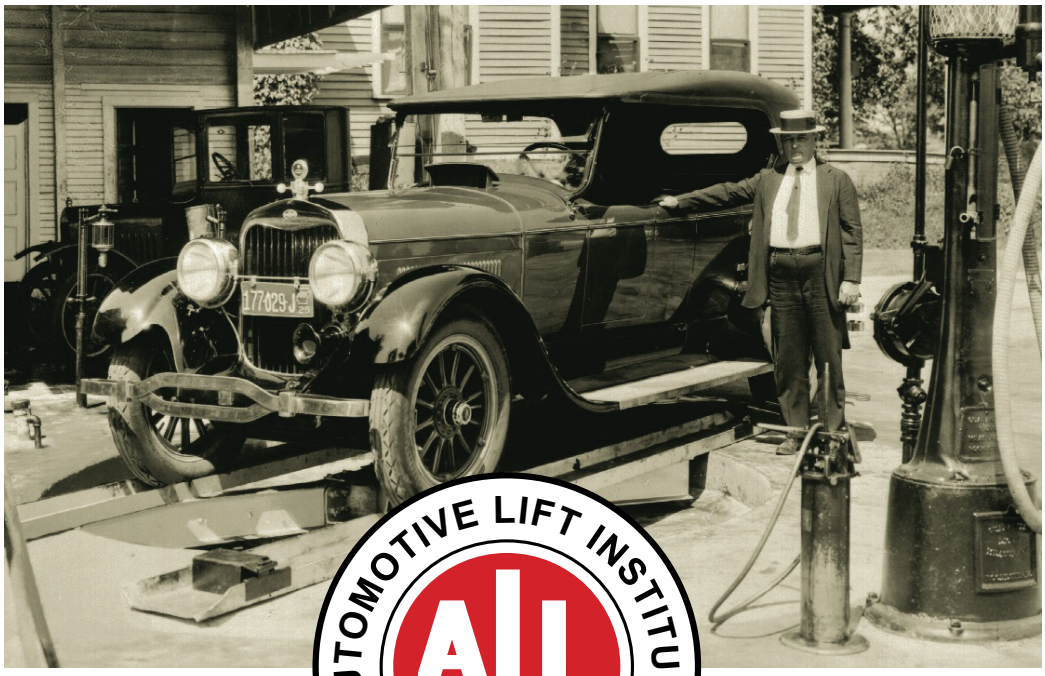
The Automotive Lift Institute

Protecting You for 75 Years



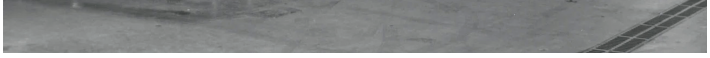
Protecting You for 75 Years

The Automotive Lift Institute (ALI) was formed in 1945 when, emerging from the chaos of World War II, nine car lift manufacturers agreed to work together for the industry's common good.

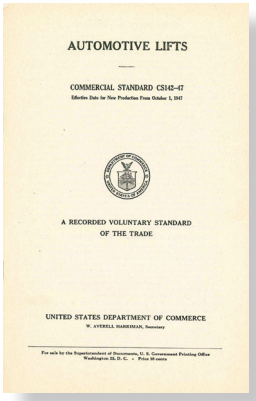
The founding charter members of the new trade association were:

Curtis Pneumatic Machinery Co.
Gilbert & Barker Mfg Co.
Globe Hoist Company
Hayward Products Corp.
Joyce-Cridland Company
Rotary Lift Company
U.S. Air Compressor Co.
Wayne Pump Company
Weaver Manufacturing Co.

The companies shared concerns over the availability of steel and other raw materials used to produce automotive lifts, since these materials remained under government allocation. At the same time, high-grade steel – required for machined pistons and cylinders, as well as for forming superstructure components – was in short supply, so some manufacturers were using reprocessed scrap steel of questionable quality to produce lift components. ALI members questioned the quality of these lifts and the safety of the lift operators working under them.



ALI hired The Parker Organization, a trade association management firm led by David Laine in New York City. Under Laine's leadership as secretary and staff head, ALI developed its original activities to promote industry safety and support ALI members.


AUTOMOTIVE LIFTS

COMMERCIAL STANDARD CS142–47

A RECORDED VOLUNTARY STANDARD OF THE TRADE

UNITED STATES DEPARTMENT OF COMMERCE

Over the next two years, ALI worked with the National Bureau of Standards to develop the first nationally recognized Commodity Standard governing automotive lifts. This standard, CS142, was issued by the U.S. Department of Commerce in 1947. CS142 was a design standard covering the strength factors and material requirements for manufacturing inground lifts – the only type of vehicle lift produced and installed in the United States at that time.

ALI also developed a survey that it sent to the automotive OEMs annually to gather the recommended pick-

up points for their new vehicles. ALI then shared this information with its members so they could design and produce lift adapters for their products that would reach those pick-up points and enable technicians to raise the vehicles without damaging them or potentially injuring themselves.

Introducing ANSI and OSHA

CS142 was amended in 1948 and updated in 1958, 1962 and 1965. By the late 1960s, with the CS142 Standard in its fifth edition, the U.S. Department of Commerce directed the National Bureau of Standards to withdraw from commodity standards activities. As a result, the National Bureau of Standards suggested that ALI approach the American National Standards Institute (ANSI) about taking up the lift industry standard.

Moving into the early 1970s, ANSI was enthusiastically backing public sentiment which called for replacing design standards with performance standards. This meant that standards should not provide requirements for materials and manufacturing methods like CS142, but rather only state how covered products should perform.

Also during this time, the Occupational Safety and Health Act of 1970 established, within the Department of Labor, the Occupational Safety and Health Administration (OSHA). OSHA was charged with the task of developing regulations governing occupational safety and health in the workplace. Many in the lift industry were concerned about the effects OSHA regulation could have on product innovation.

