

USE AND MAINTENANCE INSTRUCTIONS

*Congratulations for having chosen to use an HT-PUSH braking system.
We are sure you will find it very advantageous.
HT-PUSH is very easy to use and extensively described in these instructions.
Read these and maintenance instructions carefully before using the vehicle.*

Safety

*Explain how the HT-PUSH works to anyone who has to work on your vehicle (car dealer, repair centre, mechanic, etc.), and also to all those who use it.
We recommend giving the phone number of the system installer to the person in charge of carrying out maintenance and repairs, so that indications can be given if required.*

General information

*HT-PUSH slows down or stops your vehicle using a telescopic shaft connected to a brake lever, which is in turn connected to the original brake pedal; all you have to do is push the lever.
The pressure on the levers slows the vehicle gradually.*

The system comes with two push-buttons: one is black, used as a horn, and the other is red, used as a brake block (as dictated by law); use the red button to block the lever in the total or partial braking position in order to position the gear lever.

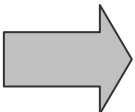
The brake lever has an ergonomic knob to guarantee a safe grip.

The original brake pedal can be used by a non-disabled person without having to move the HT-PUSH lever, thanks to the telescopic shaft that connects them.

CAUTION

*While using HT-PUSH, make sure that there are no objects (mat, etc.) between the brake pedal and the vehicle floor.
Also make sure that the sliding movement of the brake shaft is not being obstructed by objects for some reason.*

NOTE: The HT-PUSH brake lever must never be used as a handhold because if pulled strongly instead of being pushed, the locking device that holds it in the home position can cause excessive system play.



The system must only be used for the purposes it was created for; any other use is considered as improper.

CARROZZERIA 71 s.r.l. is not liable for any damage caused by incorrect system use.

Instructions drawn up according to standard configuration; modifications can be made according to the requirements of the user and the characteristics of the vehicle.

The manufacturer reserves the right to modify the product without prior warning.

USE

□ Checks

After having started the vehicle we recommend checking system operation with a forward push. Press the black button (photo A) to check horn operation (make sure you are not near areas where traffic laws forbid using them).



Photo A

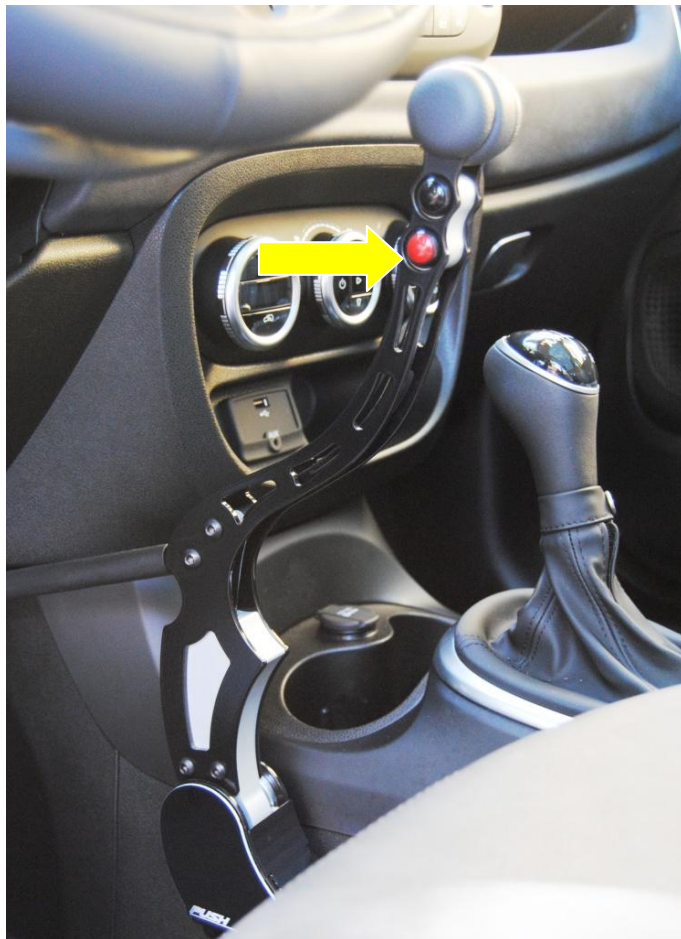


Photo B

Press the red button to check if the brake block is working (photo B).

To operate the brake block, fully push the HT-PUSH lever and press the red button at the same time; release the red button before reducing the pressure on the lever.

The vehicle gear stick can be used while the lever is blocked.

To release the HT-PUSH brake lever, just push it forward and release it, easing the pressure.

❑ **Moving the vehicle**

After having carried out the checks, push the brake lever forward, press the red button and decrease the pressure on the lever before releasing the red button.

At this point the lever is blocked and you can select the gear.

Vehicle with mechanical gears

Move the gear lever from neutral to first or into reverse, according to the manoeuvre that is to be carried out. Press the brake lever again, which automatically releases the block, and you can move the vehicle.

Vehicle with automatic or sequential gears

Move the gear lever from P or N to position D (or another gear) or R, according to the manoeuvre to be made. Press the brake lever again, which automatically releases the block, and you can move the vehicle.

When using the system initially, we advise making some test stops; this will allow you to evaluate the pressure to be used on the brake lever in order to brake gradually.

N.B.: The brake MUST ONLY be blocked while the vehicle is not moving.

❑ **Using the horn**

To activate the horn, press the red button; horn use is subordinated by traffic laws.

