MOTREC

MP-420

OPERATOR AND MAINTENANCE MANUAL
SPARE PARTS LISTS INCLUDED

SERIAL NUMBER : 1230239 & UP

Printed in Canada

One Year Limited Warranty

Effective April 25, 2005, Motrec International Inc. (MOTREC) hereby warrants to the Original Retail Purchaser (Owner) that any of its vehicles shall be free from any defect in materials for a period of 90 DAYS while in the possession of such Original Retail Purchaser. This warranty IS NOT TRANSFERABLE to any subsequent Buyer.

The warranty period is extended to one year or one thousand (1,000) hours, which ever first occurs, on the electric motor, differential (parts that bathe in oil) and the electronic speed controller. MOTREC makes no warranty or representation with respect to the internal combustion engine, tires and batteries, since their respective manufacturers cover such parts. Accessories (light, gage, horn, etc), electrical contacts (switch, solenoid, contactor, relay), diodes & fuses, belts & pulleys, filters & spark plugs, lubricants, brake linings & shoes, brake drums & discs, seals, seats, trim and other items subject to wear are not included in this warranty; nor is any item that in MOTREC sole opinion, shows evidence of neglect, misuse, abuse, collision or alteration.

This warranty shall not apply to normal maintenance requirements as described in the User Manual, and to damages during shipment. The latter is the carrier's responsibility. No compensation will be allowed for delays.

To initiate warranty coverage on any MOTREC vehicle, the Dealer must complete and return the “Sales/Installation Report” to MOTREC within 30 days after delivery to the Original Retail Purchaser; or within 90 days after the delivery date to the Dealer, which ever occurs first. Failure to follow these procedures will result in considering the warranty coverage effective as of the shipment date from the factory.

The defective vehicle must be returned, at the Owner's expense, to an authorised MOTREC Dealer within 30 days after failure. The Owner will not be charged for parts and labour required for warranty repairs, which must be performed by an authorised MOTREC Dealer only. The vehicle will be returned at the owner’s expense. The Warranty Claim Forms must be completed and returned with the defective part(s) to MOTREC within 30 days after repair was done. No compensation will be allowed for damages caused by vehicle downtime.

It is the responsibility of the owner of the vehicle to make sure that the driver is properly trained and instructed in the safety features and operation of the vehicle, including vehicle stability, as required by OSHA and ANSI-B56. Operators shall read, understand and follow the safety and operating instructions in MOTREC Manual before driving the vehicle. Operators shall not be permitted to drive the vehicle unless a complete and adequate training has been provided. Driving a vehicle constitutes a hazard. The driver is responsible for the control of the vehicle while driving and must always evaluate and care for all peculiar situations that he or she may meet while driving. The driver assumes the inherent hazards related to this activity. The vehicle is designed for off-road use only. MOTREC disclaims any liability for incidental or consequential damages, to include, but not be limited to, personal injury or property damage arising from vehicle misuse, lack of maintenance or any defect in the vehicle.

It is the responsibility of the Owner of the vehicle to make sure that the service technicians are properly trained as required by OSHA and ANSI-B56. Service technicians shall read, understand and follow instructions in the MOTREC manual before servicing the vehicle. Only qualified and authorized personnel shall be permitted to maintain, repair, adjust and inspect the vehicle.

MOTREC prohibits, and disclaims responsibility for, any vehicle modification altering the weight distribution and stability, increasing the speed or affecting the safety of the vehicle. Such modifications can cause serious personal injury or property damage for which MOTREC disclaims any responsibility.

For Owners that are located outside North America, the warranty period starts the date of shipment from the factory, and the defective parts must be returned at the Owner's expense to MOTREC prior to warranty repair.

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INSTRUCTIONS

SAFETY WARNINGS FOR OPERATORS

- FAILURE TO OBEY THE FOLLOWING SAFETY RULES MAY RESULT IN SEVERE INJURY.
- It is the responsibility of the owner of this vehicle to train operators to ensure that they understand the operating characteristics of this vehicle, including training in vehicle stability, and obey the following safety rules and guidelines. Owner shall comply with OSHA and ANSI/ITSDF B56.8 & B56.9 Standards for vehicle use, safety rules, operator training and certification. Do not drive this vehicle unless you are a qualified operator.
- Do not drive this vehicle under the influence of drugs or alcohol.
- Do not drive this vehicle on public roads and highways. This vehicle is designed to be driven in buildings.
- The electrical system of this vehicle will make sparks which can ignite inflammable materials. Never use the vehicle in hazardous areas where there are inflammable materials, explosive dust or fumes in the air.
- Have your vehicle inspected regularly by trained personnel, and cease operation if a malfunction occurs.
- Do not open battery compartment to prevent battery explosion, acid splashing, severe damage to eyes or skin.
- Do not open motor compartment. Keep clear from moving, rotating(wheels, sheaves, etc) or lifting parts.
- Never carry more passengers than number allowed for this vehicle. Wait until all occupants are seated and holding on before moving. Always keep all body parts inside vehicle. Keep both hands on steering wheel.
- Do not exceed the vehicle cargo load capacity and gross trailing weight capacity, rated for flat hard even surface. Different operating conditions such as loose terrain or ramps reduce vehicle capacity.
- Avoid loose, unbalanced or top-heavy loads to keep a good stability and prevent overturn. Do not load cargo that can fall off the vehicle. Do not carry cargo that is longer, wider or higher than this vehicle.
- Always depress slowly the accelerator for smooth acceleration. Avoid stunt driving or horseplay.
- Avoid sharp turns, always slow down before turning, to prevent vehicle overturn or trailer jack knife. Vehicle is more sensitive to overturn and jack knife when traveling on inclines or when carrying a heavy load.
- Always drive straight up and down the face of an incline, never across the face, to prevent overturn and trailer jack knife. Drive slower and start applying brakes sooner on inclines to adjust for longer stopping distance.
- Use extra care and drive slowly in reverse, in congested areas or on wet or slippery ground.
- Keep to the right under normal conditions. Maintain a safe distance from all objects.
- Slow down and sound the horn when approaching a corner or other blind intersections.
- Before leaving the vehicle, park on a level ground flat surface, turn off all switches, set the forward/reverse switch to neutral, set the parking brake, remove the key. Do not park the vehicle on an incline.
- Before battery charging, park the vehicle in a well ventilated area set for. Do not operate it when charging. To interrupt a charging cycle, disconnect the AC plug; disconnecting the DC plug or a battery terminal, or operating the vehicle, could damage the charger and produce a spark, battery explosion and acid splashing.
- Use another driver to steer this vehicle while it is towed. Be sure the driver uses brakes when you slow or stop the towing vehicle. Do not exceed 5 MPH or carry any passenger while towing this vehicle.

OPERATING INSTRUCTIONS

It is the responsibility of the owner of this vehicle to ensure that the operator understands the operating characteristics of this vehicle, and obeys the safety instructions in this manual and ANSI/ITSDF B56.8 & 9 Standards. Do not drive this vehicle unless you are a certified operator as required by OSHA.

BEFORE TURNING ON KEYSWITCH

Set to neutral, check treadle operation, check for visible damage.

AFTER TURNING ON KEYSWITCH

Check safety devices: foot switch, reverse alarm, motion beeper, strobe light, and all other safety devices.

BATTERIES & CHARGER

Never open the battery compartment unless you have received proper training for battery maintenance.
Batteries emit explosive hydrogen gas that can be ignited by a spark or loose terminal. Battery acid causes severe damage to eyes or skin. Flush the contaminated area immediately with water.
Park the vehicle in a well ventilated area for battery charging. Most battery chargers come with an electronic control that starts when the charger is plugged and stop when the battery is fully charged. To interrupt the charging cycle, disconnect the AC-plug, do not disconnect the DC plug.

BATTERY DISCHARGE INDICATOR

The green light moves from right to left as batteries are being discharged. When the green light is at the last left position, the batteries must be recharged. A flashing light warns the operator that further discharging will damage batteries.

EMERGENCY SAFETY DEVICE

The emergency push button or battery disconnect handle, when present, should only be used in case of emergency. Use the key switch for normal ON/OFF control.

KEYSWITCH

Turn the key switch clockwise for on position. Always turn off all switches, set the F/R selector in neutral, remove the key before leaving the vehicle.

LIGHTS

Depress the front portion of the rocker switch to turn on the lights.

HORN

Depress the horn button on the steering column or dash board.

F/R SWITCH

Three positions with neutral at center. Depress the front portion of the rocker switch for forward direction. Depress the rear portion of the rocker switch for reverse direction. Always set the switch to neutral, turn off all switches, remove the key before leaving the vehicle.

LEFT FOOTSWITCH (OPTION) & TREADLE

The treadle is used to control both the speed and brake. It is designed for right foot operation only. Before operation, make sure that you have a stable and safe position, with your left foot positioned on the left side of operator compartment. Depress slowly the front part of the treadle to speed the vehicle up and release it to slow down. Depress the rear part of the treadle with your right heel to stop. The left footswitch must be depressed before the key switch is turn on.

MAINTENANCE

SAFETY WARNINGS FOR SERVICE TECHNICIANS

FAILURE TO OBEY THE FOLLOWING SAFETY RULES MAIN RESULT IN SEVERE INJURY.

Owner shall comply with OSHA and ANSI/ITSDF B56.8 & B56.9 Standards for vehicle maintenance.

Only qualified and authorized personnel shall be permitted to maintain, repair, adjust and inspect carriers, vehicles, tractors, and batteries.

Before any maintenance work, park the vehicle on flat level surface, turn off all switches, remove key, lift wheels off the ground and secure with jack stands of adequate capacity. Don't connect charger.

Keep clear from moving parts such as tires, sheaves and motor.

Follow the maintenance instructions applicable to the type of repair, maintenance, or service.

Always wear a face shield and gloves when working around batteries.

Before opening the battery compartment, disconnect the charger, turn off all switches and remove the key. Batteries emit highly explosive gases which greatly increase when charging; do not disturb connections or produce sparks around batteries to avoid a battery explosion and acid splashing. Battery acid causes severe damage to eyes or skin. Flush contaminated area immediately with water.

Use insulated tools to avoid sparks that can cause battery explosion and acid splashing.

Use two counteracting tools, double-wrench technique, when disconnecting or tightening terminals on the battery and the speed controller to avoid cracking the terminal or battery post welds.

Before cleaning or replacing a battery, charger, speed controller, contactor, relay, diode, or any other component in the power circuit, always disconnect the charger, turn off all switches, remove the key, wear a face shield and gloves, identify battery polarity and disconnect battery leads, discharge the capacitor in the controller with a 10 ohms, 25 W resistor for a few seconds across B+ and B-.

After cleaning, the power must not be reapplied until terminal areas are thoroughly dry.

On EE-Rated vehicles make sure that the control box is sealed, the static strap makes good contact with the ground, the motor is sealed by bands, the cable protectors are properly installed.

Keep cables and wires clear from mechanical and rubbing action. Make sure that cable insulation is free from cutting or visible damage. Make sure that EE-Rated cable protectors are properly installed.

Before replacing a fuse or circuit breaker, identify the cause of failure and repair.

Programmable controllers must be programmed using the parameter settings in this service manual, before connecting the motor, to avoid sudden vehicle movement and accident.

Do not try to increase motor speed by changing parameter settings in the speed controller; it can cause accident and severe damage to the motor.

SEPEX speed controls are protected by a diode in the power circuit to filter inductive loads in the event of a sudden power interrupt. Some speed controllers require a diode to filter inductive loads on the KSI input. Removing the diodes will cause the speed control failure.

Before resuming maintenance operations, inspect safety warnings stickers and replace any if damage is found and part of the text can’t be read.

Check decals and labels, see “DECAL AND LABELS” page.

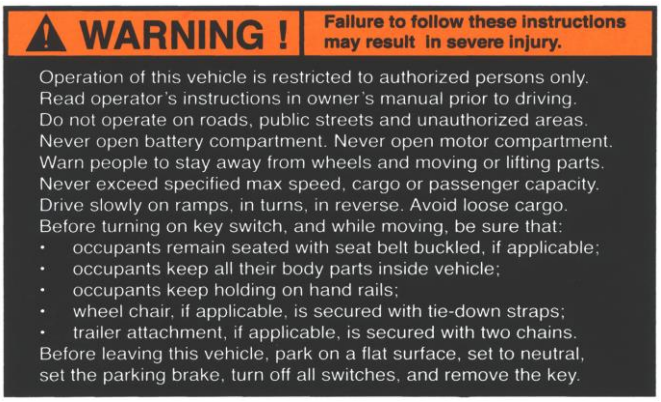
DECALS AND LABELS

! CAUTION !

The images included in this section depict the decals/markings installed on the vehicle. It is of the utmost importance that theses decals/markings remain unaltered and readable. Else, the sticker or the part baring the marking has to be replaced.

Dashboard security warning label:
5100000002

General security warning label:
5100000001

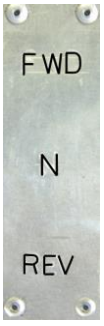


When an emergency push button is installed, this label is required (located under push button): # 3109800006

When a disconnect handle is installed, this label is required (located in front of handle):
4800012J

Respectively, key switch markings, forward/reverse selector markings and light switch marking:

266211



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PERIODIC MAINTENANCE CHECKLIST

! WARNING !

- Maintenance operations must be made be properly trained service technicians.
- Keep clear from moving parts such as tires, sheaves and motor.
- Check for all EE protections, when applicable, and keep cables and wires clear from mechanical and rubbing action
- Batteries contain sulphur acid that can cause severe burns on skin or eyes.
- When working around batteries, wear acid proof protective equipment: face shield and gloves.
- Use electrically insulated tools to avoid sparks that can cause battery explosion.
- Before any maintenance work, park the vehicle on a flat level surface, turn key switch to OFF, lift the wheels off the ground and secure with jack stands of adequate capacity, identify and disconnect battery leads.

PERIOD **CHECK/PERFORM HOURS**	**DAY**	**WEEK** **20**	**MONTH** **50**	**QUART.** **200**	**YEAR** **1000**	**2 YEARS** **2000**
MECHANICAL DAMAGE, OIL LEAKS	**X**					
REVERSE ALARM, DEADMAN SWITCH	**X**					
STATIC STRAP, min 2" contact with ground	**X**					
TIRE PRESSURE, pressure rating on tire		**X**				
CHECK/FILL BATTERIES, add distilled water to cover plates. Fill to recommended level after batteries have been fully charged.		**X**				
EE-Rated CABLE PROTECTORS, SEALED MOTOR, SEALED CONTROL BOX			**X**			
BRAKE PEDAL TRAVEL Check brake adjustment instructions			**X**			
STEERING FOR PLAY			**X**			
BELTS AND PULLEYS -10 lbs. force to produce 1/8 deflexion; -pulleys alignment, see procedure.				**X**		
CLEAN/TIGHTEN WIRE TERMINALS				**X**		
WASH BATTERY TOP WITH WATER				**X**		
MOTOR BRUSHES FOR WEAR -brushes must exceed holders				**X**		
STEERING ASSEMBLY as instructed				**X**		
ACCELERATOR ADJUSTMENT see accelerator instructions.				**X**		
BRAKE MECHANICAL LINKAGES for wear & play				**X**		
BRAKE LININGS FOR WEAR 0.06 in. minimum lining thickness.				**X**		
LUBRICATE brake pedal and central pivots, steering chain and shaft.				**X**		
OIL (SAE 30) LEVEL IN DIFFERENTIAL Before adding oil, check oil seals for leaks.				**X**		
FRONT WHEEL BEARINGS PLAY				**X**		
TIGHTEN NUTS/BOLTS: electric terminals, drive; steering; brakes; suspension; body.				**X**		
REPLACE DIFFERENTIAL OIL(SAE 30)					**X**	
CLEAN AND RE-PACK FRONT HUBS					**X**	
SERVICE DIFFERENTIAL, replace the three oil seals, wheel bearings, oil (SAE 30)						**X**

ACCELERATOR – POT BOX

The final clearance, see picture below, needs to be approximately 1/8 inch when the treadle front portion is fully depressed. Move the setscrew collar on the rod to adjust the final clearance; put LOCTITE-BLUE on setscrew and tighten.