In this environment, ALI rewrote the existing lift standard to address safety issues with vigor. The ALI Engineering Committee added a number of provisions designed to improve safety in the operation of automotive lifts to the basic construction standard CS142-65. Safety devices that previously had been optional were made mandatory for manufacturers (although some major purchasers signed waivers authorizing automotive lift products to be shipped without selected safety devices). ALI then submitted the recommended performance standard to ANSI.

ANSI approved the new performance standard in 1974 as ANSI B153.1 – American National Standard Safety Requirements for the Construction, Care, and Use of Automotive Lifts. The original design standard CS142-65 (fifth edition) subsequently was withdrawn by the National Bureau of Standards in 1975.

In response to the first OSHA standards enacted in 1971, ALI developed a 3” x 5” laminated Operating and Maintenance Instructions hang tag that was shipped with every new lift sold by ALI member companies and was also made available as a retrofit for older lifts. In 1980, this piece was expanded into an 8 1/2” x 11” Safety Tips card. A version of that card is still provided with every lift sold by an ALI member today.

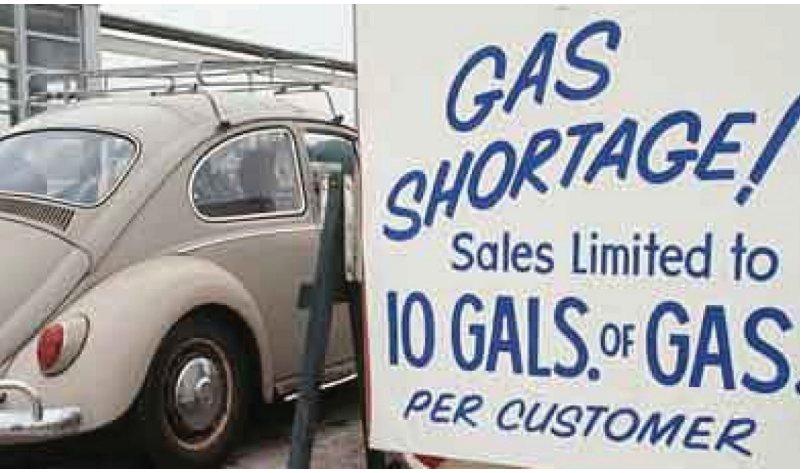
In December 1973, David Laine died and was succeeded by E.K. “Chic” Fox, who had been working with him for many years. Early the following year, ALI by-laws were revised to allow Fox to be elected as ALI’s first president in 1974. His leadership is credited with moving ALI onto the path of redefining industry safety requirements and establishing ALI as the watchdog for the automotive lift industry.

A Changing Industry

During the post-World War II baby boom, unprecedented numbers of Americans left the cities to raise families in the suburbs. These growing families needed new cars and service, and the automotive industry was happy to oblige. Car dealers, franchises and the petroleum industry followed their customers and built new locations in the suburbs. Oil companies expanded retail fuel sales through the construction of service stations that sold fuel and provided automotive service and repair. Typically, these service stations comprised one or more fuel dispensing islands, at least two service bays with inground lifts, a parts storage room and a small office. Most lift manufacturers sold their products through equipment distributors who offered a wide range of automotive service equipment, tools and support backed by strong product knowledge and customer relationships.

The 1973 oil crisis had a major impact on the lift industry. Service station construction slowed dramatically, and many older stations were converted into convenience stores. The rusting inground lifts that had been removed from decommissioned service stations and were now of questionable quality and serviceability glutted the market as junk dealers reclaimed and sold the used lifts, resulting in potential liability to the original lift manufacturers.

As a result of these market forces, lift sales dropped 65 percent between 1969 and 1975, and nearly half of U.S. lift manufacturers failed or merged. ALI was facing financial extinction.



Then something new came along.

A new type of lift had made its way to America from Europe in 1971. The two-post surface-mounted lift was easy to install, easy to move and easy to finance since it did not require underground pits and piping like an inground lift. This also meant it had a lower total installed cost and posed no risk to contaminating ground water.

Two-post lifts were initially offered by a couple of entrepreneurial companies that were unfamiliar with the classic petroleum industry distribution channels employed by traditional inground lift manufacturers, so they found new ways to go to market. They skipped the distributor model and sold directly to customers, often drop-shipping the products, keeping costs low. It only took a few years for the new lift style to catch on, and soon some of the traditional inground lift manufacturers had expanded their product lines to include two-post surface-mounted lifts, as well.

ALI revised its constitution and by-laws in 1973 with further revisions in 1975 to open what had previously been an association of inground lift manufacturers to allow domestic producers of surface-mounted lifts to become members. National marketers of foreign lifts could join ALI as affiliates. By 1975, surface-mounted lifts represented about 10 percent of the market.

Another result of the oil crisis was a permanent change to car design. American manufacturers moved away from the big, heavy cars they had been making to smaller, more fuel-efficient automobiles. Many of the new cars were built using a “unibody” design instead of a traditional frame. At the same time, Japanese and other foreign-made, fuel-efficient cars gained a stronger foothold in the U.S. market. As a result of these and other market forces over time, ALI got

progressively less input from the automotive OEMs, and so discontinued its annual lifting points survey.

As the economy improved over the next decade, ALI grew. In 1983, ALI again revised its constitution and by-laws to admit Canadian lift producers as manufacturer members and to institute its first membership initiation fee. By 1984, ALI had 16 member companies representing more than 95 percent of all U.S.North American lift sales.

Around this time, Chic Fox decided to leave the association management business and move to Florida. ALI management was transferred to association management firm Edgar Eubanks and Associates of South Carolina in January 1984. After three years, missing Fox's industry experience, ALI ended its relationship with Edgar Eubanks and Associates and persuaded Fox and The Parker Organization to resume management in 1987. As a result, the organization's offices relocated to Indialantic, Florida.

EPA Regulations

The Environmental Protection Agency (EPA) was established on Dec. 2, 1970 to consolidate in a single agency a variety of federal research, monitoring, standard-setting and enforcement activities to work for a cleaner, healthier environment for the American people.

