

nifty v160

shortform operating instructions



non-hgv self drive access

This book is designed as a guide to enable you to start work quickly and safely. It is not intended to replace the full manufacturer's operating instructions (a copy of which should be with your machine) which should be read and understood by anyone operating the machine.

SAFETY TIPS

ALWAYS

- Inspect your machine before use.
- Check all operations including ground controls.
- Check ground conditions.
- Check clearance from overhead obstructions (power cables, building projections etc).
- Plan your task/job.
- Use sole boards under your outriggers at all times regardless of ground conditions.
- Stabilise and level machine before use.
- Wear a safety harness connected to a suitable anchorage point inside the platform.
- Operate all controls smoothly.
- Warn other people that you are there by means of flashing lights, sign and cones.
- MAKE SAFETY YOUR No.1 PRIORITY.

NEVER

- Use an unsafe machine.
- Use an access platform to hoist loads like a crane.
- Overload cage/platform.
- Operate in strong winds (Check manufacturer's recommendation).
- Rest the cage on a structure or object to gain extra support.
- Attach your safety harness to a structure outside of the platform.
- Throw or drop anything from the platform.
- Use boxes, ladders or stand on handrails to gain additional height, if you can't reach, you need a bigger machine.
- Let an untrained person operate the access platform.
- Take unnecessary risks (hospitals and graveyards are full of dead heroes!)

**In the unlikely event that your machine develops a fault
please contact the Facelift Tech Team on 01444 881100**

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SAFETY

MANDATORY PRECAUTIONS

When operating your Niftylift, your safety is of the utmost concern. In order to fully appreciate all aspects of the machine's operation it should be ensured that each operator has read and fully understood the relevant manual covering machine use, maintenance and servicing. If any doubts exist concerning any points covered in your manual, contact the Facelift Tech Team on 01444 881133.

Before using any Niftylift, thoroughly inspect the machine for damage or deformation to all major components. Likewise, check the control systems for hydraulic leaks, damaged hoses, cable faults or loose covers to electrical components. At no time should damaged or faulty equipment be used – Correct all defects before putting the platform to work. If in doubt, contact the Facelift Tech Team as before.



NEITHER FACELIFT OR NIFTYLIFT HAVE DIRECT CONTROL OVER THE MACHINE APPLICATION AND USE. THEREFORE CONFORMATION WITH GOOD SAFETY PRACTICES IS THE RESPONSIBILITY OF THE USER AND HIS OPERATING PERSONNEL. FAILURE TO UNDERSTAND AND FOLLOW ALL SAFETY RULES COULD RESULT IN SERIOUS INJURY OR DEATH.

- 1) Only persons trained on the same or a similar model will be permitted to operate the aerial Niftylift.
- 2) Always operate the Niftylift in full accordance with the manufacturers operating and safety instructions for that model.
- 3) Before use each day and at the beginning of each shift the Niftylift shall be given a visual inspection and functional test including, but not limited to, operating and emergency controls, safety devices, personal protective clothing, including fall protection, air, hydraulic and fuel system leaks, cables and wiring harness, loose or missing parts, tyres and wheels, placards, warnings, control markings, Operating and Safety Manuals, guards, guard rail systems and all other items specified by the manufacturer.
- 4) Any problems or malfunctions that effect the safety of operations shall be repaired prior to the use of the Niftylift.
- 5) Always ensure that all warning labels, instructions, placards, control markings and safety manuals are intact and clearly legible. If replacements are required contact Facelift or Niftylift. Always observe and obey safety or operating instructions on such labels.
- 6) Do not alter, modify or disable in any way the controls, safety devices, interlocks or any other part of the machine.
- 7) Before the Niftylift is used and during use, the user shall check the area in which the aerial platform is to be used for possible hazards such as, but not limited to, drop-offs, holes, bumps, obstructions, debris, floor and overhead obstructions, high voltage conductors, wind and weather, unauthorised persons and any other possibly hazardous conditions.
- 8) Never exceed the maximum platform capacity of 440lbs (200kg), as indicated on the machine serial plate.
- 9) Only operate the Niftylift on a firm, level surface.
- 10) Never position any part of the Niftylift within 10ft (3m) of any electrical power line, conductor or similar above 415 volts.



