DIAGNOSE" LED informs that errors have been detected and available on LCD Display. pg 40
15. "DIAGNOSE" Button allows you to navigate through the Diagnostics LCD Display. pg 38-40
16. FEATURE ACTIVATION PIN HEADERS activate features by placing a jumper onto the pin headers. pg 25
17. "AUX. PWR" Terminal Block used for solar applications & in-motion warning devices. pg 19, 25
18. ON-BOARD 3 BUTTON STATION controls the gate during set up.
19. "Siren" Terminal Block Vikings UL Siren is connected here. pg 8, 26
20. CONTROL BOARD MOUNTING HOLES secures and grounds the control board.
21. POWER HARNESS CONNECTOR provides power to the control board. pg 18
22. PRIMARY or SINGLE MOTOR CONNECTION provides power to the motor. pg 20
23. "FAIL SAFE/SECURE" Jumper not applicable to this model.

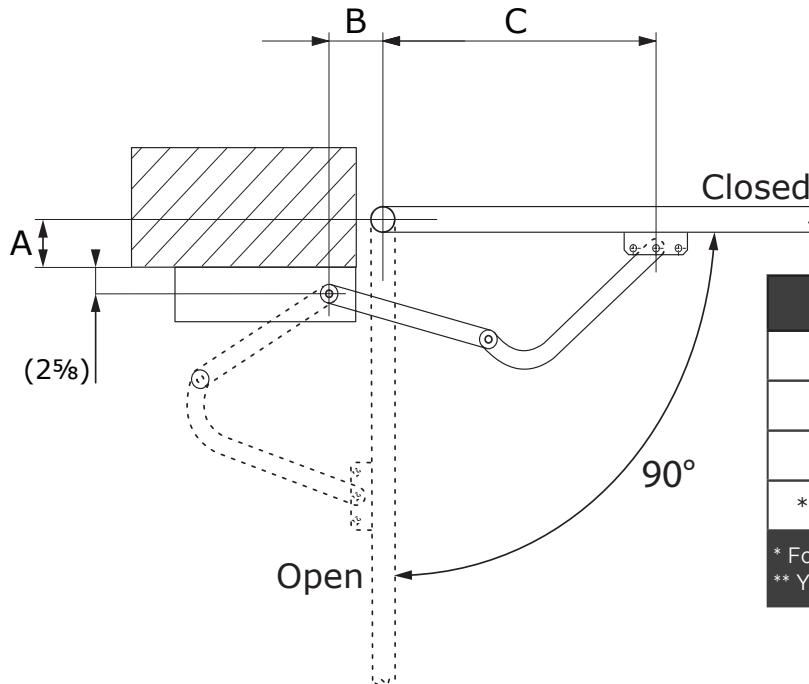
24. FEATURE ACTIVATION TRIM POTS activate and set features. pg 24
25. "EPS1" CONNECTOR available for future developments
26. "EPS2" CONNECTOR available for future developments
27. "EMI" DATA CONNECTOR monitors the high voltage power supply.
28. "CHECK MOTOR" Status LED indicates motor power status. pg 36
29. "BATTERY LOW" Status LED indicates battery power status. pg 36
30. "POWER" Status LED control board power status. pg 18, 36
31. "MAGNETIC LOCK Relay" Status LED status of this on-board relay. pg 34, 36
32. "MAGNETIC LOCK Relay" Terminal Block connect electric locks here. pg 34, 36
33. INPUT STATUS LEDs indicates input status. pg 36-37
34. ACCESS CONTROL TERMINAL BLOCKS accessory connections. pg 28

# GATE OPERATOR INSTALLATION

## Plans of Installation - Pull to Open Option

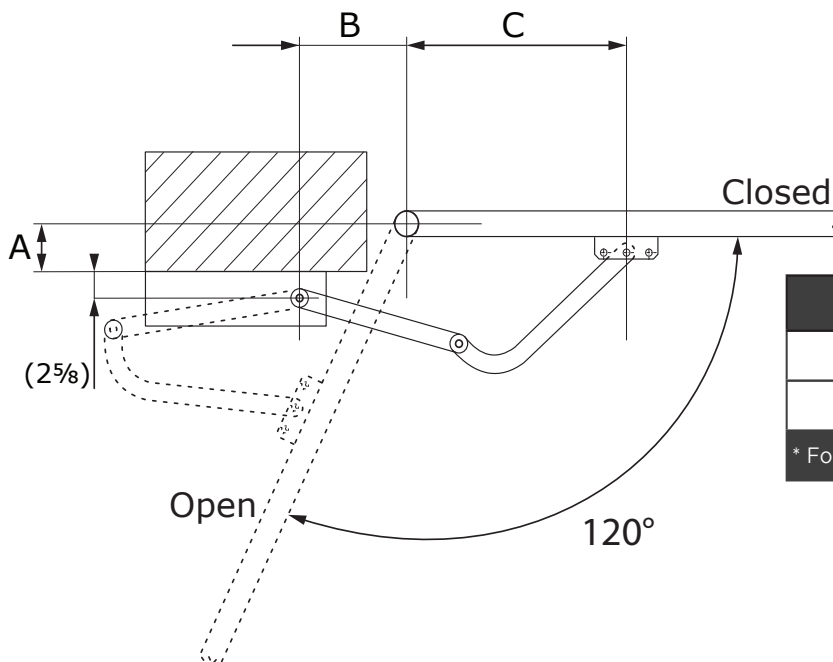
This application is typically used to open the gate towards the inside of the property. The operator will “**PULL**” the gate to open.

1. The gate must be installed in a location so that enough clearance is provided between the gate and adjacent structures to reduce the risk of entrapment when opening and closing.
2. Swing gates are not to open into public access areas.



| A           | B               | *C          |
|-------------|-----------------|-------------|
| 2" - 6"     | 4 1/8" - 4 1/2" | 24" - 20"   |
| 6" - 10"    | 4 1/8" - 4 1/2" | 22" - 19"   |
| 10" - 11"   | 4 1/8" - 4 1/2" | 19" - 18"   |
| **12" - 18" | 4 1/8" - 4 1/2" | **24" - 18" |

\* For best performance, decrease "C" as you increase "A"  
 \*\* You must extend both arms equally, up to 6" each



| A       | B   | *C        |
|---------|-----|-----------|
| 2" - 4" | 12" | 17" - 15" |
| 4" - 6" | 12" | 15"       |

\* For best performance, decrease "C" as you increase "A"

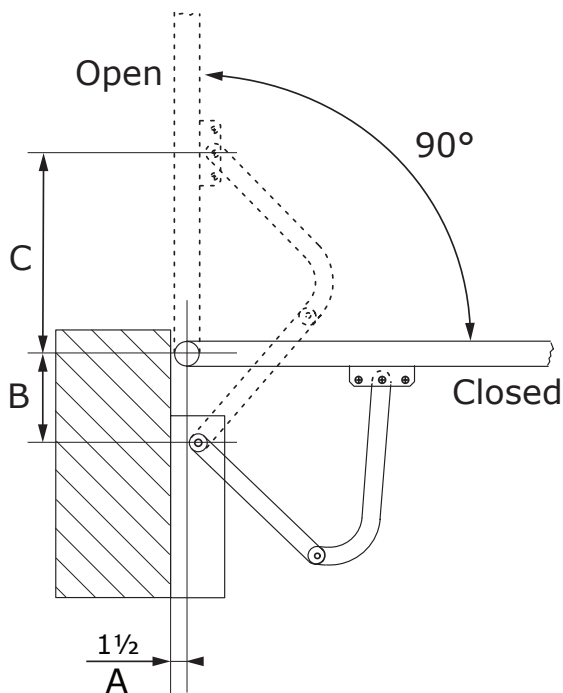
⚠ Varying from the dimensions provided above may severely affect the speed and performance of the gate operator.

# GATE OPERATOR INSTALLATION

## Plans of Installation - Push to Open Option

This application is typically used to open the gate towards the outside of the property. The operator will “**PUSH**” the gate open.

1. The gate must be installed in a location so that enough clearance is provided between the gate and adjacent structures to reduce the risk of entrapment when opening and closing.
2. Swing gates are not to open into public access areas.



| A   | B  | C         |
|-----|----|-----------|
| 1½" | 6" | 23" - 24" |

**⚠** Varying from the dimensions provided above may severely affect the speed and performance of the gate operator.

# GATE OPERATOR INSTALLATION

## Mounting the Gate Operator

**⚠ Caution:** If the supplied Arm Pivot Bracket is not attached to a frame member that runs the full length of the gate, the gate operator may damage the gate. **DO NOT** attach the bracket to just a few pickets.

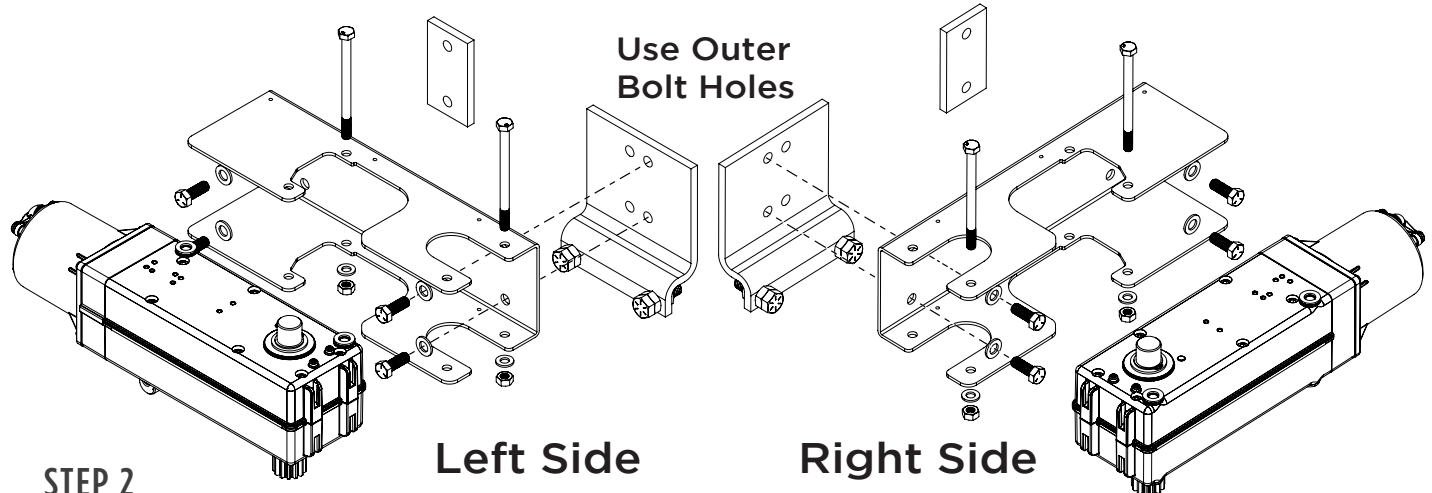


### STEP 1

#### Chassis Installation:

- Remove the operator from the Mounting Chassis
- Position or affix the Positive Stop Brackets behind the chassis as illustrated below.
- Position the Mounting Chassis and Positive Stop Brackets to the gate post according to pages 12 or 13.
- Ensure the chassis is level and secure in place.

**⚠ TIP:** Alternatively, the Positive Stop Brackets and Mounting Chassis may be welded.

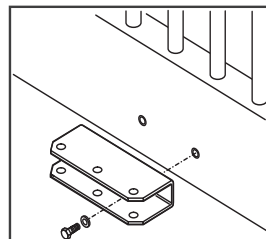
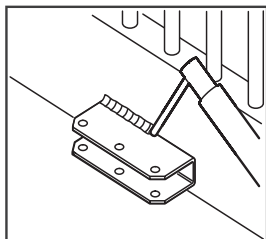
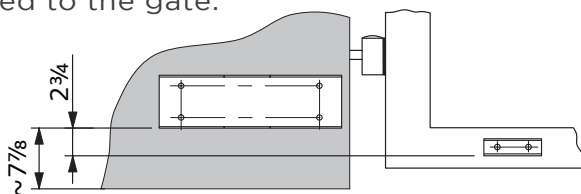


### STEP 2

#### Arm Pivot Bracket:

- Position the bracket according to the dimensions provided on pages 12 or 13.
- Ensure the bracket is level and secure in place to a gate frame member.

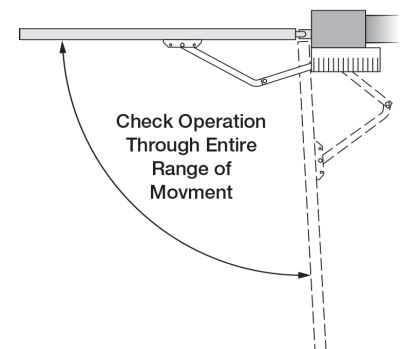
**⚠ TIP:** Alternatively, this bracket may be welded to the gate.



### STEP 3

#### Mount the Gate Operator:

- Remount the operator and connect the articulated arms.
- Manually Release the operator. Refer to page 7. Ensure the gate moves freely throughout its full range of motion.





# GATE OPERATOR INSTALLATION

## Limits Setup

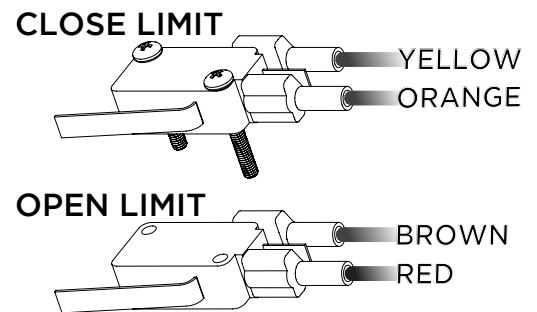
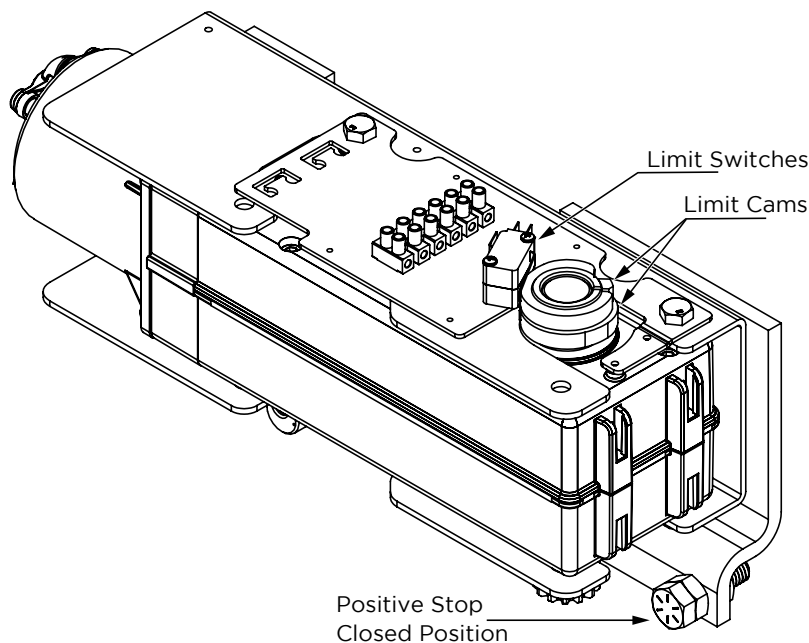
### STEP 1

#### Position the Limit Cams:

1. Position the gate to either the open or closed limit position.
2. Rotate the corresponding Limit Cam until the Limit Switch is engaged. The Limit Switch will “click” when engaged.

**⚠ TECHNICAL TIP:** The Limit Cam can be rotated by hand with limited resistance and does not need to be tightened further.

3. Repeat step 1 for the opposite limit position.
4. Complete the electrical installation on the following pages.
5. Run the operator 2 full cycles without interruption to determine if further limit adjustments are required.

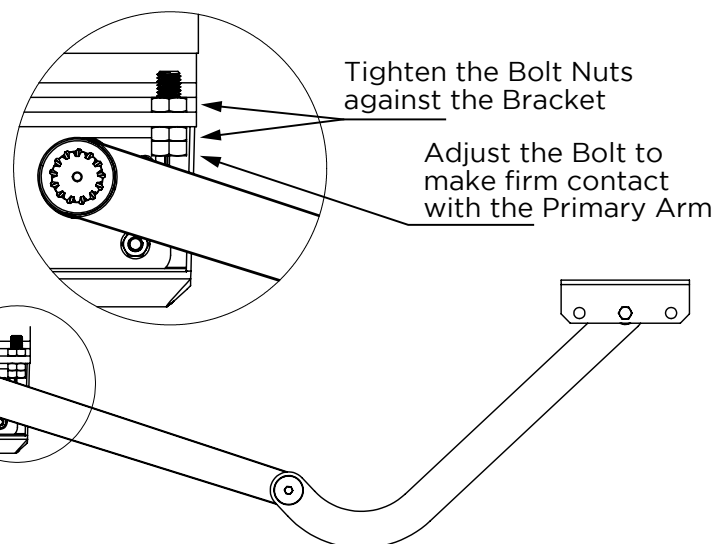


### STEP 2

#### Adjust the Positive Stop

1. Run the gate to the Closed Limit position and adjust the Positive Stop Bolt to securely contact the Primary Arm. Tighten the securing nuts to the Bracket.

