



K2

Stairlift



INSTALLATION GUIDE

Part No. 001021, Rev. 047
24-m10-2025

Standard notations

The following notations may be used throughout this guide to emphasize important safety information, mechanical concerns, and other important information. Please review and follow all of these messages.

DANGER



Danger messages indicate an imminently hazardous situation, which, if not avoided, results in death or serious injury. All danger messages feature a standard ISO safety alert symbol followed by the signal word DANGER in capitalized black lettering on a red background.

WARNING



Warning messages indicate a potentially hazardous situation, which, if not avoided, could result in death or serious injury. All warning messages feature a standard ISO safety alert symbol followed by the signal word WARNING in capitalized black lettering on a dark yellow background.

CAUTION



Caution messages indicate a potentially hazardous situation, which, if not avoided, could result in death or serious injury. All caution messages feature a standard ISO safety alert symbol followed by the signal word CAUTION in capitalized black lettering on a yellow background.

Caution messages that do not include the ISO safety alert symbol indicate a potentially hazardous situation for the machine only, which, if not avoided, could result in damage to the machine. All caution messages include the signal word CAUTION in capitalized black lettering on a yellow background.

NOTICE



Note messages provide information, such as reminders, general information about a previous statement, or additional guidelines that do not fit into the flow of the preceding text. All note messages include the signal word NOTE in capitalized white lettering on a blue background.

WARNING: SUDDEN MOVEMENT HAZARD



System may start unexpectedly upon application of power. Stay clear of moving parts to avoid injury.

ELECTRICAL SHOCK HAZARD



Savaria Concord Lifts, Inc. is not responsible for any modifications of the product made by the user. Do not allow unqualified personnel to use the equipment. Failure to comply could result in death or serious injury. Maintenance, inspection, and replacement of parts must be performed only by authorized personnel familiar with installation, adjustment, and maintenance. Do not remove covers or touch circuit boards while power is on..

WARNING: FIRE HAZARD



Do not use an improper voltage source. Before applying power, verify that the rated voltage matches the voltage of the incoming power supply.

DANGER: HAZARD WARNING



Be aware that during the installation, service and maintenance of this equipment, you could or will be exposed to unsafe crushing, shearing and falling hazards.

Job site tools

- Saw to cut the rail (recommended blade for a 12" mitre saw is an aluminum or non-ferrous metal reverse-rake blade)
- Allen keys (Metric)
- Screwdrivers (slotted, Phillips, Robertson)
- Socket and wrench set
- Needle-nose pliers
- Rubber mallet
- Hammer
- Box cutter/knife
- Scissors
- Tape measure
- Carpenter's level and square
- Reversible hand drill
- Concrete drill bits 1/4", 3/8", 1/2" (if applicable)
- Countersink drill bit
- Hammer drill for concrete fasteners (if applicable)
- Flashlight
- Wire crimper
- Wire strippers
- Tie-wraps
- Volt-ohm (multi) meter
- Safety items as required: safety glasses, safety shoes
- Hand dolly
- Shop vac
- Rags and cleaning solvent
- Tube of grease (included in chair box)

Disclaimer

Savaria Concord Lifts, Inc. disclaims liability for any personal injury or property damage resulting from the operation of a product that has been modified from the original Savaria design. No person or company is authorized to change the design of this product without written authorization by Savaria.

IMPORTANT: APPLICABLE CODES

You must ensure that your installation conforms to all local codes and standards including the applicable electrical, building, and elevator/lift codes.

Each region will use a specific year of the code and it is the responsibility of the installing company to confirm which year of the code is applicable.

For the K2 Stairlift, the following elevator/lift codes apply:

- ASME A18.1-2003 Section 4 (Public)
- ASME A18.1-2005 Section 4 (Public)
- ASME A18.1-2008 Section 4 (Public)
- ASME A18.1-2011 Section 4 (Public)
- ASME A18.1-2014 Section 4 (Public)
- ASME A18.1-2003 Section 7 (Private)
- ASME A18.1-2005 Section 7 (Private)
- ASME A18.1-2008 Section 7 (Private)
- ASME A18.1-2011 Section 7 (Private)
- ASME A18.1-2014 Section 7 (Private)

IMPORTANT: APPLICABLE CODES

If you have any issues with operation of the unit after installation, there is a Troubleshooting Guide located in the K2 Stairlift section on the Savaria Dealers website.

- April 20, 2017 – Moved power option information to new Appendix C (revised power folding rail information)
- July 5, 2017 – Added adjustment procedure for seat swivel switch on page 23; Revised substep 5h on page 35, Appendix C
- August 1, 2017 – Added Tech Tip to STEP 7 on page 10 and STEP 18 on page 23; Added an IMPORTANT note on page 3 (this page) and to STEP 23 on page 26 regarding access to the K2 Troubleshooting Guide
- August 17, 2017 – Added drawing to Important Note on page 15 re: charging pin adjustment
- October 31, 2017 – Added countersink drill bit to tool list on previous page; Added Notes re: power swivel seat on page 37; Added power footrest information on page 38; Added section for Power Options board LEDs on page 39
- January 9, 2018 – New sub-step 3 and Figure 42 added to STEP 14 on page 20 re: seat support shims
- March 21, 2018 – Added NOTE on page 10 to install an extra T-bolt if you have the latest version of the power folding rail; Added information for the latest power folding rail, Appendix C
- April 12, 2018 – Revised wiring diagram on page 30
- July 17, 2018 – Added note re: auto stop bar on page 34
- August 24, 2018 – Added note re: anchors on page 23
- September 14, 2018 – Added diagnostic code information for use with LUT125 troubleshooting tool on page 33 and 34
- September 27, 2018 – Revised code list on this page to include ASME A18.1-2017 (Public and Private)
- October 18, 2018 – Removed P/N from tool photo on page 33
- October 23, 2018 – Revised board layout drawing on page 32
- November 2, 2018 – Added new STEP on page 27 with important note re: installing a wall/barrier behind exposed rail
- March 4, 2019 – Revised description for LED 6 and added jumper setting for CONN16 in table on page 43
- April 3, 2019 – Added anchoring drawing to STEP 18 on page 24
- April 11, 2019 – Added note on page 6 re: minimum rail length for the optional flip-up rail
- April 15, 2019 – Added overspeed manual trip test on page 28; Revised text in NOTE on page 31
- June 4, 2019 – Revised table in Figure 3 on page 7
- July 7, 2019 – Removed Canadian codes in the applicable codes section on this page
- October 9, 2019 – Revised codes on this page; Revised schematic drawing on page 32
- December 3, 2019 – Added 2 new steps on page 27 re: remote hall calls (for outdoor units only); Revised drawing on page 48
- January 13, 2020 – Revised DIP switch settings on page 32
- January 14, 2020 – Added new Appendix D - Savaria Link Option on page 49
- April 8, 2020 – Added notes on pages 10 and 11 re maximum load if extension brackets or flip-up rail
- July 31, 2020 – Added danger warning on page 2
- December 8, 2020 – Added outdoor wiring diagram on page 34
- September 2, 2021 – Updated Note on page 7
- March 8, 2022 – Updated torque specs on pages 8, 10, 17 and 19
- June 22, 2022 – Added Tech Bulletin on page 31
- December 14, 2022 – Tech Bulletin replaced moved to Appendix E, added checklist to step 25 on page 27
- June 14, 2023 – Revised Step 22
- January 19, 2024 – Revised maintenance schedule, added revision number
- July 30, 2024 – Removed Appendix C Power Options
- September 20, 2024 – Revised schematics on page 33, Revised Appendix D
- October 24, 2025 – Revised Schematic, revised format

Revision history of this guide

- August 28, 2015 – Initial release
- September 23, 2015 – Added clarification on how to determine the seat height (H) to STEP 4, sub-step 3 on page 7; Added important note to STEP 6 on page 9 regarding ignoring this step if installing optional full bus line; Added new STEP 8 on page 11 to install optional full bus line; Added new STEP 10 on page 14 to connect charger for optional full bus line; Added important note to STEP 11 on page 15 regarding ignoring this step if installing optional full bus line; Added new sub-step 6 to STEP 11 on page 14/15; Revised sub-step 3 in STEP 14 on page 16; Added seat dimensions on page 17
- October 21, 2015 – Added photo showing overspeed reset tag on page 13; Added on-board diagnostic LED descriptions on page 23; Revised setting of DIP switch 1 to always ON on page 25; Revised wiring diagram on page 25 and added safety circuit drawing on page 26
- November 30, 2015 – Added washer to sub-step 4 in STEP 7 on page 10; Clarified max number of units allowed in one area is 4 (note in sub step 9e on page 14)
- February 1, 2016 – Added a Note in STEP 4 on page 6 that the minimum rail length must be 30": Revised Note in STEP 8 on page 11; Added NOTE on page 24; Revised main board safety circuit drawing on page 26; Added main board LED layout on page 27; Revised DIP switch setting on page 24
- March 24, 2016 – Revised drawing on page 27
- May 26, 2016 – Added flip-up rail installation as STEP 8 on page 11; revised STEP 9 on page 13 to show single-slot bus line
- June 27, 2016 – Added torque to STEP 13 on page 17
- September 22, 2016 – Revised DIP switch 1 on page 26
- September 29, 2016 – Corrected diagrams on pages 27 and 28
- January 26, 2017 – Added power folding rail information and revised bus line connection in STEP 8 on pages 11 to 16; Added power swivel seat information to STEP 14 on page 20; Added power options information to STEP 22 on page 25; Added new STEP 23 on page 26 to adjust power swivel seat clutch; Added new STEP 24 on page 27 to adjust power footrest clutch; Added wiring diagrams on pages 34 and 35 for power options PCB and power folding rail PCB

List of installation steps



WARNING

Follow the steps provided to ensure your safety during installation. Failure to follow instructions renders the Limited Warranty null and void. In addition, any party installing the product who deviates from the installation instructions agrees to indemnify, save, and hold harmless the manufacturer from any and all loss, liability, or damage that may occur as a result of the deviation.

The following table lists the installation steps.

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Step 1

Double-check site specifics

- 1 Prior to delivery, ensure that you have clear access to the installation site.
- 2 For job site verification, use the following information sources:
 - Written and verbal direction from the customer and any contractors involved in the installation.
- 3 Ensure that the width of the stairway will accommodate the stairlift in the unfolded position.
- 4 Ensure that the stair steps will support the maximum load of the stairlift (300 lb/136 g).
- 5 Ensure that there is a standard household 110 V AC power outlet located at the top or bottom of the stairs to plug in the charger.
- 6 Ensure that all electrical equipment and wiring comply with the applicable codes.
- 7 Ensure that there are no fire and safety issues. Contact Savaria's *Technical Support* at 1 (800) 791-7999 if necessary.
- 8 Ensure that there is adequate lighting along the stairway and at the landings.

Step 2 Unpack and check shipment

- 1 Prior to installation, unpack the shipment and check the contents.
 - The shipment comes in three boxes. The carriage assembled with footrest and seat post are in one box, the seat and fitting kits are in the second box, and the lower and upper rail assemblies are in the third box.
 - Note that all hardware and miscellaneous parts are on cardboard and shrink-wrapped in place.
- 2 Check the condition of the shipment for any damage; installing damaged parts can lead to safety violations and void the limited warranty. Contact Savaria *Technical Support* if any parts are damaged.



IMPORTANT

If possible, take a photograph of any damaged part(s).



NOTICE

Below are the weights of each part:

- Powerpack/Drive carriage will weigh 35.8 Kg (79 lbs)
- Rail boxes will weigh 34 Kg (75lb)
- Extra rail 16 Kg (36 lbs)
- Flip rail 36.3 Kg (80lbs)
- seat weight (V): 25 Kg (56 lb)
- Seat weight (L): 24 Kg (54 lb)

Step 3 Determine handing

A right-hand unit will be installed on the right side of the stairs (shown below), and a left-hand unit will be installed on the left side of the stairs.



NOTICE

When you are at the bottom landing looking up the stairway, the steel gear rack will always be on the **LEFT** side of the aluminum rail regardless of the handing of the unit



Figure 1: Right-hand unit shown

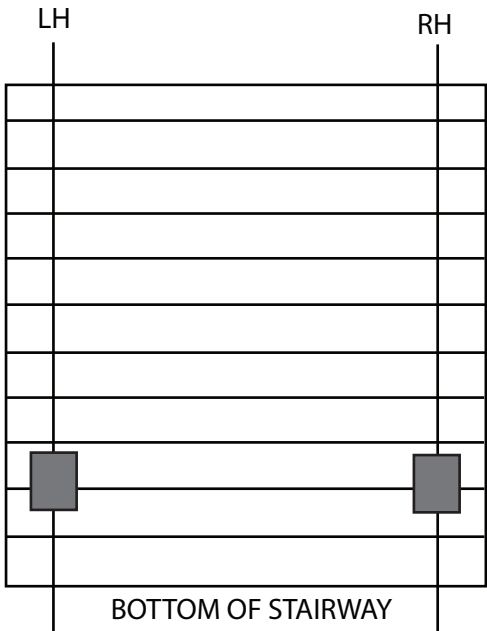


Figure 2: Left-hand and right-hand configurations

Step 4
Cut rail to length

- 1 Measure the travel of the stairs from the nose at the top landing to the floor at the bottom landing (**nose to floor**, Figure 2).

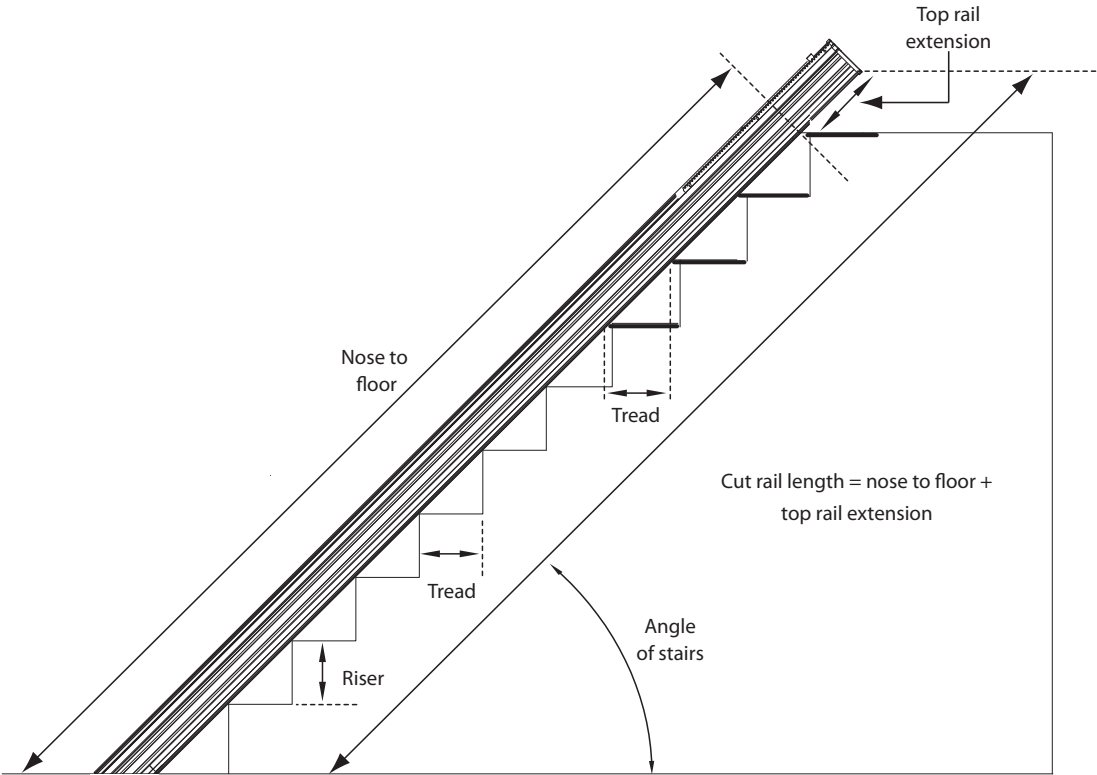


Figure 3: Rail Length Measurements



NOTICE

The minimum rail length is 30" (762 mm).
The minimum rail length for an optional flip-up rail is 50" (1270 mm).

- 2 Use the chart below to determine the **angle** of the stairs from the riser and tread measurements. For example, with a riser of 8.5" and a tread of 10", the angle of the stairs is 40°.

		Tread												
		12	11.5	11	10.5	10	9.5	9	8.5	8	7.5	7	6.5	6
Riser	6	27	28	29	30	31	32	34	35	37	39	41	43	45
	6.5	28	29	31	32	33	34	36	37	39	41	43	45	47
	7	30	31	32	34	35	36	38	39	41	43	45	47	49
	7.5	32	33	34	36	37	38	40	41	43	45	47	49	51
	8	34	35	36	37	39	40	42	43	45	47	49	51	53
	8.5	35	36	37	38	40	42	43	45	47	49	51	53	55
	9	37	38	39	41	42	43	45	47	48	50	52	54	56
	9.5	38	40	41	42	44	45	47	48	50	52	54	56	58
	10	40	41	42	44	45	46	48	50	51	53	55	57	59
	10.5	41	42	44	45	46	48	49	51	53	54	56	58	60
	11	43	44	45	46	48	49	51	52	54	56	58	59	61
	11.5	44	45	46	48	49	50	52	54	55	57	59	61	62
12	45	46	47	49	50	52	53	55	56	58	60	62	63	

- 3 Use the table shown below Figure 3 to find the **top rail extension length (E)** based on the rail angle (A) and the seat height (H). For example, with a rail angle of 30° and a seat height of 18", the rail extension length required is 8". Note that these are recommended values subject to end user and prevailing site conditions.
- The seat height (H) is determined by positioning the end-user in their normal sitting position and measuring from ground to knee height.

