



Because Life is a Moving Experience™



2008 & Up Chrysler
Rear Entry
Minivan Conversion
CompanionVan® RE

*Operator's
Manual*

Congratulations

We at The Braun Corporation wish to express our fullest appreciation on your new purchase. With you in mind, our skilled craftsmen have designed and assembled the finest lowered floor vehicle available.

This manual includes safety precautions, operating instructions, and instructions for maintenance and lubrication procedures.

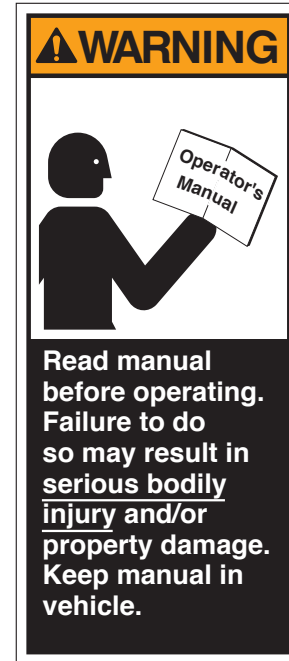
Your conversion is built for dependability, and will bring you years of pleasure and independence, as long as the maintenance is performed regularly and the vehicle is operated by an instructed person.

Sincerely,

THE BRAUN CORPORATION



Ralph W. Braun
Chief Executive Officer



| | | | |
|---|--------|--|--------|
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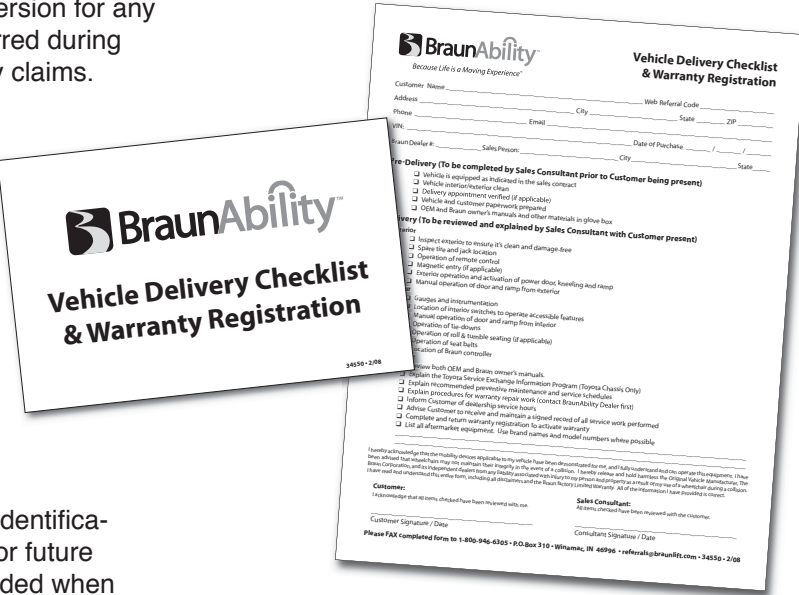
WARRANTY AND REGISTRATION INSTRUCTIONS

Examine your lowered floor minivan conversion for any damage. Should any damage have occurred during delivery, notify the carrier at once with any claims.

The warranty/registration card shown here is supplied with each conversion. Review the delivery checklist and fill out the warranty/registration information with your sales representative and mail it to The Braun Corporation®.

The warranty card must be processed to activate the warranty. See the Warranty Booklet for detailed terms and provisions applicable to this vehicle.

Record the last eight digits of the vehicle identification number (VIN) in the space provided for future reference. This information must be provided when filing a warranty claim or ordering parts.



The image shows two overlapping copies of the BraunAbility Vehicle Delivery Checklist & Warranty Registration form. The top copy is tilted and shows the following details:

- Header:** BraunAbility logo with tagline "Because Life is a Moving Experience".
- Title:** Vehicle Delivery Checklist & Warranty Registration.
- Form Fields:** Customer Name, Web Referral Code, Address, City, State, ZIP, Phone, Email, VIN, Date of Purchase, Sales Person, City, State.
- Checklist Sections:**
 - Pre-Delivery (To be completed by Sales Consultant prior to Customer being present):** Includes checks for vehicle equipment, delivery appointment, OEM and Braun owner's manuals, and other materials in glove box.
 - Delivery (To be reviewed and explained by Sales Consultant with Customer present):** Includes checks for exterior cleanliness, spare tire and jack location, operation of remote control, magnetic entry, interior operation, manual operation of door and ramp, transfer and instrumentation, manual operation of door and ramp, operation of lift, operation of roll & transfer seating, operation of seat belts, and location of Braun controls.
 - Post-Delivery:** Includes showing both OEM and Braun owner's manuals, explaining the Toyota Service Exchange Information Program, explaining recommended preventive maintenance, informing the customer of the warranty repair work, adding customer to the recall list, and completing and returning warranty registration.
- Footer:** "Please Fax Completed Form to 1-800-946-6305 • P.O. Box 310 • Winamac, IN 46796 • referrals@braunlift.com • 34350-2108".

Vehicle Identification Number (VIN) _____

Braun® lowered floor minivan conversions are designed to provide years of pleasure and mobility independence. Familiarity with proper operation and maintenance procedures will help ensure safe, trouble free operation.

The Braun Corporation encourages wheelchair passengers and their attendant(s) to review the material contained in this manual with your sales representative, before attempting operation. Any questions or concerns can be addressed at that time.

This manual addresses standard conversion features as well as options. Refer to the instructions applicable for your vehicle, and disregard information that does not apply. Contact The Braun Corporation at 1-800-THE LIFT® if any of this information is not understood.

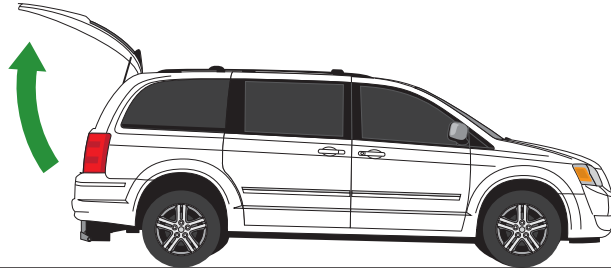
Store this manual in the vehicle along with your Chrysler owner's manual.

If you experience an operation problem or there is any sign of wear, damage, or other abnormal condition, contact your sales representative or call The Braun Corporation at 1-800-THE LIFT®. One of our national Product Support representatives will direct you to a Braun authorized service center.

Operation Overview

This overview provides a simplified explanation of rear entry operation. Read the entire manual for complete details. Contact The Braun Corporation at 1-800-THE LIFT® if any of this information is not understood.

- 1 Open the rear hatch

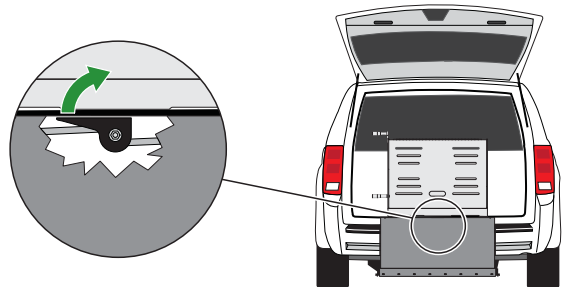


Operating Your Conversion Couldn't Be Simpler . . .

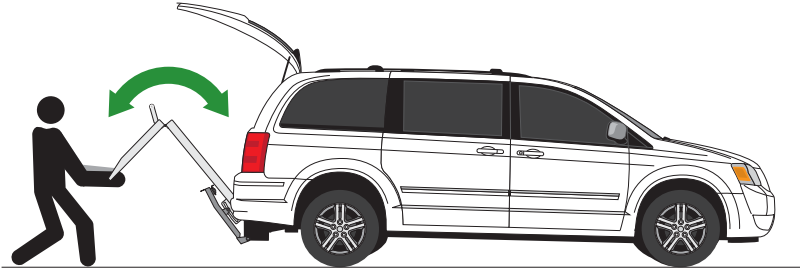
Rear Hatch Operation

Rear hatch operation has not been affected by the conversion. Refer to OEM manual for rear hatch procedures.

