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Published: 12/16/2003
Revision: C

TAYLOR-DUNN[®]



*Models Included:
B0-050-00 (B 50) Shuttle Master*

MANUAL MB-050-00

*Operation, Troubleshooting and
Replacement Parts Manual*

Serial number Starting: 157300

Taylor-Dunn Contact information

Service, Parts, Sales:

Taylor-Dunn has a network of dealers distributed around the globe to support our vehicles. Information regarding vehicle sales, replacement parts, or service should be obtained through your local dealer. A dealer locator can be found on the Taylor-Dunn website at www.taylor-dunn.com.

If you do not have access to the internet, you can call the factory direct at:
01 (714) 956-4040

Feedback regarding this or any Taylor-Dunn vehicle manual can be sent to:
Taylor-Dunn Manufacturing
Attn: Tech Writer
2114 West Ball Road
Anaheim, CA 92804





B2-48 With Stake Side Dump Bed Option



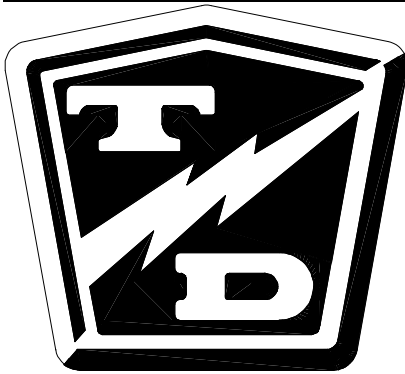
SC1-59 Stock Chaser



E4-55 Sit Down Tow Tractor



C4-25 Sit Down Tow Tractor



Taylor-Dunn®

Model B0-050-00

Operator and Service Manual Section Index

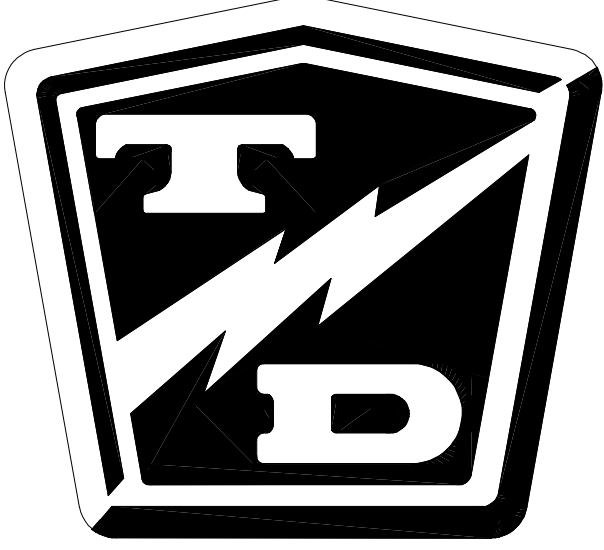
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This quick reference section index guide will assist you in locating a desired topic or procedure.

Refer to each sectional Table of Contents for the page number location for specific topics or procedures.



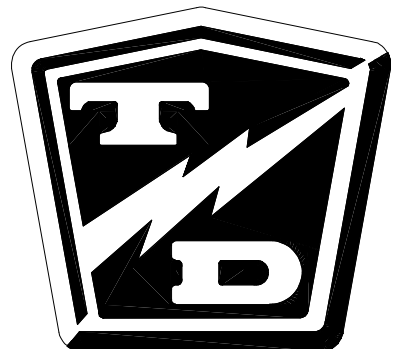
TAYLOR - DUNN



Introduction

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ABOUT THIS MANUAL

The purchase of this vehicle shows a belief in high quality products manufactured in the USA. Taylor-Dunn®, a leading manufacturer of electric burden and personnel carriers since 1949, wants to be sure this vehicle provides years of reliable service. Please continue to read this manual and enjoy this high quality Taylor-Dunn® vehicle.

This manual is to serve as a guide for the service, repair, and operation of Taylor-Dunn® vehicles and is not intended as a training guide. Taylor-Dunn® has made every effort to include as much information as possible about the operation and maintenance of this vehicle.

Included in this manual are:

- Vehicle Description
- Safety Rules and Guidelines
- Operational Information
- Operator Responsibilities
- Owner Responsibilities
- Control Operation and Location Information
- Maintenance and Troubleshooting Information
- Standard Parts List

Before servicing, operating, training or performing maintenance on this or any other Taylor-Dunn® vehicle, read the appropriate Taylor-Dunn® manual.

Each Taylor-Dunn® manual references the applicable models and serial numbers on the front cover.

Please, be aware of all cautions, warnings, instructions, and notes contained in this manual.



WHO SHOULD READ THIS MANUAL

This manual is intended for use by anyone who is going to operate, own, perform maintenance on, service, or order parts for this Taylor-Dunn® vehicle. Each person should be familiar with the parts of this manual that apply to their use of this vehicle.



RESPONSIBILITIES

Of the Owner...

The owner of this or any Taylor-Dunn® vehicle is responsible for the overall maintenance and repairs of the vehicle, as well as the training of operators. Owners should keep a record of conducted training and maintenance performed on the vehicle. (OSHA Regulation, 29 CFR 1910.178 Powered Industrial Truck Operator Training).

Of the Operator...

The operator is responsible for the safe operation of the vehicle, preoperational and operational checks on the vehicle, and the reporting of any problems to service and repair personnel.

Of the Service Personnel...

The service personnel are responsible for the service and maintenance of the vehicle. At no time should a service person allow any untrained personnel to service or repair this or any Taylor-Dunn® vehicle. For the purposes of training, a qualified service person may oversee the repairs or services being made to a vehicle by an individual in training. At no time should an untrained individual be allowed to service or repair a vehicle without supervision. This manual is not a training guide.

Of the Passengers ...

The passengers are responsible to remain fully seated, keeping their hands, arms, and legs inside the vehicle at all times. Each passenger should be fully aware of the vehicle's operation. All forms of recklessness are to be avoided. Do not engage in horseplay.



HOW TO USE THIS MANUAL

This manual is organized into five main sections:

INTRODUCTION

This section describes how to use this service manual and how to identify your vehicle.

Safety Rules and Operating Instructions

This section outlines the safety and operational issues, location and operation of controls, and the operational checks that are to be performed on this vehicle. It also includes various subjects that should be included in the operator and service training program.

Maintenance Service and Repair

This section gives specific information on the servicing of the vehicle and a schedule for maintenance checks.

Electrical and Charger Troubleshooting

This section identifies the troubleshooting procedures for testing the electrical system and battery charger.

Illustrated Parts

This section provides an illustrated view of various assemblies. The illustrations are accompanied by tables identifying the parts.

Conventions

Symbols and/or words that are used to define warnings, cautions, instructions, or notes found throughout this manual:

 WARNING

or,

 WARNING

A shaded box with the word "Warning" on its left denotes a warning. A warning alerts the reader of a hazard that may result in injury to themselves or others. Be sure to follow any instructions contained within a warning and exercise extreme care while performing the task.

 CAUTION

The symbol at the left and the bold text contained within a box denotes a "Caution" and is used to inform the reader that property damage may occur. Be sure to exercise special care and follow any instructions contained with in a caution.

NOTE: Alerts the reader to additional information about a subject.



HOW TO IDENTIFY YOUR VEHICLE

This manual applies to vehicles with the same model and serial numbers listed on the front cover.

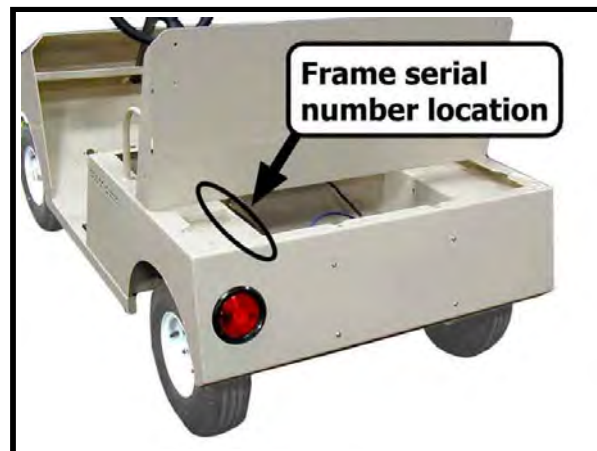
These vehicles are designed for driving on smooth surfaces in and around facilities such as industrial plants, nurseries, institutions, motels, mobile home parks, and resorts. They are not to be driven on public highways.

⚠ WARNING

This vehicle is not designed to be driven on public roads or highways. It is available in maximum designed speed of 12 mph. Do not exceed the maximum designed speed. Exceeding the maximum designed speed may result in steering difficulty, motor damage, and/or loss of control. Do not exceed locally imposed speed limits. Do not tow at more than 5 mph.

This vehicle conforms to requirements for Type E vehicles as described in O.S.H.A. Standard Section 1910.178 (Powered Industrial Trucks) and with all applicable portions of the American National Standard for Personnel and Burden Carriers (ANSI B56.8).

The locations of the model and serial numbers are illustrated below:



TAKING DELIVERY OF YOUR VEHICLE

Inspect the vehicle immediately after delivery. Use the following guidelines to help identify any obvious problems:

- Examine the contents of all packages and accessories that may have come in separate packages with the vehicle.
- Make sure everything listed on the packing slip is there.
- Check that all wire connections, battery cables, and other electrical connections are secure.
- Check battery cells to be sure they are filled.
- Check the tire pressure, tightness of lug nuts, and for any signs of damage.

Check the operation of each of the following controls:

- Accelerator
- Brake
- Parking Brake
- Key-Switch
- Forward/Reverse Switch
- Reverse Beeper (if equipped)
- Front Headlight Switch
- Steering Wheel
- Horn



What To Do If a Problem is Found

If there is a problem or damage as a result of shipping, note the damage or problem on the bill of lading and file a claim with the freight carrier. The claim must be filed within 48 hours of receiving the vehicle and its accessories. Also, notify your Taylor-Dunn® dealer of the claim.

If there is a problem with the operation of the vehicle, **DO NOT OPERATE THE VEHICLE**. Immediately contact your local Taylor-Dunn® distributor and report the problem. The report must be made within 24 hours of receiving the vehicle and its accessories.

The only personnel authorized to repair, modify, or adjust any part of this or any Taylor-Dunn® vehicle is a factory authorized service technician.

⚠ WARNING

The only personnel authorized to repair, modify, or adjust any part of this or any Taylor-Dunn® vehicle is a factory authorized service technician. Repairs made by unauthorized personnel may result in damage to the vehicles systems which could lead to an unsafe condition resulting in severe bodily injury and/or property damage. Unauthorized repairs may also void the vehicles warranty.



B2-48 With Dump Bed Option



B2-10 Ambulance



*B2-48 with Steel Cab, Foldaway
4-Passenger Seats and*



P2-50 30,000 Pound Tow Tractor



ET 3000

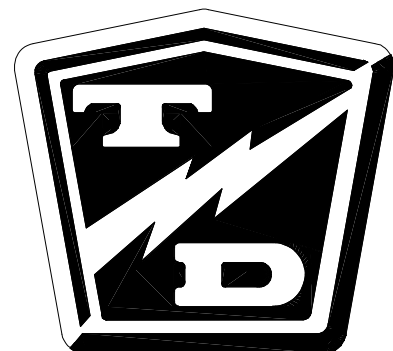


ET1-50 Full Size Truck

Safety Rules and Operating Instructions

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SAFETY RULES AND OPERATING INSTRUCTIONS

STANDARD SPECIFICATIONS PERSONNEL CARRIER

ITEM	VOLTAGE	SPECIFICATION
Occupancy		2-Passenger
Dimensions		199L X 112W X 120.6H Centimeters 78.5L X 44.25 X 47.5H Inches
Turning Radius		366 Centimeters (144 inches)
Dry Weight Without Batteries		322 kg (710 lbs)
Min/Max Battery Weights		174 kg to 212 kg (384 lbs to 468 lbs)
Maximum Load		227 kg (500 lbs)
Electrical System	36 Volt	6-217 Amp Hour, 6 Volt, Lead Acid Batteries, Solid State Speed Control, 275 Amp
Transmission		Direct Drive, Oil Bath
Motor, DC Series Wound Field	36 Volt	1.5kW, (2 hp) @ 2400 RPM for 60 min
Brakes		Rear Wheel Mechanical Drum, Hand Operated Park Brake
Steering		Automotive Steering
Tires		5.70 X 8 Load Range B, Tire Pressure 60 psi max
Frame		Steel Unitized Body, Heavy Duty 14 Gauge Steel
Instrumentation		Key Switch, Horn Button, Forward/Reverse Switch
Light Accessories		Single Brake Light
Charger	36 Volt	25 Amp, Portable, Automatic

This vehicle conforms to requirements for Type E vehicles as described in O.S.H.A. Standard Section 1910.178 (Powered Industrial Trucks) and with all applicable portions of the American National Standard for Personnel and Burden Carriers (ANSI B56.8).



SAFETY RULES AND GUIDELINES

It is the responsibility of the owner of this vehicle to assure that the operator understands the various controls and operating characteristics of this vehicle (extracted from the American National Standards Institute Personnel and Burden Carriers ANSI B56.8). As well as, following the safety rules and guidelines outlined in ANSI B56.8 and listed below.

These vehicles are designed for driving on smooth surfaces in and around facilities such as industrial plants, nurseries, institutions, motels, mobile home parks, and resorts. They are not to be driven on public highways.

⚠ WARNING

This vehicle is not designed to be driven on public roads or highways. It is available in maximum designed speed of 12 mph. Do not exceed the maximum designed speed. Exceeding the maximum designed speed may result in steering difficulty, motor damage, and/or loss of control. Do not exceed locally imposed speed limits. Do not tow this vehicle at more than 5 mph.

⚠ WARNING

Read and follow all of the guidelines listed below. Failure to follow these guidelines may result in severe bodily injury and/or property damage.

- Do not drive this vehicle unless you are a qualified and trained operator.
- Keep all body parts (head, arms', legs') inside the vehicle while it is moving.
- Drive slowly when making a turn especially if the ground is wet or slippery.
- Drive slowly when driving on an incline.
- This vehicle may overturn easily if turned sharply while driven at high speeds, or on an incline.
- Drive only on level surfaces or on surfaces having an incline of no more than 10% (5.6 degrees).
- Do not drive over loose objects, holes, or bumps.
- Observe all traffic regulations and speed limits (see speed warning above).
- Keep to the right under normal conditions.
- Maintain a safe distance from all objects.
- Keep the vehicle under control at all times.
- Yield right of way to pedestrians, ambulances, fire trucks, or other vehicles in emergencies.
- Do not overtake another vehicle at intersections, blind spots, or other dangerous locations.
- Keep a clear view ahead at all times.

⚠ WARNING Before working on a vehicle:

- 1. Make sure the key-switch is in the "OFF" position, then remove the key.**
- 2. Place the forward-reverse switch in the center "OFF" position.**
- 3. Set the park brake.**
- 4. Place blocks under the front wheels to prevent vehicle movement.**
- 5. Disconnect the main positive and negative cables at the batteries.**



DRIVER TRAINING PROGRAM

According to ANSI B56.8, the owner of this vehicle shall conduct an Operator Training program for all those who will be operating this vehicle. The training program shall not be condensed for those claiming to have previous vehicle operation experience. Successful completion of the Operator Training program shall be required for all personnel who operate this vehicle.

The Operator Training program shall include the following:

- Operation of this vehicle under circumstances normally associated with your particular environment.
- Emphasis on the safety of cargo and personnel.
- All safety rules contained within this manual.
- Proper operation of all vehicle controls.
- A vehicle operation and driving test.

Driver Qualifications.

Only those who have successfully completed the Operator Training program are authorized to drive this vehicle. Operators must possess the visual, auditory, physical, and mental ability to safely operate this vehicle as specified in the American National Standards Institute Controlled Personnel and Burden Carriers ANSI B56.8.

The following are minimum requirements necessary to qualify as an operator of this vehicle:

- Demonstrate a working knowledge of each control.
- Understand all safety rules and guidelines as presented in this manual.
- Know how to properly load and unload cargo.
- Know how to properly park this vehicle.
- Recognize an improperly maintained vehicle.
- Demonstrate ability to handle this vehicle in all conditions.



VEHICLE CONTROLS



Key-Switch

A key-switch, located to the front of the consol between the seats, turns on the vehicle. Rotate the key clockwise to turn the vehicle power on, counterclockwise to turn the vehicle power off.

The key-switch should be in the "OFF" position whenever the operator leaves the vehicle.

This switch is also designed to secure and disable the vehicle. The key can only be removed when the key-switch is in the "OFF" position.

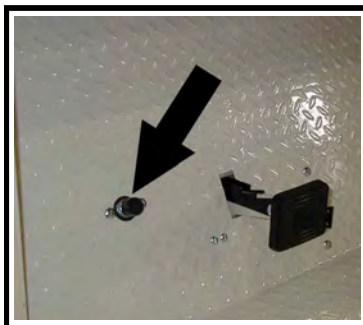


Forward-Off-Reverse Switch

The forward-off-reverse switch, located behind the key-switch on the console between the seats, determines the direction of travel of the vehicle. Push the top of the switch to engage the forward direction. Push the bottom of the switch to engage the reverse direction.

DO NOT SWITCH from forward to reverse or vice-versa while the vehicle is in motion. Make sure the vehicle is completely stopped before shifting.

The forward-off-reverse switch should be in the center "OFF" position, with the key-switch off and the park brake set whenever the operator leaves the vehicle.



Horn Switch

The horn switch is located to the left of the steering column. Depress the switch with your left foot to sound the horn, release it to turn it off.



SAFETY RULES AND OPERATING INSTRUCTIONS



Headlight Switch

The headlight switch is located behind and to the right of the forward-off-reverse switch on the center console between the seats. Push the right side of the switch to turn the lights on. Push the left side of the switch to turn the light off.



Strobe Light Switch (Optional)

The strobe light switch is located behind the forward-off-reverse switch on the center console between the seats. Toggle the switch forward to turn on the strobe light. Toggle the switch backward to turn off the accessory.

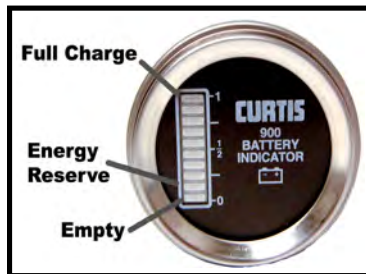


Battery Status Indicator, Analog (Optional)

The battery status indicator is located to the left of the hour meter. The normal operating range is in the green zone. Park the vehicle for a few minutes for an accurate reading. The vehicle needs charging if it is in the yellow zone. During and immediately following charging, the needle will be in the red zone to the right. The needle will move through the green zone toward the yellow zone as the batteries discharge. Charge the batteries when the needle is in the yellow zone. If it is in the red zone to the left, the batteries are empty and the truck should be taken out of service and charged to avoid damaging the batteries.



Battery Status Indicator, Digital Bargraph (optional)



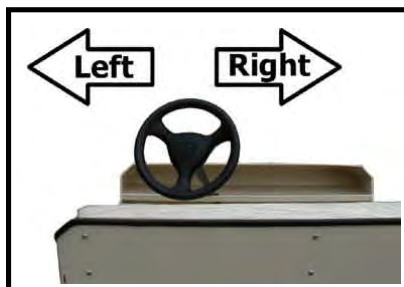
The battery status indicator is located to the left of the hour meter. The battery status indicator has a LED bar graph that indicates the relative state of charge of the battery. The top LED will light only when connected to a fully charged battery or after completing a charging cycle. Successive lower LED's will light as the battery charge diminishes. When the second from the bottom LED flashes the battery energy status is in energy reserve and should be placed on charge as soon as possible. When the two bottom LED's are alternately flashing the batteries are empty and the truck should be taken out of service and charged to avoid damaging the batteries. The BSI will reset to fully charged only after a complete charge cycle is completed. A complete charge cycle is defined as battery voltage exceeding 2.35 volts per cell for a minimum of 6 minutes.



Hour Meter (optional)

The hour meter is located to the rear of the battery status indicator. It records the number of hours the vehicle has been in operation.

Steering



The steering wheel and steering system are similar to an automobile. To turn right, turn the steering wheel clockwise. To turn left, turn the steering wheel counter-clockwise. If equipped with tilt steering, the release lever is located on the lower left of the steering column. Pull the lever up to reposition the steering wheel.



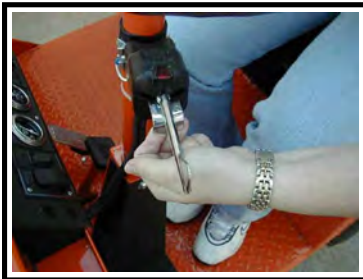
SAFETY RULES AND OPERATING INSTRUCTIONS

Directional Signals (Optional)



The turn signal lever is located on the left side of the steering column. Push the lever forward to activate the right turn signal and pull the lever back to activate the left turn signal.

Hazard Light Switch (Optional)



The hazard light switch is located on the left side of the steering column. The switch is a small tab. To activate the hazard lights, pull the tab out. To turn the hazard lights off, push forward or pull back the directional signal lever.

Accelerator Pedal

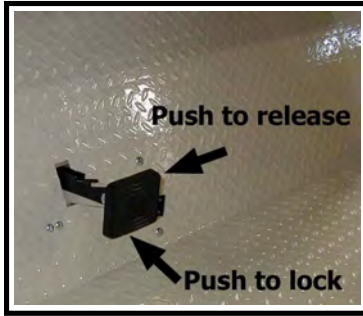


The accelerator pedal is located to the right of the brake pedal. It controls the speed of the vehicle and operates similar to the accelerator pedal in an automobile. Depress the pedal to increase speed and release the pedal to decrease speed.

Foot Brake Pedal



The foot brake pedal, is located to the right of the steering column, it is for operation with the right foot only. It works similar to the brake in an automobile. Applying pressure to the brake pedal slows the vehicle according to the amount of pressure applied. Relieving pressure from the pedal releases the braking action.



Park Brake

The parking brake is part of the foot brake pedal. To set the parking brake, push down on the lower half of the brake pedal until the pedal locks in the down position. To release the park brake, apply pressure on the upper half of the brake pedal until the pedal disengages from the locked position.

Electrolyte Alarm (Optional)



The Electrolyte Alarm is located in the battery area, in the 4th battery cell from the main battery positive cable. The Electrolyte alarm is activated when the battery cell fluid level falls below the level of the probe. The alarm is an audible continuous sound along with a bi-color indicator lamp. Inspect the fluid level in all battery cells when the alarm sounds or the bi-color lamp turns from its green color to red. The vehicle batteries should then be filled and/or charged. With the fluid level at a normal operating level and/or the batteries charged the alarm and light will reset.

Reverse or Motion Alarm (Optional)

The reverse alarm is located in the electronics compartment mounted in the speed control panel enclosure. The reverse alarm is activated when the Key switch is in the "ON" position and the Forward-Off-Reverse switch is in the reverse position. The alarm makes a repeated audible sound.

The motion alarm is the same alarm that is used for the reverse alarm, only it operates in both the forward and reverse directions.



SAFETY RULES AND OPERATING INSTRUCTIONS



Seat Interlock Switch

A switch located under the driver's seat disables the power to the vehicle when the driver leaves the seat. The driver must be seated for the vehicle to operate.

Whenever the driver leaves the vehicle, the driver should turn the key-switch off, place the forward-off-reverse switch in the center "OFF" position, and set the park brake.

⚠ WARNING

The seat interlock switch is only one part of the vehicle safety system. The interlock switch should not be relied upon as the only safety feature used to disable or disengage this vehicle. Doing so could result in unexpected movement of the vehicle causing severe bodily injury and/or property damage.





VEHICLE OPERATIONAL GUIDELINES

Safety Guidelines

- Only qualified and trained operators may drive this vehicle.
- Drive only on level surfaces or on surfaces having an incline of no more than 10% (5.6 degrees).
- Drive slowly when making a turn, especially if the ground is wet or when driving on an incline.
- This vehicle may overturn easily if turned sharply or when driven at high speeds.
- Observe all traffic regulations and speed limits.
- Keep all body parts (head, arms, legs) inside this vehicle while it is moving.
- Keep the vehicle under control at all times.
- Yield right of way to pedestrians, ambulances, fire trucks, or other vehicles in emergencies.
- Do not overtake another vehicle at intersections, blind spots, or other dangerous locations.
- Do not drive over loose objects, holes, or bumps.
- Yield right of way to pedestrians and emergencies vehicles.
- Stay in your driving lane under normal conditions, maintaining a safe distance from all objects.
- Keep a clear view ahead at all times.



Starting:

1. Make sure the forward-off-reverse witch is in the center "OFF" position.
2. Set the parking brake.
3. Hold down the foot brake.
4. Insert the key and turn it to the "ON" position.
5. Release the parking brake.
6. Release the foot brake.
7. Slowly depress the accelerator pedal.



SAFETY RULES AND OPERATING INSTRUCTIONS

While driving:

- Slow down and sound the horn to warn pedestrians or when approaching a corner or other intersection.
- No reckless driving.
- Do not drive this vehicle on steep inclines or where prohibited.
- Immediately report any accidents or vehicle problems to a supervisor.

Loading and Unloading

- Do not carry more than the maximum number of passengers allowed for this vehicle.
- Do not exceed the cargo load capacity.
- Do not load cargo that can fall off.
- Be careful when handling cargo that is longer, wider, or higher than this vehicle, be sure to properly secure all loads.

Parking

Before leaving the vehicle:

- Set the parking brake.
- Set the forward-off-reverse switch to the "OFF" position.
- Turn the key switch to the "OFF" position and remove the key.

In addition:

- If parking this vehicle on an incline, turn the wheels to the curb, or block the wheels.
- Do not block fire aisles, emergency equipment, stairways, or exits.

Towing

To tow this vehicle, attach a tow strap to the front bumper tow-bar.

NOTE: If the vehicle is equipped with an automatic electric brake, do not tow the vehicle with the drive wheels on the ground.

Use another driver to steer this vehicle while it is being towed. Be sure the driver uses the brakes when the towing vehicle slows or stops. Do not tow the vehicle faster than 5 m.p.h. or its maximum designed speed, whichever is lower.

If at all possible, this vehicle should be placed on a carrier, rather than towing.



CHARGING YOUR VEHICLE

⚠ WARNING

Explosive mixtures of Hydrogen gas are present within battery cells at all times. Do not work with or charge battery in an area where open flames (including gas furnace or water heater pilots), sparks, cigarettes, or any other sources of combustion are present. Always provide ample ventilation in rooms where batteries are being charged. Failure to do so may result in severe bodily injury and/or property damage.

⚠ WARNING

Battery electrolyte is poisonous and dangerous. It contains sulfuric acid. Avoid contact with skin eyes or clothing. Wear rubber gloves and safety glasses while servicing batteries. **DO NOT INGEST!** This may result in severe bodily injury.

⚠ CAUTION

The key switch must be in the "OFF" position when charging the batteries. Failure to turn the key switch "OFF" may result in damage to the vehicles electrical system.

Signet Charger Operation, Model HB Series

The Signet® HB series chargers use a semi-automatic charging system. The charger will turn itself ON when the AC power cord is connected to the AC power source and turn itself OFF when the batteries are fully charged. Refer to the data plate on the charger for the voltage and type power required for the charger.



Typical Signet® Built In

There is a series of LED's on the faceplate of the charger that serve two functions:

1. Status of charge. The LED's will display an approximate percent of charge during the charging cycle. Refer to the table below.

Charging State	LED1	LED2	LED3
0 to 50%	Blinking	OFF	OFF
50% to 75%	ON	Blinking	OFF
75% to 100%	ON	ON	Blinking
Cycle complete	ON	ON	ON

2. Error condition. All three LED's flashing is an indication of a charging problem (charger will also be beeping). Refer to the **C h a r g e r T r o u b l e s h o o t i n g**



section for information on error codes.



Signet Charger Operation, Model HBS series

The Signet® HBS series chargers are fully automatic. The charger will turn itself ON when the AC power cord is connected to the AC power source and turn itself OFF when the batteries are fully charged. Once the charge cycle is complete, the charger will continue to monitor the batteries. If the battery voltage drops during storage, the charger will start a new cycle to keep the batteries fully charged.

NOTE: If the charger restarts during a short time period of storage, then it would be an indication of faulty batteries.

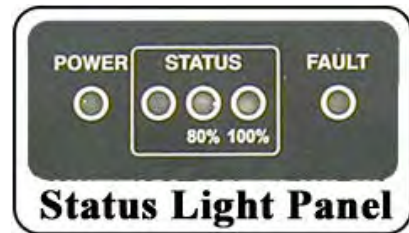
Refer to the data plate on the charger for the voltage and type power required for the charger.

There is a series of LED's on the faceplate of the charger that serve two functions:

1. Status of charge. The **STATUS** LED's will display an approximate percent of charge during the charging cycle. Refer to the table below.
2. Error condition. The **FAULT** LED flashing is an indication of a charging problem (charger may also be beeping). Refer to the **Charger Troubleshooting** section for information on error codes.



Typical Signet® HBS



Lestronic II Charger Operation

The Lestronic II® charger is a semi-automatic charging system. The charger will turn itself ON when the AC power cord is connected to the AC power source and turn itself OFF when the batteries are fully charged. Refer to the data plate on the charger for the voltage and type power required for the charger. When plugged in, the charger assumes that the batteries require charging and will charge for a minimum of approximately 4-hours. This charger should not be plugged in until the batteries are discharged beyond 50% or the batteries may be overcharged..

New Battery Break in

New batteries require a break in period of up to 40-cycles. The batteries will not have their full capacity during this break in period and may require longer charging times.

Charging Time

Average charging time is 8 to 10-hours. The time required to fully charge your batteries will vary depending on:

- Capacity of the batteries, higher capacity requires longer charge time.
- Output of the charger, higher output requires less charge time.
- Depth of discharge, the deeper a battery is discharged, the longer it takes to charge.
- Temperature, low temperatures require longer charge time.

It is not unusual for charge times to exceed 15-hours, especially with new batteries.

Charging time is limited to 20-hours (HBS) or 18-hours (HB). A fault will occur if the charging time exceeds the 20-hour limit.



To obtain the maximum battery life:

Charge the batteries only after they reach a normal discharge as indicated on the Battery Status Indicator (BSI). Failure to follow this guideline could result in the batteries entering an overcharge state, which will reduce the life of the batteries. If you find it necessary to charge the batteries before they are completely discharged we recommend waiting until they are discharged a minimum of 25% to reduce the possibility of overcharging. Refer to Vehicle Controls in this section for information on how to read the BSI.

Do not discharge the batteries beyond a normal discharge as indicated on the BSI. Refer to Vehicle Controls in this section for information on how to read the BSI.

Check the battery electrolyte once a week. Do not charge the batteries if the battery electrolyte is low. Charging when the electrolyte is low will damage the batteries and shorten their life-span. Only authorized personnel should perform battery maintenance including maintaining the battery electrolyte level. Refer to Section **Maintenance, Service and Repair** for battery maintenance information.

Do not interrupt the charging cycle. When the charger is plugged in, allow it to turn off before disconnecting. Interrupting the charging cycle could lead to overcharging or discharging the batteries too deep. Both circumstances will shorten the life of the batteries.

STORING / RETURNING TO SERVICE

Both storing your vehicle and returning it to service should only be performed by authorized personnel.

Storing Your Vehicle

- Clean the batteries, then fill and charge before putting the vehicle in storage. Do not store batteries in a discharged condition.
- Lube all grease fittings.
- Clean, dry, and check all exposed electrical connections.
- Inflate tires to proper pressure (if applicable).
- For extended storage, the vehicle should be elevated so that the tires do not touch the ground.

If stored for a prolonged period, the batteries should be charged as follows:

Returning to Service

- Check the battery's state of charge and charge if required.
- Perform ALL maintenance checks in the periodic checklist.
- Remove any blocks from the vehicle and/or place the vehicle down on to the ground.
- Test drive before putting into normal service.

Storage Temperature (F)	Charging Interval (months)
Over 60	1
Between 40 and 60	2
Below 40	6



SAFETY RULES AND OPERATING INSTRUCTIONS

PERIODIC MAINTENANCE CHECKLIST

Maintenance Item	Weekly (20hrs)	Monthly (80hrs)	Quarterly (250hrs)	Semi - Annual (500hrs)	Annually (1000hrs)
Check Condition of Tires and Tire Pressure	●				
Check All Lights, Horns, BEEPERS and Warning Devices	●				
Check and Fill Batteries	●				
Check Brake System		●			
Check Steering System		●			
Check for Fluid Leaks		●			
Lubricate Vehicle			●		
Clean and Tighten All Wire Connections			●		
Wash and Service Batteries			●		
Check Park Brake				●	
Check Motor Brushes and Blow Out Motor				●	
Check Front Wheel Bearings				●	
Check Rear Axle Oil				●	
Change Rear Axle Oil					●
Check and Tighten all Nuts and Bolts					●
Clean and Repack Front Wheel Bearings					●

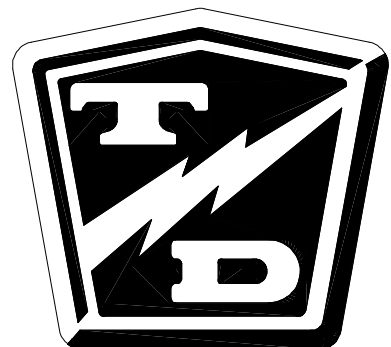
WARNING

Only properly trained and authorized technicians should perform maintenance or repairs to this vehicle. Repairs or maintenance by improperly trained or unauthorized personnel could cause improper operation of the vehicle or premature failure of components resulting in severe bodily injury and/or property damage.

General Maintenance

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General Maintenance	1
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MAINTENANCE GUIDELINES

WARNING

Periodic maintenance and service must be performed on this vehicle. Failure to complete these scheduled maintenance and service procedures can result in severe bodily injury and/or property damage. It is the owner and/or operators responsibility to insure that proper service and maintenance is performed on the vehicle, described in this manual.

WARNING

Before starting any repairs:

1. Make sure the key-switch is in the “OFF” position, then remove the key.
2. Place the forward-reverse switch in the center “OFF” position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

WARNING

Read and follow all of the guidelines listed below. Failure to follow these guidelines may result in severe bodily injury and/or property damage.

- Avoid fire hazards and have fire protection equipment present in the work area. Conduct vehicle performance checks in an authorized area where safe clearance exists.
- Before starting the vehicle, follow the recommended safety procedures in Section 2, “Safety Rules and Operational Information.”
- Ventilate the work area properly.
- Regularly inspect and maintain in a safe working condition, brakes, steering mechanisms, speed and directional control mechanisms, warning devices, lights, governors, guards, and safety devices.
- Inspect and maintain battery limit switches, protective devices, electrical conductors, and connections in conformance with Taylor-Dunn’s® recommended procedures.
- Keep the vehicle in clean condition to minimize fire hazards and facilitate detection of loose or defective parts.
- Do not use an open flame to check level or leakage of battery electrolyte.
- Do not use open pans of fuel or flammable fluids for cleaning parts.
- Only properly trained and authorized technicians should perform maintenance or repairs to this vehicle.

MAINTENANCE GUIDELINES FOR VEHICLES USED IN SEVERE CONDITIONS

If this vehicle is operated in severe conditions all maintenance items listed in the Periodic Maintenance Table should be carried out twice as often as stated. In addition, the entire vehicle should be inspected monthly for signs of damage. If any damage is found, the vehicle should be immediately removed from service and repaired.

The following list is meant as a guide and is not all inclusive:

SEVERE CONDITIONS refer to operation:

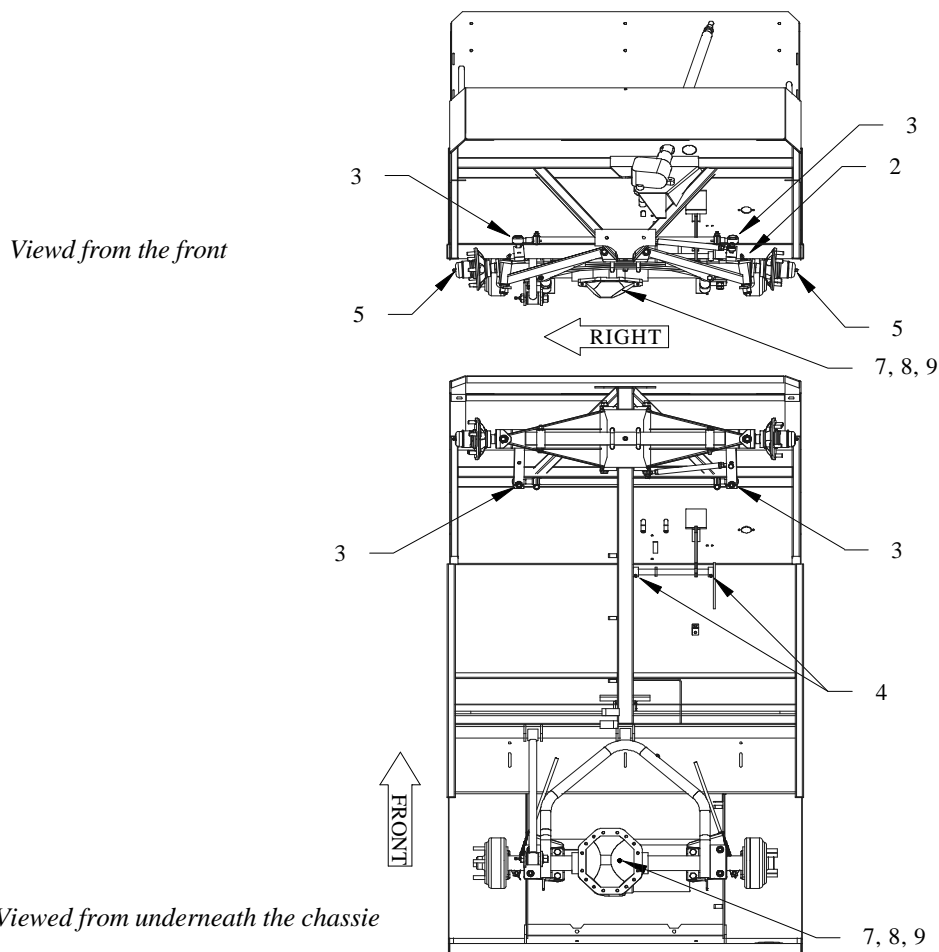
- In extreme temperatures
- On bumpy, dusty, or poorly maintained roads
- In excessively wet areas
- In corrosive or contaminated areas
- At or near maximum capacity for more than 50% of the operating time
- On multiple shifts



TROUBLESHOOTING GUIDE

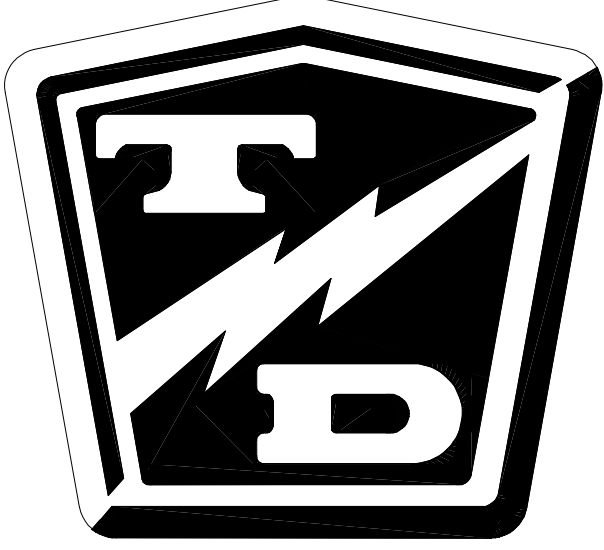
Symptom	Probable Cause
Steering Pulls in One Direction	Front End Out of Alignment
	Low Tire Pressure
Hard Steering	Dry Lube Points in Steering Linkage
	Damaged King Pin/Ball Joint
	Low Tire Pressure
Excessive Steering Play	Worn Ball Joints
	Mis-Adjusted or Worn Steering Gear
	Loose Steering Linkage
Lack of Power or Slow Operation	Brakes or Parking Brakes Dragging
	Worn Drive Gears
	Front End Out of Alignment
	Defective Speed Control
Abnormal Noise	Worn Drive Gears or Bearings
	Worn Front /Rear Axle Bearings
	Loose Lug Nuts
	Motor Bearings Worn
Oil Leak in Rear Bearing Area	Rear Wheel Bearing and/or Gasket Failed
	Drive Over Filled
Brake Pedal Soft or Spongy	Brakes Out of Adjustment
Brake Pedal Low	Brake Worn (1/16" Wear Limit)
	Brakes Out of Adjustment
Braking Power Low	Brake Worn (1/16" Wear Limit)
	Brake Pads Contaminated with Fluid
	Brake Pedal Linkage Binding
	Brakes Out of Adjustment

LUBRICATION CHART



#	Description	Locations	Lubricant Type
1			
2	King Pin	2	General Purpose Grease
3	Ball Joints	2	General Purpose Grease
4	Pedal Linkages	2	General Purpose Grease
5	Front Wheel Bearings	2	High Temperature Wheel Bearing Grease
6			
7	Drive Drain Plug	1	-
8	Drive Level Plug	1	-
9	Drive Fill Plug	1	10 oz. 30 wt. motor oil
10			

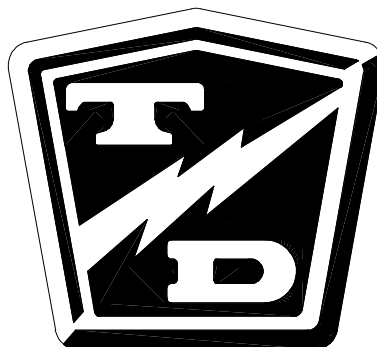
TAYLOR - DUNN



Front Axle Service

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INSPECT THE FRONT WHEEL BEARINGS AND KING PIN

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the front of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. Grab the top and bottom of the tire/wheel assembly. Feel for any movement or play while pulling and pushing on the top and bottom of the tire. Any movement or play is indication of loose wheel bearings or king pin.

*NOTE: Refer to the **Adjust Front Wheel Bearings** section for information regarding the adjustment of the wheel bearings.*

*NOTE: If the king pin is loose, then refer to **Replace the King Pins and Bushings** for information regarding replacing the king pin bushings. There are no adjustments for the king pin or bushings.*



8. Spin the wheel and listen for any grinding noise. Any grinding noise may be an indication of worn or damaged wheel bearings.

*NOTE: Refer to the **Replace Front Wheel Bearings** section for information regarding the replacement of the wheel bearings.*

9. Lower the vehicle.
10. Reconnect the main positive and negative cables at the batteries.
11. Remove the blocks from behind the wheels.
12. Release the park brake and test drive the vehicle.

ADJUST FRONT WHEEL BEARINGS

WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

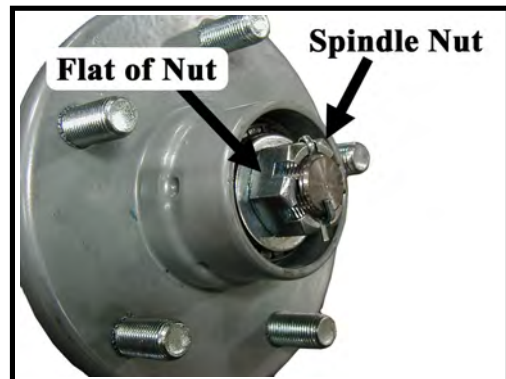
6. Raise the front of the vehicle and support with jack stands.

WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. Remove the hub dust cap and cotter pin.
8. While rotating the hub, tighten the spindle nut to 30 ft-lbs. This seats the bearings.
9. Back off the spindle nut one flat until the hub turns, but is not loose.
10. Spin the wheel and listen for any grinding noise. Any grinding noise may be an indication of worn or damaged wheel bearings.

*NOTE: Refer to the **Replace Front Wheel Bearings** section for information regarding the replacement of the wheel bearings.*



Hub with Dust Cap Removed

11. Install a new cotter pin.
12. Install the dust cap.
13. Lower the vehicle.
14. Reconnect the main positive and negative cables at the batteries.
15. Remove the blocks from behind the wheels.
16. Release the park brake and test drive the vehicle.





FRONT A-ARM REMOVAL AND INSTALLATION

Removal

⚠ WARNING

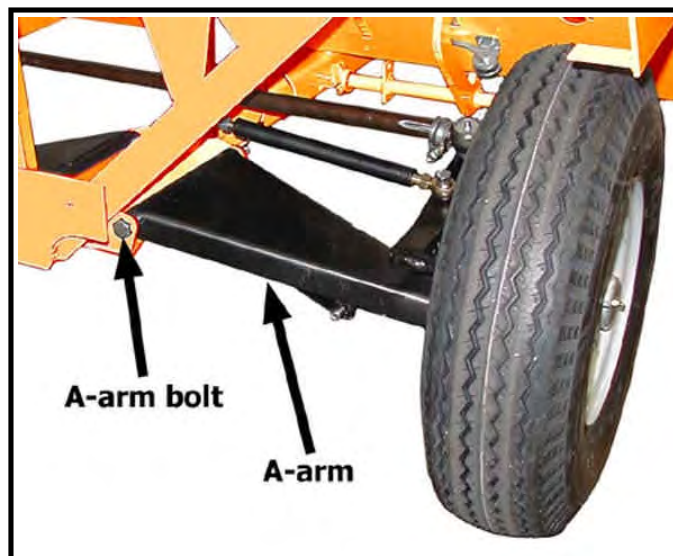
1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the front of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. Remove the front wheel. Refer to *Tires and Wheels* section for information regarding removing the front wheel.
8. Remove the king pin. Refer to *Replace King Pins and Bushings* section for information regarding removing the king pin.
9. Remove the A-arm bolt where it attaches to the frame.
10. Remove the A-arm.



Installation

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the front of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. Install the A-arm in reverse order of removal.

*NOTE: Refer to **Tires and Wheels** section for information regarding removing the front wheels.*

*NOTE: Refer to **Replace King Pins and Bushings** section for information regarding installing the king pin.*

8. Realign the front wheels. Refer to **Steering Component Service** section for information regarding realigning the front wheels.
9. Lower the vehicle.
10. Reconnect the main positive and negative cables at the batteries.
11. Remove the blocks from behind the wheels.
12. Release the park brake and test drive the vehicle.





REPLACE FRONT WHEEL BEARINGS

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the front of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. Remove the tire/wheel assembly from the hub. Refer to **Replace the Steering Knuckle** for information regarding removing the steering knuckle.
8. Remove the hub dust cap, cotter pin, and spindle nut.

9. Remove the hub from the steering knuckle.

*NOTE: For a front disc brake option you must remove the brake body before removing the hub. Refer to the **Brakes** section for information regarding the removal of the brake body.*

NOTE: Catch the outer bearing as it falls out.

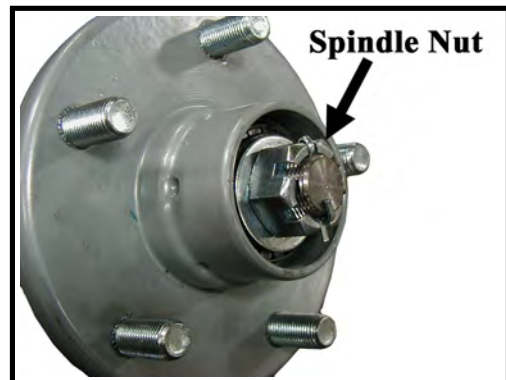
10. Thoroughly clean all grease from the inside of the hub and the bearings.

11. Inspect and replace the races and bearings as a set.

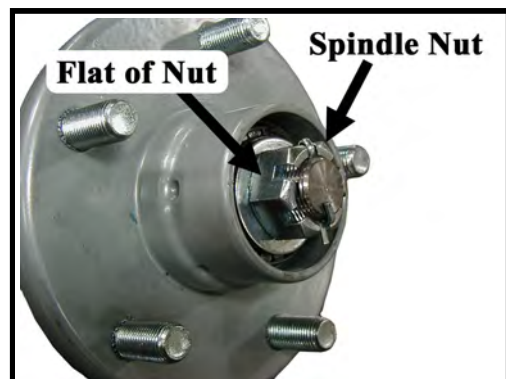
NOTE: It is recommended to replace all four bearings and races in the left and right wheels as a set.

12. Assemble in reverse order, using new grease seals.

- a. Pack inner and outer bearings with grease.
- b. While rotating the hub, tighten the spindle nut to 30 ft-lbs. This seats the bearings.
- c. Back off the spindle nut one flat until the hub turns, but is not loose.
- d. Install a new cotter pin.



Hub with Dust Cap Removed



Hub with Dust Cap Removed

13. Install the hub dust cap.
14. Reinstall the brake body and the tire/wheel assembly.

*NOTE: Refer to the **Brakes** section for information regarding the installation of the brake body.*

15. Lower the vehicle.
16. Reconnect the main positive and negative cables at the batteries.
17. Remove the blocks from behind the wheels.
18. Release the park brake and test drive the vehicle.





REPLACE THE KING PINS AND BUSHINGS

There are different types of king pin bushings depending on the configuration of your vehicle.

- Bronze bushings in the axle beam.
- Bronze bushings in the steering knuckle.
- Metal backed teflon bushings in the axle beam or suspension arm.

NOTE: Bronze bushings must be reamed or broached to the proper diameter after they are pressed into the axle beam or steering knuckle.

⚠ WARNING

Failure to correctly broach or ream bronze bushings may result in steering difficulty and loss of control of the vehicle causing severe bodily injury and /or property damage.

Refer to the illustration below for the type of bushing in your vehicle.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the front of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.



7. Remove the steering knuckle. Refer to **Replace the Steering Knuckle** for information regarding removing the steering knuckle.

NOTE: It is not necessary to remove the tie rod or drag link for this procedure.

8. Press the king pin bushings out from the axle, steering knuckle or suspension arm.
 9. Press new bushings into the axle, steering knuckle or suspension arm.
-
10. Inspect the king pin for damage or wear. If any damage or wear is noted then the king pin must be replaced.

⚠ WARNING

Failure to correctly broach or ream bronze bushings may result in steering difficulty and loss of control of the vehicle causing severe bodily injury and /or property damage.

11. Reassemble in reverse order.

*NOTE: Refer to **Replace the Steering Knuckle** for information on installing the steering knuckle.*

*NOTE: It is recommended that the thrust washers or bearing be replaced whenever replacing the king pin bushings. Refer to the **Replacement Parts** section for the orientation of the bearing or washers in your vehicle.*

12. Grease the bushings.
13. Lower the vehicle.
14. Reconnect the main positive and negative cables at the batteries.
15. Remove the blocks from behind the wheels.
16. Release the park brake and test drive the vehicle.





