

Operation & Maintenance Manual

LIFT TRUCKS

D35S-5, D40S-5, D45S-5, D50C-5, D55C-5

G35S-5, G40S-5, G45S-5, G50C-5, G55C-5

D40SC-5, D45SC-5, D50SC-5, D55SC-5

G40SC-5, G45SC-5, G50SC-5, G55SC-5

 WARNING

Do not start, operate or service this machine unless you have read and understood these instructions and received proper training.
Unsafe or improper use of the machine may cause serious injury or death.
Operators and maintenance personnel must read this manual and receive training before operating or maintaining the machine.
This manual should be kept with the machine for reference and periodically reviewed by the machine operator and by all personnel who will come into contact with it.

The following warning is provided pursuant to California Health & Safety Code Sections 25247.5 et. seq.

 WARNING

California Proposition 65

Engine Exhaust, some of its constituents, and certain vehicle components contain or emit chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

Battery posts, terminals and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.
WASH HANDS AFTER HANDLING.

Table of Contents

Information Section

Foreword	2
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Safety Section

Important Safety Information	4
Safety	5
General Hazard Information	10
Operation Information	11
Before Starting the Lift Truck	11
Maintenance Information	14
Operator Restraint System (If Equipped)	17
Avoiding Lift Truck Tipovers	21
Safety Rules	23
How to Survive in a Tipover (If Operator Restraint System Equipped)	28

General Section

Specifications	30
Noise and Vibration	38
Capacity Chart	39
Capacity Chart (with Side Shifter)	41
Serial Number	53
Operator's Warning and Identification Plate	55

Operation Section

Operator's Station and Monitoring Systems	57
Seat Switch System (If Equipped)	61
Lift Truck Controls	62
Refueling	65
Before Starting the Engine	68
Starting the Engine	70
After Starting the Engine	72
Lift Truck Operation	108
Mono-Ped Control System (Option)	110
Auto Shift Controller ASC - 200 (If Equipped)	111
Operating Techniques	114
Parking the Lift Truck	118
Lift Fork Adjustment	119
Storage Information	120
Transportation Hints	121
Towing Information	122

Maintenance Section

Inspection, Maintenance and Repair of Lift Truck Forks	123
Tire Inflation Information	127
Torque Specifications	128
Cooling System Specifications	130
Fuel Specifications	132
Lubricant Specifications	134
Lubricant Viscosities and Refill Capacities	137
Maintenance Intervals	138
When Required	142
Every 10 Service Hours or Daily	149
First 50 - 100 Service Hours or a Week	153
First 250 Service Hours or a Month	159
Every 250 Service Hours or Monthly	160
Every 500 Service Hours or 3 Months	168
Every 1000 Service Hours or 6 Months	174
Every 1500 Service Hours or 9 Months	180
Every 2000 Service Hours or Yearly	183
Every 2500 Service Hours or 15 Months	187

Index Section

Index	189
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Foreword

Literature Information

This manual should be stored in the operator's compartment in the literature holder or seat back literature storage area.

This manual contains safety, operation, transportation, lubrication and maintenance information.

Some photographs or illustrations in this publication show details or attachments that can be different from your lift truck. Guards and covers might have been removed for illustrative purposes.

Continuing improvement and advancement of product design might have caused changes to your lift trucks which are not included in this publication.

Read, study and keep this manual with the lift truck.

Whenever a question arises regarding your lift truck, or this publication, please consult your DOOSAN dealer for the latest available information.

Safety

The Safety Section lists basic safety precautions. In addition, this section identifies the text and locations of warning signs and labels used on the lift truck. Read and understand the basic precautions listed in the Safety Section before operating or performing lubrication, maintenance and repair on this lift truck.

Operator Restraint System (If Equipped)

This manual contains safety, operation and maintenance information for the DOOSAN operator restraint system. Read, study and keep it handy.



WARNING

Your DOOSAN truck comes equipped with an operator restraint system. Should it become necessary to replace the seat for any reason, it should only be replaced with another DOOSAN operator restraint system.

Photographs or illustrations guide the operator through correct procedures of checking, operation and maintenance of the DOOSAN operator restraint system.

SAFE and EFFICIENT OPERATION of a lift truck depends to a great extent on the skill and alertness on the part of the operator. To develop this skill the operator should read and understand the Safe Driving Practices contained in this manual.

Forklift trucks seldom tipover, but in the rare event they do, the operator may be pinned to the ground by the lift truck or the overhead guard. This could result in serious injury or death.

Operator training and safety awareness is an effective way to prevent accidents, but accidents can still happen. The DOOSAN operator restraint system can minimize injuries. The DOOSAN operator restraint system keeps the operator substantially within the confines of the operator's compartment and the overhead guard.

This manual contains information necessary for Safe Operation. Before operating a lift truck make sure that the necessary instructions are available and understood.

Operation

The Operation Section is a reference for the new operator and a refresher for the experienced one. This section includes a discussion of gauges, switches, lift truck controls, attachment controls, transportation and towing information.

Photographs and illustrations guide the operator through correct procedures of checking, starting, operating and stopping the lift truck.

Operating techniques outlined in this publication are basic. Skill and techniques develop as the operator gains knowledge of the lift truck and its capabilities.

Maintenance

The Maintenance Section is a guide to equipment care. The illustrated, step-by-step instructions are grouped by servicing intervals. Items without specific intervals are listed under "When Required" topics. Items in the "Maintenance Intervals" chart are referenced to detailed instructions that follow.

Maintenance Intervals

Use the service hour meter to determine servicing intervals. Calendar intervals shown (daily, weekly, monthly, etc.) can be used instead of service hour meter intervals if they provide more convenient servicing schedules and approximate the indicated service hour meter reading. Recommended service should always be performed at the interval that occurs first.

Under extremely severe, dusty or wet operating conditions, more frequent lubrication than is specified in the "Maintenance Intervals" chart might be necessary.

Perform service on items at multiples of the original requirement. For example, at "Every 500 Service Hours or 3 Months", also service those items listed under "Every 250 Service Hours or Monthly" and "Every 10 Service Hours or Daily".

Environment Management

Note that DOOSAN INFRACORE is ISO 14001 certified which is harmonized with ISO 9001. Periodic ENVIRONMENTAL AUDITS & ENVIRONMENTAL PERFORMANCE EVALUATIONS have been made by internal and external inspection entities. LIFE-CYCLE ANALYSIS has also been made through out the total product life. ENVIRONMENT MANAGEMENT SYSTEM includes DESIGN FOR ENVIRONMENT from the initial stage of the design.

ENVIRONMENT MANAGEMENT SYSTEM considers environmental laws & regulations, reduction or elimination of resource consumption as well as environmental emission or pollution from industrial activities, energy saving, environment-friendly product design (lower noise, vibration, emission, smoke, heavy metal free, ozone depleting substance free, etc.), recycling, material cost reduction, and even environmentally oriented education for the employee.

Important Safety Information

Most accidents involving product operation, maintenance and repair are caused by failure to observe basic safety rules or precautions. An accident can often be avoided by recognizing potentially hazardous situations before an accident occurs. A person must be alert to potential hazards, and use common sense. Persons must also have the necessary training, skills and tools before attempting to perform these functions.

Improper operation, lubrication, maintenance or repair of this product can be dangerous and could result in injury or death.

Do not operate or perform any lubrication, maintenance or repair on this product, until you have read and understood the operation, lubrication, maintenance and repair information.

Safety precautions and warnings are provided in this manual and on the product. If these hazard warnings are not heeded, bodily injury or death could occur to you or other persons.

The hazards are identified by the "Safety Alert Symbol" and followed by a "Signal Word" such as "WARNING" as shown below.



WARNING

The meaning of this safety alert symbol is as follows:

Attention! Become Alert! Your Safety is Involved.

The message that appears under the warning, explaining the hazard, can be either written or pictorially presented.

Operations that may cause product damage are identified by NOTICE labels on the product and in this publication.

DOOSAN cannot anticipate every possible circumstance that might involve a potential hazard, and common sense is always required. The warnings in this publication and on the product are therefore not all inclusive. Before any tool, procedure, work method or operating technique not specifically recommended by DOOSAN is used, you must be sure that it is safe for you and others. You should also ensure that the product will not be damaged or made unsafe by the operation, lubrication, maintenance or repair procedures you choose.

The information, specifications, and illustration in this publication are on the basis of information available at the time it was written. The specifications, torques, pressures, measurements, adjustments, illustrations, and other items can change at any time. These changes can affect the service given to the product. Obtain the complete and most current information before starting any job. DOOSAN dealers have the most current information available.

Safety

The safety rules and regulations in this section are representative of some, but not all rules and regulations noted under the Occupational Safety and Health Act (OSHA) and are paraphrased without representation that the OSHA rules and regulations have been reproduced verbatim.

Please refer to 1910.178 in Federal Register Vol. 37, No. 202, the National Fire Protection Association No. 505 (NFPA), American National Standard, ANSI B56.1 Safety Standard for Low lift and High Lift Trucks and subsequent revisions for a complete list of OSHA rules and regulations as to the safe operation of powered industrial lift trucks. Since regulations vary from country to country outside in U.S.A., operate this lift truck in accordance with local regulations.

DOOSAN lift trucks are manufactured according to the regulations and standards laid down in EU Machinery Directive 98/37/EC and EMC directive 89/336/EC. Please refer to the Directives 89/655/EC and 89/391/EC and its amendments for the safe use of DOOSAN lift trucks.

The most effective method of preventing serious injury or death to the lift truck operator or others is for the lift truck operator to be familiar with the proper operation of the lift truck, to be alert and to avoid actions or conditions which can result in an accident.

Do not operate a lift truck if in need of repair, defective or in any way unsafe. Report all defects and unsafe conditions immediately. Do not attempt any adjustments or repairs unless trained and authorized to do so.

Warning Signs and Labels

There are several specific safety signs on your lift truck. Their exact location and description of the hazard are reviewed in this section. Please take the time to familiarize yourself with these safety signs.

Make sure that you can read all warning and instruction labels. Clean or replace these labels if you cannot read the words or see the pictures. When cleaning the labels use a cloth, water and soap. Do not use solvent, gasoline, etc.

You must replace a label if it is damaged, missing or cannot be read. If a label is on a part that is replaced, make sure a new label is installed on the replaced part. See your dealer for new labels.

Training Required to Operate or Service Warning



Located on the front side of the FCU.



WARNING

Improper operation or maintenance could result in injury or death. Do not operate or work on the lift truck unless you are properly trained. Read and understand the Operation and Maintenance Manual. Additional manuals are available from DOOSAN Lift Truck dealers.

This label also provides allowable lift truck capacity information.

General Warnings to Operator



Located on the right side of the operator's seat.



WARNING

Only trained and authorized personnel may operate this machine. For safe operation, read and follow the operation and maintenance Manual furnished with this lift truck and observe the following warnings:

1. Before starting machine. Check all controls and warning devices for proper operation.
2. Refer to machine identification plate for allowable machine capacity. Do not overload. Operate machines equipped with attachments as partially loaded machines when not handling a load.
3. Put directional control or shift lever in neutral before "ON - OFF" switch is turned on.
4. Start, turn and brake smoothly. Slow down for turns, slippery or uneven surfaces. Extremely poor surfaces should be repaired. Avoid running over loose objects or holes in the roadway surfaces. Use extreme caution when turning on inclines.
5. Travel with load as low as possible and tilted back. If load interferes with visibility, travel with load trailing.
6. On grade operations travel with load up grade.
7. Watch out for pedestrians and obstructions. Check overhead clearances.
8. Do not permit riders on forks or machine at any time.
9. Do not allow anyone to stand or pass under the elevated portion of any machine.
10. Be sure operating surface can safely support machine.
11. Operate machine and attachments only from operator's position.
12. Do not handle unstable or loosely stacked loads.
13. Use minimum tilt when picking up or depositing a load.
14. Use extreme care when handling long, high, or wide loads.
15. Forks should be completely under load and spread apart as far as load permits.
16. Machine should be equipped with overhead guard or equivalent protection. Where load requires it, use load backrest extension. Use extreme caution if operating without these devices.
17. Parking - Lower lifting mechanism to floor. Put directional control or shift lever in neutral. Set parking/secondary brake. Turn "ON - OFF" switch off. Check wheels if machine is on incline. Disconnect battery when storing electric machines.
18. Observe safety rules when handling fuel for engine powered machine and when changing batteries for electric machines.

Pressure Warning



Contents under pressure may be hot. Allow to cool before opening.



Located on the radiator top tank by the radiator cap.

Hand Placement Warning



No hands. Do not place hands in this area. Do not touch, lean on, or reach through the mast or permit others to do so.

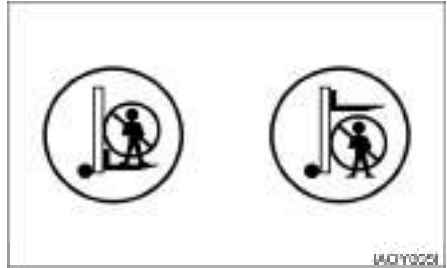


Located on the mast.

No Standing On Forks Warning, No Standing Under Forks Warning



Do not stand or ride on the forks. Do not stand or ride on a load or pallet on the forks. Do not stand or walk under the forks.



Located on the lift cylinder.

Load Backrest Must Be In Place Warning



Operation without this device in place may be hazardous.



Located on the load backrest.

Overhead Guard Must Be In Place Warning



Operation without this device in place may be hazardous. This guard conforms to A.N.S.I.B56.1 and F.E.M. Section IV. This design has been tested with an impact of (appropriate value).



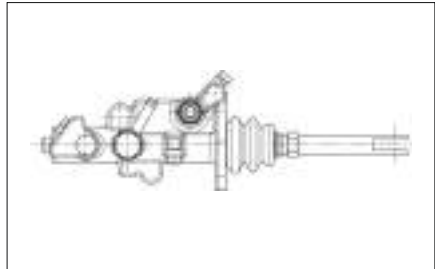
Located on the Overhead Guard.

Brake Pedal Adjustment Warning



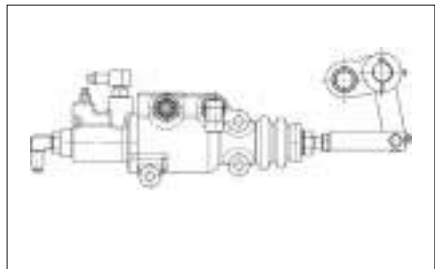
Improper adjustment could result in injury or death. It has to be adjusted by drawing dimension on free condition. For safe, don't unfasten clevis and nut. It has to be adjusted by trained personnel.

(SHOE Type Only)



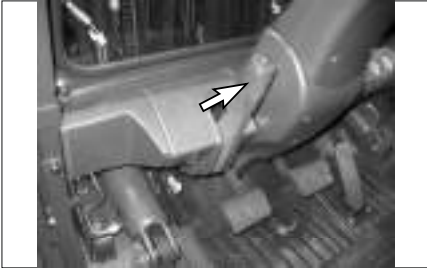
Located inside Brake pedal box.

(OCDB Type Only)



Located inside Brake pedal box.

Parking brake

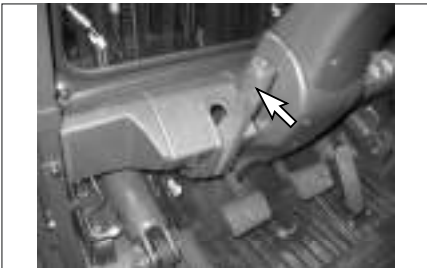


Pull the lever **BACK** to engage the parking brake.



Push the lever **FORWARD** to release the parking brake.

Applying the parking brake puts the transmission in **NEUTRAL**. The parking brake must be applied when leaving the lift truck and when starting the engine. If the operator leaves the seat without applying the parking brake, an audible alarm will sound.



WARNING

When leaving machine apply parking brake!
Parking brake is not automatically applied.
Alarm will sound if parking brake is not applied.



WARNING

Correct adjustment is necessary to provide adequate braking. See the **MAINTENANCE** section for adjustment procedures. The lift truck may creep at engine idle and can cause damage, injury or death. Always apply the parking brake when leaving the lift truck. The parking brake is **NOT** automatically applied.

No Riders Warning



WARNING

To avoid personal injury, allow no riders. A lift truck is designed for only one operator and no riders.



Located beside the operator's station.

Moving Fan Warning



WARNING

To avoid personal injury, stay clear of moving fan.



Located on the shroud and upper cover.

General Hazard Information



Attach a "Do Not Operate" or similar warning tag to start switch or controls before servicing or repairing the lift truck.

Do not start or service the lift truck when a "DO NOT OPERATE" or similar warning tag is attached to the start switch or controls.

Wear a hard hat, protective glasses and other protective equipment as required by job conditions.

Know the width of your attachments so proper clearance can be maintained when operating near fences, boundary obstacles, etc.

Do not wear loose clothing or jewelry that can catch on controls or other parts of the lift truck.

Keep the lift truck, especially the deck and steps, free of foreign material such as debris, oil tools and other items which are not part of the lift truck.

Secure all loose items such as lunch boxes, tools and other items which are not part of the lift truck.

Know the appropriate work-site hand signals and who gives them. Accept signals from one person only.

Always use the overhead guard. The overhead guard is intended to protect the lift truck operator from overhead obstructions and from falling objects.

A truck that is used for handling small objects or uneven loads must be fitted with a load backrest.

If the lift truck must be operated without the overhead guard in place due to low overhead clearance, use extreme care. Make sure there is no possibility of falling objects from any adjacent storage or work area. Make sure the load is stable and fully supported by the carriage and the load backrest extension (if equipped).

Do not raise loads any higher than necessary and never raise a load higher than 1830 mm (72 in) with the overhead guard removed.

Always use load backrest extension when the carriage or attachment does not fully support the load.

The load backrest extension is intended to prevent the load or any part of the load from falling backwards into the operator's station.

When operation the lift truck, do not depend only on flashing lights or back-up alarm (if equipped) to warn pedestrians.

Always be aware of pedestrians and do not proceed until the pedestrians are aware of your presence and intended actions and have moved clear of the lift truck and/or load.

Do not drive lift truck up to anyone standing in front of an object.

Obey all traffic rules and warning signs.

Keep hands, feet and head inside the operator station. Do not hold onto the overhead guard while operating the lift truck. Do not climb on any part of the mast or overhead guard or permit others to do so.

Do not allow unauthorized personnel to ride on the forks or any other part of the lift truck, at any time. When working in a building or dock, observe floor load limits and overhead clearances.

Inhaling Freon gas through a lit cigarette or other smoking method or inhaling fumes released from a flame contacting Freon can cause bodily harm or death. Do not smoke when servicing air conditioners or wherever Freon gas may be present.

Never put maintenance fluids into glass containers.

Use all cleaning solutions with care.

Do not use steam, solvent, or high pressure to clean electrical components.

Report all needed repairs.



Inspect the part of the chain that is normally operated over the crosshead roller. When the chain bends over the roller, the movement of the parts against each other causes wears.

Inspect to be sure that chain link pins do not extend outside of the bore hole.

If any single link pin is extended beyond its connecting corresponding link, it should be suspected of being broken inside of its bore hole.

Inspect the chain anchor and the anchor links for wear.

Do not change any factory set adjustment values(including engine rpm setting) unless you have both authorization and training. Especially Safety equipment and switches may not be removed or adjusted incorrectly. Repairs, adjustments and maintenances that are not correct can make a dangerous operating condition.

For any checkup, repair, adjustments, maintenance and all other work concerning your forklift truck, please contact your DOOSAN dealer. We would like to draw your attention to the fact that any secondary damages due to improper handling, insufficient maintenance, wrong repairs or the use of other than original DOOSAN spare parts waive any liability by DOOSAN.

Operation Information

Mounting and Dismounting

Mount and dismount the lift truck carefully.

Clean your shoes and wipe your hands before mounting.

Face the lift truck when mounting and dismounting.

Use both hands face the lift truck when mounting and dismounting.

Use the handgrips for mounting and dismounting.

Do not try to climb on or off the lift truck when carrying tools or supplies.

Never get on or off a moving lift truck.

Do not use any controls as handholds when entering or leaving the operator's station.

Never get on or off a moving lift truck. Never jump off the lift truck.

Keep hands and steering wheel free of slippery material.

Before Starting the Lift Truck

Perform a walk-around inspection daily and at the start of each shift. Refer to the topic "Walk-around Inspection" in "Every 10 Service Hours or Daily" section of this manual.

Adjust the seat so that full brake pedal travel can be obtained with the operator's back against the seat back.

Make sure the lift truck is equipped with a lighting system as required by conditions.

Make sure all hydraulic controls are in the HOLD position.

Make sure the direction control lever is in the NEUTRAL position.

Make sure the parking brake is engaged.

Safety Section

Make sure no one is standing and/or working on, underneath or close to the lift truck before operating the lift truck.

Operate the lift truck and controls only from the operator's station.

Make sure the lift truck horn, lights, backup alarm (if equipped) and all other devices are working properly. Check for proper operation of mast and attachments.

Pay particular attention to unusual noises or erratic movement which might indicate a problem.

Make sure service and parking brakes, steering, and directional controls are operational.

Make sure all personnel are clear of lift truck and travel path.

Refer to the topic "Lift Truck Operation" in the "Operation Section" of this manual for specific starting instructions.

Starting the Lift Truck



Do not start the engine or move any of the controls if there is a "DO NOT OPERATE" or similar warning tag attached to the start switch or controls.

Before Operating the Lift Truck

Test brakes, steering controls, horn and other devices for proper operation. Report faulty performance.

Do not operate lift truck until repaired.

Learn how your lift truck operates. Know its safety devices. Know how the attachments work.

Before moving the lift truck, look around. Start, turn and brake smoothly.

An operator must constantly observe his lift truck for proper operation.

Operating the Lift Truck

Always keep the lift truck under control.

Obey all traffic rules and warning signs.

Never leave the lift truck with the engine operating, or with the parking brake disengaged.

Operate the engine only in a well ventilated area.

Lower a mast, with or without load, before turning or traveling. Tip over could result. Watch out for overhead obstructions.

Always observe floor load limits and overhead clearance.

Start, turn, and brake smoothly, slow down for turns, grades, slippery or uneven surfaces.



Use special care when operation on grades. Do not angle across or turn on grades. Do not use lift truck on slippery grades. Travel with forks downgrade when unloaded. Travel with load upgrade.

Do not overload, or handle offset, unstable, or loosely stacked loads. Refer to load capacity plate on the lift truck. Use extreme caution when handling suspended, long, high or wide load.



Tilt elevated load forward only when directly over unloading area and with load as low as possible.

Do not stunt ride or indulge in horseplay.

Always look and keep a clear view of the path of travel.

Travel in reverse if load or attachment obstructs visibility.

Use extreme caution if visibility is obstructed.

Stay in designated travel path, clear of dock edges, ditches, other drop-offs and surfaces which cannot safely support the lift truck.

Slow down and use extra care through doorways, intersections and other location where visibility is reduced.

Slow down for and avoid pedestrians, other vehicles, obstruction, pot holes and other hazards or objects in the path of travel.

Always use overhead guards except where operation conditions do not permit. Do not operate lift truck in high stacking areas without overhead guards.

When stacking, watch for falling objects. Use load backrest extension and overhead guard.

Refer to the topic "Operation Techniques" in the "Operation Section" of this manual.

Loading or Unloading Trucks/Trailers

Do not operate lift trucks on trucks or trailers which are not designed or intended for that purpose. Be certain truck or trailer brakes are applied and wheel chocks in place (or be certain unit is locked to the loading dock) before entering onto trucks or trailers.

If trailer is not coupled to tractor, make sure the trailer landing gear is properly secured in place. On some trailers, extra supports may be needed to prevent upending or corner dipping.

Be certain dock plates are in good condition and properly placed and secured. Do not exceed the rated capacity of dock boards or bridge plates.

Lift Truck Parking

When leaving the operator station, park the lift truck in authorized areas only. Do not block traffic.



- Park the lift truck level, with the forks lowered and the mast tilted forward until the fork tips touch the floor.
- Move the direction control lever to NEUTRAL.
- Engage the parking brake.
- Turn the key switch off and remove the key.
- Turn the disconnect switch to OFF and remove the key (if equipped).
- Block the drive wheels when parking on an incline.

Maintenance Information

Perform all maintenance unless otherwise specified as follows ;

- Park the lift truck in authorized areas only.
- Park the lift truck level, with the forks lowered and the mast tilted forward until the fork tips touch the floor.
- Place the transmission controls in neutral.
- Engage the parking brake.
- Stop the engine.
- Remove the start switch key and turn the disconnect switch OFF (if equipped).
- Block the drive wheels when parking on an incline.

Pressure Air

Pressure air can cause personal injury. When using pressure air for cleaning, wear a protective face shield, protective clothing and protective shoes.

The maximum air pressure must be below 205 kPa (30 psi) for cleaning purposes.

Fluid Penetration

Always use a board or cardboard when checking for a leak. Escaping fluid under pressure, even a pinhole size leak, can penetrate body tissue, causing serious injury, and possible death. If fluid is injected into your skin, it must be treated by a doctor familiar with this type of injury immediately.

Crushing or Cutting Prevention

Support equipment and attachments properly when working beneath them. Do not depend on hydraulic cylinders to hold it up. Any attachment can fall if a control is moved, or if a hydraulic line breaks.

Never attempt adjustments while the lift truck is moving or the engine is running unless otherwise specified.

Where there are attachment linkages, the clearance in the linkage area will increase or decrease with movement of the attachment.

Stay clear of all rotating and moving parts.

Keep objects away from moving fan blades.

They will throw or cut any object or tool that falls or is pushed into them.

Do not use a kinked or frayed wire rope cable. Wear gloves when handling the wire rope cable.

Retainer pins, when struck with force, can fly out and injure nearby persons. Make sure the area is clear of people when driving retainer pins.

Wear protective glasses when striking a retainer pin to avoid injury to your eyes.

Chips or other debris can fly off objects when struck. Make sure no one can be injured by flying debris before striking any object.

Falling Objects Protective Structure(FOPS)

This is an attached guard located above the operator's compartment and secured to the lift truck.

To avoid possible weakening of the Falling Objects Protective Structure (FOPS), consult a DOOSAN dealer before altering, by adding weight to, welding on, or cutting or drilling holes into the structure.

The overhead guard is not intended to protect against every possible impact. The overhead guard may not protect against some objects penetrating into the operator's station from the sides or ends of the lift truck.

The lift truck is equipped with an overhead guard and FOPS as standard. If there is a possibility of overhead objects falling through the guard, the guard must be equipped with smaller holes or a Plexiglas cover.

Any altering done that is not specifically authorized by DOOSAN invalidates DOOSAN's FOPS certification.

The protection offered by this FOPS will be impaired if it has been subjected to structural damage.

Structural damage can be caused by an overturn accident, by falling objects, etc.

Do not mount any item such as fire extinguishers, first aid kits and lights by welding brackets to or drilling holes in any FOPS structure. See your DOOSAN dealer for mounting guidelines.

Burn Prevention

Coolant

At operating temperature, the engine coolant is hot and under pressure. The radiator and all lines to heaters or the engine contain hot water or steam. Any contact can cause severe burns.

Steam can cause personal injury.

Check the coolant level only after engine has been stopped and the filler cap is cool enough to remove with your bare hand.

Remove the cooling system filter cap slowly to relieve pressure.

Cooling system additive contains alkali that can cause personal injury. Avoid contact with the skin and eyes and do not drink.

Allow cooling system components to cool before draining.

Oils

Hot oil and components can cause personal injury. Do not allow hot oil or components to contact the skin.

At operation temperature, the hydraulic tank is hot and can be under pressure.

Remove the hydraulic tank filter cap only after the engine has been stopped and the filter cap is cool enough to remove with your bare hand.

Remove the hydraulic tank filter cap slowly to relieve pressure.

Relieve all pressure in air, oil fuel or cooling systems before any lines, fittings or related items are disconnected or removed.

Batteries

Batteries give off flammable fumes which can explode.

Do not smoke when observing the battery electrolyte levels.

Electrolyte is an acid and can cause personal injury if it contacts skin or eyes.

Always wear protective glasses when working with batteries.

Fire or Explosion Prevention

All fuels, most lubricants and some coolant mixtures are flammable.

Fuel leaked or spilled onto hot surfaces or electrical components can cause a fire.

Do not smoke while refueling or in a refueling area.

Do not smoke in areas where batteries are charged, or where flammable materials are stored.

Batteries in series can be located in separate compartments.

When using jumper cables always connect positive(+) cable to positive(+) terminal of battery connected to starter solenoid and negative(-) cable from external source to starter negative(-) terminal.

(If not equipped with starter negative(-) terminal, connect to engine block.)

See the Operation Section of this manual for specific starting instructions.

Clean and tighten all electrical connections. Check daily for loose or frayed electrical wires. Have all loose or frayed electrical wires tightened, repaired or replaced before operation the lift truck.

Keep all fuels and lubricants stored in properly marked containers and away from all unauthorized persons.

Store all oily rags or other flammable material in a protective container, in a safe place.

Do not weld or flame cut on pipes or tubes that contain flammable fluids. Clean them thoroughly with nonflammable solvent before welding or flame cutting on them.

Remove all flammable materials such as fuel, oil and other debris before they accumulate on the lift truck.

Do not expose the lift truck to flames, burning brush, etc., if at all possible.

Shields, which protect hot exhaust components from oil or fuel spray in the event of a line, tube or seal failure, must be installed correctly.

Do not operate in areas where explosive gases exist or are suspected.

Fire Extinguisher

Have a fire extinguisher-type BC and 1.5KG minimum capacity-on rear overhead guard leg with latch and know how to use it. Inspect and have it serviced as recommended on its instruction plate.

Ether

Ether is poisonous and flammable.

Breathing ether vapors or repeated contact of ether with skin can cause personal injury.

Use ether only in well-ventilated areas.

Do not smoke while changing ether cylinders.

Use ether with care to avoid fires.

Do not store replacement ether cylinders in living areas or in the operator's compartment.

Do not store ether cylinders in direct sunlight or at temperatures above 39°C (102°F).

Discard cylinders in a safe place. Do not puncture or burn cylinders.

Keep ether cylinders out of the reach of unauthorized personnel.

Lines, Tubes and Hoses

Do not bend or strike high pressure lines. Do not install bent or damaged lines, tubes or hoses.

Repair any loose or damaged fuel and oil lines, tubes and hoses. Leaks can cause fires. Contact your DOOSAN dealer for repair or replacement.

Check lines, tubes and hoses carefully. Do not use your bare hand to check for leaks. Use a board or cardboard to check for leaks. See Fluid Penetration in the Safety Section for more details. Tighten all connections to the recommended torque. Replace if any of the following conditions are found.

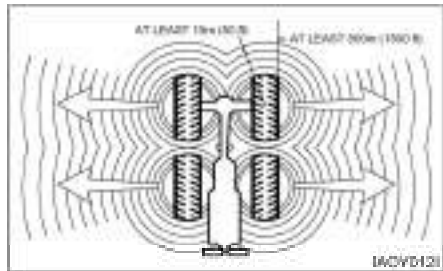
- End fittings damaged or leaking.
- Outer covering chafed or cut and wire reinforcing exposed.
- Outer covering ballooning locally.
- Evidence of kinking or crushing of the flexible part of hose.
- Armoring embedded in the outer cover.
- End fittings displaced.

Make sure that all clamps, guards and heat shields are installed correctly to prevent vibration, rubbing against other parts, and excessive heat during operation.

Tire Information

Explosions of air-inflated tires have resulted from heat-induced gas combustion inside the tires. The heat, generated by welding or heating rim components, external fire, or excessive use of brakes can cause gaseous combustion.

A tire explosion is much more violent than a blowout. The explosion can propel the tire, rim and axle components as far as 500 m (1500 ft) or more from the lift truck. Both the force of the explosion and the flying debris can cause personal injury or death, and property damage.



Do not approach a warm tire closer than the outside of the area represented by the shaded area in the above drawing.

Dry nitrogen(N₂) gas is recommended for inflation of tires. If the tires were originally inflated with air, nitrogen is still preferred for adjusting the pressure. Nitrogen mixes properly with air.

Nitrogen inflated tires reduce the potential of a tire explosion, because nitrogen does not support combustion. Also, nitrogen helps prevent oxidation and the resulting deterioration of rubber and corrosion of rim components.

Proper nitrogen inflation equipment and training in its use are necessary to avoid over-inflation. A tire blowout or rim failure can result from improper or misused equipment.

Stand behind the tread and use a self-attaching chuck when inflating a tire.

Servicing, changing tires and rims can be dangerous and should be done only by trained personnel using proper tools and procedures. If correct procedures are not followed while servicing tires and rims, the assemblies could burst with explosive force and cause serious personal injury or death. Follow carefully the specific information provided by your tire or rim servicing personnel or dealer.

Operator Restraint System (If Equipped)

Warning Signs and Labels

Your DOOSAN lift truck has the following tipover warning decals.

Make sure that you can read all safety signs. Clean or replace these if you cannot read the words or see the pictures. When cleaning the labels use a cloth, water and soap. Do not use solvent, gasoline, etc. You must replace a label if it is damaged, missing or cannot be read. If a label is on a part that is replaced, make sure a new label is installed on the replaced part. See you DOOSAN Lift Truck dealer for new labels.

The most effective method of preventing serious injury or death to yourself or others is to familiarize yourself with the proper operation of the lift truck, to be alert, and to avoid actions or conditions which can result in an accident.



WARNING

Tipover can occur if the truck is improperly operated. In the event of a tipover, injury or death could result.



The "Survive in tipover" warning is located on the overhead guard. It shows the proper use of the operator restraint system.

Seat Adjustment



Move the lever, slide the seat to the desired position, and release the lever.

Adjust the seat before operating the lift truck. After adjusting, set the seat to make sure it is properly locked. Do not adjust the seat while the truck is in motion.



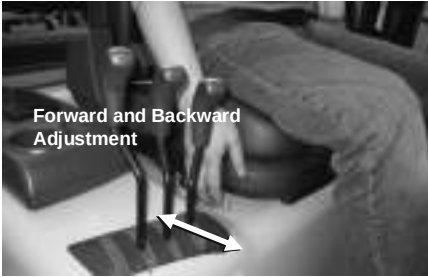
WARNING

Do not place your hand or fingers under the seat. Injury may occur as the seat moves up and down.

If Optional Suspension Seat (weight adjusting type) Equipped

Forward and Backward Adjustment

The seat can be adjusted by pushing the lever on the right side of seat.



Adjust the seat before operating the lift truck. After adjusting, set the seat to make sure it is properly locked. Do not adjust the seat while the truck is in motion.

Weight adjustment

Pull the weight adjustment lever upwards and move right or left side.

Adjust to driver's weight in 7 steps (50 ~ 110 kg)

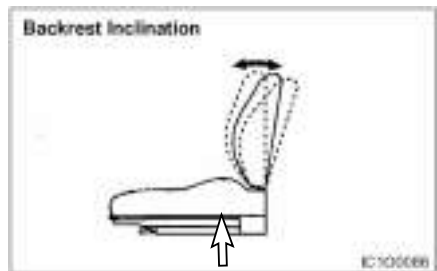
NOTICE

Do not place your hand or fingers under the seat. Injury may occur as the seat moves up and down.



Backrest Inclusion

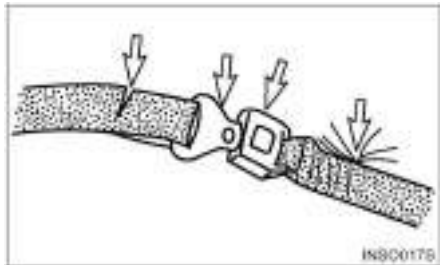
The backrest angle can be adjusted by using the lever on the left side of seat.



Seat Belt

The Operator Restraint System, Prevents the operator from jumping from the operator's compartment in the event of a forward or side tipover. The system is designed to keep the operator on the seat and in the operator's compartment in the event of a tipover.

Inspection



1. If the seat belt is torn, if pulling motion is interrupted during extension of the belt, or if the belt cannot be inserted into the buckle properly, replace the seat belt assembly.



2. Belt Maintenance – Every 500 service hours. Check that the belt fastening works properly and that winding device is free from run lock when jerked. Check that the belt is suitably fastened to the seat. Check that the seat is correctly secured to the hood and the chassis. On visual inspection, fastenings must be intact, otherwise, contact the safety manager.



WARNING

Your DOOSAN truck comes equipped with a DOOSAN operator restraint system. Should it become necessary to replace the seat for any reason, it should only be replaced with another DOOSAN operator restraint system.



3. In the event of a tipover, the seat and restraint system should be inspected for damage and replaced, if necessary.

NOTE: Operator restraints shall be examined at the regular truck service intervals. It is recommended that they be replaced if any of the following conditions are found:

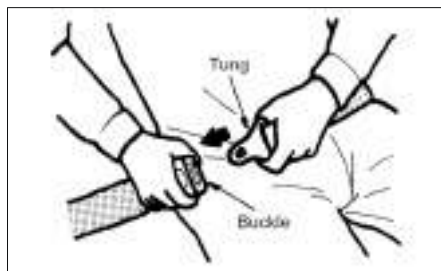
- Cut or frayed strap
- Worn or damaged hardware including anchor points
- Buckle or retractor malfunction
- Loose stitching



WARNING

The seat belt may cause the operator to bend at the waist. If you are pregnant or have suffered from some abdominal disease, consult a doctor before you use the seat belt.

Fasten the Seat Belt



1. Grip the plate (connector) of the belt and pull the belt from the retractor. Then insert the plate into the slot of the buckle until a snap is heard. Pull on the belt to confirm it is latched.
2. Make sure the belt is not twisted.

**WARNING**

If you fasten the belt across your abdomen, the belt may injure your abdomen in an accident.



3. Be sure to fasten the belt across your hips, not across your abdomen.

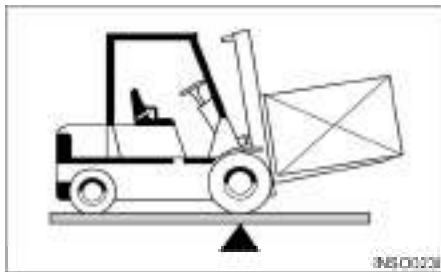
NOTE: The belt is designed to automatically adjust to your size and movement. A quick pull on the belt will confirm that the automatic adjuster will hold the belt position in the event of an accident.

Release the Seat Belt

Push the button of the buckle to release the belt. The belt will automatically retract when released. Hold the plate of the belt and allow the belt to slowly retract.

Avoiding Lift Truck Tipovers

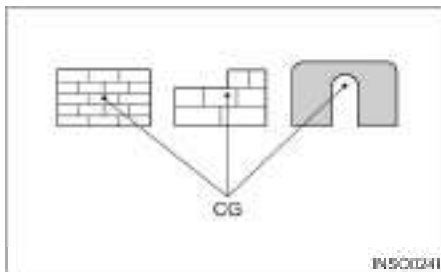
Lift Truck Stability



Counterbalanced lift truck design is based on the balance of two weights on opposite sides of a fulcrum (the front axle). The load on the forks must be balanced by the weight of the lift truck.

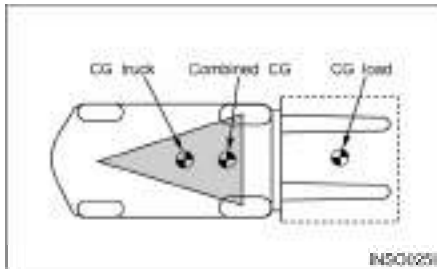
The location of the center of gravity of both the truck and the load is also a factor. This basic principle is used for picking up a load. The ability of the lift truck to handle a load is discussed in terms of center of gravity and both forward and sideways stability.

Center of Gravity (CG)



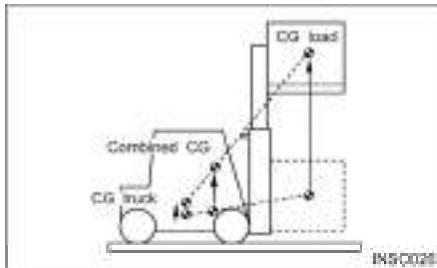
The point within an object, at which the whole weight of the object may be regarded as being concentrated, is called the center of gravity or CG. If the object is uniform, its geometric center will coincide with its CG. If it is not uniform, the CG could be at a point outside of the object. When the lift truck picks up a load, the truck and load have a new combined CG.

Stability and Center of Gravity



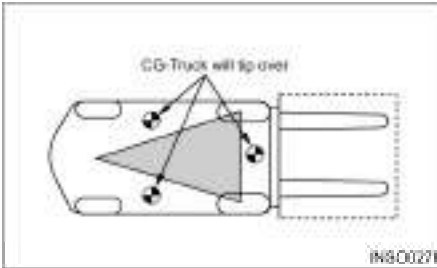
The stability of the lift truck is determined by the location of its CG; or, if the truck is loaded, the combined CG of the truck and load. The lift truck has moving parts and, therefore, has a CG that moves. The CG moves forward or backward as the mast is tilted forward or backward. The CG moves up or down as the mast moves up or down. The CG and, therefore, the stability of the loaded lift truck, is affected by a number of factors such as:

- the size, weight, shape and position of the load
- the height to which the load is lifted
- the amount of forward or backward tilt
- tire pressure
- dynamic forces created when the lift truck is accelerated, braked or turned
- condition and grade of surfaces on which the lift truck is operated



These same factors are also important for unloaded lift trucks. They tip over sideways easier than a loaded lift truck carrying its load in the lowered position.

Lift Truck Stability Base



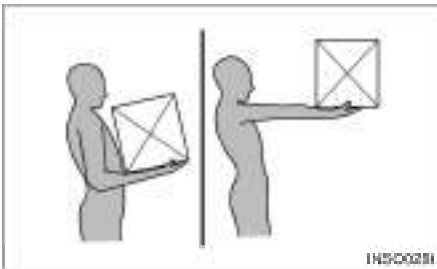
For the lift truck to be stable (not tip over forward or to the side), the CG must stay within the area of the lift truck stability base - a triangular area between the front wheels and the pivot of the steer wheels. If the CG moves forward of the front axle, the lift truck will tip forward. If the CG moves outside of the line on either side of the stability base, the lift truck will tip to the side.



WARNING

Dynamic forces (braking, acceleration, turning) also affect stability and can produce tipover even when the CG is within the stability triangle.

Capacity Load (Weight and Load Center)



The capacity load of the lift truck is shown on the capacity/nameplate riveted to the truck. It is determined by the weight and load center. The load center is determined by the location of the CG of the load.

The load center shown on the nameplate is the horizontal distance from the front face of the forks, or the load face of an attachment, to the CG of the load.

The location of the CG in the vertical direction is the same as the horizontal dimension.

Remember that, unless otherwise indicated, the capacity load shown on the nameplate is for a standard lift truck with standard backrest, forks and mast, and having no special-purpose attachment. In addition, the capacity load assumes that the load center is no further from the top of the forks than it is from the face of the backrest. If these conditions do not exist, the operator may have to reduce the safe operating load because the truck stability may be reduced. The lift truck should not be operated if its capacity/nameplate does not indicate capacity load.

NOTE: If the load is not uniform, the heaviest portion should be placed closer to the backrest and centered on the forks.

NOTICE

1. Capacity/Nameplates originally attached to forklifts sold by DOOSAN shall not be removed, altered or replaced without DOOSAN's approval.
 2. DOOSAN assumes no responsibility for lift trucks placed in service without a valid DOOSAN Nameplate.
 3. If necessary to change your specification, contact your DOOSAN lift truck dealer.
-

Safety Rules



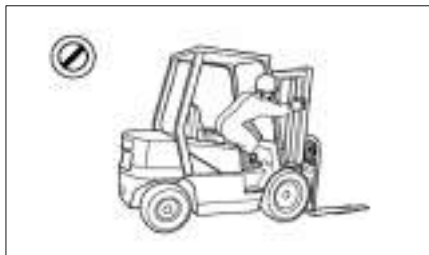
Only properly trained and authorized personnel should operate forklift trucks. Wear a hard hat and safety shoes when operating a lift truck. Do not wear loose clothing.



Inspect and check the condition of your forklift truck using the operator's check list before starting work. Immediately report to your supervisor any obvious defects or required repairs.



Do not operate your truck in unauthorized areas. Know your forklift truck and think safety. Do not compromise safety. Follow all safety rules and read all warning signs.



Do not operate a lift truck unless you are in the operator's seat. Keep hands and feet inside the operator's compartment. Do not put any part of the body outside of the operator's compartment. Never put any part of body into the mast structure or between the mast and the truck



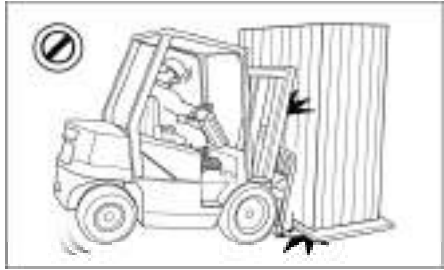
Do not start, stop, turn or change direction suddenly or at high speed. Sudden movement can cause the lift truck to tip over. Slow the speed of your truck and use the horn near corners, exits, entrances, and near people.



Never operate a lift truck with wet hands or shoes. Never hold any controls with grease on your hands. Your hands or feet will slide off of the controls and cause an accident.



Do not raise anyone on the forks of your lift truck.
Do not let other people ride on the truck.
Lift trucks are designed to carry loads, not people.



Do not overload. Always handle loads within the rated capacity shown on the capacity plate.
Do not add extra counterweight to the truck.
An overload can cause the truck to roll over and cause injury to personnel and damage to the lift truck.



Do not operate your truck without the load backrest extension and overhead guard. Keep the load against the backrest with the mast tilted backward.



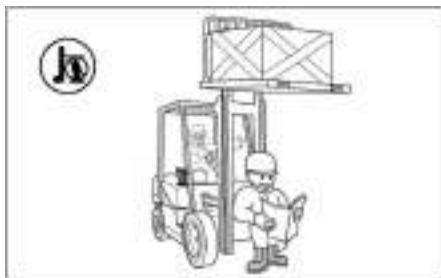
Do not drive on soft ground.
Observe all signs, especially those on maximum permitted floor loadings, elevator capacities and clearance heights.
Handle loads carefully and check them closely for stability and balance.



Do not lift or move loads that are not safe. Do not pick up an off center load. Such a load increases the possibility of a tipover to the side. Make sure loads are correctly stacked and positioned across both forks. Always use the proper size pallet. Position the forks as wide as possible under the load. Position loads evenly on the forks for proper balance. Do not lift a load with one fork.



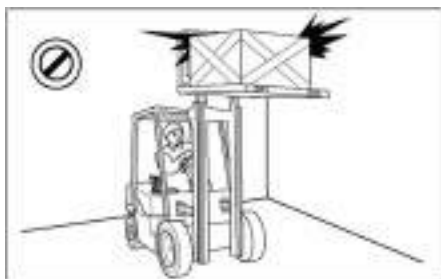
Do not drive on slippery surfaces.
Sand, gravel, ice or mud can cause a tipover. If unavoidable, slow down.



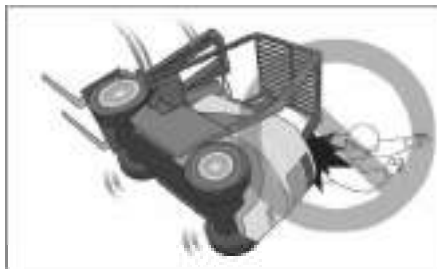
Do not permit anyone to stand or walk under the load or lifting mechanism. The load can fall and cause injury or death to anyone standing below.



Do not elevate the load with the mast tilted forward. Do not tilt the elevated loads forwards. This will cause the lift truck to tip over forward.



Look out for overhead obstructions when raising or stacking loads. Do not travel with a raised load. Do not travel with the mast raised. The lift truck can roll over and cause injury or death to you or other personnel.



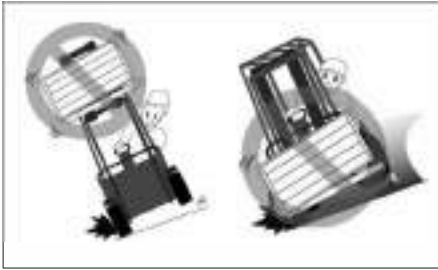
Do not jump off if your truck starts to tip over. Stay in your seat to survive.



Do not move loose loads that are higher than the load backrest. Be alert for falling loads when stacking. Travel with the load tilted back and the forks as low as possible. This will increase stability to the truck and load and permit better visibility for you.



Go up ramps in forward direction and down ramps in reverse direction when moving loads. Never elevate a load with the forklift truck on an incline. Go straight off and straight down. Use an assistant when going up or down a ramp with a bulky load.



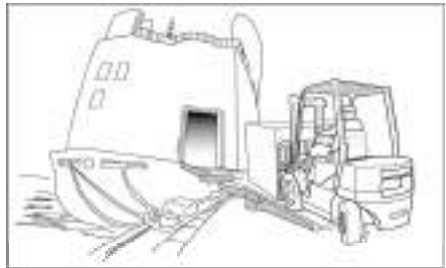
Do not stack or turn on ramps.
Do not attempt to pick-up or deposit a load unless the lift truck is level. Do not turn on or drive across an incline.



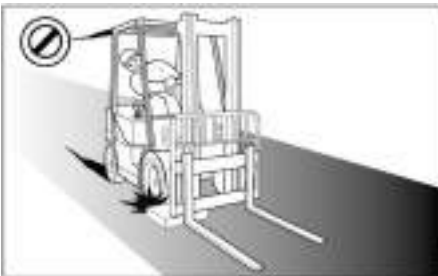
Do not drive in forward direction when loads restrict your visibility. Operate your lift truck in reverse to improve visibility except when moving up a ramp.



Do not go over rough terrain. If unavoidable, slow down. Cross railroad tracks slowly and diagonally whenever possible. A railroad crossing can give a loaded forklift truck a real jolt. For smoother crossing, cross the railroad diagonally so one wheel crosses at a time.



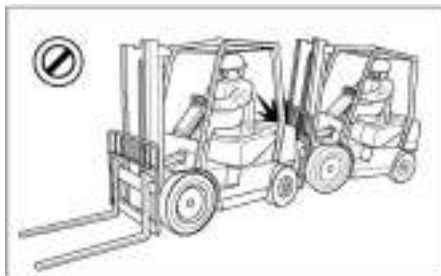
Be careful when operating a lift truck near the edge of a loading dock or ramp. Maintain a safe distance from the edge of docks, ramps and platforms. Always watch tail swing. The truck can fall over the edge and cause injury or death.



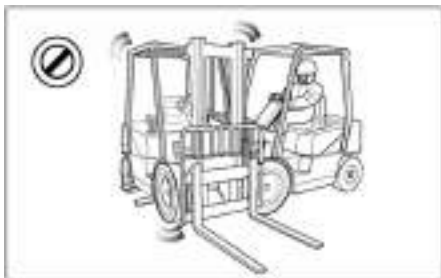
Avoid running over loose objects.
Look in the direction of travel. Look out for other persons or obstructions in your path of travel.
An operator must be in full control of his lift truck at all times.



Do not operate on bridge plates unless they can support the weight of the truck and load.
Make sure that they are correctly positioned.
Put blocks on the vehicle you enter to keep it from moving.



Do not operate your truck close to another truck. Always keep a safe distance from other trucks and make sure there is enough distance to stop safely. Never overtake other vehicles.



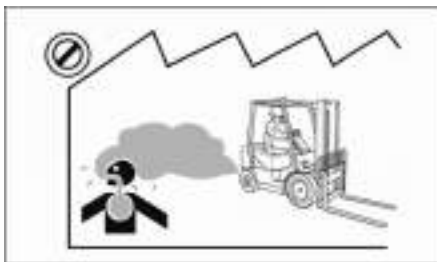
Do not use your lift truck to push or tow another truck. Do not let another push or tow your truck. If a truck will not move, call a service technician.



Forklift trucks may only be refueled at specially reserved locations. Switch off the engine when refueling. Smoking and handling of naked flames during refueling are strictly prohibited. This prohibition also applies during the changing of the LPG (liquefied propane gas) tank. Mop up spilt fuel and do not forget to close the fuel tank before restarting the engine.



Park your lift truck in authorized areas only. Fully lower the forks to the floor, put direction lever in NEUTRAL position, engage the parking brake, and turn the key to the OFF position. Remove the key and put blocks behind the wheels to prevent the truck from rolling. Shut off your forklift truck when leaving it unattended. Check the condition of your forklift truck after the day's work.



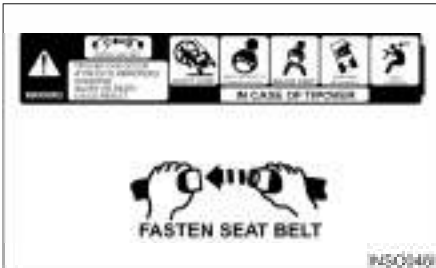
Exhaust from all internal combustion engines contains carbon monoxide, a colorless, odorless, tasteless, poisonous gas. Exposure to carbon monoxide can cause serious injury or health problems, including death, and avoid unnecessary idling of the engine. If nausea, dizziness or headaches are experienced stop the truck and seek fresh air.

How to Survive in a Tipover (If Operator Restraint System Equipped)



WARNING

In the event of a tipover, the risk of serious injury or death will be reduced if the operator is using the operator restraint system and follows the instructions provided.



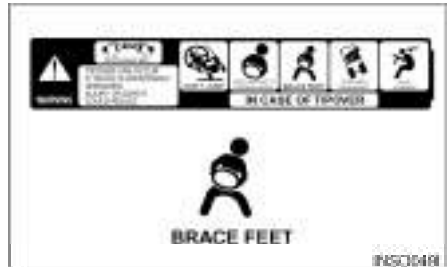
Always use operator restraint system.



DON'T jump.



Hold on tight.



Brace your feet and keep them within the operator's compartment.



Lean away from the direction of fall.

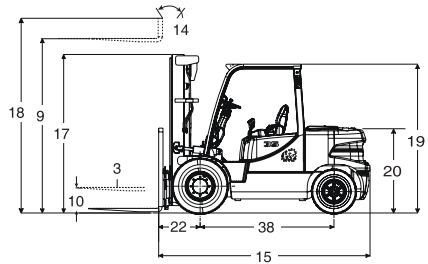
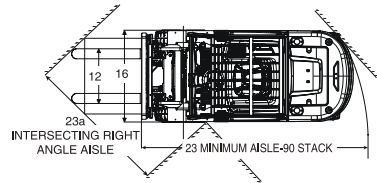


Lean forward.

Specifications

CHARACTERISTICS				NEW	
1	Manufacture			DOOSAN	DOOSAN
2	Model			D35S-5	D40S-5
3	Capacity	at rated load center	kg	3500	4000
4	Load center	distance	mm	600	600
5	Power type	electric,diesel,gasoline,L,P		Diesel	Diesel
6	Operator type	Stand-on, Driver-seated		Driver-seated	Driver-seated
7	Tire type	C=cushion, P=pneumatic		P	P
8	Wheels(x=driven)	number, front/rear		x 2/2	x 2/2
DIMENSIONS					
9	Lift with STD	maximum fork height	mm	3000	3000
10	two-stage mast	free lift	mm	160	160
12	Fork carriage	ISO class		III	III
13	Forks	thickness x width x length	mm	50x150x1050	50x150x1050
14	Tilt of mast	forward/backward	deg	8/10	8/10
15		length without forks	mm	3100	3151
16	Overall	width	mm	1372	1451
17	dimensions	mast lowered height	mm	2225	2230
18		mast extended height	mm	4265	4270
19		to top overhead guard	mm	2225	2230
21	Minimum outside turning radius		mm	2770	2820
22	Load moment constant		mm	561	561
PERFORMANCE					
24		travel, loaded/unloaded	km/h	24/25	24/25
25	Speed	lift, loaded/unloaded	mm/s	520/540	520/540
26		lowering, loaded/unloaded	mm/s	480/450	480/450
28	Drawbar pull	at 1.6 km/h, loaded	kg	3300	3300
30	Gradeability	at 1.6 km/h, loaded	%	38	35
WEIGHT					
32	Total weight	unloaded	kg	5790	6180
33	Axle load	with loaded, front/rear	kg	8215/1075	8980/1200
34		without loaded, front/rear	kg	2685/3105	2660/3520
CHASSIS					
35		number of front/rear		2/2	2/2
36	Tires	size, front single		8.25x15-14	300x15-18
		dual(option)		7.50x16-12	7.50x16-12
37		size, rear		7.00x12-12	7.00x12-12
38	Wheel base		mm	2000	2000
39	Tread	front/rear	mm	1138/1115	1153/1115
40	Ground clearance	loaded, at the lowest point		160	160
41		loaded, at center of wheelbase		205	205
42	Brake	service		shoe/disc	shoe/disc
43		parking		ratchet	ratchet
DRIVE					
45	Battery	voltage/ampere-hour	V/AH	24/75	24/75
49	Engine	manufacturer/model		DOOSAN/DB58S	DOOSAN/DB58S
50		rated output (at rpm)	ps/rpm	92/2200	92/2200
51		max. torque	kgm/rpm	33/1600	33/1600
52		cycle/cylinders/displacement	cc	4/6/5785	4/6/5785
55	Transmission	type		powershift	powershift
		No. speeds forward/reverse		2/2	2/2
57	Operating pressure	system/attachment	bar	190/140	190/140

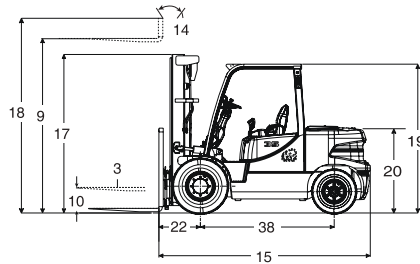
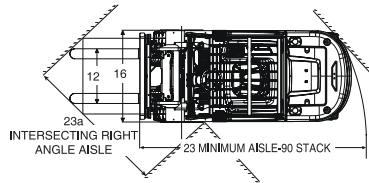
DOOSAN	DOOSAN	DOOSAN	1
D45S-5	D50C-5	D55C-5	2
4500	5000	5500	3
600	600	600	4
Diesel	Diesel	Diesel	5
Driver-seated	Driver-seated	Driver-seated	6
P	P	P	7
x 2/2	x 2/2	x 2/2	8
3000	3050	3050	9
160	170	170	10
IV	IV	IV	12
50x150x1200	60x150x1200	60x150x1200	13
8/10	8/10	8/10	14
3265	3300	3350	15
1451	1451	1451	16
2230	2380	2380	17
4420	4470	4470	18
2230	2230	2230	19
2865	2930	2990	21
561	571	571	22
24/25	24/25	24/25	24
520/540	470/540	470/540	25
480/450	490/450	490/450	26
3400	3500	3600	28
32	30	28	30
6550	7050	7390	32
9800/1250	10680/1370	11370/1520	33
2810/3740	2890/4160	2800/4590	34
2/2	2/2	2/2	35
300x15-18	300x15-18	300x15-18	36
7.50x16-12	7.50x16-12	7.50x16-12	
7.00x12-12	7.00x12-14	7.00x12-14	37
2100	2100	2100	38
1153/1115	1153/1115	1153/1115	39
160	160	160	40
205	205	205	41
shoe/disc	shoe/disc	shoe/disc	42
ratchet	ratchet	ratchet	43
24/75	24/75	24/75	45
DOOSAN /DB58S	DOOSAN /DB58S	DOOSAN /DB58S	49
92/2200	92/2200	92/2200	50
33/1600	33/1600	33/1600	51
4/6/5785	4/6/5785	4/6/5785	52
powershift	powershift	powershift	55
2/2	2/2	2/2	
210/140	210/140	230/140	57



Specifications

CHARACTERISTICS				NEW	
1	Manufacture			DOOSAN	DOOSAN
2	Model			D40SC-5	D45SC-5
3	Capacity	at rated load center	kg	4000	4500
4	Load center	distance	mm	500	500
5	Power type	electric,diesel,gasoline,LP		Diesel	Diesel
6	Operator type	Stand-on, Driver-seated		Driver-seated	Driver-seated
7	Tire type	C=cushion, P=pneumatic		P	P
8	Wheels(x=driven)	number, front/rear		x 2/2	x 2/2
DIMENSIONS					
9	Lift with STD	maximum fork height	mm	3000	3000
10	two-stage mast	free lift	mm	160	160
12	Fork carriage	ISO class		III	III
13	Forks	thickness x width x length	mm	50x150x1050	50x150x1050
14	Tilt of mast	forward/backward	deg	8/10	8/10
15		length without forks	mm	3100	3151
16	Overall	width	mm	1372	1451
17	dimensions	mast lowered height	mm	2225	2230
18		mast extended height	mm	4265	4270
19		to top overhead guard	mm	2225	2230
21	Minimum outside turning radius		mm	2770	2820
22	Load moment constant		mm	561	561
PERFORMANCE					
24		travel, loaded/unloaded	km/h	24/25	24/25
25	Speed	lift, loaded/unloaded	mm/s	520/540	520/540
26		lowering, loaded/unloaded	mm/s	480/450	480/450
28	Drawbar pull	at 1.6 km/h, loaded	kg	3300	3300
30	Gradeability	at 1.6 km/h, loaded	%	36	33
WEIGHT					
32	Total weight	unloaded	kg	5790	6180
33	Axle load	with loaded, front/rear	kg	8805/985	9540/1140
34		without loaded, front/rear	kg	2685/3105	2660/3520
CHASSIS					
35		number of front/rear		2/2	2/2
36	Tires	size, front single		8.25x15-14	300x15-18
		dual(option)		7.50x16-12	7.50x16-12
37		size, rear		7.00x12-12	7.00x12-12
38	Wheel base		mm	2000	2000
39	Tread	front/rear	mm	1138/1115	1153/1115
40	Ground clearance	loaded, at the lowest point		160	160
41		loaded, at center of wheelbase		205	205
42	Brake	service		shoe/disc	shoe/disc
43		parking		ratchet	ratchet
DRIVE					
45	Battery	voltage/ampere-hour	V/AH	24/75	24/75
49	Engine	manufacturer/model		DOOSAN/DB58S	DOOSAN/DB58S
50		rated output (at rpm)	ps/rpm	92/2200	92/2200
51		max. torque	kgm/rpm	33/1600	33/1600
52		cycle/cylinders/displacement		4/6/5785	4/6/5785
55	Transmission	type		powershift	powershift
		No. speeds forward/reverse		2/2	2/2
57	Operating pressure	system/attachment	bar	190/140	190/140

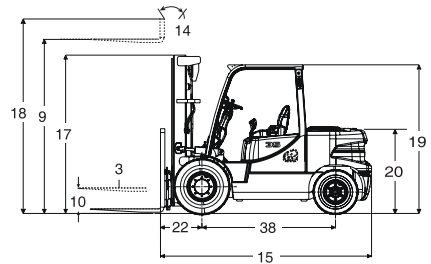
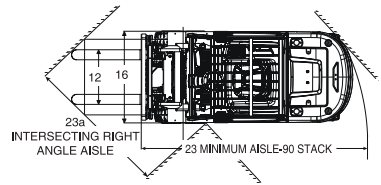
DOOSAN	DOOSAN	1
D50SC-5	D55SC-5	2
5000	5500	3
500	500	4
Diesel	Diesel	5
Driver-seated	Driver-seated	6
P	P	7
x 2/2	x 2/2	8
3000	3050	9
160	170	10
IV	IV	12
50x150x1200	60x150x1200	13
8/10	8/10	14
3265	3300	15
1451	1451	16
2230	2380	17
4420	4470	18
2230	2230	19
2865	2930	21
561	571	22
24/25	24/25	24
520/540	470/540	25
480/450	490/450	26
3400	3500	28
31	28	30
6550	7050	32
10340/1210	11200/1350	33
2810/3740	2890/4160	34
2/2	2/2	35
300x15-18	300x15-18	36
7.50x16-12	7.50x16-12	
7.00x12-12	7.00x12-14	37
2100	2100	38
1153/1115	1153/1115	39
160	160	40
205	205	41
shoe/disc	shoe/disc	42
ratchet	ratchet	43
24/75	24/75	45
DOOSAN /DB58S	DOOSAN /DB58S	49
92/2200	92/2200	50
33/1600	33/1600	51
4/6/5785	4/6/5785	52
powershift	powershift	55
2/2	2/2	
210/140	210/140	57



Specifications

CHARACTERISTICS			NEW	
1	Manufacture		DOOSAN	DOOSAN
2	Model		G35S-5	G40S-5
3	Capacity	at rated load center	kg	3500
4	Load center	distance	mm	4000
5	Power type	electric,diesel,gasoline,LP	LP	600
6	Operator type	Stand-on, Driver-seated	rider-seated	LP
7	Tire type	C=cushion, P=pneumatic	p	rider-seated
8	Wheels(x=driven)	number, front/rear	2/2	p
DIMENSIONS				
9	Lift with STD	maximum fork height	mm	3000
10	two-stage mast	free lift	mm	3000
12	Fork carriage	ISO class	III	160
13	Forks	thickness x width x length	mm	160
14	Tilt of mast	forward/backward	deg	III
15	Overall dimensions	length without forks	mm	50x150x1050
16		width	mm	50x150x1050
17		mast lowered height	mm	8/10
18		mast extended height	mm	8/10
19		to top overhead guard	mm	3100
21	Minimum outside turning radius	mm	2770	3150
22	Load moment constant	mm	561	3150
PERFORMANCE				
24	Speed	travel, loaded/unloaded	km/h	20/21
25		lift, loaded/unloaded	mm/s	19.5/20.5
26		lowering, loaded/unloaded	mm/s	500/540
28	Drawbar pull	at 1.6 km/h, loaded	kg	480/450
30	Gradeability	at 1.6 km/h, loaded	%	3355
WEIGHT				
32	Total weight	unloaded	kg	5790
33	Axle load	with loaded, front/rear	kg	6180
34		without loaded, front/rear	kg	8215/1075
CHASSIS				
35	Tires	number of front/rear	2/2	2/2
36		size, front single	8.25x15-14	300x15-18
37		dual(option)	7.50x16-12	7.50x16-12
38		size, rear	7.00x12-12	7.00x12-12
39	Wheel base	mm	2000	2000
40	Tread	mm	1138/1115	1153/1115
41	Ground clearance	loaded, at the lowest point	mm	160
42		loaded, at center of wheelbase	mm	160
43	Brake	service	shoe/disc	205
44		parking	ratchet	shoe/disc
DRIVE				
45	Battery	voltage/ampere-hour	V/AH	12/75
49	Engine	manufacturer/model	G643(E)	12/75
50		rated output (at rpm)	Kw(hp)/rpm	69(93)/2450
51		max. torque	N-m(lb-ft)/rpm	69(93)/2450
52		cycle/cylinders/displacement	cc	294(217)/1600
55	Transmission	type	powershift	4/6/4294
56		No. speeds forward/reverse	2/2	powershift
57	Operating pressure	system/attachment	bar	2/2

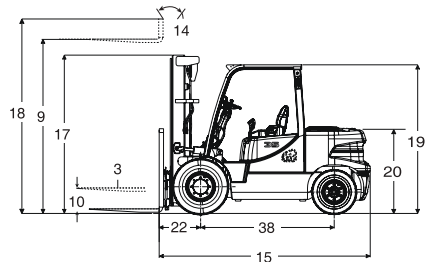
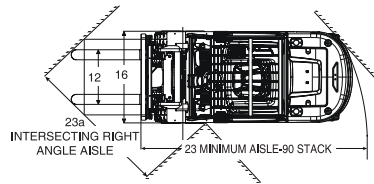
DOOSAN	DOOSAN	DOOSAN	1
G45S-5	G50C-5	G55C-5	2
4500	5000	5500	3
600	600	600	4
LP	LP	LP	5
rider-seated	rider-seated	Driver-seated	6
p	p	P	7
2/2	2/2	x 2/2	8
3000	3050	3050	9
160	170	170	10
IV	IV	IV	12
50x150x1200	60x150x1200	60x150x1200	13
8/10	8/10	8/10	14
3265	3300	3350	15
1451	1451	1451	16
2230	2380	2380	17
4420	4470	4470	18
2230	2230	2230	19
2865	2930	2990	21
561	571	571	22
19.5/20.5	19.5/20.5	24/25	24
500/540	490/540	470/540	25
480/450	490/450	490/450	26
3410	3410	3600	28
30.7	30.7	28	30
6550	7050	7390	32
9800/1250	10680/1370	11370/1520	33
2810/3740	2890/4160	2800/4590	34
2/2	2/2	2/2	35
300x15-18	300x15-18	300x15-18	36
7.50x16-12	7.50x16-12	7.50x16-12	
7.00x12-12	7.00x12-14	7.00x12-14	37
2100	2100	2100	38
1153/1115	1153/1115	1153/1115	39
160	160	160	40
205	205	205	41
shoe/disc	shoe/disc	shoe/disc	42
ratchet	ratchet	ratchet	43
12/75	12/75	12/75	45
G643(E)	G643(E)	G643(E)	49
69(93)/2450	69(93)/2450	69(93)/2450	50
294(217)/1600	294(217)/1600	294(217)/1600	51
4/6/4294	4/6/4294	4/6/4294	52
powershift	powershift	powershift	55
2/2	2/2	2/2	
210/140	210/140	230/140	57



Specifications

CHARACTERISTICS				NEW	
1	Manufacture			DOOSAN	DOOSAN
2	Model			G40SC-5	G45SC-5
3	Capacity	at rated load center	kg	4000	4500
4	Load center	distance	mm	500	500
5	Power type	electric,diesel,gasoline,LP		LP	LP
6	Operator type	Stand-on, Driver-seated		rider-seated	rider-seated
7	Tire type	C=cushion, P=pneumatic		p	p
8	Wheels(x=driven)	number, front/rear		2/2	2/2
DIMENSIONS					
9	Lift with STD	maximum fork height	mm	3000	3000
10	two-stage mast	free lift	mm	160	160
12	Fork carriage	ISO class		III	III
13	Forks	thickness x width x length	mm	50x150x1050	50x150x1050
14	Tilt of mast	forward/backward	deg	8/10	8/10
15	Overall dimensions	length without forks	mm	3100	3150
16		width	mm	1372	1451
17		mast lowered height	mm	2225	2230
18		mast extended height	mm	4265	4270
19		to top overhead guard	mm	2225	2230
21	Minimum outside turning radius		mm	2770	2820
22	Load moment constant		mm	561	561
PERFORMANCE					
24	Speed	travel, loaded/unloaded	km/h	20/21	19.5/20.5
25		lift, loaded/unloaded	mm/s	500/540	500/540
26		lowering, loaded/unloaded	mm/s	480/450	480/450
28	Drawbar pull	at 1.6 km/h, loaded	kg	3430	3410
30	Gradeability	at 1.6 km/h, loaded	%	33.5	31
WEIGHT					
32	Total weight	unloaded	kg	5790	6180
33	Axle load	with loaded, front/rear	kg	8805/985	9540/1140
34		without loaded, front/rear	kg	2685/3105	2660/3520
CHASSIS					
35	Tires	number of front/rear		2/2	2/2
36		size, front single		8.25x15-14	300x15-18
		dual(option)		7.50x16-12	7.50x16-12
37		size, rear		7.00x12-12	7.00x12-12
38	Wheel base		mm	2000	2000
39	Tread	front/rear	mm	1138/1115	1153/1115
40	Ground clearance	loaded, at the lowest point	mm	160	160
41		loaded, at center of wheelbase	mm	205	205
42	Brake	service		shoe/disc	shoe/disc
43		parking		ratchet	ratchet
DRIVE					
45	Battery	voltage/ampere-hour	V/AH	12/75	12/75
49	Engine	manufacturer/model		G643(E)	G643(E)
50		rated output (at rpm)	Kw(hp)/rpm	69(93)/2450	69(93)/2450
51		max. torque	N-m(lb•ft)/rpm	294(217)/1600	294(217)/1600
52		cycle/cylinders/displacement	cc	4/6/4294	4/6/4294
55	Transmission	type		powershift	powershift
		No. speeds forward/reverse		2/2	2/2
57	Operating pressure	system/attachment	bar	190/140	190/140

DOOSAN	DOOSAN	1
G50SC-5	G55SC-5	2
5000	5500	3
500	500	4
LP	LP	5
rider-seated	rider-seated	6
p	p	7
2/2	2/2	8
3000	3050	9
160	170	10
IV	IV	12
50x150x1200	60x150x1200	13
8/10	8/10	14
3265	3300	15
1451	1451	16
2230	2380	17
4420	4470	18
2230	2230	19
2865	2930	21
561	571	22
19.5/20.5	19.5/20.5	24
500/540	490/540	25
480/450	490/450	26
3400	3400	28
30	28	30
6550	7050	32
10340/1210	11200/1350	33
2810/3740	2890/4160	34
2/2	2/2	35
300x15-18	300x15-18	36
7.50x16-12	7.50x16-12	
7.00x12-12	7.00x12-14	37
2100	2100	38
1153/1115	1153/1115	39
160	160	40
205	205	41
shoe/disc	shoe/disc	42
ratchet	ratchet	43
12/75	12/75	45
G643(E)	G643(E)	49
69(93)/2450	69(93)/2450	50
294(217)/1600	294(217)/1600	51
4/6/4294	4/6/4294	52
powershift	powershift	55
2/2	2/2	
210/140	210/140	57



Noise and Vibration

Noise

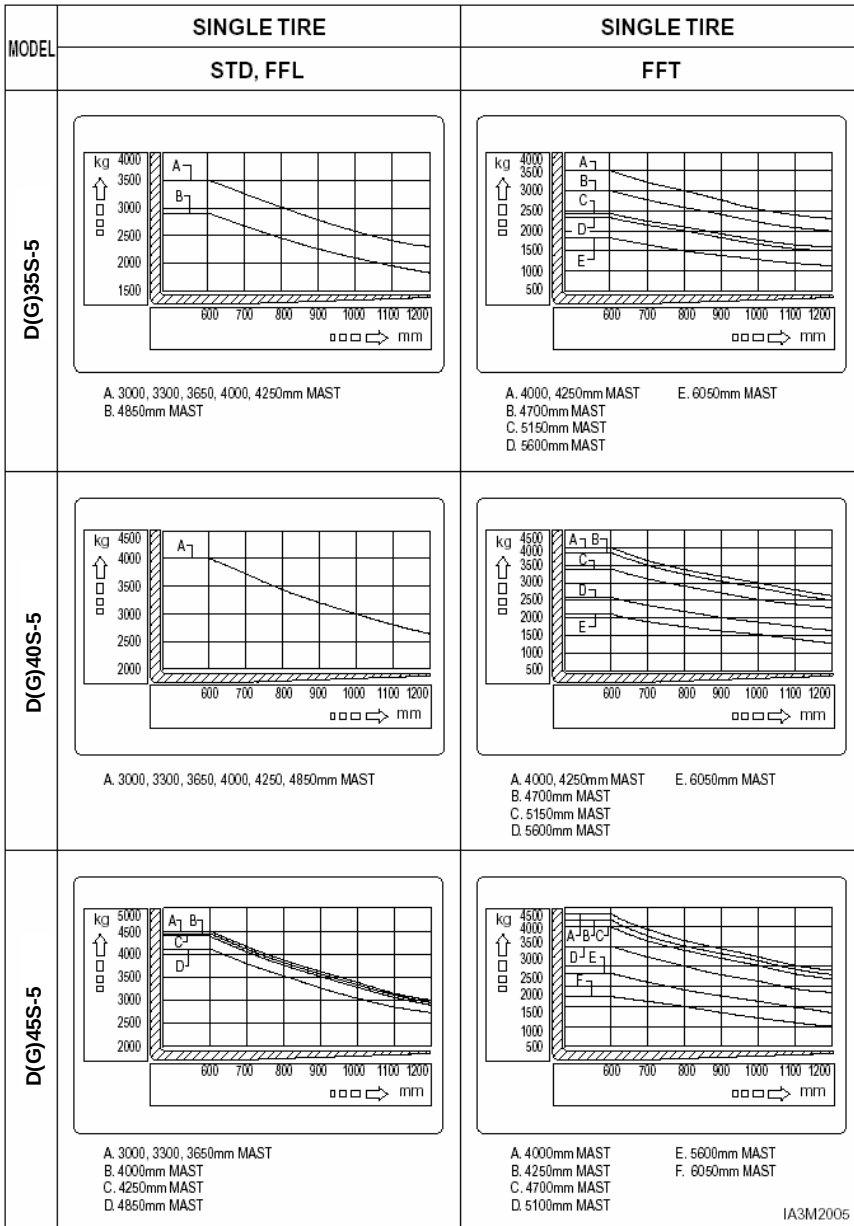
Model		Noise Level [Unit : dB(A)]				
		Sound Pressure Level at Operator's ear(Leq)		Sound Pressure Level at By-stander position (AS 3713)		Guaranteed Sound Power Level(L_{WA}) by new directive 2000/14/EC
		AS3713	prEN12053	Drive-By	Lifting Mode	
D35/40/45S-5, D40/45/50/55SC-5, D50/55C-5 (TIER II E/G)	W/O Cabin	82.1	84.1	78.5	77.8	107
G35/40/45S-5, G50/55C-5 G40/45/50/55SC-5, (W/O Cabin) (NON – CERT)		84.9	87.5	85	85	107
G35/40/45S-5, G50/55C-5 (TIER III E/G) (W/O Cabin)		81.5	83.4	76.5	75.1	106

Vibration(weighted overall value)