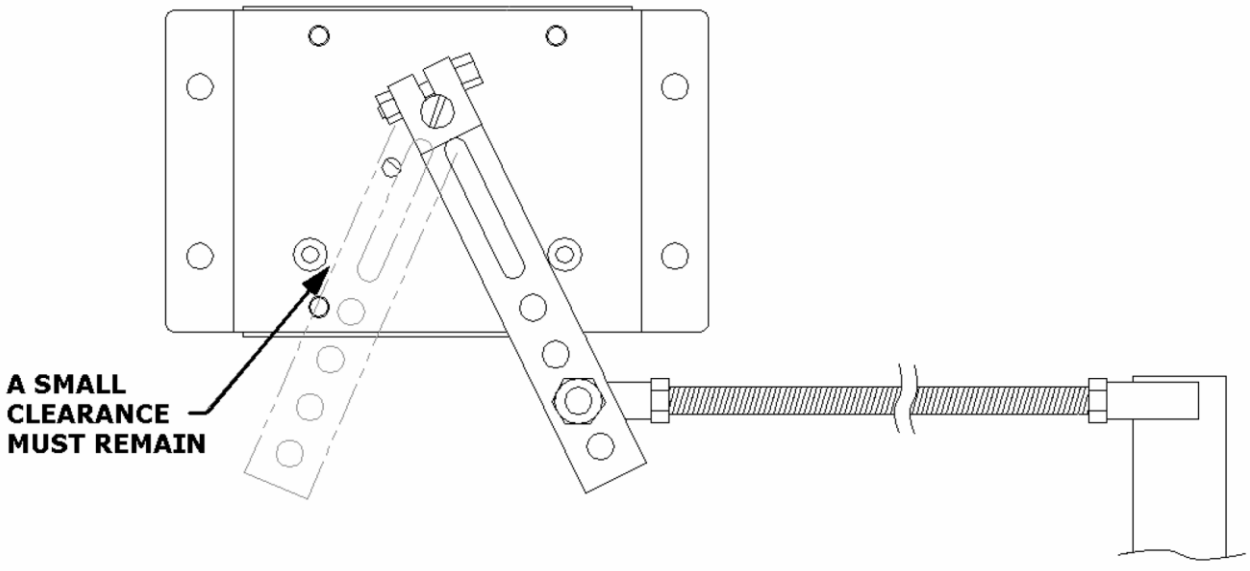
The micro-switch must be activated by the lever when the pedal is released slowly, without any pressure on the rear portion of the pedal. If necessary, slide the micro-switch base to adjust.

Remove the wires on terminals 2 and 3 on PMC. Depress the treadle front portion until the micro-switch is released and read the resistance between terminals 2 and 3: the reading must be less than 50 ohms. When the front portion of the treadle is fully depressed, the reading of the resistance between terminals 2 and 3 must be more than 4600 ohms. To adjust the potentiometer, slack the screw holding the lever to the potentiometer shaft and adjust by turning the shaft; tighten the screw.

Make sure that the micro-switch is activated when the treadle is slowly released.

Make sure that the screw holding the lever to the potentiometer, and the set screw collar, are tighten.

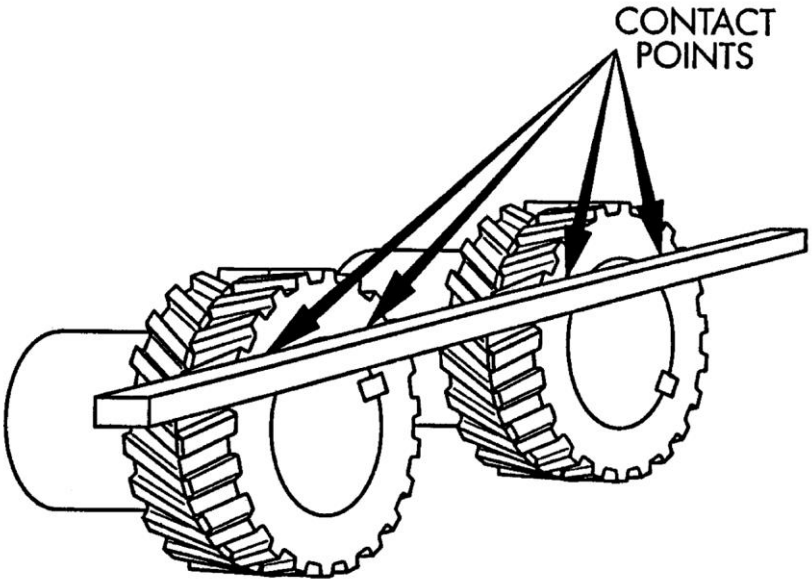
When the LOCKTITE is dry, grease the rod behind the setscrew collar for smooth sliding.



BELT INSTALLATION AND TENSIONING

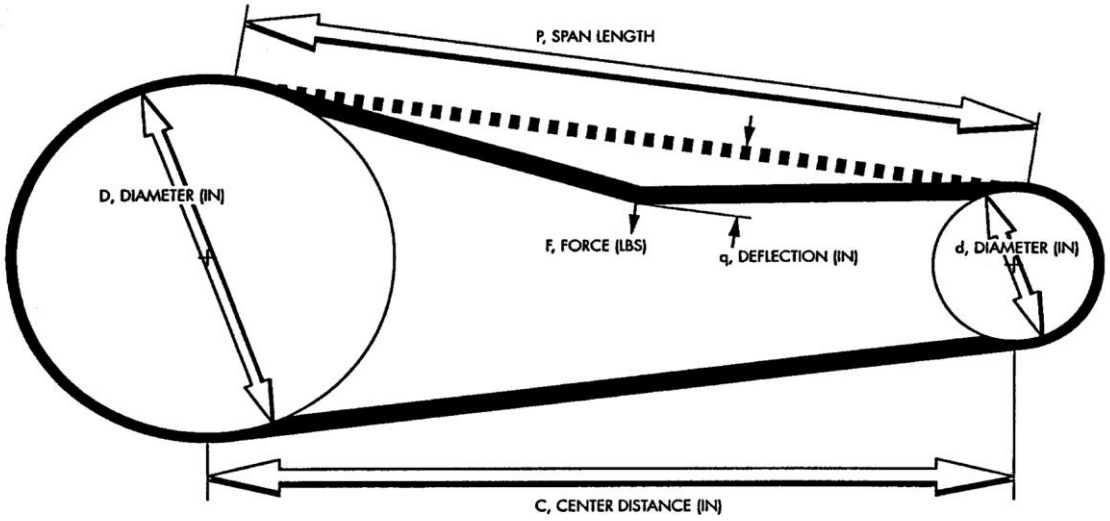
INSTALLATION

Adjust the sprockets using a straight edge. Slide up the edge on the larger pulley until it contacts the smaller pulley. Properly adjusted pulleys will provide three points of contact. Properly aligned pulleys will provide four points of contact. Tighten setscrews and recheck alignment.



TENSIONING

Check the force F required to provide a deflection of 1/8 in. If the measured force is less than 15 lbs then lengthen centre distance C.



E-260/262/266 MECHANICAL DRUM BRAKES

REPLACING THE BRAKE SHOES

Raise the vehicle until the rear tires clear the floor and secure with two jack stands;

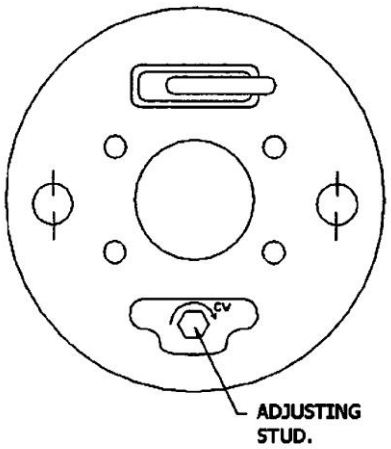
Remove wheels and drums. Check drums for visible damage. Check brake shoes for wear; if brake linings are thicker than 1/16" (2mm), reassemble drums and wheels; if not:

- remove shoes, springs, adjusting screw assembly;
- check brake lever for wear and replace if there is play in the pin;
- disassemble, clean, apply Hi-Temp grease and install the adjusting screw and brake lever;
- install new linings and new springs, install drums and wheels;
- for self-adjusting brakes, pump the brake pedal to automatically adjust the brake shoes;
- adjust pulling rods to have the rear portion of the treadle ¼ inch lower than floor, fig C
- both pulling rods must have equal length;
- make a road test.

MANUALLY ADJUSTED DRUM BRAKES, Old Design.

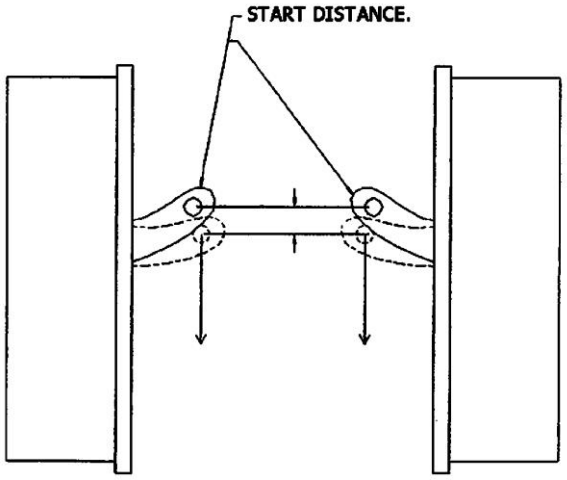
Before adjustment, check the brake levers on the inboard side of the brake backing plates. The brake levers must be equally pulled (see figure A). Adjust pulling rods if necessary. The brake shoes are adjusted by turning the stud (17mm key) located on the inboard side of the brake backing plate (see figure B). Turning the stud clockwise will reduce the drum to shoe clearance. Properly adjusted shoes will equally brake the rear wheels.

Figure B



Brake plate and adjusting screw

Figure A



Equal distance for brake levers

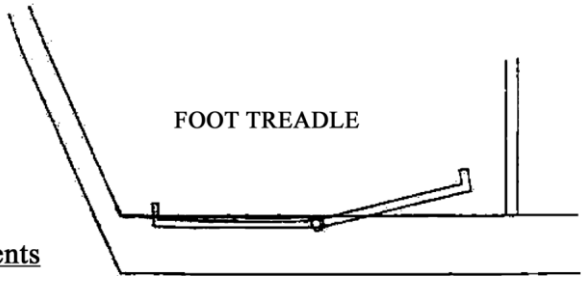


Figure C
Control treadle adjustments

BATTERY MAINTENANCE

! WARNING !

- It is the responsibility of the owner of this vehicle to ensure that the service technicians are properly trained, read and obey the safety rules and guidelines in this manual (ANSI B56).
- Maintenance operations must be made by properly trained service technicians only.
- Before any maintenance work, park the vehicle on a flat level surface, turn off all the switches, set to neutral, remove the key, lift the wheels off the ground and secure with jack stands of adequate capacity.
- Keep charger disconnected while doing any maintenance work.
- Always wear a face shield and scarf when working around batteries.
- Battery emits highly explosive gases; do not produce sparks to avoid battery explosion and acid splashing. Battery acid causes severe damage to eyes or skin. Flush contaminated area immediately with water.
- Use insulated tools to avoid sparks that can cause battery explosion and acid splashing.
- Use two counteracting tools, double-wrench technique, when disconnecting or tightening battery posts.
- Before cleaning or replacing a battery, discharge the capacitor in the controller with a 10 ohms, 25 W resistor for a few seconds across B+ and B-, identify battery polarity and disconnect battery leads.
- After cleaning, the power must not be reapplied until terminal areas are thoroughly dry.

BATTERY LEADS AND CONNECTORS

Check for loose connections, damaged cables, acid spill, loose terminal posts, quarterly.

BATTERY POST CORROSION

If corrosion is present on battery posts, remove the cable connectors, use a wire brush to remove particles, and then clean them with a cloth that has been moistened with ammonia.

ELECTROLYTE LEVEL

Does not apply to sealed battery.

- Disconnect battery connectors on roll-out or lift-out installations.
- Make sure the battery roll-out tray is provided with stops before rolling out.
- Fill with distilled water.
- Daily charged batteries normally require watering once a week. Under watering leads to a shortened battery life. Over watering leads to battery corrosion. Be careful not to overfill any cell to avoid electrolyte to be forced out while charging.
- Fill each cell to plate level with distillated or de-ionized water, before battery charging. When the battery is charged, the fluid expands and can seep out if overfilled. Refill each cell after full charge, when the fluid has expanded to its maximum level.
- Reinstall battery caps before charging.

BATTERY MOUNTING

A loose battery increases damaging effects of vibrations and is more prone to short out.

BATTERY DISCHARGE LIMIT

Discharging below a 20% state of charge cuts down the battery life and the number of cycles available. At 20% state of charge, specific gravity of 6V battery should be 1180; and 1220 for industrial battery.

CHARGING AREA

- Always charge battery in a well ventilated area set for and approved for charging.
- Never leave a charger connected for more than 20 hours.

FREQUENCY OF CHARGE

- When a battery is discharged to its 20% state of charge, it is best to charge immediately.
- Batteries require a low current equalization charge (min 4 hours) at least every week, to equalize battery cells, improve battery performance and life in number of cycles.
- Never leave a charger connected for more than 20 hours.

STORAGE

- Keep the battery from getting cold, it would loose its capacity.
- Let the battery warm up before charging.
- Charge batteries in “stored” vehicles every month.

DEFECTIVE BATTERY

Check specific gravity of each cell; if a cell is shorted, voltage drop may occur only when there is current.

BATTERY CHARGER

! WARNING !

Always unplug the AC and DC electrical cords before attempting any repairs to the charger.

CHARGER DOES NOT TURN ON:

- Dc cord of portable chargers must be disconnected from batteries after every charge to restart;
- Check dc fuse links;
- Check battery voltage at the battery connector;
- Check ac outlet and cordset;
- Replace electronic control ;

RELAY CLOSES AND TRANSFORMER HUMS BUT AMMETER DOES NOT REGISTER:

- Check dc fuse links;
- Check the continuity of the dc output cord, ammeter, diodes and all connections in the dc circuit;
- Check diodes;
- Check capacitor(rapidely increasing resistance);

SINGLE CHARGER FUSE BLOWS:

- Disconnect and check diodes;

BOTH FUSE LINKS BLOW:

- Check the battery pack and battery connector polarity;
- Disconnect and check diodes.

CHARGER OUTPUT IS LOW:

- Disconnect and check diodes;
- Can be caused by a transformer failure.

AMMETER READS 30 AMPS FOR MORE THAN 30 MINUTES:

- Check the battery pack;

CHARGER DOES NOT TURN OFF:

- Check specific gravity in each battery cell;
- As much as 16 hours may be required to properly charge heavely discharged new or cold batteries;
- Replace electronic control.

AC LINE FUSE OR CIRCUIT BREAKER BLOWS:

- Check ac cordset;
- Check ac line fuse rating;
- Replace electronic control;
- Can be caused by a transformer failure.

ELECTRICAL TROUBLESHOOTING

! WARNING !

Maintenance work must be performed by trained service technicians only.

It is the responsibility of the owner of this vehicle to ensure that the services technicians are properly trained, understand and obey the safety rules and guidelines (ANSI B56).

All service technicians must read and understand the maintenance warning section in this manual.

! WARNING !

Before any maintenance work, park the vehicle on a flat level surface, turn off all switches, remove the key, lift the wheels off the ground, secure with jack stands of adequate capacity, disconnect charger.

Always wear safety glasses.

