Registered Office:

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Trooperslane Industrial Park,
Carrickfergus, County Antrim, BT38 8GX

65 Series – 2m/3m Steplift - Install Manual



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Introduction

The 65 Series 2m/3m Steplift is a hydraulically driven cantilever-based platform. The unit is capable of raising a load of up to 500 kg through a maximum of 3 m between two floors.

The product is designed in accordance with BS 6440:2011 and Machinery Directive 2006/42/EC, referencing the relevant sections of EN 81-41.

Intended use for a single person with impaired mobility (including attendant) in both public or domestic installations.

Suitable for internal and external environments.

Special consideration has been given to the location, dimensions and available options for controls allowing for safe and unaided use by person(s) with impaired mobility whether ambulant or in a wheelchair. Controls are provided in the lift car and at both floors making both unattended and attended use (on / off lift) possible.

Various keyswitch options are available allowing the lift to be isolated if required so that usage can be limited to authorized individuals.

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Recommended Tool List

- Tape measure (5m)
- Spirit level (1m)
- Spirit level (0.5m)
- Laser Level
- Metric spanner set
- Metric ratchet set
- Metric nut runner set
- Metric Allen key set
- Pozi screwdriver set
- Flat screwdriver set
- Electrical screwdriver set
- Plier set
- Vice grips (2-off)
- Circlip plier set
- Side cutter set
- Wire stripper/cutter set
- Wire crimper set
- Electric hammer drill
- Cordless drill
- Pozi driver bit set
- Flat driver bit set
- Allen driver bit set
- Magnetic bit holder
- Imperial drill bit set (metal/wood/masonry)
- Metric drill bit set (metal/wood/masonry)
- Hammer
- Mallet
- Quick Grip clamp (18” 2-off)
- Stanley knife
- Wood saw
- 12” hacksaw
- Jigsaw
- Compound slide mitre saw (metal/wood)
- Extension leads

Consumables

- 40 x 25 Conduit (Hydraulic)
- 16 x 8 Conduit (Call stations)
- 8-Core cable (Alarm)
- 2-Core 0.75 cable (Smoke detector)
- 3-Core 0.75 cable (Sounder)
- 3-Core 1.50 cable (Mains)
- Assorted cable ties
- Assorted crimps
- Insulating tape
- Double sided tape
- Spray adhesive
- Cordoning tape

Installation Tools

These form a reusable tool set which can be purchased from Pollock Lifts.

- Hydraulic bleed kit
- Hydraulic handbox controller
- Warning signs

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Building Work & Site Assessment

The following checks should be made prior to commencing the installation:

- Building assessed and approved for lift loadings – see Appendix B.
- Available floor area will accommodate lift – see Appendix A.
- Measure the lift clearances to adjacent walls, railings or other trapping hazards.
- Determine if the clearances will require edge protection – see Appendix A.
- Measure overhangs/bulkheads and assess the need for edge protection.
- Installation can be implemented safely in accordance with the Risk Assessment.
- Electrical Installation & supply in accordance with drawings – see Section 3.
- Electrical Installation & supply in accordance with relevant Building Regulations.
- Ensure all Entrances & Exits to the site are cordoned off.

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Structural Installation

Overview:

(1) Upper Step (inc. hydraulic pump)

The Upper Step is fixed to the upper level. It is the main support which transmits loading from the lift into the building structure. It also carries fixings for the upper tracks and power door mechanism.

The Hydraulic Power Pack consists of an electrically driven hydraulic pump, a tank to hold the hydraulic fluid and pipe work to supply the hydraulic oil to the hydraulic cylinders.

The hydraulic system has a range of features which meet and exceed the relevant standards. Components such as the restrictors, pressure relief valve, pressure switch and shut off valve provide safety mechanisms to protect the user.

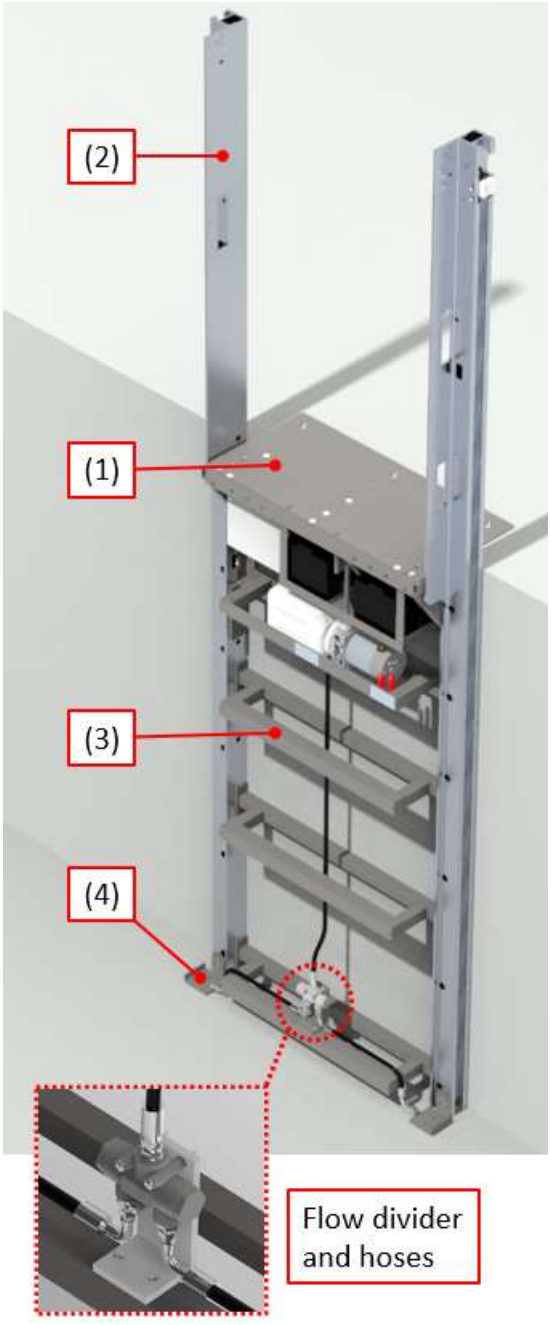
(2) Lift Tracks

The Lift Tracks are fixed to the Upper Step and building. The lift wheels locate in these tracks providing safe, secure and controlled guidance between floors.

The upper gate lock, end stops and overtravel switch are part of the track assemblies.

(3) Crossbars

The Crossbars are fixed between the left and right-hand tracks. These maintain the pitch and rigidity of the tracks. The bottom crossbar has the flow divider and hydraulic hose assembly attached.



(4) Ram Location Brackets

The Ram Location Brackets fit to the face of the tracks at the lower floor level. They provide a rigid location for the two hydraulic cylinders.

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Upper Step Installation:

Positioning the Upper Step

The Upper Step must be positioned such that the finished lift complies with either of the following:

i) Clearance from the side of the platform to full height adjacent walls < 10mm.

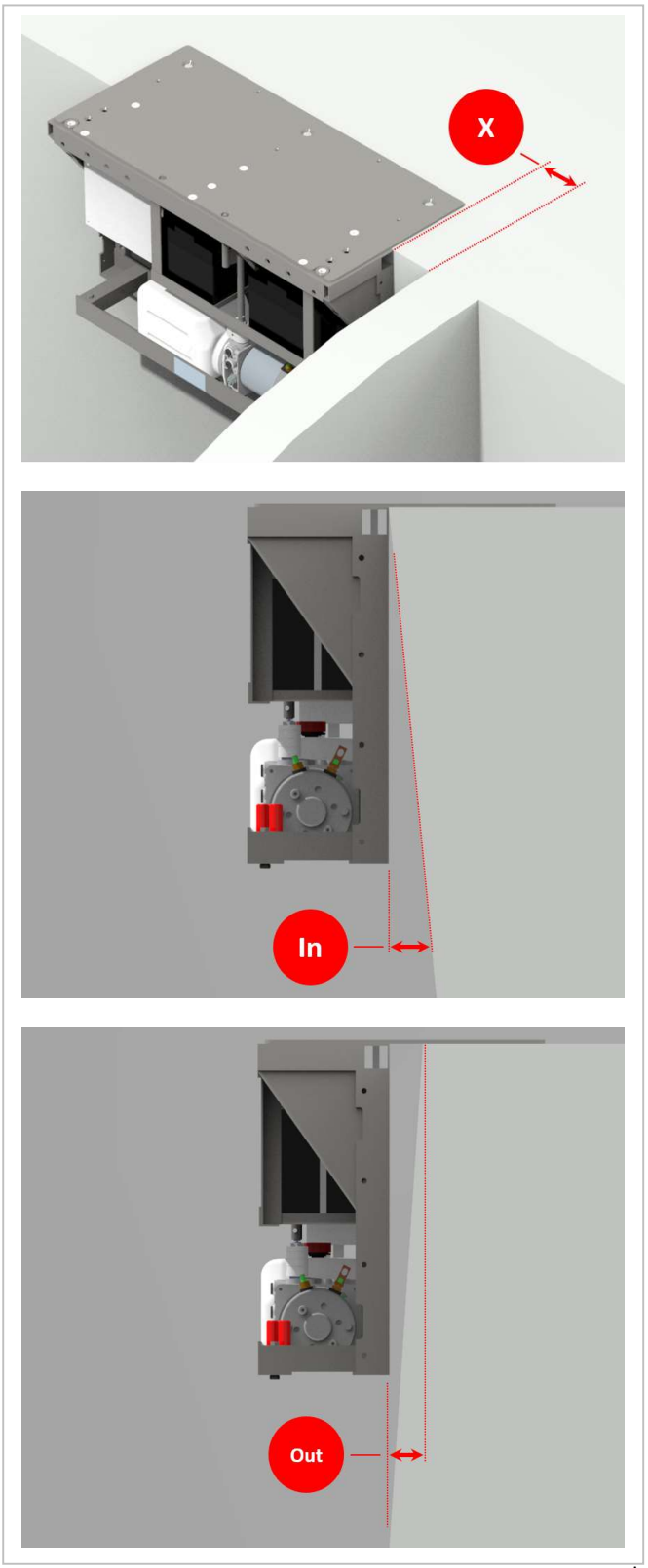
In this instance dimension X = 113mm

ii) Clearance from the side of the platform to full height adjacent walls > 100mm.

In this instance dimension X >= 203mm

iii) Clearance from the side of the platform to part height adjacent walls > 300mm.

In this instance dimension X >= 403mm



Check the vertical rise for plum and determine whether is running IN or OUT.

If running IN the step can be fixed tight to the upper corner of the rise however the lower edge of the step will need packed.

If running OUT measure and record how far off plum the vertical rise is and pack the step off the upper corner of the rise by at least this amount. The lower edge of the step will also need packed to keep it plumb.

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Structural Installation

Upper Step Installation:

Fixing the Upper Step

Position the Upper Step as required.

Check the level from left to right and front to back on the top fixing plate and pack as necessary to level using aluminium packers between the top fixing plate and the upper level.

Check the front face of the step for plum.

Pack as necessary to plum step using aluminium packers between the frame and the vertical rise.

Drill 5-off holes marked (1) 80mm deep using a hammer drill and 7mm masonry bit.

Insert 5-off wall plugs into holes and fix step using 5-off No.5 x 70 screws.

Drill 4-off holes marked (2) 100mm deep using a hammer drill and 8mm masonry bit.

Insert 4-off M10 x 100 Ankerbolts and fully tighten with a 13mm socket in an impact wrench.