❑ **Stopping the vehicle**

After using the vehicle and before switching off the engine, block the brake following the procedure described previously, position the gear lever in neutral (mechanical gearbox) or at P or N (automatic gearbox), pull up the handbrake, and push the brake lever forward to deactivate the block.

N.B.: Do not use the brake block like a handbrake, because the pressure of the original handbrake, or in some cases even the vehicle braking system, can fall. This does not guarantee total braking system efficiency when the vehicle engine is switched off. In some vehicles, the stop lights remain lit when the brake is pressed, even if the key is no longer in the ignition.

❑ **Vehicle use by non-disabled people**

The original brake can be used normally.

Warn users that the HT-PUSH has been fitted, because in some cases it can partly obstacle the normal movements of non-disabled people, as shown in photo C.



Photo C

WHAT TO DO IF...

1. After starting the motor, the brake lever is in a very forward position and is very hard to push.
Make sure the lever has not remained blocked by mistake: if it has, release it.
2. The brake drum does not connect when the red key is pressed.
There may be a problem with the electrical system of the block, or a mechanical fault; go to your local Handytech Centre to repair them.
3. The horn does not sound when the black key is pressed
Check the original vehicle fuse, and replace it if necessary with one of the same rating; if the problem persists, go to your nearest Handytech Centre.
4. When using the brake lever, you realise that it makes an empty run from its home position.
Go to your nearest Handytech Centre.

If your system has a problem that is not listed, quickly contact the nearest Handytech Centre.

MAINTENANCE ONLY TO BE CARRIED OUT IN AUTHORISED HANDYTECH CENTRES

First check: 1,500 km

- Check if the horn is working.
- Check brake drum operation
- Check tightness and sliding.
- Check the tightness of the various parts and for any irregular allowance
- Make sure the lever rotates on its pin correctly
- Check the articulated heads at the ends of the telescopic shaft and lubricate them (PHOTOS D - E).

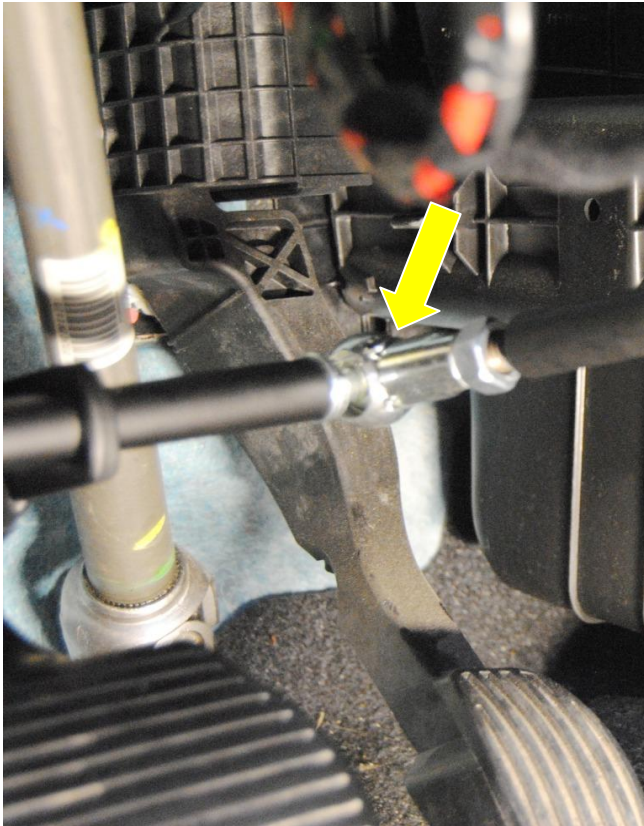


Photo D Photo E

- Check telescopic shaft sliding and lubricate it
- Make sure braking is correct, adjusting if necessary.
- **Check how the vehicle works while it is moving.**

Subsequent checks**25,000 km (or after 8 months)**

- Repeat the checks carried out at 1,500 km.
- **Check how the vehicle works while it is moving.**

50,000 km (or after 16 months)

- Repeat the checks carried out at 1,500 km.
- It is advisable to replace the ball joint that connects the telescopic shaft to the brake pedal (if it is worn).
- **Check how the vehicle works while it is moving.**

75,000 km (or 24 months)

- Repeat the checks carried out at 1,500 km.
- **Check how the vehicle works while it is moving.**

100,00 - 125,000 - 150,000 km or at least once a year

- Repeat the checks carried out at 1,500 km.
- It is advisable to replace the parts that are subject to wear (heads, sliding shafts, etc.) when checking the part conditions.
- **Check how the vehicle works while it is moving.**

Above 175,000 km

- Repeat the checks carried out at 1,500 km.
- It is also advisable, together with your usual Handytech Centre, to check the system state and substitute any parts that need to be replaced.
- **Check how the vehicle works while it is moving**

NOTE:

After 2 years go to your usual Handytech Centre to have the system state checked and to substitute any parts that need to be replaced.

When the guarantee ends the maintenance programme is at your own discretion, but our advice is to follow it scrupulously because neglect can cause system faults, problems and create dangerous situations while driving.

The device maintenance interventions, both when covered by guarantee and not, are at the full charge of the client.

GUARANTEE: 24 MONTHS OR 80,000 KM

Km displayed at the moment of delivery: _____

FOR PRINTER:

LAY OUT

		BACK	
LEFT	RIGHT	LEFT	RIGHT
0	1	2	7
6	3	4	5