**⚠ TECHNICAL TIP:** The Positive Stop is designed to precisely align the gate(s) closed. You may remove the Positive Stop that corresponds to the Open Limit position.



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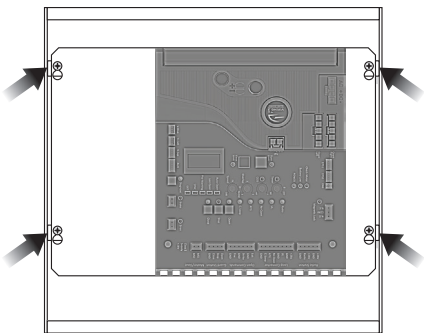
# ECU BOX INSTALLATION

## Mounting the ECU Box

**⚠ WARNING:** If the control box is not mounted properly it may fall, causing damage and/or injury. The Electronic Control Unit (ECU) weight is approximately 40 lbs. Be sure that the substrate being mounted to and the fasteners being used are appropriate to support the weight of the control box.

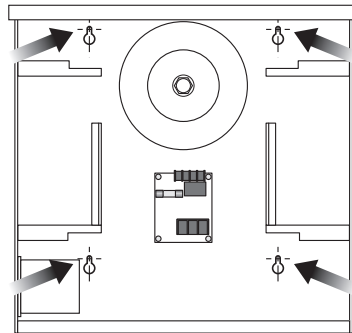
### STEP 1

Disconnect the Siren, Stop Button and EMI Harness from the Control Board. Remove the Control Board Mounting Plate. The plate is held in the box by four screws.



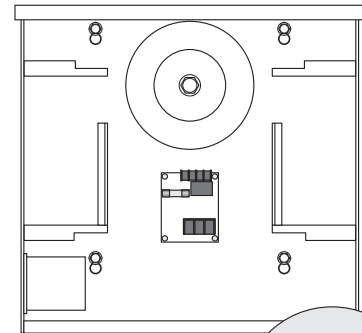
### STEP 2

Position the ECU Box in the desired place and mark the mounting holes. Prepare the holes to receive the anchors/fasteners. NOTE: Anchors are Not Supplied.



### STEP 3

Position the ECU Box and secure it to the mounting surface using the Sealed Washers provided (rubber side of the washers against the inside of the control box).



Mounting Fastener  
(Customer Supplied)

Sealed Washer  
(Supplied with Unit)

Control Box  
Mounting Surface

# ELECTRICAL INSTALLATION

## High Voltage Supply Option

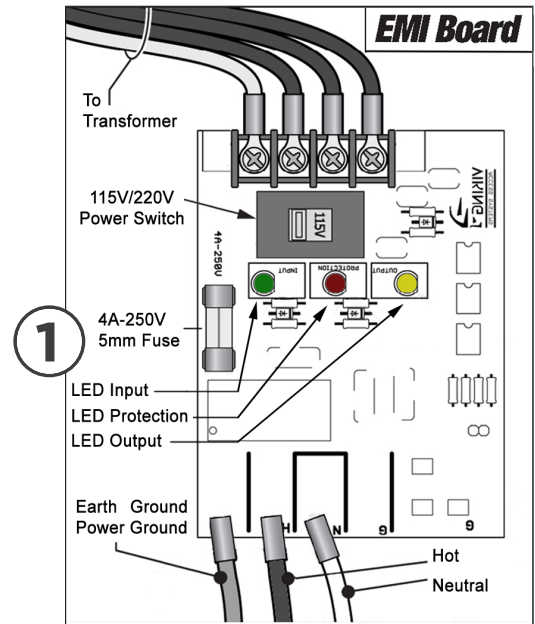
**⚠ Caution:** Always turn off power breakers when working with high voltage. DO NOT connect the “Power Harness” to the Control Board until the electrical installation is complete and ready for verification.

### STEP 1

**⚠ WARNING: SINGLE PHASE AC ONLY**

#### At the “EMI Board”:

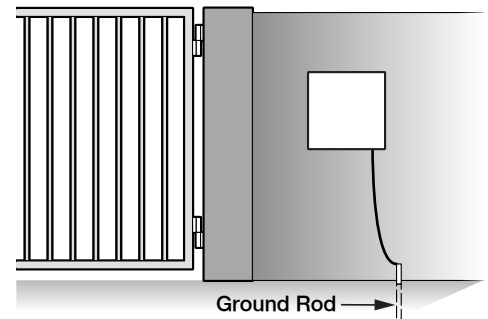
- Set the “Voltage Selector” according to the supply voltage (115V or 230V).
- Connect the incoming power wires to the terminals as shown in the illustration.
- Ground the ECU cabinet according to local code or guidelines.
- Turn on the main facility breaker and verify that all three (3) Status LEDs are illuminated on the EMI Board.



### Tips for proper ground installation:

To minimize the effects caused by lightning, follow these guidelines:

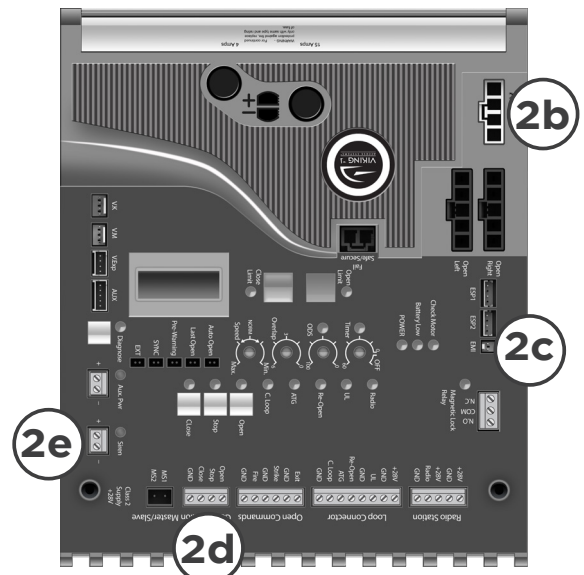
- Use a ground rod to provide a ground reference.
- Consult your city code and be aware of underground services in the site of the gate operator to prevent inconveniences.
- Always use a single bonding point for grounding.
- All ground wires must be as short and as thick as possible.
- Prevent unnecessary turns or loops in all ground wires.



### STEP 2

#### At the Control Board:

- Reinstall the Control Board Mounting Plate with the control board(s).
- Connect the Power Harness and verify the “POWER” LED is illuminated solid.
- Reconnect the EMI Harness.
- Reconnect the Stop Button Harness
- Reconnect the Siren Harness



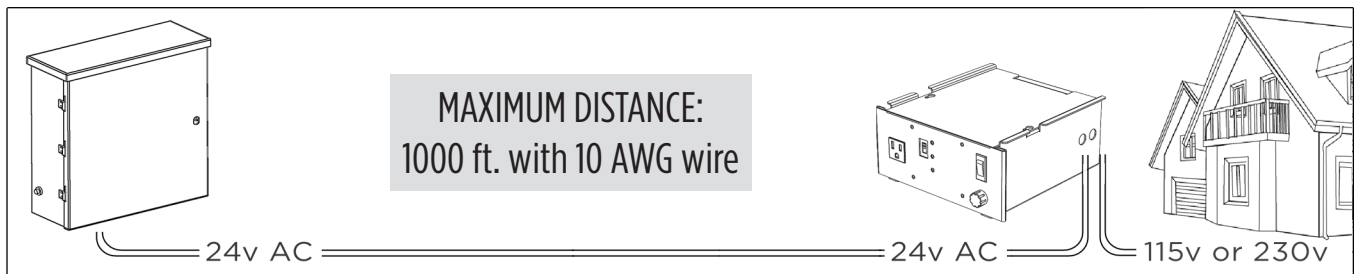
# ELECTRICAL INSTALLATION

## Low Voltage Supply Option

**TIP:** As an alternative to high voltage, the operator can be powered by 24VAC. It is recommended to use Vikings Modular Power Box (**part # VNXMPB**) as the source.

**⚠ Caution:** Always turn off power breakers when working with high voltage. **DO NOT** connect the “Power Harness” to the Control Board until the electrical installation is complete and ready for verification.

Install the “Modular Power Box” at the nearest high voltage source (115V or 230V single phase) and connect to the controller’s Power Harness. Follow local codes or guidelines.

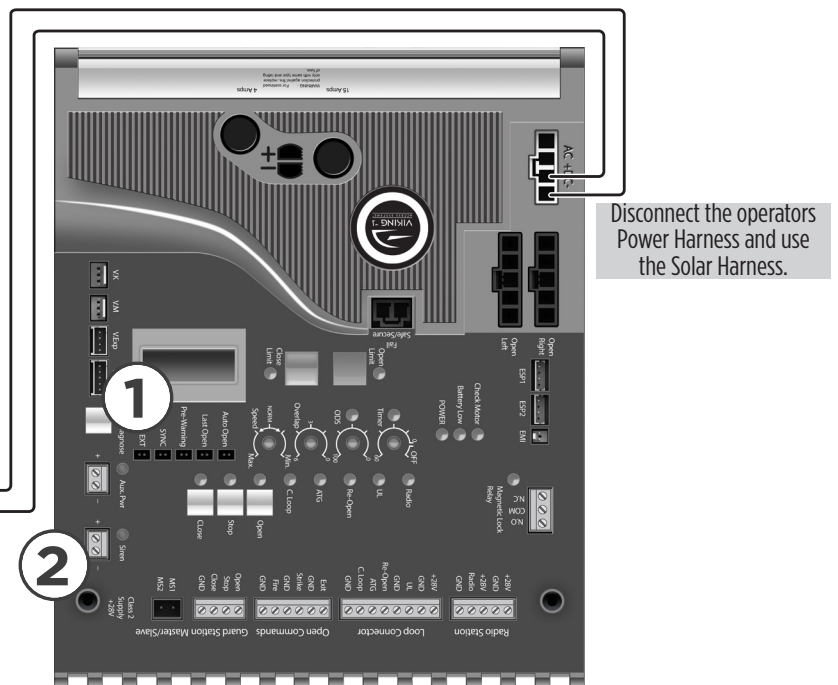
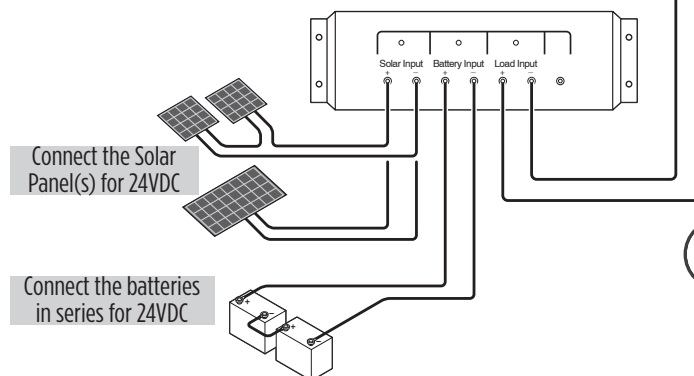


## Solar Supply Option

Vikings Solar Package (**part # VA-SOCHP**) is an efficient and effective solution to powering the operator with solar energy. (Page 48 for package details)

**⚠ IMPORTANT:** See Appendix C

1. Turn ON “SOLAR MODE” from the LCD Display. (Page 42)
2. Use the “Aux. Pwr” terminals to provide power for all safety devices used for Center, Re-Open and UL inputs.



**⚠** The number of cycles achieved daily is dependent on many factors, including local solar radiation data and power consumption of the motor and accessories. It is very important that you consider this when using solar power.

# ELECTRICAL INSTALLATION

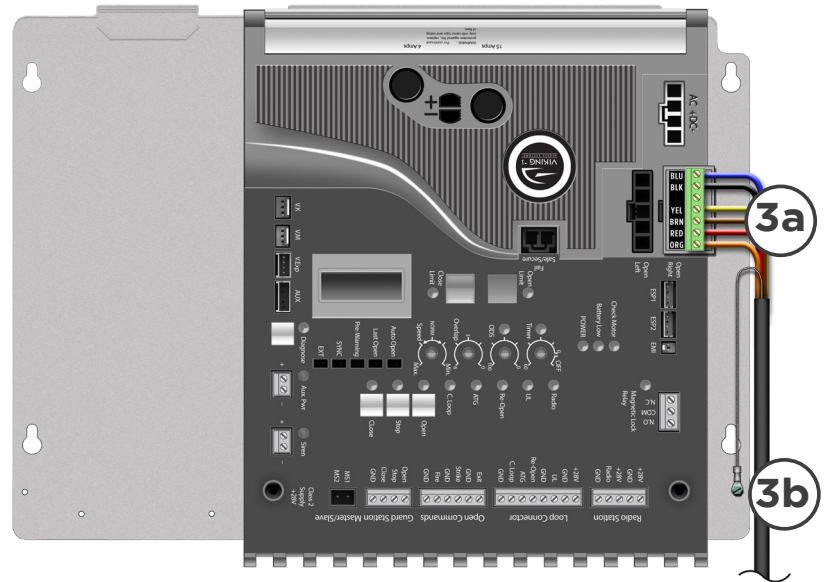
## Motor Cable - Primary (Single)

**NOTE:** The Single Electronic Control Unit is equipped to operate a single gate motor only, and does not include a Secondary Module. The steps described on page 21 do not apply for this type of application.

### STEP 3

#### Primary Motor:

- Connect motor cable to the Motor Connector at the Primary Control Board as illustrated, according to the printed color code.
- Attach the grounding wire, non insulated, to the Board Mounting Plate using the screw provided.

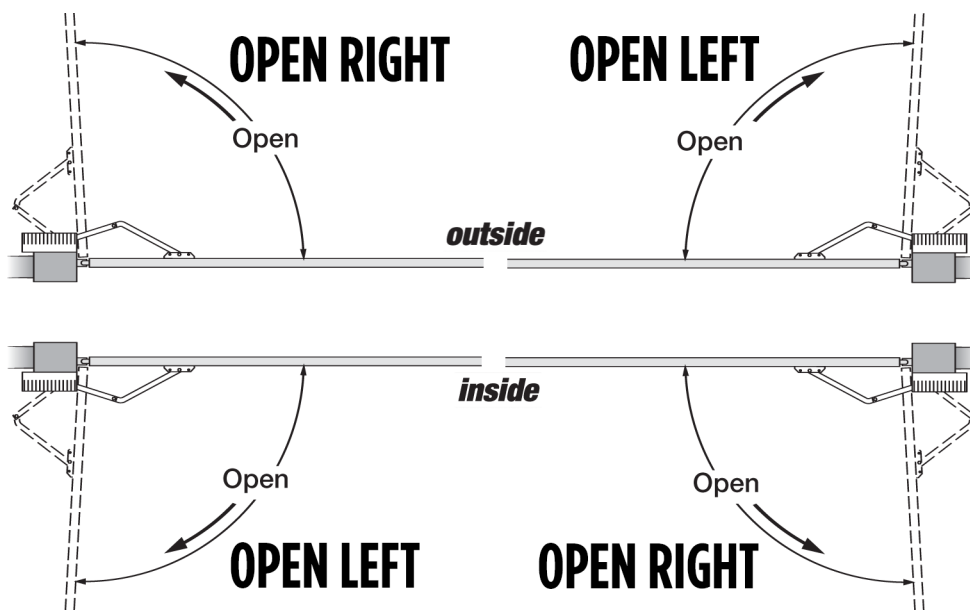


### STEP 4

#### Primary Open Left or Open Right:

Place the terminal block in the proper location for the gate opening direction.

- “OPEN RIGHT” Connector if the gate opens **Inside to the Right** or **Outside to the Left**.
- “OPEN LEFT” Connector if the gate opens **Inside to the Left** or **Outside to the Right**.





# ELECTRICAL INSTALLATION

## Motor Cable - Secondary (Dual)

**NOTE:** The Primary/Secondary, or Dual, Electronic Control Unit is equipped with both the VFlex Control Board (Primary) and a Secondary Module, both are required to operate two gate motors in tandem.

