



Dodge
Foldout Wheelchair
Accessible Vehicle
Public Use



*Operator's
Manual*

Congratulations

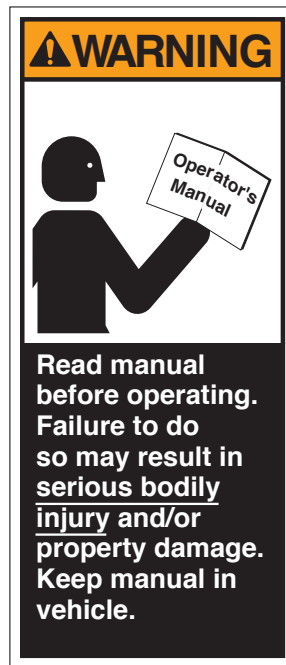
The BraunAbility® employee family thanks you for purchasing your new wheelchair accessible vehicle. We design and build each BraunAbility® vehicle for reliability, quality and safety. Our founder, Ralph Braun, instilled that ethic from day one and we live by that commitment today.

This manual includes operating instructions, safety precautions and maintenance procedures for your new wheelchair van. As long as it's properly maintained and operated, your BraunAbility® vehicle will provide mobility freedom for years.

Thank you again for your business, and enjoy your independence!

Sincerely,

The BraunAbility® Family



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WARRANTY AND REGISTRATION

Examine your vehicle for any damage. Should any damage have occurred during delivery, notify the carrier at once with any claims.

Review the service agreement, delivery checklist and warranty registration form with your sales representative. The form must be signed by the consumer and retailer. A hard copy is available upon request.

The warranty registration form must be processed electronically by the sales representative 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.

[illegible]

Vehicle Identification Number (VIN) _____

BraunAbility® wheelchair accessible vehicles are designed to provide mobility independence for wheelchair passengers.

Familiarity with proper operation and maintenance procedures will help ensure safe, trouble free operation.

We encourage transit personnel (drivers and wheelchair attendants) 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 features as well as options. Refer to the instructions applicable for your vehicle, and disregard information that does not apply. Contact Customer Care at 1-800-488-0359 if any of this information is not understood.

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

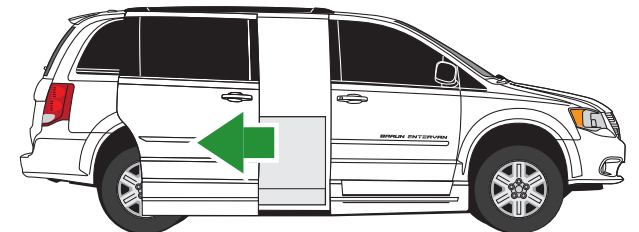
If you experience an operation problem or there is any sign of wear, damage, or other abnormal condition, contact your sales representative or call 1-800-488-0359. One of our Customer Care representatives will direct you to an authorized service center.

OPERATION QUICK REFERENCE GUIDE

Operation Overview

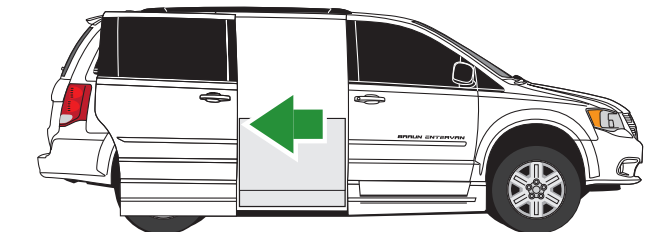
This overview provides a simplified explanation of operation. Read the entire manual for complete details. Contact Customer Care at 1-800-488-0359 if any of this information is not understood.

- 1 Open the slide door

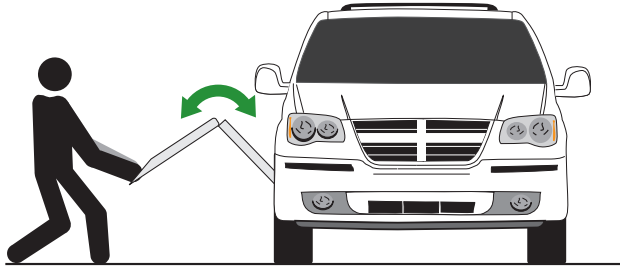


Operating Your Conversion Couldn't Be Simpler . . .

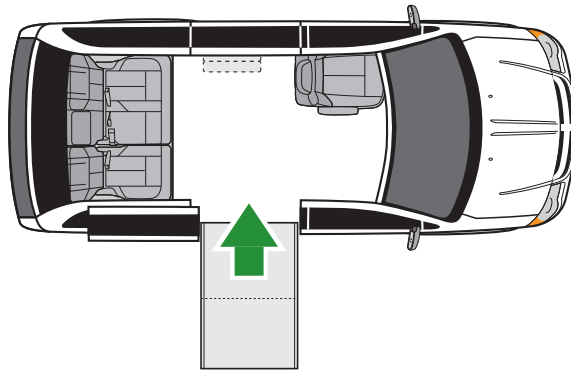
- 2 Make sure the door is opened fully



- 3** Use hand hold to unfold 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 details provided on pages 10-15.

FEATURES

Lowered Floor from Rear

Axle to Firewall: This feature provides additional headroom (61" floor-to-ceiling at center of van). The lowered floor reduces the slope of the ramp when deployed. Rubber flooring with 3/8" marine grade plywood underlayment is featured throughout the lowered floor area.

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

Ground Effects: Exterior color-matched lower body panels conceal the lowered floor and lowered sliding doors.

Passenger Side Sliding Door:

ADA-compliant manual sliding door provides 56-1/4" vertical opening (with interlock and entrance lighting).

Ramp: The ADA-compliant manual swing-out ramp provides 30" usable width. Optional 31" usable width ramp available.

Forward-Facing Wheelchair Tiedown and Occupant Restraint System:

Floor track (anchorage point) provided in the front passenger seat and mid-point lowered floor areas can be utilized for restraint of wheelchair passenger(s). See Figure 1 for anchorage point locations and wheelchair mounting positions (Positions B and C).

One Forward-Facing Wheelchair Tiedown and Occupant Restraint Belt Kit is supplied for the tie down of one wheelchair and restraint of an occupant. The belt/tiedown kit is used in conjunction with the floor track (anchorage points). Additional restraint systems can be purchased (option).

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

Quick-Release Front Seats:

The driver and front passenger seats are equipped with "step & roll" quick-release seat base attachments (making seat removal and installation procedures simple).

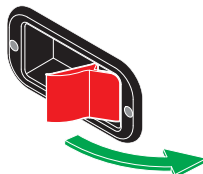
Midpoint Fold-A-Way Seat: A two-passenger fold-a-way seat is available as a midpoint seating option.

Auxiliary Power Supply: Two fuse blocks are provided as an auxiliary power source for dealer-installed aftermarket equipment (details on pages 52 and 53).

Park Interlock: The passenger side slide door must be fully closed before the transmission can be shifted out of Park.

Entrance Lighting: The conversion is equipped with entrance lighting that functions in sync with the OEM interior lights (activated by doors, side door or dimmer control).

Hatch Release: Rear hatch is equipped with an interior hatch release. Pull red release to unlatch door. Open door.



Liftgate Strap (Option): A rear hatch assist strap is available as an option.

Full Size Spare Tire (Option): Interior mounted full side tire. See Figure 1.

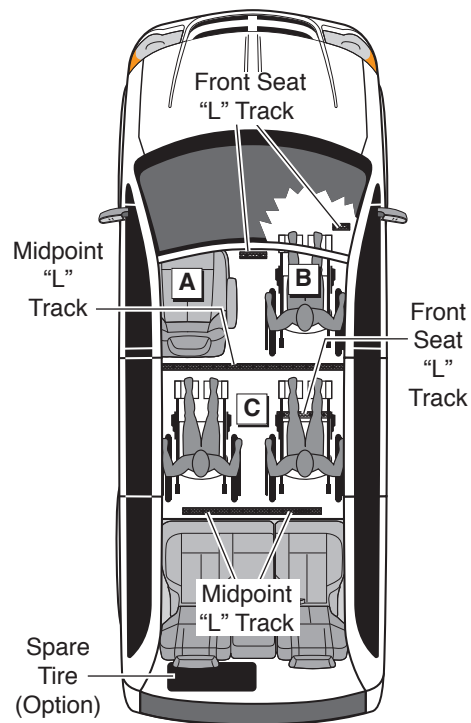


Figure 1

SAFETY PRECAUTIONS

Safety Symbols

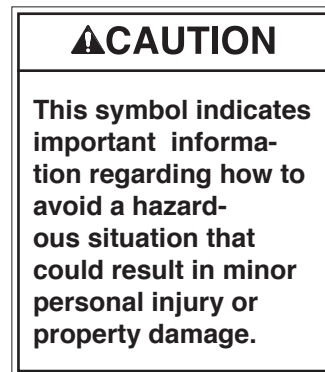
SAFETY FIRST! Know That....

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 wheelchair accessible 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

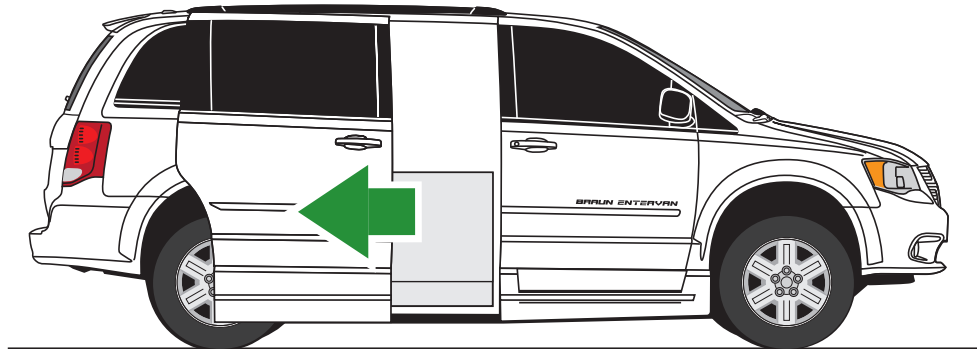
Open the passenger side slide door from inside or outside using the OEM door handles. Always open the door smoothly. Avoid using excessive force when opening and closing the door.

Park Interlock

The passenger side slide door must be fully closed before the transmission can be shifted out of Park.

Entrance Lighting

The conversion is equipped with entrance lighting that functions in sync with the OEM interior lights (activated by doors, lift gate or dimmer control).

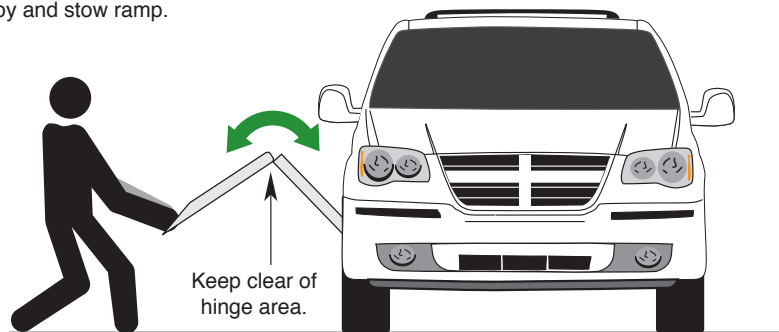


OPERATION

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 swing-out feature is detailed on page 12.

Use hand hold to carefully deploy and stow ramp.



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.

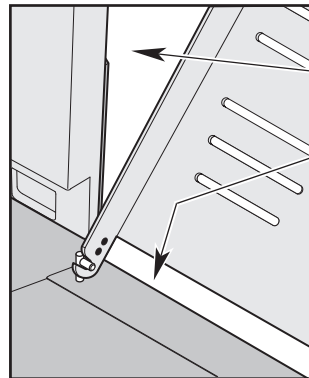
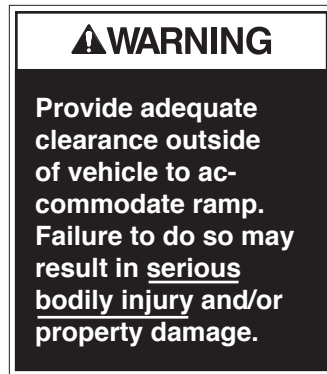
Ramp Operation Safety

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.

