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.
IMPORTANT SAFETY INSTRUCTIONS

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

1. Read this manual and review all illustrations of this manual thoroughly before attempting to install, operate or maintain this lift.

2. Deliver these operation, inspection, and maintenance instructions to the lift owner/user/employer along with the other instructional materials furnished with this lift.

3. Maintenance on this equipment is to be performed only by trained lift service personnel, and worn or broken parts are to be replaced only with genuine Mohawk brand supplied parts.

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

5. 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.

6. Do not let cord or hoses hang over edge of table, bench or counter or come in contact with hot manifolds or moving fan blades.

7. 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.

8. 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.

9. To reduce the risk of fire, do not operate equipment in the vicinity of open containers of flammable liquids (gasoline). WARNING: Risk of Explosion: This equipment has internal arcing and sparking parts which should not be exposed to flammable vapors. This equipment is only suitable for installation in a garage having sufficient air circulation to be considered a non-hazardous location.

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

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

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

13. Use only as described in this manual. Use only manufacturer’s (Mohawk) recommended attachments.

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

SAVE THESE INSTRUCTIONS  Rev (10/22/99)
APPENDAGE:
(7/10/2012)

LIFT ENVIRONMENT:
Mohawk prohibits the outdoor installation of this standard lift, which is APPROVED FOR INDOOR USAGE ONLY, 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 could/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.

Standard foundation flooring and anchorage specifications are contained within this manual. For installation within a seismic area, a qualified person must be consulted to address seismic loads and other local or state requirements.

ACCESSORIES:
All accessories (i.e. jacking beams, etc.) 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.

JACKING BEAMS:
Loading of the jacking beams or combinations of jacking beams above the rated capacity of the lift itself could result in personal injury to the operator and/or damage to the lift and/or vehicle. The load rating of any jacking beam or combination of jacking beams on this unit must not exceed the rated capacity of the lift.
MOHAWK MODEL TR-33/35/50/75/33WT/35WT/50WT/70WT

HAVE A QUESTION?

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

Distributor Place Card Here

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.MOHAWKLIFFTS.com
E-Mail: Service@MOHAWKLIFFTS.com
MOHAWK WARRANTIES
EFFECTIVE DATE: 8/1/2012

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 LABOR. THIS WARRANTY DOES NOT COVER DOWNTIME EXPENSES INCURRED WHEN UNIT IS IN REPAIR. THE LIFT MUST BE REGISTERED WITHIN 30 DAYS OF INSTALLATION BY MAILING SUPPLIED WARRANTY REGISTRATION CARD TO MOHAWK. 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):
STRUCTURAL AND MECHANICAL COMPONENTS OF THIS UNIT ARE GUARANTEED FOR THE BELOW STATED TIME FRAME, SPECIFIC TO MODEL LISTED, FROM THE DATE OF SHIPMENT FROM FACTORY, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN LIFT IS INSTALLED AND USED ACCORDING TO SPECIFICATIONS.

25-YEARS STRUCTURAL / 10 YEARS MECHANICAL: MODELS A-7, SYSTEM IA-10, LC-12, LC-12-3SA, LMF-12, TP-16, TP-18, TP-20, TP-26, TP-30. STRUCTURAL ITEMS COVERED INCLUDE LEG, CARRIAGE, SWING ARM AND SLIDER WELDMENTS. MECHANICAL ITEMS COVERED INCLUDE ROLLER BEARINGS AND LIFTING CHAIN.

5-YEAR: MODELS TL-7.


2-YEAR: MODELS PARALLELOGRAM SERIES LIFTS.

1-YEAR: MODELS TD-1000, TD-2000, CT-1000, USL-6000.

POWER UNIT (ALL LIFTS):
ALL POWER UNIT COMPONENTS (MOTOR, PUMP AND RESERVOIR) ARE GUARANTEED FOR TWO YEARS FOR PARTS, FROM THE DATE OF SHIPMENT FROM FACTORY, 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, FROM THE DATE OF SHIPMENT FROM FACTORY, 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, FROM THE DATE OF SHIPMENT FROM FACTORY, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN THE LIFT IS INSTALLED AND USED ACCORDING TO SPECIFICATIONS.
HYDRAULIC CYLINDERS (MODEL SPECIFIC LIFTS):

THE FOLLOWING MODELS ARE GUARANTEED FOR 5 YEARS (PARTS ONLY), FROM DATE OF SHIPMENT FROM FACTORY, FOR HYDRAULIC CYLINDERS, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN THE LIFT IS INSTALLED AND USED ACCORDING TO SPECIFICATIONS: A-7, SYSTEM IA-10, LC-12, LC-12-3SA, LMF-12, TP-16, TP-18, TP-20, TP-26, TP-30.

ALL OTHER MODELS ARE GUARANTEED FOR TWO YEARS (PARTS ONLY), FROM THE DATE OF SHIPMENT FROM FACTORY, FOR HYDRAULIC CYLINDERS, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN THE LIFT IS INSTALLED AND USED ACCORDING TO SPECIFICATIONS (EXCLUDING USL-6000, WHICH IS ONE YEAR).

AFTER THE FIRST 5 YEARS FROM DATE OF SHIPMENT FROM FACTORY, THE “EXTENDED LIFETIME CYLINDER SEAL WARRANTY” (BELOW) IS APPLICABLE TO THE FOLLOWING MOHAWK LIFTS ONLY: A-7, SYSTEM IA-10, LC-12, LC-12-3SA, LMF-12, TP-16, TP-18, TP-20, TP-26, TP-30. SEE MOHAWK’S “EXTENDED LIFETIME CYLINDER SEAL WARRANTY” FOR SPECIFIC WARRANTY PROVISIONS FOR HYDRAULIC CYLINDERS.

THE ‘EXTENDED LIFETIME CYLINDER SEAL WARRANTY’ IS AS FOLLOWS:

AS THE ORIGINAL PURCHASER OF A MOHAWK LIFT MANUFACTURED BY MOHAWK RESOURCES, LTD. YOU ARE ENTITLED TO AN EXTENDED CYLINDER SEAL 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. (USE POSTAGE PAID WARRANTY REGISTRATION CARD ATTACHED TO THE FRONT OF THE MANUAL PROVIDED.)

MOHAWK’S OBLIGATION UNDER THIS WARRANTY IS LIMITED TO SUPPLYING MODEL SPECIFIC CYLINDER SEALS. THE CUSTOMER IS RESPONSIBLE FOR SHIPPING AND HANDLING OF THE SEALS. MOHAWK IS NOT RESPONSIBLE/LIABLE FOR THE REBUILD OF CYLINDERS BY OTHERS. THIS WARRANTY IS NON-TRANSFERABLE AND RUNS TO THE ORIGINAL PURCHASER ONLY.

STANDARD OPTIONS (ALL LIFTS):

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

CUSTOM LIFTS AND OPTIONS:

ALL “CUSTOM” LIFTS AND/OR “CUSTOM” OPTIONS ARE GUARANTEED ON A CASE-BY-CASE BASIS. CONSULT MOHAWK FACTORY FOR DETAILS ON SPECIFIC CUSTOM LIFTS AND/OR OPTIONS.

WARRANTY EXCEPTIONS (ALL LIFTS):

ADJUSTMENTS: THIS WARRANTY DOES NOT COVER CASUAL AND ROUTINE ADJUSTMENTS SUCH AS, BUT NOT LIMITED TO: FITTINGS, ANCHOR BOLT RETIGHTENING, 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 VOID. 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 OR BEYOND NORMAL SHOP USAGE, 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.

SPECIAL/MODIFIED INSTALLATIONS: THIS WARRANTY DOES NOT COVER “NON-TRADITIONAL” INSTALLATIONS. INSTALLATIONS ARE TO BE DONE ACCORDING TO SPECIFICATIONS, OR THE WARRANTY IS VOID.

WEARABLE COMPONENTS: SOME ITEMS ON LIFTS (IE. SLIDE BLOCKS) ARE SUBJECT TO NORMAL “WEAR AND TEAR” AND ARE NOT COVERED UNDER THIS WARRANTY.

* THIS WARRANTY SUPERSEDES ALL OTHER WARRANTY POLICIES PREVIOUSLY STATED AND IN ALL OTHER MOHAWK PRODUCT SPECIFIC LITERATURE (MANUALS, BROCHURES, ETC.).
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:2011 "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:2011.

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:2011.

♦ 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:2011 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.
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**ALSO INCLUDED WITH MANUAL:** SAFETY TIPS CARD  
ALI LIFTING IT RIGHT MANUAL
BEFORE INSTALLING A LIFT

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

WHAT ARE THE LIFT SPECIFICATIONS?

THE SPECIFICATIONS IN THIS MANUAL ARE FOR A STANDARD LIFT. ANY SPECIAL FEATURES WILL BE INDICATED ON THE LIFT VERIFICATION SHEET. USE THE LIFT VERIFICATION SHEET AND THE TR 33/35/50/75 DIMENSIONAL CHART TO VERIFY THE UNITS SPECIFICATIONS AND SET-UP DIMENSIONS.

OVERHEAD OBSTRUCTIONS:

THE AREA IN WHICH THE LIFT WILL BE LOCATED SHALL BE FREE OF OBSTRUCTIONS. HEATERS, BUILDING SUPPORTS, ELECTRICAL CONDUIT. ALL OF THESE ITEMS ARE TO BE (20 FT) TWENTY FEET ABOVE THE BAY FLOOR

CONCRETE FLOOR:

VISUALLY LOOK OVER THE BAY FLOOR. THE LIFT CAN NOT BE INSTALLED ON EXPANSION SEAMS, OR CONCRETE THAT IS CRACKED. THE LIFT CANNOT BE EXPECTED TO BE STRUCTURALLY SOUND ON DEFECTIVE CONCRETE.

TEST DRILL THE FLOOR:

TEST DRILL THE FLOOR TO VERIFY CONCRETE THICKNESS. TEST DRILL EACH BAY WHEN MORE THAN ONE LIFT IS BEING INSTALLED.

FLOOR REQUIREMENTS:

THIS INFORMATION IS IN THE GENERAL FLOOR REQUIREMENTS.

POWER SUPPLY:

REFER TO THE LIFT VERIFICATION SHEET FOR THE POWER SUPPLY SPECIFICATIONS.

