Owner's Manual

KEEP THIS OWNER'S MANUAL IN VEHICLE

CommandLIFT®

REMOTE DOOR SYSTEM

www.commandlift.com

WHITING®

Quality Products for the Transportation Industry

United States
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Version 01-2019

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1. Unit information

CommandLIFT serial no. _____

Dealer _____

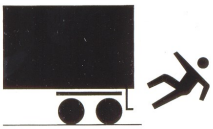
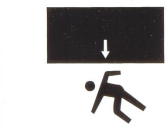
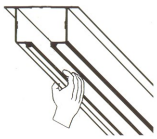
Installation date _____

Door type _____

Door size _____

Door serial number _____

2. Safety guidelines

Warning	Safety guidelines
 Slipping, tripping or falling on the floor of the cargo area can cause injury. **Attention: Risk of injuries!**	For problem-free operation of the CommandLIFT, the truck's roll-up door must always be kept in good condition. **Before using the CommandLIFT:** 1. Check if all the shutter doors components are firmly in place. Loose parts must be fixed or replaced if necessary. 2. Check the lorry's shutter door is working properly. **When using the CommandLIFT:** 1. No obstacles are allowed in the range of the shutter door when it is moving! 2. If the door can be locked of bolted, do not forget to unlock or unbolt it. 3. Check the movement of the CommandLIFT both on opening and closing. If the CommandLIFT runs unevenly, investigate the cause and repair it if possible. 4. Replace damaged parts as quickly as possible. 5. Recurring stoppages or problems must be sorted out as quickly as possible by people with the appropriate training. Do not attempt to resolve problems yourself if you do not have the proper training. Electronic equipment requires specialized knowledge. 6. Take care that the track in the door's path of movement is not blocked. **After using the CommandLIFT:** 1. The door should be closed properly before driving away. 2. Never drive with an open door; this will damage the CommandLIFT. **Maintenance:** 1. Damaged, loose or missing parts should be repaired or replaced by skilled personnel. You should have checked the CommandLIFT at least twice a year. **2.** When repairing the CommandLIFT you should always disconnect the system from the power supply. **Attention: Electronic equipment requires specialised knowledge!** 3. Do not lubricate the CommandLIFT. 4. Clean using a damp cloth. Do not use any volatile substances as static electricity may ignite them and causes an explosion. 5. Use genuine CommandLIFT replacement parts.
 Nothing should be in the path of the roll-up door when it is moving. **Attention: Risk of injuries!**	
 Never put your fingers into the track of the door or into the track of the CommandLIFT.	

3. Service Book

Type of service	Date	By
Notes		

Type of service	Date	By
Notes		

Type of service	Date	By
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4. Control devices

Your CommandLIFT system comes standard with two wireless key FOB transmitters. Any other external device like switches are provided by the fitter or customer.

Item	Description	Function
1	Remote control	Up/down automatic
2	Push button single	Up/down automatic
3	Push button up	Up automatic
4	Push button down	Down automatic
5	Block function	Automatically closes door, blocks all inputs

Optional functions:
Connect auxiliary devices to the CommandLIFT control box through the 8-lead harness using the wire chart below.

Wire	Item
1	Up/down input
2	Up input
3	Down input
4	Signal block (ignition lockout)
5	+ 12V common feed (max 250 mA)
6	Door ajar output (ground)
7	Cargo light output (ground)
Yellow/green	Ground (max 250 mA)

The 8-pin male receptacle on the box comes equipped with a plug to protect the connector from water and dirt if the harness is not used. This plug is removed and discarded if the harness is utilized.

4.1 How does the remote control work

LED indicator

When a command is given, the LED's will indicate the signal was received.
- LED 2 on the control box will momentarily flash orange, as an input signal is received either from a FOB or a switch.
- LED 1 will start to flash green as 32 VDC is sent to the motor

4.2 Programming remote control

Note: if the FOB battery has to be replaced for any reason, the battery is a 12 Volt A-23 dry cell type

1. Remove power from the box by unplugging the 30-Amp fuse in the battery cable. Wait 25 seconds. Unplug the box's output cable. Insert fuse. Within 5 seconds, press buttons 1 and 2 on the FOB at the same time. The system will then enter the code learning mode. The UNLOCK OUTPUT will trigger to remind you that the system is in code learning mode.