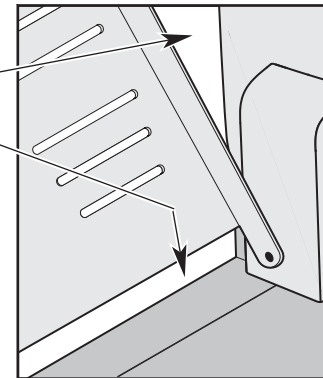
Do not release the ramp when deploying or stowing the ramp. The ramp will free-fall. Push the ramp out from inside the vehicle only if an assistant is not available and it is absolutely necessary. The ramp will free-fall.

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.



OPERATION

Swing Out Ramp

When in the stowed (vertical) position, the swing-out ramp can be manually rotated out of the slide door opening. This feature allows non-wheelchair access to the passenger side slide door opening.

The ramp assembly pivots (rotates) on two axles (top and bottom) when the ramp latch is disengaged. The front end of the ramp is secured to the vehicle floor with a spring-loaded latch.

The latch is activated by a release rod. The release rod is routed alongside the ramp front side plate. The rod is equipped with a loop release (see right). The release is located above the

ramp bi-fold hinge when the ramp is in the stowed (vertical) position. Lift up on the release to disengage the latch.

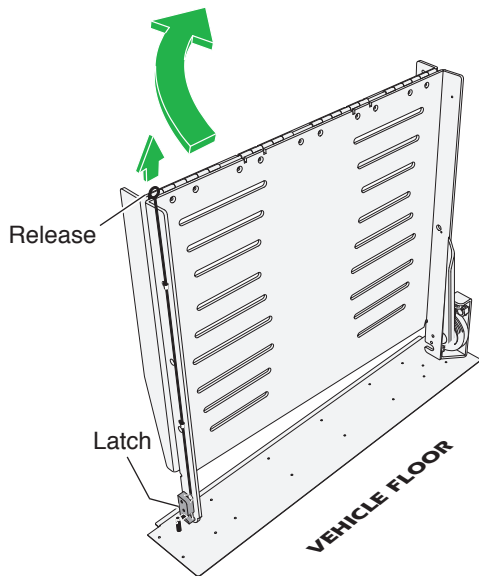
The sliding door must be opened fully before the ramp can be rotated (swung out).

Lift the release to unlatch the ramp. Manually rotate the ramp out as shown.

Caution: Do not force ramp open. Attempting to rotate the ramp beyond the mechanical range may result in damage to the ramp assembly.

Caution: Do not attempt to manually fold or unfold the ramp when the ramp is rotated out of vehicle.

Note: Ramp swings (rotates) outward from vehicle (shown from inside vehicle).



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 mobility representative to ensure your ability to do so safely.

Never board the 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 vehicle 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),

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

as specified by the 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 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 conversion 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 Tiedown and Occupant Restraint System when riding in the vehicle. See pages 16-33 for details.

Terminology

While many of the terms are self explanatory, several have been specifically developed to clarify terminology which is unique to the situation of occupant protection systems that provide both wheelchair tiedown and occupant restraint. Terms and an explanation of their intended usage follows.

The term “restraint” is used only in reference to the occupant and not in reference to the wheelchair which is “tied down”. Also, while both wheelchair tiedowns and occupant restraints may include webbing material, the term “belt” is used only in context to occupant restraint. The term “strap” is used for webbing material used in a wheelchair tiedown.

Forward-Facing Wheelchair Tiedown and Occupant Restraint System:

Floor track (anchor points) provided in the front passenger seat and midpoint lowered floor areas can be utilized for wheelchair securement and restraint of wheelchair passenger(s).

The passenger seat can be removed and the seat location can be occupied by a wheelchair passenger.

See Figure 2 for “L” track locations (anchorage points) and wheelchair positions (Positions B and C).

Note: Wheelchair passengers shown at right depict the available seating positions. Wheel-

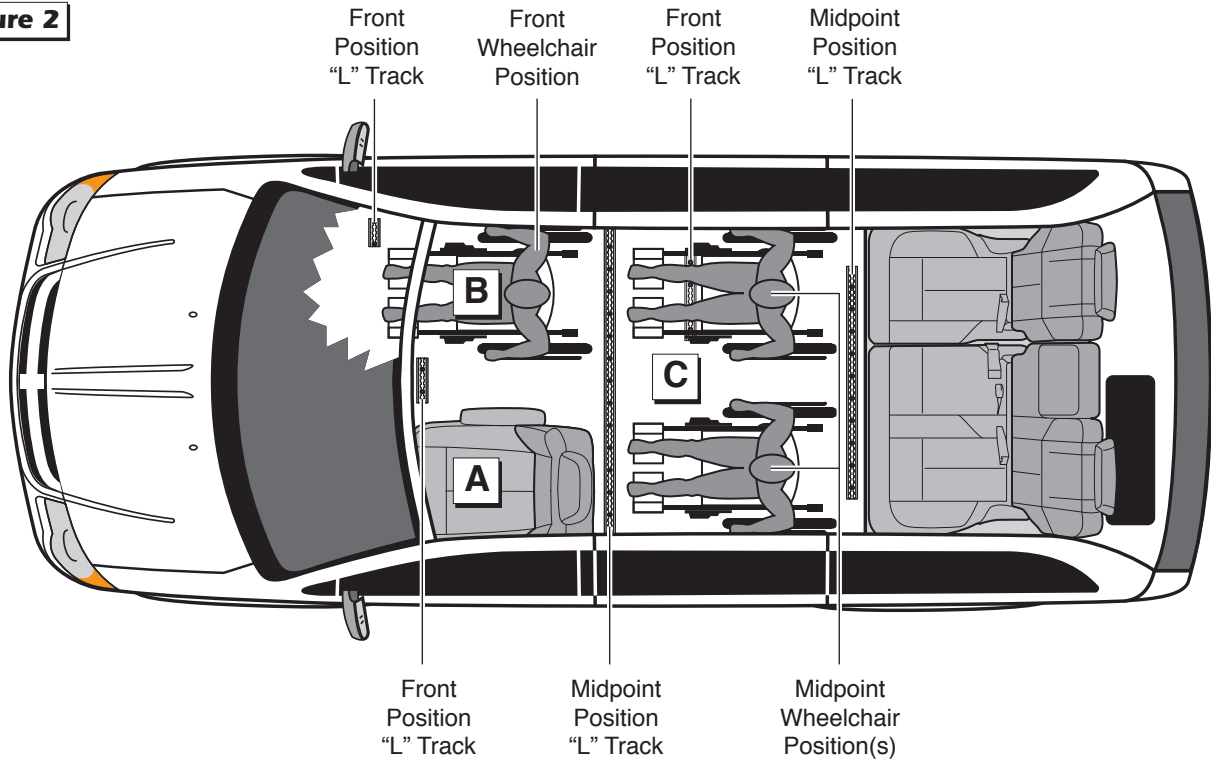
chair capacity may have limitations based on the dimensions of specific wheelchairs

One Forward-Facing Wheelchair Tiedown and Occupant Restraint Belt Kit is supplied for the tie down of one wheelchair and restraint of an occupant. The belt/tiedown kit is used in conjunction with the floor track (anchorage points). Additional restraint systems can be purchased (option).

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

WHEELCHAIR TIEDOWN AND OCCUPANT RESTRAINT

Figure 2



WHEELCHAIR TIEDOWN AND OCCUPANT RESTRAINT

Wheelchair Tiedown

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

The straps are equipped with one keeper fitting (attachment) which installs in the vehicle-mounted “L” track anchorage point (details on pages 22 and 23). A hook (securement point) is positioned on the opposite end of the straps for attachment to a solid frame member of the wheelchair. Do not attach straps to detachable wheelchair components such as armrests or leg rests. Front and rear strap tension is required.

Refer to the illustrations, photos and instructions on pages 22-33 for operation procedures.



Occupant Restraint

Lap and shoulder belts should bear upon the bony structure of the body and should be worn low across the front of the pelvis with the junction between the lap and shoulder belts located near the passenger's hip. Wheelchair occupant restraints should not be held away from the body by wheelchair components such as armrests, panels, wheels or frame. Follow all safety precautions and instructions supplied by the belt manufacturer.

Lap and Shoulder Belt Options: An OEM upper torso lap and shoulder belt harness is typically used in conjunction with the stand alone lap belt extension for restraint of a wheelchair passenger. Wheelchair components may restrict or prohibit use of the OEM lap and shoulder belt in some cases. A multi-piece chest and waist belt assembly is supplied as an option for wheelchair passenger restraint when use of the OEM lap and shoulder belt is restricted.

Occupant Restraint

OEM Lap and Shoulder Belt

One adjustable lap belt extension is supplied for use with the OEM lap and shoulder belt (shown at right). The extension belt is equipped with a keeper fitting (anchor point) 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.

The adjustable lap belt extension is supplied with all conversions. A rigid cable style lap belt extension is available as an option (non adjustable). Attachment procedures are identical for both types of lap belt extensions. See the illustrations on pages 26-29.

Operate the OEM lap and shoulder belt as instructed in your OEM owner’s manual. 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 26-29.

Follow all restraint safety precautions and instructions provided in the OEM owners manual and supplied by the belt manufacturer.

Adjustable
Lap Belt
Extension
(supplied)



Rigid
Lap Belt
Extension
(optional)



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

WHEELCHAIR TIEDOWN AND OCCUPANT RESTRAINT

Occupant Restraint

Multi-Piece Chest & Waist Belt

The multi-piece chest and waist belt assembly provides separate lap and shoulder belts that can be routed and positioned independently.

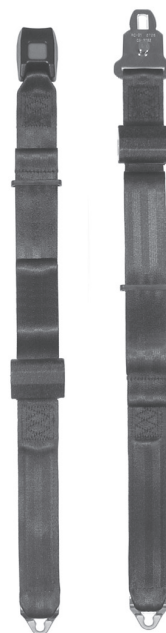
Lap Belt (2 Piece): One of the two lap belts is equipped with a female receptacle. The mating lap belt is equipped with the buckle. The opposite end of each lap belt is equipped with a slotted female fitting that attaches to the corresponding wheelchair rear tiedown strap (at floor-mount keeper anchor point). See photos at right and illustrations on pages 30-33.

Wheelchair tiedown straps provide a short belt assembly equipped

with a lap belt attachment (pin fitting connector). See photo on page 18. Connect the lap belt slotted fitting to the mating pin fitting (engage pin in slot). Adjust lap belts as needed using belt adjuster.

Shoulder Belt: The adjustable shoulder belt is equipped with a slotted female fitting that attaches to the lap belt (equipped with a pin fitting). The opposite (upper) end of the belt is equipped with a pin fitting that attaches to the vehicle-mounted shoulder belt adaptor (adaptors located at OEM shoulder belt positions). Shoulder belt adaptors are equipped with a slotted female fitting that attaches to the shoulder belt buckle pin fitting.

2-Piece Waist
(Lap) Belt
(female) (male)



Shoulder
(Chest)
Belt



Connect the adjustable shoulder belt upper pin fitting to the wall-mounted shoulder belt adaptor female fitting (engage pin in slot). Connect the shoulder belt lower slotted female fitting to the lap belt pin fitting (engage pin in slot). Adjust shoulder belt as needed using belt adjuster. See photos at left and illustrations on pages 30-33.

Strap, Belt and Anchorage Maintenance

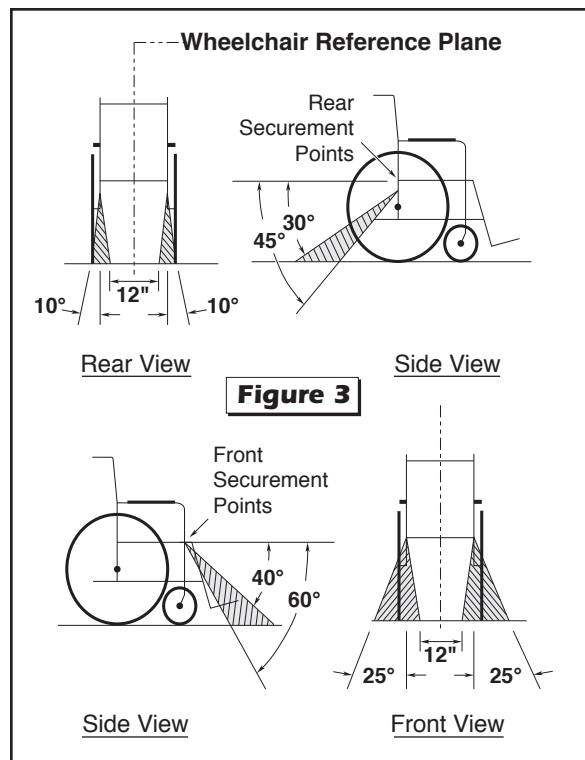
Inspect strap and belt assemblies frequently. Any defects such as strap/belt cuts, fraying or malfunctioning call for replacement of the entire strap/belt assembly. "L" track must be clean and not worn, bent or otherwise damaged (prohibiting proper strap/belt attachment). If there is any sign of damage, wear, abnormal condition or improper operation of straps, belts, strap/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.

