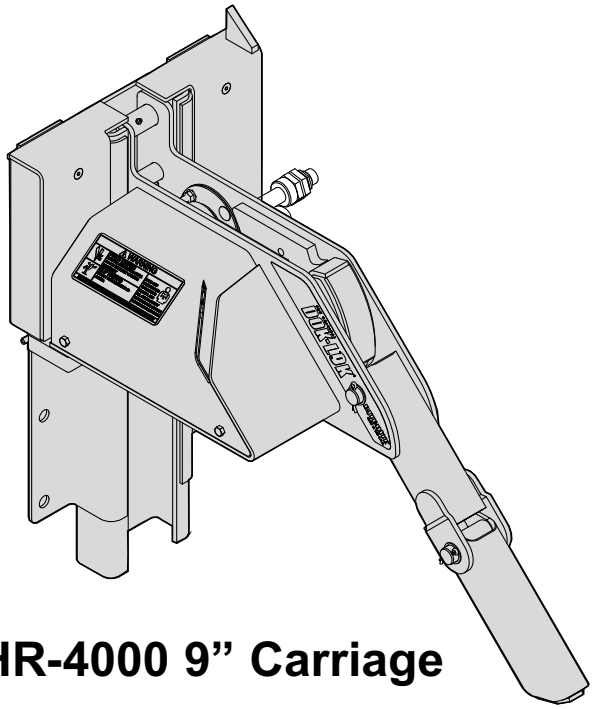
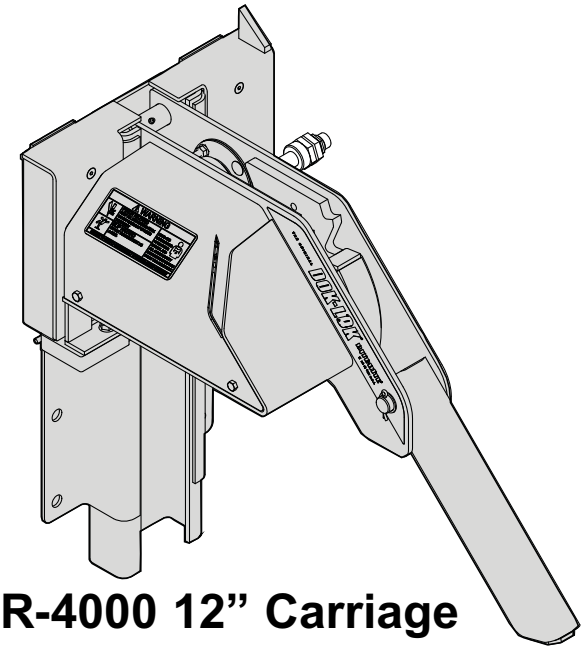
THE ORIGINAL DOK-LOK® VEHICLE RESTRAINT BY RITE-HITE

Vehicle Restraint Owner's Manual



RHR-4000 9" Carriage



RHR-4000 12" Carriage

RITE-HITE® ALWAYS LOOKING AHEAD

MADE IN U.S.A.

This Manual Covers Restraints Built After Serial Numbers:
RHR001000 and up

PRINTED IN U.S.A.
RITE-HITE PRINT SHOP

PUBLICATION NO. 1332
FEBRUARY 2014

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INTRODUCTION

Read and understand this manual before attempting to install or operate any DOK-LOK vehicle restraint. For best results, have this product serviced by your authorized Rite-Hite® representative. The RHR DOK-LOK vehicle restraint by Rite-Hite® is intended to provide a safer workplace for workers in shipping and receiving dock areas. The RHR DOK-LOK vehicle restraint is an electro-mechanical restraint device that, when properly installed and operated, retains a secure connection between the truck and dock. Signal lights, warning horn and signs provide instructions to the truck driver and DOK-LOK vehicle restraint operator that a safe condition exists. The DOK-LOK vehicle restraint is operated by pressing push buttons on an inside control panel.

IMPORTANT

Read and understand contents of this manual prior to installation or operation of this equipment.
For best results, have this product serviced by your authorized Rite-Hite® representative.

NOTICE TO USER

Your local Rite-Hite® representative provides a Planned Maintenance Program (P.M.P.) which can be fitted to your specific operation. Call your local representative or Rite-Hite® at 414-355-2600.

SAFETY WARNINGS

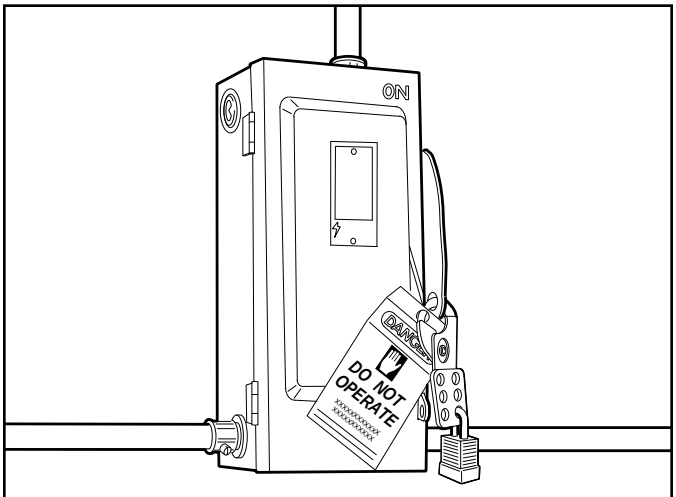


FIGURE 1 - LOCKOUT/TAGOUT

⚠ WARNING

When working with electrical or electronic controls, make sure that the power source has been locked out and tagged out according to OSHA regulations and approved local electrical codes.

LOCKOUT/TAGOUT PROCEDURES

The Occupational Safety and Health Administration (OSHA) requires, in addition to posting safety warnings and barricading the work area (including, but not limited to, trucking office and loading docks), that the power supply has been locked in the OFF position or disconnected. It is mandatory that an approved lockout device is utilized. An example of a lockout device is illustrated. The proper lockout procedure requires that the person responsible for the repairs is the only person who has the ability to remove the lockout device.

In addition to the lockout device, it is also a requirement to tag the power control in a manner that will clearly note that repairs are under way and state who is responsible for the lockout condition. Tagout devices have to be constructed and printed so that exposure to weather conditions, or wet and damp locations, will not cause the tag to deteriorate or become unreadable.

Rite-Hite does not recommend any particular lockout device, but recommends the utilization of an OSHA approved device (refer to OSHA regulation 1910.147). Rite-Hite also recommends the review and implementation of an entire safety program for the Control of Hazardous Energy (Lockout/Tagout). These regulations are available through OSHA publication 3120.

⚠ DANGER

This is the highest level statement. Failure to follow the listed instructions will most likely result in severe injury or death.

⚠ CAUTION

The statements used with this level of warning deal with a safe operating procedure. If the procedure is ignored the possibility of personal injury may exist.

⚠ WARNING

This is a statement of serious hazard. Failure to follow the listed instructions could place the individual at risk of serious injury or death.

IMPORTANT

IMPORTANT is used to draw attention to a procedure that needs to be followed to prevent machine damage.

OWNER RESPONSIBILITY

1. The owner should recognize the inherent danger of the interface between dock and transport vehicle. The owner should, therefore, train and instruct operators in the safe use of dock equipment in accordance with the information provided below. The manufacturer shall publish, provide to the initial purchaser, and make the following information readily available to owners:
   - Installation instructions
   - Recommended initial and periodic inspections procedures
   - Maintenance procedures
   - Operating instructions
   - Descriptions or specifications for replaceable or repairable parts
   - Tables identifying the grade (slope) for all variations of length or configuration of the dock equipment, and
   - Information identifying the maximum uncontrolled drop encountered upon sudden removal of support while within the working range of the equipment.

   It shall be the responsibility of the owner to verify that the material listed in this section has been received and that it is made available for the instruction and training of presonnel entrusted with the use or maintenance of the dock equipment.
2. When a transport vehicle is parked at a loading dock, it is important that the vehicle is relatively perpendicular to the dock face and in close contact with at least one of the dock bumpers.
3. Nameplates, cautions, instructions, and posted warnings shall not be obscured from the view of operating or maintenance personnel for whom such warnings are intended.
4. Manufacturer's recommended periodic maintenance and inspection procedures in effect at date of shipment shall be followed, and written records of the performance of these procedures should be kept.
5. As with any piece of machinery, dock equipment requires routine maintenance, lubrication, and adjustments. Your local Rite-Hite representative offers owners the option of a Planned Maintenance Program (P.M.P.). As part of this service, your local Rite-Hite representative will do all routine maintenance, lubrication, and adjustments.
6. Dock equipment that is structurally damaged shall be removed from service, inspected by a manufacturer's authorized representative, and repaired as needed before being placed back in service.
7. The manufacturer shall make available replacement nameplates, caution/instruction labels, and operating/maintenance manuals upon request of the owner. The owner shall see that all nameplates, caution/instruction markings or labels are in place and legible, and that the appropriate operating/maintenance manuals are provided to users.
8. Modifications or alterations of dock equipment shall be made only with written permission of the original manufacturer. These changes shall also satisfy all safety recommendations of the original equipment manufacturer for the particular application of the dock equipment.
9. In order to be entitled to the benefits of the standard product warranty, the dock equipment must have been properly installed, maintained and operated within its rated capacities and/or specific design parameters, and not otherwise abused.
10. It is recommended that trailers equipped with air ride suspensions should remove the air from the suspension to minimize trailer bed drop, prior to loading or unloading.
11. When industrial trucks are driven on and off transport vehicles during the loading and unloading operation, the brakes on the transport vehicle shall be applied and wheel chocks or a positive restraining device shall be engaged.
12. In selecting dock equipment, it is important to consider not only present requirements but also future plans or adverse environments.

DEFINITION AND FUNCTION

The RHR DOK-LOK vehicle restraint is an electromechanical, self-aligning restraint device used to secure semi-trailers with an intact Rear Impact Guard (R.I.G.) to the face of a loading dock. This is achieved by hooking the R.I.G. with an electrically powered steel hook. This prevents forward movement of the truck/trailer that may create an unsafe void between the face of the dock and the rear end of the truck/ trailer as a forklift travels from the loading dock onto the trailer; or to create an obstruction noticeable (via outside lights) to the truck driver, should the driver accidentally try to pull the truck/trailer away while it is being serviced.

The proper or improper activation of the hook is monitored by:

- **VISUAL CONTROL**
  — One set of flashing green or red lights located at the inside of the building for the forklift operator, and one set located outside of the building for the truck driver. In addition to the lights, there are three instruction signs.
- **AUDIO CONTROL**
  — A horn will sound at the inside of the building, warning the forklift operator if there is no R.I.G. present, or if the engagement is improper. In this case, the trailer must be secured by other means (wheel chocks, etc.) prior to servicing trailer.

Prerequisite for proper hook engagement is that the trailer is parked firmly against a 4" (trade standard) thick dock bumper. The activation/deactivation is solely controlled from the inside of the building by momentarily depressing either the LOCK (raise) button or the Unlock (lower) button.

The normal mode of the hook is in the lower stored position, showing a flashing red light (trailer not secured) at the inside of the building and a flashing green light (trailer free to move to or away from the loading dock) at the outside of the building.

