

T-448AC



WARNING

This manual is for the exclusive use of dealers accredited by Motrec International Inc. and should not be considered an official document constituting any kind of guarantee for the end user. All information and data are subject to change without notice. All photos contained in this document are for illustrative purposes only and may include non-applicable options.

PARTS:

It is recommended that part numbers be confirmed with Motrec International Inc. before ordering by providing the serial number of the vehicle requiring the part. In some cases, the part installed on the vehicle may differ from the manual depending on the options chosen.

Publication date:

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Edition for vehicles with
a serial number higher than:

1135410

For additional information,
please contact our customer service:

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AVERTISSEMENT

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PIÈCES:

Il est recommandé de valider les numéros de pièces avec Motrec International Inc. avant de commander, en fournissant le numéro de série du véhicule pour lequel la pièce est requise. Dans certains cas, il est possible que la pièce installée sur le véhicule diffère du manuel en fonction des options choisies.

Date de publication:

1^{er} juillet 2015

Édition destinée aux véhicules ayant
un numéro de série supérieur à:

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MOTREC



T-448AC



**OPERATOR AND MAINTENANCE MANUAL
SPARE PARTS LISTS INCLUDED**

SERIAL NUMBER : 1135410 &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, set parking brake, check for visible damage, check brake pedal.

AFTER TURNING ON KEYSWITCH

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

BATTERIES

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 position on the left the batteries must be recharged. A flashing light warns the operator that further discharge will damage batteries. See HOBBS indicator instructions.

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

Depress brake pedal and turn the key switch clockwise for on position. Always turn off all switches, set the F/R selector to neutral, set the parking brake, remove the key before leaving the vehicle.

HORN

Depress the horn button on the steering column or handle bar.

F/R SWITCH

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

ACCELERATOR PEDAL

It is designed for right foot operation only, and controls the speed of the vehicle. Apply slowly.

FOOT BRAKE PEDAL

It is designed for right foot operation only. The brake force is proportional to the pressure on the pedal.

PARKING BRAKE

Pull handbrake lever to apply. Never park the vehicle on an incline. Always turn off all switches, set the F/R selector to neutral, set the parking brake, remove the key before leaving the vehicle.

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 these decals/markings remain unaltered and readable. Else, the sticker or the part bearing the marking has to be replaced.

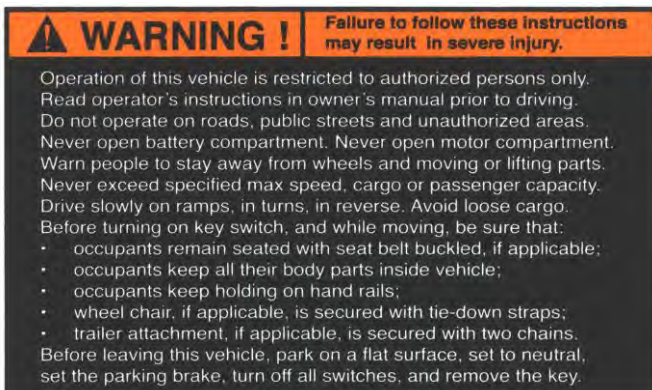
Dashboard security warning label:
5100000002



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



General security warning label:
5100000001



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



2819321003



1269004

PERIODIC MAINTENANCE CHECKLIST

FOR MODELS WITH DIRECT DRIVE AXLE

REVISION 2014-08-19

! WARNING !

Maintenance operations must be made by properly trained service technicians.

- Keep clear from moving parts such as tires, sheaves and motor.
- 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 off all switches, remove the key, lift the wheels off the ground and secure with jack stands of adequate capacity, identify and disconnect battery leads. Don't connect the charger.

CHECK/PERFORM	PERIOD HOURS	DAY	WEE K 20	MONTH 50	QUART. 200	YEAR 1000
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			
WARNING DECALS & MARKINGS				X		
MASTER CYLINDER FLUID (DOT 3)				X		
BRAKE PEDAL TRAVEL 2" (50 mm) maximum travel				X		
STEERING FOR PLAY				X		
PARKING BRAKE LEVER requires 30-40 lbs. (14-18 kg) force to apply				X		
CLEAN/TIGHTEN WIRE TERMINALS					X	
WASH BATTERY TOP WITH WATER					X	
ACCELERATOR ADJUSTMENT -1/8" (3 mm) travel to activate micro-switch; -0 to 50 ohms when micro-switch activated; -4500 to 5500 ohms with pedal down.					X	
HYDR. BRAKE LINES FOR LEAK					X	
STEERING ASSEMBLY, as instructed					X	
BRAKE MECHANICAL LINKAGES for wear & play					X	
BRAKE LININGS FOR WEAR 1/16" (2 mm) minimum lining thickness.					X	
LUBRICATE (GREASE EP-2) brake pedal pivots, steering column, ball joints and kingpins.					X	
OIL (SAE 80W90 GL3 or GL5) 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 80W90 GL3 or GL5), QTY 500 ML						X
CLEAN AND RE-PACK FRONT HUBS						X

OIL GRADE CHART

Vehicle system	Oil grade
Differential	SAE 80W90 GL3 OR GL5
Brakes	DOT 3, concurring with DMVSS116 standard
Bearings, tie rods, pivots	Grease NLGI #2 GC-LB

ACCELERATOR

GEAR

- Remove the cover.
- Backlash between gears must be reduced to a minimum by sliding holder; use locktite 262 to lock the three screws.
- When the plastic gear is fully depressed a small backlash must remain between the gears.
- When the plastic gear is released its rear portion must not exceed the pedal case.

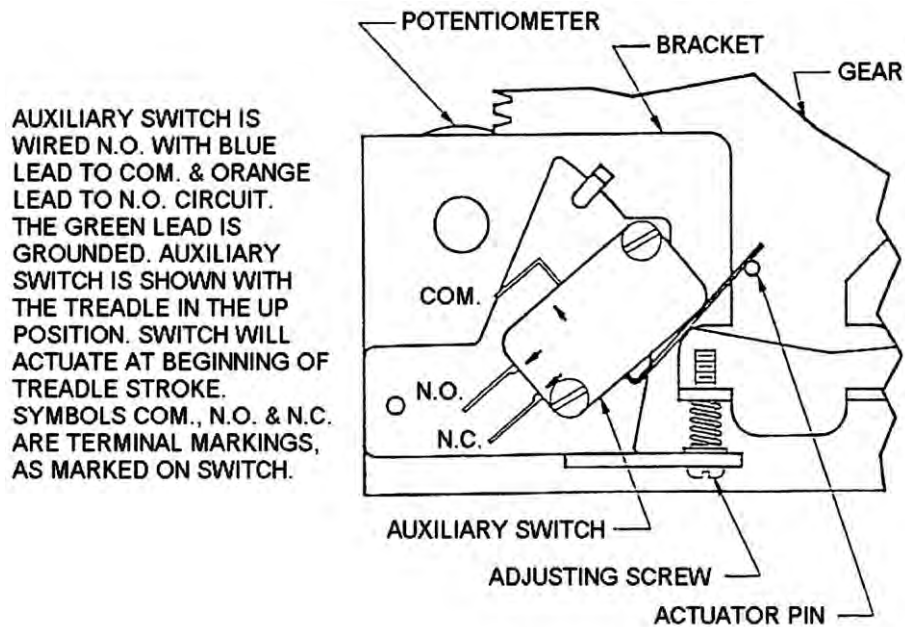
MICRO-SWITCH

The micro-switch must deactivate the on/off solenoid when the accelerator is released; turn the adjusting screw (shown on figure below) to adjust the micro-switch height.

POT

- Remove the terminals 2 and 3 on PMC to measure resistance signal.
- When the micro-switch is activated the signal must be less than 50 ohms. When the front portion of the pedal is fully depressed the signal must be more than 4600 ohms.
- To modify the resistance, turn the adjusting screw to change the micro-switch height (see figure below).

Proceed with the same verifications after the accelerator cover is on and then connect terminals 2 and 3.



FOOT PEDAL FP-6 MAINTENANCE GUIDELINES

FEATURES -

- FP 6 is designed for IP rating 64
 - It can work in dusty atmosphere.
 - It has sealing against splashing and spraying water from all side.
 - We do not recommend low pressure or high pressure washing.

SPECIFICATIONS -

- Pedal high point is pedal free condition
- 1st Microswitch Setting ;
 - a) First micro switch should operate at $3^\circ \pm 1^\circ$ (i.e. between 2° to 4°) from free condition
- Pot setting
 - a) Operate pedal slowly; find reading at which first Microswitch operates.
 - b) Pot resistance reading across pot low and wiper (i.e. black and white) must be within 100 Ω to 400 Ω .
- 2nd Micro switch setting
 - a) 2nd micro switch should operate between 4600 Ω and *pot max* resistance, across *pot low and wiper* (i.e. black and white)

INSTALLATION PROCEDURE

Terminology - "**Pot low**", "**wiper**" and "**pot high**" are pot terminals. (Black, white and red cables respectively) "**Pot max resistance**" is the resistance value across pot low and pot high. (Black and Red cables)

1. MICRO SWITCHES AND POT SETTING

For Foot Pedal FP-6, use pot low and wiper (black and white) for setting micro switches.

- Set Pedal at free condition.
- Adjust pedal at 3° deflection. Set first micro switch to operate about set deflection.
- Adjust pot resistance from high valve to get (100 to 400 Ω) across *pot low and wiper* (i.e. black and white).
- Set 2nd micro switch between 4600 Ω and *pot max* resistance.

CHECK LIST / CAUTION

- Pedal angle must be within 30 +/- 3 degree. Check freeness of pedal.
- Select 'resistance' measurement range in as per requirement on the Multi meter. Minimum resistance between pot low and wiper must be less than 10 ohms. Pot Max Resistance (between pot low and pot high) must be within 4500 to 5500 ohms.
- Confirm that micro switch settings are as per specifications.
- Measure the resistance between each of the seven wires and the housing of the Foot Pedal. It should measure "Infinity"
- Visually check the insulating sleeves are put around the soldered side of all seven cables, and that the sleeves are firmly in place.

YEARLY MAINTENANCE

- Remove cover of Pedal.
- Apply 3 to 5 drops oil on pedal return spring.
- Apply 2 drops oil in the slot of front bush.
- Do not apply oil on shaft from outside. It is of no use, due to sealing on the shaft.
 - i. Oil Specification
 - ii. 20W Motor Oil (Or 3 in one motor oil)
 - iii. 20 stand for weight of motor oil.
 - iv. W Stands for winter grade.

HYDRAULIC & PARKING BRAKES

FOR DIRECT DRIVE MODELS

Revision 2014-08-19

DRUM BRAKES

Remove brake drums and check lining wear. Replace shoes and springs if the lining thickness is 1/16" (2mm) or less. Turn the brake adjustment to reduce the clearance between lining and drum. Wheels must turn free when the pedal is released.

DISC BRAKES

Check pad linings. Replace pads if lining thickness is 1/16" (2 mm) or less.

PARKING BRAKE

Replace cables and stoppers if cable play exceeds 1/8" (4mm).
Wheels must turn freely when the parking brake is released.

Once cable play has been checked and/or adjusted, turn the knob on the brake lever until a force of 30-40 Lbs or 14-18 kg is required on the handle to set the parking brake. Tighten the locking screw.

BRAKE PEDAL

If the brake pedal becomes soft or spongy, air may have entered the hydraulic system and the brake system has to be bled:

1. fill the master cylinder with brake fluid (DOT-3);
2. bleed front calipers one at a time by having someone applying a steady pressure on the brake pedal, and close the bleeder before allowing the brake pedal to return to up position;
3. fill the master cylinder with brake fluid (DOT-3);
4. bleed rear wheel brakes one at a time, following the same procedure;
5. fill the master cylinder with brake fluid (DOT-3);
6. clean every fitting and line, remove traces of oil;
7. apply a continuous pressure on the brake pedal for about five minutes ;
8. Finally, inspect brake lines and fittings for leaks ;

FRONT AXLE AND STEERING

! CAUTION !

Before maintenance, turn off all switches, set to neutral, set parking brake, remove the key, and raise the front end of the vehicle supporting it with two jack stands of adequate capacity

STEERING INSPECTION

- Check tire inflation pressure, suspension components, tie rods straightness, tie rod ends play (wear), play (wear) in wheel bearings, kingpins and bushings.

REPLACING & ADJUSTING THE STEERING GEAR

- Remove the pitman arm;
- The steering box makes 6.5 turns, center the steering gear (3.25 turns from either side);
- Align the front wheel straight. Install the pitman arm.

TOE-IN ADJUSTEMENT

- With the wheels in straight forward direction, measure the inside (left to right) distance between the front tires, at the front and rear of the tires;
- Turn the rear tie rod until the distances are equal and tighten the two lock nuts on the tie rod.

REMOVING & GREASING OF FRONT HUBS, required once-a-year

- Remove dust cap and cutter pin, unscrew nut, remove hub;
- Inspect bearings and races for wear and replace worn bearings;
- Replace the seal;
- Pack the hub with wheel bearing grease and re-assemble.

ADJUSTING FRONT HUBS

- Tighten spindle nut to 30 ft-lb to seat the bearing and back off the nut to the next slot;
- Install a new cutter pin and the dust cap.

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 distilled 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 lose 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.

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 and disconnect batteries.

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

PMC SELF DIAGNOSTIC

If the vehicle has a display, it will give the error codes to help troubleshooting. The PMC also comes with a status LED, which gives a 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

Check the reverse signal input on the controller.

Switch to reverse and check voltage on the reverse control wire. If not B+, replace the F/R switch.

REVERSE ONLY

Check the forward signal input on the controller.

Switch to forward and check the voltage on the forward control wire. If not B+, replace the F/R switch.

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.

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 a 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 also has a 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 PMC monitors the temperature of the motor and is also equipped with an internal thermal protection that cutback the current until the PMC and/or motor 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 B– post on the PMC, check voltage between the reverse terminal and the B– post on the PMC; 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 on coil positive terminal; 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 24V, check wiring and interlock switches. Check resistance across power terminals; if not 0 ohms, replace the solenoid.

8

DIAGNOSTICS AND TROUBLESHOOTING

These controllers detect a wide variety of faults or error conditions. Faults can be detected by the operating system or by the VCL code. This section describes the faults detected by the operating system.

Faults detected by VCL code (faults 51–67 in Table 5) cannot be defined here as they will vary from application to application. Refer to the appropriate OEM documentation for information on these faults.

DIAGNOSTICS

Diagnostics information can be obtained in either of two ways: (1) by reading the display on a 1311 programmer or (2) by observing the fault codes issued by the Status LEDs. See Table 4 for a summary of LED display formats.

The 1311 programmer will display all faults that are currently set as well as a history of the faults that have been set since the history log was last cleared. The 1311 displays the faults by name.