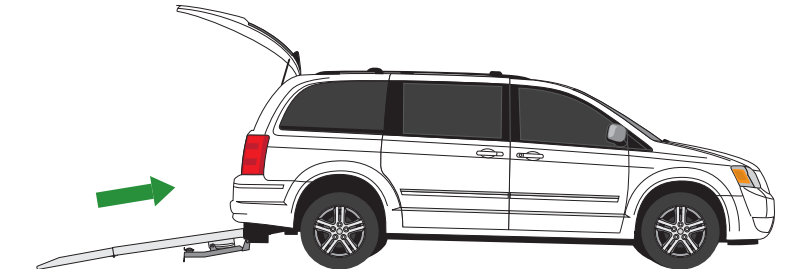
- 2 Release the ramp latch



- 3** Use the ramp handles to deploy the ramp



- 4** Allowing easy entrance!



Terminology

The term deploy (unfold) indicates the lowering motion of the ramp to the deployed position. Stow (fold) is the raising motion of the ramp to the vertical (stowed) position.

Note: Ramp operation and safety details are provided on pages 9-15.

FEATURES

Lowered Floor from Rear Hatch to Front Seats:

This feature provides additional headroom (57" floor-to-ceiling at front wheelchair position), and reduces the slope of the ramp when deployed. Note: The floor-to-ceiling height is reduced by 2-1/2" with OEM interior DVD/rail system installed.

Ground Clearance: The lowered floor results in reduced ground clearance. Be aware of limited ground clearance.

Ramp: The rear entry lowered floor conversion features a manually operated ramp (30" usable width).

Forward-Facing Wheelchair and Occupant Belt/Track System:

Floor track provided in the mid-point and rear lowered floor area can be utilized for restraint of wheelchair passenger(s). See Figure 1 on the following page for tie down track locations and wheelchair mounting positions.

One Forward-Facing Wheelchair and Occupant Belt Kit is supplied for the restraint of one wheelchair and occupant. The belt kit is used in conjunction with the floor track. Additional belt kits can be purchased (option).

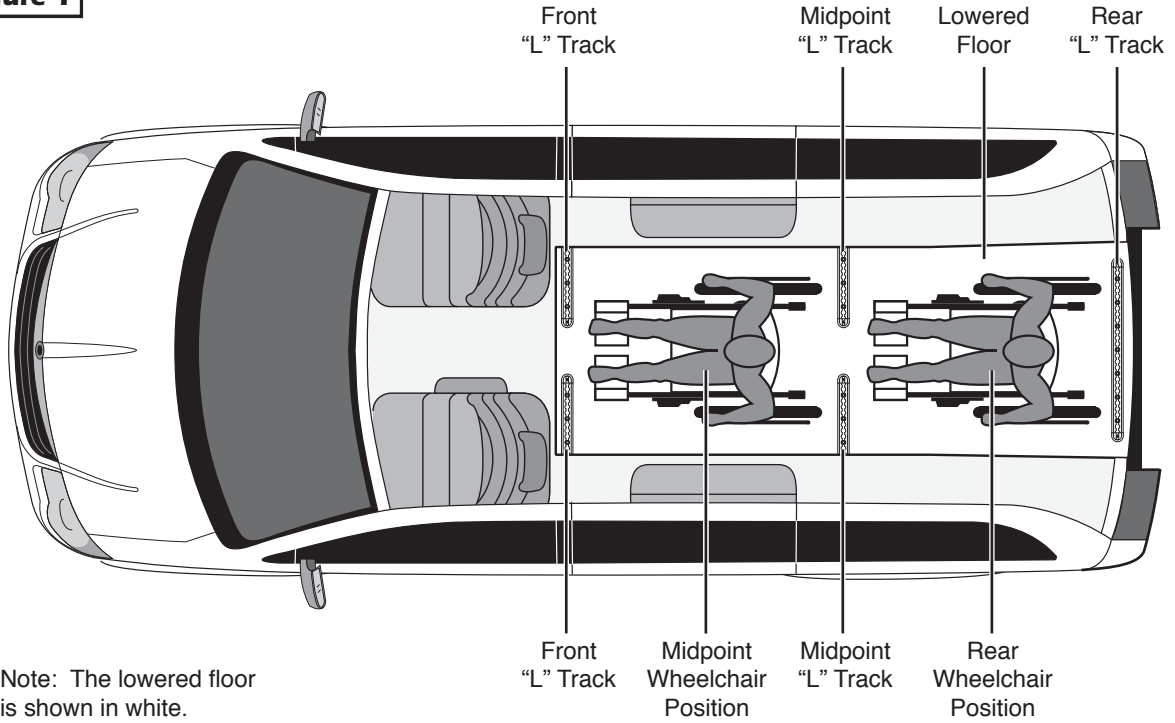
Note: A multi-piece chest and waist belt assembly is available as an option for occupant restraint when use of the OEM lap and shoulder belt is restricted.

Note: Wheelchair capacity may have limitations based on the dimensions of specific wheelchairs.

Second Row Fold-A-Way Seats:

Second row seats retain OEM forward/rearward and recline features while providing the ability to stow seats clear of the lowered floor for unrestricted wheelchair access.

Figure 1



Note: The lowered floor is shown in white.

SAFETY PRECAUTIONS

Safety Symbols

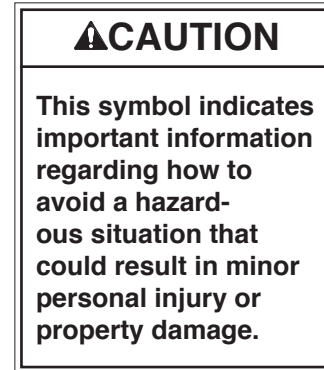
SAFETY FIRST! Know That....

A All information contained in this manual and supplements (if included), is provided for your safety. Familiarity with proper operation instructions as well as proper maintenance procedures are necessary to ensure safe, trouble free operation. Safety precautions are provided to identify potentially hazardous situations and provide instruction on how to avoid them.

B



C



D **Note:** Additional information provided to help clarify or detail a specific subject.

These symbols will appear throughout this manual and may appear on labels posted on your conversion.
Recognize the seriousness of this information.

Before Operation

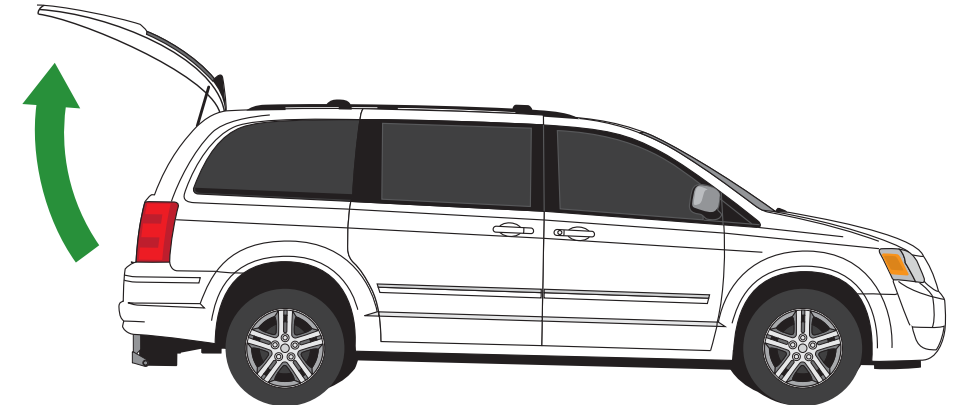
Before utilizing conversion features, park the vehicle on a level surface away from vehicular traffic. Place the vehicle transmission in Park and engage the parking brake.

Terminology

The term deploy (unfold) indicates the lowering motion of the ramp to the deployed position. Stow (fold) is the raising motion of the ramp to the vertical (stowed) position.