WARNING

No product developed to date can guarantee successful securement of the wheelchair, even at low speeds, in the event of an accident. The Wheelchair Tiedown and Occupant Restraint 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.

Keep straps/belts clear of sharp objects. Do not alter straps/belts.

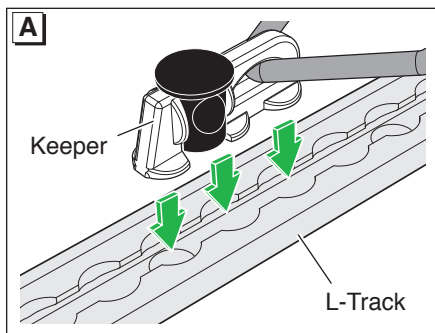


Tiedown Strap Angles

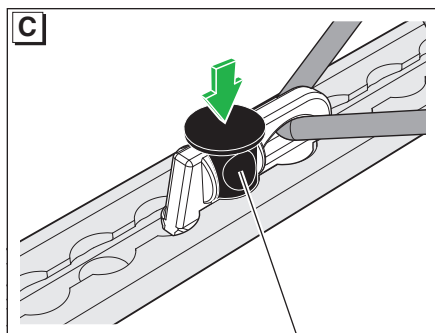
Locate wheelchair in forward-facing position centering wheelchair squarely within "L" track. The front and rear straps, when attached, should create angles approximately as shown in Figure 3. Preferred angles and locations of straps from wheelchair securement points to vehicle anchor points are shown. Note: These are optimum angles and cannot be achieved in some cases.

Keeper Fitting and "L" Track Attachment Instructions

The straps supplied in the Forward-Facing Wheelchair Tiedown and Occupant Restraint System are equipped with keeper fittings (attachments) which engage the "L" track (anchorage points). Engage and release the keeper fittings as detailed and shown on the following page. Note: Refer to pages 24 and 25 for strap attachment and release procedures.



Align engagement feet with holes.



Fully-engaged Plunger

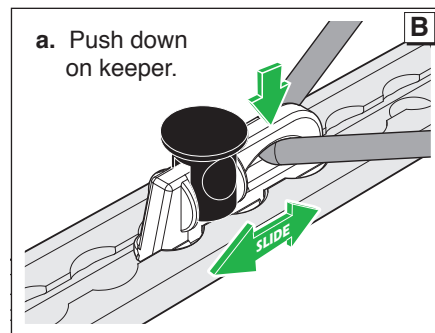
Keeper Fitting and “L” Track Attachment Instructions

To Engage Keeper Fitting:

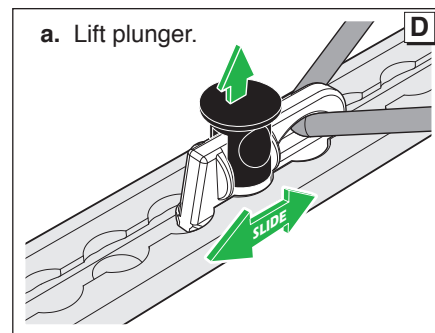
1. Insert keeper fitting into track (align engagement feet with holes in L-Track). See Figure A.
2. Push down on fitting and slide fitting in either direction until it clicks and locks in position (see Figures B and C). Pull firmly on strap to ensure fitting is locked in track.

To Release Keeper Fitting:

Lift plunger and slide fitting in either direction and lift fitting out of track.



b. Slide keeper in either direction.



b. Slide keeper and lift.

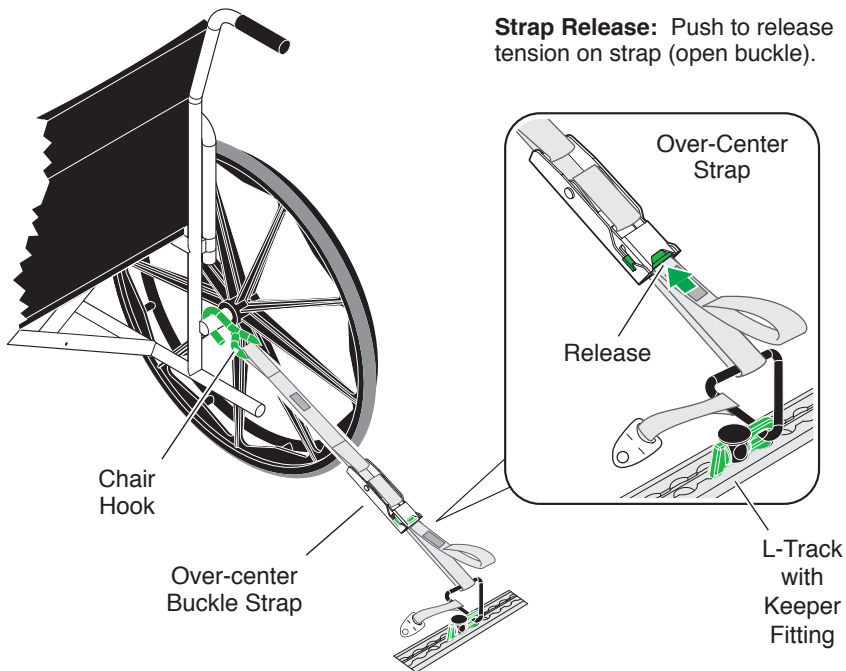
WHEELCHAIR TIEDOWN AND OCCUPANT RESTRAINT

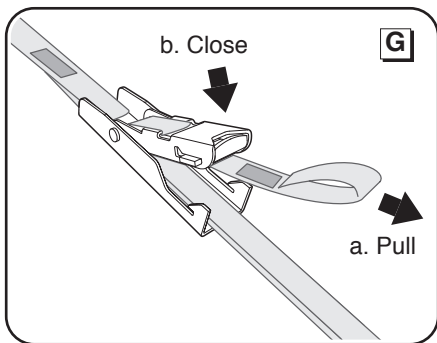
Over-Center Strap Attachments

1. Place wheelchair facing forward in securement area; apply wheel locks or turn power off.
2. Attach the four tiedown hooks to solid frame members or weldments, near seat level (securement points). Ensure tiedowns are fixed at approximately 45 degrees, and are within angles shown in Figure 3 on page 22. Do not attach hooks to wheels, plastic or removable parts of wheelchair.
3. Position and connect strap keeper fitting (attachment) to appropriate track anchorage point (slots). Attach keeper as detailed on page 23. Pull firmly on strap to ensure fitting is locked in track.

Wheelchair Tiedown

Figure 4

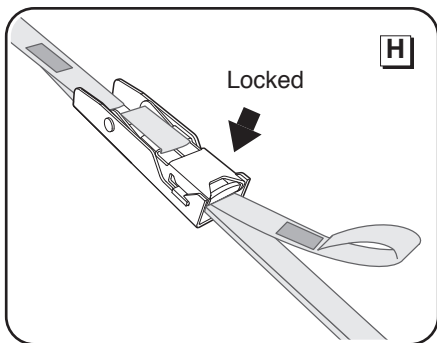




Wheelchair Tiedown

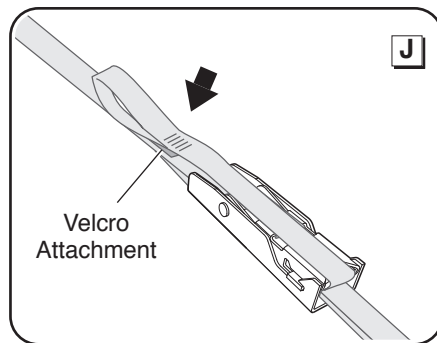
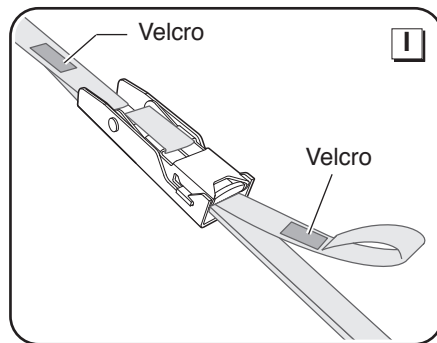
4. With buckle open, pull loose end of strap until tight (see Figure G). While holding the loose end with one hand, close the buckle until it locks. See Figures G and H.

5. Connect Velcro™ strips to keep excess strap off floor. See Figures I and J.



Repeat procedures for all tiedown straps.

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



WHEELCHAIR TIEDOWN AND OCCUPANT RESTRAINT

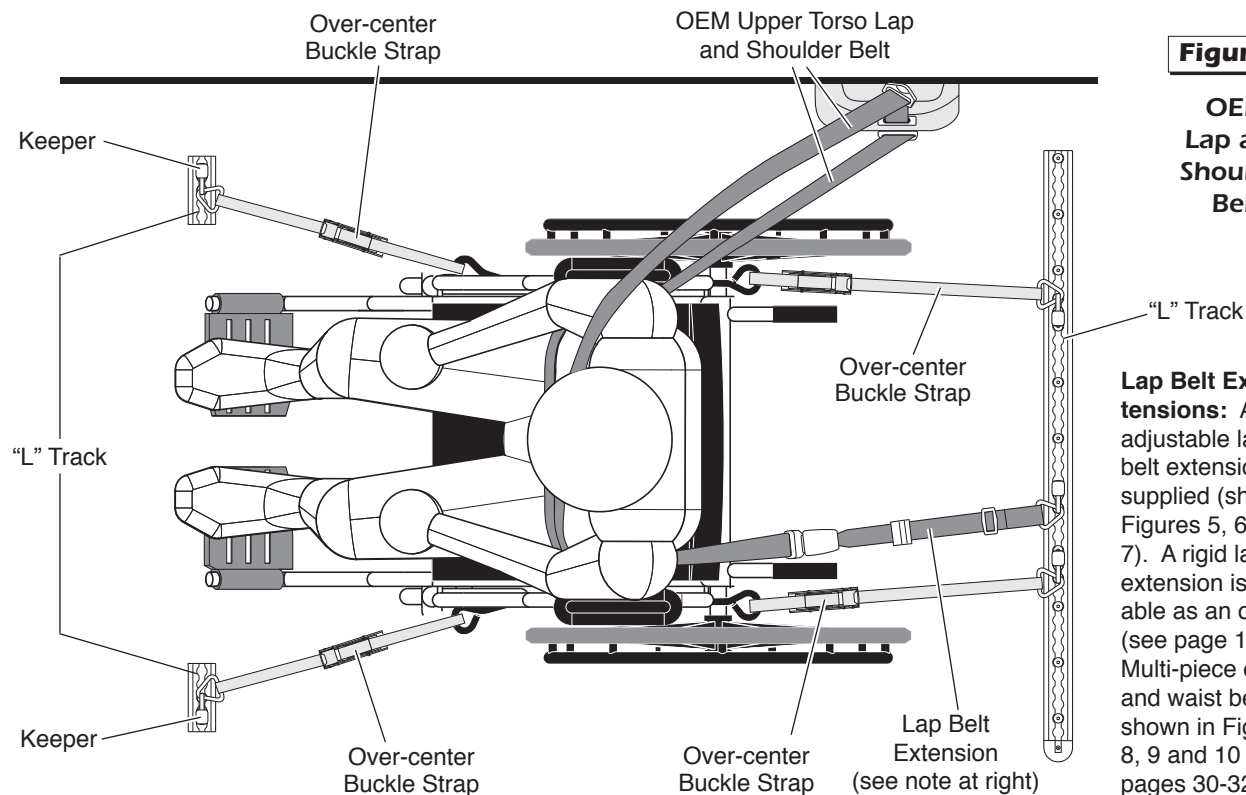


Figure 5

**OEM
Lap and
Shoulder
Belt**

**Lap Belt Ex-
tensions:** An
adjustable lap
belt extension is
supplied (shown in
Figures 5, 6 and
7). A rigid lap belt
extension is avail-
able as an option
(see page 19).
Multi-piece chest
and waist belts
shown in Figures
8, 9 and 10 on
pages 30-32.

