Mobile Column Lift Operating Manual
Information Folder

Mobile Column Lifts

Model B32/48

Capacity 8 Tonnes per column
Mobile Column Lifts

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Section 1

General Notes

The information and instructions given in this manual are given for the safe and efficient operation of your mobile vehicle lift set. Please give this the required attention it deserves.

Section 2

Important Notices

Please adhere to the lubrication schedule as indicated in section 10 of this manual. Non-conformance will render the warrantee invalid.

Section 3

Transportation and unloading

If the lifts are delivered on a normal flat bed vehicle in the vertical position, the units may be unloaded using a forklift truck. The hydraulic jacking unit will raise the frame to allow the forks to pass underneath the base plate. It is advisable to approach from the rear of the unit and tilt the forklift mast slightly backwards once the unit is raised from the floor of the vehicle. The lifts may also be unloaded with the use of a sling around the top cross member plate.

If the lifts are transported in the horizontal position, which is not advisable, a forklift truck can offload positioning the forks along the column at the point of balance. After unloading from the vehicle floor, tilt to the vertical position carefully using a sling around the TOP CROSS MEMBER PLATE ONLY. Care must be taken to position the sling to avoid damage to the motor/gearbox assembly, limit switches and the bellows. It is imperative that the lifting forks are fastened to the outrigger legs to stop free movement of the carriage up the mast section.

**IMPORTANT** DO NOT pick the lifts up by the screwed shaft, lifting carriage or the motor/gearbox assembly.
Section 4
Checklist for Safe Operation

SAFETY NOTICE

This notice must be read prior to the safe operation and or use of these lifts. The lifting carriage must be placed centrally around the vehicle’s wheels and all vehicle emergency and park brakes must be released or disengaged when operating lifts up or down.

The operator is advised to recheck that the vehicle’s park and emergency brakes are still released or disengaged prior to operation of the lifts if the vehicle has been raised for any period of time.

Failure to comply with these precautions could put the operator at undue risk and cause damage to the lifts.

 Whilst Briton UK give comprehensive operator training for all sets of lifts supplied, it is advisable, in the interests of safety, that all operators adhere to the following general precautions and practices which should be observed at all times:

1. The lift should only be operated on a hard floor or surface which can support a localized load of 1,75N/m². The slope of this floor or surface should not exceed 1 in 40 and the location should not be subjected to wind in excess of 64 km/hr.

2. Position the lifts around the vehicle in the configuration as shown in the diagram on the lift column.

3. First locate one pair of lifts under the rear wheels to prevent the vehicle from moving, then release the park or emergency brake and ensure that a neutral gear is selected.

4. Position all the lifts with the forks centrally around the tyres and located as far under the tyres as possible without the possibility of any damage to the vehicle body or chassis during the lifting operation. For example, protruding front wheel studs must be clear of the cross member at the rear of the forks. On some vehicles it may be necessary to fold back the rear view mirror arms or any other projections so that the lift can be positioned correctly.

5. Lower the hydraulic jacking unit so that the lift base plate is in firm contact with the floor.

6. Maintain a clear zone around the lifts at all times and no maneuvering of other vehicles near a raised vehicle should be allowed.

7. Observe the vehicle and surrounding areas at all times during lifting and lowering operations. When lifting, watch particularly for obstructions such as roof members and workshop lighting, support stands and toolboxes when lowering.

8. It is recommended that multiple axle vehicles be lifted on the foremost and rearmost axles.

9. The standard forks on all lift models safely accommodate wheel sizes from 16x7,50 / 17x8,50 (according to profile) up to 22,5x12,00. Special wheel adaptors are available and should be used for tyre sizes from 16x7,50 / 17x8,50 down to 13x165.

10. DO NOT start the engine of a vehicle when the drive wheels are engaged in the lift forks. If it is necessary or desirable to start up the engine, place a pair of support stands under the drive wheel axle points on the chassis, lower the pair of lifts on that axle to 25mm to 75mm clear of the tyre, leaving the vehicle safely supported on the stands. With the wheels now free, the engine may safely be started for checking...
oil/water/air leaks and, indeed, a gear may be selected to turn over the transmission when wishing to check for transmission faults.