Rear Hatch Operation

Rear hatch operation has not been affected by the conversion. Refer to the OEM manual for rear hatch procedures.



OPERATION

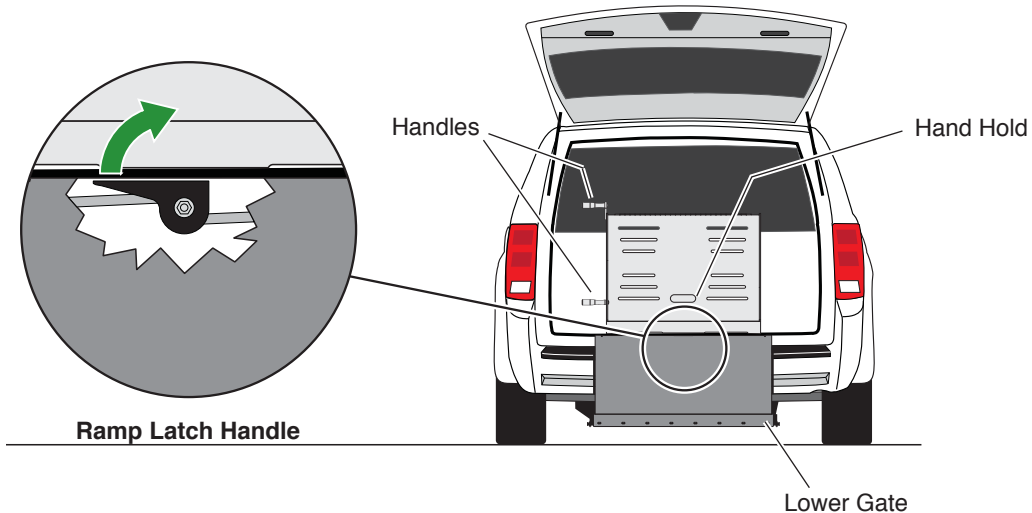
Ramp Lower Gate Operation

The ramp latch is located between the ramp and the lower gate. Lift the latch handle to release the lower gate/ramp assembly.

Note: The lower gate is designed to open and close with the ramp as it is deployed and stowed.

Ramp Operation

The ramp must be manually deployed and stowed by an attendant. An oval-shaped Hand Hold slot and side mounted Handles are provided for ramp operation.



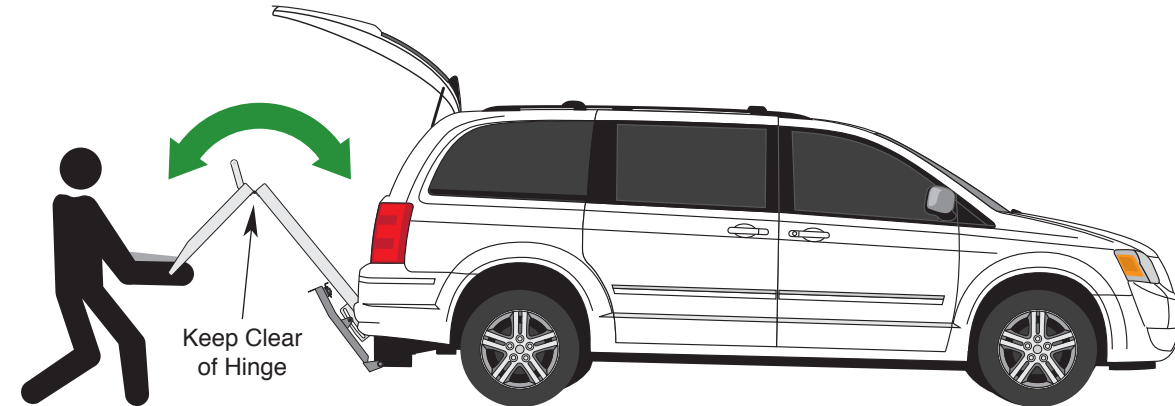
Ramp Operation Safety

See illustration on previous page.

Carefully deploy and stow the ramp using the Hand Hold and Handles.

Keep clear of the area in which the hinged ramp bi-fold extension folds and unfolds. Remember to use good body mechanics when stowing and deploying the ramp.

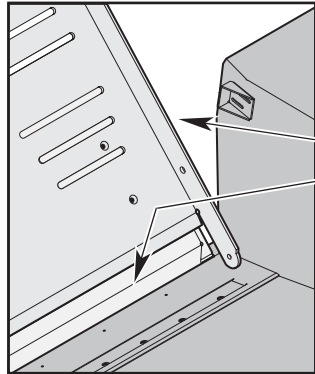
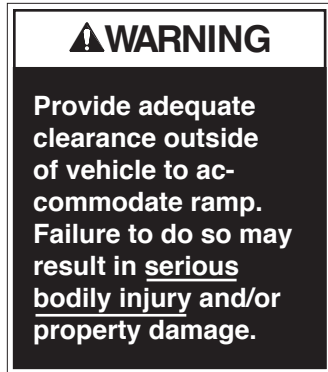
Do not release the ramp when deploying or stowing the ramp. The ramp will free-fall. Push the ramp out from inside the vehicle only if an assistant is not available and it is absolutely necessary. The ramp will free-fall.



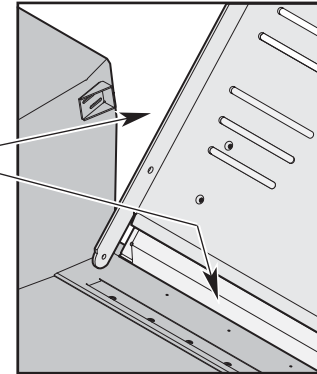
OPERATION

Ramp Operation Safety (continued)

Be certain there is adequate clearance outside the vehicle before deploying the ramp. Keep clear of area in which the ramp operates. Be certain no person or obstruction is within the path of the ramp when deploying or stowing the ramp. Keep clear of all ramp moving parts. Do not attempt to grip or hold the ramp or ramp folding mechanism during operation.



Keep body parts and obstructions clear of the area in which the ramp operates.



Ramp Passenger Safety

Wheelchair passengers and attendants (when applicable), must use basic common sense and good judgment regarding ramp safety. Each wheelchair passenger has a unique set of physical abilities, combined with the physical characteristics of his or her wheelchair, that dictate the method in which he or she will enter and exit the conversion. Consequently, the procedures for safe operation outlined in this manual are general in nature. Wheelchair attendants should be instructed on any special needs and/or procedures required for safe transport of wheelchair passengers.

Follow all safety instructions regarding torso restraints, stability, balance, weight distribution and use of attendants as specified in the owner's manual supplied with your wheelchair. Determine, establish and practice ramp boarding and exiting procedures under the direction of your health care professional, your wheelchair representative, and your Braun sales representative to ensure your ability to do so safely.

Never board the conversion ramp if you or your attendant are intoxicated. The wheelchair should be positioned in the center of the ramp at all times. You must be able to clearly view the ramp whenever boarding and exiting the vehicle. The wheelchair passenger and/or attendant must ensure the ramp is fully deployed before exiting the vehicle.

It is the responsibility of the wheelchair operator to enter and exit the conversion on the ramp in the safest manner.

Wheelchair-Equipped Occupant Seat Belts:

Wheelchair passengers should position and buckle their wheelchair-equipped seat belt (torso restraint), as specified by the manufacturer, before loading onto a wheelchair ramp.

WARNING

Position and fasten the wheelchair-equipped occupant seat belt before loading onto the wheelchair ramp. Failure to do so may result in serious bodily injury and/or property damage.

OPERATION

Different types of disabilities require different types of wheelchairs and different types of wheelchair-equipped occupant restraint belt systems (torso restraint). It is the responsibility of the wheelchair passenger to have his or her wheelchair equipped with an occupant restraint (seat belt) under the direction of their own health care professional.