Once the trailer is parked, the dock attendant will depress the LOCK button. This will raise the hook to engage the R.I.G. As soon as the R.I.G. is properly locked, there will be simultaneous light change — the inside will change from red to green flashing (trailer secured) and the outside will change from green to red flashing (do not move trailer). After the service is completed, the dock attendant will have to depress the Unlock button which then will return the hook to its lower stored position.

A proper hook engagement is achieved when the hook raises unobstructed to fully trap the horizontal cross member of the R.I.G. Assembly. An improper hook engagement is if the horizontal cross member of the R.I.G. is missing, obstructed, or it is bent or located so far toward the rear axle of the trailer that it will prevent the free passage of the hook. In either case, the lights will stay in a non-serviceable mode and a horn will sound. At this point, the trailer must be secured by other means (example: wheel chocks) in order to become serviceable.

FEATURES

Refer to Figure 2, page 6 for locations of these features:

R.I.G.
Acronym used for the Federally mandated rear impact guard located on the rear of over the road trailers to prevent accidental underride by automobiles.

ROLLER TRACK ASSEMBLY
Mounted to the loading dock wall to guide the carriage assembly in a vertical plane and transmit the creep or pull out force from a trailer to the loading dock wall.

CARRIAGE ROLLER ASSEMBLY
Comprised of a steel roller housing, a pre-lubricated needle bearing to allow easy movement of the carriage assembly.

CARRIAGE RETURN SPRINGS
Bias the carriage assembly to its upward stored position and to maintain contact with the R.I.G. while servicing a trailer.

LOWER SPRING BAR
Provides a connection between the carriage assembly and roller track assembly using carriage return springs.

CARRIAGE ASSEMBLY
Sloped front provides self-positioning by the R.I.G. and restrains the trailer once the hook has been activated by the dock attendant.

CARRIAGE ASSEMBLY SLOPE EXTENSION
Allows trailers with lower R.I.G.s to be serviced by the DOK-LOK vehicle restraint.

HOOK
Entraps R.I.G. to prevent trailer from rolling/creeping away from the dock.

MOTOR ASSEMBLY
Provides means of moving the hook between its stored and active positions.

SPRING COVERS WITH LIP GUIDE

Protect the springs and keep debris out of the roller track assembly. Right hand cover has an integral lip guide which is used to guide the lip past the roller track assembly in a below dock end load condition.

LIMIT SWITCHES, CONTROL HARNESS, CONTROL BOX, OUTSIDE LIGHT BOX, AND SIGNAGE

Combination of these components is used to control the RHR DOK-LOK vehicle restraint and provide audio/ visual communications to the dock attendant and trailer driver.

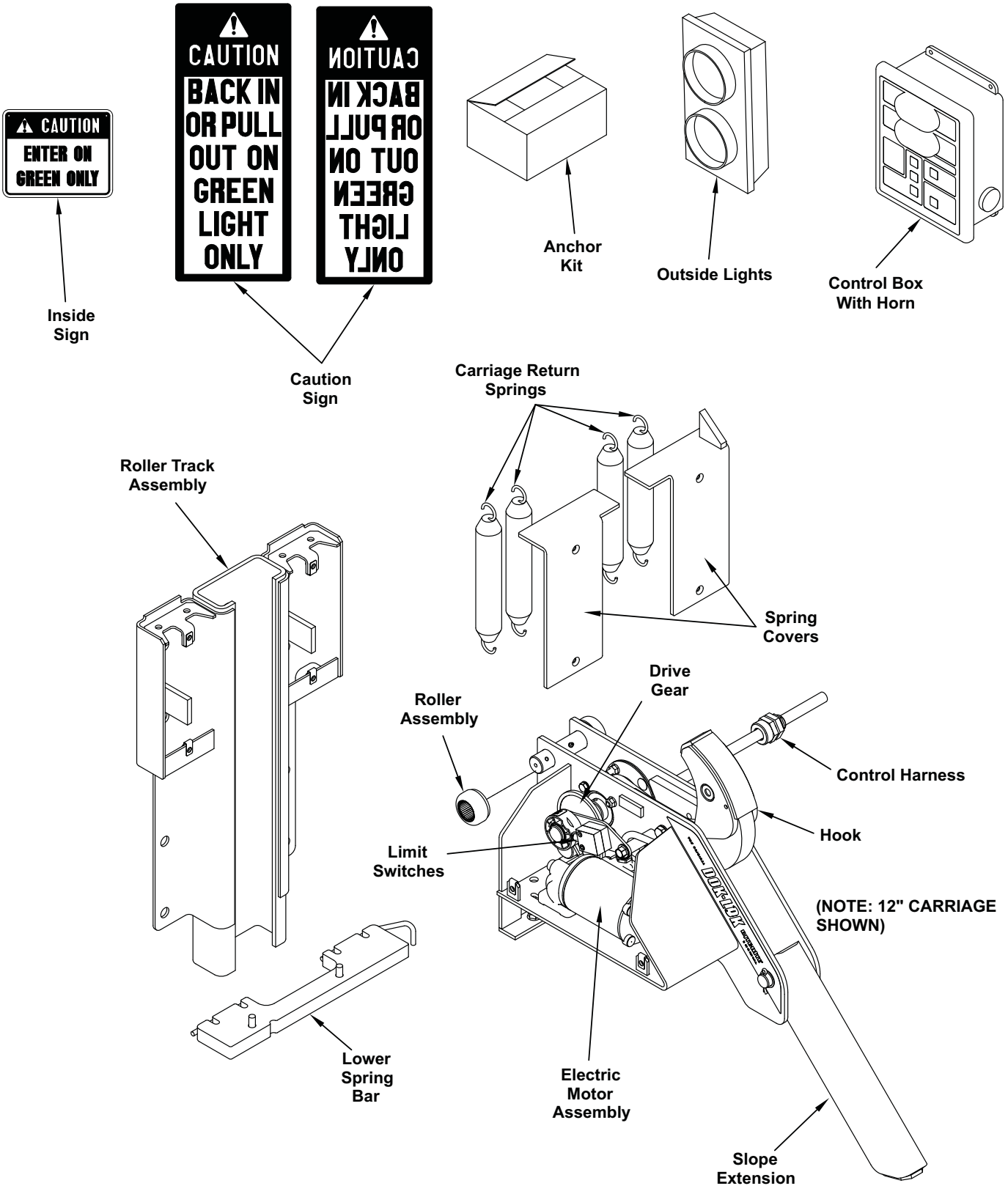


FIGURE 2 - RHR DOK-LOK VEHICLE RESTRAINT FEATURES

OPERATING PROCEDURE

⚠ WARNING

- **Before loading or unloading a vehicle at your loading dock while using a DOK-LOK vehicle restraint, always visually inspect to be sure that the barrier blocks the R.I.G. assembly. If a condition occurs that cannot be remedied by backing the trailer firmly against the dock bumpers, secure the trailer by other means.**
- **Rear Impact Guards with cover plates should be secured using DOK-LOK® Shadow Hook.**
- **Always operate the DOK-LOK vehicle restraint from the top of the dock.**
- **Inspect all restraint lights daily to make certain they work properly.**
- **Perform maintenance on restraints in accordance with Maintenance on page 11 of this manual.**
- **DOK-LOK vehicle restraints should be operated only by authorized personnel who have read and understand the Owner's Manual.**
- **Call your local representative or Rite-Hite at (800) 456-0600 with any questions.**

FAILURE TO FOLLOW THESE PROCEDURES COULD ALLOW UNEXPECTED TRAILER / LOADING DOCK SEPERATION RESULTING IN DEATH OR SERIOUS INJURY!

Stored Position / Restraint UNLOCKED

Hook is in the STORED position. Light Communication System should give the following signals:

1. OUTSIDE light is GREEN, which indicates that a vehicle may pull into our out of the loading bay.
2. INSIDE light is RED, which indicates that loading or unloading is not permitted, since the truck is not secured against the building. See Figure 3.

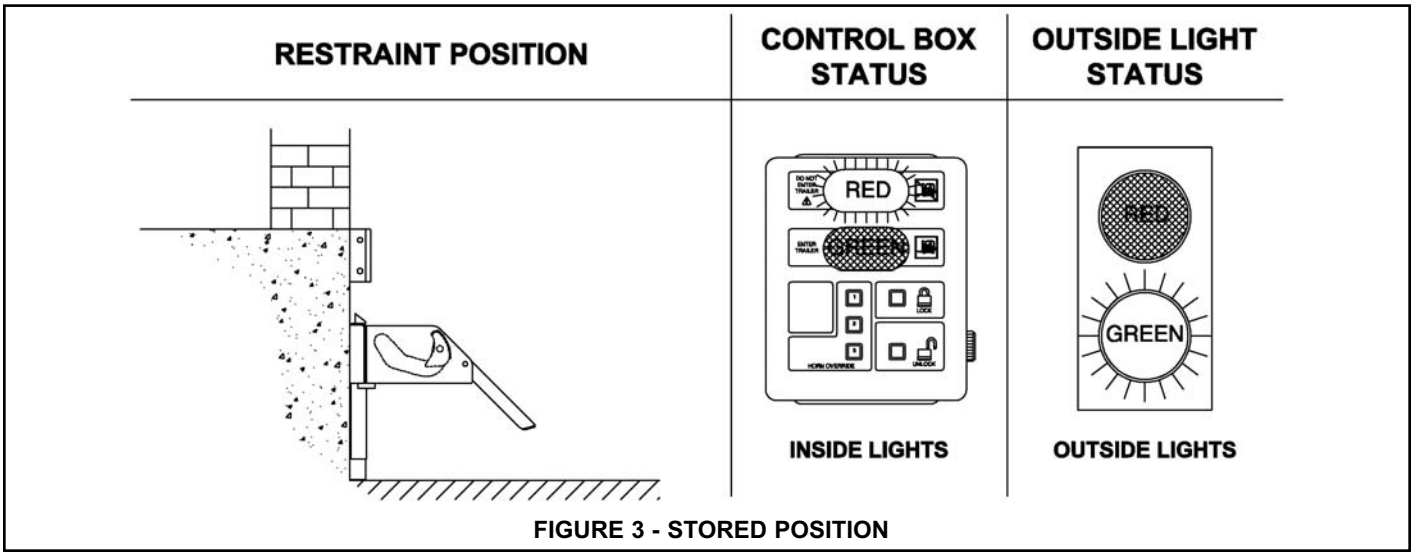


FIGURE 3 - STORED POSITION

Restraint Locking, LOCK Button Pressed

Trailer has backed into loading dock and is parked firmly against dock bumpers. Hook rotates from stored position to entrap R.I.G. Inside light is steady red alerting the operator that an unsafe condition exists and hook is in transit. Outside light is flashing red alerting truck driver not to move.

If horn sounds, go to FAULT, otherwise go to Restraint LOCKED.

⚠ CAUTION

If trailer can not be restrained due to a lift gate or other obstruction that could become damaged, go to OVERRIDE state.