Section 5

**MOBILE VEHICLE LIFT – 8t x 4/6**

<table>
<thead>
<tr>
<th>Description</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lift Capacity per Unit</td>
<td>8 Tonnes</td>
</tr>
<tr>
<td>Lift Capacity Per Set Of Four Units</td>
<td>32 Tonnes</td>
</tr>
<tr>
<td>Lift Capacity Per Set Of Six Units</td>
<td>48 Tonnes</td>
</tr>
<tr>
<td>Lifting and Lowering Speed</td>
<td>700mm per minute</td>
</tr>
<tr>
<td>Maximum Lifting Height</td>
<td>1750mm</td>
</tr>
<tr>
<td>Mass Per Lift Unit</td>
<td>490kg</td>
</tr>
<tr>
<td>Electrical Control Enclosures Rating</td>
<td>IP 65</td>
</tr>
</tbody>
</table>

| Drive                                      | Electro mechanical with self-locating drive nut on lifting screw spindle system 3kW – 6amp motor per each lift drive unit. |
| Lifting/Lowering                          | Lifts can be operated as a set of 4, 6, in pairs or individually (each lift unit independently). |
| Tyre Sizes                                 | Wheel sizes from 13 x 165/22, 22.5 x 12.00. For wheel sizes 13 x 165/22, 17.5 x 75, small wheel adaptors are required. |
| Supply Voltage                             | 3 phase, 400/415 volt, 50 cycles as standard, Alternative voltages are available. |
| Control Voltage                            | 110 volt (built in transformer) Alternative low voltage transformer available |
| Portability                                | Hand operated hydraulic jack lift base from floor enabling lift unit to be easily positioned as required. |
| Safety Features                            | Emergency ‘STOP’ buttons with keyed authority override on master lift unit. Upper and lower movement controlled by limit switches. Electrically monitored back-up SAFETY NUT. Safety load tested to 150% of rated load. All electrical circuits with overload protection. Armour protected, drag resistant, interconnecting cables and plugs. All units conform to ES 1493 Standard. All units conform to CE (European Standard) specifications. Electrical Control Enclosures rated IP65. Suitable for use outside and steam cleaning. Remote pendant control with 5-meter cable for maximum visibility and safety. Electrically controlled motor for total operational control when in use. |
Section 6

General description and Construction

1. General

These lift sets are mains powered equipment on 380 – 415 volt 3 phase 50Hz. Alternative voltages are available on request. Each set consists of 4 or 6 mobile column lifts which can be operated as a set of 4 or 6, in pairs or individually. All capacities of lifts have many common components and are subject to identical maintenance instructions. These lift sets comply with BS EN 1493:1999 and are CE approved. The lifts are positioned manually by means of a lever operated hydraulic towing and steering unit.

2. Mast

The mast consists of two vertical columns constructed of heavy gauge rectangular hollow steel section – 300WA. The columns are welded to the base plate and bolted to the top beam. The mast provides the surfaces on which the carriage guide rollers are supported.

3. Base Plate

A large area base plate of welded steel construction ensures stability when lifting and prevents damage to the floor. A hand operated hydraulic jack raises the base plate from the floor enabling the lift unit to be easily maneuvered in a tight turning circle on two fixed wheels and two large diameter steering wheels. The drive shaft bottom thrust bearing is located on the base plate.

4. Lifting Carriage

A lifting carriage fabricated from steel plate is supported by a self aligning steel collar and bronze load nut up or down, raising or lowering the lifting carriage. Rotation of the shaft moves the load nut up or down, raising or lowering the lifting carriage. The carriage is located on the mast by guide rollers. Forks attached to the carriage accept wheels 16x750 to 22,5x12.00. Slide-on adaptors are provided to accommodate smaller wheels.

5. Drive shaft

The drive shaft is positioned between the vertical columns of the mast, and located in thrust bearings in the base plate and top beam. The drive shaft is driven by an electric motor and gearbox mounted on the top beam. The drive shaft is protected by flexible bellows resistant to grease, acid, water and steam.

6. Controls

A control box and panel are fitted to each lift unit, the panel on No 1 lift being the master control and selector panel. From the master panel pairs of lift units or all lifts can be controlled simultaneously. Individual lifts can be controlled from their own panels when so selected on the master panel. To provide all round visibility when operating all lifts or any pair, a hand held remote control pendant is provided and can be plugged into any of the control box panels, enabling the operator to move while raising or lowering the lifts.
7 Electrical Specification

Supply and motor voltage: 380 – 460 volts, 3 phase, 50 Hz
Control circuit voltage: 110 volts, single phase, 50 Hz

All electrical equipment complies with enclosure protected standard IP55. Flexible multicore cables are used and all cable entries are sealed against the ingress of water. The system has a built in facility to allow extension of a four set to a six set lift combination.

