MODELS
TP-18 & TP-20

TP-18: 18,000 LB CAPACITY TWO-POST
TP-20: 20,000 LB CAPACITY TWO POST
VEHICLE LIFT MANUAL

THANK YOU
FOR SENDING IN YOUR
WARRANTY REGISTRATION
CARD

MOHAWK SERVICE
DEPARTMENT

READ MANUAL
THOROUGHLY BEFORE
INSTALLING,
OPERATING OR SERVICING
THIS LIFT !!
Deliver these instructions to lift
owner/user/employer along with
other instructional materials
furnished with this lift.

MOHAWK RESOURCES LTD.
P.O. BOX 110
65 VROOMAN AVENUE
AMSTERDAM, NY 12010
TOLL FREE : 1-800-833-2006
LOCAL : 1-518-842-1431
FAX : 1-518-842-1289
INTERNET: WWW.MOHAWKLIFTS.COM
E-MAIL: SERVICE@MOHAWKLIFTS.COM
IMPORTANT SAFETY INSTRUCTIONS

When using your garage equipment, basic safety precautions should always be followed, including the following:

1. Read all instructions.

2. Care must be taken as burns can occur from touching hot parts.

3. Do not operate equipment with a damaged cord or if the equipment has been dropped or damaged - until it has been examined by a qualified serviceman.

4. Do not let cord or hoses come in contact with hot manifolds or moving fan blades.

5. If an extension cord is necessary, a cord with a current rating equal to or more than that of the equipment should be used. Cords rated for less current than the equipment may overheat. Care should be taken to arrange the cord so that it will not be tripped over or pulled.

6. Always unplug equipment from electrical outlet when not in use. Never use the cord to pull the plug from the outlet. Grasp plug and pull to disconnect.

7. Adequate ventilation should be provided when working on operating internal combustion engines.

8. Keep hair, loose clothing, fingers, and all parts of body away from moving parts.

9. To reduce the risk of electric shock, do not use on wet surfaces or expose to rain.

10. Use only as described in this manual. Use only manufacturer’s recommended attachments.

11. ALWAYS WEAR SAFETY GLASSES. Everyday eyeglasses only have impact resistant lenses, they are NOT safety glasses.

SAVE THESE INSTRUCTIONS
Rev (8/3/98)
LIFT ENVIRONMENT:
All standard lifts are designed for indoor usage in a normal garage type environment. Any concerns in applications that expose the lift to additional environmental effects, such as paint booths, wash bays, outdoors, high or low temperatures, etc. must be addressed to our engineering department, where provisions may be made to the lift to accommodate the area of use. Our engineering department must be made aware in advance of these conditions and any additional code requirements that must be met.

Also, the foundation for which this lift must be installed on must comply to the minimum specifications as set forth in this manual. Any drainage slopes in the bay where the lift is to be installed must be directed away from the posts to prevent water accumulation at the post bases.

ACCESSORIES:
All accessories (i.e. Lifting Pads, Height Adapters, Wheel Adapters, Turf Adapters) supplied with this lift are to be used on this lift only. Accessories from other lifts are not acceptable and could result in injury to the user.

If attachments, accessories or configuration modifying components are used on this lift and, if they are not certified for use on this lift, then the certification of this lift shall become null and void. Contact the participant (Mohawk Resources Ltd.) for information pertaining to certified attachments, accessories or configuration modifying components.

LOCKOUT/TAGOUT REQUIREMENTS:
The start switch provided with this unit must not be used as a primary disconnecting means. A separate disconnecting means must be provided in accordance with all applicable codes. It is the responsibility of the owner/user of this unit to provide a proper lockout/tagout device for this unit before or during installation in conformance to ANSI Z244.1 and any local/state/national electrical codes and any OSHA regulations.

PROPER SELECTION OF POWER SUPPLY CORD:
Acceptable Cord Types: SO, SEO, STO, SOW, SEOO, SOW-A
Cord Size: 12/4
Cord Ampacity: 20 Amps
Cord Wiring: Use Female NEMA Plug supplied with lift and wire as follows (See Diagram Below),
G: Ground (green)
W: Neutral (white)
X: 208 VAC Hot, 110 VAC to ground (Red)
Y: 208 VAC Hot, 110 VAC to ground (Black)

Face of Plug Represented:
CEILING HEIGHT WARNING

WARNING:
Ensure that ceiling height* and/or overhead hydraulic line height is greater than the total lifted height of the tallest vehicle (maximum vehicle height plus lift stroke). Failure to ensure adequate overhead clearance may cause damage to equipment, vehicle and bodily injury to the user.

NOTICE:
In the event that the ceiling height* or hydraulic line height is reduced less than the standard heights recommended for the lift, an OVERHEAD SHUT-OFF DEVICE MUST BE EMPLOYED.

Note that underground hydraulic lines are available, but the ceiling height* must still be adequate to provide clearance for the tallest lifted vehicle. Ensure that the whole fleet of vehicles is reviewed and the tallest vehicle used.

*Overhead obstruction of any kind must be taken into account (i.e. overhead heaters, garage doors, beams, etc..)
MOHAWK MODEL TP-18 & TP-20

HAVE A QUESTION?

Call your local
Mohawk distributor
For parts, service and technical support.

Please have this unit’s model and serial number when calling for service.

Model Number  ______________________
Serial Number  ______________________

OR CONTACT:

MOHAWK RESOURCES LTD.
65 Vrooman Ave.
P.O. Box 110
Amsterdam, NY 12010
Toll Free: 1-800-833-2006
Local: 1-518-842-1431
Fax: 1-518-842-1289
Internet: www.MOHAWKLIIFTS.com
E-Mail: Service@MOHAWKLIIFTS.com
The Automotive Lift Institute (ALI) is a trade association comprised of US and Canadian manufacturers and certain national distributors of automotive lifts. For almost 50 years, the ALI in cooperation with the American National Standards Institute (ANSI) has continued to sponsor the national standard ANSI/ALI ALCTV:2006 "Safety Requirements for Construction, Testing, and Validation for Automotive Lifts.”

The new "ALI/ETL Automotive Lift Certification Program" is based on ALI developed methods and criteria for third party testing of automotive lifts to validate conformance with ANSI/ALI ALCTV:2006.

For automotive lifts to be certified, manufacturers must execute an agreement with the ALI and ETL / Intertek Testing Services and must meet certain requirements:

♦ Must be structurally tested in accordance with the test requirements as outlined in ANSI/ALI ALCTV:2006.

♦ All motor operated units must be listed by a nationally recognized testing laboratory (NRTL) in accordance with ANSI/UL-201.

♦ The manufacturer's production facility must meet quality control requirements as set forth in the ANSI Z34.1-1987 and the ALI/ETL Automotive Lift Certification Program Procedural Guide.

♦ All manufacturer-provided instructions, manuals, and operator safety documents, must meet the requirements of the ANSI/ALI ALCTV:2006 and ANSI/UL-201.

Lifts meeting these rigid requirements may be listed in the directory of certified lifts and be labeled with the "ALI/ETL certification mark" (Above on right), and, if applicable, the ETL listing mark to ANSI/UL-201.

Mohawk has been a long-standing member of ALI and most of Mohawk’s popular models are currently listed and certified. Other Mohawk models are in various stages of testing. To obtain a complete and current certification listing, contact Mohawk Resources Ltd. or visit www.mohawklifts.com or www.ali-directory.org To obtain a copy of the current automotive lift standard, contact ALI or ANSI or visit www.autolift.org

Some people purchase quality products and others do not. You are assured of quality when you purchase a Mohawk product in compliance with the certification program.
GENERAL WARRANTY INFORMATION:
MOHAWK’S OBLIGATION UNDER THIS WARRANTY IS LIMITED TO REPAIRING OR REPLACING ANY PART OR PARTS RETURNED TO THIS FACTORY, TRANSPORTATION CHARGES PREPAID, WHICH PROVE UPON INSPECTION TO BE DEFECTIVE AND WHICH HAVE NOT BEEN MISUSED. DAMAGE OR FAILURE TO ANY PART DUE TO FREIGHT DAMAGE OR FAULTY MAINTENANCE IS NOT COVERED UNDER THIS WARRANTY. ALL WARRANTY CLAIMS MUST BE PERFORMED IN ACCORDANCE TO MOHAWK'S WARRANTY PARTS RETURN POLICY (CONTACT MOHAWK'S SERVICE DEPARTMENT FOR MORE INFORMATION). THIS WARRANTY DOES NOT COVER MIS-DIAGNOSING OF UNIT OR PARTS RETURNED THAT ARE NON-DEFECTIVE. THIS WARRANTY DOES NOT COVER ANY CONSEQUENTIAL OR INCIDENTAL DAMAGES INCLUDING, BUT NOT LIMITED TO, LOST REVENUES OR BUSINESS HARM. THIS EQUIPMENT HAS BEEN DESIGNED FOR USE IN NORMAL COMMERCIAL VEHICLE MAINTENANCE APPLICATIONS. A SPECIFIC INDIVIDUAL WARRANTY MUST BE ISSUED FOR UNITS THAT DEVIATE FROM INTENDED USAGE, SUCH AS HIGH CYCLE USAGE IN INDUSTRIAL APPLICATIONS, OR USAGE IN EXTREMELY ABUSIVE ENVIRONMENTS, ETC.. MOHAWK RESERVES THE RIGHT TO DECLINE RESPONSIBILITY WHEN REPAIRS HAVE BEEN MADE OR ATTEMPTED BY OTHERS. THIS WARRANTY DOES NOT COVER DOWNTIME EXPENSES INCURRED WHEN UNIT IS IN REPAIR. THE MODEL NAME AND SERIAL NUMBER OF THE EQUIPMENT MUST BE FURNISHED WITH ALL WARRANTY CLAIMS. THIS WARRANTY STATEMENT CONTAINS THE ENTIRE AGREEMENT BETWEEN MOHAWK RESOURCES LTD. AND THE PURCHASER UNLESS OTHERWISE SPECIFICALLY EXPRESSED IN WRITING. THIS NON-TRANSFERABLE WARRANTY APPLIES TO THE ORIGINAL PURCHASER ONLY. THIS WARRANTY IS APPLICABLE TO UNITS LOCATED ONLY IN THE UNITED STATES OF AMERICA AND CANADA. CONTACT MOHAWK RESOURCES LTD. FOR SPECIFIC WARRANTY PROVISIONS FOR UNITS LOCATED OUTSIDE OF THESE COUNTRIES.

STRUCTURAL COMPONENTS (ALL LIFTS):
ALL STRUCTURAL AND MECHANICAL COMPONENTS OF THIS UNIT ARE GUARANTEED FOR THE BELOW STATED TIME FRAME, SPECIFIC TO MODEL LISTED, FROM THE DATE OF INVOICE, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN LIFT IS INSTALLED AND USED ACCORDING TO SPECIFICATIONS.
2-YEAR: MODELS PARALLELOGRAM SERIES LIFTS.
1-YEAR: MODELS HR-6, TD-1000, CT-1000, USL-6000.

POWER UNIT (ALL LIFTS):
ALL POWER UNIT COMPONENTS (MOTOR, PUMP AND RESERVOIR) ARE GUARANTEED FOR TWO YEARS FOR PARTS (ONE YEAR LABOR), FROM THE DATE OF INVOICE, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN THE LIFT IS INSTALLED AND USED ACCORDING TO SPECIFICATIONS.

HYDRAULIC CYLINDERS (MODEL SPECIFIC LIFTS):
SEE MOHAWK’S “EXTENDED LIFETIME CYLINDER WARRANTY” FOR SPECIFIC WARRANTY PROVISIONS FOR HYDRAULIC CYLINDERS. THE “EXTENDED LIFETIME CYLINDER WARRANTY” IS APPLICABLE TO THE FOLLOWING MOHAWK LIFTS ONLY: A-7, SYSTEM IA, SYSTEM IA-10, LMF-12, TP-15, TP-18, TP-20, TP-26, TP-30. ALL OTHER MODELS ARE GUARANTEED FOR TWO YEARS PARTS AND ONE YEAR LABOR (EXCEPT HR-6, WHICH IS ONE YEAR PARTS ONLY), FROM THE DATE OF INVOICE, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN THE LIFT IS INSTALLED AND USED ACCORDING TO SPECIFICATIONS.

ELECTRICAL COMPONENTS (ALL LIFTS):
ALL ELECTRICAL COMPONENTS (EXCLUDING MOTOR) ARE GUARANTEED FOR ONE YEAR FOR PARTS AND LABOR, FROM THE DATE OF INVOICE, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN THE LIFT IS INSTALLED AND USED ACCORDING TO SPECIFICATIONS.

PNEUMATIC-AIR COMPONENTS (ALL LIFTS):
ALL PNEUMATIC (AIR) COMPONENTS (I.E. AIR CYLINDERS AND POPPET AIR VALVES) ARE GUARANTEED FOR ONE YEAR FOR PARTS AND LABOR, FROM THE DATE OF INVOICE, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN THE LIFT IS INSTALLED AND USED ACCORDING TO SPECIFICATIONS.

STANDARD OPTIONS (ALL LIFTS):
ALL STANDARD OPTIONS OF THIS UNIT ARE GUARANTEED FOR ONE YEAR FOR PARTS AND LABOR, FROM THE DATE OF INVOICE, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN LIFT IS INSTALLED AND USED ACCORDING TO SPECIFICATIONS.

SPECIAL AND/OR CUSTOMIZED LIFTS AND OPTIONS:
ALL “SPECIAL” LIFTS AND/OR "CUSTOMIZED" OPTIONS ON THIS UNIT ARE GUARANTEED FOR ONE YEAR FOR PARTS ONLY (EXCLUDING LABOR), FROM THE DATE OF INVOICE, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN THE LIFT IS INSTALLED AND USED ACCORDING TO SPECIFICATIONS.
**WARRANTY EXCEPTIONS (ALL LIFTS):**

**ADJUSTMENTS:** This warranty does not cover casual and routine adjustments such as, but not limited to: fittings, J-bar adjustments, anchor bolt re-tightening, or any shimming or adjustments required during a proper and professional installation by a qualified installer.

**MAINTENANCE AND INSPECTIONS:** If this unit is not maintained and inspected in accordance to the relevant sections in the users manual for this specific model, warranty is suspended until the lift condition is proven to be to Mohawk's satisfaction (any current claims will not be paid until this requirement is met). OSHA, ANSI and Mohawk require that records must be maintained to prove that inspections and maintenance of this unit have been routinely performed by qualified individuals.

**ABUSE:** If this unit is found to be overloaded (purposely or unknowingly), used in a situation beyond its intended function, not maintained or inspected regularly, or used in an abusive environment, etc., this warranty is void in its entirety.

**NON-EXISTENT PROBLEMS:** For service visits, part replacements, labor, etc. for parts found to be non-defective, or for a unit dis-function that does not exist, it is the lift owner that requested the service visit who bears the responsibility of all related expenses.

**BATTERIES:** All batteries carry the battery manufacturer's warranty. Maintenance requirements and abuse provisions are as stated by the battery manufacturer. Refer to battery manufacturer's warranty.

* This warranty supersedes all other warranty policies previously stated and in all other Mohawk product specific literature (manuals, brochures, etc.).
EXTENDED LIFETIME CYLINDER WARRANTY

AS THE ORIGINAL PURCHASER OF A MOHAWK LIFT MANUFACTURED BY MOHAWK RESOURCES, LTD. YOU ARE ENTITLED TO AN EXTENDED CYLINDER SEAL KIT REPAIR WARRANTY. TO QUALIFY FOR THIS WARRANTY, THE FOLLOWING CONDITIONS MUST BE MET:

♦ ALL LIFTS MUST BE REGISTERED WITH MOHAWK RESOURCES, LTD., P.O. BOX 110, 65 VROOMAN AVENUE, AMSTERDAM, NY 12010, WITH THE ORIGINAL CUSTOMER NAME, ADDRESS AND PHONE NUMBER, WITHIN 30 DAYS OF INSTALLATION. (PLEASE USE THE POSTAGE PAID WARRANTY REGISTRATION CARD ATTACHED TO THE FRONT OF THIS MANUAL.)