BAY SIZE:

REFER TO THE LIFT VERIFICATION SHEET AND THE DIMENSIONAL CHART.

SPECIFICATIONS:

REFERENCE ALL SPECIFICATIONS PRIOR TO INSTALLING THE LIFT.

IMPORTANT

• ALL INFORMATION, ILLUSTRATIONS, AND SPECIFICATIONS IN THIS MANUAL ARE SPECIFIC TO MOHAWK MODELS TR-33, TR-35, TR-50, TR-75. WE RESERVE THE RIGHT TO MAKE CHANGES AT ANY TIME WITHOUT NOTICES.

• ALWAYS REFER TO THE LIFT VERIFICATION SHEET AND THE TR 33/35/50/75 DIMENSIONAL CHART. SPECIFIC INFORMATION PERTAINING TO THIS LIFT IS FOUND ON THESE PAGES.
## Recommended Tool List

<table>
<thead>
<tr>
<th>SIZE / QTY</th>
<th>TOOL</th>
<th>USED FOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/4 IN</td>
<td>WRENCH / SOCKET</td>
<td>HYDRAULIC HOSES</td>
</tr>
<tr>
<td>11 / 16 IN</td>
<td>WRENCH / SOCKET</td>
<td>HYDRAULIC FITTINGS</td>
</tr>
<tr>
<td>5 / 8 IN</td>
<td>WRENCH / SOCKET</td>
<td>HYDRAULIC FITTINGS</td>
</tr>
<tr>
<td>1-1/16 IN</td>
<td>WRENCH / SOCKET</td>
<td>RAMP / CROSSRAIL</td>
</tr>
<tr>
<td>1-1/8 IN</td>
<td>WRENCH / SOCKET</td>
<td>RAMP / CROSSRAIL / WEJ-IT ANCHORS</td>
</tr>
<tr>
<td>1-1/4 IN</td>
<td>WRENCH / SOCKET</td>
<td>CHAIN CONNECTORS</td>
</tr>
<tr>
<td>1 SET</td>
<td>ALLEN WRENCHES</td>
<td>AS REQUIRED</td>
</tr>
<tr>
<td>1</td>
<td>PLIERS / NEEDLE NOSE</td>
<td>CHAIN MASTER LINKS</td>
</tr>
<tr>
<td>1</td>
<td>RATCHET</td>
<td>AS REQUIRED</td>
</tr>
<tr>
<td>50 FT</td>
<td>MEASURING TAPE</td>
<td>SITE LAYOUT</td>
</tr>
<tr>
<td>1</td>
<td>CHALK LINE</td>
<td>SITE LAYOUT ( BLUE / YELLOW CHALK )</td>
</tr>
<tr>
<td>4 FT</td>
<td>BUBBLE LEVEL</td>
<td>VERIFY LEVEL ASSEMBLY</td>
</tr>
<tr>
<td>25 FT</td>
<td>FISH TAPE</td>
<td>PULLING CHAINS</td>
</tr>
<tr>
<td>1</td>
<td>HAMMER</td>
<td>AS REQUIRED</td>
</tr>
<tr>
<td>8 FT</td>
<td>STEP LADDER</td>
<td>ASSEMBLE ELEVATED ITEMS</td>
</tr>
<tr>
<td>4</td>
<td>4 X 4 X 24 IN DUNNAGE</td>
<td>SUPPORT TRACKS OFF FLOOR</td>
</tr>
<tr>
<td>1</td>
<td>PRY BAR</td>
<td>ADJUST HEAVY ITEMS</td>
</tr>
<tr>
<td>50 / 100 FT</td>
<td>LEAD CORD</td>
<td>OPERATE ELECTRICAL TOOLS</td>
</tr>
<tr>
<td>3/4 IN</td>
<td>MASONRY DRILL BIT</td>
<td>DRILL ANCHOR HOLES</td>
</tr>
<tr>
<td>1</td>
<td>IMPACT DRILL</td>
<td>DRILL ANCHOR HOLES</td>
</tr>
<tr>
<td>1</td>
<td>FORK TRUCK (6000 LBS. MIN CAP.)</td>
<td>ERECT / MOVE HEAVY COMPONENTS</td>
</tr>
</tbody>
</table>

## Warning

### Before Drilling the Mounting Holes

- Reference anchor installation info in figure section for drilling and Wej-It warnings and installation instructions.

- Check the dimensions of the post at the bottom from the face of post one to the face of post number two.

- Check the dimensions of the post at the bottom from the face of post three to the face of post number four.

- Use a sharp drill bit as not to drill 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 anchor so that the washer rests against the post footing. When the level has been verified, tighten the nut as stated for anchor specifications.

- 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.

- Never use an impact tool to tighten the Wej-It anchors. Use a torque wrench only.

- After drilling each hole, vacuum clean and insert the Wej-It anchor.

- Only after verifying a square level unit, can the unit be securely mounted to the shop floor.

- Using the holes at the base of each post as a guide, drill the four mounting holes for the anchors.
GENERAL INFORMATION CONTINUED

FLOOR REQUIREMENTS

<table>
<thead>
<tr>
<th>MODEL</th>
<th>MINIMUM THICKNESS</th>
<th>MINIMUM COMPRESSIVE STRENGTH</th>
<th>MINIMUM AGING</th>
</tr>
</thead>
<tbody>
<tr>
<td>TR-33 / 35 / 50 / 75</td>
<td>6 INCHES</td>
<td>4000 P.S.I.</td>
<td>28 DAYS</td>
</tr>
</tbody>
</table>

NOTE

CONSULT WITH A BUILDING ARCHITECT FOR SPECIFIC INFORMATION ON THE INSTALLATION SIGHT.

DO NOT INSTALL ANY MOHAWK LIFT ON ANY OTHER SURFACE OTHER THAN CONCRETE CONFORMING TO THE MINIMUM TENSILE 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 ON ANY GROUND WITH A BASEMENT BENEATH WITHOUT WRITTEN AUTHORIZATION FROM THE BUILDING ARCHITECT.

NEVER, 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>MODEL</th>
<th>FOOTING THICKNESS</th>
<th>FOUR PADS WIDTH X LENGTH</th>
<th>VOLUME</th>
</tr>
</thead>
<tbody>
<tr>
<td>TR-33 / 35 / 50 / 75</td>
<td>12 INCHES</td>
<td>6 FT X 6 FT</td>
<td>5.4 CUBIC YARDS</td>
</tr>
</tbody>
</table>

NOTE

FOUR FOOTINGS 6 FT X 6 FT X 12 IN DEEP MAY BE USED. FIGURE 1

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

CERTIFIED STRENGTH DOCUMENTATION SHOULD BE OBTAINED FROM THE FIRM WHO SUPPLIES THE CONCRETE MIXTURE AT THE TIME OF THE POUR.

NEVER, NEVER HAND MIX YOUR OWN CONCRETE.

FOR TYPICAL SLAB DRAWING AND DETAILED REQUIREMENTS CONTACT:
MOHAWK RESOURCES LTD.
TR-SERIES STANDARD LIFT SPECIFICATIONS

<table>
<thead>
<tr>
<th>LIFT MODEL</th>
<th>MAX CAPACITY</th>
<th>WORKING PRESSURE</th>
<th>RELIEF PRESSURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>TR-33 &amp; 33WT</td>
<td>33,000 LB</td>
<td>2,000 PSI</td>
<td>2,300 PSI</td>
</tr>
<tr>
<td>TR-35 &amp; 35WT</td>
<td>35,000 LB</td>
<td>2,000 PSI</td>
<td>2,300 PSI</td>
</tr>
<tr>
<td>TR-50 &amp; 50WT</td>
<td>50,000 LB</td>
<td>2,400 PSI</td>
<td>2,650 PSI</td>
</tr>
<tr>
<td>TR-70WT</td>
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<td>3,000 PSI</td>
<td>3,200 PSI</td>
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<td>TR-75</td>
<td>75,000 LB</td>
<td>3,000 PSI</td>
<td>3,200 PSI</td>
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</tbody>
</table>

LIFTING SPEED (UP CYCLE) APPROX. 1 MINUTES - 40 SECONDS (100 SECONDS)
LIFTING HEIGHT (STROKE) 5 FEET 60 INCHES
OVERALL WIDTH (W/O CONSOLE) 14 FT. 5 IN. 173 IN.
OVERALL LENGTH (FOR 25' STD TRACKS) 41 FT. 4 - 1/8 IN. 495 - 1/8 IN.
TRACK WIDTH 2 FT. 24 IN.
CLEARANCE BETWEEN POST (WIDTH) 11 FT. 10 IN 142 IN.
MAXIMUM WHEEL BASE (FOR 25' TRKS) 27 FT. 324 IN.
SHIPPING WEIGHT 17,000 LBS.

POWER UNIT SPECIFICATIONS

<table>
<thead>
<tr>
<th>MONARCH MODEL</th>
<th>T-12-30-0-20-01-1-070000-00-0-0</th>
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</table>
MOTOR VOLTAGE | 208-230 VAC 460 VAC |
MOTOR HORSE POWER | 10 HP 10 HP |
MOTOR FULL LOAD AMPS | 40 AMP 20 AMP |
MOTOR PHASE | THREE PHASE |
MOTOR CYCLE / HERTZ | 60 HZ |
MOTOR SPEED (RPM) | 1800 RPM |
PUMP FLOW (GPM) | 8.8 GPM |
RESERVOIR CAPACITY (GALLONS) | 30 U.S. GALLON |
POWER UNIT | HORIZONTAL |
HYDRAULIC FLUID MEDIUM | DEXRON III ATF |
FILTER | 10 MICRON – SPIN ON |
CIRCUIT BREAKER | PER N.E.C. / LOCAL CODE |

SUGGESTED MINIMUM BAY SIZE

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<tr>
<th>WIDTH</th>
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<th>HEIGHT</th>
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<tbody>
<tr>
<td>18 FEET</td>
<td>45 FEET</td>
<td>20 FEET</td>
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</table>

NOTE
THE PLACEMENT OF THE UNIT IS DETERMINED BY THE TYPE / LENGTH, WIDTH, HEIGHT OF VEHICLE BEING SERVICED. ALLOW AMPLE ROOM (THREE TO FOUR FEET) FOR WALKWAYS ETC.

