

Mat Lifters by Progressive

Operation and Maintenance

** Please read all instructions before attempting any operations.

- Use Mat Lifter **ONLY** for handling athletic mats rolled up for storage.
- Do not allow anyone to ride on the unit.
- Do not attempt to lift mats heavier than rated capacity of the Mat Lifter.
- Mat Lifter must be in full view of operator.
- Only authorized personnel are to operate the Mat Lifter.
- Always make sure that the area below the Mat Lifter is clear and safe.
- Do not allow anyone to stand or walk beneath Mat Lifter or mat while unit is in motion.

To Operate Mat Lifter—

Place the key in the key switch. By rotating and holding the key in the desired position, the Mat Lifter can be raised or lowered. Key is to be retained by a designated authorized person. **NEVER** leave key in key switch unattended.

To Store the Mat—

- ① Lower the Mat Lifter until the empty mat sling has contacted the floor. When lowering, **NEVER allow the ropes to go slack by permitting the load bar to rest upon the mat or any other object (See Fig. 1).**

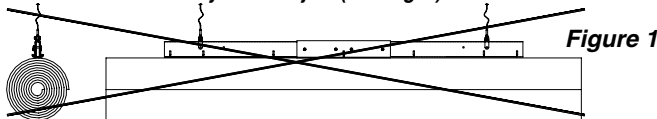


Figure 1

- ② Unhook the sling rings from one side of the load bar. Spread out the sling and straps on the floor making sure that there are **NO twists, wrinkles, or any overlapping material.**
- ③ For proper mat storage, the mat must be rolled evenly and snugly. Make sure that the mat is approximately the same diameter at both ends.
- ④ Roll the mat onto the sling. The mat must be centered on, evenly spaced, and square to the sling (See Fig. 2).

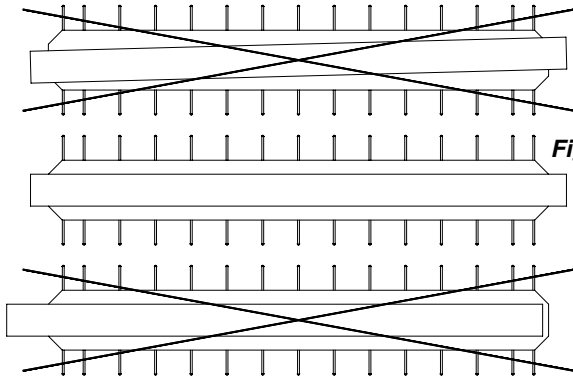


Figure 2

- ⑤ Attach all sling rings to their corresponding hooks on the load bar.

Please Note: Do **NOT** allow the sling straps to be twisted when attaching.

- ⑥ Carefully raise the Mat Lifter so that the mat is just clear of the floor. Check that all sling rings are properly attached and that there are **NO** twisted sling straps. When viewed from the front, straps should be reasonably vertical.

Please Note: Do **NOT** continue raising without this inspection. If necessary, perform any corrective action required by lowering the mat to the floor, correcting the problem, and re-inspecting before raising again. Do **NOT** raise the suspended load if it is swinging! Wait until the load stops swinging before raising. Do **NOT** push the mat to cause swinging, during either raising or lowering.

- ⑦ Raise the Mat Lifter while watching for any problems. The Mat Lifter is designed to stop automatically when it has reached the full up position.

To Remove Mat—

- ① Lower the Mat Lifter until the mat has contacted the floor. When lowering, **NEVER allow the ropes to go slack by permitting the load bar to rest upon the mat or any other object (See Fig. 1).**
- ② Unhook the sling rings from one side of the load bar. Spread out the sling and straps making sure that there are **NO twists, wrinkles, or any overlapping material.**
- ③ Roll the mat off of the sling.
- ④ Reattach all sling rings to their corresponding hooks on the load bar.
- ⑤ Be sure the load bar is stationary and not swinging before raising, raise Mat Lifter to full up position.

Please Note: When not in use, remove key from key switch and store the key in a secure area. Key must **NOT** be available to unauthorized personnel.

Mat Lifter Maintenance Instructions

For continued safe, reliable operation of the Mat Lifter, it is important that the following maintenance and inspections occur on an annual basis.

