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TAYLOR-DUNN®



Models Included:

C0-425-36 (C 4-25-36)

C0-425-48 (C 4-25-48)

MANUAL MC-425-02

*Operation, Troubleshooting and
Replacement Parts Manual*

Revision: C

Serial number Starting: 150774

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TAYLOR-DUNN SERVICE CENTER

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B2-48 With Dump Bed Option



B2-10 Ambulance



*B2-48 with Steel Cab, Foldaway
4-Passenger Seat and Stake Sides*



P2-50 30,000 Pound Tow Tractor



ET 3000



ET1-50 Full Size Truck



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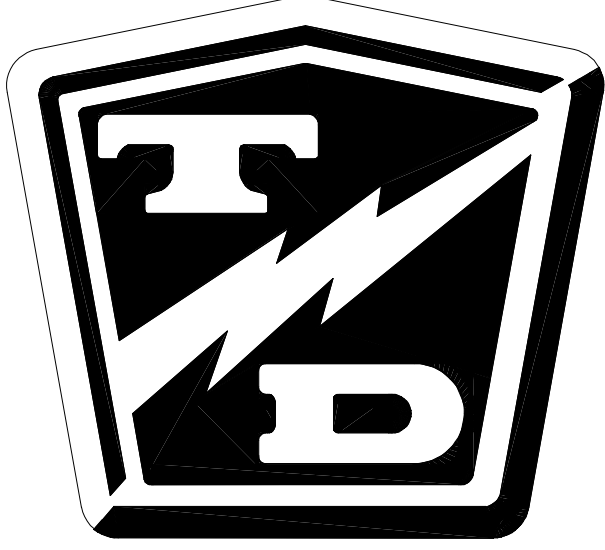
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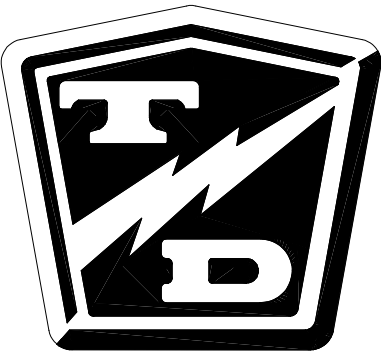
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ABOUT THIS MANUAL

The purchase of this vehicle shows a belief in high quality products manufactured in the USA. Taylor-Dunn®, a leading manufacturer of electric burden and personnel carriers since 1949, wants to be sure this vehicle provides years of reliable service. Please continue to read this manual and enjoy this high quality Taylor-Dunn® vehicle.

This manual is to serve as a guide for the service, repair, and operation of Taylor-Dunn® vehicles and is not intended as a training guide. Taylor-Dunn® has made every effort to include as much information as possible about the operation and maintenance of this vehicle.

Included in this manual are:

- Vehicle Description
- Safety Rules and Guidelines
- Operational Information
- Operator Responsibilities
- Owner Responsibilities
- Control Operation and Location Information
- Maintenance and Troubleshooting Information
- Standard Parts List

Before servicing, operating, training or performing maintenance on this or any other Taylor-Dunn® vehicle, read the appropriate Taylor-Dunn® manual.

Each Taylor-Dunn® manual references the applicable models and serial numbers on the front cover.

Please, be aware of all cautions, warnings, instructions, and notes contained in this manual.



WHO SHOULD READ THIS MANUAL

This manual is intended for use by anyone who is going to operate, own, perform maintenance on, service, or order parts for this Taylor-Dunn® vehicle. Each person should be familiar with the parts of this manual that apply to their use of this vehicle.



RESPONSIBILITIES

Of the Owner...

The owner of this or any Taylor-Dunn® vehicle is responsible for the overall maintenance and repairs of the vehicle, as well as the training of operators. Owners should keep a record of conducted training and maintenance performed on the vehicle. (OSHA Regulation, 29 CFR 1910.178 Powered Industrial Truck Operator Training).

Of the Operator...

The operator is responsible for the safe operation of the vehicle, preoperational and operational checks on the vehicle, and the reporting of any problems to service and repair personnel.

Of the Service Personnel...

The service personnel are responsible for the service and maintenance of the vehicle. At no time should a service person allow any untrained personnel to service or repair this or any Taylor-Dunn® vehicle. For the purposes of training, a qualified service person may oversee the repairs or services being made to a vehicle by an individual in training. At no time should an untrained individual be allowed to service or repair a vehicle without supervision. This manual is not a training guide.

Of the Passengers ...

The passengers are responsible to remain fully seated, keeping their hands, arms, and legs inside the vehicle at all times. Each passenger should be fully aware of the vehicle's operation. All forms of recklessness are to be avoided. Do not engage in horseplay.



HOW TO USE THIS MANUAL

This manual is organized into five main sections:

INTRODUCTION

This section describes how to use this service manual and how to identify your vehicle.

Safety Rules and Operating Instructions

This section outlines the safety and operational issues, location and operation of controls, and the operational checks that are to be performed on this vehicle. It also includes various subjects that should be included in the operator and service training program.

Maintenance Service and Repair

This section gives specific information on the servicing of the vehicle and a schedule for maintenance checks.

Electrical and Charger Troubleshooting

This section identifies the troubleshooting procedures for testing the electrical system and battery charger.

Illustrated Parts

This section provides an illustrated view of various assemblies. The illustrations are accompanied by tables identifying the parts.

Conventions

Symbols and/or words that are used to define warnings, cautions, instructions, or notes found throughout this manual:

 WARNING

or,

 WARNING

A shaded box with the word "Warning" on its left denotes a warning. A warning alerts the reader of a hazard that may result in injury to themselves or others. Be sure to follow any instructions contained within a warning and exercise extreme care while performing the task.

 CAUTION

The symbol at the left and the bold text contained within a box denotes a "Caution" and is used to inform the reader that property damage may occur. Be sure to exercise special care and follow any instructions contained with in a caution.

NOTE: Alerts the reader to additional information about a subject.



INTRODUCTION

HOW TO IDENTIFY YOUR VEHICLE

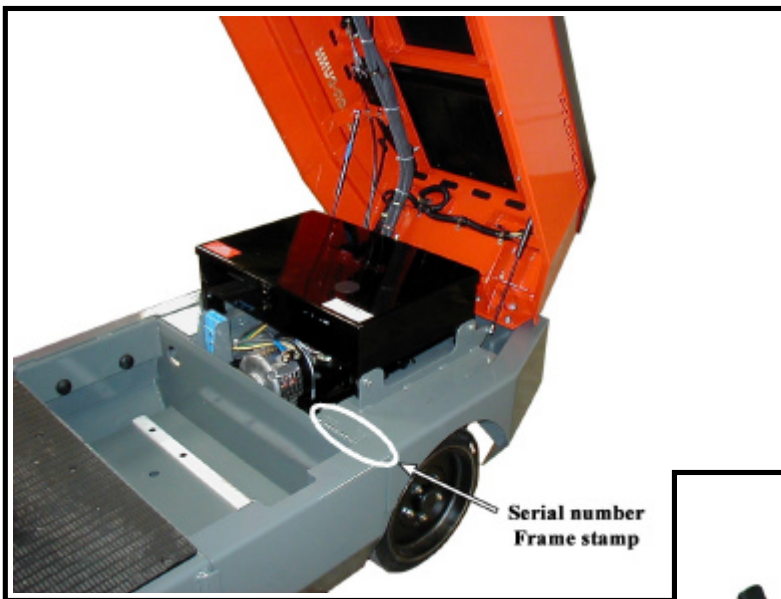
This manual applies to vehicles with the same model and serial numbers listed on the front cover.

These vehicles are designed for driving on smooth surfaces in and around facilities such as industrial plants, nurseries, institutions, motels, mobile home parks, and resorts. They are not to be driven on public highways.

⚠ WARNING

This vehicle is not designed to be driven on public roads or highways. It is available in maximum designed speeds ranging from 7 to 9 mph. Do not exceed the maximum designed speed. Exceeding the maximum designed speed may result in steering difficulty, motor damage, and/or loss of control. Do not exceed locally imposed speed limits. Do not tow this vehicle at more than 5 mph.

The locations of the model and serial numbers are illustrated below:





TAKING DELIVERY OF YOUR VEHICLE

Inspect the vehicle immediately after delivery. Use the following guidelines to help identify any obvious problems:

- Examine the contents of all packages and accessories that may have come in separate packages with the vehicle.
- Make sure everything listed on the packing slip is there.
- Check that all wire connections, battery cables, and other electrical connections are secure.
- Check battery cells to be sure they are filled.
- Check the tire pressure, tightness of lug nuts, and for any signs of damage.

Check the operation of each of the following controls:

- Accelerator
- Brake
- Parking Brake
- Key-Switch
- Forward/Reverse Switch
- Reverse Beeper (if equipped)
- Front Headlight Switch
- Steering Wheel
- Horn



What To Do If a Problem is Found

If there is a problem or damage as a result of shipping, note the damage or problem on the bill of lading and file a claim with the freight carrier. The claim must be filed within 48 hours of receiving the vehicle and its accessories. Also, notify your Taylor-Dunn® dealer of the claim.

If there is a problem with the operation of the vehicle, **DO NOT OPERATE THE VEHICLE**. Immediately contact your local Taylor-Dunn® distributor and report the problem. The report must be made within 24 hours of receiving the vehicle and its accessories.

The only personnel authorized to repair, modify, or adjust any part of this or any Taylor-Dunn® vehicle is a factory authorized service technician.

⚠ WARNING

The only personnel authorized to repair, modify, or adjust any part of this or any Taylor-Dunn® vehicle is a factory authorized service technician. Repairs made by unauthorized personnel may result in damage to the vehicles systems which could lead to an unsafe condition resulting in severe bodily injury and/or property damage. Unauthorized repairs may also void the vehicles warranty.

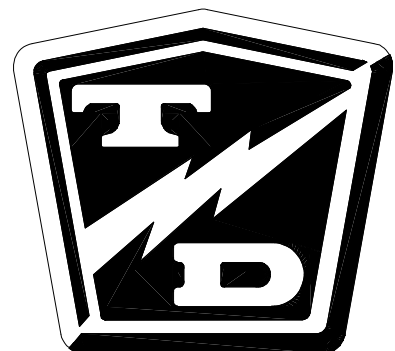
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Safety Rules and Operating Instructions

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SAFETY RULES AND OPERATING INSTRUCTIONS

STANDARD SPECIFICATIONS TOW TRACTOR

ITEM	Volts	SPECIFICATION
Occupancy		Driver only, no passengers
Dimensions		1994 L x 965 W x 1422 H Millimeters 78.50 L x 38.00 W x 56.00 H Inches
Turning Radius		1752 Millimeters (69 inches)
Dry Weight (Without Battery)		748 kg (1650 lbs)
Battery Compartment Dimensions		420 L x 812 W x 610 H Millimeters 16.5 L x 32 W x 24 H inches
Battery Specifications:		
Min/Max Battery Weight		453.5 kg to 635 kg (1000 lbs to 1400 lbs)
Voltage		36 or 48
Connector		SB 350 Blue
Lead Length		762 millimeters (30 inches)
Position		A
Cover		No
Maximum Towed Load	48 36	136 kg (300 lb) Draw Bar Pull @ 14.5 kph (9 mph) 113 kg (250 lb) Draw Bar Pull @ 11.3 kph (7 mph)
Electrical System		Solid State Speed Control, 500 Amp
Transmission		Helical Gear, Oil Bath, Automotive Type Hypoid Differential
Motor, DC	48	12 kW (16.3 Horse Power) for 5 min
Separately Excited Field	36	8.5 kW (11.5 Horse Power) for 5 minutes
Maximum Recommended Speed		14.5 kph (9 mph)
Brakes		Rear Wheel Hydraulic Disc, Hand Operated Park Brake
Steering		Automotive Steering 24:1
Tires		4.80 X 8 Pneumatic Load Rang C, Split Rims
Instrumentation		Battery Discharge Indicator, Key Switch, Horn Button, Forward/Reverse Switch, Headlight Switch, Hour Meter, Battery Disconnect Switch, Hi-Low Speed Switch
Light Accessories		Headlight, Tail/Brake/Reverse Light, Turn Signals

This vehicle conforms to requirements for Type E vehicles as described in O.S.H.A. Standard Section 1910.178 (Powered Industrial Trucks) and with all applicable portions of the American National Standard for Operator Controlled Industrial Tow Tractors (ANSI B56.9).



SAFETY RULES AND GUIDELINES

It is the responsibility of the owner of this vehicle to assure that the operator understands the various controls and operating characteristics of this vehicle while also obeying the following safety rules and guidelines (reference American National Standards Institute Operator Controlled Industrial Tow Tractors ANSI B56.9).

These vehicles are designed for driving on smooth surfaces in and around facilities such as industrial plants, nurseries, institutions, motels, mobile home parks, and resorts. They are not to be driven on public highways.

- Do not drive this vehicle unless you are a qualified and trained operator.

WARNING

This vehicle is not designed to be driven on public roads or highways. It is available in maximum designed speeds ranging from 5 to 9 mph. Do not exceed the maximum designed speed. Exceeding the maximum designed speed may result in steering difficulty, motor damage, and/or loss of control. Do not exceed locally imposed speed limits. Do not tow this vehicle at more than 5 mph.

WARNING

Read and follow all of the guidelines listed below. Failure to follow these guidelines may result in severe bodily injury and/or property damage.

- Keep all body parts (head, arms', legs') inside the vehicle while it is moving.
- Drive slowly when making a turn especially if the ground is wet or slippery.
- Drive slowly when driving on an incline.
- This vehicle may overturn easily if turned sharply while driven at high speeds, or on an incline.
- Drive only on level surfaces or on surfaces having an incline of no more than 10% (5.6 degrees).
- Do not drive over loose objects, holes, or bumps.
- Observe all traffic regulations and speed limits (see speed warning above).
- Keep to the right under normal conditions.
- Maintain a safe distance from all objects.
- Keep the vehicle under control at all times.
- Yield right of way to pedestrians, ambulances, fire trucks, or other vehicles in emergencies.
- Do not overtake another vehicle at intersections, blind spots, or other dangerous locations.
- Keep a clear view ahead at all times.

WARNING Before working on a vehicle:

- 1. Make sure the key-switch is in the "OFF" position, then remove the key.**
- 2. Place the forward-reverse switch in the center "OFF" position.**
- 3. Set the park brake.**
- 4. Place blocks under the front wheels to prevent vehicle movement.**
- 5. Disconnect the main positive and negative cables at the batteries.**



DRIVER TRAINING PROGRAM

According to ANSI B56.8, the owner of this vehicle shall conduct an Operator Training program for all those who will be operating this vehicle. The training program shall not be condensed for those claiming to have previous vehicle operation experience. Successful completion of the Operator Training program shall be required for all personnel who operate this vehicle.

The Operator Training program shall include the following:

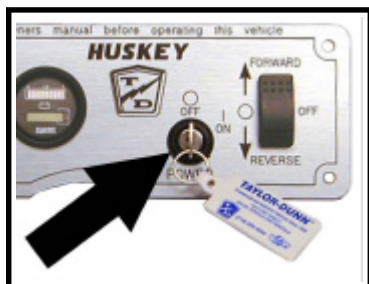
- Operation of this vehicle under circumstances normally associated with your particular environment.
- Emphasis on the safety of cargo and personnel.
- All safety rules contained within this manual.
- Proper operation of all vehicle controls.
- A vehicle operation and driving test.

Driver Qualifications.

Only those who have successfully completed the Operator Training program are authorized to drive this vehicle. Operators must possess the visual, auditory, physical, and mental ability to safely operate this vehicle as specified in the American National Standards Institute Controlled Personnel and Burden Carriers ANSI B56.8.

The following are minimum requirements necessary to qualify as an operator of this vehicle:

- Demonstrate a working knowledge of each control.
- Understand all safety rules and guidelines as presented in this manual.
- Know how to properly load and unload cargo.
- Know how to properly park this vehicle.
- Recognize an improperly maintained vehicle.
- Demonstrate ability to handle this vehicle in all conditions.



Key-Switch

A key-switch, located on the right center side of the instrument panel, turns on the vehicle. Rotate the key clockwise to turn the vehicle power on, counterclockwise to turn the vehicle power off.

The key-switch should be in the “OFF” position whenever the operator leaves the vehicle.

This switch is also designed to secure and disable the vehicle. The key can only be removed when the key-switch is in the “OFF” position.



Forward-Off-Reverse Switch

The forward-Off-reverse switch, located on the right side of the instrument panel, determines the direction of travel of the vehicle. Push the top of the switch to engage the forward direction. Push the bottom of the switch to engage the reverse direction.

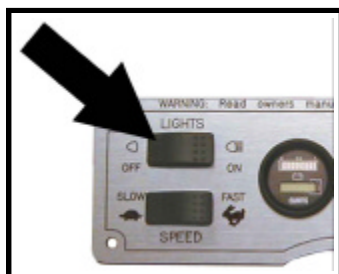
DO NOT SWITCH from forward to reverse or vice-versa while the vehicle is in motion. Make sure the vehicle is completely stopped before shifting.

The forward-off-reverse switch should be in the center “OFF” position, with key-switch off and the park brake set whenever the operator leaves the vehicle.



Horn Switch

The horn switch is located in the center of the steering wheel. Depress the switch to sound the horn, release it to turn it off.

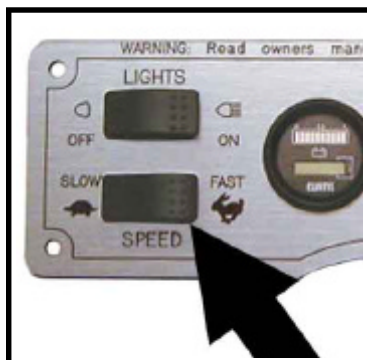


Headlight Switch

The headlight switch is located on the top left of the instrument panel. Push the right side of the switch to turn the lights on. Push the left side of the switch to turn the light off.



SAFETY RULES AND OPERATING INSTRUCTIONS



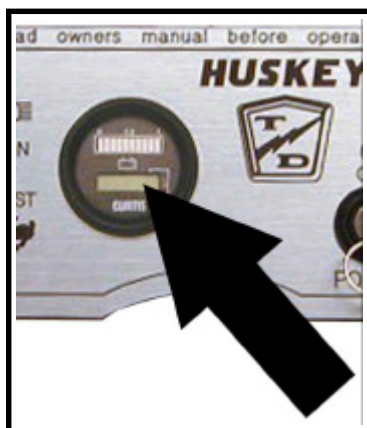
Hi-Low Switch

The high-low switch is located on the lower left of the instrument panel. Push on the left side of the switch (turtle) for slow speed. Push on the right side of the switch (rabbit) for normal speed.



Accessory Switch (Optional)

The accessory switch is located on the left side of the instrument panel and to the right of the headlight switch. Push the top of the switch to turn on the accessory. Push the bottom of switch to turn off the accessory. The accessory can be turned on with the key switch in the "OFF" position. If a vehicle is equipped with windshield wipers and one or more accessories, the windshield wipers are controlled from this switch.