Batteries emit highly explosive gases that can be ignited by a spark. Before disconnecting a high current terminal, turn off all switches, disconnect battery charger, disconnect batteries.

Keep clear from moving parts such as tires, sheaves and motor.

PMC SELF DIAGNOSTIC

If your PMC comes with a status led, use the flashing code to help troubleshooting.

BATTERY VOLTAGE

Make sure batteries are securely connected. Measure voltage between + and - terminals. We will call this value B+ or full battery voltage.

ACCESSORIES NOT WORKING

- Check the fuses on the batteries and the DC/DC converter.
- Check voltage across + and – terminals on the battery gage; if not B+, check wiring.
- Turn the key switch ON, check voltage between output terminal on the key switch and the - terminal on the battery gage; if not B+, replace the key switch.
- Check voltage across DC/DC converter output terminals; if not 12-Volt, replace the converter.
- Depress the accessory switch, check voltage across accessory terminals. If not 12-Volt, replace the switch. If 12-Volt, replace the accessory.

FORWARD ONLY

On a SEPEX motor control, check the reverse signal input on the controller.
On a series wound motor control, a bad reverse contactor is the most probable cause of the problem. Switch to reverse and check voltage on the reverse control wire. If not B+, replace the F/R switch. If B+, turn off the key switch, disconnect batteries, disconnect power terminals on the F/R contactors, check the resistance across N.C. power terminals of the reverse contactor. If not 0 ohm, change the reverse contactor. If 0 ohms, switch to forward and check the resistance across the forward N.O. power terminals. If not 0 ohms, change the forward contactor.

REVERSE ONLY

On a SEPEX motor control, check the forward signal input on the controller.
On a series wound motor control, a bad forward contactor is the most probable cause of the problem. Switch to forward and check the voltage on the forward control wire. If not B+, replace the F/R switch. If B+, turn off the key switch, disconnect batteries, disconnect power terminals on the F/R contactors, check the resistance across N.C. power terminals of the forward contactor. If not 0 ohm, change the forward contactor. If 0 ohms, switch to reverse and check the resistance across the reverse N.O. power terminals. If not 0 ohms, change the reverse contactor.

TRAVEL AT REDUCED SPEED

Check batteries.

Turn off all switches and disconnect charger. Wear face shield and gloves. Do not disturb any battery connection to avoid sparks. Check the specific gravity of each cell. Cold batteries, highly discharged batteries or dead cells are the most frequent causes of reduced travel speed.

Check potentiometer.

Turn off the key switch, disconnect potentiometer terminals. Check the resistance between terminals.

Other causes of lower speed:
- dragging brakes;
- cold temperature (higher differential oil viscosity).

INTERMITTENT OPERATION

A bad potentiometer is the most probable cause of the following:
- acceleration is not constant;
- maximum speed is erratic;
- sudden stop after a bump or shock;
- erratic starts, requiring several pedal cycles.

A bad F/R contactor is also a probable cause of the following:
- sudden stop after a bump or shock;
- would not start to move at times.

Erratic starts could also be the cause of a misadjusted potentiometer or micro-switch; the pot signal must be less than 50 ohms when the micro-switch turns on.

PMC has an HPD safety feature that prevents the vehicle from moving if the accelerator pedal is depressed before the key switch is ON and seat switch is activated.

PMC may also have an SRO safety feature that prevents the vehicle from moving if the F/R switch is activated before turning on the key switch and activating the seat switch.

The vehicle stops on a steep and long ramp or while towing a heavy load: the circuit breaker has open to prevent motor overheating and will reset automatically after one minute. The PMC is also equipped with an internal thermal protection that cutback the current until the PMC has cooled down.

NO MOTION

Make sure that the PMC surface is clean and dry; check the terminal areas. Dust Particles or acid contamination, can create current leaks and cause a PMC malfunction.

Check F/R switch

Turn on the key switch and set to forward. Check voltage between the forward terminal and the – terminal on the battery gage, check voltage between the reverse terminal and the – terminal on the battery gage; if both B+, replace the F/R switch.

Check switches and wiring

Disconnect control terminals on the PMC and check all control signals. If a switch pin does not read B+, check wiring or replace the switch.

Check potentiometer

Turn the key switch to OFF, disconnect potentiometer terminals. Check the resistance across terminals: if not within the recommended limits, adjust or replace the potentiometer. Check for shorts between potentiometer wires and vehicle frame; resistance should read at least 1 megohm.

Check main contactor or solenoid

Check voltage across power terminals; if not B+, check circuit breaker or replace the solenoid.
Turn to on the key switch and activate the seat switch. Check voltage across the coil terminals; if not B+, check wiring and interlock switches. Check resistance across power terminals; if not 0 ohms, replace the solenoid.

Check circuit breaker and SEPEX DIODE

Before replacing the circuit breaker, check for shorts in the power circuit and check the SEPEX diode in the power circuit using a diode tester. If no such instrument is at hand, use an ohmmeter: the reading should be weak in one direction and strong in the other way.
Check the resistance across the circuit breaker. If not 0 ohms, replace the circuit breaker.

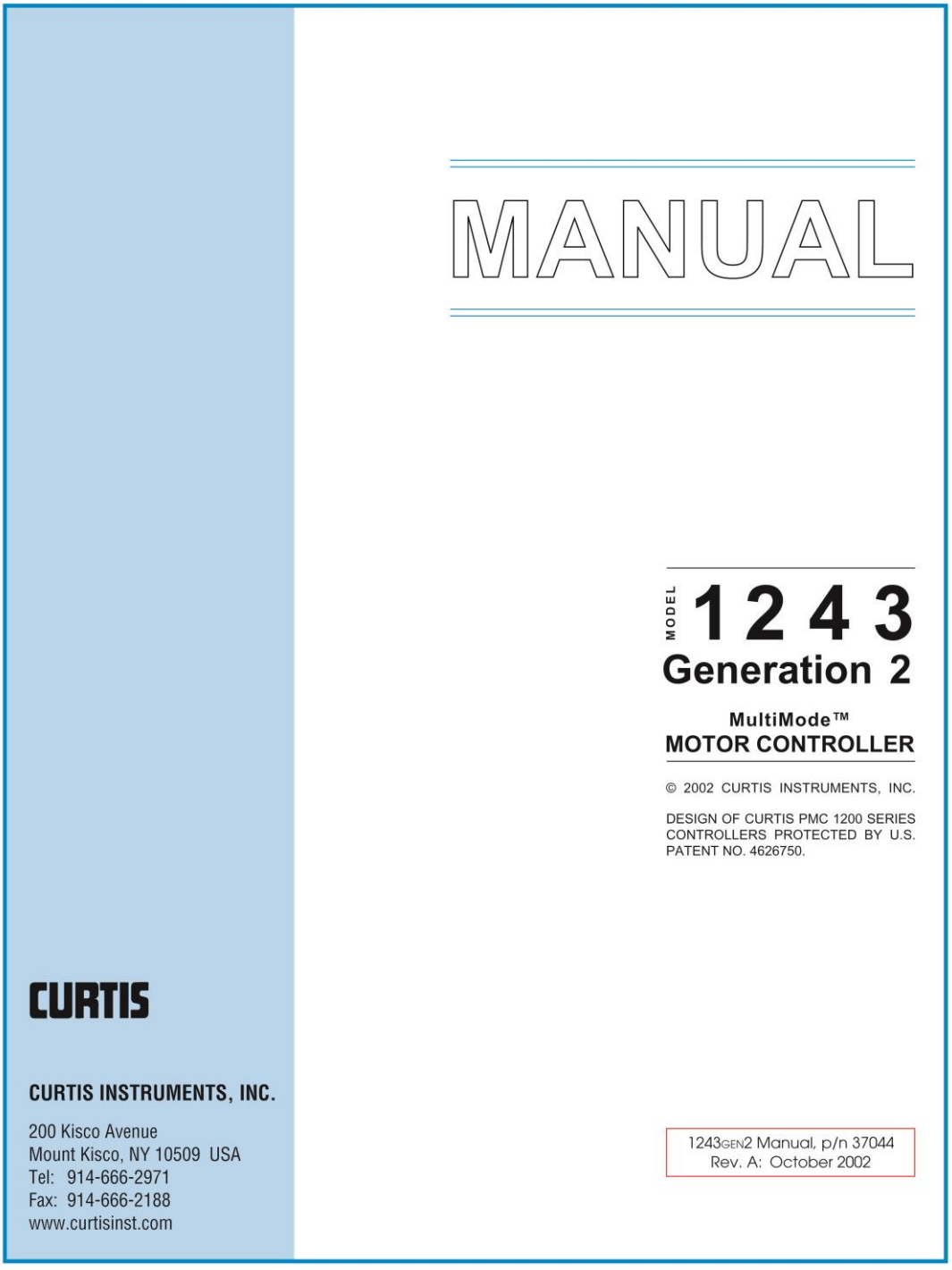
Check PMC

First disconnect battery B+ and B-, then PMC B+ and M-. Check the internal diode between B+ and M- terminals using a diode tester. If no such instrument is at hand, use an ohmmeter: the reading should be weak in one direction and strong in the other way. If the internal diode is defective, the PMC must be replaced.

Check the Motor

First disconnect battery B+ and B-, disconnect power terminals and check the motor armature and field for opens.

CURTIS SPEED CONTROLLER 1243


MANUAL
MODEL
1243
Generation 2
MultiMode™
MOTOR CONTROLLER
© 2002 CURTIS INSTRUMENTS, INC.
DESIGN OF CURTIS PMC 1200 SERIES CONTROLLERS PROTECTED BY U.S. PATENT NO. 4626750.
CURTIS
CURTIS INSTRUMENTS, INC.
200 Kisco Avenue
Mount Kisco, NY 10509 USA
Tel: 914-666-2971
Fax: 914-666-2188
www.curtisinst.com
1243GEN2 Manual, p/n 37044
Rev. A: October 2002

WIRING : STANDARD CONFIGURATION

for the M8 bolts. The maximum bolt insertion depth below the surface of the bus bar is 1.3 cm (1/2"). Bolt shafts exceeding this length may damage the controller. The torque applied to the bolts should not exceed 16.3 N·m (12 ft-lbs).

Two 1/4" quick connect terminals (**S1** and **S2**) are provided for the connections to the motor field winding.

WIRING: Standard Configuration

Figure 3 shows the typical wiring configuration for most applications. **For walkie applications** the interlock switch is typically activated by the tiller, and an emergency reverse switch on the tiller handle provides the emergency reverse signal.

For rider applications the interlock switch is typically a seat switch or a foot switch, and there is no emergency reverse.

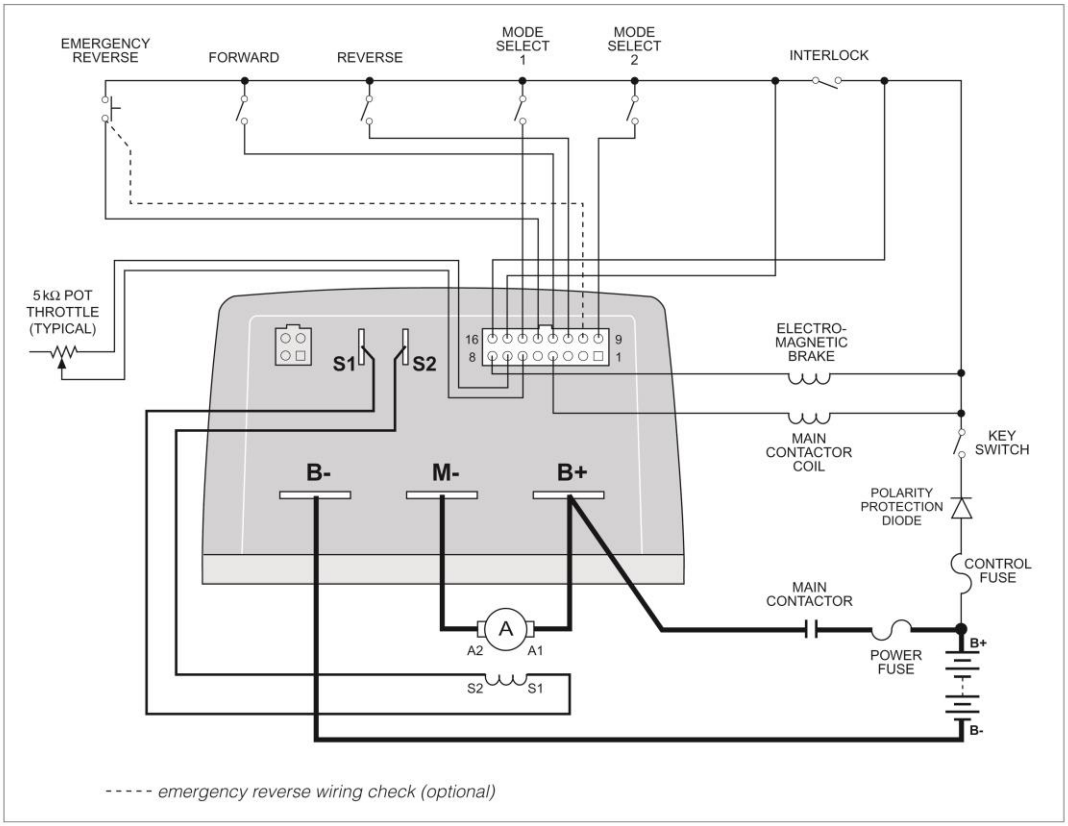


Fig. 3 *Standard wiring configuration, Curtis 1243GEN2 controller.*

DIAGNOSTICS AND TROUBLESHOOTING

7

DIAGNOSTICS AND TROUBLESHOOTING

The 1243GEN2 controller provides diagnostics information to assist technicians in troubleshooting drive system problems. The diagnostics information can be obtained by observing the appropriate display on the handheld programmer, the fault message displayed on the Spyglass gauge, the fault codes issued by the Status LED, or the fault display driven by the controller's fault outputs (Fault 1 and Fault 2). Refer to the troubleshooting chart (Table 7) for suggestions covering a wide range of possible faults.

PROGRAMMER DIAGNOSTICS

The handheld programmer presents complete diagnostic information in plain language. Faults are displayed in the System Faults Menu, and the status of the controller inputs/outputs is displayed in the Monitor Menu.

Accessing the programmer's Fault History Menu provides a list of the faults that have occurred since the fault history file was last cleared. Checking (and clearing) the fault history file is recommended each time the vehicle is brought in for maintenance.

For information on 1311 programmer operation, see Appendix B. If you are using the older 1307 programmer, refer to existing documentation.

SPYGLASS DIAGNOSTICS

The eight-character LCD on the Spyglass displays a continuous sequence of hourmeter, battery state-of-charge, and fault messages.

Fault messages are displayed using the same codes that are flashed by the LED (see Table 8). For example, the LED flashes 3,2 for a welded main contactor:

□□□ □□	□□□ □□	□□□ □□
(3 , 2)	(3 , 2)	(3 , 2)

and the corresponding Spyglass message is:

```
CODE 32
```

When a fault message is being displayed, the red Fault LED (labeled with a wrench symbol) flashes to catch the operator's attention.

The LCD also displays a warning when either service timer expires. The service warning is not considered a fault and the red Fault LED does not flash. The word `SERVICE` is displayed for about 20 seconds on each key-on, after the hourmeter is displayed.

The Spyglass is available in 3-LED and 6-LED models; see Figure 21.

