



*Because Life is a Moving Experience™*



2008 & Up Chrysler  
Side Entry  
Minivan Conversion  
CompanionVan™ SE

*Operator's  
Manual*

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## 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.

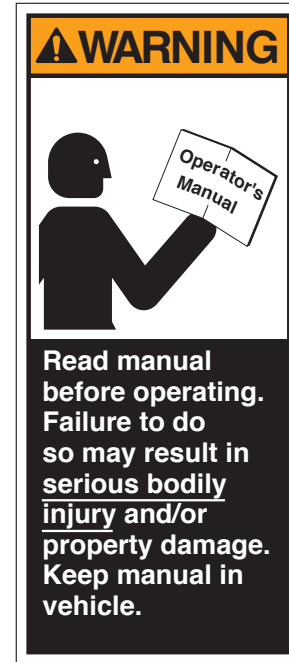
Your conversion is built for dependability, and will bring you years of pleasure and independence, as long as the maintenance is performed regularly and the vehicle is operated by an instructed person.

Sincerely,

THE BRAUN CORPORATION



Ralph W. Braun  
Chief Executive Officer



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## WARRANTY AND REGISTRATION INSTRUCTIONS

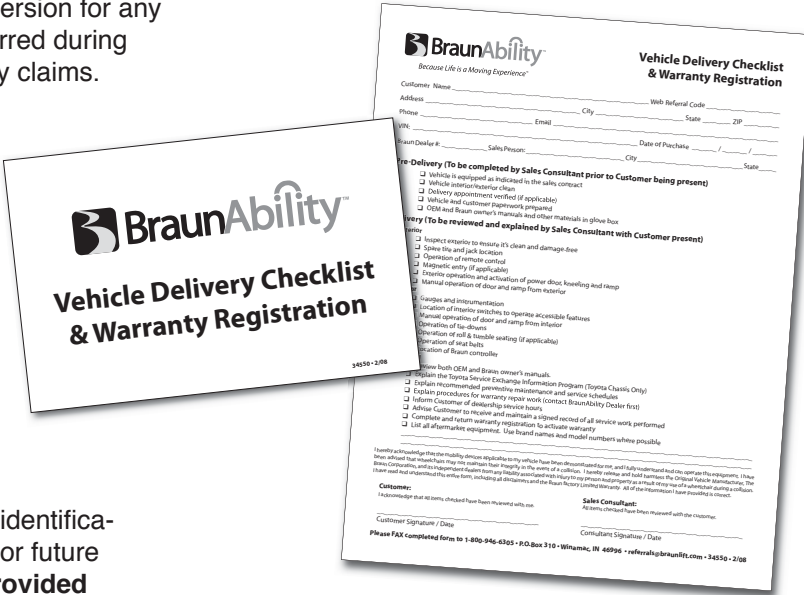
Examine your lowered floor minivan conversion for any damage. Should any damage have occurred during delivery, notify the carrier at once with any claims.

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.**

Vehicle Identification Number (VIN) \_\_\_\_\_



The image shows a BraunAbility Vehicle Delivery Checklist & Warranty Registration form. The form is titled "BraunAbility Because Life is a Moving Experience" and "Vehicle Delivery Checklist & Warranty Registration". It includes fields for Customer Name, Web Referral Code, Address, Phone, Email, City, State, ZIP, VIN, Dealer #, Sales Person, and Date of Purchase. The form is divided into two main sections: "Pre-Delivery (To be completed by Sales Consultant prior to Customer being present)" and "Delivery (To be reviewed and explained by Sales Consultant with Customer present)". The Pre-Delivery section includes checkboxes for vehicle equipment, delivery appointment, OEM and Braun owner's manuals, and a list of items to be reviewed. The Delivery section includes checkboxes for inspecting exterior, spinning tire and jack location, operation of remote control, magnetic entry, remote operation, manual operation of door and ramp, transfer and instrumentation, manual operation of door and ramp, operation of lift, operation of seat, operation of seat, location of Braun controls, and showing both OEM and Braun owner's manuals. The form also includes a section for "Warranty" and "Registration" information, and a section for "Customer" and "Sales Consultant" signatures and dates. The form is numbered 3450-208.

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.

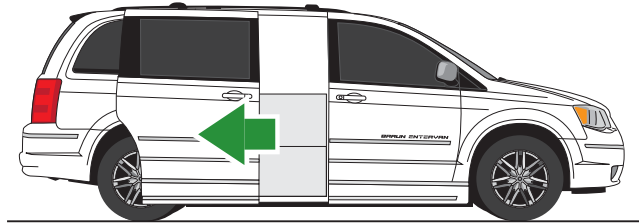
If you experience an operation problem or there is any sign of wear, damage, or other abnormal condition, contact your sales representative or call The Braun Corporation at 1-800-THE LIFT®. One of our national Product Support representatives will direct you to a Braun authorized service center.