The pair of LEDs built into the controller (one red, one yellow) produce flash codes displaying all the currently set faults in a repeating cycle. Each code consists of two digits. The red LED flashes once to indicate that the first digit of the code will follow; the yellow LED then flashes the appropriate number of times for the first digit. The red LED flashes twice to indicate that the second digit of the code will follow; the yellow LED flashes the appropriate number of times for the second digit.

Example: Battery Undervoltage (code 23).

In the Fault menu of the 1311 programmer, the words **Undervoltage Cutback** will be displayed; the real-time battery voltage is displayed in the Monitor menu (“Keyswitch Voltage”).

The controller’s two LEDs will display this repeating pattern:

RED	YELLOW	RED	YELLOW
*	**	**	***
(first digit)	(2)	(second digit)	(3)

The numerical codes used by the yellow LED are listed in the troubleshooting chart (Table 5), which also lists possible fault causes and describes the conditions that set and clear each fault.

Summary of LED display formats

The two LEDs have four different display modes, indicating the type of information they are providing.

Table 4 TYPES OF LED DISPLAY	
DISPLAY	STATUS
Neither LED illuminated	Controller is not powered on; or vehicle has dead battery; or severe damage.
Yellow LED flashing	Controller is operating normally.
Yellow and red LEDs both on solid	Controller is in Flash program mode.
Red LED on solid	Watchdog failure or no software loaded. Cycle KSI to restart, and if necessary load software.
Red LED and yellow LED flashing alternately	Controller has detected a fault. 2-digit code flashed by yellow LED identifies the specific fault; one or two flashes by red LED indicate whether first or second code digit will follow.

TROUBLESHOOTING

The troubleshooting chart, Table 5, provides the following information on all the controller faults:

- fault code
- fault name as displayed on the programmer's LCD
- the effect of the fault
- possible causes of the fault
- fault *set* conditions
- fault *clear* conditions.

Whenever a fault is encountered and no wiring or vehicle fault can be found, shut off KSI and turn it back on to see if the fault clears. If it does not, shut off KSI and remove the 35-pin connector. Check the connector for corrosion or damage, clean it if necessary, and re-insert it.

8 — DIAGNOSTICS & TROUBLESHOOTING

Table 5 TROUBLESHOOTING CHART

CODE	PROGRAMMER LCD DISPLAY EFFECT OF FAULT	POSSIBLE CAUSE	SET/CLEAR CONDITIONS
12	Controller Overcurrent <i>ShutdownMotor;</i> <i>ShutdownMainContactor;</i> <i>ShutdownEMBrake;</i> <i>ShutdownThrottle;</i> <i>FullBrake;</i> <i>ShutdownPump.</i>	1. External short of phase U,V, or W motor connections. 2. Motor parameters are mis-tuned. 3. Controller defective.	<i>Set:</i> Phase current exceeded the current measurement limit. <i>Clear:</i> Cycle KSI.
13	Current Sensor Fault <i>ShutdownMotor;</i> <i>ShutdownMainContactor;</i> <i>ShutdownEMBrake;</i> <i>ShutdownThrottle;</i> <i>FullBrake;</i> <i>ShutdownPump.</i>	1. Leakage to vehicle frame from phase U, V, or W (short in motor stator). 2. Controller defective.	<i>Set:</i> Controller current sensors have invalid offset reading. <i>Clear:</i> Cycle KSI.
14	Precharge Failed <i>ShutdownMotor;</i> <i>ShutdownMainContactor;</i> <i>ShutdownEMBrake;</i> <i>ShutdownThrottle;</i> <i>FullBrake;</i> <i>ShutdownPump.</i>	2. External load on capacitor bank (B+ connection terminal) that prevents the capacitor bank from charging. 1. See Monitor menu » Battery: Capacitor Voltage.	<i>Set:</i> Precharge failed to charge the capacitor bank to the KSI voltage. <i>Clear:</i> Cycle Interlock input or use VCL function <i>Precharge()</i> .
15	Controller Severe Undertemp <i>ShutdownMotor;</i> <i>ShutdownMainContactor;</i> <i>ShutdownEMBrake;</i> <i>ShutdownThrottle;</i> <i>FullBrake;</i> <i>ShutdownPump.</i>	1. See Monitor menu » Controller: Temperature. 2. Controller is operating in an extreme environment.	<i>Set:</i> Heatsink temperature below -40°C. <i>Clear:</i> Bring heatsink temperature above -40°C, and cycle interlock or KSI.
16	Controller Severe Overtemp <i>ShutdownMotor;</i> <i>ShutdownMainContactor;</i> <i>ShutdownEMBrake;</i> <i>ShutdownThrottle;</i> <i>FullBrake;</i> <i>ShutdownPump.</i>	1. See Monitor menu » Controller: Temperature. 2. Controller is operating in an extreme environment. 3. Excessive load on vehicle. 4. Improper mounting of controller.	<i>Set:</i> Heatsink temperature above +95°C. <i>Clear:</i> Bring heatsink temperature below +95°C, and cycle interlock or KSI.
17	Severe Undervoltage <i>Reduced drive torque.</i>	1. Battery Menu parameters are misadjusted. 2. Non-controller system drain on battery. 3. Battery resistance too high. 4. Battery disconnected while driving. 5. See Monitor menu » Battery: Capacitor Voltage. 6. Blown B+ fuse or main contactor did not close.	<i>Set:</i> Capacitor bank voltage dropped below the Severe Undervoltage limit (see page 55) with FET bridge enabled. <i>Clear:</i> Bring capacitor voltage above Severe Undervoltage limit.

Table 5 TROUBLESHOOTING CHART, continued

CODE	PROGRAMMER LCD DISPLAY EFFECT OF FAULT	POSSIBLE CAUSE	SET/CLEAR CONDITIONS
18	Severe Overvoltage <i>ShutdownMotor; ShutdownMainContactor; ShutdownEMBrake; ShutdownThrottle; FullBrake; ShutdownPump.</i>	1. See Monitor menu » Battery: Capacitor Voltage. 2. Battery menu parameters are misadjusted. 3. Battery resistance too high for given regen current. 4. Battery disconnected while regen braking.	<i>Set:</i> Capacitor bank voltage exceeded the Severe Overvoltage limit (see page 55) with FET bridge enabled. <i>Clear:</i> Bring capacitor voltage below Severe Overvoltage limit, and then cycle KSI.
22	Controller Overtemp Cutback <i>Reduced drive and brake torque.</i>	1. See Monitor menu » Controller: Temperature. 2. Controller is performance-limited at this temperature. 3. Controller is operating in an extreme environment. 4. Excessive load on vehicle. 5. Improper mounting of controller.	<i>Set:</i> Heatsink temperature exceeded 85°C. <i>Clear:</i> Bring heatsink temperature below 85°C.
23	Undervoltage Cutback <i>Reduced drive torque.</i>	1. Normal operation. Fault shows that the batteries need recharging. Controller is performance limited at this voltage. 2. Battery parameters are misadjusted. 3. Non-controller system drain on battery. 4. Battery resistance too high. 5. Battery disconnected while driving. 6. See Monitor menu » Battery: Capacitor Voltage. 7. Blown B+ fuse or main contactor did not close.	<i>Set:</i> Capacitor bank voltage dropped below the Undervoltage limit (see page 55) with the FET bridge enabled. <i>Clear:</i> Bring capacitor voltage above the Undervoltage limit.
24	Overvoltage Cutback <i>Reduced brake torque.</i>	1. Normal operation. Fault shows that regen braking currents elevated the battery voltage during regen braking. Controller is performance limited at this voltage. 2. Battery parameters are misadjusted. 3. Battery resistance too high for given regen current. 4. Battery disconnected while regen braking. 5. See Monitor menu » Battery: Capacitor Voltage.	<i>Set:</i> Capacitor bank voltage exceeded the Overvoltage limit (see page 55) with the FET bridge enabled. <i>Clear:</i> Bring capacitor voltage below the Overvoltage limit.
25	+5V Supply Failure <i>None, unless a fault action is programmed in VCL.</i>	1. External load impedance on the +5V supply (pin 26) is too low. 2. See Monitor menu » outputs: 5 Volts and Ext Supply Current.	<i>Set:</i> +5V supply (pin 26) outside the +5V±10% range. <i>Clear:</i> Bring voltage within range.
26	Digital Out 6 Overcurrent <i>Digital Output 6 driver will not turn on.</i>	1. External load impedance on Digital Output 6 driver (pin 19) is too low.	<i>Set:</i> Digital Output 6 (pin 19) current exceeded 15 mA. <i>Clear:</i> Remedy the overcurrent cause and use the VCL function <i>Set_DigOut()</i> to turn the driver on again.

Table 5 TROUBLESHOOTING CHART, continued

CODE	PROGRAMMER LCD DISPLAY EFFECT OF FAULT	POSSIBLE CAUSE	SET/CLEAR CONDITIONS
27	Digital Out 7 Overcurrent <i>Digital Output 7 driver will not turn on.</i>	1. External load impedance on Digital Output 7 driver (pin 20) is too low.	<i>Set:</i> Digital Output 7 (pin 20) current exceeded 15 mA. <i>Clear:</i> Remedy the overcurrent cause and use the VCL function <i>Set_DigOut()</i> to turn the driver on again.
28	Motor Temp Hot Cutback <i>Reduced drive torque.</i>	1. Motor temperature is at or above the programmed Temperature Hot setting, and the requested current is being cut back. 2. Motor Temperature Control Menu parameters are mis-tuned. 3. See Monitor menu » Motor; Temperature and » Inputs: Analog2. 4. If the application doesn't use a motor thermistor, Temp Compensation and Temp Cutback should be programmed Off.	<i>Set:</i> Motor temperature is at or above the Temperature Hot parameter setting. <i>Clear:</i> Bring the motor temperature within range.
29	Motor Temp Sensor Fault <i>MaxSpeed reduced (LOS, Limited Operating Strategy), and motor temperature cutback disabled.</i>	1. Motor thermistor is not connected properly. 2. If the application doesn't use a motor thermistor, Motor Temp Sensor Enable should be programmed Off. 3. See Monitor menu » Motor; Temperature and » Inputs: Analog2.	<i>Set:</i> Motor thermistor input (pin 8) is at the voltage rail (0 or 10V). <i>Clear:</i> Bring the motor thermistor input voltage within range.
31	Coil1 Driver Open/Short <i>ShutdownDriver1.</i>	1. Open or short on driver load. 2. Dirty connector pins. 3. Bad crimps or faulty wiring.	<i>Set:</i> Driver 1 (pin 6) is either open or shorted. This fault can be set only when Main Enable = Off. <i>Clear:</i> Correct open or short, and cycle driver.
31	Main Open/Short <i>ShutdownMotor; ShutdownMainContactor; ShutdownEMBrake; ShutdownThrottle; FullBrake; ShutdownPump.</i>	1. Open or short on driver load. 2. Dirty connector pins. 3. Bad crimps or faulty wiring.	<i>Set:</i> Main contactor driver (pin 6) is either open or shorted. This fault can be set only when Main Enable = On. <i>Clear:</i> Correct open or short, and cycle driver.
32	Coil2 Driver Open/Short <i>ShutdownDriver2.</i>	1. Open or short on driver load. 2. Dirty connector pins. 3. Bad crimps or faulty wiring.	<i>Set:</i> Driver 2 (pin 5) is either open or shorted. This fault can be set only when EM Brake Type = 0. <i>Clear:</i> Correct open or short, and cycle driver.
32	EMBrake Open/Short <i>ShutdownEMBrake; ShutdownThrottle; FullBrake.</i>	1. Open or short on driver load. 2. Dirty connector pins. 3. Bad crimps or faulty wiring.	<i>Set:</i> Electromagnetic brake driver (pin 5) is either open or shorted. This fault can be set only when EM Brake Type > 0. <i>Clear:</i> Correct open or short, and cycle driver.
33	Coil3 Driver Open/Short <i>ShutdownDriver3.</i>	1. Open or short on driver load. 2. Dirty connector pins. 3. Bad crimps or faulty wiring.	<i>Set:</i> Driver 3 (pin 4) is either open or shorted. <i>Clear:</i> Correct open or short, and cycle driver.
34	Coil4 Driver Open/Short <i>ShutdownDriver4.</i>	1. Open or short on driver load. 2. Dirty connector pins. 3. Bad crimps or faulty wiring.	<i>Set:</i> Driver 4 (pin 3) is either open or shorted. <i>Clear:</i> Correct open or short, and cycle driver.

Table 5 TROUBLESHOOTING CHART, continued

CODE	PROGRAMMER LCD DISPLAY EFFECT OF FAULT	POSSIBLE CAUSE	SET/CLEAR CONDITIONS
35	PD Open/Short <i>ShutdownPD.</i>	1. Open or short on driver load. 2. Dirty connector pins. 3. Bad crimps or faulty wiring.	<i>Set:</i> Proportional driver (pin 2) is either open or shorted. <i>Clear:</i> Correct open or short, and cycle driver.
36	Encoder Fault <i>ShutdownEMBrake.</i>	1. Motor encoder failure. 2. Bad crimps or faulty wiring. 3. See Monitor menu » Motor: Motor RPM.	<i>Set:</i> Motor encoder phase failure detected. <i>Clear:</i> Cycle KSI.
37	Motor Open <i>ShutdownMotor;</i> <i>ShutdownMainContactor;</i> <i>ShutdownEMBrake;</i> <i>ShutdownThrottle;</i> <i>FullBrake;</i> <i>ShutdownPump.</i>	1. Motor phase is open. 2. Bad crimps or faulty wiring.	<i>Set:</i> Motor phase U, V, or W detected open. <i>Clear:</i> Cycle KSI.
38	Main Contactor Welded <i>ShutdownMotor;</i> <i>ShutdownMainContactor;</i> <i>ShutdownEMBrake;</i> <i>ShutdownThrottle;</i> <i>FullBrake;</i> <i>ShutdownPump.</i>	1. Main contactor tips are welded closed. 2. Motor phase U or V is disconnected or open. 3. An alternate voltage path (such as an external precharge resistor) is providing a current to the capacitor bank (B+ connection terminal).	<i>Set:</i> Just prior to the main contactor closing, the capacitor bank voltage (B+ connection terminal) was loaded for a short time and the voltage did not discharge. <i>Clear:</i> Cycle KSI
39	Main Contactor Did Not Close <i>ShutdownMotor;</i> <i>ShutdownMainContactor;</i> <i>ShutdownEMBrake;</i> <i>ShutdownThrottle;</i> <i>FullBrake;</i> <i>ShutdownPump.</i>	1. Main contactor did not close. 2. Main contactor tips are oxidized, burned, or not making good contact. 3. External load on capacitor bank (B+ connection terminal) that prevents capacitor bank from charging. 4. Blown B+ fuse.	<i>Set:</i> With the main contactor commanded closed, the capacitor bank voltage (B+ connection terminal) did not charge to B+. <i>Clear:</i> Cycle KSI.
41	Throttle Wiper High <i>ShutdownThrottle.</i>	1. See Monitor menu » Inputs: Throttle Pot. 2. Throttle pot wiper voltage too high.	<i>Set:</i> Throttle pot wiper (pin 16) voltage is higher than the high fault threshold (can be changed with the VCL function <i>Setup_Pot_Faults()</i>). <i>Clear:</i> Bring throttle pot wiper voltage below the fault threshold.
42	Throttle Wiper Low <i>ShutdownThrottle.</i>	1. See Monitor menu » Inputs: Throttle Pot. 2. Throttle pot wiper voltage too low.	<i>Set:</i> Throttle pot wiper (pin 16) voltage is lower than the low fault threshold (can be changed with the VCL function <i>Setup_Pot_Faults()</i>). <i>Clear:</i> Bring throttle pot wiper voltage above the fault threshold.
43	Pot2 Wiper High <i>FullBrake.</i>	1. See Monitor menu » Inputs: Pot2 Raw. 2. Pot2 wiper voltage too high.	<i>Set:</i> Pot2 wiper (pin 17) voltage is higher than the high fault threshold (can be changed with the VCL function <i>Setup_Pot_Faults()</i>). <i>Clear:</i> Bring Pot2 wiper voltage below the fault threshold.