EPA regulations became relevant to the lift industry a few years later. The traditional air-over-hydraulic inground auto lifts that dominated the industry through the 1970s included underground hydraulic oil storage tanks and lines. Like most underground storage tanks (USTs) until the mid-1980s, many of these were made of bare steel, which can corrode over time and allow the contents to leak into the environment, potentially contaminating ground water. Some were coated or wrapped and attached to sacrificial anodes to prevent corrosion. To address the threat of leaking USTs of all kinds nationwide, Congress passed a series of laws beginning in the 1980s, including Subtitle I of the Solid Waste Disposal Act through the Hazardous and Solid Waste Amendments which created a federal program to regulate USTs containing petroleum and hazardous chemicals to limit corrosion and structural defects and thus minimize future tank leaks. In 1986, Subtitle I was amended through the Superfund Amendments Reauthorization Act to authorize EPA to respond to petroleum spills and leaks, direct EPA to establish financial responsibility requirements for UST owners and operators to cover the cost of taking corrective actions and to compensate third parties for injury and property damage caused by leaking tanks and creating a Leak-

ing Underground Storage Tank Trust Fund to oversee, enforce and pay for cleanups. The Energy Policy Act of 2005 added new leak detection and enforcement provisions to the program, required that all regulated USTs be inspected every three years and required EPA to develop grant guidelines regarding operator training,

inspections, delivery prohibition, secondary containment, financial responsibility, public record and state compliance reports on government USTs. The law was updated again in 2015 to, in part, add secondary containment requirements for new and replaced tanks and piping, add operator training requirements, add periodic operation and maintenance requirements for UST systems and update codes of practice.[1]

ALI and its members took a number of steps in response to the EPA's UST regulations. First, they developed statistics based on ALI's records and those of large customers to demonstrate that there were hundreds of thousands of inground lift oil tanks around the country, both in use and decommissioned, and that to try to register all of them would overwhelm EPA's resources. As a result, EPA exempted from registration requirements all underground storage tanks with a volume of 75 gallons or less. However, all other regulations, including requirements for properly closing USTs associated with decommissioned lifts and remediating any soil contamination continued to apply.

ALI also monitored state-by-state adoption of the EPA small UST registration exemptions for many years.

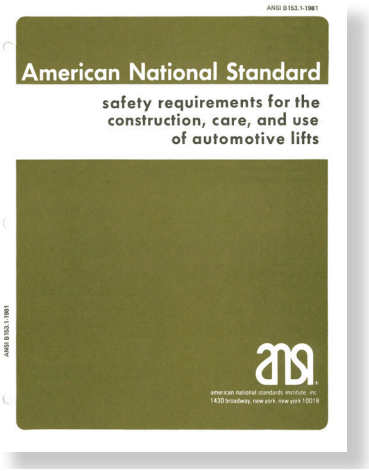
Increasing regulation and concerns about the environmental impact of oil storage tanks helped drive the popularity of the new surface-mounted lift designs. But they also inspired ALI members to develop innovative, new solutions such as underground containment units made of polymer instead of steel, steel coatings to prevent corrosion, and bio-fuel compatible systems that would let customers continue to choose inground lifts without environmental worry.

1 Source: United States Environmental Protection Agency "Frequent Questions About Underground Storage Tanks" https://www.epa.gov/ust/frequent-questions-about-underground-storage-tanks

Market Growth in the 1980s

Lift designers continued to innovate throughout the 1980s, developing a wide range of new lifting products made possible by the change from a design standard to a performance standard. Surface-mounted lift manufacturers proliferated as more entrepreneurs recognized the market opportunity. By 1988, there were at least 30 lift manufacturers who were not members of ALI marketing lifts in the United States.

Unfortunately, some of the new market entrants underestimated the engineering and safety requirements of manufacturing equipment that technicians were trusting with their lives. Other manufacturers during this time were falsely self-certifying that their products met all the requirements of the B153.1 performance standard.



Reacting to the influx of substandard products and manufacturers making false claims of performance standard compliance, ALI set out in the late 1980s to clean up the industry again, just as it had 40 years earlier.

ALI members outlined a number of steps to achieve this goal in the years ahead, including:

1. Continue to promote the ALI Member label as an indicator that the product bearing it could be trusted.

2. Further develop generic "safety tips" to be shipped with each lift that would be displayed near each installed lift.

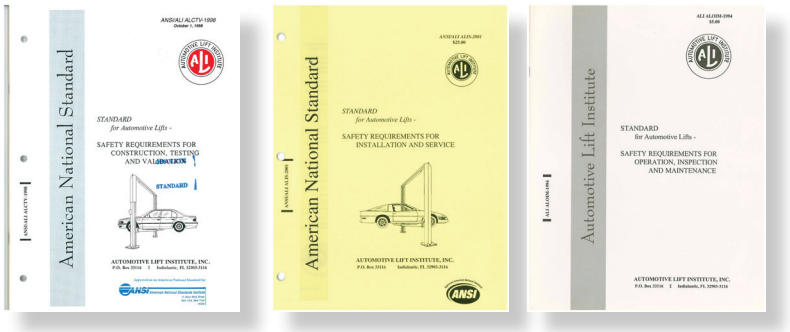
3. Develop a generic lift operator safety training manual to be shipped with every lift sold.

4. Develop generic safety warning labels to promote understanding of hazards presented to operators of all lift types.

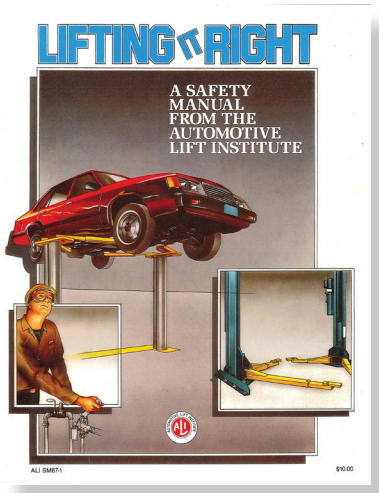
5. Approach the Society of Automotive Engineers (SAE) to partner in developing an SAE standard for physically identifying the automobile manufacturer-recommended lifting points on the underbody of each passenger car, van, SUV and light truck.