8 Safety Features

A mains power isolation switch is provided on the master control panel. All Panels are provided with an emergency “stop” button which, when depressed, interrupts the control circuit and stops all lifts simultaneously. All “stop” buttons are fitted with key release and can only be released by authorized personnel. Each carriage is equipped with a micro switch which interrupts the control circuit if any obstruction is met when lowering. The operation of this switch stops all lifts. All lift units are fitted with micro switches to control the upper and lower limit of travel. The operation of a limit switch stops movement of the individual lift only. The limit switches therefore act as self leveling devices. A safety switch is provided to monitor the condition of the load nut. Should the load nut become excessively worn or fail, the switch interrupts the control circuit and stops all lifts. In the unlikely case of a load nut failure a safety nut rated to withstand the full working load prevents uncontrolled descent of the carriage unit. Failure to activate the lowering mechanism on the jacking unit interrupts the safety circuit and makes the lifts inoperative. A manual override control button is provided to override interruption of the safety circuit.

9 Noise Emissions

The noise level of the two adjacent lifts is less than 63db (A) Leq. and sufficiently below the required level of 85db (A) Leq. to meet The Provision and Use of Work Equipment Regulations 1992.

10 Warranty

Each Set of Column lifts Arrive with One Years Parts & Labour Warranty excluding Malicious Damage & Misuse

11 Servicing

It is recommended that servicing is carried out by Briton the Manufacturer or an Approved Agent of the Manufacturer and in every day usage the intervals should be every 6 Months, in the Case of light usage a Maximum period of 12 Months between Services is recommended.
Section 7

Lift Positioning and Set-up

1 General

Ensure that the electric plug to be fitted to the No 1 lift is compatible with the mains socket from which the lifts are to be powered. Before fitting the plug ensure that the mains supply and isolator on panel No 1 are both switched off. When fitting the mains power cable ensure that the phases of the supply are connected in the correct sequence. When the plug has been fitted, switch on the mains supply and the isolator on the No 1 panel. If the phase light on the master panel illuminates, the phase sequence is incorrect. To prevent damage to the equipment the lifts will not operate. To correct the phase sequence, interchange two of the phase wires in the plug or wall socket. It is important to ensure that all the wall sockets on which the lifts will be used have the same phase sequence. When the correct phase sequence is achieved the phase sequence lamp will go out and the mains “POWER ON” lamp will illuminate. The lifts are now ready to be connected together. Before carrying out connections turn off the mains isolator on the master control panel.

2 Positioning the lifts

To move a lift to the required position it is necessary to raise the base plate from the floor so that the weight is taken by the wheels. Using the jacking/steering handle: Raise the lift by pumping the jacking handle. The maximum height has been reached when the pumping action has stopped. The jacking handle can now be used for towing and steering. Move the lift to the vehicle, ensuring the interrelation of the four lifts is as shown on the following page. Position with the carriage forks centrally in line with the wheel. Raise the lever on the jacking unit handle to release hydraulic pressure and allow the base plate to settle onto the floor. Repeat the above actions for the remaining lifts.

WARNING

Keep feet clear of the lift base when releasing pressure from the jacking unit.

Lift units 1 and 2 can be interchangeable to suit the proximity of the power supply, in which case units 3 and 4 (and 5 and 6 if applicable) must also be changed to suit.

A dummy plug is supplied and must be inserted in the socket in the No 4 or No 6 panel to complete the safety circuit on 4 lift and 6 lift sets respectively.

Coding pins are fitted into the multi-pin plugs to ensure that the lifts can only be connected in the correct sequence.

See fouling pin diagram – *(FAULT FINDING Section 9)*

Note:
The number of each individual unit is marked on the panel front of each column.

Operating the Lifts

If you have completed the following:

1. Fitted the mains plug with the correct phase sequence.
2. Positioned the lifts in sequence as shown in the diagram.
3. Lowered all four lifts onto their base plates.