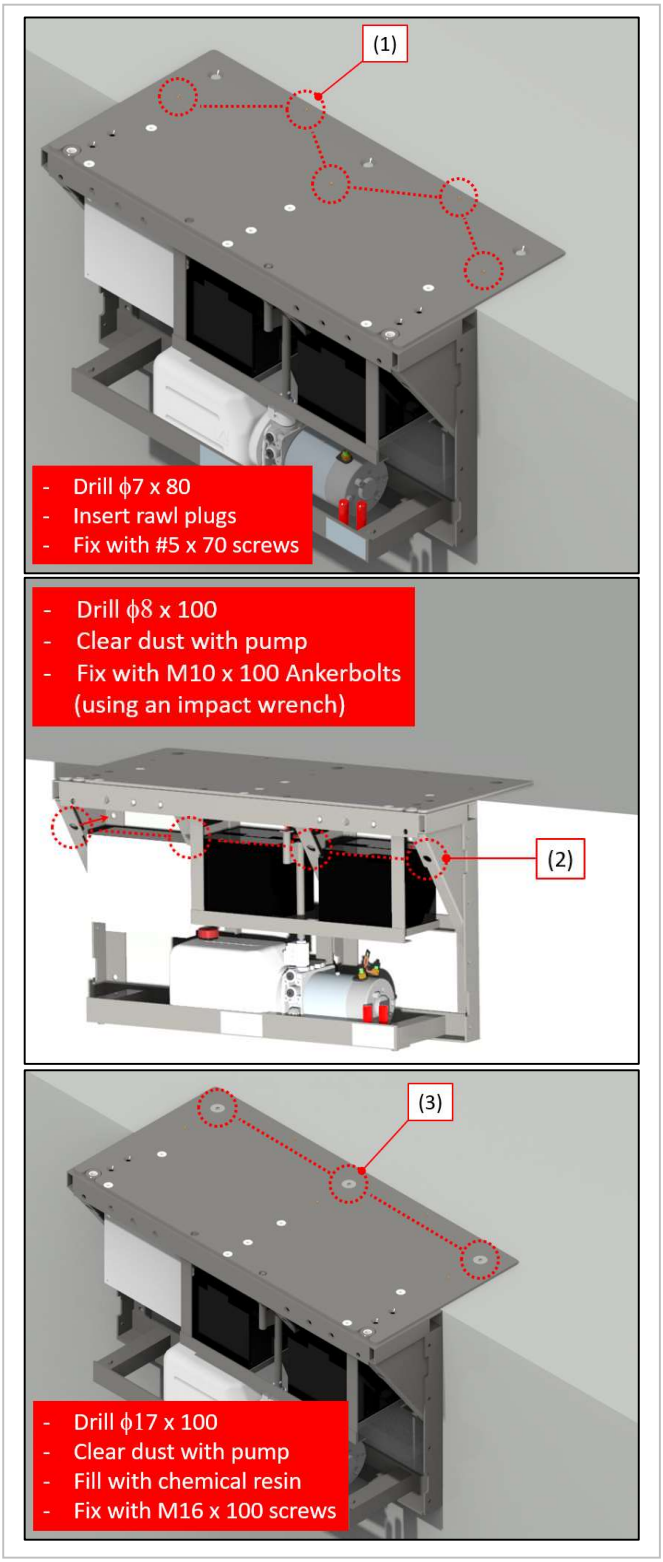
Drill 3-off holes marked (3) 100mm deep using an SDS0 drill and 17mm masonry bit.

Clear dust from holes using a hole pump.

Fill holes with chemical resin.

Insert 3-off M16 x 100 countersink screws.

Tighten screws down using a 10mm Allen key, place a weight on each bolt and allow to set.



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Upper Track Installation:

Fixing the Upper Tracks

Loosely fix the upper left-hand track using 2-off M8 x 40 hex bolts and washers through holes marked (4)

Check the track for plum left to right and pack using aluminium packers between the track and the step if necessary.

Ensure the track is fully lifted up into position.

Tighten the M8 bolts using a 13mm ratchet.

Repeat for the upper right-hand track.

Drill 4-off holes marked (5) 100mm deep using a hammer drill and 8mm masonry bit.

Check the track for plum front to back and pack using aluminium packers between the track and the wall if necessary.

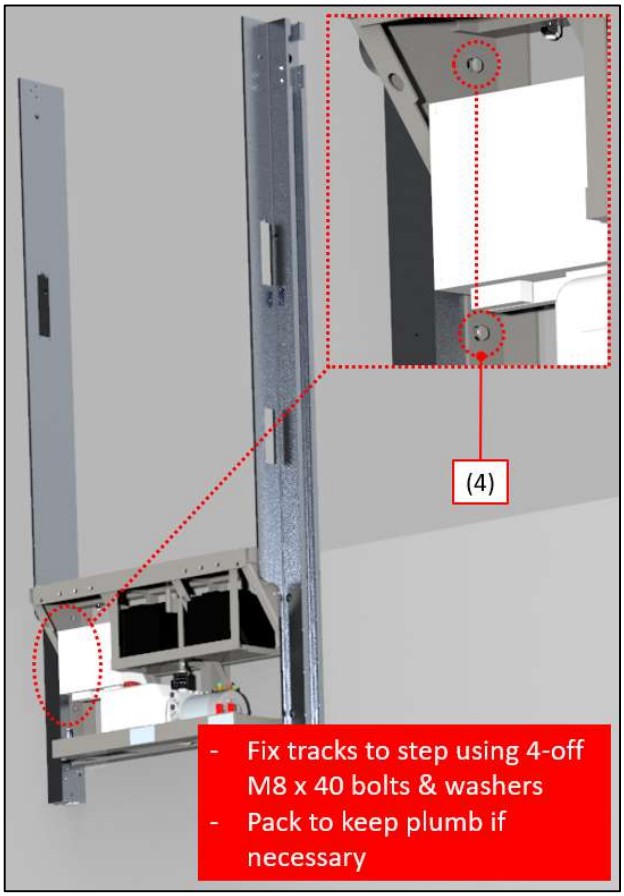
Insert 4-off M10 x 100 Ankerbolts and fully tighten with a 13mm socket in an impact wrench.

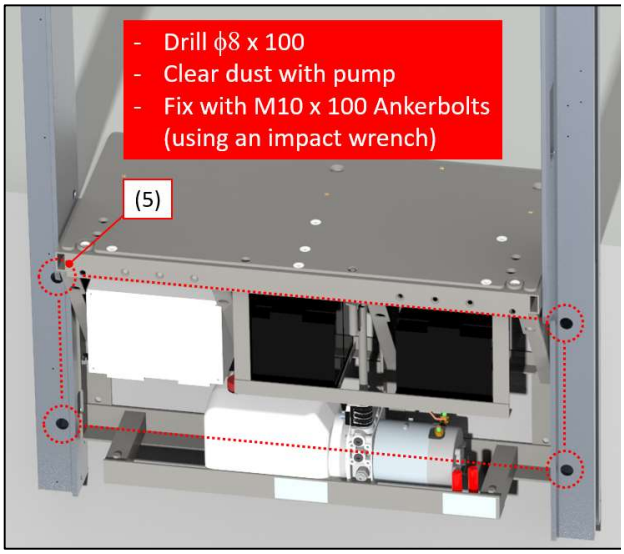
Measure the inside pitch between tracks at the top and bottom.

If there is a difference of more than 2mm recheck tracks for plum and adjust packers.

For reference the internal track pitch is:

- 800 wide lift = 904 mm
- 900 wide lift = 1004 mm
- 1100 wide lift = 1204 mm





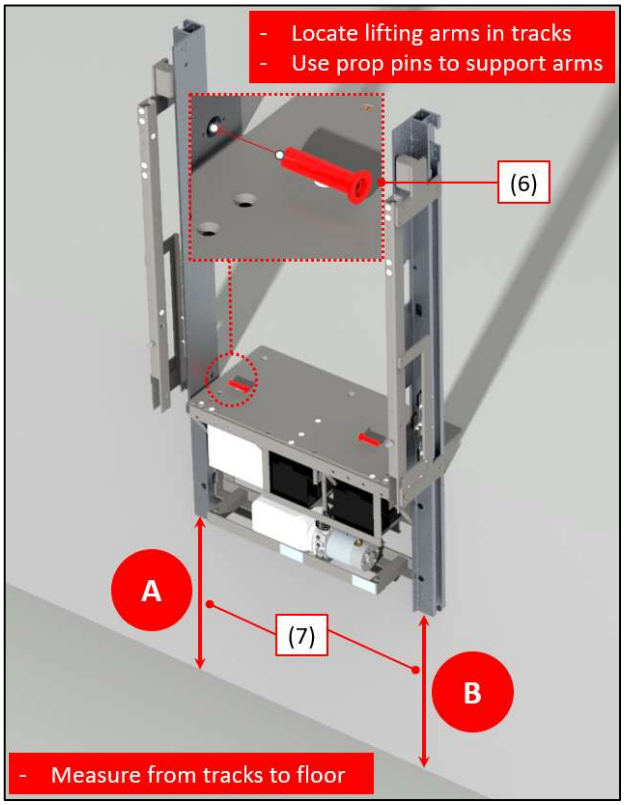
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Structural Installation

Lifting Arm Installation:



Locating the Lifting Arms

Retrieve the prop pins from the pump frame.

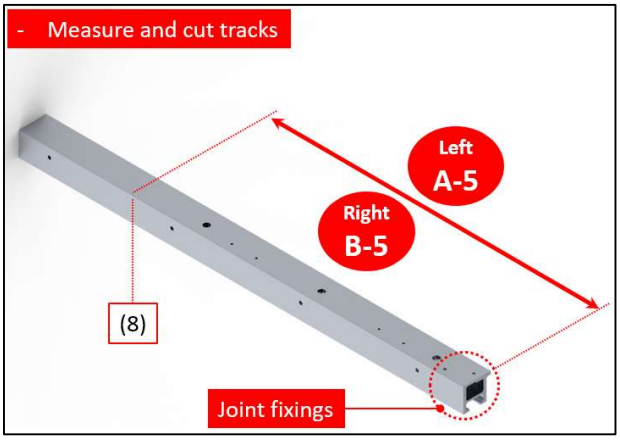
Insert the upper guide wheel of the left-hand lifting arm into the left-hand track from the bottom.

Slide the lifting arm up and insert the lower guide wheel into the track.

Temporarily hold the arm in place using the prop pin marked (6)

Repeat for the right-hand lifting arm.

Lower Track Installation:



Cutting the Lower Tracks

Measure the distance from the upper tracks to the lower-level floor, see (7).

Record measurements A and B.

Take 5mm off measurement A and cut the left-hand lower track to this length measured from the joint fixing end, see (8).

Take 5mm off measurement B and cut the right-hand lower track to this length measured from the joint fixing end, see (8)

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Lower Track Installation:

Fixing the Lower Tracks

Note: If the lift is tight to a wall insert the M6 x 10 hex bolts for the lower side panels into the outside face of the lower tracks.

Fix Joint Plate to upper left track using 2-off M10 x 25 Hex bolts and washers through holes marked (9).

Fix the lower left track to the joint plate using 2-off M10 x 25 Hex bolts and washers through holes marked (9).

Special care should be taken to align joint prior to fully tightening bolts.

Repeat for the lower right-hand track.

Note: There are 2 pre-drilled positions for the crossbars on the lower tracks on a 2m lift and 3 on a 3m lift. The of crossbars required will depend on rise height.

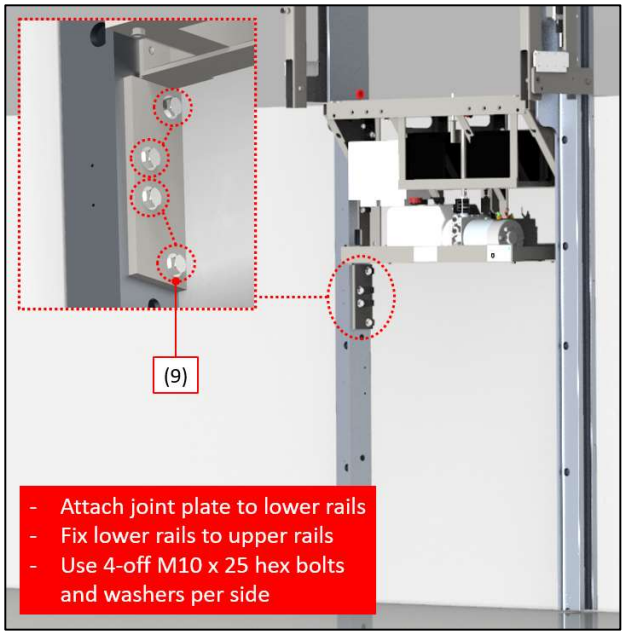
Bolt the crossbars to the pre-drilled positions on the lower rails using M8 x 25 Hex bolts and washers through holes (10).

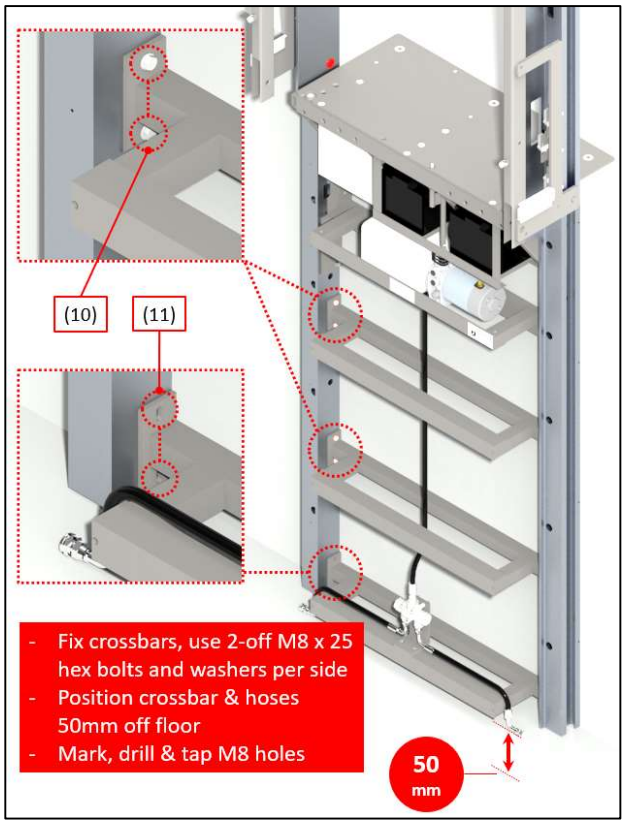
Position the bottom crossbar/hose assembly 50mm off the lower-level floor.

