



## **Operator's Manual & Parts List**

ALCO Classic™ Bariatric Stretcher

AL-85569C

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**NOTE:** Warranty null & void if parts are not Techlem Medical Corporation parts or Techlem Medical Corporation approved substitutes.

## **INTRODUCTION**

This manual is designed to assist you with the operations and maintenance of the AL-85569C Bariatric Stretcher. Please read the operations and maintenance portion of this manual thoroughly before using or servicing the equipment.

## **SPECIFICATIONS**

Max. Patient Weight Recommended	850lbs. (385 kilos)
Max. Patient Weight Recommended	81"(216cm)/35.5"( 90cm)
Overall Stretcher Length/Width	0 to 90 degrees
Fowler (back section) Angle	+18 to -18 degrees
Trendelenburg/Reverse Trendelenburg	75"(190cm) x 12"(31cm)
Full Length Side Rails	76"(193cm) x 32"(81cm)
Mattress Dimensions	<i>Optional</i> 78"(198cm) x 32"(81cm)

Note: ALCO reserves the right to change specifications without notice

## **WARNING/CAUTION/NOTE DEFINITION**

The words WARNING, CAUTION and NOTE CARRY SPECIAL MEANING

### **WARNING**

This serves as an alert to the reader. If ignored or avoided, this could result in serious injury. It may also describe adverse reactions or potential safety hazards.

### **CAUTION**

A caution is used for an operating procedure, practice or condition which if not correctly followed could result in injury or equipment damage.

### **NOTE**

Note is used to assist the reader in understanding an operating procedure, condition or practice.

## ***SUMMARY of SAFETY PRECAUTIONS***

It is very important to read and understand all information in this manual. Please read carefully and follow the warnings and cautions on this page

### **WARNINGS**

The stretcher brakes should always be engaged unless the stretcher is being moved. Make sure that the brakes are fully engaged when a patient is getting on or off a stretcher. Injury could result if the stretcher moves while a patient is getting on or off the stretcher.

Be sure the side rails are fully functional at all times. Make sure both latches are locked at both ends of each side rail when engaged in the upright position.

Never assume side rails will prevent a patient from getting or climbing off a stretcher. This is not a restraint device. Side rails are designed to prevent the patient from falling off the stretcher.

Always be sure the stretcher is set at the lowest height and the brakes are engaged when a patient is left unattended.

Never leave a distressed or disoriented patient unattended with the side rails up and the stretcher set to maximum height. This could lead to serious injury.

If the stretcher is equipped with a permanently attached I.V. pole at the foot end and the foot extension/footboard and/or monitor stand are required, place the I.V. pole in the upright position before installing the accessory.

### **CAUTION**

Always push a stretcher from the head end. If using the side rails to push the stretcher, be very careful not to make sure your hands are clear of door frames when passing through doorways.

Using the I.V. pole to push the stretcher could result in damage to the I.V. pole. Push/pull handles are designed and safest to push the stretcher.

Safe Lowering side rails requires both hands. One hand should hold on to the rail to lower and the second hand should be used to release the catch. Do not allow the side rail to lower on its own to prevent possibility of injury or damage to equipment.

If the pneumatic fowler is difficult to raise or lower, refer to the maintenance guide to ensure the system is functioning properly.

## **OPERATOR'S MANUAL**

### **CONTROLS**

The **Pneumatic Fowler** controls are located at the corners of the fowler frame.

The **Crank Fowler/Knee Gatch** handles (optional) are located at the foot end of the stretcher.

The **Pump** controls (raise and lower), are located on each side and / or the head / foot ends of the stretcher (optional).

The **Siderail** controls are located towards the head and foot ends of the stretcher on both sides.

The **Brake / Directional Lock** controls are located on all four corners of the stretcher.

### **PNEUMATIC FOWLER**

The pneumatic fowler achieves the same desired angle as the crank. To raise, pull the red handle at either corner of the fowler frame. When the desired angle has been reached, release the handle and the fowler will remain in that position. To lower, squeeze the handle and press down on the fowler frame.

### **CAUTION**

If the pneumatic fowler is difficult to raise or lower, refer to the maintenance guide to ensure the system is functioning properly.

### **CRANK FOWLER (Optional)**

The fowler section of the stretcher can be adjusted from 0 - 85 degrees by turning the crank marked 'Fowler' clockwise. The crank handle is spring-loaded to give a more positive action. It is important that the spring-loaded handle be 'disengaged' and stored out of the way when not in use.

### **KNEE GATCH (Optional)**

The knee gatch is activated by first turning the crank handle until the desired angle is achieved and then lifting the foot end section of the top frame until the feet are elevated to the desired height. Make sure that the gatch mechanism has engaged. To lower the mechanism, lift the foot end section of the top frame slightly with one hand while using the other hand to disengage the foot end from the gatch bracket located under the foot section. After gently lowering the foot section to the stretcher frame, turn the crank handle counter clockwise until the mechanism is completely disengaged.

### **CAUTION**

It is important to store the spring loaded handle out of the way when not in use. Leaving the handle out can result in damage or injury.

### **TRENDELENBURG / REVERSE TRENDELENBURG**

To operate the trendelenburg or the reverse trendelenburg, the stretcher must be raised above the minimum height, as trendelenburg is achieved by lowering the head end of the stretcher.

The trendelenburg/reverse trendelenburg pedals are located on the sides or head / foot end of the stretcher (optional).

The trendelenburg is activated by depressing the center pedal (showing head end down). Reverse trendelenburg is activated by depressing the pedal nearest the trendelenburg pedal (showing foot end down).

### **WARNINGS**

Always make sure the brakes are engaged when performing these functions. Injury could result if the patient attempts to get off the stretcher

### **CAUTION**

To avoid damage, remove any equipment in the way before raising or lowering the height of the stretcher litter.

### **HYDRAULIC RAISE/LOWERING**

To raise the stretcher, pump the pedal (pedal with two arrows showing patient being raised). This will raise the entire top smoothly and evenly. These pedals are located on each side of the stretcher or the head / foot end (optional).

To lower the stretcher gently and evenly, depress the trendelenburg and the reverse trendelenburg pedals together by straddling both and pressing firmly with your foot.

***WARNINGS (hydraulic raise/lowering)***

Always be sure the stretcher is set at the lowest height and the brakes are engaged when a patient is left unattended.

Never leave a distressed or disoriented patient unattended with the side rails up and the stretcher set to maximum height. This could lead to serious injury.

**SIDERAILS**

When the siderail is down, it stores out of the way on both sides under the stretcher. To lock it in position, raise the siderail and ensure that the latches pass over the lock brackets at both ends of the stretcher. The latches are spring-loaded so they will automatically slide over the lock brackets. Lowering the siderail is done by holding the siderail frame up in one hand and lifting one of the siderail releases (red) located at both ends of the siderail. This disengages the latches and the siderail can be lowered and stored safely.

***WARNINGS***

To ensure that the siderail is securely locked, the operator should give a small pull upwards on the siderail body, to verify that both latches are engaged.

Never assume side rails will prevent a patient from getting or climbing off a stretcher. This is not a restraint device. Side rails are designed to prevent the patient from falling off the stretcher.

Do not leave a patient unattended on the stretcher unless the side rails are in the raised position.

**BRAKING SYSTEM**

The Stretcher has a 'central locking' brake system.

The Central Lock system has four (4) brake pedals, located on all four (4) corners of the stretcher.

Stepping on the red portion of the pedals locks all four wheels. Stepping on the green pedal releases the brake.

***WARNINGS***

The stretcher brakes should always be engaged unless the stretcher is being moved.

Make sure that the brakes are fully engaged when a patient is getting on or off a stretcher. Injury could result if the stretcher moves while a patient is getting on or off the stretcher.

Do not leave a patient unattended on the stretcher unless the brakes are in the locked position.

### **OPERATING THE 5TH WHEEL for STEERING**

**ALCO Classic™ Series** stretchers are equipped with a 5<sup>th</sup> wheel steer caster which should be engaged to prevent 'drifting' when transporting patients down long corridors or in tight turns as it makes maneuverability much easier and helps steer the stretcher with minimal effort.

The 5th wheel is located under the center base channel of the stretcher and is activated by pressing any one of the four corner pedals – green side down. The 5th wheel engages instantly for steering when the green pedal is depressed so there is no need to orient the stretcher in the direction required.

### **WARNINGS**

The steer function should always be engaged when transporting a patient to provide safer travel with less potential for staff injury.

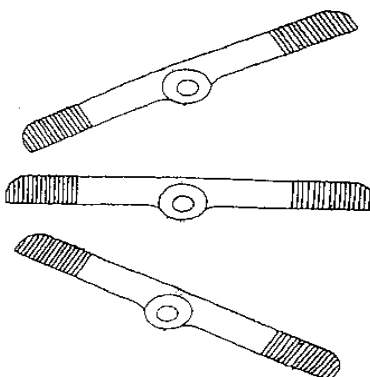
The fifth wheel should be disengaged when maneuvering in tight quarters such as patient rooms, operating rooms, etc.

### **PEDAL CONTROLS**

red side down for  
brake

#### **Brake/Steer Pedals**

Brake  
Neutral  
Steer



free wheeling

green side down for steer

Raising Pedals



Trendelenburg Pedals



Reverse Trendelenburg Pedals



## **MAINTENANCE**

The **AL-85569C** stretcher has been designed to be easy and simple to maintain. Please refer to the pages showing drawings of the following sub-assemblies:

1. Top
2. Fowler
3. Base
4. Side Rails

## **PERIODIC INSPECTIONS:**

An overall inspection of the stretcher should be carried out on a regular basis. The frequency of this inspection will to some extent depend on the type of use the stretcher receives.

### **FOWLER (PNEUMATIC):**

1. Check that the handles move freely.
2. Check that all fasteners are tight.
3. Check to ensure system is working by engaging/releasing handle. Once Fowler handle is released, it should hold in position.
4. Check that the release mechanism engages the pin on the pneumatic spring when the handle is engaged. Check the amount of wear on the surface of the release mechanism and the pin.