You can now proceed as follows:

A layout drawing of the Master and Slave panels can be found in the OPERATOR TRAINING SECTION 8, to assist with the following:

1. Switch on mains power via isolator switch on the master control panel. (See diagram).
2. Check that all “Power On” indicator lamps are illuminated. If all lamps are illuminated then proceed to part 3, if not, refer to FAULT FINDING Section 9, in this folder.
3. Select “ALL” mode on lift selection switch on the No 1 panel.
4. Depress the lower button on the hand held pendant until each carriage reaches its factory set minimum height.
5. You can now position the carriage forks under the wheel and as far as possible under the vehicle, ensuring that no projecting part of the vehicle can be damaged during lifting. It is advisable that full depth of tyre is supported by the carriage forks.

You are now ready for operator training.
Section 8

Operation Instructions

1, General

This set of lifts should only be operated by properly trained personnel.

The lifts can be used on flat surfaces with a slope no greater than 1 in 40 however, must not be used outside in winds exceeding 64km/h.

2, Positioning of the lifts

To move a lift into the required position it is necessary to raise the base plate from the floor so that the weight is taken by the wheels. Using the jacking/steering handle:

Raise the lift by pumping the jacking handle.

The maximum height has been reached when pumping action has stopped.

The jacking handle can now be used for towing and steering.

Move the lift to the vehicle to be raised, ensuring that the interrelation of the four lifts is as shown in the previous section. Position with the carriage forks centrally under the wheel and as far in under the vehicle as possible whilst ensuring that no projecting part of the vehicle can be damaged during lifting operations.

Raise the lever on the jacking handle to release the hydraulic pressure and allow the base plate to settle on the floor.

Repeat the above actions for the remaining lifts.

Warning:

Keep feet clear of lift base when releasing pressure from the jacking handle.

3 Connecting to the power supply.

The power supply for all lift units enters the master control panel fitted to the No 1 lift. To provide power to the other lifts, connect the armoured cable from lift to lift in the order as shown in the previous section. The cables terminate with a quick release multi-pin plug which is keyed to ensure that units can only be connected in the correct order.
4 Lift selection.

A selector switch on the master control panel on the No 1 lift enables selection of the required combination of lifts. It is possible to select all four or six lifts together, 1 and 2, 3 and 4, or 5 and 6 as pairs, or any single lift. For normal lifting operations all four or six lifts are used simultaneously.

5 Operating all four lifts

5.1 To raise vehicle:

Switch on the power isolator switch on the master control panel.

Turn the lift selector switch to "All".

Check that the "Power On" lamps are illuminated on all control panels.

Take the hand held remote control from its stowage bracket on the master control panel and move clear of the lifts to a position of optimum visibility.

Press and hold the "Up" button on the remote control. Maintain a good all round look-out while the vehicle is being raised. Release the "Up" button when the vehicle reaches the desired height.

Switch off power isolator.

Note:

It is safe to work underneath a raised vehicle while still on the lifts. Support stands are required to obtain a wheel-free condition, to remove an axle or to take the lifts away to raise another vehicle.

Warning:

Beware of tripping hazard around lift base while working under the vehicle.

To lower the vehicle:

Switch on the power isolator switch on the master control panel.

Check that the lift selector switch is positioned at “All” and that all “Power On” lamps are illuminated.

Take the hand held remote control from its stowage bracket on the master control panel and move clear of the lifts to the position of optimum visibility.

Check that there are no obstructions beneath the lifts.

Press and hold the "Down" button on the remote control, maintaining a good all round look-out while the vehicle is being lowered. Release the "Down" button when the vehicle reaches the desired height.
6 Operating pairs of lifts.

6.1.1 The ability to operate lifts in pairs is intended to facilitate lowering one end of a vehicle onto support stands to achieve a wheel-free condition or to assist axle removal. To operate a pair of lifts:

6.1.2 Check that the power isolator is on.

6.1.3 Turn the lift selector switch to select appropriate pairs as required.

6.1.4 Raise or lower the selected pair of lifts by pressing the appropriate button on the hand held remote control.

Note:

When the activity that required the use of a pair of lifts is complete, the vehicle must be returned to the horizontal position before being raised or lowered by the use of all lifts.

7 Operating single lifts.

7.1 The ability to operate lifts individually enables a wheel-free condition to be obtained at one wheel station by use of a support stand. A further use of the single lift facility is to enable a raised vehicle to be leveled in the event of a tyre becoming deflated. This avoids damage to vehicle bodywork due to lowering in a tilted condition.