## OPERATION QUICK REFERENCE GUIDE

### Operation Overview

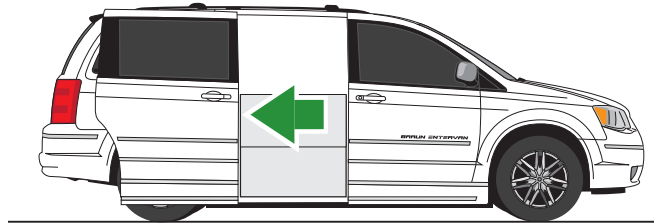
This overview provides a simplified explanation of operation. Read the entire manual for complete details. Contact The Braun Corporation at 1-800-THE LIFT® if any of this information is not understood.

- 1 Open the slide door

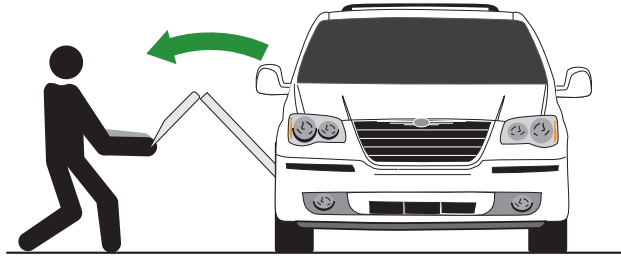


### Operating Your Conversion Couldn't Be Simpler . . .

- 2 Make sure the door is opened fully



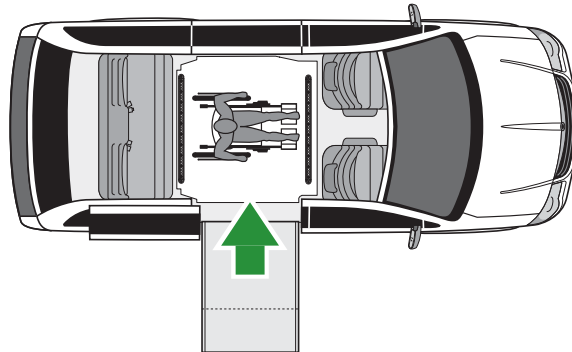
**3** Use hand hold to deploy the ramp



**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.

**4** Allowing easy entrance!



**Note:** Ramp operation details provided on page 10.

## FEATURES

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### **Lowered Floor from Rear Axle to Front Passenger Seats:**

This feature provides additional headroom (56-3/4" floor-to-ceiling at center of van), and further 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.

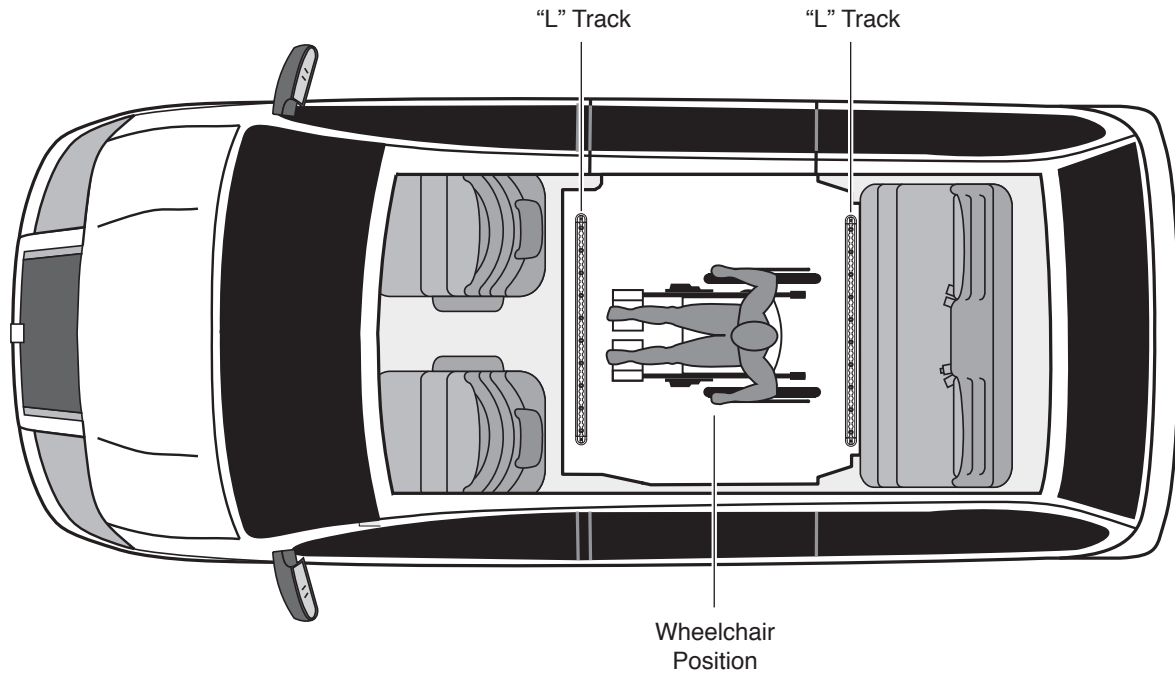
**Ground Effects:** Exterior color-matched ground effect panels conceal the lowered floor and lowered sliding door.

**Ramp:** The conversion features a 30" wide manually operated ramp.

### **Forward-Facing Wheelchair and Occupant Belt/Track System:**

Floor track is provided in the midpoint lowered floor area for restraint of the wheelchair passenger (shown at right).

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.



