

INSTALLATION GUIDE

Dealer Edition

Victorian WD Residential Elevator 2021

All information found in AmeriGlide's Elevator Planning Guide reflects information at the time of printing. AmeriGlide reserves the right to change information without notice.



Installation Guide

Victorian WD Residential Elevator

This planning guide is designed to assist in the installation of a home elevator that meets the requirements of ASME A17.1 Part V Section 5.3.

We strongly recommend that you contact the codes authority having jurisdiction in the area(s) where the elevator will be installed. Become familiar with all requirements governing the installation and use of elevators in private residences. It is extremely important for you to know and adhere to all regulations concerning installation and use of elevators.

Elevator configurations and dimensions are in accordance with our interpretation of the standards set forth by ASME A17.1 Part V Section 5.3. Please consult AmeriGlide or an authorized dealer in your area for more specific information pertaining to your project, including any deviation between referenced standards and those of any local codes or laws. Always contact local code authorities for any variation to standards.

IMPORTANT NOTICE:

Documents contained in this guide are intended for use by trained any certified elevator technicians only.

Only trained elevator technicians shall service this elevator.

Elevator systems contain multiple complex electrical and mechanical systems.

The elevator controller contains multiple high and low voltage circuits. Disconnect all power sources including lowering batteries (when equipped) prior to servicing.

Serious injury or death may result from untrained installation or service of this elevator system.

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Getting Ready

For the installation to go as smoothly as possible, and prevent delays when you get to site, there are a few things we should be aware of.

The sliding gate on all models is designed to recess towards the rail wall, allowing us to efficiently utilize hoistway space.

Since the gate collapses in the direction of the recess / rail wall, the opening will be on the opposite side of the rail wall.

It is recommended to try to align the opening of the landing door with the opening of the gate. A good rule of thumb is to have the hinges of your landing door on the same side as the rail wall.

Inspect the Shipment

Thoroughly inspect the shipment for damage and confirm everything is present via the packing list before you load the elevator and head to site.

Tools Required

To complete the installation are listed below. You may find that there are situations when other tools may be required or tools that are better suited, but this list should give you a good place to start.

- Quality battery operated drill
- Level 4 Foot long
- Plumb bob with chalk and string
- Wrench imperial set 5/16 to ¾
- Wrench set Metric 8mm to 18mm
- Socket set imperial 5/16 to ¾
- Socket set metric 8mm to 18mm
- Pencil
- Drill index
- Hammer drill
- Drill bits for concrete fasteners used
- Flashlight
- Scaffold material
- Personal Protective Equipment
- Appropriate safety equipment and supplies for type of work and job site conditions (barricades, signage...)
- Installers remote
- Knife
- Funnel for oil
- Allen keys, imperial
- Allen key, standard
- Rags/ towels
- Broom
- Dustpan
- Vacuum
- Cleaning products for stainless, wood and painted surfaces
- Wire strippers
- Side cutters
- Pipe wrench medium
- Tools for installing conduit
- Tools for making holes in cabinet for conduit entry may be required
- Multimeter (volts AC/Dc and continuity required, clamp on AC current advisable)
- Generator, Although not required, having a generator with enough power to run the elevators 3hp Motor will allow you to proceed with jobs where power is not yet available
- Chain or electric hoist and what you need to safely mount it in the top of the hoist-way
- Scaffolding material
- Safety supplies, (signage, hoarding, PPE, lockout tagout kits, safety harnesses...)
- Tachometer to measure the cab speed
- Test weights

Material Not Supplied

- Fasteners for mounting the rail wall to concrete or block can be included if we are informed, they are required, but wood lags are sent by default
- Clips, clamps and ½ inch all round strapping for securing cables and hoses
- Electrical conduit, raceway, fittings, and hardware
- The wiring (and conduit if required) between the electrical disconnects and the control panel is not included
- The wiring between the control panel and the motor for the winding drum is not included
- Plywood backboard for behind the controller, if desired or required
- Screws or lags for attaching the controller and plywood (if used) to the wall
- Tie wraps of various sizes
- Stick on tie wrap anchors
- Electrical connectors, various marrettes and crimp on connectors
- Spare battery for your multimeter

Working Safely in the Hoistway

Working safely in (and around) the hoistway takes planning and communication. We strongly recommend everyone installing an elevator receive elevator specific safety training and refer to and follow the procedures in the Elevator industry field employee's handbook (www.elevator-world.com), their companies safety program, and local codes and standards.

This manual is written for qualified and trained elevator installers and will not describe safety related procedures in this document. Wear appropriate PPE for the environment and task you are performing.

Site Conditions

It is important to verify that the actual site conditions match the latest site specifications provided to AmeriGlide. Discrepancies may result in changes to the equipment or the job site. Failure to report discrepancies to AmeriGlide in a timely manner can result in significant installation delays.

Site Measurements

Prior to the crew arriving, a site check is recommended. If it is not possible to conduct in advance, it should be performed as soon as the install crew arrives on site.

Confirm site measurements of the elevator shaft match the final site drawings provided. If you are unsure if the difference is significant, contact technical support. A site measurement sheet is provided in the appendix of this guide for your reference.

When surveying the site, plan how you will get the cylinder, sling, and other large components into the hoistway.

True and Plumb

Using a level and a plumb bob, determine if the rail wall is true and plumb. If it is not, you will need to shim the rail system to correct it. Your package will come with some metal rail shims but if more are required, they must be provided by you or the builder.

Machine Room

Wire and hose lengths are determined based on the machine room location and the shaft measurements provided to AmeriGlide. If the machine room is to change from the planned location, the provided lengths may be insufficient. Confirm location for the controller and power unit and that the 220 and 120 power has been provided.

Power

The power provided to the panel, the main disconnect and the lighting circuit must all be verified by confirming the following criteria are met:

Power Provided to Panel

- is single phase
- is between 208 & 240 vac
- is supplied from two 30A breakers

Main Disconnect

- is located close to the equipment
- is fused with two (2) 30A time delay fuses
- is lockable
- has an auxiliary contact for disconnection of the backup power supply

Lighting Circuit

- is 240vac / 15amp
- is dedicated (not used for anything else)
- has a disconnect that is adjacent to the equipment, fused and lockable

Tips and Tricks

Installers like you have taught us many great ideas over the years and we will pass many along in this manual. Here are a few general tips.

Make a Plan

Your two-, three-, or four-person team needs to have a plan as to who is doing what and when. Teams work in small spaces and often you can not accomplish two tasks at the same time.

Chart out what you need done and assign tasks in advance to avoid these situations.

Where You Need It

Have everything you need for that day's work moved to the appropriate place. For example, if a part will be installed on the 3rd floor, move it from the truck directly to the 3rd floor. This can often be done by another person while you are starting the rail wall, for example.