ANCHOR / WEJ-IT

<table>
<thead>
<tr>
<th>LENGTH</th>
<th>DIAMETER</th>
<th>DRILL SIZE MINIMUM</th>
<th>DRILL SIZE MAXIMUM</th>
<th>TORQUE FOOT POUNDS</th>
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<tbody>
<tr>
<td>5 INCHES</td>
<td>3/4 INCH</td>
<td>0.775</td>
<td>0.787</td>
<td>See Diagram</td>
</tr>
</tbody>
</table>

WARNING
NEVER USE AN IMPACT TOOL TO TIGHTEN THE WEJ-IT ANCHOR.
APPENDAGES

RECOMMENDATIONS BY THE INDIVIDUAL USER OR USING ORIGINATION 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 HEREIN 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, TROUBLESHOOTING, 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.

THIS EQUIPMENT MUST BE INSTALLED ON A LEVEL CONCRETE FLOOR WITH A MINIMUM THICKNESS OF FIVE INCHES. THE CONCRETE MUST BE AGED AT LEAST TWENTY EIGHT DAYS PRIOR TO INSTALLATION AND HAVE A MINIMUM TENSILE STRENGTH OF FOUR THOUSAND P.S.I.:

WARNING

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

IMPORTANT

DO NOT INSTALL THIS UNIT ON ANY ASPHALT SURFACE.

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

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.
APPENDAGES

INSTALL THIS EQUIPMENT ON CONCRETE ONLY

If, for any reason, a new concrete slab section is required, the minimum thickness, strength, and aging are mandatory. For your protection, certified strength documentation should be obtained from the firm who supplies the concrete mixture at the time of the pour. Special consideration should be made to the joining of the existing floor and the new section being added. Check with building architect. The suggested size of the new concrete slab section is in the general floor requirements. And/or the floor modification data sheet.

IMPORTANT NOTE

A level floor is suggested for a proper installation site and will ensure level lifting. 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. 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.

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 competently 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.

WARNING:

All accessories (I.E. lifting pads, height adaptors, jacking beams, etc.) 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.

WARNING:

Loading of the jacking beams or combination of jacking beams above the rated capacity of the lift itself could result in personal injury to the operator and/or damage to the lift and/or vehicle. The load rating of any jacking beam or combination of jacking beams on this unit must not exceed the rated capacity of the lift.
## TR-SERIES STANDARD PACKING LIST

<table>
<thead>
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<th>QTY</th>
<th>PART NUMBER</th>
<th>DESCRIPTION</th>
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<tr>
<td>2 EA</td>
<td>ZZ1070-A-005</td>
<td>LEG / POST ASSEMBLY (POST # 1 &amp; 4)</td>
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<tr>
<td>2 EA</td>
<td>ZZ1070-A-004</td>
<td>LEG / POST ASSEMBLY (POST # 3 &amp; 2)</td>
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<tr>
<td>2</td>
<td>050-010-008</td>
<td>CROSS RAIL</td>
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<tr>
<td>1</td>
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<td>1</td>
<td>050-011-013</td>
<td>OFF SIDE TRACK ASSEMBLY (25’ STANDARD)</td>
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<td>2</td>
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<td>DRIVE ON RAMP ASSEMBLY</td>
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<td>075-050-003</td>
<td>WHEEL STOP ASSEMBLY</td>
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<td>CONTROL CONSOLE ASSEMBLY</td>
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<td>1</td>
<td>075-050-021</td>
<td>MANUAL / INSTALL-OPER-MAINT (TR-SERIES)</td>
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<td>600-930-001</td>
<td>WHEEL CHOCKS</td>
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<td>050-000-179</td>
<td>TRACK STOPS (BOTTOM)</td>
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<td>050-000-157</td>
<td>TRACK STOPS (TOP)</td>
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<td>WARRANTY REGISTRATION CARD PACKAGE</td>
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<td>16</td>
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<td>WEJ-IT ANCHOR (3/4 X 5)</td>
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<td>32</td>
<td>600-640-024</td>
<td>BOLT, 3/4 X 2-1/2 IN</td>
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<tr>
<td>16</td>
<td>6000640-028</td>
<td>BOLT, 3/4 X 3-1/2 IN</td>
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<td>050-010-116</td>
<td>CROSSRAIL LINE COVER (RIGHT)</td>
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<td>600-740-003</td>
<td>SHIM, 1/4 IN BLACK</td>
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<td>600-740-002</td>
<td>SHIM, 1/8 IN RED</td>
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<td>600-740-001</td>
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<td>600-640-012</td>
<td>BOLT 5/16 X 3/4 IN</td>
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<td>600-710-012</td>
<td>WASHER, FLAT 7/8 IN</td>
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<td>NUT 7/8 NF NLN</td>
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<td>600-870-005</td>
<td>SNAP RING</td>
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<td>SNAP RING</td>
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<td>600-640-069</td>
<td>BOLT, 3/8-16 NC x 1 ¾ LG</td>
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<td>600-710-009</td>
<td>WASHER, FLAT, 3/8</td>
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<td>600-680-012</td>
<td>NUT, PLAIN, 3/8-16 NC</td>
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<td>600-720-011</td>
<td>WASHER, LOCK, 3/8</td>
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<tr>
<td>3</td>
<td>601-140-022</td>
<td>HOSE SUPPORT CLAMP</td>
<td></td>
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</tbody>
</table>

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

IMPORTANT

- INSTALL THE UNIT AS INDICATED ON THE LIFT VERIFICATION SHEET. YOU CANNOT REVERSE THE TRACK ONLY. THE UNIT CAN ONLY BE ROTATED IN ITS ENTIRETY.

- THE UNIT WILL NOT BE SECURELY MOUNTED TO THE FLOOR UNTIL THE UNIT HAS BEEN CYCLED AND OPERATES SMOOTHLY. USE EXTREME CAUTION AS NOT TO DISRUPT THE STABILITY OF THE UP-RIGHT POST. FAILURE TO DO SO COULD RESULT IN PERSONAL INJURY.

TO BEGIN

USE THE PACKING LIST IN THIS MANUAL AND VERIFY ALL SUPPLIED PARTS. IF MISSING PARTS ARE NOTED, THEY CAN BE OBTAINED BY CALLING 1-800-833-2006 OR BY CONTACTING YOUR LOCAL MOHAWK DISTRIBUTOR.

USING A CHALK LINE, LAYOUT THE FLOOR DIMENSIONS WHERE THE UNIT IS TO BE LOCATED.

NOTE

THE CARRIAGES AND CROSS RAILS ARE MATCHED DRILLED ONE, TWO, THREE, AND FOUR. THESE ARE REFERENCE MARKS ON THE TOP OF THE CROSS RAIL AND THE TOP PLATE ON THE ADJOINING CARRIAGE.

ALIGN POST ONE AND TWO INTO PLACE ON THE CHALK LINE LAYOUT.

NOTE

- POST TWO IS TO BE SET ONE FOOT OUT AWAY FROM POST ONE. UNTIL THE CROSS RAIL CHAINS HAVE BEEN ROUTED THROUGH THE CARRIAGES.

- VERIFY THAT THE THREE INTERNAL HYDRAULIC LINES IN BOTH CROSS RAILS ARE TIGHT BEFORE ASSEMBLY.

WARNING

- INSURE ALL HYDRAULIC LINE CONNECTIONS ARE LOCATED TO THE INSIDE OF THE UNIT

SET THE CROSSRAIL MARKED ONE AND TWO INTO PLACE BETWEEN POST ONE AND TWO IN THE CORRESPONDING ORIENTATION.

USING THE FISH TAPE ROUTE THE TWO EQUALIZING CHAINS THROUGH THE CROSS RAIL AND CARRIAGES. LAY THE EXCESS CHAIN ONTO THE CROSS RAIL.

WARNING

- DO NOT CROSS OR TWIST THE EQUALIZING CHAINS WHEN FISHING THEM THROUGH THE CROSS RAIL. ALWAYS VERIFY THIS USING A DROP LIGHT OR FLASH LIGHT. FAILURE TO DO SO COULD RESULT IN PERSONAL INJURY.
ALIGN THE CROSS RAIL MOUNTING HOLES WITH THE MOUNTING HOLES ON THE CARRIAGE ON POST NUMBER ONE. WHEN THE CROSS RAIL IS IN PLACE, INSERT AND HAND TIGHTEN THE EIGHT 3/4 - 16 NF X 2 - 1/2 IN BOLT AND 3/4 - 16 NF NYLON LOCK NUT.

ALIGN THE CROSS RAIL MOUNTING HOLES WITH THE MOUNTING HOLES ON THE CARRIAGE ON POST NUMBER TWO. WHEN THE CROSS RAIL IS IN PLACE, INSERT AND HAND TIGHTEN THE EIGHT 3/4 - 16 NF X 2 - 1/2 IN BOLT AND 3/4 - 16 NF NYLON LOCK NUT.

FULLY TIGHTEN THE SIXTEEN CROSS RAIL MOUNTING BOLTS TO 420 FOOT POUNDS.

CONNECT THE TWO EQUALIZING CHAINS TO THE TOP OF POST ONE AND TWO.

TIGHTEN THE NYLON LOCK NUT SO THAT THE THREADS OF THE CHAIN CONNECTOR PROTRUDE PAST THE NYLON BY AT LEAST THREE THREADS.

PLACE THE MAIN AND OFF SIDE TRACK INTO POSITION ON THE CROSS RAIL. ELEVATE THE TRACKS OFF OF THE CROSS RAIL USING THE 4 X 4 X 12 IN DUNNAGE.

**NOTE**

- THE MAIN SIDE TRACK IS TO BE LOCATED ON THE SIDE WITH THE CONTROL CONSOLE. REFERENCE LIFT VERIFICATION SHEET

ALIGN POST THREE AND FOUR INTO PLACE ON THE CHALK LINE LAYOUT.

POST THREE IS TO BE SET ONE FOOT OUT AWAY FROM POST FOUR UNTIL THE CROSS RAIL CHAINS HAVE BEEN ROUTED THROUGH THE CARRIAGES.

SET THE CROSS RAIL MARKED THREE AND FOUR INTO PLACE BETWEEN POST THREE AND FOUR IN THE CORRESPONDING ORIENTATION.