7.2 To operate a single lift:

7.2.1 Check that the power isolator is on.

7.2.2 Turn the master control panel selector switch to the required lift. The hand held remote and the controls on the other lifts are now isolated. The “Power On” light on the selected lift control panel is now illuminated

7.2.3 Go to the control panel of the selected lift and operate the "Up" or “Down” button as required.

Note:

If, due to a deflated tyre, the vehicle has been leveled by using a single lift, selection of “All” will maintain a vehicle in a level attitude whilst lowering. In this case it will be necessary to position a jack or axle stand adjacent to the deflated wheel-station to support the vehicle in a level condition.

7.3 Interruption of the safety circuit.
The safety control circuit is interrupted, stopping all lifts, if either the load nut run-on switch or the load nut wear indicator switch is operated. The switches operate under the following circumstances.

7.3.1.1 If the lift unit descends onto an obstruction downward movement of the carriage will cease, but the load nut will continue to move down the shaft. This condition will be detected by the load nut run-on switch which will open, preventing further movement of all lifts.

7.3.2 If a soft tyre becomes stuck into the fork preventing it from completing its downward travel the load nut over-run switch will open as soon as the tyre touches the floor.

7.3.3 If the load nut fails or becomes excessively worn the load nut indicator switch will operate, preventing further movement of all lifts.

Other cases are explained in the fault finding section 9

7.4 To detect which lift has caused the safety circuit to be interrupted, inspect the “power on” lights on the control panels in numerical order starting with No 1. The light on the affected lift will still be illuminated but all lights following will be out.

7.5 Having decided which lift is affected, inspect to see if the fork is stuck on a soft tyre in contact with the floor. If this is the case then impart a sharp downward blow to the fork to free it from the tyre. The nut run-on switch will then close and the lifts will revert to the normal operation.

8 Use of the manual override button.

8.1 A manual override control button is located inside the master control cabinet on the No 1 lift. This control is used to provide an emergency means of operating the lifts when the control circuit has been interrupted by the operation of the nut over-run switch or the load nut wear indicator switch.

8.2 To return to normal operation after the safety circuit has been interrupted proceed as follows:

8.2.1 Determine which lift has caused the interruption.

8.2.2 Discover whether the interruption has been caused by an obstruction or load nut wear.

8.3 If the interruption has been caused by a lift descending onto an obstruction take the following action:

8.3.1 Switch off the main isolator switch on the master control panel.

8.3.2 Open the control cabinet using the key provided. Turn the isolator switch stalk clockwise and switch on the power.

Warning:

Some of the electrical components in the panel are now live.

8.3.3 Press and hold in the override button situated inside the top right side of the control panel. This reinstates the power to the control circuit.
8.3.4 Whilst holding the override button depressed, press the “Up” button of the hand held remote control and raise the lifts clear of the obstruction, allowing the nut run-on switch to close.

Caution:
Do not operate the “Down” button while the override button is depressed. This may cause damage to the safety nut and thrust bearing.

8.3.5 Remove the obstruction.

8.3.6 Turn the isolator switch stalk anti-clockwise to switch off the power. Close and lock the control panel.

8.3.7 Switch on the power isolator switch and operate the lifts normally to bring them to floor level.

8.3.8 If there is no obstruction beneath the affected lift it may be assumed that the load nut wear indicator switch has caused the interruption. To lower the lifts safely proceed as follows:

8.3.9 Switch off the mains isolator switch on the master control panel.

8.3.10 Open the control cabinet using the key provided. Turn the isolator switch stalk clockwise to switch on the power.

8.3.11 Press and hold the override button situated inside the top right side of the control panel. This reinstates the power to the control circuit.

8.3.12 Whilst holding the override button depressed, press the "Down“ button of the hand held remote control. Observe the affected lift very closely to ensure that it moves down and is not jammed or obstructed in any way.

8.3.13 Lower the lifts to floor level. Turn the isolator switch anti-clockwise to switch off the power. Close and lock the control panel door.

8.3.14 Take the lifts out of use until the fault causing the safety switch to operate has been rectified.
## Section 9

### Fault Finding

The purpose of this section is to assist in locating electrical and mechanical faults which can occur at commissioning or during service.

