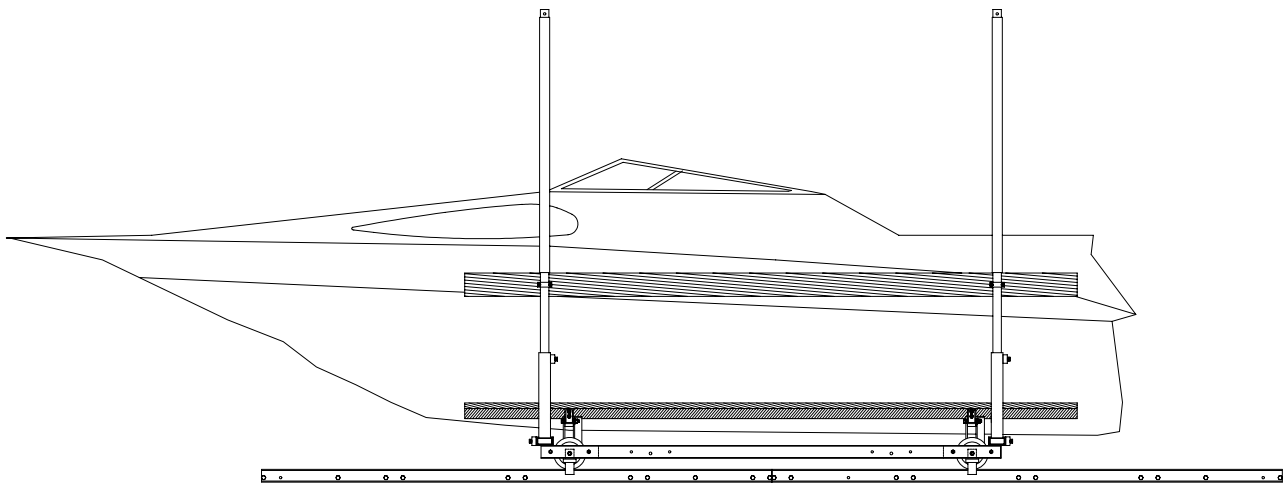




AR6000 BEACHER RAILWAY INSTRUCTIONS

OBSOLETE



REIMANN & GEORGER CORPORATION
MARINE PRODUCTS
P/N 6112093

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TABLE OF CONTENTS

CHAPTER	TITLE	PAGE
1	SAFETY.....	1
1.1	Introduction.....	1
1.2	Safety Definitions	1
1.3	Equipment Safety Labels	1
1.4	Equipment and Personnel Safety	1
1.5	Installation Safety	2
1.6	Operating Safety	2
1.6.1	General Safety.....	2
1.6.2	Safety When Raising the Boat	3
1.6.3	Safety When Lowering the Boat.....	3
1.7	Maintenance and Storage safety.....	3
2	SPECIFICATIONS.....	4
2.1	Technical Data	4
2.2	Nameplate and Serial Number Tag	4
2.3	Optional Equipment	5
3	INSTALLATION AND SETUP.....	6
3.1	Pre-Installation Checks	6
3.2	Track and Truck Assembly	6
3.3	Truck / Carriage Assembly	8
3.4	Carriage Bunk Assembly	8
3.5	Carriage Guide On Assembly	9
3.6	Adjusting Bunks and Guide Ons.....	11
3.7	Positioning the Track	12
3.8	Securing the Boat on the Carriage	12
3.9	Final Assembly Checklist	13
4	OPERATION	14
4.1	Before Operating the Beacher.....	14
4.2	Testing Winch Operation	14
4.3	Raising and Lowering the Carriage.....	15
4.4	Securing Beacher When Not in Use.....	15
5	INSPECTION AND MAINTENANCE.....	16
5.1	General Maintenance Rules	16
5.2	Wire Rope Inspection Procedure	16
5.3	Annual Inspection	17
5.4	Annual Winch Maintenance.....	17
5.5	Storage Procedure	18
6	TROUBLESHOOTING	19
7	RAILWAY W / 20 FT. TRACK - PARTS LISTS.....	20
7.1	Aluminum Track Bundle 20FT	20
7.2	Cross Tie Bundle.....	20
7.3	Truck Bundle	20
7.4	Guide On Bundle	20
7.5	Guide Pocket Bundle	20
7.6	Bunk Bundle	20
7.7	Bunk Carton of Parts.....	21
7.8	Railway Carton of Parts	21