Hour meter

Hour Meter/ Battery Status Indicator (BSI)

The hour meter and BSI are combined into one unit and is located to the right of the headlight switch in the middle of the dash panel battery status indicator.

The hour meter, located on the bottom of the display, records the number of hours the vehicle has been in operation.

The battery status indicator, located on the top of the display, has a LED bar graph that indicates the relative state of charge of the battery. The right LED will light only when connected to a fully charged battery or after completing a charging cycle. Successive LED's to the left will light as the battery charge diminishes. When the second from the left LED flashes the

battery energy status is in energy reserve and should be placed on charge as soon as possible. When the two left LED's are alternately flashing the batteries are empty and the truck should be taken out of service and charged to avoid damaging the batteries. The BSI will reset to fully charged only after a complete charge cycle is completed. A complete charge cycle is defined as battery voltage exceeding 2.35 volts per cell for a minimum of 6 minutes.



Battery status indicator



Steering

The steering wheel and steering system are similar to an automobile. To turn right, turn the steering wheel clockwise. To turn left, turn the steering wheel counter-clockwise. If equipped with tilt steering, the release lever is located on the lower left of the steering column. Pull the lever up to reposition the steering wheel.



Tilt lever



Directional Signals

The turn signal lever is located on the left side of the steering column. Push the lever forward to activate the right turn signal and pull the lever back to activate the left turn signal.



Hazard Light Switch (Optional)

The hazard light switch is located on the left side of the steering column. The switch is a small tab. To activate the hazard lights, pull the tab out. To turn the hazard lights off, push forward or pull back the directional signal lever.



SAFETY RULES AND OPERATING INSTRUCTIONS



Accelerator Pedal

The accelerator pedal is located to the right of the brake pedal. It controls the speed of the vehicle and operates similar to the accelerator pedal in an automobile. Depress the pedal to increase speed and release the pedal to decrease speed.



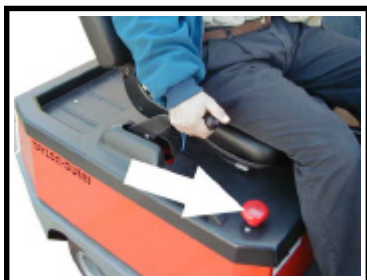
Foot Brake Pedal

The foot brake pedal, is located to the right of the steering column, it is for operation with the right foot only. It works similar to the brake in an automobile. Applying pressure to the brake pedal slows the vehicle according to the amount of pressure applied. Relieving pressure from the pedal releases the braking action.



Park Brake

The parking brake is actuated with a hand lever, which is located to the right of the driver. To set the parking brake, push down on the brake pedal and pull the lever up until it locks. To release the park brake, depress the foot brake pedal, pull up on the park brake handle, push the release button, and lower the handle.



Battery Disconnect Switch

The battery disconnect switch is located to the right of the driver seat (red knob). To disconnect the battery from the control system, push down on the knob. Pull up on the knob to reconnect the battery.



Seat Interlock Switch

A switch located under the driver's seat disables the power to the vehicle when the driver leaves the seat. The driver must be seated for the vehicle to operate.

Whenever the driver leaves the vehicle, the driver should turn the key-switch off, place the forward-off-reverse switch in the center "OFF" position, and set the park brake.

⚠ WARNING

The seat interlock switch is only one part of the vehicle safety system. The interlock switch should not be relied upon as the only safety feature used to disable or disengage this vehicle. Doing so could result in unexpected movement of the vehicle causing severe bodily injury and/or property damage.

Reverse or Motion Alarm (Optional)

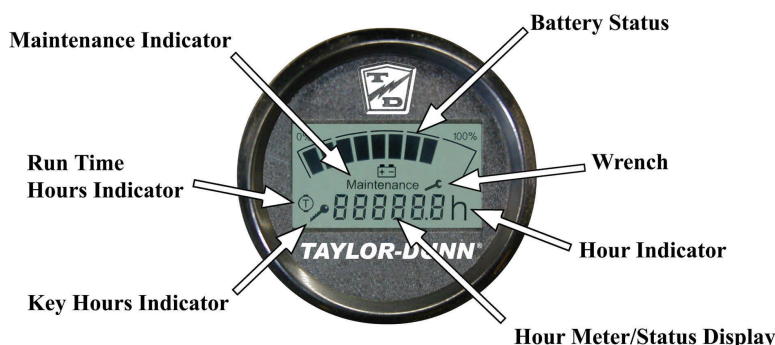
The reverse alarm is located in the electronics compartment mounted in the speed control panel enclosure. The reverse alarm is activated when the Key switch is in the "ON" position and the Forward-Off-Reverse switch is in the reverse position. The alarm makes a repeated audible sound.

The motion alarm is the same alarm that is used for the reverse alarm, only it operates in both the forward and reverse directions.



SAFETY RULES AND OPERATING INSTRUCTIONS

Smart View Display



The Smart View Display (SVD) functions as a Battery Status Indicator (BSI), Hour Meter (HM), speed controller status monitor, and as an optional maintenance monitor feature. The operation of each of these functions is listed below.

BSI: A bar graph representing the current state of charge is located across the top of the display. When the batteries are fully charged, all segments of the bar graph will be on. As the batteries are used, segments will turn off in the order of right to left.

When the batteries are discharged to 75%, the last three segments will flash indicating that you are approaching the end of the battery cycle. At this time, the vehicle's batteries should be charged as soon as possible.

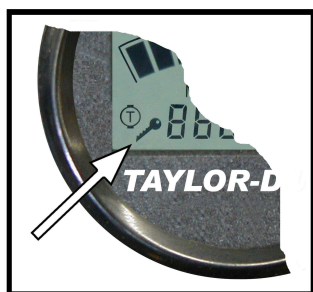
At 90%, all segments will flash and the vehicle's speed will be reduced. At this time, the vehicle should be removed from service for charging. Discharging beyond 90% will result in damage to the batteries that will shorten the battery life-span.

HM: There are two hour meter functions, Key Hours and Run Time Hours.

Key Hours is the accumulated length of time in hours that the key switch is in the "ON" position.

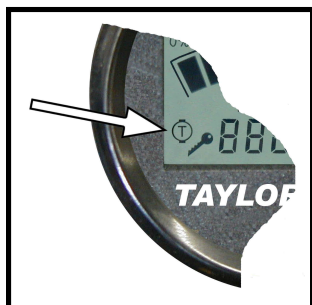
Run Time Hours is the accumulated length of time that the vehicle has been in operation. Time is accumulated when the FS-1 switch in the accelerator module is closed.

One of the Hours functions is being displayed whenever either of the Hours Indicators are visible at the right side of the display.



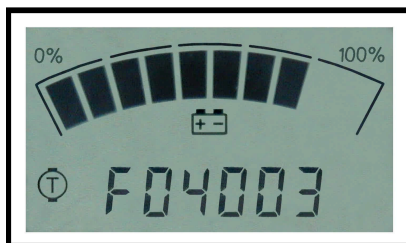
Key Hours icon

Key Hours: When the display is turned on, the Key Hours will be displayed for approximately 5-seconds as indicated by the Key Hours Indicator located at the lower left of the display. The icon represents the silhouette of a key.



Run Time Hours icon

Run Time Hours: After the initial 5-seconds, the Run Time Hours will be displayed as indicated by the Run Time Hours Indicator located at the left of the display. The icon represents a motor symbol with a “T” in the center.



Speed controller status: The display will indicate a fault code whenever the control system logic detects a problem with the control system. A fault code is being displayed whenever the Fault Code Indicator (the letter ‘F’) is visible at the left of the numeric display. Refer to the table below for a list of fault codes and their descriptions.

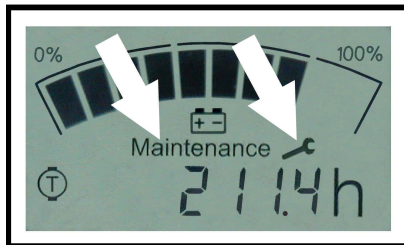
Fault Code	Description	Corrective action
01004	Discharged battery or defective wiring.	Charge the battery. If the battery is good, check wiring to the controller.
01005	Speed control overheated.	Allow the controller to cool off. May be the result of an overloaded vehicle or an obstruction to the controller heat sink.
01008	Optional speed encoder or speed encoder wiring defective	Repair as required
02000	Start up switches not operated in the correct order or a defective switch.	Reset switches and start again.
02001	Defective wiring	Refer to troubleshooting
04003	Start up switches not operated in the correct order or a defective switch.	Reset switches and start again.
04004	Both the forward and reverse directions are selected at the same time	Check the forward/ switch and wiring for shorts.
04005	Start up switches not operated in the correct order or a defective switch.	Reset switches and start again.
04006	Accelerator pedal depressed before the seat interlock switch is closed	Recycle start up switches and try again. Possible defective seat switch.
04007	-	Defective wiring
04009	Discharged battery or defective wiring.	Charge the battery. If the battery is good, check wiring to the controller.
04010	Battery voltage too high	Incorrect battery installed.
04011	Personality fault	Reprogram the controller
04012	Personality fault	Reprogram the controller
04013	Defective wiring or batteries	Refer to troubleshooting
05000	Line contactor coil or wiring shorted	Replace contactor or repair wiring
05006	MOSFET shorted	Refer to troubleshooting
05008	Line contactor welded contacts or wiring shorted	Replace contactor or repair wiring
05009	MOSFET shorted	Refer to troubleshooting
05046	Line contactor contacts open or defective wiring	Replace contactor or repair wiring. Could also be result of open circuit breaker



SAFETY RULES AND OPERATING INSTRUCTIONS

Maintenance monitor:

Operation: The SMD notifies the operator 10-hours (standard) before a scheduled maintenance is due. During this warning period, the meter will continue to alert the operator. This should allow sufficient time for the operator to schedule the maintenance that is due, with minimal down time. If the scheduled maintenance is not performed before the warning period elapses, then the vehicles maximum speed will be significantly reduced.



Display showing Maintenance and Wrench icons

Warning period: The warning starts when the Maintenance Indicator is ON and the Wrench icon is flashing. The Wrench icon will continue to flash until the warning time has expired.

Maintenance Due: Once the warning has expired and the maintenance is due, the Wrench icon will stop flashing and remain ON. Additionally, the vehicles maximum speed will be significantly reduced until the maintenance is performed and the display is reset. The display should only be reset by an authorized technician. Refer to the ***Illustrated parts*** section for information regarding tools required to reset the Smart View Display.





VEHICLE OPERATIONAL GUIDELINES

Safety Guidelines

- Only qualified and trained operators may drive this vehicle.
- Drive only on level surfaces or on surfaces having an incline of no more than 10% (5.6 degrees).
- Drive slowly when making a turn, especially if the ground is wet or when driving on an incline.
- This vehicle may overturn easily if turned sharply or when driven at high speeds.
- Observe all traffic regulations and speed limits.
- Keep all body parts (head, arms, legs) inside this vehicle while it is moving.
- Keep the vehicle under control at all times.
- Yield right of way to pedestrians, ambulances, fire trucks, or other vehicles in emergencies.
- Do not overtake another vehicle at intersections, blind spots, or other dangerous locations.
- Do not drive over loose objects, holes, or bumps.
- Yield right of way to pedestrians and emergencies vehicles.
- Stay in your driving lane under normal conditions, maintaining a safe distance from all objects.
- Keep a clear view ahead at all times.



Starting:

1. Make sure the forward-off-reverse switch is in the center "OFF" position.
2. Set the parking brake.
3. Hold down the foot brake.
4. Insert the key and turn it to the "ON" position.
5. Wait 1-second then place the forward-off-reverse switch in the desired direction of travel.
6. Release the parking brake.
7. Release the foot brake.
8. Slowly depress the accelerator pedal.



SAFETY RULES AND OPERATING INSTRUCTIONS

While driving:

- Slow down and sound the horn to warn pedestrians or when approaching a corner or other intersection.
- No reckless driving.
- Do not drive this vehicle on steep inclines or where prohibited.
- Immediately report any accidents or vehicle problems to a supervisor.

Loading and Unloading

- Do not carry more than the maximum number of passengers allowed for this vehicle.
- Do not exceed the cargo load capacity.
- Do not load cargo that can fall off.
- Be careful when handling cargo that is longer, wider, or higher than this vehicle, be sure to properly secure all loads.

Parking

Before leaving the vehicle:

- Set the parking brake.
- Set the forward-off-reverse switch to the "OFF" position.
- Turn the key switch to the "OFF" position and remove the key.

In addition:

- If parking this vehicle on an incline, turn the wheels to the curb, or block the wheels.
- Do not block fire aisles, emergency equipment, stairways, or exits.

Towing

To tow this vehicle, attach a tow strap to the front bumper tow-bar.

NOTE: If the vehicle is equipped with an automatic electric brake, do not tow the vehicle with the drive wheels on the ground.

Use another driver to steer this vehicle while it is being towed. Be sure the driver uses the brakes when the towing vehicle slows or stops. Do not tow the vehicle faster than 5 m.p.h. or its maximum designed speed, whichever is lower.

If at all possible, this vehicle should be placed on a carrier, rather than towing.



CHARGING YOUR VEHICLE

⚠ WARNING

Explosive mixtures of Hydrogen gas are present within battery cells at all times. Do not work with or charge battery in an area where open flames (including gas furnace or water heater pilots), sparks, cigarettes, or any other sources of combustion are present. Always provide ample ventilation in rooms where batteries are being charged. Failure to do so may result in severe bodily injury and/or property damage.

⚠ WARNING

Battery electrolyte is poisonous and dangerous. It contains sulfuric acid. Avoid contact with skin eyes or clothing. Wear rubber gloves and safety glasses while servicing batteries. **DO NOT INGEST!** This may result in severe bodily injury.

⚠ CAUTION

Turn the Key switch OFF **BEFORE** disconnecting the batteries. Disconnecting the batteries with the key switch ON may corrupt the controller programming resulting in a fault code 1 (refer to fault table).

Operation of the Charger

The charger supplied with this vehicle is either specified by or provided by the end user. Refer to the operating instruction supplied with your charger or contact the charger manufacturer for more information.

New Battery Break in

New batteries require a break in period of up to 40-cycles. The batteries will not have their full capacity during this break in period and may require longer charging times.

To obtain the maximum battery life:

Charge the batteries only after they reach a normal discharge as indicated on the Battery Status Indicator (BSI). Failure to follow this guideline could result in the batteries entering an overcharge state, which will reduce the life of the batteries. If you find it necessary to charge the batteries before they are completely discharged we recommend waiting until they are discharged a minimum of 25% to reduce the possibility of overcharging. Refer to Vehicle Controls in this section for information on how to read the BSI.

Do not discharge the batteries beyond a normal discharge as indicated on the BSI. Refer to Vehicle Controls in this section for information on how to read the BSI.

Check the battery electrolyte once a week. Do not charge the batteries if the battery electrolyte is low. Charging when the electrolyte is low will damage the batteries and shorten their lifespan. Only authorized personnel should perform battery maintenance including maintaining the battery electrolyte level. Refer to Section 2-Maintenance, Service and Repair for battery maintenance information.

Do not interrupt the charging cycle. When the charger is plugged in, allow it to turn off before disconnecting. Interrupting the charging cycle could lead to overcharging or discharging the batteries too deep. Both circumstances will shorten the life of the batteries.



PERIODIC MAINTENANCE CHECKLIST

Maintenance Item ^{2,3}	Weekly (20hrs)	Monthly (80hrs)	Quarterly (250hrs)	Semi - Annual (500hrs)	Annually (1000hrs)
Check Condition of Tires and Tire Pressure	●				
Check All Lights, Horns, BEEPERS and Warning Devices	●				
Check and Fill Batteries	●				
Check Brake System		●			
Check Steering System		●			
Check for Fluid Leaks		●			
Lubricate Vehicle			●		
Clean and Tighten All Wire Connections			●		
Wash and Service Batteries			●		
Check Park Brake				●	
Check Motor Brushes and Blow Out Motor				●	
Check Front Wheel Bearings				●	
Check Rear Axle Oil				●	
Change Rear Axle Oil					●
Check and Tighten all Nuts and Bolts					●
Clean and Repack Front Wheel Bearings					●

1, 2, 3 - See notes on following pages.

WARNING

Only properly trained and authorized technicians should perform maintenance or repairs to this vehicle. Repairs or maintenance by improperly trained or unauthorized personnel could cause improper operation of the vehicle or premature failure of components resulting in severe bodily injury and/or property damage.



STANDARD PERIODIC MAINTENANCE SCHEDULE FOR THE SMART VIEW DISPLAY

NOTE: The maintenance function is optional. Your vehicle may be equipped with a customized maintenance schedule

PREVENTATIVE MAINTENANCE SCHEDULE		
MAINTENANCE LEVEL	HOUR INTERVAL ¹	MAINTENANCE TO BE PERFORMED ^{2,3}
1	500	Inspect the brake system including the park brake and mounting hardware
		Inspect the steering system, tighten the steering shaft coupler on the steering gear input shaft
		Lubricate the vehicle, check for leaks
		Inspect safety interlocks
		Inspect front and rear wheel bearings
		Inspect and adjust fork collar bearings (3-wheel trucks only)
		Inspect and tighten all nuts and bolts. First 500 hours and then every 1000 hours.
2	1000	Inspect and tighten all nuts and bolts
		Clean and repack front wheel bearings
		Inspect and tighten all wire connections
		Inspect the motor brushes and commutator
		Inspect the king pin bushings
		Check front end alignment
3	2000	Change oil in the drive and rear axle
		Flush hydraulic brake system
		Inspect suspension bushings
		Replace brake pedal/treadle return spring
		Inspect frame for damage

1, 2, 3 - See notes on following pages.



Daily Visual inspection:

Tire condition and pressure.

External frame damage (body).

Operation of all lights and warning alarms and/or horns.

Smooth and proper operation of all controls such as but not limited to:

- Accelerator pedal, Brake pedal, Steering, Parking brake, etc.
- Proper operation of all locking devices such as but not limited to:
- Tool box, Removable battery trays, Cargo box, Cab doors, etc.
- Proper operation of all interlocking switches such as but not limited to:
- Key switch, Seat interlock switch, Charger interlock switch, etc.

Inspect for leaking fluids or grease.

MAINTENANCE GUIDELINES FOR SEVERE DUTY APPLICATIONS

1. This maintenance checklist is based on the average application. If the vehicle is operated under “severe conditions”, service procedures should be conducted more frequently than specified. The frequency of service under severe conditions is determined by the use of the vehicle. The owner/operator must evaluate the operating environment to determine the increase in maintenance frequency.

In addition, the whole vehicle should be inspected monthly for signs of damage. The damage must be repaired immediately.

The following list is meant as a guide and is not all-inclusive of a “severe duty” application.

- Extreme temperature.
 - Bumpy, dusty, or ill maintained roads.
 - Excessively wet areas.
 - Corrosive or contaminated areas.
 - Frequent loading of vehicle at/near capacity.
 - Use on multiple shifts.
2. Any deficiencies found during an inspection should corrected before the vehicle is returned to service.
 3. Battery water level should be inspected on a weekly schedule.