6. Parse the existing American National Standard into three separate and distinct standards appropriate to three audiences: manufacturers, owners, installers and service companies.

7. Develop an independent third-party product certification program to test and verify that specific lift models do conform to the American National Standard.



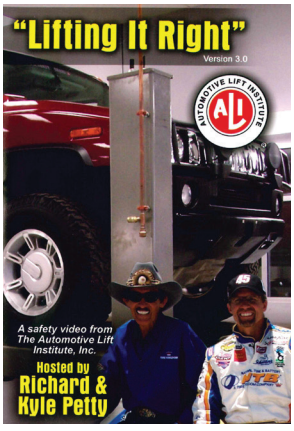
Lifting It Right Trains Generations of Technicians



ALI created its first lift safety training manual in the 1980s. The now-iconic Lifting It Right Safety Manual debuted in 1987. Since that time, more than 4 million copies have been distributed by ALI members or sold to the public.

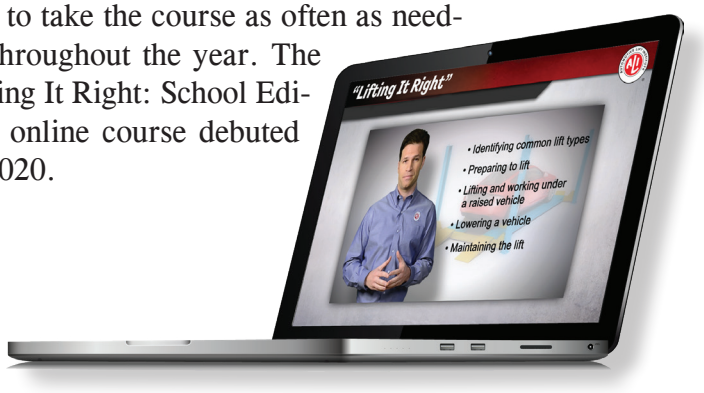
Work soon began on a video companion to the Safety Manual. After more than two years of development, the Lifting It Right video was introduced on VHS in mid-1993.

In 2006, with more than 10,000 copies of the VHS video distributed, the popular training tool was updated and issued on DVD. The new program was hosted by NASCAR racing legends Richard and Kyle Petty and endorsed by the National Safety Council. The program was sold as a kit that included the DVD, a reproducible written test, instructor's answer key and user guide, along with a copy of the Lifting It Right Safety Manual and Safety Tips Card.



As training technology continued to evolve, ALI partnered with dealer services provider KPA in 2014 to create an interactive, online certificate course based on the DVD. It was designed to allow participants up to 90 days to view the course and pass an online test. At the conclusion of the course, a certificate of completion was generated that could be printed or stored online. After completing the course, each participant also received a copy of the Safety Tips Card and Lifting It Right Safety Manual in the mail.

In 2018, the 25th anniversary of Lifting It Right, ALI introduced an updated online course, including the first Spanish version. ALI also rolled out a new annual subscription option that allowed everyone at a single location to take the course as often as needed throughout the year. The Lifting It Right: School Edition online course debuted in 2020.



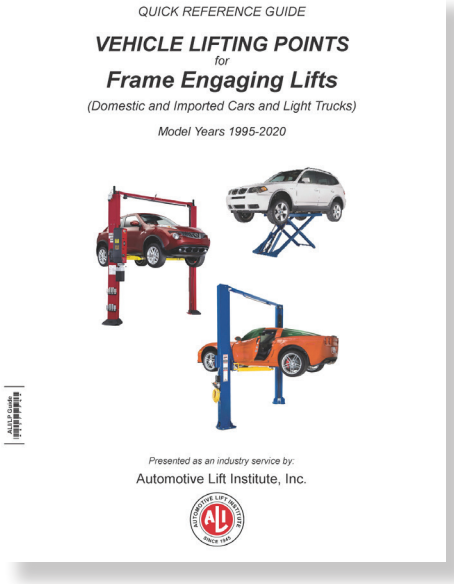
Lifting Points Guidance

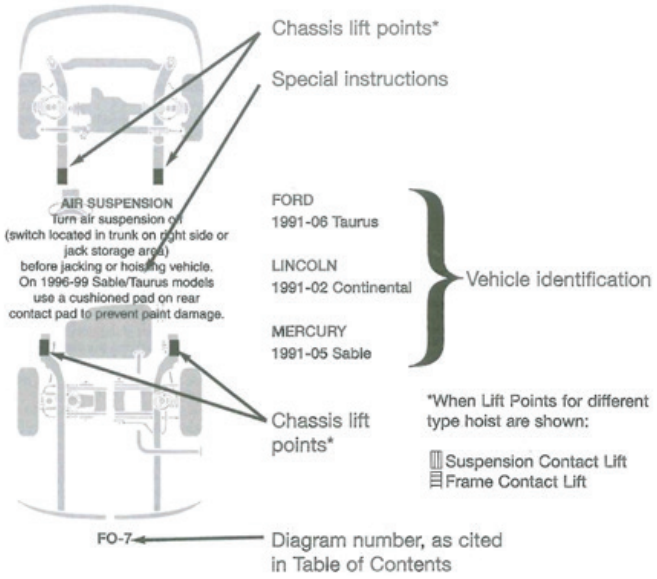
Although ALI had discontinued its annual OEM survey in the 1970s, lift manufacturers and technicians using lifts still needed lifting point information for all vehicles. This information is especially important when using the two-post surface-mounted swing-arm type lifts that had become the best-selling lift style by 1990.

In late 1990, ALI convinced the Society of Automotive Engineers (SAE) to develop an SAE Recommended Practice sponsored by ALI for permanent undercar identification of lift points and for on-car lifting point labeling to be phased in as body styles changed. This resulted in SAE J2184 being promulgated in late 1992. This SAE Recommended Practice was adopted by ANSI as an American National Standard in 1995 and, as some auto manufacturers implemented the requirements into new model years, it was expected this practice would help prevent accidents involving swing-arm type lifts.

