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ALCO Forcible Entry Device Instruction for Use

Please be sure to read all instructions prior to mounting the ALCO Forcible Entry Device. Failure to follow the instructions completely may lead to improper installation and performance problems.

Mounting:

The Forcible Entry Unit is designed to be fastened against a permanent masonry or steel structure. These structures must be capable of withstanding significant horizontal forces exerted from the 10 lb. sledgehammer used to compress the unit. If a masonry or steel structure cannot be located due to layout problems, a heavy timber, well-braced wall can be constructed to support the device. The wood wall must be properly fastened to the ground to keep the device from tipping.

Fastening bolts used to attach the unit to the wall should be of the highest quality and must match the diameter of the holes provided. These bolts must extend completely through the wall and be secured using lock washers and high quality nuts.

The unit is designed to be mounted with the metal flange portion of the hitting surface extending to the sides of the hitting pad. Mounting in this position makes it easiest to attach the calibration device. (Note: Please refer to the CPAT Manual for the proper mounting height).

Setting the Device ready for use:

After the device is properly mounted it is then ready to be placed in service. The unit is ready for candidate use when the hitting surface (rubber pad portion) is fully extended away from the mounted part of the unit. The unit is fully extended when the hitting surface is extended to the stops. With the hitting surface extended the brake designed to restrict compression must be engaged on the restriction blade. The brake is completely engaged when the hand wheel is extending from the brake, on the left-hand side, can be rotated freely counter-clockwise. Free rotation counter-clockwise ensures the brake is under full compression by the 8 springs.

> *Note: If free rotation of the hand wheel is not achieved the brake will not be fully engaged against the restriction blade. In this case less force will compress the unit.*

Use of the Device:

The device is designed to be struck with the head of a 10lb. sledgehammer on the rubber pad-hitting surface. As the hitting surface is hit the unit compresses. The amount of force required to compress the hitting surface depends on the tension of the 8 springs attached to the brake mechanism. By tightening the spring pressure the force required to compress the unit increases. As the unit is hit multiple times the unit will approach full compression. Full compression is achieved when the hitting surface engages the switch mounted on the stationary portion of the unit. The switch is wired to a battery and buzzer.

Resetting the Device:

After the device is completely compressed and the buzzer sounds it must then be reset. The hand wheel screw with 2 nuts extending from the brake is used to reset the device. With the device fully compressed the hand wheel will be turned clockwise to release the pressure of the brake on the restriction blade. The hand wheel only needs to be turned ¼ to ½ turn to release the pressure. Once the spring pressure is released the unit can be pulled back into the starting position. When the hitting surface is fully extended to the stops the release hand wheel should then be turned counter-clockwise until it is free from tension. Loosening the hand wheel returns the brakes to their original position engaging the spring pressure on the restriction blade.

For any questions please contact CPAT Distribution at the above number or email address.