USING THE FISH TAPE ROUTE THE TWO EQUALIZING CHAINS THROUGH THE CROSS RAIL AND CARRIAGES. LAY THE EXCESS CHAIN ONTO THE CROSS RAIL.

**WARNING**

- DO NOT CROSS OR TWIST THE EQUALIZING CHAINS WHEN FISHING THEM THROUGH THE CROSS RAIL. ALWAYS VERIFY THIS USING A DROP OR FLASH LIGHT. FAILURE TO DO SO COULD RESULT IN PERSONAL INJURY.

ALIGN THE CROSS RAIL MOUNTING HOLES WITH THE MOUNTING HOLES ON THE CARRIAGE ON POST NUMBER THREE. WHEN THE CROSS RAIL IS IN PLACE, INSERT AND HAND TIGHTEN THE EIGHT 3/4 - 16 NF X 2 - 1/2 IN BOLT AND 3/4 - 16 NF NYLON LOCK NUT.

ALIGN THE CROSS RAIL MOUNTING HOLES WITH THE MOUNTING HOLES ON THE CARRIAGE ON POST NUMBER FOUR. WHEN THE CROSS RAIL IS IN PLACE, INSERT AND HAND TIGHTEN THE EIGHT 3/4 - 16 NF X 2 - 1/2 IN BOLT AND 3/4 - 16 NF NYLON LOCK NUT.

FULLY TIGHTEN THE SIXTEEN CROSS RAIL MOUNTING BOLTS TO 420 FOOT POUNDS.

CONNECT THE TWO EQUALIZING CHAINS TO THE TOP OF POST THREE AND FOUR.

TIGHTEN THE NYLON LOCK NUT SO THAT THE THREADS OF THE CHAIN CONNECTOR PROTRUDE PAST THE NYLON BY AT LEAST THREE THREADS.
ASSEMBLE THE TWELVE HYDRAULIC LINE ASSEMBLIES MARKED ONE, TWO, THREE, AND FOUR ONTO THE CARRIAGE AND TRACKS. DO NOT CROSS THREAD OR OVER TIGHTEN THE CONNECTORS.

ASSEMBLE THE SIX 40.50 IN HYDRAULIC HOSES TO THE FORE AND AFT END OF THE UNIT. (CONNECTIONS ON THE MAIN SIDE TRACK FROM THE CARRIAGE TO THE CROSS RAIL)

MOVE THE CONTROL CONSOLE INTO PLACE BESIDE THE MAIN SIDE TRACK. (CENTERED, APPROXIMATELY FOUR FOOT FROM THE TRACK)

ASSEMBLE THE FOUR HYDRAULIC HOSE ASSEMBLIES FROM THE CONTROL CONSOLE TO THE MAIN SIDE TRACK.

ASSEMBLE THE HUBBLE PLUG FROM THE CONTROL CONSOLE TO THE SELF LEVELING DEVICE.

IMPORTANT

• AT THIS TIME HAVE A QUALIFIED LICENSED ELECTRICIAN CONNECT THE POWER SUPPLY TO THE CONTROL CONSOLE.

IMPORTANT

USING THE TEXT AND DIAGRAM, FAMILIARIZE YOURSELF WITH THE CONTROL CONSOLE FUNCTIONS.

PRE-STARTUP

• INSURE ALL HYDRAULIC CONNECTIONS ARE PROPERLY TIGHTENED.

• PLACE THE AUTO / MANUAL SWITCH ON THE CONTROL PANEL CONSOLE TO THE MANUAL POSITION.

• PLACE THE HIGH / LOW SWITCH ON THE CONTROL PANEL CONSOLE TO THE LOW POSITION.

• VERIFY THE MOTOR ROTATION.

• ENSURE ALL DEBRIS AND PERSONAL HAVE BEEN REMOVED FROM THE LIFTING AREA.

• PLACE THE POWER UNIT STARTER SWITCH ON THE CONTROL PANEL TO THE ON POSITION. OBSERVE THE POWER INDICATOR LIGHT.

FOLLOWING THE PROCEDURES FOR RAISING AND LOWERING THE UNIT, RAISE THE UNIT APPROXIMATELY ONE FOOT. INSURE THAT THE TRACKS HAVE SEATED THEMSELVES INTO THE ALIGNMENT TABS ON THE CROSS RAIL ADJUST AS NEEDED.

CYCLE THE UNIT TWO TO THREE TIMES. OBSERVE EVEN AND SMOOTH OPERATION USE THE PROVIDED SHIMS TO LEVEL POST ONE, TWO, THREE, AND FOUR.

ASSEMBLE THE TWO TRACK STOPS TO THE FORE END OF THE MAIN AND OFF SIDE TRACK USING THE EIGHT 3/4 - 16 NF X 3 - 1/2 IN BOLTS AND 3/4 - 16 NF NYLON LOCK NUTS.

CHECK ALL HYDRAULIC FITTINGS FOR LEAKS. TIGHTEN AS REQUIRED.

SNAP INTO PLACE THE FOUR CARRIAGE ACCESS COVER PLATES ONTO THE CARRIAGES.

ASSEMBLE THE FOUR HYDRAULIC LINE COVER PLATES ONTO THE CROSS RAIL USING THE TWELVE HEX HEAD 5/16 - 24 NF X 5/8 IN SELF TAPPING BOLTS.

FOLLOWING THE INSTRUCTIONS FOR RAISING AND LOWERING THE UNIT, AGAIN CYCLE THE UNIT. AFTER RAISING THE UNIT FULLY LOWER THE UNIT.

WITH THE UNIT FULLY LOWERED, ADJUST ALL FOUR EQUALIZING CHAINS TO REMOVE ANY REMAINING SLACK. ALL FOUR CHAINS ARE TO BE TAUT.
LIFT FINAL CHECKOUT (AFTER INSTALLATION):
REV (4/4/2011)

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 TRACKS AND CROSSRAILS
- 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 ALL POSTS SIMULTANEOUSLY AS LIFT IS RAISING (MAKE ADJUSTMENTS AS NEEDED)
- LOCKS ARE DIS-ENGAGING ON ALL POSTS WHEN LOCK RELEASE BUTTON DEPRESSED.
- LOCKS ARE RE-ENGAGING AFTER DIS-ENGAGED.
- LIFT IS NOT DRIFTING DOWN WHEN RAISED (RAISE LIFT, THEN STOP, AND VERIFY DRIFT DOWN OF CYLINDERS)
- NO VIBRATIONS FROM LOOSE CLAMPING, ETC.

ONCE THIS IS COMPLETE, LOCATE A REPRESENTATIVE VEHICLE INTO THE LIFTING AREA. USE A VEHICLE THAT WEIGHS AT LEAST 50 PERCENT OF THE CAPACITY OF THE LIFT. OBSERVING LIFTING PROCEDURES CONTAINED IN THIS MANUAL TO POSITION THE VEHICLE ONTO THE LIFT.

RAISE LIFT APPROXIMATELY 1 FOOT. VERIFY THE FOLLOWING:
- PROPER SYNCHRONIZATION OF TRACKS AND CROSSRAILS
- 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 ALL POSTS SIMULTANEOUSLY AS LIFT IS RAISING (SOME VARIANCE EXPECTED)
- LIFT IS NOT DRIFTING DOWN WHEN RAISED (RAISE LIFT, THEN STOP, AND VERIFY DRIFT DOWN OF CYLINDERS)
- NO VIBRATIONS FROM LOOSE CLAMPING, ETC.

PRESS LOCK RELEASE AND LOWER UNIT. VERIFY THE FOLLOWING:
- PROPER SYNCHRONIZATION OF TRACKS AND CROSSRAILS
- 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 TRACKS AND CROSSRAILS
- 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 ALL POSTS SIMULTANEOUSLY AS LIFT IS RAISING (SOME VARIANCE EXPECTED)
- 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:
- ALL LOCKS ARE ENGAGING UPON DESCENT
- PROPER SYNCHRONIZATION OF TRACKS

RAISE LIFT 3 INCHES, THEN RELEASE LOCKS AND LOWER VEHICLE TO FLOOR. VERIFY THE FOLLOWING:
- PROPER SYNCHRONIZATION OF TRACKS AND CROSSRAILS.
- 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.

THIS_ENDS_THE_FINAL_CHECKOUT_OF_LIFT.
4-POST LIMITATIONS:

ALL MOHAWK 4-POST LIFTS ARE FOR INDOOR USE UNLESS SPECIFICALLY QUALIFIED AND MODIFIED FOR A CUSTOM ENVIRONMENT.

ALL MOHAWK 4-POST LIFTS MUST ACCOMPLISH THREE MAIN CRITERIA IN ORDER TO LIFT A VEHICLE SAFELY:

1. **PROPER CAPACITY.** ALL 4-POST RUNWAY LIFTS ARE DESIGNED TO LIFT STANDARD VEHICLES WITHIN THEIR RATED CAPACITY WITHIN THE CAPACITY OF THE LIFT RATING. ANY VEHICLES EXCEEDING THE CAPACITY MUST NOT BE RAISED.

2. **PROPER CENTER OF GRAVITY PLACEMENT OF VEHICLE ON LIFT** ENSURE THAT THE CENTER OF GRAVITY OF THE VEHICLE LIES CENTERED ALONG THE LENGTH OF THE TRACKS. WITH RESPECT TO HEAVY ENDED VEHICLES SUCH AS FORK TRUCKS, DELIVERY VANS, PICKUP TRUCKS, ETC, THE VEHICLE MAY NEED TO BE POSITIONED FORWARD OR REARWARD TO CENTER THE LOAD ON THE TRACKS. ALSO, THE VEHICLE SHOULD BE CENTERED SIDE TO SIDE ON THE LIFT TRACKS AS WELL.

3. **PROPER CHOCKING OF TIRES.** USE CHOCKS SUPPLIED, AND CHOCK TIRES ON BOTH TRACKS.