LIST OF FIGURES

FIGURE	DESCRIPTION	PAGE
2-1	Typical Product Nameplate.....	4
3-1	Track Assembly	7
3-2	Truck / Track Assembly.....	7
3-3	Carriage Assembly	8
3-4	Carriage Bunk Assembly	9
3-5	Carriage Guide On Assembly	10
3-6	Adjusting Bunks & Guide Ons	11
3-7	Guide On Cable / Track Support Assembly.....	12
5-1	Wire Rope Components	17

1 SAFETY

1.1 INTRODUCTION

Your Reimann & Georger Corporation Marine Products Railway Lift has been engineered to provide reliable performance, long term economics and safety advantages that no other type can match. However, even a well-designed and well-built lift can malfunction or become hazardous in the hands of an inexperienced and/or untrained user. Therefore, read this manual and related equipment manuals thoroughly before operating your lift to provide maximum safety for all operating personnel, and to get the maximum benefit from your equipment.



WARNING:

DO NOT OPERATE THIS RAILWAY LIFT WITHOUT STUDYING THIS ENTIRE MANUAL. FAILURE TO DO THIS CAN LEAD TO EQUIPMENT MISUSE WITH RESULTING DAMAGE AND/OR SERIOUS PERSONAL INJURY. CONTACT YOUR RGC® MARINE DEALER IF YOU HAVE ANY QUESTIONS.

1.2 SAFETY DEFINITIONS

A safety message alerts you to potential hazards that could hurt you or others or cause property damage. The safety messages or signal words for product safety signs are **DANGER**, **WARNING**, and **CAUTION**. Each safety message is preceded by a safety alert symbol and is defined as follows:

DANGER: Indicates an imminently hazardous situation which, if not avoided, **will** cause death or serious injury. This safety message is limited to the most extreme situations.

WARNING: Indicates a potentially hazardous situation which, if not avoided, **could** result in death or serious injury.

CAUTION: Indicates a potentially hazardous situation which, if not avoided, **may** result in minor or moderate injury. It may also be used to alert against unsafe practices and property-damage-only accidents.

1.3 EQUIPMENT SAFETY LABELS

These labels warn you of potential hazards which could cause injury. Read them carefully. If a label comes off or becomes illegible, contact a Reimann & Georger Corporation dealer for a free replacement.

1.4 EQUIPMENT AND PERSONNEL SAFETY

1. Do not use the lift if it shows any signs of damage.
2. Do not exceed the rated maximum lifting capacity of this equipment.
3. When using a direct drive or motorized friction drive, understand the use of all controls and connections provided with it.



WARNING:

ALL ELECTRIC DRIVES MUST BE INSTALLED AND INSPECTED BY A CERTIFIED ELECTRICIAN IN ACCORDANCE WITH LOCAL ELECTRICAL CODES. THIS INSTALLATION MUST INCLUDE A PROPERLY WORKING GROUND FAULT CIRCUIT INTERRUPTER. (G.F.C.I.)

4. Never try lifting anything other than a boat with this equipment.
5. Never allow people in the boat any time it is above the water on the carriage.



WARNING:

DO NOT STAND OR WALK ON THE PLATFORM WHILE IT IS IN ANY RAISED POSITION. THIS CAN CAUSE SERIOUS PERSONAL INJURY.

6. Do not allow anyone to swim or play under, near or on the lift at any time.

1.5 INSTALLATION SAFETY

1. Ensure that all bolts and nuts are fastened securely prior to operation.
2. Ensure the pulleys spin freely. If any pulley binds, replace it immediately.
3. Do not weld or otherwise modify the lift. Such alterations may weaken the structural integrity of the lift and void the warranty.
4. All lifting accessories such as pontoon brackets, pivoting bunks, and guide-ons, must be commercially manufactured, have a rated load capacity equal to that of the lift, and be properly maintained and installed.
5. Ensure that the frame is square.
6. The following precautions must be observed when lifting any part of this equipment:
 - a. Be sure of your footing.
 - b. Bend your knees and lift with your legs.
 - c. Hold the equipment section close to your body when lifting.
7. Wear heavy leather gloves when handling wire rope. Insufficient hand protection when handling wire rope can cause personal injury.