♦ ANY CYLINDER THAT IS PAST ITS NORMAL 5-YEAR WARRANTY PERIOD MUST BE SHIPPED FREIGHT PRE-PAID TO THE MOHAWK PLANT.

♦ UPON COMPLETION OF INSTALLING A COMPLETE SEAL KIT, MOHAWK WILL SHIP THE CYLINDER TO YOU, FREIGHT COLLECT.

♦ MOHAWK’S OBLIGATION UNDER THIS WARRANTY IS LIMITED TO REPAIRING ANY CYLINDER, WHICH UPON INSPECTION HAS NOT BEEN MISUSED. MOHAWK RESERVES THE RIGHT TO DECLINE RESPONSIBILITY WHEN THE REPAIRS HAVE BEEN MADE, OR ATTEMPTED BY OTHERS. THE FOREGOING CONTAINS THE ENTIRE AGREEMENT BETWEEN MOHAWK RESOURCES, LTD. AND THE PURCHASER, UNLESS SPECIFICALLY EXPRESSED IN WRITING. THIS WARRANTY IS NON-TRANSFERABLE AND RUNS TO THE ORIGINAL PURCHASER ONLY.

THIS IS NOT A “LEND A CYLINDER” POLICY. AS STATED ABOVE, YOUR ORIGINAL CYLINDER (WHEN OUT OF ITS ORIGINAL 5-YEAR WARRANTY) WILL HAVE ITS SEALS REPLACED, WITH ALL FREIGHT CHARGES THE RESPONSIBILITY OF YOU, THE CUSTOMER.
MOHAWK MODEL TP-18 & TP-20

CONTENTS

TEXT

APPENDAGES ......................................................... 2
SPECIFICATIONS .................................................... 5
RECOMMENDED TOOL LIST .......................................... 4
BEFORE INSTALLING A LIFT / WEJ-IT INSTALLATION .......... 5
INSTALLATION INSTRUCTIONS .................................... 6-7
SAFETY TIPS .......................................................... 8
FINAL CHECKOUT ..................................................... 9
2 POST LIMITATIONS & ADAPTER USAGE ....................... 10
PRE-OPERATION CHECK LIST / LIFTING PROCEDURES ...... 11
MAINTENANCE PROCEDURES ...................................... 12
TROUBLESHOOTING ................................................... 13-14
SERVICE AND MAINTENANCE CHART ............................ 15

FIGURES / DIAGRAMS

FIGURE PAGE
TP-18 & 20 INSTALLATION & LAYOUT SPECIFICATIONS TP-20 17
TP-18 & 20 ELECTRICAL SCHEMATIC .......................... 007-007-091 18
TP-18 & 20 HYDRAULIC SCHEMATIC ............................ 020-000-080 19
BAY SIGHT LAYOUT .................................................. MAN 2014 20
POST SHIMMING ....................................................... MAN 071 21
ANCHOR SPECIFICATIONS .......................................... N/A 22-23

PARTS

FIGURE PAGE
ISOMETRIC FINAL ASSEMBLY ........................................ MAN 2000 25
MAIN SIDE ASSEMBLY .............................................. MAN 2000-A 26
OFF SIDE ASSEMBLY .................................................. MAN 2000-B 27
HYDRAULIC SYSTEM ................................................... MAN 2001 28
CARRIAGE SUB-ASSEMBLY .......................................... MAN 2002 29
CARRIAGE / LIFTING RODS / YOKE ............................... MAN 2003 30
PNEUMATIC SYSTEM ................................................... MAN 2004 31
PARTS BOX #1 (POWER UNIT) ...................................... MAN 2005 32
CARRIAGE / SWING ARMS / SLIDER / LIFTING PADS ........ MAN 2006 33
MAIN AND OFF SIDE LEG ASSEMBLY ............................ MAN 2007 34
TAG & DECAL LOCATIONS .......................................... MAN 2008 35
SMALL PARTS BAGS ................................................... MAN 2011 36
PARTS BOX #2 ............................................................ MAN 2012 37
DIVERTER VALVE ASSEMBLY ....................................... MAN 2013 38
MAIN SIDE CYLINDER ASSEMBLY ................................ MAN 659 39
OFF SIDE CYLINDER ASSEMBLY ................................... MAN 660 40
BAG #4 ................................................................. MAN 661 41

NEW SLAB RECOMMENDATIONS

SLAB REQUIREMENTS & NEW SLAB RECOMMENDATIONS .......... 42-50

ALL INFORMATION, ILLUSTRATIONS, AND SPECIFICATIONS IN THIS MANUAL ARE BASED ON THE LATEST PRODUCT INFORMATION AVAILABLE AT THE TIME OF PRINTING. WE RESERVE THE RIGHT TO MAKE CHANGES AT ANY TIME WITHOUT NOTICE.
APPENDAGES

RECOMMENDATIONS BY THE INDIVIDUAL USER OR USING ORGANIZATION FOR IMPROVING THIS PUBLICATION OR ANY ASPECT OF THE PRODUCT ARE ENCOURAGED AND SHOULD BE FORWARDED IN WRITING TO:

MOHAWK RESOURCES LTD.
PRODUCT IMPROVEMENTS
P.O. BOX 110
AMSTERDAM, NY, 12010

THIS IS NOT A VEHICLE LIFTING PROCEDURE MANUAL AND NO ATTEMPT IS MADE OR IMPLIED HEREOIN TO INSTRUCT THE USER IN LIFTING METHODS PARTICULARLY TO THE INDIVIDUAL APPLICATION OF THE EQUIPMENT DESCRIBED IN THIS MANUAL. RATHER, THE CONTENTS OF THIS MANUAL ARE INTENDED AS A BASE LINE FOR OPERATION, MAINTENANCE, TROUBLE SHOOTING, AND PARTS LISTING OF THE UNIT AS IT STANDS ALONE AND AS IT IS INTENDED AND ANTICIPATED TO BE USED IN CONJUNCTION WITH OTHER EQUIPMENT.

PROPER APPLICATION OF THE EQUIPMENT DESCRIBED HEREIN IS LIMITED TO THE PARAMETERS DETAILED IN THE SPECIFICATIONS AND THE USES SET FORTH IN THE DESCRIPTIVE PASSAGES. ANY OTHER PROPOSED APPLICATION OF THIS EQUIPMENT SHOULD BE DOCUMENTED AND SUBMITTED IN WRITING TO MOHAWK RESOURCES LTD. FOR EXAMINATION. THE USER ASSUMES FULL RESPONSIBILITY FOR ANY EQUIPMENT DAMAGE, PERSONAL INJURY, OR ALTERATION OF THE EQUIPMENT DESCRIBED IN THIS MANUAL OR ANY SUBSEQUENT DAMAGES.

DO NOT WELD, APPLY HEAT, OR MODIFY THIS EQUIPMENT IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM MOHAWK RESOURCES LTD. CERTAIN ALLOY OR HEAT-TREATED COMPONENTS MAY BE DISTORTED OR WEAKENED, RESULTING IN AN UNSAFE CONDITION.

MOHAWK RESOURCES LTD. IS NOT RESPONSIBLE FOR DISTORTIONS WHICH RESULT FROM WELDING ON THIS EQUIPMENT AFTER MANUFACTURING IS COMPLETED. UNAUTHORIZED WELDING, APPLICATION OF HEAT, OR MODIFICATION OF THIS EQUIPMENT voids ANY AND / OR ALL APPLICABLE WARRANTIES COVERING THIS EQUIPMENT.

ALL WARRANTIES APPLICABLE TO THIS EQUIPMENT ARE CONTINGENT ON STRICT ADHERENCE TO THE MAINTENANCE SCHEDULES AND PROCEDURES IN THIS MANUAL.

KEEP ALL SHIELDS AND GUARDS IN PLACE. INSURE ALL SAFETY MECHANISMS ARE OPERABLE. KEEP HANDS, FEET, AND CLOTHING AWAY FROM POWER-DRIVEN AND MOVING PARTS.

WARNING

- DO NOT INSTALL THIS UNIT IN A PIT OR DEPRESSION DUE TO FIRE OR EXPLOSION RISK

IMPORTANT NOTE

A LEVEL FLOOR IS SUGGESTED FOR A PROPER INSTALLATION SITE AND WILL ENSURE LEVEL LIFTING. SMALL DIFFERENCES IN FLOOR SLOPES MAY BE COMPENSATED FOR WITH SPECIAL LIFTING PADS. ANY MAJOR SLOPE CHANGES WILL AFFECT THE LOW PROFILE HEIGHT OF THE LIFTING PADS AND / OR THE UNITS LEVEL LIFTING PERFORMANCE. IF A FLOOR IS OF QUESTIONABLE SLOPE, CONSIDER A SURVEY OF THE SIGHT AND / OR THE POSSIBILITY OF POURING A NEW LEVEL CONCRETE SLAB SECTION. SEE FIGURE 1. SIMPLY STATED, FOR OPTIMUM LEVEL LIFTING, THE EQUIPMENT, AT BEST, CAN LIFT ONLY AS LEVEL AS THE FLOOR ON WHICH IT IS LOCATED... AND SHOULD NOT BE EXPECTED TO COMPENSATE FOR DRASTIC FLOOR SLOPE DIFFERENCES.

THIS EQUIPMENT MUST BE INSTALLED ON A LEVEL CONCRETE FLOOR WITH A MINIMUM THICKNESS OF 6 ½". THE CONCRETE MUST BE AGED AT LEAST ( 28 ) TWENTY EIGHT DAYS PRIOR TO INSTALLATION AND HAVE A MINIMUM COMpressive STRENGTH OF 4000 P.S.I.

DO NOT INSTALL THIS UNIT ON AN ASPHALT SURFACE.

DO NOT INSTALL THIS UNIT ON ANY SURFACE OTHER THAN CONCRETE CONFORMING TO THE MINIMUM SPECIFICATIONS STATED IN THE PRE-EXISTING FLOOR REQUIREMENTS SECTION.

DO NOT INSTALL THIS UNIT ON Expansion SEAMS OR ON CRACKED, DEFECTIVE CONCRETE. CHECK WITH BUILDING ARCHITECT.

DO NOT INSTALL THIS UNIT ON A SECOND FLOOR OR ANY GROUND FLOOR WITH A BASEMENT BENEATH WITHOUT WRITTEN AUTHORIZATION FROM THE BUILDING ARCHITECT.

INSTALL THIS EQUIPMENT ON CONCRETE ONLY


CAUTION

THE EQUIPMENT DESCRIBED IN THIS MANUAL COULD BE POTENTIALLY DANGEROUS IF IMPROPERLY OR CARELESSLY OPERATED. FOR THE PROTECTION OF ALL PERSONS AND EQUIPMENT, ONLY COMPENTLY TRAINED OPERATORS WHO ARE CRITICALLY AWARE OF THE PROPER OPERATING PROCEDURES, POTENTIAL DANGERS, AND SPECIFIC APPLICATION OF THIS EQUIPMENT SHOULD BE ALLOWED TO TOUCH THE CONTROLS AT ANY TIME.

SAFE OPERATION OF THIS EQUIPMENT IS DEPENDENT ON USE, IN COMPLIANCE WITH THE OPERATION PROCEDURES OUTLINED IN THIS MANUAL ALONG WITH THE MAINTENANCE AND INSPECTION PROCEDURES WITH CONSIDERATION OF PREVAILING CONDITIONS.

THE EQUIPMENT DESCRIBED IN THIS MANUAL IS NEITHER DESIGNED NOR INTENDED FOR ANY APPLICATION ALONE OR IN CONJUNCTION WITH ANY OTHER EQUIPMENT THAT INVOLVES THE LIFTING OR MOVING OF PERSONS.

ALWAYS CONSULT THE VEHICLE LIFTING GUIDE FOR THE PROPER LIFTING POINTS ON ANY VEHICLE. THESE GUIDES ARE AVAILABLE FROM THE VEHICLE MANUFACTURERS.

AFTER LIFTING THE VEHICLE TO THE DESIRED HEIGHT, ALWAYS LOWER THE UNIT ONTO THE MECHANICAL SAFETIES. THE FORMING OF GOOD OPERATIONAL WORK HABITS WILL ELIMINATE OVERSIGHTS IN THE USE OF PROVIDED SAFETY DEVICES.
LIFT SPECIFICATIONS

<table>
<thead>
<tr>
<th>LIFT TYPE / TWO POST</th>
<th>ELECTRIC / HYDRAULIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>TP-18 LIFTING CAPACITY</td>
<td>18,000 LBS.</td>
</tr>
<tr>
<td>TP-20 LIFTING CAPACITY</td>
<td>20,000 LBS.</td>
</tr>
<tr>
<td>PER ARM CAPACITY</td>
<td>5,000 LBS.</td>
</tr>
<tr>
<td>LIFTING SPEED APPROX.</td>
<td>3 MINUTES 45 SECONDS</td>
</tr>
<tr>
<td>LIFTING HEIGHT</td>
<td>72 INCHES</td>
</tr>
<tr>
<td>OVERALL WIDTH</td>
<td>168 INCHES</td>
</tr>
<tr>
<td>WIDTH BETWEEN POST</td>
<td>132 INCHES</td>
</tr>
<tr>
<td>WIDTH BETWEEN CARRIAGES</td>
<td>108 1/2 INCHES</td>
</tr>
<tr>
<td>CYLINDER EXTENSION</td>
<td>162-5/8 INCHES</td>
</tr>
<tr>
<td>POST HEIGHT</td>
<td>121-1/2 INCHES</td>
</tr>
<tr>
<td>OVERHEAD HYDRAULIC LINES</td>
<td>192 INCHES</td>
</tr>
<tr>
<td>LIFTING PAD HEIGHT ( MIN )</td>
<td>5-3/8 INCHES</td>
</tr>
<tr>
<td>LIFTING PAD HEIGHT ( MAX )</td>
<td>77-3/8 INCHES</td>
</tr>
<tr>
<td>SHIPPING WEIGHT</td>
<td>8,170 LBS.</td>
</tr>
</tbody>
</table>

PERFORMANCE TABLE

![Pressure vs. Weight graph]

POWER UNIT SPECIFICATIONS

| BRAND NAME | MONARCH |
| MODEL | M-4509-0101 |
| POWER UNIT TYPE | VERTICAL |
| MOTOR VOLTAGE | 208 / 230 |
| F.L.A. AT RATED CAPACITY | 17.4 / 146 |
| MOTOR HORSEPOWER | 2.5 |
| MOTOR PHASE | SINGLE |
| MOTOR CYCLE / HERTZ | 60 |
| MOTOR SPEED ( R.P.M. ) | 3,450 |
| PUMP FLOW ( G.P.M. ) | 2.39 @ 3450 R.P.M. |
| RELIEF VALVE SETTING | 2,250 P.S.I. |
| WORKING PRESSURE | 1,950 P.S.I. |
| RESERVOIR CAPACITY | 5 GALLONS |
| HYDRAULIC FLUID MEDIUM | DEXRON III |

SUGGESTED SITE SELECTION / BAY SIZE

<table>
<thead>
<tr>
<th>WIDTH</th>
<th>DEPTH</th>
<th>HEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 FEET</td>
<td>25 FEET</td>
<td>16 FEET</td>
</tr>
</tbody>
</table>

NOTE

THE PLACEMENT OF THE UNIT IS DETERMINED BY THE TYPE ( LENGTH, WIDTH, HEIGHT ) OF VEHICLE BEING SERVICED.

AIR VALVE TRIO

| FILTER / REGULATOR | 65 PSIG |
| LUBRICATOR / OIL TYPE | SAE NO. 10 |

IT IS NOT RECOMMENDED TO OPERATE THE LIFT UNDER 33 DEGREES F DUE TO AIR LINE FREEZING.

