

Butler Mobility Products recommends that its Inclined Platform Wheelchair Lift have annual preventative maintenance service. This service should only be performed by a qualified technician. Please do not lubricate the chains or the over speed governor.

Preventative maintenance should include the following:

- 1) Testing of all controls and safety devices
 - a) Platform
 - i) Platform controls
 - (1) E-Stop
 - (2) Joy Stick
 - ii) Platform apron switches (on bottom of platform)
 - iii) Bar switch at front of platform
 - iv) Bar switch at rear of platform
 - v) Ratcheting descending mechanical safety (ratchet drive)
 - b) Lower call-send switch
 - c) Upper call-send switch
 - d) Lower limit switch
 - e) Slack/broken chain switch
 - f) Ensure that the platform stops at the correct location at top and bottom of stairs, adjust as necessary
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- 2) Lubrication. NOTE: **The over speed governor must not be lubricated.** We recommend spraying the following items lightly with white lithium spray grease like Berryman Professional Lithium Grease NLGI Grade 2
 - a) Upper Sprocket bearings
 - b) Power unit bearings
 - c) Trolley bearings
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- 3) **The over speed governor.** It usually does need any attention unless it is causing a problem. The symptoms are the platform catches when running in a downward direction. It could even engage the ratchet clutch if it's really dirty. This usually only happens in a dusty basement and especially if a well-meaning person lubricates the chain (which is not necessary).

The over speed governor is always mounted within the left hand rail (as seen from the bottom landing) at the bottom of the rail behind the drive shaft sprocket assembly. It can be observed and cleaned through the 3/4" access holes on either side of the rail. Spray a contact cleaner like CRC Contact Cleaner 2000 while moving the platform up and down.
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- 4) Check and adjust as needed
 - a) Chain tension in both rails. If the platform seems "bouncy" as it's moving up and down or if the chain chatters or drags through internal brackets The chain adjustment is at the top of each guide rail, in front of the upper idler sprocket and shaft assembly
 1. Unplug the power cord

2. Take off the guide rail end cap at the end of the guide rail by loosening the hex head screw and pull the cap off.
 3. Loosen the bolts on each side of the guide rail supporting the sprocket shaft. (Put a wrench on each bolt at the same time to hold one while turning the other.)
Caution: Do not remove the hex head bolts! The entire assembly will fall into the guide rails! Loosen the bolts about 2 turns.
 4. Inside the guide rail, at the top, locate the block with the 5/16 Allen screw. With an Allen wrench, turn the Allen screw clockwise to tighten the chain. **DO NOT OVER TIGHTEN THE CHAINS.**
 5. Be careful not to let the micro switch contact the sprocket.
 - b) (Model 1 (old power unit) only) Chain tension on Power Unit
 - c) (Model 1 (old power unit) only) Motor drive belt on Power Unit
 - d) (Model 1 (old power unit) only) Brake belt and solenoid
 - e) Model 1 (old power unit) only) Test coasting cable and brake lever, adjust as necessary
 - f) Check follow cable and link conduit, make sure it hasn't come loose or become frayed.
 - g) (Model 2 (new power unit) only) Test the battery backup. Generally speaking the battery will need to be replaced every 2 or 3 years.
- 5) Performance test

Notes: The person performing the procedures should take all reasonable safety precautions including wearing safety glasses and using a respirator to avoid inhaling dust and fumes. Unplug power unit before disassembling any components.

Please call if you have any questions.