SPECIAL SAFETY PRECAUTIONS MUST BE OBSERVED IN APPLICATIONS INVOLVING VERY LONG AND VERY SHORT WHEELBASE VEHICLES. THE WHEEL BASE RANGE ON VERY LONG VEHICLE MAY NOT ALLOW FOR PROPER POSITIONING OF TIRES ON TRACKS TO GET THE CENTER OF GRAVITY OF THE VEHICLES CENTERED WITH THE CENTER OF THE TRACK LENGTH. SHORT WHEEL BASE VEHICLES MAY OVERLOAD THE CENTRAL LENGTH OF THE TRACKS. AS A RULE OF THUMB, ALL MOHAWK 4-POST RUNWAY LIFTS ARE DESIGNED TO ACCOMMODATE WHEEL BASES THAT ARE ~3 FEET SHORTER THAN THE LENGTH OF THE TRACKS (MORE IF VEHICLES ARE FAIRLY EVENLY LOADED FRONT TO REAR) AND WHEEL BASES AS SHORT AS 10 FEET (LESS IF VEHICLES ARE LIGHTER). REFERR TO VEHICLE MANUFACTURER GUIDELINES FOR PROPER LIFTING TECHNIQUES.

PRIOR TO LIFTING LOW PROFILE VEHICLES, RAMPS SHOULD BE CHECKED TO ENSURE PROPER CLEARANCE FOR ENTRY AND BREAK OVER OF THE VEHICLE UNDERCARRIAGE. (IE. STRETCHED LIMOS.). LONGER RAMPS MAY BE REQUIRED.

THIS LIFT IS NOT INTENDED, NOR DESIGNED, TO LIFT VEHICLE BY ONLY THE FRONT OR ONLY THE BACK ENDS.

THIS LIFT IS NOT INTENDED TO BE DRIVEN ON TO OR OFF OF, UNLESS WHEN IT IS FULLY LOWERED. (THIS IS NOT AN ELEVATOR LIFT). THIS LIFT IS NOT INTENDED FOR THE LIFTING OF PEOPLE.

SAFETY TIPS

PLEASE POST THE SAFETY TIPS (COPY IN PARTS BOX) IN A PLACE WHERE THE OPERATOR WILL BE CONSTANTLY REMINDED OF THEIR IMPORTANCE. ALWAYS REFER TO THE LIFTS SPECIFIC SAFETY, OPERATING AND MAINTENANCE INSTRUCTIONS.

- OPERATING VALVES, SWITCHES, AND LOCKING DEVICES ARE DESIGNED FOR MAXIMUM SAFETY. NEVER ATTEMPT TO BLOCK OR OVERRIDE THEM.

- NEVER OVERLOAD YOUR LIFT BEYOND STATED LIFTING CAPACITY.

- 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 VEHICLE WITH ANYONE INSIDE IT.

- BE SURE WORK AREA AROUND THE LIFT IS CLEAR AND FREE OF OBSTRUCTIONS.
  (DEBRIS, GREASE, OIL)

- NEVER ATTEMPT TO OPERATE A LIFT IF IT APPEARS TO BE MALFUNCTIONING OR IF BROKEN OR DAMAGED PARTS ARE EVIDENT.

- FULLY LOWER THE UNIT BEFORE LOADING OR UNLOADING A VEHICLE.

- LOAD LIFT CAREFULLY. AVOID QUICK STOPS AND STARTS.

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

- BEFORE REMOVING VEHICLE FROM THE LIFT AREA, REMOVE THE WHEEL CHOCKS TO ASSURE THAT VEHICLE OR LIFT WILL NOT BE DAMAGED.
CONTROL PANEL FUNCTIONS

DEFINITIONS

NUMBERS PREFIXED INDICATES REFERENCE NUMBER ON FIGURE (NEXT PAGE)

1. FORE PRESSURE GAUGE:
   • INDICATES THE PRESSURE IN THE CYLINDERS AT THE FORE END OF THE UNIT.

2. AFT PRESSURE GAUGE:
   • INDICATES THE PRESSURE IN THE CYLINDERS AT THE AFT END OF THE UNIT.

3. POWER ON INDICATOR LIGHT:
   • INDICATES UNIT IS ON.

4. POWER OFF SWITCH (RED):
   • TURNS UNIT OFF.

5. LEVEL CONTROL SWITCH:
   • SETS MODE OF MONITORING THE LEVEL OF THE UNIT, EITHER MANUALLY OR AUTOMATICALLY.

6. DOWN SETTLE SWITCH:
   • BYPASSES HYDRAULIC SAFETIES TO ALLOW UNIT TO REST COMPLETELY ON MECHANICAL LOCKS. ALLOWS TOTAL RELIEF OF PRESSURE IN FORE AND AFT CYLINDERS.

7. POWER ON SWITCH:
   • TURNS UNIT ON.

8. LOCK RELEASE BUTTON:
   • ALLOWS AIR TO ENERGIZE THE LOCK RELEASE SYSTEM. LIFT MUST BE RAISED OFF OF LOCK POSITIONS TO ENABLE LOCKS TO BE RELEASED.

9. UP BUTTON:
   • ALLOWS FLUID TO ENERGIZE THE LIFTING CYLINDERS.

10. FORE CONTROL BUTTON:
    • WITH LEVEL CONTROL SWITCH IN THE MANUAL MODE, ALLOWS OPERATOR TO MANUALLY ADJUST THE FORE END OF THE LIFT UP WHEN IT IS LOW. (INOPERABLE WHEN THE LEVEL CONTROL SWITCH IS IN THE AUTO MODE)

11. FORE LEVEL INDICATOR LIGHT:
    • WITH THE LEVEL CONTROL SWITCH IN AUTO, WILL ILLUMINATE WHEN THE FORE END OF LIFT IS LOW. (WHEN THE LEVEL CONTROL SWITCH IS IN THE MANUAL MODE, LIGHT ILLUMINATES WHEN FORE BUTTON PRESSED)

12. DOWN BUTTON:
    • WHEN USED IN CONJUNCTION WITH THE LOCK RELEASE BUTTON, ALLOWS THE LOWERING OF THE LIFTING CYLINDERS. WHEN USED WITHOUT THE LOCK RELEASE BUTTON, ALLOWS LIFT TO BE LOWERED ON MECHANICAL LOCKS.

13. AFT CONTROL BUTTON:
    • WITH LEVEL CONTROL SWITCH IN MANUAL, ALLOWS OPERATOR TO MANUALLY ADJUST THE AFT END OF THE LIFT UP WHEN IT IS LOW. (INOPERABLE WHEN THE LEVEL CONTROL SWITCH IS IN THE AUTO MODE)

14. AFT LEVEL INDICATOR LIGHT:
    • WITH THE LEVEL CONTROL SWITCH IN AUTO, WILL ILLUMINATE WHEN THE AFT END OF LIFT IS LOW. (WHEN THE LEVEL CONTROL SWITCH IS IN THE MANUAL MODE, LIGHT ILLUMINATES WHEN AFT BUTTON PRESSED)
MOHAWK RESOURCES LTD.
65 VROOMAN AVENUE, P.O. BOX 110
AMSTERDAM, N.Y. 12010 U.S.A.
1–800–833–2006

WARNING
ONLY AUTHORIZED TRAINED OPERATORS SHALL TOUCH LIFT CONTROLS AT ANY TIME

<table>
<thead>
<tr>
<th>3</th>
<th>LEVEL CONTROL</th>
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<tbody>
<tr>
<td>7</td>
<td>AUTO</td>
</tr>
<tr>
<td>4</td>
<td>MANUAL</td>
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<tr>
<td>5</td>
<td>OFF</td>
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<tr>
<td>6</td>
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<td>DOWN</td>
</tr>
<tr>
<td>13</td>
<td>AFT</td>
</tr>
<tr>
<td>11</td>
<td>LEVEL INDICATORS</td>
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<td>14</td>
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FILE: MAN1451
MOHAWK MODEL TR-33/35/50/75/33WT/35WT/50WT/70WT

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 PROBABLE PROBLEM AREA. INSPECT THE FLOOR AND THE ANCHORING FASTENERS AS WELL. REPORT ANY QUESTIONABLE ITEMS.

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 DURING THE PREVIOUS DAY’S USAGE. IF THERE WERE ANY PROBLEMS, VERIFY THAT ALL NECESSARY REPAIRS HAVE BEEN COMPLETED.

LIFTING PROCEDURES

PLACING VEHICLE ON LIFT

- PERFORM PRE-OPERATION CHECK LIST ITEM BY ITEM.
- POSITION THE VEHICLE ONTO THE UNIT SO THAT ALL TIRES ARE SECURELY ON THE TRACKS. REFER TO “LIFTING IT RIGHT” MANUAL AND ANSI/SAE J2184-OCT92 FOR VEHICLE LIFT POINTS AND PROPER STANDARD LIFTING PRACTICES.
- CENTER THE VEHICLE SO THAT THE WEIGHT IS DISTRIBUTED EVENLY FORE AND AFT. THIS CAN BE VERIFIED BY MONITORING THE PRESSURE GAUGES ON THE CONTROL CONSOLE PANEL. THE READINGS SHOULD BE THE SAME OR WITHIN 300 P.S.I. THE LIFT MAY NEED TO BE RAISED SLIGHTLY TO OBTAIN THESE PRESSURE READING.
- PLACE THE WHEEL CHOCKS IN A POSITION SO THAT THE VEHICLE WILL BE SECURE ON THE UNIT.

TO RAISE

- TURN ON THE POWER UNIT.
- SIMULTANEOUSLY PRESS & HOLD THE LOCK RELEASE THEN THE UP BUTTON.
- RAISE VEHICLE TO THE DESIRED WORKING HEIGHT. RELEASE BUTTONS.
- LOWER THE UNIT ONTO THE MECHANICAL SAFETIES BY PRESSING THE DOWN SETTLE BUTTON UNTIL THE GAUGES BOTH READ APPROXIMATELY ZERO.
- TURN OFF THE POWER UNIT

TO LOWER

- INSPECT THE LIFTING AREA TO INSURE THAT ALL PERSONNEL AND DEBRIS HAVE BEEN CLEARED FROM THE LIFTING AREA.
- TURN ON THE POWER UNIT.
- SIMULTANEOUSLY PRESS & HOLD THE LOCK RELEASE AND THE UP BUTTON.
- RAISE UNIT APPROXIMATELY TWO INCHES. RELEASE THE UP BUTTON ONLY, STILL HOLDING THE LOCK RELEASE BUTTON AND THEN PRESS THE DOWN BUTTON.
- CONTINUE TO HOLD THE BUTTONS UNTIL THE TRACKS ARE AT THE DESIRED HEIGHT OR ARE FULLY LOWERED AND DOWNWARD MOTION HAS HALTED.
- IF LOWERING ONTO MECHANICAL SAFETIES, RELEASE BOTH BUTTONS, THEN PRESS THE DOWN SETTLE BUTTON UNTIL THE GAUGES BOTH READ APPROXIMATELY ZERO.
- IF LOWERING TO THE FLOOR, LOWER FULLY UNTIL UNIT STOPS, RELEASE DOWN BUTTON ONLY, AND WHILE MAINTAINING LOCK RELEASE BUTTON, PRESS THE DOWN SETTLE BUTTON UNTIL THE GAUGES BOTH READ APPROXIMATELY ZERO.
- TURN OFF THE POWER UNIT

NOTE: IF FOR ANY REASON, THE LIFT BECOMES INOPERATIVE IN THE RAISED POSITION WITH A VEHICLE ON IT, CONTACT OUR LOCAL MOHAWK REPRESENTATIVE OR THE MOHAWK FACTORY.
MAINTENANCE PROCEDURES

DAILY

• PERFORM PRE-OPERATION CHECK LIST.