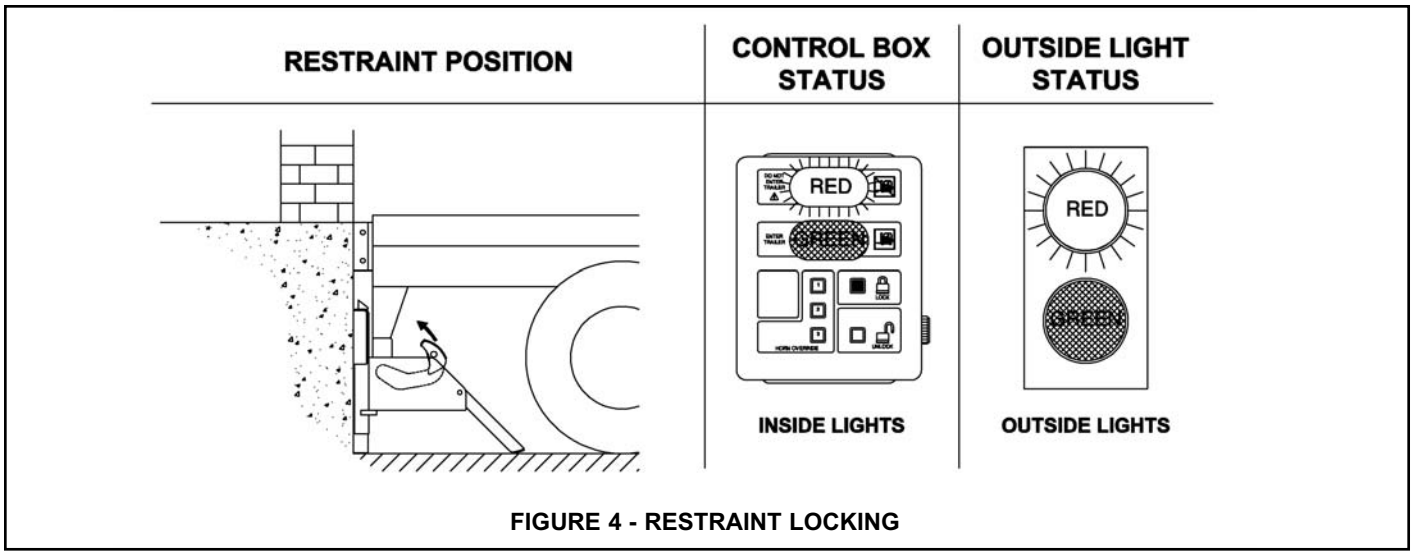


FIGURE 4 - RESTRAINT LOCKING

Restraint LOCKED

Once the R.I.G. is entrapped by the hook, a LOCKED condition exists. Inside light is flashing green alerting the forklift operator a safe condition exists. Outside light is flashing red alerting truck driver not to move.

If during loading/unloading the inside light turns red and the horn sounds, press LOCK button to secure the R.I.G.

⚠ WARNING

Visually inspect to ensure that the DOK-LOK vehicle restraint hook securely entraps the R.I.G. of the trailer being serviced before operating the dock leveler.

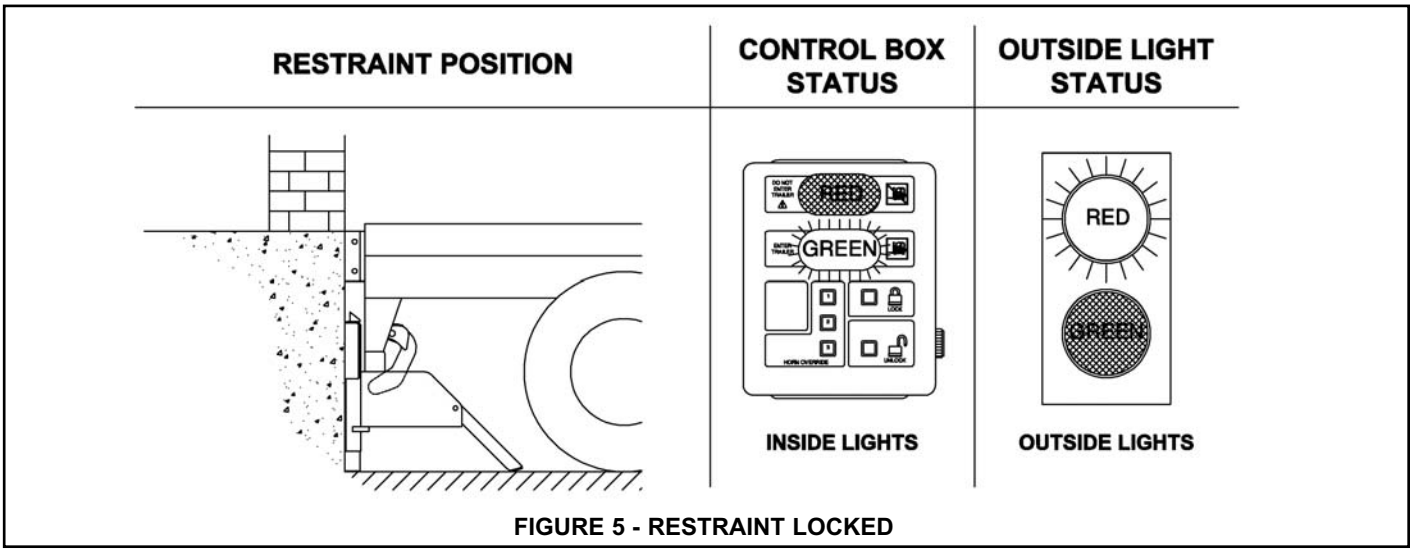


FIGURE 5 - RESTRAINT LOCKED

Restraint UNLOCKING, UNLOCK Button Pressed

Hook travels from the LOCKED position to the STORED position. Inside light is steady red alerting the operator that an unsafe condition exists and hook is in transit. Outside light is flashing red alerting truck driver not to move. If horn sounds go to FAULT state, otherwise go to STORED.

⚠ CAUTION

Hook will travel upwards when unlock button is pressed prior to hook traveling from locked to the stored position.

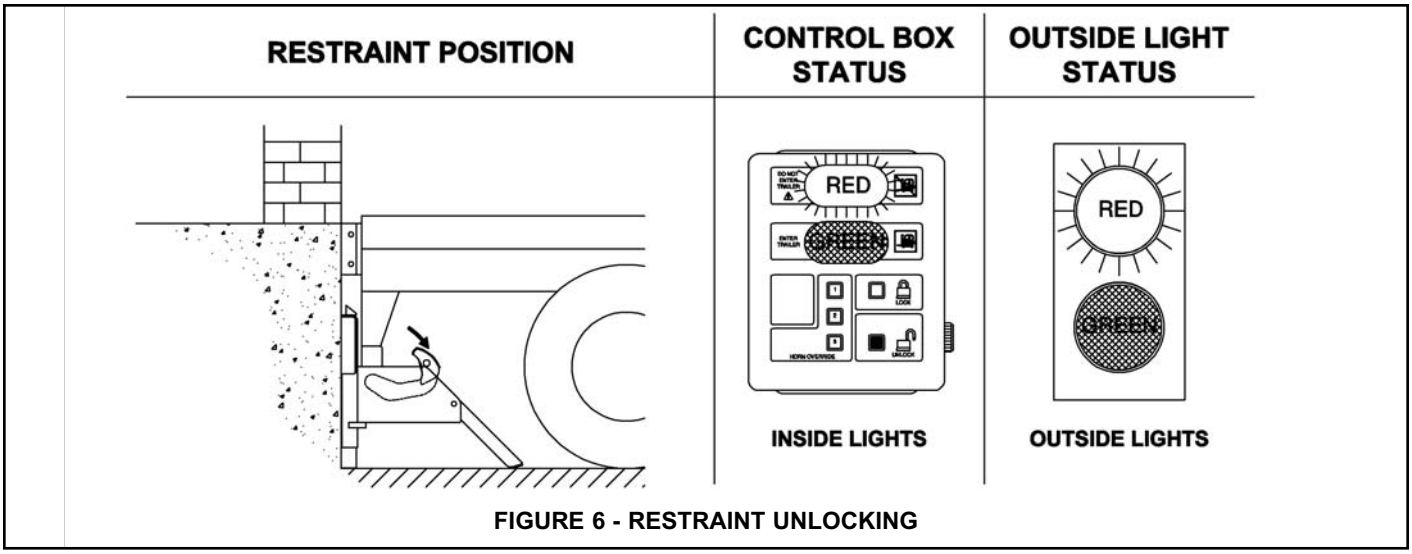


FIGURE 6 - RESTRAINT UNLOCKING

FAULT State From LOCKING State

Hook cannot entrap the R.I.G. This could be due to a R.I.G. that is located too far toward the rear axle, bent, obstructed or missing. Inside light is flashing red and horn is pulsing, alerting the forklift operator that the trailer is not locked. Outside light is flashing red alerting the truck driver not to move.

If the trailer is parked firmly against the dock bumpers go to HORN OVERRIDE state. If not, press UNLOCK to clear the fault, have trailer back up and repeat Restraint LOCKING.

FAULT State From UNLOCKING State

Hook cannot rotate to the STORED position. The hook could be caught on the R.I.G. or another part of the trailer. Inside light is flashing red and horn is pulsing, alerting the forklift operator that the trailer is not locked. Outside light is flashing red alerting the truck driver not to move.

Make sure trailer is parked firmly against the dock bumpers. If not, have trailer back up and repeat Restraint UNLOCKING.

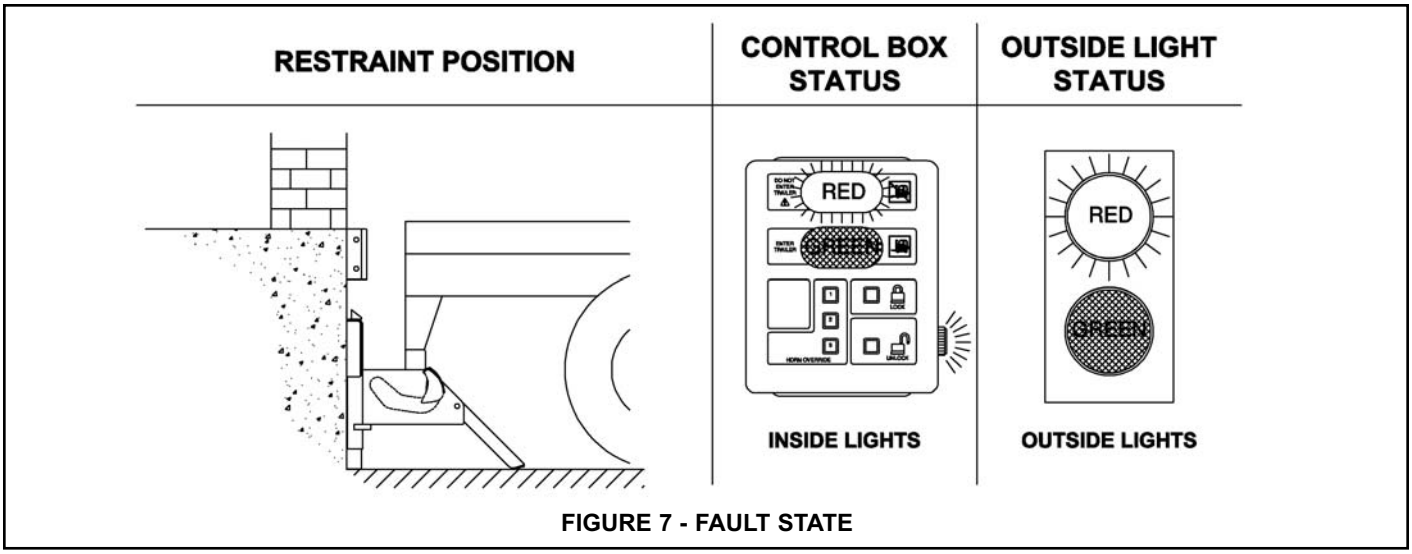


FIGURE 7 - FAULT STATE

HORN OVERRIDE State, HORN OVERRIDE Code Entered or HORN OVERRIDE Button Pressed after Securing Trailer by Alternate Means

An alternate means of securing the truck must be used if the hook can not capture the rear impact guard.(i.e. wheel chocks). Inside lights are flashing red and green alerting the forklift operator the trailer is secured by other means. Outside light is flashing red alerting the truck driver not to move.