Stabilizing Wheelchairs: Powered and manual wheelchairs are designed to remain upright and stable during normal operation. All activities which involve movement in a wheelchair have an effect on the combined center of gravity of the occupant and wheelchair. Be aware of the conversion ramp slope (angle). The slope of the ramp has a direct effect on the center of gravity. Keep in mind your center of gravity and your ability to maintain stability and balance.



Do not operate your wheelchair on the ramp without assistance if you are unable to maintain stability and balance. Counterbalance devices (anti-tippers) may be available from your wheelchair representative to enhance stability and balance.

Do not tilt your wheelchair without assistance. Operate the wheelchair at a slow and constant speed when on the ramp. Do not accelerate suddenly when on the ramp. Do not raise the front wheelchair wheels (pull wheelie) when on the ramp.

The aid of an attendant stabilizing the wheelchair is recommended for optimum safety. Wheelchair passengers who intend to enter and exit their conversion without the assistance of an attendant must determine the safest and most practical method and orientation of entering and exiting based on the physical characteristics of their personal wheelchair and his or her physical capabilities to maintain stability while the wheelchair is in motion on the ramp.

Wheelchair Attendants: When assisting a wheelchair occupant, remember to use good body mechanics. When the wheelchair is on the ramp, the attendant must grasp the push handles (or other) securely. Detachable wheelchair parts such as arms or leg rests must never be used for hand holds or lifting supports. Doing so could result in the detachable parts being inadvertently detached from the wheelchair resulting in possible injury to the wheelchair occupant and/or the attendant.

Wheelchair Orientation and Securement During Transport: The wheelchair and occupant must face the front of the vehicle and must be secured using the Forward-Facing Wheelchair and Occupant Belt and Track System when riding in the conversion. See pages 16-25 for details.

WHEELCHAIR AND OCCUPANT RESTRAINT

Forward-Facing Wheelchair and Occupant Belt/Track System:

Floor track provided in the mid-point and rear lowered floor area can be utilized for restraint of wheelchair passenger(s). See Figure 2 on the following page for tie down track locations and wheelchair mounting positions.

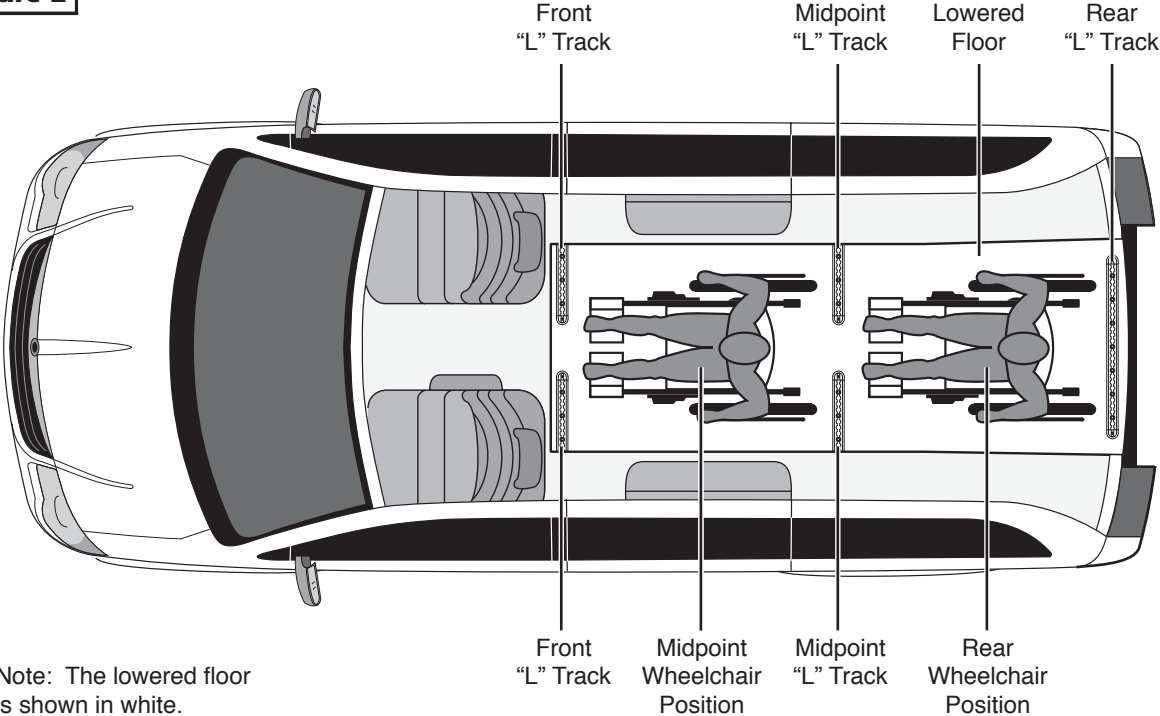
One Forward-Facing Wheelchair and Occupant Belt Kit is supplied for the restraint of one wheelchair and occupant. The belt kit is used in conjunction with the floor track.

Note: A multi-piece chest and waist belt assembly is available as an option for occupant restraint when use of the OEM lap and shoulder belt is restricted.

Refer to the following guidelines, illustrations, photos and instructions for proper use of the belt and track restraint system.

Note: Wheelchair passengers shown at right depict the available seating positions. Wheelchair capacity may have limitations based on the dimensions of specific wheelchairs. Additional belt kits must be purchased for the restraint of each additional wheelchair passenger (option).

Figure 2



Note: The lowered floor is shown in white.

WHEELCHAIR AND OCCUPANT RESTRAINT

⚠️ WARNING

No product developed to date can guarantee successful securement of the wheelchair, even at low speeds, in the event of an accident. The Braun Wheelchair and Occupant Belt/Track System does meet the most widely referenced Federal Motor Vehicle Safety Standards used for contemporary restraint equipment. However, this equipment does not ensure stability of the wheelchair in the event of an accident at any speed.

Wheelchair Restraint: Four adjustable over-center buckle belts are provided for securement of the wheelchair (two for the front and two for the rear).

The belts are equipped with one keeper fitting (attachment) which installs in the vehicle-mounted “L” track (details on pages 20 and 21). A hook is positioned on the opposite end of the belts for attachment to a solid frame member of the wheelchair. Do not attach belts to detachable wheelchair components such as armrests or leg rests. Front and rear belt tension is required.

Refer to the illustrations, photos and instructions on pages 20-25 for belt operation procedures.

Over-Center Belts
(four supplied)



Lap Belt Extension
(supplied)



Lap Belt Extension
(optional)



Note: An adjustable lap belt extension is supplied. A rigid lap belt extension is available as an option.

Occupant Restraint: One adjustable lap belt extension is supplied for securement of the wheelchair occupant. The extension belt is equipped with a keeper fitting (attachment) which installs in the vehicle-mounted “L” track. A female receptacle is positioned on the opposite end of the extension for attachment to an OEM factory-installed upper torso lap and shoulder belt.

Note: The adjustable lap belt extension is supplied with all conversions. A rigid cable style lap belt extension is available as an option (non adjustable). See photos on page 18. Attachment procedures are identical for both types of lap belt extensions. See the illustrations on pages 22 and 23 and photos on page 25.

Operate the OEM lap and shoulder belt as instructed in your Chrysler owner’s manual. Follow all safety

precautions. Connect the OEM lap and shoulder belt to the lap belt extension. Position the upper torso (shoulder) belt across the center of the shoulder. Position the lap belt low across the front of the pelvis (near hip). See the illustrations on pages 22 and 23 and photos on page 25.

Position of the lap belt buckle, after adjustment, is to be located near hip position. The belt is to be worn low and snugly. Adjustment of the lap belt extension is to be made at adjuster buckle. Wheelchair occupant restraints should not be held away from the body by wheelchair components such as armrests or wheels.

Note: A multi-piece chest and waist belt assembly is available as an option for occupant restraint when use of the OEM lap and shoulder belt is restricted.