1.6 OPERATING SAFETY

1.6.1 General

1. Never use this equipment beyond its rated capacity. This can damage the lift and/or boat with resulting serious personal injury.
2. Before allowing anyone to operate the lift, be certain they fully understand the proper operating procedure.
3. Completely remove any user or dealer installed locking devices before operating the lift.
4. Follow the Pre-Lifting Checklist before operating.
5. Do not try lifting or launching your boat in rough water conditions. This can damage your boat and/or the lift.
6. The boat must be secured on the lift before raising or lowering. Failure to do this can cause equipment damage and/or serious personal injury.
7. Keep people and pets clear during operation of the lift.
8. Keep fingers and clothing clear of all moving parts.
9. Check the lift periodically for frayed cables and/or binding pulleys.
10. Do not attempt to make any adjustments on the lift while it is being operated.
11. Contact your dealer if the winch mechanism fails to perform as described in the Operation chapter of this manual.

12. Never tamper with the winch mechanism. This can cause equipment damage.
13. Do not operate the lift under the influence of drugs, alcohol, or medication.
14. Never use the lift to hang or store any auxiliary equipment such as boating hardware.

1.6.2 Safety When Raising the Boat

1. Be sure that the track area is clear and the boat is correctly situated on the carriage.

1.6.3 Safety When Lowering the Boat

1. Do not continue lowering the platform after the boat floats freely. Excessive slack in winch cable may cause binding.

1.7 MAINTENANCE AND STORAGE SAFETY

1. At least once a year, the lift must be thoroughly inspected as described in the Maintenance chapter of this manual.
2. Completely lower the platform before performing any type of maintenance or repair.



WARNING:

NEVER ALLOW ANYBODY TO WORK IN OR ON THE BOAT WHEN IT IS SUSPENDED ABOVE THE WATER ON THE LIFT.

3. Immediately replace any components found to be defective as described in Chapter 5—Inspection and Maintenance.

2.3 OPTIONAL EQUIPMENT

The following options are available which enable you to customize your railway for your particular operation. Installation instructions are provided as part of each option kit.

1. **#1 Track Supports** (adj. range 18-3/4" – 24") - used for railway track not supported by the ground or where track must be raised for proper operation.
2. **#2 Track Supports** (adj. range 23-1/2" – 32") - see above.
3. **Extra 10 Ft. Track Section** – for installations requiring more than the standard 20 Ft. of track. Longer wire rope will be required.
4. **Curved 10 Ft. Track Sections** – required for going over seawalls.
5. **Extra 10Ft. Steel Track Sections** – for installations having swift current or strong wave action requiring added track weight.
6. **Doorway Track Splice 2Ft.** – pivoting track section allows boathouse overhead door to fully close.
7. **Manual Switch Power Drive** – use when a remote control drive is not wanted or unable to be used due to RF interference.
8. **Remote Control Conversion 110VAC** – converts switch operated control to remote control with a range of approximately 100 Ft.
9. **Push / Pull RC Power Drive** – allows rail system to be used in very shallow incline areas to pull carriage to water.
10. **Pontoon Cradle Conversion Kit** – allows the use of RGC vertical lift pontoon cradles on railway carriage.

3 INSTALLATION AND SETUP

3.1 PRE-INSTALLATION CHECKS

1. Do not assemble the beacher railway lift if any part shows any sign of damage.
2. All boat berthing accessories such as pivoting bunks, and guide ons, must be commercially manufactured, have a rated load capacity equal to that of the railway, and be properly maintained and installed. Consult the manufacturer's instructions provided for these accessories.
3. This product has been supplied with stainless steel hardware to protect against a harsh marine environment and provide outstanding performance. Due to the chemistry and surface condition of stainless steel, there is a natural tendency for the hardware to "gall, lock up, or seize" during assembly. To prevent this from occurring, it is **highly recommended** that the anti-seize supplied in the hardware bag be applied to the mating surfaces of all stainless steel fasteners before assembly. Lubricants containing molybdenum disulfide, graphite, mica or talc may also be used.



CAUTION:

DO NOT EXCEED THE MAXIMUM TORQUE RATING ON ALL BOLTS OF 20 FT-LBS.



