



Service Manual

M70D	36/48v	A1EC4 - 60200 - 80199
	72/80v	A1EC4 - 80200 - 99999
M80D	36/48v	A1EC4 - 60200 - 80199
	72/80v	A1EC4 - 80200 - 99999
M100D	36/48v	A1EC4 - 60200 - 80199
	72/80v	A1EC4 - 80200 - 99999
M120D	36/48v	A1EC5 - 60200 - 80199
	72/80v	A1EC5 - 80200 - 99999

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Thermal Switch

Contacts open at 81 to 89°C (178 to 192°F)
Contacts close at 69 to 77°C (156 to 170°F)

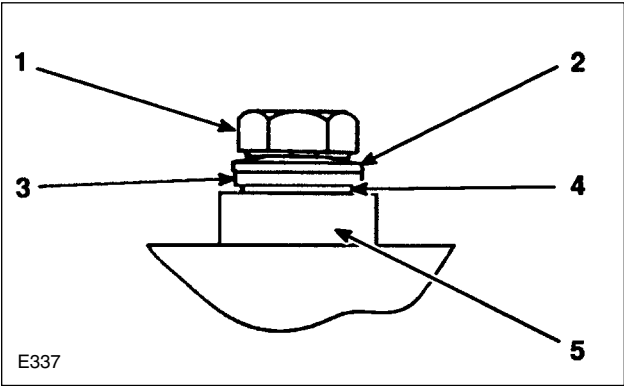
Contactor Tip Clearance (Gap)

Line, lift, bypass, regen no adjustment
Direction (forward and reverse) 2.62+ .08 mm
(.103+ .003 in)

Fuses

Key 10A
Line
 (72/80 V) 675V
 (36/48) 750A
Horn (if equipped) 3A
Drive shunt field 10A
Pump shunt field 10A

Head Capacitor

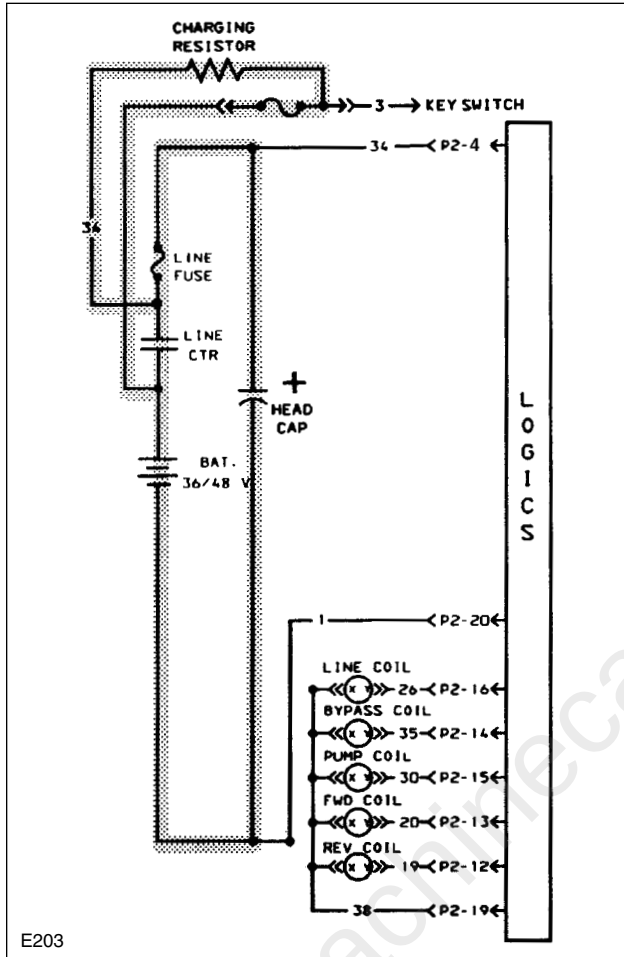


NOTE: Proper torque and assembly of capacitor hardware is critical. Avoid disassembly unless capacitor has to be replaced.

- (1) Tighten capacitor terminal bolt to a torque of 4.5 to 5.5 N·m (40 to 50 lb in)
- (2) Spring washer 8T2229.
- (3) Ring terminal of wire assembly.
- (4) Lockwasher 8C3398.
- (5) Head capacitor terminal.

With the line contactor tips closed, the logics continues its checks for any "Run Time" faults. If no faults are detected, the display will indicate the battery charge level, the power steering system operates, the pump and drive power circuits receive battery voltage and the logics receives battery voltage on wire #34 at P2-4.

Capacitor Charging Circuit



Capacitor Charging Circuit (Typical Example)

A charging resistor is used to maintain voltage on the head capacitor whenever the battery is connected and the line contactor is open. This voltage reduces arcing of the line contactor tips during line contactor activation. The charging resistor is installed parallel with the line contactor tips. Current flows from battery positive through the key fuse, charging resistor, line fuse and the positive heat sink into battery negative. This circuit will maintain a voltage across the head capacitor above approximately 20 volts.