<table>
<thead>
<tr>
<th>Symptom</th>
<th>Cause</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>No response from raise/lower functions</td>
<td>Loss of incoming mains power supply</td>
<td>Check mains supply for 415v between phases</td>
</tr>
<tr>
<td>Power lights off</td>
<td></td>
<td>Check incoming supply panel circuit breakers. In the event of these having tripped – reset manually</td>
</tr>
<tr>
<td>Phase sequence light illuminated on Master Panel</td>
<td></td>
<td>Interchange any two of the phase wires within the plug or wall socket. It is recommended that the wires be changed within the plug. Check for continuity of three mains phases.</td>
</tr>
<tr>
<td>No response from raise/lower functions</td>
<td>Emergency STOP button depressed</td>
<td>Turn anti-clockwise to release</td>
</tr>
<tr>
<td>Power lights on one or more panels</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Detecting affected Lift</td>
<td>Jack Down switch fault</td>
<td>Lower each column jack onto base plate</td>
</tr>
<tr>
<td>The “power on” lights are a good indicator for establishing which lift has caused the safety circuit to be interrupted. All lights following the affected lift will go out.</td>
<td>Thermal overload activated</td>
<td>Rectify by manually pressing the reset button on the thermal overload relays</td>
</tr>
<tr>
<td>Lights ON Lift Affected</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No 1</td>
<td>No 1</td>
<td></td>
</tr>
<tr>
<td>No’s 1,2</td>
<td>No 2</td>
<td></td>
</tr>
<tr>
<td>No’s 1,2,3</td>
<td>No 3</td>
<td></td>
</tr>
<tr>
<td>No’s 1,2,3,4</td>
<td>No 4</td>
<td></td>
</tr>
<tr>
<td>Six Sets</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No’s 1,2,3,4,5</td>
<td>No 5</td>
<td></td>
</tr>
<tr>
<td>No’s 1,2,3,4,5,6</td>
<td>No 6</td>
<td></td>
</tr>
<tr>
<td>Failure of lifting nut</td>
<td></td>
<td>In this case the vehicle should be lowered to the floor by simultaneously depressing and holding in the override button and the down button on the pendant</td>
</tr>
<tr>
<td>Inspect interconnecting multi-pin plugs for evidence of electrical arcing or breakage resulting in pins not making contact with the socket.</td>
<td>Replace as necessary</td>
<td></td>
</tr>
<tr>
<td>SYMPTOM</td>
<td>CAUSE</td>
<td>ACTION</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
</tr>
<tr>
<td>No response from raise/lower functions.</td>
<td>Obstruction under forks</td>
<td>Raise carriage by use of manual override button and remove obstruction from the affected lift</td>
</tr>
<tr>
<td>Power lights show on one or more panels</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Three lift units raising when &quot;ALL&quot; mode selected</td>
<td>Top limit switch on inoperative lift unit stuck in tripped position</td>
<td>Attempt to free limit switch. If ineffective then replace as necessary</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Three lift units lowering when &quot;ALL&quot; mode selected</td>
<td>Bottom limit switch on inoperative lift unit stuck in the tripped position</td>
<td>As above</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No response from raise/lower functions</td>
<td>Damaged interconnecting multi-core cable</td>
<td>Replace as necessary</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lifts raise/lowering on individual units only</td>
<td>Hand pendant control cable damaged</td>
<td>Replace as necessary</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25 Amp circuit breaker tripping regularly</td>
<td>Check multi-pin plugs for signs of arcing. Alternatively, loose wires within mains plug.</td>
<td>Replace/Correct as necessary</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Amp circuit breaker tripping regularly</td>
<td>Faulty earth</td>
<td>Ensure that all control circuit wires are isolated from earth.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Amp circuit breaker tripping regularly</td>
<td>Transformer fault</td>
<td>Replace as necessary</td>
</tr>
</tbody>
</table>
Section 10

Maintenance Instructions

In order to keep vehicle lifts in good working order regular maintenance must be carried out. This consists mainly of lubrication of moving parts and replacement of worn or damaged components.

1  Base plate, mast and lifting carriage.

Examine the base plate, mast and lifting carriage for signs of distortion or damage.

Minor surface damage should be repaired using general engineering practices. Corrosion should be removed and the area repainted.

Examine the guide rollers for signs of wear or damage. Ensure that they are free to rotate and lubricate roller spindles with all-purpose maintenance lubricant.

