



PRE INSTALLATION CHECKLIST – DOOR AND BODY

1. Does the door work easily, up and down, by hand?
2. Is the door in good condition? Not waterlogged, no broken panels, hinges, rollers, etc.
3. Is there enough space above the DOOR when the door is up?
Minimum 2 ”.
4. What is the ceiling made of? CommandLIFT needs to be attached to roof bows or ceiling reinforcements.
5. How difficult will it be to fish wire from the header to the mounting location of the electronics module? Outside the rear of the truck or trailer.
6. Is the correct balancer installed? Whiting 2376 or 7176 dual spring, center bracket balancer.
7. Is the radius of the track ideal for CommandLIFT? The CommandLIFT can have difficulty with tight radius tracks during the closing cycle.
8. Will the top panel of the door need reinforcement to prevent top panel flexing during the closing cycle?
9. The CommandLIFT is supplied with 2 remote controllers. Is that adequate or is there a need for alternative access methods? Keypad, key switch, dash button? These items are useful for dock workers or others that may need access to the cargo area.
10. Are all interested parties involved and on board with the installation and use of an automatic door opener? Yard workers, dock workers, various drivers and maintenance personnel.



PRE INSTALLATION CHECKLIST – POWER REQUIREMENTS

1. How many CommandLIFT cycles are anticipated per shift?
Whatever the estimate, double it.
2. What is the intended power source?
3. Is the run time of the charging engine sufficient to replenish the batteries? Use estimate from #1 and use the power consumption worksheet to determine daily draw.
4. Is it necessary to install auxiliary batteries? For trailer applications or inadequate existing battery capacity.
5. Is the alternator or charger sized appropriately to charge the batteries with added capacity and draw?
6. If considering powering from a reefer system, is the reefer dealer aware and are there options that should be ordered from the reefer dealer before the build? Adding systems after delivery is much more expensive, or impossible. Remember that reefers don't run as much in winter, charging cycles could be affected.
Connecting to the reefer could add running hours and may affect the reefer warranty.
7. If running off the auxiliary pin, is a disconnect required for the ABS brake system?
8. If using a two pole or single pole connector between tractor and trailer, will all tractors be equipped?
9. Location of the electronic module has been determined allowing selection of the proper gauge of wire, and the installer is aware that they are responsible for supplying that wire?