Mark the 4-off hole positions (11) and drill through one surface using a 6,8mm drill bit and tap these holes using an M8 tapping bit.

Bolt the bottom crossbar/hose assembly to the lower rails using M8 x 25 Hex bolts and washers.

Route the long hydraulic hose up through the crossbars and connect to the pump.





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Lower Track Installation:

Fixing the Lower Tracks

Measure the internal pitch of the lower tracks.

Compare this to the pitch of the upper tracks measured earlier.

If out by more than 2mm add packers as required between the tracks and crossbars.

Drill 8-off holes [2m lift] or 10-off holes [3m lift] marked (12) 100mm deep using a hammer drill and 8mm masonry bit.

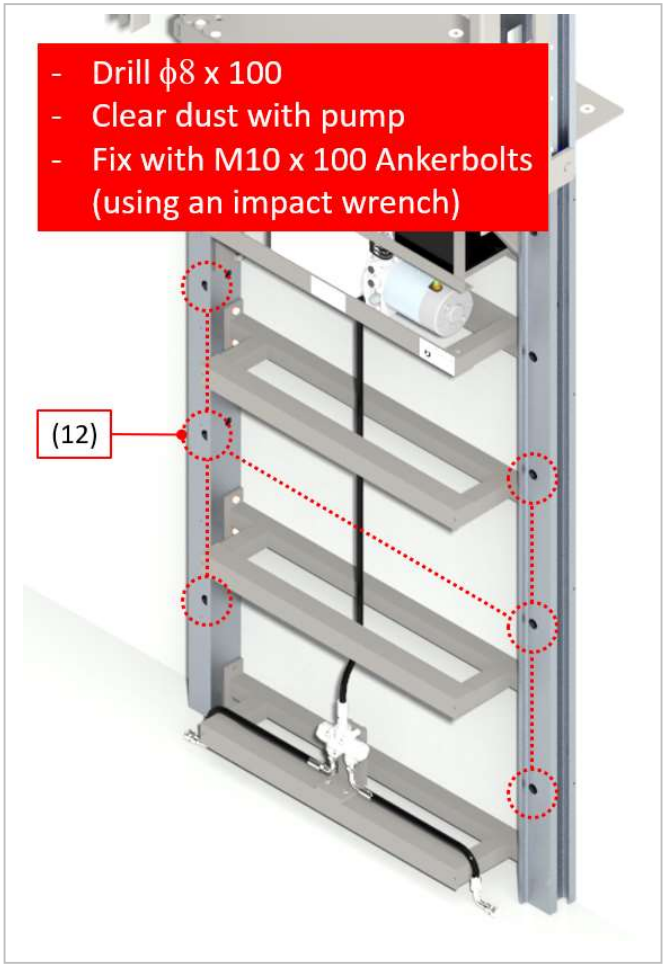
Note: The total number of holes required will depend on the rise height.

Check the track for plum front to back and p ack as necessary to plum track using aluminium packers between the track and the wall.

Insert M10 x 100 Ankerbolts into each hole and fully tighten with a 13mm socket in an impact wrench.

Recheck the internal pitch between the tracks.

If there is a variance of more than 2mm adjust packers as necessary.



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Lower Track Installation:

Fitting the Ram Location Brackets

Position the right-hand Ram Location Bracket at the base of the right-hand track on the lower-level floor as shown.

Align the outside edge of the bracket to the outside edge of the track.

Mark the 2-off holes (13) and drill through one surface using a 6,8mm drill bit.

Tap these using an M8 tapping bit.

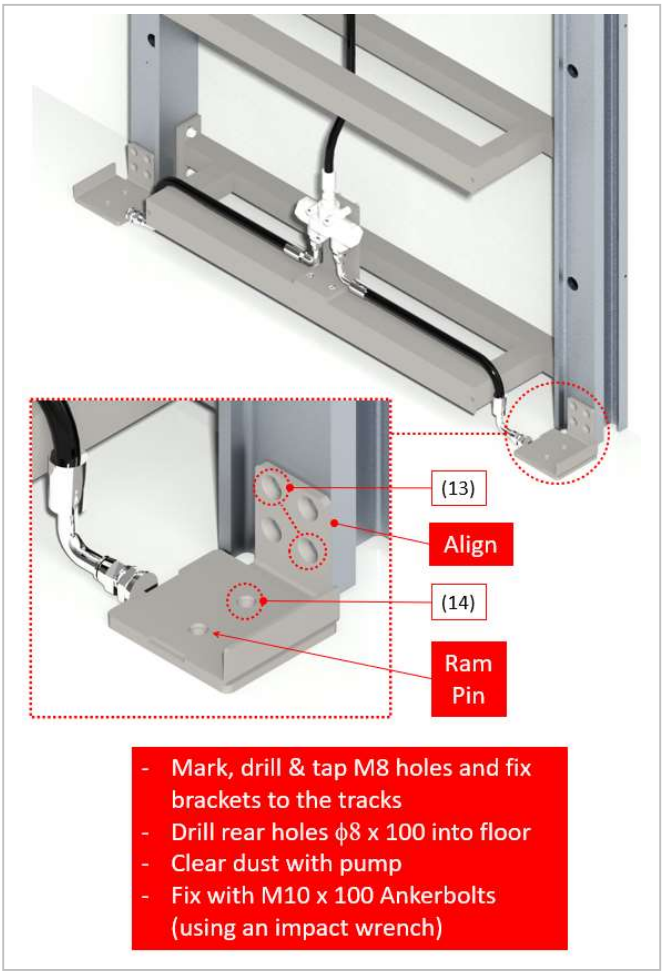
Bolt the bracket in place using 2-off M8 x 20 countersink socket screws.

Drill hole marked (14) 100mm deep using a hammer drill and 8mm masonry bit.

Insert an M10 x 100 Ankerbolt.

Fully tighten anchors using a 13mm socket in an impact wrench.

Repeat for the left-hand Ram Location Bracket.



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Lower Track Installation:

Fitting the Cams

Cam List

Description	Uncut Length
Lower Stop	205 mitred
Lower Check	100 mitred
Check Infill (2m)	1020*
Check Infill (3m)	2020*
Upper Stop	100 mitred**
Over Travel	100 mitred**
Upper Check	1055 mitred

Mark the lower stop cam position on the lower-right rail.

Clean with PR100 primer and bond cam in position mitre up.

Mark the lower check cam position on the lower-left rail.

Clean with PR100 primer and bond cam in position mitre down.

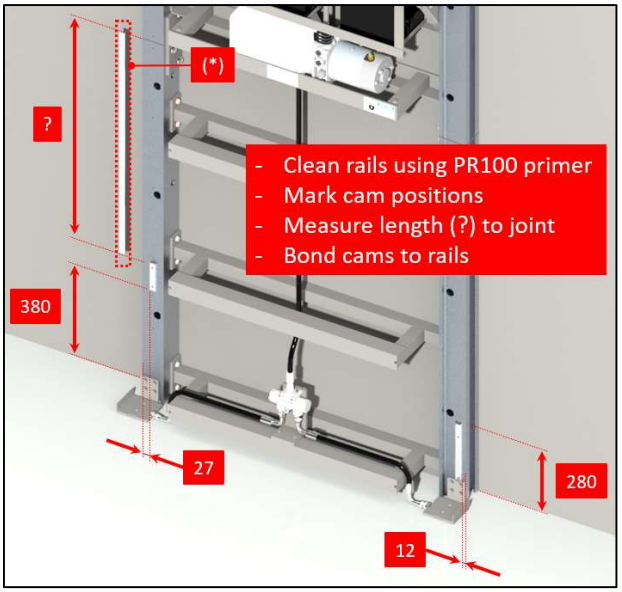
Measure distance (?) between lower check cam and rail joint.

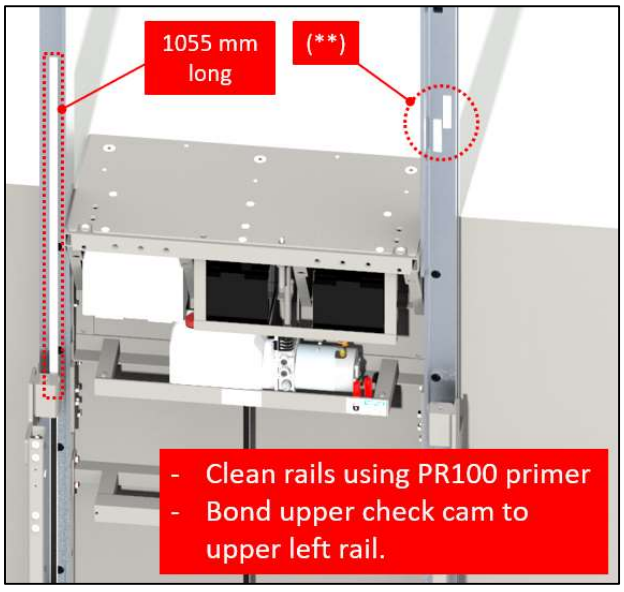
Cut the check infill cam to length.

Clean with PR100 primer and bond cam on.

Remove the prop pins and lower the lifting arms to the floor taking care to lift the two lower left switches onto cams already fitted.

Clean the upper-left rail with PR100 primer and bond the upper check cam in position mitre up in line with the lower cams.





* Only one size supplied
** Already fitted

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Structural Installation

Attaching the Energy Chain:

Raise and prop the lifting arms at the upper level again.

Measure the distance (?) from the upper step crossbar to the lower crossbar and cut the E-chain guide (shown green) this length.

Position the guide as shown clamp in place.

Drill a single 3mm hole (15) through the guide into each crossbar.

Fix the guide to the crossbars using 3 or 4-off #6 x ½" countersink self-tappers.

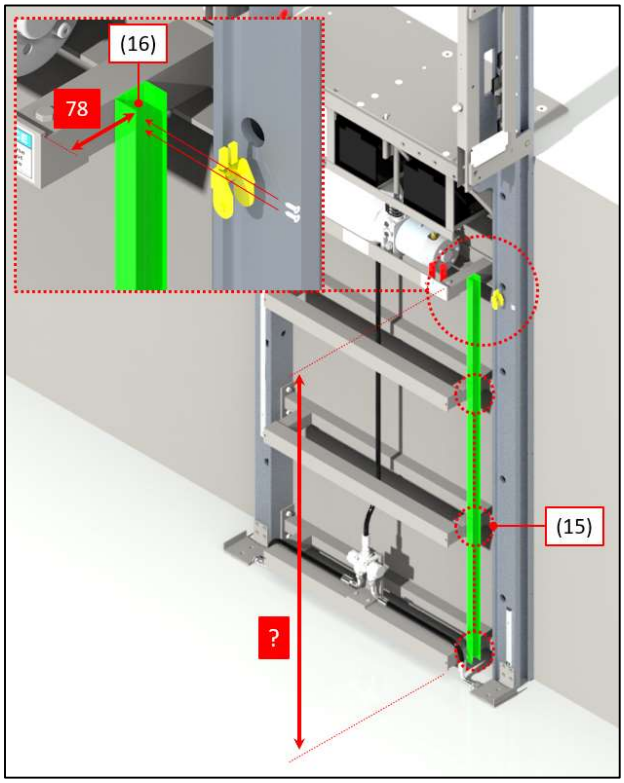
Unclip the bracket from the free end of the E-chain (shown yellow) on the right-hand lifting arm.

Position the bracket at the top of the guide as shown and mark the 2-off fixing holes (16).

Drill through the guide into the upper step at the marks using a 3mm drill bit.

Fix the guide and bracket to the upper step using 2-off #6 x ½" countersink self-tappers.

Note: If the left-hand lifting arm also has an E-chain repeat this process and fit the left-hand guide.



Greasing the Tracks:

Smear a generous handful of grease on the underside of each guide wheel on the lifting arms.