PRE-EXISTING FLOOR REQUIREMENTS

<table>
<thead>
<tr>
<th>MINIMUM THICKNESS</th>
<th>MINIMUM COMPRESSIVE STRENGTH</th>
<th>MINIMUM AGING</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 1/2&quot;</td>
<td>4000 P.S.I.</td>
<td>28 DAYS</td>
</tr>
</tbody>
</table>

DO NOT INSTALL ANY MOHAWK LIFT ON ANY SURFACE OTHER THAN CONCRETE CONFORMING TO THE MINIMUM COMPRESSIVE STRENGTH, MINIMUM AGING, AND THE MINIMUM THICKNESS STATED ABOVE.

DO NOT INSTALL ANY MOHAWK LIFT ON EXPANSION SEAMS OR ON CRACKED, OR DEFECTIVE CONCRETE.

DO NOT INSTALL ANY MOHAWK LIFT ON SECONDARY FLOOR LEVELS OR ANY SURFACE WITH A BASEMENT BENEATH WITHOUT WRITTEN AUTHORIZATION FROM THE BUILDING ARCHITECT. NEVER HAND MIX YOUR OWN CONCRETE.

IF FOR ANY REASON A NEW CONCRETE SLAB SECTION IS REQUIRED, FOLLOW THE INSTRUCTIONS FOR THE FLOOR MODIFICATION DATA.

FLOOR MODIFICATION DATA

<table>
<thead>
<tr>
<th>THICKNESS</th>
<th>SLAB SIZE</th>
<th>CUBIC YARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 INCHES</td>
<td>72 INCH x 186 INCH</td>
<td>2.8</td>
</tr>
</tbody>
</table>

IF, FOR ANY REASON, A NEW CONCRETE SLAB SECTION IS REQUIRED, MINIMUM THICKNESS, COMPRESSIVE STRENGTH, AND PROPER AGING IS MANDATORY.

THE NEW SLAB SECTION MUST BE TOTALLY SURROUNDED BY AN EXISTING CONCRETE FLOOR WHICH IS STRUCTURALLY SOUND. CERTIFIED STRENGTH DOCUMENTATION SHOULD BE OBTAINED FROM THE FIRM WHO SUPPLIES THE CONCRETE MIXTURE AT THE TIME OF THE POUR.

NEVER HAND MIX THE CONCRETE.

REFER TO NEW SLAB RECOMMENDATIONS SECTION.
## RECOMMENDED TOOL LIST

<table>
<thead>
<tr>
<th>SIZE / QTY</th>
<th>DESCRIPTION</th>
<th>USED IN</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 - 1/4 IN</td>
<td>WRENCH &amp; SOCKET</td>
<td>SWING ARM PINS</td>
</tr>
<tr>
<td>1 - 1/2 IN</td>
<td>SOCKET</td>
<td>POST MOUNTING BOLTS</td>
</tr>
<tr>
<td>1 - 1/8 IN</td>
<td>SOCKET</td>
<td>POWER UNIT MOUNTING BRACKET</td>
</tr>
<tr>
<td>1 - 1/6 IN</td>
<td>WRENCH</td>
<td>POWER UNIT MOUNTING BRACKET</td>
</tr>
<tr>
<td>11/16 IN</td>
<td>WRENCH</td>
<td>HYDRAULIC LINES</td>
</tr>
<tr>
<td>5/8 IN</td>
<td>WRENCH</td>
<td>HYDRAULIC LINES</td>
</tr>
<tr>
<td>1/2 IN</td>
<td>WRENCH &amp; SOCKET</td>
<td>ACCESS PLATES</td>
</tr>
<tr>
<td>7/16 IN</td>
<td>WRENCH &amp; SOCKET</td>
<td>STARTER BOX</td>
</tr>
<tr>
<td>1</td>
<td>8 FT. MIN. CHAIN / NYLON STRAP</td>
<td>ERECTING POST / POWER UNIT</td>
</tr>
<tr>
<td>1</td>
<td>FLAT HEAD SCREW DRIVER</td>
<td>AIR REGULATOR</td>
</tr>
<tr>
<td>1</td>
<td>RATCHET WRENCH</td>
<td>AS NEEDED</td>
</tr>
<tr>
<td>1</td>
<td>VICE GRIPS</td>
<td>AS NEEDED</td>
</tr>
<tr>
<td>1</td>
<td>CRESCENT WRENCH</td>
<td>AS NEEDED</td>
</tr>
<tr>
<td>1</td>
<td>4 FT BUBBLE LEVEL</td>
<td>VERIFY LEVEL ASSEMBLY</td>
</tr>
<tr>
<td>1</td>
<td>PRY BAR</td>
<td>ADJUSTING / MOVING HEAVY ITEMS</td>
</tr>
<tr>
<td>1</td>
<td>TIN SNIPS</td>
<td>PACKAGING BANDING</td>
</tr>
<tr>
<td>1</td>
<td>CHALK LINE</td>
<td>FLOOR LAYOUT</td>
</tr>
<tr>
<td>1</td>
<td>SOAP STONE</td>
<td>FLOOR LAYOUT</td>
</tr>
<tr>
<td>1</td>
<td>25 FT TAPE MEASURE</td>
<td>FLOOR LAYOUT / SQUARING POST</td>
</tr>
<tr>
<td>1</td>
<td>2 TON MIN. FORK TRUCK</td>
<td>LIFTING / ERECTING / MOVING HEAVY ITEMS</td>
</tr>
<tr>
<td>8 FT</td>
<td>STEP LADDER</td>
<td>ASSEMBLE ELEVATED ITEMS</td>
</tr>
</tbody>
</table>
BEFORE INSTALLING A LIFT

IMPORTANT

BEFORE INSTALLING A MOHAWK LIFT THERE ARE A FEW ITEMS THAT MUST BE INSPECTED. EACH REPAIR SHOP BAY IS DIFFERENT. IN AN ATTEMPT TO PREVENT OVERSIGHTS, ALL OF THE FOLLOWING INFORMATION IS TO BE VERIFIED.

OVERHEAD OBSTRUCTIONS

THE AREA IN WHICH THE LIFT WILL BE LOCATED SHALL BE FREE OF OBSTRUCTIONS. HEATERS, BUILDING SUPPORTS, ELECTRICAL CONDUIT, ETC.

DEFECTIVE CONCRETE

VISUALLY INSPECT THE BAY FLOOR AREA. THE UNIT CAN NOT BE INSTALLED ON EXPANSION SEAMS, OR CONCRETE WHICH IS CRACKED. THE UNIT IS ONLY AS STRONG AS THE FLOOR IT IS INSTALLED ON.

FLOOR REQUIREMENTS

THIS INFORMATION IS IN THE GENERAL FLOOR REQUIREMENTS. IF THE BAY FLOOR DOES NOT CONFORM TO THESE SPECIFICATIONS, REFER TO THE “NEW SLAB RECOMMENDATIONS” SECTION IN THIS MANUAL.

LOCATE THE MAIN SIDE POST ON THE HIGH SIDE OF THE FLOOR IF A SLOPE IS NOTED.

POWER SUPPLY

THE STANDARD POWER UNIT IS 208-230 VOLT SINGLE PHASE. REFER TO THE POWER SUPPLY SPECIFICATIONS. REQUIREMENTS MAY VARY ON SPECIAL ORDERS.

THE MAIN SIDE POST WILL REQUIRE THE POWER SUPPLY FOR THE UNIT. NOTE THE LOCATION OF THE POWER SUPPLY.

AIR SUPPLY

THE MAIN SIDE POST WILL REQUIRE THE AIR SUPPLY FOR THE UNIT.

BAY SIZE

TO OPTIMIZE SHOP SPACE, IT IS ADVISED TO LOCATE A VEHICLE IN THE BAY PRIOR TO LAYOUT. NOTE WALKWAY’S OVERHEAD OBSTRUCTIONS, AND ABILITY TO MOVE EQUIPMENT IN THE BAY AREA. REQUIREMENTS MAY VARY ON SPECIAL ORDERS.

SPECIFICATIONS

REFERENCE ALL SPECIFICATIONS PRIOR TO INSTALLING A LIFT.

WARNING

BEFORE DRILLING THE MOUNTING HOLES

- ALL ANCHORS MUST BE A MINIMUM OF 6 INCHES AWAY FROM ANY EXPANSION SEAMS, CONTROL JOINTS, OR OTHER INCONSISTENCIES IN THE CONCRETE. REFER TO ANCHOR MANUFACTURER SPECIFICATIONS FOR SPECIFIC INFORMATION CONCERNING EDGE DISTANCES AND BOLT TO BOLT DISTANCE REQUIREMENTS.

- REFERENCE ALL FIGURES PERTAINING TO DRILLING, WEJ-IT WARNINGS, AND INSTALLATION INSTRUCTIONS.


- USE A SHARP DRILL BIT TO PREVENT DRILLING AN UNDERSIZED HOLE. DRILL THE HOLE EQUAL TO THE LENGTH OF THE WEJ-IT ANCHOR. BLOW OUT THE HOLE WITH SHOP AIR, OR VACUUM. INSERT THE WEJ-IT ANCHOR SO THAT THE WASHER RESTS AGAINST THE POST FOOTING.

- NEVER USE AN IMPACT TOOL TO TIGHTEN THE WEJ-IT ANCHORS. USE A TORQUE WRENCH ONLY.

- MAKE SURE THE CONCRETE IS SOLID WHEN DRILLING. CRACKS AND EXPANSION SEAMS REDUCE THE EFFECTIVENESS OF THE WEJ-IT ANCHOR. NEVER INSTALL THE ANCHOR UNDER THESE CONDITIONS.


- INSURE THE INSIDE DIMENSIONS BETWEEN THE MAIN AND OFF SIDE POST IS CORRECT.

MOHAWK MODEL TP-18 & TP-20

INSTALLATION INSTRUCTIONS

IMPORTANT

READ THIS MANUAL IN ITS ENTIRETY. BE FAMILIAR WITH PART NAMES AND HAVE A GOOD UNDERSTANDING OF HOW THIS UNIT IS TO BE ASSEMBLED AND OF HOW INDIVIDUAL PARTS OPERATE, BEFORE ASSEMBLING THE UNIT.

REFER TO ANSI/ALI ALIS, SAFETY REQUIREMENTS FOR INSTALLATION AND SERVICE OF AUTOMOTIVE LIFTS.

INSTALLING THE LIFT

USE THE PACKING LIST IN THIS MANUAL TO VERIFY ALL SUPPLIED PARTS.

WARNING

- EACH POST WEIGHS OVER 4,000 LBS. ERECT THE POSTS WITH CHAINS AND STRAPS ATTACHED TO THE TOP OF THE POST. DO NOT REMOVE THE CHAINS AND STRAPS UNTIL THE POST HAS BEEN SECURED.

ERECT THE MAIN AND OFF SIDE POSTS TO THE UP-RIGHT POSITION. ALIGN THE POST FOOTINGS TO THE DIMENSIONS SHOWN FOR SETTING OF LIFT. ENSURE THAT INSIDE POST DIMENSION IS HELD. MATCH DRILL BASE PLATE HOLES AS STATED IN PREVIOUS SECTION.

SHIMMING THE POST

LEVEL THE POST BY INSERTING THE SUPPLIED SHIMS UNDER THE POST FOOTING AROUND THE WEJ-IT ANCHOR. THE LIFT MUST BE LEVEL BOTH FRONT TO REAR AND SIDE TO SIDE. A LEVELING DEVICE AND A MEASURING TAPE MUST BE USED.

- LEVEL THE MAIN SIDE POST FRONT TO REAR AND SIDE TO SIDE USING A BUBBLE LEVEL.

- LEVEL THE OFF SIDE POST FRONT TO REAR USING A BUBBLE LEVEL. SET THE POST PARALLEL TO THE MAIN SIDE POST USING A MEASURING TAPE, MEASURING FROM THE EDGE OF THE MAIN SIDE CHANNEL TO THE EDGE OF THE OFF SIDE CHANNEL AT THE BASE AND AT THE TOP OF THE POST.


SECURE THE MAIN AND OFF SIDE POSTS TO THE BAY FLOOR USING THE (18) ¾” x 6” WEJ-IT ANCHOR BOLTS & FLAT WASHERS. SECURE THE POWER UNIT TO THE MAIN SIDE POST WITH HARDWARE INCLUDED IN PARTS BOXES.

REMOVE THE BREATHER PORT PLUG ON THE POWER UNITS RESERVOIR AND DISCARD. VERIFY FLUID LEVEL. (1/2 IN. BELOW BREATHER PORT WHEN BOTH CYLINDERS ARE FULLY RETRACTED) ADD DEXRON III AS NEEDED TO FILL. ALWAYS USE A CLEAN FUNNEL AND FILTER. INSTALL THE BREATHER CAP.

REMOVE THE PULL VALVE PORT PLUG ON THE DIVERTER VALVE. INSERT AND TIGHTEN THE PULL VALVE. TIGHTEN TO 10 FOOT POUNDS. REFER TO DIVERTER VALVE ASSEMBLY

ASSEMBLE THE MANUAL PNEUMATIC VALVE TO THE POWER UNIT MOUNTING BRACKET. CONNECT AIR LINE FROM VALVE TO THE AIR CYLINDERS IN THE POST AS SHOWN IN THE TP-20 PNEUMATIC SYSTEM DIAGRAM.

CONNECT OVER-HHEAD HYDRAULIC LINES BETWEEN POSTS. REFER TO THE TP-20 HYDRAULIC SYSTEM. CONNECT OVER-HHEAD PNEUMATIC LINES BETWEEN POSTS. REFER TO THE TP-20 PNEUMATIC SYSTEM.

AIR LINE HOOKUP

CONNECT SHOP AIR SUPPLY TO MANUAL PNEUMATIC VALVE LOCATED NEXT TO POWER UNIT. FILTER, REGULATOR AND LUBRICATOR TO BE SUPPLIED BY OTHERS. ENSURE THAT INCOMING PRESSURE TO LIFT DOES NOT EXCEED 100 PSI.
AT THIS TIME HAVE A QUALIFIED ELECTRICIAN CONNECT THE POWER SUPPLY TO THE UNIT

REMOVE THE PACKING BRACKETS FROM THE MAIN AND OFF SIDE CARRIAGE.

ENGAGE THE UP BUTTON AND RAISE THE CARRIAGES APPROX. 3 FEET, OR TO A SUITABLE HEIGHT FOR INSTALLING THE SWING ARMS.

LIFTING UP ON THE SWING ARM RESTRAINT. INSERT THE FOUR SWING ARMS INTO THE CARRIAGES. ALIGN THE THROUGH HOLES IN THE CARRIAGES WITH THE THROUGH HOLES IN THE SWING ARMS. SECURE THE SWING ARMS TO THE CARRIAGES USING THE FOUR SWING ARM PINS AND EIGHT NYLON LOCK NUTS.

PLACE THE FOUR LIFTING PADS INTO PLACE AT THE END OF EACH SLIDER.

PLACE THE 12 HEIGHT ADAPTERS INTO PLACE ON THE SIDE OF THE MAIN AND OFF SIDE POSTS.

BLEEDING PROCEDURE

ENGAGE THE UP BUTTON ON THE POWER UNIT. OBSERVE THE CARRIAGE. WHEN THE MAIN AND OFF SIDE CARRIAGES HAVE REACHED FULL HEIGHT CONTINUE TO RUN THE UNIT FOR TWO MINUTES. ( THIS WILL PURGE THE AIR FROM THE HYDRAULIC SYSTEM )

NOTE

• LISTEN FOR THE PRESSURE RELIEF VALVE. A NOTICEABLE INCREASE IN POWER UNIT VOLUME. THIS WILL INDICATE AN EXCESS OF SHIMS BENEATH THE YOKE ASSEMBLIES RESTRICTING THE MAIN OR OFF SIDE CYLINDERS FROM REACHING FULL STROKE. IF THIS OCCURS, REMOVE ONE SHIM FROM BENEATH THE YOKE.