Table 5 TROUBLESHOOTING CHART, continued

CODE	PROGRAMMER LCD DISPLAY EFFECT OF FAULT	POSSIBLE CAUSE	SET/CLEAR CONDITIONS
44	Pot2 Wiper Low <i>FullBrake.</i>	1. See Monitor menu » Inputs: Pot2 Raw. 2. Pot2 wiper voltage too low.	<i>Set:</i> Pot2 wiper (pin 17) voltage is lower than the low fault threshold (can be changed with the VCL function <i>Setup_Pot_Faults()</i>). <i>Clear:</i> Bring Pot2 wiper voltage above the fault threshold.
45	Pot Low Overcurrent <i>ShutdownThrottle;</i> <i>FullBrake.</i>	1. See Monitor menu » Outputs: Pot Low. 2. Combined pot resistance connected to pot low is too low.	<i>Set:</i> Pot low (pin 18) current exceeds 10mA. <i>Clear:</i> Clear pot low overcurrent condition and cycle KSI.
46	EEPROM Failure <i>ShutdownMotor;</i> <i>ShutdownMainContactor;</i> <i>ShutdownEMBrake;</i> <i>ShutdownThrottle;</i> <i>ShutdownInterlock;</i> <i>ShutdownDriver1;</i> <i>ShutdownDriver2;</i> <i>ShutdownDriver3;</i> <i>ShutdownDriver4;</i> <i>ShutdownPD;</i> <i>FullBrake;</i> <i>ShutdownPump.</i>	1. Failure to write to EEPROM memory. This can be caused by EEPROM memory writes initiated by VCL, by the CAN bus, by adjusting parameters with the programmer, or by loading new software into the controller.	<i>Set:</i> Controller operating system tried to write to EEPROM memory and failed. <i>Clear:</i> Download the correct software (OS) and matching parameter default settings into the controller and cycle KSI.
47	HPD/Sequencing Fault <i>ShutdownThrottle.</i>	1. KSI, interlock, direction, and throttle inputs applied in incorrect sequence. 2. Faulty wiring, crimps, or switches at KSI, interlock, direction, or throttle inputs. 3. See Monitor menu » Inputs.	<i>Set:</i> HPD (High Pedal Disable) or sequencing fault caused by incorrect sequence of KSI, interlock, direction, and throttle inputs. <i>Clear:</i> Reapply inputs in correct sequence.
47	Emer Rev HPD <i>ShutdownThrottle;</i> <i>ShutdownEMBrake.</i>	1. Emergency Reverse operation has concluded, but the throttle, forward and reverse inputs, and interlock have not been returned to neutral.	<i>Set:</i> At the conclusion of Emergency Reverse, the fault was set because various inputs were not returned to neutral. <i>Clear:</i> If EMR_Interlock = On, clear the interlock, throttle, and direction inputs. If EMR_Interlock = Off, clear the throttle and direction inputs.
49	Parameter Change Fault <i>ShutdownMotor;</i> <i>ShutdownMainContactor;</i> <i>ShutdownEMBrake;</i> <i>ShutdownThrottle;</i> <i>FullBrake;</i> <i>ShutdownPump.</i>	1. This is a safety fault caused by a change in certain parameter settings so that the vehicle will not operate until KSI is cycled. For example, if a user changes the Throttle Type this fault will appear and require cycling KSI before the vehicle can operate.	<i>Set:</i> Adjustment of a parameter setting that requires cycling of KSI. <i>Clear:</i> Cycle KSI.
51–67	OEM Faults (See OEM documentation.)	1. These faults can be defined by the OEM and are implemented in the application-specific VCL code. See OEM documentation.	<i>Set:</i> See OEM documentation. <i>Clear:</i> See OEM documentation.

Table 5 TROUBLESHOOTING CHART, continued

CODE	PROGRAMMER LCD DISPLAY EFFECT OF FAULT	POSSIBLE CAUSE	SET/CLEAR CONDITIONS
68	VCL Run Time Error <i>ShutdownMotor; ShutdownMainContactor; ShutdownEMBrake; ShutdownThrottle; ShutdownInterlock; ShutdownDriver1; ShutdownDriver2; ShutdownDriver3; ShutdownDriver4; ShutdownPD; FullBrake; ShutdownPump.</i>	1. VCL code encountered a runtime VCL error. 2. See Monitor menu » Controller: VCL Error Module and VCL Error. This error can then be compared to the runtime VCL module ID and error code definitions found in the specific OS system information file.	<i>Set:</i> Runtime VCL code error condition. <i>Clear:</i> Edit VCL application software to fix this error condition; flash the new compiled software and matching parameter defaults; cycle KSI.
69	External Supply Out of Range <i>None, unless a fault action is programmed in VCL.</i>	1. External load on the 5V and 12V supplies draws either too much or too little current. 2. Fault Checking Menu parameters Ext Supply Max and Ext Supply Min are mis-tuned. 3. See Monitor menu » Outputs: Ext Supply Current.	<i>Set:</i> The external supply current (combined current used by the 5V supply [pin 26] and 12V supply [pin 25]) is either greater than the upper current threshold or lower than the lower current threshold. The two thresholds are defined by the External Supply Max and External Supply Min parameter settings (page 52). <i>Clear:</i> Bring the external supply current within range.
71	OS General <i>ShutdownMotor; ShutdownMainContactor; ShutdownEMBrake; ShutdownThrottle; ShutdownInterlock; ShutdownDriver1; ShutdownDriver2; ShutdownDriver3; ShutdownDriver4; ShutdownPD; FullBrake; ShutdownPump.</i>	1. Internal controller fault.	<i>Set:</i> Internal controller fault detected. <i>Clear:</i> Cycle KSI.
72	PDO Timeout <i>ShutdownInterlock; CAN NMT State set to Pre-operational.</i>	1. Time between CAN PDO messages received exceeded the PDO Timeout Period.	<i>Set:</i> Time between CAN PDO messages received exceeded the PDO Timeout Period. <i>Clear:</i> Cycle KSI or receive CAN NMT message.
73	Stall Detected <i>ShutdownEMBrake; Control Mode changed to LOS (Limited Operating Strategy).</i>	1. Stalled motor. 2. Motor encoder failure. 3. Bad crimps or faulty wiring. 4. Problems with power supply for the motor encoder. 5. See Monitor menu » Motor: Motor RPM.	<i>Set:</i> No motor encoder movement detected. <i>Clear:</i> Either cycle KSI, or detect valid motor encoder signals while operating in LOS mode and return Throttle Command = 0 and Motor RPM = 0.

Table 5 TROUBLESHOOTING CHART, continued

CODE	PROGRAMMER LCD DISPLAY EFFECT OF FAULT	POSSIBLE CAUSE	SET/CLEAR CONDITIONS
87	Motor Characterization Fault <i>ShutdownMotor;</i> <i>ShutdownMainContactor;</i> <i>ShutdownEMBrake;</i> <i>ShutdownThrottle;</i> <i>FullBrake;</i> <i>ShutdownPump.</i>	1. Motor characterization failed during characterization process. See Monitor menu » Controller: Motor Characterization Error for cause: 0=none 1=encoder signal seen, but step size not determined; set Encoder Step Size manually 2=motor temp sensor fault 3=motor temp hot cutback fault 4= controller overtemp cutback fault 5=controller undertemp cutback fault 6=undervoltage cutback fault 7=severe overvoltage fault 8=encoder signal not seen, or one or both channels missing 9=motor parameters out of characterization range.	<i>Set:</i> Motor characterization failed during the motor characterization process. <i>Clear:</i> Correct fault; cycle KSI.
89	Motor Type Fault <i>ShutdownMotor;</i> <i>ShutdownMainContactor;</i> <i>ShutdownEMBrake;</i> <i>ShutdownThrottle;</i> <i>FullBrake;</i> <i>ShutdownPump.</i>	1. The Motor_Type parameter value is out of range.	<i>Set:</i> Motor_Type parameter is set to an illegal value. <i>Clear:</i> Set Motor_Type to correct value and cycle KSI.
91	VCL/OS Mismatch <i>ShutdownMotor;</i> <i>ShutdownMainContactor;</i> <i>ShutdownEMBrake;</i> <i>ShutdownThrottle;</i> <i>ShutdownInterlock;</i> <i>ShutdownDriver1;</i> <i>ShutdownDriver2;</i> <i>ShutdownDriver3;</i> <i>ShutdownDriver4;</i> <i>ShutdownPD;</i> <i>FullBrake;</i> <i>ShutdownPump.</i>	1. The VCL software in the controller does not match the OS software in the controller.	<i>Set:</i> VCL and OS software do not match; when KSI cycles, a check is made to verify that they match and a fault is issued when they do not. <i>Clear:</i> Download the correct VCL and OS software into the controller.
92	EM Brake Failed to Set <i>ShutdownEMBrake;</i> <i>ShutdownThrottle.</i>	1. Vehicle movement sensed after the EM Brake has been commanded to set. 2. EM Brake will not hold the motor from rotating.	<i>Set:</i> After the EM Brake was commanded to set and time has elapsed to allow the brake to fully engage, vehicle movement has been sensed. <i>Clear:</i> Activate the throttle.
93	Encoder LOS (Limited Operating Strategy) <i>Enter LOS control mode.</i>	1. Limited Operating Strategy (LOS) control mode has been activated, as a result of either an Encoder Fault (Code 36) or a Stall Detect Fault (Code 73). 2. Motor encoder failure. 3. Bad crimps or faulty wiring. 4. Vehicle is stalled.	<i>Set:</i> Encoder Fault (Code 36) or Stall Detect Fault (Code 73) was activated, and Brake or Interlock has been applied to activate LOS control mode, allowing limited motor control. <i>Clear:</i> Cycle KSI, or if LOS mode was activated by the Stall Fault, clear by ensuring encoder senses proper operation, Motor RPM = 0, and Throttle Command = 0.

Table 5 TROUBLESHOOTING CHART, continued

CODE	PROGRAMMER LCD DISPLAY EFFECT OF FAULT	POSSIBLE CAUSE	SET/CLEAR CONDITIONS
94	Emer Rev Timeout <i>ShutdownEMBrake;</i> <i>ShutdownThrottle.</i>	1. Emergency Reverse was activated and concluded because the EMR Timeout timer has expired. 2. The emergency reverse input is stuck On.	<i>Set:</i> Emergency Reverse was activated and ran until the EMR Timeout timer expired. <i>Clear:</i> Turn the emergency reverse input Off.
98	Illegal Model Number <i>ShutdownMotor;</i> <i>ShutdownMainContactor;</i> <i>ShutdownEMBrake;</i> <i>ShutdownThrottle;</i> <i>FullBrake;</i> <i>ShutdownPump.</i>	1. Model_Number variable contains illegal value (not 1234, 1236, 1238, or 1298). 2. Software and hardware do not match. 3. Controller defective.	<i>Set:</i> Illegal Model_Number variable; when KSI cycles, a check is made to confirm a legal Model_Number, and a fault is issued if one is not found. <i>Clear:</i> Download appropriate software for your controller model.

9

MAINTENANCE

There are no user serviceable parts in Curtis 1234/36/38 controllers. **No attempt should be made to open, repair, or otherwise modify the controller.** Doing so may damage the controller and will void the warranty.

It is recommended that the controller and connections be kept clean and dry and that the controller's fault history file be checked and cleared periodically.

CLEANING

Periodically cleaning the controller exterior will help protect it against corrosion and possible electrical control problems created by dirt, grime, and chemicals that are part of the operating environment and that normally exist in battery powered systems.



When working around any battery powered system, proper safety precautions should be taken. These include, but are not limited to: proper training, wearing eye protection, and avoiding loose clothing and jewelry.

Use the following cleaning procedure for routine maintenance. Never use a high pressure washer to clean the controller.

1. Remove power by disconnecting the battery.
2. Discharge the capacitors in the controller by connecting a load (such as a contactor coil) across the controller's **B+** and **B-** terminals.
3. Remove any dirt or corrosion from the power and signal connector areas. The controller should be wiped clean with a moist rag. Dry it before reconnecting the battery.
4. Make sure the connections are tight. Refer to Section 2, page 5, for maximum tightening torque specifications for the battery and motor connections.