⚠ DANGER

Before operating "HORN OVERRIDE", secure trailer by other means.

To return to STORED, enter HORN OVERRIDE Code or press the HORN OVERRIDE button followed by the UNLOCK button.

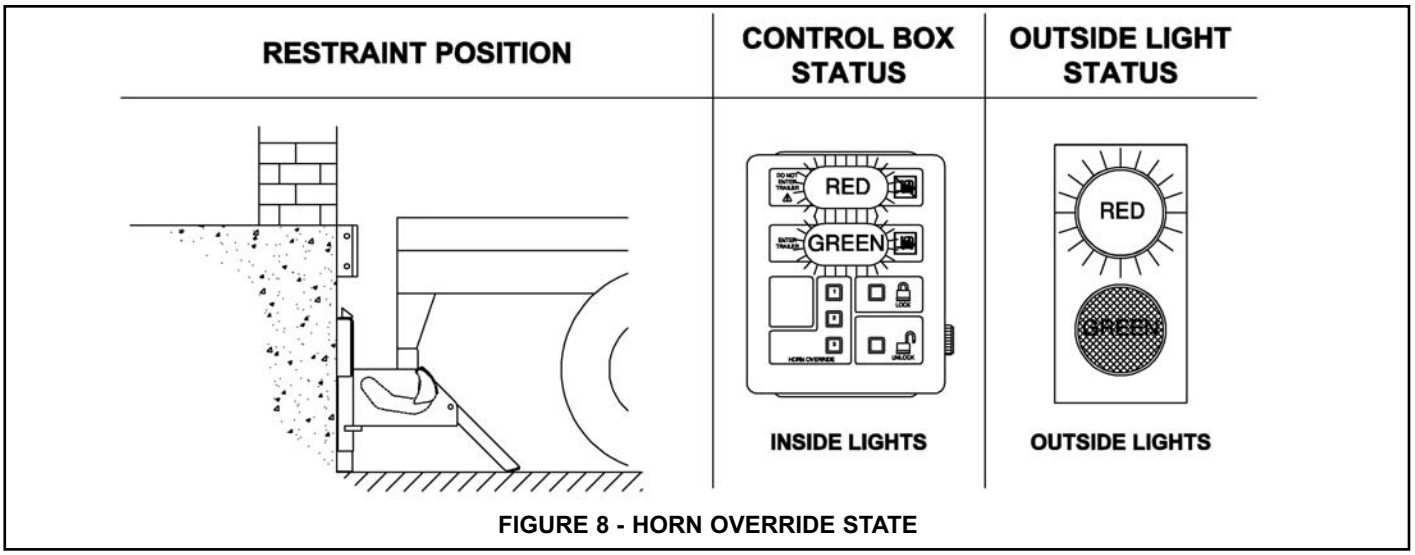


FIGURE 8 - HORN OVERRIDE STATE

⚠ DANGER

When working with electrical or electronic controls, make sure that the power source has been locked out and tagged according to OSHA regulations and approved local electrical codes.

⚠ DANGER

Post safety warnings and barricade work area, at dock level and at ground level, to prevent unauthorized use of the dock position.

⚠ WARNING

A safe work place requires all lights and the horn to be working properly. DO NOT use DOK-LOK vehicle restraint if parts are broken or missing.

⚠ CAUTION

When lifting carriage (approx. 110 lbs.) use lifting device (ex. crane, jack). Lifting by hand may cause back injury.

IMPORTANT

Maintenance may be required more frequently at loading docks exposed to harsh environments (extreme climates, corrosive chemicals, frequency of usage, etc.). Consult Rite-Hite if these conditions exist for accelerated maintenance requirements.

NOTE: If a leveler is installed at the RHR DOK-LOK vehicle restraint location, it may be necessary to raise the leveler before performing maintenance. Raise the leveler, insert and secure the SAFE-T-STRUT, and LOCKOUT/TAGOUT the power source.

NOTE: Your local Rite-Hite representative provides a Planned Maintenance Program (P.M.P.) which can be fitted to your specific operation. Call your local representative.

DAILY

1. Remove dirt, snow, ice and debris around DOK-LOK vehicle restraint.
2. Verify inside, outside lights and horn are working.
3. Replace damaged or missing light bulbs and lenses.
4. Repair, remount, or replace outside and inside signs as required.
5. Inspect dock bumpers. Missing bumpers must be replaced.

180 DAYS

1. Perform all Daily maintenance.
2. Grease rollers at fittings located on the top and bottom axle. Use Mobilith SHC220 No. 2 grease (or equivalent temperature range lithium based grease). Seven (7) to eight (8) pumps should be used for first 180 Day maintenance. Two (2) to three (3) pumps at subsequent 180 Day maintenance intervals.
3. Verify clutch torque is greater than 500 in-lbs at the hook shaft.
4. Inspect outside junction and light box. They should be rigidly mounted. If loose or damaged, inspect all wires and wire connections.
5. Check that all concrete anchor bolts are torqued to 100 ft-lbs.
6. Inspect flexible electrical harness from DOK-LOK vehicle restraint to junction box. Look for kinks, crushed areas, etc.
7. Verify hook is centered between stop plates.
8. Perform operational test after all maintenance repairs and adjustments are complete.
9. Inspect dock bumpers. Four inches (4") of protection is required. Worn, torn, loose or missing bumpers must be replaced.

360 DAYS

1. Perform all Daily and 180 Day maintenance.
2. Check and tighten, if necessary, motor drive chain. To tighten see Figure 9, page 12.
3. Spray lube chain using spray grease (Zep 2000 recommended).

DRIVE CHAIN ADJUSTMENT

⚠ DANGER

When working with electrical or electronic controls, make sure that the power source has been locked out and tagged according to OSHA regulations and approved local electrical codes.

Periodically inspect the drive chain for dirt and chain slack. Open the motor enclosure for inspection. Clean the chain with solvent. After cleaning, spray the chain with a good quality chain spray type lubricant.

The drive chain should not have more than 1/4" slack. Refer to Figure 9. To tighten chain:

1. Open motor enclosure and loosen the four (4) motor mounting bolts.
2. Pry the motor assembly forward, in the slotted holes, until the chain is tight with proper alignment between sprockets. Hold in this position and tighten the four (4) motor mounting bolts to 105 in-lbs in increments of 10 in-lbs. Tighten in pattern shown. See Figure 9.
3. Test for proper chain alignment.
4. Close the motor enclosure.

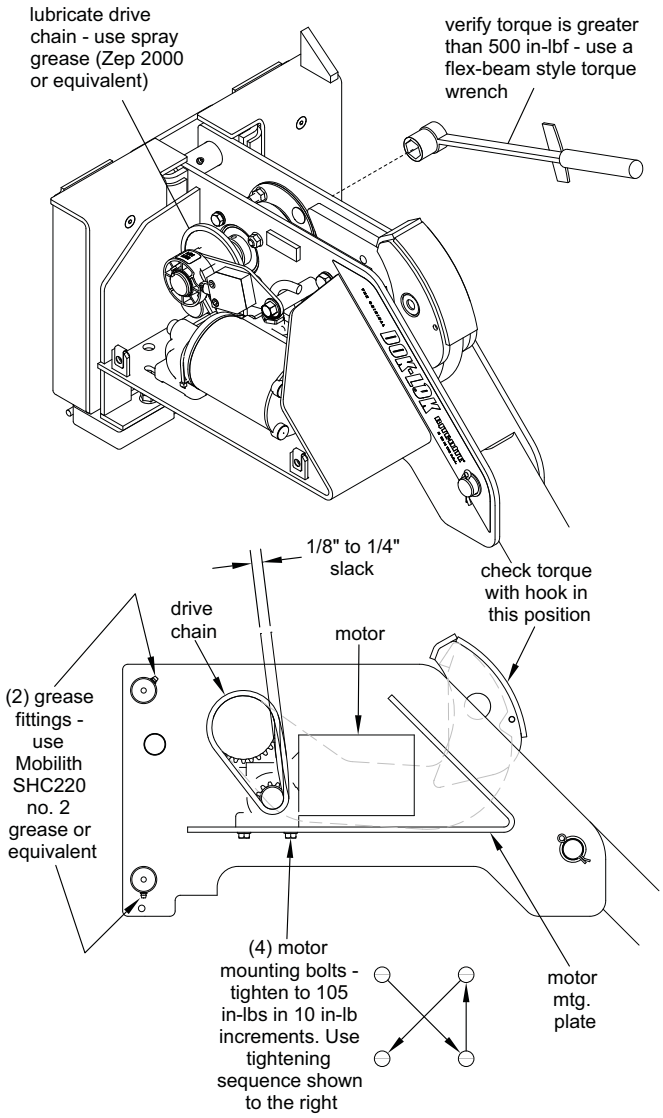


FIGURE 9 - MAINTENANCE AND LUBRICATION

TROUBLESHOOTING

COMPONENT TESTING

Vehicle Restraint Motor Test Procedure

1. BAD O/L: Little or infinite ohm reading (no needle movement) between pins 43 and 44, 43 and 45. Set multimeter to ohms. Std. readings: Between pins 44 and 45 = 11 ohms: Between pins 44 or 45 and 43 = 5.5 ohms.
2. OPEN WINDING: Infinite ohms (no needle movement) between pins 44 and 45. Check between pins 44 and 43 or 45 and 43 to determine which winding is open.
3. MECHANICAL BINDING: Motor hums. Motor leads show continuity between all windings. Shaft does not move. Reads 6.5 amps at pin 43 on both rotations.