## SAFETY PRECAUTIONS

### Safety Symbols

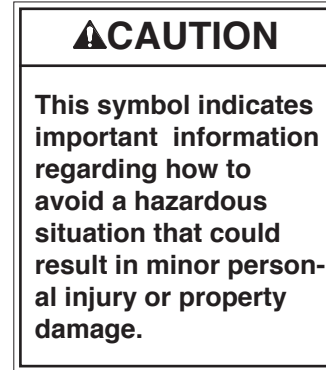
#### SAFETY FIRST! Know That...

**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, troublefree 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

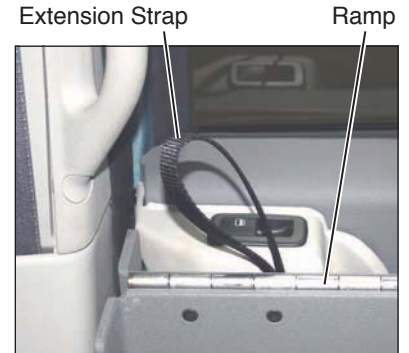
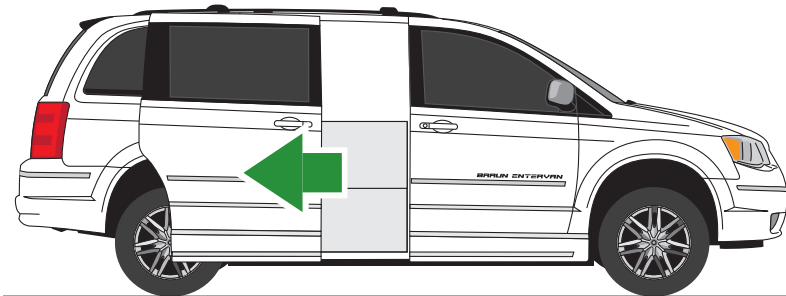
Before utilizing conversion features, park the vehicle on a level surface away from vehicular traffic. Place the vehicle transmission in Park and engage the parking brake.

### Slide Door Operation

Open the passenger side slide door from inside or outside using the OEM door handles. Always open the door smoothly. Avoid using excessive force when opening and closing the door.

### Extension Strap

The ramp obstructs access to the inside door handle. The OEM handle has been equipped with an extension strap.



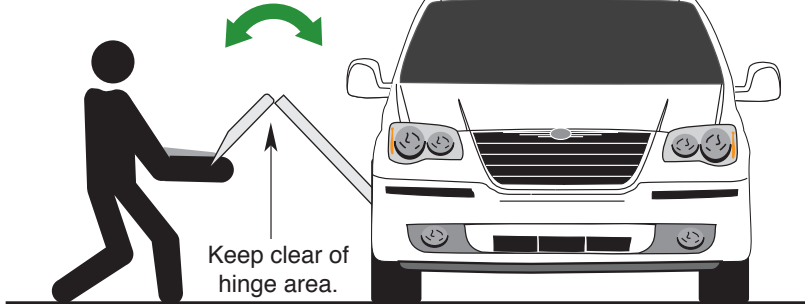
## OPERATION

### Ramp Operation

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. Manually deploy and stow the ramp as outlined.

The ramp must be manually deployed and stowed by an attendant. An oval-shaped HAND HOLD slot is provided for ramp operation. **Carefully** deploy and stow the ramp using the **HAND HOLD**.

Use **HAND HOLD** to **carefully** deploy and stow ramp.



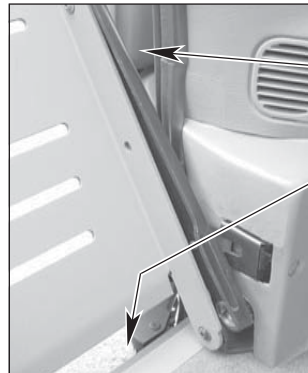
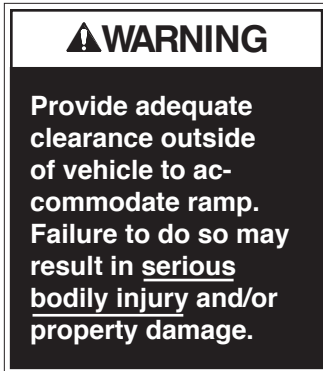
### Ramp Operation Safety

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.

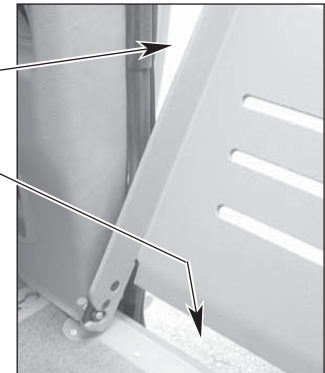
Do not release the ramp when deploying or stowing the ramp. The ramp will free-fall. Push the ramp out from inside the vehicle **only** if an assistant is not available and it is absolutely necessary. The ramp will free-fall.

**Ramp Operation Safety**

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

#### **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.**

manufacturer, **before** loading onto a wheelchair ramp.

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 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 conversion 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 conversion ramp.

## OPERATION

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 15-23 for details.

