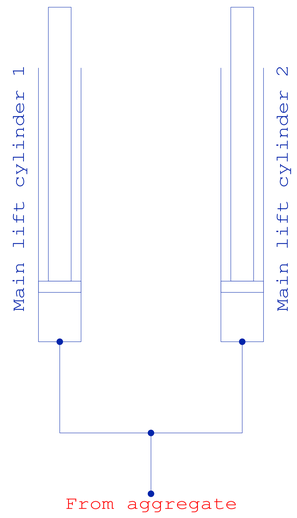
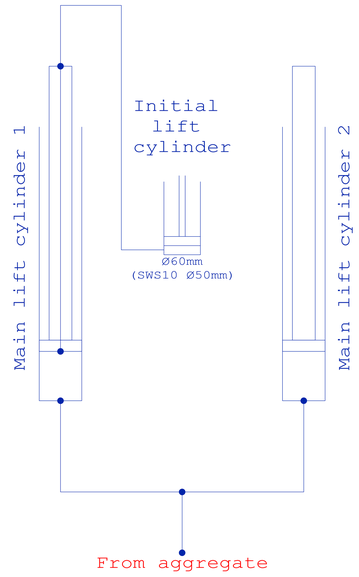
Lift cylinder configurations

Standard models (-)



Freelift (EV) models

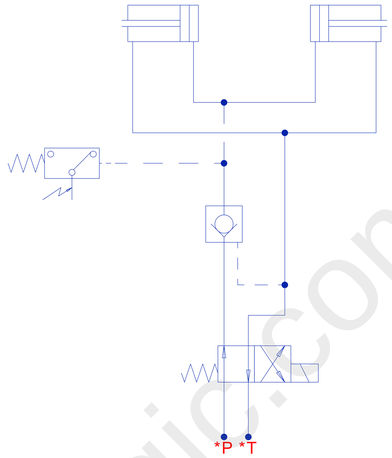


Main cylinder effective area diameters:

DS	2x Ø40mm
DEV	2x Ø30mm
TR	2x Ø50mm
TREV	2x Ø40mm

Sidesupport legs

Truck must be equipped with initial lift aggregate for this option.



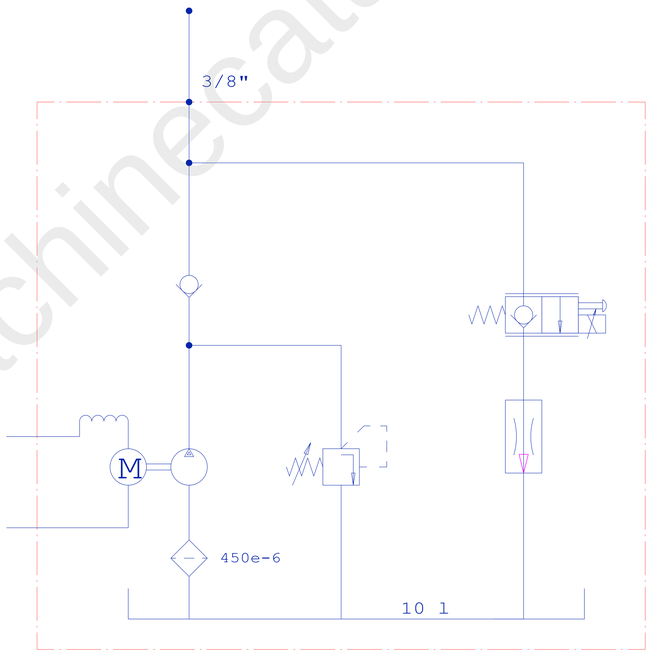
*P : Connected to Initial lift port
*T : Tank connection. No free port present, must be done manually.