### **FOWLER CRANK:**

1. Check that the mechanism cranks freely.
2. Check that all fasteners are tight.
3. Remove the stripper bolts and place a few drops of oil inside to lubricate the mechanism. Replace and tighten securely. We recommend the use of LOCTITE on the screw threads to help prevent loosening.
4. A light coating of general purpose grease should be placed on the crank screw to maintain ease of operation.
5. Check the spring in the handle assembly for wear; lubricate with a small amount of grease or change if necessary.

### **HYDRAULIC PUMP**

1. Check to determine any signs of hydraulic fluid leaks.
2. Check all linkage and connections for signs of wear.
3. A light application of lubricant (grease) on all moving parts is recommended.

### **NOTE**

The Hydraulic Pumps are closed units. It is recommended that the user contact ALCO Sales & Service Co. or an authorized dealer before working on the unit. Reference should be made to the pump drawing.

### **SIDERAIL**

1. Check that the screws securing the links to the siderail body are tight.
2. Check that the bolts securing the siderails to the siderail links are tight. Check the bolts securing the links to the stretcher.
3. Check that the bolts securing the release tube to the stretcher are tight.
4. Test the siderail lock mechanism to ensure that the latches sit on the siderail lock bracket when the siderail is in the locked position.
5. Check all weld joints in the siderail release system in addition to the spring holding the release tube to the stretcher top frame.

### **BRAKES (CENTRAL LOCKING)**

1. Check that the internal linkage is operating smoothly when the brakes are engaged and disengaged.
2. Place a few drops of oil on the clevis pin that passes through the connecting rod and lever.
3. To adjust the brake, use a 1 3/16" spanner and rotate the brake shoe underneath the fork clockwise to tighten the brake, counter-clockwise to loosen (see drawing).

## **GENERAL INSPECTION**

An overall inspection of the stretcher should be done to examine the condition of the stretcher (chrome and/or paint), the bumpers, the rolling resistance of the casters, the condition of the fowler, litter top, shroud and the tightness of all fasteners.

Also, a check of the welding around the stretcher, especially in load-bearing situations is strongly recommended. This would be a check for hairline cracks which may give an indication of possible failure or metal fatigue.

Excessive wear or any damage discovered in the course of these checks should be an indication that a careful recheck of the whole stretcher be made.

Questions regarding repairs and maintenance not covered in this manual should be referred to ALCO Sales & Service Co. for appropriate recommendations.

## **CLEANING**

Hand wash all surfaces of stretcher with warm water and mild detergent. Dry thoroughly. Do not steam clean with excessive heat.

Clean Velcro after each use. Saturate Velcro with disinfectant and allow to evaporate.

Phenolic disinfectants should not be used on the 'ViscoLastic' or 'Comfort' mattress (turquoise stretch cover) but can be used on the standard mattress (black cover). Quaternary or chlorine based products should be used as directed by the manufacturer. Chlorine Bleach products, typically 5.25% Sodium Hypochlorite in dilutions ranging from 1 part bleach to 100 parts water and 2 parts bleach to 100 parts water are not considered mild detergents. These products are corrosive and can cause damage.

If these agents are used to clean, the equipment should be properly rinsed with water and dried to prevent possible exfoliated damage or corrosion of key components.

## **NOTE**

Failure to follow these guidelines when using these cleaning agents may void the warranty. (steam cleaning with excessive heat is not recommended and can void the warranty)

## **WARRANTY**

ALCO Sales & Service Co. warrants all 'ALCO Classic™' stretchers to be free from defects in material and workmanship under normal use and service for a period of five (5) years from the date of delivery to the original purchaser. This guarantee covers parts for five (5) years and service for two (2) years. All ALCO Classic™ stretchers carry a lifetime frame weld warranty under normal use. All standard mattresses carry a two (2) year replacement warranty against defects in material and workmanship.

All 'ViscoLastic' pressure reduction mattresses carry a five (5) year warranty against defects in material and workmanship.

This warranty does not extend to and does not cover repairs and replacements required resultant of misuse, accident or negligence.

This warranty is the only warranty made by ALCO Sales & Service Co. and no persons, firm or corporation is authorized to create for ALCO Sales & Service Co. any other obligation or liability in connection with the sale of products manufactured by ALCO Sales & Service Co.

THIS WARRANTY IS EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS. IN NO EVENT SHALL ALCO SALES & SERVICE CO. BE LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES. THIS WARRANTY IS LIMITED TO THE REPAIR AND REPLACEMENT OF DEFECTIVE PARTS.

## **REPLACING A HYDRAULIC PUMP**

1. Place the stretcher in steer position (green side of brake pedal down) and support top of the stretcher on both ends in raised position.
2. Loosen 5/16" bolt holding defective hydraulic pump piston to top frame. **NOTE:** This bolt also holds the bellows in position.
3. Raise shroud from base by first removing all four brake pedals. Brake pedals are held on with Philips head screw and washers. Tap hex rods in on one side of shroud by approximately ½" and lift first side of shroud. Repeat procedure on other side. Hold shroud up by using bungee cords.
4. Loosen two nuts holding pump body to "U bolt" and remove four ¼" bolts holding pump to stretcher base frame.
5. Lower pump out from the underside of stretcher base.  
**NOTE:** Linkage components do not have to be removed or adjusted with careful manipulation of the pump, however, if difficult, remove linkage attached with hitch pins located nearest to base of pump to make removal easier. Do not tamper with linkage adjustments.
6. Install replacement pump with raising plunger / spring facing head end. Be sure to align
7. Reattach to base with four ¼" bolts and be sure to tighten nuts on "U bolt". The 5/16" bolt attaching main piston to top frame must also be tightened.
8. Replace linkage if necessary and check to see that the raising plunger is lined up inside the push link.
9. Lower shroud one side at a time. Make sure that both hex rods extend past the sockets by 1" before installing pedals.
10. Place all four pedals back on hex rods and secure with Philips head screws and washers.

**NOTE:** There are two left side pedals and two right side pedals – determine by placing on hex rod with green side of pedal in down position – angle of all four pedals should match.

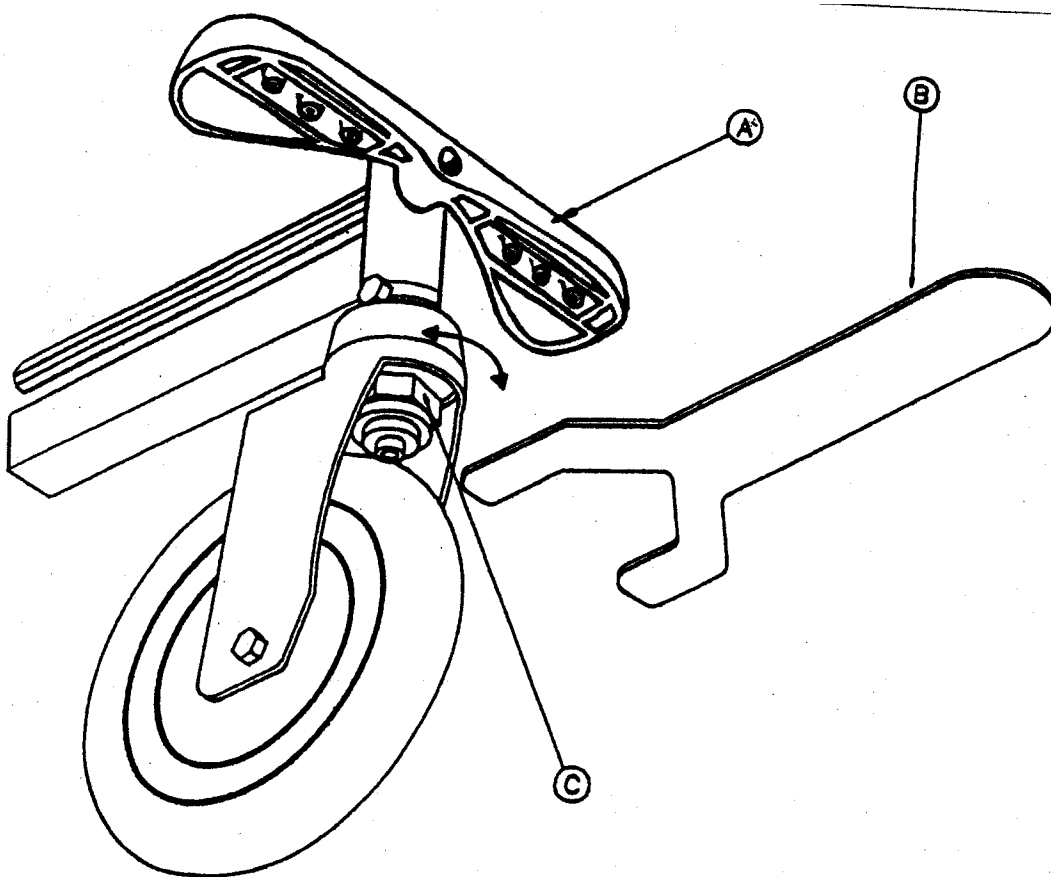
### **REPLACING A CASTER**

1. First place stretcher in steer mode (green side of pedal down). Remove all four pedals by backing off hex head screws and pulling off pedals. Raise shroud to clear chassis, then hold shroud up by using bungee cords.
2. Back off set screws holding cam to hex rod.
3. Tap hex rods in (towards stretcher) to clear defective caster.
4. Remove tab washer and two bolts holding the defective caster that is to be replaced.
5. Place new caster in socket making sure of alignment of hex rod and bolt locations.
6. Install two bolts and tab washer.
7. Tap hex rod through socket to match other hex rod.
8. Tighten set screw in cam after making sure that it is located in line with recess in hex rod.
9. Lower shroud one side at a time. Make sure that both hex rods extend past the sockets by 1" before installing pedals.
10. Place all four pedals back on hex rods and secure with hex head screws and washers.

**NOTE:** There are two left side and two right side pedals – determined by placing on hex rod with green side down. The angle of all four pedals should match.