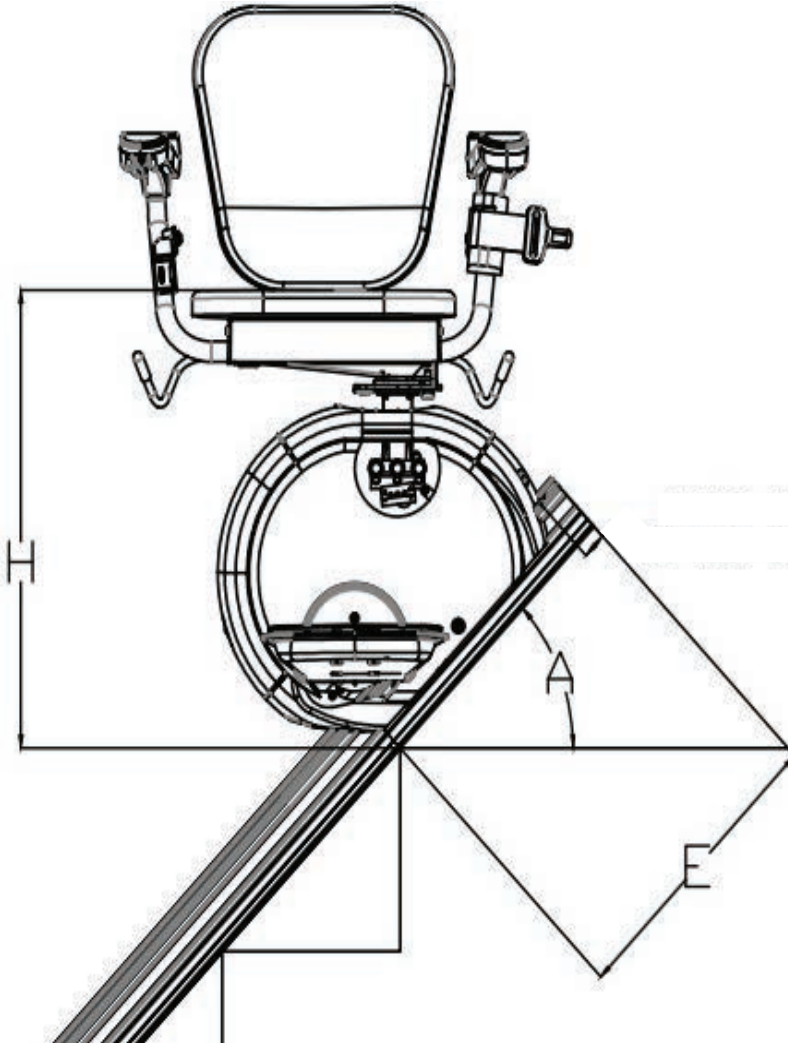


Figure 4: Top Rail Extension

RAIL EXTENSION LENGTH					
	18" (457 mm)	19" (483 mm)	20" (508 mm)	21" (533 mm)	22" (559 mm)
30	8" (203 mm)	10" (254 mm)	11 7/8" (301 mm)	13 7/8" (352 mm)	15 1/4" (400 mm)
35	8 3/8" (213 mm)	10 1/4" (260 mm)	12" (305 mm)	13 3/4" (349 mm)	15 1/2" (394 mm)
40	8 7/8" (225 mm)	10 1/2" (267 mm)	12 1/8" (309 mm)	12 3/8" (314 mm)	15 1/4" (387 mm)
45	9 1/4" (235 mm)	10 7/8" (276 mm)	12 3/8" (314 mm)	13 3/4" (349 mm)	15 1/8" (385 mm)
55	10 1/2" (267 mm)	11 3/4" (298 mm)	13" (330 mm)	14 1/4" (362 mm)	15 3/8" (391 mm)

- 4 Add the nose to floor measurement (see Figure 2) to the top rail extension length (from Figure 3 above) to get the **total cut rail length**.



NOTICE

Always cut the rail from the top of the track.
Always cut the aluminum separate from the steel rack.

- 5 **IMPORTANT:** Before cutting the rail, make sure you remove any items that are shipped inside the rail cavity.
- 6 Follow either step 5 or 6 to cut the rail.



NOTICE

The recommended blade (for a 12" mitre saw) is an aluminum or non-ferrous metal blade with a reverse rake on the teeth.

- 7 If using only one rail assembly:
 - a. Mark the aluminum rail at the cut length determined by the nose to floor plus top rail extension, measured from the heel at the bottom of the rail (the shorter side of the rail).
 - b. Remove the steel rack from the section of aluminum rail to be cut.
 - c. Cut the aluminum rail to length.
 - d. Insert the steel rack back into the rail. Insert the extra piece of steel rack, if required. Ensure the rack sections are pushed tightly together and mark the steel rack 3/4" from the top of the cut rail (to allow for installation of the top rail end cap).
 - e. Remove the steel rack section and cut it as marked.
 - f. Set this piece of steel rack aside to be installed **after** the carriage is installed on the rail.



NOTICE

If you are joining two rail sections together (as described below) and the second rail section is too short to accommodate two sets of legs (4 total legs), you need to cut the bottom rail section as well.

- 8 If the total travel is such that you need to join two or more rail sections together:
 - a. Place the rail sections on the floor end to end.
 - b. Mark the aluminum rail at the cut length determined by the nose to floor plus top rail extension, measured from the heel at the bottom of the rail (the shorter side of the rail).
 - c. With the rail sections still end to end, slide the steel rack from the upper rail down to fill in the space in the lower rail. There should be a 1 meter rack length with the center point at the joint in the aluminum rail.
 - d. Remove the steel rack from the section of aluminum rail to be cut.
 - e. Cut the aluminum rail to length.
 - f. Insert the steel rack back into the rail. Insert the extra piece of steel rack, if required. Ensure both the rail and rack sections are pushed tightly together (so the rack fills up the entire length of rail) and mark the steel rack 3/4" from the top of the cut rail (to allow for installation of the top rail end cap).
 - g. Remove the top steel rack section and cut it as marked.
 - h. Set this piece of steel rack aside to be installed **after** the carriage is installed on the rail.



NOTICE

Do not remove any of the rack screws once the rack is completely installed. If you do, you will have to remove the complete rack in order to reinstall the rack screws.

Step 5 Connect rail sections together (if required)



NOTICE

Before splicing the rails, insert the T-bolts for the rail mounting brackets into the lower rail slots (both sides).

Depending on the total travel of the unit, you may have to connect additional rail sections to the initial rail section.

Connect the rail sections together using the rail splice bars (one at the front and one at the back of the rail).

- 1 Place the rail sections on the floor end to end.
- 2 Insert the splice bar into the lower T-slot on the front of one rail section. Tighten the two screws to secure it in place. See Figure 4 below.
- 3 Insert the splice bar into the lower T-slot on the back of the same rail section. Tighten the two screws to secure it in place. See Figure 4 below.
- 4 Slide the second rail section into place over the splice bars. Push the two sections firmly together ensuring there are no gaps in the rail. See Figure 4 below.
- 5 Tighten the two screws per splice bar to secure the two sections together.
- 6 Repeat steps 2 to 6 above for additional rail sections.
- 7 Torque all screws to 40in/lb (4.5Nm).
- 8 When the rail is assembled, slide all rack sections into place keeping the 800 mm long (or cut length) rack as the top section.

Splice Bar

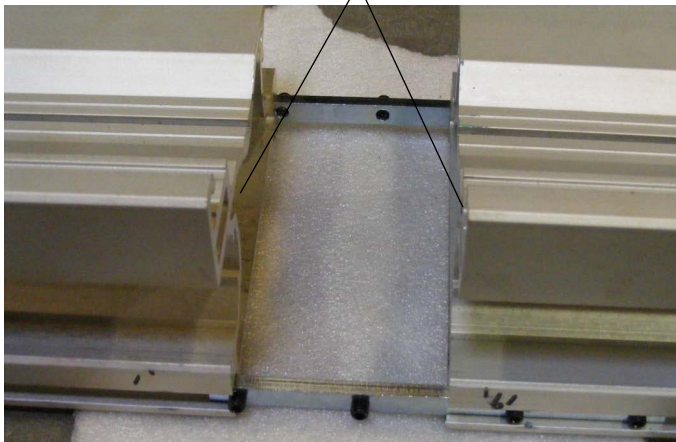


Figure 5: Splice Bars



Figure 6: Splice connected

Step 6 Install bottom charging strips



IMPORTANT

If you are installing FULL BUS LINES, ignore this step and go to STEP 7.

- 1 There are four charging strips - two at the top of the rail and two at the bottom of the rail. All positive connectors are RED; all negative connectors are BLUE.



Figure 7: Charging Strips

- 2 At the bottom end of the rail, insert the charging strips into the slots on both sides of the rail.

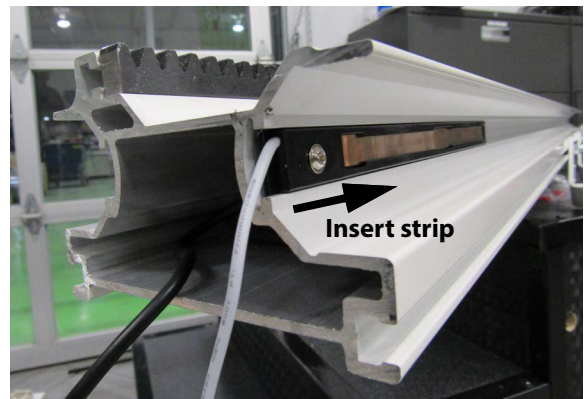


Figure 8: Insert strip

- 3 To ensure a central position of the charging plunger on the charging strip, position the bottom charging stations 80 mm (3-1/8") from the bottom end limit.
- 4 Secure each strip in place by tightening the screw.



Figure 9

- 5 Feed the charging cable through the rail so it comes out both the top and bottom of the rail. Do not cut the cable; store the extra cable inside the rail.
- 6 The charger can be installed at the top or bottom of the rail as required, depending on where your wall outlet is located. This procedure assumes you will be installing the charger at the top of the stairs.

**NOTICE**

Connect the **positive** charging strip on the **rack side**.
Red (positive) goes under the **rack**, always

- 7 At the bottom of the rail, plug the red-ended wire from the POSITIVE charging strip into the red spade connector on the charging cable. Plug the blue-ended wire from the NEGATIVE charging strip into the blue spade connector on the charging cable.

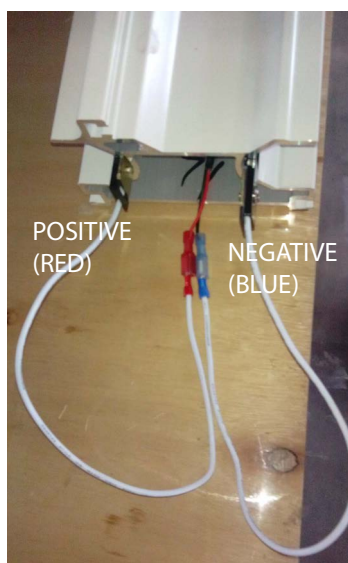


Figure 10: Positive (Red) and Negative (Blue)

- 8 **IMPORTANT:** Before you install the bottom rail cap, be sure to insert the T-bolts into the lower slots of the rail (front and back) for the lower rail mounting brackets. You will not be able to insert them once the cap is on and the rail is on the stairs.
- 9 Install the bottom plastic rail cap.



Figure 11: End Cap

- 10 You will install the top charging stations and connect the charger after installing the carriage onto the rail.

Step 7**Position rail assembly on stairs**

- 1 When installing the rail assembly and mounting brackets, observe the following:
 - a. Ensure that there are six sets of rail mounting brackets for every 16 ft (4.9 m) of rail.
 - b. Never install the rail mounting bracket sets more than 40" (1016 mm) apart.
 - c. Always install rail mounting brackets on both sides of a splice (on the step above and below the splice).
- 2 To prepare for installation of the rail mounting brackets (both sides of the rail), slide the required number of T-bolts into the lower slots at the front and back of the rail.

**NOTICE**

If you have the **latest version of the optional power folding rail** (described in Appendix C), be sure to add an extra T-bolt for the IR remote receiver.

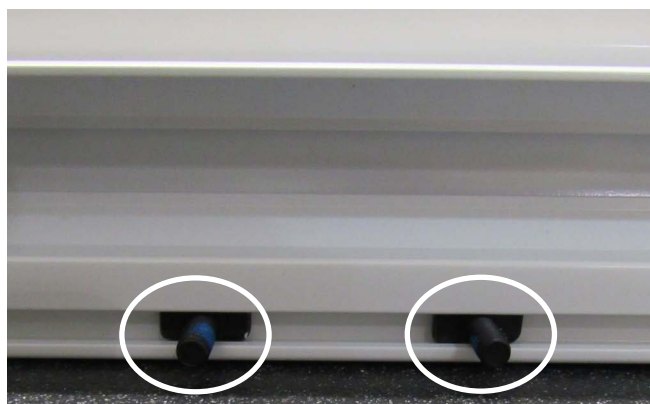
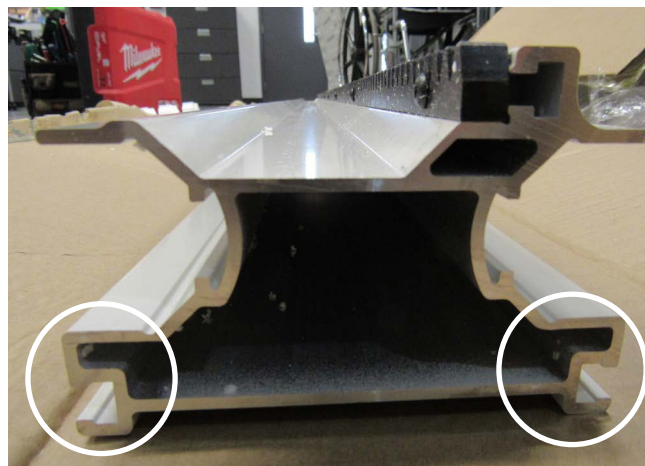


Figure 12

- 3 Carefully position the rail assembly on the nose of the steps with the bottom of the rail assembly touching the floor, or slightly off the floor. Ensure the gear rack is on the LEFT side of the rail.
- 4 Attach the rail mounting brackets to the rail using the T-bolts in the slots, the washers and the domed cap nuts. Be sure to install a washer underneath each acorn nut.
- 5 Ensure that each bolt must be torqued to 10 ft/lbs (13.5Nm).

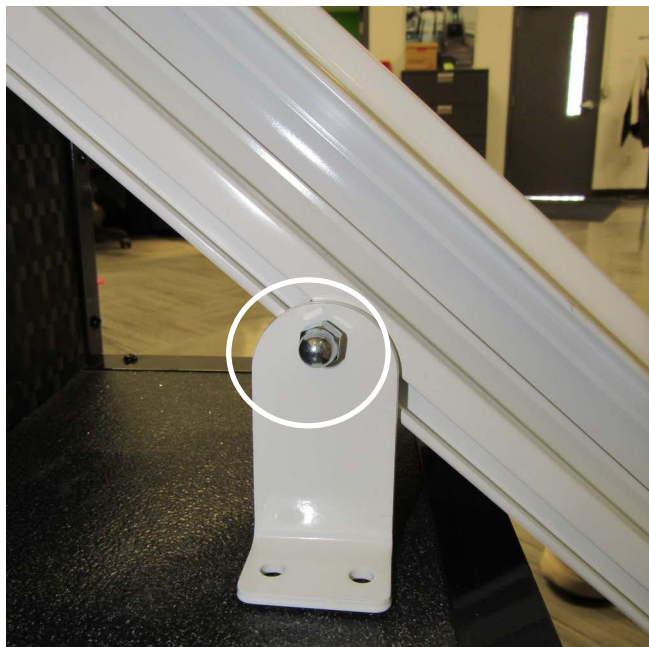


Figure 13

- 6 Make sure there is a mounting bracket at the bottom step and the top step, and then brackets in between no more than 40" apart.

If you have an uneven area with no clearance for the rail using standard mounting brackets, you can use the mounting extension brackets (310294 and 310295) from the extension kit 310293 instead.

**NOTICE**

If using extensions brackets, note that a maximum load of 300 lb (136 kg) applies.

- 7 Do not anchor the rail brackets to the steps until after the carriage is installed on the rail and the rail is in its final position.

**NOTICE**

Do not push the rail assembly against the wall right away to allow for easier installation of the carriage.

**TECH TIP**

The rail should not touch the stairs directly, as this can result in damage to the steps. Pull the rail out roughly 1/2" to 3/4" so the rail is sitting away from the stair noses, thereby preventing any possible damage.

Step 8 Install folding rail (Optional, if required)

**NOTICE**

The folding rail is used with the full bus line and comes pre-assembled to the bottom rail section with the charger wires in place.

**WARNING**

Do NOT remove the strap from around the folding rail section until the rail is secured in place with the rail mounting brackets. See Figure 14



Figure 14: Strapped rail

- 1 Set the folding rail section on the stairs with the bottom about 1/4" off the floor.
- 2 Pull the main charging wire out the top of the folding rail section.

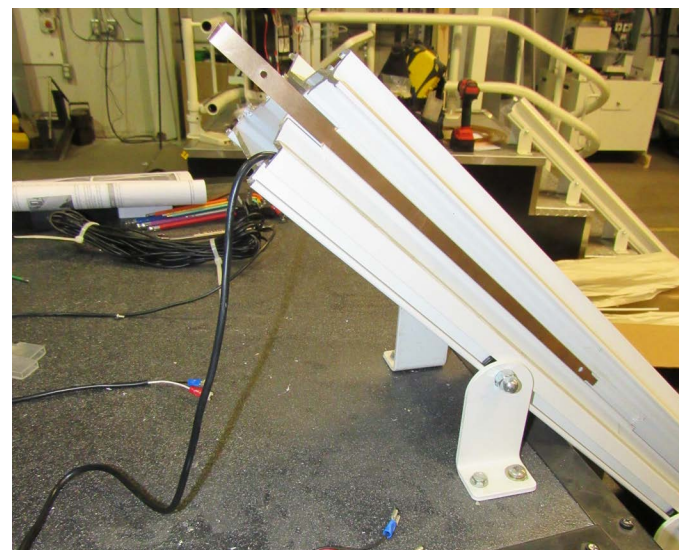


Figure 15: Main charging wire

- 3 Add the top (cut) rail section if needed. Pull the charging wire up to the top of the rail if needed.
- 4 Refer to the splicing substeps in STEP 5 to connect the rail sections together if needed.
- 5 Place the rail mounting brackets on the step just above the folding joint and at the appropriate locations as described in substep 1 of STEP 7. Secure them in place.
- 6 For the manual folding rail, remove the strap that is holding the folding hinge in place.
- 7 Flip up (fold up) the rail and install the bus lines cutting the bottom of the bus on an angle at the hinge joint (see below). Refer to STEP 9 for the full bus line procedure, except for the bus line stopper installation which is described here.