Unfortunately, as time went by, few car manufacturers actually followed the recommended practice to mark the recommended lifting points on their vehicles. In 1998, when the standard came up for revision or reaffirmation, the second edition was approved by the SAE Vehicle Service Development Division and published in 2000. However, the standard was not submitted to ANSI by SAE as an American National Standard, and the original 1992 edition of J2184 was administratively withdrawn by ANSI for lack of activity. When the standard came up for revision again in 2005, it was approved and published by SAE in 2007, but SAE again declined to submit it to ANSI for approval. In 2019, SAE officially "stabilized" the standard, meaning it is no longer subject to active review, and most manufacturers continue to ignore the recommended practice of marking pick-up points on their vehicles

In 1997, ALI worked with MOTOR Information Systems to develop an exclusive chassis lift point guide. Now published annually, ALI presents its "Vehicle Lifting Points Quick Reference Guide" for frame-engaging lifts as an industry service. The guide covers manufacturer-recommended lifting points on domestic and imported cars and light trucks spanning the last 25 years. It's available in print through the ALI online store.





Uniform Safety Warning Labels

In a proactive initiative to further ALI's industry safety proposition, the Institute undertook several years of research and development activities to create Uniform Safety Warning Labels that would identify vehicle lift-related hazards and warn lift operators against them.

ALI contracted the National Safety Council and the University of Michigan's Transportation Research Institute to develop and validate the work in 1991.

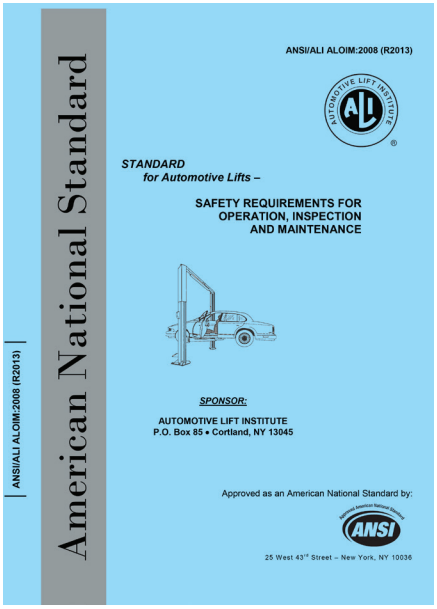
The messages and pictographs of ALI's warning labels are generic in nature and are meant to generally represent common automotive lift hazards. They come in kits representing seven different lift types. Their use, or the use of equivalent labeling, is now required on all ALI Certified Lifts. In fact, it has become an industry best practice to apply ALI's safety warning labels to any lift regardless of the manufacturer's membership status or the lift's certification status.

In 2006, ALI made the label kits available in Canadian French, neutral Spanish and Mandarin.

Lift Operation, Inspection and Maintenance Requirements Established

The ALI Engineering Committee developed the first industry standard to address safety requirements for the operation, inspection and maintenance of automotive lifts as a companion standard greatly expanding the requirements previously embraced by ANSI/ALI B153.1 pertaining to the responsibilities of automotive lift owners and/or employers of personnel who use automotive lifts.

ANSI/ALI ALOIM: American National Standard for Automotive Lifts – Safety Requirements for Operation, Inspection and Maintenance was published in 1994 and adopted as an ANSI national standard in August 1996. It was revised and approved again as an American National Standard in 2000 and 2008. The 2008 ALOIM Standard was reaffirmed by ANSI in 2013.



ALI Lift Certification Program

The original ANSI B153.1 standard went through revisions in 1981 and 1990.

Under ANSI B153.1, lift manufacturers were permitted to self-declare compliance with the standard. Prior to 1985, ALI's developing program had few participants and the industry, through ALI, could "police" itself using the B153.1 standard.

But by the early 1990s, approximately 50 companies were marketing lifts, and ANSI ALI B153.1-1990 had lost its enforcement teeth. Private testing showed that an increasing number of lifts failed to meet the standards they claimed. Some manufacturers were also not supplying the printed safety materials and appropriate warning labels/placards required to be included with all new lifts.

After many months of discussion, ALI concluded that the most effective way to address the false claims of conformity was to institute independent third-party testing and certification for automotive lifts, eliminating the ability for manufacturers to self-certify. ALI members agreed to accept the substantial cost of testing their products as the right thing to do to promote safety for lift users. Members agreed to pledge to absorb the cost of certifying at least 75 percent of their products as a condition of continuing ALI membership. The ALI Automotive Lift Certification Program was born.

Today, both current and prospective ALI members must certify at least 75 percent of their lifts through the program. Although it is encouraged, ALI membership is not required to participate in the ALI Lift Certification Program.

ALI entered into an agreement in February 1992 accepting Edison Testing Laboratories (ETL) – now known as Intertek Testing Laboratories – of Cortland, New York, as its third-party certification program administrator and primary authorized testing laboratory. Intertek is a Nationally Recognized Testing Laboratory (NRTL) accredited by OSHA. MET Laboratories was introduced in March 2000 as a second authorized NRTL accredited by OSHA. TUV Peabody became the third NRTL accredited by OSHA to be approved by ALI as an authorized testing laboratory in 2013.

The ALI Lift Certification Program received initial ANSI accreditation in November 2001. ANSI's accreditation program was established to provide government and industry with a high level of confidence in the integrity of third-party product certification programs. After a program has been accredited, continued conformance with program qualification requirements is verified by ANSI auditors through annual on-site and factory assessments. This approach provides the lift purchaser or bid specifier with a high level of confidence, which allows for informed decisions to be made regarding the status of product compliance with the current national safety and performance standards. This approach significantly reduces risk and provides a guarantee that the listed product has been assessed by a competent, independent body, therefore inspiring confidence in the product and trust in the certification mark.

