CONTENTS

SECTION 8 MAST

1. STRUCTURE

This service manual has been prepared as an aid to improve the quality of repairs by giving the serviceman an accurate understanding of the product and by showing him the correct way to perform repairs and make judgements. Make sure you understand the contents of this manual and use it to full effect at every opportunity.
This service manual mainly contains the necessary technical information for operations performed in a service workshop.
For ease of understanding, the manual is divided into the following sections.

SECTION 1 GENERAL
This section gives the general information of the machine and explains the safety hints for maintenance.

SECTION 2 REMOVAL & INSTALLATION OF UNIT
This section explains the procedures and techniques of removal and installation of each component.

SECTION 3 POWER TRAIN SYSTEM
This section explains the structure, disassembly and assembly of the drive unit.

SECTION 4 BRAKE SYSTEM
This section explains the brake piping, each component and operation.

SECTION 5 STEERING SYSTEM
This section explains the structure of the steering unit, priority valve, steering axle as well as steering circuit and operation.

SECTION 6 HYDRAULIC SYSTEM
This section explains the structure of the gear pump, main control valve as well as work equipment circuit, each component and operation.

SECTION 7 ELECTRICAL SYSTEM
This section explains the electrical circuit and each component.
It serves not only to give an understanding electrical system, but also serves as reference material for troubleshooting.

SECTION 8 MAST
This section explains the structure of mast, carriage, backrest and forks.

The specifications contained in this service manual are subject to change at any time and without any advance notice. Contact your HYUNDAI distributor for the latest information.

2. HOW TO READ THE SERVICE MANUAL

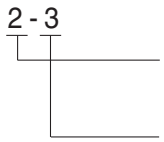
Distribution and updating

Any additions, amendments or other changes will be sent to HYUNDAI distributors.

Get the most up-to-date information before you start any work.

Filing method

1. See the page number on the bottom of the page.
   File the pages in correct order.
2. Following examples shows how to read the page number.
   Example 1



Item number (2. Structure and Function)

Consecutive page number for each item.

3. Additional pages : Additional pages are indicated by a hyphen (-) and number after the page number. File as in the example.

2 - 4
2 - 4 - 1 ┐
2 - 4 - 2 ┘ Added pages
2 - 5

Revised edition mark (①②③…)

When a manual is revised, an edition mark is recorded on the bottom outside corner of the pages.

Revisions

Revised pages are shown at the list of revised pages on the between the contents page and section 1 page.

Symbols

So that the shop manual can be of ample practical use, important places for safety and quality are marked with the following symbols.

Symbol	Item	Remarks
	Safety	Special safety precautions are necessary when performing the work.
		Extra special safety precautions are necessary when performing the work because it is under internal pressure.
※	Caution	Special technical precautions or other precautions for preserving standards are necessary when performing the work.

3. CONVERSION TABLE

Method of using the Conversion Table
The Conversion Table in this section is provided to enable simple conversion of figures. For details of the method of using the Conversion Table, see the example given below.

Example

1. Method of using the Conversion Table to convert from millimeters to inches

Convert 55 mm into inches.

(1) Locate the number 50in the vertical column at the left side, take this as ⓐ, then draw a horizontal line from ⓐ.

(2) Locate the number 5in the row across the top, take this as ⓑ, then draw a perpendicular line down from ⓑ.

(3) Take the point where the two lines cross as ⓒ. This point ⓒ gives the value when converting from millimeters to inches. Therefore, 55 mm = 2.165 inches.

2. Convert 550 mm into inches.

(1) The number 550 does not appear in the table, so divide by 10 (move the decimal point one place to the left) to convert it to 55 mm.

(2) Carry out the same procedure as above to convert 55 mm to 2.165 inches.

(3) The original value (550 mm) was divided by 10, so multiply 2.165 inches by 10 (move the decimal point one place to the right) to return to the original value.
This gives 550 mm = 21.65 inches.

Millimeters to inches

1 mm = 0.03937 in

	0	1	2	3	4	5 ⓑ	6	7	8	9
0		0.039	0.079	0.118	0.157	0.197	0.236	0.276	0.315	0.354
10	0.394	0.433	0.472	0.512	0.551	0.591	0.630	0.669	0.709	0.748
20	0.787	0.827	0.866	0.906	0.945	0.984	1.024	1.063	1.102	1.142
30	1.181	1.220	1.260	1.299	1.339	1.378	1.417	1.457	1.496	1.536
40	1.575	1.614	1.654	1.693	1.732	1.772	1.811	1.850	1.890	1.929
ⓐ 50	1.969	2.008	2.047	2.087	2.126	ⓒ 2.165	2.205	2.244	2.283	2.323
60	2.362	2.402	2.441	2.480	2.520	2.559	2.598	2.638	2.677	2.717
70	2.756	2.795	2.835	2.874	2.913	2.953	2.992	3.032	3.071	3.110
80	3.150	3.189	3.228	3.268	3.307	3.346	3.386	3.425	3.465	3.504
90	3.543	3.583	3.622	3.661	3.701	3.740	3.780	3.819	3.858	3.898

Millimeters to inches

1 mm = 0.03937in

	0	1	2	3	4	5	6	7	8	9
0		0.039	0.079	0.118	0.157	0.197	0.236	0.276	0.315	0.354
10	0.394	0.433	0.472	0.512	0.551	0.591	0.630	0.669	0.709	0.748
20	0.787	0.827	0.866	0.906	0.945	0.984	1.024	1.063	1.102	1.142
30	1.181	1.220	1.260	1.299	1.339	1.378	1.417	1.457	1.496	1.536
40	1.575	1.614	1.654	1.693	1.732	1.772	1.811	1.850	1.890	1.929
50	1.969	2.008	2.047	2.087	2.126	2.165	2.205	2.244	2.283	2.323
60	2.362	2.402	2.441	2.480	2.520	2.559	2.598	2.638	2.677	2.717
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80	3.150	3.189	3.228	3.268	3.307	3.346	3.386	3.425	3.465	3.504
90	3.543	3.583	3.622	3.661	3.701	3.740	3.780	3.819	3.858	3.898

Kilogram to Pound

1 kg = 2.2046lb

	0	1	2	3	4	5	6	7	8	9
0		2.20	4.41	6.61	8.82	11.02	13.23	15.43	17.64	19.84
10	22.05	24.25	26.46	28.66	30.86	33.07	35.27	37.48	39.68	41.89
20	44.09	46.30	48.50	50.71	51.91	55.12	57.32	59.5.	61.73	63.93
30	66.14	68.34	70.55	72.75	74.96	77.16	79.37	81.57	83.78	85.98
40	88.18	90.39	92.59	94.80	97.00	99.21	101.41	103.62	105.82	108.03
50	110.23	112.44	114.64	116.85	119.05	121.25	123.46	125.66	127.87	130.07
60	132.28	134.48	136.69	138.89	141.10	143.30	145.51	147.71	149.91	152.12
70	154.32	156.53	158.73	160.94	163.14	165.35	167.55	169.76	171.96	174.17
80	176.37	178.57	180.78	182.98	185.19	187.39	189.60	191.80	194.01	196.21
90	198.42	200.62	202.83	205.03	207.24	209.44	211.64	213.85	216.05	218.26

Liter to U.S. Gallon

1 l = 0.2642 U.S.Gal

	0	1	2	3	4	5	6	7	8	9
0		0.264	0.528	0.793	1.057	1.321	1.585	1.849	2.113	2.378
10	2.642	2.906	3.170	3.434	3.698	3.963	4.227	4.491	4.755	5.019
20	5.283	5.548	5.812	6.6076	6.340	6.604	6.869	7.133	7.397	7.661
30	7.925	8.189	8.454	8.718	8.982	9.246	9.510	9.774	10.039	10.303
40	10.567	10.831	11.095	11.359	11.624	11.888	12.152	12.416	12.680	12.944
50	13.209	13.473	13.737	14.001	14.265	14.529	14.795	15.058	15.322	15.586
60	15.850	16.115	16.379	16.643	16.907	17.171	17.435	17.700	17.964	18.228
70	18.492	18.756	19.020	19.285	19.549	19.813	20.077	20.341	20.605	20.870
80	21.134	21.398	21.662	21.926	22.190	22.455	22.719	22.983	23.247	23.511
90	23.775	24.040	24.304	24.568	24.832	25.096	25.631	25.625	25.889	26.153

Liter to U.K. Gallon

1 l = 0.21997 U.K.Gal

	0	1	2	3	4	5	6	7	8	9
0		0.220	0.440	0.660	0.880	1.100	1.320	1.540	1.760	1.980
10	2.200	2.420	2.640	2.860	3.080	3.300	3.520	3.740	3.950	4.179
20	4.399	4.619	4.839	5.059	5.279	5.499	5.719	5.939	6.159	6.379
30	6.599	6.819	7.039	7.259	7.479	7.969	7.919	8.139	8.359	8.579
40	8.799	9.019	9.239	9.459	9.679	9.899	10.119	10.339	10.559	10.778
50	10.998	11.281	11.438	11.658	11.878	12.098	12.318	12.528	12.758	12.978
60	13.198	13.418	13.638	13.858	14.078	14.298	14.518	14.738	14.958	15.178
70	15.398	15.618	15.838	16.058	16.278	16.498	16.718	16.938	17.158	17.378
80	17.598	17.818	18.037	18.257	18.477	18.697	18.917	19.137	19.357	19.577
90	19.797	20.017	20.237	20.457	20.677	20.897	21.117	21.337	21.557	21.777

kgf · m to lbf · ft

1 kgf · m = 7.233 lbf · ft

	0	1	2	3	4	5	6	7	8	9
		7.2	14.5	21.7	28.9	36.2	43.4	50.6	57.9	65.1
10	72.3	79.6	86.8	94.0	101.3	108.5	115.7	123.0	130.2	137.4
20	144.7	151.9	159.1	166.4	173.6	180.8	188.1	195.3	202.5	209.8
30	217.0	224.2	231.5	238.7	245.9	253.2	260.4	267.6	274.9	282.1
40	289.3	396.6	303.8	311.0	318.3	325.5	332.7	340.0	347.2	354.4
50	361.7	368.9	376.1	383.4	390.6	397.8	405.1	412.3	419.5	426.8
60	434.0	441.2	448.5	455.7	462.9	470.2	477.4	484.6	491.8	499.1
70	506.3	513.5	520.8	528.0	535.2	542.5	549.7	556.9	564.2	571.4
80	578.6	585.9	593.1	600.3	607.6	614.8	622.0	629.3	636.5	643.7
90	651.0	658.2	665.4	672.7	679.9	687.1	694.4	701.6	708.8	716.1
100	723.3	730.5	737.8	745.0	752.2	759.5	766.7	773.9	781.2	788.4
110	795.6	802.9	810.1	817.3	824.6	831.8	839.0	846.3	853.5	860.7
120	868.0	875.2	882.4	889.7	896.9	904.1	911.4	918.6	925.8	933.1
130	940.3	947.5	954.8	962.0	969.2	976.5	983.7	990.9	998.2	10005.4
140	1012.6	1019.9	1027.1	1034.3	1041.5	1048.8	1056.0	1063.2	1070.5	1077.7
150	1084.9	1092.2	1099.4	1106.6	1113.9	1121.1	1128.3	1135.6	1142.8	1150.0
160	1157.3	1164.5	1171.7	1179.0	1186.2	1193.4	1200.7	1207.9	1215.1	1222.4
170	1129.6	1236.8	1244.1	1251.3	1258.5	1265.8	1273.0	1280.1	1287.5	1294.7
180	1301.9	1309.2	1316.4	1323.6	1330.9	1338.1	1345.3	1352.6	1359.8	1367.0
190	1374.3	1381.5	1388.7	1396.0	1403.2	1410.4	1417.7	1424.9	1432.1	1439.4

kgf/cm² to lbf/in²

1 kgf / cm² = 14.2233 lbf / in²

	0	1	2	3	4	5	6	7	8	9
		14.2	28.4	42.7	56.9	71.1	85.3	99.6	113.8	128.0
10	142.2	156.5	170.7	184.9	199.1	213.4	227.6	241.8	256.0	270.2
20	284.5	298.7	312.9	327.1	341.4	355.6	369.8	384.0	398.3	412.5
30	426.7	440.9	455.1	469.4	483.6	497.8	512.0	526.3	540.5	554.7
40	568.9	583.2	597.4	611.6	625.8	640.1	654.3	668.5	682.7	696.9
50	711.2	725.4	739.6	753.8	768.1	782.3	796.5	810.7	825.0	839.2
60	853.4	867.6	881.8	896.1	910.3	924.5	938.7	953.0	967.2	981.4
70	995.6	1010	1024	1038	1053	1067	1081	1095	1109	1124
80	1138	1152	1166	1181	1195	1209	1223	1237	1252	1266
90	1280	1294	1309	1323	1337	1351	1365	1380	1394	1408
100	1422	1437	1451	1465	1479	1493	1508	1522	1536	1550
110	1565	1579	1593	1607	1621	1636	1650	1664	1678	1693
120	1707	1721	1735	1749	1764	1778	1792	1806	1821	1835
130	1849	2863	1877	1892	1906	1920	1934	1949	1963	1977
140	1991	2005	2020	2034	2048	2062	2077	2091	2105	2119
150	2134	2148	2162	2176	2190	2205	2219	2233	2247	2262
160	2276	2290	2304	2318	2333	2347	2361	2375	2389	2404
170	2418	2432	2446	2460	2475	2489	2503	2518	2532	2546
180	2560	2574	2589	5603	2617	2631	2646	2660	2674	2688
200	2845	2859	2873	2887	2901	2916	2930	2944	2958	2973
210	2987	3001	3015	3030	3044	3058	3072	3086	3101	3115
220	3129	3143	3158	3172	3186	3200	3214	3229	3243	3257
230	3271	3286	3300	3314	3328	3343	3357	3371	3385	3399
240	3414	3428	3442	3456	3470	3485	3499	3513	3527	3542

TEMPERATURE

Fahrenheit-Centigrade Conversion.

A simple way to convert a fahrenheit temperature reading into a centigrade temperature reading or vice verse is to enter the accompanying table in the center or boldface column of figures.

These figures refer to the temperature in either Fahrenheit or Centigrade degrees.

If it is desired to convert from Fahrenheit to Centigrade degrees, consider the center column as a table of Fahrenheit temperatures and read the corresponding Centigrade temperature in the column at the left.

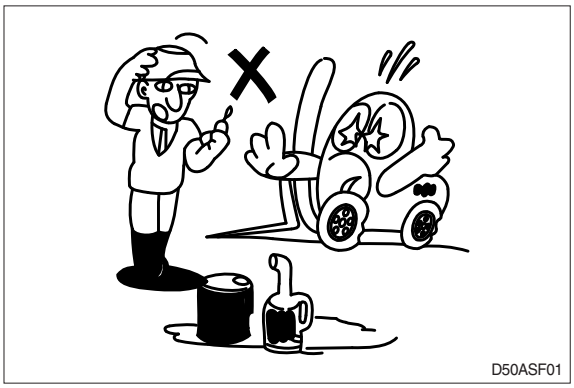
If it is desired to convert from Centigrade to Fahrenheit degrees, consider the center column as a table of Centigrade values, and read the corresponding Fahrenheit temperature on the right.

˚C		˚F	˚C		˚F	˚C		˚F	˚C		˚F
-40.4	-40	-40.0	-11.7	11	51.8	7.8	46	114.8	27.2	81	117.8
-37.2	-35	-31.0	-11.1	12	53.6	8.3	47	116.6	27.8	82	179.6
-34.4	-30	-22.0	-10.6	13	55.4	8.9	48	118.4	28.3	83	181.4
-31.7	-25	-13.0	-10.0	14	57.2	9.4	49	120.2	28.9	84	183.2
-28.9	-20	-4.0	-9.4	15	59.0	10.0	50	122.0	29.4	85	185.0
-28.3	-19	-2.2	-8.9	16	60.8	10.6	51	123.8	30.0	86	186.8
-27.8	-18	-0.4	-8.3	17	62.6	11.1	52	125.6	30.6	87	188.6
-27.2	-17	1.4	-7.8	18	64.4	11.7	53	127.4	31.1	88	190.4
-26.7	-16	3.2	-6.7	20	68.0	12.8	55	131.0	32.2	90	194.0
-26.1	-15	5.0	-6.7	20	68.0	12.8	55	131.0	32.2	90	194.0
-25.6	-14	6.8	-6.1	21	69.8	13.3	56	132.8	32.8	91	195.8
-25.0	-13	8.6	-5.6	22	71.6	13.9	57	134.6	33.3	92	197.6
-24.4	-12	10.4	-5.0	23	73.4	14.4	58	136.4	33.9	93	199.4
-23.9	-11	12.2	-4.4	24	75.2	15.0	59	138.2	34.4	94	201.2
-23.3	-10	14.0	-3.9	25	77.0	15.6	60	140.0	35.0	95	203.0
-22.8	-9	15.8	-3.3	26	78.8	16.1	61	141.8	35.6	96	204.8
-22.2	-8	17.6	-2.8	27	80.6	16.7	62	143.6	36.1	97	206.6
-21.7	-7	19.4	-2.2	28	82.4	17.2	63	145.4	36.7	98	208.4
-21.1	-6	21.2	-1.7	29	84.2	17.8	64	147.2	37.2	99	210.2
-20.6	-5	23.0	-1.1	35	95.0	21.1	70	158.0	51.7	125	257.0
-20.0	-4	24.8	-0.6	31	87.8	18.9	66	150.8	40.6	105	221.0
-19.4	-3	26.6	0	32	89.6	19.4	67	152.6	43.3	110	230.0
-18.9	-2	28.4	0.6	33	91.4	20.0	68	154.4	46.1	115	239.0
-18.3	-1	30.2	1.1	34	93.2	20.6	69	156.2	48.9	120	248.0
-17.8	0	32.0	1.7	35	95.0	21.1	70	158.0	51.7	125	257.0
-17.2	1	33.8	2.2	36	96.8	21.7	71	159.8	54.4	130	266.0
-16.7	2	35.6	2.8	37	98.6	22.2	72	161.6	57.2	135	275.0
-16.1	3	37.4	3.3	38	100.4	22.8	73	163.4	60.0	140	284.0
-15.6	4	39.2	3.9	39	102.2	23.3	74	165.2	62.7	145	293.0
-15.0	5	41.0	4.4	40	104.0	23.9	75	167.0	65.6	150	302.0
-14.4	6	42.8	5.0	41	105.8	24.4	76	168.8	68.3	155	311.0
-13.9	7	44.6	5.6	42	107.6	25.0	77	170.6	71.1	160	320.0
-13.3	8	46.4	6.1	43	109.4	25.6	78	172.4	73.9	165	329.0
-12.8	9	48.2	6.7	44	111.2	26.1	79	174.2	76.7	170	338.0
-12.2	10	50.0	7.2	45	113.0	26.7	80	176.0	79.4	172	347.0

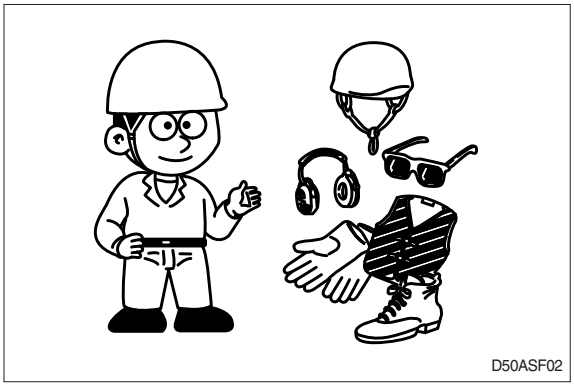
SECTION 1 GENERAL

GROUP 1 SAFETY HINTS

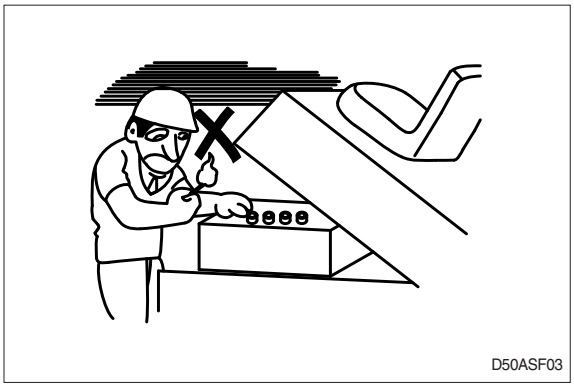
Careless performing of the easy work may cause injuries.
Take care to always perform work safely, at least observing the following.


D50ASF01

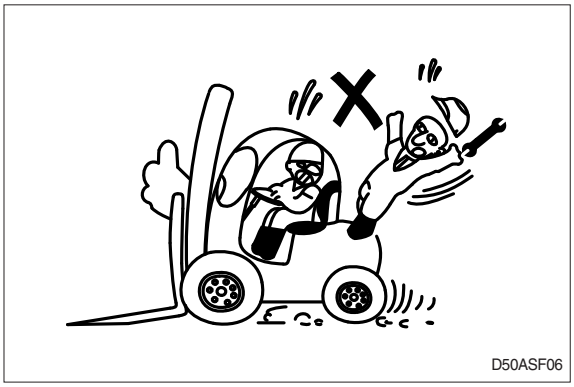
- Oil is a dangerous substance. Never handle oil, grease or oily clothes in places where there is any fire of flame.
  As preparation in case of fire, always know the location and directions for use of fire extinguishers and other fire fighting equipment.


D50ASF02

- Wear well-fitting helmet, safety shoes and working clothes. When drilling, grinding or hammering, always wear protective goggles.
  Always do up safety clothes properly so that they do not catch on protruding parts of machines. Do not wear oily clothes.
  When checking, always release battery plug.

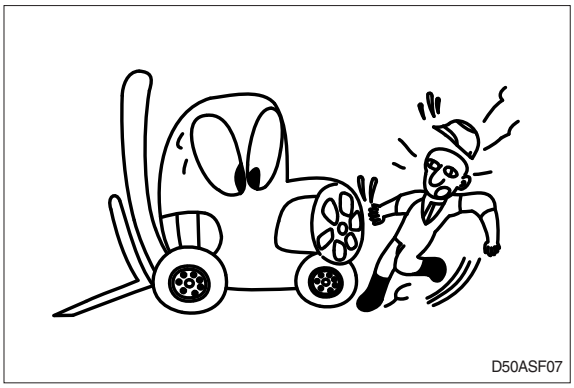

D50ASF03

- Flames should never be used instead of lamps. Never use a naked flame to check leaks or the level of oil or electrolyte.


D50ASF06

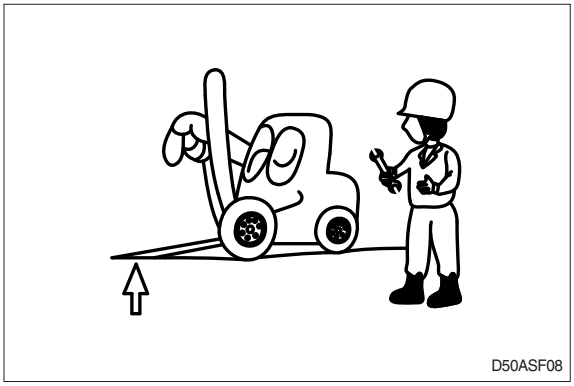
- When working on top of the machine, be careful not to lose your balance and fall.

· Hand a caution sign in the operator's compartment (For example **Do not start or Maintenance in progress**).
This will prevent anyone from starting or moving the machine by mistake.

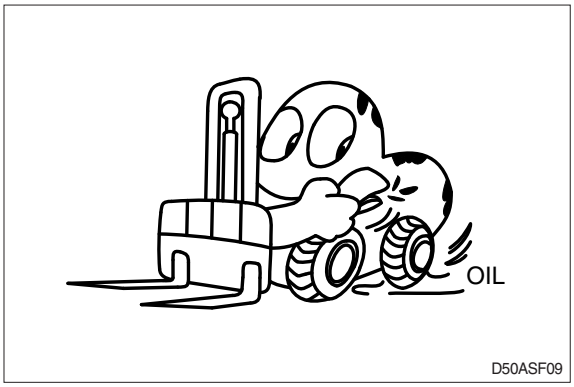

D50ASF07

When inspecting running parts or near such parts, always stop the machine first.
Before checking or servicing accumulator or piping, depress brake pedal repeatedly to release pressure.

· Park the machine on firm, flat ground.
Lower the fork to the ground and stop the engine.
Return each lever to **NEUTRAL** and apply the brake lock.

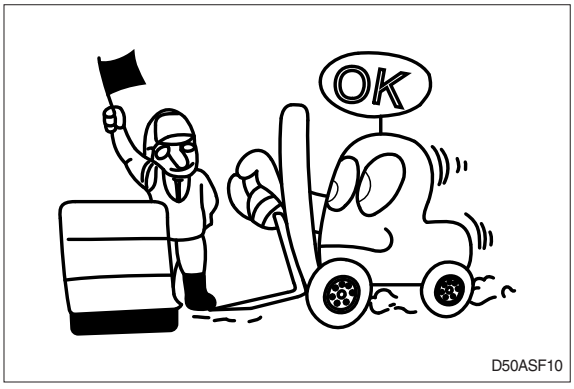

D50ASF08

· Immediately remove any oil or grease on the floor of the operator's compartment, or on the handrail. It is very dangerous if someone slips while on the machine.



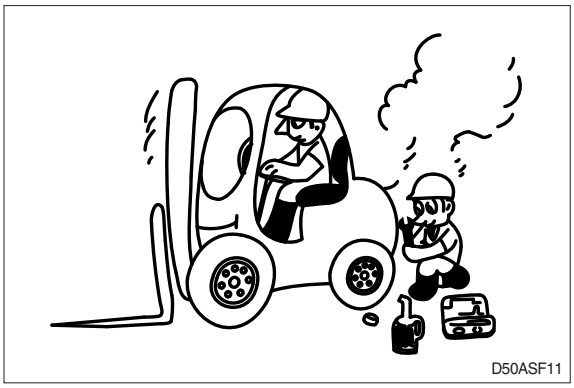
D50ASF09

· When working with others, choose a group leader and work according to his instructions. Do not perform any maintenance beyond the agreed work.



D50ASF10

· Always remember that the hydraulic oil circuit is under pressure. When feeding or draining the oil or carrying out inspection and maintenance, release the pressure first.

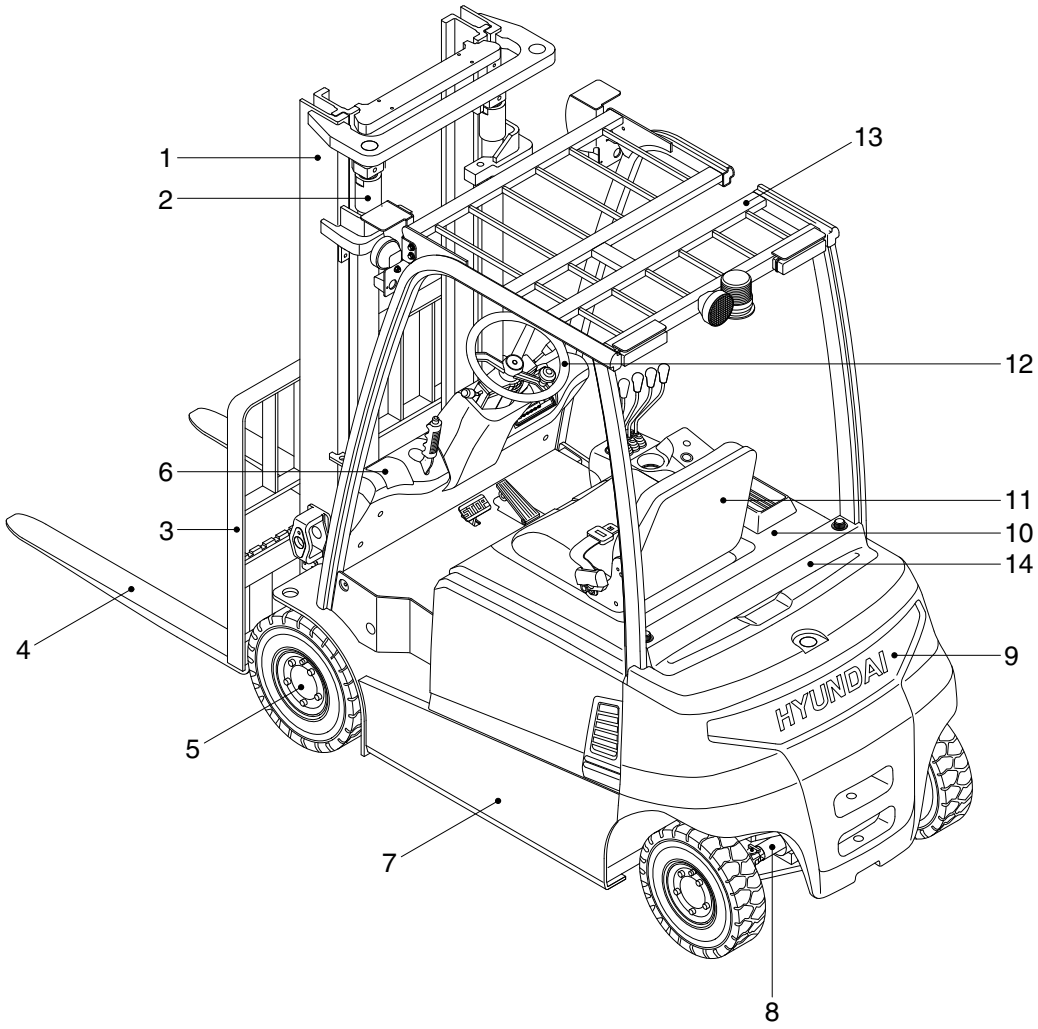

D50ASF11

· Unless you have special instructions to the contrary, maintenance should always be carried out with the machine stopped. If maintenance is carried out with the machine running, there must be two men present : one sitting in the operator's seat and the other one performing the maintenance. In such a case, never touch any moving part.
· Thoroughly clean the machine. In particular, be careful to clean the filler caps, grease fittings and the area around the dipsticks. Be careful not to let any dirt or dust into the system.
· Always use HYUNDAI Forklift genuine parts for replacement.
· Always use the grades of grease and oil recommended by HYUNDAI Forklift.
Choose the viscosity specified for the ambient temperature.
· Always use pure oil or grease, and be sure to use clean containers.
· When checking or changing the oil, do it in a place free of dust, and prevent any dirt from getting into the oil.
· Before draining the oil, warm it up to a temperature of 30 to 40C.
· After replacing oil, filter element or strainer, bleed the air from circuit.
· When the strainer is located in the oil filler, the strainer must not be removed while adding oil.
· When changing the oil filter, check the drained oil and filter for any signs of excessive metal particles or other foreign materials.
· When removing parts containing O-ring, gaskets or seals, clean the mounting surface and replace with new sealing parts.
· After injecting grease, always wipe off the oil grease that was forced out.
· Do not handle electrical equipment while wearing wet places, as this can cause electric shock.
· During maintenance do not allow any unauthorized person to stand near the machine.
· Be sure you fully understand the contents of the operation. It is important to prepare necessary tools and parts and to keep the operating area clean.
· When checking an open gear case there is a risk of dropping things in. Before removing the covers to inspect such cases, empty everything from your pockets. Be particularly careful to remove wrenches and nuts.
· Way to use dipstick
Push the dipstick fully into the guide, and then pull out.

Carrying out other difficult maintenance work carelessly can cause unexpected accidents. If you consider the maintenance is too difficult, always request the HYUNDAI Forklift distributor to carry out it.

GROUP 2 SPECIFICATIONS

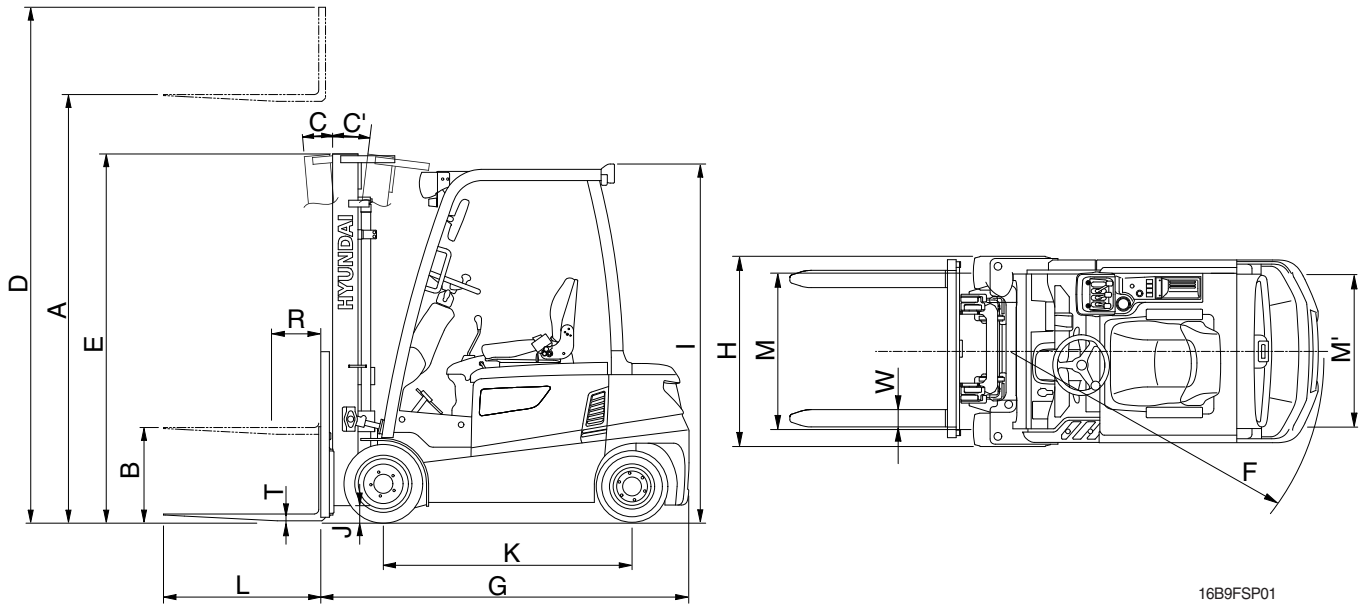
1. GENERAL LOCATIONS



16B9FOM113

1	Mast	6	Dash board	11	Seat
2	Lift cylinder	7	Frame	12	Steering wheel
3	Carriage and backrest	8	Steering axle	13	Overhead guard
4	Forks	9	Counterweight	14	Rear cover
5	Drive unit	10	Battery cover		

2. SPECIFICATIONS



Model			Unit	16B-9F	18B-9F	20B-9F
Capacity			kg (lb)	1600 (3200)	1800 (3500)	2000 (4000)
Load center		R	mm (in)	500 (24")	←	←
Weight			kg (lb)	3085 (6801)	3214 (7085)	3394 (7482)
Fork	Lifting height	A	mm (ft-in)	3025 (9' 11")	←	3030 (9' 11")
	Free lift	B	mm (in)	35 (1.4")	←	40 (1.6")
	Lifting speed (Unload/Load)		mm/sec	500/330	←	←
	Lowering speed (Unload/Load)		mm/sec	450/500	←	←
	L×W×T	L,W,T	mm (in)	900×100×35 (35.4×3.9×1.4)	←	900×100×40 (35.4×3.9×1.6)
Mast	Tilt angle forward/backward	C/C'	degree	5/7	←	←
	Max height	D	mm (ft-in)	4020 (13' 2")	←	←
	Min height	E	mm (ft-in)	1970 (6' 6")	←	1979 (6' 6")
Body	Travel speed (Unload)		km/h	15	←	←
	Gradeability (Load)		%	22	21	18
	Min turning radius (Outside)	F	mm (ft-in)	1710 (5' 7")	1795 (5' 11")	1810 (5' 11")
ETC	Max hydraulic pressure		kgf/cm²	170	←	←
	Hydraulic oil tank		ℓ (usgal)	20 (5.28)	←	←
Overall length		G	mm (ft-in)	2035 (6' 8")	2120 (6' 11")	2130 (7' 0")
Overall width		H	mm (ft-in)	1074 (3' 6")	1105 (3' 8")	←
Overhead guard height		I	mm (ft-in)	2065 (6' 9")	←	←
Ground clearance (mast)		J	mm (in)	85 (3.3")	94 (3.7")	←
Wheel base		K	mm (ft-in)	1355 (4' 5")	1440 (4' 9")	←
Wheel tread (front/rear)		M/M'	mm (ft-in)	895/880 (2' 11"/2' 11")	905/880 (3' 0"/2' 11")	←

3. SPECIFICATION FOR MAJOR COMPONENTS

1) CONTROLLER

Item	Unit	Traction motor controller	Pump motor controller
Model	–	Dual AC2	ACE2
Type	–	AC	←
Dimension	mm	322×200×149	200×150×120
Current limit	A	330+330	350
Communication	–	CAN	←

2) MOTOR

Item	Unit	Traction	Pump
Model	–	AMBS4003	ABDU4001
Type	–	AC	←
Rated voltage	Vac	30	←
Output	kW	4.0×2	12.0
Insulation	–	Class F	Class F

3) BATTERY

Item	Unit	16B-9F	18/20B-9F
Rated voltage	V	48	←
Dimension (W×L×H)	mm	978×545×635	978×630×635
Min. Battery weight	kg	780	950
Max. Battery weight	kg	980	1140
Connector	–	SB 350 or SR350	

4) CHARGER

Item	Unit	16/18/20B-9F
Type	-	Constant current, constant voltage
Battery capacity for charge	V-AH	48-440~520
AC input	V	Triple phase 410
		Single phase 220
		Triple phase 220/380
		Triple phase 440
DC output	V	64±1
Charge time	hr	6±2
Connector (CE spec)	-	SB 350 or SR 350

5) GEAR PUMP

Item	Unit	Specification
Type	–	Fixed displacement gear pump
Capacity	cc/rev	16.5
Maximum operating pressure	bar	210
Rated speed (max/min)	rpm	3000/500

6) MAIN CONTROL VALVE

Item	Unit	Specification
Type	–	2 spool, 3 spool, 4 spool
Operating method	–	Mechanical
Main relief valve pressure	bar	170
2nd relief valve pressure	bar	130

7) DRIVE UNIT

Item	Unit	Specification	
		Standard	★Option
Max. axle load	kg (lb)	2700 (5953)	3850 (8818)
Max. input speed	rpm	5000	
Max. output torque (wheel)	N·m	2260	1320
Gear ratio	–	20	26.75
Weight without fluid (1EA)	kg (lb)	35 / 77	31 (68)
Oil quantity	ℓ (U.S. gal)	0.35 (0.37)	

★ : Machine Serial No. 16B-9F : #0682-, 20B-9F : #0987-

8) WHEELS

Item	16B-9F	18B-9F	20B-9F
Type (STD/OPT)	SOLID/NON MARKING		
Quantity (front/rear)	2/2		
Front-drive	18×7-8	200/50-10	←
Rear-steering	16×6-8	←	←

9) BRAKES & STEERING

Item		Specification
Brakes	Travel	Front wheel, wet disc brake
	Parking	Ratchet type
Steering	Type	Full hydraulic, power steering

4. TIGHTENING TORQUE FOR MAJOR COMPONENTS

No	Items		Size	kgf · m	lbf · ft
1	Electric system	Hyd pump motor mounting bolt	M10×1.5	6.9±1.4	50±10
2		Traction motor mounting bolt	M 8 ×1.25	2.5±0.5	18.1±3.6
3	Hydraulic system	Hydraulic pump mounting bolt	M10×1.5	6.9±1.4	50±10
4		MCV mounting bolt, nut	M10×1.5	6.9±1.4	50±10
5		Steering unit mounting bolt	M10×1.5	6.9±1.4	50±10
7		Brake cylinder mounting bolt	M10×1.5	6.9±1.4	57.8±3.6
9	Power train system	Drive unit mounting bolt	M14×2.0	13.8±1.2	99.8±8.7
10		Steering axle mounting bolt, nut	M20×2.5	62±3.0	448±21.7
11		Front wheel mounting nut	M14×1.5	14±1.5	101±10.8
12		Rear wheel mounting nut	M12×1.5	10±1.0	72.3±7.2
13	ETC	Counterweight mounting bolt	M24×3.0	100±15	723±108
14		Seat mounting nut	M 8 ×1.25	2.5±0.5	18.1±3.6
15		Head guard mounting bolt (front)	M12×1.75	12.8±3.0	92.6±21.7
16		Head guard mounting bolt (rear)	M16×2.0	29.7±4.5	215±32.5
17		Mast mounting bolt	M16×2.0	29.7±4.5	215±32.5

5. TORQUE CHART

Use following table for unspecified torque.

1) BOLT AND NUT

(1) Coarse thread

Bolt size	8T		10T	
	kgf · m	lbf · ft	kgf · m	lbf · ft
M 6 × 1.0	0.85 ~ 1.25	6.15 ~ 9.04	1.14 ~ 1.74	8.2 ~ 12.6
M 8 × 1.25	2.0 ~ 3.0	14.5 ~ 21.7	2.73 ~ 4.12	19.7 ~ 29.8
M10 × 1.5	4.0 ~ 6.0	28.9 ~ 43.4	5.5 ~ 8.3	39.8 ~ 60
M12 × 1.75	7.4 ~ 11.2	53.5 ~ 79.5	9.8 ~ 15.8	71 ~ 114
M14 × 2.0	12.2 ~ 16.6	88.2 ~ 120	16.7 ~ 22.5	121 ~ 167
M16 × 2.0	18.6 ~ 25.2	135 ~ 182	25.2 ~ 34.2	182 ~ 247
M18 × 2.5	25.8 ~ 35.0	187 ~ 253	35.1 ~ 47.5	254 ~ 343
M20 × 2.5	36.2 ~ 49.0	262 ~ 354	49.2 ~ 66.6	356 ~ 482
M22 × 2.5	48.3 ~ 63.3	350 ~ 457	65.8 ~ 98.0	476 ~ 709
M24 × 3.0	62.5 ~ 84.5	452 ~ 611	85.0 ~ 115	615 ~ 832
M30 × 3.5	124 ~ 168	898 ~ 1214	169 ~ 229	1223 ~ 1655
M36 × 4.0	174 ~ 236	1261 ~ 1703	250 ~ 310	1808 ~ 2242

(2) Fine thread

Bolt size	8T		10T	
	kgf · m	lbf · ft	kgf · m	lbf · ft
M 8 × 1.0	2.17 ~ 3.37	15.7 ~ 24.3	3.04 ~ 4.44	22.0 ~ 32.0
M10 × 1.25	4.46 ~ 6.66	32.3 ~ 48.2	5.93 ~ 8.93	42.9 ~ 64.6
M12 × 1.25	7.78 ~ 11.58	76.3 ~ 83.7	10.6 ~ 16.0	76.6 ~ 115
M14 × 1.5	13.3 ~ 18.1	96.2 ~ 130	17.9 ~ 24.1	130 ~ 174
M16 × 1.5	19.9 ~ 26.9	144 ~ 194	26.6 ~ 36.0	193 ~ 260
M18 × 1.5	28.6 ~ 43.6	207 ~ 315	38.4 ~ 52.0	278 ~ 376
M20 × 1.5	40.0 ~ 54.0	289 ~ 390	53.4 ~ 72.2	386 ~ 522
M22 × 1.5	52.7 ~ 71.3	381 ~ 515	70.7 ~ 95.7	512 ~ 692
M24 × 2.0	67.9 ~ 91.9	491 ~ 664	90.9 ~ 123	658 ~ 890
M30 × 2.0	137 ~ 185	990 ~ 1338	182 ~ 248	1314 ~ 1795
M36 × 3.0	192 ~ 260	1389 ~ 1879	262 ~ 354	1893 ~ 2561

2) PIPE AND HOSE(FLARE TYPE)

Thread size	Width across flat(mm)	kgf · m	lbf · ft
1/4"	19	4	28.9
3/8"	22	5	36.2
1/2"	27	9.5	68.7
3/4"	36	18	130
1"	41	21	152
1-1/4"	50	35	253

3) PIPE AND HOSE(ORFS TYPE)

Thread size	Width across flat(mm)	kgf · m	lbf · ft
9/16-18	19	4	28.9
11/16-16	22	5	36.2
13/16-16	27	9.5	68.7
1-3/16-12	36	18	130
1-7/16-12	41	21	152
1-11/16-12	50	35	253

4) FITTING

Thread size	Width across flat(mm)	kgf · m	lbf · ft
1/4"	19	4	28.9
3/8"	22	5	36.2
1/2"	27	9.5	68.7
3/4"	36	18	130
1"	41	21	152
1-1/4"	50	35	253

6. RECOMMENDED LUBRICANTS

Use only oils listed below or equivalent.
Do not mix different brand oil.

Service point	Kind of fluid	Capacity ℓ (U.S. gal)	Ambient temperature °C (°F)
			-50 (-58) / -30 (-22) / -20 (-4) / -10 (14) / 0 (32) / 10 (50) / 20 (68) / 30 (86) / 40 (104)
Axle	Gear oil	0.35×2 (0.09×2)	MOBIL FLUID 424
Hydraulic oil tank	Hydraulic oil	20 (5.28)	★ISO VG 15 ISO VG 46 ISO VG 68
Brake system	Brake oil	0.5 (0.13)	★HYDRAULIC OIL ISO VG10 (AZOLLA ZS10) HYDRAULIC OIL ISO VG32 (AZOLLA ZS32)
Fitting (Grease nipple)	Grease	0.1 (0.03)	★NLGI No.1 NLGI No.2

★ : Cold region
Russia, CIS, Mongolia

GROUP 3 PERIODIC REPLACEMENT

For operation safety, never fail to perform periodic maintenance or make periodic replacement of the consumable parts listed in the following.

These parts may deteriorate in time and are susceptible to wear. It is difficult to estimate the degree of wear at time of periodic maintenance; therefore, even if no apparent wear is found, always replace with new parts within the prescribed period of replacement(Or earlier if trouble is found).
Note that periodic replacement has nothing to do with guarantee service.

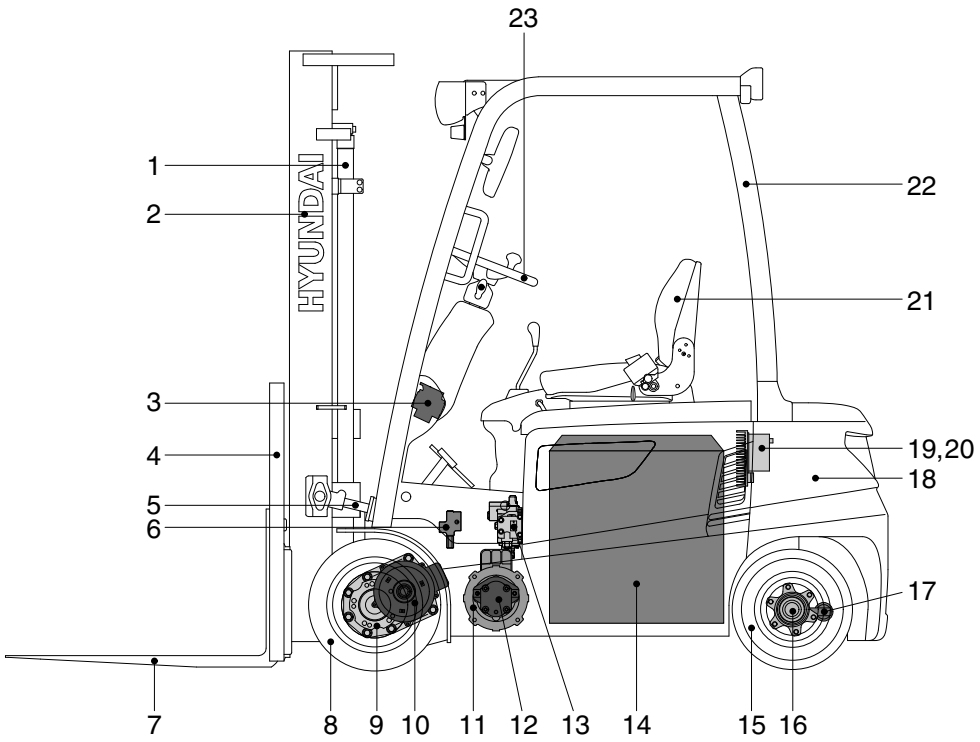
※ **Replacement of consumable service parts is not covered under warranty.**

No.	Description	Period of replacement
1	Hydraulic oil	Every 1 year
2	Brake fluid	Every 1 year
3	Differential oil	Every 1 year
4	Gear oil	Every 1 year
5	Wheel bearing grease	Every 1 year
6	Power steering hose	Every 1 year
7	Parking, seal and O-ring of steering cylinder	Every 2 year
8	Parking, seal and O-ring of lift and tilt cylinder	Every 2 year
9	Reservoir tank tube	Every 1 year
10	Lift chain	Every 2 year
11	Hydraulic equipment hose	Every 2 year
12	Brake hose or tube	Every 1 or 2 year

SECTION 2 REMOVAL & INSTALLATION OF UNIT

SECTION 2 REMOVAL & INSTALLATION OF UNIT

GROUP 1 MAJOR COMPONENTS



16B9FRE02

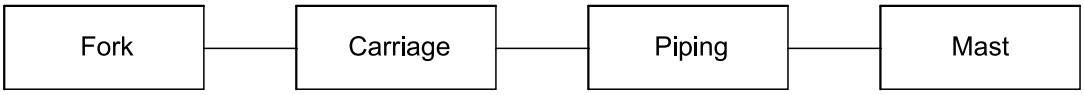
1	Lift cylinder	9	Drive unit	17	Steering cylinder
2	Mast	10	Drive motor	18	Counterweight
3	Steering unit	11	Pump motor	19	Traction controller
4	Backrest	12	Hydraulic pump	20	Pump controller
5	Tilt cylinder	13	Main control valve	21	Seat
6	Priority valve	14	Battery	22	Overhead guard
7	Forks	15	Rear wheel	23	Steering wheel
8	Front wheel	16	Steering axle		

GROUP 2 REMOVAL AND INSTALLATION OF UNIT

Remove and install following units as explained in the flow chart.

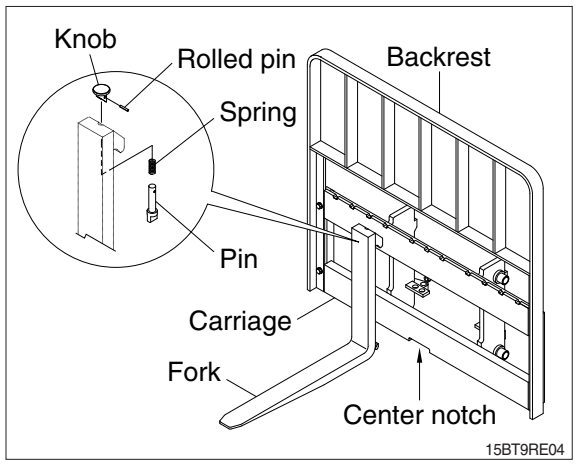
1. MAST

1) REMOVAL



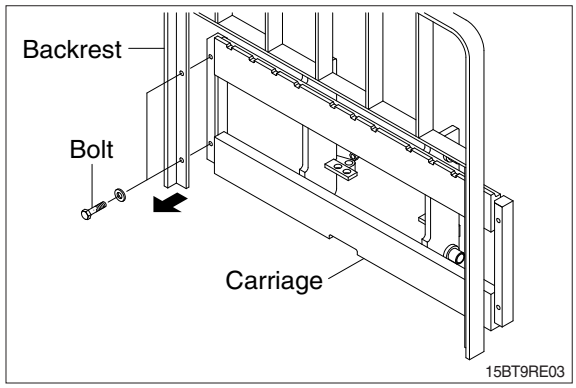
(1) Forks

① Lower the fork carriage until the forks are approximately 25㎜(1in) from the floor.
② Turn knob up and slide one fork at a time toward the center of the carriage where a notch has been cut in the bottom plate for easy removal.
③ Remove only one fork at a time.
※ On larger forks it may be necessary to use a block of wood.



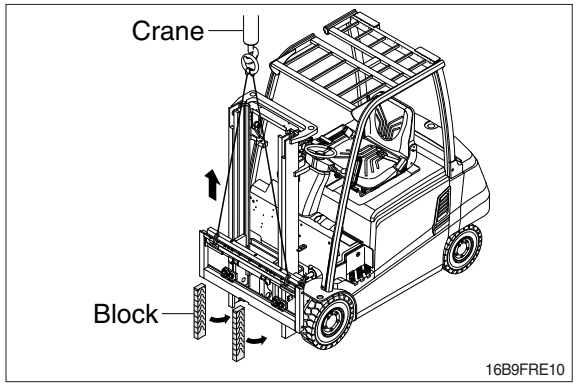
(2) Backrest(If necessary)

① Remove bolts securing backrest to fork carriage. Disassemble the backrest from the carriage.

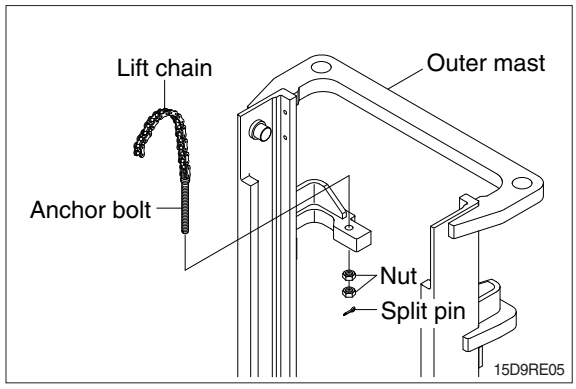


(3) Carriage

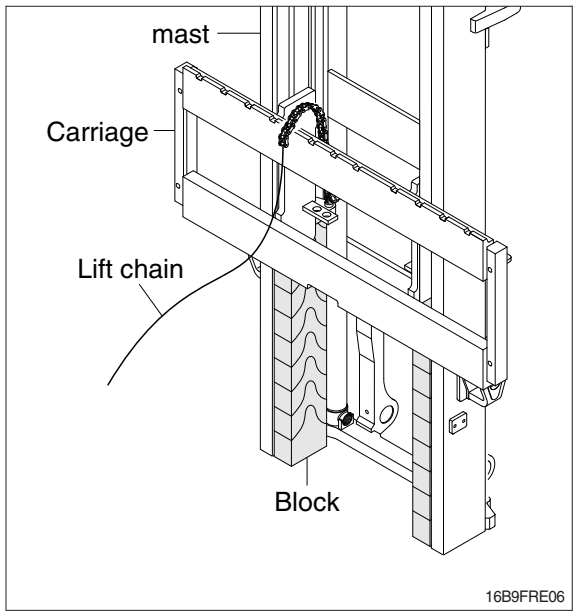
① With the mast vertical, raise the carriage high enough to place blocks under the load forks. This is done to create slack in the load chains when the carriage is lowered. Lower the carriage all the way down to the floor. Make sure the carriage is level, this will prevent any binding when the mast is raised.



② While supporting lift chains, remove the split pins and slide out chain anchor pins from the chain anchors of stationary upright.



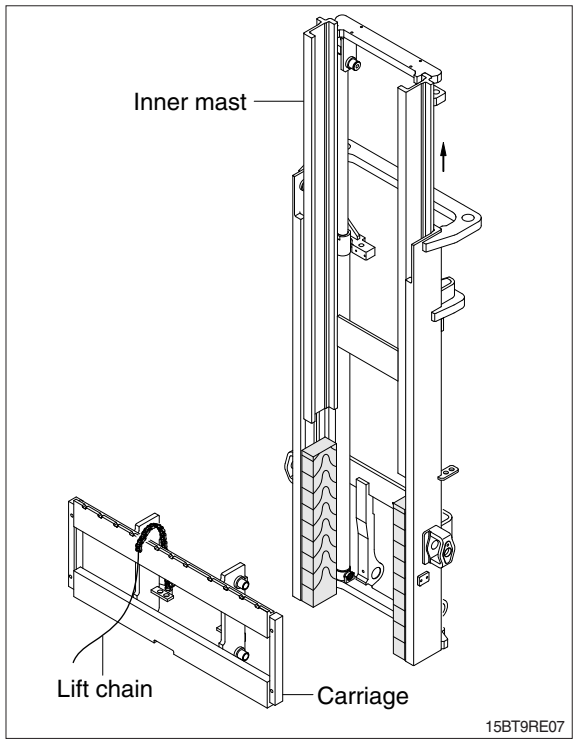
③ Pull the chains out of the sheaves and drape them over the front of the carriage.



④ Slowly raise inner mast upright until mast clears top of fork carriage. Move carriage to work area and lower the mast.

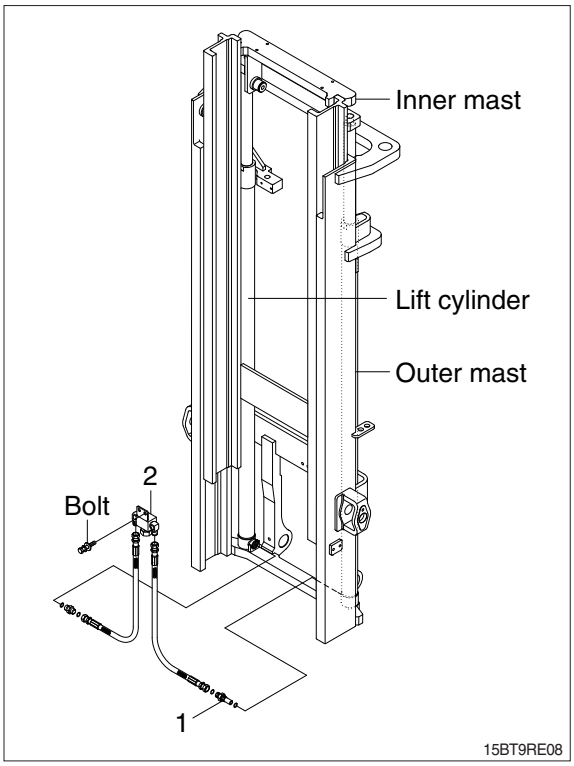
⚠ **Make sure that carriage remains on floor and does not bind while mast is being raised.**

⑤ Inspect all parts for wear or damage. Replace all worn or damaged parts.



(4) Piping

① Loosen the bolts (2EA) of the weld-connector (2) from low crossmember of the outer mast.
② Disconnect the connectors from the lift cylinders.
③ Disassemble the velocity fuse valve (1), hoses, and weld-connector (2).

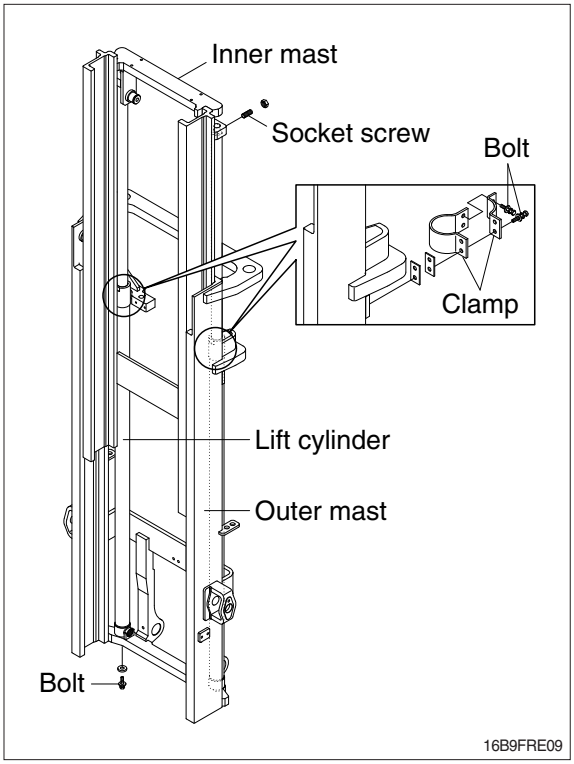


(5) Lift cylinder

① Loosen hexagonal bolts and remove washers securing the lift cylinders to outer mast.
② Bind the lift cylinder with overhead hoist rope and pull up so that the rope has no slack or binding.

⚠ Make sure that the lift cylinder be tightened firmly for safety.

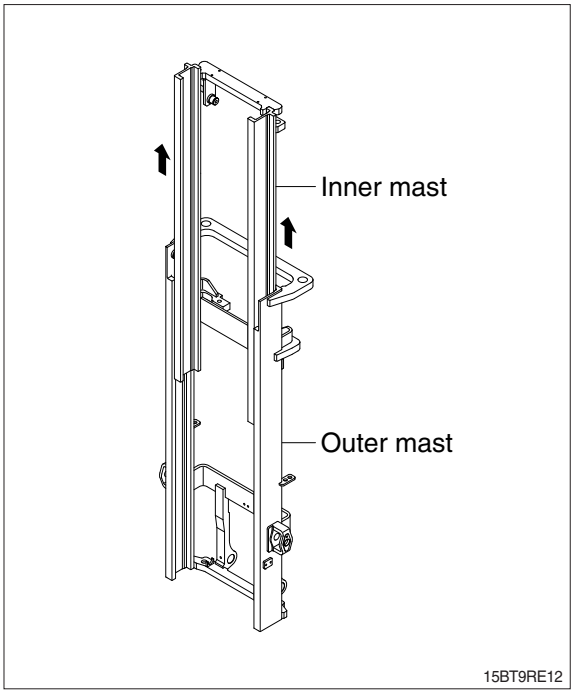
③ Loosen and remove hexagon bolts and clamp securing the lift cylinder to outer mast.
④ Using an overhead hoist, slowly raise the inner mast high enough to clear lift cylinder.
⑤ Using an overhead hoist, draw out lift cylinder carefully and put down on the work floor.



(6) Inner mast

① Using an overhead hoist raise the inner mast straight and carefully draw out of outer mast section.

⚠ Be careful the mast not to swing or fall.

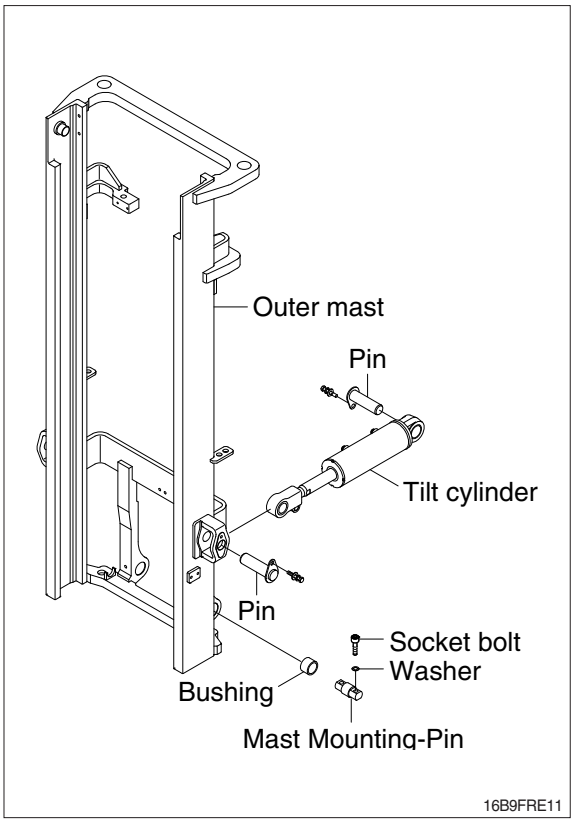


(7) Tilt cylinder pin

① Attach a crane to the stay at the top of the outer mast, and raise enough to sustain jacked up machine.

※ This operation is carried out from under the machine, so use a pit, or if there is no pit, jack up the machine and loosen with on impact wrench.

② Remove the socket bolts, washers from the mast mounting pins and take out the mast mounting pins, and then slowly raise up the outer mast



2) INSTALLATION

After assembling mast components totally without piping connections, install mast assembly to the equipment.

※ Installation procedure for each of mast component is the reverse of the removal procedure.

(1) Bronze bushings

① Check the inside of the bronze bushings for wear which are the contact area with the mast mounting pins.

② Jack up the machine so that the front is raised and then using an overhead hoist assemble outer mast to drive axle unit.

(2) Tilt cylinder pin

Hold the mast with a crane, operate the tilt control lever and align the holes, then knock the pin.

(3) Lift cylinder installation and adjustment

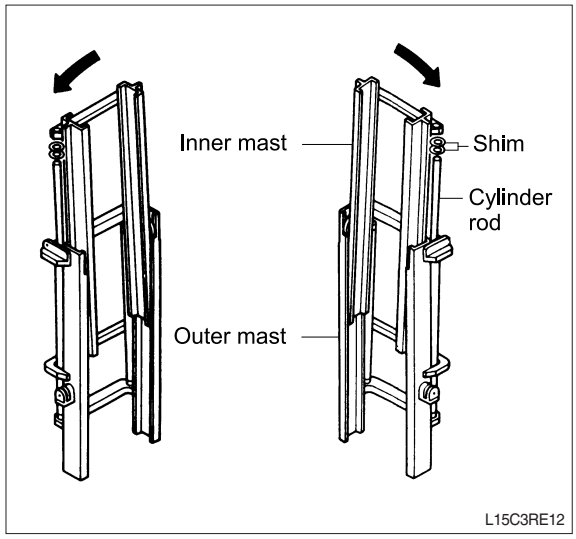
① Assemble the lift cylinder inside the outer mast, then tighten the stopper bolt. If the cylinder assembly has been replaced, adjust as follows so that the left and right cylinders are synchronized at the maximum lifting height.

② Assemble the cylinder rod to the inner mast, and check the left-to-right play of the mast at the maximum lifting height.

※ If play is to LEFT, install adjustment shim to LEFT cylinder.

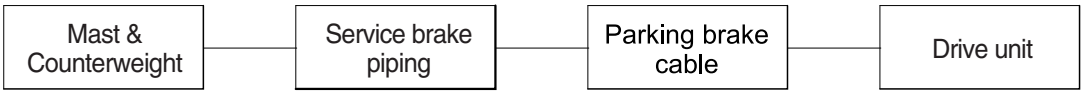
※ If play is to RIGHT, install adjustment shim to RIGHT cylinder.

· Shim thickness : 1.0㎜(0.04in)



2. POWER TRAIN ASSEMBLY

1) REMOVAL

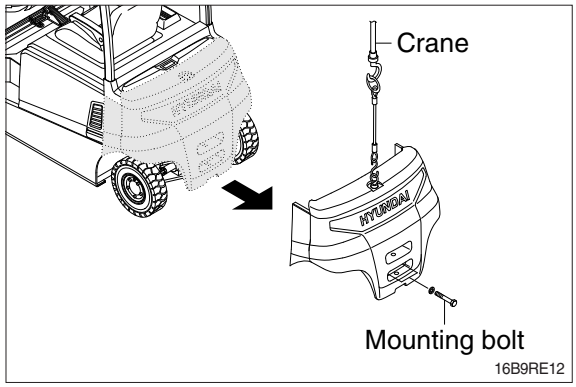


B153RE00

(1) Mast and counterweight

Refer to section on mast (Page 2-3)

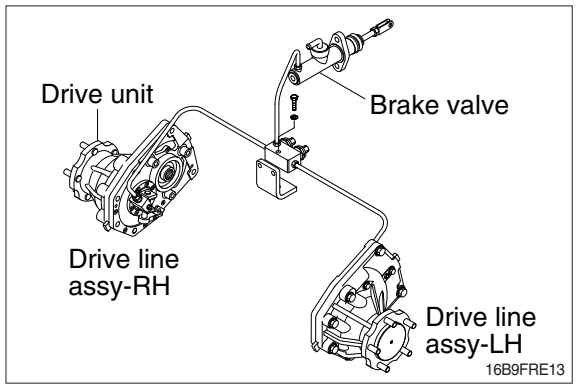
After removing mast, remove the counterweight to prevent the truck from turning over.



16B9RE12

(2) Service brake piping

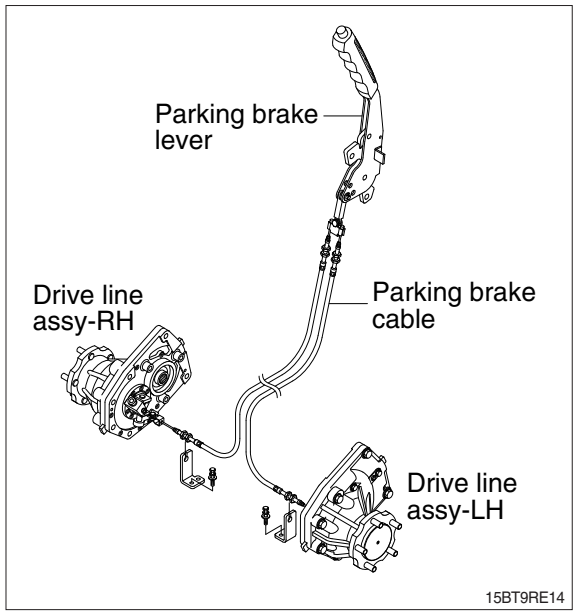
Disconnect the service brake piping from the drive unit.



16B9FRE13

(3) Parking brake cable

Disconnect parking brake cable from the drive unit.

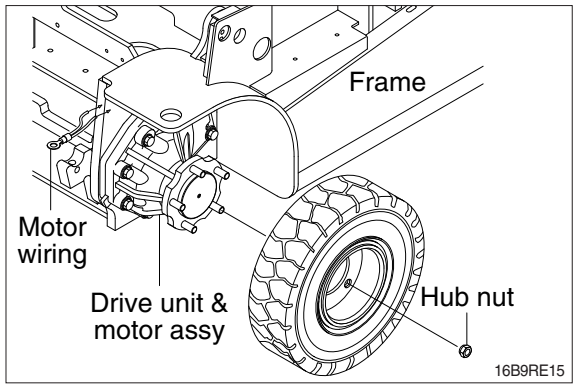


15BT9RE14

(4) Drive unit & motor assy

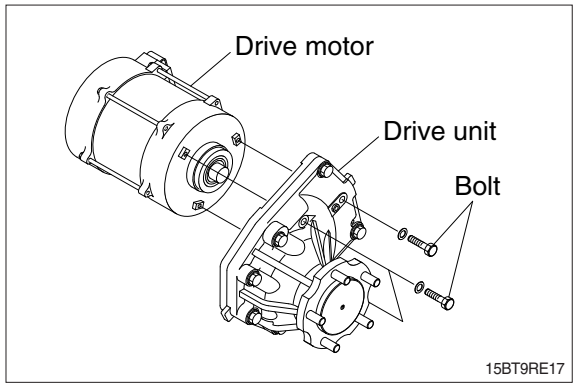
※ Drain the oil before disassembling the drive unit.

① Unscrew five wheel nuts and remove the wheel.

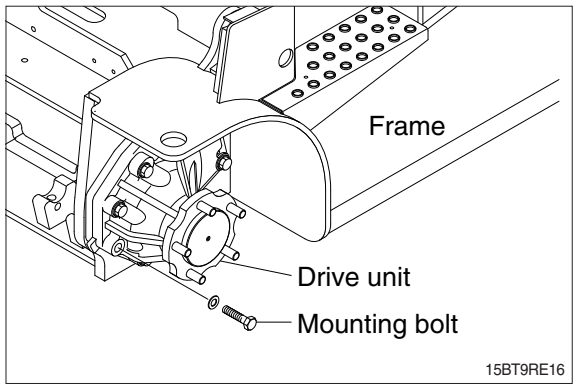


② Remove three hexagon bolts holding the drive motor in place.

③ Carefully remove the drive motor from the drive unit.



④ Loosen seven mounting bolts on the truck frame and carefully take out the drive unit.

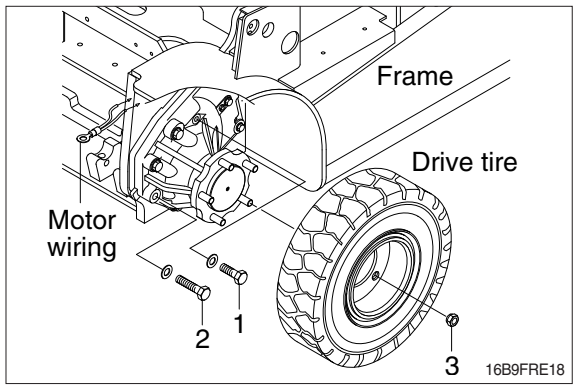


2) INSTALLATION

Installation is the reverse order of removal, but be careful of the following tightening torque.

· Tightening torque

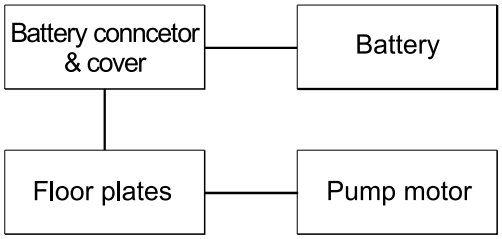
Item	kgf · m	lbf · ft
Drive motor (1)	5.6 ~ 8.2	39.8 ~ 60
Drive unit (2)	12.5 ~ 15	90.4 ~ 109
Wheel nut (3)	12.5 ~ 15.5	90.4 ~ 112



3. ELECTRICAL COMPONENTS

Before removing each component, disconnect cables and earth lines attached to the component.

1) REMOVAL

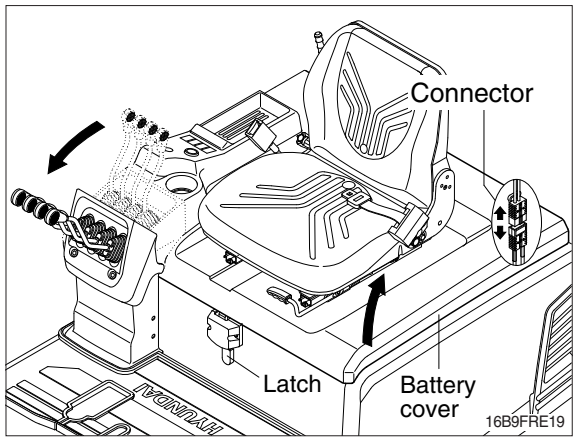


16B9FRE001

(1) Battery

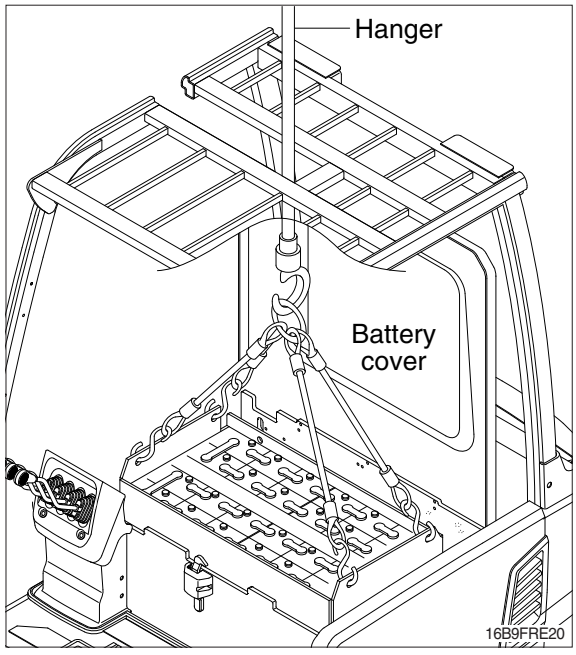
⚠ Before pulling out the battery plug, tilt the mast forward a little, and lower the fork to the lowest position.
The batteries weigh from around 780 kg to 1140 kg so the extreme care must be taken when handling them.

① Disconnect the battery connector.
Release the battery cover latch and open the battery cover.



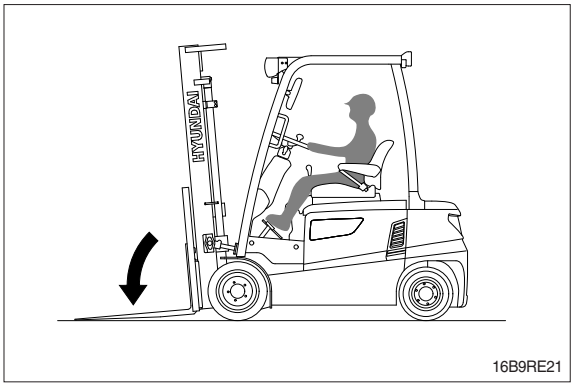
② Using a battery hanger, carefully raise the battery assembly.

※ Be careful not to damage overhead guard or control system.

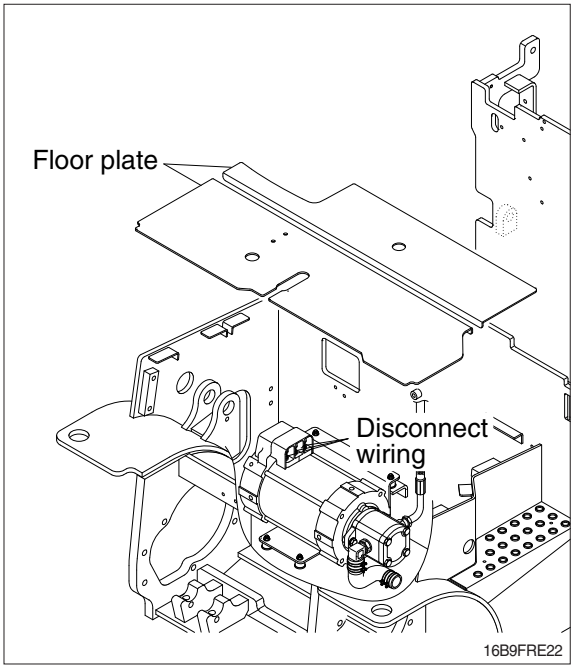


(2) Pump motor

① Lower the fork to floor.



② Remove front and rear floor plate.
Disconnect the wiring of pump motor.



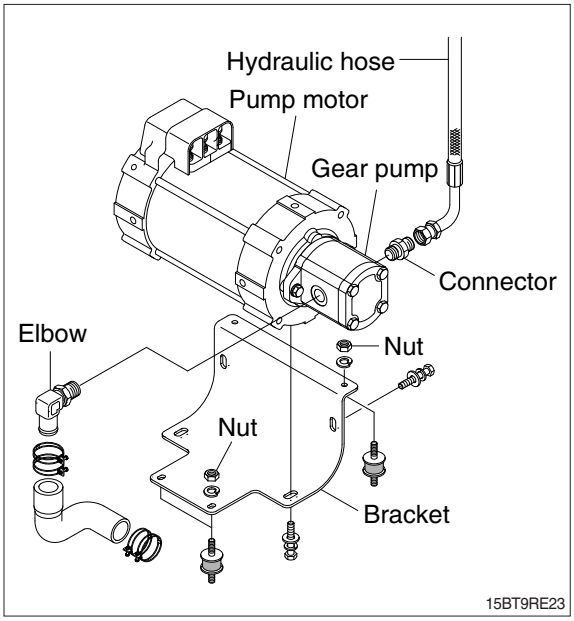
③ Remove elbow and connector and then disconnect the hydraulic hose from the gear pump.

④ Loosen the mounting bolts and remove the gear pump from pump motor.

· Tightening torque : 5.5~8.3 kgf·m
(39.8~60 lbf·ft)

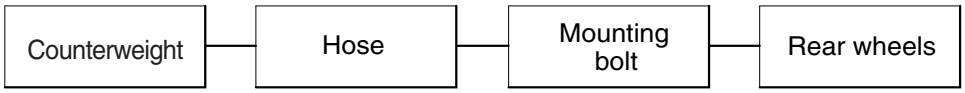
⑤ Remove the tightening nuts of the motor mounting bracket.
Remove the pump motor from mounting bracket.

· Tightening torque
Bolt : 5.5~8.3 kgf·m (39.8~60 lbf·ft)
Nut : 2.0~3.0 kgf·m (14.5~21.7 lbf·ft)

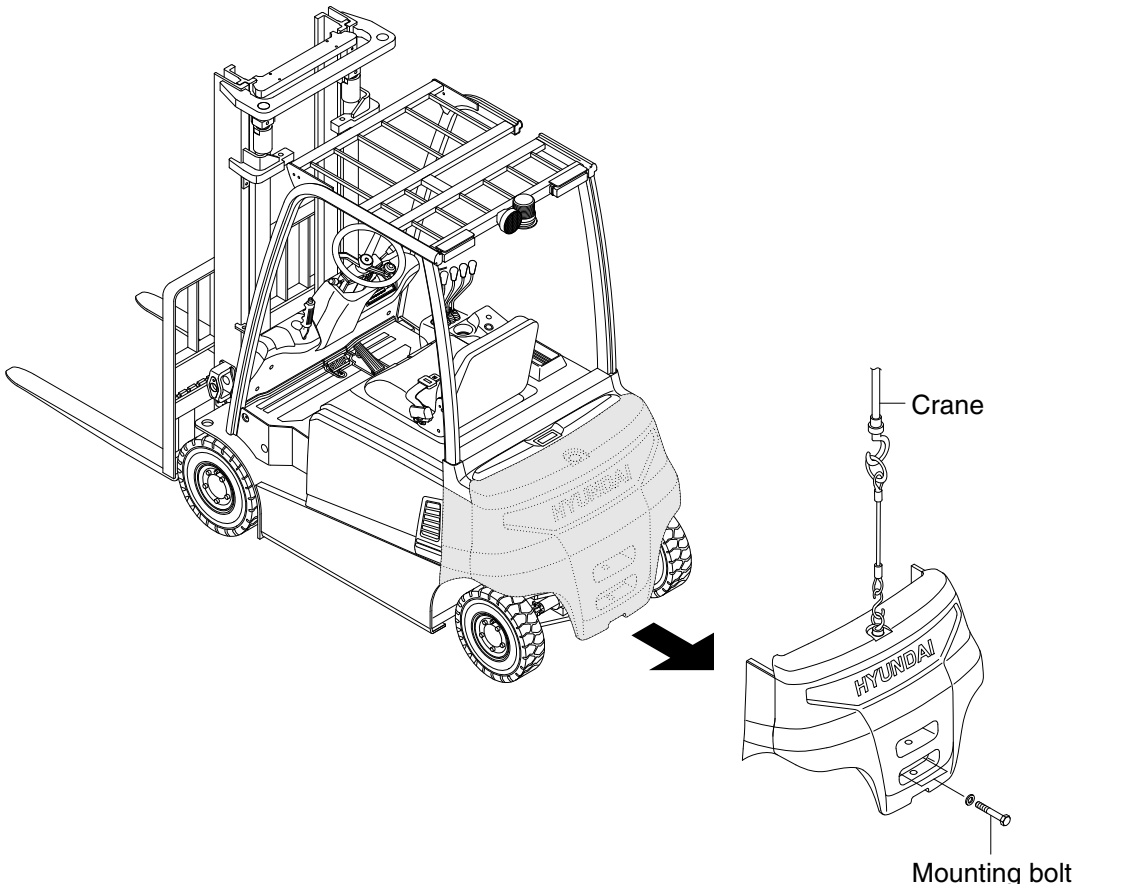


4. STEERING AXLE

(1) Removal



B15T5RE91



16B9FRE30

① Counterweight

Install a lifting tool in the counterweight, and raise with a crane.

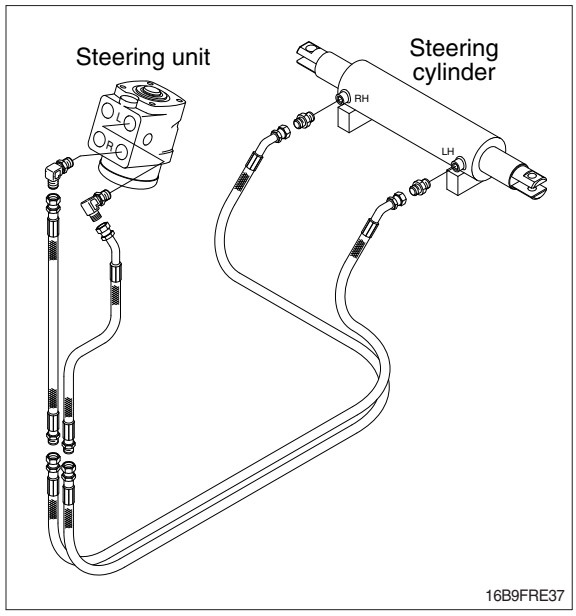
Remove the mounting bolts, raise slightly and move to the rear.

· Weight of counterweight(standard)

16B-9F	570 kg (1260 lb)
18B-9F	575 kg (1270 lb)
20B-9F	705 kg (1550 lb)

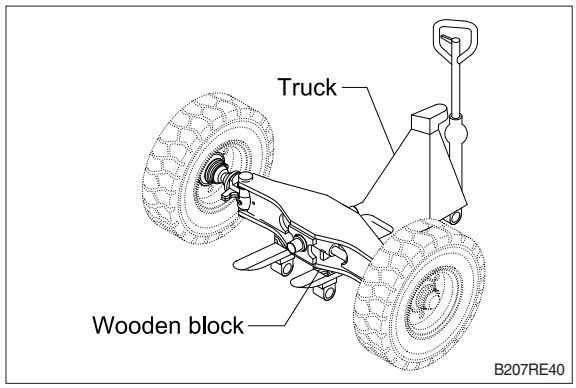
· Tightening torque : 85~115 kgf · m (615~832 lbf · ft)

② Hose



③ Mounting bolt

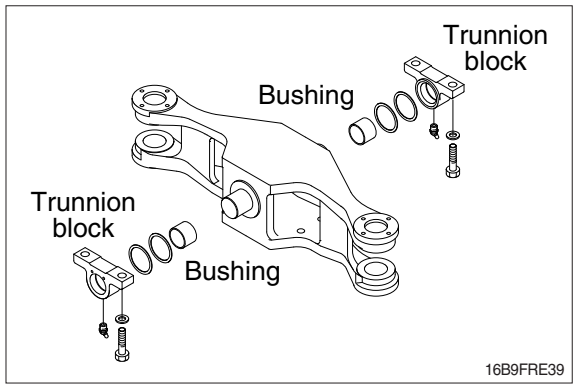
Put a block under the steering axle, support on a truck, and raise the frame with a crane. Remove the mounting bolts installed to the frame, and pull out to the rear. There are shims between the support and rear axle to prevent play.



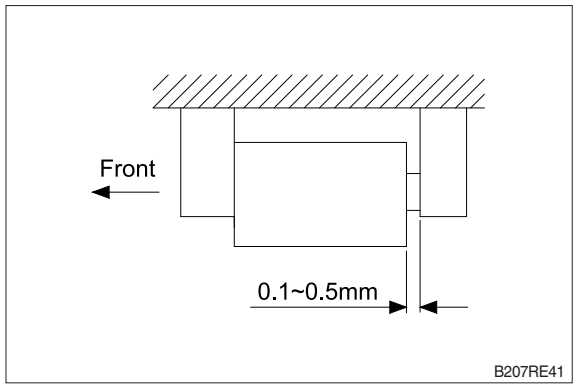
(2) INSTALLATION

Installation is in the reverse order to removal, but be careful of the following points.

① When replacing the bushing at the trunnion block, install so that the hole in the bushing faces down.



② Install the trunnion block so that the clearance is under 0.5㎜ when the trunnion block is pushed fully to the rear.
Tightening torque of mounting bolt for trunnion block.
· 59~65 kgf · m (427~470 lbf · ft)



③ When installing the rear wheel, coat the hub bolt and tighten the nut to 9~11 kgf · m (65.1~79.6 lbf · ft).

④ When installing the counterweight, align with the center of frame. Coat the mounting bolt with molybdenum disulphide and tighter.

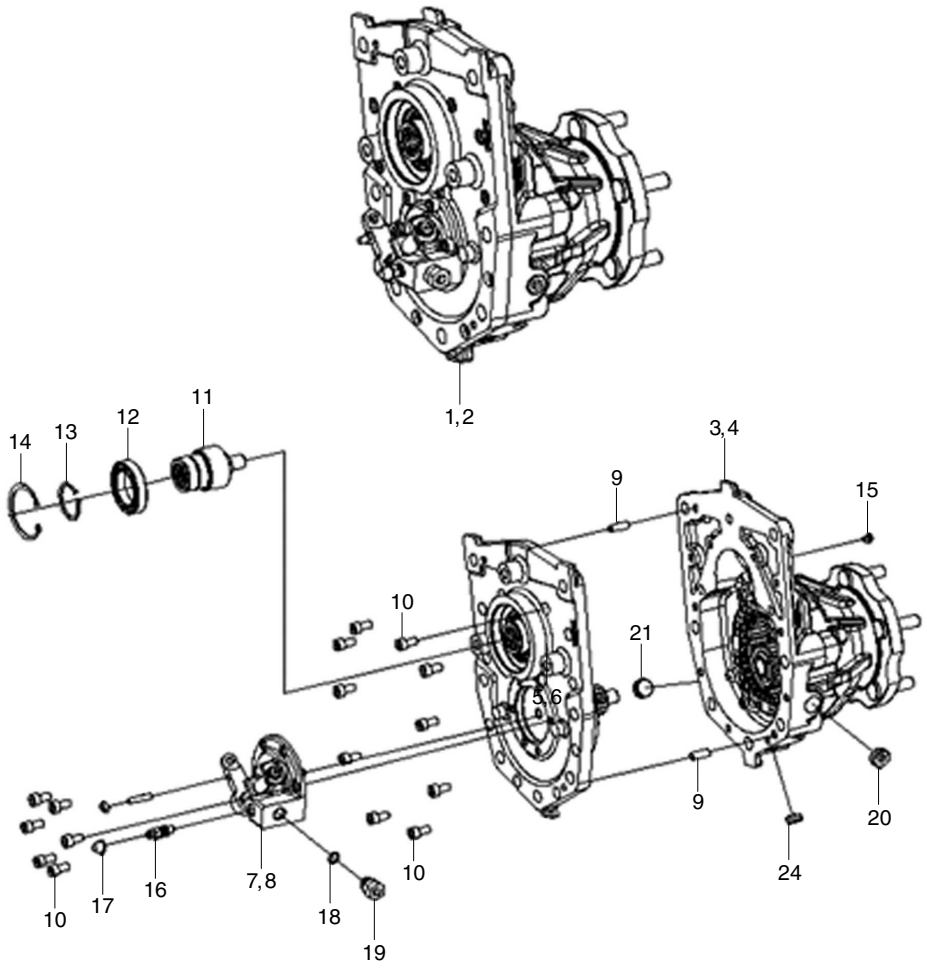
SECTION 3 POWER TRAIN SYSTEM

GROUP 1 STRUCTURE AND OPERATION

1. DRIVE UNIT

1) STRUCTURE

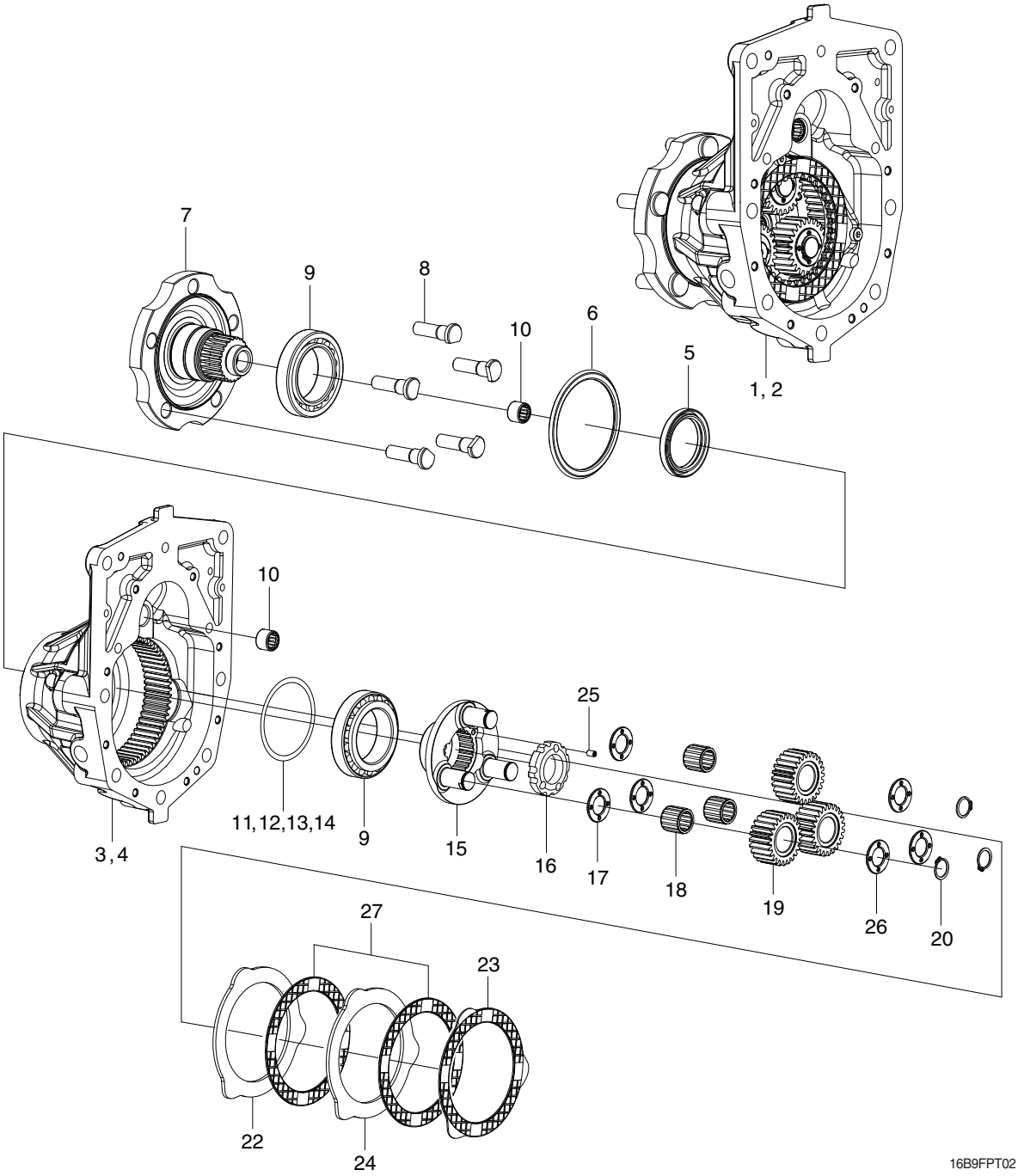
(1) Drive unit assembly



15BT9PT01

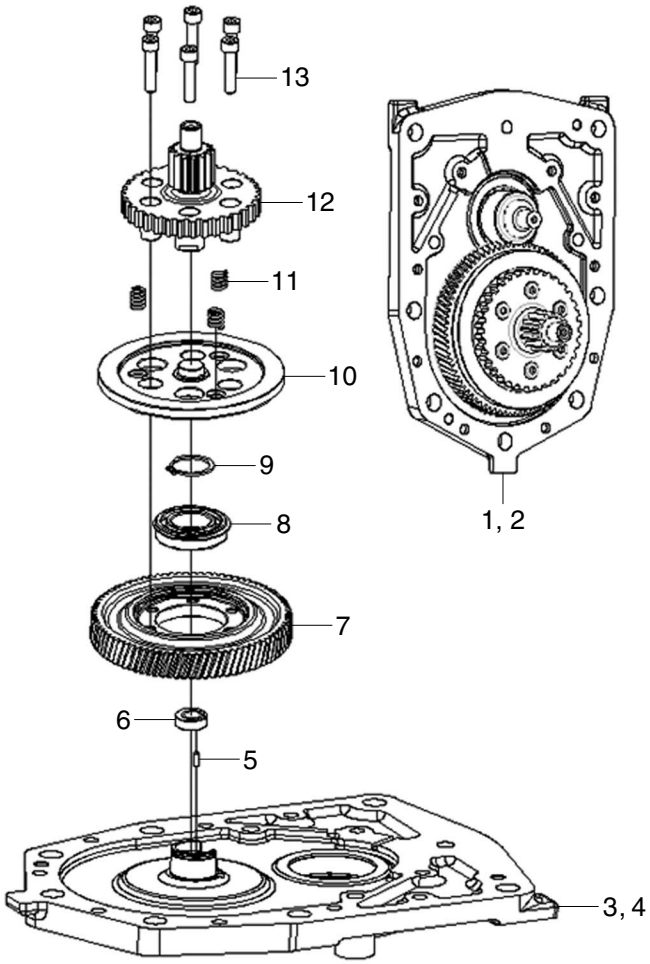
1	Dirve unit assembly (LH)	13	Snap ring (for shaft)
2	Dirve unit assembly (RH)	14	Snap ring (for hole)
3	Housing sub assembly (LH)	15	Air breather
4	Housing sub assembly (RH)	16	Breather
5	Out cover sub assembly (LH)	17	Rubber cap
6	Out cover sub assembly (RH)	18	O-ring
7	Parking sub assembly (LH)	19	Brake plug
8	Parking sub assembly (RH)	20	Plug
9	Dowel pin	21	Magnetic plug
10	Socket bolt	22	Set screw
11	Input pinion	23	Hex nut
12	Ball bearing	24	Plug

(2) Housing sub assembly



1	Housing sub assembly (LH)	14	Shim (0.50t)
2	Housing sub assembly (RH)	15	Planetary carrier
3	Carrier housing (LH)	16	Lock nut
4	Carrier housing (RH)	17	Thrust washer
5	Oil seal	18	Needle bearing
6	Gamma seal	19	Planetary gear
7	Wheel hub	20	Ring
8	Hub bolt	22	Back plate
9	Taper roller bearing	23	Friction disc 1
10	Needle bearing	24	Steel plate
11	Shim (0.10t)	25	Set screw
12	Shim (0.12t)	26	Thrust washer
13	Shim (0.15t)	27	Friction disc 2

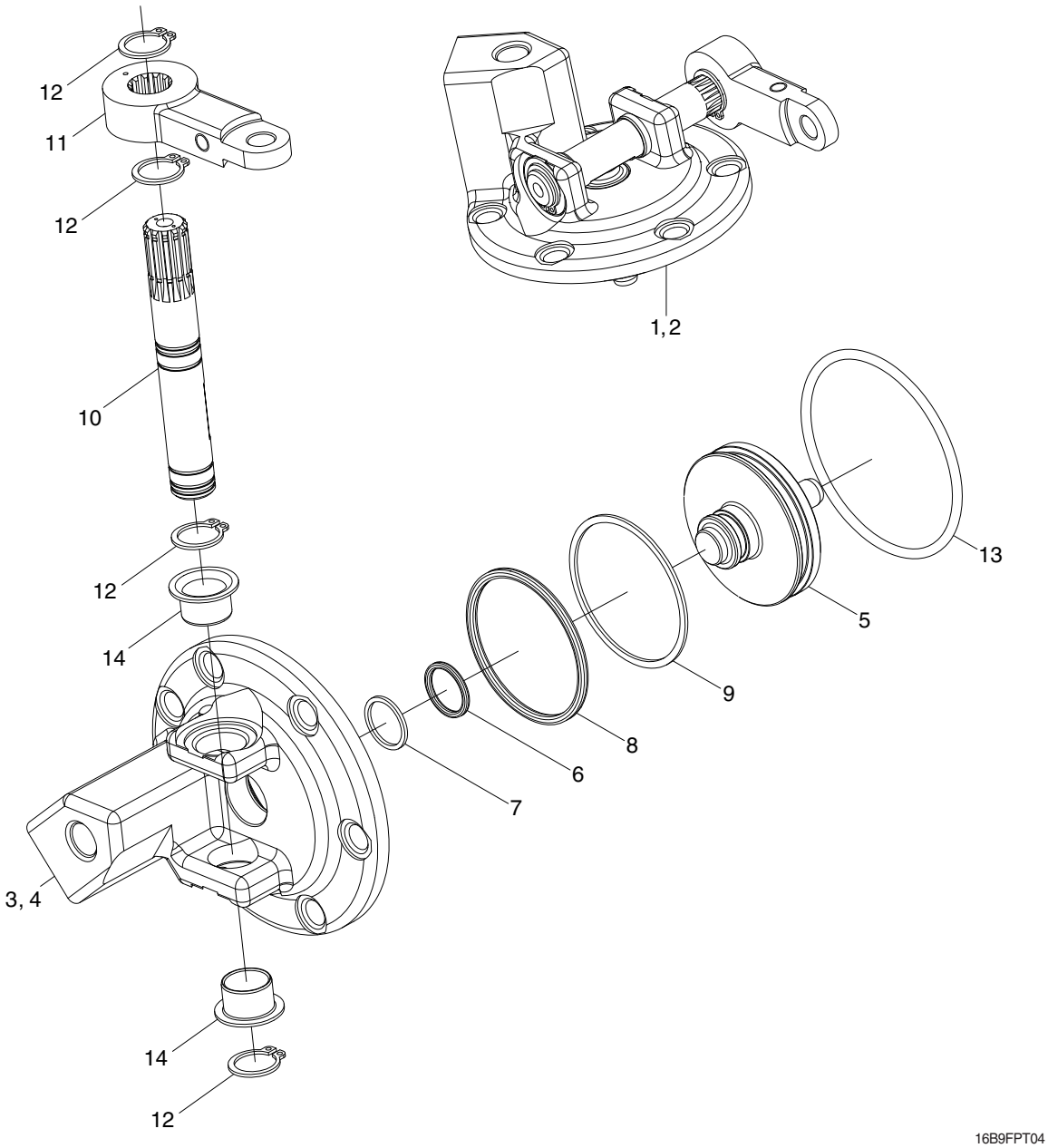
(3) Out cover sub assembly



15BT9PT03

1	Out cover assembly (LH)	8	Ball bearing
2	Out cover assembly (RH)	9	Snap ring
3	Out cover (LH)	10	Actuator
4	Out cover (RH)	11	Return spring
5	Parallel pin	12	Sun pinion
6	Friction block	13	Socket bolt
7	Ring gear (83T)		

(4) Parking sub assembly



1	Parking sub assembly (LH)	8	Quad ring
2	Parking sub assembly (RH)	9	Backup ring
3	Parking cover (LH)	10	Eccentric shaft
4	Parking cover (RH)	11	Parking lever
5	Piston	12	Snap ring
6	Quad ring	13	O-ring
7	Backup ring	14	DU bushing

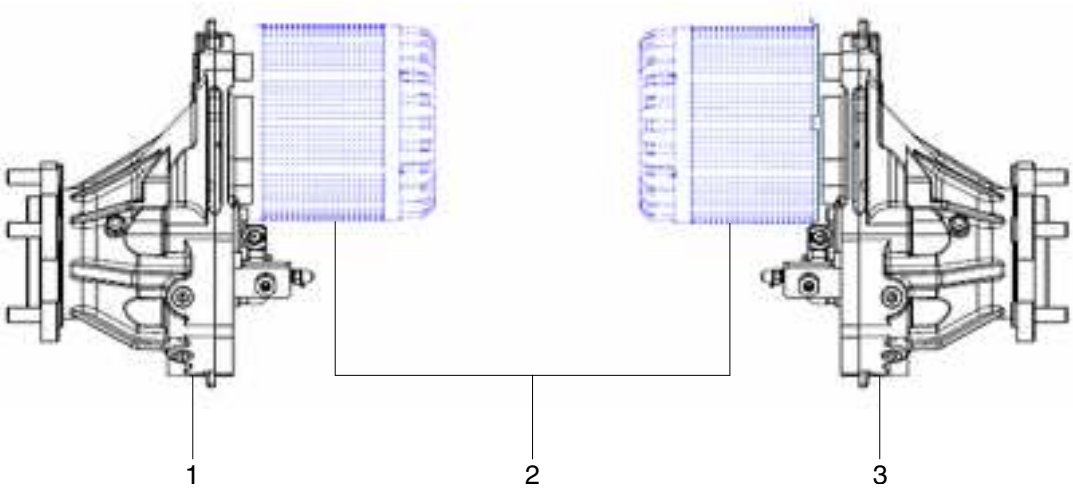
2) SPECIFICATION

Item	Unit	Specification
Max. output torque (wheel)	N · m	2260
Max. axle load	kg/lb	2700/5953
Max. input speed	rpm	5000
Gear ratio	-	20
Weight without fluid	kg/lb	35/77
Oil quantity(ATF)	ℓ /U.S. · qt	0.35/0.37

3) PRINCLPLE OF OPERATION

(1) Outline of the power transmission system

The drive units are composed of the drive unit (LH) and the drive unit (RH) which are connected with the motor as a power transmission system to assemble the drive wheel for the battery type fork lift.