2. Within 5 seconds after entering the code learning mode, press any button on the FOB and FOBs you want taught. The UNLOCK OUTPUT will trigger each time to tell you the FOB has been recognized and is compatible with the system. A maximum of 12 FOBs can be coded per system.

3. During code learning, if there is no action after 5 seconds, the system will exit learning mode. The UNLOCK OUTPUT will be the reminder.

4. If old FOBs have to be erased from the receiver's memory for any reason, program the new FOBs with the above procedure and don't include the old FOBs. This process will erase the old FOB data from the receiver's memory.

5. Plug the output cable back into the box and test the system.

5. Inspection and maintenance Roll - Up door

Maintain the Roll-Up door every 3 months:

1. Lubrication Roll-Up door
2. Balancer maintenance and adjustment
3. Check if all the shutter doors components are firmly in place.

1. Lubricate the roller bearings and shafts, hinge pins and cable drum bearings as per the illustration below.

DO NOT USE GREASE OF ANY KIND

Grease sits on the surfaces and attracts dust, dirt and salt. The recommended lubricant is environmental friendly, WHITING brand EASY-UP spray lubricant available from your local WHITING dealer.

2. Check to make sure the roll-up door is properly balanced.

ALWAYS lubricate your roll-up door, prior to checking the balance of the door.

The CommandLIFT will operate the roll-up door provided a force of no more than 50 pounds to open or close the door. Ensure that the force required to lift the door is equal to the force required to close the door.

- If the door requires more force to open than it does to close, increase the tension on the balancer.
- If the door requires more force to close than it does to open, decrease the tension on the balancer.

Additional info:
Time and the elements affect the tension on the spring that lifts the door. Over time, the spring wire will corrode and loose effective wire diameter. The springs themselves also get tired and loose their tensile strength. An average balancer on a WHITING door will last approximately 15,000 to 25,000 cycles.

Adjusting and maintaining the proper door balance:

CAUTION—*work on doors and related parts can be dangerous. It is strongly recommended that repair service work be preformed by persons who have successfully completed appropriate training. If assistance is required, please contact WHITING for a list of qualified service locations.*

1. Fully open the roll-up doorand push it back towards the front of the trailer approximately 18", this may require the assistance of another person or a spreader bar placed between the header and the bottom panel of the door.

2. Install vice grip pliers into the track at the bottom roller to hold the door in this open position while working on the balancer.

3. The springs should have equal tension, for this reason it is important to count the number of turns either put on or removed from each spring, this is easily don by placing a mark on the winding anchor before doing any adjustments.

4. Insert a 3/8" diameter rod (see illustration) into one of the winding cone and carefully remove the center balancer clamp. Lower the winding bar to add tension or raise the winding bar to remove tension. Insert then a second winding bar into the next hole on the winding anchor and repeat the process until the desired tension is achieved. The amount of tension to be added or removed depends on the type of door, the age of balancer and how far out of adjustment it is. Adjust the springs no more than one half turn at a time.

5. Replace the camp and nuts, remove the winding bars.

6. Remove the vice grip pliers for the track and test the door operation.

6. Inspection and maintenance CommandLIFT

Pre-conditions:

- Maintenance should be performed by qualified (trained) staff.
- Maintenance of the CommandLIFT should always be done in conjunction with maintenance of the roll-up door.
- Maintenance schedule is based on 40 cycles per day, 5 days a week. At higher frequency, you may need to do the inspection more often.
- Maintenance schedule is based on a well maintained, well balanced and manual operable shutter door.
- When repairing the CommandLIFT you should always disconnect the system from the power supply.
- DO NOT GREASE OR LUBRICATE THE CommandLIFT. Clean using a damp cloth.
- Use only genuine CommandLIFT replacement parts.

