II. INSTALLATION

This chapter contains instructions for installing the RICON K-Series® Public Use wheelchair lift into most vans and busses, although custom installations are also possible in other types of vehicles. Due to the wide range of lift applications, specific information for every possible application is not available. The following general procedures will apply to most installations. Contact the Ricon Product Support department for instruction on installations not covered. To install lift, refer to following sections and perform procedures carefully and in the order that they are presented. Be certain that installation instructions are followed exactly and do not eliminate any steps or modify product.

NOTE: Carefully review the installation instructions (32ii351e) that are supplied with this lift before beginning the following procedures. Where these procedures conflict, the installation instructions take precedence.

A. GENERAL MECHANICAL INSTALLATION

1. LIFT LOCATION

The installation surface must be flat and level. It is recommended that lift be installed on a ½", minimum, high-grade plywood sub-floor. However, this additional installation height may not be acceptable in cases where overhead clearance is limited.

NOTE: Check for proper travel clearance through doorway.

a. With doors fully open, place/position lift in vehicle doorway as close as possible to door, with lift's baseplate assembly parallel to side of vehicle.

b. Allow a distance of 3/4", if possible, between door and adjacent part of lift. Adjust the left and right side of lift to accommodate subframe members.

c. Verify proper clearance of door frame, passenger seats, and outer edge of vehicle floor and possible interference with wires, fluid lines, subframe members, etc.

2. LIFT INSTALLATION GUIDELINES

The lift mounting is a very important step. Improper mounting or fastening of baseplate can adversely affect lift performance. Although fastening details may vary from one vehicle to the next, these general principles apply:

- Be certain that all mounting bolts are properly installed and tightened. Bolts used to fasten baseplate assembly to vehicle floor must have a minimum strength rating of SAE Grade 5 and be torqued to 28 ft lbs, dry. Recognize that the most important bolts are those along the rear of lift, since these retain the majority of the load.
- Refer to **Figures 2-1** and **2-5**. Improper torquing sequence of baseplate bolts may result in a warped or bowed baseplate, which can cause platform to move erratically.

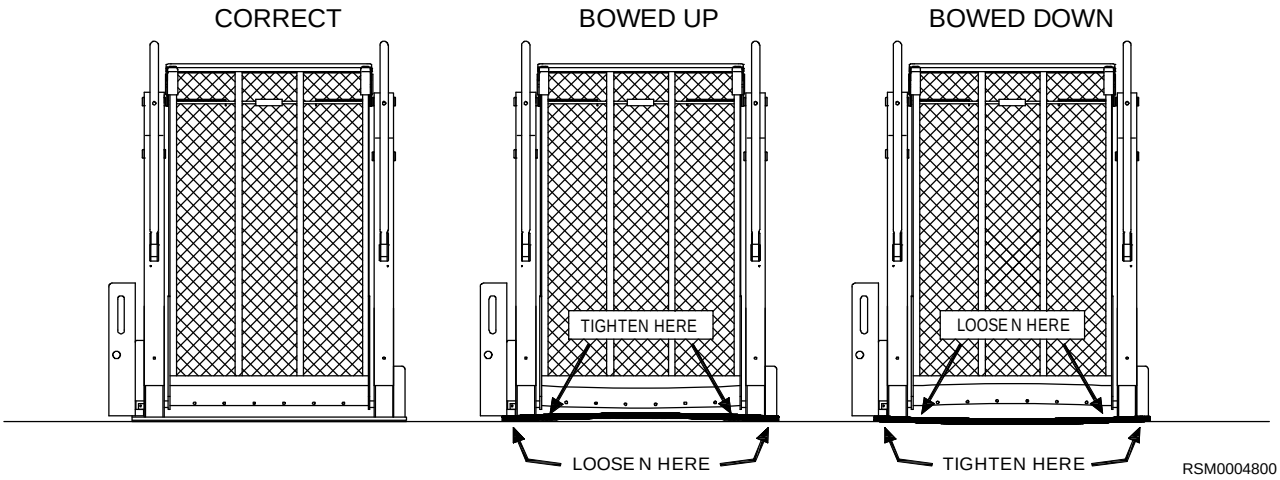


FIGURE 2-1: EXAMPLES OF BASEPLATE WARPAGE

- Refer to **Figure 2-2**. On Ford van installations, clamping bars are used to help evenly distribute floor loading and should only be cut if needed to clear a subframe member. A subframe member must be used to support clamping bar.

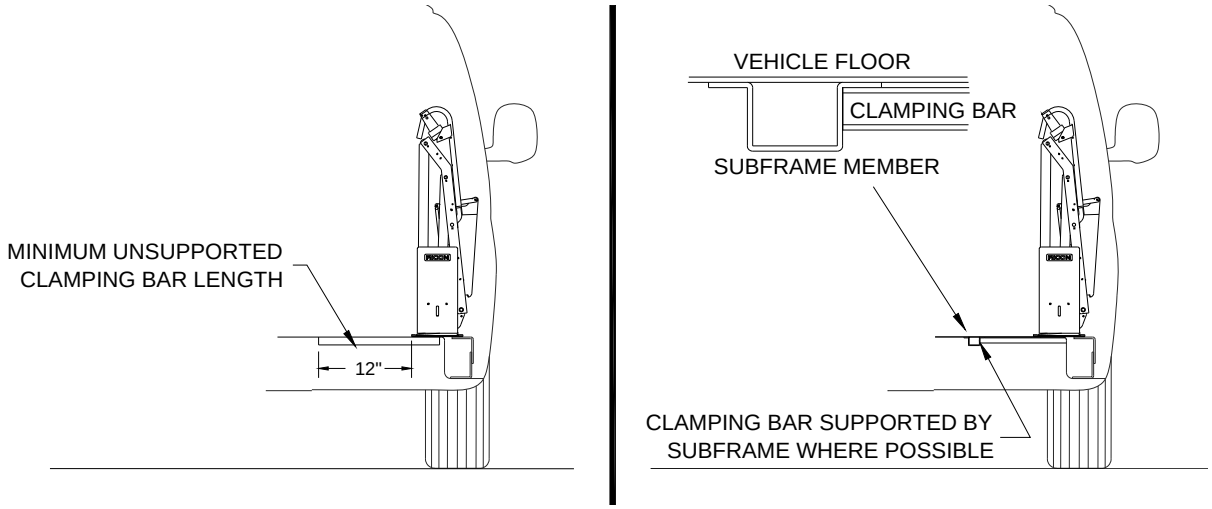


FIGURE 2-2: FORD VAN CLAMPING BAR ARRANGEMENT

3. LIFT INSTALLATION INTO VANS

This is a general procedure for installing Ricon lifts into Ford, Dodge, and Chevrolet full size vans.

a. Refer to **Figure 2-3**. Use four 1" x 3/8" bolts, 3/8" washers, 3/8" lock washers, and 3/8" hex nuts to assemble two bracket assembly kits.

NOTE: The top bracket must overlap bottom bracket, and both slots must face outward.

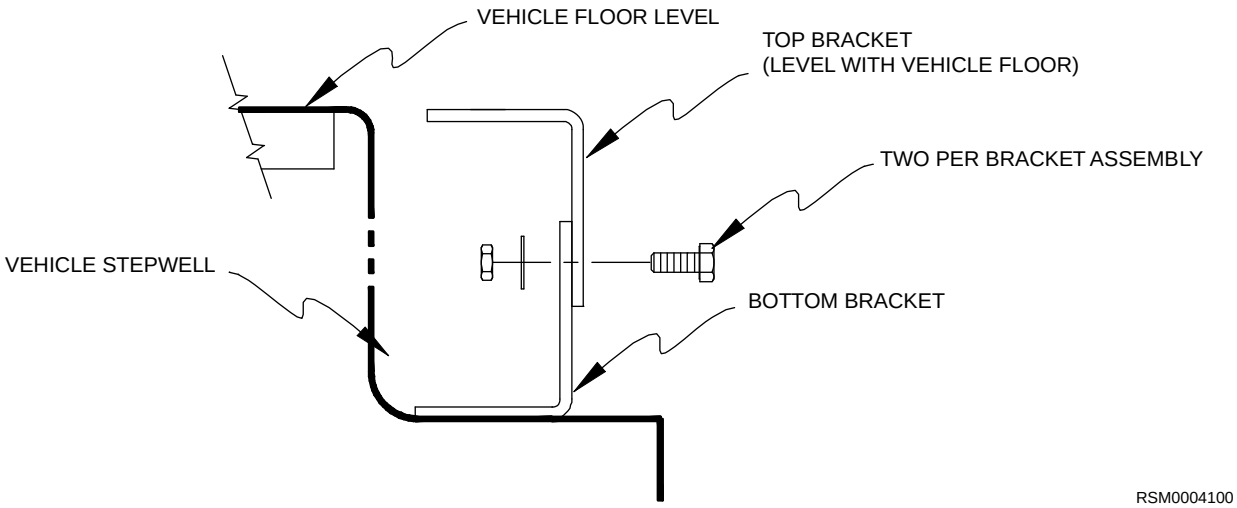


FIGURE 2-3: STEPWELL BRACKET

b. Position brackets on stepwell and adjust height of both bracket assemblies so that top bracket is level with vehicle floor. Tighten bracket assembly bolts.

c. Verify that lift is fully folded (stowed) with handrails folded tight against vertical arms. If necessary, use manual pump.