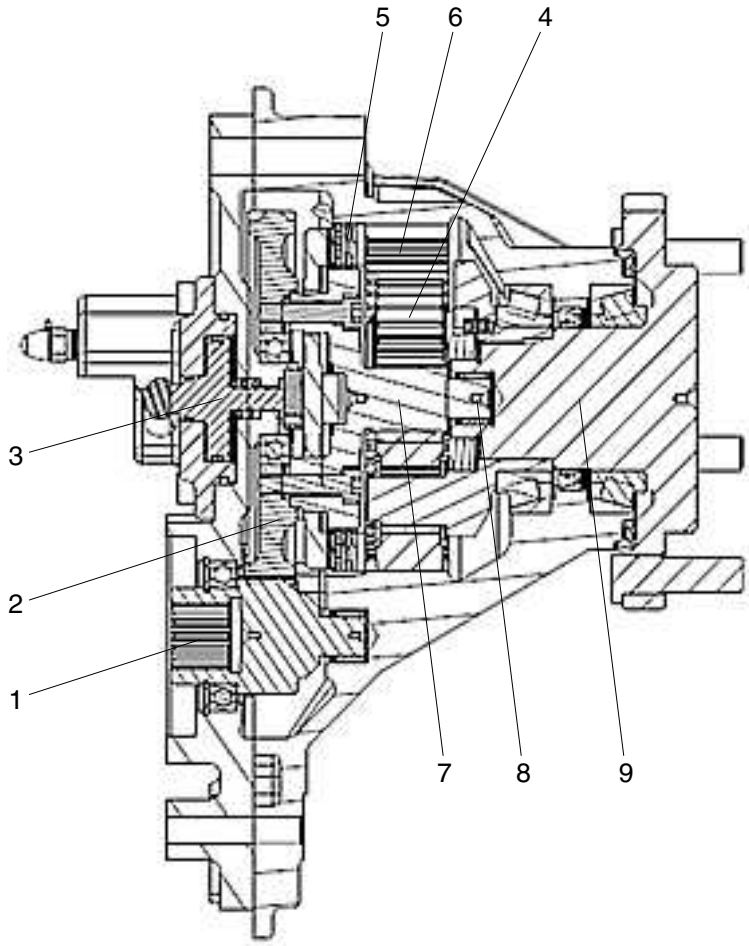
15BT9PT05

1 Drive unit (LH)
2 Motor
3 Drive unit (RH)

The power of the drive motor which is received from signal of the controller transmits to the dirve gear and the power transfered from the drive gear transmits to the drive wheel via the planetary gear and wheel hub. As a result, it is able to drive to forward and reverse of the fork lift.

(2) Principle of the operation

① Structure of the drive unit



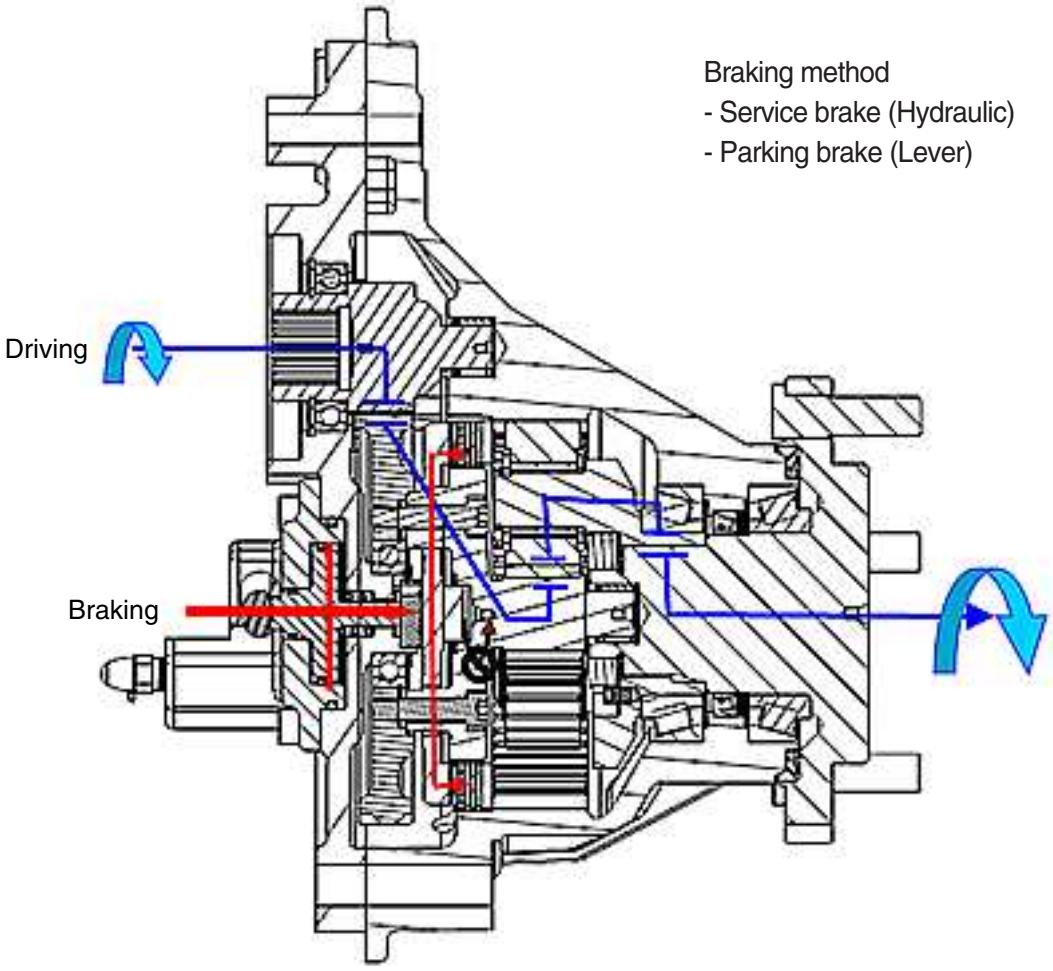
15BT9PT06

1	Input pinion	6	Housing (Ring gear)
2	Ring gear	7	Sun pinion
3	Brake piston	8	Planetary carrier
4	Planetary gear	9	Wheel hub
5	Brake pack		

② **The path of the power transmission**

Driving : Motor → Input pinion → Ring gear → Sun pinion → Planetary gear → Wheel hub → Dirve wheel

Braking : Pressurization of hydraulic power through the brake port
Forwarding of the brake piston → Forwarding of the actuator
→ Contact between plate and friction disc
→ Holding back the revolution of the planetary carrier
→ Holding back the revolution of the wheel hub → Holding back of the driving



15BT9PT07

GROUP 2 TROUBLESHOOTING

Problem	Cause	Remedy
1. Consecutive noise in the housing	· Lack of oil	· Refill the oil
	· Incorrect contact between planetary gear and driving gear	· Disassemble, check and readjusting
	· Damage, wear planetary gear and driving gear	· Replace damaged or wear gear
	· Loosened or worn wheel hub bearing	· Disassemble, check and readjusting or replace the components
2. Abnormal noise during rotation	· Excessive back lash the driving gear and planetary gear	· Replace the driving gear and the planetary gear
	· Damage, worn of the gear	· Replace the gear
	· Damage, worn of the bearing	· Disassemble, check and readjusting or replace the bearing
3. Oil leakage	· Overfill to the specified level	· Readjust oil level
	· Pluged air breather	· Clean or replace the air breather
	· Damage, worn, poor assembly for oil seal of wheel hub	· Replace oil seal
	· Poor assembly of the drain plug	· Disassemble, check and readjusting
	· Damage O-ring for motor connection	· Replace the O-ring
4. No rotation of the drive wheel	· Breakage, deformation the shaft	· Replace the shaft
	· Damage, breakgae the gear	· Replace the gear
	· Damage, breakgae the bearing	· Replace the bearing
5. Brake No operation the brake	· Damage, deformation the friction disc or plate	· Disassemble, check, replace
No smooth operation the brake pedal	· Damage, deformation the friction disc of the brake	· Disassemble, check, replace
No release the brake	· Defect the brake disc assembly	· Disassemble, check, replace
Frequent refilling the brake oil	· Leakage from the piston seal	· Disassemble the piston seal and replace it
Available braking when depressing the brake pedal with maximum	· Excessive clearance of the discs due to wear of the friction disc for operation	· Adjust the stroke of the brake pedal · Disassemble the brake pack, check and replace it · Readjust the stroke of the piston

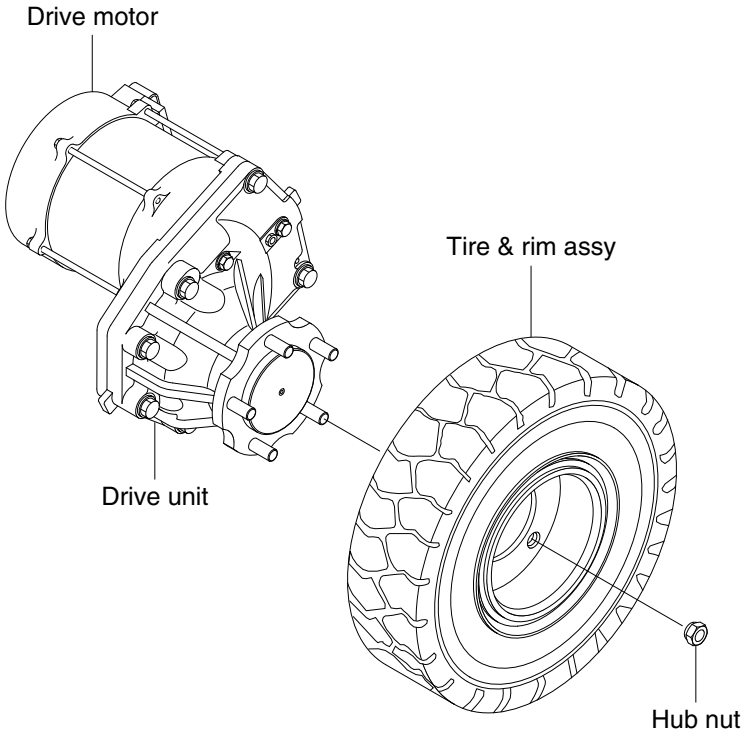
GROUP 3 DISASSEMBLY AND ASSEMBLY

1. Disassembly

Drain oil from transmission before removal of the drive unit. Loosen and remove the wheel nuts as well as take off the drive wheel. For further work on the drive motor of the drive unit see chapter.

1) REMOVAL OF THE DRIVE UNIT

(1) Removal of drive unit. (refer to see page 2-8)



15BT9PT10

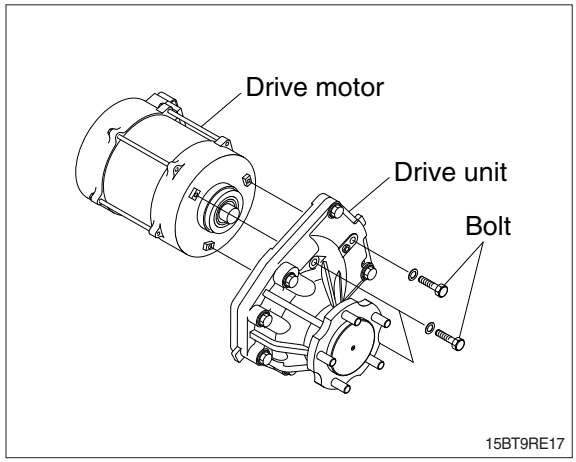
2) REMOVAL OF THE DRIVE MOTOR

(1) Drive motor and accessories mounted to the drive motor have to be disconnected.

(2) Take off cautiously the drive motor from the drive unit.

⚠ **Do not damage the teeth of the motor pinion and the spur gear.**
Damages can cause louder running noises.

※ In case of an inadequate removal of the drive motor from the drive unit there is danger to damage the sealing surface for the O-ring in the housing.
If only the drive motor is removed, the released drive unit opening is to be sealed in order to avoid that dirt can get inside the drive unit.



15BT9RE17

2. GENERAL INSTRUCTIONS FOR CORRECT DISASSEMBLY AND REASSEMBLY

Cleanliness is essential for a correct work.
Drive unit removed from the vehicle have to be cleaned prior to opening.
Special care and cleanliness are essential for a correct disassembly and reassembly of the unit as well as for the installation of each spare part. A fault during installation can result in an early wear and chips as well as foreign particles in the unit could cause fatal damage in the drive unit.
Prior to reassembly all parts must be cleaned and inspected for wear and other defects.
It would be a false economy to reinstall parts which are not in a perfect condition.
All parts have to be oiled carefully during reassembly. Apply a sealing compound onto housing-and cover faces, which must be tight towards the outside.

For heating of bearings etc. use heating plates, heating elements or heating furnaces.
Never heat directly with an open flame.
This avoids damage to the bearings.

If not otherwise indicated heat ball bearings, gears, flanges etc. to approx. 90-100℃.

Parts which have been mounted in a warm condition must be subsequently installed after cooling down to ensure a perfect contact.
Lubricate both parts before shafts, bearings etc. are pressed into position.

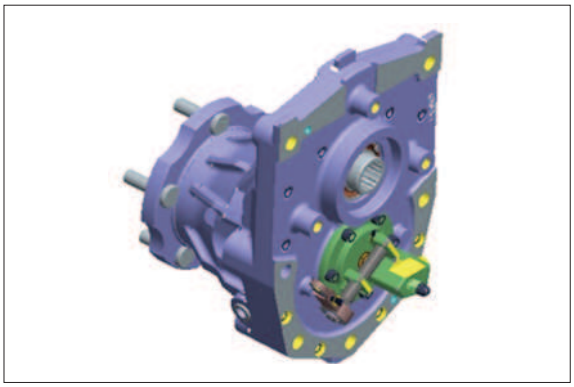
For reassembly all of the indicated setting values, test data and tightening torques must be observed.
HYUNDAI-units will be filled with oil after repair work.

※ The following description of disassembly and reassembly serves to inform both the after-sales service centers of HYUNDAI and of the vehicle manufacturer, where adequate workshop facilities and trained specialists are present.

3. DISASSEMBLY OF THE DRIVE UNIT

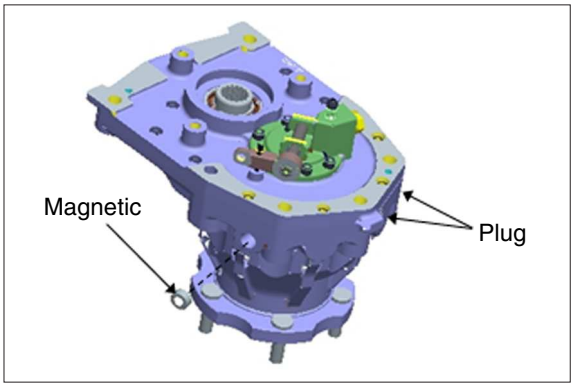
1) Disassembly of the drive unit assy.

※ Always keeps clean working area when disassebling the drive unit.



15BT9DU001

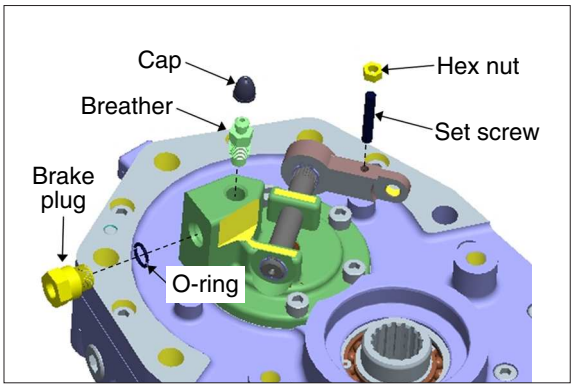
2) Drain out oil in the drive unit assy by removing the magnetic plug.



15BT9DU002

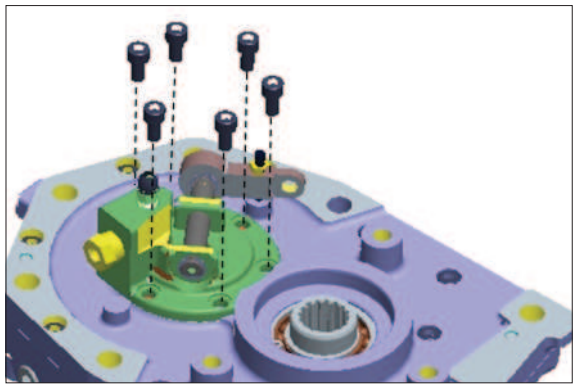
3) Disassemble the external components of the drive unit assy.
Disassemble brake plug, breather, cap, set screw and nut form the drive unit assy.

※ The components stock to the proper place and they should be replaced with new O-ring when reassembling.



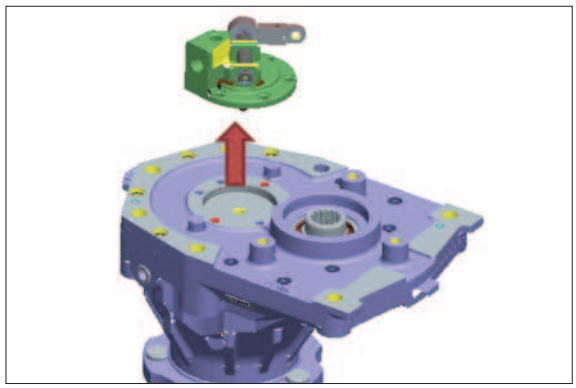
15BT9DU003

4) Loosen 6-socket bolts which are fixing for the parking sub assy.



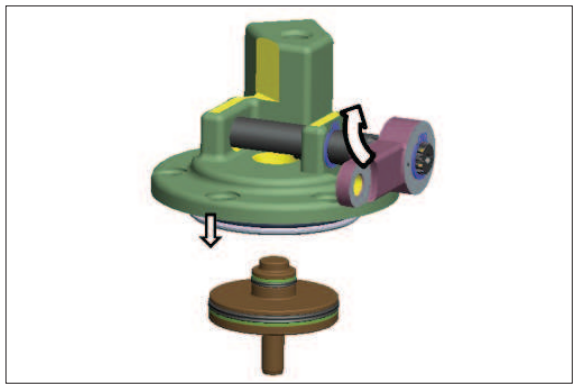
15BT9DU004

5) Disassemble the parking sub assy.



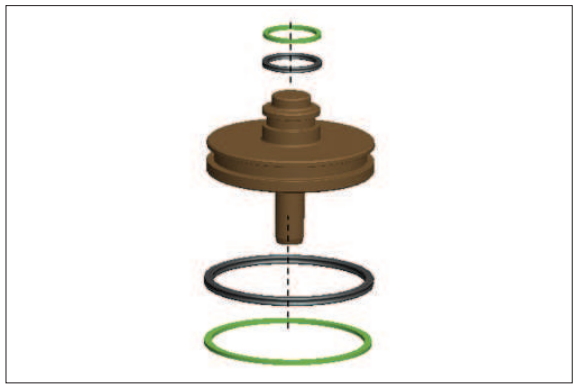
15BT9DU005

6) Disassemble the piston sub assy after pushing away the lever of the parking sub assy.



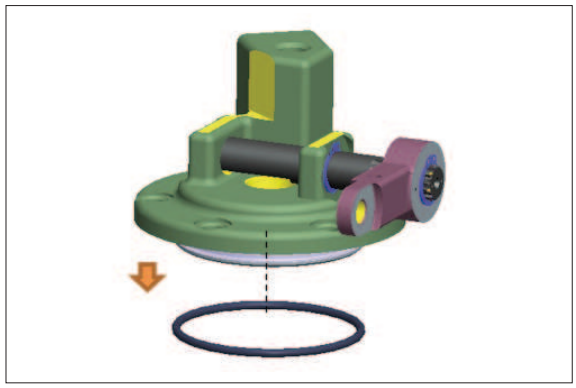
15BT9DU006

7) Remove the quad ring and back up ring from the piston sub assy.



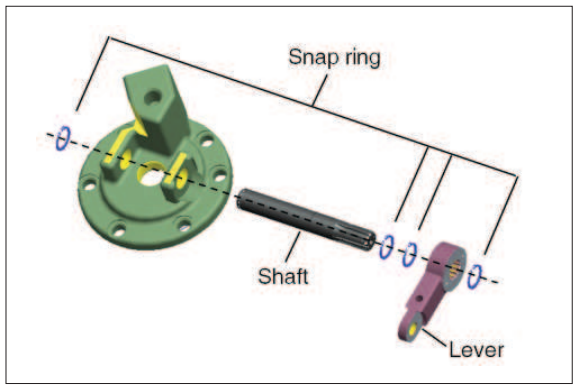
15BT9DU007

8) Remove the O-ring from the parking sub assy.



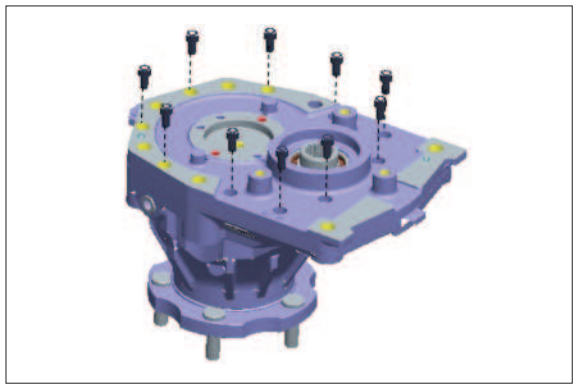
15BT9DU008

9) Disassemble the snap rings, lever, and shaft from the parking sub assy.



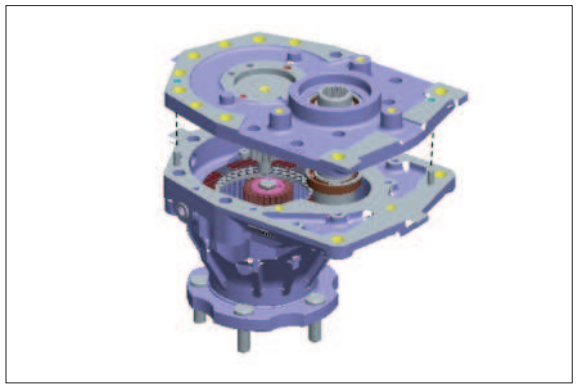
15BT9DU009

10) Loosen the socket bolts (10EA) from the dirve unit assy.



15BT9DU010

11) Disassemble the out cover sub assy from the housing sub assy.

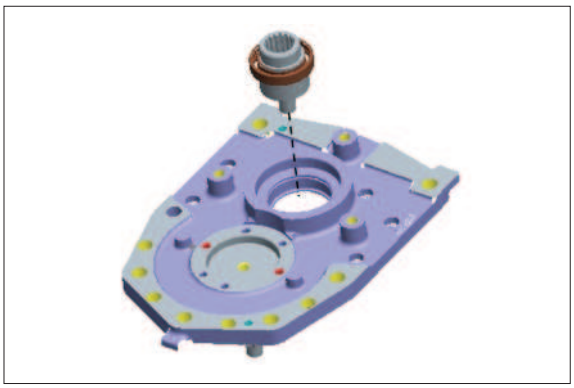


15BT9DU011

12) Remove the snap ring from the housing sub assy.

15BT9DU012

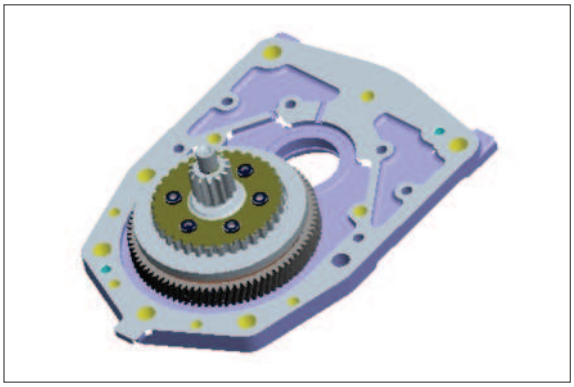
13) Disassemble the input pinion assembly from the housing sub assembly.



15BT9DU013

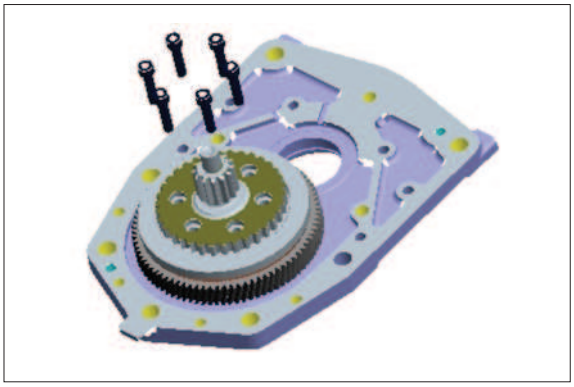
DISASSEMBLY OF THE OUT COVER SUB ASSY

14) Out cover sub assy.



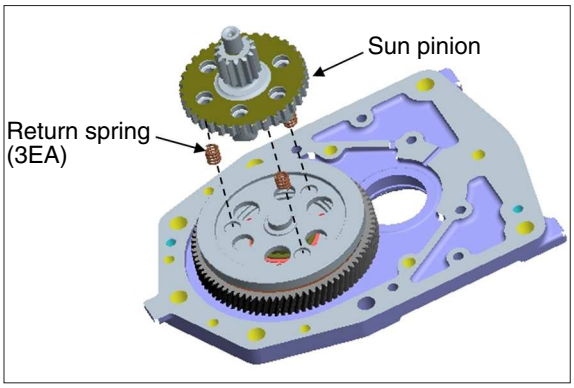
15BT9DU014

15) Loosen the socket bolts (6EA) from the out cover sub assy.



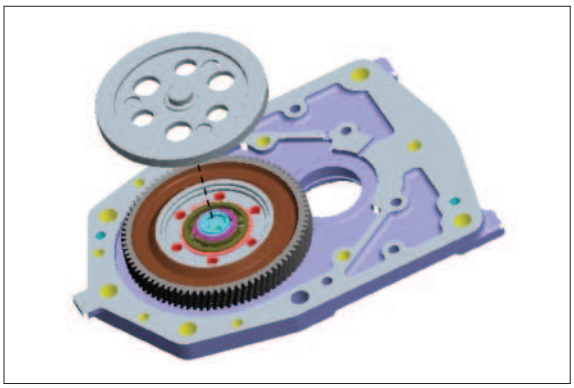
15BT9DU015

16) Disassemble the sun pinion and return springs (3EA) from the out cover sub assy.

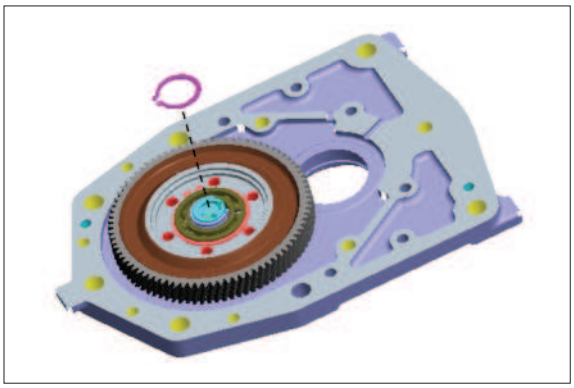


15BT9DU016

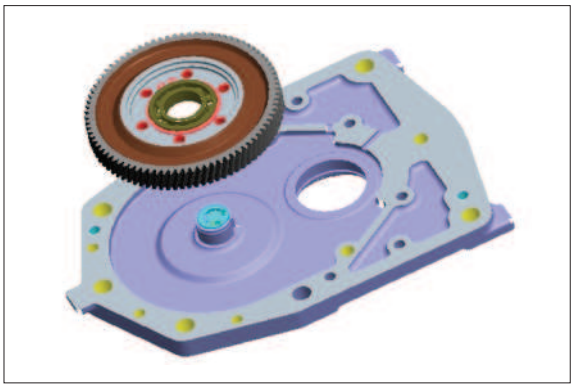
17) Disassemble the actuator from the out cover sub assy.


15BT9DU017

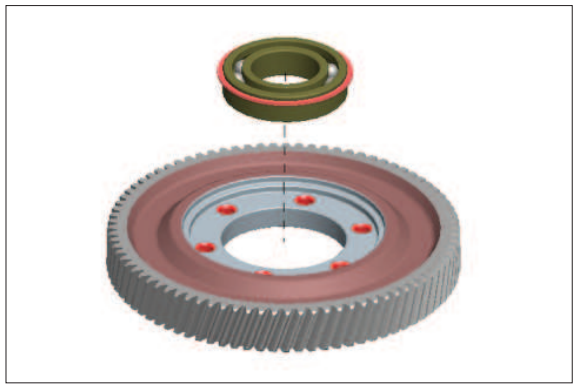
18) Remove the snap ring from the out cover sub assy.


15BT9DU018

19) Disassemble the ring gear from the out cover sub assy.

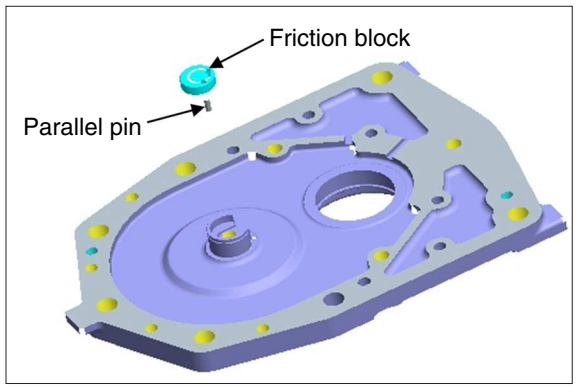

15BT9DU019

20) Remove the bearing form the ring gear.



15BT9DU020

21) Remove the friction block and the parallel pin from the out cover sub assy.



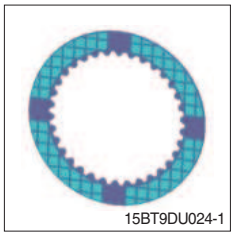
15BT9DU021

DISASSEMBLY OF THE HOUSING SUB ASSY

22) Housing sub assy.

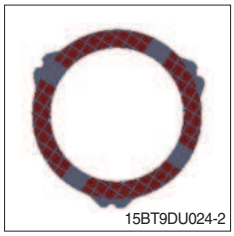
15BT9DU022

23) Disassemble the friction disc 1 (2EA), friction disc 2 (1EA), steel plates (2EA), back plate (1EA).



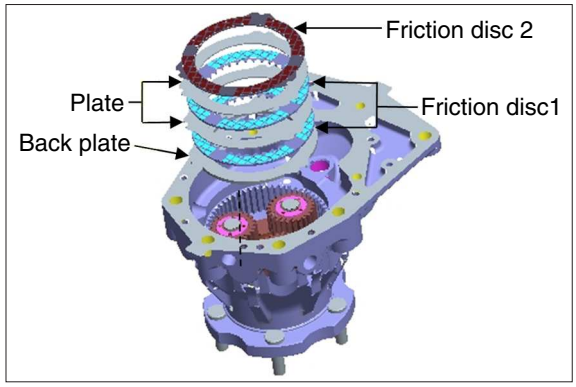
15BT9DU024-1

Friction disc 1



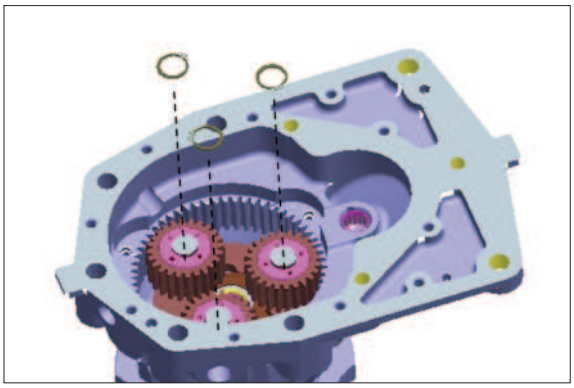
15BT9DU024-2

Friction disc 2



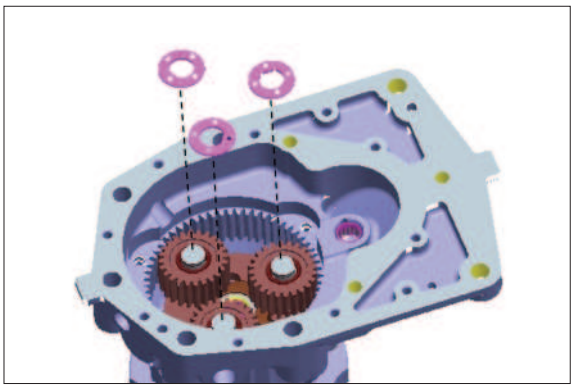
15BT9DU024

24) Remove the snap rings (3EA) from the housing sub assy.



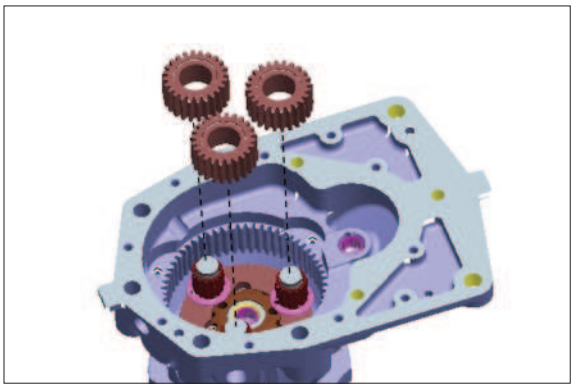
15BT9DU025

25) Remove the thrust washers (3EA) from the housing sub assy.



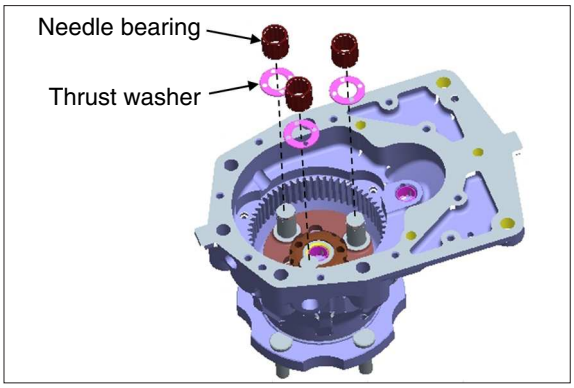
15BT9DU026

26) Disassemble the planetary gears (3EA) from the housing sub assy.



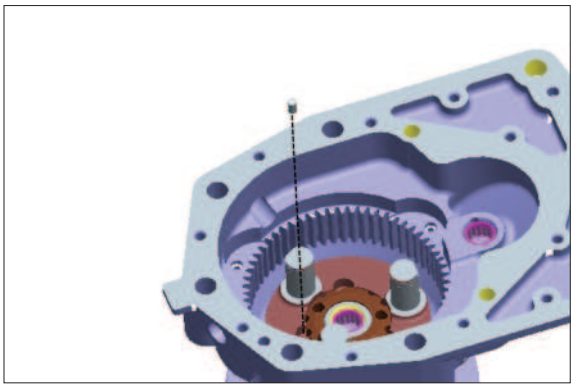
15BT9DU027

27) Remove the thrust washers (3EA), the needle bearings (3EA) from the housing sub assy.



15BT9DU028

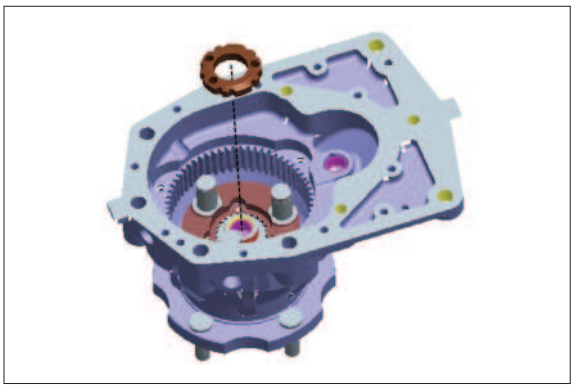
28) Remove the set screw from the housing sub assy.



15BT9DU029

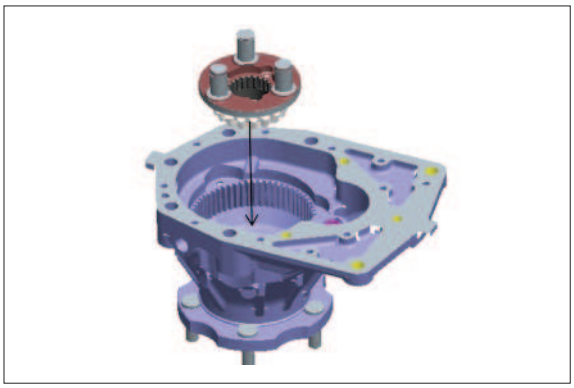
29) Remove the lock nut from the housing sub assy.

※ When removing the lock nut from the housing sub assy, it should be used the special tool.



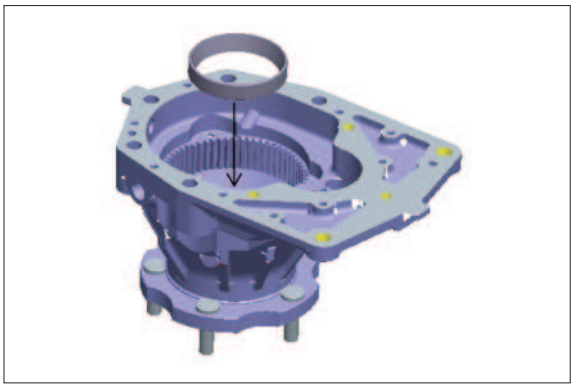
15BT9DU030

30) Disassemble the planetary carrier and bearing cone from the housing sub assy.



15BT9DU031

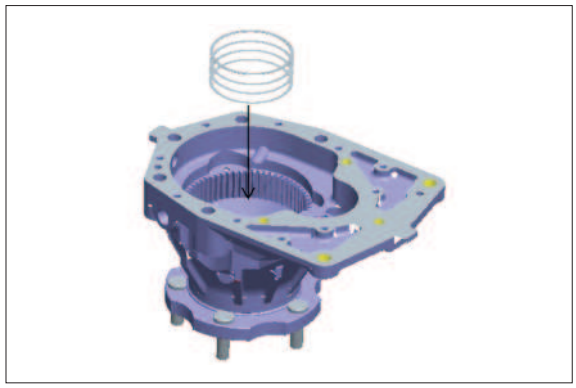
31) Remove the bearing cap from the housing sub assy.



15BT9DU032

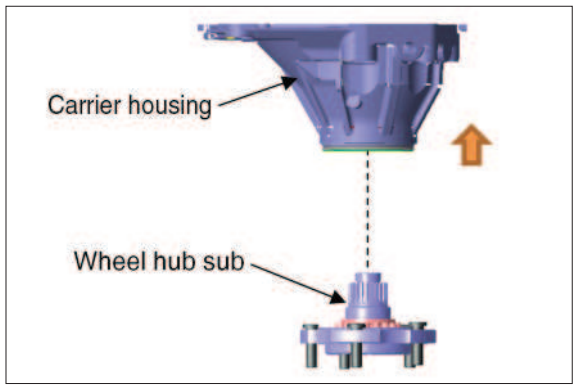
32) Remove the shims from the housing sub assy.

※ If the bearings are not replaced with new one, take care to safe keep the shims to the proper place.



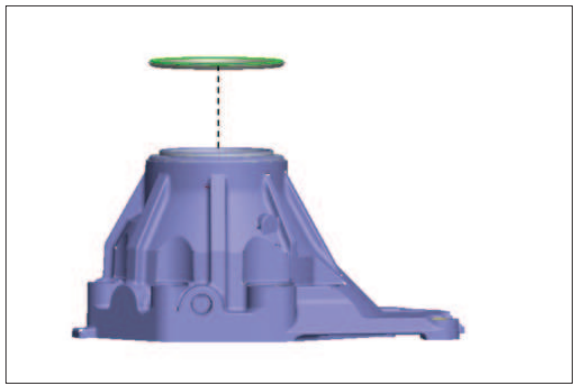
15BT9DU033

33) Disassemble the wheel hub sub assy from the housing sub assy.



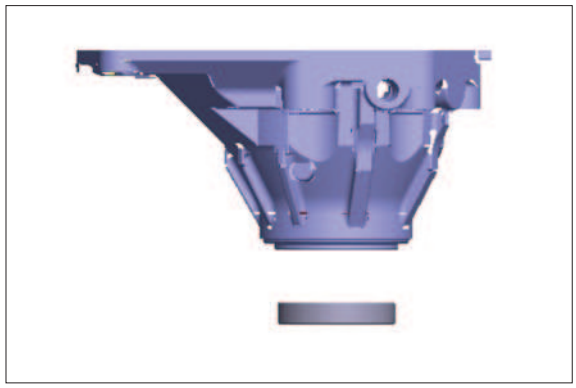
16B9FDU034

34) Remove the Gamma seal from the housing carrier.



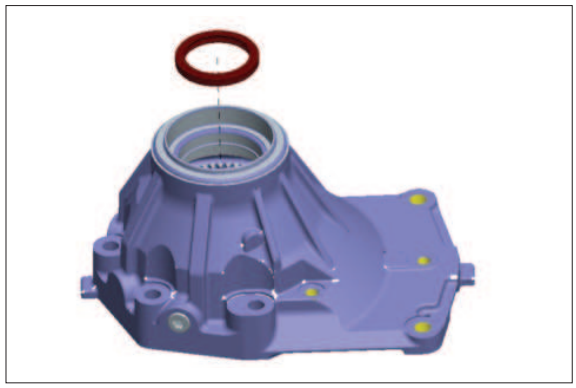
15BT9DU035

35) Remove the bearing cup from the carrier housing.



15BT9DU036

36) Remove the oil seal from the carrier housing.

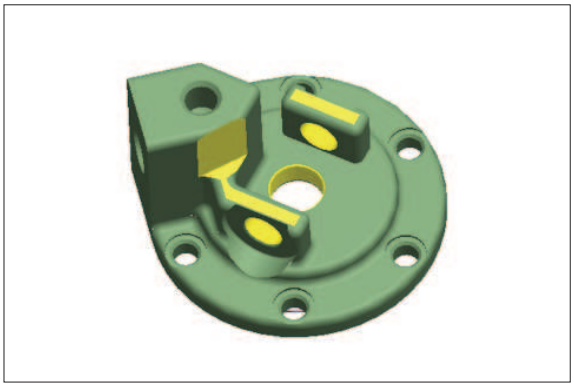


15BT9DU037

4. ASSEMBLY OF THE DRIVE UNIT

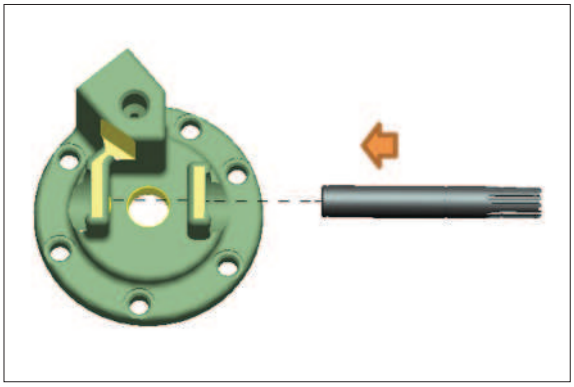
1) ASSEMBLY OF THE HOUSING SUB ASSY

(1) Assembly of the parking sub assy.



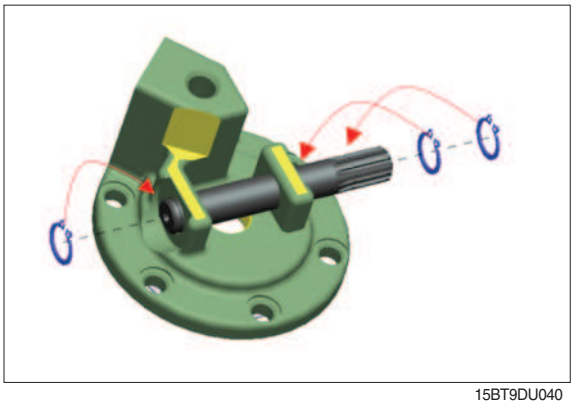
15BT9DU038

(2) Assemble the shaft to the parking cover.



15BT9DU039

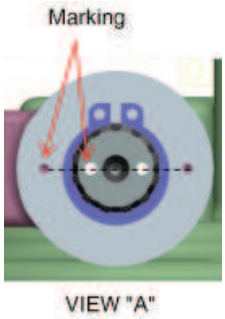
(3) Assemble the snap rings (3EA) to the shaft.



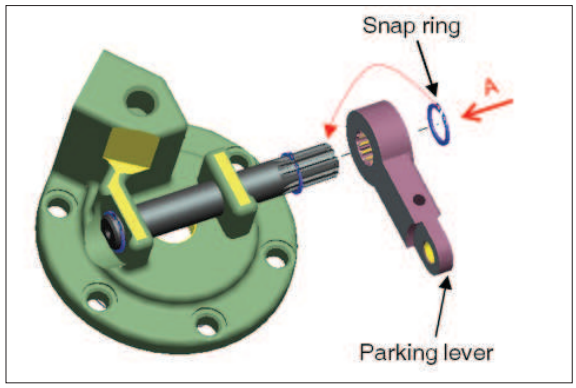
15BT9DU040

(4) Assemble the parking lever to the shaft and fix with snap ring.

※ Be sure that the marking on the parking lever gets into inline to the marking on the shaft (Refer to VIEW "A")



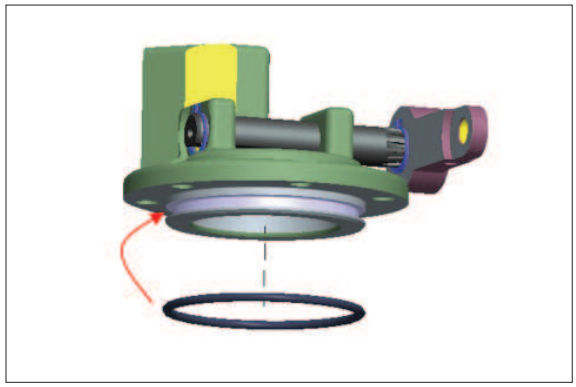
VIEW "A"



15BT9DU041

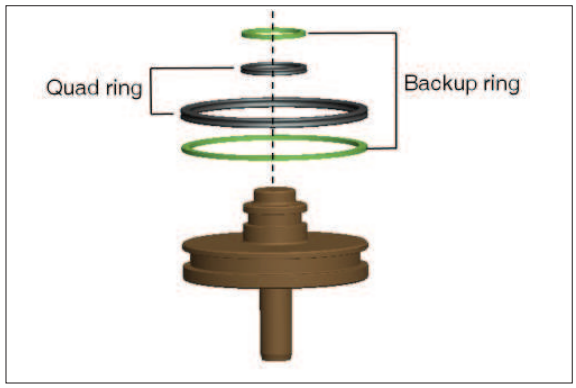
(5) Assemble the O-ring to the parking cover.

※ Apply oil on the O-ring surface prior to assembling.


15BT9DU043

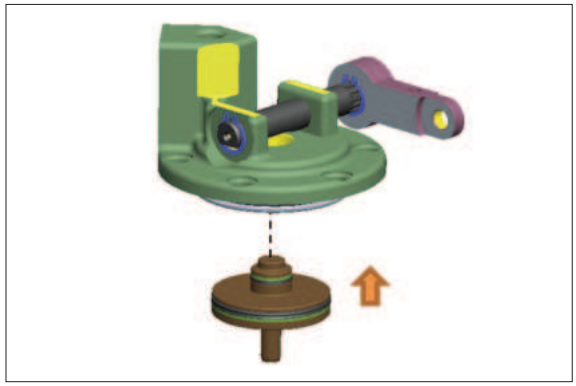
(6) Assemble the backup ring and the quad ring.

※ Apply oil on the quad ring surface before assembling and check the twisting for quad ring after assembling.

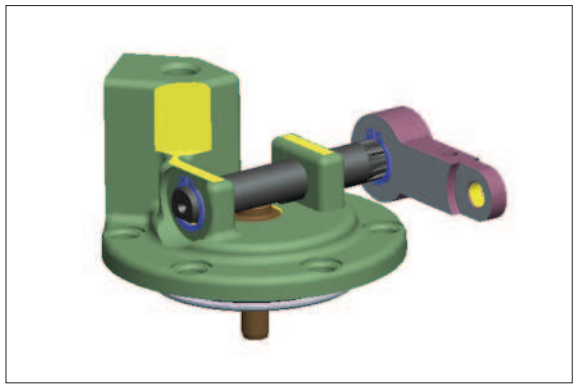


15BT9DU044

(7) Assemble the piston to the parking sub assy.


15BT9DU045

(8) Completion of assembly of the parking sub assy.

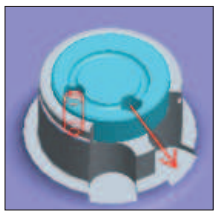


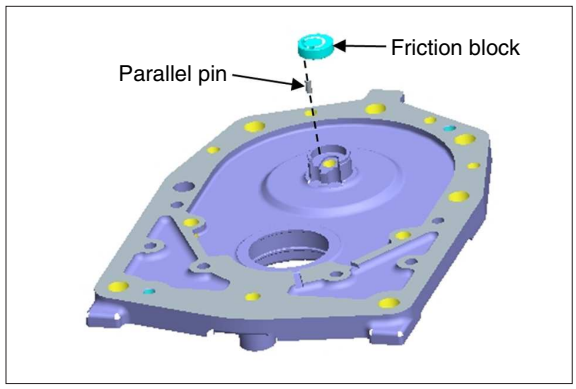
15BT9DU046

2) ASSEMBLY OF THE OUT COVER SUB ASSY

(1) Assemble the friction block after inserting the parallel pin.

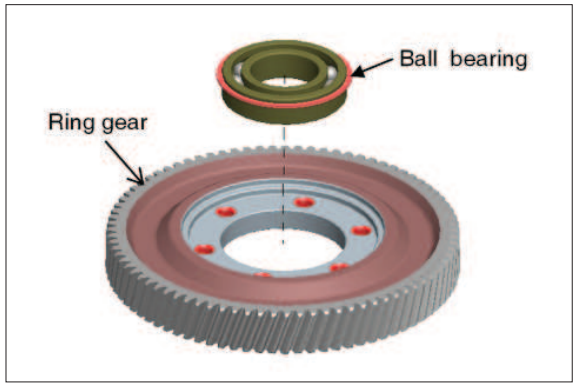
※ When assembling the friction block, take care to the direction of assembling of it. Refer to the follwing figure for the location of the lubrication hole.





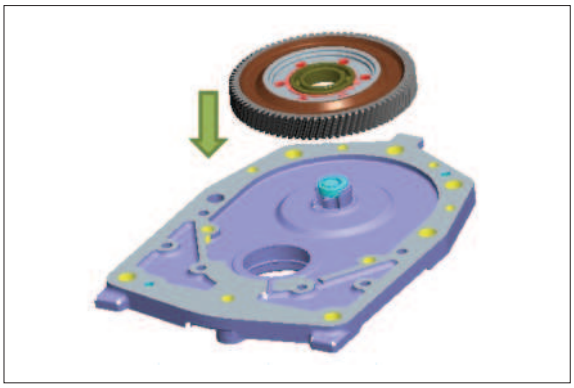
15BT9DU047

(2) Assemble the ball bearing to the ring gear.



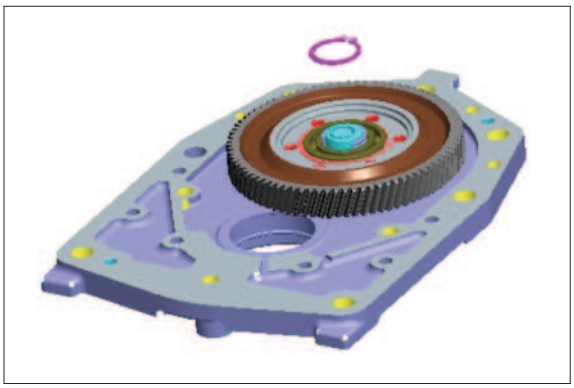
15BT9DU049

(3) Assemble the ring gear to the out cover assy.



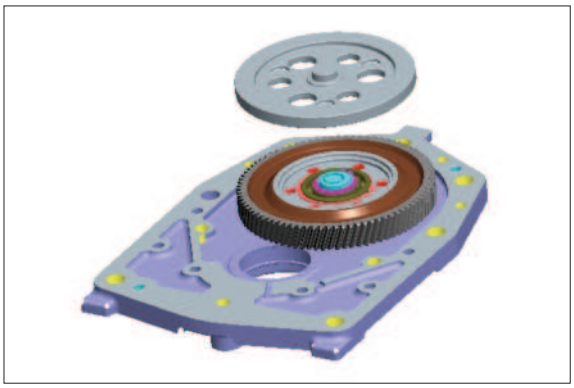
15BT9DU050

(4) Assemble the snap ring to the out cover assy.



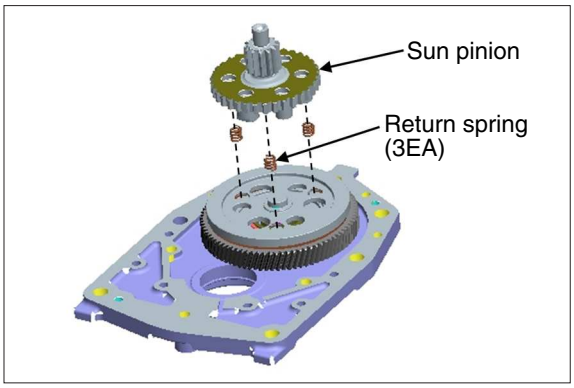
15BT9DU051

(5) Assemble the actuator to the out cover assy.



15BT9DU052

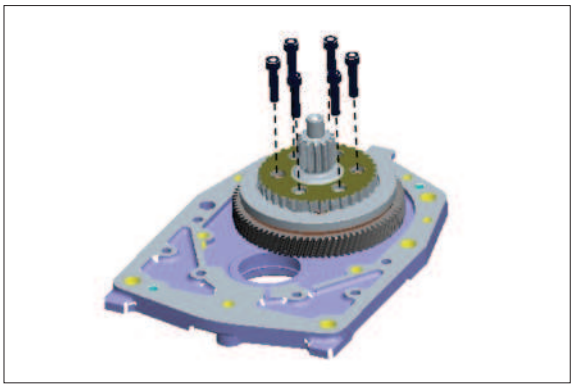
(6) Assemble the sun pinion after assembling the return springs (3EA).



15BT9DU053

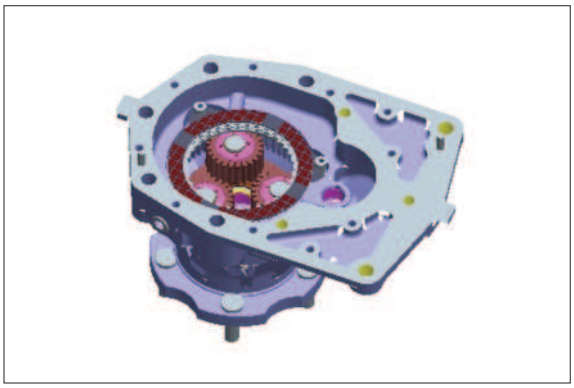
(7) Assemble the bolts (6EA) to the sun pinion.
- Tightening torque : 3.5~3.8 kgf · m

※ Apply the Loctite #277 on the thread of the bolts.
When assembling the bolts, it should be fixed the ring gear using the filter wrench.



15BT9DU054

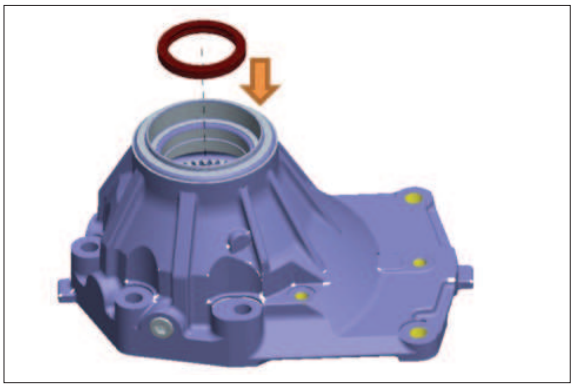
3) ASSEMBLY OF THE HOUSING SUB ASSY



15BT9DU056

(1) Assemble the oil seal in the housing sub assy.

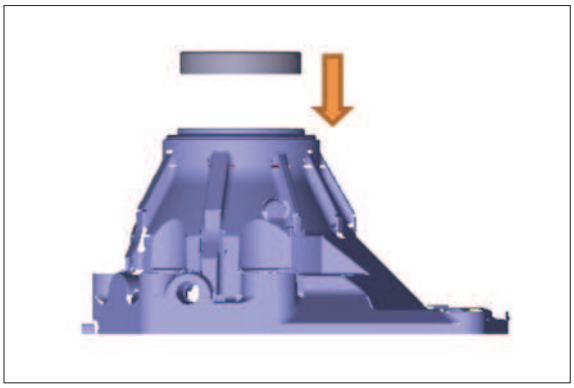
※ When assembling the oil seal to the housing sub assy, it should be used the special tool.
- Inner race : Apply with grease
- Outer race : Apply with Loctite #592



15BT9DU057

(2) Assemble the bearing cup in the housing sub assy.

※ When assembling the bearing cup, it should be used the special tool.

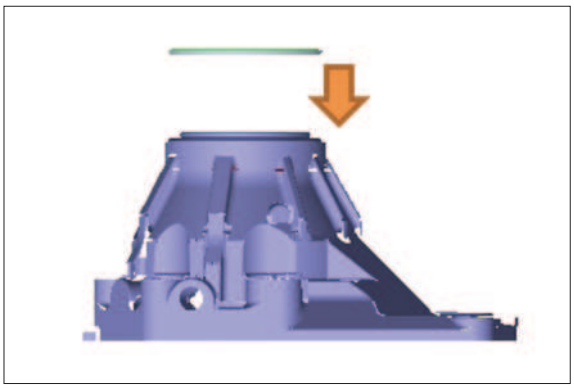


15BT9DU058

(3) Assemble the Gamma seal in the housing sub assy.

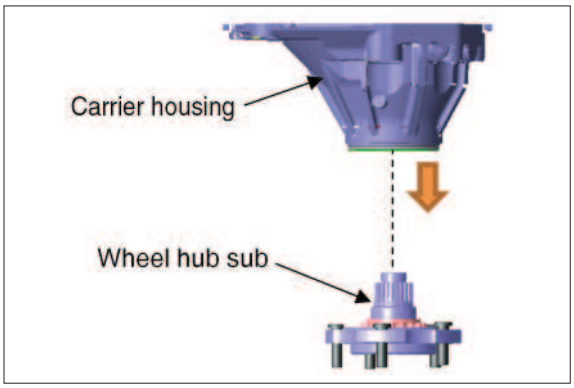
※ When assembling the Gamma seal in the housing sub assy, it should be used the special tool.

- Seal : Apply with grease
- Compression area (steel) : Apply with Loctite #609



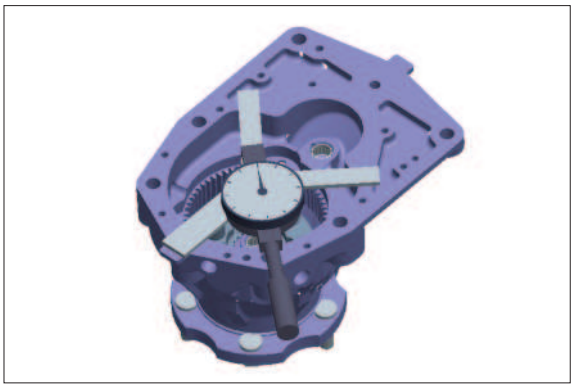
15BT9DU059

(4) Assemble the wheel hub sub to the carrier housing.



16B9FDU060

(5) Using the DB torque wrench before shim assembly 0.5 mm shim assembly after measure and record the resistance value.

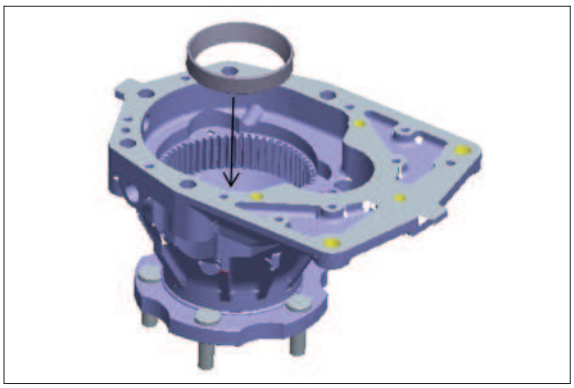


15BT9DU061

15BT9DU062

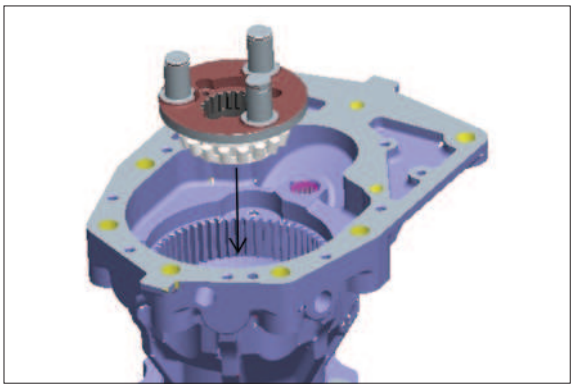
(6) Assemble the bearing cup in the carrier housing.

※ It should be used the special tool when assembling the bearing cup in the carrier housing.



15BT9DU063

(7) Assemble the planetary carrier and bearing cone in the carrier housing.

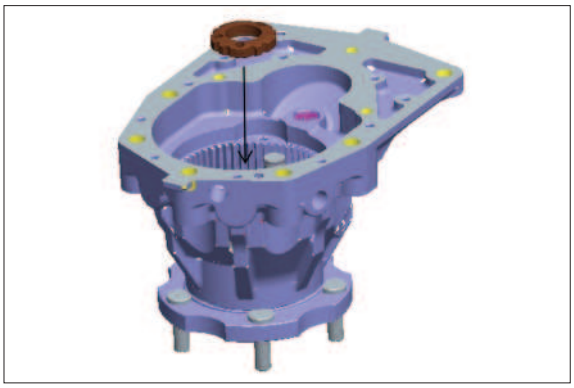


15BT9DU064

(8) Assemble the lock nut in the carrier housing.

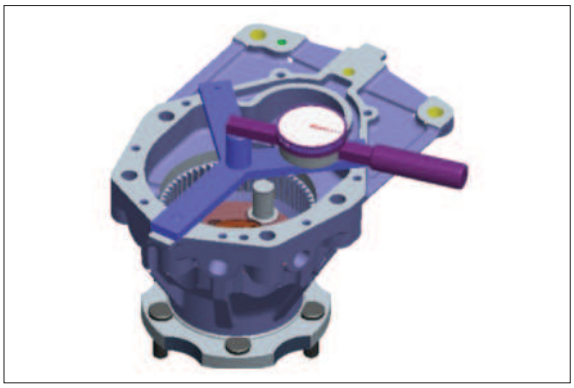
※ Apply with Loctite #277 after removing the oil and the foreign material on the thread of the bolts.

- Tightening torque : 25~28 kgf · m
- Preload : 0.4~0.5 kgf · m



15BT9DU065

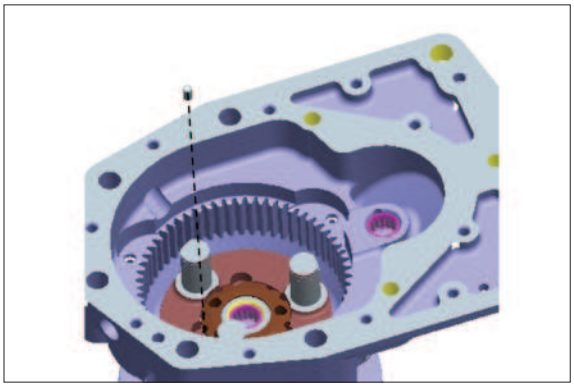
※ After the locknut tightening, the preload value is measure in the DB torque wrench, it must be value below. (Seal resistance value +0.45 kgf · m)
If it is not gotten the specified free load, rework repeatedly according as (5)~(8) procedure and it should be set with the specifed preload as an adding or removing the shims properly.
ex) Seal resistance value 0.25 kgf · m is measured at 5) final preload bearing is 0.25+(0.45±0.05)=0.65~0.75 kgf · m


15BT9DU066

(9) Assemble the set screw to the carrier housing.

· Tightening torque : 1.5~1.8 kgf · m
· Apply with Loctite #242

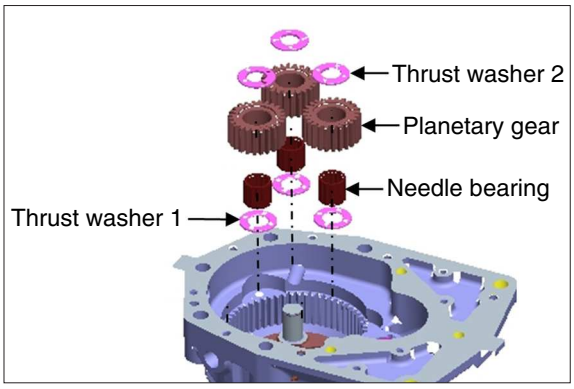
※ Take care to confirm the assembly location. (Refer to the right figure)


15BT9DU067

(10) Assemble the components according as the following sequence.
Thrust washer 1 → Needle bearing → Planetary gear → Thrust washer 2

※ Apply with oil to the roller area of the needle bearing

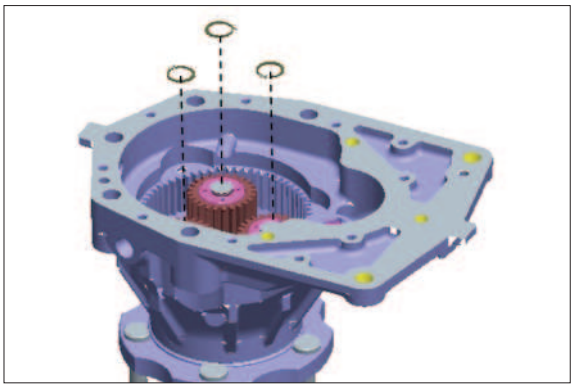
※ Take care to observe the assembly sequence of the thrust washers.



15BT9DU069

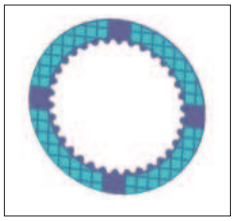
15BT9DU070

(11) Assemble the snap rings (3EA) in the carrier housing.



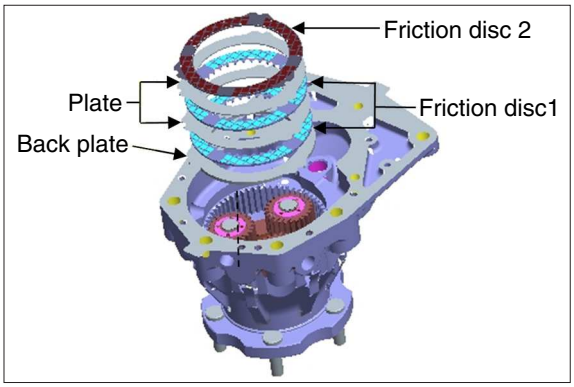
15BT9DU071

(12) Assemble the components according as the following sequence.
Back plate → (Friction disc 1 → plate) × 2 → Friction disc 2



Friction disc 1

Friction disc 2

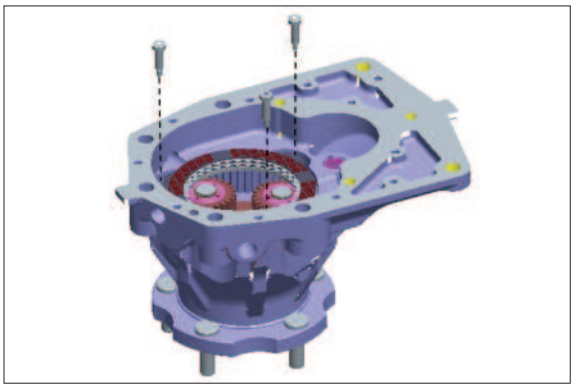


15BT9DU024

(13) Assemble the special bolts (3EA) to the carrier housing.

· Tightening torque : 1.5~1.8 kgf · m

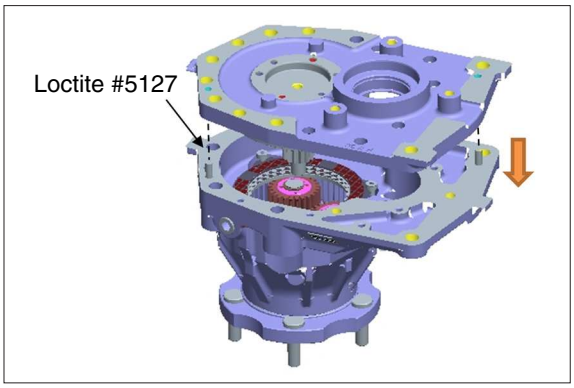
※ Apply with Loctite #242 on the thread of the special bolts.



15BT9DU073

(14) Assemble the out cover sub to the carrier housing.

※ Apply with Loctite #5127 on the surface of the assembly.

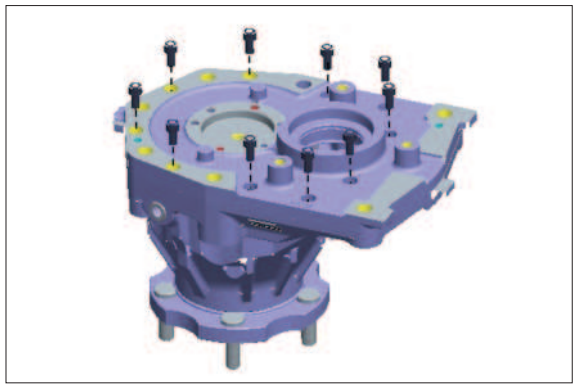


15BT9DU074

(15) Assemble the socket bolts (10EA) to the carrier housing.

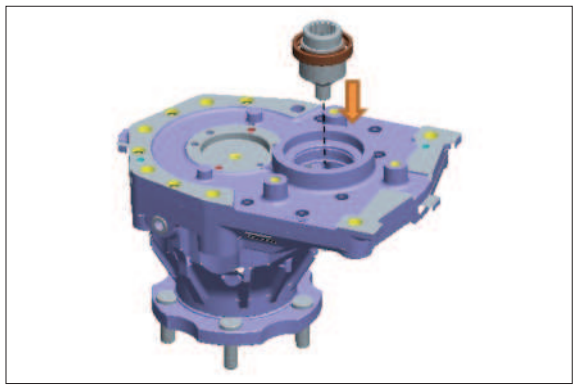
· Tightening torque : 3.5~3.8 kgf · m

※ Apply with Loctite #277 on the thread of the socket bolts.



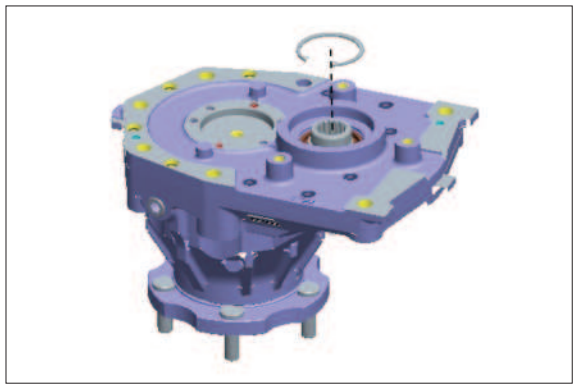
15BT9DU075

(16) Assemble the input pinion in the carrier housing.



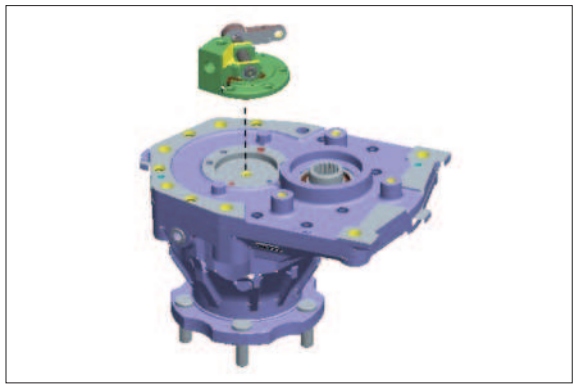
15BT9DU076

(17) Assemble the snap ring to the carrier housing.



15BT9DU077

(18) Assemble the parking cover sub to the carrier housing

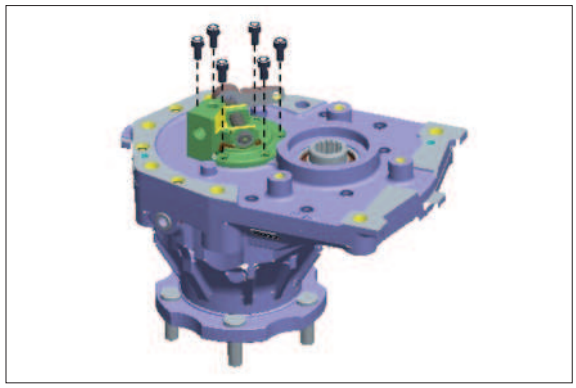


15BT9DU078

(19) Assemble the bolts (6EA) to the carrier housing.

· Tightening torque : 3.5~3.8 kgf · m

※ Apply with Loctite #277 on the thread of the bolts.

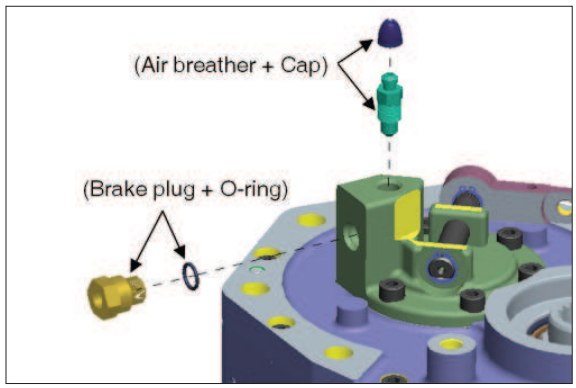


15BT9DU079

(20) Assemble the brake plug, O-ring, air breather, and cap to the carrier housing.

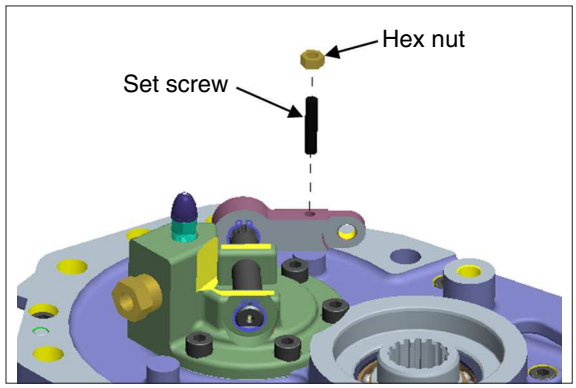
· Tightening torque : 1.5~2.0 kgf · m

※ Apply with oil on the O-ring surface.



15BT9DU080

(21) Assemble the set screw and hex nut to the carrier housing.



15BT9DU081

(22) SETTING OF THE PISTON STROKE (1 mm)

① Retain the space between the piston and the lever by pouring the hydraulic pressure or air pressure into the brake plug.

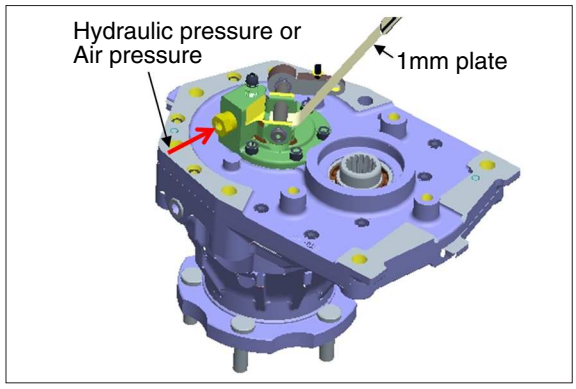
② Insert 1 mm thickness plate between lever and piston.

③ Tighten the set screw which is assembled to the lever with maximum.

④ After the set screw is rotated with 2 revolution to counterclockwise, remove 1mm thickness plate.

⑤ Tighten the set screw with 2 revolution to clockwise.

⑥ Assemble the hex nut after completion of the setting for the piston stroke.
· Tightening torque : 1.0~1.5 kgf · m

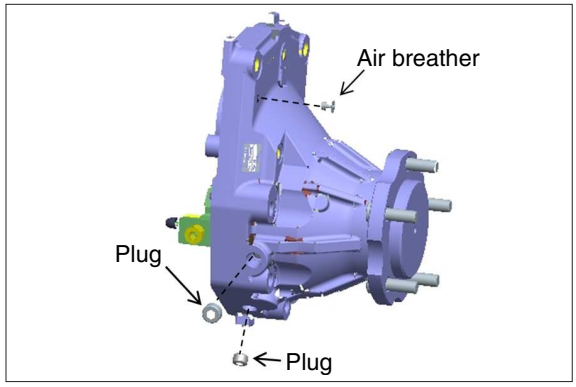


15BT9DU082

(23) Assemble the air breather and plug to the carrier housing.

- Air breather
Tightening torque : 3.0~4.1 kgf · m

- Plug
Tightening torque : 3.0~4.1 kgf · m
Apply with Loctite #577



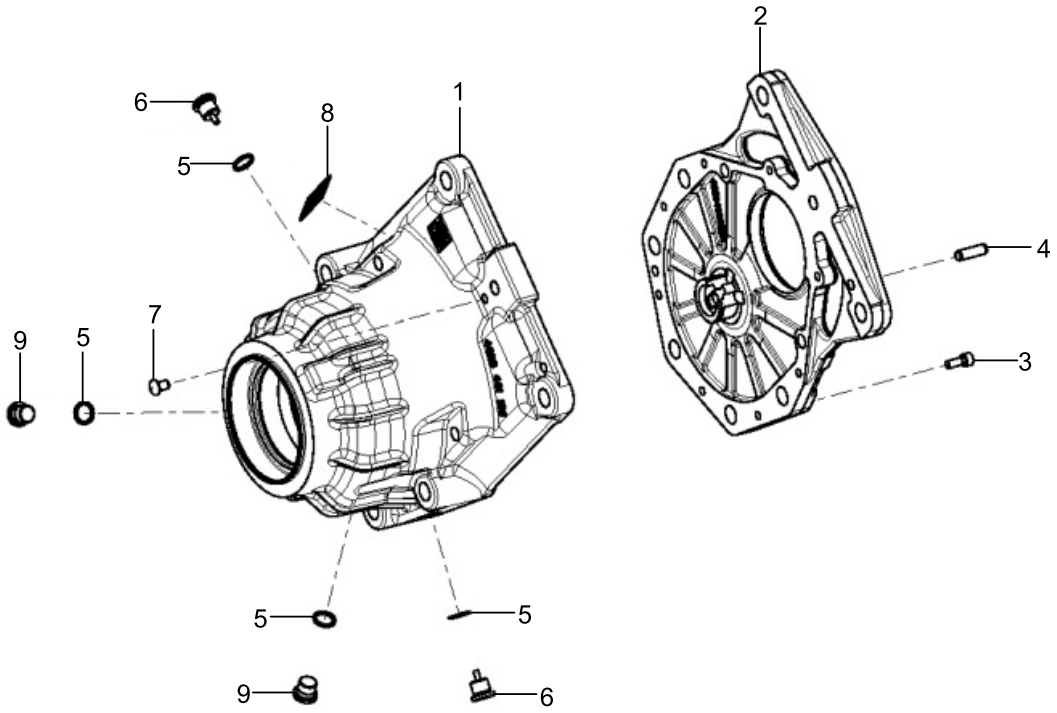
15BT9DU084

GROUP 1 STRUCTURE AND OPERATION

1. DRIVE UNIT

1) STRUCTURE

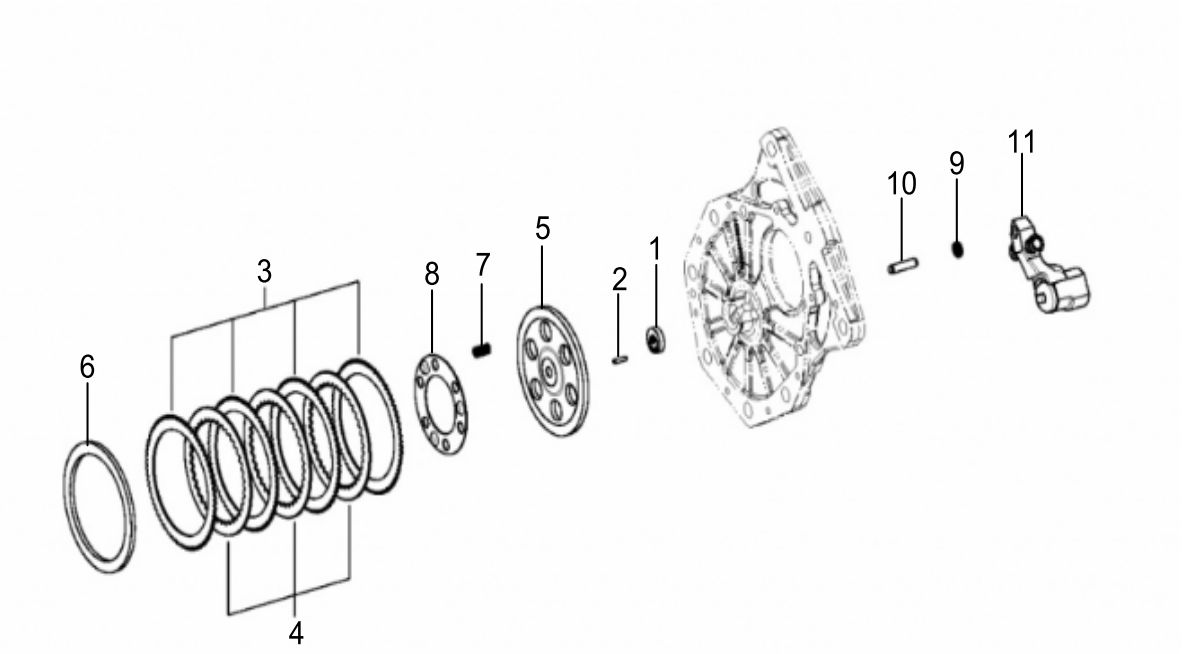
(1) Housing



15BT9USM01

1	Housing	4	Cylinderical Pin	7	Breather
2	Housing Cover	5	Sealing Ring	8	Type Plate
3	Cap Screw	6	Screw Plug	9	Screw Plug

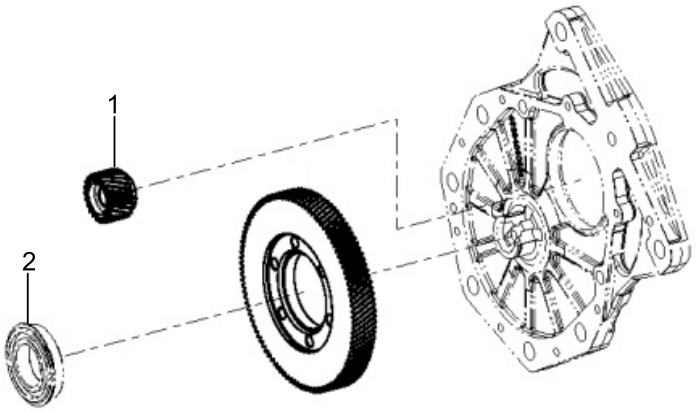
(2) Brake Parts



15BT9USM0302

1	Axial Bearing	5	Pressure Disc	9	Sealing Ring
2	Cylindrical Pin	6	Pressure Disc	10	Pin
3	Outer Clutch Disc	7	Compression Spring	11	Brake Lever
4	Inner Clutch Disc	8	Fixing Plate		

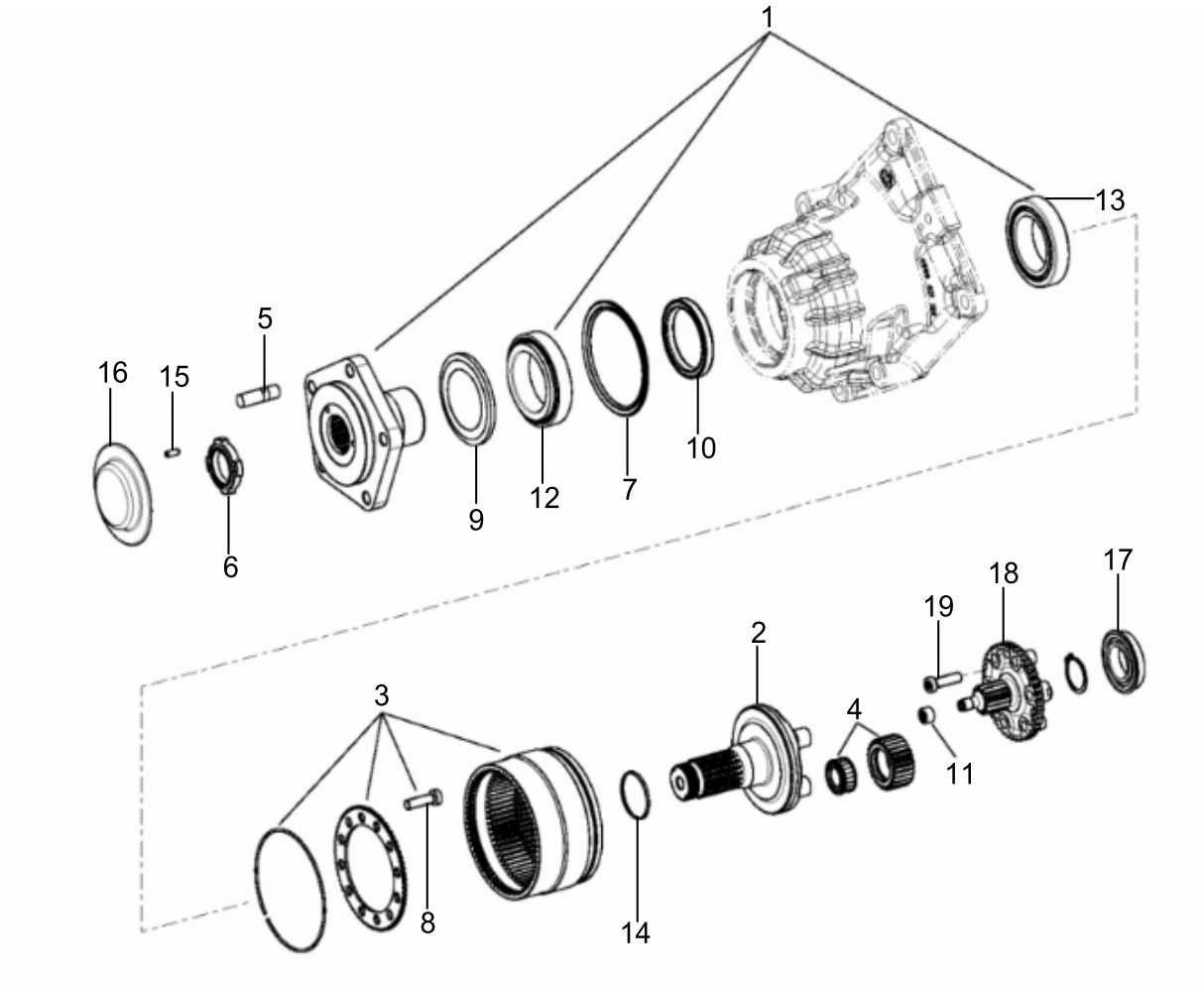
(3) Input



15BT9USM0303

1	Drive Pinion	2	Spur Gear

(4) Output



15BT9USM0304

1	Wheel Shaft	8	Torx Screw	15	Ball bearing
2	Planet Carrier	9	Nilos Ring	16	Protection Cap
3	Ring Gear	10	Shaft Seal	17	Ball Bearing
4	Planetary Gear	11	Needle Sleeve	18	Inner Disc Carrier
5	Wheel Stud	12	Tapered Roller Bearing	19	Torx Screw
6	Slotted Nut	13	Tapered Roller Bearing		
7	Sealing Ring	14	O-Ring		

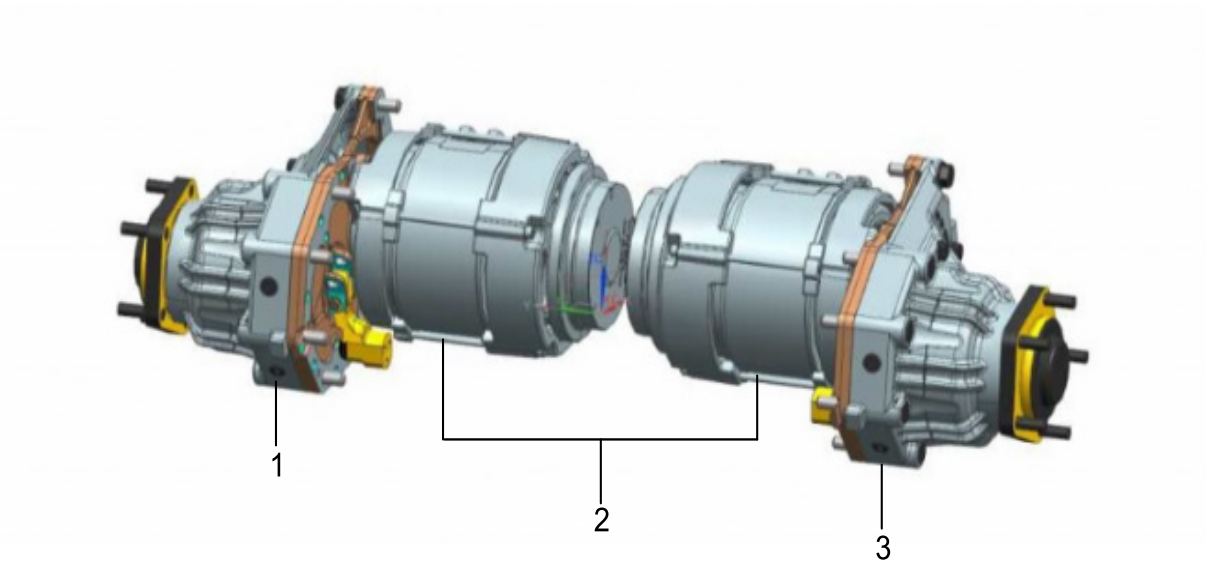
2) SPECIFICATION

Item	Unit	Specification
Max. output torque	N · m	1320
Max. static wheel load	kg/lb	2850/8818
Max. input speed	rpm	5000
Gear ratio available	–	14.0 to 26.6
Weight with oil	kg/lb	Up to 78/171
Oil quantity(ATF)	ℓ /U.S. · qt	0.35/0.36

3) PRINCLPLE OF OPERATION

(1) Outline of the power transmission system

The drive units are composed of the drive unit (LH) and the drive unit (RH) which are connected with the motor as a power transmission system to assemble the drive wheel for the battery type fork lift.



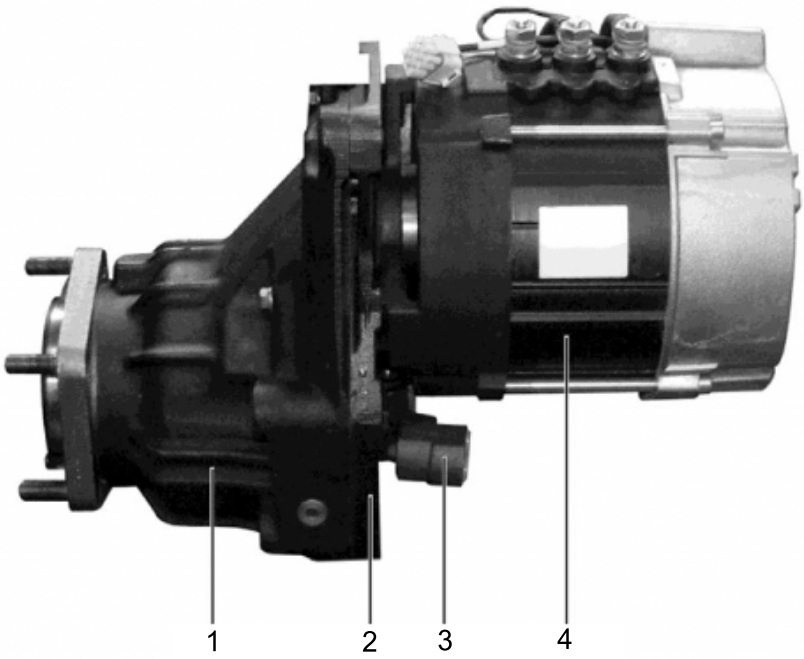
15BT9USM0305

1 Drive unit (LH) 2 Motor 3 Drive unit (RH)

The power of the drive motor which is received from signal of the controller transmits to the dirve gear and the power transfered from the drive gear transmits to the drive wheel via the planetary gear and wheel hub. As a result, it is able to drive to forward and reverse of the fork lift.

(2) Principle of the operation

① Structure of the drive unit



1 Housing
2 Cover
3 Brake lever
4 Motor

15BT9USM0306

② Technical description

The Drive Unit is only designed for use in fork-lift trucks (front-wheel drive concept for electric counter balanced lift trucks).

The Drive Unit is equipped with an integrated service and parking brake.

Depending on the application, The Drive Unit may be used in vehicles up to a maximum static wheel load of 2850 kg. The Drive Unit is attached to the vehicle chassis by fixtures mounted on the drive unit. The following optional accessories are always available to complete the Gearbox into a drive unit:

- Electric drive motor
- Wheel
- Fixing elements

GROUP 2 TROUBLESHOOTING

Problem	Cause	Remedy
1. High-pitch hitting noise(depending on rpm)	· Teeth of spur gear stage damaged when mounting motor	· Check gear teeth of input pinion and spur gear for damage (Replace a damaged input pinion; if the spur gear is damaged, you may carefully refile the gear teeth using a diamond file.)
2. High-pitch, singing noise	· Mechanical engine connection defective motor bearing defective	· Check motor dimensions and motor connection and if necessary retighten input pinion to hub. Inspect motor and replace if necessary
3. Dull, grinding noise	· Defective Wheel bearing	· Inspect wheel bearing, replace if necessaryl
	· Incorrect bearing pretension of wheel bearing	· Check bearing pretension, correct if necessary
	· Defective teeth in planetary gear	· Inspect planetary stage gear set and wheel bearing, replace if necessary
4. Bleeder	· Oil level too high	· Check oil level, correct if necessary
5. Housing cover	· Bolts not tightened to specified torque	· Check tightening torque, retighten bolts if necessary
6. Gear shaft	· Radial shaft sealing ring damaged or worn	· Check radial shaft sealing ring, replace if necessary
7. Brake Lever	· Defective sealing ring	· Check sealing ring, replace if necessary
8. Screw plugs	· Screw plugs not tightened to specified torque · Incorrect or defective sealing ring mounted	· Check tightening torque, if necessary retighten bolts · Remove screw plugs and use genuine sealing rings
9. Motor Connection	· Defective motor O-ring	· Remove motor and replce O-ring
10. Motor	· Worn radial shaft sealing ring on motor shaft · Defective connecting cable/loose · Carbon brushes(if fitted) fretted/worn · Insulation burned through	· If necessary replce motor · Replace/tighten connecting cable · Replace carbon brushes · Replace motor
11. Drive unit	· Blocked motor/gear box · Service brake blocked	· Replce motor/gear box · Carry out maintenance/repair to service brake

12. Foot brake	· Air in hydraulic system · Worn brake discs · Worn axial slide bearing · Ruptured brake cable	· Bleed or top up brake fluid · Replace brake discs · Replace axial slide bearing · Replace brake cable

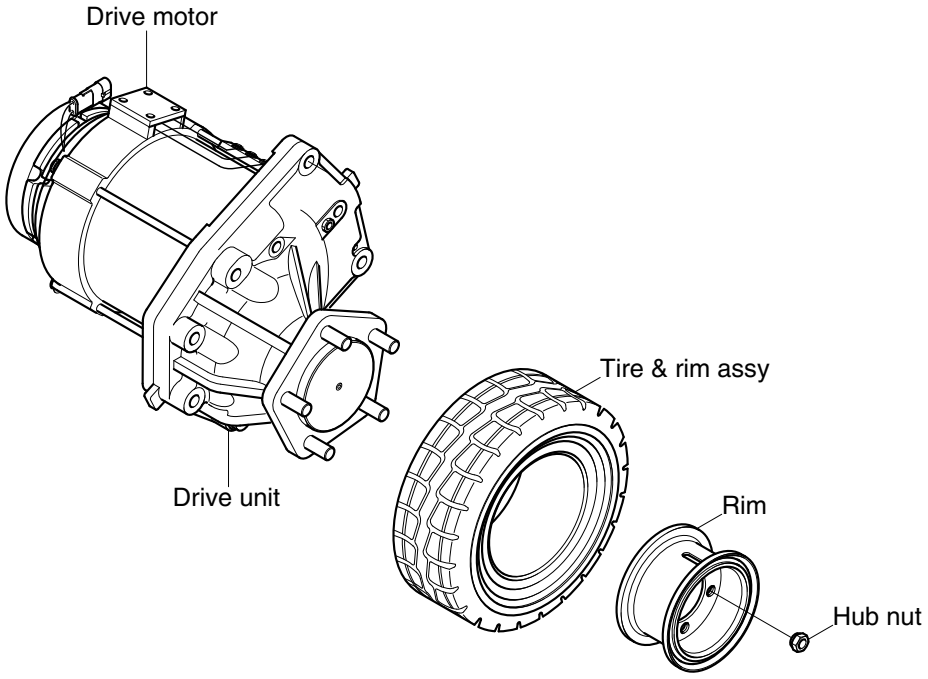
GROUP 3 DISASSEMBLY AND ASSEMBLY

1. Disassembly

Drain oil from transmission before removal of the drive unit. Loosen and remove the wheel nuts as well as take off the drive wheel. See the related chapter for further work on the drive motor of the drive unit.

1) REMOVAL OF THE DRIVE UNIT

(1) Removal of Drive unit. (refer to see page 2-8)



15BT9USM0307

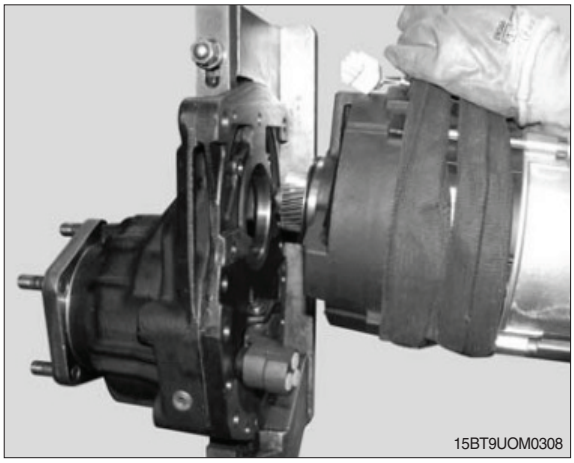
2) REMOVAL OF THE DRIVE MOTOR

(1) Drive motor and accessories mounted to the drive motor have to be disconnected.

(2) Take off cautiously the drive motor from the drive unit.

⚠ **Do not damage the teeth of the motor pinion and the spur gear.**
Damages can cause louder running noises.

※ In case of an inadequate removal of the drive motor from the drive unit there is danger to damage the sealing surface for the O-ring in the housing.
If only the drive motor is removed, the released drive unit opening is to be sealed in order to avoid that dirt can get inside the drive unit.



15BT9UOM0308

2. GENERAL INSTRUCTIONS FOR CORRECT DISASSEMBLY AND REASSEMBLY

Cleanliness is essential for a correct work.
Drive unit removed from the vehicle have to be cleaned prior to opening.
Special care and cleanliness are essential for a correct disassembly and reassembly of the unit as well as for the installation of each spare part. A fault during installation can result in an early wear and chips as well as foreign particles in the unit could cause fatal damage in the drive unit.
Prior to reassembly all parts must be cleaned and inspected for wear and other defects.
It would be a false economy to reinstall parts which are not in a perfect condition.
All parts have to be oiled carefully during reassembly. Apply a sealing compound onto housing-and cover faces, which must be tight towards the outside.

For heating of bearings etc. use heating plates, heating elements or heating furnaces.
Never heat directly with an open flame. This avoids damage to the bearings.

If not otherwise indicated heat ball bearings, gears, flanges etc. to approx. 90-100℃.

Parts which have been mounted in a warm condition must be subsequently installed after cooling down to ensure a perfect contact.
Lubricate both parts before shafts, bearings etc. are pressed into position.

For reassembly all of the indicated setting values, test data and tightening torques must be observed.
HYUNDAI-units will be filled with oil after repair work.

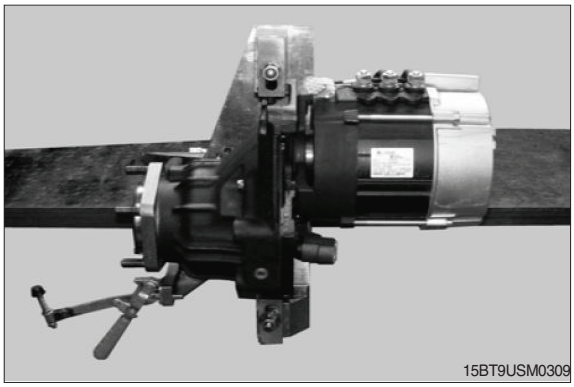
The following description of disassembly and reassembly serves to inform both the after-sales service.
※ Centers of HYUNDAI and of the vehicle manufacturer, where adequate workshop facilities and trained specialists are present.

3. DISASSEMBLY OF THE DRIVE UNIT

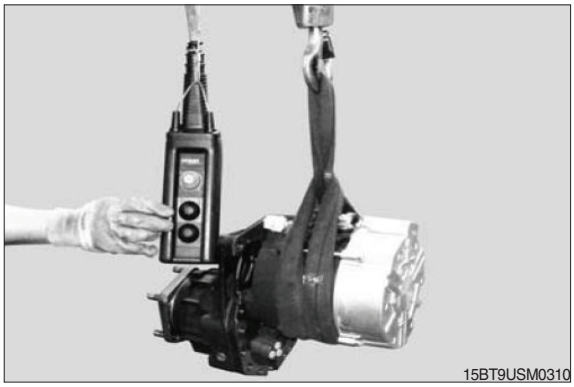
1) Motor Disassembly

※ Always keeps clean working area when disassebling the drive unit.

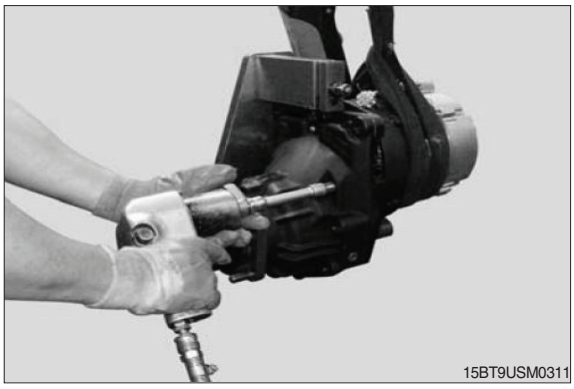
(1) Clamp the drive unit in the assembly fixture and turn the drive unit.



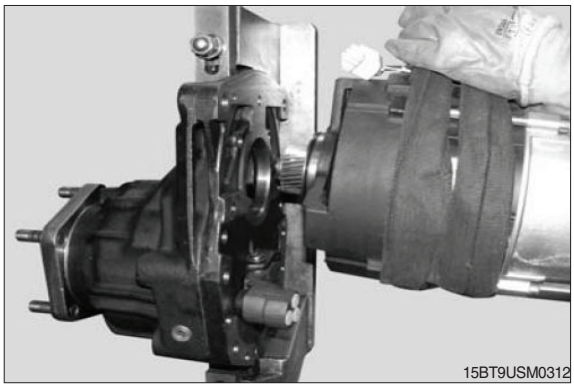
(2) Fasten the motor to suitable lifting gear using approved attachment equipment.



(3) Undo the 3 Allen bolts and remove.



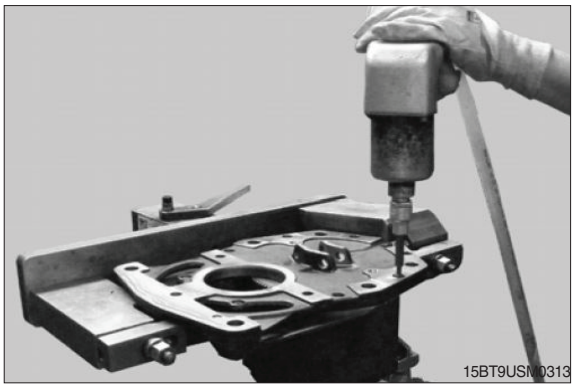
(4) Carefully remove the motor from the drive unit and set it down on a suitable support piece. Secure the motor against falling.