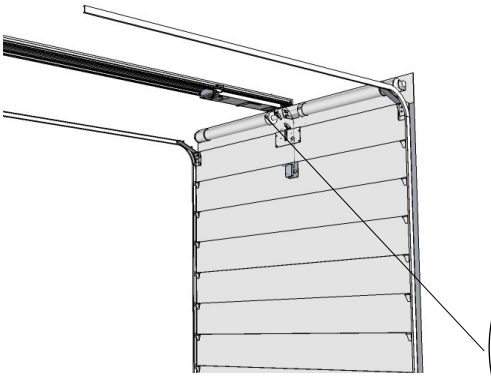
Maintenance activities	Six months	Yearly
Check the operation by opening and closing the system with the door attached	X	X
Check the balancing of the door with the CommandLIFT dis-connected	X	X
Ensure that all parts are properly tightened. Damaged, loose or lost parts should be repaired or replaced	X	X
Inspect the aluminum track	X	X
Lubricate and test the emergency unlocking system	X	X
Perform door maintenance as instructed in Step 5	X	X
Check all electrical connections for tightness and corrosion		X
Disconnect the motor-unit and take it out of the track for inspection		X
Do a visual inspection of the motor-unit gears and guide wheels		X
Replace the four guiding blocks (part number: 17031).		X
Replace the battery of the remote control FOB if needed		X
Replace the cable of the emergency unlocking mechanism		X
Place service sticker		X

Replace the motor-unit after 5 years or 80,000 cycles

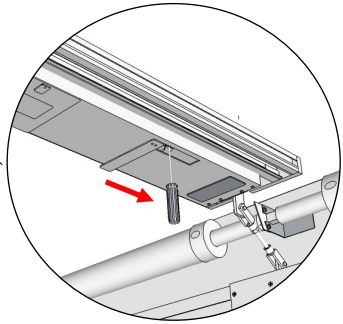
Expected time for maintenance service of CommandLIFTs excluding door maintenance and inspection:

Six months : 30 minutes.
Annual : 60 minutes.

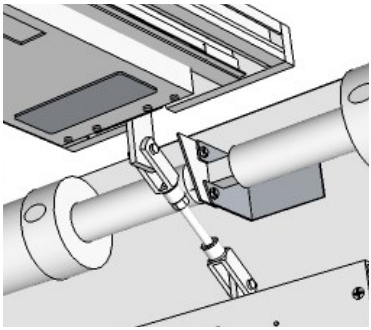
7. Removal motor unit



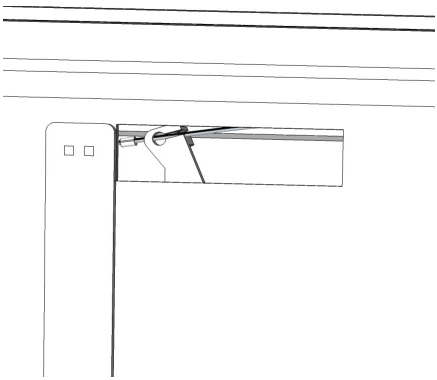
1. Use a screw driver and insert this in the lever, located in the motor unit. Move the lever towards the roll-up door. Your are now able to open and close the door by hand.



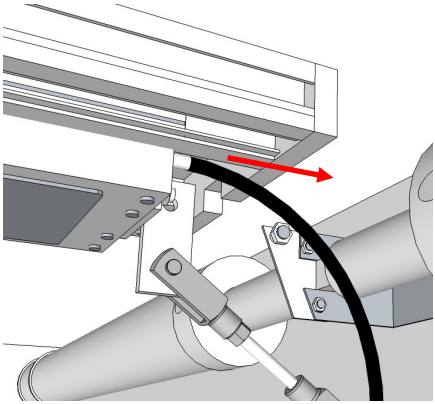
2. Remove the clevis pin on the turn buckle. This will disconnect the motor-unit from the door.