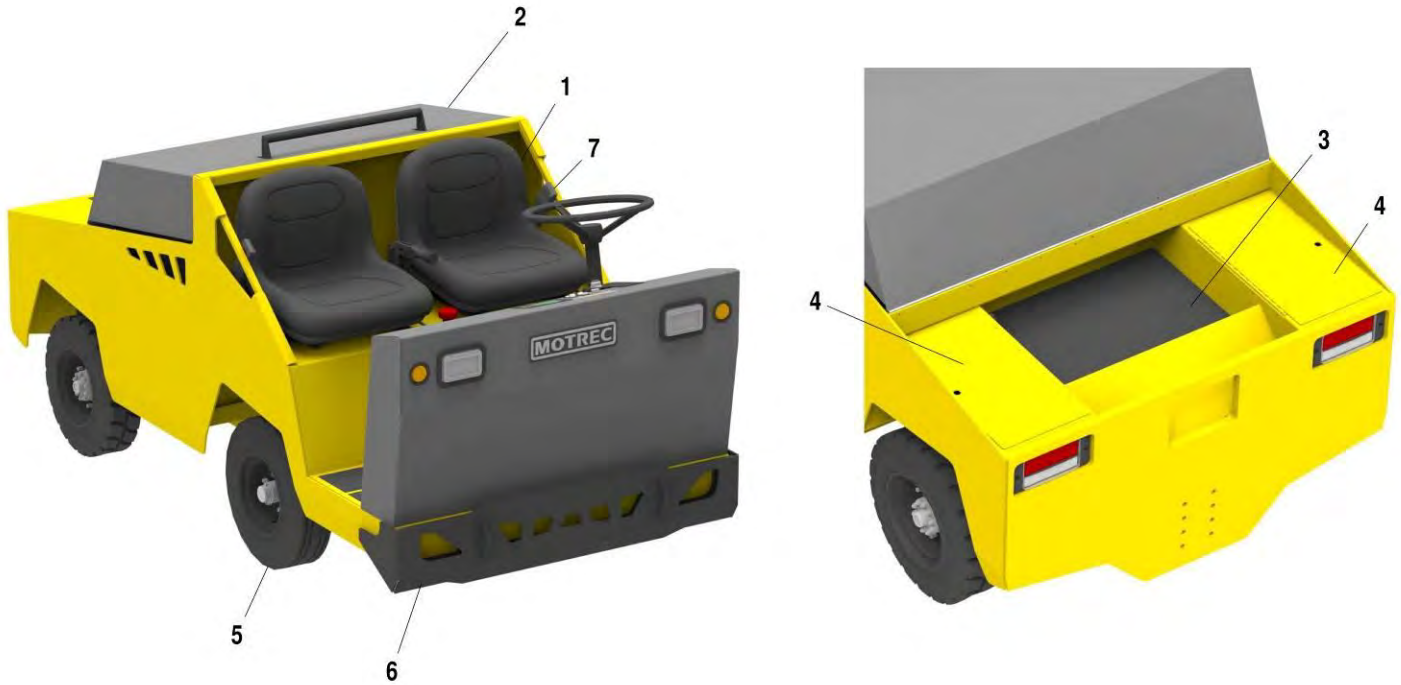
FAULT HISTORY

The 1311 programmer can be used to access the controller's fault history file. The programmer will read out all the faults the controller has experienced since the last time the fault history file was cleared. Faults such as contactor faults may be the result of loose wires; contactor wiring should be carefully checked. Faults such as overtemperature may be caused by operator habits or by overloading.

After a problem has been diagnosed and corrected, it is a good idea to clear the fault history file. This allows the controller to accumulate a new file of faults. By checking the new fault history file at a later date, you can readily determine whether the problem was indeed fixed.

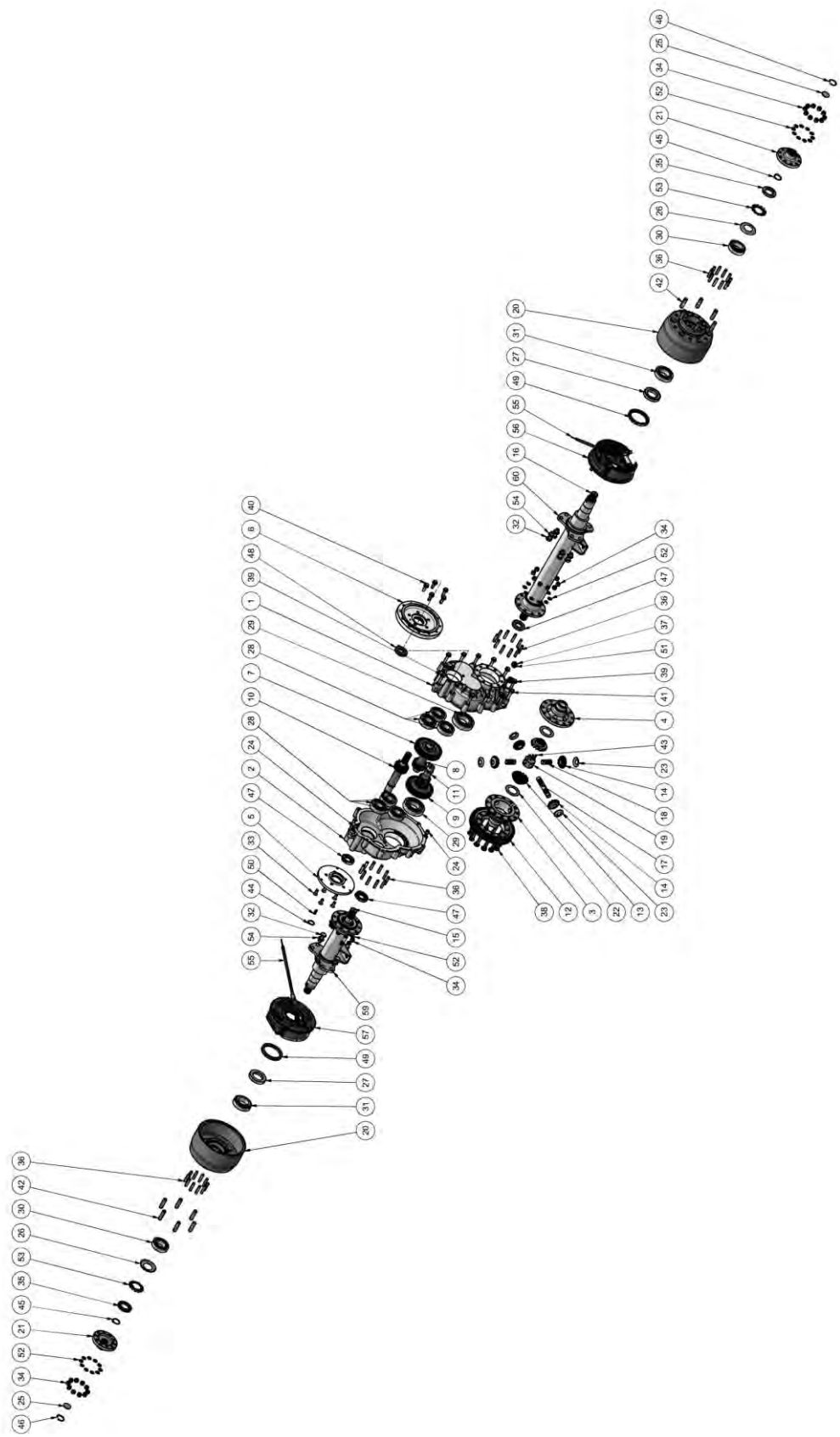
SPARE PARTS

BODY



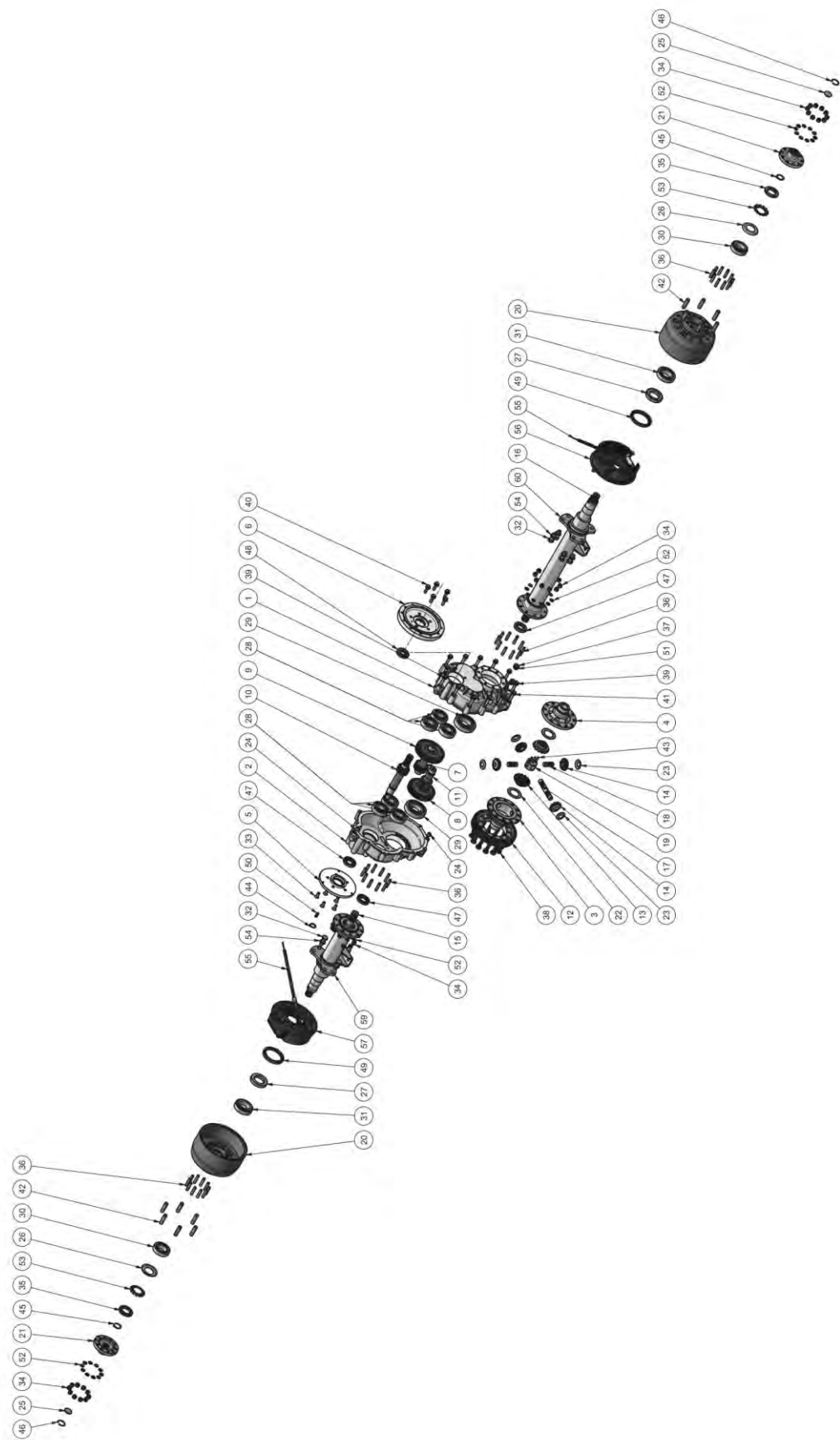
REF.	PART NO	DESCRIPTION
1	2385320003	BUCKET SEAT ON SLIDE ADJUSTER
2	2331448039	BATTERY COVER
3	2332448001	REAR PLYWOOD
4	2339448032	CONTROLS COVER
5	2223360012	500 X 8 SOLID, SOFT RUBBER WHEEL, LUG, 6 HOLES
	2223360013	500 X 8 SOLID, SOFT RUBBER, WHEEL, RIB, 5 HOLES
6	2314448001	FRONT BUMPER
7	3005005	SEAT BELT (OPTIONAL)
	2399300005	CENTRAL BRACKET FOR SEAT BELT (OPTIONAL)
	2399300008	SIDE BRACKET FOR SEAT BELT (OPTIONAL)