THIS MACHINE IS NOT INSULATED.

IF IN DOUBT, CONTACT THE APPROPRIATE AUTHORITIES.

- 11) On entering the platform ensure that the drop down entry bar is closed afterwards.
- 12) Use of an approved safety belt and lanyard, hard hat and appropriate safety clothing is mandatory. Fasten harness to designated harness securing points within the platform and do not remove until leaving the platform whilst in the stowed position.
- 13) Always remain standing in the platform. Do not attempt to increase your height or reach by standing and/or climbing on the platform guard rails or any other object. **KEEP YOUR FEET ON THE PLATFORM FLOOR.** Do not sit, stand or climb on the guard rail, mid rail or boom linkage. Use of planks, ladders or any other devices on the Niftylift for achieving additional height or reach shall be prohibited.
- 14) Do not use the platform levelling system to artificially increase the outreach of the platform. Never use boards or ladders to achieve the same result.
- 15) Do not use the platform to lift overhanging or bulky items which may exceed the maximum capacity or carry objects that may increase wind loading on the platform. (E.g. notice boards etc.)
- 16) The Niftylift shall not be operated from a position on trucks, trailers, railway cars, floating vessels, scaffolds or similar equipment unless the application is approved in writing by Niftylift Ltd. in Great Britain.
- 17) Always check below and around the platform before lowering or slewing to ensure that the area is clear of personnel and obstructions. Care should be taken when slewing out into areas where there may be passing traffic. Use barriers to control traffic flow or prevent access to the machine.
- 18) Stunt driving and horseplay, on or around the Niftylift shall not be permitted.
- 19) When other moving equipment and vehicles are present, special precautions shall be taken to comply with local ordinances or safety standards established for the workplace. Warnings such as, but not limited to, flags, roped off areas, flashing lights and barricades shall be used.
- 20) It shall be the responsibility of the user to determine the hazard classification of any particular atmosphere or location. Aerial platforms operated in hazardous locations shall be approved and of the type required.
- 21) The operator shall immediately report to his supervisor any potentially hazardous location(s) (environment) which become evident during operation.
- 22) If an operator encounters any suspected malfunction of the Niftylift or any hazard or potentially unsafe condition relating

to capacity, intended use or safe operation, he shall cease operation of the Niftylift and request further information as to safe operation from his management, or owner, dealer or manufacturer before further operation of the Niftylift.

- 23) The operator shall immediately report to his superior any problems or malfunctions of the Niftylift, which becomes evident during operation. Any problems or malfunctions that affect the safety of operation shall be repaired prior to continued use.
- 24) The boom and platform of the Niftylift shall not be used to jack the wheels off the ground.
- 25) The Niftylift shall not be used as a crane.
- 26) The Niftylift shall not be positioned against another object to steady the platform.
- 27) Care should be taken to prevent rope, electric cords and hoses from becoming entangled in the aerial platform.
- 28) Batteries shall be recharged in a well-ventilated area free of flame, sparks or other hazards that may cause explosion. Highly explosive hydrogen gas is produced during the charging process.
- 29) When checking battery electrolyte levels great care should be taken to protect eyes, skin and clothing. Battery acid is highly corrosive and protective glasses and clothing is recommended.



- 30) When the machine is not in use stow the booms correctly. **NEVER LEAVE THE KEYS IN THE MACHINE**, if it is to be left for any period of time. Use wheel chocks if leaving on an incline.
- 31) If the platform or elevating assembly becomes caught, snagged or otherwise prevented from normal motion by adjacent structure or other obstacles, such as that control reversal does not free the platform, all personnel shall be removed from the platform safely before attempts are made to free the platform using ground controls.
- 32) The engine must be shut down while fuel tanks are being filled. Fuelling must be done in a well-ventilated area free of flame, sparks or any other hazard which may cause fire or explosion. **GASOLINE, LIQUID PROPANE AND DIESEL FUELS ARE FLAMMABLE.**
- 33) **NEVER START THE NIFTYLIFT IF YOU SMELL PETROL (GASOLINE), LIQUID PROPANE OR DIESEL FUEL.**
- 34) The operator shall implement means provided to protect against use by unauthorised persons.
- 35) Never remove anything that may affect the stability of the machine such as, but not limited to, batteries, covers, engines, tyres or ballast.