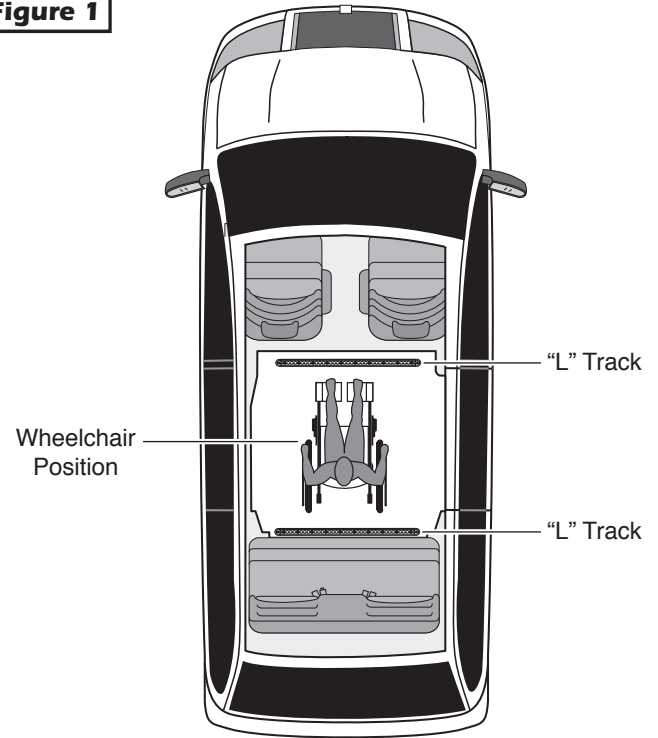
### Forward-Facing Wheelchair and Occupant Belt/Track System:

Floor track is provided in the midpoint lowered floor area for restraint of the wheelchair passenger. The CompanionVan™ is designed to accommodate one wheelchair passenger **only**. Positioning and securement details are provided.

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.

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

**Figure 1**



## 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 18 and 19). 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 18-23 for belt operation procedures.

Over-Center  
Belts  
(four supplied)



Lap Belt  
Extension  
(supplied)



**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. See the illustrations on pages 20 and 21 and photos on page 22.

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 20 and 21 and photos on page 22.

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.

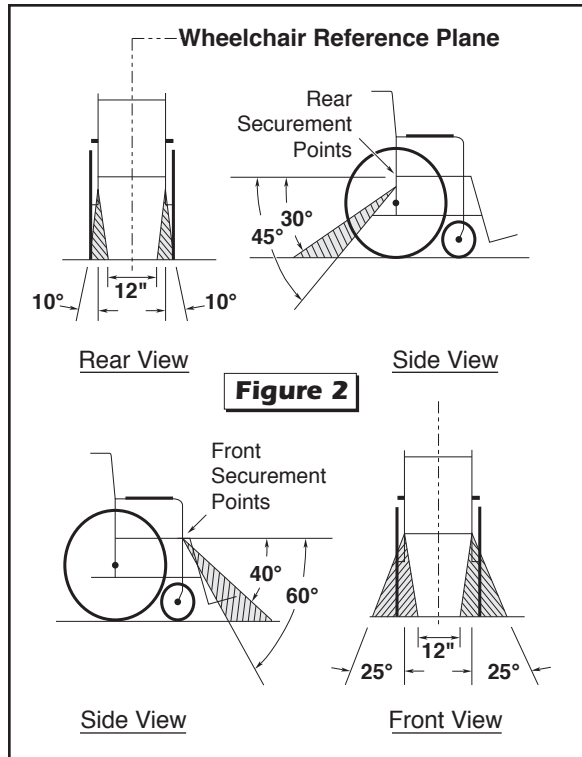
**Note:** A multi-piece chest and waist belt assembly is available as an **option** for occupant restraint when use of the OEM lap and shoulder belt is restricted.

**Belt and Track Maintenance:** Inspect belt assemblies frequently. Any defects such as belt cuts, fraying or malfunctioning call for replacement of the entire belt as-

sembly. “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

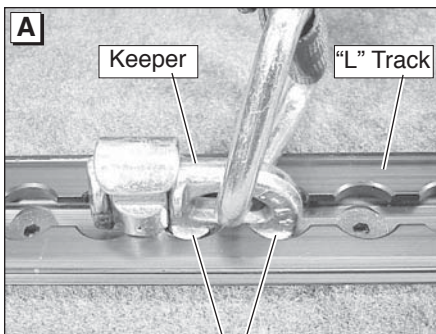


### Restraint Belt Angles:

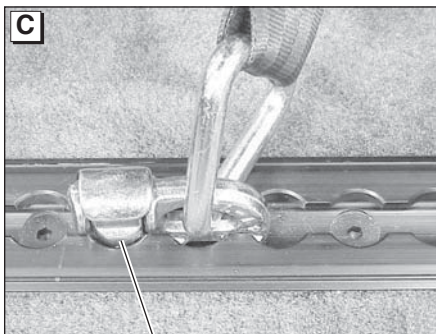
Locate wheelchair in forward-facing position centering wheelchair squarely within “L” track. The front and rear belts, when attached, should create angles approximately as shown in Figure 2. Preferred angles and locations of belts from wheelchair securement points to vehicle anchor points are shown. 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:** Lift to remove the “L” track plastic covers. Refer to pages 22 and 23 for belt attachment and release proce-



Align engagement feet with holes.