• REPORT ANY AND ALL EQUIPMENT MALFUNCTIONS IMMEDIATELY.

• CLEAN AND LUBRICATE ALL MOVING PARTS.

• KEEP AREA AROUND THIS EQUIPMENT FREE OF DIRT, SAND, WATER, ETC.

WEEKLY

• WIPE CLEAN, THE CYLINDERS WIPER SEALS AND THE BASE OF EACH POST TO REMOVE WEEPING OIL AND DUST.

• VERIFY FLUID LEVEL. WITH UNIT FULLY LOWERED, LEVEL INDICATOR ON RESERVOIR IS TO READ FULL. USE DEXRON II AS REPLACEMENT FLUID.

MONTHLY

• INSPECT ALL HYDRAULIC COMPONENTS FOR LEAKS, AND DEFORMATION DUE TO WEAR OR CORROSION.

• TIGHTEN ALL FASTENERS AND HYDRAULIC FITTINGS.

• INSPECT ANCHOR CONDITIONS FOR ANY POSSIBLE CORROSION AND INSPECT THE FLOOR CONDITION FOR ANY SIGNS OF FATIGUE.

• CLEAN AND LUBRICATE CHAINS WITH A LIGHT CHAIN LUBRICANT. (DO NOT USE HEAVY GREASE) REMOVE CAP IN CENTERS OF CROSSRAILS TO VISUALLY INSPECT CHAINS THAT ARE ROUTED THROUGH CROSSRAILS. ALSO, REMOVE COVERS FROM CARRIAGES TO VISUALLY INSPECT CHAIN AT BEARING LOCATIONS.

SEMI-ANNUAL TRAINING

• RE QUALIFY ALL PERSONNEL IN THE SAFE OPERATION OF THIS UNIT.

• VERIFY ALL FASTENERS TO PROPER TORQUE: CROSSRAIL BOLTS TO 300 FT-LB LIFTING ROD NUTS TO 1000 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.

• REPLACE HYDRAULIC FLUID FILTER ELEMENT.

• INSPECT ALL FLANGE BEARINGS FOR UNUSUAL OR EXCESSIVE WEAR.

• PERFORM THE DAILY, WEEKLY, AND MONTHLY MAINTENANCE.

• REMOVE AND INSPECT SAFETY LOCKING BARS AND WEDGES.

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.
CHAIN INSPECTION - MAINTENANCE PROCEDURES:

The following checks to be performed MONTHLY:

Inspect for contamination.
Visually inspect chain for areas of dirt/debris and any areas showing evidence of rust/corrosion. If dirty, clean chain using a light lubricant (WD-40) - 0.5 oz. per foot by spraying.

Inspect for corrosion.
If excessive rust or corrosion is witnessed, replace chain.

Inspect chain link pins.
Visually inspect link pins for wear on both ends, ensuring that pins retain links. If any links are loose or worn, replace chain.

Inspect chain links.
Inspect links for wear on surfaces in contact with yoke rollers. Inspect yoke rollers as well. If excessive wear is found, replace both chain and rollers.

Inspect for excessive chain stretch.
Measure 16 pitches of chain while taut (see picture to right). Dimension should be no more than 12 1/4. If longer, replace chain.

Note: It is a rule-of-thumb that when the chain is replaced, the yoke rollers are replaced as well.

File: Man133.dwg
WARNING: NEVER ATTEMPT TO LOOSEN HYDRAULIC FITTINGS, OR OVERRIDE SAFETY DEVICES IN AN ATTEMPT TO CORRECT A PROBLEM. ALL SERVICES ARE TO BE PERFORMED WITH NO VEHICLE ON THE UNIT.

<table>
<thead>
<tr>
<th>POSSIBLE CAUSE</th>
<th>PROBLEM</th>
<th>SOLUTION</th>
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<tbody>
<tr>
<td>NOT RAISING LOAD</td>
<td></td>
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<tr>
<td>LOCK RELEASE BUTTON NOT ENGAGED</td>
<td>DEPRESS LOCK RELEASE BUTTON. (AN AUDIBLE ALARM WILL SOUND) THEN DEPRESS THE UP BUTTON.</td>
<td></td>
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<tr>
<td>LOW HYDRAULIC FLUID</td>
<td>LOWER UNIT COMPLETELY. DISCONNECT POWER SUPPLY. OPEN CONSOLE. VERIFY PROPER FLUID LEVEL AT SIGHT GLASS ON RESERVOIR.</td>
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<tr>
<td>PRESSURE RELIEF ADJUSTMENT</td>
<td>REFER TO POWER UNIT SPECIFICATIONS.</td>
<td></td>
</tr>
<tr>
<td>UNIT OVERLOADED</td>
<td>VEHICLE TO HEAVY TO BE RAISED.</td>
<td></td>
</tr>
<tr>
<td>WRONG ROTATION OF MOTOR</td>
<td>REVERSE POWER LINES. (HAVE AN ELECTRICIAN SERVICE)</td>
<td></td>
</tr>
<tr>
<td>VEHICLE NOT CENTERED ON UNIT</td>
<td>CENTER VEHICLE ON UNIT SO THAT BOTH CONSOLE PRESSURE GAUGES ARE EVEN.</td>
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<tr>
<td>LOW VOLTAGE</td>
<td>HAVE AN ELECTRICIAN SERVICE.</td>
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<tr>
<td>NOT LOWERING</td>
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<tr>
<td>LOCKS ENGAGED</td>
<td>DEPRESS LOCK RELEASE BUTTON. (AN AUDIBLE ALARM WILL SOUND) THEN DEPRESS THE UP BUTTON. RAISE UNIT APPROX. 5 INCHES. THEN WHILE STILL DEPRESS THE LOCK RELEASE BUTTON. DEPRESS THE LOWERING BUTTON.</td>
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<tr>
<td>OBSTRUCTION UNDER UNIT OR VEHICLE</td>
<td>REMOVE OBSTRUCTION.</td>
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<tr>
<td>FORE / AFT END NOT LOWERING</td>
<td>RAISE LOW END TO EVEN UNIT BEFORE LOWERING. USE THE FORE / AFT BUTTONS.</td>
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<tr>
<td>RAISING OR LOWERING QUESTIONS (IN AUTO POSITION)</td>
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<tr>
<td>RAISING: UNIT STOPS THEN ONE END RAISES, UNIT BEGINS TO RAISE NORMALLY.</td>
<td>UNIT IS AUTO-LEVELING. IF THE FORE / AFT END OF THE UNIT IS LOW DURING RAISING THE UNIT WILL STOP, RAISE THE LOW END TO EVEN THE UNIT, THEN BEGAN TO RAISE NORMALLY.</td>
<td></td>
</tr>
<tr>
<td>LOWERING : UNIT STOPS LOWERING, THEN ONE END RAISES, UNIT BEGINS TO LOWER NORMALLY.</td>
<td>UNIT IS AUTO-LEVELING. IF THE FORE / AFT END OF THE UNIT IS LOW DURING LOWERING THE UNIT WILL STOP, RAISE THE LOW END TO EVEN THE UNIT, THEN BEGAN TO LOWER NORMALLY.</td>
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<tr>
<td>UNIT CONSTANTLY MAKING AUTO ADJUSTMENTS.</td>
<td>CENTER VEHICLE ON UNIT SO THAT BOTH CONSOLE PRESSURE GAUGES ARE EVEN.</td>
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<td>- OR -</td>
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<td></td>
<td>FLUID LEVEL IN AUTO LEVELER IS EITHER TOO LOW OR TOO HIGH</td>
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<tr>
<td>RAISING OR LOWERING QUESTIONS (IN NORMAL POSITION)</td>
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<td>UNIT RAISING UNEVEN</td>
<td>CENTER VEHICLE ON UNIT SO THAT BOTH CONSOLE PRESSURE GAUGES ARE EVEN.</td>
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<tr>
<td>UNIT LOWERING UNEVEN</td>
<td>CENTER VEHICLE ON UNIT SO THAT BOTH CONSOLE PRESSURE GAUGES ARE EVEN.</td>
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### TR-SERIES ELECTRICAL RATINGS:

<table>
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<tr>
<th>VOLTS (VAC)</th>
<th>FULL LOAD AMPS</th>
<th>MAXIMUM CIRCUIT BREAKER</th>
<th>MINIMUM SUPPLY WIRE AMPACITY</th>
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<tbody>
<tr>
<td>208-220</td>
<td>40</td>
<td>100</td>
<td>55 (8 GA)</td>
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<tr>
<td>230-240</td>
<td>36</td>
<td>90</td>
<td>55 (8 GA)</td>
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<tr>
<td>460-480</td>
<td>18</td>
<td>50</td>
<td>30 (12 GA)</td>
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<tr>
<td>575</td>
<td>14.5</td>
<td>35</td>
<td>25 (14 GA)</td>
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1. CIRCUIT BREAKER TO BE THERMAL MAGNETIC.
2. WIRE TO BE COPPER STRANDED, TYPE THHN, 90°C.
3. DO NOT USE BELOW GARAGE FLOOR OR GRADE LEVEL.
   NE PAS UTILISER : UN NIVEAU INFÉRIEUR CELUI DU PLANCHER DU GARAGE OU DU SOL.