General Maintenance

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Maintenance Guidelines	2
Maintenance Guidelines for Vehicles Used in Severe Conditions	3
Troubleshooting Guide	4
Lubrication Chart	5



MAINTENANCE GUIDELINES

⚠ WARNING

Periodic maintenance and service must be performed on this vehicle. Failure to complete these scheduled maintenance and service procedures can result in severe bodily injury and/or property damage. It is the owner and/or operators responsibility to insure that proper service and maintenance is performed on the vehicle, described in this manual.

⚠ WARNING

Before starting
any repairs:

- 1. Make sure the key-switch is in the "OFF" position, then remove the key.**
- 2. Place the forward-reverse switch in the center "OFF" position.**
- 3. Set the park brake.**
- 4. Place blocks under the front wheels to prevent vehicle movement.**
- 5. Disconnect the main positive and negative cables at the batteries.**

⚠ WARNING

Read and follow all of the guidelines listed below. Failure to follow these guidelines may result in severe bodily injury and/or property damage.

- Avoid fire hazards and have fire protection equipment present in the work area. Conduct vehicle performance checks in an authorized area where safe clearance exists.
- Before starting the vehicle, follow the recommended safety procedures in Section 2, "Safety Rules and Operational Information."
- Ventilate the work area properly.
- Regularly inspect and maintain in a safe working condition, brakes, steering mechanisms, speed and directional control mechanisms, warning devices, lights, governors, guards, and safety devices.
- Inspect and maintain battery limit switches, protective devices, electrical conductors, and connections in conformance with Taylor-Dunn's recommended procedures.
- Keep the vehicle in clean condition to minimize fire hazards and facilitate detection of loose or defective parts.
- Do not use an open flame to check level or leakage of battery electrolyte.
- Do not use open pans of fuel or flammable fluids for cleaning parts.
- Only properly trained and authorized technicians should perform maintenance or repairs to this vehicle.



MAINTENANCE GUIDELINES FOR VEHICLES USED IN SEVERE CONDITIONS

If this vehicle is operated in severe conditions all maintenance items listed in the Periodic Maintenance Table should be carried out twice as often as stated. In addition, the entire vehicle should be inspected monthly for signs of damage. If any damage is found, the vehicle should be immediately removed from service and repaired.

The following list is meant as a guide and is not all inclusive:

SEVERE CONDITIONS refer to operation:

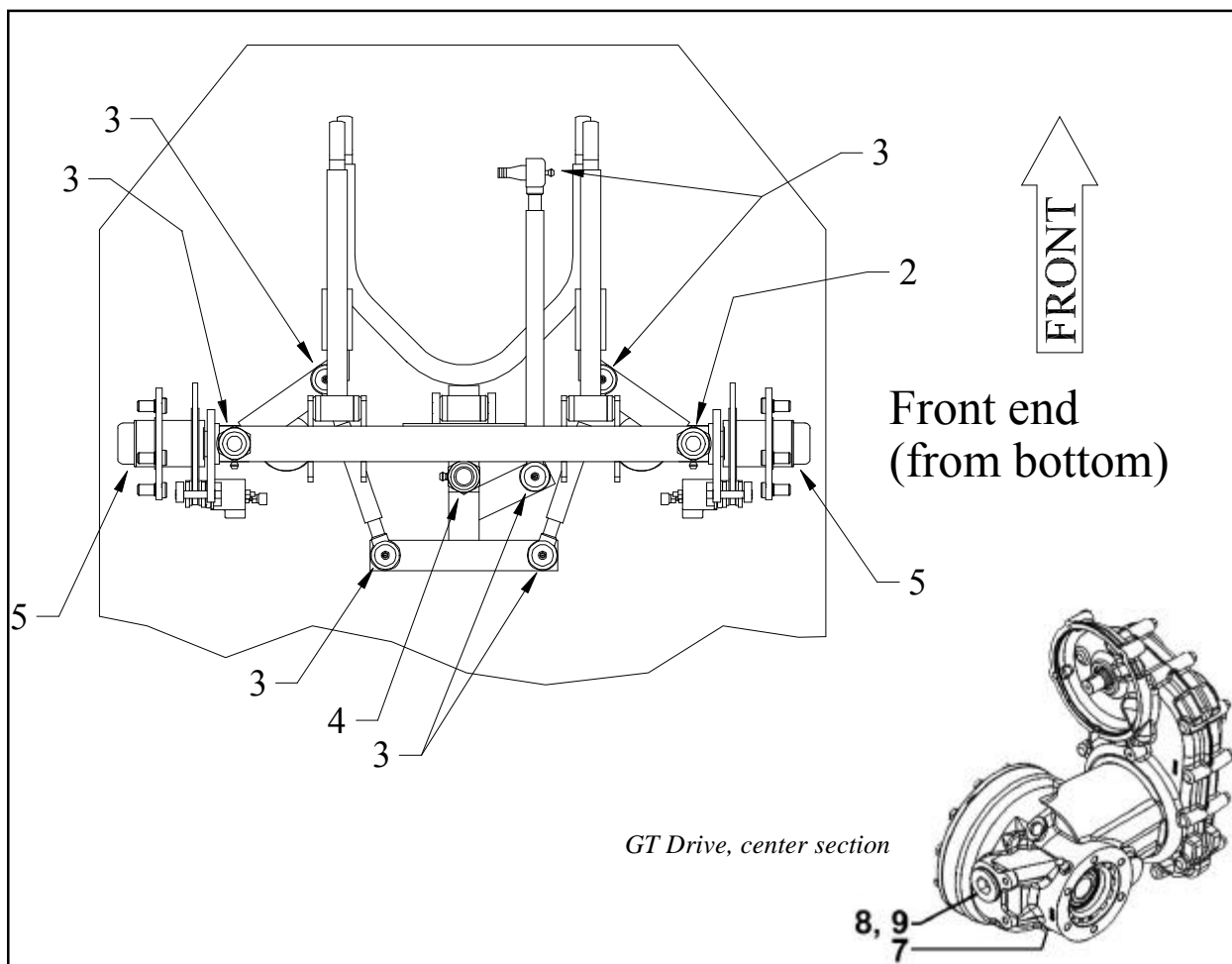
- In extreme temperatures
- On bumpy, dusty, or poorly maintained roads
- In excessively wet areas
- In corrosive or contaminated areas
- At or near maximum capacity for more than 50% of the operating time
- On multiple shifts



TROUBLESHOOTING GUIDE

Symptom	Probable Cause
Steering Pulls in One Direction	Front End Out of Alignment
	Low Tire Pressure
Hard Steering	Dry Lube Points in Steering Linkage
	Damaged King Pin/Ball Joint
	Low Tire Pressure
Excessive Steering Play	Worn Ball Joints
	Mis-Adjusted or Worn Steering Gear
	Loose Steering Linkage
Lack of Power or Slow Operation	Brakes or Parking Brakes Dragging
	Worn Drive Gears
	Front End Out of Alignment
	Defective Speed Control
Abnormal Noise	Worn Drive Gears or Bearings
	Worn Front /Rear Axle Bearings
	Loose Lug Nuts
	Motor Bearings Worn
Oil Leak in Rear Bearing Area	Rear Wheel Bearing and/or Gasket Failed
	Drive Over Filled
Brake Pedal Soft or Spongy	Air in Brake Lines
Brake Pedal Low	Brake Worn (1/16" Wear Limit)
	Brake Fluid Low
	Brakes Out of Adjustment
Braking Power Low	Brake Worn (1/16" Wear Limit)
	Brake Pads Contaminated with Fluid
	Brake Pedal Linkage Binding
	Brakes Out of Adjustment
	Air in Brake Lines

LUBRICATION CHART



#	Description	Locations	Lubricant Type
1	-	-	-
2	King Pin	2	General Purpose Grease
3	Ball Joints	6	General Purpose Grease
4	Idler Pivot	1	General Purpose Grease
5	Front Wheel Bearings	2	High Temperature Wheel Bearing Grease
6	-	-	-
7	Drive Drain Plug	1	SAE 80W90 Hypoid Gear Oil
8	Drive Level Plug	1	SAE 80W90 Hypoid Gear Oil
9	Drive Fill Plug	1	SAE 80W90 Hypoid Gear Oil
10	-	-	-



B2-48 With Stake Side Dump Bed Option



SC1-00 Stock Chaser



E4-55 Sit Down Tow Tractor

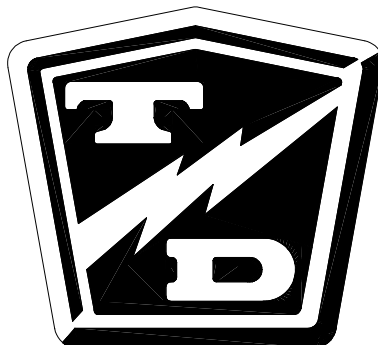


C4-25 Sit Down Tow Tractor

Front Axle Service

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Adjust Front Wheel Bearings	3
Front Axle Removal and Installation	4
Removal	4
Installation	5
Front Axle Disassembly	6
Replace Front Wheel Bearings	7
Replace the King Pins and Bushings	9
Replace the Pivot Pin and Bushings	10
Replace the Steering Knuckle	11





INSPECT THE FRONT WHEEL BEARINGS AND KING PIN

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Unplug the main battery connector.

6. Raise the front of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. Grab the top and bottom of the tire/wheel assembly. Feel for any movement or play while pulling and pushing on the top and bottom of the tire. Any movement or play is indication of loose wheel bearings or king pin.

*NOTE: Refer to the **Adjust Front Wheel Bearings** section for information regarding the adjustment of the wheel bearings.*

*NOTE: If the king pin is loose, then refer to **Replace the King Pins and Bushings** for information regarding replacing the king pin bushings. There are no adjustments for the king pin or bushings.*



8. Spin the wheel and listen for any grinding noise. Any grinding noise may be an indication of worn or damaged wheel bearings.

*NOTE: Refer to the **Replace Front Wheel Bearings** section for information regarding the replacement of the wheel bearings.*

9. Lower the vehicle.
10. Reconnect the main battery connector.
11. Remove the blocks from behind the wheels.
12. Release the park brake and test drive the vehicle.

ADJUST FRONT WHEEL BEARINGS

WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Unplug the main battery connector.

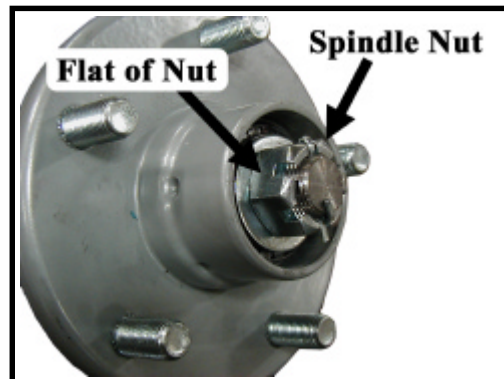
6. Raise the front of the vehicle and support with jack stands.

WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. Remove the hub dust cap and cotter pin.
8. While rotating the hub, tighten the spindle nut to 30 ft-lbs. This seats the bearings.
9. Back off the spindle nut one flat until the hub turns, but is not loose.
10. Spin the wheel and listen for any grinding noise. Any grinding noise may be an indication of worn or damaged wheel bearings.

*NOTE: Refer to the **Replace Front Wheel Bearings** section for information regarding the replacement of the wheel bearings.*



Hub with Dust Cap Removed

11. Install a new cotter pin.
12. Install the dust cap.
13. Lower the vehicle.
14. Reconnect the main battery connector.
15. Remove the blocks from behind the wheels.
16. Release the park brake and test drive the vehicle.





FRONT AXLE REMOVAL AND INSTALLATION

Removal

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Unplug the main battery connector.

6. Raise the front of the vehicle and support with jack stands.

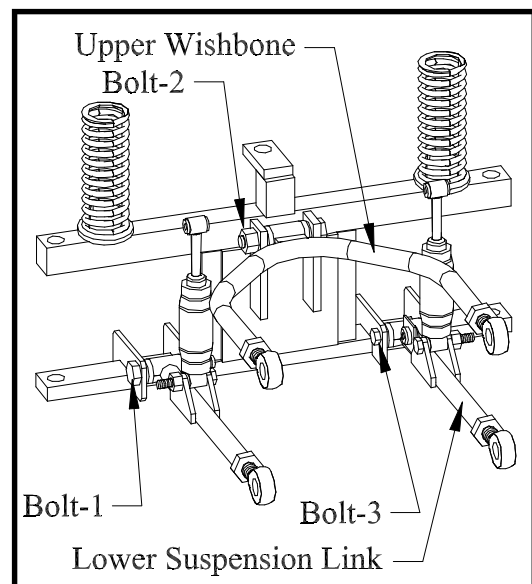
⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. Remove both front wheels. Refer to **Tires and Wheels** section for information regarding removing the front wheels.
8. Tie up or support the front axle so it can not fall out of the vehicle.
9. Disconnect the drag link ball joint or rod end from the steering pivot on the front axle assembly.

*NOTE: Refer to the **Replacing the Ball Joints** section for information regarding the removal of the ball joints or rod ends.*

10. Disconnect the hydraulic brake lines from the brake bodies.
11. Remove the three bolts holding the front axle beam to the upper wishbone and the two lower suspension links and remove the axle from the vehicle.



Viewed from front



Installation

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Unplug the main battery connector.

6. Raise the front of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. Install the front axle in reverse order of removal.

NOTE: Use all new cotter pins.

*NOTE: Refer to the **Replacing the Ball Joints** section for information regarding the installing the ball joints or rod ends.*

*NOTE: Refer to **Tires and Wheels** section for information regarding removing the front wheels.*

8. Realign the front wheels. Refer to **Steering Component Service** section for information regarding realigning the front wheels.
9. If equipped with front brakes, bleed the brakes. Refer to **Brake Service** section for information regarding bleeding the brakes.
10. Lower the vehicle.
11. Reconnect the main battery connector.
12. Remove the blocks from behind the wheels.
13. Release the park brake and test drive the vehicle.





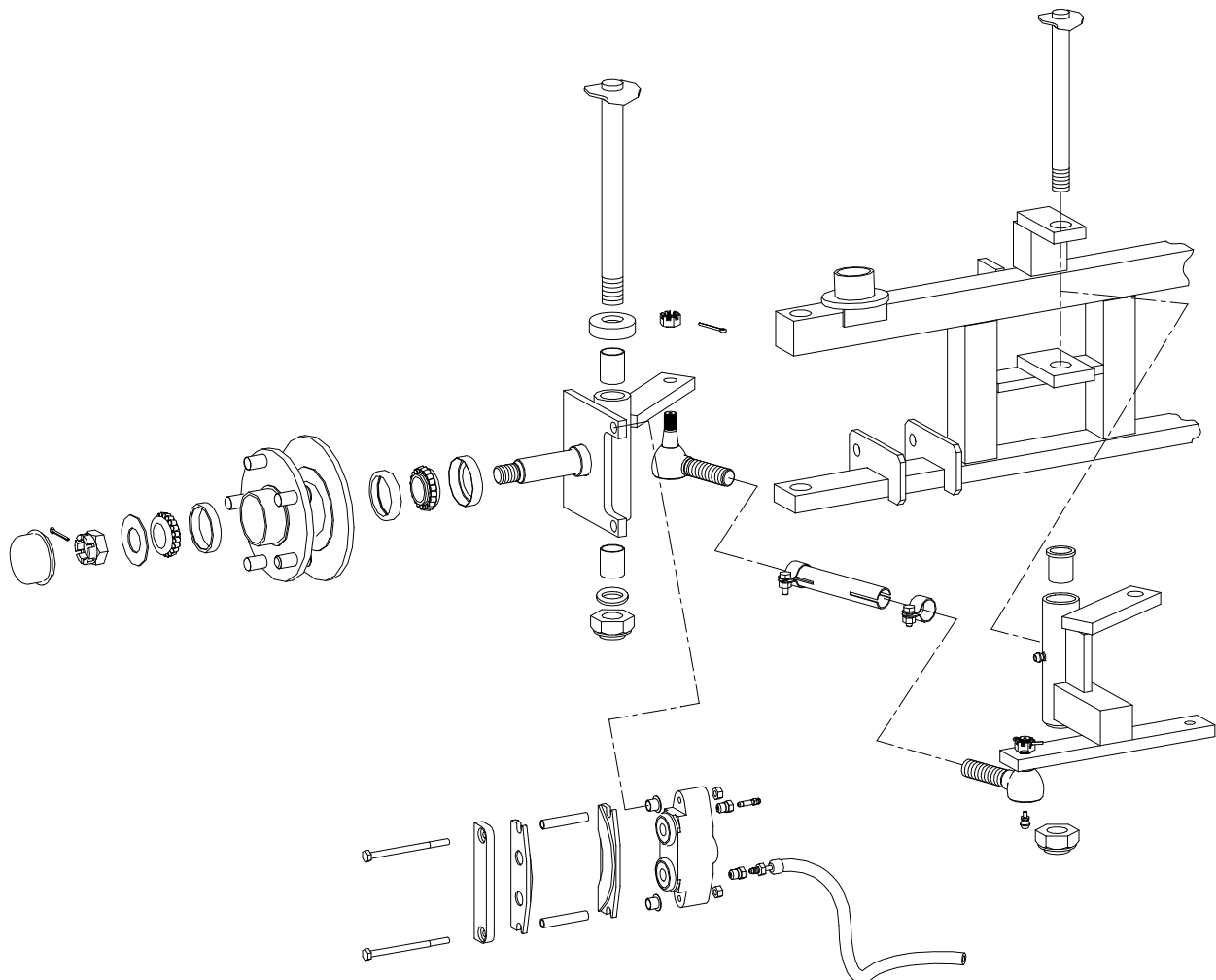
FRONT AXLE DISASSEMBLY

Disassembling and reassembling involves removing and replacing the left and right steering knuckles and king pin bushings. Refer to the following sections for information regarding these procedures:

Replace the Steering Knuckle

Replace the King Pins and Bushings

*NOTE: The front axle does not have to be removed unless the axle beam must be replaced. Refer to **Front Axle Removal and Installation** for information regarding removing the front axle.*



View from rear

REPLACE FRONT WHEEL BEARINGS

WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Unplug the main battery connector.

6. Raise the front of the vehicle and support with jack stands.

WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. Remove the tire/wheel assembly from the hub. Refer to **Replace the Steering Knuckle** for information regarding removing the steering knuckle.
8. Remove the hub dust cap, cotter pin, and spindle nut.
9. Remove the hub from the steering knuckle.

*NOTE: For a front disc brake option you must remove the brake body before removing the hub. Refer to the **Brakes** section for information regarding the removal of the brake body.*

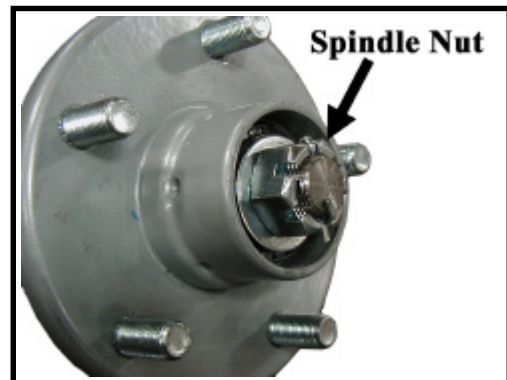
NOTE: Catch the outer bearing as it falls out.