Belt and Track Maintenance:

Inspect belt assemblies frequently. Any defects such as belt cuts, fraying or malfunctioning call for replacement of the entire belt assembly. “L” track must be clean and not worn, bent or otherwise damaged (prohibiting proper belt attachment). If there is any sign of damage, wear, abnormal condition or improper operation of belts, belt hardware (hooks, keepers, latch plate, receptacle), or track, discontinue use and replace components immediately.

Follow all inspection and maintenance instructions supplied by the belt manufacturer. Severe conditions (weather, environment, heavy usage, etc.) may require more frequent inspections. Exposure to severe conditions will dramatically reduce the life of the system. Keep belts clear of sharp objects. Do not alter belts.

WHEELCHAIR AND OCCUPANT RESTRAINT

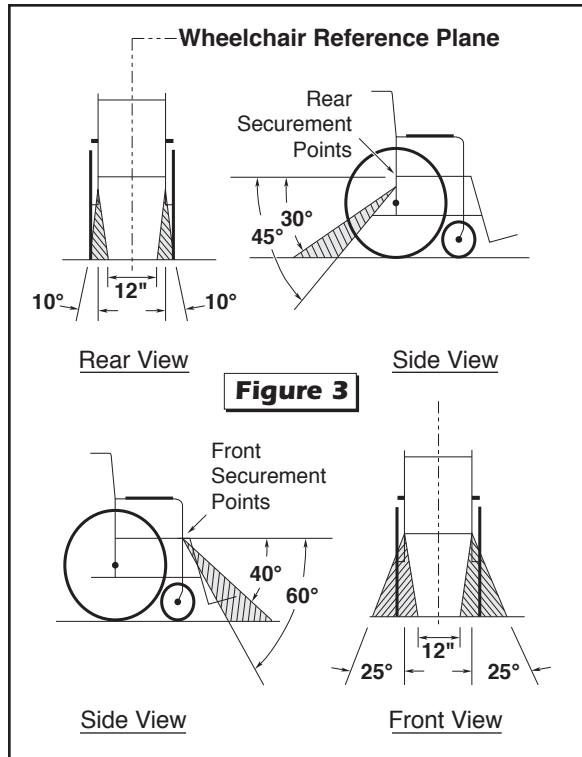


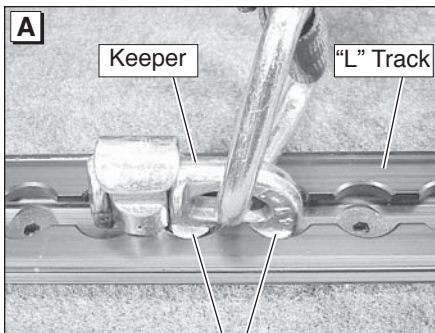
Figure 3

Restraint Belt Angles

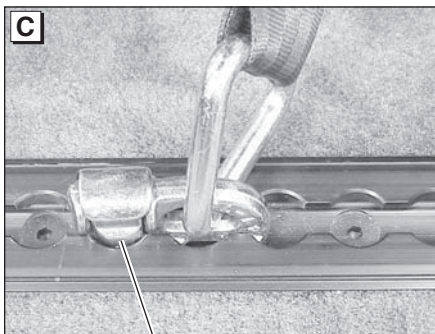
Locate wheelchair in forward-facing position centering wheelchair squarely within “L” track. The front and rear belts, when attached, should create angles approximately as shown in Figure 3. Preferred angles and locations of belts from wheelchair securement points to vehicle anchor points are shown. Front tie-downs should be angled out far for lateral stability when possible. Note: These are optimum angles and cannot be achieved in some cases.

Keeper Fitting and “L” Track Attachment Instructions

The belts supplied in the Forward-Facing Wheelchair and Occupant Belt/Track System are equipped with keeper fittings (attachments) which engage the “L” track. Engage and release the keeper fittings as detailed and shown on the following page. Note: Refer to pages 24 and 25 for belt attachment and release procedures.



Align engagement feet with holes.



Fully-engaged Plunger

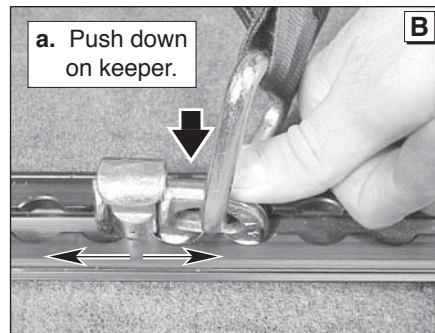
Keeper Fitting and "L" Track Attachment Instructions

To Engage Keeper Fitting:

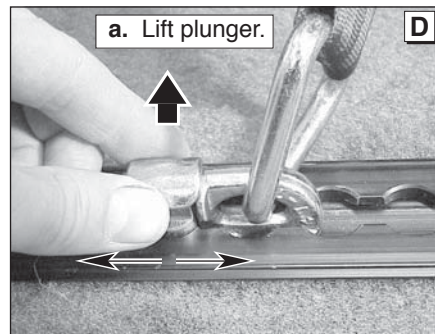
1. Insert keeper fitting into track (align two engagement feet with holes in track). See Photo A.
2. Push down on fitting and slide fitting 1/2 slot in either direction until it clicks and locks in position (see Photos B and C). Pull firmly on belt to ensure fitting is locked in track.

To Release Keeper Fitting:

Lift plunger and slide fitting 1/2 slot in either direction and lift fitting out of track.



b. Slide keeper 1/2 slot in either direction.



b. Slide keeper and lift.

WHEELCHAIR AND OCCUPANT RESTRAINT

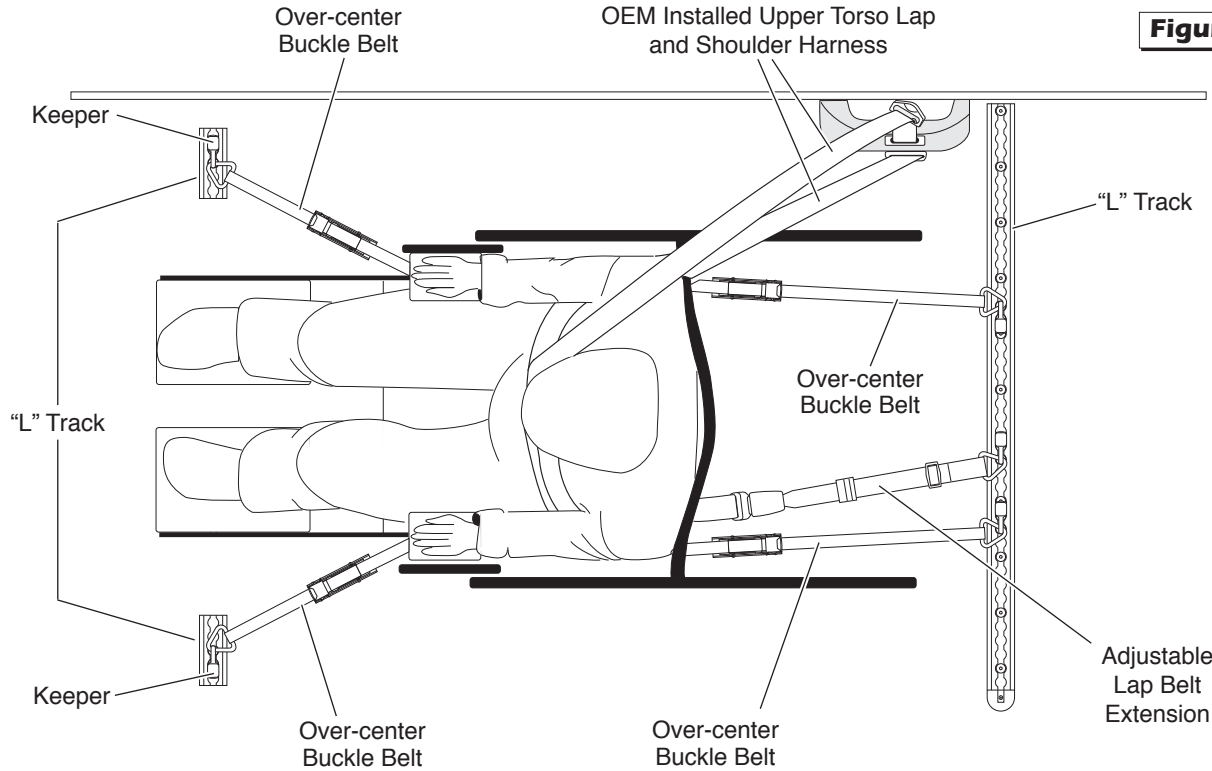


Figure 4

WHEELCHAIR AND OCCUPANT RESTRAINT

Note: Generic seat position shown. Attachment procedures are identical for all positions. Photos on pages 24 and 25 depict securement of wheelchair in midpoint position.