Power-packs

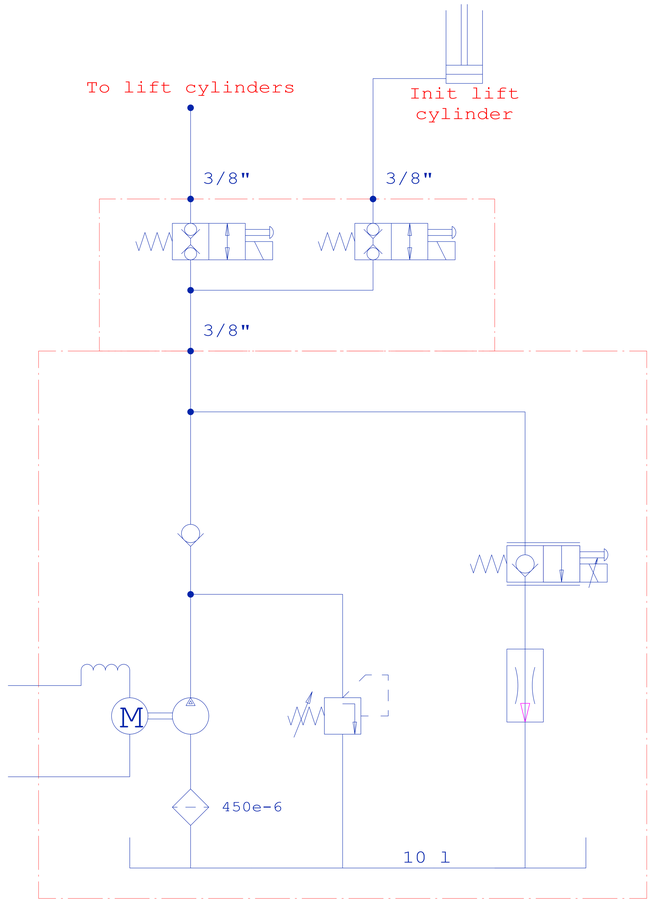
SBP10N2:
Electric motor - 2.2 kW (24 VDC)
Pump displacement - 3 cc

SBP12/14N2:
Electric motor - 2.2 kW (24VDC)
Pump displacement - 4 cc

SBP16N2:
Electric motor - 3.2 kW (24VDC)
Pump displacement - 5 cc



Standard models



Initial lift models

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	DATE:	NAME:
DESIGN.	2012-05-16	EP
CHECK.		
APPROV.		

MITSUBISHI FORKLIFT TRUCKS

PIIRIKAAVIO
CIRCUIT DIAGRAM

SBP12/16N2I, SBP12/16N2R
HYDRAULIKAAVIO
HYDRAULIC SCHEMA

1 / 0

REV

3-7506_HS

CHANGE:
NAME:
DATE:
REV

PARAMETER CHANGE:		PBP_N2	SBP_N2	PBP_N2R		Selitys	Explanation
MAX LOAD WEIGHT		N/A	N/A	2000		Maksimitaakan paino taakantunnistuksella varustetuissa koneissa.	Maximum load of the machines equipped by pressure sensor