10. Thoroughly clean all grease from the inside of the hub and the bearings.

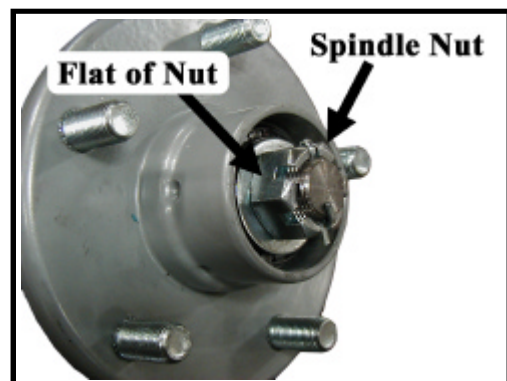
11. Inspect and replace the races and bearings as a set.

NOTE: It is recommended to replace all four bearings and races in the left and right wheels as a set.

12. Assemble in reverse order, using new grease seals.
 - a. Pack inner and outer bearings with grease.
 - b. While rotating the hub, tighten the spindle nut to 30 ft-lbs. This seats the bearings.
 - c. Back off the spindle nut one flat until the hub turns, but is not loose.
 - d. Install a new cotter pin.



Hub with Dust Cap Removed



Hub with Dust Cap Removed



Maintenance, Service, and Repair

13. Install the hub dust cap.
14. Reinstall the brake body and the tire/wheel assembly.

*NOTE: Refer to the **Brakes** section for information regarding the installation of the brake body.*

15. Lower the vehicle.
16. Reconnect the main battery connector.
17. Remove the blocks from behind the wheels.
18. Release the park brake and test drive the vehicle.





REPLACE THE KING PINS AND BUSHINGS

There are different types of king pin bushings depending on the configuration of your vehicle.

- Bronze bushings in the axle beam.
- Bronze bushings in the steering knuckle.
- Metal backed teflon bushings in the axle beam.

NOTE: Bronze bushings must be reamed or broached to the proper diameter after they are pressed into the axle beam or steering knuckle.

Refer to the illustration below for the type of bushing in your vehicle.

⚠ WARNING

Failure to correctly broach or ream bronze bushings may result in steering difficulty and loss of control of the vehicle causing severe bodily injury and /or property damage.

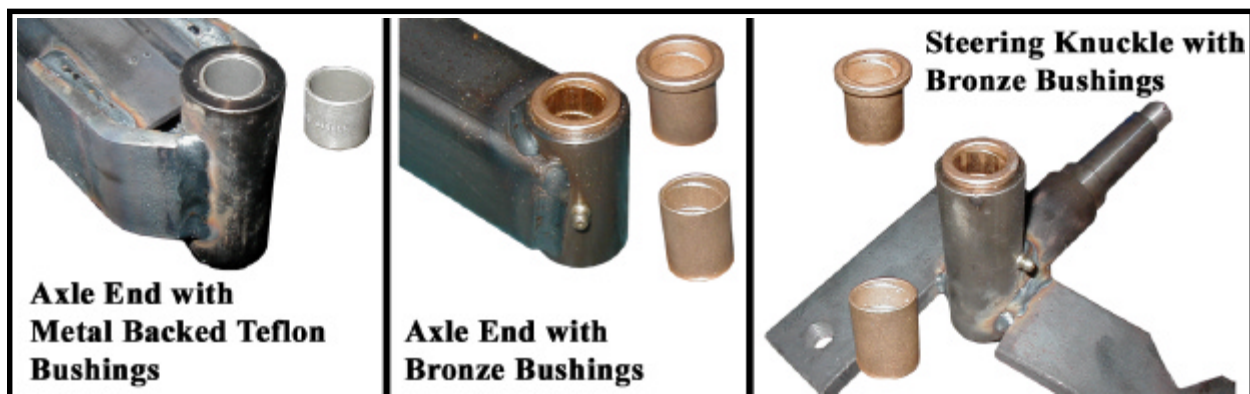
⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Unplug the main battery connector.

6. Raise the front of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.





Maintenance, Service, and Repair

7. Remove the steering knuckle. Refer to **Replace the Steering Knuckle** for information regarding removing the steering knuckle.

NOTE: It is not necessary to remove the tie rod or drag link for this procedure.

8. Press the king pin bushings out from the axle or steering knuckle.
9. Press new bushings into the axle or steering knuckle.
10. Ream or broach bronze bushings to 0.8755 - 0.8765 inches.
11. Inspect the king pin for damage or wear. If any damage or wear is noted then the pin must be replaced.

⚠ WARNING

Failure to correctly broach or ream bronze bushings may result in steering difficulty and loss of control of the vehicle causing severe bodily injury and /or property damage.

12. Reassemble in reverse order.

*NOTE: Refer to **Replace the Steering Knuckle** for information on installing the steering knuckle.*

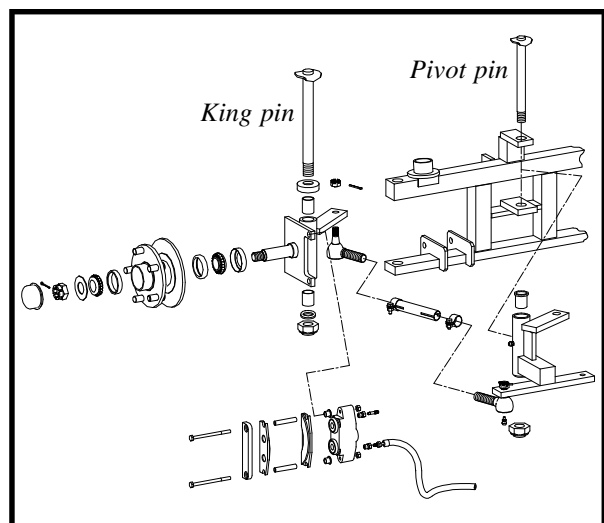
*NOTE: It is recommended that the thrust washers or bearing be replaced whenever replacing the king pin bushings. Refer to the **Replacement Parts** section for the orientation of the bearing or washers in your vehicle.*

13. Grease the bushings (bronze only).
14. Lower the vehicle.
15. Reconnect the main battery connector.
16. Remove the blocks from behind the wheels.
17. Release the park brake and test drive the vehicle.

REPLACE THE PIVOT PIN AND BUSHINGS

The procedure to replace the pivot pin is the same as the king pin procedure.

Ream or broach the bronze pivot bushings to 0.878 - 0.880 inches.





REPLACE THE STEERING KNUCKLE

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Unplug the main battery connector.

6. Raise the front of the vehicle and support with jack stands.

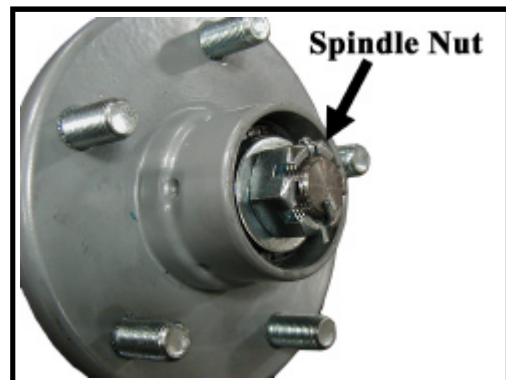
⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. Remove the tire/wheel assembly. Refer to **Tires and Wheels** section for information regarding removing the tire/wheel assembly.
8. Remove the hub bearing cap, cotter pin and nut, then remove the hub from the steering knuckle.

*NOTE: For a front disc brake option you must remove the brake body before removing the hub. Refer to the **Brakes** section for information regarding the removal of the brake body. Do not remove the hydraulic brake line from the brake body. If the brake line is removed then it will be necessary to bleed the brakes.*

NOTE: Catch the outer bearing as it falls out.



Hub with Dust Cap Removed

9. Remove the drag link and/or tie rod from the steering knuckle. Refer to **Replace the Ball Joints, Tie Rods, Drag Link** in this section for information regarding removal of the drag link or tie rod.
10. While supporting the knuckle, remove the king pin and thrust bearing.
11. Remove the knuckle from the axle.





Maintenance, Service, and Repair

12. Thoroughly clean and/or replace all bearings, nuts, washers, and bushings.

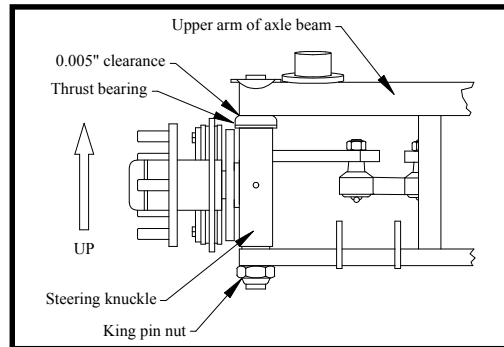
NOTE: Both the left and right side bushings and thrust bearings should be replaced as a set.

13. Assemble in reverse order.
14. Pack the thrust bearing with grease.
15. Tighten the king pin nut until there is 0.005" clearance between the top of the thrust bearing and the upper arm of the axle beam.

*NOTE: Refer to **Replace Front Wheel Bearings** for information regarding proper tightening of the spindle nut.*

16. Install new cotter pins.
17. Realign the wheels.

*NOTE: Refer to the **Steering** section for information regarding realignment of the front wheels.*



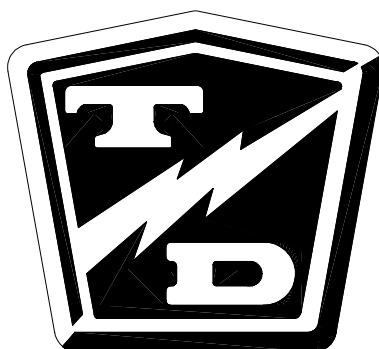
18. Lower the vehicle.
19. Reconnect the main battery connector.
20. Remove the blocks from behind the wheels.
21. Release the park brake and test drive the vehicle.



Steering Component Service

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FRONT END ALIGNMENT

Inspection, Axle Centers

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Unplug the main battery connector.

6. Raise the front of the vehicle and support with jack stands.

⚠ WARNING

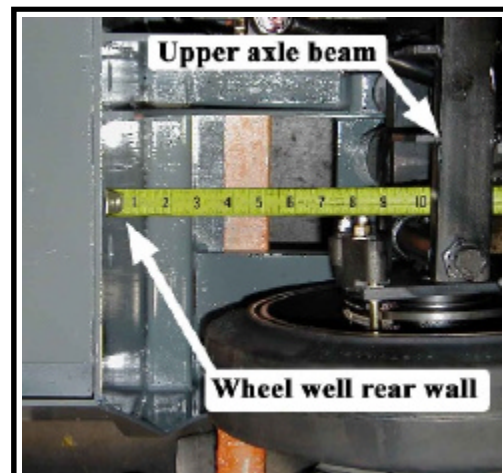
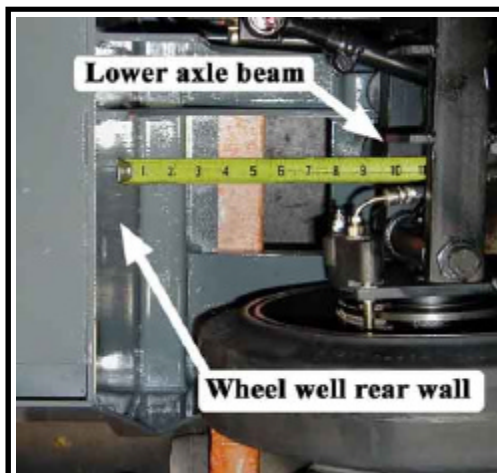
Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. Measure the distances from the rear of the lower axle beam to the rear wall of the wheel well on both sides of the axle beam next to the steering knuckle. Adjust the lower suspension links so that the distance is between 10-1/8 to 10-3/8 inches.

NOTE: The difference between the left and right measurement should be no more than 1/8 inch.

8. Measure the distances from the rear of the upper axle beam to the rear wall of the wheel well on both sides of the axle beam next to the steering knuckle. Adjust the upper wishbone link so that the distance is 1/2 inch less than the lower measurement.

NOTE: Do not continue with the front end alignment until the axle centers are properly adjusted.





Center the Wheels

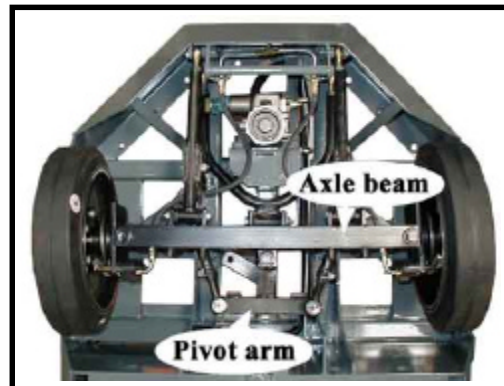
- Center the steering gear and tie it off so that it cannot rotate.

*NOTE: Refer to **Center the Steering Gear** section for information regarding centering of the steering gear.*

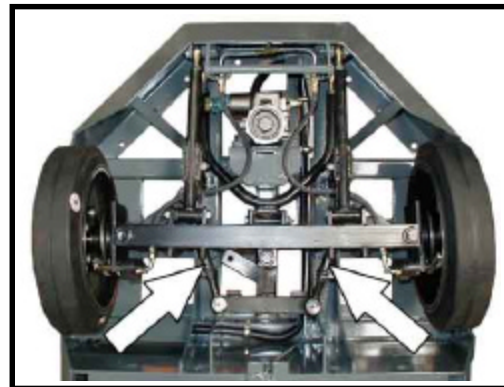
⚠ WARNING

Do not drive the vehicle while the steering wheel or front wheels are tied in position. Driving the vehicle while the steering wheel or front wheels tied in the position may cause loss of control of the vehicle resulting in severe bodily injury and/or property damage.

- Loosen the ball joint clamps on the drag link.
- Adjust the drag link so that the steering pivot arm is parallel with the axle beam.
- Position the ball joint clamps as shown and tighten to 28-32 ft lbs.



- Loosen the ball joint clamps on the left and right tie rods.
- Position a straight edge along the right side of the vehicle and adjust the right side tie rod so that the front wheel is parallel with the rear wheel.



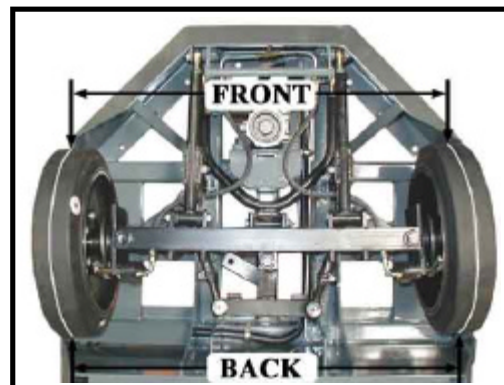
Tie rods

Toe In

- Using a piece of chalk, mark a line around the center of both front tires.

HINT: Hold the chalk on the center of the tire and rotate the tire to mark the line.

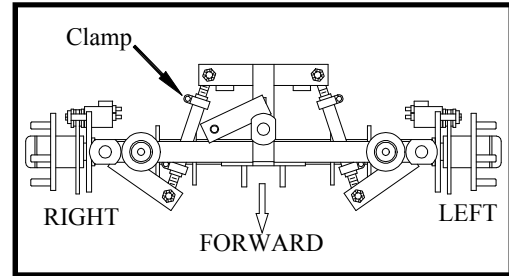
- Measure the distance between the lines at the front of the tires.
- Measure the distance between the lines at the rear of the tires.





Maintenance, Service, and Repair

19. Adjust the left side tie rod so that the distance at the front and rear of the tires is the same.
20. Position the ball joint clamps as shown and tighten to 28-32 ft lbs.



⚠ WARNING

Clamps positioned so that they contact other components may result in steering failure and loss of control of the vehicle causing severe bodily injury and/or property damage.

21. Reconnect the main battery connector.
22. Untie the steering wheel.
23. Rotate the steering wheel from a full left turn to a full right turn and make sure that the ball joint clamps do not contact any other component.
24. Remove the blocks from behind the wheels.
24. Release the parking brake and test drive the vehicle.





INSPECT BALL JOINTS

NOTE: A set of ball joints and/or rod ends will wear at the same rate. If a ball joint and or rod end is worn out, then all should be replaced as a set.

⚠ WARNING

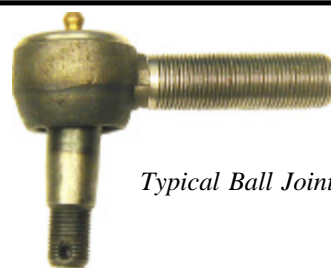
1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Unplug the main battery connector.

6. Tie off the front wheels so that they cannot turn.

⚠ WARNING

Do not drive the vehicle while the steering wheel or front wheels are tied in position. Driving the vehicle while the steering wheel or front wheels tied in position may cause loss of control of the vehicle resulting in severe bodily injury and/or property damage.

7. While watching the ball joints, rapidly rotate the steering wheel to the left and right.
8. If the ball joint housing moves up or down then the ball joint is worn out and should be replaced. Refer to section **Replacing a Ball Joint** for information regarding replacing ball joints.
9. Untie the front wheels.
10. Reconnect the main battery connector.
11. Remove the blocks from behind the wheels.
12. Release the parking brake and test drive the vehicle.



Typical Ball Joint





ADJUST THE STEERING GEAR (SAGINAW)

*NOTE: In some vehicle configurations it may be necessary to remove the steering gear to perform this procedure. Refer to **Replace the Steering Gear** for information regarding removing the steering gear.*

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Unplug the main battery connector.

6. Raise the front of the vehicle and support with jack stands.

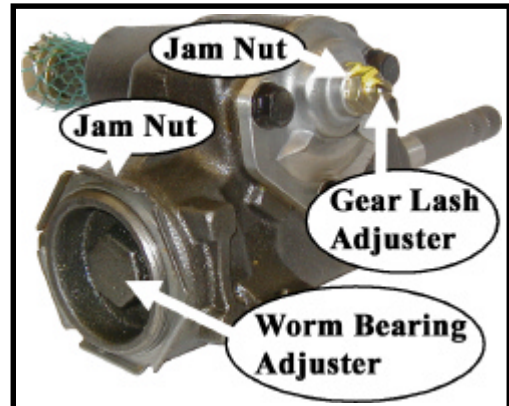
⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in serious bodily injury.

7. Disconnect the drag link from the pitman arm.

*NOTE: Refer to **Replace the Ball Joints** section for information regarding removing the ball joint from the drag link.*

8. Loosen the gear lash jam nut and the worm bearing adjuster jam nut.
9. Unscrew the gear lash adjuster all of the way to the stop.
10. Loosen the worm bearing adjuster and then tighten just enough to remove all end play from the input shaft and then an additional 1/8 turn more.
11. While holding the worm bearing adjuster so that it cannot turn, tighten the worm bearing adjuster jam nut.