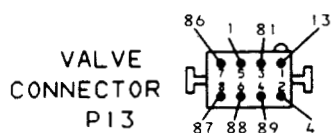
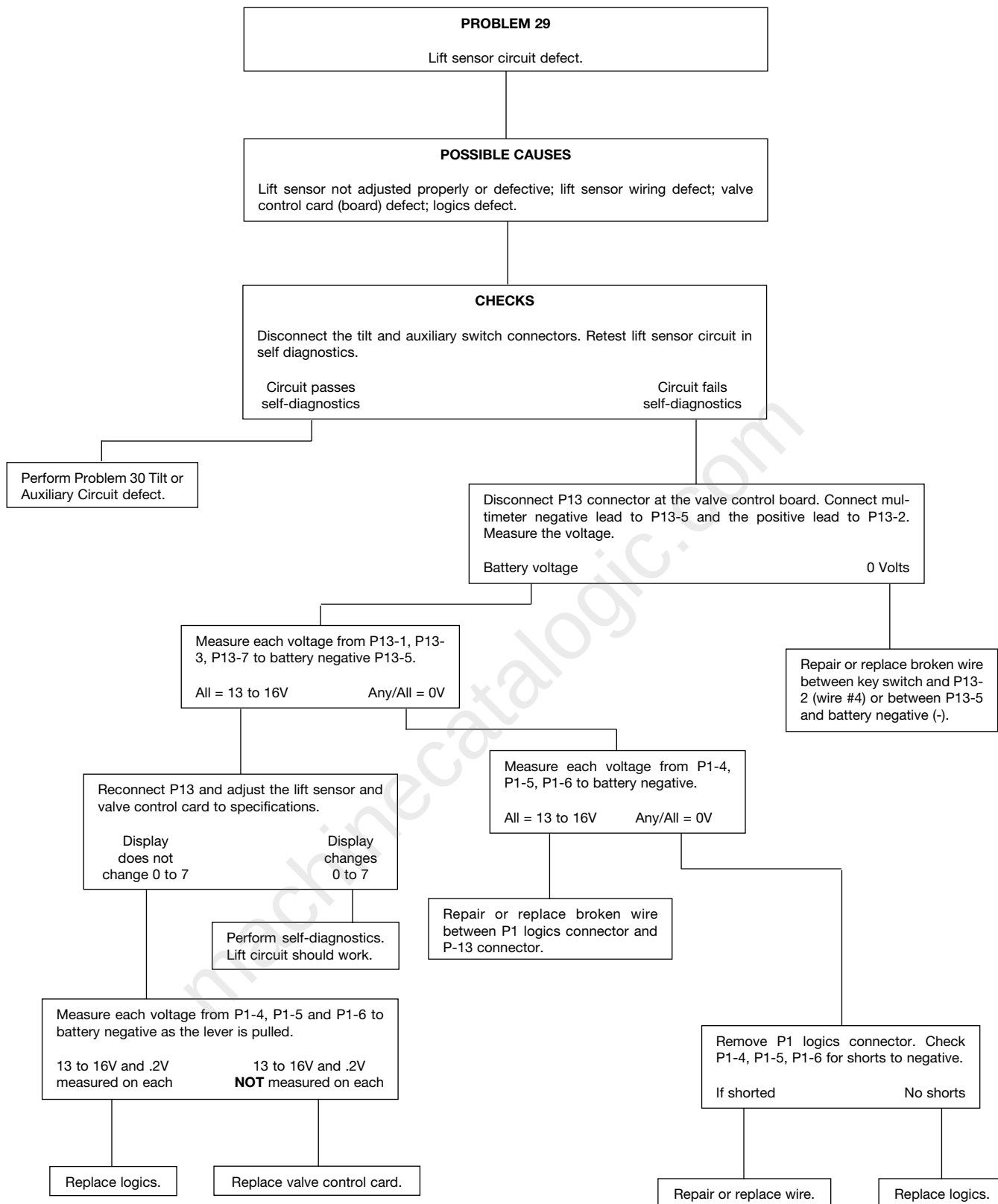
Hydraulic Pump Motor Circuit

Only one hydraulic pump motor is used for all power steering, lift, tilt, and auxiliary hydraulic functions. To activate the pump circuit, the seat switch, key switch and line contactor must be closed first as explained in the topic, Actuation Circuit. The power steering, lift, tilt, and auxiliary circuits are explained as follows:

Power Steering Circuit

The power steering (PS) circuit has two speeds (PS idle and PS in use) independent of the lifting speeds.

NOTE: Shaded lines on the circuit diagrams indicate current flow. Other circuits can be activated at the same time, but each one is shown separately to illustrate current flow in each individual circuit.



NOTE: Before lift truck is placed into service, connect tilt and auxiliary switches and verify proper adjustment.

[illegible]

Resistors

Remove & Install Resistors

WARNING

Battery Voltage and high amperage are present. Injury to personnel is possible. Disconnect the battery and discharge the head capacitor (HEAD CAP) before any contact is made with control panel.