WHEELCHAIR TIEDOWN AND OCCUPANT RESTRAINT

Note: Generic seat position shown. Attachment procedures are identical for all positions.

Keeper attachment details are provided on page 23.

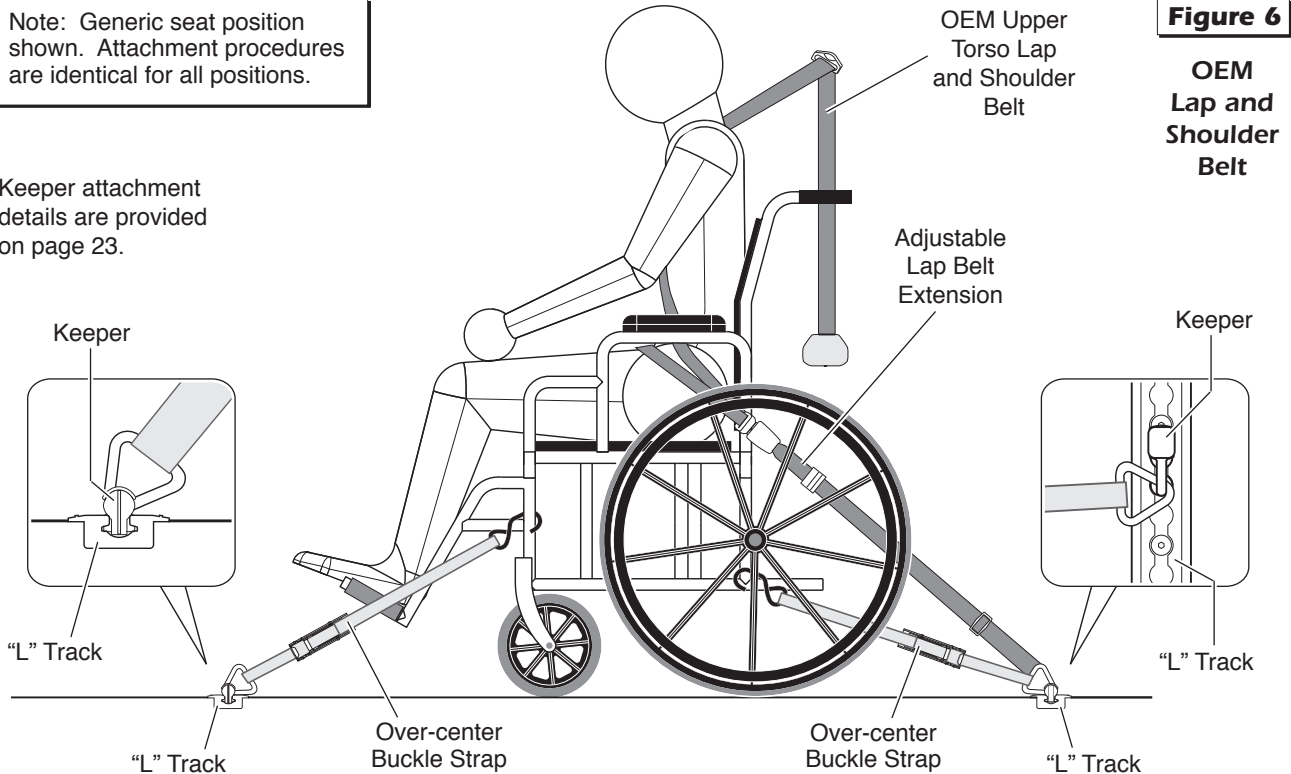


Figure 6

**OEM
Lap and
Shoulder
Belt**

Keeper

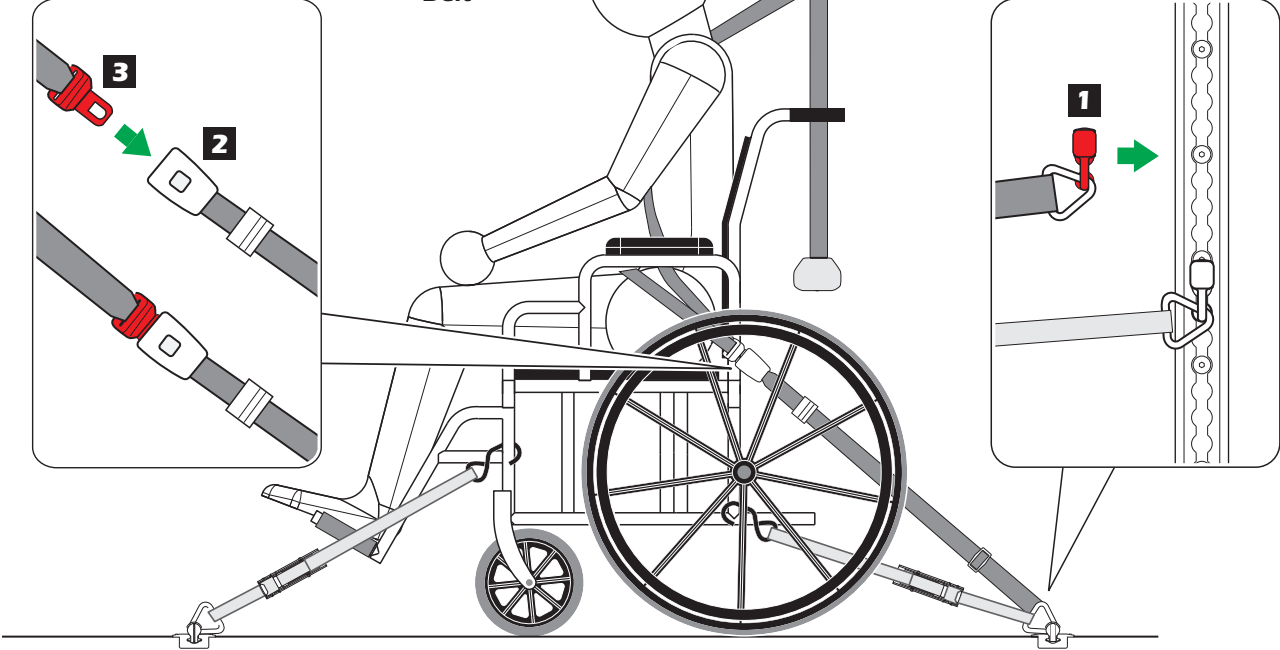
"L" Track

WHEELCHAIR TIEDOWN AND OCCUPANT RESTRAINT

Occupant Restraint

OEM
Lap
and
Shoulder
Belt

Figure 7



Occupant Restraint

OEM Lap and Shoulder Belt: OEM lap and shoulder belts are addressed on pages 26-29. Refer to pages 30-33 for multi-piece chest and waist belts.

Lap and Shoulder Belt Attachments

1. **Attach Lap Belt Extension** - Use integrated stiffeners to feed belts through openings between seat backs and bottoms, and/or armrests to ensure proper belt fit around occupant.

On the aisle side, attach lap belt extension with female buckle **1** to L-track with keeper fitting.

2. **Attach OEM Upper Torso Lap and Shoulder Belt**

Extend shoulder belt over passenger's shoulder and lap belt across torso. Attach combination lap / shoulder belt with male tongue **3** into female buckle **2**.

Note: OEM lap / shoulder belts serve as both window-side lap belt and shoulder belt.

3. Ensure belts are adjusted as firmly as possible, but consistent with user comfort.

WHEELCHAIR TIEDOWN AND OCCUPANT RESTRAINT

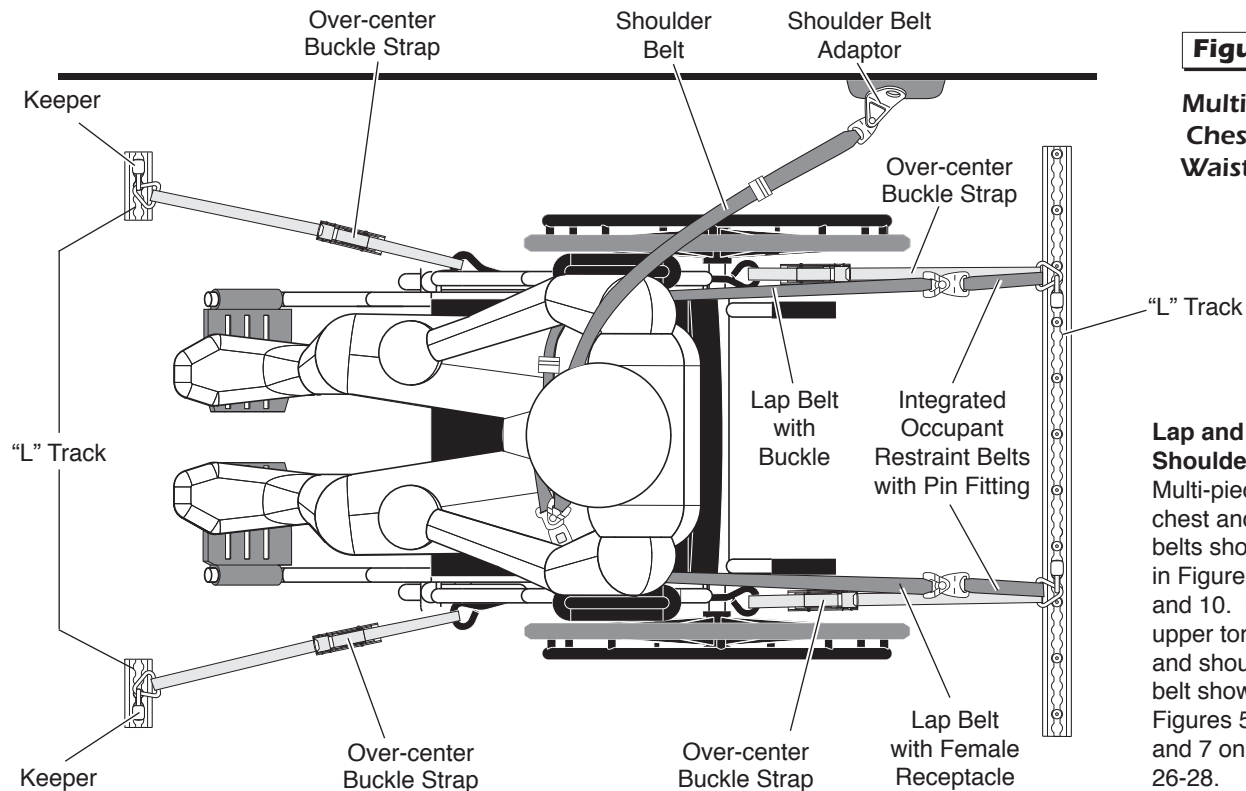


Figure 8

**Multi-Piece
Chest and
Waist Belts**

**Lap and
Shoulder Belt:**
Multi-piece
chest and waist
belts shown
in Figures 8, 9
and 10. OEM
upper torso lap
and shoulder
belt shown in
Figures 5, 6
and 7 on pages
26-28.

WHEELCHAIR TIEDOWN AND OCCUPANT RESTRAINT

Note: Generic seat position shown. Attachment procedures are identical for all positions.

Keeper attachment details are provided on page 23.