Keeper attachment details are provided on page 21.

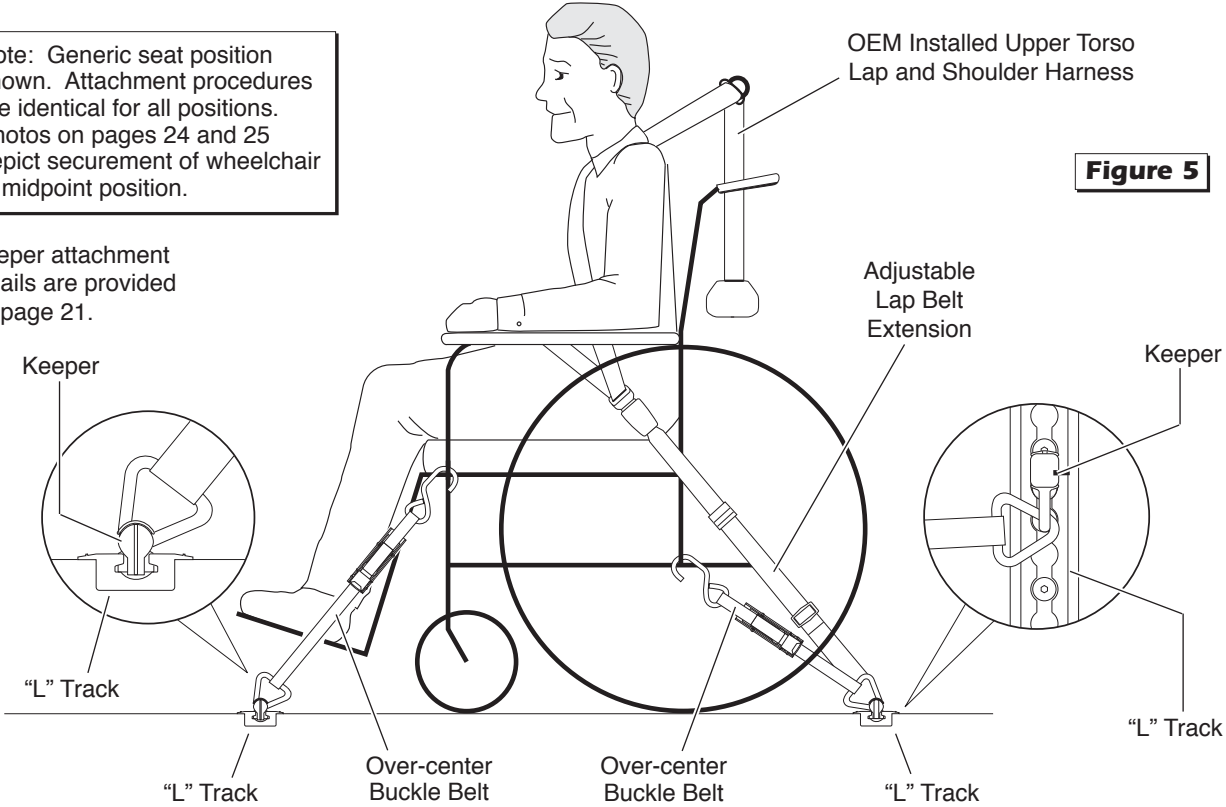


Figure 5

WHEELCHAIR AND OCCUPANT RESTRAINT



Hook
Keeper

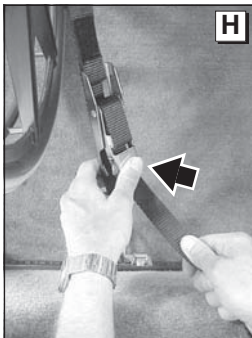
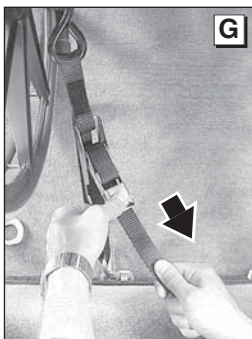
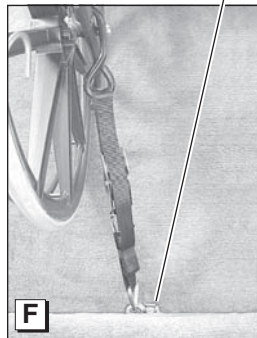
Over-Center Belt Attachments

1. Connect chair hook to a solid frame member of the wheelchair (as shown in Photo E).

2. Position and connect belt keeper fitting (attachment) to appropriate track anchorage point (slots). Attach keeper as detailed on page 21.

Pull firmly on belt to ensure fitting is locked in track.

Note: Belt angles should be as shown in Figure 3 on page 20.

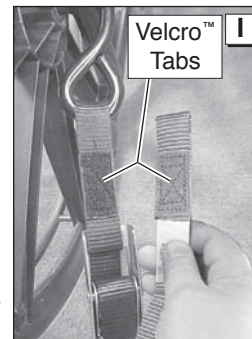


3. With buckle open, pull loose end of belt until tight (see Photo G). While holding the loose end with one hand, close the lever of the clamp (buckle) down until it locks. See Photo H.

4. Connect Velcro™ ▶

Repeat procedures for all belts.

Note: Check to see that front and rear belts are tight and the chair is secure enough that it does not have any movement. Lock wheelchair brakes.

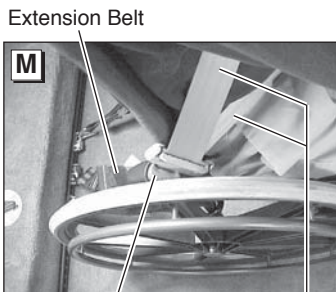


Belt Release: Press lever clamp (lock) to release tension on belt.





Extension Belt



Extension Belt

Receptacle

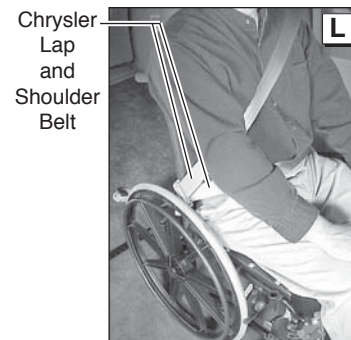
Chrysler Lap and Shoulder Belt

Lap and Shoulder Belt Attachments

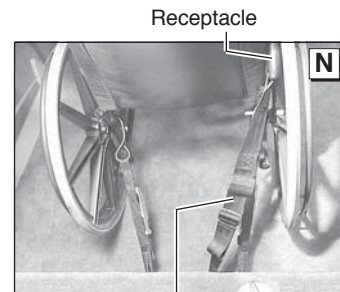
Refer to Photos K-N.

1. Position and connect the adjustable lap belt extension keeper fitting (attachment) to appropriate track anchorage point (slots). Attach keeper as detailed on page 21. Pull firmly on belt to ensure fitting is locked in track.
2. Connect the lap and shoulder belt to the lap belt extension (insert latch plate in female receptacle). Position the upper torso (shoulder) belt across the center of the shoulder. Position the lap belt low across the front of the pelvis (near hip). See Photos K-N.

Wheelchair occupant restraints should not be held away from the body by wheelchair components such as wheelchair armrests or wheels.