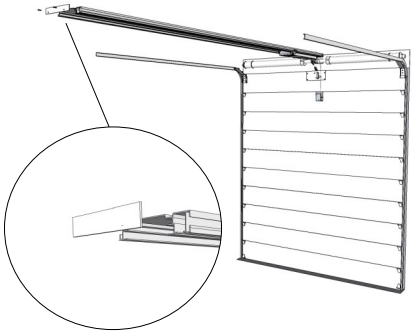
3. Remove the cable from the lever



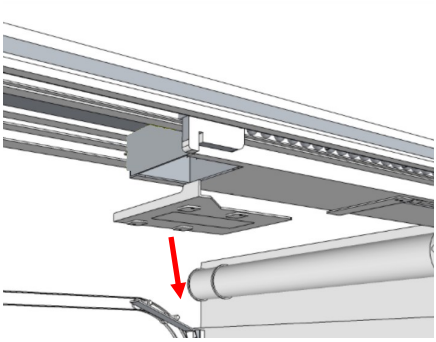
4. Remove the cable from the cable tube in the motor-unit.



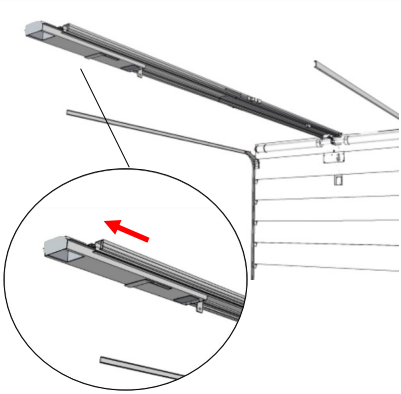
5. Remove the cover from the track.



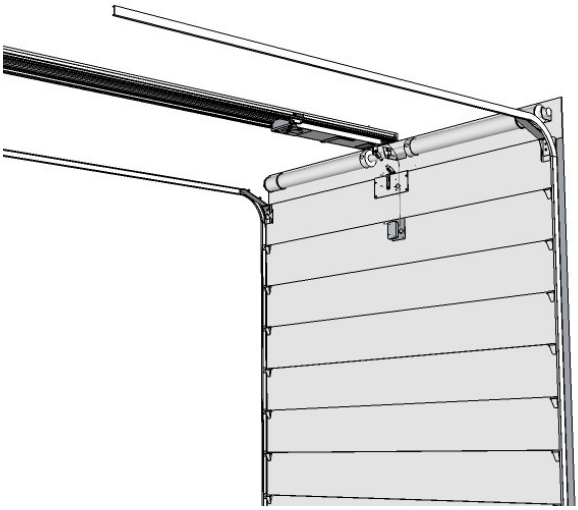
6. Cut the zip tie retaining the yellow cable to the slider cover. Unscrew the slider cover bolts and remove it. Unplug the yellow cable harness from the motor connector within the box.