Fully-engaged Plunger

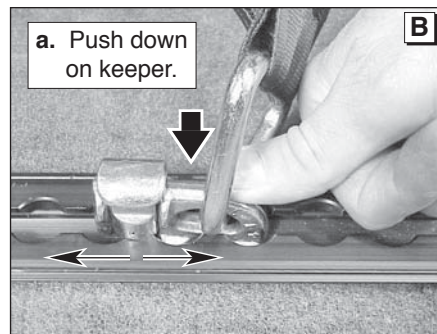
## Keeper Fitting and "L" Track Attachment Instructions:

### 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.

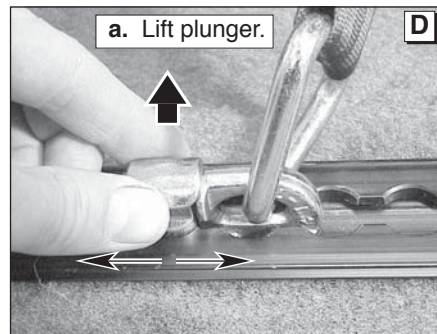
### To Release Keeper Fitting:

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



a. Push down on keeper.

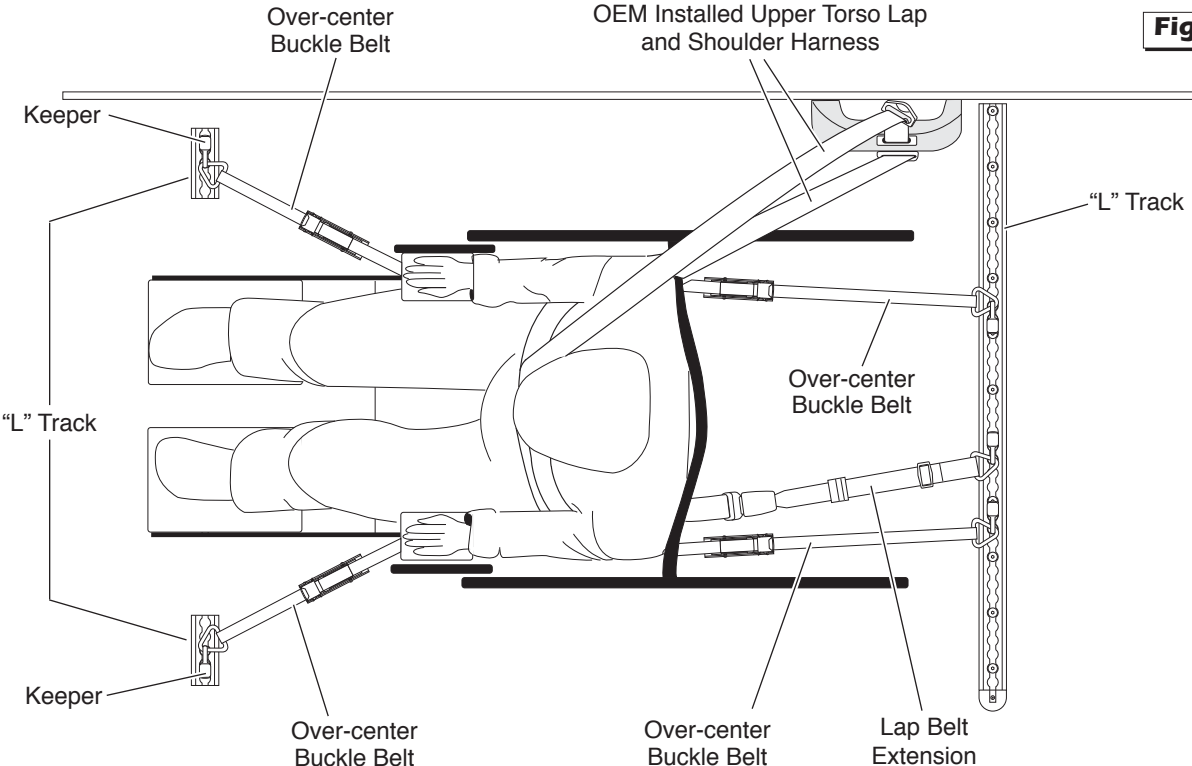
b. Slide keeper 1/2 slot in either direction.



a. Lift plunger.

b. Slide keeper and lift.

