



# CENTADRIVE

INTELLIGENT SHUTTER SAFETY



Remote-controlled shutter door system  
for multi-drop delivery vehicles

# Operating instructions

## Safety first

**For your safety** - to prevent damage to the vehicle, the shutter door, or to the Centadrive Unit and to prevent injury to yourself or to others, please ensure that these operating instructions, along with the safety precautions are read in their entirety before using this equipment.

It is advisable to keep these operating instructions where all those who use the product will read them and that a copy of this document is kept with the vehicle at all times.

In the event of damage or loss, further copies are available from:

**Albert Jagger Limited**  
Centaur Works  
Green Lane  
Walsall  
West Midlands  
WS2 8HG  
United Kingdom

t: +44 (0)1922 471000

f: +44 (0)1922 648021

e: [sales@centadrive.co.uk](mailto:sales@centadrive.co.uk)

**[www.centadrive.co.uk](http://www.centadrive.co.uk)**

### **Turn off immediately in the event of malfunction!**

If the Centadrive should fail, switch off the Electronic Control Unit (ECU) mounted on the bulk head or sidewall and disengage shutter door (refer page 6) which allows manual operation of the door until suitable repairs are carried out.

Continued operation could result in personal injury or further damage to the vehicle, shutter door or the Centadrive Unit.

Any other usage, modification or alteration is at the owner's risk and could be dangerous. The manufacturer cannot be held liable for damage resulting from improper or incorrect use of the equipment.

It is important to switch off the ECU before conducting any servicing or maintenance work on any of the components of the Centadrive Unit.

Repairs should only be carried out by a suitably qualified technician. Repairs and other work by unqualified persons could prove to be dangerous.

The manufacturer cannot be held liable for unauthorised work.

The manufacturer cannot be held liable for damage caused by non-compliance with these Warning and Safety instructions



## Safety decals

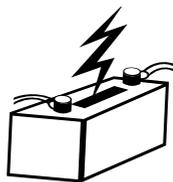
Please ensure all operators locate, read and understand implications of all available decals prior to operating Centadrive.



### **DANGER INJURY RISK**

If slipping, tripping, or falling from commercial vehicles

*Located inside of shutter door*



### **DANGER SHOCK RISK**

Disconnect battery prior to maintenance or repair

*Located on underside of motor cover*



### **DANGER ENTRAPMENT RISK**

Do not insert fingers into track extrusion

*Located along aluminium extrusion*



### **DANGER DAMAGE RISK**

Centadrive is NOT to be used as an anchor point for load restraint

*Located along aluminium extrusion*

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**Immediately replace any decals which are damaged, missing or unreadable.**

Further supplies from:

Albert Jagger Limited, Green Lane, Walsall, West Midlands. WS2 8HG

t: +44 (0) 1922 471000 f: +44 (0) 1922 648021 e: sales@centadrive.co.uk

# Operating instructions

## Operating the Centadrive Unit

The Centadrive Unit (CDU) electrically operates the up and down movement of a dry freight shutter door, typically found on multi-drop delivery vehicles.

Fitted as a new build or as a retro-fit, Centadrive has been designed to ensure deliveries are quicker, safer and more secure.

Powered directly from the vehicle's 24 volt battery, it can be activated by a remote control key fob, the Electronic Control Unit (ECU) or an optional 'in-cab' button set.

The Centadrive's unique innovative design includes several integral safety features, in order to protect the driver, the payload and the vehicle.

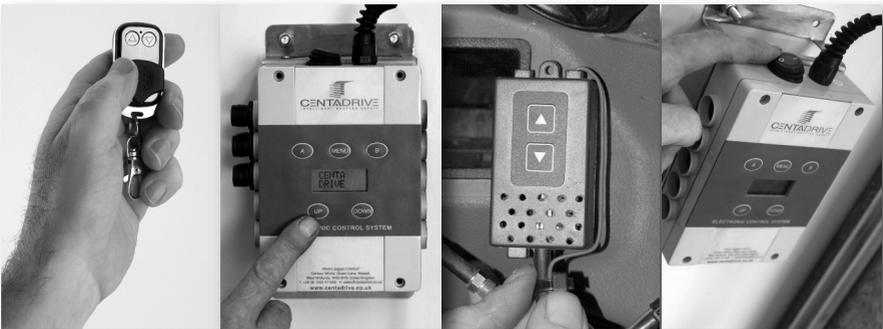
An audible, in-cab alarm is fitted during the installation process, so that if the driver attempts to drive off with the rear shutter door in the open position, the alarm sounds whilst the shutter door automatically closes. Likewise, the

door will not operate at all if the vehicle's engine is left running.

To protect both the driver and the payload, Centadrive's anti-entrapment feature 'senses' door obstructions such as feet, hands, head, parcels, etc. and immediately stops any door movement. The door then retracts automatically to allow removal of any obstructions.