Loss and Theft

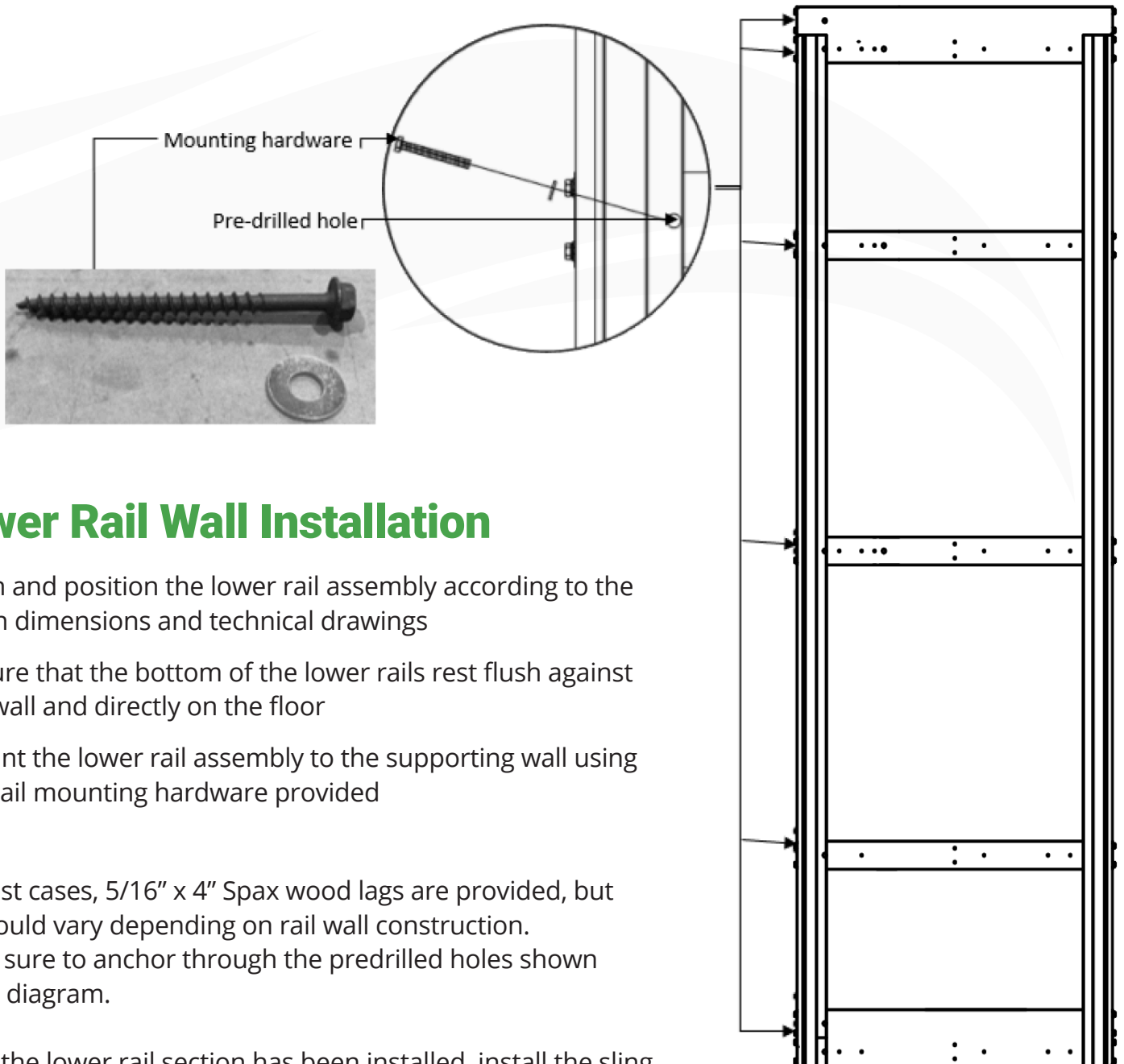
If you do not have a good storage plan loss and theft are inevitable. A box of elevator parts left unattended will be used as a garbage can and then thrown out because it looked like a box of garbage. Lock it up, keep it in the truck, take it back to the shop, put it on top of the car, put it in the pit, or lose it.

Rail Sections and Sling

Start with assembling the rail wall. Use the drawings to establish your centerline of the rail wall and locate with your laser to ensure your first section of rail is centered accordingly.

It is very important to ensure that the rails are plumb and level.

Depending on the construction of the rail wall, you may need to shim the rail sections when attaching to the rail wall using the supplied shims as required.



Lower Rail Wall Installation

- Align and position the lower rail assembly according to the cabin dimensions and technical drawings
- Ensure that the bottom of the lower rails rest flush against the wall and directly on the floor
- Mount the lower rail assembly to the supporting wall using the rail mounting hardware provided

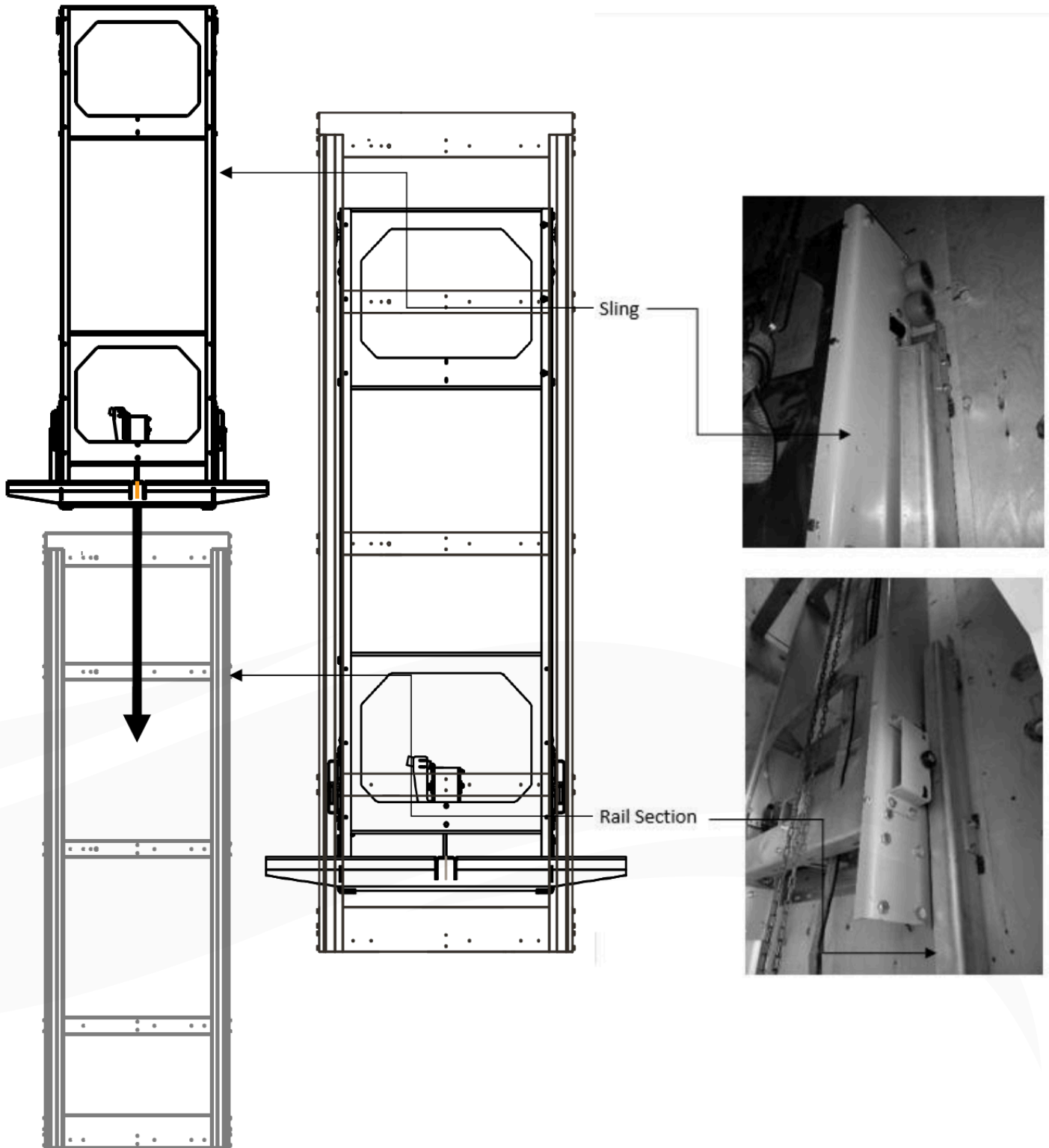
In most cases, 5/16" x 4" Spax wood lags are provided, but this could vary depending on rail wall construction. Make sure to anchor through the predrilled holes shown in the diagram.