REPLACE THE STEERING KNUCKLE

⚠ WARNING

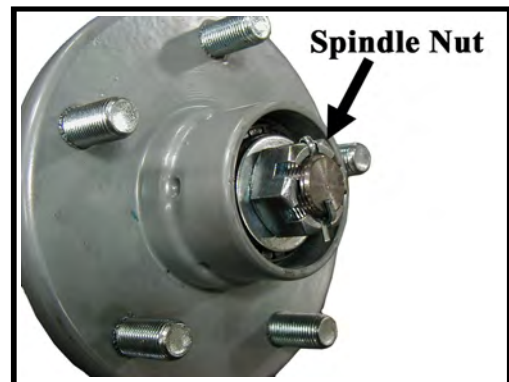
1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the front of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. Remove the tire/wheel assembly. Refer to *Tires and Wheels* section for information regarding removing the tire/wheel assembly.
8. Remove the hub bearing cap, cotter pin and nut, then remove the hub from the steering knuckle.
NOTE: Catch the outer bearing as it falls out.
9. Remove the drag link and/or tie rod from the steering knuckle. Refer to *Replace the Ball Joints, Tie Rods, Drag Link* in this section for information regarding removal of the drag link or tie rod.
10. While supporting the knuckle, remove the king pin and thrust bearing.
11. Remove the knuckle from the axle.



Hub with Dust Cap Removed

12. Thoroughly clean and/or replace all bearings, nuts, washers, and bushings.

NOTE: Both the left and right side bushings and thrust bearings should be replaced as a set.

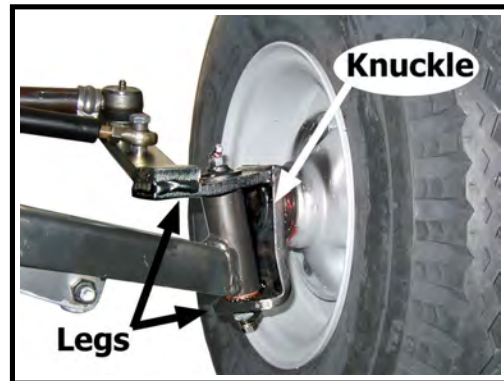
13. Assemble in reverse order.
14. Pack the thrust bearing with grease.
15. Install the king pin and tighten the king pin nut until it contacts the bottom of the knuckle. Do not tighten so much as to squeeze the legs of the knuckle together.

*NOTE: Refer to **Replace Front Wheel Bearings** for information regarding proper tightening of the spindle nut*

16. Install new cotter pins.
17. Realign the wheels.

*NOTE: Refer to the **Steering** section for information regarding realignment of the front wheels.*

18. Lower the vehicle.
19. Reconnect the main positive and negative cables at the batteries.
20. Remove the blocks from behind the wheels.
21. Release the park brake and test drive the vehicle

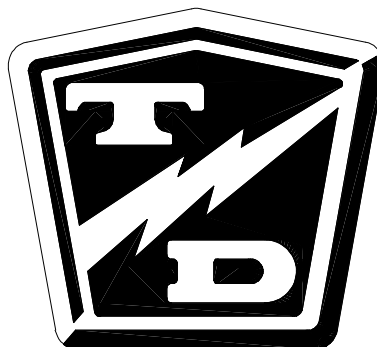




Steering Component Service

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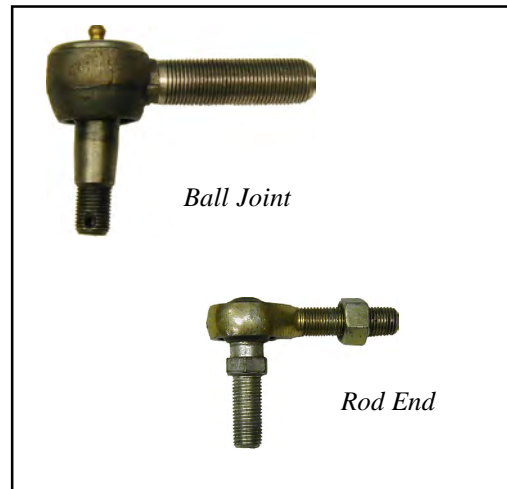
FRONT END ALIGNMENT

This section will refer to two different types of ball joints. One type has a grease fitting and a tapered shaft where it is fitted to the steering arm or pitman arm. The second type cannot be greased and has a straight shaft. See the illustrations to the right. Depending on the configuration of your truck, it may be equipped with one or both types of ball joints.

In this text:

The first type has a grease fitting and will be referred to as a "Ball Joint."

The second type has no grease fitting and will be referred to as a "Rod End."



Center the Steering

*NOTE: It is recommended that the front wheel toe in is set properly before performing this procedure. Refer to **Front Wheel Alignment** section for information regarding Adjusting the toe in.*

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Position the front wheels in the straight ahead position and tie off so that the front wheels cannot turn.
7. Remove the drag ling from the pitman arm.

*NOTE: Refer to **Replace the Ball Joints** section for information regarding removing the ball joint or rod end from the drag link.*

8. Center the steering gear and tie off the steering wheel so that it cannot rotate.

*NOTE: Refer to **Center the Steering Gear** section for information regarding centering of the steering gear.*

⚠ WARNING

Do not drive the vehicle while the steering wheel or front wheels are tied in position. Driving the vehicle while the steering wheel or front wheels tied in the position may cause loss of control of the vehicle resulting in severe bodily injury and/or property damage.

9. At this point both the steering wheel **and** the front wheels should be tied up and held in position. If one or the other is not tied up then you must start from the beginning.

10. Loosen the ball joint clamps or the rod end jam nuts on the drag link.

NOTE: Remember the position and orientation of the clamps.

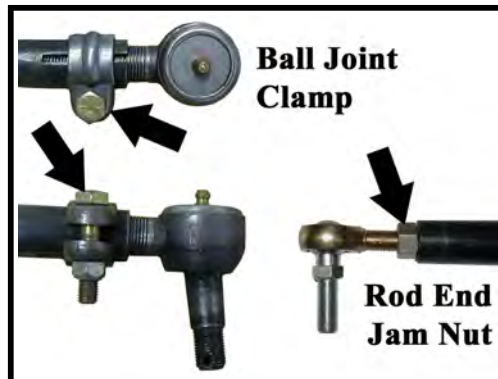
11. Adjust the drag link so that it can be easily reinserted into the pitman arm.

12. Tighten the ball joint or rod end nut as specified below:

Ball joint - 40-45 ft-lbs.

Rod end - 20-25 ft-lbs.

13. If equipped with ball joints, position the ball joint clamps in their original location and orientation.



⚠ WARNING

If the clamps are positioned so that they contact other components, it may result in steering failure and loss of control of the vehicle causing property damage and/or severe bodily injury.

14. Tighten the ball joint clamps (28-32 ft. lbs.) or the rod end jam nuts on the drag link.

15. Untie the steering wheel and the front wheels.

16. Reconnect the main positive and negative cables at the batteries.

17. Rotate the steering wheel from a full left turn to a full right turn and make sure that the ball joint clamps do not contact any other component.

18. Remove the blocks from behind the wheels.

19. Release the parking brake and test drive the vehicle.





Front wheel alignment

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the front of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. Turn the steering wheel so that the driver side (left) wheel is in the straight ahead position and then tie off the steering wheel and left wheel so that they cannot rotate.

⚠ WARNING

Do not drive the vehicle while the steering wheel or front wheels are tied in position. Driving the vehicle while the steering wheel or front wheels tied in the position may cause loss of control of the vehicle resulting in severe bodily injury and/or property damage.

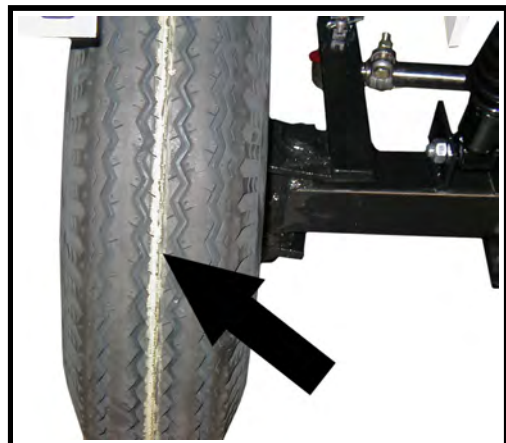
8. Using a piece of chalk, mark a line around the center of both front tires.

HINT: Hold the chalk on the center of the tire and rotate the tire to mark the line.

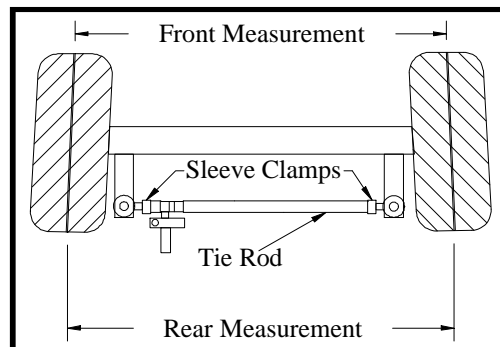
9. Loosen the ball joint clamps or the rod end jam nuts on the tie rod.

NOTE: Remember the position and orientation of the ball joint clamps.

10. Lower the front wheels to the ground and push the vehicle back and forth a few feet to settle the suspension.



11. Measure the distance between the lines at the front of the tires.
12. Measure the distance between the lines at the rear of the tires.
13. Adjust the tie rod so that the distance at the front and rear of the tires is the same.
14. If equipped with ball joints, position the ball joint clamps in their original location and orientation.
15. Tighten the ball joint clamps (28-32 ft. lbs.) or the rod end jam nuts.
16. Untie the steering wheel.



WARNING

Rotate the steering wheel from a full left turn to a full right turn and make sure that the ball joint clamps do not contact any other component. Clamps positioned so that they contact other components may result in steering failure and loss of control of the vehicle causing severe bodily injury and/or property damage.

17. Reconnect the main positive and negative cables at the batteries.
18. Remove the blocks from behind the wheels.
19. Release the parking brake and test drive the vehicle.

*NOTE: After completing this procedure, inspect the position of the pitman arm while the wheels are in the straight ahead position. If the pitman arm is not perpendicular to the ground then refer to **Center the Steering** section to center the steering.*





INSPECT BALL JOINTS

NOTE: A set of ball joints and/or rod ends will wear at the same rate. If a ball joint and or rod end is worn out, then all should be replaced as a set.

⚠ WARNING

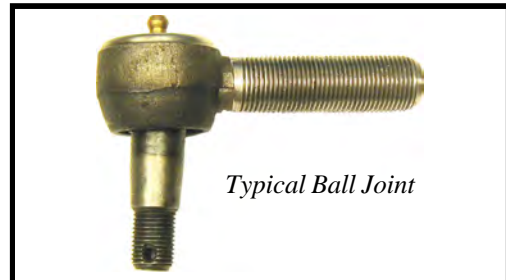
1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Tie off the front wheels so that they cannot turn.

⚠ WARNING

Do not drive the vehicle while the steering wheel or front wheels are tied in position. Driving the vehicle while the steering wheel or front wheels tied in position may cause loss of control of the vehicle resulting in severe bodily injury and/or property damage.

7. While watching the ball joints, rapidly rotate the steering wheel to the left and right.
8. If the ball joint housing moves up or down, then the ball joint is worn out and should be replaced. Refer to section **Replace the Ball Joints, Tie Rods, and Drag Link** for information regarding replacing ball joints.
9. Untie the front wheels.
10. Reconnect the main positive and negative cables at the batteries.
11. Remove the blocks from behind the wheels.
12. Release the parking brake and test drive the vehicle.



INSPECT ROD ENDS

NOTE: A set of ball joints and/or rod ends will wear at the same rate. If a ball joint and or rod end is worn out, then all should be replaced as a set.

WARNING

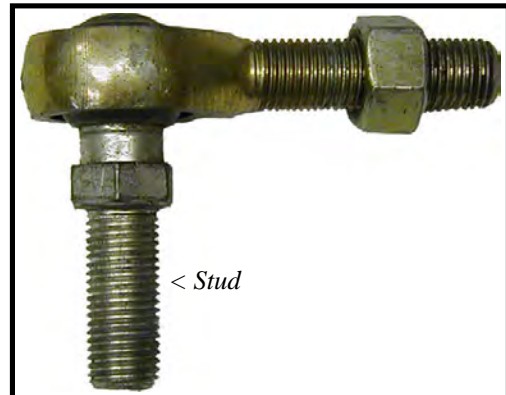
1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Visually inspect each rod end for any signs of play between the ball and the nylon or brass bushing in the housing.

WARNING

Do not drive the vehicle while the steering wheel or front wheels are tied in position. Driving the vehicle while the steering wheel or front wheels tied in position may cause loss of control of the vehicle resulting in severe bodily injury and/or property damage.

7. If any play is evident, then the rod end is worn out and should be replaced. Refer to section **Replace the Ball Joints, Tie Rods, and Drag Link** for information regarding replacing ball joints.
8. Reconnect the main positive and negative cables at the batteries.
9. Remove the blocks from behind the wheels.
10. Release the parking brake and test drive the vehicle.



Typical rod end. Studded rod end shown, your vehicle may be equipped with spherical rod ends that do not have a stud.



ADJUST THE STEERING GEAR

*NOTE: In some vehicle configurations it may be necessary to remove the steering gear to perform this procedure. Refer to **Replace the Steering Gear** for information regarding removing the steering gear.*

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the front of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in serious bodily injury.

7. Disconnect the drag link from the pitman arm.

*NOTE: Refer to **Replace the Ball Joints** section for information regarding removing the ball joint from the drag link.*

8. Loosen the gear lash jam nut.
9. Find the center position of the steering shaft:
 - A. Turn the steering shaft all of the way in one direction.
 - B. While counting the rotations, turn the steering shaft all of the way in the opposite direction.
 - C. Turn the steering shaft 1/2 the number of turns in the original direction.



10. While rotating the input shaft through its centered position, adjust the gear lash adjusting screw so that the torque required to rotate the shaft through the center position is between 11.3 in-lbs to 17.1 in-lbs.

NOTE: The torque to rotate the input shaft when out of the centered position should be between 2.17 in-lbs and 4.34 in-lbs.

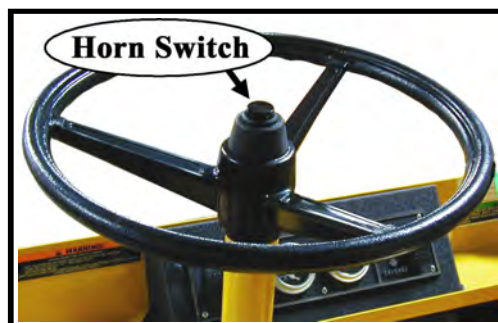
11. While holding the gear lash adjusting screw so that it cannot turn, tighten the gear lash adjusting screw jam nut.
12. Reconnect the main positive and negative cables at the batteries.
13. Remove the blocks from behind the wheels, release the parking brake and test drive the vehicle.

REPLACE THE STEERING WHEEL

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. If equipped with a horn switch in the steering wheel, remove the switch and disconnect the wires from the switch.
7. Remove the steering wheel nut.
8. Using a steering wheel puller, remove the steering wheel.
9. Position the front wheels in the straight ahead position.



10. Lightly grease the steering wheel splines and install the replacement steering wheel orientated as shown in the illustration to the right.
11. Tighten the steering wheel nut to 72-86 ft lbs.
12. Reinstall the horn switch (if equipped).
13. Reconnect the main positive and negative cables at the batteries.
14. Remove the blocks from behind the wheels.
15. Release the parking brake and test drive the vehicle.





REPLACE THE STEERING GEAR

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Remove the steering wheel. Refer to *Replace the Steering Wheel* section for information regarding removing the steering wheel.
7. Remove the pitman arm from the steering gear.
8. Support the steering gear so that it cannot fall out of the vehicle.

⚠ WARNING

Failure to support the steering gear will result in the steering gear falling out of the vehicle and could cause property damage and/or severe bodily injury.

9. Remove the bolts holding the steering gear to the vehicle frame and remove the steering gear from the vehicle.
10. Install in reverse order. Torque the pitman arm nut to 181-217 ft-lbs.

NOTE: Replacement steering gears are not lubed. The steering gear must be lubed before putting into service.

11. Reconnect the main positive and negative cables at the batteries.
12. Remove the blocks from behind the wheels.
13. Release the parking brake and test drive the vehicle.



REPLACE THE BALL JOINTS, TIE RODS, AND DRAG LINK

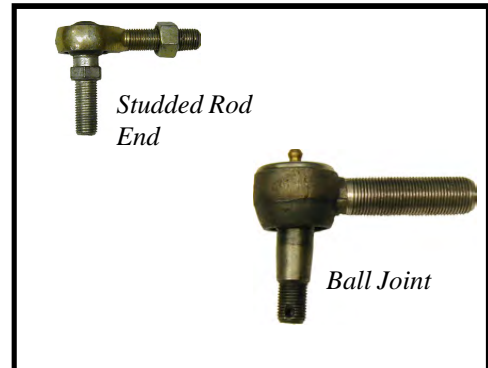
This section will refer to two different types of ball joints. One type is has a grease fitting and a tapered shaft where it is installed on the steering arm or pitman arm. The second cannot be greased and has a straight shaft. See the illustrations to the right. Depending on the configuration of your vehicle, it may be equipped one or both types of ball joints.

In this text:

The first type will be referred to as a "Ball Joint."

The second type will be referred to as a "Rod End."

NOTE: If a rod end or ball joint is worn out, we recommend replacing all of the ball joints and/or rod ends as a set.



Typical rod end and ball joint. Studded rod end shown, your vehicle may be equipped with spherical rod ends that do not have a stud.

Replacing a Rod End

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

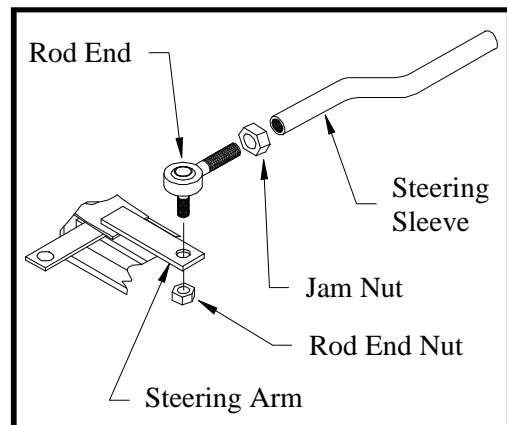
6. Raise the front of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. Loosen the rod end jam nut or clamp on the steering sleeve.
8. Remove the rod end nut.
9. Remove the rod end from the steering arm.

HINT: Count the number of turns required to remove the rod end from the steering sleeve. This will make it easier to realign the wheels.





Maintenance, Service, and Repair

10. Install the new rod end into the steering sleeve. Screw it into the sleeve the same number of turns counted in the previous step. Do not tighten the rod end clamp or jam nut at this time.
11. Install the rod end into the steering arm. Tighten the rod end nut to 20-25 ft-lbs.
12. Realign the front wheels.

*NOTE: Refer to the **Steering** section for information regarding realignment of the front wheels.*

13. Lower the vehicle.
14. Reconnect the main positive and negative cables at the batteries.
15. Remove the blocks from behind the wheels.
16. Release the park brake and test drive the vehicle.

Replacing a Ball Joint

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the front of the vehicle and support with jack stands.

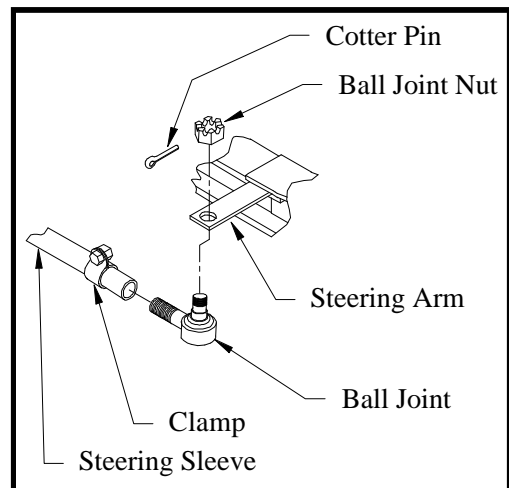
⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. Loosen the ball joint clamp on the steering sleeve.
8. Remove the cotter pin and ball joint nut.
9. Using a pickle fork, remove the ball joint from the steering arm.
10. Remove the ball joint from the steering sleeve.

HINT: Count the number of turns required to remove the ball joint from the sleeve. This will make it easier to realign the wheels.

11. Install the new ball joint into the steering sleeve. Screw it into the sleeve the same number of turns counted in the previous step. Do not tighten the ball joint clamp at this time.



12. Install the ball joint into the steering arm. Tighten the ball joint nut to 40-45 ft-lbs. and install a new cotter pin.

13. Realign the front wheels.

*NOTE: Refer to the **Steering** section for information regarding realignment of the front wheels.*

14. Lower the vehicle.

15. Reconnect the main positive and negative cables at the batteries.

16. Remove the blocks from behind the wheels.

17. Release the park brake and test drive the vehicle.

Replacing the Drag Link

The Drag Link is the linkage that connects the steering gear pitman arm to the steering knuckle. Refer to the illustration on the following page.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the front of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. Remove the ball joints or rod ends from the steering knuckle and pitman arm.

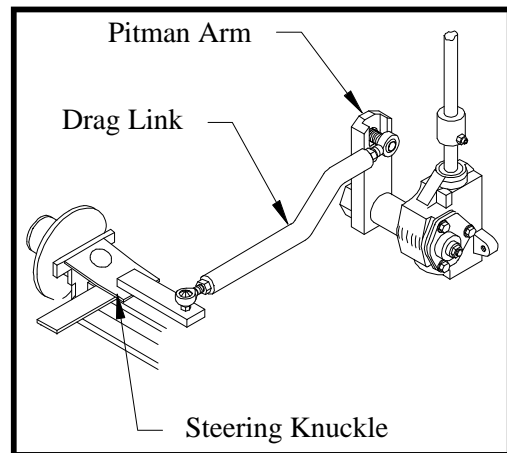
*NOTE: Refer to the **Replacing the Ball Joints** section for information regarding the removal of the ball joints or rod ends.*

8. Remove the drag link as an assembly.

9. Install in reverse order.

10. Realign the front wheels.

*NOTE: Refer to the **Steering** section for information regarding realignment of the front wheels.*



Typical Drag Link



Maintenance, Service, and Repair

11. Lower the vehicle.
12. Reconnect the main positive and negative cables at the batteries.
13. Remove the blocks from behind the wheels.
14. Release the park brake and test drive the vehicle.

Replacing the Tie Rod

The Tie Rod is the linkage that connects the two steering knuckles together. Refer to the illustration below..

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the front of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

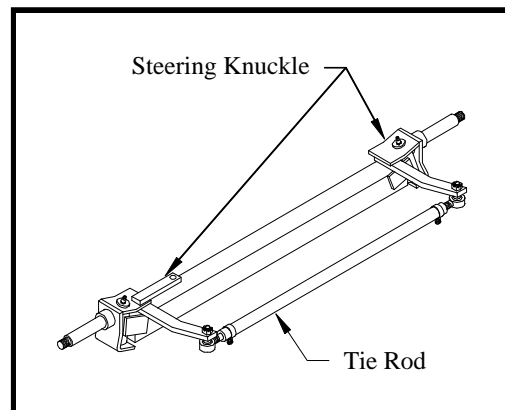
7. Remove the ball joints or rod ends from the steering knuckles.

*NOTE: Refer to the **Replacing the Ball Joints** section for information regarding the removal of the ball joints or rod ends.*

8. Remove the tie rod as an assembly.
9. Install in reverse order.
10. Realign the front wheels.

*NOTE: Refer to the **Steering** section for information regarding realignment of the front wheels.*

11. Lower the vehicle.
12. Reconnect the main positive and negative cables at the batteries.
13. Remove the blocks from behind the wheels.
14. Release the park brake and test drive the vehicle.



Typical Front Axle Assembly

CENTER THE STEERING GEAR

NOTE: The drag link must be disconnected from the pitman arm or the pitman arm removed from the steering gear to perform this procedure. Refer to the appropriate section for details.

1. Rotate the input shaft clockwise until it stops.
2. While counting the rotations, rotate the input shaft counter clockwise until it stops.
3. Rotate the input shaft clockwise 1/2 the rotations counted in the previous step.
4. Mark the input and pitman shaft in relation to the housing.

PITMAN SHAFT ALIGNMENT

WARNING

1. **Make sure the key-switch is in the "OFF" position, then remove the key.**
2. **Place the forward-reverse switch in the center "OFF" position.**
3. **Set the park brake.**
4. **Place blocks under the front wheels to prevent vehicle movement.**
5. **Disconnect the main positive and negative cables at the batteries.**

6. Center the steering gear. Refer to **Center the Steering Gear** section for information regarding centering the steering gear.
7. Tie the steering wheel in position so that it cannot rotate.
8. Install the pitman shaft on the steering gear so that it is as close as possible to perpendicular to the ground. Torque the pitman arm nut to 181-217 ft-lbs.
10. Untie the steering wheel.
11. If required, remove and reposition the steering wheel. Refer to **Replace the Steering Wheel** section for information regarding repositioning the steering wheel.
13. Realign the front wheels. Refer to **Front End Alignment** for information regarding realigning the front wheels.
12. Reconnect the main positive and negative cables at the batteries.
13. Remove the blocks from behind the wheels.
14. Release the parking brake and test drive the vehicle.



REPAIR THE STEERING GEAR

Disassembly

For this procedure, the steering gear assembly must be removed from the vehicle. Refer to ***Replace the Steering Gear*** section for information regarding removing the steering gear from the vehicle.

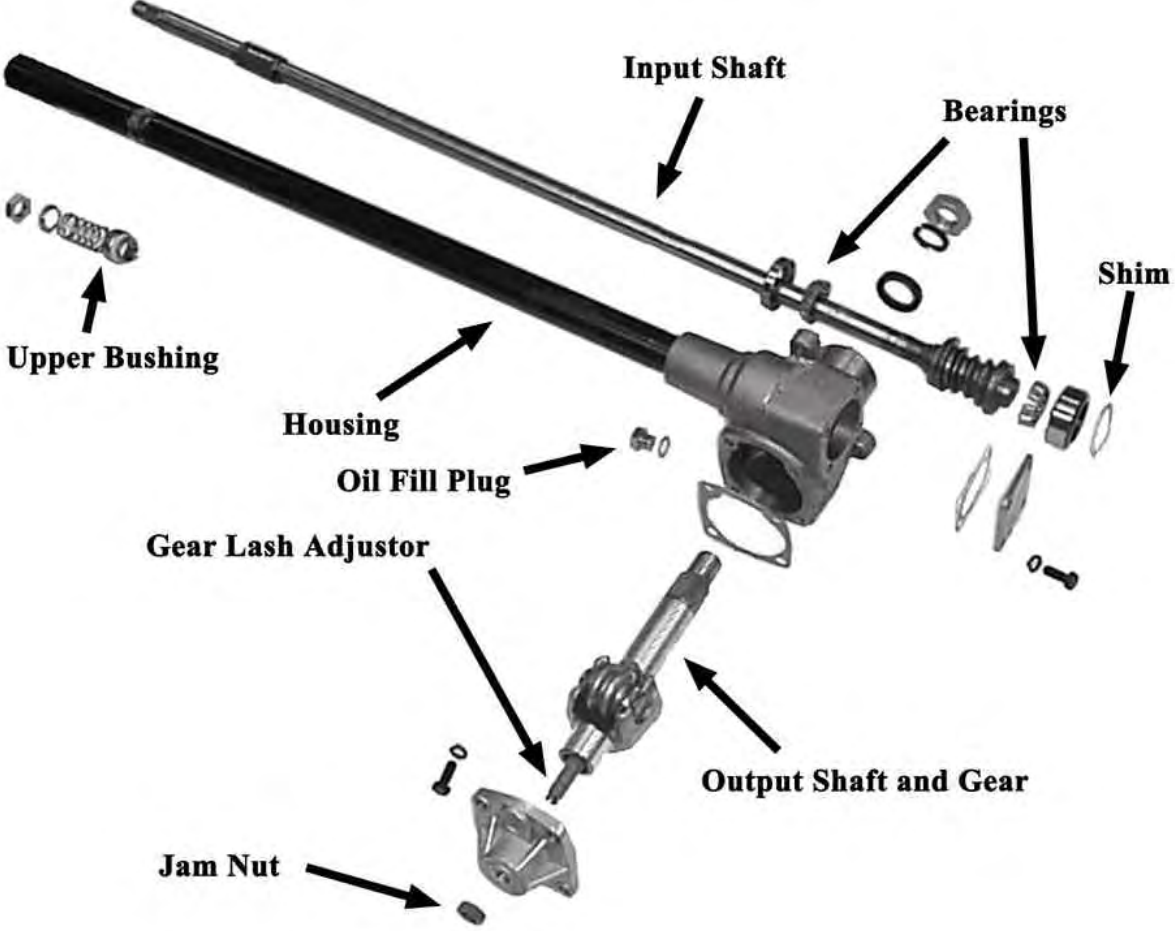
1. Center the steering gear.
2. Remove the four bolts to the output shaft housing cover.
3. Remove the output shaft and cover as an assembly.
4. Remove the four bolts to the input shaft housing cover and remove the cover.
5. Pull the input shaft out from the bottom of the housing.
6. Remove the upper column bushing from the housing.
7. Remove the bearings from the input shaft.
8. Remove the upper bearing race from the housing.
9. Remove the jam nut from the gear lash adjustor and separate the housing cover from the output shaft.
10. Remove the output shaft oil seal.

Assembly

1. Thoroughly clean all components.
2. Assemble in reverse order of disassembly using new gaskets and seals.

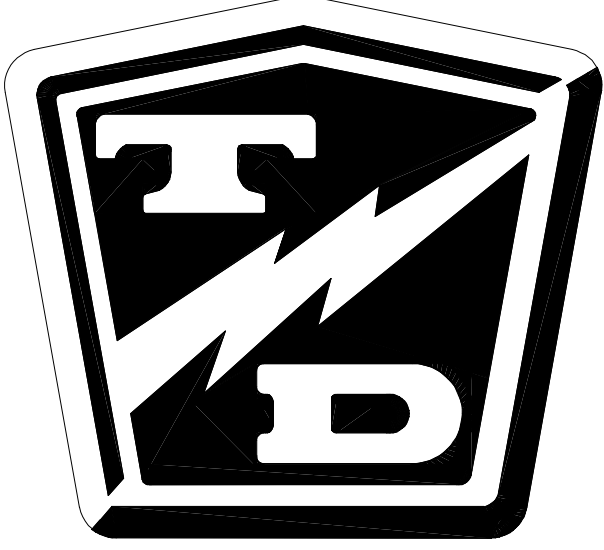
*NOTE: If the input shaft or bearings were replaced then the shaft must be re-shimmed. Shims are available in 0.10, 0.15, and 0.30 mm thickness. Add or subtract shims as required so that the minimum torque required to rotate the shaft meets the requirements specified in section **Adjust the Steering Gear**.*

3. Torque the housing cover bolts to 18-21 ft-lbs.
4. Fill the gear with general purpose grease.
5. Adjust the gear lash. Refer to ***Adjust the Steering Gear*** section for information regarding adjusting the steering gear.



Steering Gear Exploded

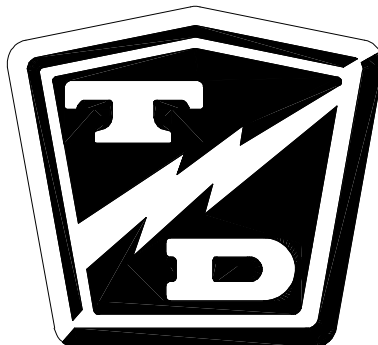
TAYLOR - DUNN



Brake Service

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INSPECT THE SERVICE BRAKE

Auto-Adjust Brake Mechanism Operation

The auto-adjust mechanism is located on the bottom of the brake assembly and accessible through the oval slot in the brake drum. As the brake pad material wears down, the distance the brake shoes travel to engage the brake drum becomes longer. When the travel becomes long enough, the brake lever engages the auto-adjust lever and causes it to index a tooth on the star wheel adjuster. This rotates the adjuster, which decreases the travel needed for the brake shoes to engage the brake drum.

NOTE: The only time the brakes should be manually adjusted is when an internal component of the braking system has been removed.

NOTE: The brakes will not require manual adjustment if any part of the external mechanical linkages or cables have been removed.

NOTE: The symptom of a low brake pedal may indicate that the auto adjuster is not working or the brake cable is not adjusted properly. Remove the vehicle from service and repair the brakes.

*NOTE: The brake adjustment is inside of the left and right brake. Do not adjust the brake by means of the brake cables as this will cause misoperation of the brakes. If you hear a single "clunking" noise while braking it may be due to misadjustment of the brake cables or linkage. Refer to **Replace Brake linkages/Cables** for information regarding proper adjustment of the cables and linkages.*

⚠ WARNING

Adjusting the brakes by means of the brake cables could cause a hard brake pedal with little or no braking power. This could cause loss of control of the vehicle resulting in severe bodily injury and /or property damage.



Inspecting the Auto-Adjust Brake Mechanism

⚠ WARNING

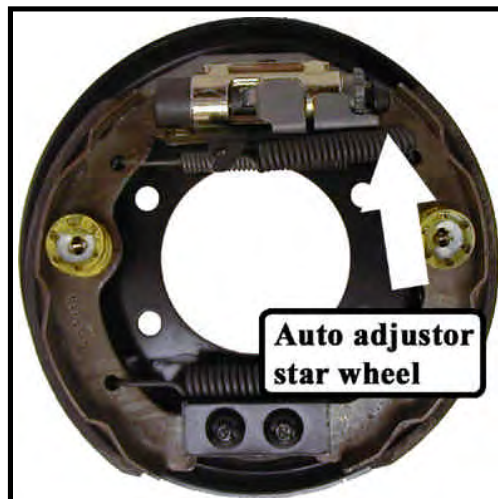
1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the rear of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in serious bodily injury.

7. Using the appropriate procedure, remove the brake drum.
8. Release the park brake.
9. Back off the auto adjuster star wheel one or two turns.
10. Reinstall the brake drum and depress the brake pedal.
11. As the brake pedal is depressed, the auto adjuster indexes the star wheel adjuster causing a click.
12. Lower the vehicle.
13. Reconnect the main positive and negative at the batteries.
14. Remove the blocks from behind the wheels.
15. Test drive the vehicle



Brake assembly





Brake Shoes

⚠ WARNING

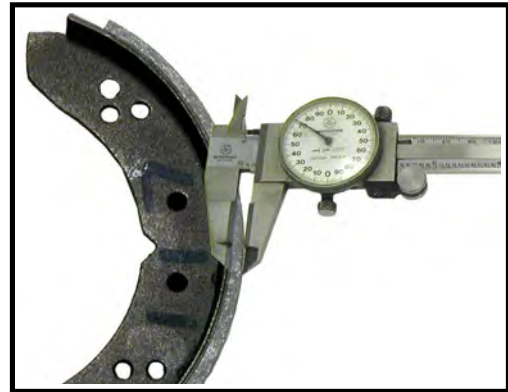
Current Taylor-Dunn® brakes are asbestos free. However, there is the possibility that the original brakes were replaced with aftermarket parts containing asbestos. Since this possibility exists, all brake parts should be handled as if they contain asbestos. Refer to appendix C for recommended handling precautions.

*NOTE: The wheel must be removed to accurately measure the brake shoes. Refer to **Tires and Wheels** section for information on removing the wheel.*

Measure the brake shoe lining at the thinnest point on the shoe. If this is 1/16-inch or less then the brake shoe must be replaced.

NOTE: If this is a riveted lining, then the measurement must be to the top of the rivets.

It is recommended to replace the left and right side brake shoes as a set.



Brake Drum (Dana)

⚠ WARNING

Current Taylor-Dunn® brakes are asbestos free. However, there is the possibility that the original brakes were replaced with aftermarket parts containing asbestos. Since this possibility exists, all brake parts should be handled as if they contain asbestos. Refer to appendix C for recommended handling precautions.

*NOTE: The wheel must be removed to accurately measure the brake drum. Refer to **Tires and Wheels** section for information on removing the wheel.*

The service limit for the inside diameter of the brake drum is 6.330 inches.

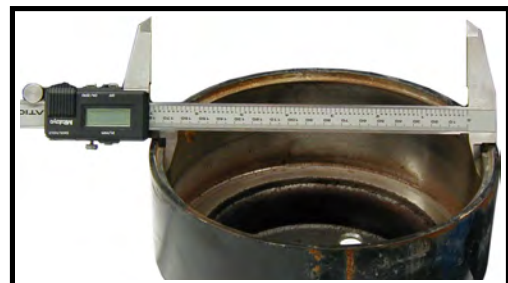
If the brake drum is grooved or worn beyond the service limit then the brake drum must be replaced.

Measure the inside diameter of the brake drum in 3-places.

If the difference between any of the measurements exceeds 0.010-inches then the brake drum must be replaced.

⚠ WARNING

Do not use a brake drum that is worn beyond its service limits. A drum worn beyond its service limits could fail and cause loss of brakes resulting in severe bodily injury and/or property damage.



INSPECT THE PARK BRAKE

Inspection and Replacement of Park Brake Pedal Lock

⚠ WARNING

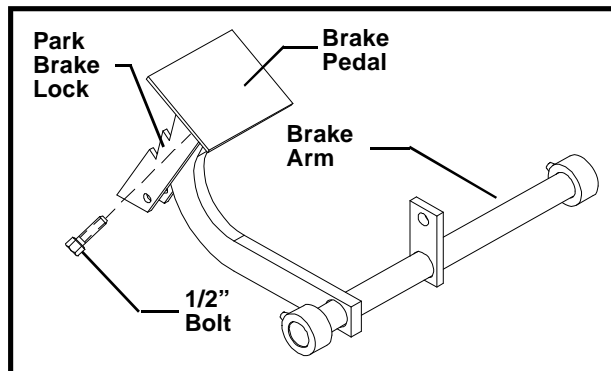
1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the rear of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in serious bodily injury.

7. With the brake pedal in its fully extended position, remove the 1/2" bolt and locknut from under the pedal.
8. Remove the pedal and park brake lock assembly from the brake arm.



9. Install a new pedal and park brake lock assembly.

⚠ WARNING

Always use new locknuts. Locknuts become less effective if used more than once. Failure to replace the locknuts may result in the locknuts or bolts coming loose causing property damage and/or severe bodily

10. Lower the vehicle.
11. Reconnect the main positive and negative at the batteries.
12. Remove the blocks from behind the wheels.
13. Release the park brake and test drive the vehicle.

Wear Limits:

If the park brake lock does not catch, or it slips easily, it must be replaced.

Press on the lower half of the pedal. If the park brake lock engages with little effort on the upper most notch, check the linkage adjustments and adjust as needed.



Rear Brake Linkage Adjustment

*NOTE: This vehicle is equipped with self-adjusting brakes. The need to adjust the brakes manually may be an indication that the auto-adjust mechanism is not functioning properly. Refer to **Inspecting the Auto-Adjust Brake Mechanism** for information on the auto-adjust mechanism.*

⚠ WARNING

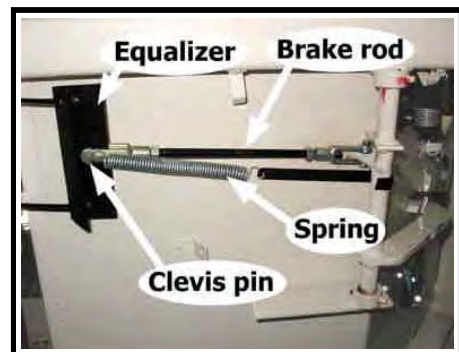
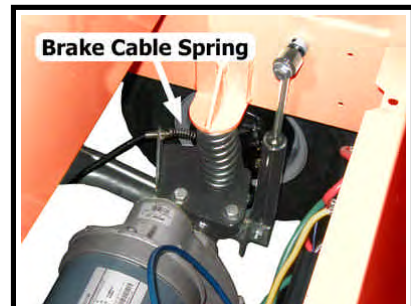
1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the rear of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in serious bodily injury.

7. Release the park brake.
8. Remove the two coil springs from the brake cables and reinstall the cable onto the brake arm. Do not insert a cotter pin at this time.
9. Remove the brake pedal return spring.
10. Remove the cotter pin from the brake rod clevis where it attaches to the equalizer.
11. Loosen both clevis jam nuts and back off the brake rod adjustment so that the brake pedal falls 2 inches.
12. Temporarily install the brake pedal return spring in the clevis pin and stretch approximately 1.5 inches and tie off.
13. Tighten the brake rod until the brake pedal returns to within 1/4 inch of the floorboard.
14. Remove the brake pedal return spring from the clevis pin and reinstall in its normal position.
15. Install a new cotter pin in the clevis pin.
16. Tighten the brake rod jam nuts.
17. Reinstall the two coil springs removed from the brake cables and reinstall the cable onto the brake arm using new cotter pins.
18. Pump the brake pedal to actuate the automatic adjusters inside the brakes until the brake is working properly.
19. Lower the vehicle.
20. Reconnect the main positive and negative at the batteries.
21. Remove the blocks from behind the wheels.
22. Test drive the vehicle.



Spring position for adjusting the brake linkage. The bracket used to hold the spring is for reference only.

REPLACE REAR BRAKE PADS OR SHOES

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the rear of the vehicle and support with jack stands.

⚠ WARNING

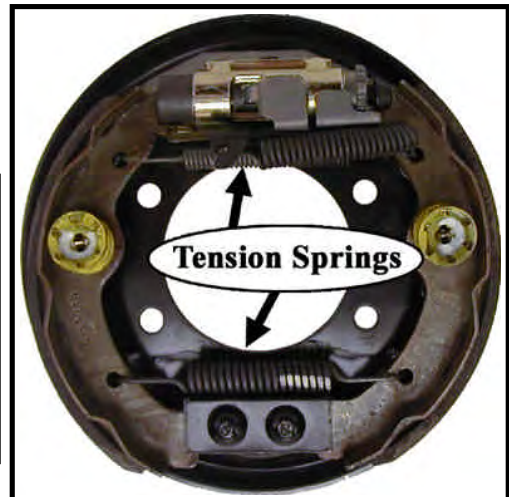
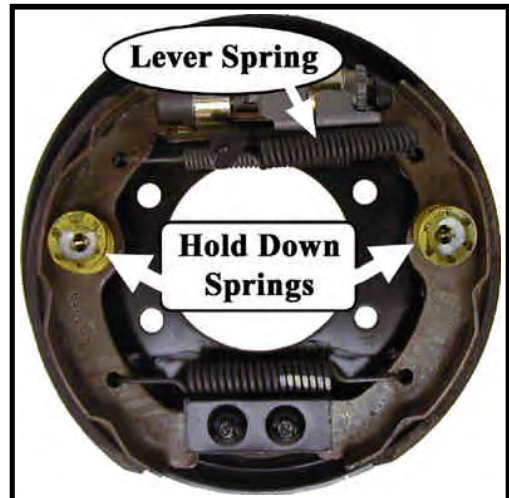
Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in serious bodily injury.

7. Using the appropriate procedure, remove the brake drum.
8. Release the park brake.
9. Remove the tension springs.
10. Remove the hold down springs.
11. Remove the auto-adjust lever spring.
12. Apply this procedure in reverse order to install the new brake shoes.

NOTE: Be sure all the parts are thoroughly cleaned.

NOTE: Be sure that the anchor points on the brake shoes are given a light coat of hi-temp grease.

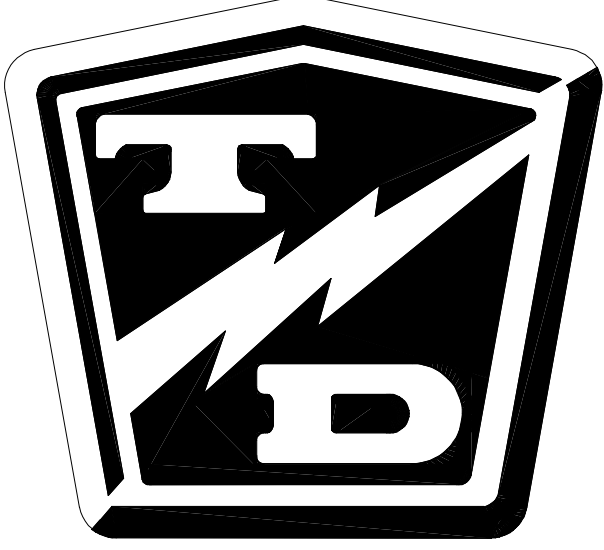
13. Lower the vehicle.
14. Reconnect the main positive and negative at the batteries.
15. Remove the blocks from behind the wheels.
16. Test drive the vehicle.



⚠ WARNING

Do not allow grease to contact any of the braking surfaces. Braking surfaces contaminated with grease may cause the brakes to fail resulting in property damage and/or severe bodily injury.

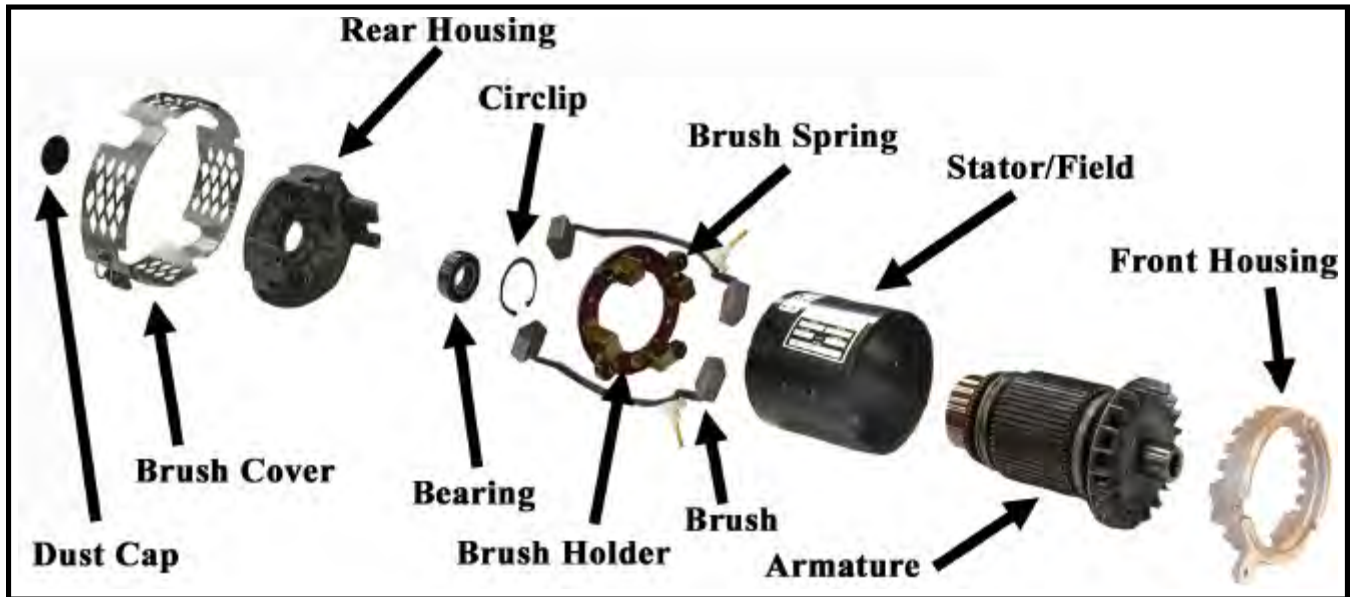
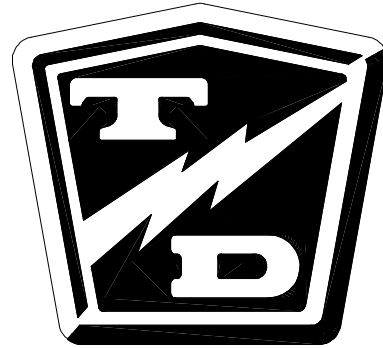
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Motor Service

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Typical Exploded Motor

INSPECTING THE MOTOR BRUSHES



Typical motor with cooling fan indicated by the arrow



Typical brush and brush holder

Enclosed Motors (GE, no cooling fan)

Motors with internal cooling fans

NOTE: There are four brushes in the motor. The brushes will not wear at the same rate. It is recommended that all four brushes are inspected at the same time.

*NOTE: In some vehicle configurations it may not be possible to inspect all four brushes while the motor is in the vehicle. Refer to **Transmission Service** section for information on removing the motor.*

⚠ WARNING

- 1. Make sure the key-switch is in the "OFF" position, then remove the key.**
- 2. Place the forward-reverse switch in the center "OFF" position.**
- 3. Set the park brake.**
- 4. Place blocks under the front wheels to prevent vehicle movement.**
- 5. Disconnect the main positive and negative cables at the batteries.**

6. Look through the brush cover and compare the top of the brush to the top of the brush holder. If it is even with or below the top of the brush holder then the brushes should be removed and measured. Refer to **Replacing the Brushes** section for information regarding removing the motor brushes.
7. If any one brush is less than or equal to the service limit specified in **Service Limits**, then all four brushes should be replaced.
8. Reconnect the main positive and negative cables at the batteries.
9. Remove the blocks from behind the wheels, release the park brake and test drive.

General Electric Motors

⚠ WARNING

- 1. Make sure the key-switch is in the "OFF" position, then remove the key.**
- 2. Place the forward-reverse switch in the center "OFF" position.**
- 3. Set the park brake.**
- 4. Place blocks under the front wheels to prevent vehicle movement.**
- 5. Disconnect the main positive and negative cables at the batteries.**

NOTE: Some motors may not have the brush inspection holes. In this case, the motor must be disassembled to inspect the brushes. For future inspections, holes may be drilled into the motor housing after it has been disassembled.

6. Insert a 0.035" diameter wire through the brush inspection hole above each brush until it contacts the top of the brush.
7. Mark the wire to indicate how far it was inserted into the motor housing.
8. Remove the wire and measure how far into the motor the wire was inserted.
9. If any one wire insertion length exceeds the length specified in **Service Limits**, then all four brushes should be replaced. Refer to **Replacing the Brushes** section for information regarding replacing the motor brushes.
10. Reconnect the main positive and negative cables at the batteries.
11. Remove the blocks from behind the wheels, release the park brake and test drive.

Advanced DC Motors

The enclosed Advanced DC motors must be disassembled to inspect the motor brushes. Refer to **Motor Inspection** for information regarding disassembling the motor.