DAILY SAFETY CHECK LIST

Before use each day and at the beginning of each shift the aerial platform shall be given a visual inspection and functional test including, but not limited to, the following:

- 1) Read and fully understand Operating and Safety Manual.

- 2) Check safety belts and hard hats.
- 3) Check all decals and placards to see if in place and legible.
- 4) Check platform is securely fastened to platform support.
- 5) Check wheel nuts for tightness and tyres for condition or damage.
- 6) Check outriggers (if applicable) for condition, microswitch operation and security.
- 7) Check batteries for condition, cleanliness, connections and electrolyte levels.
- 8) Check engine oil, fuel and coolant levels (if applicable).
- 9) Check installation of all guards, covers and boom clamps.
- 10) Check for loose, missing or damaged parts.
- 11) Check all hydraulic hoses and electrical cables and wiring.
- 12) Check hydraulic, fuel and air systems for leaks.
- 13) Do not exceed rated platform capacity 440 lbs (200kgs).
- 14) Check foot pedal for proper operation (if applicable).
- 15) Check all operating emergency controls – Select an area free from obstructions and hazards. Exercise extreme caution throughout the checking procedure especially when checking brakes.
- 16) Check operation of emergency hand pump.
- 17) Check brakes and all lights.
- 18) Check tilt sensor/alarm horn and beacons (if fitted).
- 19) Check high engine and/or high drive limit switches.
- 20) Check and refer to operating and safety manual for further daily/periodic checks and inspections.

OPERATION

CONTROL CIRCUIT

- 1) To engage P.T.O., depress clutch pedal after engaging vehicle hand brake. Move manual P.T.O. lever rearwards until 'P.T.O. engaged' lamp illuminates. Slowly release clutch pedal to bring hydraulic pump up to speed. Hydraulic power is now available. On some models the P.T.O. is electrically engaged, using the dash mounted rocker switch. Depress the clutch pedal, engage the switch, wait four seconds to allow the air in the cylinder to operate and then slowly let the clutch out.
- 2) If the machine is configured to run from a 'donkey' engine, the vehicle engine should first be stopped. Then the diesel start keyswitch, located on the vehicle dash, should be turned from the 'off' position through to 'start'. If the diesel engine is cold, the keyswitch can be held in the intermediate position for 3-5 seconds. This will energise the pre-heat circuit prior to selecting 'start'.
- 3) The 'door close' lamp is not used on a V160, since this function is purely for Van mount applications.
- 4) If the booms are stowed and fully engaged with the 'Booms down' limit switch the 'Jacks Able' light will illuminate.
- 5) It is now possible to extend all jacks until the vehicle is stabilised. As the legs extend, the 'Plat/Jack unstowed' lamp will light. All four jacks must be in contact with the ground and taking weight to stabilise the platform. On contact with the ground the 'Jacks down' lamp will illuminate. Best stability of the platform is assured if the jacks can be taken to full stroke.