WARNING:

FAILURE TO APPLY A SUITABLE LUBRICANT TO THE MATING SURFACES OF STAINLESS STEEL THREADED FASTENERS MAY CAUSE GALLING AND/OR SEIZING OF ASSEMBLY.

4. During installation, the following precautions must be observed when lifting any part of this equipment:
 - a. Be sure of your footing.
 - b. Bend your knees and lift with your legs.
 - c. Hold the equipment section close to your body when lifting.

The part reference numbers and letters used in the subassembly drawings of sections 3.2 through 3.10 are the same as those listed in the parts lists of Chapter 6.

3.2 TRACK & TRUCK ASSEMBLY

1. Refer to **Figure 3-1**. Position the track channels with the flanges facing outward.
2. Assemble two separate sections of track with three track cross ties each as shown in **Inset A**. Insert bolts from outside of track for all ties.
3. Assemble the two motor cross ties on the end of track section that the power drive will be mounted as shown.
4. Assemble the power drive track section using a track splice cross tie and two splice plates as shown in **Inset B**. (Do not join track sections together at this time.)
5. Assemble the two carriage stops on the end of track section that will be used at the water end of railway.
6. Refer to **Figure 3-2**. Install the truck assemblies onto one of the preassembled track sections described above, with captured nut housings facing away from each other as shown in **Inset D**.
7. Refer to **Figure 3-1**. Join the two preassembled track sections using the track splice cross tie and splice plate as shown in **Inset B**.
8. Tighten all track fasteners at this time.