Remove the props and lower the arms to the ground.

Smear a generous handful of grease on the topside of each guide wheel.

Lift the arms fully up and down several times to spread the grease.

Prop the arms back in place at the upper level.

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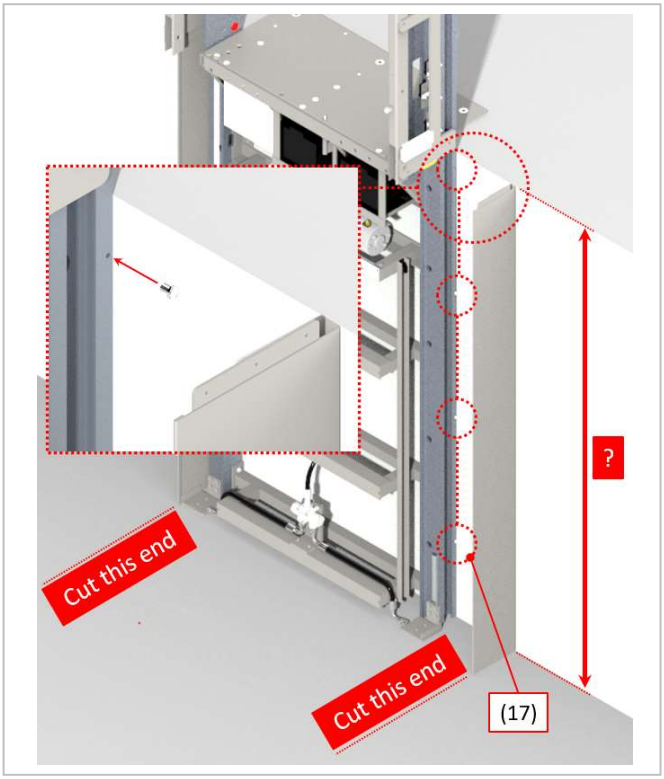
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Structural Installation

Fitting the Lower Side Panels:

Measure the distance (?) from the top of the rise to the ground on both the left and right-hand sides.



Cut the **2m lower sides panels 5mm shorter** than that measured. Do not cut off the joint plate end.

Cut the **3m lower sides panels 125mm shorter** than that measured. Do not cut off the joint plate end.

Note: The 2m lower cover joint is in line with the landing, whereas the 3m lower cover joint is 120mm below the landing.

Insert 12-off (max) M6 x 10 hex bolts into the holes marked (17) on the outside of the lower tracks.

Leave these bolts approximately 2mm out.

Slide the lower side panel keyslots over the M6 bolts heads.

Align the back of the cover to back edge of the tracks.

Tighten up all the M6 bolts using the spanner supplied in the kit.

Fix the covers at the bottom to the ram location brackets using 1-off No.6 x ½" countersink self-tapper per side.

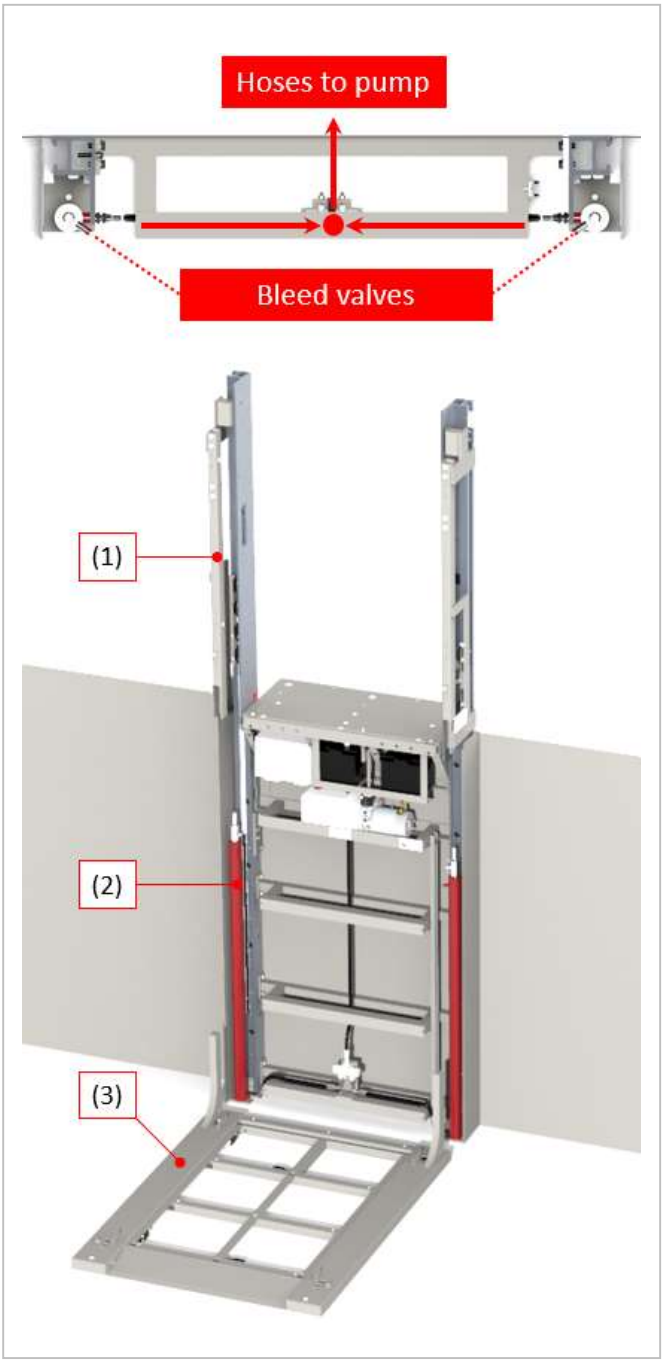
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Drive Installation

Overview:



(1) Lifting Arms

There are two lifting arms which connect to steel forks similar to those on a forklift which run underneath the full length of the lift chassis.

These are fixed to the top of the hydraulic rams and guided by four wheels which are located in the captive channel in the tracks.

Both lifting arms carry a bank of control switches and the energy chain is also on the right-hand lifting arm.

(2) Hydraulic Rams

There are two hydraulic rams, one located in front of each track. These are plumbed to the hydraulic pump using hydraulic hose.

Note: The rams are handed and must be installed so that the bleed valves are positioned as shown.

The rams are connected to the lifting arms at the rear of the lift car.

(3) Chassis

The chassis is an aluminium frame that forms the floor of the lift. It is supported by full length steel lifting forks along each side.

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Drive Installation

Locating the Rams

Drop the rams into the locating holes on the ram location brackets

Rotate each ram so that the hose connector points inwards towards the centreline.

Note: Ensure the bleed valves on both the main cylinder and 1st stage are rotated outwards as shown above.

Connect the hoses to the rams.

Positioning the chassis.

Lay the chassis on the floor and roughly centre between the tracks.

Push back until approximately 15mm from the pump frame.

Setting the lifting arms.

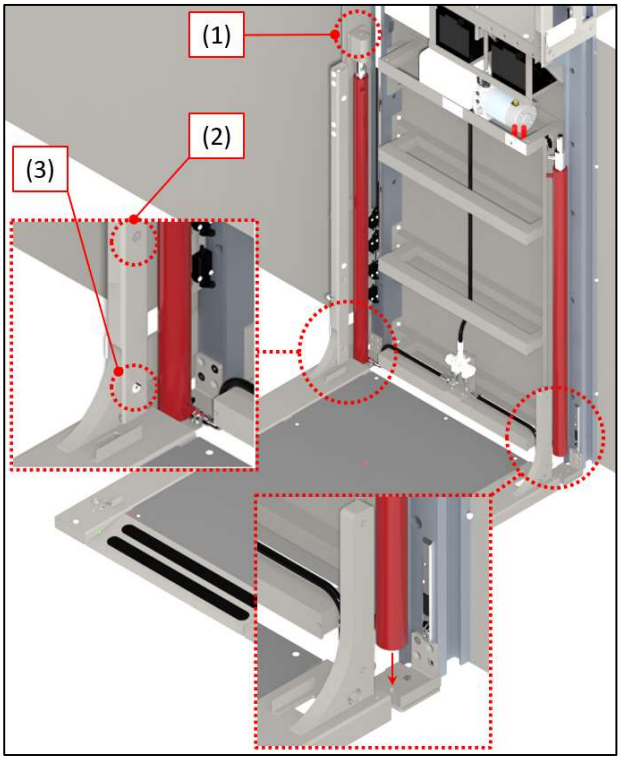
Remove the prop pin holding the left-hand lifting arm then slide the arm down and locate on the chassis fork.

Align the ram with the boss at the top of the arm.

Using a wooden block and mallet drift the arm onto the fork ensuring the ram locates correctly in the boss.

Continue until holes (2) & (3) are aligned with those on the chassis fork.

Repeat this process for the right-hand lifting arm taking care with the energy chain.



Securing the Rams.

Insert an M10 x 50 cap bolt through the ram boss into the ram at position (1) on both sides and tighten using an 8mm Allen key.

Bolting the lifting arms.

From the inside insert an M10 x 50 countersink socket bolt through the lifting arm and chassis fork at position (2) on both sides. Secure using an M10 Nyloc on the outside of the arm. Do not tighten fully.

From the inside insert an M10 x 50 countersink socket bolt through the lifting arm and chassis fork at position (3) on both sides. Screw into the captive nut, do not fully tighten.

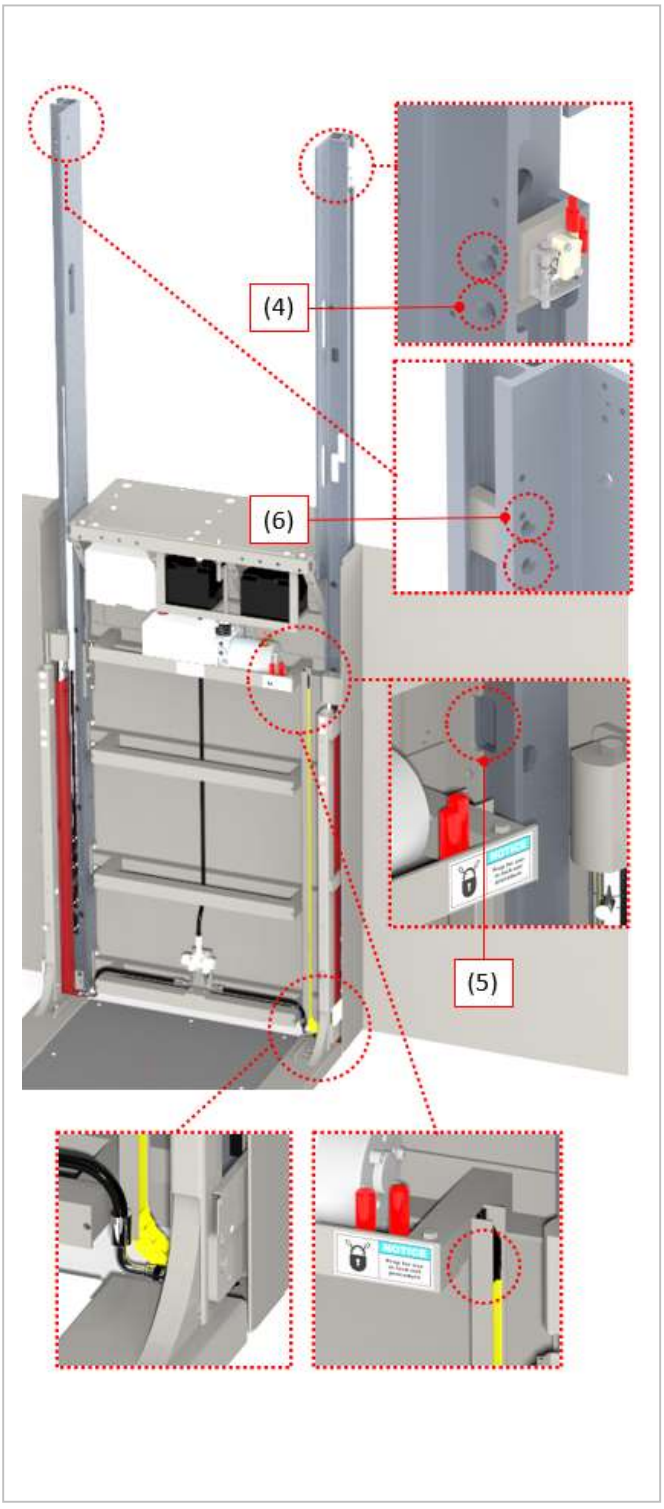
Fully tighten all bolts in positions (2) & (3) on both sides.