Once the lower rail section has been installed, install the sling before continuing to mount additional rail sections.

Sling Installation

Lower the car frame (sling) into the rail assembly as shown. The rollers will ride on the inside surface of the channel. Lower the car frame gently to the bottom of the rail section.

The platform to the bottom of this sling will be installed at a later stage. First the rail wall assembly needs to be completed.



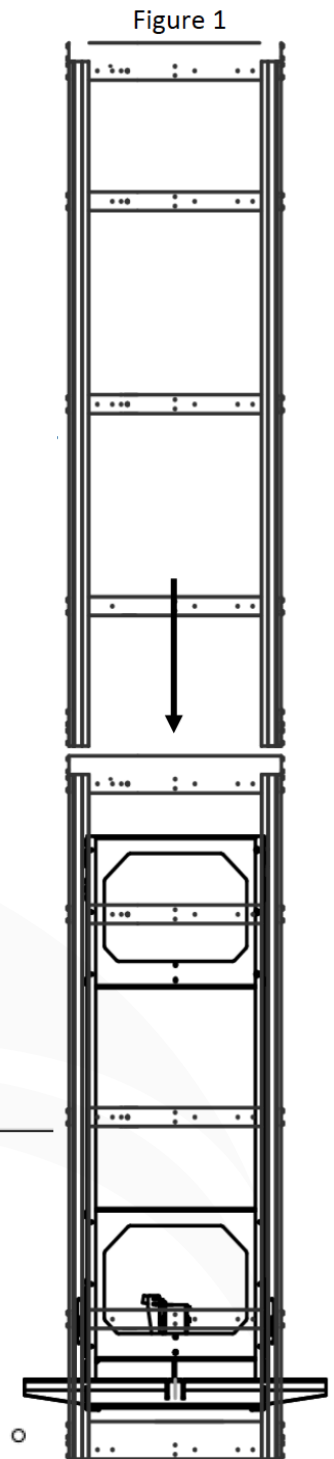
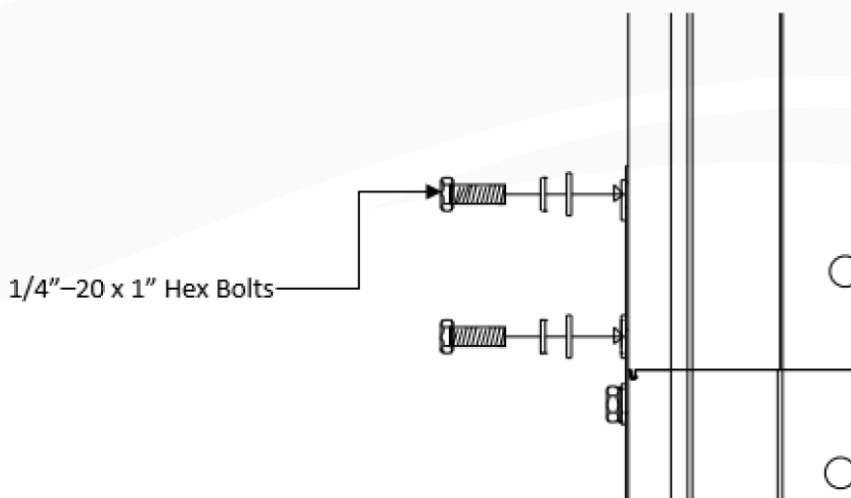
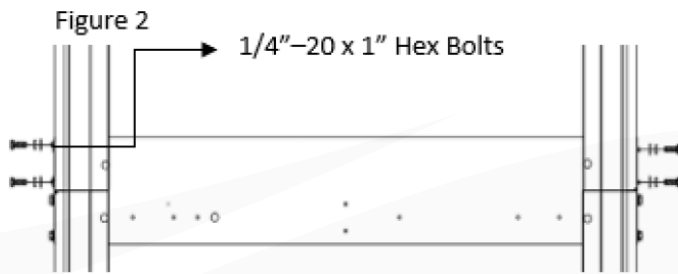
Upper Rail Wall Installation

Lower the additional sections of rail leaving any cut or shorter lengths of rail for the very top portion. Full sets of rail lengths are best for the middle sections because they have the tongue and groove alignment mechanism. Hardware to join the sections is included with the package.

After all the rail sections are mounted and fastened properly, double check your plumbness. If there is any further shimming required, it is best to do so at this stage before continuing.