DIFFERENTIAL 22.3:1

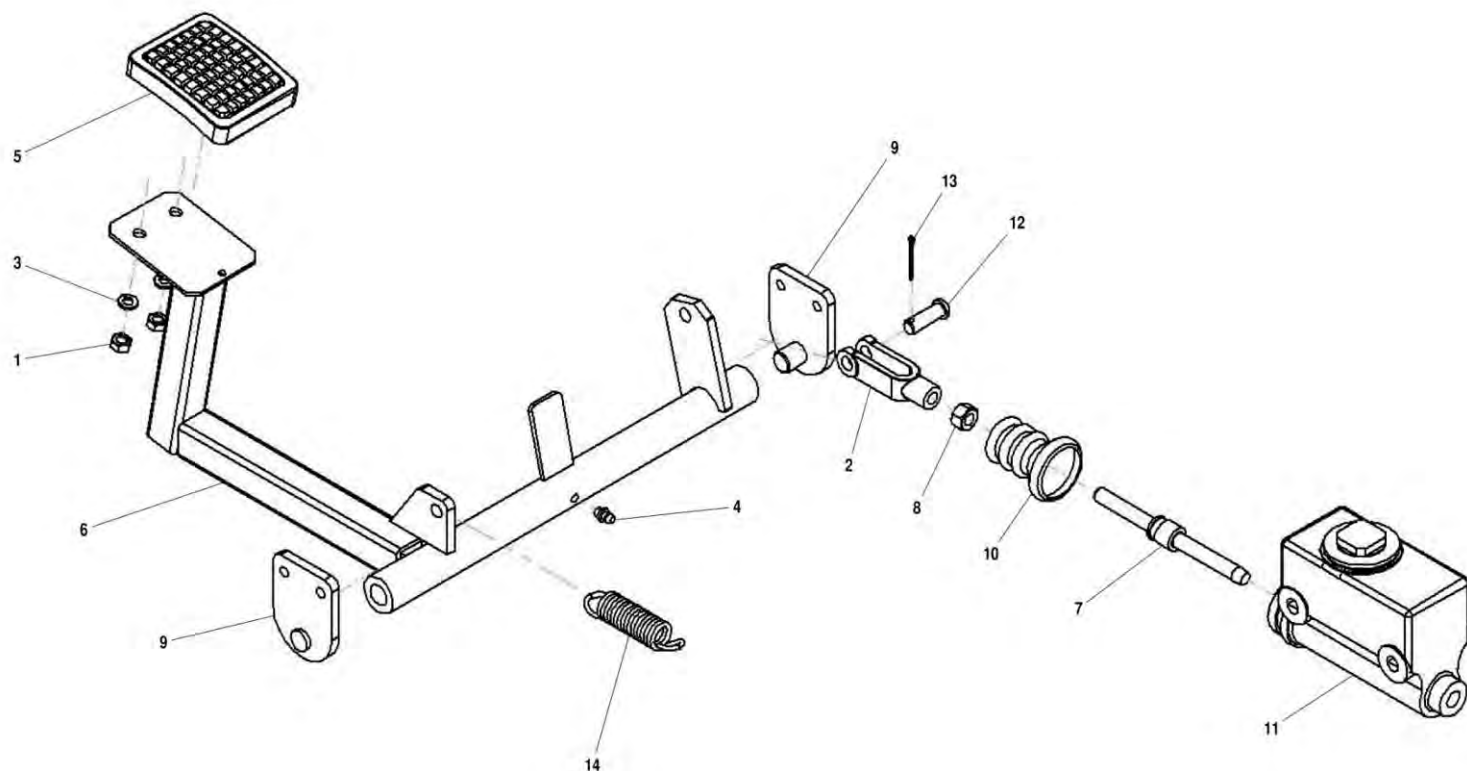


1	49.01.3500	Gearbox	1
2	49.01.35011	Gearbox cover	1
3	49.01.3506	Differential case	1
4	49.01.3507	Differential case cover	1
5	49.03.3505	Brake housing	1
6	49.03.3509	Bell housing	1
7	49.05.3511	I Reduction driven gear	1
8	49.05.3512	II Reduction driving gear	1
9	49.05.3513	II Reduction driven gear	1
10	49.05.3522	Inout gear with brake	1
11	49.05.3531	II Reduction driving gear	1
12	49.05.3532	Differential gear	1
13	49.05.3539	Planet gear	2
14	49.05.3540	Sun gear	4
15	49.06.3593	Axle shaft	1
16	49.06.3594	Axle shaft	1
17	49.07.3600	Differential pin	1
18	49.07.3601	Differential pin	2
19	49.07.3602	Thrust block	1
20	49.08.3622	Drum brake 170	2
21	49.08.3625	Hub	2
22	49.11.3640	Planet gear washer	2
23	49.11.3641	Sun gear washer	4
24	49.11.3642	Pin	2
25	49.11.3648	Protection	2
26	49.11.3649	Ring	2
27	49.11.3650	Ring	2
28	50.05.01.08	Ball bearing	6
29	50.05.01.17	Ball bearing	2
30	50.05.07.13	Tapared roller bearing	2
31	50.05.07.14	Tapared roller bearing	2
32	50.06.01.50	Screw	10
33	50.06.04.17	Flathead bolt	5
34	50.06.06.53	Locknut	40
35	50.06.07.35	Ring nut	2
36	50.06.08.18	Stud bolt	40
37	50.06.10.14	Oil plug	2
38	50.06.19.10040	Bolt	12
39	50.06.22.08055	Flanged bolt	2
40	50.06.23.08025	Flanged bolt	5
41	50.06.23.08050	Flanged bolt	11
42	50.06.28.12025	Stud bolt	12
43	50.07.02.05025	Elastic pin	3
44	50.09.01.03	External circlip	1
45	50.09.01.06	External circlip	2
46	50.09.02.028	Internal circlip	2
47	50.10.01.02V	Oil seal	3
48	50.10.01.27	Oil seal	1
49	50.10.01.28	Oil seal	2
50	50.11.01.02	Key	1
51	50.12.01.06	Washer	2
52	50.12.03.03	Washer	40
53	50.12.05.35	Tab washer	2
54	50.12.09.05	Washer	10
55	50.14.03.170C1	Park brake cable	2
56	50.14.03.170D	Hydraulic drum brake assembly	1
57	50.14.03.170S	Hydraulic drum brake assembly	1
58	50.26.01.01	Oil	0,500 l
59	71.2.4.0.4.06L	Left tube	1
60	71.2.4.0.4.06R	Right tube	1
POS	CODE	DESCRIPTION	QTY

DIFFERENTIAL 27.7:1

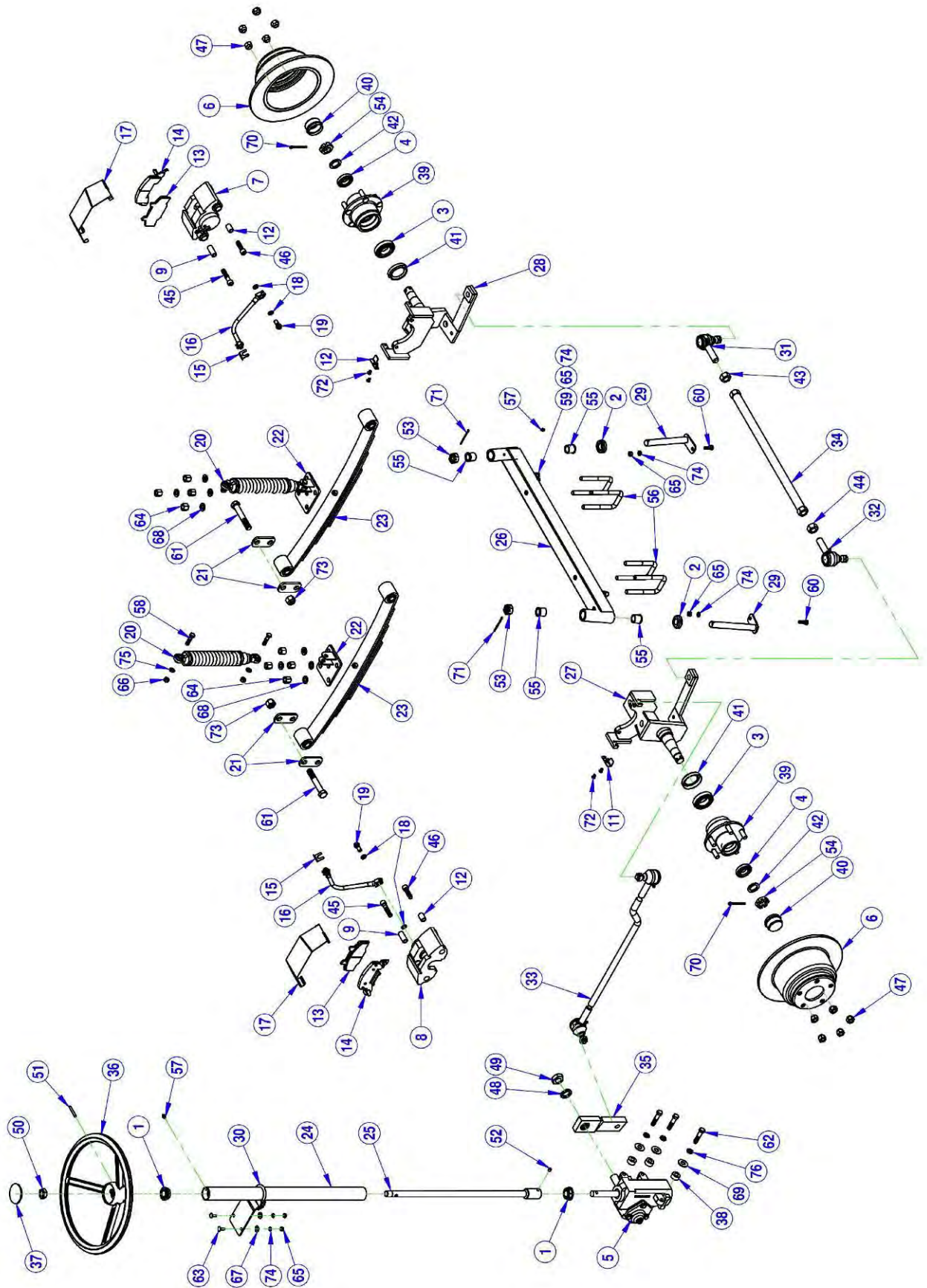


1	49.01.3500	Gearbox	1
2	49.01.35011	Gearbox cover	1
3	49.01.3506	Differential case	1
4	49.01.3507	Differential case cover	1
5	49.03.3505	Brake housing	1
6	49.03.3509	Bell housing	1
7	49.05.3512	II Reduction driving gear	1
8	49.05.3513	II Reduction driven gear	1
9	49.05.3515	I reduction driven gear	1
10	49.05.3523	Input gear with brake	1
11	49.05.3531	II Reduction driving gear	1
12	49.05.3532	Differential gear	1
13	49.05.3539	Planet gear	2
14	49.05.3540	Sun gear	4
15	49.06.3593	Axle shaft	1
16	49.06.3594	Axle shaft	1
17	49.07.3600	Differential pin	1
18	49.07.3601	Differential pin	2
19	49.07.3602	Thrust block	1
20	49.08.3622	Drum brake 170	2
21	49.08.3625	Hub	2
22	49.11.3640	Planet gear washer	2
23	49.11.3641	Sun gear washer	4
24	49.11.3642	Pin	2
25	49.11.3648	Protection	2
26	49.11.3649	Ring	2
27	49.11.3650	Ring	2
28	50.05.01.08	Ball bearing	6
29	50.05.01.17	Ball bearing	2
30	50.05.07.13	Tapared roller bearing	2
31	50.05.07.14	Tapared roller bearing	2
32	50.06.01.50	Screw	10
33	50.06.04.17	Flathead bolt	5
34	50.06.06.53	Locknut	40
35	50.06.07.35	Ring nut	2
36	50.06.08.18	Stud bolt	40
37	50.06.10.14	Oil plug	2
38	50.06.19.10040	Bolt	12
39	50.06.22.08055	Flanged bolt	2
40	50.06.23.08025	Flanged bolt	5
41	50.06.23.08050	Flanged bolt	11
42	50.06.28.12025	Stud bolt	12
43	50.07.02.05025	Elastic pin	3
44	50.09.01.03	External circlip	1
45	50.09.01.06	External circlip	2
46	50.09.02.028	Internal circlip	2
47	50.10.01.02V	Oil seal	3
48	50.10.01.27	Oil seal	1
49	50.10.01.28	Oil seal	2
50	50.11.01.02	Key	1
51	50.12.01.06	Washer	2
52	50.12.03.03	Washer	40
53	50.12.05.35	Tab washer	2
54	50.12.09.05	Washer	10
55	50.14.03.170C1	Park brake cable	2
56	50.14.03.170D	Hydraulic drum brake assembly	1
57	50.14.03.170S	Hydraulic drum brake assembly	1
58	50.26.01.01	Oil	0,500 l
59	71.2.5.0.4.03L	Left tube	1
60	71.2.5.0.4.03R	Right tube	1
POS	CODE	DESCRIPTION	QTY

BRAKE CONTROLS

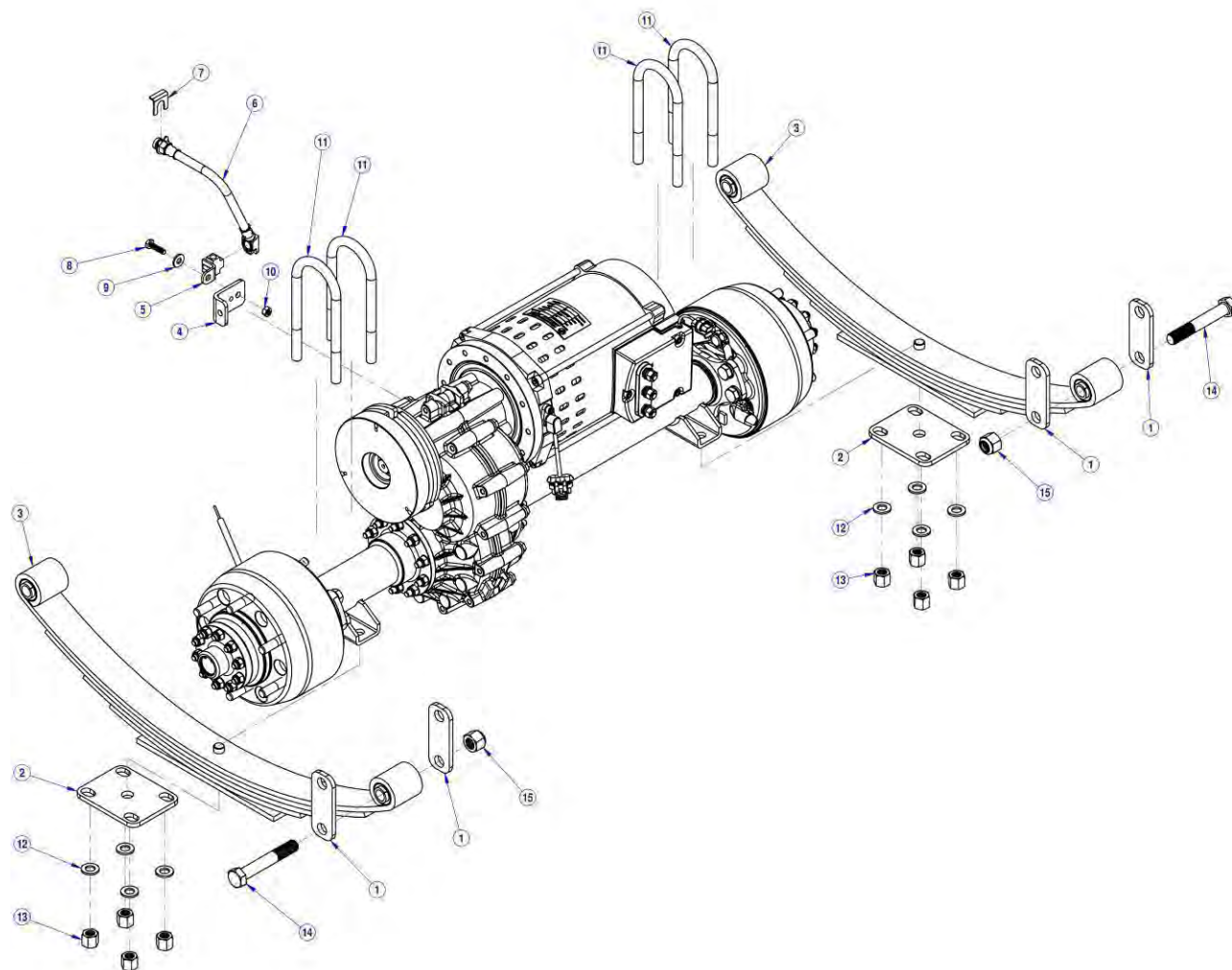
REF	PART NO	DESCRIPTION	QTY	REF	PART NO	DESCRIPTION	QTY
1		NUT 1/4-20UNC	1	13		COTTER PIN 3/32 X 1	1
2	2910000015	YOKE	1	14	2190000003	SPRING (EXTENTION)	1
3		LOCK WASHER 1/4	1				
4	2930000012	LUBRICATION FITTING	1				
5	2131100002	RUBBER PAD	1				
6	2131360002	LEVER	1				
7	2133280001	PUSH ROD-MASTER CYLINDER	1				
8		NUT 3/8-16UNF	1				
9	2132320001	PIVOT	2				
10		BOOT, INCLUDED WITH #2125000001	1				
11	2125000001	MASTER CYLINDER	1				
12		CLEVIS PIN 3/8 X 1-3/32					