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Drive Installation



Fitting the DS3 Switch

Insert the DS3 switch assembly into the right-hand track.

Align with holes marked (4) and bolt in place using 4-off M8 x 20 countersink screws.

Insert the switch cable through the hole above the switch.

Feed the cable down and pull through the exit hole (5) just under the upper step.

Route to the controller and wire as per electrical diagrams.

Fitting the Final Stop

Insert the final stop block into the left-hand track.

Align with holes marked (6).

Bolt in place using 4-off M8 x 20 countersink screws.

Connecting the E-Chain

Pull the free end of the E-Chain (shown yellow) to the E-Chain bracket fitted earlier.

Check how many links need removed so that the chain is just off the ground.

Remove the required links and clip the shortened chain to the bracket.

Route the cables to the controller and wire as per electrical diagrams.

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Drive Installation

Bleeding the Rams

Connect the 160A fuse supplying the batteries.

WARNING!

Temporary drive link procedure.

Before carrying out the following procedure ensure all cables and switches are clear throughout the travel of the lift. This should be carefully monitored during lift movement. It should also be made clear that the operator must be well clear of the static components of the lift whilst the covers are not in place.

MS-Female/Male 4-way Molex connector must be disconnected before this procedure is carried out.

Temporarily connect the drive circuit using a wire link as per electrical diagrams.

Raise the lift until at the upper level.

Bleed both stages of each ram using the recommended bleed kit.

Lower the lift to the ground by pulling up on the lowering rod.

Bleed both stages of each ram again.

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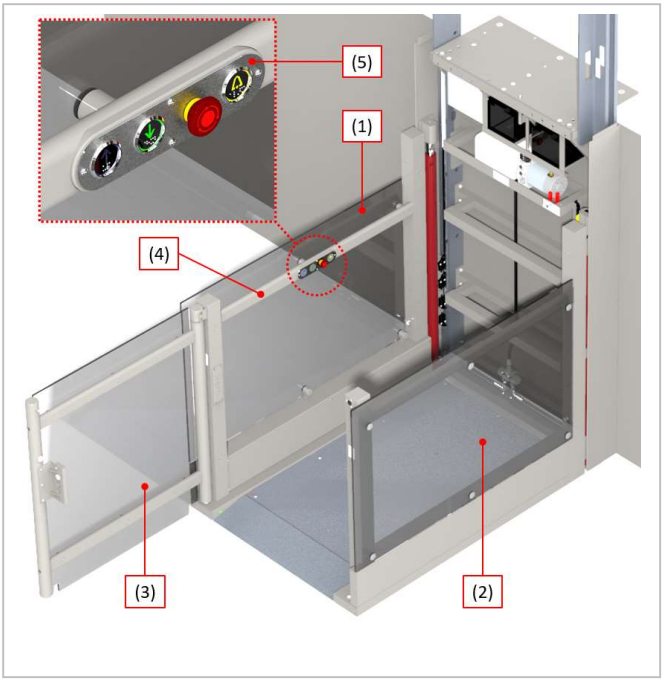
Assembling the Through Entry Lift Car

Overview [Through Entry]:

(1) Left-Hand Lift Side

The left-hand lift side is an aluminium frame with a 10mm polycarbonate panel.

In the image shown the left side also comprises the lower gate hinge.



(2) Right-Hand Lift Side

The right-hand lift side is similarly constructed to the left.

In the image shown the right side also houses the lower gate lock and mechanism.

(3) Lower-Level Gate

The lower-level gate consists of an aluminium frame and latch with a 10mm polycarbonate panel.

(4) Handrails

The handrails are part on the side frames and are positioned 35mm inside the polycarbonate panels.

(5) In-Car Controls

The in-car controls are mounted directly into the handrail.

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Assembling the Through Entry Lift Car

Fitting the Lift Sides

WARNING!

Always follow the temporary drive link procedure.

Remove the hinge side inner pod cover.

Lower the rear side post over the lifting arm.

Take care not to trap or catch any cables on the platform.

Align and loosely fix through holes marked (1) using M8 x 40 pan socket screws.

Loosely fix through holes marked (2) using M8 x 40 pan socket screws.

Raise the lift off the ground using a temporary drive link and prop the lift using the prop pins.

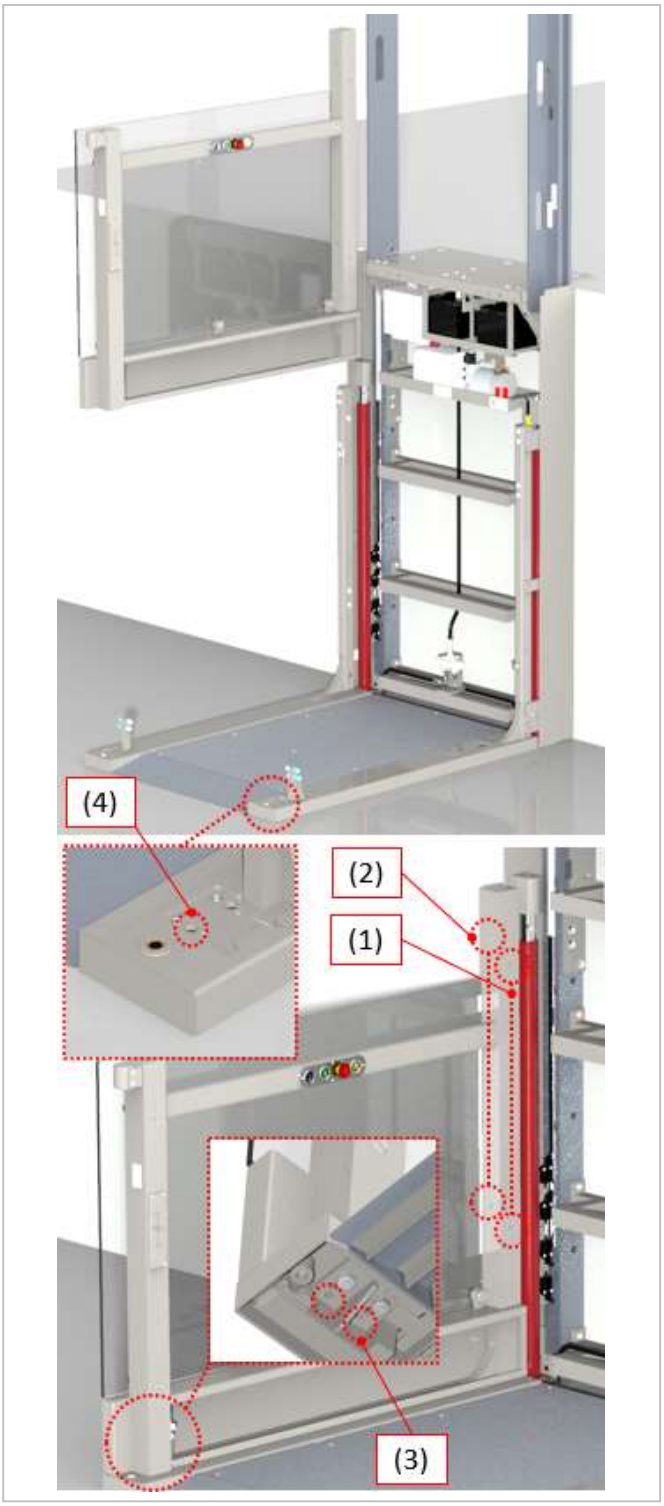
Align and fix through holes marked (3) up into the front post using M8 x 20 pan socket screws and fully tighten (make sure the grub screws are backed off for now).

Fully tighten the screws fitted previously.

Before fitting the lock side insert a 10mm pointed rod or similar through hole (4). Hit the rod with a hammer to mark the position on the floor.

Repeat the fitting process for the lock side.

Make all electrical connections inside the pods as per electrical diagrams.



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Assembling the Through Entry Lift Car

Hanging the Lower Gate

WARNING!

Always follow the temporary drive link procedure.

Remove the hinge block.

Locate the lower gate hinge pin into the bush on the platform.

Support gate weight so as not to twist bush.

Locate the hinge block on the upper hinge pin and reattach to the lift side.

Close the gate over and check level relative to lock side (don't fully close).

Push the hinge post outwards until the gate is level and prop the gate in this position.

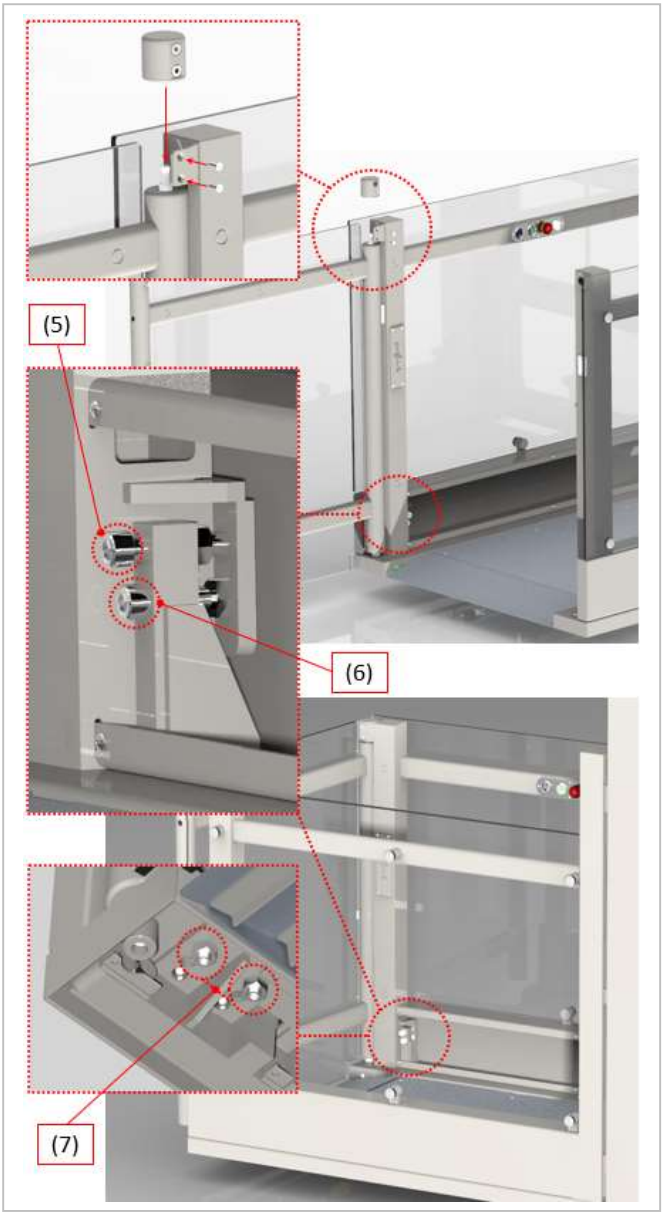
Adjust the jacking bolts on the hinge post as follows:

- Wind the upper 'push' screw (5) in until tight (do not overtighten).
- Lock the nut onto the back of the post.
- Thread the lower 'pull' screw (6) into the plate until tight (do not overtighten).
- Lock the nut onto the face of the plate.

Underneath the platform wind in the grub screws (7) until tight (do not overtighten) and lock using the nuts.

Remove the gate prop and fully close over checking the level.

Use the procedure above to further adjust the gate if necessary.



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Assembling the Through Entry Lift Car

Fixing the Lower Lock Deactivation Pin

WARNING!

Always follow the temporary drive link procedure.

With the lift still raised and on prop pins locate the mark applied to the floor earlier.

Using a 16mm masonry drill bit drill a hole 60mm deep at the mark.

Insert the M10 x 70 screw, lock deactivation pin and M10 sleeve anchor into the hole.

Tighten the pin using a 6mm Allen key.