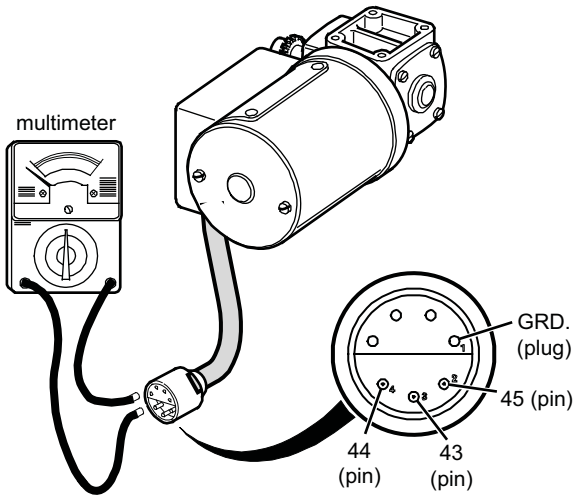
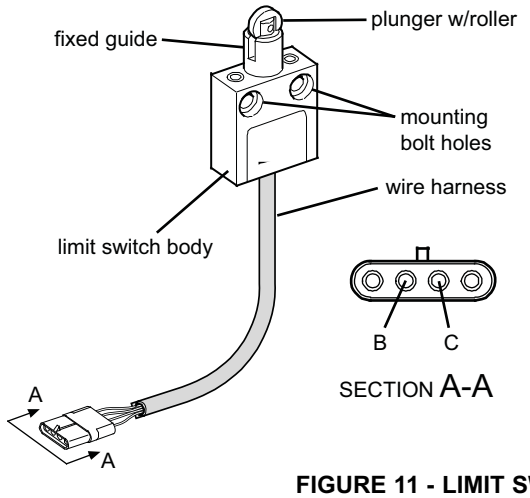


FIGURE 10 - MOTOR TEST

Limit Switch Test Procedure

1. Set multimeter to "RX1" scale for "Continuity Test".
2. Attach multimeter leads to pins "B" and "C" of limit switch connector. You should have:
   — plunger released - no meter reading.
   — plunger depressed - a "Full Scale" meter reading.

NOTE: The green (ground) wire of the limit switch does not have to be tested. A continuity test lamp may be used instead of a multimeter.



Hook Position	LS1 Position	LS2 Position	Inside Light	Outside Light	Horn
1. Stored	Closed Depressed	Open Released	Red	Green	Off
2. No Hook (Lower Pos.)	Closed Depressed	Closed Depressed	Red	Red	On
3. Hooked (90°)	Open Released	Closed Depressed	Green	Red	Off
4. No Hook (Upper Pos.)	Closed Depressed	Closed Depressed	Red	Red	On

FIGURE 11 - LIMIT SWITCH AND HOOK POSITION CHART

LED STATUS CHART

	LED INPUTS					LED OUTPUTS									
													OPTIONS		
	SW1	SW2	Lock PB	Unlock PB	PB1, 2, 3	ISR	ISG	OSR	OSG	Horn	M1L	M2L	CR1	CR2	CR3
1) Stored State (Unlocked)	T	F				P	F	F	P	F	F	F	F	*	T
2) Locking	T	T	M			T	F	P	F	F	T	F	F	*	T
3) Locked State	F	T				F	P	P	F	F	F	F	T	*	T
4) Hook Fault	T	T				P	F	P	F	P	F	F	F	*	F
5) RUN Fault	?	?				P	F	P	F	P	F	F	F	*	T
6) Horn Silence	?	?			M	P	P	P	F	F	F	F	T	*	T
7) Storing (Unlocking)	T	T		M		T	F	P	F	F	T[1]	T	F	*	T
8) LS Fault	F	F				D	F	P	F	D	F	F	F	*	F

SW1 = Limit Switch 1
SW2 = Limit Switch 2
LOCK PB = Lock Push Button
UNLOCK PB = Unlock Push Button
ISR = Inside Red Light
M = Lights when button is pressed
PB1, 2, 3 = Horn silence code push buttons
T = Steady On
T[1] = On For 1.5 Sec. Before M2L Energizes
D = Double Pulse
F = Off
P = Pulsing/Flashing
* = True when Unidox is enabled

ISG = Inside Green Light
OSR = Inside Red Light
OSG = Outside Green Light
HORN = Alarm Horn
M1L = Motor Up Output
M2L = Motor Down Output
CR1 = Green Light Interlock Output
CR2 = Unidox Output
CR3 = Security System Output
Hook Fault = Hook moved but did not sense a Safe Lock/Unlock
RUN Fault = Hook did not move
LS Fault = No Limit Switch Inputs
? = Varies depending on operation

FIGURE 12 - LED STATUS CHART

HORN OVERRIDE CODE AND DIAGNOSTICS

SETTING HORN OVERRIDE CODE

1. Press and hold DIAGNOSTIC button until horn chirps (approximately three seconds).
2. Enter the factory preset HORN OVERRIDE code: 1223. (horn will chirp)
3. Enter the new HORN OVERRIDE code. The code can be one to four numbers in length.
4. Once the new code has been entered, press the LOCK button.
5. Controls reset with new HORN OVERRIDE code enabled.

If no buttons are pressed within a five minute period, the controls will automatically retain the previous code. To exit the HORN OVERRIDE code set mode at any time, press the DIAGNOSTIC button.

If code has been forgotten, follow the above procedures and enter a new code.

DIAGNOSTICS

Diagnostic mode may be entered while the restraint is in any state. To enter diagnostic mode:

1. Press and hold DIAGNOSTIC button until it chirps (approximately 3 seconds).
2. Press the LOCK button.
3. Press the UNLOCK button.
4. The horn chirps and the outside light is flashing red. The controls are in the first step of diagnostic mode. NOTE: The outside red light will remain flashing at all times except Step 5.
5. Start at Step 1 in the Diagnostic Table. If the equipment Outputs do not match the table, use the Troubleshooting section on page 13.

If no buttons are pressed within a five minute period, the controls will automatically exit the diagnostic mode. To exit the diagnostic mode at any time, press the DIAGNOSTIC button.

Operator Action		Outputs	Troubleshooting
Step 1	Press LOCK - Go to Step 2	Outside red light is flashing. OSR LED is flashing.	Check light bulb and wiring. Check CPU module and 1amp fuse.
Step 2	Press UNLOCK - Go to Step 1 Press LOCK - Go to Step 3	Inside red light is ON. ISR LED is ON.	Check light bulb and wiring. Check CPU module and 1amp fuse.
Step 3	Press UNLOCK - Go to Step 2 Press LOCK - Go to Step 4	Inside Green light is ON. ISG LED is ON.	Check light bulb and wiring. Check CPU module and 1amp fuse.
Step 4	Press UNLOCK - Go to Step 3 Press LOCK - Go to Step 5	Inside amber light is ON (if not equipped, go to Step 5). ISA LED is ON.	Check light bulb and wiring. Check CPU module and 1amp fuse.
Step 5	Press UNLOCK - Go to Step 4 Press LOCK - Go to Step 6	Outside red light is ON. OSR LED is ON.	Check light bulb and wiring. Check CPU module and lamp fuse.
Step 6	Press UNLOCK - Go to Step 5 Press LOCK - Go to Step 7	Outside green light is flashing. OSG LED is flashing.	Check light bulb and wiring. Check CPU module and 1amp fuse.
Step 7	Press UNLOCK - Go to Step 6 Press LOCK - Go to Step 8	Horn is ON. HRN LED is ON.	Check horn and wiring. Test horn applying 12V DC power. Check CPU module and 1amp fuse.
Step 8	Press UNLOCK - Go to Step 7 Press LOCK - Go to Step 9	CR1 LED is ON. (If option card is not installed, go to Step 11).	Check Option module.
Step 9	Press UNLOCK - Go to Step 8 Press LOCK - Go to Step 10	CR2 LED is ON.	Check Option module.
Step 10	Press UNLOCK - Go to Step 9 Press LOCK - Go to Step 11	CR3 LED is ON.	Check Option module.
Step 11	Press UNLOCK - Go to Step 10 Press LOCK - Go to Step 12	Outside red light is flashing. OSR LED is flashing.	See Step 1.

Steps 12 - 16 are used to test the mechanical Inputs and Outputs of the lock (ie. motor, limit switches, etc.). The horn will chirp when the controls enter Steps 12 - 16 to alert the operator to check the hook position. If the hook does not move to the correct position, the horn will double pulse and the inside red light will be ON.

Operator Action	Outputs	Troubleshooting
Step 12 Press LOCK - Go to Step 13.	Hook is in stored position.	Check motor and verify wiring.
	SW1 LED is ON.	Check switch 1 and verify wiring.
	SW2 LED is OFF.	Check switch 2 and verify wiring.
	Inside red light is ON.	See Step 2.
	Outside red light is flashing.	See Step 5.
Step 13 Press LOCK - Go to Step 13.	Hook is in lower fault position.	Check motor and verify wiring.
	SW1 LED is ON.	Check switch 1 and verify wiring.
	SW2 LED is ON.	Check switch 2 and verify wiring.
	Inside red light is ON.	See Step 2.
	Outside red light is flashing.	See Step 5.
Step 14 Press LOCK - Go to Step 15.	Hook is in LOCKED position.	Check motor and verify wiring.
	SW1 LED is OFF.	Check switch 1 and verify wiring.
	SW2 LED is ON.	Check switch 2 and verify wiring.
	Inside red light is ON.	See Step 2.
	Outside red light is flashing.	See Step 5.
Step 15 Press LOCK - Go to Step 16.	Hook is in upper fault position.	Check motor and verify wiring.
	SW1 LED is ON.	Check switch 1 and verify wiring.
	SW2 LED is ON.	Check switch 2 and verify wiring.
	Inside red light is ON.	See Step 2.
	Outside red light is flashing.	See Step 5.
Step 16 Press LOCK - Hook will store and controls exit Diagnostic mode.	Hook is in upper fault position.	Check motor and verify wiring.
	SW1 LED is ON.	Check switch 1 and verify wiring.
	SW2 LED is ON.	Check switch 2 and verify wiring.
	Inside red light is ON.	See Step 2.
	Outside red light is flashing.	See Step 5.