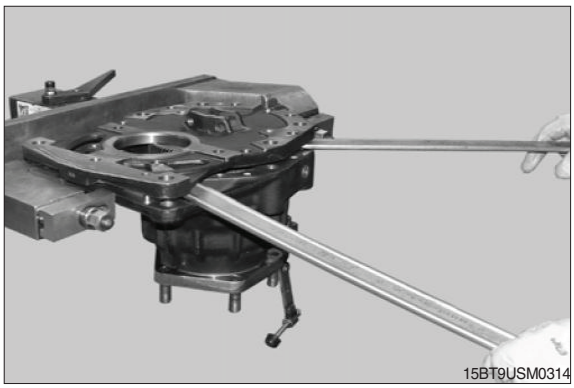
2) Removing the Housing cover

※ The brake lever shall be removed before removing the housing cover.

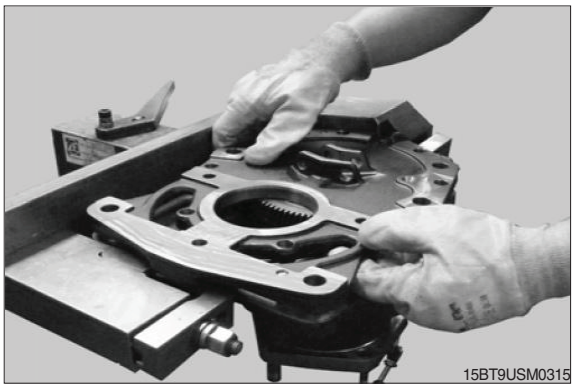
(1) Undo the 8 Allen bolts and remove from the housing cover.



(2) Release the housing cover using assembly levers and raise slightly and evenly.

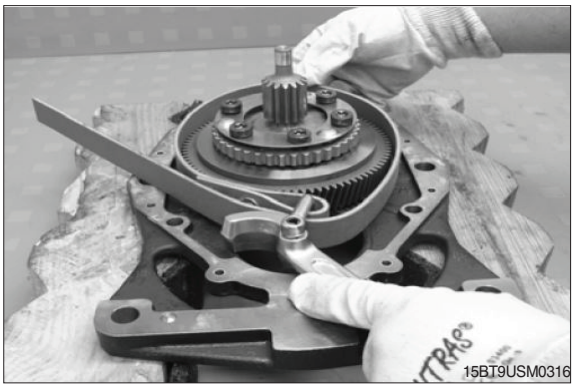


(3) Remove the housing cover from housing.

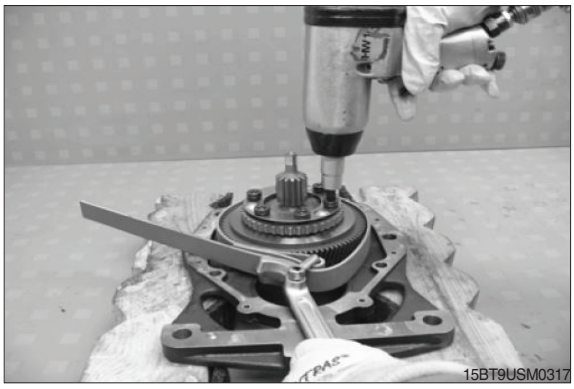


Inner disc carrier

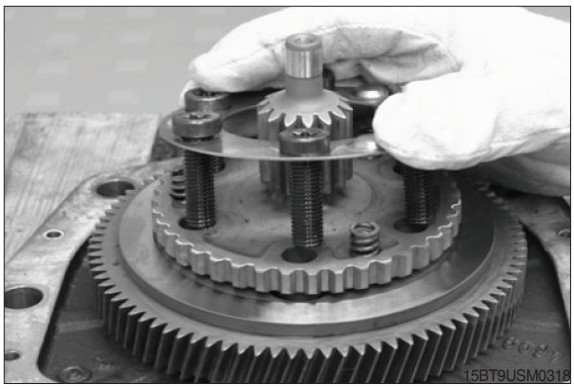
(4) Place the cover assembly onto a suitable support and assure an even and stable rest. Place the strap around the spur gear and tighten it by using the wrench lever.



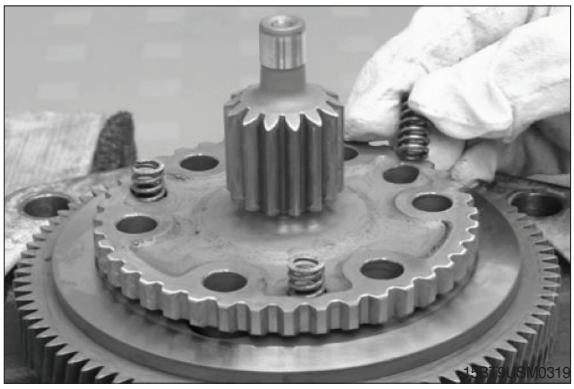
(5) Hold the spur gear tight using the strap wrench. Undo the 6 Torx bolts.



(6) Manually remove the retaining plate from the spur gear together with the 6 Torx bolts.

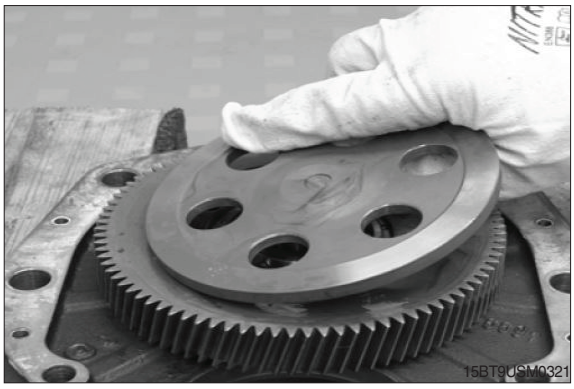


(7) Manually remove the 3 pressure springs 1.6x8.0x21.5 from the spur gear.



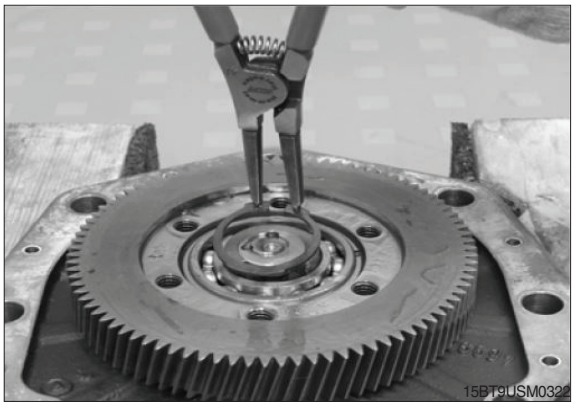
(8) Manually remove the inner disc carrier from the pressure disc.

(9) Manually remove the pressure disc from spur gear.



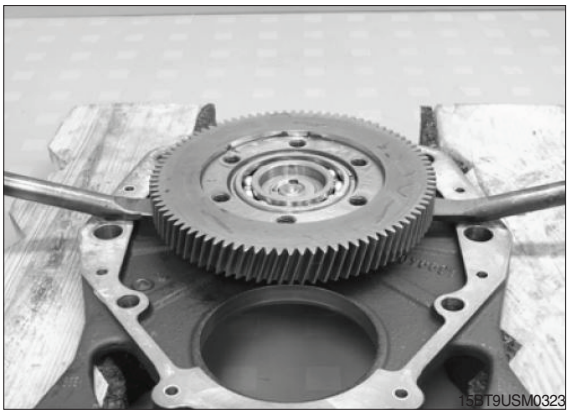
Spur gear

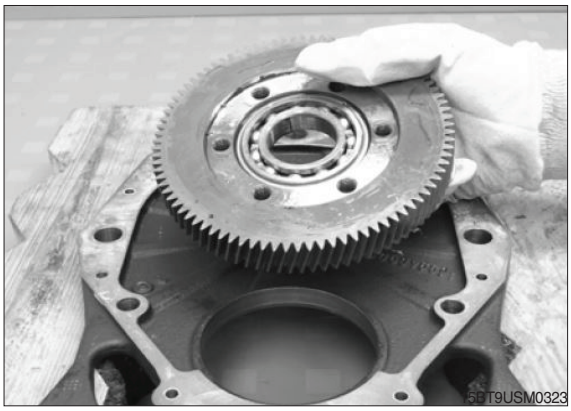
(10) Remove the spur gear retaining ring.



(11) By levering the spur gear alternately on both sides, manually remove it from the housing cover.

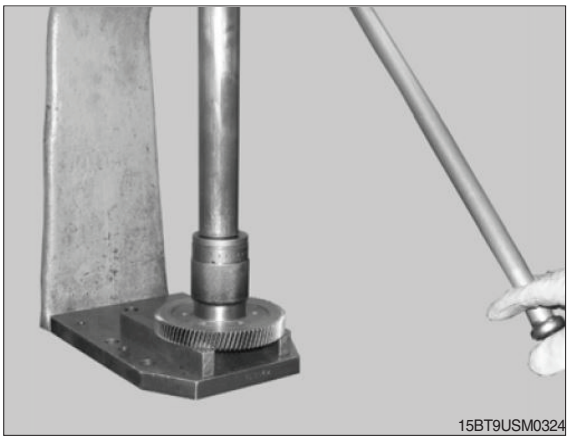
※ Be careful not to damage the toothing when levering.





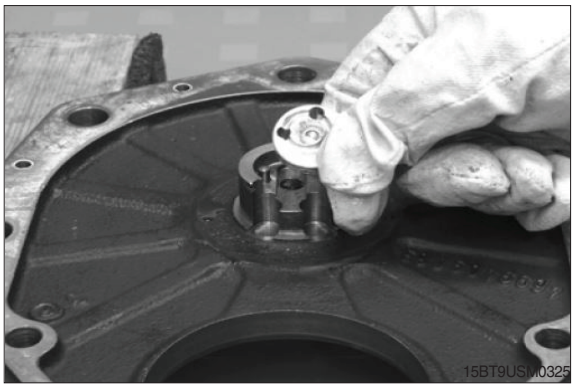
(12) Remove the grooved ball roller bearing from the spur gear using tool and the hand lever press.

※ Risk of accident and injury from crushing. When pressing out the grooved ball roller bearing, do not place hands between the punch and the tool.



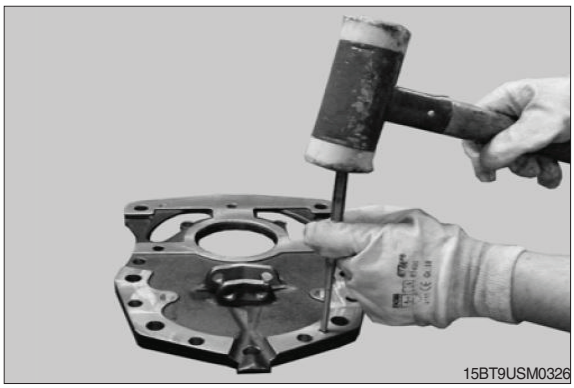
Axial bearing

(13) Lever the axial bearing out of the housing cover using a screw driver and remove.



Cylinderical pin

(14) Remove the 2 cylindrical pins from the housing cover. If one or both of the cylindrical pins remain in the housing during disassembly, they shall be removed using pliers. The pins will be destroyed in the process and shall be replaced during reassembly.

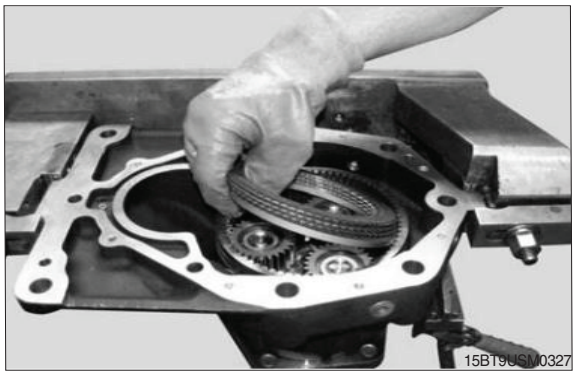


3) Housing disassembly

※ When changing the disc set in one gearbox, the disc set of the gearbox on the other side of the vehicle shall also be changed. If this is disregarded, there may be a pronounced difference in braking effect between the left-hand and right-hand gearbox. The difference in braking effect may lead to longer braking distances or to the vehicle breaking out to the side. Iways keeps clean working area when disassebling the drive unit.

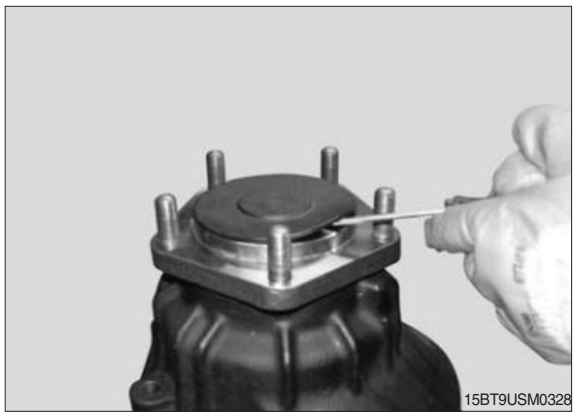
Brake disc set

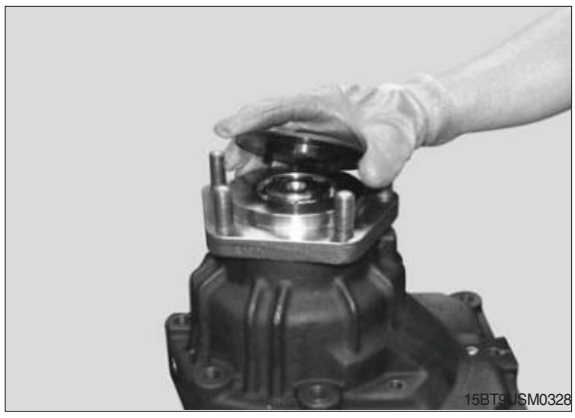
(1) Remove the brake disc from the internal gear.



Protective cap

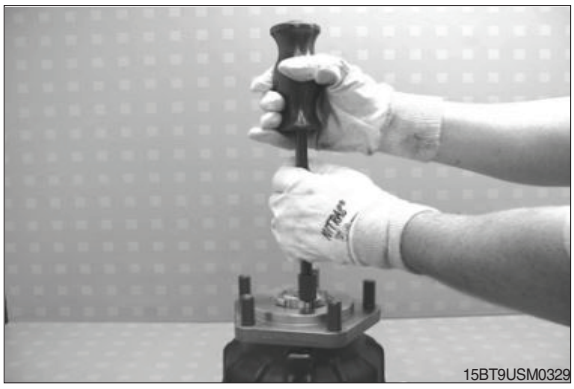
(2) Release the protective cap from the wheel shaft and remove manually.





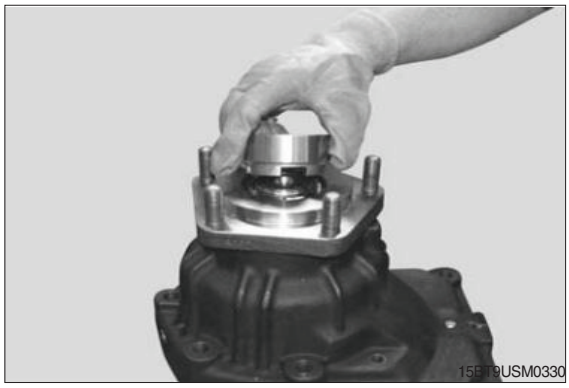
Cylindrical pin

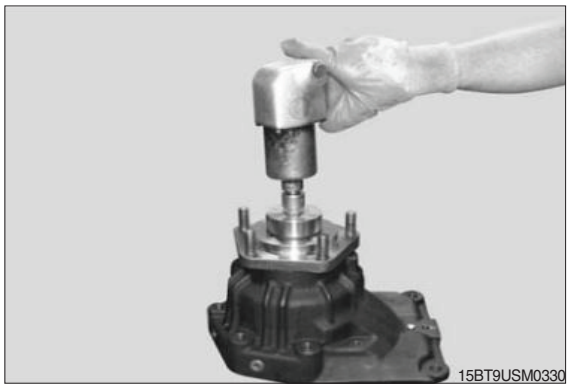
(3) Remove the cylindrical pin which secures the grooved nut from the wheel shaft.
To do this, screw the thread of Pinion extractor with hammer stroke fully into the cylindrical pin. Slide the hammer upwards several times with enough drive to pull out the cylindrical pin.



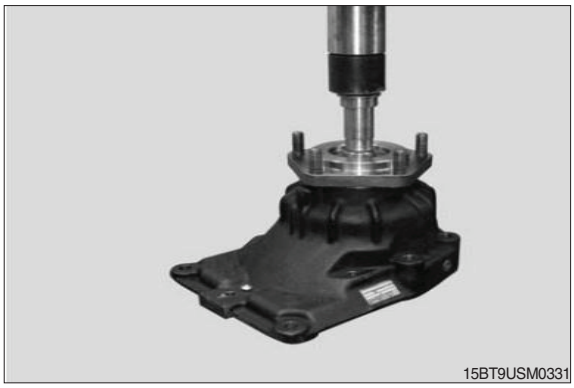
Grooved nut

(4) Undo the grooved nut from the wheel shaft and remove manually.





(5) Place the housing on the press table with the mating surface facing downwards.

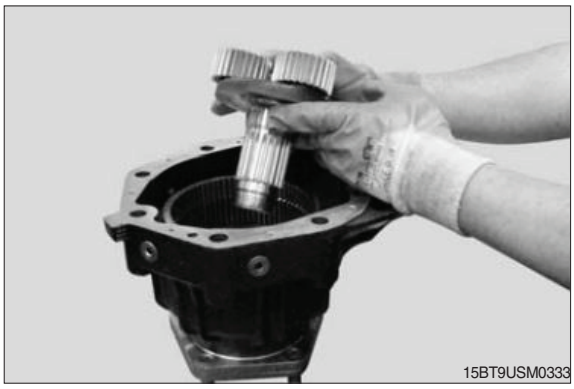


Planet carrier

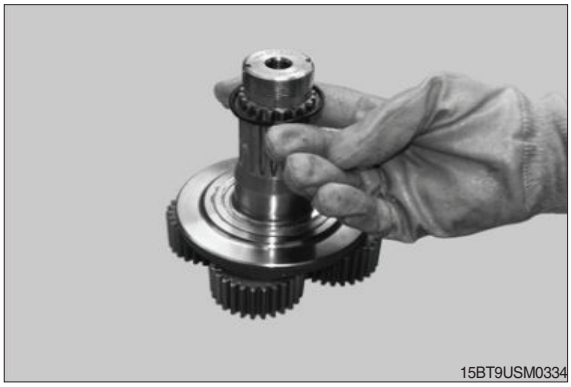
(6) Press the planet carrier out of the housingousing sub assy.

※ Risk of accident and injury from crushing. When pressing out the planet carrier, do not place hands between the punch and the tool.

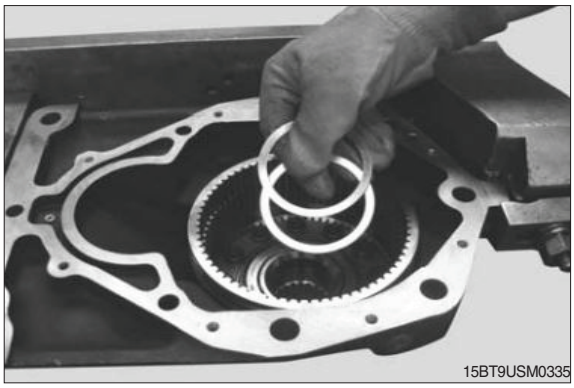
(7) Remove the planet carrier from the housing.



(8) Remove O-ring from planet carrier by hand.

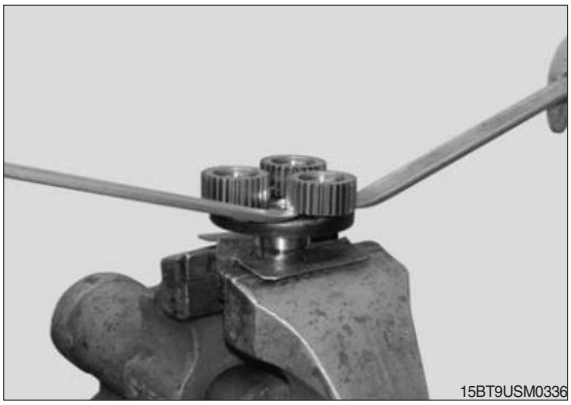


(9) Clamp the housing in the assembly fixtures. Remove the spacers from the housing.

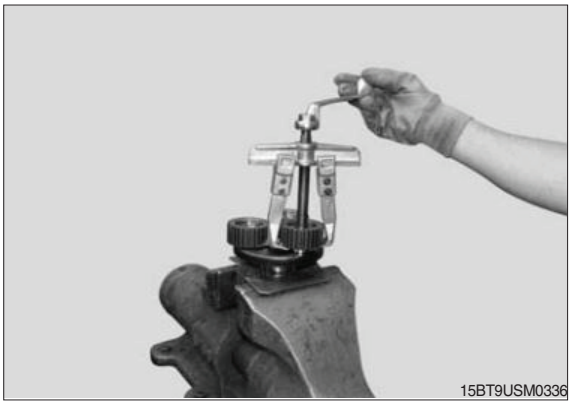


Planetary gears

(10) Version with 3 planet gears
Clamp the planet carrier in a vice.
Fit the jaws of the vice with protective jaws (e.g. copper, aluminium or brass) to prevent the surfaces from being damaged.



Remove the 3 planetary gears from the planet gear.

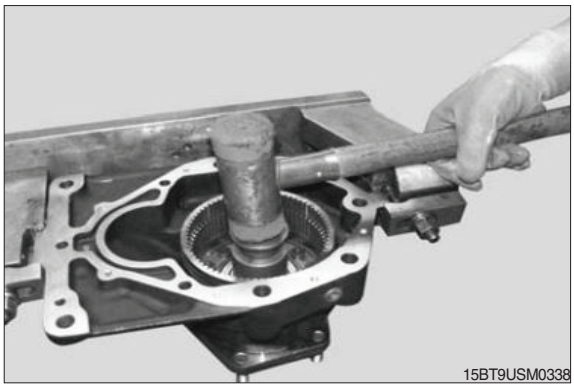


(11) Version with 4 planet gears
Clamp the planet carrier in a vice.
Fit the jaws of the vice with protective jaws (e.g. copper, aluminium or brass) to prevent the surfaces from being damaged.

Remove the 4 planetary gears from the planet gear.

Gear shaft

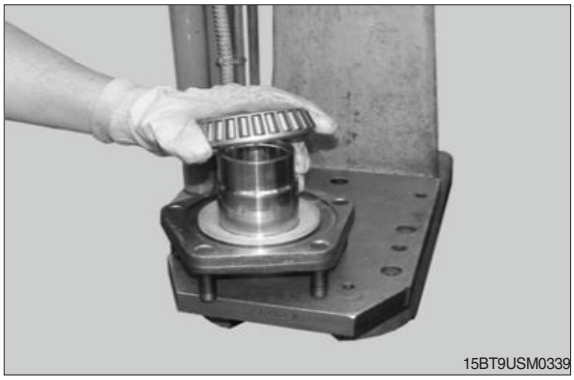
(12) Drive the wheel shaft out of the housing. Secure the drive against falling from below with your hand.



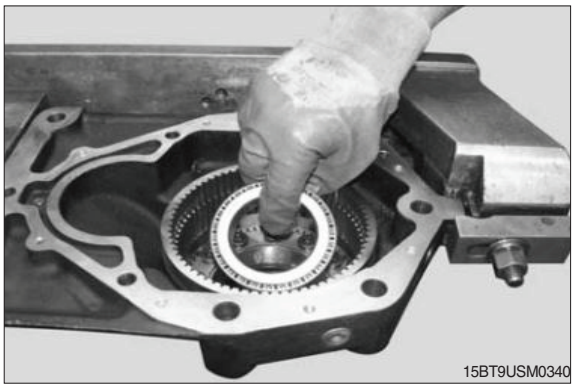
Wheel shaft taper roller bearing

(13) If necessary, heat the taper roller bearing to facilitate removal. Wear prescribed protective equipment and use appropriate tools.
Remove the wheel shaft side taper roller bearing from the wheel shaft. If necessary, heat the taper roller bearing.

※ Risk of accident and injury caused by hot surface.

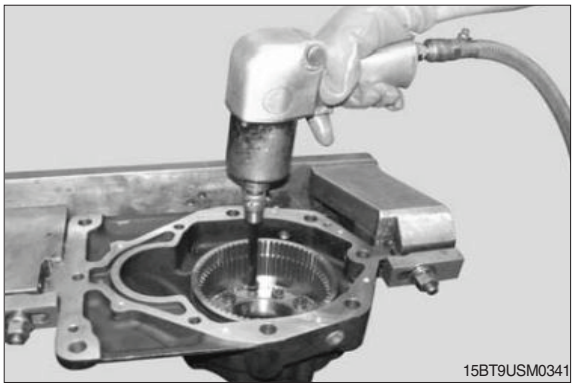


(14) Remove the planet carrier side taper roller bearing.



Internal gear

(15) Remove the 12 Torx bolts from the internal gear.

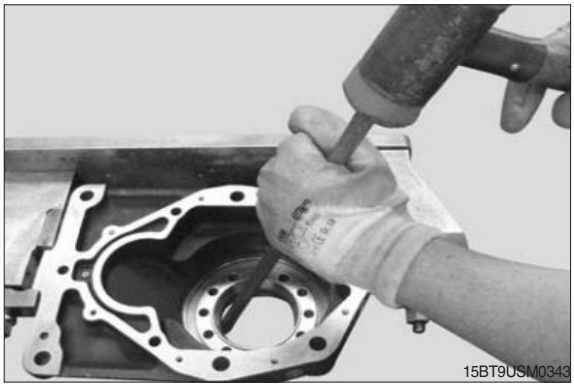


(16) Remove the internal gear from the housing.

If the internal gear is damaged, it shall be replaced as a complete unit.

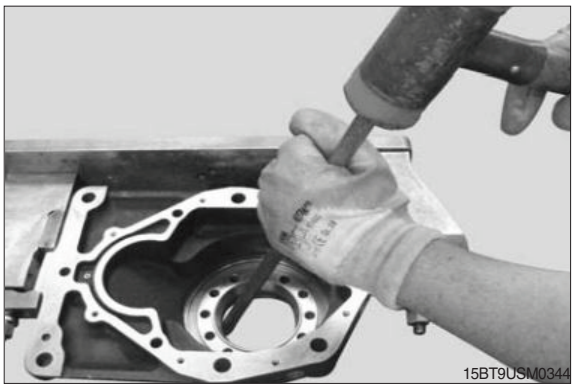
Wheel shaft sealing ring

(17) Drive the sealing ring downwards and out of the housing by impacting it alternately on opposite sides.
The shaft sealing ring is destroyed in the process. During reassembly, a new shaft sealing ring shall be used.



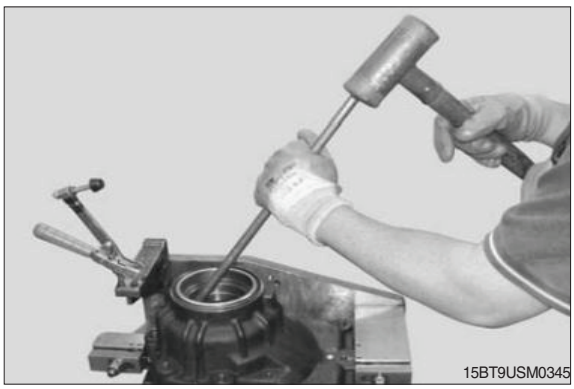
Wheel shaft side bearing cup

(18) Drive the wheel shaft side bearing cup of the taper roller bearing downwards and out of the housing by impacting it alternately on opposite sides.



Planet carrier side wheel shaft

(19) Drive the planet carrier side bearing cup of the taper roller bearing downwards and out of the housing by impacting it alternately on opposite sides.



Wheel shaft sided sealing

(20) Disassemble the sealing ring by using a chisel.
The sealing ring is destroyed in the process. During reassembly, a new sealing ring shall be used.

3. ASSEMBLY OF THE DRIVE UNIT

1) Housing reassembly

Wheel shaft sided sealing ring

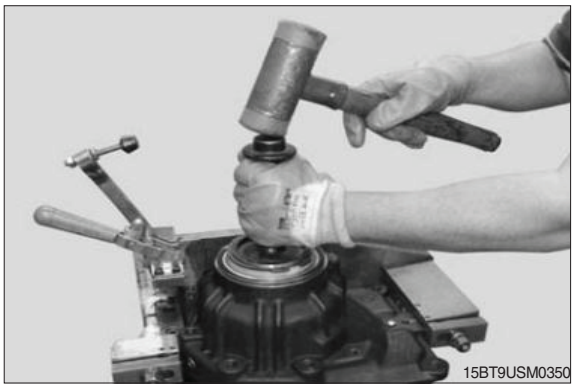
(1) Place the wheel shaft sided sealing ring onto the transmission housing
Make sure that the sealing lip is facing upwards.

(2) Drive up the sealing ring into the transmission housing against the block.

Shaft sealing ring

(3) Place the shaft sealing ring into the tool (Assembly mandrel).
The closed side of the shaft sealing ring shall be facing the flange connection for the wheel.

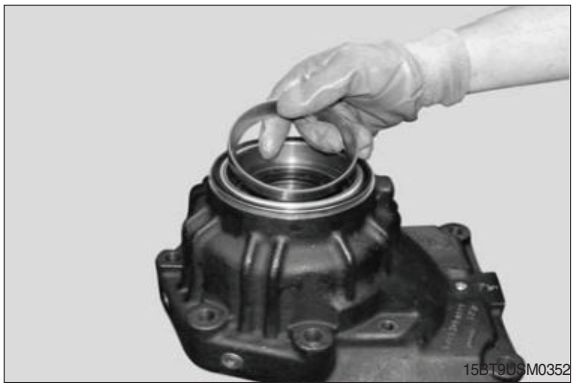
(4) Drive the shaft seal into the bore by using an assembly mandrel.
The shaft seal has reached its correct position as soon as its upper surface has reached at least the lower end of the bore's chamfer.

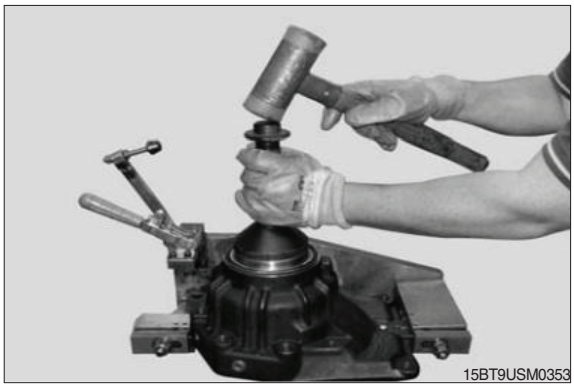


Wheel shaft side bearing seat

(5) Clean the wheel shaft side bearing seat of the taper roller bearing in the housing .

(6) Drive the wheel shaft side bearing cup of the taper roller bearing into the bearing seat.
The inside of the bearing cup shall narrow to a taper towards the bearing seat and the wide edge of the bearing cup shall be positioned at the bottom.



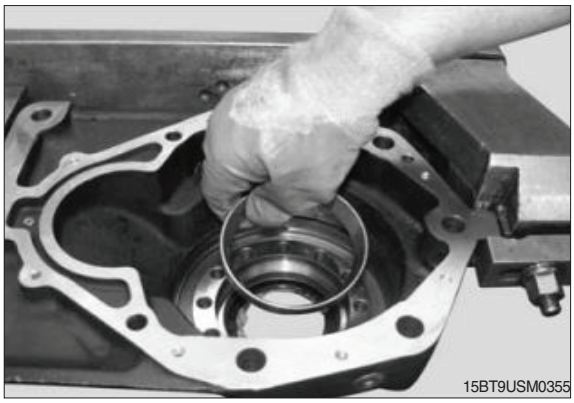


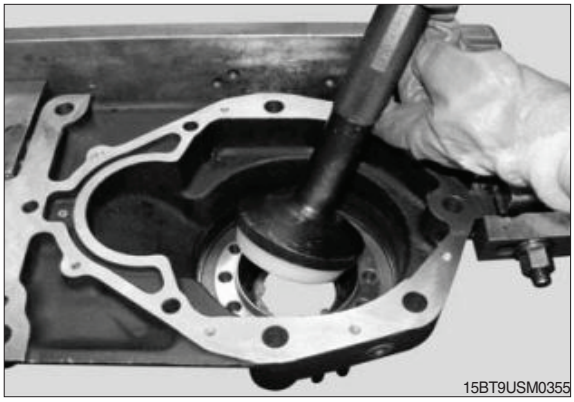
(7) Coat the inner lip of the shaft sealing ring with multipurpose

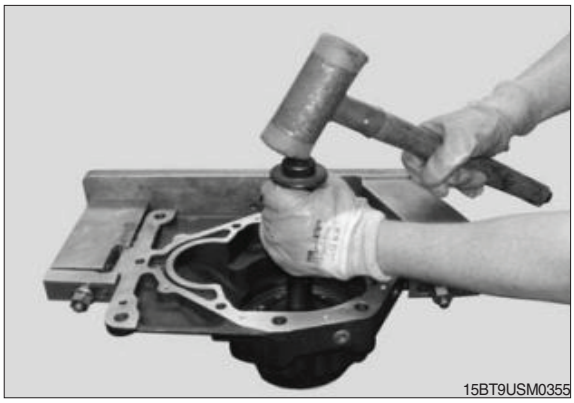
Planet carrier side bearing seat

(8) Drive the planet carrier side bearing cup of the taper roller bearing into the bearing seat.

The inside of the bearing cup shall narrow to a taper towards the bearing seat and the wide edge of the bearing cup shall be positioned at the bottom. Drive in the bearing cup until a dull metallic sound signals that the bearing cup is resting against the bearing seat.

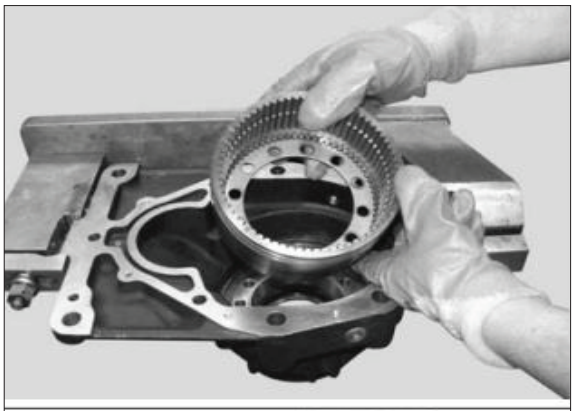






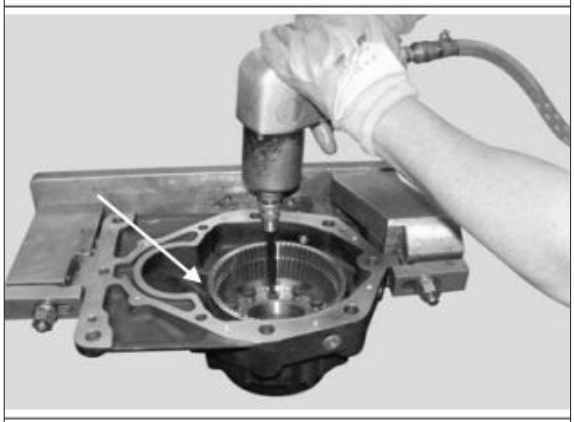
Internal gear

(9) Manually slot the toothed disc into the internal gear.
Lay the ring into the groove of the internal gear.
Place the internal gear into the housing by hand.



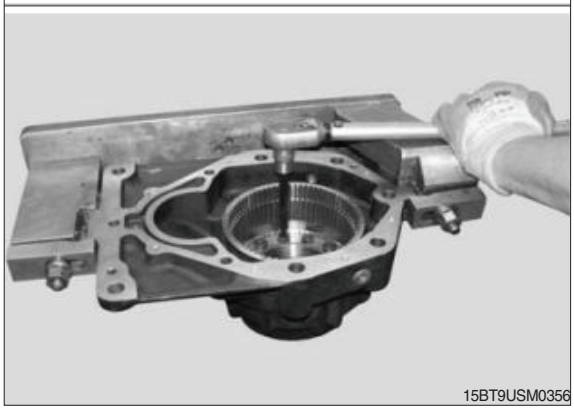
The opening of the ringshall be visible (see arrow). Bolt on the internal gear with 12 Torx bolts .

① Pretighten the bolts with a compressed-air screw driver in a cross wise pattern.
② Firmly tighten the bolts using a torque wrench.



When tightening the bolts, note the tightening torque of 79 Nm.

Check whether it is still possible to move the internal gear in a rocking motion after tightening the bolts. If it is possible, continue with work. If it is not: Remove the internal gear again and replace it.
Remove from the housing all the parts which have so far been installed and replace the housing.

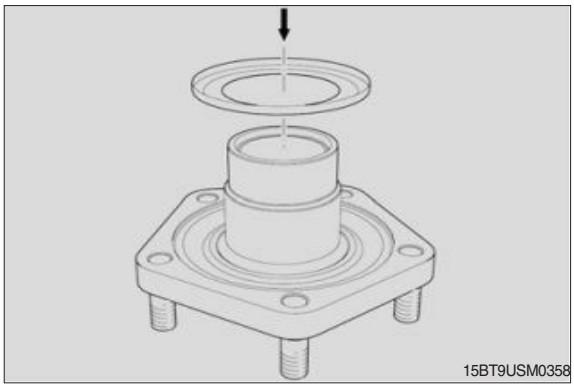

15BT9USM0356

Gear shaft

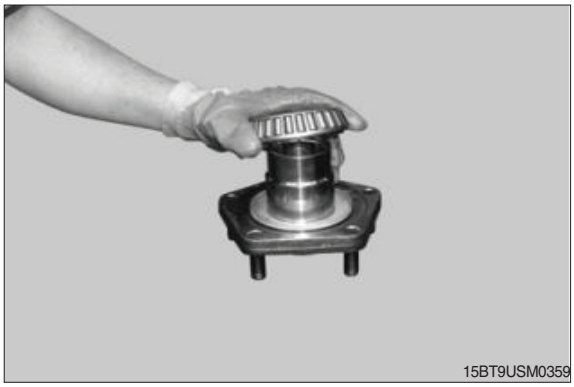
(10) Coat the Nilos ring with multipurpose grease.


15BT9USM0357

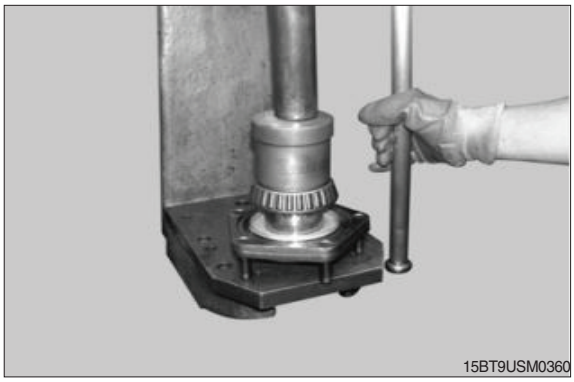
(11) Slide the Nilos ring onto the wheel shaft.



(12) Fit taper roller bearing on gear wheel side to gear shaft by hand.

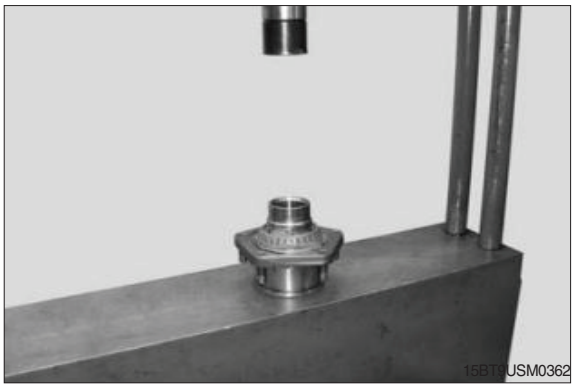


(13) Press taper roller bearing on gear wheel side onto gear shaft using lever press and tool.
Plunger of lever press, tool and gear shaft must align vertically with no offset.

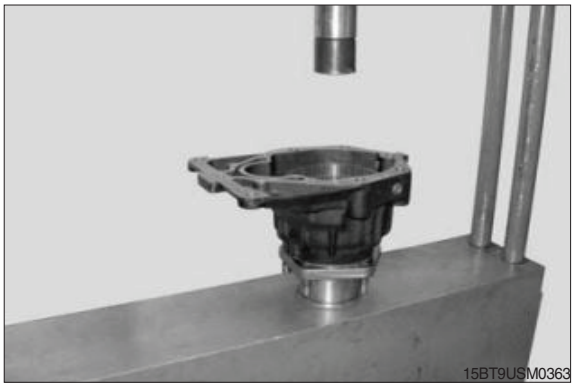


(14) Grease the taper roller bearing.

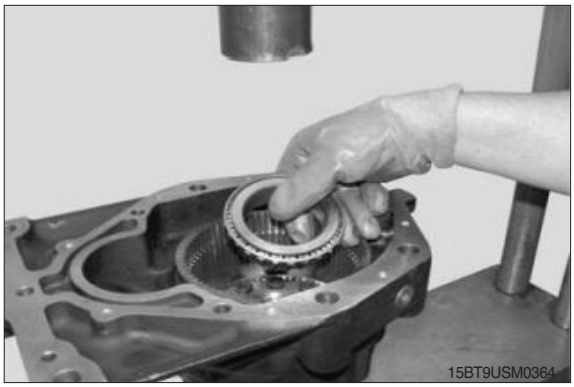
(15) Place the wheel shaft on the press table so that the wheel studs point downwards. The wheel shaft shall stand on a suitable sleeve and the wheel studs shall be clear of the table.



(16) Fit the housing perpendicularly onto the wheel shaft.
The mating surface of the housing shall face upwards.



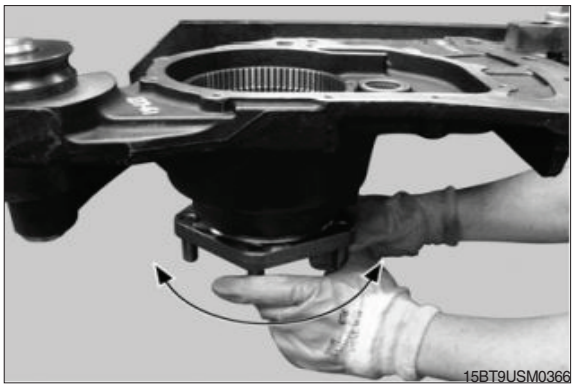
(17) Place the taper roller bearing onto the seat of the wheel shaft.



(18) Press the planet carrier side taper roller bearing onto the wheel shaft.

The punch of the hand lever press, tool and taper roller bearing shall be positioned vertically to each other without deflection.

(19) Check the wheel shaft for smooth running. It shall be possible to move the wheel shaft easily by hand. In order that the taper rollers can align themselves correctly in the bearing races, a soft head hammer should be used to tap at various points around the wheel shaft. If the taper rollers are correctly aligned, continue with the work. If they are not: Remove the wheel shaft again. Check both bearings (wheel shaft side and planet carrier side) for any damage which may have occurred during the press fitting procedure. If damage is found, remove the bearings and replace with new ones.

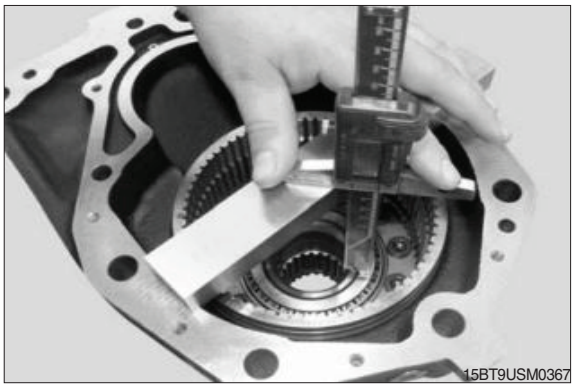

15BT9USM0366

Measuring and adjusting

(20) Measuring the distance between the bearing surface of the taper roller bearing and the surface of the wheel shaft.

① Rest spacer on the mating surface of the housing.

② Set the depth gauge onto spacer.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It shall be ensured that the greatest possible contact area of the depth gauge is resting on spacer.

③ Adjust the depth gauge to the surface of the wheel shaft.

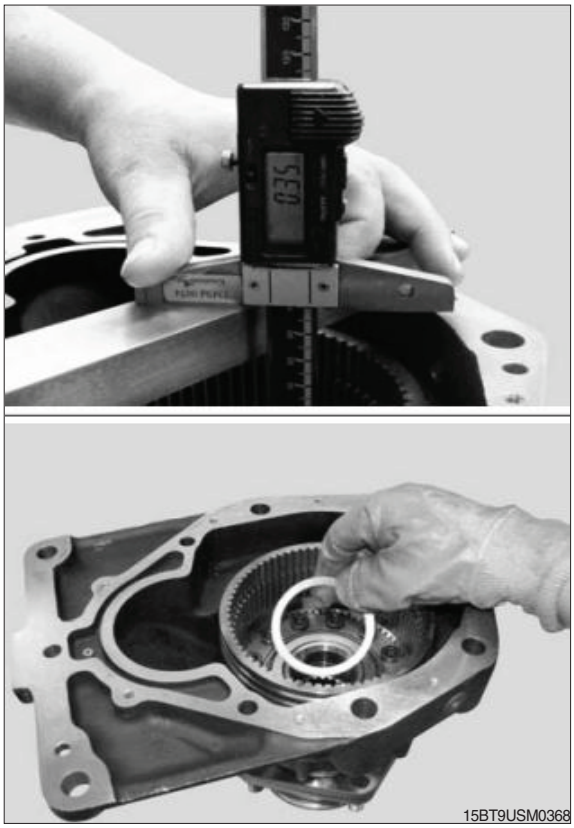
④ In the position, zero the depth gauge.

⑤ Adjust the depth gauge to the surface of the taper roller bearing

⑥ Read off the difference between the two settings.

⑦ Repeat the measurement on the opposite side. The difference in measurement may not exceed 0.5 mm.

⑧ Select spacers. The thickness of the spacer set shall be the same as the difference between the measurements. A preloading on the wheel shaft is then achieved. The preloading on the wheel shaft shall be between 3 and 7 Nm.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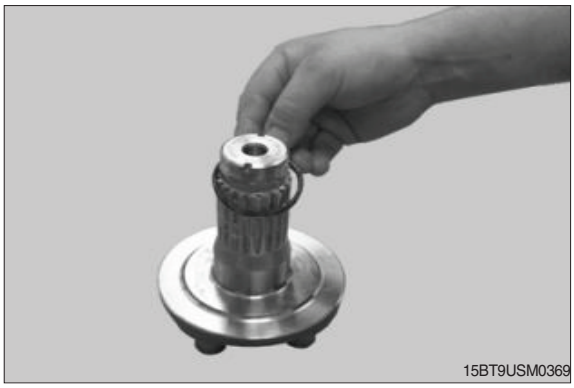
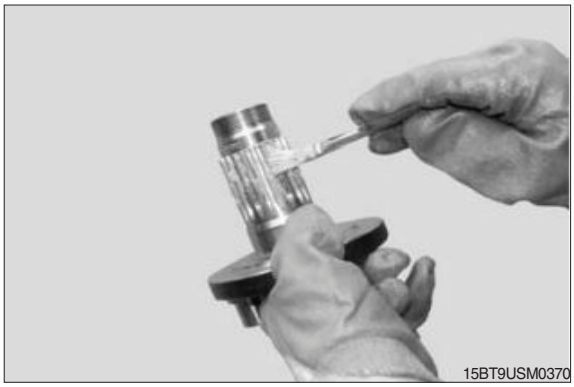
Planet carrier

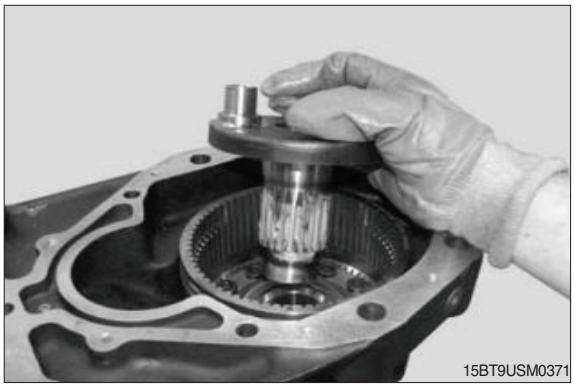
(21) O-ring and press on planet carrier by hand.



(22) Coat the toothing of the planet carrier and the o-ring with Klüberplex BEM 34-132 (Klüber Lubrication) or Optimol White Paste T.



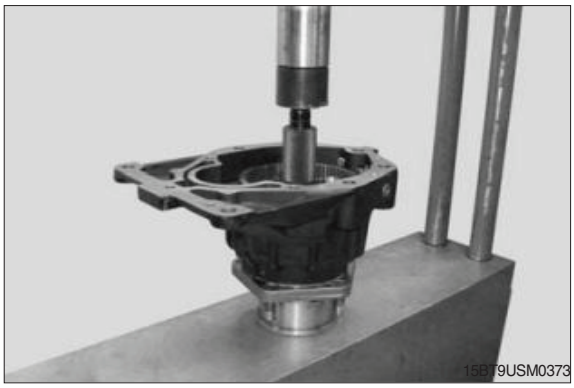
(23) Blow out the seating of the planet carrier in the housing with compressed air and fit the planet carrier.



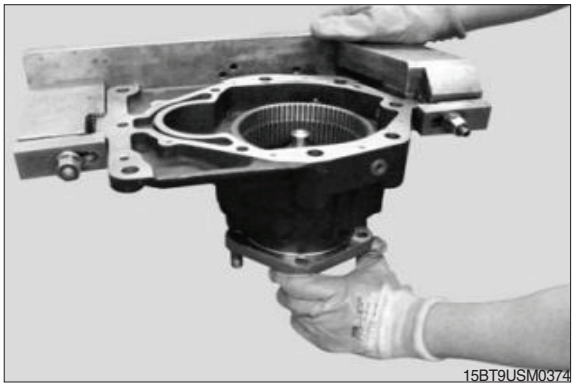
(24) Place the housing on the press table so that the wheel shaft is facing downwards. The wheel shaft shall stand on a suitable sleeve and the wheel studs shall be clear of the table.

(25) Press the planet carrier into the wheel shaft.
Make sure that the outer toothing of the planet carrier and the inner toothing of the wheel shaft mesh together correctly.
The punch of the hand lever press, tool and wheel shaft shall be positioned vertically to each other without deflection.

※ Risk of accident and injury from crushing. When pressing in the planet carrier, do not place hands between the punch and the tool.

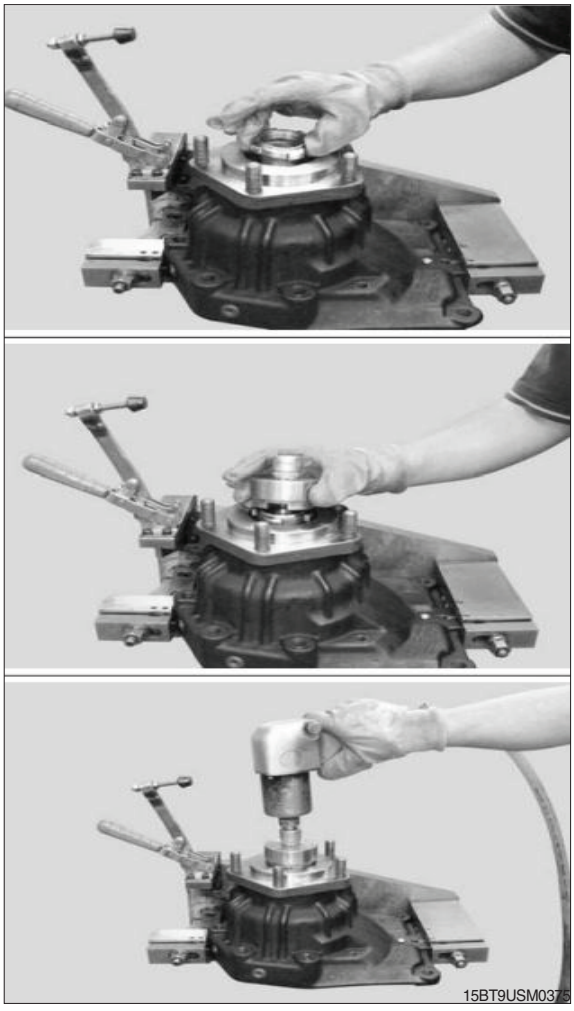


(26) Manually check the wheel shaft for ease of movement in the housing.
It shall be possible to turn the wheel shaft easily by hand.

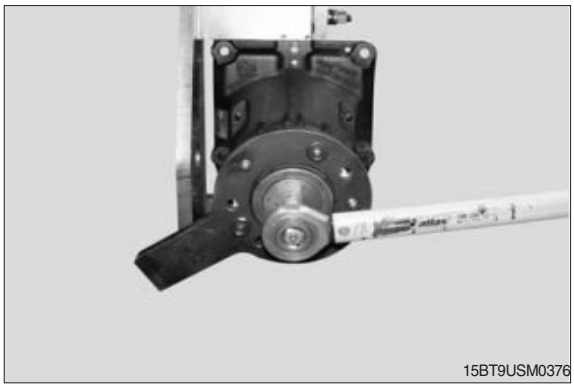


Grooved nut

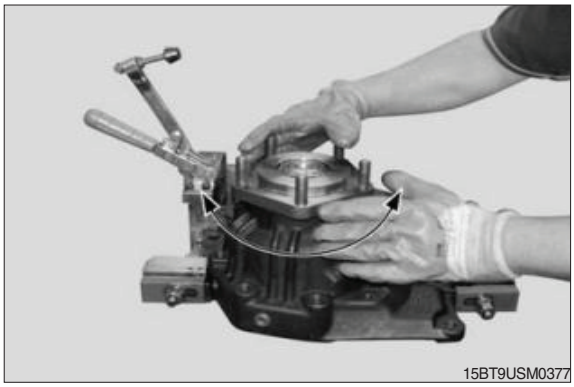
(27) Fit the grooved nut to the wheel shaft.
Fit tool to the grooved nut.
Slightly tighten the grooved nut with compressed-air screwdriver.



(28) Fit tool to the wheel shaft and lock in place with the screws Tighten the grooved nut to a tightening torque of 535 Nm.

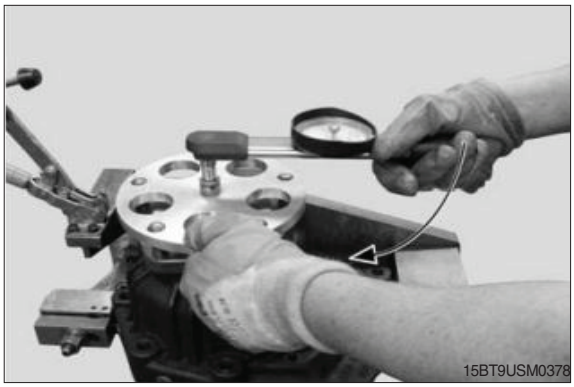


(29) Remove tool from the wheel shaft and check the wheel shaft for freedom of movement.
The wheel shaft shall be easy to turn in the housing.



Wheel shaft drag torque

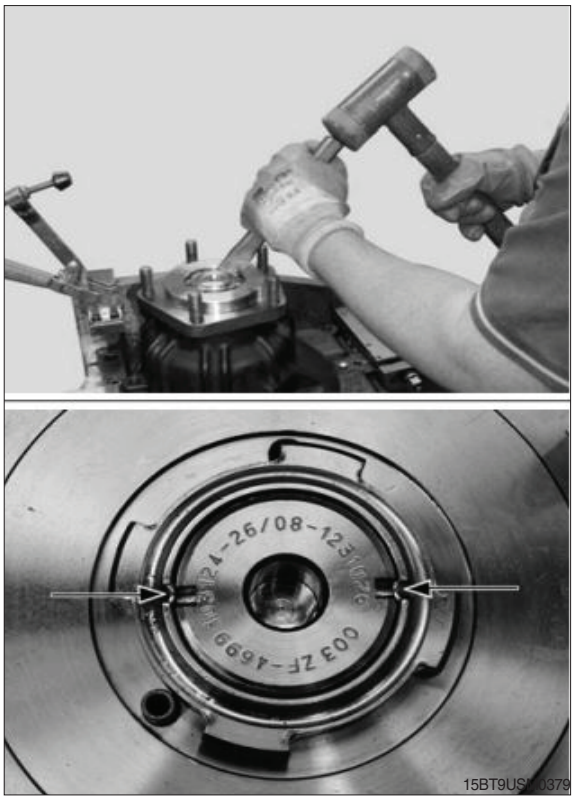
(30) Check the drag torque on the wheel shaft.
① Attach tool 11 to the wheel shaft.
② Attach the torque wrench with transition piece.
③ Turn the wheel shaft with the torque wrench.
④ Read off the drag torque from the torque wrench.



The drag torque shall be between 3 and 7 Nm. If it is, continue with the work.
If it is not: Correct the spacers as follows:
Drag torque too high : The spacers chosen are too thick→Remove parts back to the work and redetermine the correct spacer thicknesses.
Drag torque too low : The spacers chosen are too thin → Remove parts back to work step 5 and redetermine the correct spacer thicknesses.

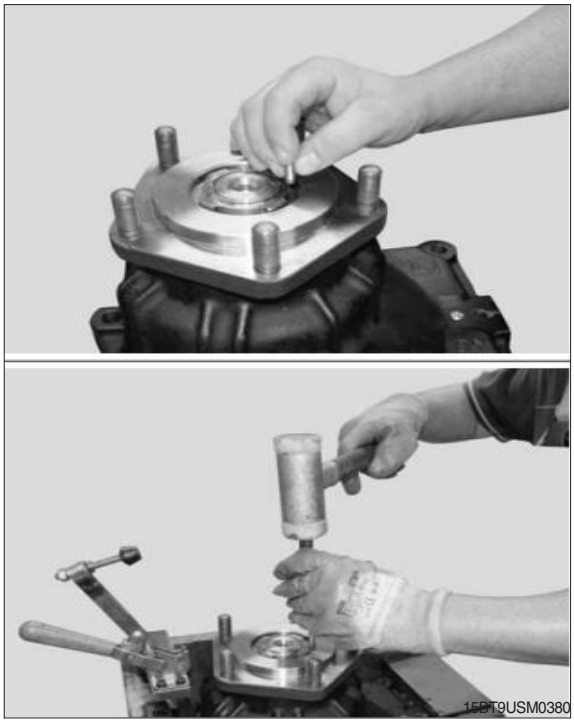
(31) Drive the collar of the grooved nut by means of a chisel (edge of the chisel must be a radius of approx. 2.0 mm) into the recesses of the planet carrier.

※ Use a chisel with a rounded edge only. A sharp edge may can damage the shoulder of the slotted nut.



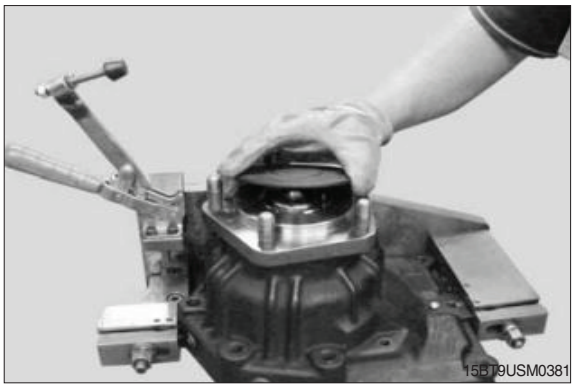
Cylinderical pin

(32) Insert the cylindrical pin into the wheel shaft and drive it in.
The taper on the cylindrical pin shall point downwards.



Protective cap

(33) Fit the protective cap to the wheel shaft and tap it lightly until it snaps into place.

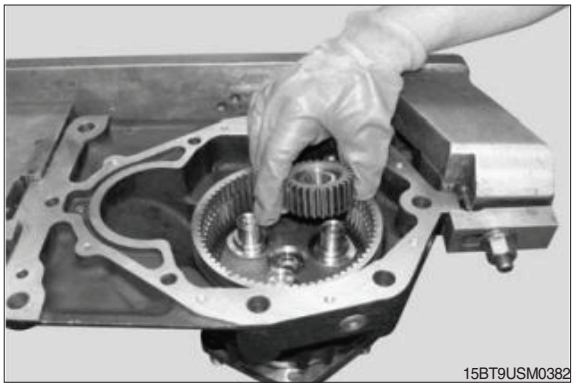


Planetary gears

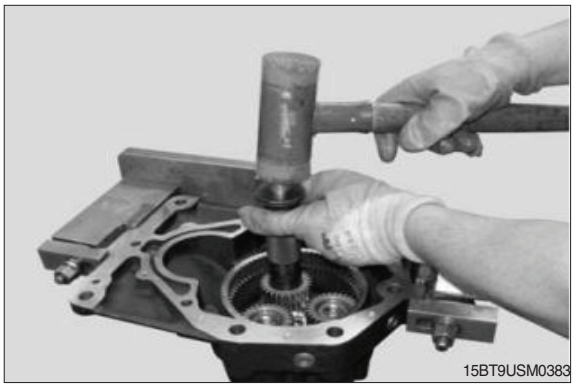
(34) Version with 3 planet gears

Place a planet gear with pre-assembled cylindrical roller bearing straight onto one of the pins of the planet carrier.

Do not tilt the planet gear. Face upwards the identification mark of the planet gear.

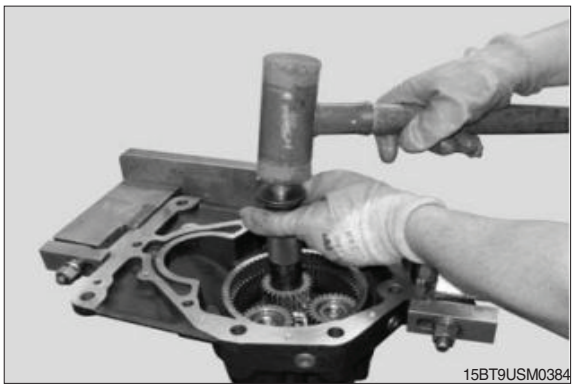


(35) Drive in the planet gear including the cylindrical roller bearing until reaching the limit stop. Use a hammer and a striking mandrel. Drive in the remaining two pre-assembled planet gears by using the same method. Note the correct meshing of the teeth of both planet gears and ring gear.



(36) Apply a pining by using tool to lock the planet gears.

The pining is done correcly as soon as the axial play of the planet gear's cylindrical roller bearings on the bolts has dissappeared completely.



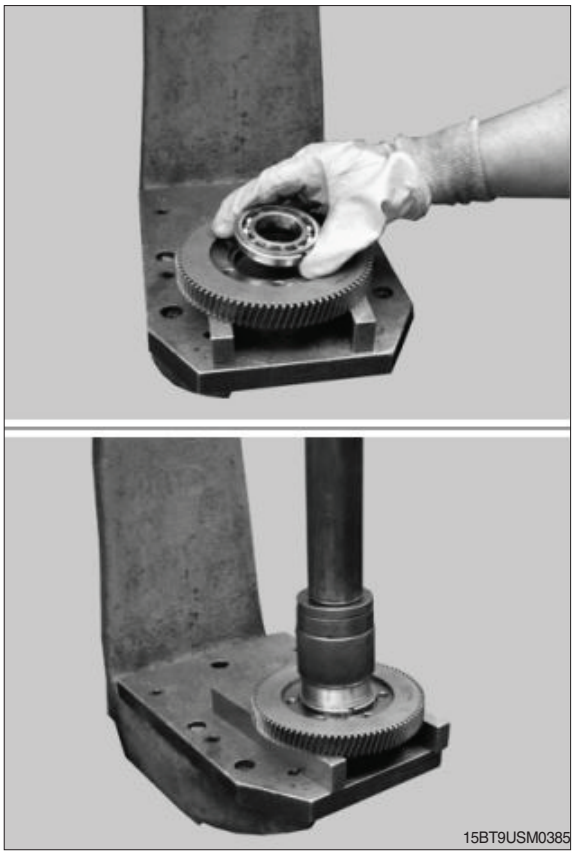
2) Housing cover reassembly

Grooved ball roller bearing

(1) Press the grooved ball roller bearing into the spur gear using the hand lever press.
The punch of the hand lever press, tool and brake piston shall be positioned vertically to each other without deflection.

Manually check the grooved ball roller bearing ment in the spur gear.
It shall be possible to turn the grooved ball roller bearing easily by hand.

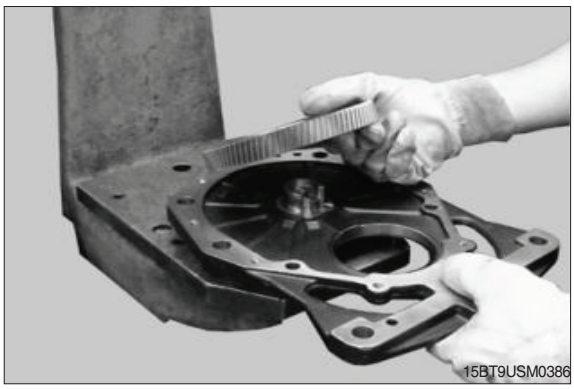
if it is easy to turn, continue with the work.
If it is not: Check the bearing for any damage which may have occurred during the press fitting procedure. If damage is found, remove the bearing and replace with a new one.



Spur gear

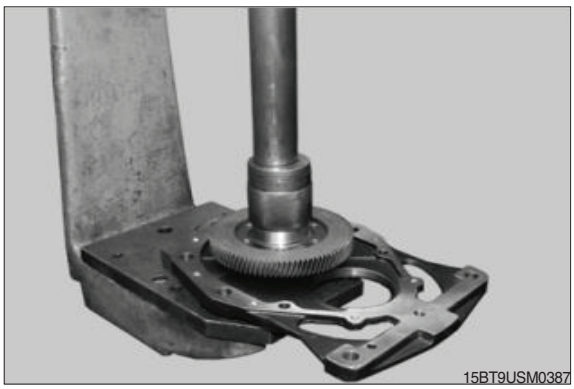
(2) Place the housing cover on a suitable support piece on the hand lever press, with the mating surface facing upwards.

The housing cover shall be empty.

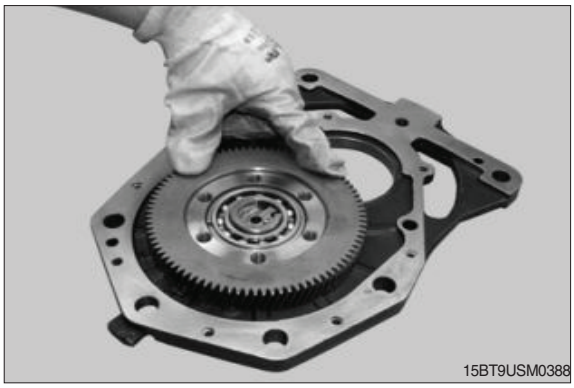


(3) Press the spur gear onto the housing cover.

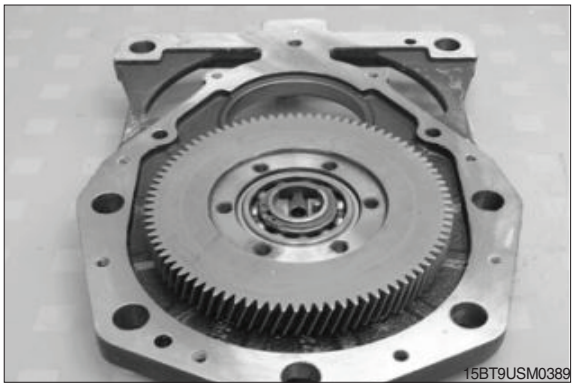
The side of the spur being worked on shall face upwards.
The punch of the hand lever press and input pinion shall be positioned vertically to each other without deflection.



(4) Manually check the spur gear for smooth running
The input pinion shall be easy to turn.
If it is, continue with the work.
If it is not : Check the bearing for any damage which may have occurred during the press fitting procedure.
If damage is found, remove the bearing and replace with a new one.

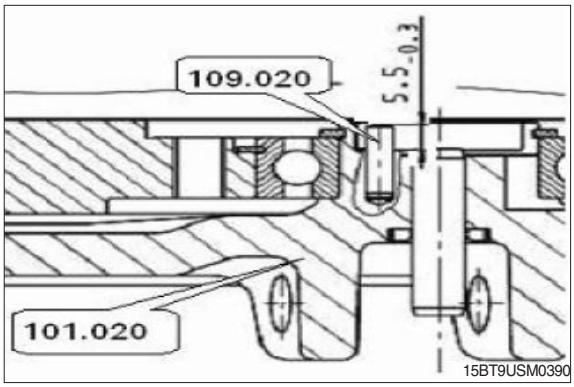


(5) Remove the housing cover from the hand lever press and place it in the assembly fixture with the mating surface facing upwards.



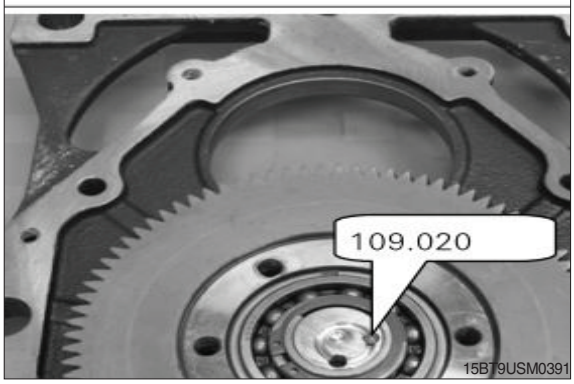
Axial bearing

(6) Check the heigh of the cylindrical pin (109.020) for a value of 5,5mm -0.3. If the measured value is found different from the given specification please remove the cylindrical pin (109.020) by using pliers and replace it by a new one installed at the correct mounting height.

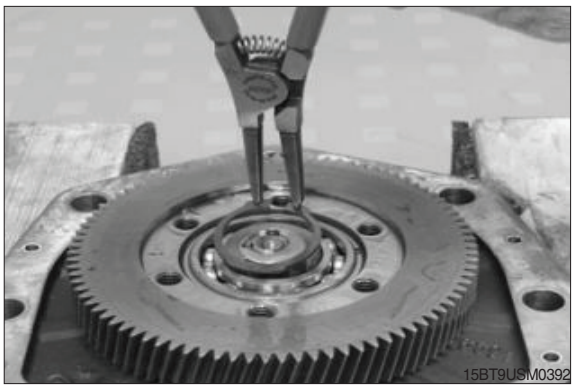


(7) Insert the axial bearing in the housing cover by hand.
The lubrication groove of the axial bearing shall face upwards.

Please assure proper position of the axial bearing related to the cylindrical pin.



(8) Insert the spur gear retaining ring.

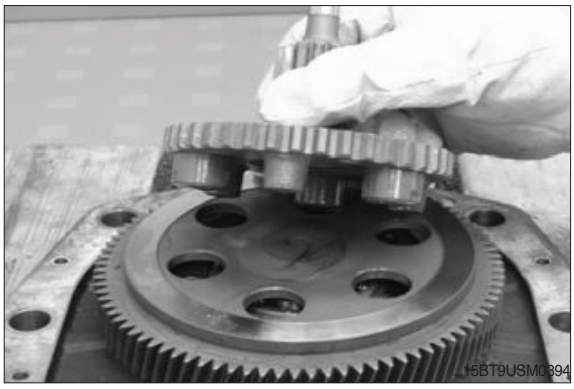


Inner disc carrier

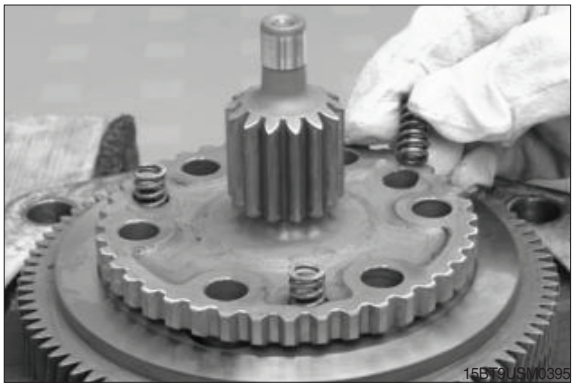
(9) Place the pressure plate on the spur gear by hand.

The bulge in the pressure plate shall be at the top. The holes in the pressure plate and the spur gear shall be positioned on top of each other.

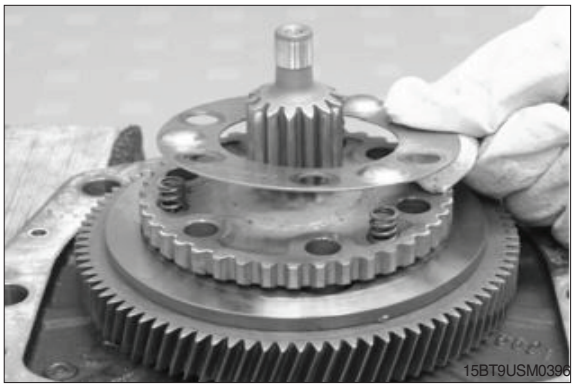
(10) Fit the inner disc carrier onto the spur gear) by hand.
The inner disc carrier fits onto the spur gear in one position only. Find out by trial and error the position in which the inner disc carrier needs to be set in relation to the spur gear.



(11) Insert the 3 pressure springs 1.6 x 8.0 x 21.5 into the inner disc carrier by hand.

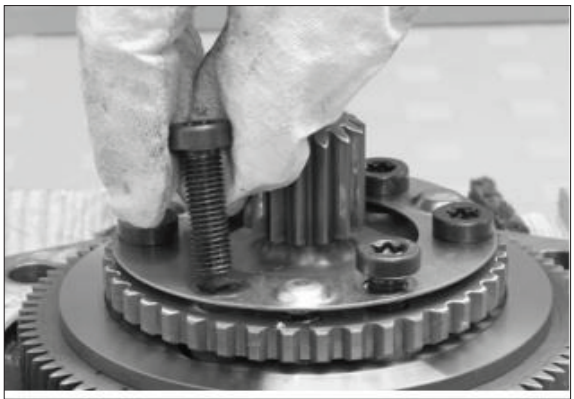


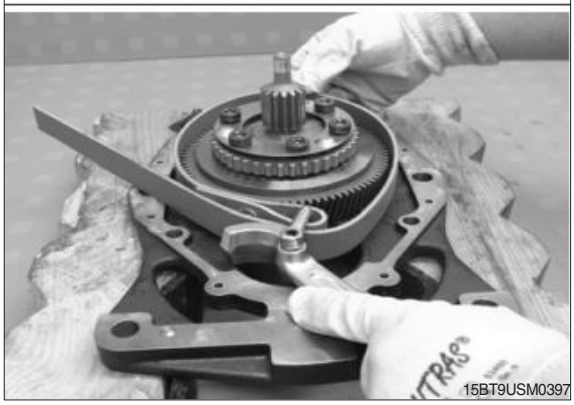
(12) Place the fixing plate over the pressure spring by hand. The springs shall be firmly seated in the recesses in the retaining ring.



(13) Insert the 6 Torx bolts into the fixing plate and screw them down into the spur gear tighten them by hand.

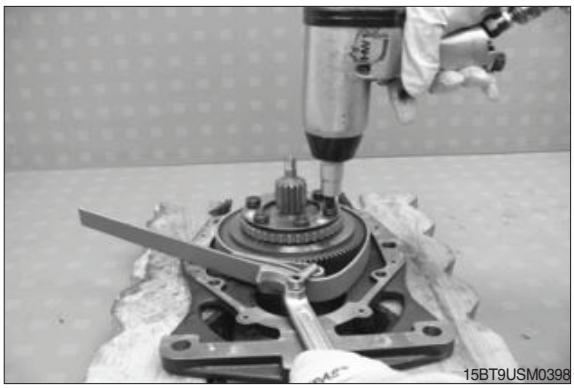
Place the cover assembly onto a suitable support (e.g. 2 pcs. of wooden strips) and assure an even and stable rest. Place the strap around the spur gear and tighten it by using the wrench lever. Spur gear must be free from grease and oil residue.





(14) Hold the spur gear tight using the strap wrench. Tighten the 6 Torx bolts to a tightening torque of 70Nm using an adjustable compressed-air screwdriver.

The bolts shall be tightened in a crosswise pattern.



Disc set

(15) Place the disc set – consisting of 3 driven discs, 4 drive discs and 1 pressure disc– into the internal gear.

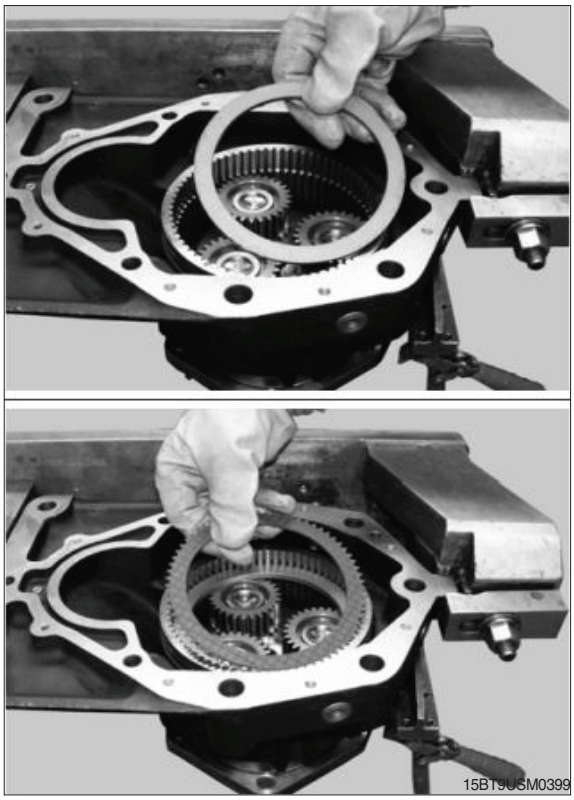
① Insert the pressure disc.

② Insert a drive disc.

③ Insert a driven disc.

④ Insert drive and driven discs alternately.

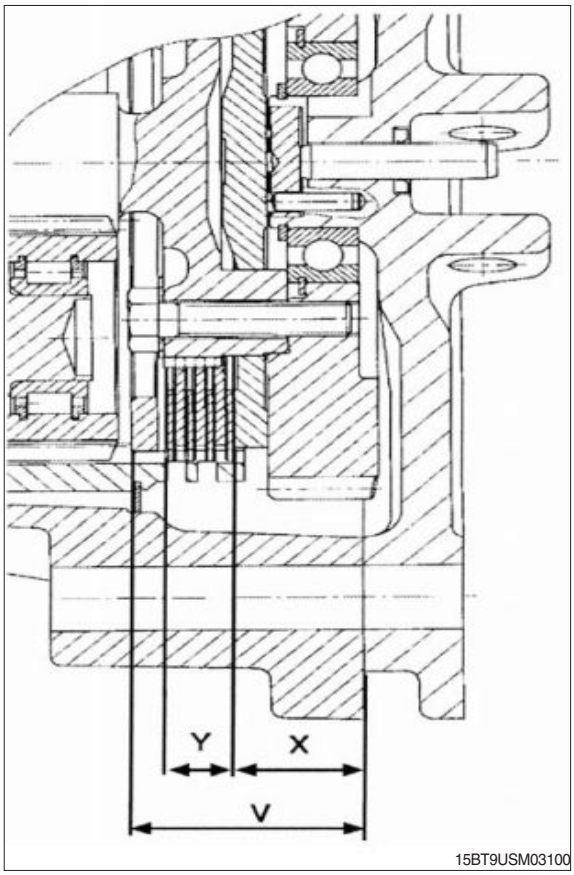
Insert the driven discs so that the side on which the teeth are rounded off faces upwards. The driven discs are completely even in circumference direction. They are non-sinusoidal. You do not need to bring them in a specific order prior installation.



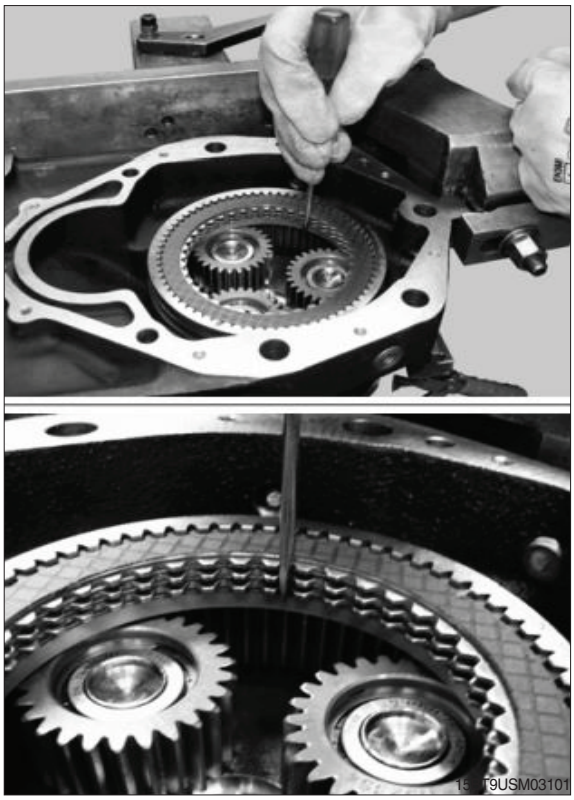
(16) Determining the thickness of the pressure disc
W=X+Y, Z=V-W

Z [mm] Pressure disc thickness
5.58 to 6.10 4.8 mm thick
6.11 to 6.70 5.3 mm thick
6.71 to 7.22 5.8 mm thick

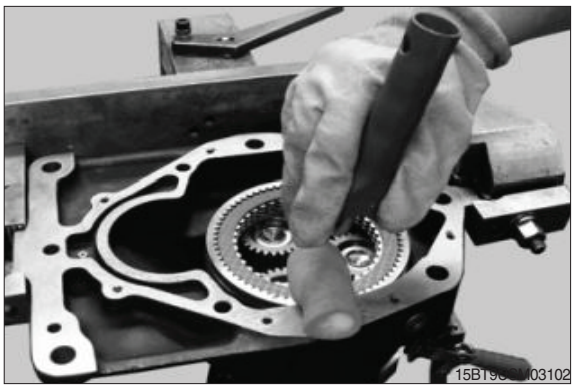
"X" is the distance between the plane face of the cover and plane face of the pressure disc.
"Y" is the thickness of the disc set when it is compressed.
"W" is a reference dimension calculated by adding X and Y.
"V" is the distance between the plane face of the housing and the contact surface of the pressure disc in the internal gear.
"Z" is a reference dimension calculated by subtracting V and W.



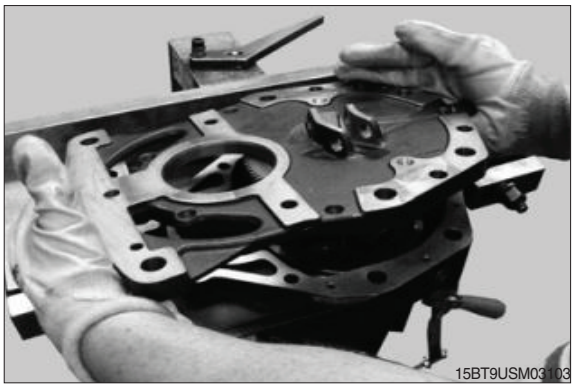
(17) Arrange the driven discs.
The teeth on all driven discs shall be positioned precisely in line with each other.



(18) Coat the mating surface of the housing and the housing cover with Loctite 574.



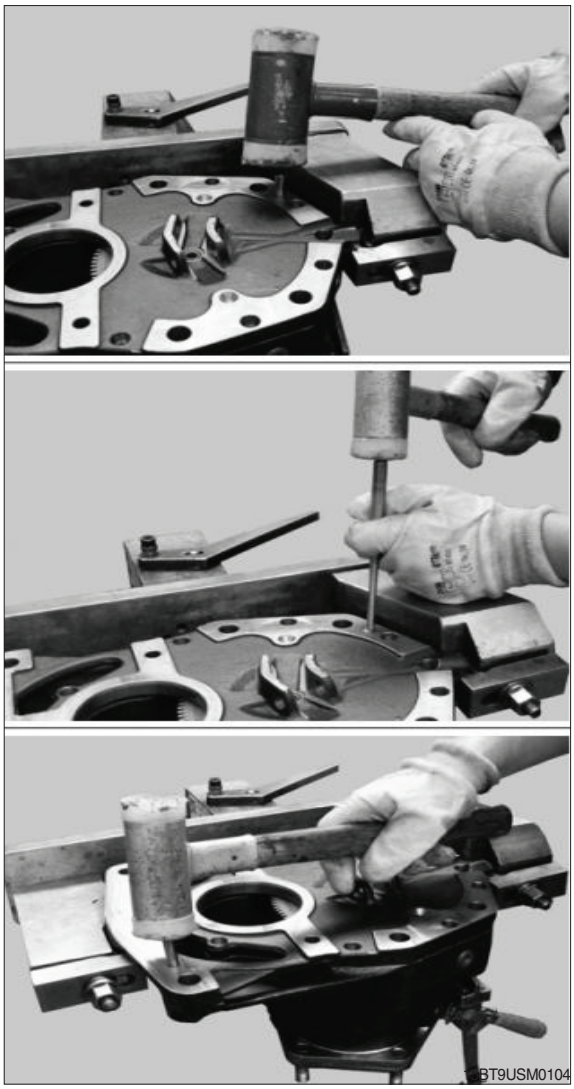
(19) Fit the housing cover to the housing by hand.
Care shall be taken to ensure that the guide of the inner disc carrier comes to rest in the needle sleeve.



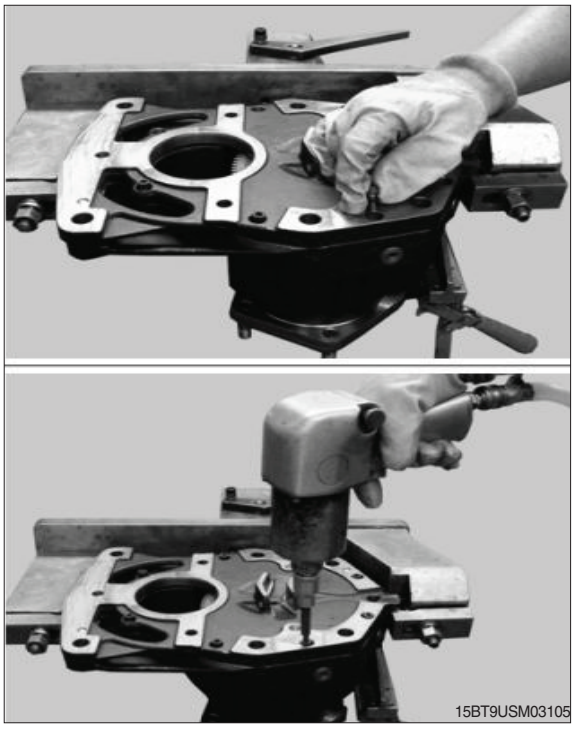
Cylinder pin

(20) Drive the cylindrical pin into the housing.

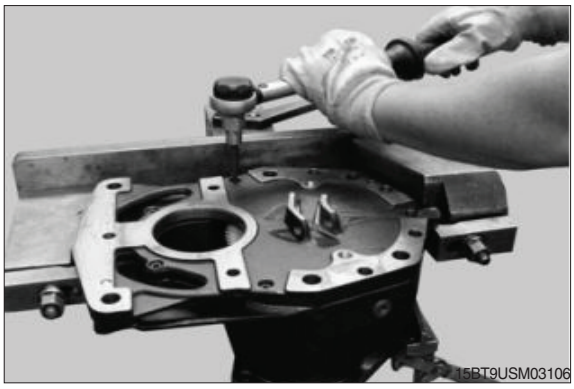
The cylindrical pins shall be driven in so that they are flush with the surface.



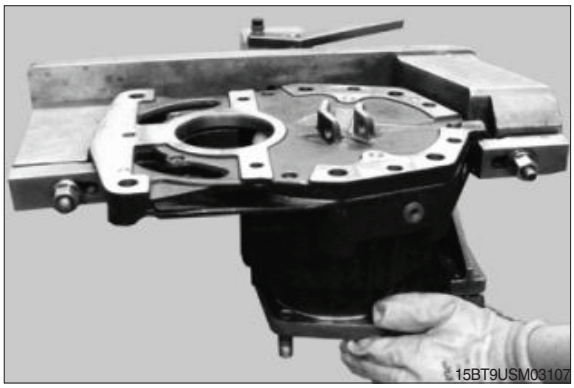
(21) Screw the 8 Allen bolts into the housing cover by hand and slightly tighten with a compressed air screwdriver.



(22) Tighten the 8 Allen bolts to a tightening torque of 9.5 Nm.



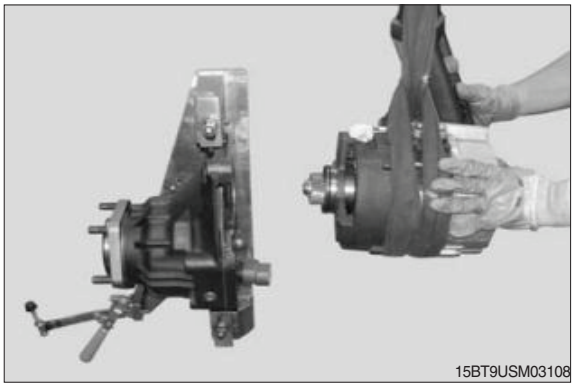
(23) Manually check the wheel shaft for smooth running.
It shall be possible to move the wheel shaft easily by hand.



3) Motor reassembly

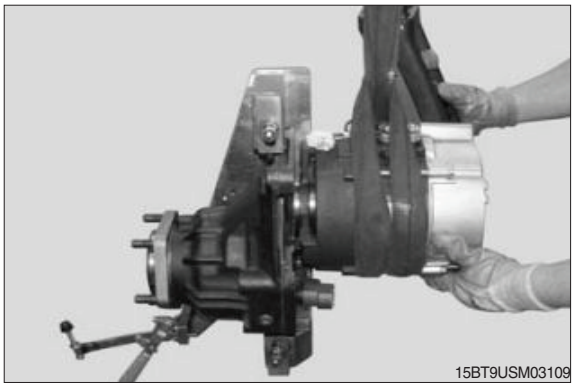
Motor

(1) Fasten the motor to suitable lifting gear using approved attachment equipment.



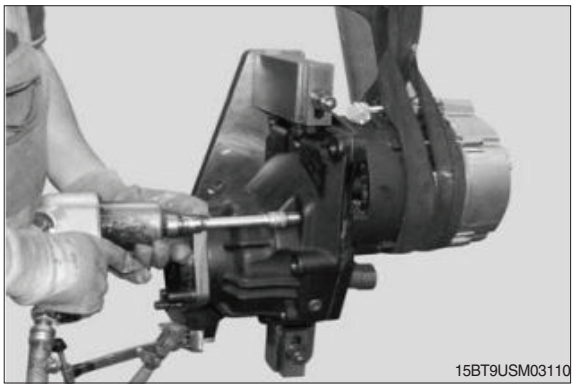
(2) Position the motor in front of the drive unit and manually mesh the motor pinion with the spur gear pinion.

When meshing the motor pinion with the spur gear, make sure that both sets of teeth are not tilted or damaged.
The motor connections shall be at the top in the installation position.

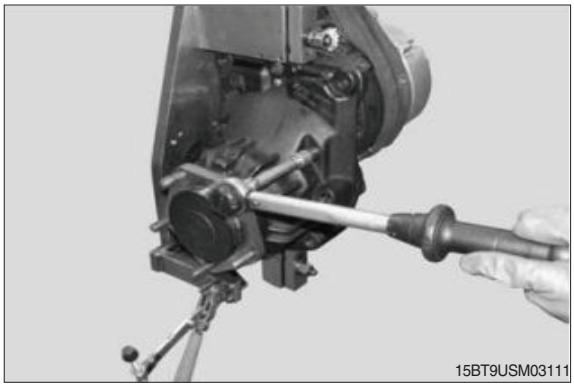


(3) Fasten the motor to the drive unit with the 3 Allen bolts.

Screw in the shorter Allen bolt at the top of the drive unit and each of the two other bolts into the right hand and left-hand side of the drive unit.



(4) Firmly tighten the 3 Allen bolts to a tightening torque of 23Nm.



SECTION 4 BRAKE SYSTEM

SECTION 4 BRAKE SYSTEM

GROUP 1 STRUCTURE AND FUNCTION

1. OUTLINE

There are two brake systems, the service brake system and the parking brake system.

In the service brake system, oil pressure is generated in the master cylinder by treading on the brake pedal. This pressure causes the brake lever to press the pressure pin which gives braking pressure to the disk carrier.

In the parking brake system, the brake lever is operated by cable. Therefore the pressure pin makes braking pressure onto the disk carrier.

2. SPECIFICATION

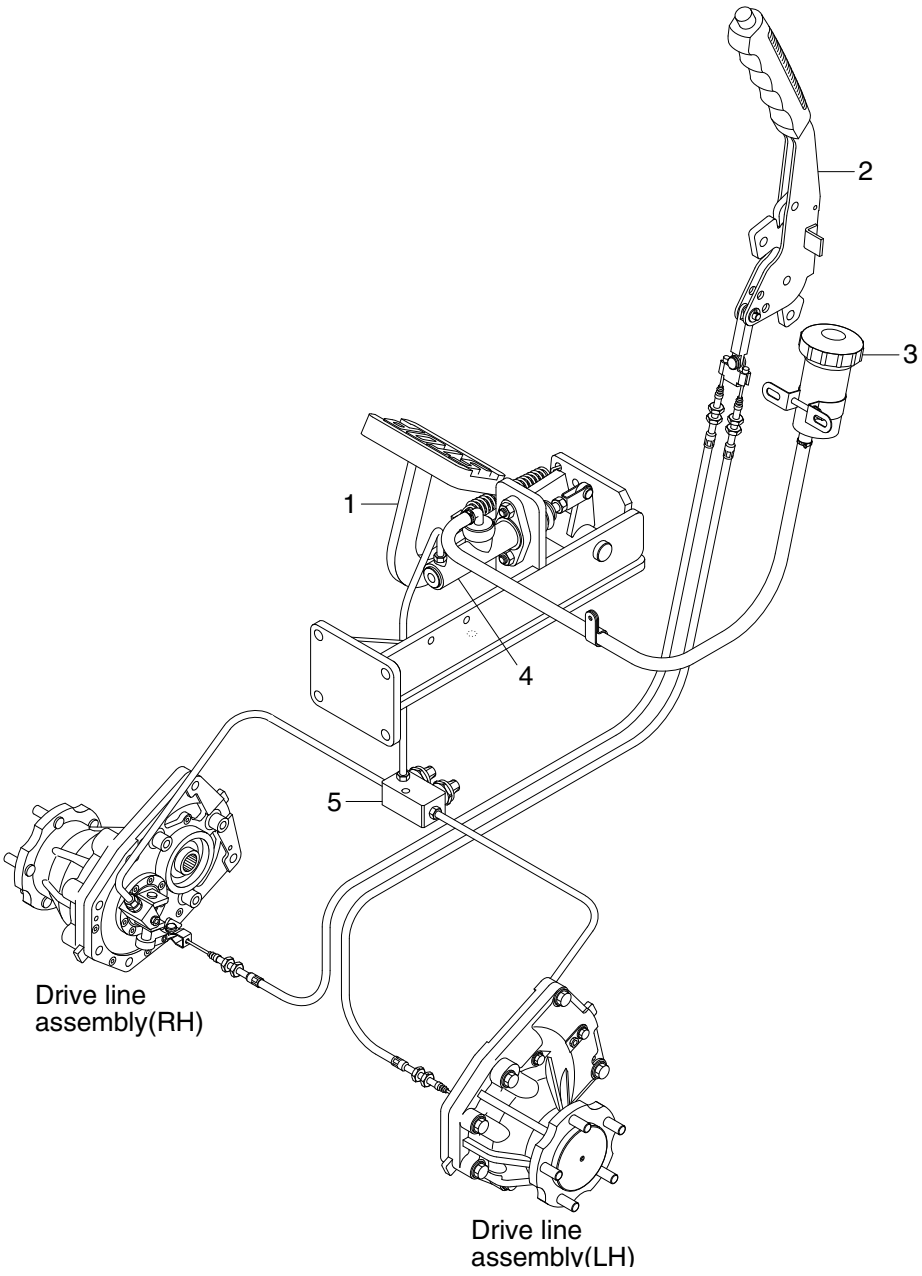
1) SERVICE BRAKE

Item	Unit	Specification
Brake type	-	Wet disc brake
Brake fluid	-	Hydraulic oil ISO VG32 (AZOLLA ZS32)
Max. brake torque	N · m (at 60 bar)	2450
Max. braking pressure	bar	140
Oil volume (Never use disc)	ℓ	0.5

2) PARKING BRAKE

Item	Specification
Type	Ratchet, internal expanding mechanical type
Parking lever stroke	18.6˚
Parking cable stroke	9.7 mm
Parking brake torque (wheel)	1080 N·m (980 N·m)

3. BRAKE PEDAL AND PIPING

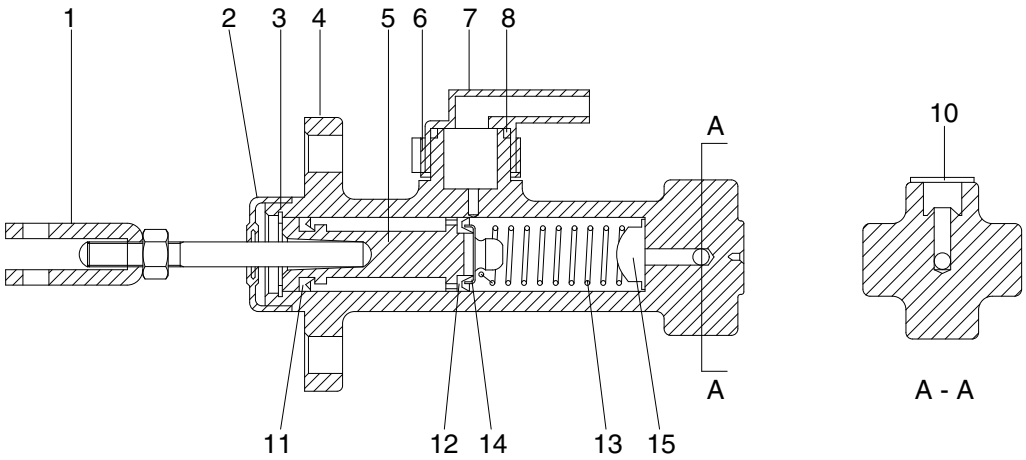


16B9FBS01

1 Brake pedal & bracket assy
2 Parking lever assy
3 Reservoir tank assy
4 Brake valve assy
5 5-way block

4. BRAKE VALVE

1) STRUCTURE



22D9BS04

1	Rod assy	6	Union	13	Spring
2	Boot	7	Elbow	14	Spring seat
3	Snap ring	8	O-ring	15	Spring seat
4	Body	11	Secondary cup		
5	Piston	12	Primary cup		

2) DISASSEMBLY

(1) Remove the master cylinder boot (2) and remove the rod assy (1).

(2) Remove the snap ring (3) and take out the piston (5), the secondary cup (11), primary cup (12), spring (13) and spring seat (14, 15).

(3) Specification of master cylinder.

- Piston bore diameter : 22.23 mm (0.88")
- Piston stroke : 34±1 mm
- Max operating pressure : 150 kgf/cm^2 (2130 psi)

3) INSPECTION

(1) Clean and check these components.

※ Use Isopropyl alcohol or brake fluid for washing the components. Do not use gasoline, kerosene or any other mineral oils. When using alcohol, do not leave urbber parts in the liquid for more than 30 seconds.

(2) Inspect the inside wall of the master cylinder, and if any faults are found, replace the cylinder assembly.

(3) Replace the boot (2), the secondary cup (11), primary cup (12) and piston (5), if deformation or any other defect is found.

4) ASSEMBLY

※ Prior to assembly make sure again of no contaminant of the components. Apply a thin coat of brake oil to the components.

※ Assembly is in opposite order to disassembly.

GROUP 2 OPERATIONAL CHECKS AND TROUBLESHOOTING

1. OPERATIONAL CHECKS

1) BRAKE PIPING

(1) Check pipes, hoses and joints for damage, oil leakage or interference.

(2) Operate brake pedal and check operating force when pedal in depressed. Check also change in operating force, and change in position of pedal when pedal is kept depressed.

2) BRAKING FORCE

(1) Select a dry, flat, paved surface and, drive truck at maximum speed. When signal is given, stop truck immediately and measure distance from point where signal was given to point where truck stopped (unloaded)

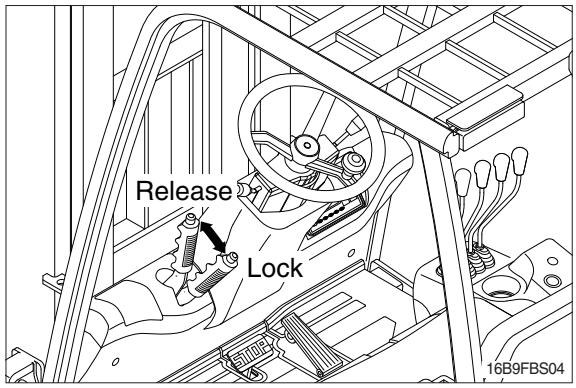
· Stopping distance : Within 5 m (16' 5")

(2) Check that there is no pulling of steering wheel, pulling by brakes to one side or abnormal noise when making emergency stops.

3) PARKING BRAKE

(1) Operating force of parking lever is 20 ~ 30 kgf · m (144 ~ 217lbf · ft).

(2) Check that parking brake can hold machine in position when loaded on 15% slope. If there is no slope available, travel at low speed and check braking effect of parking brake.



2. TROUBLESHOOTING

Problem	Cause	Remedy
Brakes do not work	· Oil leakage in the system or oil to low low in tank. · Air trapped in the system. · Worn out of deteriorated piston cup in master cylinder resulting in oil leakage	· Repair oil leakage. After bleeding fill fill oil tank of master cylinder to specified level with brake oil. · Bleed air completely from the brake lever. · Inspect cylinder and piston for degree of wear. On satisfactory, replace cup.
Brake pedal travel too large	· Air trapped in the system.	· Bleed air completely out. · Inspect oil tube joints & connections and replace leaking parts.
Wheel feel heavy	· Return port in master cylinder closed by piston cup.	· Inspect master cylinder. · Repair or replace pedal return spring.

GROUP 3 ADJUSTMENTS

1. ADJUSTMENT OF PEDAL

1) BRAKE PEDAL

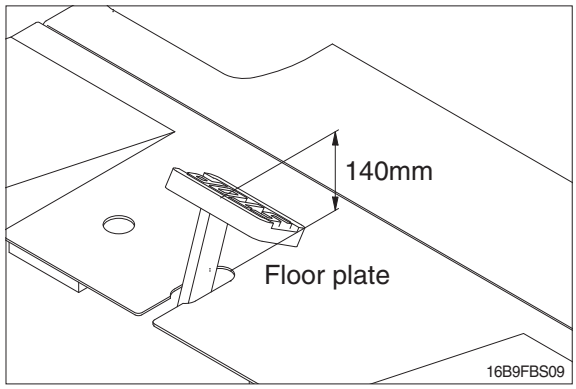
(1) Pedal height from floor plate adjust with stopper bolt.

· Pedal height : 125 mm (4.9 in)

(2) Play

Adjust with rod of brake valve.