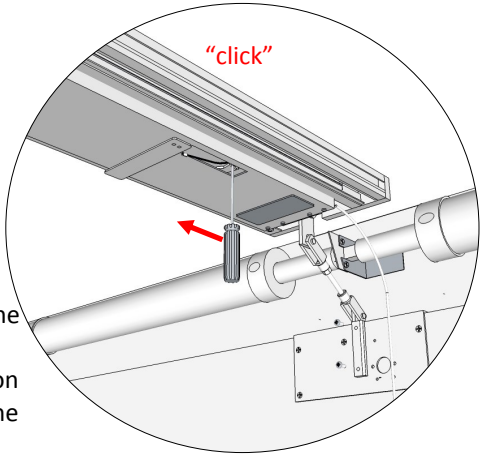


7. Slide the motor-unit out of the track.



8. How to lock the gears



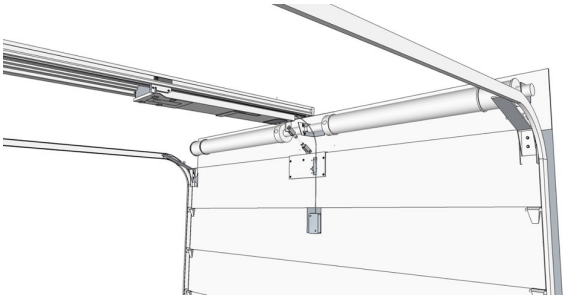


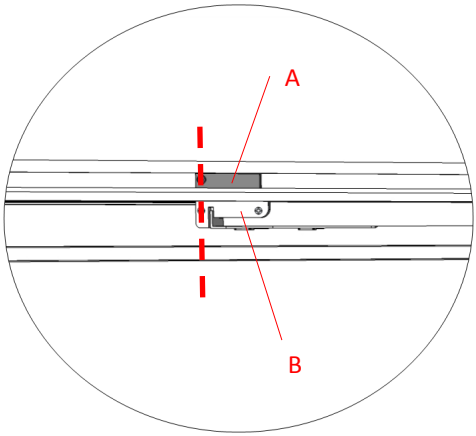
Using a screw driver, insert the tip in the lever located in the motor-unit.
Move the lever towards the Battery icon until you hear a firm "click" meaning the gears are meshed with the linear track gears.

9. How to adjust the sensors

The sensor switch for the CLOSED position is set at the factory, but may need adjustment depending on the header size and turnbuckle length.
Note: to gain acces to the Close switch, the track trim can be slid on the track to gain access.

1. Disengage motor. Close the door fully by hand.





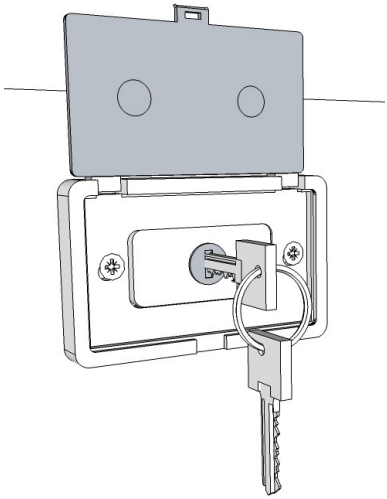
2. Set the sensor (A) sideways to match the cable slider (B). Both screw heads should be in line, see picture
The cable slider holds a magnet.

10. Emergency release

You may be occasionally required to release the CommandLIFT from the door, in order to operate the Roll-Up door manually. CommandLIFT can be released from the drive system in the following way:

Using the exterior EMERGENCY release

1. Insert the CommandLIFT key into the lock cylinder located in the center of the second roll-up door panel, on the outside of the door.
2. Turn the key 90 degrees and pull the lock and connecting cable from the lock cylinder. Pull the lock assembly firmly and the CommandLIFT will be released from the drive system.
3. Reinsert the cable and lock cylinder back into the lock housing on the door. The roll-up door can now be operated manually.



11. Basic trouble shooting

When your system isn't working properly or not at all, pleas check the following:

1. Check for visible damage or obstruction
2. Try if a different control device is working
3. Check the control box and see what the LED's are telling you (see table below)

LED	Colour	Sequence	Issue/Function	Explanation
LED 1	Red	Flash	Low input voltage (during operation)	A
LED 1	Green	Solid	Input power is okay	B
LED 1	Green	Flash	In operation. Motors should be spinning	C
LED 2	Orange	Flash	Signal received from switches or FOBs	D
LED 2	Orange	Solid	Warning, overload motor-unit / obstruction	E
LED 2	Red	Solid	Door travel 30-second time out error	F
LED 1	None	NA	No input power or it's in Sleep Mode	G