12. Find the center position of the steering shaft:
 - A. Turn the steering shaft all of the way in one direction.
 - B. While counting the rotations, turn the steering shaft all of the way in the opposite direction.
 - C. Turn the steering shaft 1/2 the number of turns in the original direction.
13. While rotating the input shaft back and forth through its centered position, adjust the gear lash adjusting screw so that there is a slight drag as the steering gear is rotated through its centered position.
14. While holding the gear lash adjusting screw so that it cannot turn, tighten the gear lash adjusting screw jam nut.
15. Reconnect the main battery connector.
16. Remove the blocks from behind the wheels.
17. Release the parking brake and test drive the vehicle.



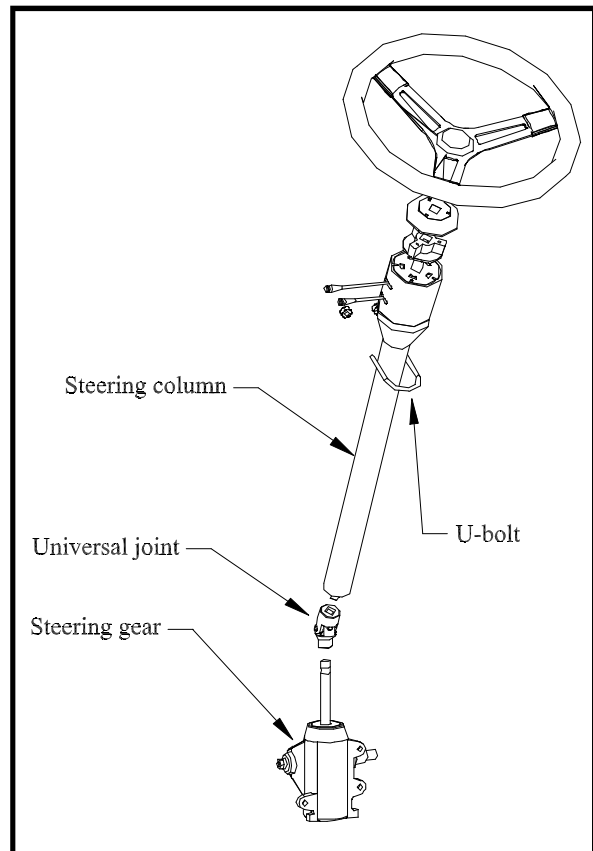
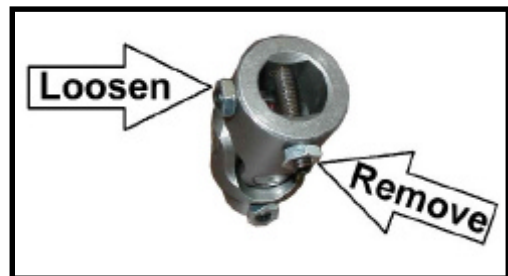


REPLACE THE TILT STEERING ASSEMBLY

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Unplug the main battery connector.

6. There are two allen head set screws holding the steering shaft to the universal joint. Only one of the screws must be removed, the other only needs to be loosened. Refer to the illustration. Loosen the jam nuts and and remove/loosen the screws.
7. Disconnect the harness from the steering column.
8. Loosen the upper u-bolt and slide the steering column up and out of the vehicle.
9. Install the steering column in reverse order.
10. Apply thread locking compound on the universal joint screws.
11. Tighten the upper u-bolt enough to prevent the steering column from rotating without crushing the column.
12. Reconnect the main battery connector.
13. Remove the blocks from behind the wheels.
14. Release the parking brake and test drive the vehicle.





STEERING COLUMN

NOTE: The steering column does not have to be removed from the vehicle unless the lower steering shaft or bushing is to be replaced. Refer to **Replace the Tilt Steering Assembly** section for information regarding removing the steering column.

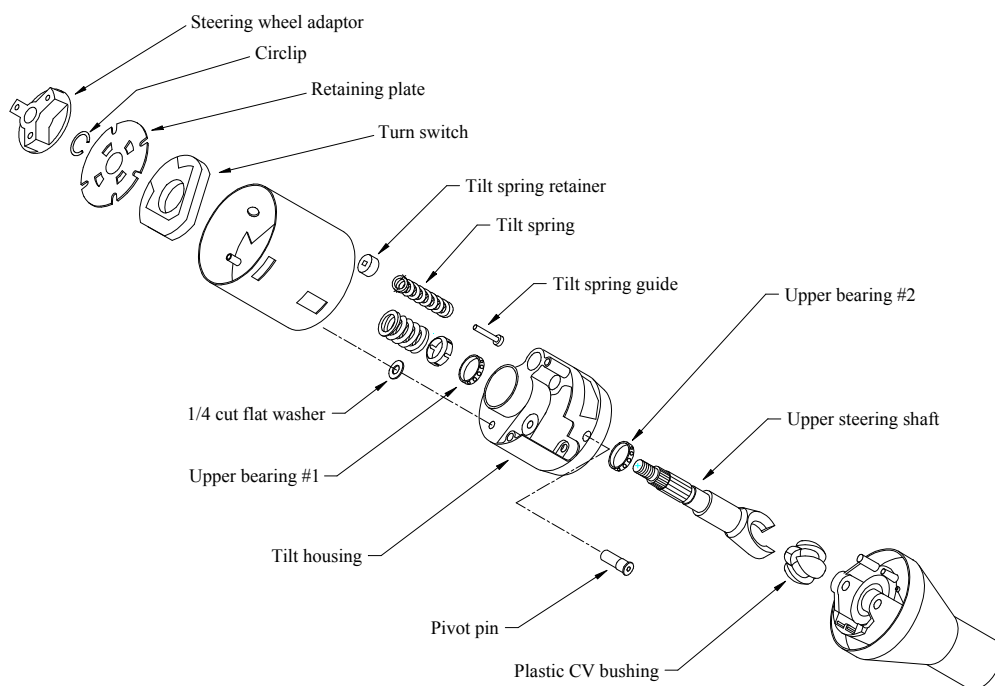
Perform the following 5 steps if the steering column is not removed from the vehicle.

⚠ WARNING

- 1. Make sure the key-switch is in the "OFF" position, then remove the key.**
- 2. Place the forward-reverse switch in the center "OFF" position.**
- 3. Set the park brake.**
- 4. Place blocks under the rear wheels to prevent vehicle movement.**
- 5. Unplug the main battery connector.**

Disassemble

6. Depress the retaining plate and remove the retaining plate circlip.
7. Remove the retaining plate and the horn button contact plate and spring.
8. Remove the three button head screws holding the turn signal switch.
9. If replacing the turn switch, remove the pins from the harness connector and pull the switch out of the column.
10. Remove the upper shaft inner race and bearing #1.
11. Remove the two Torx head screws in the housing and remove the housing. Catch the flat washer as it falls out.





Maintenance, Service, and Repair

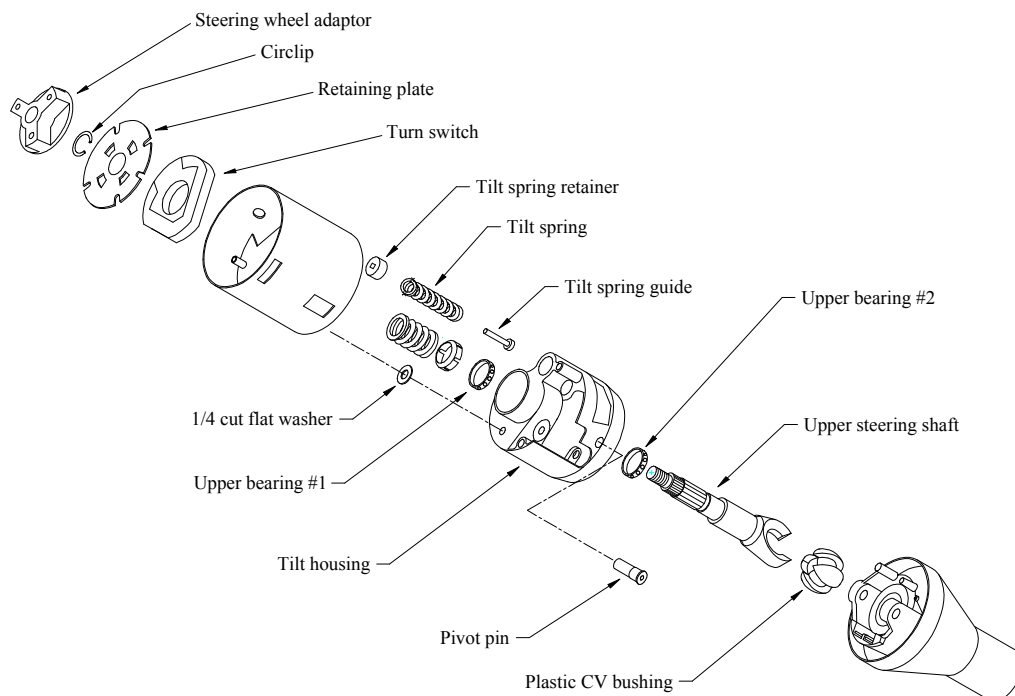
12. Depress and turn the tilt spring about 30° and remove the retainer, tilt spring and the spring guide.
13. Thread an 8-32 machine screw into the pivot pins and pull them out.
14. Install the tilt lever and pull it up to release the tilt housing from the column.
15. Remove the upper shaft inner race and bearing #2.
16. Remove the steering shaft.
17. Rotate the upper shaft 90° and separate it from the upper shaft
18. Rotate the plastic CV bushing 30° and remove it from the steering shaft.
19. If replacing the bearings, remove the inner race from the steering shaft and outer races from the tilt housing.
20. Remove the roll pin from the lower bushing and the lower bushing from the column.

Assemble

Assemble in reverse order.

Use a soft faced hammer to install the pivot pins.

- a.) Pack the upper steering shaft bearings with grease.
- b.) Apply grease on the plastic CV bushings.
- c.) Lightly grease the pivot pins and pivot spring guide pivot point.
- d.) Lightly grease the turn signal switch contacts.
- e.) Use locktite on lower U-joint set screws.





REPLACE THE STEERING GEAR

⚠ WARNING

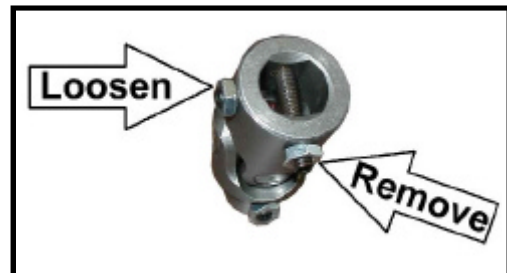
1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Unplug the main battery connector.

6. Raise the front of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. There are two allen head set screws holding the steering shaft to the universal joint. Only one of the screws must be removed, the other only needs to be loosened. Refer to the illustration. Loosen the jam nuts and and remove/loosen the screws.
8. Remove the pitman arm.
9. Support the steering gear so that it cannot fall out of the vehicle.



⚠ WARNING

Failure to support the steering gear will result in the steering gear falling out of the vehicle and could cause property damage and/or severe bodily injury.

10. Remove the bolts holding the steering gear to the vehicle frame and remove the steering gear from the vehicle.
11. Install in reverse order. Torque the pitman arm nut to 75-100 ft-lbs. Apply thread locking compound to the steering shaft allen head screws.
12. Reconnect the main battery connector.
13. Remove the blocks from behind the wheels.
14. Release the parking brake and test drive the vehicle.

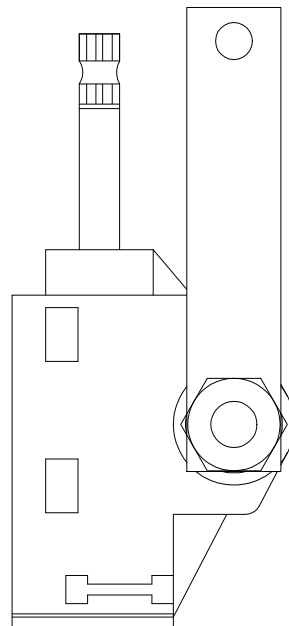
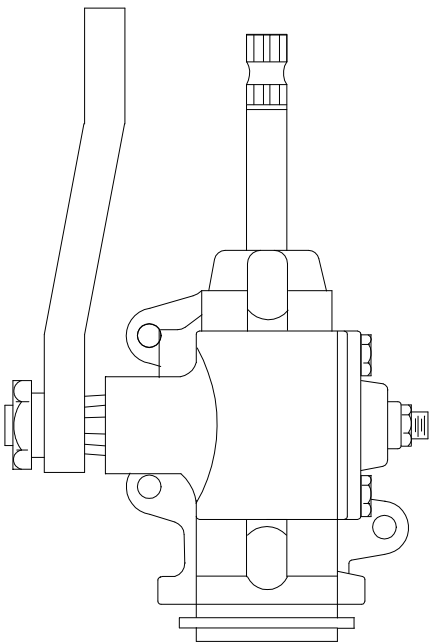


CENTER THE STEERING GEAR

1. Rotate the input shaft clockwise until it stops.
2. While counting the rotations, rotate the input shaft counter clockwise until it stops.
3. Rotate the input shaft clockwise 1/2 the rotations counted in the previous step.
4. Mark the input and pitman shaft in relation to the housing.

PITMAN SHAFT ALIGNMENT

1. Center the steering gear. Refer to ***Center the Steering Gear*** for information regarding centering the steering gear.
2. Install the pitman arm parallel with the input shaft orientated as shown in the illustration.





REPLACE THE BALL JOINTS, TIE RODS, AND DRAG LINK

NOTE: If a rod end or ball joint is worn out, we recommend replacing all of the ball joints and/or rod ends as a set.

Replacing a Ball Joint

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Unplug the main battery connector.

6. Raise the front of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

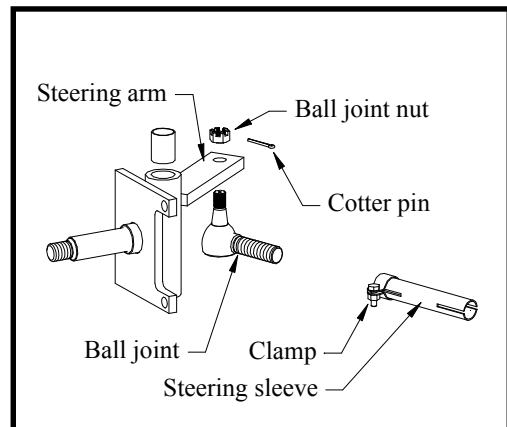
7. Loosen the ball joint clamp on the steering sleeve.
8. Remove the cotter pin and ball joint nut.
9. Using a pickle fork, remove the ball joint from the steering arm.
10. Remove the ball joint from the steering sleeve.

HINT: Count the number of turns required to remove the ball joint from the sleeve. This will make it easier to realign the wheels.

11. Install the new ball joint into the steering sleeve. Screw it into the sleeve the same number of turns counted in the previous step. Do not tighten the ball joint clamp at this time.
12. Install the ball joint into the steering arm. Tighten the ball joint nut to 40-45 ft-lbs. and install a new cotter pin.
13. Realign the front wheels.

*NOTE: Refer to the **Steering** section for information regarding realignment of the front wheels.*

14. Lower the vehicle.
15. Reconnect the main battery connector., remove the blocks from the wheels, and test drive.





Replacing the Drag Link

The Drag Link is the linkage that connects the steering gear pitman arm to the steering knuckle. Refer to the illustration on the following page.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Unplug the main battery connector.

6. Raise the front of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

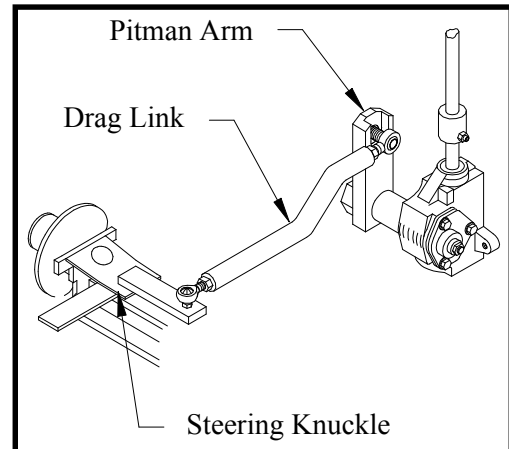
7. Remove the ball joints or rod ends from the steering knuckle and pitman arm.

*NOTE: Refer to the **Replacing the Ball Joints** section for information regarding the removal of the ball joints or rod ends.*

8. Remove the drag link as an assembly.
9. Install in reverse order.
10. Realign the front wheels.

*NOTE: Refer to the **Steering** section for information regarding realignment of the front wheels.*

11. Lower the vehicle.
12. Reconnect the main battery connector.
13. Remove the blocks from behind the wheels.
14. Release the park brake and test drive the vehicle.



Typical Drag Link





Replacing the Tie Rod

The Tie Rod is the linkage that connects the two steering knuckles together. Refer to the illustration on the following page.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Unplug the main battery connector.

6. Raise the front of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

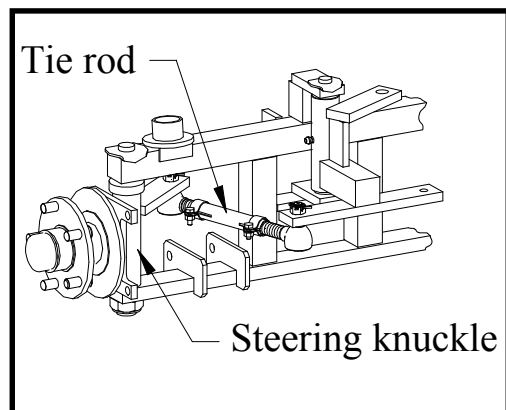
7. Remove the ball joints or rod ends from the steering knuckles.

*NOTE: Refer to the **Replacing the Ball Joints** section for information regarding the removal of the ball joints or rod ends.*

8. Remove the tie rod as an assembly.
9. Install in reverse order.
10. Realign the front wheels.

*NOTE: Refer to the **Steering** section for information regarding realignment of the front wheels.*

11. Lower the vehicle.
12. Reconnect the main battery connector.
13. Remove the blocks from behind the wheels.
14. Release the park brake and test drive the vehicle.



Front Axle Assembly (left side shown)





REPAIR THE STEERING GEAR

Disassembly

*NOTE: The steering gear must be removed from the vehicle for this procedure. Refer to **Replace the Steering Gear** section for information regarding removing the steering gear.*

NOTE: The steering gear is packed with grease. Only perform maintenance on the steering gear in an area that will contain any grease that may spill out of the steering gear when it is disassembled.

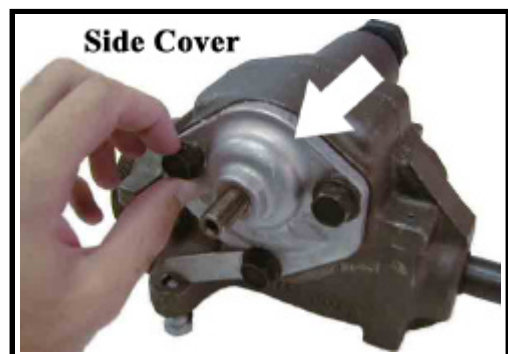
Refer to the illustration at the end of this section for a blown up view of the steering gear assembly.