AT THIS TIME PERFORM THE PRE-OPERATION CHECK LIST AND MAINTENANCE PROCEDURES ( DAILY - WEEKLY - MONTHLY ) MAKE ALL ADJUSTMENTS PERTAINING TO THESE PROCEDURES.

DIVERTER VALVE OPERATION

WARNING

AS WITH ALL FUNCTIONS OF THE LIFT UNIT , NEVER OPERATE THE DIVERTER VALVE UNLESS YOU HAVE FIRST PERFORMED THIS OPERATION WITH NO VEHICLE, AND FULLY UNDERSTAND ITS FUNCTIONS.

BOTH MECHANICAL SAFETIES MUST BE ENGAGED BEFORE OPERATING THE DIVERTER VALVE.

PURPOSE

• THE PURPOSE OF THE DIVERTER VALVE IS TO ENABLE THE OPERATOR TO RAISE OR LOWER THE OFF SIDE CARRIAGE INDEPENDENTLY OF THE MAIN SIDE CARRIAGE.

TO OPERATE THE DIVERTER VALVE

ENGAGE THE DIVERTER VALVE BY PULLING THE DIVERTER VALVE PULL KNOB.

• THIS WILL DIVERT ALL FUNCTIONS OF THE POWER UNIT TO THE OFF SIDE CYLINDER.

WITH THE VALVE ENGAGED, ENERGIZE THE POWER UNIT BY PUSHING THE UP BUTTON.

WHEN THE DESIRED HEIGHT HAS BEEN ACHIEVED, RELEASE THE DIVERTER VALVE PULL KNOB AND THE UP BUTTON.

ENGAGE THE DOWN BUTTON, LOWER THE UNIT ONTO BOTH MECHANICAL SAFETIES ENDING THIS PROCEDURE.
SAFETY TIPS

PLEASE POST THE AUTOMOTIVE LIFT SAFETY TIPS CARD, ( A COPY IS INCLUDED IN THE PARTS BOX ) WHERE THEY WILL BE CONSTANTLY REMINDED TO YOUR LIFT OPERATOR. FOR INFORMATION SPECIFIC TO THE LIFT, ALWAYS REFER TO THE MOHAWK MANUAL.

- INSPECT YOUR LIFT DAILY. NEVER OPERATE IT IF IT MALFUNCTIONS OR IF IT HAS BROKEN OR DAMAGED PARTS. REPAIRS SHOULD BE MADE WITH ORIGINAL MOHAWK PARTS.

- OPERATING CONTROLS ARE DESIGNED TO CLOSE WHEN RELEASED. DO NOT BLOCK OPEN OR OVERRIDE THEM.

- NEVER OVERLOAD YOUR LIFT BEYOND STATED LIFTING CAPACITY. RATED CAPACITY IS SHOWN ON NAMEPLATE AFFIXED TO THE LIFT.

- POSITIONING OF VEHICLE AND OPERATION OF THE LIFT SHOULD BE DONE ONLY BY TRAINED AND AUTHORIZED PERSONNEL.

- DO NOT ALLOW CUSTOMERS OR BY-STANDERS TO OPERATE THE LIFT OR TO BE IN A LIFTING AREA DURING ITS OPERATION. ONLY PROPERLY TRAINED PERSONNEL SHOULD BE ALLOWED TO OPERATE LIFT.

- NEVER RAISE A VEHICLE WITH PERSONS INSIDE.

- ALWAYS KEEP LIFT AREA FREE OF OBSTRUCTIONS, DEBRIS, GREASE, OIL.

- PERFORM THE PRE-OPERATION CHECK LIST, PER INSTRUCTIONS, BEFORE RAISING VEHICLE TO DESIRED HEIGHT.

- BEFORE DRIVING VEHICLE INTO THE BAY, POSITION ARMS AND SUPPORTS TO PROVIDE UNOBLITRATED CLEARANCE. DO NOT HIT OR RUN OVER LIFT ARMS, ADAPTERS, OR AXLE SUPPORTS. THIS COULD DAMAGE LIFT OR VEHICLE.

- LOAD VEHICLE ON LIFT CAREFULLY. POSITION LIFT SUPPORTS TO CONTACT AT THE VEHICLE MANUFACTURER’S RECOMMENDED LIFTING POINTS. RAISE LIFT UNTIL SUPPORTS CONTACT VEHICLE. CHECK SUPPORTS FOR SECURE CONTACT WITH VEHICLE. RAISE LIFT TO DESIRED WORKING HEIGHT. CAUTION: IF YOU ARE WORKING UNDER VEHICLE, LIFT SHOULD BE RAISED HIGH ENOUGH FOR LOCKING DEVICE TO BE ENGAGED.

- NOTE THAT WITH SOME VEHICLES, THE REMOVAL OR INSTALLATION OF COMPONENTS MAY CAUSE A CRITICAL SHIFT IN THE CENTER OF GRAVITY, AND RESULT IN RAISED VEHICLE INSTABILITY. REFER TO THE VEHICLE MANUFACTURER’S SERVICE MANUAL FOR RECOMMENDED PROCEDURES WHEN VEHICLE COMPONENTS ARE REMOVED.

- BEFORE LOWERING LIFT, BE SURE TOOL TRAY’S, STANDS, ETC. ARE REMOVED FROM UNDER VEHICLE. RELEASE LOCKING DEVICES BEFORE ATTEMPTING TO LOWER LIFT.

- BEFORE REMOVING VEHICLE FROM THE LIFT AREA, POSITION LIFT ARMS AND SUPPORTS TO PROVIDE AN UNOBLITRATED EXIT.
LIFT FINAL CHECKOUT (AFTER INSTALLATION):
REV (2/9/2006)

THIS PROCEDURE OUTLINES THE FINAL CHECKS TO MAKE AFTER INITIAL INSTALLATION OF THE LIFT UNIT. REPEAT THIS PROCEDURE IF THE LIFT IS RELOCATED.

AFTER THE LIFT IS FULLY ASSEMBLED, RAISE THE LIFT EMPTY A FEW TIMES TO VERIFY:
• PROPER SYNCHRONIZATION OF LIFT ARMS
• UNIT IS RAISING SMOOTHLY (AIR IS BLEED FROM HYDRAULIC SYSTEM - SEE BLEEDING PROCEDURE FOR MORE DETAILS)
• NO LEAKS PRESENT AT ANY FITTING JUNCTIONS
• LOCKS ARE ENGAGING ON BOTH POSTS AS LIFT IS RAISING
• LOCKS ARE DIS-ENGAGING ON BOTH POSTS WHEN RELEASE CABLE PULLED (SEE J-BAR ADJUSTMENT PROCEDURE)
• LOCKS ARE RE-ENGAGING AFTER DIS-ENGAGED WHEN LIFT IS RAISED
• LIFT IS NOT DRIFTING DOWN WHEN RAISED (RAISE LIFT, THEN STOP, AND VERIFY DRIFT DOWN OF CYLINDERS)
• NO VIBRATIONS FROM LOOSE CLAMPING, ETC.
• SWING ARMS ROTATE SMOOTHLY WHEN LIFT FULLY LOWERED AND LOCK IN PLACE WHEN LIFT RAISED

ONCE THIS IS COMPLETE, LOCATE A REPRESENTATIVE VEHICLE INTO THE LIFTING AREA. USE A VEHICLE THAT WEIGHS AT LEAST 75 PERCENT OF THE CAPACITY OF THE LIFT.

OBSERVING LIFTING PROCEDURES CONTAINED IN THIS MANUAL TO LOCATE VEHICLE IN LIFTING AREA, AND TO LOCATE LIFTING PADS AT LIFTING POINTS FOR VEHICLE, AND WHILE RAISING AND LOWERING.

RAISE LIFT APPROXIMATELY 1 FOOT. VERIFY THE FOLLOWING:
• PROPER SYNCHRONIZATION OF LIFT ARMS
• NO EXCESSIVE DEFLECTION OF POSTS OR ARMS
• NO LOOSENING OF REAR ANCHOR BOLTS IN BASE PLATES AT FLOOR (LOOK FOR GAP BETWEEN FLOOR AND BASES)
• UNIT IS RAISING SMOOTHLY (AIR IS BLEED FROM HYDRAULIC SYSTEM - SEE BLEEDING PROCEDURE FOR MORE DETAILS)
• NO LEAKS PRESENT AT ANY FITTING JUNCTIONS
• LOCKS ARE ENGAGING ON BOTH POSTS AS LIFT IS RAISING
• LIFT IS NOT DRIFTING DOWN WHEN RAISED (RAISE LIFT, THEN STOP, AND VERIFY DRIFT DOWN OF CYLINDERS)
• NO VIBRATIONS FROM LOOSE CLAMPING, ETC.

RELEASE LOCKS AND LOWER UNIT. VERIFY THE FOLLOWING:
• PROPER SYNCHRONIZATION OF LIFT ARMS
• UNIT IS LOWERING SMOOTHLY (AIR IS BLEED FROM HYDRAULIC SYSTEM - SEE BLEEDING PROCEDURE FOR MORE DETAILS)
• NO LEAKS PRESENT AT ANY FITTING JUNCTIONS
• NO VIBRATIONS FROM LOOSE CLAMPING, ETC.
• LOCKS ARE NOT RE-ENGAGING WHILE LOWERING

RAISE LIFT TO FULL STROKE. VERIFY THE FOLLOWING:
• PROPER SYNCHRONIZATION OF LIFT ARMS
• NO EXCESSIVE DEFLECTION OF POSTS OR ARMS
• NO LOOSENING OF REAR ANCHOR BOLTS IN BASE PLATES AT FLOOR (LOOK FOR GAP BETWEEN FLOOR AND BASES)
• UNIT IS RAISING SMOOTHLY (AIR IS BLEED FROM HYDRAULIC SYSTEM - SEE BLEEDING PROCEDURE FOR MORE DETAILS)
• NO LEAKS PRESENT AT ANY FITTING JUNCTIONS
• LOCKS ARE ENGAGING ON BOTH POSTS AS LIFT IS RAISING
• LIFT IS NOT DRIFTING DOWN WHEN RAISED (RAISE LIFT, THEN STOP, AND VERIFY DRIFT DOWN OF CYLINDERS)
• NO VIBRATIONS FROM LOOSE CLAMPING, ETC.

LOWER LIFT ONTO LOCKS. VERIFY THE FOLLOWING:
• LOCK IS ENGAGING UPON DESCENT
• PROPER SYNCHRONIZATION OF LIFT ARMS

RAISE, THEN RELEASE LOCKS, THEN LOWER VEHICLE TO FLOOR. VERIFY THE FOLLOWING:
• PROPER SYNCHRONIZATION OF LIFT ARMS
• UNIT IS RAISING & LOWERING SMOOTHLY (AIR IS BLEED FROM HYDRAULIC SYSTEM - SEE BLEEDING PROCEDURE FOR MORE DETAILS)
• NO LEAKS PRESENT AT ANY FITTING JUNCTIONS
• NO VIBRATIONS FROM LOOSE CLAMPING, ETC.
• LOCKS ARE NOT RE-ENGAGING WHILE LOWERING
• NO LOOSENING OF REAR ANCHOR BOLTS IN BASE PLATES AT FLOOR (LOOK FOR GAP BETWEEN FLOOR AND BASES)

ENSURE THAT ALL MANUALS AND OTHER INSTRUCTIONAL MATERIALS ARE DELIVERED TO OWNER/USER/EMPLOYER.
ENSURE THAT USERS ARE INSTRUCTED IN THE SAFE AND PROPER USER OF THE LIFT.
FINAL CHECKOUT OF LIFT IS COMPLETE.
2-POST LIMITATIONS:

ALL MOHAWK 2-POST LIFTS ARE FOR INDOOR USE UNLESS SPECIFICALLY QUALIFIED AND MODIFIED FOR A CUSTOM ENVIRONMENT.

ALL MOHAWK 2-POST LIFTS MUST ACCOMPLISH THREE MAIN CRITERIA IN ORDER TO LIFT A VEHICLE SAFELY:

1. **PROPER FRAME ENGAGEMENT WITH PADS.** ALL 2-POST FRAME ENGAGING LIFTS ARE DESIGNED TO LIFT STANDARD VEHICLES WITHIN THEIR RATED CAPACITY BY THE VEHICLE FRAME. IF SUITABLE FRAME CONTACT LIFT POINTS CANNOT BE REACHED OR ACCOMMODATED BY THE LIFTING PADS, THE VEHICLE MUST NOT BE RAISED WITH THE LIFT. REFER TO VEHICLE MANUFACTURER LIFTING POINT SPECIFICATIONS (AND VEHICLE LIFT POINT LABEL PER SAE J2184, VEHICLE LIFT POINTS FOR SERVICE GARAGE LIFTING).


3. **PROPER LOADING OF ARMS.** INDIVIDUAL ARM CAPACITIES ARE ¼ OF THE RATED LIFT CAPACITY, AND MUST NOT BE EXCEEDED. FOR INSTANCE, A 10,000 LB RATED 2-POST LIFT HAS ARMS THAT ARE RATED FOR 2,500 LBS EACH. IT IS POSSIBLE THAT A 10,000 LB VEHICLE CAN OVERLOAD THE ARMS ON A 10,000 LB LIFT IF THE FRONT AND REAR LOADING ARE NOT EQUAL.

WITH RESPECT TO HEAVY ENDED VEHICLES SUCH AS FORK TRUCKS, DELIVERY VANS, PICKUP TRUCKS, ETC, ATTENTION MUST BE MADE TO ENSURE THAT THE PER ARM CAPACITY OF THE LIFTING ARMS IS NOT EXCEEDED AND THAT THE CENTER OF GRAVITY OF THE VEHICLE LIES CENTERED BETWEEN THE LIFTING ARMS.

SPECIAL SAFETY PRECAUTIONS MUST BE OBSERVED IN APPLICATIONS INVOLVING VERY LONG AND VERY SHORT WHEELBASE VEHICLES. 2-POST LIFTS ARE NOT DESIGNED TO RAISE STRETCHED LIMOS AND OTHER TYPES OF LONG WHEEL BASE VEHICLES. AS A RULE OF THUMB, THE VEHICLE LENGTH ON A 2-POST MUST BE LIMITED TO 4 TIMES THE LENGTH OF THE ARM SPREAD TO RAISE IT. THE CENTER OF GRAVITY ON THIS VEHICLE MUST LIE BETWEEN THE LIFTING PADS TO ACCOMPLISH THIS. NOTE THAT SOME VEHICLES, PER VEHICLE MANUFACTURER GUIDELINES, ARE NOT TO BE RAISED BY THE FRAME. REFER TO VEHICLE MANUFACTURER GUIDELINES FOR PROPER LIFTING TECHNIQUES.

THIS LIFT IS NOT INTENDED, NOR DESIGNED, TO LIFT VEHICLE FRONT OR BACK ENDS USING ONLY TWO ARMS.


ADAPTER USAGE AND LIMITATIONS:

THE USE OF HEIGHT ADAPTERS IS COMMON FOR MOST LIFTING SITUATIONS TO ACCOMMODATE HIGH FRAMES AND LOW OVERHANGING BODIES OF VEHICLES.

FOR A-7, A-7A, SYSTEM IA, SYSTEM IA-10, TOMAHAWK-9000:

THESE LIFTS COME STANDARD WITH (4) 3” AND (4) 6” HEIGHT ADAPTERS.

THESE LIFTS ARE ONLY ALLOWED TO USE 2 ADAPTERS WHEN STACKED: ONE (1) 6” AND ONE (1) 3” ADAPTER, RESULTING IN 9” MAXIMUM STACKING HEIGHT. LONGER CUSTOM SINGLE PIECE ADAPTERS ARE AVAILABLE UPON REQUEST.