Unit : m/sec²

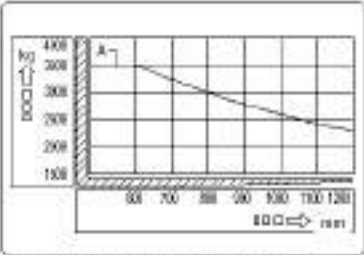
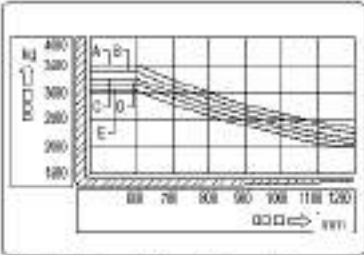
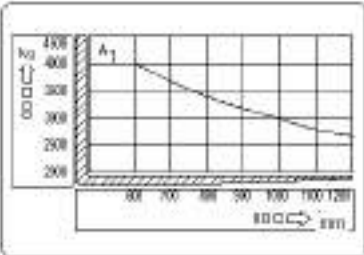
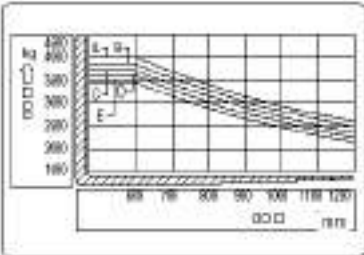
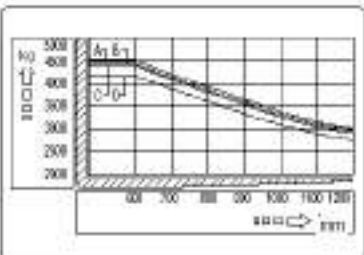
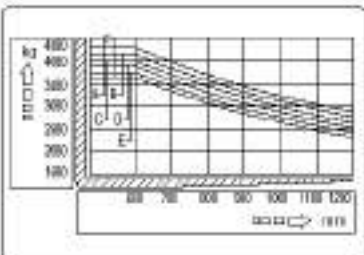
Model	Measuring place		
	Seat	Steering Wheel	Floor Plate
D35/40/45S-5, D40/45/50/55SC-5, D50/55C-5 (TIER II E/G)	0.1	0.3	0.1
G35/40/45S-5, G50/55C-5 G40/45/50/55SC-5 (NON – CERT)	0.6	0.7	0.9
G35/40/45S-5, G50/55C-5 (TIER III E/G)	0.97	0.82	0.25

Capacity Chart



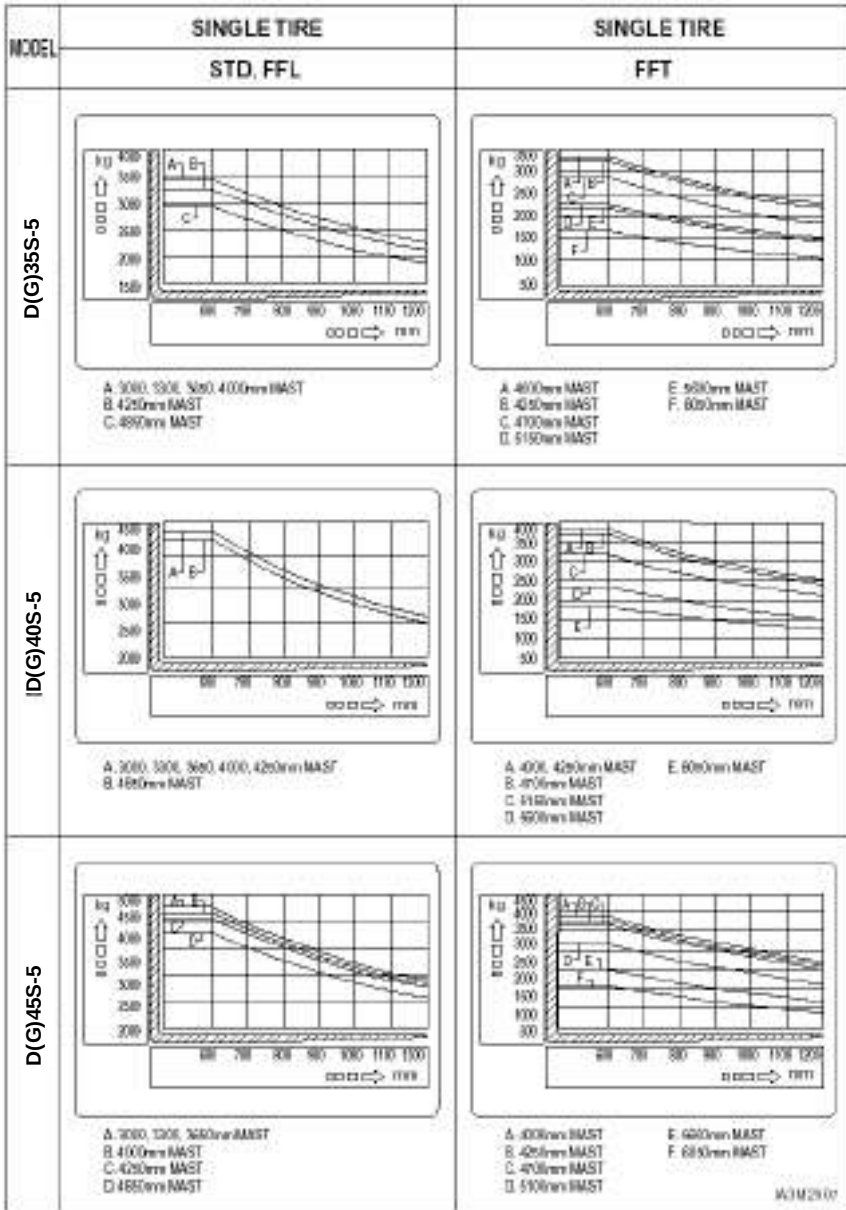
IA3M2005

Capacity Chart

MODEL	DOUBLE TIRE STD, FFL	DOUBLE TIRE FFT
	STD, FFL	FFT
D(G)35S-5	 A. 3000, 3300, 3600, 4000, 4250, 4800mm MAST	 A. 4000, 4250mm MAST E. 6050mm MAST B. 4700mm MAST C. 5150mm MAST D. 5800mm MAST
D(G)40S-5	 A. 3000, 3300, 3600, 4000, 4250, 4800mm MAST	 A. 4000, 4150mm MAST E. 6050mm MAST B. 4700mm MAST C. 5150mm MAST D. 5800mm MAST
D(G)45S-5	 A. 3000, 3300, 3600mm MAST B. 4000mm MAST C. 4250mm MAST D. 4800mm MAST	 A. 4000mm MAST E. 5800mm MAST B. 4250mm MAST F. 6050mm MAST C. 4700mm MAST D. 5150mm MAST

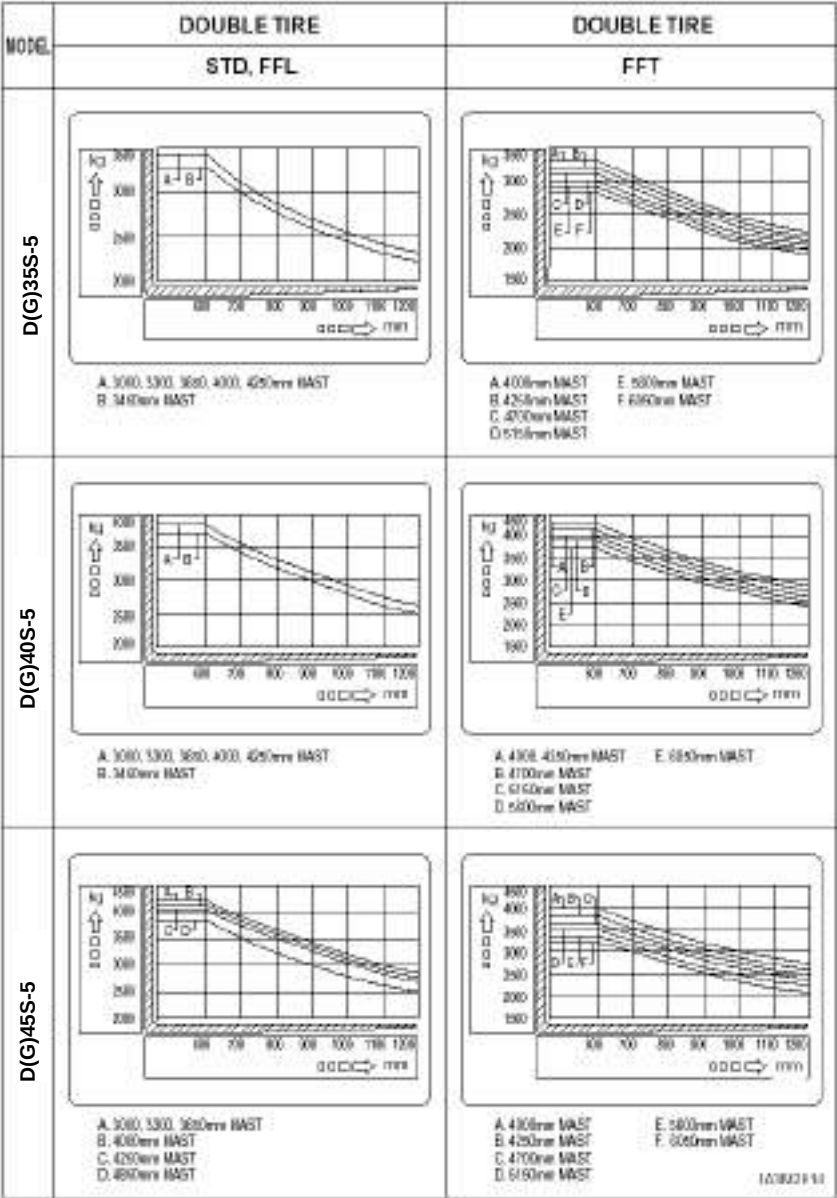
1A3R/006

Capacity Chart (with Side Shifter)



A3M2907

Capacity Chart (with Side Shifter)



167802 P.11

Capacity Chart

MODEL	SINGLE TIRE	SINGLE TIRE
	STD, FFL	FFT
D(G)40SC-5	A. 3000, 3300, 3650, 4000mm MAST B. 4250mm MAST C. 4850mm MAST	A. 4000mm MAST B. 4250mm MAST C. 4700mm MAST D. 5150mm MAST E. 5600mm MAST F. 6050mm MAST
D(G)45SC-5	A. 3000, 3300, 3650, 4000, 4250mm MAST B. 4850mm MAST	A. 4000, 4250mm MAST B. 4700mm MAST C. 5150mm MAST D. 5600mm MAST E. 6050mm MAST
D(G)50SC-5	A. 3000, 3300, 3650mm MAST B. 4000mm MAST C. 4250mm MAST D. 4850mm MAST	A. 4000mm MAST B. 4250mm MAST C. 4700mm MAST D. 5100mm MAST E. 5600mm MAST F. 6050mm MAST

IA3M2001

Capacity Chart

MODEL	DOUBLE TIRE STD, FFL	DOUBLE TIRE FFT
	STD, FFL	FFT
D(G)40SC-5	A. 3000, 3300, 3650, 4000mm MAST B. 4250mm MAST C. 4850mm MAST	A. 4000mm MAST B. 4250mm MAST C. 4700mm MAST D. 5150mm MAST E. 5600mm MAST F. 6050mm MAST
D(G)45SC-5	A. 3000, 3300, 3650, 4000, 4250mm MAST B. 4850mm MAST	A. 4000mm MAST B. 4520mm MAST C. 4700mm MAST D. 5150mm MAST E. 5600mm MAST F. 6050mm MAST
D(G)50SC-5	A. 3000, 3300, 3650mm MAST B. 4000mm MAST C. 4250mm MAST D. 4850mm MAST	A. 4000mm MAST B. 4250mm MAST C. 4700mm MAST D. 5150mm MAST E. 5600mm MAST F. 6050mm MAST

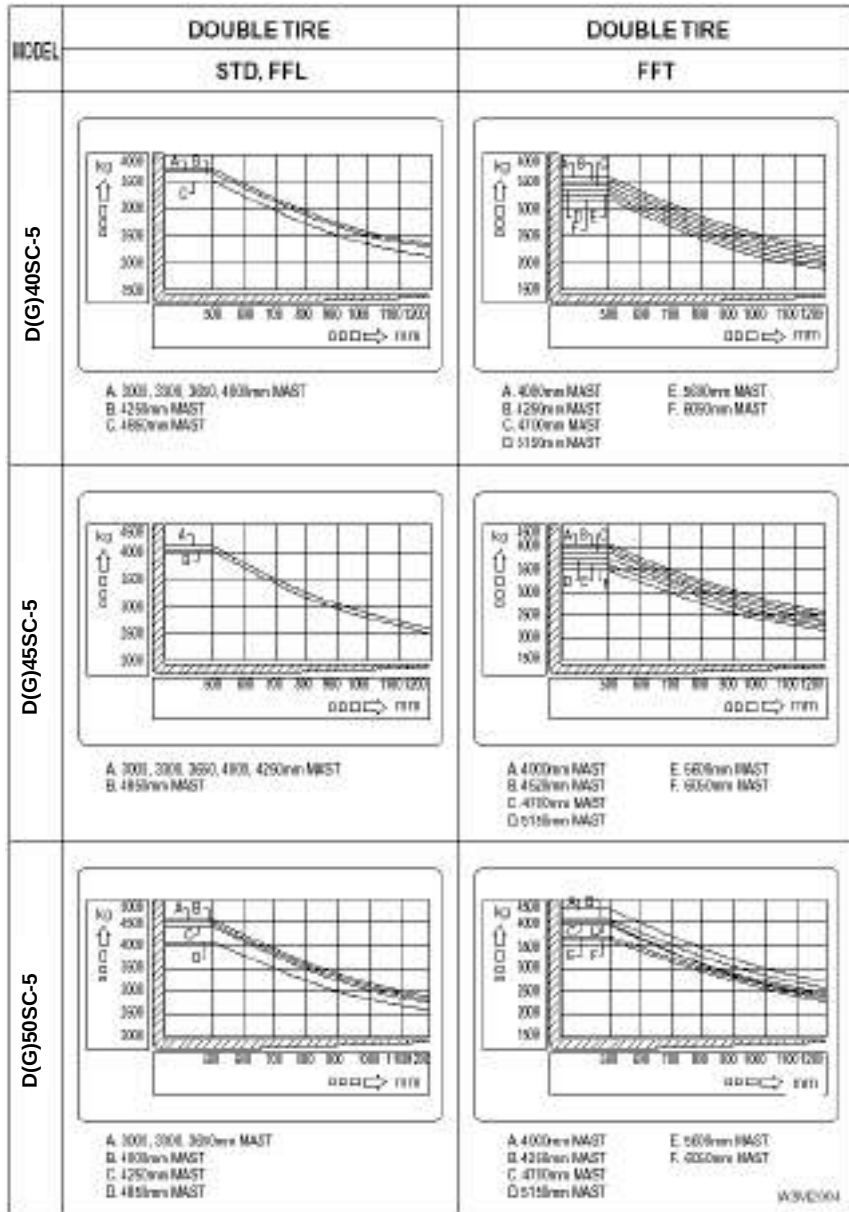
IA3M2002

Capacity Chart (with Side Shifter)

MODEL	SINGLE TIRE	SINGLE TIRE
	STD, FFL	FFT
D(G)40SC-5	A. 3000, 3300, 3650, 4000mm MAST B. 4250mm MAST C. 4850mm MAST	A. 4000mm MAST B. 4250mm MAST C. 4500mm MAST D. 5150mm MAST E. 5600mm MAST F. 6050mm MAST
D(G)45SC-5	A. 3000, 3300, 3650, 4000, 4250mm MAST B. 4850mm MAST	A. 4000, 4250mm MAST B. 4700mm MAST C. 5150mm MAST D. 5600mm MAST E. 6050mm MAST
D(G)50SC-5	A. 3000, 3300, 3650mm MAST B. 4000mm MAST C. 4250mm MAST D. 4850mm MAST	A. 4000mm MAST B. 4250mm MAST C. 4700mm MAST D. 5100mm MAST E. 5600mm MAST F. 6050mm MAST G. 6500mm MAST

JA3M2003

Capacity Chart (with Side Shifter)

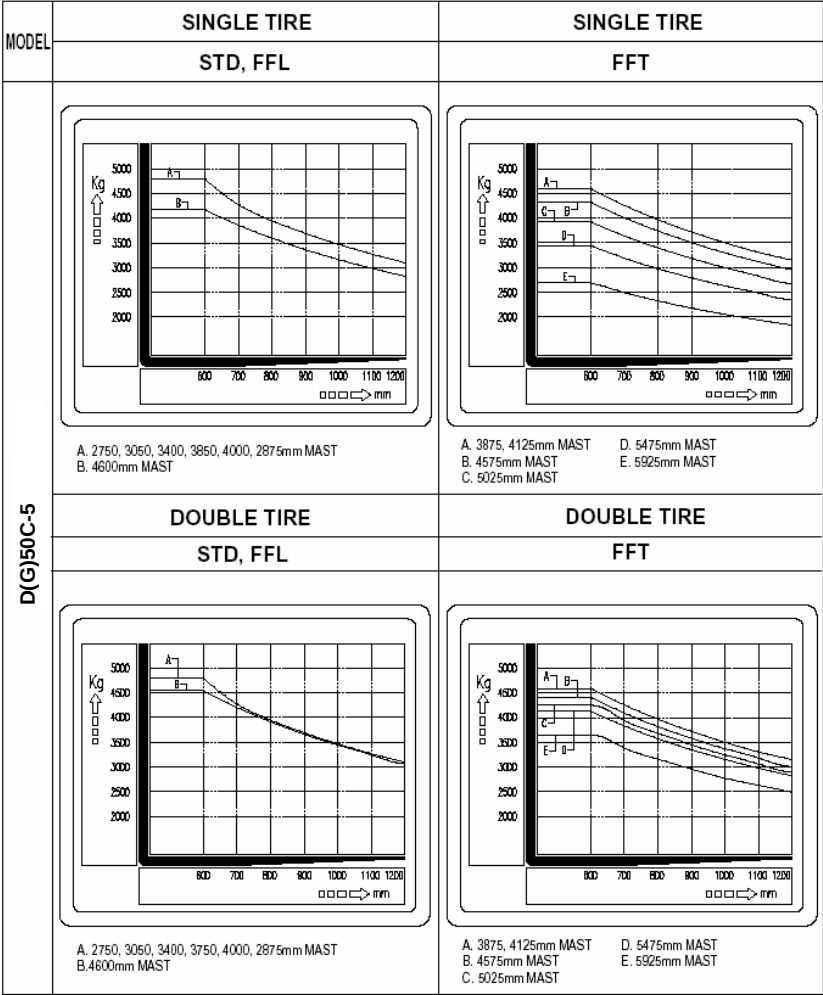


W3VE2004

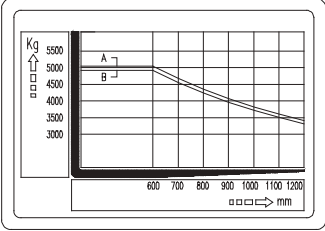
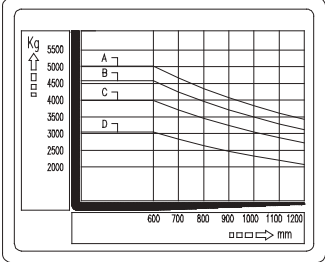
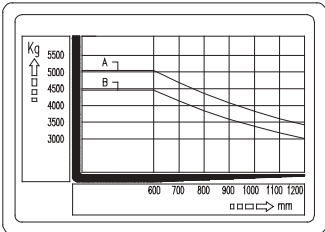
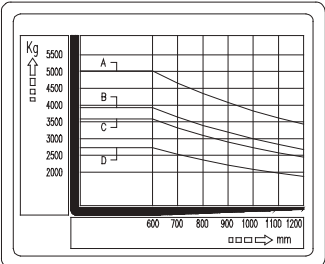
Capacity Chart

MODEL	SINGLE TIRE	SINGLE TIRE
	STD, FFL	FFT
D(G)50C-5	A. 2750, 3050, 3400, 3850, 4000mm MAST B. 4600mm MAST	A. 3875, 4125mm MAST B. 4575mm MAST D. 5475mm MAST E. 5925mm MAST
	DOUBLE TIRE	DOUBLE TIRE
	STD, FFL	FFT
	A. 2750, 3050, 3400, 3850, 4000, 4600mm MAST	A. 3875, 4125mm MAST B. 4575mm MAST C. 5025mm MAST D. 5475mm MAST E. 5925mm MAST

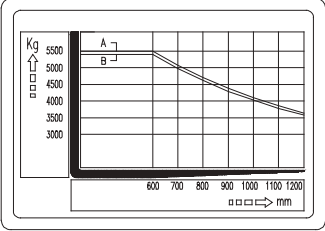
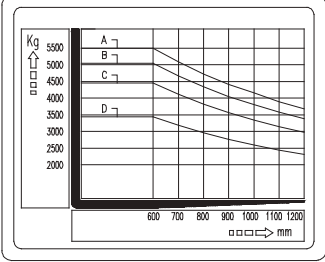
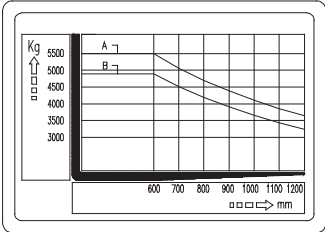
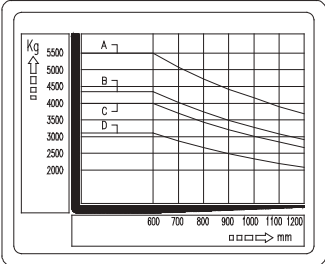
Capacity Chart (with Side Shifter)



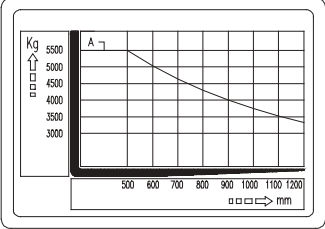
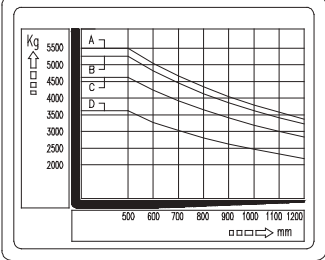
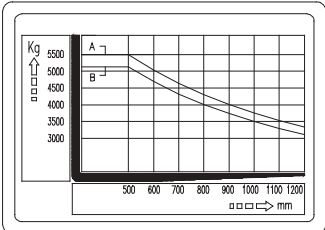
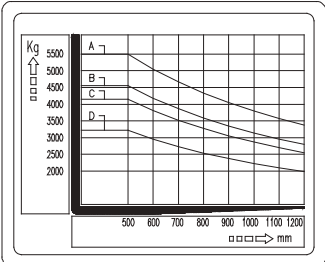
Capacity Chart (with Side Shifter)

MODEL	SINGLE TIRE	
	STD, FFL	FFT
D(G)55C-5	 A. 2750, 3050, 3400, 3750, 4000, 2875mm MAST B. 4600mm MAST	 A. 3875, 4125, 4575mm MAST B. 5025mm MAST C. 5475mm MAST D. 5925mm MAST
	DOUBLE TIRE	DOUBLE TIRE
	STD, FFL	FFT
	 A. 2750, 3050, 3400, 3750, 4000, 2875mm MAST B. 4600mm MAST	 A. 3875, 4125, 4575mm MAST B. 5025mm MAST C. 5475mm MAST D. 5925mm MAST

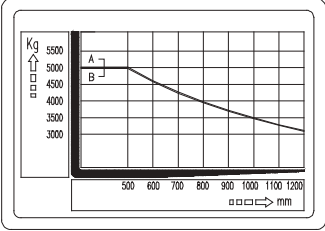
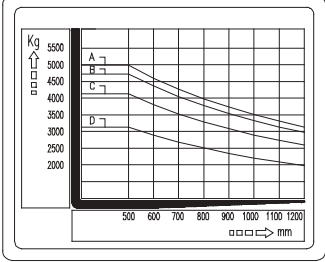
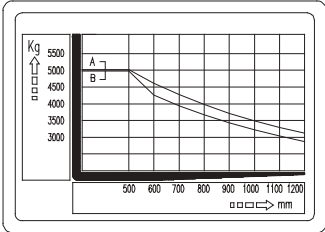
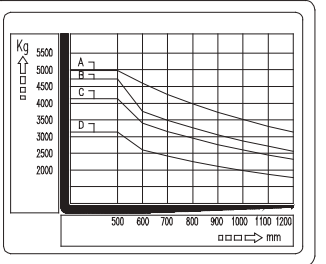
Capacity Chart

MODEL	SINGLE TIRE	
	STD, FFL	FFT
	 A. 2750, 3050, 3400, 3750, 4000, 2875mm MAST B. 4600mm MAST	 A. 3875, 4125, 4575mm MAST B. 5025mm MAST C. 5475mm MAST D. 5925mm MAST
	DOUBLE TIRE	DOUBLE TIRE
	STD, FFL	FFT
	 A. 2750, 3050, 3400, 3750, 4000, 2875mm MAST B. 4600mm MAST	 A. 3875, 4125, 4575mm MAST B. 5025mm MAST C. 5475mm MAST D. 5925mm MAST

Capacity Chart

MODEL	SINGLE TIRE	SINGLE TIRE
	STD, FFL	FFT
D(C)55SC-5	 A. 2750, 3050, 3400, 3750, 4000, 4600, 2875mm MAST	 A. 3875, 4125, 4575mm MAST B. 5025mm MAST C. 5475mm MAST D. 5925mm MAST
	DOUBLE TIRE	DOUBLE TIRE
	STD, FFL	FFT
	 A. 2750, 3050, 3400, 3750, 4000, 2875mm MAST B. 4600mm MAST	 A. 3875, 4125, 4575mm MAST B. 5025mm MAST C. 5475mm MAST D. 5925mm MAST

Capacity Chart (with Side Shifter)

MODEL	SINGLE TIRE	SINGLE TIRE
	STD, FFL	FFT
D(C)55SC-5	 A. 2750, 3050, 3400, 3750, 4000, 2875mm MAST B. 4600mm MAST	 A. 3875, 4125, 4575mm MAST C. 5475mm MAST B. 5025mm MAST D. 5925mm MAST
	DOUBLE TIRE	DOUBLE TIRE
	STD, FFL	FFT
	 A. 2750, 3050, 3400, 3750, 4000, 2875mm MAST B. 4600mm MAST	 A. 3875, 4125, 4575mm MAST C. 5475mm MAST B. 5025mm MAST D. 5925mm MAST

Serial Number

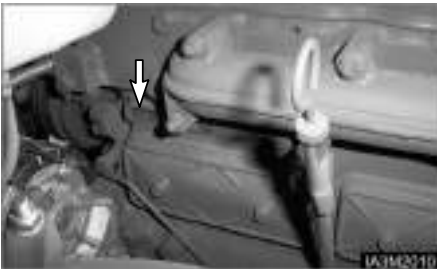
Serial Number Locations

For quick reference, record your lift truck's serial numbers in the spaces provided below the photographs.



Lift Truck Serial Number

• _____



5.8 liter Diesel Engine(TIER II)Serial Number

• _____



4.3 liter GM Vortec Engine Serial Number(G643)

• _____



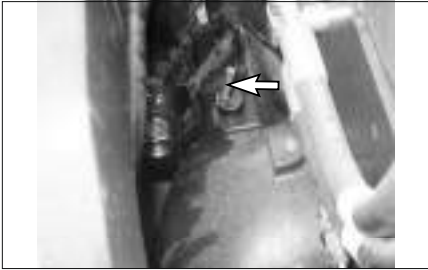
4.3 liter GM Vortec Engine Serial Number(G643E)

• _____



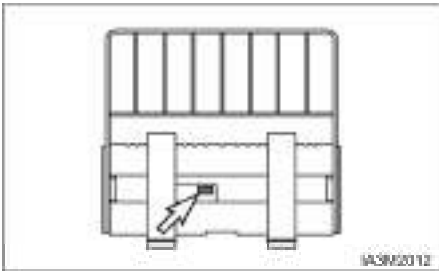
Transmission Serial Number

• _____



DRIVE AXLE Serial Number

• _____



Side Shifter Serial Number(If Equipped)

• _____

Operator's Warning and Identification Plate

Familiarize yourself with the OPERATOR'S WARNING Plate, and IDENTIFICATION, LIFT CAPACITY and ATTACHMENT PLATES. Do not exceed capacity as equipped load ratings.

Operator's Warning Plate



Located on the cowl to the right side of the steering column.

Identification, Lift Capacity and Attachment Plate



Located on the front side of the FCU.

Lift Truck Capacity Rating

Do not exceed allowable lift truck working capacity load ratings.

The capacity of the lift truck is given by weight and distance to the load center. For example, a capacity of 1200kg (2640lb) at 600mm (24in) means that the lift truck can lift 1200kg (2640lb) if the load center is 600 mm (24in) from both the vertical and horizontal faces of the forks.

Before attempting to lift any load, ensure that the weight and load center combination is within the capacity of the lift truck as shown on the capacity rating plate. To determine the load center, measure the distance from the face of the carriage to the gravitational center of the load.

The rated capacity on the plate refers to the capacity of the lift truck as it left the factory. Subsequent changes of any form to the equipment or battery can alter the lift truck's rating.

The rated capacity of the lift truck applies to operating conditions where the lift truck is on level ground. The capacity of the lift truck is reduced on inclines.

Below are abbreviations that may appear on the Identification, Lift Capacity and Attachment Plate and their meanings.

Mast Abbreviations

STD - Standard Mast (single inner member, low free lift)

FF - Full Free Lift Mast (single inner member with high free lift duplex cylinder)

FFT - Triple Lift Mast (two inner members) with either low or full free lift characteristics.

QUAD - Quadruple (Quad) Mast (with three inner members)

NOTE : When only a mast-type is listed on the identification plate, a standard carriage and forks are used.

Attachment Abbreviations (Includes Special Forks)

SC - Special Carriage-increased width, height or outreach

SSS - Shaft-type Sideshift Carriage

HSS - Hook-type Sideshift Carriage (ITA)

CW - Counterweight

SF - Special Forks

SWS - Swing Shift, Sideshift

RAM - Ram or Boom

DBC BH - Double Cube Block Handler

HFP - Hydraulic Fork Positioner

CR - Crane Arm or Crane Boom

TH - Tire Handler

CTH - Container Handler

LPP - Load Push-Pull Device

CC - Carton Clamp

RC - Roll Clamp

LS - Load Stabilizer

PWH - Pulp Wood Handler

SS-ST - Sideshift-Side Tilt Carriage

Operator's Station and Monitoring Systems

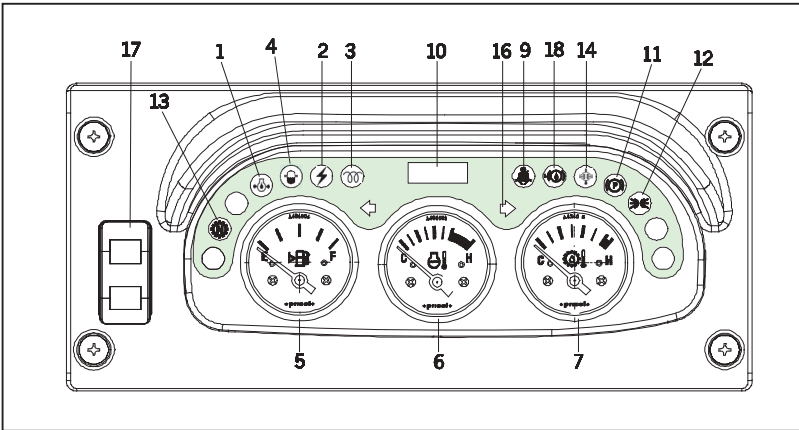
Instrument Panel

Your lift truck may not have the same indicator or warning lights as shown in the illustrations. Due to the various options available, typical instrument panels are shown.

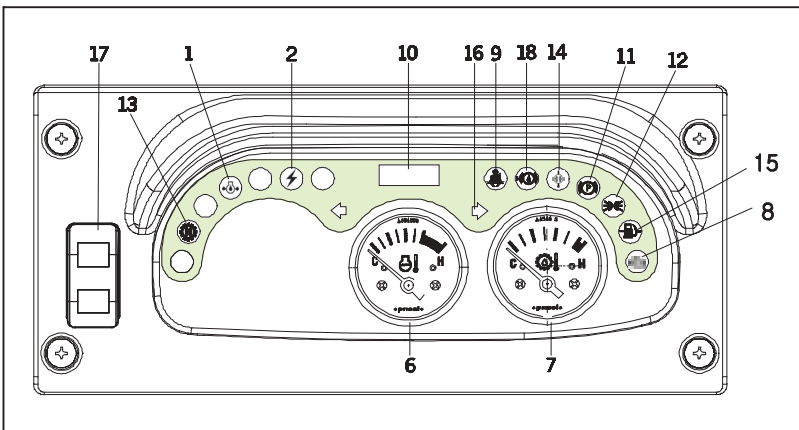
However, the symbols on the indicators and lights on your panel identify what those particular items are.

Also, the symbol for each of the items is identified and an explanation of their function and location is described on the following pages.

Diesel (24V)



LPG (12V)





1. Engine Oil Pressure Indicator Light - Indicates insufficient engine oil pressure. The light will come on when the ignition switch is turned to the ON position. The light should go off after the engine is started. If the light turns on while operating the lift trucks, insufficient engine oil pressure is indicated. Park the lift truck and stop the engine.



2. Alternator Indicator Light - Indicates if the battery charging system is operational. The light will come on when the ignition switch is turned to the ON position.

The light should go off after the engine is started, indicating the alternator is producing sufficient voltage to charge the battery. If the light turns on with the engine running, check the alternator charging system for a malfunction.



3. Diesel Engine Start Preheat Indicator Light - The light will come ON when the key is turned to the ON position from the OFF position. This indicates that the glow plugs are preheating the pre-combustion chambers for easier starting.

✶The amount of time needed to preheat the pre-combustion chambers is approximately seven seconds, depending on the surrounding air temperature. When the light goes OFF the maximum pre-combustion chamber temperature has been reached and the key can be turned to the START position to start the engine.



4. Diesel Engine Water in Fuel Filter Indicator Light (If Equipped) - Indicates when the engine is running, there is water in the fuel filter exceeds 100cc.

The light will come ON when the ignition switch is turned to the ON position. The light should go off after the engine is started. If the light turns on with the engine running, park the lift truck and stop the engine.

Drain some fuel (and any water) until clean fuel flows from the filter which approximately takes 5 to 6 seconds.



5. Fuel Level Gauge - Indicates fuel level (Gas, Diesel, or Dual Fuel Trucks Only).



6. Engine Coolant Temperature Gauge - Indicates coolant temperature. If the pointer moves beyond the green band while operating the lift truck, overheating is indicated. Park the lift truck and stop the engine.

Check the cooling system for a malfunction. The pointer will be at the end of the green band when the coolant temperature reaches approximately 106°C (223°F) on all engines.

(LED Type Gage) If both tenth & ninth flash out of phase while operating the lift truck, overheating is indicated. Park the lift truck and stop the engine.

Check the cooling system for a malfunction. Both tenth & ninth will flash out of phase when the coolant temperature reaches approximately 106°C (223°F) on all engine.



7. Transmission Oil Temperature Gauge - Indicates transmission oil temperature. If the pointer moves beyond the green band while operating the lift truck, excessive transmission oil temperature is indicated. Park the lift truck and stop the engine.

(LED Type Gage) If both tenth & ninth flash out of phase while operating the lift truck, excessive transmission oil temperature is indicated. Park the lift truck and stop the engine.



8. G643(E) Engine Malfunction Indicator Lamp (MIL) - G643(E) engine control system are equipped with built-in fault diagnostics. Detected system faults can be displayed by the Malfunction Indicator Lamp (MIL) as Diagnostic Faults Codes (DFC) or flash codes, and viewed in detail with the use of service tool software. When the ignition key is turned ON the MIL will perform a self-test, illuminate once and then go OFF. If a detected fault condition exists, the fault or faults will be stored in the memory of the engine control module (ECM). Once a fault occurs the MIL will illuminate and remain ON. This signals the operator that a faults has been detected by the SECM.



9. Seat Belt Warning Light (If Equipment) - Indicates when the seat belt does not fastened by operator.

The light will come on when the ignition switch is turned to the on position. The light should go off after engine is started.



10. Service Hour Meter - Indicates the total number of hours the engine and the lift truck have operated. The hour meter will operate when the ignition switch is in the ON position, whether the engine is running or not. The hour meter is used to determine lubrication and maintenance intervals.



11. Parking indicator light- The light will come ON when the parking lever is applied.



12. Front Floodlights- Push down on the switch(17), to the first step, to turn the front floodlights on.

Front and Rear Floodlights - Push down on the switch(17), to the second step, to turn both the front and rear floodlights on. The floodlights are optional.



13. Transmission Neutral Position Light - Indicates the neutral position of transmission.



14. Drive Axle Oil Indicator Light (OCDB only) - Indicates too hot drive axle oil.

The light will be ON when the ignition switch is in the ON position and must go OFF when the engine is running.

Do not continue to operate the lift truck if the light is ON during operation.



15. Low Level Light of LP GAS – Indicates the low Level of LP GAS (LP only) (If Equipped)



16. Directional Turning Indicator Light



17. Front and Rear Floodlights Switch – The front floodlight is ON when push down switch to the first step.

The front and rear floodlights are ON when push down switch to the second step.

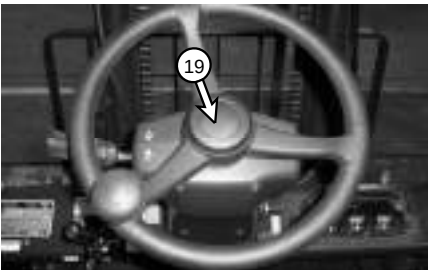


18. Brake Fluid Oil Light (If Equipped) – The light is ON when the brake fluid oil of brake reservoir comes down to low level position. Refill the proper brake fluid oil if its light is ON.



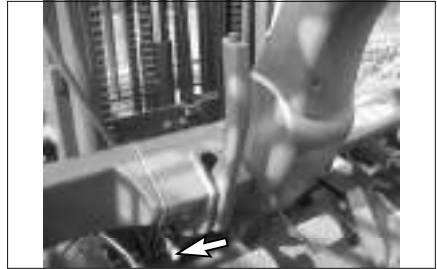
WARNING

Frequent rapid starts at 2nd speed can be the cause of overheating at torque converter. With this operating condition, the pointer can sometimes exceed the green band. If this situation occurs from time to time, please avoid this operating condition to protect the transmission and increase the work efficiency. That is, start the truck at 1st speed and shift to 2nd speed to increase the travel speed.



19. Horn Switch - Push on the horn button to sound the horn.

Engine Compartment



1. The engine compartment is accessible by pulling the latch and raising the hood and seat assembly.

NOTE: Unlock latch before pulling if key equipped.



2. The hood and seat assembly is held up by a support cylinder. Make certain the air cylinder is operating properly and securely holds the hood up before doing anything in the engine compartment.

Circuit Breaker



Typical Example

Diesel Engine Truck



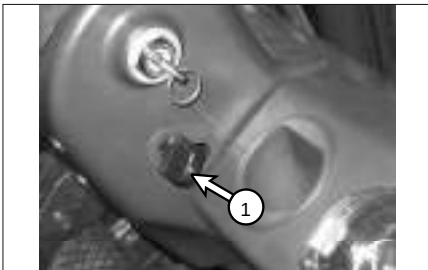
Typical Example

LP Engine Truck



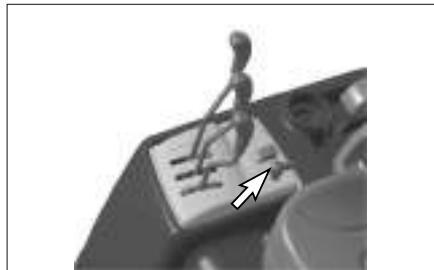
Circuit Breaker - Protects the main electrical circuits. To reset the circuit breaker, push the button in. Located in the engine compartment.

Tilt Steering Column



To adjust the steering column, push down the knob(1), and move the steering column to the desired position, then release the knob(1).

Electrical Disconnect Switch (If Equipped)



1. ON-Connects the battery for electrical power to all electrical circuits.



2. OFF-Disconnects the battery from all electrical circuits.

Seat

NOTE: Seat arrangements may vary. Basic operation will be similar.

Seat adjustment should be checked at the beginning of each shift and when operators change.

Lock the seat into position before operating, to prevent an unexpected seat change.

Adjust seat to allow full brake pedal travel with operator's back against seat back.



NOTE: The seat can only be correctly adjusted with the operator fully seated.

Seat Switch System (If Equipped)



The lift truck is equipped with a SEAT SWITCH SYSTEM. In normal operation if the directional lever is placed in either forward or reverse, the lift truck will move at a speed proportional to the accelerator pedal's position. If the operator leaves the seat without setting the parking brake, within three seconds after leaving the seat, the SEAT SWITCH SYSTEM will automatically disengage the transmission. The directional lever, however, will remain in that forward or reverse location although internally the transmission will have shifted into neutral.

Before exiting the lift truck, the parking brake should always be applied.



WARNING

WHEN LEAVING MACHINE APPLY PARKING BRAKE!

PARKING BRAKE IS NOT AUTOMATICALLY APPLIED.

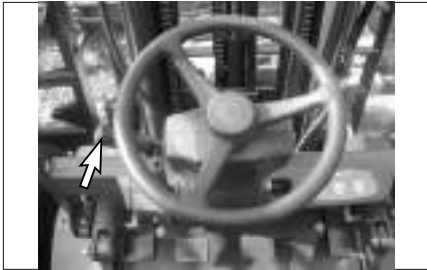
NOTE: Some trucks may be equipped (ask your dealer if this applies to your truck) with an alarm that will sound if the parking brake is not applied when leaving the machine.

NOTICE

1. Prior to operating the lift truck, be sure to understand and check the SEAT SWITCH SYSTEM.
2. While in normal operation and on level ground, select a direction with the directional lever and with the park brake released. You will note that the truck will move slowly in the selected direction. If you lift your hips off of the seat, within three seconds, the SEAT SWITCH SYSTEM will disengage the transmission allowing the truck to coast but not automatically stop.
3. To restore the lift truck to normal operation, while sitting in the operator's seat depress the brake pedal to hold the lift truck, return the directional lever to the neutral position, and then reselect a direction of travel (either forward or reverse). The transmission will then re-engage.
4. If seat or seat switch replacement becomes necessary, be sure to use genuine DOOSAN Infracore lift truck parts. Lift trucks should never be operated without an operational SEAT SWITCH SYSTEM.

Lift Truck Controls

Direction Control Lever



1. Forward - Push the lever forward for FORWARD direction travel.

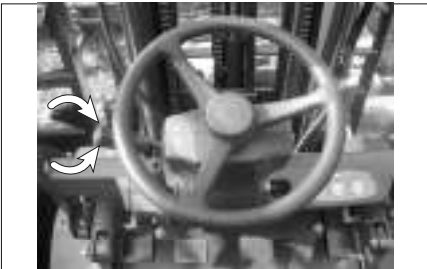


2. Neutral - Move the lever to center position for NEUTRAL.



3. Reverse - Pull the lever back for REVERSE direction travel.

Transmission Speed Range Lever



1. High - Rotate the lever counterclockwise for HIGH speed range.

2. Low - Rotate the lever clockwise for LOW speed range.

Transmission Inching Control Pedal



Inching Control Pedal - Pushing down on the inching pedal, modulates the hydraulic pressure to the clutch packs, permitting disc slippage.

Further pushing on the pedal completely relieves clutch pack pressure and applies the service brakes to stop and hold the lift truck.

NOTE: The purpose of the inching control pedal is to provide precise inching control at slow travel speed, with high engine rpm. This is used for fast hydraulic lift during load approach, pickup or positioning.

Service Brake Pedal

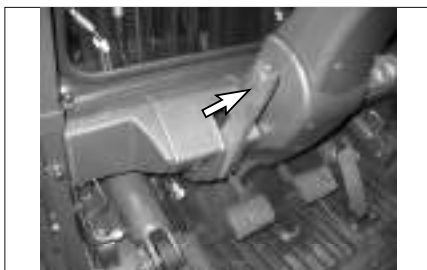


Push DOWN on the brake pedal to slow or stop the lift truck.



RELEASE the brake pedal to allow the lift truck to move.

Parking Brake Lever



Pull the lever **BACK** to engage the parking brake.



Push the lever **FORWARD** to release the parking brake.

Accelerator Pedal



Push DOWN on the pedal to increase engine rpm (speed).



RELEASE the pedal to decrease engine rpm (speed).

Lift Control



NOTE: To prevent a sudden change of position of the load, operate all lift, tilt and attachment controls smoothly.



1. Lower Position - Push the lever **FORWARD** smoothly to lower the load.

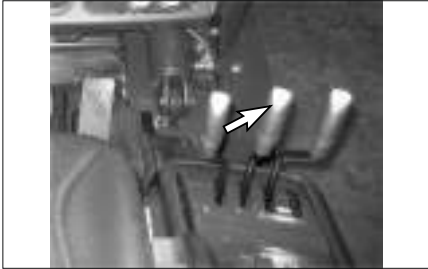


2. Hold Position - When the lever is released it will return to the **HOLD** or center position. Lifting or lowering action will stop.



3. Lift Position - Pull the lever **BACK** smoothly to lift the load.

Tilt Control



1. Mast Tilt Forward - Push the lever FORWARD smoothly to tilt the mast forward.



2. Mast Hold - When the lever is released it will return to the HOLD or center position. Tilting action will stop.



3. Mast Tilt Back - Pull the lever BACK smoothly to tilt the mast backward.

Sideshift Attachment Control (If Equipped)



1. Sideshift Left - Push the lever FORWARD to shift the carriage to the left.



2. Sideshift Hold - When the lever is released it will return to the HOLD or center position. Sideshifting action will stop.



3. Sideshift Right - Pull the lever BACK to shift the carriage to the right.

Refueling

Diesel Engine Equipped



WARNING

Explosive fumes may be present during refueling.

Do not smoke in refueling areas.

Lift truck should be refueled only at designated safe locations. Safe outdoor locations are preferable to those indoors.

Stop the engine and get off the lift truck during refueling.



1. Park the lift truck only at a designated safe location. Place the transmission in NEUTRAL. Lower the forks to the ground. Engage the parking brake. Stop the engine.

NOTICE

Do not allow the lift truck to become low on fuel or completely run out of fuel. Sediment or other impurities in the fuel tank could be drawn into the fuel system. This could result in difficult starting or damage to components.

Fill the fuel tank at the end of each day of operation to drive out moisture laden air and to prevent condensation. In the cold weather, the moisture condensation can cause rust in the fuel system and hard starting due to its freezing. Do not fill the tank to the top. Fuel expands when it gets warm and may overflow.



2. Remove the filter cap.
3. Fill the fuel tank slowly. Install the filter cap. If spillage occurs, wipe off excess fuel and wash down area with water.

NOTE: Drain water and sediment from fuel tank as required by prevailing conditions. Also, drain water and sediment from the main fuel storage tank weekly and before the tank is refilled. This will help prevent water or sediment being pumped from the storage tank into the lift truck fuel tank.

Changing LP Tanks



WARNING

Only trained, authorized personnel should fill or exchange LP tanks.

Personnel engaged in filling of LP containers should wear protective clothing such as face shield, long sleeves and gauntlet gloves.

Do not refuel or store LP powered lift trucks near any underground entrance, elevator shafts or any other place where LP could collect in a pocket causing a potentially dangerous condition.

Examine all LP containers before filling and again before reuse, for damage to various valves, liquid gauge, fittings and hand valve wheels.

All defective or damaged LP containers must be removed from service.

Explosive fumes may be present during refueling.

Do not smoke in refueling areas.

Lift truck should be refueled only at designated safe locations. Safe outdoor locations are preferable to indoor locations.

Stop the engine and get off the lift truck during refueling.

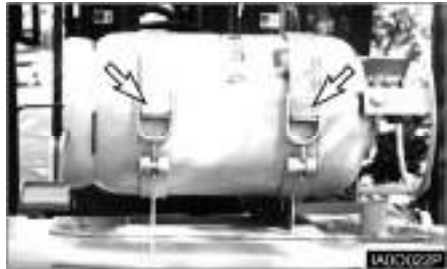
The careless handling of LP containers can result in a serious accident.

Use extreme care when transporting containers to prevent damage to them.

1. Park the lift truck on level ground, with the parking brake applied, the transmission in NEUTRAL, the forks lowered and the engine running at low idle.



2. Close the fuel inlet valve at the LP tank. Run the engine until it stops, then turn off the ignition switch and the electrical disconnect switch (if equipped).
3. Disconnect the fuel supply line.



4. Loosen the retaining clamps and remove the tank.
5. Check the mounting to be sure the locating pin (dowel) is not missing or broken.

NOTICE

If the location pin (dowel) is missing or broken, be sure the pin is replaced.



6. Check to be sure that the LP warning plate is in position on the lift truck, and is legible.
7. Check to be sure the replacement tank is of the correct type.
8. Inspect the replacement tank for damage such as dents, scrapes or gouges and for indication of leakage at valves or threaded connections.



9. Check for debris in the relief valve, for damage to various valves and liquid level gauge.
10. Inspect the quick-disconnect couplings for deterioration, damage or missing flexible seals.



11. Position the replacement tank so that the locating pin (dowel) is in place.



WARNING

The LP tank must not extend past the counterweight.

12. Clamp the tank securely.
13. Connect the fuel supply line.
14. Open the fuel valve by slowly turning the valve counterclockwise. If the fuel valve is opened too quickly, a back pressure check valve will shut off the fuel supply. If this happens, close the fuel valve completely. Wait five seconds and then open the fuel valve very slowly.
15. Inspect the LP fuel lines and fittings with a soap solution after filling the tank or when looking for leaks.

Before Starting the Engine

Walk-Around Inspection

Make a thorough walk-around inspection before mounting the lift truck or starting the engine. Look for such items as loose bolts, debris buildup, oil or coolant leaks. Check condition of tires, mast, carriage, forks or attachments. Have repairs made as needed and all debris removed.



1. Inspect the operator's compartment for loose items and cleanliness.
2. Inspect the instrument panel for broken or damaged indicator lights or gauges.
3. Test the horn and other safety devices for proper operation.



4. Inspect the mast and lift chains for wear, broken links, pins and loose rollers.
5. Inspect the carriage, forks or attachments for wear, damage and loose or missing bolts.
6. Inspect the tires and wheels for cuts, gouges, foreign objects, inflation pressure and loose or missing bolts.



7. Inspect the overhead guard for damage and loose or missing mounting bolts.
8. Inspect the hydraulic system for leaks, worn hoses or damaged lines.
9. Look for transmission and drive axle leaks on the lift truck and on the ground.



Typical Example

TIER II Diesel Engine Truck



Typical Example

LP Engine Truck

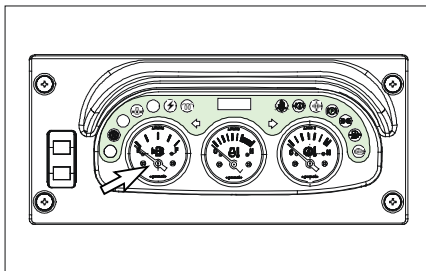
10. Inspect the engine compartment for oil, coolant and fuel leaks.



11. Measure the engine crankcase oil level with the dip stick. Maintain the oil level between the MAX. and MIN., (or FULL and ADD) notches on the dip stick.



12. Observe the engine coolant level in the coolant recovery bottle. With the engine cold, maintain the level to the COLD mark. If the recovery bottle is empty, also fill the radiator at the top tank.



13. Observe the fuel level gauge after starting the truck. Add fuel if necessary
14. In case of LPG truck, if needed, change LPG Fuel Tank as the procedure of changing LP tanks in Refueling Section.



WARNING

Personal injury may occur from accidents caused by improper seat adjustment. Always adjust the operator's seat before starting the lift truck engine.

Seat adjustment must be done at the beginning of each shift and when operators change.



15. To position the seat, PUSH the lever away from the seat track and move the seat forward or backward to a comfortable position.

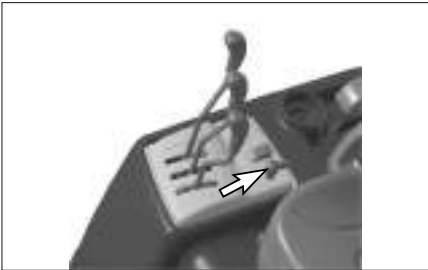
Starting the Engine

Prestart Conditions

NOTE: The engine will not start unless the transmission directional control lever is in the NEUTRAL position.



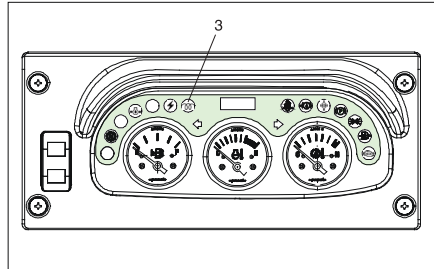
1. Engage the parking brake, if not already engaged. Place the transmission directional control lever in the NEUTRAL position.



2. If Lift trucks are equipped with electrical disconnect switches, the engine will not start unless the disconnect switch is in the ON (closed) position. Before starting, turn the disconnect switch to the OFF(open) position.

Diesel Engine

Starting a Cold Diesel Engine



1. Turn the key to the ON position. The start preheat indicator light will come ON. The preheat indicator light will stay ON approximately seven seconds, depending on the surrounding air temperature.

NOTICE

Do not engage the starter for more than 10 seconds.

2. When the preheat indicator light goes OFF, turn the key to the START position, with the accelerator pedal fully depressed.
3. Release the key when the engine starts and release the accelerator pedal to a low idle position.
4. If the engine stalls or does not start, turn the key to the OFF position, then repeat steps 1 thru 3.

Starting a Warm Diesel Engine

1. Turn the key to the ON position and then to START position, without waiting for the preheat indicator light to go OFF. At the same time fully depress the accelerator.
2. Release the key when the engine starts and release the accelerator pedal to a low idle position.

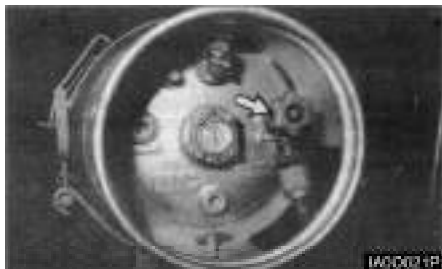
LP Engine

WARNING

LP fuel is flammable and can cause personal injury.

Inspect LP fuel lines and fitting for leaks.

Inspect tank for secure mounting.



1. Open the tank fuel valve by slowly turning the valve counterclockwise. Observe the LP gauge(if equipped).
2. Turn the engine ignition switch to the START position. Release it when the engine starts.
3. If the engine does not start, do not press on the accelerator pedal. Turn the starter switch to OFF position, then repeat step 2 and depress the accelerator pedal slightly during cranking.
4. Allow the engine to warm up slowly.

Starting From a 12 Volt External Source

WARNING

Sparks occurring near the battery could cause vapors to explode.

Always connect the external power source ground cable to a point away from and below the battery, and well clear of fuel system components.



NOTICE

Do not reverse battery cables. It can cause damage to the alternator.

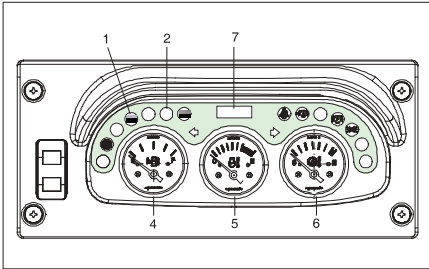
Always connect the external power source cables in parallel with the lift truck battery cables : POSITIVE(+) to POSITIVE(+) and NEGATIVE(-) to NEGATIVE(-).

Attach ground cable last, remove first. All lift trucks equipped with DOOSAN built internal combustion engines are NEGATIVE(-) ground.

After Starting the Engine

Observe all indicator lights and gauges frequently during operation, to make sure all systems are working properly. All of the indicator lights will come ON with the ignition switch in the ON position before the engine is started.

Diesel (24V)



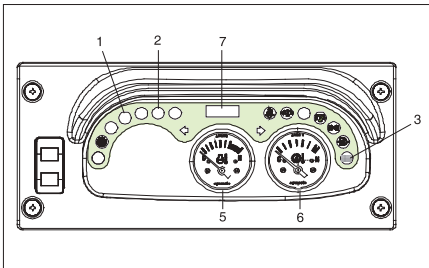
5. The engine coolant temperature gauge pointer (5), will be in the green band with the engine running, unless the coolant temperature is excessive.



6. The power shift transmission oil temperature gauge pointer (6), will be in the green band with the engine running, unless the oil temperature is excessive.

7. Observe the hour meter (7) to make sure it is operating properly.

LPG (12V)



1. The engine oil pressure indicator light (1), will not come ON with the engine running, unless there is low or no oil pressure. Stop the engine immediately, if the light comes ON.



2. The alternator indicator light (2), should not come ON during normal operation. The alternator is not charging if the light comes ON with the engine running.



3. The G643E engine MIL (Malfunction Indicator Light)(3) will not come ON with engine running, unless the fault or faults are stored in the memory of the engine control module (ECM). Stop the engine and check the electric engine control system if the light comes ON. Refer G643E Engine of this section.



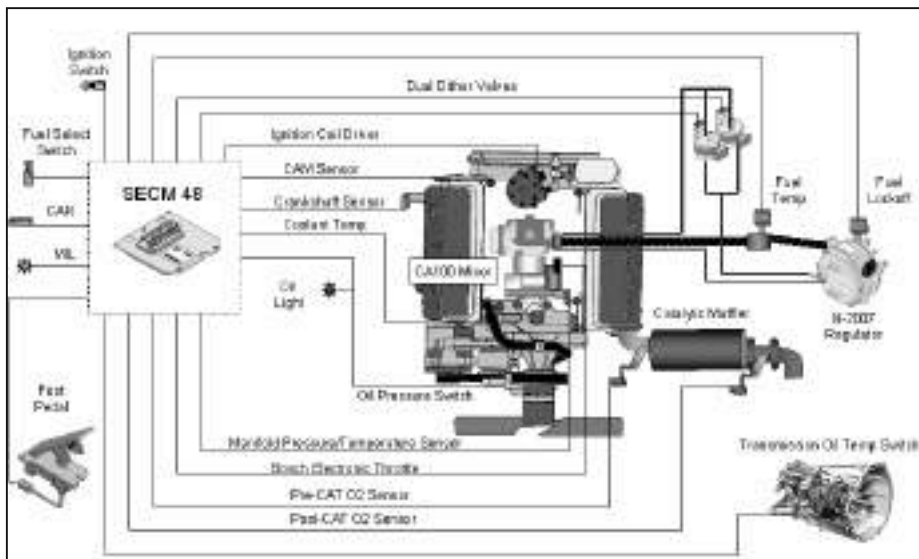
4. Observe the diesel fuel level gauge (4) for fuel level in the tank.(Diesel Engine Only)

Electronic Controlled Spark-Ignition Engines

G643E Engine

EMS (Engine management system) of G643E engine is a closed loop system utilizing a catalytic muffler to reduce the emission level in the exhaust gas. In order to obtain maximum effect from the catalyst, an accurate control of the air fuel ratio is required. A small engine

control module (SECM) uses two heated exhaust gas oxygen sensors (HEGO) in the exhaust system to monitor exhaust gas content. One HEGO is installed in front of the catalytic muffler and one is installed after the catalytic muffler.



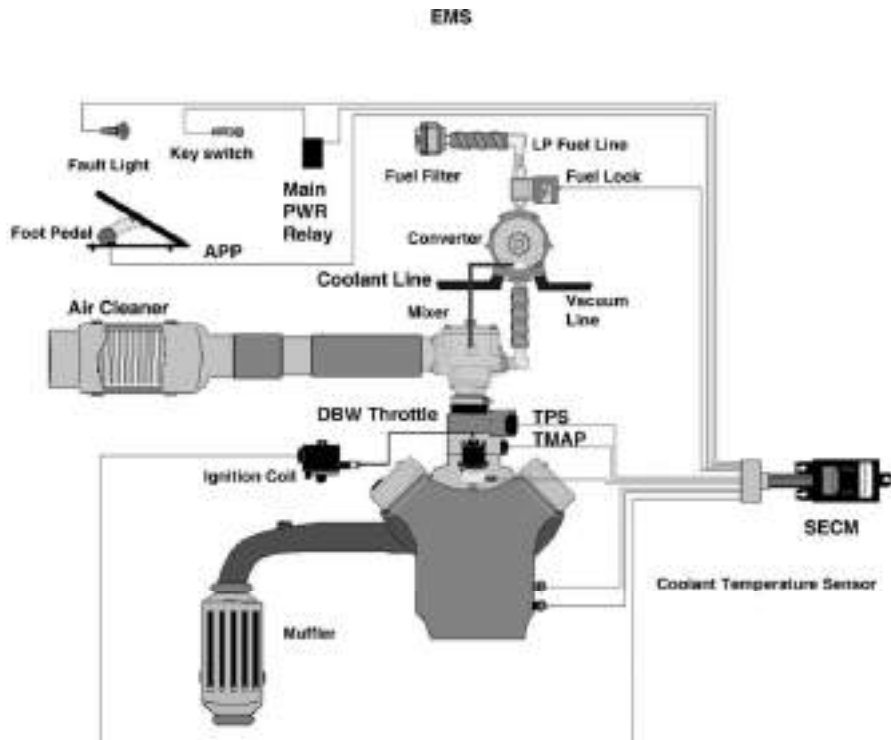
EMS schematic of G643E LP engine

The SECM makes any necessary corrections to the air fuel ratio by controlling the inlet fuel pressure to the air/fuel mixer by modulating the dual fuel trim valves (FTV) connected to the regulator. Reducing the fuel pressure leans the air/fuel mixture and increasing the fuel pressure enriches the air/fuel mixture. To calculate any necessary corrections to the air fuel ratio, the SECM uses a number of different sensors to gain information about the engine's performance. Engine speed is monitored by the SECM through a variable reluctance (VR) or Hall Effect sensor. Intake manifold air temperature and absolute pressure are monitored with a TMAP sensor. MI-07 is a drive-by-wire (DBW) system connecting the accelerator pedal to the electronic throttle through the electrical harness; mechanical cables are not used. A throttle position sensor (TPS) monitors throttle position in relation to the accelerator pedal position sensor (APP) command. Even engine coolant temperature and adequate oil pressure are

monitored by the SECM. The SECM controller has full adaptive learning capabilities, allowing it to adapt control function as operating conditions change. Factors such as ambient temperature, fuel variations, ignition component wear, clogged air filter, and other operating variables are compensated..

G643 Electronic Controlled LP Engines (If Equipped)

General Description



Engine speed is monitored by the SECM through a variable reluctance (VR) sensor. Intake manifold air temperature and absolute pressure is monitored with a (TMAP) sensor. The EMS is a drive by wire (DBW) system connecting the accelerator pedal to the electronic throttle through the electrical harness, mechanical cables are not used. A throttle position sensor (TPS) monitors throttle position in relation to the accelerator pedal position sensor (APP) feedback. Even engine coolant temperature and adequate oil pressure is monitored by the SECM.

The SECM controller has full adaptive learning capabilities, allowing it to adapt control function as operating conditions change. Factors such as

ambient temperature, fuel variations, ignition component wear, clogged air filter, and other operating variables are compensated.

Basic Troubleshooting

The EMS systems are equipped with built-in fault diagnostics. Detected system faults can be displayed by the Malfunction Indicator Lamp (MIL) and are covered in the Advanced Diagnostics section. Items such as fuel level, plugged fuel lines, clogged fuel filters and malfunctioning pressure regulators may not set a fault code by the Small Engine Control Module (SECM).

Below are basic checks that should be made before referring to the Advanced Diagnostics section, if engine or drivability problems are encountered.

Locating a problem in a propane engine is done exactly the same way as with a gasoline engine. Consider all parts of the ignition and mechanical systems as well as the fuel system.

Problem	Probable Cause	Corrective Action
Engine Cranking but Will Not Start	Fuel container empty	Fill fuel container Do not exceed 80% of liquid capacity
	Liquid valve closed	Slowly open liquid valve
	Excess flow valve closed	Reset excess flow valve - Close liquid valve - Wait for a "click" sound - Slowly open liquid valve
	Plugged fuel line	Remove obstruction from the fuel line - Close liquid fuel valve - Using caution, disconnect the fuel line (some propane may escape) - Clear obstruction with compressed air - Re-connect fuel line - Slowly open liquid fuel valve - Leak test
	Broken Fuse - SECM	Replace Fuse for SECM See <i>Maintenance Section, Fuses replacement</i>
	Clogged fuel filter	Repair/replace as required See <i>Maintenance Section, LP Fuel Filter replacement</i>
	Faulty vapor connection between the pressure regulator/converter and the mixer	Check connection - Verify no holes in hose - Clamps must be tight - Look for kinked, pinched and/or collapsed hose
	Fuel Lock-off malfunction	Repair/replace Fuel Lock-off See <i>Engine Service Manual</i>
	Pressure regulator/converter malfunction	Test pressure regulator/converter operation See <i>Engine Service Manual</i>
	Incorrect air/fuel or ignition/spark control	See Advanced Diagnostics

Problem	Probable Cause	Corrective Action
Engine Cranking but Will Not Start	No VR Sensor Signal	Verify the VR signal is present • See Advanced Diagnostics
Difficult to Start	Fuel container almost empty	LPG Vapor from liquid outlet • Fill fuel container • Do not exceed 80% of liquid capacity
	Excess flow valve closed	Reset excess flow valve • Close liquid valve • Wait for a "click" sound • Slowly open liquid valve
	Clogged fuel filter	Repair/replace as required • See Maintenance Section, LP Fuel Filter replacement
	Plugged fuel line	Remove obstruction from the fuel line • Close liquid fuel valve • Using caution, disconnect the fuel line (some propane may escape) • Clear obstruction with compressed air • Re-connect fuel line • Slowly open liquid fuel valve • Leak test
	Faulty vapor connection between the pressure regulator/converter and the mixer	Check connection • Verify no holes in hose • Clamps must be tight • Look for kinked, pinched and/or collapsed hose
	Pressure regulator/converter malfunction	Test pressure regulator/converter operation • See Engine Service Manual
	Fuel container almost empty	LPG Vapor from liquid outlet • Fill fuel container • Do not exceed 80% of liquid capacity
	Air filter clogged	Check air filter • Clean/replace as required
	Incorrect air/fuel or ignition control	See Advanced Diagnostics
	Engine Mechanical	See Engine Service Manual

Problem	Probable Cause	Corrective Action
Will Not Run Continuously	Fuel container almost empty	LPG Vapor from liquid outlet • Fill fuel container • Do not exceed 80% of liquid capacity
	Excess flow valve closed	Reset excess flow valve • Close liquid valve • Wait for a "click" sound • Slowly open liquid valve
	Clogged fuel filter	Repair/replace as required • <i>See Maintenance Section, LP Fuel Filter replacement</i>
	Plugged fuel line	Remove obstruction from the fuel line • Close liquid fuel valve • Using caution, disconnect the fuel line (some propane may escape) • Clear obstruction with compressed air • Re-connect fuel line • Slowly open liquid fuel valve & Leak test
	Pressure regulator freezes	Check level in cooling system • Must be full, check coolant strength • -35F minimum Check coolant hoses • Watch for kinks and/or pinched hoses • Verify one pressure hose and one return hose
	Fuel Lock-off malfunction	Repair/replace Fuel Lock-off • <i>See Engine Service Manual</i>
	Incorrect idle speed or ignition problem	See Advanced Diagnostics
	Engine Mechanical	See Engine Service Manual
Will Not Accelerate/Hesitation During Acceleration	Fuel container almost empty	LPG Vapor from liquid outlet • Fill fuel container • Do not exceed 80% of liquid capacity
	Excess flow valve closed	Reset excess flow valve • Close liquid valve • Wait for a "click" sound • Slowly open liquid valve

Problem	Probable Cause	Corrective Action
Will Not Accelerate/Hesitation During Acceleration	Clogged fuel filter	Repair/replace as required • See Maintenance Section, LP Fuel Filter replacement
	Faulty vapor connection between the pressure regulator/converter and the mixer	Check connection • Verify no holes in hose • Clamps must be tight • Look for kinked, pinched and/or collapsed hose
	Throttle butterfly valve not opening or sticking	See Advanced Diagnostics
	Foot Pedal signal incorrect or intermittent	
	Incorrect air/fuel or ignition control	
	Engine Mechanical	See Engine Service Manual
Engine Stalls	Fuel container almost empty	LPG Vapor from liquid outlet • Fill fuel container • Do not exceed 80% of liquid capacity
	Excess flow valve closed	Reset excess flow valve • Close liquid valve • Wait for a "click" sound • Slowly open liquid valve
	Clogged fuel filter	Repair/replace as required • See Maintenance Section, LP Fuel Filter replacement
	Plugged fuel line	Remove obstruction from the fuel line • Close liquid fuel valve • Using caution, disconnect the fuel line (some propane may escape) • Clear obstruction with compressed air • Re-connect fuel line • Slowly open liquid fuel valve & Leak test

Problem	Probable Cause	Corrective Action
Engine Stalls	Fuel Lock-off malfunction	Repair/replace Fuel Lock-off • <i>See Engine Service Manual</i>
	Faulty vapor connection between the pressure regulator/converter and the mixer	Check connection • Verify no holes in hose • Clamps must be tight • Look for kinked, pinched and/or collapsed hose
	Pressure regulator freezes	Check level in cooling system • Must be full, check coolant strength • -35F minimum Check coolant hoses • Watch for kinks and/or pinched hoses • Verify one pressure hose and one return hose
	Pressure regulator malfunction	Test pressure regulator operation • <i>See Engine Service Manual</i>
	Vacuum leak	Check for vacuum leaks • Between mixer and throttle body • Between throttle body and intake manifold • Between intake manifold and cylinder head
	Air/Fuel Mixer malfunction	Check mixer • <i>See Engine Service Manual</i>
	Engine Mechanical	See Engine Manufacturers Service Manual
Rough Idle	Faulty vapor connection between the pressure regulator/converter and the mixer	Check connection • Verify no holes in hose • Clamps must be tight • Look for kinked, pinched and/or collapsed hose
	Pressure regulator malfunction	Test pressure regulator operation • <i>See Engine Service Manual</i>
	Vacuum leak	Check for vacuum leaks • Between mixer and throttle body • Between throttle body and intake manifold • Between intake manifold and cylinder head
	Air/Fuel Mixer malfunction	Check mixer • <i>See Engine Service Manual</i>

Problem	Probable Cause	Corrective Action
Rough Idle	Incorrect Idle speed control	See Advanced Diagnostics & See Engine Service Manual
	Incorrect timing or spark control	
	Engine Mechanical	See Engine Service Manual
High Idle Speed	Incorrect Idle speed control	See Advanced Diagnostics & See Engine Service Manual
	Throttle sticking	
	Foot pedal sticking or incorrect pedal signal	Check pedal return spring travel for binding • See Advanced Diagnostics
Poor High Speed Performance	Clogged fuel filter	Repair/replace as required • See Maintenance section, Fuel Filter replacement
	Plugged fuel line	Remove obstruction from the fuel line • Close liquid fuel valve • Using caution, disconnect the fuel line (some propane may escape) • Clear obstruction with compressed air • Re-connect fuel line • Slowly open liquid fuel valve & Leak test
	Air filter clogged	Check air filter • Clean/replace as required
	Faulty vapor connection between the pressure regulator/converter and the mixer	Check connection • Verify no holes in hose • Clamps must be tight • Look for kinked, pinched and/or collapsed hose
	Pressure regulator malfunction	Test pressure regulator operation • See Engine Service Manual
	Air/Fuel Mixer malfunction	Check mixer • See Engine Service Manual
	Restricted exhaust system	Check exhaust system • Measure exhaust back pressure
	Incorrect ignition control	See Advanced Diagnostics & See Engine Service Manual
	Incorrect air/fuel control	
	Incorrect throttle position	

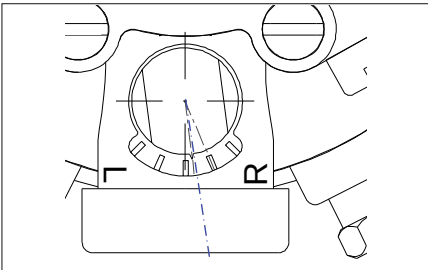
Problem	Probable Cause	Corrective Action
Excessive Fuel Consumption/LPG Exhaust Smell	Air/Fuel Mixer malfunction	Check mixer • <i>See Engine Service Manual</i>
	Air filter clogged	Check air filter • Clean/replace as required
	Vacuum leak	Check system vacuum hoses from regulator to FTV and mixer • Repair/replace as necessary
	Pressure regulator malfunction/fuel pressure too high	Test pressure regulator operation • <i>See Engine Service Manual</i>
	Faulty FTV (G643E only)	Check FTV for housing cracks or obstructions • <i>See Advanced Diagnostics FTV operation</i> • Repair and/or replace as necessary
	Weak ignition and/or spark control	See Advanced Diagnostics
	Incorrect air/fuel control	See Advanced Diagnostics
	Exhaust system leaks	Repair exhaust system
	Oxygen sensor failure	Replace as necessary • <i>See Advanced Diagnostics</i>

Mixer Idle Screw / Power Valve Adjust. (G643 Engine Only)

- Forklift have Unstable Idle RPM, You can adjust idle screw. Idle Screw turn to rich side (turn in screw)

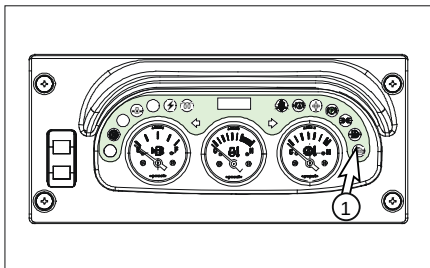


- Forklift have Poor High Speed Performance, you can adjust power valve, power valve turn to rich side. Power valve marked "R" and "L". "R" is rich side and "L" is lean side.



Advanced Diagnostics (G643 Only)

MI-04 systems are equipped with built-in fault diagnostics. Detected system faults can be displayed by the Malfunction Indicator Lamp (MIL) as Diagnostic Fault Codes (DFC) or flash codes, and viewed in detail with the use of service tool software. When the ignition key is turned ON the MIL will perform a self-test, illuminate once and then go OFF. If a detected fault condition exists, the fault or faults will be stored in the memory of the small engine control module (SECM). Once a fault occurs the MIL will illuminate and remain ON. This signals the operator that a fault has been detected by the SECM.



(1) Malfunction Indicator Lamp(MIL) for Engine control system

Reading Diagnostic Fault Codes

All MI-04 fault codes are two digit codes. When the fault codes are retrieved (displayed) the MIL will flash for each digit with a short pause (0.5 seconds) between digits and a long pause (1.2 seconds) between fault codes. A code 12 is displayed at the beginning of the code list.

EXAMPLE: A code 26 has been detected (ETCSticking) and the engine has shutdown and the MIL has remained **ON**. When the codes are displayed the MIL will flash one time (1), pause, then flash two times (2). This identifies a twelve (12), which is the beginning of the fault list. It will then pause for 1.2 seconds (long pause) and flash two times (2), pause, then flash six times (6). This identifies a twenty-six (26), which is the ETCSticking fault. If any additional faults were stored the SECM would again have a long pause, then display the next fault by flashing each digit. Since no other faults were stored there will be a long pause then one flash (1), pause, then two flashes (2). This identifies a twelve meaning the fault list will begin again.

Displaying Fault Codes (DFC) From SECM Memory

To enter code display mode you must turn **OFF** the ignition key. Now turn **ON** the key but do not start the engine. As soon as you turn the key to the **ON** position you must cycle the foot pedal by depressing it to the floor and then fully releasing the pedal (pedal maneuver). You must fully cycle the foot pedal three (3) times within five (5) seconds to enable the display codes feature of the SECM. Simply turn the key **OFF** to exit display mode. The code list will continue to repeat until the key is turned **OFF**. An automatic code display feature is activated if a foot pedal fault condition exists. This feature enables the service technician to view the fault codes by turning the key to the **ON** position, if a foot pedal malfunction is preventing the retrieval of the stored fault codes from the SECM.

Malfunction Indicator Light (MIL)

     = CODE 12
ON OFF ON ON OFF

Table a. MI-04 Diagnostic Fault Codes (Flash Codes)

DFC	Probable Fault	Action	Corrective Action, First Check
12	NONE Signifies the end of one pass through the fault list	NONE	None, used as a beginning and end of the fault list identification
14	ECTSensorInputLow Coolant sensor failure or shorted to GND	Stored Fault Code (MIL Only)	Check ECT sensor connector and wiring for a short to GND
15	ECTSensorInputHigh Coolant sensor disconnected or open circuit	Stored Fault Code (MIL Only)	Check if ECT sensor connector is disconnected or for an open ECT circuit
16	ECTRangeHigh Engine Overheating	Delayed Engine Shutdown	Check coolant system for radiator blockage, proper coolant level and for leaks in the system. Possible ECT short to GND, check ECT signal wiring Check regulator for coolant leaks
22	ThrottleSensorInputLo TPS1 signal disconnected or open circuit (Expected faults when ETC connector is unplugged CODES: 22 & 24)	Disable Throttle	Check throttle connector connection and TPS1 sensor for an open circuit
23	ThrottleSensorInputHi TPS1 sensor failure or shorted circuit	Disable Throttle	Check throttle connector and TPS1 sensor wiring for a shorted circuit
24	ThrottleSensorRangeLo TPS1 potentiometer malfunction. Improper TPS reading may be due to dirt or oxidation on the sensor traces.	Stored Fault Code (MIL Only)	Check the throttle connector and pins for corrosion.
25	ThrottleSensorRangeHi TPS1 potentiometer malfunction. Improper TPS reading may be due to dirt or oxidation on the sensor traces.	Stored Fault Code (MIL Only)	Check the throttle connector and pins for corrosion.