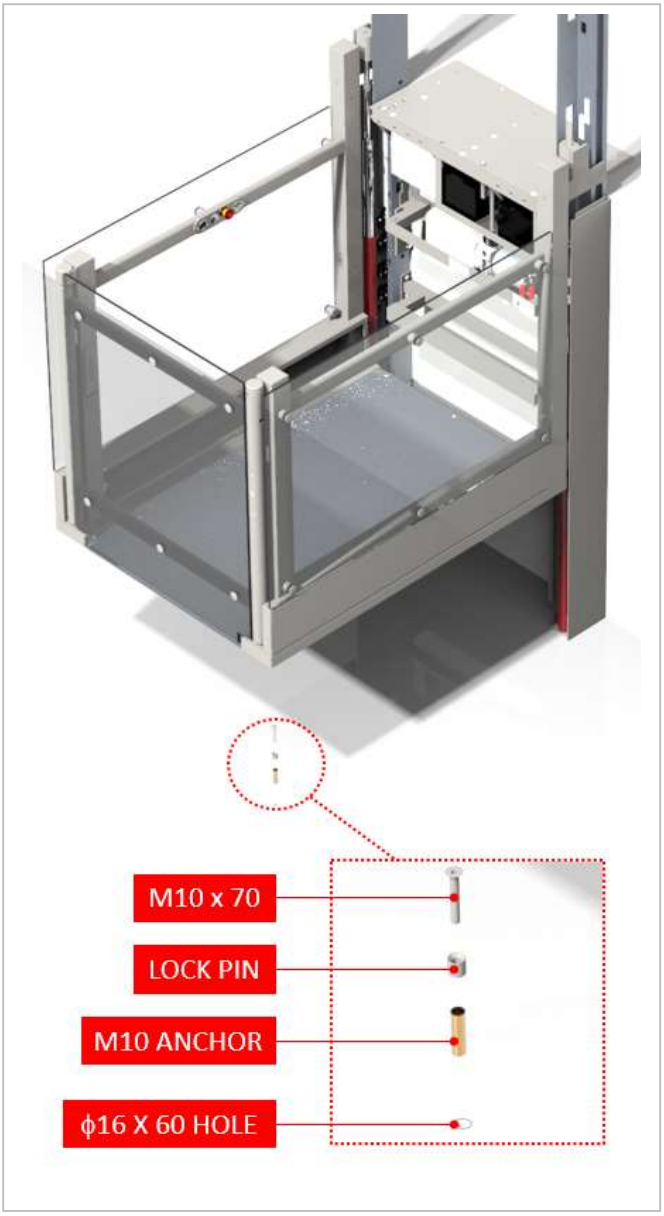
Raise the lift off the prop pins using a temporary drive link and remove the prop pins.

Pull the manual lowering rod to fully lower the lift.

Check that the lower lock bolt is fully retracted.

If not add M10 washers between the anchor and lock pin.

Raise and lower the lift several times to verify the locking and unlocking of the lower gate.



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Assembling the Through Entry Lift Car

Setting up the Lower Power Door (optional)

In order to complete the power gate set-up, the lift must be fully wired electrically.

Locate the power door link on the lower gate hinge pin so that it's at the angle shown with the gate closed.

secure using an M6 washer and M6 Nyloc nut.

Position the power door rod under the link.

Fix the link and rod using an M6 x 8 shoulder bolt.

Run the lift fully down and open the lower gate using the controls.

Check that the gate opens fully to 90°.

If not adjust the open switch on the actuator forwards.

Close the lower gate using the controls and send the lift up.

Check that the gate closes fully and locks correctly.

If not adjust the closed switch on the actuator backwards.

Fit the chassis covers on both sides.

Note: Only proceed to fitting the lift floor and bottom tray once the power door operation has been fully tested and set-up.



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Assembling the Through Entry Lift Car

Fitting the Bottom Tray

Raise the lift off the ground.

Offer the bottom tray up to the chassis from underneath and hold in place using quick clamps.

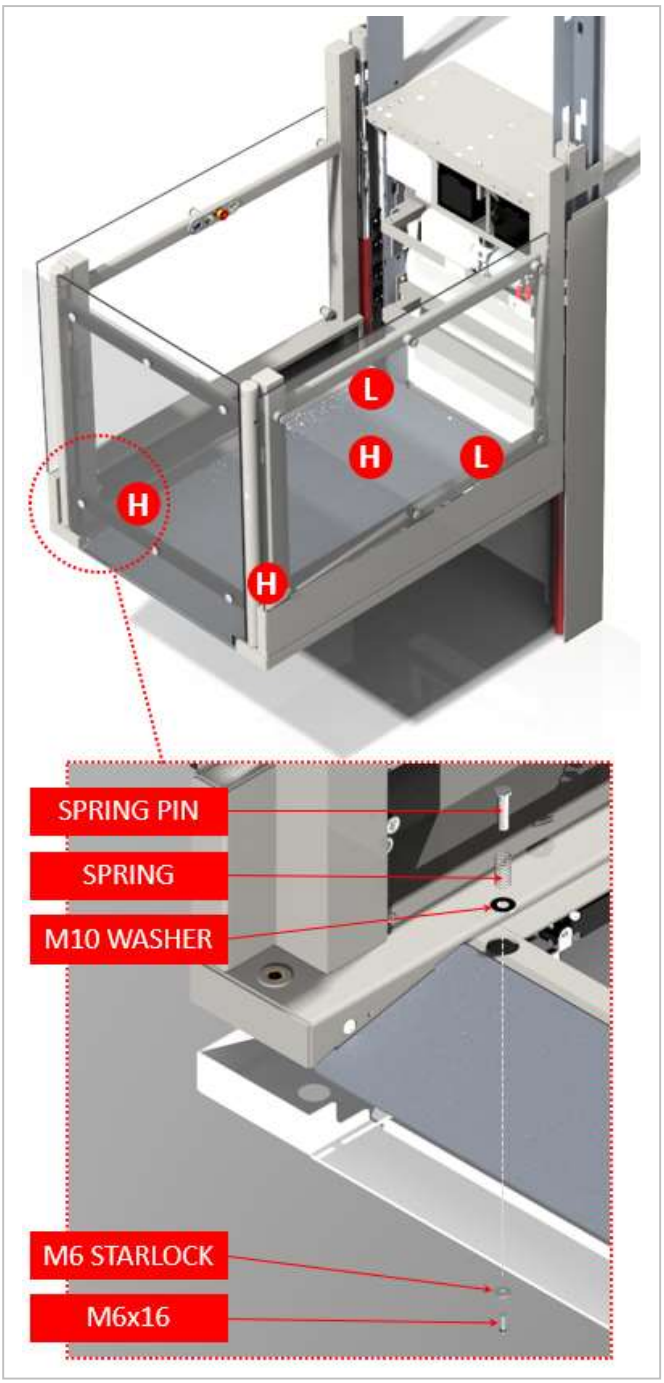
Insert a spring pin, spring and M10 washer into the holes next to each switch.

Note: Springs used should be as per bubbles – where (H) is the heavier springs and (L) the lighter springs.

Align the pin to the tray and fix using M6 x 16 button socket screws and M6 starlock washers.

Slacken the screws on each switch lever and turn the levers down 1 serration short of 90º towards the tray and tighten.

Release clamps and check tray operation.



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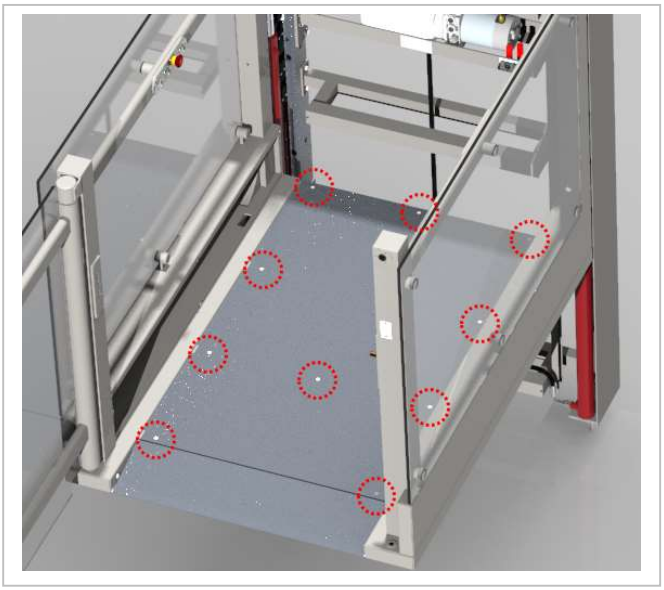
Assembling the Through Entry Lift Car

Fitting the Platform Floor

Lay the lift floor on the chassis.

Carefully position to align fixings.

Bolt the floor to the chassis using 10-off M6x16 countersink socket screws.



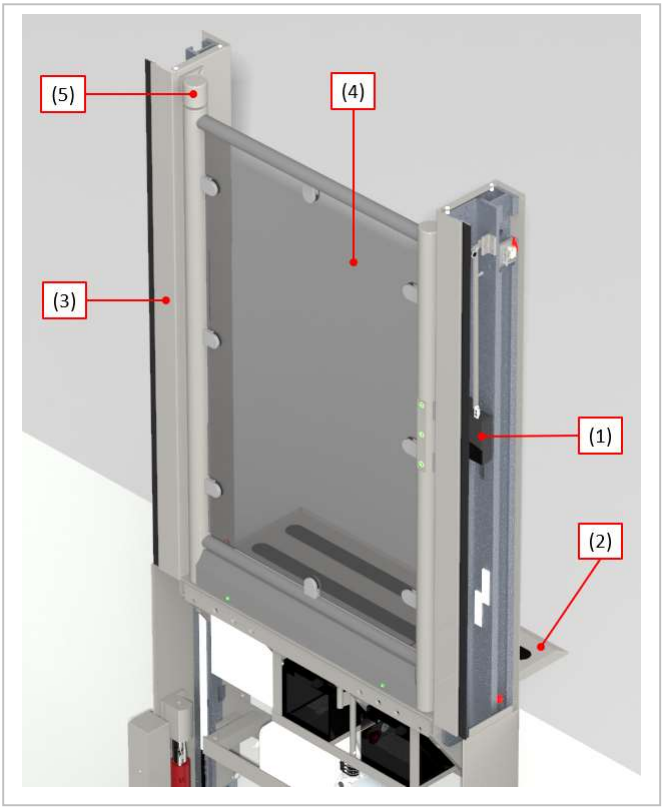
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Installing the Upper Gate

Overview



(1) Upper Gate Lock

The upper gate has a mechanical lock attached via a pullstrap to a lever.

As the lift comes up the ram head lifts the lever opening the lock.

(2) Threshold Cover

This is a cosmetic cover to hide the structural fixings into the landing.

Anti-slip tape is added for improved safety.

(3) Inner Track Covers

Whilst cosmetic these covers enclose and protect both the fixed and moving parts of the lift.

A brush seal on the front outside edges enclose lift arm channel.

(4) Upper Gate

The upper-level gate consists of an aluminium frame and latch with a 10mm polycarbonate panel.

(5) Upper Gate Hinge

The upper gate hinge is a robust hub with a concealed Oilite bush ensuring smooth operation.

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Installing the Upper Gate

Fitting the Upper Gate Lock

Disconnect the linkage from the lock taking a note of how it was fitted.

Attach the lever to the track using 2-off M8 x 20 button socket screws at position (1).

Attach the spring on the lever to the track at position (2) [remove nut but retain washers].

Insert the lock through the track and fix using 4-off M4 x 16 c/sk socket screws at position (3).

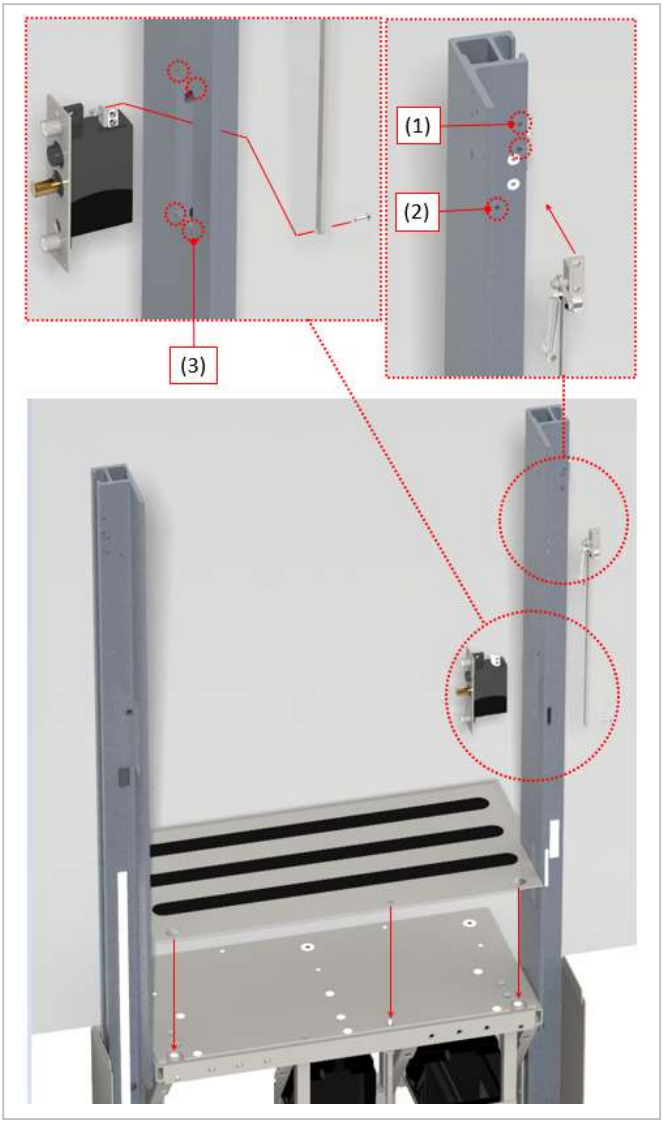
Reconnect the link to the lock.