### STEP 5

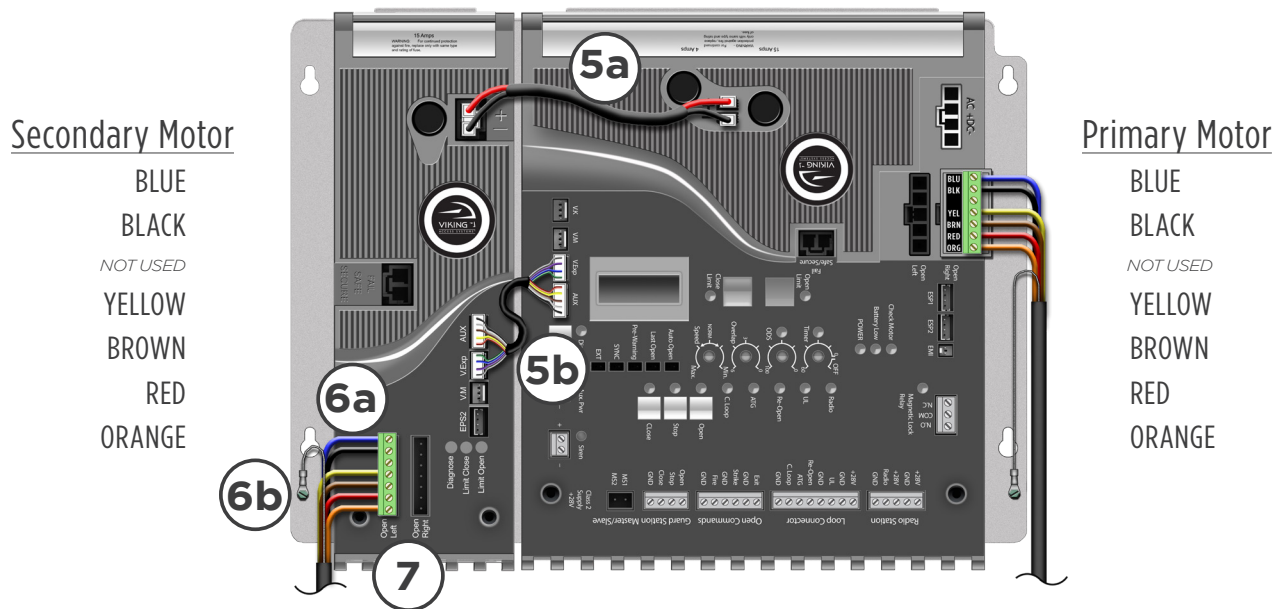
#### Secondary to Primary Connections:

- Ensure that the Secondary Power Harness is connected as illustrated. Polarity is important! **Red to “+”**  
**Black to “-”**
- Ensure that the Primary/Secondary Communication Cable is connected as illustrated.

### STEP 6

#### Secondary Motor:

- Connect motor cable to the terminal block at the Secondary Module as illustrated, according to the color code provided.
- Attach the grounding wire (non insulated) to the Board Mounting Plate using the screw provided.



Secondary Motor

- BLUE
- BLACK
- NOT USED
- YELLOW
- BROWN
- RED
- ORANGE

Primary Motor

- BLUE
- BLACK
- NOT USED
- YELLOW
- BROWN
- RED
- ORANGE

### STEP 7

**Secondary Open Left or Open Right:** Refer to the illustration on page 20.

Place the terminal block in the proper location for the gate opening direction.

- “OPEN RIGHT” Connector if the gate opens **Inside to the Right** or **Outside to the Left**.
- “OPEN LEFT” Connector if the gate opens **Inside to the Left** or **Outside to the Right**.

# ELECTRICAL INSTALLATION

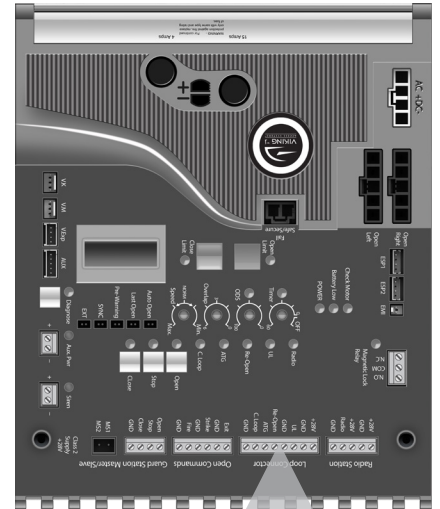
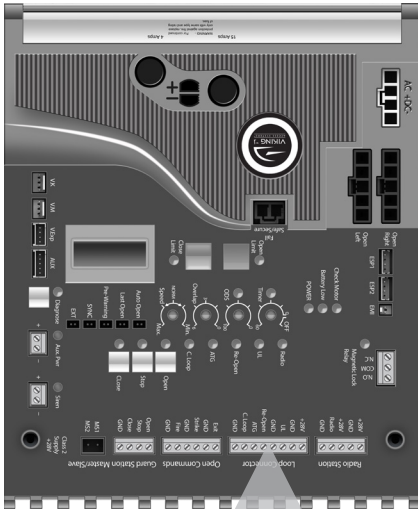
## MONITORED UL SENSOR CONNECTIONS

### UL (Monitored Input Terminal)

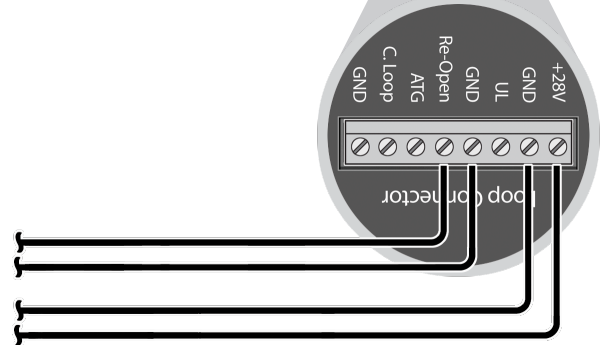
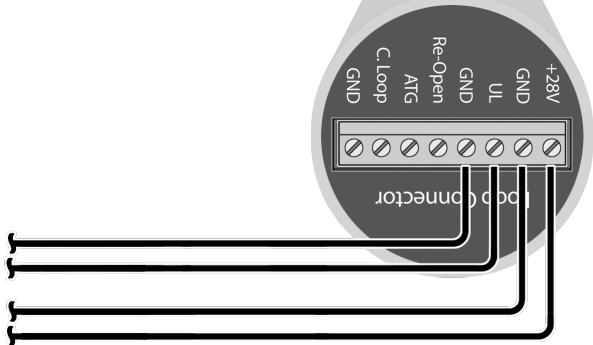
The “UL” input terminal protects against entrapment in both the opening and closing directions. Input will reverse the gate momentarily in the opposite direction it was traveling when a connected device it triggered. Pages 6-7.

### Re-Open (Monitored Input Terminal)

The “Re-Open” input terminal protects against entrapment in the closing direction ONLY. Input will reverse the gate all the way to the Open Limit when a connected device it triggered. Pages 6-7.



**NOTE:** The “Stop” LED will be flashing if there is a failure with at least one monitored entrapment sensor and the gate operator will be rendered inoperable.



### Check for proper operation:

When a connected device is triggered, the “UL” LED will illuminate and, if more than one Monitored device connected, the “Stop” LED will flash rapidly to indicate an input.

⚠ If more than one Monitored device is connected to this terminal, the “UL” LED will be illuminated. This alone is inconsequential.

### Check for proper operation:

When a connected device is triggered, the “Re-Open” LED will illuminate and, if more than one Monitored device connected, the “Stop” LED will flash rapidly to indicate an input.

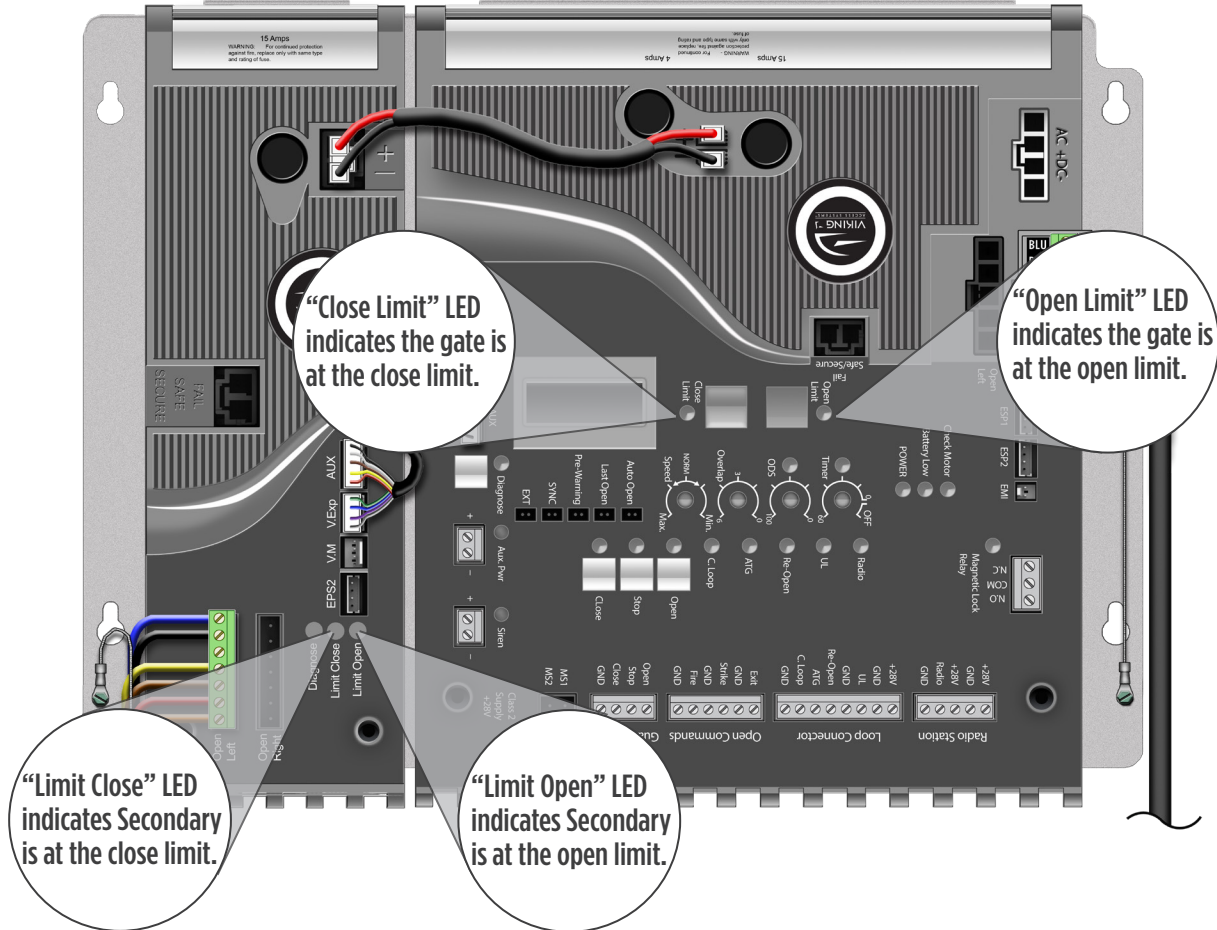
⚠ If more than one Monitored device is connected to this terminal, the “Re-Open” LED will be illuminated. This alone is inconsequential.

⚠ **TECHNICAL TIP:** For more information regarding accessory connections to the control board and individual input terminal functions, refer to pages 28-29.

# LIMIT INDICATIONS

**⚠ IMPORTANT:** The gate operator uses positive stop limits. Therefore, the limits cannot be set electronically by this controller. The Limit Buttons on the control board have been rendered inactive by the controller. Refer to page 18 for specific instructions on how to set the limits for this gate operator..

**⚠ TECHNICAL TIP:** The Limit LEDs will illuminate solid when this operator reaches its corresponding limit. If both Limit LEDs are illuminated at the same time, this indicates that there is a problem with the limit switches or wiring.



# CONTROL BOARD SETUP

## Initial Settings

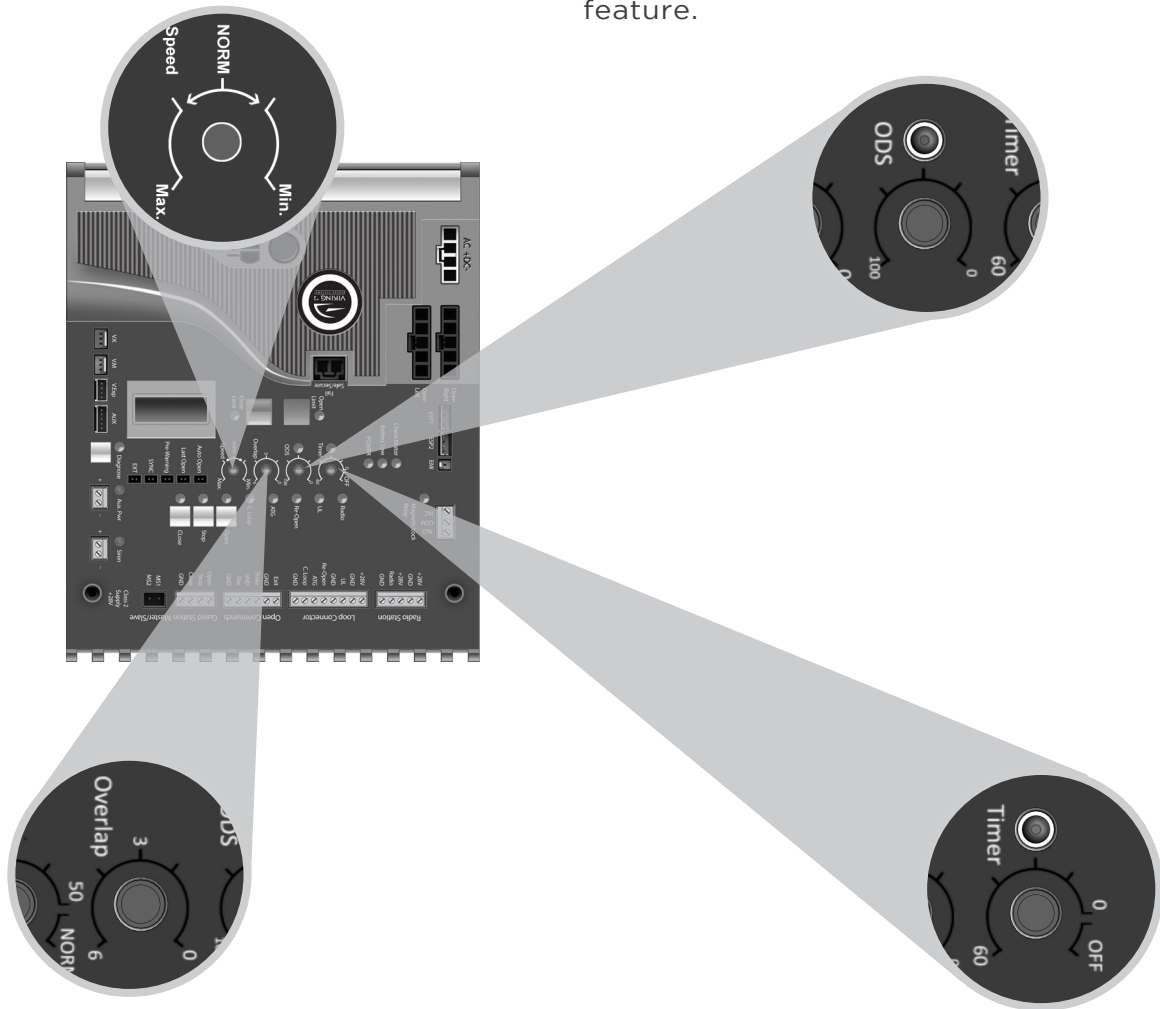
### “Speed” Motor Speed

Increases or decreases the speed of gate travel.

### “ODS” Obstruction Detection Sensor

Sets the amount of force required to trip the inherent obstruction sensor.

See page 26 for more details about this feature.



### “Overlap” Overlap Delay

Delays the gate from opening for the selected amount of time from 1-6 seconds.