MOTOR REMOVAL AND INSTALLATION

See the **Transmission** section for information on removing or installing the motor.

MOTOR INSPECTION

Disassembly

1. Remove the motor from the vehicle. See the **Transmission** section for information on removing the motor.
2. Remove the housing screws from the rear and/or front of the motor.
3. Remove the armature retaining screws from the rear housing (if equipped).



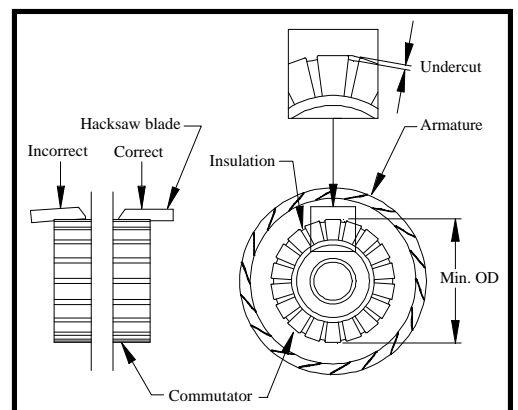
4. If this is an enclosed motor, remove the front housing end.
5. Pull the armature out of the front end of the motor housing.
6. Remove the nuts off of all of the terminals in the rear motor housing.
7. Remove the rear motor housing being careful not to damage the field coil wires.

Inspection

1. Measure the length of each motor brush.
 - If any one brush is less than or equal to the service limit specified in section **Service Limits**, then all four brushes should be replaced. Refer to **Replacing the Brushes** section for information regarding replacing the motor brushes.
2. Measure the diameter of the commutator.
 - If the commutator is less than the minimum diameter specified in section **Service Limits**, then the motor must be replaced.



3. Measure the commutator undercut depth in 5-places around the commutator.
 - If any one of the measurements is less than the minimum undercut depth specified in **Service Limits** above, then the commutator must be undercut. Refer to **Repair Commutator** section for information regarding undercutting the commutator.

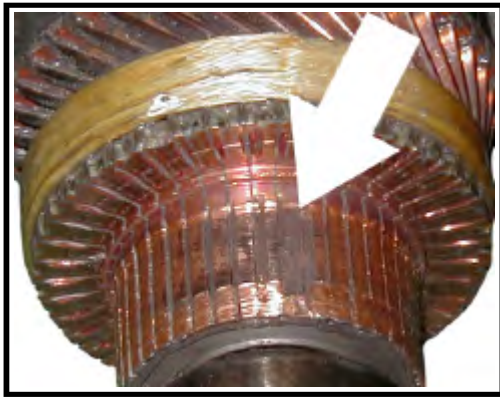


4. Inspect the commutator for grooves.
 - If the commutator is grooved then it must be machined on a lathe. Do not machine the commutator past the minimum diameter specified in **Service Limits** section. Refer to **Repair Commutator** section for information regarding machining the commutator.



Motor Service

5. Inspect the commutator for burn marks.
 - Burn marks and/or raised commutator segments 90 or 180 degrees apart is evidence of a shorted armature. A tool called a growler is required to reliably test for a shorted armature.



Typical burn mark on a shorted armature

6. Inspect the commutator for raised segments. Raised segments could be a result of a stalled motor or shorted armature. A tool called a growler is required to reliably test for a shorted armature.
 - If the armature is not shorted then the raised segments can be removed by machining the commutator. Do not machine the commutator past the minimum diameter specified in **Service Limits** section. Refer to **Repair Commutator** section for information regarding machining the commutator.
 7. Visually inspect the armature windings for burnt insulation. Burnt insulation is a direct result of motor overheating and could lead to a shorted armature.
 - If the insulation is cracked or burnt, then it is recommend that the armature or motor be replaced.
- NOTE: If the armature has been burnt then there is a good possibility that the field windings may also be burnt. Symptoms indicating a shorted field include high motor current, lack of power and possibly excessive speed.*
8. Using a growler, test the armature for shorts.
 - If the armature is shorted, then we recommend that the armature or motor be replaced.
 9. Using the continuity function of digital multi meter, check the continuity around the entire commutator by placing one test lead against one of the commutator segments and the other test lead against all of the other segments one at a time. There should be continuity around the entire commutator. If any segment indicates an open circuit, then the motor must be replaced.
 10. Using the continuity function of digital multi meter, check the continuity from any one of the

commutator segments and the armature frame. If it is not an open circuit, then the armature is shorted and the motor must be replaced.

11. Rotate the motor bearing(s) by hand.
 - The bearing should not 'freewheel' but should come to a smooth stop when rapidly spun by hand. If the bearing freewheels, then grease is no longer present in the bearing and it must be replaced. Refer to **Replacing the Bearings** section for information regarding replacing the armature bearings.
 - Feel for any roughness when the bearing is rotated. If any roughness or grinding is noticed then the bearing must be replaced. Refer to **Replacing the Bearings** section for information regarding replacing the armature bearings.

Assembly

NOTE: If this is an enclosed motor on a vehicle with a Power Traction primary reduction, then it is recommended to replace the armature shaft seal any time the motor is disassembled.

1. Push the motor brushes just far enough out of the brush holder so that the brush springs hold them in place away from the commutator. See the illustration to the right.
2. Install the rear motor housing to the stator housing.
3. Lightly grease the outside diameter of the armature bearings.
4. Insert the armature through the stator housing and seat the bearing into the rear housing.
5. If equipped with armature retaining screws, install and tighten them at this time.
6. If this is an enclosed motor, lightly grease the armature shaft seal and install the front motor housing.

NOTE: If the vehicle is equipped with a belt type primary reduction then the spring on the motor seal should be removed. Failure to remove the spring may result in a high pitched squeal from the seal.

7. Push the motor brushes into the brush holder until the brush spring snaps into place. Be certain that the spring does not rest up against the brush wire. See the illustrations below.



Brush Spring Orientation

REPLACING THE BRUSHES

NOTE: It is recommended that all four brushes be replaced as a set.

*NOTE: Motors without removable brush covers must be disassembled to replace the brushes. Refer to **Motor Inspection-Disassembly** section for information on taking the motor apart.*

*NOTE: Some motors are equipped with brush pairs. These motors must be disassembled to replace the brushes. Refer to **Motor Inspection-Disassembly** section for information on taking the motor apart. Refer to the **Motor Parts List** for your vehicles brush configuration.*

NOTE: Some motors have brush leads that are routed through or behind the brush holder assembly. In this case, the brush holder assembly must be removed to replace the brushes.

*NOTE: The motor must be removed from the vehicle for this procedure. Refer to **Transmission Service** section for information on removing the motor.*

Motors with brush covers and brushes with termination screws

1. Remove the brush covers.
2. Loosen the brush wire retaining screw and remove the brush from the brush holder. Be careful with the brush spring and do not let it slip off of the spring mount. If the spring comes off, then the motor must be disassembled. Refer to **Motor Inspection-Disassembly** section for information on taking the motor apart.

3. Install the new brushes in reverse order.
4. Be certain that the brush springs do not rest up against the brush wires. Refer to illustrations in **Motor Inspection-Assembly** for proper brush spring position.

Motors with brush pairs or not equipped with brush covers

1. Disassemble the motor. Refer to **Motor Inspection-Disassembly** section for information on taking the motor apart.

2. Remove the brush holder.

Note: Remember the position and routing of the brush crossover leads. They must be reinstalled in the same position.

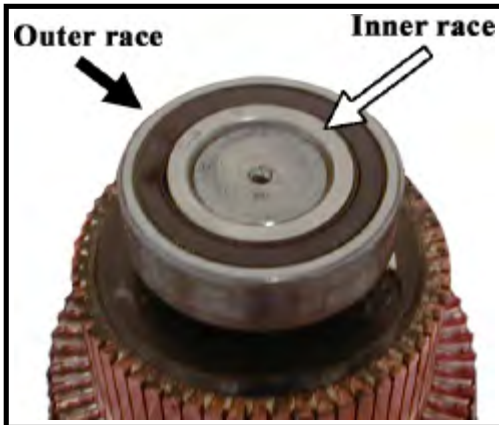
3. Remove the brush termination screws or the armature studs and remove the brushes from the brush holder.
4. Install the new brushes in reverse order.
5. Reassemble the motor. Refer to **Motor Inspection-Assembly** for information regarding reassembling the motor.

REPLACING THE BEARINGS

1. The motor must be removed from the vehicle for this procedure. Refer to **Transmission Service** section for information on removing the motor.
2. Remove the armature. Refer to **Motor Inspection-Disassembly** section for information on taking the motor apart.
3. Press the armature bearing(s) off of the armature shaft.

CAUTION

Do not press against the outer race of the bearing. Pressing against the outer race will damage the bearing and may result in premature failure of the bearing. See the illustration below

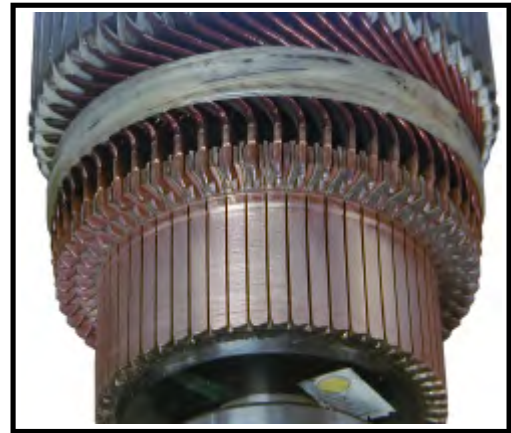


4. Press new bearing(s) onto the shaft.
5. Reassemble the motor.

REPAIRING THE COMMUTATOR

1. The motor must be removed from the vehicle for this procedure. Refer to **Transmission Service** section for information on removing the motor.
2. The armature must be removed from the motor for this procedure. Refer to **Motor Inspection-Disassembly** section for information on taking the motor apart.
3. Using a lathe, cut the armature just enough to remove all grooves, depressions or ridges.
4. Measure the diameter of the commutator. If the commutator is less than the minimum diameter specified in **Service Limits**, then the motor must be replaced.
5. Thoroughly clean all copper debris from between the commutator segments.

6. Measure the commutator undercut depth in 5-places around the commutator. If any one of the measurements is less than the minimum undercut depth specified in **Service Limits**, then the commutator must be undercut.



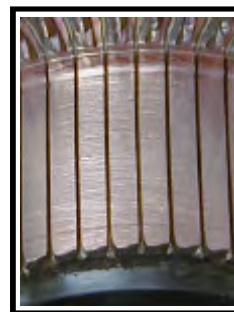
Example of freshly cut commutator

7. While still in the lathe, smooth the commutator with fine emery cloth.

Undercutting the commutator

1. Using a small straight cut saw blade, cut the commutator insulation to the proper depth. Refer to undercut depth in **Service Limits**.
2. Once all segments have been properly undercut, mount the armature in a lathe and smooth the commutator with fine emery cloth.
3. Inspect the armature for shorts. Refer to **Motor Inspection** section for information on testing the armature.

NOTE: Copper debris in the undercut area can give a reading of a shorted armature.

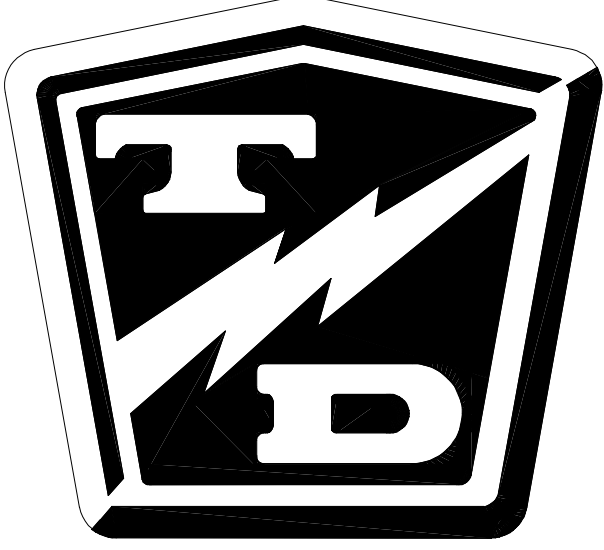


Properly undercut and cleaned commutator segments

SERVICE LIMITS

Motor Specification Number	Undercut Depth		Commutator Diameter (min)		Brush Length (min)		Wire Depth (max)	
	mm	inches	mm	inches	mm	inches	mm	inches
5BC58JBS6129A	0.635	0.025	66.75	2.625	19.05	0.75	38.1	1.5
5BC58JBS6129B	0.635	0.025	66.75	2.625	19.05	0.75	38.1	1.5
5BC58JBS6129C	0.635	0.025	66.75	2.625	19.05	0.75	38.1	1.5
5BC49JB399C	0.635	0.025	78.97	3.109	19.05	0.75	-	-
5BC58JBS6110C	0.635	0.025	78.97	3.109	19.05	0.75	38.1	1.5

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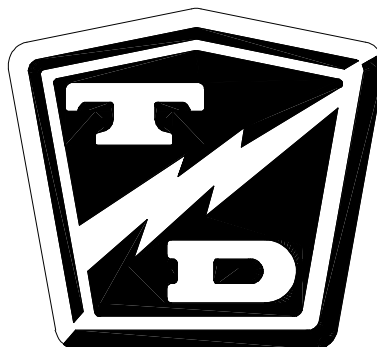
Transmission Service

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Typical Transmission





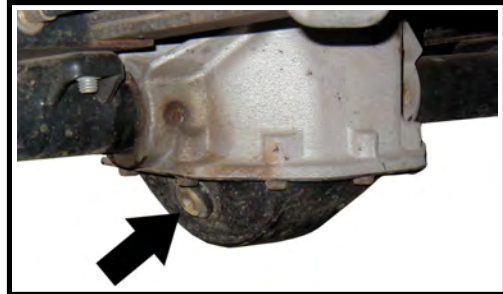
CHECK OIL LEVEL

Park the vehicle on a level surface.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Place a drain pan that can hold a minimum of 2-quarts of oil under the transmission level plug.
7. Remove the level plug. When the plug is removed, a small amount of oil should come out. This indicates that the transmission has the correct amount of oil.
8. If no oil comes out, then lift the side of the vehicle with the level plug and add 11-ounces of oil through the level plug hole. See the illustration below.



Level Plug viewed from in front of the right rear wheel

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

9. Lower the vehicle, allow any excess oil to drain into the drain pan, and then reinstall the level plug.
10. Reconnect the main positive and negative cables at the batteries.
11. Remove blocks from behind the wheels.
12. Test drive the vehicle



CHANGE OIL

Park the vehicle on a level surface.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Place a drain pan that can hold a minimum of 2-quarts of oil under the transmission.



Level Plug viewed from in front of the right rear wheel

7. Remove the level plug then lift the side of the vehicle without the level plug and allow the oil to drain out.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.



8. Lower the vehicle and now lift the side of the vehicle with the level plug and add 11-ounces of oil (see illustration on preceding page).
9. Lower the vehicle, allow any excess oil to drain into the drain pan, and then reinstall the level plug.
10. Reconnect the main positive and negative cables at the batteries.
11. Remove blocks from behind the wheels.
12. Test drive the vehicle



MOTOR

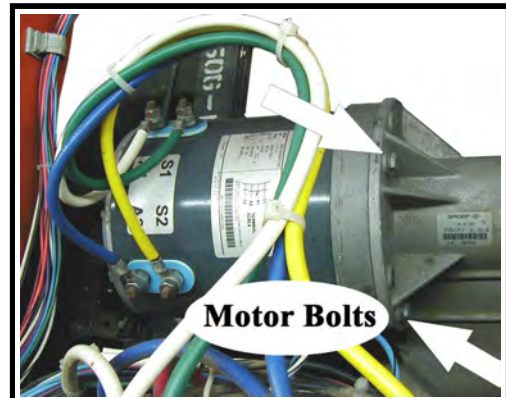
Removal

NOTE: In some vehicle configurations the transmission assembly will have to be removed to allow clearance to remove the motor. Refer to **Transmission** section for information on removing the transmission assembly from the vehicle.

⚠ WARNING

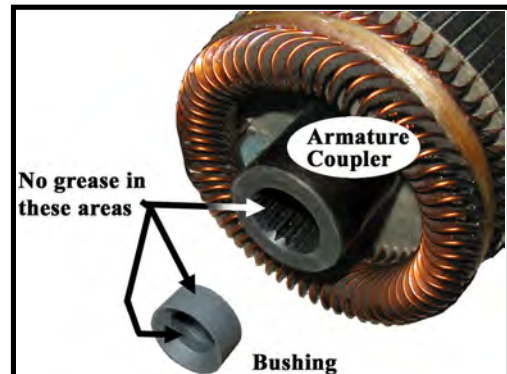
1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Remove the motor wires from the motor.
HINT: Tag each wire with the number of the terminal it was removed from.
7. Remove the bolts holding the motor to the transmission housing (see illustration).
8. Slide the motor off of the transmission input shaft.



Installation

1. Remove the rubber bushing from inside of the motor armature coupler.
2. Thoroughly clean all grease from the transmission input shaft, rubber bushing and the motor armature coupler.
3. Install the rubber bushing back into the motor armature coupler.
4. Lightly grease the transmission input shaft only (see caution below).
5. Install the motor in reverse order.
6. Torque the motor mounting bolts to 6-8 ft-lbs.



⚠ CAUTION

Do not apply grease to the armature coupler, rubber bushing or the end of the transmission input shaft. Grease applied to these areas may result in premature failure of the armature bearing.

REAR HUB WITH BRAKE DRUM

Removal and Installation

NOTE: Some vehicle configurations do not have a removable hub. The hub is an integral part of the rear axle. See the illustrations to the right to identify the hub on your vehicle.



Integral hub



Removable hub

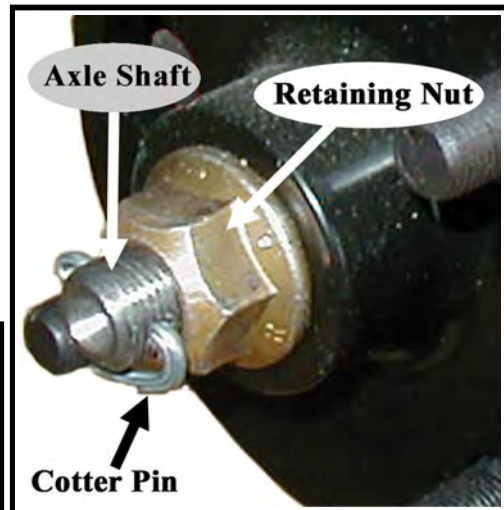
⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Remove the rear wheel. Refer to ***Replace the Rear Tire/Wheel*** section for information regarding removing the rear wheel.
7. Remove the cotter pin from the axle shaft.
8. Remove the hub retaining nut and remove the hub from the axle shaft.
9. Install in reverse order.
10. Lightly grease the axle shaft splines.

⚠ WARNING

Too much grease on the axle splines could contaminate the braking surfaces resulting in loss of braking power. This could lead to severe bodily injury and/or property damage.



11. Tighten the axle hub retaining nut to 95-115 ft-lbs.
12. Install the wheel. Refer to ***Replace the Rear Tire/Wheel*** section for information regarding installing the rear wheel.
13. Reconnect the main positive and negative cables at the batteries, remove the blocks from the wheels, and test drive.



REAR AXLE

Your vehicle is configured with one of two types of rear hubs. One can be removed from the rear axle and the other is an integral part of the rear axle. The service of both of these axles is addressed in this section as follows:

The removable hub will be referred to as "Removable Hub."

The non-removable hub will be referred to as "Non-Removable Hub."

Refer to the illustrations on the previous page to identify the type of hub on your vehicle.

*NOTE: The tire/wheel assembly must be removed for these procedures. Refer to **Tires and Wheels** section for information on removing the tire and wheel assembly.*

Remove and Install Axle - Removable Hub

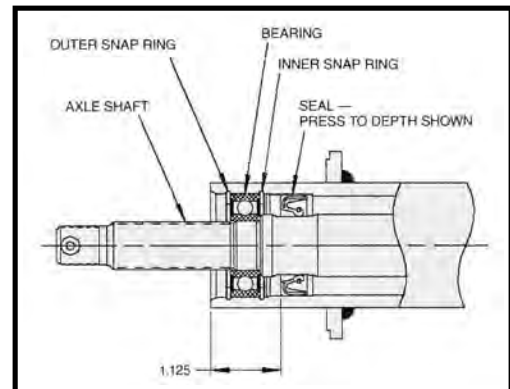
⚠ WARNING

- 1. Make sure the key-switch is in the "OFF" position, then remove the key.**
- 2. Place the forward-reverse switch in the center "OFF" position.**
- 3. Set the park brake.**
- 4. Place blocks under the front wheels to prevent vehicle movement.**
- 5. Disconnect the main positive and negative cables at the batteries.**

6. Remove the rear wheel. Refer to **Replace the Rear Tire/Wheel** section for information regarding removing the rear wheel.
7. Remove the axle hub. Refer to **Rear Hub/Brake Drum** section for information on removing the hub.
8. Remove the outer snap ring from the axle housing.
9. Remove the axle from the transmission assembly.

HINT: Use a slide hammer threaded onto the end of the axle shaft.

10. Remove the inner snap ring.
11. Remove the axle seal from the axle housing.
12. Install the axle in reverse order using a new axle seal.
13. Refer to **Rear Hub/Brake Drum** section for information on installing the hub.
14. Reconnect the main positive and negative at the batteries, remove the blocks from the wheels, and test drive.





Remove and Install Axle - Non - Removable Hub

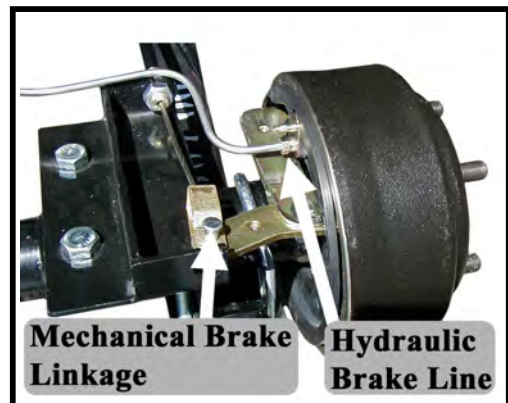
NOTE: The brake assembly is retained by the axle bearing and must be removed along with the axle assembly.

⚠ WARNING

- 1. Make sure the key-switch is in the "OFF" position, then remove the key.**
- 2. Place the forward-reverse switch in the center "OFF" position.**
- 3. Set the park brake.**
- 4. Place blocks under the front wheels to prevent vehicle movement.**
- 5. Disconnect the main positive and negative cables at the batteries.**

6. Remove the rear wheel. Refer to **Replace the Rear Tire/Wheel** section for information regarding removing the rear wheel.
7. Remove the brake drum.
8. Remove the mechanical brake linkage from the brake arm.
9. If equipped with hydraulic brakes, disconnect the brake line from the wheel cylinder.
10. Remove the four bolts holding the axle/brake assembly to the axle housing.
11. Remove the axle/brake assembly from the transmission assembly.

HINT: Use a slide hammer threaded onto one of the wheel studs.



12. If the axle bearing is to be replaced, remove the bearing race from inside of the axle housing.
13. Remove the axle seal from the axle housing and discard.
14. Install in reverse order using a new axle seal.
15. If equipped with hydraulic brakes, bleed the brakes. Refer to **Brake Service-Bleed the Brakes** section for information on bleeding the brake system.
16. Reconnect the main positive and negative at the batteries, remove the blocks from the wheels, and test drive.



Replace the Axle Bearing

*NOTE: The axle must be removed from the transmission for this procedure. Refer to **Remove and Install Axle** for information regarding removing the rear axle.*

Removable Hub:

1. Remove the hub from the axle shaft. *Refer to **Rear Hub/Brake Drum*** for information regarding removing the hub.
2. Press the axle bearing off of the axle shaft and discard.
3. Press a new bearing onto the axle shaft.
4. If the axle is not to be immediately installed into a vehicle, pack the bearing with grease and wrap it in plastic to prevent corrosion.

Non-Removable Hub

1. Drill a 1/4" hole to a depth of approximately 3/4 the thickness of the retaining ring.

⚠ WARNING

Do not drill all of the way through the retainer into the axle shaft. Drilling into the axle shaft will weaken the axle shaft and could cause the axle to fail resulting in severe bodily injury and/or property damage.



2. Use a chisel to split the retainer and remove the retainer from the axle shaft.
3. Press the bearing and brake assembly off of the axle shaft.



4. Press a new bearing/race assembly onto the axle shaft.
5. If the axle is not to be immediately installed into a vehicle, pack the bearing with grease and wrap it in plastic to prevent corrosion.



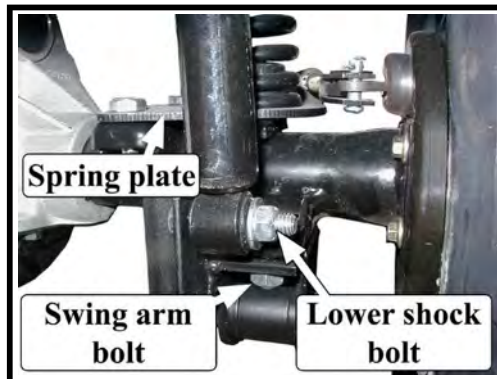
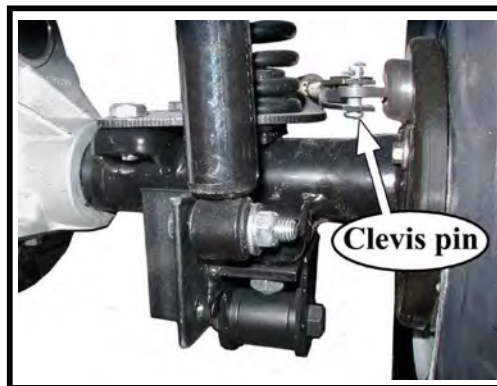
TRANSMISSION

Removal and Installation

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Remove the rear deck access plate.
7. Disconnect the motor wires from the motor.
8. Remove the clevis pins from the brake cables (right side shown).
9. Support the rear of the vehicle with a lifting device but do not raise the rear wheels off of the ground.
10. Remove the lower shock bolts and compress the shocks to get them out of the way..
11. Lift the rear of the vehicle just high enough to remove the coil springs and place the frame of the vehicle on jack stands
12. Remove the springs and spring mounting plates from the axle tubes.
13. Remove the bolts holding the swing arm to the axle tubes and roll the transmission out from the vehicle.
14. Install in reverse order.



⚠ WARNING

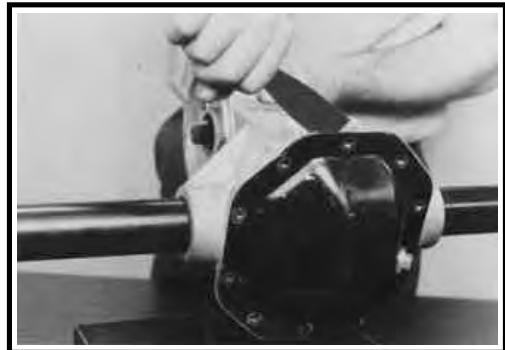
Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.



DIFFERENTIAL CASE

Disassemble

1. Remove the transmission from the vehicle. Refer to **Transmission-Remove** section for information on removing the transmission.
2. Thoroughly clean the transmission assembly before disassembly.
3. Remove the left and right axles from the transmission assembly. Refer to **Rear Axle** section for information on removing the axles.
4. Suspend the differential case over a drain pan that can hold a minimum of 2-quarts of oil.
5. Remove the differential case cover being careful not to bend or damage the case cover flange or the sealing surface of the differential case.



6. Remove the differential bearing caps and remove the differential assembly from the housing.

NOTE: The bearing caps are marked for identification. When the transmission is reassembled they must be installed in their original position.



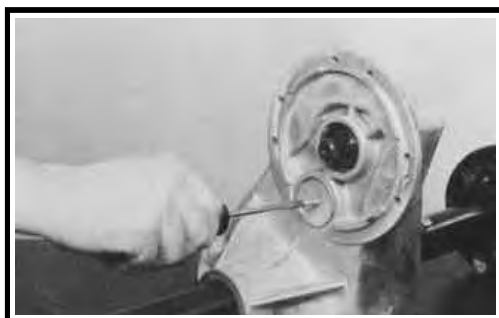
7. Remove both bearings from the differential case.



8. Remove the final drive gear from the differential housing.



9. Punch or drill a small hole into the center of both of the intermediate shaft bore plugs.
10. Thread a sheet metal screw into each plug until the bore plug is forced out.



11. Remove both snap rings from the intermediate shaft bore.



12. Using a soft metal or hard wood dowel, drive the intermediate shaft through the bearing just enough to allow clearance for an ID bearing puller. Do not attempt to drive the shaft out of the opposite end of the transmission.





13. Remove the intermediate bearing with an ID bearing puller.



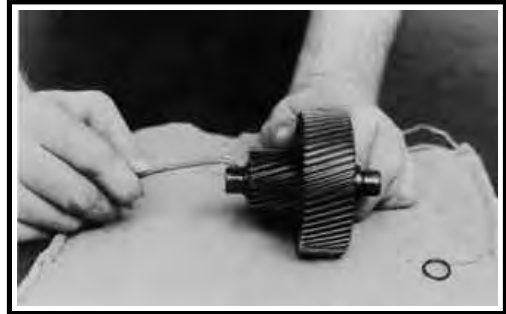
⚠ CAUTION

The shaft and gear assembly must be supported by hand during the next step. Failure to properly support the shaft and gear assembly could result in damage to the gear teeth.

14. While supporting the shaft and gear assembly, repeat steps #12 and #13 for the opposite side bearing and remove the intermediate shaft from the housing.



15. Remove the o-rings from each end of the intermediate shaft.



16. Remove the circlip from the input shaft.
17. Remove the input shaft from the housing.
18. Press the bearings off of the input shaft.



19. Remove the o-rings from both sides of the intermediate shaft bore and the input shaft bore and discard the o-rings.



Assemble

NOTE: When pressing bearings, do not press against or support the outer race as this will damage the bearing.

NOTE: All snap rings should fit tightly into their grooves. If a snap ring is loose, then it must be replaced.

NOTE: All internal components should fit easily together. Do not hit any shaft or component with a hard metal hammer or punch.

NOTE: Pre-lube all bearings, seals and o-rings before assembly.

1. Thoroughly clean all components as well as the inside of the housing.
2. Press new bearings onto the input shaft and differential case.



3. Insert new o-rings into both sides of the intermediate shaft bore, the input shaft bore and the intermediate shafts.





4. Install the input shaft into the housing and install the snap ring.



5. Insert the intermediate shaft into the housing and



⚠ CAUTION

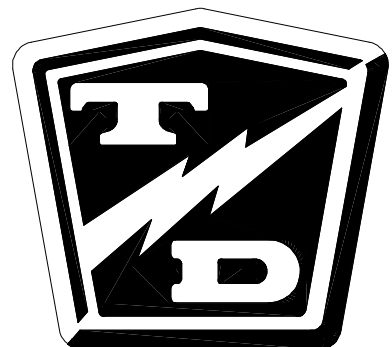
Use a hard wood dowel the same diameter as the bearing bore to drive the bearing into place. Do not drive against the inner race as this will damage the bearing.



Suspension

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Replace the Front Spring	3
Replace the Shocks	4





REPLACE THE REAR SPRINGS

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Remove the lower shock bolt on the same side of the vehicle as the spring to be replaced.
7. Raise the side of the vehicle just enough so that the spring clears the upper spring guide and support with jack stands.

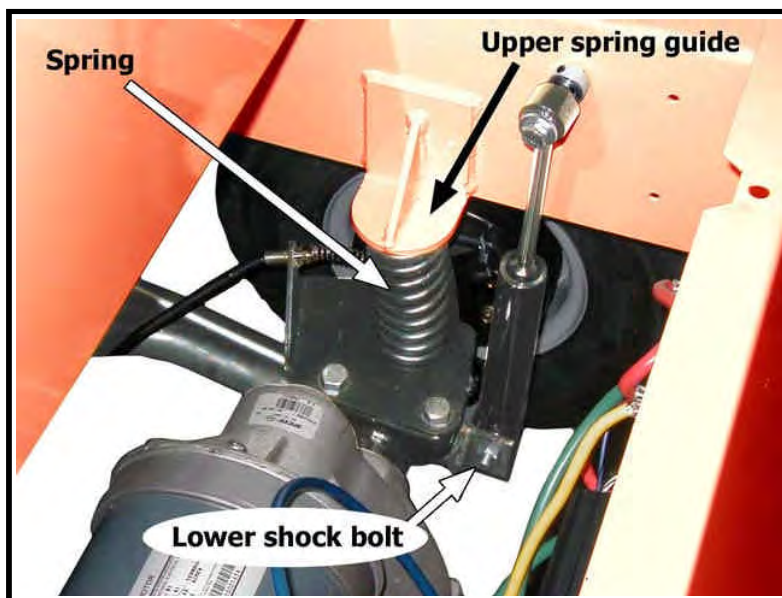
⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

8. Remove the spring.
9. Install the new spring in reverse order.

⚠ WARNING

Pinch point. Do not place any part of your body between the spring and the vehicles frame, spring mounts or between the spring coils. This could result in severe bodily injury.



REPLACE THE FRONT SPRING

WARNING

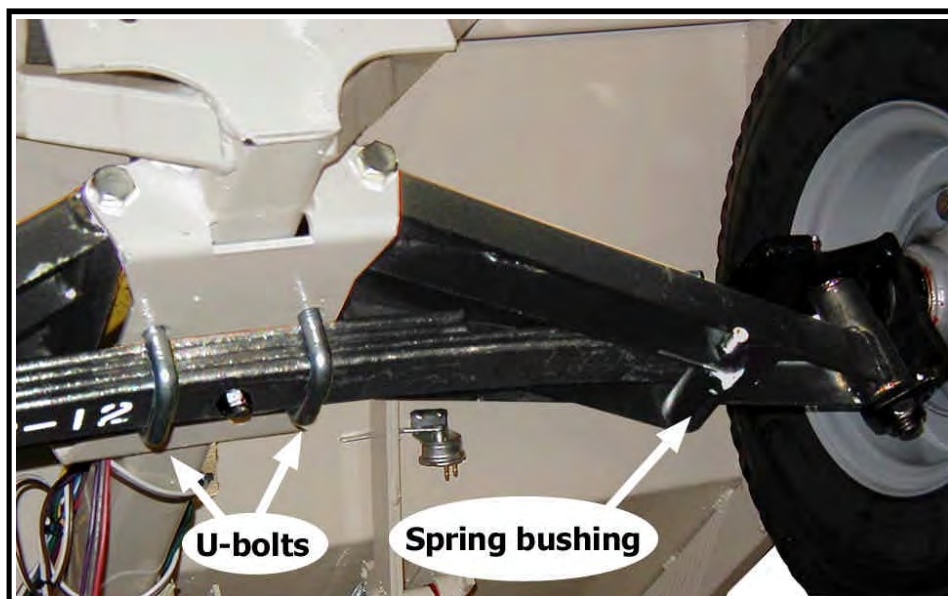
1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the front of the vehicle and support with jack stands.

WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. Tie up or support the left and right side front wheel so they cannot pivot down.
8. Remove the two u-bolts holding the spring to the center frame member.
9. Slide the spring out from under the A-arm spring bushings.
10. It is recommended that the A-arm spring bushings be replaced any time the spring is replaced.
11. Install the new spring in reverse order.
12. Lower the vehicle.
13. Reconnect the main positive and negative cables at the batteries.
14. Remove the blocks from behind the wheels.
15. Release the parking brake and test drive the vehicle.





REPLACE THE SHOCKS

It is recommended to replace both front shocks as a set.

*NOTE: On some vehicles it may be required to remove the front wheel to gain access to the shock mounting bolts. Refer to **Tires and Wheels** section for information regarding removing the front wheels.*

⚠ WARNING

- 1. Make sure the key-switch is in the "OFF" position, then remove the key.**
- 2. Place the forward-reverse switch in the center "OFF" position.**
- 3. Set the park brake.**
- 4. Place blocks under the front wheels to prevent vehicle movement.**
- 5. Disconnect the main positive and negative cables at the batteries.**

6. Some vehicles may require that the wheels be lifted off of the ground and supported with jack stands to replace the shocks.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily

7. Remove the upper and lower shock bolts.
8. Remove the shock from the vehicle.

NOTE: If the shock that was removed is to be reinstalled:

- A. *Inspect the shaft where it enters the shock body for any signs of leakage. If any sign of leakage is seen, then the shock must be replaced.*
- B. *Inspect the upper and lower shock bushings. If any signs of damage or wear are seen, then the shock must be replaced.*

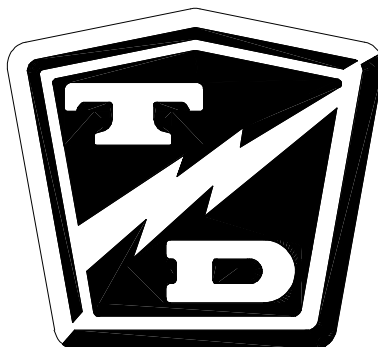
9. Install the shock in reverse order.
10. Lower the vehicle.
11. Reconnect the main positive and negative cables at the batteries.
12. Remove the blocks from behind the wheels.
13. Release the parking brake and test drive the vehicle.



Tires and Wheels

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TIRE INFLATION

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

There are many tire options available with varying tire pressures. Refer to the side wall of your tire for information regarding the tire pressure for your tires.

The illustration to the right is an example of the side wall information on a tire.

Tire pressures must be checked when the tire is cold.



TIRE INSPECTION

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Check the tire pressure. Refer to *Tire Inflation* section for information on checking the tire pressure.
7. Inspect the tire tread depth. Minimum recommended tread depth is 1/16-inch. There are a series of tread depth wear indicators around the circumference of the tire. They will appear as 1/2-inch bands across the tread as the tire approaches its wear limit (see illustration to the right). Replace the tire if any tread depth indicator can be seen or any part of the tread depth is 1/16-inch or less. Refer to *Replace the Tire* section for information regarding replacing the tire.



8. Inspect for uneven tire wear on the front tires. Uneven tire wear could be a result of an improperly inflated tire or a misaligned or damaged front end.

*NOTE: Refer to **Tire Inflation** section or **Steering Component Service** section for information on proper tire inflation or front end wheel alignment.*

9. Inspect the inner and outer side walls for cracks. If any cracks are seen, then the tire should be replaced. Refer to **Replace the Tire** section for information regarding replacing the tire.
10. Inspect the valve stem for cracks. If any cracks are seen, then the valve stem should be replaced. It is also recommended that the valve stem be replaced whenever the tire is replaced.

*NOTE: Refer to **Replace the Tire** section for information regarding replacing the valve stem.*

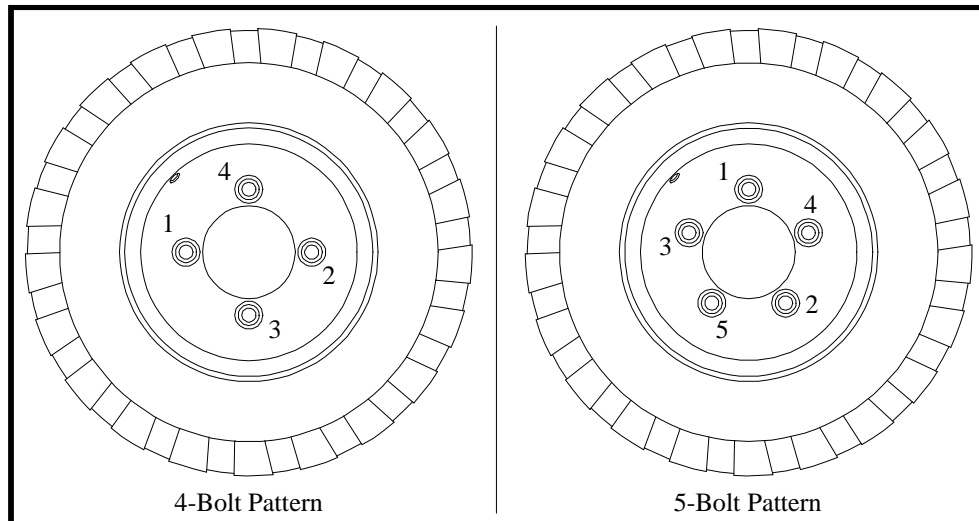
11. Inspect the tread and side walls for debris in the rubber that could lead to a puncture. If any debris is found it should be removed and the tire inspected for a leak.

REPLACE THE TIRE/WHEEL

WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the wheel to be replaced off of the ground and support with jack stands.
7. Remove the 4 or 5 wheel nuts and remove the wheel.
8. Install in reverse order.
9. Following the pattern shown on the following page, cross tighten the wheel nuts in two stages as follows:
 - 1st stage to approximately 20 ft-lbs.
 - 2nd stage to 80-90 ft-lbs.
10. Reconnect the main positive and negative cables at the batteries.
11. Lower the wheel to the ground.
12. Remove the blocks from behind the wheels.
13. Release the parking brake and test drive the vehicle.



Pattern for tightening the wheel nuts

⚠ WARNING

Re-torque all wheel nuts to their final value after 1-week (20-hours) of operation. Failure to re-torque the wheel nuts may result in the wheel coming off of the vehicle causing severe bodily injury and/or property damage.

REPAIR THE TIRE (PNEUMATIC)

⚠ WARNING

Do not attempt to repair a tire with a damaged side wall or a slice in the tread. This type of repair could fail prematurely resulting in severe bodily injury and/or property damage.

*NOTE: To properly repair a puncture, the tire must be removed from the wheel. Refer to **Replace the Tire** section for information on removing the tire from the wheel.*

It is recommended to repair a tire with a combination vulcanized plug and internal patch.

Tire repairs should only be performed by personnel trained in tire repair.

The tire repair procedure will be unique to the type of repair equipment or repair components used. Refer to the instructions provided with your equipment or repair components.

REPLACE THE TIRE (PNEUMATIC)

*NOTE: To replace the tire, the tire/wheel assembly must be removed from the vehicle. Refer to **Replace the Tire/Wheel** section for information on removing the tire/wheel assembly.*

WARNING

Explosion Hazard. Fully deflate the tire before attempting to remove the tire from the wheel. Do not over inflate the tire when seating the bead. Failure to deflate the tire or over inflating the tire to seat the bead may cause explosive failure of the tire resulting in severe bodily injury or death.

Tire replacement should only be performed by personnel trained in tire replacement.

The tire replacement procedure will be unique to the type of replacement equipment being used. Refer to the instructions provided with your equipment.

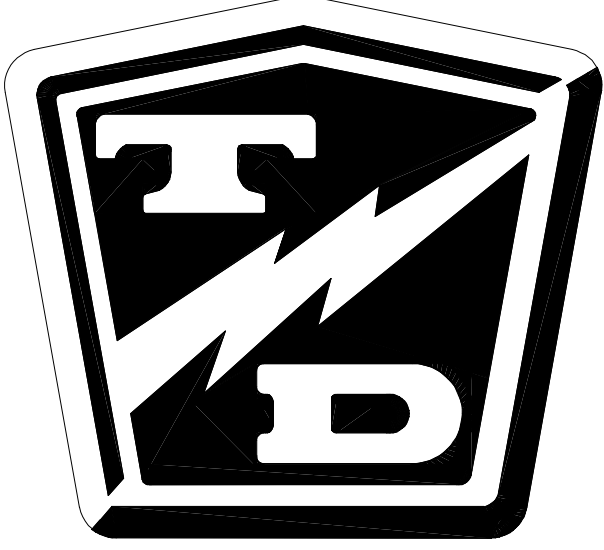
Always use a new valve stem when replacing a tire.

1. Remove the tire from the wheel.
2. Cut the old valve stem off of the wheel.
3. Remove the valve stem cap from the new valve stem.
4. Lubricate the valve stem with liquid soap.
5. Install a new valve stem using a valve stem tool.

NOTE: The valve stem tool is available at most auto repair shops.

6. Install the tire onto the wheel following the instructions provided with your tire replacement equipment.
7. Inflate the tire to the proper pressure and check for leaks.
8. Install the valve stem cap.

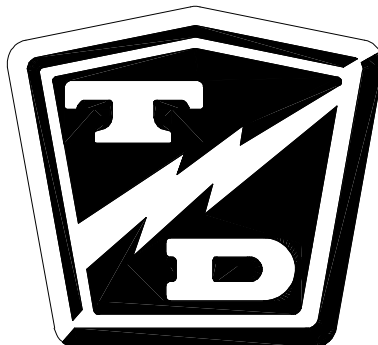
TAYLOR - DUNN



Battery Service

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Storage	10
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CLEANING

⚠ WARNING

Explosive mixtures of Hydrogen gas are present within battery cells at all times. Do not work with or charge battery in an area where open flames (including gas furnace or water heater pilots), sparks, cigarettes, or any other sources of combustion are present. Always provide ample ventilation in rooms where batteries are being charged. Failure to do so may result in severe bodily injury and/or property damage.

⚠ WARNING

Battery electrolyte is poisonous and dangerous. It contains sulfuric acid. Avoid contact with skin eyes or clothing. Wear rubber gloves and safety glasses while servicing batteries. **DO NOT INGEST!** This may result in severe bodily injury.

⚠ WARNING

A battery is a live electrical source. It cannot be disconnected or neutralized. Do not drop any tool or conductive object onto the battery. A conductive object that comes in contact with the battery terminals will initiate a short circuit of the battery. This could cause the battery to explode resulting in severe bodily injury and/or property damage.

⚠ CAUTION

Battery electrolyte will stain and corrode most surfaces. Immediately and thoroughly clean any surface outside of the battery that the battery electrolyte comes in contact with. Failure to clean may result in property damage.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Dry dirt can be readily blown off with low-pressure air or brushed off.
7. Wetness or wet dirt on the batteries indicates battery acid. Using a nonmetallic brush with flexible bristles, wash the batteries off with a strong solution of baking soda and hot water (1 lb. of soda to a gallon of water). Continue until all fizzing stops, which indicates that the acid has been neutralized. Then rinse thoroughly with clear water. **DO NOT** get any of the solution into the battery cells.
8. Reconnect the batteries, remove the blocks from the wheels and test drive.

TESTING

NOTE: A combination of the Load Test and Specific Gravity Test should be used to accurately determine the condition of the batteries.

WARNING

Explosive mixtures of Hydrogen gas are present within battery cells at all times. Do not work with or charge battery in an area where open flames (including gas furnace or water heater pilots), sparks, cigarettes, or any other sources of combustion are present. Always provide ample ventilation in rooms where batteries are being charged. Failure to do so may result in severe bodily injury and/or property damage.

WARNING

Battery electrolyte is poisonous and dangerous. It contains sulfuric acid. Avoid contact with skin eyes or clothing. Wear rubber gloves and safety glasses while servicing batteries. **DO NOT INGEST!** This may result in severe bodily injury.

WARNING

A battery is a live electrical source. It cannot be disconnected or neutralized. Do not drop any tool or conductive object onto the battery. A conductive object that comes in contact with the battery terminals will initiate a short circuit of the battery. This could cause the battery to explode resulting in severe bodily injury and/or property damage.

WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

Load Test (6-volt batteries only)

NOTE: The batteries must be fully charged before performing this test.

1. Clean the batteries. Refer to ***Cleaning the Batteries*** section for information on cleaning the batteries.
2. Load test each battery using a battery load test meter (available at most auto parts distributors). Follow the instructions provided with the test meter.
 - If any battery fails the load test, then it should be replaced.

NOTE: If the batteries are over one year old, it is recommended to replace them as a set.

- If all batteries fail the test you should check the charging system before replacing the batteries. Refer to ***Charger Troubleshooting*** section for information on checking the charging system.



Specific Gravity Test

NOTE: The batteries must be fully charged before performing this test.

The specific gravity of a cell is an indication of the actual state of charge of the cell. A fully charged cell should have a reading of 1275 to 1300 (see the illustration to the right). A discharged battery will read 1100. Ideally, all cells in a battery pack will have the same reading. Any cells in a battery pack that vary by more than 30-points may be an indication of a bad cell.

Clean the batteries. Refer to ***Cleaning the Batteries*** section for information on cleaning the batteries.

Using part number **77-200-00** hydrometer, check and record the specific gravity of each cell in the battery pack.

If, after charging, none of the cells exceed a hydrometer reading of 1250 then there may be a fault in the charging system. If the charging system checks OK then the batteries are no longer accepting a charge and should be replaced.

*NOTE: Refer to **Charger Troubleshooting** for information on checking the charging system.*

The highest reading will be the cell that is accepting the most charge. This reading will be used to gauge all other cells.

Compare the specific gravity readings to the highest reading, if the difference between any of the cells is more than 30-points, then that battery should be replaced.

NOTE: If the batteries are over one year old, it is recommended to replace them as a set.

Reconnect the batteries, remove the blocks from the wheels and test drive.



Typical Hydrometer Float

WATERING

NOTE: The electrolyte level in a battery rises while charging and will be close to its highest level after the end of a charging cycle. It is recommended to fill the batteries at the end of a charging cycle. If the electrolyte is below the top of the battery plates then fill just enough to cover the plates and then top off when the charging cycle is complete.

WARNING

Explosive mixtures of Hydrogen gas are present within battery cells at all times. Do not work with or charge battery in an area where open flames (including gas furnace or water heater pilots), sparks, cigarettes, or any other sources of combustion are present. Always provide ample ventilation in rooms where batteries are being charged. Failure to do so may result in severe bodily injury and/or property damage.

WARNING

Battery electrolyte is poisonous and dangerous. It contains sulfuric acid. Avoid contact with skin eyes or clothing. Wear rubber gloves and safety glasses while servicing batteries. DO NOT INGEST! This may result in severe bodily injury.

WARNING

A battery is a live electrical source. It cannot be disconnected or neutralized. Do not drop any tool or conductive object onto the battery. A conductive object that comes in contact with the battery terminals will initiate a short circuit of the battery. This could cause the battery to explode resulting in severe bodily injury and/or property damage.

WARNING

- 1. Make sure the key-switch is in the "OFF" position, then remove the key.**
- 2. Place the forward-reverse switch in the center "OFF" position.**
- 3. Set the park brake.**
- 4. Place blocks under the front wheels to prevent vehicle movement.**
- 5. Disconnect the main positive and negative cables at the batteries.**

WARNING

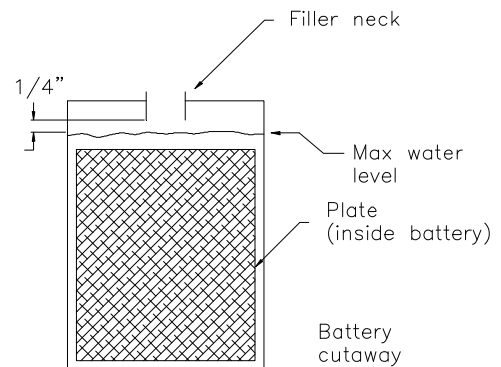
Do not overfill the batteries. Over filling the batteries may cause the batteries to boil over and result in severe bodily injury or property damage.



⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Clean the batteries. Refer to ***Cleaning the Batteries*** section for information on cleaning the batteries.
7. Check the electrolyte level in all battery cells. If low, fill to the correct level with distilled water using part number **77-201-00** battery filler, never add additional battery electrolyte to the batteries.
8. Reconnect the batteries, remove the blocks from the wheels and test drive.



CHARGING

Refer to ***Charging Your Vehicle*** in section ***Safety Rules and Operating Instructions***.

REPLACING (6-VOLT BATTERIES ONLY)

WARNING

Explosive mixtures of Hydrogen gas are present within battery cells at all times. Do not work with or charge battery in an area where open flames (including gas furnace or water heater pilots), sparks, cigarettes, or any other sources of combustion are present. Always provide ample ventilation in rooms where batteries are being charged. Failure to do so may result in severe property damage and or serious

WARNING

Battery electrolyte is poisonous and dangerous. It contains sulfuric acid. Avoid contact with skin eyes or clothing. Wear rubber gloves and safety glasses while servicing batteries. **DO NOT INGEST!** This may result in serious bodily injury.

WARNING

A battery is a live electrical source. It cannot be disconnected or neutralized. Do not drop any tool or conductive object onto the battery. A conductive object that comes in contact with the battery terminals will initiate a short circuit of the battery. This could cause the battery to explode resulting in property damage and/or bodily injury.

WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

NOTE: If the batteries are over one year old, it is recommended to replace them as a set.

6. Thoroughly clean the batteries and battery compartment. Refer to **Cleaning** in this section for information regarding cleaning the batteries.

CAUTION

Battery electrolyte will stain and corrode most surfaces. Immediately and thoroughly clean any surface outside of the battery that the battery electrolyte comes in contact with. Failure to clean may result in property damage.



Maintenance, Service, and Repair

7. Remove the battery hold downs.
8. Inspect the battery hold downs for corrosion. If any signs of corrosion are seen then the battery hold downs should be replaced.
9. Remove all battery jumpers from both posts of the battery or batteries being replaced.

NOTE: It is recommended to replace the battery jumpers when replacing the batteries.

10. Remove the batteries from the vehicle.

⚠ WARNING

Do not leave cables on batteries that have been removed from the vehicle. Cables left on batteries could cause a short circuit resulting in battery explosion, severe bodily injury and/or property damage.

11. Inspect the battery compartment for signs of corrosion.
12. If minimal signs of corrosion are seen, then the damaged paint should be stripped off and the entire battery compartment prepped and repainted.
13. If there are excessive signs of corrosion, then it may be necessary to replace some of the frame members or completely rebuild the battery compartment.
14. Inspect the main positive and negative cables and terminals, charger cables and terminals and 12-volt tap wiring. If any of the terminals or wires show signs of corrosion, then they must be repaired or replaced.
15. Install the batteries in reverse order. Refer to the *Illustrated Parts List* for battery cable routing.
16. It is recommended to replace the battery terminal hardware when replacing the batteries.
17. Torque the terminal hardware to 8-9 ft.-lbs.
18. Tighten the hold downs so that the batteries are secure but not so tight as to deform the batteries.

⚠ CAUTION

When torquing battery hardware, use a backup wrench on the battery bolt and tighten the nut. Failure to use a backup wrench may damage the battery post.

19. Remove the blocks from the wheels and test drive.

Moist Charge Batteries

⚠ WARNING

Explosive mixtures of Hydrogen gas are present within battery cells at all times. Do not work with or charge battery in an area where open flames (including gas furnace or water heater pilots), sparks, cigarettes, or any other sources of combustion are present. Always provide ample ventilation in rooms where batteries are being charged. Failure to do so may result in severe property damage and or serious

⚠ WARNING

Battery electrolyte is poisonous and dangerous. It contains sulfuric acid. Avoid contact with skin eyes or clothing. Wear rubber gloves and safety glasses while servicing batteries. **DO NOT INGEST!** This may result in serious bodily injury.

⚠ WARNING

A battery is a live electrical source. It cannot be disconnected or neutralized. Do not drop any tool or conductive object onto the battery. A conductive object that comes in contact with the battery terminals will initiate a short circuit of the battery. This could cause the battery to explode resulting in property damage and/or bodily injury.

Moist charged batteries are shipped without battery electrolyte. This allows for a much greater shelf life of the battery. Moist charged batteries must be filled with electrolyte and charged before putting into service. Battery electrolyte is a solution of acid and water that is formulated to be used in wet lead acid batteries and is available at most automotive parts distributors that carry batteries.

⚠ CAUTION

Do not operate or charge a vehicle equipped with moist charged batteries until the batteries have been filled with electrolyte and charged. Operating or charging moist charged batteries before filling and charging will damage the batteries resulting in premature failure of the batteries.

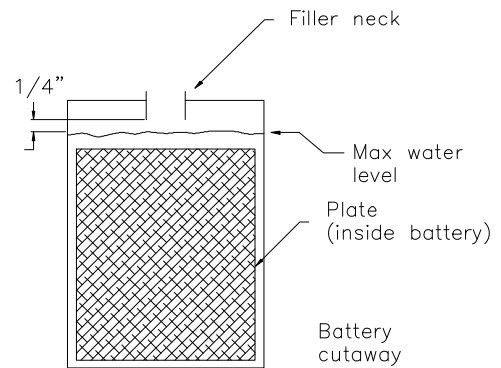
⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.



Maintenance, Service, and Repair

6. Fill all battery cells with electrolyte to the proper level.
7. Thoroughly clean any spilled electrolyte from the batteries or the ground. Refer to ***Cleaning the Batteries*** for information on cleaning the batteries.
8. Reconnect the battery cables, connect the batteries to the charger and allow the charger to complete one charging cycle.
9. Remove the blocks from the wheels and test drive. The batteries are now ready to be put into service.



CAUTION

Battery electrolyte will stain and corrode most surfaces. Immediately and thoroughly clean any surface outside of the battery that the battery electrolyte comes in contact with. Failure to clean may result in property damage.

STORAGE AND RETURNING TO SERVICE

Storage

CAUTION

If the batteries are removed from the vehicle, do not place them directly on the ground, concrete or solid metal surface. It is recommended to store them on a wooden pallet or equivalent. Storing on the ground, concrete or solid metal surface will cause the batteries to discharge and may result in premature failure of the batteries.

Thoroughly clean the batteries and battery compartment. Refer to ***Cleaning*** in this section for information regarding cleaning the batteries.

Check the electrolyte level and charge the batteries. Refer to ***Watering*** in this section for information regarding checking the electrolyte level.

Store the vehicle or batteries in a cool, dry, well ventilated area.

If storing for more than one month, the batteries should be charged as follows:

Storage Temperature (F)	Charging Interval (months)
Over 60	1
Between 40 and 60	2
Below 40	6

Returning to Service

⚠ WARNING

Explosive mixtures of Hydrogen gas are present within battery cells at all times. Do not work with or charge battery in an area where open flames (including gas furnace or water heater pilots), sparks, cigarettes, or any other sources of combustion are present. Always provide ample ventilation in rooms where batteries are being charged. Failure to do so may result in severe property damage and or serious

⚠ WARNING

Battery electrolyte is poisonous and dangerous. It contains sulfuric acid. Avoid contact with skin eyes or clothing. Wear rubber gloves and safety glasses while servicing batteries. **DO NOT INGEST!** This may result in serious bodily injury.

⚠ WARNING

A battery is a live electrical source. It cannot be disconnected or neutralized. Do not drop any tool or conductive object onto the battery. A conductive object that comes in contact with the battery terminals will initiate a short circuit of the battery. This could cause the battery to explode resulting in property damage and/or bodily injury.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

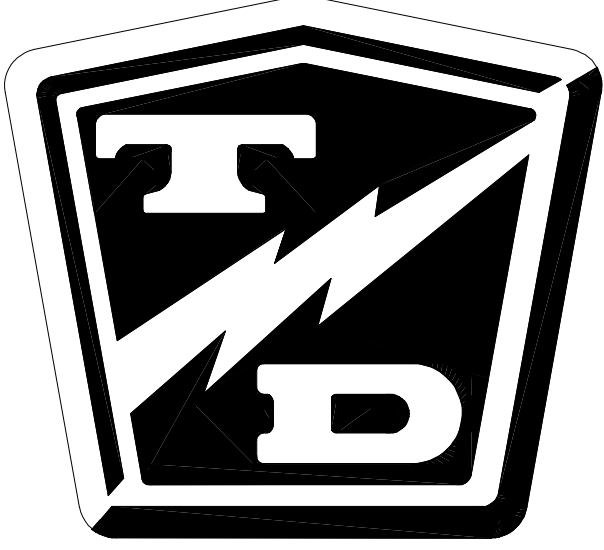
6. Thoroughly clean the batteries and battery compartment. Refer to **Cleaning** in this section for information regarding cleaning the batteries.

⚠ CAUTION

Battery electrolyte will stain and corrode most surfaces. Immediately and thoroughly clean any surface outside of the battery that the battery electrolyte comes in contact with. Failure to clean may result in property damage.

7. Check the electrolyte level and charge the batteries. Refer to **Watering** in this section for information regarding checking the electrolyte level.
8. Test the batteries. Refer to **Testing** section for information on testing the batteries.
9. The batteries are now ready to be put back into service.

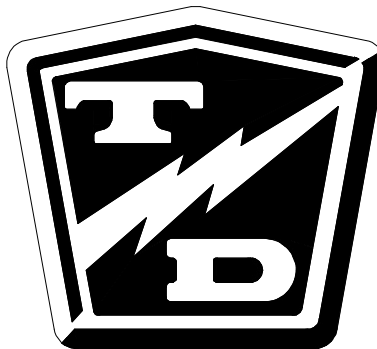
TAYLOR - DUNN



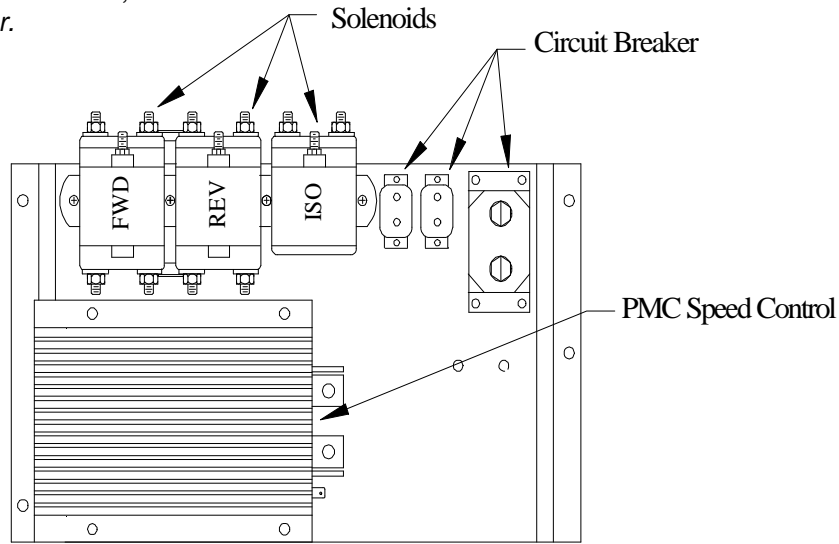
Electrical Troubleshooting

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*Note: Vehicles with Dana H12 transmission,
Forward solenoid is in the center.*



Typical Control Panel

SYMPTOMS:

If your vehicle exhibits any of the following symptoms then skip the main troubleshooting sequence and proceed to **Symptom Troubleshooting** later in this section.

- Runs slow in both directions plus high armature and field current in both directions. NOTE: Armature and field current should be equal.
- Runs slow in both directions plus high armature current in both directions. NOTE: Field current will be very low.
- Runs normal in one direction only plus runs slow or lacks power in the opposite direction with high armature current in the opposite direction or;
- Accelerates slowly and exceeds normal speed in the opposite direction with high armature current only. NOTE: Field current will be very low in the opposite direction.
- Accelerates slowly and exceeds normal speed in both directions plus high armature current. NOTE: Field current will be very low.
- Full speed only.
- Does not run in either direction plus there is noise from motor (hum or whine) with high field current and low armature current.
- Jumps into high speed when direction is selected after depressing the accelerator pedal. Excessive spark when connecting battery
- Does not run or runs very slow with low motor current and high battery current.
- Jumps into high speed when direction is selected after depressing the accelerator pedal.

If your vehicle does not exhibit any of the above symptoms then continue with the main troubleshooting sequence on the following pages.

READ THIS FIRST

Test Equipment Required:

- Digital multimeter (DMM) with diode test function, FLUKE 79 model used in illustrations.
- Shunt or clamp-on DC Ammeter to measure up to 400 amps.
- Test light with a rated voltage equal to or exceeds maximum battery voltage or Taylor-Dunn test light part number #62-027-00 for systems up to 48 volts.
- Throttle Module Analyzer, Taylor-Dunn #62-027-32.
- These tools are available through your local Taylor-Dunn parts distributor.

IMPORTANT NOTES and INSTRUCTIONS

- This troubleshooting guide assumes that the vehicle is wired correctly. It is not intended to diagnose a vehicle that is not wired correctly.
- This troubleshooting guide is not written to be able to locate a problem if there are multiple component failures.
- This troubleshooting guide assumes the batteries are good. Charge and test the batteries before troubleshooting the control system.
- **DO NOT** start in the middle of this troubleshooting guide. Start at the beginning and complete each test in the order that they are written. **DO NOT** skip any test unless instructed to do so. Once a problem is found, stop testing and repair the indicated problem. When the repair is completed it is recommended that the control system be retested before lowering the drive wheels to the ground.
- This troubleshooting guide requires the use of a test light rated at the battery voltage of the truck and the Taylor-Dunn Throttle Module Analyzer. **Troubleshooting CANNOT be completed without these tools.**

⚠ CAUTION

These test procedures must be performed in the order they were written. If the test result is good, then proceed to the next test or go to the next section. Failure to do so may result in incorrect test results.



Definitions:

- “MS-1” = The first switch in the accelerator module.
- “Battery volts” = The voltage at the batteries at the time the test is completed.
- “Pick up” = Energizing a solenoid or contactor.
- “F&R” = Forward and Reverse.
- “ISO” = Isolator.
- “Battery negative” = Main negative battery post.
- “Battery positive” = Main positive battery post.
- “PMC” = Speed control module (black box).
- “HOT terminal” = The side of a switch or solenoid that is connect to the power source.
- “COLD terminal” = The side of a switch or solenoid that power is switched to.

DURING ALL TESTS

⚠ WARNING

After any repairs are made, completely retest the vehicle before lowering the drive wheels to the ground. Failure to retest the vehicle could result in unexpected movement of the vehicle resulting in severe bodily injury and/or property damage.

⚠ WARNING

The rear drive wheels may rotate during some of the following tests. Block the front wheels, raise the rear drive wheels off the ground, and support the vehicle with jack stands. Failure to do so may cause the vehicle to move and cause severe bodily injury and/or property damage.

⚠ WARNING

Rotating rear drive wheels are a potential hazard. Keep hands, arms, legs and loose clothing away from the rear drive wheels while conducting tests. Failure to do so may cause serious bodily injury.

⚠ WARNING

Disconnect both of the battery leads during any maintenance or before disconnecting any electrical component or wire. Failure to do so may cause severe bodily injury and/or property damage.

START:

Read all warnings above before continuing.

If the vehicle runs normal in one direction but does not run in the opposite direction then go to the ***Solenoids*** sequence.

If none of the three solenoids pick up (click) when the accelerator pedal is depressed then go to the ***Forward & Reverse Switch*** sequence.

Power Output Test

⚠ WARNING

The rear drive wheels may rotate during some of the following tests. Block the front wheels, raise the rear drive wheels off the ground, and support the vehicle with jack stands. Failure to do so may cause the vehicle to move and cause severe bodily injury and/or property damage.

Rotating rear drive wheels are a potential hazard. Keep hands, arms, legs and loose clothing away from the rear drive wheels while conducting tests. Failure to do so may cause serious bodily injury.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.

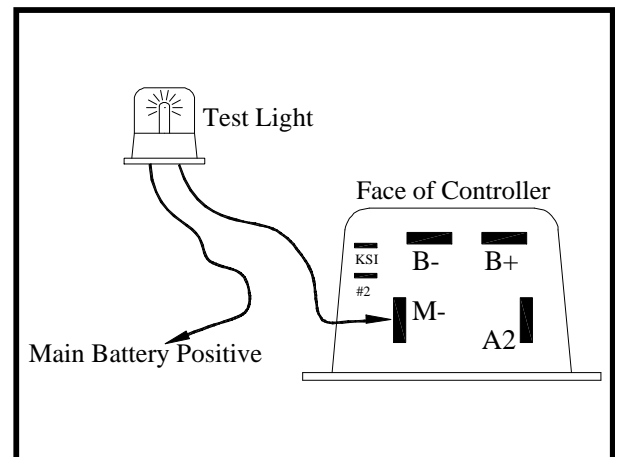
Set the test light voltage to the same voltage as the battery volts.

Connect the test light from the PMC 'M-' Terminal to battery positive.

Close all interlock switches, turn the Key Switch ON, and place the F&R Switch in Forward.

Depress the accelerator pedal fully.

- If the light comes ON then go to the Motor sequence.
- If the light does not come ON then continue with the next test.



Control Wire Inputs

⚠ WARNING

The rear drive wheels may rotate during some of the following tests. Block the front wheels, raise the rear drive wheels off the ground, and support the vehicle with jack stands. Failure to do so may cause the vehicle to move and cause severe bodily injury and/or property damage.

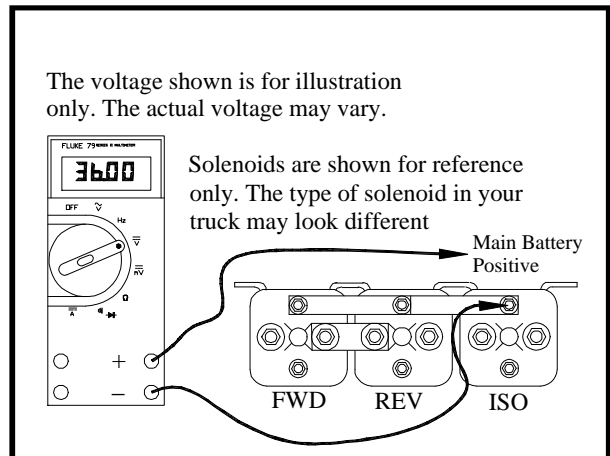
Rotating rear drive wheels are a potential hazard. Keep hands, arms, legs and loose clothing away from the rear drive wheels while conducting tests. Failure to do so may cause serious bodily injury.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.

Connect a voltmeter across the Solenoid Negative Buss Bar and battery positive.

- If the voltage is not at battery volts then check the wiring to battery negative and the negative circuit breaker. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.

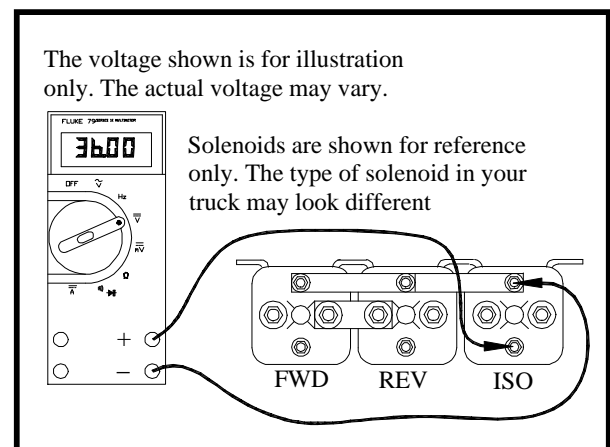


Connect a voltmeter across the ISO solenoid coil terminals.

Close all interlock switches and turn the Key Switch ON.

Depress the accelerator pedal to engage MS-1 only.

- If the voltage is not at battery volts then go to the **Key Switch** sequence.
- If the voltage is at battery volts and the ISO solenoid does not pick up (click) then the ISO solenoid has failed. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



Note: Vehicles with Dana H12 transmission, Forward solenoid is in the center.

Connect a voltmeter across the PMC #2 terminal and battery negative.

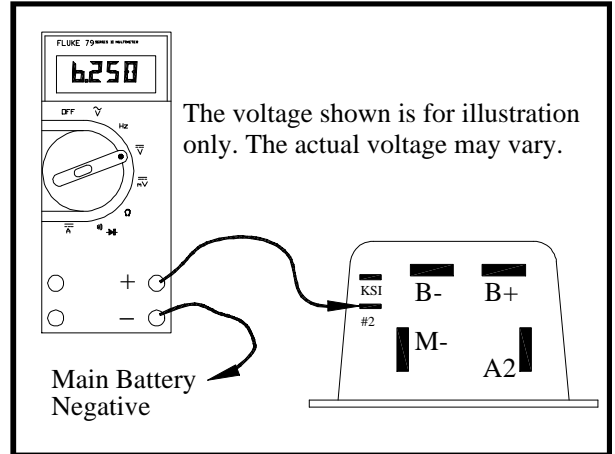
Close all interlock switches, turn the Key Switch ON, and place the F&R Switch in Forward.

Depress the accelerator pedal to engage MS-1 only.

- If the voltage is not between 6.0 and 6.5 volts then go to the **Accelerator** sequence.

Depress the pedal fully.

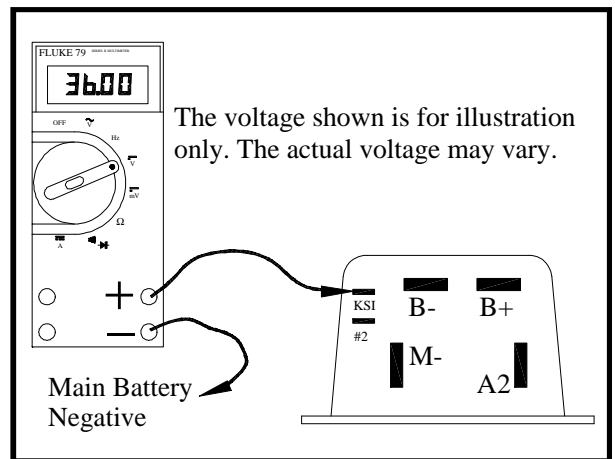
- If the voltage is not between 11.0 and 11.5 volts then go to the **Accelerator** sequence.



Connect voltmeter across the PMC KSI terminal and battery negative.

With the pedal still fully depressed:

- If the voltage is not at battery volts then go to the **Key Switch** sequence.
- If the voltage is at battery volts then continue with the next test.



Power Wire Inputs

⚠ WARNING

The rear drive wheels may rotate during some of the following tests. Block the front wheels, raise the rear drive wheels off the ground, and support the vehicle with jack stands. Failure to do so may cause the vehicle to move and cause severe bodily injury and/or property damage.

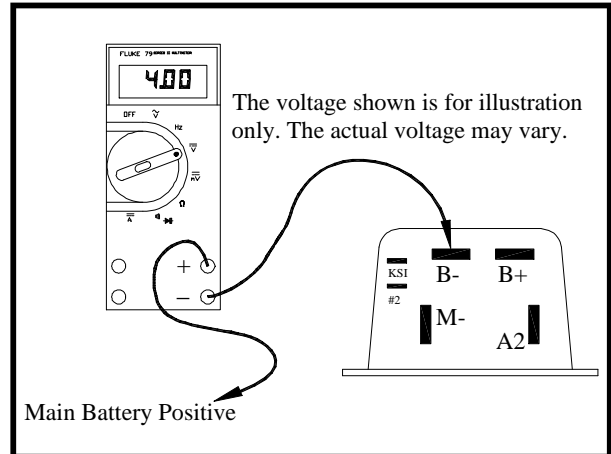
Rotating rear drive wheels are a potential hazard. Keep hands, arms, legs and loose clothing away from the rear drive wheels while conducting tests. Failure to do so may cause serious bodily injury.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.

Connect a voltmeter to the PMC 'B-' terminal and battery positive.

- If the voltage is not the same as battery volts then there is an open circuit in the wire from 'B-' to the battery. Stop troubleshooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.

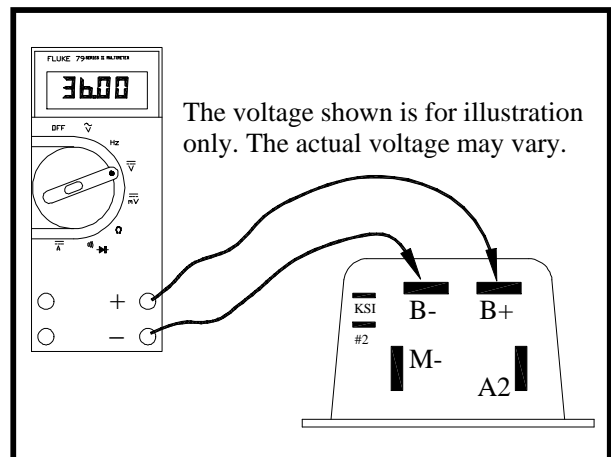


Connect a voltmeter across the PMC 'B-' terminal and the PMC 'B+' terminal.

Close all interlock switches, turn the Key Switch ON, and place the F&R Switch in Forward.

Depress the accelerator pedal to engage MS-1 only.

- If the voltage is not the same as battery volts then go to the **Solenoids** sequence.
- If the voltage is the same as battery volts then the PMC controller has failed. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



Motor

⚠ WARNING

The rear drive wheels may rotate during some of the following tests. Block the front wheels, raise the rear drive wheels off the ground, and support the vehicle with jack stands. Failure to do so may cause the vehicle to move and cause severe bodily injury and/or property damage.

Rotating rear drive wheels are a potential hazard. Keep hands, arms, legs and loose clothing away from the rear drive wheels while conducting tests. Failure to do so may cause serious bodily injury.

⚠ WARNING

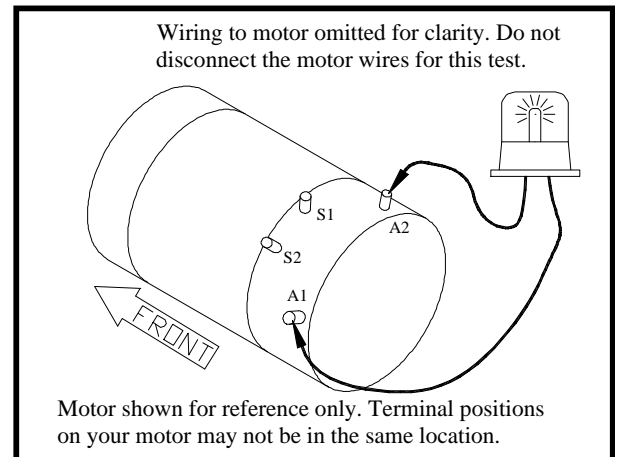
1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.

Set the test light voltage to the same voltage as the battery volts.

Connect the test light across the motor 'A1' and 'A2' terminals.

Close all interlock switches, turn the Key Switch ON, and place the F&R Switch in Forward. Depress the accelerator fully.

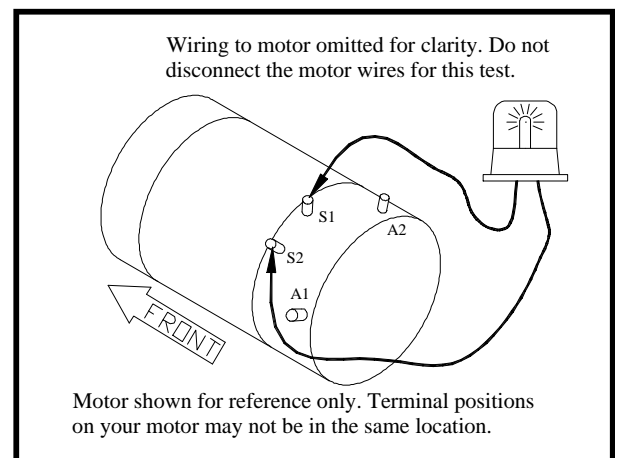
- If the light comes on then the motor armature windings are open and the motor must be repaired or replaced. Stop trouble shooting here and repair the problem. When the repair is completed, completely test the vehicle before lowering the drive wheels to the ground.



Connect the test light across the motor 'S1' and 'S2' terminals.

Close all interlock switches, turn the Key Switch ON, and place the F&R Switch in Forward. Depress the accelerator fully.

- If the light comes on then the motor field windings are open and the motor must be repaired or replaced. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.
- If the test light did not come on during either test then go to the **F/R Switch** sequence.



Accelerator

⚠ WARNING

The rear drive wheels may rotate during some of the following tests. Block the front wheels, raise the rear drive wheels off the ground, and support the vehicle with jack stands. Failure to do so may cause the vehicle to move and cause severe bodily injury and/or property damage.

Rotating rear drive wheels are a potential hazard. Keep hands, arms, legs and loose clothing away from the rear drive wheels while conducting tests. Failure to do so may cause serious bodily injury.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.

With the power switch OFF, connect a throttle module to the analyzer.

Position the power switch to the 6-11 volt range.

All but the power lamp should be OFF. If the FS-1, FS-3 or OV lamp (Over Voltage) are ON, then the module is faulty.

Depress the lever on the module. The FS-1 lamp should be ON with no more that a few degrees of rotation. If the FS-1 lamp does not come on, then the module is faulty (see note2 below).

The voltage on the digital display should vary with the position of the module arm, starting at approximately 6-volts and ending at approximately 11-volts.

If the module is equipped with the FS-3 switch, the FS-3 lamp should come ON when the module arm is rotated to the full speed position. If the lamp does not come ON then the module is faulty.

Note1: Current versions of the throttle module do not have additional switched output (FS-3 fully depressed). additional switched output was only used on PT-II cc systems and Power-Tron 240, 350, or 480 systems that equipped with the Power Plus module.

If the OV lamp comes ON at any time, then the module is faulty.
If the Low battery lamp is ON, then the analyzer battery be replaced.

Additional information regarding the analyzer can be found in the instructions provided with the analyzer (D0-110-53)

If the module functions correctly with the analyzer but not on the vehicle it is likely that there is a fault in the vehicle wiring.



NOTE2: Failures of the FS-1 circuit indicate a possible vehicle wiring fault that has resulted in a short circuit across FS-1. **BEFORE REPLACING THE MODULE:** Confirm that there are no shorts in the vehicle wiring or components. Installing a replacement module in a vehicle with faulty wiring will burn out the new module.

Key Switch

⚠ WARNING

The rear drive wheels may rotate during some of the following tests. Block the front wheels, raise the rear drive wheels off the ground, and support the vehicle with jack stands. Failure to do so may cause the vehicle to move and cause severe bodily injury and/or property damage.

Rotating rear drive wheels are a potential hazard. Keep hands, arms, legs and loose clothing away from the rear drive wheels while conducting tests. Failure to do so may cause serious bodily injury.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.

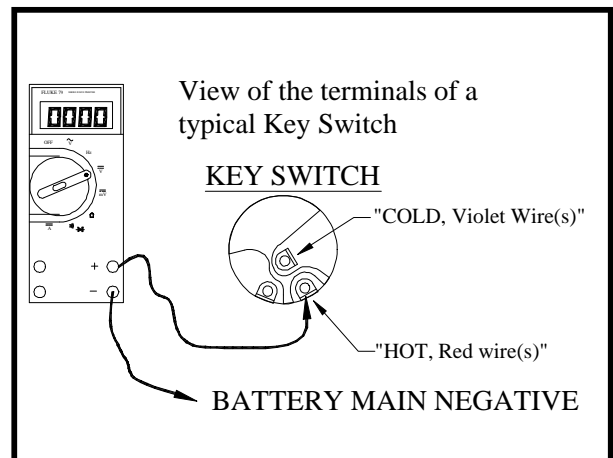
Test all interlock switches and/or interlock relays (if equipped) for continuity. Depending on the model of your vehicle, it may have a seat interlock, Foot interlock, Charger interlock, special order interlock or any combination of the above. Refer to the wire diagram at the end of this section for location of the interlocks.

NOTE: Due to the many different configurations possible for special order interlocks, they will not be included in this text. Refer to the option list for your truck or contact your Taylor-Dunn® Representative for more information.

If you do not know how to test for continuity, refer test to a qualified technician.

Connect a voltmeter across the HOT terminal of the key switch and battery negative.

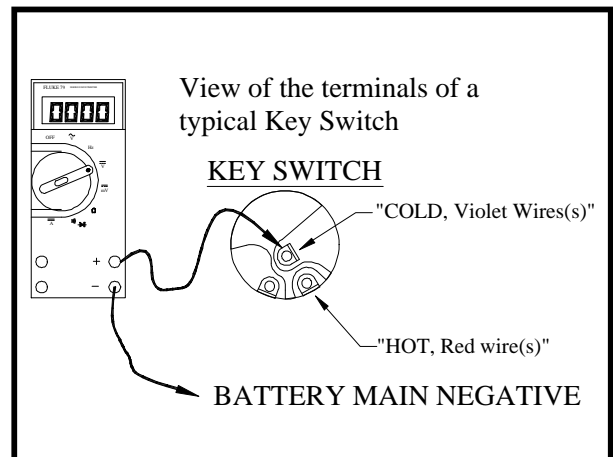
- If the voltage is not at battery volts then check the wire between the key switch and battery positive. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



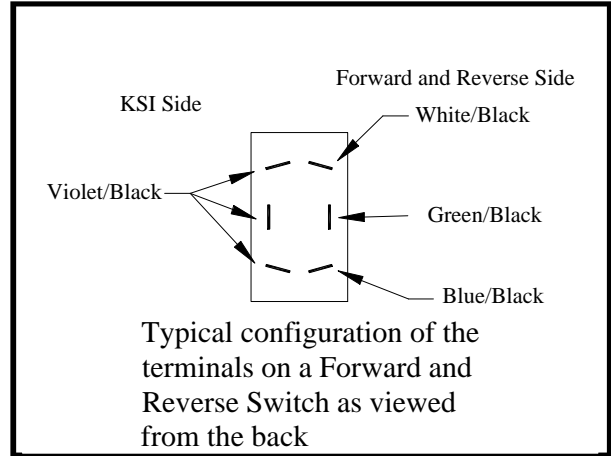
Connect a voltmeter across the COLD terminal of the key switch and battery negative.

Turn the key switch ON.

- If the voltage is not at battery volts then the key switch has failed. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.
- If the voltage is at battery volts but the previous test at pin #4 in the Accelerator section failed then check the wire from the key switch to pin #4 at the accelerator module. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



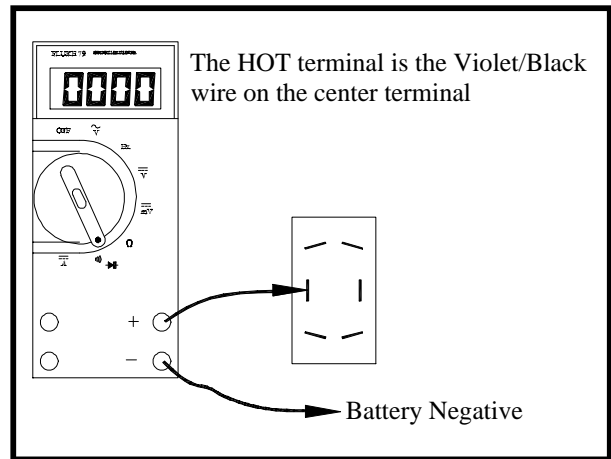
For your reference, shown at the right are the Forward and Reverse switch wire connections for a typical control system.



Connect a voltmeter across the HOT terminal of the KSI side of the F&R switch and battery negative.

Turn the key switch ON.

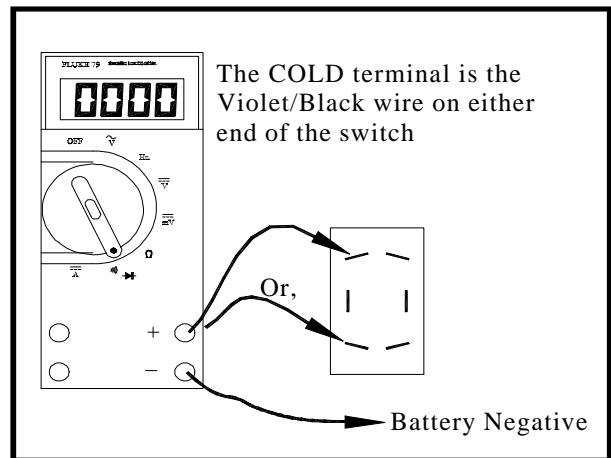
- If the voltage is not at battery volts then go to the Accelerator sequence.



Connect a voltmeter across one of the COLD terminals of the KSI side of the F&R switch and battery negative.

Close all interlock switches, turn the Key Switch ON, and place the F&R Switch in Forward.

- If the voltage is not at battery volts then the F&R switch has failed. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.
- If the voltage is at battery volts and the test at the PMC KSI terminal in the Control Wire Inputs section failed then check the wiring between COLD terminals of the KSI side of the F&R switch and the PMC KSI terminal. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



F/R switch

⚠ WARNING

The rear drive wheels may rotate during some of the following tests. Block the front wheels, raise the rear drive wheels off the ground, and support the vehicle with jack stands. Failure to do so may cause the vehicle to move and cause severe bodily injury and/or property damage.

Rotating rear drive wheels are a potential hazard. Keep hands, arms, legs and loose clothing away from the rear drive wheels while conducting tests. Failure to do so may cause serious bodily injury.

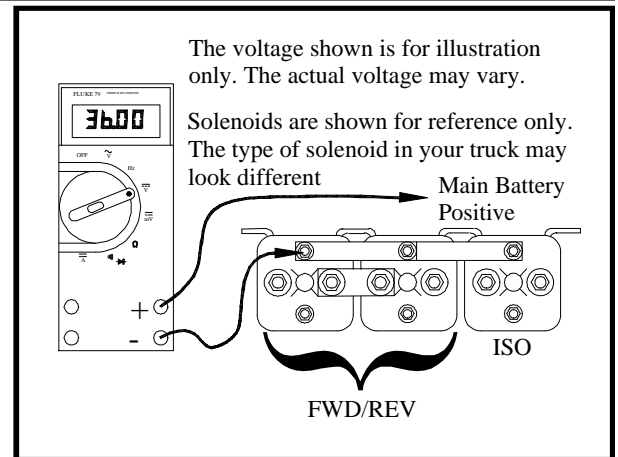
⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.

Connect a voltmeter across the Solenoid Negative Buss Bar and battery positive.

NOTE: You may skip this test if it was completed in a previous section

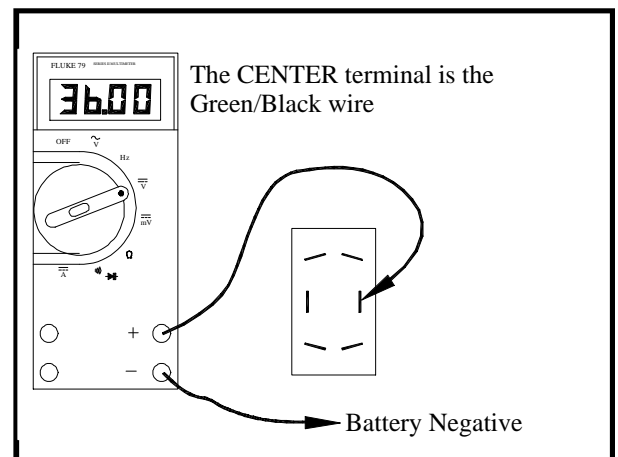
- If the voltage is not at battery volts then check the wiring to battery negative and the negative circuit breaker. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



Connect a voltmeter across the center terminal of the forward and reverse side of the F&R switch and battery negative.

Close all interlock switches, turn the Key Switch ON, and place the F&R Switch in Forward. Depress the accelerator pedal fully.

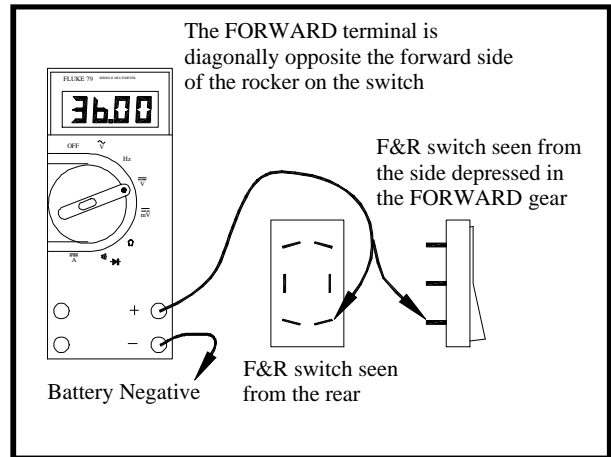
- If the voltage is not at battery volts then go to the Accelerator sequence.



Connect a voltmeter across the forward terminal of the forward and reverse side of the F&R switch and battery negative.

Close all interlock switches, turn the Key Switch ON, and place the F&R Switch in forward. Depress the accelerator pedal fully.

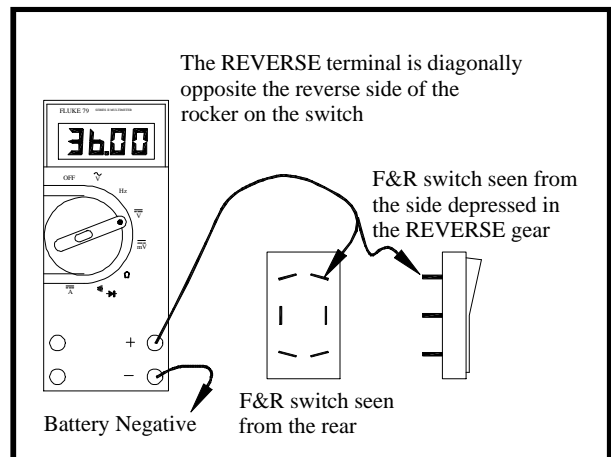
- If the voltage is not at battery volts then the F&R switch has failed. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



Connect a voltmeter across the reverse terminal of the forward and reverse side of the F&R switch and battery negative.

Close all interlock switches, turn the Key Switch ON, and place the F&R Switch in reverse. Depress the accelerator pedal fully.

- If the voltage is not at battery volts then the F&R switch has failed. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.
- If all tests in this section were good then check the wiring from the F&R switch to the Forward and Reverse solenoids and both the forward and reverse solenoid coils. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



Solenoids

⚠ WARNING

The rear drive wheels may rotate during some of the following tests. Block the front wheels, raise the rear drive wheels off the ground, and support the vehicle with jack stands. Failure to do so may cause the vehicle to move and cause severe bodily injury and/or property damage.

Rotating rear drive wheels are a potential hazard. Keep hands, arms, legs and loose clothing away from the rear drive wheels while conducting tests. Failure to do so may cause serious bodily injury.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.

If the vehicle runs in forward only then skip ahead to the test sequence:

Forward (does not run in reverse).

If the vehicle runs in reverse only then skip ahead to the test sequence:

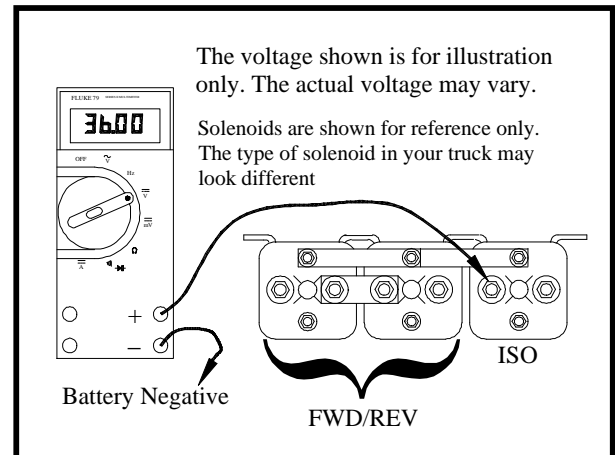
Reverse (does not run in forward).

Connect a voltmeter across the ISO solenoid COLD terminal and battery negative.

Close all interlock switches and turn the Key Switch ON.

Depress the accelerator pedal fully.

- If the voltage is at battery volts then the wire from the ISO solenoid to the PMC is bad. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.

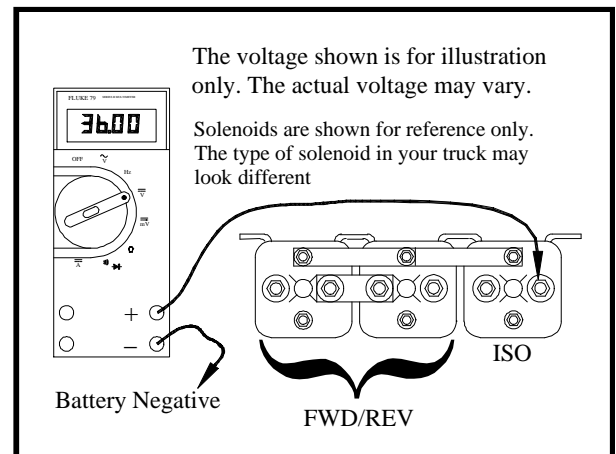


Connect a voltmeter across the ISO solenoid HOT terminal and battery negative.

Close all interlock switches and turn the Key Switch ON.

Depress the accelerator pedal fully.

- If the voltage is at battery volts then the ISO solenoid has failed. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.
- If the voltage is not at battery volts then check the wiring to battery positive and the main circuit breaker. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.

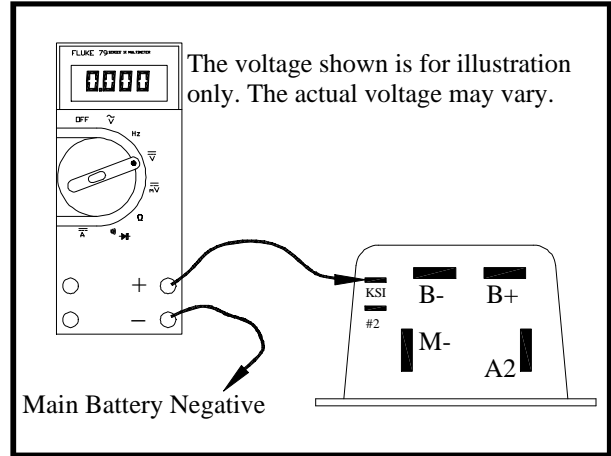


Forward (does not run in reverse)

Connect a voltmeter across the PMC KSI terminal and battery negative.

Close all interlock switches, turn the Key Switch ON, and place the F&R Switch in reverse.

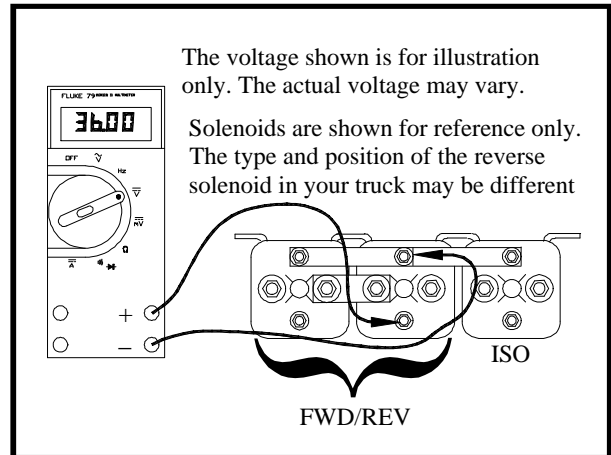
- If the voltage is not at battery volts then go to the **Key Switch** sequence.



Connect a voltmeter across the Reverse Solenoid coil terminals. Refer to your vehicles wiring diagram to identify the position of the reverse solenoid.

Close all interlock switches, turn the Key Switch ON, and place the F&R Switch in reverse. Depress the accelerator pedal fully.

- If the voltage is not at battery volts then go to the **F/R Switch** sequence.

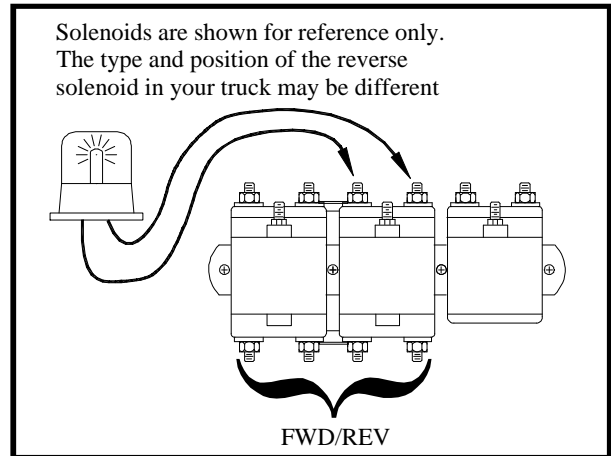


Set the test light voltage to the same voltage as the battery volts.

Connect the test light across the normally open contacts of the reverse solenoid. Refer to your vehicles wiring diagram to identify the position of the reverse solenoid.

Close all interlock switches, turn the Key Switch ON, and place the F&R Switch in reverse. Depress the accelerator pedal fully.

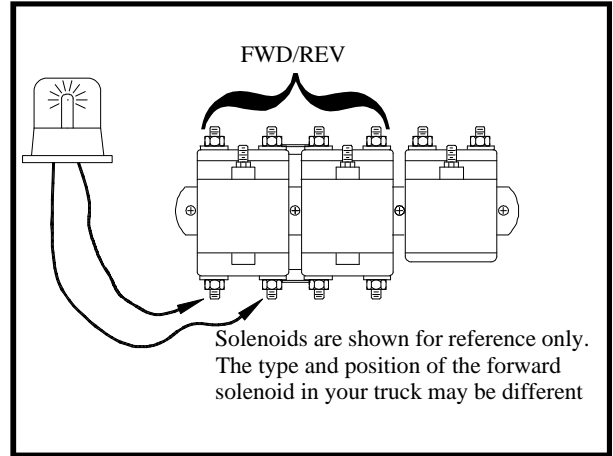
- If the light comes on then the Reverse solenoid has failed. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



Connect the test light across the Normally Closed contacts of the Forward solenoid. Refer to your vehicles wiring diagram to identify the position of the forward solenoid.

Close all interlock switches, turn the Key Switch ON, and place the F&R Switch in Reverse. Depress the accelerator pedal fully.