⚠ WARNING
LIFT WEIGHT IS APPROXIMATELY 340 - 370 LBS. USE EXTREME CARE WHEN POSITIONING BECAUSE STEPWELL BRACKETS MAY TIP. THIS PROCEDURE MUST NOT BE ATTEMPTED BY ONE PERSON.

d. Refer to **Figure 2-4**. With doors fully open, position lift in vehicle doorway so that back of lift is supported by vehicle floor, and front of lift is supported by both bracket assemblies.

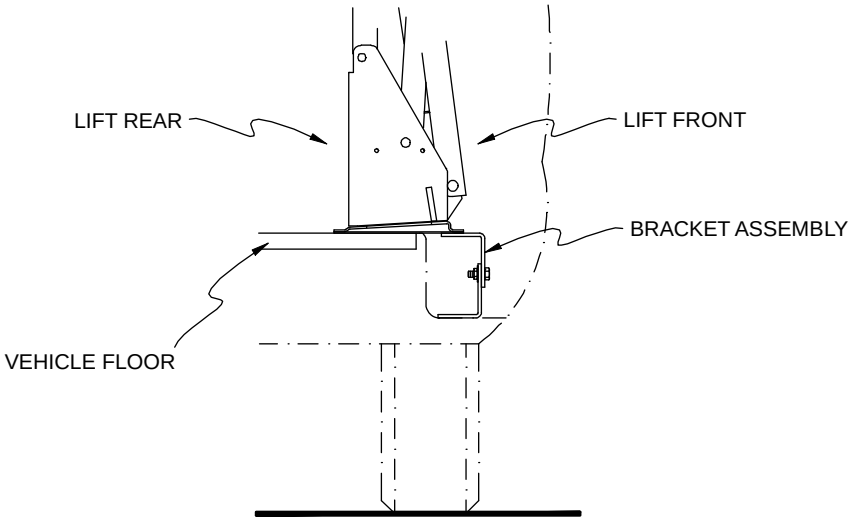


FIGURE 2-4: BRACKET ASSEMBLY

e. Fasten Baseplate to Floor:

NOTE: If Ricon power door operators are used, install them first. They may influence location of lift.

- Be certain baseplate is flush against vehicle floor. The baseplate may be slightly offset in door opening to provide proper clearance for passenger seats.
- Before drilling, verify that lift position does not interfere with closing of vehicle doors or operation of passenger seats.
- If this lift is being installed in a Dodge van with sliding doors, omit the bolts in baseplate holes 7 and 8.

f. Mark and Drill Holes:

⚠ CAUTION
Before drilling holes, verify that underlying wires and tubing will not be damaged.

1) Refer to **Figure 2-5**. Mark and drill five 25/64" baseplate mounting holes (1, 2, 3, 4, and 5) through vehicle floor. (On Dodge and GM vans, you must drill through vehicle floor and subframe).

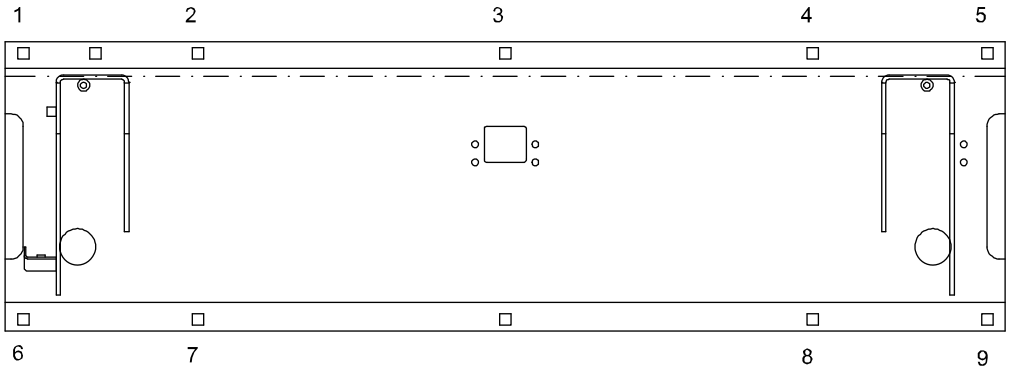


FIGURE 2-5: VAN BASEPLATE HOLES

2) Place five 8" x 3/8" carriage bolts (use 4" x 3/8" bolts on Ford vans) into holes to secure position.

3) Refer to **Figure 2-6** on the following page. Match and align top holes of stepwell brackets 6, 7, 8, and 9, with baseplate holes 6, 7, 8, and 9. Mark lower stepwell bracket holes 10, 11, 12, and 13 onto vehicle step.

4) Remove five carriage bolts installed in step 2). Carefully push lift into vehicle interior.

5) Drill 1/4" dia holes through marked locations 10, 11, 12, and 13.

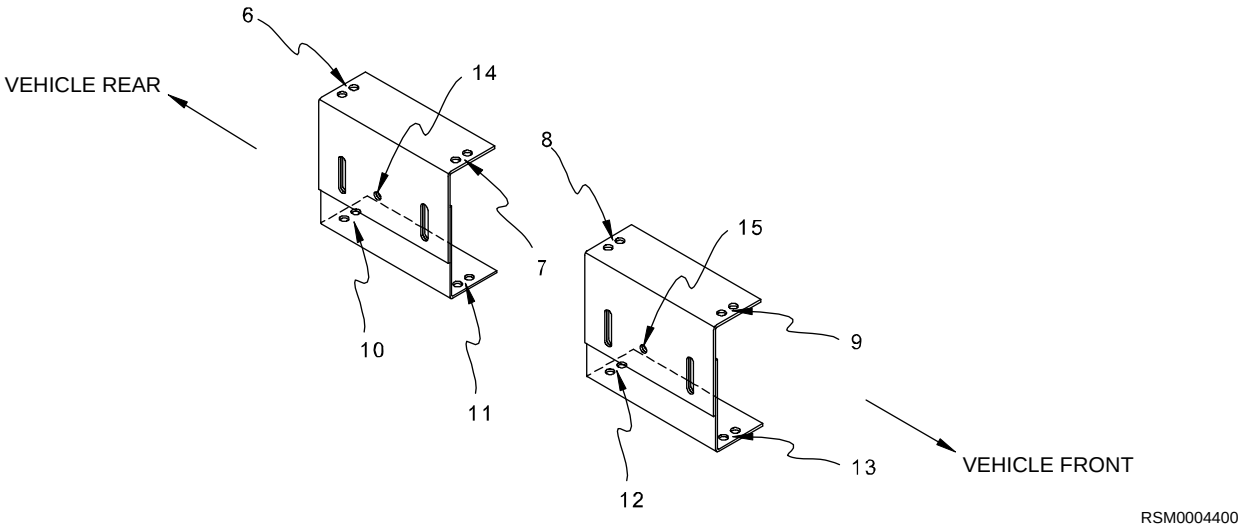


FIGURE 2-6: STEPWELL BRACKET HOLE LOCATIONS

g. Fasten Bracket Assemblies and Lift:

1) Use 1-1/2" x 5/16" sheet metal screws with 5/16" lock washers to secure lower brackets to vehicle step holes 10 through 13.

NOTE: If the screw in position 13 interferes with proper door operation, do not install.

2) Reposition lift and verify that surface beneath lift is free of obstacles.

3) Insert five 8" x 3/8" carriage bolts through mounting holes at rear of baseplate assembly, and insert four 1-1/2" x 3/8" carriage bolts through baseplate and bracket assemblies. Place 3/8" washers, lock washers, and nuts under bracket assemblies, and finger tighten nuts.

NOTE: On Dodge and GM vans, place five 4" x 4" plates, 3/8" washers, lock washers and hex nuts on 8" x 3/8" carriage bolts under van and finger tighten. On Ford models, reinforce vehicle floor with clamping bars. They are installed in positions 1, 2, 3, 4, and 5 and run across width of baseplate towards center of van.

4) Before tightening carriage bolts, verify that lift is level with vehicle floor. Adjust bracket assembly bolts if necessary.