FOR LMF-12, TP-15, TP-16, TP-18, TP-20, TP-26, TP-30:

THESE LIFTS COME STANDARD WITH (4) 5”, (4) 7 1/2”, AND (4) 10” HEIGHT ADAPTERS.

THESE LIFTS ARE ONLY ALLOWED TO USE 2 ADAPTERS WHEN STACKED: ONE (1) 10” AND ONE (1) 7½” ADAPTER, RESULTING IN 17 1/2” MAXIMUM STACKING HEIGHT. LONGER CUSTOM SINGLE PIECE ADAPTERS ARE AVAILABLE UPON REQUEST.

THE USER SHOULD BE WARNED THAT ANY SITUATION PRODUCING AN OFF-VERTICAL SLANTING OF THE HEIGHT ADAPTERS, SUCH AS DEFLECTION OF THE ARM DUE TO HEAVY LOAD, DEFLECTION OF THE ARM DUE TO SLOP, ECCENTRIC CORNER LOADING OF THE LIFT PAD, ETC. MUST BE AVOIDED. CUPPED OR YOKE STYLE LIFTING PADS (WHICH DO NOT RELY ON FRICTION) ARE ALSO AVAILABLE FOR SITUATIONS INVOLVING LIFTING NON-FLAT SURFACES. CONSULT MOHAWK SERVICE DEPARTMENT FOR CUSTOM PAD REQUESTS FOR YOU APPLICATION.
MOHAWK MODEL TP-18 & TP-20

PRE - OPERATION CHECK LIST

TRAINED OPERATOR

- THE OPERATOR MUST BE FULLY TRAINED AND QUALIFIED TO SAFELY AND EFFECTIVELY OPERATE THIS EQUIPMENT OF THIS SPECIFIC MAKE AND MODEL.

ABSENCE OF OBSTRUCTIONS

- THE TOTAL WORK AREA MUST BE FREE OF ANY AND ALL OBSTRUCTIONS AND BE GENERALLY CLEAN. ( FREE OF OIL AND DEBRIS )

VISUAL INSPECTION

- THOROUGHLY INSPECT THE UNIT WITH A TRAINED EYE, NOTING ANY PROBLEM AREAS. INSPECT THE FLOOR AND THE ANCHORING FASTENERS AS WELL. REPORT ANY QUESTIONABLE ITEMS.

AIR PRESSURE TO LIFT

- INSURE SUFFICIENT AIR IS AVAILABLE TO THE LIFT TO OPERATE THE PNEUMATIC LOCK SYSTEM.

NO LOAD PERFORMANCE CHECK

- ALL MECHANICAL SAFETIES OPERATE PROPERLY AND CONSISTENTLY.
- NO EXTERNAL FLUID LEAKS.
- NO BLEED DOWN.
- EFFORTLESS AND SIMULTANEOUS MOVEMENT.
- LEVEL LIFTING.
- CONTROLS FUNCTION PROPERLY.
- ALL SAFETY MECHANISMS FULLY FUNCTIONAL.

PREVIOUS DAY’S OPERATION REPORT

- VERIFY WITH SUPERVISOR THAT THERE WERE NO PROBLEMS EXPERIENCED THE PREVIOUS DAY. IF THERE WERE ANY PROBLEMS, VERIFY THAT ALL NECESSARY REPAIRS HAVE BEEN COMPLETED.

LIFTING PROCEDURES

LIFT PREPARATION AND VEHICLE POSITIONING

- PERFORM PRE-OPERATION CHECK LIST ITEM BY ITEM.
- POSITION THE SWING ARMS TO THE OUTSIDE OF THE UNIT.
- POSITION THE VEHICLE CENTERED BETWEEN THE POSTS.

NOTE:

ALIGN THE VEHICLE’S CENTER OF GRAVITY WITH THE CENTERLINE OF THE POSTS. THIS CAN BE VERIFIED BY VIEWING THE CAM FOLLOWER BEARINGS ON THE CARRIAGE. THESE BEARINGS ARE LOCATED AT EACH CORNER OF THE CARRIAGE. CENTERING OF VEHICLE IS ACHIEVED WHEN ALL 4 CAM FOLLOWER BEARINGS ARE FREE TO SPIN.


CAUTION:

IF PROPER AND SAFE LIFTING POINTS ON THE FRAME OF THE VEHICLE CAN NOT BE REACHED BY THE LIFTING PADS, DO NOT RAISE THE VEHICLE!

TO RAISE

- ENGAGE THE UP-BUTTON ON THE POWER UNIT. STOP AND VERIFY LIFTING PAD POSITION WHEN THE LIFTING PADS HAVE MADE CONTACT WITH THE VEHICLE.
- RAISE VEHICLE TO THE DESIRED WORKING HEIGHT.
- PRESS THE DOWN HANDLE AND LOWER THE UNIT ONTO THE MECHANICAL SAFETIES.

TO LOWER

- INSPECT THE LIFTING AREA TO INSURE THAT ALL PERSONNEL AND DEBRIS HAVE BEEN CLEARED FROM THE LIFTING AREA.
- DEPRESS THE UP-BUTTON ON THE POWER UNIT. RAISE UNIT APPROXIMATELY TWO INCHES.
- DEPRESS THE LOCK RELEASE AND DOWN HANDLE. LOWER UNIT TO THE DESIRED WORKING HEIGHT.
- ALWAYS RAISE UNIT UNTIL BOTH MECHANICAL SAFETIES RE-ENGAGE. DEPRESS THE DOWN-HANDLE LOWERING THE UNIT ONTO THE MECHANICAL SAFETIES
- IF WORK IS COMPLETE, CONTINUE LOWERING THE UNIT UNTIL BOTH CARRIAGES ARE FULLY LOWERED.
MAINTENANCE PROCEDURES
QUALIFIED MAINTENANCE PERSONNEL ONLY

DAILY

• PERFORM THE PRE-OPERATION CHECK LIST.
• REPORT ANY AND ALL EQUIPMENT MALFUNCTIONS IMMEDIATELY.
• CLEAN ALL MOVING PARTS. (IT IS NOT RECOMMENDED TO GREASE THE INSIDE OF THE CHANNEL ON THE POST, SWING ARMS OR SWING ARM RESTRAINTS.) IF OXIDIZATION IS OCCURRING USE A LIGHT LUBRICANT. (WD-40 OR EQUIVALENT)
• KEEP AREA AROUND THIS EQUIPMENT FREE OF DIRT, SAND, WATER, ETC.

WEEKLY

• PERFORM THE DAILY OPERATION CHECK LIST.
• PERFORM THE HYDRAULIC SAFETY CHECKS. (SEE TROUBLE SHOOTING)
• WIPE CLEAN, THE CYLINDERS’ WIPER SEALS AND THE BASE OF EACH POST TO REMOVE ANY WEEPING OIL AND DUST.
• VERIFY FLUID LEVEL. WITH THE UNIT FULLY LOWERED, THE FLUID LEVEL WILL BE 1/2 INCH BELOW THE BREATHER CAP PORT. USE DEXRON III AS REPLACEMENT FLUID.
• LUBRICATE THE ARM RESTRAINT ASSEMBLIES AS NEEDED TO INSURE FREE, AND SMOOTH OPERATION. (DO NOT USE GREASE)
• CYCLE UNIT TO FULL HEIGHT, AND BLEED APPROXIMATELY 30 SECONDS.
• CHECK LUBRICATOR FLUID LEVEL. FILL IF NEEDED.
• DRAIN FILTER REGULATOR OF EXCESSIVE MOISTURE.

MONTHLY

• INSPECT ALL HYDRAULIC COMPONENTS FOR LEAKS, DEFORMATION, WEAR OR CORROSION.
• TIGHTEN ALL FASTENERS, HYDRAULIC / PNEUMATIC FITTINGS AS REQUIRED.
  1. ALL O - RING BOSS FITTINGS JAM NUTS ARE TO BE TIGHTENED TO 15 FOOT POUNDS TORQUE.
  2. ALL PIPE FITTINGS, IF LEAKING ARE TO BE REMOVED, RE-SEALED, AND RE - INSTALLED. (SELECT - UNITE THREAD SEALANT OR EQUIVALENT ON FITTING THREADS)
• INSPECT ANCHOR BOLT CONDITIONS FOR ANY POSSIBLE CORROSION AND INSPECT THE FLOOR FOR ANY SIGNS OF FATIGUE OR FRACTURES.

SEMI-ANNUAL TRAINING

• QUALIFY / RE-QUALIFY ALL PERSONNEL IN THE SAFE OPERATION OF THIS UNIT.
• VERIFY ALL FASTENERS TO PROPER TORQUE:
  - SWING ARM NUTS TO 1000 FT-LB
  - CARRIAGE STOP FASTENERS TO 170 FT-LB
  - CARRIAGE SIDE ROLLER NUTS TO 300 FT-LB
  - LIFTING ROD NUTS TO 720 FT-LB
  - CYLINDER TOP BOLT TO 720 FT-LB
  - ANCHORS (SEE ANCHOR SPECIFICATION SECTION)
• LUBRICATE LOCK BODY MAIN PIVOT PINS. REMOVE WITH SNAP RING PLIERS WHEN FULLY LOWERED AND CLEAN LOCK PIVOT PIN AND LOCK BODY HOLE. SPRAY PIN WITH A LIGHT LUBRICANT (WD-40 OR EQUIVALENT), THEN RE-ASSEMBLE, ENSURING SMOOTH MOTION.
• THE CHANNEL SECTIONS WHERE THE CARRIAGE BEARINGS RIDE AGAINST SHOULD BE CLEANED AND LUBRICATED USING A LIGHT LUBRICANT (WD-40).
• THE MAIN CARRIAGE BEARINGS ARE FACTORY LUBRICATED AND DO NOT Require ANY ADDITIONAL PERIODIC LUBRICATION. HOWEVER, IF ADDITIONAL LUBRICATION IS DESIRED ON THESE UNDER THE CUSTOMER’S OWN INSPECTION AND MAINTENANCE PROGRAM, IT IS RECOMMENDED TO USE CAM2 – MULTIPURPOSE #2 GREASE (PART NO. 86035) OR EQUIVALENT. USE APPROXIMATELY 2 OZ. PER BEARING.

ANNUALLY

• REPLACE AND RE-BLEED THE HYDRAULIC FLUID. ALWAYS USE A CLEAN FUNNEL AND FILTER. USE DEXRON III HYDRAULIC FLUID.
• INSPECT ALL BEARINGS FOR UNUSUAL OR EXCESSIVE WEAR. (REPLACE IF NEEDED)
• REMOVE THE SWING ARM RESTRAINTS. THOROUGHLY CLEAN. USE A LIGHT LUBRICANT (WD-40 OR EQUIVALENT) REINSTALL. DO NOT USE GREASE.
• REMOVE THE SWING ARMS. THOROUGHLY CLEAN. USE A LIGHT LUBRICANT (WD-40 OR EQUIVALENT) REINSTALL. DO NOT USE GREASE.
• PERFORM THE DAILY, WEEKLY, AND MONTHLY MAINTENANCE PROCEDURES.

PART REPLACEMENT NOTES

• REPLACE ALL WORN OR BROKEN PARTS WITH GENUINE LIFT MANUFACTURER SUPPLIED PARTS (FROM MOHAWK RESOURCES LTD. ONLY)
• ALL REPLACEMENTS OF PARTS ARE TO BE PERFORMED BY TRAINED LIFT SERVICE PERSONNEL ONLY.

UPON PART REPLACEMENT, LIFT MUST PASS A FULL LIFT INSPECTION AS DEEMED SUITABLE BY TRAINED LIFT SERVICE PERSONNEL.
**WARNING:** NEVER ATTEMPT TO LOOSEN HYDRAULIC FITTINGS, OR OVERRIDE SAFETY DEVICES IN AN ATTEMPT TO CORRECT A PROBLEM. ALL TEST ARE TO BE PERFORMED WITH NO VEHICLE.

**NOTE:**
- THE HYDRAULIC SAFETY CHECK IS TO BE PERFORMED WITH NO VEHICLE ON THE UNIT.
- CONTACT YOUR LOCAL MOHAWK DISTRIBUTOR OR THE MOHAWK FACTORY IF EITHER TEST FAIL.

### HYDRAULIC SAFETY CHECK

**MAIN SIDE SAFETY CHECK:**

1. RAISE THE UNIT APPROXIMATELY 3 FEET
2. DISENGAGE THE OFF SIDE MECHANICAL SAFETY
3. LOWER THE UNIT ONTO THE MAIN SIDE MECHANICAL SAFETY
4. WHILE CONTINUING TO HOLD DOWN THE POWER UNIT LOWERING HANDLE, OBSERVE THE OFF SIDE CARRIAGE FOR MOVEMENT. THE UNIT HAS CHECKED OUT OK IF THERE IS NO MOVEMENT (OFF SIDE CARRIAGE DOES NOT CONTINUE TO LOWER)

**OFF SIDE SAFETY CHECK:**

1. RAISE THE UNIT APPROXIMATELY 3 FEET
2. DISENGAGE THE MAIN SIDE MECHANICAL SAFETY
3. LOWER THE UNIT ONTO THE OFF SIDE MECHANICAL SAFETY
4. WHILE CONTINUING TO HOLD DOWN THE POWER UNIT LOWERING HANDLE, OBSERVE THE MAIN SIDE CARRIAGE FOR MOVEMENT. THE UNIT HAS CHECKED OUT OK IF THERE IS NO MOVEMENT (MAIN SIDE CARRIAGE DOES NOT CONTINUE TO LOWER)

### NOT RAISING LOAD

<table>
<thead>
<tr>
<th>POSSIBLE CAUSE</th>
<th>SOLUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOW HYDRAULIC FLUID LEVEL</td>
<td>LOWER UNIT, REMOVE RESERVOIR BREATHER CAP. FILL UNIT TO WITHIN 1/2 INCH BELOW PORT. USE DEXRON III TRANSMISSION / HYDRAULIC FLUID.</td>
</tr>
<tr>
<td>PRESSURE RELIEF ADJUSTMENT</td>
<td>CONSULT MOHAWK SERVICE DEPARTMENT</td>
</tr>
<tr>
<td>PRESSURE RELIEF CONTAMINATION</td>
<td>REFER TO POWER UNIT SPECIFICATIONS. REMOVE AND CLEAN DEBRIS FROM VALVE ASSEMBLY.</td>
</tr>
<tr>
<td>VOLTAGE TO POWER UNIT</td>
<td>REFER TO POWER UNIT SPECIFICATIONS. CONSULT AN ELECTRICIAN</td>
</tr>
<tr>
<td>UNIT OVERLOADED</td>
<td>VEHICLE TO HEAVY TO BE RAISED</td>
</tr>
</tbody>
</table>

### NOT LOWERING

<table>
<thead>
<tr>
<th>POSSIBLE CAUSE</th>
<th>SOLUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>FLOW CONTROL VALVE</td>
<td>CLOSE FLOW CONTROL VALVE. OPEN TWO TURNS. RAISE UNIT THEN LOWER.</td>
</tr>
<tr>
<td>MECHANICAL LOCKS ENGAGED</td>
<td>RAISE UNIT. DISENGAGE MECHANICAL LOCKS.</td>
</tr>
<tr>
<td>UNIT UNEVEN (SIDE TO SIDE)</td>
<td>RAISE UNIT TO FULL HEIGHT TO EQUALIZE. THEN LOWER - OR - USE DIVERTER VALVE TO EQUALIZE</td>
</tr>
<tr>
<td>POSTS OUT OF SQUARE</td>
<td>VERIFY LEVEL ASSEMBLY. MAKE ANY AND ALL NECESSARY ADJUSTMENTS.</td>
</tr>
<tr>
<td>DEBRIS IN POSTS (TOOLS ETC.)</td>
<td>CLEAN UNIT</td>
</tr>
<tr>
<td>OBSTRUCTION UNDER VEHICLE OR LIFT</td>
<td>REMOVE OBSTRUCTION.</td>
</tr>
</tbody>
</table>

### RAISING UNEVEN

**RULE OF THUMB:** IF THE MAIN SIDE IS HIGH, RUN UNIT TO FULL HEIGHT. IF THE MAIN SIDE IS LOW, LOWER UNIT TO FLOOR. ALLOW TIME FOR THE OFF SIDE TO EQUALIZE.