**CAUTION:** THIS IS NOT A CONTINUOUS DUTY MOTOR (SEE RATINGS BELOW).

**ATTENTION:** CE N’EST PAS UN MOTEUR DE DEVOIR CONTINU. (VOIR DES ESTIMATIONS DI-DESSOUS).

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<tr>
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<tr>
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<td>TR-35</td>
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<td>TR-50</td>
<td>103 sec</td>
<td>497 sec</td>
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<tr>
<td>TR-75</td>
<td>103 sec</td>
<td>497 sec</td>
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PN #601-800-304

1. ALL ELECTRICAL EQUIPMENT AND WIRING SHALL CONFORM TO ANSI/NFPA 70, 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, 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 (GROUNDING), AND APPLICABLE LOCAL CODES.

5. **#** DENOTE WIRE NUMBERS.

6. LABEL MARKERS SHALL BE PLACED ON ALL WIRES (BOTH ENDS), SWITCHES, RELAYS, LAMPS, ETC., ALL WIRES TO BE INSTALLED WITH TERMINAL LUGS. ALL CONNECTIONS SHALL BE WRENCH TIGHT.

7. THE FOLLOWING COLOR WIRES SHALL BE RESERVED.
   - GREEN: ALL EQUIPMENT GROUNDING CONDUCTORS.
   - WHITE: ALL NEUTRAL CONDUCTORS.

8. VERIFY PROPER MOTOR WIRING FOR PROPER VOLTAGE & ROTATION AT INITIAL START-UP.

9. TRANSFORMER TERMINALS TO BE WIRED AND FUSED ACCORDING TO CUSTOMER'S POWER SUPPLY. SEE TABLES ABOVE FOR FUSE SIZES, HEATER ELEMENT SIZES, & TRANSFORMER WIRING.

10. ALL FUSES TO BE CLASS CC TIME DELAY TYPE.
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>
</tr>
</thead>
<tbody>
<tr>
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### MAINTENANCE CHART

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<tr>
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<th>SERVICE COMPANY</th>
<th>SERVICED BY</th>
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</tr>
</tbody>
</table>
MOHAWK MODELS
TR-33/ 35/ 50 /75
TR-33WT/35WT/50WT/70WT
FIGURES & DIAGRAMS

MOHAWK RESOURCES LTD.
65 VROOMAN AVENUE
AMSTERDAM, NY 12010
TOLL FREE : 1-800-833-2006
FAX : 1-518-842-1289
LOCAL : 1-518-842-1431
FLOOR:
The floor should be flat and level. Concrete should be in good condition with a 4000 psi minimum strength and a five (5") inch minimum thickness. Concrete should be steel reinforced as per good commercial standard practices.

CONCRETE:
All concrete specifications must be carefully followed. Failure to do so may jeopardize life, equipment and property.

IMPORTANT:
DO NOT DRILL mounting holes until the lift has been cycled up and down and is running freely. Insure all safety latches are free and performance is proper and absolute.

FOOTINGS:
Four (4) footings 6 foot x 6 foot x 1 foot deep may be used if pre-existing concrete is of insufficient or questionable strength. These footings must be surrounded by a typical slab of structurally sound concrete with a minimum thickness of four (4") inches. These footings should be tied into the surrounding slab with steel reinforcement.
**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 Plated ASTM B-633, Type III, SCI</th>
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<tbody>
<tr>
<td></td>
<td>ICBO-ES Report #1821</td>
</tr>
<tr>
<td></td>
<td>City of Los Angeles #RR 24939</td>
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<tr>
<td></td>
<td>DOT</td>
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<td></td>
<td>Please call Customer Service for specific information by state.</td>
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<tr>
<td></td>
<td>Federal QQZ-325C, Type II, Class 3</td>
</tr>
<tr>
<td></td>
<td>Specifications (Clear Chromate added)</td>
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<tr>
<td></td>
<td>FFS-325, Group II, Type 4, Class 1</td>
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**MAXIMUM TENSILE AND SHEAR CAPACITY FOR STATIC LOADS**

<table>
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<tr>
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<tbody>
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<td>3/4</td>
<td>3 11579 15537</td>
<td>19299 21000</td>
<td>27019 23103</td>
<td>3 1/2 17293 19050</td>
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<tr>
<td>3/4</td>
<td>7 15444 15537</td>
<td>25740 21000</td>
<td>36036 23103</td>
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<tr>
<td>1</td>
<td>5 1/2 16351</td>
<td>27252 33083</td>
<td>38153 35700</td>
<td>4 1/2 21616 31666</td>
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<tr>
<td>1</td>
<td>7 17837</td>
<td>29728 33083</td>
<td>41619 35700</td>
<td>• •</td>
<td></td>
</tr>
</tbody>
</table>

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

**LENGTH SELECTION GUIDE**

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

**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 ≤ E ≤ 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.

<table>
<thead>
<tr>
<th>TORQUE VALUES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anchor Diameter (in)</td>
</tr>
<tr>
<td>3/4</td>
</tr>
<tr>
<td>1</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
POST SHIMMING

1/4" Thick (Black)  1/8" Thick (Red)  1/16" Thick (Blue)

All post shims are designed to be underneath the base plates and around the anchor bolts.

Shim beneath post footings to ensure level assembly.
IMPORTANT NOTICE:

This lift will only lift as level as the floor it is located on. Shimming and/or floor modifications may be required to level lift. Since every owner's shop floor is different, review the following guidelines to properly level this lift.

RECOMMENDED GUIDELINES:

1. Maximum lengthwise slope is 1" per 10'. Maximum widthwise slope is 1/2" per 10'. For slopes greater than this, it is recommended to pour a new slab for this lift.

2. For shimming in excess of 2", it is recommended to pour new slabs for posts. Ensure that the surface of these slabs are level with respect to each other.

3. Use 1/2" base plates for shimming of 1/2" or greater under posts. Stack base plates as needed. (Contact Mohawk for extra base plates for shimming)

4. For shimming in excess of 1/2", longer WEJ-IT anchors are required. (Contact Mohawk for longer anchors per your specific shimming situation)

5. For shimming less than 1/2", use plastic shims under lowest base plate.

6. Notice that shimming the approach (ramp) end of the lift will increase the ramp angle slightly.

REV: 12/99
FILE: MAN1341
REV: A 8/08
TRACK LEVELER FUNCTIONS

SYSTEM IS LEVEL

AFT LEVEL INDICATOR LIGHT
OFF

FORE LEVEL INDICATOR LIGHT
OFF

AFT END OF LIFT IS LOW

AFT LEVEL INDICATOR LIGHT
OFF

FORE LEVEL INDICATOR LIGHT
ON

AFT END OF LIFT IS LOW

AFT LEVEL INDICATOR LIGHT
ON

FORE LEVEL INDICATOR LIGHT
OFF

USE ANTI-FREEZE AS FLUID REPLACEMENT ONLY !!
WHEEL CHOCK PLACEMENT

WHEEL CHOCK

WHEEL CHOCK LOCATIONS

WHEEL CHOCK LOCATIONS
CHAIN ADJUSTMENT

- LOWER THE UNIT COMPLETELY
- TIGHTEN THE CHAIN CONNECTOR (ITEM 2) AT THE TOP OF THE POST
- THE ADJUSTMENT IS COMPLETE WHEN BOTH EQUALIZING CHAINS ARE TAUT

QUANTITY SHOWN IS THE SAME FOR 'FORE & 'AFT' LEG ASSEMBLIES

<table>
<thead>
<tr>
<th>ITEM</th>
<th>PART NUMBER</th>
<th>DESCRIPTION</th>
<th>QTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>600-690-010</td>
<td>NUT, LOCK, 7/8-14 NF</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>600-830-005</td>
<td>CHAIN, BL646, 225&quot; (300 PITCHES)</td>
<td>2</td>
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<tr>
<td>2</td>
<td>025-000-107</td>
<td>CHAIN CONNECTOR</td>
<td>2</td>
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<td>1</td>
<td>600-830-026</td>
<td>MASTER CHAIN LINK ASSEMBLY</td>
<td>4</td>
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</tbody>
</table>
CENTER OF CROSSRAIL TUBING (CENTERLINE OF POSTS)

1 REF EVEN GAP ON EACH END

9 5/8 REF (MAY VARY)

5

TR-33/35/50/75 RAMP SETUP
MOHAWK MODELS
TR-33/ 35/ 50/ 75
TR-33WT/35WT/50WT/ 70WT
PARTS DRAWINGS

MOHAWK RESOURCES LTD.
65 VROOMAN AVENUE
AMSTERDAM, NY 12010
TOLL FREE : 1-800-833-2006
FAX : 1-518-842-1289
LOCAL : 1-518-842-1431
POST #1 & #4 SHOWN
(POST #2 & #3 MIRROR IMAGE OF THIS)

NOTICE OF CONFIDENTIAL INFORMATION
1. REMOVE ALL DELTA COMPONENTS & BRACKETS.
2. REMOVE ALL MOUNTING HARDWARE.
3. REMOVE ALL EXTERNAL SOFTWARE, ADHESIVES, PULLERS, ETC.
4. REMOVE ALL DELTA HARDWARE.
5. REMOVE ALL BED SLIDERS.
6. REMOVE ALL ELECTRICAL CONNECTORS & WIRE TERMINALS.
7. REMOVE ALL EXITING HARDWARE, ADHESIVES, ETC.
8. REMOVE ALL DELTA HARDWARE.
9. REMOVE ALL BED SLIDERS.
10. REMOVE ALL ELECTRICAL CONNECTORS & WIRE TERMINALS.
11. REMOVE ALL DELTA HARDWARE.
12. REMOVE ALL BED SLIDERS.
13. REMOVE ALL ELECTRICAL CONNECTORS & WIRE TERMINALS.
14. REMOVE ALL DELTA HARDWARE.
15. REMOVE ALL BED SLIDERS.
16. REMOVE ALL ELECTRICAL CONNECTORS & WIRE TERMINALS.
17. REMOVE ALL DELTA HARDWARE.
MAIN SIDE TRACK ASSEMBLY
(075-010-005)
### Parts List

<table>
<thead>
<tr>
<th>ITEM</th>
<th>NAME</th>
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<th>QTY</th>
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</thead>
<tbody>
<tr>
<td>8</td>
<td>600-640-072</td>
<td>Bolt, Hex Head, 3/4-16 NF x 3&quot; (CRB)</td>
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<tr>
<td>7</td>
<td>600-690-003</td>
<td>Nut, Nylon Lock, 3/4-16 NF</td>
<td>4</td>
</tr>
<tr>
<td>5</td>
<td>600-890-006</td>
<td>Cotter Pin, 1/8 Dia x 1 3/4 Lg</td>
<td>2</td>
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<tr>
<td>4</td>
<td>600-710-010</td>
<td>Washer, Flat, 1&quot;</td>
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<td>3</td>
<td>P-160-P-001</td>
<td>Tilt Bar</td>
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<td>075-050-002</td>
<td>Transition Plate Weldment</td>
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<td>075-050-001</td>
<td>TRACK STOP RECIEVER WELDMENT</td>
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**NOTICE OF CONFIDENTIAL INFORMATION**

Information contained herein is Confidential and Property of Mohawk Resources Ltd. Where drawing is furnished to others it shall be used solely for purposes of inspection, installation, operation, and servicing. Fixtures or material information disclosed by the recipient for any other purposes whatsoever.