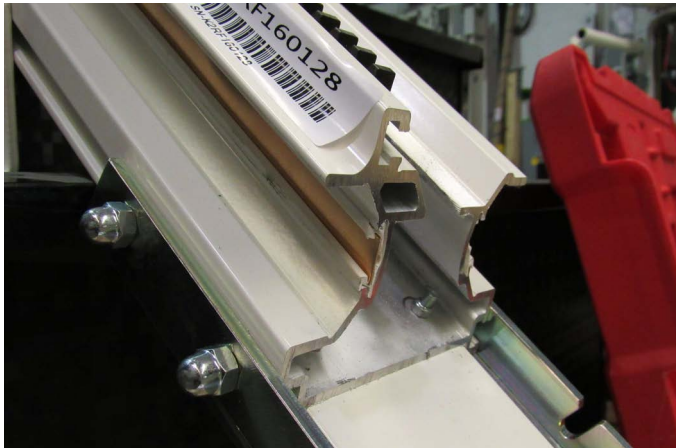


Figure 16

- 8 At the top of the rail, pull the copper strip out of the bus line casing so you can trim and bend it to allow for easier installation of the bus line stopper. It may be easier to pull the entire strip out.



Figure 17



NOTICE

If you install the flip rail option, note that a maximum load of 300 lb (136 kg) applies.

- 9 You will be trimming a thin piece from both sides of the copper strip starting just below the tip. Trim off a piece 1-5/8" long by 1/16" to 1/8" wide.

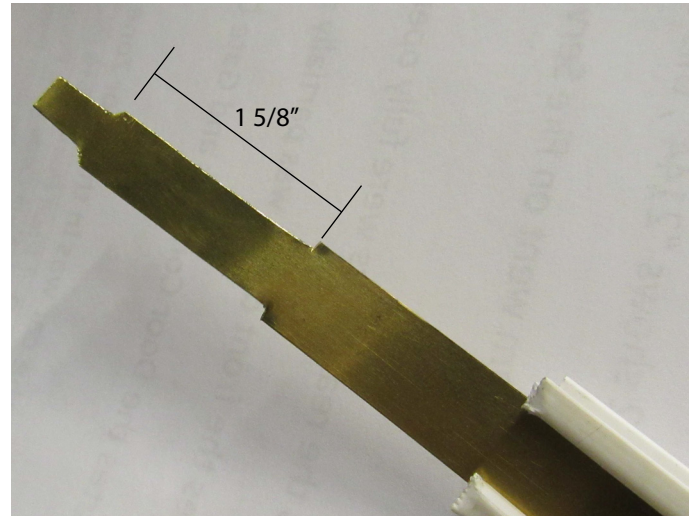


Figure 18

- 10 Using needle-nose pliers, fold the piece right over at the base of the trim as shown.

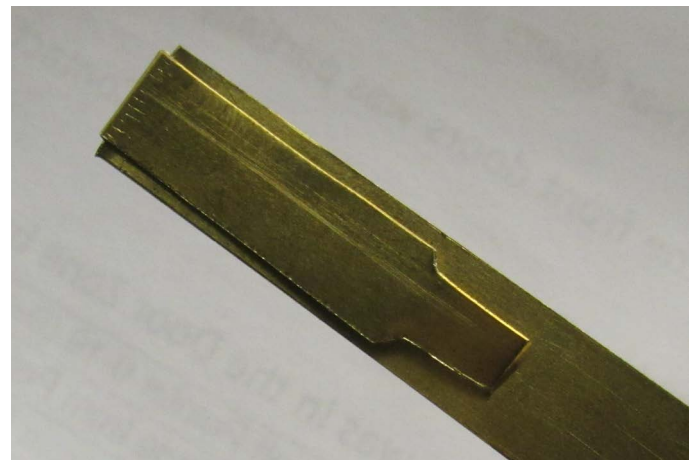


Figure 19

- 11 Measure down 1/2" from the fold, mark, and bend to a 90-degree angle.

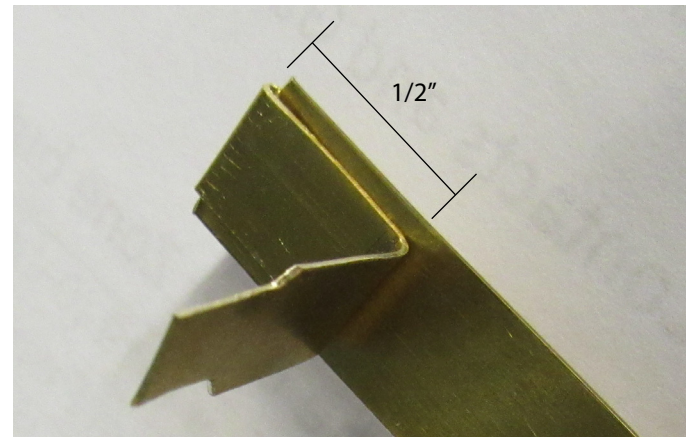


Figure 20

- 12 Measure 3/8" from the 90-degree angle, mark, and bend again.

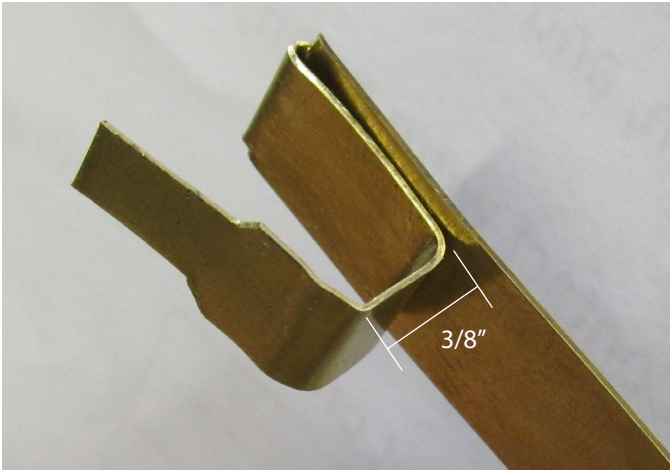


Figure 21

- 13 Once bending is complete, push the copper strip back into the bus line casing and then slide the bus line back into the rail.

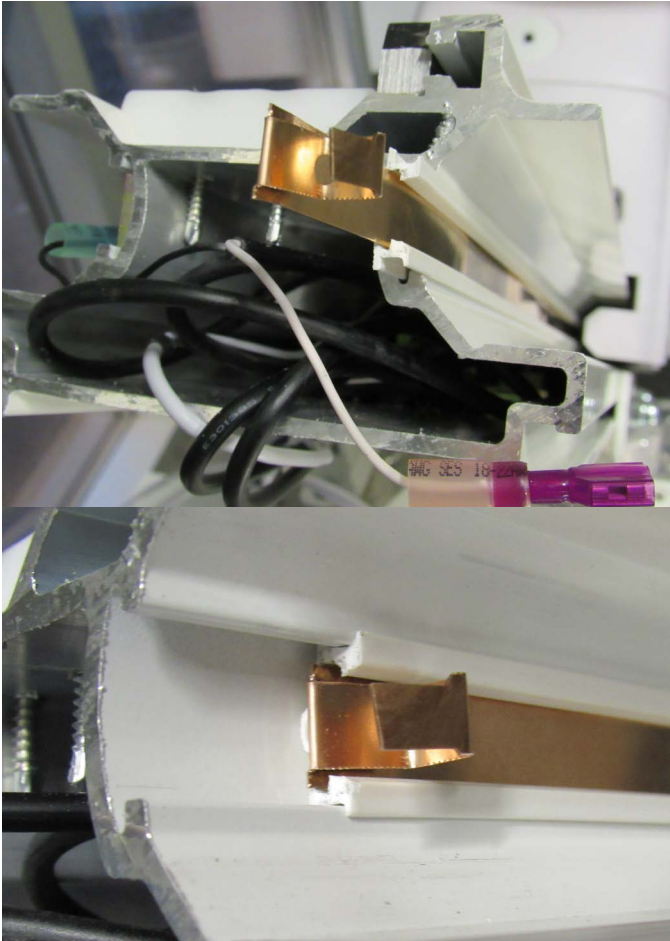


Figure 22

- 14 Install the bus line stopper oriented as shown below so the black rubber end is inside the bend of the copper strip. (Note this photo shows the bus line out of the rail for clarity.)

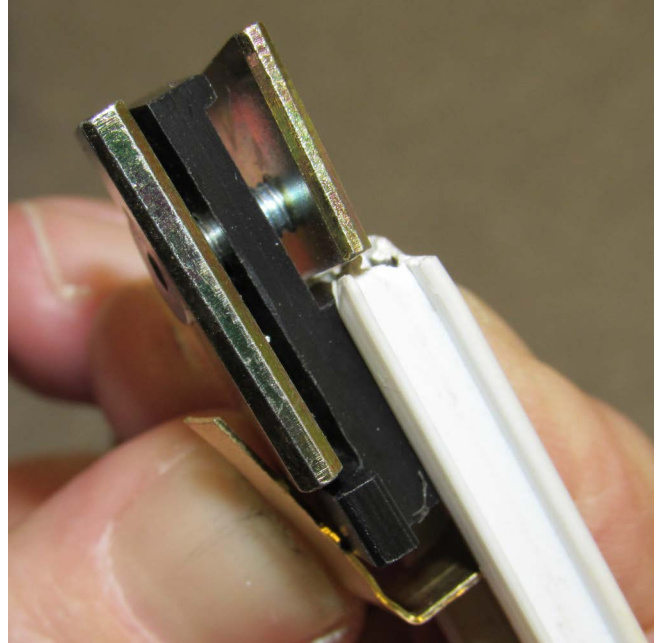


Figure 23

**IMPORTANT**

Ensure the black rubber piece of the stopper is the only thing touching the copper contact strip so you do not short the bus to the rail.

- 15 With the bus line stopper in place, tighten the screw securely ensuring the contact strip cannot move.

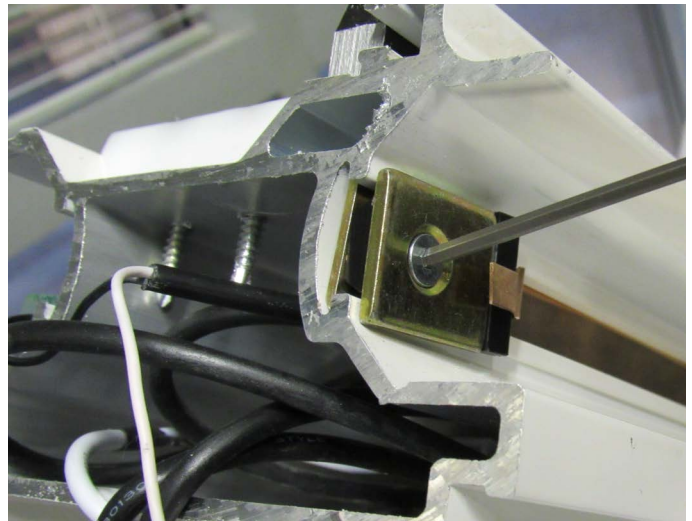


Figure 24

- 16 Install the bus line stopper at the other side of the rail in the same manner as the rack side.

- 17 Connect one end of the short charging wire to the bus lines.
 - a. Connect the RED quick connect to the rack side bus line (RED+ to the rack side as shown below). Make sure the positive side (RED) is kept isolated from the rail (ground).
 - b. Connect the BLUE (negative) quick connect to the bus line at the other side of the rail (non-rack side).



Figure 25

- 18 Connect the other end of the short charging wire to the main charging wire and the charger wire using the tri-connectors shown below (3 REDs together in one tri-connector; 3 BLUEs together in another tri-connector).

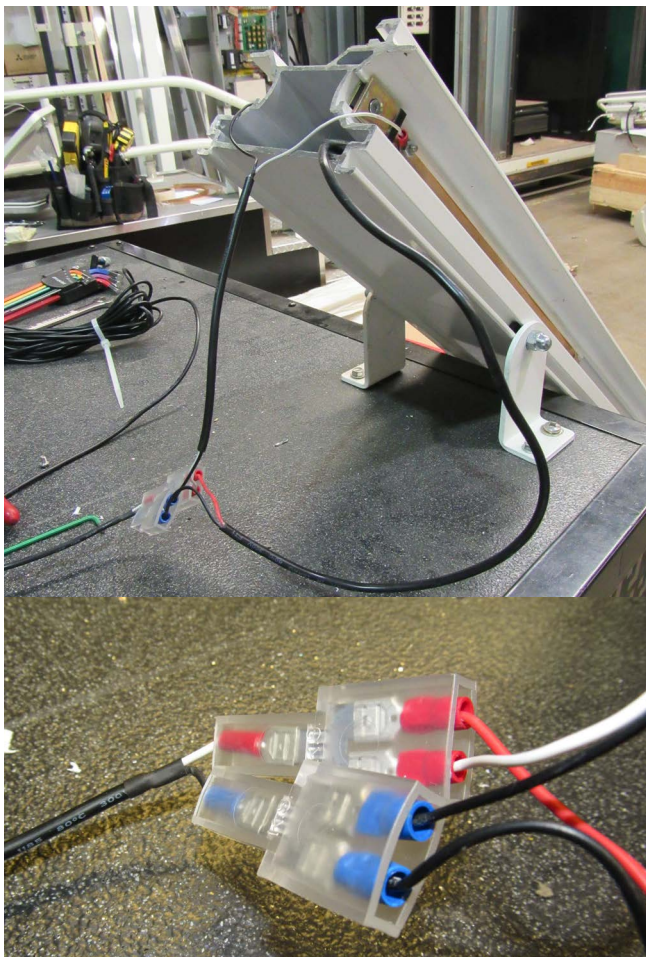


Figure 26

- 19 The main charging wire at the bottom of the folding rail section is already connected. Confirm that it looks like the photo below.

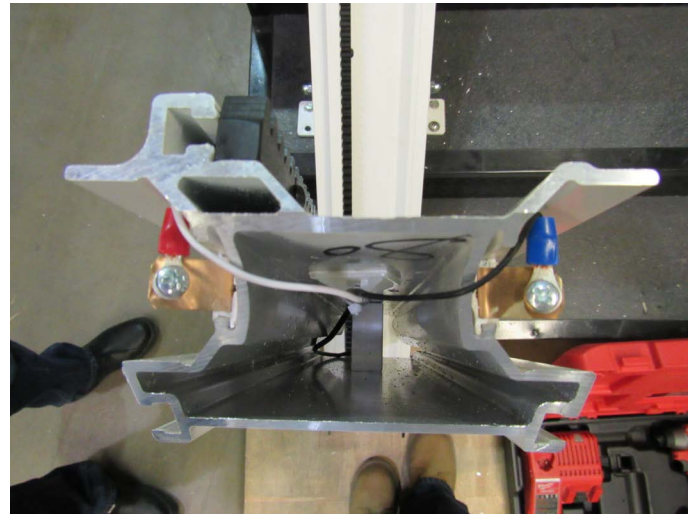


Figure 27

- 20 Add the bottom rail mounting brackets (with rubber on the bottom of the feet) to the bottom folding part of the rail. Make sure the folding rail is folded down and then install one bracket at the front and one at the rear making sure the feet are turned INWARD toward the rail.
- 21 Continue with the rest of the installation at STEP 10 to install the carriage.

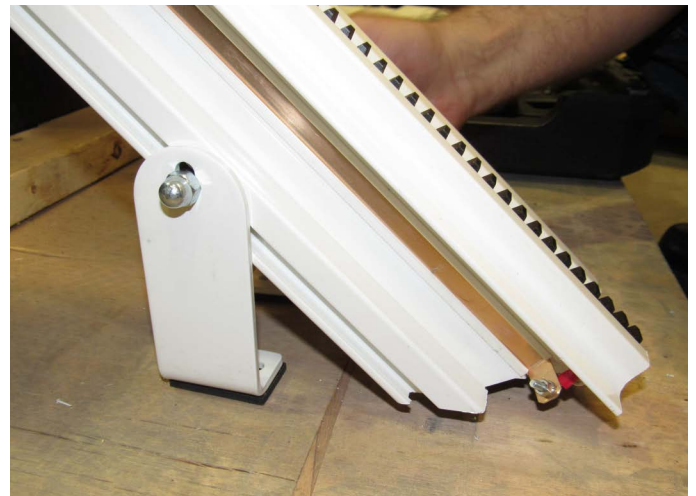


Figure 28

Step 9

Install full bus lines (optional)



IMPORTANT

If you are installing CHARGING STRIPS, ignore this step and go to STEP 10.



NOTICE

These instructions are written assuming you will be installing the charger at the TOP of the rail.

When using a full bus line, you **MUST** set DIP switch position 4 on the main controller PCB to OFF to allow for continuous charging and prevent the lift from running in Slow Mode.

There are two rolls of copper contact strip and four pieces of white plastic casing to be assembled for each bus line. You will install a bus line and bus line stopper on each side of the rail.

- 1 Determine the length of bus line (plastic casing and contact strip) required. For the length of plastic casing needed, measure the length of the track and then subtract 2" (50.8 mm). The copper contact strip must be 1/2" (12.7 mm) shorter than the plastic casing.
- 2 Use these measurements to mark and cut the contact strip and the white plastic casing. **Do NOT cut the end of the contact strip that has the tab for the charger spade connector.**
- 3 Insert the white plastic casing into the slot on each side of the rail. Note that the current version of the plastic casing has a single slot. The previous version had 2 slots.
- 4 Insert the copper strip into the slot of the white plastic casing on both sides. **Ensure the tab on the copper strip is at the top end of the rail for charger connection.**

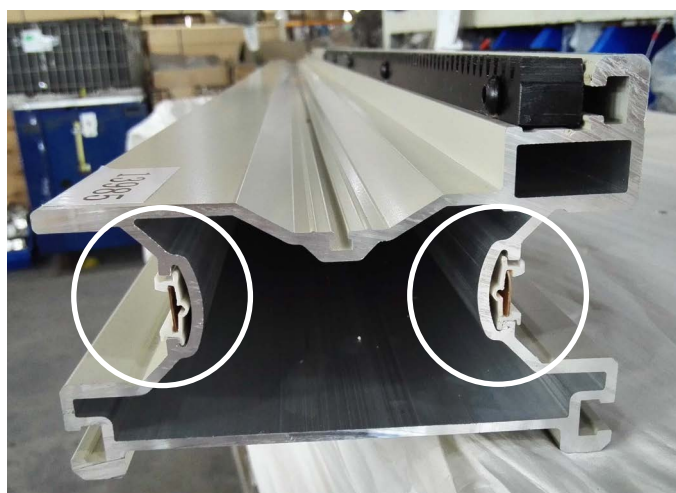


Figure 29

- 5 Pull approximately 2" (51 mm) of copper strip out of the top of the plastic casing. Bend this 2" extension slightly inward so it creates a bevel towards the center of the rail. This bevel will prevent interference with the charging plungers when installing the carriage. Note that the photo below shows the old style 2-slot plastic casing; the new plastic casing has a single slot.