5) Tilting lift towards inside of van may hinder its initial unfolding. Install lift with its baseplate assembly as level as possible. Tightening carriage bolts requires special care to keep baseplate assembly from warping when secured to vehicle floor. If baseplate assembly warps, the vertical arms will not be parallel. Make corrections by shimming at appropriate locations. To help prevent warping, tighten the eight carriage bolts (six on Dodge van with sliding door) to 28 ft. lbs. in the appropriate sequence:

DODGE WITH SWING DOORS, ALL FORD AND GM VANS **3, 1, 2, 4, 5, 6, 7, 8, 9**

DODGE WITH SLIDING DOORS **3, 1, 2, 4, 5, 6, 9**

NOTE: Vertical arms must be parallel for proper operation. Adjust bolts as required. Best results are obtained when lift is mounted on plywood. Shims, although best avoided, may be used if required.

6) Make certain that holes 14 and 15 on the front of each bracket assembly are drilled through, and 5/16" bolts are inserted to lock position of bracket assemblies.

4. LIFT INSTALLATION INTO BUSES

Refer to **Figure 2-7**. Clamping bars are used on most bus installations to help distribute floor loading and should be cut only if needed to clear a subframe member. Use the flange of a subframe member to support the clamping bar.

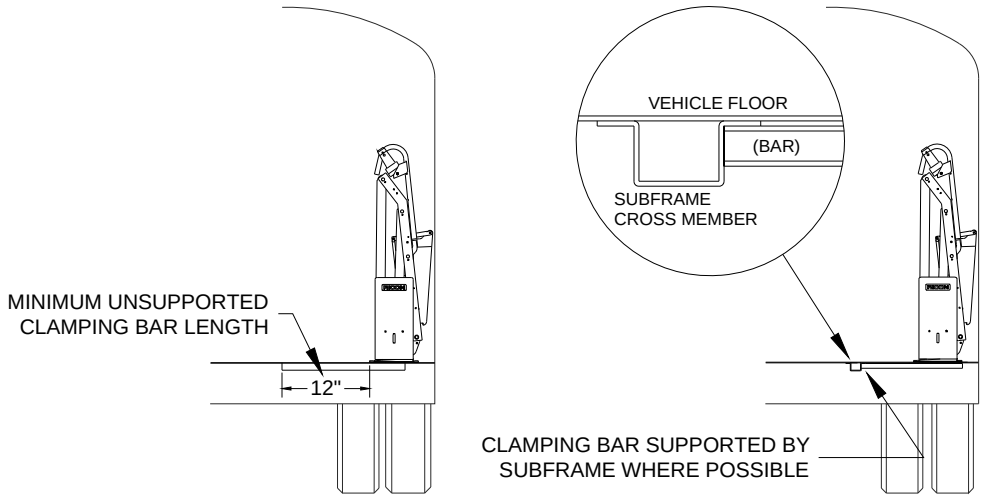


FIGURE 2-7: BUS CLAMPING BAR ARRANGEMENT

WARNING

LIFT WEIGHT IS APPROXIMATELY 340-370 LBS. TAKE EXTREME CARE WHEN POSITIONING BECAUSE STEPWELL BRACKETS MAY TIP. THIS PROCEDURE MUST NOT BE ATTEMPTED BY ONE PERSON.

a. Open doors fully and position lift so that it is centered in vehicle doorway. Close doors and move lift outward until it clears doors by a minimum of ½". The baseplate must be parallel to side of bus. Open manual pump release valve (CCW) and allow folded platform to fully settle against latch on baseplate. Verify that interference is not present between lift and doors. Reposition lift, if necessary. Close pump release valve; do not overtighten valve.

CAUTION

Before drilling holes, verify that underlying wires and tubing will not be damaged.

b. Refer to **Figure 2-8**. Mark and drill ten 25/64" baseplate mounting holes (1 thru 10) through vehicle floor.

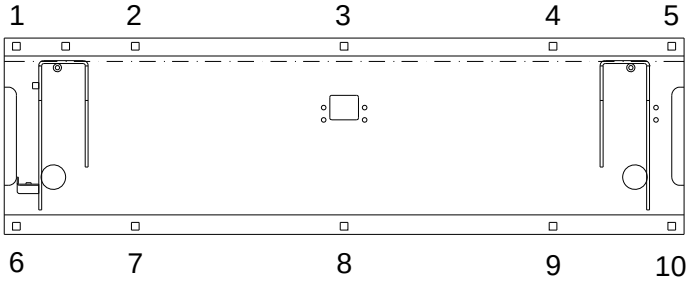


FIGURE 2-8: BUS BASEPLATE HOLES

c. Fasten lift:

7) Insert ten 4" x 3/8" carriage bolts through baseplate and vehicle floor.
8) Install five support tubes on bolts underneath vehicle floor (across baseplate), i.e., from 1 to 5, 2 to 6, etc, and secure lift to vehicle floor with 3/8" washers, lock washers and hex-nuts.
9) Use care when tightening carriage screws to prevent baseplate warpage. If baseplate assembly warps, vertical arms will not be parallel. Make corrections by shimming at appropriate locations. To help prevent warping, tighten the eight carriage screws to 28 ft-lbs in following sequence:

2, 3, 6, 7, 1, 4, 5, 8

NOTE: Vertical Arms must be parallel for proper operation. Adjust screws as required. Best results are obtained when lift is mounted on plywood. Shims, although best avoided, may be used if required.

B. ELECTRICAL INSTALLATION

⚠ CAUTION

- Do not route any wire while it is connected to the battery.
- Route wires clear of moving parts, brake lines, and the exhaust system. Secure to the vehicle.
- When routing an electrical wire through vehicle floor or walls, use a grommet to protect wires from chafing.
- Check underside of vehicle before drilling to avoid damage to fuel lines, vent lines, brake lines, or wiring.

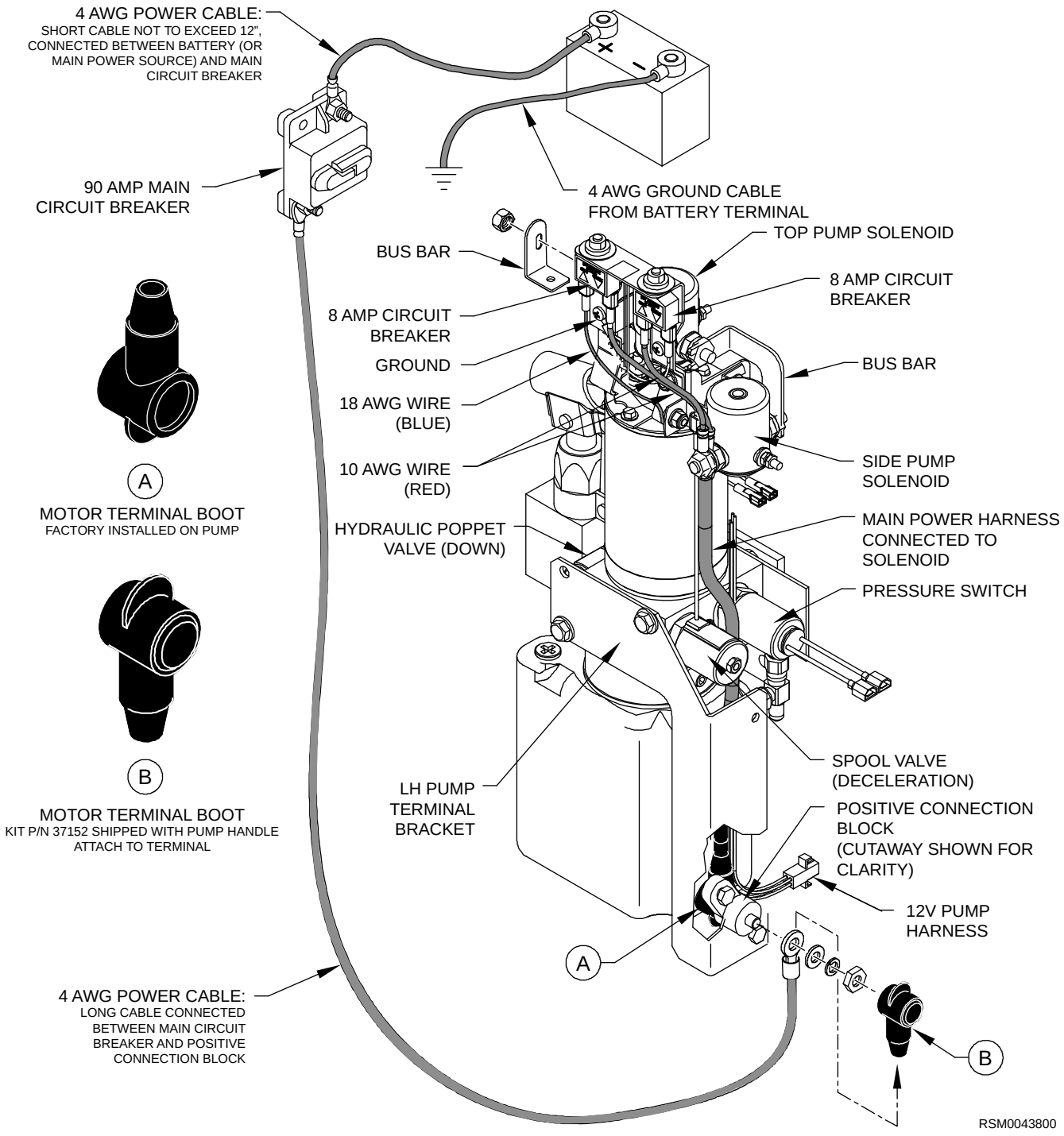


FIGURE 2-7: ELECTRICAL INSTALLATION DIAGRAM

1. INSTALL MAIN CIRCUIT BREAKER

a. Disconnect battery.

b. Mount main circuit breaker inside engine compartment within 12 inches of battery (to minimize length of unprotected cable). Avoid installing near a heat source.