**⚠** For Primary/Secondary or dual applications, the Primary will delay to open and the Secondary will delay to close.

### “Timer” Hold Open Timer

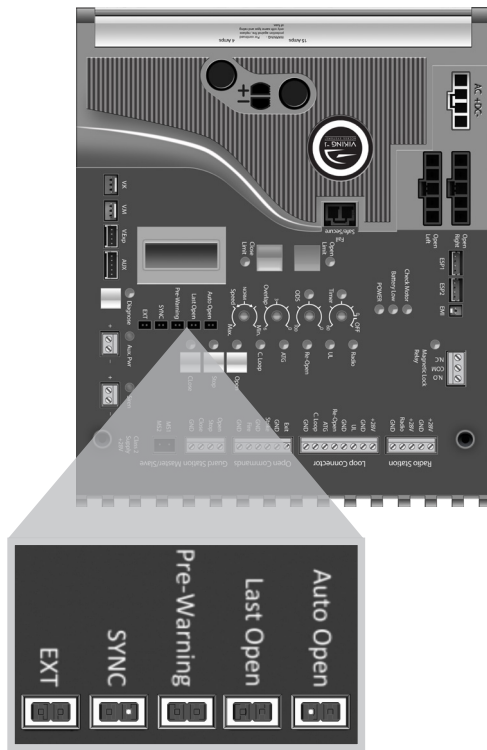
Automatically closes the gate after the selected amount of time from 1-60 seconds.

Turning the dial between “0” and “OFF” will disable this feature, requiring a close command to close the gate.

# CONTROL BOARD SETUP

## Initial Settings

**NOTE:** Installing a shunt, or jumper, on the pins will activate the feature.



### “Auto Open” - Power Failure Option

Opens the gate automatically during power failure. Resumes normal operation when power is restored.

⚠ Disabled when “Solar Mode” is ON.

### “Last Open” - Power Failure Option

Opens the gate automatically when the battery backup voltage is critically low.

“Pre-Warning” Initiates two options for an audio or visual warning 3 seconds prior to gate motion and will continue:

**1. Until gate reaches closed limit:**

“Magnetic Lock” terminals provide a contact between “COM” and “N.O.”.

**2. While gate is moving:**

“AUX. PWR” terminals provide 24VDC.

“Sync” Used only in conjunction with Barrier Arm Operators. Activating this feature allows for synchronized operation with Barrier Arm Operators. See page 35.

“EXT” Available for future developments.

# CONTROL BOARD SETUP

## Obstruction Detection Sensor (ODS)

**⚠ IMPORTANT:** The appropriate “ODS” setting is dependant upon the gate installation and construction. Set this feature accordingly. Additional Safety equipment should be used to reduce possible risk of injury or vehicle damage.

### “ODS” Obstruction Detection Sensor

The Obstruction Sensor detects obstructions in the path of the traveling gate. The dial sets the amount of force required to activate the operators inherent obstruction detection.

Setting the dial to “0” will require the least amount of force to activate;

Setting the dial to “100” will require the maximum amount of force to activate.

**UL325 standard requires** an audio alarm to go off after two consecutive entrapment events sensed by the Inherent Entrapment Protection of the Gate Operator.

The audio alarm will sound for a period of 5 minutes or until a Stop command or the “Alarm Reset” switch has been actuated. (refer to page 8)

### When the Obstruction Sensor detects an obstruction it will:

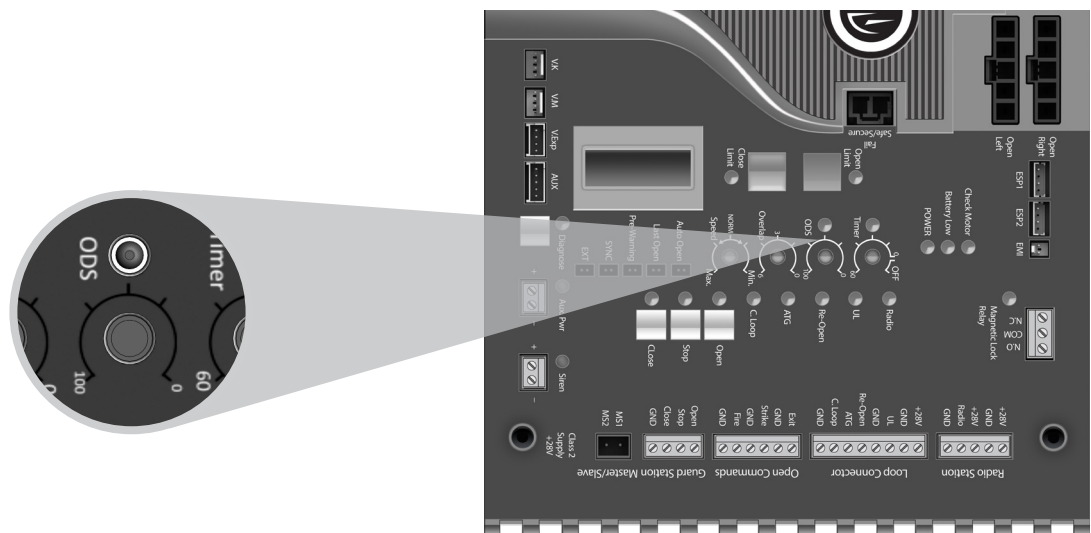
1. Stop the gate’s movement and reverse it momentarily.
2. Bring the gate to a resting position.
3. Disable the Hold Open Timer feature until the Gate Operator receives a new command.

### If second obstruction is detected before the gate reaches either limit it will:

1. Stop the gate’s movement.
2. Disable the Gate Operator.
3. Sound the UL Alarm
4. A STOP command must be provided to disable the alarm and continue operation.

**⚠ TECHNICAL TIP:** The Status LED for the “ODS” will indicate the following when it has been triggered.

- A. Solid:** Obstruction.  
Detected a sudden or abrupt increase in gate resistance.
- B. Flashing:** Overload.  
Detected a more subtle, but sustained increase in gate resistance.





# CONTROL BOARD SETUP

## Viking Heater

The operator has an integrated heater. Activate this feature when the operator is used in application temperatures down to -20°F (-29°C).

 Disabled when “Solar Mode” is ON.

### To set the heater to turn on at the Close Limit:

1. Use the “Diagnose” button to scroll through the LCD Display to “HEATER CLS”
2. Press and hold the “Stop” button on the control board.
3. Press and release the “Diagnose” button to turn this feature ON and OFF.

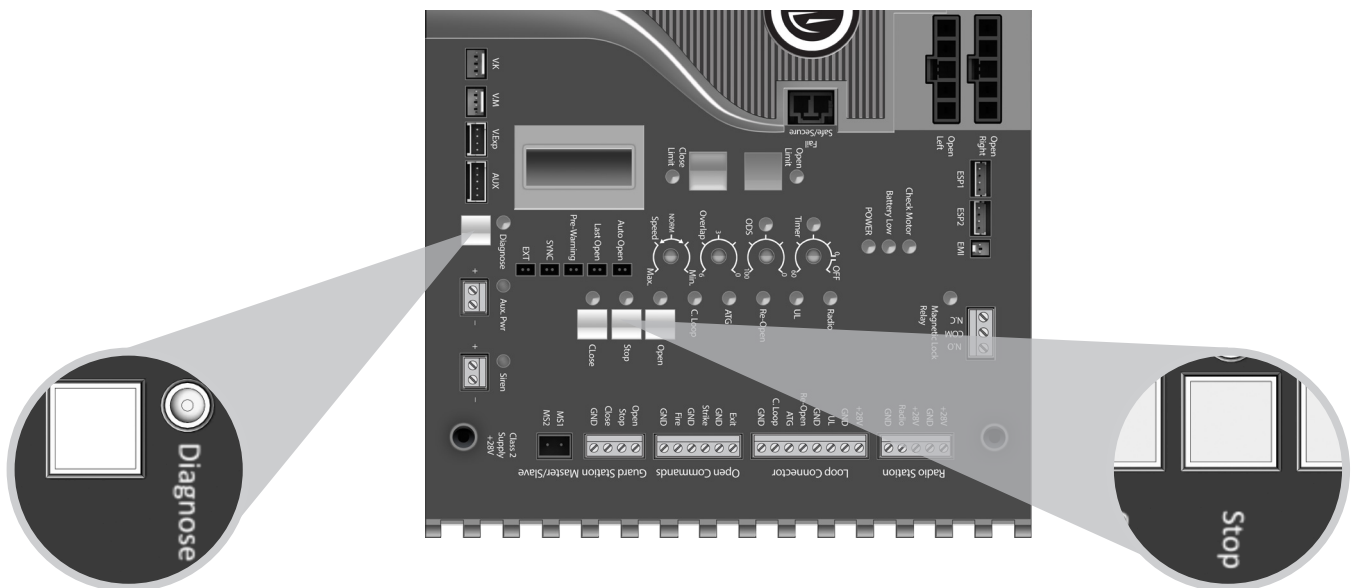


### To set the heater to turn on at the Open Limit:

1. Use the “Diagnose” button to scroll through the LCD Display to “HEATER OPN”
2. Perform steps 2-3 as described above.



**NOTE:** If the application requires the gate to be held open for any reason, set the HEATER ON for both limit positions.

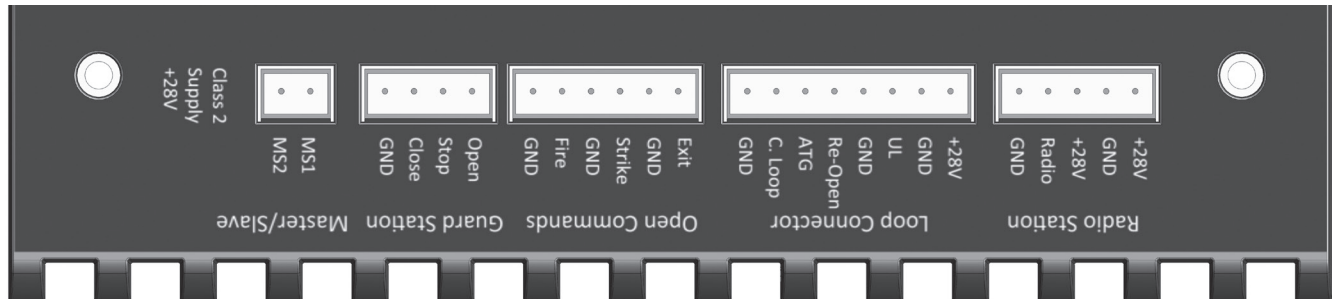


# ACCESSORY CONNECTIONS

## Access Control Connections

### Power Connections

The control board provides a 24VDC output to power external devices and controls.



“C” = Common  
 “N.O.” = Normally Open

### Terminals Connections and Input Functions:

| Viking Terminal                   | Function                                   | Device Terminal   |
|-----------------------------------|--|---|
| “+28V”                            | DC Positive                                | “+”   |
| “GND”                             | DC Negative                                | “-”   |
| “GND”                             | Relay Common                               | “C”   |
| “Radio”                           |  | “N.O.”  |
|                                   | If “Timer” OFF:<br>If “Timer” ON:          | Open - Stop - Close<br>Open / Reopen if closing                       |
| “UL”                              | (see pages 6-7 & 22)                       | “N.O.”  |
|                                   | If stopped:<br>If traveling:               | Prevents the gate from moving<br>Stops then reverses gate momentarily |
| “Re-Open”                         | (see pages 6-7 & 22)                       | “N.O.”  |
|                                   | If stopped:<br>If closing:                 | No function<br>Stops then Opens gate                                  |
| “ATG” Anti-Tailgate               |  | “N.O.”  |
|                                   | Input is received:<br>Input is released:   | Stops gate if closing<br>Closes gate to prevent tailgating            |
| “C. Loop”                         |  | “N.O.”  |
|                                   | If not at open limit:<br>If at open limit: | No function<br>Prevents gate from Closing                             |
| “Open”, “Exit”, “Fire” & “Strike” |  | “N.O.”  |
|                                   | If stopped:<br>If closing:                 | Opens gate<br>Stops then Opens gate                                   |
| “Stop”                            |  | “N.O.”  |
|                                   | If traveling:                              | Stops gate  |
| “Close”                           |  | “N.O.”  |
|                                   | If stopped:<br>If traveling:               | Closes gate<br>No function  |

**⚠ TECHNICAL TIP:** Each input Terminal (i.e. Radio, Exit, Re-Open, UL) has a corresponding Status LED that when illuminated indicates an input is currently being provided to the terminal and the gate is responding accordingly. (See pages 36-37 LED References)

# ACCESSORY CONNECTIONS

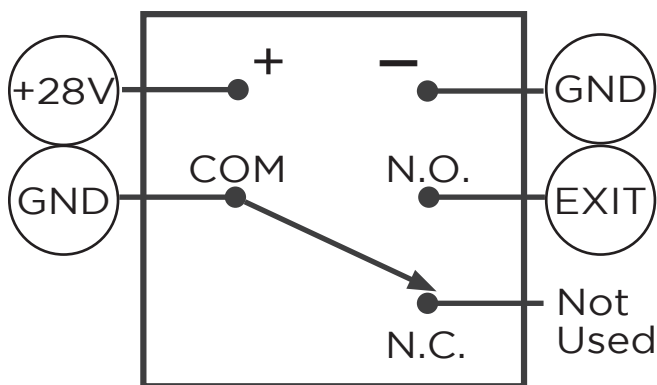
## Access Control Connections

### Relays In General

In regards to the Viking control board, all external safety devices and access controls contain, and are, simple relays that provide an input to the Viking control board when the device is activated.

When these devices are activated, their internal relays create a contact, or short, between the “C” and “N.O.” terminals. This contact is what provides the command to the Viking control board.

**⚠ TECHNICAL TIP:** Viking uses the Normally Open “N.O.” contact from the device, excluding “fail-safe” type photo beams. In such instances, the Normally Closed “N.C.” will be used instead.



### Glossary of Terms

- 1. Terminal:** Wire Connections.
- 2. Input Terminal:** On the Viking control board, the terminal which is labeled for a specific command (Re-Open, Exit, Radio, etc.). The N.O. contact from the access control device is to be connected to the Input Terminal.
- 3. Terminal Block:** On the Viking control board, a removable block containing multiple terminals.
- 4. Relay:** The component of an access control or safety device that provides an input or command to the Viking control board.
- 5. “C” Relay Common Terminal:** This is the relay terminal that makes contact (a short) to the N.O. terminal when the device is activated. *Always wire this relay terminal to any “GND” terminal at the control board.*
- 6. “N.O.” Relay Normally Open Terminal:** The relay terminal that has an open contact to “C” while the relay is not activated, and a closed contact when the relay is activated. *Almost always wire this relay terminal to an “Input Terminal” at the control board,*
- 7. “N.C.” Relay Normally Closed Terminal:** The relay terminal that has a closed contact to “C” while the relay is not activated, and an open contact when the relay is activated. *This terminal is rarely used.*
- 8. Relay Coil:** Contains the terminals that provide power at the relay.
- 9. “+” Relay Positive Terminal:** The positive power pole for the relay coil. *Always wire this relay terminal to any “+28V” terminal at the control board.*
- 10. “-” Relay Negative Terminal:** The negative power pole for the relay coil. *Always wire this relay terminal to any “GND” terminal at the control board.*

# ACCESSORY CONNECTIONS

## Radio Receiver

**NOTE:** The ECU is supplied with FA-XR2C Radio Receiver and (2) FA-XT4RC Transmitters.

### STEP 1

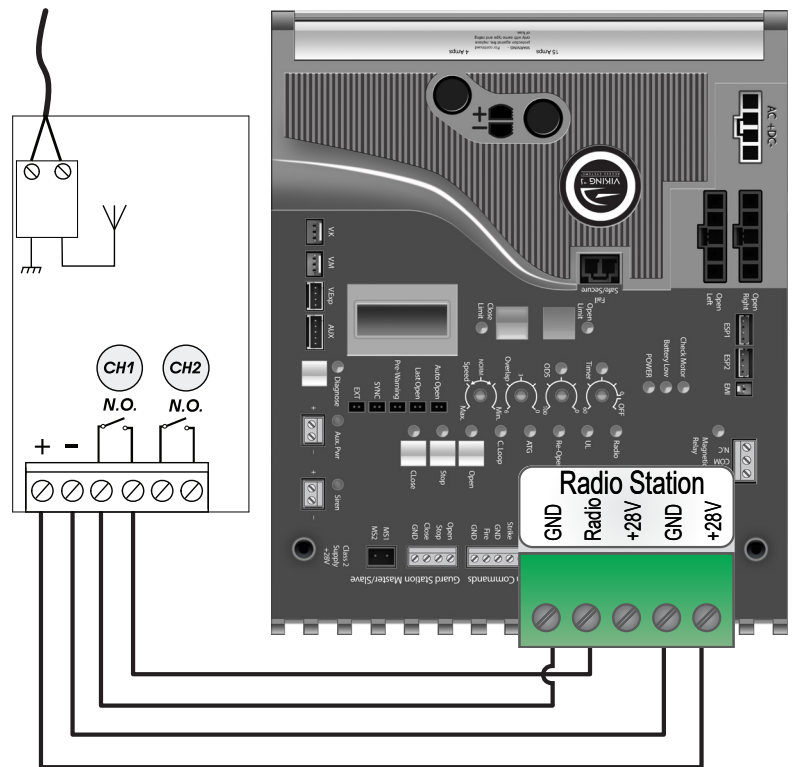
Wire the Radio Receiver as illustrated.