FRONT AXLE, SUSPENSION, STEERING, DISC BRAKES



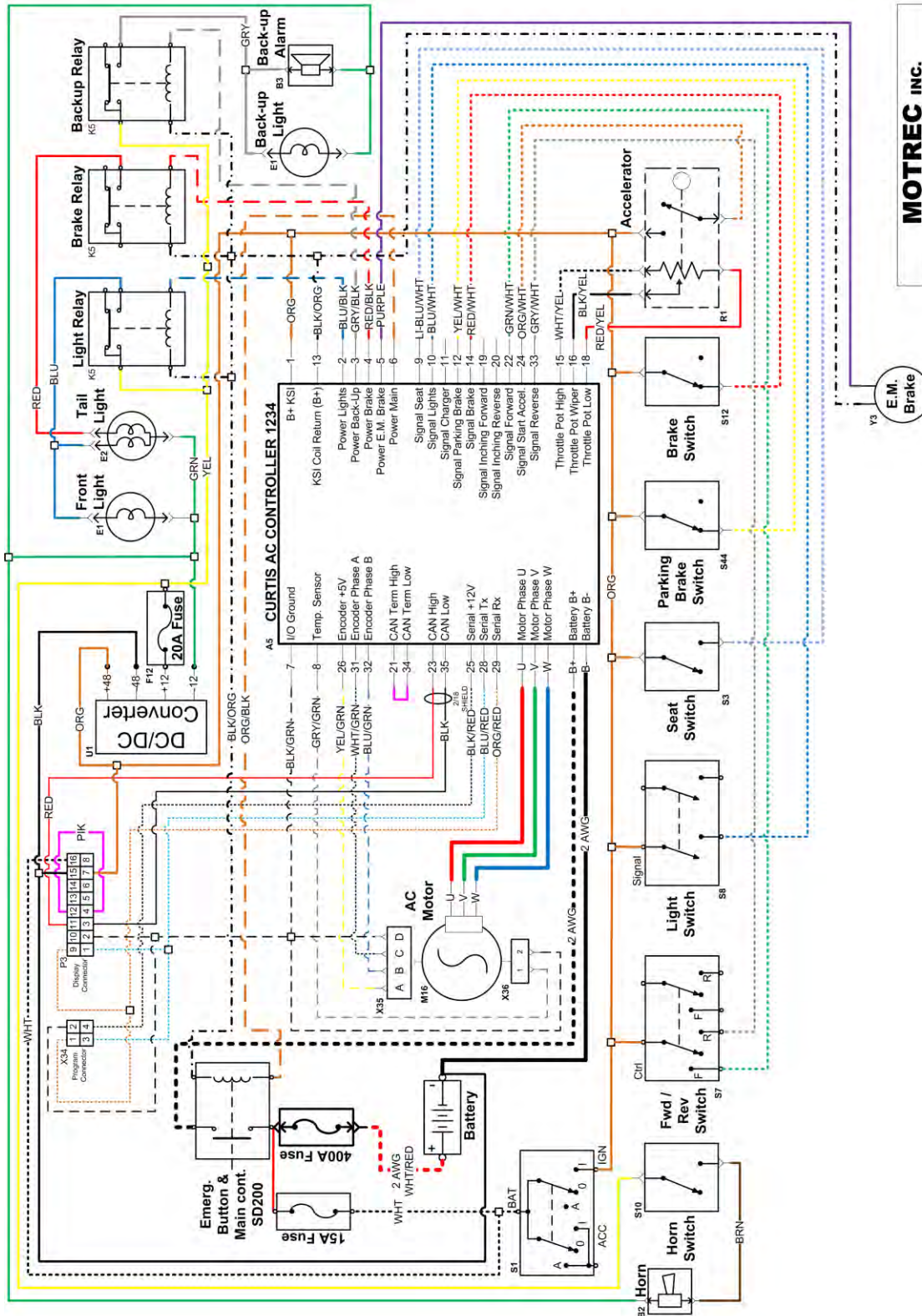
REF	PART NO	DESCRIPTION	REF	PART NO	DESCRIPTION
1	2109012011	BUSHING	41	2229300002	OIL SEAL
2	2103300001	THRUST BEARING	42	2229300003	SPINDLE WASHER
3	2103300001	TAPER BEARING	43	2910000005	NUT, LEFT HAND
4	2103300002	TAPER BEARING	44	2910000006	NUT, RIGHT HAND
5	2117250001	GEAR	45	2910000017	BOLT, LONG
6	2120236001	DISC	46	2910000018	BOLT, SHORT
7	481431K	RIGHT CALIPER	47	2910000019	WHEEL NUT
8	481430K	LEFT CALIPER	48	2910000020	LOCK WASHER 7/8
9	2121000005	BUSHING, LONG	49	2910000021	JAM NUT 7/8-NF
10	2121000006	BUSHING, SHORT	50	2910000022	JAM NUT 3/4-NF
11	2122300001	LEFT CALIPER SUPPORT	51	2910000023	SPRING PIN 1/4 X 1 3/4
12	2122300002	RIGHT CALIPER SUPPORT	52	2910000024	SET SCREW 5/16-NC
13	2128280001	PADS	53	2910300001	CASTELLATED NUT 3/4-NF
14	2128280001	PADS	54	2910300002	CASTELLATED NUT 1-UNEF
15	2129000001	CLIP	55	2914364001	BUSHING
16	2134000001	FLEXIBLE HOSE	56	2916000001	U-BOLT
17	2139000001	CALIPER PROTECTOR	57	2930000012	GREASE FITTING
18	2139000002	WASHER	58		BOLT 3/8-NC X 1 1/2
19	2139000003	BOLT	59		BOLT 5/16-NC X 1 1/4
20	2180240001	SHOCK ABSORBER	60		BOLT 5/16-NC X 1
21	2182320001	SHACKLE LINK	61		BOLT 5/8-NC X 4
22	2184448001	PLATE	62		BOLT 7/16-NC X 2
23	2192280001	LEAF SPRINGS	63		CARRIAGE BOLT 5/16-NC X 3/4
24	2200320007	TUBE	64	2910000041	HEAVY NUT 1/2-NF
25	2200300003	SHAFT	65		NUT 5/16-NC
26	2201320001	AXLE BEAM	66		NUT 3/8-NC
27	2201360001	LEFT SPINDLE, BRAKES	67		FLAT WASHER 5/16
28	2201360002	RIGHT SPINDLE, BRAKES	68	2910000042	FLAT WASHER 12mm
29	2205250001	KING PIN	69		FLAT WASHER 7/16
30	2206320013	STEERING SUPPORT	70		COTTER PIN 3/16 X 2
31	2207000001	ROD END, LEFT HAND	71		COTTER PIN 7/64 X 2
32	2207000002	ROD END, RIGHT HAND	72		MACHINE SCREW 1/4-NC X 3/8
33	2207320015	FRONT TIE ROD	73		NYLON NUT 5/8-NC
34	2207300006	REAR TIE ROD	74		LOCK WASHER 5/16
35	2207320009	ARM	75		LOCK WASHER 3/8
36	2208240001	STEERING WHEEL	76		LOCK WASHER 7/16
37	2208240002	COVER			
38	2219250001	SPACER			
39	2224300002	HUB			
	2910300003	WHEEL BOLT			
40	2229300001	DUST CAP			

REAR SUSPENSION AND BRAKE



REF	PART NO	DESCRIPTION
1	2182320002	SHACKLE LINK
2	2185280002	DIRECT DRIVE PLATE
3	2192320001	5 – LEAF SPRINGS
4	2399330001	CONNECTOR(3WAY) HOLDER
5	2139000005	CONNECTOR 3WAY
6	362821	FLEX. HOSE
7	2129000001	CLIPS
8		BOLT 1/4-NC X 1
9		FLAT WASHER 1/4
10		NYLON NUT 1/4-NC
11	2916280001	U-BOLT 1/2-NF X 2 3/8" I.D.
12	2910000042	FLAT WASHER 12mm
13	2910000041	HEAVY NUT 1/2-NF
14		BOLT 5/8-NC X 4
15		NYLON NUT 5/8-NC

ELECTRICAL DIAGRAM – MAIN CIRCUIT DIAGRAMME ÉLECTRIQUE – CIRCUIT PRINCIPAL



MOTREC INC.

SUBJECT: 1234-AC CONTROLLER

TITLE:

VERSION: V03 DATE: 2015/02/06

AUTHOR: M.BEAUMONT APPROVED:

DRAWING # 1234-AC CONTROLLER CURTIS V2015-01-27 vsd

PARTS LIST

NO	DESIGNATION	REF	QTY
A1	SEPEX SPEED CONTROL, 24-36V, 300A	1243-4320	
A2	SEPEX SPEED CONTROL, 24-36V, 400A	1244-4451	
	SEPEX SPEED CONTROL, 36-48V, 600A	1244-5651	
	SEPEX SPEED CONTROL, 36-80V, 600A	1244-6651	
A3	SERIES SPEED CONTROL, 24-36V, 400A	367013	
	SERIES SPEED CONTROL, 36-48V, 350A	487013	
	SERIES SPEED CONTROL, 24-36V, 275A	367010	
A4	SERIES SPEED CONTROL, 24-36V, 350A	1205X-4401	
	SERIES SPEED CONTROL, 36-48V, 350A	1205X-5301	
A5	CURTIS AC CONTROL. 36-48V, 350A	3105236001	
	CURTIS AC CONTROL. CONNECTOR	3105800001-C	
	CURTIS AC CONTROL. CONNECTOR PINS	3105800001-P	
B1	STROBELIGHT	*	
B2	HORN	*	
B3	REVERSE ALARM	*	
B4	MOTION BEEPER	*	
B5	BRAKING BRAKE ALARM	3100000001	
B6	WARNING BUZZER	3100480001	
B7	WARNING BUZZER	3100000007	
B8	RADIO JVC KD-40 WITH 2 AUX INPUT + USB	3114000002	
B9	SPEAKER OMAGE INT-EXT BLACK 5-1/4	3114000005	
E1	HEADLIGHT	*	
E2	TAIL/BRAKE LIGHT	*	
E3	AMBER FRONT LIGHT	*	
E4	BACKUP LIGHT	*	
E5	TAIL/BRAKE/TURN LIGHT - RIGHT	3111800001	
E6	TAIL/BRAKE/TURN LIGHT - LEFT	3111800002	
E7	DOMELIGHT	3669006	
E8	LOW BRAKE OIL LIGHT	3126000001	
F1	FUSE, 15A	246108K	
F2	CIRCUIT BREAKER, 50A	3107000001	
F3	CIRCUIT BREAKER, 150A	3107000002	
F4	DIODE	367012	
F5	DIODE BRIDGE	3669027	
F6	FUSE, 30A	4890028	
F7	FUSE, 300A	3118224003	
	FUSE BASE	3118224002	
F8	8 FUSES BASE	3118000005	
F9	FUSE, 10A	3069019F	
	FUSE HOLDER	246108	
F10	MAXI BLADE FUSE 30A	3118501005	
F11	FUSE, 1A		
F12	FUSE, 20A	3118000006	
F13	FUSE, 6A	3118000004	
F14	FUSE, ANN 400A	3118000010	
	FUSE HOLDER BUSS 4164	3118224002	
G1	BATTERY		
G2	BATTERY CHARGER		
G3	BATTERY (OPTIONAL)		
H1	PILOT LIGHT	*	
K1	FLASHER RELAY (INCANDESCENT)	3069004	
	FLASHER RELAY, (LED)	3127000002	

K2	110 VAC RELAY	366213	
	RELAY BASE	246216	
	RELAY RETAINING CLIP	246216C	
K3	FLASHER RELAY	3127000002	
K4	12V MULTIFUNCTION TIMER RELAY 11 PIN	3127662001	
	11 PIN RELAY BASE	3128662001	
K5	RELAY 24VDC SPDT 20A/10A	3127240001	
M1 (E-12)	PERMANENT MAGNET MOTOR, 1/3HP	112406	
(E-100)	PERMANENT MAGNET MOTOR, 1/2HP	124002	
M2	SEPEX MOTOR		
M3	SERIES MOTOR		
M4	WIPER MOTOR	*	
M5	WIPER MOTOR (ADJUSTABLE SPEED)	3113880001	
M6	24 VDC MOTOR – PUMP	204050	
M7	CAB HEATER	*	
M8	48 VDC MOTOR – PUMP	4160266001	
M9	IN-LINE BLOWER	3129480004	
M10	COOLING FAN CONTROL – 12V	3129224001	
M11	COOLING FAN CONTROL – 24V	3129224003	
M12	COOLING FAN MOTOR – 12V	3129224004	
M13	FAN	Call factory	
M14	CAB FAN	*	
M15	COOLING FAN MOTOR	3129124002	
M16	AC MOTOR 36-48VAC FAN COOLED	3112248005	
P1	INDICATOR (BDI), HOUR METER	*	
P2	INDACATOR, HOUR METER 72-80V	802RB7280	
P3	LCD DISPLAY CURTIS	3108000006	
	DISPLAY CONNECTOR	3119000062	
	DISPLAY CONNECTOR PINS	3130000019	
R1	HANDLE ACCELERATOR	3125012001	
	ACCELERATOR (CONDUCTEUR DEBOUT)	367004	
	MICROSWITCH	367005	
	POTENTIOMETER	367008	
	SPRING	2662001	
	ACCELERATOR (CONDUCTEUR ASSIS)	2142100001	
	MICROSWITCH	3109100001	
	POTENTIOMETER	367003	
	PLASTIC GEAR	367015	
	SPRING	2462008	
	ACCELERATOR, VERTICAL MOUNT	3062001C	
	POTENTIOMETER	367008	
	SPRING	2262004C	
	MICROSWITCH	2262001C	
	LEVER	2262003C	
R4	RESISTANCE, 250 OHMS	367014	
R5	RESISTANCE, 5 KOHMS	2869003	
S1	KEY SWITCH	246205	
S2	DPDT KEY SWITCH	3109000023	
	DPDT KEY SWITCH BASE	3109000017	
	N.O. CONTACT	3109000016	
	N.F. CONTACT	3109000018	
S3	SEAT SWITCH, KIT	2392240003	
	SEAT SWITCH, MICRO-SWITCH	3109100002	
	SEAT SWITCH, SEAT MOUNTED (MICHIGAN)	3109000003	
	CONNECTOR	3109000004	