- If the light comes on then the Forward solenoid has failed. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



STOP

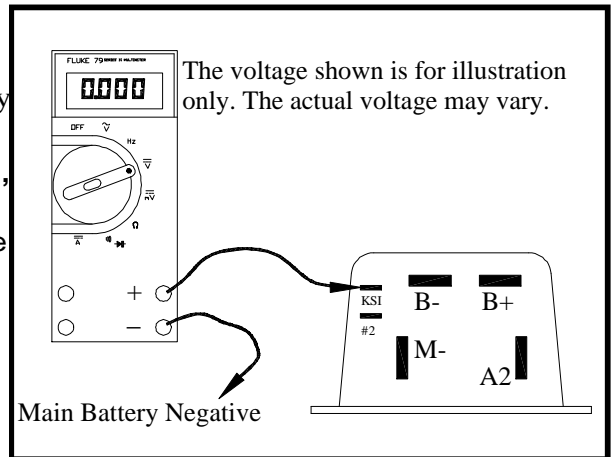
Stop, do not continue. If you reached this point without a solution, then you may have an unanticipated problem or have made an error during testing. It is important to review the trouble shooting steps that have led to this point. The tests may need to be repeated.

Reverse (does not run in forward)

Connect a voltmeter across the PMC KSI terminal and battery negative.

Close all interlock switches, turn the Key Switch ON, and place the F&R Switch in forward.

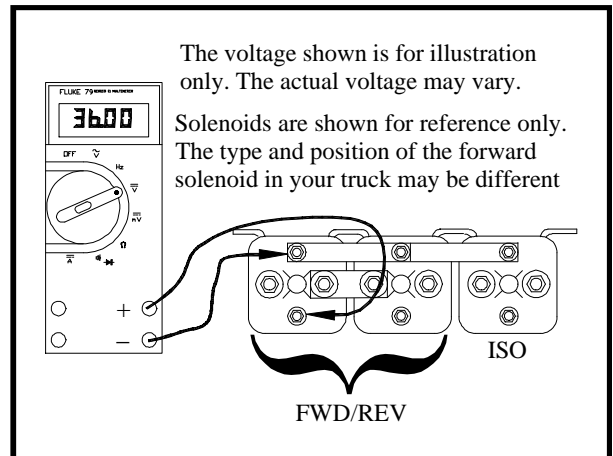
- If the voltage is not at battery volts then go to the **Key Switch** sequence.



Connect a voltmeter across the Forward Solenoid coil terminals. Refer to your vehicles wiring diagram to identify the position of the forward solenoid.

Close all interlock switches, turn the Key Switch ON, and place the F&R Switch in forward. Depress the accelerator pedal fully.

- If the voltage is not at battery volts then go to the **F/R Switch** sequence.



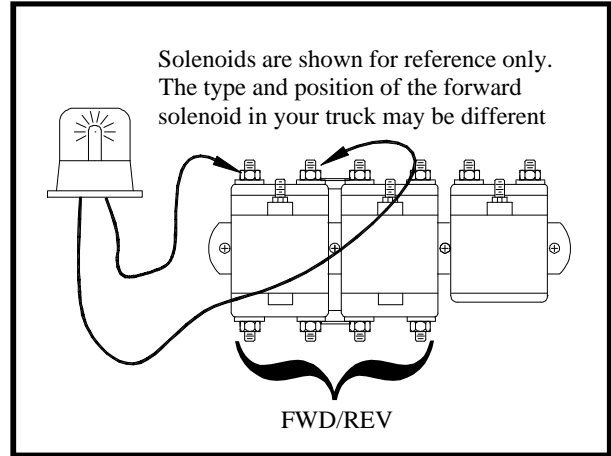
Set the test light voltage to the same voltage as the battery volts.

Connect the test light across the Normally Open contacts of the Forward solenoid. Refer to your vehicles wiring diagram to identify the position of the forward solenoid.

Close all interlock switches, turn the Key Switch ON, and place the F&R Switch in forward.

Depress the accelerator pedal fully.

- If the light comes on then the Forward solenoid has failed. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



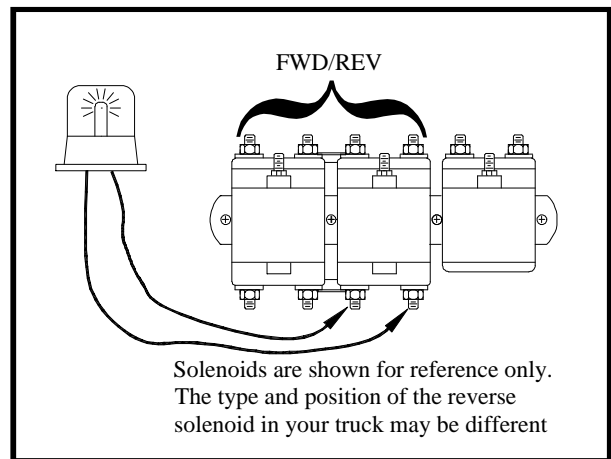
Set the test light voltage to the same voltage as the battery volts.

Connect the test light across the Normally Closed contacts of the Reverse solenoid. Refer to your vehicles wiring diagram to identify the position of the Reverse solenoid.

Close all interlock switches, turn the Key Switch ON, and place the F&R Switch in Forward.

Depress the accelerator pedal fully.

- If the light comes on then the Reverse solenoid has failed. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



STOP

Stop, do not continue. If you reached this point without a solution, then you may have an unanticipated problem or have made an error during testing. It is important to review the trouble shooting steps that have led to this point. The tests may need to be repeated.

SYMPTOM TROUBLESHOOTING GUIDE

This section is specific to the symptoms listed below. Each troubleshooting sequence assumes that all listed symptoms are present. Do not use this section unless the truck has all listed symptoms.

SYMPTOMS		GO TO
➤	Runs slow in both directions plus high armature and field current in both directions. NOTE: Armature and field current should be equal.	MOTOR
➤	Runs slow in both directions plus high armature current in both directions. NOTE: Field current will be very low.	SOLENOIDS
➤	Runs normal in one direction only plus runs slow or lacks power in the opposite direction with high armature current in the opposite direction or; Accelerates slowly and exceeds normal speed in the opposite direction with high armature current only. NOTE: Field current will be very low in the opposite direction.	SOLENOIDS
➤	Accelerates slowly and exceeds normal speed in both directions plus high armature current. NOTE: Field current will be very low.	SOLENOIDS
➤	Full speed only.	PMC CONTROL
➤	Does not run in either direction plus there is noise from motor (hum or whine) with high field current and low armature current.	PLUGGING DIODE
➤	Excessive spark when connecting battery	ISO
➤	Does not run or runs very slow with low motor current and high battery current.	FREEWHEEL DIODE
➤	Jumps into high speed when direction is selected after depressing the accelerator pedal.	HPD

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PMC CONTROL

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

⚠ WARNING

The rear drive wheels may rotate during some of the following tests. Block the front wheels, raise the rear drive wheels off the ground, and support the vehicle with jack stands. Failure to do so may cause the vehicle to move and cause severe bodily injury and/or property damage.

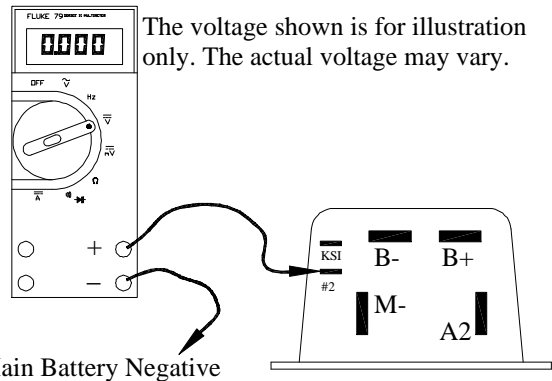
⚠ WARNING

Rotating rear drive wheels are a potential hazard. Keep hands, arms, legs and loose clothing away from the rear drive wheels while conducting tests. Failure to do so may cause serious bodily injury.

Disconnect the wire from the 'M-' terminal on the PMC control and tape it off to prevent electrical contact. Connect a volt meter across the PMC #2 terminal and battery negative.

Turn the key-switch on, close all interlock switches (if equipped), depress the accelerator pedal to engage the first micro switch only (creep speed), then perform the following tests:

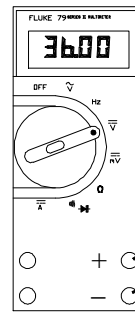
- The meter reading should be between 6 and 6.5 volts.
- If the voltage at pin #2 is not 6 to 6.5 volts, then go to the **ACCELERATOR** sequence in the Main Troubleshooting Sequence, otherwise continue with the next test.



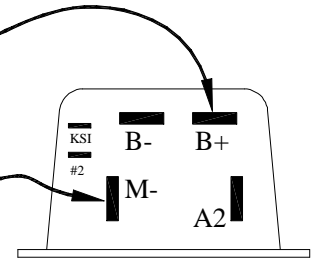
Connect a volt meter across the PMC B+ and PMC M- terminals.

Turn the key-switch on, close all interlock switches (if equipped), depress the accelerator pedal to engage the first micro switch only (creep speed), then perform the following tests:

- The meter reading should not be equal to the battery voltage.
- If you have full battery voltage then the PMC control is shorted and must be replaced. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground, otherwise continue with the next test.



The voltage shown is for illustration only. The actual voltage may vary.



If the voltage at pin #2 is correct and the voltage at 'M-' is correct, then there is a short in the harness between the wire connected to the PMC 'M-' and main battery negative. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.

STOP

Stop, do not continue. If you reached this point without a solution, then you may have an unanticipated problem or have made an error during testing. It is important to review the trouble shooting steps that have led to this point. The tests may need to be repeated.

PLUGGING DIODE

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

⚠ WARNING

The rear drive wheels may rotate during some of the following tests. Block the front wheels, raise the rear drive wheels off the ground, and support the vehicle with jack stands. Failure to do so may cause the vehicle to move and cause severe bodily injury and/or property damage.

⚠ WARNING

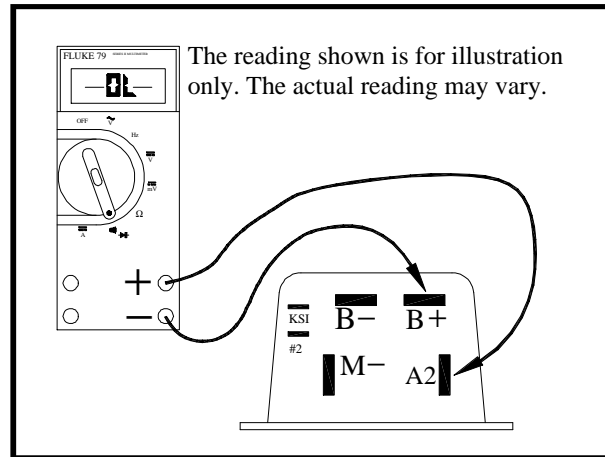
Rotating rear drive wheels are a potential hazard. Keep hands, arms, legs and loose clothing away from the rear drive wheels while conducting tests. Failure to do so may cause serious bodily injury.

Remove the wires from the 'B+' and 'A2' terminals on the PMC control and perform the following test:

Using the diode test function on the DMM check for the presence of a diode across 'B+' and 'A2' on the PMC control..

If you do not know how to test for a diode, refer test to a qualified technician.

- If the diode is open or shorted, then the PMC control must be replaced. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



STOP

Stop, do not continue. If you reached this point without a solution, then you may have an unanticipated problem or have made an error during testing. It is important to review the trouble shooting steps that have led to this point. The tests may need to be repeated.

FREEWHEEL DIODE

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

⚠ WARNING

The rear drive wheels may rotate during some of the following tests. Block the front wheels, raise the rear drive wheels off the ground, and support the vehicle with jack stands. Failure to do so may cause the vehicle to move and cause severe bodily injury and/or property damage.

⚠ WARNING

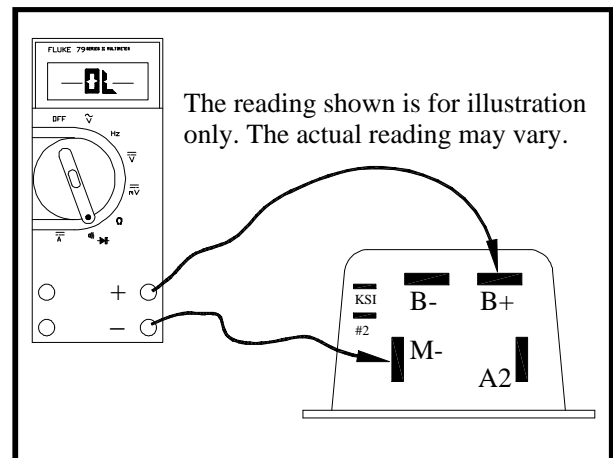
Rotating rear drive wheels are a potential hazard. Keep hands, arms, legs and loose clothing away from the rear drive wheels while conducting tests. Failure to do so may cause serious bodily injury.

Remove the wires from the 'B+' and 'M-' terminals on the PMC control and perform the following test:

Using the diode test function on the DMM check for the presence of a diode across 'B+' and 'M-' on the PMC control. Refer to Diode Figure 2.

If you do not know how to test for a diode, refer test to a qualified technician.

- If the diode is open or shorted, then the PMC control must be replaced. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



STOP

Stop, do not continue. If you reached this point without a solution, then you may have an unanticipated problem or have made an error during testing. It is important to review the trouble shooting steps that have led to this point. The tests may need to be repeated.

ISO

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

⚠ WARNING

The rear drive wheels may rotate during some of the following tests. Block the front wheels, raise the rear drive wheels off the ground, and support the vehicle with jack stands. Failure to do so may cause the vehicle to move and cause severe bodily injury and/or property damage.

⚠ WARNING

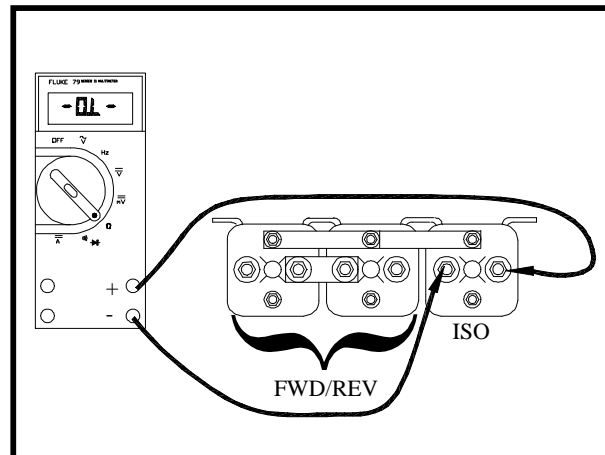
Rotating rear drive wheels are a potential hazard. Keep hands, arms, legs and loose clothing away from the rear drive wheels while conducting tests. Failure to do so may cause serious bodily injury.

Remove the wires and the resistor from the ISO solenoid and perform the following tests:

Test continuity across the ISO power contacts.

If you do not know how to test for continuity, refer test to a qualified technician.

- This should be an open circuit. If it is not an open circuit then the contactor should be replaced. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground, other wise continue to the next test.

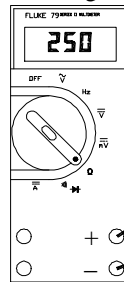




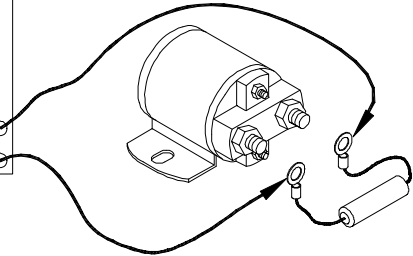
Connect the meter to each end of the resistor that was removed from the ISO solenoid and measure its resistance.

- The meter reading should be 250 Ohms (+/-10%). If it is not 250 ohms (+/-10%), then replace the resistor. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.

Reading is plus or minus 10%



ISO solenoid is shown for reference only. The type of solenoid in your truck may look different



STOP

Stop, do not continue. If you reached this point without a solution, then you may have an unanticipated problem or have made an error during testing. It is important to review the trouble shooting steps that have led to this point. The tests may need to be repeated.

SOLENOIDS

There is a very slight possibility that a failure in the motor could cause these symptoms. Perform the tests covered in the MOTOR section first. If the motor is OK, continue with the following tests.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

⚠ WARNING

The rear drive wheels may rotate during some of the following tests. Block the front wheels, raise the rear drive wheels off the ground, and support the vehicle with jack stands. Failure to do so may cause the vehicle to move and cause severe bodily injury and/or property damage.

⚠ WARNING

Rotating rear drive wheels are a potential hazard. Keep hands, arms, legs and loose clothing away from the rear drive wheels while conducting tests. Failure to do so may cause serious bodily injury.

Remove the wires from the 'S1' and 'S2' terminals on the motor. Remove the wire from the 'M-' terminal on the PMC control. Make sure none of these wires can come into electrical contact with the frame or any other wire.

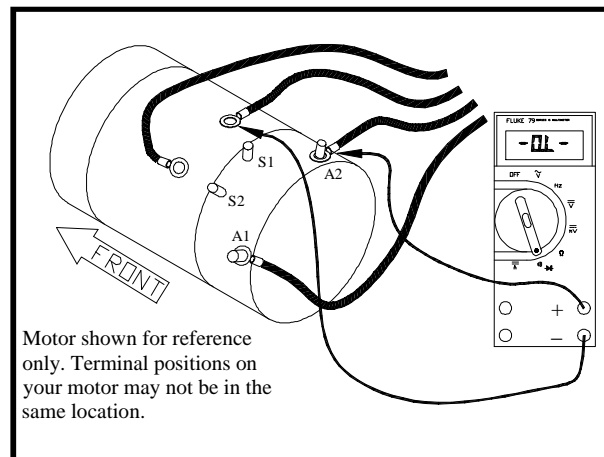
Reconnect the batteries.

With the key-switch on and the forward and reverse switch in neutral, perform the following tests:

- Check continuity from the motor 'A2' terminal to the wire that was connected to the motor 'S1' terminal. DO NOT make this test to the 'S1' terminal, just the wire. Refer to Solenoid Figure 1.

If you do not know how to test for continuity, refer test to a qualified technician.

- This should be an open circuit, if it reads as a short, then one of the following has occurred:
 - A) The reverse solenoid is shorted.
 - B) The wire connected to the motor 'S1' terminal is shorted to the wire connected to the motor 'A2' terminal.
 - C) The wire connected to the motor 'S1' terminal is shorted to the wire connected to the PMC 'A2' terminal.



Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground, otherwise continue with the next test.

- Check continuity from the motor 'A2' terminal to the wire that was connected to the motor 'S2' terminal. DO NOT make this test to the 'S2' terminal, just the wire.

If you do not know how to test for continuity, refer test to a qualified technician.

- This should read as an open circuit. If it reads as a short then one of the following has occurred:

- A) The forward solenoid is shorted.
- B) The wire connected to the motor 'S2' terminal is shorted to the wire connected to the motor 'A2' terminal.
- C) The wire connected to the motor 'S2' terminal is shorted to the wire connected to the PMC 'A2' terminal.

Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground, otherwise continue with the next test.

With the key-switch on and the F&R switch in forward, depress the accelerator pedal and perform the following tests:

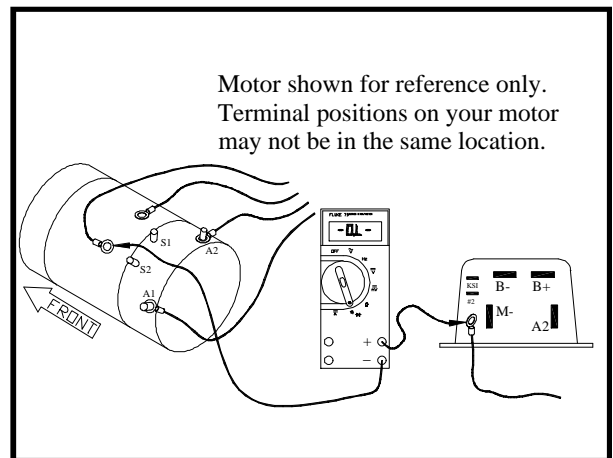
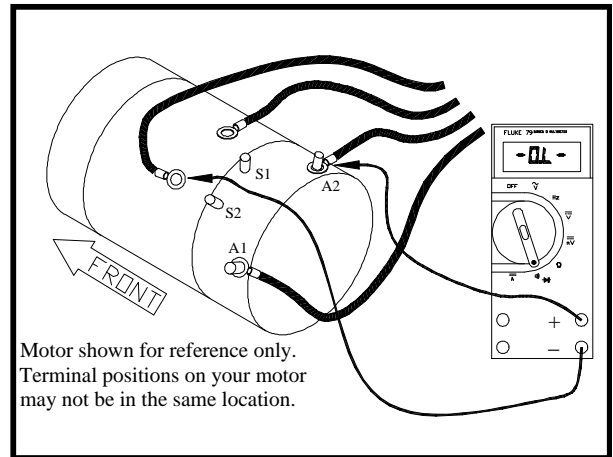
- Check continuity from the wire that was connected to the PMC 'M-' terminal to the wire that was connected to the motor 'S2' terminal.

If you do not know how to test for continuity, refer test to a qualified technician.

- This should read as an open circuit. If it reads as a short, then one of the following has occurred:

- A) The forward solenoid is shorted.
- B) The wire connected to the PMC 'M-' terminal is shorted to the wire connected to the motor 'S2' terminal.

Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground, otherwise continue with the next test.



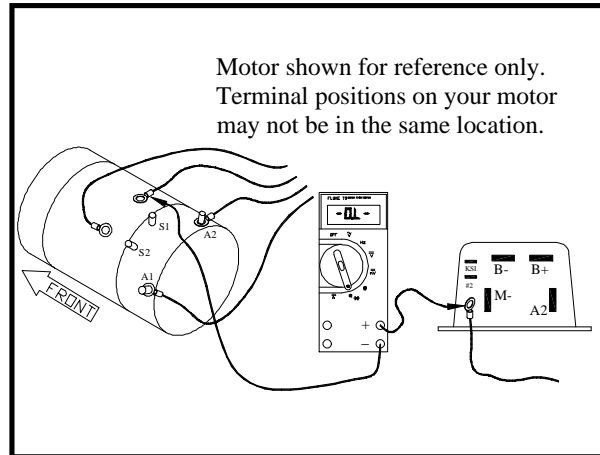
With the key-switch on and the F&R switch in reverse, depress the accelerator pedal and perform the following tests:

- Check continuity from the wire that was connected to the PMC 'M-' terminal to the wire that was connected to the motor 'S1' terminal.

If you do not know how to test for continuity, refer test to a qualified technician.

- This should read as an open circuit. If it reads as a short, then one of the following has occurred:
A) The reverse solenoid is shorted.
B) The wire connected to the PMC 'M-' terminal is shorted to the wire connected to the motor 'S1' terminal.

Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground



STOP

Stop, do not continue. If you reached this point without a solution, then you may have an unanticipated problem or have made an error during testing. It is important to review the trouble shooting steps that have led to this point. The tests may need to be repeated.

MOTOR

High motor current in both the field and the armature, accompanied with a lack of power, would indicate a shorted armature and/or field.

Another symptom that may exist is jumping or stuttering at low speeds and/or the motor will not run unless the armature is manually rotated. If this symptom exists, it indicates that there may be open segments in the armature. Visually inspect the brushes, if they are OK, continue with the testing below.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

⚠ WARNING

The rear drive wheels may rotate during some of the following tests. Block the front wheels, raise the rear drive wheels off the ground, and support the vehicle with jack stands. Failure to do so may cause the vehicle to move and cause severe bodily injury and/or property damage.

⚠ WARNING

Rotating rear drive wheels are a potential hazard. Keep hands, arms, legs and loose clothing away from the rear drive wheels while conducting tests. Failure to do so may cause serious bodily injury.

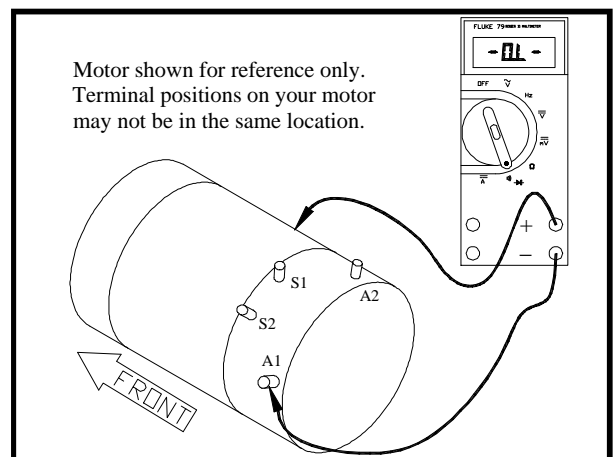
Disconnect the four motor wires and perform the following tests:

Check continuity from 'A1' to the frame of the motor..

If you do not know how to test for continuity, refer test to a qualified technician.

- This should be an open circuit. If there is continuity from 'A1' to the frame of the motor, then the motor armature or armature circuit (brushes) are shorted.

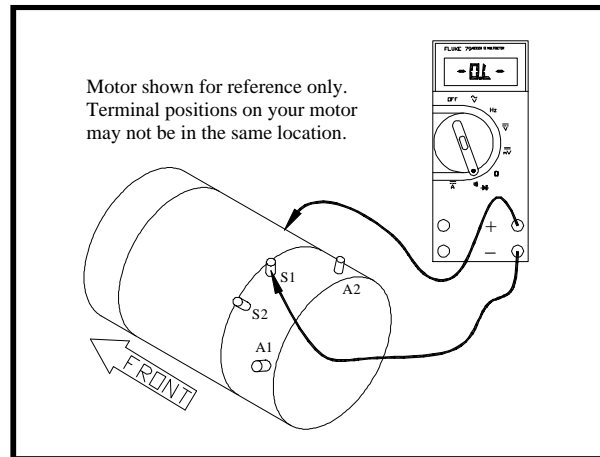
Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground, otherwise continue with the next test.



Check continuity from 'S1' to the frame of the motor.

If you do not know how to test for continuity, refer test to a qualified technician.

This should be an open circuit. If there is continuity from 'S1' to the frame of the motor, then the motor field is shorted. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground, otherwise continue to Motor Inspection.

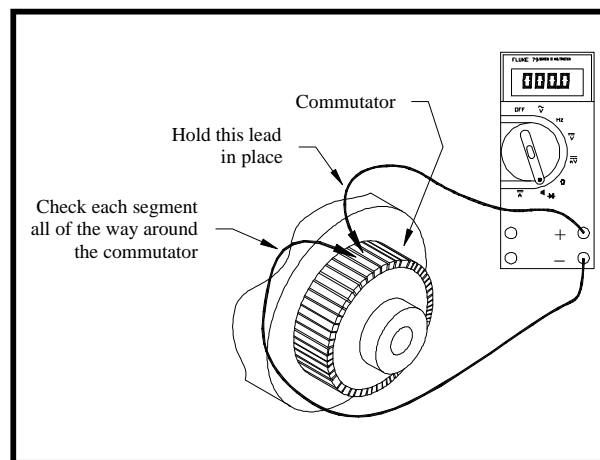


Motor Inspection

1. Remove and disassemble the motor.
2. Visually inspect the inside of the brush end housing. If there are any silver specs of metal around the inside of the housing, it indicates that the armature has overheated and melted the solder around the commutator. The armature is bad and the motor must be replaced. Stop here and repair the problem, otherwise continue with the next test.
3. Visually inspect the armature wires where they loop around at the shaft end of the armature. The insulation should be a light to medium reddish brown color. If the insulation is dark brown to black or the insulation is cracked and peeling, then the armature has been overheated and burnt. The motor must be replaced. Stop here and repair the problem, otherwise continue with the next test.
4. Perform a continuity test around the armature commutator. Place one of the test leads on a single commutator segment. While holding the first test lead on the segment, check the continuity to the other segments around the commutator.

If you do not know how to test for continuity, refer test to a qualified technician.

- There should be continuity on each commutator segment. If an open segment is found, the armature is bad and the motor must be replaced. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



STOP

Stop, do not continue. If you reached this point without a solution, then you may have an unanticipated problem or have made an error during testing. It is important to review the trouble shooting steps that have led to this point. The tests may need to be repeated.

Lestronic II[®] Charger Troubleshooting

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⚠ CAUTION

Turn the Key switch **OFF** **BEFORE** disconnecting the batteries. Disconnecting the batteries with the key switch **ON** may corrupt the controller programming resulting in a fault code 1 (refer to fault table).

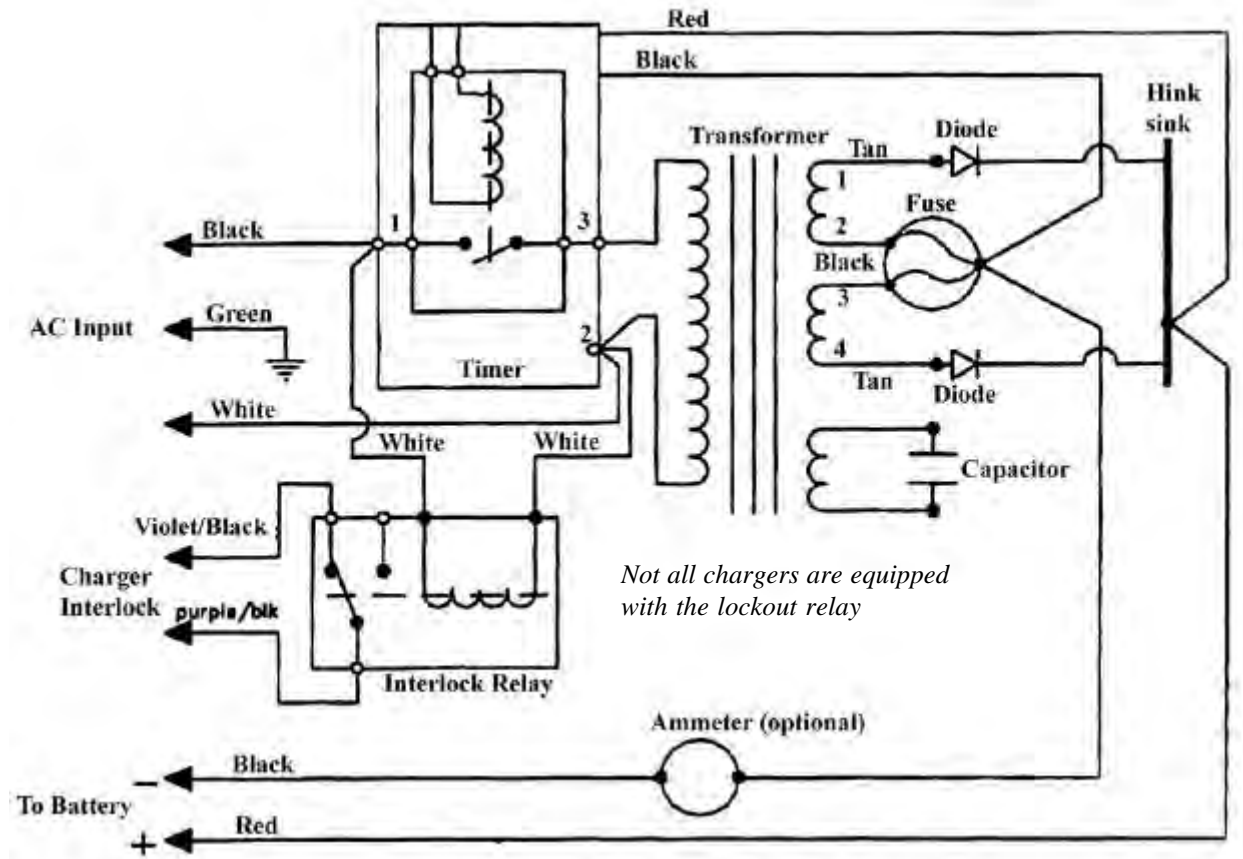


OPERATING INSTRUCTIONS AND THEORY OF OPERATION

The Lestronic II® chargers are designed as semiautomatic chargers. The Lestronic II® charger turns itself on when the “built-in” charger is plugged into the wall outlet, or when the “portable” charger is plugged into the batteries. As the battery charges, the battery voltage rises. The charger periodically checks the battery voltage and compares it to the previous reading. When the battery voltage stops rising a predetermined amount, then the batteries are no longer accepting a charge and the charger shuts off. The charger will not start again unless the AC cord on a “built-in” charger is disconnected from the wall outlet, or the DC plug on a portable charger is disconnected from the batteries.

The charger does not check the current state of charge when it is plugged in, it assumes that the batteries require charging when it is connected. For this reason, it is recommended to discharge the batteries approximately 50% (1175-1200 as indicated on a hydrometer) before connecting the charger. If the charger is connected before the batteries are discharged 50%, the batteries may enter an overcharge state before the charger can sense that the batteries are no longer accepting a charge. This could result in overcharging and damaging the batteries.

The relay that operates the charger is powered by the batteries being charged. If the voltage on the batteries to be charged is less than approximately 65% of the rated charger DC voltage, the relay will not pick up and the charger will not turn on. In this situation, a manual charger would have to be used to bring the battery voltage up so that the Lestronic® charger can sense that they are connected and turn itself on.



Typical Charger Internal Wire Diagram

TESTING THE CHARGING CYCLE

In typical installations, the charger will remain on for up to 12 hours depending on the state of charge of the battery when the charge cycle was started.

A charger could remain on for longer than 12 hours if:

- The charging cycle is interrupted at any time during the charging cycle.
- Defective batteries causing a fluctuating DC voltage that confuses the charger.
- A brownout (drop in AC line voltage) during the charging cycle.
- An electrically noisy charging environment.

A charger could turn off in less than 12 hours, but still show symptoms of overcharging if:

- The batteries were not discharged to 50% before connecting the charger.
- The electrolyte in the batteries is too high (boil over).
- The electrolyte in the batteries is too low (excessive gassing or sulfur smell).

To test the charger to see if it is turning off correctly, monitor the battery voltage and the electrolyte specific gravity during the charging cycle as indicated below.

Specific Gravity

Using a hydrometer take the specific gravity reading of several cells, at 1 hour intervals while charging. If the specific gravity of the electrolyte does not rise for three consecutive readings and the charger does not shut off, then the charger is running too long.

Battery Voltage

Using an accurate 5-1/2 digit digital voltmeter, monitor the battery voltage during the charging cycle. Take readings every 30 minutes. If the battery voltage does not increase 0.012 volts in two consecutive readings, then the charger is running too long.

TEST EQUIPMENT REQUIRED FOR TROUBLESHOOTING

Digital Multi Meter (DMM) with diode and capacitor test function, FLUKE 79® model shown at right and in the troubleshooting illustrations.



Important Notes and Instructions

- This troubleshooting guide assumes a familiarity with the use of a digital multimeter including, voltage tests, continuity tests and diode testing. If not familiar with any part of these tests, refer testing to a qualified technician.
- Make sure that the AC electrical socket the charger is plugged into is in good working condition.
- Make sure that the AC voltage at the electrical socket is the same as the AC voltage on the charger nameplate.
- Make sure the batteries are in good condition and no less than 80% discharged as per hydrometer reading.
- The battery voltage must be above approximately 65% of the chargers rated DC voltage. If the batteries are below approximately 65% of the chargers rated DC voltage, the charger will not turn on.
- If the charger exhibits intermittent problems, it must be in the failed mode for troubleshooting.
- Battery volts = Full voltage available at the batteries at the time of the test being performed.
- This test procedure must be performed in the order it was written. If starting in the middle or skipping sections when not instructed to do so, the proper results will not occur. If the test result is good, then proceed to the next test or go to the next section if instructed to do so.

During All Tests

WARNING

The charger cabinet must remain electrically grounded. Disconnect both of the battery leads and unplug the charger from the AC source before disconnecting any electrical component or wire. Failure to do so may result in serious bodily injury.

TROUBLESHOOTING FOR BUILT-IN CHARGER

WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.

5. Disconnect the charger from the AC source.

Locate the charger harness connectors where the charger harness is connected to the vehicle's control harness. There will be two 10 gauge and two 14 gauge wires.

Slide the insulators off the connectors on the two 10 gauge wires and perform the following tests:

CAUTION

Make sure that these two wires do not come into electrical contact with any other object.

6. Test the voltage from the red wire to the main battery negative. This voltage should be equal to the battery voltage. If the voltage is less than the battery voltage, then this wire is broken or has a bad connection. **Stop here and repair the problem.**
7. Test the voltage from the red 10 gauge wire (+) to the other 10 gauge wire (white or black depending on model). This voltage should be equal to the battery voltage. If the voltage is less than the battery voltage, then the white (or black) wire is broken or has a bad connection. **Stop here and repair the problem.**

Slide the insulators back onto the connectors on the two 10 gauge wires.

Slide the insulators off the connectors on the two 14 gauge wires.

WARNING

High Voltage. Do not touch the 14-gauge wires and make sure these two wires do not come into electrical contact with any other object. Failure to do so may result in serious bodily injury.

Re-Connect the charger to the AC source.

8. Test the voltage across the two 14 gauge wires. This voltage should be the same as the voltage at the AC receptacle (rated voltage of the charger). If the voltage is less than the rated AC voltage of the charger then the 14 gauge white or black wire(s) is broken or has a bad connection between the charger connectors and the AC plug. **Stop here and repair the problem.**

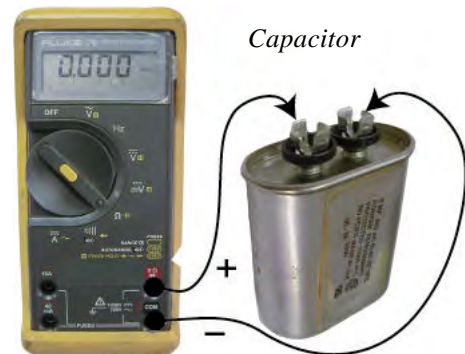
- Disconnect the charger from the AC source.
- Disconnect the batteries.
- Disconnect the charger from the vehicle's harness.
- Remove the charger from the vehicle.

WARNING

HIGH VOLTAGE may be stored in the capacitor. Discharge the capacitor before continuing. Connect a 2k ohm resistor across the capacitor terminals for 10 seconds. Do not touch the capacitor terminals with your hands. The resistor should be held with a pair of insulated pliers. Failure to do so may cause serious bodily injury

Remove the charger cover and perform the following tests:

1. Inspect the internal wiring of the charger and repair as required.
2. Check the continuity of both fuse links and replace if bad.
3. Disconnect one transformer lead from the capacitor. Test the capacitor using the capacitor test function of the meter. It is a 6 microfarad capacitor. If the capacitor is bad, it must be replaced. **Stop here and repair the problem.**



4. Reconnect the transformer lead to the capacitor and disconnect one transformer lead from one of the diodes. Test each of the diodes using the diode test function of your meter. If either one of the diodes are bad, replace the diode assembly. **Stop here and repair the problem.**
5. Reconnect the lead to the diode.
6. Reconnect the charger to the vehicle's harness and slide the wiring insulators back into place. Connect the charger to the AC source and perform the following tests:



WARNING

High Voltage inside the charger. Do not touch any internal components while the charger is plugged in. Failure to do so may result in serious bodily injury.

- Test the voltage from the fuse assembly (-) to the diode block (+). This voltage should be equal to the battery voltage. If the voltage is less than the battery voltage, then the wires from the harness connectors to the charger are bad. **Stop here and repair the problem.**



- Test the voltage across the white and black wires that are connected to the timer board. This voltage should be the same as the rated AC voltage of the charger. If the voltage is less than the rated AC voltage of the charger, then the wires from the harness connectors to the charger are bad. **Stop here and repair the problem.**
- If the timer relay does not pickup (click) when the AC source is connected, then the timer control circuit or the relay is bad (refer to Timer Relay Test). **Stop here and repair the problem.**
- Test the AC voltage across the transformer primary circuit. The transformer primary consists of the two solid wires with the brown fiber insulator that are connected to the timer board. This voltage should be the same as the rated AC voltage of the charger. If the voltage is less than the rated AC voltage of the charger, then the timer relay is bad. **Stop here and repair the problem.**

- Test the AC voltage across the transformer low voltage secondary circuit. The transformer low voltage secondary circuit can be tested at the two solid wires with the brown fiber insulator that are connected to the anodes on the two diodes. The voltage here will vary depending on the state of charge in the batteries. The voltage should be between 208% and 250% of the rated DC voltage of the charger. If the voltage is not between 208% and 250% of the rated DC voltage of the charger, the transformer is bad and must be replaced. **Stop here and repair the problem.**



TROUBLESHOOTING FOR PORTABLE CHARGER

Disconnect the charger from the AC outlet and the batteries.

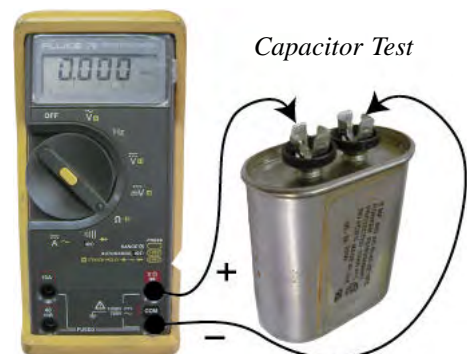
1. Test the voltage from the positive terminal on the vehicles DC receptacle to main battery negative. This voltage should be equal to the battery voltage. If the voltage is less than the battery voltage then this wire is broken or has a bad connection. **Stop here and repair the problem.**
2. Test the voltage from the positive terminal on the DC receptacle to the negative terminal on the DC receptacle. This voltage should be equal to the battery voltage. If the voltage is less than the battery voltage, then the wire on the negative terminal of the DC receptacle is broken or has a bad connection. **Stop here and repair the problem.**

Remove the charger cover and perform the following tests:

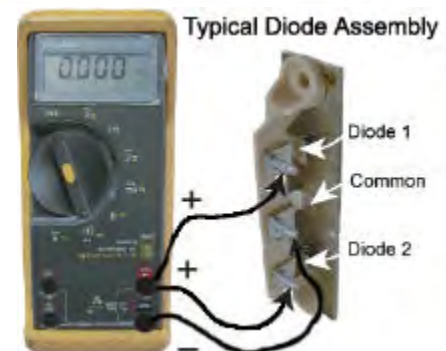
WARNING

HIGH VOLTAGE may be stored in the capacitor. **Discharge the capacitor before continuing. Connect a 2k ohm resistor across the capacitor terminals for 10 seconds. Do not touch the capacitor terminals with your hands. The resistor should be held with a pair of insulated pliers. Failure to do so may cause serious bodily injury**

1. Inspect the internal wiring of the charger and repair as required.
2. Check the continuity of both fuse links and replace if bad.
3. Disconnect one lead from the capacitor. Test the capacitor using the capacitor test function on the meter. If the capacitor is bad, it must be replaced. **Stop here and repair the problem.**



4. Reconnect the lead to the capacitor and disconnect one transformer lead from one of the diodes. Test each of the diodes using the diode test function on the meter. If either one of the diodes are bad, replace the diode assembly. **Stop here and repair the problem.**





5. Reconnect the lead to the diode.
6. Connect the charger to the AC source. Insert the DC charger plug into the DC receptacle and perform the following tests:

WARNING

High Voltage inside the charger. Do not touch any internal components while the charger is plugged in. Failure to do so may result in serious bodily injury.

- Test the voltage from the fuse assembly (-) to the diode block (+). This voltage should be equal to the battery voltage. If the voltage is less than the battery voltage, then the DC cord is bad. **Stop here and repair the problem.**
- Test the voltage across the white and black wires that are connected to the timer board. This voltage should be the same as the rated AC voltage of the charger. If the voltage is less than the rated AC voltage of the charger then the AC cord is bad. **Stop here and repair the problem.**
- If the timer relay does not pickup (click) within 5 seconds of connecting the DC charger plug, then the timer control circuit or the relay is bad (refer to Timer Relay Test). **Stop here and repair the problem.**
- Test the AC voltage across the transformer primary circuit. This voltage should be the same as the rated AC voltage of the charger. If it is less than the rated AC voltage of the charger, then the timer relay is bad. **Stop here and repair the problem.**



Transformer Secondary Circuit

- Test the AC voltage across the transformer secondary circuit. The voltage here will vary depending on the state of charge in the batteries. The voltage should be between 208% and 250% of the rated DC voltage of the charger. If the voltage is not between 208% and 250% of the charge's rated DC voltage, the transformer is bad and must be replaced. **Stop here and repair the problem.**

TESTING THE TIMER RELAY

Test 1:

1. Connect the batteries to the charger.
 2. Plug the charger into the AC source.
 3. Wait 5 seconds, then test the voltage at the timer relay coil terminals.
NOTE: This voltage should be close to the battery volts.
- If the voltage is close to the battery volts, then skip to test 2.
 - If the voltage is not close to the battery volts, then the timer control circuit has failed and the timer must be replaced.

Test 2:

1. Disconnect the batteries.
2. Unplug the charger from the AC source.
3. Discharge the capacitor (see warning on previous page).



4. Disconnect the wires from the contact terminals on the timer relay.
 5. Reconnect the batteries.
 6. Wait 5 seconds, then test the continuity across the timer relay contact terminals.
- If this is a closed circuit, then the timer start up circuit is functioning normally.
 - If there is an open circuit, then the timer relay has failed and the relay must be replaced.

TESTING THE INTERLOCK RELAY

Operation

The Interlock Relay disables the vehicle from running whenever the charger is connected to a working AC power source. When the charger is plugged in, the relay contacts open and break the Key Switch connection to the speed controller. The Interlock Relay is available for built-in chargers only. Not all built-in chargers are equipped with this relay. To identify chargers that are equipped with the Interlock Relay:

Inspect the charger wire harness where it enters the charger cabinet for two Violet/Black wires. If these wires are present then the charger is equipped with the Interlock Relay.

Testing

WARNING

- 1. Make sure the key-switch is in the "OFF" position, then remove the key.**
- 2. Place the forward-reverse switch in the center "OFF" position.**
- 3. Set the park brake.**
- 4. Place blocks under the front wheels to prevent vehicle movement.**
- 5. Disconnect the main positive and negative cables at the batteries.**

6. Disconnect the charger from the AC power source.
 7. Disconnect the two Violet/Black wires at the charger harness knife connectors.
 8. Set the DMM to check for continuity and connect the DMM leads to the wires going into the charger.
 - The DMM should indicate a closed circuit. If the DMM indicates an open circuit, then the relay or the wires to the relay have failed. **Stop here and repair the problem.**
 9. Connect the charger to a working AC power source.
 - The charger should turn on. If the charger does not turn on then there may be a problem with the AC power source or the AC wiring to the charger. Refer to the beginning of this section for charger troubleshooting. **DO NOT** continue until you have confirmed that the AC power source is working.
 - The DMM should indicate an open circuit. If it still indicates a closed circuit, then the relay or the wires to the relay have failed. **Stop here and repair the problem.**
- If the DMM indicates an open circuit then the interlock relay is functioning normally.

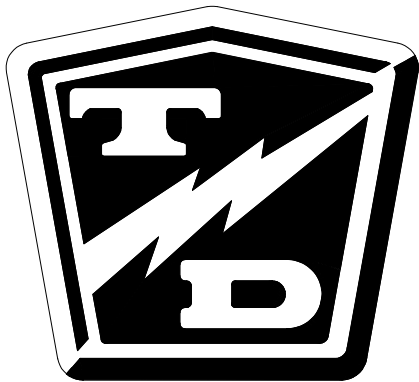
signet® Charger Troubleshooting

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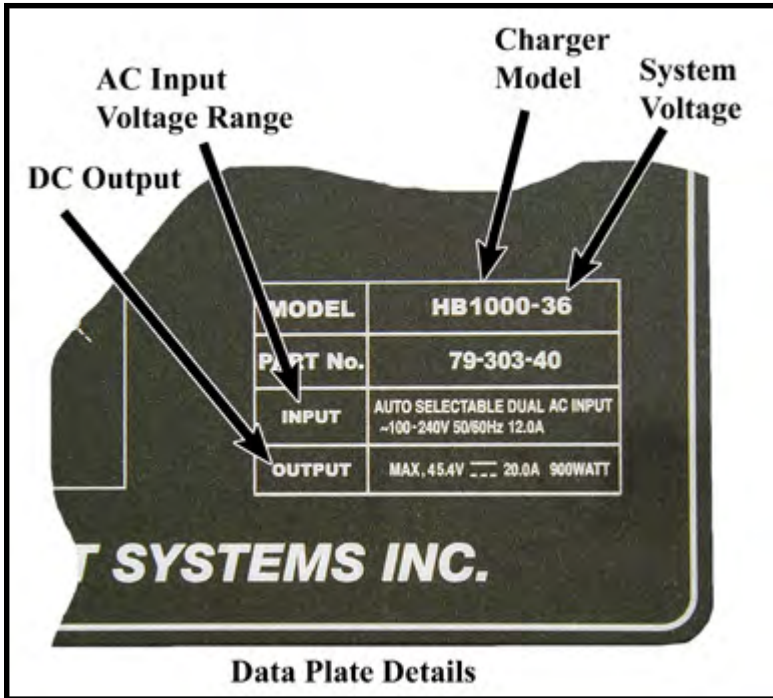
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⚠ CAUTION

Turn the Key switch OFF **BEFORE** disconnecting the batteries. Disconnecting the batteries with the key switch ON may corrupt the controller programming resulting in a fault code 1 (refer to fault table).



OPERATING INSTRUCTIONS AND THEORY OF OPERATION

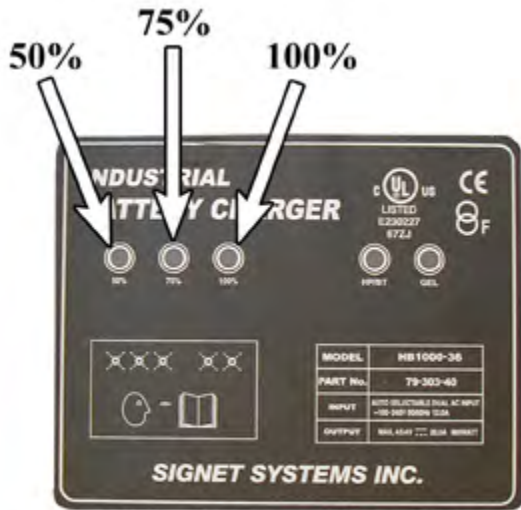


The model HB600W[®] and HB1000W[®] chargers are designed as semiautomatic chargers. The charger turns itself on when it is plugged into the wall outlet and turns off when the batteries are fully charged.