ADJUSTMENT:		PBP_N2	SBP_N2	PBP_N2R		Selitys	Explanation
SET BATTERY TYPE		24V	24V	24V		tehdasasetus	Factory Setting
ADJUST BATTERY		Adjust	Adjust	Adjust		tehdasasetus	Factory Setting
THROTTLE 0 ZONE		10%	10%	10%		Kaasuvivun 0-alue	Throttle lever 0-zone
THROTTLE X POINT		35%	35%	35%		Kaasuvivun luentakäyrän X	Throttle lever X-axis
THROTTLE Y POINT		30%	30%	30%		Kaasuvivun luentakäyrän Y	Throttle lever Y-axis
BAT. MIN ADJ.		LEVEL = 3	LEVEL = 3	LEVEL = 3		Akkuvartijan taulukon minimiarvo	BDI minimum adjust
BAT. MAX ADJ.		LEVEL = 4	LEVEL = 4	LEVEL = 4		Akkuvartijan taulukon maksimiarvo	BDI maximum adjust
BDI ADJ STARTUP		LEVEL = 5	LEVEL = 5	LEVEL = 5		Trukin käynnistyksessä akkuvartijan laskentaan käytetään tätä parametriarvoa.	At keyon the BDI is calculated with this voltage adjust parameter.
LOAD HM FROM MDI		OFF	OFF	OFF		Tehdasasetus	Factory Setting
CHECK UP DONE		OFF	OFF	OFF		Huoltohälytyksen kuittaus	Maintenance request acknowledge
CHECK UP TYPE		NONE	NONE	NONE		0 = ei huoltovaroitusta, 1 = huoltovaroitus 600h, 2 = Huoltovaroitus 600h, ajohidastus 640h, 3 = huoltovaroitus 600h, ajohidastus 640h, trukin pysäytys 680h	0 = no maintenance warning, 1= maintenance warning 600h, 2 = maintenance warning 600h, speed reduction 640h, 3 = maintenance warning 600h, speed reduction 640h, truck stop 680h
MAX LIFT		Acquire	Acquire	N/A		Ei käytössä	Not in use
LIFT POT 0 POS.		Acquire	Acquire	N/A		Ei käytössä	Not in use
MIN LOWER		Acquire	Acquire	N/A		Ei käytössä	Not in use
MAX LIFT TIME		7	0	7		Maksiminostoajan säätö kun nostoa pidetään yhtäjaksoisesti päällä	Maximum lift time adjustment.
MC VOLTAGE		100%	100%	100%		Pääkontaktorin jännite	Main contactor voltage
MC VOLTAGE RED.		80%	80%	80%		Pääkontaktorin jännite 1s käynnistyksen jälkeen .	After 1 second from the activation of the main contactor voltage, it can be reduced to this value
EB VOLTAGE		100%	100%	100%		Jarrun jännite, 100% = maksimi	Brake voltage
EB VOLTAGE RED.		70%	70%	70%		Jarrun maksimijännite 1s käynnistyksen jälkeen.	After 1 second from the activation of the ebrake voltage, it can be reduced to this value
PWM EV2		100.00%	100.00%	100.00%		Ei käytössä	Not in use
PWM EV3		100.00%	100.00%	100.00%		Ei käytössä	Not in use
PIN CODE TIMEOUT		30				PIN-koodilukon ajan asetus, jolloin koodi syötettävä uudelleen kun trukki seisoo käyttämättömänä paikallaan.	PIN-code delay adjustment.

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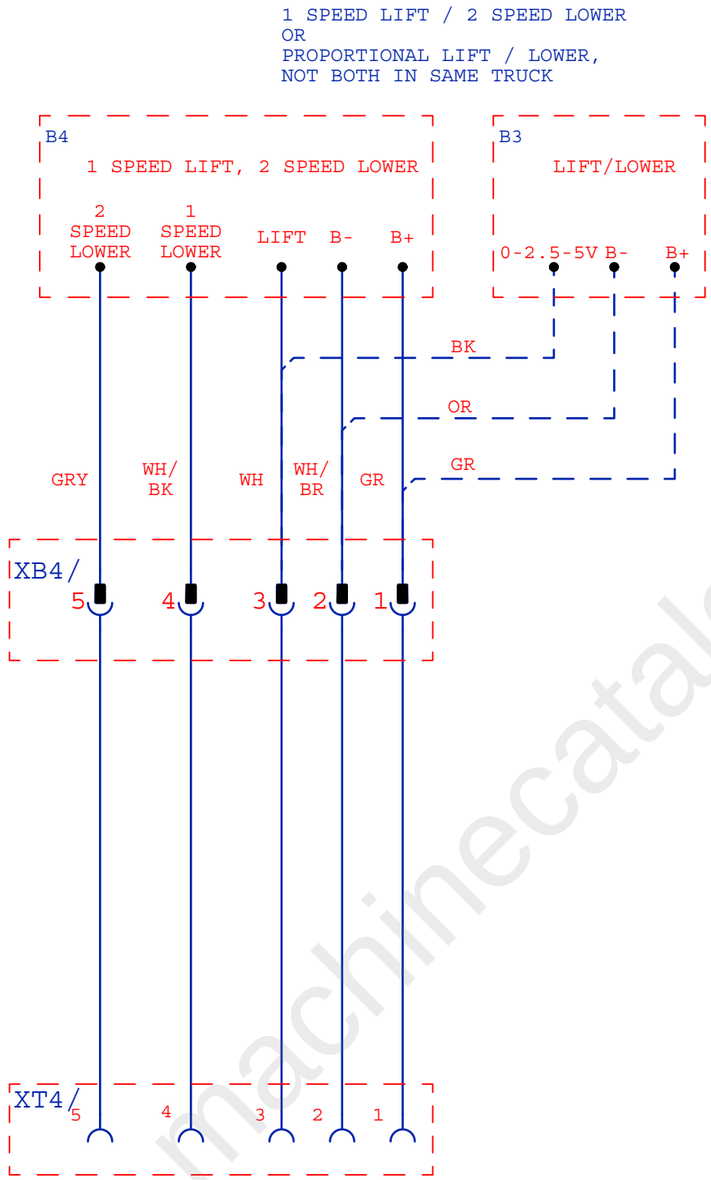