· Pedal play : 4~6 mm (0.16~0.23 in)

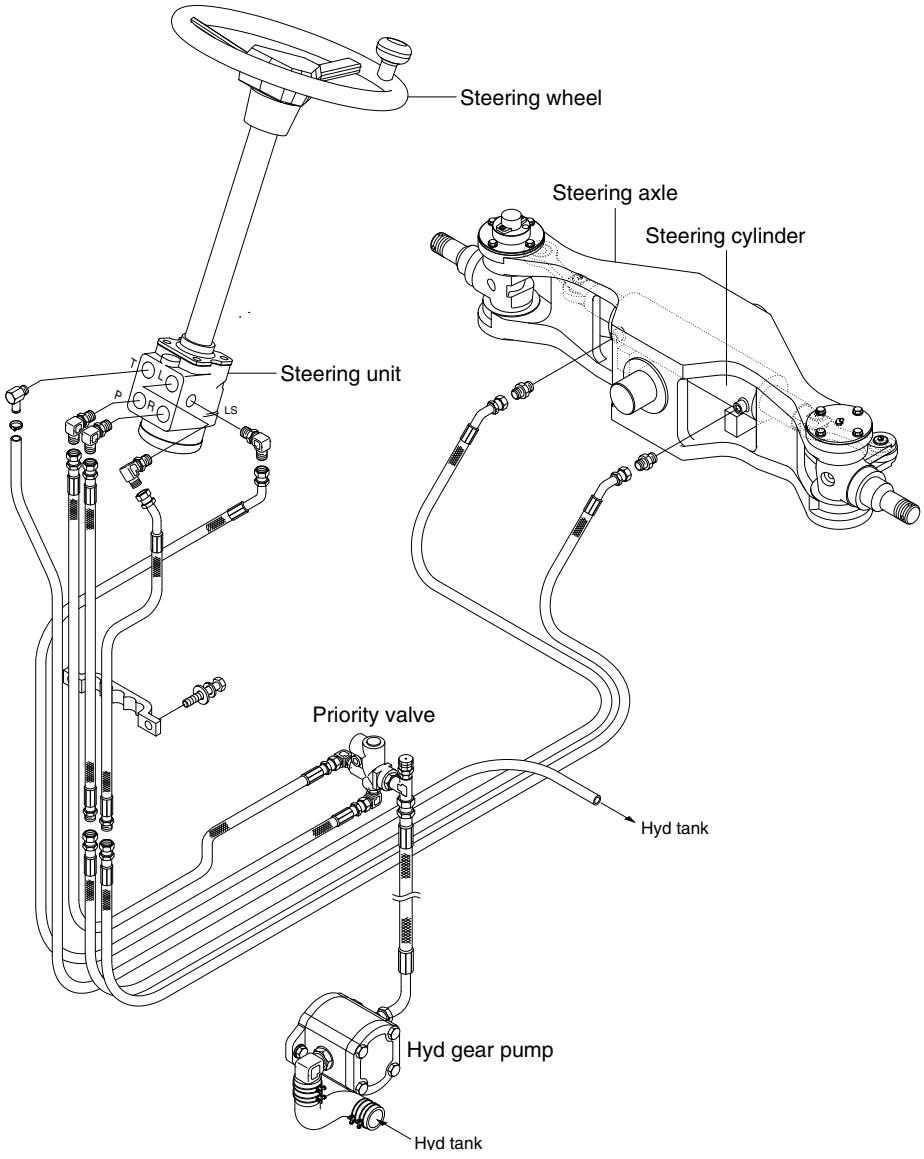


SECTION 5 STEERING SYSTEM

SECTION 5 STEERING SYSTEM

GROUP 1 STRUCTURE AND FUNCTION

1. OUTLINE



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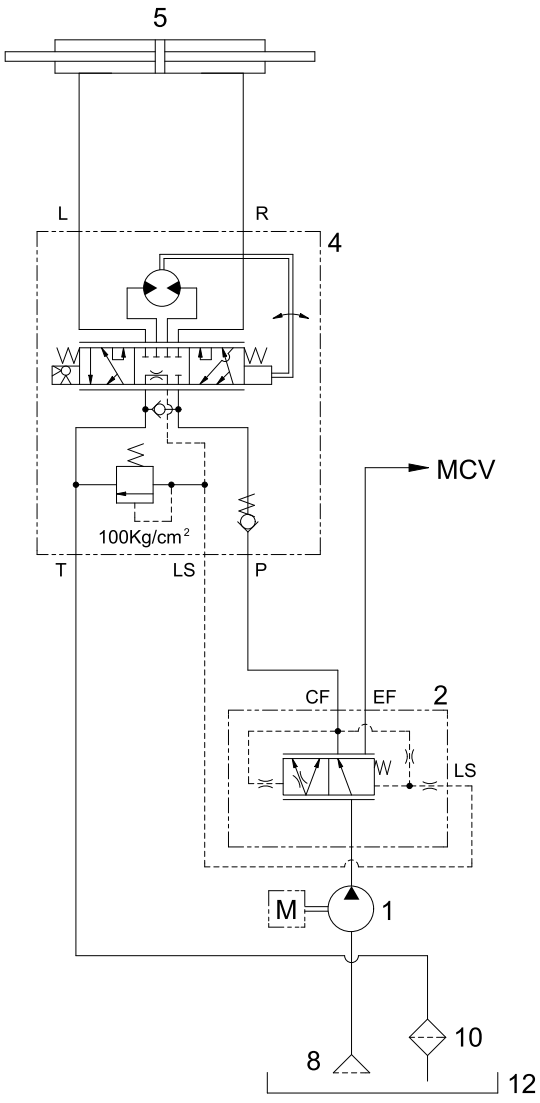
The steering system for this machine is composed of steering wheel assembly, steering unit, steering cylinder, steering axle and pipings. The steering force given to the steering wheel enters the steering unit through the steering column. The required oil flow is sensed by the function of the control section of the unit, and pressurized oil delivered from the hydraulic pump is fed to the steering cylinder. The force produced by the steering cylinder moves the knuckle of steering tires through the intermediate link.

The axle body is unit structure having steering knuckles installed to its both ends by means of king pins. Hub and wheel are mounted through bearing to spindle of knuckle.

2. HYDRAULIC CIRCUIT



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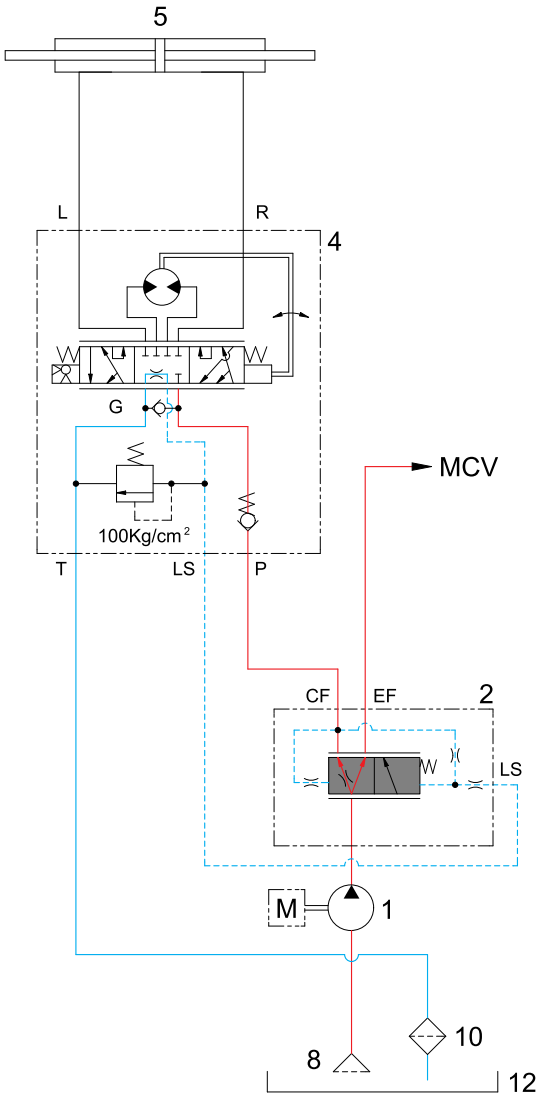
1	Hydraulic gear pump	8	Suction strainer
2	Priority valve	10	Return filter
4	Steering unit	12	Hydraulic tank
5	Steering cylinder		

(1) NEUTRAL



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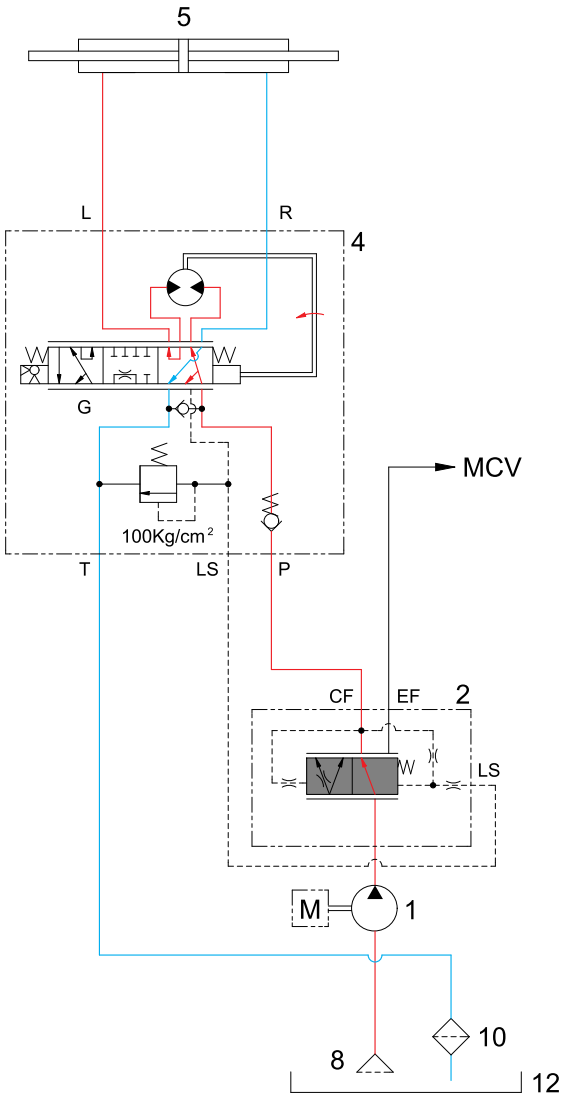
The steering wheel is not being operated so control spool (G) does not move.
The oil from hydraulic tank (12) enters hydraulic gear pump (1) and pressurized so that the oil flows into the inlet port (P) of steering unit (4).
Oil flows out of T port to the hydraulic tank (12).

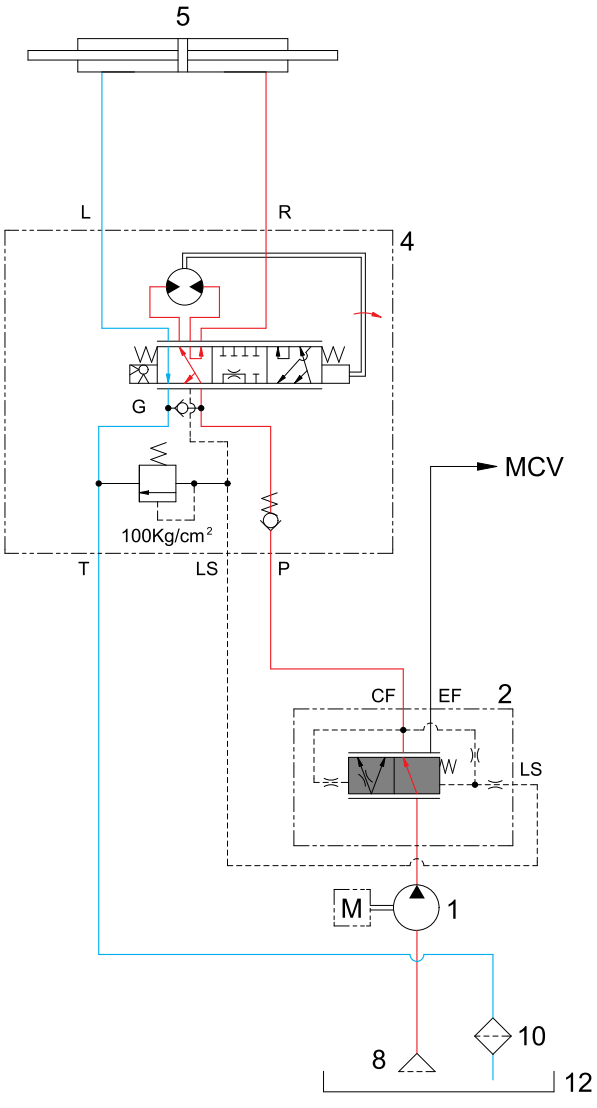
(2) LEFT TURN



16B9FSS06

When the steering wheel is turned to the left, the spool (G) within the steering unit (4) connected with steering column turns in left hand direction.
As this time, the oil discharged from hydraulic gear pump (1) flows into the spool (G) of the steering unit (4) through the inlet port (P) and flows to gerotor (H).
Oil flow from the gerotor flows back into the spool (G) where it is directed out to the left work port (L).
Oil returned from cylinder (5) returns to hydraulic tank (12).
When the above operation is completed, the machine turns to the left.

(3) RIGHT TURN

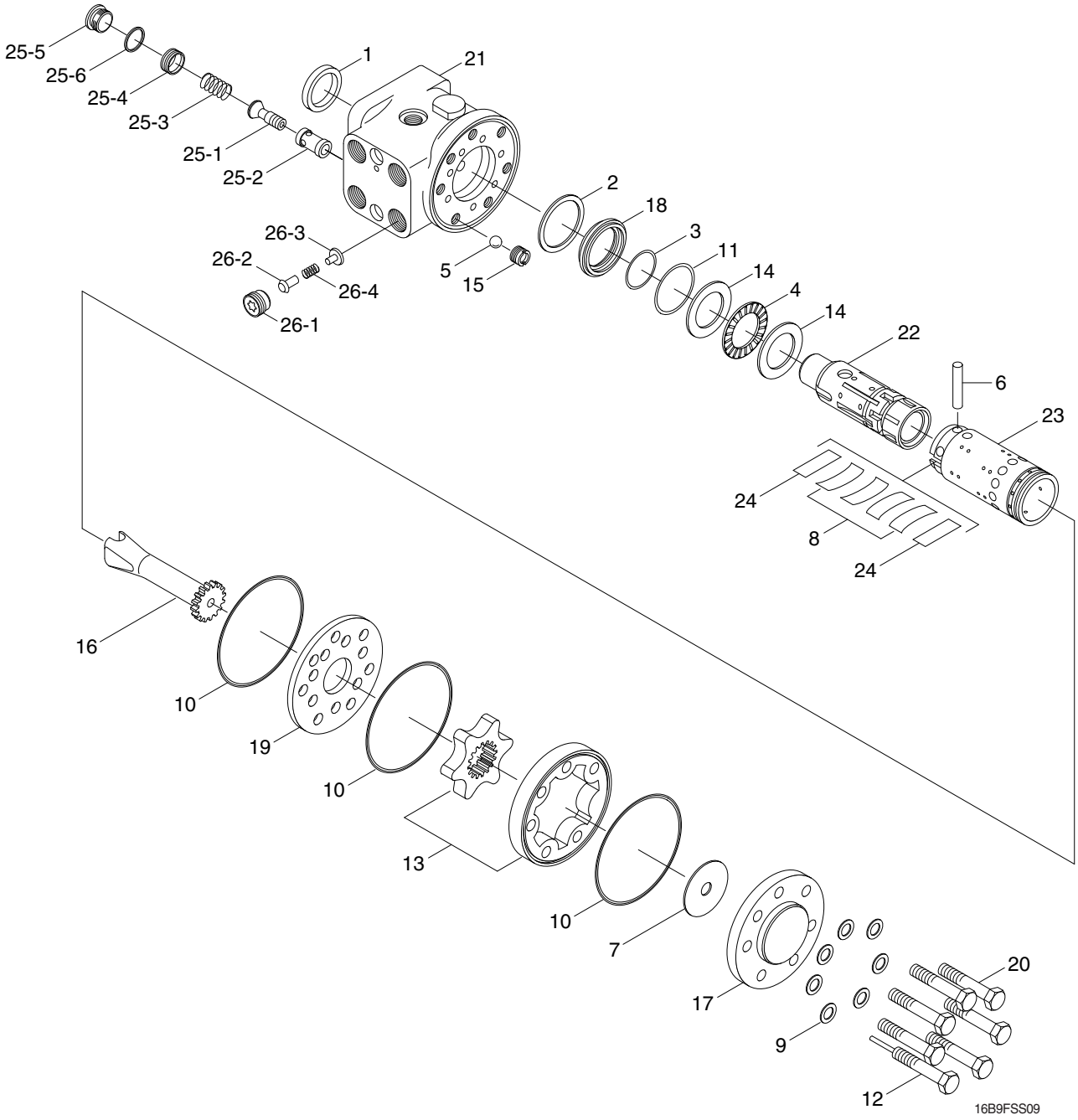


16B9FSS08

When the steering wheel is turned to the right, the spool (G) within the steering unit (4) connected with steering column turn in right hand direction.
As this time, the oil discharged from hydraulic gear pump (1) flows into the spool (G) of the steering unit (4) through the inlet port (P) and flows to gerotor (H).
Oil flow from the gerotor flows back into the spool (G) where it is directed out to the right work port (R).
Oil returned from cylinder (5) returns to hydraulic tank (12).
When the above operation is completed, the machine turns to the right.

3. STEERING UNIT

1) STRUCTURE



1	Dust seal	13	Gerotor set	25	Relief valve assy
2	Retaining ring	14	Bearing race	25-1	Spool
3	Cap seal	15	Bore screw	25-2	Bushing
4	Thrust bearing	16	Drive shaft	25-3	Spring
5	Ball	17	End cap	25-4	Spring seat
6	Pin	18	Bushing	25-5	Plug
7	Spacer	19	Plate	25-6	O-ring
8	Center spring	20	Cap screw	26	P-port check valve assy
9	Spacing ring	21	Housing	26-1	Plug
10	O-ring	22	Spool	26-2	Poppet
11	O-ring	23	Sleeve	26-3	Spring seat
12	Rolled screw	24	Plate spring	26-4	Spring

2) OPERATION

The steering unit is composed of the control valve(rotary valve) and the metering device. The control valve controls the flow of oil from the pump in the interior of the unit depending on the condition of the steering wheel. The metering device is a kind of hydraulic motor composed of a stator and a rotor. It meters the required oil volume, feeds the metered oil to the power cylinder and detects cylinder's motion value, that is, cylinder's motion rate.

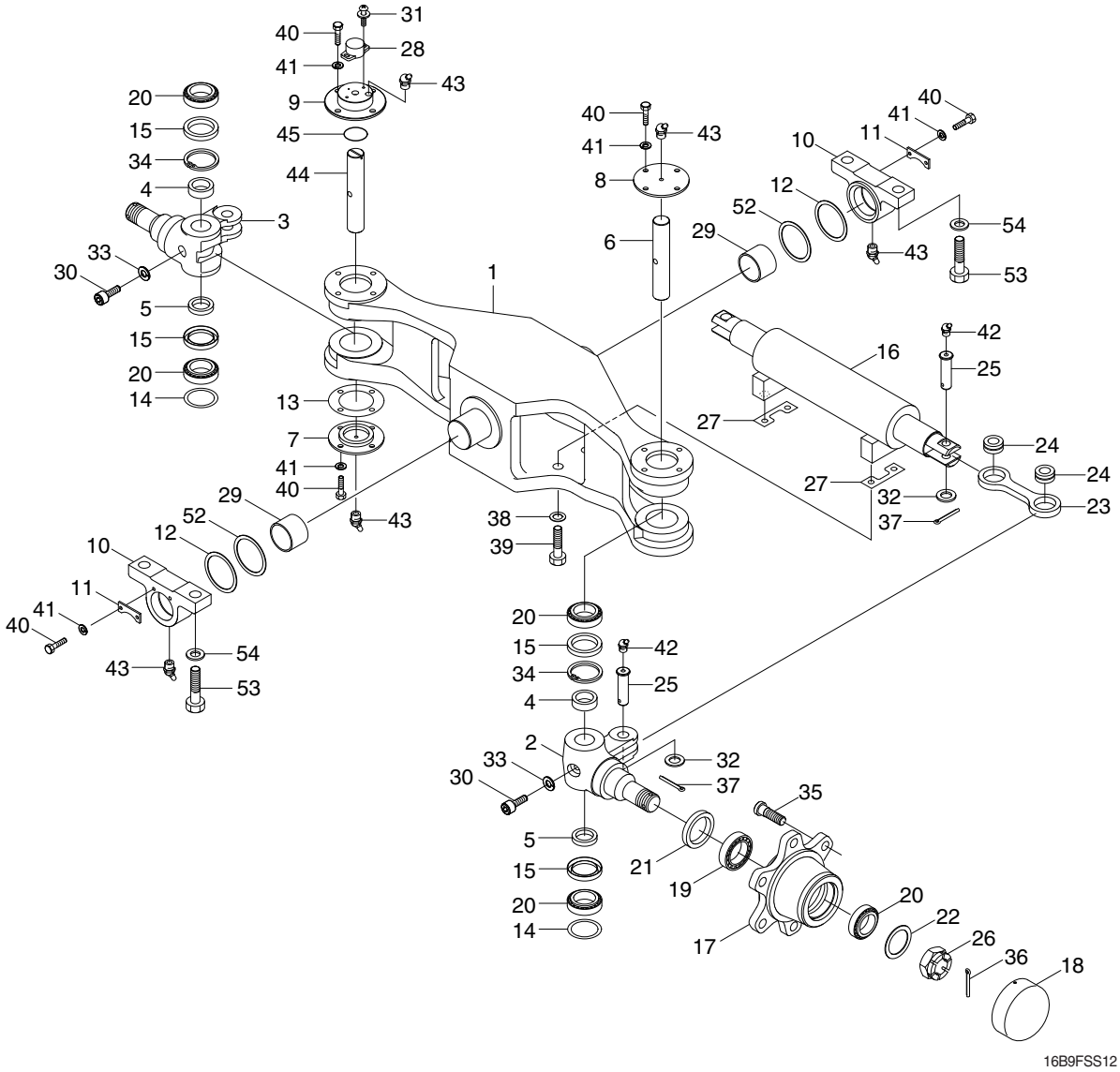
When the steering wheel is turned, the spool turns, the oil path is switched and the oil is fed into the metering device. As a result, the rotor is caused to run by oil pressure, and the sleeve is caused to run through the drive shaft and cross pin. Therefore, when the spool is turned, the spool turns by the same value in such a manner that it follows the motion of the spool. Steering motion can be accomplished when this operation is performed in a continuous state.

⚠ If the hoses of the steering system are incorrectly connected, the steering wheel can turn very rapidly when the key switch is ON. Keep clear of the steering wheel when the key switch is ON.

The centering spring for the spool and sleeve is provided to cause the valve to return to the neutral position. It is therefore possible to obtain a constant steering feeling, which is transmitted to the hands of the driver. Return to the center position occurs when the steering wheel is released.

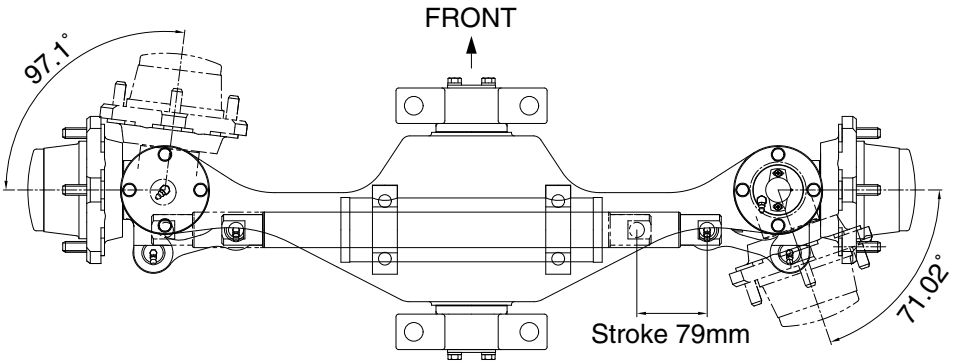
4. STEERING AXLE

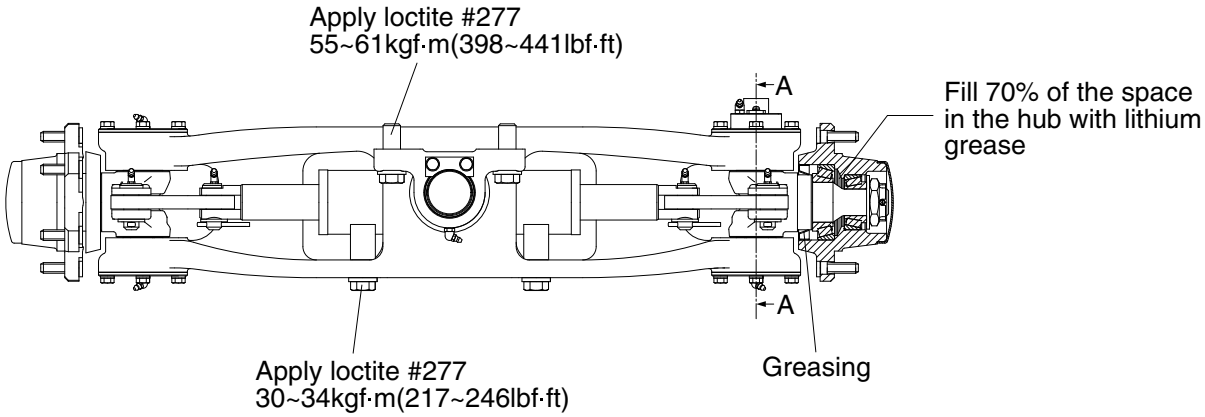
1) STRUCTURE

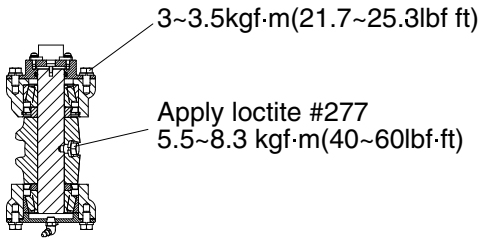


1	Steering axle	17	Hub	33	Spring washer
2	Knuckle-LH	18	Hub cap	34	Retaining ring
3	Knuckle-RH	19	Taper roller bearing	35	Hub bolt
4	Collar	20	Taper roller bearing	36	Split pin
5	Collar	21	Oil seal	37	Split pin
6	King pin-LH	22	Wahser	38	Hardened washer
7	Lower cover	23	Steering link	39	Hexagon bolt
8	Upper cover	24	Bearing	40	Hexagon bolt
9	Sensor cover	25	Link pin	41	Spring washer
10	Trunnion block	26	Nut	42	Grease nipple
11	Plate	27	Shim (0.2 t)	43	Grease nipple
12	Shim	28	Potentiometer assy	44	King pin-RH
13	Shim	29	Bushing	45	O-ring
14	Shim	30	Special bolt	52	Shim (0.5 t)
15	Oil seal	31	W/washer screw	53	Hexagon bolt
16	Steering cylinder assy	32	Plain wahser	54	Hardened washer

2) TIGHTENING TORQUE AND SPECIFICATION







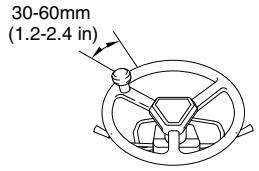
SECTION "A-A"

16B9SS13

Type	Unit	Center pin support single shaft
Max steering angle of wheels(Inside/Outside)	degree	97.1/71.02
Tread	mm(in)	880(35)

GROUP 2 OPERATIONAL CHECKS AND TROUBLESHOOTING

1. OPERATIONAL CHECKS

Check item	Checking procedure
Steering wheel 	· Set rear wheels facing straight forward, then turn steering wheel to left and right. Measure range of steering wheel movement before rear wheel starts to move. Range should be 30~60㎜ at rim of steering wheel. If play is too large, adjust at gear box. Test steering wheel play with forklift stopped.
Knuckle	· Check knuckle visually or use crack detection method. If the knuckle is bent, the tire wear is uneven, so check tire wear.
Steering axle	· Ask assistant to drive machine at minimum turning radius. · Fit bar and a piece of chalk at outside edge of counterweight to mark line of turning radius. · Min turning radius(Outside) : Refer to page 1-5(Specifications)
Hydraulic pressure of power steering	Remove cap from check port of priority valve and install oil pressure gauge. Turn steering wheel fully and check oil pressure. ※ Oil pressure : 100 kgf/cm^2 (1420 psi)

2. TROUBLESHOOTING

1) STEERING SYSTEM

Problem	Cause	Remedy
Steering wheel drags.	· Low oil pressure. · Bearing faulty. · Spring spool faulty. · Reaction plunger faulty. · Ball-and-screw assembly faulty. · Sector shaft adjusting screw excessively tight. · Gears poorly meshing. · Flow divider coil spring fatigued.	· Check lockout. Repair. · Clean or replace. · Clean or replace. · Replace. · Clean or replace. · Adjust. · Check and correct meshing. · Replace.
Steering wheel fails to return smoothly.	· Bearing faulty. · Reaction plunger faulty. · Ball-and-screw assy faulty · Gears poorly meshing.	· Clean or replace. · Replace. · Clean or replace. · Check and correct meshing.

Problem	Cause	Remedy
Steering wheel turns unsteadily. Steering system makes abnormal sound or vibration.	· Lockout loosening. · Metal spring deteriorated. · Gear backlash out of adjustment. · Lockout loosening. · Air in oil circuit.	· Retighten. · Replace. · Adjust. · Retighten. · Bleed air.
Abnormal sound heard when steering wheel is turned fully	Valve · Faulty. (Valve fails to open.) Piping · Pipe(from pump to power steering cylinder) dented or clogged.	· Adjust valve set pressure and check for specified oil pressure. · Repair or replace.
Piping makes abnormal sounds.	Oil pump · Lack of oil. · Oil inlet pipe sucks air. · Insufficient air bleeding.	· Add oil. · Repair. · Bleed air completely.
Valve or valve unit makes abnormal sounds.	Oil pump · Oil inlet pipe sucks air. Valve · Faulty. (Unbalance oil pressure) Piping · Pipe(from pump to power steering) dented or clogged. · Insufficient air bleeding.	· Repair or replace. · Adjust valve set pressure and check specified oil pressure. · Repair or replace. · Bleed air completely.
Insufficient or variable oil flow.	· Flow control valve orifice clogged.	· Clean
Insufficient or variable discharge pressure.	Piping · Pipe(from tank to pipe) dented or clogged.	· Repair or replace.
Steering cylinder head leakage (Piston rod)	· Packing foreign material. · Piston rod damage. · Rod seal damage and distortion. · Chrome gilding damage.	· Replace · Grind surface with oil stone. · Replace · Grind
Steering cylinder head thread (A little bit leak is no problem)	· O-ring damage.	· Replace
Welding leakage	· Cylinder tube damage.	· Tube replace.
Rod	· Tube inside damage. · Piston seal damage and distortion	· Grind surface with oil store. · Replace
Piston rod bushing inner diameter excessive gap	· Bushing wear.	· Replace

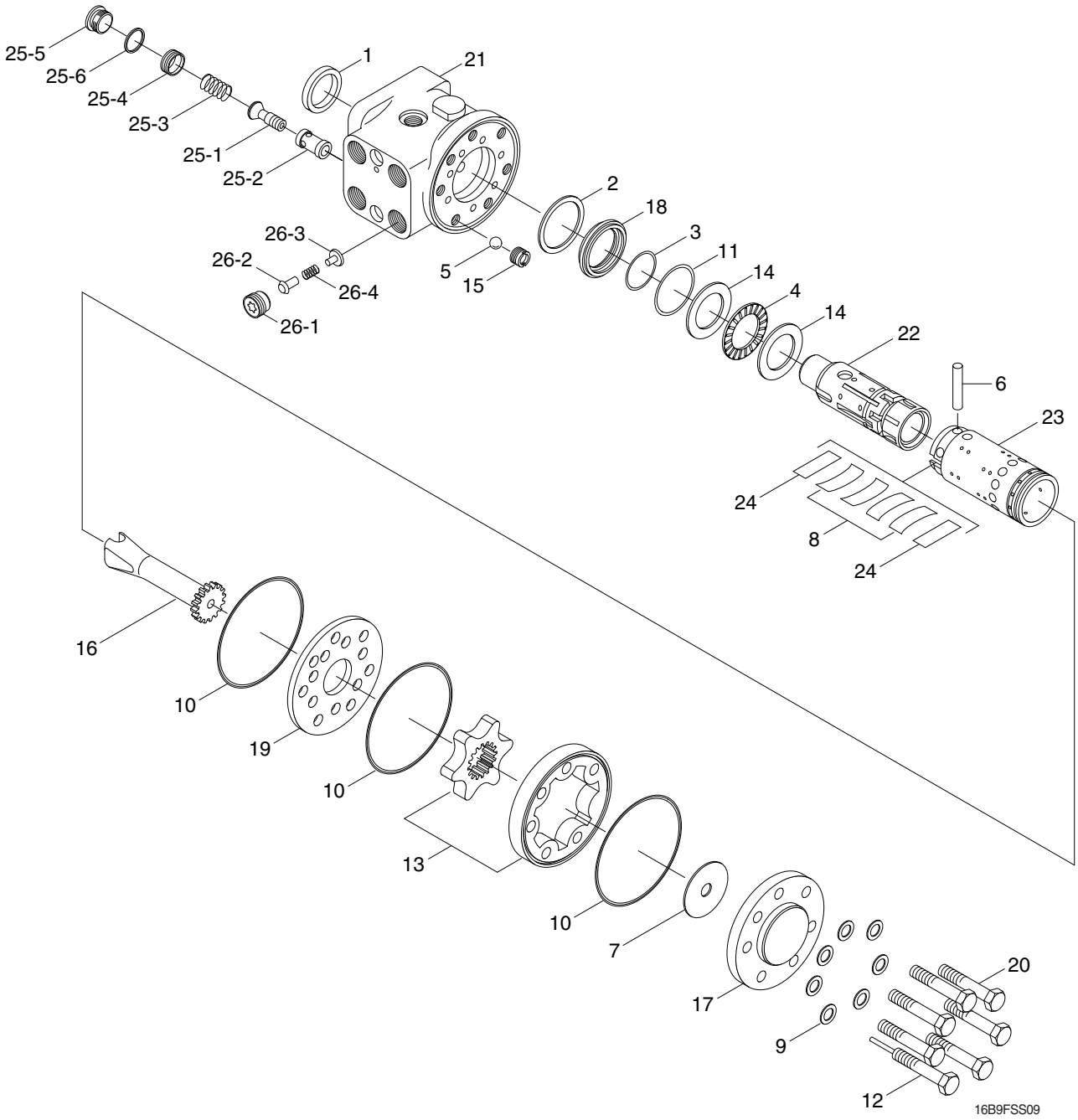
2) POWER STEERING UNIT

Problem	Cause	Remedy
Oil leakage	· Fittings loose, worn, or damaged.	· Check and replace the damaged parts.
	· Deteriorated seals by excessive heat.	· Replace the seals.
	· Loose screw or its deteriorated sealing.	· Replace the sealing and tighten screw appropriately.
	· Internal seals worn or damaged.	· Replace it.
	· Damaged seal grooves.	· Replace the unit or related parts.
	· Housing crack.	· Replace the unit.
Noise or vibration	· Air inclusion in the system.	· Bleed the air.
	· Valve timing error when the unit is assembled.	· Correct the timing.
	· Hydraulic pipe noise interference.	· Consult the component manufacturer.
	· Control valve damage or clogging.	· Replace the valve.
Heavy steering operation	· Lack of sufficient oil supply.	· Check the pump and the line.
	· Excessive heat.	· Locate the heat source and correct it.
	· Broken pump.	· Replace it.
	· Leakage in the line or connections.	· Replace it.
	· Clogged orifice.	· Disassemble, clean, and reassemble it.
	· High back pressure.	· Adjust the pressure.
Irregular or no response	· Broken pump.	· Replace it.
	· Excessive heat.	· Locate the heat source and remove it.
	· Broken centering spring.	· Replace it.
	· Misalignment with column.	· Disassemble and adjust it.
	· Incorrect piping to the four port.	· Correct it.
	· Parts missing.	· Install the parts correctly.
	· High back pressure.	· Adjust the pressure.
	· Corrosion on the moving parts.	· Replace it.

GROUP 3 DISASSEMBLY AND ASSEMBLY

1. STEERING UNIT

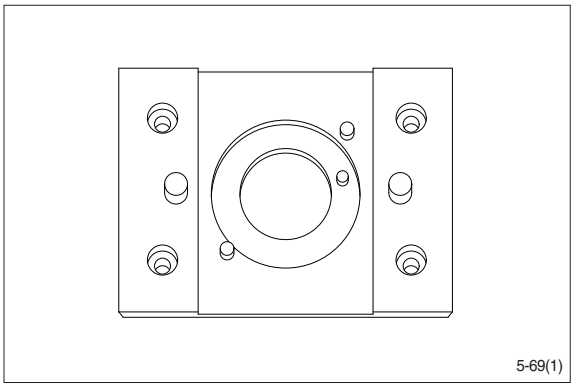
1) STRUCTURE



1	Dust seal	13	Gerotor set	25	Relief valve assy
2	Retaining ring	14	Bearing race	25-1	Spool
3	Cap seal	15	Bore screw	25-2	Bushing
4	Thrust bearing	16	Drive shaft	25-3	Spring
5	Ball	17	End cap	25-4	Spring seat
6	Pin	18	Bushing	25-5	Plug
7	Spacer	19	Plate	25-6	O-ring
8	Center spring	20	Cap screw	26	P-port check valve assy
9	Spacing ring	21	Housing	26-1	Plug
10	O-ring	22	Spool	26-2	Poppet
11	O-ring	23	Sleeve	26-3	Spring seat
12	Rolled screw	24	Plate spring	26-4	Spring

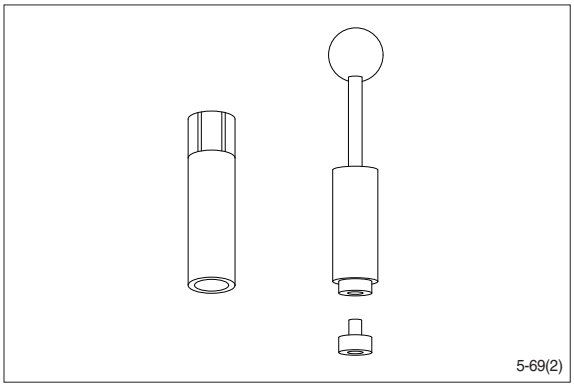
2) TOOLS

(1) Holding tool.



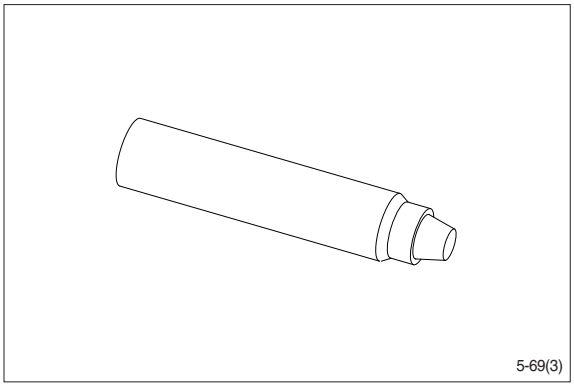
5-69(1)

(2) Assembly tool for O-ring and kin-ring.



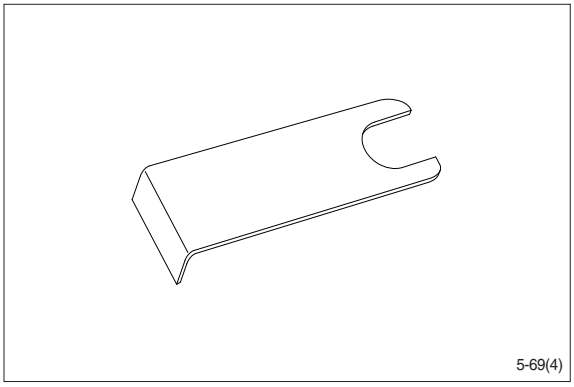
5-69(2)

(3) Assembly tool for lip seal.



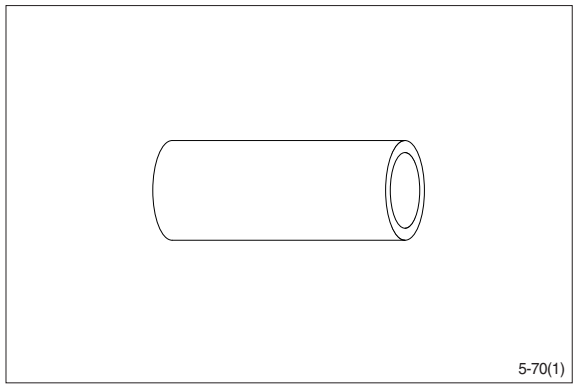
5-69(3)

(4) Assembly tool for cardan shaft.

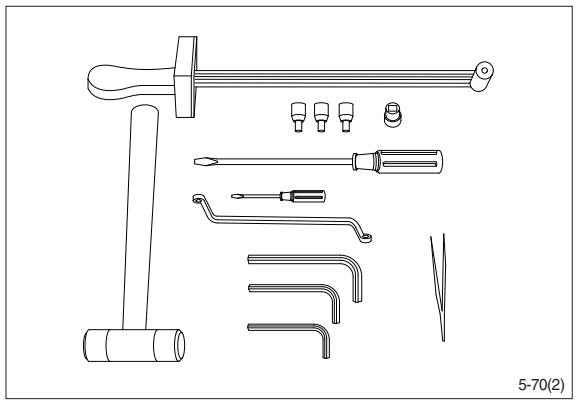


5-69(4)

(5) Assembly tool for dust seal.

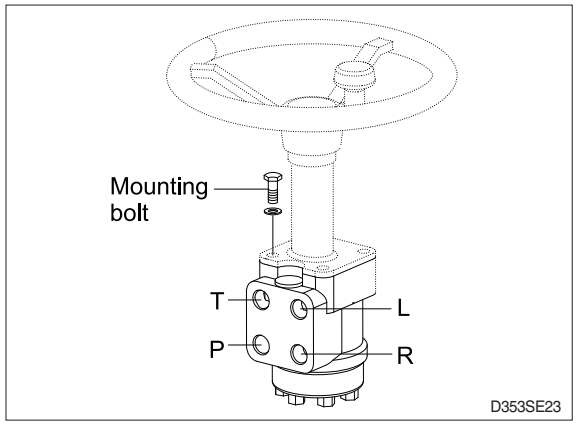


(6) Torque wrench 0~7.1kgf · m
(0~54.4lbf · ft)
13mm socket spanner
6, 8mm and 12mm hexagon sockets
12mm screwdriver
2mm screwdriver
13mm ring spanner
6, 8 and 12mm hexagon socket spanners
Plastic hammer
Tweezers



3) TIGHTENING TORQUE

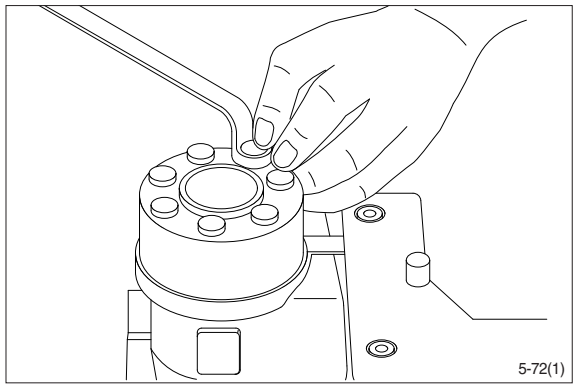
L : Left port
R : Right port
T : Tank
P : Pump



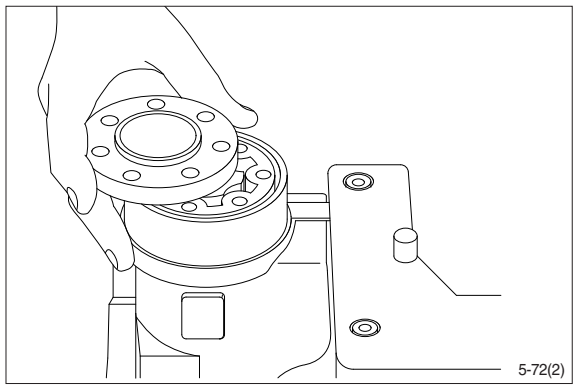
Port	Size	Torque [kgf · m(lbf · ft)]
L	3/4 UNF - 16	6.1 ±0.6 (44.1±4.3)
R	3/4 UNF - 16	6.1 ±0.6 (44.1±4.3)
T	3/4 UNF - 16	6.1 ±0.6 (44.1±4.3)
P	3/4 UNF - 16	6.1 ±0.6 (44.1±4.3)
Mounting bolt	M10×1.5	4.0 ±0.5 (29±3.6)

4) DISASSEMBLY

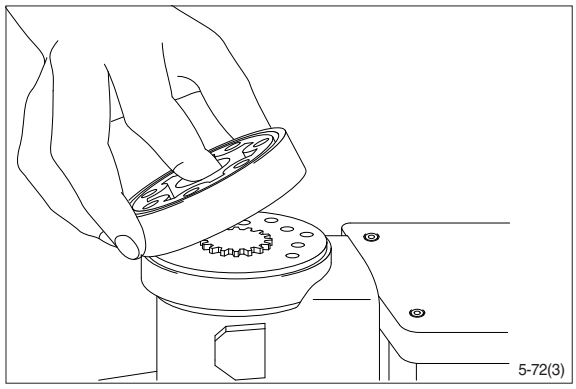
(1) Disassemble steering column from steering unit and place the steering unit in the holding tool.
Screw out the screws in the end cover (6-off plus one special screw).


5-72(1)

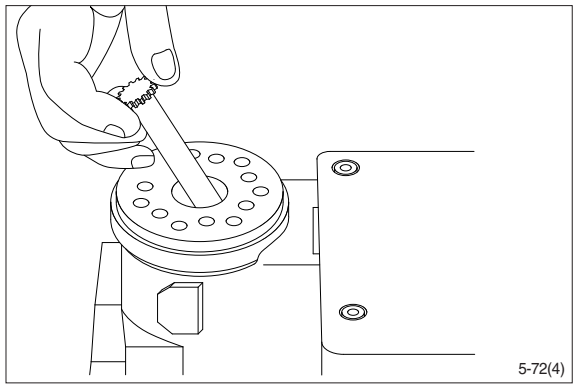
(2) Remove the end cover, sideways.


5-72(2)

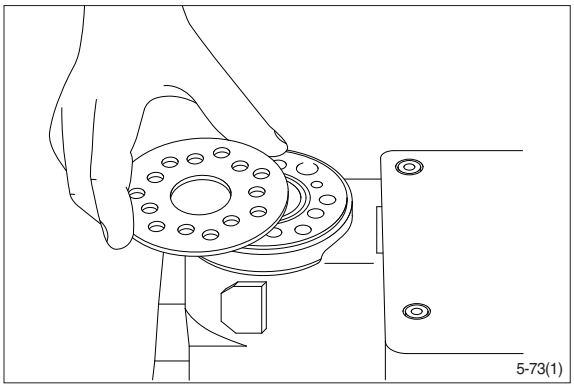
(3) Lift the gearwheel set (With spacer if fitted) off the unit.
Take out the two O-rings.


5-72(3)

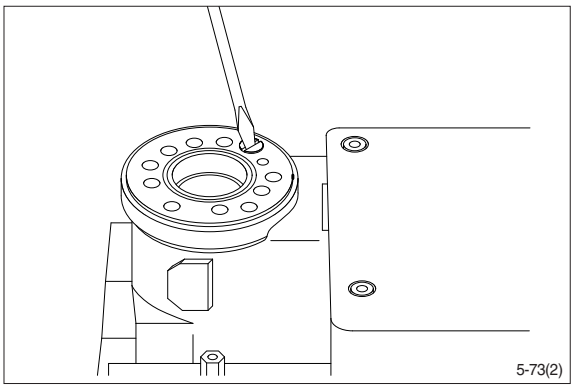
(4) Remove cardan shaft.


5-72(4)

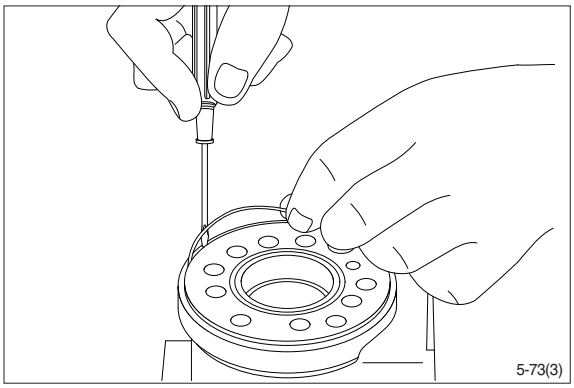
(5) Remove distributor plate.



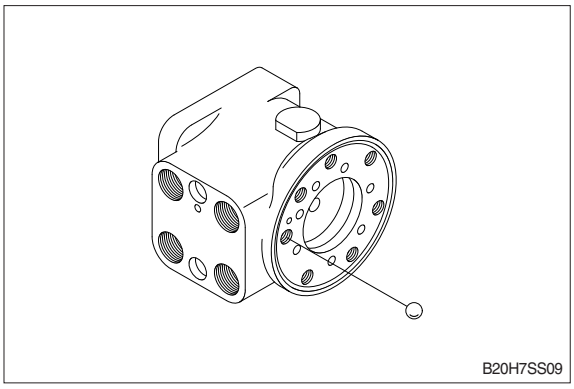
(6) Screw out the threaded bush over the check valve.



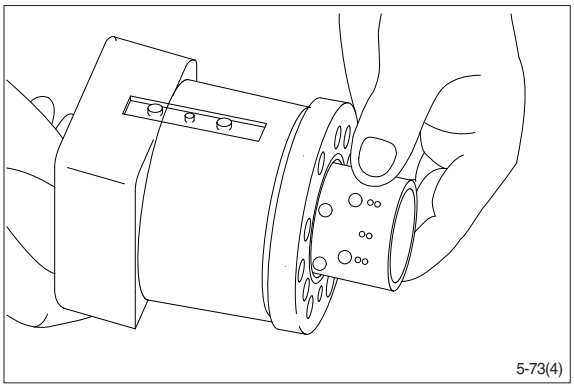
(7) Remove O-ring.



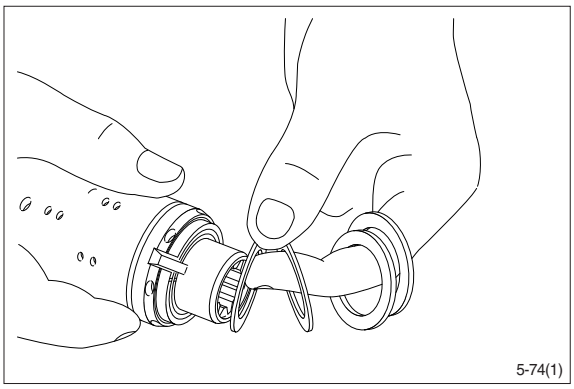
(8) Shake out the check valve ball.



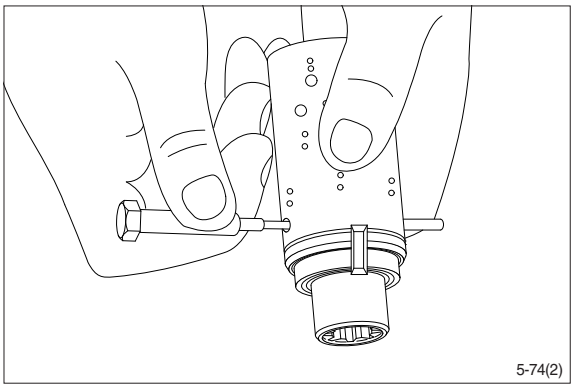
(9) Take care to keep the cross pin in the sleeve and spool horizontal. The pin can be seen through the open end of the spool. Press the spool inwards and the sleeve, ring, bearing races and thrust bearing will be pushed out of the housing together.


5-73(4)

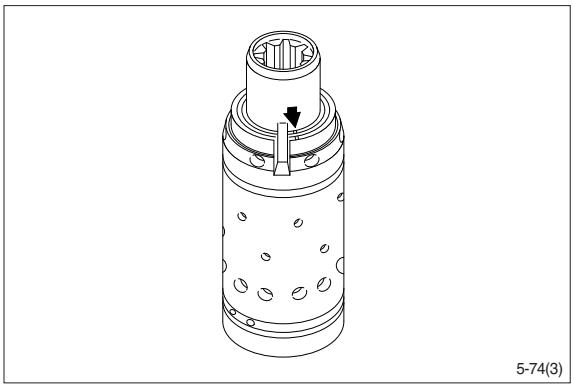
(10) Take ring, bearing races and thrust bearing from sleeve and spool. The outer (Thin) bearing race can sometimes "stick" in the housing, therefore check that it has come out.


5-74(1)

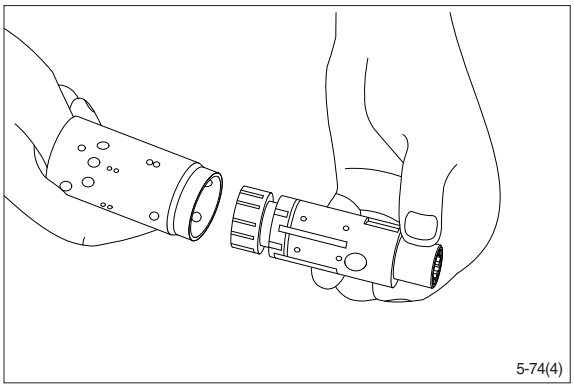
(11) Press out the cross pin. Use the special screw from the end cover.


5-74(2)

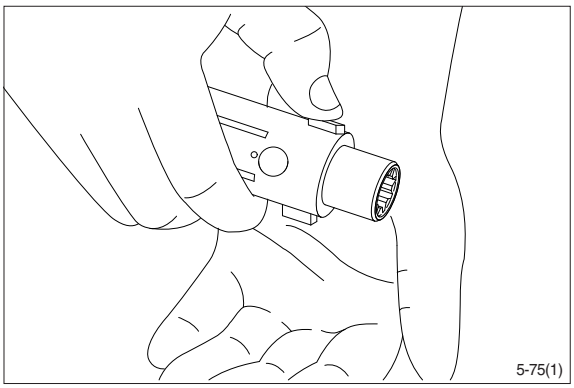
※ A small mark has been made with a pumice stone on both spool and sleeve close to one of the slots for the neutral position springs (See drawing).
If the mark is not visible, remember to leave a mark of your own on sleeve and spool before the neutral position springs are disassembled.


5-74(3)

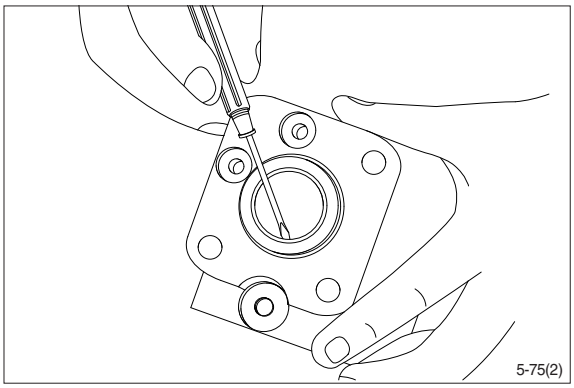
(12) Carefully press the spool out of the sleeve.



(13) Press the neutral position springs out of their slots in the spool.

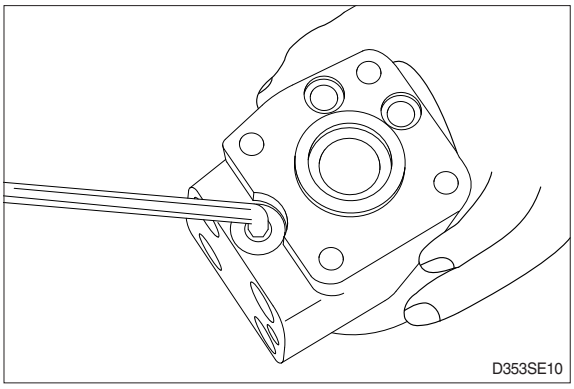


(14) Remove dust seal and O-ring.

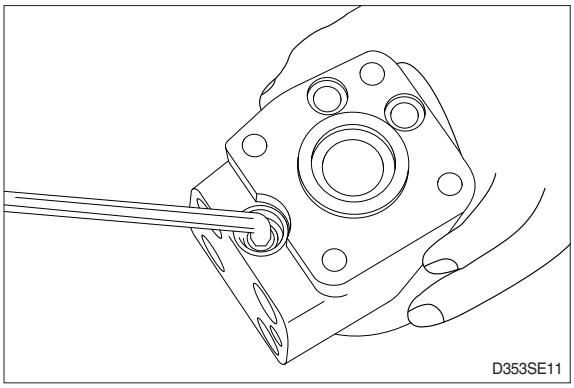


Disassembling the pressure relief valve

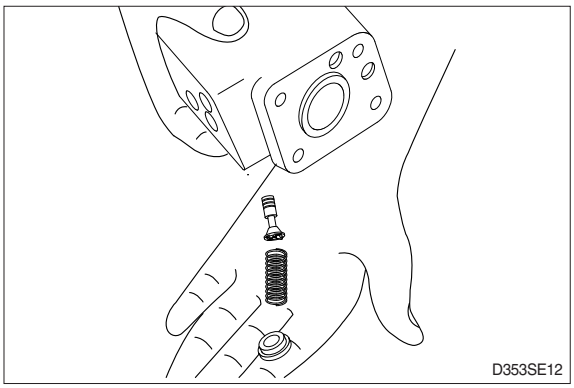
(15) Screw out the plug using an 8㎜ hexagon socket spanner.
Remove seal washers.



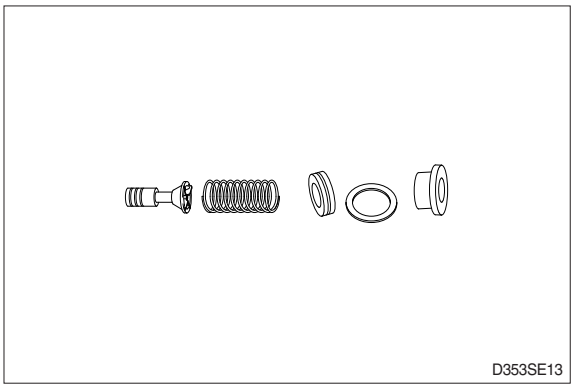
(16) Unscrew the setting screw using an 8mm hexagon socket spanner.



(17) Shake out spring and piston. The valve seat is bonded into the housing and cannot be removed.



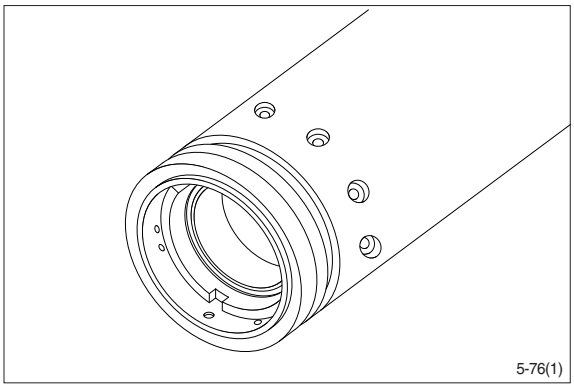
(18) The pressure relief valve is now disassembled.



5) ASSEMBLY

(1) Assemble spool and sleeve.

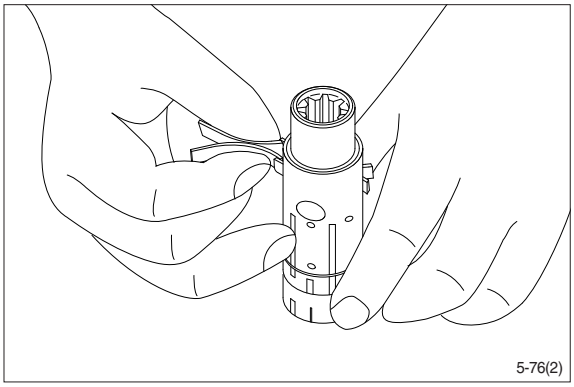
※ When assembling spool and sleeve only one of two possible ways of positioning the spring slots is correct. There are three slots in the spool and three holes in the sleeve in the end of the spool / sleeve opposite to the end with spring slots. Place the slots and holes opposite each other so that parts of the holes in the sleeve are visible through the slots in the spool.



5-76(1)

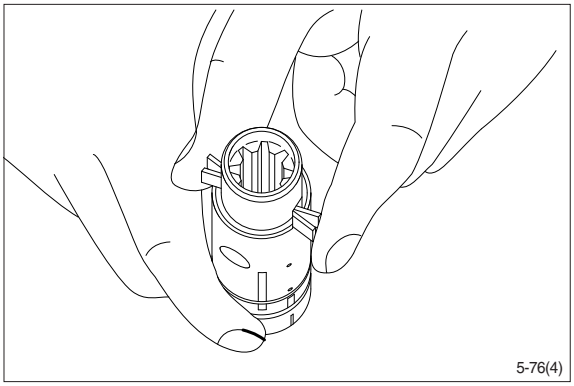
(2) Place the two flat neutral position springs in the slot.

Place the curved springs between the flat ones and press them into place (see assembly pattern).



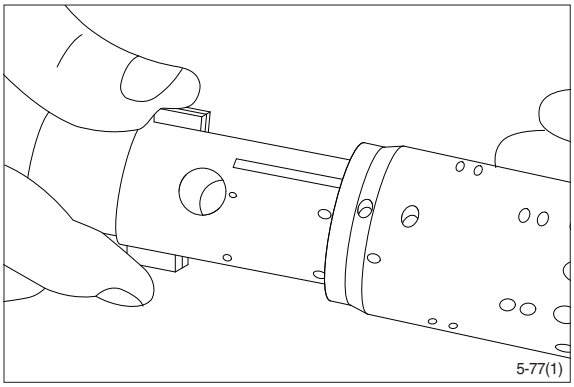
5-76(2)

(3) Line up the spring set.



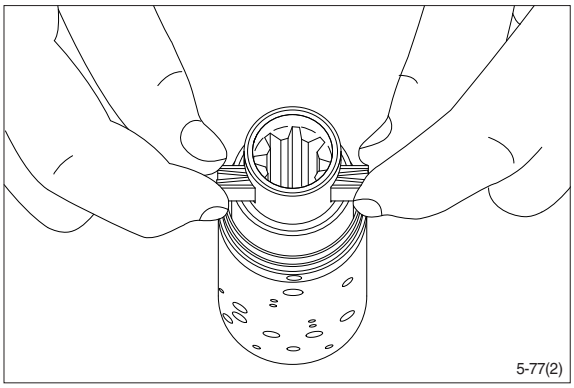
5-76(4)

(4) Guide the spool into the sleeve. Make sure that spool and sleeve are placed correctly in relation to each other.

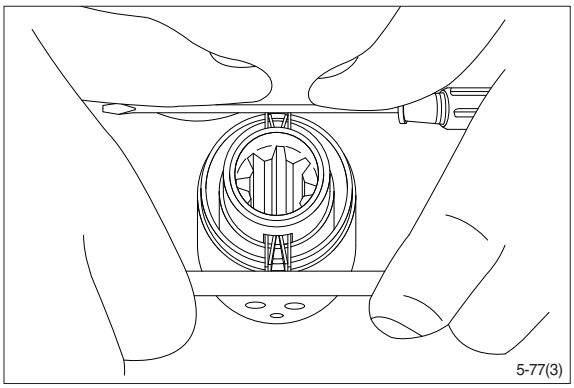


5-77(1)

(5) Press the springs together and push the neutral position springs into place in the sleeve.

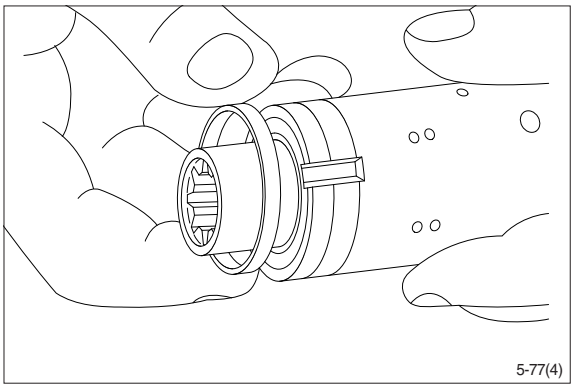

5-77(2)

(6) Line up the springs and center them.

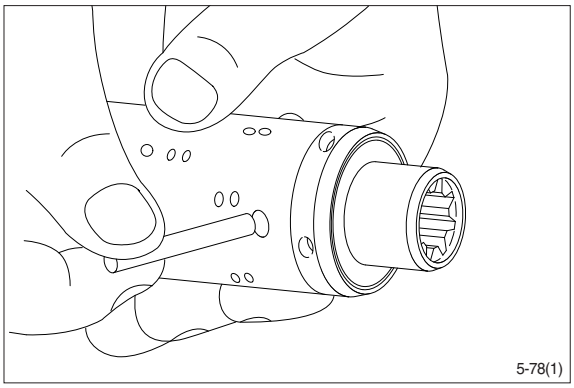

5-77(3)

(7) Guide the ring down over the sleeve.

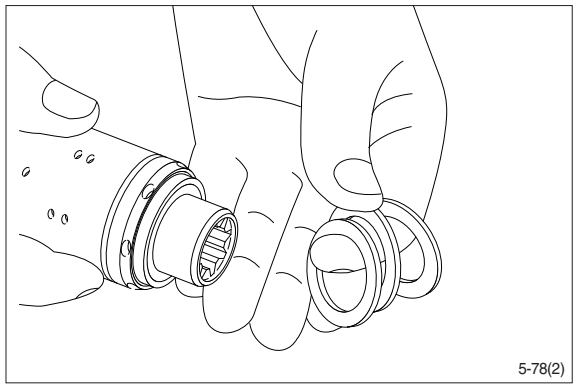
※ The ring should be able to rotate free of the springs.


5-77(4)

(8) Fit the cross pin into the spool / sleeve.

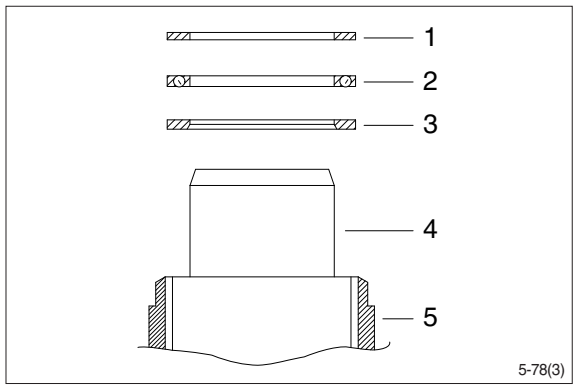

5-78(1)

(9) Fit bearing races and needle bearing as shown on below drawing.



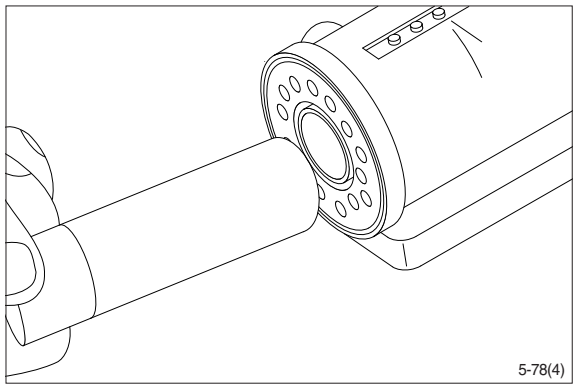
※ **Assembly pattern for standard bearings**

1 Outer bearing race
2 Thrust bearing
3 Inner bearing race
4 Spool
5 Sleeve

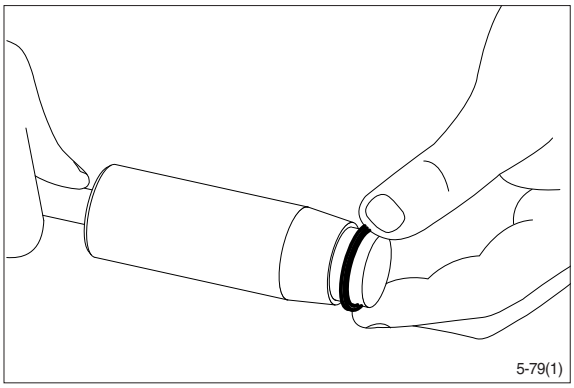


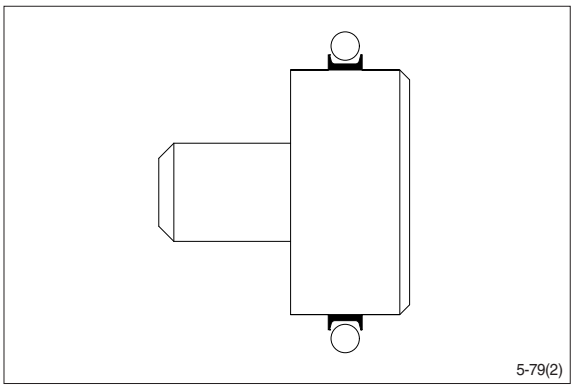
Installation instruction for O-ring

(10) Turn the steering unit until the bore is horizontal. Guide the outer part of the assembly tool into the bore for the spool / sleeve.

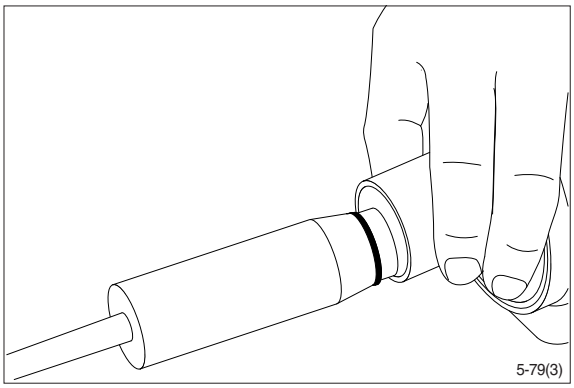


(11) Grease O-ring with hydraulic oil and place them on the tool.

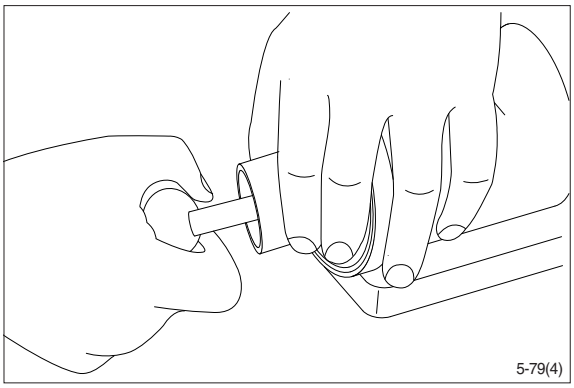

5-79(1)


5-79(2)

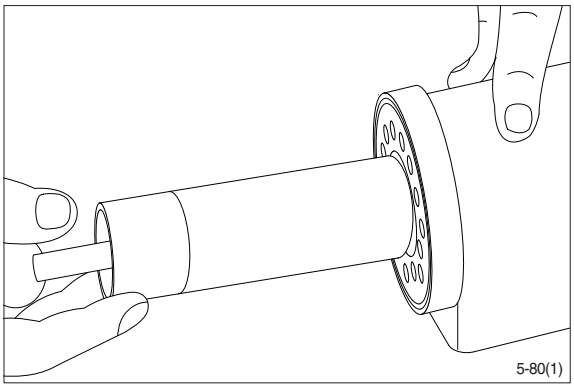
(12) Hold the outer part of the assembly tool in the bottom of the steering unit housing and guide the inner part of the tool right to the bottom.


5-79(3)

(13) Press and turn the O-ring into position in the housing.

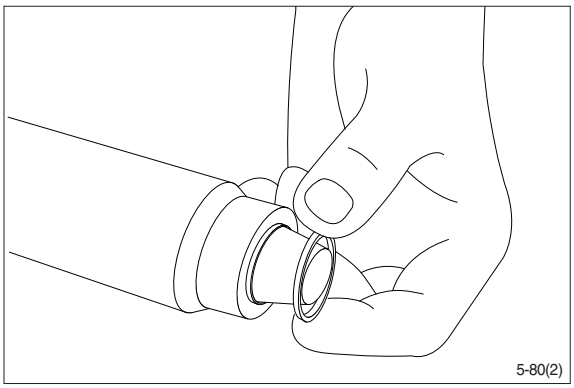

5-79(4)

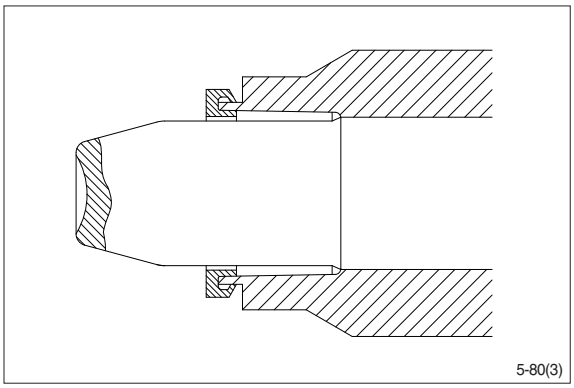
(14) Draw the inner and outer parts of the assembly tool out of the steering unit bore, leaving the guide from the inner part in the bore.



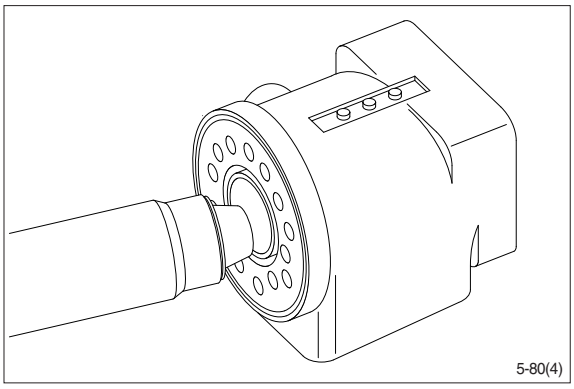
Installation instructions for lip seal

(15) Lubricate the lip seal with hydraulic oil and place it on the assembly tool.

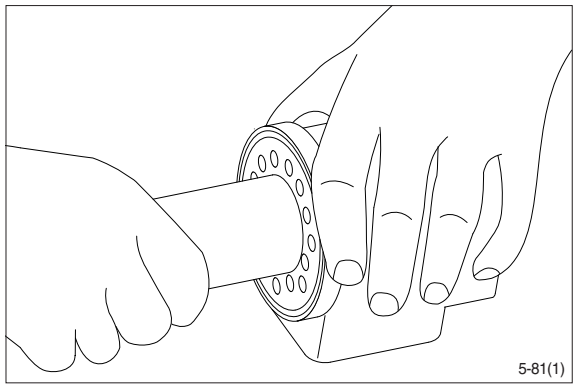




(16) Guide the assembly tool right to the bottom.

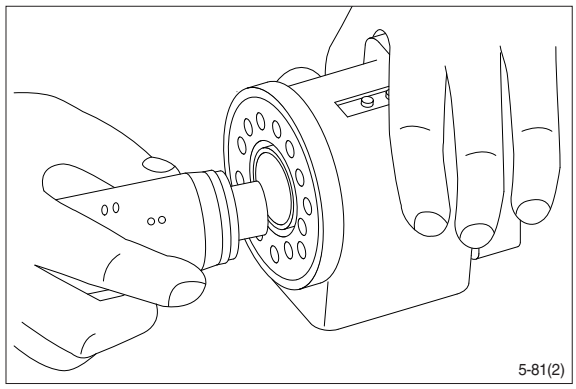


(17) Press and turn the lip seal into place in the housing.

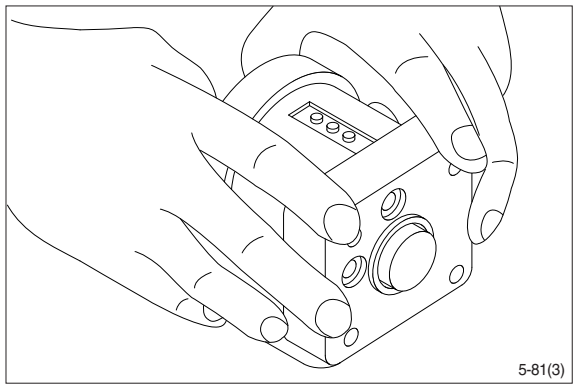


(18) With a light turning movement, guide the spool and sleeve into the bore.

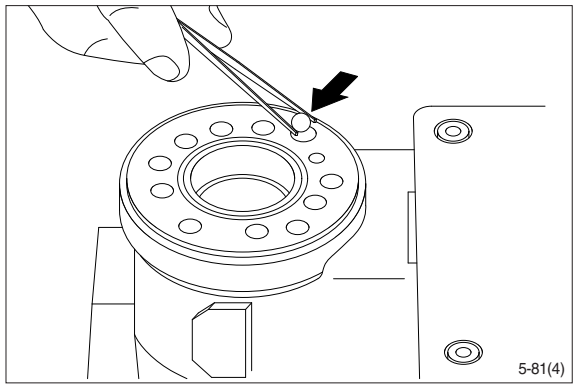
※ Fit the spool set holding the cross pin horizontal.



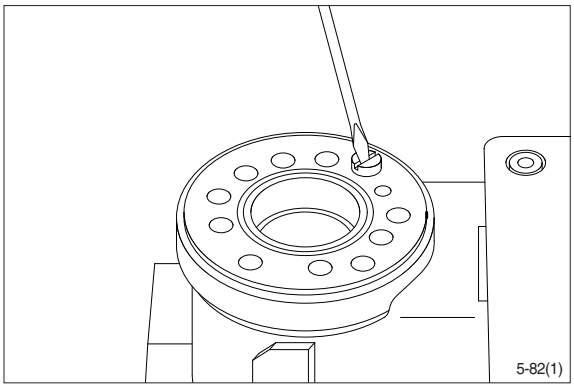
(19) The spool set will push out the assembly tool guide.
The O-ring are now in position.



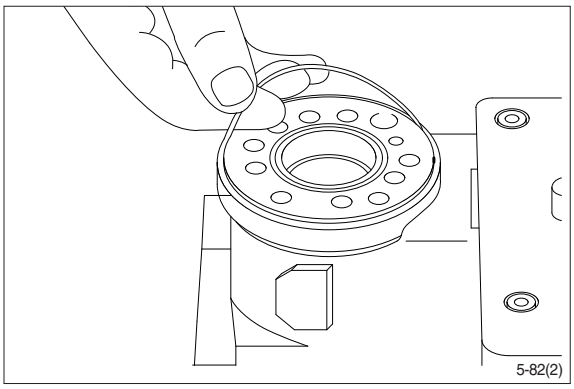
(20) Turn the steering unit until the bore is vertical again. Put the check valve ball into the hole indicated by the arrow.



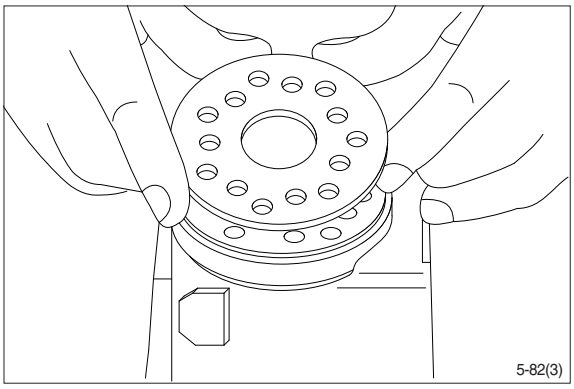
(21) Screw the threaded bush lightly into the check valve bore. The top of the bush must lie just below the surface of the housing.



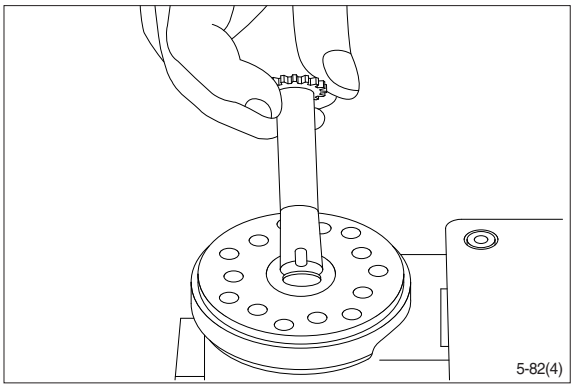
(22) Grease the O-ring with mineral oil approx. viscosity 500 cSt at 20℃ .



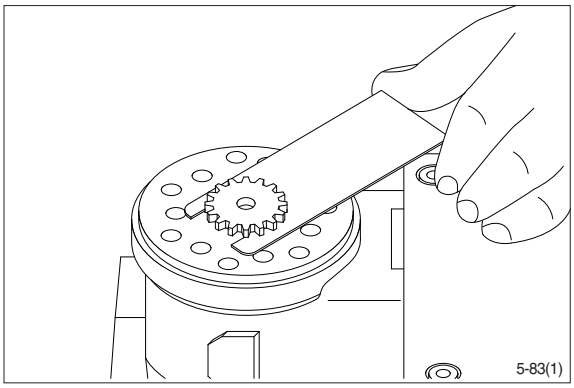
(23) Place the distributor plate so that the channel holes match the holes in the housing.



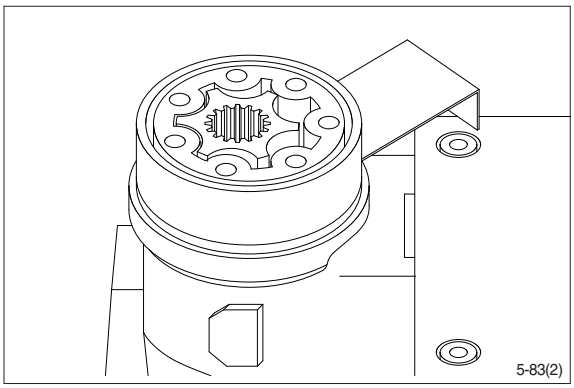
(24) Guide the cardan shaft down into the bore so that the slot is parallel with the connection flange.



(25) Place the cardan shaft as shown - so that it is held in position by the mounting fork.



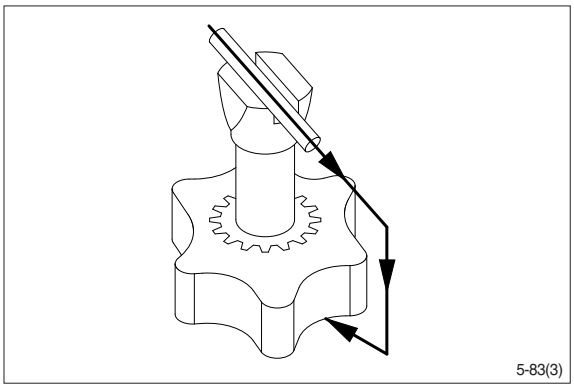
(26) Grease the two O-rings with mineral oil approx. viscosity 500 cSt at 20℃ and place them in the two grooves in the gear rim. Fit the gearwheel and rim on the cardan shaft.



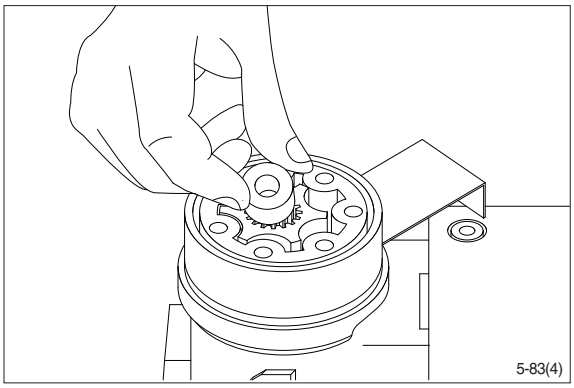
(27) Important

Fit the gearwheel (Rotor) and cardan shaft so that a tooth base in the rotor is positioned in relation to the shaft slot as shown.

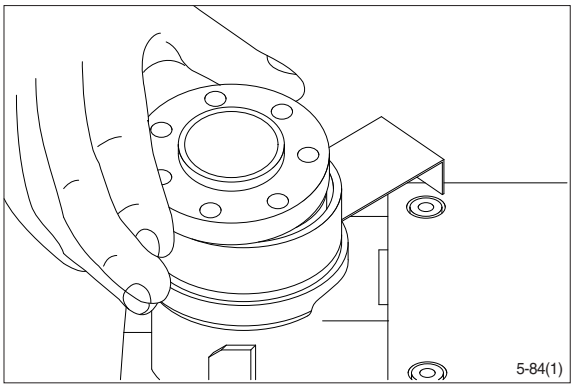
Turn the gear rim so that the seven through holes match the holes in the housing.



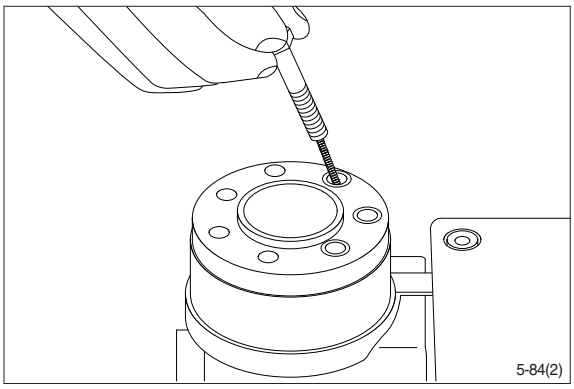
(28) Fit the spacer, if any.



(29) Place the end cover in position.

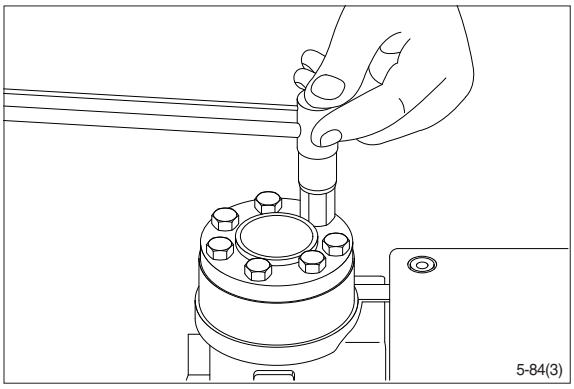

5-84(1)

(30) Fit the special screw with washer and place it in the hole shown.

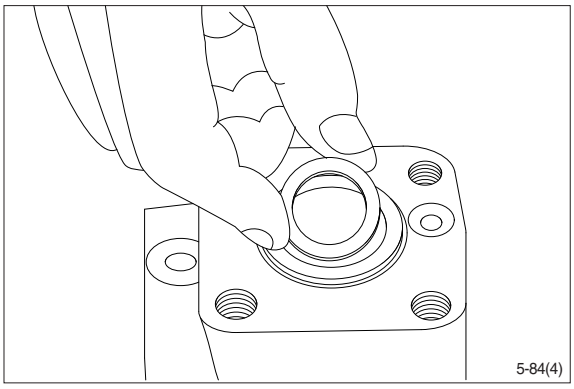

5-84(2)

(31) Fit the six screws with washers and insert them. Cross-tighten all the screws and the rolled pin.

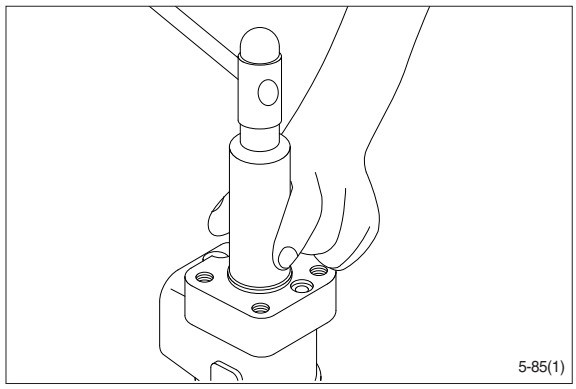
· Tightening torque : 4.0±0.5kgf · m
(28.9±3.6lbf · ft)


5-84(3)

(32) Place the dust seal ring in the housing.

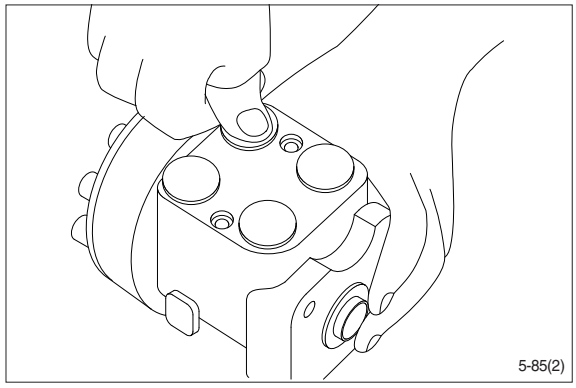

5-84(4)

(33) Fit the dust seal ring in the housing.


5-85(1)

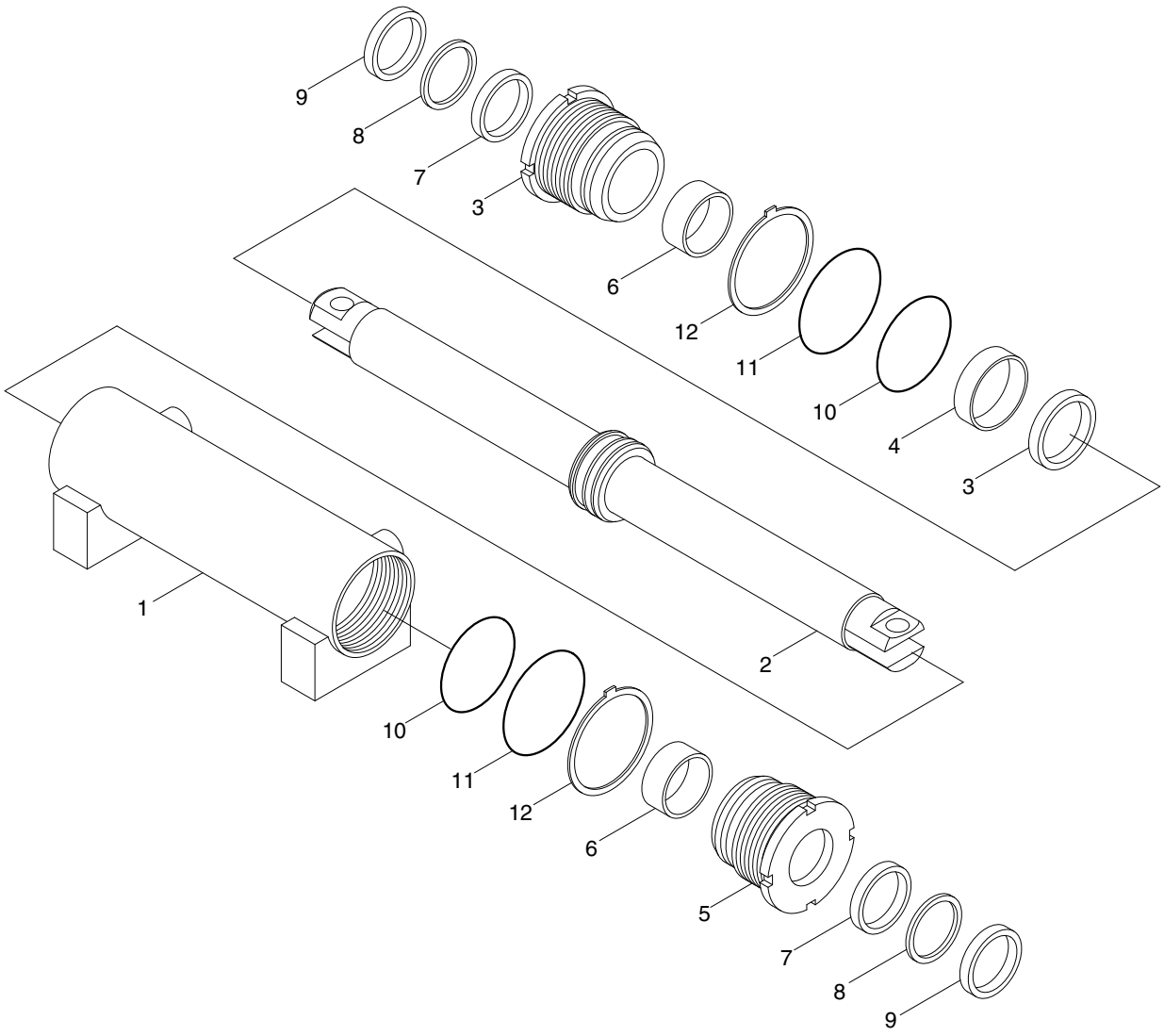
(34) Press the plastic plugs into the connection ports.

※ Do not use a hammer.


5-85(2)

2. STEERING CYLINDER

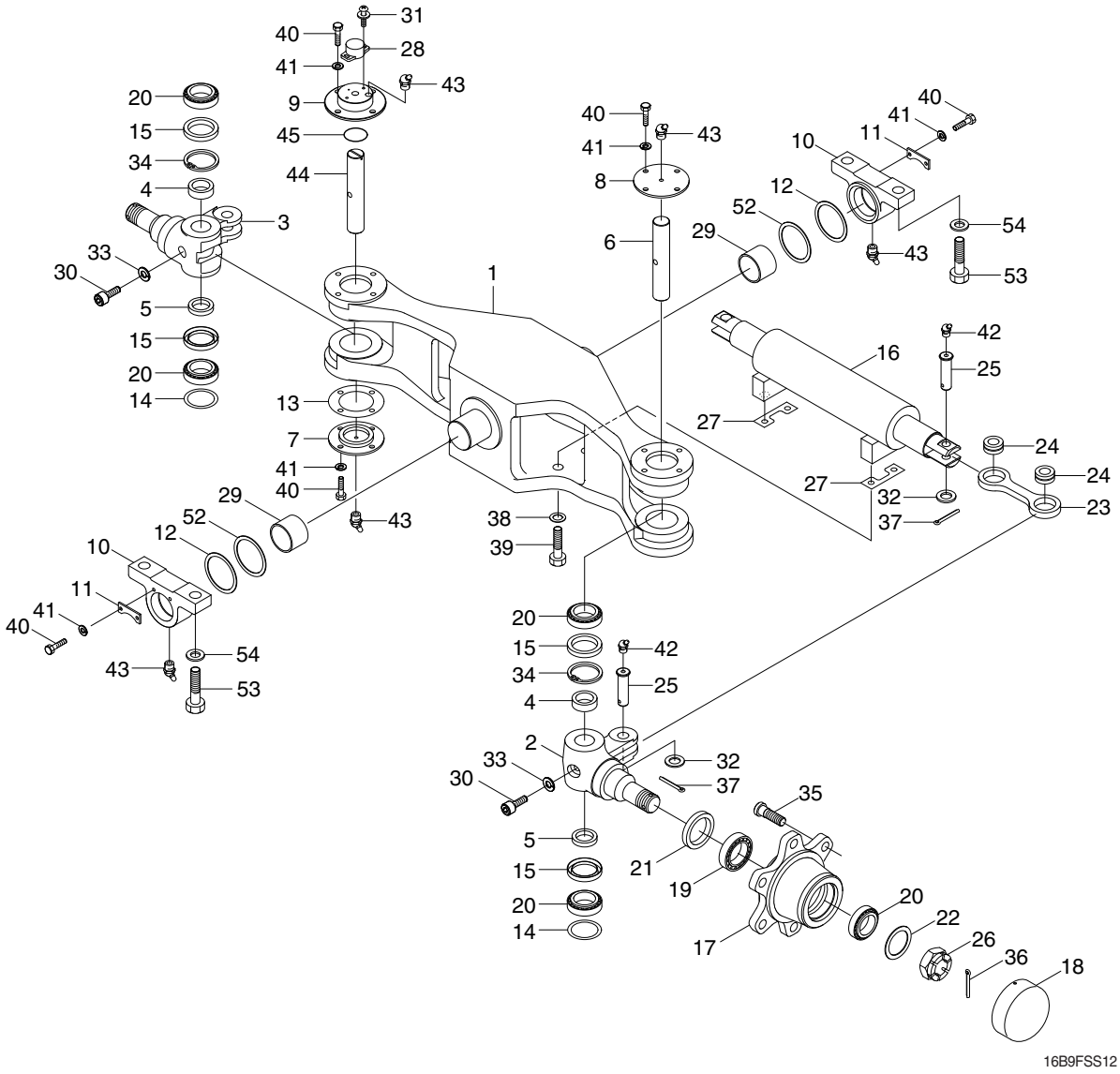
1) STRUCTURE



1	Tube assembly	5	Gland	9	Dust wiper
2	Rod assembly	6	DU bushing	10	O-ring
3	Piston seal	7	Rod seal	11	O-ring
4	Wear ring	8	Back up ring	12	Lock washer

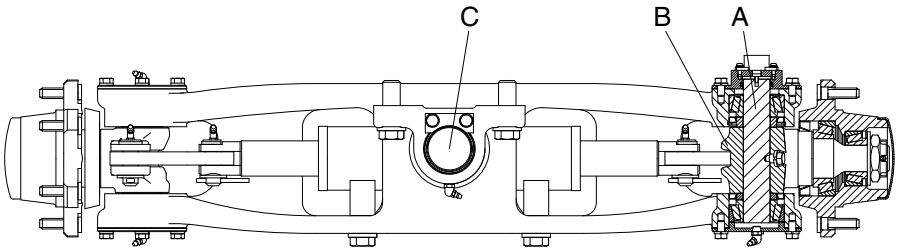
3. STEERING AXLE

1) STRUCTURE



1	Steering axle	17	Hub	33	Spring washer
2	Knuckle-LH	18	Hub cap	34	Retaining ring
3	Knuckle-RH	19	Taper roller bearing	35	Hub bolt
4	Collar	20	Taper roller bearing	36	Split pin
5	Collar	21	Oil seal	37	Split pin
6	King pin-LH	22	Wahser	38	Hardened washer
7	Lower cover	23	Steering link	39	Hexagon bolt
8	Upper cover	24	Bearing	40	Hexagon bolt
9	Sensor cover	25	Link pin	41	Spring washer
10	Trunnion block	26	Nut	42	Grease nipple
11	Plate	27	Shim (0.2 t)	43	Grease nipple
12	Shim	28	Potentiometer assy	44	King pin-RH
13	Shim	29	Bushing	45	O-ring
14	Shim	30	Special bolt	52	Shim (0.5 t)
15	Oil seal	31	W/washer screw	53	Hexagon bolt
16	Steering cylinder assy	32	Plain wahser	54	Hardened washer

2) CHECK AND INSPECTION



16B9SS21

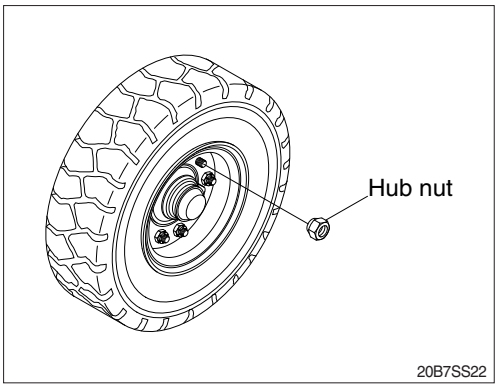
mm(in)

No.	Check item	Criteria		Remedy
		Standard size	Repair limit	
A	Diameter of king pin	30(1.18)	29.8(1.17)	Replace
B	Vertical play of knuckle	-	0.2(0.008)	Adjust with shims
C	Diameter of center pin	50(2.0)	49.5(1.9)	Replace
-	Rear axle, hub, knuckle, bearing	· Damage, wear · Seizure, abnormal noise, defective rotation		Replace

3) DISASSEMBLY

※ Servicing work on the knuckle part can be carried out without removing the axle assy from chassis.
The work can be done by jacking up the balance weight part of the truck.

(1) Loosen the hub nut and take off the steering wheel tire.



(2) Remove wheel cap (18).

(3) Pull out split pin (36) before removing slotted nut (26) and washer (22).

(4) Using the puller, take off the wheel hub (7) together with the taper roller bearing (19, 20).

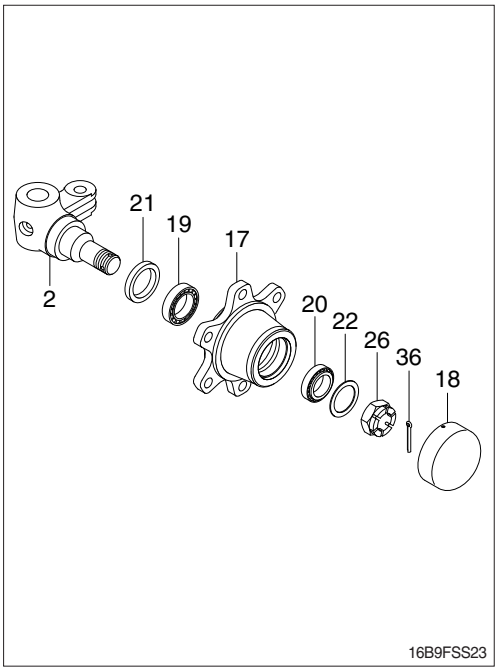
※ Be very careful because just before the hub comes off, tapered roller bearing (19, 20) will fall out.

(5) After wheel hub (17) is removed take off the inner race of bearing.

(6) Pull out oil seal (21).

※ Don't use same oil seal (21) twice.

(7) Repeat the same procedure for the other side.
Moreover, when disassembling is completed, part the slotted nut (26) in the knuckle (2) to protect the threaded portion.



(8) Loosen special bolt (30) and spring washer (33).

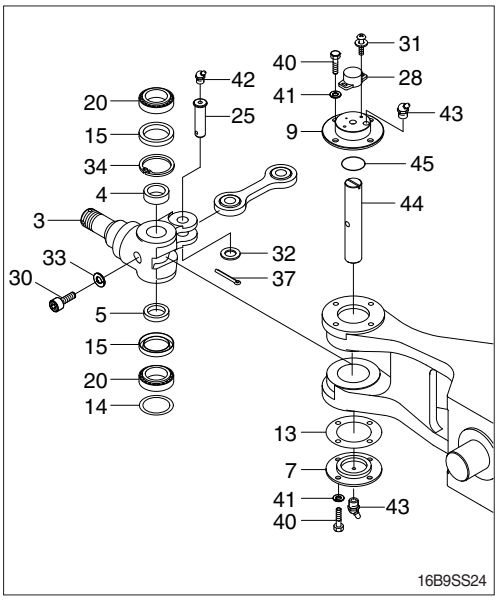
(9) Remove hexagon bolt (40) and spring washer (41), shim (13).

(10) Push out the king pin (44) without damaging the knuckle (3).

(11) Pull out the taper roller bearing (20) and oil seal (15), retaining ring (34), collar (4, 5).

(12) Remove spilt pin (37), plain washer (32) and then pull out link pin (25).

(13) Remove knuckle (3).



4) Assembly

※ In reassembling, have all parts washed, grease applied to lubricating parts, and all expendable items such as oil seal and spring washers replaced by new ones.

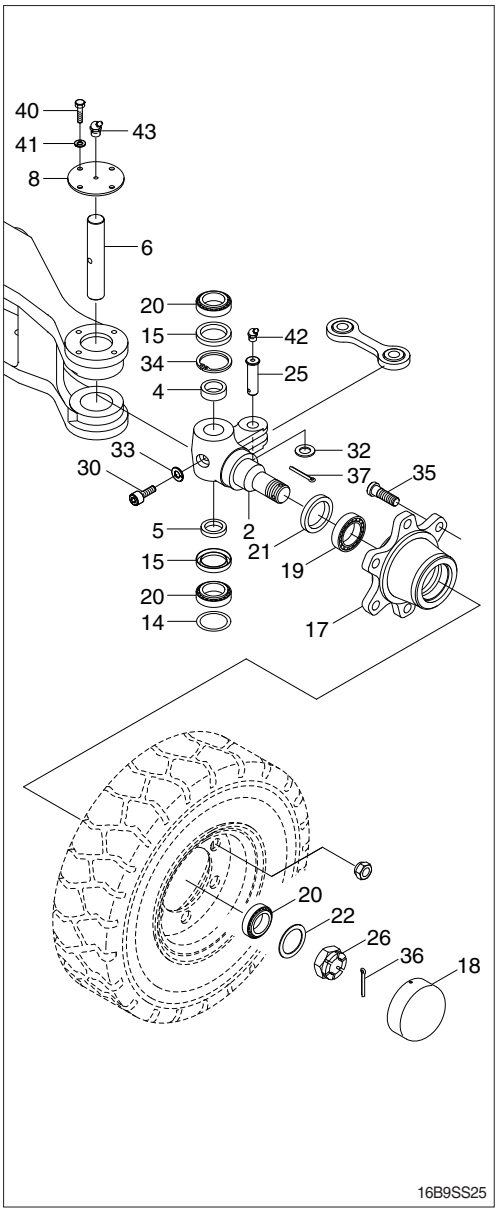
Perform the disassembly in reverse order.