**⚠ TECHNICAL TIP:** The supplied Radio Receiver is IP44 rated for water resistance and can be mounted outside of the ECU Cabinet.

### STEP 2

Program the FA-XT4RC Radio Transmitters to the FA-XR2C Radio Receiver. Follow the instructions provided with the Transmitters.

| FAAC XR2 Terminals | Wiring Harness | “Radio Station” |
|--------------------|----------------|-----------------|
| +                  | RED            | +28V            |
| -                  | BLACK          | GND             |
| COM                | GREEN          | GND             |
| N.O.               | WHITE          | Radio           |



**⚠ TECHNICAL TIP:** The control board provides two modes of operation that a radio receiver can control the gate. For more information regarding accessory connections and terminal functions, refer to pages 28-29.

### 1. Open-Stop-Close

By having the radio receiver connected as illustrated and with the “Timer” OFF: This type of configuration is not recommended for commercial installations.

### 2. Open Only

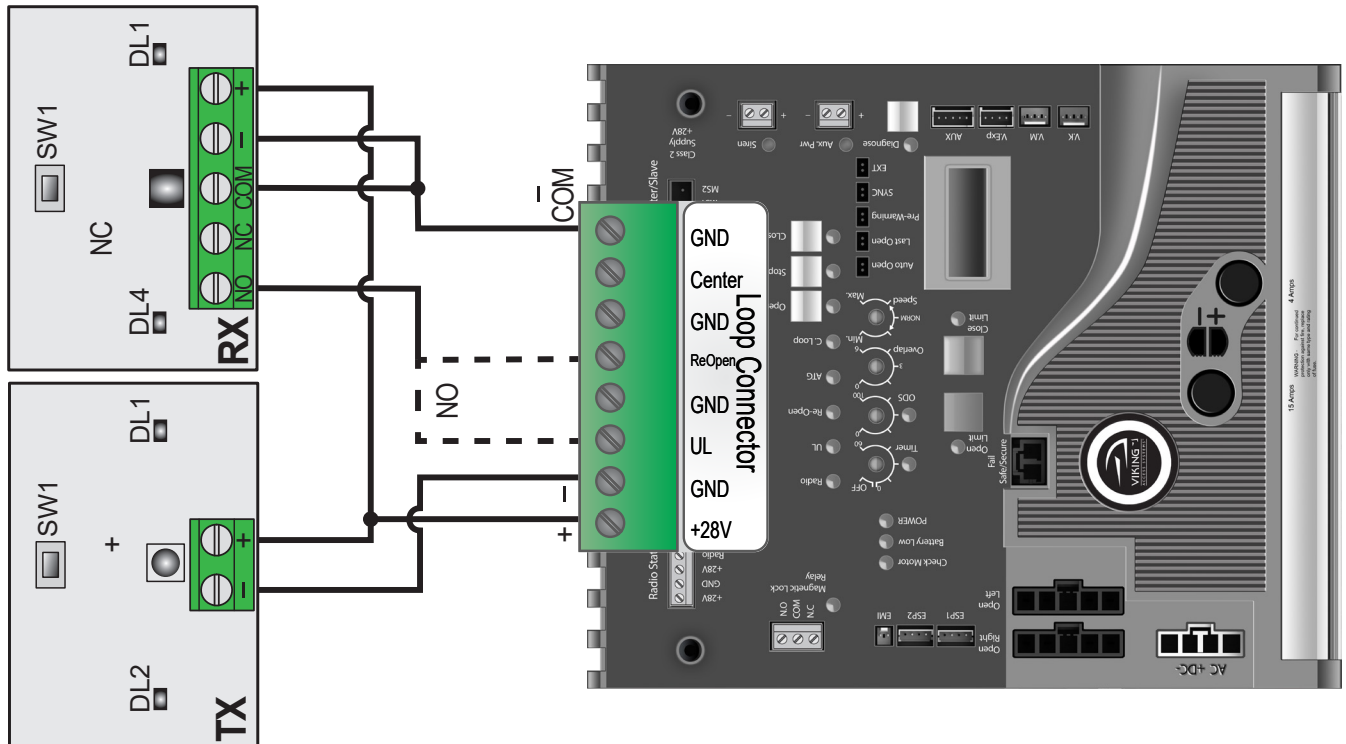
By having the radio receiver connected as illustrated and with the “Timer” ON.

# ACCESSORY CONNECTIONS

## Photocell

**NOTE:** The ECU is factory equipped with a FA-XP30-10K Photocell. Refer to pages 6-7 for UL325 requirements.

## FA-XP30-10K



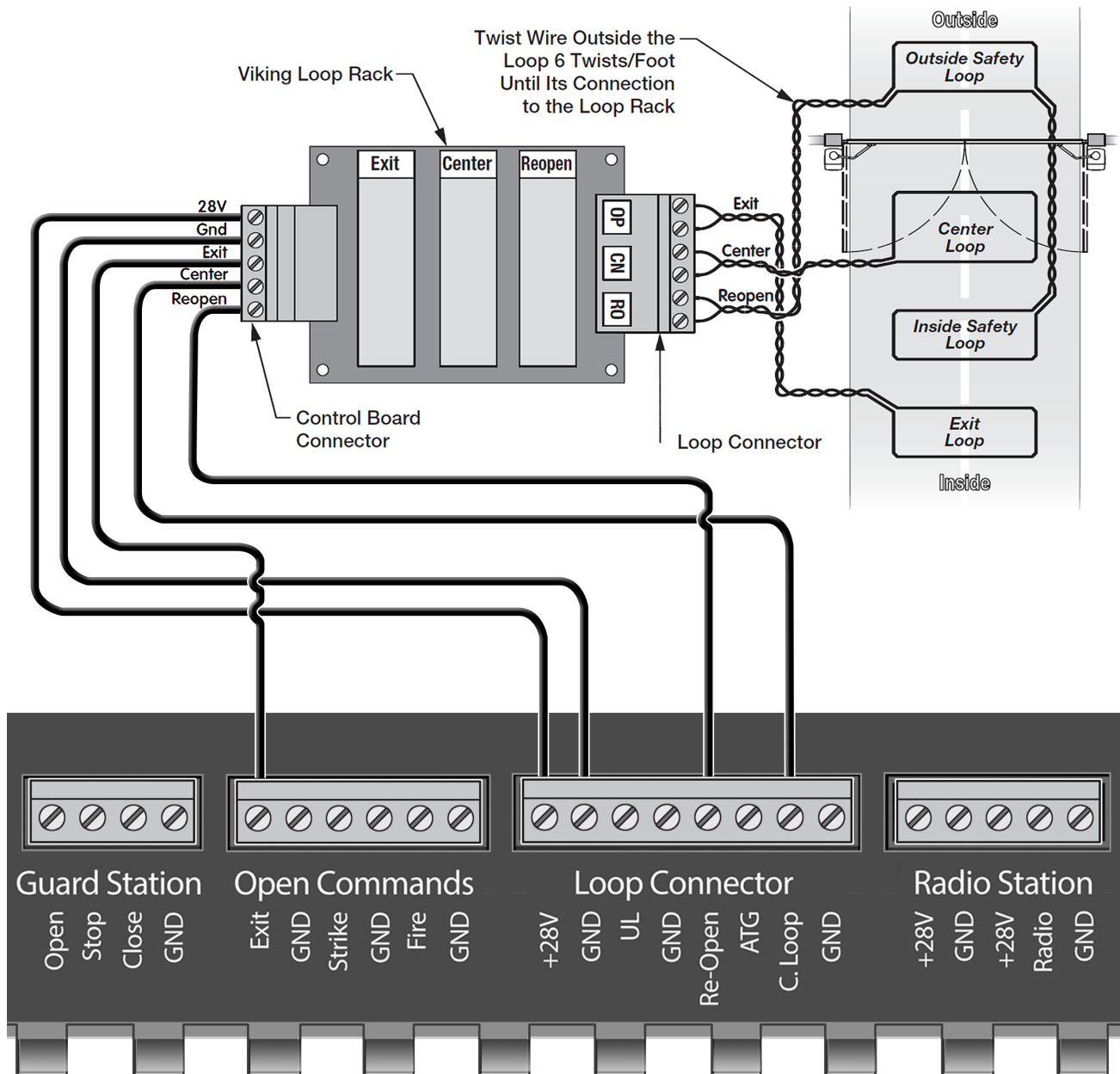
# ACCESSORY CONNECTIONS

## Viking Loop Rack

**TIP:** This operator may be equipped with a pre-wired **Loop Rack** that plug-in type loop detectors can be connected to. This provides a convenient alternative to the box type loop detectors that would need to be wired to the control board. Viking does not provide either type of loop detectors.

**Loop Rack: Part # VA-LR**

**Loop Rack Wiring Harness: Part # VA-LRH**



# ACCESSORY CONNECTIONS

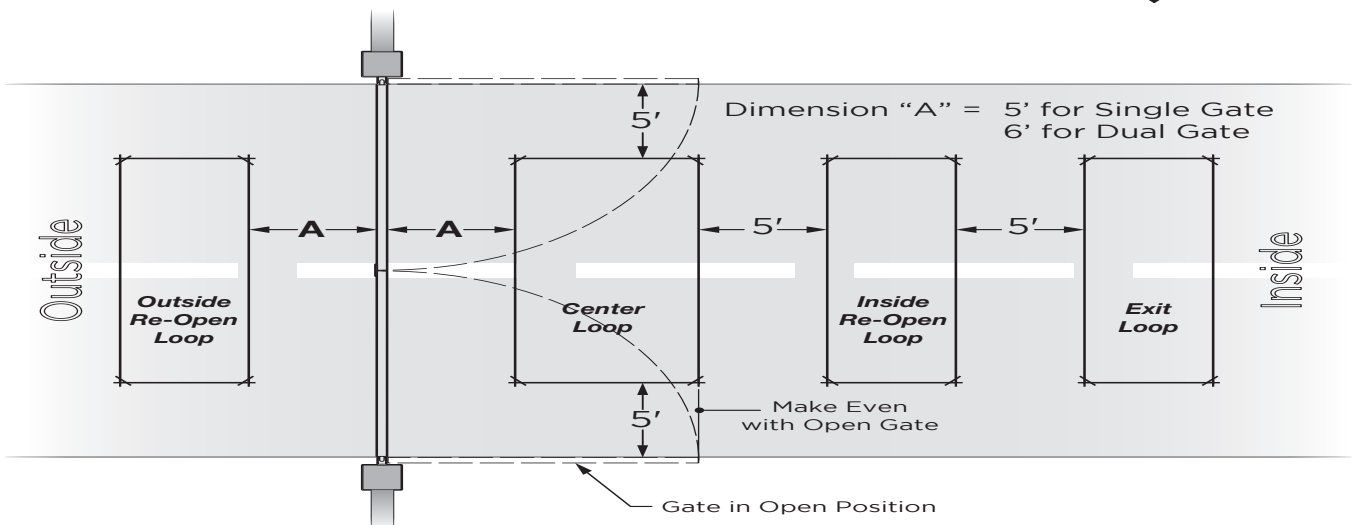
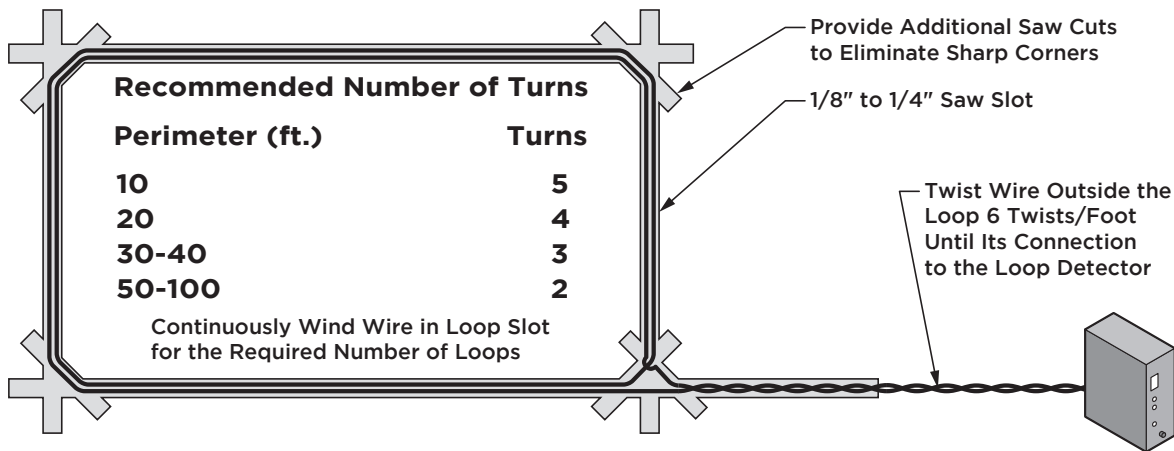
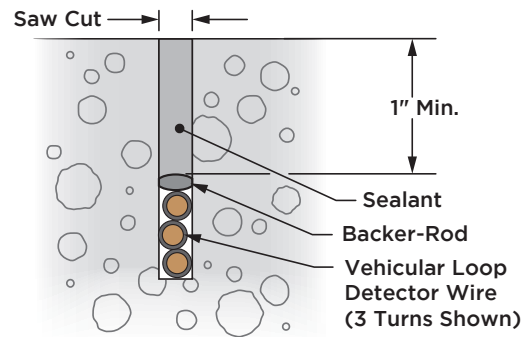
## Guidelines for Loop Installation

1. Prevent sharp corners in the geometry of the loop sensor.
2. Install the appropriate number of turns for your loop geometry based on the loop perimeter. Use the Table below as a guide.
3. Use XLP (cross-linked-polyethylene) type of wire. This wire reduces the effects of moisture and other environmental events in altering the functionality of the vehicular loop detector.
4. Twist the lead wire at least 6 turns per foot.
5. Use BACKER-ROD to minimize damage to the loop detector wire prior to using the sealant.
6. Place the loop detector wire and adjust the sensitivity of the vehicular loop detector unit as needed.