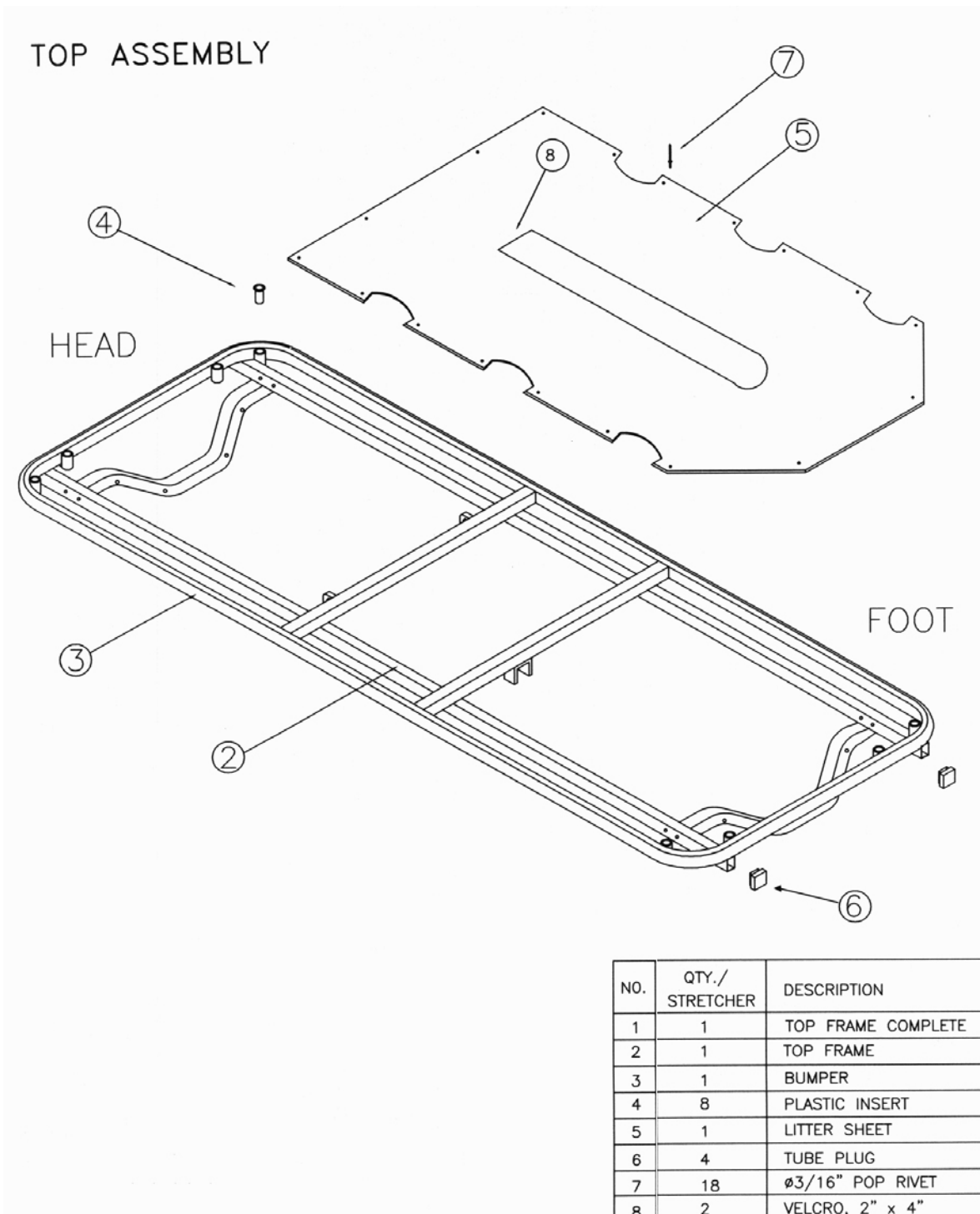
### **BRAKE ADJUSTMENT**

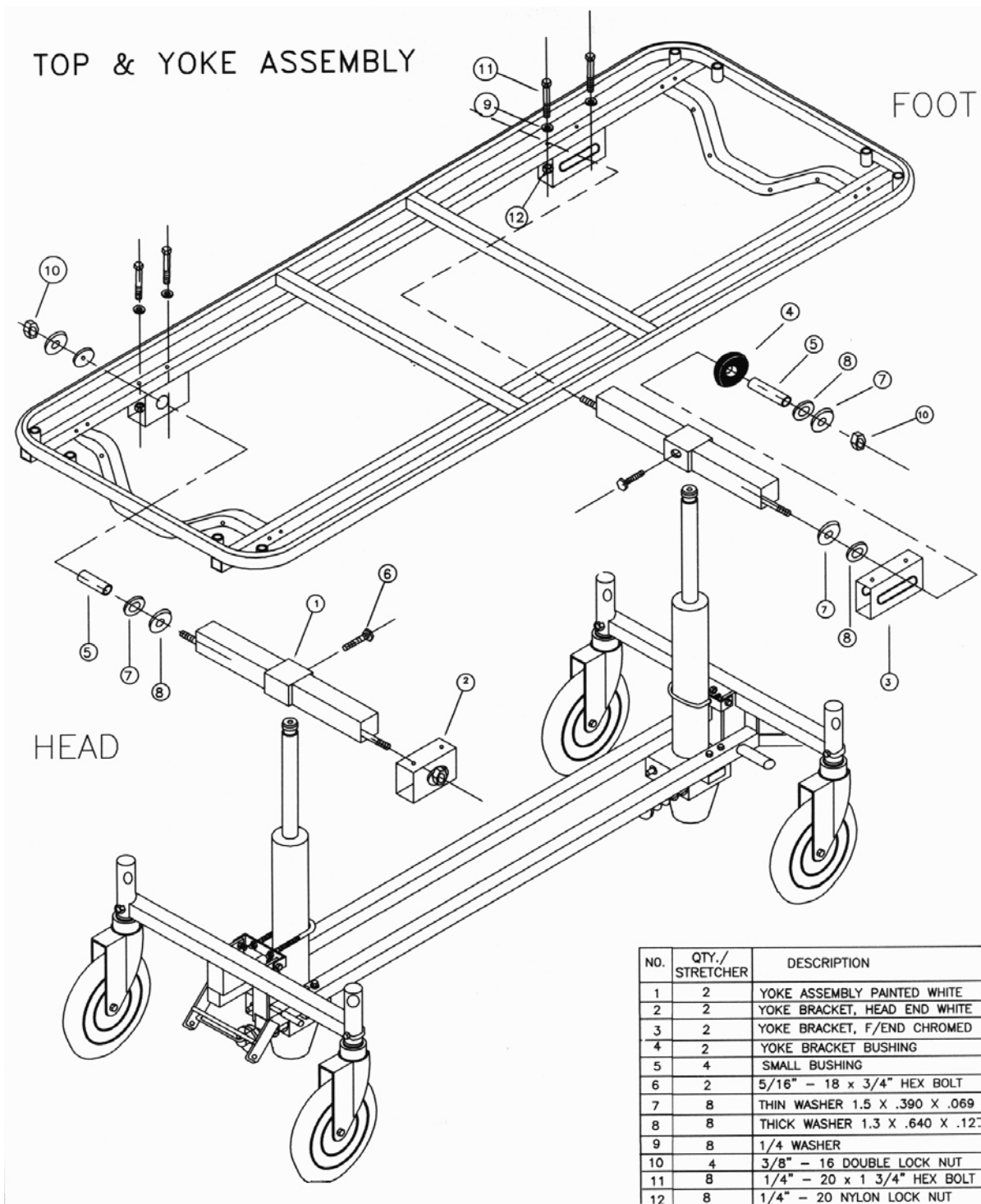
1. First put brake pedal (A) in neutral (horizontal) position.
2. Use caster wrench (B) or 1 3/16" spanner to turn the hex brake shoe (C).  
Turn to the left hand side to bring the hex brake shoe closer to the wheel, thus increasing the brake friction. Turn to the right hand side to bring the hex brake shoe further from the wheel, thus decreasing the brake friction.
3. Follow the above procedure until the desired brake action is achieved.