Table a. MI-04 Diagnostic Fault Codes (Flash Codes)

DFC	Probable Fault	Action	Corrective Action, First Check
26	ETCSticking Throttle plate sticking inside the throttle body or the ETC driver signal is open	Engine Shutdown	Check for debris or obstructions inside the throttle body Check throttle-plate shaft for bearing wear • Check the ETC driver wiring for an open circuit
27	PredictedTPSDifference Measured TPS1 is different than SECM Calculated throttle position	Engine Shutdown	Check for manifold leaks between the throttle and the engine Note: Fault Code 27 is predicted TPS. This fault means that the throttle and our calculated prediction for throttle do not agree. This code often comes up as suspected during transient maneuvers. It is not system trouble. If the fault really sets, then the engine will shut down.
28	ETCSpringTestFailed Upon initial key-up the internal throttle return spring has become weak	Power Limit	Perform throttle spring test by cycling the ignition key and re-check for fault
29	ETCDriverFault Throttle driver over-current or driver signals shorted	Disable Throttle	Check ETC driver wiring for a shorted circuit ETC+ PIN1 to SECM PIN 22 ETC- PIN 4 to SECM PIN 24 Perform Throttle test and with the Service Tool and re-check for fault Check the ETC internal motor drive by disconnecting the throttle connector and measuring the motor drive resistance at the throttle TPS PIN 1 (+DRIVER) to PIN 4 (-DRIVER) $\sim 3.0\Omega \pm 30\%$
33	MapSensorInputLow MAP signal disconnected, open circuit or sensor malfunction (Expected faults when TMAP connector is unplugged CODES: 33 & 38)	Disable Throttle	Check TMAP connector and MAP signal wiring for an open circuit

Table a. MI-04 Diagnostic Fault Codes (Flash Codes)

DFC	Probable Fault	Action	Corrective Action, First Check
34	MapSensorInputHigh TMAP sensor failure or shorted circuit	Disable Throttle	Check TMAP connector and MAP signal wiring for a shorted circuit
37	IATSensorInputLow TMAP sensor failure or shorted circuit	Stored Fault Code (MIL Only)	Check TMAP connector and IAT signal wiring for a shorted circuit
38	IATSensorInputHigh IAT signal disconnected, open circuit or sensor malfunction	Stored Fault Code (MIL Only)	Check TMAP connector and IAT signal wiring for an open circuit TMAP PIN 2 to SECM PIN 4 (SIGNAL) TMAP PIN 1 to SECM PIN 1 (GND) TMAP PIN 3 to SECM PIN 18 (XDCR +5VDC) To check the IAT sensor of the TMAP disconnect the TMAP connector and measure the IAT resistance *See the IAT table in Chapter 6.0
42	EST1Low Coil driver signal low or under-current	Stored Fault Code (MIL Only)	Check coil driver wiring and connector for shorts SECM PIN 7(EST1) to COIL PIN A Verify GND on COIL PIN B Verify GND on COIL PIN C Verify GND on COIL PIN D Verify +12vdc on COIL PIN E To check the Smart Coil internal circuit disconnect the coil connector and measure the resistance from pin to pin *See Smart Coil resistance check in Chapter 6.0
43	EST1High Coil driver signal high or over-current	Stored Fault Code (MIL Only)	Check coil driver wiring for an open circuit or disconnected connector

Table a. MI-04 Diagnostic Fault Codes (Flash Codes)

DFC	Probable Fault	Action	Corrective Action, First Check
53	BatterySensorInputLow Battery voltage measured below +8.0 VDC	Stored Fault Code (MIL Only)	Check battery voltage Perform maintenance check on electrical connections to the battery and chassis ground • Check battery voltage during starting and with the engine running to verify charging system and alternator function • Measure battery power at the SECM with a multimeter
54	BatterySensorInputHigh Battery voltage measured above +15.9 VDC	Stored Fault Code (MIL Only)	Check battery and charging system voltage Check battery voltage during starting and with the engine running Check voltage regulator, alternator and charging system Check battery and wiring for overheating and damage Measure battery power at the SECM with a multimeter
55	XDRPSensorInputLow +5VDC Transducer power supplied by the SECM to the sensors is below +4.60VDC (Expected faults when Transducer power is lost CODES: 22, 24, 33, 62, 64, 66, 68 & 69)	Engine Shutdown	Measure transducer power at the TMAP connector with a multimeter Verify transducer power at the SECM with a multimeter Verify transducer power at ETC with a multimeter Verify transducer power to the foot pedal with a multimeter

Table a. MI-04 Diagnostic Fault Codes (Flash Codes)

DFC	Probable Fault	Action	Corrective Action, First Check
56	XDRPSensorInputHigh +5VDC Transducer power supplied by the SECM to the sensors is above +5.20VDC	Engine Shutdown	Measure transducer power at the TMAP connector with a multimeter Verify transducer power at the SECM with a multimeter Verify transducer power at ETC with a multimeter Verify transducer power to the foot pedal with a multimeter
57	Engine OverSpeed Engine RPM increased beyond maximum RPM set point	Engine Shutdown	Usually associated with additional ETC faults • Check for ETC Sticking or other ETC faults • Verify if the lift truck was motored down a steep grade
61	Pedal1SensorInputLo APP1 signal disconnected, open circuit or sensor malfunction (Expected faults when APP connector is unplugged CODES: 61 & 66)	MIN Power Limit	Check foot pedal connector
62	Pedal1SensorInputHi APP1 sensor failure or shorted circuit	MIN Power limit	Check foot pedal connector
63	Pedal1SensorRangeLo APP1 potentiometer malfunction. Improper APP1 reading may be due to dirt or oxidation on the sensor traces.	Stored Fault Code (MIL Only)	Check foot pedal connector
64	Pedal1SensorRangeHi APP1 potentiometer malfunction. Improper APP1 reading may be due to dirt or oxidation on the sensor traces	Stored Fault Code (MIL Only)	Check foot pedal connector

Table a. MI-04 Diagnostic Fault Codes (Flash Codes)

DFC	Probable Fault	Action	Corrective Action, First Check
65	Pedal2SensorInputLo APP2 sensor failure or shorted circuit	MIN power Limit	Check foot pedal connector
66	Pedal2SensorInputHi APP2 signal disconnected, open circuit or sensor malfunction (Expected faults when APP connector is unplugged CODES: 61 & 66)	MIN power Limit	Check foot pedal connector
67	Pedal2SensorRangeLo APP2 potentiometer malfunction. Improper APP2 reading may be due to dirt or oxidation on the sensor traces.	Stored Fault Code (MIL Only)	Check foot pedal connector
68	Pedal2SensorRangeHi APP2 potentiometer malfunction. Improper APP2 reading may be due to dirt or oxidation on the sensor traces.	Stored Fault Code (MIL Only)	Check foot pedal connector
69	Pedal1ToPedal2Difference Measured APP2 pedal position signal is different than APP1 signal	MIN power Limit	Check foot pedal connector
71	AFRTTrimValveOutput FTV modulation driver signal fault (G643E only)	Stored Fault Code (MIL, Disable Adaptive learns)	Check FTV for an open wire or FTV connector being disconnected

Table a. MI-04 Diagnostic Fault Codes (Flash Codes)

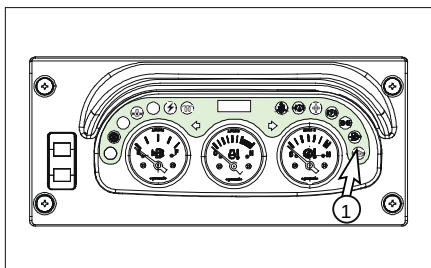
DFC	Probable Fault	Action	Corrective Action, First Check
72	AFRTrimValveLowerDC FTV duty cycle at lower (lean) limit (G643E only)	Stored Fault Code (MIL, Disable Adaptive learns)	Engine measured Air/Fuel ratio at the O2 sensor is excessively lean. If LP fuel in LP tank is not enough, this fault code can be set. If LP tank is frozen, this fault code can be set, too. It is not system trouble. • Check for intake manifold leaks • Check balance line (vacuum hose) connection at the regulator • Check N-CA55-500-TR mixer for heavy end build-up and operation (see mixer section) • Check N2001 secondary for operation or low primary pressure (see N2001 Regulator section)
73	AFRTrimValveUpperDC FTV duty cycle at high (rich) limit (Expected fault when FTV connector is unplugged) (G643E only)	Stored Fault Code (MIL, Disable Adaptive learns)	Engine measured Air/Fuel ratio at the O2 sensor is excessively rich Check FTV connector wiring for an open circuit • Check N-CA55-500-TR mixer for heavy end build-up and operation (see mixer section) • Check N2001 secondary for operation (see N2001 Regulator section)

Table a. MI-04 Diagnostic Fault Codes (Flash Codes)

DFC	Probable Fault	Action	Corrective Action, First Check
74	O2SensorSwitching O2 sensor is not switching across the reference AFR voltage (G643E only)	Stored Fault Code (MIL, Disable Adaptive learns)	Note : If LP fuel in LP tank is not enough, this fault code can be set. If LP tank is frozen, this fault code can be set, too. It is not system trouble. Check the FTV for proper operation ● Check FTV Hose Connections
77	OxygenSensorInputHigh O2 sensor SECM driver signal is shorted to power (G643E only)	Stored Fault Code (MIL, Disable Adapts)	Check if O2 sensor is shorted to +5VDC or Battery. (AFRTTrimValveLowerDC fault should also occur)

Advanced Diagnostics(G643E Only)

MI-07 systems are equipped with built-in fault diagnostics. Detected system faults can be displayed by the Malfunction Indicator Lamp (MIL) as Diagnostic Fault Codes (DFC) or flash codes, and viewed in detail with the use of the Service Tool software. When the ignition key is turned on, the MIL will illuminate and remain on until the engine is started. Once the engine is started, the MIL lamp will go out unless one or more fault conditions are present. If a detected fault condition exists, the fault or faults will be stored in the memory of the small engine control module (SECM). Once an active fault occurs the MIL will illuminate and remain ON. This signals the operator that a fault has been detected by the SECM.



(1) Malfunction Indicator Lamp(MIL) for Engine control system

Reading Diagnostic Fault Codes

All MI-07 fault codes are three-digit codes. When the fault codes are retrieved (displayed) the MIL will flash for each digit with a short pause (0.5 seconds) between digits and a long pause (1.2 seconds) between fault codes. A code 12 is displayed at the end of the code list.

EXAMPLE: A code 461 (ETCSticking) has been detected and the engine has shut down and the MIL has remained **ON**. When the codes are displayed the MIL will flash four times (4), pause, then flash six times (6), pause, then flash one time (1) This identifies a four sixty one (461), which is the ETCSticking fault. If any additional faults were stored, the SECM would again have a long pause, then display the next fault by flashing each digit. Since no other faults were stored there will be a long pause then one flash (1), pause, then two flashes (2). This identifies a twelve, signifying the end of the fault list. This list will then repeat.

Displaying Fault Codes (DFC) from SECM Memory

To enter code display mode you must turn **OFF** the ignition key. Now turn **ON** the key but do not start the engine. As soon as you turn the key to the ON position you must cycle the foot pedal by depressing it to the floor and then fully releasing the pedal (pedal maneuver). You must fully cycle the foot pedal three (3) times within five (5) seconds to enable the display codes feature of the SECM. Simply turn the key **OFF** to exit display mode. The code list will continue to repeat until the key is turned **OFF**.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes)

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
12	NONE Signifies the end of one pass through the fault list	NONE	None, used as end of the fault list identification
141 (14)	ECTRangeLow Coolant Sensor failure or shorted to GND	TurnOnMil	Check ECT sensor connector and wiring for a short to GND SECM (Signal) Pin B15 To ECT Pin 3 SECM (Sensor GND) Pin B1 to ECT Pin 1 SECM (System GND) Pin A16, B17
151 (15)	ECTRangeHigh Coolant sensor disconnected or open circuit	(1) TurnOnMil (2) DelayedEngine Shutdown (3) CheckEngineLight	Check if ECT sensor connector is disconnected or for an open ECT circuit SECM (Signal) Pin B15 to ECT Pin 3 SECM (Sensor GND) Pin B1 to ECT Pin 1
161 (16)	ECTOverTempFault Engine coolant temperature is high. The sensor has measured an excessive coolant temperature typically due to the engine overheating.	(1) TurnOnMil (2) DelayedEngine Shutdown (3) CheckEngineLight	Check coolant system for radiator blockage, proper coolant level and for leaks in the system. Possible ECT short to GND, check ECT signal wiring SECM (Signal) Pin B15 to ECT Pin 3 SECM (Sensor GND) Pin B1 to ECT Pin 1 SECM (System GND) Pin A16, B17 Check regulator for coolant leaks
171	ECT_IR_Fault Engine coolant temperature not changing as expected	None	Check for coolant system problems, e.g. defective or stuck thermostat
181	FuelSelectConflict Conflict in fuel select signals, normally set if both of the fuel select signals are shorted to ground	TurnOnMil	Check fuel select switch connection for a short to GND SECM (SIGNAL) Pin A12 SECM (SIGNAL) Pin A15 SECM (Sensor GND) Pin B1
193	CrankEdgesFault No crankshaft signal when engine is known to be rotating, broken crankshaft sensor leads or defective crank sensor	None	Check Crankshaft sensor connections SECM (SIGNAL) Pin B5 to Crank sensor Pin 3 SECM (Sensor GND) PIN B1 to Crank sensor Pin 2 Switched 12V to Crank sensor Pin 1 Check for defective Crank sensor

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION*	CORRECTIVE ACTION FIRST CHECK
194	CrankSyncFault Loss of synchronization on the crankshaft sensor, normally due to noise on the signal or an intermittent connection on the crankshaft sensor	None	Check Crankshaft sensor connections SECM (SIGNAL) Pin B5 to Crank sensor Pin 3 SECM (Sensor GND) Pin B1 to Crank sensor Pin 2 Switched 12V to Crank sensor Pin 1 Check for defective Crank sensor
221 (22)	TPS1RangeLow TPS1 sensor voltage out of range low, normally set if the TPS1 signal has shorted to ground, circuit has opened or sensor has failed	TurnOnMil	Check throttle connector connection and TPS1 sensor for an open circuit or short to GND SECM Pin B23 (signal) to ETC Pin 6 SECM Pin B1 (sensor GND) to ETC Pin 2 SECM (system GND) Pin A16, B17
222	TPS2RangeLow TPS2 sensor voltage out of range low, normally set if the TPS2 signal has shorted to ground, circuit has opened or sensor has failed	TurnOnMil	Check throttle connector connection and TPS2 sensor for an open circuit or short to GND SECM Pin B4 (signal) to ETC Pin 5 SECM Pin B1 (sensor GND) to ETC Pin 2 SECM (system GND) Pin A16, B17
231 (23)	TPS1RangeHigh TPS1 sensor voltage out of range high, normally set if the TPS1 signal has shorted to power or the ground for the sensor has opened	TurnOnMil	Check throttle connector and TPS1 sensor wiring for a shorted circuit SECM Pin B23 (signal) to ETC Pin 6 SECM Pin B1 (sensor GND) to ETC Pin 2
232	TPS2RangeHigh TPS2 sensor voltage out of range high, normally set if the TPS2 signal has shorted to power or the ground for the sensor has opened	TurnOnMil	Check throttle connector and TPS1 sensor wiring for a shorted circuit SECM Pin B4 (signal) to ETC Pin 5 SECM pin B1 (sensor GND) to ETC Pin 2
241 (24)	TPS1AdaptLoMin Learned closed throttle end of TPS1 sensor range lower than expected	None	Check the throttle connector and pins for corrosion. To check the TPS disconnect the throttle connector and measure the resistance from: TPS Pin 2 (GND) to Pin 6 (TPS1 SIGNAL) ($0.7 \Omega \pm 30\%$) TPS Pin 3 (PWR) to Pin 6 (TPS1 SIGNAL) ($1.4 \Omega \pm 30\%$)

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
242	TPS2AdaptLoMin Learned closed throttle end of TPS2 sensor range lower than expected	None	Check the throttle connector and pins for corrosion. To check the TPS disconnect the throttle connector and measure the resistance from: TPS Pin 2 (GND) to Pin 5 (TPS2 SIGNAL) ($1.3K \Omega \pm 30\%$) TPS PIN 3 (PWR) to PIN 5 (TPS2 SIGNAL) ($0.6K \Omega \pm 30\%$)
251 (25)	TPS1AdaptHiMax Learned WOT end of TPS1 sensor range higher than expected	None	N/A
252	TPS2AdaptHiMax Learned WOT end of TPS2 sensor range higher than expected	None	N/A
271	TPS1AdaptHiMin Learned WOT end of TPS1 sensor range lower than expected	None	N/A
272	TPS2AdaptHiMin Learned WOT end of TPS2 sensor range lower than expected	None	N/A
281	TPS1AdaptLoMax Learned closed throttle end of TPS1 sensor range higher than expected	None	N/A
282	TPS2AdaptLoMax Learned closed throttle end of TPS2 sensor range higher than expected	None	N/A
291	TPS_Sensors_Conflict TPS sensors differ by more than expected amount NOTE: The TPS is not a serviceable item and can only be repaired by replacing the DV-EV throttle assembly.	(1) TurnOnMil (2) Engine Shutdown	Perform checks for DFCs 241 & 242

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
331 (33)	MAPTimeRangeLow Manifold Absolute Pressure sensor input is low, normally set if the TMAP pressure signal wire has been disconnected or shorted to ground or the circuit has opened to the SECM	None	Check TMAP connector and MAP signal wiring for an open circuit TMAP Pin 4 to SECM Pin B18 (signal) TMAP Pin 1 to SECM Pin B1 (sensor GND) TMAP Pin 3 to SECM Pin B24 (XDRP +5 Vdc) Check the MAP sensor by disconnecting the TMAP connector and measuring at the sensor TMAP Pin 1(GND) to Pin 4 (pressure signal KPA) (2.4k Ω - 8.2k Ω) TMAP Pin 3 (power) to Pin 4 (pressure signal KPA) (3.4k Ω - 8.2k Ω)
332	MAPRangeLow Manifold Absolute Pressure sensor input is low, normally set if the TMAP pressure signal wire has been disconnected or shorted to ground or the circuit has opened to the SECM	(1) TurnOnMil (2) CutThrottle	Check TMAP connector and MAP signal wiring for an open circuit TMAP Pin 4 to SECM Pin B18 (signal) TMAP Pin 1 to SECM Pin B1 (sensor GND) TMAP Pin 3 to SECM Pin B24 (XDRP +5 Vdc) Check the MAP sensor by disconnecting the TMAP connector and measuring at the sensor: TMAP Pin 1(GND) to Pin 4 (pressure signal KPA) (2.4k Ω - 8.2k Ω) TMAP Pin 3 (power) to Pin 4 (pressure signal KPA) (3.4k Ω - 8.2k Ω)
341 (34)	MAPTimeRangeHigh Manifold Absolute Pressure Sensor Input is High, normally set if the TMAP pressure signal wire has become shorted to power, shorted to the IAT signal, the TMAP has failed or the SECM has failed.	None	Check TMAP connector and MAP signal wiring for a shorted circuit TMAP Pin 4 to SECM Pin B18 (signal) TMAP Pin 1 to SECM Pin B1 (sensor GND) TMAP Pin 3 to SECM Pin B24 (XDRP +5 Vdc) Check the MAP sensor by disconnecting the TMAP connector and measuring at the sensor TMAP Pin 1(GND) to Pin 4 (pressure signal KPA) (2.4k Ω - 8.2k Ω) TMAP Pin 3 (power) to Pin 4 (pressure signal KPA) (3.4k Ω - 8.2k Ω)

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
342	MAPRangeHigh Manifold Absolute Pressure Sensor Input is High, normally set if the TMAP pressure signal wire has become shorted to power, shorted to the IAT signal, the TMAP has failed or the SECM has failed	(1) TurnOnMil (2) CutThrottle	Check TMAP connector and MAP signal wiring for a shorted circuit TMAP Pin 4 to SECM Pin B18 (signal) TMAP Pin 1 to SECM Pin B1 (sensor GND) TMAP Pin 3 to SECM Pin B24 (XDRP +5 Vdc) Check the MAP sensor by disconnecting the TMAP connector and measuring at the sensor: TMAP Pin 1(GND) to Pin 4 (pressure signal KPA) (2.4k Ω - 8.2k Ω) TMAP Pin 3 (power) to Pin 4 (pressure signal KPA) (3.4k Ω - 8.2k Ω)
351	MAP_IR_HI MAP sensor indicates higher pressure than expected	None	Check for vacuum leaks. Check that TMAP sensor is mounted properly. Possible defective TMAP sensor.
352	MAP_IR_LO MAP sensor indicates lower pressure than expected	None	Possible defective TMAP sensor.
353	MAP_STICKING MAP sensor not changing as expected	None	Check that TMAP sensor is mounted properly. Possible defective TMAP sensor.
371 (37)	IATRangeLow Intake Air Temperature Sensor Input is Low normally set if the IAT temperature sensor wire has shorted to chassis ground or the sensor has failed.	TurnOnMil	Check TMAP connector and IAT signal wiring for a shorted circuit TMAP Pin 2 to SECM Pin B12 (signal) TMAP Pin 1 to SECM Pin B1 (sensor GND) To check the IAT sensor of the TMAP disconnect the TMAP connector and measure the IAT resistance Resistance is approx 2400 ohms at room temperature.
381 (38)	IATRangeHigh Intake Air Temperature Sensor Input is High normally set if the IAT temperature sensor wire has been disconnected or the circuit has opened to the SECM.	TurnOnMil	Check TMAP connector and IAT signal wiring for a shorted circuit TMAP Pin 2 to SECM Pin B12 (signal) TMAP Pin 1 to SECM Pin B1 (sensor GND) To check the IAT sensor of the TMAP disconnect the TMAP connector and measure the IAT resistance Resistance is approx 2400 ohms at room temperature.
391	IAT_IR_Fault Intake Air Temperature not changing as expected	None	Check connections to TMAP sensor. Check that TMAP sensor is properly mounted to manifold.

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
421	EST1_Open EST1 output open, possibly open EST1 signal or defective spark module	TurnOnMil	Check coil driver wiring and connector for open circuit SECM Pin A9 (EST1) to OEM ignition system. See application note. Verify GND on ignition module Pin A (of both connectors) Verify +12 Vdc on ignition module Pin B (of both connectors) Refer to application manual for specific engine details.
431	EST1_Short EST1 output shorted high or low, EST1 signal shorted to ground or power or defective spark module	TurnOnMil	Check coil driver wiring and connector for shorts SECM Pin A9 (EST1) to ignition module Pin D (4-pin connector) Verify GND on ignition module Pin A (of both connectors) Verify +12 Vdc on ignition module Pin B (of both connectors) Refer to application manual for specific engine details.
461 (26)	ETC_Sticking Electronic Throttle Control is sticking. This can occur if the throttle plate (butterfly valve) inside the throttle bore is sticking. The plate sticking can be due to some type of obstruction, a loose throttle plate, or worn components shaft bearings. NOTE: The throttle assembly is not a serviceable item and can only be repaired by replacing the DV-EV throttle assembly.	(1) TurnOnMil (2) EngineShutdown (3) CutThrottle	Check for debris or obstructions inside the throttle body Perform the throttle test using the Service Tool and re-check for fault Check throttle-plate shaft for bearing wear Check the ETC driver wiring for an open circuit SECM Pin A17 to ETC + Pin 1 SECM Pin A18 to ETC - Pin 4 Check the ETC internal motor drive by disconnecting the throttle connector and measuring the motor drive resistance at the throttle TPS Pin 1 (+DRIVER) to Pin 4 (-DRIVER) ~3.0-4.0Ω
471	ETC_Open_Fault Electronic Throttle Control Driver has failed, normally set if either of the ETC driver signals have opened or become disconnected, electronic throttle or SECM is defective.	None	Check the ETC driver wiring for an open circuit SECM Pin A17 to ETC + Pin 1 SECM Pin A18 to ETC - Pin 4 Check the ETC internal motor drive by disconnecting the throttle connector and measuring the motor drive resistance at the throttle TPS Pin 1 (+DRIVER) to Pin 4 (-DRIVER) ~3.0-4.0Ω

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
481 (28)	ETCSpringTest Electronic Throttle Control Spring Return Test has failed. The SECM will perform a safety test of the throttle return spring following engine shutdown. If this spring has become weak the throttle will fail the test and set the fault. NOTE: The throttle assembly is not a serviceable item and can only be repaired by replacing the DV-EV throttle assembly.	(1) TurnOnMil (2) EngineShutdown	Perform throttle spring test by cycling the ignition key and re-check for fault
491 (29)	HbridgeFault_ETC Electronic Throttle Control Driver has failed. Indeterminate fault on Hbridge driver for electronic throttle control. Possibly either ETC+ or ETC- driver signals have been shorted to ground	TurnOnMil	Check ETC driver wiring for a shorted circuit SECM Pin A17 to ETC + Pin 1 SECM Pin A18 to ETC - Pin 4 Perform the throttle test using the Service Tool and re-check for fault Check the ETC internal motor drive by disconnecting the throttle connector and measuring the motor drive resistance at the throttle TPS Pin 1 (+DRIVER) to Pin 4 (-DRIVER) ~3.0-4.0Ω
521 (52)	LowOilPressureFault Low engine oil pressure	(1) TurnOnMil (2) DelayedEngine Shutdown (3) CheckEngine Light	Check engine oil level Check electrical connection to the oil pressure switch SECM Pin B9 to Oil Pressure Switch
531 (53)	SysVoltRangeLow System voltage too low	TurnOnMil	Check battery voltage Perform maintenance check on electrical connections to the battery and chassis ground Check battery voltage during starting and with the engine running to verify charging system and alternator function Measure battery power at SECM with a multimeter (with key on) SECM Pin A23 (DRVP) to SECM Pin A16 (DRVG) SECM Pin A23 (DRVP) to SECM Pin B17 (DRVG)

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
541 (54)	SysVoltRangeHigh System voltage too high	TurnOnMil	Check battery and charging system voltage Check battery voltage during starting and with the engine running Check voltage regulator, alternator, and charging system Check battery and wiring for overheating and damage Measure battery power at SECM with a multimeter (with key on) SECM Pin A23 (DRVP) to SECM Pin A16 (DRVG) SECM Pin A23 (DRVP) to SECM Pin B17 (DRVG)
551 (55)	SensVoltRangeLow Sensor reference voltage XDRP too low	(1) TurnOnMil (2) EngineShutdown	Measure transducer power at the TMAP connector with a multimeter TMAP Pin 3 XDRP +5 Vdc to TMAP Pin 1 XDRG GND Verify transducer power at the SECM with a multimeter SECM Pin B24 +5 Vdc to SECM Pin B1 XDRG GND Verify transducer power at ETC with a multimeter ETC Pin 3 XDRP PWR to ETC Pin 2 XDRG GND Verify transducer power to the foot pedal with a multimeter.
561 (56)	SensVoltRangeHigh Sensor reference voltage XDRP too high	(1) TurnOnMil (2) EngineShutdown	Measure transducer power at the TMAP connector with a multimeter TMAP Pin 3 XDRP +5 Vdc to TMAP Pin 1 XDRG GND Verify transducer power at the SECM with a multimeter SECM Pin B24 +5 Vdc to SECM Pin B1 XDRG GND Verify transducer power at ETC with a multimeter ETC Pin 3 XDRP PWR to ETC Pin 2 XDRG GND Verify transducer power to the foot pedal with a multimeter.
571 (57)	HardOverspeed Engine speed has exceeded the third level (3 of 3) of overspeed protection	(1) TurnOnMil (2) HardRevLimit	Usually associated with additional ETC faults Check for ETC Sticking or other ETC faults Verify if the lift truck was motored down a steep grade

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
572	MediumOverspeed Engine speed has exceeded the second level (2 of 3) of overspeed protection	(1) TurnOnMil (2) MediumRevLimit	Usually associated with additional ETC faults Check for ETC Sticking or other ETC faults Verify if the lift truck was motored down a steep grade
573	SoftOverspeed Engine speed has exceeded the first level (1 of 3) of overspeed protection	(1) TurnOnMil (2) SoftRevLimit	Usually associated with additional ETC faults Check for ETC Sticking or other ETC faults Verify if the lift truck was motored down a steep grade
611 (61)	APP1RangeLow APP1 sensor voltage out of range low, normally set if the APP1 signal has shorted to ground, circuit has opened or sensor has failed	(1) TurnOnMil (2) CheckEngine Light	Check foot pedal connector Check APP1 signal at SECM PIN B7
612 (65)	APP2RangeLow APP2 sensor voltage out of range low, normally set if the APP2 signal has shorted to ground, circuit has opened or sensor has failed	TurnOnMil	Check foot pedal connector Check APP2 signal at SECM PIN B16
621 (62)	APP1RangeHigh APP1 sensor voltage out of range high, normally set if the APP1 signal has shorted to power or the ground for the sensor has opened	1) TurnOnMil (2) CheckEngine Light	Check foot pedal connector Check APP1 signal at SECM PIN B7
622 (66)	APP2RangeHigh APP2 sensor voltage out of range high, normally set if the APP2 signal has shorted to power or the ground for the sensor has opened	TurnOnMil	Check foot pedal connector Check APP2 signal at SECM PIN B16
631 (63)	APP1AdaptLoMin Learned idle end of APP1 sensor range lower than expected	None	Check APP connector and pins for corrosion Cycle the pedal several times and check APP1 signal at SECM Pin B7
632 (67)	APP2AdaptLoMin Learned idle end of APP2 sensor range lower than expected	None	Check APP connector and pins for corrosion Cycle the pedal several times and check APP2 signal at SECM Pin B16
641 (64)	APP1AdaptHiMax Learned full pedal end of APP1 sensor range higher than expected	None	N/A
642 (68)	APP2AdaptHiMax Learned full pedal end of APP2 sensor range higher than expected	None	N/A

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
651	APP1AdaptHiMin Learned full pedal end of APP1 sensor range lower than expected	None	N/A
652	APP2AdaptHiMin Learned full pedal end of APP2 sensor range lower than expected	None	N/A
661	APP1AdaptLoMax Learned idle end of APP1 sensor range higher than expected	None	N/A
662	APP2AdaptLoMax Learned idle end of APP2 sensor range higher than expected	None	N/A
691 (69)	APP_Sensors_Conflict APP position sensors do not track well, intermittent connections to APP or defective pedal assembly	1) TurnOnMil (2) Level1PowerLimit	Check APP connector and pins for corrosion Cycle the pedal several times and check APP1 signal at SECM Pin B7 Cycle the pedal several times and check APP2 signal at SECM Pin B16
711 (71)	LSDFault_Dither1 Dither Valve 1 Fault, signal has opened or shorted to ground or power or defective dither 1 valve	TurnOnMil	Check FTV1 for an open wire or FTV connector being disconnected FTV1 Pin 1 (signal) to SECM Pin A1 FTV1 Pin 2 (power) to SECM (DRV) Pin A23 Check FTV1 for an open coil by disconnecting the FTV connector and measuring the resistance ($\sim 26\Omega \pm 2\Omega$)
712	LSDFault_Dither2 Dither Valve 2 Fault, signal has opened or shorted to ground or power or defective dither 2 valve	TurnOnMil	Check FTV1 for an open wire or FTV connector being disconnected or signal shorted to GND FTV2 Pin 1 (signal) to SECM Pin A2 FTV2 Pin 2 (power) to SECM (DRV) Pin A23 Check FTV1 for an open coil by disconnecting the FTV connector and measuring the resistance ($\sim 26\Omega \pm 2\Omega$)
714	LSDFault_CheckEngine Check Engine Lamp Fault, signal has opened or shorted to ground or power or defective check engine lamp	None	Check 'Check Engine Lamp' for an open wire or shorted to GND

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
715	LSDFault_CrankDisable Crank Disable Fault, signal has opened or shorted to ground or power or defective crank disable relay	None	N/A
717	LSDFault_LockOff Fuel lock off Valve Fault, signal has opened or shorted to ground or power or defective Fuel lock off valve	TurnOnMil	Check fuel lock off valve for an open wire or connector being disconnected or signal shorted to GND Lockoff Pin B (signal) to SECM Pin A11 Lockoff Pin A (power) to SECM (DRVP) Pin A23 Check CSV for an open coil by disconnecting the CSV connector and measuring the resistance ($\sim 26\Omega \pm 3\Omega$)
718	LSDFault_MIL Malfunction Indicator Lamp Fault, signal has opened or shorted to ground or power or defective MIL lamp	None	Check MIL lamp for an open wire or short to GND.
721 (72)	GasFuelAdaptRangeLo In LPG mode, system had to adapt rich more than expected	TurnOnMil	Check for vacuum leaks. Check fuel trim valves, e.g. leaking valve or hose Check for missing orifice(s).
731 (73)	GasFuelAdaptRangeHi In LPG mode, system had to adapt lean more than expected	TurnOnMil	Check fuel trim valves, e.g. plugged valve or hose. Check for plugged orifice(s).
741 (74)	GasO2NotActive Pre-catalyst O2 sensor inactive on LPG, open O2 sensor signal or heater leads, defective O2 sensor	(1) TurnOnMil (2) DisableGas O2Ctrl	Check that Pre-catalyst O2 sensor connections are OK. O2 (signal) Pin 3 to SECM Pin B13 O2 Pin 2 (HEATER GND) to SECM (DRVG GNG) Pins A16, B17 O2 Pin 1 (HEATER PWR) to SECM (DRVP + 12V) Pin A23 Verify O2 sensor heater circuit is operating by measuring heater resistance ($2.1\Omega \pm 0.4\Omega$) O2 Pin 2 (HEATER GND) to Pin 1 (HEATER PWR)

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
742	GasPostO2NotActive Post-catalyst O2 sensor inactive on LPG, open O2 sensor signal or heater leads, defective O2 sensor.	(1) TurnOnMil (2) DisableGas Post O2Ctrl	Check that Post-catalyst O2 sensor connections are OK. O2 (signal) Pin 3 to SECM Pin B19 O2 Pin 2 (HEATER GND) to SECM (DRVG GNG) Pins A16, B17 O2 Pin 1 (HEATER PWR) to Post O2 Heater Relay. Relay pin 87. This relay turns on only after engine has been running for some time and SECM has calculated that water condensation in exhaust has been removed by exhaust heat. Post O2 Heater Relay has SECM (DRVP + 12V) applied to the relay coil power. The relay coil ground is controlled by SECM Pin A20 to activate the relay to flow current through the post O2 heater. Verify O2 sensor heater circuit is operating by measuring heater resistance ($2.1\Omega \pm 0.4\Omega$) O2 Pin 2 (HEATER GND) to Pin 1 (HEATER PWR)
743	Reserved		
751	GasO2FailedLean Pre-catalyst O2 sensor indicates extended lean operation on LPG	(1) TurnOnMil (2) DisableGas O2Ctrl	Check for vacuum leaks. Check fuel trim valves, e.g. leaking valve or hose. Check for missing orifice(s).
752	GasPostO2FailedLean Pre-catalyst O2 sensor indicates extended lean operation on LPG	(1) TurnOnMil (2) DisableGas Post O2Ctrl	Correct other faults that may contribute to 752 (e.g. faults pertaining to fuel trim valves, Pre-Cat O2, Post Cat O2 sensor) Check for vacuum leaks Check for leaks in exhaust, catalytic converter, HEGO sensors; repair leaks. Check all sensor connections (see fault 742 corrective actions).
771 (77)	GasO2FailedRich Pre-catalyst O2 sensor indicates extended rich operation on LPG	(1) TurnOnMil (2) DisableGas O2Ctrl	Check fuel trim valves, e.g. plugged valve or hose. Check for plugged orifice(s).

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
772	GasPostO2FailedRich Pre-catalyst O2 sensor indicates extended rich operation on LPG	(1) TurnOnMil (2) DisableGas PostO2Ctrl	Correct other faults that may contribute to 772 (e.g. faults pertaining to FTVs, Pre-Cat O2, Post Cat O2 sensor) Look for leaks in exhaust, catalytic converter, HEGO sensors; repair leaks. Check all sensor connections (see fault 742 corrective actions).
843	Reserved		
911	O2RangeLow Pre-catalyst O2 sensor voltage out of range low, sensor signal shorted to ground	(1) TurnOnMil (2) DisableGas O2Ctrl	Check if O2 sensor installed before the catalyst is shorted to GND or sensor GND. O2 (signal) Pin 3 to SECM Pin B13 SECM (DRVG GND) Pins A16, B17 SECM (XDRG sensor GND) Pin B1
912	O2_PostCatRangeLow Post-catalyst O2 sensor voltage out of range low, sensor signal shorted to ground	(1) TurnOnMil (2) Disable LPG Post-catalyst O2Ctrl	Check if O2 installed after the catalyst sensor is shorted to GND or sensor GND. O2 (signal) Pin 3 to SECM Pin B19 Possible sources: SECM (DRVG GND) Pins A16, B17 and SECM (XDRG sensor GND) Pin B1
921	O2RangeHigh Pre-catalyst O2 sensor voltage out of range high, sensor signal shorted to power	(1) TurnOnMil (2) DisableGas O2Ctrl	Check if O2 sensor installed before catalyst is shorted to +5Vdc or battery. O2 (signal) Pin 3 to SECM Pin B13 SECM (XDRP + 5V) Pin B24 SECM (DRVP + 12V) Pin A23
922	O2_PostCatRangeHigh Post-catalyst O2 sensor voltage out of range low, sensor signal shorted to ground	(1) TurnOnMil (2) Disable LPG Post-catalyst O2Ctrl	Check if O2 sensor installed after catalyst is shorted to +5Vdc or battery. O2 (signal) Pin 3 to SECM Pin B19 Possible voltage sources: SECM (XDRP + 5V) Pin B24 and SECM (DRVP + 12V) Pin A23

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

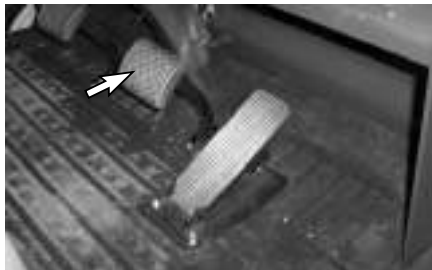
DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
931	FuelTempRangeLow Fuel Temperature Sensor Input is Low normally set if the fuel temperature sensor wire has shorted to chassis ground or the sensor has failed.	TurnOnMil	Check fuel temp sensor connector and wiring for a short to GND SECM (signal) Pin B14 to FTS Pin 1 SECM (sensor GND) Pin B1 to FTS Pin 2 SECM (system GND) Pin A16, B17
932	FuelTempRangeHigh Fuel Temperature Sensor Input is High normally set if the fuel temperature sensor wire has been disconnected or the circuit has opened to the SECM.	TurnOnMil	Check if fuel temp sensor connector is disconnected or for an open FTS circuit SECM (signal) Pin B14 to FTS Pin 1 SECM (sensor GND) Pin B1 to FTS Pin 2
933	TransOilTemp Excessive transmission oil temperature	(1) TurnOnMil (2) Delayed EngineShutdown	Refer to drivetrain manufacturer's transmission service procedures.
991	ServiceFault1 Service Interval 1 has been reached	None	Perform service procedure related to Service Interval 1 (determined by OEM)
992	ServiceFault2 Service Interval 2 has been reached	None	Perform service procedure related to Service Interval 2 (determined by OEM)
993	ServiceFault3 Service Interval 3 has been reached	None	Perform service procedure related to Service Interval 3 (determined by OEM)
994	ServiceFault4 Service Interval 4 has been reached—replace HEGO sensors	TurnOnMil	Replace Pre-catalyst HEGO sensor Replace Post-catlyst HEGO sensor
995	ServiceFault5 Service Interval 5 has been reached—replace timing belt	TurnOnMil	Replace engine timing belt

(*) Fault actions shown are default values specified by the OEM.

Lift Truck Operation

Power Shift Transaxle

1. Start the engine. See topic "Starting the Engine."



2. Push down on the service brake pedal to hold the lift truck until ready to move it.
3. Release the parking brake.

NOTE: The parking brake must be released before the directional control can be used.



4. Select the direction of travel by pushing the directional lever FORWARD for forward direction or by pulling the lever BACK for reverse direction.



WARNING

A lift truck with the engine running but without an operator can move slowly (creep) if the transmission is engaged.

This could result in personal injury.

Always place the transmission control lever in the **NEUTRAL** (center) position and apply the parking brake before dismounting the lift truck.



5. Release the service brake.
6. Push down on the accelerator pedal to obtain the desired travel speed. Release the pedal to decrease travel speed.



WARNING

Sudden reversal of a loaded lift truck traveling forward can cause the load to fall or the lift truck to tip.

Stop the loaded lift truck completely, before shifting to reverse.

Failure to comply could result in personal injury.

NOTE: Where conditions permit, directional changes can be made under full power at speeds up to 6 km/h (3.73mph). A speed of 6 km/h (3.73mph) is a fast walk. Directional shift changes at speeds above 6 km/h (3.73mph) are considered abusive.

Bring the lift truck to a complete stop where load stability or other factors prevent safe operation under full power shifts.

7. To change the lift truck direction of travel, release the accelerator pedal.
8. Push down on the service brake pedal to reduce the lift truck speed as necessary.



9. Move the directional lever to the desired direction of travel. Slowly push down on the accelerator pedal as the lift truck changes direction.
10. When the direction change is completed, continue to push down on the accelerator pedal to obtain the desired travel speed.



11. To stop the lift truck when traveling in either direction, release the accelerator pedal.
12. Push down on the service brake pedal and bring the lift truck to a smooth stop.

Inching

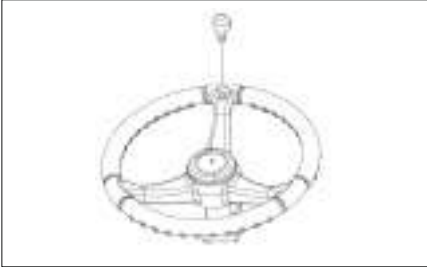
NOTE: The purpose of the inching pedal is to provide precise lift truck inching control at very slow travel speed and high engine rpm. This is used for fast hydraulic lift, during load approach, pick up or load positioning.



1. To inch (creep) in either direction, slowly push down on the inching pedal. This will start to apply the service brakes and allow the transmission clutch discs to slip.
2. Vary the position of the inching pedal and the accelerator pedal to control the inching speed and distance.
3. Pushing down further on the inching pedal will disengage the transmission completely and apply the service brakes fully to stop and hold the lift truck. This will provide full engine power for fast hydraulic lift.

Steering Knob (If Equipped)

There is a steering knob available for inclusion with new truck deliveries. This option is solely intended for slow travel situations when two handed steering is not possible due to hydraulic operations.



WARNING

Loss of stability can occur when a lift truck steering wheel is rotated quickly while the truck is in motion. A steering knob will assist with easy rotation of the steering wheel, but if a steering knob is improperly used (e.g., rotating the steering wheel quickly while the truck is in motion), this can contribute to truck instability and a tip over. A steering knob is intended for slow travel maneuverability **ONLY**.

Mono-Ped Control System (Option)



Forward-Push the left side (2) of the pedal for FORWARD direction travel.



Neutral-The lift truck should not move when the Mono-Ped pedal is released..



Reverse-Push the right side (1) of the pedal for REVERSE direction travel.

The MONO-PED pedal controls the speed and direction of the lift truck. Pushing on the right side of the pedal (1) causes the lift truck to move in REVERSE. The optional reverse lights and optional back-up alarm will be ON in the REVERSE position. Pushing on the left side of the pedal (2) causes the lift truck to move in FORWARD.

The speed of the truck increases as the pedal is depressed

Auto Shift Controller ASC - 200 (If Equipped)

Product Description

The Autoshift controller is an electrical control system, specially designed for use on forklift trucks with internal combustion engines.

Its primary purpose is to prevent the operator from operating the truck outside of the design parameters, e.g. selecting the reverse gear when traveling in excess of 6.0 km/h (3.73mph) in a forward direction, and vice versa.

The Autoshift controller is mounted on a convenient position away from excessive heat sources and retrofits into the truck's electrical system. An inductive speed sensor is mounted on the transmission case where it will pick up a pulse from a gear tooth pattern. This pulse is used to monitor the truck in motion and its travel speed. To enable the system to change gears smoothly, the shift points for offset speed are adjustable.

An operator no longer has to change gears with his hands, therefore he can be more productive.

The Autoshift controller prevents strain and abuse to the transmission by changing gears up and down automatically. It also prevents damage to the half shaft, excessive tire wear and heat to the transmission.

Features

1. 2 - speed auto shift control
2. Prevent downshifting at high speed
3. Inhibit selecting direction at high speed outside of the design parameters.



Adjustments

SW1 (Low-High Shift Point)		SW2 (Direction Inhibit Point)	
NOTCH	Vehicle Speed	NOTCH	Vehicle Speed
0	2.5 km/h (1.55 mph)	0	3.3 km/h (2.05 mph)
1	3.0 km/h (1.86 mph)	1	3.6 km/h (2.24 mph)
2	3.5 km/h (2.17 mph)	2	3.9 km/h (2.42 mph)
3	4.0 km/h (2.49 mph)	3	4.2 km/h (2.61 mph)
4	4.5 km/h (2.80 mph)	4	4.5 km/h (2.80 mph)
5	5.0 km/h (3.11 mph)	5	4.8 km/h (2.98 mph)
6	5.5 km/h (3.42 mph)	6	5.1 km/h (3.17 mph)
7	6.0 km/h (3.73 mph)	7	5.4 km/h (3.36 mph)
8	6.5 km/h (4.04 mph)	8	5.7 km/h (3.54 mph)
9	7.0 km/h (4.35 mph)	9	6.0 km/h (3.73 mph)



Adjustment Switch

Low-High Shift Point (SW1)

ASC-500 allows you to set the 2 speed Auto Gear Shift Point, the maximum travel speed at which the Auto Shift Controller up-shift or down-shift the transmission automatically according to the vehicle speed. For adjustment of 2 speed Auto Gear Shift speed, the SW1 switch is used on the printed circuit board.

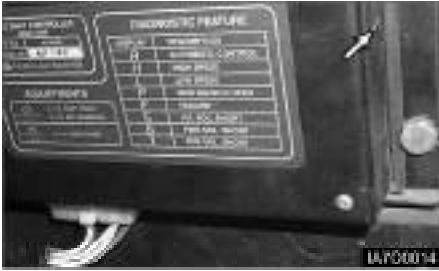
For example if SW1 put to 5th notch, the 2 Speed Auto Gear Shift speed will be 5.0 km/h(3.11 mph), which is factory setting value as a default.

Direction Inhibit Point (SW2)

Auto Shift allows you to set the Direction Inhibit Speed, the maximum travel speed at which the transmission can be reversed. For adjustment of direction inhibit speed, the SW2 switch is used on the printed circuit board.

For example SW2 is put to 7th notch, the Direction Inhibit Speed will be 5.4 km/h (3.36 mph), which is factory setting value as a default.

Diagnostics Features



ASC-500 has internal indicator on the right side of the controller for displaying the selected gear and the abnormal condition.



WARNING

Do not diagnose or repair Auto Shift Controller Faults unless trained and authorized to do so. Improper performance of maintenance procedures is dangerous and could result in personal injury or death.

Below is a description applicable for many ASC-500 implementations.

Display for Operator

Display	Description	Remark
A	Automatic operation	
H	High speed	At 2nd shift gear
L	Low speed	At 1st shift gear
P	T/M Speed sensor open	Flashing
E	E/G Speed sensor open	Flashing
F	Controller fault	Flashing
5	H/L Sol. Short	Flashing
6	Forward Sol. Short	Flashing
7	Reverse Sol. Short	Flashing

This information is given during normal operating when something special happens.

For example, on ASC-500's with the speed sensor, one of the indicators is used to indicate a sensor problem.

Display for Troubleshooting

Display	Description	Remark
A	Automatic operation	
2	High speed s/w input	Lever input test
3	Forward s/w input	Lever input test
4	Reverse s/w input	Lever input test

This information is input for signal diagnostics.

This test is used to verify operation of direction control lever.

Operation

This system can be basically operated in two preselected modes, automatic mode and manual mode. Automatic Mode is selected in factory-setting controller as a default.

Manual Mode (Fail-Safe Mode) is selected to operate the truck manually in case of emergency.

Automatic mode

Direction Inhibit

1. Start the engine with the direction control lever in NEUTRAL and the parking brake engaged.
2. Press down on the service brake pedal, disengage the parking brake and move the direction control lever to FORWARD.

NOTE: Release the parking brake before using the directional control lever.

3. Observe the LED on the Auto Shift Controller. The LED should indicate "A" while the direction control lever is in FORWARD, NEUTRAL and REVERSE. Report Auto Shift as faulty if the LED indicates anything other than "A".
4. Keep the service brake pushed down until ready to move the truck.
5. To change directions of a traveling lift truck when the Auto Shift Controller LED displays "A", shift the direction control lever to the opposite direction and wait for the lift truck to change direction.
6. If however, your travel speed is higher than the pre-selected direction change speed as direction inhibit point in the controller, Auto Shift will shift the transmission to NEUTRAL until the lift truck's travel speed slows to the pre-selected direction change speed, and then shift the transmission to the direction selected.
7. You should be prepared to help slow the lift truck to the pre-selected direction change speed by pressing down on the service brake pedal.



WARNING

When you want to change the travel direction, you must press down on the service brake pedal to reduce the travel speed. Be cautious that the lift truck's stopping distance may be longer than in manual mode because the lift truck continues to travel forward regardless of the selection of reverse with the direction control lever until the vehicle speed is sufficiently reduced.

8. The direction of travel will change automatically when the vehicle speed is reduced as much as the pre-selected speed in the controller.



WARNING

Bring the loaded lift truck to a complete stop before changing travel direction.
Changing travel direction while traveling may cause the lift truck to lose the load or tip over.

9. When the direction change is completed, continue to push down on the accelerator pedal to obtain the desired travel speed.

NOTICE

The transmission of your lift truck may be reversed under full power up to a travel of 6.0 km/h (3.73 mph). But the Inhibit Speed of Auto Shift is set by the factory at 5.4 km/h (3.36 mph) because reversing the transmission at lower travel speeds prolongs the life of the transmission, axle shafts and tires.

Two-Speed Auto Shift Control

While traveling forward with the high speed gear, that is, 2nd gear selected, the ASC-500 can up-shift or down-shift the transmission automatically according to the vehicle speed by its own speed ratio control so that the appropriate gear may be engaged in every situation.

NOTICE

Two-Speed Auto Shift Control function can be accomplished only when the direction control lever is placed in the high speed (2nd gear) position.

Manual Mode (Fail-Safe mode)

In case that the controller is broken down or you don't want to use the functions of the Auto Shift Controller, you can select Manual Mode. In Manual Mode, you can operate your lift truck in the same manner as any lift truck without Auto Shift Controller. You can select the Manual mode or the Automatic mode by doing following procedures.



WARNING

In the manual mode, direction inhibition function can not be operated normally. The sudden reversal of a loaded lift truck traveling forward can cause the load to fall or the lift truck to tip over.

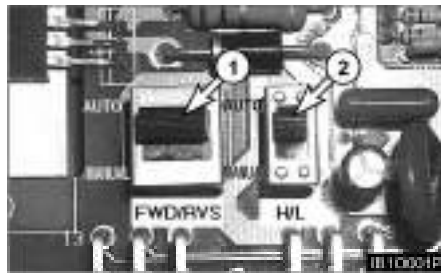
An operator can operate the truck manually by selecting the Manual mode with the Fail-Safe mode switches on the PCB (Printed Circuit Board).

With the switch (1) in "MANUAL" position, direction inhibit function is disable.

If an operator moves the switch (2) from "AUTO" position to "MANUAL" position, then 2-speed auto shift function will become disabled.

Move the switches as indicated, up of Automatic (AUTO) operation or down for Manual (MANUAL) operation.

NOTE: In the factory-setting controller, AUTO mode is selected as a default on the PCB (Printed Circuit Board) as shown below.



NOTE: After operating the truck manually by selecting the Manual Mode switch on PCB(Printed Circuit Board), the position of mode must be checked before operating the truck automatically.

Operating Techniques

Inching into Loads



Typical Example

1. Move the lift truck slowly FORWARD into position and engage the load. The lift truck should be square with load, forks spaced evenly between pallet stringers and as far apart as load permits.



Typical Example

2. Move the lift truck FORWARD until the load touches the carriage.

Lifting the Load

1. Lift the load carefully and tilt the mast back a short distance.



Typical Example

2. Tilt the mast further back to cradle the load.



Typical Example

3. Operate the lift truck in reverse until the load is clear of the other material.
4. Lower the cradled load to the travel position.

NOTE: Lift and tilt speeds are controlled by engine rpm.

Traveling With the Load

NOTICE

Travel with the load as low as possible, while still maintaining ground clearance.



Typical Example

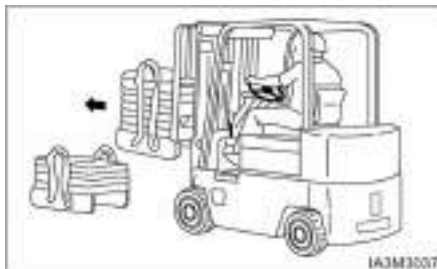
1. Travel with the load uphill on upgrades and downgrades.



Typical Example

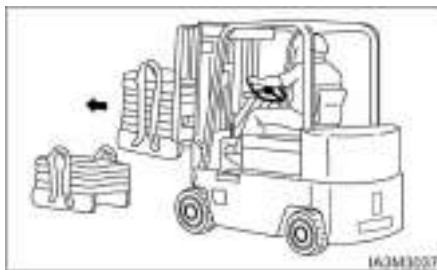
2. For better vision, travel in reverse with bulky loads.

Unloading



Typical Example

1. Move the lift truck into the unloading position.



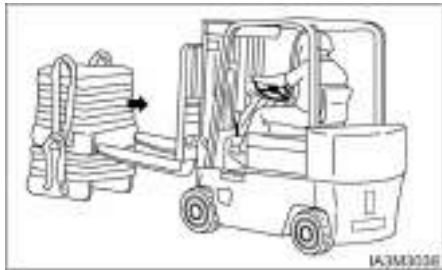
Typical Example

2. Tilt the mast FORWARD only when directly over the unloading area.



WARNING

Do not tilt the mast forward with the load unless directly over the unloading area, even if the power is off.



Typical Example

3. Deposit the load and BACK away carefully to disengage the forks.



Typical Example

4. Lower the carriage and forks to the travel position or to the park position.

Turning

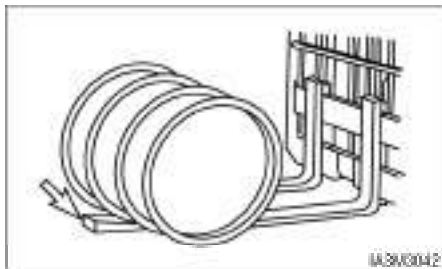


1. When turning sharp corners, keep close to the inside corner. Begin the turn when the inside drive wheel meets the corner.

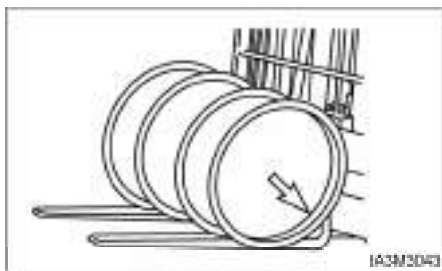


2. In narrow aisles, keep away from the stockpile when turning into the aisle. Allow for counterweight swing.

Lifting Drums or Round Objects



1. Block drums or round objects. Tilt the mast FORWARD and slide the fork tips along the floor to get under the load.



2. Before lifting, tilt the mast BACK slightly until the load is cradled on the forks.

Operating in hot weather

Keep the following points in mind when you operate the lift truck in hot weather.

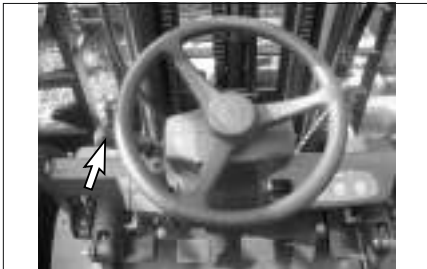
1. Check the radiator. Clogging can cause overheating. Clean them out regularly with a blast of compressed air, also, check for leakage of water.
2. Check the fan belt tension and adjust to proper tension.
3. Even if the engine overheats and the coolant boils over, let the engine idle for a while with opening engine hood until temperature falls before shutting off the engine.

Parking the Lift Truck

Park the lift truck level, with the forks lowered and the mast tilted forward until the fork tips touch the floor. Block the drive wheels when parking on an incline.



1. Park in an authorized area only. Do not block traffic. If LP equipped, do not park near elevator shafts or any other area where LP could collect in a pocket (low area), causing a potentially dangerous condition.



2. Place the transmission controls in NEUTRAL.
3. Engage the parking brake.
4. Lower the forks to the ground.

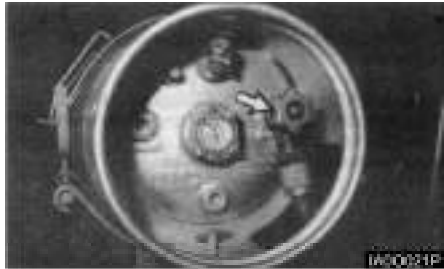


WARNING

Blocking the wheels will prevent unexpected lift truck movement, which could cause personal injury.



5. Turn the key in the ignition switch to the OFF position and remove the key.



NOTE: If a LP equipped lift truck is stopped or parked for an indefinite or prolonged period of time, close the fuel shutoff valve on the LP tank. Run the engine until fuel in the line runs out and the engine stops. Turn off the ignition switch and disconnect switch (if equipped).

6. Actuate each loading lever several times to remove the residual pressure in the respective cylinders and hoses.
7. Block the drive wheels if parking on an incline.

Lift Fork Adjustment



WARNING

When adjusting the fork spread, be careful not to pinch your hand between forks and the carriage slot.

Hook - on type Fork



1. Move up the hook pin to the free position.
2. Raise the hook pin in each fork to side the fork on the carriage bar.
3. Adjust the forks in the position most appropriate for the load and as wide as possible for load stability.
4. When adjusting the forks, make sure that the weight of the load is centered on the truck.
5. After adjustment, set the fork locks to keep the forks in place.



WARNING

Make sure the forks are locked before carrying a load.

Storage Information

Before Storage

Before storing your lift truck, clean and inspect as the following procedures.

- Wipe away grease, oil, etc. adhering to the body of the truck with waste cloth, and use water, if needed.
- While cleaning the truck, check general condition of the truck. Especially check the truck body for dents or damage and tires for wear or nails or stones in the tread.
- Fill the fuel tank with fuel specified.
- Check for leakage of hydraulic oil, engine oil, fuel, or coolant, etc.
- Apply grease, where needed.
- Check for looseness of nuts and bolts, especially hub nuts.
- Check mast rollers to see that they rotate smoothly.
- Prime the oil into the lift cylinders by actuating the lift lever all the way several times.
- Drain off coolant completely in cold weather, if antifreeze is not used.

Long Time Storage

Perform the following service and checks in addition to the "Parking the lift truck" services.

- Taking the rainy season into consideration, park the machine at a higher and hard ground.
- Avoid parking on soft grounds such as asphalt ground in summer.
- Dismount the battery from the machine. Even though the machine is parked indoors, if the place is hot or humid, the battery should be kept in a dry, cool place. Charge the battery once a month.
- Apply antirust to the exposed parts which tend to rust.
- Cover components such as the breather and air cleaner which may be caught with humidity.
- The machine should be operated at least once a week. Fill the cooling system, if cooling water is discharged, and mount the battery. Start the engine and warm up thoroughly. Move the machine a little forwards and backwards. Operate the hydraulic controls several times.

To Operate the Lift Truck After a Long Time Storage

- Remove covers and antirust from each of the components and exposed parts.
- Drain the engine crankcase, transmission (clutch type machine), differential and final reduction gear, clean the inside of them and add new oil.
- Drain off foreign matter and water from the hydraulic oil tank and fuel tank.
- Remove the head cover from the engine cylinder. Oil valves and rocker shaft and check each valve for proper operation.
- Add cooling water to the specified level.
- Charge the battery and mount it on the machine. Connect the cables.
- Perform pre-operational checks carefully. (refer to "Before Starting the Engine")
- Warm up the machine.

Transportation Hints

Lift Truck Shipping

Check travel route for overpass clearances. Make sure there is adequate clearance if the lift truck being transported is equipped with a high mast, overhead guard or cab.

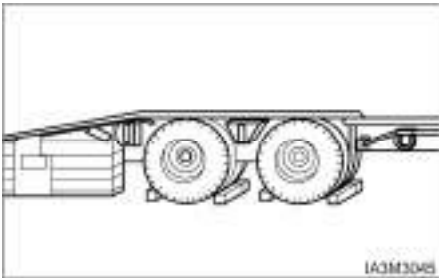
To prevent the lift truck from slipping while loading, or shifting in transit, remove ice, snow or other slippery material from the loading dock and the truck bed before loading.

NOTICE

Obey all state and local laws governing the height, weight, width and length of a load.
Observe all regulations governing wide loads.

NOTICE

Remove ice, snow or other slippery material from the shipping vehicle and the loading dock.



Always block the trailer or the rail car wheels before loading the lift truck.

Position the lift truck on the truck bed or the rail car.

Apply the parking brake and place the transmission control in NEUTRAL.

Turn the ignition switch to the OFF position and remove the key. If LP equipped, shut off the LP fuel tank.

Block the wheels and secure the lift truck with tiedowns.

Machine Lifting and Tiedown Information

NOTICE

Improper lifting or tiedowns can allow load to shift and cause injury and/or damage.

1. Weight and instructions given herein apply to lift trucks as manufactured by DOOSAN.
2. Use proper rated cables and slings for lifting. Position the crane for level lift truck lift.
3. Spreader bar widths should be sufficient to prevent contact with the lift truck.
4. Use the tiedown locations provided for lift truck tiedown.

Check the state and local laws governing weight, width and length of a load.

Contact your DOOSAN Lift Truck dealer for shipping instructions for your lift truck.

Towing Information



WARNING

Personal injury or death could result when towing a disabled lift truck incorrectly.

Block the lift truck wheels to prevent movement before releasing the brakes. The lift truck can roll free if it is not blocked.

Follow the recommendations below, to properly perform the towing procedure.

These towing instructions are for moving a disabled lift truck a short distance, at low speed, no faster than 2 km/h (1.2 mph), to a convenient location for repair. These instructions are for emergencies only. Always haul the lift truck if long distance moving is required.

Shield must be provided on the towing lift truck to protect the operator if the tow line or bar should break.

Do not allow riders on the lift truck being towed unless the operator can control the steering and/or braking.

Before towing, make sure the tow line or bar is in good condition and has enough strength for the towing situation involved. Use a towing line or bar with a strength of at least 1.5 times the gross weight of the towing lift truck for a disabled lift truck stuck in the mud or when towing on a grade.

Keep the tow line angle to a minimum. Do not exceed a 30° angle from the straight ahead position. Connect the tow line as low as possible on the lift truck that is being towed.

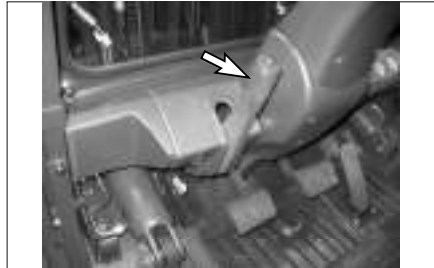
Quick lift truck movement could overload the tow line or bar and cause it to break. Gradual and smooth lift truck movement will work better.

Normally, the towing lift truck should be as large as the disabled lift truck. Satisfy yourself that the towing lift truck has enough brake capacity, weight and power, to control both lift trucks for the grade and the distance involved.

To provide sufficient control and braking when moving a disabled lift truck downhill, a larger towing lift truck or additional lift trucks connected to the rear could be required. This will prevent uncontrolled rolling.

The different situation requirements cannot be given as minimal towing lift truck capacity is required on smooth level surfaces to maximum on inclines or poor surface conditions.

Consult your DOOSAN Lift Truck dealer for towing a disabled lift truck.



1. Release the parking brake.

NOTICE

Release the parking brake to prevent excessive wear and damage to the parking brake system.

2. Check that the service brake pedal is released.
3. Key switch is in the OFF position.
4. Direction control lever is in neutral.
5. Fasten the tow bar to the lift truck.
6. Remove the wheel blocks. Tow the lift truck slowly. Do not tow any faster than 2 km/h (1.2 mph).



WARNING

Be sure all necessary repairs and adjustments have been made before a lift truck that has been towed to a service area is put back into operation.

Inspection, Maintenance and Repair of Lift Truck Forks

The following section gives practical guidelines for inspection, maintenance and repair of lift truck forks. It also provides general information on the design and application of forks and the common cause of fork failures.

Lift truck forks can be dangerously weakened by improper repair or modification. They can also be damaged by the cumulative effects of age, abrasion, corrosion, overloading and misuse.

A fork failure during use can cause damage to the equipment and the load. A fork failure can also cause serious injury.

A good fork inspection and maintenance program along with the proper application can be very effective in preventing sudden failures on the job.

Repairs and modifications should be done only by the fork manufacturer or a qualified technician who knows the material used and the required welding and heat treatment process.

Users should evaluate the economics of returning the forks to the manufacturer for repairs or purchasing new forks. This will vary depending on many factors including the size and type of fork.

Forks should be properly sized to the weight and length of the loads, and to the size of the machine on which they are used. The general practice is to use a fork size such that the combined rated capacity of the number of forks used is equal to or greater than the "Standard(or rated) Capacity" of the lift truck.

The individual load rating, in most cases, will be stamped on the fork in a readily visible area. This is generally on the top or side of the fork shank.

- A fork rated at 1500 pounds at 24 inch load center will be stamped 1500X24.
- A fork rated at 2000 kg at 600 mm load center will be stamped 2000X600.

The manufacturer identification and year and date of manufacture is also usually shown.

Some countries have standards or regulations which apply specifically to the inspection and repair of forks.

Users may also refer to the International Organization For Standardization - ISO Technical Report 5057 - Inspection and Repair of Fork Arms and ISO Standard 2330 - Fork Arms-Technical Characteristics and Testing.

While there are no specific standards or regulations in the United States, users should be familiar with the requirements for inspection and maintenance of lift trucks as provided by the 29 Code Federal Register 1910.178 Powered Industrial Truck, and ANSI/ASME Safety Standard(s) B56.1, B56.5 or B56.6 as applicable to the type of machine(s) in use.

Environment Protection

When servicing this lift truck, use an authorized servicing area and an approved container to collect coolant, oil, fuel, grease, electrolyte and any other potential environmental pollutant before any lines, fittings or related items are disconnected or removed. After servicing, dispose of those materials in an authorized place and container. When cleaning the lift truck, be sure to use an authorized area.

Causes of Fork Failure

Improper Modification or Repair

Fork failure can occur as a result of a field modification involving welding, flame cutting or other similar processes which affect the heat treatment and reduces the strength of the fork.

In most cases, specific processes and techniques are also required to achieve proper welding of the particular alloy steels involved. Critical areas most likely to be affected by improper processing are the heel section, the mounting components and the fork tip.

Bent or Twisted Forks

Forks can be bent out of shape by extreme overloading, glancing blows against walls or other solid objects or using the fork tip as a pry bar.

Bent or twisted forks are much more likely to break and cause damage or injury. They should be removed from service immediately.

Fatigue

Parts which are subjected to repeated or fluctuating loads can fail after a large number of loading cycles even though the maximum stress was below the static strength of the part.

The first sign of a fatigue failure is usually a crack which starts in an area of high stress concentration. This is usually in the heel section or on the fork mounting.

As the crack progresses under repetitive load cycling, the load bearing cross section of the remaining metal is decreased in size until it becomes insufficient to support the load and complete failure occurs.

Fatigue failure is the most common mode of fork failure. It is also one which can be anticipated and prevented by recognizing the conditions which lead up to the failure and by removing the fork service prior to failing.

- Repetitive Overloading

Repetitive cycling of loads which exceeds the fatigue strength of the material can lead to fatigue failure. The overload could be caused by loads in excess of the rated fork capacity and by use of the forks tips as pry bars. Also, by handling loads in a manner which causes the fork tips to spread and the forks to twist laterally about their mountings.

- Wear

Forks are constantly subjected to abrasion as they slide on floors and loads. The thickness of the fork blade is gradually reduced to the point where it may not be capable of handling the load for which it was designed.

- Stress Risers

Scratches, nicks and corrosion are points of high stress concentration where cracks can develop. These cracks can progress under repetitive loading in a typical mode of fatigue failure.

Overloading

Extreme overloading can cause permanent bending or immediate failure of the forks. Using forks of less capacity than the load or lift truck when lifting loads and using forks in a manner for which they were not designed are some common causes of overloading.

Fork Inspection



Establish a daily and 12 month inspection routine by keeping a record for the forks on each lift truck.

Initial information should include the machine serial number on each the forks are used, the fork manufacturer, type, original section size, original length and capacity. Also list any special characteristics specified in the fork design.

Record the date and results of each inspection, making sure the following information is included.

- Actual wear conditions, such as percent of original blade thickness remaining.
- Any damage, failure or deformation which might impair the use of the truck.
- Note any repairs or maintenance.

An ongoing record of this information will help in identifying proper inspection intervals for each operation, in identifying and solving problem areas and in anticipating time for replacement of the forks.

First Installation

1. Inspect forks to ensure they are the correct size for the truck on which they will be used. Make sure they are the correct length and type for the loads to be handled.

If the forks have been previously used, perform the "12 Month Inspection".

If the forks are rusted, see "Maintenance and Repair".

2. Make sure fork blades are level to each other within acceptable tolerances. See "Forks, Step 4," in the "2000 Service Hours or Yearly" in "Maintenance Intervals"
3. Make sure positioning lock is in place and working. Lock forks in position before using truck. See "Forks, Step 7" in the "2000 Service Hours or Yearly" in "Maintenance Intervals".

Daily Inspection

1. Visually inspect forks for cracks, especially in the heel section, around the mounting brackets, and all weld areas. Inspect for broken or jagged fork tips, bent or twisted blades and shanks.
2. Make sure positioning lock is in place and working. Lock the forks in position before using the truck. See "2000 Service Hours or Yearly" in "Maintenance Intervals".
3. Remove all defective forks from service.

12 Months Inspection

Forks should be inspected, at a minimum, every 12 months. If the truck is being used in a multi-shift or heavy duty operation, they should be checked every six months. See "Forks" in the "2000 Service Hours or Yearly" in "Maintenance Intervals."

Consult the fork manufacturer for further information as may be applicable to the specific fork involved.

Testing is not required for repairs to the positioning lock or the markings.

Maintenance and Repair

1. Repair forks only in accordance with the manufacturer's recommendations.

Most repairs or modifications should be done only by the original manufacturer of the forks or an expert knowledgeable of the materials, design, welding and heat treatment process.

2. The following repairs or modifications SHOULD NOT be attempted.

- Flame cutting holes or cutouts in fork blades.
- Welding on brackets or new mounting hangers.
- Repairing cracks or other damage by welding.
- Bending or resetting.

3. The following repairs MAY be performed.

- Forks may be sanded or lightly ground, to remove rust, corrosion or minor defects from the surfaces.
- Heel sections may be ground with a carbon stone to remove minor surface cracks or defects. Polish the inside radius of the heel section to increase the fatigue life of the fork. Always grind or polish in the direction of the blade and shank length.
- Repair or replace the positioning locks on hook type forks.
- Repair or replace most fork retention devices used with other fork types.

4. A fork should be load tested before being returned to service on completion of repairs authorized and done in accordance with the manufacturer's recommendations.

Most manufacturers and standards require the repaired fork to be tested with a load 2.5 times the specified capacity and at the load center marked on the fork arm.

With the fork restrained in the same manner as its mounting on the lift truck, apply the test load twice, gradually and without shock. Maintain the test for 30 seconds each time.

Check the fork arm before and after the second application of the test load. It shall not show any permanent deformation.

Tire Inflation Information

Tire Inflation



WARNING

Personal injury or death could result when tires are inflated incorrectly.

Use a self - attaching inflation chuck and stand behind the tread when inflating a tire.

Proper inflation equipment, and training in using the equipment, are necessary to avoid overinflation. A tire blowout or rim failure can result from improper or misused equipment.

NOTICE

Set the tire inflation equipment regulator at no more than 140 kPa (20 psi) over the recommended tire pressure.

Tire Shipping Pressure

The tire inflation pressures shown in the following chart are cold inflation shipping pressures.

Size	Ply Rating or Strength Index	Shipping Pressure	
		kPa	psi
7.00X12 Steer	12	860	125
8.25X15 Drive	14	825	120
300X15 Drive	18	785	115
7.50X16 Drive dual	12	760	110

¹ Standard tire, ply rating and inflation pressures.

The operating inflation pressure is based on the weight of a ready - to - work machine without attachments, at rated payload, and in average operating conditions. Pressures for each application may vary and should always be obtained from your tire supplier.

NOTE: Fill tires to the recommended pressures listed ± 35 kPa (5 psi). Tires can be filled with nitrogen.

Tire Inflation Pressures Adjustment

A tire inflation in a warm shop area, 18° to 21°C (65° to 70°F), will be under inflated if the lift truck works in freezing temperatures. Low pressure shortens the life of a tire.

Torque Specifications

Metric Hardware

Most of the nuts, bolts, studs, and threaded holes in your lift truck are metric. In this manual we provide specifications in both metric and U.S. customary measurement. Always replace metric hardware with metric hardware. See the parts books for proper replacement.

NOTE: For proper fit, use only metric tools on metric hardware. Non-metric tools might slip and cause injury.

Torque for Standard Hose Clamps – Worm Drive

NOTICE

The chart below gives the torques for initial installation of hose clamps on new hose and for reassembly or retightening of hose clamps on existing hose.

Clamp Width	Initial Installation Torque On New Hose	
	N•m ¹	lb•in
16 mm (.625 in)	7.5 ± 0.5	65 ± 5
13.5 mm (.531 in)	4.5 ± 0.5	40 ± 5
8 mm (.312 in)	0.9 ± 0.2	8 ± 2
Clamp Width	Reassembly Or Retightening Torque	
	N•m ¹	lb•in
16 mm (.625 in)	4.5 ± 0.5	40 ± 5
13.5 mm (.531 in)	3.0 ± 0.5	25 ± 5
8 mm (.312 in)	0.7 ± 0.2	6 ± 2

¹ 1 Newton meter (N•m) is approximately the same as 0.1 kg•m.

Torque for Standard Bolts, Nuts, and Taperlock Studs

NOTICE

The two charts below give general torques for bolts, nuts, and taperlock studs of SAE Grade 5 or better quality.

Torques for Bolts and Nuts With Standard Threads

Thread Size Inch	Standard Nut and Bolt Torque	
	N•m ¹	lb•ft
1/4	12 ± 4	9 ± 3
5/16	25 ± 7	18 ± 5
3/8	45 ± 7	33 ± 5
7/16	70 ± 15	50 ± 11
1/2	100 ± 15	75 ± 11
9/16	150 ± 20	110 ± 15
5/8	200 ± 25	150 ± 18
3/4	360 ± 50	270 ± 37
7/8	570 ± 80	420 ± 60
1	875 ± 100	640 ± 75
1 1/8	1100 ± 150	820 ± 110
1 1/4	1350 ± 175	1000 ± 130
1 3/8	1600 ± 200	1180 ± 150
1 1/2	2000 ± 275	1480 ± 200

¹ 1 Newton meter (N•m) is approximately the same as 0.1 kg•m.

Torques for Taperlock Studs

Thread Size Inch	Standard Taperlock Stud Torque	
	N•m ¹	lb•ft
1/4	8 ± 3	6 ± 2
5/16	17 ± 5	13 ± 4
3/8	35 ± 5	26 ± 4
7/16	45 ± 10	33 ± 7
1/2	65 ± 10	48 ± 7
5/8	110 ± 20	80 ± 15
3/4	170 ± 30	125 ± 22
7/8	260 ± 40	190 ± 30
1	400 ± 60	300 ± 45
1 1/8	500 ± 700	370 ± 50
1 1/4	650 ± 80	480 ± 60
1 3/8	750 ± 90	550 ± 65
1 1/2	870 ± 100	640 ± 75

¹ 1 Newton meter (N•m) is approximately the same as 0.1 kg•m.

Torque for Metric Fasteners**NOTICE**

Be very careful never to mix metric with U.S. customary (standard) fasteners. Mismatched or incorrect fasteners will cause lift truck damage or malfunction and may even result in personal injury.

Original fasteners removed from the lift truck should be saved for reassembly whenever possible. If new fasteners are needed, they must be of the same size and grade as the ones that are being replaced.

The material strength identification is usually shown on the bolt head by numbers (8.8, 10.9, etc.). This chart gives standard torques for bolts and nuts with Grade 8.8.

NOTE: Metric hardware must be replaced with metric hardware. Check parts book.

Metric ISO² Tread

Thread Size Metric	Standard Torque	
	N•m ¹	lb•ft
M6	12 ± 4	9 ± 3
M8	25 ± 7	18 ± 5
M10	55 ± 10	41 ± 7
M12	95 ± 15	70 ± 11
M14	150 ± 20	110 ± 15
M16	220 ± 30	160 ± 22
M20	450 ± 70	330 ± 50
M24	775 ± 100	570 ± 75
M30	1600 ± 200	1180 ± 150
M36	2700 ± 400	2000 ± 300

¹ 1 Newton meter (N•m) is approximately the same as 0.1 kg•m.

² ISO - International Standards Organization.

Cooling System Specifications

Coolant Information

NOTE: The following information is generic and valid for lift trucks.

Engine operating temperatures have increased to improve engine efficiency. This means proper cooling system maintenance is especially important. Overheating, overcooling, pitting, cavitation erosion, cracked heads, piston seizures, and plugged radiators are classic cooling system failures. In fact, coolant is as important as the quality of fuel and lubricating oil.