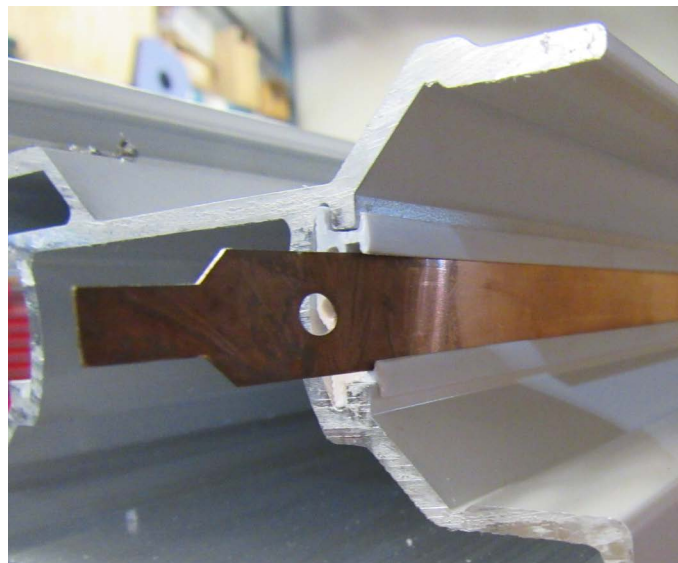


Figure 30

- 6 Install the bus line stopper at the bottom end of each bus line (assuming the charger will be connected at the top). Orient the stopper so the rubber end is over the copper contact strip.
- 7 Tighten the screw to secure each stopper in place ensuring the contact strip cannot move.

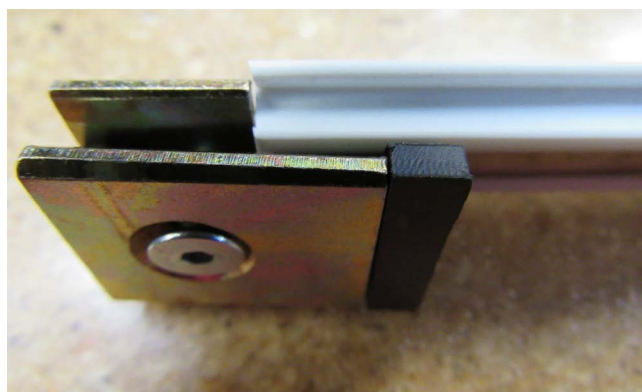


Figure 31: Proper Orientation of stopper



Figure 32: Bus line stopper installed on rail

- 8 Go to STEP 10 to install the carriage making sure the charging plungers do not catch on the bus lines.

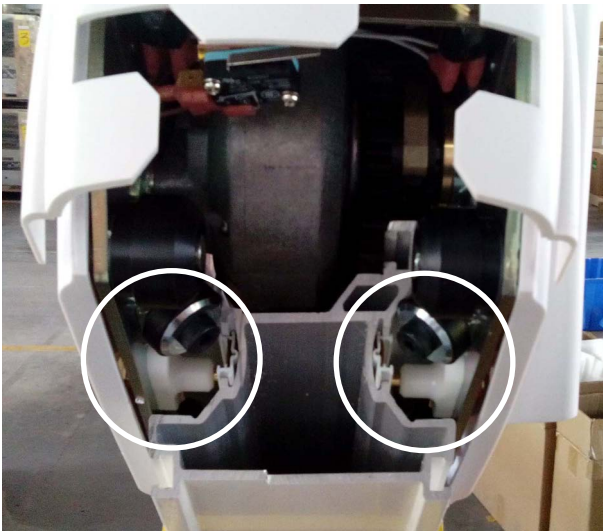


Figure 33



IMPORTANT

Always adjust the charging pins as described below. If you unscrew the back end and pull the pin there are washer-type spacers, each 2mm thick. Remove one or more spacers depending on the adjustment needed. Be sure to only adjust as much as needed; too much spring pressure will wear the charging pin end.

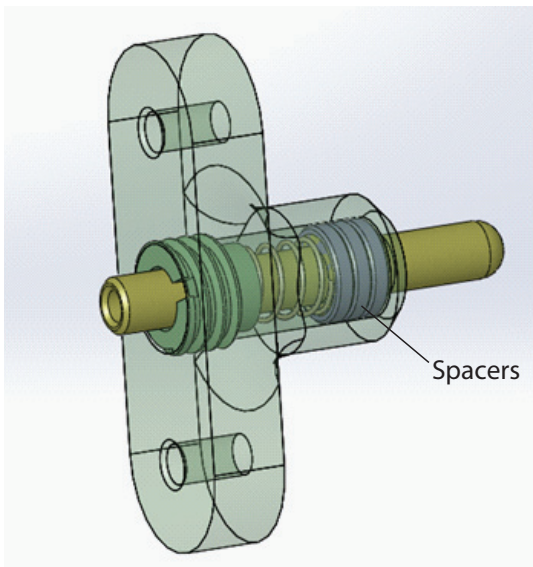


Figure 34

Step 10 Install carriage on rail

- 1 Remove the carriage battery cover by lifting up on the green ribbon at both sides to pop the cover off. You can then grab the carriage here when lifting it.



Figure 35



NOTICE

Prior to installing the carriage on the rail, make sure the overspeed 'brake dog' was NOT tripped during transport and handling. If it was, you MUST reset it. Depending on where the sprocket is rotated, you may not be able to see the dog, so you might have to use the remote to turn the sprocket to make sure the dog is reset..

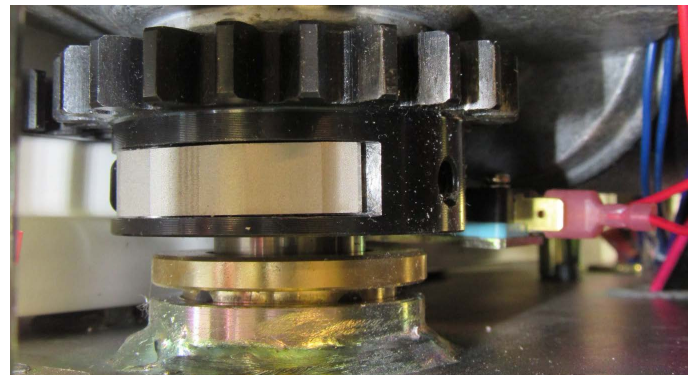


Figure 36: Brake Dog

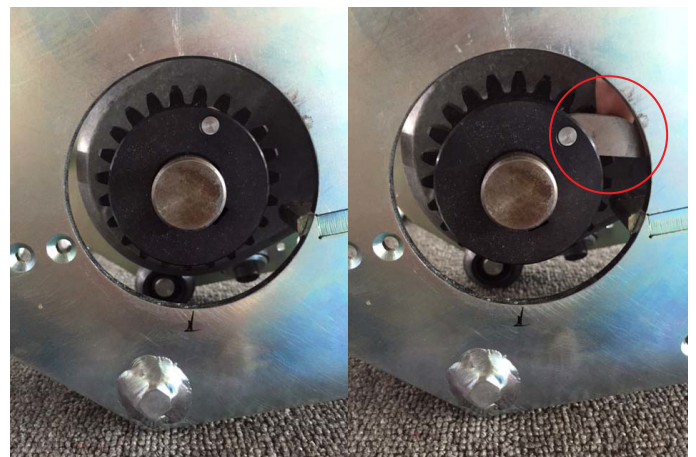


Figure 37: Brake Disengaged (Left) and Engaged (Right)

- 2 After you reset the overspeed (if necessary), remove the red tag attached to the top of the carriage.



Figure 38

- 3 Before installing the carriage on the rail, make sure the rail sections are spliced together properly (if applicable) and the gear rack is tightened down in all sections of the rail.
- 4 Leave the top section of rack out of the rail until the carriage has been run towards the bottom.
- 5 Grab the carriage under the battery tray and at the support post and carry it to the top of the stairway. **BE CAREFUL – THE CARRIAGE IS HEAVY.**

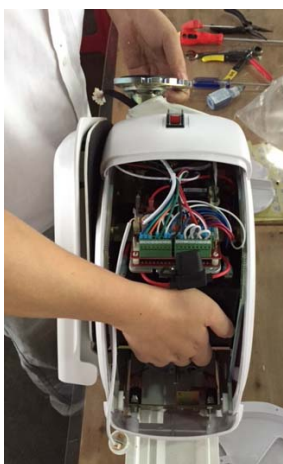


Figure 39

- 6 Lift the carriage up to the end of the rail, oriented with the footrest facing in toward the stairway.
- 7 Make sure the rollers line up with the rail and then carefully slide the carriage onto the rail.



Figure 40

- 8 Make sure the seat jumper is plugged in (circled in the photo below).



Figure 41

- 9 To install the top section of steel rack, you need to move the carriage down the rail.
- a. Flip the main power ON/OFF switch on the carriage to ON.

**NOTICE**

If the main power ON/OFF switch is turned OFF, the stairlift batteries will not charge.

- b. Make sure the three LEDs on the front of the carriage come on.



Figure 42

- c. Install batteries in the remote control CALL/SEND units (shown below).



Figure 43

- d. Use the remote to move the carriage down the rail far enough to install the top section of steel rack.
- e. If the remote does not work, you may need to program it as described below; otherwise, go to the next step.

Program remotes

- Turn on power to the carriage.
- Push and hold the remote program button on the board in the carriage and the amber LED will come on (see PCB layout in Appendix A).
- Push any button on the remote and the amber LED will go off. Release the program button on the board. The remote is now programmed.
- Repeat the above procedure for the second remote.
- **NOTE:** If there are two or more units in the same area (maximum of 4 allowed), remove the back cover of the remotes and change the DIP switch settings to a different combination and reprogram.

10 Insert the previously cut top section of steel rack into the rail as follows:

- a. First, check this piece of rack for fastener holes. You need at least two fasteners to secure this short section to the top of the rail.
- b. If the piece of rack can be secured with two fasteners, follow the steps below:
 - Mesh the top rack section with the existing rack section using an inverted piece of rack as shown at the right.
 - Position the inverted piece of rack over the rack joint and then tap down on the inverted piece to pull the sections of rack together.
 - Install and tighten the hardware to secure the rack section in place.
- c. If the piece of rack cannot be secured with two fasteners, a long section of rack will need to be cut:
 - Mesh the rack sections tightly together using an inverted piece of rack as shown below.
 - Position the inverted piece of rack over the rack joint and then tap down on the inverted piece to pull the sections of rack together.
 - Install and tighten the hardware to secure the top rack sections in place.

NOTE: Ensure that all rack bolts are torqued to 50 in/lbs (5.7Nm).



Figure 44: Mesh Rack

Step 11

Connect charger (for optional full bus line only)



IMPORTANT

If you are installing CHARGING STRIPS, ignore this step and go to STEP 12.



NOTICE

1. Ensure there is NO power to the charger at this point or the unit will be damaged and require service.
2. The POSITIVE bus line is **always** on the same side of the rail as the gear RACK.

- 1 Connect the RED charger spade connector to the tab on the POSITIVE bus line contact strip (RACK side).



Figure 45: Red Spade Connector to Positive

- 2 Connect the BLUE charger spade connector to the tab on the NEGATIVE bus line contact strip.



Figure 46: Blue Spade Connector to Negative

Step 12 Install top charging strips and charger



IMPORTANT

If you have installed FULL BUS LINES instead of charging strips, ignore this step and go to STEP 11.

Turn OFF the key switch and make sure the charger is NOT plugged in.

- 1 At the top end of the rail, insert the charging strips into the slots on both sides of the rail (in the same manner as for the bottom ones).
- 2 To ensure a central position of the charging plunger on the charging strip, position the top charging stations 60 mm (2-3/8") from the top end limit.
- 3 Secure each strip in place by tightening the screw.
- 4 All the BLUE-ended wires plug into one 3-way spade connector and all the RED-ended wires plug into the other 3-way spade connector.
- 5 Connect the blue-ended wire from the NEGATIVE charging strip and the blue-ended wire from the charging cable into the double end of the 3-way spade connector. Connect the blue-ended wire from the charger into the single end of this 3-way spade connector.
- 6 Connect the red-ended wire from the POSITIVE charging strip and the red-ended wire from the charging cable into the double end of the 3-way spade connector. Connect the red-ended wire from the charger into the single end of this 3-way spade connector. **NOTE** that RED (positive) goes under the rack, always.
- 7 Carefully tuck all wires inside the end of the rail.

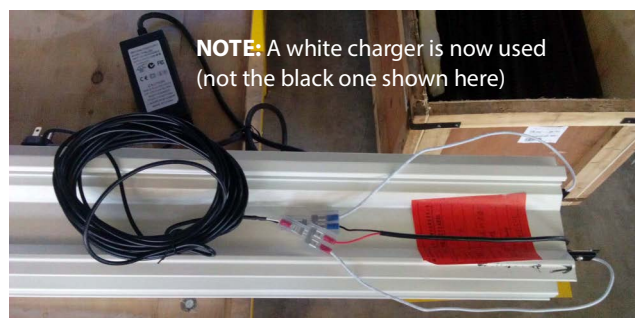


Figure 47

Step 13 Level seat post

Level the carriage seat post before installing the seat. This will ensure the seat is level when installed.

- 1 Pop off the covers at the front and back of the carriage (near the top of the carriage). To do this, carefully insert a flat blade screwdriver into the slot at the top of the cover and gently pry out to pop off the cover.
- 2 Loosen the three M10x16 adjusting bolts (front and back).
- 3 Place a level on the top of the seat post and rotate the carriage plate as required to level the seat.
- 4 Tighten the three adjusting bolts (front and back) to a torque of 40 ft. lb. (55 N-m). Be careful not to overtighten.
- 5 Reinstall the carriage covers (front and back).

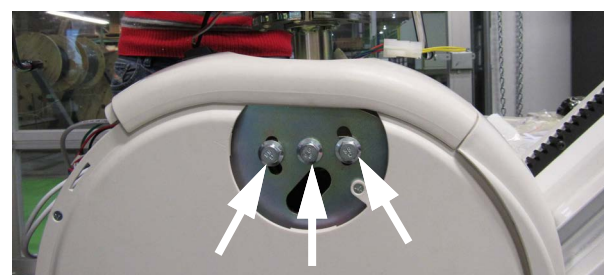
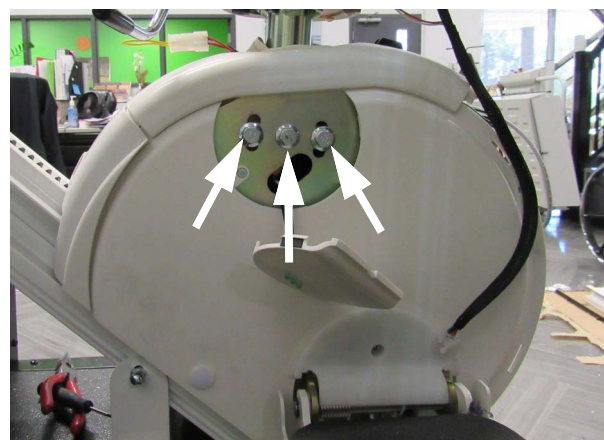


Figure 48

Step 14 Install seat assembly



NOTICE

The images in this procedure show the manual swivel seat. If you have the optional power swivel seat, refer to Appendix C for further information.

- 1 Before installing the seat assembly, remove the seat swivel bolt from the seat plate. You will use this bolt to secure the seat plate to the carriage post plate.

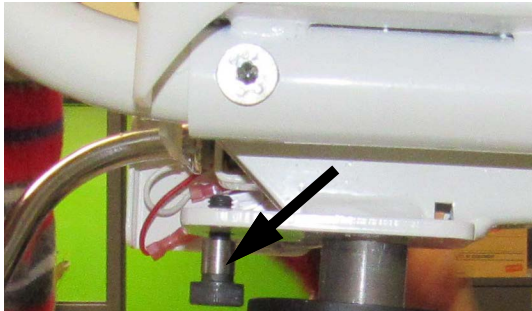


Figure 49

- 2 Mate the seat post into the carriage post and then install the seat swivel bolt to secure the seat in place.

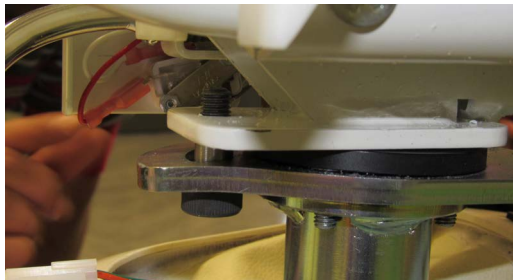
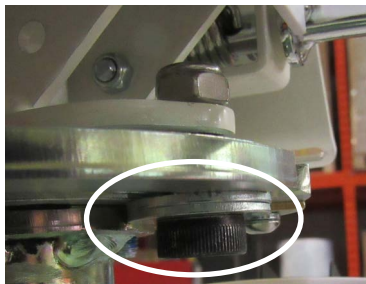


Figure 50

- 3 If the seat has too much movement once the bolt has been installed, rectify this by installing seat support shims (flat washers) on the bolt. Washer dimensions are 0.438" inner diameter and 1.000" outer diameter. Ensure the seat can still swivel after the shims are added.



**SHIMS ADDED
(FLAT WASHERS)**

Figure 51

- 4 Remove the jumper plug from the carriage housing seat connector.
- 5 Make sure the key switch is turned OFF and then plug the seat cable into the seat connector on the carriage housing.
- 6 Route the cable around the front of the seat post and then tuck the seat connector under the Velcro cover.

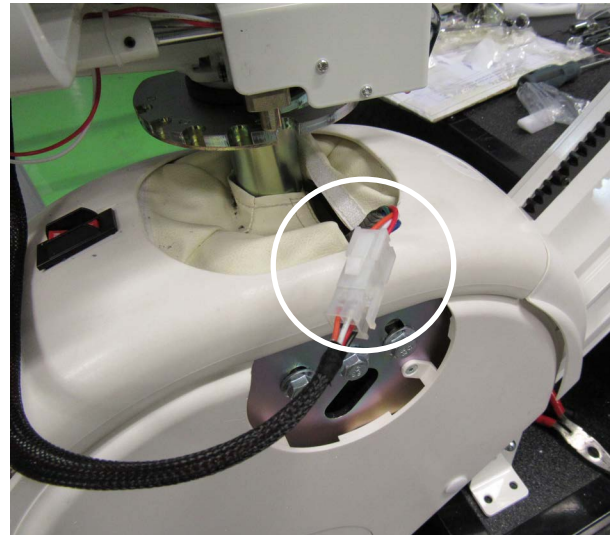


Figure 52

- 7 Mounting dimensions for the L-seat are illustrated in the following drawing. Note that the rail may have to be moved in or out from the wall if adjustment of the seat width (distance between arms) is required (per STEP 15).

