



Intelligent Lift Interlock System (ILIS701-D) - Installation Instructions

International & MB45/55 w/Allison 2000 and Shift Lock Solenoid

To aid in installation, first gain access to the connection points. Gain access to the lift power switch, shifter park brake/park switch, shift lock solenoid, and the lift door switch circuits.

LED DISPLAY PANEL – Using the supplied Velcro strips, mount the display panel to the right of the steering column on the dashboard. Ensure that the panel is visible from the driver’s seat before securing. Run the display wire harness through the rubber seal between the steering column and the dash. Snap the 6-pin connector into the matching connector in the control module. Ensure that the connector is fully seated. Do not permanently mount the control module until the main harness is installed.

MAIN HARNESS - Position the main harness such that the 12- pin connector is in position to be installed into the control module. **The connector should not be installed into the module until the main harness is fully installed. All connections must be made with ignition power OFF!** The connection points to be made for the installation of the main harness are listed below.

Power Circuit – Locate a power source that is “hot” with the ignition in the “Run” or “Run & Crank” positions. Attach the Red wire from the main harness to this source.

Ground Circuit – Locate a ground source near the control module. Attach the Black wire from the main harness to this source.

Park Circuit – This connection will vary based on the transmission shifter. Attach the Black/White wire from the main harness to the park switch circuit (typically on the transmission shifter). The park switch must provide a ground signal when in Park.

Shift Lock Circuit –Locate the shift lock solenoid (typically on the transmission shifter). This solenoid will pull a large current, so a relay must be used. Attach the **Blue** wire from the main harness to one of the coil terminals of a standard automotive relay. Attach the other coil terminal on the relay to ground. This blue wire will provide 12V when shift lock is commanded (Lift Door open). Next the normal operation of the vehicle’s shift lock solenoid must be determined. There are two possible operating modes: 1. Powering the solenoid locks the shifter, or 2. Powering the solenoid unlocks the shifter. For operating **mode 1**, attach the relay common terminal to a fused ignition 12V source. Attach the normally open (NO) terminal in parallel to the shift lock solenoid power wire. For operating **mode 2**, cut the power wire to the shift lock solenoid. Attach one of the cut ends to the relay common terminal. Attach the other cut end to the normally closed (NC) terminal. **After installation, verify that the shift lock solenoid still locks in Park until the brake pedal is depressed.**

Lift Power Circuit – Locate the lift power switch. Disconnect the circuit from the switch that goes to the lift relay. This must be a power switch, not a grounding switch. Connect this circuit to the Blue/White wire from the main harness with a spade terminal. Connect the Yellow wire from the main harness to the power switch using a spade terminal. The lift power circuit must only activate the lift power relay/solenoid and must not draw more than 7.0 Amps. **Do not power any other loads (i.e.: lights, motors, etc.) off this circuit.**

Parking Brake Circuit – Attach the Brown wire from the main harness to the park brake switch (typically the same switch used to designate “Park”). This must provide a ground signal when the park brake is engaged.

Lift Door Circuit – Locate the lift door switch circuit. The door switch must provide a ground with the door open. A switch that provides power with the door open will not operate correctly. Connect the Red/White wire from the main harness to this wire by stripping the insulation, soldering, and taping.

Park Output Circuit – This is an optional circuit that provides a ground in Park gear only. This circuit is useful if the operator wishes to activate or deactivate an accessory only in Park (ie: power operated front door). Attach the White wire from the main harness to the ground side of the accessory. If this option is not desired, cut the wire at the 12-pin connector and discard the wire. **Note: This output can only carry low current loads such as a relay primary coil. Higher loads can cause damage to the control module. The current of the load must first be determined and can not exceed 500 milliamps continuous load. This wire must not be attached directly to power without a load, or damage to the control module will result!**

Finally, snap the 12-pin connector of the main wire harness into the control module. Make sure the connector is fully seated. Secure the control module behind the lower dash panel using 2-sided foam tape or wire ties.

LIMITED WARRANTY

WARRANTY PERIOD

For the period of two years from the date of original purchase or 24,000 miles, whichever occurs first, *InterMotive Products* (a division of *InterMotive, Inc.*) warrants that products that fail to function properly under normal use due to a manufacturing defect when installed and operated according to the manufacturer’s instructions enclosed with the unit will be replaced with a comparable unit without charge for parts only. The purchaser is responsible for the removal and installation of the product. This warranty is non-transferable and is only applicable in the United States and Canada.