Filling at over 20 liters (5 U.S. gallons) per minute can cause air pockets in the cooling system.

After draining and refilling the cooling system, operate the engine with the radiator cap removed until the coolant reaches normal operating temperature and the coolant level stabilizes. Add coolant as necessary to fill the system to the proper level.

Never operate without a thermostat in the cooling system. Cooling system problems can arise without a thermostat.

NOTICE

DOOSAN recommends that the coolant mixture contain 50% commercially available automotive antifreeze, and 50% water.

The coolant mix with concentration of antifreeze smaller than 30% does not provide sufficient corrosion protection. Concentrations over 60% adversely affect freeze protection and heat transfer rates.

Never add coolant to an overheated engine, engine damage can result. Allow the engine to cool first.

If the machine is to be stored in, or shipped to, an area with freezing temperatures, the cooling system must be protected to the lowest expected outside (ambient) temperature.

The engine cooling system is normally protected to -28°C(-20°F) with antifreeze, when shipped from the factory unless special requirements are defined.

Check the specific gravity of the coolant solution frequently in cold weather to ensure adequate protection.

Clean the cooling system if it is contaminated, the engine overheats or foaming is observed in the radiator.

Old coolant should be drained, the system cleaned and new coolant added every 2000 service hours or yearly.

Refer to topic, "Cooling System - Clean, Change" in Every 2000 Service Hours or Yearly section.

Coolant Water

Hard water, or water with high levels of calcium and magnesium ions, encourages the formation of insoluble chemical compounds by combining with cooling system additives such as silicates and phosphates.

The tendency of silicates and phosphates to precipitate out-of-solution increases with increasing water hardness. Hard water, or water with high levels of calcium and magnesium ions encourages the formation of insoluble chemicals, especially after a number of heating and cooling cycles.

DOOSAN prefers the use of distilled water or deionized water to reduce the potential and severity of chemical insolubility.

Acceptable Water	
Water Content	Limits (PPM)
Chlorides (Cl)	50 maximum
Sulfates (SO ₄)	50 maximum
Total hardness	80mg/l
Total solids	250 maximum
PH	6.0 to 8.0

ppm = parts per million

Using water that meets the minimum acceptable water requirement may not prevent drop-out of these chemical compounds totally, but should minimize the rate to acceptable levels.

Antifreeze

NOTICE

DOOSAN recommends using automotive antifreeze suitable for gasoline engines having aluminum alloy parts. Antifreeze of poor quality will cause corrosion of the cooling system, and thus always use automotive antifreeze prepared by a reliable maker, and never use it mixed with antifreeze of different brand.

DOOSAN recommends that the coolant mix contain 50% commercially available automotive antifreeze, or equivalent and acceptable water to maintain and adequate water pump cavitation temperature for efficient water pump performance.

Premix coolant solution to provide protection to the lowest expected outside (ambient) temperature. Pure undiluted antifreeze will freeze at -23°C (-10°F).

Use a greater concentration (above 50%) of commercially available automotive antifreeze only as needed for anticipated outside (ambient) temperatures. Do not exceed the recommendations, provided with the commercially available automotive antifreezes, regarding the coolant mixture of antifreeze to water.

Make proper antifreeze additions.

Adding pure antifreeze as a makeup solution for cooling system top-up is an unacceptable practice. It increases the concentration of antifreeze in the cooling system which increase the concentration of dissolved solids and undissolved chemical inhibitors in the cooling system. Add antifreeze mixed with water to the same freeze protection as your cooling system.

Use the chart below to assist in determining the concentration of antifreeze to use.

Antifreeze Concentrations	
Protection Temperature	Concentration
Protection to -15°C (5°F)	30% antifreeze and 70% water
Protection to -23°C (-10°F)	40% antifreeze and 60% water
Protection to -37°C (-34°F)	50% antifreeze and 50% water
Protection to -51°C (-60°F)	60% antifreeze and 40% water

Fuel Specifications

General Fuel Information

Use only fuel as recommended in this section.

NOTICE

Fill the fuel tank at the end of each day of operation to drive out moisture laden air and to prevent condensation. Maintain a constant level near the top of the day tank to avoid drawing moisture into the tank as the level decreases. Do not fill the tank to the top. Fuel expands as it gets warm and can overflow.

Do not fill the fuel filters with fuel before installing them. Contaminated fuel will cause accelerated wear to the fuel system parts.

Drain the water and sediment from main fuel storage tank before it is refilled. This will help prevent water and/or sediment from being pumped from the fuel storage tank into the engine fuel tank.

Diesel Specifications

Fuel Types

DOOSAN Diesel Engines have the ability to burn a wide variety of fuels. These fuels are divided into two general groups, preferred and permissible.

The Preferred Fuels provide maximum engine service life and performance. They are distillate fuels. They are commonly called diesel fuel, MDO diesel, furnace oil, gas oil or kerosene (for cold weather operation).

Experience has proven that distillate fuels meeting the following basic specifications will result in optimum engine performance and durability.

DOOSAN strongly encourages the use of fuels that meet the Preferred Fuels specification.

The permissible fuels are crude oils or blended fuels. Use of these fuels can result in higher maintenance costs and reduced engine service life.

Crude oil is used to describe oils/fuels that are not refined and are in the original state as when pumped from the ground. Certain types of crude oils can be burned in DOOSAN Engines.

PREFERRED DISTILLATE FUEL FOR DIESEL ENGINES	
Specifications	Requirements*
Aromatics (AST D1319)	35% Max.
Ash (ASTM D482)	0.02% Weight Max.
Cetane Number (ASTM D613)	35 Min. for 45 Max. 40 Min. for DI Engines
Cloud Point (ASTM D97)	Not Above Lowest Expected Ambient Temperature
Gravity API (ASTM D287)	30 Min. and 45 Max.
Pour Point (ASTM D97)	6°C (10°F) Below Ambient Min.
Sulfur (ASTM D2788, D3605 or D1552)	0.5% Max. (See Sulfur Topic)
Viscosity, Kinematic @ 38°C (100°F) (ASTM D445)	20.0 cSt Max. 1.4 cSt Min.
Water & Sediment (ASTM D1796)	0.01% Max.

*As delivered to fuel system

Fuel Sulfur Content

The percentage of sulfur in the fuel will affect the engine oil recommendations. Fuel sulfur is chemically changed during combustion to form both sulfurous and sulfuric acid. These acids chemically attack metal surfaces and cause corrosive wear.

Certain additives used in lubricating oils contain alkaline compounds that are formulated to neutralize these acids. The measure of this reserve alkalinity in lubricating oil is known as its Total Base Number (TBN). TBN is essential to neutralize the acids from combustion gases and to minimize corrosive wear.

Any API classification performance of oil should have sufficient TBN for fuels with less than 0.5% sulfur. For fuels with 0.5% to 1.5% sulfur by weight, engine oil must have a TBN of 20 times the percentage of fuel sulfur as measured by the ASTM (American Society of Testing Materials) D-2896 method. (ASTM D-2896 can normally be found at your local technological society, library or college).

DOOSAN recommends infrared analysis (in conjunction with wear metal analysis) of used oil in determining the effectiveness of oil TBN and acid neutralization.

For fuel with sulfur exceeding 1.5% by weight, use oil with a TBN of 30 and reduce the oil change interval by one half. Also, infrared analysis and wear metal analysis should be used to establish oil change intervals.

Periodically request fuel sulfur content information from your fuel supplier. Fuel sulfur content can change with each bulk delivery.

LP Specifications

LP is "Liquefied Petroleum Gas". The exact composition of LP varies slightly between different parts of the country and different refineries.

HD5 is recommended for DOOSAN forklift trucks. Remember LP is heavier than air and will sink to the lowest spot possible. Avoid areas near floor drains or lubrication pits where escaped fuel may collect.

Composition of HD5	
Propane (C ₃ H ₈)	90.0 %
Propylene	up to 5 %
Butane (C ₄ H ₁₀)	2.0 %
iso-Butane	1.5 %
Methane (CH ₄)	1.5 %
Total	100 %

Lubricant Specifications

Lubricant Information

Certain abbreviations follow Society of Automotive Engineers (SAE) J754 nomenclature and some classifications follow SAE J183 abbreviations.

The MIL specifications are U.S.A. Military Specifications.

The recommended oil viscosities can be found in the Lubricant Viscosities chart in this publication.

Grease is classified by the National Lubricating Grease Institute (NLGI) based on ASTM D217-68 Worked Penetration characteristics which are given a defined consistency number.

Engine Oil (DEO and EO)

The following oil specifications provide guidelines for the selection of commercial products :

- Gasoline/LP Engine : API SJ
- TIER II Diesel Engine (DB58S E/G)
: API CH-4 Grade, ACEA E5

NOTICE

Failure to follow the oil recommendations can cause shortened engine life due to carbon deposits or excessive wear.

Consult the EMA Lubricating Oils Data Book for a listing of oil brands.

NOTE: The percentage of sulfur in the fuel will affect the engine oil recommendations. For fuel sulfur effects, the Infrared Analysis or the ASTM D2896 procedure can be used to evaluate the residual neutralization properties of an engine oil. The sulfur products formation depends on the fuel sulfur content, oil formulation, crankcase blowby, engine operating conditions and ambient temperature.

Hydraulic Oil (HYDO)

The following commercial classifications can be used in the hydraulic system.

- | | |
|---------------------|-----------|
| • ISO 6743/4 | HM |
| • AFNOR NFE 48-603 | HM |
| • DIN 51524 TEIL 2 | H-LP |
| • HAGGLUNDS DENISON | HFO-HF2 |
| • CINCINNATI | P68,69,70 |

Viscosity : ISO VG 32

Industrial premium hydraulic oils that have passed the Vickers vane pump test (35VQ25). These oils should have antiwear, antifoam, antirust and antioxidation additives for heavy duty use as stated by the oil supplier. ISO viscosity grade of 32 would normally be selected.

NOTICE

Make-up oil added to the hydraulic tanks must mix with the oil already in the systems. Use only petroleum products unless the systems are equipped for use with special products. If the hydraulic oil becomes cloudy, water or air is entering the system. Water or air in the system will cause pump failure. Drain the fluid, retighten all hydraulic suction line clamps, purge and refill the system. Consult your DOOSAN Lift Truck dealer for purging instructions.

Transmission Oil (TDTO)

NOTICE

This oil is formulated for transmissions and drive trains only, and should not be used in engines. Shortened engine life will result.

NOTE: Multi-grade oils are not blended by DOOSAN for use in transmissions. Multi-grade oils which use high molecular weight polymers as viscosity index improvers lose their viscosity effectiveness by permanent and temporary shear of the viscosity index improver and therefore, are not recommended for transmission and drive train compartments.

NOTE: Failure to follow this recommendation can cause shortened transmission life due to material incompatibility, inadequate frictional requirements for disk materials and/or excessive gear wear.

Select the oil that meets the following specification.

- GM DEXRON III
- FORD MERCON V

Drive Axle Oil

NOTE: Failure to follow the recommendation will cause shortened life due to excessive gear wear.

Shoe Brake

Select oil that meets below specifications.

- API GL-5
- MIL-L-2105 C, D

Gear Oil offers maximum protection against the scoring and pitting of gear teeth and rolling element bearings.

Gear Oil can also provide excellent stability under high temperature conditions and has superior low temperature performance. It will also give protection against rust and corrosion.

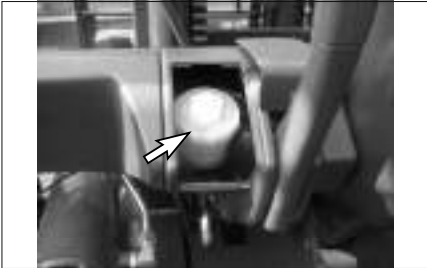
Oil Cooled Disc Brake (OCDB)

Select oil that meets below specifications.

: Universal Transmission Tractor Oil (UTTO)

The following UTTO products are authorized for use.

Supplier	Product Name
TOTAL	TRANSMISSION MP
MOBIL	MOBILFLUID 424



Use Multipurpose Molybdenum Grease (MPGM) for all lubrication points. If MPGM grease can not be used, a multipurpose type grease which contains 3% to 5% molybdenum disulfide can be used.

- ISO 6743/4 HM
- AFNOR NFE 48-603 HM
- DIN 51524 TEIL 2 H-LP
- HAGGLUNDS DENISON HFO-HF2
- CINCINNATI P68,69,70

Supplier	Product Name
TOTAL	AZOLLAZS
SHELL	TELLUS
MOBIL	DTE20S'
CALTEX	RANDO HD
ESS	NOTO H
CASTROL	HYSPIN AWS

Lubricant Viscosities and Refill Capacities

Lubricant Viscosities

Lubricant Viscosities for Ambient (Outside) Temperatures						
Compartment or System		Oil Viscosities	°C		°F	
			Min	Max	Min	Max
Engine Crankcase (LP) and Lift Chains API SJ		SAE 10W30	-20	+40	-4	+104
		SAE 5W30	-30	+30	-22	+86
Engine Crankcase (Diesel) API CH4 or ACEA E5		SAE 15W40	-15	+50	+5	+122
Power Shift Transmission DEXRON III		DEXRON III	-20	+50	-4	+122
Hydraulic and Power Steering System ISO 6743/4 HM		ISO VG32	-20	+30	-4	+86
		ISO VG46	-10	+40	+14	+104
		ISO VG68	0	+50	+32	+122
Drive Axle Housing	Shoe Brake API GL-5	SAE 80W90	-20	+50	-4	+122
	Disc Brake (OCDB) UTTO	UTTO	-20	+80	-4	+176
Brake Reservoir (Only for OCDB) ISO 6743/4HM		ISO VG32	-20	+30	-4	+86
		ISO VG46	-10	+40	+14	+104
		ISO VG68	0	+50	+32	+122

The SAE grade number indicates the viscosity of oil. A proper SAE grade number should be selected according to ambient temperature.

Refill Capacities

Refill Capacities-(Approximate)			
Compartment or System		Liters	U.S. Gal.
Engine Crankcase w/Filter LP		4.3	1.1
Engine Crankcase w/Filter Diesel	TIER II (DB58S)	20.5	5.41
Cooling System w/Coolant Recovery Bottle LP		19.0	5.0
Cooling System w/Coolant Recovery Bottle DB58 Diesel		23	6.1
Fuel Tank - Diesel		90.0	23.8
Power Shift Transmission		13.0	3.4
Hydraulic & Power Steering System		73.0	19.3
Drive Axle	Shoe Brake	11.0	2.9
	Disc Brake (OCDB)	14.0	3.7
Brake Reservoir (Only for OCDB)		1.0	0.3

Maintenance Intervals

NOTICE

All maintenance and repair, except Every 10 Service Hours or Daily, on the lift truck must be performed by qualified and authorized personnel only.

NOTICE

Careless disposal of waste oil can harm the environment and can be dangerous to persons. Always dispose of waste oil to authorized personnel only.

When Required

Engine Valve Lash (Diesel Engine Only) - Check, Adjust.....	142
Water Separator (Diesel Engine Only) - Drain.....	142
Test Fuel System for Leaks (LP Engine Only).....	143
Priming the Fuel System (Diesel Engine Only).....	144
Seat, Hood Latch & Support Cylinder - Check, Lubricate.....	144
Fuses, Bulbs & Circuit Breaker - Change, Reset.....	145
Fuse & Relay (LP Engine Only).....	146
Circuit Breaker.....	146
Tires and Wheels - Check, Inspect.....	147
Carriage Roller Extrusion - Check, Adjust.....	148

Every 10 Service Hours or Daily

Inspect Engine for Fluid Leaks.....	149
Engine Oil Level - Check.....	149
Coolant Level - Check, Clean.....	149
Air Cleaner Indicator - Check.....	150
Walk - Around Inspection - Inspect.....	151
Mast Channels – Lubricate.....	152
Transmission Oil Level - Check.....	152

First 50 - 100 Service Hours or a Week

Engine Oil & Filter (Diesel Engine Only) – Change.....	153
Transmission Oil, Oil Filter & Strainer - Clean, Change.....	154
Drive Axle Oil - Check, Clean, Change.....	156
Parking Brake - Test, Adjust.....	157

First 250 Service Hours or a Month

Hydraulic Return Filter - Change.....	159
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Every 250 Service Hours or Monthly

Air Intake System - Check, Clean.....	160
Brake Oil Level - Check.....	161
Hydraulic Oil Level - Check.....	163
Drive Axle Oil Level - Check.....	163
Mast, Carriage, Lift Chains, & Attachments - Check, Lubricate.....	164
Carriage Side Rollers - Lubricate.....	165
Steering Mechanism - Check, Lubricate.....	165
Battery Terminal - Clean, Inspect.....	166
Engine Oil & Filter – Change.....	166
Wheel Bolts and Nuts - Inspect.....	167

Every 500 Service Hours or 3 Months

Belts (Diesel Engine Only) - Check, Adjust.....	168
Mast Hinge Pins – Lubricate.....	168
Tilt Cylinders - Check, Adjust, Lubricate.....	169
Crosshead Rollers - Inspect.....	170
Carriage Side Rollers Thrust (If Equipped) - Lubricate.....	170
Carriage Sideshifter (If Equipped) – Lubricate.....	170
Parking Brake - Test, Adjust.....	171
Circulation Pump Belt (OCDB & LP Engine Only. If Equipped) - Check, Adjust.....	171
Drive Axle Oil & Strainer (OCDB Only) - Check, Clean, Change.....	171
Inching & Brake Control shaft - Lubricate.....	172
Horn & Lights (If Equipped) – Check.....	172
Inspect Vacuum Lines and Fittings (LP Engine only).....	172
Fuel Trim Valve(FTV) Inspection (G643E Engine only).....	173
Inspect Electrical System (LP Engine only).....	173
Overhead Guard – Inspect.....	173
Steer Suspension - Inspect.....	173

Every 1000 Service Hours or 6 Months

Fuel Filters - Change.....	174
Air Intake System - Change.....	174
Fuel Lines & Fittings - Check.....	175
Hydraulic Return Filter - Change.....	176
Air Breather - Change.....	176
Transmission Oil, Oil Filter & Strainer - Clean, Change.....	176
Lift Chains - Test, Check, Adjust.....	176
Universal Joint - Inspect.....	179

Every 1500 Service Hours or 9 Months

Drive Axle Oil (Shoe Brake Only) - Check, Clean, Change.....	180
Inspect Ignition System (LP Engine Only)	180
Replace Spark Plugs (LP Engine Only).....	180
Replace LP Fuel Filter Element (LP Engine Only)	181
Fuel Filter (LP Engine Only)	181
Disassembly	181
Testing Fuel Lock-off Operation (LP Engine Only)	182

Every 2000 Service Hours or Yearly

Steer Wheel Bearings - Reassemble.....	183
Cooling System - Clean, Change.....	184
Fork – Inspect	185

Every 2500 Service Hours or 15 Months

Hydraulic Oil - Check, Clean, Change	187
Inspect Battery System	187
Checking the TMAP Sensor (LP Engine Only)	188
Inspect for Intake Leaks (LP Engine Only).....	188
Replace PCV Valve and breather element - Change (LP Engine Only)	188
Replace Oxygen Sensor (G643E Engine Only)....	188

Quick Reference to Maintenance Schedule			FIRST		EVERY							
ITEMS	SERVICES	PAGE	When Required	50-100 Service Hours or a Week	250 Service Hours or a Month	10 Service Hours or Daily	250 Service Hours or Monthly	500 Service Hours or 3 Months	1000 Service Hours or 6 Months	1500 Service Hours or 9 Months	2000 Service Hours or Yearly	2500 Service Hours or 15 Months
Air Breather	Change	176							O			
Air Cleaner Indicator	Check	150				O						
Air Intake System	Change	174							O			
Air Intake System	Check, Clean	160					O					
Battery Terminal	Clean, Inspect	166					O					
Belts (Diesel Engine Only)	Check, Adjust	168						O				
Brake Oil Level	Check	161					O					
Carriage Roller Extrusion	Check, Adjust	148	O									
Carriage Side Rollers	Lubricate	165					O					
Carriage Side Rollers Thrust (If Equipped)	Lubricate	170						O				
Carriage Sideshifter (If Equipped)	Lubricate	170						O				
Checking the TMAP Sensor (LP Engine Only)		188										O
Circuit Breaker		146	O									
Circulation Pump Belt (OCDB & LP Engine Only. If Equipped)	Check, Adjust	171						O				
Coolant Level	Check, Clean	149				O						
Cooling System	Clean, Change	184									O	
Crosshead Rollers	Inspect	170						O				
Disassembly		181								O		
Drive Axle Oil	Check, Clean, Change	156		O								
Drive Axle Oil & Strainer (OCDB Only)	Check, Clean, Change	171						O				
Drive Axle Oil (Shoe Brake Only)	Check, Clean, Change	180								O		
Drive Axle Oil Level	Check	163					O					
Engine Oil & Filter	Change	166					O					
Engine Oil & Filter (Diesel Engine Only)	Change	153		O								
Engine Oil Level	Check	149				O						
Engine Valve Lash (Diesel Engine Only)	Check, Adjust	142	O									
Fork	Inspect	185									O	
Fuel Filter (LP Engine Only)		181								O		
Fuel Filters	Change	174							O			
Fuel Lines & Fittings	Check	175							O			
Fuel Trim Valve(FTV) Inspection (G643E Engine only)		173						O				
Fuse & Relay (LP Engine Only)		146	O									
Fuses, Bulbs & Circuit Breaker	Change, Reset	145	O									
Horn & Lights (If Equipped)	Check	172						O				
Hydraulic Oil	Check, Clean, Change	187										O

Quick Reference to Maintenance Schedule			FIRST		EVERY							
ITEMS	SERVICES	PAGE	When Required	50-100 Service Hours or a Week	250 Service Hours or a Month	10 Service Hours or a Day	250 Service Hours or a Month	500 Service Hours or 3 Months	1000 Service Hours or 6 Months	1500 Service Hours or 9 Months	2000 Service Hours or a Year	2500 Service Hours or 15 Months
Hydraulic Oil Level	Check	163					O					
Hydraulic Return Filter	Change	159, 176			O				O			
Inching & Brake Control shaft	Lubricate	172						O				
Inspect Battery System		187										O
Inspect Electrical System (LP Engine only)		173						O				
Inspect Engine for Fluid Leaks		149				O						
Inspect for Intake Leaks (LP Engine Only)		188										O
Inspect Ignition System (LP Engine Only)		180								O		
Inspect Vacuum Lines and Fittings (LP Engine only)		172						O				
Lift Chains	Test, Check, Adjust	176							O			
Mast Channels	Lubricate	152				O						
Mast Hinge Pins	Lubricate	168						O				
Mast, Carriage, Lift Chains, & Attachments	Check, Lubricate	164					O					
Overhead Guard	Inspect	173						O				
Parking Brake	Test, Adjust	157, 171		O				O				
Priming the Fuel System (Diesel Engine Only)		144	O									
Replace LP Fuel Filter Element (LP Engine Only)		181								O		
Replace Oxygen Sensor (G643E Engine Only)		188										O
Replace PCV Valve and breather element	Change (LP Engine Only)	188										O
Replace Spark Plugs (LP Engine Only)		180								O		
Seat, Hood Latch & Support Cylinder	Check, Lubricate	144	O									
Steer Suspension	Inspect	173						O				
Steer Wheel Bearings	Reassemble	183									O	
Steering Mechanism	Check, Lubricate	165					O					
Test Fuel System for Leaks (LP Engine Only)		143	O									
Testing Fuel Lock-off Operation (LP Engine Only)		182								O		
Tilt Cylinders	Check, Adjust, Lubricate	169						O				
Tires and Wheels	Check, Inspect	147	O									
Transmission Oil Level	Check	152				O						
Transmission Oil, Oil Filter & Strainer	Clean, Change	154, 176		O					O			
Universal Joint	Inspect	179							O			
Walk - Around Inspection	Inspect	151				O						
Water Separator (Diesel Engine Only)	Drain	142	O									
Wheel Bolts and Nuts	Inspect	167					O					

When Required

You must read and understand the warnings and instructions contained in the Safety section of this manual, before performing any operation or maintenance procedures.

Engine Valve Lash (Diesel Engine Only) - Check, Adjust

NOTICE

The valve clearances are to be adjusted at the times of the following situations.

- When the engine is overhauled and the cylinder heads are disassembled.
 - When severe noise comes from valve train.
 - When the engine is not normally operated even though there is no trouble in the fuel system.
-



WARNING

To prevent possible injury when adjusting diesel engines, do not use the starter motor to turn the flywheel.

Hot engine components can cause burns. Allow additional time for the engine to cool before measuring valve clearance.

NOTICE

Measure the valve lash with the engine stopped. To obtain an accurate measurement, allow at least 20 minutes for the engine cylinder head and block to cool.

Set the clearance to the nominal appropriate clearance given in the "Valve Clearance Setting" chart shown below.

Valve Clearances		
Engine	Valve	Clearance
5.8 Liter Diesel	Exhaust Valves	.40mm(.16in)
	Intake Valves	.40mm(.16in)

Refer to the "Service Manual" for the complete valve adjustment procedure.

NOTE: In case of LPG Engine, no valve adjustment is necessary.

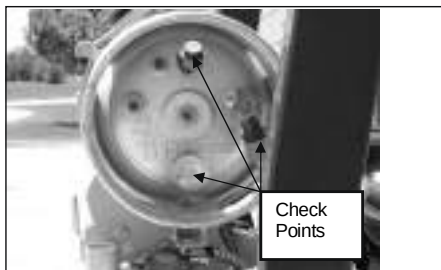
Water Separator (Diesel Engine Only) - Drain

The water separator acts as a water trap to separate the water from the diesel fuel. If the engine fails to start or there is a loss of power, it may have to be drained.



Remove plug at the bottom of the separator bowl and allow the water to drain and then install plug.

Test Fuel System for Leaks (LP Engine Only)



1. Obtain a leak check squirt bottle or pump spray bottle.
2. Fill the bottle with an approved leak check solution.
3. Spray a generous amount of the solution on the fuel system fuel lines and connections, starting at the storage container.
4. Wait approximately 15-60 seconds then perform a visual inspection of the fuel system. Leaks will cause the solution to bubble.
5. Repair any leaks before continuing.
6. Crank the engine through several revolutions. This will energize the fuel lock-off and allow fuel to flow to the pressure regulator/converter. Apply additional leak check solution to the regulator/converter fuel connections and housing. Repeat leak inspection as listed above.
7. Repair any fuel leaks before continuing.



WARNING

Prior to any service or maintenance activity, Test Fuel System for Leaks

Priming the Fuel System (Diesel Engine Only)

Bleeding the Fuel System

After changing the fuel filter, or after having serviced any part of the fuel system, make sure that the air is bled from the system.

1. Release the feed pump cap (1) on the injection pump.
2. Release an air bleed nut (2) on the injection pump.
3. Operate feed pump vertical until completely remove an air.
4. Tighten air bleed nut (2).
5. Make sure to check leakage of injection pump & filter after operating feed pump many times.



Seat, Hood Latch & Support Cylinder - Check, Lubricate



1. Check the operation of the seat adjuster rod. Make sure that the seat slides freely on its track. Lightly oil the seat slider tracks if necessary.



2. Push the lever down to raise the hood and seat assembly. Make certain the support cylinder will hold the hood open.



3. Lightly oil the hood latch mechanism and the rod for the hood support cylinder.

Fuses, Bulbs & Circuit Breaker - Change, Reset

Fuses

NOTE: If a fuse filament separates, use only the same type and size fuses for replacement. If the filament in a new fuse separates, have the circuits and instruments checked.

NOTICE

Always replace fuses with ones of the correct ampere rating.



Remove the front cover from the fuse box. The fuses are located under the air cleaner.



Fuse - Protects an electrical circuit from an overload. Opens (filament separates) if an overload occurs.

Fuse Box (Open)



Typical Example

Diesel

HEAD LAMP COMB LAMP	HORN	REAR LAMP E/G STOP OPTION	NOT USE	STOP VALVE SOLENOID (V)	STOP VALVE SOLENOID (R)	STOP VALVE SOLENOID (R)	STOP VALVE SOLENOID (R)
15A	10A	10A		10A	10A	10A	10A
STOP LAMP STROBE LIGHT TURN SIGNAL LAMP	NOT USE	NOT USE	NOT USE	START RELAY COIL F/R RELAY COIL	START RELAY COIL F/R RELAY COIL	START RELAY COIL F/R RELAY COIL	START RELAY COIL F/R RELAY COIL
15A				15A			



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Gas

HEAD LAMP COMB LAMP	HORN	REAR LAMP OPTION	NOT USE	STOP VALVE SOLENOID (V)	STOP VALVE SOLENOID (R)	STOP VALVE SOLENOID (R)	STOP VALVE SOLENOID (R)
15A	10A	10A		10A	10A	10A	10A
STOP LAMP STROBE LIGHT TURN SIGNAL LAMP	NOT USE	NOT USE	NOT USE	START RELAY COIL F/R RELAY COIL	START RELAY COIL F/R RELAY COIL	START RELAY COIL F/R RELAY COIL	START RELAY COIL F/R RELAY COIL
15A				15A			



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Fuse Box (Close)



Typical Example

Fuses are identified as follows :

1. Horn - 10 A
2. Head Lamp ,Clearance Lamp, Tail Lamp - 15 A
3. Lamp Relay Coil, Fwd/Rev. Solenoid, Rear Lamp Relay & Back-up Lamp/Alarm - 15 A
4. Instrument Panel, Hour Meter, Preheat Controller, Fuel Shut off Solenoid - 15 A
5. Stop Lamp, Turn Signal Lamp, Strobe Lamp - 15 A
6. Starter Relay - 10 A

Bulbs

Bulbs are identified as follows:

[Diesel Engine]

1. Bulb - head lamp halogen (24V - 55W)
- *2. Bulb - back up (24V - 10W)
- *3. Bulb - turn signal (24V - 25W)
- *4. Bulb - stop & tail (24V - 25/10W)

[LP Gas Engine]

1. Bulb - head lamp halogen (12V - 35W)
- *2. Bulb - back up (12V - 8W)
- *3. Bulb - turn signal (12V - 23W)
- *4. Bulb - stop & tail (12V - 23/8W)

*Optional lamp or light

Fuse & Relay (LP Engine Only)



Circuit Breaker



1. Raise the hood and seat assembly. Make sure the support cylinder securely holds the hood open.



Typical Example Diesel Engine Truck



Typical Example LP Engine Truck

2. The main circuit breaker is located on the rear of the support for the controls.

NOTE: To reset circuit breakers push in on the button. The button should stay in if the breaker is reset. If the button will not stay in, or comes out shortly after reset, have the circuits checked.

Tires and Wheels - Check, Inspect



WARNING

Servicing and changing tires and rims can be dangerous and should be done only by trained personnel using proper tools and procedures.

If correct procedures are not followed while servicing tires and rims, the assemblies could burst with explosive force and cause serious physical injury or death.

Follow carefully the specific information provided by your tire servicing man or dealer.

Check Inflation and Damage

Inspect tires for wear, cuts, gouges and foreign objects. Look for bent rims and correct seating of locking ring.

Check tires for proper inflation. See "Tire Inflation Pressures".

To inflate tires always use a clip-on chuck with a minimum 60 cm (24 inches) length of hose to an in-line valve and gauge.

Always stand behind the tread of the tire, NOT in front of the rim.



Do not reinflate a tire that has been run while flat or underinflated, without first checking to make sure the locking ring on the rim is not damaged and is in the correct position.

When tires are changed, be sure to clean all rim parts and, if necessary, repaint to stop detrimental effects of corrosion. Sand blasting is recommended for removal of rust.



WARNING

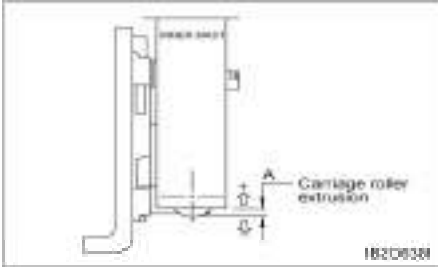
Deflate tire before removing wheel nuts from the truck.

Check all components carefully and replace any cracked, badly worn, damaged and severely rusted or corroded parts with new parts of the same size and type. If there is any doubt, replace with new parts.

Do not, under any circumstances, attempt to rework, weld, heat or braze any rim components.

Carriage Roller Extrusion - Check, Adjust

1. Set the mast vertical.
2. Lower the carriage completely.
3. On full free lift and full free triple lift models, the bottom of the inner mast must be flush with the bottom of the stationary mast.



4. Measure the distance from the bottom of the inner upright to the bottom of carriage bearing.
5. The measurement (A) must be as follows in Chart below.

Height of carriage roller extrusion (A) [unit : mm]		
STD mast	FF mast	FFT mast
-7	43	43

Every 10 Service Hours or Daily

You must read and understand the warnings and instructions contained in the Safety section of this manual, before performing any operation or maintenance procedures.

Inspect Engine for Fluid Leaks

1. Start the engine and allow it to reach operating temperatures.
2. Turn the engine off.
3. Inspect the entire engine for oil and/or coolant leaks.
4. Repair as necessary before continuing.

Engine Oil Level - Check



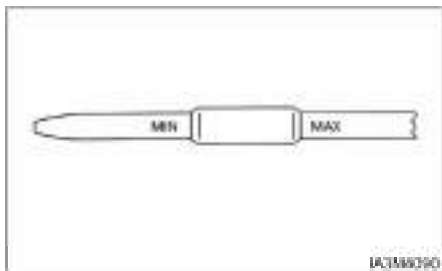
WARNING

Hot oil and components can cause personal injury. Do not allow hot oil or components to contact skin.

Park the lift truck level, with the forks lowered, parking brake applied, transmission in NEUTRAL and the engine stopped.



1. Raise the hood and seat assembly. Make certain the support cylinder securely holds the hood open.



2. Maintain oil level between the MAX. and MIN. marks on the dipstick.

Coolant Level - Check, Clean

Check Coolant Level



WARNING

At operating temperature, the engine coolant is hot and under pressure.

Steam can cause personal injury.

Check the coolant level only after the engine has been stopped and the filter cap is cool enough to touch with your bare hand.

Remove the filter cap slowly to relieve pressure.

Cooling system conditioner contains alkali. Avoid contact with the skin and eyes to prevent personal injury.



1. Observe the coolant level with engine cold. Maintain coolant level to the proper line on expansion bottle. If the expansion bottle has no coolant, it will be necessary to check coolant at the radiator filter neck.
2. Remove the radiator cap. Fill radiator to the top of the filter neck. Inspect radiator cap. Replace if damaged. Install the radiator cap.



3. Start and run the engine to stabilize the coolant level in the filter neck. If low add coolant until it reaches the top of the filter neck. Install the radiator cap. Observe coolant level in the expansion bottle. If necessary, add coolant to bring the coolant to the appropriate line on the expansion bottle.
4. Stop the engine.
5. Inspect the cooling system for leaks, hose cracks or loose connections.



WARNING

Pressure air can cause personal injury.

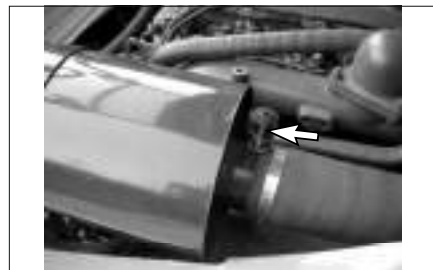
When using pressure air for cleaning, wear a protective face shield, protective clothing and protective shoes.

Maximum air pressure must be less than 205 kPa (30 psi) for cleaning purposes.

6. Blow any dust and lint from the radiator fins.

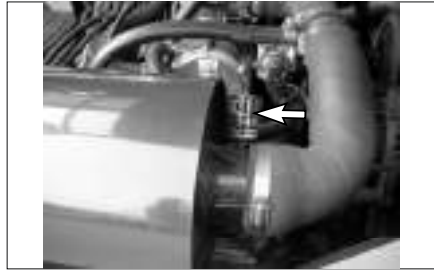
Air Cleaner Indicator - Check

Checking Service Indicator



Typical Example

Diesel Engine Truck



Typical Example

LP Engine Truck

1. Observe the air cleaner service indicator.
2. Service the air cleaner when the RED band in the service indicator, lock in the visible position. See topic, "Air Intake System - Check, Clean" in "Every 250 Service Hours or Monthly".

NOTE: Service the element more frequently, as required, in severe dust or lint conditions. Also, service it more frequently where the operator is required to wear a respirator.

3. Close hood and seat assembly.

Inspect Acceleration Pedal Operation(G643E Only)

1. Verify foot pedal travel is smooth without sticking.



WARNING

When the acceleration pedal harness is connected or disconnected, should be worked key OFF condition.

If not, occurred malfunction, can cause the personal injury.

Inspect Engine for Exhaust Leaks

1. Start the engine and allow it to reach operating temperatures.
2. Perform visual inspection of exhaust system.
3. Repair any/all leaks found.

Walk - Around Inspection - Inspect

For maximum service life of the lift truck, make a thorough walk-around inspection.

Look around and under the truck for such items as loose or missing bolts, debris or dirt buildup, fuel, oil or coolant leaks and cut gouged tires.

Have any repairs made and debris removed, as needed.



1. Inspect the tires and wheels for cuts, gouges, foreign objects, inflation pressure and loose or missing bolts.
2. Inspect the mast and lift chains for wear, broken links, pins and loose rollers.
3. Inspect the hydraulic system for leaks, worn hoses or damaged lines.
4. Look for transmission and differential leaks on the lift truck and on the ground.
5. Inspect the operator's compartment for loose items and cleanliness.
6. Inspect the instrument panel for broken gauges and indicator lights.
7. Test the horn and other safety devices for proper operation.



Typical Example

TIER II Diesel Engine Truck

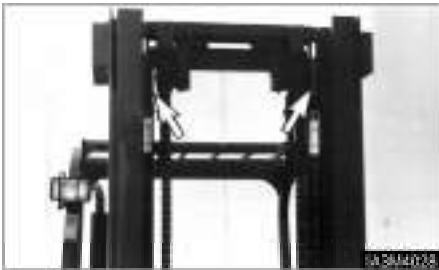


Typical Example

LP Engine Truck

8. Inspect the cooling system for leaks, worn hoses and debris buildup.
9. Inspect engine compartment for oil, coolant and fuel leaks.
10. Inspect the forks.
 - Visually inspect forks for cracks, especially in the heel section, around the mounting brackets, and all weld areas.
 - Inspect for broken or jagged fork tips, bent or twisted blades and shanks.
 - Make sure positioning lock is in place and working. Lock the forks in position before using the truck. See Step 7 of " Forks " in " Every 2000 Service Hours or Yearly "
 - Remove all defective forks from service.

Mast Channels – Lubricate



The channels on the roller-type mast require a break-in period. Apply a light film of lubricant on the channels where the rollers ride. This will prevent metal peel until the rollers set a pattern.

Transmission Oil Level - Check



WARNING

Hot oil and components can cause personal injury. Do not allow hot oil or components to contact skin.

1. Start and operate the lift truck until the engine reaches normal operating temperature.
2. Park the lift truck level with the forks lowered, parking brake applied and the transmission controls in NEUTRAL.
3. With the brake applied and the engine at low idle, shift the directional control lever to forward and then to reverse, to fill the clutches.
4. Shift the direction control lever to the NEUTRAL position.



5. Open the access door in floor plate.
6. Remove the dipstick/filter cap. Observe the oil level.
7. Maintain the oil level between the Min and Max marks on the dipstick/filter cap.

When the oil temperature is 40°C approximately, the cold side mark on the dipstick is applicable.
When the oil temperature is 80°C approximately, the hot side mark on the dipstick is applicable.

8. Close the access door in floor plate.
9. Stop the engine.

First 50 - 100 Service Hours or a Week

You must read and understand the warnings and instructions contained in the Safety section of this manual, before performing any operation or maintenance procedures.

Engine Oil & Filter (Diesel Engine Only) – Change

Diesel Engine Crankcase

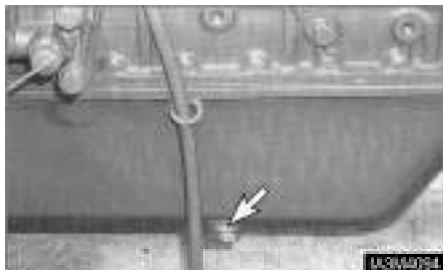
The percentage of sulfur in the fuel will affect the engine oil recommendations. If the fuel has over 0.5% sulfur content, the CD engine oil must have a TBN of 20 times the percentage of fuel sulfur (TBN as measured by the ASTM D-2896 method). Your oil supplier should be able to furnish the correct oils.

1. Operate lift truck a few minutes to warm oil. Park the lift truck with the forks lowered, parking brake applied, Transmission in neutral and the engine stopped.
2. Raise rear of lift truck off ground and block securely.



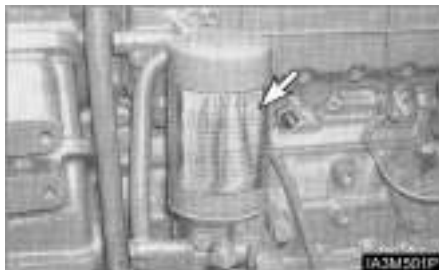
WARNING

Hot oil and components can cause personal injury. Do not allow hot oil or components to contact skin.



Typical Example

3. Remove the crankcase drain plug and allow oil to drain into a suitable container. Clean and install drain plug.



Typical Example

4. Remove and discard oil filter element.
5. Wipe sealing surface of oil filter element mounting base. Make sure the entire gasket is removed.
6. Before installing a new filter element, apply a small amount of clean engine oil to the filter element gasket.
7. Install the new filter element. When the gasket contacts the base, tighten it 3/4 of a turn more. Do not overtighten.
8. Raise the lift truck, remove the blocking and lower the lift truck.
9. Raise the hood and seat assembly.
10. Fill the crankcase. See "Refill Capacities".
11. Start the engine and allow the oil to fill the filter and passages.
12. Check for oil leaks.



13. Stop the engine and measure the oil level. Maintain the oil level between the MAX. and MIN marks on dip stick.
14. Close hood and seat assembly.

NOTICE

Servicing of the engine oil and oil filter element has large affects on the engine performance as well as the engine life.

Engine oil and filter element must be changed after the first 50 hours.

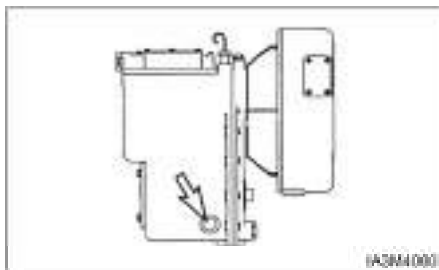
Transmission Oil, Oil Filter & Strainer - Clean, Change



WARNING

Hot oil and components can cause personal injury. Do not allow hot oil or components to contact skin.

Park the lift truck level, with the forks lowered, parking brake engaged, transmission in NEUTRAL and the engine stopped.

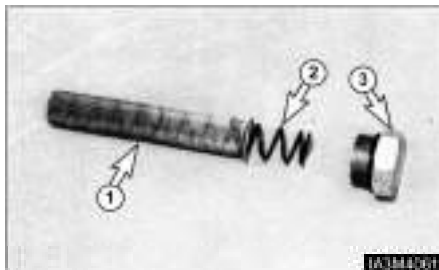


1. Remove the drain plug, spring and strainer. Allow the oil to drain.

NOTICE

Careless disposal of waste oil can harm the environment and can be dangerous to persons.

Always dispose of waste oil to authorized and licensed personnel only.



2. Wash the strainer (screen) ①, spring ② and drain plug ③ in clean, nonflammable solvent. Dry and install the strainer, spring and drain plug.
3. Raise the hood and seat assembly.



12. Remove the dipstick/ filter cap.
13. Maintain the oil level between the Min and Max marks on the dipstick/filter cap.

When the oil temperature is 40°C approximately, the cold side mark on the dipstick is applicable. When the oil temperature is 80°C approximately, the hot side mark on the dipstick is applicable.

14. Check for oil leaks at the filter and drain plug.
15. Stop the engine.

4. Remove and discard the oil filter. Wipe off the filter base. Make sure all of the old seal is removed.
5. Put a small amount of clean oil on the seal on the new filter. Install the filter by hand. When the filter contacts the base, tighten it an additional 3/4 turn.
6. Close the hood and seat assembly.



7. Open the access door in the floor plate.
8. Remove the dipstick/filter cap. Fill the transmission with oil. See "Refill Capacities" Install the dipstick/filter cap.



9. Start the engine.
10. With the service brake applied and engine at low idle, shift the transmission to forward and reverse to fill the clutches.
11. Shift the transmission into NEUTRAL. Apply the parking brake.

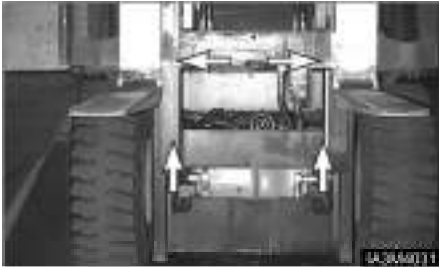
Drive Axle Oil - Check, Clean, Change

Park the lift truck on a level surface, parking brake applied, transmission in neutral.



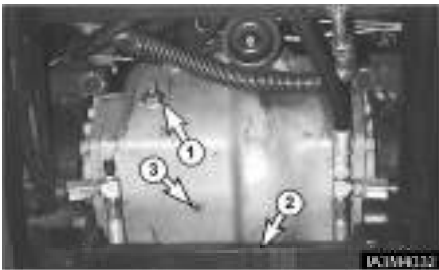
WARNING

Hot oil and components can cause personal injury. Do not allow hot oil or components to contact skin.



1. Lift the carriage high enough to access the drive axle housing fill plug with breather.
2. Block the bottom of the mast with a block of wood to hold the carriage in the raised position.
3. Turn the ignition switch OFF.

Shoe Brake Type



1. Remove the fill plug with breather. Wash it in clean, nonflammable solvent.
2. Place an appropriate container under the axle to catch the oil as it drains. Remove the drain plug.
3. Allow the oil to drain completely out. Discard the oil according to local regulations.
4. Clean and reinstall the drain plug.
5. Remove the oil level plug.

6. Add sufficient fresh oil through the fill opening until it reaches the bottom of the oil level plug opening (3).

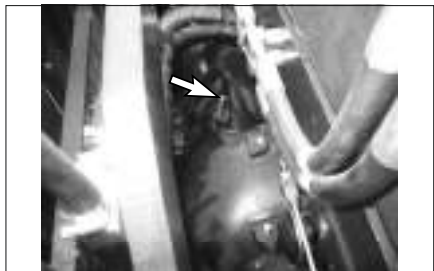
See the section, "Lubricant Specification – Drive Axle Oil" and "Refill Capacity".

7. Clean and reinstall the oil level plug and fill plug with breather.
8. Remove the blocks from under the carriage. Lower the carriage.
9. Operate the lift truck for a few minutes. Check oil level again. See topic, "Drive Axle Oil - Check" in "Every 250 Service Hours or Monthly".

Oil Cooled Disc Brake (OCDB) Type



1. Remove drain plug. Allow the oil to drain into a suitable container. Clean the magnetic drain plug. Check O-ring seal and replace if necessary.
2. Install the drain plug.



3. Remove the dip stick/filter cap. Fill the drive axle housing with oil. See "Lubricant Specification - Drive Axle Oil" and "Refill Capacity"
4. Start the lift truck. With the engine at low idle, place the directional control lever to the NEUTRAL.
5. Maintain the oil level between lower mark and upper mark on the dip stick/filter cap.
6. Install the dip stick/filter cap.

Parking Brake - Test, Adjust

Parking Brake Testing

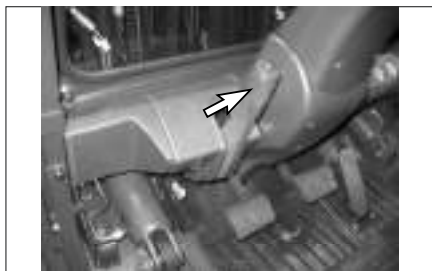
NOTICE

OSHA requires the parking brake to hold the lift truck, with capacity load, on a 15% grade.

Testing requires a test load equal to the capacity of the truck and a 15% grade.

If the maximum grade in the workplace is less than its capacity, use the Parking Brake inspection procedure covered in 'Inspection from Operator's Seat, Engine On' in "Every 10 Service Hours or Daily" section.

1. Pick up capacity load and drive over to a 15% grade.
2. Drive forward up the 15% grade. Halfway up the grade, stop the lift truck with its service brakes.
3. Engage the parking brake and slowly release the service brake.



4. Engage the parking brake and shift the transmission to NEUTRAL. Slowly release the service brakes.
5. The parking brake adjustment is proper if it holds the lift truck on the grade. The parking brake needs adjusting if it does not hold the lift truck on the grade.
6. If the lift truck starts to move in reverse down the grade with the parking brake engaged, stop it with the service brakes, disengage the parking brake and reverse slowly down the grade controlling your speed with the service brakes.



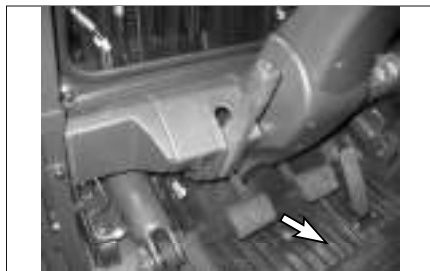
WARNING

To prevent personal injury, the operator **MUST** be ready to use the service brake if the parking brake is not adjusted correctly and the lift truck starts to move.

Parking Brake Adjusting

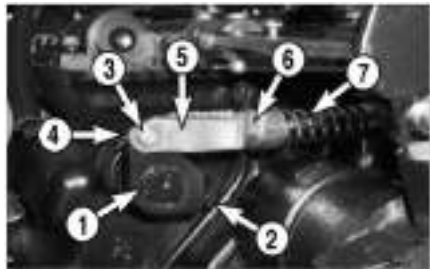
1. Park the lift truck on a level surface, lowered the forks, shift the transmission to NEUTRAL and shut OFF the engine and block the wheels securely.

2. Chock the lift truck's tires to prevent unintentional movement.



3. Remove the floor mat and floor plate.

4. Make sure the parking brake lever is released.



5. Make sure the brake lever (1) is held against stop pin (2). If the brake lever (1) is held against the stop pin (2), go to step 7. If the brake lever (1) is NOT held against the stop pin (2), go to step 6.

6. Remove the pin (3) and the cotter pin (4). Tighten the nut (6) to compress the spring (7) further and pull downward and turn the clevis (5) until the pin (3) fits into the brake lever when the lever (1) is held against the stop pin (2). Then install the pin (3) and the cotter pin (4) and return the nut (6) to the clevis (5).



7. Loosen lock nut (5). Tighten screw (6) to 6 to 7 N•m (50 to 60 lb•in). Loosen the screw (6) 1 1/6 turns and tighten the lock nut (5).

NOTICE

Turn the adjustment screw (6) clockwise to tighten. Turning the screw (6) too far counterclockwise could allow parts to fall into the bottom of the transmission.

The transmission would then require disassembly to remove the parts.

8. Reinstall the floor plate and floor mat.
9. Engage the parking brake, remove the tire chocks and test the parking brake. Refer to 'Parking Brake Testing' in the preceding section.

To Adjust

Park the lift truck level, with the forks lowered, transmission in NEUTRAL, the engine stopped and the wheels securely blocked.

1. Release the parking brake.
2. Turn the adjustment knob, clockwise to tighten the brake.
3. Test the parking brake adjustment. Repeat the adjustment procedure, if necessary.

First 250 Service Hours or a Month

You must read and understand the warnings and instructions contained in the Safety section of this manual, before performing any operation or maintenance procedures.

Hydraulic Return Filter - Change



WARNING

**Hot oil and components can cause personal injury.
Do not allow hot oil or components to contact skin.**

Park the lift truck level with the forks lowered, parking brake engaged, transmission in NEUTRAL and the engine stopped.



1. Raise the hood and seat assembly. Loosen the bolts of the hydraulic tank cover, and remove the hydraulic tank cover with filter assembly.



2. Remove filter assembly from the hydraulic tank cover.

3. Install new filter assembly in the hydraulic tank cover.
4. Inspect cover gasket for damage, replace it if necessary.
5. Clean and Install the cover and tighten retaining bolts.
6. Lower the hood and seat assembly.

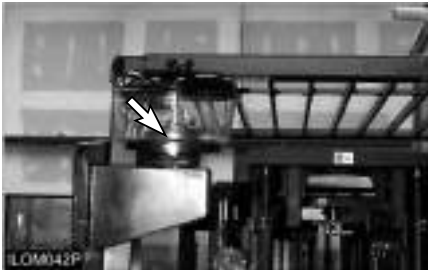
Every 250 Service Hours or Monthly

You must read and understand the warnings and instructions contained in the Safety section of this manual, before performing any operation or maintenance procedures.

Air Intake System - Check, Clean Precleaner (If Equipped)

NOTICE

Never service precleaner with the engine running.



Typical Example

Diesel Engine Truck

1. Check the precleaner bowl for dirt build-up. If the dirt is up to the line, remove the precleaner bowl and empty it. Periodically wash the cover and bowl in water.

Servicing Filter Element

NOTICE

Never service precleaner with the engine running.



Typical Example

Diesel Engine Truck



Typical Example

LP Engine Truck

Service the air cleaner when the red target in the service indicator stays locked in the visible position with the engine stopped.

1. To service the air cleaner, loosen the cover latches and remove the cover.



Typical Example

Diesel Engine Truck

6. Reset the air cleaner service indicator.
7. Install the air filter element.
8. Install the cover and tighten the cover latches.
9. Start the engine and observe the position of the indicator. If the indicator shows RED after the installation of the primary element, install another clean or a new element or, replace the secondary element. See topic, "Air Intake System - Change" in Every 1000 Service Hours or 6 months section.
10. Stop the engine and close the hood and seat assembly.



Typical Example

LP Engine Truck

2. Rotate the element slightly to separate it from its base and remove it from the air cleaner housing.
3. Clean and inspect the element or replace with a new element. See topic, "Cleaning Primary Filter Element".
4. Clean the inside of air cleaner housing and the cover. Inspect all connections between the air cleaner and engine. Check intake hose for cracks, damage and loose clamps. Tighten or replace parts as necessary to prevent leakage.

NOTICE

Do not allow dirty air to enter the intake hose when cleaning the inside of the air cleaner housing.

5. Check the air cleaner housing for loose latches.

Brake Oil Level - Check



The brake reservoir is located on the left side of the steering column.

1. Remove the filler cap.
2. Maintain the brake fluid level to the fluid level mark on the brake system reservoir.
3. Clean and install the filler cap.

Cleaning Primary Filter Elements



WARNING

Pressure air can cause personal injury.

When using pressure air for cleaning, wear a protective face shield, protective clothing and protective shoes.

The maximum air pressure must be below 205 kPa (30 psi) for cleaning purposes.

NOTICE

Do not clean the elements by bumping or tapping them.

Inspect filter elements after cleaning. Do not use a filter with damaged pleats, gaskets or seals.

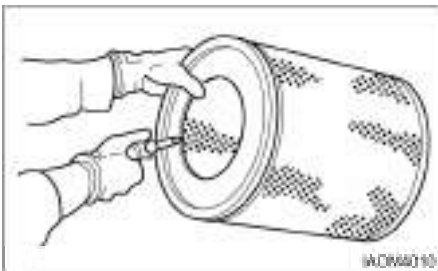
When cleaning with pressure air, use 205 kPa (30 psi) maximum pressure to prevent filter element damage.

When cleaning with pressure water, use 280 kPa (40 psi) maximum pressure to prevent filter element damage.

Have spare elements on hand to use while cleaning used elements.

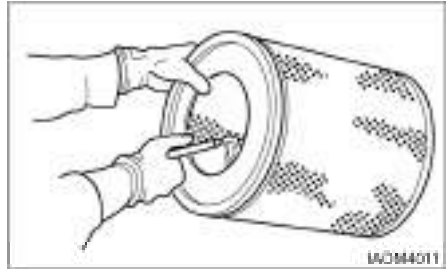
The primary element should be replaced after a year's service or after cleaning no more than 6 times.

Air-205 kPa (30 psi) Maximum Pressure



Direct air on the inside and outside of the element along the length of the pleats. Check the element for any tears, rips or damage.

Water-280 kPa (40 psi) Maximum Pressure

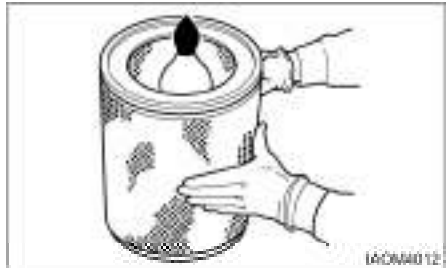


Direct water on the inside and outside of the element along the length of the pleats. Air dry it thoroughly and then examine it.

Detergent

1. Wash the element in warm water and mild household detergent.
2. Rinse the element with clean water. See instructions in preceding topic for cleaning with water.
3. Air dry it thoroughly, and then examine it.

Checking Element



1. Insert a light inside the clean dry element and examine it. Discard the element if tears, rips or damage are found.
2. Wrap and store good elements in a clean, dry place.

Hydraulic Oil Level - Check



At operating temperature, the hydraulic tank is hot and under pressure.

Hot oil can cause burns.

Remove the filter cap only when the engine is stopped, and the cap is cool enough to touch with your bare hand. Remove the filter cap slowly to relieve pressure.

1. Operate the lift truck for a few minutes to warm the oil. Park the lift truck on a level surface, with the forks lowered, mast tilted back, parking brake engaged, transmission in NEUTRAL and the engine stopped.
2. Raise the hood and seat assembly. Make sure the air lift cylinder securely holds the hood open.



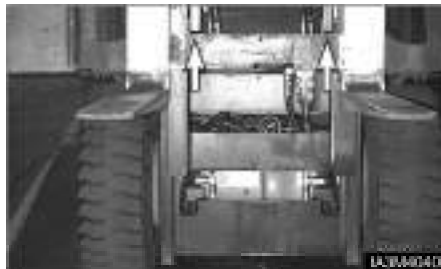
3. Remove the dipstick/ filter cap. Maintain the oil level to the FULL mark on the breather/dip stick.

Drive Axle Oil Level - Check



Hot oil and components can cause personal injury. Do not allow hot oil or components to contact skin.

Park the lift truck on a level surface. Apply the parking brake. The engine is at the low idle. Place the directional control level in NEUTRAL.

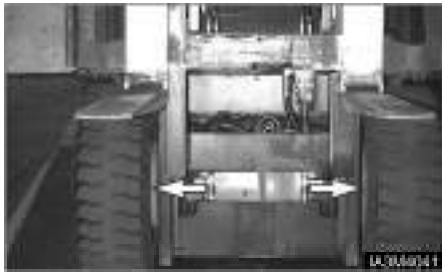


1. Lift the carriage high enough to access the drive axle housing oil level plug and fill plug.
2. Put blocks under the carriage.

Shoe Brake Type

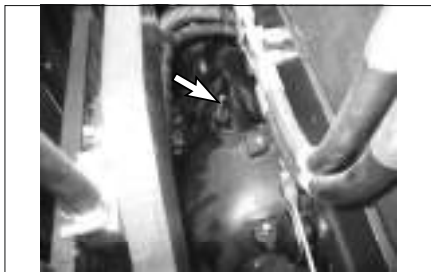


1. Remove the housing oil level plug ① and fill plug ②. Maintain the lubricant level to the bottom of the plug opening.
2. Clean and install the oil level plug ① and fill plug ②.



3. Remove the blocks from under the carriage. Lower the carriage.

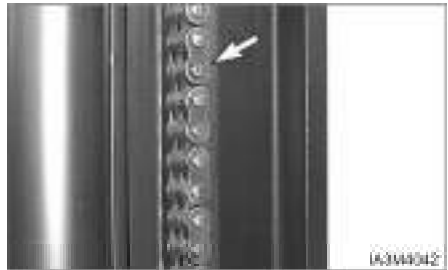
Oil Cooled Disc Brake (OCDB) Type



1. Remove the dip stick/filter cap. Observe the oil level.
2. Maintain the oil level between lower mark and upper mark on the dip stick/filter cap.
3. Install the dip stick/filter cap.

Mast, Carriage, Lift Chains, & Attachments - Check, Lubricate

1. Operate the lift, tilt and attachment controls. Listen for unusual noises. These may indicate a need for repair.
2. Inspect for loose bolts and nuts on the carriage. Remove any debris from the carriage and mast.
3. Inspect the forks and attachments for free operation and damage. Have repairs made if necessary.



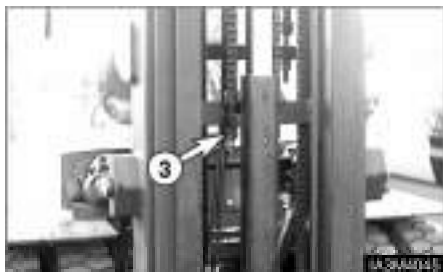
4. Brush a film of oil on all links of the chain.
5. Raise and lower the carriage a few times to work lubricant into the chain links.

NOTICE

Lubricate chains more frequently than normal in applications where the lift truck is operating in a atmosphere which could cause corrosion of components or when lift truck must work in rapid lift cycles.

6. Inspect the chain anchors and individual links for wear, loose pins or cracked leaves.





7. In case of Full Free Lift Mast, Extend the primary cylinder to full length and then check the clearance and over lapped dimension between carriage stopper bolt or block (1) and Inner mast stopper block (2). Adjust the chain anchor bolt (3) so that clearance should be 14 ± 2 mm.

And adjust the overlapped dimension to be 10 ± 2 mm by moving or inserting washer.

Carriage Side Rollers - Lubricate



D35/40S-5, D40/45SC-5, G35/40S-5, G45/50SC-5



D45S-5, D50SC-5, D50C-5, G45S-5, G50SC-5

Lubricate 2 side roller fittings, one on each side of the carriage

Steering Mechanism - Check, Lubricate



1. Lubricate the steer axle king pins, total of four fittings. Two on the right side and two on the left side.
2. Lubricate the steering link bearings, total of four fittings. Two on the right side and two on the left side.
3. Check for any worn or loose components of the steering mechanism. Remove any debris or trash as required.

Battery Terminal - Clean, Inspect



Batteries give off flammable fumes that can explode.

Do not smoke when observing the battery electrolyte levels.

Electrolyte is an acid and can cause personal injury if it contacts skin or eyes.

Always wear protective glasses when working with batteries.

TIER II Diesel Engine(DB58S) Only



Typical Example

Diesel Engine Truck

LP Engine - 12V X 1



Typical Example

LP Engine Truck

1. Clean the top of the battery and terminals.
2. Check terminals for corrosion. Coat terminals with heavy grease.

Engine Oil & Filter – Change

TIER II Diesel Engine(DB58S)

See topic, "Engine Oil & Filter (Diesel Engine Only) - Change" in "First 50-100 Service Hours".

LP Engine Crankcase

1. Operate lift truck a few minutes to warm oil. Park the lift truck with the forks lowered, parking brake applied, transmission in neutral and the engine stopped.
2. Raise rear of lift truck off ground and block securely.

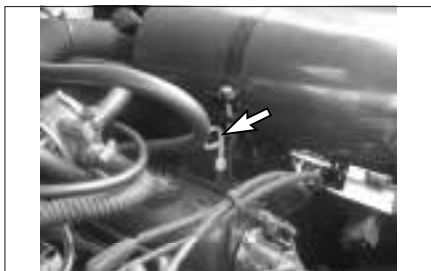


Hot oil and components can cause personal injury. Do not allow hot oil or components to contact skin.



3. Remove the crankcase drain plug and allow oil to drain. Clean and install drain plug.
4. Raise the hood and seat assembly.
5. Remove and discard oil filter element.
6. Wipe sealing surface of oil filter element mounting base. Make sure the entire old gasket is removed.
7. Before installing a new filter element, apply a small amount of clean engine oil to the filter element gasket.

8. Install the new filter element. When the gasket contacts the base, tighten it 3/4 of a turn more. Do not overtighten.
9. Raise the lift truck, remove the blocking and lower the lift truck.
10. Fill the crankcase. See "Refill Capacities".
11. Start the engine and allow the oil to fill the filter and passages.
12. Check for oil leaks.



13. Stop the engine and measure the oil level. Maintain the oil level to the FULL mark on the dip stick.
14. Close hood and seat assembly.

Wheel Bolts and Nuts - Inspect

Inspect Tightness

NOTICE

Do not lubricate ball seas of wheels or ball faces of wheel nuts.

Be sure mounting faces of hub, wheel nuts and flat mounting surfaces are clean.

Tighten wheel nuts again after 24 hours of operation.

NOTE: Always tighten wheel lug nuts in a sequence opposite (180°) each other.

If equipped with dual wheels, follow the same nut tightening sequence for both wheels.

Steer Wheels



Install steer wheel. Put two nuts opposite (180°) each other. Tighten both. Install remaining nuts. Tighten all nuts in a sequence opposite (180°) each other. Tighten to 440 ± 35 N•m (325 ± 25 lb•ft).

Drive Wheels



Install drive wheel. Put two nuts opposite (180°) each other. Tighten both.

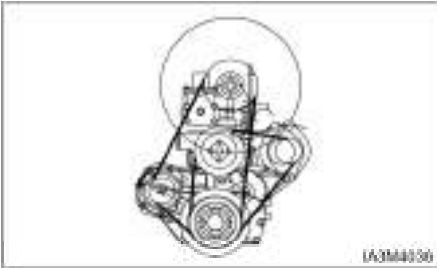
Install the remaining nuts. Tighten all nuts in a sequence opposite (180°) each other. Tighten to 600 ± 90 N•m (440 ± 60 lb•ft).

Every 500 Service Hours or 3 Months

You must read and understand the warnings and instructions contained in the Safety section of this manual, before performing any operation or maintenance procedures.

Belts (Diesel Engine Only) - Check, Adjust

1. Raise the hood and seat assembly.



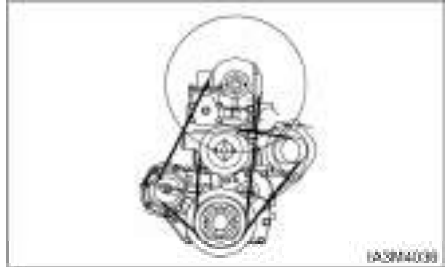
2. Check the condition and adjustment of the belts. Correct adjustment allows 10 mm (3/8 inch) deflection under 110N of force.



NOTICE

Failure to loosen the alternator mounting bolt will cause excessive stress and break the alternator mounting gear.

3. To adjust the alternator drive belt, loosen adjusting bracket bolt. Move the alternator in or out as required. Tighten bolts.



4. To adjust fan belt, loosen idler pulley mounting bolt. Move idler pulley in or out as required. Tighten idler pulley mounting bolt.
5. Lower the hood and seat assembly.

Mast Hinge Pins – Lubricate



Typical Example

1. Lower the forks and tilt the mast forward.
2. Lubricate the two fittings for the mast hinge pins, one on each side of the mast.

Tilt Cylinders - Check, Adjust, Lubricate

Chassis Pivot Eyebolts



Typical Example

1. Lubricate two fittings for the pivot eyebolts, one on each tilt cylinder.
2. Check the pivot eye pins for loose retainer bolts and wear.

Mast Pivot Eyes



Typical Example

1. Lubricate two fittings for the mast pivot eyes, one on each side of the mast.
2. Check the pivot eye pins for loose retainer bolts and wear.

Cylinder Rod Extension

NOTE: The following description is for forward tilt. For cylinder rod back tilt, the collar should be stationary by the tilt eye. If it is not, the O-ring inside the collar may need to be replaced. To adjust back tilt, spacers must be added or removed.



Typical Example

1. Check to make sure the tilt cylinders extend and retract evenly.
2. If one cylinder continues to move after the other cylinder has stopped in full forward or backward tilt, an adjustment must be made to one cylinder.



Typical Example

3. To adjust the cylinder rod extension, move the spacer to the rear and loosen the pinch bolt on the clevis.
4. Turn the cylinder rod in or out of the clevis to obtain the proper adjustment. Turning the rod into the clevis shortens the stroke. Turning the rod out of the clevis lengthens the stroke. When turning for extending rod, the overlapped length between clevis's thread and cylinder rod must be minimum 32 mm.
5. Tighten the pinch bolts to a torque of $95 \pm 15 \text{ N}\cdot\text{m}$ ($70 \pm 10 \text{ lb}\cdot\text{ft}$). Check the cylinder rods again for even travel.

Crosshead Rollers - Inspect

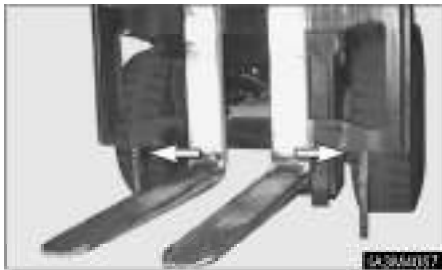
1. Operate the mast through a lift cycle. Watch the chains move over the crosshead rollers. Make sure the chain is tracking over the rollers properly.



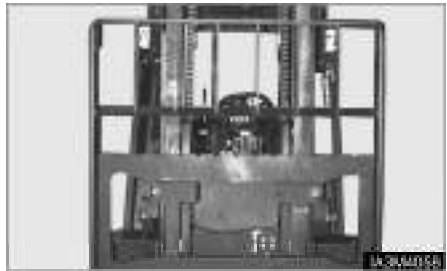
Typical Example

2. Check for damaged crosshead rollers, guards and retainer rings.

Carriage Side Rollers Thrust (If Equipped) - Lubricate



1. Raise the carriage high enough to gain access to the side thrust rollers on the back side of the carriage. Block the carriage in this position.



2. Lubricate 2 side thrust roller fittings, one on each side of the mast.
3. Raise the carriage, remove the blocking. Lower the carriage to the floor.

Carriage Sideshifter (If Equipped) – Lubricate



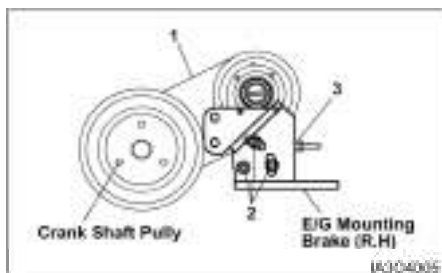
1. Lubricate 4 (6) fittings. The forks may have to be moved to gain access to all of the fittings.
2. Operate the sideshifter carriage through several complete cycles to distribute the grease the carriage to the floor.

Parking Brake - Test, Adjust

See topic, "Parking Brake - Test, Adjust" in "First 50-100 Service Hours."

Circulation Pump Belt (OCDB & LP Engine Only. If Equipped) - Check, Adjust

1. Raise the hood and seat assembly.



2. Check the condition and adjustment of the belt (1). Correct adjustment allows 10 mm (3/8 inch) deflection under 45 N of force.
3. To adjust the circulation pump belt, loosen the mounting bolts (2) and adjust the adjusting inner nut (3). Tighten the adjusting outer nut (4).
4. Lower the hood and seat assembly.

Drive Axle Oil & Strainer (OCDB Only) - Check, Clean, Change



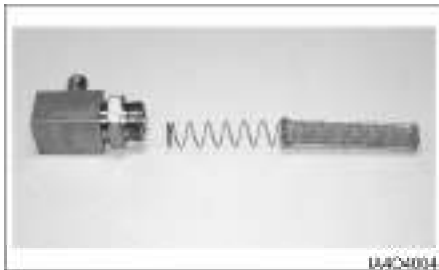
WARNING

Hot oil and components can cause personal injury. Do not allow hot oil or components to contact skin.

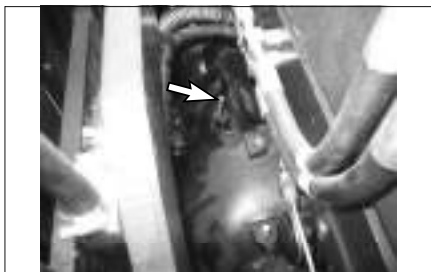
Park the lift truck on a level surface. Apply the parking brake. Place the directional control lever in NEUTRAL and stop the engine.



1. Remove drain plug. Allow the oil to drain into a suitable container. Clean the magnetic drain plug. Check O-ring seal and replace if necessary.
2. Install the drain plug.
3. Remove strainer assembly.



4. Washer the strainer assembly in clean, nonflammable solvent and dry it.
5. Install the strainer assembly and reconnect the hose and harness.



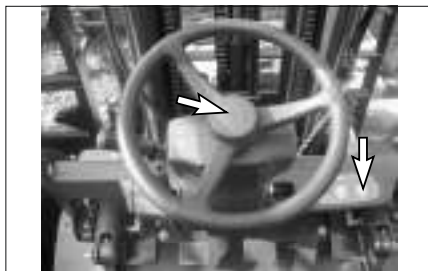
6. Remove the dip stick/filter cap. Fill the drive axle housing with oil. See "Lubricant Specification - Drive Axle Oil" and "Refill Capacity".
7. Start the lift truck. With the engine at low idle, place the directional control lever to the NEUTRAL.
8. Maintain the oil level between lower mark and upper mark on the dip stick/filter cap.
9. Install the dip stick/filter cap.

Inching & Brake Control shaft - Lubricate



Lubricate two fittings for the inching and brake pedal control shaft.

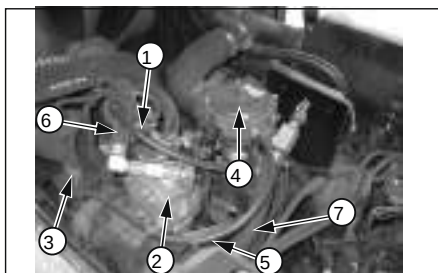
Horn & Lights (If Equipped) – Check



1. Press horn button, to determine if horn is operational.
2. Check and replace all defective gauges.
3. Check all lights such as warning, directional, backup, driving and flood lights for correct operation. Replace all burned out bulbs. Have repairs made if needed.

Inspect Vacuum Lines and Fittings (LP Engine only)

1. Visually inspect vacuum lines and fittings for physical damage such as brittleness, cracks and kinks. Repair/replace as required.
2. Solvent or oil damage may cause vacuum lines to become soft resulting in a collapsed line while the engine is running.
3. If abnormally soft lines are detected, replace as necessary.



- (1) LP fuel lock-off, (2) LP regulator/convertor,
 (3) Fuel Trim Valve,
 (4) LP mixer, (5) Vacuum lines,
 (6) Coolant lines, (7) LP fuel line

Fuel Trim Valve(FTV) Inspection (G643E Engine only)

1. Visually inspect the Fuel trim valve(3) for abrasions or cracking. Replace as necessary.
2. To ensure the valve is not leaking a blow-by test can be performed.
3. With the engine off, disconnect the electrical connector to the FTV.
4. Disconnect the vacuum line from the FTV to the pressure regulator/converter, at the converter's tee connection.
5. Lightly blow through the vacuum line connected to the FTV. Air should not pass through the FTV when de-energized. If air leaks past the FTV when de-energized, replace the FTV.

Inspect Electrical System (LP Engine only)

1. Check for loose, dirty or damaged connectors and wires on the harness including: Fuel lock-off, TMAP sensor, O2 sensor, Electronic throttle, Control Relays, Fuel Trim Valve, Foot Pedal, and Distributor sensor.
2. Repair and/or replace as necessary.

Overhead Guard – Inspect



1. Check tightness of overhead guard mounting bolts at 95 N•m (70 lb•ft).
2. Check overhead guard for bent or cracked sections. Have repairs made if needed.

Steer Suspension - Inspect



1. Inspect the suspension mounting bolts. Tighten suspension mounting bolts, if necessary, to 240±30 N•m (180±20 lb•ft).



2. Look for leaks at the power steering hose connections.
3. Remove any trash buildup on the suspension or the steer axle.

Every 1000 Service Hours or 6 Months

You must read and understand the warnings and instructions contained in the Safety section of this manual, before performing any operation or maintenance procedures.

Fuel Filters - Change

Diesel Engine

Park the lift truck with the forks lowered, parking brake applied, transmission in neutral, engine stopped and cool.

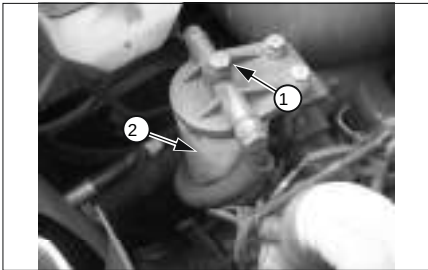
1. Raise the hood and seat assembly. Make sure the hood support latch is engaged in the bracket.



WARNING

Fuel leaked or spilled onto hot surfaces or electrical components can cause a fire.

Turn the disconnect switch OFF or disconnect the battery when changing fuel filters.



2. Loosen the plug (1) and remove cartridge (12) from head.
3. Fill up clean fuel to the new cartridge.
4. Replace the rubber packing and smear clean fuel to the rubber packing.
5. Install new cartridge and remove an air in the filter with a feed pump.

Air Intake System - Change

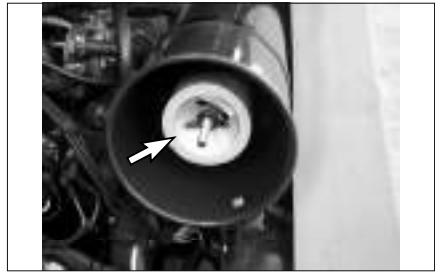
Changing Primary Element

See topic, "Air Intake System - Check, Clean" in "Every 250 Service Hours or Monthly".

Changing Secondary Element

Replace the secondary element after the primary element has been cleaned three times or yearly.

1. Remove the primary air cleaner element. See topic "Servicing Filter Element". Clean the inside of the air cleaner housing and cover.