**WHEELCHAIR AND OCCUPANT RESTRAINT**

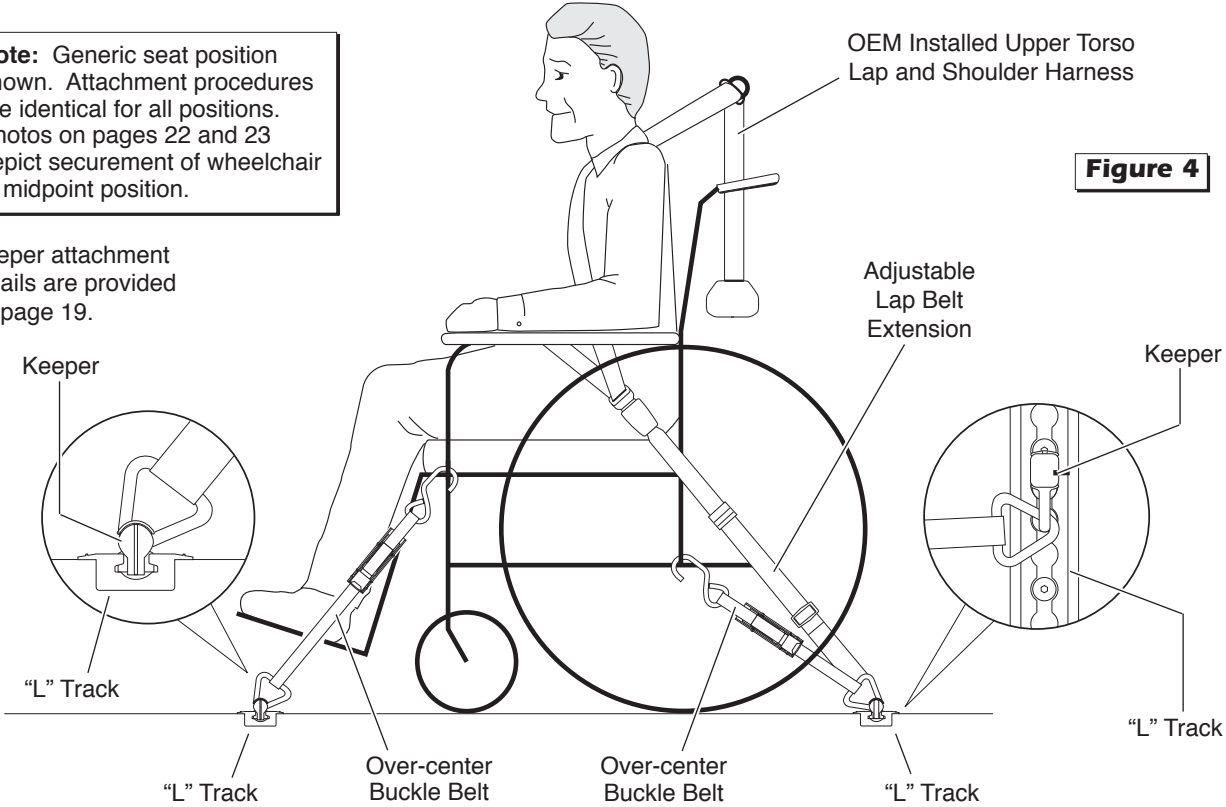


**Figure 3**

**WHEELCHAIR AND OCCUPANT RESTRAINT**

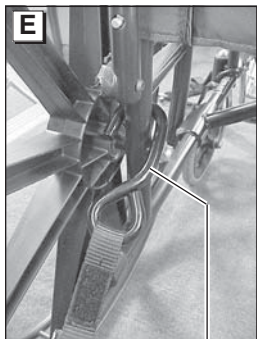
**Note:** Generic seat position shown. Attachment procedures are identical for all positions. Photos on pages 22 and 23 depict securement of wheelchair in midpoint position.

Keeper attachment details are provided on page 19.



**Figure 4**

## WHEELCHAIR AND OCCUPANT RESTRAINT



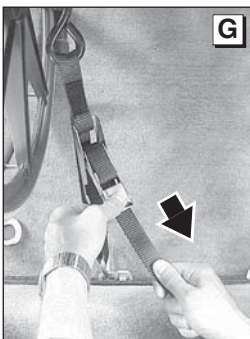
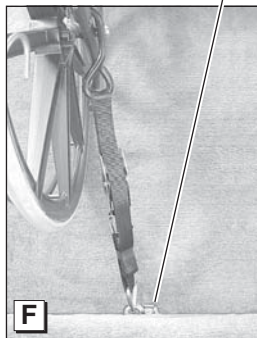
### Over-Center Belt Attachments

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 19.

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

**Note:** Belt angles should be as shown in Figure 2.

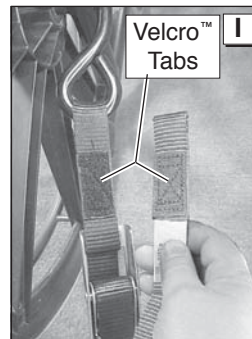
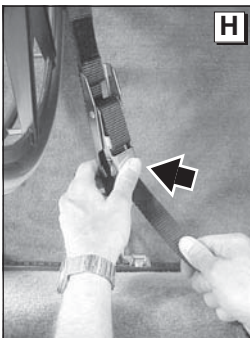


3. With buckle open, pull loose end of belt until tight (see Photo G). While holding the loose end with one hand, close the lever of the clamp (buckle) down until it locks. See Photo H.

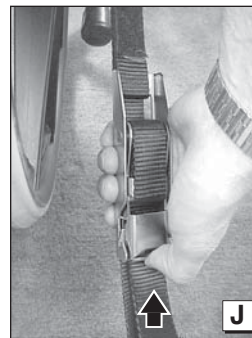
4. Connect Velcro™ ▶

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.