2. ROUTE AND CONNECT MAIN POWER CABLE

⚠ CAUTION
Check under-side of vehicle before drilling to avoid damage to fuel lines, vent lines, brake lines, or wiring.

NOTE: For applications where power cable is to pass through sheet metal, drill a 3/4" hole and use wire clamp provided. For applications where cable is to pass through plywood, drill a 1" hole and use black plastic grommet provided.

a. Refer to **Figures 2-7** and **2-8**. Drill a hole through vehicle floor near or under pump solenoids so power cable can reach positive stud of side solenoid (the stud on side solenoid that is not connected to top solenoid with a bus bar). Drill hole where the installed pump cover will cover it.

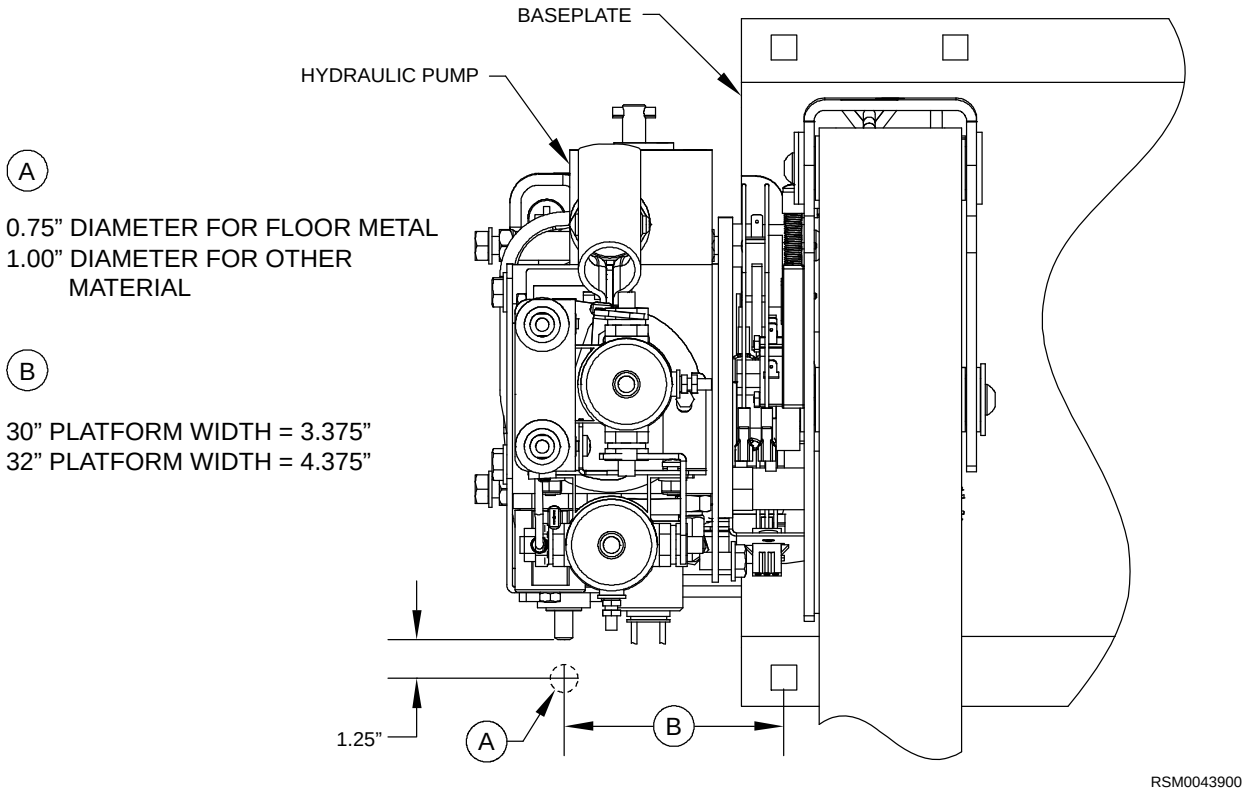


FIGURE 2-8: POWER CABLE ACCESS HOLE

b. Refer to **Figure 2-7**. Install supplied heavy ring terminals to each end of the short (12" long) 4 AWG power cable. Install one ring terminal, only, to one end of long power cable. Use an appropriate crimp tool (such as Ricon hammer tool, part of kit P/N 01243).

c. Connect ring terminal end of long 4 AWG power cable to 90A main circuit breaker, then route power cable underneath vehicle floor and up through hole in floor.

d. Refer to **Figure 2-7**. Detach Kit P/N 37152 (Shipped with pump handle) then install onto ring terminal connector before installing ring terminal onto positive connection block.

e. Tie power cable to vehicle chassis, and to pump assembly harness using cable ties. Avoid pinch points, exhaust system, moving parts, and brake lines. Verify that power cable is secure.

⚠ CAUTION
Be sure that there is no interference with any parts that could damage power cable or other wires in any way.

f. Refer to **Figure 2-9**. Cut excess wire from long cable, install heavy ring terminal, and then connect to side solenoid. Verify that red wire from main circuit breaker (if applicable) is connected to positive solenoid pole.

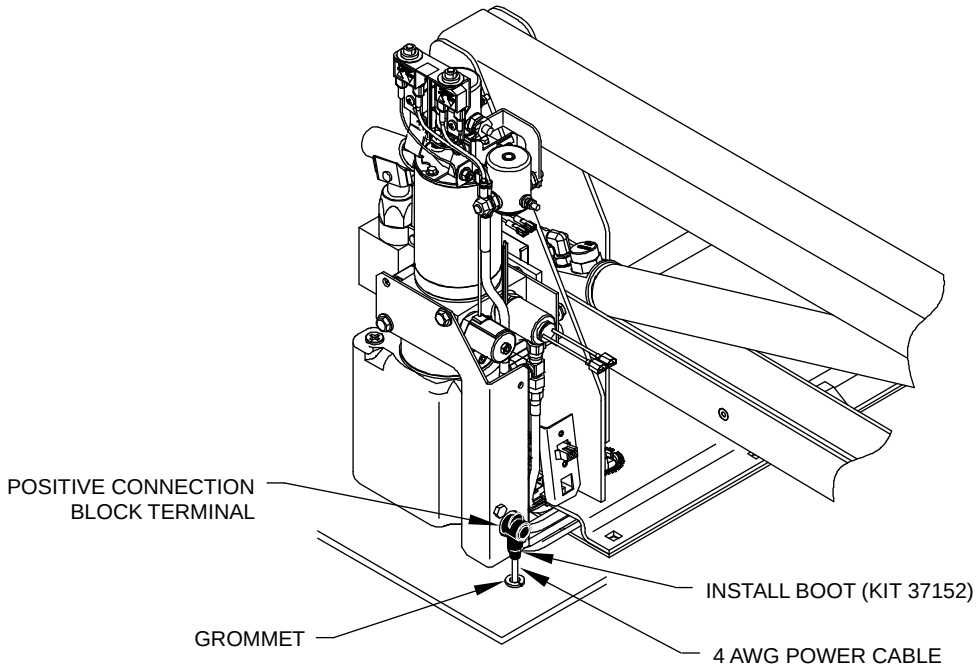


FIGURE 2-9: CABLE ROUTING

g. Connect 12" cable, with ring terminals, from positive battery terminal to main circuit breaker terminal.

3. CONNECT CONTROL PENDANT

a. Refer to **Figure 2-10**. Connect hand-held control pendant to six-pin connector at left side of baseplate and secure cable with supplied bracket and cable clamps.