Both the HB600W[®] and HB1000W[®] are two stage chargers. The first stage is a constant current mode. It Maintains a constant current until the battery reaches a terminal voltage and then switches to the second stage, constant voltage. At the second stage the charger decreases the charger current while holding the batteries at the terminal voltage until the charging cycle is complete.

The charger faceplate has three status LED's that monitor the charging status. Refer to the chart and illustration below for the function of these LED's.

If an error occurs during charging, the charger will beep, and display an error code by flashing the status LED's. Refer to the Status LED error code table later in this section.



Charging Status	Left (50%)	Middle (75%)	Right (100%)
0-50%	FLASHING	OFF	OFF
50% - 75%	ON	FLASHING	OFF
75% - 100%	ON	ON	FLASHING
Charging Cycle complete	ON	ON	ON
Error, refer to troubleshooting	FLASHING	FLASHING	FLASHING
Charger Time Out	OFF	OFF	FLASHING

HB/PT AND GEL INDICATOR LAMPS

NOTE: Your charger may not be equipped with these lamps.

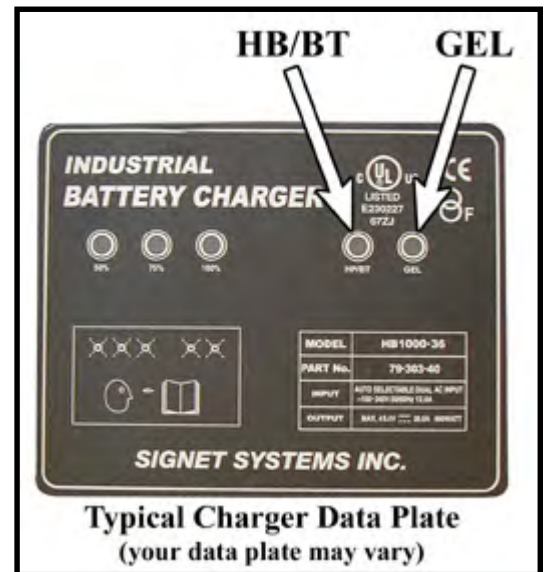
HB/PT Lamp

If the HB/PT lamp is “ON”, then the charger has overheated and has entered a proportionally reduced output. The charging cycle will terminate if the temperature continues to rise. If the charging cycle is terminated, the charger will automatically restart once it has cooled.

The charging cycle is limited to 18-hours. If the HB/PT lamp is flashing, then the charging time has exceeded 18-hours (time is limited to 18-hours). If any of the status lamps are flashing, then the charge cycle did not complete.

GEL lamp

This LED will only be “ON” if the charger is configured for GEL batteries. Using a GEL charger with non-GEL batteries may result in an incomplete charge or long charge times.



CAUTION

GEL batteries must be charged with a charger configured for GEL batteries. Use of any other charger will result in damage to the batteries and premature failure of the batteries.

TESTING THE CHARGING CYCLE

In typical installations, the charger will remain on for up to 12 hours depending on the state of charge of the batteries when the charge cycle was started.

NOTE: Charging time is limited to 18-hours (max). An error occurs if charging time exceeds 18-hours. See table on previous page.

A charger could remain on for longer than 12 hours if:

- The vehicle is equipped with batteries larger than 220 Amp hour capacity.
- The charging cycle is interrupted at any time during the charging cycle.
- Defective batteries causing a fluctuating DC voltage that confuses the charger.
- One or more defective cells in the battery pack.
- A brownout (drop in AC line voltage) during the charging cycle.
- An electrically noisy charging environment.

A charger could turn off in less than 12 hours, but still show symptoms of overcharging if:

- The electrolyte in the batteries is too high (boil over).
- The electrolyte in the batteries is too low (excessive gassing or sulfur smell).

To test the charger to see if it is turning off correctly, monitor the battery voltage and charging current during the charging cycle as indicated below.

Using a digit digital voltmeter and clamp on DC ammeter, monitor the battery voltage and current during the charging cycle. The charging current should remain within 10% of the DC output current (see previous page) until the battery voltage reaches 2.55 volts per cell. When the voltage reaches 2.55 volts per cell, the charging current will drop significantly and slowly taper off (voltage will remain constant). The charger should turn off within 2 to 4 hours after entering the second stage.

TEST EQUIPMENT REQUIRED FOR TROUBLESHOOTING

Digital Multi Meter (DMM), FLUKE 79® model shown at right and in the troubleshooting illustrations.

Clamp on DC ammeter to measure up to 20-Amps.



Important Notes and Instructions

- This troubleshooting guide assumes a familiarity with the use of a digital multimeter including, voltage tests, continuity tests and diode testing. If not familiar with any part of these tests, refer testing to a qualified technician.
- Make sure that the AC electrical socket the charger is plugged into is in good working condition.
- Make sure that the AC voltage at the electrical socket is the same as the AC voltage on the charger nameplate.
- Make sure the batteries are in good condition.
- If the charger exhibits intermittent problems, it must be in the failed mode for troubleshooting.
- Battery volts = Full voltage available at the batteries at the time of the test being performed.
- There are no internally serviceable components in the charger. If the charger has failed then it must be replaced.

⚠ CAUTION

This charger is rated for 115 VAC or 230 VAC operation. When switching from one input voltage to the other, wait until all three status LED's are off. Switching voltage when any of the LED's are on will result in damage to the charger.



STATUS LED ERROR CODE TABLE

There are three status lights (LED's) on the charger name plate. These LED's normally indicate the current operating state of the charger. If all three LED's are flashing, it indicate an error has occurred in the charging cycle. See the table below for an explanation of the error codes:

Note: If only the 100% LED is flashing and all others are OFF then the charger has exceeded its maximum charging time and shut off before the batteries were fully charged.

This could be a result of:

- Defective battery or batteries
- Excessively discharged batteries
- Oversize batteries

Error Code	Description	Action Required
1*	Reverse polarity or open circuit to the batteries	Check wiring for corrosion, loose connections, broken wires and proper connection to the batteries
2	AC line voltate too high or too low	Check the input voltage. It must be within 96-132VAC or 196-266VAC
3	Charger overheated	Wait for charger to cool, the charger will automatically restart. Inspect for dirt or debris on the charger cooling fins and clean as required.
4	Input or Output over current	Charger will automatically correct for this condition and restart

* - In many cases fault 1 will only be displayed for a short amount of time and then the charger will attempt to restart. Typically, the fault will repeat 8-times and then the charger will start the boot up process with the 50% light on. If the charger cannot restart then the fault loop will start again, repeating the fault 1.

This fault could be a result of an open connection between the charger and batteries, an open connection on one or more of the battery cables, or an open connection internal of the charger.

Before replacing the charger, confirm all battery wiring is good.



Typical Charger Data Plate
(your data plate may vary)

TROUBLESHOOTING

To test charger operation:

Connect a DC volt meter to the main battery positive and negative terminals.

Attach a clamp on DC Ammeter to one of the charger DC output wires.

Plug the charger into an AC outlet.

Wait for charger to start (up to 15 seconds), the ammeter should display the DC Amp rating of the charger (plus or minus 10%) indicating that the charger is on (constant current mode).

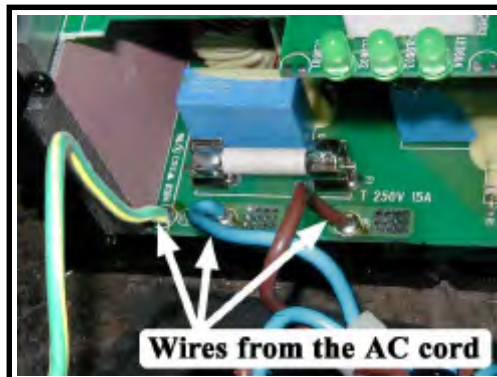
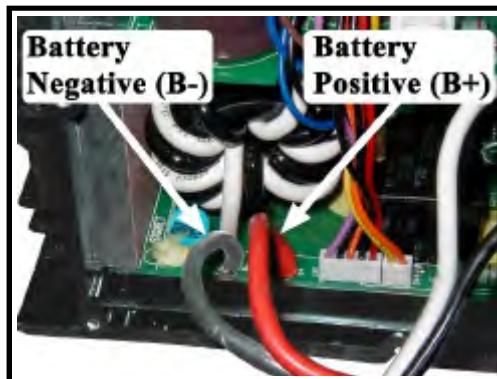
The ammeter should continue to display the DC Amp rating of the charger until the battery voltage equals 2.55 VPC. When the battery voltage equals 2.55 VPC the charger will switch to the constant voltage mode. At this point the charging current will be reduced and will taper off until the batteries are fully charged.

Perform the following if the charger does not turn on:

WARNING

1. **Make sure the key-switch is in the "OFF" position, then remove the key.**
2. **Place the forward-reverse switch in the center "OFF" position.**
3. **Set the park brake.**
4. **Place blocks under the front wheels to prevent vehicle movement.**

5. Disconnect the charger from the AC source.
6. Remove the charger end cap where the DC wires enter.
7. Test the voltage across the Battery Positive (red) and Battery Negative (black) wires at the lower left of the charger circuit board. This voltage should be equal to the battery voltage. If the voltage is less than the battery voltage, then the wires to the batteries have been damaged. **Stop here and repair the problem.**
8. Reinstall the charger end cap where the DC wires enter.
9. Remove the charger end cap where the AC wires enter.
10. Test the continuity of all three AC wires from the circuit board to the AC plug. If you find an open circuit in any one of the three wires then the AC cord or plug has been damaged. **Stop here and repair the problem.**
11. Install the charger end cap where the AC wires enter.



If both the AC and DC tests are good then the charger has failed. There are no internally serviceable components in the charger. If the charger has failed then it must be replaced.

Signet® Charger Troubleshooting

Charger Models:

HBS 600

HBS 1000

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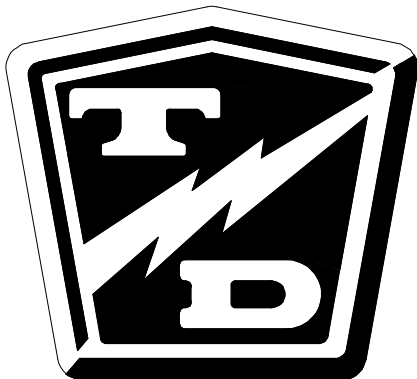
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⚠ CAUTION

Turn the Key switch **OFF** **BEFORE** disconnecting the batteries. Disconnecting the batteries with the key switch **ON** may corrupt the controller programming resulting in a fault code 1 (refer to fault table).

⚠ CAUTION

GEL batteries must be charged with a charger configured for GEL batteries. Use of any other charger will result in damage to the batteries and premature failure of the batteries.





DEFINITIONS:

Volts Per Cell = Voltage for each cell in a battery pack. for example, one 6-volt battery has 3-cells.

Term	Value	Condition
V1:	See Chart 2.383 Volts Per Cell	Flooded batteries Gel Batteries
V2:	2.08 Volts Per Cell	All batteries
A1:	2 to 4 Amps	All batteries

All voltages are nominal.

V1: Voltages are temperature compensated relative to the temperature of the charger at the time the charge cycle is started.

Starting Temperature (C)	V1 Volts Per Cell
Less than -4	2.64
-4 to 2	2.61
2 to 8	2.59
8 to 14	2.56
14 to 21	2.54

⚠ CAUTION

This charger is rated for 115 VAC or 230 VAC operation (nominal). When switching from one input voltage to the other, wait until all LED's are off. Switching voltage when any of the LED's are on will result in damage to the charger.

⚠ CAUTION

GEL batteries must be charged with a charger configured for GEL batteries. Use of any other charger will result in damage to the batteries and premature failure of the batteries.

TEST EQUIPMENT REQUIRED FOR TROUBLESHOOTING

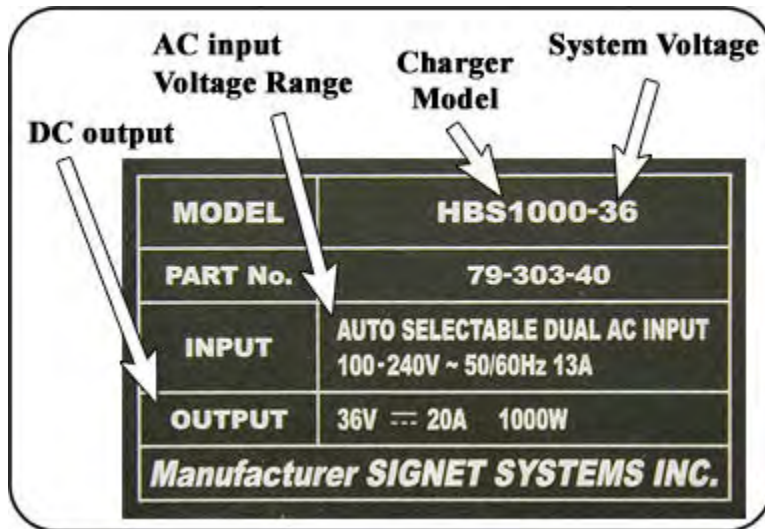
Digital Multi Meter (DMM), calibrated and accurate down to 0.00001 volts.

Clamp on DC ammeter to measure up to 20-Amps.

Important Notes and Instructions

- This troubleshooting guide assumes a familiarity with the use of a digital multimeter including, voltage tests, continuity tests and diode testing. If not familiar with any part of these tests, refer testing to a qualified technician.
- Make sure that the AC electrical socket the charger is plugged into is in good working condition.
- Make sure that the AC voltage at the electrical socket is the same as the AC voltage on the charger nameplate.
- Make sure the batteries are in good condition.
- If the charger exhibits intermittent problems, it must be in the failed mode for troubleshooting.
- There are no internally serviceable components in the charger. If the charger has failed then it must be replaced.

OPERATING INSTRUCTIONS AND THEORY OF OPERATION



*Typical specification plate
(reference only, specifications will vary for different chargers)*

The model HBS 600W[®] and HBS 1000W[®] chargers are designed as automatic chargers. The charger turns itself on when it is plugged into the wall outlet and turns off when the batteries are fully charged. Once the charging cycle is complete, the charger will monitor the battery voltage. If the battery voltage drops below a specific value (V2), the charger will turn on again for a short cycle.

Both the HBS 600W[®] and HBS 1000W[®] are two stage chargers. The first stage is a constant current mode. It maintains a constant current until the battery reaches a terminal voltage (V1) and then switches to the second stage, constant voltage. At the second stage the charger decreases the charger current while holding the batteries at the terminal voltage until the charging cycle is complete. The charging cycle is complete when the current is down to A1

On the charger face plate, there is a status light panel that displays the current status of the charger.

The first light (**POWER**) should be ON when the AC cord is connected to a proper AC power source.

The three **STATUS** lights will indicate the current charging condition as follows:

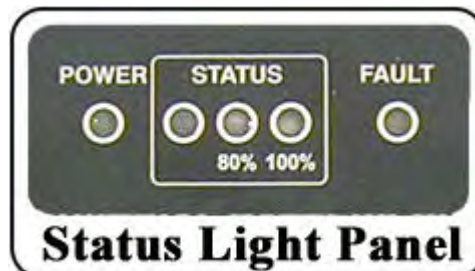
Left: Charge cycle is ON and is in constant current mode.

Left & Middle (80%): Charge cycle is ON and is in constant voltage mode.

Right (100%): Charge cycle completed.

The **FAULT** light will turn ON and flash a fault code only when an abnormal charging condition has occurred. Refer to the fault code table for more information.

NOTE: Critical faults will be accompanied with an audible beeping.



TESTING THE CHARGING CYCLE

In typical installations, The charge cycle will be completed in 8 to 12 hours depending on the state of charge of the batteries when the charge cycle was started.

NOTE: The charge cycle time is limited to 20-hours (max). A fault will occur if charging time exceeds the time limit. Refer to the fault code table for more information.

A charger could remain on for longer than 12 hours if:

- The vehicle is equipped with batteries larger than 220 Amp hour capacity.
- The charging cycle is interrupted at any time during the charging cycle.
- Defective batteries causing a fluctuating DC voltage that confuses the charger.
- One or more defective cells in the battery pack.
- A brownout (drop in AC line voltage) during the charging cycle.
- An electrically noisy charging environment.

NOTE: This charger has a maintenance mode that will restart the charger if the battery voltage drops below a threshold after the charge cycle is complete. In some cases, it may appear that the charger is not turning off due to that the charger has restarted. Fully test the battery pack before assuming that the charger is not turning off or running too long.

A charger could turn off in less than 12 hours, but still show symptoms of overcharging if:

- The electrolyte in the batteries is too high (boil over).
- The electrolyte in the batteries is too low (excessive gassing or sulfur smell).

To test the charger to see if it is turning off correctly, monitor the battery voltage and charging current during the charging cycle as indicated below.

Using a digital voltmeter and clamp on DC ammeter, monitor the battery voltage and current during the charging cycle. The charging current should remain within 10% of the DC output current (see previous page) until the battery voltage reaches V1. When the voltage reaches V1, the charging current will drop significantly and slowly taper off (voltage will remain constant). The charger should turn off within 2 to 4 hours after entering the second stage when the charging current is down to A1.

⚠ CAUTION

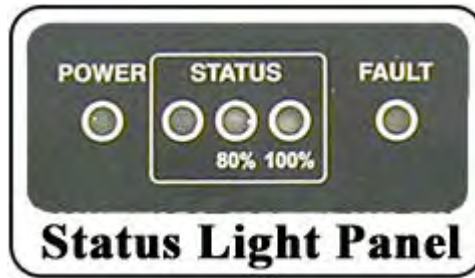
GEL batteries must be charged with a charger configured for GEL batteries. Use of any other charger will result in damage to the batteries and premature failure of the batteries.



STATUS LIGHT ERROR CODE TABLE

If the Fault light is ON or flashing, it indicates a problem has occurred during the charging cycle. If the light is flashing, it will flash from 2 to 6 times before a pause. This is the fault code.

Refer to the table below.



Fault Code	Description	Action Required
1 (no flash)	Time out	Charge cycle time exceeded the time limit. Test batteries for possible defective cells.
2*	Open circuit or reverse polarity to battery	Check battery wiring.
3*	Battery voltage too high	Wrong voltage charger or batteries installed. 24v charger: Battery voltage must be less than 33.7v 36v charger: Battery voltage must be less than 43.2v 48v charger: Battery voltage must be less than 57.6v
4	Overheated	Inspect for dirt or debris on the charger cooling fins and clean as required.
5*	AC line voltage too high or too low	Check the input voltage. It must be within 85-137VAC or 170-264VAC
6	Low battery voltage	Extremely discharged battery, defective battery, miswired battery. When this fault occurs, the charger will operate in a low current mode until the battery voltage is built up. This fault will reset once the battery voltage is normal. If the battery voltage does not come up: > Test the batteries > Check battery wiring
*	These faults will be accompanied by an audible beep and indicates that the charge cycle was terminated before completion.	

TROUBLESHOOTING

NOTE: There are no internally serviceable components in the charger.

To test charger operation:

Connect a DC volt meter to the main battery positive and negative terminals.

Attach a clamp on DC Ammeter to one of the charger DC output wires.

Plug the charger into an AC outlet.

Wait for charger to start (up to 15 seconds), the ammeter should display the DC Amp rating of the charger (plus or minus 10%) indicating that the charger is on (constant current mode).

The ammeter should continue to display the DC Amp rating of the charger until the battery voltage equals V1. When the battery voltage equals V1 the charger will switch to the constant voltage mode. At this point, the charging current will be reduced and will taper off until the batteries are fully charged. The batteries are fully charged when the charging current is down to A1.

If the charger does not turn on, there are no faults, and the POWER light is ON, then the charger has failed and must be replaced.

If the POWER light is OFF, then check the AC power source, AC power cable and connections. If the source, cable and connections are good, then the charger has failed and must be replaced.

The charger comes equipped with a long fully insulated AC cord that can be cut to length as needed for the vehicle application. Do not cut the AC cord and splice to the existing AC cord in the vehicle. **Cutting and splicing the AC cord will void the charger warranty**

⚠ CAUTION

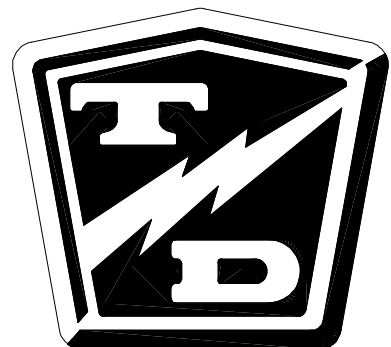
GEL batteries must be charged with a charger configured for GEL batteries. Use of any other charger will result in damage to the batteries and premature failure of the batteries.



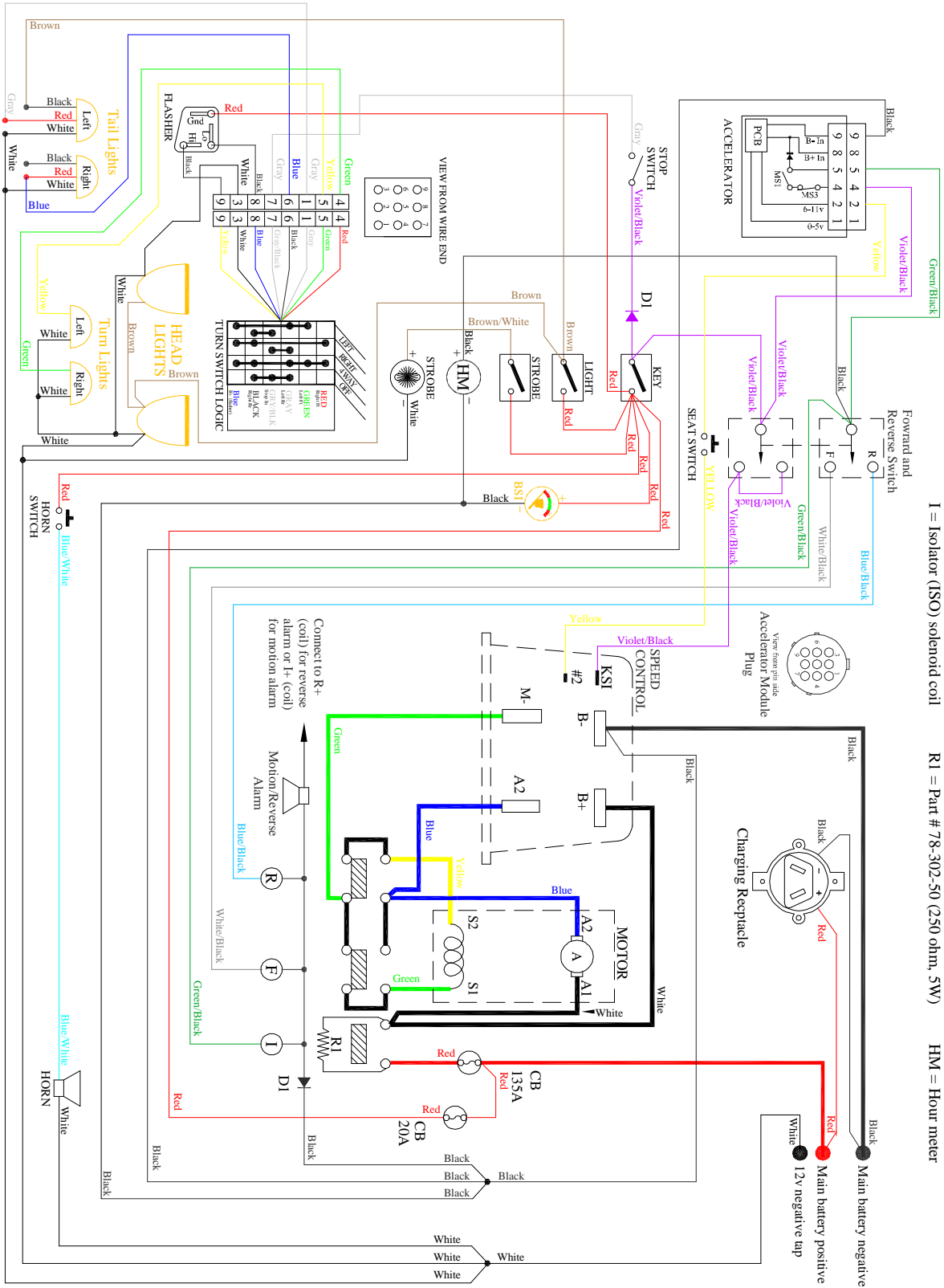
Wire Diagrams

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COMPLETE VEHICLE

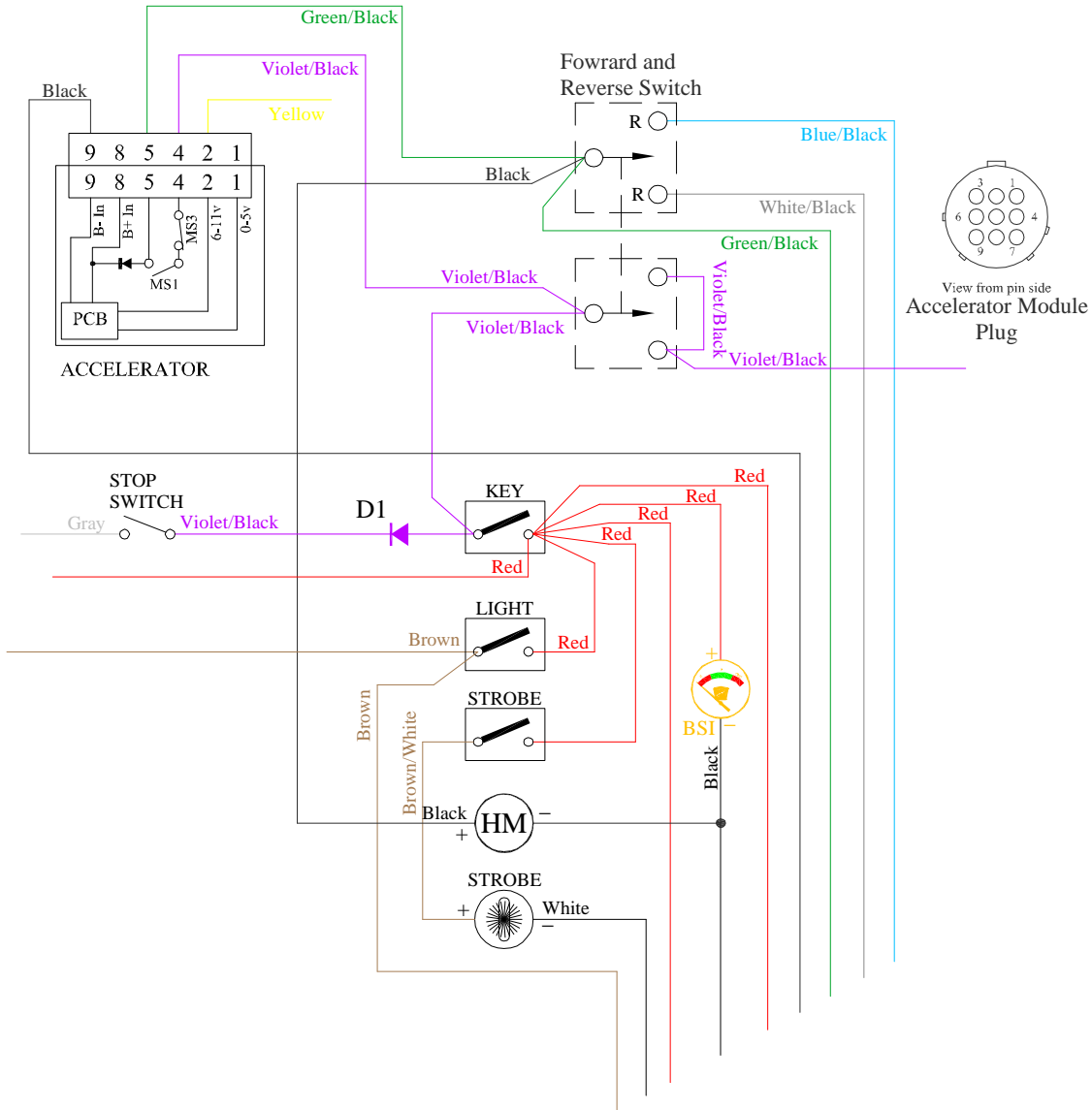


F = Forward solenoid coil
 R = Reverse solenoid coil
 I = Isolator (ISO) solenoid coil

MS1 = Micro switch 1
 MS2 = Micro switch 2
 R1 = Part # 78-302-50 (250 ohm, 5W)

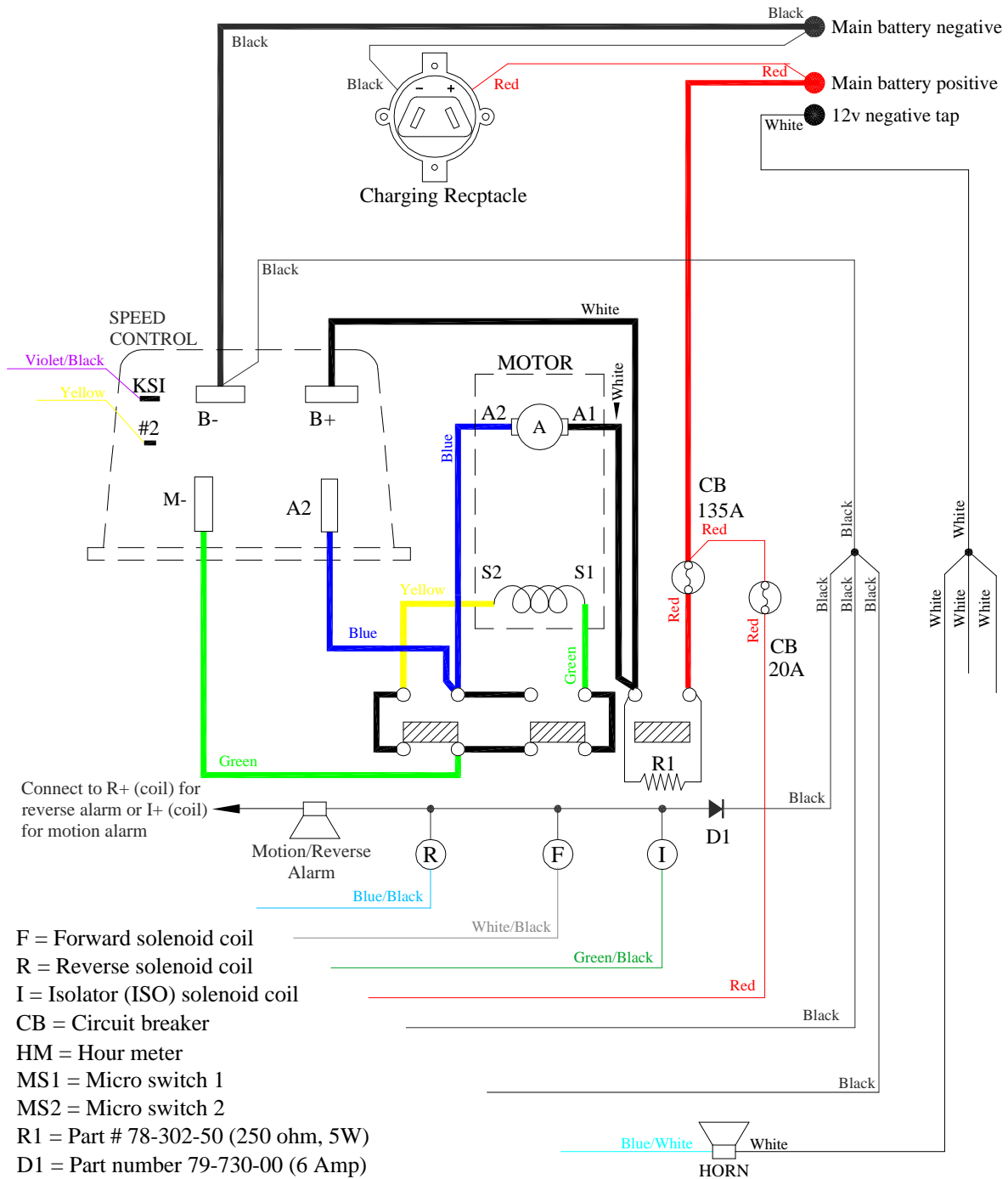
D1 = Part number 79-730-00 (6 Amp)
 CB = Circuit breaker
 HM = Hour meter

DASH

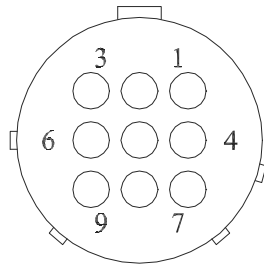


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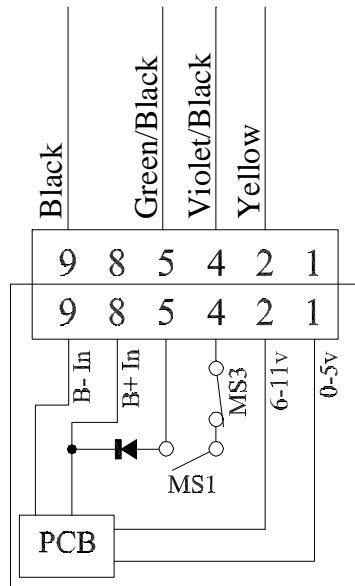
CONTROL PANEL



ACCELERATOR MODULE DETAIL



View from pin side

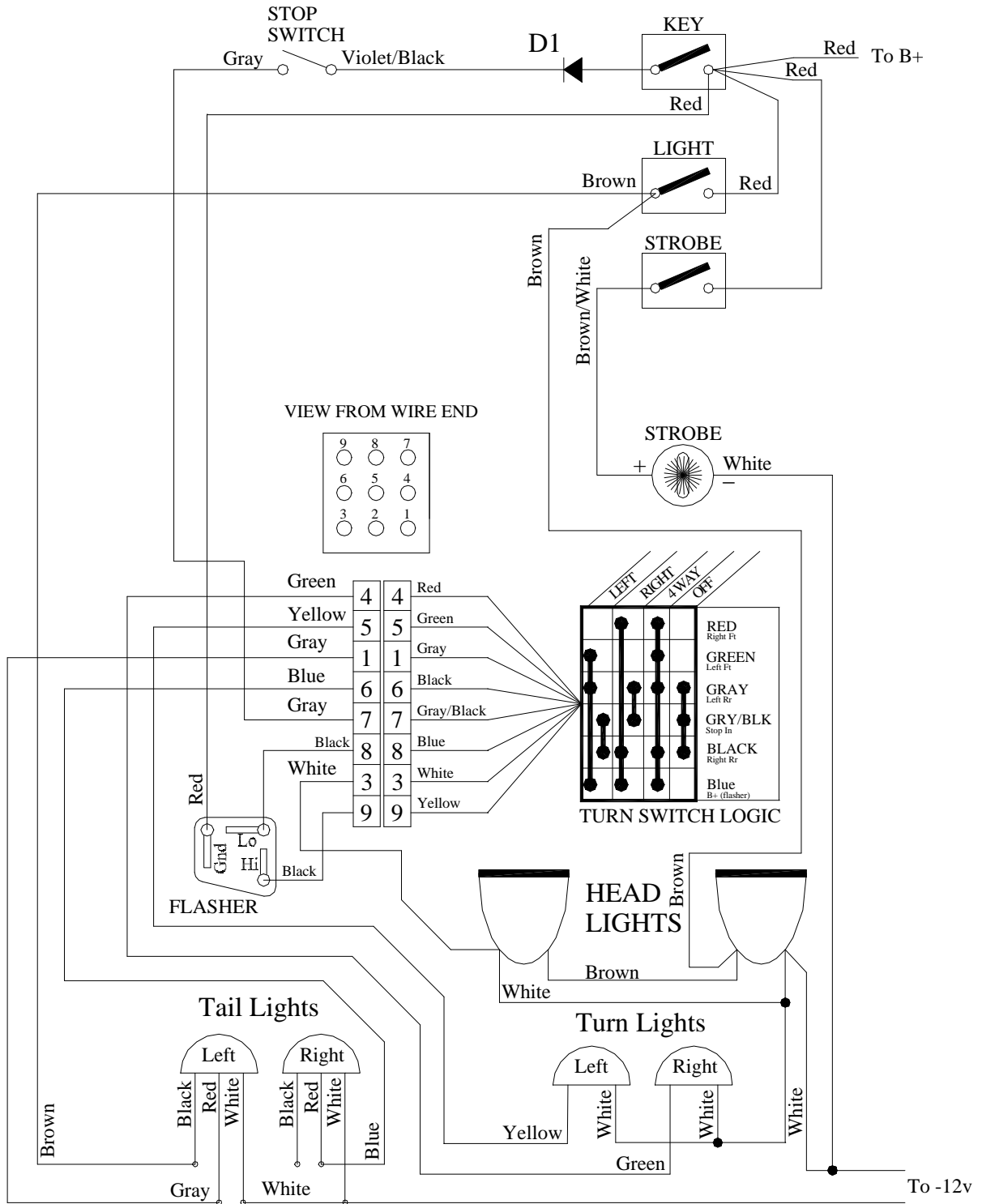


MS1 = Micro switch 1
MS2 = Micro switch 2

ACCELERATOR

Internal components are illustrated for reference only. There are no user serviceable parts inside of the accelerator module.

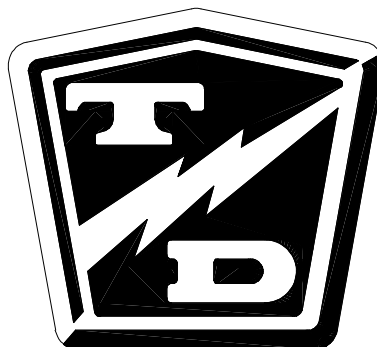
LIGHTS



Illustrated Parts

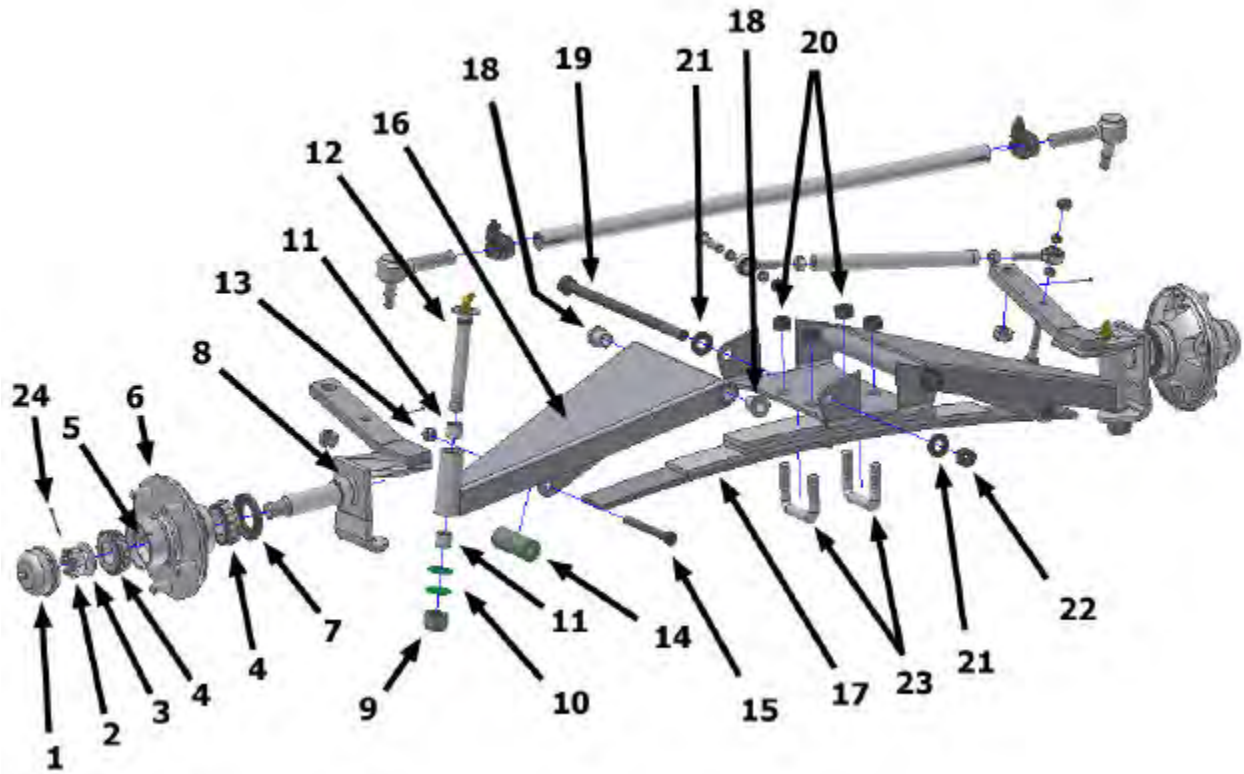
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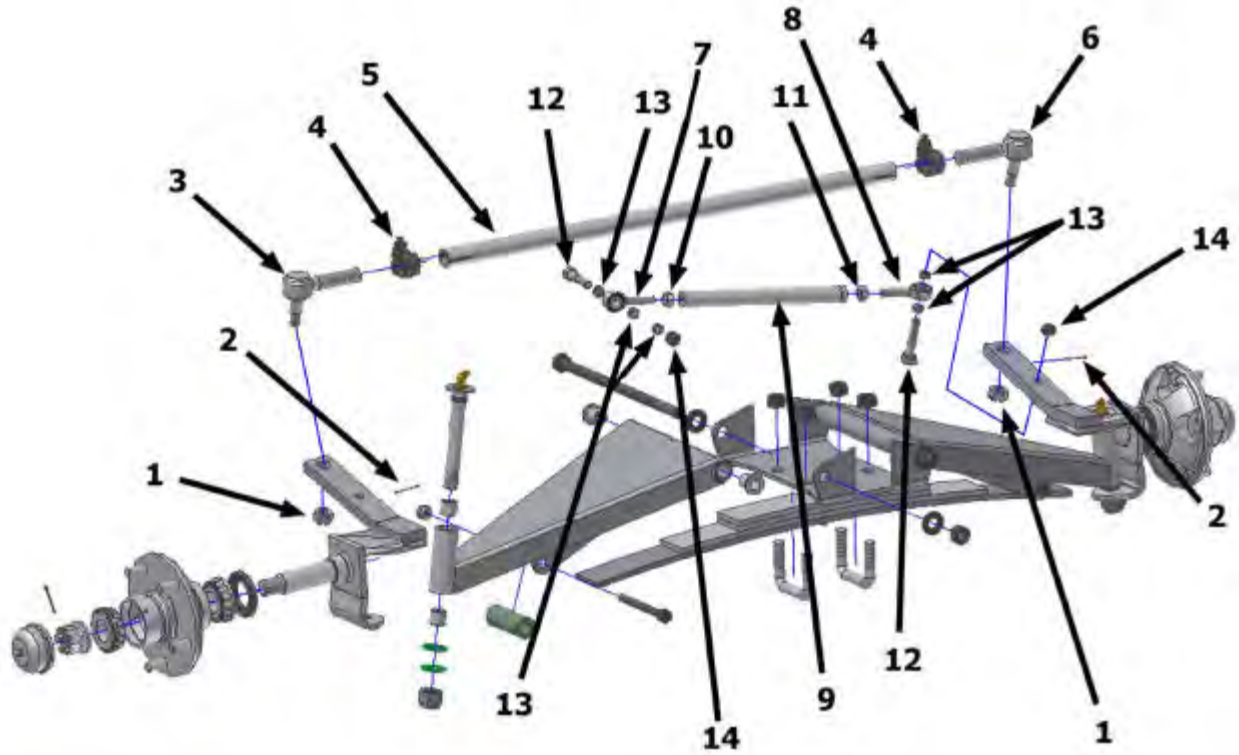
Front Axle and Suspension



Front Axle and Suspension			
ITEM #	PART #	DESCRIPTION	QTY
1	92-104-00	Beating cap	2
2	88-239-85	Castle nut	2
3	88-228-61	3/4 SAE Flat washer	2
4	80-017-00	Bearing	4
5	80-103-00	Race	
6	12.124-00	Hub	2
7	45-308-00	Grease seal	
8	14-110-25	Steer knuckle, right	1
	14-110-20	Steer knuckle, left	1
9	88-189-81	5/8NC Hex lock nut	2
10	97-180-55	Thrust washer	4
11	32-240-55	Bushing	4
12	21-020-15	King pin	2
13	88-119-81	3/8NC hex lock nut	2
14	14-110-17	Bushing	2
15	88-111-22	3/8NC x 3-1/2 Hex bolt, grade 5	2
16	14-110-10	Suspension Arm, right	1
	14-110-10	Suspension Arm, left	1
17	85-498-12	Spring	1
18	32-215-00	Bushing	4
19	88-140-35	Pivot bolt	2
20	88-149-81	1/2NC Lock nut	4
21	88-148-61	1/2 SAE Flat washer	4
22	88-149-81	1/2NC Lock nut	2
23	96-120-00	U-bolt	2
24	88-527-11	1/8 x 1 Cotter pin	2



Steering Linkage

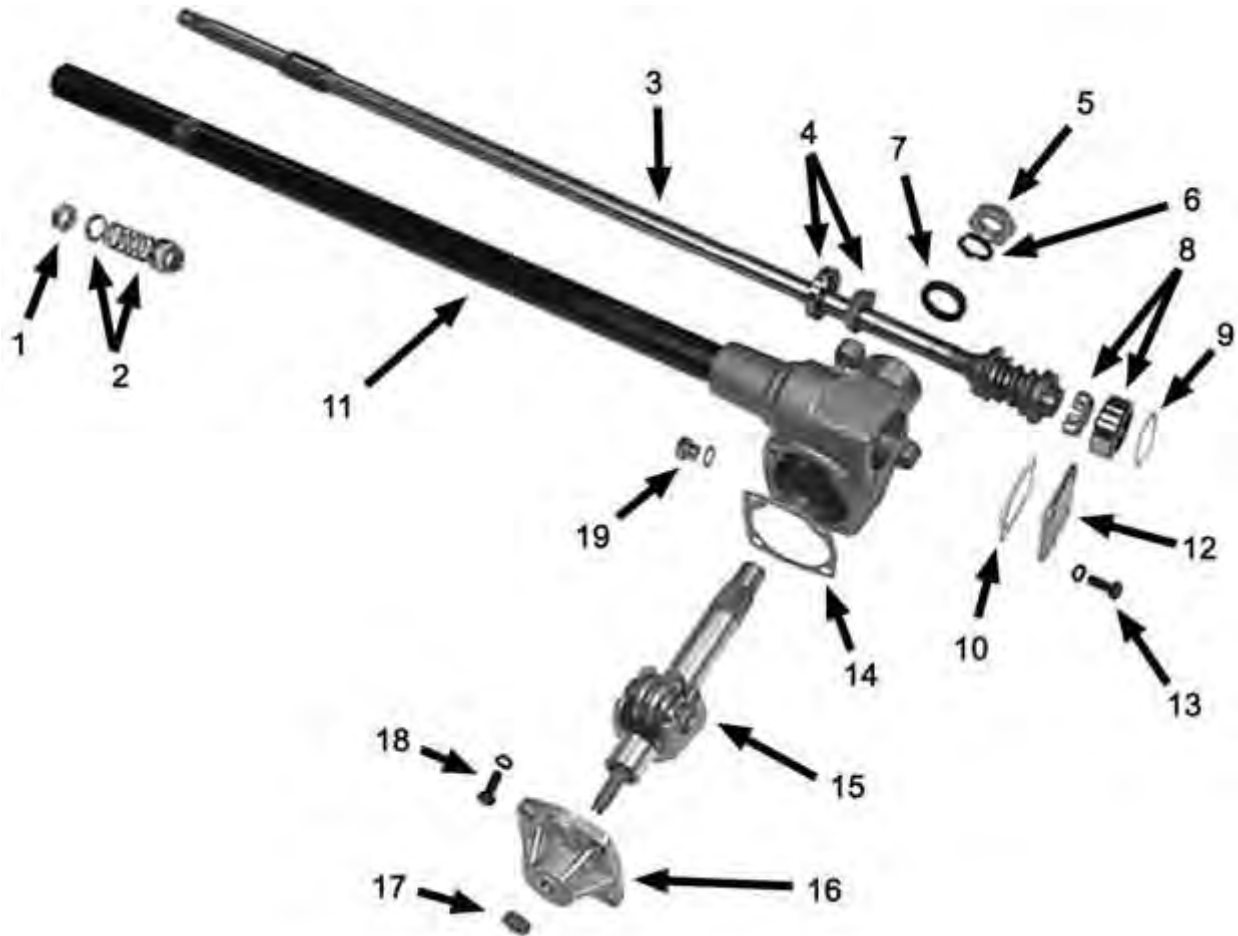


Steering Linkage			
ITEM #	PART #	DESCRIPTION	QTY
1	88-159-85	1/2NF Castle Nut	2
2	88-527-11	1/8 x 1 Cotter pin	2
3	86-501-98	Ball joint (left thread)	1
4	86-510-00	Ball joint clamp	2
5	18-041-01	Tie rod	1
6	86-501-99	Ball joint (right thread)	1
7	86-519-10	Rod end (right thread)	1
8	86-519-11	Rod end (left thread)	1
9	50-002-20	Drag link	1
10	88-119-50	3/8NF Hex nut	1
11	97-202-50	Jam nut (left thread)	1
12	88-100-15	3/8NC x 1-3/4 Hex bolt	2
13	16-506-00	Spacer	5
14	88-109-81	3/8 NC Lock nut	2
Not Shown	00-110-00	Pitman arm	1
	19-011-30	Steering wheel	1
	19-011-35	Steering wheel cover	1

*NOTE: New steering gear is shipped without lube installed. Refer to **Replace Steering Gear** section for lube information.*