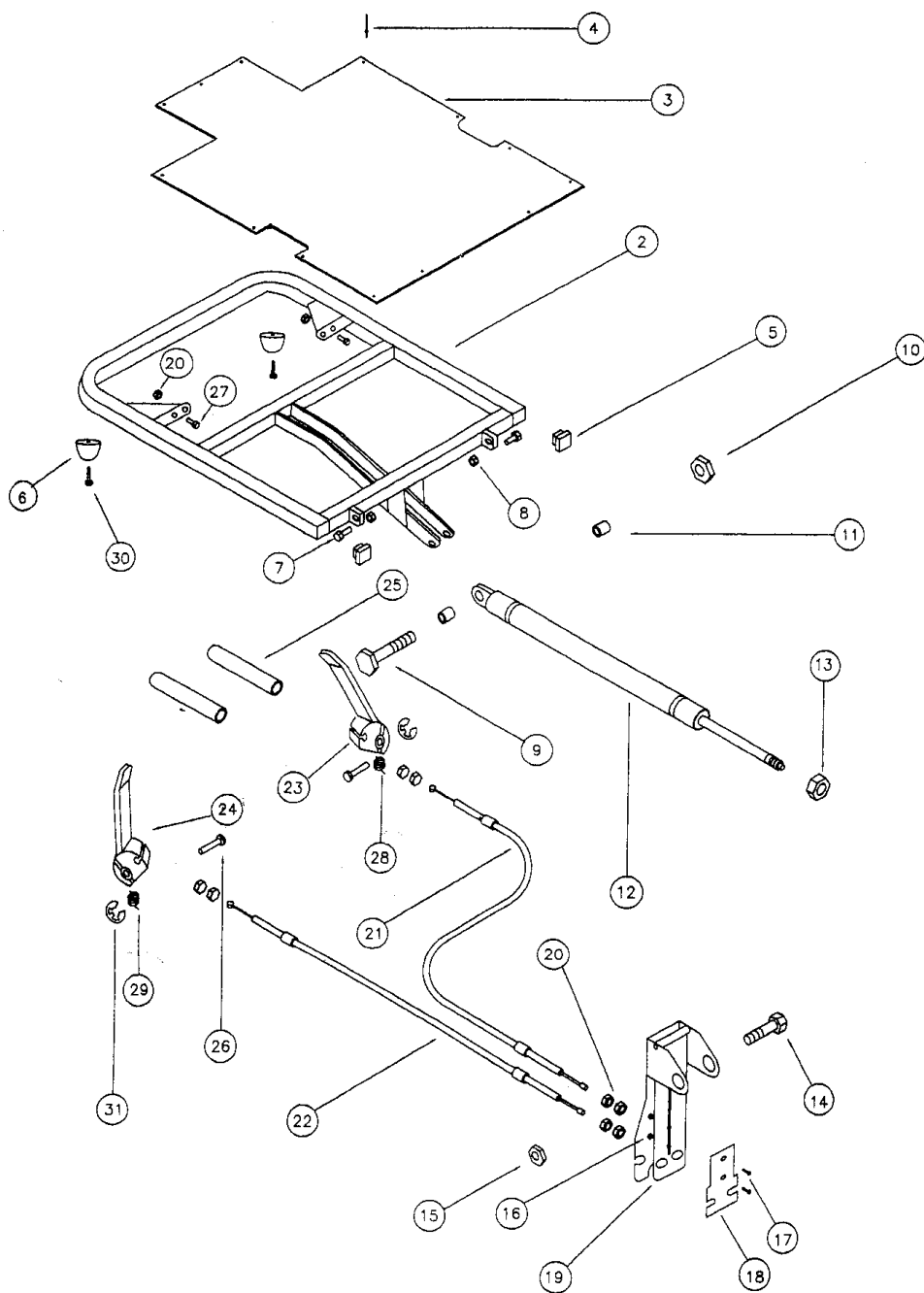
## REPLACING A FOWLER GAS SPRING

1. First remove the 3/8" bolt and spacers from the fowler bracket (bottom end of gas spring).
2. Back off the black nut and unscrew the gas spring piston from the activator located under the litter of the stretcher.
3. Screw the new gas spring (piston end) into the activator until the activator pin contacts the activator. Do not adjust further.
4. Attach the bottom end of the gas spring with 3/8" bolt and spacers to the fowler bracket.
5. Check to determine final adjustments by engaging one of the release handles. If the fowler releases properly and holds it's position when the handle is released, tighten the black nut on the activator end of the piston to keep it from turning.
6. If further adjustments are required, make sure the black locking nut is loose, then turn the gas spring piston clockwise or counter-clockwise until proper function is achieved.  
**NOTE:** In order to prevent surface damage to the piston of the gas spring, wrap a rag or masking around the surface before using plyers or vice grips to make the adjustment. Once again, be sure to tighten the black nut on the piston end of the gas spring to the activator after the final adjustment is made.
7. Re attach tie down straps holding cables to body of gas spring and bracket (see original) when gas spring is replaced.





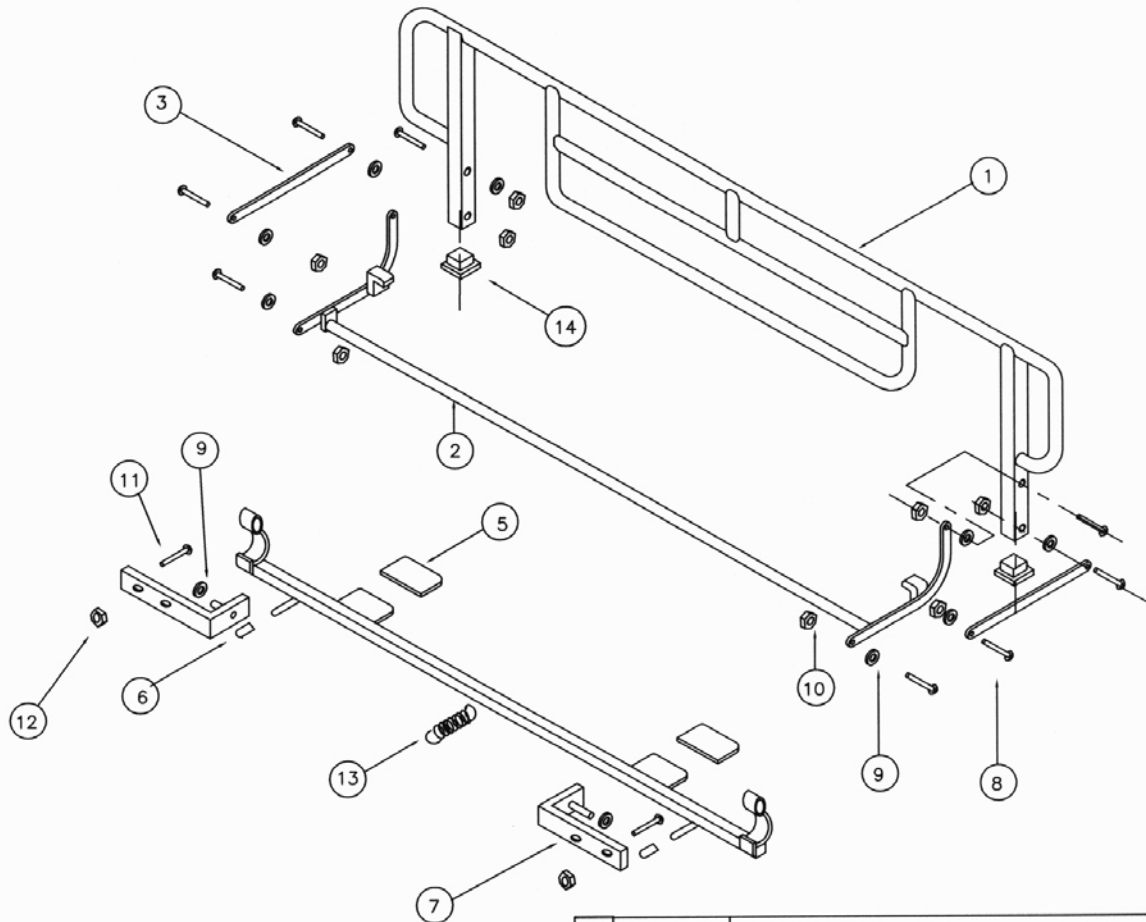
PNEUMATIC FOWLER ASSEMBLY



## PNEUMATIC FOWLER ASSEMBLY

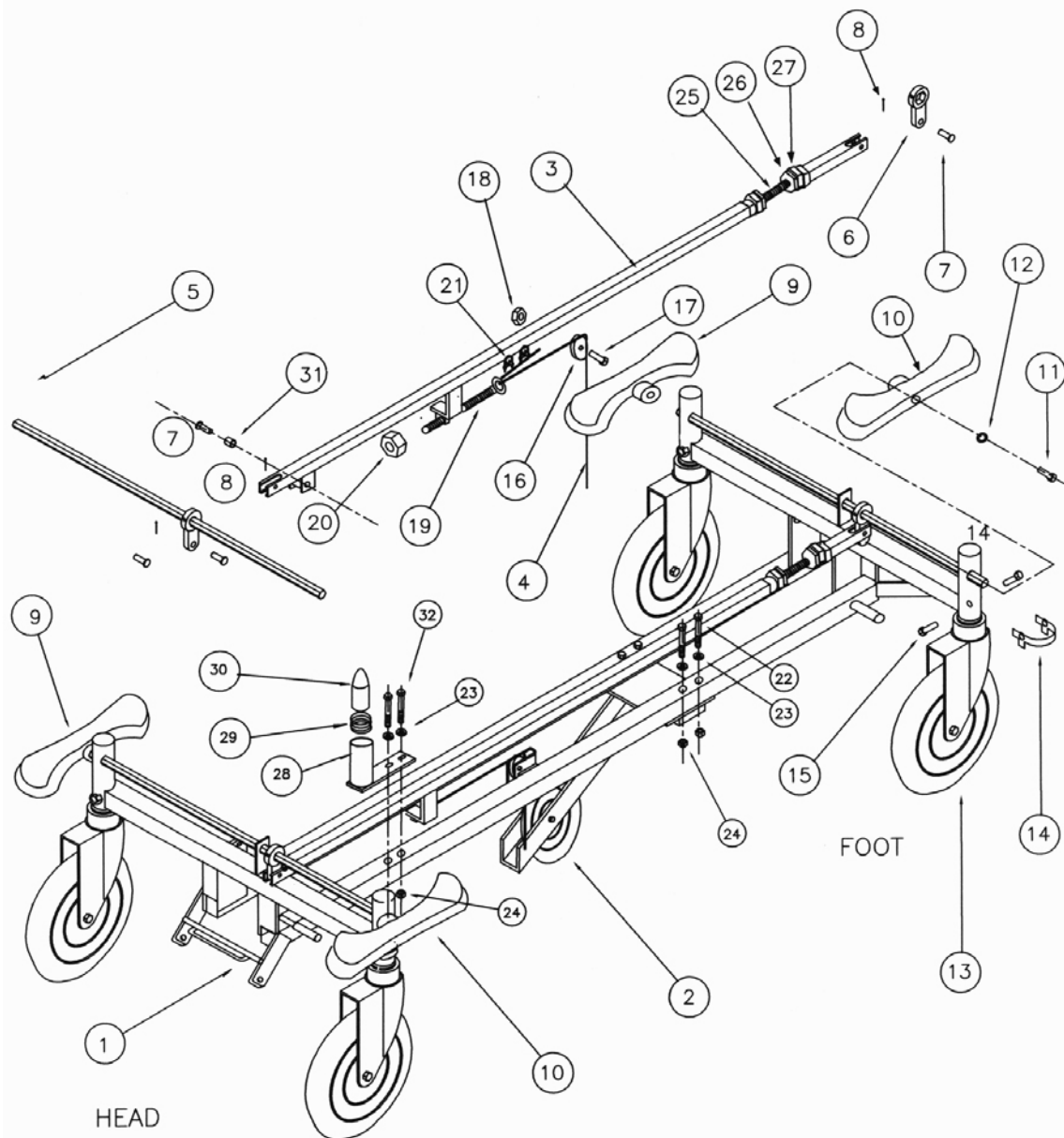
NO.	QTY./ STRETCHER	DESCRIPTION
1	1	PNEUMATIC FOWLER ASSEMBLY (COMPLETE)
2	1	FOWLER FRAME
3	1	FOWLER SHEET
4	13	RIVET
5	2	TUBE PLUG
6	2	FOWLER BUMPER
7	2	5/16" – 18 x 1 1/4" HEX. BOLT
8	2	5/16"–18 NYLON LOCK NUT
9	1	3/8"–16 x 2.5" HEX BOLT
10	1	3/8"–16 NYLON LOCK NUT
11	2	GAS SPRING SPACER
12	1	GAS SPRING
13	1	M10x1 METRIC HEX NUT
14	1	5/16"– 18 x 2 1/2" HEX BOLT
15	1	5/16"–18 NYLON LOCK NUT
16	2	6 – 32 NUT
17	2	6 – 32 x 3/8 SCREW
18	1	BACK PLATE
19	1	ACTIVATOR
20	10	1/4"– 20 HEX. NUT
21	1	PNEUMATIC CABLE LEFT
22	1	PNEUMATIC CABLE RIGHT
23	1	PNEUMATIC HANDLE LEFT
24	1	PNEUMATIC HANDLE RIGHT
25	2	HANDLE COVER
26	2	HINGE PIN
27	2	1/4 –20 x 1 1/4 HEX. BOLT
28	1	L.H. SPRING
29	1	R.H. SPRING
30	2	# 8 – 18 X 1" TEX SCREW