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MITSUBISHI FORKLIFT TRUCKS

DATE:
2006-09-14

CIRCUIT DIAGRAM TS1150908

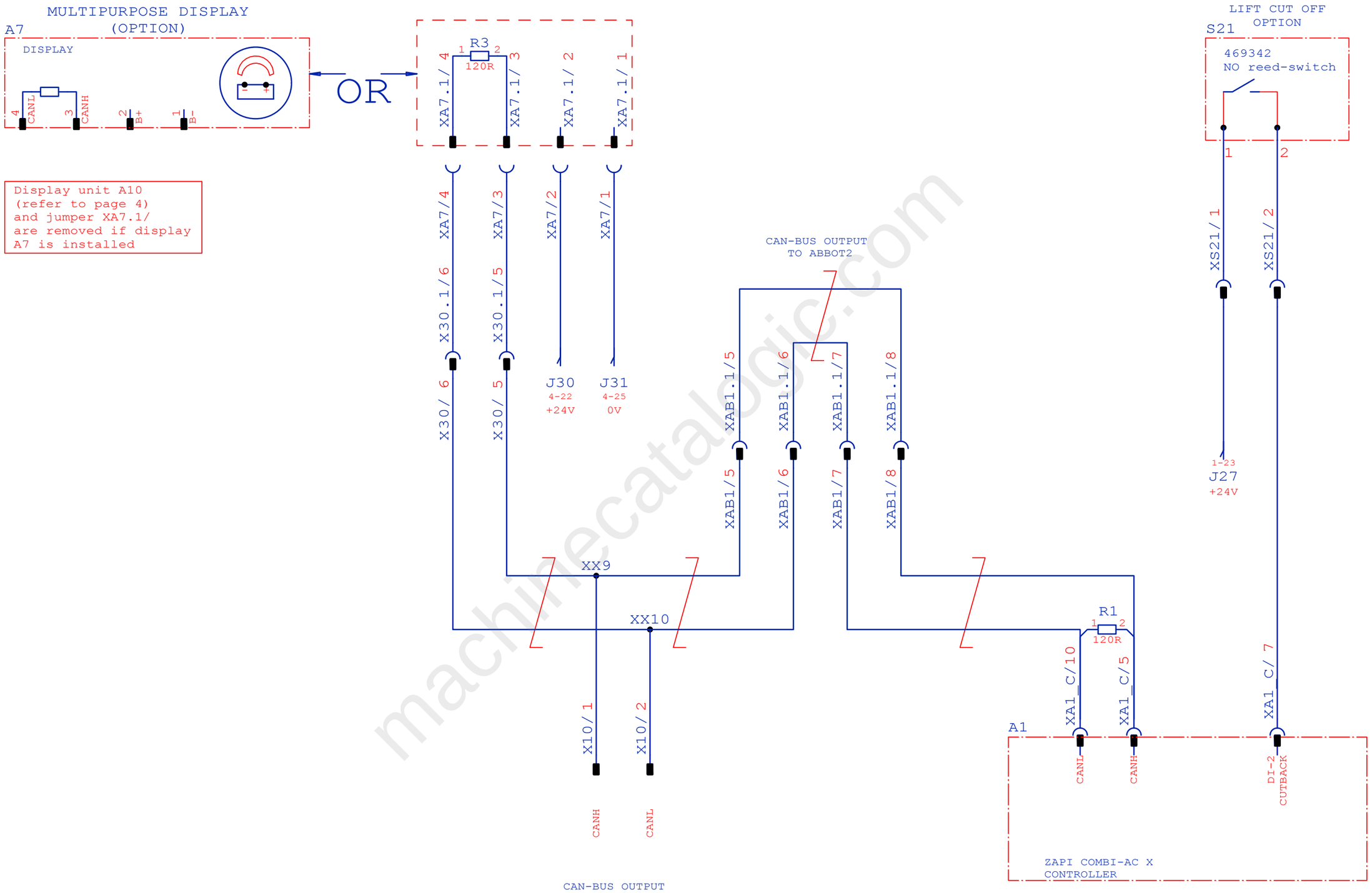
NEW TILLER

STACKER TRUCKS

2 / 2

REV E

3-6969



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CHANGE:	Lift Cut off option
NAME:	IR
DATE:	2017-03-30
REV	N

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MITSUBISHI FORKLIFT TRUCKS

	DATE:	NAME:
DESIGN.	2011-02-01	IR
CHECK.		
APPROV.		

PIIRIKAAVIO
CIRCUIT DIAGRAM

TS1340000

SBP12-16N2I, SBP12-16N2R
CAN-VÄYLÄ, NÄYTTÖ
CAN BUS, DISPLAY

5 / 9

REV N

3-7506

1) TILLER SWITCH

This option handles the input CNC#6. This input opens when the operator leaves the truck (tiller released). It is connected to a key voltage when the operator is present. There are two levels:

- HANDLE: CNC#6 is managed as tiller input (no delay when released and INCORRECT START if the input is active at startup).
- SEAT: CNC#6 is managed as seat input (with a delay when released → de-bouncing function and NO INCORRECT START if the input is active at startup).
- DEADMAN: CNC#6 is managed as deadman input, with the same delay of a seat input, but with INCORRECT START if the input is active at startup.

2) EB ON TILLER BRK

- ON: The EB is applied when the traction decelerates because CNC#6 was deactivated whilst moving.
- OFF: The EB is NOT applied when the traction decelerates because CNC#6 was deactivated whilst moving.

Note: if the positive of the EB is coming from the tiller input this option is meaningless because EB is applied mechanically as soon as CNC#6 becomes OFF

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3) HOUR COUNTER