Steering Gear



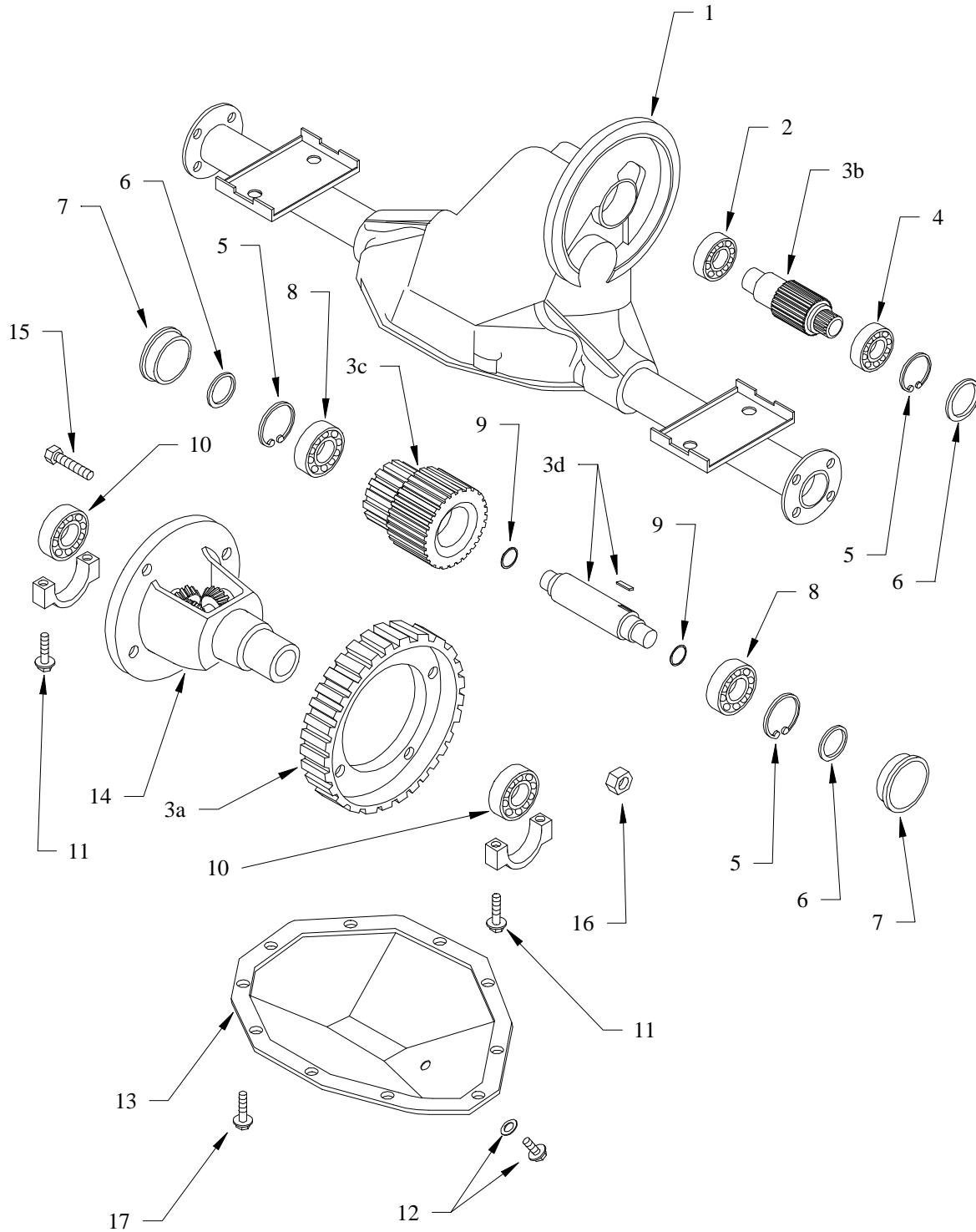
Steering Gear (18-308-30)			
ITEM #	PART #	DESCRIPTION	QTY
1	*	Steering wheel nut	1
2	*	Upper column bearing	1
3	*	Worm shaft	1
4	*	Upper worm bearing and race	1
5	*	Output shaft nut	1
6	*	Split lock washer	1
7	*	Oil seal	1
8	*	Lower worm bearing and race	1
9	*	Shim, 0.10 mm	As needed
	*	Shim, 0.15 mm	
	*	Shim, 0.30 mm	
10	*	Gasket	1
11	*	Housing	1
12	*	Housing cover	1
13	*	Screw	4
14	*	Gasket	1
15	*	Output gear/shaft	1
16	*	Housing cover	1
17	*	Jam nut	1
18	*	Screw	4
19	*	Fill plug	1

* - Not available at time of printing

*NOTE: New steering gear is shipped without lube installed. Refer to **Replace Steering Gear** section for lube information.*



Transmission Differential Case

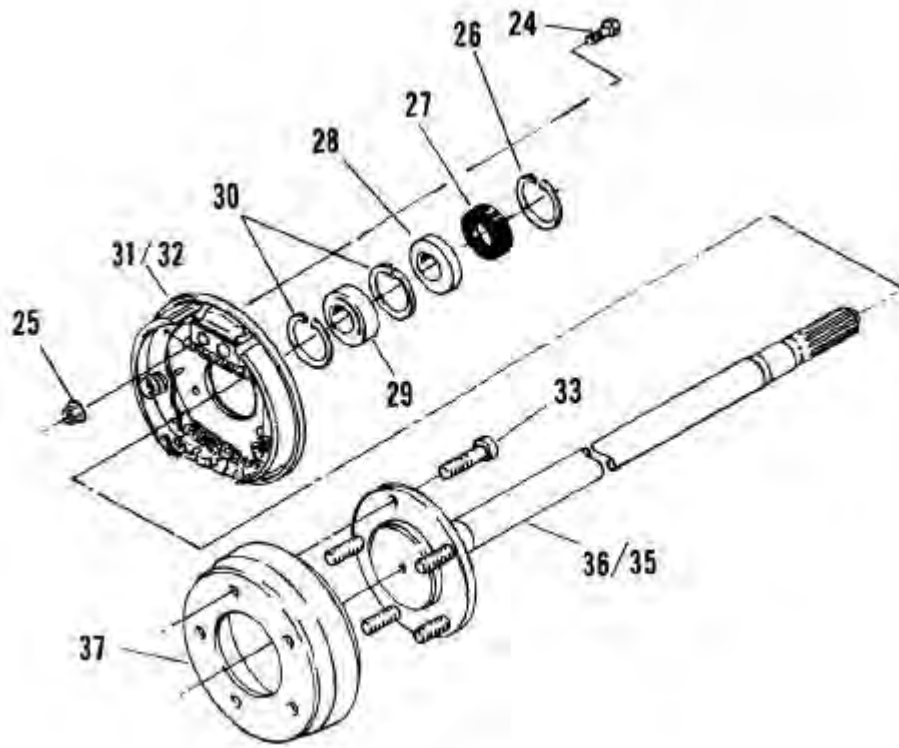


Transmission (Dana Spec# 012AJ308-1)			
ITEM #	PART #	DESCRIPTION	QTY
	4C-100-00	Complete Transmission Assembly Including Brakes	
1a	Special order	Housing	1
1b	-	Carrier bearing cap (included with #1)	2
2	80-480-10	Input shaft bearing	1
3a	** See kit below	Final Gear	1
3b	** See kit below	Input shaft	1
3c	** See kit below	Intermediate gear	1
3d	** See kit below	Intermediate shaft	1
4	80-480-15	Input shaft bearing	1
5	88-840-12	Snap ring	1
6	80-715-10	O-ring	1
7	41-973-00	Bore plug	1
8	66-610-35	Intermeadiate shaft bearing	2
9	80-715-00	O-ring	2
10	80-480-00	Carrier bearing	2
11	96-330-10	Carrier bearing cap bolt	4
12	41-127-94	Fill plug	1
13	*** See kit below	Cover plate	1
14	66-610-04	Carrier assembly	1
15	*	Final gear bolt	4
16	*	Final gear nut	4
17	66-610-68	Cover screw	10
**	*	Gear kit, includes #5, 9 and 12	
***	41-127-64	Cover plate kit, includes #12 and 13	

* - Not available at time of printing



Rear Axle and Brakes

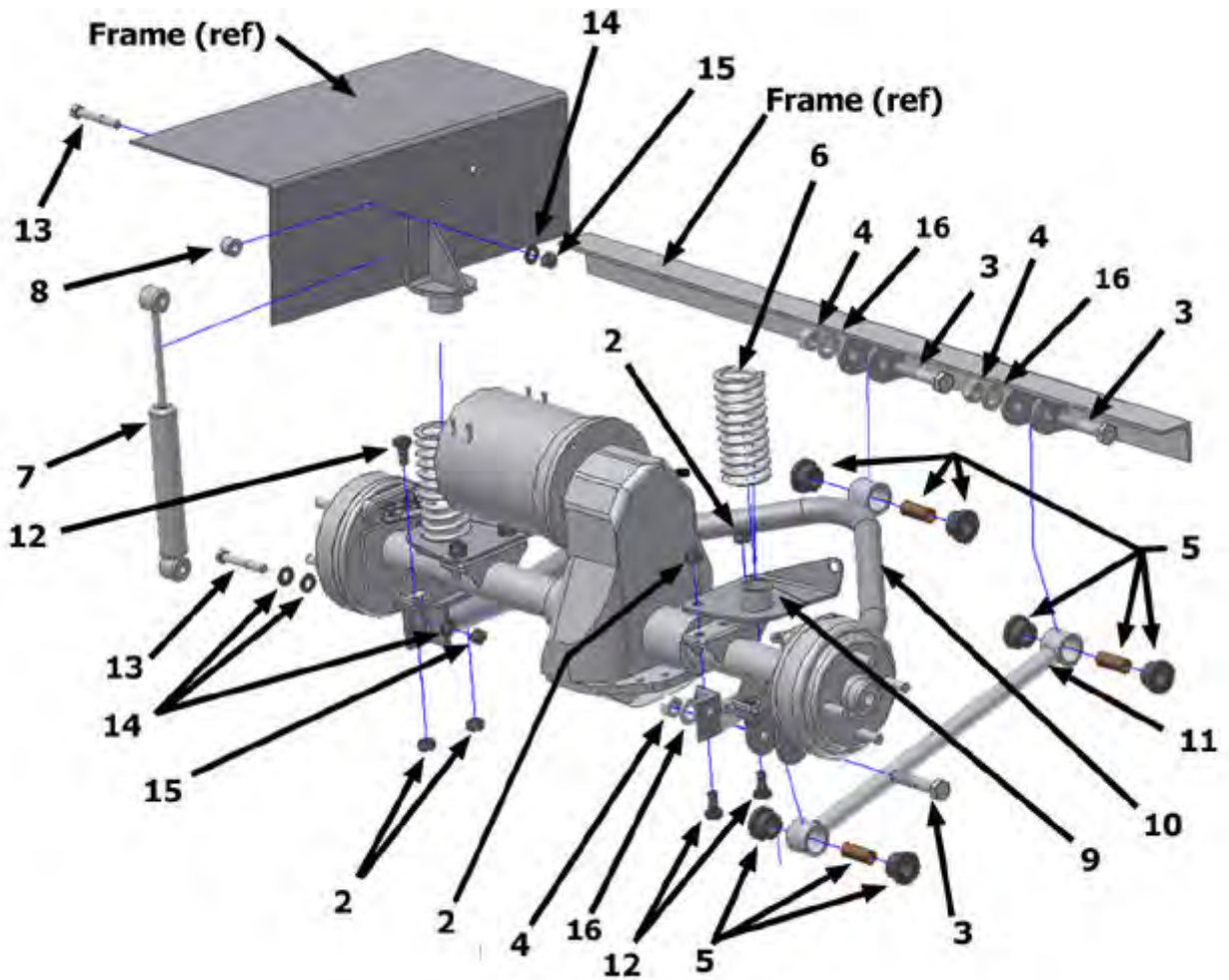


Rear axle and Brakes			
ITEM #	PART #	DESCRIPTION	QTY
24	66-611-00	Axle bolt	8
25	66-610-97	Axle nut	8
26	66-611-10	Retaining ring	2
27	45-303-40	Oil seal	2
28	66-611-11	Retaining ring	2
29	66-611-12	Axle bearing	2
30	66-611-13	Snap ring	4
31	*	Brake assembly (L)	1
32	*	Brake assembly (R)	1
33	66-611-14	Wheel stud	10
35	41-126-96	Axle shaft (L)	1
36	41-126-97	Axle shaft (R)	1
37	41-519-00	Brake drum, 5.70 x 8 one piece wheels	2
	*	Brake drum, 8.50 x 8 and spit rim wheels	
Not Shown	*	Brake shoe kit	2
	*	Brake spring kit	2

* - Not available at time of printing



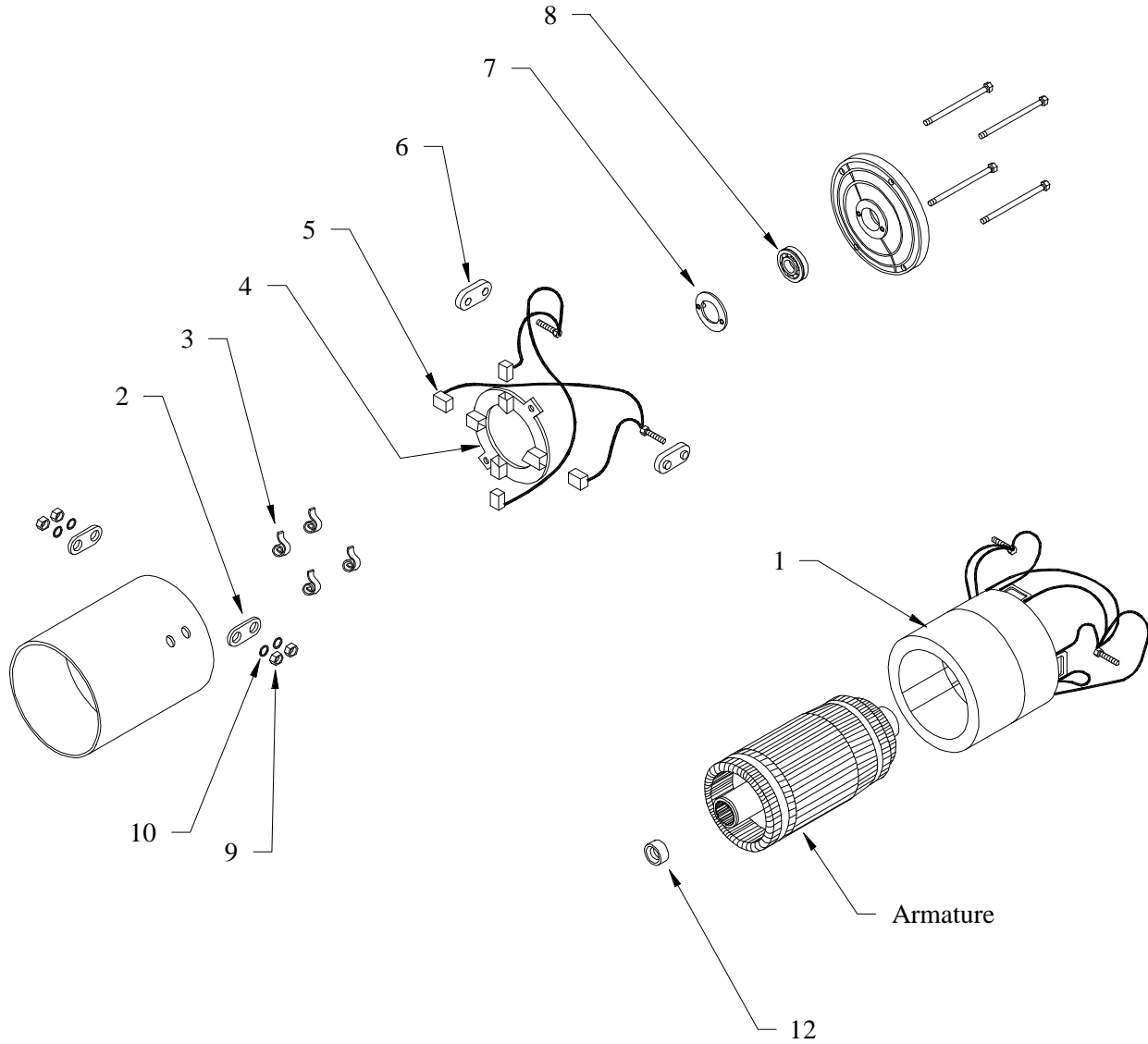
Rear Suspension



Rear Suspension			
ITEM #	PART #	DESCRIPTION	QTY
1	-	-	-
2	88-149-81	1/2 NC Lock nut	8
3	96-248-01	Bolt with grease fitting	3
4	88-169-82	9/16NF Lock nut, grade C	3
5	32-249-00	Bushing assembly	3
6	85-140-00	Spring	2
7	86-602-00	Shock	2
8	17-106-00	Spacer	2
9	01-110-83	Spring mount (left)	1
	01-110-84	Spring mount (right)	1
10	01-110-80	Swing arm	1
11	00-255-02	Track arm	1
12	88-140-11	1/2NC x 1 Hex bolt	8
13	88-121-19	b7/16NC x 2-3/4 Hex bol, grade 5	4
14	88-128-60	7/16 Cut washer	8
15	88-129-81	7/16NC Lock nut	4
16	88-188-61	5/8 SAE Flat washer	3

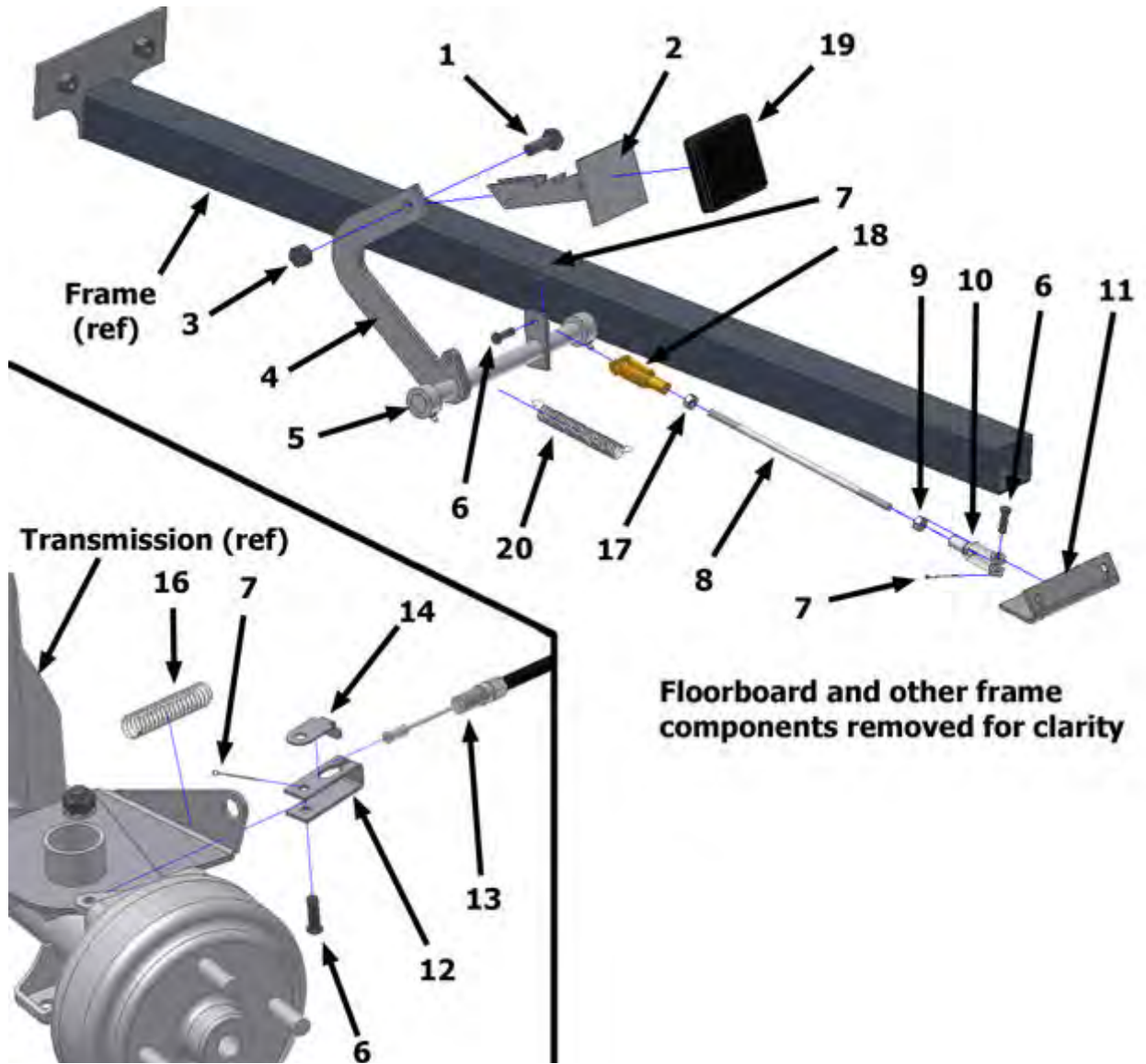


Motor



Motor GE spec# 5BC58JBS6129A			
ITEM #	PART #	DESCRIPTION	QTY
	70-049-05	Complete motor assembly (does not include #11)	
1	70-201-15	Field coils (mounted in motor housing)	1
2	70-210-51	Insulator	2
3	85-412-00	Brush spring	4
4	70-172-15	Brush holder (includes #3)	1
5	70-104-15	Motor brush (2)	2
6	70-210-51	Insulator	2
7	32-508-15	Bearing retainer	1
8	80-209-00	Bearing	1
9	88-089-91	5/16NC Jam nut	4
10	88-088-61	5/16 SAE Flat washer	4
11	-	-	-
12	70-049-06	Bushing spacer	1

Brake linkage

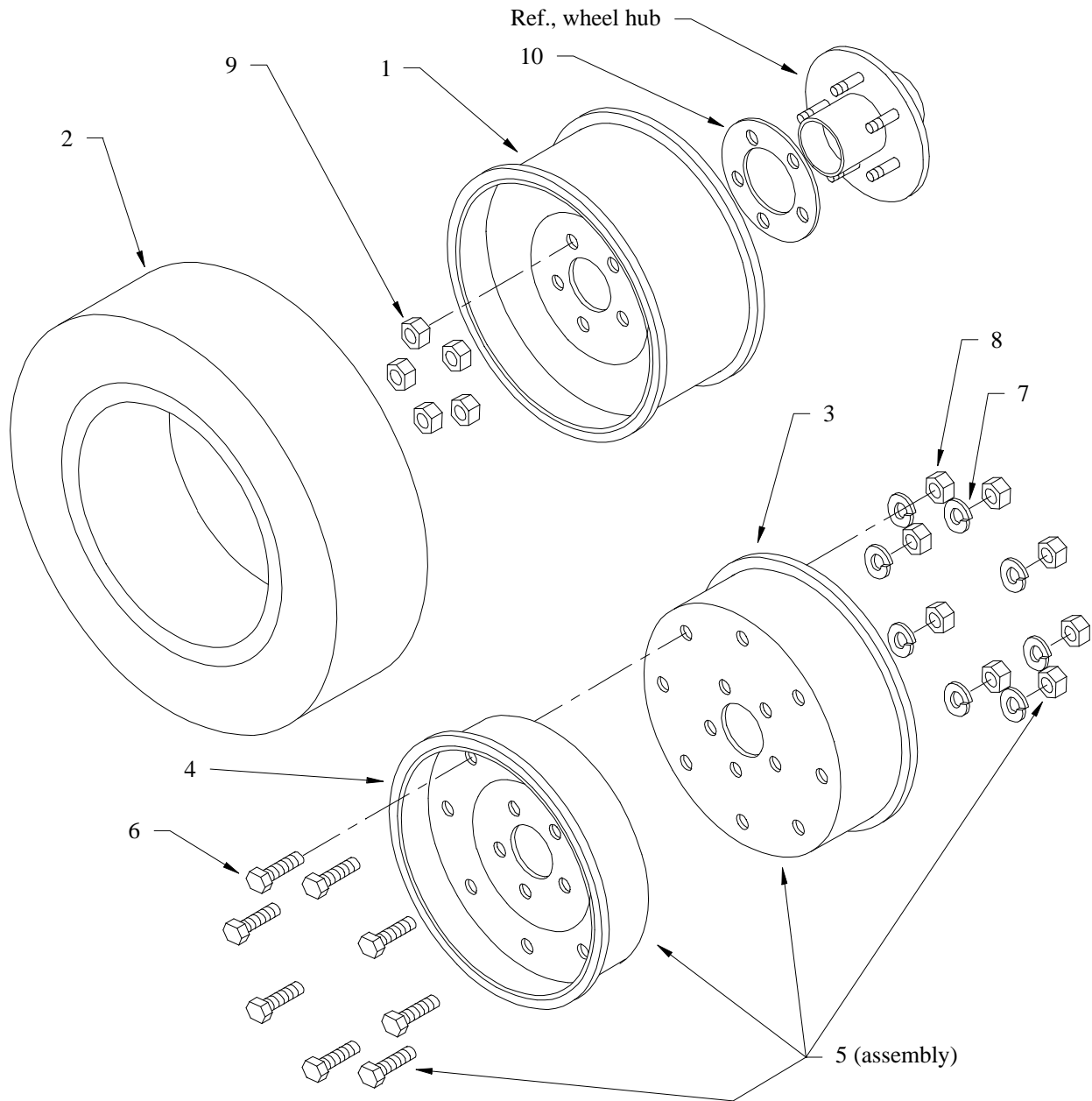


Brake Linkage			
ITEM #	PART #	DESCRIPTION	QTY
1	88-140-13	1/2 NC x 1-1/4 Hex bolt	1
2	02-536-09	Brake pedal	1
3	88-149-81	nut	1
4	*	Brake pedal shaft weldment	1
5	32-033-00	Collar	2
6	96-773-00	5/16 x 1 Clevis pin	4
7	88-517-11	1/8 x 1 Cotter pin	4
8	50-002-17	Brake rod	1
9	88-099-80	5/16 Hex nut	1
10	96-763-00	Clevis	1
11	01-204-32	Brake cable equalizer	1
12	96-754-00	Clevis	2
13	96-826-12	Brake cable	2
14	96-826-09	Cable lock	2
15	88-847-08	E-ring retainer	2
16	85-126-00	Spring	2
17	88-099-81	5/16NF Hex nut, left thread	1
18	96-765-00	Clevis, left thread	1
19	98-200-00	Brake pedal pad	1
20	85-295-00	Spring	1

* - Not available at time of printing

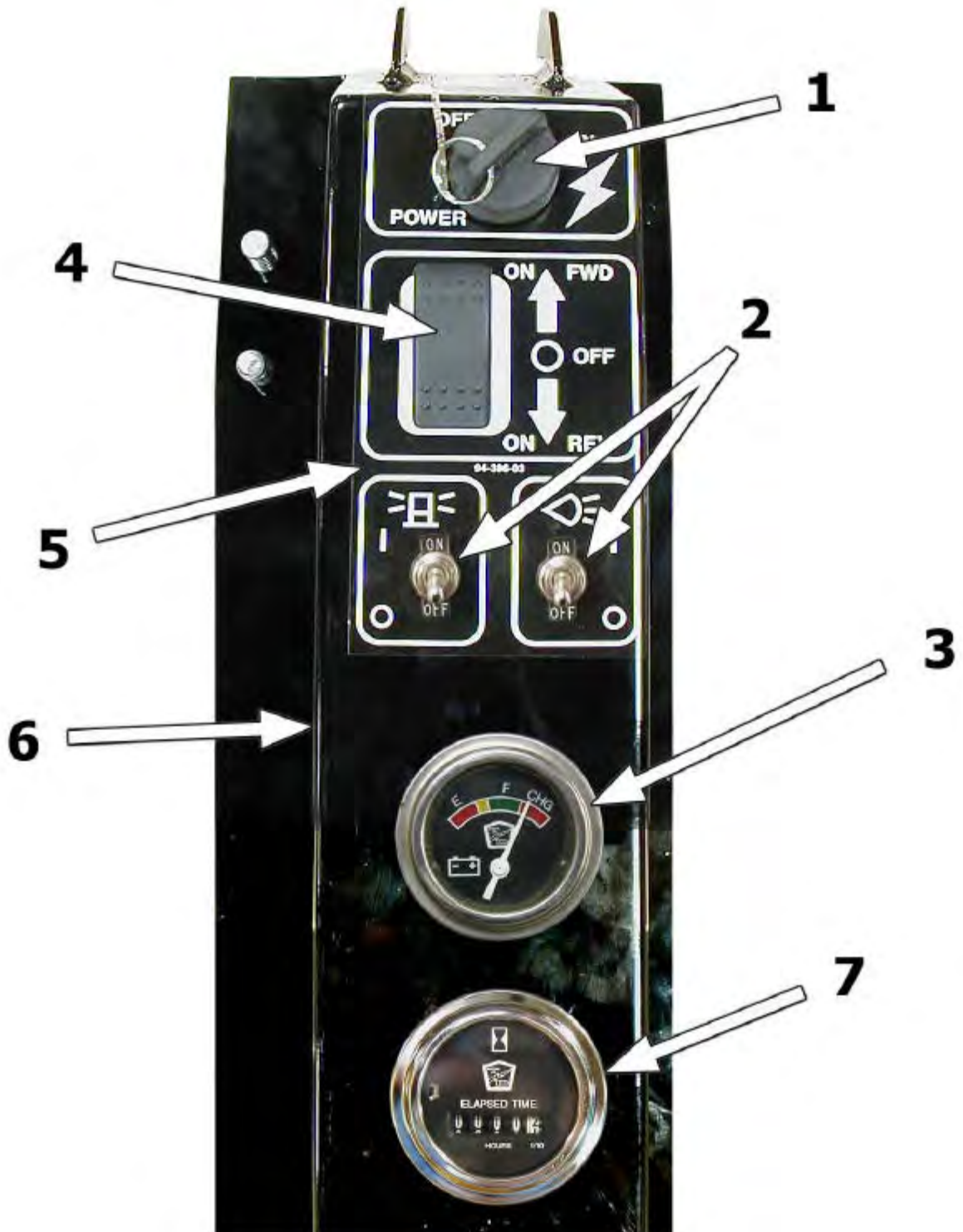


Wheels and Tires



Wheels and Tires		
ITEM #	PART #	DESCRIPTION
1	Wheels	
	12-012-00	5 x 8" Tubeless
	12-020-00	8.5 x 8 Tubeless
	12-050-00	12-1/8 Diameter Cast Iron
2	Tires	
	10-075-00	4.80 x 8 LR B Pneumatic
	10-076-00	4.80 x 8 LR C Pneumatic
	10-081-00	5.70 x 8 LR B Pneumatic
	10-082-00	5.70 x 8 Extra Grip
	10-083-00	5.70 x 8 LR C
	10-093-00	8.50 x 8 LR B
	10-091-10	8.50 x 8 Knobby
	10-092-00	8.50 x 8 LR C
	10-086-00	5.00 x 8 Man-Toterswith lugs (soft solid)
	10-264-00	20 x 8 x 10 LR E
	10-250-00	16 x 4 x 12 Solid rubber
	Split Rim Wheels	
3	12-041-12	Inner Wheel (2.5 bead)
4	12-041-13	Outer Wheel (2.5 bead)
5	12-041-00	Wheel Assembly, 2.5 bead width (includes #3, #4, #6, #7, #8)
3a	12-042-12	Inner Wheel (12-bolt)
4a	12-042-13	Outer Wheel (12-bolt)
5a	12-042-00	Wheel Assembly, 3.75 bead width (includes #3a, #4a, #6, #7, #8)
6	88-110-09	3/8 x 3/4-NF Hex Bolt, grade 5
7	88-109-62	3/8 Split Lock Washer
8	88-119-80	3/8-NF Hex Nut
9	97-236-00	Wheel Nut
10	16-051-00	Wheel spacer
Not Shown	13-989-00	Valve stem, tubless tire only
Not Shown	11-041-00	8.50 x 8 Tube
Not Shown	11-040-00	5.70 x 8 Tube
	11-030-00	4.80 x 8 Tube
	Tire and Wheel Assemblies	
	13-734-00	4.80 x 8 LR B Pneumatic
	13-734-11	4.80 x 8 LR B Split Rim Pneumatic
	13-739-10	4.80 x 8 LR C Split Rim Pneumatic
	13-952-10	16 x 4 x 12 Solid Rubber, Cast Iron Wheel
	13-742-00	5.70 x 8 LR B Pneumatic
	13-742-40	5.70 x 8 Man-Toter
	13-742-11	5.70 x 8 Split Rim
	13-746-10	8.50 x 8 Pneumatic
	13-746-15	20 x 8 x 10 8-ply

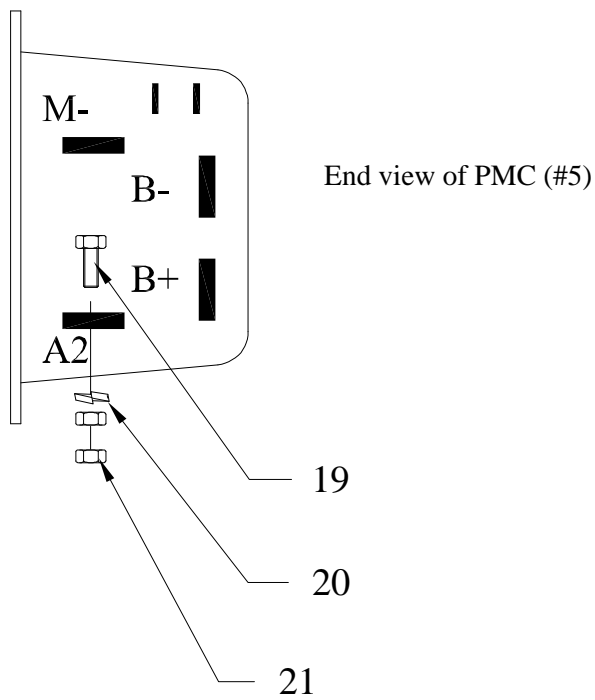
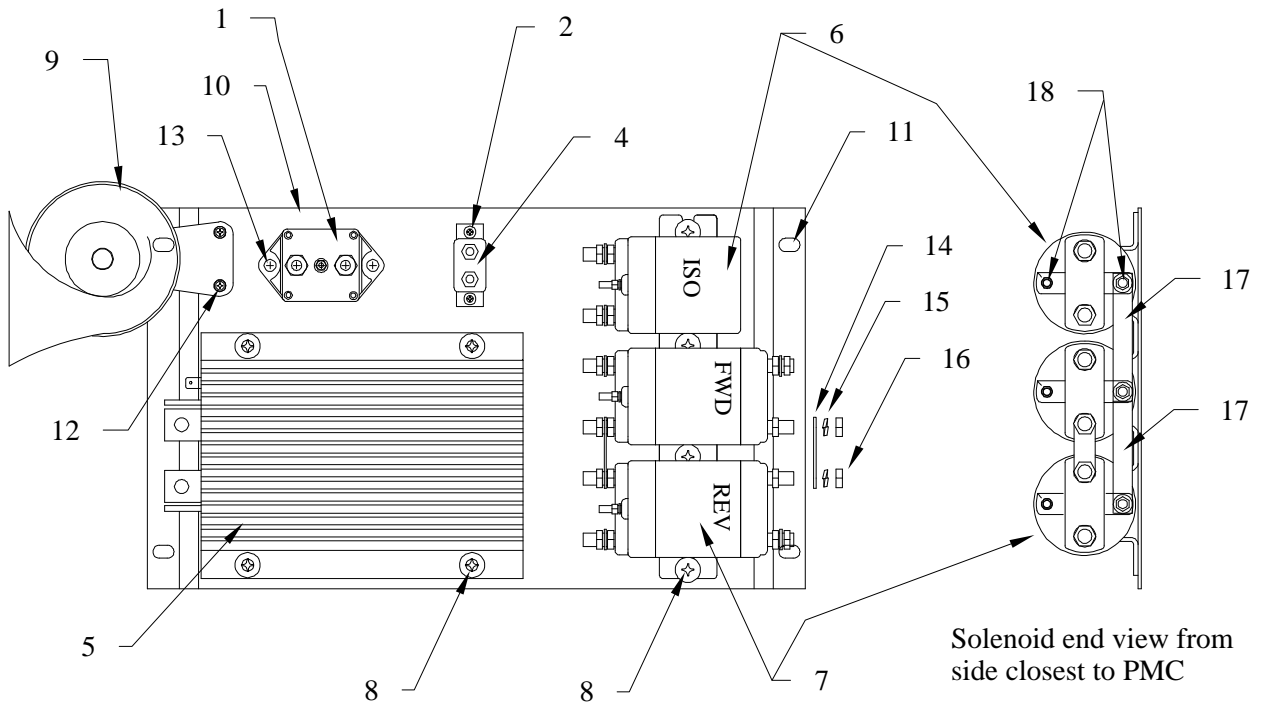
Instrument Panel Console



Instrument Panel			
ITEM #	PART #	DESCRIPTION	QTY
1	71-120-10	Key switch	1
2	71-100-00	Light switches	2
3	74-009-00	Battery status meter	1
4	71-039-02	Forward and reverse switch	1
5	94-386-03	Console decal	1
6	00-110-01	Console	1
7	74-000-00	Hour meter	1



Speed Control Panel



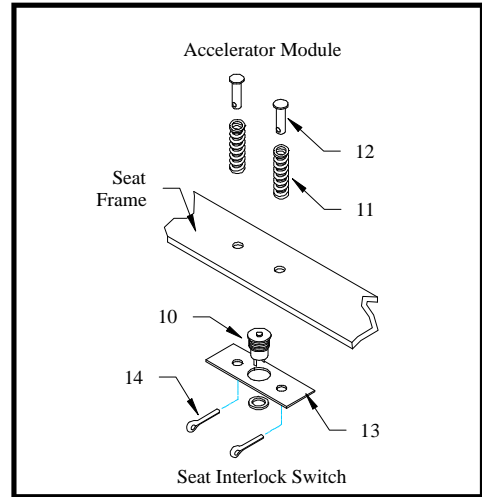
Speed Control Panel			
ITEM #	PART #	DESCRIPTION	QTY
1	79-844-00	Circuit breaker	1
2	88-818-06	#8 x 1/2 Pan head screw, type B thread	2
3	-	-	-
4	79-840-20	Circuit breaker	1
5	62-204-00	PMC speed control	1
6	72-501-36	ISO Solenoid (SPST), includes #15, 16 and 18	1
7	72-501-37	Forward or Reverse solenoid (SPDT, includes #15, 16 and 18	2
8	88-838-06	#14 x 1/2 Pan head screw, type D thread	8
9	73-004-20	Horn	1
10	01-110-35	Mounting panel	1
11	97-211-20	14NC U-nut	4
12	88-838-06	#14 x 1/2 Pan head screw, type D thread	2
13	88-817-09	#8 x 3/4 Phillips head sheet metal screw	2
14	61-838-41	Buss bar	2
15	88-088-62	5/16 Split lock washer	10
16	88-099-91	Hex thin pattern nut	10
17	61-838-42	Buss bar	2
18	88-049-80	10-32 Hex nut	6
18a	88-048-62	#10 Split lock washer	6
19	88-080-11	5/16NC x 1 Hex bolt	4
20	88-088-62	5/16 Split lock washer	4
21	88-089-80	5/16NC Hex nut, stainless steel	4
Not shown	78-302-50	ISO resistor assembly	1
Not shown	75-224-10	Jumper with diode	1



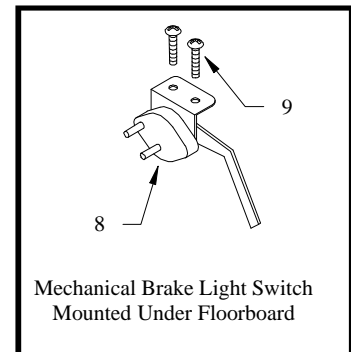
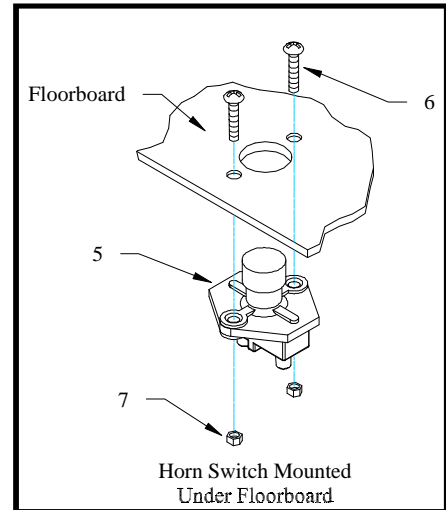
Miscellaneous Electrical



Motion Alarms



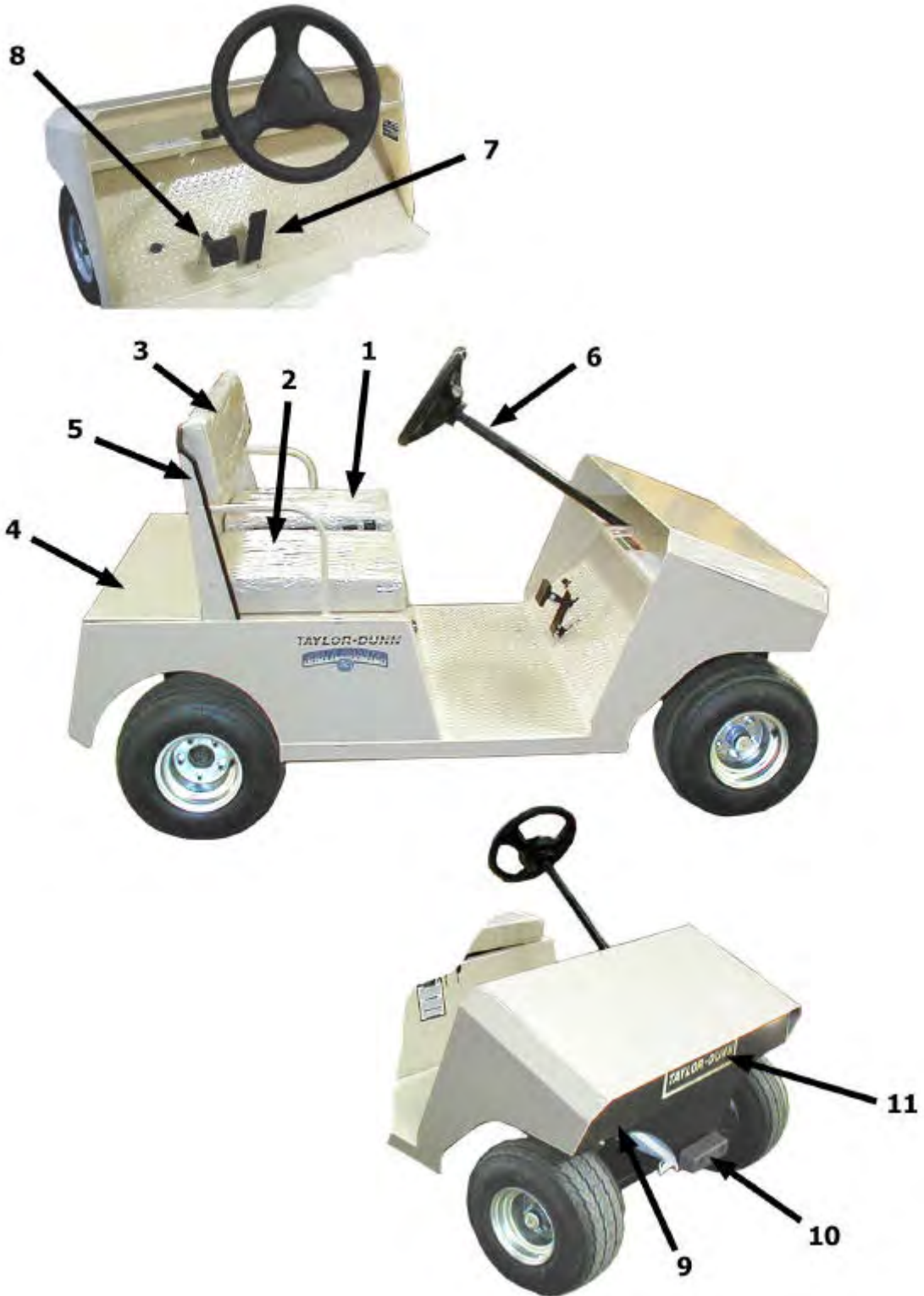
Miscellaneous Wire Harness Clamps



Miscellaneous Electrical			
ITEM #	PART #	DESCRIPTION	QTY
Not Shown	75-152-70	Chassie Control Harness	1
Not Shown	75-149-85	Power Harness	1
Not Shown			
Not Shown	98-599-15	Plastic grommet for 1.75 hole	
Not Shown	98-599-20	Plastic Grommet for 2.5 hole	
Not Shown			
Not Shown			
Not Shown	75-148-80	Harness for Pole Mounted Strobe Light	1
Not Shown	75-107-10	Portable Charger Harness	1
Not Shown	76-013-00	Portable Charger Receptacle	1
1	73-005-01	Reverse Warning alarm	1
2	96-650-01	Wire Harness Clip, stick on	
3	96-642-00	Wire harness Clip, push mount	
4	62-033-48	Accelerator Module	1
5	71-122-20	Horn Switch	1
6	88-065-06	1/4-NC x 2 1/2 Phillips Truss Head Screw, Horn Switch	2
7	88-069-81	1/4-NC Hex Nylon Locknut, Horn Switch	2
8	71-111-00	Brake Light Switch	1
9	88-045-06	10-32 x 1/2 Machine Screw, brake light switch	2
10	71-102-10	Seat interlock Switch	1
11	85-030-00	Spring	2
12	96-773-10	Clevis Pin	2
13	02-610-18	Mounting Plate	1
14	88-527-11	Cotter Pin	2
15	96-640-00	Clamp, 3/16 Push Mount	
16	96-629-80 (not shown)	Clamp, Rubber Lined 3/16 ID	
	96-630-00 (not shown)	Clamp, Rubber Lined 5/8 ID	
	96-630-50 (not shown)	Clamp, Rubber Lined 5/8 ID (.265 mounting hole)	
	96-631-00 (not shown)	Clamp, Rubber Lined 3/4 ID	
	96-631-10 (shown)	Clamp, Rubber Lined 1.0 ID	
	96-631-15 (not shown)	Clamp, Rubber Lined 1-1/2 ID	
17	96-624-00	Clamp, 1/4 Jiffy Clip	
	96-625-00 (not shown)	Clamp, 5/16 Jiffy Clip	
18	96-626-00	Clamp, 7/8 Jiffy Clip	
19	74-009-10	24v Analog Battery Status Meter	



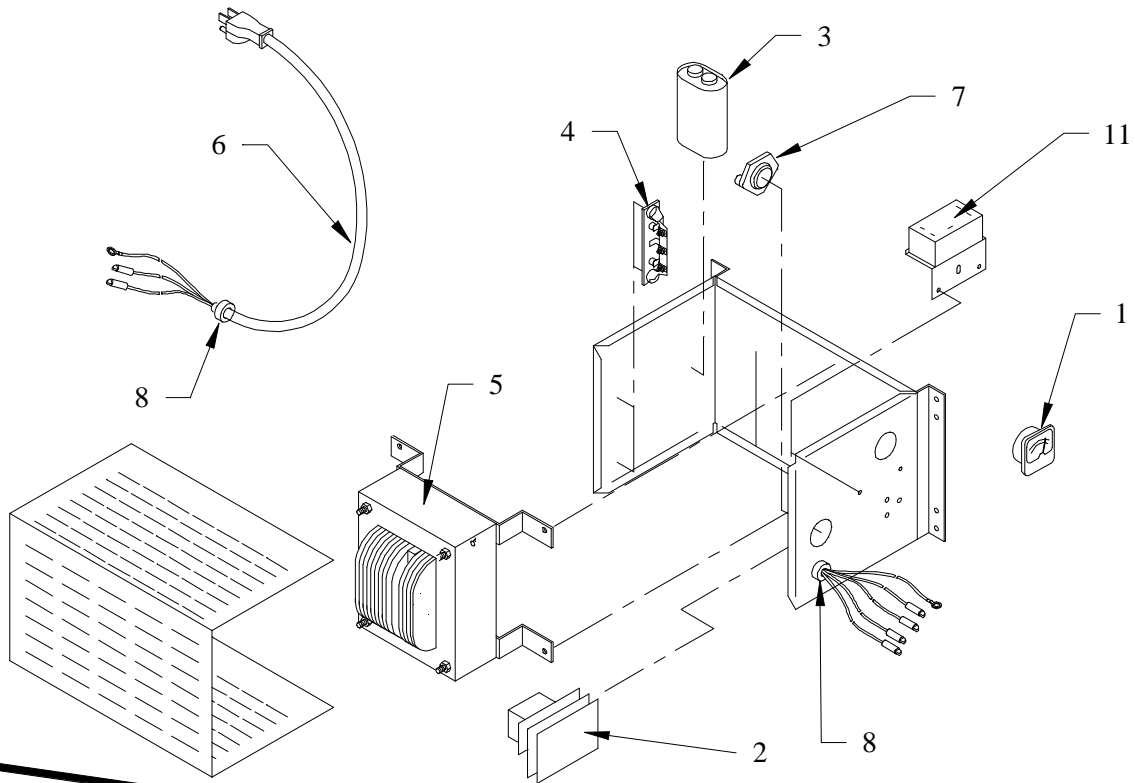
Miscellaneous Frame and Body



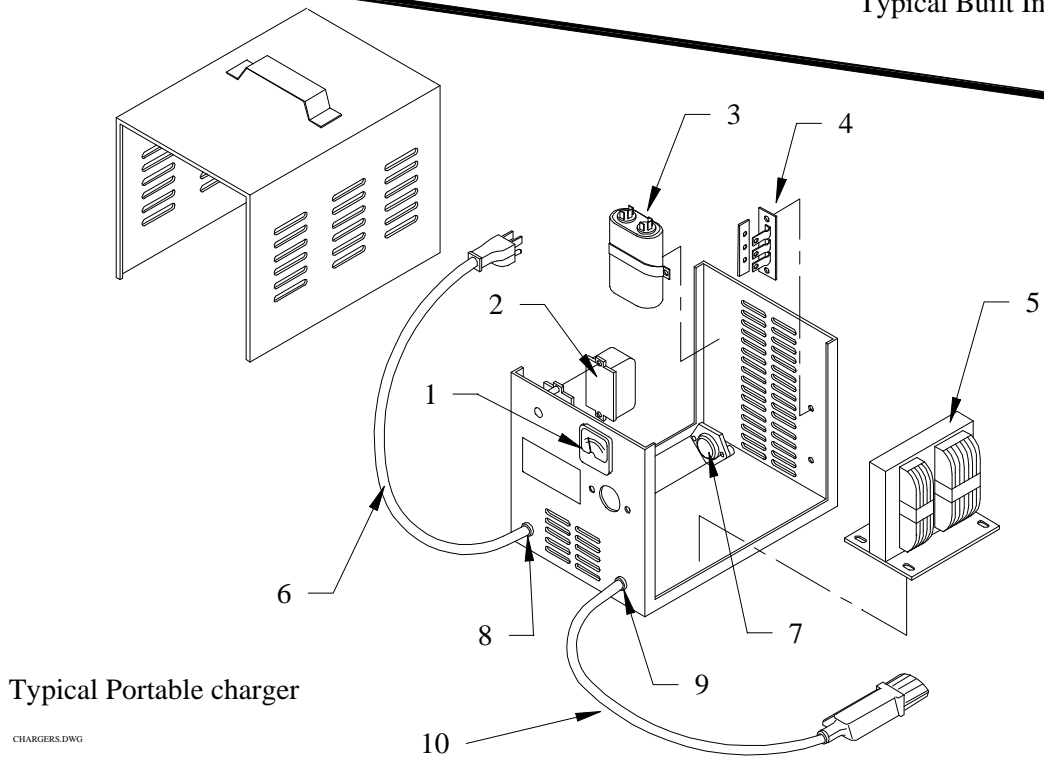
Miscellaneous Frame and Body			
ITEM #	PART #	DESCRIPTION	QTY
1	90-147-30	Driver seat cushion	1
2	90-147-30	Passenger seat cushion	1
3	90-179-10	Seat back	1
4	01-110-16	Deck lid	1
5	94-035-01	Seat trim	7 feet
6	98-455-50	Heat shrink tube	6 inches
7	01-110-20	Accelerator pedal	1
8	See Brake Linkage	Brake pedal pad	1
9	00-110-03	Front bulkhead (no lights)	1
10	98-757-01	Front bumper	1
11	94-201-10	Taylor-Dunn Emblem	1