Install the Rail Assembly:

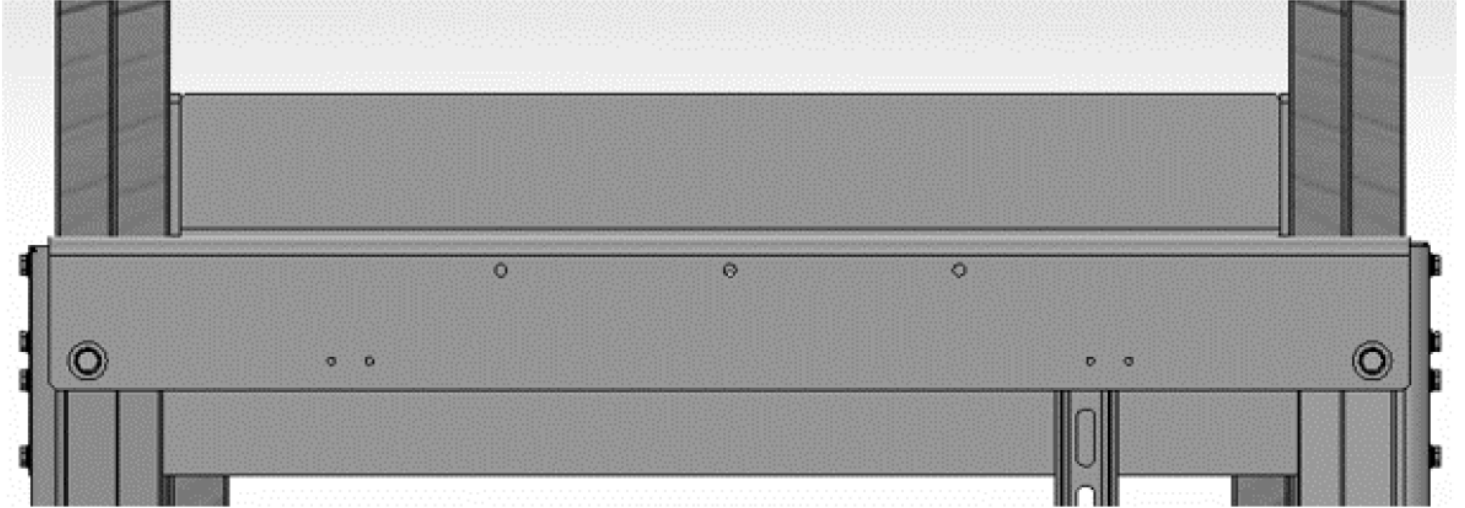
- Align and place the upper rail assembly on top of the lower rail assembly. [Figure 1]
- Ensure that the bottom of the upper rails rest flush on top of the lower rail assembly.
- Secure the upper rail assembly to the lower rail assembly using the hardware provided on each side. (2 Hex bolts (1/4"-20 x 1") [Figure 2])
- Attach the upper rail assembly to the supporting wall using anchoring hardware on each side. Only use the pre-drilled holes found on the rail and the rail bracket. (Similar to step 3 from lower rail installation)



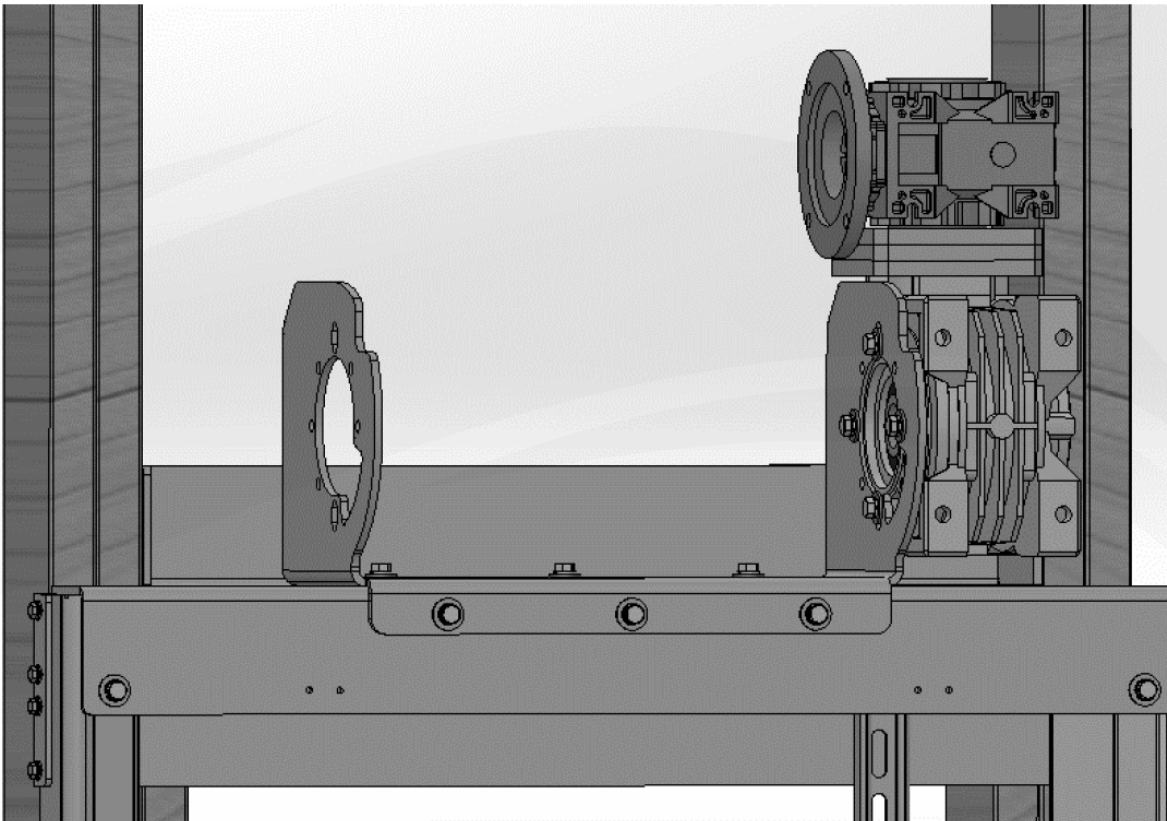
Drive System (Motor and Drum Assembly)