**⚠ IMPORTANT!** Some of the following parameters may affect the proper functionality of the vehicular loop detector.

**Consult the manufacturer of the vehicular loop detector and/or loop wire.**

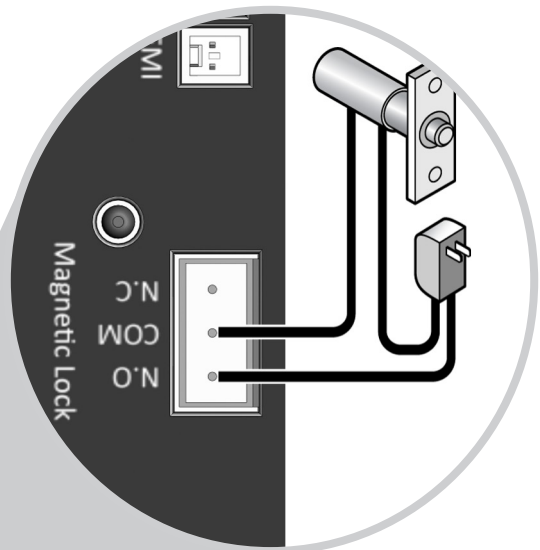
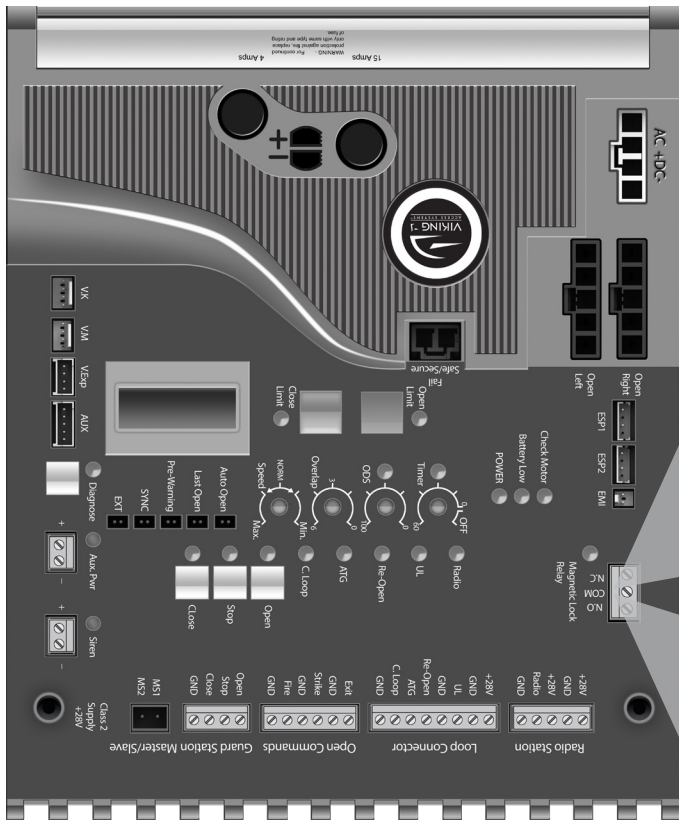
- Gate size
- Number of turns in the loop sensor wire
- Distance of the loop sensor wire to the gate at either at the open or close position



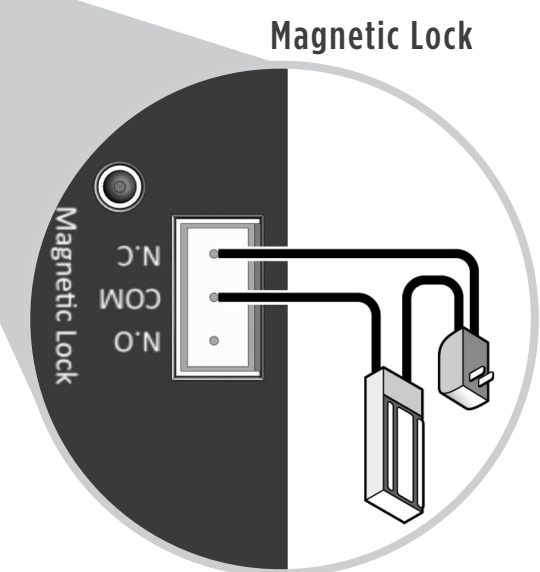


# ACCESSORY CONNECTIONS

## Magnetic Lock, Lock Solenoid



Lock Solenoid



Magnetic Lock

### Power for the Locks:

Do not use the 24VDC power supplied by the control board. A Class 2 external power supply or plug-in transformer, must be used for the magnetic lock or lock solenoid. This will prevent rapid drainage of the battery in the event of power failure.

The control boards "Magnetic Lock" relay is rated for 10A-250VAC.

**⚠ TECHNICAL TIP:** The Magnetic Lock Relay LED will indicate status of the on-board relay even if a lock is not connected to the control board. Refer to page 36.

# ACCESSORY CONNECTIONS

## Barrier Arm Synchronization

**NOTE:** The Control Board provides a convenient solution for applications that require synchronized operation with the Barrier Arm Operator.

This type of application opens and closes in the following pattern:

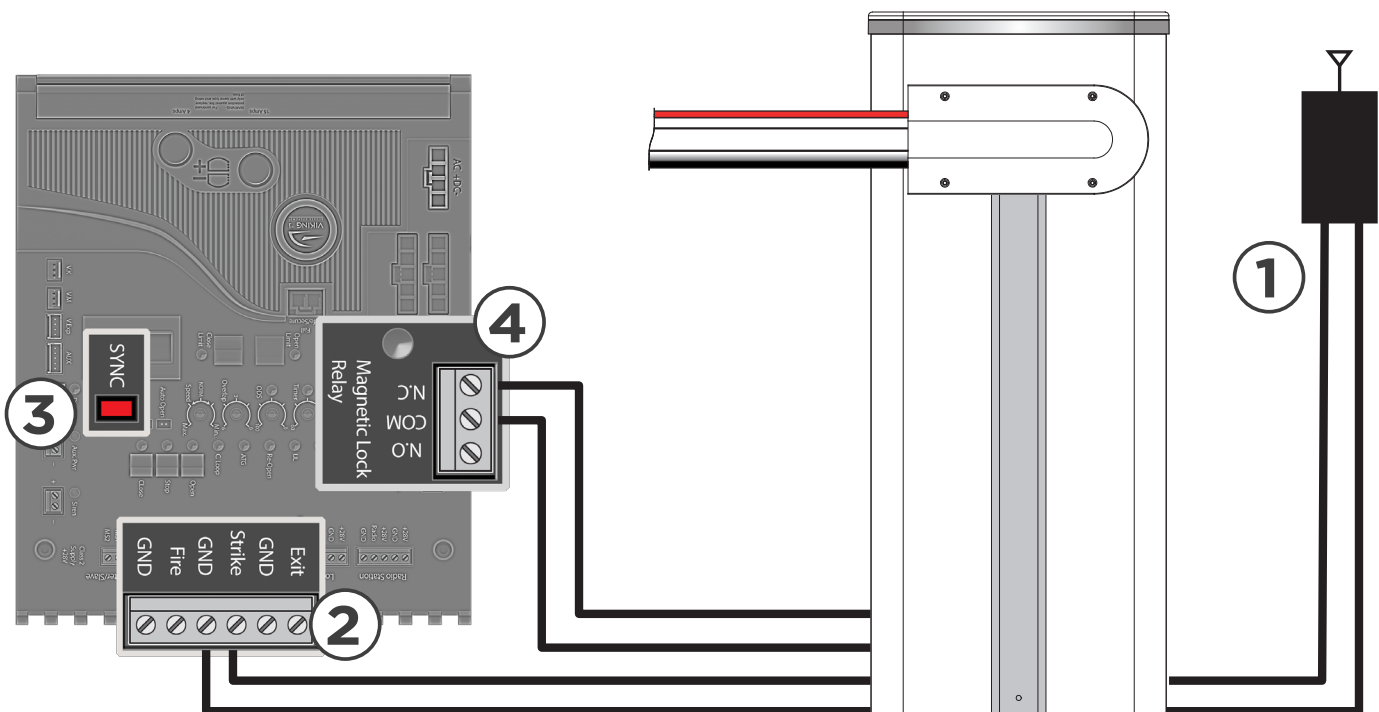
1. Open Command is provided only to the Barrier Arm operator.
2. The Barrier Arm will send an open input to the Viking gate operator; Barrier Arm will delay to open until the Viking gate operator reaches its Open Limit.
3. Barrier Arm will close first; the Viking gate operator will delay to close until the Barrier Arm reaches its Close Limit.

### STEP 1 (Figure A)

At the Barrier Arm operator, connect the device(s) that will be used as the primary OPEN input.

### STEP 2 (Figure A & B)

Connect the Barrier Arms' designated sync output terminals to the Strike input at the Viking gate operator.



### STEP 3

At the Viking gate operator, activate Sync Mode by placing a jumper on to the pin headers labeled "SYNC".

### STEP 4

Connect Magnetic Lock relay terminals ("COM" and "N.C.") to the Barrier Arms' designated sync input terminals.

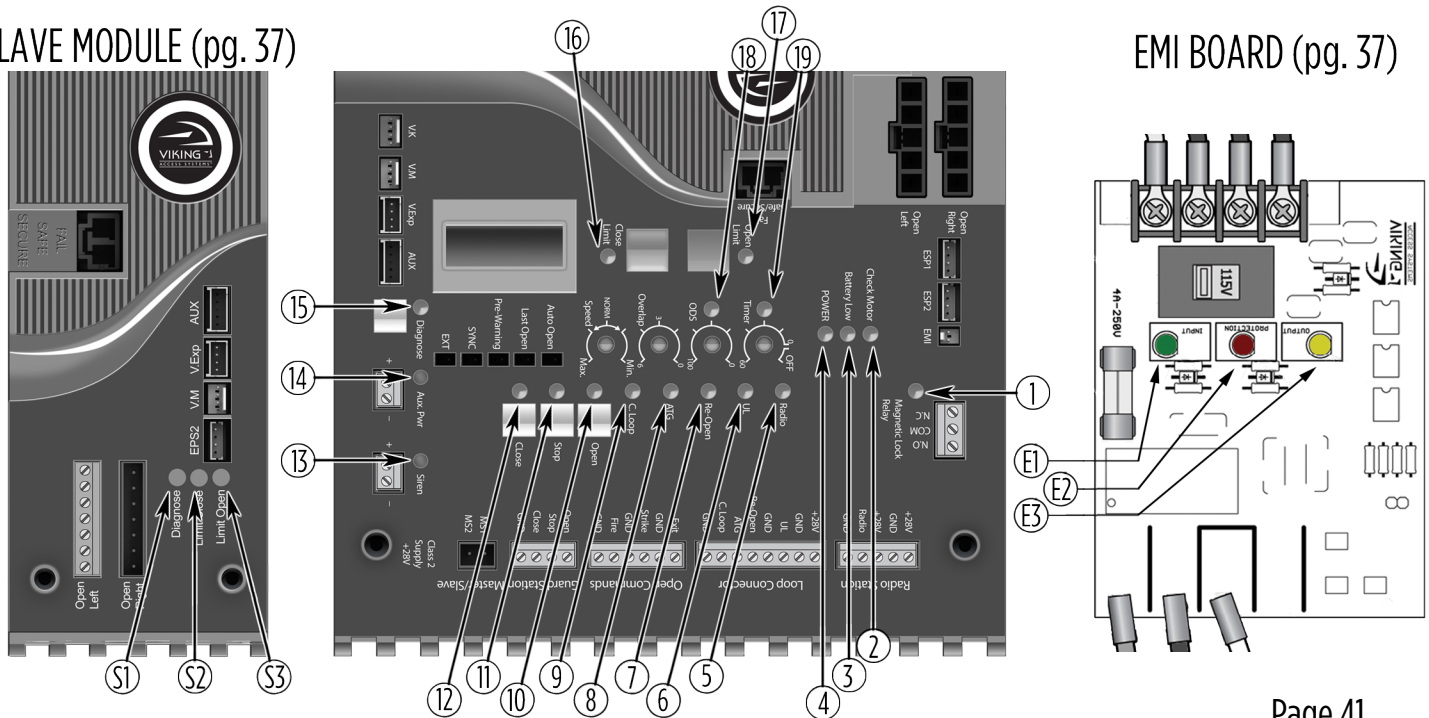
# TROUBLESHOOTING

## LED References

In addition to the LCD Display, the control board LEDs monitor the various circuits of the control board. Use the table below to identify the corresponding “TS Ref#” and refer to pages 36-41 for further troubleshooting.

SLAVE MODULE (pg. 37)

EMI BOARD (pg. 37)



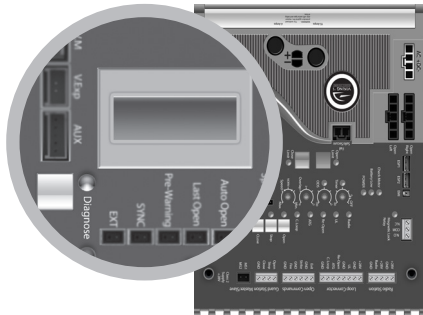
| # | LED                   | Status   | Meaning   | Page 41<br>TS Ref#(s) |
|---|-----------------------|----------|---|-----------------------|
| 1 | "Magnetic Lock Relay" | OFF      | At Closed Limit and Magnetic Lock Relay state is closed across "COM" & "N.C.". (pg 34). Gate should be at the Close Limit.                          |                       |
|   |                       | SOLID    | Not at Closed Limit and Magnetic Lock Relay state is closed across "COM" & "N.O.". (pg 34). Gate should not be at the Close Limit.                  |                       |
| 2 | "Check Motor"         | OFF      | Normal Condition.   |                       |
|   |                       | SOLID    | The control board is sending power to the motor but the circuit is open.  | 7, 8                  |
| 3 | "Battery Low"         | OFF      | Normal Condition.   |                       |
|   |                       | SOLID    | Batteries are low. Check power supply to the operator. (pg 18-19)   | 1, 2                  |
|   |                       | FLASHING | Batteries critically low. Check power supply to the operator. (pg 18-19)  | 1, 2                  |
| 4 | "POWER"               | SOLID    | Normal Condition.   |                       |
|   |                       | FLASHING | Operator is running on batteries only. (pg 18-19)   | 1, 2                  |
|   |                       | OFF      | No power to control board.  | 1, 2, 4, 5            |
| 5 | "Radio"               | OFF      | Normal Condition.   |                       |
|   |                       | SOLID    | Control Board is receiving an input from a device connected to the Radio terminal. (pg 28-30)   | 9, 10                 |
| 6 | "UL"                  | OFF      | Normal Condition.   |                       |
|   |                       | SOLID    | Control Board is receiving an input from a device connected to the UL terminal or when more than one device is connected (pg 6-7, 22, 28).          | 9, 10, 16, 20         |
| 7 | "Re-Open"             | OFF      | Normal Condition.   |                       |
|   |                       | SOLID    | Control Board is receiving an input from a device connected to the Re-Open terminal or when more than one device is connected (pg 6-7, 22, 28, 32). | 9, 10, 16, 20         |
| 8 | "ATG"                 | OFF      | Normal Condition.   |                       |
|   |                       | SOLID    | Control Board is receiving an input from a device connected to the ATG terminal. (pg 28)  | 9, 10                 |

| #  | LED                       | Status     | Meaning  | TS Ref#(s)   |
|----|---------------------------|------------|--|--------------|
| 9  | "C Loop"                  | OFF        | Normal Condition.  |              |
|    |                           | SOLID      | An input from a device connected to the C Loop terminal. (pg 28, 32)   | 9, 10        |
| 10 | "Open"                    | OFF        | Normal Condition.  |              |
|    |                           | SOLID      | An input from a device to Exit, Fire, Strike or Open terminal. (pg 28, 32)   | 9, 10        |
| 11 | "STOP"                    | OFF        | Normal Condition.  |              |
|    |                           | SOLID      | Control Board is receiving an input from a device connected to the Stop, UL or Re-Open terminals (pg 28, 32)                 | 9, 10        |
|    |                           | FLASHING   | There is a problem with the required monitored sensor(s) connected to the "UL" and/or "Re-Open" input terminals (pg 6-7, 22) | 16, 20       |
| 12 | "Close"                   | OFF        | Normal Condition.  |              |
|    |                           | SOLID      | An input from a device connected to the Close terminal. (pg 28)  | 9, 10        |
| 13 | "Siren"                   | OFF        | Normal Condition.  |              |
|    |                           | SOLID      | Second consecutive obstruction has been detected. (pg 24, 26)  | 11, 13, 1, 2 |
|    |                           | FLASHING   | Batteries are critically low.  | 1, 2         |
| 14 | "Aux. Pwr"                | OFF        | No voltage output on these terminals at the moment.  |              |
|    |                           | SOLID      | There is 24V DC output on these terminals at the moment.   |              |
| 15 | "Diagnose" (Primary)      | OFF        | Normal Condition   |              |
|    |                           | FLASHING   | Errors have been detected; Check LCD Display for ERR messages. (pg 40)   |              |
| 16 | "Close Limit" (Primary)   | OFF        | Gate is not at the close limit position.   |              |
|    |                           | SOLID      | Gate is at the close limit position.   |              |
|    |                           | FLASHING   | Indicates a problem with the limit switches or wires.  | 16,21, 22    |
| 17 | "Open Limit" (Primary)    | OFF        | Gate is not at the open limit position.  |              |
|    |                           | SOLID      | Gate is at the open limit position.  |              |
|    |                           | FLASHING   | Indicates a problem with the limit switches or wires.  | 16,21, 22    |
| 18 | "ODS"                     | OFF        | Normal Condition.  |              |
|    |                           | SOLID      | Obstruction event has been detected on the Primary motor. (pg 24, 26)  | 11, 13, 1, 2 |
|    |                           | FLASHING   | Overload event has been detected on the Primary motor. (pg 24, 26)   | 11, 13, 1, 2 |
| 19 | "Timer"                   | OFF        | If gate is at the open limit, the Timer to close is turned OFF. (pg 24)  |              |
|    |                           | SOLID      | Timer to close is ON and counting down to close the gate. (pg 24)  |              |
|    |                           | FLASHING   | Timer is ON but is not timing out due to a conflicting command. (pg 24)  | 9, 10        |
| S1 | "Diagnose" (Secondary)    | OFF        | Normal Condition   |              |
|    |                           | FLASHING   | Errors have been detected; Check LCD Display for ERR messages. (pg 40)   |              |
|    |                           | SOLID      | Obstruction event has been detected on the Secondary motor. (pg 24, 26)  | 11, 13, 1, 2 |
|    |                           | RAPID FLSH | Overload event has been detected on the Secondary motor. (pg 24, 26)   | 11, 13, 1, 2 |
| S2 | "Limit Close" (Secondary) | OFF        | Secondary gate is not at the close limit position.   |              |
|    |                           | SOLID      | Secondary gate is at the close limit position.   |              |
| S3 | "Limit Open" (Secondary)  | OFF        | Secondary gate is not at the open limit position.  |              |
|    |                           | SOLID      | Secondary gate is at the open limit position.  |              |
| E1 | "AC VOLTAGE INPUT"        | SOLID      | Normal Condition.  |              |
|    |                           | OFF        | Incoming power to the EMI Board is not sufficient..(pg 18)   | 1            |
| E2 | "PROTECTION WORKING"      | SOLID      | Normal Condition.  |              |
|    |                           | OFF        | EMI Board is damaged and circuit is not protected . Replace EMI Board.   |              |
| E3 | "AC VOLTAGE OUTPUT"       | SOLID      | Normal Condition.  |              |
|    |                           | OFF        | There is no output voltage from the EMI Board.   | 2            |

# TROUBLESHOOTING

## LCD Display References

The control board is equipped with a LCD Display that provides operator information, current conditions, settings, diagnostics and error messages. Use the table below to identify the corresponding "TS Ref#" and refer to page 37 for further troubleshooting.