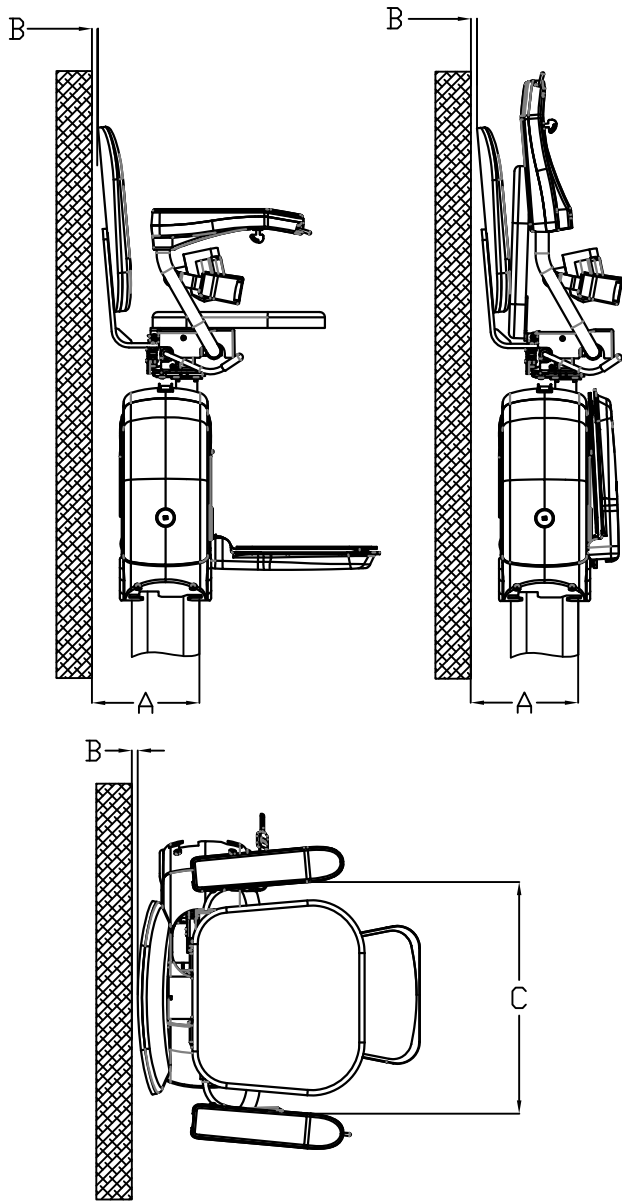


Figure 53

	A (Rail Front to wall)	B (Seat Back to wall)	C (Seat Width)
Seat at Normal Width	8"	3/4"	11 1/4"
Seat at Middle Width	8 3/4"	1 1/4"	18 3/4"
Seat at Biggest Width	9 3/4"	1 1/4"	20 1/2"

- 8 Mounting dimensions for the V-seat are illustrated in the following drawing. Note that the rail may have to be moved in or out from the wall if adjustment of the seat width (distance between arms) is required (per STEP 15).

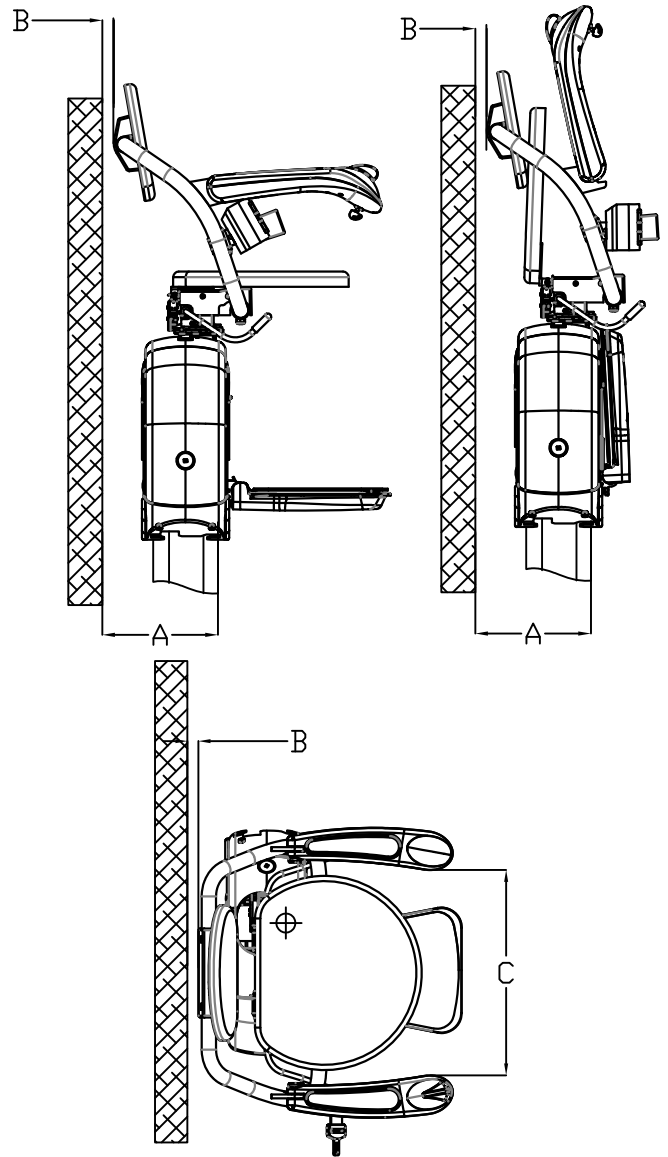


Figure 54

	A (Rail Front to wall)	B (Seat Back to wall)	C (Seat Width)
Seat at Normal Width	9"	7/8"	16 7/8"
Seat at Middle Width	9 1/2"	1 1/2"	18"
Seat at Biggest Width	10 1/4"	2"	19 1/4"

Step 15 Adjust arms (if required)

- 1 To adjust the arms in or out:
 - a. Loosen the four screws of the seat base plastic cover (two per side) and remove the plastic cover.
 - b. Loosen the two screws at each side of the arm crossbar.
 - c. Slide the arms in or out as required and then tighten the screws.
 - d. Reinstall the seat base plastic cover and secure in place with the four screws (two per side).

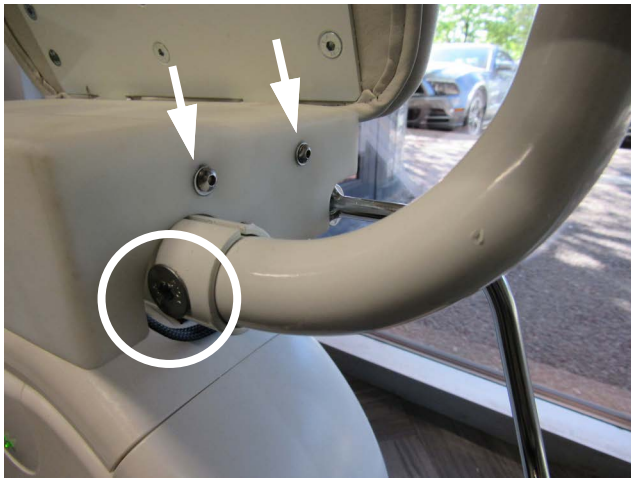


Figure 55

Step 16 Adjust footrest

- 1 Remove the half-moon shaped cover above the footrest (one screw).



Figure 56

- 2 Loosen the two bolts.

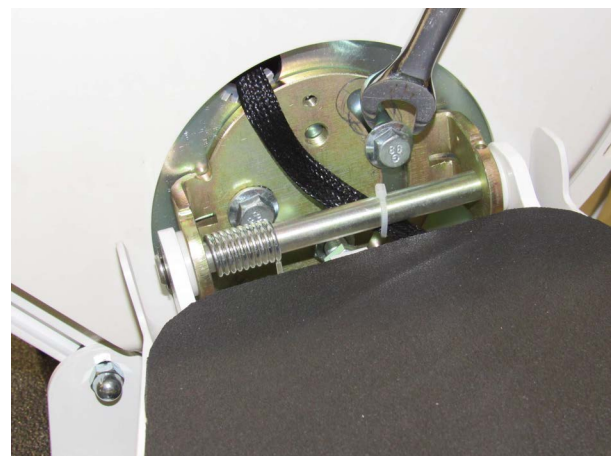


Figure 57

- 3 Adjust the footrest to level and then tighten the two bolts.
- 4 Reinstall the half-moon shaped cover.

Step 17 Adjust seat swivel switch (if required)

If the seat swivel switch is not being activated properly, follow the steps below to adjust it.

- 1 There are four screws used to adjust the seat swivel switch as shown below. Two are for fine adjustment and will change the angle of the switch. The other two will move the whole bracket left or right as needed.

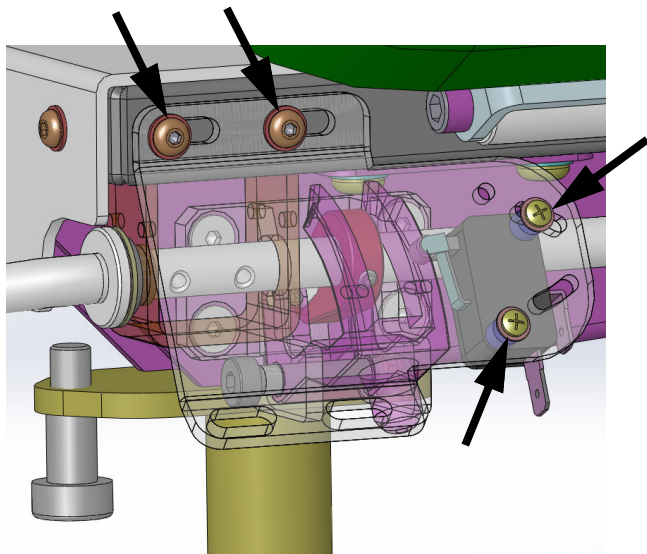


Figure 58

- 2 Loosen the fine adjustment screws and move the switch so the switch is activated by the cam, and when the lever is released, it springs back to the start position.
 - a. If the lever does not spring back, the switch is too close.
 - b. If the switch does not activate when the lever is pushed, the switch is too far away.
- 3 If you are unable to adjust the switch using the fine adjustment screws, set the fine adjustment screws in the middle of the slot and move the whole bracket away from or towards the cam, as needed.
- 4 Once the bracket is moved, repeat the fine adjustment procedure (step 2 above).
- 5 Repeat these adjustments until the switch is activating when the lever is pushed and the lever springs back into place when released.

Step 18 Anchor rail assembly in place

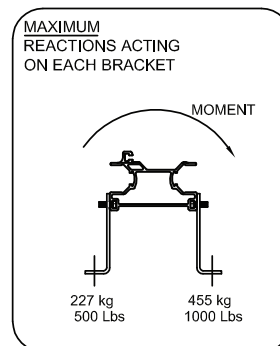
At this point, you can anchor the rail mounting brackets to the steps.

* TECH TIP *

The rail should not touch the stairs directly, as this can result in damage to the steps. Ensure the rail is pulled out roughly 1/2" to 3/4" so the rail is sitting away from the stair noses, thereby preventing any possible damage.

- 1 Ensure the rail mounting brackets are in the correct position along the length of the stairway.
- 2 Ensure there is a minimum gap of 1" (25.4 mm) from the wall to the back of the chair (or as required by code).
- 3 Ensure the correct measurement from the front of the rail to the wall, dependent on the seat width (distance between the arms). Refer to the table in Figures 44 and 45 on page 21.
- 4 Drill holes in the steps as required to anchor the rail mounting brackets to the steps.
- 5 When anchoring, always adhere to the anchoring specifications and support load diagram shown below.

SUPPORT LOAD DIAGRAM



ANCHORING

WOODEN THREAD:
ANCHOR EACH BRACKET SET USING
A MINIMUM OF 4X Ø1/4 X 2"
WOOD SCREW

REINFORCED CONCRETE
ANCHOR EACH BRACKET SET USING
A MINIMUM OF 4X SLEEVE ANCHORS 1/4-2"

METAL PLATE / BLOCK
ANCHOR EACH BRACKET SET USING
A MINIMUM OF 4X TRHU BOLT 1/4"

BRACKET POSITION:
WITHIN 18 INCHES [457] OF EACH END
OF EACH SECTION OF TRACK
IN THE CENTER OF EVERY SECTION
OF TRACK LONGER THAN 4 FEET

Figure 59

- 6 Anchor the rail mounting brackets along the stairway using the hardware provided (two bolts per bracket into the stairs).

**IMPORTANT**

Note that the anchors provided by Savaria are standard/typical anchors and are not suitable for all site conditions. Always make sure the anchors used are proper for the type of steps on site.

- 7 Ensure the rail is in the final position and then tighten the domed cap nuts securing the rail mounting brackets to the rail.
- 8 Install the top rail cap.



Figure 60

Step 19 Install limit switch cams

- 1 Install the bottom cam on the rail (shown below).
 - a. Run the lift to the bottom of the rail.
 - b. Position the cam so it activates the lower limit switch and stops the lift at the desired location at the bottom landing.
 - c. Mark the location of the cam on the rail. In most cases, this is as low on the rail as possible.
 - d. Secure the cam to the rail with the two self-tapping screws provided.
- 2 Install the top cam on the rail.
 - a. Run the lift to the top of the rail.
 - b. Position the cam so it activates the upper limit switch and stops the lift at the desired location at the top landing.
 - c. Mark the location of the cam on the rail. In most cases, this is as high on the rail as possible.
 - d. Secure the cam to the rail with the two self-tapping screws provided.



Figure 61

Step 20 Install mechanical stops

There are two mechanical stops – one for the front of the rail and one for the back of the rail. The purpose of a mechanical stop is to stop the carriage from running off the top of the rail.

- 1 Run the carriage up to the desired position at the top of the stairs.
- 2 From the top of the rail, slide one T-bolt into the lower slots at the front and back of the rail.
- 3 With the carriage at the desired top position, install the mechanical stops 1" (25 mm) above the carriage rollers and secure them to the T-bolts in the rail slots using the domed cap nuts provided.

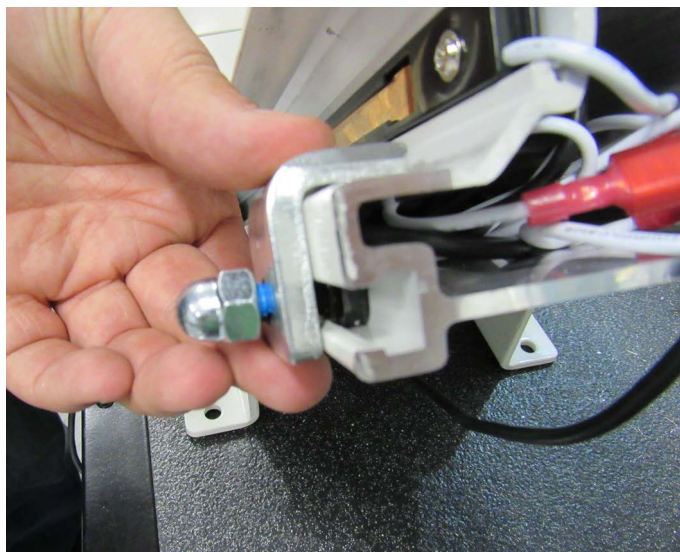


Figure 62

Step 21 Mount charger

- 1 Mount the charger on the wall at the top or bottom of the stairway, as desired. Note that the charger shipped with the unit is white in colour, not black as shown in the photo below.
- 2 Make sure the key switch is turned OFF and then plug the charger into a household wall outlet.



NOTICE

Black Charger shown below as an example. White charger is what will be provided



Figure 63: Black Charger



Figure 64: White Charger

Step 22

Check installation, lubricate and clean

- 1 Verify that all electrical connections have been made.
- 2 Verify that all mechanical components are installed properly and that all hardware is firmly tightened.
- 3 Check that all rail mounting brackets are stable and the mounting screws are firmly tightened.
- 4 Ensure that all bolts holding the rack are firmly tightened.
- 5 Lightly lubricate the teeth along the length of the rack to allow the carriage to travel smoothly.
- 6 Clean the rail of any fingerprints or grease; DO NOT use corrosive cleaners. Be sure to wipe down the charging strips after cleaning the rail; use a soft cloth.

Step 23

Install remote hall calls (outdoor units only)

The hall calls are surface mount as shown below.



NOTICE

The installation of hall calls is specific to each job site.

- 1 Mount the hall call at each landing using the hardware supplied with the hall call.
- 2 Program the hall call per the next step.

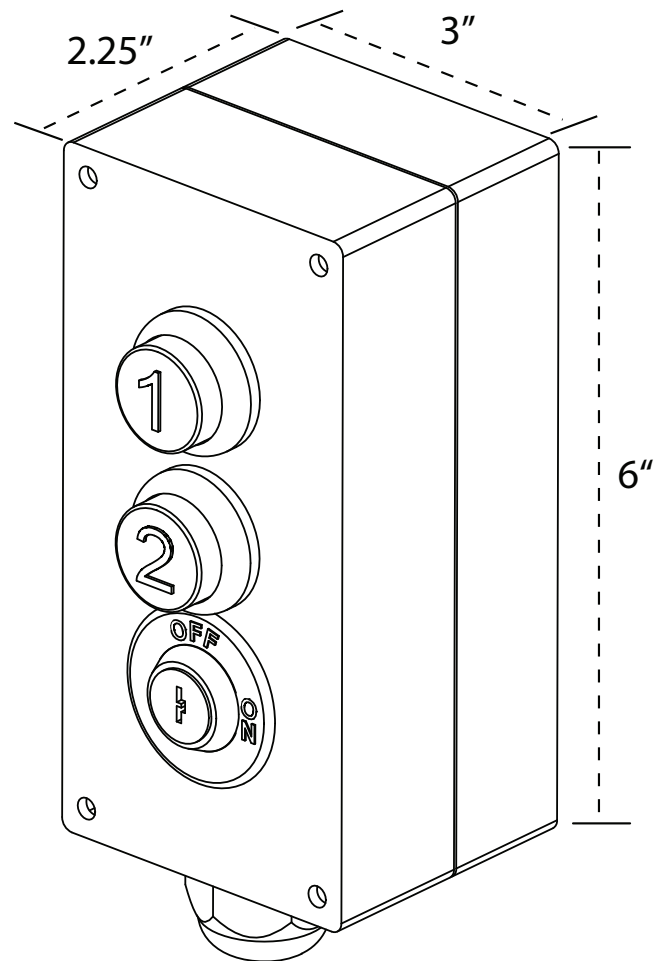


Figure 65: Surface Mount Hall Call

Step 24

Program remote hall calls (outdoor units only)

- 1 Connect the LUT420 V2 receiver board (shown below) to the IR/RF connection on the LUT125 main board.