The ALI Automotive Lift Certification Program is guided by a detailed procedural guide. This guide describes the program and addresses general administrative matters, as well as other important requirements designed to assist participants by assuring that their listed products fully comply with the requirements of the current editions of applicable American National Standards.

The program is described in National Institute of Standards and Technology (NIST) publication SP903. For a manufacturer to initiate evaluation of an automotive or vehicle lift, a multi-party program participation agreement that sets out the responsibilities of each party must be signed by the participant, the program administrator and the program sponsor. Should manufacturing occur at a location other than the participant's primary facility, the authorized production facility (APF) must also be party to the agreement. ALI's certification program offers testing and qualification for listing of any type of automotive or vehicle lift covered within the scope of ANSI/ALI ALCTV (current edition).

ETL/Intertek served as the program administrator and certification body until 2018, when ALI brought those activities in-house. Intertek remains an authorized NRTL within the program.

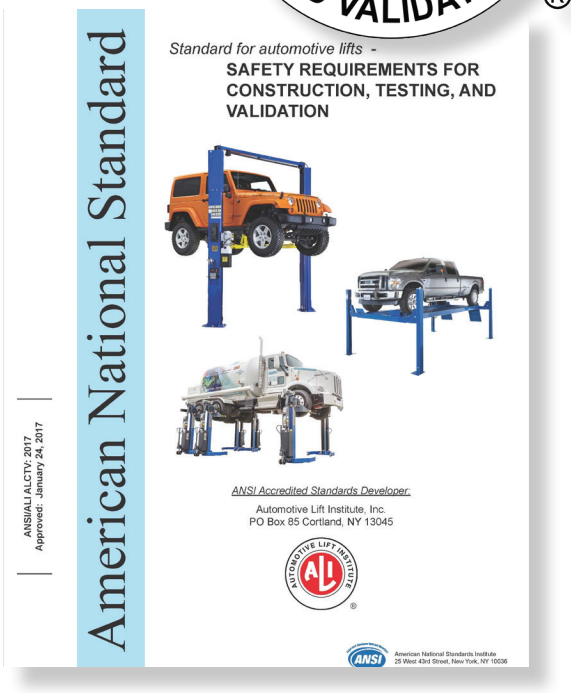
ANSI/ALI ALCTV Replaces B153.1

After creating the ALI Lift Certification Program, ALI got to work on a new standard that would include third-party testing and certification requirements.

On Oct. 1, 1998, ANSI adopted ANSI/ALI ALCTV: 1998 Safety Requirements for Construction, Testing and Validation as the new nationally recognized consensus standard for the lift industry. Under ALCTV, each lift manufacturer's claim of meeting the American National Standard for lift construction was required to be supported by documented testing conducted by an OSHA-accredited NRTL. Additionally, a third-party certification mark (the ALI Gold Label) was required to be placed conspicuously on each certified lift. ANSI/ALI ALCTV replaced B153.1 and became fully effective in April 2000.

The 1998 version of this American National Standard was withdrawn on Nov. 4, 2007 and replaced by ANSI/ALI ALCTV-2006.

An increase in penalty-based initiatives by various health and safety and building code officials throughout North America highlighted the need to better educate lift purchasers, shop owners, supervisors and end-users such as mechanics, technicians, students and DIY hobbyists and collectors about the requirements of ALCTV for their own safety as work on the next version of the standard began in early 2011.



ALI activities included educating stakeholders and authorities having jurisdiction (AHJs) about product safety compliance. Much of this education focused on the need for electrical and mechanical safety listing by a third-party certification agency and an awareness campaign highlighting the fact that all prior editions of ANSI/ALI ALCTV and ANSI/ALI B153.1 would no longer be recognized as American National Standards when a newer edition becomes effective.

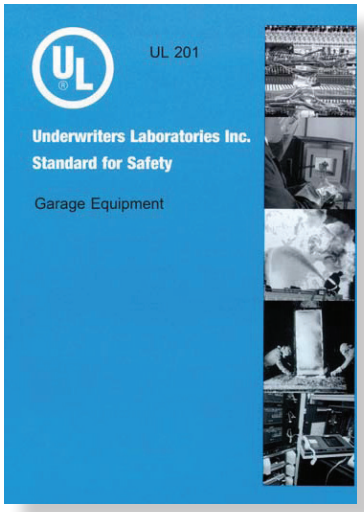
ALCTV-2011 went into effect on June 20, 2013. It was itself replaced by ANSI/ALI ALCTV-2017, which was approved by ANSI on Jan. 24, 2017, and took effect July 24, 2018. This version of the standard reflects significant updates to the testing that must be performed by an NRTL to confirm that a lift meets the requirements outlined in the standard.

UL 201 Standard

In 1994, Underwriters Laboratories (UL), an NRTL and standards developer, released a new standard focused on equipment used in automotive repair facilities, UL 201 Standard for Garage Equipment. Although the UL standard covered automotive lifts, it did so in much less depth than B153.1 and made no mention of the existing ANSI standard or ALI's role in writing and sponsoring it.

ALI reached out to UL about the oversight. As a result, the organizations began working together and agreed that Underwriters Laboratory would revise UL 201 to incorporate ALI standards covering mechanical characteristics of lifts while ALI would include UL 201 when covering the electrical characteristics. Subsequently, UL issued revision pages to the first edition of UL 201 that were incorporated into the second edition in 2009.

The third and current version of UL 201, approved by ANSI on Aug. 22, 2019, specifies that "automotive lifts as a complete system are not covered by this Standard. Additional requirements for automotive lifts, including such additional electrical requirements for automotive lifts that are intended to be installed out-of-doors, are included in the Standard for Automotive Lifts – Safety Requirements for Construction, Testing and Validation, ANSI/ALI ALCTV. Electrically powered or controlled automotive lifts shall be shown to comply with both UL 201 and ANSI/ALI ALCTV."