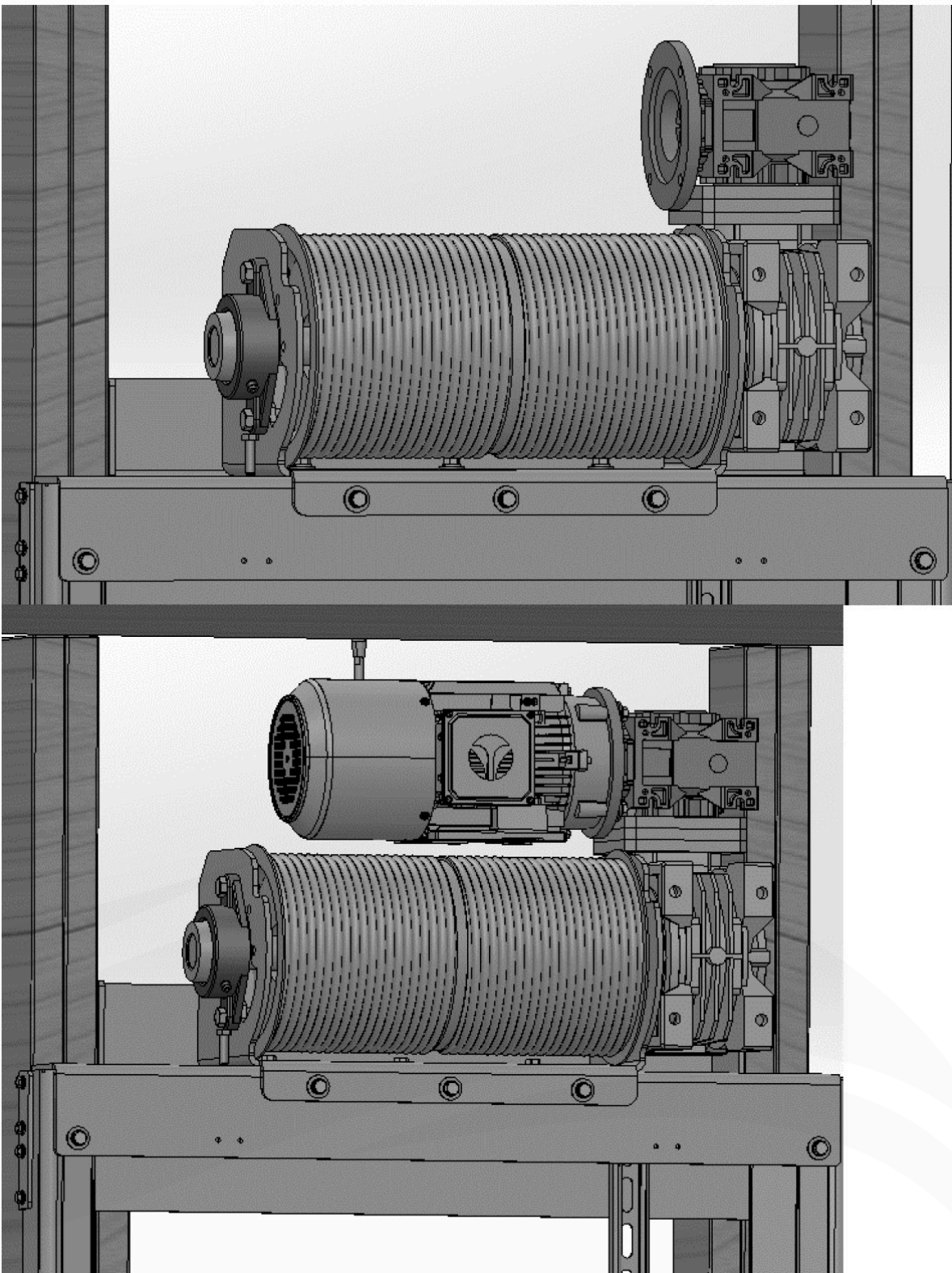
The next step is to install the motor assembly. The motor assembly mounts to the top of the rail sections.

There should be a 20" cut out of the middle 2x6 leaving only the outside 2 pieces. This is described in the planning guide on how to construct the hoistway provisions. Bolt the plate to the top of the rails with the return bend sitting between the studs.



Next, mount the outside plate, motor and drum parts as shown below. Ensure all bolts are tightened completely.





Unistrut Installation

The next step is to mount the Unistrut sections to the rail brackets using the hardware provided.

In some cases, the limit strut will be shipped in smaller sections as this length does not need to run the full length of the rails.

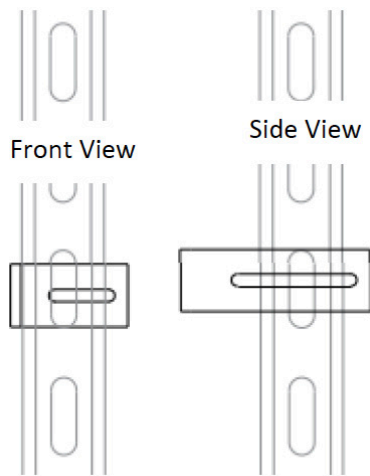
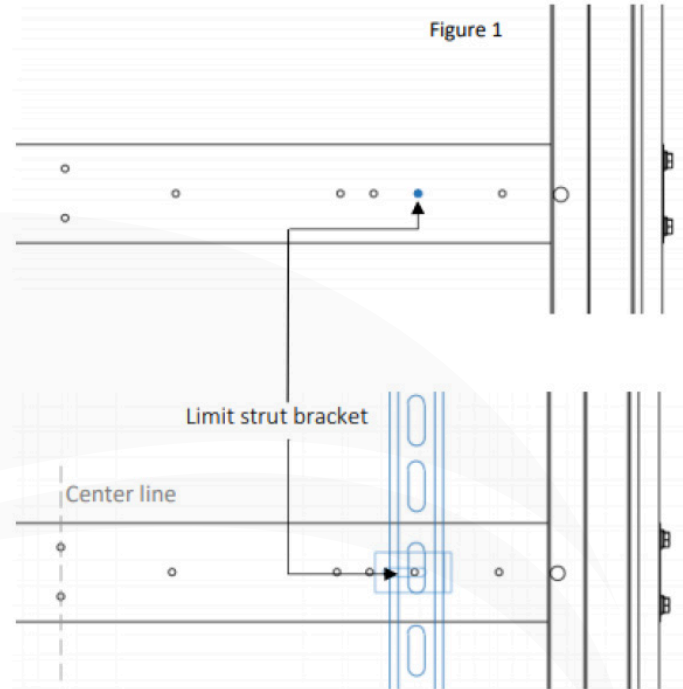
The position(s) of the limit strut will be indicated in drawing B of the drawing package.



The Unistrut does not need to be fully adjusted at this stage. The final adjustments to its' position will be made once the motor is running. For now, it is sufficient to loosely bolt the brackets in place.

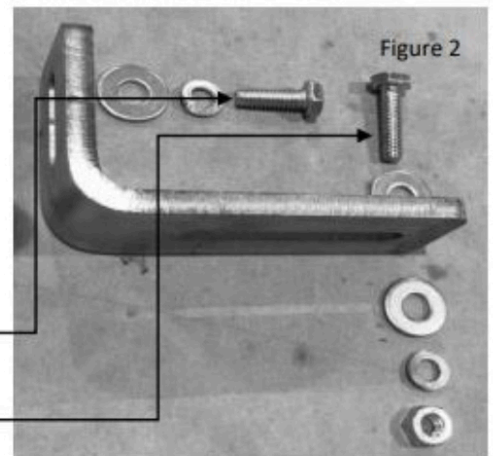
The rail brackets have pre-tapped holes for mounting the Unistrut. Figure 1 shows the position of these holes.

Figure 2 shows the hardware pattern for these brackets. The long end of the bracket is mounted to the Unistrut and the short end mounts to the rail bracket.