	SEAT SWITCH, SEAT MOUNTED (GRAMMER)	2205002SW	
S6	FOOT SWITCH	1269003	
S7	FORWARD/REVERSE SELECTOR, ROCKER TYPE	266211	
	FORWARD/REVERSE SELECTOR, COLUMN	436212	
	FORWARD/REVERSE SELECTOR, TILT/TEL COLUMN	366212	
S8	LIGHT SWITCH, ROCKER TYPE	1269004	
	LIGHT SWITCH, PUSH/PULL	486002	
S9	HIGH/LOW HEADLIGHT SWITCH	3109300002	
S10	HORN BUTTON	*	
	HORN BUTTON, COLUMN MOUNT	*	
	HORN BUTTON, TILT/TEL COLUMN	*	
	HORN BUTTON, FLOOR MOUNT	246220	
S11	BRAKE LIGHT SWITCH (CONDUCTEUR DEBOUT)	3109100002	
S12	BRAKE LIGHT SWITCH (CONDUCTEUR ASSIS)	246207	
	HYDRAULIC BRAKE LIGHT SWITCH	2374001	
S13	FLASHER SWITCH	*	
S14	BRAKING BRAKE SWITCH	3109100002	
S15	EMERGENCY PUSH BUTTON	3109800001	
	EMERGENCY PUSH BUTTON, LABEL	3109800006	
S16	UP/DOWN SWITCH	3109266001	
S17	HYDRAULIC PRESSURE SWITCH	3674005	
S18	STAB LOCK SWITCH	3109000029	
S19	EMERGENCY PUSH BUTTON, 250A	3109000005	
	MAINTENANCE SWITCH	3109000022	
	LOCK-OUT MAINTENANCE SWITCH	3109000030	
S20	EMERGENCY PUSH BUTTON	4869012	
S21	EMERGENCY PUSH BUTTON W CASE	3109000008	
S22	TOGGLE SWITCH 2P2T	3109000013	
S23	PRESSURE SWITCH NC	4874001	
S24	HIGH/LOW SELECTOR	55017	
S25	WIPERSWITCH, ADJUST SPEED	3109300005	
S26	HEATER SWITCH	3109300003	
S27	GREEN SWITCH (FORWARD)	3109124005	
S28	GREEN SWITCH (FAST)	3109124005	
S29	GREEN SWITCH (REVERSE)	3109124005	
S30	RED SWITCH (BRAKE)	3109124007	
S31	BLACK SWITCH (HORN)	3109124006	
S32	SIREN/RADIO	3114000001	
S33	SIREN (SPEAKER)	3115000002	
S34	LOW BRAKE OIL SWITCH	2125300003	
S35	TOGGLE SWITCH, ON/OFF	55017	
	ON/OFF PLATE, TOGGLE SWITCH	2469011	
S36	LEG LOCK SWITCH	3109000014	
S37	BATTERY DISCONNECT SWITCH	3109000022	
	LOCK-OUT LEVER	3109000030	
S38	PROGRAMMABLE KEY PAD	3129000003	
S39	PUSH BUTTON WARNING BUZZER	3109000036	
S40	SEALED PUSH BUTTON	3109000024	
	GREEN CAP FOR PUSH BUTTON	3109000025	
	RED CAP FOR PUSH BUTTON	3109000035	
	YELLOW CAP FOR PUSH BUTTON	3109000026	
	SPLASH GUARD FOR PUSH BUTTON	3109000027	
S41	ROTARY SELECTOR 3 POS	3109800015	
S42	LIMIT SWITCH DPDT NO W ADJ ROLLER	3109000038	

S43	SWITCH MAT	3109662003	
S44	MAGNETIC SWITCH FOR PARKING BRAKE LEVER	3109000037	
U1	DC-DC CONVERTER	*	
V1	INVERTER/CHARGER 110VAC, 2400W	**	
X1	HOUR METER CONNECTOR		
X2	SPEED CONTROL CONNECTOR – 1244-XXXX		
X3	SPEED CONTROL CONNECTOR – 1243-XXXX		
X4	SPEED CONTROL CONNECTOR – 1205X-XXXX		
X5	BATTERY CHARGER CONNECTOR		
X6	BLUE CONNECTOR SB-50	SB-50B	
X7	GRAY CONNECTOR SB-50	SB-50G	
X8	RED CONNECTOR SB-50	SB-50R	
X9	YELLOW CONNECTOR SB-50	SB-50Y	
X10	BLUE CONNECTOR SB-175	SB-175B	
X11	GRAY CONNECTOR SB-175	SB-175G	
X12	RED CONNECTOR SB-175	SB-175R	
X13	YELLOW CONNECTOR SB-175	SB-175Y	
X14	BLUE CONNECTOR SBX-175	SBX-175B	
X15	GRAY CONNECTOR SBX-175	SBX-175G	
X16	RED CONNECTOR SBX-175	SBX-175R	
X17	YELLOW CONNECTOR SBX-175	SBX-175Y	
X18	BLUE CONNECTOR SB-350	SB-175B	
X19	GRAY CONNECTOR SB-350	SB-175G	
X20	RED CONNECTOR SB-350	SB-175R	
X21	YELLOW CONNECTOR SB-350	SB-175Y	
X22	BLUE CONNECTOR SBX-350	SBX-350B	
X23	GRAY CONNECTOR SBX-350	SBX-350G	
X24	RED CONNECTOR SBX-350	SBX-350R	
X25	YELLOW CONNECTOR SBX-350	SBX-350Y	
X26	CONNECTOR – 6 POSITIONS – MALE	4869038	
X27	CONNECTOR – 6 POSITIONS – FEMALE	4869039	
X28	MOUNT RECEPTACLE, 125V – 20A	3119480008	
	WEATHERPROOF BOX	3119480006	
	CONNECTOR BOX	3119480007	
	WEATHERPROOF COVER	3119480005	
X29	PVC GROUNDING PLUG, YELLOW	80003	
X30	TRAILER CONNECTOR – 7 POLE - MALE	3119480009	
X31	TRAILER CONNECTOR – 7 POLE - FEMALE	3119480010	
X32	TRAILER CONNECTOR – 9 POLE - FEMALE	3119480035	
X33	TRAILER CONNECTOR – 9 POLE - MALE	3119480036	
	MOUNTING BRACKET – TRAILER CONNECTOR	3119480003B	
X34	PROGRAMMATION CONNECTOR	3119000063	
	PROGRAMMATION CONNECTOR PINS	3130800001	
X35	ENCODER CONNECTOR – VEHICLE PART	3119000048	
	ENCODER CONNECTOR PINS – VEHICLE PART	3119000052	
	ENCODER CONNECTOR – MOTOR PART	3119000049	
	ENCODER CONNECTOR PINS – MOTOR PART	3119000053	
	ENCODER CONNECTOR SEAL	3119000051	
	ENCODER CONNECTOR LOCK	3119000050	
X36	THERMAL SENSOR CONNECTOR – VEHICLE PART	3119000045	
	THERMAL SENSOR CONNECTOR PINS – VEHICLE PART	3119000052	
	THERMAL SENSOR CONNECTOR – MOTOR PART	3119000049	
	THERMAL SENSOR CONNECTOR PINS – MOTOR PART	3119000053	

	THERMAL SENSOR CONNECTOR SEAL	3119000051	
	THERMAL SENSOR CONNECTOR LOCK	3119000047	
Y1	MAIN CONTACTOR – 24V	246111	
	HEAVY DUTY MAIN CONTACTOR – 24V	246112	
	HEAVY DUTY MAIN CONTACTOR – 24V	GE800AH205X0	
	MAIN CONTACTOR – 36V	3104236001	
	MAIN CONTACTOR – 48V	486222	
	HEAVY DUTY MAIN CONTACTOR – 48V	GE800AH208X0	
Y2	F/R CONTACTOR – 24V	246230	
	F/R CONTACTOR – 36V	366217	
	F/R CONTACTOR – 48V	486217	
Y3	ELECTROMAGNETIC BRAKE	2139124002	
Y4	ACCESSORIES SOLENOID – 36V	366215	
Y7	HYDROSTATIC MANIFOLD		
Y8	REVERSE CONTACTOR , 36-48V, 150A	436217	
Y9	FORWARD CONTACTOR , 36-48V, 150A	436218	
Y10	HEATER SOLENOID	246101	
Y11	ELECTROMAGNETIC BRAKE	Call Factory	
Y12	PUMP H.D. SOLENOID	486222	
Y13	DOWN VALVE	4170266001	
Y14	CONTACTOR – 24V	2469010	
Y15	PUMP CONTACTOR – 24V	246112	
Y16	STAB/UNSTAB SOLENOID	4874015	
Y17	DOWN VALVE SOLENOID	4874003	
Y18	UP VALVE SOLENOID	4874002	
Y19	LEVEL INTERLOCK SOLENOID	246230	
Y20	LEVEL SENSOR	3129480001	
Y21	INVERTER SOLENOID	486222	
Y22	RELAY 48V DPDT 10A	3127248002	
Y23	HYDRAULIC VALVE SOLENOID	*	
	F/R BUSSBARS	3119000008	
	STATIC STRAP	2450001	
Y24	POWER STEERING VALVE 48V	4170000003	
Y25	12V SOLENOID	4170480004	
Y26	HYDRAULIC VALVE SOLENOID 2W3P	4170480007	
Y27	RELAY 24V DPDT 10A	3127224001	
Y28	RELAY 12V	3069010	
Y29	RELAY 24V SPDT 40A	3127224002	
Y30	LEVEL SENSOR ELECTRONIC		

* Consult Motrec Illustrated parts

** Consult Motrec chargers

LISTE DE PIÈCES

NO.	DÉSIGNATION	RÉF.	QTÉ
A1	CONTRÔLEUR SEPEX, 24-36V, 300A	1243-4320	
A2	CONTRÔLEUR SEPEX, 24-36V, 400A	1244-4451	
	CONTRÔLEUR SEPEX, 36-48V, 400A	1244-5461	
	CONTRÔLEUR SEPEX, 36-48V, 600A	1244-5651	
	CONTRÔLEUR SEPEX, 36-80V, 600A	1244-6651	
A3	CONTRÔLEUR PMC, 24-36V, 400A	367013	
	CONTRÔLEUR PMC, 36-48V, 350A	487013	
	CONTRÔLEUR PMC, 24-36V, 275A	367010	
A4	CONTRÔLEUR PMC, 24-36V, 350A	1205X-4401	
	CONTRÔLEUR PMC, 36-48V, 350A	1205X-5301	
A5	CONTRÔLEUR CURTIS AC, 36-48V, 350A	3105236001	
	CONNECTEUR DE CONTRÔLEUR CURTIS AC	3105800001-C	
	TERMINAL DE CONNECTEUR DE CONTRÔLEUR CURTIS AC	3105800001-P	
B1	STROBOSCOPE	*	
B2	KLAXON	*	
B3	ALARME DE REcul	*	
B4	ALARME DE MOUVEMENT	*	
B5	ALARME, FREIN STATIONNEMENT	3100000001	
B6	ALARME SONORE	3100480001	
B7	SPEAKER OMAGE INT-EXT BLACK 5-1/4	3114000005	
B8	RADIO JVC KD-40 WITH 2 AUX INPUT + USB	3114000002	
E1	LUMIÈRE AVANT	*	
E2	LUMIÈRE ARRIÈRE	*	
E3	LUMIÈRE DE CLIGNOTANTS, AMBRE	*	
E4	LUMIÈRE DE REcul	*	
E5	LUMIÈRE ARRIÈRE AVEC CLIGNOTANT – DROITE	3111800001	
E6	LUMIÈRE ARRIÈRE AVEC CLIGNOTANT – GAUCHE	3111800002	
E7	PLAFONNIER	3669006	
E8	LUMIÈRE DE NIVEAU D'HUILE BAS	3126000001	
F1	FUSIBLE, 15A	246108K	
F2	RELAIS, 50A	3107000001	
F3	RELAIS, 150A	3107000002	
F4	DIODE	367012	
F5	PONT DIODE	3669027	
F6	FUSIBLE, 30A	4890028	
F7	FUSIBLE, 300A	3118224003	
	BASE DE FUSIBLE 300A	3118224002	
F8	8 BASE DE FUSIBLE	3118000005	
F9	FUSIBLE, 10A	3069019F	
	PORTE FUSIBLE	246108	
F10	FUSIBLE MAXI 30A	3118501005	
F11	FUSIBLE, 1A		
F12	FUSIBLE, 20A	3118000006	
F13	FUSIBLE, 6A	3118000004	
F14	FUSIBLE, ANN 400A	3118000010	
	PORTE FUSIBLE BUSS 4164	3118224002	
G1	BATTERIE		
G2	CHARGEUR À BATTERIE		
G3	BATTERIE (OPTIONNEL)		
H1	LAMPE TÉMOIN ROUGE	*	
K1	RELAIS DE CLIGNOTANT (INCANDESCENT)	3069004	
	RELAIS DE CLIGNOTANT (LED)	3127000002	

K2	RELAIS 110 VAC	366213	
	BASE DE RELAIS	246216	
	BROCHE DE SOUTIEN	246216C	
K5	RELAIS 24VDC SPDT 20A/10A	3127240001	
M1 (E-12)	MOTEUR À AIMANT PERMANENT, 1/3HP	112406	
(E-100)	MOTEUR À AIMANT PERMANENT, 1/2HP	124002	
M2	MOTEUR, SEPEX		
M3	MOTEUR, SERIES		
M4	MOTEUR D'ESSUIE-GLACE	*	
M5	MOTEUR D'ESSUIE-GLACE (VITESSE AJUSTABLE)	3113880001	
M6	MOTEUR/POMPE, 24 VDC	204050	
M7	CHAUFFERETTE DE CABINE	*	
M8	MOTEUR/POMPE, 48 VDC	4160266001	
M9	VENTILATEUR AXIAL	3129480004	
M10	VENTILATEUR POUR CONTRÔLE – 12V	3129224001	
M11	VENTILATEUR POUR CONTRÔLE – 24V	3129224003	
M12	VENTILATEUR POUR MOTEUR – 12V	3129224004	
M13	VENTILATEUR	Call factory	
M14	VENTILATEUR DE CABINE	*	
M15	VENTILATEUR POUR MOTEUR	3129124002	
M16	MOTEUR AC 36-48VAC AVEC FANNE	3112248005	
P1	INDICATEUR (BDI), COMPTEUR D'HEURE	*	
P2	INDICATEUR, COMPTEUR D'HEURE 72-80V	802RB7280	
P3	ECRAN ACL CURTIS	3108000006	
	CONNECTEUR D'ÉCRAN ACL	3119000062	
	TERMINAL DU CONNECTEUR D'ÉCRAN ACL	3130000019	
R1	ACCÉLÉRATEUR SUR POIGNÉE	3125012001	
	ACCÉLÉRATEUR (CONDUCTEUR DEBOUT)	367004	
	MICRO-INTERRUPTEUR	367005	
	POTENTIOMÈTRE	367008	
	RESSORT	2662001	
	ACCÉLÉRATEUR (CONDUCTEUR ASSIS)	2142100001	
	MICRO-INTERRUPTEUR	3109100001	
	POTENTIOMÈTRE	367003	
	ENGRENAGE DE PLASTIQUE	367015	
	RESSORT	2462008	
	ACCÉLÉRATEUR, VERTICAL	3062001C	
	POTENTIOMÈTRE	367008	
	RESSORT	2262004C	
	MICRO-INTERRUPTEUR	2262001C	
	LEVIER	2262003C	
R4	RESISTANCE, 250 OHMS	367014	
R5	RESISTANCE, 5 KOHMS	2869003	
S1	CLÉ DE CONTACT	246205	
S2	SÉLECTEUR À CLÉ, DPDT	3109000023	
	SÉLECTEUR À CLÉ, DPDT, BASE	3109000017	
	CONTACT, N.O.	3109000016	
	CONTACT, N.F.	3109000018	
S3	INTERRUPTEUR DE SIÈGE, KIT	2392240003	
	INTERRUPTEUR DE SIÈGE, MICRO-INTERRUPTEUR	3109100002	
	INTERRUPTEUR DE SIÈGE, MONTÉ DANS SIÈGE (MICHIGAN)	3109000003	
	CONNECTEUR	3109000004	
	INTERRUPTEUR DE SIÈGE, MONTÉ DANS SIÈGE (GRAMMER)	2205002SW	
S6	INTERRUPTEUR AU PIED	1269003	
S7	SÉLECTEUR A/R À BASCULE	266211	