Lift and release the lever several times to check the lock operation.

If sticking loosen the fixings either end of the linkage slightly.

Route the lock cable through the hole under the lock to the controller along with the DS3 cable routed earlier.

Make electrical connections as per electrical diagrams.



Sticking Down the Threshold Cover

Thoroughly clean the threshold fixing plate.

Remove the backing from the tape on the underside of the threshold cover.

Carefully position the cover ensuring the holes are aligned with the gate hinge bushes and lowering rod.

Stick in place and apply pressure over the full area of the cover.

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Installing the Upper Gate

Fitting the Inner Track Covers

Locate the covers over the tracks as shown.

Secure each cover using 6-off [2m] or 7-off [3m] M4 x 16 countersink socket screws at position (4) on both sides.



Hanging the Upper Gate

Insert the gates lower hinge pin into the hinge hub on the step.

Temporarily support the gate to keep level.

Locate the upper hinge on the hinge pin on the gate.

Align the hinge fixings with those on the track.

Bolt the hinge in place using 3-off M8 x 20 countersink socket screws at position (5).

Lift the lock lever and close the gate.

Release the lock lever.

Check the gate locks and opens correctly.

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Installing the Upper Gate

Setting up the Lower Power Door (optional)

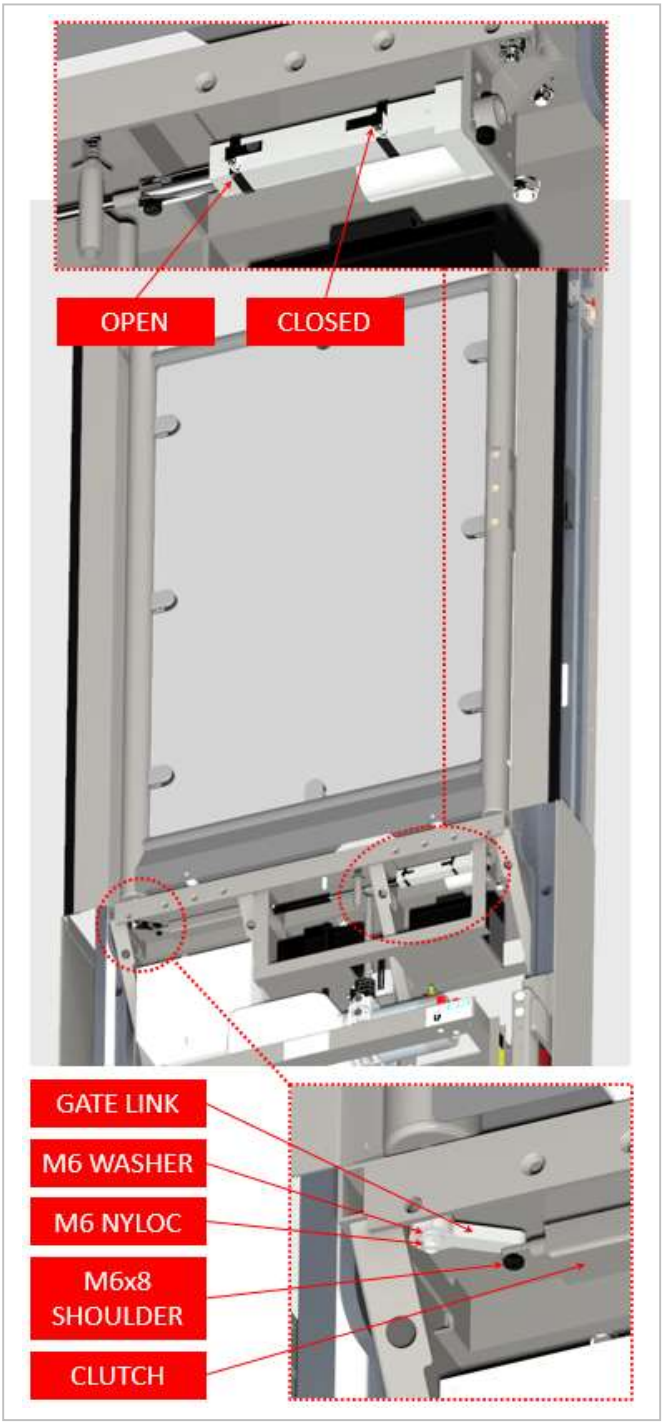
In order to complete the power door set-up, the lift must be fully wired electrically.

Locate the power door link on the upper gate hinge pin so that it's at the angle shown with the gate closed.

Secure using an M6 washer and M6 Nyloc nut.

Position the power clutch rod under the link.

Fix the link and rod using an M6 x 8 shoulder bolt and M8 washer.



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Installing the Upper Gate

Setting up the Lower Power Door (optional)

Position the clutch support plate under the clutch.

Bolt to the upper step using 3-off M8 x 20 countersink socket screws.

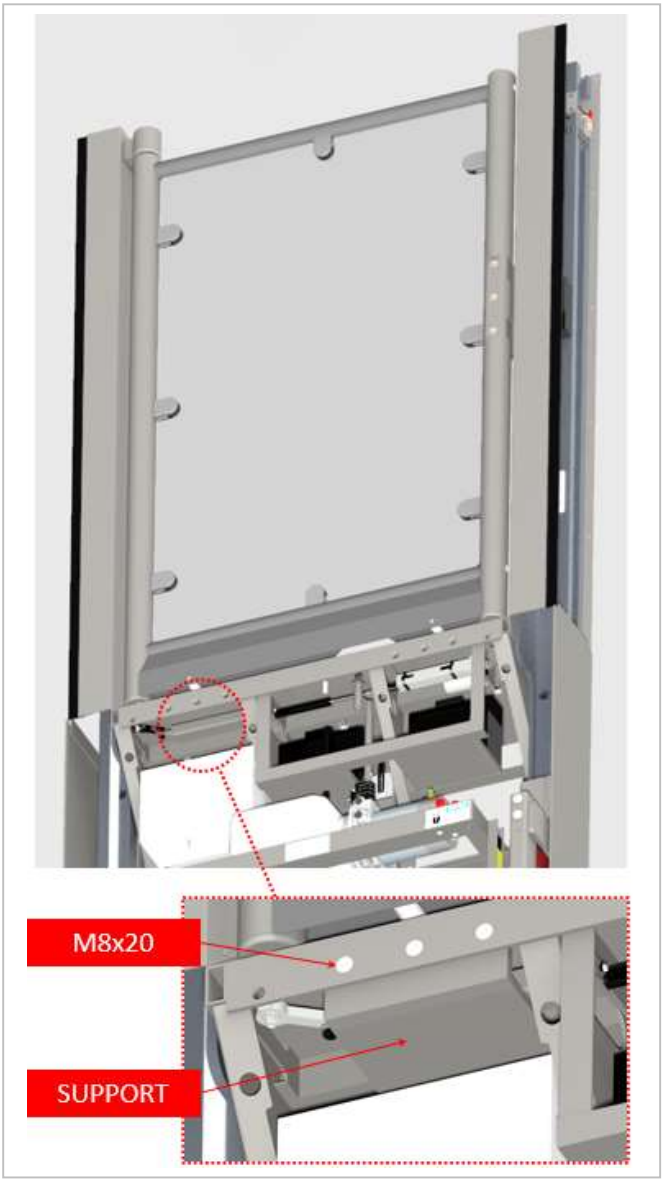
Apply grease liberally between the clutch and the support plate.

Run the lift fully up and open the upper gate using the controls.

Check that the gate opens fully to 90º.

If not adjust the open switch on the actuator towards the hinge.

Close the upper gate using the controls and send the lift down.



Check that the gate closes fully and locks correctly.

If not adjust the closed switch on the actuator away from the hinge.

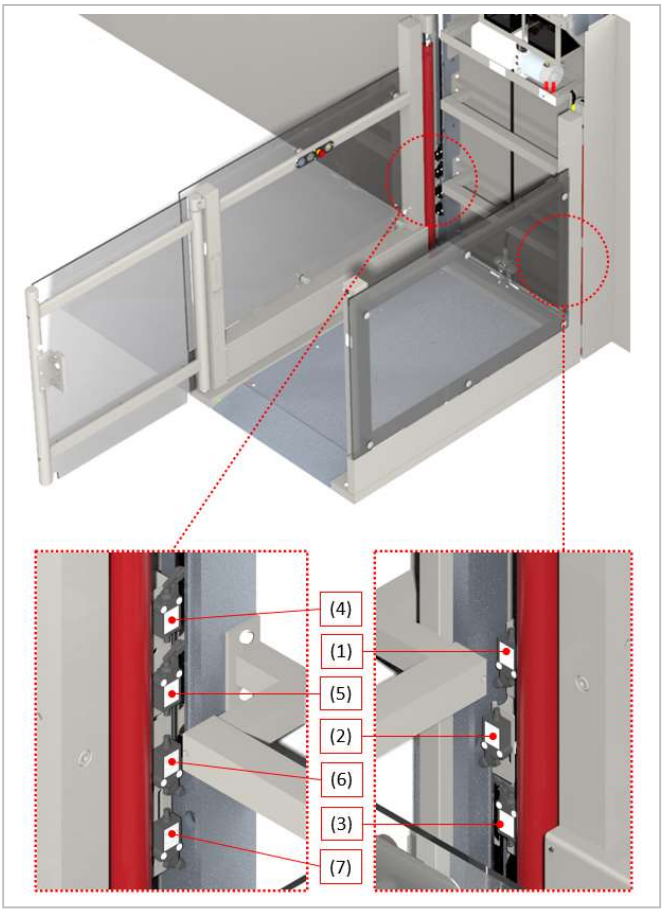
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Setting up the Switches

Overview



(1) Upper Stop Switch

The upper stop switch automatically stops the lift at the upper level.

(2) Over Travel Switch

The overtravel switch is a secondary stop switch which will stop the lift should the upper stop fail.

(3) Lower Stop Switch

The lower stop switch automatically stops the lift at the lower level and bypasses the bottom tray.

(4) Upper Unlock Return Switch

The upper unlock return switch defines the zone within which the lift auto-returns to the upper level if the upper gate is unlocked.

(5) Upper Lock Check Switch

The upper lock check switch monitors the upper lock. If it is not locked within 50mm of the upper level the lift will stop and auto-return to the upper level.

(6) Lower Lock Check Switch

The lower lock check switch monitors the lower lock. If it is not locked within 50mm of the lower level the lift will stop and auto-return to the lower level.

(7) Lower Unlock Return Switch

The lower unlock return switch defines the zone within which the lift auto-returns to the lower level if the lower gate is unlocked.

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Setting up the Switches

Setting the Upper Stop

Raise the *unloaded* lift to the upper level.

Remove and retain the stop switch cover and fixings.

Check the upper stop switch has come on cam thus stopping the lift.

Check the level of the lift floor with the threshold cover plate.

If the lift is too low slacken the two Allen bolts, move the upper stop switch down and tighten in place.

Run the lift down then back up and recheck the floor to threshold level.

If the lift is too high slacken the two Allen bolts, move the upper stop switch up and tighten in place.

Run the lift down then back up and recheck the floor to threshold level.



Setting the Over Travel Switch

With the lift at the upper level slacken the two Allen bolts on the over travel switch and position it so that it is just off cam.

Tighten the over travel switch in place.

Run the lift down.

Fully load the lift and re-check the upper stop and overtravel switches.

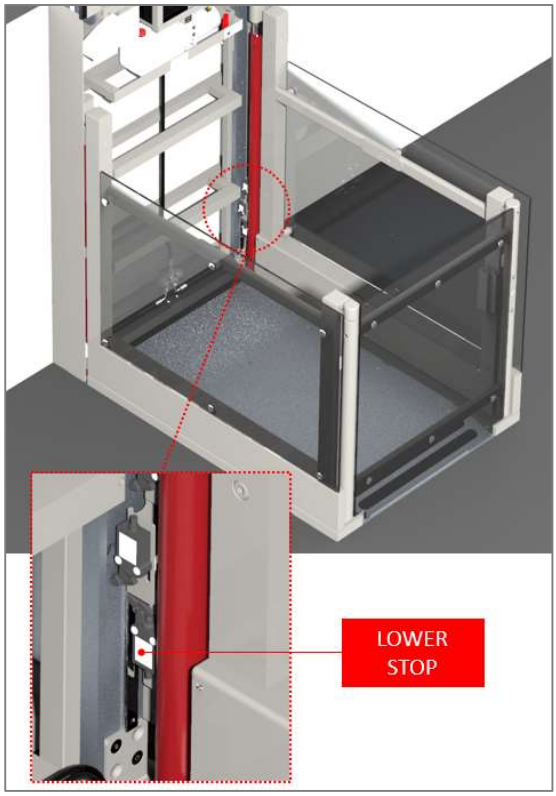
Refit the stop switch cover.