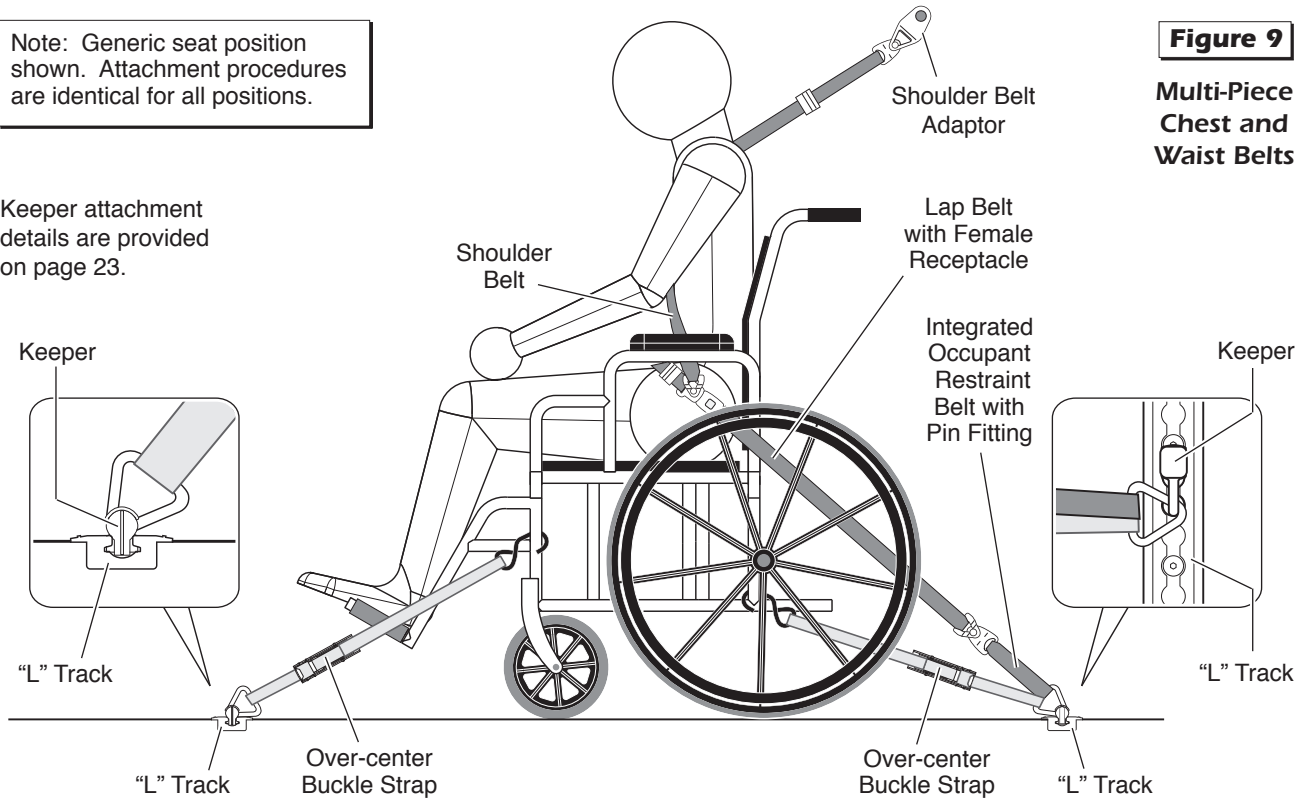


Figure 9

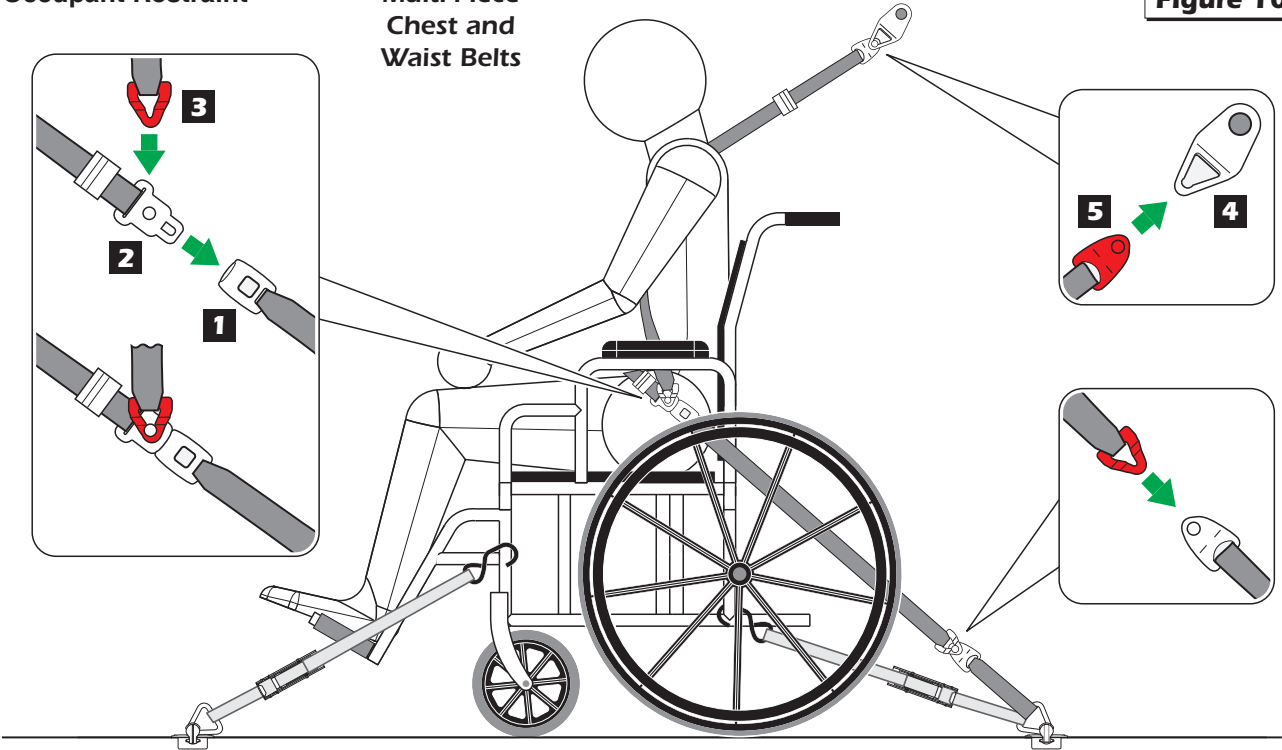
**Multi-Piece
Chest and
Waist Belts**

WHEELCHAIR TIEDOWN AND OCCUPANT RESTRAINT

Occupant Restraint

**Multi-Piece
Chest and
Waist Belts**

Figure 10



Occupant Restraint

Multi-piece Chest and Waist Belts: Multi-piece belts are addressed on pages 30-33. Refer to pages 26-29 for OEM upper torso lap and shoulder belt details.

Lap & Shoulder Belt Attachments

1. **Attach Lap Belts** - Use integrated stiffeners to feed belts through openings between seat backs and bottoms, and/or armrests to ensure proper belt fit around occupant.
 - a. On the aisle side, attach belt with female buckle **1** to rear tiedown pin connector; ensuring buckle rests on passenger's hip.
 - b. On the window-side, attach belt with male tongue **2** to rear tiedown pin connector and insert into female buckle **1**.
2. **Attach Shoulder Belt**
 - a. On the window-side, attach shoulder belt pin connector **5** to wall mounted female slotted fitting **4**.
 - b. Extend shoulder belt over passenger's shoulder and across torso, and fasten pin connector **3** onto lap belt **2**.
3. Ensure belts are adjusted as firmly as possible, but consistent with user comfort.

Front Seats: In an effort to produce vehicles that can be configured to meet a variety of customer needs, the driver and passenger seat bases have been designed so they may be removed.

Note: The driver seat would typically not be removed in public use transit applications

WARNING

Park vehicle and turn engine off before removing or installing seats. Failure to do so may result in serious bodily injury and/or property damage.

except during maintenance and cleaning procedures.

Driver and passenger side front seats are equipped with “step & roll” quick-release seat base attachments that engage recessed floor strikers (supports). Remove and install “step & roll” seats as detailed on pages 36-43.

Note: Driver and passenger side front seats are not interchangeable.

Power Seats: Front seats are equipped with electrical wiring harnesses to accommodate optional equipment such as heated seats, air bags, etc. (see Heated Seats and Adjustable Pedals).

Note: Front passenger seat may not provide power features (per

conversion package).

Before removing seats, be certain seat wiring harnesses are disconnected.

When power seats are removed, the seat electrical harness plug must be connected to the receptacle provided in the seat base (details provided on pages 37-39).

CAUTION

Disconnect seat wiring harness before removing seat. Failure to do so may result in property damage.

When positioning seats, it is your responsibility to reconnect all seat electrical harnesses. Failure to properly connect power seat electrical harnesses may result in power seat functions being disabled and/or the air bag light illuminating.

WARNING

Connect front seat wiring harness plug to socket provided at top of seat base before removing front seat. Failure to do so may result in serious bodily injury and/or property damage.

Heated Seats: The OEM heated seat option for front seats is interfaced in the driver seat electrical wiring harness. The passenger seat heated seat feature is disabled if the driver seat is removed ("B" pillar harness disconnected).

Adjustable Pedals: Like the heated seat option, the OEM adjustable pedals feature is interfaced in the driver seat electrical wiring harness. When the driver seat is removed, the adjustable brake and accelerator pedal feature is disabled.

Contact your sales representative or call Customer Care at 1-800-488-0359 if any of this information is not understood.

Floor Mats: The floor mats supplied with this vehicle were specifically designed for use on the OEM (non-modified) vehicle floor in conjunction with OEM seats. The floor mats are not compatible for use with front seat bases modified for lowered floor application (with riser).

Do not use a floor mat at the front driver seat position when the conversion seat is installed. Improperly fitted and/or secured floor mats can potentially interfere with the operation of the accelerator or brake pedals, resulting in an accident.

Contact your sales representative or call Customer Care at 1-800-488-0359 if any of this information is not understood.

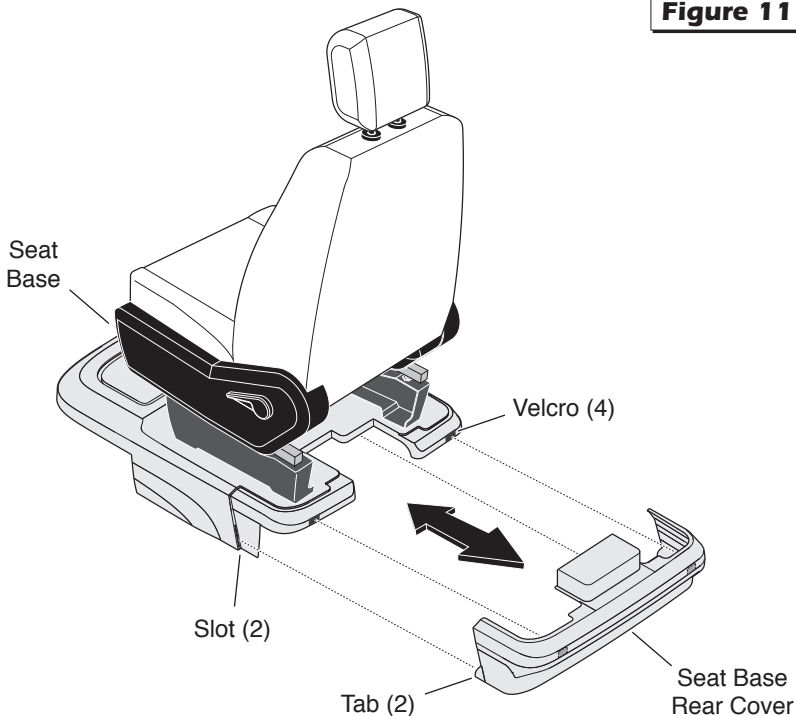
Seat Base Rear Covers

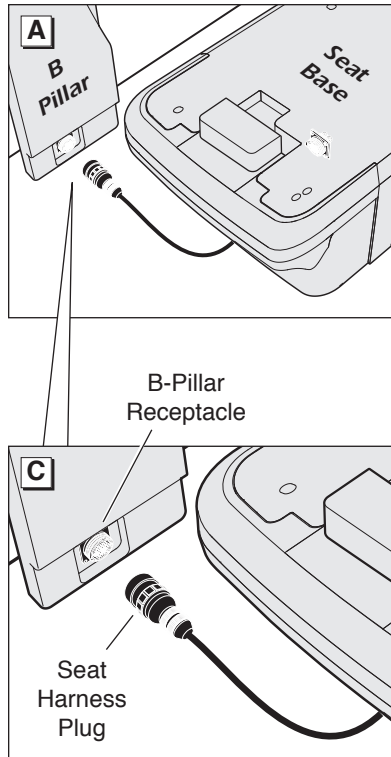
Front seats are equipped with easy to remove seat base rear covers. The covers must be removed when removing and installing seats. Securement tabs on the covers align with slots in the seat base shroud. The covers and shrouds also have velcro strips to secure the cover in place. Simply pull back to remove covers. Align cover tabs with seat base slots and push into position when reinstalling seats.

Caution: Do not contact and damage the seat base electrical harness when removing and installing seat base rear covers.

Note: Driver side seat shown.