**NOTES**

1. REMOVE ALL SHARP CORNERS & EDGES.
2. UNLESS OTHERWISE SPECIFIED, SURFACE FINISH TO BE 125 RMS.
3. WELDING MEDIUM SHALL CONFORM TO AWS SPECIFICATIONS TO E-70XX ELECTRODES OR E-70T1 CODE 5.3 FLUX CORE WIRE ONLY.

**TOLERANCES**

- **ANGULAR TOLERANCE**: ± 1°
- **DIMENSIONAL TOLERANCE**: ± 1/32" (0.008)
WIDE TRACK (WT) PARTS ONLY
CYLINDER BARREL WELDMENT, 070-000-001

ROD GLAND HOUSING ASSY, 070-000-003

<table>
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<td>YOKE DONUT</td>
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<td>070-000-102</td>
<td>BARREL</td>
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<td>6</td>
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<td>O-RING</td>
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<td>7</td>
<td>601-420-017</td>
<td>FITTING, 90°</td>
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<td>ROD T-SEAL</td>
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<td>601-060-007</td>
<td>BACK-UP RING</td>
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<td>601-020-003</td>
<td>ROD WIPER</td>
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<td>601-050-004</td>
<td>POLY-PAK</td>
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<td>12</td>
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<td>VELOCITY FUSE -10</td>
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<td>BOLT, SOCKET HEAD</td>
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<td>17</td>
<td>050-000-136</td>
<td>ROD</td>
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<td>O-RING</td>
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<td>PLATE, CAUTION</td>
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PISTON ASSEMBLY, 070-000-002

NOT SHOWN

TR-SERIES
CYLINDER ASSEMBLY
ZZ1070-A-016

FILE: MAN1454
DATE: 10/07
NOTICE OF CONFIDENTIAL INFORMATION

INFORMATION CONTAINED HERIN IS CONFIDENTIAL AND PROPERTY OF MOHAWK RESOURCES LTD. WHERE DRAWING IS FURNISHED TO OTHERS IT SHALL BE USED SOLELY FOR PURPOSES OF INSPECTION, INSTALLATION, SERVICE WORK AND REPAIRS TO BE PERFORMED BY THE CONTRACTOR OR BY THE RECIPIENT FOR ANY OTHER PURPOSES WHATSOEVER.

NOTES:
1. REMOVE ALL SHARP CORNERS & EDGES.
2. UNLESS OTHERWISE SPECIFIED, SURFACE FINISH TO BE 100 RMS.
3. WELDING MEDIUM SHALL CONFORM TO AWS SPECIFICATIONS TO X-70XX ELECTRODES OR 8-70XX CODE 6.3 FLUX CORE WIRE ONLY.

TOLERANCES:
ANGULAR: 1/4°
FRACTIONAL: 0.0005
DECIMAL: 0.0001

FILE NAME: ZZ1070-A-017
DATE: 10/07
WEIGHT: N/A LB
DRAWING NUMBER: ZZ1070-A-017

REV.
DESCRIPTION
DATE
BY
APF'D.

8 MAN1410 CYLINDER DRAWING (SERVICE) 1
7 070-000-104 SPIN KEY 1
6 601-030-014 O-RING 1
5 601-050-004 POLYPAACK SEAL, PISTON 2
4 601-020-003 ROD WIPER 1
3 601-060-007 BACK-UP RING 2
2 601-000-003 ROD T-SEAL 1
1 601-030-021 O-RING 1

FOR TR-SERIES CYLINDER ASSEMBLY ZZ1070-A-016
ITEM 7
(SECURED TO OUTSIDE OF ITEM 1 CARTON)

ITEM 3

ITEM 2

ITEM 6

ITEM 5

WARRANTY REGISTRATION CARD PACKAGE

MAN1456

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<td>TRACK STOP, TOP</td>
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<td>600-930-001</td>
<td>RUBBER WHEEL CHOCK</td>
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<td>075-010-008</td>
<td>HOSE ASSEMBLY</td>
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<td>TR-SERIES MANUAL ASSEMBLY</td>
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<td>2</td>
<td>033-000-116</td>
<td>TRACK STOP, BOTTOM</td>
<td>2</td>
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<td>1</td>
<td>601-600-023</td>
<td>BOX, CORRUGATED</td>
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PARTS BOX #1

FILE: MAN1456
DATE: 10/07
FULLY TIGHTEN (CW) WITH 3/16 ALLEN WRENCH, THEN BACK OFF (CCW) 3 FULL TURNS, THEN TIGHTEN JAM NUT, THEN TIGHTEN CAP.
MOHAWK
MODELS
TR-33/ 35/ 50 / 75
TR-33WT/35WT/50WT/70WT
ELECTRICAL/HYDRAULIC
SCHEMATICS

MOHAWK RESOURCES LTD.
65 VROOMAN AVENUE
AMSTERDAM, NY 12010
TOLL FREE : 1-800-833-2006
FAX : 1-518-842-1289
LOCAL : 1-518-842-1431
PRE-EXISTING SLAB REQUIREMENTS & NEW SLAB RECOMMENDATIONS

MOHAWK RESOURCES LTD.
65 VROOMAN AVE.
AMSTERDAM, NY 12010
TOLL FREE: 1-800-833-2006
LOCAL: 1-518-842-1431
FAX: 1-518-842-1289
INTERNET: www.MOHAWKLIFTS.com
E-MAIN: Service@MOHAWKLIFTS.com
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>
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<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>
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<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 ½ 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.

File: Pre-Existing Floor-Requirements.doc
Rev Date: 6/1/2006
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 ⅜ 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, hand mix your own concrete.

Rev: 6/7/06
File: New-Slab.doc
# 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>6 - #4 - Main Bars</td>
<td>6 in - Long 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>6 - #4 - Main Bars</td>
<td>6 in - Long 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>6 - #4 - Main Bars</td>
<td>6 in - Long Bars</td>
<td>3/4 in</td>
<td>6 in</td>
</tr>
<tr>
<td>LMF-12</td>
<td>72&quot; Min</td>
<td>168&quot; Min</td>
<td>8 - #4 - Main Bars</td>
<td>8 in - Long 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</td>
<td>8 in - Long 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</td>
<td>8 in - Long 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</td>
<td>8 in - Long 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</td>
<td>8 in - Long 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</td>
<td>8 in - Long Bars</td>
<td>1 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</td>
<td>8 in - Long 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</td>
<td>6 in - Each Way</td>
<td>3/4 in</td>
<td>5 in</td>
</tr>
<tr>
<td>FL-25 *</td>
<td>24&quot; Min</td>
<td>24&quot; Min</td>
<td>4 - #4 Bars</td>
<td>6 in - Each Way</td>
<td>3/4 in</td>
<td>5 in</td>
</tr>
<tr>
<td>TR-25 *</td>
<td>24&quot; Min</td>
<td>24&quot; Min</td>
<td>4 - #4 Bars</td>
<td>6 in - Each Way</td>
<td>3/4 in</td>
<td>5 in</td>
</tr>
<tr>
<td>TR-33 *</td>
<td>72&quot; Min</td>
<td>72&quot; Min</td>
<td>12 - #4 Bars</td>
<td>6 in - Each Way</td>
<td>3/4 in</td>
<td>5 in</td>
</tr>
<tr>
<td>TR-35 *</td>
<td>72&quot; Min</td>
<td>72&quot; Min</td>
<td>12 - #4 Bars</td>
<td>6 in - Each Way</td>
<td>3/4 in</td>
<td>5 in</td>
</tr>
<tr>
<td>TR-50 *</td>
<td>72&quot; Min</td>
<td>72&quot; Min</td>
<td>12 - #4 Bars</td>
<td>6 in - Each Way</td>
<td>3/4 in</td>
<td>5 in</td>
</tr>
<tr>
<td>TR-75 *</td>
<td>72&quot; Min</td>
<td>72&quot; Min</td>
<td>12 - #4 Bars</td>
<td>6 in - Each Way</td>
<td>3/4 in</td>
<td>5 in</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.

REINFORCEMENT (SEE SLAB TABLE)

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

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

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

(SEE SLAB TABLE)

(SEE SPECIFIC LIFT DIMENSIONS FOR POST CENTERS)

UNSUITABLE 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
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.

C-size

NOTICE OF CONFIDENTIAL INFORMATION
Information contained herein is confidential and proprietary of Mohawk Resources Ltd, unless otherwise specified, surface finish to be 125 RMS.

SECTION A-A:
CAUTION
Lift to be used by trained operator ONLY.

CAUTION
Authorized personnel only in lift area.

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.

They are protected by copyright. Set of labels may be obtained from ALI or its member companies.

© 1992 by ALI, Inc.
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.

They are protected by copyright. Set of labels may be obtained from ALI or its member companies.

© 1992 by ALI, Inc.
WARNING
Clear area if vehicle is in danger of falling.

WARNING
Remain clear of lift when raising or lowering vehicle.

WARNING
Keep clear of pinch points when lift is moving.

WARNING
Keep feet clear of lift while lowering.

WARNING
Do not override self-closing lift controls.

WARNING
Chock wheel to prevent vehicle movement.

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.

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© 1992 by ALI Inc.
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