TROUBLESHOOTING CHART

Table 7 TROUBLESHOOTING CHART

LED CODE	PROGRAMMER LCD DISPLAY	FAULT CATEGORY	POSSIBLE CAUSE	FAULT CLEARANCE
0,1	NO KNOWN FAULTS	0	n/a	n/a
1,1	CURRENT SHUNT FAULT	1	1. Abnormal vehicle operation causing high current spikes. 2. Current sensor out of range. 3. Controller failure.	Cycle KSI. If problem persists, replace controller.
1,2	HW FAILSAFE	1	1. Noisy environment. 2. Self-test or watchdog fault. 3. Controller failure.	Cycle KSI. If problem persists, replace controller.
1,3	M- SHORTED	1	1. Internal or external short of M- to B-. 2. Incorrect motor wiring. 3. Controller failure.	Check wiring; cycle KSI. If problem persists, replace controller.
1,4	SRO	3	1. Improper sequence of KSI, interlock, and direction inputs. 2. Interlock or direction switch circuit open. 3. Sequencing delay too short. 4. Wrong SRO or throttle type selected. 5. Misadjusted throttle pot.	Follow proper sequence; adjust throttle if necessary; adjust programmable parameters if necessary.
2,1	THROTTLE WIPER HI	1	1. Throttle input wire open or shorted to B+. 2. Defective throttle pot. 3. Wrong throttle type selected.	When Throttle Wiper High input returns to valid range.
2,2	EMR REV WIRING	1	1. Emergency reverse wire or check wire open.	Re-apply emergency reverse or cycle interlock.
2,3	HPD	3	1. Improper sequence of KSI, interlock, and throttle inputs. 2. Misadjusted throttle pot. 3. Sequencing delay too short. 3. Wrong HPD or throttle type selected. 5. Misadjusted throttle pot.	Follow proper sequence; adjust throttle if necessary; adjust programmable parameters if necessary.
	SRVC TOTAL	3	1. Total maintenance timer expired.	Reset with programmer.
	SRVC TRAC	3	1. Traction maintenance timer expired.	Reset with programmer.
	TOTAL DISABLED	3	1. Total disable timer expired.	Reset with programmer.
	TRAC DISABLED	3	1. Traction disable timer expired.	Reset with programmer.
2,4	THROTTLE WIPER LO	1	1. Throttle pot wire open or shorted to B+. 2. Wrong throttle type selected. 3. Defective throttle pot.	When Throttle Wiper Low input returns to valid range.
3,1	FIELD SHORT	1	1. Main contactor coil shorted. 2. Field winding shorted to B+ or B-. 3. Field resistance too low.	Check contactor coil and field winding; cycle KSI.
3,2	MAIN CONT WELDED	1	1. Main contactor stuck closed. 2. Main contactor driver shorted.	Check wiring and contactor; cycle KSI.
3,3	FIELD OPEN	1	1. Field winding connection open. 2. Field winding open.	Check wiring and cycle KSI.
3,4	MISSING CONTACTOR	1	1. Main contactor coil open. 2. Main contactor missing. 3. Wire to main contactor open.	Check wiring and cycle KSI.

Table 7 TROUBLESHOOTING CHART, *cont'd*

LED CODE	PROGRAMMER LCD DISPLAY	FAULT CATEGORY	POSSIBLE CAUSE	FAULT CLEARANCE
4,1	LOW BATTERY VOLTAGE	2	1. Battery voltage < undervoltage cutback. 2. Corroded battery terminal. 3. Loose battery or controller terminal.	When voltage rises above undervoltage cutoff point.
4,2	OVERVOLTAGE	2	1. Battery voltage >overvoltage shutdown. limit. 2. Vehicle operating with charger attached.	When voltage falls below overvoltage cutoff point.
4,3	THERMAL CUTBACK	2	1. Temperature >85°C or < -25°C. 2. Excessive load on vehicle. 3. Improper mounting of controller.	Clears when heatsink temperature returns to within acceptable range.
4,4	ANTI-TIEDOWN	3	1. Mode switches shorted to B+. 2. Mode Select 1 "tied down" to select Mode 2 or Mode 4 permanently.	Release Mode Select 1.
	MOTOR HOT	3	1. Field resistance > motor hot setpoint.	When resistance < setpoint.
	MOTOR WARM	3	1. Field resistance > motor warm setpoint.	When resistance < setpoint.

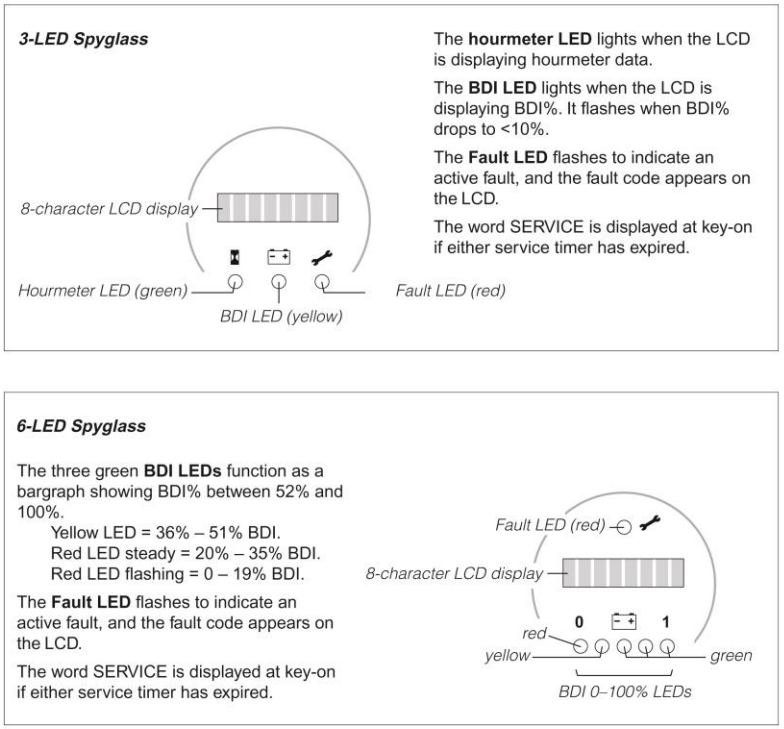
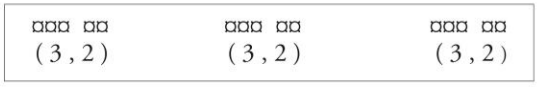


Fig. 21 *Curtis 840 Spyglass, 3-LED and 6-LED models.*

LED DIAGNOSTICS

STATUS LED DIAGNOSTICS

A Status LED is built into the 1243GEN2 controller. It is visible through a window in the label on top of the controller. This Status LED displays fault codes when there is a problem with the controller or with the inputs to the controller. During normal operation, with no faults present, the Status LED flashes steadily on and off. If the controller detects a fault, a 2-digit fault identification code is flashed continuously until the fault is corrected. For example, code "3,2"—main contactor welded—appears as:



The codes are listed in Table 8.

Table 8 STATUS LED FAULT CODES

LED CODES		EXPLANATION
LED off	▬▬▬	no power or defective controller
solid on	▭	controller or microprocessor fault
0,1	■ ¤	controller operational; no faults
1,1	¤ ¤	current sensor error
1,2	¤ ¤¤	hardware failsafe fault
1,3	¤ ¤¤¤	M- fault or motor output short
1,4	¤ ¤¤¤¤	static return to off (SRO)
2,1	¤¤ ¤	throttle wiper high
2,2	¤¤ ¤¤	emergency reverse circuit check fault
2,3	¤¤ ¤¤¤	high pedal disable (HPD), or expired timer
2,4	¤¤ ¤¤¤¤	throttle wiper low
3,1	¤¤¤ ¤	contactor driver overcurrent or field winding short
3,2	¤¤¤ ¤¤	main contactor welded
3,3	¤¤¤ ¤¤¤	field winding open
3,4	¤¤¤ ¤¤¤¤	missing contactor
4,1	¤¤¤¤ ¤	low battery voltage
4,2	¤¤¤¤ ¤¤	overvoltage
4,3	¤¤¤¤ ¤¤¤	thermal cutback, due to over/under temp
4,4	¤¤¤¤ ¤¤¤¤	anti-tiedown fault, or overheated motor

Note: Only one fault is indicated at a time, and faults are not queued up. Refer to the troubleshooting chart (Table 7) for suggestions about possible causes of the various faults. Operational faults—such as a fault in SRO sequencing—are cleared by cycling the interlock switch or keyswitch.

PROGRAMMING PARAMETERS – E-266

! WARNING !

The owner of this vehicle shall ensure that the service technicians are qualified, properly trained and obey the safety rules and guidelines in OSHA and ANSI B56 regulations, and in this manual.

Before installing and/or programming the PMC, park the vehicle on a flat level surface, lift the wheels off the ground and secure with jack stands of adequate capacity. Don't connect charger.

Programmable controllers must be programmed using the parameter settings in this service manual, before connecting the motor, to avoid sudden vehicle movement and accident.

Do not try to increase motor speed by changing parameter settings in the speed controller; it can cause accident and severe damage to the motor.

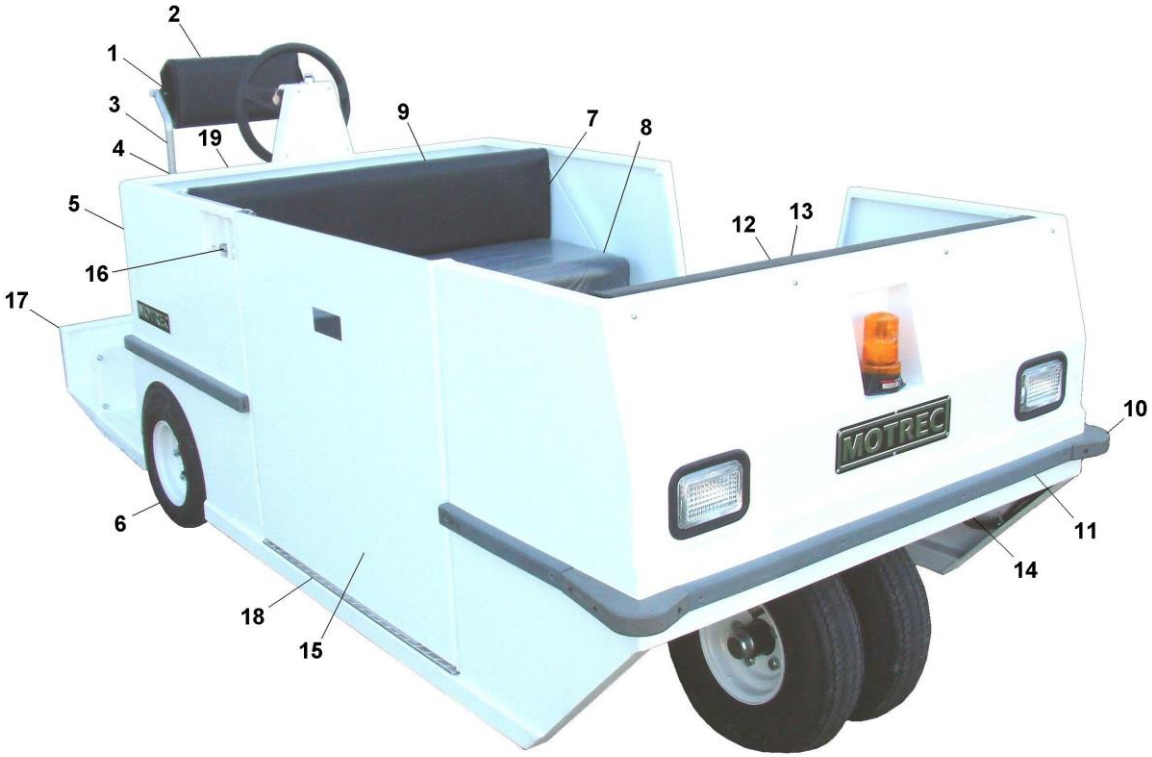
VOLTAGE	NOMINAL BATTERY VOLTAGE, IN VOLTS	3
M1 DRIVE C/L	MODE 1 DRIVE CURRENT LIMIT, IN AMPS	250
M2 DRIVE C/L	MODE 2 DRIVE CURRENT LIMIT, IN AMPS	250
M3 DRIVE C/L	MODE 3 DRIVE CURRENT LIMIT, IN AMPS	250
M4 DRIVE C/L	MODE 4 DRIVE CURRENT LIMIT, IN AMPS	250
M1 BRAKE C/L	MODE 1 BRAKING CURRENT LIMIT, IN AMPS	100
M2 BRAKE C/L	MODE 2 BRAKING CURRENT LIMIT, IN AMPS	100
M3 BRAKE C/L	MODE 3 BRAKING CURRENT LIMIT, IN AMPS	100
M4 BRAKE C/L	MODE 4 BRAKING CURRENT LIMIT, IN AMPS	100
M1 ACCEL RATE	MODE 1 ACCELERATION RATE, IN SEC.	3
M2ACCEL RATE	MODE 2 ACCELERATION RATE, IN SEC.	3
M3 ACCEL RATE	MODE 3 ACCELERATION RATE, IN SEC.	3
M4 ACCEL RATE	MODE 4 ACCELERATION RATE, IN SEC.	3
M1 DECEL RATE	MODE 1 DECELERATION RATE, IN SEC.	3.4
M2 DECEL RATE	MODE 2 DECELERATION RATE, IN SEC.	3.4
M3 DECEL RATE	MODE 3 DECELERATION RATE, IN SEC.	3.4
M4 DECEL RATE	MODE 4 DECELERATION RATE, IN SEC.	3.4
THROTTLE DECEL	THROTTLE DECEL, IN SEC.	0.3
M1 BRAKE RATE	MODE 1 BRAKING RATE, IN SEC.	3
M2 BRAKE RATE	MODE 2 BRAKING RATE, IN SEC.	3
M3 BRAKE RATE	MODE 3 BRAKING RATE, IN SEC.	3
M4 BRAKE RATE	MODE 4 BRAKING RATE, IN SEC.	3
INT BRAKE RATE	INT BRAKE RATE, IN SEC.	3
QUICK START	QUICK START THROTTLE FACTOR	1
TAPER RATE	Regen brak. Decrease rate when apporch. 0spd, 1/32s	20
M1 MAX FWD SPD	MODE 1 MAX. FWD SPEED, AS % PWM OUTPUT	40
M2 MAX FWD SPD	MODE 2 MAX. FWD SPEED, AS % PWM OUTPUT	72
M3 MAX FWD SPD	MODE 3 MAX. FWD SPEED, AS % PWM OUTPUT	86
M4 MAX FWD SPD	MODE 4 MAX. FWD SPEED, AS % PWM OUTPUT	100
M1 MAX REV SPD	MODE 1 MAX. REV SPEED, AS % PWM OUTPUT	40
M2MAX REV SPD	MODE 2 MAX. REV SPEED, AS % PWM OUTPUT	40
M3 MAX REV SPD	MODE 3 MAX. REV SPEED, AS % PWM OUTPUT	40
M4 MAX REV SPD	MODE 4 MAX. REV SPEED, AS % PWM OUTPUT	40
CREEP SPEED	CREEP SPEED, AS % PWM OUTPUT	0
THROTTLE TYPE	THROTTLE TYPE	3
THRO. DEADBAND	Thr. Neutral deadband % of 5kohms pot	6
THROTTLE MAX	Thr. Input req`d for 100%PWM %5kohm pot	90
THRTL MAP	THROTTLE MAP, AS %	30
FIELD MIN	MIN. FIELD CURRENT, IN AMPS	7
FIELD MAX	MAX. FIELD CURRENT, IN AMPS	20
FIELD MAP START	Arm. current at wich FIELD MAP takes effect, amps	70
FIELD MAP	Field winding current, as % armature current	50
CURRENT RATIO	CURRENT RATIO:FACTOR OF 1, 2, 4 OR 8	1
M1 RESTRAINT	MODE 1 RAMP RESTRAINT: 1 TO 10	8
M2 RESTRAINT	MODE 2 RAMP RESTRAINT: 1 TO 10	8
M3 RESTRAINT	MODE 3 RAMP RESTRAINT: 1 TO 10	8
M4 RESTRAINT	MODE 4 RAMP RESTRAINT: 1 TO 10	8
LOAD COMP	LOAD COMPENSATION: 0 TO 25	0