Figure 11



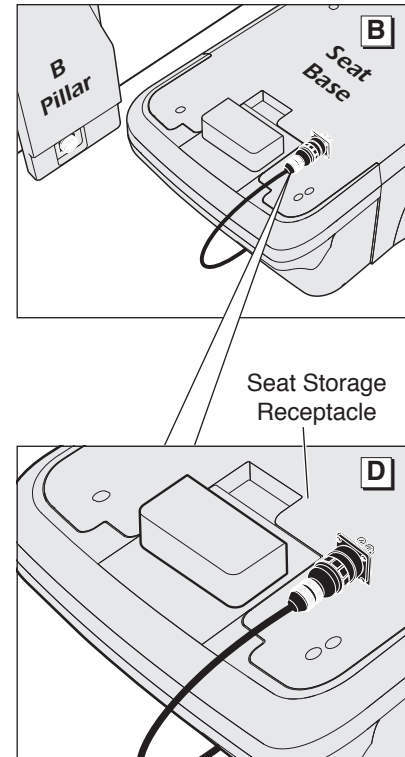


Front Seat Wiring Harnesses and Receptacles

An electrical harness receptacle is located to the rear of each seat base in the wall (at “B” pillar). See Figures A and C. The seat wiring harness plug connects to the receptacle socket (screw-on connector details on pages 38 and 39).

Before removing seats, be certain seat wiring harnesses are disconnected.

When seats are removed, the seat electrical harness plug must be connected to the receptacle provided in the seat base. See Figures B and D.



CAUTION

Disconnect seat wiring harness before removing seat. Failure to do so may result in property damage.

WARNING

Connect front seat wiring harness plug to socket provided at top of seat base before removing front seat. Failure to do so may result in serious bodily injury and/or property damage.

When installing seats, be certain seat wiring harnesses are reconnected. Failure to do so may result in power seat functions being disabled and/or the air bag light illuminating.

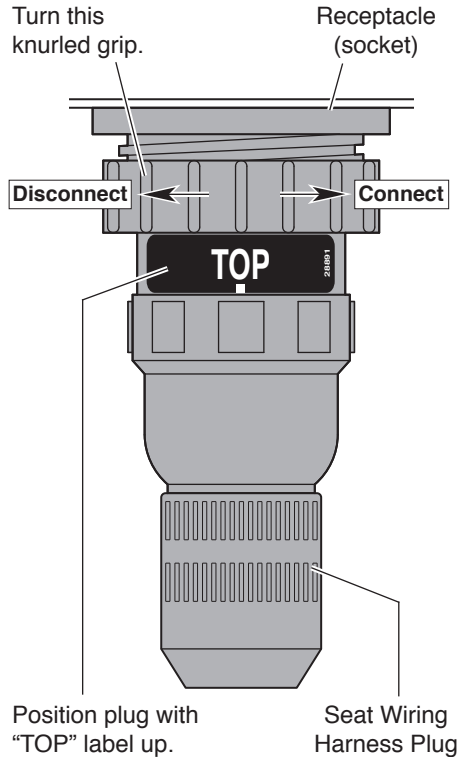
Heated Seats and Adjustable Pedals: These OEM options are interfaced in the driver seat electrical wiring harness. Both options are disabled if the driver seat is removed ("B" pillar harness disconnected).

Screw-on Connectors

Front seat wiring harnesses are equipped with a screw-on connector (plug). Operate connectors as detailed here and on next page.

A label is posted on the seat wiring harness plug which identifies the top of the connector ("TOP" decal 28891). Position the plug with the "TOP" label facing up when connecting the plug to either receptacle socket. Use this feature as an alignment guide.

Note: Alignment grooves (slots) are provided in receptacle sockets. Receptacle sockets have a single wider alignment groove that is positioned at 12 o'clock (shown on next page). Seat wiring harness plugs are equipped with mating alignment guides (keys).



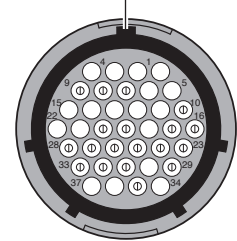
Screw-on Connectors

To Connect: Align the seat harness connector by positioning the plug with the "TOP" label facing up. Align the seat harness connector alignment keys (guides) with the receptacle socket alignment slots (will only connect one way).

Carefully insert the seat harness plug in the receptacle socket. Turn seat harness connector large diameter knurled grip clockwise fully (turn gripper nearest to socket).

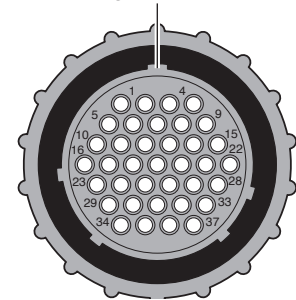
To Disconnect: Turn seat harness connector large diameter knurled grip counterclockwise and disengage connectors.

Alignment Slot
(at 12 o'clock)



Receptacle Socket

Alignment Key



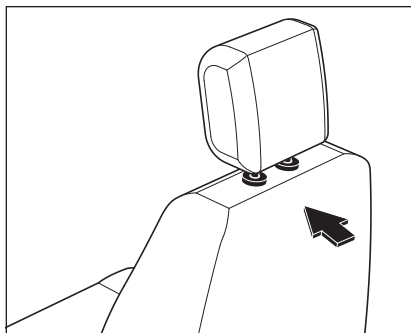
Seat Harness Plug

Front Seat Bases

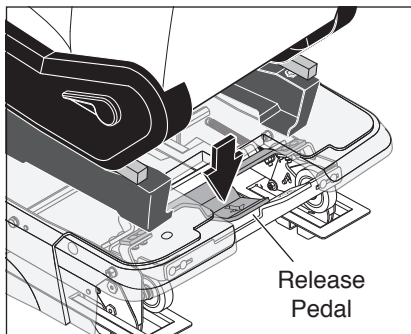
“Step & roll” quick-release seat base attachments engage recessed floor strikers (supports). A foot-activated release pedal is located at the rear of the seat base. Stepping on the pedal disengages the attachments and deploys the seat base rear wheels.

Note: For ease of disengagement, move the seat to the full forward and upright position before removing seat(s). Push the seat back forward and upward while stepping on release foot pedal (ensures full deployment of rear wheels).

Note: Illustration show transparent seat base shroud for clarity.

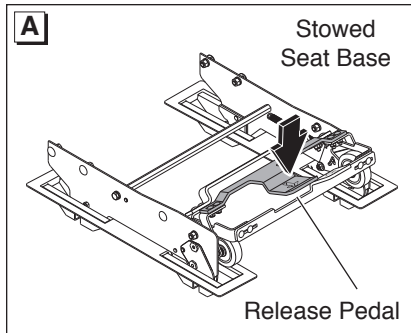


Push seat back forward and upward while stepping on foot pedal.

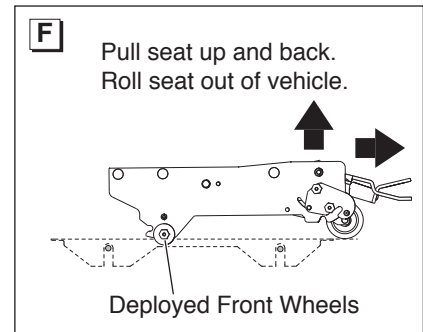
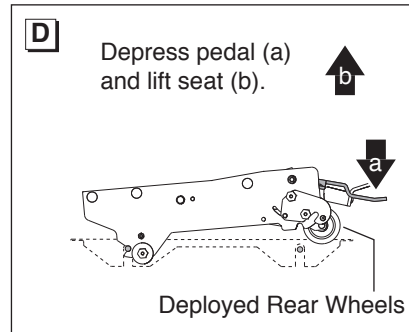
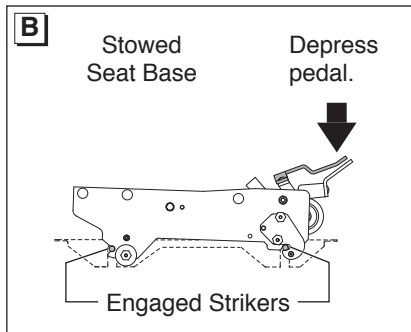
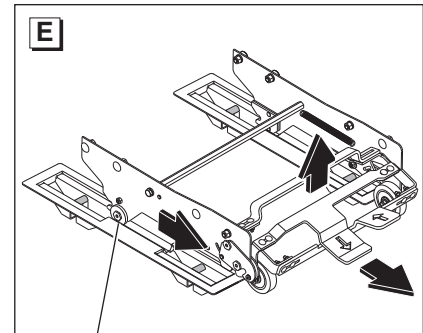
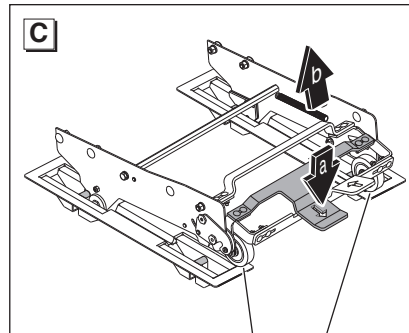


Front Seat Removal Instructions

1. Move seat to full forward and upright position.
2. Caution! Disconnect seat wiring harness before removing a front seat base. Connect harness to seat base socket. See pages 37-39 for wiring harness details.
3. Depress release pedal (push down until it locks). Note: Push seat back forward and upward while stepping on release pedal (shown at left). See Figures A-D.
4. Pull up and back on the rear of seat (deploy front wheels). See Figures E and F.
5. Roll seat base out of vehicle as shown.



Illustrations depict seat base only.

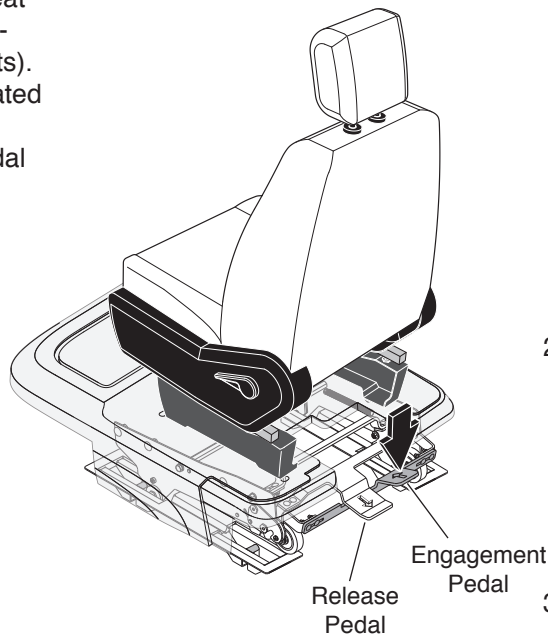


Front Seat Bases

“Step & roll” quick-release seat base attachments engage recessed floor strikers (supports). An engagement pedal is located at the rear of the seat base. Step on the engagement pedal to lock the seat base.

⚠ WARNING

Seat attachments must be fully latched in floor supports before occupying seats or operating vehicle. Failure to do so will result in serious bodily injury.

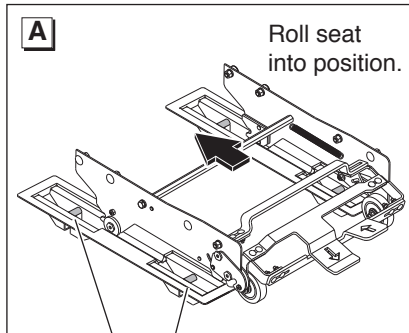


Front Seat Installation Instructions

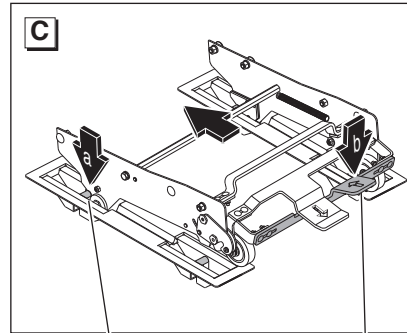
1. Roll seat base into position, just behind the floor mounted strikers. See Figures A and B. Move seat base forward to engage front strikers. See Figures C and D.

Note: Position outside of seat base alongside wall panel for easy alignment.

2. Depress rear engagement pedal (push down) to stow rear wheels and engage rear seat attachments with floor strikers. See Figures C-F. Lift seat to ensure floor strikers are locked in seat attachments.
3. Connect (plug) seat electrical harness to B-pillar receptacle. See page 37.