(1) Tighten the special bolt (30) and spring washer (33) of king pin (6).

※ There is a notch in the middle of the king pin (6), make sure that this notch is on the special bolt (30) side.

(2) Do not hammer to drive in taper roller bearing (20) because it will be broken.
Always use drive-in tool. In assembling the collar (4, 5), be sure that the fixed ring of the bearing is placed in position facing the knuckle (2).

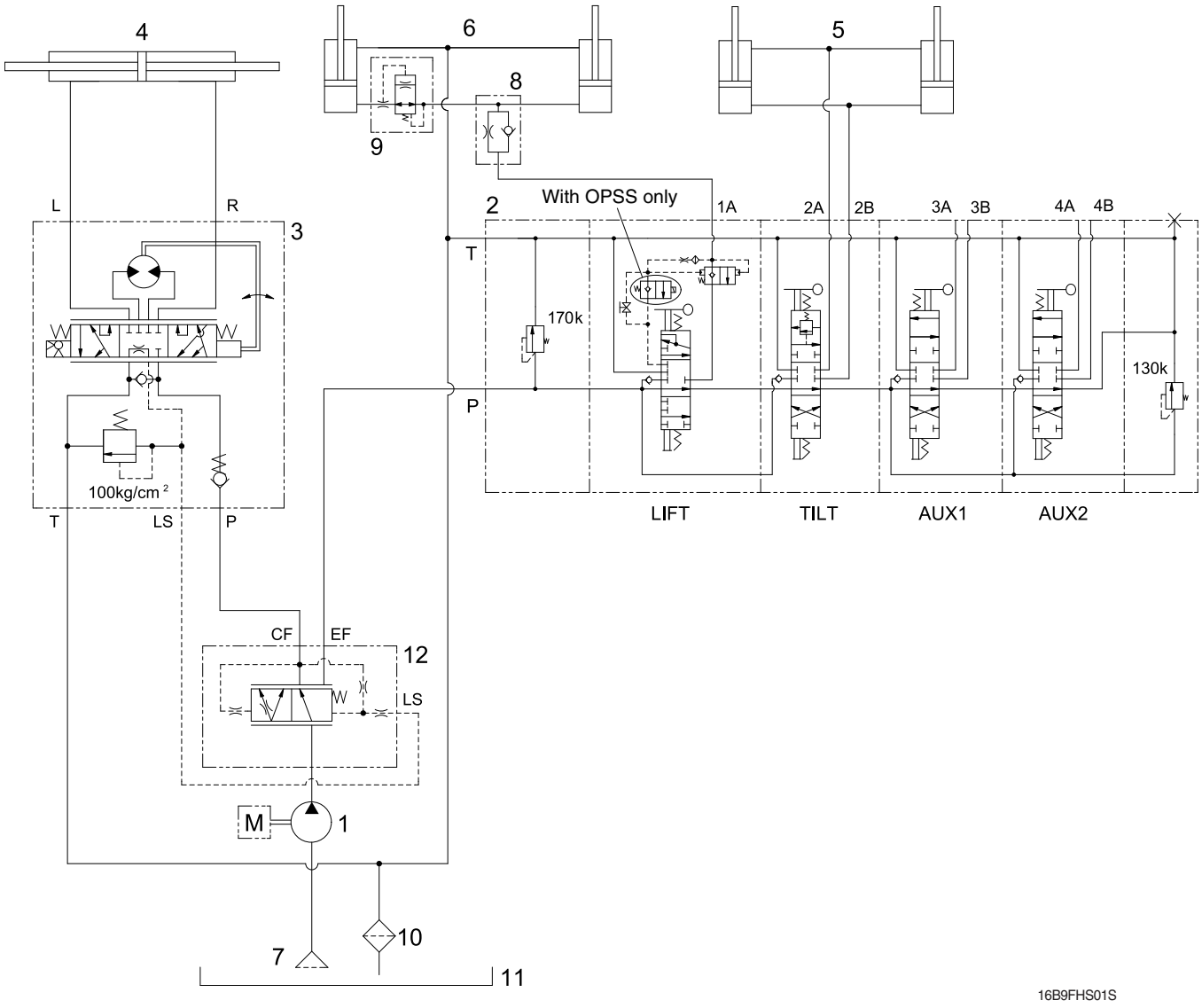
(3) Wheel hub
- Mount oil seal (21) and inner race of tapered roller bearing (19) on the knuckle (2). The bearing should be well greased before assembling.
- Install the outer race of the bearing (20) in the wheel center and assemble to the knuckle (2).
- Tighten nut (26) and lock with split pin (36). In locking with split pin, locate the hole for the split pin by turning the nut back 1/6 of a turn. Adjust the preload of bearing.
- Mount the hub cap (18).
Bearing should be well greased before assembling.



SECTION 6 HYDRAULIC SYSTEM

GROUP 1 STRUCTURE AND FUNCTION

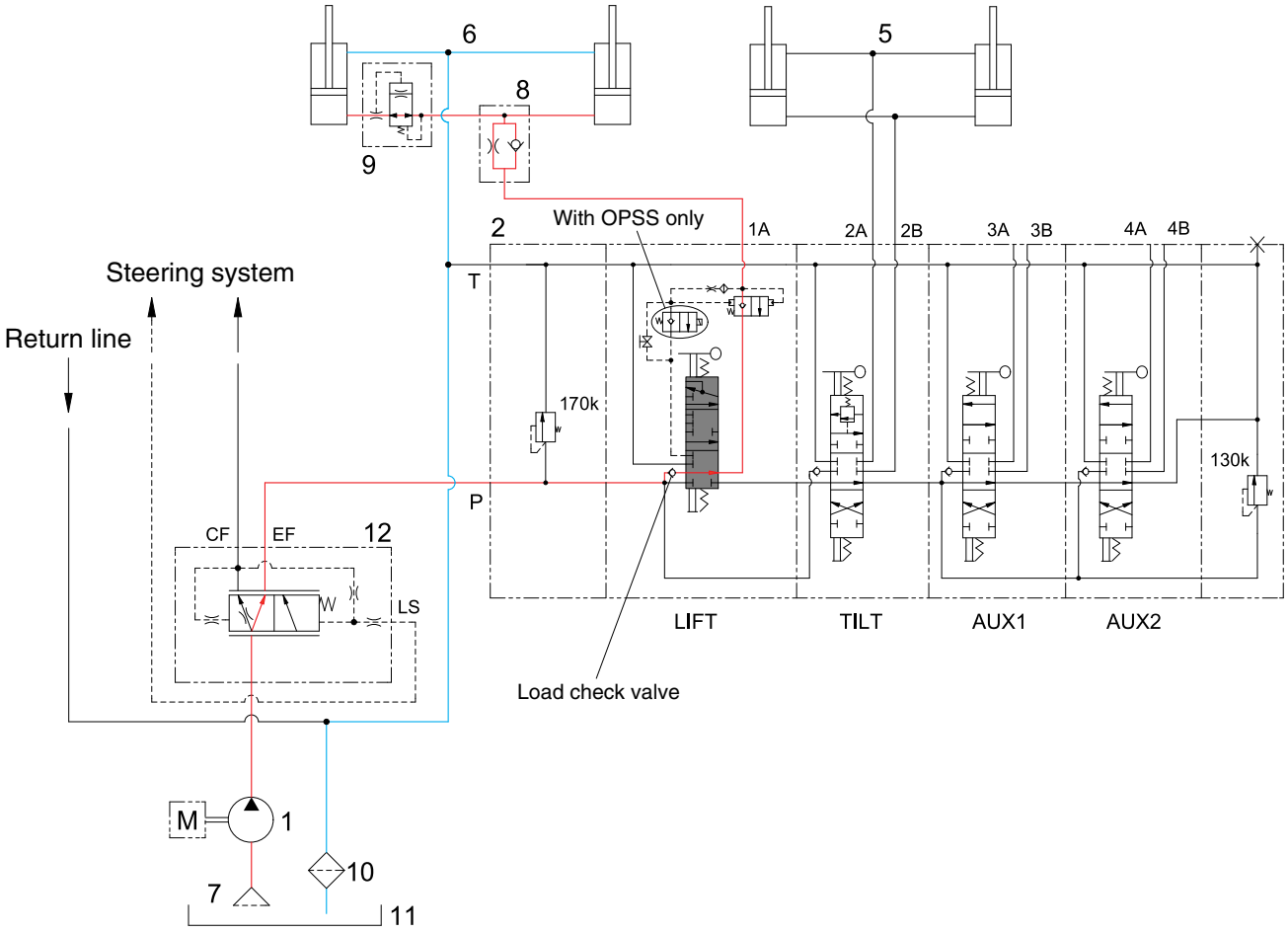
1. HYDRAULIC CIRCUIT



1	Hydraulic gear pump	7	Suction strainer
2	Main control valve	8	Down control valve
3	Steering unit	9	Down safety valve
4	Steering cylinder	10	Return filter
5	Tilt cylinder	11	Hydraulic oil tank
6	Lift cylinder	12	Priority valve

※ The circuit diagram may differ from the equipment, so please check before a repair.

1) WHEN THE LIFT CONTROL LEVER IS IN THE LIFT POSITION

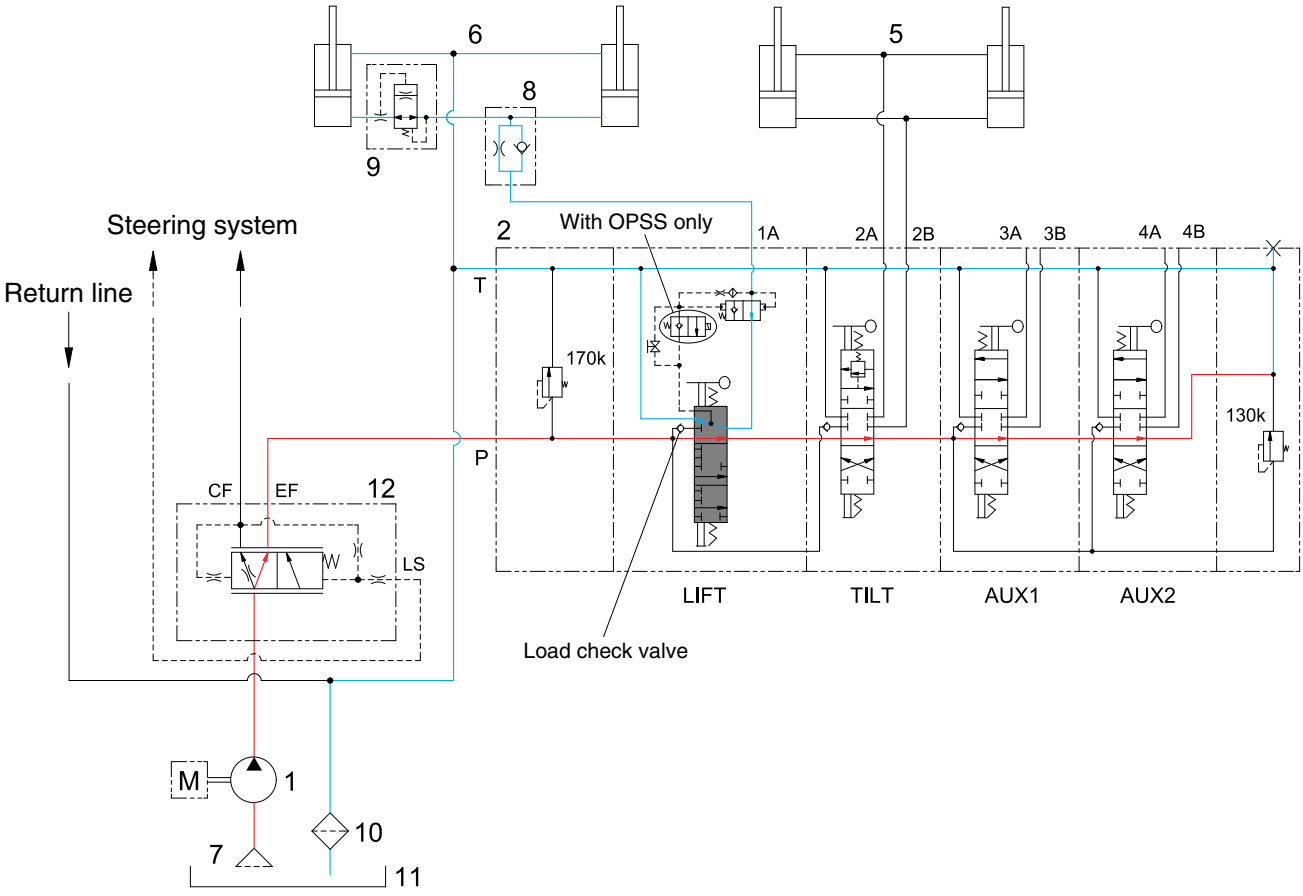


16B9FHS02S

When the lift control lever is pulled back, the spool on the first block is moves to lift position.
The oil from hydraulic gear pump (1) flows into main control valve (2) and then goes to the large chamber of lift cylinder (6) by pushing the load check valve of the spool.
The oil from the small chamber of lift cylinder (6) returns to hydraulic oil tank (11) at the same time.
When this happens, the forks go up.

※ The circuit diagram may differ from the equipment, so please check before a repair.

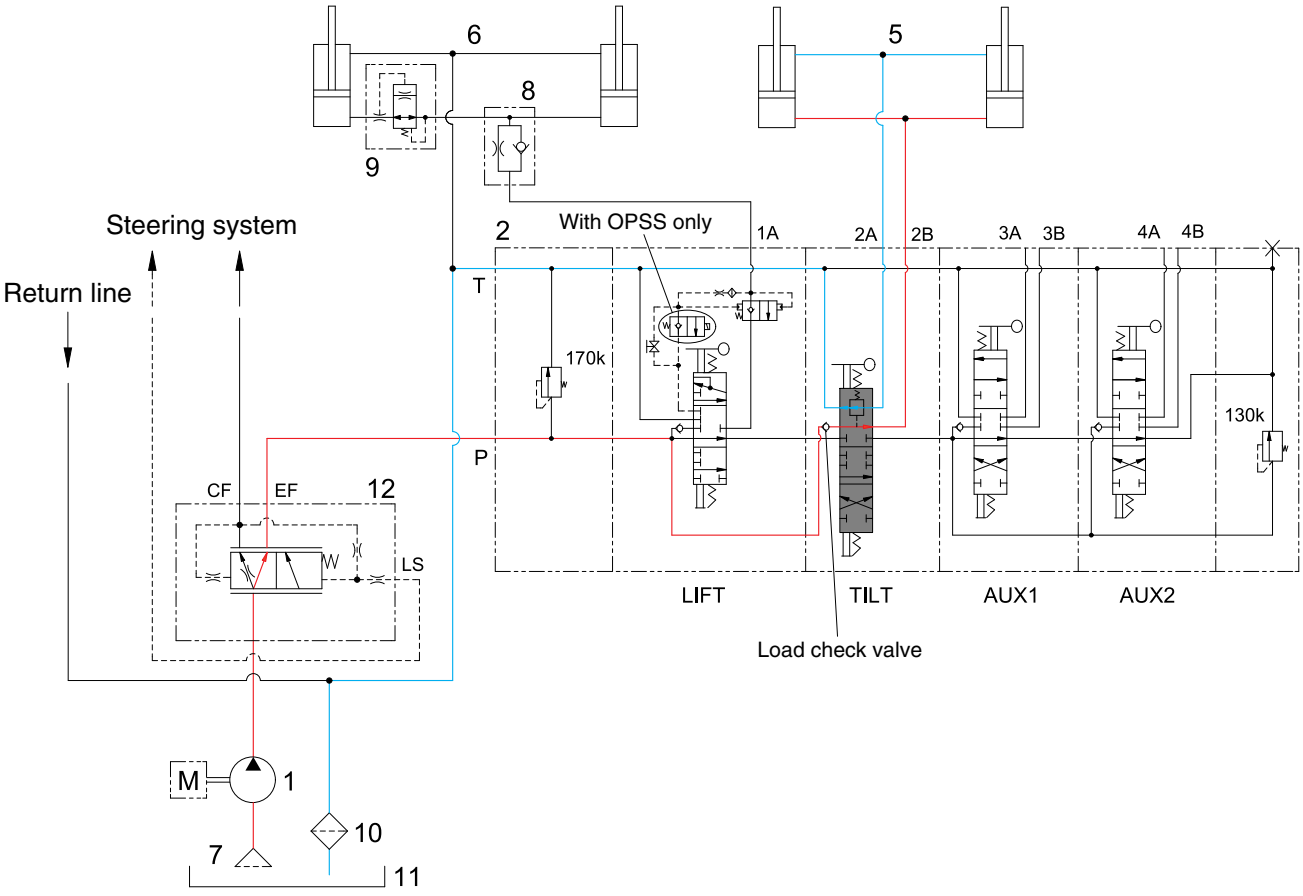
2) WHEN THE LIFT CONTROL LEVER IS IN THE LOWER POSITION



When the lift control lever is pushed forward, the spool on the first block is moved to lower position. The work port (1A) and the small chamber and the large chamber are connected to the return passage, so the forks will be lowered due to its own weight.

※ The circuit diagram may differ from the equipment, so please check before a repair.

3) WHEN THE TILT CONTROL LEVER IS IN THE FORWARD POSITION

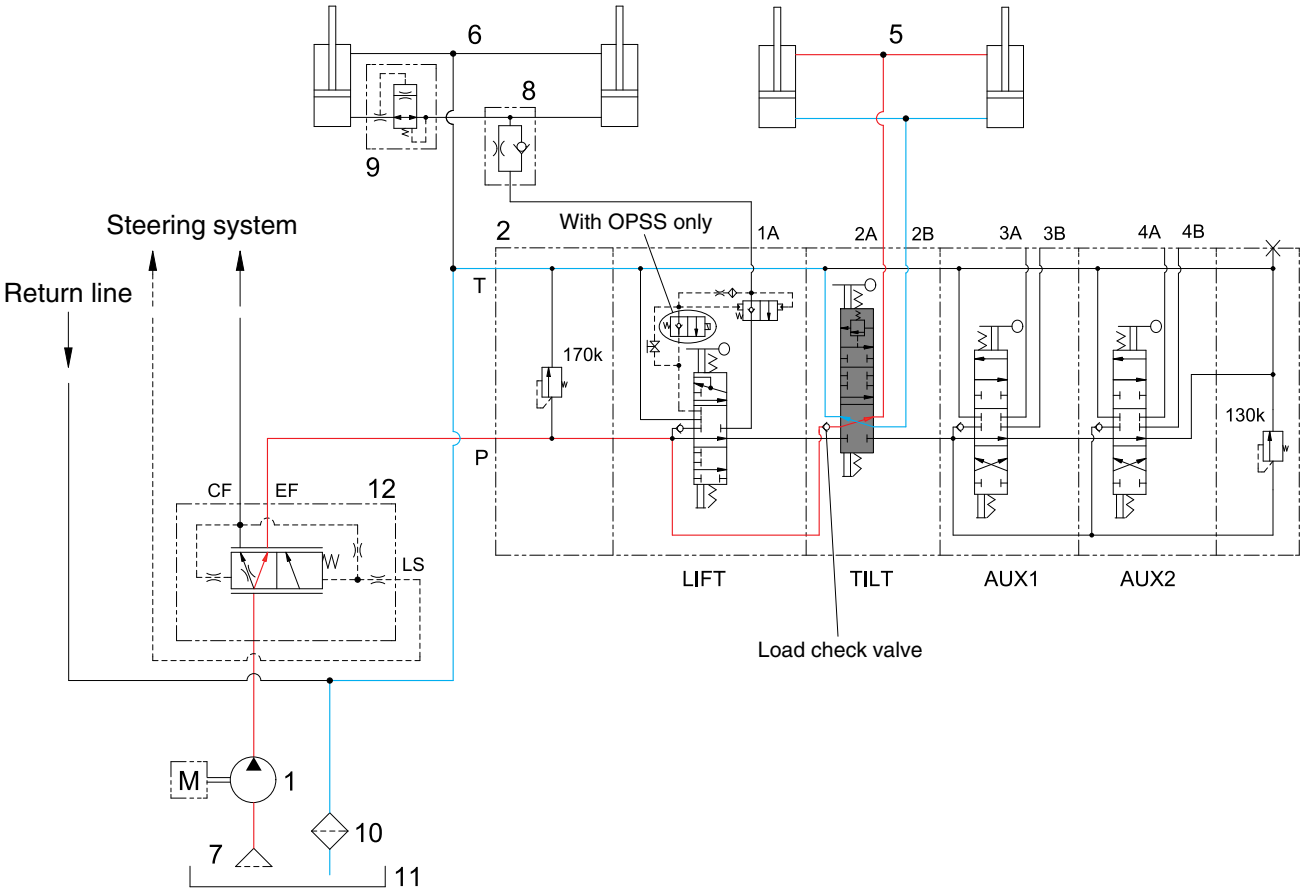


16B9FHS04S

When the tilt control lever is pushed forward, the spool on the second block is moved to tilt forward position.
The oil from hydraulic gear pump (1) flows into main control valve (2) and then goes to the large chamber of tilt cylinder (5) by pushing the load check valve of the spool.
The oil at the small chamber of tilt cylinder (5) returns to hydraulic tank (11) at the same time.
When this happens, the mast tilt forward.

※ The circuit diagram may differ from the equipment, so please check before a repair.

4) WHEN THE TILT CONTROL LEVER IS IN THE BACKWARD POSITION



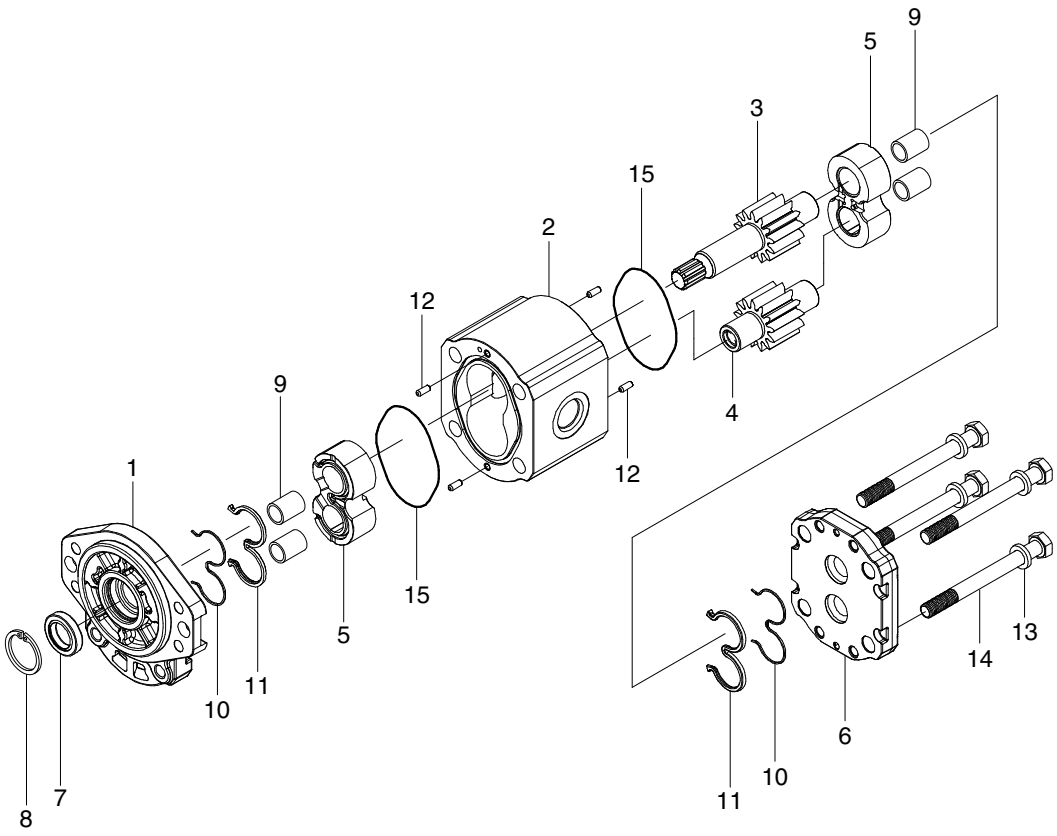
16B9FHS05S

When the tilt control lever is pulled back, the spool on the second block is moved to tilt backward position.
The oil from hydraulic gear pump (1) flows into main control valve (2) and then goes to the small chamber of tilt cylinder (5) by pushing the load check valve of spool.
The oil at the large chamber of tilt cylinder (5) returns to hydraulic tank (11) at the same time.
When this happens, the mast tilt backward.

※ The circuit diagram may differ from the equipment, so please check before a repair.

2. HYDRAULIC GEAR PUMP

1) STRUCTURE



16B9FHS19

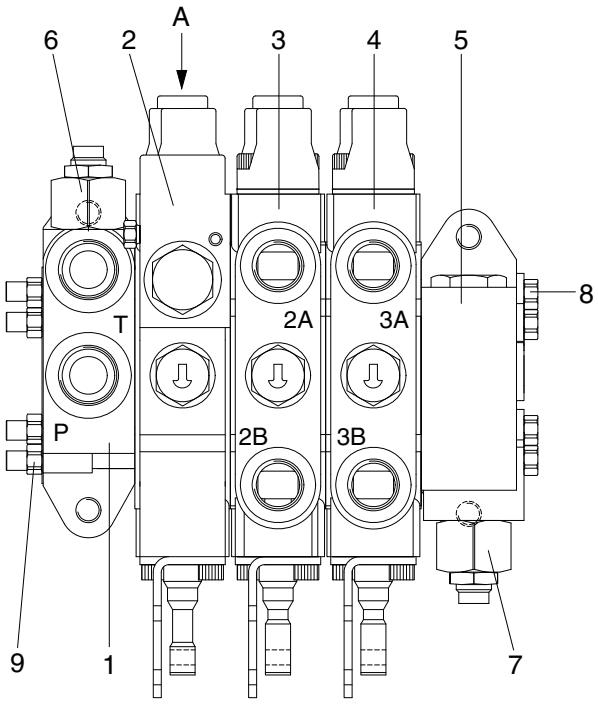
1	Housing	6	Rear cover	11	E-back up ring
2	Body	7	Oil seal	12	Spring pin
3	Drive gear	8	Snap ring	13	Washer
4	Idle gear	9	DU bushing	14	Bolt
5	Side plate	10	E-seal	15	Square seal

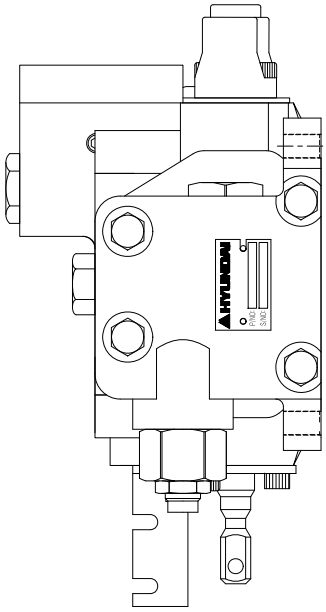
2) OPERATION

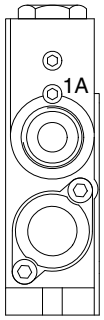
This pump comprises of an rear cover, a body, bushings and a housing bolted together with bolts. The gear journals are supported in side plate within pressure balanced bushings to give high volumetric and mechanical efficiencies.

3. MAIN CONTROL VALVE (Without OPSS)

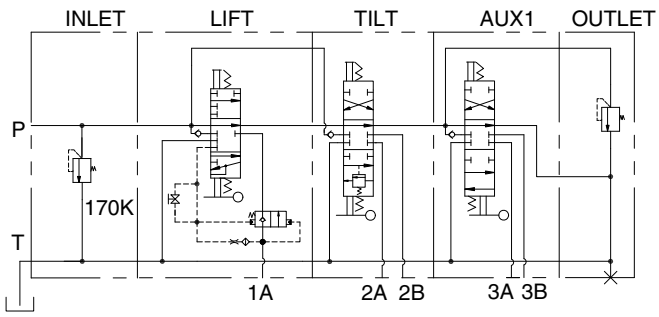
1) STRUCTURE (3 Spool)







VIEW A

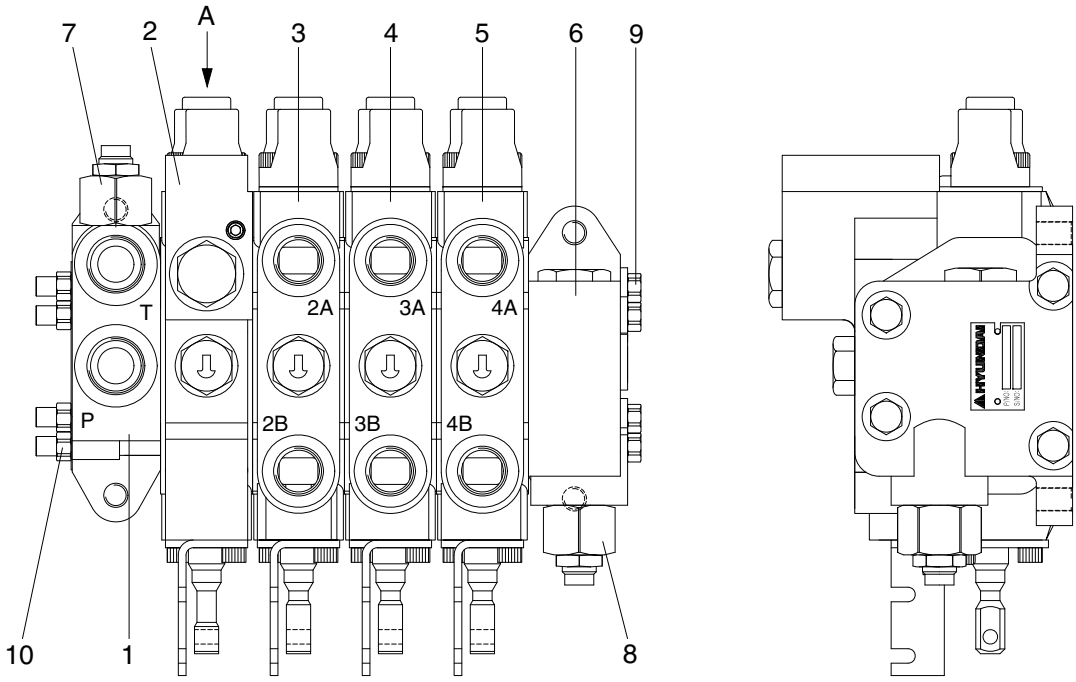


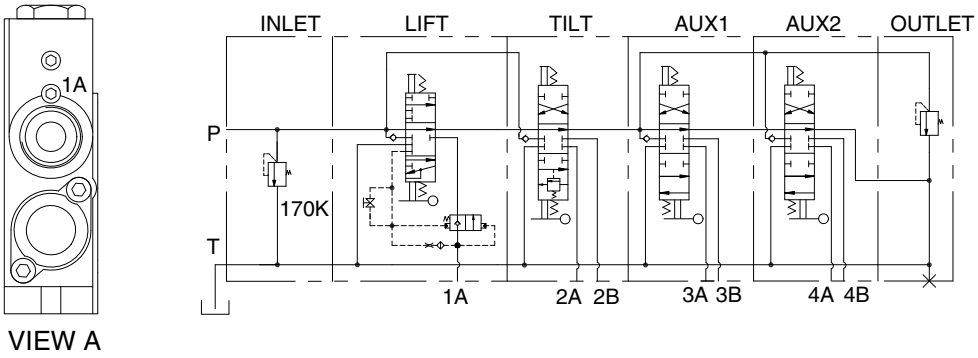
16B9FHS07

Port name	Size	Port
Inlet port	7/8-14UNF	P
Outlet port	7/8-14UNF	T
Work port	7/8-14UNF	1A
Work port	3/4-16UNF	2A, 2B, 3A, 3B

1 Inlet block assy
2 Lift block assy
3 Tilt block assy
4 Aux 1 block assy
5 Outlet block assy
6 Main relief valve assy
7 Auxiliary relief valve assy
8 Long bolt
9 Nut

2) STRUCTURE (4 Spool)





Port name	Size	Port
Inlet port	7/8-14UNF	P
Outlet port	7/8-14UNF	T
Work port	7/8-14UNF	1A
Work port	3/4-16UNF	2A, 2B, 3A, 3B, 4A, 4B

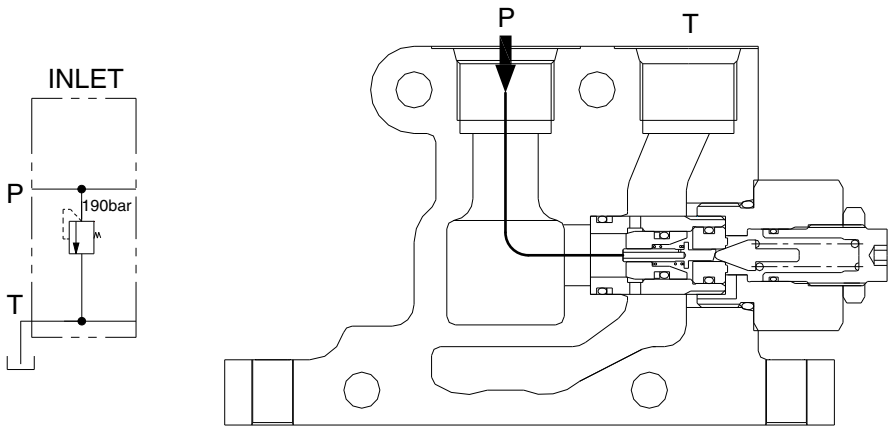
16B9FHS07A

1 Inlet block assy
2 Lift block assy
3 Tilt block assy
4 Aux 1 block assy
5 Aux 2 block assy
6 Outlet block assy
7 Main relief valve assy
8 Auxiliary relief valve assy
9 Long bolt
10 Nut

3) INLET SECTION

(1) Operation

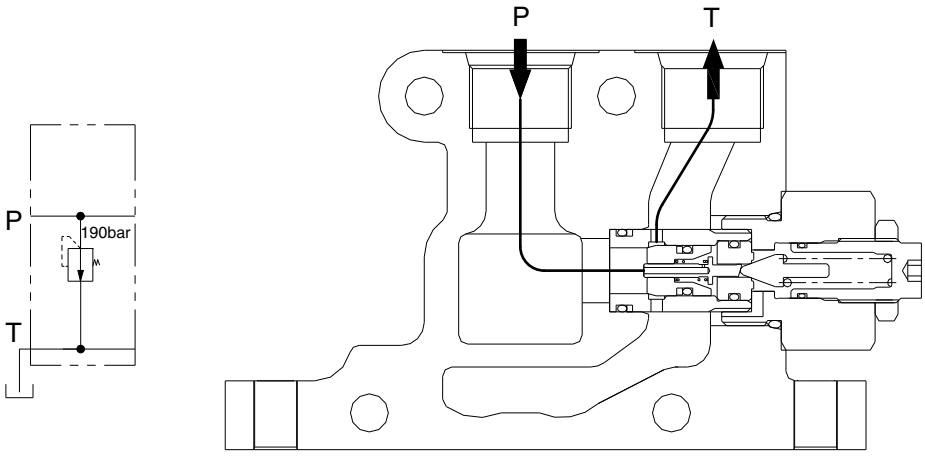
The inlet section contains the pump inlet connection and main relief valve.



22B7HS09

(2) Operation of relief valve at setting pressure

When the pressure at inlet reaches to setting pressure, the pilot poppet which is in the main relief valve is opened by pressure. At this condition the flow divert from the pump directly to the outlet tank.



22B7HS10

4) LIFT SECTION

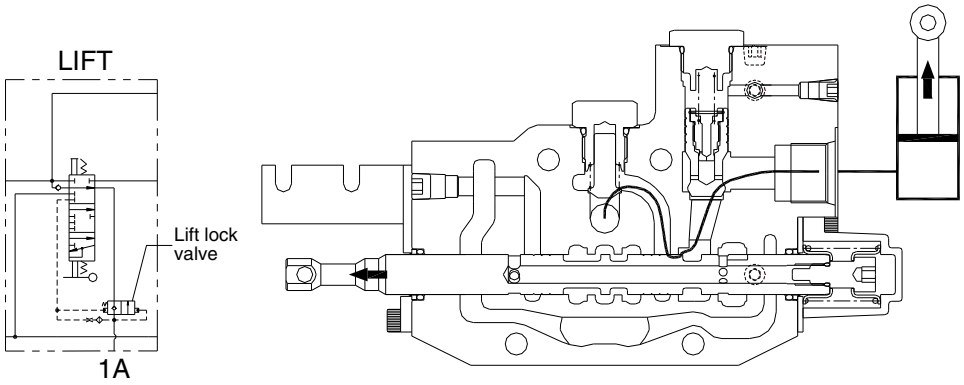
(1) Operation

The lift section has a single work port to direct flow to the lift cylinder. Only one work port is used, because the lift cylinder is single-acting(gravity returns the mast to the lowered position).

The lift section also contains part of the components which comprise the safety features. There is a lift lock check valve. At the neutral position, pressures in the lock valve are equalized across the lift lock poppet. In this manner, the spring bias keeps the lift lock valve closed and prevents lowering of the mast.

① Lifting

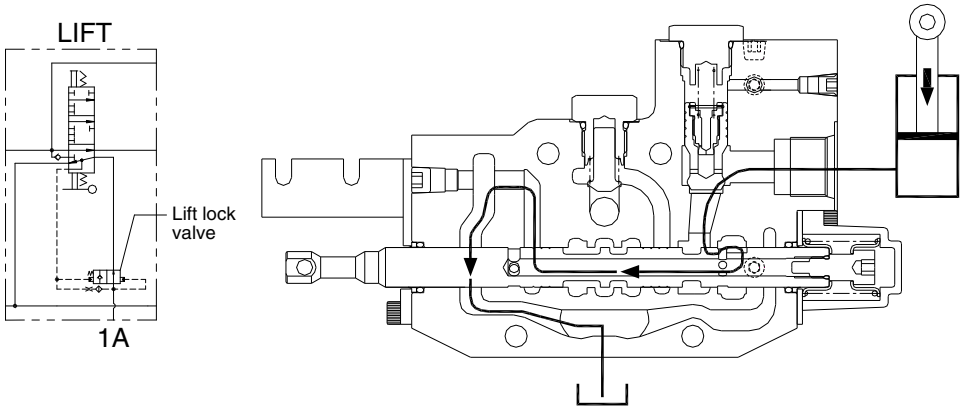
When the operator shifts the lever backwards, the spool is extended out of the valve, and this opens the internal fluid passages that lift the mast. Oil flows through the high pressure parallel cavity, past the load check valve, through the spool metering notches, past the lift lock check valve, and to the head side of the lift cylinder.



22B7HS11

② Lowering

When the seated operator shifts the lever forwards, the spool retracts into the valve, and the oil is directed from the cylinder, past the lift lock check valve, past the spool metering notches, and to the common tank cavity.



22B7HS12

Pressure is limited by the main relief valve.

5) TILT SECTION

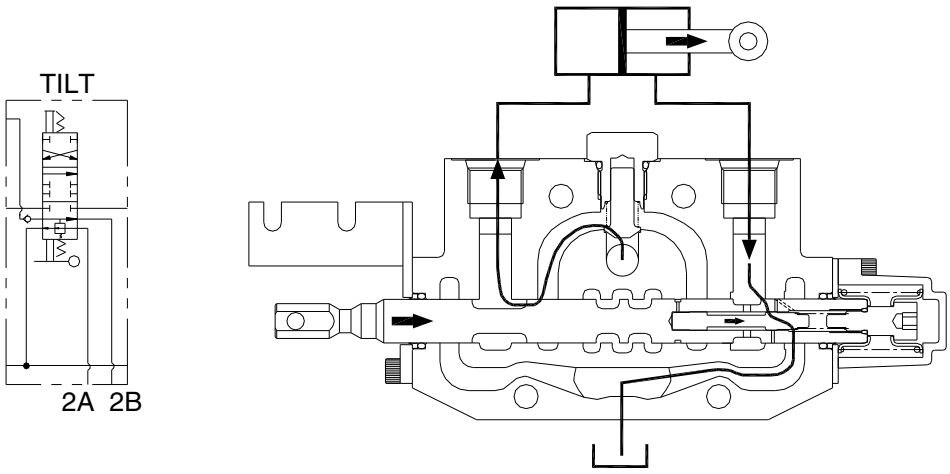
(1) Operation

The tilt spool contains an internal plunger which acts to stop tilt forward actuation when the battery power is off.

① Tilt forward

When the seated operator shifts the lever forward, pressure is applied to the head of the tilt cylinder, and the forks tilt forward. Oil is directed from the high pressure parallel passage past the load check valve, past the spool metering notches, and towards the cylinder head.

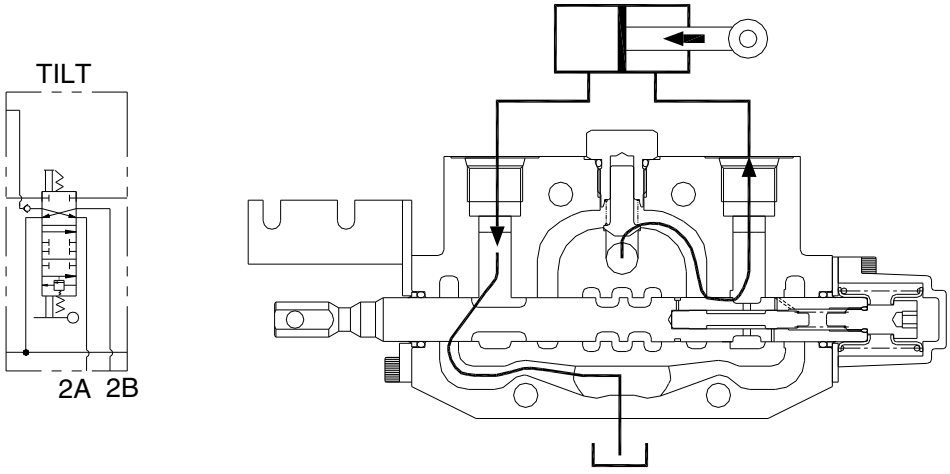
Simultaneously, the high pressure acts upon the end of the tilt lock plunger to move it towards the spring end of the spool. This plunger movement opens additional spool metering notches which control oil flow from the rod end of the cylinder to the tank return line.



22B7HS13

② Tilt back

When the seated operator shifts the lever back, the high pressure oil from the parallel passage is directed past the load check valve, past the spool metering notches, and to the rod side of the cylinder. Exhaust oil from the head side of the cylinder is directed past the spool metering notches to tank.



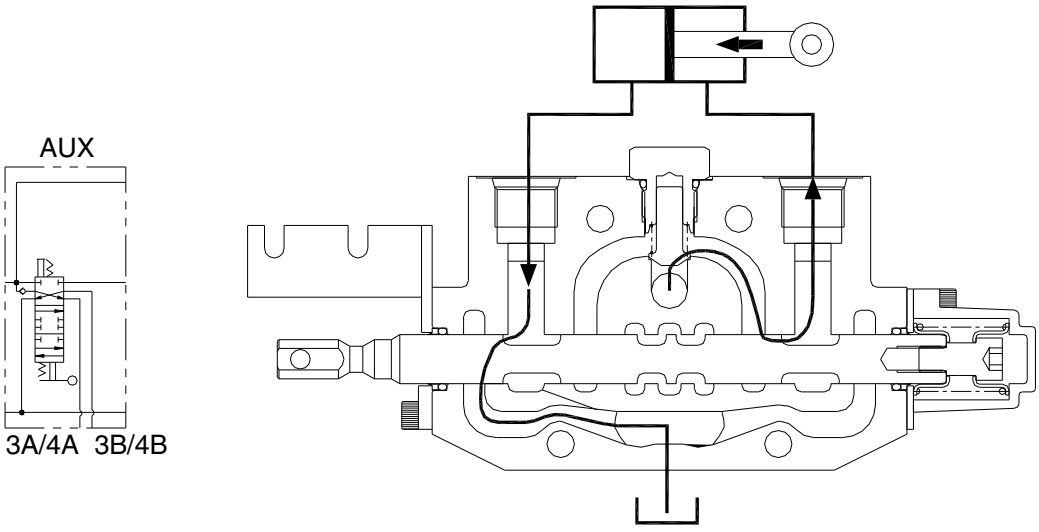
22B7HS14

Pressure is limited by the main relief valve.

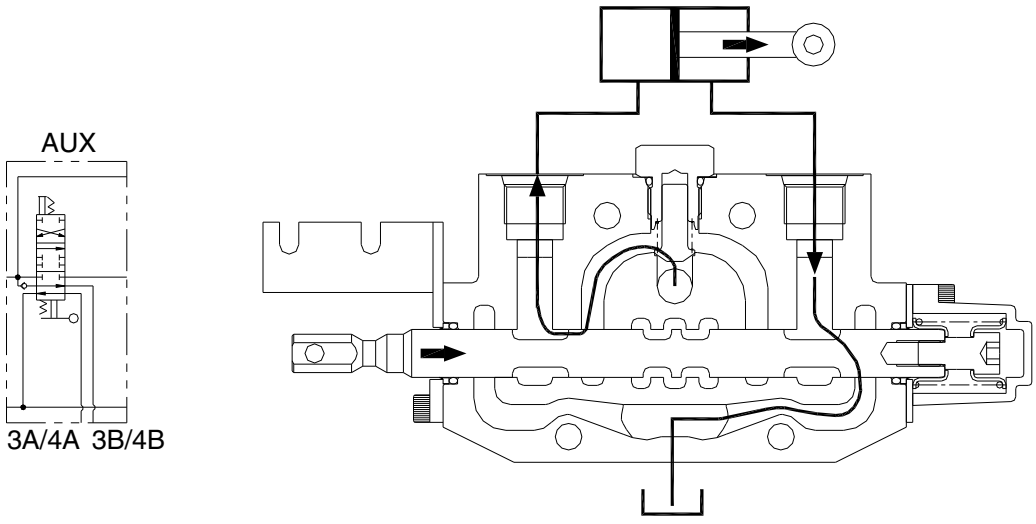
6) AUXILIARY SECTIONS

(1) Operation

Many different functions can be controlled by the auxiliary spool sections. In general, one work port is pressurized by high pressure oil from the parallel passage, past the load check valve, past the metering notches, and to the cylinder. Simultaneously, oil from the other work port is directed across the spool metering notches to tank.



22B7HS15



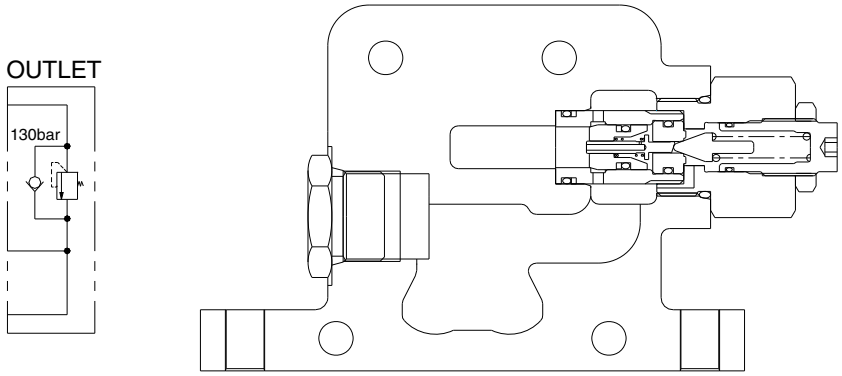
22B7HS16

Pressure is limited by the secondary main relief valve.

7) OUTLET SECTION

(1) Operation

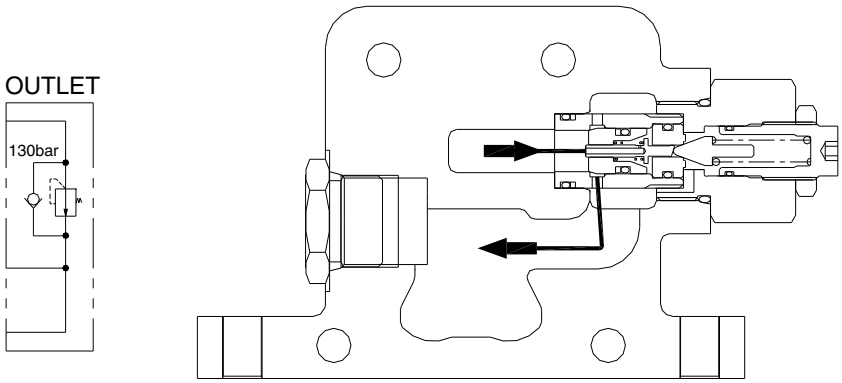
The outlet section contains the tank port and the secondary relief valve(with built-in anti-cavitation feature).



22B7HS17

(2) Operation of relief valve at setting pressure

When the pressure at outlet reaches to setting pressure, the pilot poppet which is in the main relief valve is opened by pressure. At this condition the flow divert from the pump directly to the tank line.

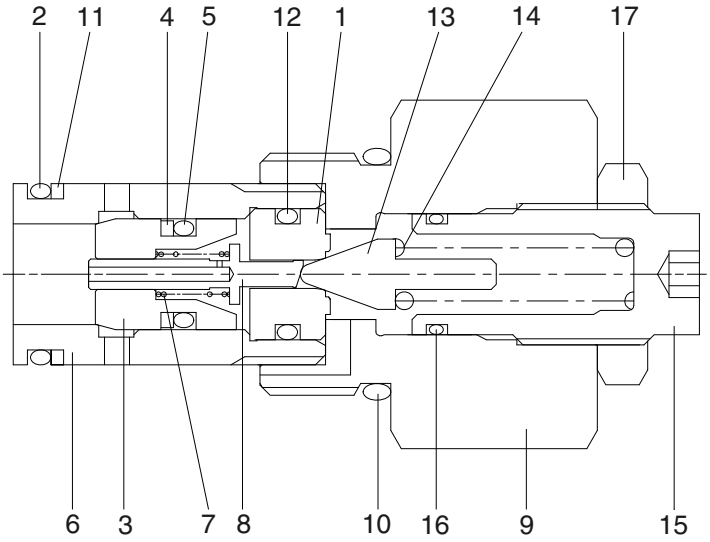


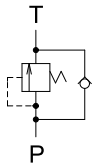
22B7HS18

8) MAIN RELIEF VALVE

This valve is a type of pilot piston to prevent hydraulic components and pipes from being broken by high pressure so, it keeps under pressure limited.

Relief valve pressure varies by 130kgf/cm^2 in accordance with 1 revolution of adjust bolt.





· Main relief valve : 170 kgf/cm^2

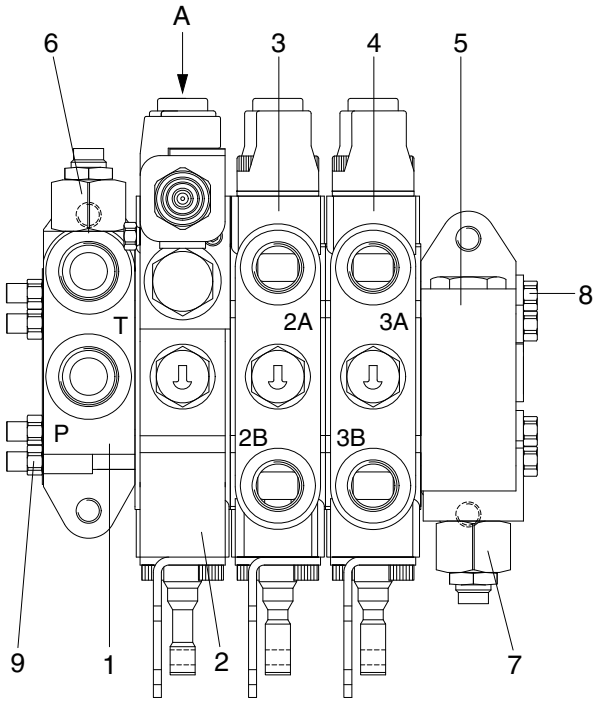
· Auxiliary relief valve : 130 kgf/cm^2
(For 3,4 spool only)

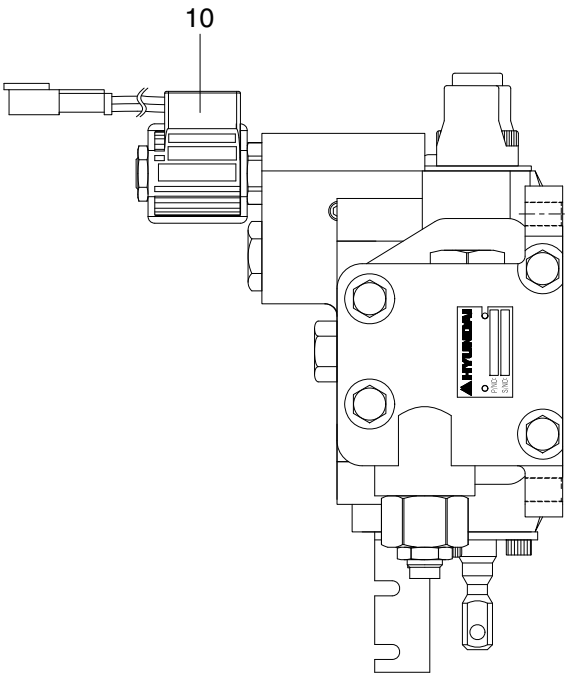
16B9FHS20

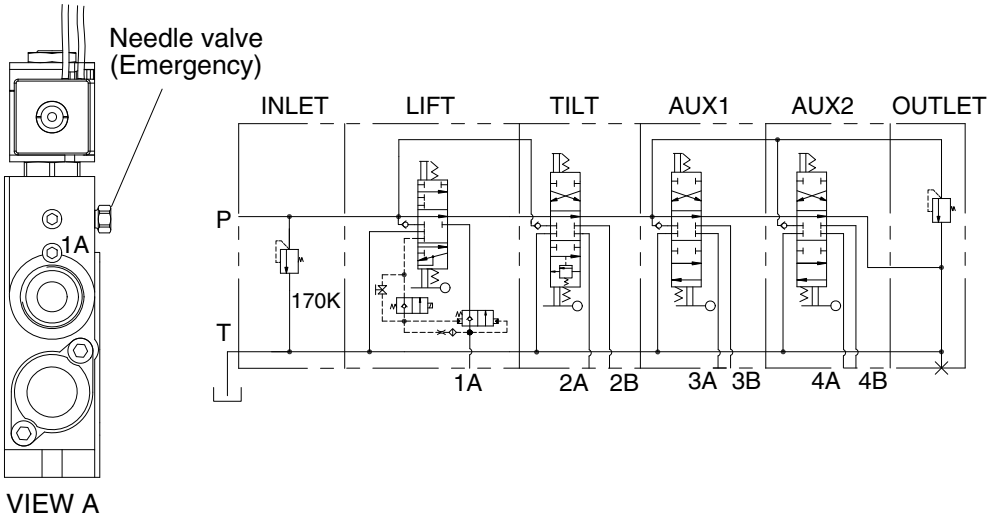
1	Pilot seat	7	Main spring	13	Pilot poppet
2	O-ring	8	Piston	14	Pilot spring
3	Main poppet	9	Body	15	Adjust screw
4	Back up ring	10	O-ring	16	O-ring
5	O-ring	11	Back up ring	17	Lock nut
6	Socket	12	O-ring		

MAIN CONTROL VALVE (with OPSS)

1) STRUCTURE (3 Spool)





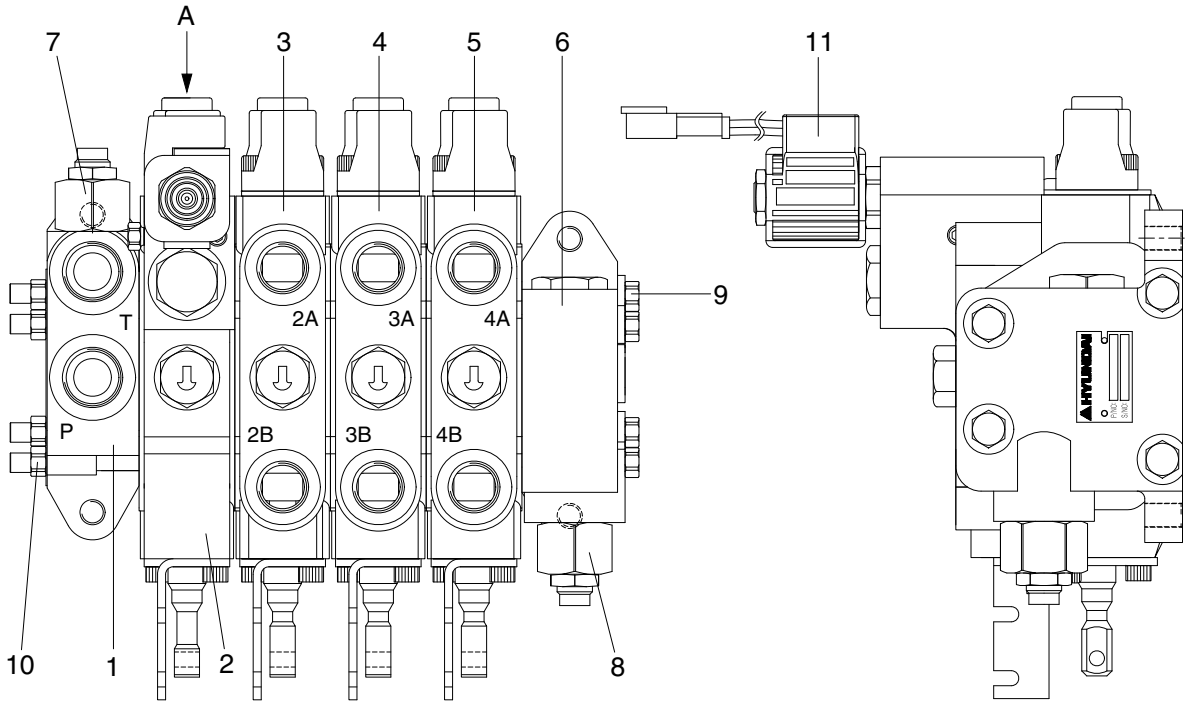


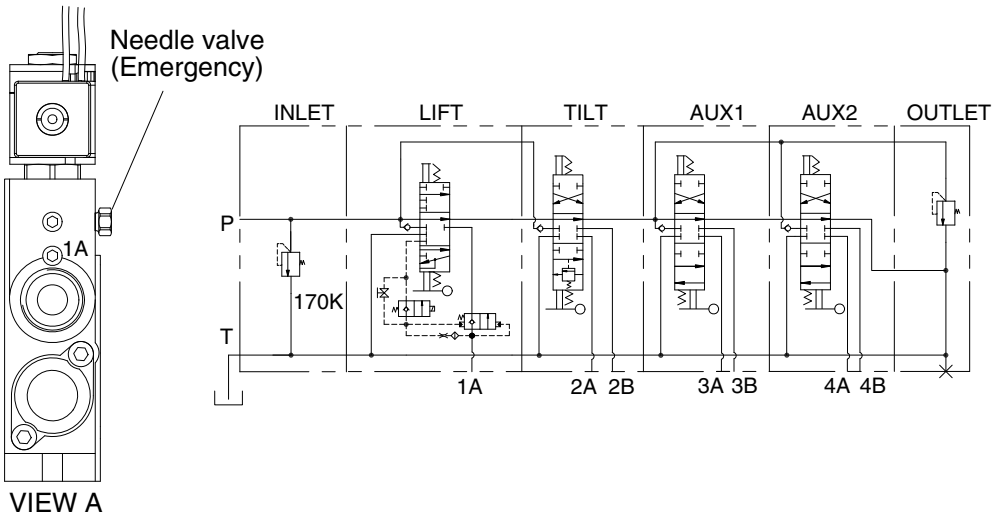
Port name	Size	Port
Inlet port	7/8-14UNF	P
Outlet port	7/8-14UNF	T
Work port	7/8-14UNF	1A
Work port	3/4-16UNF	2A, 2B, 3A, 3B

16B9FHS08

1 Inlet block assy
2 Lift block assy
3 Tilt block assy
4 Aux 1 block assy
5 Outlet block assy
6 Main relief valve assy
7 Auxiliary relief valve assy
8 Long bolt
9 Nut
10 Solenoid valve

2) STRUCTURE (4 Spool)





Port name	Size	Port
Inlet port	7/8-14UNF	P
Outlet port	7/8-14UNF	T
Work port	7/8-14UNF	1A
Work port	3/4-16UNF	2A, 2B, 3A, 3B, 4A, 4B

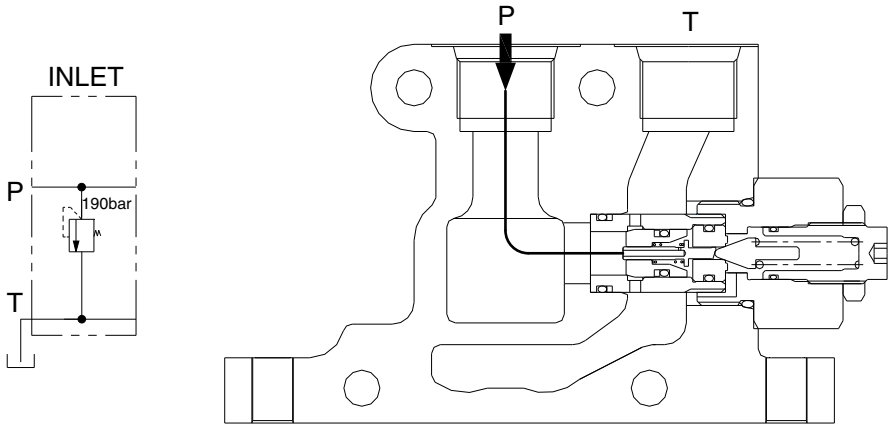
16B9FHS08A

1 Inlet block assy
2 Lift block assy
3 Tilt block assy
4 Aux 1 block assy
5 Aux 2 block assy
6 Outlet block assy
7 Main relief valve assy
8 Auxiliary relief valve assy
9 Long bolt
10 Nut
11 Solenoid valve

3) INLET SECTION

(1) Operation

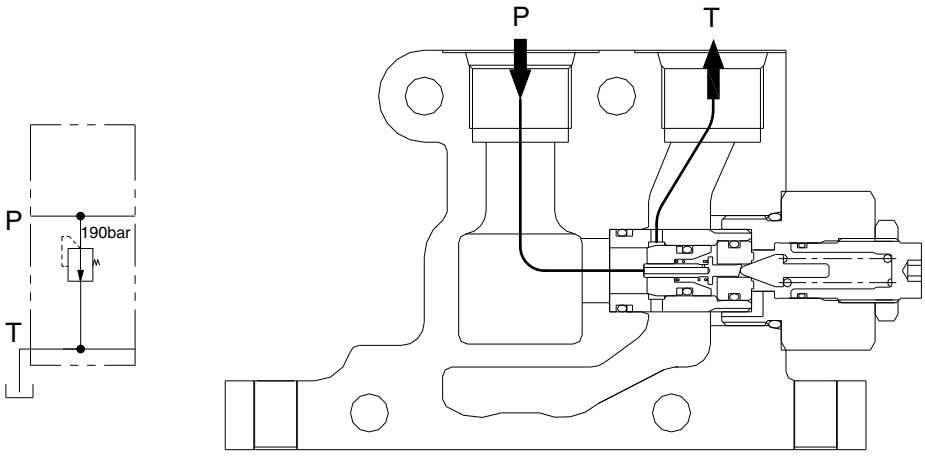
The inlet section contains the pump inlet connection and main relief valve.



22B7HS09

(2) Operation of relief valve at setting pressure

When the pressure at inlet reaches to setting pressure, the pilot poppet which is in the main relief valve is opened by pressure. At this condition the flow divert from the pump directly to the outlet tank.



22B7HS10

4) LIFT SECTION

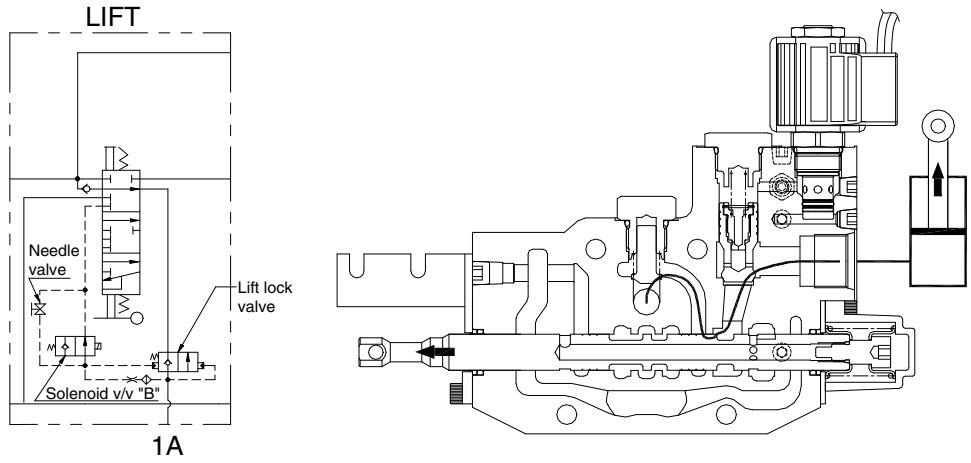
(1) Operation

The lift section has a single work port to direct flow to the lift cylinder. Only one work port is used, because the lift cylinder is single-acting(gravity returns the mast to the lowered position).

The lift section also contains part of the components which comprise the safety features. There is a lift lock check valve. At the neutral position, pressures in the lock valve are equalized across the lift lock poppet. In this manner, the spring bias keeps the lift lock valve closed and prevents lowering of the mast.

① Lifting

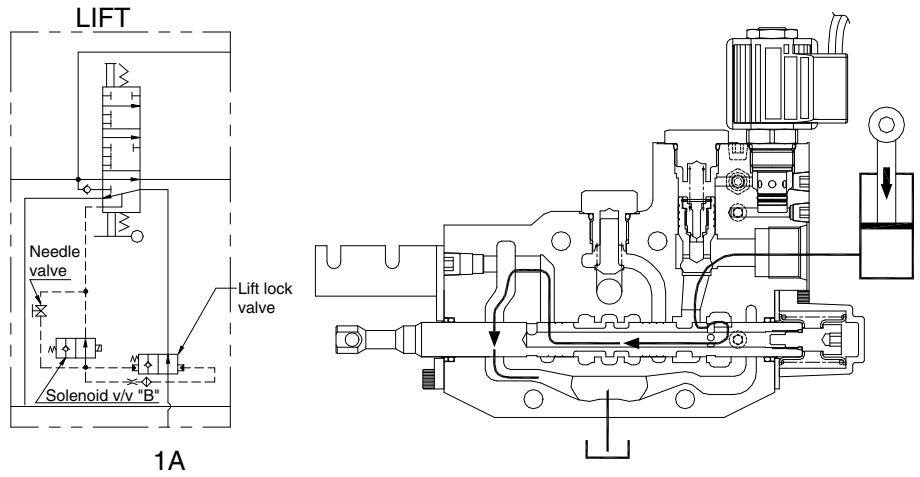
When the operator shifts the lever backwards, the spool is extended out of the valve, and this opens the internal fluid passages that lift the mast. Oil flows through the high pressure parallel cavity, past the load check valve, through the spool metering notches, past the lift lock check valve, and to the head side of the lift cylinder.



22B7HS11S

② Lowering

When the seated operator shifts the lever forwards, the spool retracts into the valve, and the oil is directed from the cylinder, past the lift lock check valve, past the spool metering notches, and to the common tank cavity.



22B7HS12S

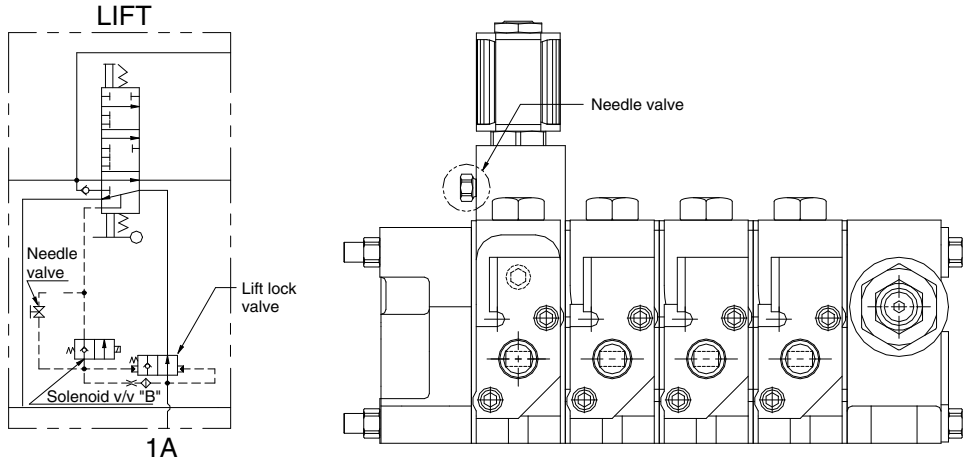
Pressure is limited by the main relief valve.

③ **Secondary lowering method** : A secondary lowering method is available in the event of the loss of battery power that is needed to energize the normally closed solenoid valve.

Important note : Before opening the secondary needle valve, make sure personnel and equipment are safely positioned to avoid accidents. Be careful to operate this secondary valve slowly, as heavy loads may be suspended.

A manual valve(needle valve) is located on the lift section, and it can be operated by opening the vehicle cowling and rotating the manual valve(needle valve) counterclockwise with a wrench.

Open the manual valve (needle valve) approximately 2 turn (do not rotate more than 3 turns). Then shift the lift spool slowly for controlled lowering. This should be just enough for slow, controlled movement of the mast.



22B7HS12AS

Pressure is limited by the main relief valve.

5) TILT SECTION

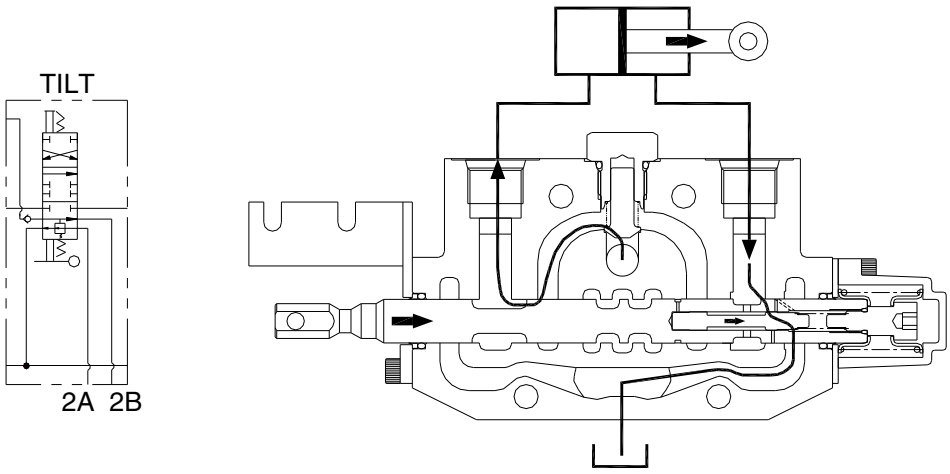
(1) Operation

The tilt spool contains an internal plunger which acts to stop tilt forward actuation when the battery power is off.

① Tilt forward

When the seated operator shifts the lever forward, pressure is applied to the head of the tilt cylinder, and the forks tilt forward. Oil is directed from the high pressure parallel passage past the load check valve, past the spool metering notches, and towards the cylinder head.

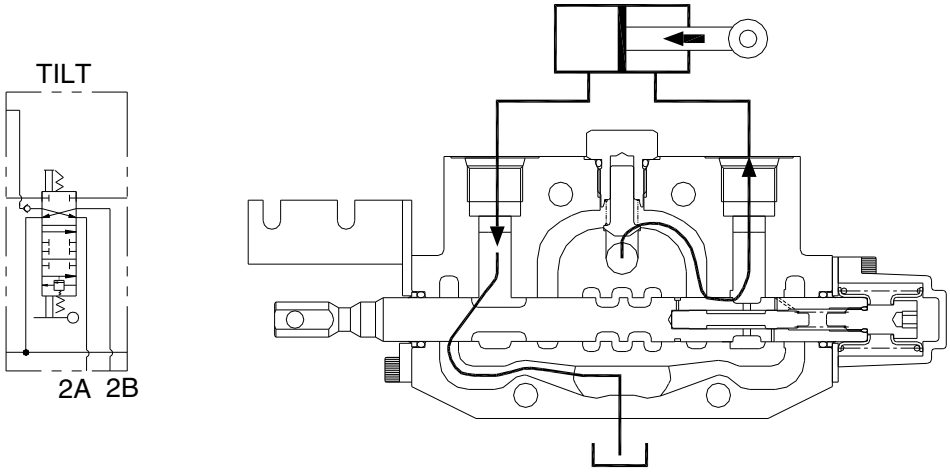
Simultaneously, the high pressure acts upon the end of the tilt lock plunger to move it towards the spring end of the spool. This plunger movement opens additional spool metering notches which control oil flow from the rod end of the cylinder to the tank return line.



22B7HS13

② Tilt Back

When the seated operator shifts the lever back, the high pressure oil from the parallel passage is directed past the load check valve, past the spool metering notches, and to the rod side of the cylinder. Exhaust oil from the head side of the cylinder is directed past the spool metering notches to tank.



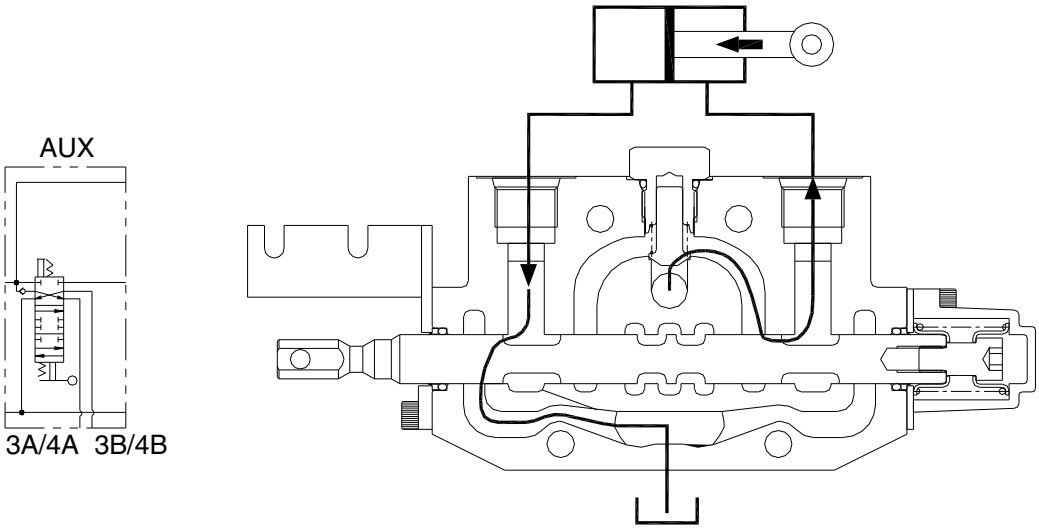
22B7HS14

Pressure is limited by the main relief valve.

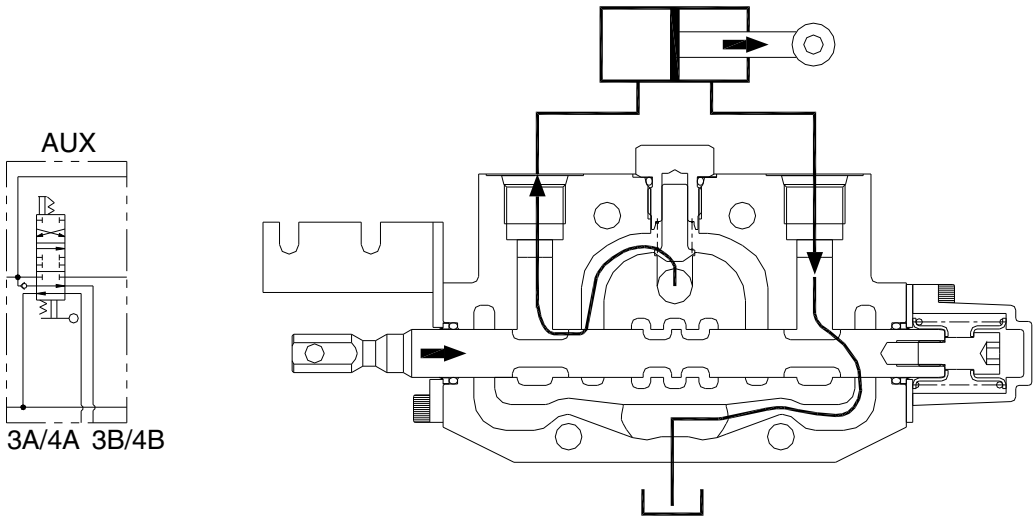
6) AUXILIARY SECTIONS

(1) Operation

Many different functions can be controlled by the auxiliary spool sections. In general, one work port is pressurized by high pressure oil from the parallel passage, past the load check valve, past the metering notches, and to the cylinder. Simultaneously, oil from the other work port is directed across the spool metering notches to tank.



22B7HS15



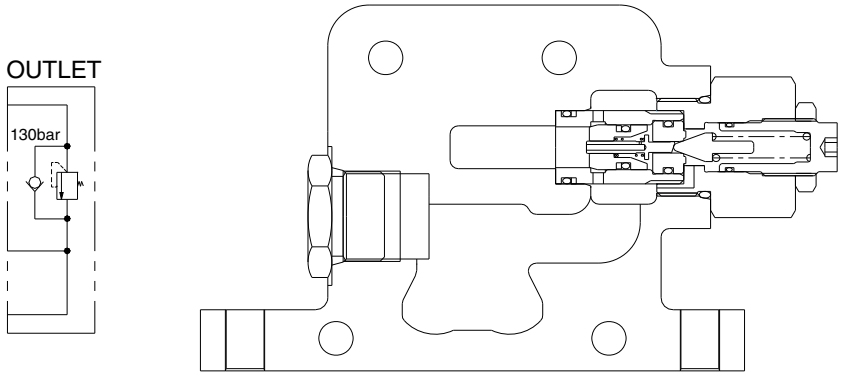
22B7HS16

Pressure is limited by the secondary main relief valve.

7) OUTLET SECTION

(1) Operation

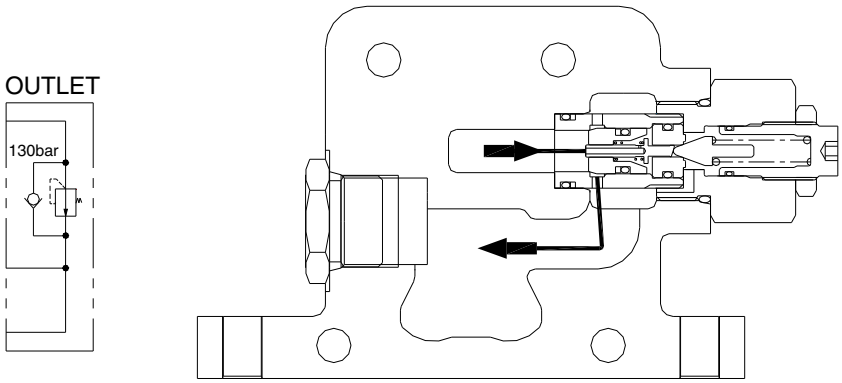
The outlet section contains the tank port and the secondary relief valve(with built-in anti-cavitation feature).



22B7HS17

(2) Operation of relief valve at setting pressure

When the pressure at outlet reaches to setting pressure, the pilot poppet which is in the main relief valve is opened by pressure. At this condition the flow divert from the pump directly to the tank line.

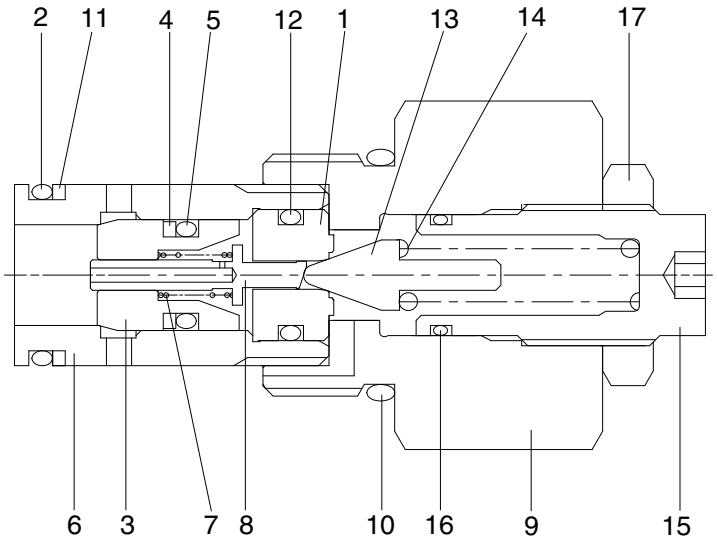


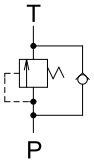
22B7HS18

8) MAIN RELIEF VALVE

This valve is a type of pilot piston to prevent hydraulic components and pipes from being broken by high pressure so, it keeps under pressure limited.

Relief valve pressure varies by 130kgf/cm^2 in accordance with 1 revolution of adjust bolt.





· Main relief valve : 170 kgf/cm^2

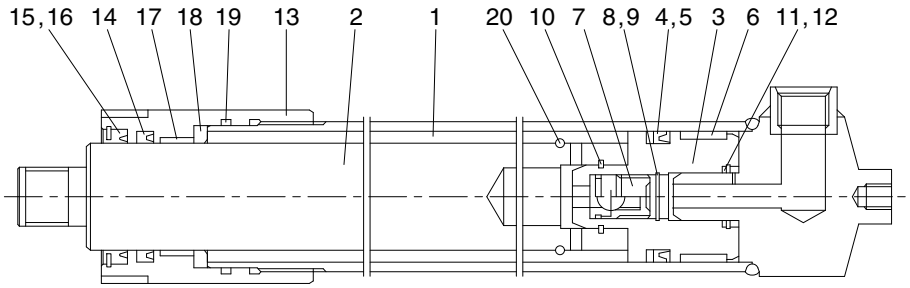
· Auxiliary relief valve : 130 kgf/cm^2
(For 3,4 spool only)

15BT9HS20

1	Pilot seat	7	Main spring	13	Pilot poppet
2	O-ring	8	Piston	14	Pilot spring
3	Main poppet	9	Body	15	Adjust screw
4	Back up ring	10	O-ring	16	O-ring
5	O-ring	11	Back up ring	17	Lock nut
6	Socket	12	O-ring		

4. LIFT CYLINDER

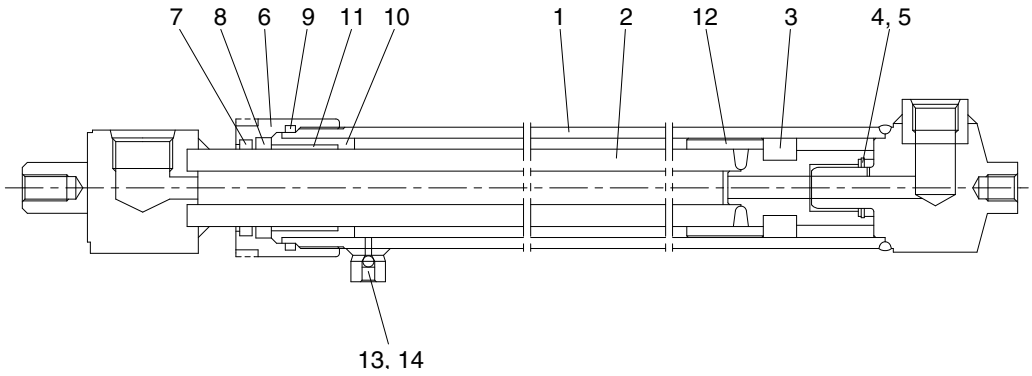
1) V-MAST



16B9HS18

1	Tube assembly	8	Spacer	15	Dust wiper
2	Rod	9	Retaining ring	16	Retaining ring
3	Piston	10	Stop ring	17	Rod bush
4	U-packing	11	Cushion seal	18	Spacer
5	Back up ring	12	Retaining ring	19	O-ring
6	Wear ring	13	Rod cover	20	Stop ring
7	Check valve	14	U-packing		

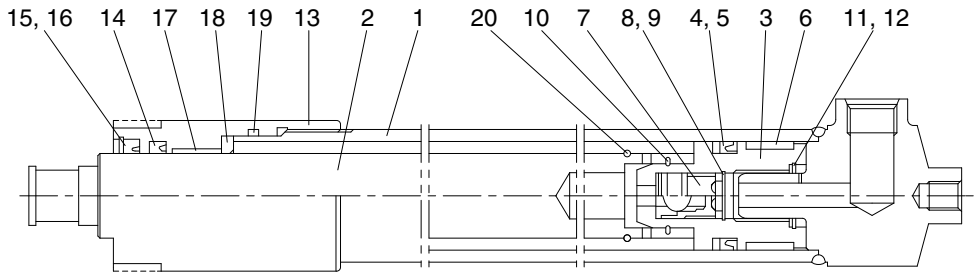
2) VF AND VS-MAST



16B9FHS20

1	Tube assembly	6	Rod cover	11	Rod bushing
2	Rod assembly	7	Dust wiper	12	Spacer
3	Piston ring	8	U-packing	13	Steel ball
4	Piston seal	9	O-ring	14	Set screw
5	Retaining ring	10	Stopper		

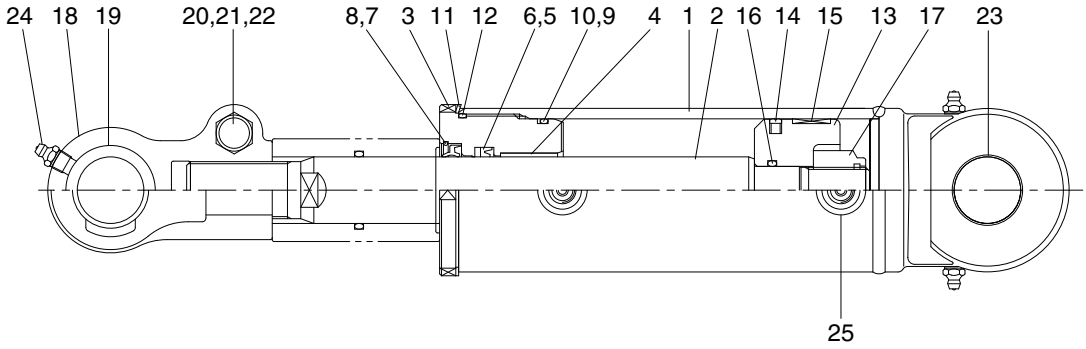
3) TF AND TS-MAST



16B9FHS21

1	Tube assembly	8	Spacer	15	Dust wiper
2	Rod	9	Retaining ring	16	Retaining ring
3	Piston	10	Stop ring	17	Rod bushing
4	U-packing	11	Cushion seal	18	Spacer
5	Back up ring	12	Retaining ring	19	O-ring
6	Wear ring	13	Rod cover	20	Stop ring
7	Check valve	14	U-packing		

5. TILT CYLINDER

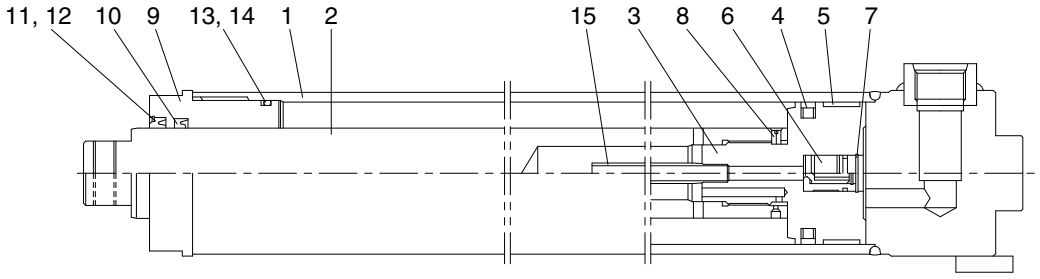


16B9FHS07

1	Tube assembly	10	Back up ring	19	Spherical bearing
2	Rod	11	Lock washer	20	Hexagon bolt
3	Gland	12	O-ring	21	Hexagon nut
4	DU bushing	13	Piston	22	Spring washer
5	Rod seal	14	Piston seal	23	DU bushing
6	Back up ring	15	Wear ring	24	Grease nipple
7	Dust wiper	16	O-ring	25	O-ring
8	Snap ring	17	Nylon nut		
9	O-ring	18	Rod eye		

6. FREE LIFT CYLINDER

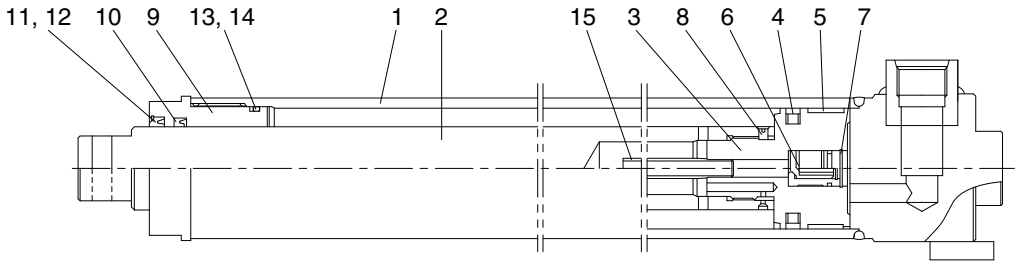
1) VF-MAST



16B9FHS22

1	Tube assembly	6	Check valve	11	Dust wiper
2	Rod	7	Retaining ring	12	Retaining raing
3	Piston	8	Set screw	13	O-ring
4	Piston seal	9	Rod cover	14	Back up ring
5	Wear ring	10	U-packing	15	Pipe

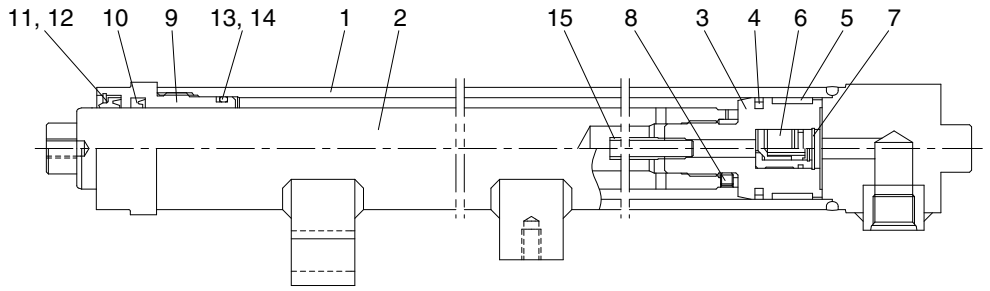
2) TF-MAST



16B9FHS23

1	Tube assembly	6	Check valve	11	Dust wiper
2	Rod	7	Retaining ring	12	Retaining raing
3	Piston	8	Set screw	13	O-ring
4	Piston seal	9	Rod cover	14	Back up ring
5	Wear ring	10	U-packing	15	Pipe

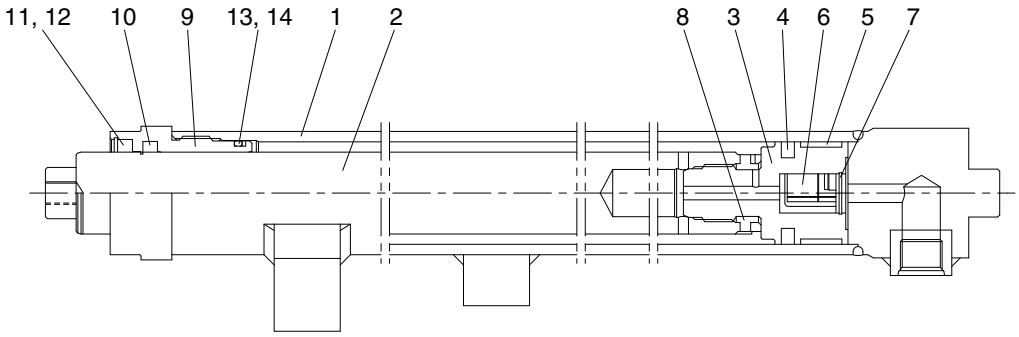
3) TS-MAST



16B9FHS24

1	Tube assembly	6	Check valve	11	Dust wiper
2	Rod	7	Retaining ring	12	Retaining raing
3	Piston	8	Set screw	13	O-ring
4	Piston seal	9	Rod cover	14	Back up ring
5	Wear ring	10	U-packing	15	Pipe

4) VS-MAST



16B9FHS25

1	Tube assembly	6	Check valve	11	Dust wiper
2	Rod	7	Retaining ring	12	Retaining raing
3	Piston	8	Set screw	13	O-ring
4	Piston seal	9	Rod cover	14	Back up ring
5	Wear ring	10	U-packing		

GROUP 2 OPERATIONAL CHECKS AND TROUBLESHOOTING

1. OPERATIONAL CHECKS

1) CHECK ITEM

(1) Check visually for deformation, cracks or damage of rod.

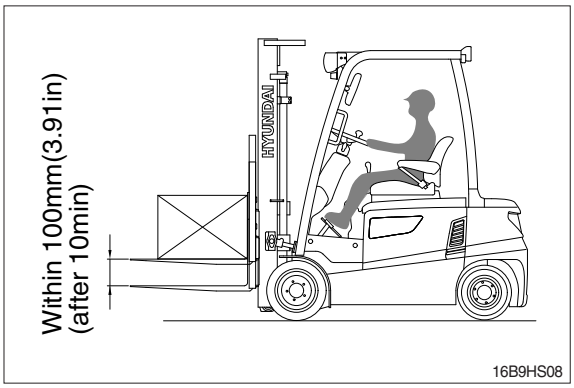
(2) Set mast vertical and raise 1m from ground. Wait for 10 minutes and measure hydraulic drift (amount forks move down and amount mast tilts forward).

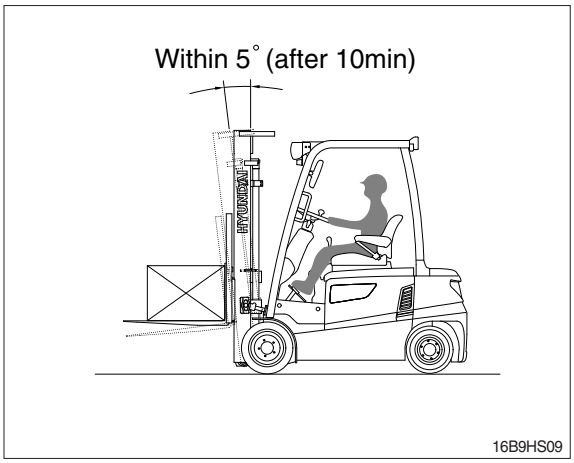
· **Check condition**

- Hydraulic oil : Normal operating temp (50℃)
- Mast substantially vertical.
- Rated capacity load.

· **Hydraulic drift**

- Down (Downward movement of forks)
: Within 100 mm (3.9 in)
- Forward (Extension of tilt cylinder)
: Within 5°





(3) If the hydraulic drift is more than the specified value, replace the control valve or cylinder packing.
Check that clearance between tilt cylinder bushing and mounting pin is within standard range.

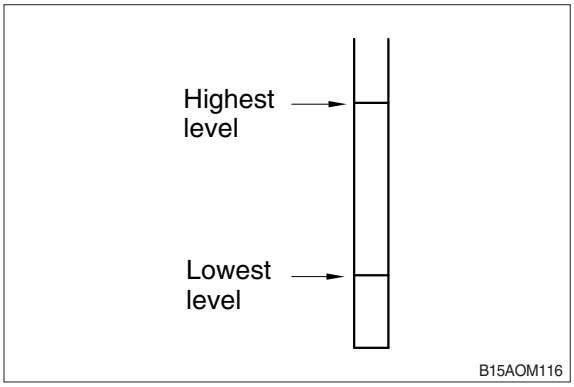
mm (in)

Standard	Under 0.6 (0.02)

2) HYDRAULIC OIL

(1) Using dipstick, measure oil level, and oil if necessary.

(2) When changing hydraulic oil, clean suction strainer(screwed into outlet port pipe) and line filter(screwed into inlet pipe). Line filter uses paper element, so replace periodically(every 6 months or 1000 hours)



3) CONTROL VALVE

(1) Raise forks to maximum height and measure oil pressure.
Check that oil pressure is 170 kgf/cm^2.
(2700 psi)

2. TROUBLESHOOTING

1) SYSTEM

Problem	Cause	Remedy
Large fork lowering speed	· Seal inside control valve defective. · Oil leaks from joint or hose. · Seal inside cylinder defective.	· Replace spool or valve body. · Replace. · Replace packing.
Large spontaneous tilt of mast	· Tilting backward : Check valve defective. · Tilting forward : tilt lock valve defective. · Oil leaks from joint or hose. · Seal inside cylinder defective.	· Clean or replace. · Clean or replace. · Replace. · Replace seal.
Slow fork lifting or slow mast tilting	· Lack of hydraulic oil. · Hydraulic oil mixed with air. · Oil leaks from joint or hose. · Excessive restriction of oil flow on pump suction side. · Relief valve fails to keep specified pressure. · Poor sealing inside cylinder. · High hydraulic oil viscosity. · Mast fails to move smoothly. · Oil leaks from lift control valve spool. · Oil leaks from tilt control valve spool.	· Add oil. · Bleed air. · Replace. · Clean filter. · Adjust relief valve. · Replace packing. · Change to ISO VG46. · Adjust roll to rail clearance. · Replace spool or valve body. · Replace spool or valve body.
Hydraulic system makes abnormal sounds	· Excessive restriction of oil flow pump suction side. · Gear or bearing in hydraulic pump defective.	· Clean filter. · Replace gear or bearing.
Control valve lever is locked	· Foreign matter jammed between spool and valve body. · Valve body defective.	· Clean. · Tighten body mounting bolts uniformly.
High oil temperature	· Lack of hydraulic oil. · High oil viscosity. · Oil filter clogged.	· Add oil. · Change to ISO VG46. · Clean filter.

2) HYDRAULIC GEAR PUMP

Problem	Cause	Remedy
Pump does not develop full pressure	· System relief valve set too low or leaking. · Oil viscosity too low. · Pump is worn out.	· Check system relief valve for proper setting. · Change to proper viscosity oil. · Repair or replace pump.
Pump will not pump oil	· Reservoir low or empty. · Suction strainer clogged.	· Fill reservoir to proper level. · Clean suction strainer.
Noisy pump caused by cavitation	· Oil too thick. · Oil filter plugged. · Suction line plugged or too small.	· Change to proper viscosity. · Clean filters. · Clean line and check for proper size.
Oil heating	· Oil supply low. · Contaminated oil. · Setting of relief valve too high or too low. · Oil viscosity too low.	· Fill reservoir to proper level. · Drain reservoir and refill with clean oil. · Set to correct pressure. · Drain reservoir and fill with proper viscosity.
Foaming oil	· Low oil level. · Air leaking into suction line. · Wrong kind of oil.	· Fill reservoir to proper level. · Tighten fittings, check condition of line. · Drain reservoir, fill with non-foaming oil.
Shaft seal leakage	· Worn shaft seal. · Worn shaft in seal area.	· Replace shaft seal. · Replace drive shaft and seal.

3) MAIN RELIEF VALVE

Problem	Cause	Remedy
Can't get pressure	· Poppet D, E or K stuck open or contamination under seat.	· Check for foreign matter between poppets D, E or K and their mating parts. Parts must slide freely.
Erratic pressure	· Pilot poppet seat damaged. · Poppet C sticking in D.	· Replace the relief valve. · Clean and remove surface marks for free movement.
Pressure setting not correct	· Normal wear. Lock nut & adjust screw loose.	· See ★How to set pressure on work main relief. (Refer to 6-14 page)
Leaks	· Damaged seats. · Worn O-rings. · Parts sticking due to contamination.	· Replace the relief valve. · Install seal and spring kit. · Disassemble and clean.

★ A good pressure gauge must be installed in the line which is in communication with the main relief. A load must be applied in a manner to reach the set pressure of the main relief unit.
Then, follow these steps:

- Loosen lock nut.
- Set adjusting nut to desired pressure setting.
- If desired pressure setting cannot be achieved, tighten or loosen the adjusting screw as required.
- Tighten lock nut.
- Retest in similar manner as above.

4) LIFT CYLINDER

Problem	Cause	Remedy
Oil leaks out from rod cover through rod	· Foreign matters on packing. · Unallowable score on rod. · Unusual distortion of dust seal. · Chrome plating is striped.	· Replace packing. · Smooth rod surface with an oil stone. · Replace dust seal. · Replace rod.
Oil leaks out from cylinder rod cover thread	· O-ring damaged.	· Replace O-ring.
Rod spontaneously retract	· Scores on inner surface of tube. · Unallowable score on the inner suface of tube. · Foreign matters in piston seal.	· Smooth rod surface with an oil stone. · Replace cylinder tube. · Replace piston seal.
Wear(clearance between cylinder tube and wear ring)	· Excessive clearance between cylinder tube and wear ring.	· Replace wear ring.
Abnormal noise is produced during tilting operation	· Insufficient lubrication of anchor pin or worn bushing and pin. · Bent tilt cylinder rod.	· Lubricate or replace. · Replace.

1. HYDRAULIC GEAR PUMP

※ **Tools required**

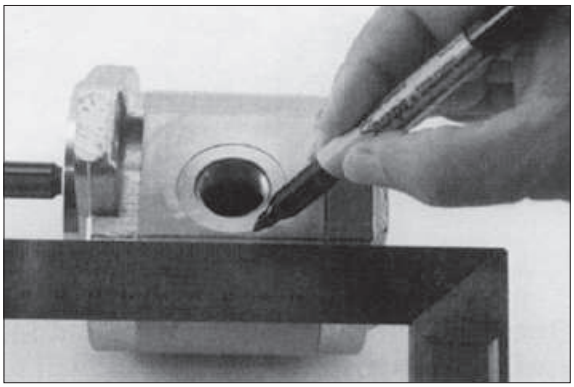
- Metric socket set
- Internal snap ring pliers
- Shaft seal sleeve
- Torque wrench

(1) It is very important to work in a clean work area when repairing hydraulic products. Plug ports and wash exterior of pump with a proper cleaning solvent before continuing.

(2) Remove port plugs and drain oil from pump.

(3) Use a permanent marker pen to mark a line across the mounting flange, gear housing and end cover. This will assure proper reassembly and rotation of pump.

(4) Remove key from drive shaft if applicable.

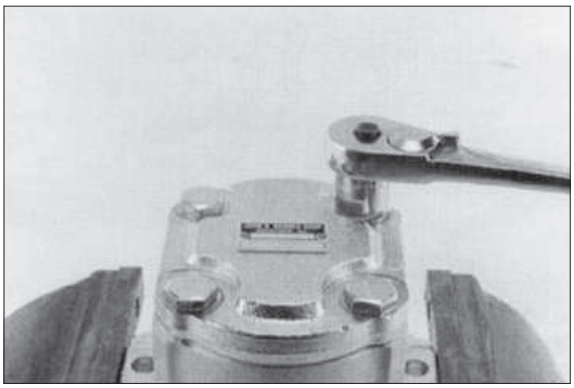


PUMP 01

(5) Clamp mounting flange in a protected jaw vise with pump shaft facing down.

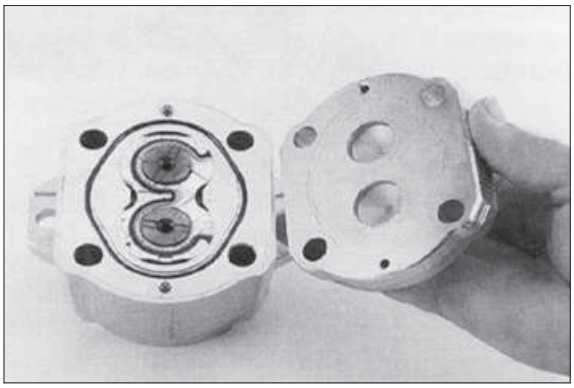
(6) Loosen the four metric hexagon head bolts.

(7) Remove pump from vise and place on clean work bench, remove the four hexagon head bolts and spacers applicable.