HPD	HIGH PEDAL DISABLE (HPD) TYPE	1
SRO	STATIC RETURN TO OFF (SRO) TYPE	1
SEQUENCING DLY	SEQUENCING DELAY, IN SEC.	1
MAIN CONT INTR	MAIN CONTACTOR INTERLOCK: ON OR OFF	ON
MAIN OPEN DELAY	MAIN CONTACTOR DROPOUT DELAY, IN SEC.	1
CONT DIAG	CONT DIAG, ON OR OFF	ON
AUX TYPE	AUXILIARY TYPE, 0 TO 5	0
AUX DELAY	AUXILIARY DRIVER DROPOUT DELAY, IN SEC.	0.0
EMR REV C/L	EMERGENCY REVERSE CURRENT LIMIT, IN AMPS	50.0
EMR REV CHECK	EMERGENCY REV. WIRING CHECK : ON OR OFF	OFF
EMR DIR INTR	EMR DIR INTR: ON OR OFF	OFF
VARIABLE BRAKE	VARIABLE BRAKE : ON OR OFF	OFF
ANTI-TIEDOWN	ANTI-TIEDOWN: ON OR OFF	OFF
POT LOW FAULT	POT LOW FAULT: ON OR OFF	ON
FULL VOLTS	FULL VOLTS: 174 TO 211	204
EMPTY VOLTS	EMPTY VOLTS : 0 TO 211	174
RESET VOLTS	RESET VOLTS: 174 TO 300	210
BATTERY ADJUST	BATTERY ADJUST : 0.1 TO 20.0	20
BDI LOCKOUT	BDI LOCKOUT : ON OR OFF	OFF
BDI DISABLE	BDI DISABLE: ON OF OFF	OFF
ADJ HRS LOW	ADJ HRS LOW: 0 TO 99	0
ADJ HRS MID	ADJ HRS MID: 0 TO 99	0
ADJ HRS HIGH	ADJ HRS HIGH: 0 TO 99	0
SET TOTAL HRS	SET TOTAL HRS: ON OR OFF	OFF
SET TRAC HRS	SET TRAC HRS: ON OR OFF	OFF
HOURMETER TYPE	HOURMETER TYPE: ON OR OFF	OFF
SRVC TOTAL HRS	SRVC TOTAL HRS: 0.0 TO 50.0	0.0
SRVC TRAC HRS	SRVC TRAC HRS: 0.0 TO 50.0	0.0
SRVC TOTAL	SRVC TOTAL : ON OR OFF	OFF
SRVC TRAC	SRVC TRAC: ON OR OFF	OFF
DIS TOTAL HRS	DIS TOTAL HRS: 0 TO 250	0
DIS TRAC HRS	DIS TRAC HRS: 0 TO 250	0
TRAC FAULT SPD	TRAC FAULT SPEED: 0 TO 100	100
BDI LIMIT SPD	BDI LIMIT SPEED: 0 TO 100	100
WARM SPD	WARM SPEED : 0 TO 100	100
MOT WARM	MOT WARM X 10 m : 10 TO 250	250
MOT HOT	MOT HOT X 10 m : 10 TO 250	250
MOTOR COMP	MOTOR COMP: ON OR OFF	OFF
MAX REV REGEN	MAX REV REGEN : 100 TO 300	100
MAX FWD REGEN	MAX FWD REGEN: 100 TO 300	100
MIN REV REGEN	MIN REV REGEN: 100 TO 300	25
MIN FWD REGEN	MIN FWD REGEN: 100 TO 300	25
MAX LOAD VOLTS	MAX LOAD VOLTS: 0.2 TO 5.5	0.2
MIN LOAD VOLTS	MIN LOAD VOLTS: 0.2 TO 5.0	0.2
INT BRAKE DLY	INT BRAKE DLY : 0.0 TO 8.0	0.0
FAULT CODE	ON OR OFF	ON
EMR BRAKE PWM	EMR BRAKE PWM : ON OR OFF	OFF
FIELD CHECK	FIELD CHECK: ON OR OFF	ON
PUMP METER	PUMP METER : ON OR OFF	OFF

6 MPH MAX : disconnect wire MODE-1-A (PIN 14)

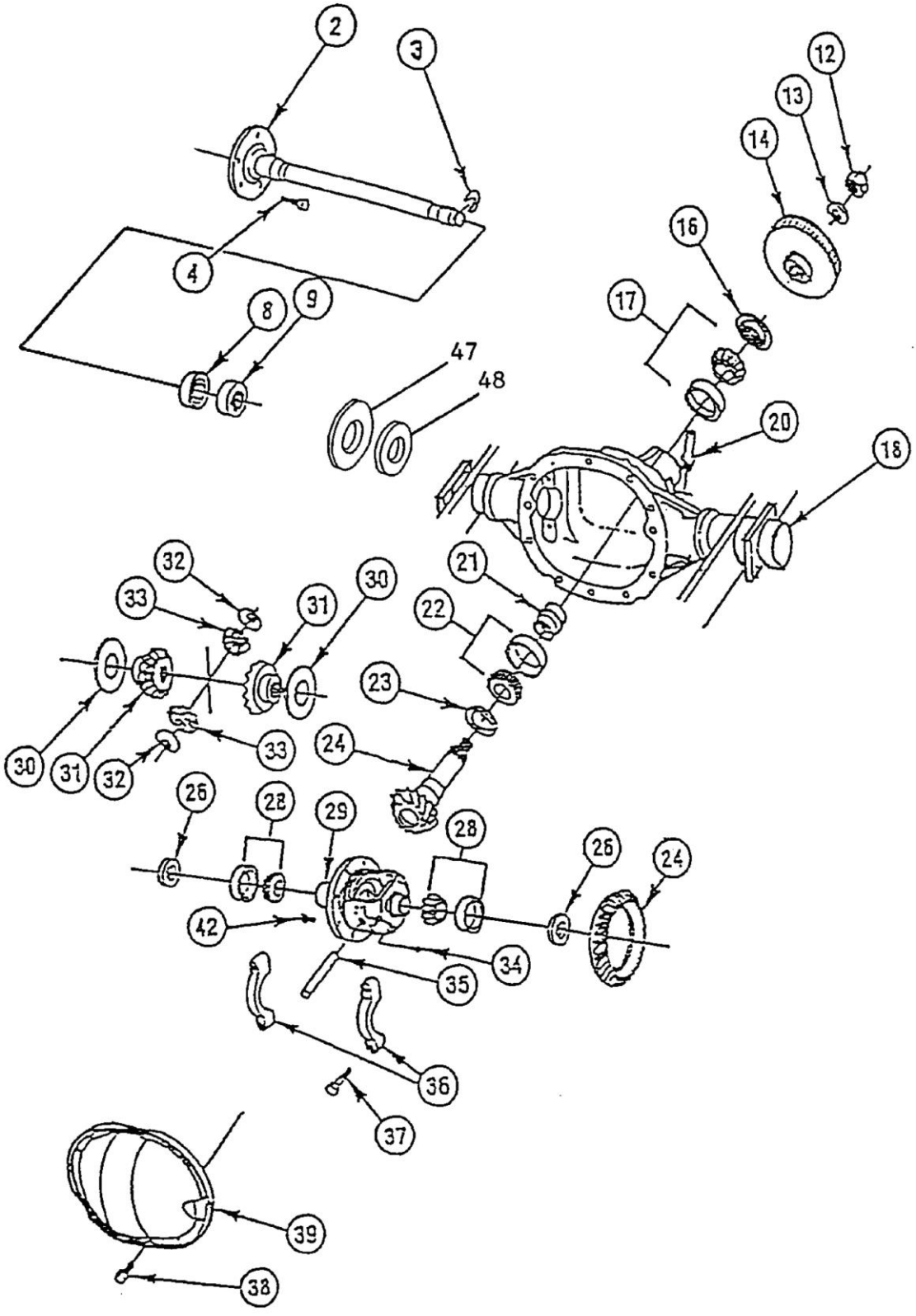
SPARE PARTS

BODY



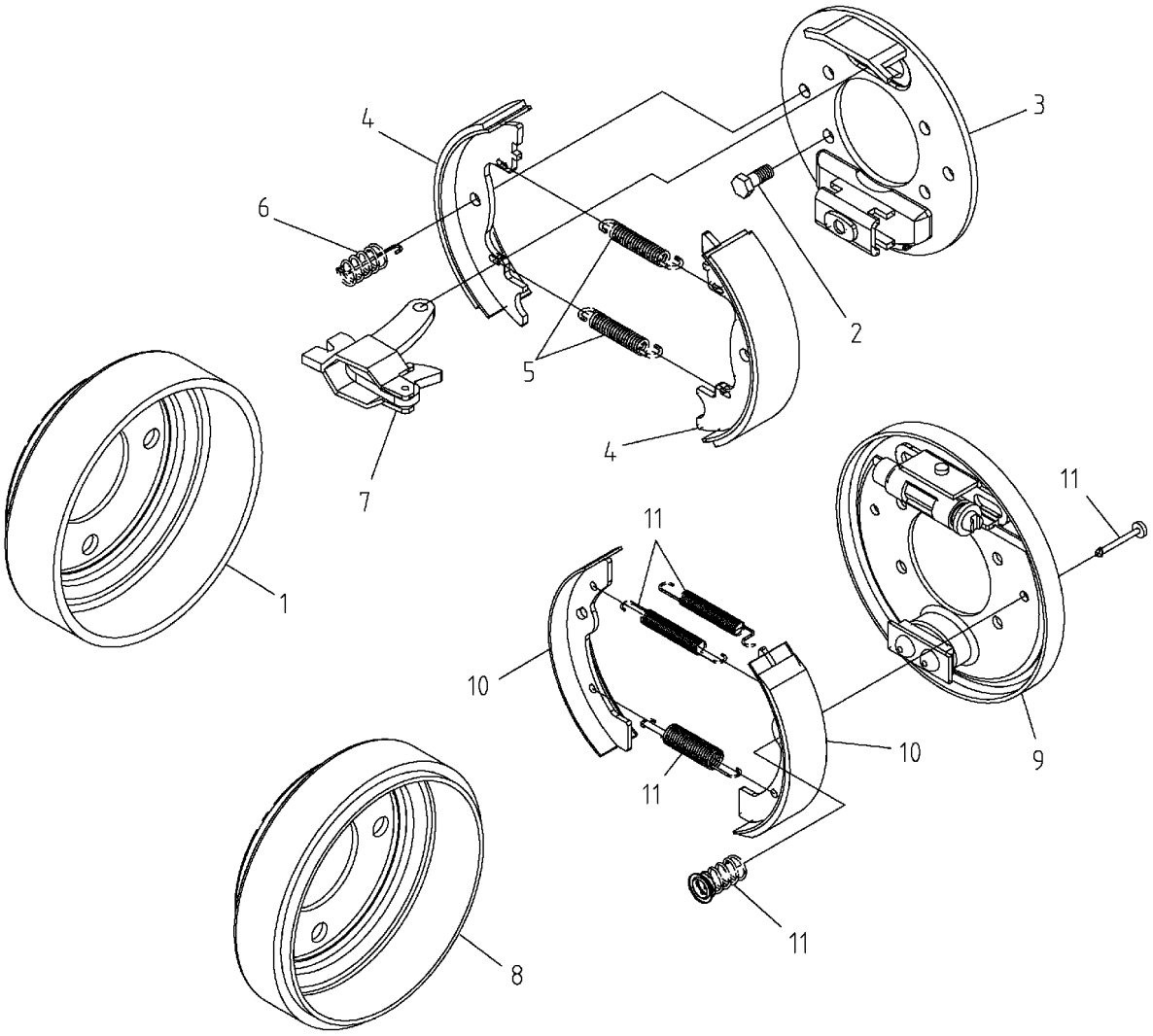
REF.	*PART NO*	*DESCRIPTION*
1	2105002	SUPPORT
2	2105001	BACKREST CUSHION
3	2605006	ADJUSTABLE BAR
4	2105003	KNOB 3/8-NC
5	6106266001	BODY
6	283001	4.80 X 8 PNEUMATIC WHEEL, 5 BOLT
7	2382266002	BACKREST CUSHION
8	2383266001	SEAT CUSHION
9	2600084	PLYWOOD
10	2601001C	GREY OUTSIDE CORNER
11	2601001S	GREY BUMPER
12	2382266001	BACKREST CUSHION
13	2383266002	SEAT CUSHION
14	2392266003	CHARGER SUPPORT (6430-00)
	2392266002	CHARGER SUPPORT (16360-00)
15	2600085	ACCESS RAMP
	2600066	PIVOT
16	2350266001	LOCK PIN
	2350266002	GRIP
	2662002	SPRING
17	2341266001	SUPPORT, WHEEL CHAIR
18	2332266001	FLOOR
19	2500250002	DASHBOARD

DIFFERENTIAL



REF.	*PART NO*	*DESCRIPTION*
2	2635004	SHAFT, **26-SPLINES**
	2173266002	SERIAL # 1083000 & UP, **28-SPLINES**
3	2420021	LOCK
4	242054	BOLT
8	2420011	OIL SEAL
9	2420010	BEARING
12	242058	NUT
13	242059	WASHER
14	262081	PULLEY 12” O.D.
16	242060	OIL SEAL
17	242061	TAPER BEARING
18	2620017	HOUSING
20	242063	BREATHER
21	242064	SPACER
22	242065	TAPER BEARING
23	242066	SHIM
24	242067	GEAR KIT
26	242068	SHIM
28	242070	TAPER BEARING
29	2179224001	CASE 912, **26-SPLINES**
	2179224002	CASE 913, **26-SPLINES**
	2179224003	CASE 912, SERIAL # 1083000 & UP, **28-SPLINES**
	2179224004	CASE 913, SERIAL # 1083000 & UP, **28-SPLINES**
30	242072	WASHER
31	242073	GEAR KIT, **26-SPLINES**
	2116000005	SERIAL # 1083000 & UP, **28-SPLINES**
32	242074	WASHER
33	242075	GEAR KIT, **26-SPLINES**
	2116000006	SERIAL # 1083000 & UP, **28-SPLINES**
34	242076	SCREW
35	242077	SHAFT
36	242078	CAP
37		BOLT
38	242079	PLUG
39	242080	COVER
42	2420019	BOLT
47	2420012	SLEEVE (BEARING SIDE)
48	2420013	SLEEVE (OIL SEAL SIDE)