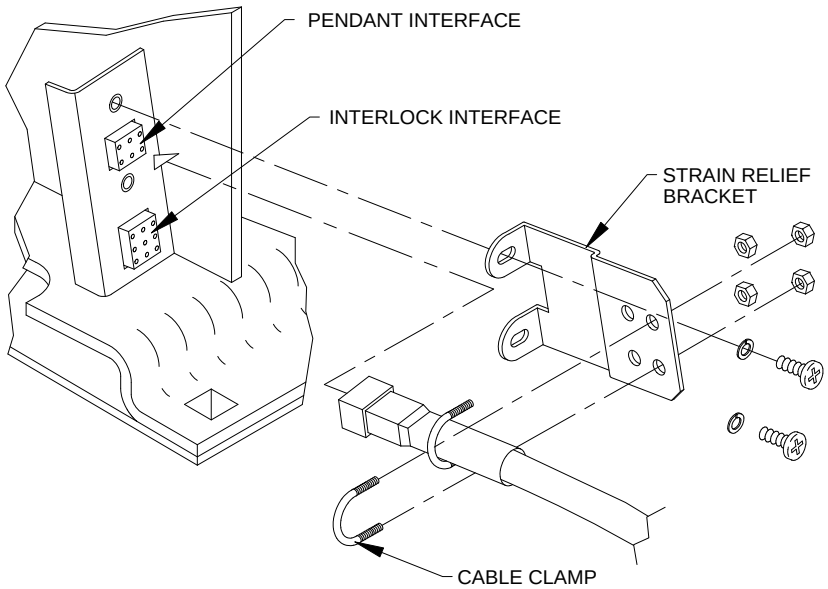


FIGURE 2-10: STRAIN RELIEF KIT

b. Install wall portion of dovetail clip (pendant storage) in an appropriate and safe location near lift.

⚠ CAUTION
Be sure that harness does not interfere with any moving parts, or binds against any parts, or is pinched in any way.

4. GROUND (COMMON) CONNECTIONS

a. 12VDC Systems

12VDC powered lifts are chassis grounded and do not require a separate ground cable connection to battery.

However, if the common side of the lift electrical system is connected to chassis with a cable, the cable must be attached in a manner that provides a reliable electrical connection. If ground cable is attached to an existing ground circuit, the circuit must be capable of conducting an additional 90 amps.

b. 24VDC Systems

1) Ricon recommends that a dedicated ground cable be used in 24VDC installations. A 4GA cable, or heavier, must be used.
2) Refer to **Figure 2-11**. The ground cable is connected from the negative stud (-) on pump motor to the negative battery terminal.

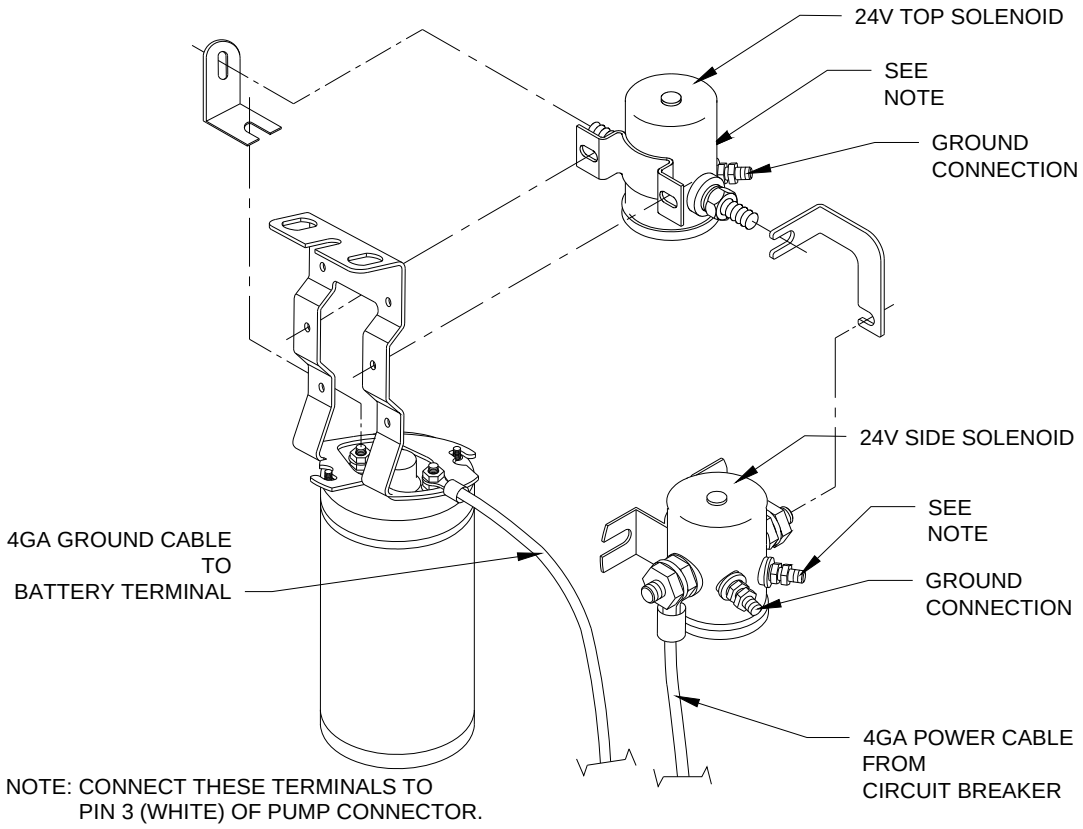


FIGURE 2-11: 24VDC DUAL SOLENOID WIRING

5. INTERLOCK DEVICE INSTALLATION

The supplied interlock device must be installed to prevent operation of the lift or vehicle when it is unsafe to do so.

The K-series lift provides an electrical interlock signal to the vehicle that prevents movement of the vehicle unless the platform is fully stowed. The interlock control also supplies power to the lift only when the vehicle parking brake is set and the transmission is in PARK.

NOTE: An 8-amp circuit breaker is located within the lift as a circuit protection device. The circuit interface used by the installer must be capable of carrying an additional 8 amps of continuous current.

Refer to **Figure 2-12**. The interlock installation kit provides a display panel for mounting on the vehicle dashboard. The figure shows an LED display panel. The Lift Power LED lights green when the vehicle transmission is in PARK and the parking brake is set. While the LED is green the lift is lowered and the platform can be deployed. The Not Stowed LED lights red when the platform is not fully stowed into the vehicle. While the LED is red the transmission cannot be shifted out of PARK.

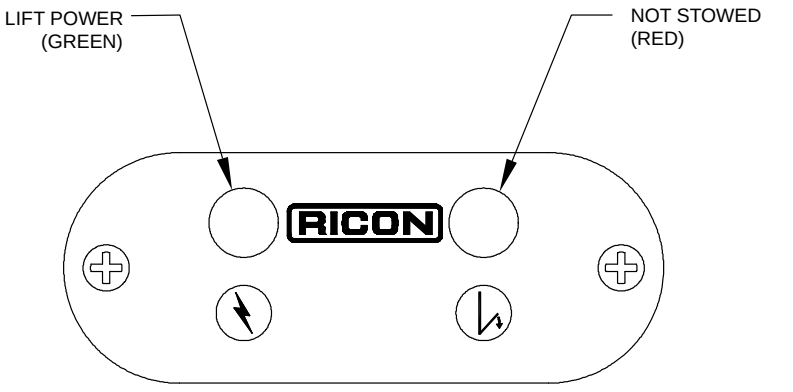


FIGURE 2-12: INTERLOCK DISPLAY PANEL

The installer must verify that none of the original equipment circuit breakers, fuses, or solenoids are bypassed, removed, or altered. Be sure that no wires are left frayed or hanging loose after installation of the interlock device. If you have any questions concerning the proper installation of this interlock device, please contact our Product Support department.

C. FINAL ADJUSTMENTS

1. LIMIT SWITCH ADJUSTMENT

Refer to **Figures 2-13, 2-14,** and the following procedure.

NOTE: To avoid operational “dead-spots”, adjust DEPLOY CUTOFF SWITCH before UP CUTOFF SWITCH.