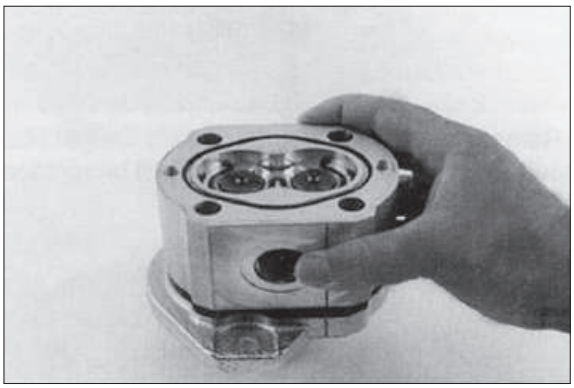
PUMP 02

(8) Lift and remove end cover.



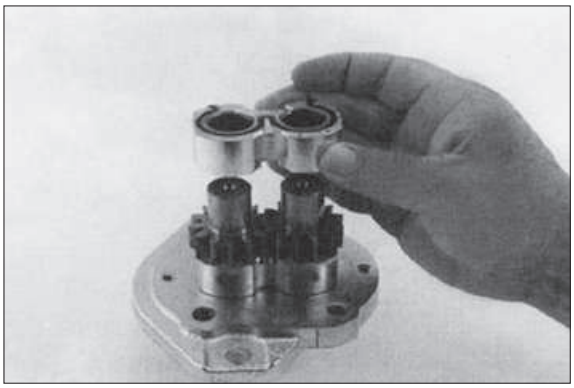
PUMP 03

(9) Carefully remove gear housing and place on work bench. Make sure the rear bearing block remains on the drive and idler shafts.



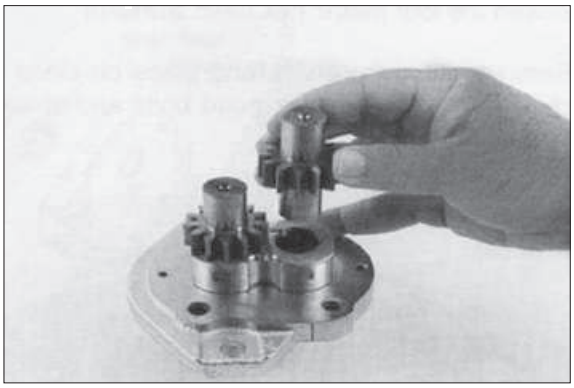
PUMP 04

(10) Remove rear bearing block from drive and idler shafts.



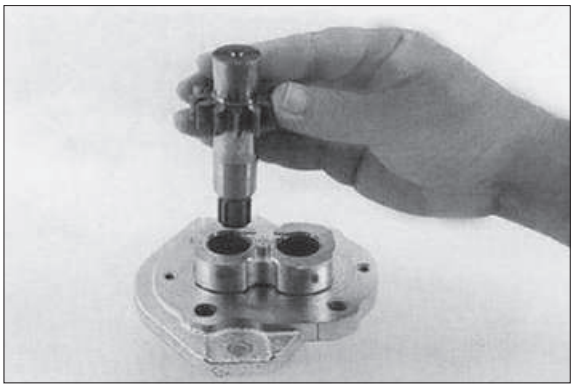
PUMP 05

(11) Remove idler shaft from bearing block.



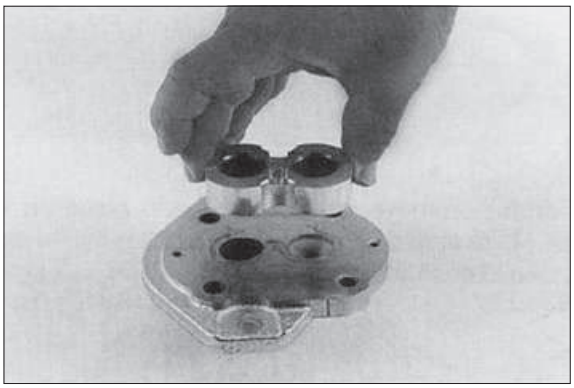
PUMP 06

(12) Remove drive shaft from mounting flange. There is no need to protect the shaft seal as it will be replaced as a new item.



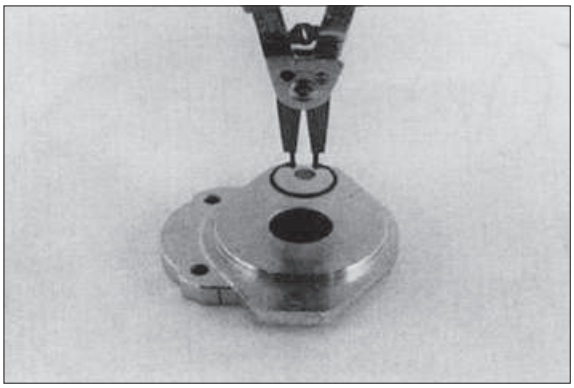
PUMP 07

(13) Remove the front bearing block.



PUMP 08

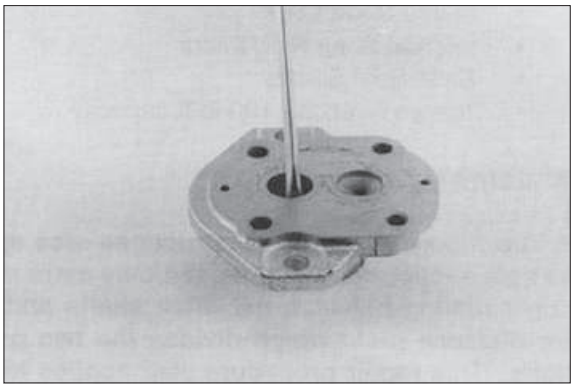
(14) Turn mounting flange over, with shaft seal up, and remove the retaining ring with proper snap ring pliers.



PUMP 09

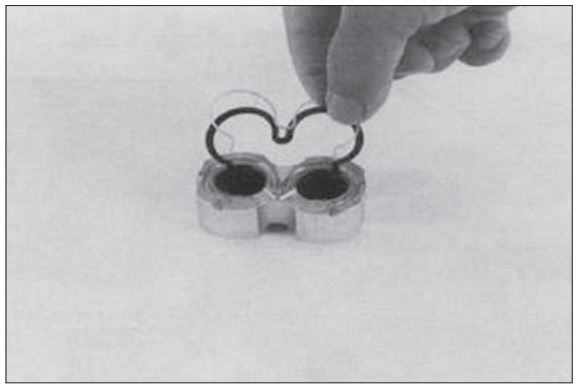
(15) Remove the oil seal from mounting flange, be careful not to mar or scratch the seal bore.

(16) Remove the dowel pins from the gear housing. Do not lose pins.



PUMP 10

(17) Remove seals from both bearing blocks and discard.



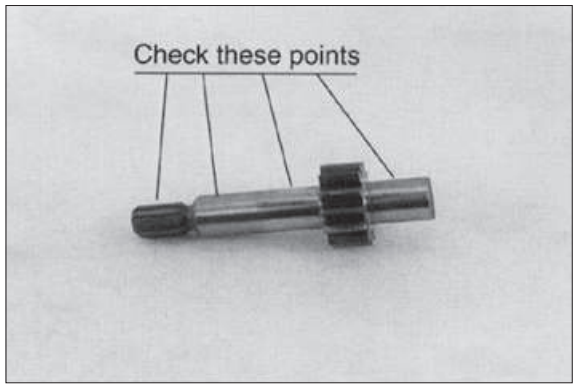
PUMP 11

2) INSPECT PARTS FOR WEAR

(1) Clean and dry all parts thoroughly prior to inspection. It is not necessary to inspect the seals as they will be replaced as new items.

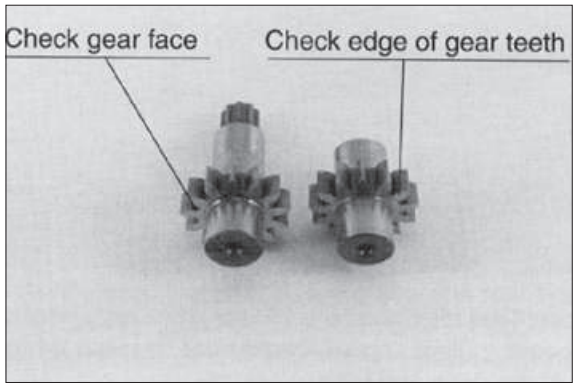
(2) Check drive shaft spline for twisted or broken teeth, check keyed drive shaft for broken or chipped keyway. No marks or grooves on shaft in seal area, some discoloration of shaft is allowable.

(3) Inspect both the drive gear shaft and idler gear shafts at the bearing points and seal area for rough surfaces and excessive wear.



PUMP 12

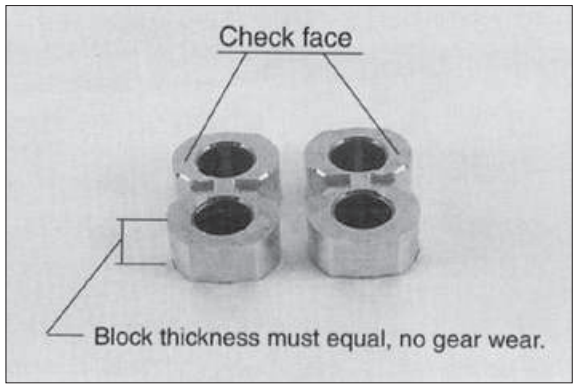
(4) Inspect gear face for scoring or excessive wear. If the face edge of gear teeth are sharp, they will mill into the bearing blocks. If wear has occurred, the parts are unusable.



PUMP 13

(5) Inspect bearing blocks for excessive wear or scoring on the surfaces which are in contact with the gears. Also inspect the bearings for excessive wear or scoring.

(6) Inspect the area inside the gear housing. It is normal for the surface inside the gear housing to show a clean "wipe" on the inside surface on the intake side. There should not be excessive wear or deep scratches and gouges.



PUMP 14

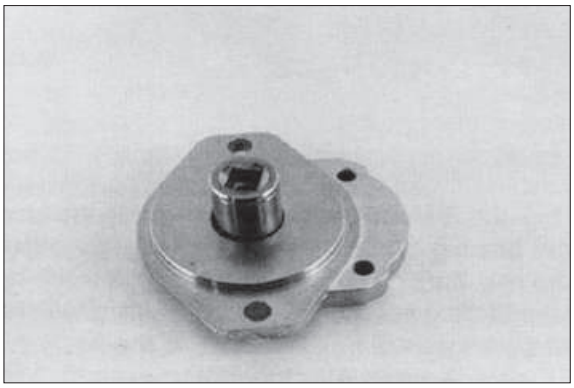
※ **General information**
It is important that the relationship of the mounting flange, bearing blocks and gear housing is correct. Failure to properly assemble this pump will result with little or no flow at rated pressure.

※ **This pump is not bi-rotational.**

3) ASSEMBLY

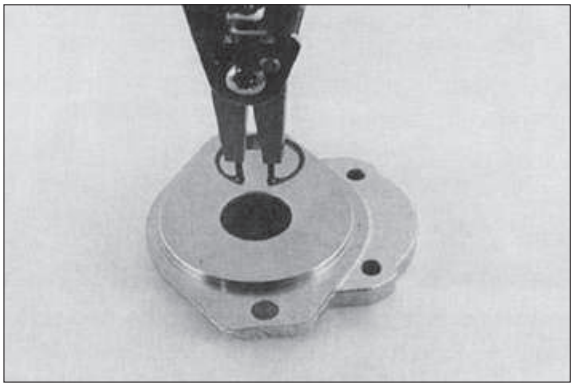
※ **New seals should be installed upon reassembly of pump.**

(1) Install new shaft seal in mounting flange with part number side facing outboard. Press the seal into the seal bore until the seal reaches the bottom of the bore. Uniform pressure must be used to prevent misalignment or damage to the seal.



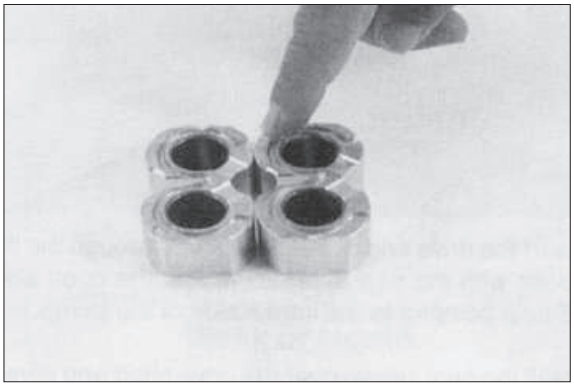
PUMP 15

(2) Install retaining ring in groove in seal bore of mounting flange.



PUMP 16

(3) Place front and back bearing blocks on a clean surface with the E-seal grooves facing up. Apply a light coating of petroleum jelly in the grooves. Also coat the E-seal and backup with the petroleum jelly, this will help keep the seals in place during assembly.

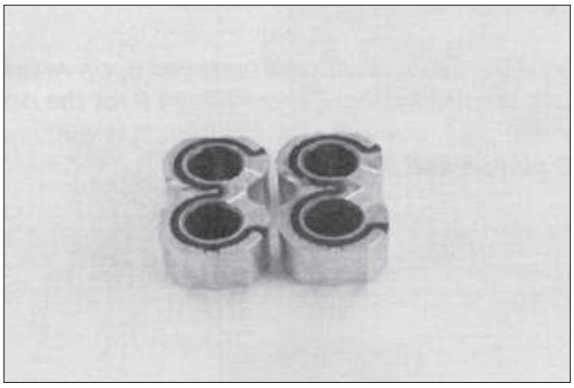


PUMP 17

(4) Place the E-seals, flat side outward, into the grooves in both bearing blocks. Follow by carefully placing the backup ring, flat side outward, in the groove made by the E-seal and the groove in the bearing block.

(5) Place mounting flange, with shaft seal side down, on a clean flat surface.

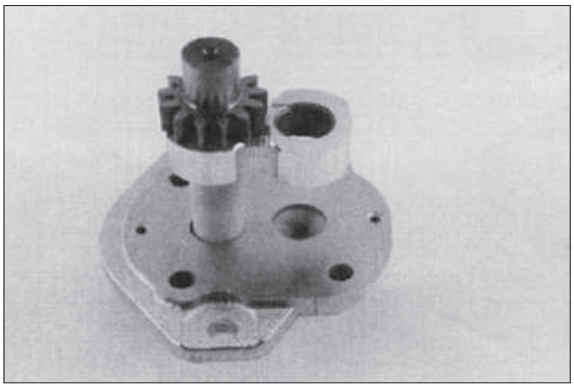
(6) Apply a light coating of petroleum jelly to the exposed face of the front bearing block.



PUMP 18

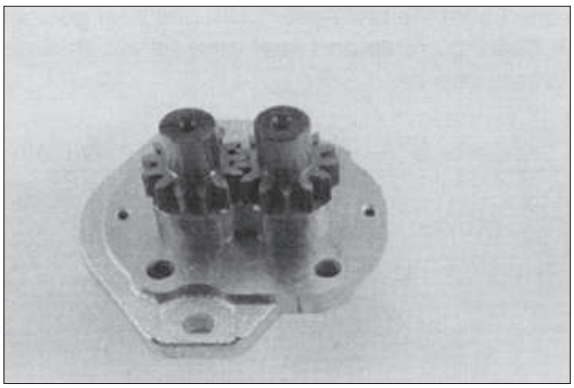
(7) Insert the drive end of the drive shaft through the bearing block with the seal side down, and the open side of the E-seal pointing to the intake side of the pump.

(8) Install the seal sleeve over the drive shaft and carefully slide the drive shaft through the shaft seal. Remove the seal sleeve from shaft.



PUMP 19

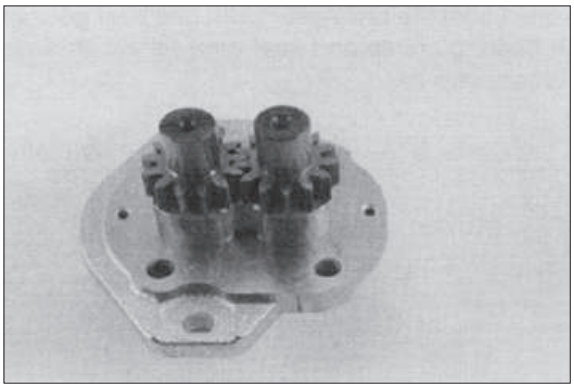
(9) Install the idler gear shaft in the remaining position in the bearing block. Apply a light coat of clean oil to the face of the drive and idler gears.



PUMP 20

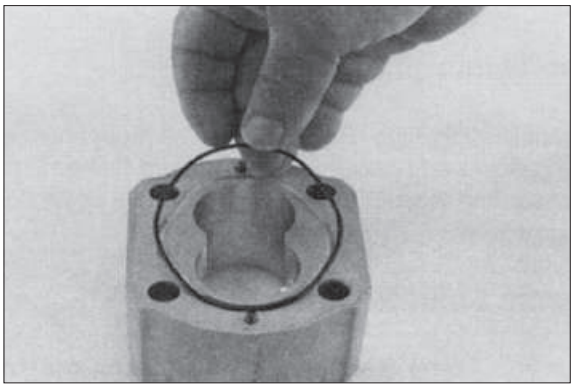
(10) Pick up the rear bearing block, with seal side up and with open end of the E-seal facing the intake side of the pump, place over the drive and idler gear shafts.

(11) Install two dowel pins in the holes in the mounting flange or two long dowel pins through gear housing if pump is a multiple section pump.



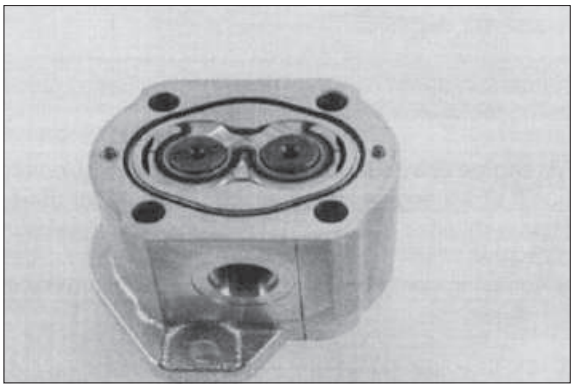
PUMP 21

(12) To install the O-rings in the gear housing, apply a light coating of petroleum jelly in the grooves on both sides of the gear housing.
Also coat the new O-ring and install them in the grooves.



PUMP 22

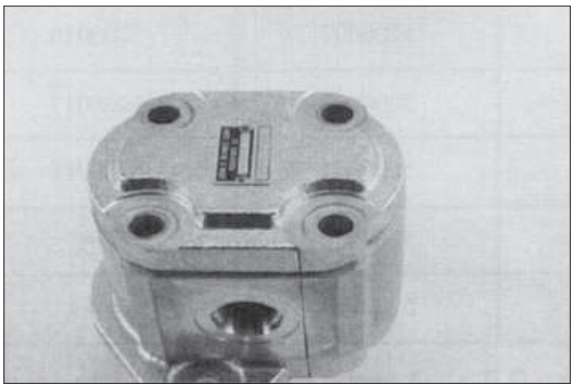
(13) Gently slide the gear housing over the rear bearing block assembly, slide housing down until the housing engages the dowel pins. Press firmly in place with hands, do not force or use any tool.
Check to make sure the intake port in the housing in on the same side as the open end of the E-seal and that the marked lines on the mounting flange and gear housing are in alignment.



PUMP 23

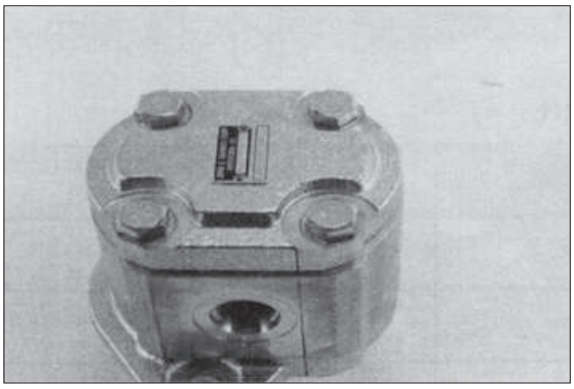
(14) The surface of the rear bearing block should be slightly below the face of the gear housing. If the bearing block sits higher then the rear face of the gear housing then the E-seal or O-ring have shifted out of the groove. If this is the case, remove the gear housing and check for proper seal installation.

(15) Install the two remaining dowel pins in the rear of the gear housing and place the end cover over the back of the pump.



PUMP 24

(16) Install the four spacers and hexagon head bolts through the bolt holes in the end cover, hand tighten.



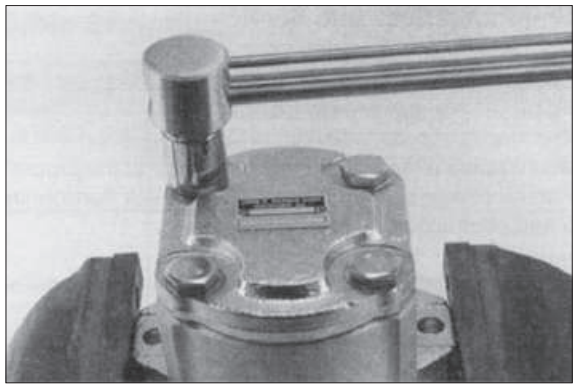
PUMP 25

(17) Place mounting flange of the pump back in the protected jawed vise and alternately torque the bolts.

· Tighten torque : 6~7kgf · m
(43.4~50.6lbf · ft)

(18) Remove pump from vise.

(19) Place a small amount of clean oil in the inlet of the pump and rotate the drive shaft away from the inlet one revolution. If the drive shaft binds, disassemble the pump and check for assembly problems, then reassemble the pump.



PUMP 26

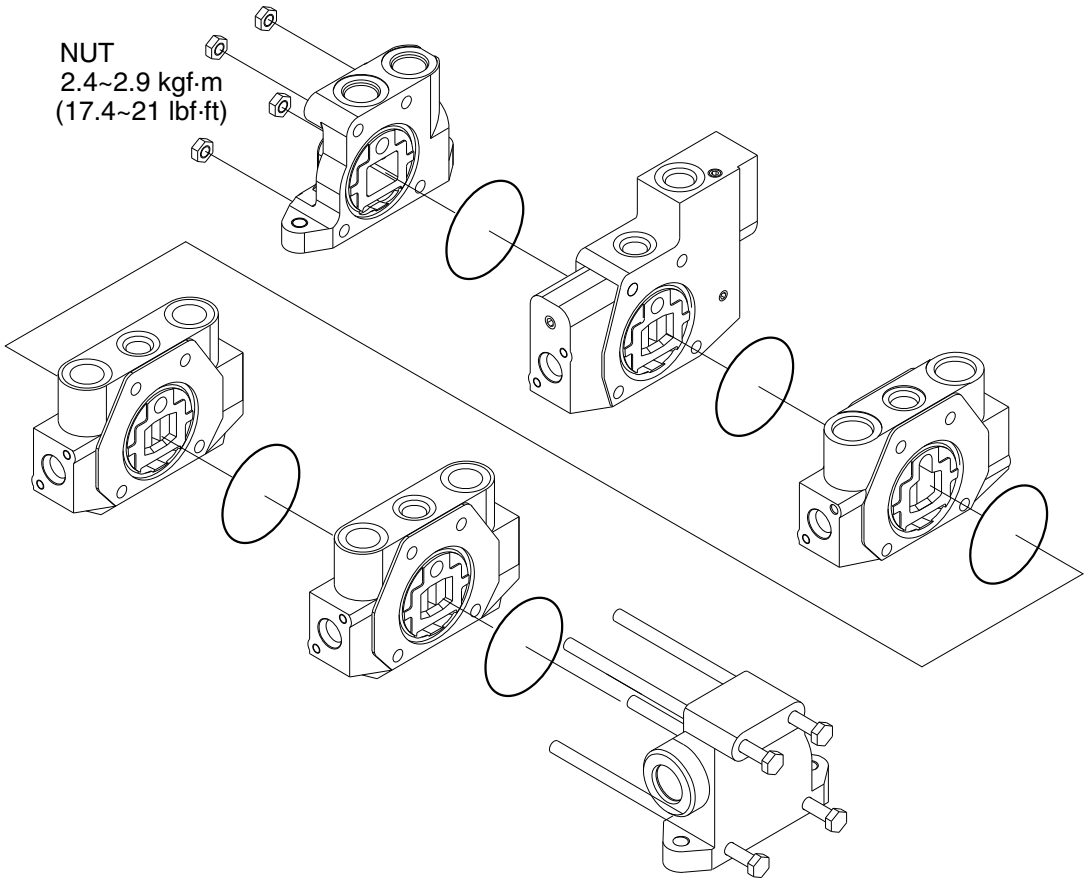
2. MAIN CONTROL VALVE (with OPSS)

1) ASSEMBLY

(1) General

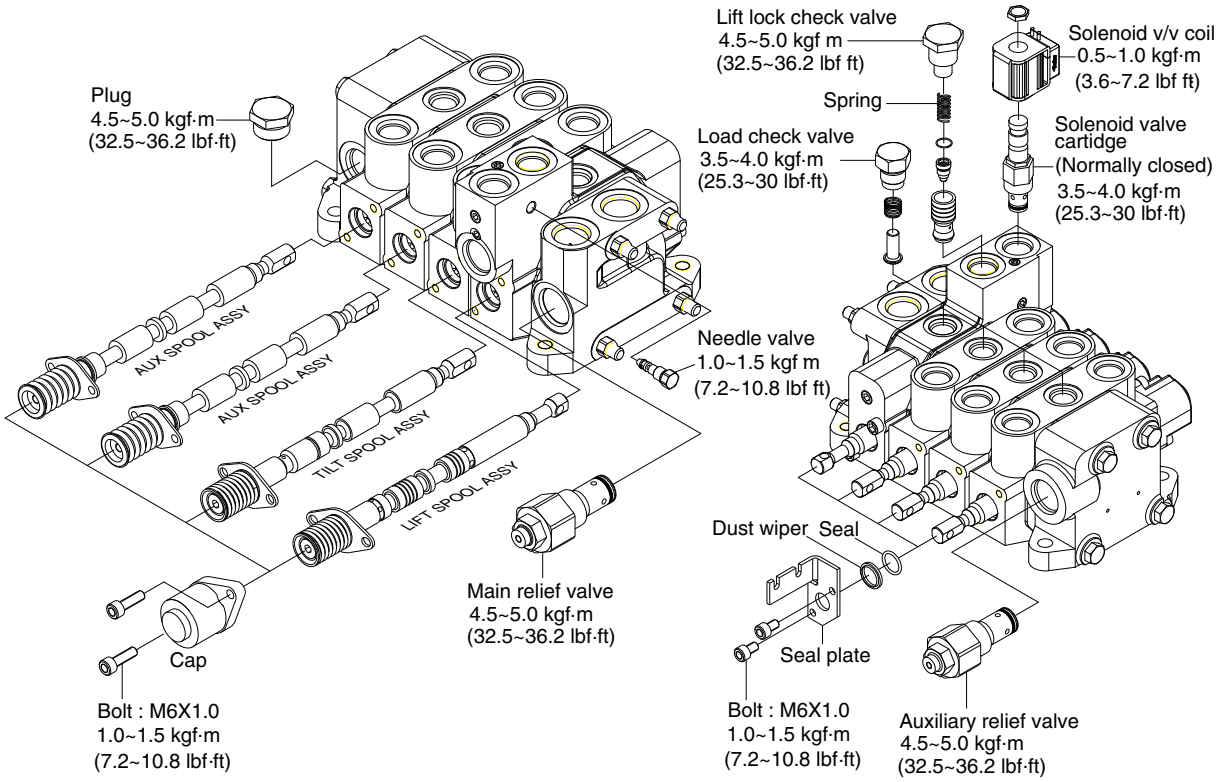
① Ensure that the assembly area will be clean and free of contamination.
② Use a flat(within 0.2㎜) work surface when bolting the valve sections together.
③ Use calibrated torque wrenches and instrumentation.
④ Additional auxiliary valve sections may be added to the main control valve in a similar manner as indicated below.

(2) Block sub assembly



22B7HS21

① Attach all the O-rings to the appropriate grooves between the spool sections.
② Stack the valve sections such that all the work ports are facing up, the spool ends are all in the same direction, and they are resting on a flat(within 0.2㎜), uniform surface.
③ Insert all the tie rods through the drilled holes in each of the housings.
④ Press the sections together, being carefully not to damage sealing surfaces or seals.
⑤ Install nuts to both ends of all tie rods and progressively torque in a circular pattern until reaching a torque of 2.4~2.9㎏f · m(17.4~21㏈f · ft) on all tie rods. Periodically, make sure that the valve remains flat while applying torque.



15BT9HS25S

(3) Inlet section

① Install the main relief valve assembly into the lower side cavity of the inlet section, as illustrated. Torque to 4.5~5.0kgf · m(32.5~36.2lbf · ft).

② Install the plug assembly in the tank port of the inlet section. Torque to 4.5~5.0kgf · m (32.5~36.2lbf · ft)

(4) Lift section

① The spool assembly should already consist of the lift spool, the return spring, one spring seat on either end of the spring, the seal plate, a spool seal, and a dust wiper. All of these are assembled on the end of the spool opposite the clevis.

② Insert the clevis end of the spool into the right-hand side of the spool bore(the tallest end of the housing). Place the spool cap over the spool and spring assembly and connect the cap to the housing using two bolts. Torque both bolts alternatively until a torque of 1.0~1.5kgf · m (7.2~10.8lbf · ft) is reached on both bolts.

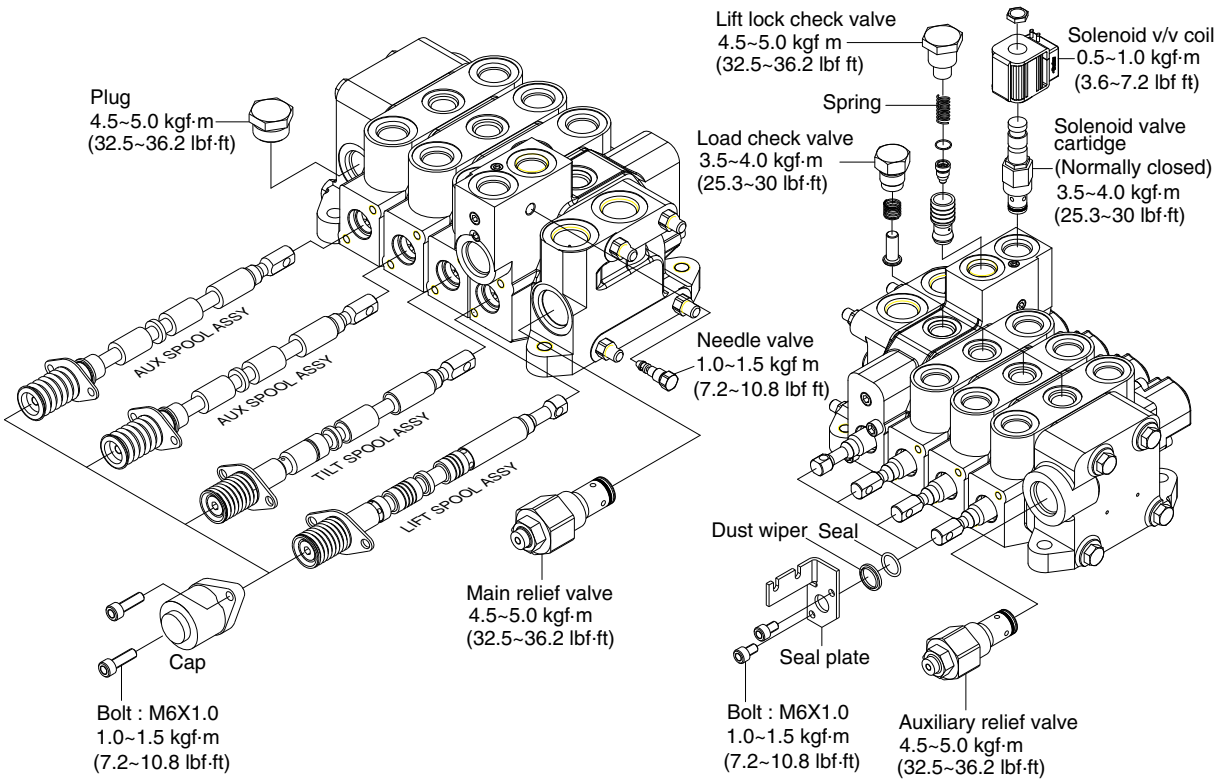
③ Install the second spool seal and dust wiper over the clevis end of the spool and retain with a seal plate and two bolts. Torque both bolts alternatively until a torque of 1.0~1.5kgf · m(7.2~10.8lbf · ft) is reached on both bolts.

④ The load check assembly is inserted into the top center cavity. Torque to 3.5~4.0kgf · m (25.3~30lbf · ft)

⑤ The normally closed solenoid is installed in the rightmost cavity on the top of the section. Torque to 3.5~4.0kgf · m (25.3~30lbf · ft)

⑥ Install the lift lock check valve assembly in the remaining open cavity in the top of the housing. Torque to 4.5~5.0kgf · m(32.5~36.2lbf · ft)

⑦ Install the needle valve subassembly in the cavity on the inlet-facing surface of the housing. Torque to 1.0~1.5kgf · m (7.2~10.8lbf · ft)



15BT9HS25S

(5) Tilt section

① The spool assembly should already consist of the tilt spool(with tilt plunger and spring inserted into the bore on the spring end), the return spring, one spring seat on either end of the spring, the seal plate, a spool seal, and a dust wiper. All of these are assembled on the end of the spool opposite the clevis.

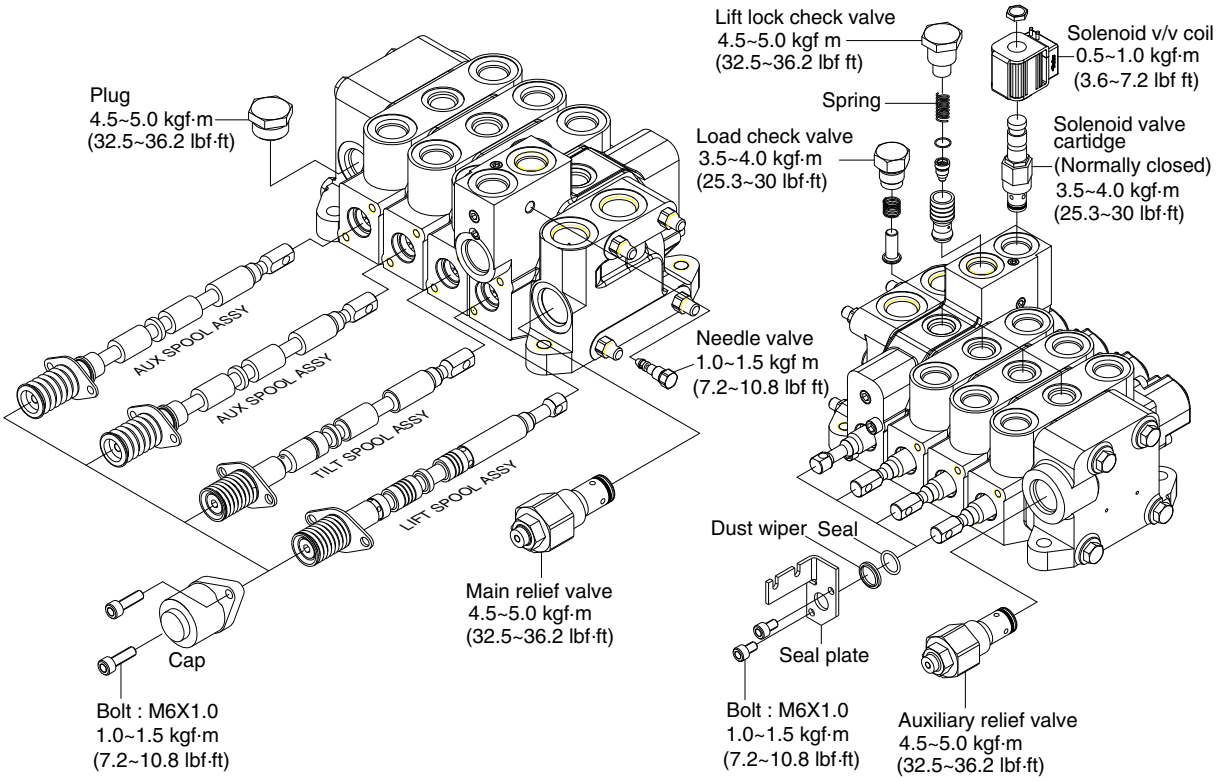
② Insert the clevis end of the spool into the right-hand side of the spool bore(the tallest end of the housing). Place the spool cap over the spool and spring assembly and connect the cap to the housing using two bolts. Torque both bolts alternatively until a torque of 1.0~1.5kgf · m (7.2~10.8lbf · ft) is reached on both bolts.

③ Install the second spool seal and dust wiper over the clevis end of the spool and retain with a seal plate and two bolts. Torque both bolts alternatively until a torque of 1.0~1.5kgf · m(7.2~10.8lbf · ft) is reached on both bolts.

④ The load check assembly is inserted into the top center cavity. Torque to 3.5~4.0kgf · m (25.3~30lbf · ft).

⑤ Install the anti-cavitation check valve in the housing cavity on the clevis end directly above the spool assembly. Torque to 4.5~5.0kgf · m(32.5~36.2lbf · ft).

⑥ Install the plug in the housing cavity above the spool assembly. Torque to 3.5~4.0kgf · m (25.3~30lbf · ft).



15BT9HS25S

(6) Auxiliary section

※ Same procedure for all aux sections, but spool assembly components may vary.

① The spool assembly should already consist of the proper aux spool, the return spring, one spring seat on either end of the spring, the seal plate, a spool seal, and a dust wiper. All of these are assembled on the end of the spool opposite the clevis.

② Insert the clevis end of the spool into the right-hand side of the spool bore(the tallest end of the housing). Place the spool cap over the spool and spring assembly and connect the cap to the housing using two bolts. Torque both bolts alternatively until a torque of 1.0~1.5kgf · m (7.2~10.8lbf · ft) is reached on both bolts.

③ Install the second spool seal and dust wiper over the clevis end of the spool and retain with a seal plate and two bolts. Torque both bolts alternatively until a torque of 1.0~1.5kgf · m(7.2~10.8lbf · ft) is reached on both bolts.

④ The load check assembly is inserted into the top center cavity. Torque to 3.5~4.0kgf · m (25.3~30lbf · ft).

(7) Outlet section

① Install the secondary main relief valve into the cavity on the clevis end of the housing. Torque to 4.5~5.0kgf · m(32.5~36.2lbf · ft)

2) DISASSEMBLY

(1) General

① Subassemblies (such as relief valves, check valves, and spools) may be removed without having to loosen the tie rods and disassembling the entire valve.

② Disassemble the valve sections on a flat working surface.

③ Ensure that the disassembly area will be clean and free of contamination.

④ Keep the disassembly area neat to avoid loss or damage of parts.

(2) Disassembly

① Loosen the tie rod nuts and remove the tie rods from the valve sections.

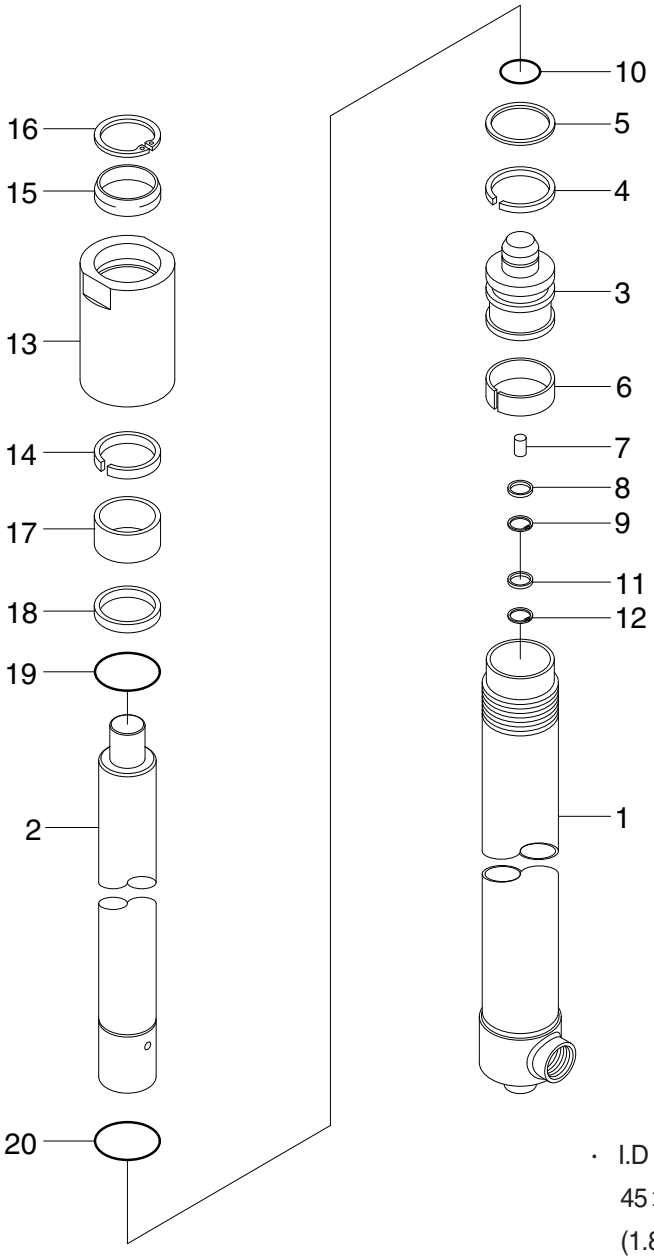
② Remove O-rings between valve sections and set aside to avoid damage.

③ Spools, relief valves, load check valves, lift lock poppet, solenoid valves, and plugs can all be removed from the valve sections. Refer to the associated assembly procedures, above, for specific torque and handling details. Inspect and repair or replace the assemblies as complete units, as may be necessary.

④ Valve components are precision items, and care must be taken when handing them to avoid damage or the introduction of contamination that could adversely affect performance.

3. LIFT CYLINDER (V-mast)

1) STRUCTURE



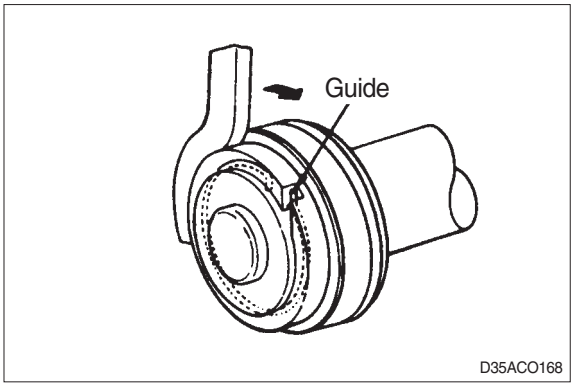
- I.D × O.D × Stroke (standard)
  45 × 55 × 1495 mm
  (1.8 × 2.2 × 58.9 in)
- Rod O.D : 35 mm (1.4 in)

15BT9HS14

1	Tube assy	8	Spacer	15	Dust wiper
2	Rod	9	Retaining ring	16	Retaining ring
3	Piston	10	Stop ring	17	Rod bush
4	U-packing	11	Cushion seal	18	Spacer
5	Back up ring	12	Retaining ring	19	O-ring
6	Wear ring	13	Rod cover	20	Stop ring
7	Check valve	14	U-packing		

2) DISASSEMBLY

(1) Hold the cylinder tube in a vice, loosen the cylinder head and remove it.
Remove the spacer from the cylinder tube and knock out the bushing. Hook a wrench in the hole in the retainer at the piston end and turn. Lever up the edge of the guide, then turn the guide in again and the guide can be removed.



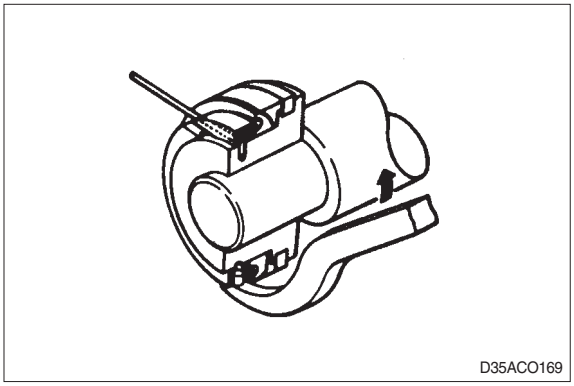
3) CHECK AND INSPECTION

mm(in)

Check item	Standard size	Repair limit	Remedy
Clearance between cylinder rod & bushing	0.072~0.288 (0.003~0.011)	0.5 (0.020)	Replace bushing
Clearance between piston ring & tube	0.05~0.030 (0.002~0.012)	0.5 (0.020)	Replace piston ring

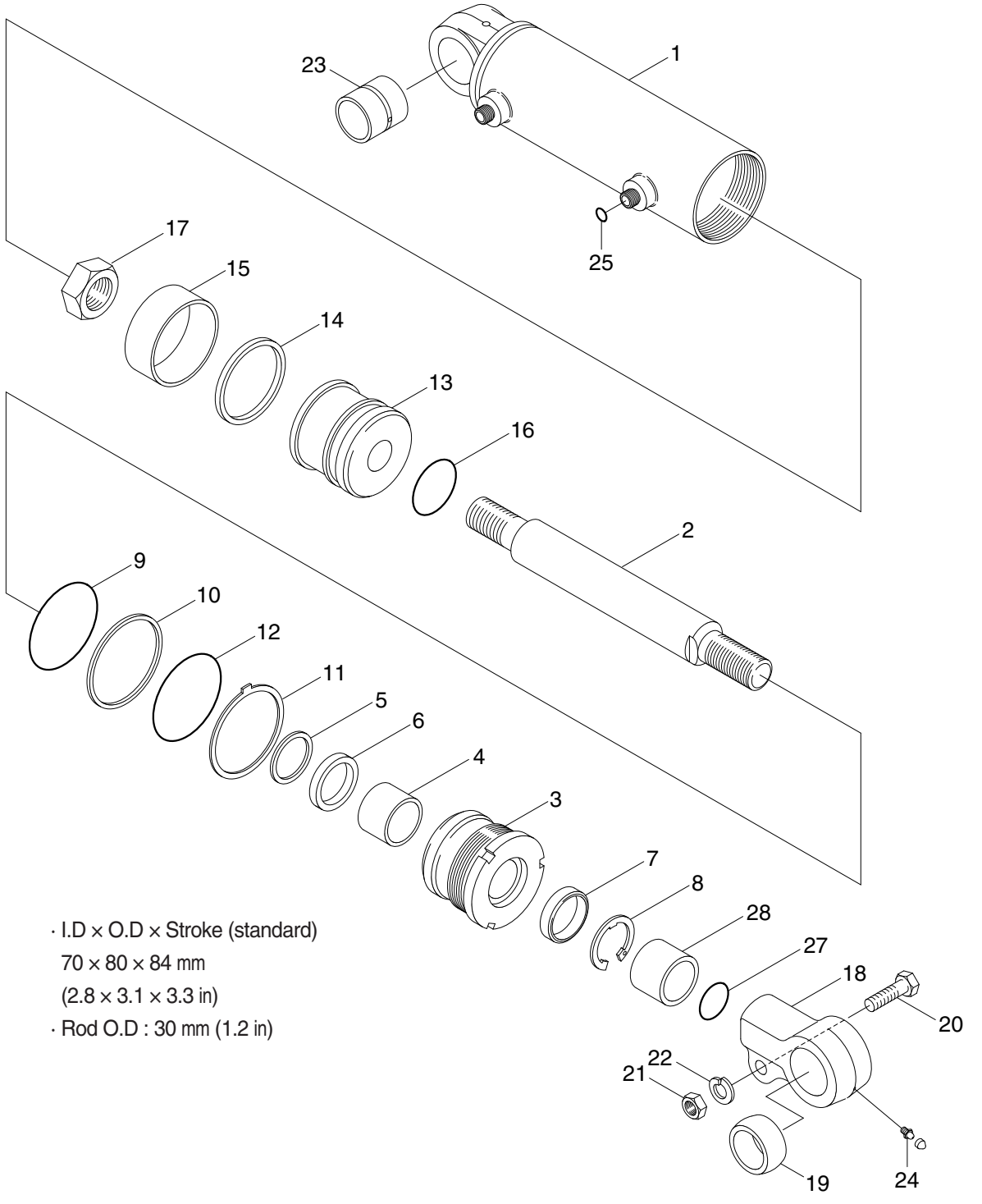
4) ASSEMBLY

(1) Soak the piston ring in hydraulic oil at a temperature of 40 to 50˚C, expand the inside diameter and assemble on the piston. Install a piston seal.
Bend the edge of the guide and rotate it to install the guide completely.



4. TILT CYLINDER

1) STRUCTURE

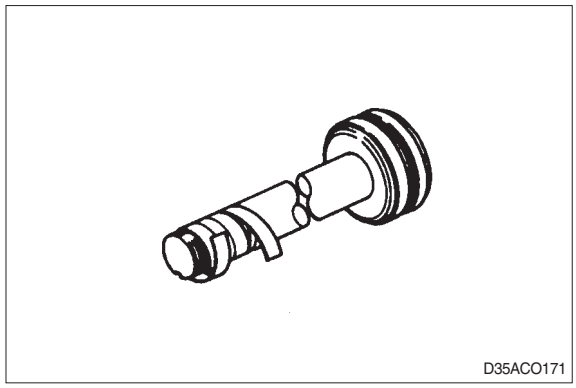


· I.D × O.D × Stroke (standard)
70 × 80 × 84 mm
(2.8 × 3.1 × 3.3 in)
· Rod O.D : 30 mm (1.2 in)

1	Tube assy	10	Back up ring	18	Rod eye
2	Rod	11	Lock washer	19	Spherical bearing
3	Gland	12	O-ring	20	Hexagon bolt
4	DU bushing	13	Piston	21	Hexagon nut
5	Rod seal	14	Piston seal	22	Spring washer
6	Back up ring	15	Wear ring	23	DU bushing
7	Dust wiper	16	O-ring	24	Grease nipple
8	Snap ring	17	Nylon nut	25	O-ring
9	O-ring				

2) DISASSEMBLY

(1) Hold the parallel parts of the cylinder tube bottom in a vice and mark the rod head end to show how much it is screwed in, then remove the rod head. Next, hook a wrench into the notch at the cylinder head and remove the cylinder head from cylinder tube.
When doing this, wind tape round the threaded part of the rod and be careful not to damage the dust seal and rod seal inside cylinder head.



3) CHECK AND INSPECTION

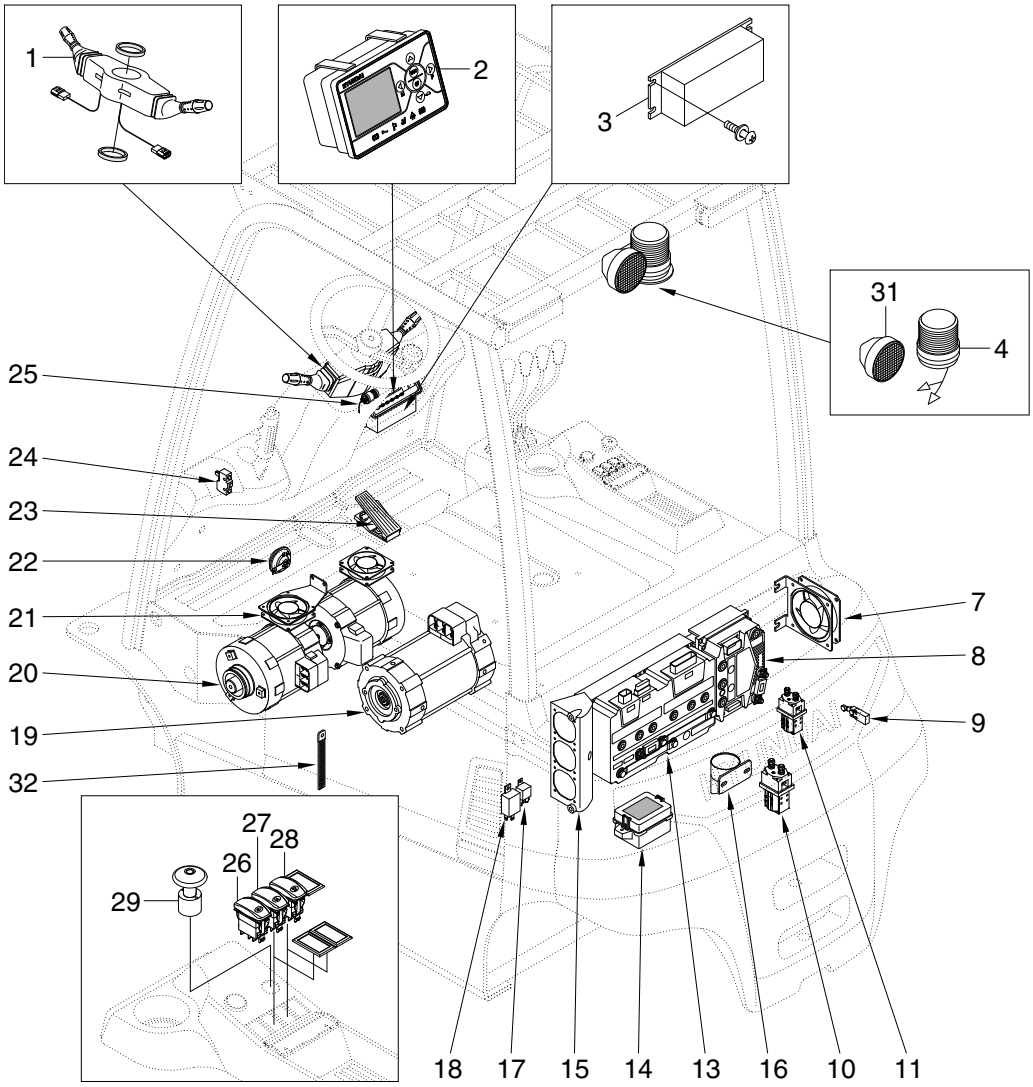
mm(in)

Check item	Standard size	Repair limit	Remedy
Clearance between cylinder rod & bushing	0.072~0.288 (0.003~0.011)	0.5 (0.020)	Replace bushing
Clearance between rod head bushing & pin	0.10~0.35 (0.004~0.014)	0.6 (0.024)	Replace bushing

SECTION 7 ELECTRICAL SYSTEM

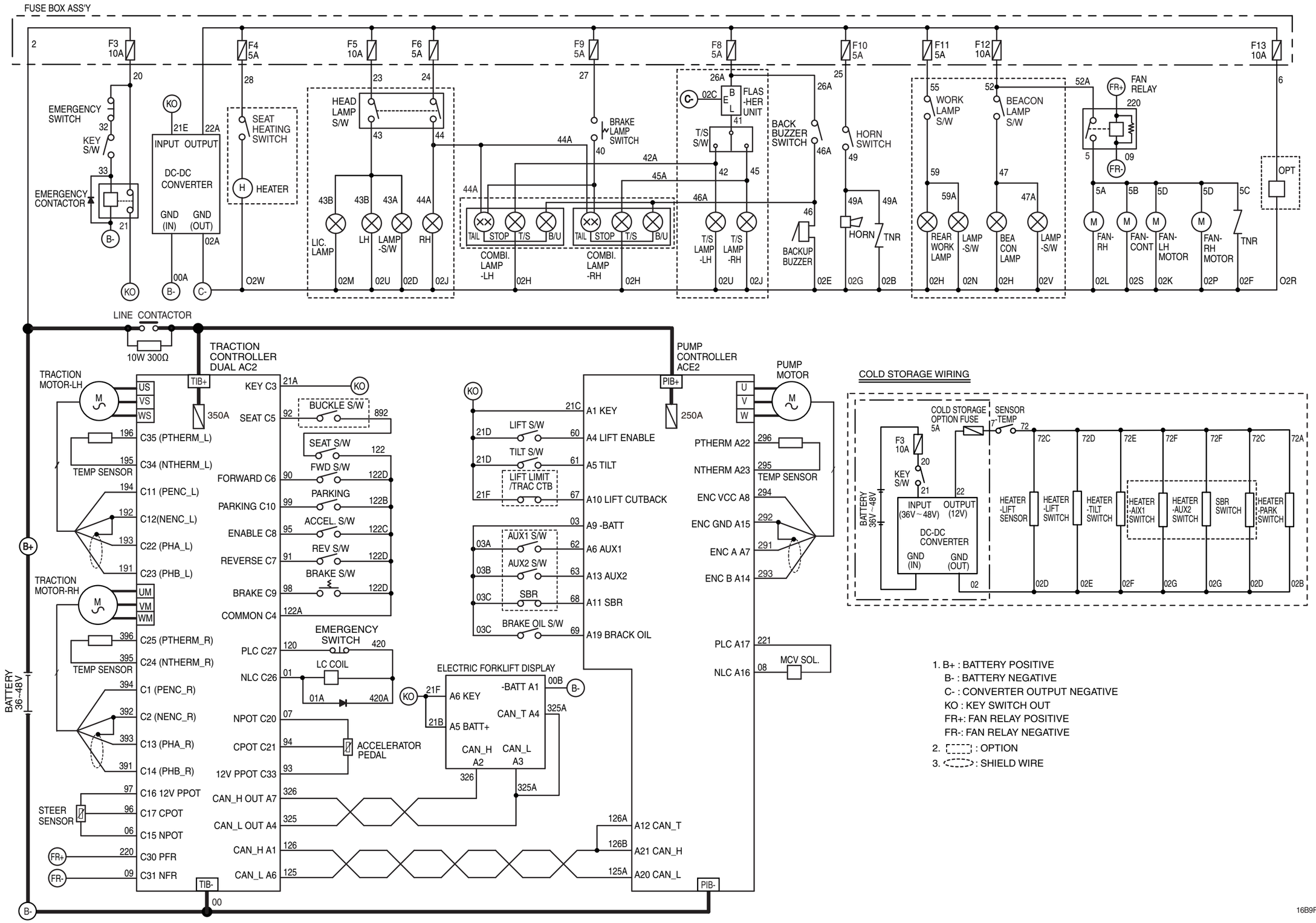
SECTION 7 ELECTRICAL SYSTEM

GROUP 1 COMPONENT LOCATION



16B9FEL02A

1	Combination switch	14	Fuse box assy	24	Parking switch assy
2	Display	15	Fan assy	25	Key switch assy
3	DC-DC converter	16	Back buzzer	26	Head lamp switch (opt)
4	Beacon lamp (opt)	17	Relay	27	Rear working lamp switch (opt)
7	Fan-san ACE120	18	Flasher unit assy	28	Beacon lamp switch (opt)
8	Pump controller-ACE2	19	Pump motor	29	Emergency switch assy
9	SBR switch assy (opt)	20	Traction motor	31	Rear work lamp (opt)
10	Contactor-SW200B	21	Fan-san ACE120	32	Static strap
11	Contactor-SW80B	22	High horn		
13	Traction controller-DUAL AC2	23	Accelerator assy		



1. B+ : BATTERY POSITIVE
   B- : BATTERY NEGATIVE
   C- : CONVERTER OUTPUT NEGATIVE
   KO : KEY SWITCH OUT
   FR+: FAN RELAY POSITIVE
   FR-: FAN RELAY NEGATIVE
2. [ ] : OPTION
3. ( ) : SHIELD WIRE

16B9FEL02

GROUP 3 ELECTRIC COMPONENTS

1. FUNCTIONS OF BATTERY FORKLIFT TRUCK AND ELECTRIC COMPONENTS

The major functions of forklift truck can be divided into DRIVING FUNCTION and LOADING and UNLOADING FUNCTION.

All the components that work DRIVING and LOADING & UNLOADING functions are driven by AC motors. And as the BATTERY works as power source of these motors, a charging device is needed.

To drive the fork lift truck, a DRIVING CONTROL SYSTEM and some electric components such as direction change lever (forward/reverse section switch) and accelerator are required to select the driving direction and to control the speed of driving motor.

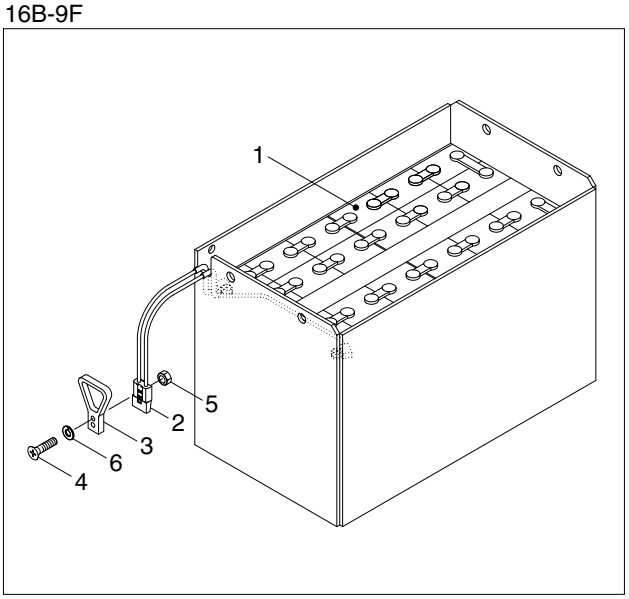
The CONTROL SYSTEM includes some protective circuits that protect the equipment and components from malfunctioning.

A MONITORING SYSTEM is installed in the monitor panel, which monitors the equipment and working condition, and let the operator take proper action. For the monitoring system, there are many sensors such as current sensors, potentiometer sensors, and temperature sensors. The HYUNDAI Battery forklift trucks are equipped with the most advanced DRIVING CONTROL SYSTEM currently available world-widely. The operator friendliness features enable him to set the truck conditions properly according to each working circumstance easily on his seat, and the SELF-DIAGNOSTIC function displays current status of truck in working.

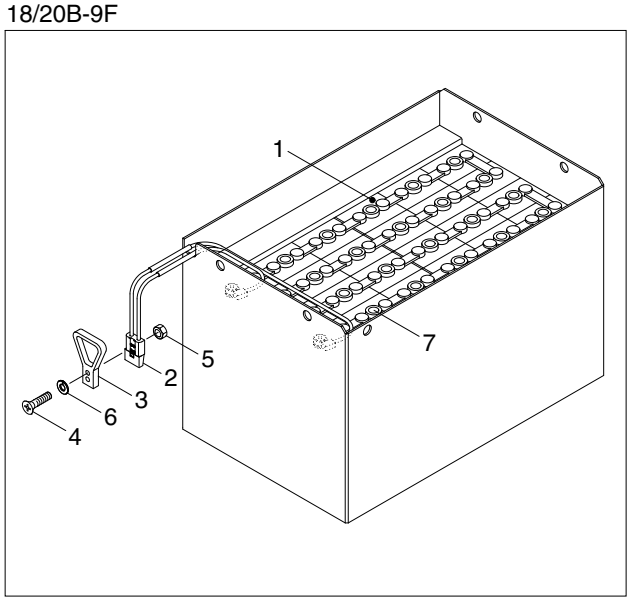
2. BATTERY

1) STRUCTURE

16B-9F



18/20B-9F



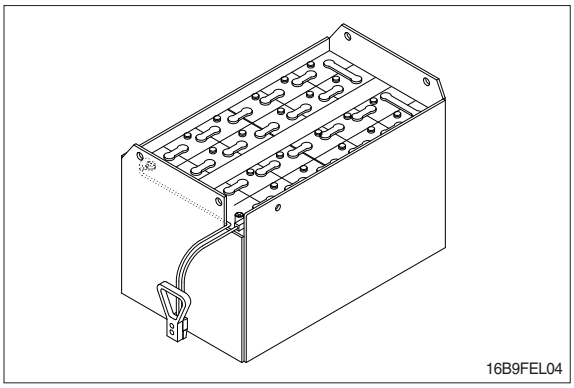
16B9FEL03A

1	Cell	5	Weld nut
2	Battery connector	6	Spring washer
3	Handle	7	One touch cap
4	Round head screw		

2) GENERAL

As in the battery forklift, the battery is an energy source, the handling of the battery is very important.

The life and performance of the battery greatly depend on the ordinary handling and maintenance. Therefore, be sure to check and maintain the battery so that it may be kept best.



3) SPECIFICATION AND SERVICE DATA

Item	Unit	16B-9F	18/20B-9F
Type	-	Lead Acid	
Rated voltage	V	48	
Capacity	AH/hr	440/5	440/5
Electrolyte	-	WET	
Dimension (L × W × H)	mm	978 × 545 × 635	978 × 630 × 635
Connector	-	SB 350 or SR 350	
Weight (Min / Max)	kg	780/980	950/1140

Fully charged specific gravity	1.280 (25°C)
End of discharge specific gravity	1.120 (25°C)
Discharge end voltage	48V
Electrolyte	Refined dilute sulfuric
Replenishment fluid	Refined (pure) water
Insulation resistance	1MΩ

4) SAFETY PRECAUTIONS

(1) When sulfuric acid contact with skin

For acid contact with skin, eye or clothing, flush with water immediately. If swallowed, drink a large amount of water or milk. Seek medical attention immediately. When handling acid, always wear eye goggles or a face shield and rubber gloves.

(2) Strict prohibition of fire and ventilation

Since batteries generate explosive hydrogen gas, no fire should be drawn near. Before the battery charging, keep the battery cover open and check the ventilation status. Charging in an enclosed space can cause an explosion.

(3) Never place metallic articles on the batteries

If done so, it may cause "short circuit" accidents (dangerous especially while charging) (Especially dangerous while charging).
Sparks will be generated which is equally dangerous as open fires.

(4) Handling of charger

When connecting or disconnecting a battery from a charger or attempting maintenance, make sure switches are all off. Ensure that the charger and the battery are matched. If a 300Ah battery is used with a charger designed to charge a 500Ah battery, it will severely overcharge the battery.

5) OPERATION PRECAUTIONS

(1) Avoid over-discharge

If over-discharged, it will be difficult to restore the batteries to the original state by recharge. In order to maintain the batteries in use for long period of time, it is recommended to use the batteries with discharge amount not exceeding 80% of the rated capacity. Further care should be taken for preventing the unit cell voltage from falling below 1.5V.

(2) Avoid over-charge

If overcharged, the rise in battery temperature will become excessive, resulting in deterioration of plates and other parts and markedly shortening of battery life.

(3) Avoid excessive elevation of temperature

Be sure to open the cover of battery housing tray before charging. If there is a possibility of temperature to exceed 55°C, discontinue the charge operation temporarily, or reduce the charge current.

6) CHECKING

(1) Unpacking

Electric traction storage batteries (herein after refer to as "batteries") are delivered to customers in dry-charged condition. At unpacking, check whether the batteries and accessories have been damaged. If there are observed defects, you should notify the condition to our branch office or agent. Never remove the sealing plug until the battery is put into service.

(2) Performance and maintenance of batteries

① Initial charge

Wet-charged battery gradually decreases its capacity during storage. In order to provide sufficient discharge capacity in the first discharge, the good initial charge is required. The conditions of initial charging are seen as below at room temperature.

a. By modified constant voltage charger

Connect the battery to the charger and turn on the equalizing charge "ON." The battery will be fully charged and terminated automatically.

b. By constant voltage constant current charger (standard)

Connect the battery to the charger and turn on the equalizing charge "ON." The battery will be fully charged and terminated automatically.

c. By constant current charger

Connect the charger to the battery and charge the battery by 0.1C×5 hour rate nominal capacity current for 24 hours or more. The charge shall be terminated when one of the following conditions is identified.

- When a constant value is indicated for more than 1 hour after the battery voltage has reached the maximum value.
- When more than 1 hour of charge is continued after the electrolyte specific gravity has risen fully and becomes constant.

② Discharge and capacity

The capacity of batteries is indicated at 5 hour rate capacity which means the battery can be discharged for 5 hours with the discharge current calculated by dividing the capacity value by 5 until the unit cell mean voltage reaches down to 1.7V at the electrolyte temperature of 30°C.

That is, the capacity is indicated by AH (ampere hour) being calculated as the product of ampere (A) and time (H). However, even if it is the same type of batteries, the capacity varies with the discharge conditions (discharge current, battery temperature and specific gravity of electrolyte).

Even if the batteries discharged its full capacity, if immediately charged to full, there will be no harmful effects remained. Ideal charging amount (AH) is 110-125% of the amount of previous discharge.

③ Specific gravity of electrolyte

Specific gravity of electrolyte drops at discharge and rises at charge. When the batteries are fully charged, it becomes almost constant and shows no further rise. The specific gravity value varies with the change in temperature. Therefore specific gravity measurement should be made with temperature of electrolyte at the same so the measured specific gravity value could be corrected to that at the standard temperature of 25°C by the following formula.

$$S_{25} = S_t + 0.0007\ (t-25)$$

Where, S_{25} : Specific gravity at 25°C

S_t : Actually measured specific gravity at t°C

t : Electrolyte temperature (°C)

The standard specific gravity for this type of battery is 1.280±0.01(25°C) at full charge condition.

If the electrolyte is decreased naturally while using, distilled water shall be replenished up to the specified level. (Never refill sulfuric acid).

Only when large quantity of electrolyte is lost due to spillage, etc., dilute sulfuric acid specified in gravity shall be added.

④ **Normal charge**

Charge the discharged batteries as quickly as possible. The temperature of electrolyte before starting the charging operation shall preferably be below 45°C, and the temperature during the charge should be maintained at no higher than 55°C. (Under any unavoidable situations, it should never be above 55°C). Methods of charging vary in precise meaning with the types of chargers used. A standard charging method is described hereunder. (If a special method is mentioned to be adopted, follow that instruction).

a. Charging by modified constant voltage automatic charger

There is almost automatic charger today which completes the charging just only connecting the plug between battery and charger without outer operating timer. But if your charger has it, after setting the timer for 3-4 hours and turn on the charger and the charger is left as it is, then the charge will be made automatically. In principle, regardless of the amount of previous discharge, it is not required to alter the setting of timer time. The recommendable current value of this type of charger is "5 hour rate current ×1.0~1.5" at the start of charging, and at the final stage it is "5 hour rate current ×0.15~0.25". Normally the charge is terminated within 8~12 hours automatically.

b. Charging by constant current constant voltage automatic charger

After a lapse of specified charging time after the switch is turned on, the charge will be completed by turning off the switch. The charging time can be calculated by the following formula.

$$\text{Charging time} = \frac{\text{Amount of previous discharge(AH)}}{\text{Capacity of charger(A)}} + 2\sim3\text{(H)}$$

When the amount of previous discharge is not known, use the 5 hour rate rated capacity of the batteries. At immediately after charging, the charge current is allowed up to 3 times 5 hour rate current. For charger provided with a timer, the charge will terminate automatically if the timer is set at the specified time according to the operation manual.

c. Charging by constant current charger

Connect the charger to the battery and charge the battery by 0.1C×5 hour rate nominal capacity current for 24 hours or more. The charge shall be terminated when one of the following condition is identified.

⑤ **Equalizing charge**

When large number of cells are used in a set of battery, the voltage and specific gravity of respective cells tend to become unequal, resulting in necessity of charging all the cells at an appropriate time in order to equalize them. This is called equalizing charge. Normally the equalizing charge should be carried out once every month. The methods are in normal type charger, extend the charge for 5 more hours after full charge at the final stage current, and in automatic charger which is in most cases provided with timer, extend the time setting for 3-6 more hours.

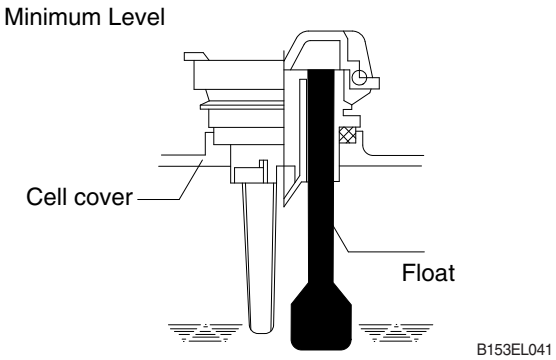
⑥ **Replenishment of distilled water**

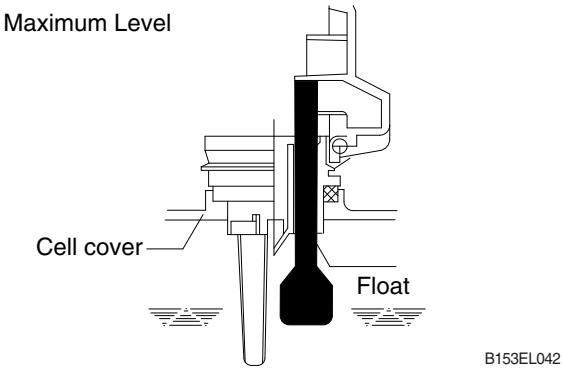
Only the water content of electrolyte is decreased due to electrolysis of distilled water during charge and natural evaporation. If a battery used with the electrolyte decreased excessively, plates will deteriorate resulting in markedly shortening of battery life. Be sure to check the electrolyte level once every week. If the electrolyte level is lowered, replenish distilled water up to the specified level. In this case, never attempt to replenish sulfuric acid or tap water. Use only distilled water for battery replenishment. If the amount of water required for weekly addition to a unit cell for 100AH of battery capacity is in excess of 45 cc, it is assumed that the cell is receiving overcharge. Accordingly, be sure to reduce slightly the daily charge amount. Under the normal conditions, the addition of water per week is 45 cc or less. Incidentally, distilled water replenishment should be made before charging to the content of minimum level. (For the purpose of uniform stirring of electrolyte by charging).

If the electrolyte level is improper after completion of charging, you may topping up the electrolyte level to the maximum level.

a. Determination of replenishment time and methods (cell with ONE TOUCH CAP)

Confirm the electrolyte level by looking at the float in the ONE TOUCH CAP. If too low as shown in figure, replenish distilled water. Replenishment shall be performed after opening the cover of the plug using syringe and jug. When refilling is completed, close each cover completely until "click" sound is heard.





⑦ **Cleaning**

If electrolyte spills or the cells are polluted with dust or stains, it will cause generation of leak current. Wipe off dust and stains with moist cloth and clean in such a manner that the cells are kept in dry condition. In the case of plastic containers or covers, never use such organic solvents as paint thinner and gasoline. If used, the plastic containers or covers may suffer cracking. If you are forced to use them, be sure to use white kerosene.

⑧ **Notice on charging**

The charging area must be well ventilated to facilitate exhaust of gas generated from the battery during charging. Charge the battery in an area free from iron working, welding, etc. Further the battery generates hydrogen, oxygen, acid mist and on rare occasions, hydrogen sulfide during charging depending on the case. Special care may be required in the case of equipment and objects near the battery that may contaminated or damaged. Do not pull out the charging plug during charging, as it will cause sparks. Since hydrogen gas generated during charging may remain in the area surrounding the battery after charging, never bring fire or flame close to this area. In case of counter-balance type vehicles, open the battery cover before charging.

⑨ **Repair of failure cell**

a. To remove a cell from the circuit or battery from steel tray, it is first necessary that the intercell connector be removed.
b. Before performing any repairs, you must open one-touch caps for gas purging of all cells. After you have finished that, must remove connector covers and on-touch caps from failure cell including surrounding cells. All vent holes of cells removed of one-touch caps must cover by four layers of water dampened cloth and then proceed with repairs. Using an acid syringe withdraw sufficient electrolyte from failure cell to reduce the liquid levels until minimum level indicating of one touch caps.
c. The safe and most efficient method of removing a connector from failure cell as well as all surrounding cells is with hand or electric drill (25 ㎜).

⚠ You must make sure to clear of explosive hydrogen gas in the cells before repairs. Be careful not to drill to far into the cell and damage the unit. During drilling operation make sure lead curls produced do not contact opposite cell poles and cause a spark.

d. Upon completion of drilling the intercell connectors, can be lifted off.
e. Lifted off the failure cell from circuit after removing of intercell connector.
f. Installing new cell and connector.
g. With surfaces properly cleaned and neutralized, position the connectors.
h. Place damp rags around each lead head. Hold tip of the welder in center of post move welder completely around top of post and out to the area where the post meets the connector. Move welder back to center of post and add molten lead until area is filled to top of connector. Again, move welder completely around area, with tip on molten lead. If you have jig for welding connector, have easier and better welding work.
i. When replacing electrolyte in a repaired cell, use sulphuric acid of the same specific gravity that is found in the balance of the battery.
j. Finally, rejoin connector covers and one-touch caps to the cells.

⑩ **Summary of daily maintenance**

a. Avoid overcharge. After discharge, charge the batteries immediately. The standard frequency of equalizing charge is more than once every month.
b. Be sure to check the electrolyte level once every week. If found decreased, replenish distilled water up to the specified level.
c. The top surface of battery cells should be kept clean and dry.
d. Be sure to keep open the cover of battery housing tray during charge.
e. Never draw near open fires such as lighted cigarettes or burning matches during charge.

(3) Others

① **Storage of batteries**

When batteries are stored, keep them away from room heaters or other heat generating sources. Clean, cool and dry place where no direct sunlight is suited for battery storage. Before putting into storage, it is important to charge the batteries and keep the electrolyte level at the specified level.

When the temperature in storage location is higher than 20°C, check the specific gravity once a month, and when lower than 0°C, check it once every two months. If the measurements show values lower than 1.230 (20°C), it is required to charge the battery in accordance with the method described in NORMAL CHARGE.

② **Maintenance record**

It is recommended to keep maintenance record in order to know the operational conditions of batteries. Daily charge and discharge, equalizing charge requirements, and distilled water replenishment requirements can be clarified at a glance. Measurements of specific gravity and temperatures once every two to four months after equalizing charge and maintenance thereof will serve for battery health diagnosis.

③ **Electrolyte temperature**

The operating temperature range of batteries is -10~45°C (temperature of electrolyte). If the batteries are exposed to cold atmosphere in discharged condition, the electrolyte may freeze, and in extreme cases, the capacity will be decreased, but, if not frozen, no adverse effects will be exerted.

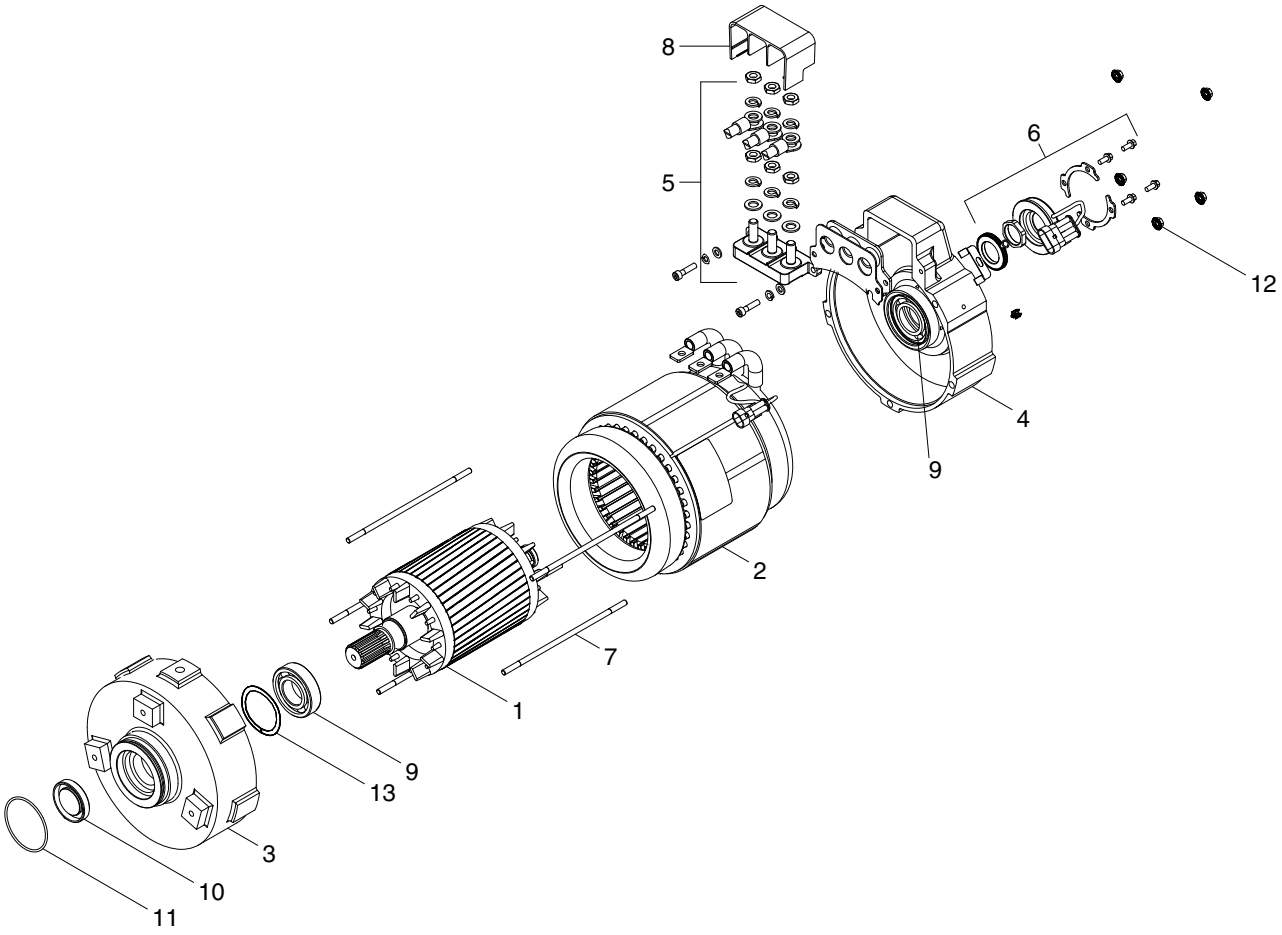
Contrarily if the temperature is high, especially if used at above 55°C, the battery life will be considerably shortened. Care must be taken so that the temperature during charge will be maintained at 55°C or lower. Even under unavoidable circumstances it should not exceed 55°C.

7) TROUBLESHOOTING

Nature of trouble	Symptoms	Causes	Corrective Action
Deformation	· Deformation of container. Lid or one touch cap	· Excessive temperature rising or external impact	· Replace
Breakage	· Electrolyte leakage according to breakage of container, lid or one touch cap · Termination of connector or pole post etc.	· External impact, improper handling, excessive vibration · Excessive temperature rising or external impact	· Replace or install a new one · Replace
Sulfate	· Specific gravity drops and capacity is decreased. · Charge voltage rises rapidly with immature gassing in earlier stage but specific gravity does not rise and charge can't be carried out.	· When left in state of discharge or left long without equalizing charge. · Insufficient charge. · When electrolyte is so decreased that plate is deposed. · When concentration of electrolyte rises. · When impurities are mixed in electrolyte.	· Need equalizing charge · Need equalizing charge · Need equalizing charge · Adjust specific gravity · Replace electrolyte
Decrease and falling of specific gravity	· May be easily detected by measurement of the specific gravity.	· Rise of temperature due to such trouble. · When left long period without refilling of water. · Short circuit.	· Replace · Refill water in regular period · Replace
Rise of specific gravity	· May be easily detected by measurement of the specific gravity.	· Diluted sulfuric acid is used in refilling. · When the electrolyte level excessively drops.	· Adjust specific gravity after full charge. · Refill distilled water.
Mixing of impurities	· Decrease of capacity. · Drop of charge and discharge voltage. · Odor of generated gas and coloring of the electrolyte.	· Metals such as iron, copper nickel and manganese. · Impurities such as sea water, chloric acid, nitric acid etc. · Filling of impure water.	· Under a fully discharged condition, pour out the electrolyte. Then pour in an acid of the specific gravity higher by 0.03~0.05 than that of the drained acid. Charge fully and adjust the specific gravity to the specified value.

3. DRIVE MOTOR

1) STRUCTURE



20BT9EL07

1	Rotor assy	6	Speed sensor kit	11	O-ring
2	Stator assy	7	Stud bolt	12	Flange nut
3	Endbell De	8	Terminal protector	13	Wave washer
4	Endbell	9	Bearing		
5	Terminal A block	10	Oil seal		

2) SPECIFICATION

Item	Unit	Specification
Model	-	AMBS4003
Rated voltage	Vac	30
Rated output	kW	4.0×2
Insulation	-	Class F

3) EXTERNAL INVOLUTE SPLINE DATA

Item	Unit	Specification
No of teeth	EA	16
Pressure angle	Degree	30
Pitch diameter	mm	ø 28
Major diameter	mm	ø 29.5
Minor diameter	mm	ø 26.3
Over pin diameter (min)	mm	ø 32.703 (pin dia 3)
Over pin diameter (max)	mm	ø 32.748 (pin dia 3)
Thickness of tooth	mm	3.127

4) MAINTENANCE INSTRUCTION

※ Before starting the maintenance please disconnect the power supply.

(1) Ball bearing

Both ball bearing are maintenance free. Should it be necessary to remove the bearings in case of repair, they should be replaced. In any case the sealing parts (shaft sealing ring etc.) have to be replaced.

If a bearing which is to be replaced has only one sealing lip, this should be greased with quality bearing grease.

After approximately 10,000 operating hours the bearings have to be replaced.

5) INSPECTION

(1) Rotor assembly inspection

Rotor should always be cleaned with compressed air.

If the dirt will not come off lightly wipe off with piece of cotton or soft cloth wetted with gasoline.

Rotor out diameter : ø 123.1 ± 0.05

Tool : Vernier calipers and standard tool

18BR9EL41

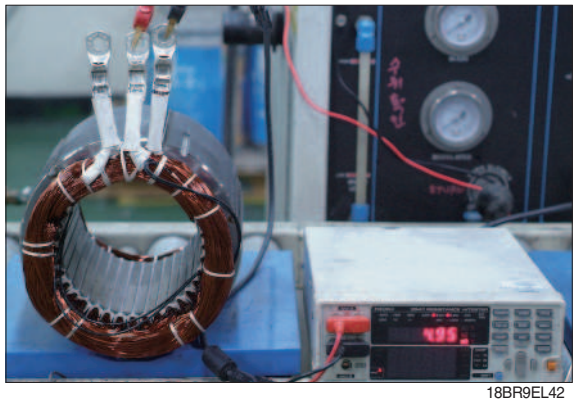
(2) Stator assembly inspection

Stator should always be cleaned with compressed air.

If the dirt will not come off lightly wipe off with piece of cotton or soft cloth wetted with gasoline, using care not to damage the coil insulation.

Use mmΩ tester and check for two power line of stator repeatedly (U-V, V-W, W-U).

At that time resistance is around 3.3 mmΩ.

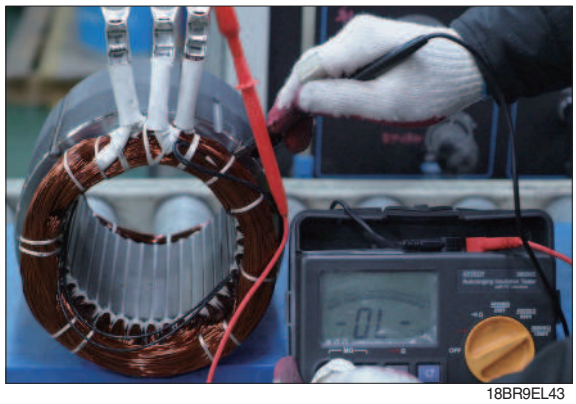


18BR9EL42

Insulation test

Use insulation tester (1000 Vac, Min. 10 MΩ) and measure as a picture.

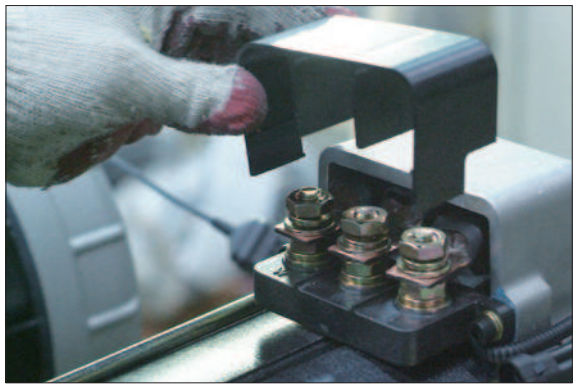
If the insulation is defective, replace with new parts.



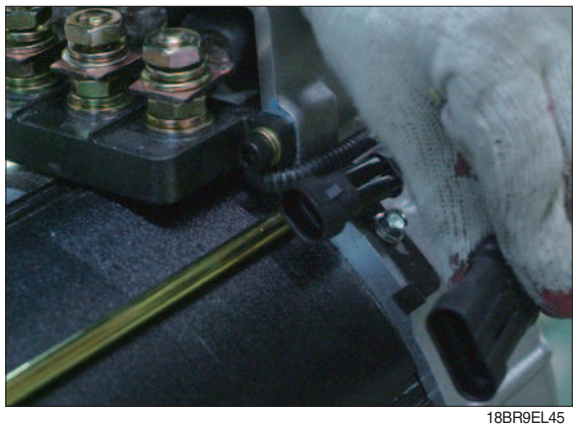
18BR9EL43

6) DISASSEMBLY FOR AC MOTOR

(1) Before disassembling motor, remove terminal protector from the motor and separate thermistor and speed sensor connectors from hanger.



18BR9EL44



18BR9EL45

(2) Remove 3 nuts from terminal block of the motor to disassemble terminal block from the motor.

18BR9EL46

(3) Remove 4 screw fixing speed sensor on the enbell side and then disassemble speed sensor, fixed nut and toothed wheel of the motor.

18BR9EL47

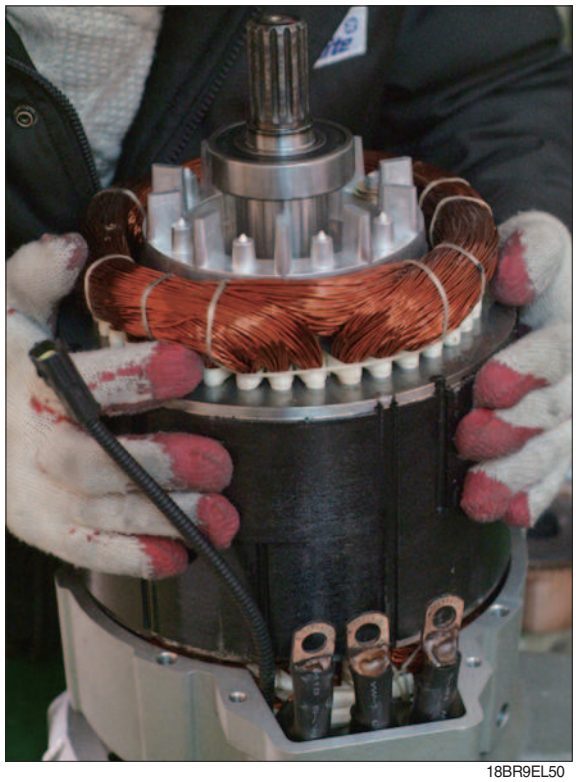
(4) Remove 4 flange nuts with available general tool on the endbell drive side.

18BR9EL48

(5) Remove endbell de and wave washer.

18BR9EL49

(6) Remove stator assembly by hand or suitable tool.

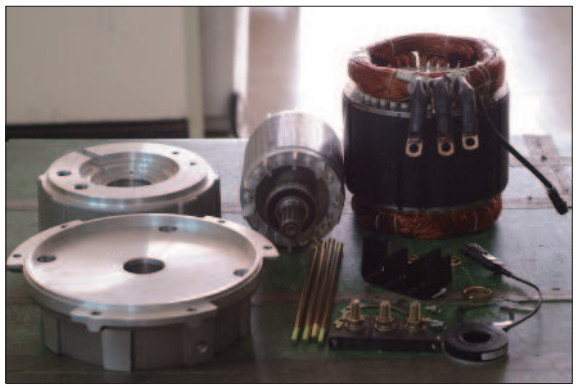


18BR9EL50

(7) Remove endbell from rotor assembly by hand-puller as a right picture.

18BR9EL51

(8) The motor are composed of 5-parts (rotor assembly, stator assembly, enbell de, endbell, etc).



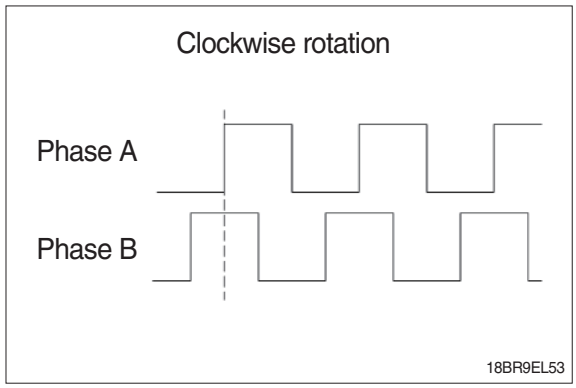
18BR9EL52

7) ASSEMBLY AND INSTALLATION

Perform assembly in the reverse order of disassembling.

After assembling, check for speed sensor.

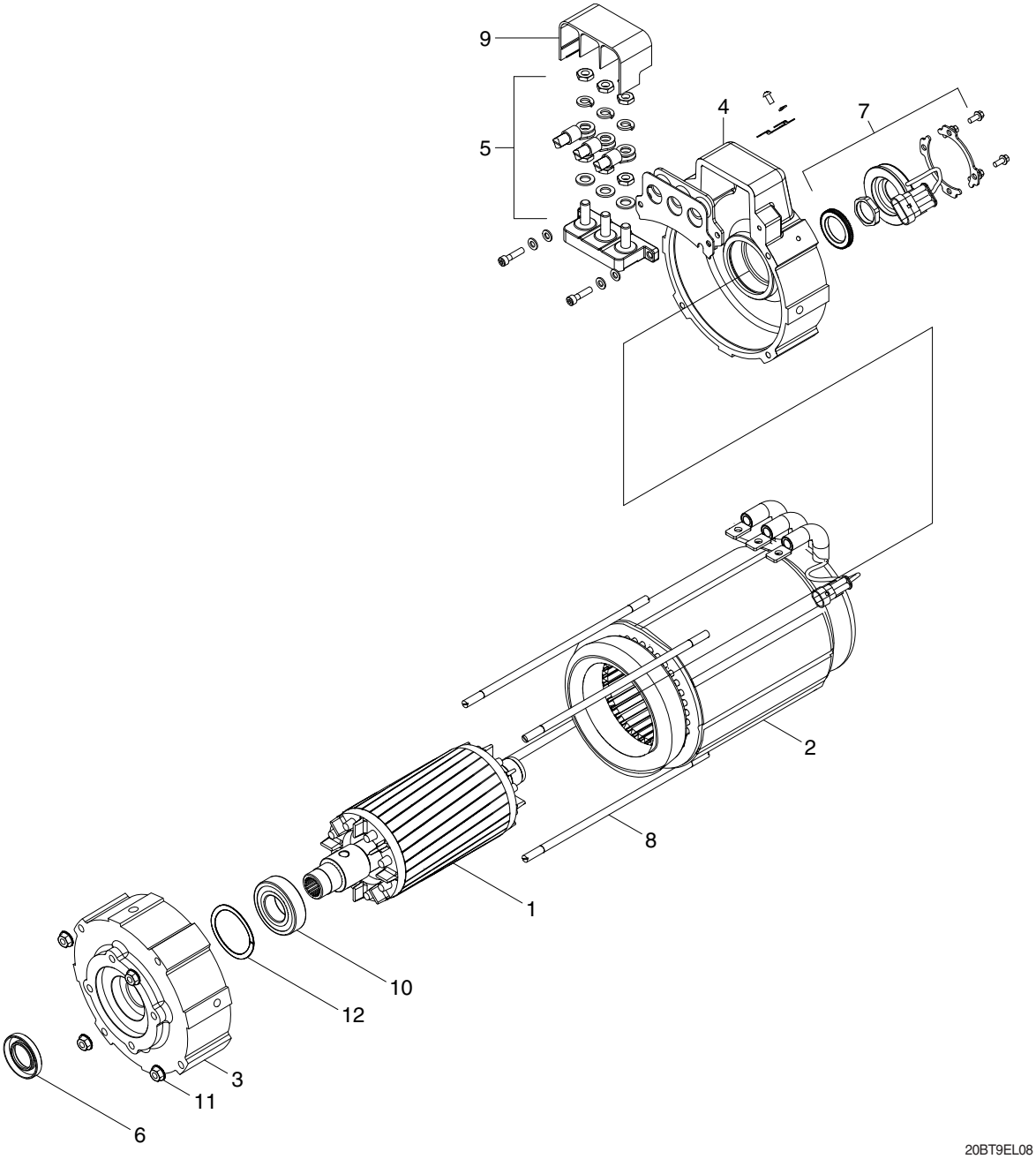
Normal signal is as right.



18BR9EL53

4. PUMP MOTOR

1) STRUCTURE



1	Rotor assy	5	Terminal A block	9	Terminal protector
2	Stator assy	6	Oil seal	10	Bearing
3	Endbell De	7	Speed sensor kit	11	Flange nut
4	Endbell	8	Stud bolt	12	Wave washer

2) SPECIFICATION

Item	Unit	Specification
Model	-	ABDU4001
Rated voltage	Vac	30
Rated output	kW	12.0
Insulation	-	Class F

3) INTERNAL INVOLUTE SPLINE DATA

Item	Unit	Specification
Flat root side fit	-	Class 7
No of teeth	EA	9
Spline pitch	mm	16/32
Pressure angle	Degree	30
Major diameter	mm	ø 16.535
Form diameter	mm	ø 15.977
Minor diameter	mm	ø 12.9286
Pin diameter	mm	ø 2.743
Measurement over 2 pins	mm	10.251 - 0.1

4) MAINTENANCE INSTRUCTION

※ Before starting the maintenance please disconnect the power supply.

(1) Ball bearing

Both ball bearing are maintenance free. Should it be necessary to remove the bearings in case of repair, they should be replaced. In any case the sealing parts (shaft sealing ring etc.) have to be replaced.

If a bearing which is to be replaced has only one sealing lip, this should be greased with quality bearing grease.

After approximately 10,000 operating hours the bearings have to be replaced.

5) INSPECTION

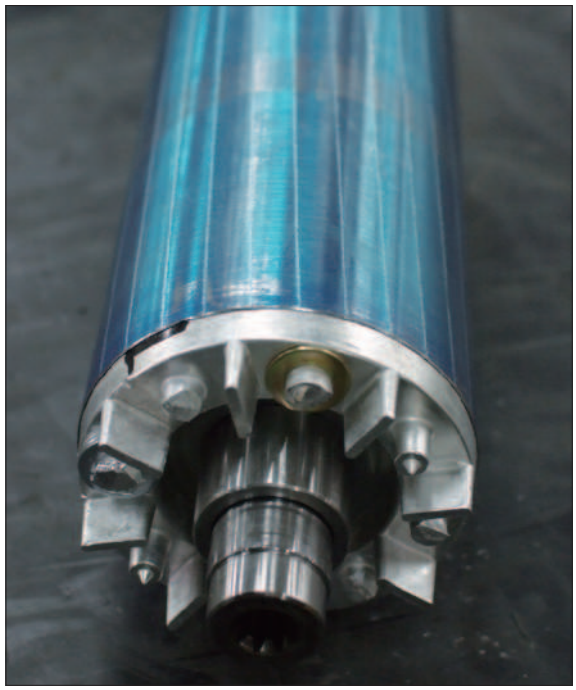
(1) Rotor assembly inspection

Rotor should always be cleaned with compressed air.

If the dirt will not come off lightly wipe off with piece of cotton or soft cloth wetted with gasoline.

Rotor out diameter : ø 123.1 ± 0.05

Tool : Vernier calipers and standard tool



18BR9EL54

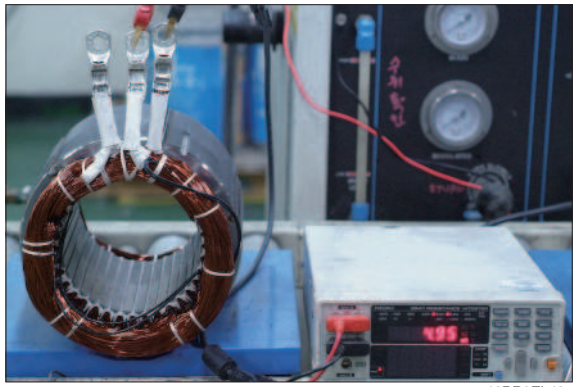
(2) Stator assembly inspection

Stator should always be cleaned with compressed air.

If the dirt will not come off lightly wipe off with piece of cotton or soft cloth wetted with gasoline, using care not to damage the coil insulation.

Use mmΩ tester and check for two power line of stator repeatedly (U-V, V-W, W-U).

At that time resistance is around 3.1 mmΩ.

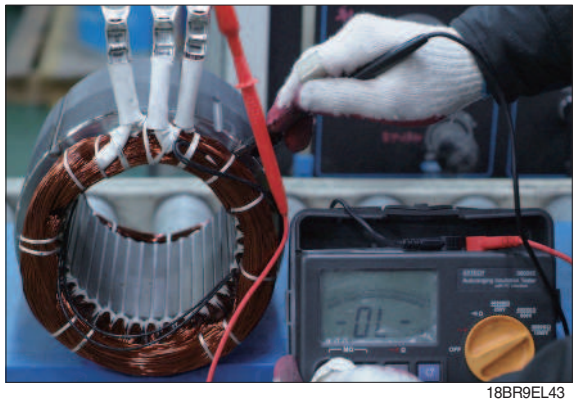


18BR9EL42

Insulation test

Use insulation tester (1000 Vac, Min. 10 MΩ) and measure as a picture.

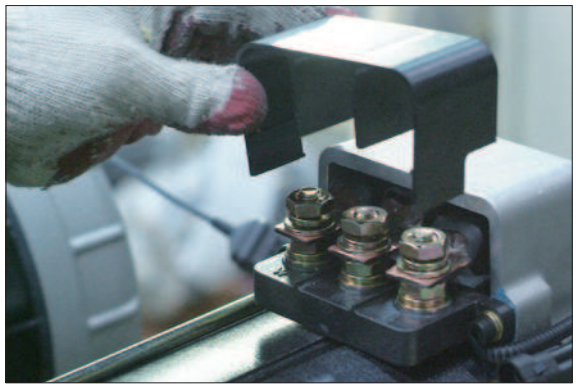
If the insulation is defective, replace with new parts.



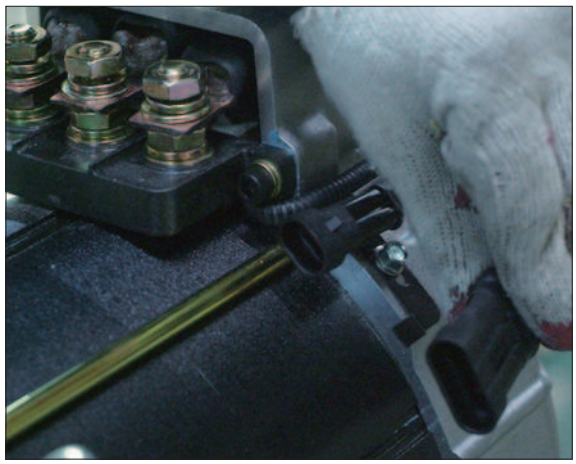
18BR9EL43

6) DISASSEMBLY FOR AC MOTOR

(1) Before disassembling motor, remove terminal protector from the motor and separate thermistor and speed sensor connectors from hanger.



18BR9EL44

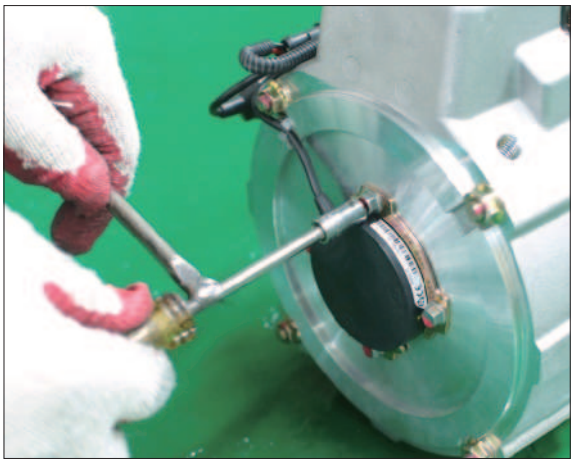


18BR9EL45

(2) Remove 3 nuts from terminal block of the motor to disassemble terminal block from the motor.