- 6) It is now possible to change the duty selector from 'jacks' to 'platform' position. As this is done the 'Jacks able' light is extinguished and the jack extend/retract push buttons are rendered inoperable. The stabiliser jacks are effectively 'locked out' and will remain so until the duty selector is turned back. The 'Platform Able' light will illuminate indicating that the jacks are down and the platform is free to move.
- 7) It is now possible to use the platform as described in the 'Controls' section of this book. To ensure full operator safety it is advisable to lock the cab if the vehicle is left unattended whilst the platform is in use. Anyone entering the cab could move the duty selector off 'Platform' and although not able to take control of the jacks (because of interlocks) they could immobilise the platform and strand the operators. Similarly access to the ground controls should be denied by keeping the panel closed to prevent unauthorised use.
- 8) If the vehicle lifts a jack in operation due to excessive applied loads, ground instability or inadequate ground penetration, then 'Platform Able' light will extinguish and platform solenoid will curtail machine operation. It will be necessary to re-establish the ground contact to illuminate the 'Platform Able' light. In extreme circumstances a gravity descent would be necessary to recover the machine.
- 9) Control of the vehicle engine is possible from the cage, using the red mushroom head emergency stop. This only operates when the P.T.O. is engaged (and consequently will stop the engine if it is left in the operated position every time the P.T.O. is engaged). To stop the vehicle engine push firmly on the mushroom head until an audible click is heard. The stop button will latch in and remain so until re-set. To re-set, the head is twisted anti-clockwise and allowed to spring out. This same control will similarly affect the 'donkey' engine.
- 10) The engine can also be re-started from the cage using the black 'start' push-button. Push and hold to turn over the starter motor and release when the engine fires. On those vehicles with a throttle blipper module fitted the engine revs will increase for 2-3 seconds in order to energise the alternator. After this period the alternator will be delivering a charge to the vehicle battery and the vehicle engine will return to tick-over speed.
- 11) On vehicles not fitted with the module, the engine throttle will need to be gently blipped to increase engine speed to just over 1200 rpm in order to energise the alternator. Continual use of the engine start/stop will deplete the vehicle battery unless the alternator is energised.
- 12) If the electric power pack button is depressed (the green 'proud' button) then the engine will also stop, preventing both D.C. and P.T.O. (or 'donkey' engine) power from being used at the same time. Limited power is available for D.C. operation and extended periods of operation should be avoided. Once the vehicle battery is discharged there would be no possibility of an unassisted start of the vehicle engine, thereby 'stranding' the machine.
- 13) On completion of work, the platform is stowed into the restraint and engaged with the 'booms down' switch.
- 14) The duty selector is turned back to 'Jacks' position, extinguishing the 'Platform Able' lamp.
- 15) The jacks can now be raised, which will extinguish the 'Jacks Down' lamp and when all jacks are stowed the 'Plat/Jacks unstowed' lamp will also extinguish.
- 16) To move the vehicle the P.T.O. lever needs to be disengaged after first depressing the clutch. As this is done the 'P.T.O. Engaged' light will extinguish. Similarly, stopping the 'donkey' engine will extinguish the same light.
- 17) Finally, when not in use the duty selector should be left in the central 'off' position.

SETTING UP PROCEDURES



FAILURE TO DEPLOY THE OUTRIGGERS CORRECTLY COULD RESULT IN DEATH OR SERIOUS INJURY

ALL MODELS

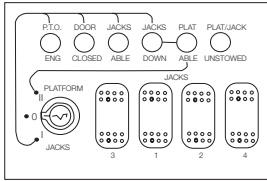
- 1) Read and fully comply with all safety precautions and operating instructions in the Operating and Safety manual and the warning decals on the machine.
- 2) Position Niftylift on firm, level ground. **NEVER** work with base across or adjacent to any slope. Use the jacks to level the base of the machine, if necessary using suitable load bearing pads to support the downhill jacks. A slope of up to 12 degrees can be accommodated in this fashion. Do not elevate the platform unless the base can be corrected to within 3 degrees of level.
- 3) Position Niftylift, bearing in mind range of boom movement so that any overhead obstruction or possible hazards such as, but not limited to, power cables, telephone lines, drains, manhole covers, etc.
- 4) If the load bearing capacity of the ground is in any doubt the machine must not be used.
- 5) **APPLY HANDBRAKE** and cordon off area using appropriate cones, barriers and flags.
- 6) Release boom travelling clamp. (if applicable).
- 7) Check all emergency stops are not engaged, i.e. fully out.
- 8) Check base is level using spirit level mounted on machine chassis.
- 9) From the vehicle cab, deploy the four jacks as described in the previous section.
- 10) All jacks must be down onto a firm, level surface, with each one taking equal weight as near as can be reasonably ascertained. For best stability it is recommended that the front jacks be extended as a pair, alternating with the rear jacks being similarly extended together until the machine is fully elevated. The vehicle suspension will be taken with the machine, thereby ensuring maximum ballast. It is then recommended that the machine is levelled by retracting the high jack, or jacks, until the base is level. This also ensures that the maximum stabilising weight is available for the platform operation.
- 11) To operate the booms from the ground, turn the selector in the cab to platform, i.e. fully up. The machine may now be operated from the ground controls at the side of the vehicle. Note: if no power is available check that each jack foot is down onto a firm, level surface.
- 12) To operate the booms from the ground, turn the selector in

the cab to platform position i.e. fully up. Note: if alarm sounds return key to centre off position and check each jack foot is down onto a firm, level surface.