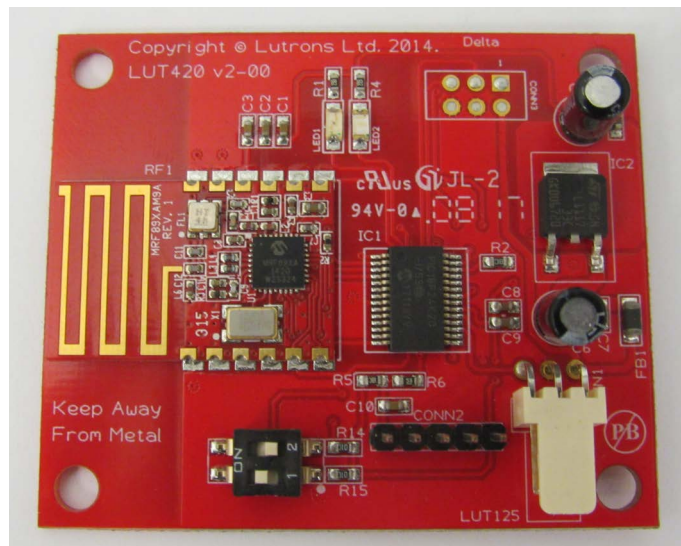


Figure 66

- 2 Power up the LUT125 main board.
- 3 The LUT420 board will have a yellow and green LED flashing.
 - a. Yellow and green flashing alternately – looking for connection.
 - b. Yellow and green flashing at the same time – found another receiver with the same channel. Please turn off the unit and change the DIP switch channel. Start again.
 - c. Green solid – everything is good.
- 4 Program the remote hall calls.
 - a. Make sure the DIP switch on the remote hall calls is set the same as the receiver.
 - b. Press and hold the program button on the LUT125 main board.
 - c. The yellow LED on the LUT125 board will come on.
 - d. Press the UP button on the remote hall call.
 - e. The green LED on the remote hall call will come on.
 - f. When the yellow LED on the main LUT125 board goes out, the remote hall calls are programmed.
- 5 Test the remote hall calls.

Step 25

Test operation**IMPORTANT**

If you have any issues with operation of the unit, there is a Troubleshooting Guide located in the K2 Stairlift section on the Savaria Dealers website.

- 1 Check all controls.
 - a. Verify that the UP/DOWN toggle switch on the right arm is functioning properly. Hold the switch to operate.
 - b. Verify that the remote control CALL/SEND units are functioning properly. Press and hold the up or down arrow button to operate.
 - c. Verify that the key switch (under the right arm) and the ON/OFF switch (on top of the carriage) are functioning properly.
 - d. Check the operation of the optional emergency STOP button (if supplied).
- 2 Verify that the seat, armrests and footrest fold up properly.
- 3 Check that the seat swivel handle is functioning properly and locks in the riding position.
 - If you have the optional power swivel seat, verify that the toggle switch functions properly to swivel the seat at the landings.
- 4 Ensure that you can fasten and unfasten the seat belt and that it retracts properly.
- 5 Check that the footrest edge and underpan sensors are functioning properly. The stairlift should stop when it contacts an obstacle.
- 6 Check that the carriage edge sensors are functioning properly. The stairlift should stop when it contacts an obstacle.
- 7 Check the operation of the limit switches. The upper and lower limit switches should stop the lift when it reaches the top or bottom of the stairway. The mechanical stops at the top of the rail should stop the lift in an over-travel situation.
- 8 Check the operation of the swivel seat safety switch. The switch should prevent the stairlift from running if the seat is not locked in the riding position.
- 9 Complete the checklist on the next page.

CHECKLIST

All control devices function correctly.	
All barriers, ramps, locks, hinged platforms operate correctly.	
Stopping distance of the stairlift is within specified limits	
All electrical safety devices function correctly.	
The suspension elements and their attachments are in order.	
The correct clearance dimensions as specified in 5.6.1 and Annex C are maintained throughout the full travel of the stairlift.	
The stairlift shall be subjected to insulation and earth bond tests; see 5.5.1.5 and 5.5.9.6, respectively.	
Verify that the polarity of the mains supply connection is correct.	
Tests to verify the functional operation of the overspeed detection device and safety gear; this shall be carried out at the rated speed and no load.	
Verify that the mechanism for emergency/manual operation operates correctly.	
The alarm device when activated operates correctly.	
All notices, etc., are correctly displayed.	
Undergo without failure a static and dynamic test to check the forces imposed by the maximum working load.	
Undergo the testing of the overload detection device for wheelchair platforms only.	
All sensitive edges and surfaces function correctly.	
A full ride should be made along the complete travel, possibly including hinged guide rail sections and swivelling of the seat if possible.	

Step 26 Manual emergency operation

The stairlift can be moved manually using the supplied manual operation tool (handwheel).



Figure 67

- 1 Turn main power off.
- 2 Remove the access cover on the lower side of the unit. To do this, place a flat blade screwdriver carefully under the corner of the cover and gently pry out to pop the cover off.
- 3 Fit the shaft of the manual operation tool onto the motor output shaft. The shaft is located below the battery tray in the carriage (circled below).

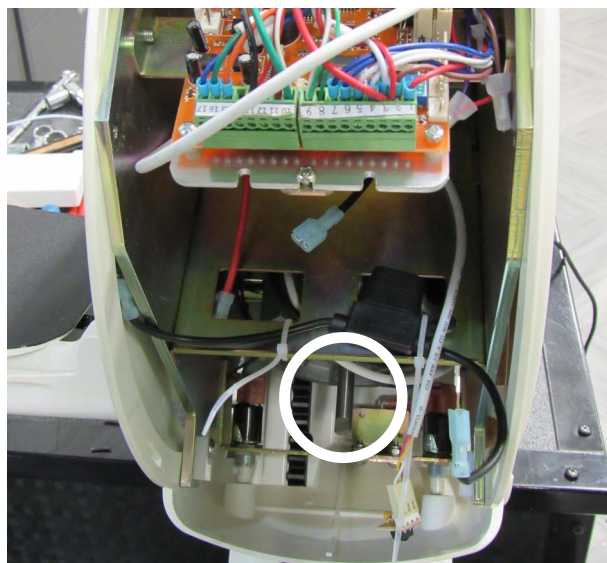


Figure 68

- 4 For a left-hand unit, turn the handle clockwise for the unit to travel up the stairs and counter-clockwise for the unit to travel down the stairs. Reverse the direction of turning the handle for a right-hand unit.
- 5 When movement of the carriage is complete, resolve the issue that caused the unit to stop and then reinstall the cover.

Step 27 Overspeed governor manual trip test

- 1 Start with the stairlift at the top of the stairway.
- 2 Remove the carriage side cover and then move the top cover aside so you can access the overspeed device.
- 3 Run the unit down until you can see the overspeed brake dog in its down (disengaged) position.

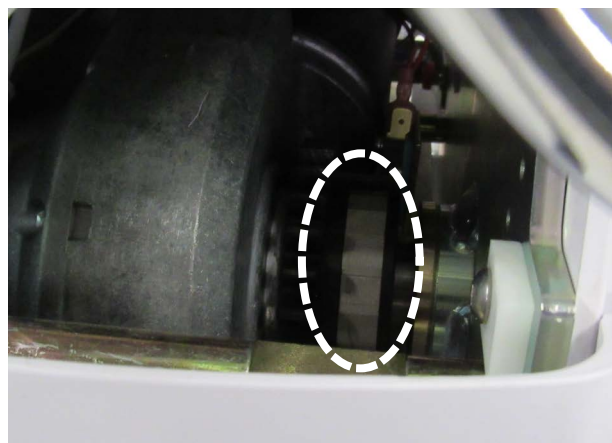
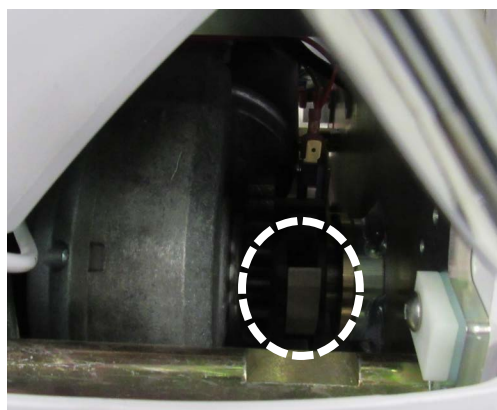


Figure 69

- 4 Use a screwdriver to flip the brake dog up (see below), and then run the unit down until the brake dog engages on the rack and stops the unit.



Side view of brake dog
flipped up (engaged)

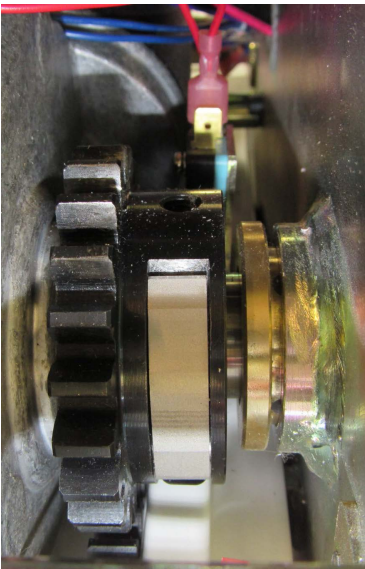
Figure 70

- 5 Use the manual hand crank to run the unit up until you can access the brake dog to reset it.



Figure 71: Manual hand crank

- 6 Reset the overspeed device by pressing the brake dog back down.



*Brake dog down
(disengaged)*

Figure 72: Brake dog down

Step 28 Work by others



IMPORTANT

Upon completion of installation when the back of the rail is exposed, a constructed barrier or wall must be installed behind the rail (see the illustration below). This will prevent access to the back of the rail during operation.

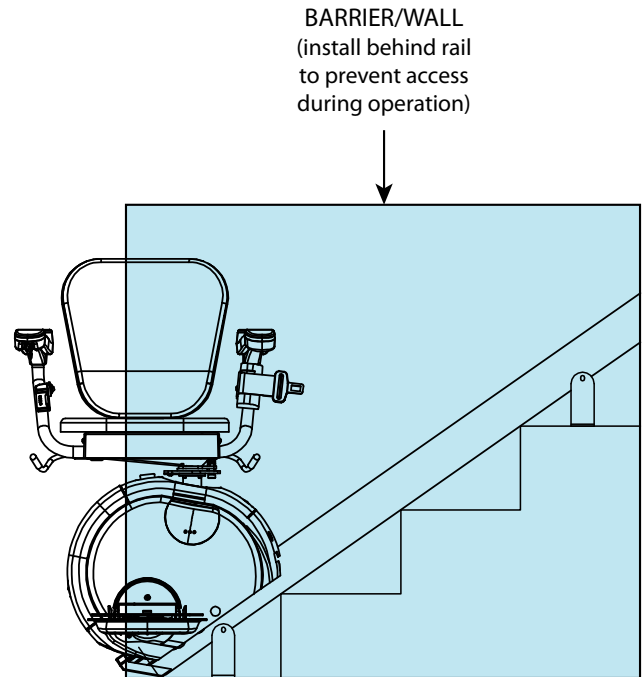


Figure 73

Step 29 Before leaving job site

- 1 Clean up the work area.
- 2 Explain the operation of the stairlift to the customer.
- 3 Assist the customer on an orientation ride.
- 4 Provide a copy of the Owner's Manual and Warranty to the customer. Record all required details per the Owner's Manual.

Appendix A Reference Information

Diagnostic LEDs (on carriage front panel)

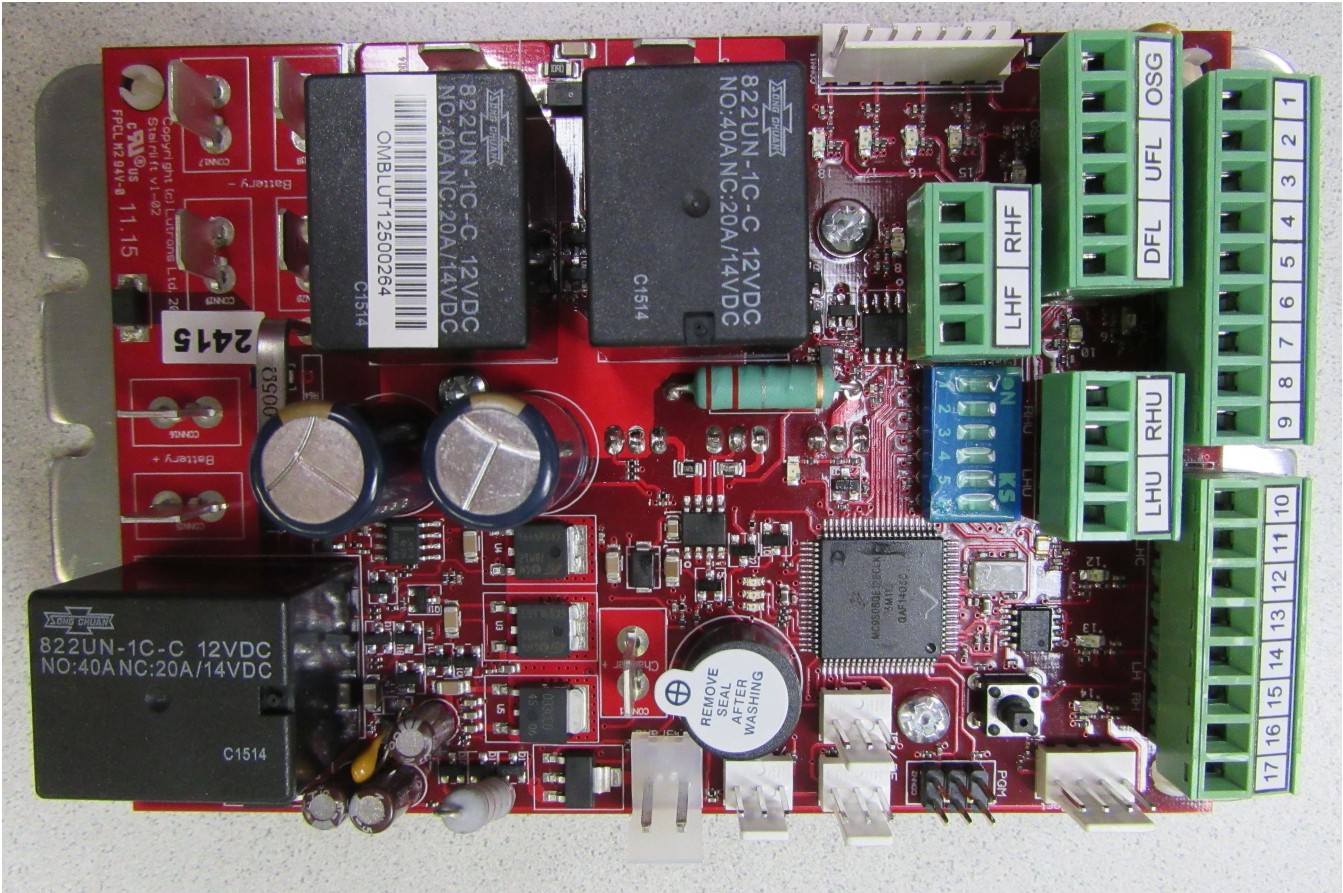
There are three LEDs located on the carriage front panel as shown below.



LED Status

LEDs	Meaning
Middle and right LEDs on	Left-hand obstruction (or ready to run right)
Middle and left LEDs on	Right-hand obstruction (or ready to run left)
Middle LED on	Obstruction, both right-hand and left-hand
All LEDs off	Safety circuit fault
All LEDs on	Ready to run left or right

Main board (LUT125) layout



DIP switch settings

Switch	State	Function
1	ON OFF	Reverses the up and down buttons on the remote CALL/SEND units
2	ON OFF	Brake installed Brake not installed
3	ON OFF	Beeps when running Does not beep when running
4	ON OFF	Soft start/stop (charge detected at cam) No soft start/stop
5	ON OFF	No charger warning and no sleep mode Charger warning and sleep mode
6	ON OFF	Silent mode (no buzzer) Normal mode (buzzer)

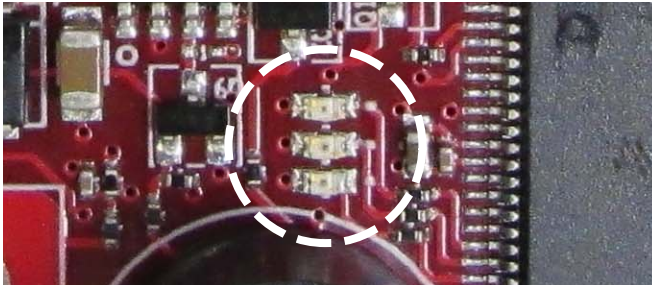


NOTICE

1. DIP switches are not sensed in real time. When you change a DIP switch setting, you need to cycle the power in order for it to be sensed by the microcontroller.
2. If all safety circuit LEDs are flashing and you have 11.5 volts, the controller is in sleep mode. Running in either direction or cycling the power will wake it up.