18BR9EL46

(3) Remove 4 screw fixing speed sensor on the endbell side and then disassemble speed sensor, fixed nut and toothed wheel of the motor.

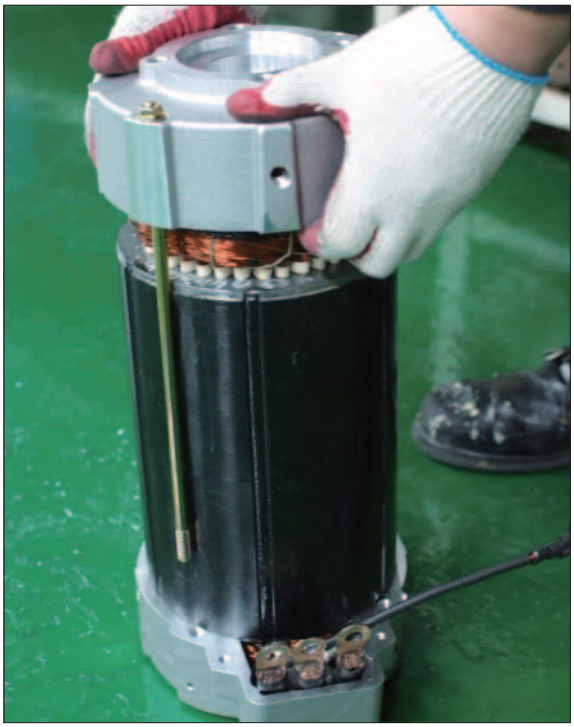


18BR9EL55

(4) Remove 4 flange nuts with available general tool on the endbell drive side.

18BR9EL56

(5) Remove endbell de and wave washer.



18BR9EL57

(6) Remove stator assembly by hand or suitable tool.

18BR9EL58

(7) Remove endbell from rotor assembly by hand-puller as a right picture.

18BR9EL51

(8) The motor are composed of 5-parts (rotor assembly, stator assembly, enbell de, endbell, etc).

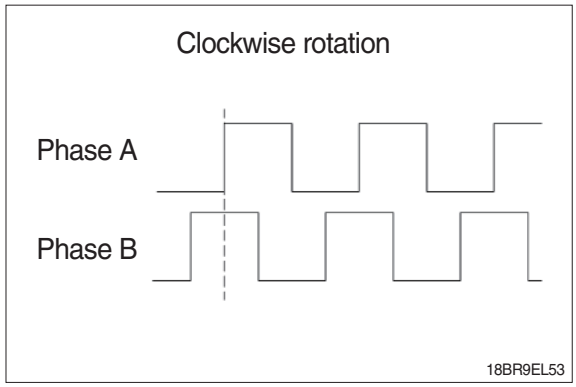
18BR9EL59

7) ASSEMBLY AND INSTALLATION

Perform assembly in the reverse order of disassembling.

After assembling, check for speed sensor.

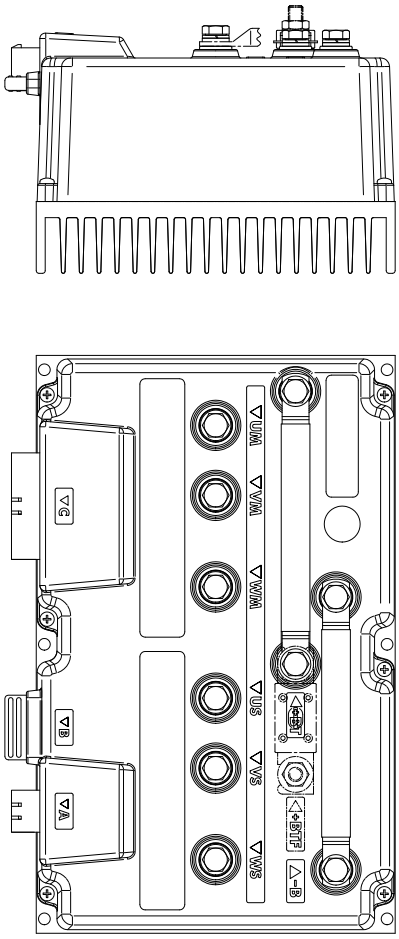
Normal signal is as right.



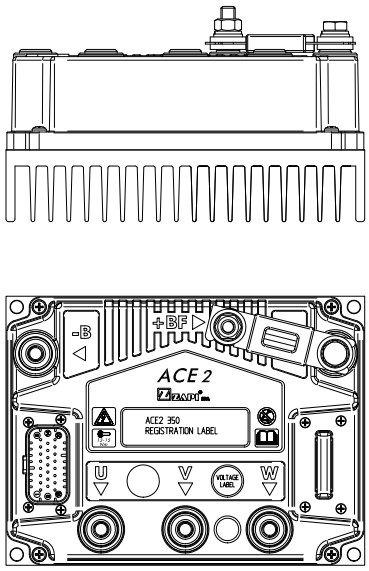
18BR9EL53

5. CONTROLLER SYSTEM

1) STRUCTURE



Traction controller



Pump controller

16B9FEL10

(1) Specifications

Model	Model	Application	Type	Power	Current limit
16/18/20B-9F	DUAL AC2	Traction	MOSFET	48V, 330A+330A	330A/3min
	ACE2	Pump	MOSFET	48V, 350A	350A/3min

2) OPERATIONAL FEATURES

(1) Features

① Speed control.
② Optimum behavior an a slope due to the speed feedback:
- The motors speed follows the accelerator, starting a regenerative braking if the speed overtakes the speed set-point.
- The system can perform an electrical stop on a ramp (the machine is electrically hold on a slope) for a programmable time.

③ Electronic differential feature with torque balance between external and internal wheel.
④ Regenerative release braking based upon deceleration ramps.
⑤ Regenerative braking when the accelerator pedal is partially released (deceleration).
⑥ Direction inversion with regenerative braking based upon deceleration ramp.
⑦ Regenerative braking and direction inversion without contactors: only the main contactor is present.
⑧ Optimum sensitivity at low speeds.
⑨ Voltage boost at the start and with overload to obtain more torque (with current control).
⑩ Hydraulic steering function:
- The traction inverter sends a "hydraulic steering function" request to the pump inverter on the can-bus line.

⑪ Backing forward and reverse options are available, with the tune and the speed of the function programmable with Zapi console or buttons on a display.
⑫ High efficiency of motor and battery due to high frequency commutations.
⑬ Modification of parameters through the programming console or buttons on a display.
⑭ Internal hour-meter with values that can be displayed on the console.
⑮ Memory of the last five alarms with relative hour-meter and temperature displayed on the console.
⑯ Diagnostic function with Zapi console for checking main parameters.
⑰ Built in BDI feature.
⑱ Flash memory, software downloadable via serial link and via CANBUS.

(2) Diagnosis

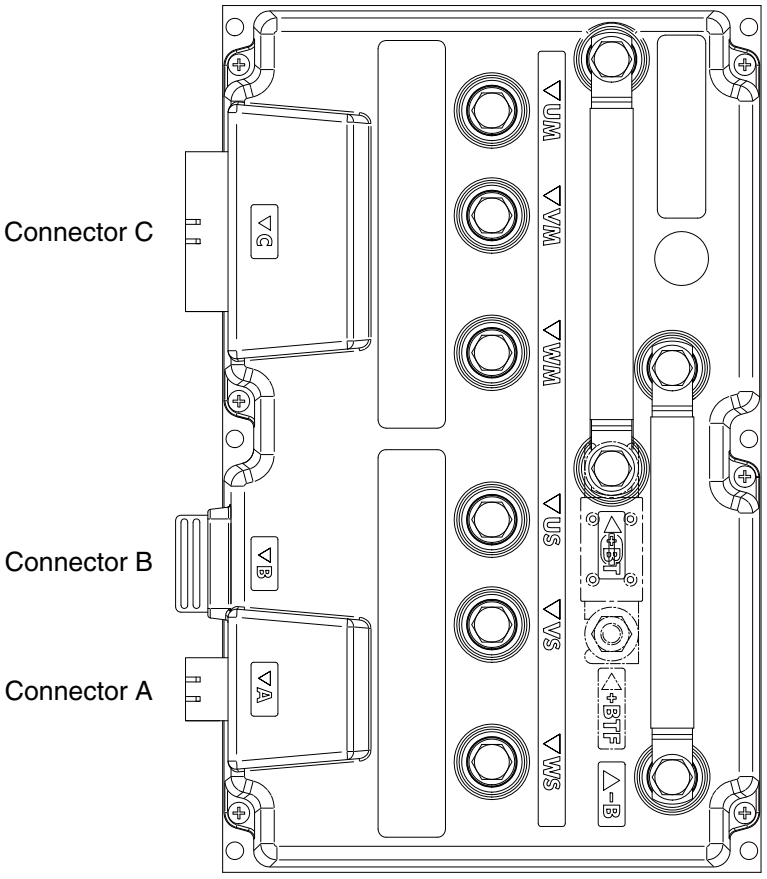
The microcontrollers continually monitor the inverter and carry out a diagnostic procedure on the main functions. The diagnosis is made in 4 points.

① Diagnosis on key switch closing that checks: watchdog circuit, current sensor, capacitor charging, phase's voltages, contactor drivers, can-bus interface, if the switch sequence for operation is correct and if the output of accelerator unit is correct, correct synchronization of the two μ CS, integrity of safety related inputs hardware.
② Standby diagnosis in standby that checks: Watchdog circuit, phase's voltages, contactor driver, current sensor, can-bus interface.
③ Diagnosis during operation that checks: Watchdog circuits, contactor driver, current sensors, can-bus interface.
④ Continuous diagnosis that checks: Temperature of the inverter, motor temperature.

Diagnosis is provided in two ways. The digital console can be used, which gives a detailed information about the failure; the failure code is also sent on the Can-Bus.

3) DESCRIPTION OF THE CONNECTORS

(1) Traction controller



Traction controller

16B9FEL13

No. of pin	Function	Description
A1	CAN_H	High level CAN-BUS voltage I/O.
A2	NA	-
A3	NA	-
A4	CAN_L_OUT	Low level CAN-BUS voltage I/O.
A5	NA	-
A6	CAN_L	Low level CAN-BUS voltage I/O.
A7	CAN_H_OUT	High level CAN-BUS voltage I/O.
A8	NA	-
B1	PCLRXD	Positive serial reception.
B2	NCLRXD	Negative serial reception.
B3	PCLTXD	Positive serial transmission.
B4	NCLTXD	Negative serial transmission.
B5	GND	Negative console power supply.
B6	+12	Positive console power supply.

No. of pin	Function	Description
B7	FLASH	Must be connected to A8 for the flash memory programming (if used).
B8	FLASH	Must be connected to A7 for the flash memory programming (if used).
C1	PENC_R	Positive of right motor encoder power supply (+12 V).
C2	NENC_R	Negative of right motor encoder power supply.
C3	KEY	Connected to + batt trough a key switch and a 10 A fuse in series.
C4	CM	Common of FW / REV / HB / PB / SEAT / ENABLE switches.
C5	SEAT & BUCKLE	Seat and buckle (opt) request signal; active high.
C6	FORWARD	Forward direction request input; active high.
C7	REVERSE	Reverse direction request input; active high.
C8	ENABLE	Traction request input; active high.
C9	PB	Pedal brake request input; active high.
C10	HB	Hand brake request input.
C11	PENC_L	Positive of left motor encoder power supply (+12 V).
C12	NENC_L	Negative of left motor encoder power supply.
C13	PHA_R	Right motor encoder phase A.
C14	PHB_R	Right motor encoder phase B.
C15	NPOTST	Negative of steering potentiometer.
C16	PPOTST	Positive of steering potentiometer (+12 V).
C17	CPOTST	Steering potentiometer wiper signal.
C18	NA	-
C19	NA	-
C20	NPOT	Negative of accel pedal potentiometer.
C21	CPOT	Accel pedal potentiometer wiper signal.
C22	PHA_L	Left motor encoder phase A.
C23	PHB_L	Left motor encoder phase B.
C24	NTHERM_R	Negative of right traction motor temperature sensor.
C25	PTHERM_R	Input for right traction motor temperature sensor.
C26	NLC	Output of main contactor coil driver (drives to -BATT).
C27	PLC	Positive of main contactor coil.
C28	NA	-
C29	NA	-
C30	PAUX	Positive of fan relay.
C31	NAUX	Negative of fan relay.
C32	-BATT	Negative power supply.
C33	PPOT	Negative of accel pedal potentiometer.
C34	NTHERM_L	Negative of left traction motor temperature sensor.
C35	PTHERM_L	Input for left traction motor temperature sensor.

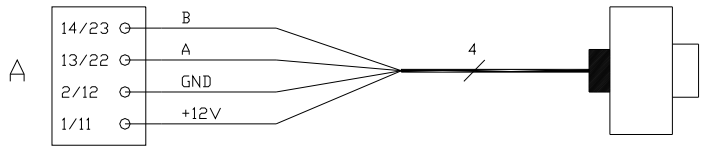
(1) Encoder installation

① Traction controller card is fit for different types of encoder. To control AC motor with Zapi inverter, it is necessary to install an incremental encoder with 2 phases shifted of 90˚. The encoder power supply can be +12V. It can have different electronic output.

C11/C1 : +12V : Positive of encoder power supply.

C12/C2 : GND : Negative of encoder power supply.
C22/C13 : A : Phase A of encoder.
C23/C14 : B : Phase B of encoder.

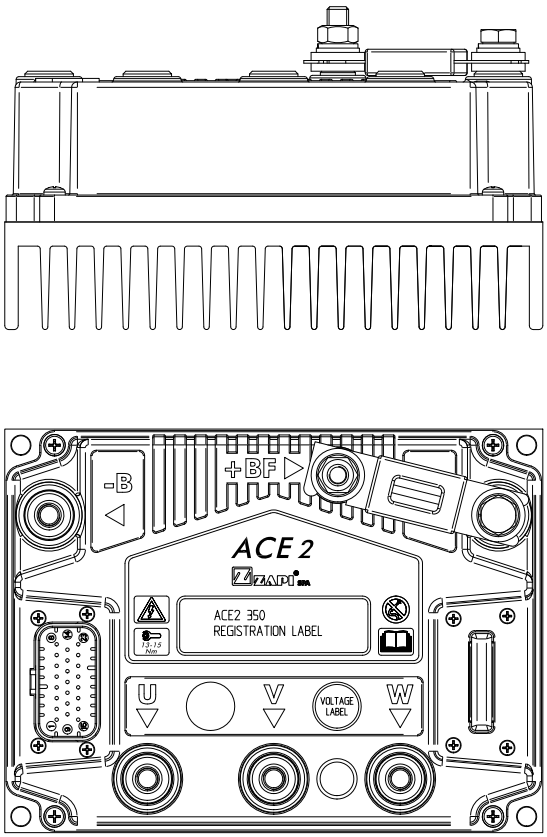
② Connection of encoder with open collector output; +12V power supply.



20B7EL26

③ The encoder power supply voltage and output electronic has to be communicated to ZAPI in order to correctly set the selection jumpers in the logic card.

(2) Pump controller



Pump controller

16B9FEL10A

No. of pin	Function	Description
A1	KEY	Input of the key switch signal.
A2	NA	-
A3	NA	-
A4	LIFT ENABLE	Input for lifting enable input.
A5	TILT	Input for tilt up and tilt down digital input.
A6	AUX1	Input for shift right and shift left digital input.
A7	ENC A	Pump motor encoder phase A.
A8	ENC VCC	Encoder positive power supply.
A9	- BATT	Negative power supply.
A10	LIFT CUTBACK	Input for lift cutback digital input.
A11	SBR	Input for SBR (Side Battery Removal) digital input.
A12	CAN_T	If it is connected with A21, it introduces the120 Ohm termination resistance between CAN-L and CAN-H.
A13	AUX2	Input for aux2 in and aux2 out digital input.

No. of pin	Function	Description
A14	ENC B	Pump motor encoder phase B.
A15	ENC GND	Encoder negative power supply.
A16	NLC	MCV solenoid coil driver(drives to -Batt).
A17	PLC/PEB	Positive of MCV solenoid coil/AUX coil.
A18	NEB	AUX coil driver (drives to -Batt).
A19	BRAKE OIL	Input for brake oil digital input.
A20	CAN L	Low level CAN-BUS voltage I/O.
A21	CAN H	High level CAN-BUS voltage I/O.
A22	PTHERM	Input for pump motor temperature sensor.
A23	NTHERM	Negative of pump motor temperature sensor.

4) FUNCTION CONFIGURATION

■ TRACTION CONTROLLER-MASTER

Using the CONFIG MENU of the programming console, or using a display, the user can configure the following functions.

(1) Submenu "SET OPTIONS"

① **Hour counter**

This option specifies the hour counter mode. It can be set one of two :

- RUNNING : The counter registers travel time only.
- KEY ON : The counter registers when the "key" switch is closed.

② **Battery check**

- ON : The battery discharge level check is carried out; when the battery level reaches 10%, an alarm is signalled and the maximum current is reduced to the half of the programmed value.
- OFF : The battery discharge level check is carried out but no alarm is signalled.

③ **Traction cutout**

When the alarm "BATTERY LOW" appears, if this option is programmed to ON the traction maximum speed is reduced to 60Hz.

④ **Lift cutout**

When the alarm "BATTERY LOW" appears, if this option is programmed to ON the lift function is disabled.

⑤ **S.R.O.**

If this option is set to ON the static return to OFF is requested for starting truck. The required sequence is :

· Seat-direction lever-accelerator pedal or
· Seat-accelerator pedal-direction lever within the seq. delay time

If this option is set to OFF the required sequence to start the truck is :

· Direction lever-accelerator pedal or
· Accelerator pedal-direction lever within the seq. delay time.

⑥ **Hydro key on**

- ON / OFF : If this option is programmed ON the traction inverter manages an hydraulic steering function when the "key" is switched ON.

⑦ **Stop on ramp**

Only when the encoder is present, it is possible to electrically hold the truck on a slope when the accelerator is released but the tiller is not released.

- ON : The stop on ramp feature (truck electrically hold on a ramp) is managed for a time established by AUXILIARY TIME parameter.
- OFF: The stop on ramp feature is not performed. That means the truck comes down slowly during the AUXILIARY TIME.

⑧ **Aux input #1**

- EXCLUSIVE HYDRO : Not available.
- OPTION #1 : Input C10 is the input for an handbrake device, active low (open switch).
- OPTION #2 : Input C10 is the input for a speed reduction device, active low (open switch).

⑨ **Set temperature**

- DIGITAL : A digital (ON/OFF) motor thermal sensor is connected to C25 (C35) input.
- ANALOG : An analog motor thermal sensor is connected to C25 (C35).
- NONE : No motor thermal sensor switch is connected.

⑩ **Steer table**

- OPTION #1 : The steering table is the 16/18/20B-9F.
- OPTION #2 : Not available.

⑪ **Display**

- OFF : When display is not connected to the CAN bus.
- ON : When display is connected to the CAN bus.

⑫ **Pedal type**

- OPTION #1/OPTION #2 : The speed set-position is sent to the display for graphic indication.

⑬ **Pedal brk stop**

- ON : The truck is stopped when the pedal brake is pressed.
- OFF : The traction current is reduced to the half of the maximum current.

(2) Submenu "ADJUSTMENTS"

① **Set battery type**

It selects the nominal battery voltage.

② **Adjust battery**

Fine adjustment of the battery voltage measured by the controller. Please increase or decrease the value 1 by 1 and check the voltage.

③ **Max steer right** (only available on console)

This is the function to record in the controller EEPROM the steering potentiometer output voltage when the wheels are fully turned right (maximum of the steering potentiometer range).

④ **Max steer left** (only available on console)

This is the function to record in the controller EEPROM the steering potentiometer output voltage when the wheels are fully turned left (minimum of the steering potentiometer range).

⑤ **Set steer 0-pos.** (only available on console)

This is the function to record in the controller EEPROM the steering potentiometer output voltage when the wheels are straight.

⑥ **Set steer right**

This parameter sets the max steering angle in right direction.

⑦ **Set steer left**

This parameter sets the max steering angle in left direction.

⑧ **Throttle 0 zone**

It establishes a deadband in the accelerator input curve.

⑨ **Throttle X point**

This parameter, together with the THROTTLE Y POINT, changes the characteristic of the accelerator input curve : when the accelerator is de-pressed to X point percent, the corresponding truck speed is Y point percent of the maximum truck speed. The relationship between the accelerator position and the truck speed is linear between the THROTTLE 0 ZONE and the X point and also between the X point and the maximum accelerator position but with two different slopes.

⑩ **Throttle Y point**

This parameter, together with the THROTTLE X POINT, changes the characteristic of the accelerator input curve : when the accelerator is de-pressed to X point percent, the corresponding truck speed is Y point percent of the maximum truck speed. The relationship between the accelerator position and the truck speed is linear between the THROTTLE 0 ZONE and the X point and also between the X point and the maximum accelerator position but with two different slope.

⑪ **Cooling fan work**

Cooling fans installed on nearby motors and controllers will work as follows;

Option #1 : fans work always.

Option #2 : fans work in case a temperature of controller or motor exceeds a temperature set on START TEMP. FAN menu.

Option #3 : fans work when motors work.

⑫ **Start temp. fan**

If COOLING FAN WORK menu is set as option #2, this menu is used to set a temperature limitation which allows fans to work when a temperature of controller or motor exceeds the limitation.

⑬ **Adjustment #2 bdi**

It adjusts the lower level of the battery discharge table. Higher level means higher voltage.

⑭ **Adjustment #1 bdi**

It adjusts the upper level of the battery discharge table. Higher level means higher voltage.

⑮ **Adjustment #03 :**

Set an increment of battery charge above actual value. If battery voltage exceed this total value the software recognize charging, and battery charge percentage increase to correct value also if battery isn't fully charged.

⑯ **Main cont. voltage**

It specifies the percentage of battery voltage supplied to MC coil to close the contactor.

⑰ **Aux output voltage**

It specifies the percentage of battery voltage supplied to AUX coil to close the AUXILIARY electro valve.

⑱ **Adjustment #04 :**

This parameter determines the motor temperature level at which the "MOTOR TEMPERATURE" alarm is signalled. This parameter must be adjusted only if the "SET TEMPERATURE" (menu "SET OPTION") parameter is programmed "ANALOG".

⑲ Speed factor

It adjusts the speed coefficient to have the correct speed indication on the display. This coefficient has to be regulated depending on truck mechanic characteristics. It results from the following formula :

Speed factor = 88 * rr * p / ø

where :

rr = total gearbox ratio

ø = traction wheel diameter (m)

P = number of pair poles of the motor

(3) Parameter change

① **Acceler. delay**

It determines the acceleration ramp.

Less value means better acceleration performance.

② **Release braking**

It controls the deceleration ramp when the travel request is released.

Less value means better braking performance.

③ **Invers. braking**

It controls the deceleration ramp when the direction switch is inverted during travel.

Less value means better braking performance.

④ **Pedal braking**

It determines the deceleration ramp when the travel request is released and the brake pedal switch is closed.

⑤ **Speed limit brk.**

Deceleration ramp when the pedal position is changed but not completely released.

Less value means better braking performance.

⑥ **Brake cutback**

It determines the deceleration ramp when the speed reduction input becomes active and the motor slow down.

⑦ **Max speed forw**

It determines the maximum speed in forward direction.

⑧ **Max speed back**

It determines the maximum speed in backward direction.

⑨ **Cutback speed 1**

Speed reduction when the cutback switch is active.

⑩ **Turtle speed**

Hz. It determines the truck maximum speed when the turtle mode is activated.

⑪ **Curve cutback**

Speed reduction when the truck is doing a curve. The parameter sets the speed setpoint when the maximum steering angle is reached (4 wheels truck, the internal wheel is stopped). In intermediate steering angles, the speed setpoint will be within a range between the straight wheel speed and the CURVE CUTBACK SPEED.

⑫ **Frequency creep**

Minimum speed when the forward or reverse switch is closed, but the accelerator is on a minimum position.

⑬ **Maximum current**

Maximum level of the current (percentage of the maximum current of the controller).

⑭ **Acc. smooth**

It gives a parabolic shape to the acceleration ramp.

⑮ **Inv. smooth**

It gives a parabolic shape to the acceleration ramp after a direction inversion.

⑯ **Stop smooth**

Hz. It sets the frequency where the smooth effect of the parabolic acceleration ends.

⑰ **Seat delay time**

It determines the delay time between the opening of the seat switch and the start of the truck electrical braking.

⑱ **Sequence de. time**

It sets the maximum delay time between the accelerator is pressed and the direction lever is moved out of the neutral position.

If this time is expired the truck stops with warning : “SEQUENCE FAULT”.

⑲ **Chat time**

After no travel or pump request is active for the chat time the line contactor is automatically opened. To restart, the the operator needs to press the accelerator pedal or activate the hydraulic levers.

■ TRACTION CONTROLLER-SLAVE

Using the config menu of the programming console, or using a display, the user can configure the following functions.

(1) Submenu "SET OPTIONS"

Not available.

(2) Submenu "ADJUSTMENTS"

① **Set battery type**

It selects the nominal battery voltage.

② **Adjust battery**

Fine adjustment of the battery voltage measured by the controller. Please increase or decrease the value 1 by 1 and check the voltage.

③ **Aux output volt**

It specifies the percentage of battery voltage supplied to AUX coil to close the AUXILIARY electro valve.

(3) Parameter change

① **Acceler. delay**

It determines the acceleration ramp. Less value means better acceleration performance.

② **Release braking**

It controls the deceleration ramp when the travel request is released.
Less value means better braking performance.

③ **Seat delay time**

It determines the delay time between the opening of the seat switch and the start of the truck electrical braking.

■ PUMP CONTROLLER

Using the config menu of the programming console, the user can configure the following functions.

(1) Submenu "SET OPTIONS"

① **Cutback mode**

- NONE : This truck doesn't apply the cutback mode.
- OPTION #1 : When the cutback switch is activated, the truck is reduced the travel and lift speed.
- OPTION #2 : When the cutback switch is activated, the truck is reduced the travel speed.
- OPTION #3 : When the cutback switch is activated, the truck is reduced the lift speed.

② **Hour counter**

This option specifies the hour counter mode. It can be set one of two:

- RUNNING : The counter registers travel time only.
- KEY ON : The counter registers when the "key" switch is closed.

③ **Set mot. temperat**

It can be set :

- ANALOG : An analogue sensor for the control of the motor temperature is connected to CNA #22. Typically the temperature sensor is a PTC (positive thermal coefficient resistance), providing the sensor characteristic to Zapi the correct table can be loaded in the controller software.
- DIGITAL : A digital (on/off) sensor for the motor temperature monitoring is connected to CNA #22 input.
- NONE : No temperature sensor is connected.

④ **Digital lift**

- OFF : The lift sensor includes a lift switch and an analogue lift sensor. Lift speed can be controlled proportionally with lever position.
- ON : The lift sensor includes a lift switch only. Lift speed cannot be controlled proportionally.

⑤ **A16 diag active**

- ON : Pump inverter check A16 port.
- OFF : Pump inverter doesn't check A16 port.

(2) Submenu "ADJUSTMENTS"

① **Adjust battery** : Fine adjustment of the battery voltage measured by the controller.

② **Throttle 0 zone** : It establishes a deadband in the lift potentiometer input curve.

③ **Throttle X zone** : This parameter, together with the THROTTLE Y POINT, changes the characteristic of the lift potentiometer input curve : when the potentiometer is depressed to X point percent, the corresponding pump speed is Y point percent of the maximum pump speed. The relationship between the lift potentiometer position and the pump speed is linear between the THROTTLE 0 ZONE and the X point and also between the X point and the maximum potentiometer position but with two different slopes.

④ **Throttle Y zone** : This parameter, together with the THROTTLE X POINT, changes the characteristic of the lift potentiometer input curve : when the potentiometer is de-pressed to X point percent, the corresponding pump speed is Y point percent of the maximum pump speed. The relationship between the potentiometer position and the pump speed is linear between the THROTTLE 0 ZONE and the X point and also between the X point and the maximum accelerator position but with two different slope.

⑤ **MAIN CONT. VOLT :** It specifies the percentage of battery voltage supplied to OPSS VALVE coil to close the contactor.

⑥ **AUX OUTPUT VOLT :** It specifies the percentage of battery voltage supplied to AUX coil to close the AUXILIARY electro valve.

⑦ **MAIN CONT. V RID :** It specifies the percentage of MAIN CONT VOLT parameter, supplied to MC coil to keep the contactor closed.

⑧ **Adjustment #04** : This parameter determines the motor temperature level at which the "MOTOR TEMPERATURE" alarm is signalled. This parameter must be adjusted only if the "SET MOT. TEMPERAT" (menu "SET OPTION") parameter is programmed "ANALOG".

⑨ **M.C. FUNCTION**

- OFF : The inverter applies the battery voltage to the coil A16 output.
- ON : The PWM reduces the voltage to the set value.

⑩ **AUX OUT FUNCTION**

- OFF : The inverter applies the battery voltage to the coil A18 output.
- ON : The PWM reduces the voltage to the set value.

(3) Parameter change

① **Acceleration 0**

It specifies the motor acceleration at 0 Hz. At level 0 the acceleration is maximum. Increasing the parameter's level the acceleration decreases.

② **Acceleration 1**

It specifies the motor acceleration at ACC PROF. FREQ 1 [Hz]. At level 0 the acceleration is maximum. Increasing the parameter's level the acceleration decreases.

③ **Acceleration 2**

It specifies the motor acceleration at ACC PROF. FREQ 2 [Hz]. At level 0 the acceleration is maximum. Increasing the parameter's level the acceleration decreases.

④ **Acceleration 3**

It specifies the motor acceleration at ACC PROF. FREQ 3 [Hz]. At level 0 the acceleration is maximum. Increasing the parameter's level the acceleration decreases.

⑤ **Acc prof. freq 1**

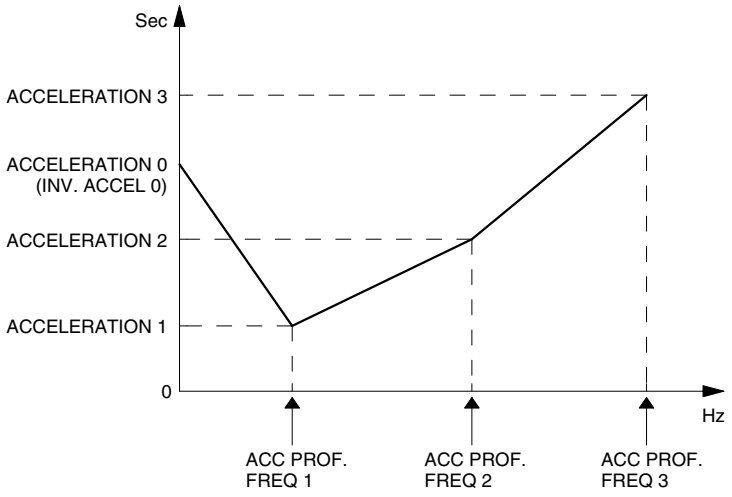
In correspondence to this frequency in [Hz] the acceleration is defined by the ACCELERATION 1 parameter.

⑥ **Acc prof. freq 2**

In correspondence to this frequency in [Hz] the acceleration is defined by the ACCELERATION 2 parameter.

⑦ **Acc prof. freq 3**

In correspondence to this frequency in [Hz] the acceleration is defined by the ACCELERATION 3 paramete.



16B9FEL17

⑧ **Release braking**

Seconds. It controls the deceleration ramp when the travel request is released. The parameter sets the time needed to decelerate the traction motor from 100 Hz to 0 Hz.

⑨ **Cutback speed 1**

Speed reduction when the cutback switch is active.

⑩ **Max speed lift**

It determines the pump maximum speed when LIFT ENABLE switch is closed.

⑪ **Tilt speed**

It determines the pump maximum speed when SPEED 1 switch is closed.

⑫ **Aux1 speed**

It determines the pump maximum speed when SPEED 2 switch is closed.

⑬ **Aux2 speed**

It determines the pump maximum speed when SPEED 3 switch is closed.

⑭ **Hyd speed fine**

It determines the pump maximum speed when an hydraulic steering function request is received via CAN-BUS.

⑮ **Idle time**

It is the remaining time after that the Hydro request goes down.

⑯ **Frequency creep**

Minimum speed when the LIFT ENABLE switch is closed, but the accelerator is on a minimum position.

⑰ **Maximum current**

This parameter changes the maximum current of the inverter.

⑱ **Auxilary time**

Time units value (seconds). It is the time delay before close the EM brake when motor speed reach 0 rpm.

■ **DISPLAY**

Operators can have below functions through display.

(1) Password

If determines to set the function of user password when key on.

- OFF : No use.
- ON : Activate the user password (Default password is "00000" and it can be re-set at user-menu)

(2) Maintenance

If determines to set the function of maintenance alarm when if come to service interval.

- OFF : No use.
- ON : Activate the maintenance alarm function.

(3) Hour counter

It indicates the machine operating hours.

- Key ON : Key on time.
- Pump : Pump motor operating time.
- Traction : Traction motor operating time.

5) PROGRAMMING & ADJUSTMENTS

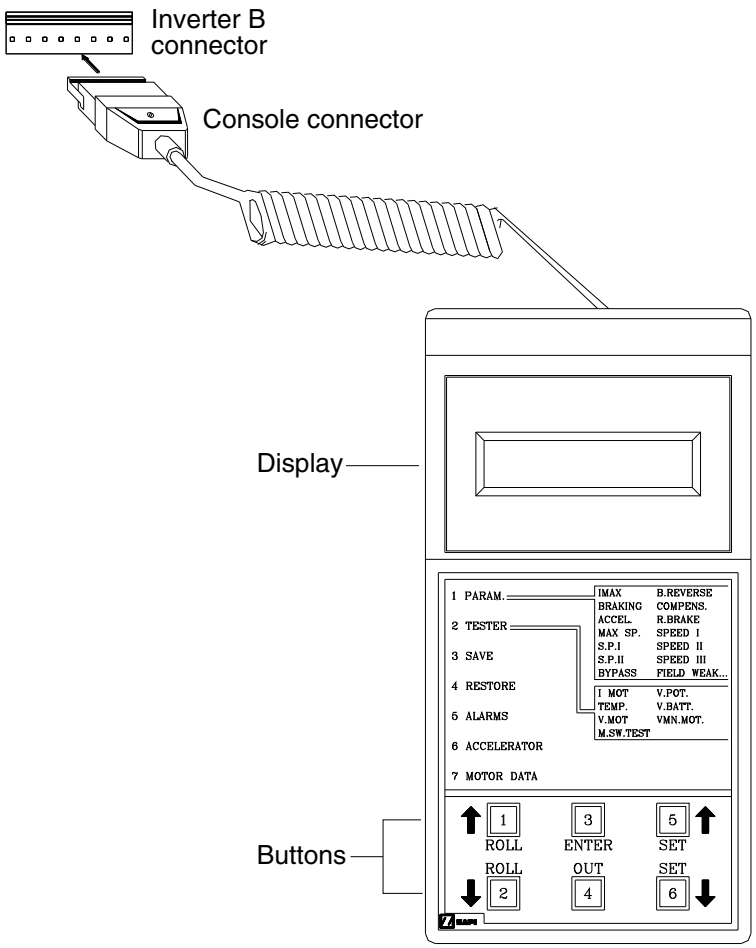
There are two ways to adjust parameter via a console or buttons on a display.

※ Adjustments via buttons on a display, please refer to the display section. (page 7-58)

ADJUSTMENTS VIA CONSOLE (Option)

Adjustment of parameters and changes to the inverter's configuration are made using the digital console. The console is connected to the "B" connector of the inverter.

(1) Descriptions of console

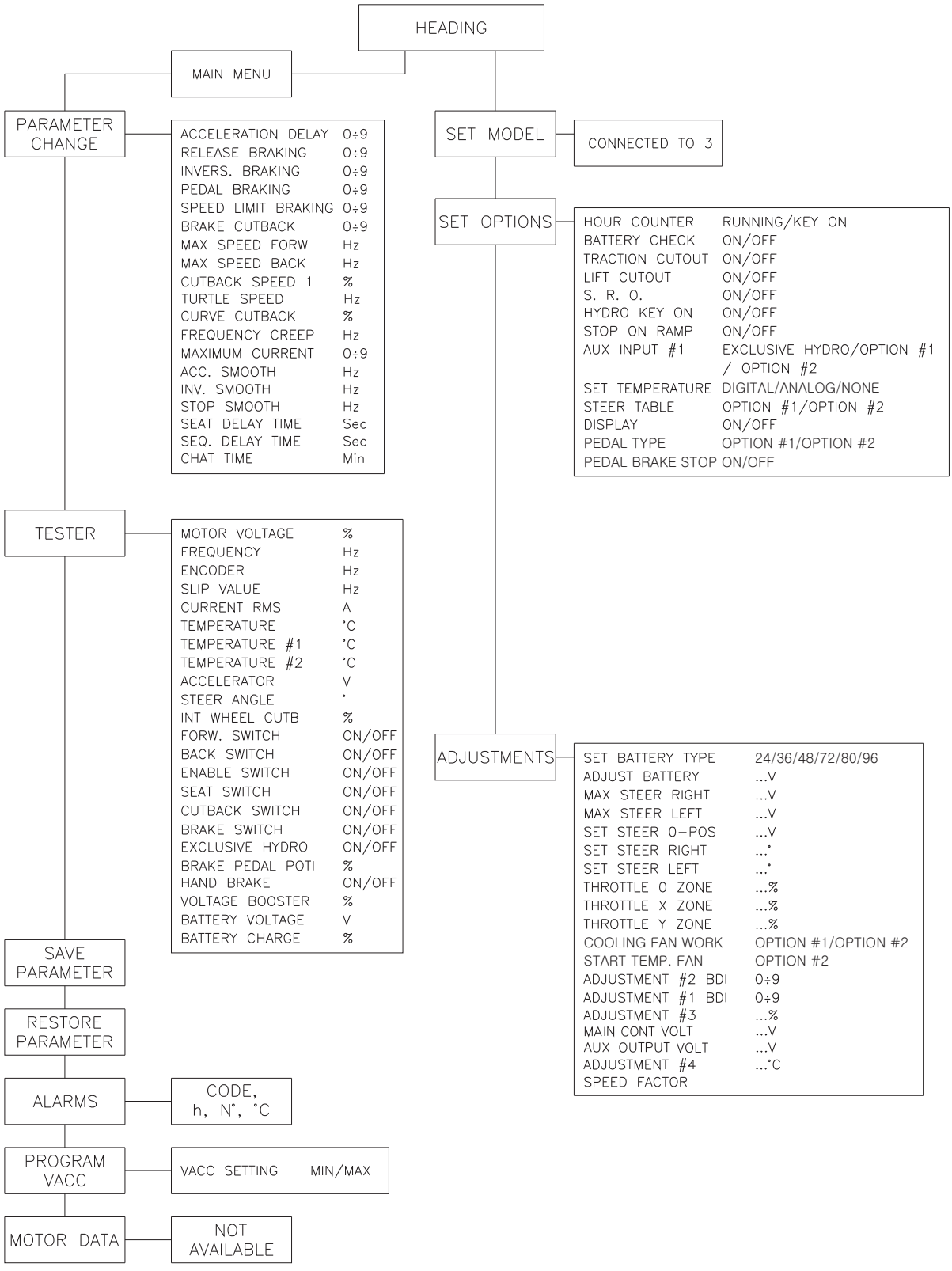


20B7EL15

※ Please connect and disconnect it from the inverter after a key switch off.

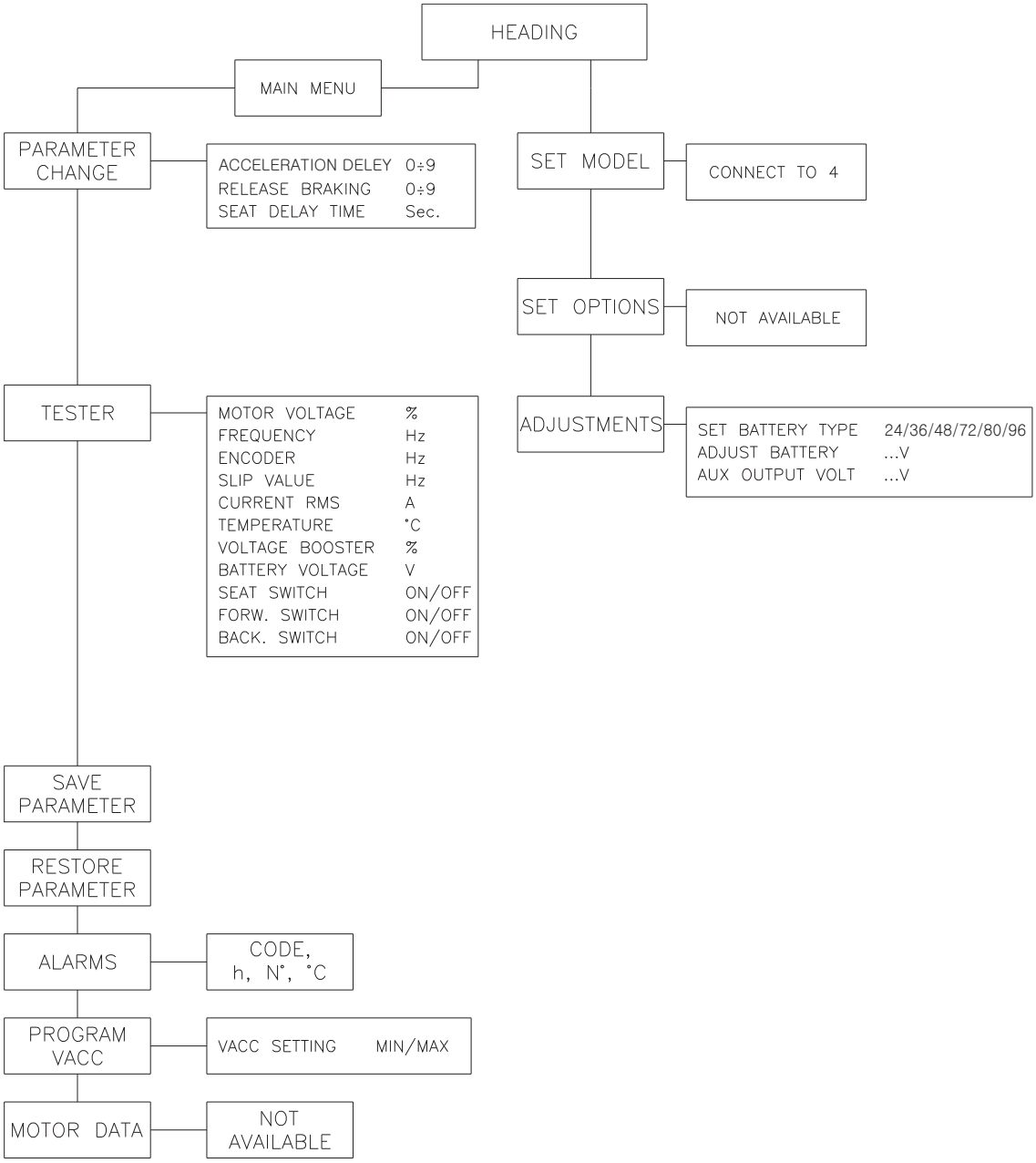
(2) Description of standard console menu

① Traction controller-Master



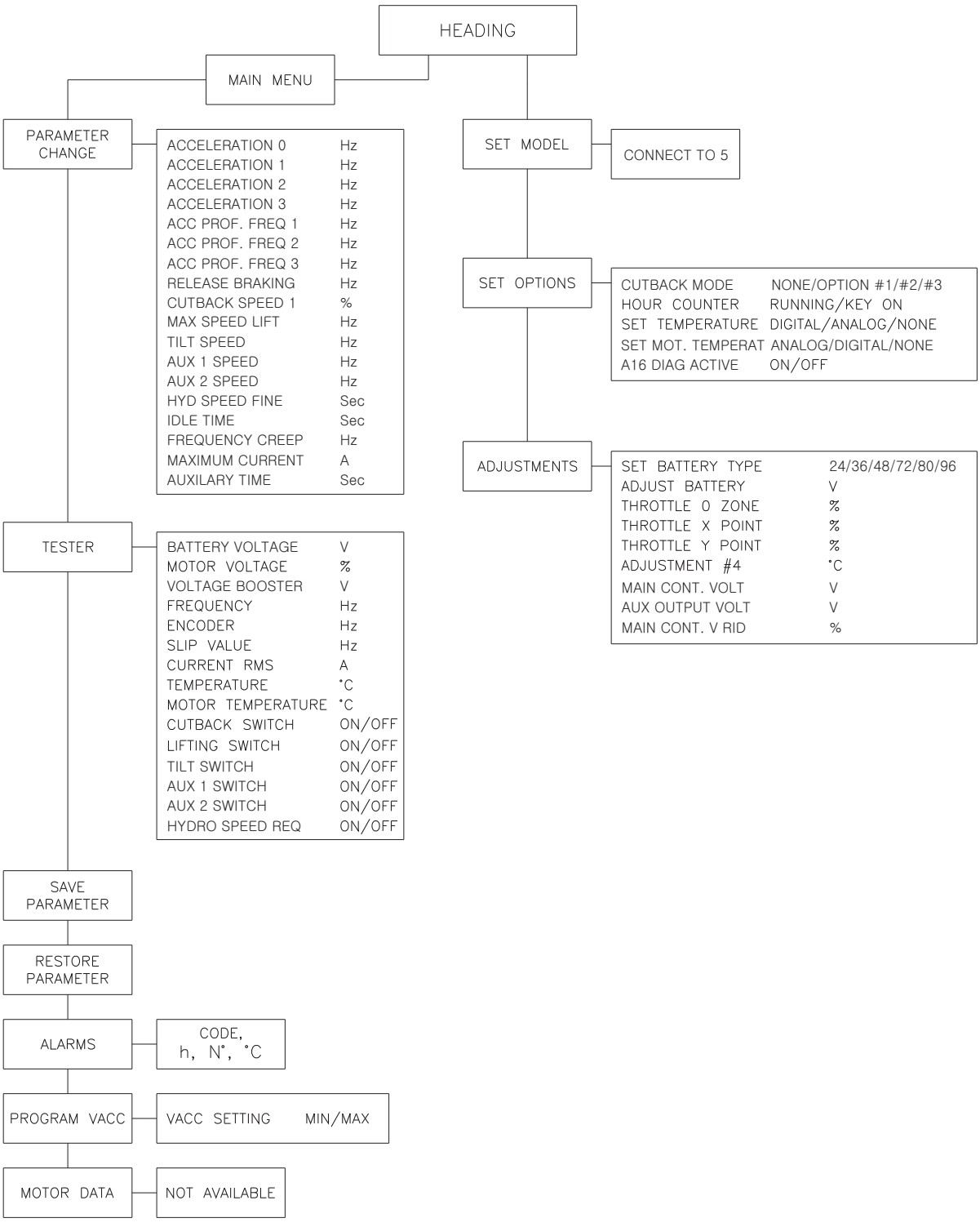
16B9FEL18

② Traction controller-Slave



16B9FEL19

③ Pump controller



16B9FEL20

6) MORNITORING MENU

In Console, This menu appears as “TESTER” MENU

(1) Traction controller-Master

① **Motor voltage**

Percentage value. It is the voltage generated by the inverter expressed in percentage of the actual battery voltage. 100% means the sine wave width is close to the actual battery voltage; 0% means the sine wave width is null.

② **Frequency**

Hz value. This is the frequency of the sine waves the inverter is supplying.

③ **Encoder**

Hz value. This is the speed of the motor measured with the encoder and expressed in the same unit of the FREQUENCY reading.

④ **Slip value**

Hz value. This is the slip between the frequency and the speed of the motor (SLIP VALUE = FREQUENCY-ENCODER).

⑤ **Current rms**

Ampere value. Root Mean Square value of the line current in the motor.

⑥ **Temperature**

°C value. This is the temperature of the master inverter heatsink. This temperature is used for the HIGH TEMPERATURE alarm detection.

⑦ **Temperature #1**

°C value. This is the temperature of the right motor windings picked up with an analog sensor inside the motor. Normally this sensor is a PTC Philips KTY84-130. This temperature is used only to raise a warning, when the motor temperature overtakes the MOTOR OVERTEMP setting.

⑧ **Temperature #2**

°C value. This is the temperature of the left motor windings picked up with an analog sensor inside the motor. Normally this sensor is a PTC Philips KTY84-130. This temperature is used only to raise a warning, when the motor temperature overtakes the MOTOR OVERTEMP setting.

⑨ **Accelerator**

From 0.0V to 5.0V. ACCELERATOR reading is in the range 0.0 to 5.0Vdc.

⑩ **Steer angle**

˚ value. This is the angle of steering wheel.

⑪ **Int. wheel cutback**

This is the indication of the speed reduction applied to the internal wheel; in other words, it shows the ratio of the two speeds.

⑫ **Forward switch**

ON/OFF. This is the status of forward signal.

⑬ **Backward switch**

ON/OFF. This is the status of backward signal.

⑭ **Enable switch**

ON/OFF. This is the status of enable switch.

⑮ **Seat switch**

ON/OFF. This is the status of seat switch.

⑯ **Cutback switch**

ON/OFF. This is the status of cutback switch.

⑰ **Brake switch**

ON/OFF. This is the status of pedal brake switch.

⑱ **Exclusive hydro**

ON/OFF. This is the status of exclusive hydro switch.

⑲ **Brake pedal pot.**

Voltage of the brake potentiometer's wiper.

⑳ **Hand brake**

ON/OFF. This is the status of pedal handbrake switch from display.

㉑ **Voltage booster**

Percentage value. It is the booster contribute to the voltage really supplied to the motor expressed in percent of the actual battery voltage.

㉒ **Battery voltage**

Voltage value with 1 decimal digit. Battery voltage value measured at the key ON.

㉓ **Battery charge**

Percentage value. It supplies the residual charge of the battery as a percentage of the full charge level.

(2) Traction controller-Slave

① **Motor voltage**

Percentage value. It is the voltage generated by the inverter expressed in percent of the actual battery voltage. 100% means the sine wave width is close to the actual battery voltage; 0% means the sine wave width is null.

② **Frequency**

Hz value. This is the frequency of the sine waves the inverter is supplying.

③ **Encoder**

Hz value. This is the speed of the motor measured with the encoder and expressed in the same unit of the FREQUENCY reading.

④ **Slip value**

Hz value. This is the slip between the frequency and the speed of the motor (SLIP VALUE = FREQUENCY-ENCODER).

⑤ **Current rms**

Ampere value. Root Mean Square value of the line current in the motor.

⑥ **Temperature**

°C value. This is the temperature of the slave inverter heatsink. This temperature is used for the HIGH TEMPERATURE alarm detection.

⑦ **Voltage booster**

Percentage value. It is the booster contribute to the voltage really supplied to the motor expressed in percent of the actual battery voltage.

⑧ **Battery voltage**

Voltage value with 1 decimal digit. Battery voltage value measured at the key ON.

⑨ **Seat switch**

ON/OFF. This is the status of seat switch.

⑩ **Forward switch**

ON/OFF. This is the status of forward signal.

⑪ **Backward switch**

ON/OFF. This is the status of backward signal.

(3) Pump controller

① **Battery voltage**

Voltage value with 1 decimal digit. Battery voltage value measured at the key ON.

② **Motor voltage**

Percentage value. It is the voltage generated by the inverter expressed in percent of the actual battery voltage. 100% means the sine wave width is close to the actual battery voltage; 0% means the sine wave width is null.

③ **Voltage booster**

Percentage value. It is the booster contribute to the voltage really supplied to the motor expressed in percent of the actual battery voltage.

④ **Frequency**

Hz value. This is the frequency of the sine waves the inverter is supplying.

⑤ **Encoder**

Hz value. This is the speed of the motor measured with the encoder and expressed in the same unit of the FREQUENCY reading.

⑥ **Slip value**

Hz value. This is the slip between the frequency and the speed of the motor (SLIP VALUE = FREQUENCY-ENCODER).

⑦ **Current rms**

Ampere value. Root Mean Square value of the line current in the motor.

⑧ **Temperature**

°C value. This is the temperature of the inverter base plate. This temperature is used for the HIGH TEMPERATURE alarm detection.

⑨ **Motor temperat.**

°C value. This is the temperature of the motor windings picked up with an analog sensor inside the motor. Normally this sensor is a PTC Philips KTY84-130. This temperature is used only to raise a warning, when the motor temperature overtakes the MOTOR OVERTEMP setting.

⑩ **Cutback switch:**

ON/OFF. This is the status of cutback switch.

⑪ **Lifting switch:**

ON/OFF. This is the status of the lift switch.

⑫ **Tilt switch**

ON/OFF. This is the status of the tilt switch.

⑬ **Aux 1 switch**

ON/OFF. This is the status of the sideshift switch.

⑭ **Aux 2 switch**

ON/OFF. This is the status of the HYD AUX switch, from display.

⑮ **HYDRO SPEED REQ.**

ON/OFF. This is the status of hydro speed request.

7) GENERAL SUGGESTION FOR SAFETY

For a proper installation take care of the following recommendations:

⚠ After operation, even with the key switch open, the internal capacitors may remain charged for some time. For safe operation, we recommend that the battery is disconnected, and a short circuit is made between battery positive and battery negative power terminals of the inverter using a resister between 10 ohm and 100 ohm.

⚠ During battery charge, disconnect the controller from the battery.

⚠ Do not connect the controller to a battery with a nominal voltage different than the value indicated on the controller label. A higher battery voltage may cause power section failure. A lower voltage may prevent the logic operating.

⚠ Before doing any operation, ensure that the battery is disconnected and when all the installation is completed start the machine with the drive wheels raised from the floor to ensure that any installation error do not compromise safety.

⚠ Take care all the inductive devices in the truck (horn, solenoid valves, coils, contactors) have a proper transient suppression device.

※ The method of discharging internal capacitor

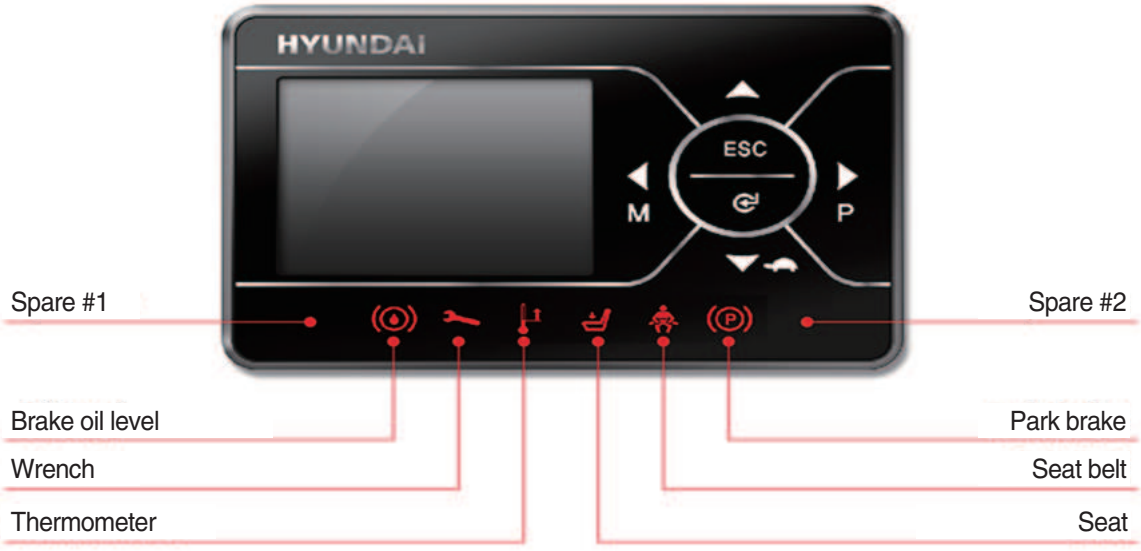
Bofore checking controllers, motors, cables and etc., discharge the internal capacitor in controllers by following below steps ;

① Disconnect the battery cable.
② Emergency contactor on and key on.
③ Wait untill all warning lamps (red LED) on display become off.
④ Discharging process is finished.

6. INSTRUMENT PANEL : DISPLAY

1) STRUCTURE

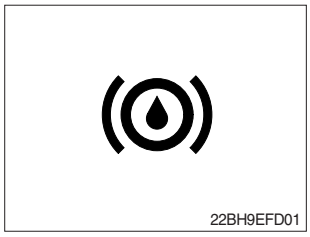
The DISPLAY has 6 red LEDs indicating the status information of the lift truck to the driver.



22BH9OM65

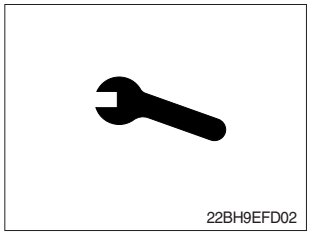
2) WARNING LAMP

(1) Brake oil level warning lamp



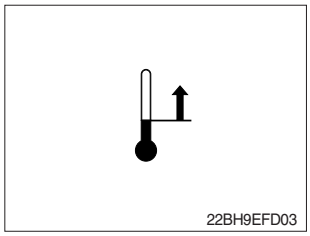
This LED lights when measured level of brake oil stored in reservoir tank is below the minimum acceptable mark.

(2) Wrench warning lamp



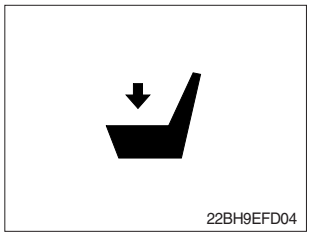
This LED lights when an electric device (controller, motor, cable, etc.) is in alarm condition.

(3) Thermometer warning lamp



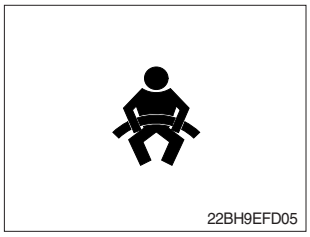
This LED lights when the controller or motor temperature is high.

(4) Seat warning lamp



This LED lights when the operator is not on the seat.

(5) Seat belt warning lamp

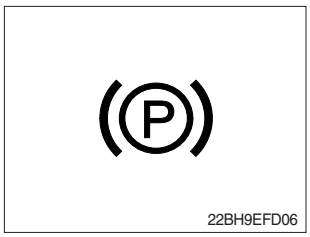


(1) This LED blinks in following 2 cases.

① When operator starts the truck, LED blinks for 5 seconds, which means initial diagnosis is on going, and buttons on display will work properely just after the diagnosis is completed.

② LED blinks when the seat belt is not correctly fastened.

(6) Handbrake warning lamp

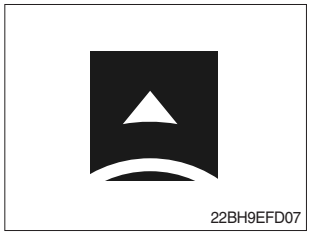


(1) This LED lights when the parking brake is activated.

3) BUTTONS

These buttons are used to select or change the menu and input value of the LCD function and display menu.

(1) UP button

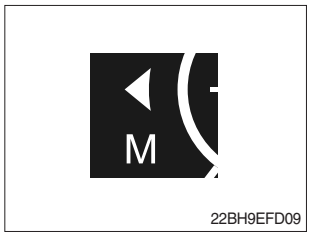


Press to select upward move

(2) DOWN button (DOWN/TURTLE button)

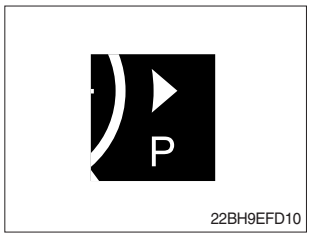
Press to select downward move
TURTLE MODE ON/OFF

(3) LEFT/MENU button



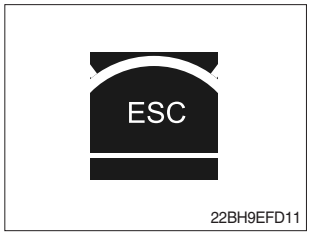
Press to select leftward move
Go into the menu

(4) RIGHT/PERFORMANCE button



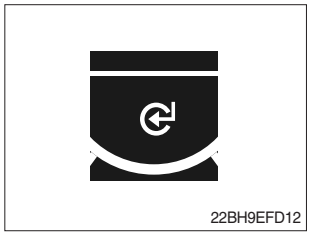
Press to select rightward move
POWER MODE H/N/E

(5) Cancel (ESC) button



Press to select cancel
Keep pressing this button shows PASSWORD entry field.

(6) ENTER button



Press to select Enter

4) LCD FUNCTION (MAIN SCREEN)

MAIN SCREEN

16B9FFD13

1	Current time	6	Hour meter
2	Turtle mode	7	Wheel position and running direction
3	Truck speed pointer	8	Power mode
4	Speed level	9	BDI (Battery Discharge Indicator)
5	Truck speed		

(1) Current time

The number shows the current time according to the setting, which can be changed by DISPLAY Setting [6. 5), Page 7-56].

(2) Turtle mode

The turtle symbol is normally off. When this symbol appears, the Turtle Mode is activated regardless of the Power Mode of the truck to reduce the maximum speed to the setpoint. This mode can be activated by pressing the button.

(3) Truck speed pointer

The speed of the truck is indicated with a pointer.

(4) Speed level

It indicates the speed level by 2 km.

(5) Truck speed

The truck speed is shown in number. According to the DISPLAY setting km/h or mph unit is available.

(6) Hour meter

The number shows the hours worked. The letter present near the hour meter shows which hour meter is displayed.

- hK: the Key Hour shows the truck Key ON time;
- hT: the Traction Hour shows the Gate ON (driven) time of the traction motor.
- hP: the Pump Hour shows the Gate ON (driven) time of the pump motor.

(7) Wheel position and running direction

The arrow point is up when the truck is forward running and points down when the truck is reverse running. The arrow point is moved to the leftward or the rightward according as the direction of the steering angle.

(8) Power mode

The letter; H, N, or E, shows the Power Mode which is being used in the controller. The mode can be scrolled by pressing the 

button sequentially. When a mode is selected, the related information will be sent via CAN-BUS to traction and pump controllers that will manage this data.

H (High) - corresponds to the highest performance
N (Normal) - corresponds to normal performance
E (Economic) - corresponds to economic performance

(9) BDI (Battery Discharge Indicator)

The battery state of charge is shown by ten bars. Each bar represents the 10% of the battery charge. As the battery becomes discharged, the bars turn off progressively, one after another, in proportion to the value of the residual battery charge. When the residual battery charge is 20% or under, the bars displayed become red.

※ How to adjust BDI

If necessary, service man can a adjust BDI with adjustment #1, #2 BDI menu.

① Adjustment #1 BDI

It adjusts the upper level of the battery discharge table. Higher level means higher voltage.

② Adjustment #2 BDI

It adjusts the lower level of the battery discharge table. Higher level means higher voltage. (for detail menu, please refer to page 7-34)

5) HOW TO USE DISPLAY MENU

22BH9EFD14


CONFIGURATION
PASSWORD
DISPLAY VERSION 1.03
CONFIGURATION
PASSWORD
0 * * * *
CONFIGURATION
PASSWORD
DISPLAY VERSION 1.03

22BH9EFD15

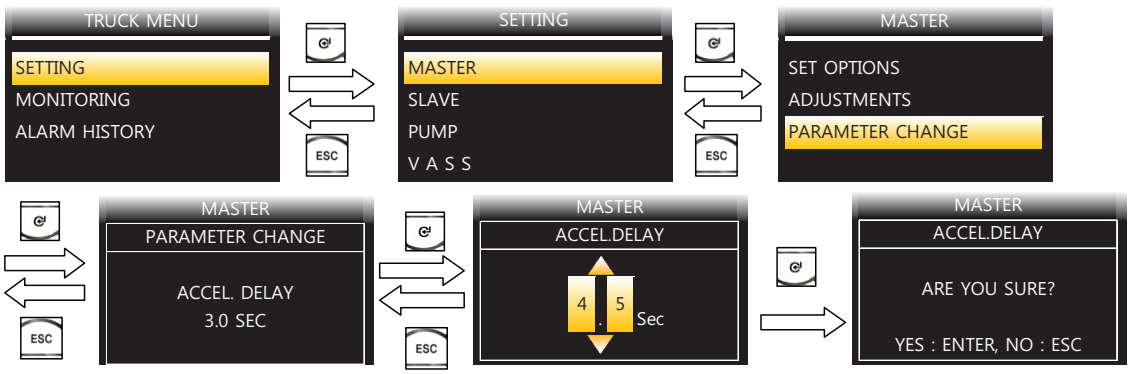
6) DESCRIPTION OF THE TRUCK MENU

(1) Access to truck menu

ESC If this button is pressed long, the PASSWORD dialog appears.
Enter correct PASSWORD, then on MAIN SCREEN, Press M button to access the controller "TRUCK MENU"

(2) How to change detail menus

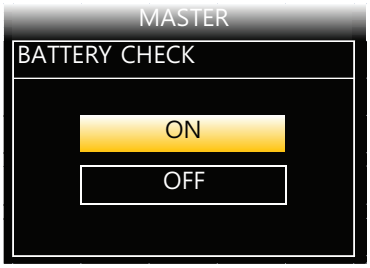
The detail items of menu can be changed as follows ;



22B9EL24

Selection can be made in 4 methods as follows ;

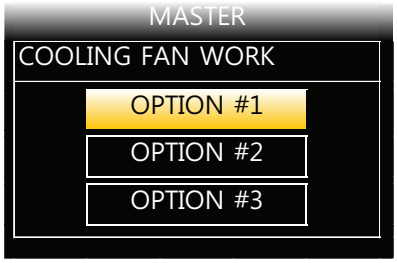
- ON/OFF Selection



22B9EL25

Select a desired value with ▲ , ▼ button, then save with ↵ button or press ESC button to escape without saving.

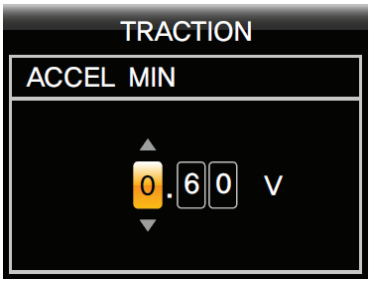
- Type Selection



22B9EL30

Select a desired value with ▲ , ▼ button, then save with ↵ button or press ESC button to escape without saving.

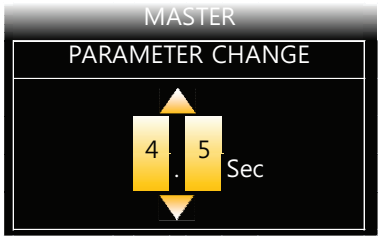
- Figure input



22B9EL31

Select a desired value with ▲, ▼, M, P button, then save with ↵ button or press ESC button to escape without saving.

- Level Selection



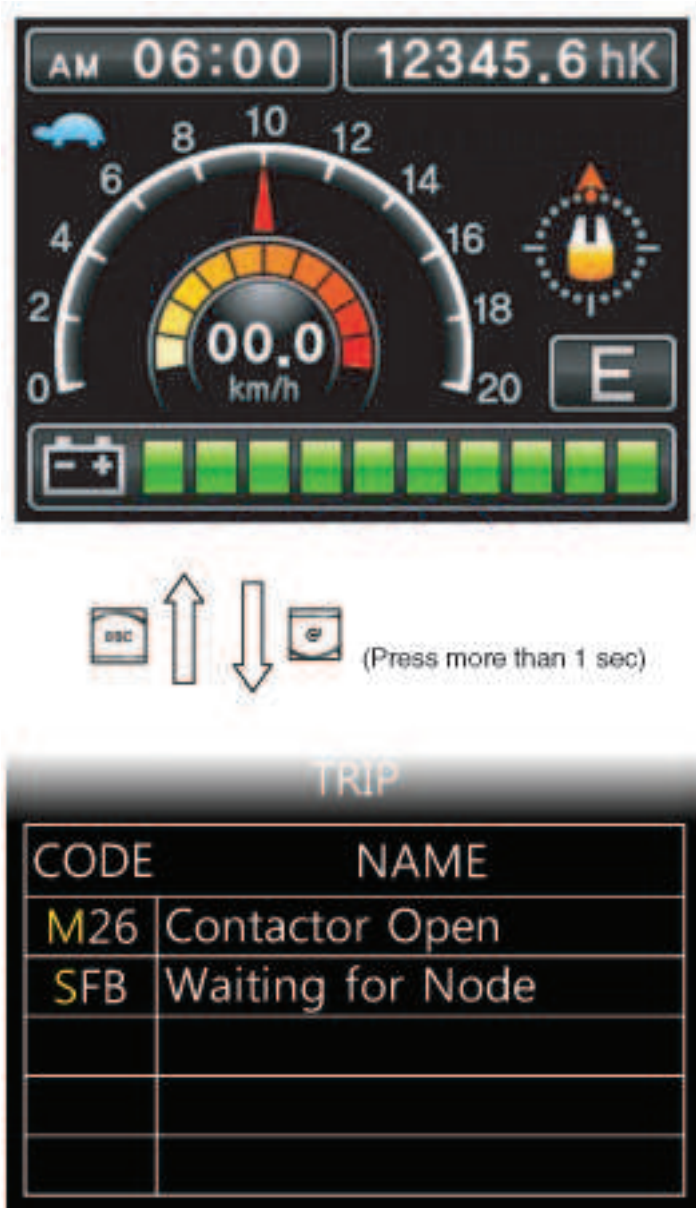
22B9EL30

Select a desired value with ▲, ▼ button, then save with ↵ button or press ESC button to escape without saving.

7) ALARM & ALARM HISTORY

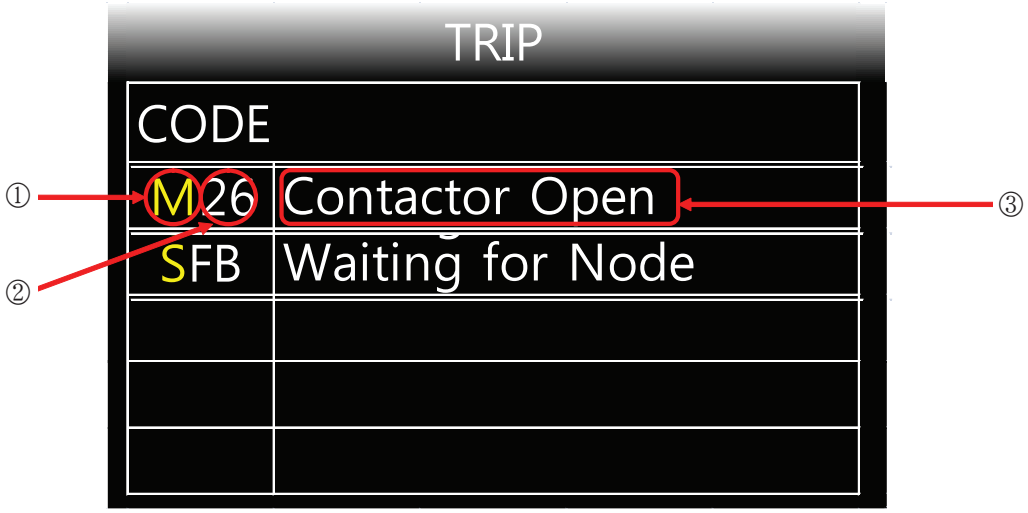
(1) How to check alarms

Normally, ALARM SCREEN pops up if any kind of a alarm happens, but service man can switch between a MAIN SCREEN and ALARM SCREEN with ESC , ↵ buttons as follows :



16B9FEL35

(2) Detail description of ALARM SCREEN



22B9EL36

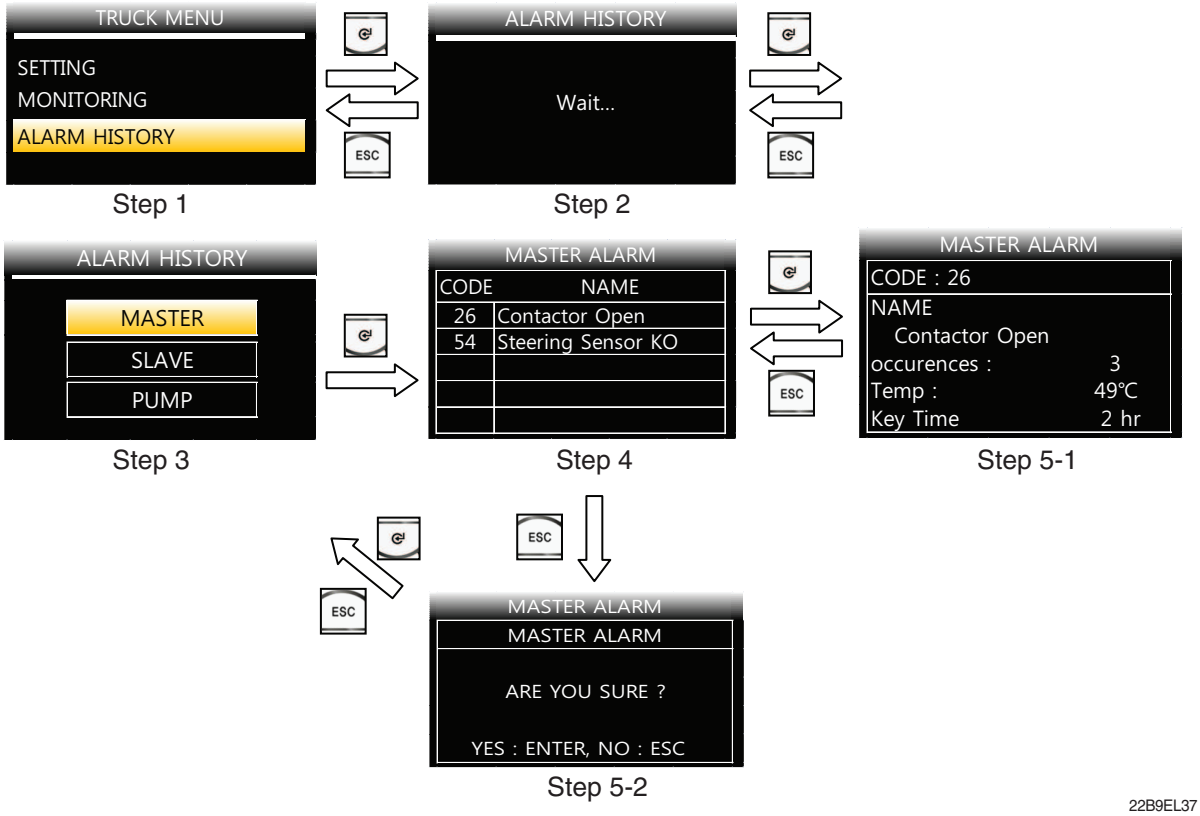
① First yellow capital letter shows in which controller the alarm happens as below;
M : Traction-Master
S : Traction-Slave
P : Pump
V : Mhyrio CB

② Following two letters or digits show alarm code. Please refer to 7. ALARM CODE (Page 7-68).

③ This shows a name of ALARM. Please refer to 7. ALARM CODE (page 7-68).

(3) Alatm history

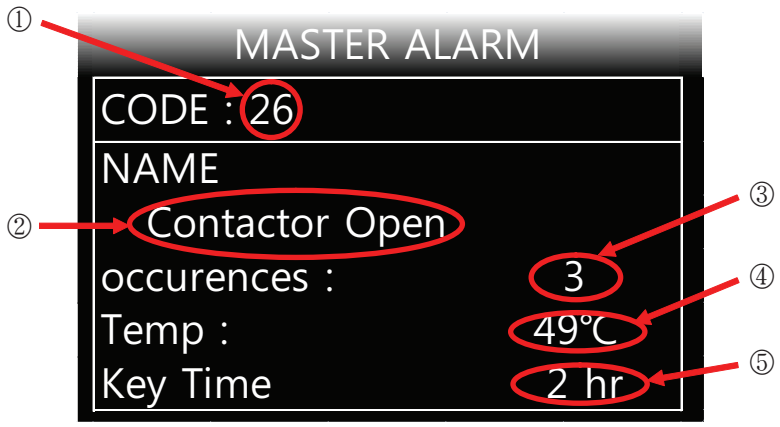
Alarm History can be looked up as follows ;



22B9EL37

① Step 1 : Service man can check the alarm history on ALARM HISTORY menu
② Step 2 : When service man enter the ALARM HISTORY menu, display read entire alarm records of all controller. So it takes 9~15 seconds to read.
③ Step 3 : When display finish to read alarm records, service man can choose each controller to read the alarm history.
④ Step 4 : When service man enters each controller's alarm history, service man can check simply up to 5 alarms and choose a specific alarm to read detail alarm information.
⑤ Step 5-1 : When service man press [↵] button at Step 4, operator can see a detail alarm information of chosen alarm. Please refer to 6-7)-(4) DETAIL ALARM INFORMATION (as below)
⑥ Step 5-2 : When service man press [ESC] button at Step 4, service man can see a alarm clear menu. If service man press [↵] button, Recorded alarms of selected controller will be erased. (to verify cleaned alarm records, service man should be back to Step 1 & 2 to refresh.)
If operator press [ESC] button, just escape to step 3 without clearing

(4) Detail alarm information



22B9EL38

① Code of alarm
② Name of alarm
③ Count of alarm
④ Temperature of controller as alarm occurs.
⑤ Hourmeter of controller as alarm occurs.

8) VASS SETUP USING DISPLAY MENU

This function searches and memorizes the minimum and maximum potentiometer wiper voltage of the accelerator pedal, lift lever, and steering sensor which use potentiometer sensors. The belows show how to use the VASS function of DISPLAY.

(All figures in belows are just example.)

※ While even a motor is running, VASS can not be configurated properly, so please be sure that all motors are not running before entering configuration process & saving.

(1) ACCEL VASS setting method

V.A.S.S	
ACCEL	
MIN FORWARD	0.76V
MAX FORWARD	1.76V
MIN REVERSE	0.76V
MAX REVERSE	1.76V

Please make sure that all motors are not running & direction lever is in NEUTRAL position.

V.A.S.S	
ACCEL	READY
MIN FORWARD	0.76V
MAX FORWARD	1.76V
MIN REVERSE	0.76V
MAX REVERSE	1.76V

If “READY” appears beside ACCEL, you are in configuration process.
Set direction lever in FORWARD position.

V.A.S.S	
ACCEL	READY
MIN FORWARD	0.90V
MAX FORWARD	0.90V
MIN REVERSE	0.76V
MAX REVERSE	1.76V

Now, you can see that voltage value of MIN FORWARD and MAX FORWARD are changed.
Step on accel pedal fully, then Take foot off accel pedal.

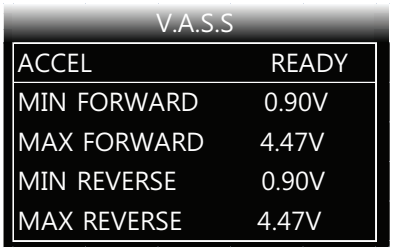
V.A.S.S	
ACCEL	READY
MIN FORWARD	0.90V
MAX FORWARD	4.47V
MIN REVERSE	0.76V
MAX REVERSE	1.76V

Now, you can see that voltage value of MAX FORWARD are changed.
Set direction lever in REVERSE position. (Sometimes, depending on controller model, MIN FORWARD value looks like that it is fixed as 0.0V, which is normal.)

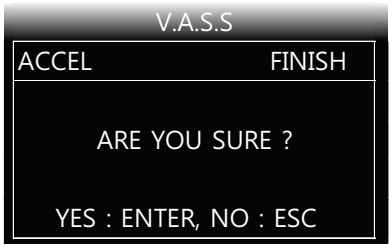
V.A.S.S	
ACCEL	READY
MIN FORWARD	0.90V
MAX FORWARD	4.47V
MIN REVERSE	0.90V
MAX REVERSE	0.90V

Now, you can see that voltage value of MIN REVERSE and MAX REVERSE are changed.
Step on accel pedal fully, then Take foot off accel pedal

22B9EL39-1

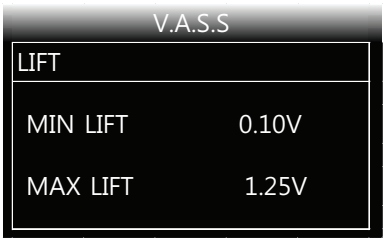


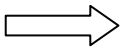
Now, you can see that voltage value of MAX REVERSE are changed.
Please make sure that all motors are not running & direction lever is in NEUTRAL position.



22B9EL39-2

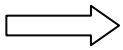
(2) LIFT VASS setting method

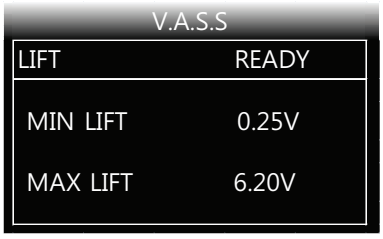




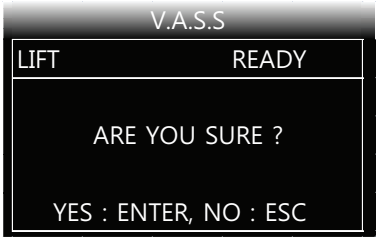
Please make sure that all motors are not running & direction lever is in NEUTRAL position.

If “READY” appears beside LIFT, you are in configuration process.
Now, operator can see that voltage value of MIN LIFT and MAX LIFT are changed.
Full the lift lever toward operator fully



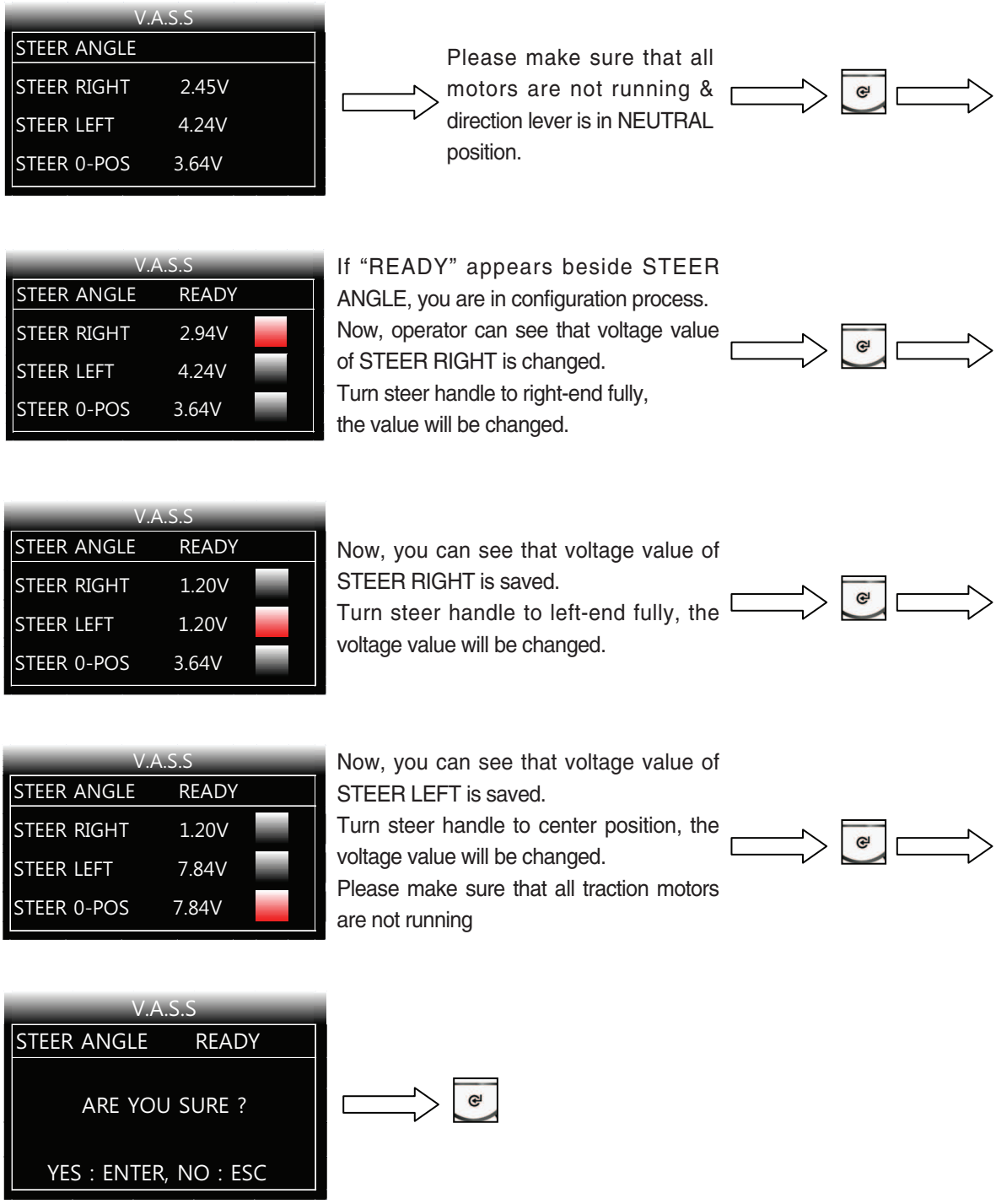


Now, you can see that voltage value of MAX LIFT are changed.
Please make sure that all motors are not running & direction lever is in NEUTRAL position.



22B9EL40

(3) STEER ANGLE VASS setting method



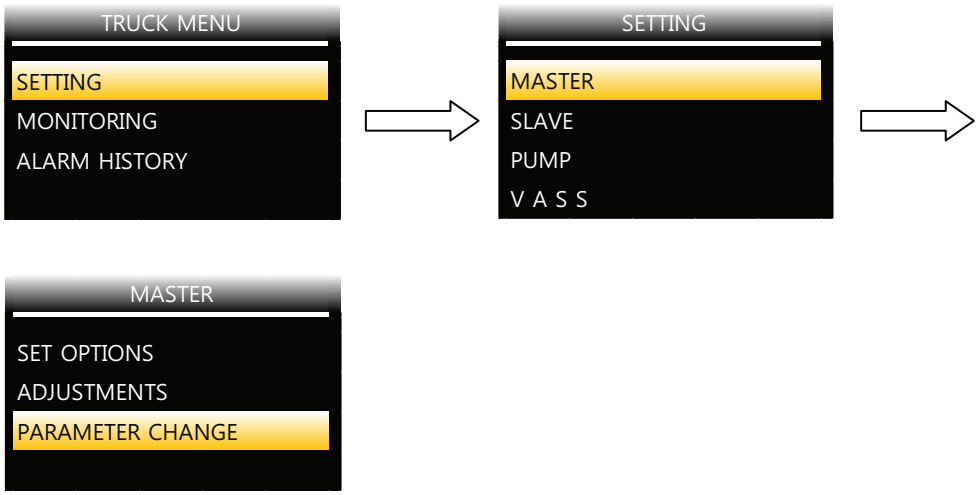
22B9EL41

9) STRUCTURE OF TRUCK MENU

TRUCK MENU is in order to make configuration of truck easily, and consists of 3 major categorys : SETTING, MONITORING, ALARM HISTORY.

[To know how to get in to TRUCK MENU, refer to 6-6)-(1) “ACCESS TO TRUCK MENU” page 7-58]

(1) Settings



22B9EL42

In SETTINGS, service man can choose a specific controller's submenu or VASS menu.

① MASTER->SET OPTIONS
Refer to 5-4)- ■ “TRACTION-MASTER CONTROLLER”-(1) “SET OPTIONS” (page 7-32)

② MASTER->ADJUSTMENTS
Refer to 5-4)- ■ ”TRACTION-MASTER CONTROLLER”-(2) “ADJUSTMENTS” (page 7-33)

③ MASTER->PARAMETER CHANGE
Refer to 5-4)- ■ ”TRACTION-MASTER CONTROLLER”-(3) “PARAMETER CHANGE” (page 7-36)

④ SLAVE->SET OPTIONS
Not available

⑤ SLAVE->ADJUSTMENTS
Refer to 5-4)- ■ ”TRACTION-SLAVE CONTROLLER”-(2) “ADJUSTMENTS” (page 7-38)

⑥ SLAVE->PARAMETER CHANGE
Refer to 5-4)- ■ ”TRACTION-SLAVE CONTROLLER”-(3) “PARAMETER CHANGE” (page 7-38)

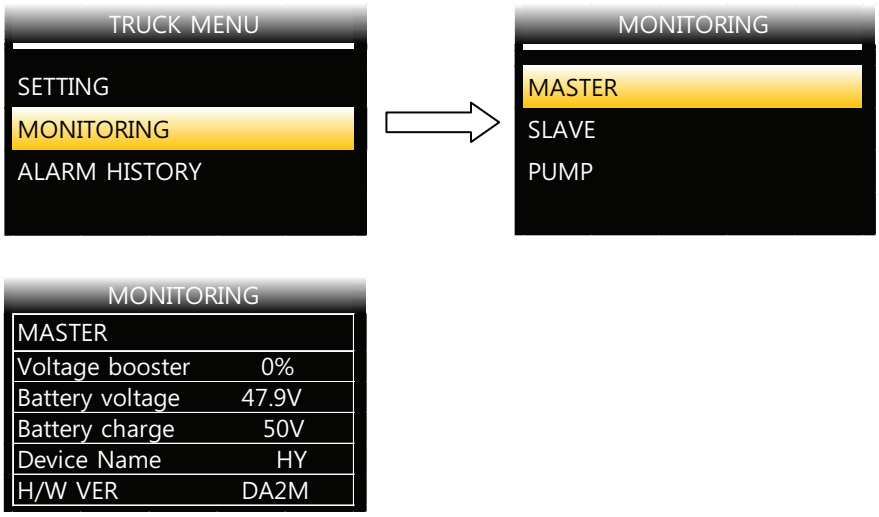
⑦ PUMP->SET OPTIONS
Refer to 5-4)- ■ “PUMP CONTROLLER”-(1) “SET OPTIONS” (page 7-38)

⑧ PUMP->ADJUSTMENTS
Refer to 5-4)- ■ ”PUMP CONTROLLER”-(2) “ADJUSTMENTS” (page 7-39)

⑨ PUMP->PARAMETER CHANGE
Refer to 5-4)- ■ ”PUMP CONTROLLER”-(3) “PARAMETER CHANGE” (page 7-40)

⑩ V.A.S.S
Refer to 6-8) “VASS SETUP USING DISPLAY MENU” (page 7-63)

(2) Monitoring



22B9EL43

In MONITORING MENU, service man can check various stats of trucks.

① MASTER

Refer to 5-6)-(1) “Traction controller-master” (page 7-46)

② SLAVE

Refer to 5-6)-(2) “Traction controller-Slave” (page 7-47)

③ PUMP

Refer to 5-6)-(3) “Pump controller” (page 7-49)

(3) Alarm history

Refer to 6-7) “ALARM & ALARM HISTORY” (page 7-60)

7. ALARM CODE

1) TRACTION-MASTER & SLAVE CONTROLLER

Code	Alarm name	Description	Condition that has to occur to come out from alarm status
08	WATCHDOG	Alarm: the watchdog circuit has been triggered	- If the alarm is present in Init status, remove the alarm condition - If the alarm has occurred in stby or running mode, it is necessary to remove alarm condition and to activate a traction request
0D	EEPROM KO	Warning: EEPROM fault, controller will use default parameters	- To remove warning cause
11	LOGIC FAILURE #3	Alarm: failure in over-load protection hw circuit	- To remove alarm condition + activation of traction request - Check the controller
12	LOGIC FAILURE #2	Alarm: failure in U, V, W voltage feedback circuit	- To remove alarm condition + activation of traction request
13	LOGIC FAILURE #1	Alarm: an overvoltage or undervolt. condition has been detected	- To recycle the key switch - Sometimes if battery voltage is too low, it can be happens - Check the controller
1E	VMN LOW	Alarm: wrong voltage on motor power outputs; failure in the power section or in the mosfet driver circuit or in the motor	- If the alarm is present in Init status, remove the alarm condition - If the alarm has occurred in stby or running mode, it is necessary to remove alarm condition and to activate a traction request - Check the U,V,W cable and motor and if there is any shorted circuit with frame or any other parts of truck - Check the controller
1F	VMN HIGH	Alarm: wrong voltage on motor power outputs; failure in the power section or in the mosfet driver circuit or in the motor	- If the alarm is present in Init status, remove the alarm condition - If the alarm has occurred in stby or running mode, it is necessary to remove alarm condition and to activate a traction request - Check the U,V,W cable and motor and if there is any shorted circuit with frame or any other parts of truck - Check the controller
25	CONTACTOR CLOSED	Alarm: line contactor power contact is stuck	- To remove alarm cause within a timeout; if the timeout is elapsed, it is necessary to re-cycle the key - Check the contactor & cables attached to the contactor
26	CONTACTOR OPEN	Alarm: line contactor power contact does not pull-in	- To remove alarm cause within a timeout; if the timeout is elapsed, it is necessary to re-cycle the key - Check the contactor & cables attached to the contactor
31	I = 0 EVER	Alarm: while truck is running, current value is 0 for more than 1 sec	- Check the main contactor - Check the controller

Code	Alarm name	Description	Condition that has to occur to come out from alarm status
35	STBY I HIGH	Alarm: wrong voltage in the current sensor feedback circuit	- If the alarm is present in Init status, remove the alarm condition - If the alarm has occurred in stby or running mode, it is necessary to remove alarm condition and to activate a traction request
3C	CAPACITOR CHARGE	Alarm: power capacitor voltage does not increase when the key is turned ON; failure in the power section, or in the logic PCB, or in the driver PCB, or in the motor	- To remove alarm condition - Check the contactor resistance (300Ω, 10W) - Check the controller
3D	HIGH TEMPERATURE	Warning: master or slave temperature higher than 75°C	- To remove warning cause
41	MOTOR TEMPERAT.	Warning: traction motor temperature high	- To remove warning cause - Check the motor temp-sensor
42	BATTERY LOW	Warning: battery charge level below 10%	- To remove warning cause
4A	DRIVER SHORTED	Alarm: line contactor coil driver is shorted	- If the alarm is present in Init status, remove the alarm cause - If the alarm has occurred in stby or running mode, it is necessary to remove alarm cause and to activate traction request
4B	CONTACTOR DRIVER	Alarm: line contactor coil driver is open (not able to drive the coil to the correct voltage)	- To remove alarm cause and to activate traction request
4C	COIL SHORTED	Alarm: - Init: the LC and EB coil driver protection circuit is damaged - Stby or running: short on LC coil or EB coil	- If the alarm is present in Init status, remove the alarm cause - If the alarm has occurred in stby or running mode, it is necessary to remove alarm cause and to activate traction request
4E	VACC NOT OK	Warning: acc. signal (CPOT) voltage higher than VACC MIN +1V while the traction enable switch is open	- To remove warning cause - Re-configurate VASS ACCEL
4F	INCORRECT START	Warning: wrong traction request sequence	- To remove warning cause
50	FORW + BACK	Warning: forward and reverse inputs are both active	- To remove warning cause
52	ENCODER ERROR	Alarm: motor speed sensor (encoder) does not work properly	- To recycle the key - Check the motor encoder
54	STEER SENSOR KO	Alarm: steering sensor signal out of range	- To remove alarm cause
56 (Slave only)	PEDAL WIRE KO	Alarm: fault in accelerator negative (NPOT) input circuit	- To remove alarm cause and activate a traction request

Code	Alarm name	Description	Condition that has to occur to come out from alarm status
F0	MOTOR STALL	Warning: the encoder signal is constantly zero when the maximum torque is applied to the motor	- To recycle the key - Check the motor and encoder
F1	DATA ACQUISITION	Alarm: data communication is now processing.	- If this alarm occurs, when sensor setting procedure, recycle the key.
F2	PUMP WARNING	Warning: a warning is active on the pump module	- To remove warning cause
F3	SEQUENCE FAULT	Warning: an incorrect start sequence has been detected on the seat, pedal and levers commands	- To remove warning cause
F4	SLAVE WARNING	Warning: a warning is active on the SLAVE module	- To remove warning cause
F5	WRONG SET BAT.	Alarm: the battery voltage does not correspond to SET BATTERY programming	- To remove alarm cause
F6 (master only)	SLAVE KO	Alarm: master µC detects a slave µC malfunctioning	- To recycle the key - Check if any other alarm happens (Some alarms such as CHAT TIME or PEDAL WIRE KO, alarms related to CONTACTOR, DISPLAY ENABLE, alarms related to CAN-BUS can make this alarm sometimes.) - Check the communication with all controllers (display TRUCK MENU->MONITORING-> choose controller->H/W ver, S/W ver. If CAN communication is not available, H/W ver, S/W ver will be blank.)
F6 (slave only)	MASTER KO	Alarm: slave µC detects a master µC malfunctioning or a mismatch between inputs status and master commands (via CAN-BUS)	- To recycle the key - Check If any other alarm happens (Some alarms such as CHAT TIME or PEDAL WIRE KO, alarms related to CONTACTOR, DISPLAY ENABLE, alarms related to CAN-BUS can make this alarm sometimes.) - Check the communication with all controllers (display TRUCK MENU->MONITORING-> choose controller->H/W ver, S/W ver. If CAN communication is not available, H/W ver, S/W ver will be blank.)

Code	Alarm name	Description	Condition that has to occur to come out from alarm status
F7	NO CAN MSG N.	Alarm: traction has lost CAN communication with #X	- To remove alarm cause - Check if any other alarm happens (Some alarms such as CHAT TIME or PEDAL WIRE KO, alarms related to CONTACTOR, DISPLAY ENABLE, alarms related to CAN-BUS can make this alarm sometimes.) - Check the communication with all controllers (display TRUCK MENU->MONITORING-> choose controller->H/W ver, S/W ver. If CAN communication is not available, H/W ver, S/W ver will be blank.)
F8	DISPLAY ENABLE	Warning: the display enable signal has not been received to operate the truck	- To remove warning cause
F9	THERMIC SENS. KO	Warning: traction temp. sensor is out of range	- To remove warning cause
FA (slave only)	INPUT MISMATCH	Alarm: slave µC has detected a mismatch between inputs status and the input status transmitted via CAN-BUS by Master µC	- To recycle the key
FA (master only)	HANDBRAKE	Warning: handbrake microswitch is open and a travel request is active	- To remove warning cause
FB	WAITING FOR NODE	Warning: master Controller signals that other controllers are in alarm status	- To remove warning cause - Check if any other alarm happens (Some alarms such as CHAT TIME or PEDAL WIRE KO, alarms related to CONTACTOR, DISPLAY ENABLE, alarms related to CAN-BUS can make this alarm sometimes.) - Check the communication with all controllers (display TRUCK MENU-> MONITORING-> choose controller->H/W ver, S/W ver. If CAN communication is not available, H/W ver, S/W ver will be blank.) - Check other controllers
FC	CHAT MODE	Warning: the chat time has expired	- To activate traction or pump request
FD	AUX OUTPUT KO	Alarm: fan relay driver shorted or open	- If the alarm is present in Init status, remove the alarm cause - If the alarm has occurred in stby or running mode, it is necessary to remove alarm cause and to activate traction request
FE	CANBUS KO DISPL.	Alarm: master has lost can communication with the display	- To remove warning cause

2) PUMP CONTROLLER

Code	Alarm name	Description	Condition that has to occur to come out from alarm status
08	WATCHDOG	Alarm: the watchdog circuit has been triggered	- If the alarm is present in Init status, remove the alarm condition - If the alarm has occurred in stby or running mode, it is necessary to remove alarm condition and to activate a pump request
0D	EEPROM KO	Warning: EEPROM fault, controller will use default parameters	- To remove warning cause
11	LOGIC FAILURE #3	Alarm: failure in over-load protection hw circuit	- To remove alarm condition + activation of pump request - Check the controller
12	LOGIC FAILURE #2	Alarm: failure in U, V, W voltage feedback circuit	- To remove alarm condition + activation of pump request
13	LOGIC FAILURE #1	Alarm: an overvoltage or undervolt. condition has been detected	- To recycle the key switch - Sometimes if battery voltage is too low, it can be happens - Check the controller
1E	VMN LOW	Alarm: wrong voltage on motor power outputs; failure in the power section or in the mosfet driver circuit or in the motor	- If the alarm is present in Init status, remove the alarm condition - If the alarm has occurred in stby or running mode, it is necessary to remove alarm condition and to activate a pump request - Check the U, V, W cable and motor and if there is any shorted circuit with frame or any other parts of truck - Check the controller
1F	VMN HIGH	Alarm: wrong voltage on motor power outputs; failure in the power section or in the mosfet driver circuit or in the motor	- If the alarm is present in Init status, remove the alarm condition - If the alarm has occurred in stby or running mode, it is necessary to remove alarm condition and to activate a pump request - Check the U, V, W cable and motor and if there is any shorted circuit with frame or any other parts of truck - Check the controller
31	I = 0 EVER	Alarm: while truck is running, current value is 0 for more than 1 sec	- Check the main contactor - Check the controller
35	STBY I HIGH	Alarm: wrong voltage in the current sensor feedback circuit	- If the alarm is present in Init status, remove the alarm condition - If the alarm has occurred in stby or running mode, it is necessary to remove alarm condition and to activate a pump request
3C	CAPACITOR CHARGE	Alarm: power capacitor voltage does not increase when the key is turned ON; failure in the power section, or in the Logic PCB, or in the driver PCB, or in the motor	- To remove alarm condition - Check the contactor resistance (300Ω, 10W) - Check the controller
3E	TH. PROTECTION	Warning: pump temperature higher than 75°C	- To remove warning cause

Code	Alarm name	Description	Condition that has to occur to come out from alarm status
41	MOTOR TEMPERATE.	Warning: pump motor temperature high	- To remove warning cause - Check the motor temp-sensor
42	BATTERY LOW	Warning: battery charge level below 10%	- To remove warning cause
4A	DRIVER SHORTED	Alarm: line contactor coil driver is shorted	- If the alarm is present in Init status, remove the alarm cause - If the alarm has occurred in stby or running mode, it is necessary to remove alarm cause and to activate pump request
4B	CONTACTOR DRIVER	Alarm: line contactor coil driver is open (not able to drive the coil to the correct voltage)	- To remove alarm cause and to activate pump request
4C	COIL SHORTED	Alarm : - Init: the LC and EB coil driver protection circuit is damaged - Stby or running: short on LC coil or EB coil	- If the alarm is present in Init status, remove the alarm cause - If the alarm has occurred in stby or running mode, it is necessary to remove alarm cause and to activate pump request
4E	VACC NOT OK	Warning: lift signal (CPOT) voltage higher than VACC MIN +1V while the lift enable switch is open	- To remove warning cause - Re-configurate VASS LIFT
4F	INCORRECT START	Warning: wrong pump request sequence	- To remove warning cause
50	FORW + BACK	Warning: forward and reverse inputs are both active	- To remove warning cause
52	ENCODER ERROR	Alarm: motor speed sensor (encoder) does not work properly	- To recycle the key - Check the motor encoder
C9	NO CAN MSG.	Alarm: pump has lost CAN communication with #X	- To remove alarm cause - Check if any other alarm happens (Some alarms such as CHAT TIME or PEDAL WIRE KO, alarms related to CONTACTOR, DISPLAY ENABLE, alarms related to CAN-BUS can make this alarm sometimes.) - Check the communication with all controllers
CA	CANBUS DISP. KO	Warning: pump has lost CAN communication with the display	- To remove warning cause
CE	POT MISMATCH FT1	Alarm: FT1 dual signal mismatch	- Check the wire connections
CF	POT MISMATCH FT2	Alarm: FT2 dual signal mismatch	- Check the wire connections
D0	SHIFT OUT OF RNG	Warning: shift signal is out of range	- Check the wire connections
D1	AUX OUT OF RANGE	Warning: aux signal is out of range	- Check the wire connections
D2	TILT OUT OF RNG.	Warning: tilt signal is out of range	- Check the wire connections

Code	Alarm name	Description	Condition that has to occur to come out from alarm status
D3	LIFT OUT OF RNG.	Warning: lift signal is out of range	- Check the wire connections
D4	ACQUIRE FT4	Warning: FT4 acquisition is wrong (aux)	- Make a new acquisition
D5	ACQUIRE FT3	Warning: FT3 acquisition is wrong (shift)	- Make a new acquisition
D6	ACQUIRE FT2	Warning: FT2 acquisition is wrong (tilt)	- Make a new acquisition
D7	ACQUIRE FT1	Warning: FT1 acquisition is wrong (lift/lower)	- Make a new acquisition
D8	MHYRIO IN ALARM	Warning: mhyrio is in alarm	- To remove warning cause
D9	SENS MOT TEMP KO	Warning: the output of the motor thermal sensor is out of range.	- To remove warning cause
DA	LOADSENS.OUT RNG	Warning: load sensor out of range	- To remove warning cause
DB	OVERLOADED	Warning: overload weight is reached	- To remove warning cause
DE	WAITING FOR NODE	Warning: pump controller signals that other controllers are in alarm status	- To recycle the key - Check if any other alarm happens (some alarms such as CHAT TIME or PEDAL WIRE KO, alarms related to CONTACTOR, DISPALY ENABLE, alarms reated to CAN-BUS can make this alarm sometimes.) - Check the communication with all controllers (display TRUCK MENU → MONITORING → choose controller → H/W ver, S/W ver. If CAN communication is not available, H/W ver, S/W ver will be blank.)
DF	WATCHDOG#1	Alarm: the watchdog signal #1 is not in the correct status	- To remove alarm cause
E0	AUX COIL SHORT	Alarm: shortcircuit on EB/AUX coil	- To remove alarm cause
E2	VACC OUT RANGE	Waring: the lift input is out of the range Vacc_min ÷ Vacc_max, which has been acquired with “PROGRAMM VACC” function.	- Try to perform a program VACC
E3	WATCHDOG#2	Alarm: the watchdog signal #2 is not in the correct status	- To remove alarm cause
E4	CHAT TIME	Warning: the chat time has expired	- To activate traction or pump request
E5	SAFETY INPUT	Alarm: the safety input is open (it is not connected to –Batt)	- To remove alarm cause
E6	MC COIL SHORT	Alarm: shortcircuit on MC coil	- To remove alarm cause

Code	Alarm name	Description	Condition that has to occur to come out from alarm status
E7	COIL SHORT HW KO	Alarm: the harware to check a MC or EB/AUX coil shorted is damaged	- Check the controller
E8	KEY OFF SHORT	Alarm: at start-up the keyoff logic signal is low	- Check the connection. Check the key input signal
E9	POWER MOS SHORT	Alarm: short circuit on the power Mosfets	- Check the controller
EA	DISPLAY ENABLE	Warning: the display enable signal has not been received to operate the truck	- To remove warning cause
EB	HANDBRAKE	Warning: handbrake microswitch is open and a travel request is active	- To remove warning cause
EC	CURRENT GAIN	Warning: The maximum current gain parameters are the default values, which means the maximum current adjustment procedure has not been carried out yet	- Ask the assistance of an engineer at the development department to do the correct adjustment procedure of the current gain parameters
ED	ANALOG INPUT	Alarm: the analog channel ready is not updated	- Check the controller
EE	WRONG 0 VOLTAGE	Alarm: the motor phases voltage feedback are out of permitted range	- To remove alarm cause
EF	SAFETY OUTPUT	Alarm: the safety-out driver is damaged (shorted or open)	- To remove alarm cause
F0	HARDWARE FAULT	Alarm: the mosfets driver are not switched off with watch-dog signal in alarm status	- Check the controller
F1	FLASH CHECKSUM	Alarm: the program verify is not OK	- Try to program the controller again. Check the controller logic board
F2	MOTOR STALL	Warning: the encoder signal is constantly zero when the maximum torque is applied to the motor	- To recycle the key - Check the motor and encoder
F3	SEQUENCE FAULT	Warning: an incorrect start sequence has been detected on the seat, pedal and levers commands	- To remove warning cause
F4	SOFTWARE ERROR	Alarm: CAN-BUS line of ACE2 is in CAN-BUS line OFF condition	- Check CAN-BUS connection. If CAN-BUS connection is OK, replace the logic of ACE2
F5	WRONG RAM MEMORY	Alarm: the algorithm implemented to check the main RAM registers finds a wrong contents: the register is "dirty". This alarm inhibit the machine operations	- Try to switch the key off and then on. If the alarm is still present, replace the ACE2 logic board

Code	Alarm name	Description	Condition that has to occur to come out from alarm status
F6	AUX DRIV. OPEN	Alarm: the AUX coil driver is not able to drive the load. The device itself or its driving circuit is damaged.	- This type of fault is not related to external components; Replace the ACE2 logic board
F7	DATA ACQUISITION	Alarm: data communication is now processing	- If this alarm occurs, when sensor setting procedure, recycle the key
F8	BRAKE OIL	Warning: lack of brake oil	- Check the brake oil tank & sensor
F9	CHECK UP NEEDED	Warning: truck reached the hour time for maintenance.	- Reset the checkup hour time
FA	THERMIC SENS. KO	Warning: pump temp. sensor is out of range	- To remove warning cause
FB	WRONG SET BAT.	Alarm: the battery voltage does not correspond to SET BATTERY programming	- To remove alarm cause
FD	SLIP_PROFILE	Warning: error on the parameters of the slip profile setting	- Check in the hardware settings menu the value of those parameters
FE	AUX DRIV.SHRT.	Alarm: the EB/AUX driver is shorted so it is not able to open the contactor	- Check the controller

8. BATTERY CHARGER

This explains basic information related to charger to help you easily understand and use it. This includes the contents from the way to install a charger to tips for emergency situations. This is focused on practices aiming to be usefully utilized in the field.