## SIDE RAIL ASSEMBLY



NO.	QTY/ STRETCHER	DESCRIPTION
1	2	SIDE RAIL (COMPLETE)
2	2	STABILIZER
3	4	STRAIGHT LINK
4	2	RELEASE ASSEMBLY
5	4	RELEASE HANDLE COVER
6	4	RELEASE STOP CAP
7	4	RELEASE BRACKET
8	16	5/16"-18 x 1 3/4" HEX BOLT
9	20	PLASTIC WASHER – #3/4" OD, 5/16" ID, 1/16 THIC.
10	16	5/16"-18 DOUBLE LOCK NUT
11	8	1/4" – 20 x 1 /15 HEX BOLT
12	8	1/4 – 20 DOUBLE LOCK NUT
13	2	RELEASE SPRING
14	4	TUBE PLUG

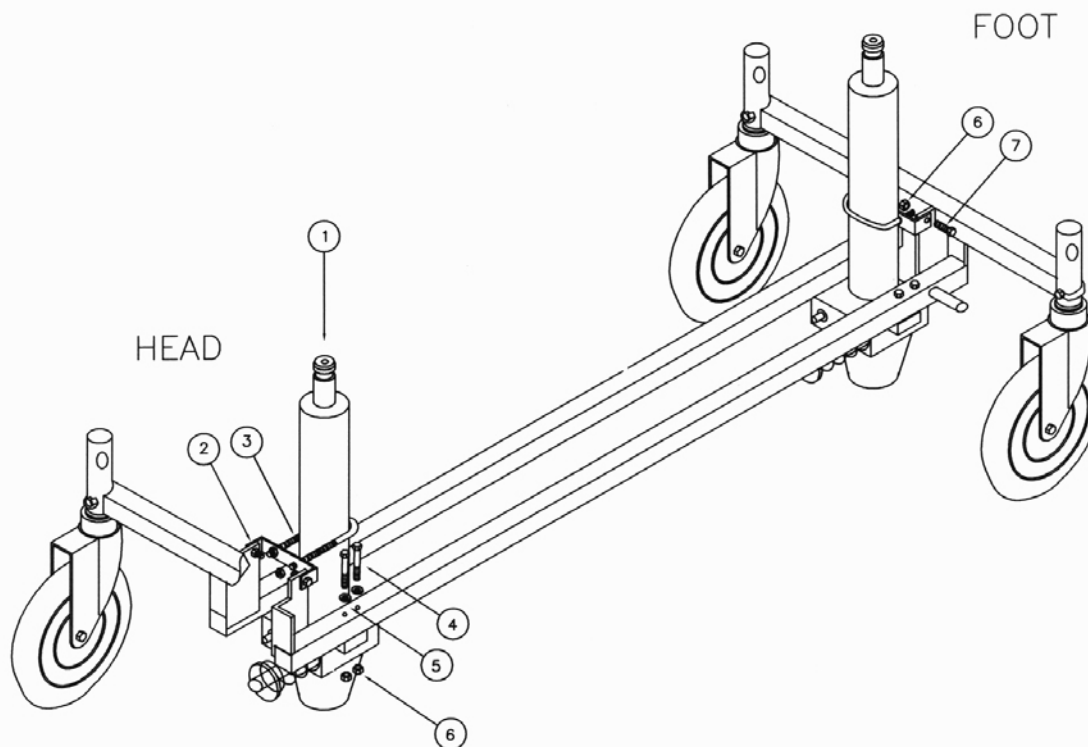
# CASTER & BASE ASSEMBLY



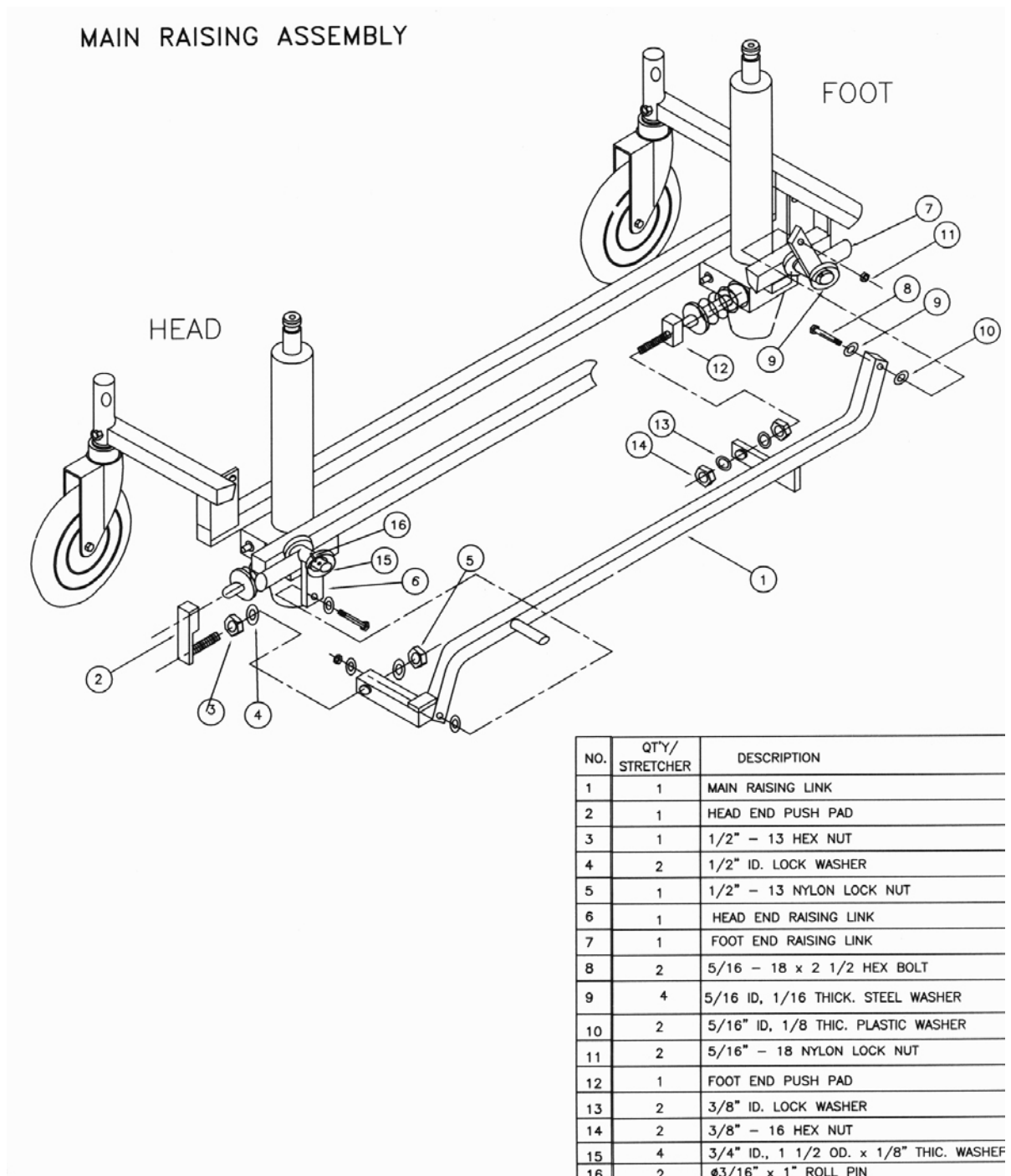
### CASTER AND BASE ASSEMBLY (BARIATRIC STRECHER)

NO.	QTY./ STRETCHER	DESCRIPTION
1	1	BASE CHASSIS
2	1	FIFTH WHEEL ASS'Y
3	1	BRAKE ROD ASS'Y
4	1	CABLE
5	2	HEX ROD
6	2	BRAKE CAM
7	2	Ø5/16" x 1" CLEVIS PIN
8	2	3/32" COTTER PIN
9	2	LEFT SIDE PEDAL
10	2	RIGHT SIDE PEDAL
11	4	1/4" – 20 x 3/4" SELF-THREADING SLOT HEADED SCREW
12	4	WASHER
13	4	CASTER
14	4	DOUBLE TAB WASHER
15	8	M8 x 13 METRIC HEX BOLT
16	1	PULLEY
17	1	1/4" – 20 x 1" HEX BOLT
18	1	1/4" – 20 DOUBLE LOCK NUT
19	1	LINK ROD CONNECTOR
20	2	5/16" – 18 HEX NUT
21	2	1/8" CABLE CLIP CLAMP
22	10	1/4" – 20 x 2 1/4 HEX BOLT
23	6	1/4" WASHER
24	6	1/4" – 20 NYLON LOCK NUT
25	1	ADJUSTER ROD
26	2	1/2" – 20 JUM NUT
27	2	1/2" – 20 HEX NUT
28	1	POSI – LOCK HOUSING
29	1	SPRING
30	1	POSI – LOCK PIN
31	1	SLEEVE BEARING
32	2	1/4 X 20 X 2 1/2 HEX BOLT