2. Remove the secondary element. Inspect the gasket between the air cleaner housing and the engine inlet. Replace the gasket if it is damaged.

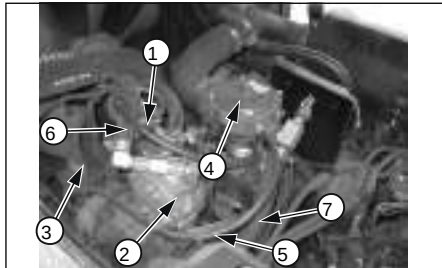
NOTICE

Always replace the secondary element. Do not attempt to reuse it by cleaning.

3. Install a new secondary element. Install a new or cleaned primary element. Install the cover. Tighten the latches.
4. Start the engine and observe the air cleaner service indicator. If the indicator shows RED after installing a new secondary element and a cleaned primary (outer) element, replace the cleaned primary filter with a new element.
5. Stop the engine. Close the hood and seat assembly.

Inspect Coolant Hoses (LP Engines Only)

1. Visually inspect coolant hoses and clamps. Remember to check the two coolant lines that connect to the pressure regulator/converter.
2. Replace any hose that shows signs of swelling, cracking, abrasion or deterioration.



- (1) LP fuel lock-off, (2) LP regulator/converter
(3) Fuel Trim Valve (FTV), (4) LP mixer
(5) Vacuum lines, (6) Coolant lines, (7) LP fuel line

LP Regulator/Converter Inspection (LP Engine Only)

1. Visually inspect the pressure regulator/converter housing (2) for coolant leaks. Refer to the pressure regulator/converter section of the service manual if maintenance is required.

NOTE: For pressure testing and internal inspection of the pressure regulator/converter, refer to the pressure regulator/converter section of the service manual.

Fuel Lines & Fittings - Check

Visually inspect fuel lines and fittings for physical damage. Replace as required.

Inspect Mixer Assembly (LP Engine Only)

Refer to the LP mixer section of the engine service manual for procedures.

Inspect Throttle Assembly (LP Engine Only)

1. Visually inspect the throttle assembly motor housing for coking, cracks and missing cover-retaining clips. Repair and/or replace as necessary.

NOTE: Refer to the LP mixer and throttle section of the service manual for procedures on removing the mixer and inspecting the throttle plate.

Hydraulic Return Filter - Change

See topic "Hydraulic Return Filter - Change" in "First 250 Service Hours or a Month".

Air Breather - Change

Park the lift trucks level, with the forks lowered, parking brake engaged, transmission in NEUTRAL and the engine stopped.

1. Raise the hood and seat assembly.
2. Remove and discard the air breather.



3. Install a new air breather.
4. Lower the hood and seat assembly.

Transmission Oil, Oil Filter & Strainer - Clean, Change

See topic, "Transmission Oil, Oil Filter & Strainer - Clean, Change" in "First 50 - 100 Service Hours or a Week".

Lift Chains - Test, Check, Adjust

Lift Chain Wear Test

Inspect the part of the chain that is normally operated over the cross head roller. When the chain bends over the roller, the movement of the parts against each other causes wears.

Inspect to be sure that chain link pins do not extend outside of the link hole. If any single link pin is extended beyond its connecting corresponding link, it should be suspected of being broken inside of its link hole. Lift chains are required to check for wear about every 1,000 service hours or 6 months.

Chain wear test is a measurement of wear of the chain links and pins. Take the following steps to check chain wear.

1. Lift the mast and carriage enough for getting tension on lift chains.



Typical example

2. Measure precisely ten links of chain distance at the center of pins in millimeter.
3. Calculate chain wear rate*.
4. If the chain wear rate is 2% or more, replace the lift chain.

*Chain wear rate (%)

$$= \left(\frac{\text{Actual measurement} - \text{Pitch}^{**} \times 10}{\text{Pitch}^{**} \times 10} \right) \times 100$$

**Chain Pitch for D35/40/45S-5, D40/45/50SC-5, D50C-5, G35/40/45S-5, G40/45/50SC-5 = 25.40 mm(1.0 in)

Check for Equal Tension



Typical example

Lift the carriage and the mast high enough for getting tension on lift chains. Check the chains, and make sure the tension is the same. Lift chains are required to check for equal tension about every 1,000 service hours or 6 months.



WARNING

Personal injury can be caused by sudden movement of the mast and carriage.

Keep hands and feet clear of any parts that can move.

Lift Chain Adjustment



Typical example for carriage equal tension

If the tension is not the same on both chains, take the procedure as follows.

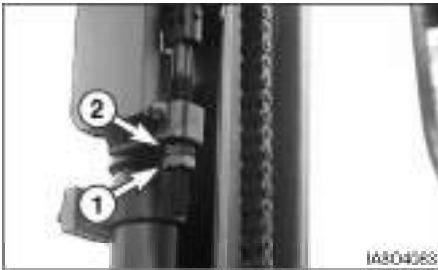
NOTE: If carriage height is not correct, make adjustments by following procedures.

Carriage Chain Adjustment

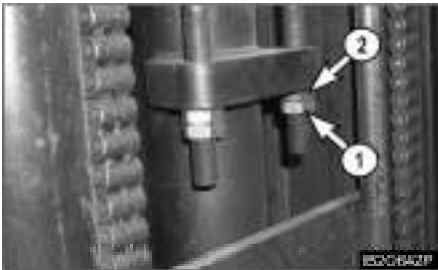
Make sure that carriage height is correct. If correct, adjust the chain for equal tension. If not, adjust the chain for correct carriage height by adjusting anchor nuts(1),(2).

NOTE: See the previous section, "Carriage Roller Extrusion" in "When Required" for proper height of carriage.

1. Fully lower the carriage and tilt mast forward or lift the carriage and put blocks under the carriage to release the tension from the lift chains.
2. Loosen nut(1) and adjust nut(2) to get proper distance from bottom of inner upright to the bottom of carriage bearing.



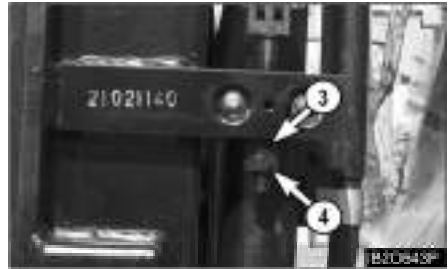
Typical example for carriage chain of STD mast



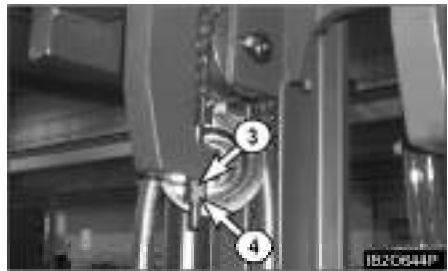
Typical example for carriage chain of FF,FFT mast

3. Make adjustment anchor nut(1),(2) for equal chain tension.
4. Set the mast vertical and raise the carriage and check equal chain tension. If not equal, repeat the same procedure as step 1 through step 3.
5. Put LOCTITE No. 242 Tread lock on the threads of the anchor nuts(1),(2) after the adjustment is completed.

Mast Chain Adjustment - FF, FFT Mast



Typical example for FF mast



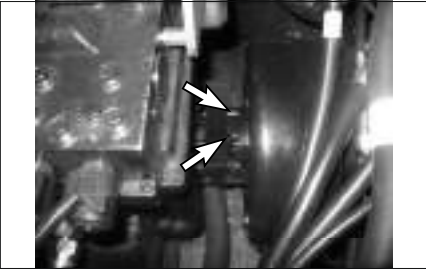
Typical example for FFT mast

Make sure that mast height is correct. If correct, adjust chain for equal tension. If not, adjust mast chain for correct mast height by adjusting anchor nuts (3), (4).

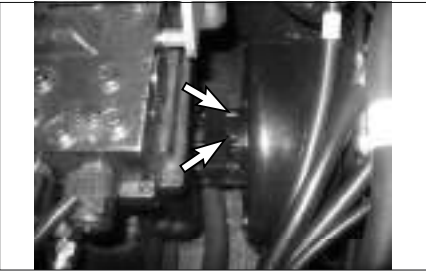
NOTE: See the previous section, "Carriage Roller Extrusion" in "When Required" for proper inner mast height.

1. Lift the inner mast and put blocks under the inner mast to release the tension from the lift chains.
2. Loosen nut(3) and adjust nut(4) to make inner mast rail flush with outer mast rail bottom.
3. Make adjustment anchor nuts(3),(4) for equal chain tension.
4. Raise the inner mast and check equal chain tension. If not equal, repeat the same procedure as step 1 through step 3.
5. Put LOCTITE No. 242 Tread lock on the threads of the anchor nuts(3),(4) after the adjustment is completed.

Universal Joint - Inspect



1. Inspect for loose retaining bolts. Check for worn or damaged bearings.



2. Have worn or damaged bearings replaced. Tighten the bolts if necessary.

Every 1500 Service Hours or 9 Months

You must read and understand the warnings and instructions contained in the Safety section of this manual, before performing any operation or maintenance procedures.

Drive Axle Oil (Shoe Brake Only) - Check, Clean, Change

See topic, "Drive Axle Oil - Check, Clean, Change" in "First 50-100 Service Hours or a Week".

Inspect Ignition System (LP Engine Only)

1. Disconnect Battery Cables.
2. Remove and inspect the spark plugs. Replace as required.
3. Test secondary cables with an Ohmmeter. If maximum resistance is higher than 25 kOhms, repair and/or replace.
4. Remove distributor cap and perform visual inspection. Replace cap and rotor if corrosion is found on the contacts.
5. Inspect the ignition coil for cracks and heat deterioration. Visually inspect the coil heat sink fins. If any fins are broken replace as required.



Replace Spark Plugs (LP Engine Only)

1. Disconnect Battery Cables.
2. Using a gentle twisting motion remove the high voltage cables from the spark plugs. Replace any damaged cables.
3. Remove the spark plugs.
4. Gap the new spark plugs to the proper specifications.
G643(E) Engine : 0.9 mm (0.035 inch)
5. Apply anti-seize compound to the spark plug threads and install.

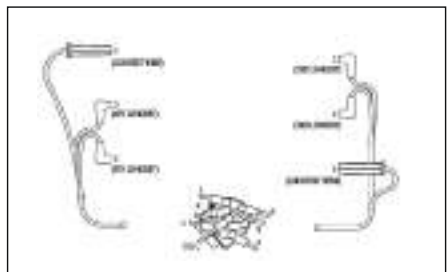
G643(E) Engine : 30 N•m (22 lb•ft)



WARNING

Do not overtighten the spark plugs.

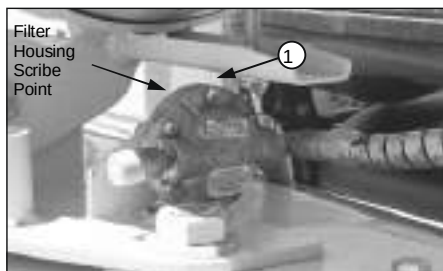
6. Re-install the high voltage cables.



Replace LP Fuel Filter Element (LP Engine Only)

Park the lift truck in an authorized refueling area with the forks lowered, parking brake applied and the transmission in Neutral.

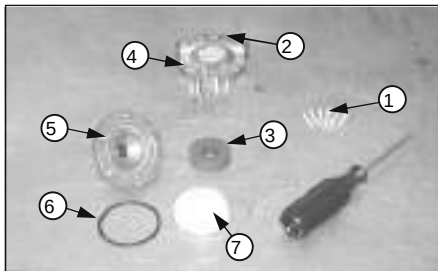
1. Close the fuel shutoff valve on the LP-Fuel tank. Run the engine until the fuel in the system runs out and the engine stops.
2. Turn off the ignition switch.
3. Scribe a line across the filter housing covers, which will be used for alignment purposes when re-installing the filter cover.



4. Remove the cover retaining screws (1)

Fuel Filter (LP Engine Only)

Disassembly

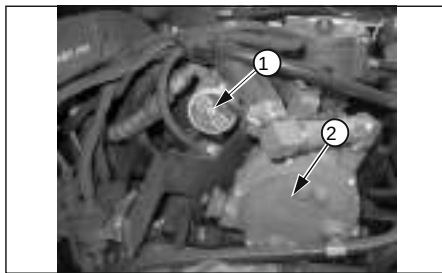


1. Remove top cover (2), magnet (3), spring (4), and filter element (7) from bottom cover (5).
2. Replace the filter element (7).
3. Check bottom cover O-ring seal (6) for damage. Replace if necessary.
4. Re-assemble the filter assembly aligning the scribe lines on the top and bottom covers.
5. Install the cover retaining screws, tightening the screws in an opposite sequence across the cover.
6. Open the fuel valve by slowly turning the valve counterclockwise.
7. Crank the engine several revolutions to open the fuel lock-off. DO NOT START THE ENGINE. Turn the ignition key switch to the off position.
8. Check the filter housing, fuel lines and fittings for leaks. Repair as necessary.

Testing Fuel Lock-off Operation (LP Engine Only)

1. Start engine.
2. Locate the electrical connector for the fuel lock
3. Disconnect the electrical connector.
4. The engine should run out of fuel and stop within a short period of time.
5. Turn the ignition key switch off and re-connect the fuel lock-off connector.

NOTE: The length of time the engine runs on trapped fuel vapor increases with any increase in distance between the fuel lock-off and the pressure regulator/converter.



(1) LP fuel lock-off, (2) LP regulator/converter

Every 2000 Service Hours or Yearly

You must read and understand the warnings and instructions contained in the Safety section of this manual, before performing any operation or maintenance procedures.

Steer Wheel Bearings - Reassemble

Park the lift truck level with the forks lowered, parking brake engaged, transmission in NEUTRAL and the engine stopped.



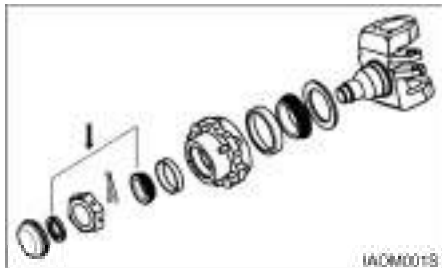
Typical Example

1. Lift the steer wheels off the ground. Place stands or blocking under the frame and steer axle to support the lift truck.
2. Remove the hub cap.



Typical Example

3. Remove the cutter pin.



4. Remove the castle nut and washer.
5. Remove the wheel assembly. Examine the seal for damage and wear. Replace the seal if necessary.



WARNING

Deflate tire before removing wheel nuts at tire change.

6. Remove the inner bearing. Clean and lubricate the steering knuckle. Reassemble both the inner and outer bearing cones.
7. Install the inner bearing. Lubricate the seal and install the wheel assembly on the knuckle.
8. Install the outer wheel bearing and the outer washer. Install a new lock washer and fit the locknut.



Typical Example

9. Tighten the locknut to 135 N•m (100 lb•ft), while turning wheel hub to seat the bearing.
10. Loosen the locknut. Retorque it to 50 ± 5 N•m (37 ± 4 lb•ft). Bend the lockwasher tang to secure locknut.
11. Install the hub cap.
12. Raise the lift truck and remove the blocking. Lower the lift truck to the ground.

Cooling System - Clean, Change



WARNING

At operating temperature, the engine coolant is hot and under pressure.

Steam can cause personal injury.

Check the coolant level only after the engine has been stopped and the filter cap is cool enough to touch with your bare hand.

Remove the filter cap slowly to relieve pressure.

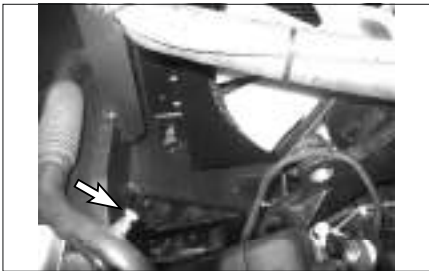
Cooling system conditioner contains alkali. Avoid contact with the skin and eyes to prevent personal injury.

Use all cleaning solutions with care.

The lift truck must be level, the forks lowered, the parking brake engaged, the transmission in NEUTRAL and the engine stopped and cool.



1. Turn the radiator cap slowly to relieve the pressure, then remove the cap.
2. Remove the block drain plug.

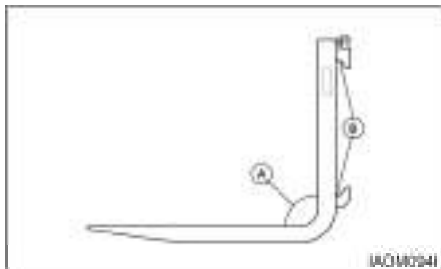


Typical Example

3. Open radiator drain valve. Allow the coolant to drain. Drain the recovery bottle.

4. Close radiator drain valve and install block drain plug. Fill the cooling system with 1 kg (2 lb) sodium bisulphate per 40 liters (10 gallons) of water. Most commercial cooling system cleaners can be used.
5. Start and run the engine for 30 minutes.
6. Stop the engine and drain the cleaning solution.
7. Flush the system with clean water, until draining water is clear.
8. Close the drain valve and install the block drain plug. Fill the system with neutralizing solution, 250g (1/2 lb) sodium carbonate per 40 liters (10 gallons) of water.
9. Start and run the engine for 10 minutes.
10. Stop the engine and drain the neutralizing solution.
11. Flush the system with clean water until draining water is clear.
12. Close the drain valve and install the block drain plug. Add coolant to the top of the filter neck.
13. Start and run the engine to stabilize the coolant level. See "Every 10 Service hours or Daily", "Coolant Level-Check", in this manual.

Fork – Inspect

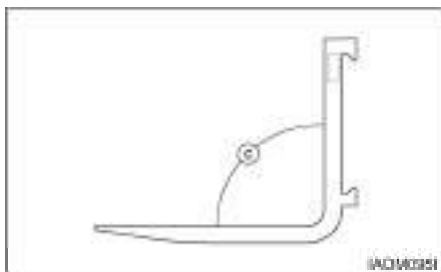


Forks should be inspected, at a minimum, every 12 months. If the truck is being used in a multi-shift or heavy duty operation, they should be checked every six months.

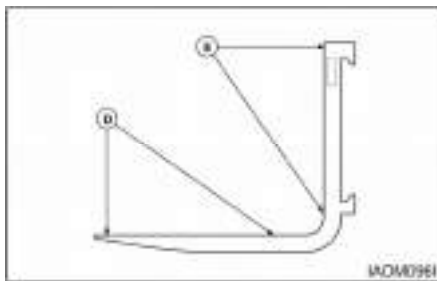
1. Inspect the forks carefully for cracks. Special attention should be given to the heel section (A), all weld areas and mounting brackets (B). Inspect the top and bottom hooks on forks used on hook type carriages and tubes on shaft mounted forks.

Forks with cracks should be removed from service. "Wet Test" magnetic particle inspection is generally preferred due to its sensitivity and the ease of interpreting the results. Portable equipment is usually recommended so it can be moved to the lift truck.

Inspectors should be trained and qualified in accordance with The American Society for Non Destructive Testing, Level II Qualifications.

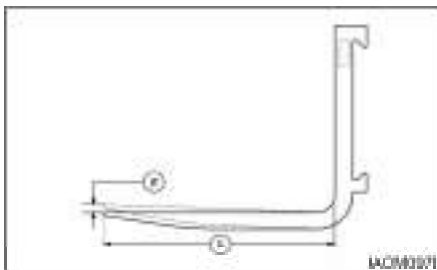


2. Check the angle between the upper face of the blade and the front face of the shank. The fork should be withdrawn from service if angle (C) exceeds 93 degrees or deviates by more than 3 degrees from an original angle other than 90 degrees, as may be found in some special application forks.



3. Check the straightness of the upper face of blade (D) and the front face of shank (E) with a straight edge.

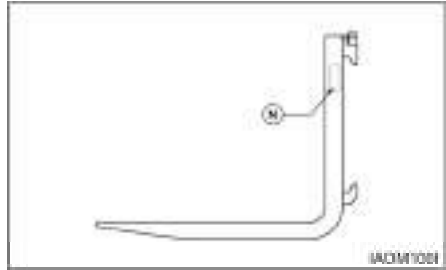
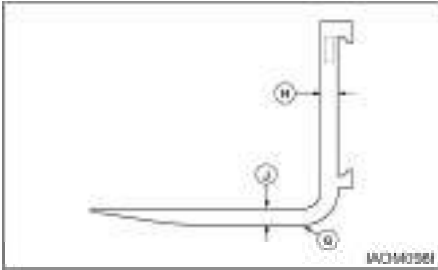
The fork should be withdrawn from service if the deviation from straightness exceeds 0.5 percent of the length of the blade and/or the height of the shank respectively 5 mm/1000 mm (0.18"/36").



4. Check the difference in height of one fork tip to the other when mounted on the fork carrier. A difference in fork tip height can result in uneven support of the load and cause problems with entering loads.

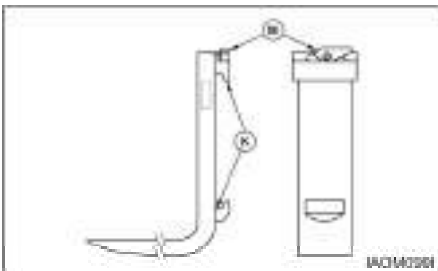
The maximum recommended difference in fork tip elevation (F) is 6.5 mm (0.25") for pallet forks and 3 mm (0.125") for fully tapered forks. The maximum allowable difference in fork tip elevation between the two or more forks is 3 percent of blade length (L).

Replace one or both forks when the difference in fork tip height exceeds the maximum allowable difference. Contact your local DOOSAN Lift Truck Dealer for further information.



5. Check the fork blade (J) and shank (H) for wear with special attention to the heel (G). The fork should be withdrawn from service if the thickness is reduced to 90 percent or less of the original thickness.

Fork blade length may also be reduced by wear, especially on tapered forks and platens. Remove the forks from service when the blade length is no longer adequate for the intended loads.



6. Check the fork mountings (K) for wear, crushing and other local deformation, which can cause excessive side to side wobble of the forks. Excessive clearance on hook type forks may allow them to fall from the carrier. Forks which show visible signs of such damage should be removed from service.

7. Check the positioning lock and other fork retention devices to make sure they are in place and working.

Hook type forks use a spring loaded pin (M), located in the top hook, to engage notches in the top carriage bar to hold the fork in place.

When adjusting the fork spacing, the forks are prevented from sliding off the end of the carriage by stop blocks. These stop blocks are at both ends of the carriage and in the path of the bottom fork hook. The load backrest extension may be used in place of the stop blocks in some cases.

Shaft mounted forks may use set collars or spacers on the shaft to either side of the fork. They may also use U bolts, pins, or similar devices which engage the fork through the top structure of the carriage.

8. Check fork markings (N) for legibility. Renew markings as required to retain legibility.

9. a. Lift the mast and operate the tilt control lever, until the top surface of the forks is parallel with the floor. Place two straight bars that are the same width as the carriage, across the forks as shown.

- b. Measure the distance from the bottom of each end of the two bars to the floor. The forks must be parallel within 3 mm (.12 in) for Full Tapered and Polished (FTP) forks, all other forks 6.4 mm (.25 in), for their complete length.

- c. Put one fork, one third from the tip, under a fixture that will not move. Then operate the tilt control with caution until the rear of the truck lifts just off the floor. Follow the same procedure with the second fork. Repeat Step a.

Every 2500 Service Hours or 15 Months

You must read and understand the warnings and instructions contained in the Safety section of this manual, before performing any operation or maintenance procedures.

Hydraulic Oil - Check, Clean, Change



WARNING

Hot oil and components can cause personal injury. Do not allow hot oil or components to contact skin.

Park the lift truck level with the forks lowered, mast tilted back (all cylinders retracted), parking brake engaged, transmission in NEUTRAL and the engine stopped.



1. Remove the hydraulic tank drain plug. Allow the oil to drain. Clean and install the plug.
2. Raise the hood and seat assembly.
3. Remove dipstick/filter cap. Fill the hydraulic tank. See "Refill Capacities." Install the breather/dipstick.
4. Lower the hood and seat assembly.
5. Start the engine and operate the hydraulic controls, and the steering system, through a few cycles to fill the lines. Look for oil leaks.



6. Stop the engine and check the oil level. With all cylinders retracted, maintain the oil level to the FULL mark on the dipstick.

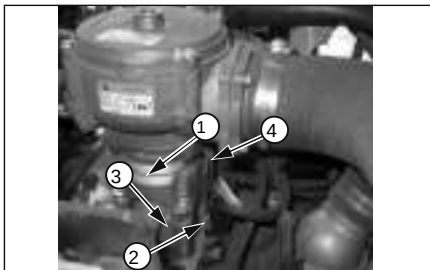
Inspect Battery System

1. Clean battery outer surfaces with a mixture of baking soda and water.
2. Inspect battery outer surfaces for damage and replace as necessary.
3. Remove battery cable and clean, repair and/or replace as necessary.



Checking the TMAP Sensor (LP Engine Only)

1. Verify that the TMAP sensor (2) is mounted tightly into the manifold adapter (3), with no leakage.
2. If the TMAP is found to be loose, remove the TMAP retaining screw and the TMAP sensor from the manifold adapter.
3. Visually inspect the TMAP O-ring seal for damage. Replace as necessary.
4. Apply a thin coat of an approved silicon lubricant to the TMAP o-ring seal.
5. Re-install the TMAP sensor into the manifold adapter and securely tighten the retaining screw.



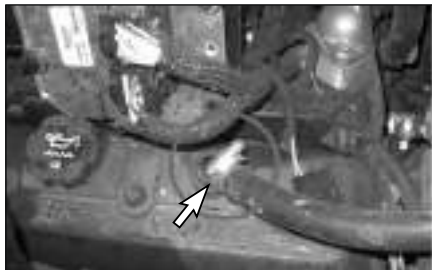
(1) Adapter-Throttle body, (2) TMAP sensor,
(3) Adapter-Manifold, (4) Throttle body

Inspect for Intake Leaks (LP Engine Only)

1. Visually inspect the intake manifold, throttle assembly (4), and manifold adapters (3), for looseness and leaks. Repair as necessary.

Replace PCV Valve and breather element - Change (LP Engine Only)

1. Loosen the hose clamps and remove the PCV valve.
2. Assemble new PCV valve and hose.
3. Tighten the hose clamps



Replace Oxygen Sensor (G643E Engine Only)



Exhaust Tube



Muffler Ass'y

When indicated by MIL, replace oxygen sensors on the exhaust tube and muffler assembly.

1. Stop engine and wait until the exhaust pipe and exhaust pipe is cooled.
2. Disconnect the electrical connector of oxygen sensor.
3. Remove oxygen sensor.
4. Assemble new oxygen sensor Tightening torque : 45 N•m (32.5 lb•ft)
5. Connect the electrical connector of oxygen sensor.

Index

#

12 Months Inspection	126
----------------------------	-----

A

Accelerator Pedal	63
Adjustments	111
Advanced Diagnostics (G643 Only)	83
Advanced Diagnostics(G643E Only)	93
After Starting the Engine	72
Air-205 kPa (30 psi) Maximum Pressure	162
Air Breather - Change	176
Air Cleaner Indicator - Check	150
Air Intake System - Change	174
Air Intake System - Check, Clean	160
Antifreeze	131
Attachment Abbreviations (Includes Special Forks)	56
Auto Shift Controller ASC - 200 (If Equipped)	111
Automatic mode	112
Avoiding Lift Truck Tipovers	21

B

Basic Troubleshooting	75
Battery Terminal - Clean, Inspect	166
Before Operating the Lift Truck	12
Before Starting the Engine	68
Before Starting the Lift Truck	11
Before Storage	120
Belts (Diesel Engine Only) - Check, Adjust	168
Bent or Twisted Forks	124
Bleeding the Fuel System	144
Brake Fluid	136
Brake Oil Level - Check	161
Brake Pedal Adjustment Warning	8
Bulbs	146
Burn Prevention	15

C

Capacity Chart (with Side Shifter)	41,42,45,46,48,49,52
Capacity Chart	39,40,43,44,47,50,51
Carriage Roller Extrusion - Check, Adjust	148
Carriage Side Rollers - Lubricate	165
Carriage Side Rollers Thrust (If Equipped) - Lubricate	170
Carriage Sideshifter (If Equipped) – Lubricate	170
Causes of Fork Failure	124
Center of Gravity (CG)	21
Changing LP Tanks	66

Changing Primary Element	174
Changing Secondary Element	174
Chassis Pivot Eyebolts	169
Check Coolant Level	149
Check for Equal Tension	177
Check Inflation and Damage	147
Checking Element	162
Checking Service Indicator	150
Checking the TMAP Sensor (LP Engine Only)	188
Circuit Breaker	60,146
Circulation Pump Belt (OCDB & LP Engine Only. If Equipped) - Check, Adjust	171
Cleaning Primary Filter Elements	162
Coolant Information	130
Coolant Level - Check, Clean	149
Coolant Water	131
Cooling System - Clean, Change	184
Cooling System Specifications	130
Crosshead Rollers - Inspect	170
Crushing or Cutting Prevention	14
Cylinder Rod Extension	169

D

Daily Inspection	125
Detergent	162
Diagnostics Features	112
Diesel (24V)	72
Diesel Engine Crankcase	153
Diesel Engine Equipped	65
Diesel Engine	70,174
Diesel Specifications	132
Direction Control Lever	62
Direction Inhibit Point (SW2)	111
Disassembly	181
Display for Operator	112
Display for Troubleshooting	112
Displaying Fault Codes (DFC) From SECM Memory	84,93
Drive Axle Oil - Check, Clean, Change	156
Drive Axle Oil & Strainer (OCDB Only) - Check, Clean, Change	171
Drive Axle Oil (Shoe Brake Only) - Check, Clean, Change	180
Drive Axle Oil Level - Check	163
Drive Axle Oil	135
Drive Wheels	167

E

Electrical Disconnect Switch (If Equipped)	60
Electronic Controlled Spark-Ignition Engines	73
Engine Compartment	59
Engine Oil & Filter - Change	166
Engine Oil & Filter (Diesel Engine Only) – Change	153
Engine Oil (DEO and EO)	134
Engine Oil Level - Check	149

Engine Valve Lash (Diesel Engine Only) - Check, Adjust.....	142
Environment Management.....	3
Environment Protection.....	123
Every 10 Service Hours or Daily	149
Every 1000 Service Hours or 6 Months	174
Every 1500 Service Hours or 9 Months	180
Every 2000 Service Hours or Yearly	183
Every 250 Service Hours or Monthly	160
Every 2500 Service Hours or 15 Months.....	187
Every 500 Service Hours or 3 Months	168

F

Falling Objects Protective Structure(FOPS).....	14
Fatigue	124
Features	111
Fire or Explosion Prevention.....	15
First 250 Service Hours or a Month	159
First 50 - 100 Service Hours or a Week.....	153
First Installation.....	125
Fluid Penetration	14
Foreword	2
Fork – Inspect	185
Fork Inspection	125
Forward and Backward Adjustment	18
Fuel Filter (LP Engine Only)	181
Fuel Filters - Change.....	174
Fuel Lines & Fittings - Check.....	175
Fuel Specifications	132
Fuel Sulfur Content	132
Fuel Trim Valve(FTV) Inspection (G643E Engine only).....	173
Fuel Types	132
Fuse & Relay (LP Engine Only)	146
Fuses.....	145
Fuses, Bulbs & Circuit Breaker - Change, Reset.....	145

G

G643 Electronic Controlled LP Engines (If Equipped).....	74
G643E Engine	73
General Description.....	74
General Fuel Information	132
General Hazard Information	10
General Warnings to Operator	6

H

Hand Placement Warning	7
Hook - on type Fork.....	119
Horn & Lights (If Equipped) – Check	172
How to Survive in a Tipover (If Operator Restraint System Equipped)	28
Hydraulic Oil - Check, Clean, Change	187
Hydraulic Oil (HYDO).....	134

Hydraulic Oil Level - Check	163
Hydraulic Return Filter - Change	159,177

I

Identification, Lift Capacity and Attachment Plate... If Optional Suspension Seat (weight adjusting type) Equipped.....	55
Important Safety Information	18
Improper Modification or Repair.....	4
Inching & Brake Control shaft - Lubricate.....	124
Inching into Loads.....	172
Inching.....	114
Index	109
Inspect Mixer Assembly (LP Engine Only).....	189
Inspect Acceleration Pedal Operation(G643E Only)	175
Inspect Battery System.....	150
Inspect Coolant Hoses (LP Engines Only).....	187
Inspect Electrical System (LP Engine only)	175
Inspect Engine for Exhaust Leaks	173
Inspect Engine for Fluid Leaks	150
Inspect for Intake Leaks (LP Engine Only).....	149
Inspect Ignition System (LP Engine Only).....	188
Inspect Throttle Assembly (LP Engine Only)	180
Inspect Tightness	175
Inspect Vacuum Lines and Fittings (LP Engine only)	167
Inspection, Maintenance and Repair of Lift Truck Forks	172
Instrument Panel	123

L

Lift Chain Adjustment.....	57
Lift Chain Wear Test	177
Lift Chains - Test, Check, Adjust.....	176
Lift Control	63
Lift Fork Adjustment.....	119
Lift Truck Capacity Rating	55
Lift Truck Controls.....	62
Lift Truck Operation	108
Lift Truck Parking	13
Lift Truck Shipping	121
Lift Truck Stability Base	22
Lift Truck Stability	21
Lifting Drums or Round Objects.....	117
Lifting the Load.....	114
Literature Information.....	2
Load Backrest Must Be In Place Warning.....	7
Loading or Unloading Trucks/Trailers.....	13
Long Time Storage.....	120
Low-High Shift Point (SW1).....	111
LP Engine Crankcase	166
LP Engine	71
LP Regulator/Converter Inspection (LP Engine Only)	175

LP Specifications.....	133
LPG (12V).....	72
Lubricant Information.....	134
Lubricant Specifications.....	134
Lubricant Viscosities and Refill Capacities.....	137
Lubricant Viscosities.....	137
Lubricating Grease (MPGM).....	136

M

Machine Lifting and Tiedown Information.....	121
Maintenance and Repair.....	126
Maintenance Information.....	14
Maintenance Intervals.....	3,138
Maintenance.....	3
Make proper antifreeze additions.....	131
Manual Mode (Fail-Safe mode).....	113
Mast Abbreviations.....	56
Mast Channels – Lubricate.....	152
Mast Hinge Pins – Lubricate.....	168
Mast Pivot Eyes.....	169
Mast, Carriage, Lift Chains, & Attachments - Check, Lubricate.....	164
Metric Hardware.....	128
Metric ISO ² Tread.....	129
Mixer Idle Screw / Power Valve Adjust. (G643 Engine Only).....	82
Mono-Ped Control System (Option).....	110
Mounting and Dismounting.....	11
Moving Fan Warning.....	9

N

No Riders Warning.....	9
No Standing On Forks Warning, No Standing Under Forks Warning.....	7
Noise and Vibration.....	38
Noise.....	38

O

Oil Cooled Disc Brake (OCDB) Type.....	156,165
Oil Cooled Disc Brake (OCDB).....	135
Oil Cooled Disc Brake Only.....	136
Operating in hot weather.....	117
Operating Techniques.....	114
Operating the Lift Truck.....	12
Operation Information.....	11
Operation.....	2,112
Operator's Warning and Identification Plate.....	55
Operator Restraint System (If Equipped).....	2,17
Operator's Station and Monitoring Systems.....	57
Operator's Warning Plate.....	55
Overhead Guard – Inspect.....	173
Overhead Guard Must Be In Place Warning.....	8
Overloading.....	124

P

Parking Brake - Test, Adjust.....	157,172
Parking Brake Adjusting.....	157
Parking Brake Lever.....	63
Parking Brake Testing.....	157
Parking brake.....	9
Parking the Lift Truck.....	118
Power Shift Transaxle.....	108
Precleaner (If Equipped).....	160
Pressure Air.....	14
Pressure Warning.....	7
Prestart Conditions.....	70
Priming the Fuel System (Diesel Engine Only).....	144
Product Description.....	111

R

Reading Diagnostic Fault Codes.....	83
Refill Capacities.....	137
Refueling.....	65
Replace LP Fuel Filter Element (LP Engine Only)	181
Replace Oxygen Sensor (G643E Engine Only).....	188
Replace PCV Valve and breather element - Change (LP Engine Only).....	188
Replace Spark Plugs (LP Engine Only).....	180

S

Safety Rules.....	23
Safety.....	2,5
Seat Adjustment.....	17
Seat Switch System (If Equipped).....	61
Seat.....	60
Seat, Hood Latch & Support Cylinder - Check, Lubricate.....	144
Serial Number Locations.....	53
Serial Number.....	53
Service Brake Pedal.....	63
Servicing Filter Element.....	160
Shoe Brake Type.....	156,164
Shoe Brake.....	135
Sideshift Attachment Control (If Equipped).....	64
Specifications.....	30,32,34,36
Stability and Center of Gravity.....	21
Starting a Cold Diesel Engine.....	70
Starting a Warm Diesel Engine.....	70
Starting From a 12 Volt External Source.....	71
Starting the Engine.....	70
Starting the Lift Truck.....	12
Steer Suspension - Inspect.....	173
Steer Wheel Bearings - Reassemble.....	183
Steer Wheels.....	167
Steering Mechanism - Check, Lubricate.....	165
Storage Information.....	120

T

Test Fuel System for Leaks (LP Engine Only)	143
Testing Fuel Lock-off Operation (LP Engine Only)	182
TIER II Diesel Engine (DB58S) Only	172
TIER II Diesel Engine(DB58S)	166
Tilt Control.....	64
Tilt Cylinders - Check, Adjust, Lubricate	169
Tilt Steering Column	60
Tire Inflation Information	127
Tire Inflation Pressures Adjustment	127
Tire Inflation	127
Tire Shipping Pressure.....	127
Tires and Wheels - Check, Inspect	147
To Adjust	158
To Operate the Lift Truck After a Long Time Storage	120
Torque for Metric Fasteners	129
Torque for Standard Bolts, Nuts, and Taperlock Studs	128
Torque for Standard Hose Clamps – Worm Drive.....	128
Torque Specifications.....	128
Torques for Bolts and Nuts With Standard Threads	128
Torques for Taperlock Studs	129
Towing Information.....	122
Training Required to Operate or Service Warning...5	
Transmission Inching Control Pedal	62
Transmission Oil (TDTO).....	135
Transmission Oil Level - Check.....	152
Transmission Oil, Oil Filter & Strainer - Clean, Change.....	154
Transmission Oil, Oil Filter & Strainer - Clean, Change.....	176
Transmission Speed Range Lever.....	62
Transportation Hints	121
Traveling With the Load	115
Turning	116

U

Universal Joint - Inspect.....	179
Unloading	115

V

Vibration(weighted overall value)	38
---	----

W

Walk-Around Inspection.....	68
Walk - Around Inspection - Inspect.....	151
Warning Signs and Labels.....	5,17
Water-280 kPa (40 psi) Maximum Pressure	162
Water Separator (Diesel Engine Only) - Drain.....	142
Weight adjustment	18
Wheel Bolts and Nuts - Inspect.....	167
When Required	142

Operation & Maintenance Manual

LIFT TRUCKS

GC35S-5, GC40S-5, GC45S-5

GC50C-5, GC55C-5

 WARNING

Do not start, operate or service this machine unless you have read and understood these instructions and received proper training.
Unsafe or improper use of the machine may cause serious injury or death.
Operators and maintenance personnel must read this manual and receive training before operating or maintaining the machine.
This manual should be kept with the machine for reference and periodically reviewed by the machine operator and by all personnel who will come into contact with it.

The following warning is provided pursuant to California Health & Safety Code Sections 25247.5 et. seq.

 WARNING

California Proposition 65

Engine Exhaust, some of its constituents, and certain vehicle components contain or emit chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

Battery posts, terminals and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.
WASH HANDS AFTER HANDLING.

Table of Contents

Information Section

Foreword	2
----------------	---

Safety Section

Important Safety Information	4
Safety	5
Warning Signs and Labels.....	5
General Hazard Information	10
Operation Information	11
Before Starting the Lift Truck.....	11
Maintenance Information	14
Operator Restraint System (If Equipped)	17
If Optional Suspension Seat (weight adjusting type) Equipped	18
Avoiding Lift Truck Tipovers.....	21
Safety Rules	23
How to Survive in a Tipover (If Operator Restraint System Equipped).....	28

General Section

Specifications.....	30
Noise and Vibration	32
Capacity Chart	33
Capacity Chart (with Side Shifter)	34
Capacity Chart	35
Capacity Chart (with Side Shifter)	36
Serial Number	37
Operator's Warning and Identification Plate	38

Operation Section

Operator's Station and Monitoring Systems.....	40
Seat Switch System (If Equipped).....	44
Lift Truck Controls	45
Refueling	48
Before Starting the Engine.....	50
Starting the Engine.....	52
After Starting the Engine.....	54
Lift Truck Operation	78
Mono-Ped Control System (Option).....	80
Auto Shift Controller ASC - 200 (If Equipped).....	81
Operating Techniques	84
Parking the Lift Truck	88
Lift Fork Adjustment	89
Storage Information	90
Transportation Hints.....	91
Towing Information.....	92

Maintenance Section

Inspection, Maintenance and Repair of Lift Truck	
Forks	93
Tire Inflation Information.....	97
Torque Specifications	98
Cooling System Specifications.....	100
Fuel Specifications.....	102
Lubricant Specifications.....	103
Lubricant Viscosities and Refill Capacities.....	105
Maintenance Intervals.....	106
When Required	110
Every 10 Service Hours or Daily.....	115
First 50 - 100 Service Hours or a Week	119
First 250 Service Hours or a Month	124
Every 250 Service Hours or Monthly	125
Every 500 Service Hours or 3 Months.....	132
Every 1000 Service Hours or 6 Months.....	138
Every 1500 Service Hours or 9 Months.....	142
Every 2000 Service Hours or Yearly.....	145
Every 2500 Service Hours or 15 Months.....	149

Index Section

Index	151
-------------	-----

Foreword

Literature Information

This manual should be stored in the operator's compartment in the literature holder or seat back literature storage area.

This manual contains safety, operation, transportation, lubrication and maintenance information.

Some photographs or illustrations in this publication show details or attachments that can be different from your lift truck. Guards and covers might have been removed for illustrative purposes.

Continuing improvement and advancement of product design might have caused changes to your lift trucks which are not included in this publication.

Read, study and keep this manual with the lift truck.

Whenever a question arises regarding your lift truck, or this publication, please consult your DOOSAN dealer for the latest available information.

Safety

The Safety Section lists basic safety precautions. In addition, this section identifies the text and locations of warning signs and labels used on the lift truck. Read and understand the basic precautions listed in the Safety Section before operating or performing lubrication, maintenance and repair on this lift truck.

Operator Restraint System (If Equipped)

This manual contains safety, operation and maintenance information for the DOOSAN operator restraint system. Read, study and keep it handy.



WARNING

Your DOOSAN truck comes equipped with an operator restraint system. Should it become necessary to replace the seat for any reason, it should only be replaced with another DOOSAN operator restraint system.

Photographs or illustrations guide the operator through correct procedures of checking, operation and maintenance of the DOOSAN operator restraint system.

SAFE and EFFICIENT OPERATION of a lift truck depends to a great extent on the skill and alertness on the part of the operator. To develop this skill the operator should read and understand the Safe Driving Practices contained in this manual.

Forklift trucks seldom tipover, but in the rare event they do, the operator may be pinned to the ground by the lift truck or the overhead guard. This could result in serious injury or death.

Operator training and safety awareness is an effective way to prevent accidents, but accidents can still happen. The DOOSAN operator restraint system can minimize injuries. The DOOSAN operator restraint system keeps the operator substantially within the confines of the operator's compartment and the overhead guard.

This manual contains information necessary for Safe Operation. Before operating a lift truck make sure that the necessary instructions are available and understood.

Operation

The Operation Section is a reference for the new operator and a refresher for the experienced one. This section includes a discussion of gauges, switches, lift truck controls, attachment controls, transportation and towing information.

Photographs and illustrations guide the operator through correct procedures of checking, starting, operating and stopping the lift truck.

Operating techniques outlined in this publication are basic. Skill and techniques develop as the operator gains knowledge of the lift truck and its capabilities.

Maintenance

The Maintenance Section is a guide to equipment care. The illustrated, step-by-step instructions are grouped by servicing intervals. Items without specific intervals are listed under "When Required" topics. Items in the "Maintenance Intervals" chart are referenced to detailed instructions that follow.

Maintenance Intervals

Use the service hour meter to determine servicing intervals. Calendar intervals shown (daily, weekly, monthly, etc.) can be used instead of service hour meter intervals if they provide more convenient servicing schedules and approximate the indicated service hour meter reading. Recommended service should always be performed at the interval that occurs first.

Under extremely severe, dusty or wet operating conditions, more frequent lubrication than is specified in the "Maintenance Intervals" chart might be necessary.

Perform service on items at multiples of the original requirement. For example, at "Every 500 Service Hours or 3 Months", also service those items listed under "Every 250 Service Hours or Monthly" and "Every 10 Service Hours or Daily".

Environment Management

Note that DOOSAN INFRACORE is ISO 14001 certified which is harmonized with ISO 9001. Periodic ENVIRONMENTAL AUDITS & ENVIRONMENTAL PERFORMANCE EVALUATIONS have been made by internal and external inspection entities. LIFE-CYCLE ANALYSIS has also been made through out the total product life. ENVIRONMENT MANAGEMENT SYSTEM includes DESIGN FOR ENVIRONMENT from the initial stage of the design.

ENVIRONMENT MANAGEMENT SYSTEM considers environmental laws & regulations, reduction or elimination of resource consumption as well as environmental emission or pollution from industrial activities, energy saving, environment-friendly product design (lower noise, vibration, emission, smoke, heavy metal free, ozone depleting substance free, etc.), recycling, material cost reduction, and even environmentally oriented education for the employee.

Important Safety Information

Most accidents involving product operation, maintenance and repair are caused by failure to observe basic safety rules or precautions. An accident can often be avoided by recognizing potentially hazardous situations before an accident occurs. A person must be alert to potential hazards, and use common sense. Persons must also have the necessary training, skills and tools before attempting to perform these functions.

Improper operation, lubrication, maintenance or repair of this product can be dangerous and could result in injury or death.

Do not operate or perform any lubrication, maintenance or repair on this product, until you have read and understood the operation, lubrication, maintenance and repair information.

Safety precautions and warnings are provided in this manual and on the product. If these hazard warnings are not heeded, bodily injury or death could occur to you or other persons.

The hazards are identified by the "Safety Alert Symbol" and followed by a "Signal Word" such as "WARNING" as shown below.



WARNING

The meaning of this safety alert symbol is as follows:

Attention! Become Alert! Your Safety is Involved.

The message that appears under the warning, explaining the hazard, can be either written or pictorially presented.

Operations that may cause product damage are identified by NOTICE labels on the product and in this publication.

DOOSAN cannot anticipate every possible circumstance that might involve a potential hazard, and common sense is always required. The warnings in this publication and on the product are therefore not all inclusive. Before any tool, procedure, work method or operating technique not specifically recommended by DOOSAN is used, you must be sure that it is safe for you and others. You should also ensure that the product will not be damaged or made unsafe by the operation, lubrication, maintenance or repair procedures you choose.

The information, specifications, and illustration in this publication are on the basis of information available at the time it was written. The specifications, torques, pressures, measurements, adjustments, illustrations, and other items can change at any time. These changes can affect the service given to the product. Obtain the complete and most current information before starting any job. DOOSAN dealers have the most current information available.

Safety

The safety rules and regulations in this section are representative of some, but not all rules and regulations noted under the Occupational Safety and Health Act (OSHA) and are paraphrased without representation that the OSHA rules and regulations have been reproduced verbatim.

Please refer to 1910.178 in Federal Register Vol. 37, No. 202, the National Fire Protection Association No. 505 (NFPA), American National Standard, ANSI B56.1 Safety Standard for Low lift and High Lift Trucks and subsequent revisions for a complete list of OSHA rules and regulations as to the safe operation of powered industrial lift trucks. Since regulations vary from country to country outside in U.S.A., operate this lift truck in accordance with local regulations.

DOOSAN lift trucks are manufactured according to the regulations and standards laid down in EU Machinery Directive 98/37/EC and EMC directive 89/336/EC. Please refer to the Directives 89/655/EC and 89/391/EC and its amendments for the safe use of DOOSAN lift trucks.

The most effective method of preventing serious injury or death to the lift truck operator or others is for the lift truck operator to be familiar with the proper operation of the lift truck, to be alert and to avoid actions or conditions which can result in an accident.

Do not operate a lift truck if in need of repair, defective or in any way unsafe. Report all defects and unsafe conditions immediately. Do not attempt any adjustments or repairs unless trained and authorized to do so.

Warning Signs and Labels

There are several specific safety signs on your lift truck. Their exact location and description of the hazard are reviewed in this section. Please take the time to familiarize yourself with these safety signs.

Make sure that you can read all warning and instruction labels. Clean or replace these labels if you cannot read the words or see the pictures. When cleaning the labels use a cloth, water and soap. Do not use solvent, gasoline, etc.

You must replace a label if it is damaged, missing or cannot be read. If a label is on a part that is replaced, make sure a new label is installed on the replaced part. See your dealer for new labels.

Training Required to Operate or Service Warning



Located on the front side of the FCU.



WARNING

Improper operation or maintenance could result in injury or death. Do not operate or work on the lift truck unless you are properly trained. Read and understand the Operation and Maintenance Manual. Additional manuals are available from DOOSAN Lift Truck dealers.

This label also provides allowable lift truck capacity information.

General Warnings to Operator



Located on the right side of the operator's seat.



WARNING

Only trained and authorized personnel may operate this machine. For safe operation, read and follow the operation and maintenance Manual furnished with this lift truck and observe the following warnings:

1. Before starting machine. Check all controls and warning devices for proper operation.
2. Refer to machine identification plate for allowable machine capacity. Do not overload. Operate machines equipped with attachments as partially loaded machines when not handling a load.
3. Put directional control or shift lever in neutral before "ON - OFF" switch is turned on.
4. Start, turn and brake smoothly. Slow down for turns, slippery or uneven surfaces. Extremely poor surfaces should be repaired. Avoid running over loose objects or holes in the roadway surfaces. Use extreme caution when turning on inclines.
5. Travel with load as low as possible and tilted back. If load interferes with visibility, travel with load trailing.
6. On grade operations travel with load up grade.
7. Watch out for pedestrians and obstructions. Check overhead clearances.
8. Do not permit riders on forks or machine at any time.
9. Do not allow anyone to stand or pass under the elevated portion of any machine.
10. Be sure operating surface can safely support machine.
11. Operate machine and attachments only from operator's position.
12. Do not handle unstable or loosely stacked loads.
13. Use minimum tilt when picking up or depositing a load.
14. Use extreme care when handling long, high, or wide loads.
15. Forks should be completely under load and spread apart as far as load permits.
16. Machine should be equipped with overhead guard or equivalent protection. Where load requires it, use load backrest extension. Use extreme caution if operating without these devices.
17. Parking - Lower lifting mechanism to floor. Put directional control or shift lever in neutral. Set parking/secondary brake. Turn "ON - OFF" switch off. Check wheels if machine is on incline. Disconnect battery when storing electric machines.
18. Observe safety rules when handling fuel for engine powered machine and when changing batteries for electric machines.

Pressure Warning



Contents under pressure may be hot. Allow to cool before opening.



Located on the radiator top tank by the radiator cap.

Hand Placement Warning



No hands. Do not place hands in this area. Do not touch, lean on, or reach through the mast or permit others to do so.

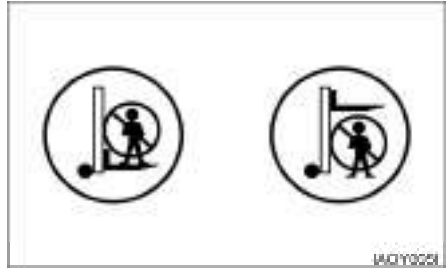


Located on the mast.

No Standing On Forks Warning, No Standing Under Forks Warning



Do not stand or ride on the forks. Do not stand or ride on a load or pallet on the forks. Do not stand or walk under the forks.



Located on the lift cylinder.

Load Backrest Must Be In Place Warning



Operation without this device in place may be hazardous.



Located on the load backrest.

Overhead Guard Must Be In Place Warning**WARNING**

Operation without this device in place may be hazardous. This guard conforms to A.N.S.I.B56.1 and F.E.M. Section IV. This design has been tested with an impact of (appropriate value).

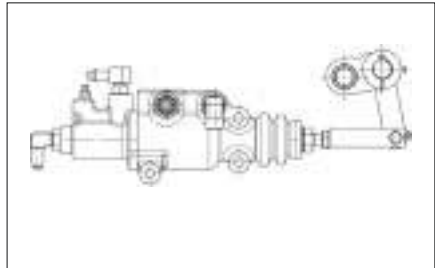


Located on the Overhead Guard.

Brake Pedal Adjustment Warning**WARNING**

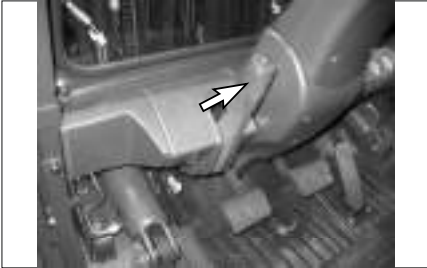
Improper adjustment could result in injury or death. It has to be adjusted by drawing dimension on free condition. For safe, don't unfasten clevis and nut. It has to be adjusted by trained personnel.

(OCDB Type Only)



Located inside Brake pedal box.

Parking brake

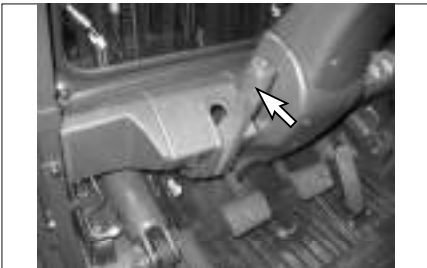


Pull the lever **BACK** to engage the parking brake.



Push the lever **FORWARD** to release the parking brake.

Applying the parking brake puts the transmission in **NEUTRAL**. The parking brake must be applied when leaving the lift truck and when starting the engine. If the operator leaves the seat without applying the parking brake, an audible alarm will sound.



WARNING

When leaving machine apply parking brake!
Parking brake is not automatically applied.
Alarm will sound if parking brake is not applied.



WARNING

Correct adjustment is necessary to provide adequate braking. See the **MAINTENANCE** section for adjustment procedures. The lift truck may creep at engine idle and can cause damage, injury or death. Always apply the parking brake when leaving the lift truck. The parking brake is **NOT** automatically applied.

No Riders Warning



WARNING

To avoid personal injury, allow no riders. A lift truck is designed for only one operator and no riders.



Located beside the operator's station.

Moving Fan Warning



WARNING

To avoid personal injury, stay clear of moving fan.



Located on the shroud and upper cover.

General Hazard Information



Attach a "Do Not Operate" or similar warning tag to start switch or controls before servicing or repairing the lift truck.

Do not start or service the lift truck when a "DO NOT OPERATE" or similar warning tag is attached to the start switch or controls.

Wear a hard hat, protective glasses and other protective equipment as required by job conditions.

Know the width of your attachments so proper clearance can be maintained when operating near fences, boundary obstacles, etc.

Do not wear loose clothing or jewelry that can catch on controls or other parts of the lift truck.

Keep the lift truck, especially the deck and steps, free of foreign material such as debris, oil tools and other items which are not part of the lift truck.

Secure all loose items such as lunch boxes, tools and other items which are not part of the lift truck.

Know the appropriate work-site hand signals and who gives them. Accept signals from one person only.

Always use the overhead guard. The overhead guard is intended to protect the lift truck operator from overhead obstructions and from falling objects.

A truck that is used for handling small objects or uneven loads must be fitted with a load backrest.

If the lift truck must be operated without the overhead guard in place due to low overhead clearance, use extreme care. Make sure there is no possibility of falling objects from any adjacent storage or work area. Make sure the load is stable and fully supported by the carriage and the load backrest extension (if equipped).

Do not raise loads any higher than necessary and never raise a load higher than 1830 mm (72 in) with the overhead guard removed.

Always use load backrest extension when the carriage or attachment does not fully support the load.

The load backrest extension is intended to prevent the load or any part of the load from falling backwards into the operator's station.

When operation the lift truck, do not depend only on flashing lights or back-up alarm (if equipped) to warn pedestrians.

Always be aware of pedestrians and do not proceed until the pedestrians are aware of your presence and intended actions and have moved clear of the lift truck and/or load.

Do not drive lift truck up to anyone standing in front of an object.

Obey all traffic rules and warning signs.

Keep hands, feet and head inside the operator station. Do not hold onto the overhead guard while operating the lift truck. Do not climb on any part of the mast or overhead guard or permit others to do so.

Do not allow unauthorized personnel to ride on the forks or any other part of the lift truck, at any time. When working in a building or dock, observe floor load limits and overhead clearances.

Inhaling Freon gas through a lit cigarette or other smoking method or inhaling fumes released from a flame contacting Freon can cause bodily harm or death. Do not smoke when servicing air conditioners or wherever Freon gas may be present.

Never put maintenance fluids into glass containers.

Use all cleaning solutions with care.

Do not use steam, solvent, or high pressure to clean electrical components.

Report all needed repairs.



Inspect the part of the chain that is normally operated over the crosshead roller. When the chain bends over the roller, the movement of the parts against each other causes wears.

Inspect to be sure that chain link pins do not extend outside of the bore hole.

If any single link pin is extended beyond its connecting corresponding link, it should be suspected of being broken inside of its bore hole.

Inspect the chain anchor and the anchor links for wear.

Do not change any factory set adjustment values(including engine rpm setting) unless you have both authorization and training. Especially Safety equipment and switches may not be removed or adjusted incorrectly. Repairs, adjustments and maintenances that are not correct can make a dangerous operating condition.

For any checkup, repair, adjustments, maintenance and all other work concerning your forklift truck, please contact your DOOSAN dealer. We would like to draw your attention to the fact that any secondary damages due to improper handling, insufficient maintenance, wrong repairs or the use of other than original DOOSAN spare parts waive any liability by DOOSAN.

Operation Information

Mounting and Dismounting

Mount and dismount the lift truck carefully.

Clean your shoes and wipe your hands before mounting.

Face the lift truck when mounting and dismounting.

Use both hands face the lift truck when mounting and dismounting.

Use the handgrips for mounting and dismounting.

Do not try to climb on or off the lift truck when carrying tools or supplies.

Never get on or off a moving lift truck.

Do not use any controls as handholds when entering or leaving the operator's station.

Never get on or off a moving lift truck. Never jump off the lift truck.

Keep hands and steering wheel free of slippery material.

Before Starting the Lift Truck

Perform a walk-around inspection daily and at the start of each shift. Refer to the topic "Walk-around Inspection" in "Every 10 Service Hours or Daily" section of this manual.

Adjust the seat so that full brake pedal travel can be obtained with the operator's back against the seat back.

Make sure the lift truck is equipped with a lighting system as required by conditions.

Make sure all hydraulic controls are in the HOLD position.

Make sure the direction control lever is in the NEUTRAL position.

Make sure the parking brake is engaged.

Make sure no one is standing and/or working on, underneath or close to the lift truck before operating the lift truck.

Operate the lift truck and controls only from the operator's station.

Make sure the lift truck horn, lights, backup alarm (if equipped) and all other devices are working properly. Check for proper operation of mast and attachments.

Pay particular attention to unusual noises or erratic movement which might indicate a problem.

Make sure service and parking brakes, steering, and directional controls are operational.

Make sure all personnel are clear of lift truck and travel path.

Refer to the topic "Lift Truck Operation" in the "Operation Section" of this manual for specific starting instructions.

Starting the Lift Truck



Do not start the engine or move any of the controls if there is a "DO NOT OPERATE" or similar warning tag attached to the start switch or controls.

Before Operating the Lift Truck

Test brakes, steering controls, horn and other devices for proper operation. Report faulty performance.

Do not operate lift truck until repaired.

Learn how your lift truck operates. Know its safety devices. Know how the attachments work.

Before moving the lift truck, look around. Start, turn and brake smoothly.

An operator must constantly observe his lift truck for proper operation.

Operating the Lift Truck

Always keep the lift truck under control.

Obey all traffic rules and warning signs.

Never leave the lift truck with the engine operating, or with the parking brake disengaged.

Operate the engine only in a well ventilated area.

Lower a mast, with or without load, before turning or traveling. Tip over could result. Watch out for overhead obstructions.

Always observe floor load limits and overhead clearance.

Start, turn, and brake smoothly, slow down for turns, grades, slippery or uneven surfaces.



Use special care when operation on grades. Do not angle across or turn on grades. Do not use lift truck on slippery grades. Travel with forks downgrade when unloaded. Travel with load upgrade.

Do not overload, or handle offset, unstable, or loosely stacked loads. Refer to load capacity plate on the lift truck. Use extreme caution when handling suspended, long, high or wide load.



Tilt elevated load forward only when directly over unloading area and with load as low as possible.

Do not stunt ride or indulge in horseplay.

Always look and keep a clear view of the path of travel.

Travel in reverse if load or attachment obstructs visibility.

Use extreme caution if visibility is obstructed.

Stay in designated travel path, clear of dock edges, ditches, other drop-offs and surfaces which cannot safely support the lift truck.

Slow down and use extra care through doorways, intersections and other location where visibility is reduced.

Slow down for and avoid pedestrians, other vehicles, obstruction, pot holes and other hazards or objects in the path of travel.

Always use overhead guards except where operation conditions do not permit. Do not operate lift truck in high stacking areas without overhead guards.

When stacking, watch for falling objects. Use load backrest extension and overhead guard.

Refer to the topic "Operation Techniques" in the "Operation Section" of this manual.

Loading or Unloading Trucks/Trailers

Do not operate lift trucks on trucks or trailers which are not designed or intended for that purpose. Be certain truck or trailer brakes are applied and wheel chocks in place (or be certain unit is locked to the loading dock) before entering onto trucks or trailers.

If trailer is not coupled to tractor, make sure the trailer landing gear is properly secured in place. On some trailers, extra supports may be needed to prevent upending or corner dipping.

Be certain dock plates are in good condition and properly placed and secured. Do not exceed the rated capacity of dock boards or bridge plates.

Lift Truck Parking

When leaving the operator station, park the lift truck in authorized areas only. Do not block traffic.



- Park the lift truck level, with the forks lowered and the mast tilted forward until the fork tips touch the floor.
- Move the direction control lever to NEUTRAL.
- Engage the parking brake.
- Turn the key switch off and remove the key.
- Turn the disconnect switch to OFF and remove the key (if equipped).
- Block the drive wheels when parking on an incline.

Maintenance Information

Perform all maintenance unless otherwise specified as follows ;

- Park the lift truck in authorized areas only.
- Park the lift truck level, with the forks lowered and the mast tilted forward until the fork tips touch the floor.
- Place the transmission controls in neutral.
- Engage the parking brake.
- Stop the engine.
- Remove the start switch key and turn the disconnect switch OFF (if equipped).
- Block the drive wheels when parking on an incline.

Pressure Air

Pressure air can cause personal injury. When using pressure air for cleaning, wear a protective face shield, protective clothing and protective shoes.

The maximum air pressure must be below 205 kPa (30 psi) for cleaning purposes.

Fluid Penetration

Always use a board or cardboard when checking for a leak. Escaping fluid under pressure, even a pinhole size leak, can penetrate body tissue, causing serious injury, and possible death. If fluid is injected into your skin, it must be treated by a doctor familiar with this type of injury immediately.

Crushing or Cutting Prevention

Support equipment and attachments properly when working beneath them. Do not depend on hydraulic cylinders to hold it up. Any attachment can fall if a control is moved, or if a hydraulic line breaks.

Never attempt adjustments while the lift truck is moving or the engine is running unless otherwise specified.

Where there are attachment linkages, the clearance in the linkage area will increase or decrease with movement of the attachment.

Stay clear of all rotating and moving parts.

Keep objects away from moving fan blades.

They will throw or cut any object or tool that falls or is pushed into them.

Do not use a kinked or frayed wire rope cable. Wear gloves when handling the wire rope cable.

Retainer pins, when struck with force, can fly out and injure nearby persons. Make sure the area is clear of people when driving retainer pins.

Wear protective glasses when striking a retainer pin to avoid injury to your eyes.

Chips or other debris can fly off objects when struck. Make sure no one can be injured by flying debris before striking any object.

Falling Objects Protective Structure(FOPS)

This is an attached guard located above the operator's compartment and secured to the lift truck.

To avoid possible weakening of the Falling Objects Protective Structure (FOPS), consult a DOOSAN dealer before altering, by adding weight to, welding on, or cutting or drilling holes into the structure.

The overhead guard is not intended to protect against every possible impact. The overhead guard may not protect against some objects penetrating into the operator's station from the sides or ends of the lift truck.

The lift truck is equipped with an overhead guard and FOPS as standard. If there is a possibility of overhead objects falling through the guard, the guard must be equipped with smaller holes or a Plexiglas cover.

Any altering done that is not specifically authorized by DOOSAN invalidates DOOSAN's FOPS certification.

The protection offered by this FOPS will be impaired if it has been subjected to structural damage.

Structural damage can be caused by an overturn accident, by falling objects, etc.

Do not mount any item such as fire extinguishers, first aid kits and lights by welding brackets to or drilling holes in any FOPS structure. See your DOOSAN dealer for mounting guidelines.

Burn Prevention

Coolant

At operating temperature, the engine coolant is hot and under pressure. The radiator and all lines to heaters or the engine contain hot water or steam. Any contact can cause severe burns.

Steam can cause personal injury.

Check the coolant level only after engine has been stopped and the filler cap is cool enough to remove with your bare hand.

Remove the cooling system filter cap slowly to relieve pressure.

Cooling system additive contains alkali that can cause personal injury. Avoid contact with the skin and eyes and do not drink.

Allow cooling system components to cool before draining.

Oils

Hot oil and components can cause personal injury. Do not allow hot oil or components to contact the skin.

At operation temperature, the hydraulic tank is hot and can be under pressure.

Remove the hydraulic tank filter cap only after the engine has been stopped and the filter cap is cool enough to remove with your bare hand.

Remove the hydraulic tank filter cap slowly to relieve pressure.

Relieve all pressure in air, oil fuel or cooling systems before any lines, fittings or related items are disconnected or removed.

Batteries

Batteries give off flammable fumes which can explode.

Do not smoke when observing the battery electrolyte levels.

Electrolyte is an acid and can cause personal injury if it contacts skin or eyes.

Always wear protective glasses when working with batteries.

Fire or Explosion Prevention

All fuels, most lubricants and some coolant mixtures are flammable.

Fuel leaked or spilled onto hot surfaces or electrical components can cause a fire.

Do not smoke while refueling or in a refueling area.

Do not smoke in areas where batteries are charged, or where flammable materials are stored.

Batteries in series can be located in separate compartments.

When using jumper cables always connect positive(+) cable to positive(+) terminal of battery connected to starter solenoid and negative(-) cable from external source to starter negative(-) terminal.

(If not equipped with starter negative(-) terminal, connect to engine block.)

See the Operation Section of this manual for specific starting instructions.

Clean and tighten all electrical connections. Check daily for loose or frayed electrical wires. Have all loose or frayed electrical wires tightened, repaired or replaced before operation the lift truck.

Keep all fuels and lubricants stored in properly marked containers and away from all unauthorized persons.

Store all oily rags or other flammable material in a protective container, in a safe place.

Do not weld or flame cut on pipes or tubes that contain flammable fluids. Clean them thoroughly with nonflammable solvent before welding or flame cutting on them.

Remove all flammable materials such as fuel, oil and other debris before they accumulate on the lift truck.

Do not expose the lift truck to flames, burning brush, etc., if at all possible.

Shields, which protect hot exhaust components from oil or fuel spray in the event of a line, tube or seal failure, must be installed correctly.

Do not operate in areas where explosive gases exist or are suspected.

Fire Extinguisher

Have a fire extinguisher-type BC and 1.5KG minimum capacity-on rear overhead guard leg with latch and know how to use it. Inspect and have it serviced as recommended on its instruction plate.

Ether

Ether is poisonous and flammable.

Breathing ether vapors or repeated contact of ether with skin can cause personal injury.

Use ether only in well-ventilated areas.

Do not smoke while changing ether cylinders.

Use ether with care to avoid fires.

Do not store replacement ether cylinders in living areas or in the operator's compartment.

Do not store ether cylinders in direct sunlight or at temperatures above 39°C (102°F).

Discard cylinders in a safe place. Do not puncture or burn cylinders.

Keep ether cylinders out of the reach of unauthorized personnel.

Lines, Tubes and Hoses

Do not bend or strike high pressure lines. Do not install bent or damaged lines, tubes or hoses.

Repair any loose or damaged fuel and oil lines, tubes and hoses. Leaks can cause fires. Contact your DOOSAN dealer for repair or replacement.

Check lines, tubes and hoses carefully. Do not use your bare hand to check for leaks. Use a board or cardboard to check for leaks. See Fluid Penetration in the Safety Section for more details. Tighten all connections to the recommended torque. Replace if any of the following conditions are found.

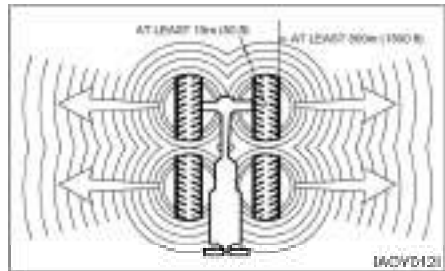
- End fittings damaged or leaking.
- Outer covering chafed or cut and wire reinforcing exposed.
- Outer covering ballooning locally.
- Evidence of kinking or crushing of the flexible part of hose.
- Armoring embedded in the outer cover.
- End fittings displaced.

Make sure that all clamps, guards and heat shields are installed correctly to prevent vibration, rubbing against other parts, and excessive heat during operation.

Tire Information

Explosions of air-inflated tires have resulted from heat-induced gas combustion inside the tires. The heat, generated by welding or heating rim components, external fire, or excessive use of brakes can cause gaseous combustion.

A tire explosion is much more violent than a blowout. The explosion can propel the tire, rim and axle components as far as 500 m (1500 ft) or more from the lift truck. Both the force of the explosion and the flying debris can cause personal injury or death, and property damage.



Do not approach a warm tire closer than the outside of the area represented by the shaded area in the above drawing.

Dry nitrogen(N₂) gas is recommended for inflation of tires. If the tires were originally inflated with air, nitrogen is still preferred for adjusting the pressure. Nitrogen mixes properly with air.

Nitrogen inflated tires reduce the potential of a tire explosion, because nitrogen does not support combustion. Also, nitrogen helps prevent oxidation and the resulting deterioration of rubber and corrosion of rim components.

Proper nitrogen inflation equipment and training in its use are necessary to avoid over-inflation. A tire blowout or rim failure can result from improper or misused equipment.

Stand behind the tread and use a self-attaching chuck when inflating a tire.

Servicing, changing tires and rims can be dangerous and should be done only by trained personnel using proper tools and procedures. If correct procedures are not followed while servicing tires and rims, the assemblies could burst with explosive force and cause serious personal injury or death. Follow carefully the specific information provided by your tire or rim servicing personnel or dealer.

Operator Restraint System (If Equipped)

Warning Signs and Labels

Your DOOSAN lift truck has the following tipover warning decals.

Make sure that you can read all safety signs. Clean or replace these if you cannot read the words or see the pictures. When cleaning the labels use a cloth, water and soap. Do not use solvent, gasoline, etc. You must replace a label if it is damaged, missing or cannot be read. If a label is on a part that is replaced, make sure a new label is installed on the replaced part. See you DOOSAN Lift Truck dealer for new labels.

The most effective method of preventing serious injury or death to yourself or others is to familiarize yourself with the proper operation of the lift truck, to be alert, and to avoid actions or conditions which can result in an accident.



WARNING

Tipover can occur if the truck is improperly operated. In the event of a tipover, injury or death could result.



The "Survive in tipover" warning is located on the overhead guard. It shows the proper use of the operator restraint system.

Seat Adjustment



Move the lever, slide the seat to the desired position, and release the lever.

Adjust the seat before operating the lift truck. After adjusting, set the seat to make sure it is properly locked. Do not adjust the seat while the truck is in motion.



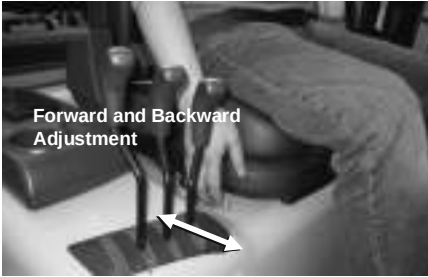
WARNING

Do not place your hand or fingers under the seat. Injury may occur as the seat moves up and down.

If Optional Suspension Seat (weight adjusting type) Equipped

Forward and Backward Adjustment

The seat can be adjusted by pushing the lever on the right side of seat.



Adjust the seat before operating the lift truck. After adjusting, set the seat to make sure it is properly locked. Do not adjust the seat while the truck is in motion.

Weight adjustment

Pull the weight adjustment lever upwards and move right or left side.

Adjust to driver's weight in 7 steps (50 ~ 110 kg)

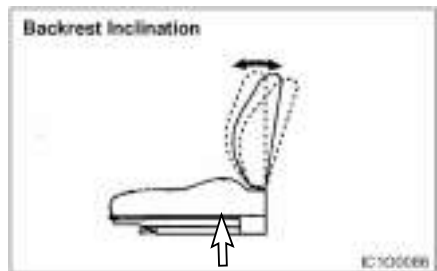
NOTICE

Do not place your hand or fingers under the seat. Injury may occur as the seat moves up and down.



Backrest Inclusion

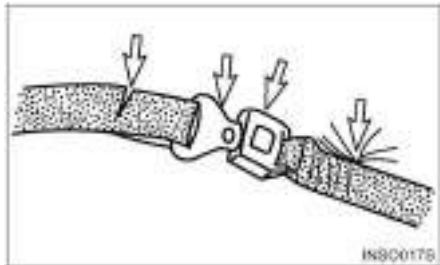
The backrest angle can be adjusted by using the lever on the left side of seat.



Seat Belt

The Operator Restraint System, Prevents the operator from jumping from the operator's compartment in the event of a forward or side tipover. The system is designed to keep the operator on the seat and in the operator's compartment in the event of a tipover.

Inspection



1. If the seat belt is torn, if pulling motion is interrupted during extension of the belt, or if the belt cannot be inserted into the buckle properly, replace the seat belt assembly.



2. Belt Maintenance – Every 500 service hours. Check that the belt fastening works properly and that winding device is free from run lock when jerked. Check that the belt is suitably fastened to the seat. Check that the seat is correctly secured to the hood and the chassis. On visual inspection, fastenings must be intact, otherwise, contact the safety manager.



WARNING

Your DOOSAN truck comes equipped with a DOOSAN operator restraint system. Should it become necessary to replace the seat for any reason, it should only be replaced with another DOOSAN operator restraint system.



3. In the event of a tipover, the seat and restraint system should be inspected for damage and replaced, if necessary.

NOTE: Operator restraints shall be examined at the regular truck service intervals. It is recommended that they be replaced if any of the following conditions are found:

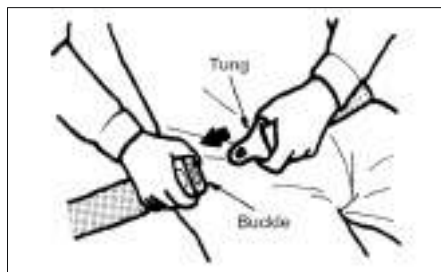
- Cut or frayed strap
- Worn or damaged hardware including anchor points
- Buckle or retractor malfunction
- Loose stitching



WARNING

The seat belt may cause the operator to bend at the waist. If you are pregnant or have suffered from some abdominal disease, consult a doctor before you use the seat belt.

Fasten the Seat Belt



1. Grip the plate (connector) of the belt and pull the belt from the retractor. Then insert the plate into the slot of the buckle until a snap is heard. Pull on the belt to confirm it is latched.
2. Make sure the belt is not twisted.

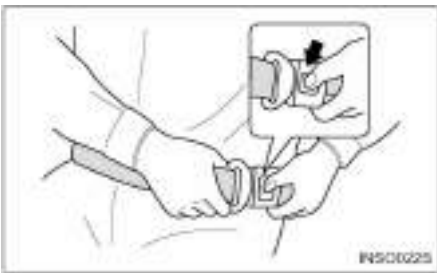
**WARNING**

If you fasten the belt across your abdomen, the belt may injure your abdomen in an accident.



3. Be sure to fasten the belt across your hips, not across your abdomen.

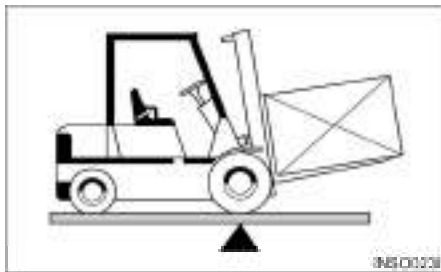
NOTE: The belt is designed to automatically adjust to your size and movement. A quick pull on the belt will confirm that the automatic adjuster will hold the belt position in the event of an accident.

Release the Seat Belt

Push the button of the buckle to release the belt. The belt will automatically retract when released. Hold the plate of the belt and allow the belt to slowly retract.

Avoiding Lift Truck Tipovers

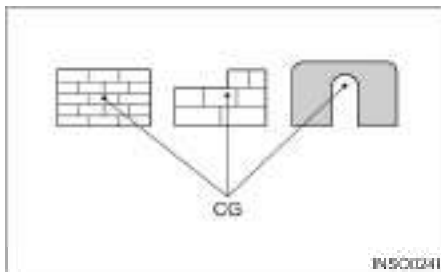
Lift Truck Stability



Counterbalanced lift truck design is based on the balance of two weights on opposite sides of a fulcrum (the front axle). The load on the forks must be balanced by the weight of the lift truck.