Charger Page 1



Typical Built In charger



Typical Portable charger

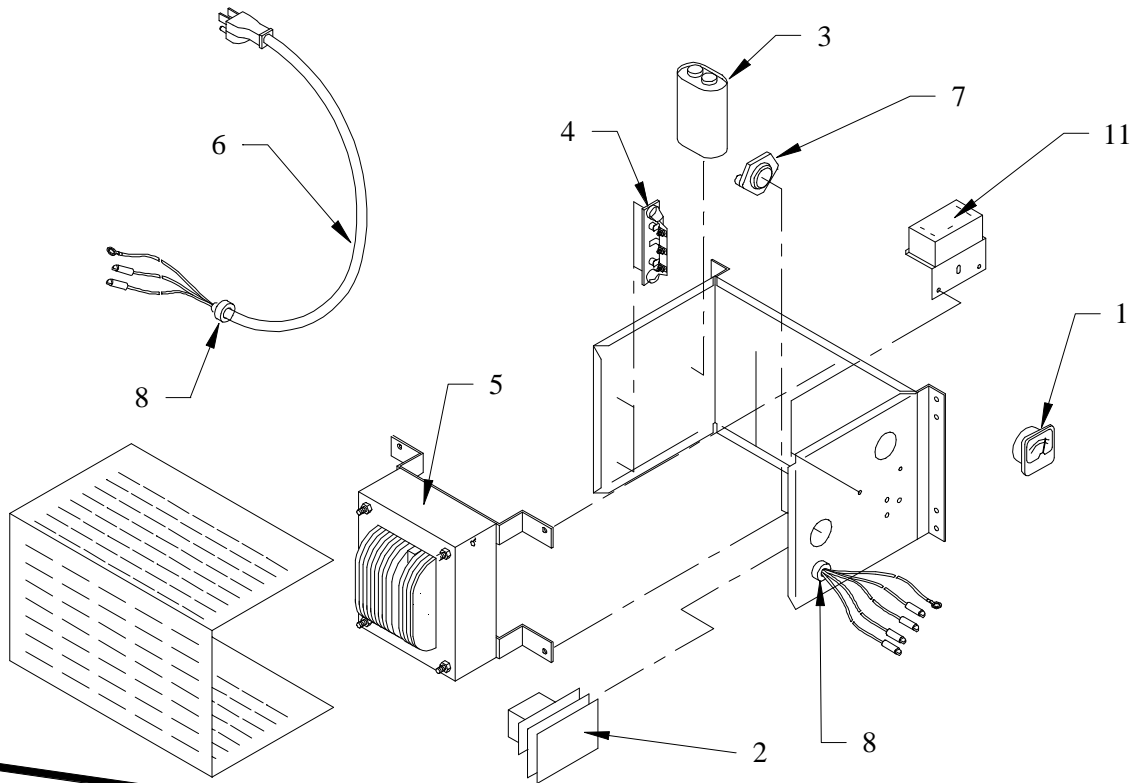
CHARGERS.DWG

CHARGERS

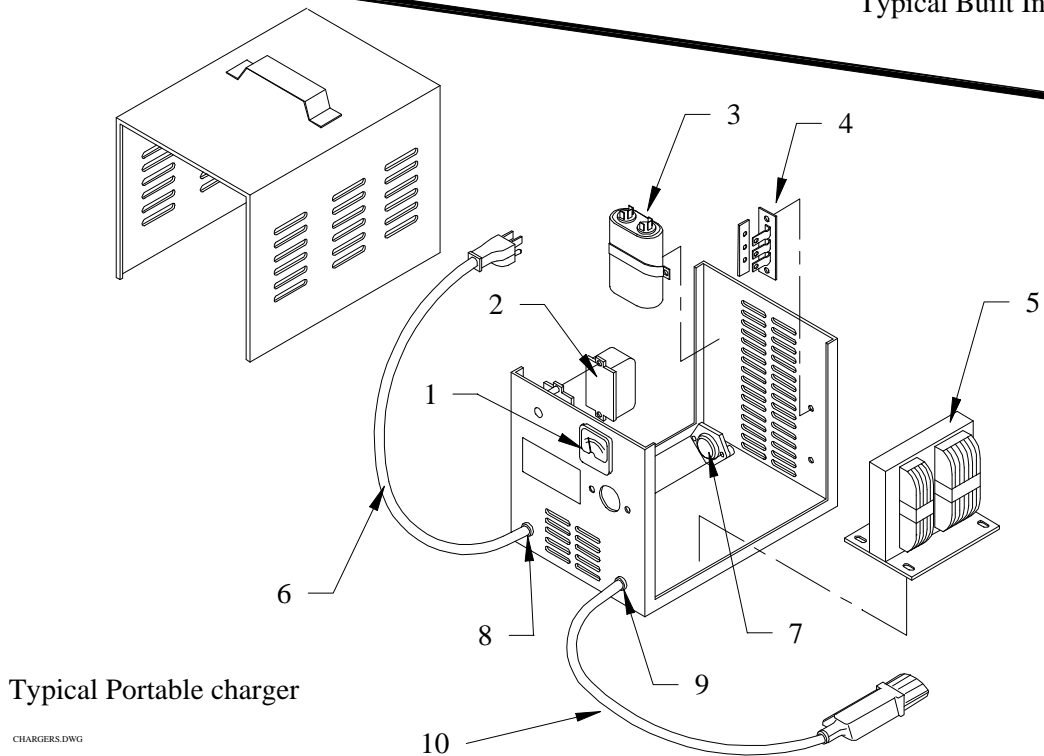
ITEM #	DESCRIPTION	Charger Model # Charger Part #												
		22740 79-303-15	7710-32 79-305-20	11860 79-304-65E	22640 79-303-20	9695 79-309-00	9475-31 79-306-21	16910 79-309-10	22620 79-303-25	16920 79-309-20	36LC25-8ET	36LC25-8ET		
	Charger Type	36LC25-8ET	36LC25-8ET	36LC25-8ET	36LC40-8ET	48LC25-8ET	36LC40-8ET	48LC25-8ET	48LC25-8ET	48LC25-8ET	48LC25-8ET	48LC25-8ET	48LC25-8ET	48LC25-8ET
	AC Voltage/ Amps	115/60/12	115/60/12	230/50/na	150/60/16	115/60/15	115/60/17	115/60/15	115/60/15	115/60/15	115/60/15	115/60/15	115/60/15	230/50/na
	DC Voltage/ Amps	36/25	36/25	36/25	36/40	48/25	36/40	48/25	48/25	48/25	48/25	48/25	48/25	48/25
	Style	Built-In	Portable	Built-In	Built-In	Portable	Portable	Built-In	Built-In	Built-In	Built-In	Built-In	Built-In	Built-In
1	Anmmeter	-	79-851-10	79-851-10	79-852-00	79-851-10	79-852-00	79-851-10	79-852-00	79-852-00	79-852-00	79-852-00	79-852-00	-
2	Timer Assembly	79-805-67	79-805-69	79-805-72	79-805-67	79-805-65	79-805-67	79-805-65	79-805-67	79-805-67	79-805-68	79-805-68	79-805-68	S/O
	Relay for #2	79-808-00	79-808-00	79-808-00	79-808-00	79-808-20	79-808-00	79-808-20	79-808-00	79-808-00	79-808-20	79-808-20	79-808-20	79-808-20
3	Capacitor	79-902-00	79-902-00	79-902-00	79-902-00	79-902-00	79-902-00	79-902-00	79-902-00	79-902-00	79-902-00	79-902-00	79-902-00	79-902-00
4	Diode Assembly	79-749-13	79-749-13	79-749-11	79-749-10	79-749-13	79-749-10	79-749-13	79-749-10	79-749-10	79-749-13	79-749-13	79-749-13	79-749-13
5	Transformer	79-644-31	S/O	S/O	S/O	S/O	S/O	S/O	S/O	S/O	S/O	S/O	S/O	S/O
6	AC Cord	-	S/O	-	-	79-575-10	-	79-575-10	79-575-10	79-575-10	-	-	-	N/A
7	Fuse Assembly	79-831-00	79-831-00	79-831-00	79-831-10	79-831-00	79-831-10	79-831-00	79-831-00	79-831-00	79-831-00	79-831-00	79-831-00	79-831-00
8	Strain Relief	79-530-00	79-531-00	79-530-00	79-530-00	79-730-00	79-530-00	79-730-00	79-530-00	79-530-00	79-530-00	79-530-00	79-530-00	79-530-00
9	Strain Relief	-	79-530-00	-	-	79-730-00	-	79-730-00	79-531-00	79-531-00	-	-	-	-
10	DC Cord	-	79-566-10	-	-	79-566-10	-	79-566-10	S/O	S/O	-	-	-	-
11	Interlock Relay Assy.	79-809-60	-	79-306-23	79-809-50	-	-	-	-	-	-	-	79-809-50	-
-	Replacement AC Plug	76-200-00	76-200-00	-	76-200-00	76-200-00	76-200-00	76-200-00	76-200-00	76-200-00	76-200-00	76-200-00	76-200-00	N/A



Charger Page 2



Typical Built In charger



Typical Portable charger

CHARGERS.DWG

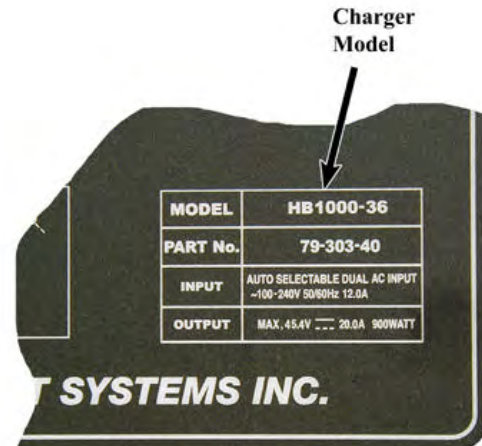
CHARGERS													
ITEM #	DESCRIPTION	Charger Model # Charger Part #											
		14400-31 79-302-50	7105-01 79-300-50	12750 79-300-55E	13110 79-301-10	9513-31 79-302-10	13760 79-302-15	22730 79-303-05	7030 79-304-60	12315 79-306-90	24LC40-8ET	24LC25-8ET	36LC40-8ET
	Charger Type	24LC40-8ET	24LC25-8ET	24LC25-8ET	24LC25-8ET	24LC40-8ET	24LC25-8ET	24LC25-8ET	24LC40-8ET	24LC40-8ET	24LC25-8ET	36LC25-8ET	36LC40-8ET
	AC Voltage/Hz/ Amps	230/50/7	230/50/4	230/50/4	115/60/9	115/60/13	115/60/13	115/60/8	115/60/13	24/40	24/25	230/50/7	230/50/8
	DC Voltage/ Amps	24/40	24/25	24/25	24/25	24/40	24/40	24/25	24/40	24/40	24/25	36/25	36/40
	Style	Portable	Portable	Built-In	Portable	Portable	Built-In	Built-In	Built-In	Built-In	Built-In	Portable	Portable
1	Anmmeter	79-852-00	79-851-10	-	79-851-10	79-852-00	-	-	-	-	-	79-851-10	79-852-00
2	Timer Assembly	S/O	79-805-64	79-805-70	79-805-64	79-805-64	79-805-66	79-805-66	79-805-66	79-805-66	79-805-66	K4-071-87	K4-071-87
	Relay for #2	79-808-10	79-808-10	79-808-10	79-808-10	79-808-10	79-808-10	79-808-10	79-808-10	79-808-10	79-808-10	79-808-00	79-808-00
3	Capacitor	79-902-00	79-902-00	79-902-00	79-902-00	79-902-00	79-902-00	79-902-00	79-902-00	79-902-00	79-902-00	79-902-00	79-902-00
4	Diode Assembly	S/O	79-749-13	79-749-13	S/O	79-749-13	79-749-13	79-749-13	79-749-13	79-749-13	79-749-13	79-749-13	79-749-10
5	Transformer	S/O	S/O	79-644-08	S/O	S/O	S/O	S/O	S/O	S/O	S/O	S/O	S/O
6	AC Cord	S/O	S/O	-	S/O	79-575-10	-	-	-	-	-	S/O	S/O
7	Fuse Assembly	79-831-10	79-831-00	79-831-00	79-831-00	79-831-10	79-831-10	79-831-10	79-831-10	79-831-10	79-831-10	79-831-00	79-831-00
8	Strain Relief	S/O	79-532-00	79-530-00	79-532-00	79-531-00	79-531-00	79-531-00	79-531-00	79-531-00	79-531-00	79-532-00	79-532-00
9	Strain Relief	S/O	79-530-00	-	79-530-00	79-530-00	-	-	-	-	-	79-530-00	79-530-00
10	DC Cord	79-567-10	79-566-10	-	79-566-10	S/O	-	-	-	-	-	S/O	79-567-10
11	Interlock Relay Assy.	-	-	79-306-23	-	-	-	79-809-60	-	-	-	-	-
-	Replacement AC Plug	-	-	-	76-200-00	76-200-00	76-200-00	76-200-00	76-200-00	76-200-00	76-200-00	-	-



Charger Page 3



Model HBS series charger shown



Typical Data Plate (your data plate may be different)

Model HBS for Flooded Batteries	
PART #	DESCRIPTION
*	24 volt Charger Assembly (see note)
79-303-41	36 volt Charger assembly (see note)
79-309-42	48 volt charger assembly (see note)

Model HB for Flooded Batteries	
PART #	DESCRIPTION
79-302-20	24 volt Charger Assembly (see note)
79-303-40	36 volt Charger assembly (see note)
79-309-40	48 volt charger assembly (see note)

Model HBS for GEL Batteries	
PART #	DESCRIPTION
*	24 volt Charger Assembly (see note)
79-303-42	36 volt Charger assembly (see note)
79-309-43	48 volt charger assembly (see note)

Model HB for GEL Batteries	
PART #	DESCRIPTION
*	24 volt Charger Assembly (see note)
K4G-CH-003	36 volt Charger assembly (see note)
79-309-41	48 volt charger assembly (see note)

* - Not available at time of printing

NOTE: There are no user serviceable components inside the charger

NOTE: The charger AC cord is an intergral part of the charger. When replacing the charger, do not cut and splice the AC cord. **Cutting the AC cord will void the charger warranty.**

NOTE: The Signet model HBS series charger replaces all previous Signet models.

NOTE: The harness connectors and AC plug are not included with the charger.

QTY	PART #	DESCRIPTION
2	75-318-20	Butt splice
2	75-320-51	Knife connector
1	76-200-00	AC plug, 115v domestic

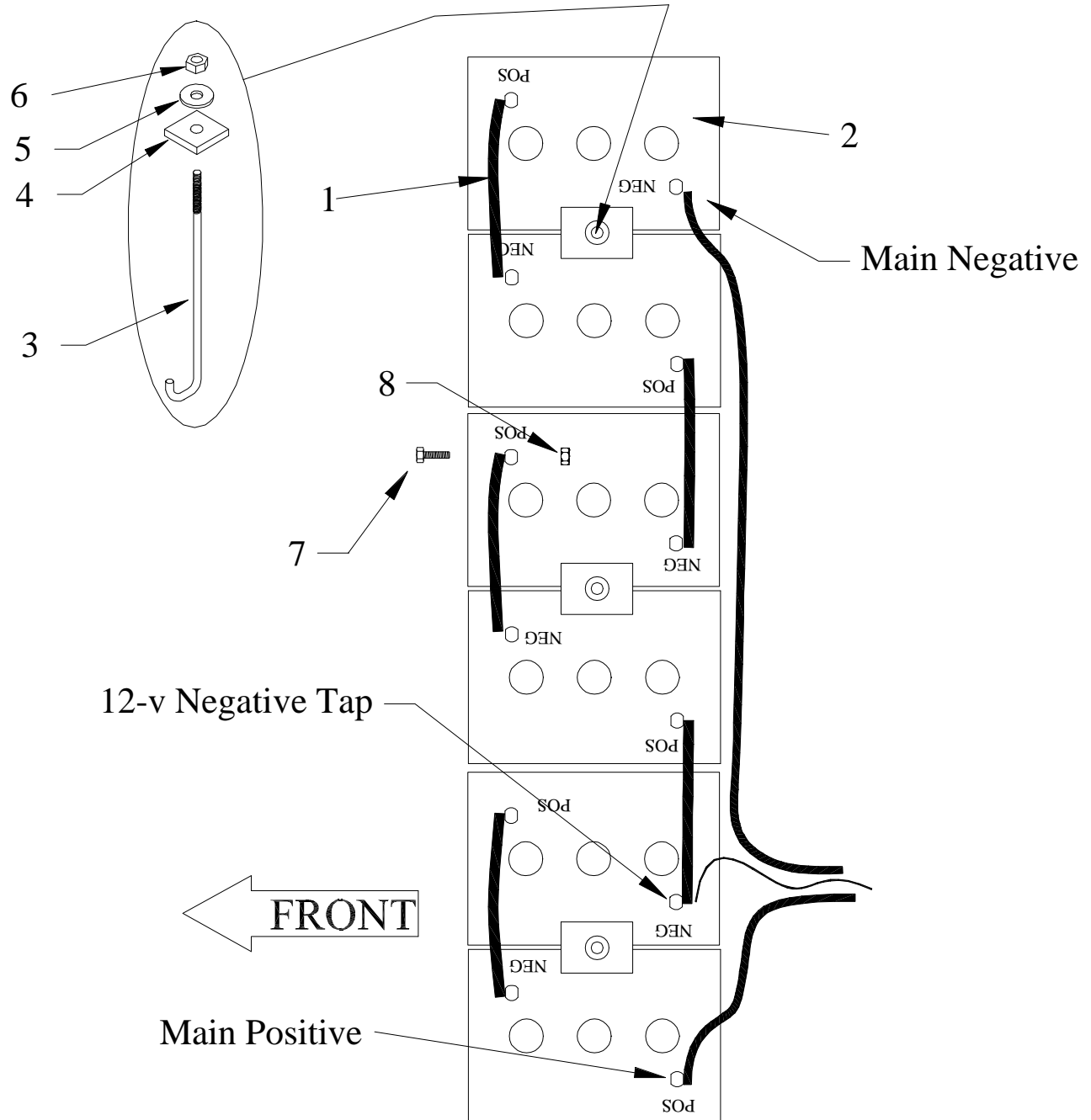
Lights

Illustration not available

Lights			
ITEM #	PART #	DESCRIPTION	QTY
	94-050-10	Headlight, left	1
	94-050-11	Headlight, right	1
	94-050-04	Headlight retainer	4
	00-110-02	Headlight panel	1
	72-022-00	Tailight	1 or 2
	72-022-51	Tailight gasket	1 or 2
	72-023-20	Strobe light	1



Batteries



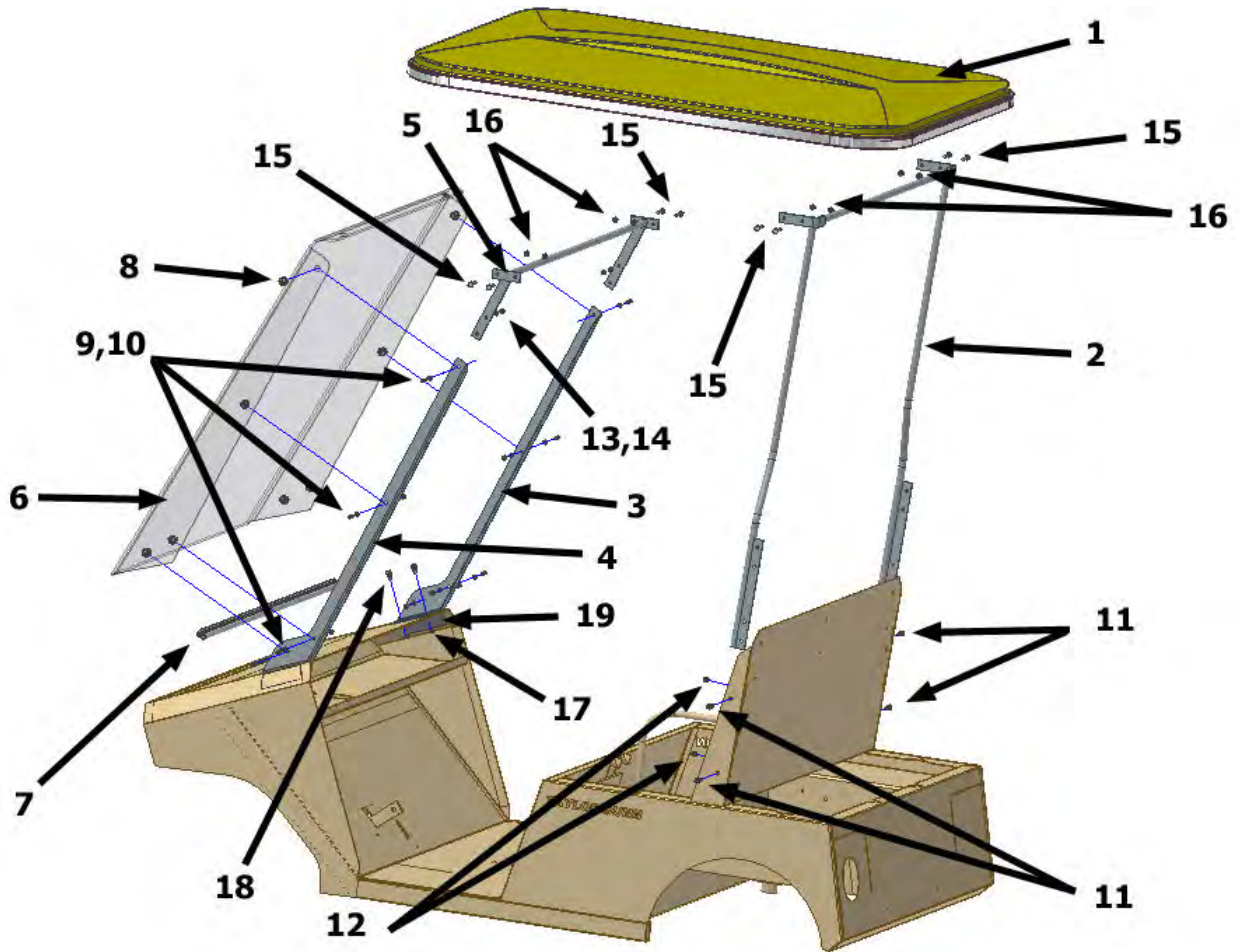
Batteries			
ITEM #	PART #	DESCRIPTION	QTY
1	75-231-00	Battery jumper	5
2	77-042-00	217AH, T-105	0 or 6
	77-042-50	217AH, TD-217	0 or 6
	77-042-80	217AH, T-105 Moist charge (dry)	0 or 6
	77-044-00	230AH, T-125	0 or 6
	77-044-10	195AH, Mainenance free (Note: requires special charger)	0 or 6
	77-047-00	244AH, T-145	0 or 6
	77-047-50	250AH, TD-250	0 or 6
	77-047-80	244AH, T-145 Moist charge (dry)	0 or 6
	77-048-00	250AH, J-250	0 or 6
	77-048-80	250AH, J-250 Moist charge (dry)	0 or 6
	77-051-00	160AH Gell (Note: requires special charger)	0 or 6
3	50-243-10	Battery rod	3
4	50-250-00	Battery hold down	3
5	88-088-66	Flat washer, tin/lead plated	3
6	88-069-81	1/2NC Nylon lock nut	3
7	88-081-12	5/16NC x 1 Hex bolt, stainless steel	12
8	88-089-80	5/16NC Hex nut, stainless stell	12

Decals



Decals			
ITEM #	PART #	DESCRIPTION	QTY
1	94-384-00	Park brake	1
2	94-301-42	Arms and legs	1
3	94-384-14	When leaving vehicle	1
4	94-384-01	Not a motor vehicle	0 or 1
	94-384-04	Not a motor vehicle (Export vehicles)	0 or 1
5	94-313-00	Battery warning	1
6	94-319-00	Disconnect battery	1
7	See Instrument Panel	Console decal	
8	94-313-20	Safety warning	1
9	94-301-51	Shuttle Master	3
10	See Misc Frame Parts	Taylor-Dunn Emblem	1
Not shown	94-201-11	Fastener for #10	2
11	94-373-10	Vehicle data decal	1

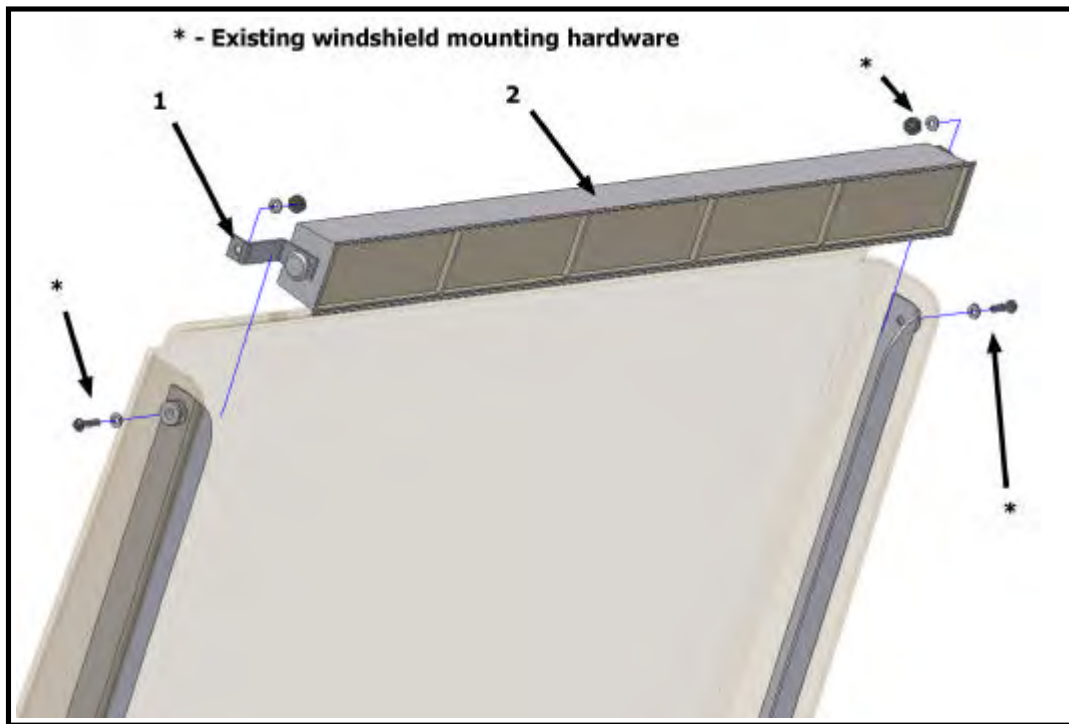
Sun Top and Windshield



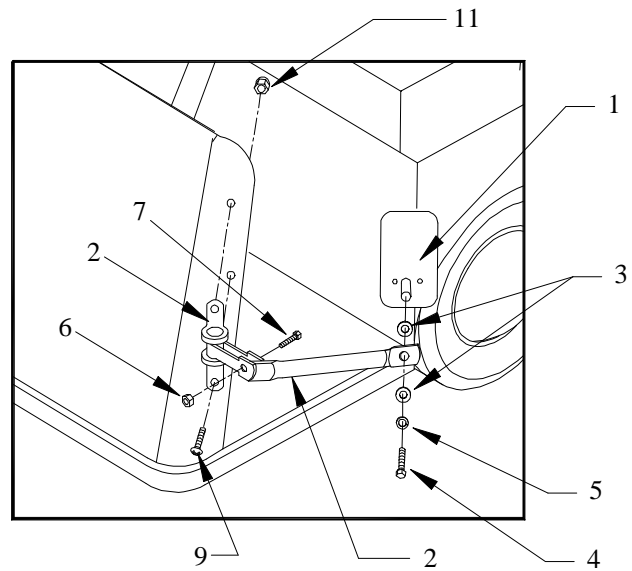
Sun Top and Windshield			
ITEM #	PART #	DESCRIPTION	QTY
1	91-046-00	Sun top	1
2	91-028-88	Rear suport	1
3	90-825-06	Right post	1
4	90-825-05	Left post	1
5	91-028-90	Upper support	1
6	90-825-20	Windshield	1
7	98-314-01	Gasket	1
8	98-603-00	Grommet	8
9	88-065-11	1/4NC x 1 Truss head bolt	8
10	88-068-60	1/4 Cut flat washer	8
11	88-080-11	5/16NC x 1 Hex bolt	4
12	88-089-81	5/16NC Lock nut	4
13	88-069-81	1/4NC Lock nut	8
14	88-068-62	1/4 Split lock washer	8
15	88-080-13	5/16NC x 1-1/4 Hex bolt	8
16	88-089-81	5/16NC Lock nut	8
17	88-089-81	5/16NC Lock nut	4
18	88-080-09	5/16NC x 3/4 Hex bolt	4
19	91-028-93	Support plate	1



Mirrors



Multi-Panel mirror



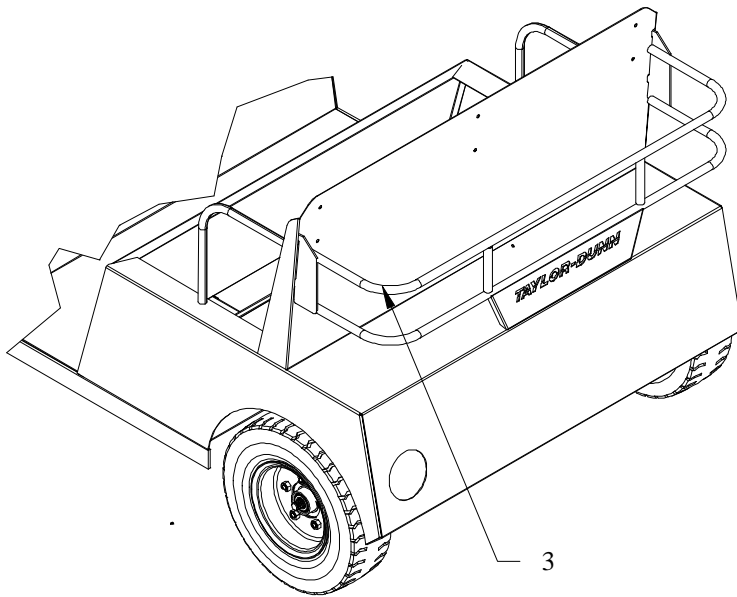
Side mirror

Multi-Panel Mirror			
ITEM #	PART #	DESCRIPTION	QTY
1	92-207-00	Mirror	1
2	01-110-95	Mounting bracket	2

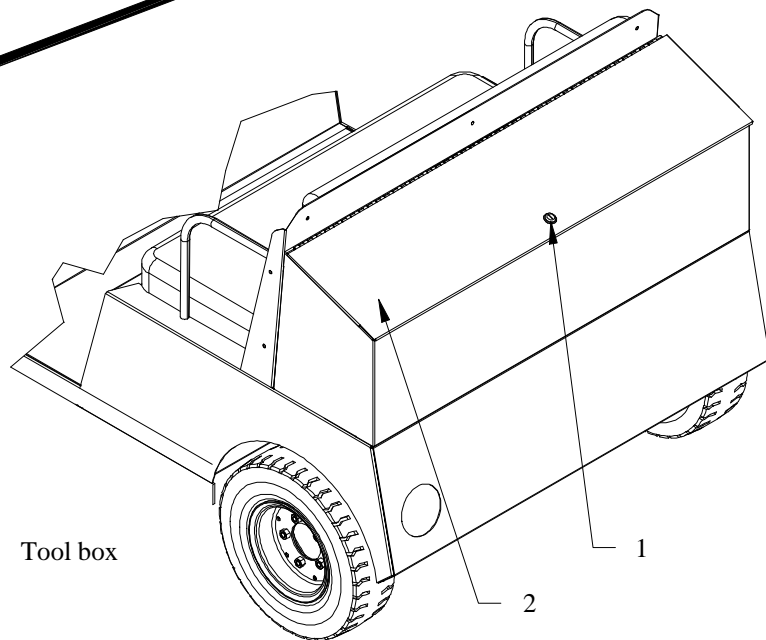
Side Mirror			
ITEM #	PART #	DESCRIPTION	QTY
1	92-201-00	Mirror	1 or 2
2	92-202-12	Mounting bracket (left)	1
3	88-088-61	5/16 SAE flat washer	2
4	88-080-09	5/16NC x 3/4 Hex bolt	1
5	88-088-62	5/16 Split lock washer	1
6	88-069-81	1/4NC Hex locknut	1
7	88-060-11	1/4NC x 1 Hex bolt	1
8	-	-	-
9	88-065-08	1/4NC x 5/8 Phillips truss head bolt	2 or 4
10	-	-	-
11	88-069-81	nut	2 or 4



Tool Box / Luggage Rack



Luggage rack

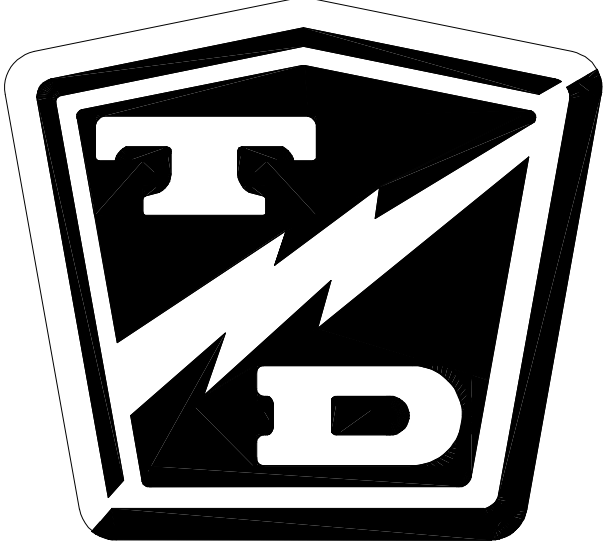


Tool box

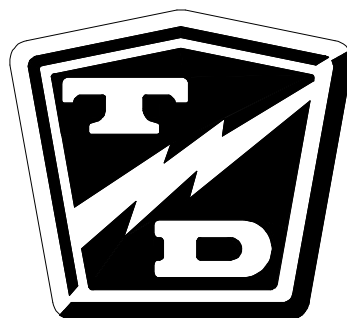
Tool Box / Luggage Rack			
ITEM #	PART #	DESCRIPTION	QTY
1	71-040-95	Lock	1
2	90-547-14	Tool box	1
3	90-547-11	Luggage rack	1



TAYLOR - DUNN



APPENDIX A-Special Tools



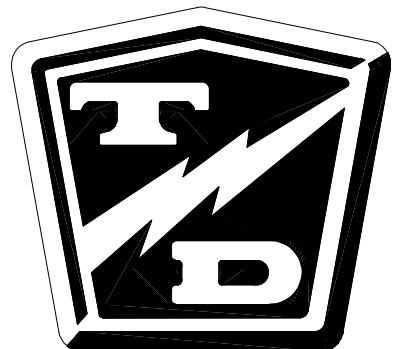
Special Tools

DESCRIPTION	PURPOSE	PART NUMBER
Pinion Seal Installation Tool	Used to install the pinion seal on all chain drive trucks with the band style brake or the speed sensor on the chain case cover.	43-201-50
Chain Case Centering Tool	Used to center the chain case on the pinion shaft on all chain drive trucks with the band style brake or the speed sensor on the chain case cover. Includes instructions.	41-532-50
Test Light	Used for testing electrical circuits. Powered by the truck batteries, switchable for 12, 24, 36, and 48 volts.	62-027-00
Accelerator Test Harness	Used to test the solid state accelerator module part number series 62-033-XX.	62-027-31
PMC Test Kit	Includes 62-027-00, 62-027-31, and supplementary troubleshooting manual M3-001-06. For controllers equipped with pins labeled KSI and #2 only.	62-027-60
Curtis PMC Handheld Programmer	Used to test and program the 62-215-00 PMC speed control used on early model C4-25 Huskey.	62-027-10
GE EV1 Analyzer	Used to test the GE EV1 speed control.	62-027-20
Disc Brake Boot Installation Tool	Used to install the rubber boot on all disc brake bodies.	41-350-13
Pin Removing Tool	Used to remove pins and sockets from AMP connectors.	75-440-55
Pin Removing Tool	Used to remove pins and sockets from MOLEX connectors.	75-442-55
Hydrometer	Used to check the specific gravity of battery electrolyte.	77-200-00
Battery Filler	Used to safely add water to batteries.	77-201-00
Retaining Plate Depressor	Used to hold down the retaining plate when disassembling the steering gear on trucks equipped with the tilt steering.	96-500-39
Fork Collar Weld Jig	Used when replacing the fork collar on models MX-600 and SS5-36.	96-500-40
Secondary Sheave Holder	Used to hold the secondary sheave (pulley) from turning on models R6-80 and B6-10 with the Yamaha drive.	96-500-14
Solder Kit For Field Stud	Used to solder the aluminum field wire to the field stud. For use on motors with soldered connections only.	70-210-63
Pinion Gear Holding Tool	Used to align the Pinion Gear and Case during assembly and disassembly.	96-500-42

Appendix B: Standard Hardware Suggested Torque Limits

TABLE OF CONTENTS

Hardware Identification	2
Standard Head Markings	2
Hex Bolts	2
Other Bolts	2
Hex Nuts	3
Hex Lock Nuts (stover)	3
Other Nuts	3
Suggested Torque Values	
(non-critical hardware)	4
Suggested Torque Values	
(critical hardware)	5





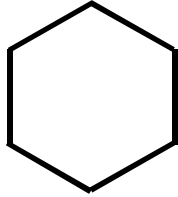
HARDWARE IDENTIFICATION

Standard Head Markings

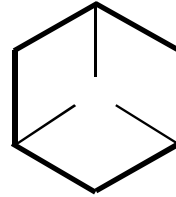
NOTE: Torque value used should be for lowest grade of hardware used. If a grade 2 nut is used on a grade 8 bolt, use grade 2 torque value.

NOTE: Torque values specified are for clean dry threads.

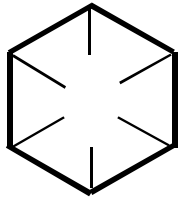
Hex Bolts



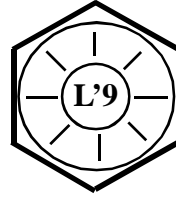
S.A.E. Grade 2



S.A.E. Grade 5



S.A.E. Grade 8



L'9

Other Bolts



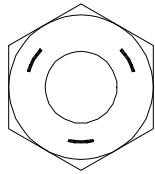
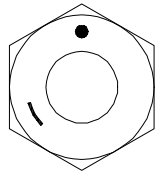
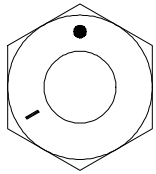
Truss Head, grade 2



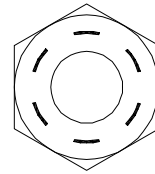
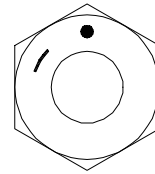
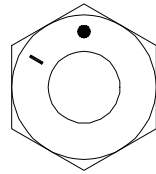
*Carriage Bolt, grade 2
(unless marked as above)*

Hex Nuts

Nuts with no markings are to be treated as S.A.E. Grade 2



S.A.E. Grade 5

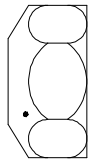
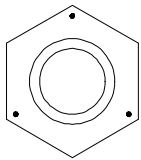


S.A.E. Grade 8

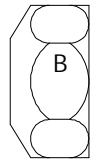
Hex Lock Nuts (stover)

Lock nuts use a letter to indicate the grade of the nut. Grade 'A' locknuts would be the equivalent of Grade '2' hex nuts, Grade 'B' as Grade '5' and Grade 'C' as Grade '8'.

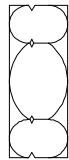
NOTE: Nuts with no markings are to be treated as S.A.E. Grade A



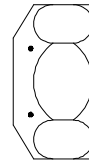
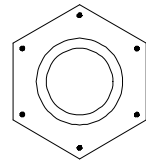
or,



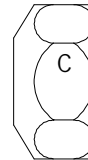
or,



S.A.E. Grade B



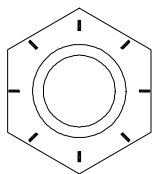
or,



or,



S.A.E. Grade C



Grade L'9

Other Nuts

Other nuts used by Taylor-Dunn® should be treated as S.A.E. grade A



SUGGESTED TORQUE VALUES *(non-critical hardware)*

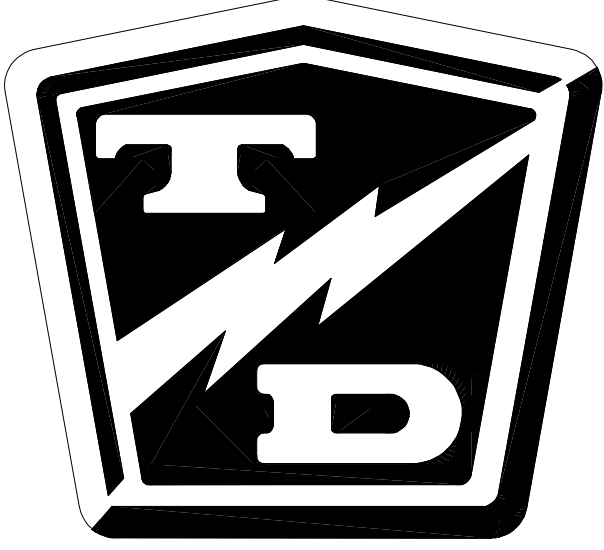
Diameter and TPI	Grade 2 Tightening Torque (ft-lb)	Grade 5 Tightening Torque (ft-lb)	Grade 8 Tightening Torque (ft-lb)	L'9 Tightening Torque (ft-lb)
1/4-20	4-7	7-10	10-14	11
1/4-28	5-8	8-12	11-16	12
5/16-18	9-14	14-21	20-29	22
5/16-24	10-15	15-23	22-33	25
3/8-16	16-24	25-37	35-52	40
3/8-24	18-27	28-42	40-59	45
7/16-14	26-38	40-59	56-84	65
7/16-20	29-43	44-66	62-93	70
1/2-13	39-59	60-90	85-128	95
1/2-20	44-66	68-102	96-144	110
9/16-12	56-84	87-131	123-184	140
9/16-18	63-94	97-146	137-206	160
5/8-11	78-117	120-180	170-254	195
5/8-18	88-132	136-204	192-288	225
3/4-10	138-207	213-319	301-451	350
3/4-16	154-231	238-357	336-504	390
7/8-9	222-334	344-515	485-728	565
7/8-14	245-367	379-568	534-802	625
1-8	333-500	515-773	727-1091	850
1-14	373-560	577-866	815-1222	930
1.125-7	472-708	635-953	1030-1545	1700
1.125-12	530-794	713-1069	1156-1733	1850
1.25-7	666-999	896-1344	1454-2180	2950
1.25-12	738-1107	993-1489	1610-2414	3330

SUGGESTED TORQUE VALUES (critical hardware)

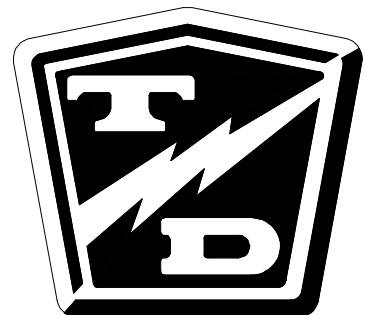
Torque Table

Group	Description	Torque Range		
		Ft-Lbs	In-Lbs	Nm
<i>Brakes</i> - - - - -				
	Brake bolt (disc brake body)	11 - 11	132 - 132	15 - 15
	Brake line tube nut fittings	12 - 13	144 - 156	16.3 - 17.7
	Brake spider bolts (Dana 160mm hyd brakes)	25 - 35	300 - 420	34 - 47.6
	Brake spider bolts (Dana 160mm mech brakes)	15 - 19	180 - 228	20.4 - 25.8
	Brake spider bolts (Dana 7x1-3/4 brakes)	16 - 20	192 - 240	21.8 - 27.2
<i>Electrical</i> - - - - -				
	Battery terminals	8 - 9	96 - 108	10.9 - 12.2
<i>Front Axle</i> - - - - -				
	Front spindle nut	-	-	-
	<i>Note: Refer to maintenance section in the service manual</i>			
	King pin	-	-	-
	<i>Note: Refer to maintenance section in the service manual</i>			
<i>Rear Axle/Transmission</i> - - - - -				
	3rd member Gear case cover (GT drive)	45 - 50	540 - 600	61.2 - 68
	Axle bolt (GT drive)	275 - 275	3300 - 3300	374 - 374
	Axle hub nut (Dana)	95 - 115	1140 - 1380	129.2 - 156.4
	Axle tube to center section (Dana F-N-R)	25 - 35	300 - 420	34 - 47.6
	Carrier cap bolts (Dana)	100 - 120	1200 - 1440	136 - 163.2
	Differential Cover plate (Dana H12)	18 - 25	216 - 300	24.5 - 34
	Drain plug (Dana H12)	25 - 40	300 - 480	34 - 54.4
	Drain plug (GT drive)	21 - 25	252 - 300	28.6 - 34
	Gear case to 3rd member (GT drive)	18 - 20	216 - 240	24.5 - 27.2
	Motor mounting (GT/Dana)	6.5 - 7	78 - 84	8.8 - 9.5
	Pinion nut (F2/F3)	175 - 175	2100 - 2100	238 - 238
	Pinion nut (GT drive)	154 - 169	1848 - 2028	209.4 - 229.8
	Ring gear (Dana)	35 - 45	420 - 540	47.6 - 61.2
	Wheel lug nut	75 - 90	900 - 1080	102 - 122.4
<i>Steering</i> - - - - -				
	Ball joint clamp	28 - 32	336 - 384	38.1 - 43.5
	Ball joint nut	40 - 45	480 - 540	54.4 - 61.2
	Pitman nut (18-308-21 steering gear)	75 - 100	900 - 1200	102 - 136
	Pitman nut (18-308-25 steering gear)	181 - 217	2172 - 2604	246.2 - 295.1
	Rod end nut	20 - 25	240 - 300	27.2 - 34
	Steering shaft pinch bolt	24 - 26	288 - 312	32.6 - 35.4
	Steering wheel nut (18-308-21 steering gear)	28 - 32	336 - 384	38.1 - 43.5
	Steering wheel nut (18-308-25 steering gear)	72 - 86	864 - 1032	97.9 - 117
<i>Suspension</i> - - - - -				
	Leaf spring hangers	-	-	-
	<i>Note: Refer to maintenance section in the service manual</i>			

TAYLOR - DUNN



Appendix C





BRAKE LINING HANDLING PRECAUTIONS

⚠ WARNING

Taylor-Dunn does not currently supply asbestos fiber-brake pads/shoes with any vehicle. However, there is the possibility that the original brake pads/shoes were replaced with aftermarket pads/shoes containing asbestos. Since this possibility does exist, the brake pads/shoes should be handled as if they do contain asbestos.

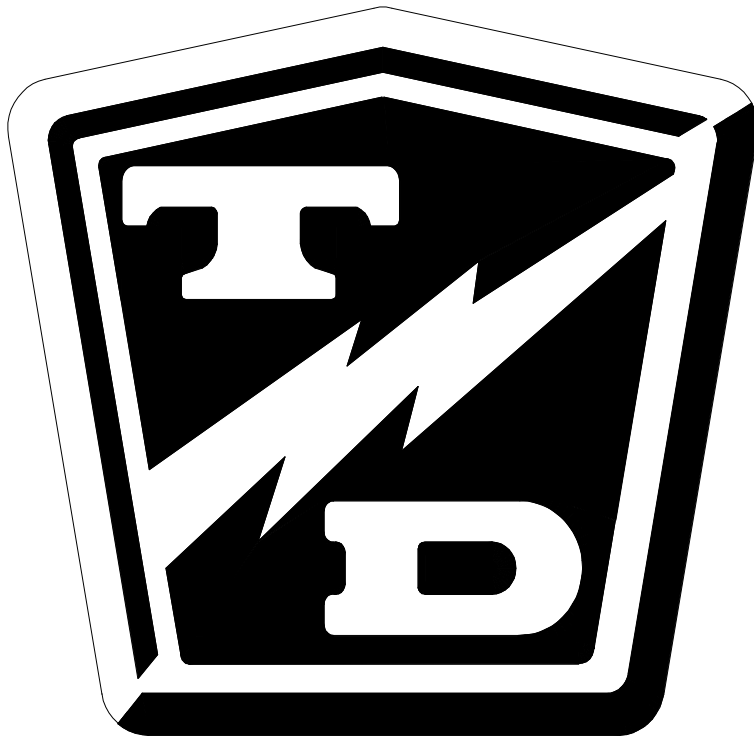
Never use compressed air or dry brush to clean the brake assemblies. Use an OSHA approved vacuum cleaner or any alternate method approved by OSHA to minimize the hazard caused by airborne asbestos fibers and brake dust.

Do not grind, sand, break, or chisel the brake pads/shoes, as this will cause unnecessary dust, possibly releasing asbestos fibers in the air.

Always wear protective clothing and a respirator when working on the brake pads/shoes or their associated components.

Inhaled asbestos fibers have been found to cause cancer and respiratory diseases.

Do not drive the vehicle if any worn or broken part is detected in any part of the brake system. The cause of the damage must be repaired immediately.



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