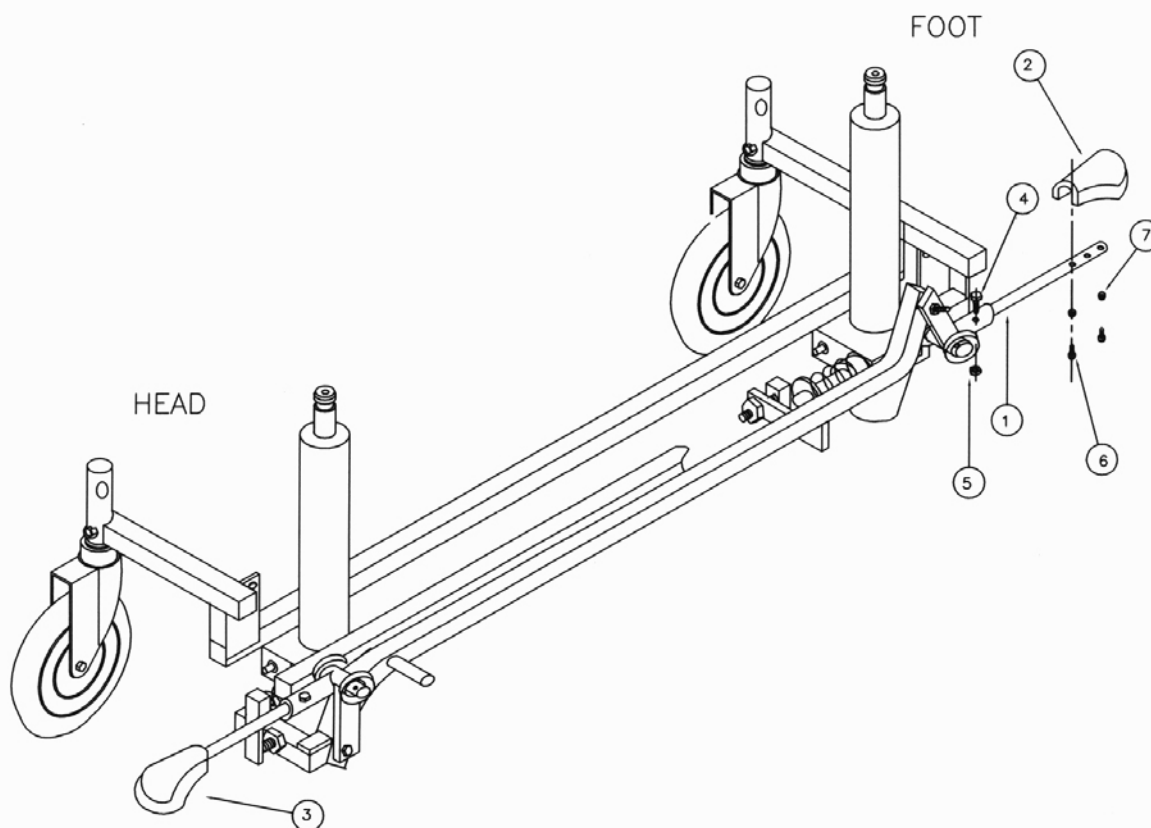
## HYDRAULIC PUMP ASSEMBLY (BARIATRIC STRECHER)



NO.	QTY/ STRETCHER	DESCRIPTION
1	2	PUMP
2	2	PUMP BRACKET
3	2	2" I.D. x 3 1/4" x 5/16 U- BOLT/NUT
4	8	1/4" – 20 x 2 1/4" HEX BOLT
5	8	1/4" WASHER
6	12	1/4" – 20 NYLON LOCK NUT
7	4	1/4" – 20 x 7/8" HEX BOLT

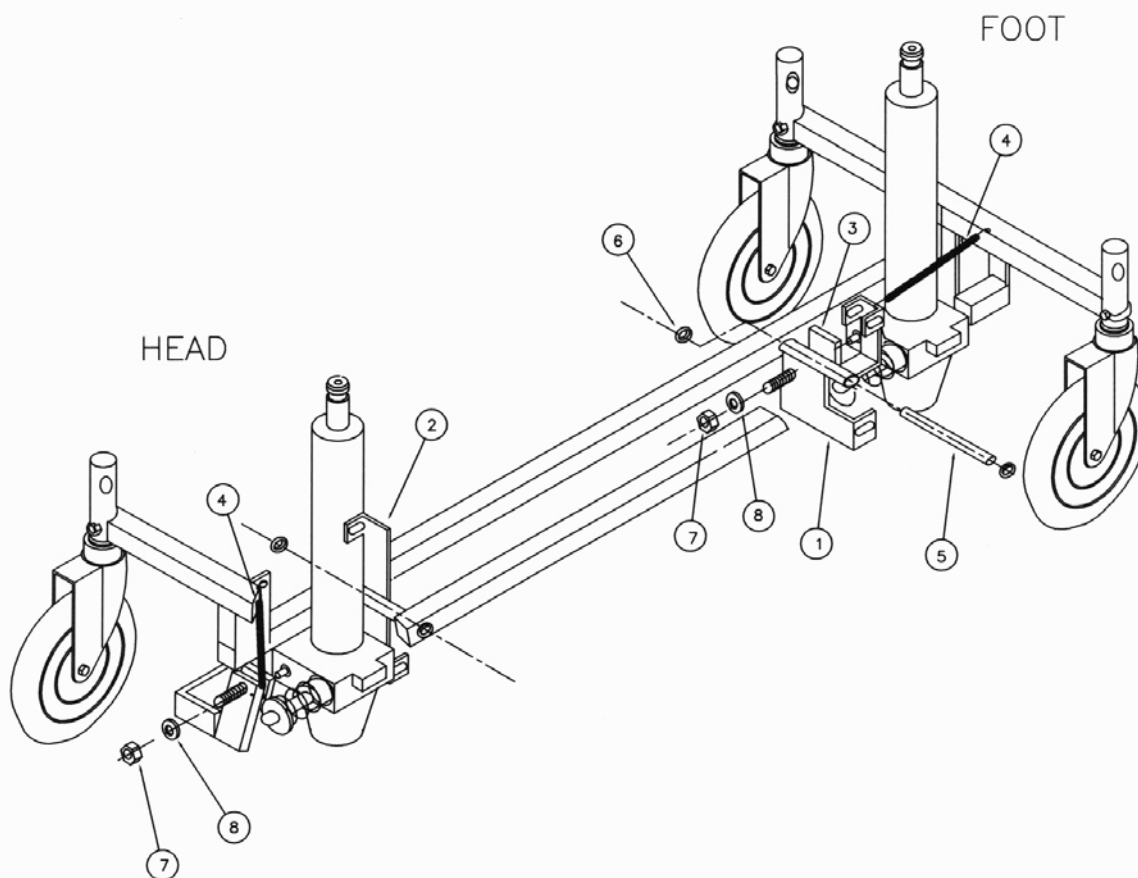


## END RAISING PEDAL ASSEMBLY



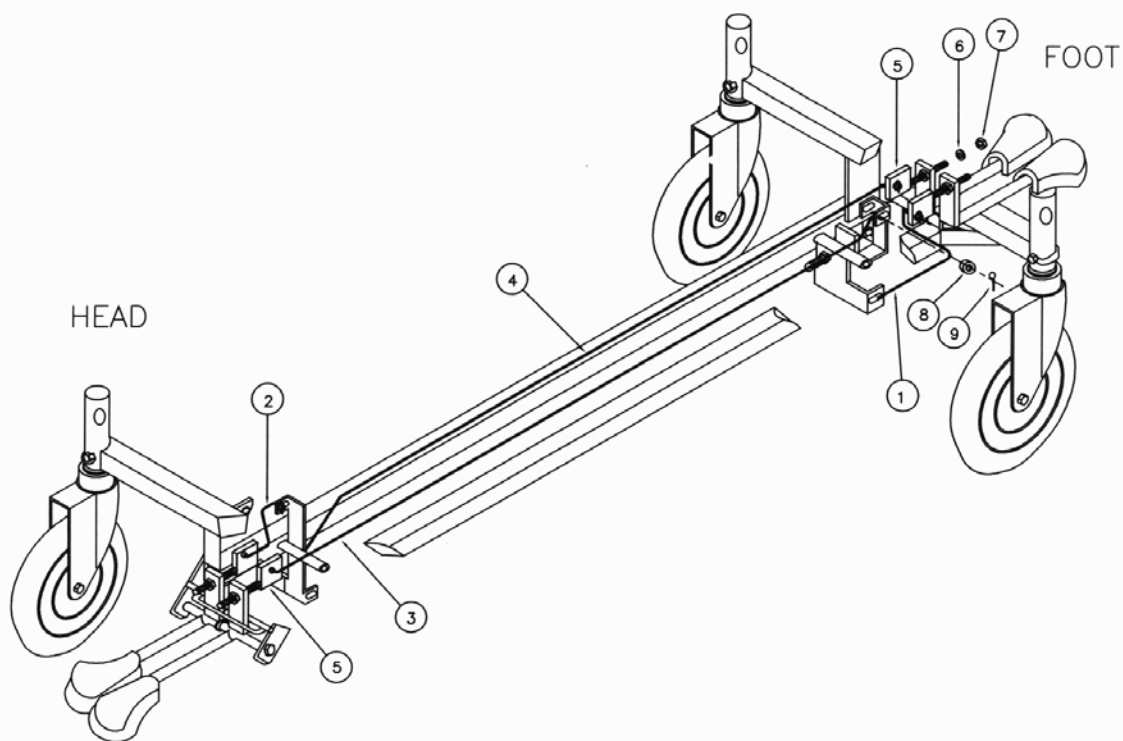
NO.	QTY/ STRETCHER	DESCRIPTION
1	2	RAISING PEDAL ARM
2	1	RAISING PEDAL-FOOT END
3	1	RAISING PEDAL-HEAD END
4	2	1/4" - 20 x 1 1/2" HEX BOLT
5	2	1/4" - 20 NYLON LOCK NUT
6	4	#8 x 1/2" PHILIPS SCREW
7	4	1/4" ID., 5/8" OD. x 1/16 THICK. WASHER