Inspect the sling carefully for the following items:

- ① Inspect the mat sling for signs of tearing, wear, or loosening seams. If such deterioration or damage exists, replace the sling assembly.

Inspect the wire ropes carefully for the following items:

- ① Rope distortion such as kinking, crushing, unstranding, birdcaging, main strand displacement, or core protrusion.
- ② General corrosion.
- ③ Broken or cut strands.
- ④ Any visible broken or cut wires.
- ⑤ Reduction in rope diameter due to loss of core support, internal or external corrosion, or wear of outer wires. (The greatest diameter of the rope must not be less than 0.27")
- ⑥ Damage from heat.
- ⑦ Corroded or broken wires at end connections.
- ⑧ Corroded, cracked, bent, worn, damaged, or improperly applied end connections.

Inspect rest of unit carefully for the following items:

- ① The wraps on the drums should be tight against each other. Gaps between wraps indicate the load was swinging as it was being raised, or that slack ropes were permitted during operation. Lower the mat to the floor and remove most of the load from the ropes, then manually slide the wraps together.
- ② Grease shaft bearings with minimum amount of bearing grease.
- ③ The gearbox is factory filled with gear lube sufficient for the life of the unit. Check for any leaks that may have developed.
- ④ Check overall operation of the Mat Lifter. Ensure that both the upper and lower geared limit switches function correctly. Check the secondary upper limit trip arm for proper function. Ensure the Mat Lifter's direction of movement corresponds to the direction of the key switch control. Listen for unusual sounds or noises and investigate the source for possible problems.
- ⑤ Check for any loose hardware or components. Especially check the setscrews attaching the pillow block bearing collars and wire rope drums to the main hoisting shafts. Tighten loose or improperly secured fasteners.
- ⑥ Check for any missing or illegible WARNING labels or control device markings and replace them as required.

For End-Traveling models—

- ① Inspect the trolleys for proper wheel purchase upon the beam flange. There should be no more than $\frac{1}{8}$ " to $\frac{3}{16}$ " maximum gap total between the insides of trolley wheel flanges and the monorail beam.
- ② The upper cross-bolt nuts attaching the trolley sideplates to the suspension links should be tightened to provide a snug fit of the sideplates, washers, suspension links, and towbar bracket. The cross-bolt should be just tight enough to eliminate all play and clearance, but not so tight as to prevent some movement of the trolley components. Check to ensure there is a snug condition of the cross-bolt by visual inspection and by attempting to move some of the spacer washers.
- ③ It is recommended that the drive tire force adjusting spring be tightened just enough to prevent excessive tire slippage. Some slippage is desirable to minimize excessive acceleration, but excessive slippage will cause undue wear to the drive tire, and may even cause a "stuck" unit which cannot travel because the tire is too loose to generate traction.
- ④ Because Traveling Mat Lifters are exposed to more vibration and possible shock loads than stationary units, be sure to check all fasteners to ensure they are tight, especially those associated with suspension of the unit.



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LIMITED WARRANTY PROGRESSIVE MAT LIFTER

All mat lifters warranted to the end user for a period of one (1) year from date of substantial completion and acceptance or eighteen (18) months after date of shipment whichever comes first. In the event that any component fails under normal use and conditions, that component will be replaced or repaired. Routine maintenance and adjustment excluded.

Misuse or abuse from vandalism, improper installation or improper maintenance is not covered under this warranty. Damages due to extreme weather conditions such as floods, tornadoes or other Acts of God are also expressly not covered under this warranty.

THIS WARRANTY DOES NOT COVER:

1. Dissatisfaction due to improper installation or maintenance or dissatisfaction due to deviation from printed installation and maintenance instructions.
2. Damage in use due to tears, punctures, burns, scuffs, accidents emanating from lack of, or improper operation in conjunction with adjacent equipment or any intentional misuse of the product or vandalism.
3. Liability for consequential, incidental, special or any other damages, no matter what the cause.

DATE APPLIED: One (1) year from date of substantial completion of job and acceptance by the owner or eighteen (18) months after date of shipment, whichever comes first.

PROGRESSIVE SPORTS PRODUCTION GROUP, INC.