1/4"-20 x 3/4" bolt
Threads directly into rail bracket

1/4"-20 x 1" bolt

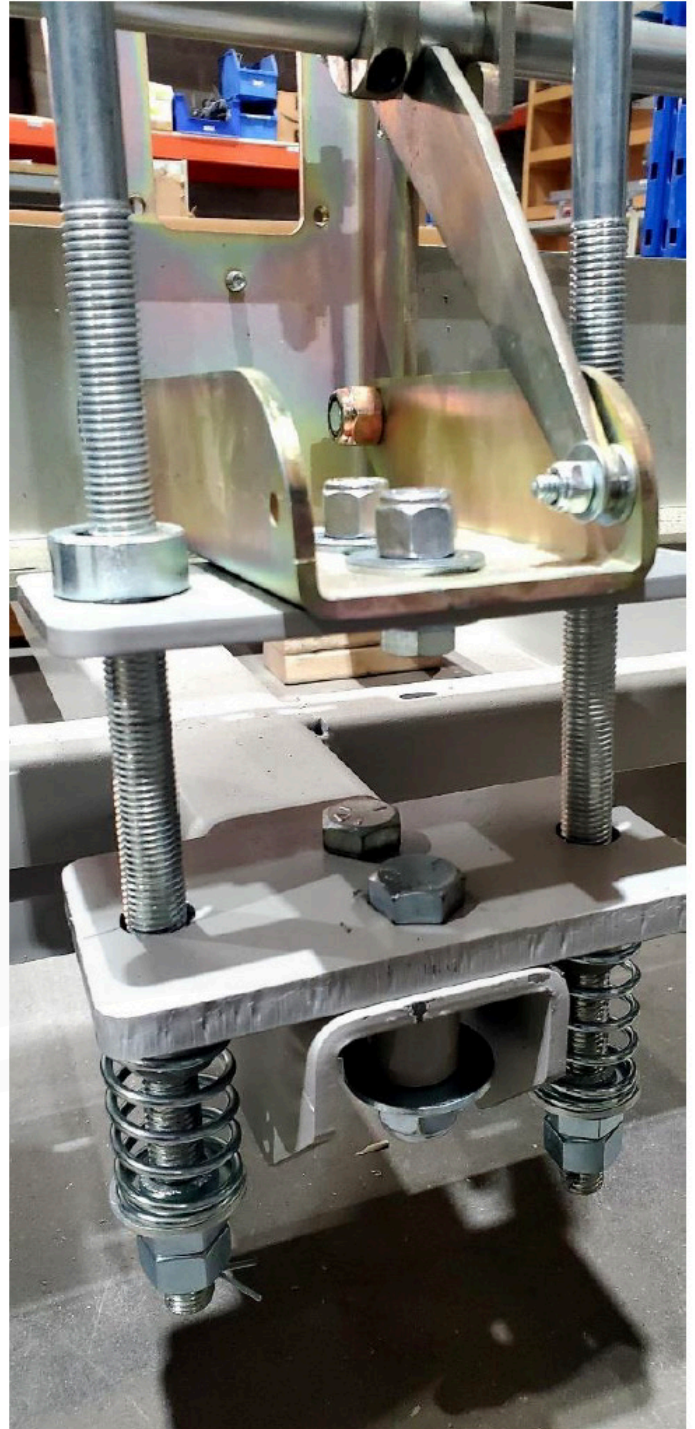
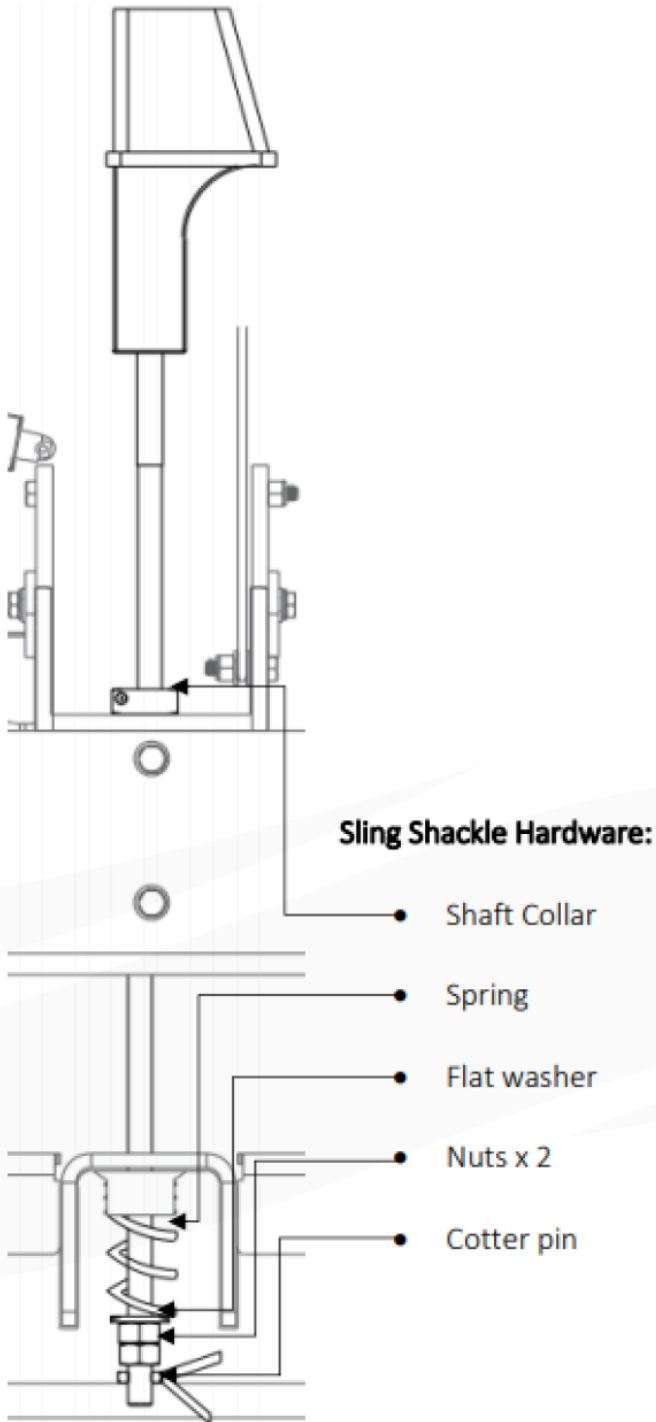


Shackle Installation

Attach 2 shackles to the sling (car frame) using the hardware provided.

There must be two (2) nuts locked together on the underside of each shackle. There is another nut on top that is used to prevent the shackle from rotating.

Thread the nuts to just above the cotter pin on the end of the shackles. This will ensure that there is plenty of space to adjust the tension of the rope when weight is applied.



Getting Ready to Move

The next step after installing the rails, sling, guide strut and shackles is to install the controller.

Install the Controller

- Mount the controller
- Connect power to the controller
 - Connect the 220vac from the main disconnect to both the L1 and L2 terminals in the upper left corner of the controller
 - Connect the disconnects' aux switch to SW1 and SW2 located on the circuit board in the top right corner
 - Connect the lighting power (120vac) from the lighting disconnect to L and N located to the right of the 220 power input terminals
- Connect the controller to the motor
 - Connect the motor (three #10 wires plus ground) and brake wires (two #18awg wires) at the controller
 - Connect the motor and brake wires at the motor
- Connect a temporary remote

Temporary Run

Using a 3 wire Installers remote pendant.