<table>
<thead>
<tr>
<th>POSSIBLE CAUSE</th>
<th>SOLUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIR IN SYSTEM</td>
<td>BLEED UNIT. REFER TO BLEEDING PROCEDURES.</td>
</tr>
<tr>
<td></td>
<td>THE CARRIAGE BEARINGS ON THE MAIN AND OFF SIDE MUST NOT CONTACT THE CARRIAGE STOPS. (RESULT OF INCORRECT ROD ADJUSTMENT.)</td>
</tr>
</tbody>
</table>
## MOHAWK MODEL TP-18 & TP-20

### TROUBLE SHOOTING CONTINUED

#### RAISING UNEVEN CONTINUED

<table>
<thead>
<tr>
<th>POSSIBLE CAUSE</th>
<th>SOLUTION</th>
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</thead>
<tbody>
<tr>
<td>POSTS OUT OF SQUARE</td>
<td>VERIFY LEVEL ASSEMBLY. MAKE ANY AND ALL NECESSARY ADJUSTMENTS.</td>
</tr>
<tr>
<td>SHOP FLOOR UNEVEN</td>
<td>VERIFY PROPER INSTALLATION OF MAIN SIDE POST. MAIN SIDE TO BE ON HIGH SIDE.</td>
</tr>
<tr>
<td></td>
<td>ALSO SEE SPECIAL LIFTING PADS.</td>
</tr>
<tr>
<td>MAIN SIDE CYLINDER</td>
<td>PERFORM HYDRAULIC SAFETY CHECKS. CHECK FOR INTERNAL HYDRAULIC LEAKS</td>
</tr>
</tbody>
</table>

#### SLOW DRIFT DOWN

<table>
<thead>
<tr>
<th>POSSIBLE CAUSE</th>
<th>SOLUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>SAFETIES NOT ENGAGED</td>
<td>RAISE UNIT TO RE-ENGAGE SAFETIES. THEN LOWER UNIT ONTO SAFETIES.</td>
</tr>
<tr>
<td>POWER UNIT LOWERING VALVE CONTAMINATION</td>
<td>BACK FLUSH POWER UNIT : PULL DOWN ON THE LOWERING HANDLE, THEN ENGAGE THE UP BUTTON AT THE SAME TIME. RUN UNIT APPROX. 10 SEC.</td>
</tr>
<tr>
<td>EMERGENCY LOWERING VALVE OPEN</td>
<td>FULLY CLOSE THE VALVE. TIGHTEN SET SCREW.</td>
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#### POPPING NOISE WHEN RAISING

<table>
<thead>
<tr>
<th>POSSIBLE CAUSE</th>
<th>SOLUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOAD NOT CENTERED</td>
<td>VEHICLE IS TO FAR FORWARD OR TOO FAR BACK. POSITION THE VEHICLE SO THAT THE TWO TOP CAM BEARINGS ( BEARINGS ON THE CARRIAGE WHICH RIDE ON THE EDGE OF THE POST CHANNEL ) ARE FREE TO SPIN WHEN ALL FOUR TIRES ARE OFF THE FLOOR.</td>
</tr>
</tbody>
</table>

#### EXTERNAL HYDRAULIC LEAKS

<table>
<thead>
<tr>
<th>POSSIBLE CAUSE</th>
<th>SOLUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAIN SIDE CYLINDER</td>
<td>THOROUGHLY CLEAN THE CYLINDER. VERIFY LEAK ORIGIN. FITTINGS ARE TO BE TIGHTENED PER SPECIFICATIONS</td>
</tr>
<tr>
<td>OFF SIDE CYLINDER</td>
<td>THOROUGHLY CLEAN THE CYLINDER. VERIFY LEAK ORIGIN. FITTINGS ARE TO BE TIGHTENED PER SPECIFICATIONS.</td>
</tr>
<tr>
<td>BAD FLAIR OR FITTING</td>
<td>REMOVE THE HYDRAULIC LINE AND INSPECT FLAIR AND FITTING FOR DEFORMATION. REPLACE IF NEEDED.</td>
</tr>
<tr>
<td>BAD O-RING ( O-RING TYPE FITTINGS )</td>
<td>CHANGE O-RING</td>
</tr>
<tr>
<td>LOOSE PIPE FITTING</td>
<td>REMOVE, RESEAL, AND RE-INSTALL FITTING. SEAL ALL PIPE FITTING CONNECTIONS WITH THREAD SEALANT MOHAWK PART # 601-610-002 <strong>NOTE: DO NOT USE TEFLOW TAPE.</strong></td>
</tr>
</tbody>
</table>

**NOTE: TIGHTEN ALL FITTINGS PER SPECIFICATIONS.**
MODEL:

SERIAL NUMBER:

DATE OF INSTALLATION:

## SERVICE CHART

<table>
<thead>
<tr>
<th>DATE</th>
<th>PART REPLACED / SERVICED</th>
<th>SERVICE COMPANY</th>
<th>SERVICED BY</th>
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<tbody>
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## MAINTENANCE CHART

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<th>SERVICE COMPANY</th>
<th>SERVICED BY</th>
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</table>
MOHAWK RESOURCES LTD.

P.O. BOX 110
65 VROOMAN AVENUE
AMSTERDAM, NY 12010
TOLL FREE : 1-800-833-2006
LOCAL : 1-518-842-1431
FAX : 1-518-842-1289
INTERNET: WWW.MOHAWKLIFTS.COM
E-MAIL: SERVICE@MOHAWKLIFTS.COM
MOHAWK MODEL TP-18 & TP-20

SYMMETRICAL, 2-POST LIFT
CAPACITY: 20,000 LBS

THIS LIFT HAS BEEN TESTED AND CERTIFIED BY A NATIONALLY RECOGNIZED TESTING LABORATORY (NRTL) TO MEET THE REQUIREMENTS OF U.L. STANDARD 201 FOR GARAGE EQUIPMENT AND ANSI/AI ALCTV-1998 FOR AUTOMOTIVE LIFT CONSTRUCTION.

SPECIFICATIONS:
CAPACITY: 20,000 LBS
LIFTING SPEEDS: 110 SECONDS
MOTOR RATING: 3 HP, 208 VAC, 2 PHASE
SYNCHRONIZATION: HYDRAULIC CYLINDER DISPLACEMENT USING NO CHANGE, CABLE AND OVERLOAD RESTRICTIONS
MINIMUM LIFTING PAD HEIGHT: 3 1/8"
LIFTING HEIGHT (SPROCKET): 10 FEET
ARM HEIGHT @ FULL RISE: 6' 8" 3 1/8"
MAX. PAD HEIGHT WITH ADAPTERS: 7' 3 1/8"
OVERALL WIDTH: 11' 1 1/2" FEET
WIDTH BETWEEN POSTS: 11 FEET
WIDTH BETWEEN CARROUSELS: 10' 6" FEET
MAX. CYLINDER HEIGHT: 15' 8" 3/8"
OFF-ROAD HYDRAULIC LINES, 16" 3/8" FEET (ADJUSTABLE)
SHOCKING HEIGHT: APPROX 6000 LBS
ANCHORING SYSTEM: (1) J 3/4" DIA x 4 1/2" MIL-H-46100 IN 4000 PSI CONCRETE
MECHANICAL SAFETY LOCKS: MULTI-POSITION EVERY 6"
MECHANICAL SAFETY RELEASE: TWIN PUMP LOCK RELEASE OVER CONTROL
HYDRAULIC SAFETY SYSTEM: AUTOMATIC: ALL POSTION
SWING ARM LOCKS: AUTOMATIC LOCKING UPON ASSET
CARRIERS: 2 (1 PER COLUMN)
5" FRAME ADAPTERS: 4 INCLUDED AS STANDARD EQUIPMENT (STACKABLE)
7 1/2" FRAME ADAPTERS: 4 INCLUDED AS STANDARD EQUIPMENT (STACKABLE)
10" FRAME ADAPTERS: 4 INCLUDED AS STANDARD EQUIPMENT (STACKABLE)
CARRIAGE BEARINGS: (76) 5" DIAMETER (4 PER CARROUSEL)
DOUBLE SEALS SEAL LUBRICATION
THrust BEARINGS: (90) 5" DIAMETER (4 PER CARROUSEL)
DOUBLE SEALS SEAL LUBRICATION
FLOOR ACCESS BETWEEN POSTS: CLEAR AND UNBSTRUCTED

MOHAWK RESOURCES LTD.
P.O. BOX 110
25 VICOMAND AVENUE
AMSTERDAM, NY 12010
PHONE: (518) 842-1421
FAX: (518) 842-1429

NOTICE OF CONFIDENTIAL INFORMATION
MOHAWK RESOURCES LTD. RESERVES THE RIGHT TO MAKE CHANGES WITHOUT NOTICE.
NOTES:

1. ALL ELECTRICAL EQUIPMENT AND WIRING SHALL CONFORM TO ANSI/NFPA 70-1996, NATIONAL ELECTRICAL CODE.

2. IT SHALL BE THE RESPONSIBILITY OF THE OWNER/EMPLOYER TO PROVIDE NECESSARY LOCKOUTS/TAGOUTS OF ENERGY SOURCES IN ACCORDANCE WITH ANSI Z244.1-1982, BEFORE ATTEMPTING REPAIRS.

3. ALL FIELD WIRING/ELECTRICAL RELATED LABOR SHALL BE PERFORMED BY CERTIFIED ELECTRICIANS.

4. UNIT MUST BE PROPERLY GROUNDED IN ACCORDANCE TO NEC ARTICLE 250 (GROUNNING), AND APPLICABLE LOCAL CODES.

5. THE FOLLOWING COLOR WIRING SHALL BE RESERVED:
   GREEN: ALL EQUIPMENT GROUND CONDUCTORS.
   WHITE: ALL NEUTRAL CONDUCTORS.

REV. | DESCRIPTION | DATE | BY | APP'D.
---|-------------|------|----|------
| ! Warning: Changes as of 5/2004 with new 2 1/2 HP power unit:
1) Item 3 was 691-110-038
2) Item 4 was 691-180-015
| 5/05 | jack |

NOTICE OF CONFIDENTIAL INFORMATION

INFORMATION CONTAINED HERIN IS CONFIDENTIAL AND PROPERTY OF MOHAWK RESOURCES LTD., WHERE REPRODUCED OR DESCRIBED IT SHALL BE USED SOLELY FOR PURPOSES OF INSPECTION, INSTALLATION, OR MAINTENANCE, THE INFORMATION SHALL NOT BE USED OR DISCLOSED BY THE RECIPIENT FOR ANY OTHER PURPOSE.

MOHAWK MODEL TP-18 & TP-20

2 1/2 HP, SINGLE PHASE
208-230 VAC, 3450 RPM, 60Hz
RATING: 17.4 AMP @ 208 VAC
14.6 AMP @ 230 VAC

4 601-180-025 MOTOR, 2 1/2 HP, 1Ph, 208-230 VAC, 1

3 601-310-070 SWITCH, DPDT

2 601-170-007 PLUG, 4 PRONG, 20A, 250V, SINGLE PHASE

1 601-170-008 CONNECTOR, 4 PRONG, 20A, 250V, SINGLE PHASE

NEXT ASSEMBLY

C-SIZE
NOTICE OF CONFIDENTIAL INFORMATION

NOTES:
1. MAXIMUM OPERATING PSI @ 20,000 LBS = 2000 PSI.
2. HYDRAULIC FLUID MEDIUM: DEXRON III.
3. THIS UNIT IS DIRECT DRIVE.
4. RECOMMENDED OPERATING TEMPERATURE OF HYDRAULIC FLUID: 50°F TO 150°F.
5. ALL HYDRAULIC LINES ~6 UNLESS NOTED OTHERWISE.

<table>
<thead>
<tr>
<th>ITEM</th>
<th>PART NUMBER</th>
<th>DESCRIPTION</th>
<th>Q'TY</th>
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<tbody>
<tr>
<td>6</td>
<td>601-410-034</td>
<td>VELOCITY FUSE 6 GPM (INTERNAL)</td>
<td>REF</td>
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<tr>
<td>5</td>
<td>601-610-001</td>
<td>HYDRAULIC FLUID</td>
<td>REF</td>
</tr>
<tr>
<td>4</td>
<td>601-410-030</td>
<td>DIVERTER VALVE (PULL TYPE)</td>
<td>REF</td>
</tr>
<tr>
<td>3</td>
<td>026-002-008</td>
<td>OFFSIDE CYLINDER</td>
<td>REF</td>
</tr>
<tr>
<td>2</td>
<td>026-002-007</td>
<td>MAINSIDE CYLINDER</td>
<td>REF</td>
</tr>
<tr>
<td>1</td>
<td>601-500-070</td>
<td>POWER UNIT, 2 1/2 HP, 180-230 VAC</td>
<td>REF</td>
</tr>
</tbody>
</table>

C-SIZE

POWER UNIT:
2 1/2 HP
3 PHASE
60 HZ
230 GPM @ 3000 PSI @ 3450 RPM (180 CU.IN./REV)
5 GALLON RESERVOIR

VELOCITY FUSE SET @ 6 GPM
FACTORY SET @ 2.75 GPM

SET @ 1 GPM
230 VOLTS 1 PHASE 60 HZ
5 GALLON RESERVOIR

SET @ 2300 PSI

NOTES:
1. REMOVE ALL SHARP CORNERS & EDGES.
2. UNLESS OTHERWISE SPECIFIED, SURFACE FINISH TO BE 125 RMS.
3. WELDING MEDIUM SHALL CONFIRM TO ANSI SPECIFICATIONS TO E-7018 ELECTRODES OR E-7016 CODE 5.9 FUXE CORE WIRE ONLY.

TOLERANCES:
+/- 1/32 IN. GENERAL: +/- 0.005 MATERIAL: +/- 0.002

SCALE: N/A
CHECKED: N/A
APPROVED: N/A
DRY NUMBER: 020-000-000

DATE: 8/98
WEIGHT: N/A
FROM: N/A
DRAWING NUMBER: 020-000-050

MOHAWK RESOURCES LTD.
IMPORTANT NOTE

MOST VEHICLES' CENTER OF GRAVITY (C.O.G.) LIE BETWEEN WHEEL BASE CENTERS. HOWEVER, SOME VEHICLES C.O.G. MAY BE OFFSET. VERIFY THE CENTER OF GRAVITY ON THE VEHICLE FLEET TO INSURE REAR AND FRONT ACCESS OF THE VEHICLE.

FILE: MAN2014
**MOHAWK MODEL TP-18 & TP-20**

**The Original wej-it® Wedge Anchors**

**Key Features/Benefits**

- **Time-Tested, Proven Reliability.** An industry standard for over 45 years.
- **Fully Assembled and Ready to Use.** Unparalleled job-site convenience.
- **Bolt Size Is Hole Size.** Allows precision placement of equipment through pre-drilled holes.
- **Exclusive “Positive Wedge Connections.”** Minimizes wedge loosening due to vibratory loads.