1. Error Messages will be displayed first.
2. The "Diagnose" LED will flash consecutively indicating how many Error Messages are available.
3. Press the Diagnose button to manually scroll through all of the Messages.

Page 41  
TS Ref #s

| LCD MSG                       | Meaning  |               |
|-------------------------------|--|---------------|
| MODEL<br>X390                 | Indicates the Model of the unit. X-390   |               |
| <b>System Status Messages</b> |  |               |
| GATE IS<br>IDLE               | Gate is stopped between limits.  |               |
| GATE IS<br>OPENING            | Gate is opening.   |               |
| GATE IS<br>CLOSING            | Gate is closing.   |               |
| GATE IS<br>OPENED             | Gate is at the limit open position.  |               |
| GATE IS<br>CLOSED             | Gate is at the limit close position.   |               |
| STOP BY<br>OBSTRUCT           | Primary or Single motor has stopped due to an obstruction of the gate system. Also refer to the "ODS" LED. (pg 24, 26, 36 @ #4, 37 @ #18)                | 11, 12,<br>13 |
| STOP BY<br>OVERLOAD           | Primary or Single motor has stopped due to an overload of the gate system. Also refer to the "ODS" LED. (pg 24, 26, 36 @ #4, 37 @ #18)                   | 11, 12        |
| OVERLAP<br>TIMING             | Gate is waiting for the overlap time.  |               |
| HOLDING<br>... SEC            | Gate is at the limit open position and timing to close - The display shows the actual time left before closing.  |               |
| STOP BY<br>ODS S              | Secondary motor has stopped due to an obstruction sensor event. Also refer to the "DIAGNOSE" LED on the Secondary Module. (pg 24, 26, 36 @ #4, 37 @ #S1) | 11, 12,<br>13 |
| UL LEARN<br>UL... RO...       | Indicates the number of connected Monitored Entrapment Protection Sensors that are being monitored. NO LEARN = no sensors learned. (pg 6-7, 22)          |               |

## LCD Display References

Page 41  
TS Ref #s

| LCD MSG              | Meaning  |
|----------------------|--|
| RED CONN<br>UNPLUGED | The Motor Connector is not plugged into the red Open Left or Open Right socket at the control board. (pg 11, 20) |

21

### Multi Meter Displays

|                   |  |
|-------------------|--|
| MOT AMP<br>---- A | This is the motor current amperage during operation. |
|-------------------|--|

|                      |  |
|----------------------|--|
| MOT VOLT<br>---- VDC | This is the actual motor voltage during operation. |
|----------------------|--|

|                     |  |
|---------------------|--|
| AC VOLT<br>---- VAC | This is the actual low voltage AC to the Control Board from the transformer. |
|---------------------|--|

|                    |  |
|--------------------|--|
| CHARGE<br>---- VDC | Indicates the charging voltage to the batteries, if the Battery Switch is in the OFF position. |
|--------------------|--|

|                      |  |
|----------------------|--|
| BAT VOLT<br>---- VDC | Indicates battery voltage, if the AC power is discontinued to the Control Board. |
|----------------------|--|

### Board Settings Messages

|               |   |
|---------------|---|
| SPEED<br>___% | Shows the percentage of speed set by the Speed adjustment on the control board. (pg 24) |
|---------------|---|

|                    |   |
|--------------------|---|
| OVERLAP<br>... SEC | Shows the number of seconds set by the Overlap Adjustment on the control board. |
|--------------------|---|

|                   |  |
|-------------------|--|
| OBS SENS<br>----% | Shows the force setting selected to trip the obstruction sensor. (pg 24, 26) |
|-------------------|--|

|                 |  |
|-----------------|--|
| TIMER<br>__ SEC | Shows the amount time set or remaining to hold the gate at the Open Limit position, before the gate starts to close. (pg 24) |
|-----------------|--|

|                   |   |
|-------------------|---|
| HEATER<br>CLS OFF | The Integrated Heater has been disabled for the Closed Limit. (pg 27) |
|-------------------|---|

|                  |   |
|------------------|---|
| HEATER<br>CLS ON | The Integrated Heater has been enabled to turn on at the Close Limit position (pg 28) "ACTIVE" will be displayed while it is heating. |
|------------------|---|

|                   |   |
|-------------------|---|
| HEATER<br>OPN OFF | The integrated Heater has been disabled for the Open Limit. (pg 27) |
|-------------------|---|

|                  |  |
|------------------|--|
| HEATER<br>OPN ON | The Integrated Heater has been enabled to turn on at the Open Limit position (pg 28) "ACTIVE" will be displayed while it is heating. |
|------------------|--|

|                   |   |
|-------------------|---|
| SOLAR<br>MODE OFF | The Solar Mode feature is turned OFF. (pg 19, 42) |
|-------------------|---|

|                  |  |
|------------------|--|
| SOLAR<br>MODE ON | The Solar Mode feature is turned ON. (pg 19, 42) |
|------------------|--|

# TROUBLESHOOTING

## LCD Display References

Page 41  
TS Ref #s

| LCD MSG               | Meaning   |             |
|-----------------------|---|-------------|
| <b>Error Messages</b> |   |             |
| ERR AC<br>LOW         | Indicates that the 24VAC supply to the VFlex Board is too low from the 115/230 power supply.                                  | 1, 3, 19    |
| ERR AC<br>HIGH        | Indicates that the 24VAC supply to the VFlex Board is too high from the 115/230 power supply.                                 | 1, 3, 19    |
| ERR AC<br>NO AC       | Indicates that there is no 24VAC supply detected to the VFlex Board from the 115/230 power supply.                            | 1, 2, 4, 19 |
| ERR CHRG<br>HIGH      | Potential problem with the charging voltage from the control board.   | 1, ?        |
| ERR CHRG<br>CHECK 4A  | a) 4 Amp Fuse is blown, or;<br>b) There is a problem with the batteries or the control board.                                 | 18, ?       |
| ERR BAT<br>LOW        | The battery is low.   | 1, 2, 3, 4  |
| ERR FUSE<br>15 AMP    | 15 Amp motor fuse is blown on the Primary or Single Control Board.  | 7, 11, 12   |
| ERR EMI<br>NO EMI     | No EMI board detected.  | 15          |
| ERR EMI<br>NO FUSE    | 4 Amp main fuse is blown on Power Supply Panel Assembly.  | 2           |
| ERR EMI<br>NO AC      | There is no AC voltage detected from the EMI Board.   | 19          |
| ERR EMI<br>UNKNOWN    | There is a problem with the communication between the EMI Board and the VFlex Board.  | 15          |
| ERR EMI<br>PROTECT    | Lightning strike protection for the EMI Board (behind the Control Board assembly) needs to be replaced.                       | ?           |
| ERR FUSE<br>15A S     | 15 Amp motor fuse is blown on the Secondary Module.   | 7, 11, 12   |
| ERR REFV<br>WRONG     | One, or more, of the internal reference voltages from the VFlex (Primary) Control Board are incorrect.                        | ?           |
| ERR SENS<br>UL RO     | There is a problem with the required monitored sensor(s) connected to the "UL" and/or "Re-Open" input terminals (pg 6-7, 22). | 20          |
| ERRLIMIT<br>OPN+CLS   | There is a problem with the Limit Switches or Wires.  | 22          |



# TROUBLESHOOTING

## Solutions

Begin the troubleshooting process by referring to the error messages on the LCD Display and/or the Status LEDs on the control board. Use pages 36-40 to identify the Troubleshooting Reference # (TS Ref#) then reference the table below.

| TS Ref# | CHECK   | Page Ref#          |
|---------|---|--------------------|
| 1       | Check that the high voltage power supplied to “EMI Board” is within range. 100V-120V or 200V-240V.  | pg 18              |
| 2       | Remove and check EMI Fuse for continuity.   | pg 18              |
| 3       | Check that the “Voltage Selector”, on the EMI Board, is set according to the high voltage power supply. 115V AC or 230V AC.                                   | pg 18              |
| 4       | Not applicable to this model.   |                    |
| 5       | Check that the Power Harness is connected to the control board.   | pg 11, 18-19       |
| 6       | Check that the operator model displayed on the LCD Display is correct.  | pg 20, 21          |
| 7       | Check Motor Fuse on the control board.  | pg 11              |
| 8       | Check for an open circuit to the motor.   |                    |
| 9       | Check the Status LEDs and LCD Display to determine if the control board is receiving an input from any external devices or if the “ODS” has been triggered.   | pg 24, 26<br>36-38 |
| 10      | Remove the external devices from the control board to determine if the control board is responding to an input or problem with the external device or wiring. | pg 28-35,<br>36-37 |
| 11      | Check the “ODS” setting on the control board.   | pg 24,26           |
| 12      | Check that the gate can be moved manually with low resistance throughout its full range of motion.  | pg 4, 7            |
| 13      | Check the limit position.   | pg 11, 16          |
| 14      | Not applicable to this model.   |                    |
| 15      | Check the EMI Cable and contacts between the EMI Board and the VFlex Board.   | pg 11, 18          |
| 16      | Check the LCD Display for Error Messages.   | pg 40              |
| 17      | Not applicable to this model.   |                    |
| 18      | Check 4 Amp fuse on the control board.  | pg 11              |
| 19      | Check for 24VAC out from the Toroidal Transformer and Power Harness.  | pg 11, 18          |
| 20      | Check the required entrapment protection sensors.   | pg 3, 6-7,<br>22   |
| 21      | Check that the Motor Harness and Connector is connected to the control board.   | pg 11, 20          |
| 22      | Check the Limit Switches and Wires. Both limit circuits are to be N.O.  | pg 15, 20-21       |
| ?       | The Control Board or EMI board may be damaged. Call Viking Technical Support for further assistance.  |                    |

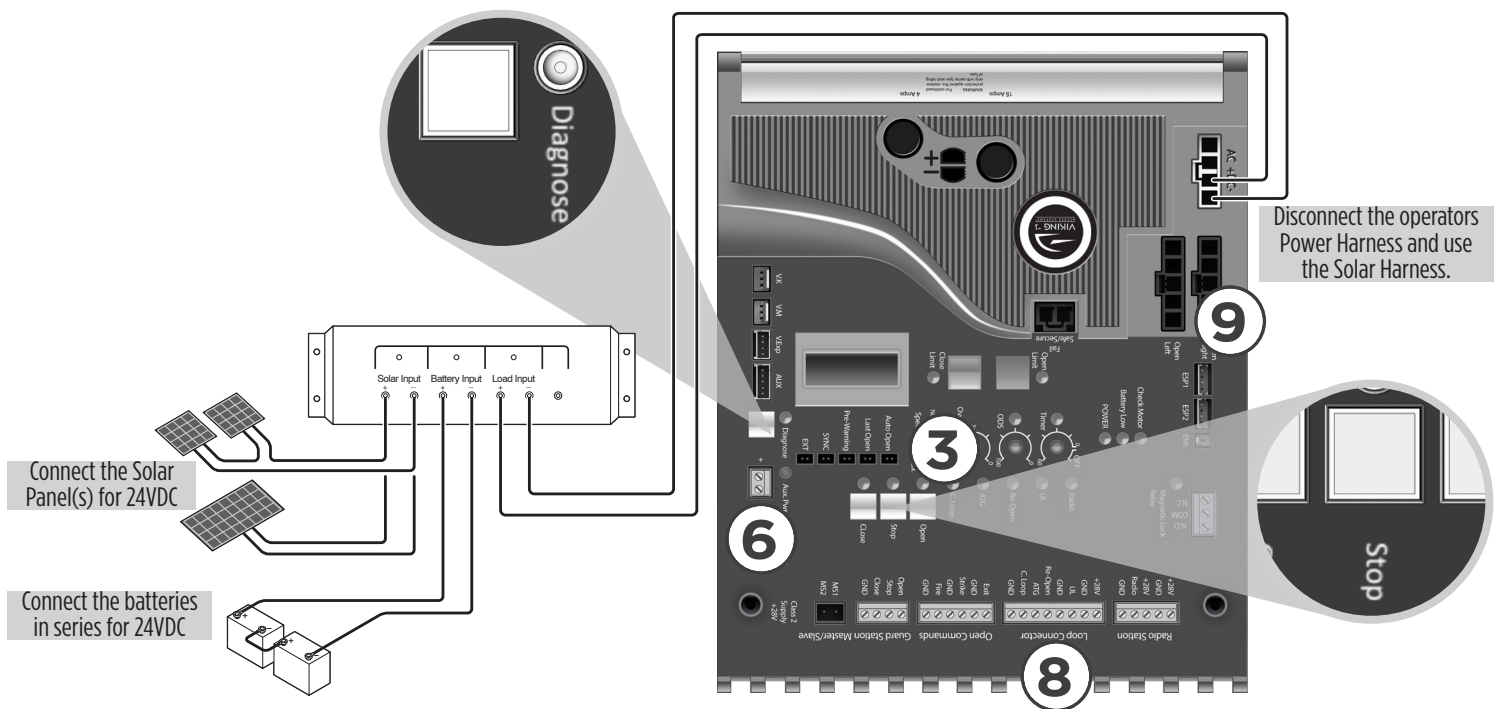
# Appendix (A)

## Solar Mode

**NOTE:** Viking recommends Solar Package (**part # VA-SOCHP**) for most general solar applications. Alternatively, individual and third party solar components can be used.

### To Turn ON Solar Mode:

- A. Use the “Diagnose” button to scroll through the LCD Display to “SOLAR MODE”. Default setting is OFF.
- B. Press and hold the “Stop” button on the control board.
- C. Press and release the “Diagnose” button to toggle this feature ON and OFF.