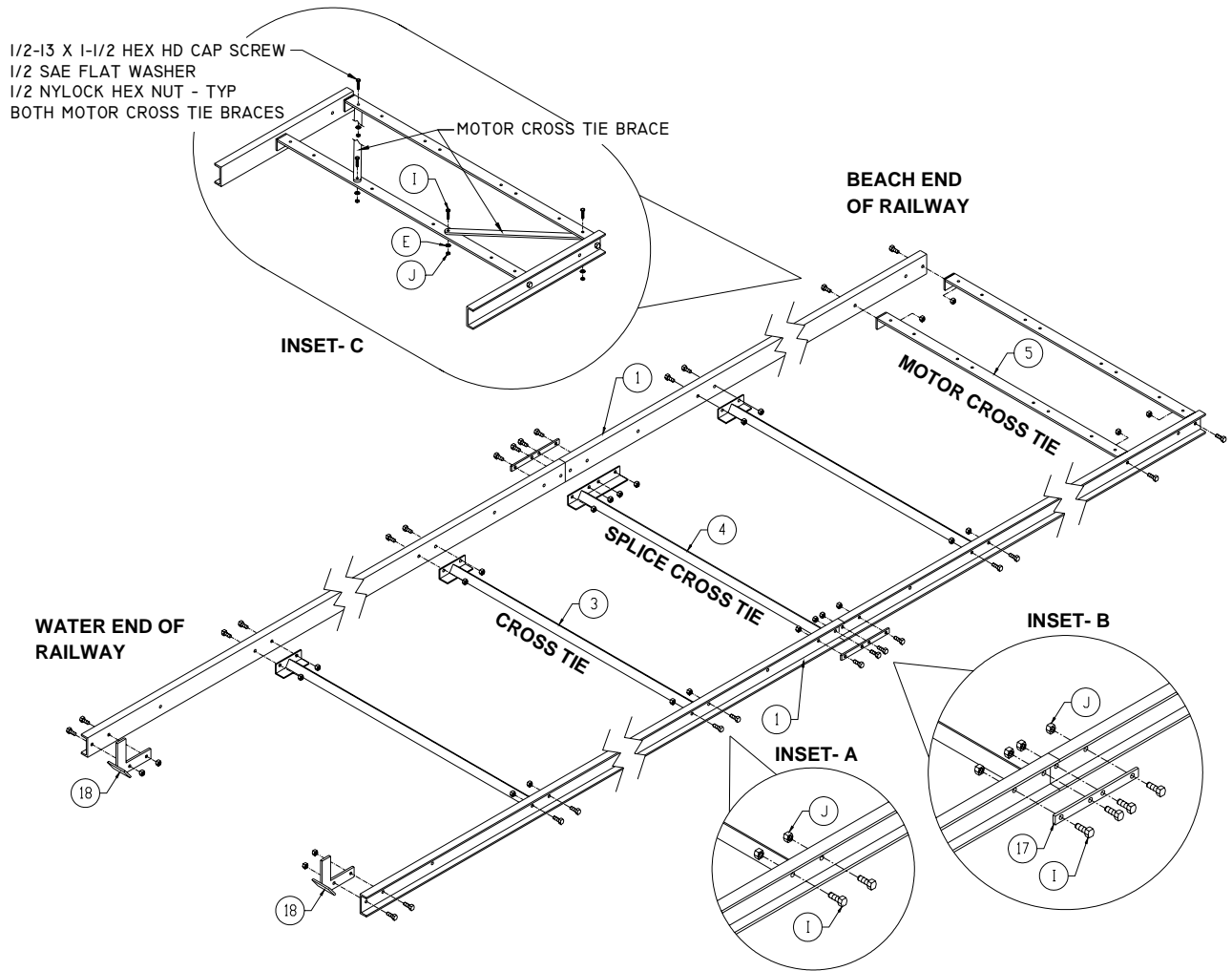


Figure 3-1.
AR6K Track Assembly

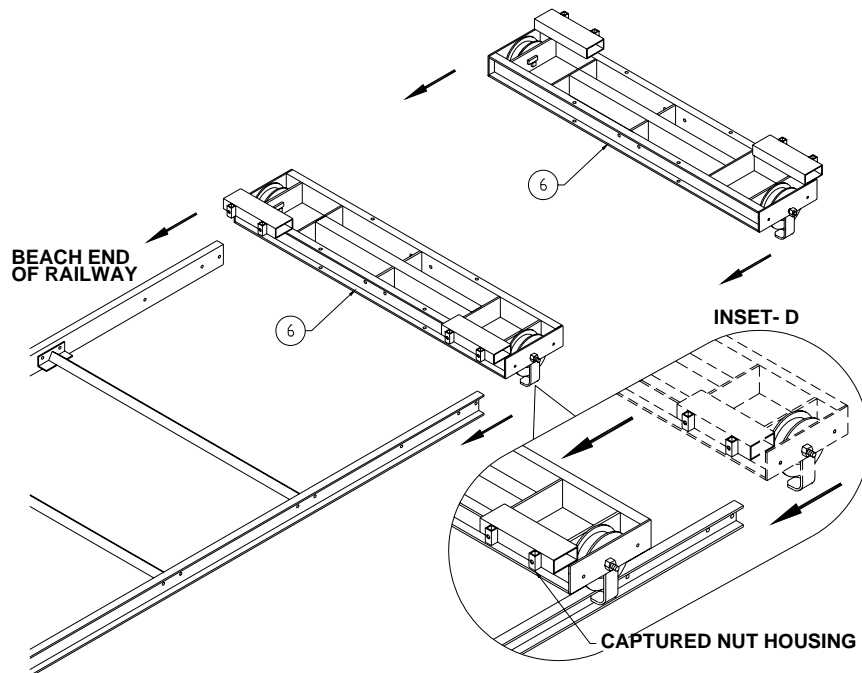


Figure 3-2.
AR6K Truck / Track Assembly

3.3 TRUCK / CARRIAGE ASSEMBLY

1. Refer to **Figure 3-3**. Starting on the same end of each truck assembly, remove the **lock nut and washer only** from the two truck wheels and attach a carriage side to each truck assembly. Reinstall wheel hardware and additional hardware as shown.
2. Repeat procedure in step 1 for other end of truck assemblies.