The purpose of the temporary run mode of operation is to allow the installer to move the platform up or down during the installation process. During this mode of operation, safety chains MSC, LPS, GC, HDC and HDL will be disregarded. If the motor overload connected to PT1 and PT2 opens, the platform will not move.

Before the platform can be moved, the following electrical connections will need to be made:

- Drive system (hydro or drum) including motor overload
- L1, L2 & N
- SW1 & SW2

The following jumpers are required:

- From TLC to LT
- From TLC to UT
- From 24V to HDL

If the aux contact in the main disconnect is not installed yet, you will need to jumper between W1 and SW2 on the main controller board.

Power up the controller 220 and 120vac:

- Temporarily connect Logic board Inputs P1, P4 and DOB to REF, then power up
- Connect the common wire of your remote pendant to REF
- Connect the up wire of your remote pendant to 4C
- Connect the down wire of your remote pendant to 1C

To return to normal operation, remove power then power up without the initiating conditions.

Roping

- Have someone monitor the winding drum and attempt to go down with the remote.
- Verify movement and direction.
- Free the end of the wire rope and guide down to the sling as you push down on the remote.
- Do not cross the ropes, the left rope goes into the left shackle and the right rope into the right shackle.
- The ropes should be free of twists and knots.
- Install each wire rope down into the back of its shackle, around the heart and back into the shackle.
- Pull up on the ropes to set the shackle.
- Do your best to make the tension on the two ropes even, we will fine tune this with the threaded rods once weight is on the ropes.
- Install 3 wire rope clips on each rope. one 2.25 inches above the shackle, one 2.25 inches above the first one and another 2.25 inches above the 2nd one.
- Tape the loose end of each rope.
- Install anti-rotation device.
- Remove temporary platforms/scaffolding and all obstructions from the shaft.

Running Platform

Test the Drive System

- Use the pendant to tighten the ropes and raise the platform a foot or so.
- Use the nuts on the threaded rods beneath the shackles to even the tension on each rope.
- Slowly move the lift up and down the shaft a few feet to confirm operation. Confirm that the E-stop on the remote prevents movement.
- If any issues, see the EMI service manual.
- Lay the cab floor down on the sling, position it according to the job drawings and loosely attached based on the hoistway layout drawing Detail A page for your project.
- From the platform, move the sling up through the hoistway and check the following.
 - There are no obstructions.
 - Note the clearances at each level compared to the drawings and record any variance.
 - Confirm overtravel is as per drawings.
 - The travel clearance between the cab and each landing needs to be between 1/2 and 1 and 1/4 inches.
 - Depending on the style of the cab and how far the shaft deviates from the plans you may need to find an optimal position for the floor. If the deviations are extreme the shaft or the cab may need to be modified.

Attach Toe Guard

- Remove the hardware.
- Install the toe guard with bend slanted under the platform.
- Install hardware loosely.
- Line up even with the top of the finished floor
- Tighten hardware.
- Mark doorway centerlines: move the platform to each landing and mark the doorway centerlines as per sheet A of the drawing package.

Now that we have a moving platform, we can use it to assist us in installing as much as possible inside the hoistway before we install the cab.

Hoistway Wiring

Note: there are many ways to run the wiring from the various landing devices to the main controller. Local codes and site conditions can influence your decisions. The most common methods are:

1. Run a cable from each landing device (call station, lock, and pit-stop) back to the controller (the Home Run Method)
2. Run a cable to the call station and use it as a junction box to run to the lock and other devices.
3. A combination of the above

Recommendations and Procedure

- We recommend 18awg wire. Smaller wires will work; however, they can be damaged easily and are difficult to consistently terminate properly.
- We recommend crimp connectors and terminal strips for all connections; wire nuts are not recommended for wires smaller than 16awg.
- The wiring sheets can assist you with the connections and aid in recording wires used.
- Call stations and locks can be installed in their permanent locations if the doors are installed, otherwise we recommend you temporarily install them inside the hoistway.
- The pit e-stop switch should be located such that it can be activated before entering the elevator pit. Connect the switch using the 2-conductor cable provided and at the controller to terminals +24v on the right side of the circuit board and MSC3 on the lower left terminal strip.

Alternatively, you could run the pit stop cable to the lower call station.

Tape Reader Head

- The tape head mount is temporarily mounted at the top left of the sling on the inside for shipping.
- NOTE: if site conditions necessitate mounting the tape and reader on the right-hand side of the rail wall, you will need to drill holes in the right side that match the ones on the left side.



- Remove and remount the bracket on the outside of the sling using the same holes.
- Loosely mount the tape reader head in the two slotted holes of the bracket using the provided hardware.

Normal Limit Switches

- Nominal limit switches are pre-installed on the back of the tape head.
- Adjust the arms of the switches so they will be activated by the top and bottom limit cams.
- Adjust the cams so that the switch arms are in the middle of the cam when the platform is level.
- Wire the limits to the cartop box as per wire sheet for cartop devices.

Tape Reader Tape

NOTE: The tape is typically mounted on the left side of the rails but can be switched to the right side if required.

- Install the top tape mounting bracket so that it is above the highest point the tape head will travel to (including overtravel)
- Bolt to the motor mount bracket
- Remove the two 1/4x20 bolts holding the aluminum rail in the rail bracket, install bracket 2027, reinstall bolts, tighten.



Top Mount

Using the hardware included in the EMI/Porta box:

- Insert the threaded rod portion into the top bracket from below.
- Install 2 nuts on the top portion of the rod 1 inch down from the top.
- Install clamping plate loosely with 2 outside bolts.

Note: much of the provided hardware is not used at this point.



Bottom Mount

- Insert rod down through the bracket
- Install a Flat washer
- Install the spring
- Install another Flat washer
- Install the two nuts
- Install clamping plate loosely with 2 outside bolt

- Install the bottom tape mounting bracket so that it is below the lowest point the tape head will travel to (including overtravel into the pit)
- Mount the bottom tape reader mounting bracket left side of the 2nd rail bracket up from the pit floor.
- Remove the two 1/4x20 bolts holding the aluminum rail in the rail bracket, install bracket 2027, reinstall the bolts and tighten.

Installing the Tape

- Insert tape at top bracket between the mount and the plate leaving 3ft amount of extra tape.
- Make sure the tape is centered and tighten in place.
- Drill center hole through the tape and install 3rd bolt and tighten.
- Pass tape through tape reader head and down to lower mount.
- Insert the tape between the mount and the plate.
- Pull tape taut.
 - Make sure the tape is centered and tighten in place.
 - Tighten the two bolts
 - Draw tight enough that tape will not rattle vibrate or flop around
 - Drill 3rd hole
 - Adjust the tape head mounting bracket if necessary

Normal Limit Switch Cam

- Mount one at top
- Mount one at bottom

Travel Cable

- Mark the wall where the travel cable will travel at the following height above the pit floor.
 - Cab height + (total travel / 2)
- Install the travel cable kellum grip half-way along the cable.
- Lower the cable from the cartop until the kellum grip can be mounted such that the cable will hang at the mark made earlier.
- Run the travel cable through the wall and to the controller.
- Adjust the wall to cab section of the cable so that it almost touches the pit floor when the cab is in the pit.
- Remove excess cable at each end.
- Terminate the cable at the controller and the cartop based on the wire sheets provided.