MECHANICAL DRUM BRAKES



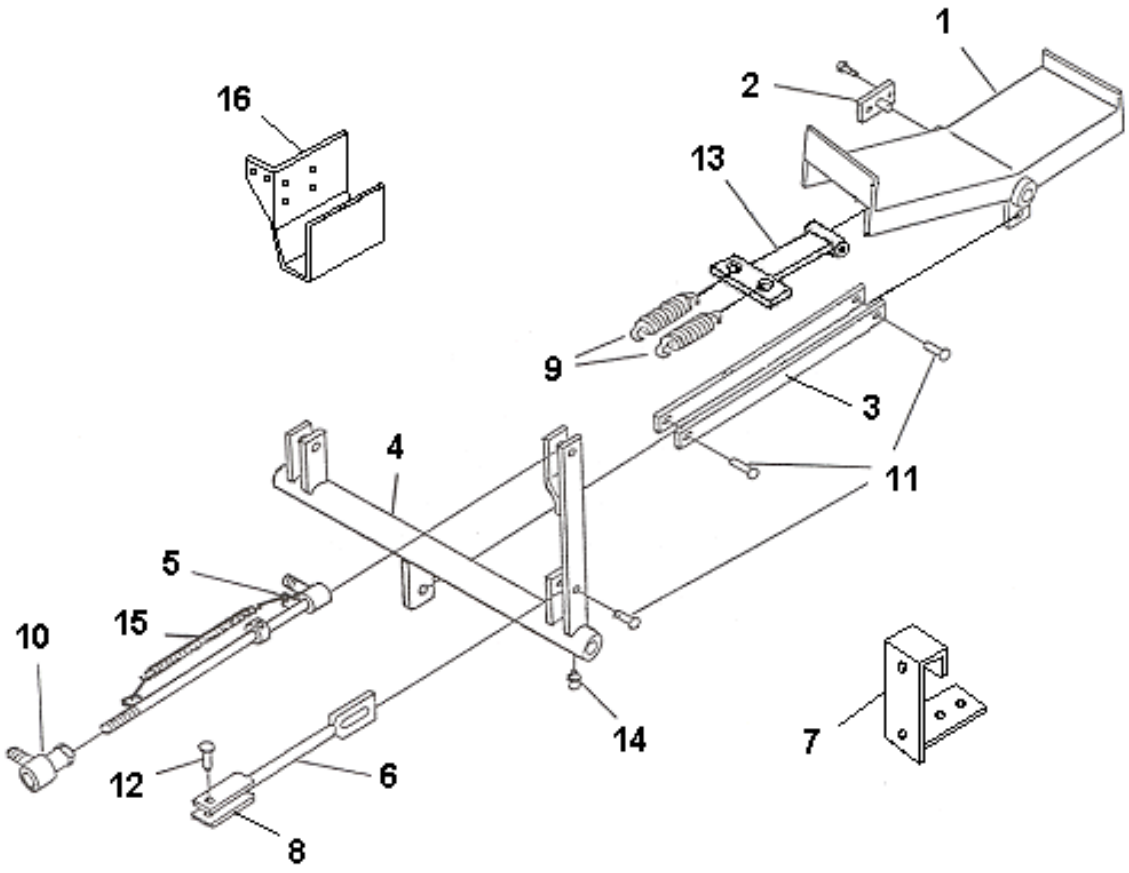
MANUAL ADJUSTEMENT, OLD

REF.	*PART NO*	*DESCRIPTION*
1	242051	DRUM
2		BOLT, 5/16-NC X 3/4
3	242841	BACK PLATE
4	242842	BRAKE SHOE
5	242844	EXT. SPRING
6	242845	HOLD SPRING
7	242846	LEVER

SELF ADJUSTEMENT, NEW SERIAL NUMBER 0707070 & +

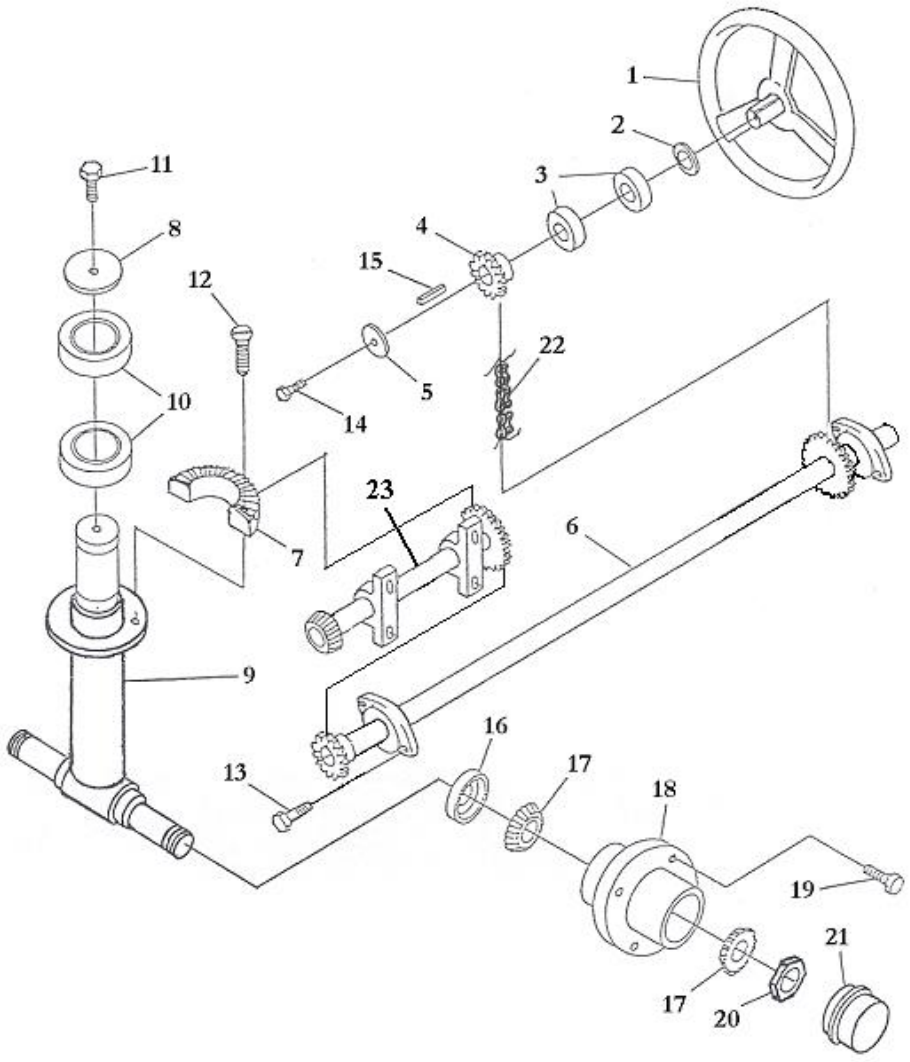
REF.	*PART NO*	*DESCRIPTION*
8	2123242001	DRUM 4-BOLT
	2123240001	DRUM 5-BOLT
9	2413002	BACKING PLATE LH
	2413010	BACKING PLATE RH
10	2413003	BRAKE SHOE
11	2413004	SPRING KIT (5)

BRAKE CONTROLS



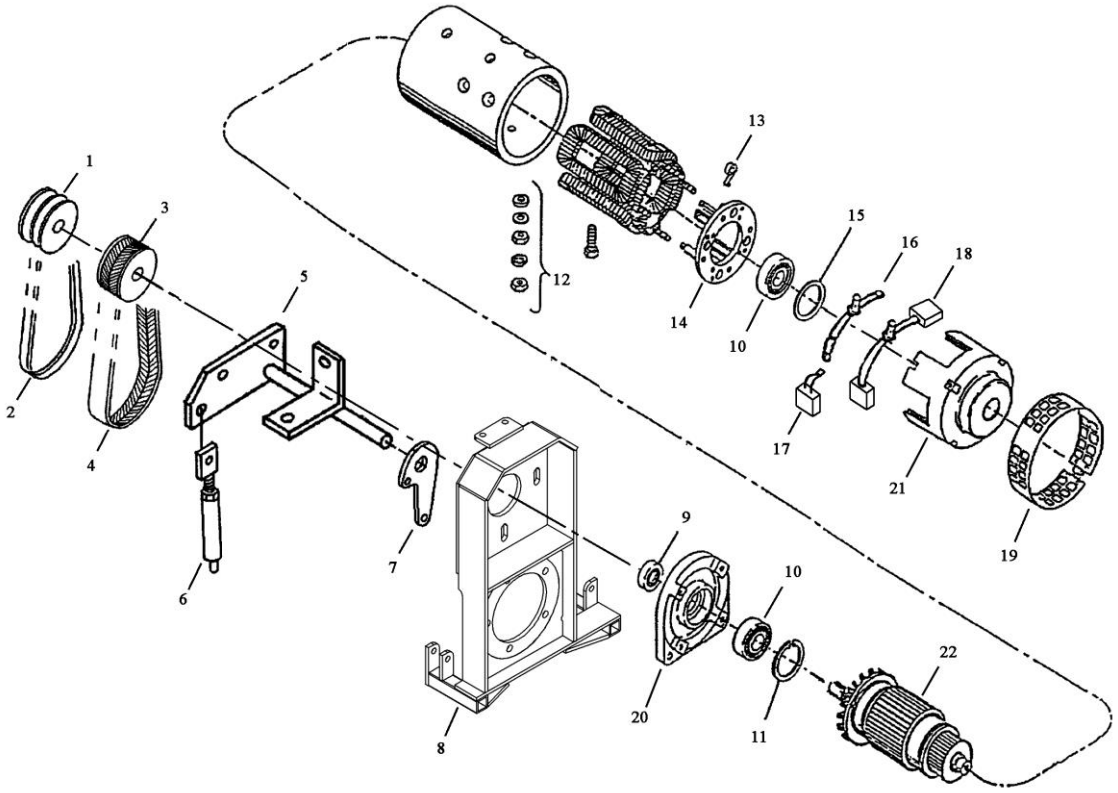
REF	*PART NO*	*DESCRIPTION*
1	262801	CONTROL PEDAL
2	262802	PIVOT
3	2616017	BAR
4	2616018	PIVOT ASSEMBLY 46”
	2616019	PIVOT ASSEMBLY 54”
5	2616012	ROD ASSEMBLY
6	261601	BRAKE ROD
7	2399266001	SUPPORT, BEARING
8	2716005	YOKE 5/16-NF
9	262816	SPRING
10	207010	BALL JOINT
11		CLEVIS PIN 3/8
12		CLEVIS PIN 5/16
13	2600004	HOLDER, PEDAL SPRINGS
14		LUBR. FITTING
15	262811	SPRING
16	2600003	SUPPORT, POTBOX

STEERING ASSEMBLY



REF.	*PART NO*	*DESCRIPTION*
1	261401	STEERING WHEEL
2	261402	WASHER
3	261403	BALL BEARING
4	261404	SPROCKET
5	261405	WASHER
6	2630026	SHAFT ASSEMBLY
7	261407	GEAR
8	261408	WASHER
9	2630003	SPINDLE
10	241406	BALL BEARING
11		BOLT 3/8NC X 3/4
13		BOLT 3/8NC X 1 1/2
14		BOLT 1/4NC X 3/4
15		KEY 1/4
16	241002	SEAL
17	241003	TAPER BEARING
18	241004	HUB, 4 BOLT
	281004	HUB, 5 BOLT
19	241005	WHEEL BOLT
20	261422	NUT
21	261423	CAP
22	2630014	CHAIN
23	2630027	FRONT SHAFT ASSEMBLY
	2630029	SUPPORT, FRONT SHAFT

MOTOR AND DRIVE



COMMON PARTS

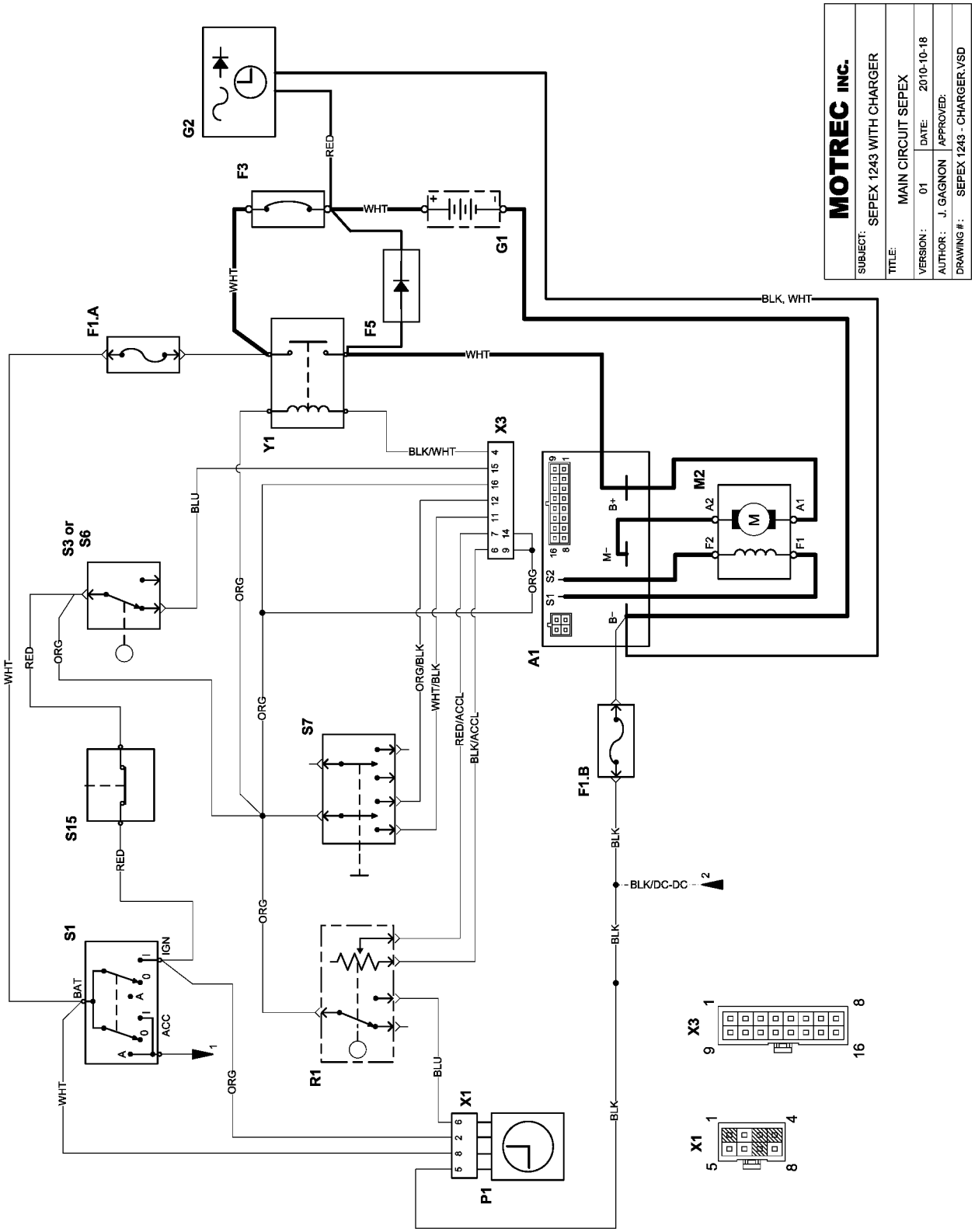
REF	*DESCRIPTION*	*PART #*	*REF*	*DESCRIPTION*	*PART #*
1	PULLEY	262424	8	MOTOR BASE, FORD	Contact manuf.
2	V BELT	242431		BELT TENSIONER	2156000012
3	PULLEY	3651001	9	SEAL	484001
4	BELT, EAGLE	3651002	10	BEARING	484003
5	MOTOR BASE, GM	Contact manuf.	11	SNAP RING	484004
6	BELT TENSIONER, LONG	2156000001	12	NUT WASHER PACK	484006
	BELT TENSIONER, SHORT	2156000007	15	WAVY WASHER	484013
7	PIVOT	2155000001	19	HEADBAND	484015
				EE HEADBAND KIT	A91-107A