## LOWERING BRACKETS – HEAD & FOOT END



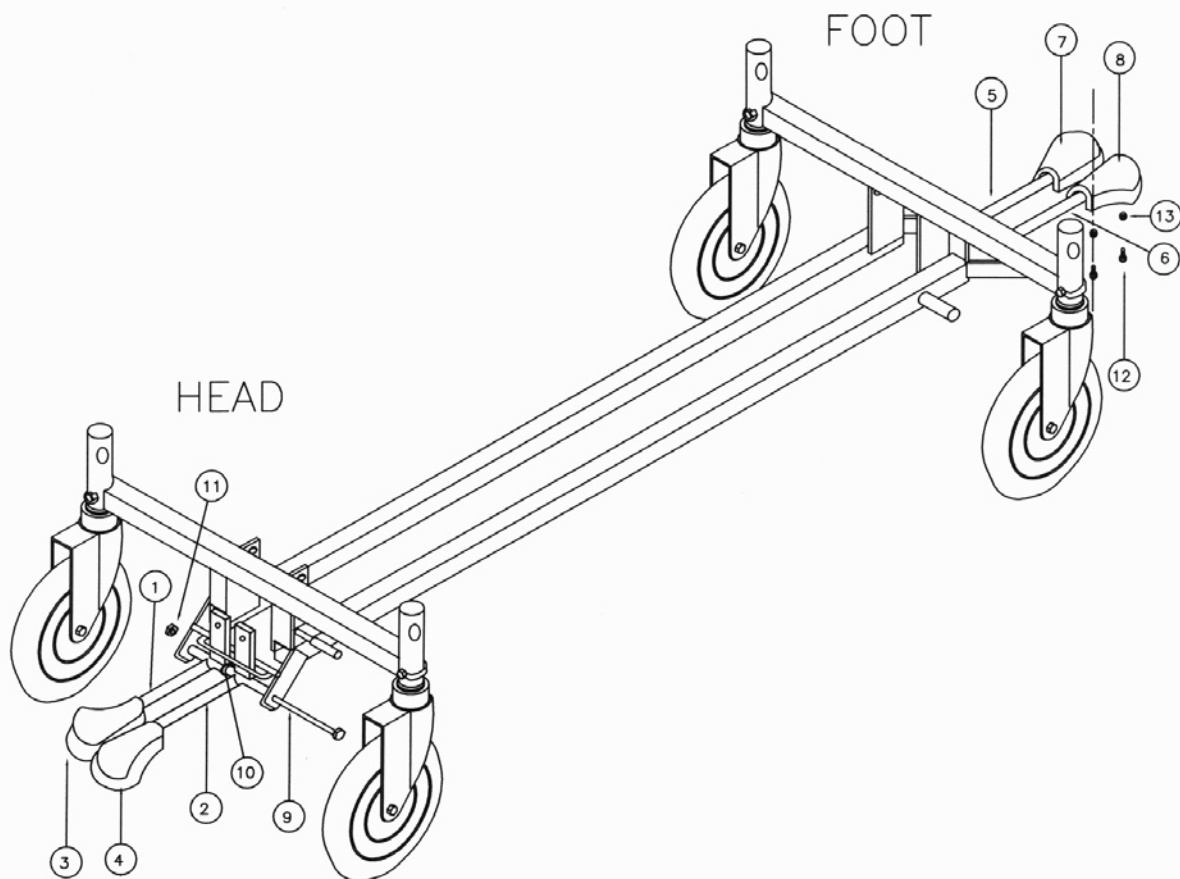
NO.	QTY/ STRETCHER	DESCRIPTION
1	1	LOWER LINK BRACKET, FOOT-END
2	1	LOWER LINK BRACKET, HEAD-END
3	2	LOWERING PUSH PAD
4	2	LOWERING SPRING
5	2	RELEASE HINGE PIN
6	4	3/8" PUSH NUT
7	4	5/16" – 18 HEX NUT
8	4	5/16" LOCK WASHER

## LOWERING LINKS – HEAD & FOOT END



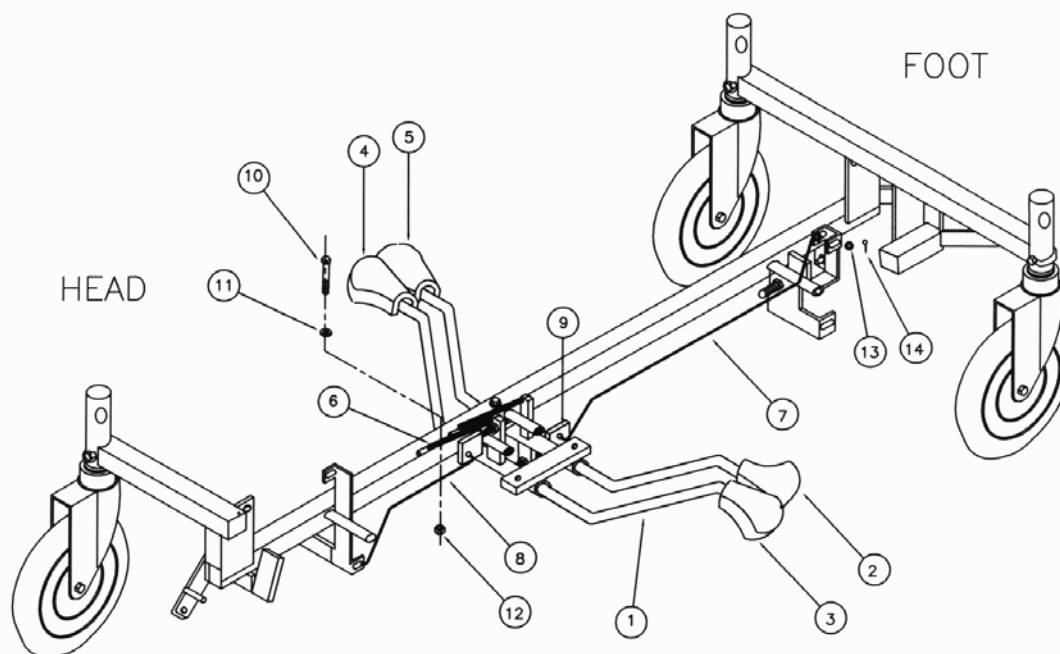
NO.	QTY/ STRETCHER	DESCRIPTION
1	1	LINK ROD
2	1	LINK ROD
3	1	LINK ROD
4	1	LINK ROD
5	4	LINK ROD CONNECTOR
6	8	5/16" LOCK WASHER
7	8	5/16" – 18 HEX NUT
8	8	5/16" WASHER
9	8	Ø3/32" HITCH PIN

## END LOWERING PEDALS – HEAD & FOOT



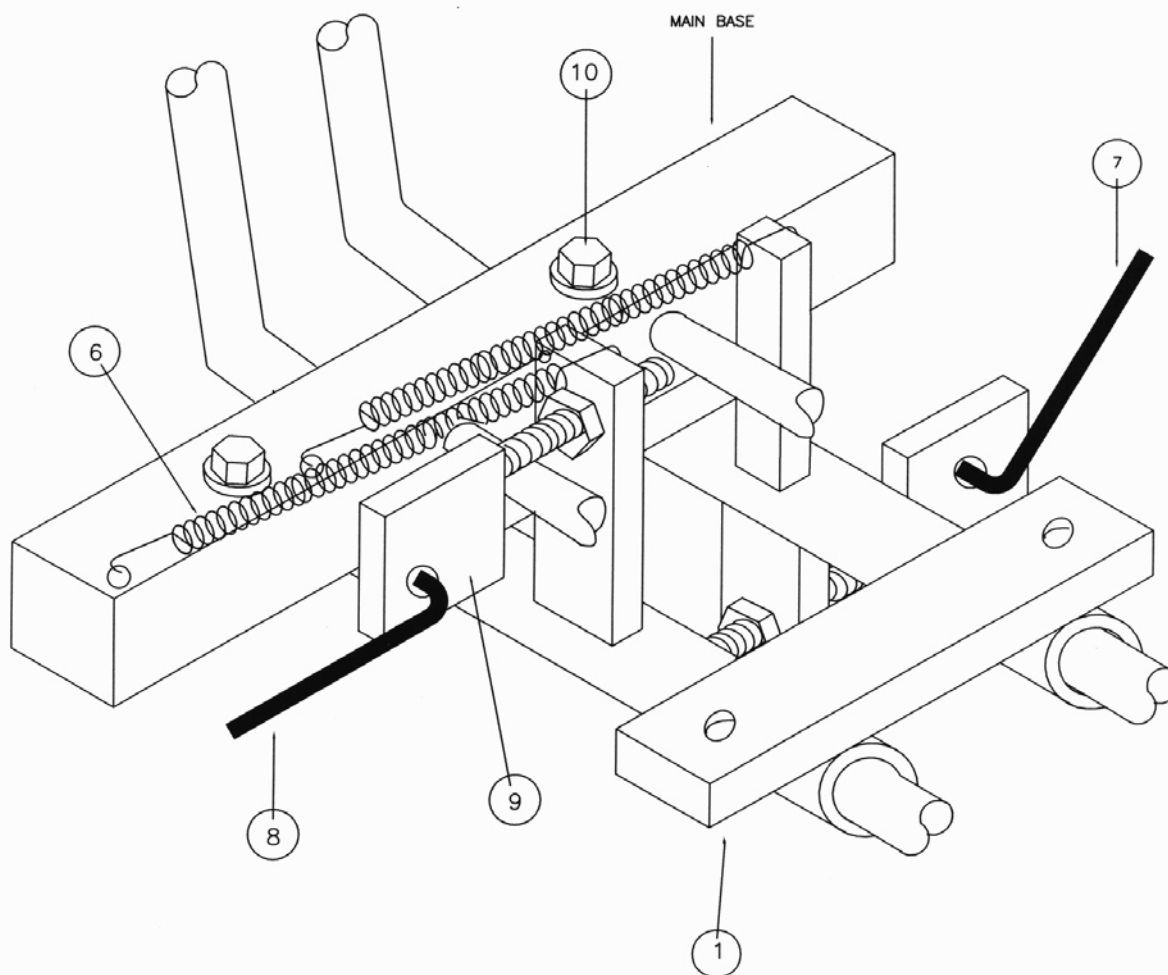
NO.	QTY/ STRETCHER	DESCRIPTION
1	1	LOWERING PEDAL TRENDELEBURG (HEAD END)
2	1	LOWERING PEDAL REV. TRENDELEBURG (HEAD END)
3	1	TREND. PEDAL (HEAD END)
4	1	REV. TREND. PEDAL (HEAD END)
5	1	LOWERING PEDAL TRENDELEBURG (FOOT END)
6	1	LOWERING PEDAL REV. TRENDELEBURG (FOOT END)
7	1	TREND. PEDAL (FOOT END)
8	1	REV. TREND. PEDAL (FOOT END)
9	2	3/8" – 16 x 7 1/2" HEX BOLT
10	2	3/8" WASHER
11	2	3/8" – 16 NYLON LOCK NUT
12	8	#8 x 1/2" PHILIPS SCREW
13	8	1/4" I.D. X5/8" O.D. x 1/8" WASHER