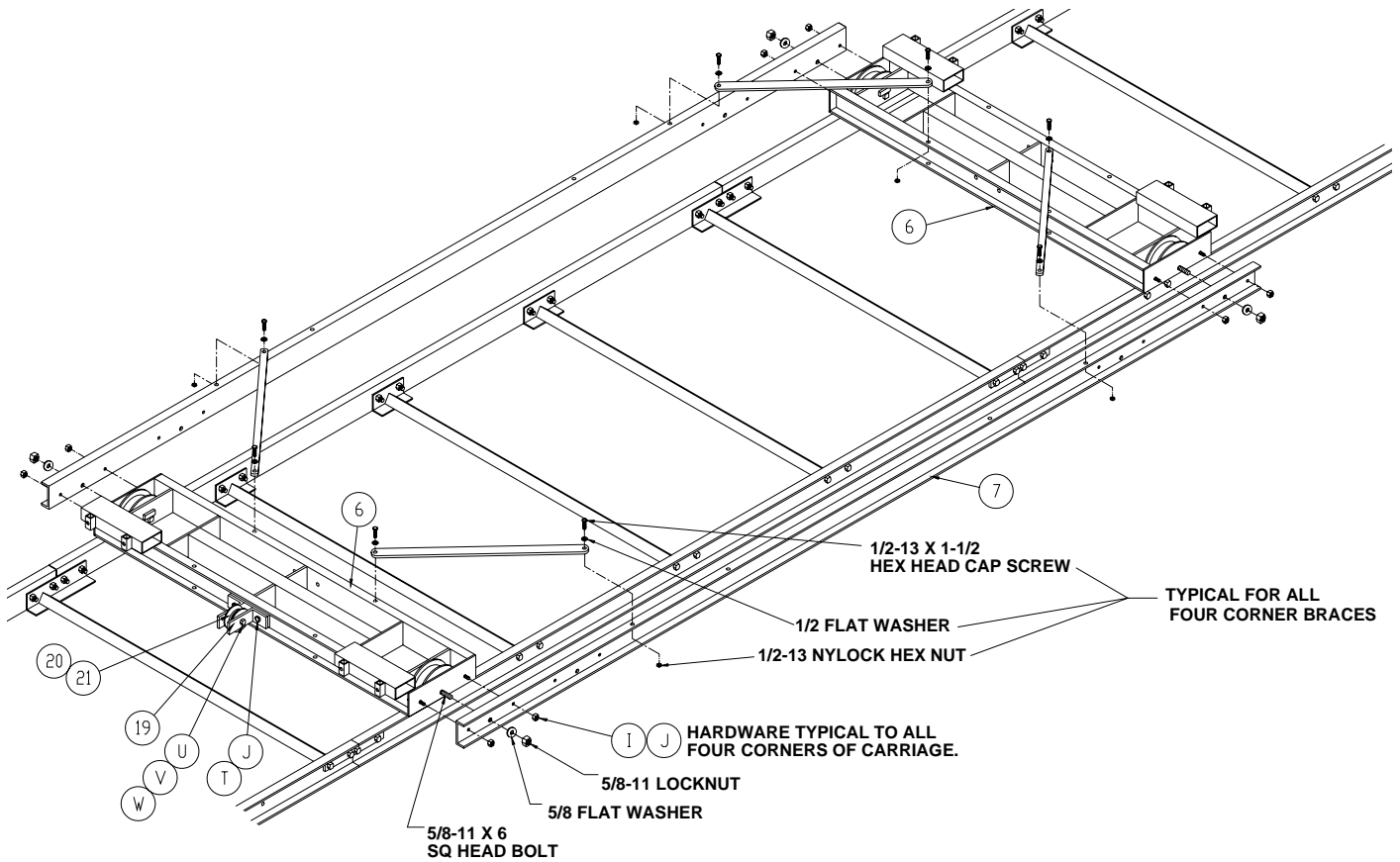


Figure 3-3.
AR6K Carriage Assembly

3.4 CARRIAGE BUNK ASSEMBLY

1. Refer to **Figure 3-4**. Locate the predrilled holes on each end of the carpeted wood bunks and puncture a hole through the carpeting with a pointed object.
2. From seamless side of carpeted wood bunk, feed two carriage bolts thru holes in carpeted wood bunk. Attach bunk cradle bracket to bunk carriage bolts and fasten as shown in **Inset E**.



CAUTION:

THE BUNK CARRIAGE BOLT HEADS MUST BE BELOW THE SURFACE OF THE CARPETED WOOD BUNKS TO PREVENT DAMAGE TO BOAT HULL.

3. Repeat procedure in step 2 for each bunk cradle bracket.
4. Assemble the angle brackets, for each bunk cradle bracket, to the truck load tubes as shown in **Inset E**. Do not tighten in place.
5. Attach each carpeted wood bunk, by the bunk cradle bracket, to the angle brackets as shown. Do not tighten.