**Specifications, Approvals and Listings**

<table>
<thead>
<tr>
<th>Type</th>
<th>Zinc Plating</th>
<th>ASTM B-633, Type III, SC1</th>
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<tbody>
<tr>
<td>ICBO-ES</td>
<td>Report #1821</td>
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<tr>
<td>City of Los Angeles</td>
<td>#RR 24939</td>
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<td>DOT</td>
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<td>Please call Customer Service for specific information by state.</td>
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<tr>
<td>Federal</td>
<td>QQZ-325C, Type II, Class 3</td>
<td></td>
</tr>
<tr>
<td>Specifications</td>
<td>Clear Chrome</td>
<td>FFS-325, Group II, Type 4, Class 1</td>
</tr>
</tbody>
</table>

**Maximum Tensile and Shear Capacity for Static Loads**

<table>
<thead>
<tr>
<th>Anchor &amp; Hole Size</th>
<th>Embedment (in)</th>
<th>Tension (lbf)</th>
<th>Shear (lbf)</th>
<th>Embedment (in)</th>
<th>Tension (lbf)</th>
<th>Shear (lbf)</th>
<th>Embedment (in)</th>
<th>Tension (lbf)</th>
<th>Shear (lbf)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/4</td>
<td><strong>3</strong></td>
<td>11579</td>
<td>15537</td>
<td>5057</td>
<td>19299</td>
<td>21000</td>
<td>3.5</td>
<td>17293</td>
<td>19050</td>
</tr>
<tr>
<td>3/4</td>
<td><strong>7</strong></td>
<td>15444</td>
<td>15537</td>
<td>7500</td>
<td>25740</td>
<td>21000</td>
<td>4</td>
<td>17293</td>
<td>19050</td>
</tr>
<tr>
<td>1</td>
<td>5 1/2</td>
<td>16351</td>
<td><strong>33083</strong></td>
<td>4500</td>
<td>27252</td>
<td>33083</td>
<td>5</td>
<td>21616</td>
<td>31666</td>
</tr>
<tr>
<td>1</td>
<td><strong>7</strong></td>
<td>17837</td>
<td><strong>33083</strong></td>
<td><strong>4619</strong></td>
<td>29728</td>
<td>33083</td>
<td>5</td>
<td>21616</td>
<td>31666</td>
</tr>
</tbody>
</table>

Source: (available upon request): 1) University of Texas, Austin, TX (using new ICBO-ES testing criteria); 1993. 2) AA Engineers & Associates, Inc., Denver, CO; 1981.

**Length Selection Guide**

(C) 3-4 turns of nut = 1/2 bolt diameter
Nut thickness = bolt diameter
Material thickness = Material thickness

(A) Minimum embedment

| Minimum Embedment (A) + Material Thickness (B) + $1/2 \times$ Bolt Diameter (C) = Total Anchor Length (D) |

**Edge Distance and Spacing Requirements**

<table>
<thead>
<tr>
<th>Embedment (E) in Anchor Diameters (d)</th>
<th>Spacing</th>
<th>Edge Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>$E &lt; 6d$ (shallow)</td>
<td>3.50E</td>
<td>1.75E</td>
</tr>
<tr>
<td>$6d \leq E \leq 8d$ (standard)</td>
<td>2.00E</td>
<td>1.00E</td>
</tr>
<tr>
<td>$8d &lt; E$ (deep)</td>
<td>1.50E</td>
<td>0.75E</td>
</tr>
</tbody>
</table>

**Notes:**

- Information provided only for the use of a qualified design engineer. Use of technical data by persons not qualified could cause serious damage, injury, or even death.
- Ultimate values shown. For static loads, use one-fourth of the maximum tensile and shear capacities for the recommended 4:1 safety factor.
INSTALLATION INSTRUCTIONS – MOHAWK LIFTS

1. Drill the hole perpendicular to the work surface.* The drill bit diameter will be the same as the anchor diameter that you are installing. To assure full holding power, do not ream the hole or allow the drill to wobble. Ensure all holes are a minimum of 6 inches away from any cracks, seams or defects in the concrete.

2. Drill the hole 1 diameter deeper than the intended embedment of the anchor, but not closer than two diameters to the bottom (opposite) surface of the concrete.

3. Clean the hole using compressed air and a nylon brush. A clean hole is necessary for proper performance.

4. For ease of installation, make certain that the spear heads are located up against the wedge pockets.

5. Turn the nut onto the anchor until contact is made with the top of the spears and the bottom of the washer. Insert anchor into hole.

6. Tap anchor into hole with a 2 ½ lb. hammer until the washer rests solidly against the base plate.

7. Tighten the nut from 1 ½ to 3 turns past hand tight position to estimated installation torque below. Use of an impact wrench for Installation of the anchor is NOT recommended.

TORQUE VALUES

<table>
<thead>
<tr>
<th>Anchor Diameter (in)</th>
<th>Drill Bit Diameter (in)</th>
<th>Estimated Install Torque (ft-lb)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/4</td>
<td>3/4</td>
<td>75</td>
</tr>
<tr>
<td>1</td>
<td>1</td>
<td>130</td>
</tr>
</tbody>
</table>

INSPECTION & MAINTENANCE INSTRUCTIONS

1. Verify torque on anchors to 70 ft-lbs for 3/4 anchors and 120 ft-lbs for 1" anchors for future/annual inspections.

* Always wear safety glasses. Follow the drill manufacturer’s safety instructions. Use only solid carbide-tipped drill bits meeting ANSI B212.15 diameter standards as listed on back cover.

REV: 11/07
MOHAWK
MADE IN THE U.S.A.

MODEL TP-20

PARTS

MOHAWK RESOURCES LTD.
P.O. BOX 110
65 VROOMAN AVENUE
AMSTERDAM, NY 12010
TOLL FREE : 1-800-833-2006
LOCAL : 1-518-842-1431
FAX : 1-518-842-1289
INTERNET: WWW.MOHAWKLIIFTS.COM
E-MAIL: SERVICE@MOHAWKLIIFTS.COM
SEE MANUAL DRAWINGS BELOW FOR FURTHER INFORMATION

MAN2000A TP-20 MAINSIDE ASSEMBLY
MAN2000B TP-20 OFFSIDE ASSEMBLY
MAN2001 HYDRAULIC SYSTEM
MAN2002 CARRIAGE SUB-ASSEMBLY
MAN2003 CARRIAGE/LIFTING RODS/YOKE
MAN2004 TP-20 PNEUMATIC SYSTEM
MAN2005 PARTS BOX #1 (POWER UNIT)
MAN2006 CARRIAGE/SWING ARMS/SILOERS/LIFTING PADS
MAN2007 MAINSIDE & OFFSIDE LEG ASSEMBLY
MAN2008 TAG & DECAL LOCATIONS
MAN2011 SMALL PARTS BAGS #1, #2, & #3
MAN2012 PARTS BOX #2
MAN2013 DIVERTER VALVE ASSEMBLY
MAN659 MAINSIDE CYLINDER ASSEMBLY
MAN660 OFFSIDE CYLINDER ASSEMBLY
MAN661-A SMALL PARTS BAG #4

TP-20 ISOMETRIC FINAL ASSEMBLY

FILE: MAN2000
DATE: 9/98
<table>
<thead>
<tr>
<th><strong>USUED ON MAINSIDE</strong></th>
<th><strong>USUED ON OFFSIDE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>1 028-000-013</td>
<td>YOKE WELDMENT (OFFSIDE)</td>
</tr>
<tr>
<td>2 MAN850</td>
<td>CYLINDER ASSEMBLY (OFFSIDE)</td>
</tr>
<tr>
<td>3 MAN859</td>
<td>CYLINDER ASSEMBLY (MAINSIDE)</td>
</tr>
<tr>
<td>4 MAN2002</td>
<td>CARRIAGE SUB-ASSEMBLY</td>
</tr>
<tr>
<td>5 026-002-126</td>
<td>LIFTING ROD, 1 1/2 IDA</td>
</tr>
<tr>
<td>6 026-000-010</td>
<td>YOKE WELDMENT (MAINSIDE)</td>
</tr>
<tr>
<td>7 600-680-007</td>
<td>NUT, PLAIN, 1 1/2-12 NF</td>
</tr>
<tr>
<td>8 600-640-055</td>
<td>BOLT, 1-14 NF x 2 1/2, HEX HEAD CAP</td>
</tr>
</tbody>
</table>

**CARRIAGE/LIFTING RODS/YOKE**

FILE: MAN2003
DATE: 8/99
NOTE:
ALL PNEUMATIC LINES TO BE ROUTED ON INSIDE OF LEGS.
<table>
<thead>
<tr>
<th>ITEM</th>
<th>PART NUMBER</th>
<th>DESCRIPTION</th>
<th>QTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>601-300-070</td>
<td>POWER UNIT, 2.5 HP, SINGLE PHASE</td>
<td>1</td>
</tr>
<tr>
<td>1</td>
<td>601-600-023</td>
<td>BOX, CORRUGATED</td>
<td>1</td>
</tr>
</tbody>
</table>

**TP-20 POWER UNIT & BOX**
(020-000-036)

**FILE:** MAN2005
**DATE:** 9/98
CUT "MADE IN USA" FROM ITEM 1 AND PLACE IN POSITION SHOWN (3) PLACES

SHOWN ON MAINSIDE CYLINDER (018-002-007)

TP-20 & TP-20B TAG & DECAL LOCATION

<table>
<thead>
<tr>
<th>ITEM</th>
<th>PART NUMBER</th>
<th>DESCRIPTION</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>601-800-118</td>
<td>DECAL, PRESSURE WARNING, 2&quot; x 6 1/2</td>
<td>1</td>
</tr>
<tr>
<td>13</td>
<td>600-800-032</td>
<td>PATENT DECAL</td>
<td>1</td>
</tr>
<tr>
<td>12</td>
<td>601-800-021</td>
<td>&quot;NO USER SERVICEABLE PARTS&quot; DECAL</td>
<td>1</td>
</tr>
<tr>
<td>11</td>
<td>601-800-064</td>
<td>&quot;GUARD &amp; COVER&quot; DECAL, 2&quot; x 3 1/2</td>
<td>6</td>
</tr>
<tr>
<td>10</td>
<td>601-800-037</td>
<td>&quot;AL&quot; PLATE, 1 1/2 x 3 1/4</td>
<td>1</td>
</tr>
<tr>
<td>9</td>
<td>601-800-026</td>
<td>SERIAL SPEC, PATENT PLATE, 2 7/16 x 4 9/16</td>
<td>1</td>
</tr>
<tr>
<td>8</td>
<td>600-820-001</td>
<td>SCREW, DRIVE, #4 x 1/4, ROUND HEAD, TYPE U</td>
<td>2</td>
</tr>
<tr>
<td>7</td>
<td>601-800-053</td>
<td>&quot;CAUTION, WARNING &amp; SAFETY&quot; DECAL SET (3 PIECES)</td>
<td>1</td>
</tr>
<tr>
<td>6</td>
<td>601-800-038</td>
<td>&quot;CAUTION&quot; DECAL, 2&quot; x 3 1/2</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>601-800-054</td>
<td>&quot;WARNING&quot; DECAL, 2&quot; x 3 1/2</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>601-800-001</td>
<td>OPERATIONAL INSTRUCTIONS DECAL, 5&quot; x 16&quot;</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>601-800-112</td>
<td>&quot;MAXIMUM CAPACITY&quot; DECAL, 5&quot; x 5&quot; (30000 LBS)</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>601-800-030</td>
<td>&quot;MADE IN AMERICA&quot; DECAL, 3 1/8 x 5 3/16</td>
<td>2</td>
</tr>
<tr>
<td>1</td>
<td>601-800-064</td>
<td>&quot;MOHAWK&quot; DECAL, 2 3/3 x 4 1 1/4</td>
<td>1</td>
</tr>
</tbody>
</table>
NOTE: PLACE ALL ITEMS IN ITEM 1.
## MOHAWK MODEL TP-18 & TP-20

### Diverter Valve Assembly

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Part Number</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Diverter Valve</td>
<td>601-420-020</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>Check Valve</td>
<td>601-420-026</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>Nipple</td>
<td>601-020-017</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>Manifold Repair Kit</td>
<td>2122305</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>Port</td>
<td>601-420-010</td>
<td>1</td>
</tr>
</tbody>
</table>

### Ports

- **A**: To bottom of mainside cylinder & to bottom of offside cylinder
- **B**: To top of pressure port
- **C**: To tank (reservoir)

**Back View:**

**Right Side View:**

**Front View:**

**Top View:**

---

**MAN2013**

**FILE: MAN2013**

**DATE: 9/98**

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**Page 38**
PISTON ASSY, 025-000-012

ITEM | PART NUMBER | DESCRIPTION | QTY
--- | --- | --- | ---
1 | 601-420-017 | FITTING | 1
2 | 601-410-034 | VELOCITY FUSE -6 | 1
3 | 601-030-008 | O-RING | REF
4 | 026-002-010 | BARREL WELDMENT | 1
5 | 026-000-112 | PISTON | 1
6 | 601-050-003 | SEAL POLYPACK | 2
7 | 601-060-011 | BACK-UP RING | 2
8 | 601-010-001 | PISTON T-SEAL | 1
9 | 601-030-002 | O-RING | 2
10 | 009-001-152 | SPOOL | 2
11 | 600-840-009 | SPRING | 1
12 | 009-001-153 | RETAINER | 2
13 | 601-030-011 | O-RING | 1
14 | 601-420-017 | FITTING | 1
15 | 601-000-003 | ROD T-SEAL | 1
16 | 601-060-007 | BACK-UP RING | 2
17 | 601-020-003 | WIPER | 1
18 | 026-000-111 | ROD GLAND | 1
19 | 026-000-183 | SPIN KEY | 1
20 | 600-850-001 | BOLT | 1
21 | 007-007-143 | WASHER | 1
22 | 601-030-009 | O-RING | 1
23 | 012-012-013 | ROD | 1
24 | 601-800-021 | DECAL, CAUTION | 1
25 | 601-800-022 | DECAL, PATENT | 1

TP-18A, 20, 26A, & 30A
MAINSDIE CYLINDER ASSEMBLY
(026-002-007)

FILE: MAN659
DATE: 11/97
PRE-EXISTING SLAB REQUIREMENTS & NEW SLAB RECOMMENDATIONS
Mohawk Resources Ltd.

**PRE-EXISTING Minimum Floor Requirements**

<table>
<thead>
<tr>
<th>Mohawk Lift Model</th>
<th>Minimum Slab Thickness</th>
<th>Minimum Compressive Strength</th>
<th>Reinforcement Size</th>
<th>Reinforcement Spacing (Rebar)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-7</td>
<td>4-1/2”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>12 in.</td>
</tr>
<tr>
<td>System IA</td>
<td>4-1/2”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>12 in.</td>
</tr>
<tr>
<td>System IA-10</td>
<td>4-1/2”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>12 in.</td>
</tr>
<tr>
<td>LMF-12</td>
<td>6 1/2”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>12 in.</td>
</tr>
<tr>
<td>TP-15</td>
<td>6 1/2”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>10 in.</td>
</tr>
<tr>
<td>TP-16</td>
<td>6 1/2”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>10 in.</td>
</tr>
<tr>
<td>TP-18</td>
<td>8”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>10 in.</td>
</tr>
<tr>
<td>TP-20</td>
<td>8”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>10 in.</td>
</tr>
<tr>
<td>TP-26</td>
<td>12”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>10 in.</td>
</tr>
<tr>
<td>TP-26-W</td>
<td>8”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>10 in.</td>
</tr>
<tr>
<td>TP-30</td>
<td>12”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>10 in.</td>
</tr>
<tr>
<td>TP-30-W</td>
<td>8”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>10 in.</td>
</tr>
<tr>
<td>TR-19</td>
<td>4 1/2”</td>
<td>n/a</td>
<td>ACI Temp only*</td>
<td>ACI Temp only*</td>
</tr>
<tr>
<td>FL-25</td>
<td>4 1/2”</td>
<td>n/a</td>
<td>ACI Temp only*</td>
<td>ACI Temp only*</td>
</tr>
<tr>
<td>TR-25A</td>
<td>4 1/2”</td>
<td>n/a</td>
<td>ACI Temp only*</td>
<td>ACI Temp only*</td>
</tr>
<tr>
<td>TR-33</td>
<td>6” or (4 1/2” **)</td>
<td>n/a</td>
<td>ACI Temp only*</td>
<td>ACI Temp only*</td>
</tr>
<tr>
<td>TR-35</td>
<td>6” or (4 1/2” **)</td>
<td>n/a</td>
<td>ACI Temp only*</td>
<td>ACI Temp only*</td>
</tr>
<tr>
<td>TR-50</td>
<td>6” or (4 1/2” **)</td>
<td>n/a</td>
<td>ACI Temp only*</td>
<td>ACI Temp only*</td>
</tr>
<tr>
<td>TR-75</td>
<td>6” or (4 1/2” **)</td>
<td>n/a</td>
<td>ACI Temp only*</td>
<td>ACI Temp only*</td>
</tr>
</tbody>
</table>

* The floor must be properly aged to American Concrete Institute specifications. The floor does not require reinforcement, but a minimum of wire mesh is recommended.