On-board Diagnostic LEDs

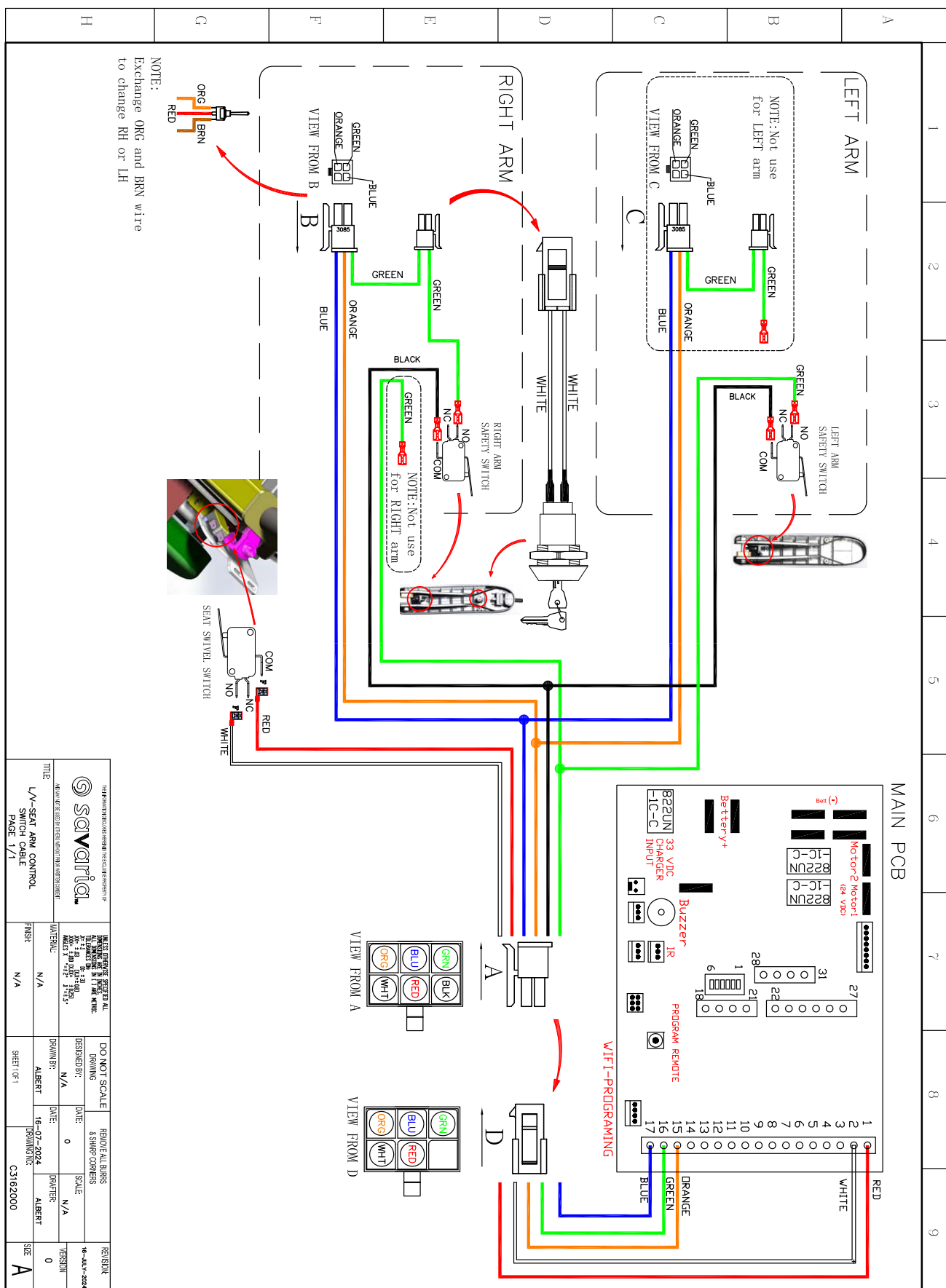
There are three on-board diagnostic LEDs on the main board (LUT125).



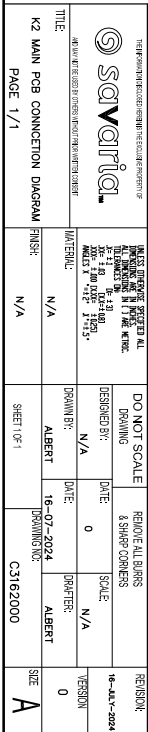
LED Status

LED	State	Meaning
Green	Off Flashing On	No power No charge Charging
Yellow	Off Flashing On	Charging Normal Sleep
Red	Off Flashing On	Normal Safety circuit open Unused

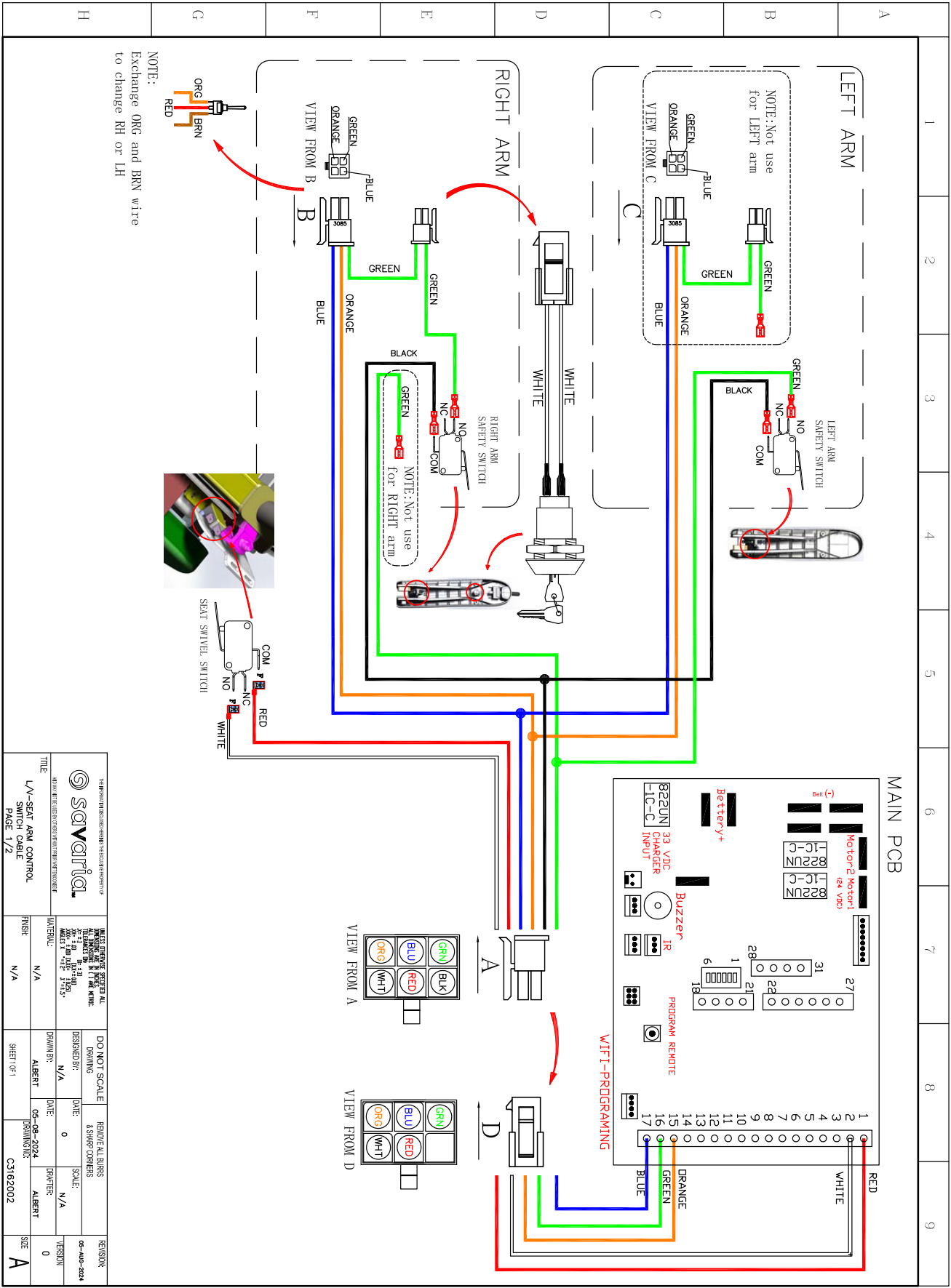
Main board (LUT125) wiring diagram, Page 1



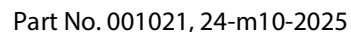
Part No. 001021, 24-m10-2025



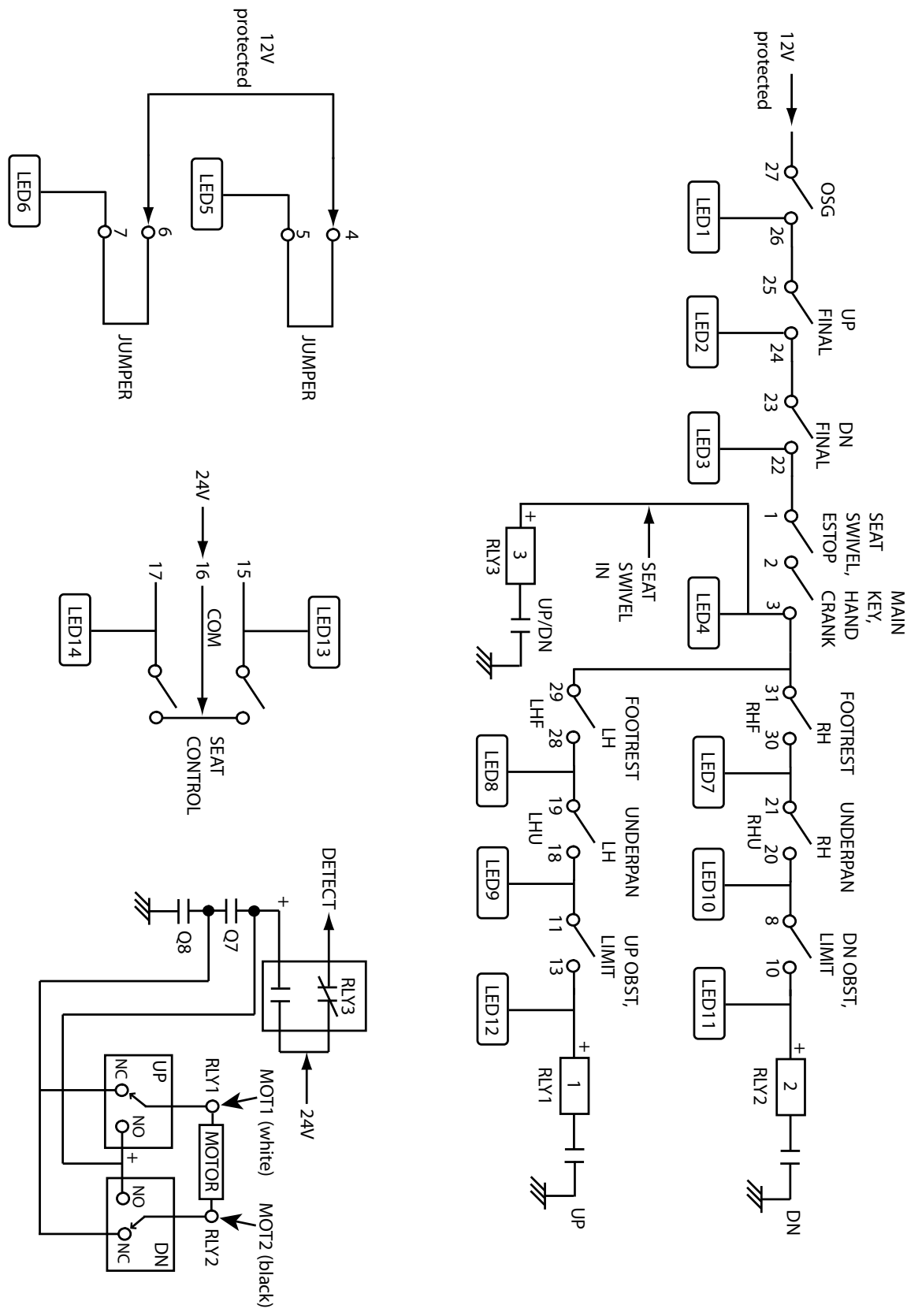
Main board (LUT125) wiring diagram (outdoor units only), Page 1



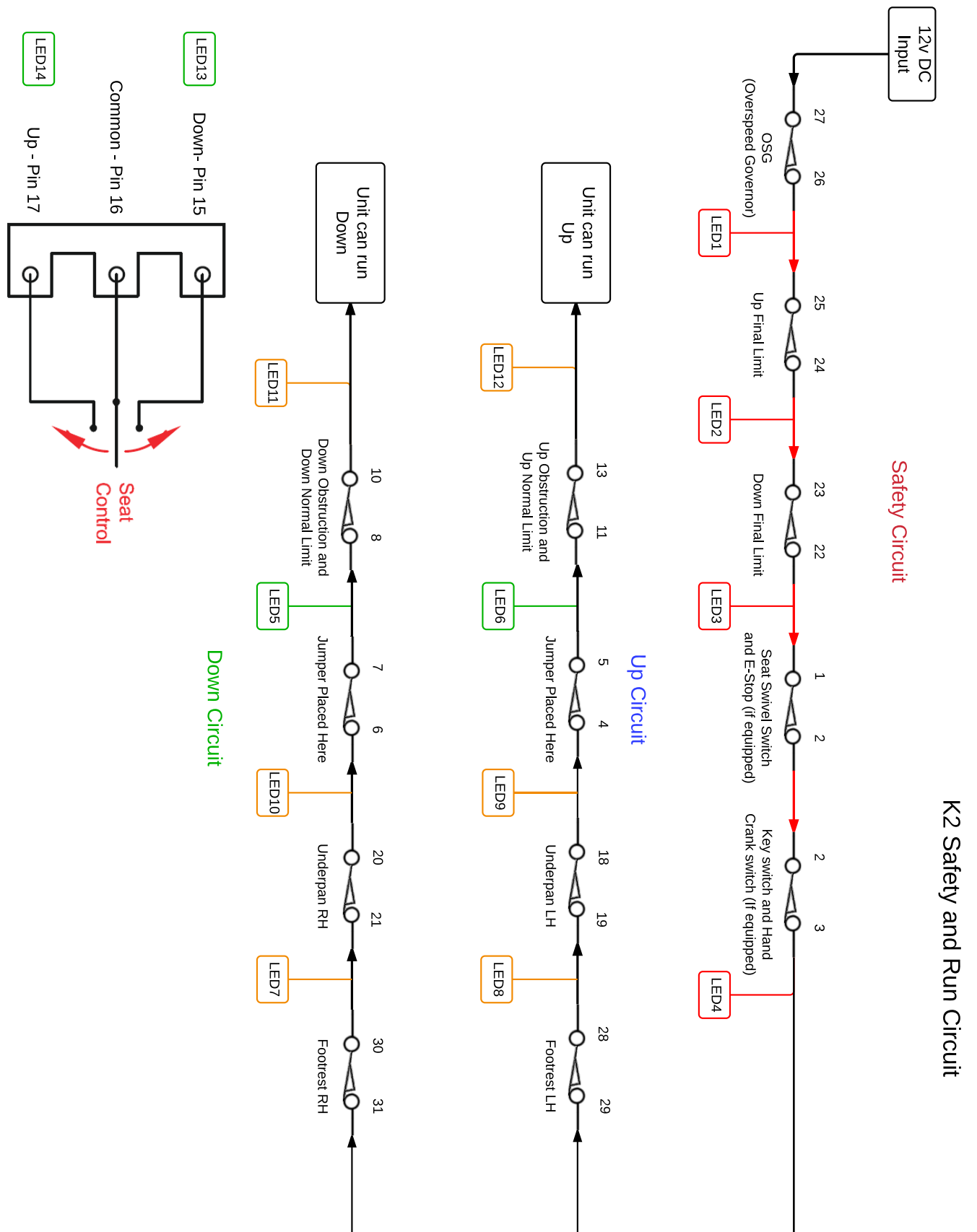
SAVARIA		DO NOT SCALE		REVISION	
L/V-SEAT ARM CONTROL		DESIGNED BY: N/A		DATE: 05-08-2024	
PAGE 1/2		DRAWN BY: ALBERT		SCALE: N/A	
N/A		SHEET 1 OF 1		DRAWING NO: C3162002	
N/A		N/A		VERSION: 0	
N/A		N/A		SIZE: A	



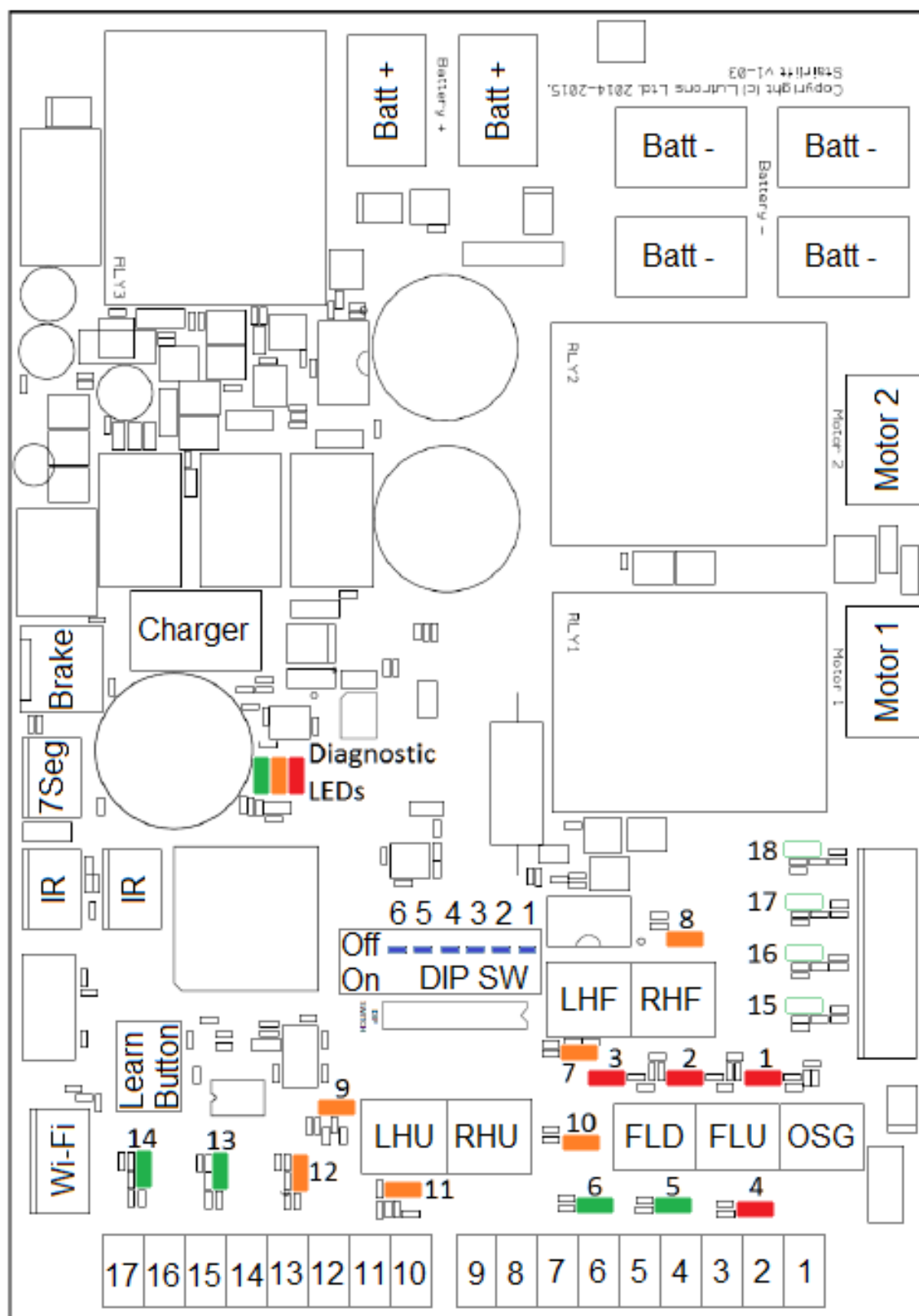
Main board (LUT125) safety circuit drawing