1. Center the steering gear.
 - A. Turn the steering shaft all of the way in one direction.
 - B. While counting the rotation, turn the steering shaft all of the way in the opposite direction.
 - C. Turn the steering shaft 1/2 the number of turns in the original direction.
2. Remove the worm bearing adjuster locking ring and the worm bearing adjuster.



3. Remove the side cover/pitman shaft assembly by removing the three side cover bolts and then pulling the assembly out of the housing.

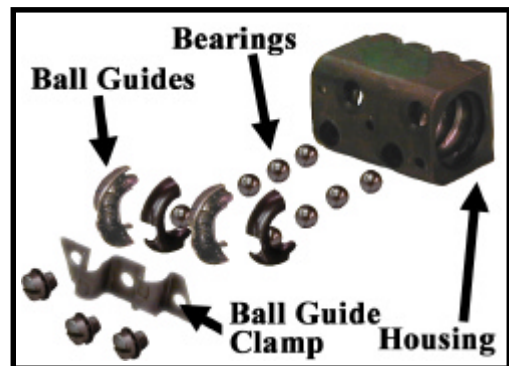
NOTE: The side cover/pitman shaft assembly normally does not have to be disassembled.



4. Remove the worm shaft and ball nut assembly from the bottom of the housing.
5. Remove the worm shaft seal.
6. Remove the pitman shaft seal.
7. Remove the upper worm bearing and bearing cup from the housing.



8. The ball nut assembly consists of two sets of ball bearings that recirculate in two channels in the ball nut housing. The bearings may fall out once the bearing guides are removed. Be careful not to lose any of the bearings.
9. Remove the ball guide clamps, ball guides and all of the ball bearings.
10. Remove the ball nut from the worm shaft.
11. Thoroughly clean and inspect all parts for signs of corrosion, damage or wear and replace as required.



Reassembly

1. Lightly lubricate all parts before reassembly.
2. Install a new worm shaft seal and pitman shaft seal into the housing.
3. Install the upper worm bearing cup.
4. Divide the ball bearing into two equal groups.
5. Position the ball nut onto the worm as shaft as shown in the illustration.
6. Insert the ball guides into the ball nut.
7. Insert each group of bearings into the ball guides.

NOTE: Do not rotate the worm shaft while installing the bearings. This may cause one or more of the bearings to enter the crossover passage in the ball nut, causing improper operation.

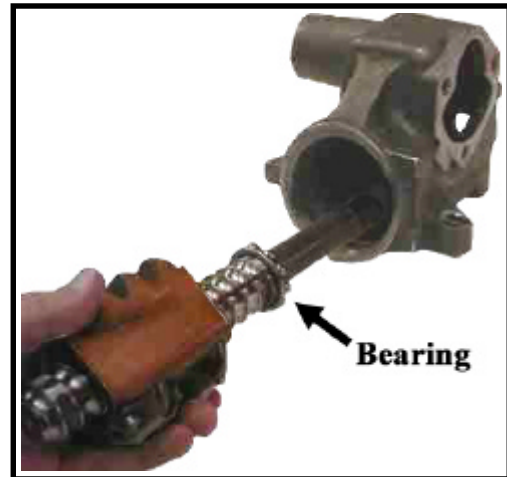
8. Install the ball guide clamp.





Maintenance, Service, and Repair

9. Place the upper worm bearing on the worm shaft and install the worm shaft/ball nut assembly into the housing being careful not to damage the worm shaft seal.



10. Install the assembled worm bearing adjuster into the housing and tighten just enough to remove all play in the worm shaft.
11. Install, but do not tighten the worm bearing adjuster lock nut.
12. Rotate the worm shaft to center the ball nut in the housing.
13. Place a new gasket onto the housing and install the assembled pitman shaft/side cover onto the housing using two of the three mounting bolts.
14. Pack the steering gear with grease through the open side cover bolt hole and then install the bolt.
15. Adjust the steering gear.

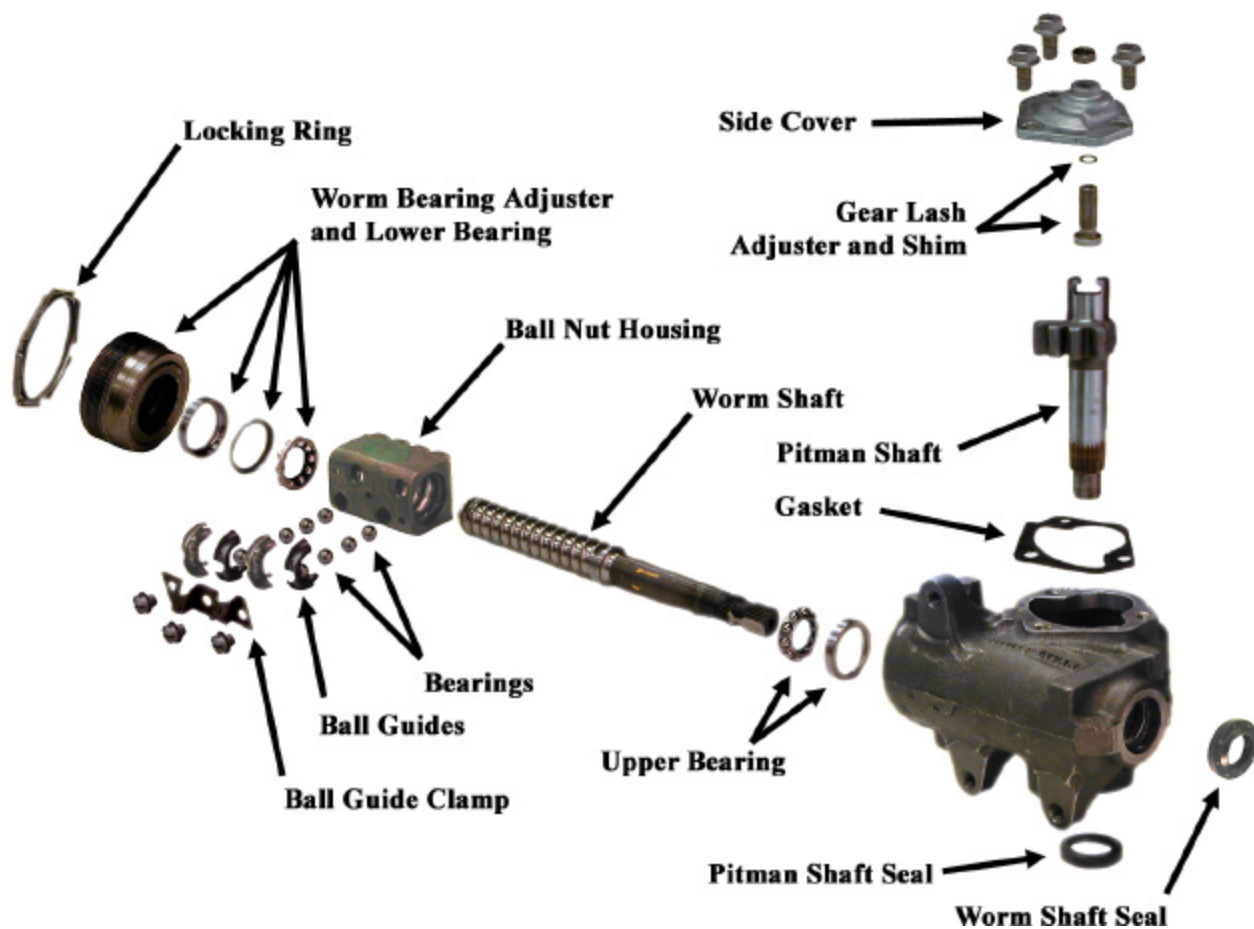


*NOTE: Refer to **Adjust the Steering gear** section for information regarding adjusting the steering gear.*

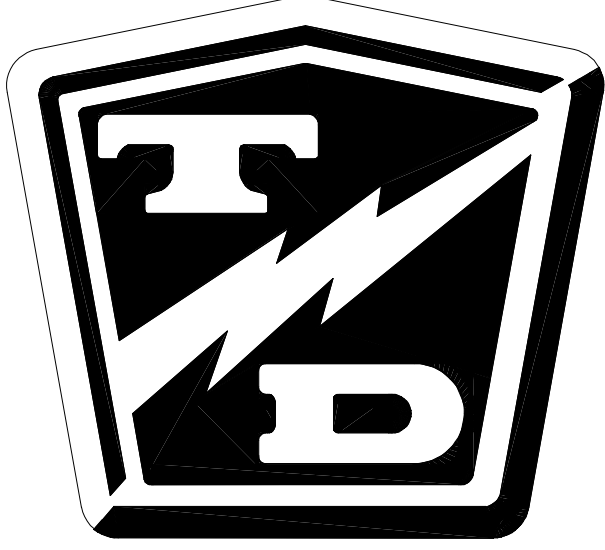
16. Once the adjustments are completed, make sure that the locking ring and jam nut are tight.



Exploded View of Steering Gear



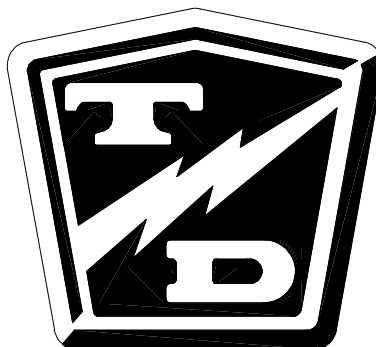
TAYLOR - DUNN



Brake Service

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INSPECT THE SERVICE BRAKE

Disc Brake Pads

⚠ WARNING

Current Taylor-Dunn® brakes are asbestos free. However, there is the possibility that the original brakes were replaced with aftermarket parts containing asbestos. Since this possibility exists, all brake parts should be handled as if they contain asbestos. Refer to appendix C for recommended handling precautions.

*NOTE: The brake pad must be removed to accurately measure the lining thickness. Refer to **Replace the Front or Rear Brake Pads** section for information on removing the brake pads.*

Measure the brake pad lining at the thinnest point on the pad. If the brake pad lining is 1/16-inch or less then the brake pad must be replaced.

It is recommended to replace the left and right side brake pads as a set.





Disc Brake Rotor

⚠ WARNING

Current Taylor-Dunn® brakes are asbestos free. However, there is the possibility that the original brakes were replaced with aftermarket parts containing asbestos. Since this possibility exists, all brake parts should be handled as if they contain asbestos. Refer to appendix C for recommended handling precautions.

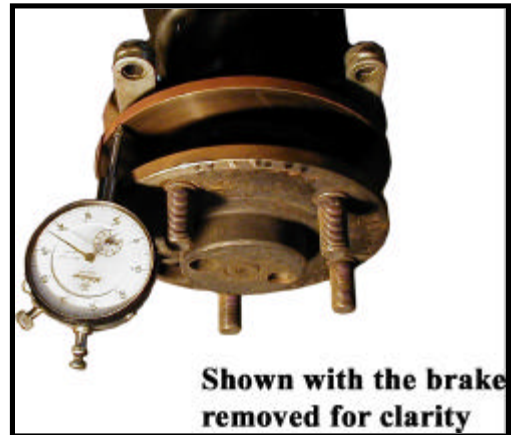
*NOTE: The front brake rotor is an integral part of the front hub. If the brake rotor is worn beyond its service limits, then the front hub must be replaced. Refer to **Front Axle Service** for information on replacing the front hub.*

*NOTE: Depending on the rear axle configuration, the rear brake rotor may be an integral part of the rear axle. If the brake rotor is worn beyond its service limits, then the rear axle must be replaced. Refer to **Transmission** section for information regarding replacing the rear axle*

*NOTE: The wheel must be removed to accurately measure the rotor thickness. Refer to **Tires and Wheels** section for information on removing the wheel.*

1. Measure the run out of the rotor at its maximum diameter. If the run out exceeds 0.005, then the rotor must be machined. Do not machine the rotor beyond its service limits.

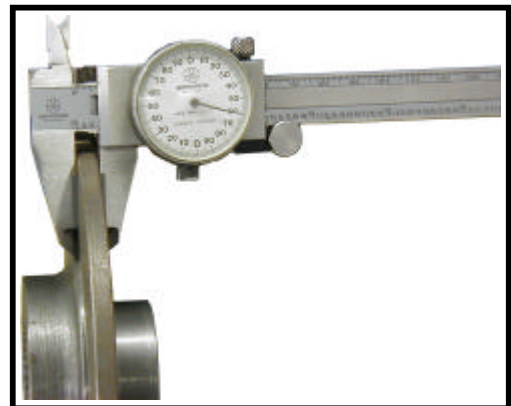
NOTE: A bent axle or damaged rear axle could cause excessive brake rotor run out.



2. Measure the thickness of the brake rotor in 3 places. If the brake rotor thickness is less than 0.20-inches, then the rotor must be replaced.

⚠ WARNING

Do not use a rotor that is worn beyond its service limits. A rotor worn beyond its service limits could fail and cause loss of brakes resulting in severe bodily injury and/or property damage.



Rotor removed for clarity. The rotor does not have to be removed for this procedure.



INSPECT THE PARKING BRAKE

Wheel Park Brake

NOTE: The parking brake is actuated through a pin in the center of the rear left and right brake body on the rear axles.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Unplug the main battery connector.

6. Release the park brake.
7. Inspect the brake pads. Refer to **Inspect the Service Brake** section to inspect the brake pads.
8. Inspect the park brake pin and bushing for any signs of damage or corrosion.

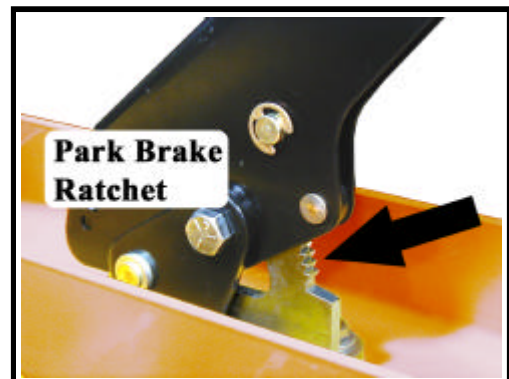
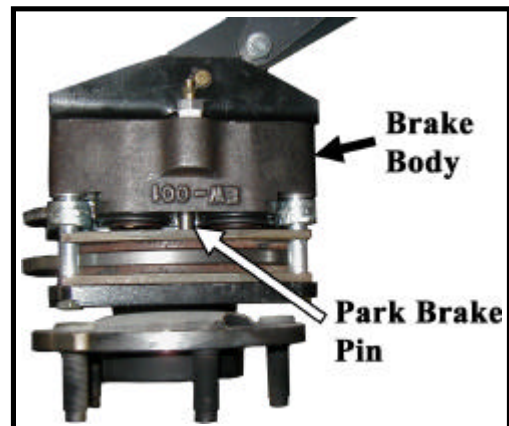
*NOTE: The park brake pin is inside of the brake body. Refer to **Repair the Brake Body** for information on removing the park brake pin.*

9. Inspect all brake cables and linkages for any signs of damage, wear, or missing cotter pins.

10. Inspect the brake handle locking mechanism for any signs of damage.

*NOTE: Refer to **Adjust the Parking Brake** section for information regarding adjusting the parking brake.*

11. Reconnect the main battery connector.
12. Remove blocks from behind the wheels.
13. Release the parking brake and test drive the vehicle.



⚠ WARNING

If any sign of damage or wear is found on the locking mechanism, cables, or linkages then they must be repaired or replaced immediately. Failure to repair or replace any damaged component could result in failure of the park brake causing property damage and/or severe bodily injury.

ADJUST THE SERVICE BRAKES

Two or Four Wheel Hydraulic Disc Brakes

The hydraulic disc brake system is automatically adjusted. A low brake pedal or lack of braking power could be caused by:

- Brake fluid level low in the master cylinder. See **Check the Master Cylinder Fluid** section.
- Air in the brake lines. See **Bleed the Brakes** section.
- Worn brake pads. See **Inspect the Service Brake** section.
- Worn brake rotor. See **Inspect the Service Brake** section.
- Binding brake pedal linkage.

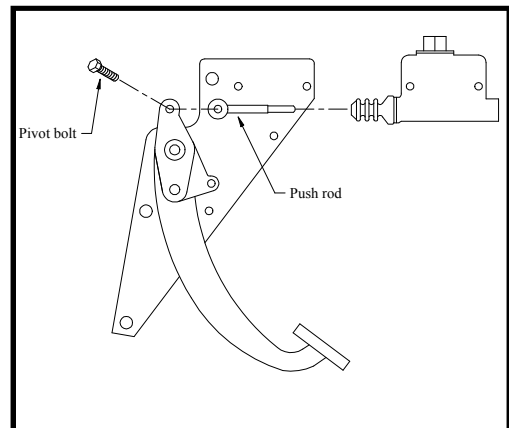
If you are experiencing a low brake pedal or lack of braking power, the entire brake system should be inspected.

ADJUST THE BRAKE LINKAGE

WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Unplug the main battery connector.

6. Tighten the master cylinder push rod pivot bolt so that the push rod may pivot freely with no side play. See the illustration to the right.

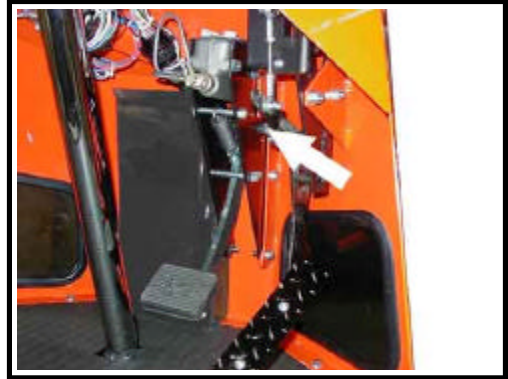


7. Tighten the spring mounting bolt and the pedal stop bolt so that one thread shows beyond the locknut. See arrows in the illustration to the left.



Maintenance, Service, and Repair

8. Tight the brake pedal pivot bolt so that the brake pedal moves freely with no side play.
9. Reconnect the main battery connector.
10. Remove blocks from behind the wheels.
11. Release the park brake and test drive the vehicle.

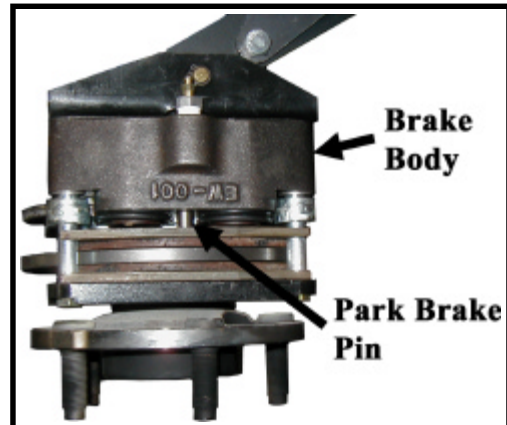




ADJUST THE PARKING BRAKE

Wheel Park Brake

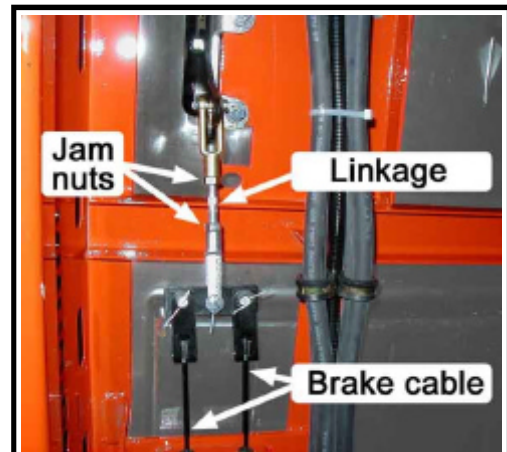
The parking brake is actuated through a pin in the center of the rear left and right brake body on the rear axles.



⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Unplug the main battery connector.

6. Release the park brake.
7. Loosen the jam nuts on the park brake linkage.
8. Adjust the linkage to remove all slack for the park brake cables.
9. Tighten the jam nuts on the park brake linkage.
10. Set the park brake.
11. Reconnect the main battery connector.
12. Remove blocks from behind the wheels.
13. Release the park brake and test drive the vehicle.





CHECK MASTER CYLINDER FLUID

⚠ WARNING

Do not ingest brake fluid or allow contact with skin or eyes. Always wear protective clothing and a face shield when working with or around brake fluid.

SKIN CONTACT

Flush area immediately with water for several minutes. If a rash or skin irritation develops, get medical attention immediately.

EYE CONTACT

Immediately flush the eye with water for 15 minutes and call physician.

INGESTION

Get medical attention immediately.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Thoroughly clean the area around the master cylinder cap.
7. Remove the master cylinder cap.
8. If the fluid in the master cylinder is contaminated then the entire brake system must be flushed. Refer to ***Bleed the Brakes*** for information regarding flushing the brake system.
9. Fill with brake fluid from a new sealed container to within 1/4-inch of the top of the master cylinder chamber and reinstall the cap.
10. Reconnect the main positive and negative cables at the batteries.
11. Remove blocks from behind the wheels.
12. Release the parking brake and test drive the vehicle.



⚠ WARNING

- Only use DOT 3 brake fluid from a new sealed container.
- DOT 3 brake fluid is corrosive and will damage paint finishes.
- Dispose of brake fluid in accordance with local state and federal regulations.
- Read and follow all warnings on the brake fluid container.



BLEED THE BRAKES

⚠ WARNING

Do not ingest brake fluid or allow contact with skin or eyes. Always wear protective clothing and a face shield when working with or around brake fluid.

SKIN CONTACT

Flush area immediately with water for several minutes. If a rash or skin irritation develops, get medical attention immediately.

EYE CONTACT

Immediately flush the eye with water for 15 minutes and call physician.

INGESTION

Get medical attention immediately.

NOTE: Start this procedure at the wheel furthest from the master cylinder, then work toward the wheel closest to the master cylinder.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Thoroughly clean the area around the master cylinder cap and remove the cap.





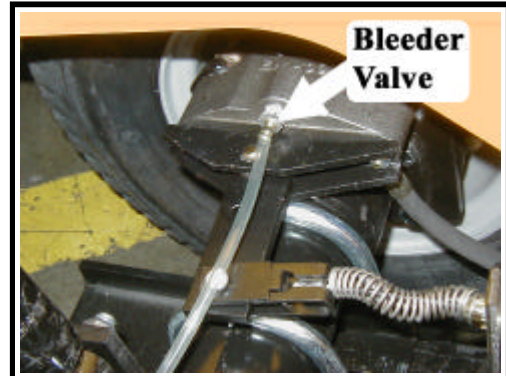
Maintenance, Service, and Repair

7. Add brake fluid from a new sealed container to the master cylinder. Fill to 1/4" from the top of the master cylinder chamber.

⚠ WARNING

- Only use DOT 3 brake fluid from a new sealed container.
- DOT 3 brake fluid is corrosive and will damage paint finishes.
- Dispose of brake fluid in accordance with local state and federal regulations.
- Read and follow all warnings on the brake fluid container.

8. The master cylinder fluid level will drop as the brakes are bled. Periodically check and fill the master cylinder during this procedure. Do not allow the fluid level in the master cylinder to drop too low as this will allow air into the brake lines.
9. Attach a clear hose to the bleeder valve on the brake cylinder that is to be bled. Route the hose into a clear container for waste brake fluid.
10. Pump the brake pedal a few times and then press and hold light pressure to the brake pedal.
11. Open the bleeder valve on the hydraulic brake body.
12. Depress the foot pedal to the floor and then close the bleeder valve. Do not release pressure on the brake pedal until the bleeder valve is closed.
13. Slowly release the foot pedal, allowing it to return to its released position.



Bleeder valve with hose attached

NOTE: Check and fill the master cylinder frequently during the bleeding process. Do not allow the fluid level in the master cylinder to drop low enough to allow air to enter the brake lines. If air enters the brake lines during the bleeding process, then you will have to start again from the beginning.

⚠ WARNING

Always use brake fluid from a new sealed container. Never reuse any brake fluid that has been removed from the brake system. Use of contaminated brake fluid will degrade the braking performance and may cause property damage or severe bodily injury.

14. Repeat the above steps until you are sure that all of the air is expelled from the brake line. Any air bubbles that can be seen in the clear hose attached to the bleeder is an indication that there is still air in the brake lines.
15. Repeat this process with each of the other wheels.

*NOTE: When finished, top off the master cylinder with fluid. See **Check Master Cylinder Fluid** for information on filling the master cylinder.*

16. Reconnect the main positive and negative cables at the batteries.
17. Remove the blocks from behind the wheels.
18. Release the park brake and test drive the vehicle.



FLUSH THE BRAKE SYSTEM

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the rear wheels off of the ground and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. If equipped with front brakes, raise the front wheels off of the ground and support with jack stands.
8. Release the park brake.
9. Remove both rear wheels and, if equipped with front brakes, the front wheels. Refer to **Tires and Wheels** section for information regarding removing the wheels.
10. Remove the wheel cylinders from each axle. Refer to **Replace the Wheel Cylinder** section for information regarding removing the wheel cylinder.
11. Attach a clear hose to the bleeder valve on each of the wheel cylinders and route the hoses into a container for waste brake fluid.
12. Position the wheel cylinders so that the bleeder screw is pointing to the ground and open all bleeder screws.
13. Pump the master cylinder until all fluid has been pumped from the brake lines and all wheel cylinders.
14. Close all bleeder screws.
15. Fill the master cylinder with fluid.
16. Open one of the bleeder screws and pump the master cylinder until all fluid has been pumped from the master cylinder and close the bleeder screw.
17. Repeat the above two steps for each wheel cylinder.
18. Reinstall the wheel cylinders and bleed the brakes. Refer to **Bleed the Brakes** for information regarding bleeding the brakes.
19. Set the park brake.
20. Install the wheels and lower the vehicle to the ground.
21. Reconnect the main positive and negative cables at the batteries.
22. Release the park brake and test drive the vehicle.



REPLACE THE PARKING BRAKE LINING

⚠ WARNING

Current Taylor-Dunn® brakes are asbestos free. However, there is the possibility that the original brakes were replaced with aftermarket parts containing asbestos. Since this possibility exists, all brake parts should be handled as if they contain asbestos. Refer to appendix C for recommended handling precautions.

Wheel Park Brake

The parking brake is the same as the rear service brake. See ***Replace Rear Brake Pads or Shoes*** section for information on replacing the park brake lining.





REPLACE FRONT BRAKE PADS

NOTE: It is recommended that both the left and right brake pads be replaced as a set.

⚠ WARNING

Current Taylor-Dunn® brakes are asbestos free. However, there is the possibility that the original brakes were replaced with aftermarket parts containing asbestos. Since this possibility exists, all brake parts should be handled as if they contain asbestos. Refer to appendix C for recommended handling precautions.

NOTE: Installing new brake pads will raise the brake fluid level in the master cylinder.

⚠ WARNING

- 1. Make sure the key-switch is in the "OFF" position, then remove the key.**
- 2. Place the forward-reverse switch in the center "OFF" position.**
- 3. Set the park brake.**
- 4. Place blocks under the rear wheels to prevent vehicle movement.**
- 5. Disconnect the main positive and negative cables at the batteries.**

6. Thoroughly clean the area around the master cylinder cap.
7. Remove fluid from the master cylinder until it is 1/2 full.

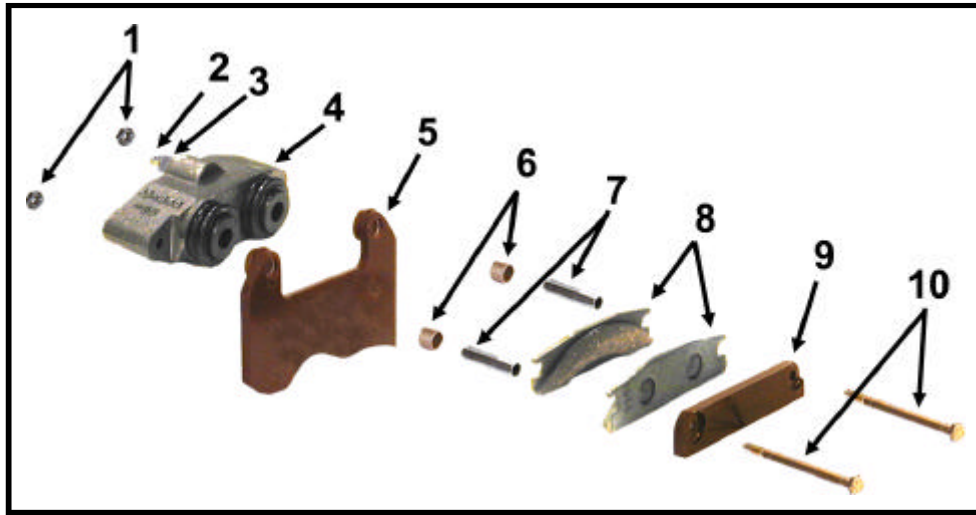


8. Raise the front of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

9. Remove the tire/wheel assembly. Refer to **Tires and Wheels** section for information on removing the tire and wheel assembly.



NOTE: Refer to the illustration above for the following steps.

10. Remove the brake body bolts (10) and discard the lock nuts (1) and brake pads (8).
11. Remove the spacer bushings (6) from the mounting bracket (5) and discard the bushings.
12. Inspect the brake rotor. See **Inspect the Service Brakes** section for information regarding inspecting the brake rotor.
13. Inspect the spacers (7) and replace if any wear or damage is found.
14. Install new spacer bushings in the mounting bracket.
15. Install new brake pads in reverse order. Torque the mounting bolts to 11 ft-lbs.
16. Repeat this procedure for the other wheel.
17. Install the tire/wheel assembly and lower the vehicle to the ground.
18. Fill the master cylinder to the proper level. Refer to **Check Master Cylinder Fluid** section for information on the proper master cylinder fluid level.
19. Reconnect the main positive and negative cables at the batteries.
20. Remove the blocks from behind the wheels.
21. Release the park brake and test drive the vehicle.





REPLACE REAR BRAKE PADS

Hydraulic Disc

⚠ WARNING

Current Taylor-Dunn® brakes are asbestos free. However, there is the possibility that the original brakes were replaced with aftermarket parts containing asbestos. Since this possibility exists, all brake parts should be handled as if they contain asbestos. Refer to appendix C for recommended handling precautions.

NOTE: It is recommended that both the left and right brake pads be replaced as a set.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

NOTE: Installing new brake pads will raise the brake fluid level in the master cylinder.

6. Thoroughly clean the area around the master cylinder cap.
7. Remove fluid from the master cylinder until it is 1/2 full.



8. Raise the rear of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

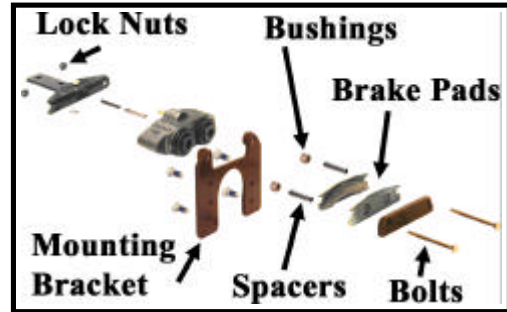


Maintenance, Service, and Repair

9. Remove the tire/wheel assembly.

*NOTE: Refer to **Tires and Wheels** section for information on removing the tire and wheel assembly.*

10. Release the park brake (wheel brake only).
11. Remove the brake body bolts and discard the lock nuts and brake pads.
12. Remove the spacer bushings from the mounting bracket and discard.
13. Inspect the brake rotor. Refer to **Inspect the Service Brake** section for information regarding inspecting the brake rotor.
14. Inspect the spacers and replace if any wear or damage is found.
15. Install new spacer bushings in the mounting bracket.
16. Back off the parking brake adjustment (wheel park brake only).



17. Install new brake pads in reverse order. Torque the mounting bolts to 11 ft-lbs.
18. Repeat this procedure for the other wheel.
19. Install the tire/wheel assembly and lower the vehicle to the ground.
20. Fill the master cylinder to the proper level. Refer to **Check Master Cylinder Fluid** section for information regarding the correct master cylinder fluid level.
21. Adjust the parking brake (wheel park brake only). Refer to **Adjust the Parking Brake** section.
22. Set the park brake.
23. Reconnect the main positive and negative cables at the batteries.
24. Remove the blocks from behind the wheels.
25. Release the park brake and test drive the vehicle.





REPLACE THE WHEEL CYLINDER

Disc Brake Body Assembly (front or rear)

⚠ WARNING

Current Taylor-Dunn® brakes are asbestos free. However, there is the possibility that the original brakes were replaced with aftermarket parts containing asbestos. Since this possibility exists, all brake parts should be handled as if they contain asbestos. Refer to appendix C for recommended handling precautions.

⚠ WARNING

Do not ingest brake fluid or allow contact with skin or eyes. Always wear protective clothing and a face shield when working with or around brake fluid.

SKIN CONTACT

Flush area immediately with water for several minutes. If a rash or skin irritation develops, get medical attention immediately.

EYE CONTACT

Immediately flush the eye with water for 15 minutes and call physician.

INGESTION

Get medical attention immediately.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Release the park brake.
7. Raise the wheel off of the ground and support with jack stands.

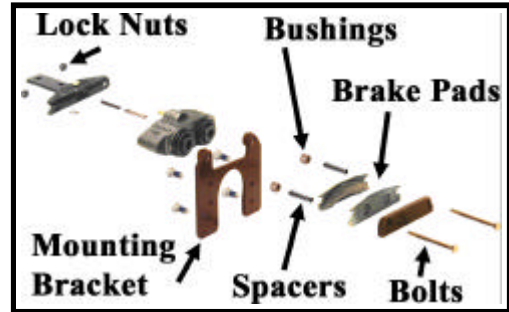
⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.



Maintenance, Service, and Repair

8. Remove the tire/wheel assembly. Refer to **Tires and Wheels** section for information on removing the tire and wheel assembly.
9. Thoroughly clean the area around the brake body.
10. Remove the brake body bolts and discard the lock nuts.
11. Inspect the brake rotor. Refer to **Inspect the Service Brake** section for information regarding inspecting the brake rotor.
12. Disconnect the brake hose from the brake body.
13. Install the new brake body assembly in reverse order.
 - Use teflon tape thread sealant on the brake hose fitting.
 - Torque the brake body bolts to 11 ft-lbs.
14. Bleed the brakes. Refer to **Bleed the Brakes** section for information regarding bleeding the brakes.
15. Set the park brake.
16. Reconnect the main positive and negative cables at the batteries.
17. Lower the wheel to the ground.
18. Remove the blocks from behind the wheels.
19. Release the park brake and test drive the vehicle.





REPAIR THE BRAKE BODY

⚠ WARNING

Hydraulic brake system components must be kept clean. Make sure your work area is free from dirt and debris and will contain any brake fluid spills. Any debris or contaminants left in the brake system could lead to brake failure and result in property damage and/or severe bodily injury.

⚠ WARNING

Do not ingest brake fluid or allow contact with skin or eyes. Always wear protective clothing and a face shield when working with or around brake fluid.

SKIN CONTACT

Flush area immediately with water for several minutes. If a rash or skin irritation develops, get medical attention immediately.

EYE CONTACT

Immediately flush the eye with water for 15 minutes and call physician.

INGESTION

Get medical attention immediately.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Remove the brake body from the vehicle.

*NOTE: Refer to **Replace the Brake Body Assembly (front or rear)** section for information on removing the brake body.*

7. Pull the pistons out of the brake body.

⚠ WARNING

The pistons are very fragile. If the piston is damaged it must be replaced. Failure to replace a damaged piston could lead to brake failure and result in property damage and/or severe bodily injury.

8. Remove the piston rubber boot.
9. Remove the piston o-ring from inside of the brake body.
10. Inspect and replace parts as required.



Maintenance, Service, and Repair

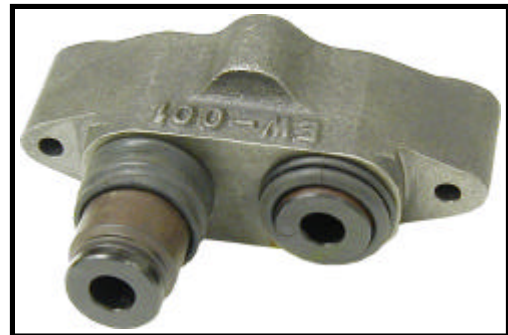
11. Lubricate the brake parts with clean brake fluid from a sealed container.
12. Install the o-rings into the brake body. Make sure that the o-rings are installed into the second groove and that they are not twisted.



13. Using tool #41-350-13, slide the rubber boots onto the pistons as shown. The boot should be hanging off of the end of the piston.



14. Insert the rubber boot/piston into the brake body making sure that the boot is properly seated in the groove.



15. Press the pistons all the way down into the brake body making sure that the boot seats properly into the upper groove on the piston.
16. Install any fittings or plugs that were removed from the brake body using teflon tape thread sealant.
17. If the brake body assembly is not to be immediately installed onto a vehicle, plug the brake hose fitting hole to prevent any contaminants from entering the brake body.





REPLACE THE MASTER CYLINDER

⚠ WARNING

Do not ingest brake fluid or allow contact with skin or eyes. Always wear protective clothing and a face shield when working with or around brake fluid.

SKIN CONTACT

Flush area immediately with water for several minutes. If a rash or skin irritation develops, get medical attention immediately.

EYE CONTACT

Immediately flush the eye with water for 15 minutes and call physician.

INGESTION

Get medical attention immediately.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

NOTE: Most vehicle configurations do not require lifting the vehicle to remove the master cylinder. Lifting the vehicle may not be required.