SPECIFIC

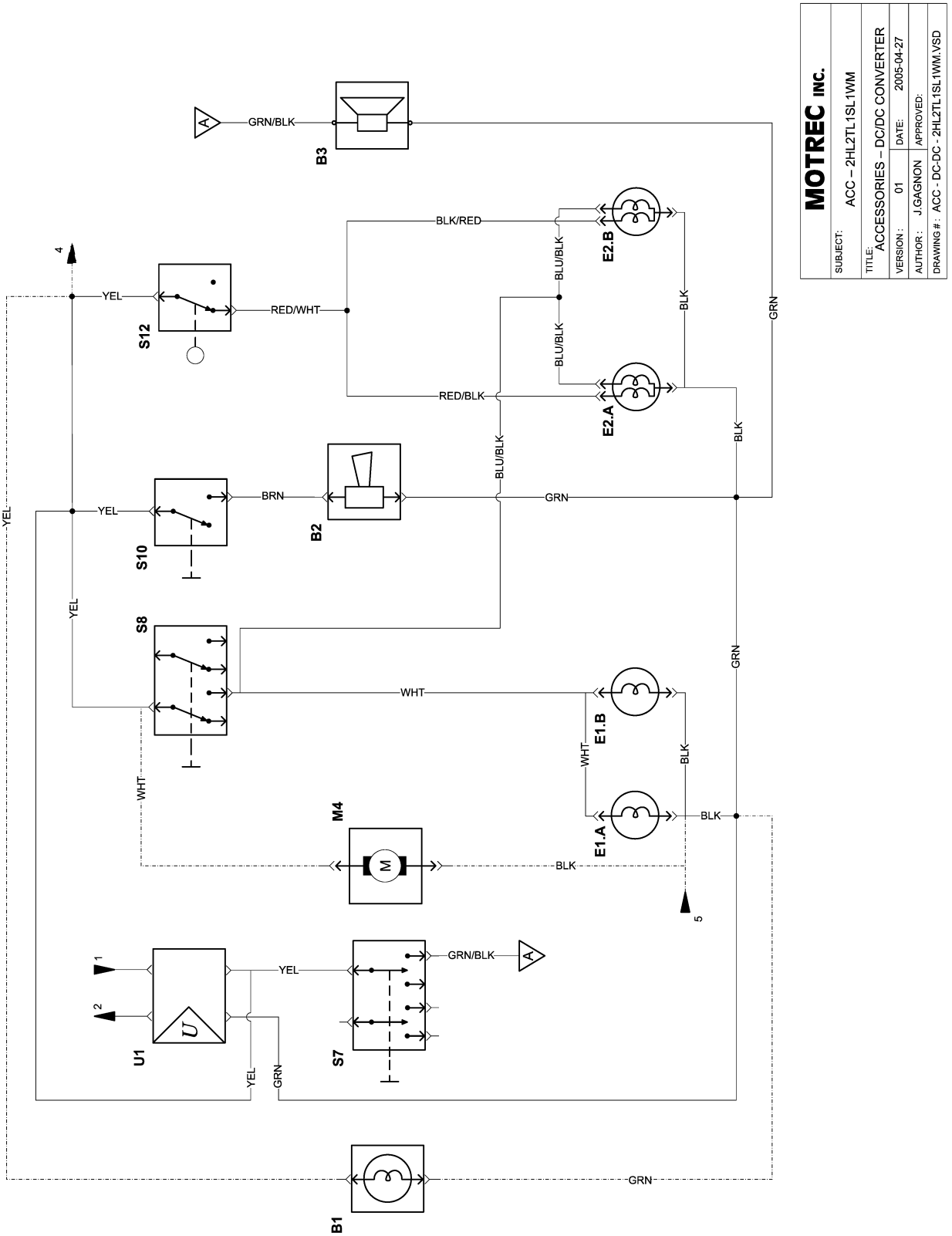
REF	*DESCRIPTION*	*A89*	*B98*	*A00*	*D00 SEPEX*	*DC3 SEPEX*	*DD4 SEPEX*	*D&D SEPEX*
	MOTOR ASS'Y	484000	204050	2450002*	2450003*	3112210001*	3112230001	3112248001
13	BRUSH SPRING	484010	484010	2450006	2450006	2450006	2450006	
14	BRUSH PLATE	484011	484011	2450007	2450007	2450007	2450007	
16	LEAD ASSY.	484017	484017	N/A	N/A	N/A	N/A	
17	BRUSH	484009	484009	N/A	N/A	N/A	N/A	
18	LEAD AND BRUSH ASSY.	N/A	N/A	3112210004	3112210004	3112210004	3112210004	
20	DRIVE ENDHEAD	484002	484002	484002	484002	484002	N/A	
21	COMMUTATOR ENDHEAD	484014	484014	2450009	2450009	2450009	3112230003	
22	ARMATURE & FAN ASSY	484005	484005	2450004	2450004	3112210002	3112230002	
	FAN	484016	484016	484016	484016	484016	N/A	

* WHEN EQUIPPED WITH ELECTROMAGNETIC BRAKE, PLEASE CONTACT THE MANUFACTURER

ELECTRICAL DIAGRAM – SEPEX MAIN CIRCUIT
DIAGRAMME ÉLECTRIQUE – CIRCUIT PRINCIPAL SEPEX



ACCESSORIES – DC-DC CONVERTER
ACCESSOIRES – CONVERTISSEUR DC-DC



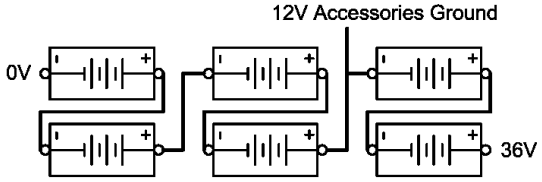
PARTS LIST

NO	DESIGNATION	REF	QTY
A1	SEPEX SPEED CONTROL	1243-4320	1
B2	HORN	*	1
B3	REVERSE ALARM	*	1
E1	HEADLIGHT	*	1
E2	TAIL/BRAKE LIGHT	*	1
F1.A,B	FUSE, 15A	246108K	2
F3	CIRCUIT BREAKER, 150A	3107000002	1
F5	DIODE BRIDGE	3669027	1
G1	BATTERY		1
G2	BATTERY CHARGER		1
M2	SEPEX MOTOR		1
P1	INDICATOR (BDI), HOUR METER	*	1
R1	ACCELERATOR	367004	1
	MICROSWITCH	367005	1
	POTENTIOMETER	367008	1
	SPRING	367009	1
S1	KEY SWITCH	246205	1
S6	FOOT SWITCH	1269003	1
S7	FORWARD/REVERSE SELECTOR	266211	1
S8	LIGHT SWITCH, ROCKER TYPE	1269004	1
S10	HORN BUTTON	*	1
S12	BRAKE LIGHT SWITCH	3109100002	1
S15	EMERGENCY PUSH BUTTON	3109800001	1
	EMERGENCY PUSH BUTTON LABEL	3109800006	1
U1	DC/DC CONVERTER	*	1
X1	HOUR METER CONNECTOR		1
X3	SPEED CONTROL CONNECTOR		1
Y1	MAIN CONTACTOR	3104236001	1
	STATIC STRAP	24450001	1

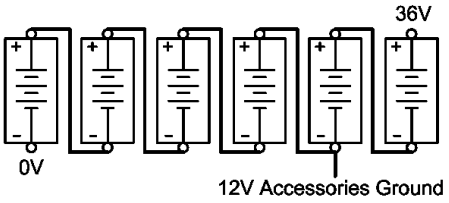
* Consult Motrec illustrated parts

BATTERY CONFIGURATIONS - 36V
CONFIGURATIONS DES BATTERIES – 36V

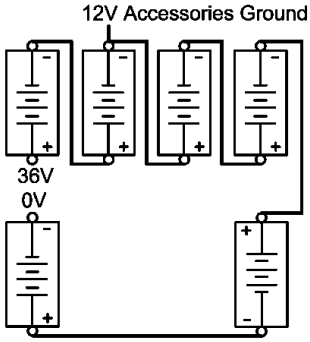
E-280B LIFT-OUT
E-320
E-330
E-360



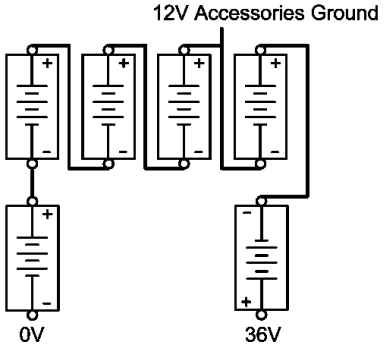
E-300
E-302
E-322



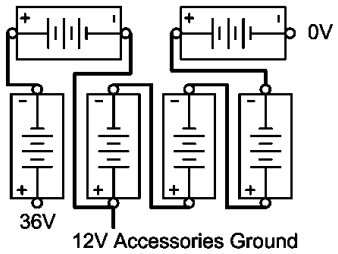
E-276



E-266



E-266 ROLL-OUT



DELTA-Q HF CHARGER

NO	*DESCRIPTION*	*PART NO*		
		BUILT-IN	PORTABLE WITH SB-50	PORTABLE WITH SB-350
1	24V CHARGER (U.S. BATTERY)	3102240002	3102240009	3102240013
	24V CHARGER (LIFELINE BATTERY)	3102240003	3102240010	3102240014
	24V CHARGER (GEL 180AH BATTERY)	3102240004	3102240011	3102240015
	24V CHARGER (27TM BATTERY)	3102240005	3102240012	3102240016
	36V CHARGER (U.S. BATTERY)	3102302001	3102302004	3102302007
	36V CHARGER (LIFELINE BATTERY)	3102302002	3102302005	3102302008
	36V CHARGER (GEL 180AH BATTRY)	3102302003	3102302006	3102302009
	48V CHARGER (U.S. BATTERY)	3102480002	3102480005	3102480008
	48V CHARGER (LIFELINE BATTERY)	3102480003	3102480006	3102480009
	48V CHARGER (GEL 180AH BATTERY)	3102480004	3102480007	3102480010
	72V CHARGER (U.S. BATTERY)	3102720001		
2	CONNECTOR C13	3119000011		
*	PORTABLE CHARGER AC CORD		3120000001	3120000001
*	BUILT-IN CHARGER AC CORD	3120000002		
*	CORDSET, YELLOW PLUG & SB-50G		3120000003	

* NOT ILLUSTRATED

QuiQ™ HF/PFC Battery Charger

Product Manual for:
QuiQ 912-24xx / 36xx / 48xx / 72xx

delta-q TECHNOLOGIES
Unit 3 – 5250 Grimmer St.
Burnaby, BC, Canada V5H 2H2
Tel: 604.327.8244 Fax: 604.327.8246
www.delta-q.com

SAVE THESE IMPORTANT SAFETY INSTRUCTIONS

This manual contains important safety, operating, and installation instructions – read before using charger.

Battery Safety Information

Warning: Use charger only on battery systems with an algorithm selected that is appropriate to the specific battery type. Other usage may cause personal injury and damage. Lead acid batteries may generate explosive hydrogen gas during normal operation. Keep sparks, flames, and smoking materials away from batteries. Provide adequate ventilation during charging. Never charge a frozen battery. Study all battery manufacturers' specific precautions such as recommended rates of charge and removing or not removing cell caps while charging.

Electrical Safety Information

Danger: Risk of electric shock. Connect charger power cord to an outlet that has been properly installed and grounded in accordance with all local codes and ordinances. A grounded outlet is required to reduce risk of electric shock – do not use ground adapters or modify plug. Do not touch uninsulated portion of output connector or uninsulated battery terminal. Disconnect the AC supply before making or breaking the connections to the battery while charging. Do not open or disassemble charger. Do not operate charger if the AC supply cord is damaged or if the charger has received a sharp blow, been dropped, or otherwise damaged in any way – refer all repair work to qualified personnel. Not for use by children.

INFORMATIONS IMPORTANTES DE SÉCURITÉ

Conserver ces instructions. Ce manuel contient des instructions importantes concernant la sécurité et le fonctionnement.

Information de Sécurité de la Batterie

Attention: Utiliser seulement sur les batteries 72V avec un algorithme approprié au type spécifique de batterie – voire le manuel. D´autres types de batteries pourraient éclater et causer des blessures ou dommages. Les batteries peuvent produire des gaz explosives en service normal. Ne jamais fumer près de la batterie et éviter toute étincelle ou flame nue à proximité de ces derniers. Fournisser la bonne ventilation lors du chargement. Ne jamais charger une batterie gelée. Prendre connaissance des mesures de précaution spécifiées par le fabricant de la batterie, p. ex., vérifier s´il faut enlever les bouchons des cellules lors du chargement de la batterie, et les taux de chargement recommandés.

Information de Sécurité Électrique

Danger: Risque de chocs électriques. Ne pas toucher les parties non isolées du connecteur de sortie ou les bornes non isolées de la batterie. Toujours connecter le chargeur à une prise de courant mise à la terre. Ne pas ouvrir ni desassembler le chargeur – referer toute reparations aux personnes qualifiés. Pas à l´usage des enfants.

Operating Instructions

1. Always use a grounded outlet. When using an extension cord, avoid excessive voltage drops by using a grounded 3-wire 12 AWG cord.
2. The charger will automatically turn on and go through a short LED indicator self-test (Models 912-xx0x will flash all LED's in an up-down sequence and Models 912-xx1x will alternatively flash its LED RED-GREEN) for two seconds. If the charger is connected to battery pack, a trickle current will be applied until a minimum voltage is reached. If the charger is used in an off-board application and the charger is waiting to be plugged into a battery pack, the charging algorithm number will be displayed for 11 seconds (see "Check / Change Charging Algorithm") before ultimately displaying an under-voltage fault (fault disappears when plugged into battery pack).
3. Once a minimum battery voltage is detected, the charger will enter the bulk charging constant-current stage. Models 912-xx0x will display the current to the battery on the bargraph and Model 912-xx1x will flash its LED GREEN off more than on to indicate <80% charge status. The length of charge time will vary by how large and how depleted the battery pack is, the input voltage (the higher, the better), and ambient temperatures (the lower, the better). If the input AC voltage is low (below 104VAC), then the charging power will be reduced to avoid high input currents (Models 912-xx0x 'AC' LED and Models 912-xx1x single LED both flash YELLOW). If the ambient temperature is too high, then the charging power will also be reduced to maintain a maximum internal temperature (Models 912-xx0x bargraph flashes and Models 912-xx1x single LED flashes YELLOW).
4. When the battery is at approximately 80% state of charge, the bulk stage has completed and an >80% charge indication is given (Models 912-xx0x turn on the '80%' LED and Models 912-xx1x will flash its LED GREEN on more than off). In the next phase known as the absorption or constant-voltage phase, the last 20% of charge is then returned to the battery. The charging could be terminated at this point if the vehicle requires immediate usage, however, it is highly recommended to wait until 100% charge indication is given to ensure maximum battery capacity and life.
5. A low current "finish-charge" phase is next applied to return and maintain maximum battery capacity (Models 912-xx0x will flash the '100%' LED).
6. When Models 912-xx0x '100%' LED or Models 912-xx1x single LED is continuously GREEN, the batteries are completely charged. The charger may now be unplugged from AC power (always pull on plug and not cord to reduce risk of damage to the cord). If left plugged in, the charger will automatically restart a complete charge cycle if the battery pack voltage drops below a minimum voltage or 30 days has elapsed.
7. If a fault occurred anytime during charging, a fault indication is given by flashing RED with a code corresponding to the error. There are several possible conditions that generate errors. Some errors are serious and require human intervention to first resolve the problem and then to reset the charger by interrupting AC power for at least 15 seconds. Others may be simply transient and will automatically recover when the fault condition is eliminated. To indicate which error occurred, a fault indication will flash RED a number of times, pause, and then repeat.
   [1 FLASH] Battery Voltage High: auto-recover
   [2 FLASH] Battery Voltage Low: auto-recover
   [3 FLASH] Charge Timeout: the charge did not complete in the allowed time. This may indicate a problem with the battery pack (voltage not attaining the required level), or that the charger output was reduced due to high ambient temperatures.
   [4 FLASH] Check Battery: the battery pack could not be trickle charged up to the minimum level required for the charge to be started. This may indicate that one or more cells in the battery pack are shorted or damaged.
   [5 FLASH] Over-Temperature: auto-recover. Charger has shutdown due to high internal temperature which typically indicates there is not sufficient airflow for cooling – see Installation Instructions 1). Charger will restart and charge to completion if temperature comes within accepted limits.
   [6 FLASH] QuiQ Fault: an internal fault has been detected. If Fault 6 is again displayed after interrupting AC power for at least 15 seconds, the charger must be brought to a qualified service depot.

Maintenance Instructions

1. For flooded lead-acid batteries, regularly check water levels of each battery cell after charging and add distilled water as required to level specified by battery manufacturer. Follow the maintenance and safety instructions recommended by the battery manufacturer.
2. Make sure charger connections to battery terminals are tight and clean.
3. Do not expose charger to oil, dirt, mud or to direct heavy water spraying when cleaning vehicle.

See flip side for **Product Specifications** and **Installation Instructions** for qualified personnel.

