

**InterLock (LOCK602-GD)
Installation Instructions**

**GM/Chevrolet Full Size Van (GMT 610)-2008
All V8 Engines except Flex Fuel**

To aid in installation, first gain access to the connection points. Remove the lower dash panel below the steering column. Also, gain access to the lift power switch and the lift door switch circuits. These are usually accessible in the front control panel. It is not necessary to cut any OEM wires during installation .

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 InterLock harness is fully installed. All connections must be made with ignition power OFF.** The connection points to be made for the installation of the InterLock harness are listed below.

Data Link T-harness -Locate the vehicle Data Link Connector (Fig. 1). It will be mounted next to the park brake release. Remove the 2 mounting screws for the Data Link. Mount the black connector from the InterLock Data Link Harness where the vehicle Data Link Connector originally was. Ensure the connection is fully seated and secure with the supplied wire tie. Secure the Data Link Harness such that it does not hang below the lower dash panel.



(Fig. 1)

CAN Module -Attached to the InterLock wire harness, the CAN Module only requires a secure mounting and must not be removed from harness (see Fig. 2).

Lift Power Circuit -Locate the lift power switch. Disconnect the circuit from the switch that goes to the lift relay. **Note: this must be a power switch, not a grounding switch.** Connect this circuit to the Orange wire from the InterLock harness with a spade terminal. Connect the Yellow wire from the InterLock 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 (ie: lights, motors, etc.) off this circuit.**



(Fig. 2)

Shift Lock Solenoid -Locate OEM shift lock solenoid and remove OEM 2-pin black connector and install matching InterMotive T- harness. Verify green locking tabs are in the locked position (see Fig. 3).



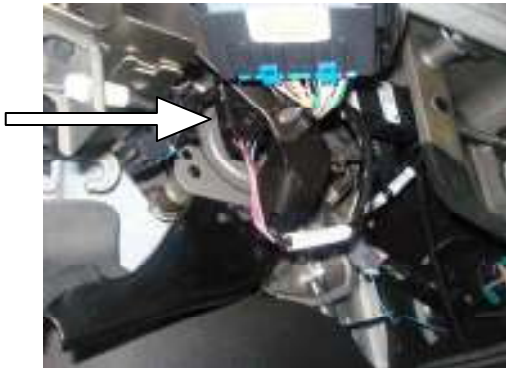
Lift Door Circuit -**Note: the door switch must provide a ground with the door open. A switch that provides power with the door open will not operate correctly. This switch must be dedicated to the lift door and not shared with any other doors.** Locate the lift door switch circuit. Connect the Gray wire from the InterLock harness to this wire by stripping the insulation, soldering, and taping.

(Fig. 3)

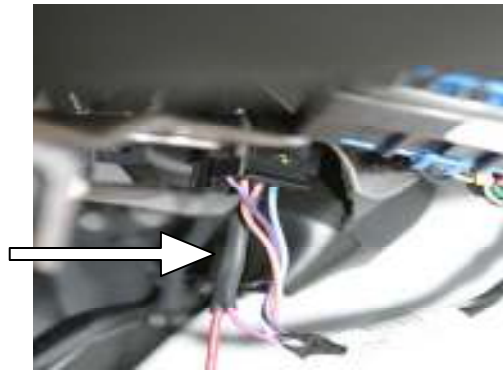
Power Circuit (Red Wire) - Locate black 4- pin connector on the right side of the park brake and inline with service brake on/off switch (Fig 4). Parallel tap the pink wire in this connector with the red wire from the ILIS connector pin 1 (Fig 5). Solder and heat shrink or tape the parallel tap (do not use butt connectors) (See pictures below).

Ground Circuit -Attach the black wire eyelet from the InterLock harness to a known good ground.

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 on the metal support bracket behind the lower dash panel using 2-sided foam tape, screws or wire ties.