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

- RUNNING: The counter registers travel time only
- KEY ON: The counter registers when the "key" switch is closed (controller supplied)

4) EVP TYPE

Analog/digital: defines the type of the EVP electrovalve, current controlled:
Analog: the related output manages a proportional valve, current controlled
Digital: the related output manages an on/off valve

5) BATTERY CHECK

This option specifies the handling of the low battery charge detection.
There are tree levels:

- Level 0: Nothing happens, the battery charge level is calculated but is ignored, it means no action is taken when the battery is discharged.
- Level 1: BATTERY LOW alarm is raised when the battery level is calculated being less than or equal to 10% of the full charge. The BATTERY LOW alarm reduces the maximum speed down to 24% of the full speed and reduces the maximum current down to 50% of the full current.
- Level 2: BATTERY LOW alarm is raised when the battery level is calculated being less or equal to 10% of the full charge.
- Level 3: BATTERY LOW alarm is raised when the battery level is calculated being less or equal to 10% of the full charge. The BATTERY LOW alarm reduces the maximum speed down to 24% of the full speed.

6) STOP ON RAMP

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

- ON: The stop on ramp feature (truck electrically hold on a ramp) is managed

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Mitsubishi SBP16N2R Stacker Service Manual (616841-B)

Mitsubishi SBP16N2R Stacker service manual, covers mast, hydraulics, drive unit, and wiring diagnostics in searchable PDF. Instant PDF download.

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