Chrysler Lap and Shoulder Belt



Receptacle

Extension Belt

SEAT OPERATION

Front Seats

Front seats are not affected by the conversion. Refer to the OEM owner's manual for detailed operating procedures.

Second Row Fold-A-Way Seats

Second row seats retain OEM forward/rearward and recline features (detailed at right and in OEM owner's manual).

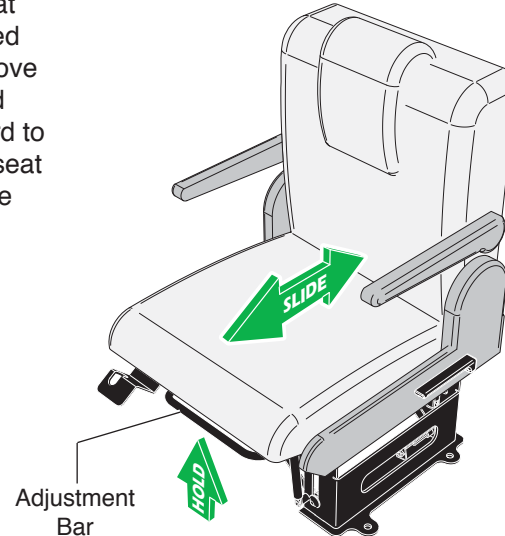
OEM second row seats are mounted on conversion cantilever "fold-a-way" seat bases. This feature provides the option to stow seats clear of the lowered floor for unrestricted wheelchair access. Detailed instructions for stowing (folding) and deploying (unfolding) the cantilever seats are provided on pages 28 and 29.

Note: Operation procedures are the same for driver and passenger side second row seats (driver side seat shown in illustrations).

Seat Forward - Rearward Adjustment

Figure 6

Pull the adjustment bar up and slide the seat to the desired position. Move seat forward and rearward to ensure the seat adjusters are latched.

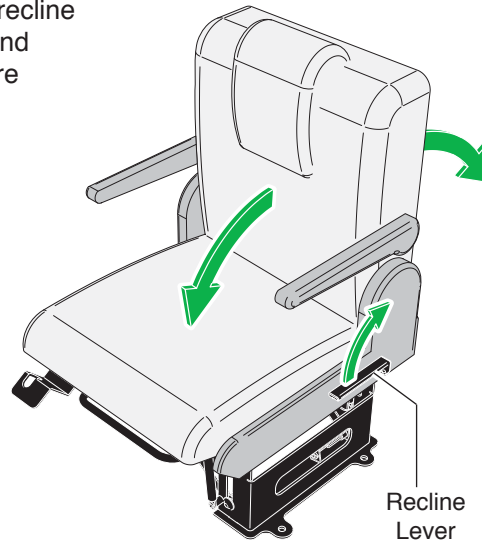


Seatback Adjustment

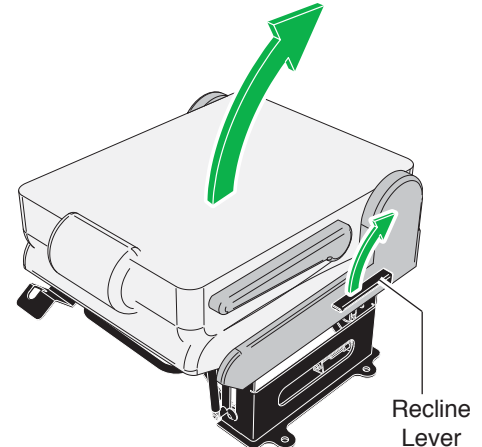
Figure 7

To Recline (Adjust) Seatback: Lean forward slightly, lift the recline lever, recline to desired position and release lever. Ensure seat back has latched.

To Stow (Lower) Seatback: Lift the recline lever and lower seatback forward and down to horizontal position (spring loaded action). Release lever.

**Figure 8**

To Deploy (Raise) Seatback: Lift seatback rearward to vertical position.



SEAT OPERATION

Seat Stow and Deploy Operation

OEM second row seats are mounted on conversion cantilever “fold-a-way” seat bases. This feature provides the option to stow seats clear of the lowered floor for unrestricted wheelchair access.

To Stow Seat

Follow the stowing procedures outlined on pages 28 and 29.

To Deploy Seat

Reverse seat stowing procedures.

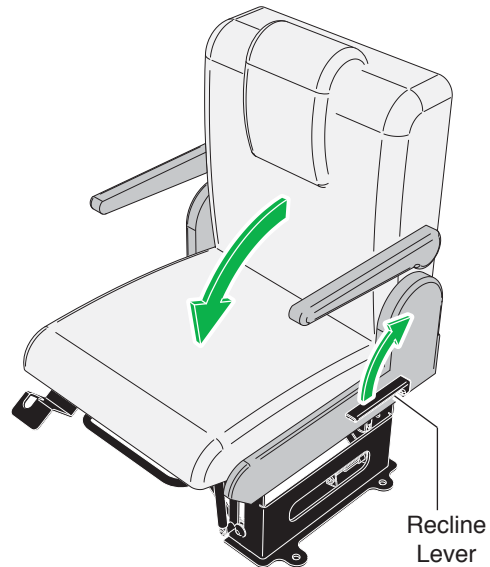
Note: Seat stowing procedures are depicted in illustrations. Reverse procedures to deploy seats.

Note: Operation procedures are the same for driver and passenger side second row seats (driver side seat depicted in illustrations).

Stow (Lower) Seatback

Figure 9

Lift the recline lever and lower seatback forward and down to horizontal position (spring loaded action). Release lever.



Stow (Raise) Seat:

Figure 10

Lift the stow/deploy lever and raise (lift) the seat to the vertical position.

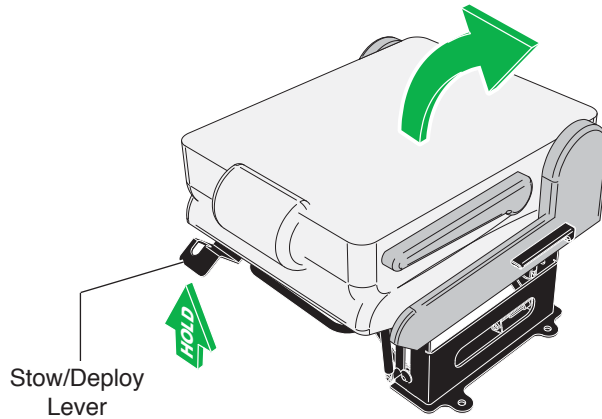
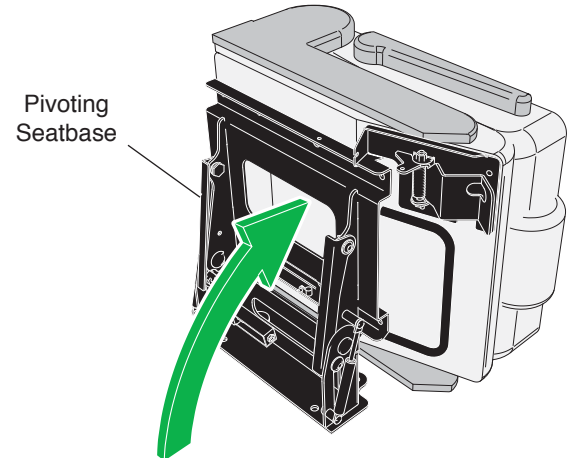


Figure 11

Ensure seat locks in stowed position.



SEAT REMOVAL AND INSTALLATION

Second Row Seat Removal and Installation

OEM second row seats are mounted on conversion cantilever “fold-a-way” seat bases. Each seat base is secured with four through-floor mounting bolts (shown in Figure 12). Remove and install the bolt-in seat bases as outlined. Keep mounting hardware with seats if removed. Do not use alternate mounting hardware.

Torque Specifications: Tighten mounting bolts to 35 foot pounds when installing seats.