CONTROL HARNESS

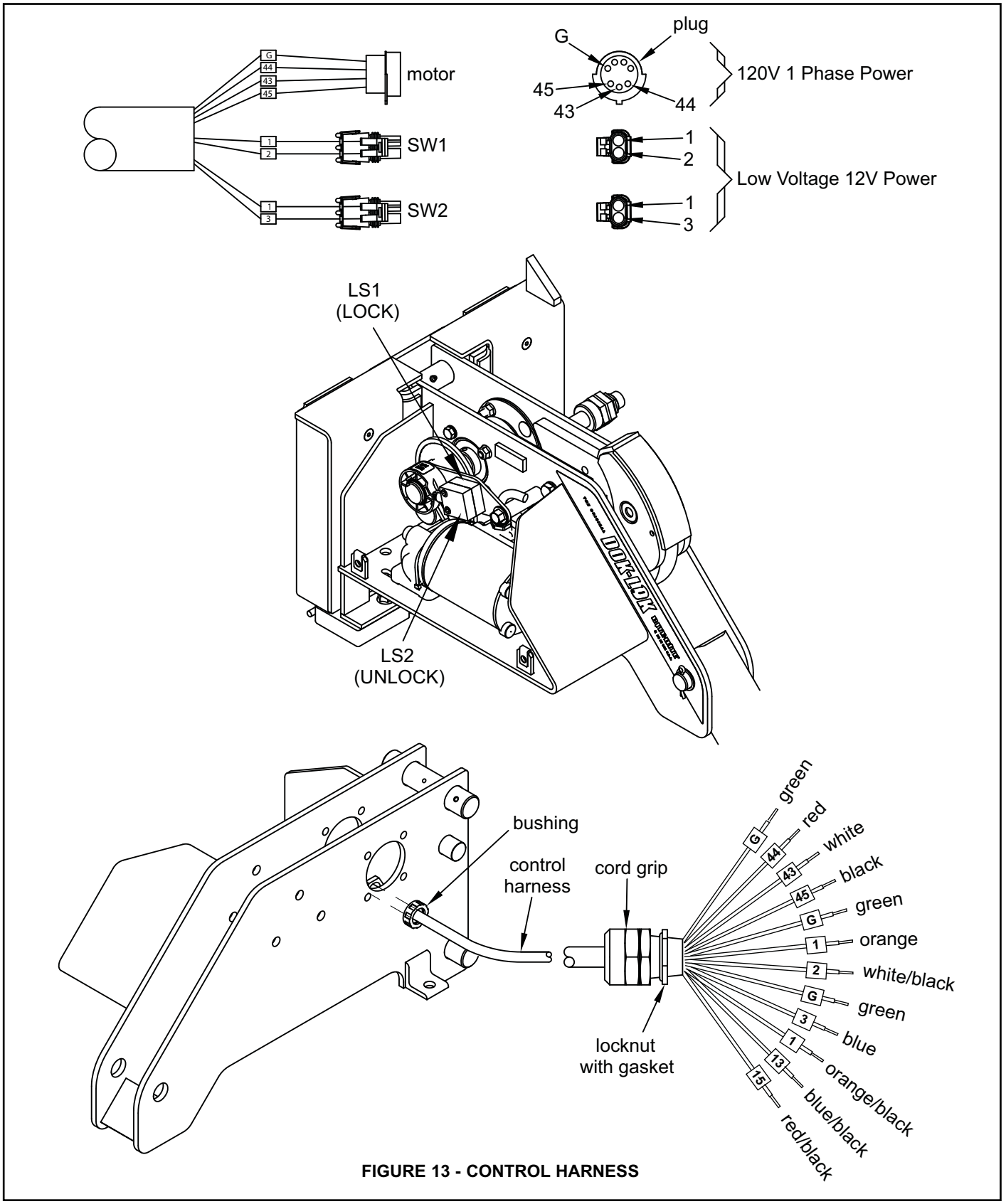


FIGURE 13 - CONTROL HARNESS

ELECTRICAL SCHEMATIC

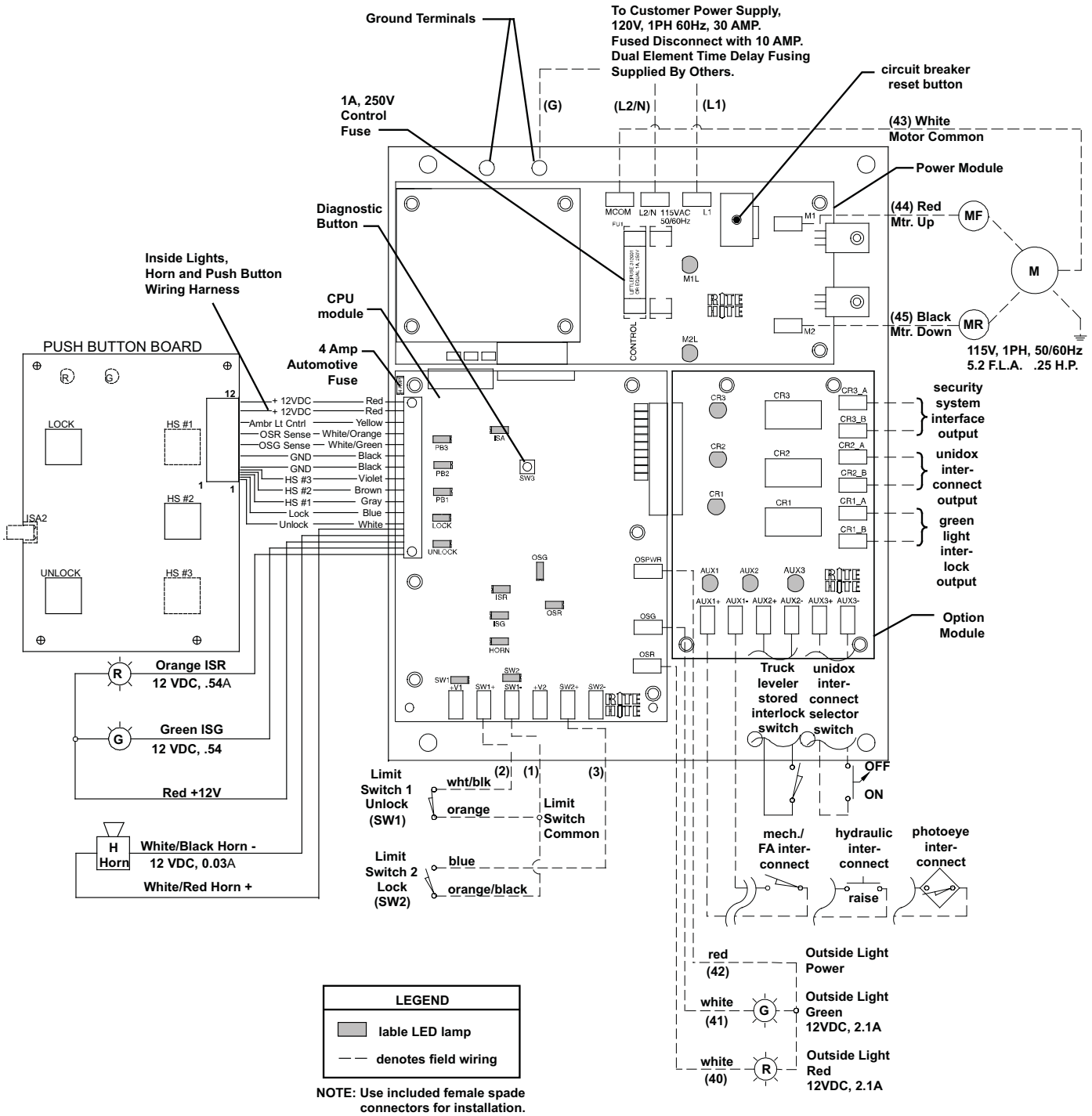


FIGURE 14 - ELECTRICAL SCHEMATIC

OUTSIDE LIGHT BOX WIRING

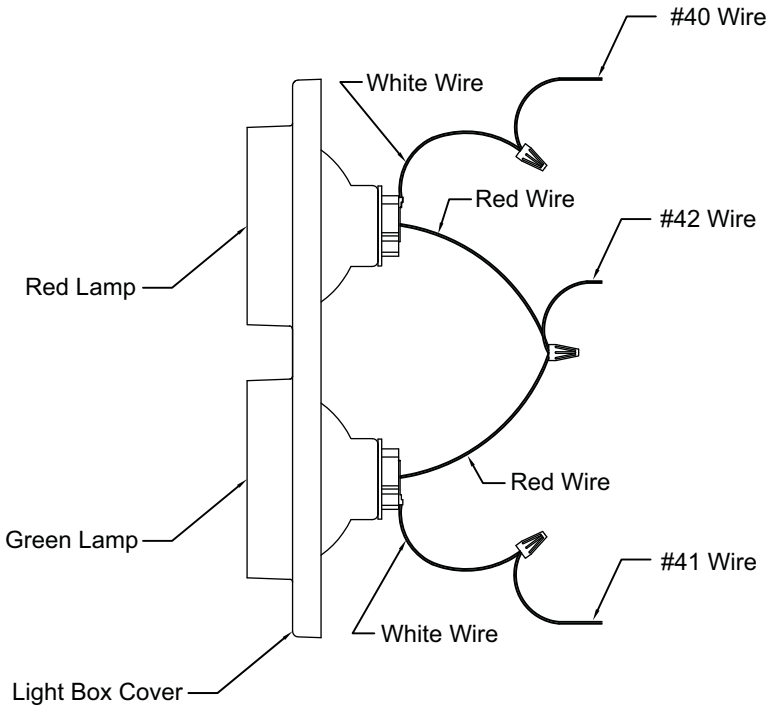
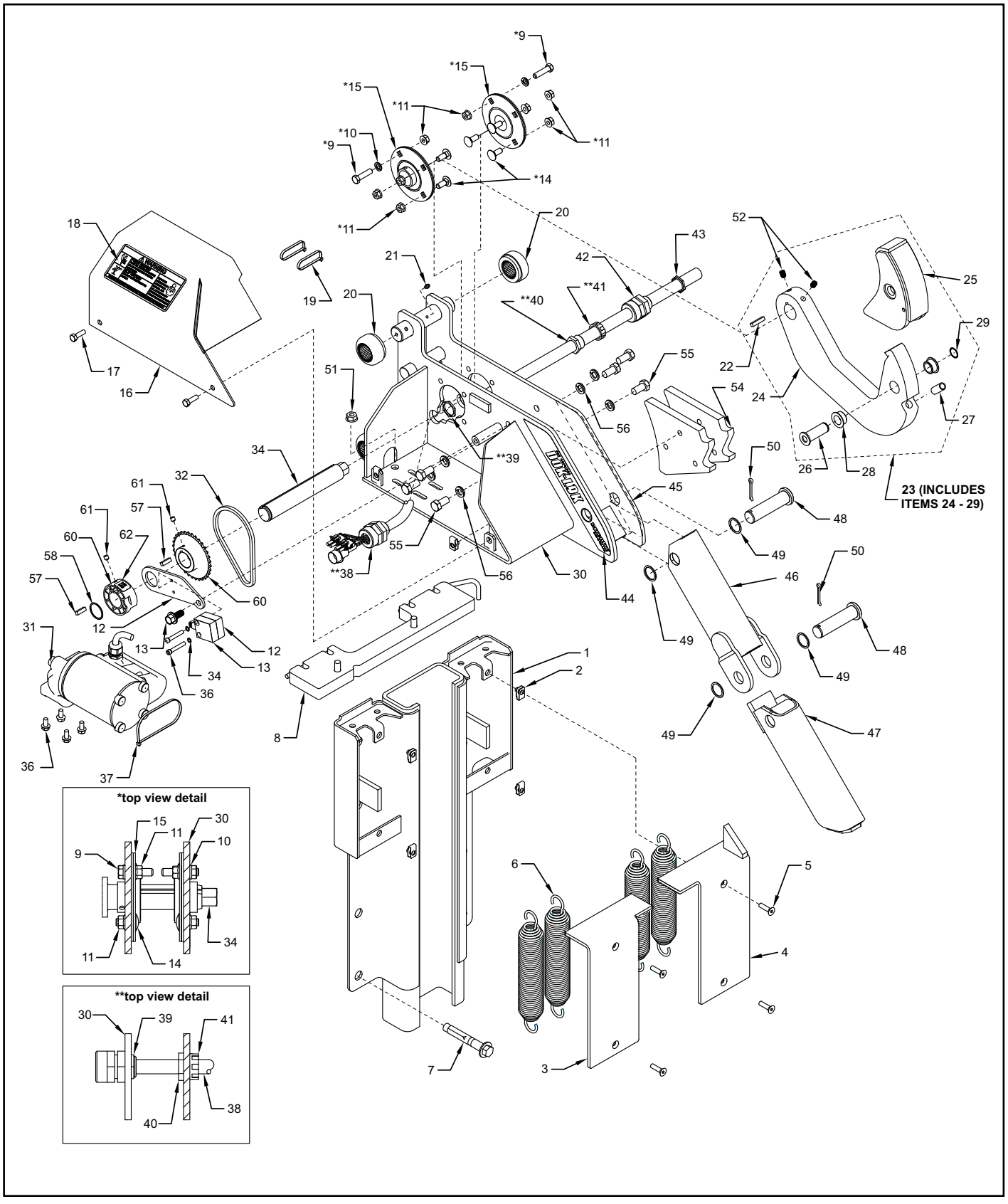