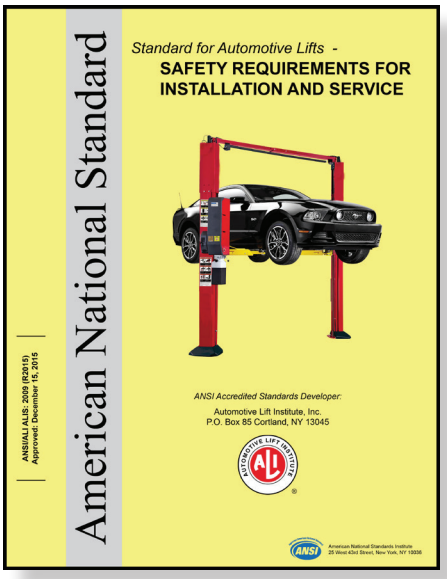


ANSI/ALI ALCTV-2017 states, "Electrical requirements for automotive lifts are included in ANSI/UL 201, Standard for Safety for Garage Equipment. All motor operated automotive lift models shall be listed by a Nationally Recognized Testing Laboratory (NRTL), for conformance to ANSI/UL 201."

Representatives from UL and ALI now actively participate in each other's standards-development activities.

Requirements for Lift Installation and Service

A new American National Standard providing guidance to lift installers and service technicians when installing and servicing automotive lifts, ANSI/ALI ALIS: Safety Requirements for Installation and Service, was approved as an American National Standard in October 2011. The standard outlined required qualifications, training, reporting and documentation for lift installers and service personnel. It was revised in 2009 and reaffirmed on Dec. 15, 2015.



A Change in Leadership and Location

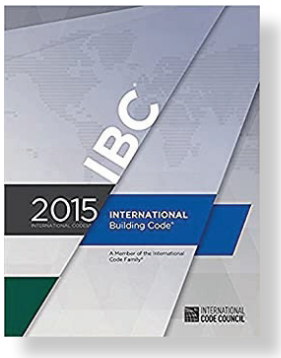
With Chic Fox's retirement in April 2005, ALI hired its first employee, R.W. "Bob" O'Gorman, to replace him as ALI president and CEO. Within the year, O'Gorman relocated ALI's offices from Florida to Cortland, New York.

International Acceptance and Compliance

By 2007, many of ALI's lift safety efforts had been recognized globally. WorkSafe BC, Ontario's Ministry of Labour, and other provincial health and safety organizations throughout Canada had incorporated ALI-sponsored national standards and/or third-party lift certification requirements into their regulations or practices. The Saudi Arabian Standards Association (SASA) also adopted ANSI/ALI ALCTV as a requirement.

In the United States, many authorities having jurisdiction, such as building code officials and bid specifiers, had made compliance with ALCTV and ALOIM compulsory. Other AHJs, such as those involved in occupational safety and health, accepted compliance with ALI-sponsored standards and the use of ALI safety materials to abate penalty-based findings related to life safety and hazards in the workplace.

In 2015, new commentary in the latest edition of the International Building Code (IBC) clarified that all installed vehicle lifts must conform with ANSI/ALI ALCTV "Safety Requirements for the Construction, Testing and Validation of Automotive Lifts." The IBC is the building code in use or adopted by all 50 U.S. states, District of Columbia, Guam, Northern Marianas Islands, New York City, the U.S. Virgin Islands and Puerto Rico.



Although IBC had long covered automotive lifts by reference, there was still some confusion in the marketplace. The new language in the supporting commentary of the 2015 IBC made it very clear that building inspectors can enforce the ANSI/ALI ALCTV standard.

This was further clarified in the 2018 International Building Code, Chapter 30, Section 3001.2, which stated (emphasis added):

> Except as otherwise provided for in this code, the design construction, installation, alteration, repair and maintenance of elevators and conveying systems and their components shall conform to ASME A17.1/CSA B44, ASME A17.7/CSA B444/7, ASME A 90.1, ASME B20.1, ANSI MH29.1, **ALI ALCTV** and ASCE 24 for construction in flood hazard areas established in Section 1612.3
>
> IBC Commentary: The enforceability of a standard is established in this section, and applies wherever the provisions of this chapter do not otherwise indicate a requirement. Therefore, even if a standard is not referenced anywhere else within this chapter it will be applicable to such systems and equipment. **For example, automotive lifts are addressed by the reference to ANSI/ALI ALCTV but no further requirements are found in Chapter 30.** This standard is fully applicable to such automotive lifts. Table 3001.3 contains specific referenced standards and indicates the type of elevator and conveying system components and equipment to which those standards are applicable.

Table 3001.3: Elevators, Conveying Systems, Components

Type	Standard
Automotive Lifts	ALI ALCTV
Belt manlifts	ASME A90.1
Conveyors and related equipment	ASME B20.1
Elevators, escalators, dumbwaiters, moving walks, material lifts	ASME A17.1/CSA B44 ASME A17.7/CSA B44.7
Industrial Scissor Lifts	ANSI MH29.1
Platform lifts, stairway chairlifts, wheelchair lifts	ASME A18.1

ALI Certifies Lift Inspectors and Expands Membership

ANSI/ALI ALOIM: American National Standard for Automotive Lifts – Safety Requirements for Operation, Inspection and Maintenance mandates that all installed vehicle lifts be inspected at least annually by a "qualified lift inspector." Although the standard also provides some guidance on what qualifications the inspector should have, from the time of its adoption in 1996 until 2012, there was no national resource for finding and evaluating qualified inspectors.

In 2012, after several years of development, ALI launched the ALI Lift Inspector Certification Program. It was the world's first program to provide third-party qualification of vehicle lift inspectors and certify those who demonstrated that they were capable of properly inspecting any vehicle lift in accordance with the ALOIM standard.

The following year, ALI rolled out an online directory to help lift owners find local service providers with at least one ALI Certified Lift Inspector on staff.

As part of the Lift Inspector Certification Program, ALI in 2013 added an Associate Class of membership to what had historically been an organization representing only lift manufacturers. Any North American operation with at least one ALI Certified Lift Inspector on staff is welcome to join ALI as an Associate Class Member. Membership provides access to exclusive industry resources, training materials and discounts. Members also vote to put forth an Associate Class member to the ALI Board of Directors. The first Associate Class representative joined the Board in 2014.