2  Hydraulic towing units.

Examine the hydraulic towing units for signs of damage. Operate the jacking handle, ensuring that it is free to move throughout its range of movement. Check the jack selector lever for correct operation. Lubricate jacking handle and selector lever pivot pins.

Examine hydraulic jack for leaks. Check the fluid level and top up as required.

Examine the wheels for signs of wear or damage. Ensure that they are free to rotate.

3  Drive shaft

Examine shaft protection bellows for security and splits.

Position the carriage at the bottom of its travel. Remove the set screws securing the top bellows retaining flange to the underside of the top beam. Allow the bellows to fall, exposing the drive shaft. Examine the drive shaft and lubricate if required with anti-seize Coppacrest. Refit top bellows.

For lubrication see overleaf.

Electrical equipment

Examine all cables, plugs and sockets for signs of damage. Carry out continuity and insulation checks on power cables.

Examine top and bottom limit switches and jacking unit safety switch. Check for correct operation.

Electrical diagrams are supplied inside Panel No. 1

A regular service checklist is shown on the last page of this section.

Note

The British Standard, B.S.Au.161 Part II (Mobile Vehicle Lifts), recommends two visits per year by either the Manufacturer or Manufacturers Agent in order to carry out service and checks.
4 Lubrication
Refer to the drawing on the following page showing numbered parts

Threaded shaft/nut Assembly. If the lifts are in use every day, the threaded shaft should be lubricated weekly.

Lubricant. High-pressure capable grease compound.

Novatex EP 2

Method. By grease gun applied to the grease nipple on the bronze nut.

Shaft Bearings. These should be greased monthly.


Method – By grease gun applied to the nipples on the two bearings – see parts marked ‘Y’ on the drawing.

Note: Where necessary use a step ladder to reach the top grease nipples.

CHECKLIST – LIFTS IN SERVICE

The following checks should be completed regularly

1 Check lifting carriage for damage or wear.
2 Check concertina screw protection bellows for damage.
3 Lubricate screws as required.
4 Lubricate lifting nut and bottom screw bearing.
5 Check steering and outrigger wheels.
6 Check and lubricate hydraulic lifting jacks as required.
7 Check all electrical plugs and cables for damage.
8 Check wiring for loose or broken connections.
9 Check all upper and lower limit switches.
10 Test all controls for correct operation.

Failure to follow correct lubrication procedures will invalidate the warrantee on your lifts and reduce their working life.

All Data Supplied is Accurate at the time of Printing however it is subject to minor modifications and updates in the manufacturing process and therefore may change from time to time and is intended as a guide only.
Operator Declaration

I ……………………………………………………..(operator)
of …          …(company)
herewith declare that I have received full instruction in the operation of this mobile vehicle lift set and am
fully conversant with all the operations and safety procedures, maintenance requirements & product warranty.
I acknowledge receipt of the ‘EMERGENCY STOP’ safety override key as well as the instruction manual.

Set Serial No’s 0805101234… ..............................

................................................

Test 20974… ..............................

Signed ...................................................

Date ...................................................

Commissioning Engineer………………………………………..

This page is intended to be torn out and retained by the Commissioning Engineer

EC DECLARATION OF CONFORMITY

20
Manufacturer: Briton UK
Address: Unit 2B Bradburn Business Park
Wilton Rd Industrial Estate
Humberston
DN36 4AW
N.E. Lincolnshire
England

Herewith declares that:

Type of equipment: Mobile Vehicle Lifts – Set of 4
Model: B32/48
Design Registration: F2006/0145 (S.R. Gustafson)
Safe Working Load 8 tonne per column
Serial No’s: 0805101234
Year of Manufacture: 2010/…May

Has been manufactured and tested using the transposed European Harmonized Standards and technical specifications:

EC Type Test Notified body 0037 and BS EN 1493 in part.

And is in conformity with the Machinery Directive (Directive 98/37/EC as amended). Includes the provision of the following other directives:

Low Voltage Directive and Electromagnetic Compatibility Directive

Signed: ………………………….. Print Name: ……………………………..

Position: ………………………….. Date: …………………………………

NOTICE: It is important that the equipment is not used over and above its rated load.
Contact Details

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Service service@britonuk.com
Fax : 01472 811814

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Richard (MD): Mobile: 07595 279701
Alan (Service): Mobile: 07515 719417