(Fig. 4)



(Fig. 5)

****Check for proper operation (see Post-Installation Instructions)****



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Post Installation Instructions InterLock 501 / 502 / 601 / 602

Upon completion of installation of the InterLock by InterMotive, the following procedure **MUST BE PERFORMED TO VERIFY PROPER INTERLOCK INSTALLATION AND FUNCTION:**

- Set Park Brake, place transmission to Park position, close lift door, and turn Lift Power Switch to the off position. Turn ignition to the "Run" position. Do not start vehicle.
- Place foot on service brake and attempt to shift out of Park. Shift lever should not be allowed to shift out of the Park position. If shift lever is allowed to move, check connections at all connection points.
- Release Park Brake. Remove foot from service brake and attempt to shift out of Park. Shift lever should not be allowed to shift out of the Park position. If shift lever is allowed to move, check connections at all connection points.
- With Park Brake still released, place foot on service brake and attempt to shift out of park. Shift lever should now be allowed to shift out of Park position. If shift lever is not allowed to move, check connections at all connection points.
- Place shift lever back to the Park position. With Park Brake still released, have an assistant open the lift door. Place foot on service brake and attempt to shift out of Park. Shift lever should not be allowed to shift out of "Park" position. If shift lever is allowed to move, check connections at all connection points.
- Set Park Brake. Turn on Lift Power Switch. Have assistant verify lift operation. Lift should now be operational.
- Stow the lift, close lift door and shift out of Park. Reopen lift door and have assistant attempt to operate the lift in all ranges except Park. The lift must not operate in any of these ranges. If it does, check wiring to the vehicle Park circuit(s).
- Release Park Brake. Have assistant attempt to operate lift. Lift should not be operational. If lift operates, check connections at all connection points.
- Reapply Park Brake, turn off lift power switch. Have assistant attempt to operate lift. Lift must not operate. If lift operates, check connections and condition of lift switch.
- If any irregular operational issues persist, contact InterMotive at 530-346-1801 for technical assistance.



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Interlock by InterMotive – Operating Instructions LOCK501-GD / LOCK502-GD / LOCK601-GD / LOCK 602-GD

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

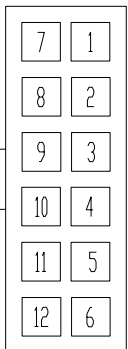
1. The vehicle is in “Park”
2. The parking brake is applied.
3. The vehicle ignition is on.
4. The lift power switch is on.
5. The lift door is open.

The Interlock by InterMotive System 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.

REVISIONS

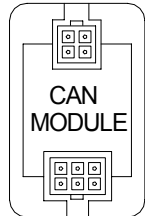
DATE : CHANGE :

(VIEW FROM BACK OF CONNECTOR)



LOCK602-GD
12 PIN
CONNECTOR

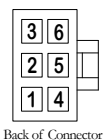
- 1 — RED — POWER INPUT - (FUSED IGNITION POWER)
- 2 — BLACK — GROUND INPUT - ATTACH TO GOOD GROUND POINT
- 3 — BLUE — SHIFT INTERLOCK OUTPUT - (INSTALL AT SHIFT LOCK SOLENOID)
- 4 — OPEN
- 5 — YELLOW — LIFT POWER INPUT - ATTACH TO OUTPUT SIDE OF LIFT POWER SWITCH
- 6 — ORANGE — LIFT POWER OUTPUT - ATTACH TO LIFT POWER RELAY
- 7 — GREEN — PARK SIGNAL
- 8 — GREEN — PARK SIGNAL
- 9 — OPEN
- 10 — OPEN
- 11 — BROWN — PARK BRAKE SIGNAL
- 12 — GRAY — LIFT DOOR INPUT - ATTACH TO LIFT DOOR SWITCH INPUT (GROUND SIGNAL)



CAN
MODULE



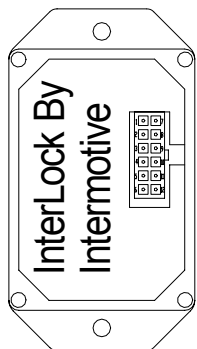
- 1 — YELLOW (Chevy Can High)
- 2 — BROWN (Chevy Can Low)
- 3 — BLACK (Ground)
- 4 — OPEN



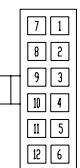
Back of Connector

- 5 — BROWN (Park Brake Signal)
- 6 — GREEN (Park Signal)
- 3 — GREEN (Park Signal)
- 2 — OPEN
- 4 — OPEN
- 1 — RED (Ignition Power)