On Sept. 14, 2015, the ALI Lift Inspector Certification Program earned accreditation from ANSI, providing assurance that the program conforms to vehicle lift safety standards currently in place and all conformity assessment requirements for bodies certifying products, processes and services as defined in ISO/IEC 17065. The accreditation was the result of a detailed analysis and months-long evaluation by ANSI auditors who examined the program's materials and processes, as well as ALI policies and procedures. ANSI accreditation serves as independent verification that the program meets the highest internationally recognized requirements for certification and complies with ANSI/ALI ALOIM.

The program has received international notice. In 2019, ALI welcomed the first ALI Certified Lift Inspector in Australia.

ALI Hits the Track

Building on the relationship established between ALI and the Petty family during the development of the Lifting It Right video in 2005, ALI sponsored the inaugural Petty's Garage Spring Fling Car Show held at Richard Petty's custom hot rod shop, Petty's Garage, in Level Cross, N.C., on May 28, 2011. The car show was the setting for the unveiling of Legacy by Petty, a one-of-a-kind Dodge Challenger custom built by Petty's Garage to pay tribute to seven-time NASCAR Champion Richard "The King" Petty and promote vehicle lift safety. ALI went on to present the car show at the Petty Historical Site for the next five years, with proceeds from the event benefiting the Petty Family Foundation.

ALI and the Petty organization worked closely together on several projects in 2012. When the Petty organization decided to bring the experience of Petty's Garage directly to fans nationwide with a Petty's Garage Performance Tour, ALI came on board as a sponsor. The tour featured some of the unique vehicles produced by Petty's Garage, including Legacy by Petty and The King's personal #001 Signature Series Dodge Challenger. The custom car hauler used on the tour featured both the ALI logo and the new ALI Lift Inspector Certification Program logo. Car enthusiasts visiting the Petty's Garage trailer at car shows around the country could learn more by watching a new lift safety video featuring Richard Petty that was shot in Petty's Garage.

ALI also was the primary partner on the Richard Petty Motorsports No. 43 Ford Fusion driven by Aric Almirola in the NASCAR Sprint Cup Series Pennsylvania 400 at Pocono Raceway on Aug. 5, 2012.

The sponsorship provided a unique platform to share ALI's vehicle service lift safety message with millions of NASCAR fans as the Institute prepared to launch the ALI Lift Inspector Certification Program. The Automotive Lift Institute No. 43 Ford wore a paint scheme of red, white and black, with accents of Petty Blue. The ALI Certified Lift Inspector logo was prominently displayed on both quarters, with the TV panel on the rear dedicated to the ALI tagline: Your safety is riding on it. Lionel Racing later created a 1:24 scale diecast model of the car. The edition was limited to 535 cars and quickly sold out.

Later that year, The King helped officially launch the ALI Lift Inspector Certification Program at the 2012 SEMA Show, making a surprise visit to the October kickoff meeting. He regaled the audience of 300 with stories about the lack of safety considerations in the early days of NASCAR and how things had changed through his long career.

Online Resources Expanded

In 2016, ALI launched a completely updated, mobile-friendly website. As part of the redesign, ALI brought management of the site and all directories in-house to enable real-time updates and ensure users had access to the most accurate, timely information.

The site brought together information lift buyers, owners, users, inspectors and manufacturers need, including:

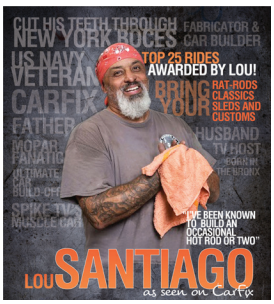
- The official directory of all ALI Certified Lifts and related accessories.
- The exclusive directory of ALI Certified Lift Inspectors searchable by ZIP or postal code.
- A list of leading North American lift manufacturers with contact information.
- Access to lift safety standards and materials, including online training.
- Information about purchasing a lift.
- Buyer Beware warnings about false or misleading lift certification and inspection claims.

New Headquarters and LiftLab

When ALI moved to Cortland, New York, in 2005, it had two employees. Over the next 12 years, growth of lift safety initiatives like the ALI Lift Inspector Certification Program led the organization to increase its staff to eight, necessitating moving to a larger facility.

On Oct. 12, 2017, ALI officially opened its new headquarters and LiftLab on Luker Road in Cortland. The 8,500-square-foot facility was more than four times larger than the old office. It included 3,475 square feet of office and conference space, as well as a modern classroom. What really differentiated the facility was its new LiftLab where ALI member manufacturers had provided and installed 12 vehicle lifts ranging from the smallest motorcycle lift to the popular two-post lift, all the way up to heavy-duty inground and mobile column lifts. The ALI LiftLab remains the only facility in North America to bring together such a wide range of operational lifts from various manufacturers and make them available for hands-on industry training.

Celebrity car builder/TV host Lou Santiago did a four-part video series giving a behind-the-scenes tour of the LiftLab and providing lift safety tips in the summer of 2018.



ALI: Protecting You for 75 Years

ALI celebrates its 75th anniversary as the lift safety watchdog in 2020. The Institute has come a long way since those nine manufacturers came together with a vision for a safer industry in 1945. Today ALI has 19 manufacturer members, some 300 Associate members and 265 additional non-member lift manufacturer and inspection company participants. ALI sponsors three ANSI/ALI lift safety standards and two ANSI-accredited certification programs. The organization actively promotes lift safety and lift safety training to both experienced technicians and the technicians of the future through its educational outreach programs and Lifting It Right.

Guided by its mission to promote the safe design, construction, installation, inspection and use of automotive lifts, ALI and its members have protected you for 75 years and will continue to faithfully watch over you into the future. After all, your safety is riding on it.

AUTOMOTIVE LIFT INSTITUTE
75TH ANNIVERSARY
SINCE 1945
®

YOUR SAFETY IS RIDING ON IT!™

Mission

To promote the safe design, construction, installation, inspection and use of automotive lifts