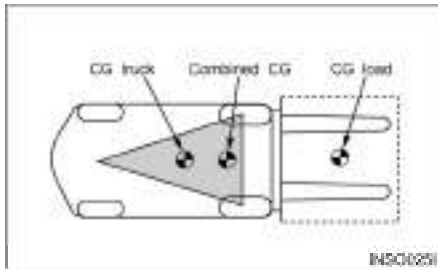
The location of the center of gravity of both the truck and the load is also a factor. This basic principle is used for picking up a load. The ability of the lift truck to handle a load is discussed in terms of center of gravity and both forward and sideways stability.

Center of Gravity (CG)



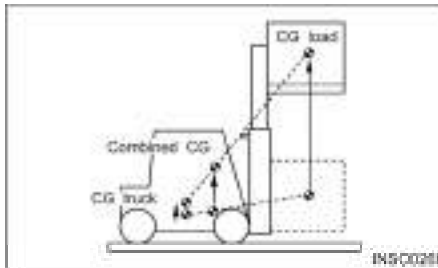
The point within an object, at which the whole weight of the object may be regarded as being concentrated, is called the center of gravity or CG. If the object is uniform, its geometric center will coincide with its CG. If it is not uniform, the CG could be at a point outside of the object. When the lift truck picks up a load, the truck and load have a new combined CG.

Stability and Center of Gravity



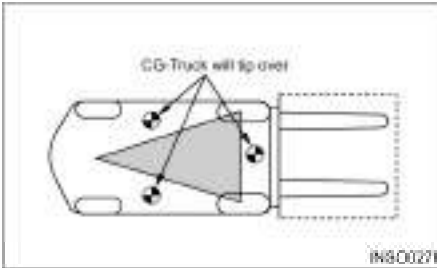
The stability of the lift truck is determined by the location of its CG; or, if the truck is loaded, the combined CG of the truck and load. The lift truck has moving parts and, therefore, has a CG that moves. The CG moves forward or backward as the mast is tilted forward or backward. The CG moves up or down as the mast moves up or down. The CG and, therefore, the stability of the loaded lift truck, is affected by a number of factors such as:

- the size, weight, shape and position of the load
- the height to which the load is lifted
- the amount of forward or backward tilt
- tire pressure
- dynamic forces created when the lift truck is accelerated, braked or turned
- condition and grade of surfaces on which the lift truck is operated



These same factors are also important for unloaded lift trucks. They tip over sideways easier than a loaded lift truck carrying its load in the lowered position.

Lift Truck Stability Base



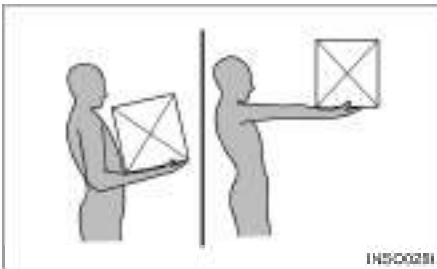
For the lift truck to be stable (not tip over forward or to the side), the CG must stay within the area of the lift truck stability base - a triangular area between the front wheels and the pivot of the steer wheels. If the CG moves forward of the front axle, the lift truck will tip forward. If the CG moves outside of the line on either side of the stability base, the lift truck will tip to the side.



WARNING

Dynamic forces (braking, acceleration, turning) also affect stability and can produce tipover even when the CG is within the stability triangle.

Capacity Load (Weight and Load Center)



The capacity load of the lift truck is shown on the capacity/nameplate riveted to the truck. It is determined by the weight and load center. The load center is determined by the location of the CG of the load.

The load center shown on the nameplate is the horizontal distance from the front face of the forks, or the load face of an attachment, to the CG of the load.

The location of the CG in the vertical direction is the same as the horizontal dimension.

Remember that, unless otherwise indicated, the capacity load shown on the nameplate is for a standard lift truck with standard backrest, forks and mast, and having no special-purpose attachment. In addition, the capacity load assumes that the load center is no further from the top of the forks than it is from the face of the backrest. If these conditions do not exist, the operator may have to reduce the safe operating load because the truck stability may be reduced. The lift truck should not be operated if its capacity/nameplate does not indicate capacity load.

NOTE: If the load is not uniform, the heaviest portion should be placed closer to the backrest and centered on the forks.

NOTICE

1. Capacity/Nameplates originally attached to forklifts sold by DOOSAN shall not be removed, altered or replaced without DOOSAN's approval.
 2. DOOSAN assumes no responsibility for lift trucks placed in service without a valid DOOSAN Nameplate.
 3. If necessary to change your specification, contact your DOOSAN lift truck dealer.
-

Safety Rules



Only properly trained and authorized personnel should operate forklift trucks. Wear a hard hat and safety shoes when operating a lift truck. Do not wear loose clothing.



Inspect and check the condition of your forklift truck using the operator's check list before starting work. Immediately report to your supervisor any obvious defects or required repairs.



Do not operate your truck in unauthorized areas. Know your forklift truck and think safety. Do not compromise safety. Follow all safety rules and read all warning signs.



Do not operate a lift truck unless you are in the operator's seat. Keep hands and feet inside the operator's compartment. Do not put any part of the body outside of the operator's compartment. Never put any part of body into the mast structure or between the mast and the truck



Do not start, stop, turn or change direction suddenly or at high speed. Sudden movement can cause the lift truck to tip over. Slow the speed of your truck and use the horn near corners, exits, entrances, and near people.



Never operate a lift truck with wet hands or shoes. Never hold any controls with grease on your hands. Your hands or feet will slide off of the controls and cause an accident.



Do not raise anyone on the forks of your lift truck.
Do not let other people ride on the truck.
Lift trucks are designed to carry loads, not people.



Do not overload. Always handle loads within the rated capacity shown on the capacity plate.
Do not add extra counterweight to the truck.
An overload can cause the truck to roll over and cause injury to personnel and damage to the lift truck.



Do not operate your truck without the load backrest extension and overhead guard. Keep the load against the backrest with the mast tilted backward.



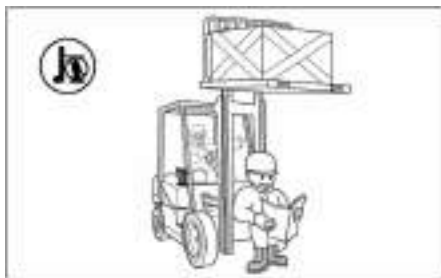
Do not drive on soft ground.
Observe all signs, especially those on maximum permitted floor loadings, elevator capacities and clearance heights.
Handle loads carefully and check them closely for stability and balance.



Do not lift or move loads that are not safe. Do not pick up an off center load. Such a load increases the possibility of a tipover to the side. Make sure loads are correctly stacked and positioned across both forks. Always use the proper size pallet. Position the forks as wide as possible under the load. Position loads evenly on the forks for proper balance. Do not lift a load with one fork.



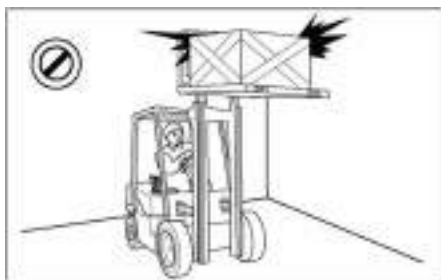
Do not drive on slippery surfaces.
Sand, gravel, ice or mud can cause a tipover. If unavoidable, slow down.



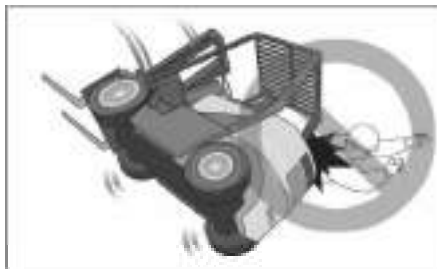
Do not permit anyone to stand or walk under the load or lifting mechanism. The load can fall and cause injury or death to anyone standing below.



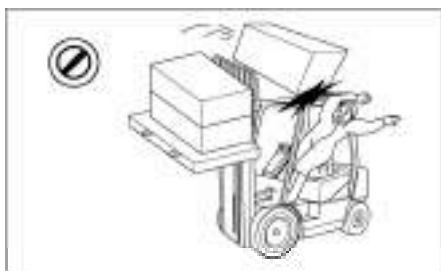
Do not elevate the load with the mast tilted forward. Do not tilt the elevated loads forwards. This will cause the lift truck to tip over forward.



Look out for overhead obstructions when raising or stacking loads. Do not travel with a raised load. Do not travel with the mast raised. The lift truck can roll over and cause injury or death to you or other personnel.



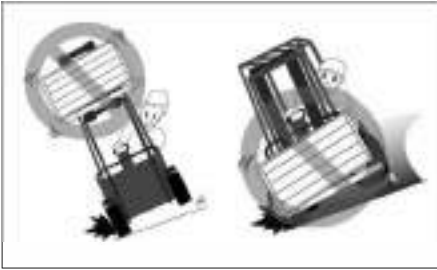
Do not jump off if your truck starts to tip over. Stay in your seat to survive.



Do not move loose loads that are higher than the load backrest. Be alert for falling loads when stacking. Travel with the load tilted back and the forks as low as possible. This will increase stability to the truck and load and permit better visibility for you.



Go up ramps in forward direction and down ramps in reverse direction when moving loads. Never elevate a load with the forklift truck on an incline. Go straight off and straight down. Use an assistant when going up or down a ramp with a bulky load.



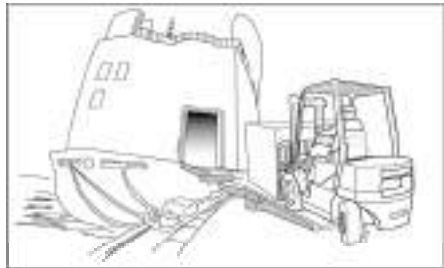
Do not stack or turn on ramps.
Do not attempt to pick-up or deposit a load unless the lift truck is level. Do not turn on or drive across an incline.



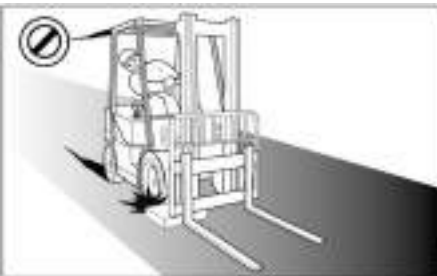
Do not drive in forward direction when loads restrict your visibility. Operate your lift truck in reverse to improve visibility except when moving up a ramp.



Do not go over rough terrain. If unavoidable, slow down. Cross railroad tracks slowly and diagonally whenever possible. A railroad crossing can give a loaded forklift truck a real jolt. For smoother crossing, cross the railroad diagonally so one wheel crosses at a time.



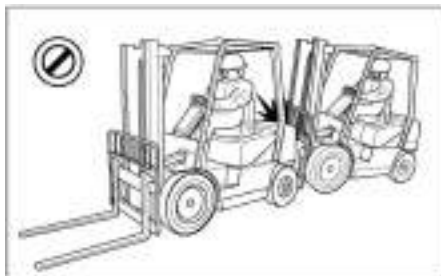
Be careful when operating a lift truck near the edge of a loading dock or ramp. Maintain a safe distance from the edge of docks, ramps and platforms. Always watch tail swing. The truck can fall over the edge and cause injury or death.



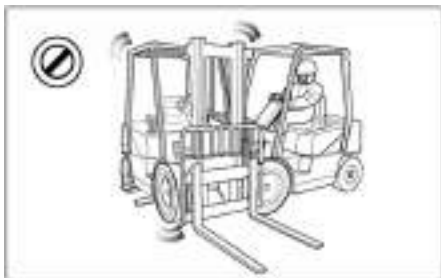
Avoid running over loose objects.
Look in the direction of travel. Look out for other persons or obstructions in your path of travel.
An operator must be in full control of his lift truck at all times.



Do not operate on bridge plates unless they can support the weight of the truck and load. Make sure that they are correctly positioned. Put blocks on the vehicle you enter to keep it from moving.



Do not operate your truck close to another truck. Always keep a safe distance from other trucks and make sure there is enough distance to stop safely. Never overtake other vehicles.



Do not use your lift truck to push or tow another truck. Do not let another push or tow your truck. If a truck will not move, call a service technician.

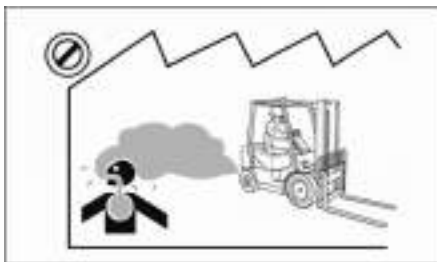


Forklift trucks may only be refueled at specially reserved locations. Switch off the engine when refueling. Smoking and handling of naked flames during refueling are strictly prohibited. This prohibition also applies during the changing of the LPG (liquefied propane gas) tank.

Mop up spilt fuel and do not forget to close the fuel tank before restarting the engine.



Park your lift truck in authorized areas only. Fully lower the forks to the floor, put direction lever in NEUTRAL position, engage the parking brake, and turn the key to the OFF position. Remove the key and put blocks behind the wheels to prevent the truck from rolling. Shut off your forklift truck when leaving it unattended. Check the condition of your forklift truck after the day's work.



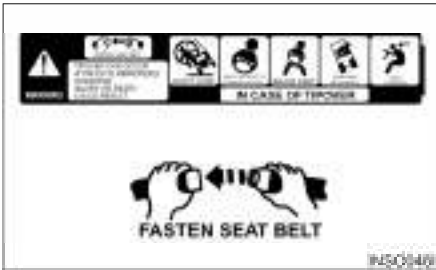
Exhaust from all internal combustion engines contains carbon monoxide, a colorless, odorless, tasteless, poisonous gas. Exposure to carbon monoxide can cause serious injury or health problems, including death, and avoid unnecessary idling of the engine. If nausea, dizziness or headaches are experienced stop the truck and seek fresh air.

How to Survive in a Tipover (If Operator Restraint System Equipped)



WARNING

In the event of a tipover, the risk of serious injury or death will be reduced if the operator is using the operator restraint system and follows the instructions provided.



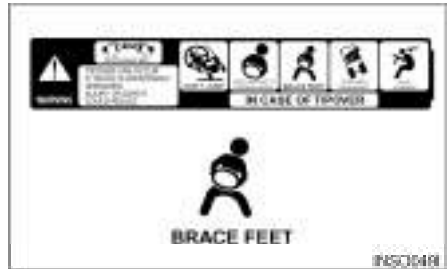
Always use operator restraint system.



DON'T jump.



Hold on tight.



Brace your feet and keep them within the operator's compartment.



Lean away from the direction of fall.

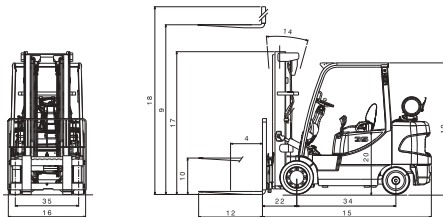
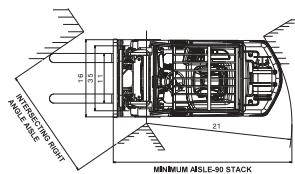


Lean forward.

Specifications

CHARACTERISTICS					
1	MANUFACTURER			DOOSAN	DOOSAN
2	MODEL			GC35S-5	GC40S-5
3	CAPACITY	at rated load center	kg	3500	4000
4	LOAD CENTER	distance	mm	500	500
5	POWER TYPE	electric, diesel, gas, LPG-gas		LPG	LPG
6	OPERATOR TYPE	stand-on, ride-seated		rider-seated	rider-seated
7	TIRES	C=cushion, P=pneumatic		C	C
8	WHEELS(x=driven)	number of front/rear		2/2	2/2
DIMENSIONS					
9	LIFT WITH STD	maximum fork height with rated load	mm	3000	3000
10	TWO-STAGE MAST	free lift	mm	160	160
11	FORK CARRIAGE	ISO class		III	III
12	FORKS	thickness x width x length	mm	50x150x1220	50x150x1220
14	TILT OF MAST	forward/backward	deg	5/6	5/6
15	OVERALL DIMENSIONS	length without forks	mm	2718	2762
16		width	mm	1270	1270
17		mast lowered height	mm	2195	2195
18		mast extended height	mm	4115	4115
19		overhead guard height	mm	2155	2155
20		seat height	mm	1080	1080
21	OUTSIDE TURNING RADIUS		mm	2360	2400
22	LOAD MOMENT CONSTANT		mm	505	505
PERFORMANCE					
23	SPEED	travel, loaded/unloaded	km/hr	15/15	15/15
24		lift, loaded/unloaded	mm/s	500/550	480/550
25		lowering, loaded/unloaded	mm/s	530/450	500/450
27	GRADEABILITY	at 1.6km/hr, loaded/unloaded	%	27	24
WEIGHT					
28	TOTAL WEIGHT at unloaded		kg	5470	5850
29	AXLE LOAD	at loaded, front/rear	kg	7970/1000	8690/1160
30		at unloaded, front/rear	kg	2230/3240	2130/3720
CHASSIS					
31	TIRES	number of front/rear		2/2	2/2
32		front size		22x9x16	22x9x16
33		rear size		18x6x12-1/8	18x7x12-1/8
34	WHEEL BASE		mm	1630	1630
35	TREAD	front/rear	mm	1042/1044	1042/1044
36	GROUND	at loaded, the lowest point	mm	130	130
37	CLEARANCE	at loaded, center of wheelbase	mm	130	130
38	SEVICE BRAKE			foot/hyd	foot/hyd
39	PARKING BRAKE			hand/mech	hand/mech
DRIVE					
40	BATTERY	voltage/capacity	V/AH	12/	12/
41	ENGINE	manufacturer/model		GM 4.3 V6	GM 4.3 V6
42		rated output / rpm	PS/rpm	95.2/2500	95.2/2500
43		max. torque / rpm	kg.m/rpm	30.6/1500	30.6/1500
44		cycle/cylinders/displacement	cc	4/6/4294	4/6/4294
45	TRANSMISSION	type		powershift	powershift
46		number of speeds forward/reverse		2/2	2/2
47	OPER PRESSURE	system/attachment	bar	190/140	210/140

DOOSAN	DOOSAN	DOOSAN	1
GC45S-5	GC50C-5	GC55C-5	2
4500	5000	5500	3
600	600	600	4
LPG	LPG	LPG	5
rider-seated	rider-seated	rider-seated	6
C	C	C	7
2/2	2/2	2/2	8
3000	2750	2750	9
160	160	160	10
IV	IV	IV	11
50x150x1220	50x150x1220	50x150x1220	12
5/6	5/6	5/6	14
2882	2947	2988	15
1420	1420	1420	16
2195	2195	2195	17
4315	4065	4065	18
2155	2155	2155	19
1080	1080	1080	20
2530	2580	2630	21
505	515	515	22
15/15	15/15	15/15	23
480/500	450/500	450/500	24
500/440	480/440	480/440	25
23	22	21	27
6500	6990	7340	28
9775/1225	10630/1360	11330/1510	29
2495/4005	2520/4470	2400/4940	30
2/2	2/2	2/2	31
22X12X16	22X12X16	22X12X16	32
18X8X12.1	18X8X12.1	18X8X12.1	33
1790	1790	1790	34
1116/1044	1116/1044	1116/1044	35
130	130	130	36
130	130	130	37
foot/hyd	foot/hyd	foot/hyd	38
hand/mech	hand/mech	hand/mech	39
12/	12/	12/	40
GM 4.3 V6	GM 4.3 V6	GM 4.3 V6	41
95.2/2500	95.2/2500	95.2/2500	42
30.6/1500	30.6/1500	30.6/1500	43
4/6/4294	4/6/4294	4/6/4294	44
powershift	powershift	powershift	45
2/2	2/2	2/2	46
210/140	210/140	230/140	47



Noise and Vibration

Noise

Model		Noise Level [Unit : dB(A)]					Guaranteed Sound Power Level(L_{WA}) by new directive 2000/14/EC
		Sound Pressure Level at Operator's ear(L_{eq})		Sound Pressure Level at By-stander position (AS 3713)			
		AS3713	pEN12053	Drive-By	Lifting Mode		
GC35/40/45S-5, GC50/55C-5 (TIER III E/G) (W/O Cabin)	81.5	83.4	76.5	75.1	106	107	

Vibration(weighted overall value)

Unit : m/sec²

Model	Measuring place		
	Seat	Steering Wheel	Floor Plate
GC35/40/45S-5, GC50/55C-5 (TIER III E/G)	0.97	0.82	0.25

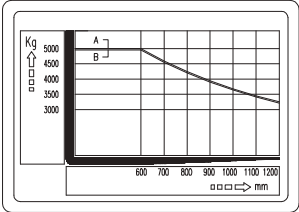
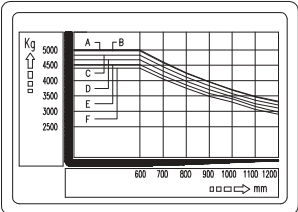
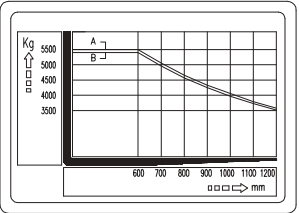
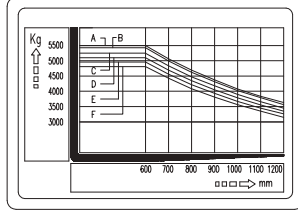
Capacity Chart

MODEL	SINGLE TIRE	SINGLE TIRE
	STD, FFL	FFT
GC35S-5	A. 3000, 3300, 3650, 4000, 3000mm MAST B. 4250mm MAST C. 4850mm MAST	A. 4000mm MAST B. 4250mm MAST C. 4700mm MAST D. 5150mm MAST E. 5600mm MAST F. 6050mm MAST
GC40S-5	A. 3000, 3300, 3650, 4000, 3000mm MAST B. 4250mm MAST C. 4850mm MAST	A. 4000mm MAST B. 4250mm MAST C. 4700mm MAST D. 5150mm MAST E. 5600mm MAST F. 6050mm MAST
GC45S-5	A. 3000, 3300, 3650, 4000, 4250, 3000mm MAST B. 4850mm MAST	A. 4000mm MAST B. 4250mm MAST C. 4700mm MAST D. 5150mm MAST E. 5600mm MAST F. 6050mm MAST

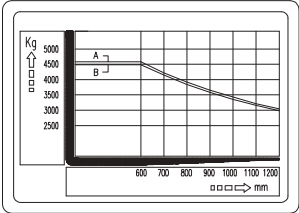
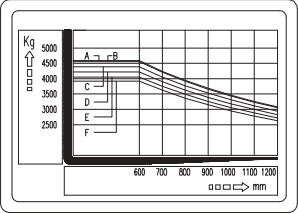
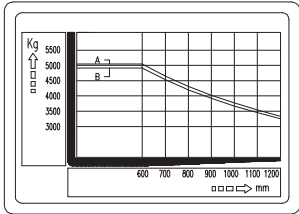
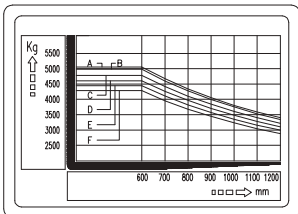
Capacity Chart (with Side Shifter)

MODEL	SINGLE TIRE	SINGLE TIRE
	STD, FFL	FFT
GC35S-5	A. 3000, 3300, 3650, 4000, 3000mm MAST B. 4250mm MAST C. 4850mm MAST	A. 4000mm MAST B. 4250mm MAST C. 4700mm MAST D. 5150mm MAST E. 5600mm MAST F. 6050mm MAST
GC40S-5	A. 3000, 3300, 3650, 4000, 3000mm MAST B. 4250mm MAST C. 4850mm MAST	A. 4000mm MAST B. 4250mm MAST C. 4700mm MAST D. 5150mm MAST E. 5600mm MAST F. 6050mm MAST
GC45S-5	A. 3000, 3300, 3650, 4000, 4250, 3000mm MAST B. 4850mm MAST	A. 4000mm MAST B. 4250mm MAST C. 4700mm MAST D. 5150mm MAST E. 5600mm MAST F. 6050mm MAST

Capacity Chart

MODEL	SINGLE TIRE	SINGLE TIRE
	STD, FFL	FFT
GC50C-5	 A. 2750, 3050, 3400, 3750, 4000, 2875mm MAST B. 4600mm MAST	 A. 3875mm MAST D. 5025mm MAST B. 4125mm MAST E. 5475mm MAST C. 4575mm MAST F. 5925mm MAST
GC55C-5	 A. 2750, 3050, 3400, 3750, 4000, 2875mm MAST B. 4600mm MAST	 A. 3875mm MAST D. 5025mm MAST B. 4125mm MAST E. 5475mm MAST C. 4575mm MAST F. 5925mm MAST

Capacity Chart (with Side Shifter)

MODEL	SINGLE TIRE	SINGLE TIRE
	STD, FFL	FFT
GC50C-5	 A. 2750, 3050, 3400, 3750, 4000, 2875mm MAST B. 4600mm MAST	 A. 3875mm MAST B. 4125mm MAST C. 4575mm MAST D. 5025mm MAST E. 5475mm MAST F. 5925mm MAST
GC55C-5	 A. 2750, 3050, 3400, 3750, 4000, 2875mm MAST B. 4600mm MAST	 A. 3875mm MAST B. 4125mm MAST C. 4575mm MAST D. 5025mm MAST E. 5475mm MAST F. 5925mm MAST

Serial Number

Serial Number Locations

For quick reference, record your lift truck's serial numbers in the spaces provided below the photographs.



Lift Truck Serial Number

• _____



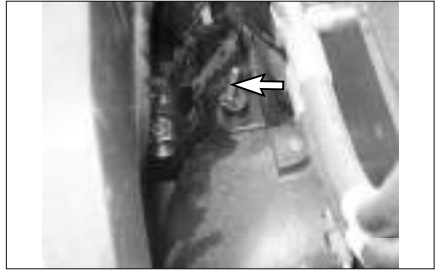
4.3 liter GM Vortec Engine Serial Number(G643E)

• _____



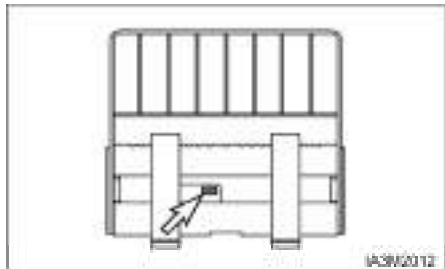
Transmission Serial Number

• _____



DRIVE AXLE Serial Number

• _____



Side Shifter Serial Number(If Equipped)

• _____

Operator's Warning and Identification Plate

Familiarize yourself with the OPERATOR'S WARNING Plate, and IDENTIFICATION, LIFT CAPACITY and ATTACHMENT PLATES. Do not exceed capacity as equipped load ratings.

Operator's Warning Plate



Located on the cowl to the right side of the steering column.

Identification, Lift Capacity and Attachment Plate



Located on the front side of the FCU.

Lift Truck Capacity Rating

Do not exceed allowable lift truck working capacity load ratings.

The capacity of the lift truck is given by weight and distance to the load center. For example, a capacity of 1200kg (2640lb) at 600mm (24in) means that the lift truck can lift 1200kg (2640lb) if the load center is 600 mm (24in) from both the vertical and horizontal faces of the forks.

Before attempting to lift any load, ensure that the weight and load center combination is within the capacity of the lift truck as shown on the capacity rating plate. To determine the load center, measure the distance from the face of the carriage to the gravitational center of the load.

The rated capacity on the plate refers to the capacity of the lift truck as it left the factory. Subsequent changes of any form to the equipment or battery can alter the lift truck's rating.

The rated capacity of the lift truck applies to operating conditions where the lift truck is on level ground. The capacity of the lift truck is reduced on inclines.

Below are abbreviations that may appear on the Identification, Lift Capacity and Attachment Plate and their meanings.

Mast Abbreviations

STD - Standard Mast (single inner member, low free lift)

FF - Full Free Lift Mast (single inner member with high free lift duplex cylinder)

FFT - Triple Lift Mast (two inner members) with either low or full free lift characteristics.

QUAD - Quadruple (Quad) Mast (with three inner members)

NOTE : When only a mast-type is listed on the identification plate, a standard carriage and forks are used.

Attachment Abbreviations (Includes Special Forks)

SC - Special Carriage-increased width, height or outreach

SSS - Shaft-type Sideshift Carriage

HSS - Hook-type Sideshift Carriage (ITA)

CW - Counterweight

SF - Special Forks

SWS - Swing Shift, Sideshift

RAM - Ram or Boom

DBC BH - Double Cube Block Handler

HFP - Hydraulic Fork Positioner

CR - Crane Arm or Crane Boom

TH - Tire Handler

CTH - Container Handler

LPP - Load Push-Pull Device

CC - Carton Clamp

RC - Roll Clamp

LS - Load Stabilizer

PWH - Pulp Wood Handler

SS-ST - Sideshift-Side Tilt Carriage

Operator's Station and Monitoring Systems

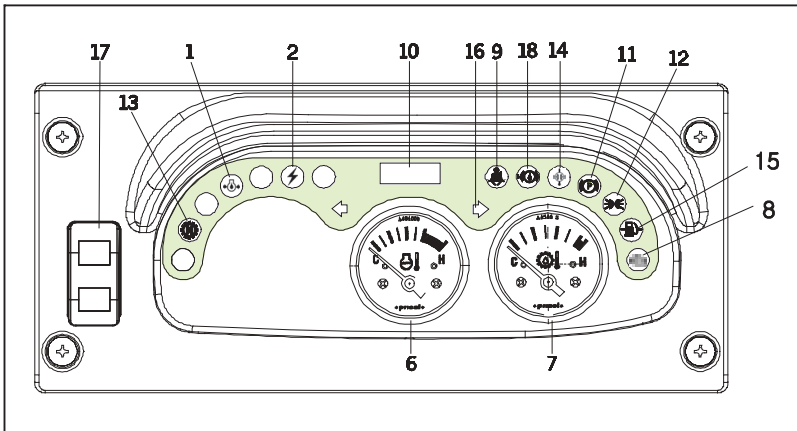
Instrument Panel

Your lift truck may not have the same indicator or warning lights as shown in the illustrations. Due to the various options available, typical instrument panels are shown.

However, the symbols on the indicators and lights on your panel identify what those particular items are.

Also, the symbol for each of the items is identified and an explanation of their function and location is described on the following pages.

LPG (12V)





1. Engine Oil Pressure Indicator Light - Indicates insufficient engine oil pressure. The light will come on when the ignition switch is turned to the ON position. The light should go off after the engine is started. If the light turns on while operating the lift trucks, insufficient engine oil pressure is indicated. Park the lift truck and stop the engine.



2. Alternator Indicator Light - Indicates if the battery charging system is operational. The light will come on when the ignition switch is turned to the ON position.

The light should go off after the engine is started, indicating the alternator is producing sufficient voltage to charge the battery. If the light turns on with the engine running, check the alternator charging system for a malfunction.



3. Diesel Engine Start Preheat Indicator Light - The light will come ON when the key is turned to the ON position from the OFF position. This indicates that the glow plugs are preheating the pre-combustion chambers for easier starting.

✶The amount of time needed to preheat the pre-combustion chambers is approximately seven seconds, depending on the surrounding air temperature. When the light goes OFF the maximum pre-combustion chamber temperature has been reached and the key can be turned to the START position to start the engine.



4. Diesel Engine Water in Fuel Filter Indicator Light (If Equipped) - Indicates when the engine is running, there is water in the fuel filter exceeds 100cc.

The light will come ON when the ignition switch is turned to the ON position. The light should go off after the engine is started. If the light turns on with the engine running, park the lift truck and stop the engine.

Drain some fuel (and any water) until clean fuel flows from the filter which approximately takes 5 to 6 seconds.



6. Engine Coolant Temperature Gauge - Indicates coolant temperature. If the pointer moves beyond the green band while operating the lift truck, overheating is indicated. Park the lift truck and stop the engine.

Check the cooling system for a malfunction. The pointer will be at the end of the green band when the coolant temperature reaches approximately 106°C (223°F) on all engines.

(LED Type Gage) If both tenth & ninth flash out of phase while operating the lift truck, overheating is indicated. Park the lift truck and stop the engine.



7. Transmission Oil Temperature Gauge - Indicates transmission oil temperature. If the pointer moves beyond the green band while operating the lift truck, excessive transmission oil temperature is indicated. Park the lift truck and stop the engine.

(LED Type Gage) If both tenth & ninth flash out of phase while operating the lift truck, excessive transmission oil temperature is indicated. Park the lift truck and stop the engine.



8. G643(E) Engine Malfunction Indicator Lamp (MIL) - G643(E) engine control system are equipped with built-in fault diagnostics. Detected system faults can be displayed by the Malfunction Indicator Lamp (MIL) as Diagnostic Faults Codes (DFC) or flash codes, and viewed in detail with the use of service tool software. When the ignition key is turned ON the MIL will perform a self-test, illuminate once and then go OFF. If a detected fault condition exists, the fault or faults will be stored in the memory of the engine control module (ECM). Once a fault occurs the MIL will illuminate and remain ON. This signals the operator that a faults has been detected by the SECM.



9. Seat Belt Warning Light (If Equipment) - Indicates when the seat belt does not fastened by operator.

The light will come on when the ignition switch is turned to the ON position. The light should go off after engine is started.



10. Service Hour Meter - Indicates the total number of hours the engine and the lift truck have operated. The hour meter will operate when the ignition switch is in the ON position, whether the engine is running or not. The hour meter is used to determine lubrication and maintenance intervals.



11. Parking indicator light- The light will come ON when the parking lever is applied.

12. Front Floodlights- Push down on the switch(17), to the first step, to turn the front floodlights on.

Front and Rear Floodlights - Push down on the switch(17), to the second step, to turn both the front and rear floodlights on. The floodlights are optional.



13. Transmission Neutral Position Light - Indicates the neutral position of transmission.



14. Drive Axle Oil Indicator Light (OCDB only) - Indicates too hot drive axle oil.

The light will be ON when the ignition switch is in the ON position and must go OFF when the engine is running.

Do not continue to operate the lift truck if the light is ON during operation.



15. Low Level Light of LP GAS – Indicates the low Level of LP GAS (LP only) (If Equipped)



16. Directional Turning Indicator Light



17. Front and Rear Floodlights Switch – The front floodlight is ON when push down switch to the first step.

The front and rear floodlights are ON when push down switch to the second step.

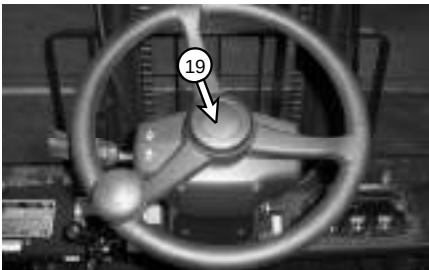


18. Brake Fluid Oil Light (If Equipped) – The light is ON when the brake fluid oil of brake reservoir comes down to low level position. Refill the proper brake fluid oil if its light is ON.



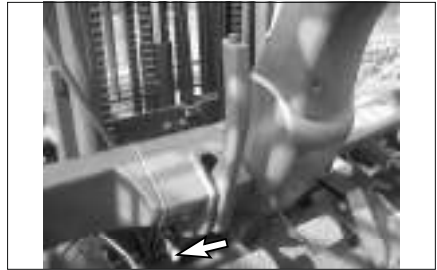
WARNING

Frequent rapid starts at 2nd speed can be the cause of overheating at torque converter. With this operating condition, the pointer can sometimes exceed the green band. If this situation occurs from time to time, please avoid this operating condition to protect the transmission and increase the work efficiency. That is, start the truck at 1st speed and shift to 2nd speed to increase the travel speed.



19. Horn Switch - Push on the horn button to sound the horn.

Engine Compartment



1. The engine compartment is accessible by pulling the latch and raising the hood and seat assembly.

NOTE: Unlock latch before pulling if key equipped.



2. The hood and seat assembly is held up by a support cylinder. Make certain the air cylinder is operating properly and securely holds the hood up before doing anything in the engine compartment.

Circuit Breaker



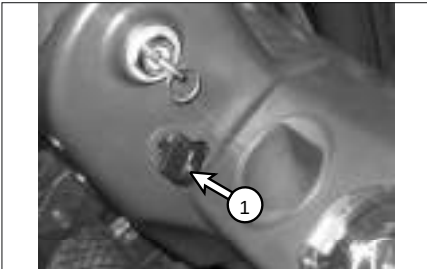
Typical Example

LP Engine Truck



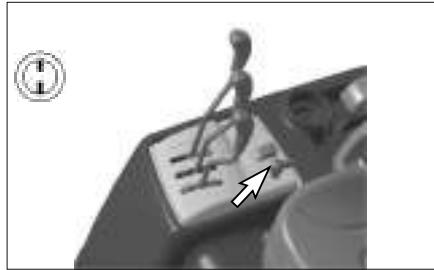
Circuit Breaker - Protects the main electrical circuits. To reset the circuit breaker, push the button in. Located in the engine compartment.

Tilt Steering Column



To adjust the steering column, push down the knob(1), and move the steering column to the desired position, then release the knob(1).

Electrical Disconnect Switch (If Equipped)



1. ON-Connects the battery for electrical power to all electrical circuits.

2. OFF-Disconnects the battery from all electrical circuits.

Seat

NOTE: Seat arrangements may vary. Basic operation will be similar.

Seat adjustment should be checked at the beginning of each shift and when operators change.

Lock the seat into position before operating, to prevent an unexpected seat change.

Adjust seat to allow full brake pedal travel with operator's back against seat back.



NOTE: The seat can only be correctly adjusted with the operator fully seated.

Seat Switch System (If Equipped)



The lift truck is equipped with a SEAT SWITCH SYSTEM. In normal operation if the directional lever is placed in either forward or reverse, the lift truck will move at a speed proportional to the accelerator pedal's position. If the operator leaves the seat without setting the parking brake, within three seconds after leaving the seat, the SEAT SWITCH SYSTEM will automatically disengage the transmission. The directional lever, however, will remain in that forward or reverse location although internally the transmission will have shifted into neutral.

Before exiting the lift truck, the parking brake should always be applied.



WARNING

WHEN LEAVING MACHINE APPLY PARKING BRAKE!

PARKING BRAKE IS NOT AUTOMATICALLY APPLIED.

NOTICE

1. Prior to operating the lift truck, be sure to understand and check the SEAT SWITCH SYSTEM.
 2. While in normal operation and on level ground, select a direction with the directional lever and with the park brake released. You will note that the truck will move slowly in the selected direction. If you lift your hips off of the seat, within three seconds, the SEAT SWITCH SYSTEM will disengage the transmission allowing the truck to coast but not automatically stop.
 3. To restore the lift truck to normal operation, while sitting in the operator's seat depress the brake pedal to hold the lift truck, return the directional lever to the neutral position, and then reselect a direction of travel (either forward or reverse). The transmission will then re-engage.
 4. If seat or seat switch replacement becomes necessary, be sure to use genuine DOOSAN Infracore lift truck parts. Lift trucks should never be operated without an operational SEAT SWITCH SYSTEM.
-

NOTE: Some trucks may be equipped (ask your dealer if this applies to your truck) with an alarm that will sound if the parking brake is not applied when leaving the machine.

Lift Truck Controls

Direction Control Lever



1. Forward - Push the lever forward for FORWARD direction travel.

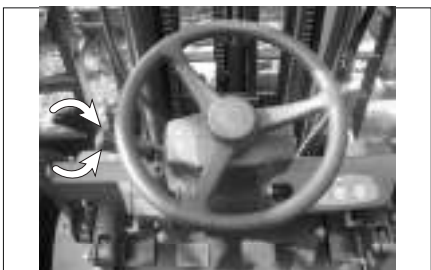


2. Neutral - Move the lever to center position for NEUTRAL.



3. Reverse - Pull the lever back for REVERSE direction travel.

Transmission Speed Range Lever



1. High - Rotate the lever counterclockwise for HIGH speed range.

2. Low - Rotate the lever clockwise for LOW speed range.

Transmission Inching Control Pedal



Inching Control Pedal - Pushing down on the inching pedal, modulates the hydraulic pressure to the clutch packs, permitting disc slippage.

Further pushing on the pedal completely relieves clutch pack pressure and applies the service brakes to stop and hold the lift truck.

NOTE: The purpose of the inching control pedal is to provide precise inching control at slow travel speed, with high engine rpm. This is used for fast hydraulic lift during load approach, pickup or positioning.

Service Brake Pedal

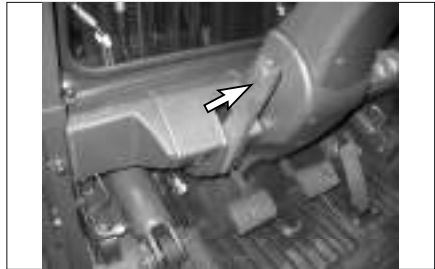


Push DOWN on the brake pedal to slow or stop the lift truck.



RELEASE the brake pedal to allow the lift truck to move.

Parking Brake Lever

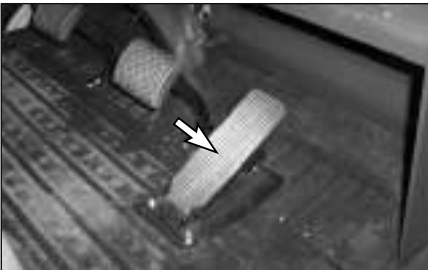


Pull the lever **BACK** to engage the parking brake.



Push the lever **FORWARD** to release the parking brake.

Accelerator Pedal

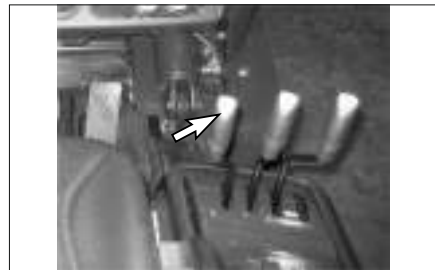


Push DOWN on the pedal to increase engine rpm (speed).



RELEASE the pedal to decrease engine rpm (speed).

Lift Control



NOTE: To prevent a sudden change of position of the load, operate all lift, tilt and attachment controls smoothly.



1. Lower Position - Push the lever **FORWARD** smoothly to lower the load.

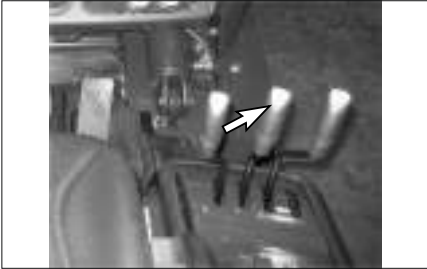


2. Hold Position - When the lever is released it will return to the **HOLD** or center position. Lifting or lowering action will stop.



3. Lift Position - Pull the lever **BACK** smoothly to lift the load.

Tilt Control



1. Mast Tilt Forward - Push the lever FORWARD smoothly to tilt the mast forward.



2. Mast Hold - When the lever is released it will return to the HOLD or center position. Tilting action will stop.



3. Mast Tilt Back - Pull the lever BACK smoothly to tilt the mast backward.

Sideshift Attachment Control (If Equipped)



1. Sideshift Left - Push the lever FORWARD to shift the carriage to the left.



2. Sideshift Hold - When the lever is released it will return to the HOLD or center position. Sideshifting action will stop.



3. Sideshift Right - Pull the lever BACK to shift the carriage to the right.

Refueling

Changing LP Tanks



WARNING

Only trained, authorized personnel should fill or exchange LP tanks.

Personnel engaged in filling of LP containers should wear protective clothing such as face shield, long sleeves and gauntlet gloves.

Do not refuel or store LP powered lift trucks near any underground entrance, elevator shafts or any other place where LP could collect in a pocket causing a potentially dangerous condition.

Examine all LP containers before filling and again before reuse, for damage to various valves, liquid gauge, fittings and hand valve wheels.

All defective or damaged LP containers must be removed from service.

Explosive fumes may be present during refueling.

Do not smoke in refueling areas.

Lift truck should be refueled only at designated safe locations. Safe outdoor locations are preferable to indoor locations.

Stop the engine and get off the lift truck during refueling.

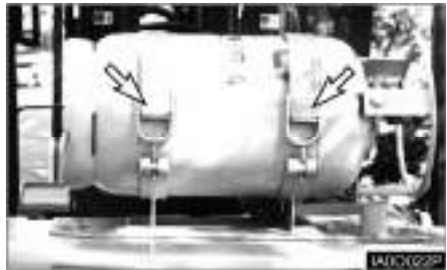
The careless handling of LP containers can result in a serious accident.

Use extreme care when transporting containers to prevent damage to them.

1. Park the lift truck on level ground, with the parking brake applied, the transmission in NEUTRAL, the forks lowered and the engine running at low idle.



2. Close the fuel inlet valve at the LP tank. Run the engine until it stops, then turn off the ignition switch and the electrical disconnect switch (if equipped).
3. Disconnect the fuel supply line.



4. Loosen the retaining clamps and remove the tank.
5. Check the mounting to be sure the locating pin (dowel) is not missing or broken.

NOTICE

If the location pin (dowel) is missing or broken, be sure the pin is replaced.



6. Check to be sure that the LP warning plate is in position on the lift truck, and is legible.
7. Check to be sure the replacement tank is of the correct type.
8. Inspect the replacement tank for damage such as dents, scrapes or gouges and for indication of leakage at valves or threaded connections.



9. Check for debris in the relief valve, for damage to various valves and liquid level gauge.
10. Inspect the quick-disconnect couplings for deterioration, damage or missing flexible seals.



11. Position the replacement tank so that the locating pin (dowel) is in place.



WARNING

The LP tank must not extend past the counterweight.

12. Clamp the tank securely.
13. Connect the fuel supply line.
14. Open the fuel valve by slowly turning the valve counterclockwise. If the fuel valve is opened too quickly, a back pressure check valve will shut off the fuel supply. If this happens, close the fuel valve completely. Wait five seconds and then open the fuel valve very slowly.
15. Inspect the LP fuel lines and fittings with a soap solution after filling the tank or when looking for leaks.

Before Starting the Engine

Walk-Around Inspection

Make a thorough walk-around inspection before mounting the lift truck or starting the engine. Look for such items as loose bolts, debris buildup, oil or coolant leaks. Check condition of tires, mast, carriage, forks or attachments. Have repairs made as needed and all debris removed.



1. Inspect the operator's compartment for loose items and cleanliness.
2. Inspect the instrument panel for broken or damaged indicator lights or gauges.
3. Test the horn and other safety devices for proper operation.



4. Inspect the mast and lift chains for wear, broken links, pins and loose rollers.
5. Inspect the carriage, forks or attachments for wear, damage and loose or missing bolts.
6. Inspect the tires and wheels for cuts, gouges, foreign objects, inflation pressure and loose or missing bolts.



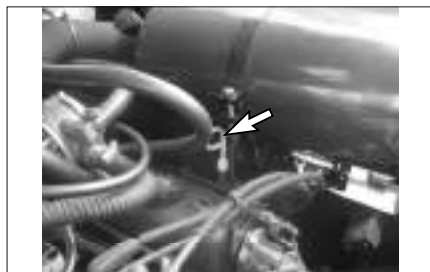
7. Inspect the overhead guard for damage and loose or missing mounting bolts.
8. Inspect the hydraulic system for leaks, worn hoses or damaged lines.
9. Look for transmission and drive axle leaks on the lift truck and on the ground.



Typical Example

LP Engine Truck

10. Inspect the engine compartment for oil, coolant and fuel leaks.



11. Measure the engine crankcase oil level with the dip stick. Maintain the oil level between the MAX. and MIN., (or FULL and ADD) notches on the dip stick.



12. Observe the engine coolant level in the coolant recovery bottle. With the engine cold, maintain the level to the COLD mark. If the recovery bottle is empty, also fill the radiator at the top tank.

13. In case of LPG truck, if needed, change LPG Fuel Tank as the procedure of changing LP tanks in Refueling Section.



WARNING

Personal injury may occur from accidents caused by improper seat adjustment. Always adjust the operator's seat before starting the lift truck engine.

Seat adjustment must be done at the beginning of each shift and when operators change.



14. To position the seat, PUSH the lever away from the seat track and move the seat forward or backward to a comfortable position.

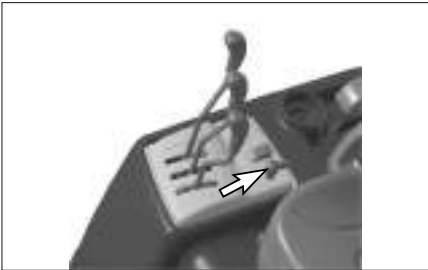
Starting the Engine

Prestart Conditions

NOTE: The engine will not start unless the transmission directional control lever is in the NEUTRAL position.



1. Engage the parking brake, if not already engaged. Place the transmission directional control lever in the NEUTRAL position.



2. If Lift trucks are equipped with electrical disconnect switches, the engine will not start unless the disconnect switch is in the ON (closed) position. Before starting, turn the disconnect switch to the OFF(open) position.

LP Engine



WARNING

LP fuel is flammable and can cause personal injury.

Inspect LP fuel lines and fitting for leaks.

Inspect tank for secure mounting.



1. Open the tank fuel valve by slowly turning the valve counterclockwise. Observe the LP gauge(if equipped).
2. Turn the engine ignition switch to the START position. Release it when the engine starts.
3. If the engine does not start, do not press on the accelerator pedal. Turn the starter switch to OFF position, then repeat step 2 and depress the accelerator pedal slightly during cranking.
4. Allow the engine to warm up slowly.

Starting From a 12 Volt External Source



WARNING

Sparks occurring near the battery could cause vapors to explode.

Always connect the external power source ground cable to a point away from and below the battery, and well clear of fuel system components.



NOTICE

Do not reverse battery cables. It can cause damage to the alternator.

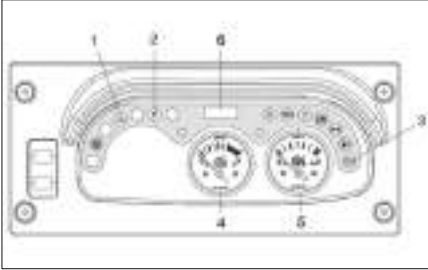
Always connect the external power source cables in parallel with the lift truck battery cables : POSITIVE(+) to POSITIVE(+) and NEGATIVE(-) to NEGATIVE(-).

Attach ground cable last, remove first. All lift trucks equipped with DOOSAN built internal combustion engines are NEGATIVE(-) ground.

After Starting the Engine

Observe all indicator lights and gauges frequently during operation, to make sure all systems are working properly. All of the indicator lights will come ON with the ignition switch in the ON position before the engine is started.

LPG (12V)



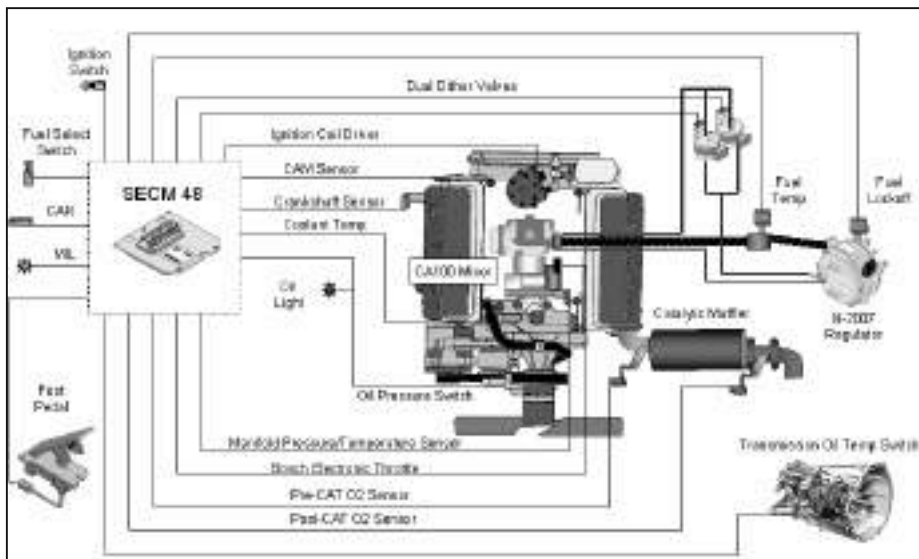
-  1. The engine oil pressure indicator light (1), will not come ON with the engine running, unless there is low or no oil pressure. Stop the engine immediately, if the light comes ON.
-  2. The alternator indicator light (2), should not come ON during normal operation. The alternator is not charging if the light comes ON with the engine running.
-  3. The G643E engine MIL (Malfunction Indicator Light)(3) will not come ON with engine running, unless the fault or faults are stored in the memory of the engine control module (ECM). Stop the engine and check the electric engine control system if the light comes ON. Refer G643E Engine of this section.
-  4. The engine coolant temperature gauge pointer (4), will be in the green band with the engine running, unless the coolant temperature is excessive.
-  5. The power shift transmission oil temperature gauge pointer (5), will be in the green band with the engine running, unless the oil temperature is excessive.
6. Observe the hour meter (6) to make sure it is operating properly.

Electronic Controlled Spark-Ignition Engines

G643E Engine

EMS (Engine management system) of G643E engine is a closed loop system utilizing a catalytic muffler to reduce the emission level in the exhaust gas. In order to obtain maximum effect from the catalyst, an accurate control of the air fuel ratio is required. A small engine

control module (SECM) uses two heated exhaust gas oxygen sensors (HEGO) in the exhaust system to monitor exhaust gas content. One HEGO is installed in front of the catalytic muffler and one is installed after the catalytic muffler.



EMS schematic of G643E LP engine

The SECM makes any necessary corrections to the air fuel ratio by controlling the inlet fuel pressure to the air/fuel mixer by modulating the dual fuel trim valves (FTV) connected to the regulator. Reducing the fuel pressure leans the air/fuel mixture and increasing the fuel pressure enriches the air/fuel mixture. To calculate any necessary corrections to the air fuel ratio, the SECM uses a number of different sensors to gain information about the engine's performance. Engine speed is monitored by the SECM through a variable reluctance (VR) or Hall Effect sensor. Intake manifold air temperature and absolute pressure are monitored with a TMAP sensor. MI-07 is a drive-by-wire (DBW) system

connecting the accelerator pedal to the electronic throttle through the electrical harness; mechanical cables are not used. A throttle position sensor (TPS) monitors throttle position in relation to the accelerator pedal position sensor (APP) command. Even engine coolant temperature and adequate oil pressure are monitored by the SECM. The SECM controller has full adaptive learning capabilities, allowing it to adapt control function as operating conditions change. Factors such as ambient temperature, fuel variations, ignition component wear, clogged air filter, and other operating variables are compensated..

Basic Troubleshooting

The EMS systems are equipped with built-in fault diagnostics. Detected system faults can be displayed by the Malfunction Indicator Lamp (MIL) and are covered in the Advanced Diagnostics section. Items such as fuel level, plugged fuel lines, clogged fuel filters and malfunctioning pressure regulators may not set a fault code by the Small Engine Control Module (SECM).

Below are basic checks that should be made before referring to the Advanced Diagnostics section, if engine or drivability problems are encountered.

Locating a problem in a propane engine is done exactly the same way as with a gasoline engine. Consider all parts of the ignition and mechanical systems as well as the fuel system.

Problem	Probable Cause	Corrective Action
Engine Cranking but Will Not Start	Fuel container empty	Fill fuel container Do not exceed 80% of liquid capacity
	Liquid valve closed	Slowly open liquid valve
	Excess flow valve closed	Reset excess flow valve - Close liquid valve - Wait for a "click" sound - Slowly open liquid valve
	Plugged fuel line	Remove obstruction from the fuel line - Close liquid fuel valve - Using caution, disconnect the fuel line (some propane may escape) - Clear obstruction with compressed air - Re-connect fuel line - Slowly open liquid fuel valve - Leak test
	Broken Fuse - SECM	Replace Fuse for SECM See Maintenance Section, Fuses replacement
	Clogged fuel filter	Repair/replace as required See Maintenance Section, LP Fuel Filter replacement
	Faulty vapor connection between the pressure regulator/converter and the mixer	Check connection - Verify no holes in hose - Clamps must be tight - Look for kinked, pinched and/or collapsed hose
	Fuel Lock-off malfunction	Repair/replace Fuel Lock-off See Engine Service Manual
	Pressure regulator/converter malfunction	Test pressure regulator/converter operation See Engine Service Manual
	Incorrect air/fuel or ignition/spark control	See Advanced Diagnostics

Problem	Probable Cause	Corrective Action
Engine Cranking but Will Not Start	No VR Sensor Signal	Verify the VR signal is present • See Advanced Diagnostics
Difficult to Start	Fuel container almost empty	LPG Vapor from liquid outlet • Fill fuel container • Do not exceed 80% of liquid capacity
	Excess flow valve closed	Reset excess flow valve • Close liquid valve • Wait for a "click" sound • Slowly open liquid valve
	Clogged fuel filter	Repair/replace as required • See Maintenance Section, LP Fuel Filter replacement
	Plugged fuel line	Remove obstruction from the fuel line • Close liquid fuel valve • Using caution, disconnect the fuel line (some propane may escape) • Clear obstruction with compressed air • Re-connect fuel line • Slowly open liquid fuel valve • Leak test
	Faulty vapor connection between the pressure regulator/converter and the mixer	Check connection • Verify no holes in hose • Clamps must be tight • Look for kinked, pinched and/or collapsed hose
	Pressure regulator/converter malfunction	Test pressure regulator/converter operation • See Engine Service Manual
	Fuel container almost empty	LPG Vapor from liquid outlet • Fill fuel container • Do not exceed 80% of liquid capacity
	Air filter clogged	Check air filter • Clean/replace as required
	Incorrect air/fuel or ignition control	See Advanced Diagnostics
	Engine Mechanical	See Engine Service Manual

Problem	Probable Cause	Corrective Action
Will Not Run Continuously	Fuel container almost empty	LPG Vapor from liquid outlet • Fill fuel container • Do not exceed 80% of liquid capacity
	Excess flow valve closed	Reset excess flow valve • Close liquid valve • Wait for a "click" sound • Slowly open liquid valve
	Clogged fuel filter	Repair/replace as required • <i>See Maintenance Section, LP Fuel Filter replacement</i>
	Plugged fuel line	Remove obstruction from the fuel line • Close liquid fuel valve • Using caution, disconnect the fuel line (some propane may escape) • Clear obstruction with compressed air • Re-connect fuel line • Slowly open liquid fuel valve & Leak test
	Pressure regulator freezes	Check level in cooling system • Must be full, check coolant strength • -35F minimum Check coolant hoses • Watch for kinks and/or pinched hoses • Verify one pressure hose and one return hose
	Fuel Lock-off malfunction	Repair/replace Fuel Lock-off • <i>See Engine Service Manual</i>
	Incorrect idle speed or ignition problem	See Advanced Diagnostics
	Engine Mechanical	See Engine Service Manual
Will Not Accelerate/Hesitation During Acceleration	Fuel container almost empty	LPG Vapor from liquid outlet • Fill fuel container • Do not exceed 80% of liquid capacity
	Excess flow valve closed	Reset excess flow valve • Close liquid valve • Wait for a "click" sound • Slowly open liquid valve

Problem	Probable Cause	Corrective Action
Will Not Accelerate/Hesitation During Acceleration	Clogged fuel filter	Repair/replace as required • See Maintenance Section, LP Fuel Filter replacement
	Faulty vapor connection between the pressure regulator/converter and the mixer	Check connection • Verify no holes in hose • Clamps must be tight • Look for kinked, pinched and/or collapsed hose
	Throttle butterfly valve not opening or sticking	See Advanced Diagnostics
	Foot Pedal signal incorrect or intermittent	
	Incorrect air/fuel or ignition control	
	Engine Mechanical	See Engine Service Manual
Engine Stalls	Fuel container almost empty	LPG Vapor from liquid outlet • Fill fuel container • Do not exceed 80% of liquid capacity
	Excess flow valve closed	Reset excess flow valve • Close liquid valve • Wait for a "click" sound • Slowly open liquid valve
	Clogged fuel filter	Repair/replace as required • See Maintenance Section, LP Fuel Filter replacement
	Plugged fuel line	Remove obstruction from the fuel line • Close liquid fuel valve • Using caution, disconnect the fuel line (some propane may escape) • Clear obstruction with compressed air • Re-connect fuel line • Slowly open liquid fuel valve & Leak test

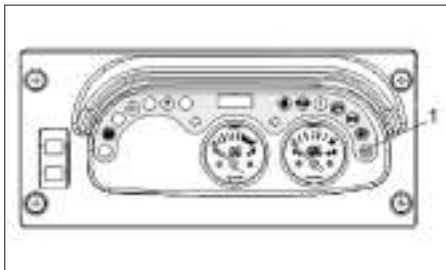
Problem	Probable Cause	Corrective Action
Engine Stalls	Fuel Lock-off malfunction	Repair/replace Fuel Lock-off • <i>See Engine Service Manual</i>
	Faulty vapor connection between the pressure regulator/converter and the mixer	Check connection • Verify no holes in hose • Clamps must be tight • Look for kinked, pinched and/or collapsed hose
	Pressure regulator freezes	Check level in cooling system • Must be full, check coolant strength • -35F minimum Check coolant hoses • Watch for kinks and/or pinched hoses • Verify one pressure hose and one return hose
	Pressure regulator malfunction	Test pressure regulator operation • <i>See Engine Service Manual</i>
	Vacuum leak	Check for vacuum leaks • Between mixer and throttle body • Between throttle body and intake manifold • Between intake manifold and cylinder head
	Air/Fuel Mixer malfunction	Check mixer • <i>See Engine Service Manual</i>
	Engine Mechanical	See Engine Manufacturers Service Manual
Rough Idle	Faulty vapor connection between the pressure regulator/converter and the mixer	Check connection • Verify no holes in hose • Clamps must be tight • Look for kinked, pinched and/or collapsed hose
	Pressure regulator malfunction	Test pressure regulator operation • <i>See Engine Service Manual</i>
	Vacuum leak	Check for vacuum leaks • Between mixer and throttle body • Between throttle body and intake manifold • Between intake manifold and cylinder head
	Air/Fuel Mixer malfunction	Check mixer • <i>See Engine Service Manual</i>

Problem	Probable Cause	Corrective Action
Rough Idle	Incorrect Idle speed control	See Advanced Diagnostics & See Engine Service Manual
	Incorrect timing or spark control	
	Engine Mechanical	See Engine Service Manual
High Idle Speed	Incorrect Idle speed control	See Advanced Diagnostics & See Engine Service Manual
	Throttle sticking	
	Foot pedal sticking or incorrect pedal signal	Check pedal return spring travel for binding • See Advanced Diagnostics
Poor High Speed Performance	Clogged fuel filter	Repair/replace as required • See Maintenance section, Fuel Filter replacement
	Plugged fuel line	Remove obstruction from the fuel line • Close liquid fuel valve • Using caution, disconnect the fuel line (some propane may escape) • Clear obstruction with compressed air • Re-connect fuel line • Slowly open liquid fuel valve & Leak test
	Air filter clogged	Check air filter • Clean/replace as required
	Faulty vapor connection between the pressure regulator/converter and the mixer	Check connection • Verify no holes in hose • Clamps must be tight • Look for kinked, pinched and/or collapsed hose
	Pressure regulator malfunction	Test pressure regulator operation • See Engine Service Manual
	Air/Fuel Mixer malfunction	Check mixer • See Engine Service Manual
	Restricted exhaust system	Check exhaust system • Measure exhaust back pressure
	Incorrect ignition control	See Advanced Diagnostics & See Engine Service Manual
	Incorrect air/fuel control	
	Incorrect throttle position	

Problem	Probable Cause	Corrective Action
Excessive Fuel Consumption/LPG Exhaust Smell	Air/Fuel Mixer malfunction	Check mixer • <i>See Engine Service Manual</i>
	Air filter clogged	Check air filter • Clean/replace as required
	Vacuum leak	Check system vacuum hoses from regulator to FTV and mixer • Repair/replace as necessary
	Pressure regulator malfunction/fuel pressure too high	Test pressure regulator operation • <i>See Engine Service Manual</i>
	Faulty FTV (G643E only)	Check FTV for housing cracks or obstructions • <i>See Advanced Diagnostics FTV operation</i> • Repair and/or replace as necessary
	Weak ignition and/or spark control	See Advanced Diagnostics
	Incorrect air/fuel control	See Advanced Diagnostics
	Exhaust system leaks	Repair exhaust system
	Oxygen sensor failure	Replace as necessary • <i>See Advanced Diagnostics</i>

Advanced Diagnostics(G643E Only)

MI-07 systems are equipped with built-in fault diagnostics. Detected system faults can be displayed by the Malfunction Indicator Lamp (MIL) as Diagnostic Fault Codes (DFC) or flash codes, and viewed in detail with the use of the Service Tool software. When the ignition key is turned on, the MIL will illuminate and remain on until the engine is started. Once the engine is started, the MIL lamp will go out unless one or more fault conditions are present. If a detected fault condition exists, the fault or faults will be stored in the memory of the small engine control module (SECM). Once an active fault occurs the MIL will illuminate and remain ON. This signals the operator that a fault has been detected by the SECM.



(1) Malfunction Indicator Lamp(MIL) for Engine control system

Reading Diagnostic Fault Codes

All MI-07 fault codes are three-digit codes. When the fault codes are retrieved (displayed) the MIL will flash for each digit with a short pause (0.5 seconds) between digits and a long pause (1.2 seconds) between fault codes. A code 12 is displayed at the end of the code list.

EXAMPLE: A code 461 (ETCSticking) has been detected and the engine has shut down and the MIL has remained **ON**. When the codes are displayed the MIL will flash four times (4), pause, then flash six times (6), pause, then flash one time (1) This identifies a four sixty one (461), which is the ETCSticking fault. If any additional faults were stored, the SECM would again have a long pause, then display the next fault by flashing each digit. Since no other faults were stored there will be a long pause then one flash (1), pause, then two flashes (2). This identifies a twelve, signifying the end of the fault list. This list will then repeat.

Displaying Fault Codes (DFC) from SECM Memory

To enter code display mode you must turn **OFF** the ignition key. Now turn **ON** the key but do not start the engine. As soon as you turn the key to the ON position you must cycle the foot pedal by depressing it to the floor and then fully releasing the pedal (pedal maneuver). You must fully cycle the foot pedal three (3) times within five (5) seconds to enable the display codes feature of the SECM. Simply turn the key **OFF** to exit display mode. The code list will continue to repeat until the key is turned **OFF**.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes)

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
12	NONE Signifies the end of one pass through the fault list	NONE	None, used as end of the fault list identification
141 (14)	ECTRangeLow Coolant Sensor failure or shorted to GND	TurnOnMil	Check ECT sensor connector and wiring for a short to GND SECM (Signal) Pin B15 To ECT Pin 3 SECM (Sensor GND) Pin B1 to ECT Pin 1 SECM (System GND) Pin A16, B17
151 (15)	ECTRangeHigh Coolant sensor disconnected or open circuit	(1) TurnOnMil (2) DelayedEngine Shutdown (3) CheckEngineLight	Check if ECT sensor connector is disconnected or for an open ECT circuit SECM (Signal) Pin B15 to ECT Pin 3 SECM (Sensor GND) Pin B1 to ECT Pin 1
161 (16)	ECTOverTempFault Engine coolant temperature is high. The sensor has measured an excessive coolant temperature typically due to the engine overheating.	(1) TurnOnMil (2) DelayedEngine Shutdown (3) CheckEngineLight	Check coolant system for radiator blockage, proper coolant level and for leaks in the system. Possible ECT short to GND, check ECT signal wiring SECM (Signal) Pin B15 to ECT Pin 3 SECM (Sensor GND) Pin B1 to ECT Pin 1 SECM (System GND) Pin A16, B17 Check regulator for coolant leaks
171	ECT_IR_Fault Engine coolant temperature not changing as expected	None	Check for coolant system problems, e.g. defective or stuck thermostat
181	FuelSelectConflict Conflict in fuel select signals, normally set if both of the fuel select signals are shorted to ground	TurnOnMil	Check fuel select switch connection for a short to GND SECM (SIGNAL) Pin A12 SECM (SIGNAL) Pin A15 SECM (Sensor GND) Pin B1
193	CrankEdgesFault No crankshaft signal when engine is known to be rotating, broken crankshaft sensor leads or defective crank sensor	None	Check Crankshaft sensor connections SECM (SIGNAL) Pin B5 to Crank sensor Pin 3 SECM (Sensor GND) PIN B1 to Crank sensor Pin 2 Switched 12V to Crank sensor Pin 1 Check for defective Crank sensor

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION*	CORRECTIVE ACTION FIRST CHECK
194	CrankSyncFault Loss of synchronization on the crankshaft sensor, normally due to noise on the signal or an intermittent connection on the crankshaft sensor	None	Check Crankshaft sensor connections SECM (SIGNAL) Pin B5 to Crank sensor Pin 3 SECM (Sensor GND) Pin B1 to Crank sensor Pin 2 Switched 12V to Crank sensor Pin 1 Check for defective Crank sensor
221 (22)	TPS1RangeLow TPS1 sensor voltage out of range low, normally set if the TPS1 signal has shorted to ground, circuit has opened or sensor has failed	TurnOnMil	Check throttle connector connection and TPS1 sensor for an open circuit or short to GND SECM Pin B23 (signal) to ETC Pin 6 SECM Pin B1 (sensor GND) to ETC Pin 2 SECM (system GND) Pin A16, B17
222	TPS2RangeLow TPS2 sensor voltage out of range low, normally set if the TPS2 signal has shorted to ground, circuit has opened or sensor has failed	TurnOnMil	Check throttle connector connection and TPS2 sensor for an open circuit or short to GND SECM Pin B4 (signal) to ETC Pin 5 SECM Pin B1 (sensor GND) to ETC Pin 2 SECM (system GND) Pin A16, B17
231 (23)	TPS1RangeHigh TPS1 sensor voltage out of range high, normally set if the TPS1 signal has shorted to power or the ground for the sensor has opened	TurnOnMil	Check throttle connector and TPS1 sensor wiring for a shorted circuit SECM Pin B23 (signal) to ETC Pin 6 SECM Pin B1 (sensor GND) to ETC Pin 2
232	TPS2RangeHigh TPS2 sensor voltage out of range high, normally set if the TPS2 signal has shorted to power or the ground for the sensor has opened	TurnOnMil	Check throttle connector and TPS1 sensor wiring for a shorted circuit SECM Pin B4 (signal) to ETC Pin 5 SECM pin B1 (sensor GND) to ETC Pin 2
241 (24)	TPS1AdaptLoMin Learned closed throttle end of TPS1 sensor range lower than expected	None	Check the throttle connector and pins for corrosion. To check the TPS disconnect the throttle connector and measure the resistance from: TPS Pin 2 (GND) to Pin 6 (TPS1 SIGNAL) ($0.7 \Omega \pm 30\%$) TPS Pin 3 (PWR) to Pin 6 (TPS1 SIGNAL) ($1.4 \Omega \pm 30\%$)

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
242	TPS2AdaptLoMin Learned closed throttle end of TPS2 sensor range lower than expected	None	Check the throttle connector and pins for corrosion. To check the TPS disconnect the throttle connector and measure the resistance from: TPS Pin 2 (GND) to Pin 5 (TPS2 SIGNAL) ($1.3K \Omega \pm 30\%$) TPS PIN 3 (PWR) to PIN 5 (TPS2 SIGNAL) ($0.6K \Omega \pm 30\%$)
251 (25)	TPS1AdaptHiMax Learned WOT end of TPS1 sensor range higher than expected	None	N/A
252	TPS2AdaptHiMax Learned WOT end of TPS2 sensor range higher than expected	None	N/A
271	TPS1AdaptHiMin Learned WOT end of TPS1 sensor range lower than expected	None	N/A
272	TPS2AdaptHiMin Learned WOT end of TPS2 sensor range lower than expected	None	N/A
281	TPS1AdaptLoMax Learned closed throttle end of TPS1 sensor range higher than expected	None	N/A
282	TPS2AdaptLoMax Learned closed throttle end of TPS2 sensor range higher than expected	None	N/A
291	TPS_Sensors_Conflict TPS sensors differ by more than expected amount NOTE: The TPS is not a serviceable item and can only be repaired by replacing the DV-EV throttle assembly.	(1) TurnOnMil (2) Engine Shutdown	Perform checks for DFCs 241 & 242

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
331 (33)	MAPTimeRangeLow Manifold Absolute Pressure sensor input is low, normally set if the TMAP pressure signal wire has been disconnected or shorted to ground or the circuit has opened to the SECM	None	Check TMAP connector and MAP signal wiring for an open circuit TMAP Pin 4 to SECM Pin B18 (signal) TMAP Pin 1 to SECM Pin B1 (sensor GND) TMAP Pin 3 to SECM Pin B24 (XDRP +5 Vdc) Check the MAP sensor by disconnecting the TMAP connector and measuring at the sensor TMAP Pin 1(GND) to Pin 4 (pressure signal KPA) (2.4k Ω - 8.2k Ω) TMAP Pin 3 (power) to Pin 4 (pressure signal KPA) (3.4k Ω - 8.2k Ω)
332	MAPRangeLow Manifold Absolute Pressure sensor input is low, normally set if the TMAP pressure signal wire has been disconnected or shorted to ground or the circuit has opened to the SECM	(1) TurnOnMil (2) CutThrottle	Check TMAP connector and MAP signal wiring for an open circuit TMAP Pin 4 to SECM Pin B18 (signal) TMAP Pin 1 to SECM Pin B1 (sensor GND) TMAP Pin 3 to SECM Pin B24 (XDRP +5 Vdc) Check the MAP sensor by disconnecting the TMAP connector and measuring at the sensor: TMAP Pin 1(GND) to Pin 4 (pressure signal KPA) (2.4k Ω - 8.2k Ω) TMAP Pin 3 (power) to Pin 4 (pressure signal KPA) (3.4k Ω - 8.2k Ω)
341 (34)	MAPTimeRangeHigh Manifold Absolute Pressure Sensor Input is High, normally set if the TMAP pressure signal wire has become shorted to power, shorted to the IAT signal, the TMAP has failed or the SECM has failed.	None	Check TMAP connector and MAP signal wiring for a shorted circuit TMAP Pin 4 to SECM Pin B18 (signal) TMAP Pin 1 to SECM Pin B1 (sensor GND) TMAP Pin 3 to SECM Pin B24 (XDRP +5 Vdc) Check the MAP sensor by disconnecting the TMAP connector and measuring at the sensor TMAP Pin 1(GND) to Pin 4 (pressure signal KPA) (2.4k Ω - 8.2k Ω) TMAP Pin 3 (power) to Pin 4 (pressure signal KPA) (3.4k Ω - 8.2k Ω)

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
342	MAPRangeHigh Manifold Absolute Pressure Sensor Input is High, normally set if the TMAP pressure signal wire has become shorted to power, shorted to the IAT signal, the TMAP has failed or the SECM has failed	(1) TurnOnMil (2) CutThrottle	Check TMAP connector and MAP signal wiring for a shorted circuit TMAP Pin 4 to SECM Pin B18 (signal) TMAP Pin 1 to SECM Pin B1 (sensor GND) TMAP Pin 3 to SECM Pin B24 (XDRP +5 Vdc) Check the MAP sensor by disconnecting the TMAP connector and measuring at the sensor: TMAP Pin 1(GND) to Pin 4 (pressure signal KPA) (2.4k Ω - 8.2k Ω) TMAP Pin 3 (power) to Pin 4 (pressure signal KPA) (3.4k Ω - 8.2k Ω)
351	MAP_IR_HI MAP sensor indicates higher pressure than expected	None	Check for vacuum leaks. Check that TMAP sensor is mounted properly. Possible defective TMAP sensor.
352	MAP_IR_LO MAP sensor indicates lower pressure than expected	None	Possible defective TMAP sensor.
353	MAP_STICKING MAP sensor not changing as expected	None	Check that TMAP sensor is mounted properly. Possible defective TMAP sensor.
371 (37)	IATRangeLow Intake Air Temperature Sensor Input is Low normally set if the IAT temperature sensor wire has shorted to chassis ground or the sensor has failed.	TurnOnMil	Check TMAP connector and IAT signal wiring for a shorted circuit TMAP Pin 2 to SECM Pin B12 (signal) TMAP Pin 1 to SECM Pin B1 (sensor GND) To check the IAT sensor of the TMAP disconnect the TMAP connector and measure the IAT resistance Resistance is approx 2400 ohms at room temperature.
381 (38)	IATRangeHigh Intake Air Temperature Sensor Input is High normally set if the IAT temperature sensor wire has been disconnected or the circuit has opened to the SECM.	TurnOnMil	Check TMAP connector and IAT signal wiring for a shorted circuit TMAP Pin 2 to SECM Pin B12 (signal) TMAP Pin 1 to SECM Pin B1 (sensor GND) To check the IAT sensor of the TMAP disconnect the TMAP connector and measure the IAT resistance Resistance is approx 2400 ohms at room temperature.
391	IAT_IR_Fault Intake Air Temperature not changing as expected	None	Check connections to TMAP sensor. Check that TMAP sensor is properly mounted to manifold.