Main board (LUT125) safety circuit drawing



Main board (LUT125) LED layout



Appendix B

Maintenance

Maintenance Schedule (Owner)

Verification by owner	Frequency (Outdoor)	Frequency (Residential)
Check that the swivel seat switch is working. Ensure the unit will not travel until the swivel seat is locked in the riding position.	Every 6 months	Every 6 months
Check that the footrest and carriage sensors are working. Ensure the unit stops when it contacts an obstacle.	Every 6 months	Every 6 months
Check that the emergency stop button is working (if equipped). Ensure the unit stops immediately when the button is pressed.	Every 6 months	Every 6 months
Check that the seatbelt connects and holds securely.	Every 6 months	Every 6 months
Check that the seat and arm fold hinge points are secure.	Every 6 months	Every 6 months

Maintenance Schedule (Technician)

Verification by Technician	Frequency (Outdoor)	Frequency (Residential)
Check the operation of the limit switches. Ensure the unit stops at the required position at the top and bottom of the stairway.	Every 6 months	Every 6 months
Check the operation of the overspeed brake.	Normal: Every Year Heavy: Every Year Excessive: Every 6 months	Normal: Every Year Heavy: Every Year Excessive: Every 6 months
Lubricate angle and straight rollers with synthetic grease (super lube) or wet graphite grease.	Normal: Every Year Heavy: Every Year Excessive: Every 6 months	Normal: Every Year Heavy: Every Year Excessive: Every 6 months
Check that the top mechanical limits are tight.	Normal: Every Year Heavy: Every Year Excessive: Every 6 months	Normal: Every Year Heavy: Every Year Excessive: Every 6 months
Check that the rail brackets are tight	Normal: Every Year Heavy: Every Year Excessive: Every 6 months	Normal: Every Year Heavy: Every Year Excessive: Every 6 months
Check that the gear rack is tight and pitched properly.	Normal: Every Year Heavy: Every Year Excessive: Every 6 months	Normal: Every Year Heavy: Every Year Excessive: Every 6 months
Check that the footrest is level and tight.	Normal: Every Year Heavy: Every Year Excessive: Every 6 months	Normal: Every Year Heavy: Every Year Excessive: Every 6 months
Check for any damaged or worn covers or components and replace.	Normal: Every Year Heavy: Every Year Excessive: Every 6 months	Normal: Every Year Heavy: Every Year Excessive: Every 6 months
Check the wiring connections at all points.	Normal: Every Year Heavy: Every Year Excessive: Every 6 months	Normal: Every Year Heavy: Every Year Excessive: Every 6 months
Check for excessive motor, gear or roller noise.	Normal: Every Year Heavy: Every Year Excessive: Every 6 months	Normal: Every Year Heavy: Every Year Excessive: Every 6 months

Verification by Technician	Frequency (Outdoor)	Frequency (Residential)
Check for excessive motor temperature.	Normal: Every Year Heavy: Every Year Excessive: Every 6 months	Normal: Every Year Heavy: Every Year Excessive: Every 6 months
Replace the angle rollers and inspect the vertical rollers for wear (replace if wear is showing).	Every 3 years	Every 3 years
Lubricate all rollers with synthetic grease (super lube) or wet graphite grease.	Every 3 years	Every 3 years
Lubricate the seat swivel system using wheel bearing grease.	Normal: Every Year Heavy: Every Year Excessive: Every 6 months	Normal: Every Year Heavy: Every Year Excessive: Every 6 months

Appendix C

Savaria Link Option

For information on the Savaria Link option, refer to the following document:

- Savaria Link Installation and Setup Guide, P/N 001180

Technical Bulletin

K2 Toggle Switch Swap

Unless otherwise specified, Savaria Concord Lifts, Inc. accepts no responsibility for changes, labour, or replacements incurred from this technical bulletin.

Part number: 001258, Rev. 001

Type: Rework Instructions

Revision date: 26-m08-2024

Affects: K2

General

- This bulletin describes how to swap the toggle switch from one arm to the other on the K2.
- Please contact Savaria for details regarding ordering information.
- For technical support, please call 800.791.7999.

Procedure

Tools Required:

- Phillips screwdriver
- 9/16 wrench
- Allen key set

Procedure:

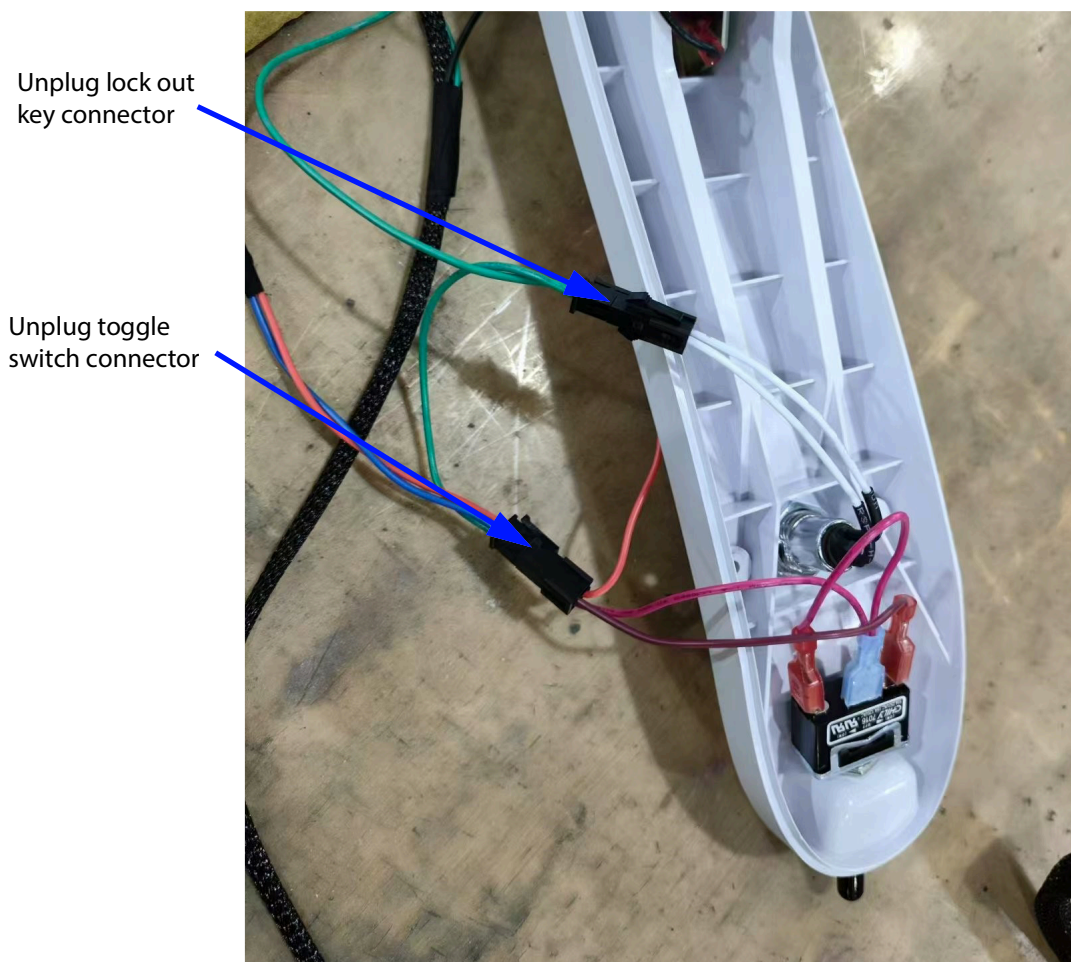
- 1 Remove the 4 screws from each arm rest housing. Set aside the screws for reuse.



- 2 Use a 9/16 wrench and Allen key to remove the bolt that secures the arm to the seat frame. Set aside the hardware for reuse.

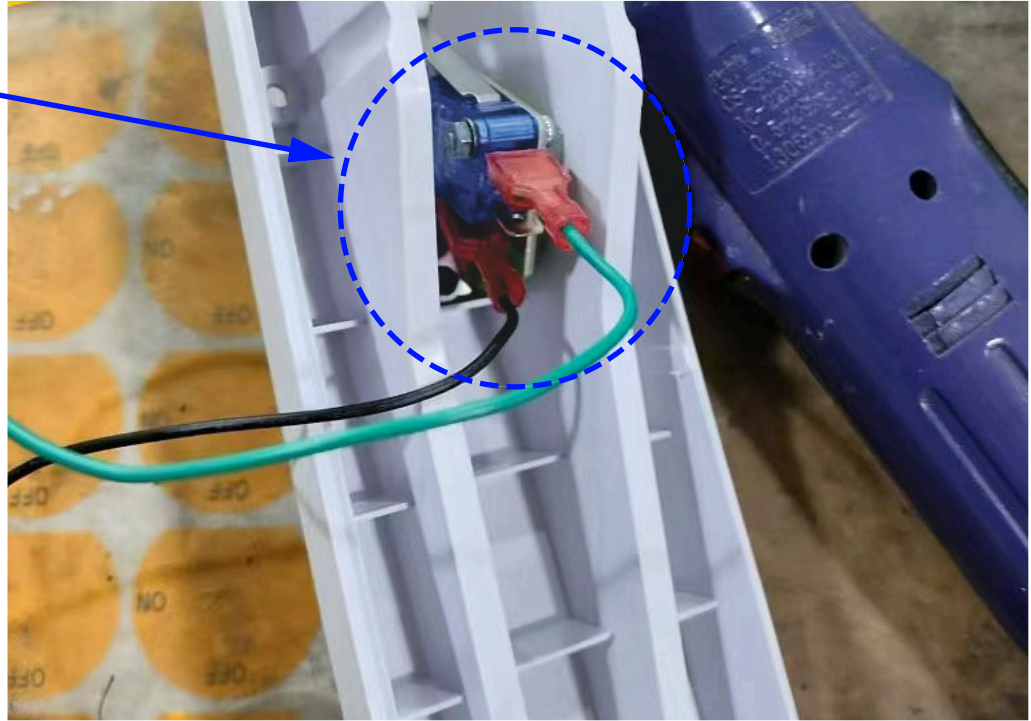


- 3 Note the connector wiring versus the wiring harness coming from the seat frame. Also, note the wiring to the lift up arm switch. Remove cable ties as needed, and then unplug the toggle switch connector and the lock out key connector indicated below.



- 4 Disconnect the 3 wires from the lift up arm switch (circled below). Note the connector wiring.

Disconnect 2 wires
from lift up arm
switch



- 5 Remove the arm rest assembly (with the housing) and swap it with the side the toggle switch needs to be on.



- 6 Plug in the connectors in the same way they were connected in the original arm.

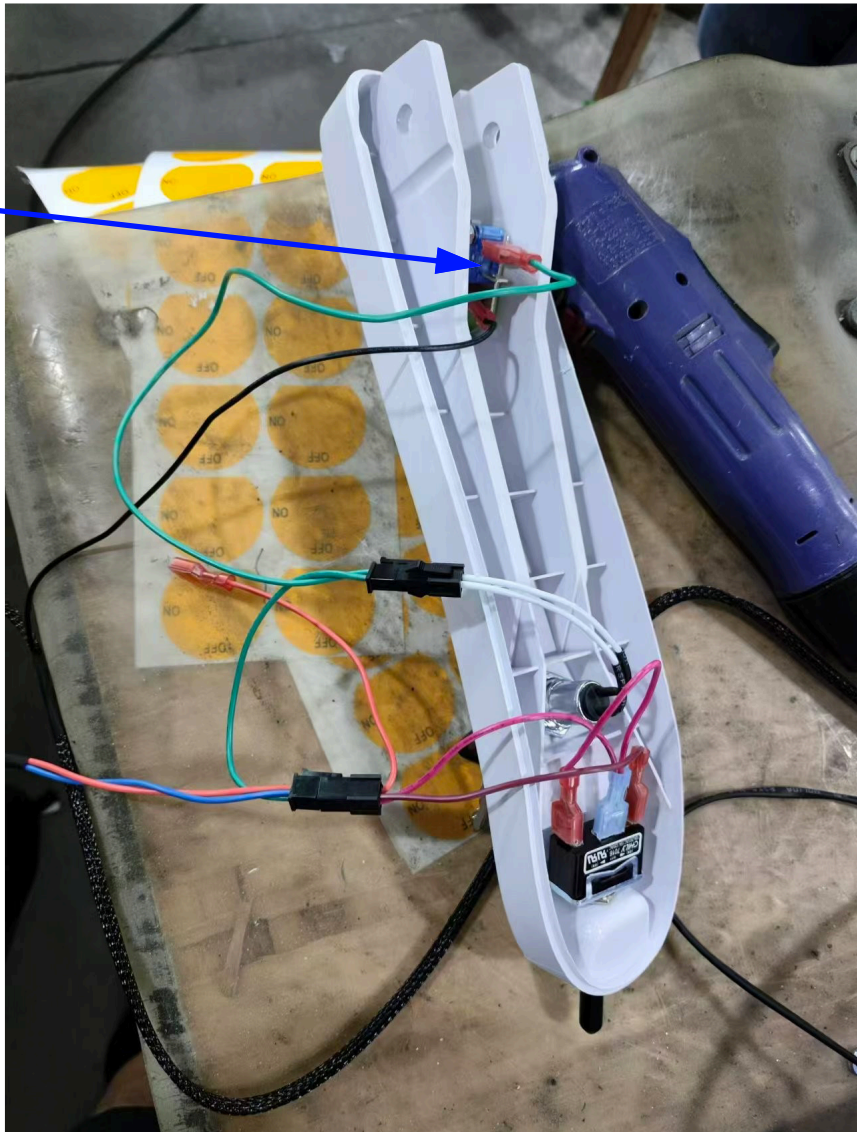
Plug in green wire connector to white wire connector (for lock out key)

Plug in orange/red wire connector to green/blue/orange wire connector (for toggle switch)



- 7 Connect the 3 wires to the lift up arm switch.
 - a. Connect the 1 green wire from the green wire connector to the first switch position as shown below.

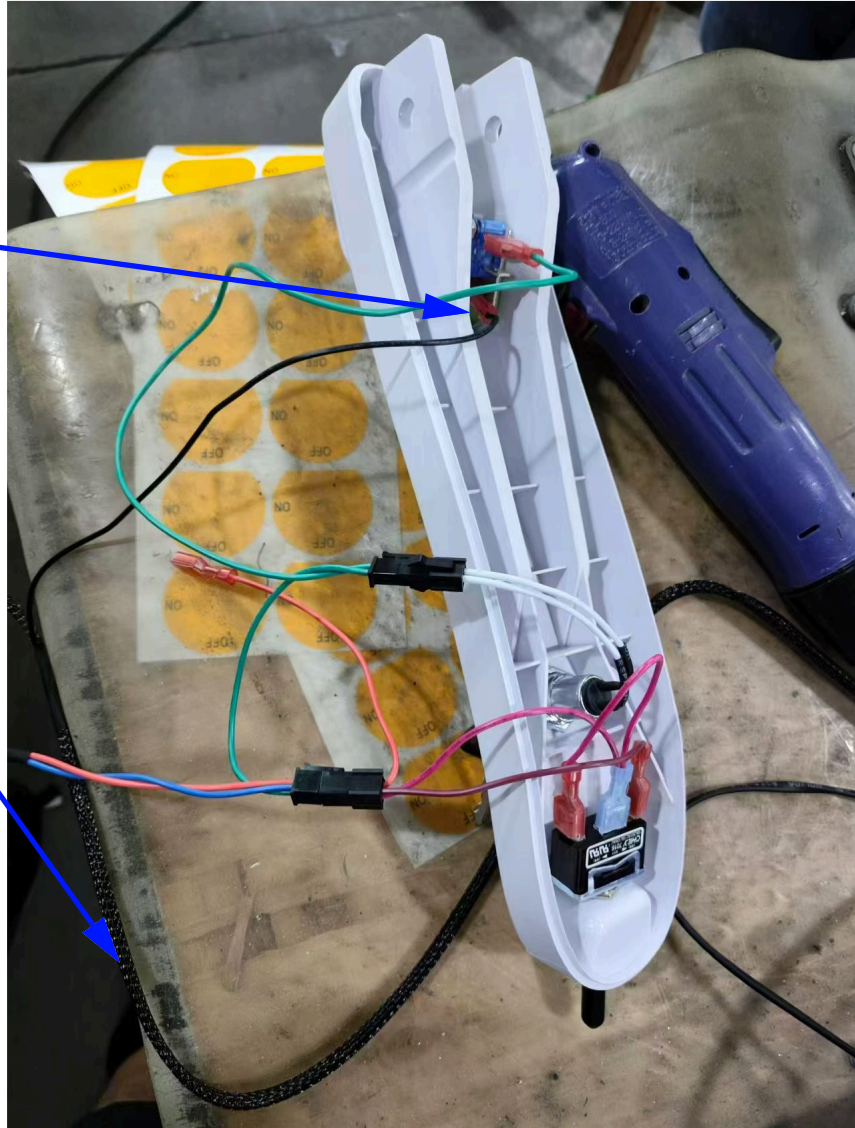
Connect green wire
from green wire
connector to first
switch position



- b. Connect the black wire from the harness to the end switch position as shown below

Connect green wire
from wire harness
to end switch position

Arm rest wiring
harness green and
black wires to lift up
arm switch



- 8 Once all wiring connections are complete, attach the arm rest to the seat frame and reassemble the arm rest housing.

K2 Stairlift

INSTALLATION GUIDE

Part No. 001021, Rev. 047
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