NOTE

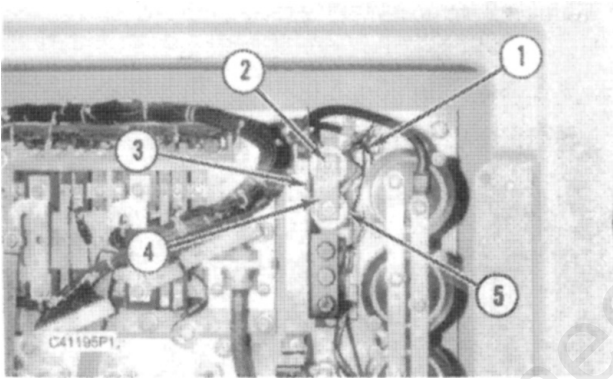
The following steps are for the installation of the resistors.

END BY:

- a. install logic unit

START BY:

- a. remove logic unit



NOTE

Mark all electrical wiring and cables with identification for installation purposes.

1. Disconnect four wires (1) from the resistors.
2. Remove two nuts (2) and one screw (3).
3. Remove bracket (4) and slide two resistors (5) off of the threaded rods.
4. Slide the two resistors (5) onto the threaded rods and install bracket (4).
5. Install one screw (3) and two nuts (2).
6. Connect four wires (1) to the resistors.

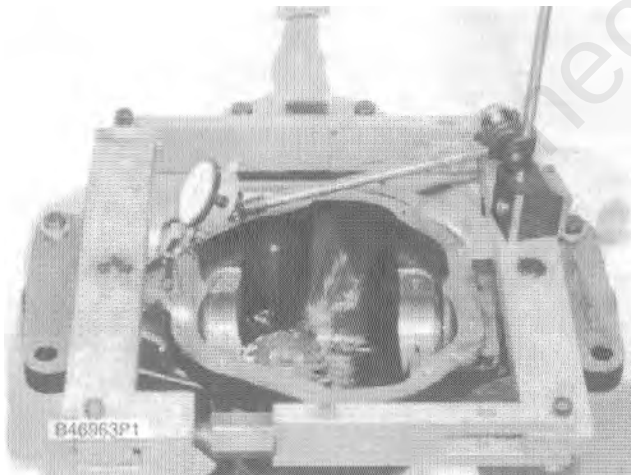
DIFFERENTIAL AND FINAL DRIVE

EXAMPLE: If the total distance moved was **1.78 mm (.070)** (Reference Shims Thickness for Differential Bearings) and Step 5 an indication of **0.97 mm (.038 in)** was read, the **0.97 mm (.038 in)** shims must be added on the side of the differential behind the ring gear [shim pack (1)]. The remainder of the shims, **0.81 mm (.032 in)** thick, plus **0.38 mm (.015)** [or **1.19 mm (.047 in)** total] must be installed on the side of the differential next to the teeth of the ring gear [shim pack (3)].

6. Remove the differential, remove the master bearings and install the shims on the correct side of the differential. Install the bearing cones and cups.

NOTE

Do not cause a distortion to the housing of more than **0.30 mm (.012 in)** or the housing could be damaged.



Differential Housing Distortion

7. Use a spreader and a dial gauge indicator group as shown to cause a distortion to the housing of **0.25 to 0.30 mm (.010 to .012 in)** maximum.
8. Remove the dial indicator and install the differential into the housing. Make sure that the differential is installed completely, and the

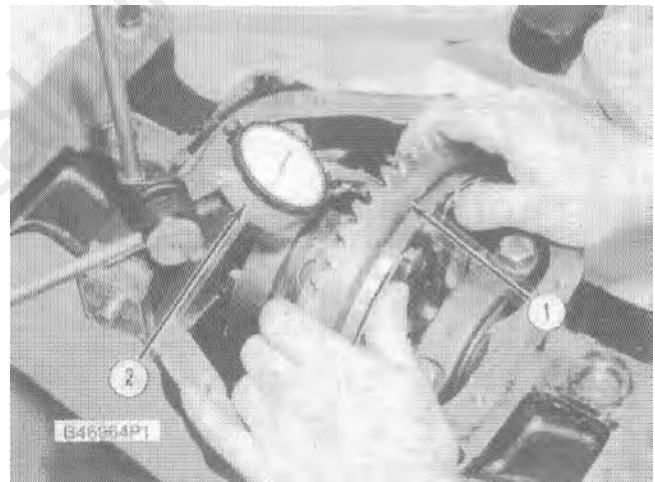
gears are engaged properly, then remove the spreader.

9. Install the bearing caps and bolts. Tighten the bolts to a torque of **84 to 98 N•m (63 to 72 lb ft)**.

NOTE

Make sure that the marks on the bearing caps and the housing are in correct alignment.

Gear Clearance (Backlash) Adjustment



Gear clearance (backlash) check

(1) Ring gear. (2) 8T5096 Dial Indicator Group.

Check the ring gear and the bevel pinion clearance (backlash) at three points around ring gear (1). There must be an equal space between each point.

1. Install indicator (2) on the case and hold the end yoke, so that it will not turn.
2. Move ring indicator (1) backward and forward while the indication is read. The gear clearance (backlash) must be **0.13 to 0.23 mm (.005 to .009 in)** and must not change more than **0.08 mm (.003 in)** between the three points. A change of more than

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