LIMITATION ON LIABILITY

InterMotive Products will not be liable for loss or damage to property or any incidental or consequential loss or expense from property damage due directly or indirectly from the use or installation of this product.



Intelligent Lift Interlock System (ILIS) – Operating Instructions

The Intelligent Lift Interlock System (ILIS) is a microprocessor driven system for controlling wheelchair lift operation. Lift operation will only be allowed when all of the following conditions are met:

1. The vehicle is in “Park”
2. The parking brake is applied.
3. The vehicle ignition is on.
4. The lift power switch is on.
5. The lift door is open.

The Intelligent Lift Interlock System (ILIS) also will not allow the vehicle to be shifted out of park if the lift door is open. As an added feature, it also will not allow the vehicle to be shifted out of park anytime the parking brake is applied. This feature eliminates excessive parking brake wear due to driving with the parking brake applied.

When the vehicle is first started, or if the key is turned to the “Run” position the five LED’s on the display panel will illuminate for 1-2 seconds as a prove out of the LED’s. After prove out, the operation of the LED’s are as follows:

- Lift Power – Illuminates in green if power is available to the lift. This means that all conditions for lift operation have been met.
- Park Brake – Illuminates in red when the parking brake is applied.
- Park - Illuminates in red when the vehicle is in park range.
- Door Open - Illuminates in red when the lift door is open.
- Shift Lock - Illuminates in amber when the lift door is open and/or the parking brake is applied. If illuminated, the driver will not be allowed to shift out of park.

All five LED’s must be illuminated for the lift to operate.

The LED’s can also be used for diagnostic purposes. For example, if the Door Open LED is not illuminated when the lift door is open, the lift will not operate. This means that the ILIS module does not detect that the door is open. Thus, the technician should inspect the lift door switch and its circuit.



Intelligent Lift Interlock System (ILIS) – Diagnostic Procedures

Ford Econoline & Chevy GMT 600

The following is to provide an aid in understanding the System Status Display Panel function and diagnostics of the Intelligent Lift Interlock System. If the diagnostic steps do not lead to a repair, please contact InterMotive Products directly at 530-346-1801 for technical assistance. If installing an ILIS on a vehicle that previously had a lift interlock system installed (retrofit), please verify that all components of the previous system have been removed from the vehicle.

SYSTEM STATUS DISPLAY PANEL

Park Brake LED – Illuminates in red when parking brake is applied.

- LED on all the time
 1. Short to ground on the Brown wire
 2. Faulty park brake switch (stuck closed)
- LED off all the time
 1. Open in the Brown wire
 2. Faulty park brake switch (stuck open or contaminated contacts)

Park LED – Illuminates in red when the vehicle is in the “Park” range.

1999 – Present Chevy Van

- LED on but shifter not in park
 1. Short to power in Black/White wire.
- LED off but shifter in park
 1. Open in Black/White wire
 2. Short to ground in Black/White wire.

1997 - Present Econoline

- LED on but shifter not in park
 1. Short to ground on one or both of the Green wires (check for MIL in instrument cluster)
 2. Open in one of the Green wires
- LED off but shifter in park
 1. Open in both of the Green wires (check connector)

Door Open LED – Illuminates in red when the lift door is open.

- LED on but lift door is closed
 1. Faulty lift door switch
 2. Short to ground on Red/White wire
- LED off but lift door is open
 1. Lift door switch not grounding when door is open (incorrect switch installation)
 2. Faulty lift door switch
 3. Short to power on Red/White wire

Shift Lock LED – Illuminates in amber when the when the lift door is open and/or the parking brake is applied. If illuminated, the vehicle will not be allowed to shift out of park.

- LED is on all of the time
 1. Check status of “Door Open” and “Park Brake” LEDs
- LED is off all of the time
 1. Check status of “Door Open” and “Park Brake” LEDs

Lift Power LED – Illuminates in green when if all other LEDs are on and the lift power switch is on.

- LED is on when it should be off
 1. Check status of the other four LEDs
- LED is off when it should be on
 1. Check status of the other four LEDs
- LED is on but lift does not operate
 1. Faulty lift solenoid
 2. Open in Blue/White wire between ILIS and lift solenoid