Specifications

DC Output – see Operating Instructions

QuiQ Model: 912-	24xx	36xx	48xx	72xx
Voltage-nom (V)	24	36	48	72
Voltage-max (V)	33.6	50.4	67.2	100
Current-max (A)	25	21	18	12
Battery Type	Specific to selected algorithm			
Reverse Polarity	Electronic protection – auto-reset			
Short Circuit	Electronic current limit			

AC Input

All models	
Voltage-max (Vrms)	85 – 265
Frequency (Hz)	45 - 65
Current-max (Arms)	12A @ 104VAC (reduced 20%<104V)
Current – nominal (Arms)	10A @ 120VAC / 5A @ 230VAC
AC Power Factor	>0.98 at nominal input current

Operation

Charger Model: 912-	xx0x (10 LED)	xx1x (1 LED)
AC ON	Solid YELLOW	LED Active
AC LOW	Flash YELLOW	Flash YELLOW
Thermal Cutback	Flash Bargraph	Flash YELLOW
<80% Charge Indicator	-	Short Flash GREEN
>80% Charge Indicator	Solid YELLOW	Long Flash GREEN
100% Charge Indicator	Solid GREEN	Solid GREEN
Fault Indicator	Flash RED	Flash RED
DC Ammeter	LED Bargraph	-
Bat Temp Compensation	Automatic	Optional
Maintenance Mode	Auto-restart if V<2.1Vpc or 30 days elapse	

Mechanical

All models	
Dimensions	28.0 x 24.5 x 11.0 cm (11 x 9.7 x 4.3")
Weight	<5 kg (<11 lbs) w/ standard output cord
Environmental	Enclosure: IP46
Operating Temperature	-30°C to +50°C (-22°F to 122°F), derated above 30°C, below 0°C
Storage Temperature	-40°C to +70°C (-40°F to 158°F)
AC input connector	IEC320/C14 (require ≥1.8m localized cord)
DC output connector	OEM specific w/ 12AWG wire

Regulatory

Safety	
EN 60335-1/2-29	Safety of Appliances/ Battery Chargers
UL2202	EV Charging System Equipment
UL1564 2nd Edition	Industrial Battery Charger
CSA-C22.2 No. 107.2	Battery Chargers- Industrial
Emissions	
FCC Part 15/ICES 003	Unintentional Radiators Class A
EN 55011	Radio disturbance characteristics (Class A)
EN 61000-3-2	Limits for harmonic current emissions
EN 61000-3-3	Limits of voltage fluctuations and flicker
Immunity	
EN 61000-4-2	Electrostatic discharge immunity
EN 61000-4-3	Radiated, radio-frequency, EMF immunity
EN 61000-4-4	Electrical fast transient/burst immunity
EN 61000-4-5	Surge immunity
EN 61000-4-6	Conducted Immunity
EN 61000-4-11	Voltage variations immunity

Installation Instructions

WARNING: The output of chargers with greater than 48V may pose an energy and/or shock hazard under normal use. These units must be installed in the host equipment in such a manner that the output cable and battery connections are only accessible with the use of a tool by qualified personnel.

1) Determine Mounting Location:
While its sealed nature allows the charger to be mounted virtually anywhere, the choice of mounting location and orientation is extremely important. For optimum performance and shortest charge times, mount the charger in an area with adequate ventilation. The charger should also be mounted in an area that will be relatively free of oil, dirt, mud, or dust since accumulations within the fins of the charger will reduce their heat-dissipating qualities. Optimal cooling also occurs when the charger is mounted on a horizontal surface with the fins vertical. More airflow from below the charger will help cool the fins, so mounting above open areas or areas with cut-outs for airflow is desirable. Contact Delta-Q for information on other mounting orientations. As the charger may get hot in operation, the charger must be installed such that risk of contact by people is reduced. The charger's AC plug must be located at least 18" above the floor/ ground surface and the status display must be visible to the user.

2) Mounting Procedure:
Mount the charger by the mounting plate using appropriate fasteners (i.e. 1/4" or M6 with locking hardware). For UL2202 compliance, a 12AWG green bonding wire with ring terminals must be attached from the bonding stud located on the front of the charger (identified by ⏚) to the vehicle frame. The vehicle connection must be made using corrosion resistant hardware (e.g., a #10 stainless steel machine screw with at least two threads of engagement and, if required, a paint piercing washer).

3) DC Battery Connection Procedure:
a) The green wire outputs battery voltage when the charger is not plugged into AC to provide an interlock function – see Fig. 1. **If used, a user-supplied 1A fast-blow external fuse must be installed inline to prevent damage. Shorting or drawing more than 1A may damage charger and void the warranty.**
b) Securely fasten the black ring terminal from the charger to the negative terminal ("-", "NEG", NEGATIVE") of the battery pack.
c) Check that the correct charge algorithm is being used – refer to section 4). Securely fasten the red ring terminal to the positive terminal ("+", "POS", "POSITIVE") of the battery pack.

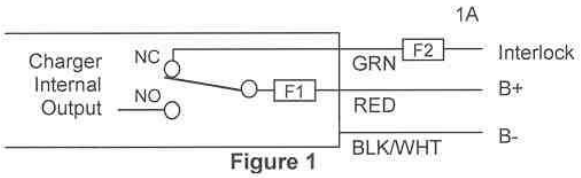


Figure 1

4) Check / Change Charging Algorithm:
The charger comes pre-loaded with algorithms for batteries as detailed in Table 1. If your specific battery model is not listed, please contact Delta-Q.
Each time AC power is applied with the battery pack NOT connected, the charger enters an algorithm select/display mode for approximately 11 seconds. During this time, the current Algorithm # is indicated on the '80%' LED (Models 912-xx0x) or on the single LED (Models 912-xx1x). A single digit Algorithm # is indicated by the number of blinks separated by a pause. A two digit Algorithm # is indicated by the number of blinks for the first digit followed by a short pause, then the number of blinks for the second digit followed by a longer pause.
To check / change the charging algorithm:
a) Disconnect the charger positive connector from battery pack. Apply AC power and after the LED test, the Algorithm # will display for 11 seconds.
b) To change algorithm, touch positive connector during the 11 second display period to the battery pack's positive terminal for 3 seconds and then remove – the Algorithm # will advance after 3 seconds. Repeat until desired Algorithm # is displayed. A 30 second timeout is extended for every increment. Incrementing beyond the last Algorithm moves back to the first Algorithm. After desired Algorithm # is displayed, touch the charger connector to the battery positive until the output relay is heard to click (~10 seconds) – algorithm is now in permanent memory.
c) Remove AC power from the charger and reconnect the charger positive connector to the battery pack. It is highly recommended to check a newly changed algorithm by repeating step 4) above.

Alg #	Battery Type
35	Concorde 2xxAh AGM
27	Crown CR325 dv/dt
26	Deka 8GGC2 Gel
11	generic flooded CP dv/dt
8	Concorde 1xxAh AGM
7	Trojan J305 dV/dt
6	DEKA 8G31 Gel
5	Trojan 30XHS
4	US Battery US2200
1	Trojan T-105

Table 1.

Product warranty is two years - please contact dealer of original equipment for warranty service.

Note: This is a Class A product. In a domestic environment this product may cause radio interference, in which case the user may be required to take adequate measures.

MOTREC ILLUSTRATED ACCESSORIES

Strobe light, pole mount
Amber 12-80V: 3116000002
Red 12-80V: 2469001
Blue 12-80V: 3690008

Strobe light, cab mount
Amber 12-48V: 3116250001
Red 12-48V: 3069026
Blue 12-48V: 3069014
Amber 72-80V:3116720001
Red 72-80V: 3116720002
Blue 72-80V: 3116720003

Amber turn lamp
12V: 3111000022
Bulb 12V: 3069021
Multi-LED amber turn lamp
Round Light: 3111000010
Grommet: 3111000008
Plug: 3111000009

Red Tail/Brake light
Grommet: 3269001
Plug: 246012A
12V : 2469021
24V : 2469022

Red Tail/Brake light
** Model EE **
Assembly: 3111000030
Housing: 3111000027
Plug: 3111000029
12V : 3111000028

Red Tail/Brake light
Housing: 3069012R
Bulb 12V: 3117240001

Back-up lamp
Grommet: 3269001
12V: 3669012
24V: 3669012A

Clear lamp
12V: 3069012
Bulb 12V: 1269008

Pedestal head lamp
12V: 3111240001
Bulb 12V: 2569001B
Bulb 24V: 2169001B

Headlight
Left: 3111480003
Right: 3111480004
Bulb H/L: 3111480006
Bulb Turn: 3111480008
Bulb Mark: 3111480007

Headlight
Left: 3111480003
Right: 3111480004
Bulb H/L: 3117480001
Bulb Turn: 3117480003
Bulb Mark: 3117480002

Turn signal switch
246050

Multi-LED Red Tail/Brake
Light: 3111000006
Grommet: 3111000008
Plug: 3119000009

Multi-LED Back-up
Light: 3111000007
Strobe light: 3111000013
Grommet: 3111000008
Plug: 3119000009

Red Tail/Brake light
12V: 386002

Red Tail/Turn/Rev light
12V: 3111000002

Horn button VIP
2208224002

Horn button, column mount
3109000011

Horn button, dash mount
266210

Horn button 3109250001

Horn
12V: 246003
24V: 246013

Analog Voltmeter
12V : 3069007
24V : 2469002
36-48V : 3669002

HOBBS Gauge
24V: 2469026
36V: 3069038
48V: 4869037

DC-DC converter, 10A
12-48V: 3069019

DC-DC Converter, 25A
12-48V: 3124000002
72-80V: 3124880001

DC-DC Converter, 300W
24V: 3124224001
36-48V: 3124280001
72-80V: 3124880001

CONNECTOR:3124280002

Wiper motor
12V: 3113000001
24V: 486211

Wiper arm 2800000001

Wiper blade
14” Blade: 2800000002
18” Blade: 2800000003

Pantograph wiper arm
246233A

Pantograph wiper blade
246233

Cab heater
12V: 3103300001
36V: 3669008
48V: 4869020

12V Dome light 3669006

12V Fan 3669013

Limit switch
3109000029

Headlamp 12V:3111250007

Headlamp
12V: 3111300001
Bulb 12V: 3111300002

Red Pilot light
12V: 246212
Bulb 12V: 246212B

Back-up alarm or
Motion beeper
12-48V : 3100000001
72-80V : 3105720001

12-24V Adjustable ECCO:
3100000002

12-48V Adjustable PRECO:
3100000004

CONVERTER INSTALLATION

Installation and Trouble Shooting Guide
SY1200-25

The SY1200-25 is a state of the art DC-DC converter. There are many new features, and special care is required to install this unit properly. If you have problems with the operation of this unit please check the installation procedures for help.

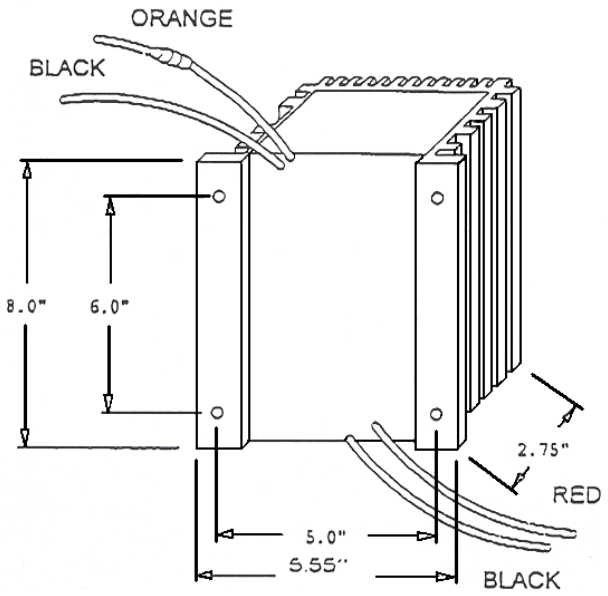
The **ORANGE** wire is the **INPUT POSITIVE>**

The **BLACK** wire near the orange wire is the **INPUT NEGATIVE>**

The RED wire is the **OUTPUT POSITIVE.**

The **BLACK** wire near the red wire is the **OUTPUT NEGATIVE.**

NOTE: Use the correct black wire for input and output. Do not connect the black wires together. (The black wires are common however, due to the high currents developed in this unit it is necessary to maintain proper electron flow to reduce noise.)



The converter must be mounted on a metal surface for proper heat dissipation. A vertical mounting position is best to maximize the convection process. The unit will shut down thermally under high currents if not properly mounted.

This unit is equipped with digital logic capabilities. The input voltage is monitored to determine acceptability. If the input voltage is below the MIN or above the MAX limits the SY1200-25 will NOT turn on.

The fuse in this unit has no determining factors as to the current carrying capabilities of the converter. The fuse serves only one purpose, and that is to remove the unit from your power source in the event of a failure. The SY1200-25 has a very advanced control section, and will determine when to open the fuse. An open fuse will mean, that a problem had occurred, that does not mean that the problem still exists, or that the problem has gone away.

<<DO NOT increase or by'pass the fuse. USE ONLY A FUSE RATED AT 250V 20A>>

Potential reasons for an open fuse are as follows: (1) The output voltage rises above 18 VDC. This problem can occur when an inductive load is removed or applied at high currents. This is a noise spike and the converter will shut down if it can not suppress the spike. (2) Reverse polarity on the input or output. (3) A chaos condition where the output becomes unstable. (4) Excessive noise or spikes on the input.

Mount this unit as close to the highest current load as possible. (This unit uses true switching techniques to step down the input voltages. The higher the input voltage the lower the input current for a 25 AMP load. The high currents are on the output of the converter.) Use 14 gauge wire for the input up to 5 feet. Use 12 gauge wire for up to 10 feet. Increase the wire gauge for each additional 5 feet of wire. NEVER use less than a 10 gauge wire on the output. If the wire length exceeds 5 feet use 8 gauge wire. IMPORTANT: Use a crimp type of connector to attach the wire to the converter. DO NOT twist the wires together. A poor connection will not only allow the converter to operate poorly, but at 25 amps the connection WILL GET HOT AND BURN IN TWO.

WARNING: THE CHASSIS IS ISOLATED FOR HIGH VOLTAGE APPLICATIONS. DO NOT USE THE CHASSIS FOR GROUND.

BATTERY DISCHARGE INDICATOR (HOBBS)

This indicator monitors :
- the residual capacity of batteries;
- operating hours;
- status of service down counter.

The residual capacity of the battery is monitored via an 8-LED bar display. When the left red LED lights, the batteries must be charged to avoid damage. The LED display starts flashing as a pre-warning signal. The lower voltage limit is adjustable via potentiometer “M” on the rear.

A	B	C	D	E	F	G	H	I	J	K
1,57	1,63	1,68	1,73	1,78	1,82	1,84	1,86	1,89	1,91	1,93

In order to activate a new adjustment, the unit has to be reset :
- 2.35V/cell reset voltage with battery remaining in vehicle;
- 2,09V/cell reset voltage after battery has been disconnected.

To maintain a good battery performance, it is recommended to limit the discharging to 80% of the battery capacity. The recommended setting for 6V batteries is F and the recommended setting for an industrial battery is K.

An internal relay can prevent overdischarging and damaging the batteries. The relay can be wired to cut off the reverse direction, or energize an N.C. relay and alarm.
Turning off and on the vehicle will override the protection for 30 sec.

The current status (remaining operating hours before maintenance) of the service down counter is indicated for a period of 5 seconds after the key switch is turned on. When it is down to 0, the display flashes. After the maintenance, reset the counter: depress the button “R” on the rear. The service counter is factory programmable only.

24V UNIT #: 2469026
36V UNIT #: 3069038
48V UNIT #: 4869037

2- Orange, key switch
3- Relay +
4- Relay -
5- Black, battery –
6- Blue, hour counter
8- White, battery +