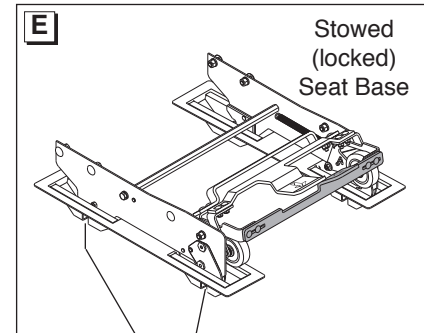


Floor Strikers

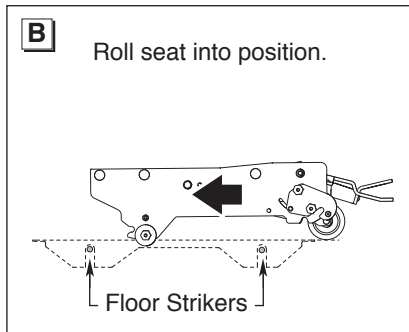


Engaged Front Strikers

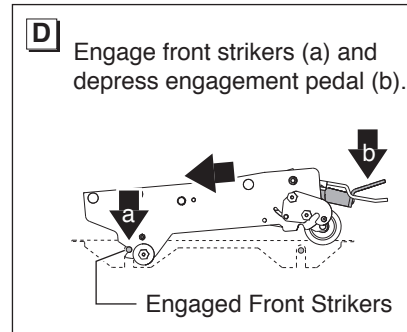
Engagement Pedal



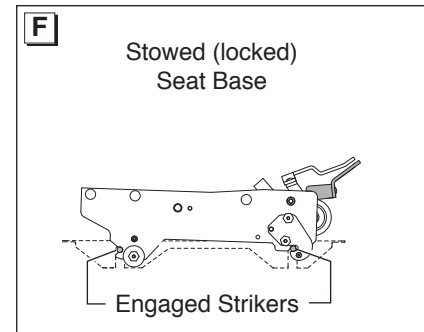
Engaged Strikers



Floor Strikers



Engaged Front Strikers



Engaged Strikers

Midpoint Fold-A-Way Seat

A two-passenger fold-a-way seat is available as an midpoint seating option. The two-passenger seat is mounted on a cantilever seat base. The seat can be stowed clear of the lowered floor for unrestricted wheelchair access when not in use.

Deploy (Lower) Seat

To Deploy (Lower) Seat:

1. Rotate truss lock (A) counterclockwise to unlock seat.
2. Push seat deploy latch (B), pull top of seat and lower to full horizontal position (ensure locked).

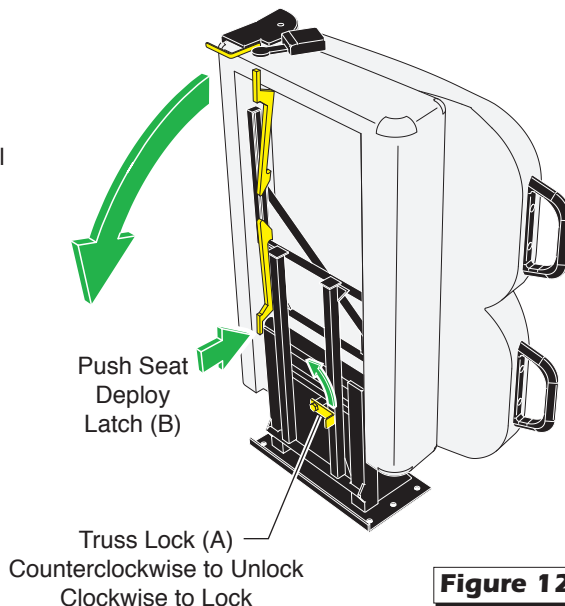
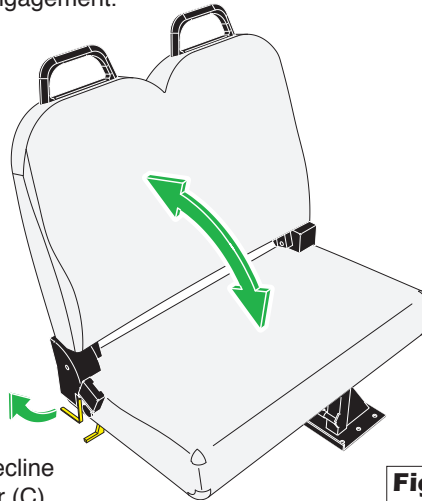


Figure 12

Seat back

To Deploy (Raise) Seat back:

Lift recline lever (C) and raise seat back rearward to vertical position. Ensure latch engagement.



Lift Recline
Lever (C)

Figure 13

To Stow (Lower) Seat back:

Lift recline lever (C) and lower seat back forward to horizontal position. Ensure latch engagement.

Stow (Raise) Seat

To Stow (Raise) Seat:

1. Lift seat stow latch (D) and lift seat to full vertical position (ensure locked).
2. Rotate truss lock (A) clockwise to lock seat. See Figure 12.

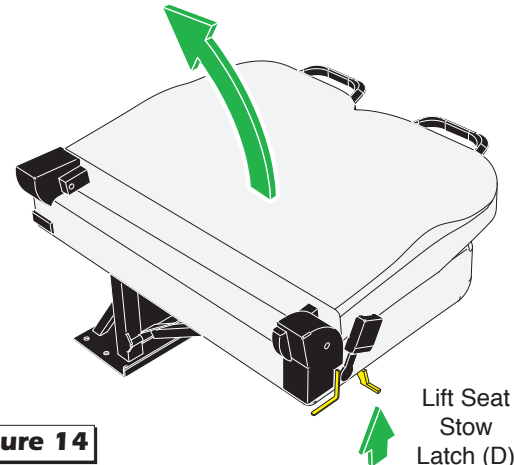


Figure 14

Lift Seat
Stow
Latch (D)

Third Row Seats

Third row 60/40 split bench seats have been modified during conversion procedures. Seat backs can be folded down to the flat position and tipped forward to provide full access to rear floor storage compartments. The Stow 'n Go (stow in floor) feature is not available.

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.

Folding (tipping) Third Row Seats

Seat backs can be folded down to the flat position and tipped forward. Seats must be returned to the full deployed (locked) position before driving.

To Fold (tip forward) Third Row Seats

1. From the rear of the vehicle, fold down the back of the bench seat (pull release strap #1).
2. Pull the release strap at the rear of the seat (between seat base and floor), and lift and fold (tip) the seat forward.

To Unfold (rotate rearward) Third Row Seats

Carefully (slowly) rotate and lower seat rearward to deployed position.

Ensure the rear spring-loaded attachments engage floor strikers. Raise the seat back (pull release strap #1) and attempt to move seat back and forth.

Third Row Seat Removal:

Note: Removal procedures for (40) section and (60) section are the same.

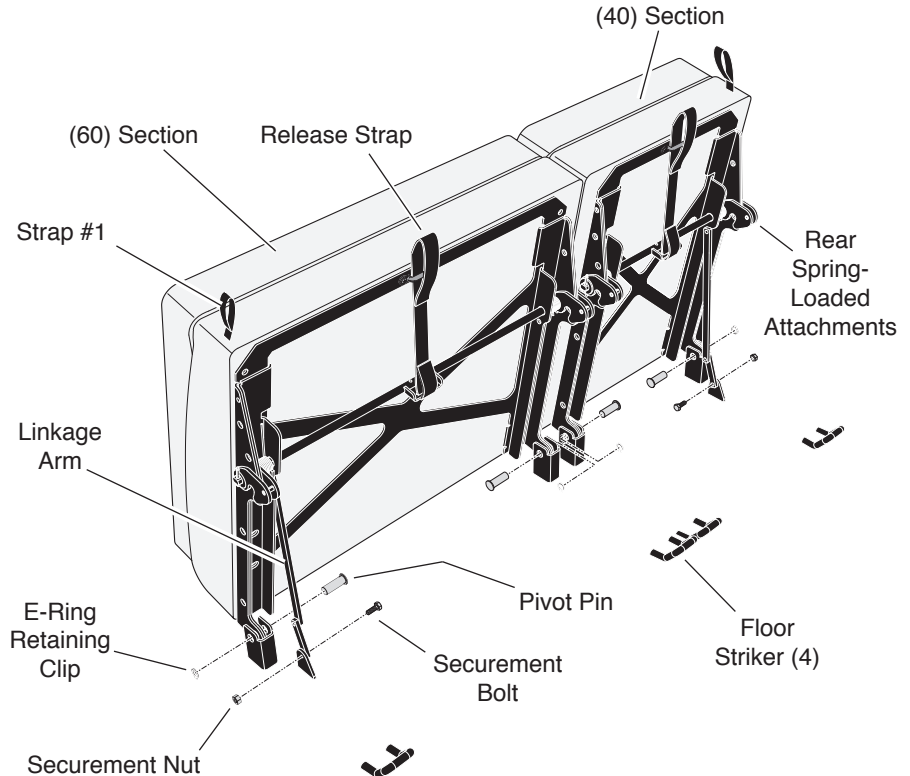
1. From the rear of the vehicle, fold down the back of the bench seat (pull release strap #1).
2. Pull the release strap at the rear of the seat (between seat base and floor), and lift and fold (tip) the seat forward.

Note: Push top of linkage rod forward to stabilize seat (over center position)

3. Remove the bolt securing the linkage arm to the floor-mounted bracket.
4. Remove E-ring retaining clips from the pivot pins securing the front floor mounts.
5. Remove the pivot pins.
6. Carefully remove seat.

Third Row Seat Installation:

Reverse removal procedures.

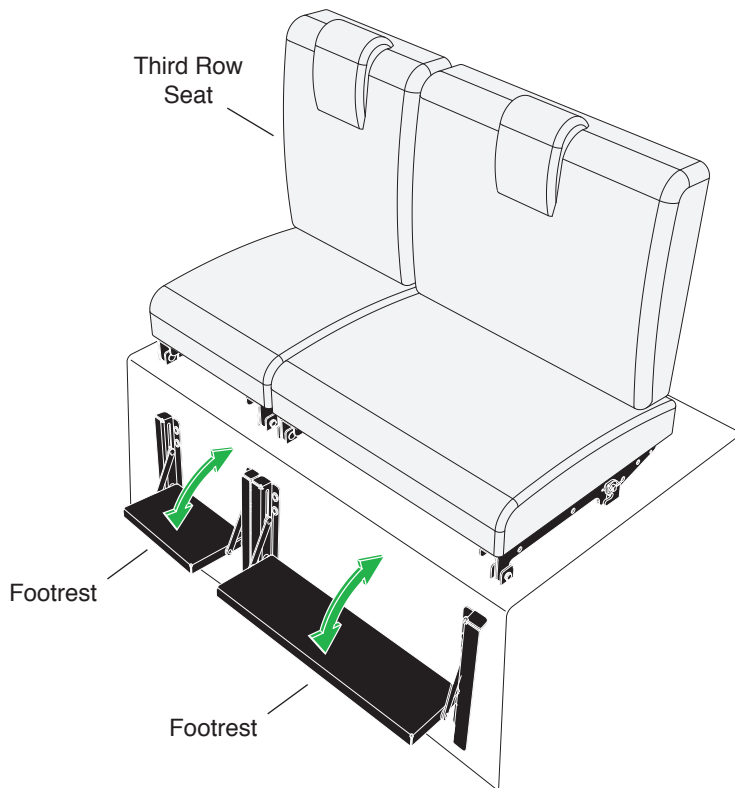


Third Row Seat Footrest

A third row seat footrest is provided to accommodate passenger footing with the lowered floor.

Deploy footrest (fold down).

Note: The footrest will automatically return to the stowed position after use.





BLANK FOR LAYOUT

PREVENTIVE MAINTENANCE

Normal vehicle maintenance must be performed as outlined in the OEM supplied owner's manual. This maintenance is not the responsibility of BraunAbility. Refer to the Warranty Booklet for details regarding the BraunAbility 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 troublefree 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 21 for further details. Follow all inspection and maintenance instructions supplied by the belt manufacturer.

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.

The 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, outboard ramp extension hinge and third row seat footrest pivot points (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 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.

Preventive maintenance visual inspections, cleaning and lubrication procedures do not take the place of the procedures specified in the Maintenance and Lubrication Schedule provided in the service manual. The maintenance procedures outlined in the service manual must be performed at the recommended scheduled intervals by a BraunAbility authorized service representative.

If there is any sign of damage, wear, abnormal condition or improper operation, discontinue conversion use immediately. Contact your sales representative or call 1-800-488-0359. One of

our Customer Care representatives will direct you to an authorized service center.