Cab Assembly

Assemble the Cab

Assemble the cab on the platform in the order listed below:

- Railside wall
- Remaining walls
- Adjust for level and plumb
- Tighten
- Install the COP

Mount the Car Top Box

- Place the cartop Junction box on the roof of the cab.
- Plug in tape reader cable
- Hook up limit switches
- Install the lights
- Cop cable
- Place the tape reader magnets, drawing required.

Installing the Good Gate

Refer to the good gate install manual section 4-9, if it is not attached you can download it at www.goodgate.ca/documentation. There are also installation video of each step.

Saber Gate Operator (for good gate)

Refer to the Saber install manual, if it is not attached you can download it at www.goodgate.ca/documentation. There is also an installation video.

Wiring the Saber Operator and Gate Contacts to the Cartop

Refer to the wire connection pages included with the project as they can change depending on the configuration.

- Make sure the elevator is not in the pit.
- Remove the remote installers pendant.
- Remove all temporary jumpers.
 - From TLC to LT
 - From TLC to U
 - From 24V to HDL
- Install the following permanent jumpers using 18awg wire
 - From msc1 to msc3
 - From HDC to GC

- Restore all e-stops to their normal position (out)
- Close all doors and gates,
- Plug the two cords that will go to the UPS to each other for now.
- Turn on the controller (220 and 120 supplies)
- Confirm 24vdc supply is on
 - If not check fuse F4 and that sw1 and sw2 are connected to each other via the Aux contact of the main disconnect.
- Check for 24vdc power between 24vdc and REF on the main circuit board.
 - If not check fuse F1
- Check for 24vdc at +24dcm terminal on controller (dc voltmeter).
 - If not present, check fuse F2
- Check for 24vdc power at MSC1 (dc voltmeter).
 - If not present, check pit e-stop and that jumpers are installed between msc1 and msc3
- Check for 24vdc power at MSC (LED)
 - If not present, check cartop E-stop and the slack rope switch
- Check for 24vdc power at GC (LED)
 - If not present, check cab gate switch(es)
- Check for 24vdc power at HDC (LED)
 - If not present, check the landing door contact circuit
- Check for 24vdc power at HDL (LED)
 - If not present, check that the jumper is installed between HDC and HDL
- Check for 24vdc power at LPS (LED)
 - If not present, check the low pressure switch and its circuit.
- Connect the UPS and turn it on
- Pre-operational safety checks
- See section 6-1, 6-2 and 6-3 of the 4M2 installation manual.

Before running in automatic mode, you will need to program the following parameters:

- **Number of stops** to the number your project has
- **Drive system** to drum (0)
- If you have gate operators, you will also need to program:
 - **Automatic gate** to yes (1)
 - **Floor 1 gate** to front (1), rear (2) or both (3) (front and rear)
 - **Floor 2 gate** to front (1), rear (2) or both (3) (front and rear)
 - If applicable **Floor 3 gate** to front (1), rear (2) or both (3) (front and rear)
 - If applicable **Floor 4 gate** to front (1), rear (2) or both (3) (front and rear)
- Refer to the 4m2 installation manual section 3-2, 3-3, and 3-6 for programing instructions.
- Document these and any other settings you modify on the chart 3-6 on page 15 of the install manual and keep with the site documents.

Running the System in Automatic

Run the elevator from floor to floor via hall and Cop call buttons, testing the following basic operations and safety systems any issues found should be resolved via the EMI manual, the Good Gate manual or by calling AmeriGlide for technical support.

Finishing Up

Test Everything

- Adjust motor drive parameters
- Hall calls and locks
- Set floor levels
- Cab calls
- Adjust gate/operator
- All safeties
- Normal limits
- Cab lights
- COP DPI, buzzer button, emergency light
- The cab stops level at each landing, record any variance so the tape reader magnets can be adjusted accordingly.
 - Move each door zone magnet up or down based on your notes during the test.
- Door operators operate properly and at the proper floors (if applicable)
- Each landing door lock operates
- Each DPI's display every possible floor location.
- The car will not take a call and will stop if in motion for the following:
 - Car e-stop
 - Cartop e-stop
 - Gate open (each one, one at a time)
 - Landing door open (each one, one at a time)
 - Low pressure switch
 - Slack rope switch
- Ride quality
 - The car accelerates smoothly to full speed in both directions
 - The car travels at full speed till it nears a floor
 - The car slows as it reaches each floor
- The top normal limit prevents up travel and will stop the lift approx. 1 inch above level at the top floor.
 - The elevator should normally stop at the top floor via the tape reader and not the top limit, it is only a backup.

- The bottom normal limit prevents down travel and will stop the lift approx. 1 inch below level at the top floor.
 - The elevator should normally stop at the bottom floor via the tape reader and not the bottom limit, it is only a backup.
- The system shuts down when the main disconnect is off.
- Minimize releveling procedure for drum
- Power failure test
 - To perform this, test a jumper must be placed between terminals SW1 and SW2.
 - a. While the car is running UP in response to a call, turn OFF the main disconnect
 - i. The car should stop and run down to the next landing.
 - ii. The car should respond to calls from lower landings.
 - iii. Confirm the emergency light will remain illuminated for 30 sec after the car reaches the lower terminal floor.
 - b. Remove jumper from SW1 and SW2.
- Anticreep
- Close the power units main ball valve
 - Turn the manual lowering knob till all pressure has been removed (see gauge)
- Cab lights
 - Confirm the lights operate and turn off after 5 minutes with the elevator not running and the gates and doors closed.
- Confirm the buzzer button and the e-stop in the COP cause the buzzer on the cartop to activate.
- Confirm that the telephone operates.

Final Touches

- Remove protective films
- Clean gate tracks
- Install signage
 - Capacity
 - No step
 - Emergency operation
 - Manual lowering
 - No work warning
 - 110v cab lighting
 - Main disconnect
 - Keep switch closed

Clean Up

- Clean/tidy main controller
- Clean/tidy cartop
- Clean/tidy elevator cab
- Clean call stations and locks
- Place customer manual and Electrical drawings at the controller.

Training the End User

We recommend you have the following ready before training the end user:

- Owner's Manual
- Service Contract
- Door Unlock Key
- Your Business Card

Demonstrate and explain the following:

- Calling the elevator
- What if a gate is open?
- What if a door is open?
- What if there is a power failure?
- Riding the elevator
- What if it stops while im in it
- What if there is a power failure while im riding it?
- How to get out in an emergency
- How to let someone out in an emergency
- Call station Fault flash codes
- When to call for service
- Importance of regular maintenance
- Registering your warranty
- Scope of the warranty
- Location of customer manual and electrical drawings
- Location of emergency key