In the unlikely event of a CDU failure, the system has two options to 'return to manual': an internal release mechanism, in the form of a red release lever fitted to the shuttle mechanism, should the driver become trapped inside the cargo area (with the door closed) and an external mechanism in the form of a lockable pop-up tee handle. Once activated, both features allow the door to be used manually until sufficient repairs are carried out by a suitably qualified technician.

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## Push Button Control

To open the shutter door, simply slide back the button cover on the remote control and press the button marked **UP**. If, during the delivery process, the door is not required to be fully open then a second click on the **Up** button will stop the door at the required height. A third click on the **UP** button will then activate the door to complete the full lift cycle, or alternatively, pressing the **DOWN** button will then close the door once the delivery is complete.

The same procedure is also applicable when utilising both the Electronic Control Unit (ECU) and the optional in-cab button set (pictured below).

Should the downward cycle of the shutter door be interrupted or obstructed, Centadrive's anti-entrapment feature 'senses' the obstruction and immediately stops any door movement. The in cab alarm will sound and the door then retracts automatically to allow removal of any obstructions.

The alarm will sound continuously but once the obstruction has been removed, pressing the **DOWN** button will then close the door and reset the alarm.



## Emergency Release

### **Return To Manual: External Emergency Release Mechanism.**

In the event of a Centadrive Unit (CDU) failure whilst the operator is outside the vehicle, unlock the external pop-up tee handle (two keys supplied) found high up on the exterior of the rear shutter door. Press the central button to allow the handle to 'pop' free and rotate – *refer FIG 1*. This will disengage the shuttle from the toothed drive belt, indicated by a slight 'drop back' of the top panel. This allows the manual operation of the door until suitable repairs are carried out.

### **Return To Manual: Internal Emergency Release Mechanism**

In the event of a Centadrive Unit (CDU) failure whilst the operator is inside the vehicle, locate and push the internal sliding release lever (red cap) found on the underside of the shuttle mechanism – *refer FIG 2*. This will disengage the shuttle from

the toothed drive belt, indicated by a slight 'drop back' of the top panel. This allows the manual operation of the door until suitable repairs are carried out.

### **Re-engaging Door and Shuttle.**

To re-engage, position both the door and the shuttle in the 'closed' position (shuttle nearest the door aperture). Ensure the external pop-up tee handle is in the closed position (pushed in) and locked. Then align shuttle drive wheel teeth with drive belt teeth utilising the viewing slot 'A' – *refer FIG 3 & 4*, found on the underside of the shuttle mechanism and using an M8 allen key inserted into hole 'B' – *refer FIG 3 & 4*, rotate anti-clockwise until a 'CLICK' is heard.

**NOTE: THIS OPERATION CAN BE DONE WITH THE DOOR FULLY OPEN BUT ENSURE THE SHUTTLE IS IN THE 'OPEN' POSITION (FURTHEST AWAY FROM THE DOOR APERTURE).**



# Emergency Release

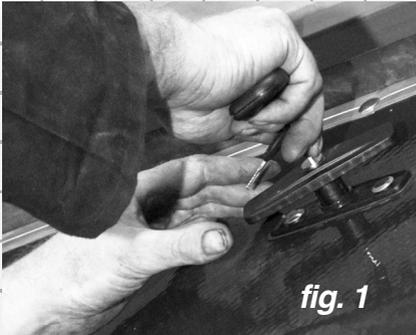


fig. 1

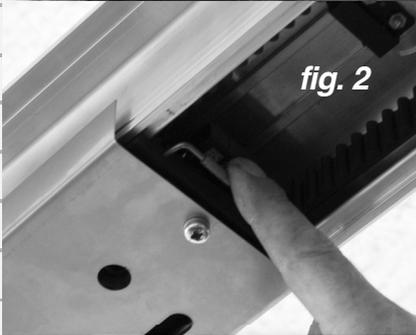


fig. 2



fig. 3

**PUSH TO RELEASE**

**ALIGN TEETH**

**ANTI-CLOCKWISE TO RE-ENGAGE**

In the event of a Centadrive failure, trapping the operator inside the cargo area, locate and **PUSH** the **SLIDING RELEASE LEVER (RED CAP)** found on the underside of the shuttle mechanism.

This disengages the shuttle from the toothed drive belt, allowing manual operation of the shutter door **until suitable repairs are carried out.**

To re-engage, position both the door and the shuttle in the 'closed' position (shuttle nearest the door aperture). Ensure the external pop-up tee handle is in the closed position (pushed in) and locked. Then align shuttle drive wheel teeth with drive belt teeth utilising the viewing slot found on the underside of the shuttle mechanism and using an M8 allen key inserted into hole rotate anti-clockwise until a '**CLICK**' is heard.

## CENTADRIVE FAILURE

fig. 4



**Albert Jagger Limited**

Centaur Works

Green Lane

Walsall

West Midlands

WS2 8HG

United Kingdom

t: +44 (0)1922 471000 f: +44 (0)1922 648021

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