WARNING

Maintenance and lubrication procedures must be performed by authorized service personnel as specified in the applicable conversion service manual. Failure to do so may result in serious bodily injury and/or property damage.

AUXILIARY POWER SUPPLY / BELOW FLOOR OBSTRUCTIONS

Note: The technical information provided on pages 52-55 of this manual is service related. If you are having an electrical tie-down, power seat or other auxiliary electrical device installed in your vehicle, this information should be supplied to the technician. Otherwise, disregard this section.

CAUTION

Do not connect auxiliary devices to vehicle battery. Doing so may result in damage to electrical system and/or electronic components.

Auxiliary Power Supply: Do not connect auxiliary devices directly to the vehicle battery. Doing so may result in damage to electrical system and/or electronic components.

Two fuse blocks are provided as an auxiliary power source for dealer-installed auxiliary electrical device(s). Fuse block details and specifications are provided on page 53. The fuse blocks are located at the bottom of the center console.

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.

Refer to the illustration on page 55 to avoid contacting or damaging vital components under the floor.

WARNING



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

AUXILIARY POWER SUPPLY / BELOW FLOOR OBSTRUCTIONS

Fuse Blocks: Two fuse blocks are provided for use as an auxiliary power source (one Ignition fuse block and one battery fuse block).

The battery fuse block provides power at all times (independent of the vehicle ignition). The ignition fuse block supplies power only when the vehicle ignition is on.

The installer is responsible for supplying the correct gauge wire and fuse for the particular device to be attached to the fuse block (as specified by the manufacturer of the device).

Ignition Fuse Block: The total maximum load must not exceed 30 amperes.

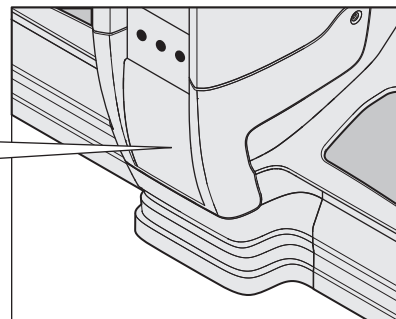
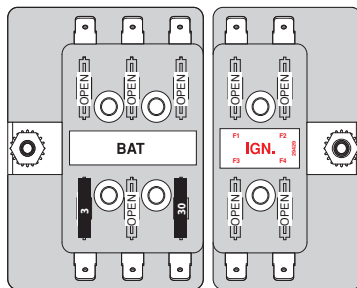
Battery Fuse Block: The total maximum load must not exceed 40 amperes.

Note: If installing an auxiliary electrical device that requires more than a 30 ampere ignition or 40 ampere battery power source, an alternative power source must be provided.

Fuse Block Access: The fuse blocks are located at the bottom of the center console. Fuse block access procedures are provided in the service manual.

Note: The fuse blocks are part of an electrical assembly. Two ground studs are also provided.

Under Dash Fuse Blocks



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.

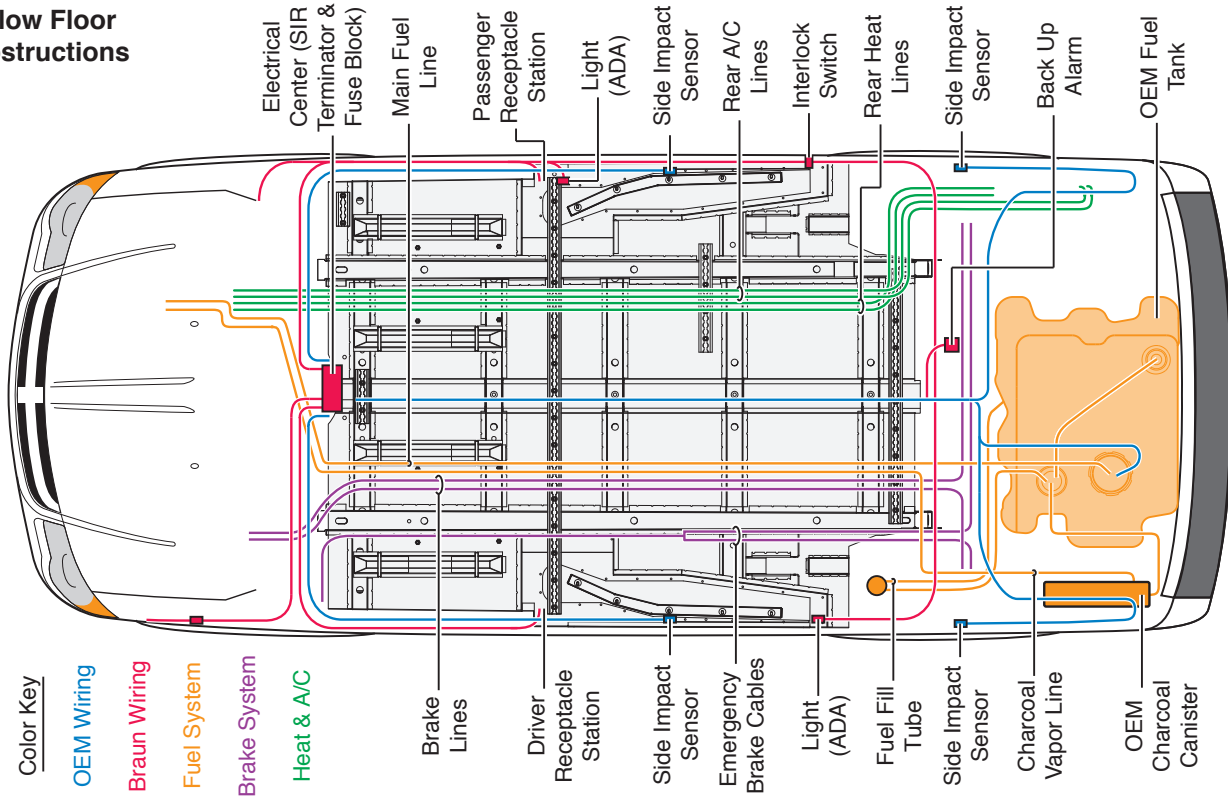
WARNING



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

AUXILIARY POWER SUPPLY / BELOW FLOOR OBSTRUCTIONS

Below Floor Obstructions



Jacking and Tire Changing

Spare Tire Mount: The spare tire is mounted below the vehicle at the rear. Remove and stow the spare tire as detailed (optional - as equipped). Note: Spare tire mount illustrations shown without tire shroud.

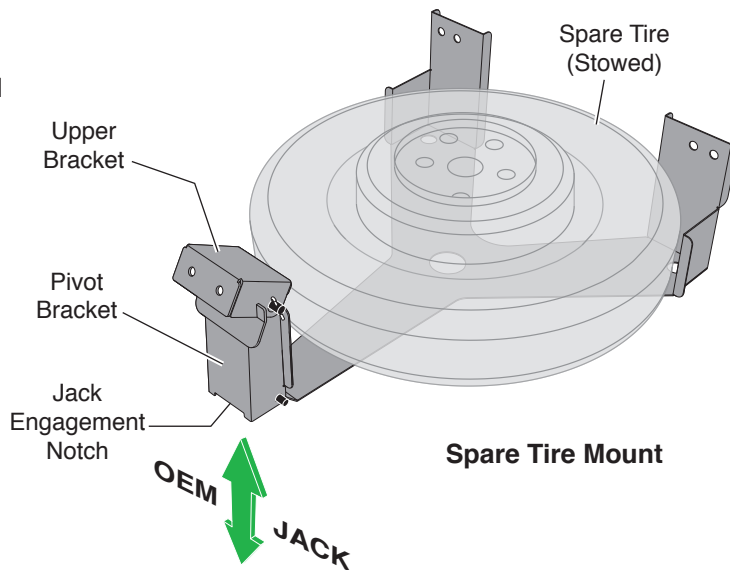
Jack Location: The OEM jack, jack handle and winch handle tools are stored inside the rear driver side wall compartment (OEM location).

Jack Points: Front and rear wheel jacking points have been repositioned during conversion procedures. The modified vehicle jack points are depicted on page 58.

Jacking and Tire Changing Procedures:

Jacking and tire changing procedures have not been affected by the conversion. Refer to the OEM-supplied manual for jacking and tire changing instructions and safety precautions, as well as instructions regarding other roadside emergencies.

Below Vehicle Spare Tire Mount: A pivoting bracket secures the tire in the spare tire mount. A hitch pin secures the top of the pivot bracket to the upper bracket (cotter pin locks hitch pin).



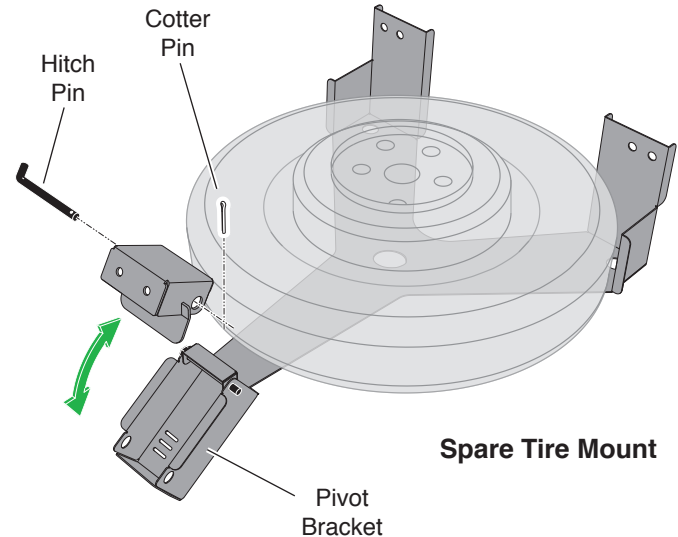
Spare Tire Removal: Remove the cotter pin from the hitch pin. Remove the hitch pin. Rotate (lower) the pivoting bracket to the open position. Slide tire out of mount.

Note: The OEM jack can be used to relieve pressure on the hitch pin. A jack engagement notch is provided at bottom of the pivot bracket (shown on previous page). Position jack (engage bracket). Jack up to relieve pressure. Remove the hitch pin. Slowly lower tire. Rotate (lower) the pivot bracket to the open position. Slide tire out of mount.

Note: Use the jack handle to pry brackets apart (if needed). Three slots are provided in the pivot bracket for disengagement from upper bracket. Insert handle in slot and pry down from upper bracket.

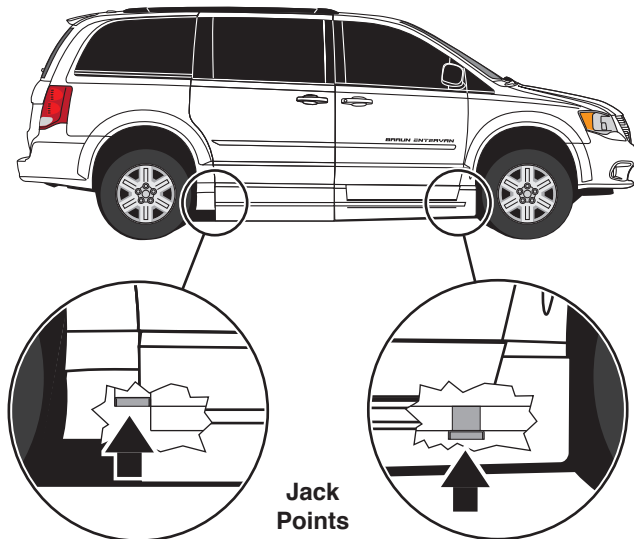
Stowing the Spare Tire: Reverse removal procedures. Note: The OEM jack can be used to raise the tire and pivot bracket into position when storing the tire. Keep hands clear.

Caution: Keep clear of pivot bracket, upper bracket and tire mount. Sudden movement of storage brackets and tire may occur.



JACKING / TIRE CHANGING

Jack Points: Repositioned jacking points are depicted below. Remove and stow the spare tire as detailed on pages 56 and 57. Refer to the OEM-supplied manual for jacking and tire changing instructions and safety precautions.



Towing with a Lowered Floor Vehicle

Use of a lowered floor vehicle for towing is prohibited.

Transporting a Lowered Floor Vehicle

BraunAbility lowered floor vehicles should 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 BraunAbility

In addition to notifying NHTSA we certainly hope you will notify us. Please contact Customer Care at 1-800-488-0359, or write:

BraunAbility
631 West 11th Street
P.O. Box 310
Winamac, IN 46996 USA

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 BraunAbility.

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 BraunAbility.

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.



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

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