- 13) Always lower booms fully before adjusting, raising, retracting or moving the outriggers in any way.
- 14) Never alter, modify or block any of the safety circuits on the Niftylift.

CAB CONTROLS

- i) The vehicle dash panel contains the platform and jack controls, as well as the indicator lamps for the machine operation. The panel also holds the duty selector which is used to change the machine operation from jack to platform. (Subject to interlocking).



- ii) The indicator lamps provide the following information from left to right:-
 - a) P.T.O. Engaged (with optional buzzer) – lit when P.T.O. is engaged, or if the ‘donkey’ engine is running.
 - b) Door closed – not used on this application, lamp position will be capped.
 - c) Jacks able – lit when duty selector is in ‘Jacks’ position and if booms are stowed into restraint.
 - d) Jacks down – lit when all jacks are in contact with the ground.

Note: Only when all of these conditions are met can you proceed to:-

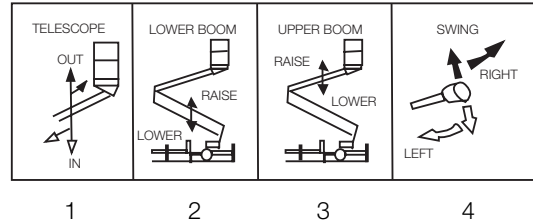
 - e) Platform Able – lit when duty selector is in ‘platform’ position and if all jacks are down.
 - f) Plat/Jack unstowed – lit if any jack or the platform is not stowed.

- iii) Beneath the lamp array are four jack control rocker switches.
- iv) Located on the vehicle cab floor is the manual P.T.O. engagement lever. (If applicable).
- v) To one side of the vehicle dash panel will be found a Green ‘proud’ pushbutton. In the event of loss of hydraulic power from the primary power source, the vehicle battery will run the D.C. power pack providing a ‘standby’ option to enable the machine to be recovered. Continued operation using the battery system is not recommended, since battery power is limited and once exhausted would prevent the vehicle from being started, thereby stranding the machine. As long as the booms are stowed onto the boom rest and assuming that the duty selector in the cab is in the ‘Jack’ position, the green proud button can be pushed and held down, thereby running the D.C. pack. The battery will run the pack for as long as the button is depressed, whilst the jacks are operated in the usual manner. It is then necessary to move the duty selector in the cab to the ‘platform’ position in order to use the D.C. pack to manoeuvre the platform. When the green button is first utilised, the primary power source will stop, thereby preventing excess flow being generated by the two sources. Releasing the green button will allow the primary power source to be re-used as normal.

- vi) ‘Donkey’ engine keyswitch – If the machine is equipped with a primary power source other than the P.T.O, then a ‘donkey’ engine start switch will be located adjacent to the D.C. power pack on the vehicle dash. This keyswitch will control the starting and stopping of the auxiliary engine only and will not affect the vehicle engine.

GROUND CONTROLS

Access to the platform ground controls is via the hinged flap which is situated on the vehicle decking, to the nearside.



- | | | | |
|---|--------------------|--------------|---------------|
| 1 | Operates Telescope | Up for out | Down for in |
| 2 | Operates Boom 2 | Up for up | Down for down |
| 3 | Operates Boom 3 | Up for up | Down for down |
| 4 | Operates Slew | Up for right | Down for left |

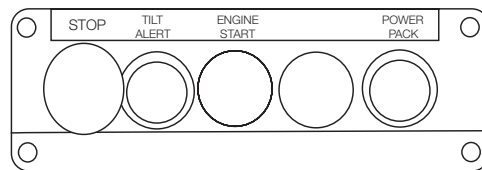
If all jack interlock requirements are met, the platform ground controls are ‘live’ and as such the access panel should be left closed when the platform is in operation.