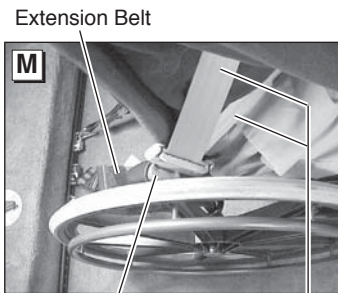


**Belt Release:** Press lever clamp (lock) to release tension on belt.





Extension Belt



Extension Belt

Receptacle

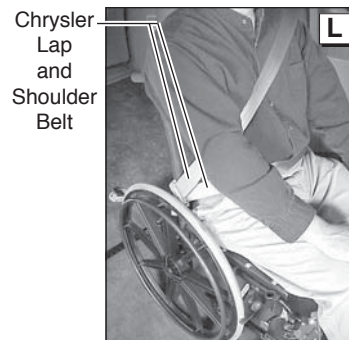
Chrysler Lap and Shoulder Belt

### Lap and Shoulder Belt Attachments

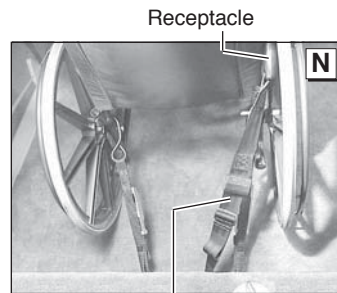
Refer to Photos K-N.

1. Position and connect the adjustable lap belt extension keeper fitting (attachment) to appropriate track anchorage point (slots). Attach keeper as detailed on page 19. 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 REMOVAL AND INSTALLATION

### Third Row Seats

Modified third row seat bases are equipped with two front-facing hook type attachments (see Figures 5 and 6). These attachments (hooks) engage floor-mounted securement slot (channel). Two rear mounting brackets (feet) are secured with bolts. Remove and install the bolt-in seat bases as outlined.

**Note:** Seat removal and installation procedures are typical for both sections of third row 60/40 split seats.

### Third Row Seat Installation:

1. Position seat, engage front hooks (tabs) into securement slot and align rear mounting brackets with the mounting holes in the vehicle floor).
2. Shift seat base **fully** forward (be certain the front-facing hooks **engage the securement slot fully**).
4. Lower the rear of the seat base over the mounting holes in the vehicle floor.
5. Secure the rear mounting brackets (feet) using the mounting bolts (insert bolts through mounting bracket slots and into weld nuts provided in the vehicle floor). **Tighten securely.**

### Third Row Seat Removal:

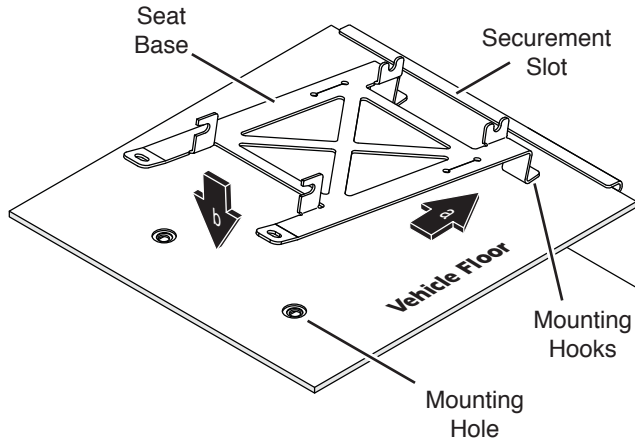
Reverse installation procedures.

#### **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.**

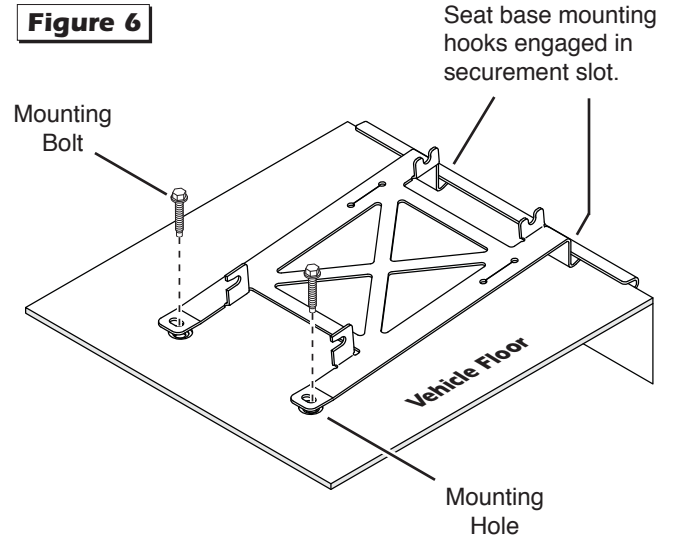
**Third Row Seat Removal and Installation**

**Figure 5**



Slide seat forward (a) to engage front mounting hooks in the securement slot, lower rear of the seat base (b) into position over the mounting

**Figure 6**



holes. Insert mounting bolts. **Tighten securely.**  
**Note:** Illustrations depict seat base only.

## 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 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 17 for further details. Follow all inspection and maintenance instructions supplied by the belt manufacturer.

### **Ramp Access Door**

Keeping the passenger side slide door lower track pan free of debris, ice and snow is one of the most effective preventive maintenance practices to exercise. Inspect and clean routinely.