1) BASIC INFORMATION

(1) What is charger

Charger is a device which makes a battery accept D.C electricity under optimal condition as it transforms A.C provided from external source of electricity.

The charger is a constant-current and constant-voltage way, SCR type charger that it has advantages as follows

① Even though A.C input voltage fluctuates within 10% of rated voltage (220/380/410/440V), the current and voltage provided to the battery are stable.

② As minimizing the increase of temperature while charging a battery, it minimizes the stress on the battery.

③ The noisy of charger is minimal but the charging efficiency is very high.

④ It prevents from under charging and overcharging.

Therefore, it helps the battery to maintain its performance for longer time and to prolong the life of the battery.

(2) Notice on caring chargers

① If any abnormal status is found while using a charger, immediately stop using and check the charger. If it is impossible to take an appropriate measure for yourself, please apply for A/S.

② While charging, hydrogen and oxygen gas is produced. Use or approach of fire should be strictly prohibited.

③ Keep clean to prevent from sneak current and attack on the interface and surroundings of the battery.

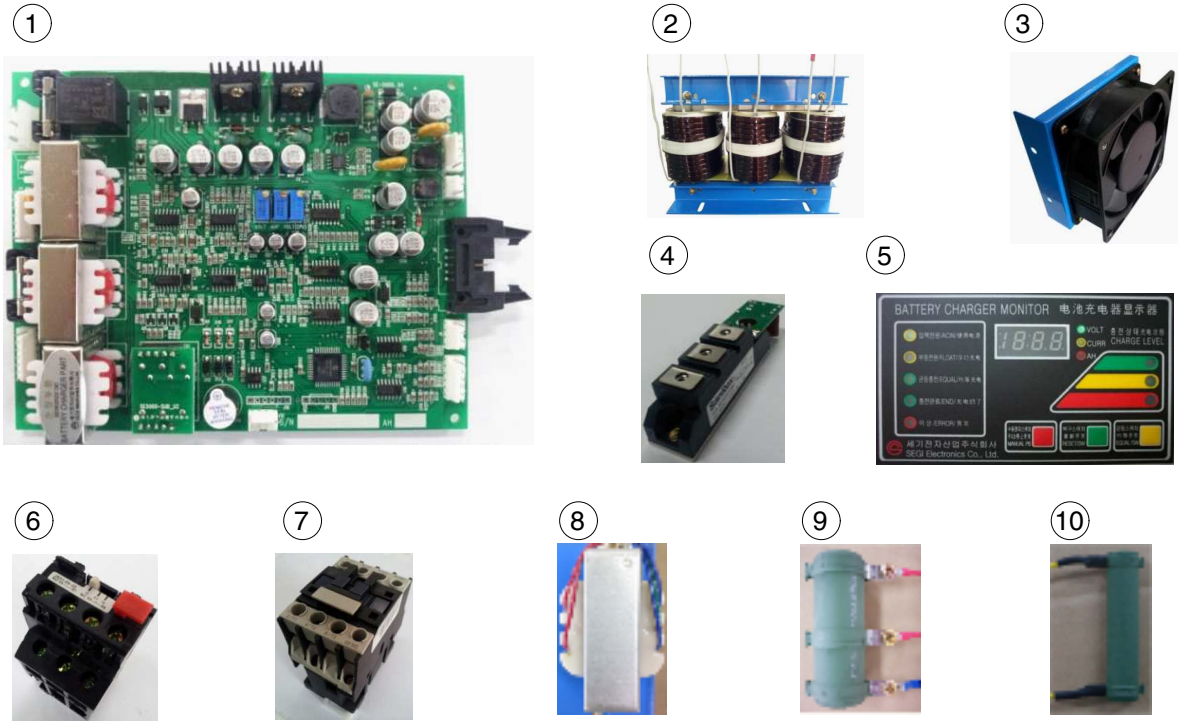
④ Check the electrolyte of the battery every week and provide distilled water immediately if it is required. (Electrolyte has to be provided between 10~12 ㎜ level on the positive plate inside storage battery)

⑤ If battery liquid temperature becomes over 55°C, charging should be stopped.
If it is continued,
- the appearance is transformed
- and metal area can be attacked as electrolyte overflows

⑥ Electric forklift truck using battery should be charged as soon as the charging lamp is on while driving. As batteries are internally discharged naturally if they are deposed for a long time, charge them once or twice a month to prevent from reducing the lives of batteries.

⑦ When a green sign is on among charging status indication lamps, please notify that it is not converted as equalized charge for stabilization of charging status.

(3) Names of each part (independent items)



22B9BAT30

1	Main PCB board	5	Monitor PCB	9	Resistance (RD)
2	Main trans (Class H)	6	Overload	10	Resistance (DR)
3	Cooling fan	7	MG S/W		
4	SCR module	8	Assistant trans		

2) CHARGER INSTALLATION METHOD

(1) Location for charger installation

① Dry and well ventilated place.
② No inflammable and B7 fire are near by.
③ Safe place where no collision possibility with people or equipment is.

(2) Check points before installing charger

① Enough capacity of AC input power source to operate charger.
② Standard electric wire for power source by capacity.

(3) Table for capacity of charger input cable

48 V battery	Capacity of cable	Input voltage	Remarks
200-365 AH	4P - 2.5 mm^2	Based on 3 ø 380 V 3 ø 440 V	For 3 ø 220V, one step higher capacity cable should be used. (2.5 mm^2 → 4mm^2)
400-580 AH	4P - 4 mm^2		
600-800 AH	4P - 6 mm^2		
850-1000 AH	4P - 10 mm^2		
24 V battery	-		
200-600 AH	4P - 2.5 mm^2		
700-1000 AH	4P - 4 mm^2		
80V battery	-		
500-600 AH	4P - 6 mm^2		
700-800 AH	4P - 10 mm^2		

3) HOW TO USE A CHARGER

(1) General charging method (Floating charging)

① Charging by this method supplies electric power to the charger as operating external AC power switch of the charger.

② Connect battery connecter and charger connecter.

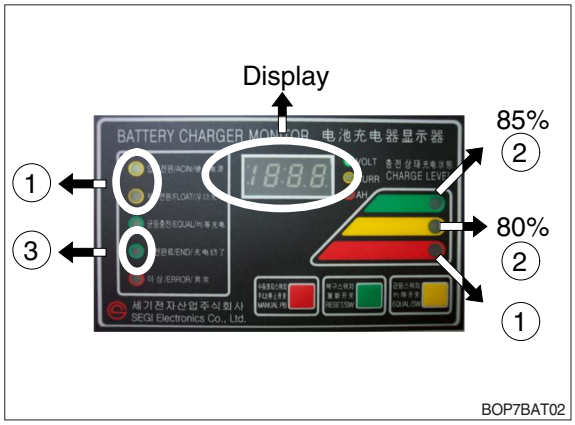
· According to charging condition

① If there is no abnormality found when the charger checks itself for 3-4 seconds after inputting AC input power source, the charger slowly increases the electric flow for charging and the charging condition lamp in the lower part of the front panel for floating charging of "input" is on.

② A charging voltage, current, amount and time are displayed in order on a monitor display window.

③ When charging is processed about 80%, yellow lamp in the middle of the front panel, which shows that the charging condition is in the middle, is on and then green lamp is on when charging is processed over 85% until charging is completed.

④ When charging is completed, "charging is completed" lamp is on in the monitor and other lamps of all monitors become off.



(2) Equalized charging

① **Equalized charging is**

Equalized charging is to correct the battery when it does not normally perform its functions as the voltage differences are too big between cells of a battery.

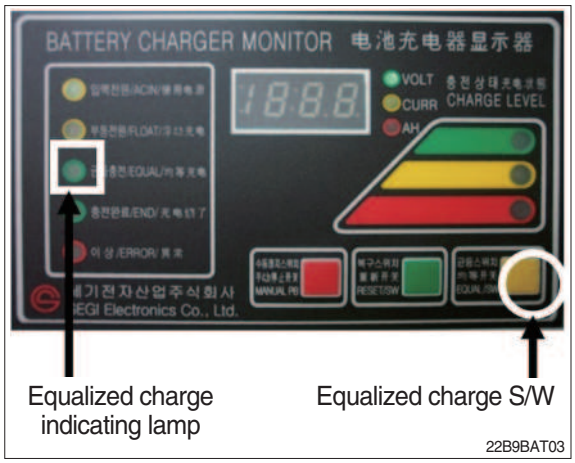
When equalized charging is required?

- When re-operates the battery after having left the battery for a long time.
- When a battery is over-discharged.
- When there is large deviation of voltage and specific gravity between battery cells.
- When change or supply electrolyte of battery.

② **Tips for equalized charging**

If once push the equalized charging button on the monitor in the beginning of charging, the equalized charging lamp becomes on and starts charging.

※ **When the green charging condition lamp is on (over 85% charged), the equalized charging switch is locked that it does not operate even pushing the button.**



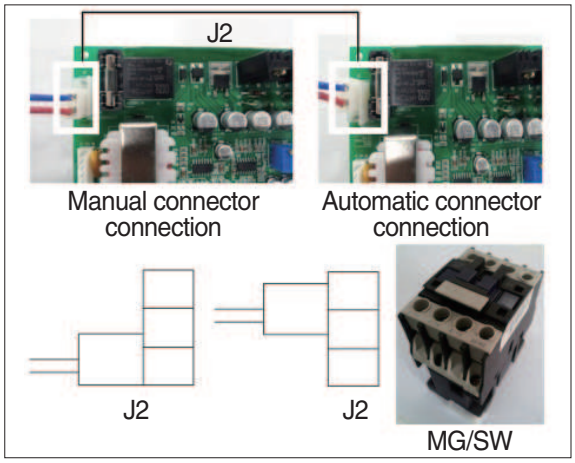
(3) Automatic/Manual switching method

Automatic connector. Manual switching connector (J2) is located on a left top corner of PCB.

※ **In case of manual switching for charger checking, make sure that the battery connector is separated beforehand.**

⊙ MG/SW operation

(Refer to the charger trouble SHEET components manual)



(4) Checking charging voltage soft start function (Refer to the monitor)

① Plug it into a manual connector and input after 5 sec., a floating charge, charging status red LED lights up.

② After 15 sec., charging status yellow LED lights up.

③ After a green LED lights up, if measured voltage comes out as Iulua 63V ~ Iula 64V by measuring output voltage of battery connector side with multi-meter, then it is normal.

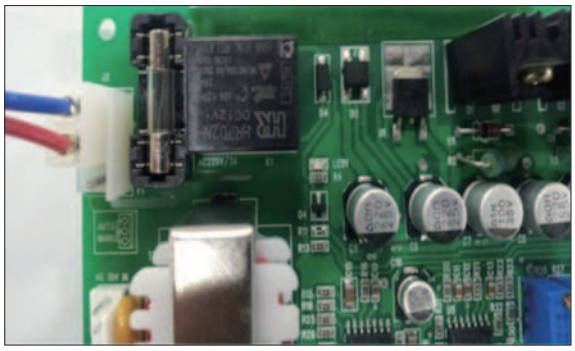
④ After 30 sec. of switching to a manual connector, if a buzzer sound rings continuously for 10 sec. and completion LED lights up, then it is normal.

⑤ If you confirm that the charger operates in normal after checking manual switching of the charger, make sure that the charger is switched to automatic.

⑥ If charger's out voltage is under 60 V, it is abnormal.
Please refer to the error sheet.

⑦ When the charging voltage is indicated as normal condition (64 V), convert automatic / manual switch to automatic and start charging.

※ **Display error code on the front cover as following table.**



22B9BAT11

No	Code	Description of error
1	E.F	EPROM fail
2	O.V	Over voltage - Refer to page 7-87
3	O.C	Over current - Refer to page 7-86, 7-88
4	F.B	Battery error (After starting charging, the voltage doesn't go over 52V for 2 hours.) Check the battery.
5	O.T	Transformer over heat (Stop charging when it is over 160°C). - If input voltage is high, output current is over normal value and there is heat in the trans because of SCR control part fault. - Check the output current and PCB control board
6	O.H	Heatsink over heat (Stop charging when it is over 100°C). - Check the cooling fan, SCR connection cable contact point and control part.
7	A.O	Power supply error (input power 220/380V wrong wiring). - Refer to page 7-85.
8	A.F	Power supply error (absent phase) - Check if input cable is open.
9	A.C	AC fail (black out) - Check if input voltage is right.
10	L.C	Low current (If this sign is on for setting value (60 sec), charging is over).
11	F	Manual stop.

4) CHECK POINTS BEFORE APPLYING A/S

(1) AC input power source switch is input.

(2) Check if the battery connector of the order picker truck and charger's connector are connected.

(3) Check points when "Error" lamp is on in the front monitor of the charger.

(4) Check the front cover indicator.

① A.F : Input three phase power source continuity check = Check if input three phase power source is normal with AC voltage meter.

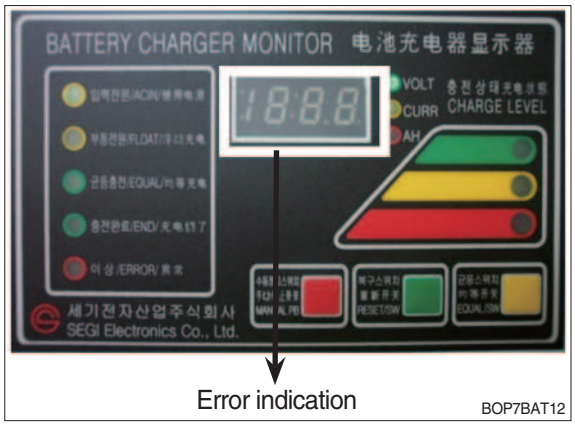
② A.O : Error on selection of input power source of 220V or 380V - Check it appropriately with full three phases.

③ A.C : Check if the input power source (220V or 380V) is normal.

④ O.C : Check the electric current, as charging current of the battery is over-standards condition.

⑤ O.V : Check the voltage, as charging voltage of the battery is over-voltage condition (66V).
Normally it is 64V±1.0V.

(5) Check other abnormalities as well. Then apply for A/S when on-site measurements are not applicable.



5) ERROR DETECTION

(1) Error list

① Only floating charge lamp is on in the monitor but it is not charged.

② ON and OFF is repeated with a few minutes intervals even after starting charging.

③ Charger TRIP is occurred after abnormality lamp is on.
In case error code is "O.V"

④ Charger TRIP is occurred after abnormality lamp is on.
In case error code is "O.C"

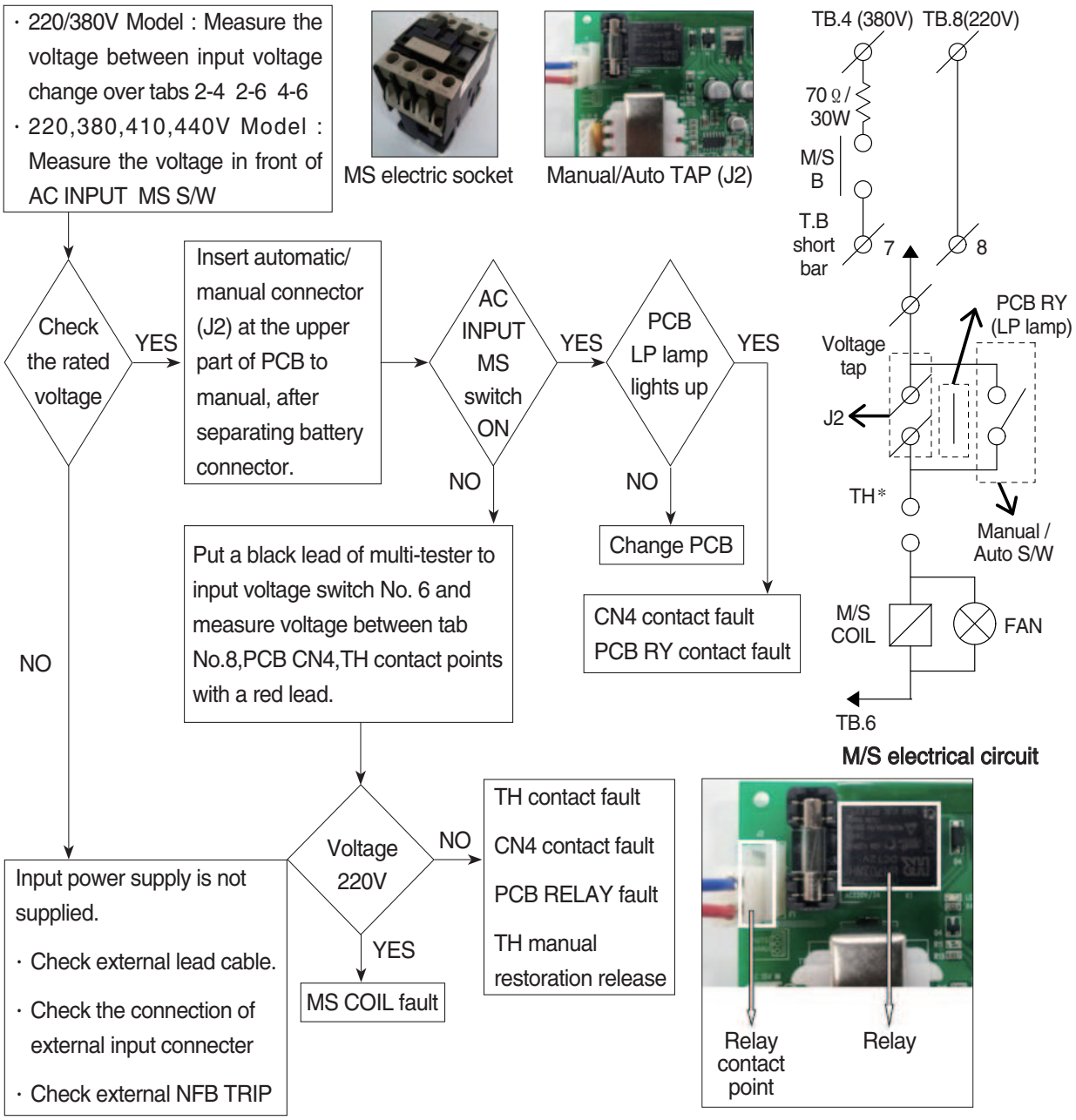
⑤ Charger TRIP is occurred after it started charging and charging completion lamp is on.

⑥ Charger has no response even the battery connector is connected.

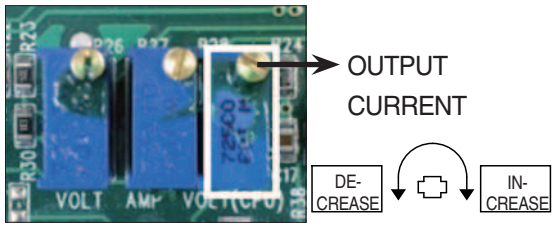
⑦ SCR module checking method

(2) Troubleshooting

① Only floating charge lamp is on after indicating "A.O", It's not charged.



② ON and OFF is repeated with a few minutes intervals after starting charging.
Indicate "O.C" on the monitor.
- TH is operated (AC input over-current TRIP).



Trans noise is severe at MS ON status

NO

Measure output current using DC current measure

Current value : 10~16A /100AH

NO

Exceed Standard current

Adjust output current AMP, VR within PCB Re-adjust to VR

YES

· TH Setting fault
· Re-adjust TH setting value

TH. TRIP

YES

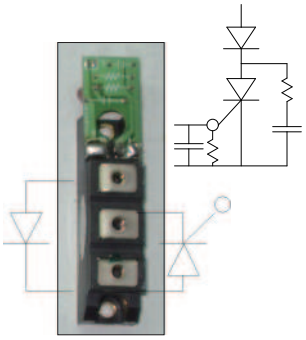
Change TH

NO

Complete

YES

* Refer to SCR Module checking method



Rated Current SETTING

YES

NO

Complete

Change PCB

Separate the battery connector and tune the charger off

Check SCR Module

NO

Change SCR MODULE

YES

Check MAIN TRANS VOLT

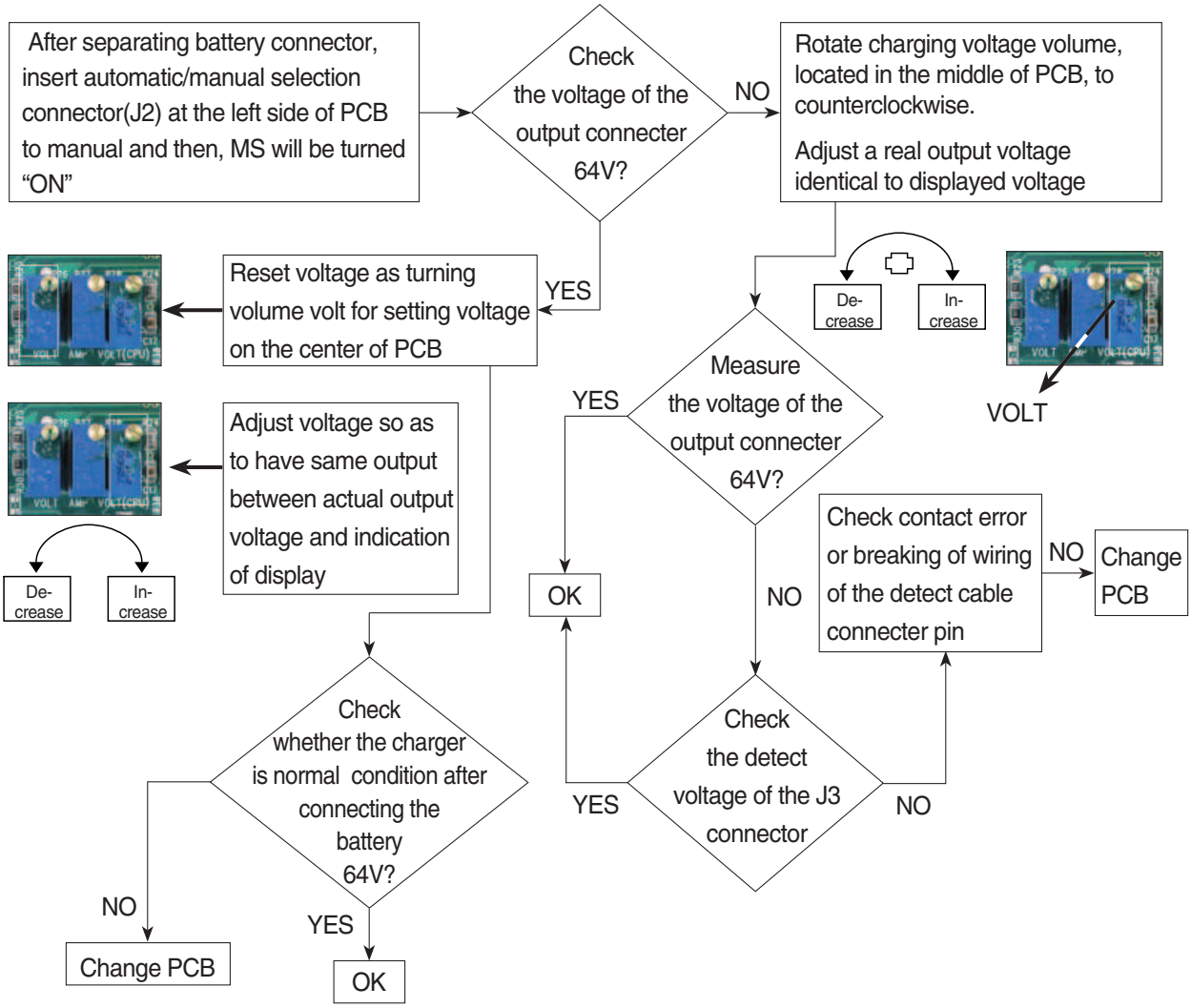
NO

Change PCB

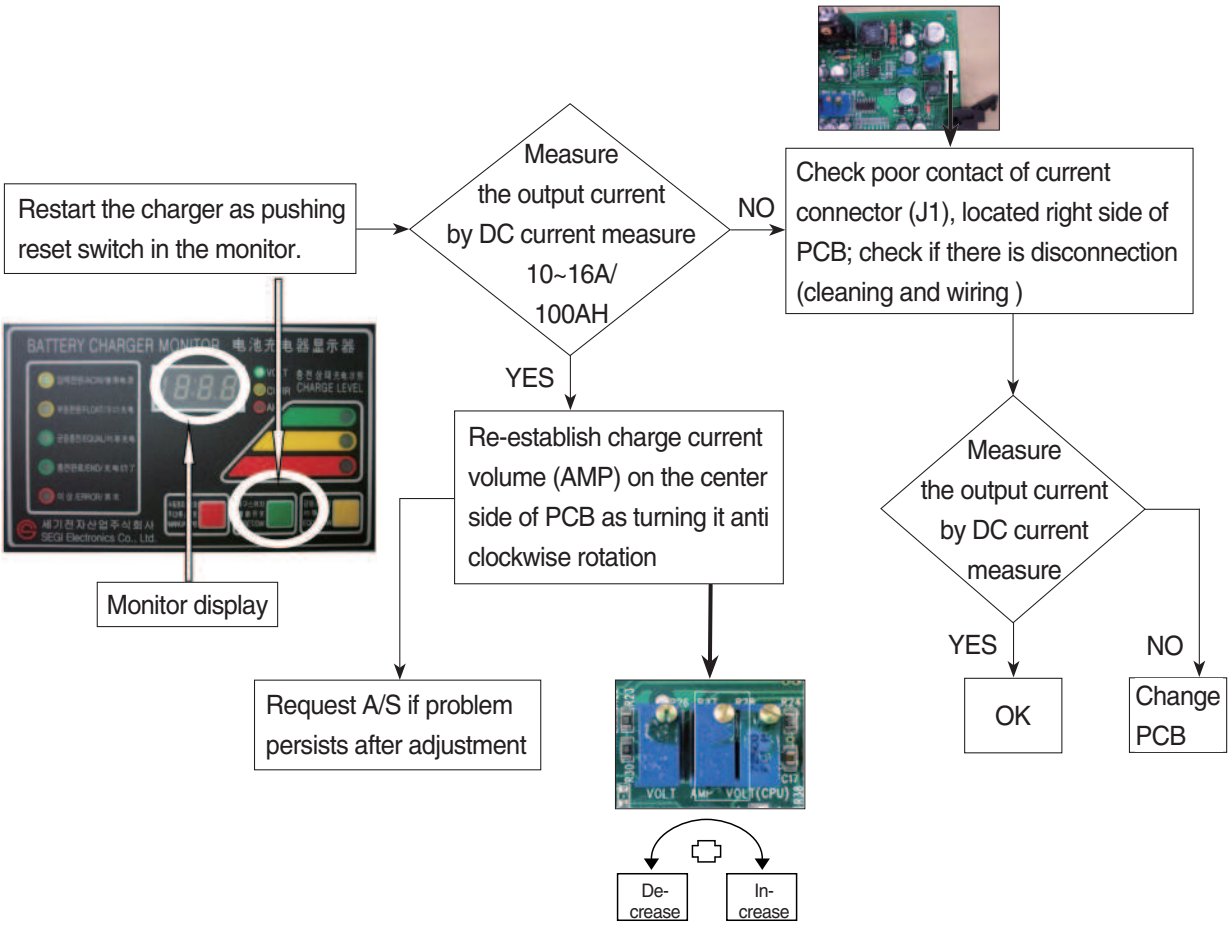
YES

Check the normal operating condition of the charger

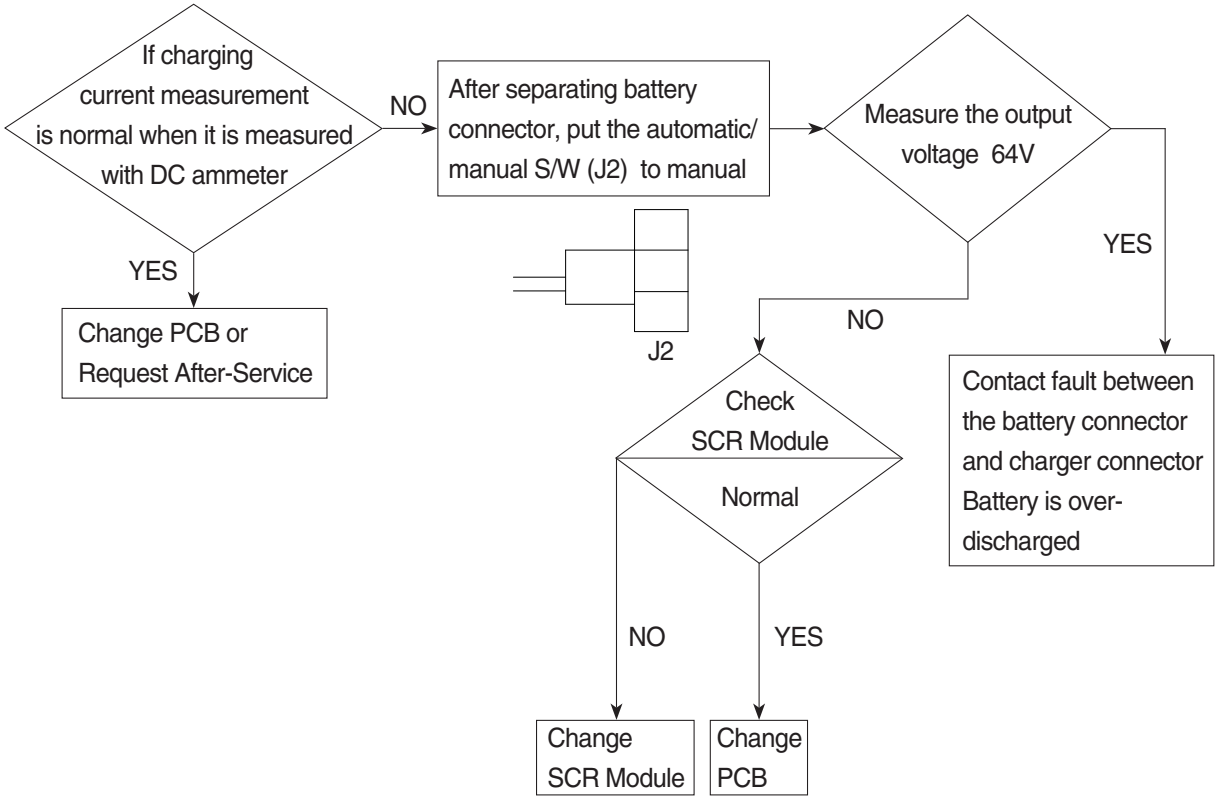
③ Charger TRIP is occurred after abnormality lamp is on.
In case error code is "O.V" → Over-voltage output / Set at 66V (In case of BATT 48V)
34V (In case of BATT 24V)
108V (In case of BATT 80V)



④ Charger TRIP is occurred after abnormality lamp is on.
After opening the cover which is located on the front bottom side of the charger.
In case error code is "O.C" → Output over current, established as 110~120% of the rated current.

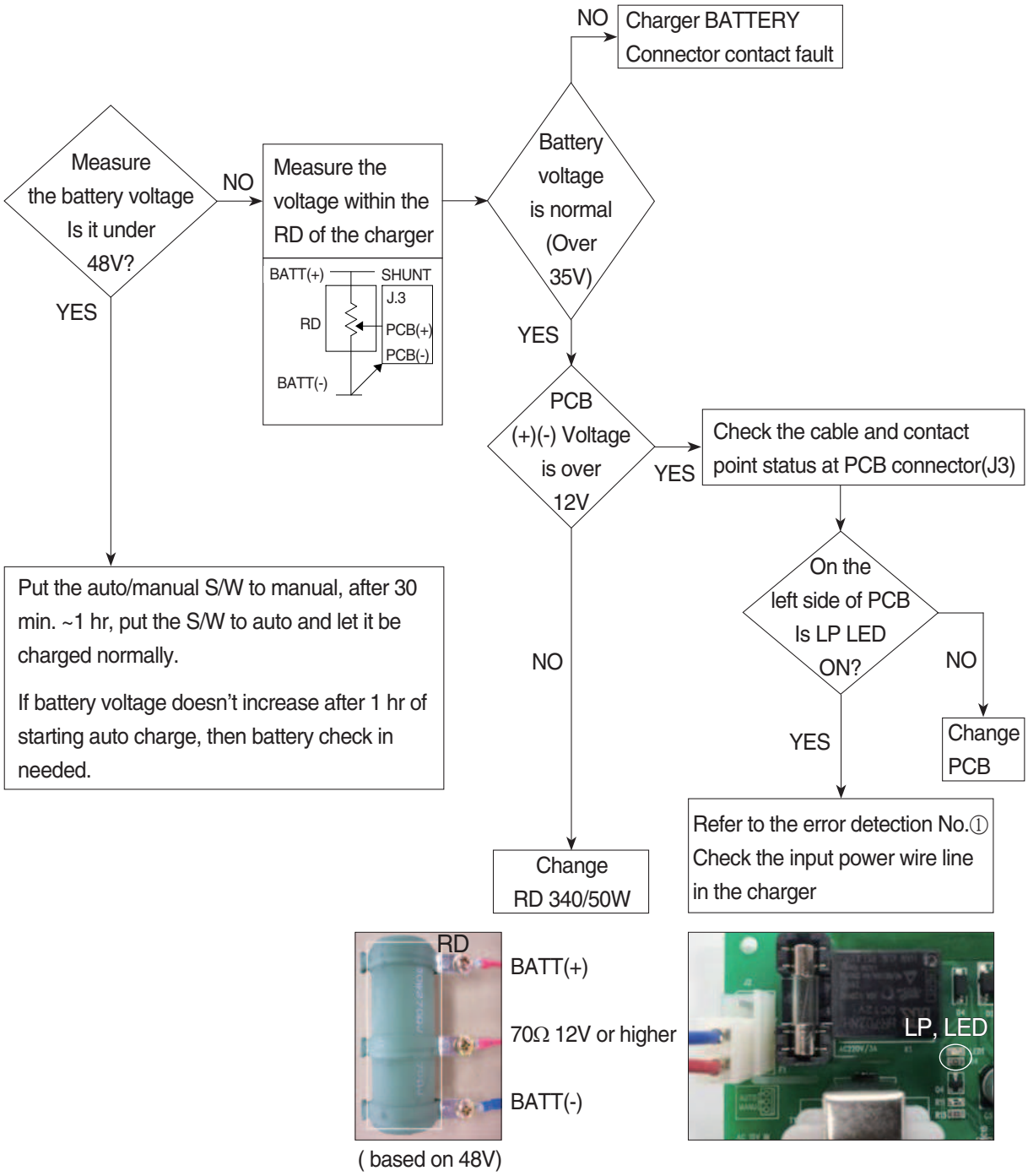


⑤ **Charger TRIP is occurred after it started charging and charging completion lamp is on.**
(In case input voltage is normal - Refer to the error detection No. 1)
Restore the charger as pushing reset switch.



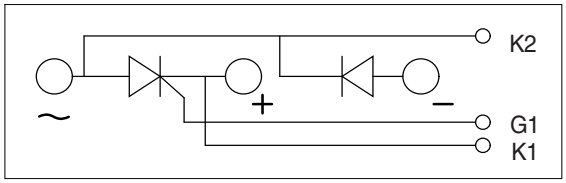
⑥ **Charger has no response even if the battery connector is connected.**

- In case only floating LED is on, charger input power is cut off or doesn't connect. (In case the input voltage is normal - Refer to the error detection No. ①)

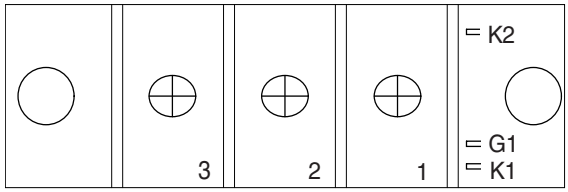


7) HOW TO CHECK THE SCR MODULE

Circuit

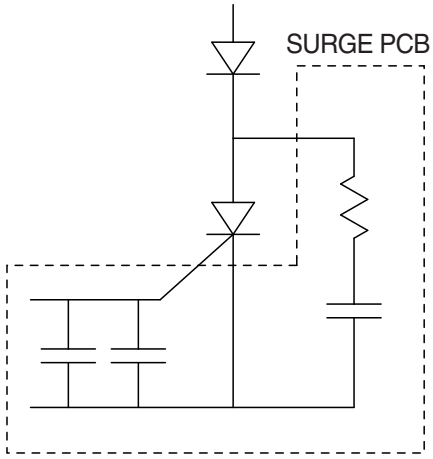


Real diagram

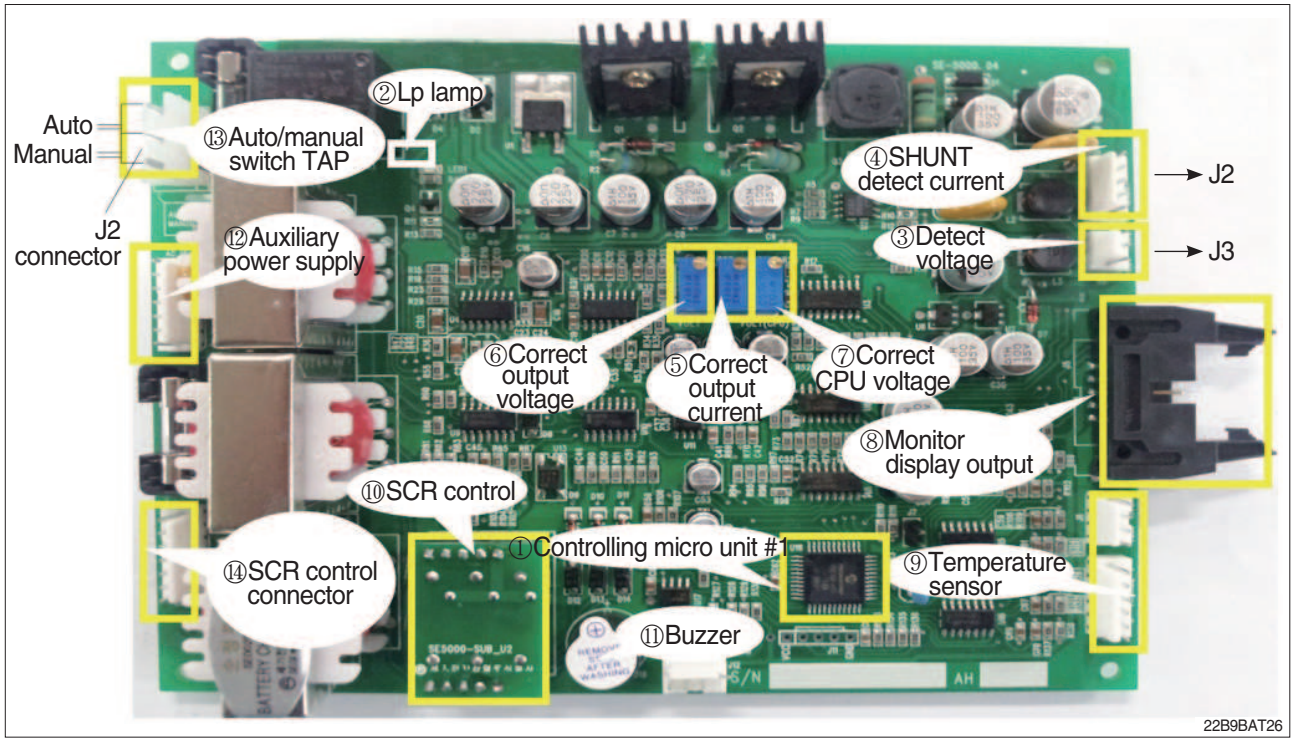


* Before checking SCR MODULE, be sure to disconnect bus bar and wire on the terminal.

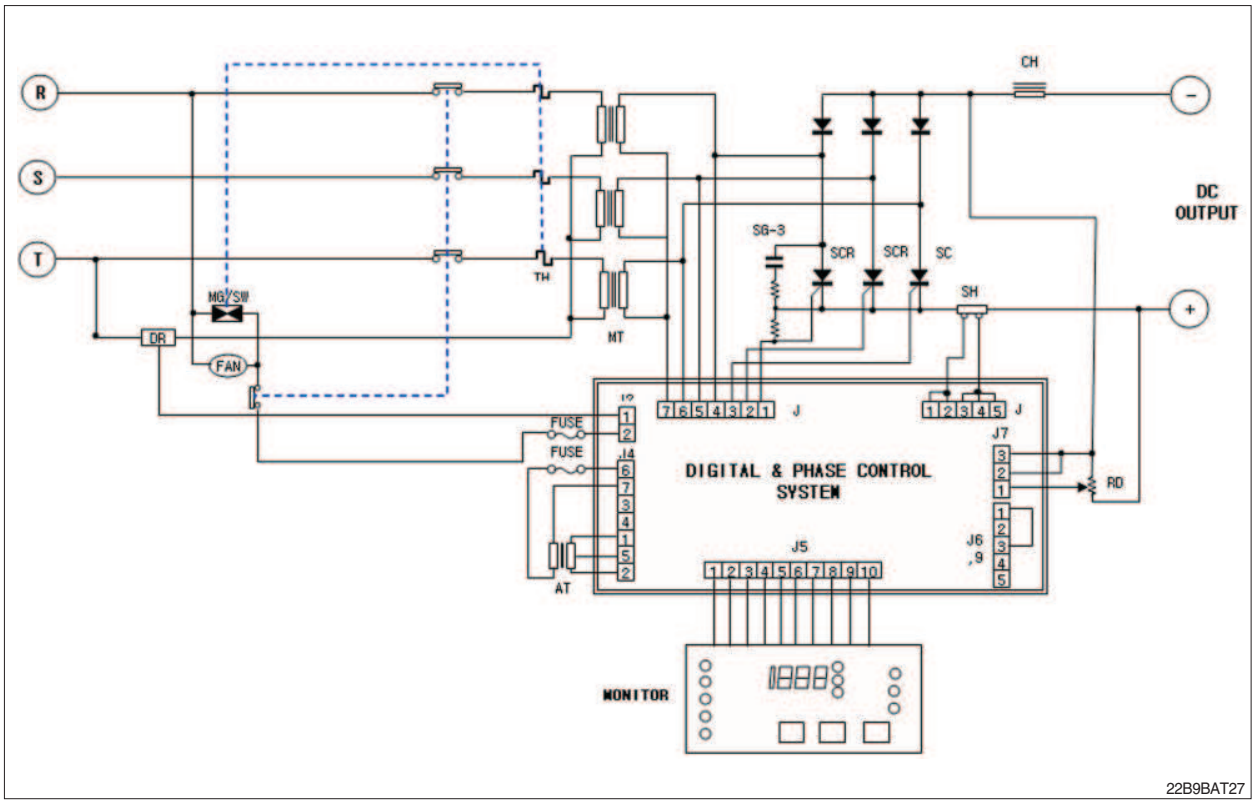
No.	Measuring point (Real diagram)	Measure value (Measurement of digital tester)
1	No.1 ~ No.3	Forward : Under 100 k ohm Reverse : Infinity (∞)
2	No.2 ~ No.3	Forward : Infinity (∞) Reverse : Infinity (∞)
3	G1 ~ K1	Forward : Under 100 ohm Reverse : Under 100 ohm But It depends on the module. If it is not 0 ohm, It is Ok.
4	G1 ~ K2	Forward : Infinity (∞) Reverse : Infinity (∞)



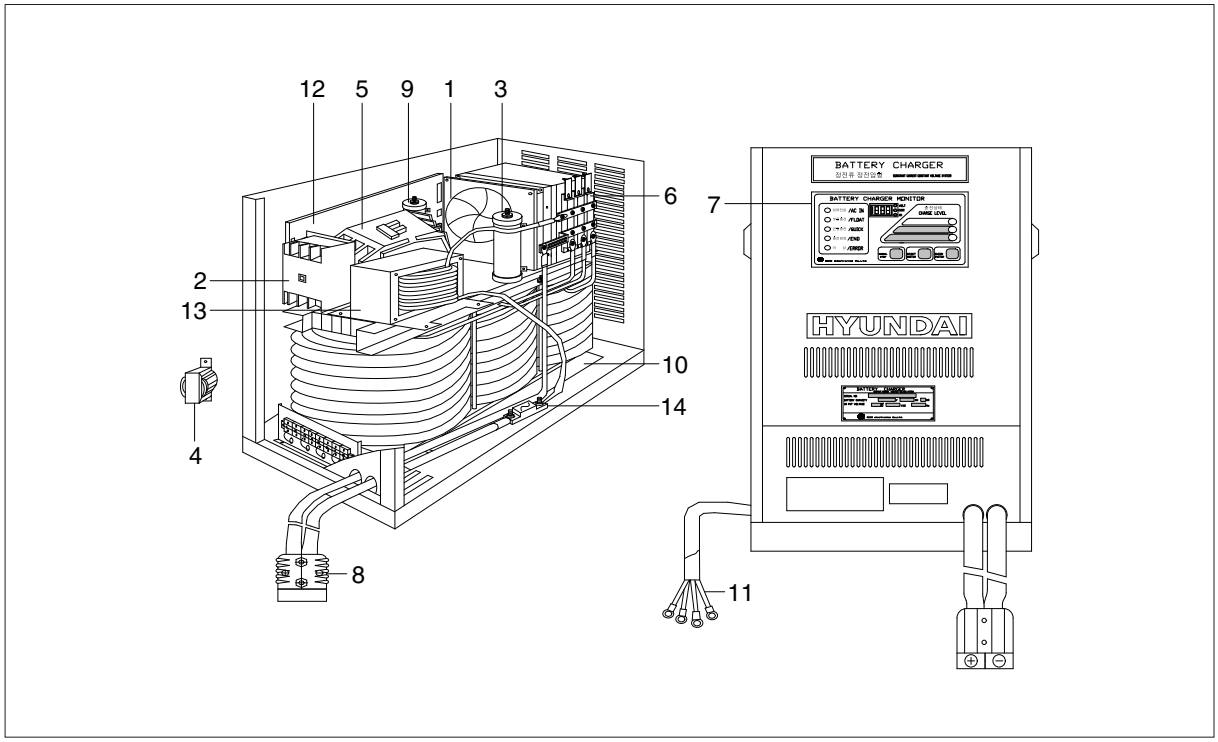
8) PCB MAJOR PARTS (NAME AND LOCATION)



1	Controlling MICOM #1	6	Correct output voltage	11	Buzzer
2	Lp lamp	7	Correct CPU voltage	12	Auxiliary power supply
3	Detect voltage	8	Monitor display output	13	Auto/manual switch TAP
4	SHUNT detect current	9	Temperature sensor	14	SCR control connector
5	Correct output current	10	SCR control		


R
S
T
MG/SW
DR
FAN
TH
MT
CH
DC
OUTPUT
SG-3
SCR
SCR
SC
SH
FUSE
FUSE
AT
DIGITAL & PHASE CONTROL
SYSTEM
J5
J7
RD
J6
MONITOR
22B9BAT27

CHARGER INTERIOR PARTS



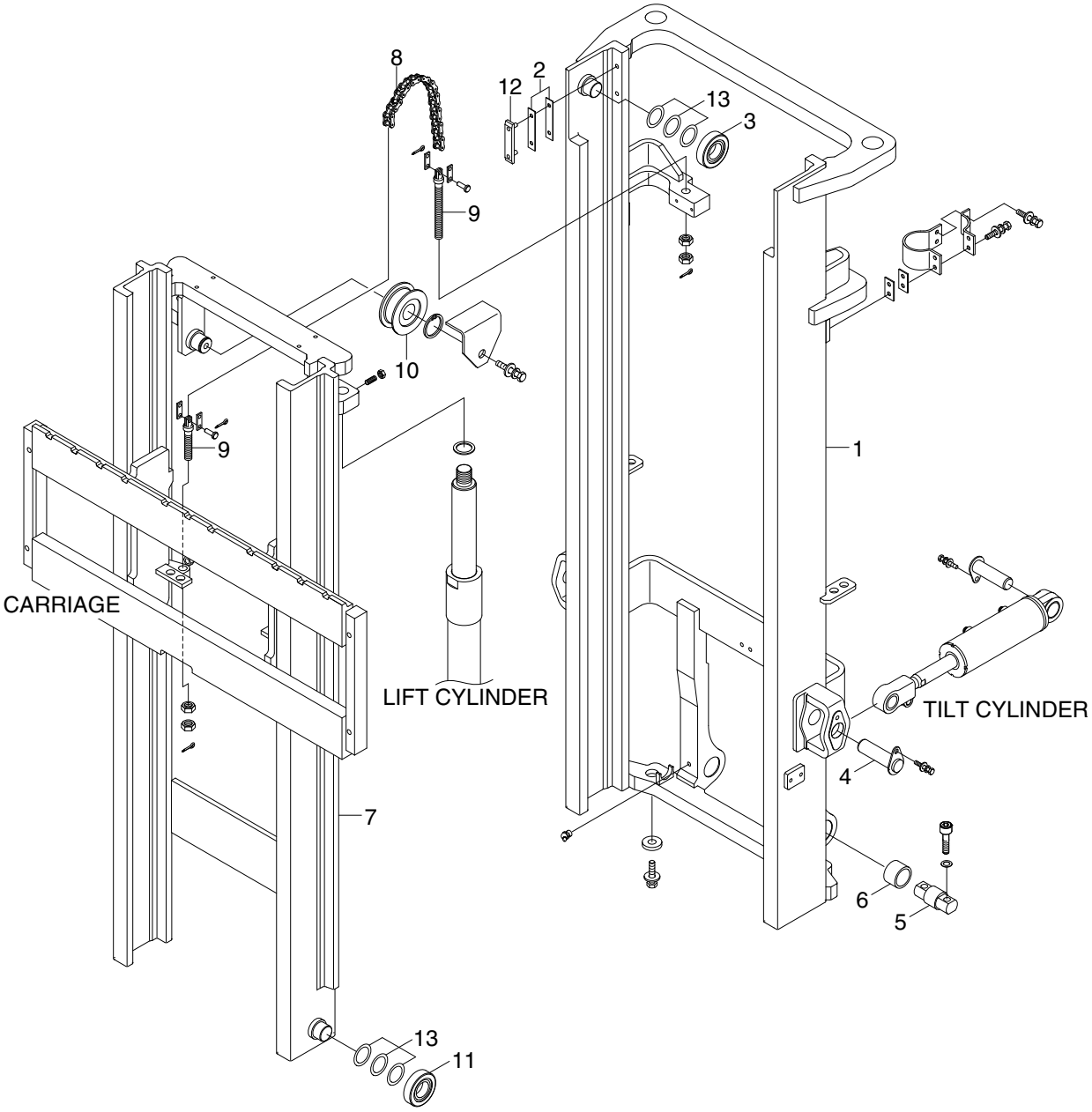
22B9BAT28

No	Part name	Remarks
1	AC fan	
2	Over load	
3	Resister RD	
4	Trans-aux	
5	Magnet switch	
6	SCR module	
7	Monitor	
8	DC out cable	
9	Resister DR	
10	Main transformer	
11	AC input cable	
12	Main control board	
13	Filter	
14	Fuse	

SECTION 8 MAST

GROUP 1 STRUCTURE

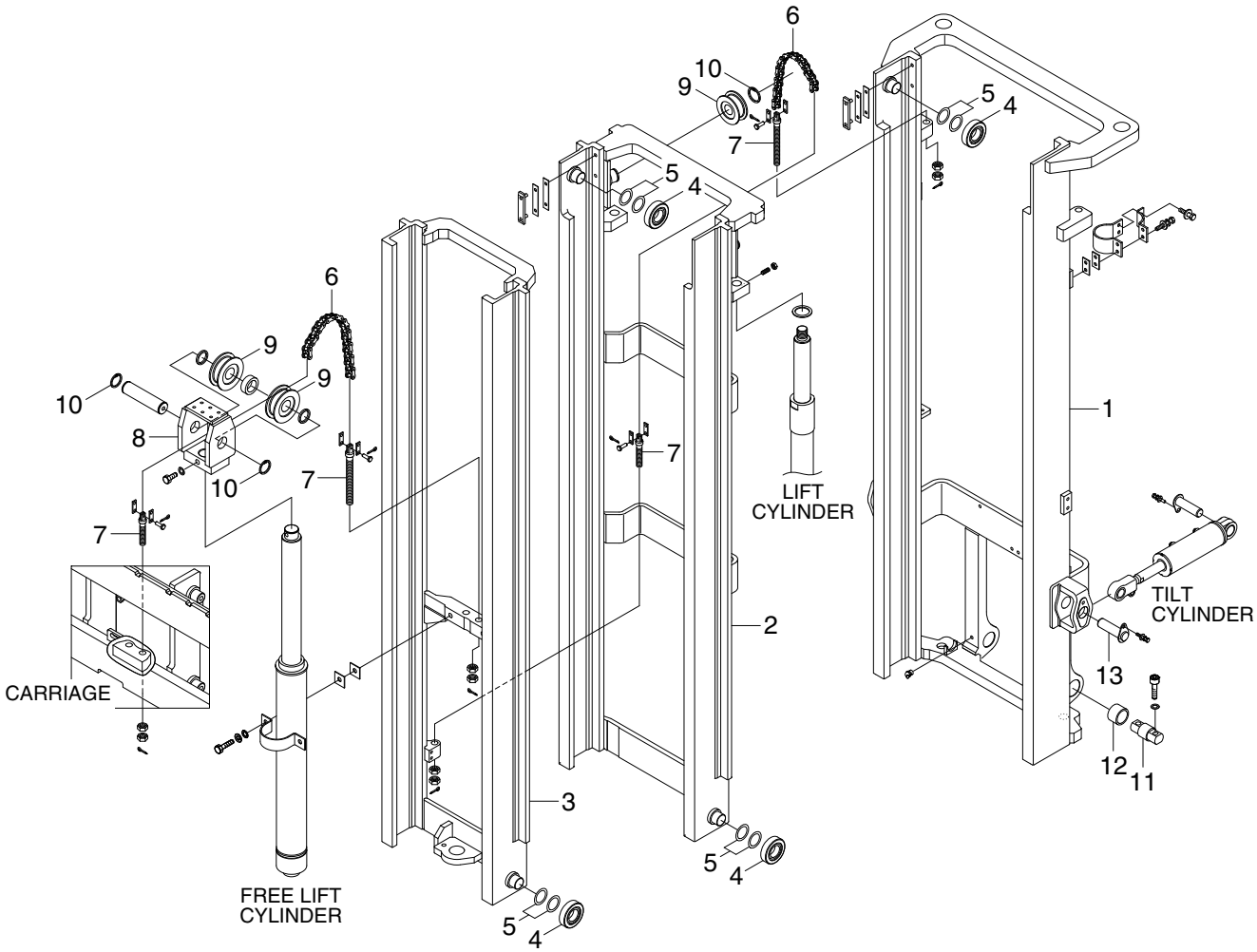
1. 2 STAGE MAST(V MAST)



15BT9MS01

1	Outer mast	6	Bushing	10	Chain wheel bearing
2	Shim (0.5, 1.0t)	7	Inner mast	11	Roller
3	Roller	8	Lift chain	12	Back up liner
4	Tilt cylinder pin	9	Anchor bolt	13	Shim (0.5, 1.0t)
5	Mast mounting pin				

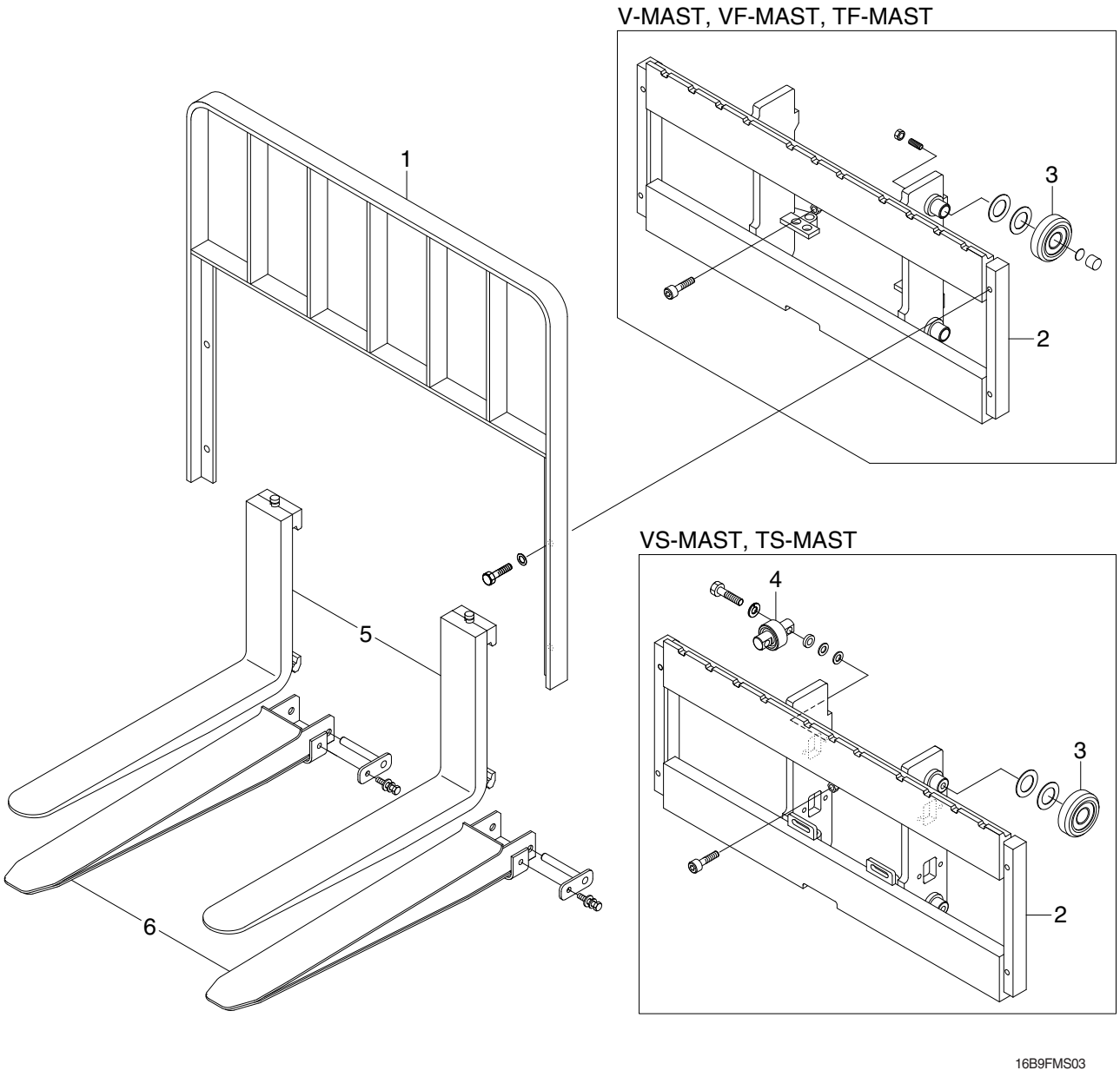
2. 3 STAGE MAST(TF MAST)



15BT9MS02

1	Outer mast	6	Lift chain	10	Retaining ring
2	Middle mast	7	Anchor bolt	11	Mast mounting pin
3	Inner mast	8	Sheave bracket	12	Bronze bushing
4	Roller	9	Sheave	13	Tilt cylinder pin
5	Shim (0.5, 1.0t)				

3. CARRIAGE, BACKREST AND FORK



1	Backrest	3	Load roller	5	Fork assembly
2	Carriage	4	Side roller	6	Extension fork

GROUP 2 OPERATIONAL CHECKS AND TROUBLESHOOTING

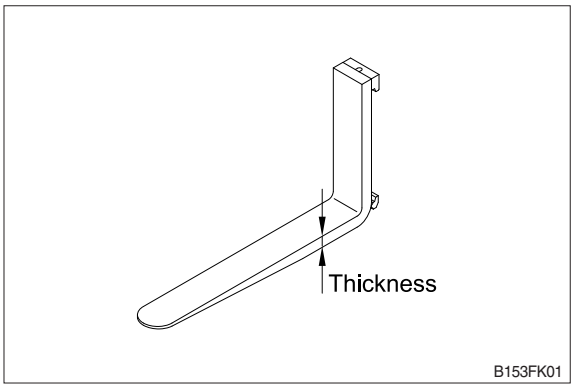
1. OPERATIONAL CHECKS

1) FORKS

(1) Measure thickness of root of forks and check that it is more than specified value.
EX : ℓ = 900 mm (35.4 in)

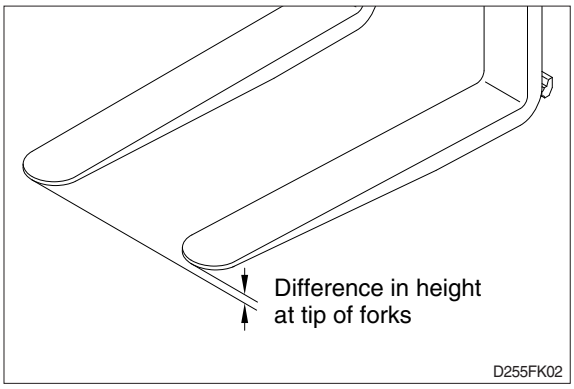
mm (in)

STD Fork assy	Applicable model	Standard	Limit
64FY-12030	16/18B-9F	35 (1.4)	32 (1.3)
64HM-11010	20B-9F	40 (1.6)	36 (1.4)



(2) Set forks in middle and measure difference in height at top of forks.

Model	Fork length (mm)	Height difference (mm)
16/18/20B-9F	equal or below 1500	3
	above 1500	4



(3) Most force is concentrated at root of fork and at hook, so use crack detection method to check cracks.

2. MAST

1) Check for cracks at mast stay, tilt cylinder bracket, guide bar, fork carriage and roller shaft weld. Check visually or use crack detection method. Repair any abnormality.
2) Set mast vertical, raise forks about 10cm from ground and check front-to-rear clearance and left-to-right clearance between inner mast and fork carriage, and between outer mast and inner mast. Use these figures to judge if there is any play at roller or rail.
   - Front-to-rear clearance : Within 2.0 mm (0.08 in)
   - Left-to-right clearance : Within 2.5 mm (0.10 in)
3) Check that there is an oil groove in bushing at mast support.
4) Set mast vertical, raise forks about 10 cm from ground, and push center of lift chain with finger to check for difference in tension.
   If there is any difference in tension, adjust chain stopper bolt.
5) Check visually for abnormalities at thread of chain anchor bolt, and at contact surface between chain wheel and chain.
   Rotate chain wheel by hand and check for any play of bearing.

2. TROUBLESHOOTING

1) MAST

Problem	Cause	Remedy
Forks fail to lower.	· Deformed mast or carriage.	· Disassemble, repair or replace.
Fork fails to elevate	· Faulty hydraulic equipment. · Deformed mast assembly.	· See troubleshooting hydraulic pump and cylinders in section 6, hydraulic system. · Disassemble mast and replace damaged parts or replace complete mast assembly.
Slow lifting speed and insufficient handling capacity.	· Faulty hydraulic equipment. · Deformed mast assembly.	· See troubleshooting hydraulic pump and cylinders in section 6, hydraulic system. · Disassemble mast and replace damaged parts or replace complete mast assembly.
Mast fails to lift smoothly.	· Deformed masts or carriage. · Faulty hydraulic equipment. · Damaged load and side rollers. · Unequal chain tension between LH & RH sides. · LH & RH mast inclination angles are unequal. (Mast assembly is twisted when tilted)	· Disassembly, repair or replace. · See Troubleshooting Hydraulic Cylinders, pump and control valve in section 6, hydraulic system. · Replace. · Adjust chains. · Adjust tilt cylinder rods.
Abnormal noise is produced when mast is lifted and lowered.	· Broken load roller bearings. · Broken side roller bearings. · Deformed masts. · Bent lift cylinder rod. · Deformed carriage. · Broken sheave bearing.	· Replace. · Replace. · Disassemble, repair or replace. · Replace. · Replace. · Replace.
Abnormal noise is produced during tilting operation.	· Insufficient lubrication of anchor pin, or worn bushing and pin. · Bent tilt cylinder rod.	· Lubricate or replace. · Replace.

2) FORKS

<table>
<tr><th>Problem</th><th>Cause</th><th>Remedy</th></tr>
<tr><td>Abrasion</td><td>Long-time operations causes the fork to wear and reduces the thickness of the fork.
Inspection for thickness is needed.
· Wear limit : Must be 90% of fork thickness</td><td>If the measured value is below the wear limit, replace fork.</td></tr>
<tr><td>Distortion</td><td>Forks are bent out of shape by a number of reasons such as overloading, glancing blows against walls and objects, and picking up load unevenly.
· Difference in fork tip height
<table>
<tr><th>Fork length (mm)</th><th>Height difference (mm)</th></tr>
<tr><td>equal or below 1500</td><td>3</td></tr>
<tr><td>above 1500</td><td>4</td></tr>
</table></td><td>If the measured value exceeds the allowance, replace fork.</td></tr>
<tr><td>Fatigue</td><td>Fatigue failure may result from the fatigue crack even though the stress to fork is below the static strength of the fork. Therefore, a daily inspection should be done.
· Crack on the fork heel.
· Crack on the fork weldments.</td><td>Repair fork by expert.
In case of excessive distortion, replace fork.</td></tr>
</table>

GROUP 3 ADJUSTMENT

1. MAST LOAD ROLLER (V MAST)

1) INNER/OUTER MAST ROLLER CLEARANCE ADJUSTMENT

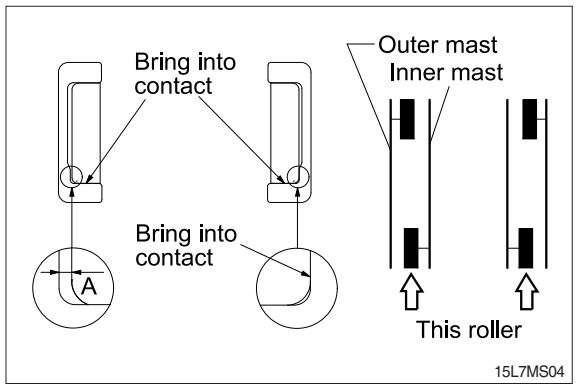
(1) Measure the clearance with the mast overlap at near 480 ㎜.

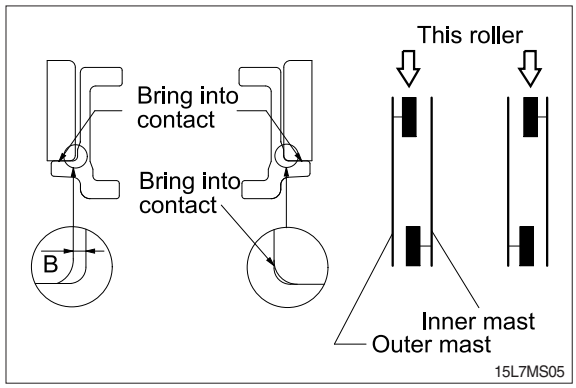
(2) Shift the inner mast to one side to bring the roller into contact with the outer mast, and adjust the clearance between the roller side face and mast at the closest position on the opposite side to the following value by inserting the inner/outer mast roller shim.

- Standard clearance A, B = 0.3 ~ 0.6 ㎜
- Shim thickness 0.5, 1.0 ㎜

(3) Distribute the shim thickness equally to the left and right roller. Refer to Mast load roller and back up liner, removal and Installation.

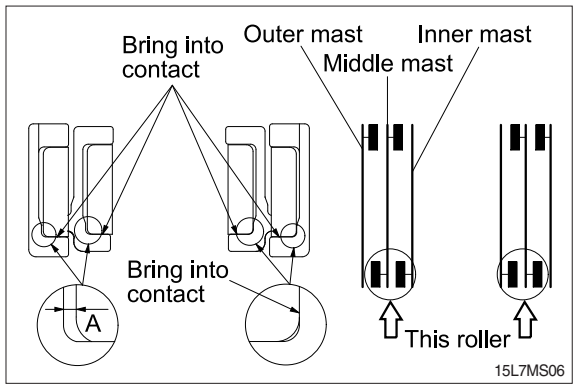
(4) After the adjustment, check that the inner mast moves smoothly in the outer mast.





2. MAST LOAD ROLLER (TF/TS MAST)

1) INNER AND MIDDLE MAST ROLLER CLEARANCE ADJUSTMENT



(1) Measure the clearance with the mast overlap at near 480 mm.

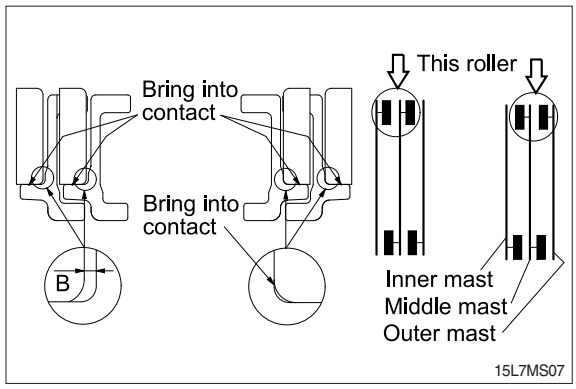
(2) Shift the inner mast to one side to bring the roller into contact with the outer mast and the middle mast, and adjust the clearance between the roller side face and mast at the closest position on the opposite side to the following value by inserting the inner and middle mast roller shim, respectively.

- Standard clearance A = 0.3~0.6 mm
- Shim thickness 0.5, 1.0 mm

(3) Distribute the shim thickness equally to the left and right roller. Refer to Mast load roller and back up liner, removal and Installation.

(4) After the adjustment, check that the inner mast moves smoothly in the middle mast, and the middle mast moves smoothly in the outer mast.

2) OUTER AND MIDDLE MAST UPPER ROLLER CLEARANCE ADJUSTMENT.



(1) Measure the clearance with the mast overlap at near 480 mm.

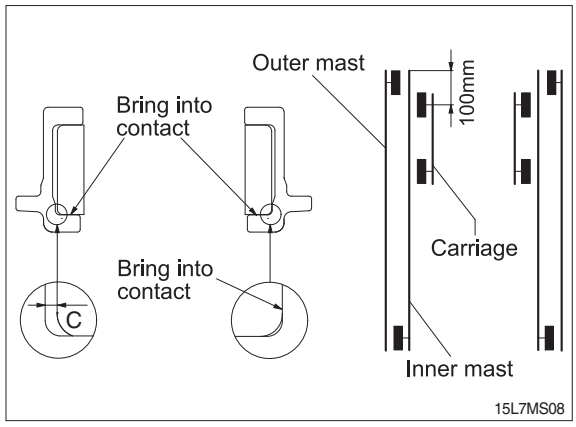
(2) Shift the inner mast to one side to bring the roller into contact with the outer mast and the middle mast, and adjust the clearance between the roller side face and mast at the closest position on the opposite side to the following value by inserting the outer and middle mast roller shim, respectively.

- Standard clearance B = 0.3~0. 6 mm
- Shim thickness 0.5, 1.0 mm

(3) Distribute the shim thickness equally to the left and right roller. Refer to Mast load roller and back up liner, removal and Installation.

(4) After the adjustment, check that the inner mast moves smoothly in the middle mast, and the middle mast moves smoothly in the outer mast.

3) CARRIAGE LOAD ROLLER



(1) Measure the clearance when the center of the carriage upper roller is 100 mm from the top of the inner mast.

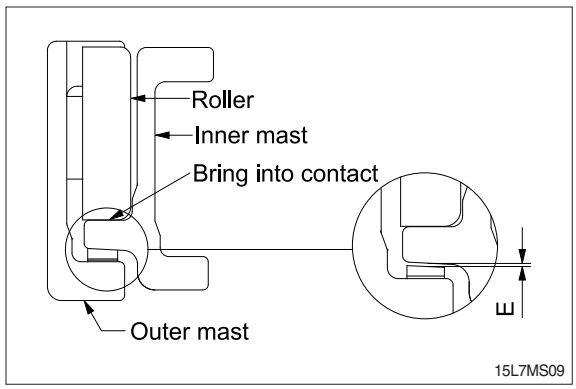
(2) Measure the clearance at upper, middle and lower rollers after loosen the adjust screws from the side rollers. Shift the carriage to one side to bring the roller into contact with the inner mast, and measure the clearance between the roller side face and mast at the closest position on the opposite side to the following value by inserting the carriage roller shim.

- Standard clearance C = 0.3~0.6 mm
- Shim thickness 0.5, 1.0 mm

(3) Distribute the shim thickness equally to the left and right roller. Refer to Carriage assembly.

(4) After the adjustment, the carriage should move smoothly along the overall mast length.

4) MAST BACK UP LINER



(1) Measure the clearance with the middle mast at the bottom position.

(2) With the middle mast in contact with the outer mast roller, adjust the clearance between the mast back up liner and middle mast to the following value by inserting the back up liner shim.

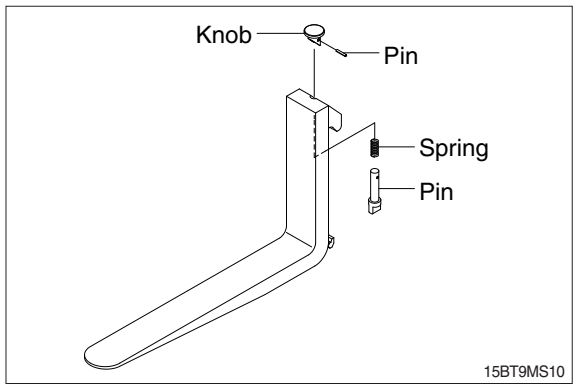
- Standard clearance E = 0.2 ~ 0.6 mm
- Shim thickness 0.5, 1.0 mm

(3) After the adjustment, the mast should move smoothly.

GROUP 4 REMOVAL AND INSTALLATION

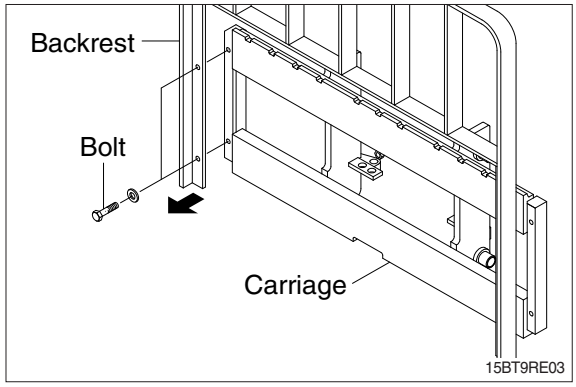
1. FORKS

1) Lower the fork carriage until the forks are approximately 25 mm (1 inch) from the floor.
2) Turn the knob up and slide forks, one by one, toward the center of the carriage where a notch has been cut in the bottom plate for easy fork removal.
3) Remove the fork one by one. On larger forks it may be necessary to use a block of wood.
4) Reverse the above procedure to install load forks.



2. BACKREST

1) Remove bolts securing backrest to fork carriage. Disassemble the backrest from the carriage.
2) Position backrest on carriage and lower in place. Install and tighten bolts.



3. CARRIAGE ASSEMBLY

1) CARRIAGE

(1) With the mast vertical, raise the carriage high enough to place blocks under the load forks. This is done to create slack in the load chains when the carriage is lowered. Lower the carriage all the way down to the floor. Make sure the carriage is level, this will prevent any binding when the mast is raised.
(2) While supporting lift chains, remove the split pin and slide out chain anchor pins from the chain anchors of stationary upright.
(3) Pull the chains out of the sheaves and drape them over the front of the carriage.
(4) Slowly raise elevating upright until mast clears top of fork carriage. Move carriage to work area and lower mast.

⚠ Make sure carriage remains on floor and does not bind while mast is being raised.

(5) Inspect all parts for wear or damage. Replace all worn or damaged pars.
(6) Reverse the above steps to reinstall.

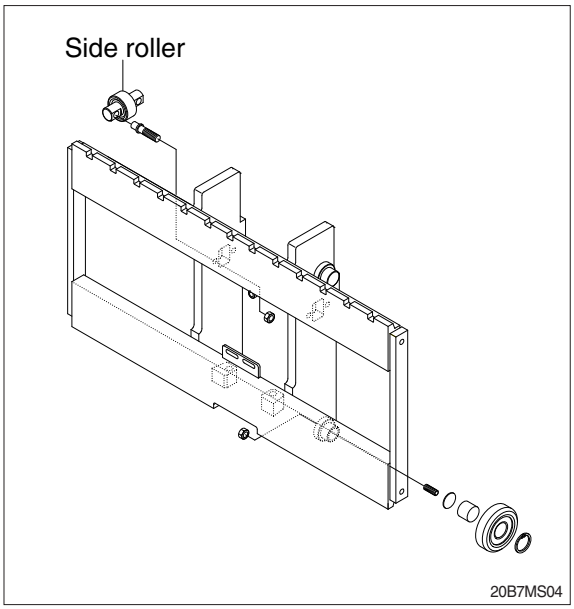
⚠ Replace the split pin of chain anchor with new one.

2) SIDE ROLLER

(1) Remove carriage as outlined in the carriage assembly and removal paragraph.
(2) Loosen and remove nuts, adjust screws and side rollers from carriage side pate.
(3) Thoroughly clean, inspect and replace all worn or damaged parts.
(4) Reverse the above procedure to assembly.

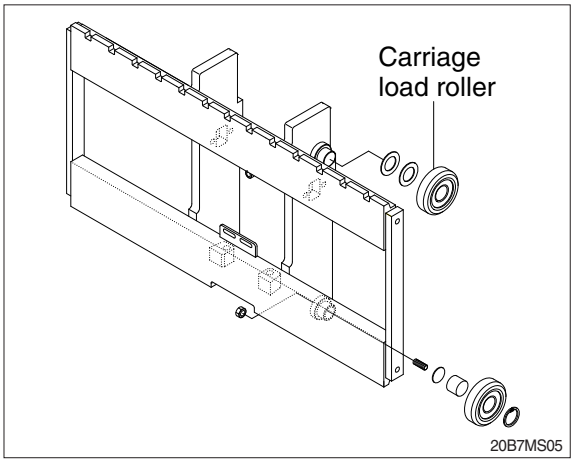
※ **Adjustment**

- Once carriage is properly installed, loosen nuts and adjust screws, (if not already done) allowing carriage to be centered in the inner mast.
- Adjust side roller by tightening screw until side roller just makes contact with mast. Back off approximately 1/10 turn on screw and tighten nut to lock screw in place.
- Run carriage up and down for the inner mast to be sure the carriage has free movement and does not stick. Also, make sure chains are properly adjusted. Refer to chain adjustment paragraph. Make adjustment when necessary and recheck operation of carriage.



3) CARRIAGE LOAD ROLLER

(1) Remove carriage as outlined in the carriage assembly removal paragraph.
(2) Loosen and remove flat head bolts and plain washers from top load roller bracket.
(3) Using a pryer, remove load rollers from load roller bracket.
(4) Reverse the above procedure to assemble. Refer to MAST ROLLER ADJUSTMENT paragraph.



4) MAST LOAD ROLLER AND BACK UP LINER

(1) 2 stage mast (V mast)

① Remove the carriage assembly and move them to one side.

② Loosen and remove hexagon bolts and washers securing lift cylinders to inner mast.

③ Loosen and remove hexagon bolts and nuts securing lift cylinders to inner mast.

④ Attach chains or sling to the inner mast section at top crossmember. Using an overhead hoist, slowly raise the inner mast high enough to clear lift cylinder.

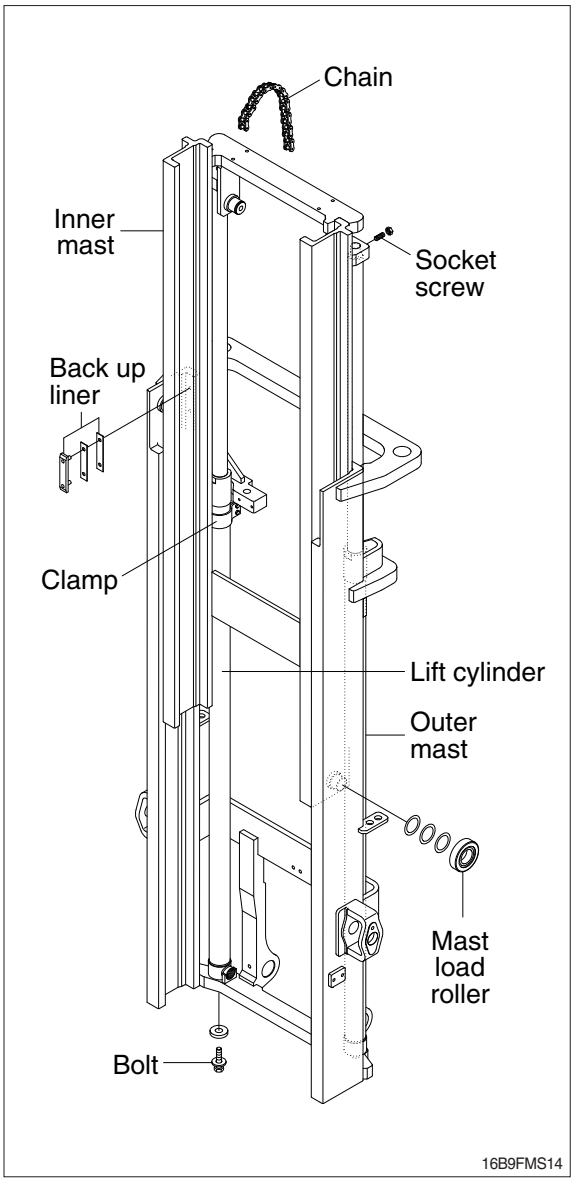
⑤ After lowering the lift cylinder rods, and disconnecting lift cylinder hose, tilt the lift cylinders LH and RH and them with ropes to the outer mast.

⑥ Using the overhead hoist, lower inner mast until top and bottom rollers and back up liners are exposed.

⑦ Using a pryer, remove load rollers from load roller bracket. Remove back up liners and shims.

⑧ Thoroughly clean, inspect and replace all worn or damaged parts.

⑨ Reverse the above procedure to assemble. Refer to MAST LOAD ROLLER ADJUSTMENT paragraph.



(2) 3 stage mast (TF mast)

① Remove the carriage assembly and move it to one side.

② Loosen and remove hexagon bolt securing bottom cylinder from outer mast.

③ Loosen and remove band and special washers securing lift cylinders to middle mast. Remove the spring pin.

④ Attach chains or sling to the inner and middle mast section at top crossmember. Using an overhead hoist, slowly raise the uprights high enough to clear lift cylinder.

⑤ After lowering the lift cylinder rods, and disconnecting lift cylinder hose, tilt the lift cylinders LH and RH and tie them with ropes to the outer mast.

⑥ Using the overhead hoist raise inner and middle masts. Place 4 inch block of wood under the free lift cylinder bracket of the inner mast then lower mast sections (this will create slack in the chains).

⑦ Remove retaining rings securing chain sheaves to sheave support brackets. While support chains, remove chain sheaves and let chains hang free. The upper outer and lower middle mast rollers and back up liners are now exposed.

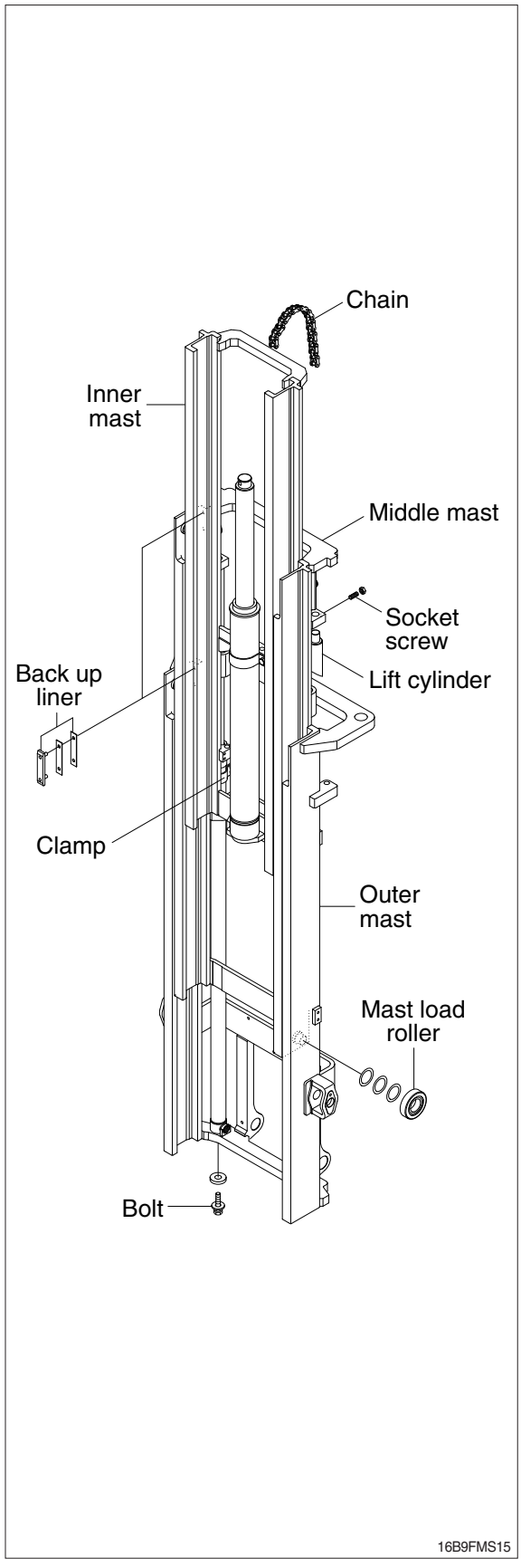
⑧ Using a player, remove load rollers from load bracket. Remove back up liners and shims.

⑨ Attach chains or sling to the middle mast section at top crossmember. Using an overhead hoist, slowly raise the middle mast until top and bottom rollers are exposed.

⑩ Using a pryer, remove load rollers from load roller bracket.

⑪ Thoroughly clean, inspect and replace all worn or damaged parts.

⑫ Reverse the above procedure to assemble. Refer to MAST LOAD ROLLER ADJUSTMENT paragraph.



5) ELEVATING MAST

(1) Inner mast (V mast)

① After completing all necessary steps for load rollers and back up liner removal use an overhead hoist and sling or chain around upper crossmember of the inner mast section.

② Lift inner mast upright straight up and out of outer mast section.

③ Replace and reverse above procedure to install. Make all necessary measurements and adjustments.

(2) Inner and middle mast (TF mast)

① After completing all necessary steps for load rollers and back up liner removal. Remove rear chains and sheave support if not already done.

② Disconnect free lift cylinder hose. Drain hose into a suitable pan or container and cap hose.

③ While supporting free lift cylinder assembly, remove bolts and washers securing cylinder to mast crossmember.

④ Place a sling around free lift cylinder and attach to an overhead hoist. Slowly raise and move cylinder to one side.

⑤ Attach chains or sling to the inner mast section at top crossmember. Using an overhead hoist slowly raise the upright straight up and out of middle mast section.

⑥ Attach chains or sling to the middle mast section at top crossmember. Using an overhead hoist slowly raise the upright straight up and out of outer mast section.

⑦ Replace upright and reverse above procedure to install. Make all necessary measurements and adjustments.

6) CHAIN

(1) Chain sheave (V mast)

① Place a sling around carriage and attach to an overhead hoist. Lift carriage high enough so that the tension on the chain over sheaves is relieved after the carriage is blocked. Position wooden blocks under the carriage and lower it.

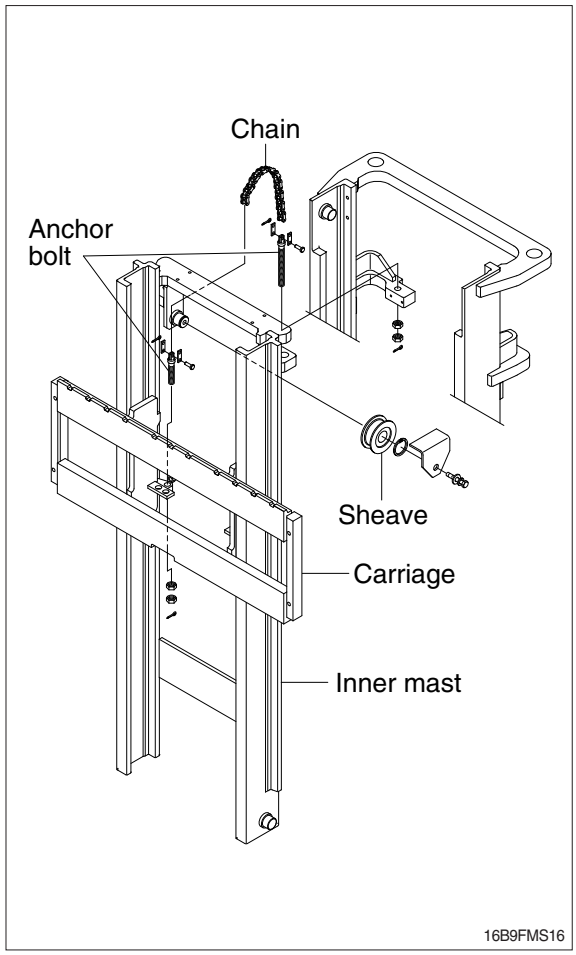
② Remove the split pin securing the chain anchor pins and discard.
While supporting the chains, remove the chain anchor pins and drape the chains over the carriage.

③ Remove retaining ring securing sheaves to sheave support. Remove sheaves with bearings.

④ Remove bearing retaining ring from sheave and press bearings from sheaves.

⑤ Thoroughly clean, inspect and replace all worn or damaged parts.

⑥ Reverse the above to assemble and install. Use new split pins in chain anchor pins.



(2) Rear chain sheave (TF mast)

① Raise and securely block carriage and inner mast section.

② Remove the split pin securing the chain anchor pins and discard. While supporting the chains, remove the chain anchor pins from outer mast section.

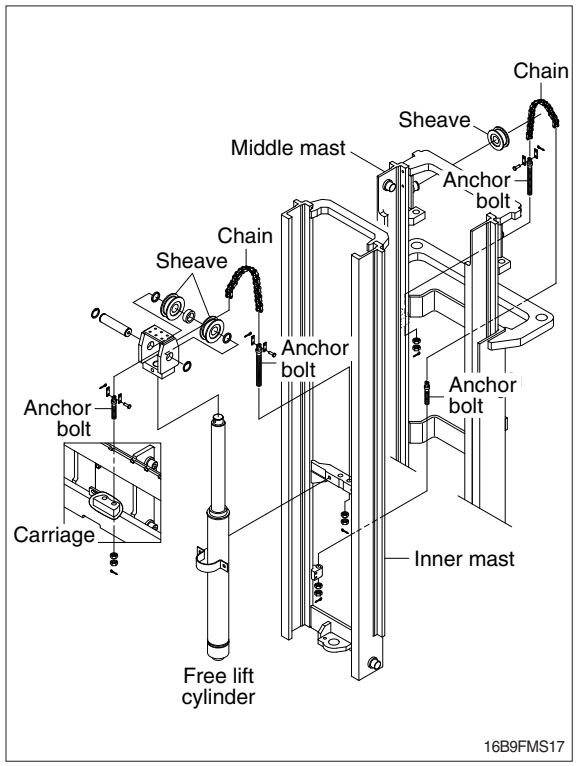
③ Remove chains.

④ Remove retaining ring securing chain sheaves to sheave support. Pry off sheaves with bearings.

⑤ Remove bearing retaining ring from sheave and press bearings from sheaves.

⑥ Thoroughly clean, inspect and replace all worn or damaged parts.

⑦ Reverse the above procedure to assemble and install. Use new split pins in chain anchor pins.



(3) Chain wheel bearing support (TF mast)

① Remove the carriage assembly and move to one side.
② After removing bolt to securing chain wheel bearing support assembly to free lift cylinder.
After a sling to the chain wheel bearing support assembly. Using an overhead hoist, lift support assembly straight up and off of free lift cylinder. Move assembly to work area.
③ Remove retaining ring securing chain wheel bearing to chain wheel bearing support.
④ Remove bearing retaining ring from chain wheel bearing and press bearings from chain wheel bearings.
⑤ Thoroughly clean, inspect and replace all worn or damaged parts.
⑥ Reverse the above procedure to install.

(4) Rear chain (TF mast)

① Remove the carriage assembly and move to one side. Refer to carriage removal and installation.
② Raise and securely block truck approximately 6 inches from the floor.
③ Using a sling or chain around inner mast section attached to an overhead hoist, slowly raise inner mast until there is enough slack in the chains to remove them. Block inner mast section.
④ Remove split pins and chain anchor pins securing chains to chain anchor (part of inner mast).
⑤ While supporting the chains, remove split and chain anchor pins securing chains to chain anchors attached to outer mast section.
⑥ Remove chains.
⑦ Reverse the above to assemble and install. Use new split pins in chain anchor pins. Refer to this section for Load chain lubrication and adjustment.

(5) Carriage chain

① Place a sling around carriage front plate and attach to an overhead hoist. Lift and secure carriage high enough so that split and chain anchor pins on carriage can be easily be removed. Remove chain anchor pins from carriage and drape chains out over carriage.
② Place a wooden block under the carriage and lower the carriage on the block.
③ While supporting the chains, remove split pins and chain anchor pins from chain anchors.
④ Remove chains and wash them with solvent. Refer to this section for Load chain inspection and maintenance.
⑤ Reverse the above procedure to assemble and install. Use new split pins in chain anchor pins. Refer to this section for Load chain lubrication and adjustment.

(6) Load chain inspection and maintenance

After every 200 hours of truck operation, lift chains should be inspected and lubricated inspect for the following chain conditions :

① Wear

As the chain flexes on and off the chain wheel bearings, the joints very gradually wear. The stretch a chain develops in service is due to material being worn off pin outer diameter and pitch hole inner diameter on the inside plate.
Chain wear can be measured using a wear scale or steel tape. When chains have elongated 2%, they should be discarded. When checking chain wear, be sure to measure a segment of chain that operates over a sheave. Do not repair chains by cutting our the worn section and splicing in a new piece. If part of the chain is worn, replace all the chains on the truck.

② Rust and corrosion

Chains used on lift trucks are highly stressed precision components. It is very important that the "as-manufactured" ultimate strength and fatigue strength be maintained throughout the chain service life. Corrosion will cause a major reduction in the load-carrying capacity of lift chain or roller chain because corrosion causes side plate cracking.

③ Cracked plate

The most common cause of plate cracking is fatigue failure. Fatigue is a phenomenon that affects most metals and many plastics. After many repeated heavy loads, the plates may crack and the chains will eventually break. Fatigue cracks are almost always found through the pitch holes perpendicular to the pitch line. Contrast this failure mode to the random failures caused by stress-corrosion cracking. If cracks are present, replace all the chain on the truck. Noise in the chain indicates that the plate is on the verge of cracking and will be failed before long.

④ Tight joints

All joints in lift chain should flex freely. Tight joints resist flexure, increase internal friction, thus increasing chain tension required to lift a given load. Increased tension accelerates wear and fatigue problems.

Tight joints in lift chains can be caused by :

- Bent pins or plates.
- Rusty joints.
- Peened plate edges.

Oil rusty chains and replace chains with bent or peened components.

⑤ Protruding or turned pins

Heavily loaded chains operating with lube generate tremendous friction between pins and plates. In extreme cases, the frictional torque in the joint can actually turn pins in the press-fit outside plates. If chain is allowed to operate in this condition, the pins slowly work out of the chain causing chain failure. Turned pins can be quickly spotted because the flats on the V heads are no longer in line. Chains with turned or protruding pins should be replaced immediately. Do not attempt to repair the chain by driving pins back into the chain.

⑥ Chain side wear

A wear pattern on pin heads and outside plates indicates misalignment. This condition damages chain and sheaves as well as increasing internal friction in the chain system.

⑦ Chain anchors and chain wheel bearings

An inspection of the chain system includes a close examination of chain anchors and chain wheel bearings. Check chain anchors for wear, breakage and misalignment.

Anchors with worn or broken fingers should be replaced. Anchors should be adjusted to eliminate twisting or other misalignment in the chain. When chain is misaligned, load is not distributed uniformly between the plates. Prolonged operation will result in premature fatigue failure. Chain wheel bearings with badly worn flanges and outside diameter should be replaced. Heavy flange wear indicates chain misalignment.

⑧ Chain wear scale

The chain can be checked for wear or stretching with the use of a chain wear scale. Stretching of a chain is due to the elongation of the pitch holes and wearing of the pin O.D. The greatest amount of stretching occurs at the areas of the chain that flex over the sheaves most frequently. Check the chain at this point with a scale. The wear scale has instructions printed on the sides for use in determining chain stretch and are as follows :

- Determine pitch length of chain using 6 inch scale on one side of wear scale.
- If pitch is 1/2 (12.7 ㎜), 3/4 (19.05 ㎜), 1 (25.4 ㎜), 1-1/2 (38.1 ㎜), 2 (50.8 ㎜), use side A of scale.
- If pitch is 5/8 (15.875 ㎜), 1-1/4 (31.75 ㎜) or 2 (50.8 ㎜), use side B.
- Align point A or B to center of a pin and note position of the opposite A or B point.
- If other point also lines up with a pin, the chain is worn and should be replaced.

If any of the above conditions exists (cracked plates, turned pins, stretching etc), the chains should be replaced in pairs as a complete assembly. Order chains by part number to insure the correct chain length, pitch and material specifications.

(7) Load chain lubrication and adjustment

① Lubrication

The most important consideration in field maintenance of lift chains is lubrication. Hard working, heavily loaded chains cannot be expected to give satisfactory wear life without scheduled periodic re-lubrication. Like all bearing surfaces, the precision manufactured, hardened steel, joint-wearing surfaces require a film of oil between mating parts to prevent rapid wear. Oil must penetrate the chain joint to prevent wear. Applying oil to external surfaces will prevent rust, but oil must flow into the live bearing surfaces for maximum wear life. Frequency of re-lube will vary with operating conditions and environment, the best estimate of lube period is 200 hours. Trucks parked outdoors or trucks in extremely severe service, may require more frequent re-lube to maintain an oil film on all chain surface.

- Wipe off the old oil with a clean cloth and blow out the remaining dirt with compressed air.

⚠ Wear eye protection.

- With a clean brush, apply EP-140 extreme pressure lubricant or heavy motor oil (40W).

② Replacement

Replace chains as a pair. It will be virtually impossible to maintain uniform loading between the strands if a new chain is put into service opposite an old chain. The joints in the old chain will be greater than that on the new chain, greatly complicating the problem of maintaining equal chain tension. The new chain will wear more slowly causing it to bear the major portion of the load resulting in premature wear and fatigue failure. Don't steam clean or decrease new chains.

The manufacturer's grease is effective in reducing wear and corrosion. If the original factory lube is dried out or wiped off, soak the new chain in heavy engine oil for at 1/2 hour prior to installing on truck. After the old chains have been stripped from the mast, very carefully inspect chain anchors and chain wheel bearing. Broken, cracked or worn anchor must be replaced using the new anchor pin and split pin. Do not paint newly replaced chain after it has been installed.

③ Adjustment

Chain adjustments are important for the following reasons :

- Equal loading of chain.
- Proper sequencing of mast.
- Prevent over-stretching of chains.
- Prevent chains from jumping off sheaves if they are too loose.

④ Adjustment procedure

- With mast in its fully collapsed and vertical position, lower the fork to the floor.
- Adjust the chain length by loosening or tightening nut on the chain anchor.
  After making adjustment on the mast, be sure to tighten the nut.