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
421	EST1_Open EST1 output open, possibly open EST1 signal or defective spark module	TurnOnMil	Check coil driver wiring and connector for open circuit SECM Pin A9 (EST1) to OEM ignition system. See application note. Verify GND on ignition module Pin A (of both connectors) Verify +12 Vdc on ignition module Pin B (of both connectors) Refer to application manual for specific engine details.
431	EST1_Short EST1 output shorted high or low, EST1 signal shorted to ground or power or defective spark module	TurnOnMil	Check coil driver wiring and connector for shorts SECM Pin A9 (EST1) to ignition module Pin D (4-pin connector) Verify GND on ignition module Pin A (of both connectors) Verify +12 Vdc on ignition module Pin B (of both connectors) Refer to application manual for specific engine details.
461 (26)	ETC_Sticking Electronic Throttle Control is sticking. This can occur if the throttle plate (butterfly valve) inside the throttle bore is sticking. The plate sticking can be due to some type of obstruction, a loose throttle plate, or worn components shaft bearings. NOTE: The throttle assembly is not a serviceable item and can only be repaired by replacing the DV-EV throttle assembly.	(1) TurnOnMil (2) EngineShutdown (3) CutThrottle	Check for debris or obstructions inside the throttle body Perform the throttle test using the Service Tool and re-check for fault Check throttle-plate shaft for bearing wear Check the ETC driver wiring for an open circuit SECM Pin A17 to ETC + Pin 1 SECM Pin A18 to ETC - Pin 4 Check the ETC internal motor drive by disconnecting the throttle connector and measuring the motor drive resistance at the throttle TPS Pin 1 (+DRIVER) to Pin 4 (-DRIVER) ~3.0-4.0Ω
471	ETC_Open_Fault Electronic Throttle Control Driver has failed, normally set if either of the ETC driver signals have opened or become disconnected, electronic throttle or SECM is defective.	None	Check the ETC driver wiring for an open circuit SECM Pin A17 to ETC + Pin 1 SECM Pin A18 to ETC - Pin 4 Check the ETC internal motor drive by disconnecting the throttle connector and measuring the motor drive resistance at the throttle TPS Pin 1 (+DRIVER) to Pin 4 (-DRIVER) ~3.0-4.0Ω

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
481 (28)	ETCSpringTest Electronic Throttle Control Spring Return Test has failed. The SECM will perform a safety test of the throttle return spring following engine shutdown. If this spring has become weak the throttle will fail the test and set the fault. NOTE: The throttle assembly is not a serviceable item and can only be repaired by replacing the DV-EV throttle assembly.	(1) TurnOnMil (2) EngineShutdown	Perform throttle spring test by cycling the ignition key and re-check for fault
491 (29)	HbridgeFault_ETC Electronic Throttle Control Driver has failed. Indeterminate fault on Hbridge driver for electronic throttle control. Possibly either ETC+ or ETC- driver signals have been shorted to ground	TurnOnMil	Check ETC driver wiring for a shorted circuit SECM Pin A17 to ETC + Pin 1 SECM Pin A18 to ETC - Pin 4 Perform the throttle test using the Service Tool and re-check for fault Check the ETC internal motor drive by disconnecting the throttle connector and measuring the motor drive resistance at the throttle TPS Pin 1 (+DRIVER) to Pin 4 (-DRIVER) ~3.0-4.0Ω
521 (52)	LowOilPressureFault Low engine oil pressure	(1) TurnOnMil (2) DelayedEngine Shutdown (3) CheckEngine Light	Check engine oil level Check electrical connection to the oil pressure switch SECM Pin B9 to Oil Pressure Switch
531 (53)	SysVoltRangeLow System voltage too low	TurnOnMil	Check battery voltage Perform maintenance check on electrical connections to the battery and chassis ground Check battery voltage during starting and with the engine running to verify charging system and alternator function Measure battery power at SECM with a multimeter (with key on) SECM Pin A23 (DRVP) to SECM Pin A16 (DRVG) SECM Pin A23 (DRVP) to SECM Pin B17 (DRVG)

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
541 (54)	SysVoltRangeHigh System voltage too high	TurnOnMil	Check battery and charging system voltage Check battery voltage during starting and with the engine running Check voltage regulator, alternator, and charging system Check battery and wiring for overheating and damage Measure battery power at SECM with a multimeter (with key on) SECM Pin A23 (DRVP) to SECM Pin A16 (DRVG) SECM Pin A23 (DRVP) to SECM Pin B17 (DRVG)
551 (55)	SensVoltRangeLow Sensor reference voltage XDRP too low	(1) TurnOnMil (2) EngineShutdown	Measure transducer power at the TMAP connector with a multimeter TMAP Pin 3 XDRP +5 Vdc to TMAP Pin 1 XDRG GND Verify transducer power at the SECM with a multimeter SECM Pin B24 +5 Vdc to SECM Pin B1 XDRG GND Verify transducer power at ETC with a multimeter ETC Pin 3 XDRP PWR to ETC Pin 2 XDRG GND Verify transducer power to the foot pedal with a multimeter.
561 (56)	SensVoltRangeHigh Sensor reference voltage XDRP too high	(1) TurnOnMil (2) EngineShutdown	Measure transducer power at the TMAP connector with a multimeter TMAP Pin 3 XDRP +5 Vdc to TMAP Pin 1 XDRG GND Verify transducer power at the SECM with a multimeter SECM Pin B24 +5 Vdc to SECM Pin B1 XDRG GND Verify transducer power at ETC with a multimeter ETC Pin 3 XDRP PWR to ETC Pin 2 XDRG GND Verify transducer power to the foot pedal with a multimeter.
571 (57)	HardOverspeed Engine speed has exceeded the third level (3 of 3) of overspeed protection	(1) TurnOnMil (2) HardRevLimit	Usually associated with additional ETC faults Check for ETC Sticking or other ETC faults Verify if the lift truck was motored down a steep grade

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
572	MediumOverspeed Engine speed has exceeded the second level (2 of 3) of overspeed protection	(1) TurnOnMil (2) MediumRevLimit	Usually associated with additional ETC faults Check for ETC Sticking or other ETC faults Verify if the lift truck was motored down a steep grade
573	SoftOverspeed Engine speed has exceeded the first level (1 of 3) of overspeed protection	(1) TurnOnMil (2) SoftRevLimit	Usually associated with additional ETC faults Check for ETC Sticking or other ETC faults Verify if the lift truck was motored down a steep grade
611 (61)	APP1RangeLow APP1 sensor voltage out of range low, normally set if the APP1 signal has shorted to ground, circuit has opened or sensor has failed	(1) TurnOnMil (2) CheckEngine Light	Check foot pedal connector Check APP1 signal at SECM PIN B7
612 (65)	APP2RangeLow APP2 sensor voltage out of range low, normally set if the APP2 signal has shorted to ground, circuit has opened or sensor has failed	TurnOnMil	Check foot pedal connector Check APP2 signal at SECM PIN B16
621 (62)	APP1RangeHigh APP1 sensor voltage out of range high, normally set if the APP1 signal has shorted to power or the ground for the sensor has opened	1) TurnOnMil (2) CheckEngine Light	Check foot pedal connector Check APP1 signal at SECM PIN B7
622 (66)	APP2RangeHigh APP2 sensor voltage out of range high, normally set if the APP2 signal has shorted to power or the ground for the sensor has opened	TurnOnMil	Check foot pedal connector Check APP2 signal at SECM PIN B16
631 (63)	APP1AdaptLoMin Learned idle end of APP1 sensor range lower than expected	None	Check APP connector and pins for corrosion Cycle the pedal several times and check APP1 signal at SECM Pin B7
632 (67)	APP2AdaptLoMin Learned idle end of APP2 sensor range lower than expected	None	Check APP connector and pins for corrosion Cycle the pedal several times and check APP2 signal at SECM Pin B16
641 (64)	APP1AdaptHiMax Learned full pedal end of APP1 sensor range higher than expected	None	N/A
642 (68)	APP2AdaptHiMax Learned full pedal end of APP2 sensor range higher than expected	None	N/A

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
651	APP1AdaptHiMin Learned full pedal end of APP1 sensor range lower than expected	None	N/A
652	APP2AdaptHiMin Learned full pedal end of APP2 sensor range lower than expected	None	N/A
661	APP1AdaptLoMax Learned idle end of APP1 sensor range higher than expected	None	N/A
662	APP2AdaptLoMax Learned idle end of APP2 sensor range higher than expected	None	N/A
691 (69)	APP_Sensors_Conflict APP position sensors do not track well, intermittent connections to APP or defective pedal assembly	1) TurnOnMil (2) Level1PowerLimit	Check APP connector and pins for corrosion Cycle the pedal several times and check APP1 signal at SECM Pin B7 Cycle the pedal several times and check APP2 signal at SECM Pin B16
711 (71)	LSDFault_Dither1 Dither Valve 1 Fault, signal has opened or shorted to ground or power or defective dither 1 valve	TurnOnMil	Check FTV1 for an open wire or FTV connector being disconnected FTV1 Pin 1 (signal) to SECM Pin A1 FTV1 Pin 2 (power) to SECM (DRV) Pin A23 Check FTV1 for an open coil by disconnecting the FTV connector and measuring the resistance ($\sim 26\Omega \pm 2\Omega$)
712	LSDFault_Dither2 Dither Valve 2 Fault, signal has opened or shorted to ground or power or defective dither 2 valve	TurnOnMil	Check FTV1 for an open wire or FTV connector being disconnected or signal shorted to GND FTV2 Pin 1 (signal) to SECM Pin A2 FTV2 Pin 2 (power) to SECM (DRV) Pin A23 Check FTV1 for an open coil by disconnecting the FTV connector and measuring the resistance ($\sim 26\Omega \pm 2\Omega$)
714	LSDFault_CheckEngine Check Engine Lamp Fault, signal has opened or shorted to ground or power or defective check engine lamp	None	Check 'Check Engine Lamp' for an open wire or shorted to GND

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
715	LSDFault_CrankDisable Crank Disable Fault, signal has opened or shorted to ground or power or defective crank disable relay	None	N/A
717	LSDFault_LockOff Fuel lock off Valve Fault, signal has opened or shorted to ground or power or defective Fuel lock off valve	TurnOnMil	Check fuel lock off valve for an open wire or connector being disconnected or signal shorted to GND Lockoff Pin B (signal) to SECM Pin A11 Lockoff Pin A (power) to SECM (DRVP) Pin A23 Check CSV for an open coil by disconnecting the CSV connector and measuring the resistance ($\sim 26\Omega \pm 3\Omega$)
718	LSDFault_MIL Malfunction Indicator Lamp Fault, signal has opened or shorted to ground or power or defective MIL lamp	None	Check MIL lamp for an open wire or short to GND.
721 (72)	GasFuelAdaptRangeLo In LPG mode, system had to adapt rich more than expected	TurnOnMil	Check for vacuum leaks. Check fuel trim valves, e.g. leaking valve or hose Check for missing orifice(s).
731 (73)	GasFuelAdaptRangeHi In LPG mode, system had to adapt lean more than expected	TurnOnMil	Check fuel trim valves, e.g. plugged valve or hose. Check for plugged orifice(s).
741 (74)	GasO2NotActive Pre-catalyst O2 sensor inactive on LPG, open O2 sensor signal or heater leads, defective O2 sensor	(1) TurnOnMil (2) DisableGas O2Ctrl	Check that Pre-catalyst O2 sensor connections are OK. O2 (signal) Pin 3 to SECM Pin B13 O2 Pin 2 (HEATER GND) to SECM (DRVG GNG) Pins A16, B17 O2 Pin 1 (HEATER PWR) to SECM (DRVP + 12V) Pin A23 Verify O2 sensor heater circuit is operating by measuring heater resistance ($2.1\Omega \pm 0.4\Omega$) O2 Pin 2 (HEATER GND) to Pin 1 (HEATER PWR)

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
742	GasPostO2NotActive Post-catalyst O2 sensor inactive on LPG, open O2 sensor signal or heater leads, defective O2 sensor.	(1) TurnOnMil (2) DisableGas Post O2Ctrl	Check that Post-catalyst O2 sensor connections are OK. O2 (signal) Pin 3 to SECM Pin B19 O2 Pin 2 (HEATER GND) to SECM (DRVG GNG) Pins A16, B17 O2 Pin 1 (HEATER PWR) to Post O2 Heater Relay. Relay pin 87. This relay turns on only after engine has been running for some time and SECM has calculated that water condensation in exhaust has been removed by exhaust heat. Post O2 Heater Relay has SECM (DRVP + 12V) applied to the relay coil power. The relay coil ground is controlled by SECM Pin A20 to activate the relay to flow current through the post O2 heater. Verify O2 sensor heater circuit is operating by measuring heater resistance ($2.1\Omega \pm 0.4\Omega$) O2 Pin 2 (HEATER GND) to Pin 1 (HEATER PWR)
743	Reserved		
751	GasO2FailedLean Pre-catalyst O2 sensor indicates extended lean operation on LPG	(1) TurnOnMil (2) DisableGas O2Ctrl	Check for vacuum leaks. Check fuel trim valves, e.g. leaking valve or hose. Check for missing orifice(s).
752	GasPostO2FailedLean Pre-catalyst O2 sensor indicates extended lean operation on LPG	(1) TurnOnMil (2) DisableGas Post O2Ctrl	Correct other faults that may contribute to 752 (e.g. faults pertaining to fuel trim valves, Pre-Cat O2, Post Cat O2 sensor) Check for vacuum leaks Check for leaks in exhaust, catalytic converter, HEGO sensors; repair leaks. Check all sensor connections (see fault 742 corrective actions).
771 (77)	GasO2FailedRich Pre-catalyst O2 sensor indicates extended rich operation on LPG	(1) TurnOnMil (2) DisableGas O2Ctrl	Check fuel trim valves, e.g. plugged valve or hose. Check for plugged orifice(s).

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
772	GasPostO2FailedRich Pre-catalyst O2 sensor indicates extended rich operation on LPG	(1) TurnOnMil (2) DisableGas PostO2Ctrl	Correct other faults that may contribute to 772 (e.g. faults pertaining to FTVs, Pre-Cat O2, Post Cat O2 sensor) Look for leaks in exhaust, catalytic converter, HEGO sensors; repair leaks. Check all sensor connections (see fault 742 corrective actions).
843	Reserved		
911	O2RangeLow Pre-catalyst O2 sensor voltage out of range low, sensor signal shorted to ground	(1) TurnOnMil (2) DisableGas O2Ctrl	Check if O2 sensor installed before the catalyst is shorted to GND or sensor GND. O2 (signal) Pin 3 to SECM Pin B13 SECM (DRVG GND) Pins A16, B17 SECM (XDRG sensor GND) Pin B1
912	O2_PostCatRangeLow Post-catalyst O2 sensor voltage out of range low, sensor signal shorted to ground	(1) TurnOnMil (2) Disable LPG Post-catalyst O2Ctrl	Check if O2 installed after the catalyst sensor is shorted to GND or sensor GND. O2 (signal) Pin 3 to SECM Pin B19 Possible sources: SECM (DRVG GND) Pins A16, B17 and SECM (XDRG sensor GND) Pin B1
921	O2RangeHigh Pre-catalyst O2 sensor voltage out of range high, sensor signal shorted to power	(1) TurnOnMil (2) DisableGas O2Ctrl	Check if O2 sensor installed before catalyst is shorted to +5Vdc or battery. O2 (signal) Pin 3 to SECM Pin B13 SECM (XDRP + 5V) Pin B24 SECM (DRVP + 12V) Pin A23
922	O2_PostCatRangeHigh Post-catalyst O2 sensor voltage out of range low, sensor signal shorted to ground	(1) TurnOnMil (2) Disable LPG Post-catalyst O2Ctrl	Check if O2 sensor installed after catalyst is shorted to +5Vdc or battery. O2 (signal) Pin 3 to SECM Pin B19 Possible voltage sources: SECM (XDRP + 5V) Pin B24 and SECM (DRVP + 12V) Pin A23

(*) Fault actions shown are default values specified by the OEM.

Table 2. MI-07 Diagnostic Fault Codes (Flash Codes) cont'd.

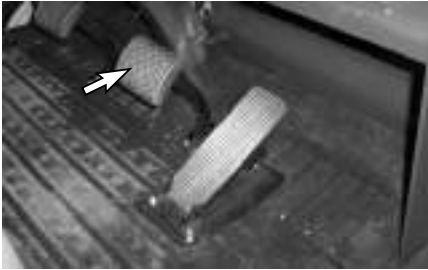
DFC	PROBABLE FAULT	FAULT ACTION *	CORRECTIVE ACTION FIRST CHECK
931	FuelTempRangeLow Fuel Temperature Sensor Input is Low normally set if the fuel temperature sensor wire has shorted to chassis ground or the sensor has failed.	TurnOnMil	Check fuel temp sensor connector and wiring for a short to GND SECM (signal) Pin B14 to FTS Pin 1 SECM (sensor GND) Pin B1 to FTS Pin 2 SECM (system GND) Pin A16, B17
932	FuelTempRangeHigh Fuel Temperature Sensor Input is High normally set if the fuel temperature sensor wire has been disconnected or the circuit has opened to the SECM.	TurnOnMil	Check if fuel temp sensor connector is disconnected or for an open FTS circuit SECM (signal) Pin B14 to FTS Pin 1 SECM (sensor GND) Pin B1 to FTS Pin 2
933	TransOilTemp Excessive transmission oil temperature	(1) TurnOnMil (2) Delayed EngineShutdown	Refer to drivetrain manufacturer's transmission service procedures.
991	ServiceFault1 Service Interval 1 has been reached	None	Perform service procedure related to Service Interval 1 (determined by OEM)
992	ServiceFault2 Service Interval 2 has been reached	None	Perform service procedure related to Service Interval 2 (determined by OEM)
993	ServiceFault3 Service Interval 3 has been reached	None	Perform service procedure related to Service Interval 3 (determined by OEM)
994	ServiceFault4 Service Interval 4 has been reached—replace HEGO sensors	TurnOnMil	Replace Pre-catalyst HEGO sensor Replace Post-catlyst HEGO sensor
995	ServiceFault5 Service Interval 5 has been reached—replace timing belt	TurnOnMil	Replace engine timing belt

(*) Fault actions shown are default values specified by the OEM.

Lift Truck Operation

Power Shift Transaxle

1. Start the engine. See topic "Starting the Engine."



2. Push down on the service brake pedal to hold the lift truck until ready to move it.
3. Release the parking brake.

NOTE: The parking brake must be released before the directional control can be used.



4. Select the direction of travel by pushing the directional lever FORWARD for forward direction or by pulling the lever BACK for reverse direction.

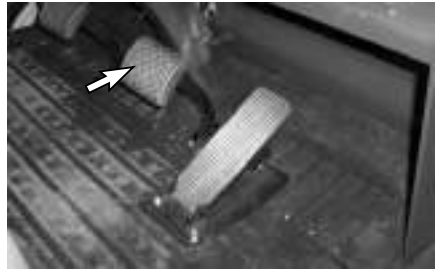


WARNING

A lift truck with the engine running but without an operator can move slowly (creep) if the transmission is engaged.

This could result in personal injury.

Always place the transmission control lever in the **NEUTRAL** (center) position and apply the parking brake before dismounting the lift truck.



5. Release the service brake.
6. Push down on the accelerator pedal to obtain the desired travel speed. Release the pedal to decrease travel speed.



WARNING

Sudden reversal of a loaded lift truck traveling forward can cause the load to fall or the lift truck to tip.

Stop the loaded lift truck completely, before shifting to reverse.

Failure to comply could result in personal injury.

NOTE: Where conditions permit, directional changes can be made under full power at speeds up to 6 km/h (3.73mph). A speed of 6 km/h (3.73mph) is a fast walk. Directional shift changes at speeds above 6 km/h (3.73mph) are considered abusive.

Bring the lift truck to a complete stop where load stability or other factors prevent safe operation under full power shifts.

7. To change the lift truck direction of travel, release the accelerator pedal.
8. Push down on the service brake pedal to reduce the lift truck speed as necessary.



9. Move the directional lever to the desired direction of travel. Slowly push down on the accelerator pedal as the lift truck changes direction.
10. When the direction change is completed, continue to push down on the accelerator pedal to obtain the desired travel speed.



11. To stop the lift truck when traveling in either direction, release the accelerator pedal.
12. Push down on the service brake pedal and bring the lift truck to a smooth stop.

Inching

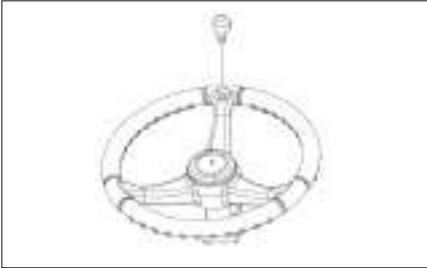
NOTE: The purpose of the inching pedal is to provide precise lift truck inching control at very slow travel speed and high engine rpm. This is used for fast hydraulic lift, during load approach, pick up or load positioning.



1. To inch (creep) in either direction, slowly push down on the inching pedal. This will start to apply the service brakes and allow the transmission clutch discs to slip.
2. Vary the position of the inching pedal and the accelerator pedal to control the inching speed and distance.
3. Pushing down further on the inching pedal will disengage the transmission completely and apply the service brakes fully to stop and hold the lift truck. This will provide full engine power for fast hydraulic lift.

Steering Knob (If Equipped)

There is a steering knob available for inclusion with new truck deliveries. This option is solely intended for slow travel situations when two handed steering is not possible due to hydraulic operations.



WARNING

Loss of stability can occur when a lift truck steering wheel is rotated quickly while the truck is in motion. A steering knob will assist with easy rotation of the steering wheel, but if a steering knob is improperly used (e.g., rotating the steering wheel quickly while the truck is in motion), this can contribute to truck instability and a tip over. A steering knob is intended for slow travel maneuverability **ONLY**.

Mono-Ped Control System (Option)



Forward-Push the left side (2) of the pedal for FORWARD direction travel.



Neutral-The lift truck should not move when the Mono-Ped pedal is released..



Reverse-Push the right side (1) of the pedal for REVERSE direction travel.

The MONO-PED pedal controls the speed and direction of the lift truck. Pushing on the right side of the pedal (1) causes the lift truck to move in REVERSE. The optional reverse lights and optional back-up alarm will be ON in the REVERSE position. Pushing on the left side of the pedal (2) causes the lift truck to move in FORWARD.

The speed of the truck increases as the pedal is depressed

Auto Shift Controller ASC - 200 (If Equipped)

Product Description

The Autoshift controller is an electrical control system, specially designed for use on forklift trucks with internal combustion engines.

Its primary purpose is to prevent the operator from operating the truck outside of the design parameters, e.g. selecting the reverse gear when traveling in excess of 6.0 km/h (3.73mph) in a forward direction, and vice versa.

The Autoshift controller is mounted on a convenient position away from excessive heat sources and retrofits into the truck's electrical system. An inductive speed sensor is mounted on the transmission case where it will pick up a pulse from a gear tooth pattern. This pulse is used to monitor the truck in motion and its travel speed. To enable the system to change gears smoothly, the shift points for offset speed are adjustable.

An operator no longer has to change gears with his hands, therefore he can be more productive.

The Autoshift controller prevents strain and abuse to the transmission by changing gears up and down automatically. It also prevents damage to the half shaft, excessive tire wear and heat to the transmission.

Features

1. 2 - speed auto shift control
2. Prevent downshifting at high speed
3. Inhibit selecting direction at high speed outside of the design parameters.



Adjustments

SW1 (Low-High Shift Point)		SW2 (Direction Inhibit Point)	
NOTCH	Vehicle Speed	NOTCH	Vehicle Speed
0	2.5 km/h (1.55 mph)	0	3.3 km/h (2.05 mph)
1	3.0 km/h (1.86 mph)	1	3.6 km/h (2.24 mph)
2	3.5 km/h (2.17 mph)	2	3.9 km/h (2.42 mph)
3	4.0 km/h (2.49 mph)	3	4.2 km/h (2.61 mph)
4	4.5 km/h (2.80 mph)	4	4.5 km/h (2.80 mph)
5	5.0 km/h (3.11 mph)	5	4.8 km/h (2.98 mph)
6	5.5 km/h (3.42 mph)	6	5.1 km/h (3.17 mph)
7	6.0 km/h (3.73 mph)	7	5.4 km/h (3.36 mph)
8	6.5 km/h (4.04 mph)	8	5.7 km/h (3.54 mph)
9	7.0 km/h (4.35 mph)	9	6.0 km/h (3.73 mph)



Adjustment Switch

Low-High Shift Point (SW1)

ASC-500 allows you to set the 2 speed Auto Gear Shift Point, the maximum travel speed at which the Auto Shift Controller up-shift or down-shift the transmission automatically according to the vehicle speed. For adjustment of 2 speed Auto Gear Shift speed, the SW1 switch is used on the printed circuit board.

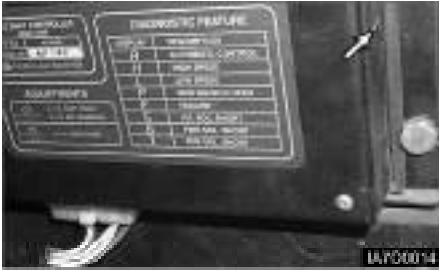
For example if SW1 put to 5th notch, the 2 Speed Auto Gear Shift speed will be 5.0 km/h(3.11 mph), which is factory setting value as a default.

Direction Inhibit Point (SW2)

Auto Shift allows you to set the Direction Inhibit Speed, the maximum travel speed at which the transmission can be reversed. For adjustment of direction inhibit speed, the SW2 switch is used on the printed circuit board.

For example SW2 is put to 7th notch, the Direction Inhibit Speed will be 5.4 km/h (3.36 mph), which is factory setting value as a default.

Diagnostics Features



ASC-500 has internal indicator on the right side of the controller for displaying the selected gear and the abnormal condition.



WARNING

Do not diagnose or repair Auto Shift Controller Faults unless trained and authorized to do so. Improper performance of maintenance procedures is dangerous and could result in personal injury or death.

Below is a description applicable for many ASC-500 implementations.

Display for Operator

Display	Description	Remark
A	Automatic operation	
H	High speed	At 2nd shift gear
L	Low speed	At 1st shift gear
P	T/M Speed sensor open	Flashing
E	E/G Speed sensor open	Flashing
F	Controller fault	Flashing
5	H/L Sol. Short	Flashing
6	Forward Sol. Short	Flashing
7	Reverse Sol. Short	Flashing

This information is given during normal operating when something special happens.

For example, on ASC-500's with the speed sensor, one of the indicators is used to indicate a sensor problem.

Display for Troubleshooting

Display	Description	Remark
A	Automatic operation	
2	High speed s/w input	Lever input test
3	Forward s/w input	Lever input test
4	Reverse s/w input	Lever input test

This information is input for signal diagnostics.

This test is used to verify operation of direction control lever.

Operation

This system can be basically operated in two preselected modes, automatic mode and manual mode. Automatic Mode is selected in factory-setting controller as a default.

Manual Mode (Fail-Safe Mode) is selected to operate the truck manually in case of emergency.

Automatic mode

Direction Inhibit

1. Start the engine with the direction control lever in NEUTRAL and the parking brake engaged.
2. Press down on the service brake pedal, disengage the parking brake and move the direction control lever to FORWARD.

NOTE: Release the parking brake before using the directional control lever.

3. Observe the LED on the Auto Shift Controller. The LED should indicate "A" while the direction control lever is in FORWARD, NEUTRAL and REVERSE. Report Auto Shift as faulty if the LED indicates anything other than "A".
4. Keep the service brake pushed down until ready to move the truck.
5. To change directions of a traveling lift truck when the Auto Shift Controller LED displays "A", shift the direction control lever to the opposite direction and wait for the lift truck to change direction.
6. If however, your travel speed is higher than the pre-selected direction change speed as direction inhibit point in the controller, Auto Shift will shift the transmission to NEUTRAL until the lift truck's travel speed slows to the pre-selected direction change speed, and then shift the transmission to the direction selected.
7. You should be prepared to help slow the lift truck to the pre-selected direction change speed by pressing down on the service brake pedal.



WARNING

When you want to change the travel direction, you must press down on the service brake pedal to reduce the travel speed. Be cautious that the lift truck's stopping distance may be longer than in manual mode because the lift truck continues to travel forward regardless of the selection of reverse with the direction control lever until the vehicle speed is sufficiently reduced.

8. The direction of travel will change automatically when the vehicle speed is reduced as much as the pre-selected speed in the controller.



WARNING

Bring the loaded lift truck to a complete stop before changing travel direction.
Changing travel direction while traveling may cause the lift truck to lose the load or tip over.

9. When the direction change is completed, continue to push down on the accelerator pedal to obtain the desired travel speed.

NOTICE

The transmission of your lift truck may be reversed under full power up to a travel of 6.0 km/h (3.73 mph). But the Inhibit Speed of Auto Shift is set by the factory at 5.4 km/h (3.36 mph) because reversing the transmission at lower travel speeds prolongs the life of the transmission, axle shafts and tires.

Two-Speed Auto Shift Control

While traveling forward with the high speed gear, that is, 2nd gear selected, the ASC-500 can up-shift or down-shift the transmission automatically according to the vehicle speed by its own speed ratio control so that the appropriate gear may be engaged in every situation.

NOTICE

Two-Speed Auto Shift Control function can be accomplished only when the direction control lever is placed in the high speed (2nd gear) position.

Manual Mode (Fail-Safe mode)

In case that the controller is broken down or you don't want to use the functions of the Auto Shift Controller, you can select Manual Mode. In Manual Mode, you can operate your lift truck in the same manner as any lift truck without Auto Shift Controller. You can select the Manual mode or the Automatic mode by doing following procedures.



WARNING

In the manual mode, direction inhibition function can not be operated normally. The sudden reversal of a loaded lift truck traveling forward can cause the load to fall or the lift truck to tip over.

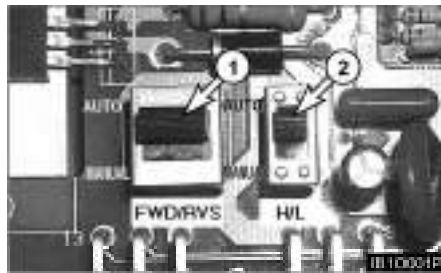
An operator can operate the truck manually by selecting the Manual mode with the Fail-Safe mode switches on the PCB (Printed Circuit Board).

With the switch (1) in "MANUAL" position, direction inhibit function is disable.

If an operator moves the switch (2) from "AUTO" position to "MANUAL" position, then 2-speed auto shift function will become disabled.

Move the switches as indicated, up of Automatic (AUTO) operation or down for Manual (MANUAL) operation.

NOTE: In the factory-setting controller, AUTO mode is selected as a default on the PCB (Printed Circuit Board) as shown below.



NOTE: After operating the truck manually by selecting the Manual Mode switch on PCB(Printed Circuit Board), the position of mode must be checked before operating the truck automatically.

Operating Techniques

Inching into Loads



Typical Example

1. Move the lift truck slowly FORWARD into position and engage the load. The lift truck should be square with load, forks spaced evenly between pallet stringers and as far apart as load permits.



Typical Example

2. Move the lift truck FORWARD until the load touches the carriage.

Lifting the Load

1. Lift the load carefully and tilt the mast back a short distance.



Typical Example

2. Tilt the mast further back to cradle the load.



Typical Example

3. Operate the lift truck in reverse until the load is clear of the other material.
4. Lower the cradled load to the travel position.

NOTE: Lift and tilt speeds are controlled by engine rpm.

Traveling With the Load

NOTICE

Travel with the load as low as possible, while still maintaining ground clearance.



Typical Example

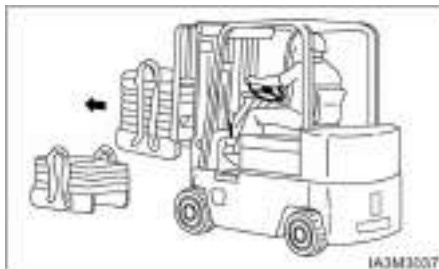
1. Travel with the load uphill on upgrades and downgrades.



Typical Example

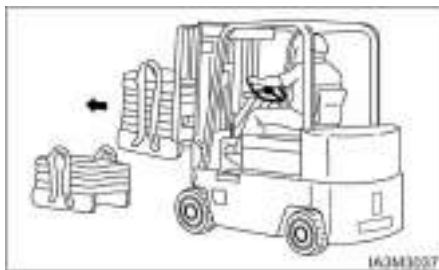
2. For better vision, travel in reverse with bulky loads.

Unloading



Typical Example

1. Move the lift truck into the unloading position.



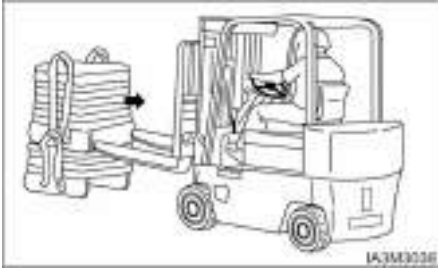
Typical Example

2. Tilt the mast FORWARD only when directly over the unloading area.



WARNING

Do not tilt the mast forward with the load unless directly over the unloading area, even if the power is off.



Typical Example

3. Deposit the load and BACK away carefully to disengage the forks.



Typical Example

4. Lower the carriage and forks to the travel position or to the park position.

Turning

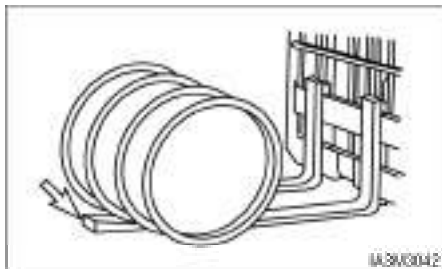


1. When turning sharp corners, keep close to the inside corner. Begin the turn when the inside drive wheel meets the corner.

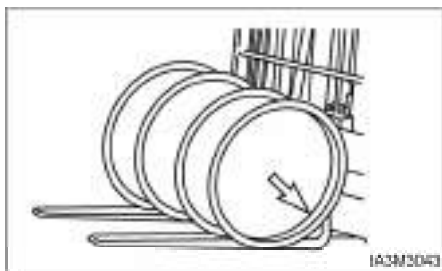


2. In narrow aisles, keep away from the stockpile when turning into the aisle. Allow for counterweight swing.

Lifting Drums or Round Objects



1. Block drums or round objects. Tilt the mast FORWARD and slide the fork tips along the floor to get under the load.



2. Before lifting, tilt the mast BACK slightly until the load is cradled on the forks.

Operating in hot weather

Keep the following points in mind when you operate the lift truck in hot weather.

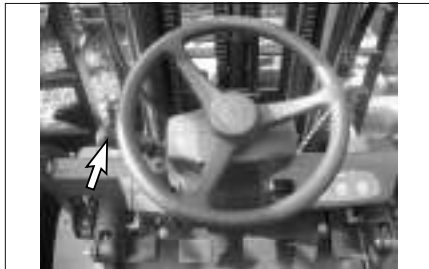
1. Check the radiator. Clogging can cause overheating. Clean them out regularly with a blast of compressed air, also, check for leakage of water.
2. Check the fan belt tension and adjust to proper tension.
3. Even if the engine overheats and the coolant boils over, let the engine idle for a while with opening engine hood until temperature falls before shutting off the engine.

Parking the Lift Truck

Park the lift truck level, with the forks lowered and the mast tilted forward until the fork tips touch the floor. Block the drive wheels when parking on an incline.



1. Park in an authorized area only. Do not block traffic. If LP equipped, do not park near elevator shafts or any other area where LP could collect in a pocket (low area), causing a potentially dangerous condition.



2. Place the transmission controls in NEUTRAL.
3. Engage the parking brake.
4. Lower the forks to the ground.

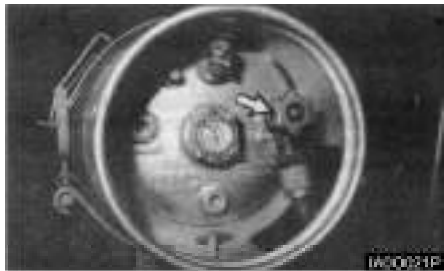


WARNING

Blocking the wheels will prevent unexpected lift truck movement, which could cause personal injury.



5. Turn the key in the ignition switch to the OFF position and remove the key.



NOTE: If a LP equipped lift truck is stopped or parked for an indefinite or prolonged period of time, close the fuel shutoff valve on the LP tank. Run the engine until fuel in the line runs out and the engine stops. Turn off the ignition switch and disconnect switch (if equipped).

6. Actuate each loading lever several times to remove the residual pressure in the respective cylinders and hoses.
7. Block the drive wheels if parking on an incline.

Lift Fork Adjustment



WARNING

When adjusting the fork spread, be careful not to pinch your hand between forks and the carriage slot.

Hook - on type Fork



1. Move up the hook pin to the free position.
2. Raise the hook pin in each fork to slide the fork on the carriage bar.
3. Adjust the forks in the position most appropriate for the load and as wide as possible for load stability.
4. When adjusting the forks, make sure that the weight of the load is centered on the truck.
5. After adjustment, set the fork locks to keep the forks in place.



WARNING

Make sure the forks are locked before carrying a load.

Storage Information

Before Storage

Before storing your lift truck, clean and inspect as the following procedures.

- Wipe away grease, oil, etc. adhering to the body of the truck with waste cloth, and use water, if needed.
- While cleaning the truck, check general condition of the truck. Especially check the truck body for dents or damage and tires for wear or nails or stones in the tread.
- Fill the fuel tank with fuel specified.
- Check for leakage of hydraulic oil, engine oil, fuel, or coolant, etc.
- Apply grease, where needed.
- Check for looseness of nuts and bolts, especially hub nuts.
- Check mast rollers to see that they rotate smoothly.
- Prime the oil into the lift cylinders by actuating the lift lever all the way several times.
- Drain off coolant completely in cold weather, if antifreeze is not used.

Long Time Storage

Perform the following service and checks in addition to the "Parking the lift truck" services.

- Taking the rainy season into consideration, park the machine at a higher and hard ground.
- Avoid parking on soft grounds such as asphalt ground in summer.
- Dismount the battery from the machine. Even though the machine is parked indoors, if the place is hot or humid, the battery should be kept in a dry, cool place. Charge the battery once a month.
- Apply antirust to the exposed parts which tend to rust.
- Cover components such as the breather and air cleaner which may be caught with humidity.
- The machine should be operated at least once a week. Fill the cooling system, if cooling water is discharged, and mount the battery. Start the engine and warm up thoroughly. Move the machine a little forwards and backwards. Operate the hydraulic controls several times.

To Operate the Lift Truck After a Long Time Storage

- Remove covers and antirust from each of the components and exposed parts.
- Drain the engine crankcase, transmission (clutch type machine), differential and final reduction gear, clean the inside of them and add new oil.
- Drain off foreign matter and water from the hydraulic oil tank and fuel tank.
- Remove the head cover from the engine cylinder. Oil valves and rocker shaft and check each valve for proper operation.
- Add cooling water to the specified level.
- Charge the battery and mount it on the machine. Connect the cables.
- Perform pre-operational checks carefully. (refer to "Before Starting the Engine")
- Warm up the machine.

Transportation Hints

Lift Truck Shipping

Check travel route for overpass clearances. Make sure there is adequate clearance if the lift truck being transported is equipped with a high mast, overhead guard or cab.

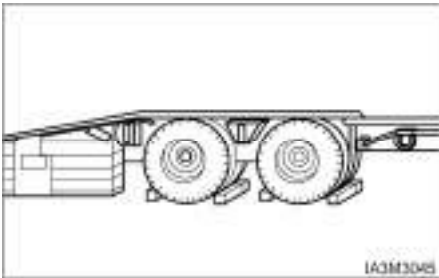
To prevent the lift truck from slipping while loading, or shifting in transit, remove ice, snow or other slippery material from the loading dock and the truck bed before loading.

NOTICE

Obey all state and local laws governing the height, weight, width and length of a load.
Observe all regulations governing wide loads.

NOTICE

Remove ice, snow or other slippery material from the shipping vehicle and the loading dock.



Always block the trailer or the rail car wheels before loading the lift truck.

Position the lift truck on the truck bed or the rail car.

Apply the parking brake and place the transmission control in NEUTRAL.

Turn the ignition switch to the OFF position and remove the key. If LP equipped, shut off the LP fuel tank.

Block the wheels and secure the lift truck with tiedowns.

Machine Lifting and Tiedown Information

NOTICE

Improper lifting or tiedowns can allow load to shift and cause injury and/or damage.

1. Weight and instructions given herein apply to lift trucks as manufactured by DOOSAN.
2. Use proper rated cables and slings for lifting. Position the crane for level lift truck lift.
3. Spreader bar widths should be sufficient to prevent contact with the lift truck.
4. Use the tiedown locations provided for lift truck tiedown.

Check the state and local laws governing weight, width and length of a load.

Contact your DOOSAN Lift Truck dealer for shipping instructions for your lift truck.

Towing Information



WARNING

Personal injury or death could result when towing a disabled lift truck incorrectly.

Block the lift truck wheels to prevent movement before releasing the brakes. The lift truck can roll free if it is not blocked.

Follow the recommendations below, to properly perform the towing procedure.

These towing instructions are for moving a disabled lift truck a short distance, at low speed, no faster than 2 km/h (1.2 mph), to a convenient location for repair. These instructions are for emergencies only. Always haul the lift truck if long distance moving is required.

Shield must be provided on the towing lift truck to protect the operator if the tow line or bar should break.

Do not allow riders on the lift truck being towed unless the operator can control the steering and/or braking.

Before towing, make sure the tow line or bar is in good condition and has enough strength for the towing situation involved. Use a towing line or bar with a strength of at least 1.5 times the gross weight of the towing lift truck for a disabled lift truck stuck in the mud or when towing on a grade.

Keep the tow line angle to a minimum. Do not exceed a 30° angle from the straight ahead position. Connect the tow line as low as possible on the lift truck that is being towed.

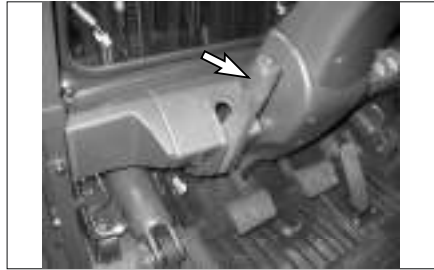
Quick lift truck movement could overload the tow line or bar and cause it to break. Gradual and smooth lift truck movement will work better.

Normally, the towing lift truck should be as large as the disabled lift truck. Satisfy yourself that the towing lift truck has enough brake capacity, weight and power, to control both lift trucks for the grade and the distance involved.

To provide sufficient control and braking when moving a disabled lift truck downhill, a larger towing lift truck or additional lift trucks connected to the rear could be required. This will prevent uncontrolled rolling.

The different situation requirements cannot be given as minimal towing lift truck capacity is required on smooth level surfaces to maximum on inclines or poor surface conditions.

Consult your DOOSAN Lift Truck dealer for towing a disabled lift truck.



1. Release the parking brake.

NOTICE

Release the parking brake to prevent excessive wear and damage to the parking brake system.

2. Check that the service brake pedal is released.
3. Key switch is in the OFF position.
4. Direction control lever is in neutral.
5. Fasten the tow bar to the lift truck.
6. Remove the wheel blocks. Tow the lift truck slowly. Do not tow any faster than 2 km/h (1.2 mph).



WARNING

Be sure all necessary repairs and adjustments have been made before a lift truck that has been towed to a service area is put back into operation.

Inspection, Maintenance and Repair of Lift Truck Forks

The following section gives practical guidelines for inspection, maintenance and repair of lift truck forks. It also provides general information on the design and application of forks and the common cause of fork failures.

Lift truck forks can be dangerously weakened by improper repair or modification. They can also be damaged by the cumulative effects of age, abrasion, corrosion, overloading and misuse.

A fork failure during use can cause damage to the equipment and the load. A fork failure can also cause serious injury.

A good fork inspection and maintenance program along with the proper application can be very effective in preventing sudden failures on the job.

Repairs and modifications should be done only by the fork manufacturer or a qualified technician who knows the material used and the required welding and heat treatment process.

Users should evaluate the economics of returning the forks to the manufacturer for repairs or purchasing new forks. This will vary depending on many factors including the size and type of fork.

Forks should be properly sized to the weight and length of the loads, and to the size of the machine on which they are used. The general practice is to use a fork size such that the combined rated capacity of the number of forks used is equal to or greater than the "Standard(or rated) Capacity" of the lift truck.

The individual load rating, in most cases, will be stamped on the fork in a readily visible area. This is generally on the top or side of the fork shank.

- A fork rated at 1500 pounds at 24 inch load center will be stamped 1500X24.
- A fork rated at 2000 kg at 600 mm load center will be stamped 2000X600.

The manufacturer identification and year and date of manufacture is also usually shown.

Some countries have standards or regulations which apply specifically to the inspection and repair of forks.

Users may also refer to the International Organization For Standardization - ISO Technical Report 5057 - Inspection and Repair of Fork Arms and ISO Standard 2330 - Fork Arms-Technical Characteristics and Testing.

While there are no specific standards or regulations in the United States, users should be familiar with the requirements for inspection and maintenance of lift trucks as provided by the 29 Code Federal Register 1910.178 Powered Industrial Truck, and ANSI/ASME Safety Standard(s) B56.1, B56.5 or B56.6 as applicable to the type of machine(s) in use.

Environment Protection

When servicing this lift truck, use an authorized servicing area and an approved container to collect coolant, oil, fuel, grease, electrolyte and any other potential environmental pollutant before any lines, fittings or related items are disconnected or removed. After servicing, dispose of those materials in an authorized place and container. When cleaning the lift truck, be sure to use an authorized area.

Causes of Fork Failure

Improper Modification or Repair

Fork failure can occur as a result of a field modification involving welding, flame cutting or other similar processes which affect the heat treatment and reduces the strength of the fork.

In most cases, specific processes and techniques are also required to achieve proper welding of the particular alloy steels involved. Critical areas most likely to be affected by improper processing are the heel section, the mounting components and the fork tip.

Bent or Twisted Forks

Forks can be bent out of shape by extreme overloading, glancing blows against walls or other solid objects or using the fork tip as a pry bar.

Bent or twisted forks are much more likely to break and cause damage or injury. They should be removed from service immediately.

Fatigue

Parts which are subjected to repeated or fluctuating loads can fail after a large number of loading cycles even though the maximum stress was below the static strength of the part.

The first sign of a fatigue failure is usually a crack which starts in an area of high stress concentration. This is usually in the heel section or on the fork mounting.

As the crack progresses under repetitive load cycling, the load bearing cross section of the remaining metal is decreased in size until it becomes insufficient to support the load and complete failure occurs.

Fatigue failure is the most common mode of fork failure. It is also one which can be anticipated and prevented by recognizing the conditions which lead up to the failure and by removing the fork service prior to failing.

- **Repetitive Overloading**

Repetitive cycling of loads which exceeds the fatigue strength of the material can lead to fatigue failure. The overload could be caused by loads in excess of the rated fork capacity and by use of the forks tips as pry bars. Also, by handling loads in a manner which causes the fork tips to spread and the forks to twist laterally about their mountings.

- **Wear**

Forks are constantly subjected to abrasion as they slide on floors and loads. The thickness of the fork blade is gradually reduced to the point where it may not be capable of handling the load for which it was designed.

- **Stress Risers**

Scratches, nicks and corrosion are points of high stress concentration where cracks can develop. These cracks can progress under repetitive loading in a typical mode of fatigue failure.

Overloading

Extreme overloading can cause permanent bending or immediate failure of the forks. Using forks of less capacity than the load or lift truck when lifting loads and using forks in a manner for which they were not designed are some common causes of overloading.

Fork Inspection



Establish a daily and 12 month inspection routine by keeping a record for the forks on each lift truck.

Initial information should include the machine serial number on each the forks are used, the fork manufacturer, type, original section size, original length and capacity. Also list any special characteristics specified in the fork design.

Record the date and results of each inspection, making sure the following information is included.

- Actual wear conditions, such as percent of original blade thickness remaining.
- Any damage, failure or deformation which might impair the use of the truck.
- Note any repairs or maintenance.

An ongoing record of this information will help in identifying proper inspection intervals for each operation, in identifying and solving problem areas and in anticipating time for replacement of the forks.

First Installation

1. Inspect forks to ensure they are the correct size for the truck on which they will be used. Make sure they are the correct length and type for the loads to be handled.

If the forks have been previously used, perform the "12 Month Inspection".

If the forks are rusted, see "Maintenance and Repair".

2. Make sure fork blades are level to each other within acceptable tolerances. See "Forks, Step 4," in the "2000 Service Hours or Yearly" in "Maintenance Intervals"
3. Make sure positioning lock is in place and working. Lock forks in position before using truck. See "Forks, Step 7" in the "2000 Service Hours or Yearly" in "Maintenance Intervals".

Daily Inspection

1. Visually inspect forks for cracks, especially in the heel section, around the mounting brackets, and all weld areas. Inspect for broken or jagged fork tips, bent or twisted blades and shanks.
2. Make sure positioning lock is in place and working. Lock the forks in position before using the truck. See "2000 Service Hours or Yearly" in "Maintenance Intervals".
3. Remove all defective forks from service.

12 Months Inspection

Forks should be inspected, at a minimum, every 12 months. If the truck is being used in a multi-shift or heavy duty operation, they should be checked every six months. See "Forks" in the "2000 Service Hours or Yearly" in "Maintenance Intervals."

Consult the fork manufacturer for further information as may be applicable to the specific fork involved.

Testing is not required for repairs to the positioning lock or the markings.

Maintenance and Repair

1. Repair forks only in accordance with the manufacturer's recommendations.

Most repairs or modifications should be done only by the original manufacturer of the forks or an expert knowledgeable of the materials, design, welding and heat treatment process.

2. The following repairs or modifications SHOULD NOT be attempted.

- Flame cutting holes or cutouts in fork blades.
- Welding on brackets or new mounting hangers.
- Repairing cracks or other damage by welding.
- Bending or resetting.

3. The following repairs MAY be performed.

- Forks may be sanded or lightly ground, to remove rust, corrosion or minor defects from the surfaces.
- Heel sections may be ground with a carbon stone to remove minor surface cracks or defects. Polish the inside radius of the heel section to increase the fatigue life of the fork. Always grind or polish in the direction of the blade and shank length.
- Repair or replace the positioning locks on hook type forks.
- Repair or replace most fork retention devices used with other fork types.

4. A fork should be load tested before being returned to service on completion of repairs authorized and done in accordance with the manufacturer's recommendations.

Most manufacturers and standards require the repaired fork to be tested with a load 2.5 times the specified capacity and at the load center marked on the fork arm.

With the fork restrained in the same manner as its mounting on the lift truck, apply the test load twice, gradually and without shock. Maintain the test for 30 seconds each time.

Check the fork arm before and after the second application of the test load. It shall not show any permanent deformation.

Tire Inflation Information

Tire Inflation



WARNING

Personal injury or death could result when tires are inflated incorrectly.

Use a self - attaching inflation chuck and stand behind the tread when inflating a tire.

Proper inflation equipment, and training in using the equipment, are necessary to avoid overinflation. A tire blowout or rim failure can result from improper or misused equipment.

NOTICE

Set the tire inflation equipment regulator at no more than 140 kPa (20 psi) over the recommended tire pressure.

Tire Shipping Pressure

The tire inflation pressures shown in the following chart are cold inflation shipping pressures.

Size	Ply Rating or Strength Index	Shipping Pressure	
		kPa	psi
7.00X12 Steer	12	860	125
8.25X15 Drive	14	825	120
300X15 Drive	18	785	115
7.50X16 Drive dual	12	760	110

¹ Standard tire, ply rating and inflation pressures.

The operating inflation pressure is based on the weight of a ready - to - work machine without attachments, at rated payload, and in average operating conditions. Pressures for each application may vary and should always be obtained from your tire supplier.

NOTE: Fill tires to the recommended pressures listed ± 35 kPa (5 psi). Tires can be filled with nitrogen.

Tire Inflation Pressures Adjustment

A tire inflation in a warm shop area, 18° to 21°C (65° to 70°F), will be under inflated if the lift truck works in freezing temperatures. Low pressure shortens the life of a tire.

Torque Specifications

Metric Hardware

Most of the nuts, bolts, studs, and threaded holes in your lift truck are metric. In this manual we provide specifications in both metric and U.S. customary measurement. Always replace metric hardware with metric hardware. See the parts books for proper replacement.

NOTE: For proper fit, use only metric tools on metric hardware. Non-metric tools might slip and cause injury.

Torque for Standard Hose Clamps – Worm Drive

NOTICE

The chart below gives the torques for initial installation of hose clamps on new hose and for reassembly or retightening of hose clamps on existing hose.

Clamp Width	Initial Installation Torque On New Hose	
	N•m ¹	lb•in
16 mm (.625 in)	7.5 ± 0.5	65 ± 5
13.5 mm (.531 in)	4.5 ± 0.5	40 ± 5
8 mm (.312 in)	0.9 ± 0.2	8 ± 2
Clamp Width	Reassembly Or Retightening Torque	
	N•m ¹	lb•in
16 mm (.625 in)	4.5 ± 0.5	40 ± 5
13.5 mm (.531 in)	3.0 ± 0.5	25 ± 5
8 mm (.312 in)	0.7 ± 0.2	6 ± 2

¹ 1 Newton meter (N•m) is approximately the same as 0.1 kg•m.

Torque for Standard Bolts, Nuts, and Taperlock Studs

NOTICE

The two charts below give general torques for bolts, nuts, and taperlock studs of SAE Grade 5 or better quality.

Torques for Bolts and Nuts With Standard Threads

Thread Size Inch	Standard Nut and Bolt Torque	
	N•m ¹	lb•ft
1/4	12 ± 4	9 ± 3
5/16	25 ± 7	18 ± 5
3/8	45 ± 7	33 ± 5
7/16	70 ± 15	50 ± 11
1/2	100 ± 15	75 ± 11
9/16	150 ± 20	110 ± 15
5/8	200 ± 25	150 ± 18
3/4	360 ± 50	270 ± 37
7/8	570 ± 80	420 ± 60
1	875 ± 100	640 ± 75
1 1/8	1100 ± 150	820 ± 110
1 1/4	1350 ± 175	1000 ± 130
1 3/8	1600 ± 200	1180 ± 150
1 1/2	2000 ± 275	1480 ± 200

¹ 1 Newton meter (N•m) is approximately the same as 0.1 kg•m.

Torques for Taperlock Studs

Thread Size Inch	Standard Taperlock Stud Torque	
	N•m ¹	lb•ft
1/4	8 ± 3	6 ± 2
5/16	17 ± 5	13 ± 4
3/8	35 ± 5	26 ± 4
7/16	45 ± 10	33 ± 7
1/2	65 ± 10	48 ± 7
5/8	110 ± 20	80 ± 15
3/4	170 ± 30	125 ± 22
7/8	260 ± 40	190 ± 30
1	400 ± 60	300 ± 45
1 1/8	500 ± 700	370 ± 50
1 1/4	650 ± 80	480 ± 60
1 3/8	750 ± 90	550 ± 65
1 1/2	870 ± 100	640 ± 75

¹ 1 Newton meter (N•m) is approximately the same as 0.1 kg•m.

Torque for Metric Fasteners**NOTICE**

Be very careful never to mix metric with U.S. customary (standard) fasteners. Mismatched or incorrect fasteners will cause lift truck damage or malfunction and may even result in personal injury.

Original fasteners removed from the lift truck should be saved for reassembly whenever possible. If new fasteners are needed, they must be of the same size and grade as the ones that are being replaced.

The material strength identification is usually shown on the bolt head by numbers (8.8, 10.9, etc.). This chart gives standard torques for bolts and nuts with Grade 8.8.

NOTE: Metric hardware must be replaced with metric hardware. Check parts book.

Metric ISO² Tread

Thread Size Metric	Standard Torque	
	N•m ¹	lb•ft
M6	12 ± 4	9 ± 3
M8	25 ± 7	18 ± 5
M10	55 ± 10	41 ± 7
M12	95 ± 15	70 ± 11
M14	150 ± 20	110 ± 15
M16	220 ± 30	160 ± 22
M20	450 ± 70	330 ± 50
M24	775 ± 100	570 ± 75
M30	1600 ± 200	1180 ± 150
M36	2700 ± 400	2000 ± 300

¹ 1 Newton meter (N•m) is approximately the same as 0.1 kg•m.

² ISO - International Standards Organization.

Cooling System Specifications

Coolant Information

NOTE: The following information is generic and valid for lift trucks.

Engine operating temperatures have increased to improve engine efficiency. This means proper cooling system maintenance is especially important. Overheating, overcooling, pitting, cavitation erosion, cracked heads, piston seizures, and plugged radiators are classic cooling system failures. In fact, coolant is as important as the quality of fuel and lubricating oil.

Filling at over 20 liters (5 U.S. gallons) per minute can cause air pockets in the cooling system.

After draining and refilling the cooling system, operate the engine with the radiator cap removed until the coolant reaches normal operating temperature and the coolant level stabilizes. Add coolant as necessary to fill the system to the proper level.

Never operate without a thermostat in the cooling system. Cooling system problems can arise without a thermostat.

NOTICE

DOOSAN recommends that the coolant mixture contain 50% commercially available automotive antifreeze, and 50% water.

The coolant mix with concentration of antifreeze smaller than 30% does not provide sufficient corrosion protection. Concentrations over 60% adversely affect freeze protection and heat transfer rates.

Never add coolant to an overheated engine, engine damage can result. Allow the engine to cool first.

If the machine is to be stored in, or shipped to, an area with freezing temperatures, the cooling system must be protected to the lowest expected outside (ambient) temperature.

The engine cooling system is normally protected to -28°C(-20°F) with antifreeze, when shipped from the factory unless special requirements are defined.

Check the specific gravity of the coolant solution frequently in cold weather to ensure adequate protection.

Clean the cooling system if it is contaminated, the engine overheats or foaming is observed in the radiator.

Old coolant should be drained, the system cleaned and new coolant added every 2000 service hours or yearly.

Refer to topic, "Cooling System - Clean, Change" in Every 2000 Service Hours or Yearly section.

Coolant Water

Hard water, or water with high levels of calcium and magnesium ions, encourages the formation of insoluble chemical compounds by combining with cooling system additives such as silicates and phosphates.

The tendency of silicates and phosphates to precipitate out-of-solution increases with increasing water hardness. Hard water, or water with high levels of calcium and magnesium ions encourages the formation of insoluble chemicals, especially after a number of heating and cooling cycles.

DOOSAN prefers the use of distilled water or deionized water to reduce the potential and severity of chemical insolubility.

Acceptable Water	
Water Content	Limits (PPM)
Chlorides (Cl)	50 maximum
Sulfates (SO ₄)	50 maximum
Total hardness	80mg/l
Total solids	250 maximum
PH	6.0 to 8.0

ppm = parts per million

Using water that meets the minimum acceptable water requirement may not prevent drop-out of these chemical compounds totally, but should minimize the rate to acceptable levels.

Antifreeze

NOTICE

DOOSAN recommends using automotive antifreeze suitable for gasoline engines having aluminum alloy parts. Antifreeze of poor quality will cause corrosion of the cooling system, and thus always use automotive antifreeze prepared by a reliable maker, and never use it mixed with antifreeze of different brand.

DOOSAN recommends that the coolant mix contain 50% commercially available automotive antifreeze, or equivalent and acceptable water to maintain and adequate water pump cavitation temperature for efficient water pump performance.

Premix coolant solution to provide protection to the lowest expected outside (ambient) temperature. Pure undiluted antifreeze will freeze at -23°C (-10°F).

Use a greater concentration (above 50%) of commercially available automotive antifreeze only as needed for anticipated outside (ambient) temperatures. Do not exceed the recommendations, provided with the commercially available automotive antifreezes, regarding the coolant mixture of antifreeze to water.

Make proper antifreeze additions.

Adding pure antifreeze as a makeup solution for cooling system top-up is an unacceptable practice. It increases the concentration of antifreeze in the cooling system which increase the concentration of dissolved solids and undissolved chemical inhibitors in the cooling system. Add antifreeze mixed with water to the same freeze protection as your cooling system.

Use the chart below to assist in determining the concentration of antifreeze to use.

Antifreeze Concentrations	
Protection Temperature	Concentration
Protection to -15°C (5°F)	30% antifreeze and 70% water
Protection to -23°C (-10°F)	40% antifreeze and 60% water
Protection to -37°C (-34°F)	50% antifreeze and 50% water
Protection to -51°C (-60°F)	60% antifreeze and 40% water

Fuel Specifications

General Fuel Information

Use only fuel as recommended in this section.

NOTICE

Fill the fuel tank at the end of each day of operation to drive out moisture laden air and to prevent condensation. Maintain a constant level near the top of the day tank to avoid drawing moisture into the tank as the level decreases. Do not fill the tank to the top. Fuel expands as it gets warm and can overflow.

Do not fill the fuel filters with fuel before installing them. Contaminated fuel will cause accelerated wear to the fuel system parts.

Drain the water and sediment from main fuel storage tank before it is refilled. This will help prevent water and/or sediment from being pumped from the fuel storage tank into the engine fuel tank.

LP Specifications

LP is "Liquefied Petroleum Gas". The exact composition of LP varies slightly between different parts of the country and different refineries.

HD5 is recommended for DOOSAN forklift trucks. Remember LP is heavier than air and will sink to the lowest spot possible. Avoid areas near floor drains or lubrication pits where escaped fuel may collect.

Composition of HD5	
Propane (C ₃ H ₈)	90.0 %
Propylene	up to 5 %
Butane (C ₄ H ₁₀)	2.0 %
iso-Butane	1.5 %
Methane (CH ₄)	1.5 %
Total	100 %

Lubricant Specifications

Lubricant Information

Certain abbreviations follow Society of Automotive Engineers (SAE) J754 nomenclature and some classifications follow SAE J183 abbreviations.

The MIL specifications are U.S.A. Military Specifications.

The recommended oil viscosities can be found in the Lubricant Viscosities chart in this publication.

Grease is classified by the National Lubricating Grease Institute (NLGI) based on ASTM D217-68 Worked Penetration characteristics which are given a defined consistency number.

Engine Oil (DEO and EO)

The following oil specifications provide guidelines for the selection of commercial products :

- Gasoline/LP Engine : API SJ

NOTICE

Failure to follow the oil recommendations can cause shortened engine life due to carbon deposits or excessive wear.

Consult the EMA Lubricating Oils Data Book for a listing of oil brands.

NOTE: The percentage of sulfur in the fuel will affect the engine oil recommendations. For fuel sulfur effects, the Infrared Analysis or the ASTM D2896 procedure can be used to evaluate the residual neutralization properties of an engine oil. The sulfur products formation depends on the fuel sulfur content, oil formulation, crankcase blowby, engine operating conditions and ambient temperature.

Hydraulic Oil (HYDO)

The following commercial classifications can be used in the hydraulic system.

- | | |
|---------------------|-----------|
| • ISO 6743/4 | HM |
| • AFNOR NFE 48-603 | HM |
| • DIN 51524 TEIL 2 | H-LP |
| • HAGGLUNDS DENISON | HFO-HF2 |
| • CINCINNATI | P68,69,70 |

Viscosity : ISO VG 32

Industrial premium hydraulic oils that have passed the Vickers vane pump test (35VQ25). These oils should have antiwear, antifoam, antirust and antioxidation additives for heavy duty use as stated by the oil supplier. ISO viscosity grade of 32 would normally be selected.

NOTICE

Make-up oil added to the hydraulic tanks must mix with the oil already in the systems. Use only petroleum products unless the systems are equipped for use with special products. If the hydraulic oil becomes cloudy, water or air is entering the system. Water or air in the system will cause pump failure. Drain the fluid, retighten all hydraulic suction line clamps, purge and refill the system. Consult your DOOSAN Lift Truck dealer for purging instructions.

Transmission Oil (TDTO)

NOTICE

This oil is formulated for transmissions and drive trains only, and should not be used in engines. Shortened engine life will result.

NOTE: Multi-grade oils are not blended by DOOSAN for use in transmissions. Multi-grade oils which use high molecular weight polymers as viscosity index improvers lose their viscosity effectiveness by permanent and temporary shear of the viscosity index improver and therefore, are not recommended for transmission and drive train compartments.

NOTE: Failure to follow this recommendation can cause shortened transmission life due to material incompatibility, inadequate frictional requirements for disk materials and/or excessive gear wear.

Select the oil that meets the following specification.

- GM DEXRON III
- FORD MERCON V

Drive Axle Oil

NOTE: Failure to follow the recommendation will cause shortened life due to excessive gear wear.

Oil Cooled Disc Brake (OCDB)

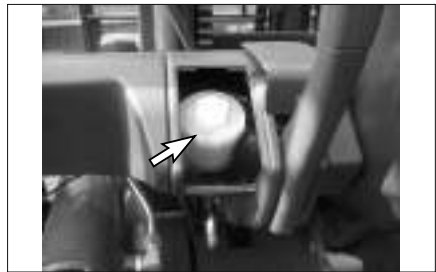
Select oil that meets below specifications.

: Universal Transmission Tractor Oil (UTTO)

The following UTTO products are authorized for use.

Supplier	Product Name
TOTAL	TRANSMISSION MP
MOBIL	MOBILFLUID 424

Brake Fluid



Oil Cooled Disc Brake Only

Use heavy duty hydraulic brake fluid certified by oil supplier to meet the latest version of following classifications.

- ISO 6743/4 HM
- AFNOR NFE 48-603 HM
- DIN 51524 TEIL 2 H-LP
- HAGGLUNDS DENISON HFO-HF2
- CINCINNATI P68,69,70

Viscosity : ISO VG32

Brake reservoir oils that have passed the Vickers vane pump test (35VQ25). These oils should have antiwear, antifoam, antirust and antioxidation additives for heavy duty use as stated by the oil supplier. ISO viscosity grade of 32 would normally be selected.

The following products are authorized for use.

Supplier	Product Name
TOTAL	AZOLLAZS
SHELL	TELLUS
MOBIL	DTE20S'
CALTEX	RANDO HD
ESS	NOTO H
CASTROL	HYSPIN AWS

Lubricating Grease (MPGM)

Use Multipurpose Molybdenum Grease (MPGM) for all lubrication points. If MPGM grease can not be used, a multipurpose type grease which contains 3% to 5% molybdenum disulfide can be used.

NLGI No.2 grade is suitable for most temperatures. Use NLGI No.1 or No.0 grade for extremely low temperature.

Lubricant Viscosities and Refill Capacities

Lubricant Viscosities

Lubricant Viscosities for Ambient (Outside) Temperatures						
Compartment or System		Oil Viscosities	°C		°F	
			Min	Max	Min	Max
Engine Crankcase (LP) and Lift Chains API SJ		SAE 10W30	-20	+40	-4	+104
		SAE 5W30	-30	+30	-22	+86
Power Shift Transmission DEXRON III		DEXRON III	-20	+50	-4	+122
Hydraulic and Power Steering System ISO 6743/4 HM		ISO VG32	-20	+30	-4	+86
		ISO VG46	-10	+40	+14	+104
		ISO VG68	0	+50	+32	+122
Drive Axle Housing	Disc Brake (OCDB) UTTO	UTTO	-20	+80	-4	+176
Brake Reservoir (Only for OCDB) ISO 6743/4HM		ISO VG32	-20	+30	-4	+86
		ISO VG46	-10	+40	+14	+104
		ISO VG68	0	+50	+32	+122

The SAE grade number indicates the viscosity of oil. A proper SAE grade number should be selected according to ambient temperature.

Refill Capacities

Refill Capacities-(Approximate)			
Compartment or System		Liters	U.S. Gal.
Engine Crankcase w/Filter LP		4.3	1.1
Cooling System w/Coolant Recovery Bottle LP		19.0	5.0
Power Shift Transmission		13.0	3.4
Hydraulic & Power Steering System		73.0	19.3
Drive Axle	Disc Brake (OCDB)	14.0	3.7
Brake Reservoir (Only for OCDB)		1.0	0.3

Maintenance Intervals

NOTICE

All maintenance and repair, except Every 10 Service Hours or Daily, on the lift truck must be performed by qualified and authorized personnel only.

NOTICE

Careless disposal of waste oil can harm the environment and can be dangerous to persons. Always dispose of waste oil to authorized personnel only.

When Required

Test Fuel System for Leaks (LP Engine Only)	110
Seat, Hood Latch & Support Cylinder - Check, Lubricate.....	110
Fuses, Bulbs & Circuit Breaker - Change, Reset.....	111
Fuse & Relay (LP Engine Only)	112
Circuit Breaker	112
Tires and Wheels - Check, Inspect.....	113
Carriage Roller Extrusion - Check, Adjust.....	114

Every 10 Service Hours or Daily

Inspect Engine for Fluid Leaks	115
Engine Oil Level - Check	115
Coolant Level - Check, Clean.....	115
Air Cleaner Indicator - Check	116
Walk - Around Inspection - Inspect.....	117
Mast Channels – Lubricate.....	118
Transmission Oil Level - Check.....	118

First 50 - 100 Service Hours or a Week

Transmission Oil, Oil Filter & Strainer - Clean, Change.....	119
Drive Axle Oil - Check, Clean, Change.....	121
Parking Brake - Test, Adjust.....	122

First 250 Service Hours or a Month

Hydraulic Return Filter - Change	124
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Every 250 Service Hours or Monthly

Air Intake System - Check, Clean	125
Hydraulic Oil Level - Check	127
Drive Axle Oil Level - Check.....	127
Brake Oil Level – Check	127
Mast, Carriage, Lift Chains, & Attachments - Check, Lubricate	128
Carriage Side Rollers - Lubricate.....	129
Steering Mechanism - Check, Lubricate	129
Battery Terminal - Clean, Inspect	130
Engine Oil & Filter – Change.....	130
Wheel Bolts and Nuts - Inspect.....	131

Every 500 Service Hours or 3 Months

Mast Hinge Pins – Lubricate	132
Tilt Cylinders - Check, Adjust, Lubricate	132
Crosshead Rollers - Inspect	133
Carriage Side Rollers Thrust (If Equipped) - Lubricate	133
Carriage Sideshifter (If Equipped) – Lubricate.....	134
Parking Brake - Test, Adjust.....	134
Circulation Pump Belt (OCDB & LP Engine Only. If Equipped) - Check, Adjust.....	134
Drive Axle Oil & Strainer (OCDB Only) - Check, Clean, Change	135
Horn & Lights (If Equipped) – Check	136
Inspect Vacuum Lines and Fittings (LP Engine only)	136
Fuel Trim Valve (FTV) Inspection (G643E Engine only).....	136
Inspect Electrical System (LP Engine only)	136
Overhead Guard – Inspect	137
Steer Suspension - Inspect	137

Every 1000 Service Hours or 6 Months

Air Intake System - Change	138
Fuel Lines & Fittings - Check	139
Hydraulic Return Filter - Change	139
Air Breather - Change.....	139
Transmission Oil, Oil Filter & Strainer - Clean, Change	139
Lift Chains - Test, Check, Adjust.....	139
Universal Joint - Inspect	141

Every 1500 Service Hours or 9 Months

Drive Axle Oil (Shoe Brake Only) - Check, Clean, Change.....	142
Inspect Ignition System (LP Engine Only)	142
Replace Spark Plugs (LP Engine Only).....	142
Replace LP Fuel Filter Element (LP Engine Only)	143
Fuel Filter (LP Engine Only)	143
Disassembly	143
Testing Fuel Lock-off Operation (LP Engine Only)	144

Every 2000 Service Hours or Yearly

Steer Wheel Bearings - Reassemble.....	145
Cooling System - Clean, Change.....	146
Fork – Inspect	147

Every 2500 Service Hours or 15 Months

Hydraulic Oil - Check, Clean, Change	149
Inspect Battery System	149
Checking the TMAP Sensor (LP Engine Only)	150
Inspect for Intake Leaks (LP Engine Only).....	150
Replace PCV Valve and breather element - Change (LP Engine Only)	150
Replace Oxygen Sensor (G643E Engine Only) ...	150

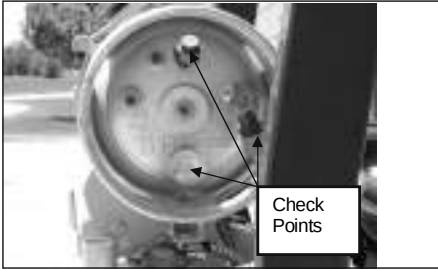
Quick Reference to Maintenance Schedule			FIRST		EVERY							
ITEMS	SERVICES	PAGE	When Required	50-100 Service Hours or a Week	250 Service Hours or a Month	10 Service Hours or Daily	250 Service Hours or Monthly	500 Service Hours or 3 Months	1000 Service Hours or 6 Months	1500 Service Hours or 9 Months	2000 Service Hours or Yearly	2500 Service Hours or 15 Months
Air Breather	Change	139							o			
Air Cleaner Indicator	Check	116				o						
Air Intake System	Change	138							o			
Air Intake System	Check, Clean	125					o					
Battery Terminal	Clean, Inspect	130					o					
Brake Oil Level	Check	127					o					
Carriage Roller Extrusion	Check, Adjust	114	o									
Carriage Side Rollers	Lubricate	129					o					
Carriage Side Rollers Thrust (If Equipped)	Lubricate	133						o				
Carriage Sideshifter (If Equipped)	Lubricate	134						o				
Checking the TMAP Sensor (LP Engine Only)		150										o
Circuit Breaker		112	o									
Circulation Pump Belt (OCDB & LP Engine Only. If Equipped)	Check, Adjust	134						o				
Coolant Level	Check, Clean	115				o						
Cooling System	Clean, Change	146									o	
Crosshead Rollers	Inspect	133						o				
Disassembly		143								o		
Drive Axle Oil	Check, Clean, Change	121		o								
Drive Axle Oil & Strainer (OCDB Only)	Check, Clean, Change	135						o				
Drive Axle Oil (Shoe Brake Only)	Check, Clean, Change	142								o		
Drive Axle Oil Level	Check	127					o					
Engine Oil & Filter	Change	130					o					
Engine Oil Level	Check	115				o						
Fork	Inspect	147									o	
Fuel Filter (LP Engine Only)		143								o		
Fuel Lines & Fittings	Check	139							o			
Fuel Trim Valve(FTV) Inspection (G643E Engine only)		136						o				
Fuse & Relay (LP Engine Only)		112	o									
Fuses, Bulbs & Circuit Breaker	Change, Reset	111	o									
Horn & Lights (If Equipped)	Check	136						o				
Hydraulic Oil	Check, Clean, Change	149										o
Hydraulic Oil Level	Check	127					o					
Hydraulic Return Filter	Change	124, 139			o				o			

Quick Reference to Maintenance Schedule			FIRST		EVERY							
ITEMS	SERVICES	PAGE	When Required	50-100 Service Hours or a Week	250 Service Hours or a Month	10 Service Hours or Daily	250 Service Hours or Monthly	500 Service Hours or 3 Months	1000 Service Hours or 6 Months	1500 Service Hours or 9 Months	2000 Service Hours or Yearly	2500 Service Hours or 15 Months
Inspect Battery System		149										O
Inspect Electrical System (LP Engine only)		136						O				
Inspect Engine for Fluid Leaks		115				O						
Inspect for Intake Leaks (LP Engine Only)		150										O
Inspect Ignition System (LP Engine Only)		142								O		
Inspect Vacuum Lines and Fittings (LP Engine only)		136						O				
Lift Chains	Test, Check, Adjust	139							O			
Mast Channels	Lubricate	118				O						
Mast Hinge Pins	Lubricate	132						O				
Mast, Carriage, Lift Chains, & Attachments	Check, Lubricate	128					O					
Overhead Guard	Inspect	137						O				
Parking Brake	Test, Adjust	122, 134		O				O				
Replace LP Fuel Filter Element (LP Engine Only)		143								O		
Replace Oxygen Sensor (G643E Engine Only)		150										O
Replace PCV Valve and breather element	Change (LP Engine Only)	150										O
Replace Spark Plugs (LP Engine Only)		142								O		
Seat, Hood Latch & Support Cylinder	Check, Lubricate	110	O									
Steer Suspension	Inspect	137						O				
Steer Wheel Bearings	Reassemble	145									O	
Steering Mechanism	Check, Lubricate	129					O					
Test Fuel System for Leaks (LP Engine Only)		110	O									
Testing Fuel Lock-off Operation (LP Engine Only)		144								O		
Tilt Cylinders	Check, Adjust, Lubricate	132						O				
Tires and Wheels	Check, Inspect	113	O									
Transmission Oil Level	Check	118				O						
Transmission Oil, Oil Filter & Strainer	Clean, Change	119, 139		O					O			
Universal Joint	Inspect	141							O			
Walk - Around Inspection	Inspect	117				O						
Wheel Bolts and Nuts	Inspect	131					O					

When Required

You must read and understand the warnings and instructions contained in the Safety section of this manual, before performing any operation or maintenance procedures.

Test Fuel System for Leaks (LP Engine Only)



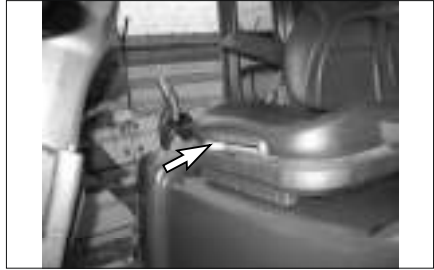
1. Obtain a leak check squirt bottle or pump spray bottle.
2. Fill the bottle with an approved leak check solution.
3. Spray a generous amount of the solution on the fuel system fuel lines and connections, starting at the storage container.
4. Wait approximately 15-60 seconds then perform a visual inspection of the fuel system. Leaks will cause the solution to bubble.
5. Repair any leaks before continuing.
6. Crank the engine through several revolutions. This will energize the fuel lock-off and allow fuel to flow to the pressure regulator/converter. Apply additional leak check solution to the regulator/converter fuel connections and housing. Repeat leak inspection as listed above.
7. Repair any fuel leaks before continuing.



WARNING

Prior to any service or maintenance activity, Test Fuel System for Leaks

Seat, Hood Latch & Support Cylinder - Check, Lubricate



1. Check the operation of the seat adjuster rod. Make sure that the seat slides freely on its track. Lightly oil the seat slider tracks if necessary.