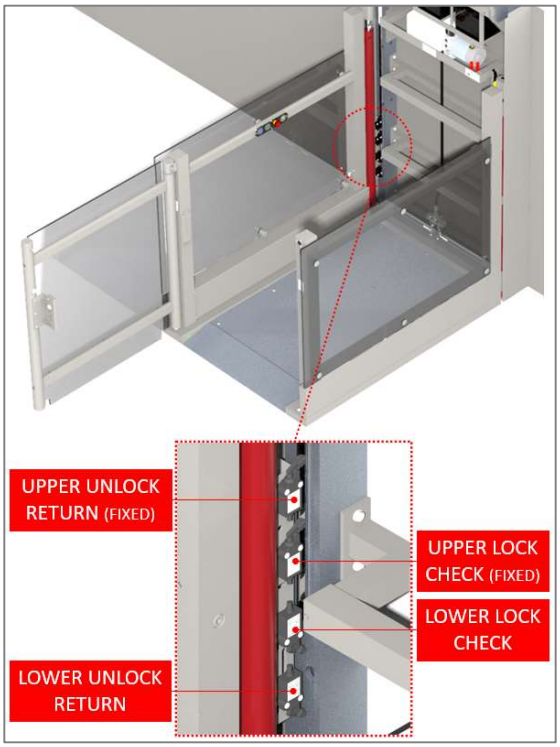
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Setting up the Switches





Setting the Lower Stop Switch

Move the lift to the lower level using the controls.

Pull the manual lowering rod to make sure the lift is fully down.

If not slacken the two Allen bolts on the lower stop switch and move the switch up and re-tighten.

Run the lift up then down.

Re-check that the lift is fully down by pulling the manual lowering rod.

Repeat until the lift does not move when pulling the manual lowering rod.

Setting the Lower Lock Check Switch

From the lower level move the lift up ensuring that the gate locks correctly.

If the lift stops and auto-returns to the lower level, slacken the two Allen bolts on the lower lock check switch, move the switch down and re-tighten.

Repeat this until the lift ascends without interruption.

Setting the Lower Unlock Return Switch

Position the lower unlock return switch as close as possible to the lower lock check switch.

Run the lift to ensure there is sufficient clearance between these switches as they come on and off cam.

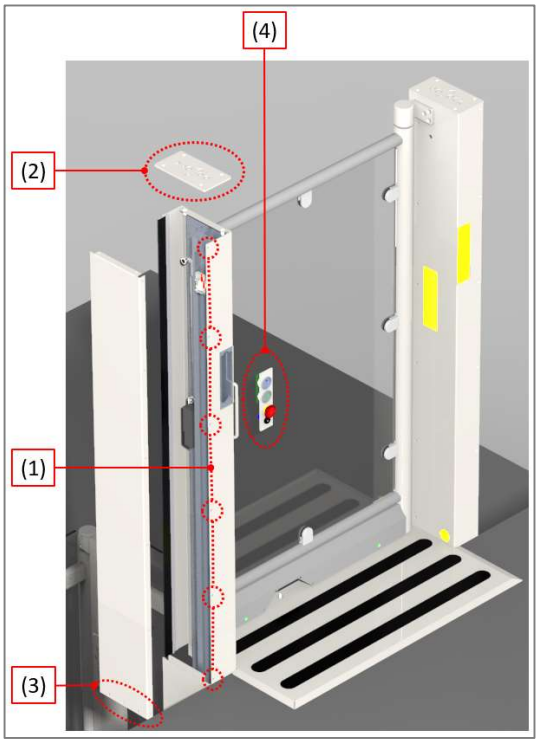
Adjust if necessary.

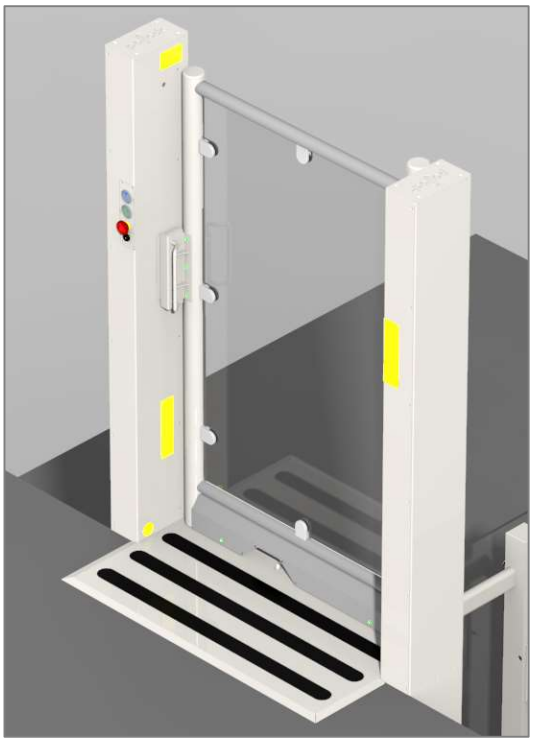
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Completing the Installation





Cladding the Upper Level

Match the outer track side cover to the corresponding inner track cover.

Fix using 6-off M4 x 16 c/sk socket screws at position (1).

Locate the top cap on the covers so that the logo can be read if standing between the gate posts.

Bolt the cap to the covers using 4-off M6 x 20 c/sk socket screws at position (2).

Join the outer track cover to the lower side panels using 3-off No.6 x ½" countersink self-tappers at position (3).

Repeat on the opposite side.

Fit the controls using 4-off off M4 x 16 c/sk socket screws at position (4).

Route the cables to the controller along with the DS3 cable routed earlier and connect as per electrical diagrams.

Fit the covers shown in yellow using M4 x 8 c/sk socket screws.

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Completing the Installation

Panelling up the Frame

Locate the lip on the power door cover under the threshold cover and measure the distance 'C' from the bottom of the power door cover to the ground.

Cut the lower cover 5mm shorter than this, removing material from undrilled end.

Lightly hammer the cut end of the brush strip carrier closed on both sides.

Remove the power door cover.

Make a note of each crossbar pitch then drop the lower cover into place.

Refit the power door cover and fix to the frame using 6-off M5 x 12 c/sk socket screws at position (5).

Lift the lower cover up tight to power door cover and fix using 3-off M5 x 12 c/sk socket screws at position (6)

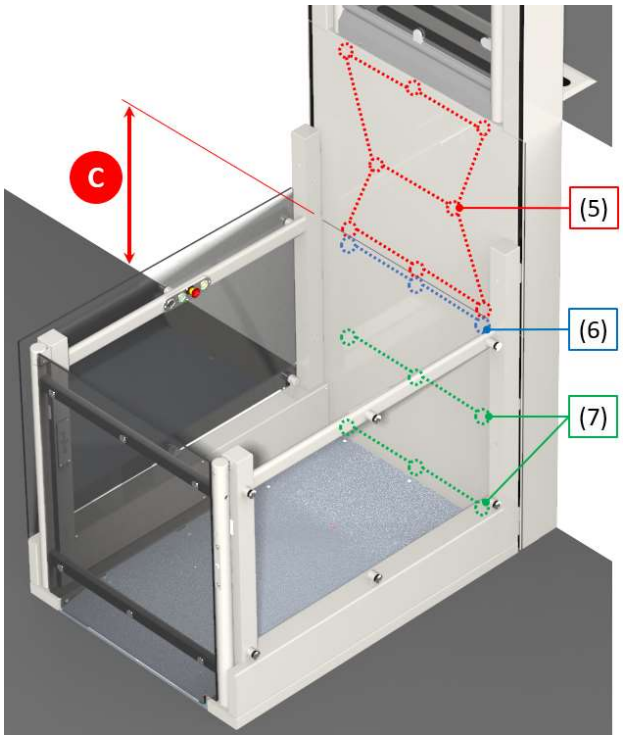
Using the crossbar pitch dimensions noted earlier mark three holes per crossbar vertically in line with the other fixings (7).

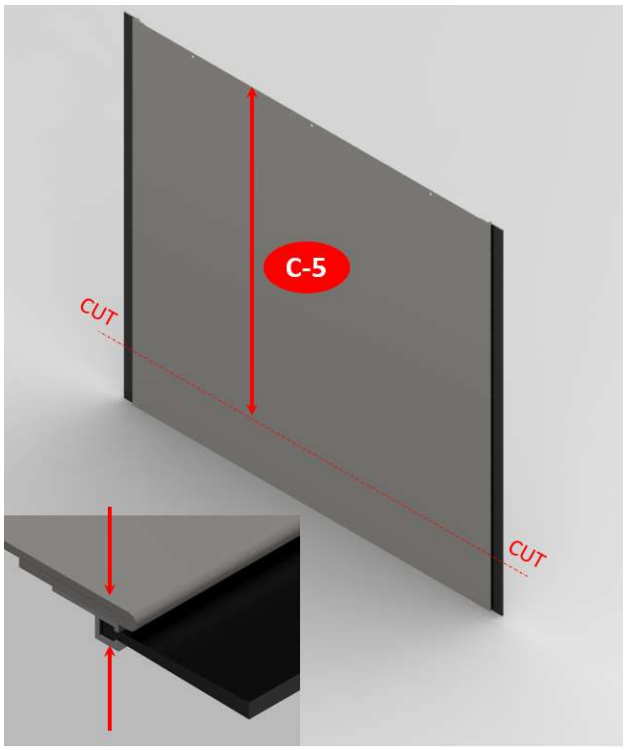
Drill through cover and crossbar at each mark with a 4.2mm drill and tap each hole with an M5 tapping bit.

Countersink the cover for the screws.

Fix the lower cover using M5 x 12 c/sk socket screws.

Check the lift operation thoroughly.





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Handover & Demo

(a) Certificate of Test and Examination

Upon completion of the installation the lift should be thoroughly checked and tested in accordance with the Final Check List.

Complete both copies of the Test Certificate in the Users Manual and retain one copy for our records.

(b) Demo of Lift Use

Talk through and demo Section 5 of the Users Manual with the customer.

Ask the customer to try operating the lift themselves.

Ensure they are happy with its operation.

(c) Feature Explanation

Explain and demo all the lift safety features detailed in Section 2 of the Users Manual.

Talk the customer through all the warnings listed in this section.

(d) Manual Lowering, Door Operation and Troubleshooting

Demonstrate how the lift can be manually lowered as per Section 7 of the Users Manual.

Demonstrate how the lift gates can be manually opened - see Section 7 of the Users Manual.

Explain the Troubleshooting options available to the user - see Section 7 of the Users Manual.

(e) Maintenance, Periodic Examination and Servicing

Explain the Maintenance procedures the customer should carry out - see Section 6 of the Users Manual.

Talk them through the periodic examination and servicing which the lift will be subject - see Section 6 of the Users Manual.

(f) Certification of Acceptance

Have the customer sign and date both copies of the Certificate of Acceptance in the Users Manual.

Retain a copy for our records.

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Troubleshooting

Problem	Possible Cause	Solution
Lift stops when leaving lower level	Lower gate not fully closed	Pull gate tight
	Lower lock check switch (6) coming on cam too early	Move lower lock check switch down
	Bottom tray has jammed	Check and clear
Lift stops short of upper level	Pump running short of oil	Check and if necessary top up
	Upper stop switch (1) coming on cam too early	Move upper stop switch down, remembering to reposition overtravel switch
Lift stops past the upper level	Upper stop switch (1) coming on cam too late	Move upper stop switch up, remembering to reposition overtravel switch
Lift stops when leaving upper level	Upper gate not fully closed	Pull gate tight
	Bottom tray catching	Check and clear obstruction
Lift will not move from upper level at all	Check if the DS3 switch has been activated	Release DS3 pin
Lift stops short of lower level	Bottom tray has not been bypassed	Move lower stop switch (3) down
	Lower stop switch (3) has come on cam too early	Move the lower stop switch up

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Document Revision History

Issue:	Change No.	Description of Change:	Initials:	Date:
A	------	Initial Release	PTM	23/02/23