NOTE: When loosening adjustment screws, apply enough pressure to screw to move block instead of screw. (The block might stick if insufficient pressure is applied to screw.)\

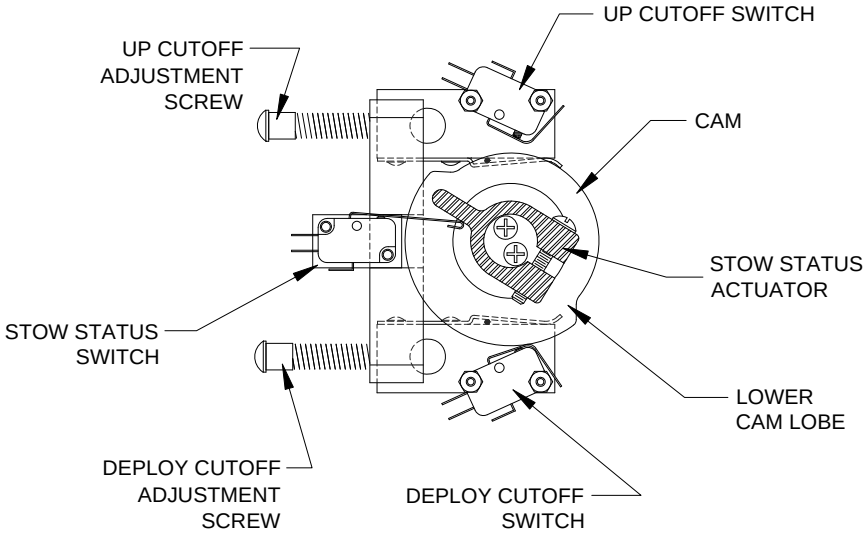


FIGURE 2-15: LIMIT SWITCH ADJUSTMENT DIAGRAM

a. Fully DEPLOY platform.
b. Adjust UP CUTOFF ADJUSTMENT SCREW and DEPLOY CUTOFF ADJUSTMENT SCREW 6-8 turns **counterclockwise** and then push screws FORWARD.
c. Cycle platform to STOW then DEPLOY.
d. When in DEPLOY position, platform should stop at an angle and NOT even with vehicle floor. If not, turn DEPLOY CUTOFF ADJUSTMENT SCREW an additional 2-3 turns **counterclockwise**, push screw forward, STOW then DEPLOY platform, then repeat this step.
e. Cycle platform to UP position.
f. When in UP position, platform should stop short of vehicle floor level. If not, turn UP CUTOFF ADJUSTMENT SCREW an additional 2-3 turns **counterclockwise**, push screw forward, cycle platform DOWN then UP, then repeat this step.
g. Cycle platform to STOW then DEPLOY.
h. Push and hold control pendant DEPLOY switch. Slowly turn DEPLOY CUTOFF ADJUSTMENT SCREW **clockwise** until platform "jogs" down to vehicle floor level. Make sure that clearance between knuckle actuator saddle and parallel arm is 1/8" minimum (distance may be 1/2" maximum and unequal from left or right arm), stop turning screw and release DEPLOY switch.
i. Position platform DOWN to ground level then UP until it stops.
j. Push and hold control pendant UP switch. Slowly turn UP CUTOFF ADJUSTMENT SCREW **clockwise** until platform "jogs" up to vehicle floor level. Make sure that clearance between knuckle actuator saddle and parallel arm is 1/8" minimum (distance may be 1/2" maximum and unequal from left or right arm), stop turning screw and release UP switch.

NOTE: If lift does not operate after 1-2 full turns of adjustment screw, cycle platform UP and DOWN (The UP CUTOFF SWITCH is less sensitive than DEPLOY CUTOFF SWITCH.)

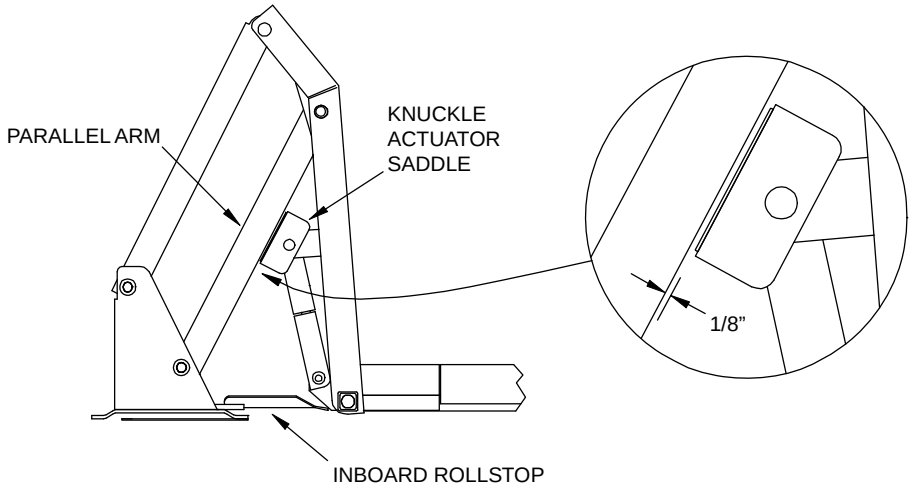


FIGURE 2-14: LIMIT SWITCH ADJUSTMENT CLEARANCE

k. Cycle platform through all functions (DEPLOY, DOWN, UP, and STOW) to verify correct adjustment. Refer to **Table 2-1** if necessary.

TABLE 2-1: LIMIT SWITCH ADJUSTMENT CHART

COMPONENT	SYMPTOM	CORRECTIVE ACTION	ADJUSTMENT PROCEDURE
Fold cutoff actuator	Lift does not fold tightly.	Rotate actuator counter-clockwise.	With lift fully folded (handrails should be folded tight against vertical arms), rotate actuator so that it barely trips fold cutoff switch.
	Pump runs continuously.	Rotate actuator clockwise.	Test lift. Pump should cutoff when lift is folded tight.

TABLE 2-1: LIMIT SWITCH ADJUSTMENT CHART			
COMPONENT	**SYMPTOM**	**CORRECTIVE ACTION**	**ADJUSTMENT PROCEDURE**
Up cutoff adjustment screw	Lift stops low.	Adjust screw clockwise.	Adjust up cutoff switch so that lift stops just before first knuckle actuator saddle or roller touches underside of lower parallel arm. (Saddle or roller should be about 1/8" from lower parallel arm.)
	Lift stops high.	Adjust screw counterclockwise.	
Deploy cutoff adjustment screw	Lift stops low.	Adjust screw counterclockwise.	Adjust deploy limit switch so that lift stops just below "Up" cutoff described in above step. This will give the necessary overlap to avoid "dead" spots.
	Lift stops high.	Adjust screw clockwise.	
END OF TABLE			

1. PLATFORM TILT ADJUSTMENT

Correct platform tilt adjustment is crucial for proper platform rollstop operation, but cannot be adjusted at factory. Factors such as vehicle floor height, lift tilt angle and stiffness of vehicle springs will vary installation geometry.

a. Deploy and lower lift platform to a position halfway between vehicle floor level and ground level.

b. Refer to **Figure 2-15**. Adjust left and right platform set screws until platform is level at zero (0) degrees. Turn setscrews clockwise to angle front-end of platform upward, or counter-clockwise to angle downward.

NOTE: At ground level, the distance between heel of platform and ground should be 3/4" to 1". This distance should be measured at initial point of rollstop full deployment.

NOTE: Adjust setscrews on both sides of platform simultaneously and evenly to ensure proper leveling of platform.

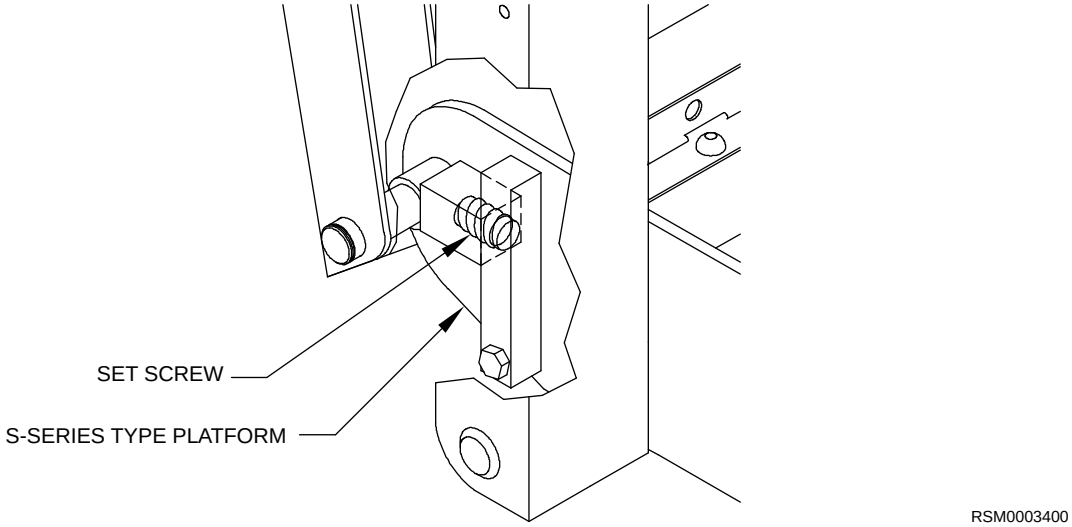


FIGURE 2-15: PLATFORM SET SCREWS

c. Repeat steps a and b as required to achieve proper rollstop operation.

⚠ CAUTION
Do not lengthen tie rod stud to point where panel will lift off its tab support (at center of lift fork).

d. Adjust left tie rod assembly. Adjust tie rod stud until nearly all of link free-play is out by lengthening rod.