LED Explanation

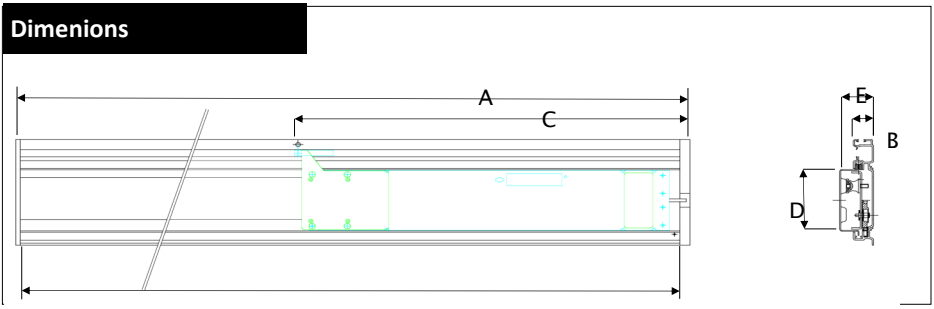
A. The input voltage to the system is too low. Check the voltage and capacity of the battery. Also check the cables from the battery to the control box for any damage or wear.
B. The control box has correct input voltage coming in from the power source.
C. The control box has received the signal and is sending power out to the motor-unit. If the motor-unit is still not running, please see if the voltage is getting to the motor-unit by taking off the slider cover (chapter 7, step 6), unplug the motor connector, and check the open circuit voltage in the connector on the yellow spiral cable when the door is commanded to move. It should read between 31 and 32 volts.
D. The control box has received a signal from the control device. If you are using a remote control and LED 1 does not flash; try to reprogram the remote control to the control box first. Check the battery in the FOB. The FOB LED should be red when pushed. If after that, or when you use push buttons, LED 1 is still not flashing; the control box is not working. Call Whiting.
E. The control box has detected a abnormality in the form of an obstruction or overload on the motor-unit. In both cases, the currents got too high and the control box shuts off.
Check if there is nothing blocking the door from going up/down.
Check if the door closed sensor is adjusted right and the motor unit reaches it.
Check if the motor-unit is running with normal speed and doesn't make a strange noise. These are signs that the motor unit is damaged and draws too much amperage from the system.
F. The system took too long to get to the next point in the cycle. This might either be a slow motor-unit (because the motors are not strong enough anymore) or the system is not reaching one of the sensors within 30 seconds for whatever reason. Check door.
G. The control box has no input power. Please check the fuse on the battery cable, the battery and the cable itself. If in Sleep Mode, press any FOB button or switch.The box should come back to life. If not, there's an internal box problem. Call Whiting.

12. Technical Specifications

Description	Value
System	Two DC Bipolar Motors
Material	Aluminum, Steel and plastic (RoHS free)
Door height (max.)	108 inches
Strength (max.)	110 lbs
Total weight	55 lbs
Speed	7.28 inches per second
End switches	Magnetic Reed Switches
Voltage	32V, ± 10% *
Current	10 Amps Nonminal**
Duty cycle	20% (2 min. on/ 8 min. off)
Life cycle	200,000 cycles
Maintenance	At least once a year
Emergency unlocking	Yes
Bottom safety guard	Yes
Control options	Switches/Remote Contol
Sound level	< 50 db
Enviromental temperature	- 20°F to 158 °F
Permitted air humidity	< 50%
Recognition	CE-FCC

* *12 and 24V will be convertered to 32V*
** *Current peaks of 30A are possible*

Dimenions



Dimension	Description	Size (inches)
A	Total system length	143.00
B	Track height	1.460
C	Length motor unit	28.31
D	Width motor-unit	5.28
E	Total height system	2.400

Minimun distance between the ceiling and the top of door track

Type of WHITING Door used	Minimum cleares required
WHITING DryFreight	3 5/8 inches
WHITING TempGuard	4 5/8 inches
WHITING ColdSaver	5 1/8 inches

The CommandLIFT CL-6 system is fastened to the roof of the cargo area and is centered with respect to the centerline of the door.

Quality Products for the Transportation Industry

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