** Larger 4’ x 4’ base pads (available from Mohawk) required for floors with a thickness range less than 6”, but greater or equal to 4 1/2”.

The floor should be test drilled to verify minimum floor thickness and to confirm building drawings. A core sample should be obtained and tested to verify minimum floor compressive strength. When investigating floor properties, consult building drawings to verify proper floor reinforcement.

All 2-post lifts require a continuous single slab. Spanning expansion seams or positioning posts on separate slabs is not acceptable.

--- ALL MOHAWK LIFTS MUST BE INSTALLED ON CONCRETE ONLY ---

**DO NOT** install any Mohawk lift on any surface other than concrete, conforming to the minimum compressive strength, aging, reinforcement, and thickness stated in the table above.

**DO NOT** install any Mohawk lift on expansion seams or on cracked or defective concrete. All ¼ inch diameter anchors must be a minimum of 6 inches away from any expansion seams, control joints or other inconsistencies in the concrete. All 1 inch diameter anchors must be a minimum of 7 ½ inches away from any expansion seams, control joints or other inconsistencies in the concrete. Refer to anchor manufacturer specifications for specific information concerning edge distances and bolt to bolt distance requirements.

**NEVER, NEVER** install a Mohawk lift on hand mixed concrete.

**DO NOT** install any Mohawk lift on a secondary floor level or on any ground floor with a basement beneath without written authorization from the building architect and prior consultation and approval from Mohawk Resources Ltd.

If the floor does not meet these minimum pre-existing floor requirements, it is suggested to construct a slab as outlined in **New Slab Recommendations**. If the location of the lift is in a seismic zone, contact Mohawk Resources Ltd. for seismic slab designs.
New Slab Recommendations:

The information contained in this appendage supercedes any other information given in the accompanied manual. This information is presented for design recommendations for a new concrete slab in the event that the pre-existing floor does not meet minimum requirements of the applicable lift type. Please read all instructions below carefully before producing new slab.

**Basic Concrete Requirements:**

- **Minimum Tensile Strength of Concrete:** 4,000 P.S.I.
- **Minimum Aging of New Concrete Slab:** 28 days (cure time)
- **Minimum Thickness of Concrete Slab:** See New Slab Table & Figure Attached
- **Minimum Width and Length of Slab:** See New Slab Table & Figure Attached

All properties of the new concrete slab are mandatory and must conform to the above stated properties before installation of the lift is deemed acceptable. The new slab must be totally surrounded by an existing concrete floor. Certified strength documentation should be obtained from the firm who supplies the concrete mixture at the time of the pour.

The slab above is designed as “stand alone” and does not take into account the contribution of strength from surrounding concrete. It may be desirable to reinforce the new slab to the pre-existing surrounding floor. Care should be taken to locate these specific reinforcement bars away from any anchor positions of the specific lift.

This new slab design does not account for second floor installations or installations in a ground floor with a basement beneath. For this case, the lift should not be installed without written authorization from the building architect.

All ¾ inch diameter anchors must be a minimum of 6 inches away from any expansion seams, control joints or other inconsistencies in the concrete. All 1 inch diameter anchors must be a minimum of 7½ inches away from any expansion seams, control joints or other inconsistencies in the concrete. Refer to anchor manufacturer specifications for specific information concerning edge distances and bolt to bolt distance requirements.

NEVER, NEVER, hand mix your own concrete.
**New Slab Recommendations**

File: New-slab.xls

**Rev Date: 6/7/06**

**NEW SLABS MUST BE 12" THICK MINIMUM!! (See Notes Below)**

<table>
<thead>
<tr>
<th>Lift Model</th>
<th>W Slab Width, (Inches)</th>
<th>L Slab Length, (Inches)</th>
<th>R Reinforcement Size, (Inch) (See Note 1 &amp; 2)</th>
<th>S1 &amp; S2 Reinforcement Spacing, (Inch) (See Note 3)</th>
<th>D Wej-it Dia, (Inch)</th>
<th>I Wej-it Length, (Inch)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-7</td>
<td>48&quot; Min</td>
<td>144&quot; Min</td>
<td>8 - #4 - Main Bars 21 - #4 - Temperature Bars</td>
<td>6 in - Long Bars 8 in - Short Bars</td>
<td>3/4 in</td>
<td>5 in</td>
</tr>
<tr>
<td>System IA</td>
<td>48&quot; Min</td>
<td>161&quot; Min</td>
<td>8 - #4 - Main Bars 21 - #4 - Temperature Bars</td>
<td>6 in - Long Bars 8 in - Short Bars</td>
<td>3/4 in</td>
<td>5 in</td>
</tr>
<tr>
<td>System IA-10</td>
<td>48&quot; Min</td>
<td>161&quot; Min</td>
<td>8 - #4 - Main Bars 21 - #4 - Temperature Bars</td>
<td>6 in - Long Bars 8 in - Short Bars</td>
<td>3/4 in</td>
<td>5 in</td>
</tr>
<tr>
<td>LMF-12</td>
<td>72&quot; Min</td>
<td>168&quot; Min</td>
<td>12 - #4 - Main Bars 23 - #4 - Temperature Bars</td>
<td>6 in - Long Bars 8 in - Short Bars</td>
<td>3/4 in</td>
<td>6 in</td>
</tr>
<tr>
<td>TP-15</td>
<td>72&quot; Min</td>
<td>168&quot; Min</td>
<td>12 - #4 - Main Bars 23 - #4 - Temperature Bars</td>
<td>6 in - Long Bars 8 in - Short Bars</td>
<td>3/4 in</td>
<td>6 in</td>
</tr>
<tr>
<td>TP-16</td>
<td>72&quot; Min</td>
<td>168&quot; Min</td>
<td>12 - #4 - Main Bars 23 - #4 - Temperature Bars</td>
<td>6 in - Long Bars 8 in - Short Bars</td>
<td>3/4 in</td>
<td>6 in</td>
</tr>
<tr>
<td>TP-18</td>
<td>72&quot; Min</td>
<td>186&quot; Min</td>
<td>18 - #4 - Main Bars 24 - #4 - Temperature Bars</td>
<td>4 in - Long Bars 8 in - Short Bars</td>
<td>3/4 in</td>
<td>6 in</td>
</tr>
<tr>
<td>TP-20</td>
<td>72&quot; Min</td>
<td>186&quot; Min</td>
<td>18 - #4 - Main Bars 24 - #4 - Temperature Bars</td>
<td>4 in - Long Bars 8 in - Short Bars</td>
<td>3/4 in</td>
<td>6 in</td>
</tr>
<tr>
<td>TP-26</td>
<td>72&quot; Min</td>
<td>198&quot; Min</td>
<td>18 - #4 - Main Bars 24 - #4 - Temperature Bars</td>
<td>4 in - Long Bars 8 in - Short Bars</td>
<td>3/4 in</td>
<td>10 in</td>
</tr>
<tr>
<td>TP-30</td>
<td>72&quot; Min</td>
<td>198&quot; Min</td>
<td>18 - #4 - Main Bars 24 - #4 - Temperature Bars</td>
<td>4 in - Long Bars 8 in - Short Bars</td>
<td>1 in</td>
<td>10 in</td>
</tr>
<tr>
<td>TR-19 *</td>
<td>24&quot; Min</td>
<td>24&quot; Min</td>
<td>4 - #4 Bars 8 Bars Total</td>
<td>6 in - Each Way 3/4 in</td>
<td>5 in</td>
<td></td>
</tr>
<tr>
<td>FL-25 *</td>
<td>24&quot; Min</td>
<td>24&quot; Min</td>
<td>4 - #4 Bars 8 Bars Total</td>
<td>6 in - Each Way 3/4 in</td>
<td>5 in</td>
<td></td>
</tr>
<tr>
<td>TR-25 *</td>
<td>24&quot; Min</td>
<td>24&quot; Min</td>
<td>4 - #4 Bars 8 Bars Total</td>
<td>6 in - Each Way 3/4 in</td>
<td>5 in</td>
<td></td>
</tr>
<tr>
<td>TR-33 *</td>
<td>72&quot; Min</td>
<td>72&quot; Min</td>
<td>12 - #4 Bars 24 Bars Total</td>
<td>6 in - Each Way 3/4 in</td>
<td>5 in</td>
<td></td>
</tr>
<tr>
<td>TR-35 *</td>
<td>72&quot; Min</td>
<td>72&quot; Min</td>
<td>12 - #4 Bars 24 Bars Total</td>
<td>6 in - Each Way 3/4 in</td>
<td>5 in</td>
<td></td>
</tr>
<tr>
<td>TR-50 *</td>
<td>72&quot; Min</td>
<td>72&quot; Min</td>
<td>12 - #4 Bars 24 Bars Total</td>
<td>6 in - Each Way 3/4 in</td>
<td>5 in</td>
<td></td>
</tr>
<tr>
<td>TR-75 *</td>
<td>72&quot; Min</td>
<td>72&quot; Min</td>
<td>12 - #4 Bars 24 Bars Total</td>
<td>6 in - Each Way 3/4 in</td>
<td>5 in</td>
<td></td>
</tr>
</tbody>
</table>

* Four Separate Slabs Formed at each Post.

Note 1: An additional layer of 6 x 6 - 10/10 WWF at mid height of new slab would be advisable in any extremely hot or cold climate to control cracking due to temperature fluctuations and shrinkage. At anchor bolt locations only keep WWF mesh below the elevation of the anchorage to avoid drilling interference with the wire.

Note 2: The main reinforcing and lower temperature steel shall be Grade 60 deformed bars.

Note 3: The tolerance on spacing of the bars in each direction shall be the value shown, plus or minus 1 inch. In addition, the number of bars specified in the table must be used.

Note 4: The concrete outline dimensions and the reinforcing shown are for a foundation bed allowable bearing capacity of not less than 2,000 lb/sq ft (1 ton per square foot). Many clays, and most all firm clay, hard clay, sand & clay mixes, dry sands, course dry sands, dry sand and silt mixes, sand and gravel mixes, and gravel type soils meet or exceed this allowable bearing capacity. If there is question regarding the foundation bed allowable bearing capacity, a soils testing engineer should be consulted. Situations where the allowable bearing capacity is lower than this value will require special attention.
NEW RECOMMENDED SLAB DESIGN FOR 2-POST LIFTS

FILE: MAN066
DATE: 2/98
REV DATE: 7/2003

UNSUITABLE EXISTING CONCRETE SLAB.

#4 x 18 in long anchorage dowels spaced every 18" around perimeter of slab and/or use alternative key-ins (see below)

(NEW) Fc' = 4000 PSI compressive strength concrete slab.

SECTION A-A
NEW RECOMMENDED SLAB DESIGN
FOR 4-POST LIFTS

FILE: MAN089
DATE: 10/00
REV DATE: 7/2003

MOHAWK MODEL TP-18 & TP-20

UNINSULATING EXISTING CONCRETE SLAB.

#4 x 18 INCH LONG ANCHORAGE DOWELS SPACED EVERY 18” AROUND PERIMETER OF SLAB AND/OR USE ALTERNATIVE KEY-INS (SEE BELOW)

(NEW) Fc’=4000 PSI COMPRESSIVE STRENGTH CONCRETE SLAB.

REINFORCEMENT (SEE SLAB TABLE)

SECTION A–A

6” KEY-IN AROUND
PERIMETER OF SLAB
AS ALTERNATE TO DOWELS

3” INCH MIN

3/4” TO 1-1/4”
TYPICAL BASE PLATE DETAIL
(SYSTEM IA SHOWN BELOW – 8 ANCHORS PER BASE PLATE)

BASE PLATE ANCHORING INSTRUCTIONS:

1. LOCATE POSTS IN DESIRED LOCATION OF BAY, PER LIFT SETUP DIMENSIONS. REFER TO LIFT MANUAL FOR INSIDE DIMENSIONS OF COLUMNS, ETC.
   (FOR SYSTEM IA-10, THE INSIDE POST DIMENSION IS 120")

2. MATCH DRILL ALL BASE PLATE HOLES. REFER TO ANCHOR BOLT INSTALLATION SPECIFICATIONS ATTACHED FOR DRILL SIZE. (3/4" DIAMETER ORIGINAL WEJ-IT STYLE EXPANSION ANCHOR BOLTS).

3. INSTALL ANCHORS PER ANCHOR BOLT INSTALLATION SPECIFICATIONS ATTACHED. SHIM UNDER BASE PLATE AS NEEDED TO ENSURE THAT POSTS ARE SQUARE AND PLUMB (MAXIMUM OF 1/4") WITH colored SHIMS PROVIDED (HORSESHOE SHAPED).

4. ALL ANCHORS MUST BE A MINIMUM OF 6" AWAY FROM ANY EXPANSION SEAM, CONTROL JOINT, OR OTHER FLOOR INCONSISTENCIES.

5. DRILLING THRU ENTIRE SLAB THICKNESS IS PREFERRED WHEN POSSIBLE. THIS ALLOWS ANCHORS TO BE HAMMERED FLUSH TO CONCRETE IF LIFT IS RE-LOCATED.
SAFETY INSTRUCTIONS
Read operating and safety manuals before using lift.

SAFETY INSTRUCTIONS
Proper maintenance and inspection is necessary for safe operation.

SAFETY INSTRUCTIONS
Do not operate a damaged lift.

The messages and pictographs shown are generic in nature and are meant to generally represent hazards common to all automotive lifts regardless of specific style.

Funding for the development and validation of these labels was provided by the Automotive Lift Institute, PO Box 33116 Indialantic, FL 32903.

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MOHAWK
Because Quality Lasts Forever.

Model USL-6000
Full rise, space-saving, no-post, portable scissors lift, offers full under-car access.

Model A-7
The A-7 is a 7,000 lb. capacity asymmetric lift that allows full opening of all vehicle doors as well as total undercar/underdash access, thanks to Mohawk's unique "clear-floor" design. Low 4" arms accommodate all imports and low-riding sports cars. Includes both 3' and 6' truck adapters.

Model System I
The 9,000 lb. capacity System I, like all Mohawk lifts, features Mohawk's patented hydraulic equalization system with adjustable overhead (or optional underground) hydraulic lines. Offers low 3 1/2" swing arms and comes standard with truck adapters.

Model LMF-12, TP-15, TP-18, TP-26 & TP-30
These 12,000 to 30,000 lb. capacity models are the ideal heavy-duty lifts for up to Class VI trucks. Mohawk's unique "clear floor" design makes these the perfect lifts for all fleet applications. Truck adapters are standard equipment.

TR-Series Ramp Style Lifts
Standard models from 25,000 up to 125,000 lbs. for total under-vehicle access. Ramp lengths from 20' to 50'. Completely operated by a single technician, and features fully interlocked, redundant safety systems.

www.mohawklifts.com
SEND US YOUR PHOTOS!

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VISIT WWW.MOHAWKLIFTS.COM/PR/ AND MAYBE WE CAN ADD YOUR PHOTOS TO OUR COLLECTION. (JPG FORMATS PREFERED)

E-MAIL YOUR PHOTOS AND COMMENTS TO: PHOTOS@MOHAWKLIFTS.COM

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