2. PLATFORM FOLDING LINKAGE ADJUSTMENT

The front portion of the platform is connected to the rear portion with a hinge. The front portion is folded with linkages located at the right and left sides of the platform. The length of the linkage might require adjustment after installation of the lift or after disassembly of the platform.

NOTE: Perform the PLATFORM TILT ADJUSTMENT procedure (in previous section) before adjusting the linkage.

a. Deploy and lower the platform to a position about halfway between floor level and ground level.

b. Refer to **Figure 2-16**. Loosen the jam nuts (right and left sides) and use the adjusters to set the length of the linkages so that the front and rear portions are in the same plane; the two surfaces of the platform portions must be flat without any apparent folding along the hinge. Verify that the tension of both linkages is the same by sighting along outer edge of the platform (arrow in figure). Tighten jam nuts.

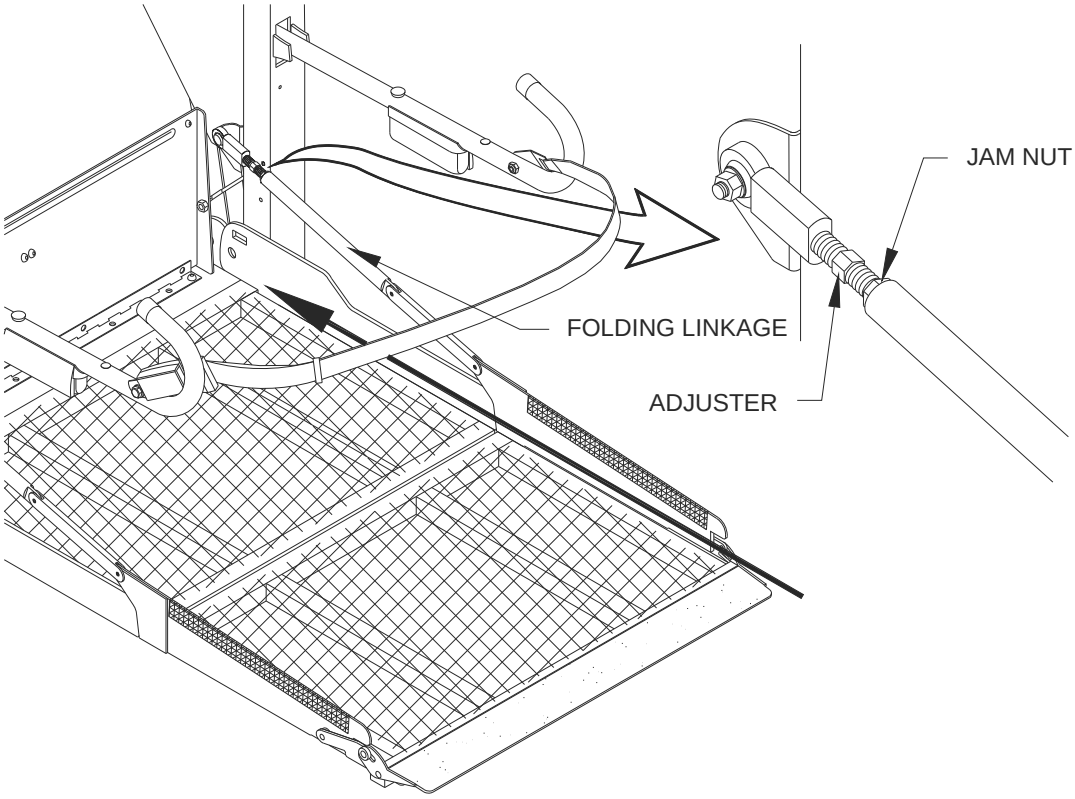


FIGURE 2-16: ADJUSTMENT HARDWARE FOR PLATFORM FOLDING LINKAGE

c. Lower platform until it settles on the ground. Verify that a slight amount of slack is present in both linkages. If either linkage is under tension, repeat steps a and b.

3. PLATFORM PRESSURE SWITCH CHECK AND ADJUSTMENT

Correct adjustment of this pressure switch will prevent platform from folding into vehicle when there is a load of 50 lbs, or more, on the platform.

a. Refer to **Figure 2-17**. Deploy and lower platform to ground. Place a 50 lb. load in center of platform and then raise platform to floor level. Press and hold STOW switch.

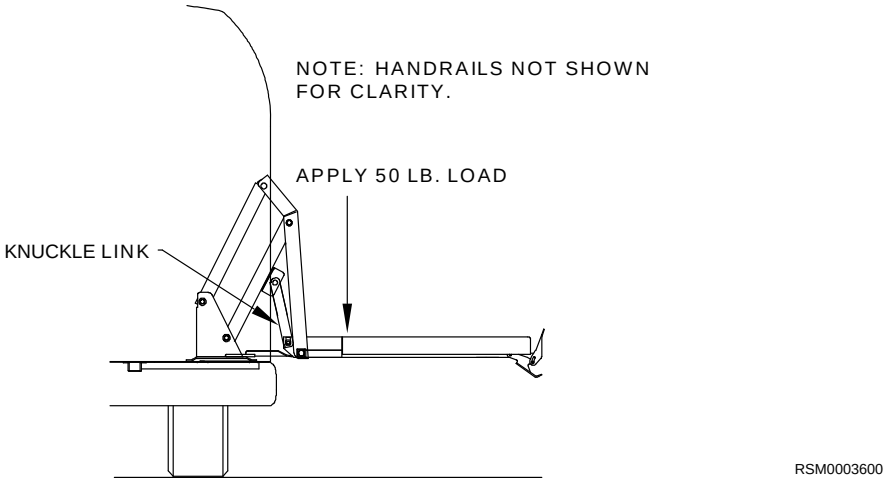


FIGURE 2-17: PRESSURE SWITCH TEST AT FLOOR LEVEL

NOTE: Weight must be 50 lbs. and placed 6 inches from rear edge of platform mesh as shown in **Figure 2-18**.

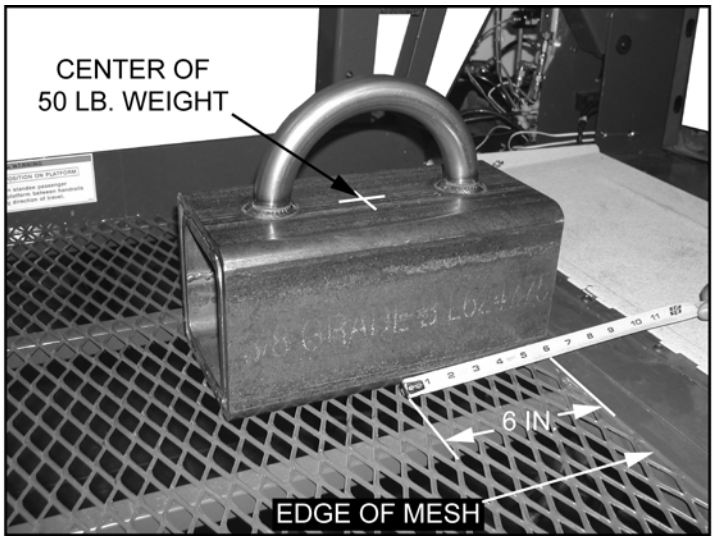


FIGURE 2-18: 50 LB. WEIGHT PLACEMENT ON PLATFORM

b. Place a 6” x 6” x 12”, 50 lb. load on the rear, center portion of platform then raise platform to floor level by pressing and holding the STOW switch.

c. Refer to **Figure 2-19**. If an alternate weight is to be used, the center of the weight must be 6 inches from the rear edge of the platform mesh.

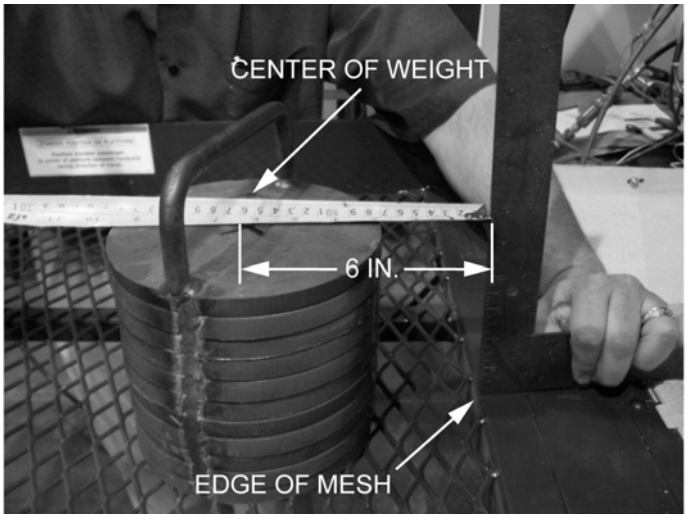


FIGURE 2-19: ALTERNATE 50 LB. WEIGHT

d. The pressure switch is correctly set if pump motor shuts off when attempting to stow the lift, preventing inward movement of the platform.
e. The pressure switch is not correctly set if pump motor does NOT shut off and there is inward movement of the platform. Adjustment of the pressure switch will be required.