### **Ramp**

The conversion ramp is 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 the 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 assembly, fold arm and fold arm bearing 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 the ramp 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 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 aftermarket equipment 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.**

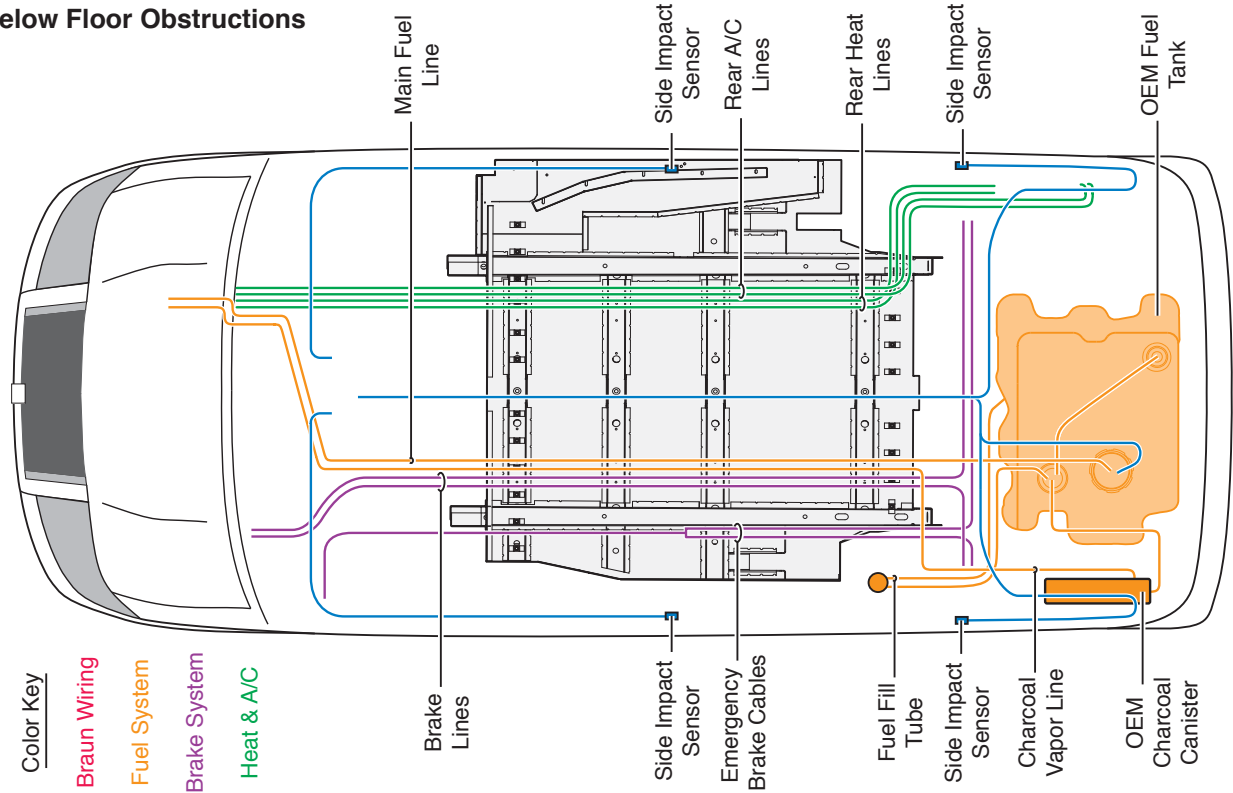
**Note:** Some wiring harnesses shown may not be present. Avoid all harness locations.

#### **⚠ WARNING**



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

**Below Floor Obstructions**



## JACKING AND TIRE CHANGING

### Jacking and Tire Changing

Front and rear jack points have been modified during conversion procedures. Brackets are provided that seat into the jack (shown).

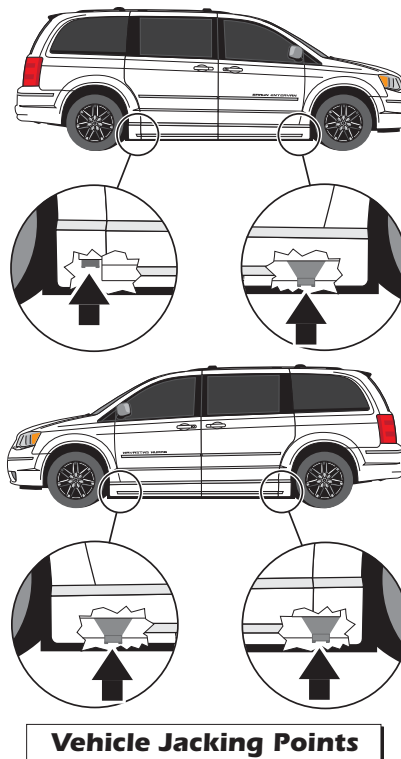
The spare tire and jacking equipment are located in the original OEM positions. Jacking and tire changing procedures have not been affected by the conversion.

**Removing the Spare Tire:** The front of the vehicle must be jacked up to provide enough clearance to remove the spare tire.

**Changing a Rear Tire:** The spare tire should be removed first. Change the rear tire as detailed in the OEM-supplied owner's manual.

**Changing a Front Tire:** Change the front tire as detailed 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**

### **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

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May 2009

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