## SIDE LOWERING LINKS & PEDALS

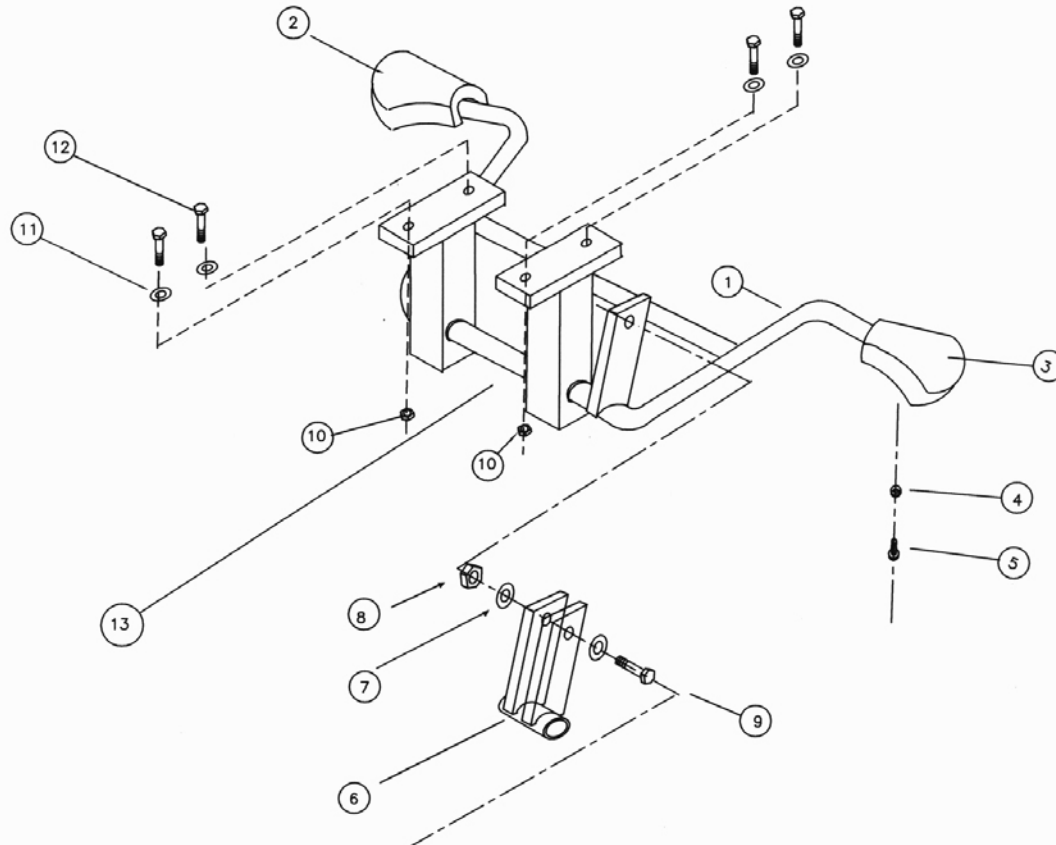


NO.	QTY/ STRETCHER	DESCRIPTION
1	1	SIDE ACCESS LOWERING ASSEMBLY
2	1	RIGHT SIDE REV. TREND. PEDAL
3	1	RIGHT SIDE TREND. PEDAL
4	1	LEFT SIDE TREND. PEDAL
5	1	LEFT SIDE REV. TREND. PEDAL
6	2	LOWERING SPRING
7	1	LINK ROD
8	1	LINK ROD
9	2	LINK ROD CONNECTOR
10	4	1/4" – 20 x 2" HEX BOLT
11	4	1/4" WASHER
12	4	1/4" – 20 NYLON LOCK NUT
13	4	5/16" WASHER
14	4	3/32" HITCH PIN

SIDE LOWERING LINKS & PEDALS DETAIL

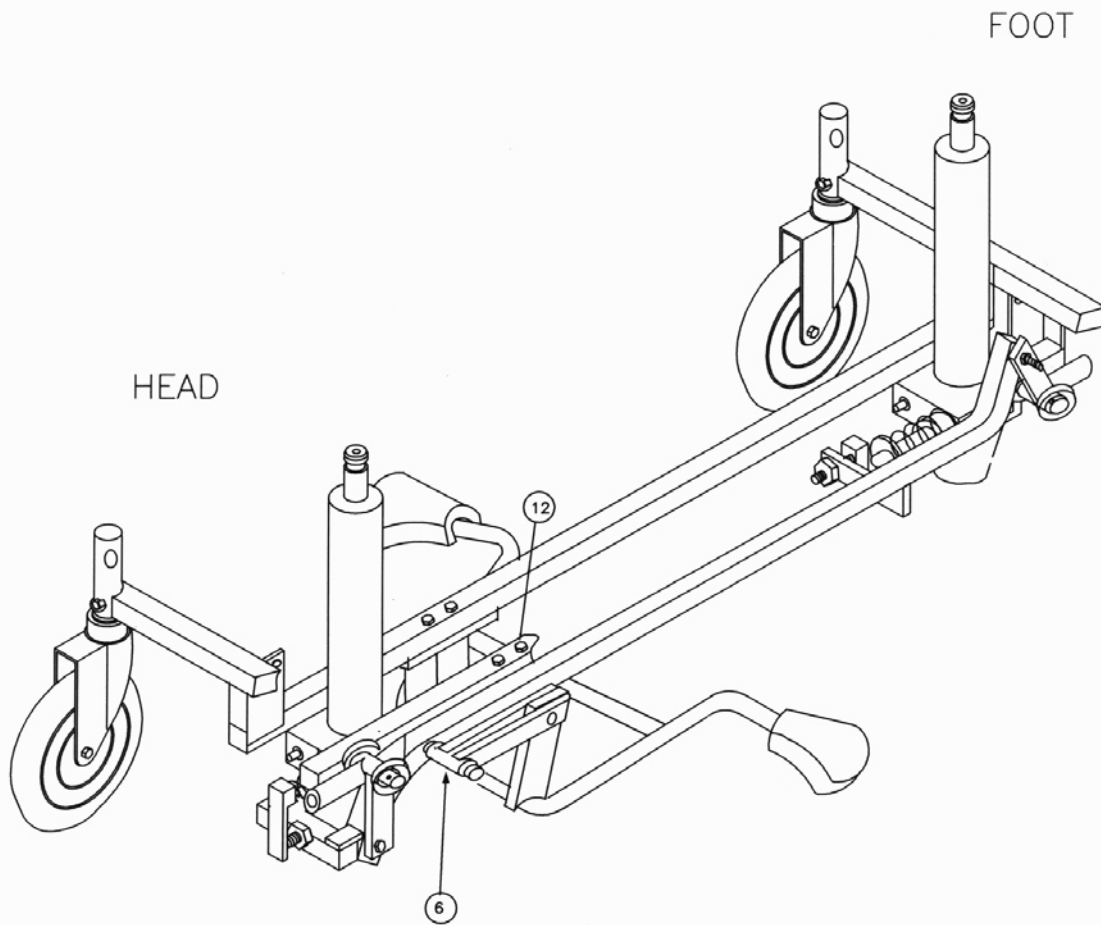


# SIDE ACCESS RAISING ASSEMBLY DETAILS ( NEW DESIGN)



NO.	QTY/ STRETCHER	DESCRIPTION
1	1	SIDE ACCESS RAISING PEDAL ARM
2	1	LEFT SIDE RAISE PEDAL
3	1	RIGHT SIDE RAISE PEDAL
4	4	1/4" ID x 5/8" OD x 1/16" WASHER
5	4	#8 x 1/2 PHILIPS SCREW
6	1	SIDE ACCESS RAISING LINK
7	2	5/16" METAL WASHER
8	1	5/16" - 18 2 WAY LOCK NUT
9	1	5/16" - 18 x 1 1/4" HEX BOLT
10	4	1/4" - 20 NYLON LOCK NUT
11	4	1/4" ' FLAT METAL WASHER
12	4	1/4" - 20 X 2" HEX BOLT
13	1	SIDE RAISING PEDAL AAS'Y

SIDE ACCESS RAISING ASSEMBLY (NEW DESIGN)



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[illegible]

[illegible]

## This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.