ALWAYS ALLOW THE ENGINE TO WARM UP BEFORE OPERATING

ALWAYS RETURN BOOMS TO THE CENTRAL STOWED POSITION

PLATFORM CONTROLS



PUSH BUTTONS

- a) **Emergency stop** **Red ‘Mushroom’ head**
When actuated will halt all functions on the machine. Hydraulic flow is also dumped to tank. Vehicle engine or ‘donkey’ engine will stop. To reset, the red mushroom head is twisted anti-clockwise, allowing it to spring back out to the working position.
- b) **Tilt Alert** **Red Illuminated Lens**
The lamp will illuminate and a buzzer will also sound, when any of the four jack feet loose contact with the ground. The machine must be immediately returned to the rest position and the jack legs repositioned to ensure that all four legs are taking equal load.

c) **Engine start** **Black Flush Button**

Push and hold to turn over the vehicle engine or 'donkey' engine. Once it fires the button can be released. When the engine is running the 'start' button is disabled, preventing the operator from attempting to re-start an already running engine and thereby damaging the starter or ring gear. The Emergency Stop Button must also be reset before the 'start' button will work.

d) **Power Pack** **Green 'Proud' Button**

In the event of loss of hydraulic power from the primary power source, the vehicle battery will run the D.C. power pack providing a 'standby' option to enable the machine to be recovered. Continued operation using the battery system is not recommended, since battery power is limited and once exhausted would prevent the vehicle from being started thereby stranding the machine. Assuming that the duty selector in the cab is still in the 'Platform' position the green button is pushed and held down, thereby running the D.C. pack. The battery will run the pack for as long as the button is depressed, whilst the platform is manoeuvred in the usual manner. As the booms are stowed onto the boom rest, the green button becomes disabled. It is then necessary to move the duty selector in the cab to the 'Jack' position in order to use the D.C. pack to recover the jacks. When the green button is first utilised, the primary power source will stop, thereby preventing excess flow being generated by the two sources. Releasing the green button will allow the primary power source to be re-used as normal.

- | | | | |
|---|---------------------|--------------|---------------|
| 5 | Operates Upper Boom | UP for up | DOWN for down |
| 6 | Operates Swing | UP for right | DOWN for left |



DO NOT OPERATE THE NIFTYLIFT WHILST ELEVATED UNLESS ON A FIRM, LEVEL SURFACE FREE FROM ANY POSSIBLE OBSTRUCTIONS OR HAZARDS BOTH AT GROUND LEVEL AND OVERHEAD.

IF ALARM SOUNDS – DESCEND IMMEDIATELY.

EMERGENCY CONTROLS

GENERAL



CHECKING THE OPERATION OF THE EMERGENCY CONTROLS EVERY DAY AND/OR BEFORE EACH SHIFT IS AN ESSENTIAL PART OF THE OPERATORS DUTIES.

The operator and all ground personnel must be thoroughly familiar with the location and operation of the EMERGENCY CONTROLS.

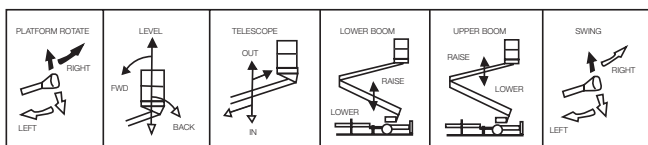
BOOM CONTROLS



ALWAYS ENSURE THE AERIAL PLATFORM IS ON A FIRM LEVEL SURFACE AND THE AREA IS FREE OF ANY OVERHEAD OBSTRUCTIONS.



ENGAGING THE RED EMERGENCY STOP BUTTON WILL SHUT DOWN THE ENGINE AND THE ELECTRIC CIRCUIT PREVENTING OPERATION OF ANY FUNCTION.