2. Push the lever down to raise the hood and seat assembly. Make certain the support cylinder will hold the hood open.



3. Lightly oil the hood latch mechanism and the rod for the hood support cylinder.

Fuses, Bulbs & Circuit Breaker - Change, Reset

Fuses

NOTE: If a fuse filament separates, use only the same type and size fuses for replacement. If the filament in a new fuse separates, have the circuits and instruments checked.

NOTICE

Always replace fuses with ones of the correct ampere rating.



Remove the front cover from the fuse box. The fuses are located under the air cleaner.



Fuse - Protects an electrical circuit from an overload. Opens (filament separates) if an overload occurs.

Fuse Box (Open)



Typical Example

Gas

HEAD LAMP COMB LAMP	HORN	REAR LAMP OPTION	NOT USE	START VALVE SOLENOID (G/OFF)	REGULATOR GAS PRESS. GAUGE MAIN POWER RELAY	HEAD LAMP RELAY COIL	F/R CONTROL
15A	10A	10A	NOT USE	10A	10A	10A	10A

STOP LAMP STROBE LIGHT TURN SIGNAL LAMP	NOT USE	NOT USE	NOT USE	START RELAY COIL F/R RELAY COIL
15A				15A


A431940

Fuse Box (Close)



Typical Example

Fuses are identified as follows :

1. Horn - 10 A
2. Head Lamp ,Clearance Lamp, Tail Lamp - 15 A
3. Lamp Relay Coil, Fwd/Rev. Solenoid, Rear Lamp Relay & Back-up Lamp/Alarm - 15 A
4. Instrument Panel, Hour Meter, Preheat Controller, Fuel Shut off Solenoid - 15 A
5. Stop Lamp, Turn Signal Lamp, Strobe Lamp - 15 A
6. Starter Relay - 10 A

Bulbs

Bulbs are identified as follows:

[LP Gas Engine]

1. Bulb - head lamp halogen (12V - 35W)
- *2. Bulb - back up (12V - 8W)
- *3. Bulb - turn signal (12V - 23W)
- *4. Bulb - stop & tail (12V - 23/8W)

*Optional lamp or light

Fuse & Relay (LP Engine Only)



Circuit Breaker



1. Raise the hood and seat assembly. Make sure the support cylinder securely holds the hood open.



Typical Example LP Engine Truck

2. The main circuit breaker is located on the rear of the support for the controls.

NOTE: To reset circuit breakers push in on the button. The button should stay in if the breaker is reset. If the button will not stay in, or comes out shortly after reset, have the circuits checked.

Tires and Wheels - Check, Inspect



WARNING

Servicing and changing tires and rims can be dangerous and should be done only by trained personnel using proper tools and procedures.

If correct procedures are not followed while servicing tires and rims, the assemblies could burst with explosive force and cause serious physical injury or death.

Follow carefully the specific information provided by your tire servicing man or dealer.

Check Inflation and Damage

Inspect tires for wear, cuts, gouges and foreign objects. Look for bent rims and correct seating of locking ring.

Check tires for proper inflation. See "Tire Inflation Pressures".

To inflate tires always use a clip-on chuck with a minimum 60 cm (24 inches) length of hose to an in-line valve and gauge.

Always stand behind the tread of the tire, NOT in front of the rim.



Do not reinflate a tire that has been run while flat or underinflated, without first checking to make sure the locking ring on the rim is not damaged and is in the correct position.

When tires are changed, be sure to clean all rim parts and, if necessary, repaint to stop detrimental effects of corrosion. Sand blasting is recommended for removal of rust.



WARNING

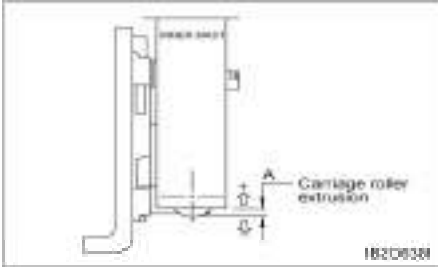
Deflate tire before removing wheel nuts from the truck.

Check all components carefully and replace any cracked, badly worn, damaged and severely rusted or corroded parts with new parts of the same size and type. If there is any doubt, replace with new parts.

Do not, under any circumstances, attempt to rework, weld, heat or braze any rim components.

Carriage Roller Extrusion - Check, Adjust

1. Set the mast vertical.
2. Lower the carriage completely.
3. On full free lift and full free triple lift models, the bottom of the inner mast must be flush with the bottom of the stationary mast.



4. Measure the distance from the bottom of the inner upright to the bottom of carriage bearing.
5. The measurement (A) must be as follows in Chart below.

Height of carriage roller extrusion (A) [unit : mm]		
STD mast	FF mast	FFT mast
-7	43	43

Every 10 Service Hours or Daily

You must read and understand the warnings and instructions contained in the Safety section of this manual, before performing any operation or maintenance procedures.

Inspect Engine for Fluid Leaks

1. Start the engine and allow it to reach operating temperatures.
2. Turn the engine off.
3. Inspect the entire engine for oil and/or coolant leaks.
4. Repair as necessary before continuing.

Engine Oil Level - Check



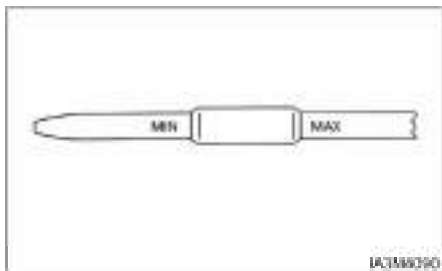
WARNING

Hot oil and components can cause personal injury. Do not allow hot oil or components to contact skin.

Park the lift truck level, with the forks lowered, parking brake applied, transmission in NEUTRAL and the engine stopped.



1. Raise the hood and seat assembly. Make certain the support cylinder securely holds the hood open.



2. Maintain oil level between the MAX. and MIN. marks on the dipstick.

Coolant Level - Check, Clean

Check Coolant Level



WARNING

At operating temperature, the engine coolant is hot and under pressure.

Steam can cause personal injury.

Check the coolant level only after the engine has been stopped and the filter cap is cool enough to touch with your bare hand.

Remove the filter cap slowly to relieve pressure.

Cooling system conditioner contains alkali. Avoid contact with the skin and eyes to prevent personal injury.



1. Observe the coolant level with engine cold. Maintain coolant level to the proper line on expansion bottle. If the expansion bottle has no coolant, it will be necessary to check coolant at the radiator filter neck.
2. Remove the radiator cap. Fill radiator to the top of the filter neck. Inspect radiator cap. Replace if damaged. Install the radiator cap.



3. Start and run the engine to stabilize the coolant level in the filter neck. If low add coolant until it reaches the top of the filter neck. Install the radiator cap. Observe coolant level in the expansion bottle. If necessary, add coolant to bring the coolant to the appropriate line on the expansion bottle.
4. Stop the engine.
5. Inspect the cooling system for leaks, hose cracks or loose connections.



WARNING

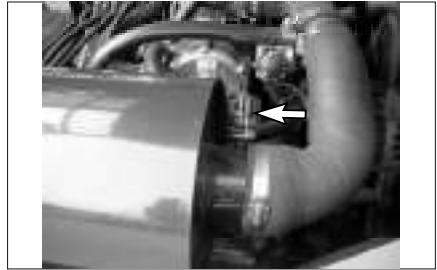
Pressure air can cause personal injury.

When using pressure air for cleaning, wear a protective face shield, protective clothing and protective shoes.

Maximum air pressure must be less than 205 kPa (30 psi) for cleaning purposes.

6. Blow any dust and lint from the radiator fins.

Air Cleaner Indicator - Check Checking Service Indicator



Typical Example

LP Engine Truck

1. Observe the air cleaner service indicator.
2. Service the air cleaner when the RED band in the service indicator, lock in the visible position. See topic, "Air Intake System - Check, Clean" in "Every 250 Service Hours or Monthly".

NOTE: Service the element more frequently, as required, in severe dust or lint conditions. Also, service it more frequently where the operator is required to wear a respirator.

3. Close hood and seat assembly.

Inspect Acceleration Pedal Operation(G643E Only)

1. Verify foot pedal travel is smooth without sticking.



WARNING

When the acceleration pedal harness is connected or disconnected, should be worked key OFF condition.

If not, occurred malfunction, can cause the personal injury.

Inspect Engine for Exhaust Leaks

1. Start the engine and allow it to reach operating temperatures.
2. Perform visual inspection of exhaust system.
3. Repair any/all leaks found.

Walk - Around Inspection - Inspect

For maximum service life of the lift truck, make a thorough walk-around inspection.

Look around and under the truck for such items as loose or missing bolts, debris or dirt buildup, fuel, oil or coolant leaks and cut gouged tires.

Have any repairs made and debris removed, as needed.



1. Inspect the tires and wheels for cuts, gouges, foreign objects, inflation pressure and loose or missing bolts.
2. Inspect the mast and lift chains for wear, broken links, pins and loose rollers.
3. Inspect the hydraulic system for leaks, worn hoses or damaged lines.
4. Look for transmission and differential leaks on the lift truck and on the ground.
5. Inspect the operator's compartment for loose items and cleanliness.
6. Inspect the instrument panel for broken gauges and indicator lights.
7. Test the horn and other safety devices for proper operation.

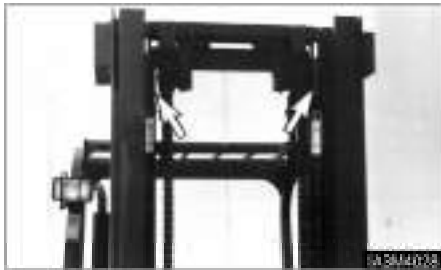


Typical Example

LP Engine Truck

8. Inspect the cooling system for leaks, worn hoses and debris buildup.
9. Inspect engine compartment for oil, coolant and fuel leaks.
10. Inspect the forks.
 - Visually inspect forks for cracks, especially in the heel section, around the mounting brackets, and all weld areas.
 - Inspect for broken or jagged fork tips, bent or twisted blades and shanks.
 - Make sure positioning lock is in place and working. Lock the forks in position before using the truck. See Step 7 of " Forks " in " Every 2000 Service Hours or Yearly "
 - Remove all defective forks from service.

Mast Channels – Lubricate



The channels on the roller-type mast require a break-in period. Apply a light film of lubricant on the channels where the rollers ride. This will prevent metal peel until the rollers set a pattern.

Transmission Oil Level - Check



WARNING

Hot oil and components can cause personal injury. Do not allow hot oil or components to contact skin.

1. Start and operate the lift truck until the engine reaches normal operating temperature.
2. Park the lift truck level with the forks lowered, parking brake applied and the transmission controls in NEUTRAL.
3. With the brake applied and the engine at low idle, shift the directional control lever to forward and then to reverse, to fill the clutches.
4. Shift the direction control lever to the NEUTRAL position.



5. Open the access door in floor plate.
6. Remove the dipstick/filter cap. Observe the oil level.
7. Maintain the oil level between the Min and Max marks on the dipstick/filter cap.

When the oil temperature is 40°C approximately, the cold side mark on the dipstick is applicable.
When the oil temperature is 80°C approximately, the hot side mark on the dipstick is applicable.

8. Close the access door in floor plate.
9. Stop the engine.

First 50 - 100 Service Hours or a Week

You must read and understand the warnings and instructions contained in the Safety section of this manual, before performing any operation or maintenance procedures.

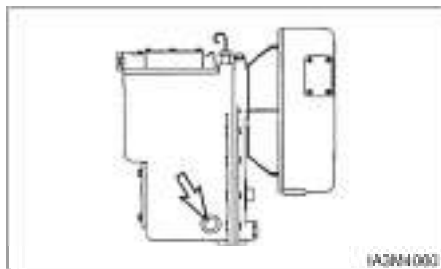
Transmission Oil, Oil Filter & Strainer - Clean, Change



WARNING

Hot oil and components can cause personal injury. Do not allow hot oil or components to contact skin.

Park the lift truck level, with the forks lowered, parking brake engaged, transmission in NEUTRAL and the engine stopped.

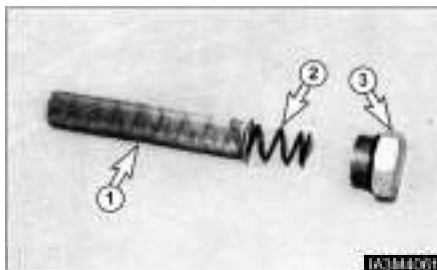


1. Remove the drain plug, spring and strainer. Allow the oil to drain.

NOTICE

Careless disposal of waste oil can harm the environment and can be dangerous to persons.

Always dispose of waste oil to authorized and licensed personnel only.



2. Wash the strainer (screen) ①, spring ② and drain plug ③ in clean, nonflammable solvent. Dry and install the strainer, spring and drain plug.
3. Raise the hood and seat assembly.



4. Remove and discard the oil filter. Wipe off the filter base. Make sure all of the old seal is removed.
5. Put a small amount of clean oil on the seal on the new filter. Install the filter by hand. When the filter contacts the base, tighten it an additional 3/4 turn.
6. Close the hood and seat assembly.



7. Open the access door in the floor plate.
8. Remove the dipstick/filter cap. Fill the transmission with oil. See "Refill Capacities" Install the dipstick/filter cap.



9. Start the engine.
10. With the service brake applied and engine at low idle, shift the transmission to forward and reverse to fill the clutches.
11. Shift the transmission into NEUTRAL. Apply the parking brake.
12. Remove the dipstick/ filter cap.
13. Maintain the oil level between the Min and Max marks on the dipstick/filter cap.

When the oil temperature is 40°C approximately, the cold side mark on the dipstick is applicable.
When the oil temperature is 80°C approximately, the hot side mark on the dipstick is applicable.
14. Check for oil leaks at the filter and drain plug.
15. Stop the engine.

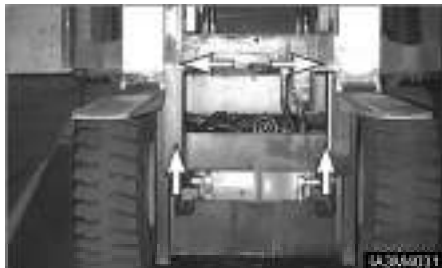
Drive Axle Oil - Check, Clean, Change

Park the lift truck on a level surface, parking brake applied, transmission in neutral.



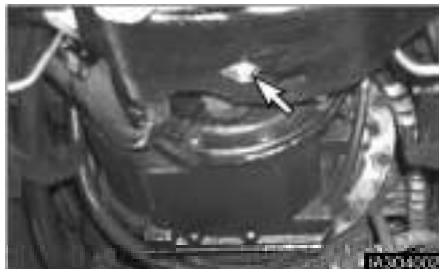
WARNING

Hot oil and components can cause personal injury. Do not allow hot oil or components to contact skin.

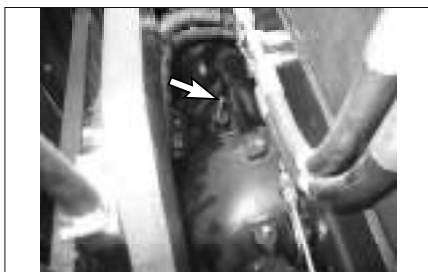


1. Lift the carriage high enough to access the drive axle housing fill plug with breather.
2. Block the bottom of the mast with a block of wood to hold the carriage in the raised position.
3. Turn the ignition switch OFF.

Oil Cooled Disc Brake (OCDB) Type



1. Remove drain plug. Allow the oil to drain into a suitable container. Clean the magnetic drain plug. Check O-ring seal and replace if necessary.
2. Install the drain plug.



3. Remove the dip stick/filter cap. Fill the drive axle housing with oil. See "Lubricant Specification - Drive Axle Oil" and "Refill Capacity"
4. Start the lift truck. With the engine at low idle, place the directional control lever to the NEUTRAL.
5. Maintain the oil level between lower mark and upper mark on the dip stick/filter cap.
6. Install the dip stick/filter cap.

Parking Brake - Test, Adjust

Parking Brake Testing

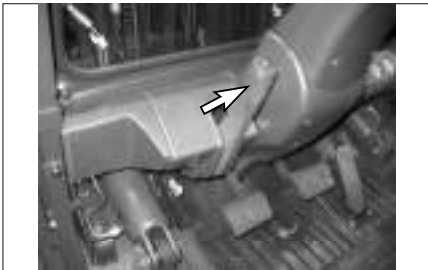
NOTICE

OSHA requires the parking brake to hold the lift truck, with capacity load, on a 15% grade.

Testing requires a test load equal to the capacity of the truck and a 15% grade.

If the maximum grade in the workplace is less than its capacity, use the Parking Brake inspection procedure covered in 'Inspection from Operator's Seat, Engine On' in "Every 10 Service Hours or Daily" section.

1. Pick up capacity load and drive over to a 15% grade.
2. Drive forward up the 15% grade. Halfway up the grade, stop the lift truck with its service brakes.
3. Engage the parking brake and slowly release the service brake.



4. Engage the parking brake and shift the transmission to NEUTRAL. Slowly release the service brakes.
5. The parking brake adjustment is proper if it holds the lift truck on the grade. The parking brake needs adjusting if it does not hold the lift truck on the grade.
6. If the lift truck starts to move in reverse down the grade with the parking brake engaged, stop it with the service brakes, disengage the parking brake and reverse slowly down the grade controlling your speed with the service brakes.



WARNING

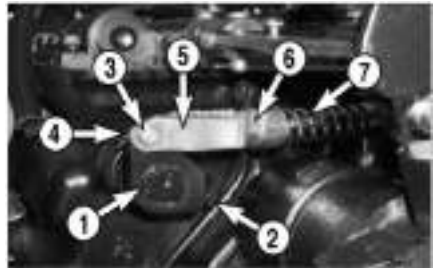
To prevent personal injury, the operator **MUST** be ready to use the service brake if the parking brake is not adjusted correctly and the lift truck starts to move.

Parking Brake Adjusting

1. Park the lift truck on a level surface, lowered the forks, shift the transmission to NEUTRAL and shut OFF the engine and block the wheels securely.
2. Chock the lift truck's tires to prevent unintentional movement.

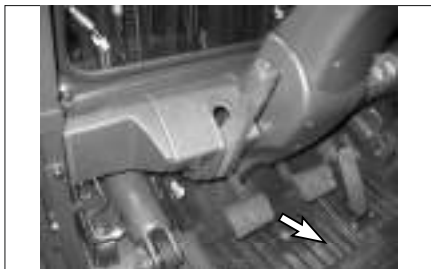


3. Remove the floor mat and floor plate.
4. Make sure the parking brake lever is released.



5. Make sure the brake lever (1) is held against stop pin (2). If the brake lever (1) is held against the stop pin (2), go to step 7. If the brake lever (1) is NOT held against the stop pin (2), go to step 6.

6. Remove the pin (3) and the cotter pin (4). Tighten the nut (6) to compress the spring (7) further and pull downward and turn the clevis (5) until the pin (3) fits into the brake lever when the lever (1) is held against the stop pin (2). Then install the pin (3) and the cotter pin (4) and return the nut (6) to the clevis (5).



7. Loosen lock nut (5). Tighten screw (6) to 6 to 7 N•m (50 to 60 lb•in). Loosen the screw (6) 1 1/6 turns and tighten the lock nut (5).

NOTICE

Turn the adjustment screw (6) clockwise to tighten. Turning the screw (6) too far counterclockwise could allow parts to fall into the bottom of the transmission.

The transmission would then require disassembly to remove the parts.

8. Reinstall the floor plate and floor mat.
9. Engage the parking brake, remove the tire chocks and test the parking brake. Refer to 'Parking Brake Testing' in the preceding section.

To Adjust

Park the lift truck level, with the forks lowered, transmission in NEUTRAL, the engine stopped and the wheels securely blocked.

1. Release the parking brake.
2. Turn the adjustment knob, clockwise to tighten the brake.
3. Test the parking brake adjustment. Repeat the adjustment procedure, if necessary.

First 250 Service Hours or a Month

You must read and understand the warnings and instructions contained in the Safety section of this manual, before performing any operation or maintenance procedures.

Hydraulic Return Filter - Change



WARNING

**Hot oil and components can cause personal injury.
Do not allow hot oil or components to contact skin.**

Park the lift truck level with the forks lowered, parking brake engaged, transmission in NEUTRAL and the engine stopped.



1. Raise the hood and seat assembly. Loosen the bolts of the hydraulic tank cover, and remove the hydraulic tank cover with filter assembly.



2. Remove filter assembly from the hydraulic tank cover.

3. Install new filter assembly in the hydraulic tank cover.
4. Inspect cover gasket for damage, replace it if necessary.
5. Clean and Install the cover and tighten retaining bolts.
6. Lower the hood and seat assembly.

Every 250 Service Hours or Monthly

You must read and understand the warnings and instructions contained in the Safety section of this manual, before performing any operation or maintenance procedures.

Air Intake System - Check, Clean Servicing Filter Element

NOTICE

Never service precleaner with the engine running.



Typical Example

LP Engine Truck

Service the air cleaner when the red target in the service indicator stays locked in the visible position with the engine stopped.

1. To service the air cleaner, loosen the cover latches and remove the cover.



Typical Example

LP Engine Truck

2. Rotate the element slightly to separate it from its base and remove it from the air cleaner housing.
3. Clean and inspect the element or replace with a new element. See topic, "Cleaning Primary Filter Element".
4. Clean the inside of air cleaner housing and the cover. Inspect all connections between the air cleaner and engine. Check intake hose for cracks, damage and loose clamps. Tighten or replace parts as necessary to prevent leakage.

NOTICE

Do not allow dirty air to enter the intake hose when cleaning the inside of the air cleaner housing.

5. Check the air cleaner housing for loose latches.
6. Reset the air cleaner service indicator.
7. Install the air filter element.
8. Install the cover and tighten the cover latches.
9. Start the engine and observe the position of the indicator. If the indicator shows RED after the installation of the primary element, install another clean or a new element or, replace the secondary element. See topic, "Air Intake System - Change" in Every 1000 Service Hours or 6 months section.
10. Stop the engine and close the hood and seat assembly.

Cleaning Primary Filter Elements



WARNING

Pressure air can cause personal injury.

When using pressure air for cleaning, wear a protective face shield, protective clothing and protective shoes.

The maximum air pressure must be below 205 kPa (30 psi) for cleaning purposes.

NOTICE

Do not clean the elements by bumping or tapping them.

Inspect filter elements after cleaning. Do not use a filter with damaged pleats, gaskets or seals.

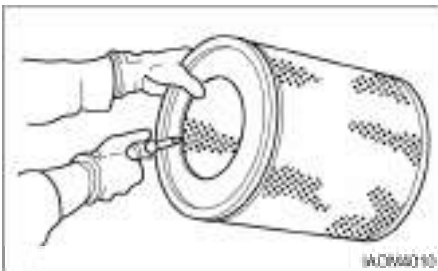
When cleaning with pressure air, use 205 kPa (30 psi) maximum pressure to prevent filter element damage.

When cleaning with pressure water, use 280 kPa (40 psi) maximum pressure to prevent filter element damage.

Have spare elements on hand to use while cleaning used elements.

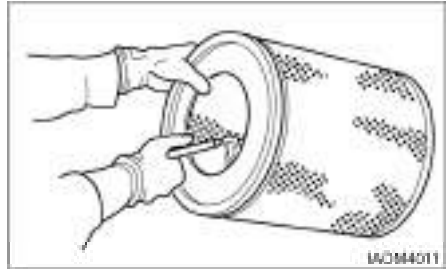
The primary element should be replaced after a year's service or after cleaning no more than 6 times.

Air-205 kPa (30 psi) Maximum Pressure



Direct air on the inside and outside of the element along the length of the pleats. Check the element for any tears, rips or damage.

Water-280 kPa (40 psi) Maximum Pressure

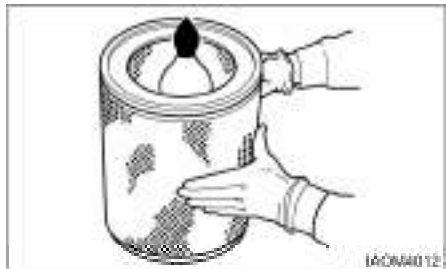


Direct water on the inside and outside of the element along the length of the pleats. Air dry it thoroughly and then examine it.

Detergent

1. Wash the element in warm water and mild household detergent.
2. Rinse the element with clean water. See instructions in preceding topic for cleaning with water.
3. Air dry it thoroughly, and then examine it.

Checking Element



1. Insert a light inside the clean dry element and examine it. Discard the element if tears, rips or damage are found.
2. Wrap and store good elements in a clean, dry place.

Hydraulic Oil Level - Check



WARNING

At operating temperature, the hydraulic tank is hot and under pressure.

Hot oil can cause burns.

Remove the filter cap only when the engine is stopped, and the cap is cool enough to touch with your bare hand. Remove the filter cap slowly to relieve pressure.

1. Operate the lift truck for a few minutes to warm the oil. Park the lift truck on a level surface, with the forks lowered, mast tilted back, parking brake engaged, transmission in NEUTRAL and the engine stopped.
2. Raise the hood and seat assembly. Make sure the air lift cylinder securely holds the hood open.



3. Remove the dipstick/ filter cap. Maintain the oil level to the FULL mark on the breather/dip stick.

Drive Axle Oil Level - Check



WARNING

Hot oil and components can cause personal injury. Do not allow hot oil or components to contact skin.

Park the lift truck on a level surface. Apply the parking brake. The engine is at the low idle. Place the directional control level in NEUTRAL.



1. Lift the carriage high enough to access the drive axle housing oil level plug and fill plug.
2. Put blocks under the carriage.

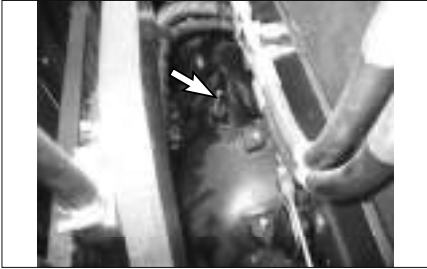
Brake Oil Level – Check



The brake reservoir is located on the left side of the steering column.

1. Remove the filler cap.
2. Maintain the brake fluid level to the fluid level mark on the brake system reservoir.
3. Clean and install the filler cap

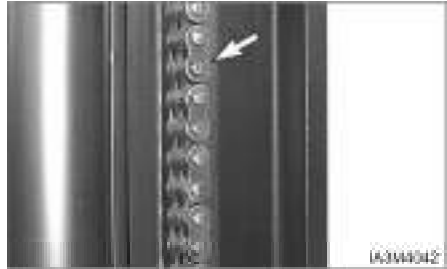
Oil Cooled Disc Brake (OCDB) Type



1. Remove the dip stick/filter cap. Observe the oil level.
2. Maintain the oil level between lower mark and upper mark on the dip stick/filter cap.
3. Install the dip stick/filter cap.

Mast, Carriage, Lift Chains, & Attachments - Check, Lubricate

1. Operate the lift, tilt and attachment controls. Listen for unusual noises. These may indicate a need for repair.
2. Inspect for loose bolts and nuts on the carriage. Remove any debris from the carriage and mast.
3. Inspect the forks and attachments for free operation and damage. Have repairs made if necessary.



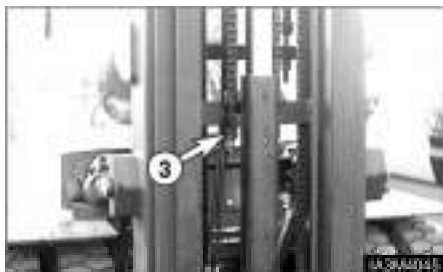
4. Brush a film of oil on all links of the chain.
5. Raise and lower the carriage a few times to work lubricant into the chain links.

NOTICE

Lubricate chains more frequently than normal in applications where the lift truck is operating in a atmosphere which could cause corrosion of components or when lift truck must work in rapid lift cycles.

6. Inspect the chain anchors and individual links for wear, loose pins or cracked leaves.





7. In case of Full Free Lift Mast, Extend the primary cylinder to full length and then check the clearance and over lapped dimension between carriage stopper bolt or block (1) and Inner mast stopper block (2). Adjust the chain anchor bolt (3) so that clearance should be 14 ± 2 mm.

And adjust the overlapped dimension to be 10 ± 2 mm by moving or inserting washer.

Carriage Side Rollers - Lubricate



GC35S-5, GC40S-5, GC45S-5



GC50C-5, GC55C-5

Lubricate 2 side roller fittings, one on each side of the carriage

Steering Mechanism - Check, Lubricate



1. Lubricate the steer axle king pins, total of four fittings. Two on the right side and two on the left side.
2. Lubricate the steering link bearings, total of four fittings. Two on the right side and two on the left side.
3. Check for any worn or loose components of the steering mechanism. Remove any debris or trash as required.

Battery Terminal - Clean, Inspect



Batteries give off flammable fumes that can explode.

Do not smoke when observing the battery electrolyte levels.

Electrolyte is an acid and can cause personal injury if it contacts skin or eyes.

Always wear protective glasses when working with batteries.

LP Engine - 12V X 1



Typical Example

LP Engine Truck

1. Clean the top of the battery and terminals.
2. Check terminals for corrosion. Coat terminals with heavy grease.

Engine Oil & Filter – Change

LP Engine Crankcase

1. Operate lift truck a few minutes to warm oil. Park the lift truck with the forks lowered, parking brake applied, transmission in neutral and the engine stopped.
2. Raise rear of lift truck off ground and block securely.

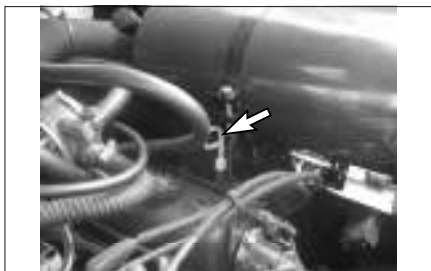


Hot oil and components can cause personal injury. Do not allow hot oil or components to contact skin.



3. Remove the crankcase drain plug and allow oil to drain. Clean and install drain plug.
4. Raise the hood and seat assembly.
5. Remove and discard oil filter element.
6. Wipe sealing surface of oil filter element mounting base. Make sure the entire old gasket is removed.
7. Before installing a new filter element, apply a small amount of clean engine oil to the filter element gasket.

8. Install the new filter element. When the gasket contacts the base, tighten it 3/4 of a turn more. Do not overtighten.
9. Raise the lift truck, remove the blocking and lower the lift truck.
10. Fill the crankcase. See "Refill Capacities".
11. Start the engine and allow the oil to fill the filter and passages.
12. Check for oil leaks.



13. Stop the engine and measure the oil level. Maintain the oil level to the FULL mark on the dip stick.
14. Close hood and seat assembly.

Wheel Bolts and Nuts - Inspect Inspect Tightness

NOTICE

Do not lubricate ball seats of wheels or ball faces of wheel nuts.

Be sure mounting faces of hub, wheel nuts and flat mounting surfaces are clean.

Tighten wheel nuts again after 24 hours of operation.

NOTE: Always tighten wheel lug nuts in a sequence opposite (180°) each other.

If equipped with dual wheels, follow the same nut tightening sequence for both wheels.

Drive Wheels



Install drive wheel. Put two nuts opposite (180°) each other. Tighten both.

Install the remaining nuts. Tighten all nuts in a sequence opposite (180°) each other. Tighten to 600 ± 90 N•m (440 ± 60 lb•ft).

Every 500 Service Hours or 3 Months

You must read and understand the warnings and instructions contained in the Safety section of this manual, before performing any operation or maintenance procedures.

Mast Hinge Pins – Lubricate



Typical Example

1. Lower the forks and tilt the mast forward.
2. Lubricate the two fittings for the mast hinge pins, one on each side of the mast.

Tilt Cylinders - Check, Adjust, Lubricate

Chassis Pivot Eyebolts



Typical Example

1. Lubricate two fittings for the pivot eyebolts, one on each tilt cylinder.
2. Check the pivot eye pins for loose retainer bolts and wear.

Mast Pivot Eyes



Typical Example

1. Lubricate two fittings for the mast pivot eyes, one on each side of the mast.
2. Check the pivot eye pins for loose retainer bolts and wear.

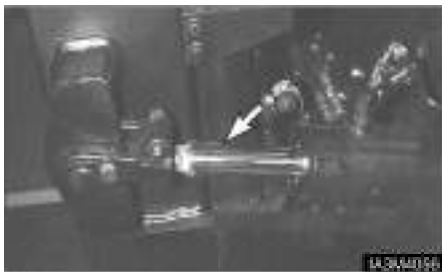
Cylinder Rod Extension

NOTE: The following description is for forward tilt. For cylinder rod back tilt, the collar should be stationary by the tilt eye. If it is not, the O-ring inside the collar may need to be replaced. To adjust back tilt, spacers must be added or removed.



Typical Example

1. Check to make sure the tilt cylinders extend and retract evenly.
2. If one cylinder continues to move after the other cylinder has stopped in full forward or backward tilt, an adjustment must be made to one cylinder.



Typical Example

3. To adjust the cylinder rod extension, move the spacer to the rear and loosen the pinch bolt on the clevis.
4. Turn the cylinder rod in or out of the clevis to obtain the proper adjustment. Turning the rod into the clevis shortens the stroke. Turning the rod out of the clevis lengthens the stroke. When turning for extending rod, the overlapped length between clevis's thread and cylinder rod must be minimum 32 mm
5. Tighten the pinch bolts to a torque of $95 \pm 15 \text{ N}\cdot\text{m}$ ($70 \pm 10 \text{ lb}\cdot\text{ft}$). Check the cylinder rods again for even travel.

Crosshead Rollers - Inspect

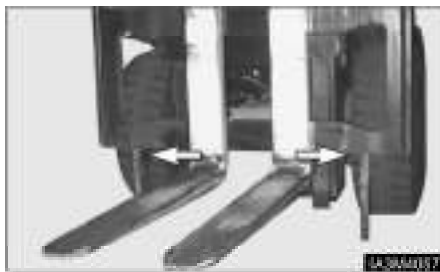
1. Operate the mast through a lift cycle. Watch the chains move over the crosshead rollers. Make sure the chain is tracking over the rollers properly.



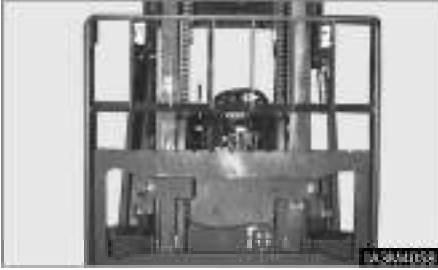
Typical Example

2. Check for damaged crosshead rollers, guards and retainer rings.

Carriage Side Rollers Thrust (If Equipped) - Lubricate



1. Raise the carriage high enough to gain access to the side thrust rollers on the back side of the carriage. Block the carriage in this position.



2. Lubricate 2 side thrust roller fittings, one on each side of the mast.
3. Raise the carriage, remove the blocking. Lower the carriage to the floor.

Carriage Sideshifter (If Equipped) – Lubricate



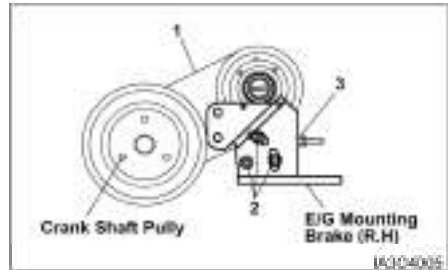
1. Lubricate 4 (6) fittings. The forks may have to be moved to gain access to all of the fittings.
2. Operate the sideshifter carriage through several complete cycles to distribute the grease the carriage to the floor.

Parking Brake - Test, Adjust

See topic, "Parking Brake - Test, Adjust" in "First 50-100 Service Hours."

Circulation Pump Belt (OCDB & LP Engine Only. If Equipped) - Check, Adjust

1. Raise the hood and seat assembly.



2. Check the condition and adjustment of the belt (1). Correct adjustment allows 10 mm (3/8 inch) deflection under 45 N of force.
3. To adjust the circulation pump belt, loosen the mounting bolts (2) and adjust the adjusting inner nut (3). Tighten the adjusting outer nut (4).
4. Lower the hood and seat assembly.

Drive Axle Oil & Strainer (OCDB Only) - Check, Clean, Change



WARNING

Hot oil and components can cause personal injury. Do not allow hot oil or components to contact skin.

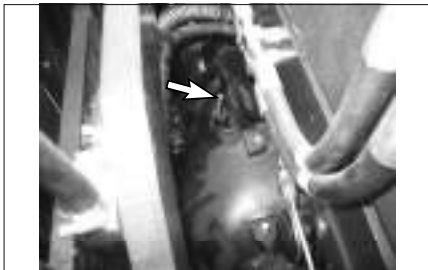
Park the lift truck on a level surface. Apply the parking brake. Place the directional control lever in NEUTRAL and stop the engine.



1. Remove drain plug. Allow the oil to drain into a suitable container. Clean the magnetic drain plug. Check O-ring seal and replace if necessary.
2. Install the drain plug.
3. Remove strainer assembly.

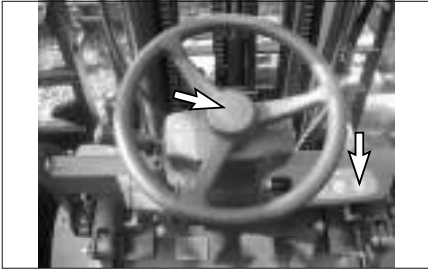


4. Washer the strainer assembly in clean, nonflammable solvent and dry it.
5. Install the strainer assembly and reconnect the hose and harness.



6. Remove the dip stick/filter cap. Fill the drive axle housing with oil. See "Lubricant Specification - Drive Axle Oil" and "Refill Capacity".
7. Start the lift truck. With the engine at low idle, place the directional control lever to the NEUTRAL.
8. Maintain the oil level between lower mark and upper mark on the dip stick/filter cap.
9. Install the dip stick/filter cap.

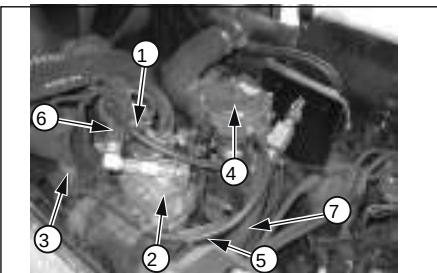
Horn & Lights (If Equipped) – Check



1. Press horn button, to determine if horn is operational.
2. Check and replace all defective gauges.
3. Check all lights such as warning, directional, backup, driving and flood lights for correct operation. Replace all burned out bulbs. Have repairs made if needed.

Inspect Vacuum Lines and Fittings (LP Engine only)

1. Visually inspect vacuum lines and fittings for physical damage such as brittleness, cracks and kinks. Repair/replace as required.
2. Solvent or oil damage may cause vacuum lines to become soft resulting in a collapsed line while the engine is running.
3. If abnormally soft lines are detected, replace as necessary.



- (1) LP fuel lock-off, (2) LP regulator/converter,
(3) Fuel Trim Valve,
(4) LP mixer, (5) Vacuum lines,
(6) Coolant lines, (7) LP fuel line

Fuel Trim Valve(FTV) Inspection (G643E Engine only)

1. Visually inspect the Fuel trim valve(3) for abrasions or cracking. Replace as necessary.
2. To ensure the valve is not leaking a blow-by test can be performed.
3. With the engine off, disconnect the electrical connector to the FTV.
4. Disconnect the vacuum line from the FTV to the pressure regulator/converter, at the converter's tee connection.
5. Lightly blow through the vacuum line connected to the FTV. Air should not pass through the FTV when de-energized. If air leaks past the FTV when de-energized, replace the FTV.

Inspect Electrical System (LP Engine only)

1. Check for loose, dirty or damaged connectors and wires on the harness including: Fuel lock-off, TMAP sensor, O2 sensor, Electronic throttle, Control Relays, Fuel Trim Valve, Foot Pedal, and Distributor sensor.
2. Repair and/or replace as necessary.

Overhead Guard – Inspect



1. Check tightness of overhead guard mounting bolts at 95 N•m (70 lb•ft).
2. Check overhead guard for bent or cracked sections. Have repairs made if needed.

Steer Suspension - Inspect



1. Inspect the suspension mounting bolts. Tighten suspension mounting bolts, if necessary, to 240±30 N•m (180±20 lb•ft).



2. Look for leaks at the power steering hose connections.
3. Remove any trash buildup on the suspension or the steer axle.

Every 1000 Service Hours or 6 Months

You must read and understand the warnings and instructions contained in the Safety section of this manual, before performing any operation or maintenance procedures.

Air Intake System - Change

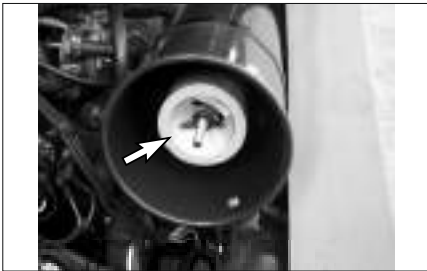
Changing Primary Element

See topic, "Air Intake System - Check, Clean" in "Every 250 Service Hours or Monthly".

Changing Secondary Element

Replace the secondary element after the primary element has been cleaned three times or yearly.

1. Remove the primary air cleaner element. See topic "Servicing Filter Element". Clean the inside of the air cleaner housing and cover.



2. Remove the secondary element. Inspect the gasket between the air cleaner housing and the engine inlet. Replace the gasket if it is damaged.

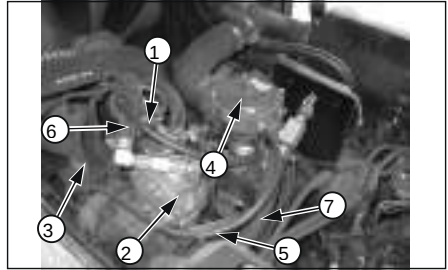
NOTICE

Always replace the secondary element. Do not attempt to reuse it by cleaning.

3. Install a new secondary element. Install a new or cleaned primary element. Install the cover. Tighten the latches.
4. Start the engine and observe the air cleaner service indicator. If the indicator shows RED after installing a new secondary element and a cleaned primary (outer) element, replace the cleaned primary filter with a new element.
5. Stop the engine. Close the hood and seat assembly.

Inspect Coolant Hoses (LP Engines Only)

1. Visually inspect coolant hoses and clamps. Remember to check the two coolant lines that connect to the pressure regulator/converter.
2. Replace any hose that shows signs of swelling, cracking, abrasion or deterioration.



- (1) LP fuel lock-off, (2) LP regulator/converter
(3) Fuel Trim Valve (FTV), (4) LP mixer
(5) Vacuum lines, (6) Coolant lines, (7) LP fuel line

LP Regulator/Converter Inspection (LP Engine Only)

1. Visually inspect the pressure regulator/converter housing(2) for coolant leaks. Refer to the pressure regulator/converter section of the service manual if maintenance is required.

NOTE: For pressure testing and internal inspection of the pressure regulator/converter, refer to the pressure regulator/converter section of the service manual.

Fuel Lines & Fittings - Check

Visually inspect fuel lines and fittings for physical damage. Replace as required.

Inspect Mixer Assembly (LP Engine Only)

Refer to the LP mixer section of the engine service manual for procedures.

Inspect Throttle Assembly (LP Engine Only)

1. Visually inspect the throttle assembly motor housing for coking, cracks and missing cover-retaining clips. Repair and/or replace as necessary.

NOTE: Refer to the LP mixer and throttle section of the service manual for procedures on removing the mixer and inspecting the throttle plate.

Hydraulic Return Filter - Change

See topic "Hydraulic Return Filter - Change" in "First 250 Service Hours or a Month".

Air Breather - Change

Park the lift trucks level, with the forks lowered, parking brake engaged, transmission in NEUTRAL and the engine stopped.

1. Raise the hood and seat assembly.
2. Remove and discard the air breather.



3. Install a new air breather.
4. Lower the hood and seat assembly.

Transmission Oil, Oil Filter & Strainer - Clean, Change

See topic, "Transmission Oil, Oil Filter & Strainer - Clean, Change" in "First 50 - 100 Service Hours or a Week".

Lift Chains - Test, Check, Adjust

Lift Chain Wear Test

Inspect the part of the chain that is normally operated over the cross head roller. When the chain bends over the roller, the movement of the parts against each other causes wears.

Inspect to be sure that chain link pins do not extend outside of the link hole. If any single link pin is extended beyond its connecting corresponding link, it should be suspected of being broken inside of its link hole. Lift chains are required to check for wear about every 1,000 service hours or 6 months.

Chain wear test is a measurement of wear of the chain links and pins. Take the following steps to check chain wear.

1. Lift the mast and carriage enough for getting tension on lift chains.



Typical example

2. Measure precisely ten links of chain distance at the center of pins in millimeter.
3. Calculate chain wear rate*.
4. If the chain wear rate is 2% or more, replace the lift chain.

*Chain wear rate (%)

$$= \left(\frac{\text{Actual measurement} - \text{Pitch}^{**} \times 10}{\text{Pitch}^{**} \times 10} \right) \times 100$$

**Chain Pitch for GC35/40/45S-5, GC50/55C-5

$$= 25.40 \text{ mm}(1.0 \text{ in})$$

Check for Equal Tension



Typical example

Lift the carriage and the mast high enough for getting tension on lift chains. Check the chains, and make sure the tension is the same. Lift chains are required to check for equal tension about every 1,000 service hours or 6 months.



WARNING

Personal injury can be caused by sudden movement of the mast and carriage.

Keep hands and feet clear of any parts that can move.

Lift Chain Adjustment



Typical example for carriage equal tension

If the tension is not the same on both chains, take the procedure as follows.

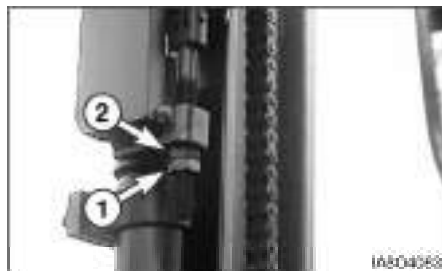
NOTE: If carriage height is not correct, make adjustments by following procedures.

Carriage Chain Adjustment

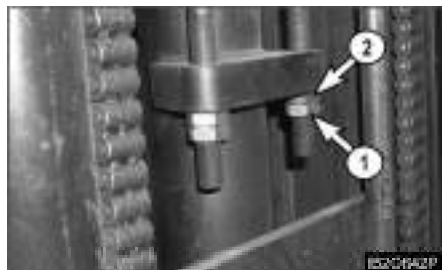
Make sure that carriage height is correct. If correct, adjust the chain for equal tension. If not, adjust the chain for correct carriage height by adjusting anchor nuts(1),(2).

NOTE: See the previous section, "Carriage Roller Extrusion" in "When Required" for proper height of carriage.

1. Fully lower the carriage and tilt mast forward or lift the carriage and put blocks under the carriage to release the tension from the lift chains.
2. Loosen nut(1) and adjust nut(2) to get proper distance from bottom of inner upright to the bottom of carriage bearing.



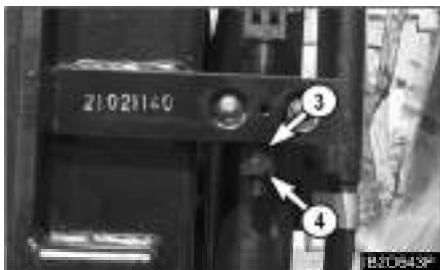
Typical example for carriage chain of STD mast



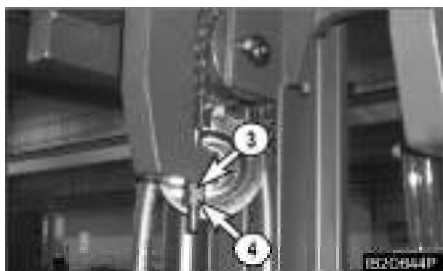
Typical example for carriage chain of FF,FFT mast

3. Make adjustment anchor nut(1),(2) for equal chain tension.
4. Set the mast vertical and raise the carriage and check equal chain tension. If not equal, repeat the same procedure as step 1 through step 3.
5. Put LOCTITE No. 242 Tread lock on the threads of the anchor nuts(1),(2) after the adjustment is completed.

Mast Chain Adjustment - FF, FFT Mast



Typical example for FF mast



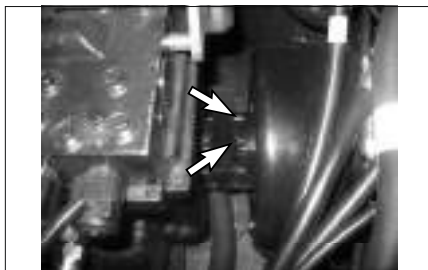
Typical example for FFT mast

Make sure that mast height is correct. If correct, adjust chain for equal tension. If not, adjust mast chain for correct mast height by adjusting anchor nuts (3), (4).

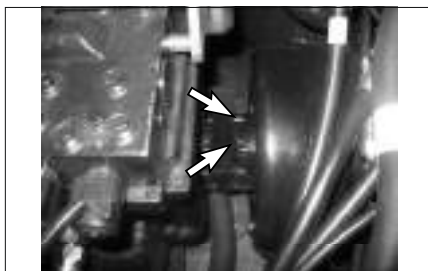
NOTE: See the previous section, "Carriage Roller Extrusion" in "When Required" for proper inner mast height.

1. Lift the inner mast and put blocks under the inner mast to release the tension from the lift chains.
2. Loosen nut(3) and adjust nut(4) to make inner mast rail flush with outer mast rail bottom.
3. Make adjustment anchor nuts(3),(4) for equal chain tension.
4. Raise the inner mast and check equal chain tension. If not equal, repeat the same procedure as step 1 through step 3.
5. Put LOCTITE No. 242 tread lock on the threads of the anchor nuts(3),(4) after the adjustment is completed.

Universal Joint - Inspect



1. Inspect for loose retaining bolts. Check for worn or damaged bearings.



2. Have worn or damaged bearings replaced. Tighten the bolts if necessary.

Every 1500 Service Hours or 9 Months

You must read and understand the warnings and instructions contained in the Safety section of this manual, before performing any operation or maintenance procedures.

Drive Axle Oil (Shoe Brake Only) - Check, Clean, Change

See topic, "Drive Axle Oil - Check, Clean, Change" in "First 50-100 Service Hours or a Week".

Inspect Ignition System (LP Engine Only)

1. Disconnect Battery Cables.
2. Remove and inspect the spark plugs. Replace as required.
3. Test secondary cables with an Ohmmeter. If maximum resistance is higher than 25 kOhms, repair and/or replace.
4. Remove distributor cap and perform visual inspection. Replace cap and rotor if corrosion is found on the contacts.
5. Inspect the ignition coil for cracks and heat deterioration. Visually inspect the coil heat sink fins. If any fins are broken replace as required.



Replace Spark Plugs (LP Engine Only)

1. Disconnect Battery Cables.
2. Using a gentle twisting motion remove the high voltage cables from the spark plugs. Replace any damaged cables.
3. Remove the spark plugs.
4. Gap the new spark plugs to the proper specifications.
5. Apply anti-seize compound to the spark plug threads and install.

G643(E) Engine : 0.9 mm (0.035 inch)

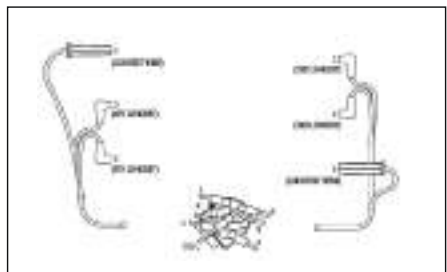
G643(E) Engine : 30 N•m (22 lb•ft)



WARNING

Do not overtighten the spark plugs.

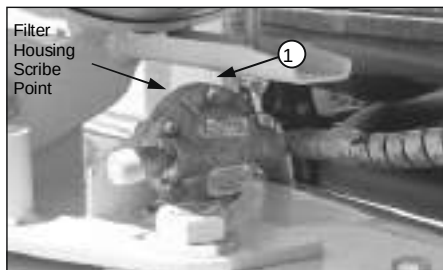
6. Re-install the high voltage cables.



Replace LP Fuel Filter Element (LP Engine Only)

Park the lift truck in an authorized refueling area with the forks lowered, parking brake applied and the transmission in Neutral.

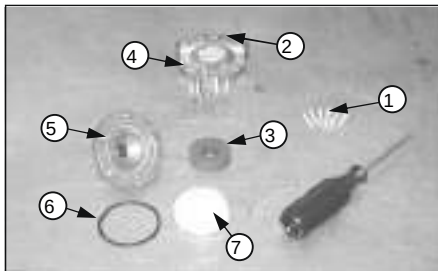
1. Close the fuel shutoff valve on the LP-Fuel tank. Run the engine until the fuel in the system runs out and the engine stops.
2. Turn off the ignition switch.
3. Scribe a line across the filter housing covers, which will be used for alignment purposes when re-installing the filter cover.



4. Remove the cover retaining screws (1)

Fuel Filter (LP Engine Only)

Disassembly

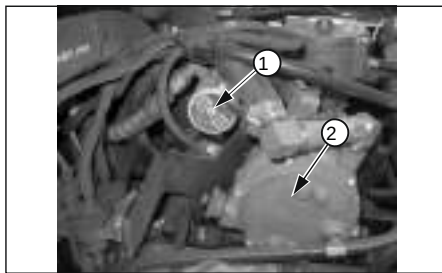


1. Remove top cover (2), magnet (3), spring (4), and filter element (7) from bottom cover (5).
2. Replace the filter element (7).
3. Check bottom cover O-ring seal (6) for damage. Replace if necessary.
4. Re-assemble the filter assembly aligning the scribe lines on the top and bottom covers.
5. Install the cover retaining screws, tightening the screws in an opposite sequence across the cover.
6. Open the fuel valve by slowly turning the valve counterclockwise.
7. Crank the engine several revolutions to open the fuel lock-off. DO NOT START THE ENGINE. Turn the ignition key switch to the off position.
8. Check the filter housing, fuel lines and fittings for leaks. Repair as necessary.

Testing Fuel Lock-off Operation (LP Engine Only)

1. Start engine.
2. Locate the electrical connector for the fuel lock
3. Disconnect the electrical connector.
4. The engine should run out of fuel and stop within a short period of time.
5. Turn the ignition key switch off and re-connect the fuel lock-off connector.

NOTE: The length of time the engine runs on trapped fuel vapor increases with any increase in distance between the fuel lock-off and the pressure regulator/converter.



(1) LP fuel lock-off, (2) LP regulator/converter

Every 2000 Service Hours or Yearly

You must read and understand the warnings and instructions contained in the Safety section of this manual, before performing any operation or maintenance procedures.

Steer Wheel Bearings - Reassemble

Park the lift truck level with the forks lowered, parking brake engaged, transmission in NEUTRAL and the engine stopped.



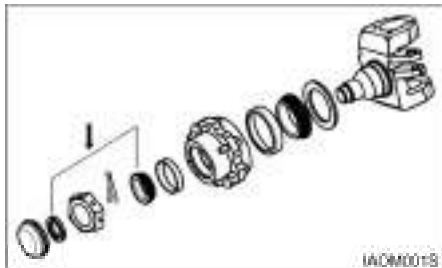
Typical Example

1. Lift the steer wheels off the ground. Place stands or blocking under the frame and steer axle to support the lift truck.
2. Remove the hub cap.



Typical Example

3. Remove the cutter pin.



4. Remove the castle nut and washer.
5. Remove the wheel assembly. Examine the seal for damage and wear. Replace the seal if necessary.



WARNING

Deflate tire before removing wheel nuts at tire change.

6. Remove the inner bearing. Clean and lubricate the steering knuckle. Reassemble both the inner and outer bearing cones.
7. Install the inner bearing. Lubricate the seal and install the wheel assembly on the knuckle.
8. Install the outer wheel bearing and the outer washer. Install a new lock washer and fit the locknut.



Typical Example

9. Tighten the locknut to 135 N•m (100 lb•ft), while turning wheel hub to seat the bearing.
10. Loosen the locknut. Retorque it to 50 ± 5 N•m (37 ± 4 lb•ft). Bend the lockwasher tang to secure locknut.
11. Install the hub cap.
12. Raise the lift truck and remove the blocking. Lower the lift truck to the ground.

Cooling System - Clean, Change



WARNING

At operating temperature, the engine coolant is hot and under pressure.

Steam can cause personal injury.

Check the coolant level only after the engine has been stopped and the filter cap is cool enough to touch with your bare hand.

Remove the filter cap slowly to relieve pressure.

Cooling system conditioner contains alkali. Avoid contact with the skin and eyes to prevent personal injury.

Use all cleaning solutions with care.

The lift truck must be level, the forks lowered, the parking brake engaged, the transmission in NEUTRAL and the engine stopped and cool.



1. Turn the radiator cap slowly to relieve the pressure, then remove the cap.
2. Remove the block drain plug.

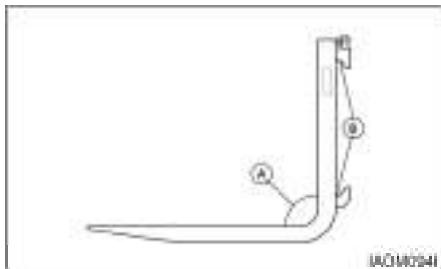


Typical Example

3. Open radiator drain valve. Allow the coolant to drain. Drain the recovery bottle.

4. Close radiator drain valve and install block drain plug. Fill the cooling system with 1 kg (2 lb) sodium bisulphate per 40 liters (10 gallons) of water. Most commercial cooling system cleaners can be used.
5. Start and run the engine for 30 minutes.
6. Stop the engine and drain the cleaning solution.
7. Flush the system with clean water, until draining water is clear.
8. Close the drain valve and install the block drain plug. Fill the system with neutralizing solution, 250g (1/2 lb) sodium carbonate per 40 liters (10 gallons) of water.
9. Start and run the engine for 10 minutes.
10. Stop the engine and drain the neutralizing solution.
11. Flush the system with clean water until draining water is clear.
12. Close the drain valve and install the block drain plug. Add coolant to the top of the filter neck.
13. Start and run the engine to stabilize the coolant level. See "Every 10 Service hours or Daily", "Coolant Level-Check", in this manual.

Fork – Inspect

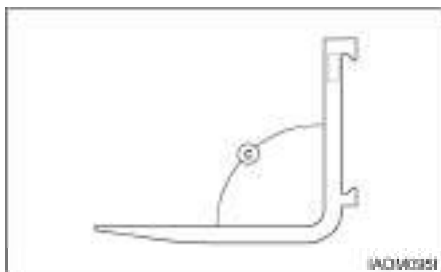


Forks should be inspected, at a minimum, every 12 months. If the truck is being used in a multi-shift or heavy duty operation, they should be checked every six months.

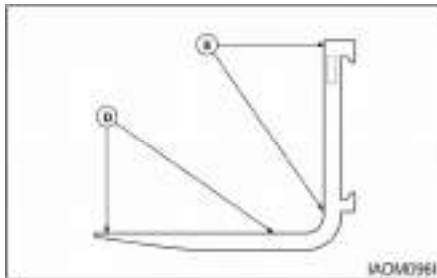
1. Inspect the forks carefully for cracks. Special attention should be given to the heel section (A), all weld areas and mounting brackets (B). Inspect the top and bottom hooks on forks used on hook type carriages and tubes on shaft mounted forks.

Forks with cracks should be removed from service. "Wet Test" magnetic particle inspection is generally preferred due to its sensitivity and the ease of interpreting the results. Portable equipment is usually recommended so it can be moved to the lift truck.

Inspectors should be trained and qualified in accordance with The American Society for Non Destructive Testing, Level II Qualifications.

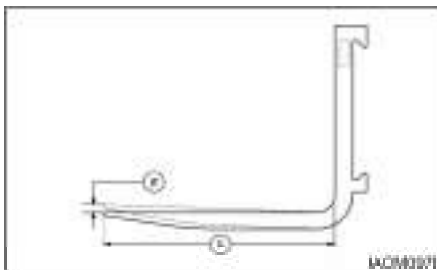


2. Check the angle between the upper face of the blade and the front face of the shank. The fork should be withdrawn from service if angle (C) exceeds 93 degrees or deviates by more than 3 degrees from an original angle other than 90 degrees, as may be found in some special application forks.



3. Check the straightness of the upper face of blade (D) and the front face of shank (E) with a straight edge.

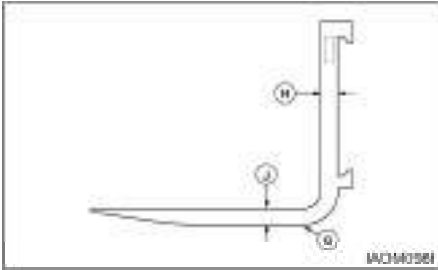
The fork should be withdrawn from service if the deviation from straightness exceeds 0.5 percent of the length of the blade and/or the height of the shank respectively 5 mm/1000 mm (0.18"/36").



4. Check the difference in height of one fork tip to the other when mounted on the fork carrier. A difference in fork tip height can result in uneven support of the load and cause problems with entering loads.

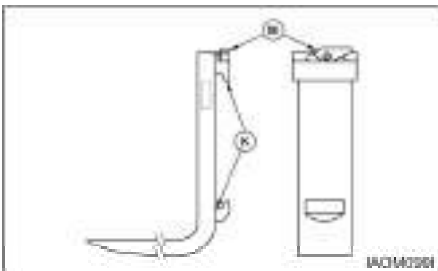
The maximum recommended difference in fork tip elevation (F) is 6.5 mm (0.25") for pallet forks and 3 mm (0.125") for fully tapered forks. The maximum allowable difference in fork tip elevation between the two or more forks is 3 percent of blade length (L).

Replace one or both forks when the difference in fork tip height exceeds the maximum allowable difference. Contact your local DOOSAN Lift Truck Dealer for further information.



5. Check the fork blade (J) and shank (H) for wear with special attention to the heel (G). The fork should be withdrawn from service if the thickness is reduced to 90 percent or less of the original thickness.

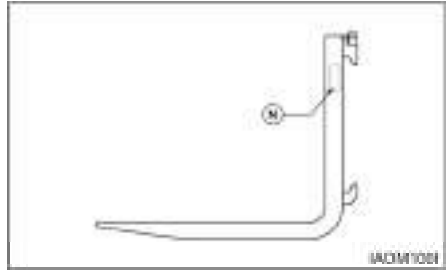
Fork blade length may also be reduced by wear, especially on tapered forks and platens. Remove the forks from service when the blade length is no longer adequate for the intended loads.



6. Check the fork mountings (K) for wear, crushing and other local deformation, which can cause excessive side to side wobble of the forks. Excessive clearance on hook type forks may allow them to fall from the carrier. Forks which show visible signs of such damage should be removed from service.
7. Check the positioning lock and other fork retention devices to make sure they are in place and working.
Hook type forks use a spring loaded pin (M), located in the top hook, to engage notches in the top carriage bar to hold the fork in place.

When adjusting the fork spacing, the forks are prevented from sliding off the end of the carriage by stop blocks. These stop blocks are at both ends of the carriage and in the path of the bottom fork hook. The load backrest extension may be used in place of the stop blocks in some cases.

Shaft mounted forks may use set collars or spacers on the shaft to either side of the fork. They may also use U bolts, pins, or similar devices which engage the fork through the top structure of the carriage.



8. Check fork markings (N) for legibility. Renew markings as required to retain legibility.
9.
 - a. Lift the mast and operate the tilt control lever, until the top surface of the forks is parallel with the floor. Place two straight bars that are the same width as the carriage, across the forks as shown.
 - b. Measure the distance from the bottom of each end of the two bars to the floor. The forks must be parallel within 3 mm (.12 in) for Full Tapered and Polished (FTP) forks, all other forks 6.4 mm (.25 in), for their complete length.
 - c. Put one fork, one third from the tip, under a fixture that will not move. Then operate the tilt control with caution until the rear of the truck lifts just off the floor. Follow the same procedure with the second fork. Repeat Step a.

Every 2500 Service Hours or 15 Months

You must read and understand the warnings and instructions contained in the Safety section of this manual, before performing any operation or maintenance procedures.

Hydraulic Oil - Check, Clean, Change



WARNING

Hot oil and components can cause personal injury. Do not allow hot oil or components to contact skin.

Park the lift truck level with the forks lowered, mast tilted back (all cylinders retracted), parking brake engaged, transmission in NEUTRAL and the engine stopped.



1. Remove the hydraulic tank drain plug. Allow the oil to drain. Clean and install the plug.
2. Raise the hood and seat assembly.
3. Remove dipstick/filter cap. Fill the hydraulic tank. See "Refill Capacities." Install the breather/dipstick.
4. Lower the hood and seat assembly.
5. Start the engine and operate the hydraulic controls, and the steering system, through a few cycles to fill the lines. Look for oil leaks.



6. Stop the engine and check the oil level. With all cylinders retracted, maintain the oil level to the FULL mark on the dipstick.

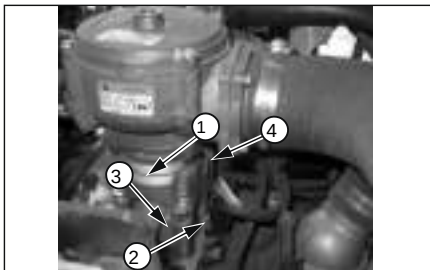
Inspect Battery System

1. Clean battery outer surfaces with a mixture of baking soda and water.
2. Inspect battery outer surfaces for damage and replace as necessary.
3. Remove battery cable and clean, repair and/or replace as necessary.



Checking the TMAP Sensor (LP Engine Only)

1. Verify that the TMAP sensor (2) is mounted tightly into the manifold adapter (3), with no leakage.
2. If the TMAP is found to be loose, remove the TMAP retaining screw and the TMAP sensor from the manifold adapter.
3. Visually inspect the TMAP O-ring seal for damage. Replace as necessary.
4. Apply a thin coat of an approved silicon lubricant to the TMAP o-ring seal.
5. Re-install the TMAP sensor into the manifold adapter and securely tighten the retaining screw.



(1) Adapter-Throttle body, (2) TMAP sensor,
(3) Adapter-Manifold, (4) Throttle body

Inspect for Intake Leaks (LP Engine Only)

1. Visually inspect the intake manifold, throttle assembly (4), and manifold adapters (3), for looseness and leaks. Repair as necessary.

Replace PCV Valve and breather element - Change (LP Engine Only)

1. Loosen the hose clamps and remove the PCV valve.
2. Assemble new PCV valve and hose.
3. Tighten the hose clamps



Replace Oxygen Sensor (G643E Engine Only)



Exhaust Tube



Muffler Ass'y

When indicated by MIL, replace oxygen sensors on the exhaust tube and muffler assembly.

1. Stop engine and wait until the exhaust pipe and exhaust pipe is cooled.
2. Disconnect the electrical connector of oxygen sensor.
3. Remove oxygen sensor.
4. Assemble new oxygen sensor Tightening torque : 45 N•m (32.5 lb•ft)
5. Connect the electrical connector of oxygen sensor.

Index

#

12 Months Inspection	96
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A

Accelerator Pedal	46
Adjustments	81
Advanced Diagnostics(G643E Only)	63
After Starting the Engine.....	54
Air-205 kPa (30 psi) Maximum Pressure	126
Air Breather - Change	139
Air Cleaner Indicator - Check	116
Air Intake System - Change	138
Air Intake System - Check, Clean	125
Antifreeze	101
Attachment Abbreviations (Includes Special Forks)	39
Auto Shift Controller ASC - 200 (If Equipped).....	81
Automatic mode	82
Avoiding Lift Truck Tipovers	21

B

Basic Troubleshooting.....	56
Battery Terminal - Clean, Inspect.....	130
Before Operating the Lift Truck	12
Before Starting the Engine.....	50
Before Starting the Lift Truck.....	11
Before Storage.....	90
Bent or Twisted Forks	94
Brake Fluid	104
Brake Oil Level – Check	127
Brake Pedal Adjustment Warning	8
Bulbs.....	112
Burn Prevention	15

C

Capacity Chart (with Side Shifter)	34, 36
Capacity Chart	33, 35
Carriage Roller Extrusion - Check, Adjust	114
Carriage Side Rollers - Lubricate	129
Carriage Side Rollers Thrust (If Equipped) - Lubricate.....	133
Carriage Sideshifter (If Equipped) – Lubricate	134
Causes of Fork Failure.....	94
Center of Gravity (CG)	21
Changing LP Tanks.....	48
Changing Primary Element.....	138
Changing Secondary Element.....	138
Chassis Pivot Eyebolts.....	132
Check Coolant Level	115
Check for Equal Tension.....	140

Check Inflation and Damage.....	113
Checking Element.....	126
Checking Service Indicator.....	116
Checking the TMAP Sensor (LP Engine Only)	150
Circuit Breaker	43, 112
Circulation Pump Belt (OCDB & LP Engine Only. If Equipped) - Check, Adjust.....	134
Cleaning Primary Filter Elements	126
Coolant Information.....	100
Coolant Level - Check, Clean	115
Coolant Water.....	101
Cooling System - Clean, Change.....	146
Cooling System Specifications.....	100
Crosshead Rollers - Inspect.....	133
Crushing or Cutting Prevention	14
Cylinder Rod Extension	133

D

Daily Inspection	95
Detergent	126
Diagnostics Features	82
Direction Control Lever	45
Direction Inhibit Point (SW2)	81
Disassembly.....	143
Display for Operator.....	82
Display for Troubleshooting.....	82
Displaying Fault Codes (DFC) from SECM Memory	63
Drive Axle Oil - Check, Clean, Change	121
Drive Axle Oil & Strainer (OCDB Only) - Check, Clean, Change	135
Drive Axle Oil (Shoe Brake Only) - Check, Clean, Change	142
Drive Axle Oil Level - Check.....	127
Drive Axle Oil.....	104
Drive Wheels	131

E

Electrical Disconnect Switch (If Equipped).....	43
Electronic Controlled Spark-Ignition Engines.....	55
Engine Compartment.....	42
Engine Oil & Filter – Change.....	130
Engine Oil (DEO and EO).....	103
Engine Oil Level - Check	115
Environment Management	3
Environment Protection	93
Every 10 Service Hours or Daily	115
Every 1000 Service Hours or 6 Months.....	138
Every 1500 Service Hours or 9 Months.....	142
Every 2000 Service Hours or Yearly.....	145
Every 250 Service Hours or Monthly	125
Every 2500 Service Hours or 15 Months.....	149
Every 500 Service Hours or 3 Months.....	132

F

Falling Objects Protective Structure(FOPS).....	14
Fatigue	94
Features	81
Fire or Explosion Prevention.....	15
First 250 Service Hours or a Month	124
First 50 - 100 Service Hours or a Week.....	119
First Installation.....	95
Fluid Penetration	14
Fork – Inspect	147
Fork Inspection	95
Forward and Backward Adjustment	18
Foreword	2
Fuel Filter (LP Engine Only)	143
Fuel Lines & Fittings - Check.....	139
Fuel Specifications	102
Fuel Trim Valve(FTV) Inspection (G643E Engine only).....	136
Fuse & Relay (LP Engine Only)	112
Fuses.....	111
Fuses, Bulbs & Circuit Breaker - Change, Reset.....	111

G

G643E Engine	55
General Fuel Information	102
General Hazard Information	10
General Warnings to Operator	6

H

Hand Placement Warning	7
Hook - on type Fork.....	89
Horn & Lights (If Equipped) – Check	136
How to Survive in a Tipover (If Operator Restraint System Equipped)	28
Hydraulic Oil - Check, Clean, Change	149
Hydraulic Oil (HYDO).....	103
Hydraulic Oil Level - Check	127
Hydraulic Return Filter - Change.....	124, 139

I

Identification, Lift Capacity and Attachment Plate..	38
If Optional Suspension Seat (weight adjusting type) Equipped	18
Index.....	151
Important Safety Information	4
Improper Modification or Repair	94
Inching into Loads	84
Inching	79
Inspect Mixer Assembly (LP Engine Only)	139
Inspect Acceleration Pedal Operation(G643E Only)	116
Inspect Battery System.....	149

Inspect Coolant Hoses (LP Engines Only).....	138
Inspect Electrical System (LP Engine only)	136
Inspect Engine for Exhaust Leaks	116
Inspect Engine for Fluid Leaks.....	115
Inspect for Intake Leaks (LP Engine Only).....	150
Inspect Ignition System (LP Engine Only).....	142
Inspect Throttle Assembly (LP Engine Only)	139
Inspect Tightness.....	131
Inspect Vacuum Lines and Fittings (LP Engine only)	136
Inspection, Maintenance and Repair of Lift Truck Forks	93
Instrument Panel	40

L

Lift Chain Adjustment.....	140
Lift Chain Wear Test	139
Lift Chains - Test, Check, Adjust.....	139
Lift Control	46
Lift Fork Adjustment.....	89
Lift Truck Capacity Rating	38
Lift Truck Controls.....	45
Lift Truck Operation	78
Lift Truck Parking	13
Lift Truck Shipping	91
Lift Truck Stability Base	22
Lift Truck Stability.....	21
Lifting Drums or Round Objects.....	87
Lifting the Load.....	84
Literature Information.....	2
Load Backrest Must Be In Place Warning.....	7
Loading or Unloading Trucks/Trailers.....	13
Long Time Storage.....	90
Low-High Shift Point (SW1).....	81
LP Engine Crankcase	130
LP Engine	52
LP Regulator/Converter Inspection (LP Engine Only)	138
LP Specifications.....	102
LPG (12V).....	54
Lubricant Information	103
Lubricant Specifications.....	103
Lubricant Viscosities and Refill Capacities.....	105
Lubricant Viscosities	105
Lubricating Grease (MPGM)	104

M

Machine Lifting and Tiedown Information.....	91
Maintenance and Repair	96
Maintenance Information	14
Maintenance Intervals.....	3, 106
Maintenance	3
Make proper antifreeze additions.....	101
Manual Mode (Fail-Safe mode).....	83
Most Abbreviations.....	39

Mast Channels – Lubricate.....	118
Mast Hinge Pins – Lubricate.....	132
Mast Pivot Eyes.....	132
Mast, Carriage, Lift Chains, & Attachments - Check, Lubricate.....	128
Metric Hardware.....	98
Metric ISO ² Tread.....	99
Mono-Ped Control System (Option).....	80
Mounting and Dismounting.....	11
Moving Fan Warning.....	9

N

No Riders Warning.....	9
No Standing On Forks Warning, No Standing Under Forks Warning.....	7
Noise and Vibration.....	32
Noise.....	32

O

Oil Cooled Disc Brake (OCDB) Type.....	121, 128
Oil Cooled Disc Brake (OCDB).....	104
Oil Cooled Disc Brake Only.....	104
Operating in hot weather.....	87
Operating Techniques.....	84
Operating the Lift Truck.....	12
Operation Information.....	11
Operation.....	2, 82
Operator's Warning and Identification Plate.....	38
Operator Restraint System (If Equipped).....	2, 17
Operator's Station and Monitoring Systems.....	40
Operator's Warning Plate.....	38
Overhead Guard – Inspect.....	137
Overhead Guard Must Be In Place Warning.....	8
Overloading.....	94

P

Parking Brake - Test, Adjust.....	122, 134
Parking Brake Adjusting.....	122
Parking Brake Lever.....	46
Parking Brake Testing.....	122
Parking brake.....	9
Parking the Lift Truck.....	88
Power Shift Transaxle.....	78
Pressure Air.....	14
Pressure Warning.....	7
Prestart Conditions.....	52
Product Description.....	81

R

Refill Capacities.....	105
Refueling.....	48
Replace LP Fuel Filter Element (LP Engine Only).....	143
Replace Oxygen Sensor (G643E Engine Only).....	150
Replace PCV Valve and breather element - Change (LP Engine Only).....	150
Replace Spark Plugs (LP Engine Only).....	142

S

Safety Rules.....	23
Safety.....	2, 5
Seat Adjustment.....	17
Seat Switch System (If Equipped).....	44
Seat.....	43
Seat, Hood Latch & Support Cylinder - Check, Lubricate.....	110
Serial Number Locations.....	37
Serial Number.....	37
Service Brake Pedal.....	46
Servicing Filter Element.....	125
Sideshift Attachment Control (If Equipped).....	47
Specifications.....	30
Stability and Center of Gravity.....	21
Starting From a 12 Volt External Source.....	53
Starting the Engine.....	52
Starting the Lift Truck.....	12
Steer Suspension - Inspect.....	137
Steer Wheel Bearings - Reassemble.....	145
Steering Mechanism - Check, Lubricate.....	129
Storage Information.....	90

T

Table of Contents.....	1
Test Fuel System for Leaks (LP Engine Only).....	110
Testing Fuel Lock-off Operation (LP Engine Only).....	144
Tilt Control.....	47
Tilt Cylinders - Check, Adjust, Lubricate.....	132
Tilt Steering Column.....	43
Tire Inflation Information.....	97
Tire Inflation Pressures Adjustment.....	97
Tire Inflation.....	97
Tire Shipping Pressure.....	97
Tires and Wheels - Check, Inspect.....	113
To Adjust.....	123
To Operate the Lift Truck After a Long Time Storage.....	90
Torque for Metric Fasteners.....	99
Torque for Standard Bolts, Nuts, and Taperlock Studs.....	98
Torque for Standard Hose Clamps – Worm Drive.....	98
Torque Specifications.....	98

Torques for Bolts and Nuts With Standard Threads	98
Torques for Taperlock Studs	99
Towing Information	92
Training Required to Operate or Service Warning ..	5
Transmission Inching Control Pedal	45
Transmission Oil (DTO)	104
Transmission Oil Level - Check	118
Transmission Oil, Oil Filter & Strainer - Clean, Change	119, 139
Transmission Speed Range Lever	45
Transportation Hints	91
Traveling With the Load	85
Turning	86

U

Universal Joint - Inspect	141
Unloading	85
Vibration(weighted overall value)	32

W

Walk-Around Inspection	50
Walk - Around Inspection - Inspect	117
Warning Signs and Labels	5, 17
Water-280 kPa (40 psi) Maximum Pressure	126
Weight adjustment	18
Wheel Bolts and Nuts - Inspect	131
When Required	110