NOTE: If adjustment is necessary then pressure switch must be adjusted as shown in **FIGURE 2-20**.

f. Refer to **Figure 2-20**. Loosen the locking set screws from the hydraulic pressure switch, using a 5/64" hex wrench to allow adjustment of the hydraulic pressure switch.

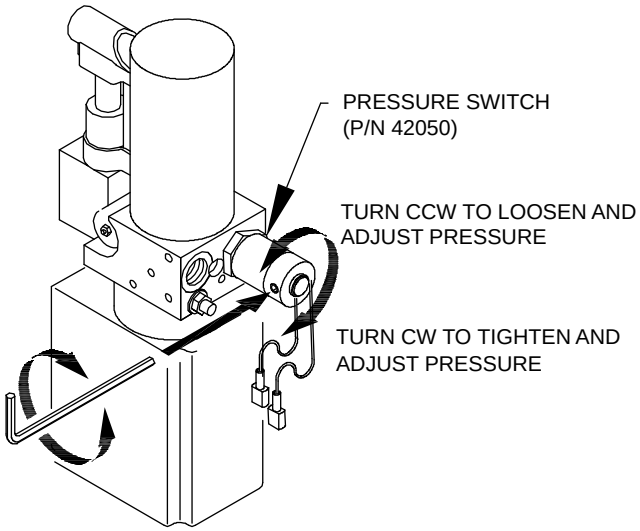


FIGURE 2-20: PRESSURE SWITCH ADJUSTMENT (P/N 42050)

g. Turn the hydraulic pressure switch enclosure 1/8 of a turn **counterclockwise** (CCW), by hand to reduce the pressure.

NOTE: Turn the hydraulic pressure switch enclosure **clockwise** (CW) to increase pressure and **counterclockwise (**CCW) to decrease pressure, by hand.

h. Stow platform and observe if the motor shuts off.
i. If the motor does not shut off, turn the hydraulic pressure switch enclosure 1/8 of a turn **counterclockwise** (CCW), by hand to reduce the pressure.

NOTE: The lift should NOT stow or have inward movement with the weight on the platform.

j. Repeat pressure switch adjustment as necessary to achieve correct setting.
k. Tighten the locking set screw when the correct pressure setting is achieved.

D. VERIFY INSTALLATION

` Be certain that no vehicle components interfere with operation of lift.

` The lift is designed to carry the weight of a wheelchair and its passenger. The vehicle structure must be capable of supporting all loads produced during lift operation as well as those forces caused by motion of vehicle when it is driven.

⚠ CAUTION

- Do not operate lift when test weight is on platform. This load test is designed to test the lift **mounting method**, not the lift capacity. Remove test weight immediately after check.
- Vehicle suspension will compress and vehicle will lean when test weight is placed on platform. If weighted platform contacts ground, remove weight, raise platform, and retest.

` Ricon recommends that the lift be test loaded at its rated 800 pound load capacity to verify integrity of installation. Position lift platform 2" - 6" above the ground, place 800 pounds in center of platform, and inspect lift mounting brackets and hardware. REMOVE TEST WEIGHT.

` Run lift through several complete cycles while checking for proper operation.

` Refer to **Figure 2-21** on next page and verify that all decals are properly located and affixed as shown.

NOTE: The installing dealer affixes an Operating Instructions decal to vehicle in a location clearly visible to the lift operator.

E. SAFETY CHECKLIST FOR VEHICLE MANUFACTURER

This checklist is intended to verify safe operation of Ricon FMVSS 403 and 404 compliant wheelchair lifts. All requirements must be met for the wheelchair lift to be considered compliant.

COMPLIANT	NON-COMPLIANT	REQUIREMENT
		Wheelchair lift and vehicle properly interlocked (lift cannot be powered unless vehicle interlocks are activated, and interlocks cannot be disengaged unless lift is fully stowed).
		Threshold warning device functioning properly (audible warning and visual warning is activated if threshold area is entered when platform is at least one inch below vehicle floor level).
		Main power switch enables and disables the lift control system.
		Control pendant illuminated when the lift is powered and pendant power turned on.
		Inboard rollstop does not rise from floor level with 25 pounds, or more, at center of barrier.
		Platform unable to rise more than 3” above ground if safety belt is not engaged.
		Platform lighting functional when lift is powered.
		Platform does not stow if a weight of 50 pounds, or more, is present on platform.
		Manual back-up operation fully functional (see operator manual for directions).

F. CUSTOMER ORIENTATION

IMPORTANT

- Customer Orientation -

Ricon Sales or Service personnel must review the warranty card and operator manual with the customer to be certain they understand how to safely operate the lift. The customer should be instructed to follow the operating instructions without exception**.**

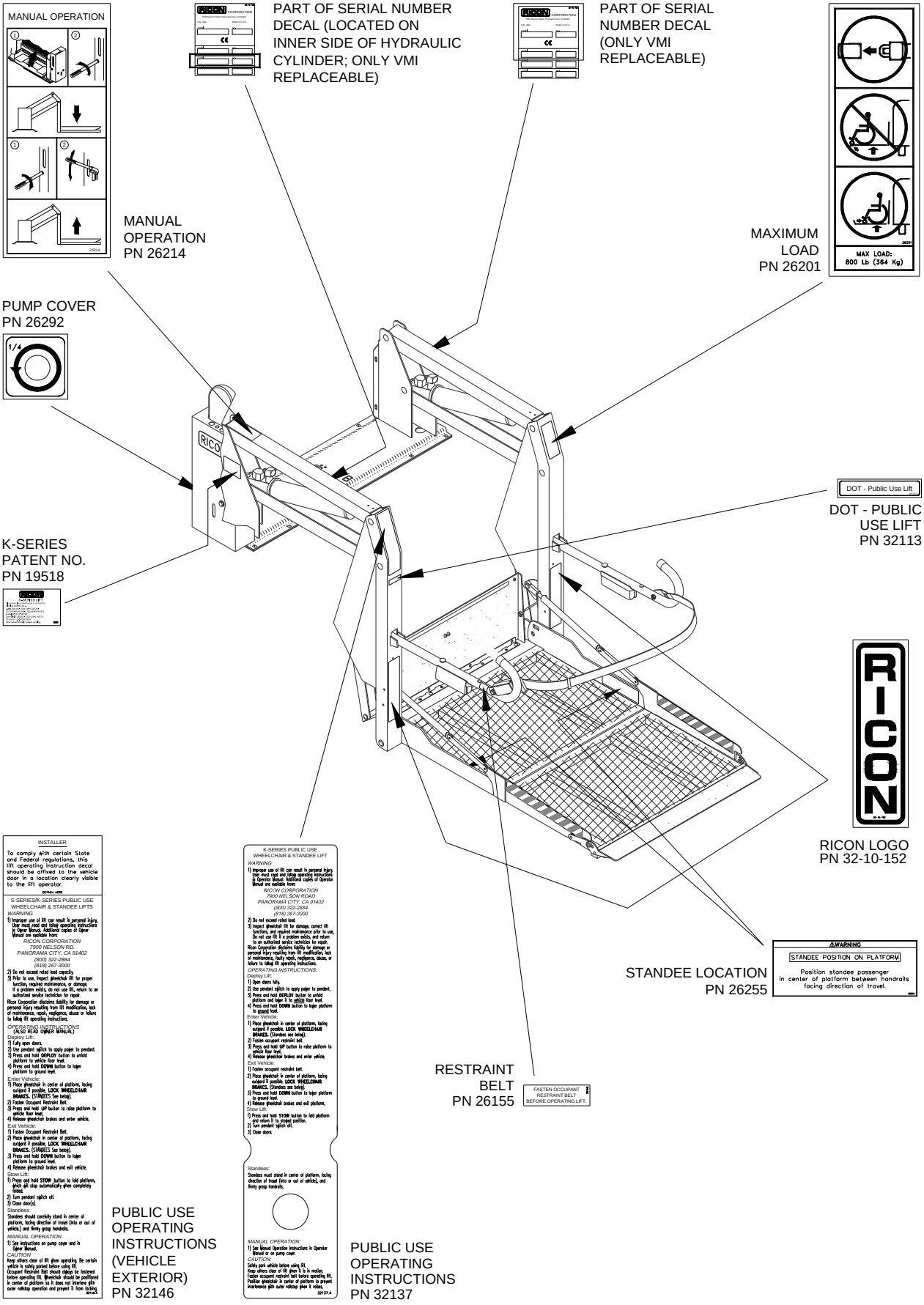


FIGURE 2-21: PUBLIC LIFT DECAL LOCATIONS AND PART NUMBERS

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