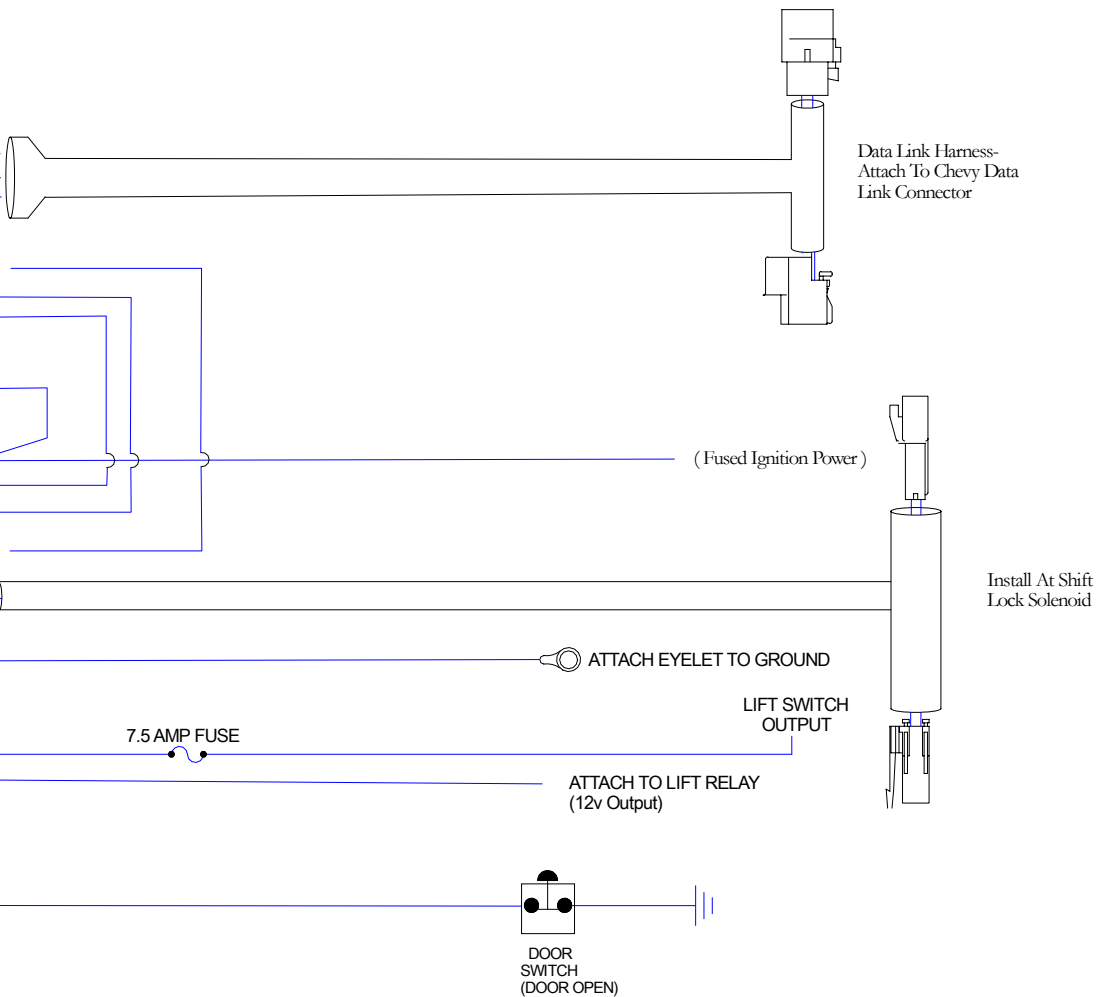
- 1 — RED (Ignition Power)
- 7 — GREEN (Park Signal)
- 8 — GREEN (Park Signal)
- 11 — BROWN (Park Brake Signal)



InterLock By
Intermotive



- 3 — BLUE
- 2 — BLACK
- 4 — OPEN
- 5 — YELLOW
- 6 — ORANGE
- 9 — OPEN
- 10 — OPEN
- 12 — GRAY



PRODUCT :

INTERLOCK BY INTERMOTIVE

DRAWN BY:

BRUCE
HODGE

PART

NO: LOCK602-GD

DATE DRAWN :

11/21/07

CHECK BY :

ED PROKOPIK

DATE CHECKED :

11/27/07