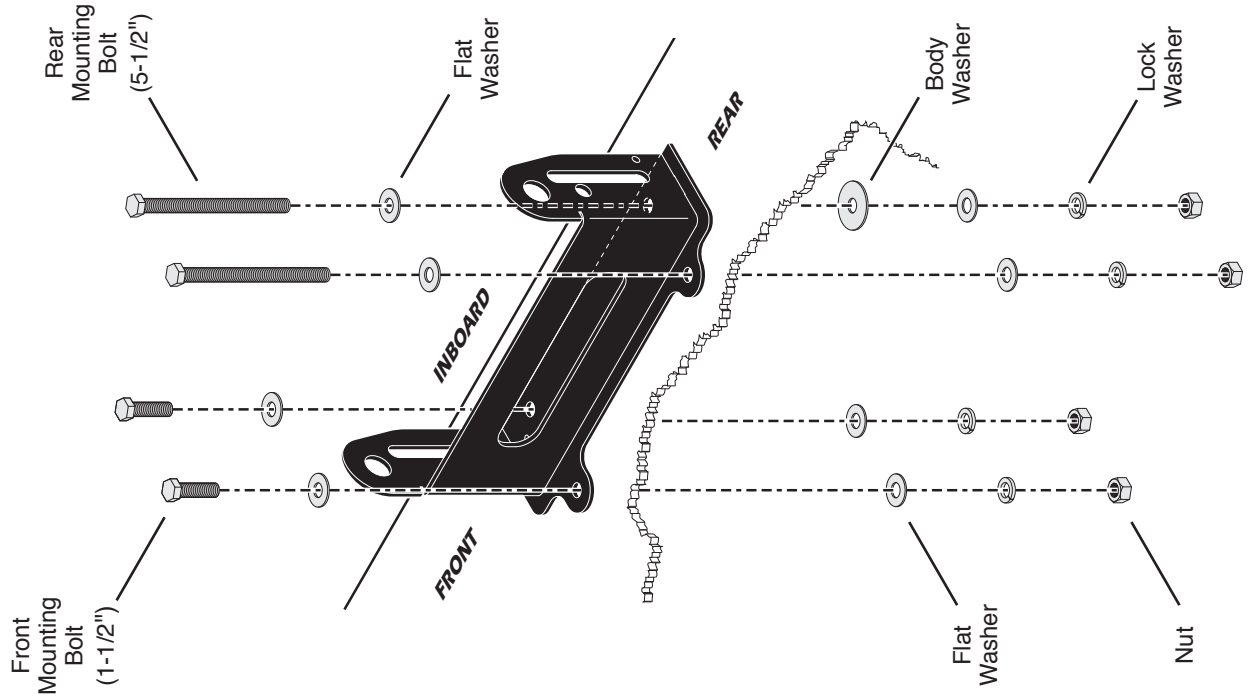
Note: Driver side seat depicted in Figure 12. Mounting hardware and procedures are typical for both second row seats.

WARNING

Install seats as specified before occupying seats or operating vehicle. Failure to do so may result in serious bodily injury and/or property damage.

Figure 12

Second Row Seat Removal and Installation



PREVENTIVE MAINTENANCE

Normal vehicle maintenance must be performed as outlined in the Chrysler-supplied owner's manual. This maintenance is not the responsibility of The Braun Corporation. Refer to the Warranty Booklet for details regarding The Braun Corporation Limited Warranty.

WARNING

Perform preventive maintenance procedures as detailed in this manual. Failure to do so may result in serious bodily injury and/or property damage.

Maintenance is necessary to ensure safe and trouble free conversion operation. General preventive maintenance consisting of inspections of your conversion systems along with cleaning and lubricating procedures should be a part of your routine (lubrication requirements are minimal). Regular preventive maintenance procedures will increase service life, as well as enhance safety.

During routine inspections, inspect wheelchair and occupant restraint belts, buckles and hardware for damage, wear, abnormal condition or improper operation. See Belt and Track Maintenance on page 19 for further details. Follow all inspection and maintenance instructions supplied by the belt manufacturer.

Ramp Access Gate

Keeping the ramp access gate free of debris, ice and snow is one of the most effective preventive maintenance practices to exercise. Inspect and clean routinely.

Ramp

Conversion ramps are equipped with sealed bearings and Teflon™ bushings to decrease wear, provide smooth operation and extend the service life of the ramp. A “dri-film” style of light oil should be applied to the ramp inboard pivot points and the outboard ramp extension hinge (goes on wet then dries).

Lubricants of this type are available that do not attract dust or debris. Clean components and the surrounding area before applying lubricants. Use of improper lubricants can attract dirt or other contaminants which could result in wear or damage to components.

Generally inspect the ramp/gate assembly for positive securement, alignment, wear or other possible damage. Discontinue ramp operation if there is any sign of damage, wear, abnormal condition or improper operation.

Inspect and clean as detailed frequently and routinely (minimum four weeks or 100 cycle intervals). Lubricate as specified approximately every three months.

Note: These intervals are a general guideline and will vary according to frequency of use and conditions. Exposure to severe conditions (weather, environment, heavy usage, etc.) may require inspection and maintenance procedures to be performed more often.

If there is any sign of damage, wear, abnormal condition or improper operation, discontinue conversion use immediately. Contact your sales representative or call The Braun Corporation at 1-800-THE LIFT®. One of our Product Support representatives will direct you to an authorized service technician who will inspect your lowered floor conversion.

⚠ WARNING

Contact your conversion service facility immediately if there is any sign of damage, wear, abnormal condition or improper operation. Failure to do so may result in serious bodily injury and/or property damage.

BELOW FLOOR OBSTRUCTIONS

Below Floor Obstructions

When installing an electrical tie-down, power seat or other auxiliary electrical device in a conversion, obstructions below the floor must be avoided. Obstructions include wiring, fuel system, brake lines, etc. Installers must be aware of these obstructions.

⚠ WARNING

Check for obstructions such as wires, gas lines, exhaust, etc. before drilling or cutting through floor. Failure to do so may result in serious bodily injury and/or property damage.

Refer to the illustration on the following page when installing aftermarket equipment to avoid contacting or damaging vital components under the floor. Drilling or cutting into such obstructions may result in potential hazards as well as property damage.

Note: Some wiring harnesses shown may not be present. Avoid all harness locations.

⚠ WARNING



**Risk of electrical fire!
Install and electrically terminate auxiliary electrical device as specified by device manufacturer.**

JACKING, TIRE CHANGING & TOWING

Jacking and Tire Changing

Interior Spare Tire Mount: The spare tire is located in the rear of the vehicle on the passenger side. The OEM jack, jack handle and winch handle tools are stored inside the rear driver side wall compartment (OEM location).

Jack Points: Jack points have not been affected by the conversion.

Jacking and Tire Changing Procedures:

Jacking and tire changing procedures have not been affected by the conversion. Detailed tire changing instructions are provided in the OEM-supplied owner's manual.

Refer to the OEM-supplied manual for tire changing instructions and safety precautions, as well as instructions regarding other roadside emergencies.

Towing with a Lowered Floor Conversion

Use of a lowered floor conversion vehicle for towing is prohibited.

Transporting a Lowered Floor Conversion

If case of service, The Braun Corporation recommends that lowered floor conversion vehicles be transported on a trailer rather than towed with one set of wheels suspended and the other set of wheels remaining in road contact.



Trailer Transport

**Reporting Safety Defects to the
United States Government**

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying the Braun Corporation.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer or the Braun Corporation.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to:

NHTSA, U.S. Department of Transportation
Washington, D.C. 20590

You can also obtain other information about motor vehicle safety from the Hotline.

**Reporting Safety Defects to The
Braun Corporation**

In addition to notifying NHTSA we certainly hope you will notify us. Please call us at 1-800-THE-LIFT®, or write:

The Braun Corporation
631 West 11th Street
P.O. Box 310
Winamac, IN 46996 USA

"Providing Access to the World"®



**Over 300 Braun
Dealers Worldwide**



Life is...
Challenges, and how
you overcome them.
Bob W. Brown

35030 Rev B

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