FIGURE 15 - OUTSIDE LIGHT BOX WIRING

9" CARRIAGE & TRACK



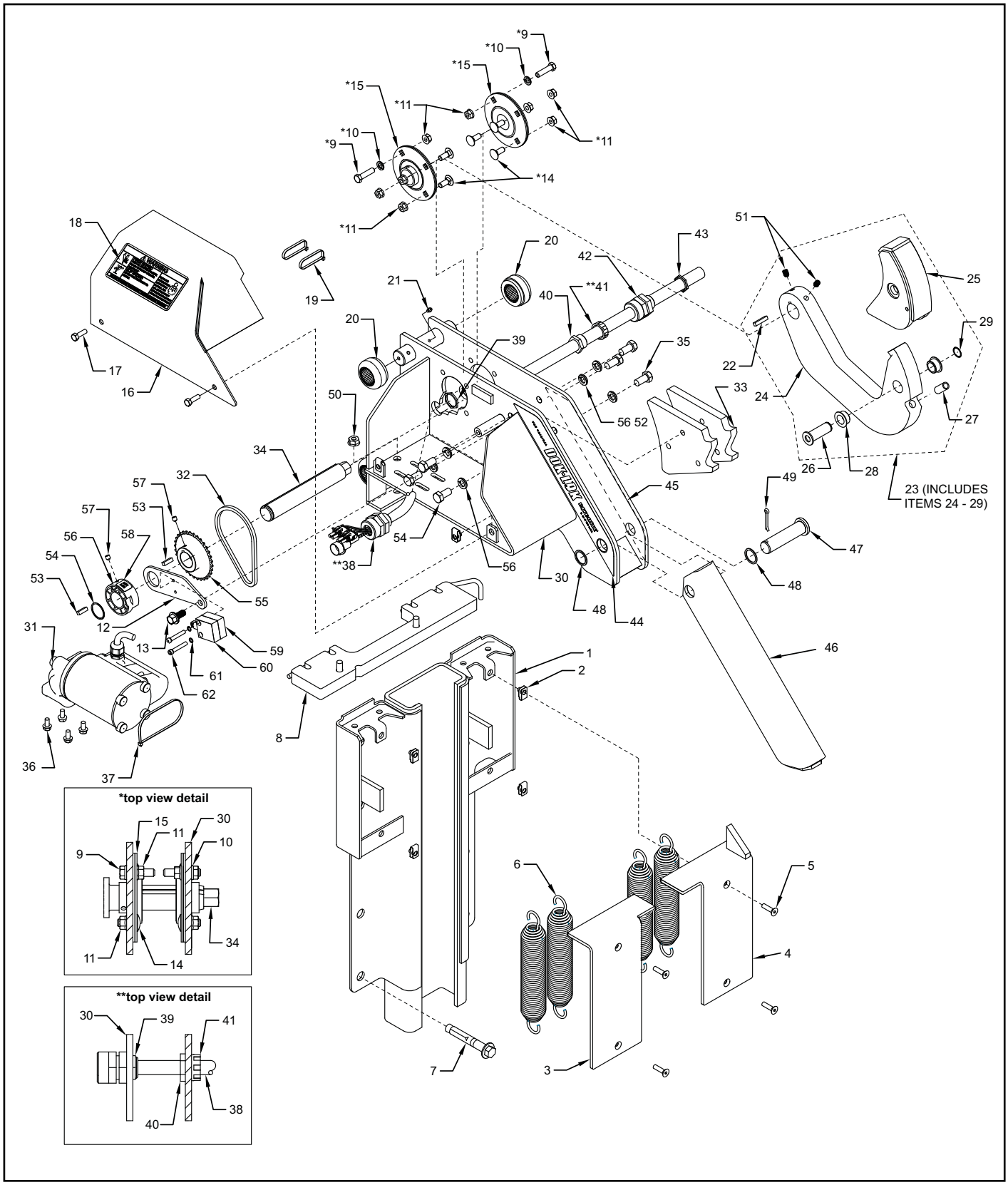
9" CARRIAGE REPLACEMENT PARTS LIST

Item	Qty	Description	Part Number
1	1	Roller Track	139912
2	6	Cage Nut	56540
3	1	Spring Cover, Left (facing dock)	139919
4	1	Spring Cover, Right (facing dock)	139918
5	4	Mounting Screw (5/16" - 18 x 1"L) flat head socket	18210
6	4	Extension Spring	52129
7	15	Concrete Anchor, 5/8" dia. X 4"L (Powers #6942 or equivalent)	53150
8	1	Spring Bar	139915
9	2	Bolt, hook stop	68207
10	2	Lock Washer	51773
11	8	Nut, serrated flange (3/8" - 16)	51564
12	1	LS1 Limit Switch	18211
13	1	LS2 Limit Switch	18212
14	6	Carriage Bolt, 3/8" -16 x 1" Long	58022
15	2	Bearing	6085
16	1	Motor Cover	140044
17	2	Bolt, 5/16" - 18 x 1"Long Hex	51627
18	1	Decal, "Warning"	141990
19	2	Wire Tie, .18 x 6.75"Long	55592
20	4	Carriage Roller	15782
21	2	Zerk Fitting	51169
22	1	Hook Key (1/4" x 1/4" x 1-1/4"Long)	54818
23	1	Barrier Assembly (includes items 25-30)	136784
24	1	Hook	136794
25	1	Barrier Support	136785
26	1	Clevis Pin, 3/4"Dia. X 2-1/8"Long, Stainless Steel	136797
27	1	Spring	137215
28	2	Flanged Bushing	136796
29	1	Retaining Ring, Spiral	137218
30	1	Carriage	140046
31	1	Motor	138158
32	1	Chain	140063
33	2	Hi-Collar Lockwasher 1/4"	51802
34	1	Hook Shaft	54987
35	2	Socket Head Screw 1/4"-20 X 1 1/2" Long	51636
36	4	Bolt, 5/16"-18 x 5/8"Long	58069
37	1	Wire Tie, 13-1/2"Long	55892
38	1	Control Harness (item 40 is locknut for harness)	115921-01
39	1	Lock Nut	55791
40	1	Conduit Nipple	18204
41	1	Conduit Bushing	57978
42	1	Harness Cord Grip	66082
43	1	Harness Lock Nut w/ Gasket	55877
44	1	Carriage Decal, Left (facing dock)	140207
45	1	Carriage Decal, Right (facing dock)	140208
46	1	Slope Extension, Upper	140051
47	1	Slope Extension. Lower	140052
48	2	Slope Extension Clevis Pin, 1"Dia. X 3-1/2"Long	105495
49	4	Machinery Bushing, .06"Thk x 1.015"I.D.	51745

9" CARRIAGE REPLACEMENT PARTS LIST

Item	Qty	Description	Part Number
50	2	Cotter Pin, .16"Dia x 1.5"Long	105865
51	2	Nut, serrated flange (7/16" -14)	51549
52	2	Set Screw, 3/8"-16 Knurled	139428
53	1	Serrated Flange Bolt 7/16"-14 X 1" Long	140346
54	2	Hook Stop Plate	136775
55	6	Hex Bolt 1/2"-13 X 1" Long	125347
56	6	1/2" Lockwasher	51831
57	2	Key 1/4" X 1/4" X 7/8" Long	54864
58	1	Retaining Ring, Spiral	56526
59	1	Sprocket #35-32 Tooth	140340
60	1	Cam	140344
61	2	Set Screw, 5/16-18 Knurled	56525
62	1	Decal, Cam	18213