- | | | | |
|---|------------------------|--------------|---------------|
| 1 | Operates Cage Rotation | UP for right | DOWN for Left |
|---|------------------------|--------------|---------------|

- | | | | |
|---|-------------------------|-------------|---------------|
| 2 | Operates Platform Level | FWD for fwd | BACK for back |
|---|-------------------------|-------------|---------------|

- | | | | |
|---|--------------------|------------|-------------|
| 3 | Operates Telescope | UP for out | DOWN for in |
|---|--------------------|------------|-------------|

- | | | | |
|---|---------------------|-----------|---------------|
| 4 | Operates Lower Boom | UP for up | DOWN for down |
|---|---------------------|-----------|---------------|

IN THE EVENT OF LOSS OF HYDRAULIC POWER

If the Primary power source fails (either P.T.O. or 'Donkey' engine), the operator can recover the machine by use of the Green 'proud' button fitted on the cage console. Push and hold the green button to run the D.C. power pack whilst manoeuvring the machine back to the rest position. As the booms come back onto the boom rest the green button will stop running the D.C. pack, if the cab duty selector is then turned to 'Jack' position, then the same green button will again run the D.C. pack, enabling the jacks to be recovered. Alternatively the cab green button can be used to provide the same control function.

IN THE EVENT OF AN INCAPACITATED OPERATOR

If the primary power source is still running, the machine can be operated normally using the ground controls to recover the machine. If the primary power source has failed and the operator is unable to assume control by using the 'Standby' D.C. pack, then a ground operator can use the Green 'proud' button located on the vehicle dash, whilst someone else moves the machine back to the rest using the ground controls as described previously.

IN THE EVENT OF MACHINE FAILURE

An Emergency Handpump is located adjacent to the base controls and can be utilised in conjunction with either the base or cage controls, to manoeuvre the machine back to the stowed

position. It is necessary to manually operate the pump handle whilst operating the machine controls at the same time. It is also possible to use the Emergency Handpump to actuate the telescope, slew and if necessary to elevate any boom. This may be utilised if the machine needs to be moved away from an adjacent obstruction prior to boom recovery. Care should be taken however, if in case of machine recovery due to instability or lack of ground consolidation, that using the Emergency Handpump does not increase the effective outreach movement. For example, do not telescope further in the direction of tilt, or slew the machine in that direction in order to recover the machine.

TO ROTATE PLATFORM IN AN EMERGENCY

Fit 1/2 inch drive socket on to end of swing worm gear and crank round manually.

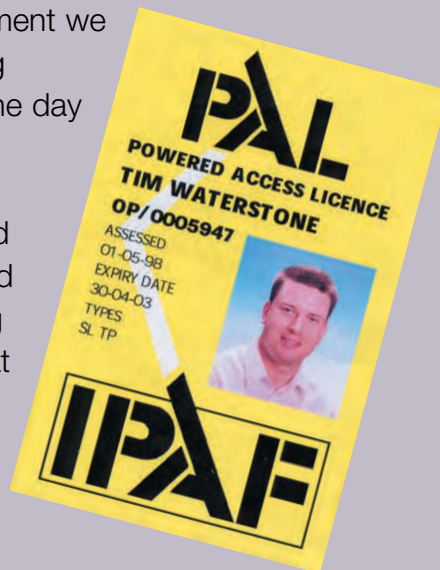
INCIDENT NOTIFICATION

It is a mandatory requirement that any accident or incident involving a Niftylift, regardless of whether any party received injury or property was damaged, be reported by telephone directly to Niftylift. Failure to do so may render any warranty on the machine void.

operator training centre

When hiring access equipment we strongly recommend taking advantage of one of our one day operator training courses

As Facelift is an accredited IPAF (Independent Powered Access Federation) training centre you can be sure that your staff will be trained to a high standard and receive an internationally recognised qualification.



Courses can take place on your own premises or at one of our training centres, situated in Hickstead, Iver, Southampton and Liverpool.

We can train your personnel on any of the following equipment:

- (SL) Scissor Lift
- (SPB) Self Propelled Boom
- (VMP26) Truck/Van mounted to 26m
- (VMP200) Truck mounted over 26m
- (VPP) Vertical Personnel Platform
- (TP) Trailer/Push around

The one day course* covers site safety, practical demonstration, sole usage and site risks and includes a theory test.

*(two day course for VMP200)

Successful candidates are issued with the IPAF PAL card, widely accepted by both the CITB and Health And Safety Executive.

For further information or to arrange a training course call us today on:
0800 0 72 55 72

