



An ISO 9001:2000 Registered Company

## InterLock (LOCK601-GD) Installation Instructions

**GM/Chevrolet - GMT610 Van  
2005 - 2007**

To aid in installation, first gain access to the connection points. Remove the lower dash panel below the steering column and the engine cover. Also, gain access to the lift power switch and the lift door switch circuits. These are usually accessible in the front control panel.

### InterLock Harness

Position the InterLock 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.

### Gray 6-Pin Connector

Disconnect the Gray, 6-pin OEM connector located behind the left side of the lower dash panel directly behind the park brake release handle. Separate the OEM connector and plug the InterLock 6-pin connector between the two ends of the OEM connector.

### 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.**

### Park Brake Circuit

Disconnect the black, single-wire OEM connector from the park brake switch. Plug the female side of the connector from the Brown wire from the InterLock harness to the parking brake. Install the male side of the connector on the Brown wire to the female connector in the OEM harness.

### **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.

**Ground Circuit** – Attach the Black wire eyelet from the InterLock harness to a known good ground.

### **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 InterLock 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 InterLock 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 or wire ties.

**\*\*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.

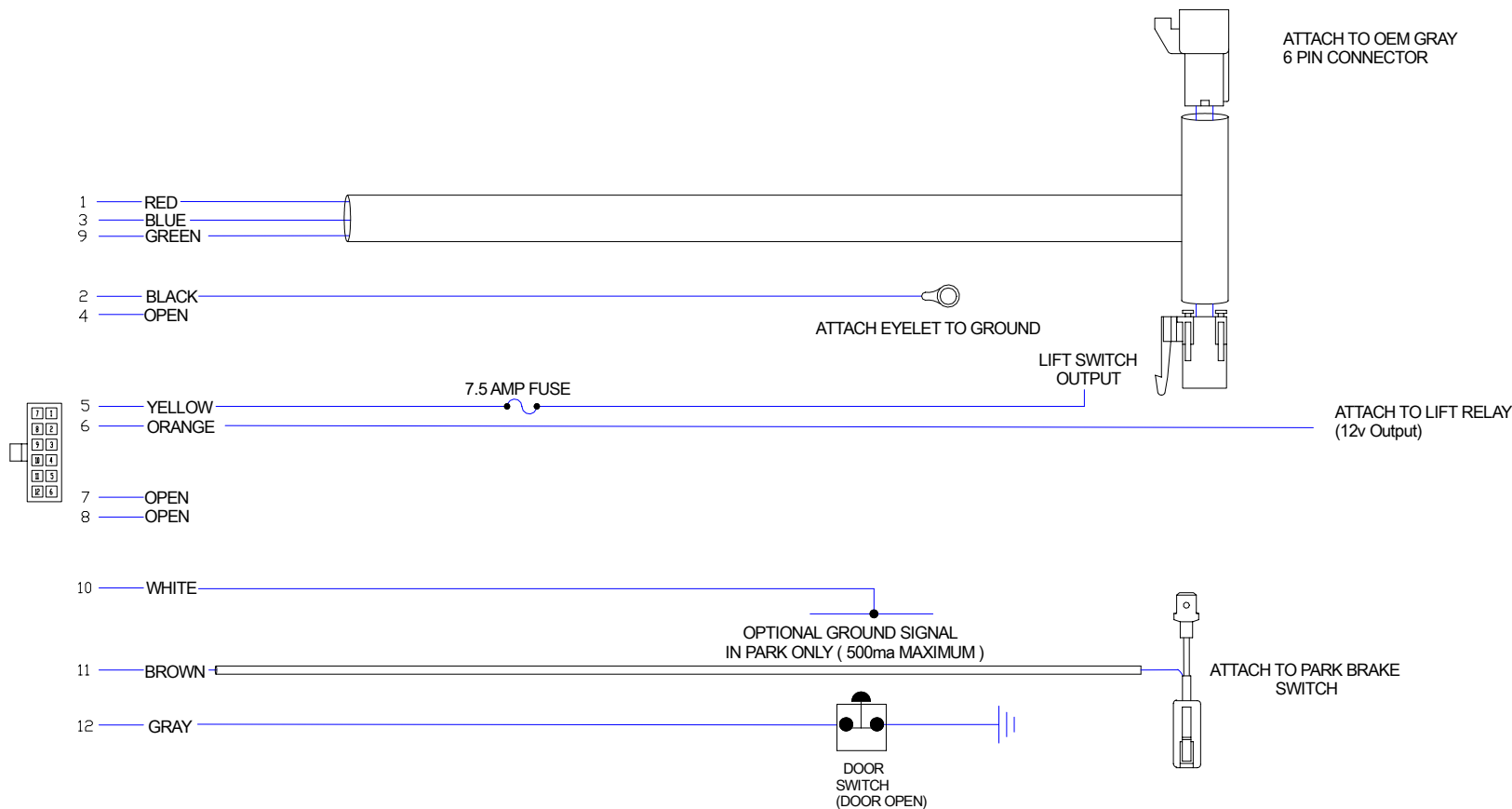
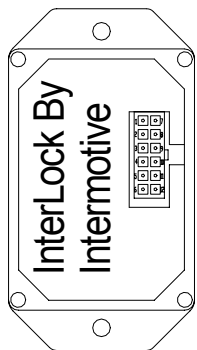
# REVISIONS

DATE : CHANGE :

- 1 — RED — POWER INPUT - (GRAY SIX-PIN T-HARNESS CONNECTOR)
- 2 — BLACK — GROUND INPUT - ATTACH TO GOOD GROUND POINT
- 3 — BLUE — SHIFT INTERLOCK OUTPUT - (GRAY SIX-PIN T-HARNESS CONNECTOR)
- 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 — OPEN
- 8 — OPEN
- 9 — GREEN — PARK INPUT (GRAY SIX-PIN T-HARNESS CONNECTOR)
- 10 — WHITE — OPTIONAL PARK-ONLY OUTPUT (GROUND SIGNAL)
- 11 — BROWN — PARK BRAKE INPUT - ATTACH TO PARK BRAKE SWITCH
- 12 — GRAY — LIFT DOOR INPUT - ATTACH TO LIFT DOOR SWITCH INPUT (GROUND SIGNAL)

LOCK601-GD  
12 PIN  
CONNECTOR

(VIEW FROM BACK  
OF CONNECTOR)



PRODUCT :

**INTERLOCK BY INTERMOTIVE**

DRAWN BY:

BRUCE  
HODGE

PART NO: **LOCK601-GD**

DATE DRAWN :  
5/15/06

CHECK BY :  
ED PROKOPIK

DATE CHECKED :  
5/25/06