### Solar Mode will change the following:

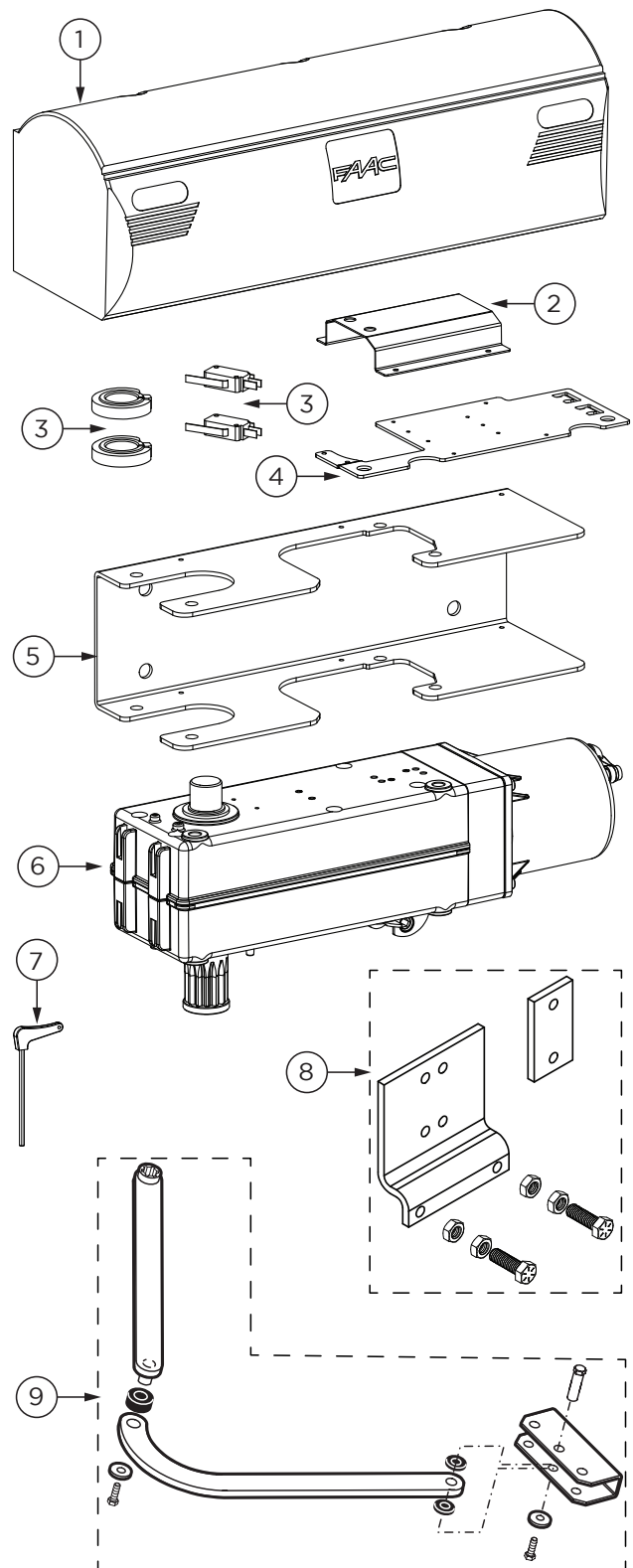
1. Viking Wireless Konnect Modules are **not** compatible for Solar Mode.
2. Heaters will be disabled. Refer to page 27.
3. Auto Open feature will be disabled. Refer to page 25.
4. Last Open feature will be available. Refer to page 25.
5. Control Board will go to sleep when idle for 10 seconds.
6. While in sleep, there will be no power supplied from Aux PWR. Refer to page 19.
7. While awake, there will always be power supplied from Aux PWR. Refer to page 19.
8. While in sleep, all Loop Connector safety inputs will be ignored. Center, Re-Open and UL.
9. When waking from sleep, there will be a 2 second delay before the motor responds to open or close. This will allow time for the safety devices to power up and stabilize.

**If more specific information is needed please consult with Viking Access Systems. For more information regarding solar energy refer to [www.nrel.gov/solar](http://www.nrel.gov/solar)**

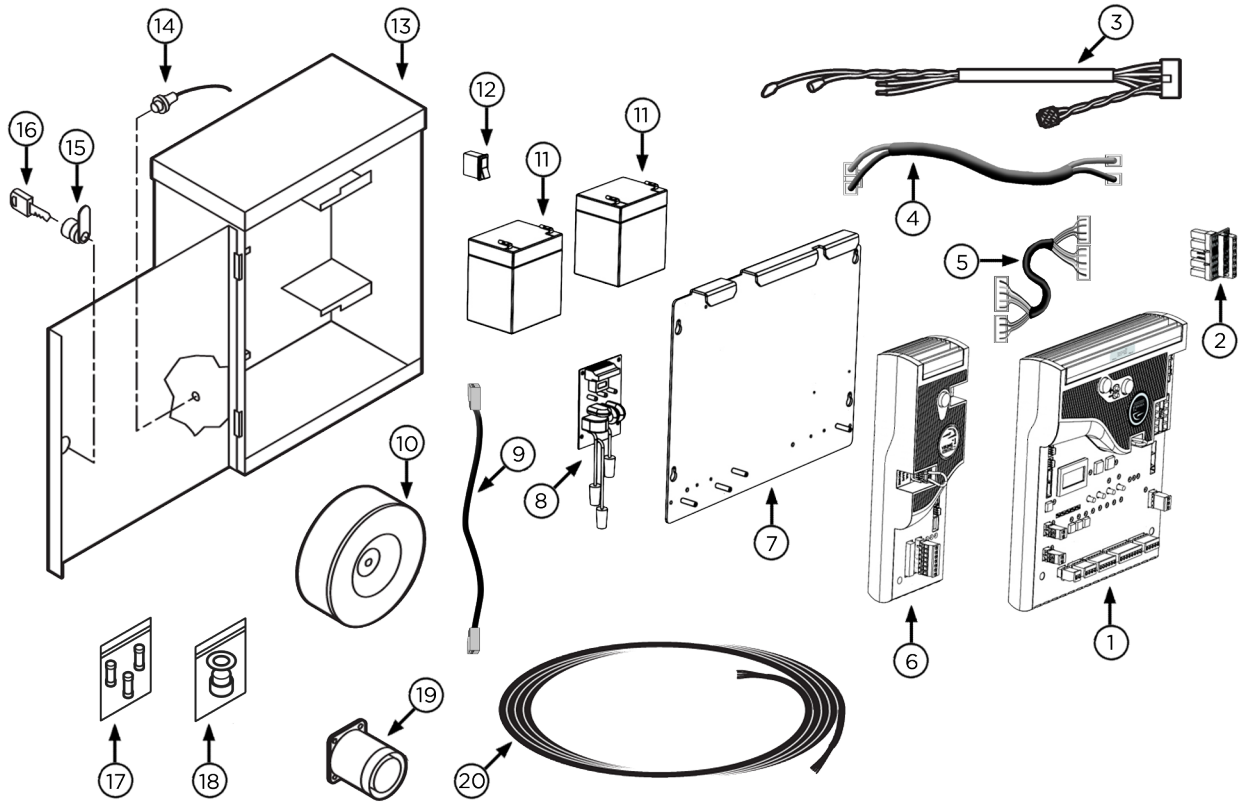
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# PARTS DIAGRAM - OPERATOR:

| Item | Description                  | Part No.   |
|------|------------------------------|------------|
| 1    | Protective Cover             | FA-727292  |
| 2    | Limit Switch Cover           | LSC390     |
| 3    | Limit Switch (1) and Cam (1) | FA-390682  |
| 4    | Limit Plate                  | XLP390     |
| 5    | Mounting Frame               | FA-722471  |
| 6    | Motor/Gear Assembly          | FA-104579  |
| 7    | Manual Release Key           | FA-713001  |
| 8    | Positive Stop Assembly       | X390PSE    |
| 9    | Articulated Arm - Steel      | FA-7387051 |



# PARTS DIAGRAM - CONTROLLER:



| Item | Description  | Part No.    |
|------|--|-------------|
| 1    | Control Board - Primary                                    | VFLEXPCBU18 |
| 2    | Motor Connector - Primary                                  | FAECUMCM39  |
| 3    | Power Harness - Primary                                    | DUPHCECU    |
| 4    | Secondary Power Harness <i>(Dual Controller only)</i>      | VECUSPH     |
| 5    | Primary/Secondary Comm Cable <i>(Dual Controller only)</i> | VECUMSC     |
| 6    | Secondary Module <i>(Dual Controller only)</i>             | VFLEXSMU18  |
| 7    | Board Mounting Plate                                       | VECUBMP     |
| 8    | EMI Board  | DUEMI10     |
| 9    | EMI Comm Cable   | VWEMICC     |
| 10   | Toroid Transformer - 10 amp                                | DUTT10      |
| 11   | Battery  | DUBB12      |
| 12   | Battery Switch   | DUMRS10     |
| 13   | ECU Cabinet Chassis  | VNXCUBB     |
| 14   | Alarm Reset Switch   | ECURW       |
| 15   | ECU Key Cylinder & Key(s)                                  | ECUKEYC20   |
| 16   | ECU Access Key(s)  | ECUKEY20    |
| 17   | Fuse Kit   | DUFKSNX     |
| 18   | Strain Relief (ECU)  | DH3/4NMCC   |
| 19   | Alarm  | DUAL10      |
| 20   | 6 Conductor Cable, per Foot                                | VA-CB16     |

# LIMITED WARRANTY

FAAC International, Inc. (“Seller”) warrants the first Purchaser of the product to be free from defects in material and workmanship for a specific period as defined by the Warranty Disclosure on the website [www.vikingaccess.com](http://www.vikingaccess.com). The Warranty Period commences from the date of invoice.

Accessories or spare parts factory installed or sold with any of the products above carry the same warranty period as the product they are sold with.

Accessories or spare parts sold separately have a 1-year warranty period.

Products repaired under warranty carry the remainder of the original warranty period. For products repaired outside of warranty, the Seller warrants that all parts used for the repair will be free from defects in materials and workmanship for a period of ninety (90) days.

Defective products must be returned to Seller, freight prepaid by Purchaser, within the warranty period. A Return Material Authorization Number (RMA) must be obtained before product is returned. Items returned will be repaired or replaced, at Seller’s option, upon an examination which discloses to the satisfaction of the Seller that the item is defective. The Seller will return the warranted item freight prepaid.

This limited Warranty covers the product under the normal use and service for which it was intended, provided it has been properly installed and operated. Seller’s obligations under this warranty shall be limited to the repair or exchange of any part. This warranty shall not apply to products or parts thereof which have been repaired or altered, without Seller’s written consent, outside of Seller’s workshop or altered in any way so as, in the judgment of Seller, to affect adversely the stability or reliability of the product(s) or has been subject of misuse, negligence, or accident, or has not been operated in accordance with the product’s instructions or has been operated under conditions more severe than, or otherwise exceeding, those set forth in the specifications for such product(s).

When the warranty service involves the exchange of an operator or part, the item the Seller replaces becomes its property and the replacement becomes Purchaser’s property. The Purchaser represents that all removed items are genuine and unaltered. The replacement may not be new but will be in good working order and at least functionally equivalent to the item replaced. The replacement assumes the warranty service status of the replaced item.

The products are not warranted to meet the specific requirements, if any, of safety codes of any particular state, municipality, or other jurisdiction, and the Seller doesn’t assume any risk or liability whatsoever resulting from the use thereof, whether used singly or in combination with other machines or apparatus.

The Seller does not assume nor authorizes any person to assume for them any other liability in connection with the sale or use of the products of beyond that extended herein.

The warranty hereinabove set forth shall not be deemed to cover maintenance parts, including, but not limited to hydraulic oil, filters, or the like. No agreement to replace or repair shall constitute an admission by the Seller of any legal responsibility to effect such replacement to make such repair, or otherwise.

All products sold by the Seller are subject to design and/or appearance modifications, which are production standards at the time of shipment. The Seller may, but shall not be required to, modify or update products shipped prior to a current production standard.

**THIS WARRANTY IS EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES EXPRESSED OR IMPLIED INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR USE. THIS WARRANTY SHALL NOT APPLY TO PRODUCTS OR ANY PART THEREOF WHICH HAVE BEEN SUBJECT TO ACCIDENT, NEGLIGENCE, ALTERATION, ABUSE, OR MISUSE OR IF DAMAGE WAS DUE TO IMPROPER INSTALLATION OR USE OF IMPROPER POWER SOURCE, OR IF DAMAGE WAS CAUSED BY FIRE, FLOOD, LIGHTNING, ELECTRICAL POWER SURGE, EXPLOSION, WIND STORM, HAIL, AIRCRAFT OR VEHICLES, VANDALISM, RIOT OR CIVIL COMMOTION, OR ACTS OF GOD.**

The Seller shall not be liable for any loss or damage whatsoever resulting, directly or indirectly, from the use or loss of use of the product(s). Without limiting the foregoing, this exclusion from liability embraces a Purchaser's expenses for downtime or for making up downtime, lost profit, damages for which the Purchaser may be liable to other persons, damage to property, and injury to or death of any persons.

This limited warranty extends only to wholesale customers who buy directly through the Seller's normal distribution channels. The Seller does not warrant its products to end consumers. Consumers must inquire from their selling dealer as to the nature and extent of that dealer's warranty, if any.

**THE LIMITED WARRANTY OFFERED HEREIN IS THE SOLE AND EXCLUSIVE REMEDY AVAILABLE TO THE PURCHASER. CORRECTION OF DEFECTS, IN THE MANNER AND FOR THE PERIOD OF TIME DESCRIBED HEREIN, SHALL CONSTITUTE THE COMPLETE FULFILLMENT OF ALL LIABILITIES OF SELLER TO THE PURCHASER WITH RESPECT TO THE COVERED PRODUCT, AND SHALL CONSTITUTE FULL SATISFACTION OF ALL CLAIMS, WHETHER BASED ON CONTRACT, NEGLIGENCE, STRICT LIABILITY OR OTHERWISE. IN NO EVENT SHALL SELLER BE LIABLE FOR ANY LOSS OF PROFITS OR ANY INDIRECT, CONSEQUENTIAL, INCIDENTAL, SPECIAL OR PUNITIVE DAMAGES ARISING OUT OF SELLER'S BREACH OF THIS LIMITED WARRANTY, OR ARISING OUT OF THE CUSTOMER'S INABILITY TO USE THE COVERED PRODUCT, EVEN IF SELLER HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES.**

Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation may not apply to a particular Purchaser. This Limited Warranty gives the Purchaser specific legal rights. The Purchaser may also have other rights, which vary from state to state.



# VIKING ACCESSORIES



**VIKING KONNECT Primary/Secondary Kit** Secure and reliable Primary/Secondary communication between two single gate operators or ECU's using Viking's Konnect technology.

**Part# VA-KONNECT-MS**

\*\*\*Q-7 & ECU Operators require (2) Antenna Extension Cables (part# VA-RPSMA)\*\*\*

\*\*\* NOT COMPATIBLE for Solar Mode setting on Control Board\*\*\*



**VIKING MONITOR** Off-site access to operator diagnostics and perform firmware updates from just about anywhere with cellular service. With the Viking Monitor App, this tool allows you to monitor and label multiple operators by site and location for quick reference. Provides error notifications, operator status, settings and diagnostic information.

**Part# VA-MONITOR**

\*\*\*Q-7 & ECU Operators require (1) Antenna Extension Cable (part# VA-RPSMA)\*\*\*



**VIKING AC SURGE PRO** Adds another layer of protection to the high voltage power supply of your gate operator. Connecting the AC Surge Pro in parallel to the EMI Board, provides a dual layer of protection from surges up to 20,000 Volts / 10,000 Amps. **Part# VA-SURGEPROAC**



**VIKING SOLAR KIT** The components included in this package are intended to provide sufficient power for general applications.

**Part# VA-SOCHP**

**This Kit includes the following components:**

- (2) **12V 40W Solar Panels** Part# VA-S040W (**wired in series = 24V 80W**)
- (2) **12V 35Ah batteries** Part# DUBA35 (**wired in series = 24V 35Ah**)
- (1) **Solar Charger** Part# SOCHR10
- (1) **Solar Power Harness** Part# SOHAR

**⚠ NOTE:** The number of cycles achieved from this kit are dependent upon the following and may require increased panel and battery capacities:

- Power consumption of all accessories being used
- Average solar radiation of geographic location

# OUR CONTINUOUS COMMITMENT TO EXCELLENCE

Viking Access Systems is continuously working hard to identify and design products that will appeal to the industry and its needs. As technology continues to advance, we have developed a completely efficient and intelligent line of gate operators to meet the changing demands. These machines offer: full UL325 and UL991 compliance, soft-start and soft-stop, intelligent obstruction sensors, continuous operation (100% duty cycle) and extreme power efficiency. Innovative features include: adaptive and self-learning algorithms, redundancy design in both hardware and software to ensure operation and functionality, protection from lightning, short circuit and power surges, and our exclusive helical gearing offering the highest efficiency rating in the industry. Our entire product line is continually modified and improved based on the latest technology and our customer's valuable feedback. The results are products that offer accuracy, efficiency, reliability and performance, all in sleek, high-tech designs.

We pledge to continue establishing ourselves as the leader in high quality, innovative gate operators by developing "Next Level" technology. We are committed to providing safety and convenience with innovative solutions for every security gate need.



VIKING ACCESS SYSTEMS™

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INSTALLATION DATE: \_\_\_\_\_

COMPANY / INSTALLER: \_\_\_\_\_

CONTACT: \_\_\_\_\_

SERIAL NUMBER(S): \_\_\_\_\_

ALL INSTALLATION, MAINTENANCE AND REPAIR WORK MUST BE DOCUMENTED AND MADE AVAILABLE TO THE USER.



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