	SÉLECTEUR A/R À BASCULE, MONTÉ SUR COLONNE	436212	
	SÉLECTEUR A/R À BASCULE, COLONNE INCLINABLE	366212	
S8	INTERRUPTEUR DE LUMIÈRE À BASCULE	1269004	
	INTERRUPTEUR DE LUMIÈRE, POUSSER ET TIRER	486002	
S9	INTERRUPTEUR DE LUMIÈRE, HAUTE OU BASSE	3109300002	
S10	INTERRUPTEUR DE KLAXON	*	
	INTERRUPTEUR DE KLAXON, MONTÉ SUR COLONNE	*	
	INTERRUPTEUR DE KLAXON, COLONNE INCINABLE	*	
	INTERRUPTEUR DE KLAXON AU PIED	246220	
S11	INTERRUPTEUR DE FREIN (CONDUCTEUR DEBOUT)	3109100002	
S12	INTERRUPTEUR DE FREIN (CONDUCTEUR ASSIS)	246207	
	INTERRUPTEUR DE FREIN HYDRAULIQUE	2374001	
S13	COMMUTATEUR DE CLIGNOTANT	*	
S14	INTERRUPTEUR DE FREIN, FREIN STATIONNEMENT	3109100002	
S15	BOUTON POUSSOIR D'URGENCE	3109800001	
	ÉTIQUETTE DU BOUTON POUSSOIR D'URGENCE	3109800006	
S16	INTERRUPTEUR DE MONTÉE OU DESCENTE	3109266001	
S17	INTERRUPTEUR DE PRESSION	3674005	
S18	INTERRUPTEUR POUR BARRURE DE STABILISATEUR	3109000029	
S19	BOUTON POUSSOIR D'URGENCE, 250A	3109000005	
	INTERRUPTEUR POUR MAINTENANCE	3109000022	
	BARRURE D'INTERRUPTEUR DE MAINTENANCE	3109000030	
S20	BOUTON POUSSOIR D'URGENCE	4869012	
S21	BOUTON POUSSOIR D'URGENCE AVEC BOÎTIER	3109000008	
S22	INTERRUPTEUR À BASCULE 2P2T	4874004WP	
S23	INTERRUPTEUR DE PRESSION, N.F.	4874001	
S24	INTERRUPTEUR DE LUMIÈRE, HAUTE OU BASSE	55017	
S25	INTERRUPTEUR D'ESSUIE-GLACE, VITESSE ADJUSTABLE	3109300005	
S26	INTERRUPTEUR DE CHAUFFERETTE	3109300003	
S27	INTERRUPTEUR VERT (AVANT)	3109124005	
S28	INTERRUPTEUR VERT (RAPIDE)	3109124005	
S29	INTERRUPTEUR VERT (RECU)	3109124005	
S30	INTERRUPTEUR ROUGE (FREIN)	3109124007	
S31	INTERRUPTEUR VERT (KLAXON)	3109124006	
S32	SIRÈNE/RADIO	3114000001	
S33	SIRÈNE (HAUT PARLEUR)	3115000001	
S34	INTERRUPTEUR DE NIVEAU D'HUILE BAS	2125300003	
S35	INTERRUPTEUR À BASCULE, ON/OFF	55017	
	PLAQUE ON/OFF, INTERRUPTEUR À BASCULE	2469011	
S36	INTERRUPTEUR POUR PATTES DE STABILISATEUR	3109000014	
S37	INTERRUPTEUR DE MAINTENANCE – COUPE BATTERIES	3109000022	
	LEVIER POUR CADENAS	3109000030	
S38	SERRURE PROGRAMMABLE	3129000003	
S39	BOUTON POUSSOIR POUR ALARME SONORE	3109000036	
S40	BOUTON POUSSOIR SCELLÉ	3109000024	
	BOUTON VERT	3109000025	
	BOUTON ROUGE	3109000035	
	BOUTON JAUNE	3109000026	
	PROTECTEUR DE BOUTON	3109000027	
S41	SELECTEUR ROTATIF 3 POS	3109800015	
S44	INTERRUPTEUR MAGNÉTIQUE DE FREIN DE STATIONNEMENT	3109000037	
U1	CONVERTISSEUR DC-DC	*	
V1	CHARGEUR 110VAC, 2400W	**	
X1	CONNECTEUR, INDICATEUR		

X2	CONNECTEUR, CONTRÔLEUR – 1244-XXXX		
X3	CONNECTEUR, CONTRÔLEUR – 1243-XXXX		
X4	CONNECTEUR, CONTRÔLEUR – 1205X-XXXX		
X5	CONNECTEUR, CHARGEUR À BATTERIE		
X6	CONNECTEUR BLEU, SB-50	SB-50B	
X7	CONNECTEUR GRIS, SB-50	SB-50G	
X8	CONNECTEUR ROUGE, SB-50	SB-50R	
X9	CONNECTEUR JAUNE, SB-50	SB-50Y	
X10	CONNECTEUR BLEU, SB-175	SB-175B	
X11	CONNECTEUR GRIS, SB-175	SB-175G	
X12	CONNECTEUR ROUGE, SB-175	SB-175R	
X13	CONNECTEUR JAUNE, SB-175	SB-175Y	
X14	CONNECTEUR BLEU, SBX-175	SBX-175B	
X15	CONNECTEUR GRIS, SBX-175	SBX-175G	
X16	CONNECTEUR ROUGE, SBX-175	SBX-175R	
X17	CONNECTEUR JAUNE, SBX-175	SBX-175Y	
X18	CONNECTEUR BLEU, SB-350	SB-175B	
X19	CONNECTEUR GRIS, SB-350	SB-175G	
X20	CONNECTEUR ROUGE, SB-350	SB-175R	
X21	CONNECTEUR JAUNE, SB-350	SB-175Y	
X22	CONNECTEUR BLEU, SBX-350	SBX-350B	
X23	CONNECTEUR GRIS, SBX-350	SBX-350G	
X24	CONNECTEUR ROUGE, SBX-350	SBX-350R	
X25	CONNECTEUR JAUNE, SBX-350	SBX-350Y	
X26	CONNECTEUR – 6 POSITIONS - MALE	4869038	
X27	CONNECTEUR – 6 POSITIONS - FEMALE	4869039	
X28	PRISE FEMELLE, 125V – 20A	3118480008	
	BOÎTIER ÉTANCHE	3119480006	
	CONNECTEUR POUR BOÎTIER	3119480007	
	COUVERCLE ÉTANCHE	3119480005	
X29	PRISE MALE - JAUNE, 125V – 15A	80003	
X30	CONNECTEUR DE REMORQUE – 7 FILS - MALE	3119480009	
X31	CONNECTEUR DE REMORQUE – 7 FILS - FEMALE	3119480010	
	SUPPORT DE MONTAGE – CONNECTEUR DE REMORQUE	3119480003B	
X32	CONNECTEUR DE REMORQUE – 9 POLE - FEMALE	3119480035	
X33	CONNECTEUR DE REMORQUE – 9 POLE - MALE	3119480036	
X34	CONNECTEUR DE PROGRAMMATION	3119000063	
	TERMINAL DU CONNECTEUR DE PROGRAMMATION	3130800001	
X35	CONNECTEUR DE L'ENCODEUR – PARTIE VEHICULE	3119000048	
	TERMINAL DU CONNECTEUR DE L'ENCODEUR – PARTIE VEHICULE	3119000052	
	CONNECTEUR DE L'ENCODEUR – PARTIE MOTEUR	3119000049	
	TERMINAL DU CONNECTEUR DE L'ENCODEUR – PARTIE MOTEUR	3119000053	
	JOINT D'ÉTANCHÉITÉ DU CONNECTEUR DE L'ENCODEUR	3119000051	
	BARRURE DU CONNECTEUR DE L'ENCODEUR	3119000050	
X36	CONNECTEUR DE LA SONDE THERMIQUE – PARTIE VEHICULE	3119000045	
	TERMINAL DU CONNECTEUR DE LA SONDE THERMIQUE – PARTIE VEHICULE	3119000052	
	CONNECTEUR DE LA SONDE THERMIQUE – PARTIE MOTEUR	3119000049	
	TERMINAL DU CONNECTEUR DE LA SONDE THERMIQUE – PARTIE MOTEUR	3119000053	
	JOINT D'ÉTANCHÉITÉ DU CONNECTEUR DE LA SONDE THERMIQUE	3119000051	

	BARRURE DU CONNECTEUR DE LA SONDE THERMIQUE	3119000047	
Y1	CONTACTEUR PRINCIPAL – 24V	246111	
	CONTACTEUR PRINCIPAL, SERVICE INTENSIF – 24V	246112	
	CONTACTEUR PRINCIPAL, SERVICE INTENSIF – 24V	GE800AH205X0	
	CONTACTEUR PRINCIPAL – 36V	3104236001	
	CONTACTEUR PRINCIPAL – 48V	486222	
	CONTACTEUR PRINCIPAL, SERVICE INTENSIF – 48V	GE800AH208X0	
Y2	CONTACTEUR A/R – 24V	246230	
	CONTACTEUR A/R – 36V	366217	
	CONTACTEUR A/R – 48V	486217	
Y3	FREIN ÉLECTROMAGNETIQUE	2139124002	
Y4	ACCESSOIRS SOLÉNOÏDE – 36V	366215	
Y8	CONTACTEUR, 36-48V, 150A, RECUL	436217	
Y9	CONTACTEUR, 36-48V, 150A, AVANT	436218	
Y10	SOLÉNOÏDE, CHAUFFERETTE	246101	
Y11	FREIN ÉLECTROMAGNETIQUE	Call Factory	
Y12	SOLÉNOÏDE, SERVICE INTENSIF, POUR POMPE	486222	
Y13	VALVE DESCENTE	4170266001	
Y14	CONTACTEUR - 24V	2469010	
Y15	CONTACTEUR – 24V, POMPE	246112	
Y16	SOLÉNOÏDE, STAB/DÉSTAB	4874015	
Y17	SOLÉNOÏDE, DESCENTE	4874003	
Y18	SOLÉNOÏDE, MONTÉE	4874002	
Y19	SOLÉNOÏDE, SENSEUR DE NIVEAU	246230	
Y20	SENSEUR DE NIVEAU	3129480001	
Y22	RELAIS 48V DPDT 10A	3127248002	
Y23	SOLÉNOÏDE POUR VALVE HYDRAULIQUE	*	
	BARRE DE CONNEXION A/R	3119000008	
	BANDE ANTISTATIQUE	2450001	
Y24	VALVE DE DIRECTION 48V	4170000003	
Y25	SOLÉNOÏDE 12V	4170480004	
Y26	SOLÉNOÏDE DE VALVE HYDRAULIQUE 2W3P	4170480007	
Y27	RELAIS 24V DPDT 10A	3127224001	
Y28	RELAIS 12V	3069010	
Y29	RELAIS 24V SPDT 40A	3127224002	
Y30	DETECTEUR DE NIVEAU ELECTRONIQUE		

* Consultez la page des pièces illustrées Motrec.

** Consultez la page des chargeurs Motrec.

MOTREC ILLUSTRATED ACCESSORIES – AC VEHICLES

 Strobe light, pole mount Amber 12-80V: 3116000002 Red 12-80V: 2469001 Blue 12-80V: 3690008	 Red Tail/Brake light Grommet: 3269001 Plug: 246012A 12V : 2469021 24V : 2469022	 Red Tail/Turn LED light 12-24V: 3111000038	 Multi-LED Back-up Light: 3111000007 Strobe light: 3111000013 Grommet: 3111000008 Plug: 3119000009
 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	 Red Tail/Brake light ** Model EE ** Assembly: 3111000030 Housing: 3111000027 Plug: 3111000029 12V : 3111000028	 Clear lamp Incandescent 12V: 3111000039 Clear lamp LED 12V: 3111000042 Bulb incandescent 12V : 1269008 Bulb 12V LED: 3117000001	 Back-up lamp Grommet: 3269001 12V: 3669012 24V: 3669012A
 Amber turn lamp 12V: 3111000022 Bulb 12V: 3069021 Multi-LED amber turn lamp Round Light: 3111000010 Grommet: 3111000008 Plug: 3111000009	 Red Tail/Brake light Housing: 3111000041 Red Tail/Brake light Housing LED: 3111000044 Bulb 12V: 3117240001 Bulb 12V LED: 3117000010	 Oval lamp 12V: 3111330001	 Pedestal head lamp 12V: 3111240001 Bulb 12V: 2569001B Bulb 24V: 2169001B
 Amber turn lamp 2" 12V : 3111330002	 Multi-LED Red Tail/Brake Light: 3111000047 Grommet: 3269001 Plug: 246012A	 LED Headlight 12V: 3111000036	 Pedestal head lamp - LED 12-48V: 3111000034
 Amber turn lamp 2" LED white background 12V : 3111330003	 Red Tail/Brake light 12V: 386002	 Headlight Left: 3111480003 Right: 3111480004 Bulb H/L: 3111480006 Bulb Turn: 3111480008 Bulb Mark: 3111480007	 Pedestal lamp – 9W LED 12-24V: 3111000045 Support: 2392000009
 Red Tail/Turn/Rev light 12V: 3111000002	 Red Tail/Turn LED light 12-24V: 3111000037	 Headlight Left: 3111480003 Right: 3111480004 Bulb H/L: 31117480001 Bulb Turn: 31117480003 Bulb Mark: 31117480002	 Headlamp 12V: 3111300001 Bulb 12V: 3111300002

 DC-DC Converter, 300W 24V: 3124224001 36-48V: 3124280001 72-80V: 3124880001	 Wiper motor 12V: 3113000001 24V: 486211	 Cab heater 12V: 3103300001 36V: 3669008 48V: 4869020	 Horn 12V: 246003 24V: 246013
 CONNECTOR:3124280002	 Wiper arm 2800000001	 12V Dome light 3669006	 Horn button VIP 2208224002
	 Wiper blade 14" Blade: 2800000002 18" Blade: 2800000003	 12V Fan 3669013	 Horn button, column mount 3109000011
	 Pantograph wiper arm 246233A	 Back-up alarm or Motion beeper 12-48V : 3100000001 72-80V : 3105720001	 Horn button, dash mount 266210
	 Pantograph wiper blade 246233	 12-24V Adjustable ECCO: 3100000002	 Horn button 3109250001
	 Limit switch 3109000029	 12-48V Adjustable PRECO: 3100000004	 Turn signal switch 246050
		 Red Pilot light 12V: 246212 Bulb 12V: 246212B	