12" CARRIAGE & TRACK



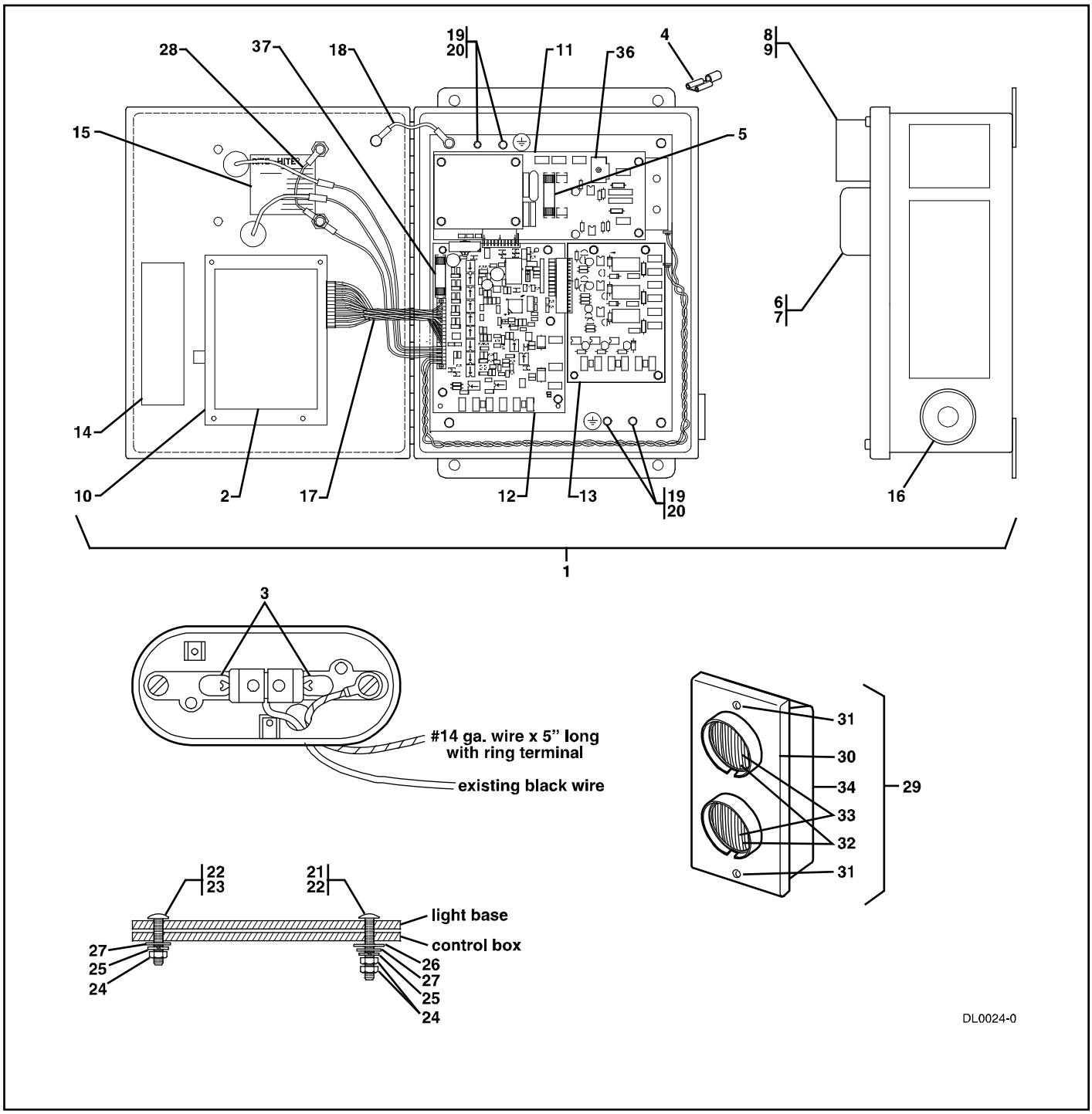
12" CARRIAGE REPLACEMENT PARTS LIST

Item	Qty	Description	Part Number
1	1	Roller Track	139912
2	6	Cage Nut	56540
3	1	Spring Cover, Left (facing dock)	139919
4	1	Spring Cover, Right (facing dock)	139918
5	4	Mounting Screw (5/16" - 18 x 1"L) flat head socket	18210
6	4	Extension Spring	52129
7	15	Concrete Anchor, 5/8" dia. X 4"L (Powers #6942 or equivalent)	53150
8	1	Spring Bar	139915
9	2	Bolt, hook stop	68207
10	2	Lock Washer	51773
11	8	Nut, serrated flange (3/8" - 16)	51564
12	1	Switch Mount	140343
13	1	Serrated Flange Bolt 7/16" x 1" Long	140346
14	6	Carriage Bolt, 3/8" -16 x 1" Long	58022
15	2	Bearing	6085
16	1	Motor Cover	140044
17	2	Bolt, 5/16" - 18 x 1"Long Hex	51627
18	1	Decal, "Warning"	141990
19	2	Wire Tie, .18 x 6.75"Long	55592
20	4	Carriage Roller	15782
21	2	Zerk Fitting	51169
22	1	Hook Key (1/4" x 1/4" x 1-1/4"Long)	54818
23	1	Barrier Assembly (includes items 25-30)	136784
24	1	Hook	136794
25	1	Barrier Support	136785
26	1	Clevis Pin, 3/4"Dia. X 2-1/8"Long, Stainless Steel	136797
27	1	Spring	137215
28	2	Flanged Bushing	136796
29	1	Retaining Ring, Spiral	137218
30	1	Carriage	140050
31	1	Motor	138158
32	1	Chain	140063
33	2	Hook Stop Plate	136775
34	1	Hook Shaft	54987
35	6	Hex Bolt 1/2"-13 x 1" Long	125347
36	4	Bolt, 5/16"-18 x 5/8"Long	58069
37	1	Wire Tie, 13-1/2"Long	55892
38	1	Control Harness (item 40 is locknut for harness)	18205
39	1	Lock Nut	55791
40	1	Conduit Nipple	18204
41	1	Conduit Bushing	57978
42	1	Harness Cord Grip	66082
43	1	Harness Lock Nut w/ Gasket	55877
44	1	Carriage Decal, Left (facing dock)	138250
45	1	Carriage Decal, Right (facing dock)	138249
46	1	Slope Extension	140053
47	1	Slope Extension Clevis Pin, 1"Dia. X 3-1/2"Long	105495
48	2	Machinery Bushing, .06"Thk x 1.015"I.D.	51745
49	1	Cotter Pin, .16"Dia x 1.5"Long	105865

12" CARRIAGE REPLACEMENT PARTS LIST

Item	Qty	Description	Part Number
50	2	Nut, serrated flange (7/16" -14)	51549
51	1	Set Screw, 5/16-18 Knurled	139428
52	6	1/2" Lockwasher	51831
53	2	Key 1/4" x 1/4" x 7/8" Long	54864
54	1	Retaining Ring Spiral	56526
55	1	Sprocket #35-32 Tooth	140340
56	1	Cam	140344
57	2	Set Screw, 5/16-18 Knurled	56525
58	1	Decal, Cam	18213
59	1	LS1 Limit Switch	18211
60	1	LS2 Limit Switch	18212
61	2	Hi-Collar Lockwasher	51802
62	2	Socket Head Screw	51636

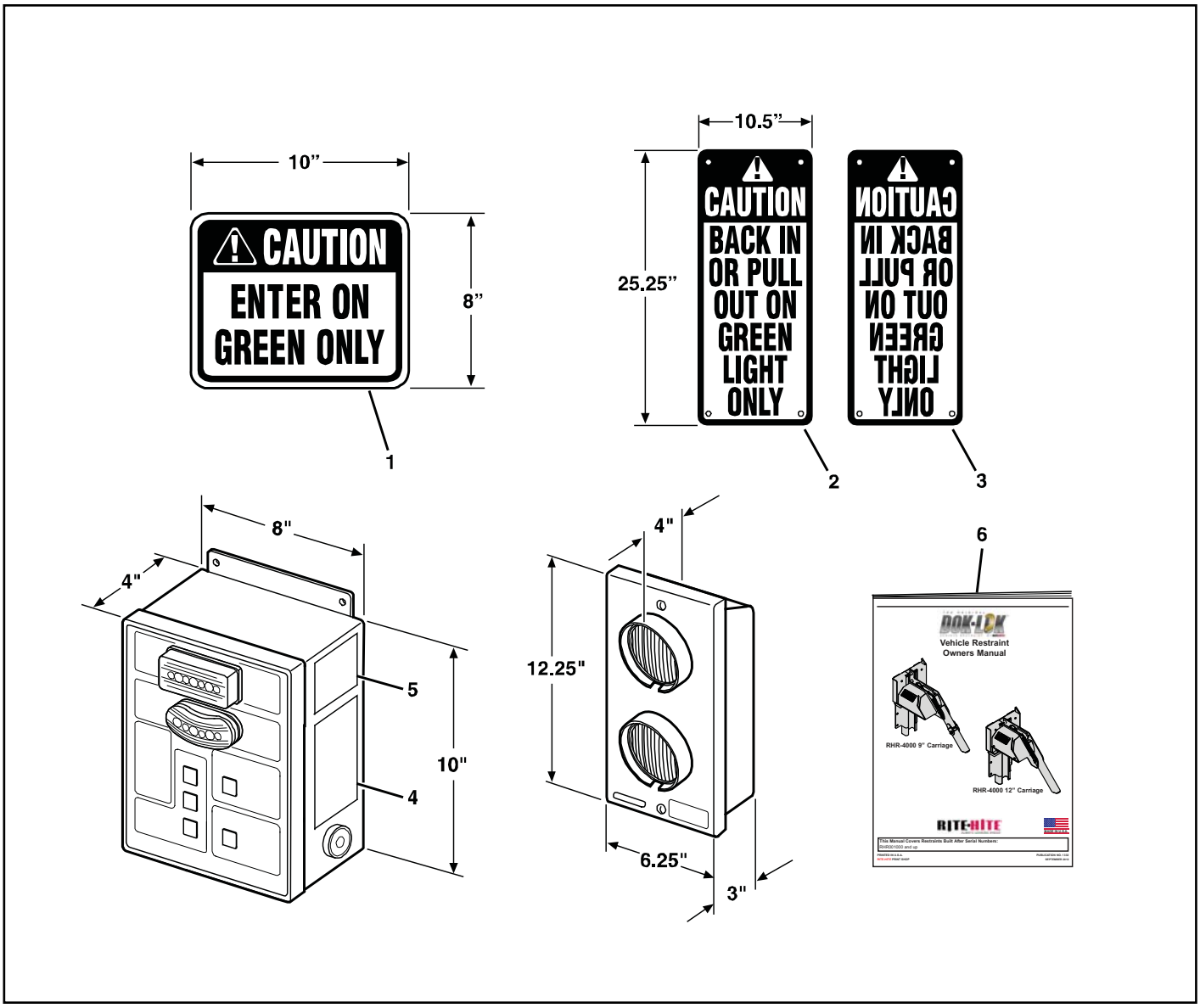
ELECTRICAL PARTS



ELECTRICAL REPLACEMENT PARTS LIST

Item	Qty	Description	Part Number
1	1	Control box assembly, complete (Consult RITE-HITE for specific part)	103.xxx
2	1	Electrical schematic decal (Consult RITE-HITE for specific part)	108.xxx
3	2	Inside RED LED bulbs	116363
	2	Inside GREEN LED bulbs	116364
4	16	Insulated female terminal 1/4", 14-16AWG	55726
5	1	Fuse, 1amp 250volt fast blow	107571
6	1	Inside signal light, GREEN assembly	55742
7	1	Inside signal light, GREEN lens	55812
8	1	Inside signal light, RED assembly	57803
9	1	Inside signal light, RED lens	57840
10	1	Push button module, 3 button - includes mounting hardware	105433
10	1	Push button module, 5 button - includes mounting hardware	105436
11	1	Power module with circuit breaker - includes subplate and mounting hardware	105438
12	1	CPU module - includes mounting hardware	140948
13	1	Options module, not included in STANDARD control box assembly	105448
14	1	Program configuration decal (Consult RITE-HITE for specific part)	107.xxx
15	1	Full Load Amp and Voltage Decal (Consult RITE-HITE for specific part)	110.xxx
16	1	Horn, 12VDC	57383
17	1	Wiring harness	105460
18	1	Grounding harness	105456
19	4	Screw, panhead #10-32 x .250	105455
20	4	Lock washer, internal tooth #10	51828
21	1	Screw, round head #8-32 x 1.00 (Red light only)	51656
22	2	Screw, round head #8-32 x .75	51672
23	1	Screw, round head #8-32 x .50 (Green light only)	51645
24	6	Nut, hex #8-32	51538
25	4	Lock washer, external tooth #8	51760
26	2	washer, nylon 0.26 ID x 0.75 OD x 0.10 THK	53164
27	4	Bushing, nylon	53147
28	1	Common wire, light assembly	108179
29	1	Outside light box LED, complete	115798
30	1	Outside light box cover LED, with lamps and lenses	128458
31	2	Screw, round head #6-32 x 3/4" Long	18364
32	1	Outside RED LED bulb	128448
	1	Outside GREEN LED bulb	128449
33	2	Lamp socket assembly	116894
34	1	Outside light box, NEMA 3R, (without cover)	18277
35	1	URC Circuit Board Cover (not shown)	108073
36	1	Circuit Breaker	107576
37	1	Fuse, 4 Amp	119018

MISC. PARTS



MISCELLANEOUS REPLACEMENT PARTS LIST

Item	Qty	Description	Part Number
1	1	Interior Warning Sign	56095
2	1	Narrow sign (normal letters)	56112
3	1	Narrow sign (mirror letters)	56113
4	1	RHR Warning decal	140722
5	1	Lockout/Tagout Warning decal	105430
6	1	RHR4000 Owners Manual	Pub. 1332

NOTES

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Rite-Hite warrants that its products will be free from defects in design, materials, and workmanship for a period of 365 days from the date of shipment. All claims for breach of this warranty must be made within 30 days after the defect is or can, with reasonable care, be detected and in no event no more than 30 days after the warranty has expired. In order to be entitled to the benefits of this warranty, the products must have been properly installed, maintained, and operated within their rated capacities and/or specified design parameters, and not otherwise abused. Periodic lubrication and adjustment is the sole responsibility of the owner. This warranty is Rite-Hite's exclusive warranty. RITE-HITE EXPRESSLY DISCLAIMS ALL IMPLIED WARRANTIES, INCLUDING THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS. Non-standard warranties, if any, must be specified by Rite-Hite in writing.

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