6. If required, raise the vehicle and support with jack stands.

⚠ WARNING

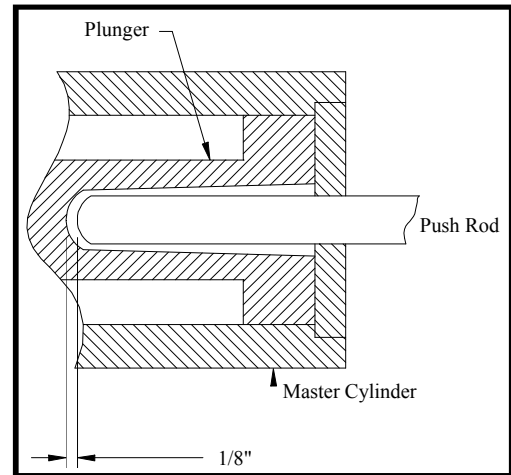
Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. Place a drain pan under the master cylinder.
8. Disconnect the brake line(s) to the master cylinder and pump out the fluid in the master cylinder by depressing the pedal several times.
9. Remove the master cylinder bolts and remove the master cylinder from the vehicle.



Maintenance, Service, and Repair

10. Install in reverse order.
11. Fill the master cylinder with brake fluid from a sealed container.
12. Pump the brake pedal a short distance of one to two inches until no bubbles are seen coming from the inlet ports inside of the master cylinder chamber.
13. If the vehicle was raised, lower it to the ground.
14. Bleed the brakes. refer to **Bleed the Brakes** section for information regarding bleeding the brakes.
15. Reconnect the main positive and negative cables at the batteries.
16. Remove the blocks from behind the wheels.
17. Release the park brake and test drive the vehicle.



Cutaway of typical master cylinder showing the push rod clearance

⚠ WARNING

- Only use DOT 3 brake fluid from a new sealed container.
- DOT 3 brake fluid is corrosive and will damage paint finishes.
- Dispose of brake fluid in accordance with local state and federal regulations.
- Read and follow all warnings on the brake fluid container.





REPAIR THE MASTER CYLINDER

NOTE: Hydraulic brake system components must be kept clean. Make sure your work area is free from dirt and debris and will contain any brake fluid spills.

Remove the master cylinder from the vehicle. See **Replace the Master Cylinder** section .

Drain all fluid from the master cylinder and discard.

Remove the rubber boot.

Depress the plunger and remove the plunger spring clip retainer.

Pull the plunger and all seals out of the master cylinder bore.

Thoroughly clean, inspect and replace parts as required.

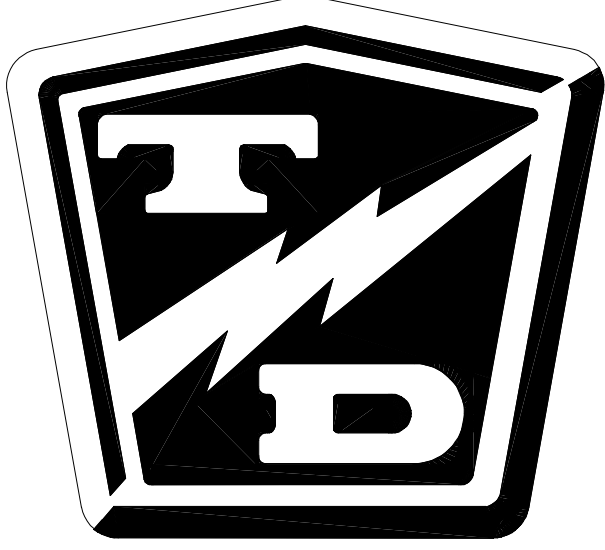
If any damage is found in the bore of the master cylinder then it must be replaced.

Lubricate all parts with clean brake fluid from a sealed container.

Reassemble in reverse order.

If the master cylinder is not to be immediately installed onto a vehicle, plug the brake line fitting hole to prevent any contaminants from entering the master cylinder.

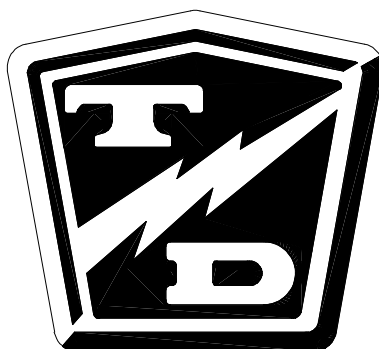
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Throttle Linkage

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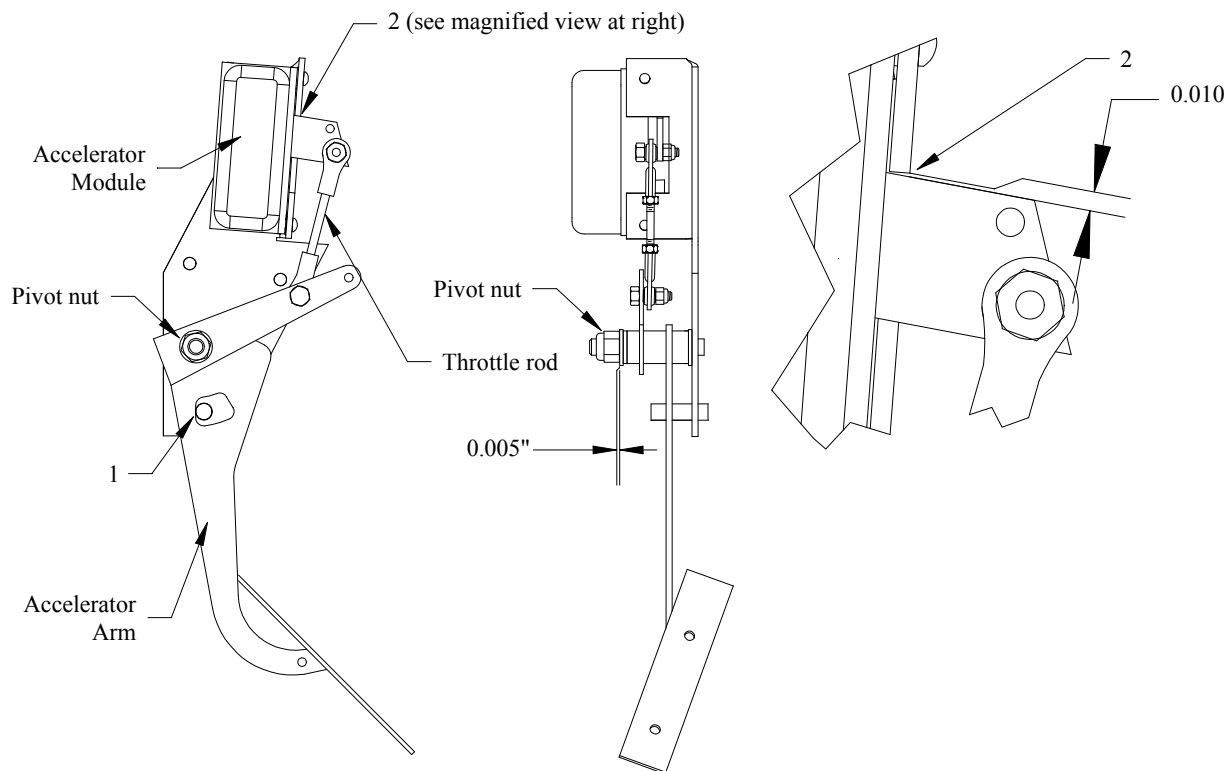


THROTTLE LINKAGE ADJUSTMENTS

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Unplug the main battery connector.

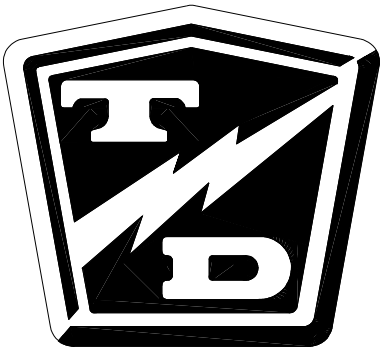
6. Adjust the accelerator pedal arm pivot nut so that there is 0.005" clearance between the nut and flat washer.
7. Make sure the accelerator pedal arm is in the fully released position. See arrow 1 in the illustration.
8. Adjust the throttle rod so that the accelerator module arm has 0.010" clearance between the arm and the accelerator module bracket. See arrow 2 in the illustration.
9. Reconnect the main battery connector.
10. Remove the blocks from the wheels and test drive the vehicle.



Motor Service

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INSPECTING THE MOTOR BRUSHES

Motors with internal cooling fans

NOTE: There are four brushes in the motor. The brushes will not wear at the same rate. It is recommended that all four brushes are inspected at the same time.

*NOTE: In some vehicle configurations it may not be possible to inspect all four brushes while the motor is in the vehicle. Refer to **Transmission Service** section for information on removing the motor.*

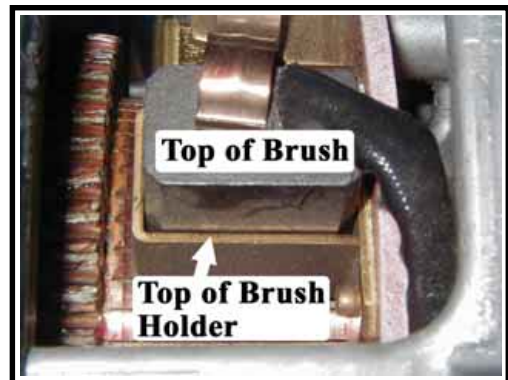


Typical motor with cooling fan indicated by the arrow

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Look through the brush cover and compare the top of the brush to the top of the brush holder. If it is even with or below the top of the brush holder then the brushes should be removed and measured. Refer to **Replacing the Brushes** section for information regarding removing the motor brushes.
7. If any one brush is less than or equal to the service limit specified in **Service Limits**, then all four brushes should be replaced.
8. Reconnect the main positive and negative cables at the batteries.
9. Remove the blocks from behind the wheels, release the park brake and test drive.



Typical brush and brush holder

MOTOR REMOVAL AND INSTALLATION

See the **Transmission** section for information on removing or installing the motor.

MOTOR INSPECTION

Disassembly

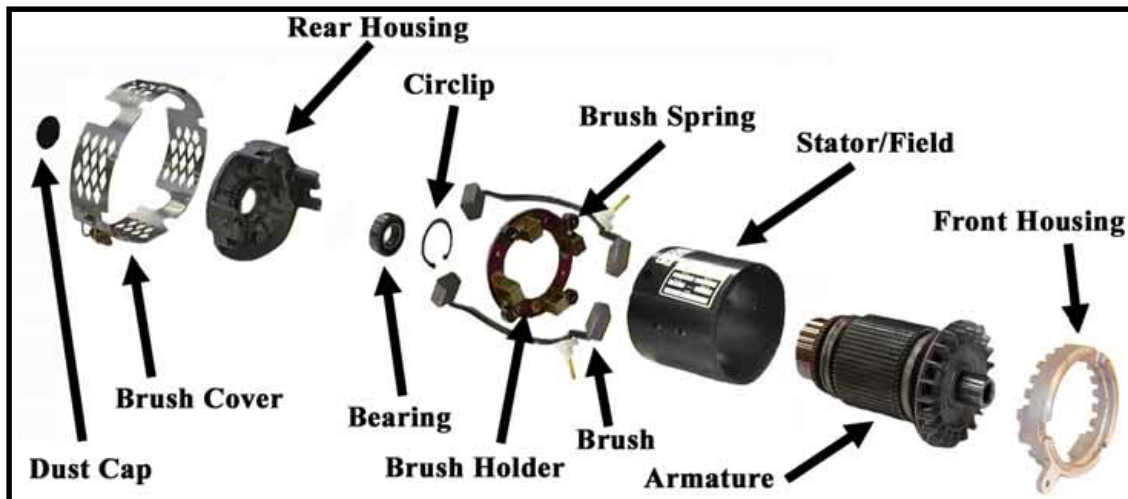
1. Remove the motor from the vehicle. See the **Transmission** section for information on removing the motor.
2. Remove the brush cover and pull the brushes out away from the commutator.
3. Remove the dust cap from the rear motor housing.
4. Place the motor in a press, and press the armature out of the rear bearing.

NOTE: Removing the armature will damage the motor bearing. The motor bearing should be replaced whenever the armature is removed.

5. Remove the housing screws from the rear motor housing and remove the housing from the motor.
6. Remove the nuts from the armature studs and remove the two brush assemblies.
7. Remove the bearing circlip and press the motor bearing out of the housing and discard.

Inspection

1. Measure the length of each motor brush.
 - If any one brush is less than or equal to the service limit specified in section **Service Limits**, then all four brushes should be replaced. Refer to **Replacing the Brushes** section for information regarding replacing the motor brushes.



Motor Service

2. Measure the diameter of the commutator.
 - If the commutator is less than the minimum diameter specified in section **Service Limits**, then the motor must be replaced.



3. Measure the commutator undercut depth in 5-places around the commutator.

- If any one of the measurements is less than the minimum undercut depth specified in **Service Limits** at the end of this section, then the commutator must be undercut. Refer to **Repair Commutator** section for information regarding undercutting the commutator.

4. Inspect the commutator for grooves.

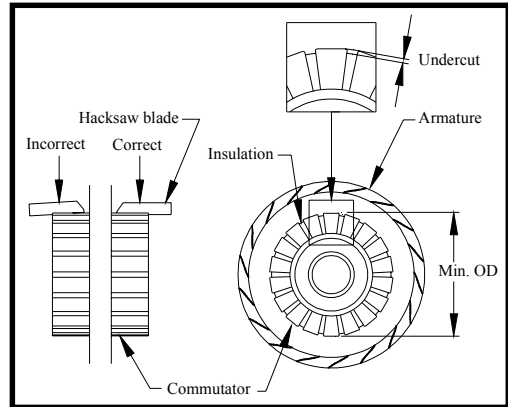
- If the commutator is grooved then it must be machined on a lathe. Do not machine the commutator past the minimum diameter specified in **Service Limits** section. Refer to **Repair Commutator** section for information regarding machining the commutator.

5. Inspect the commutator for burn marks.

- Burn marks and/or raised commutator segments 90 or 180 degrees apart is evidence of a shorted armature. A tool called a growler is required to reliably test for a shorted armature.

6. Inspect the commutator for raised segments. Raised segments could be a result of a stalled motor or shorted armature. A tool called a growler is required to reliably test for a shorted armature.

- If the armature is not shorted then the raised segments can be removed by machining the commutator. Do not machine the commutator past the minimum diameter specified in **Service Limits** section. Refer to **Repair Commutator** section for information regarding machining the commutator.



Typical burn mark on a shorted armature

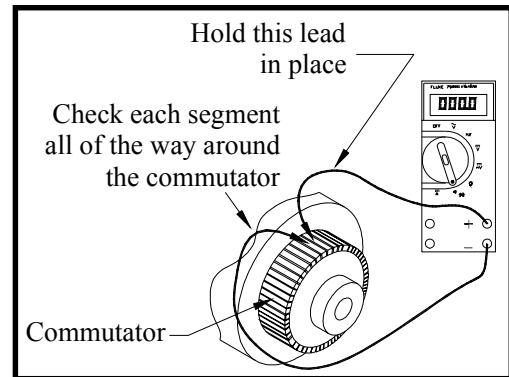
7. Visually inspect the armature windings for burnt insulation. Burnt insulation is a direct result of motor overheating and could lead to a shorted armature.

- If the insulation is cracked or burnt, then it is recommend that the armature or motor be replaced.

NOTE: If the armature has been burnt then there is a good possibility that the field windings may also be burnt. Symptoms indicating a shorted field include high motor current, lack of power and possibly excessive speed.

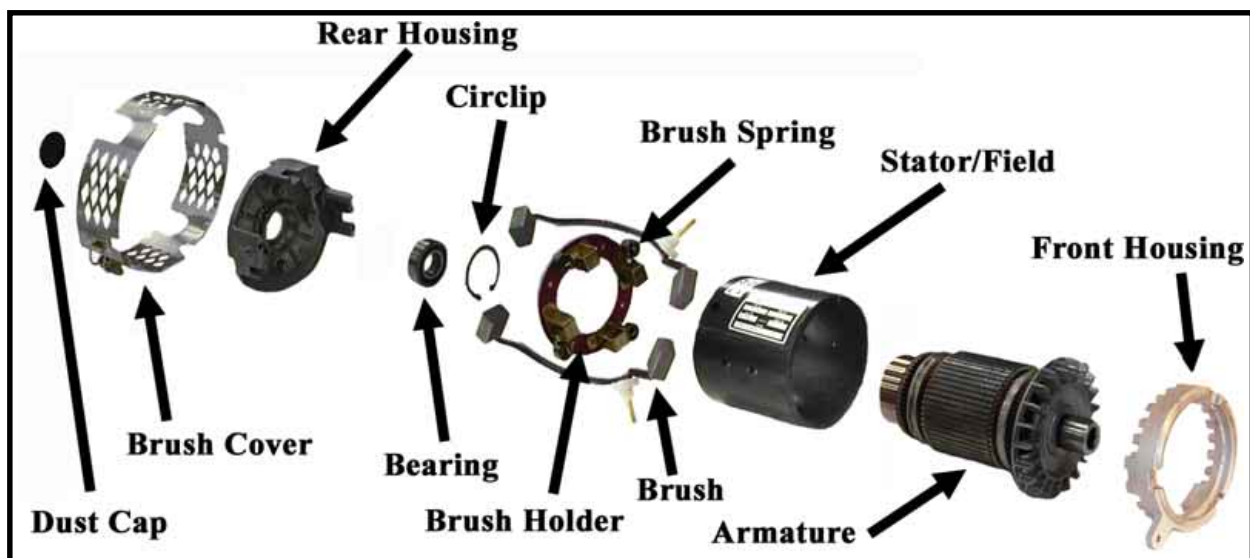
8. Using a growler, test the armature for shorts.
 - If the armature is shorted, then we recommend that the armature or motor be replaced.

9. Using the continuity function of digital multi meter, check the continuity around the entire commutator by placing one test lead against one of the commutator segments and the other test lead against all of the other segments one at a time. There should be continuity around the entire commutator. If any segment indicates an open circuit, then the motor must be replaced.



10. Using the continuity function of digital multi meter, check the continuity from any one of the commutator segments and the armature frame. If it is not an open circuit, then the armature is shorted and the motor must be replaced.

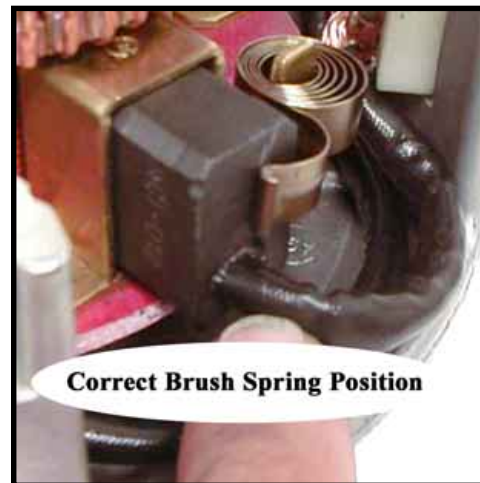
11. Measure the armature and field resistance (refer to **Service Limits** table at end of this section). If the armature or field resistance is not within specification then the motor must be repaired or replaced.





Assembly

1. Press a new bearing into the motor housing and install the circlip.
2. Install the two brush assemblies so that the brushes are just far enough out of the brush holder so that the brush springs hold them in place away from the commutator. See the illustration to the right.
3. Install the rear motor housing to the stator housing.
4. Lightly grease the inside diameter of the armature bearing.
5. Carefully insert the armature through the stator housing and onto the motor bearing in the rear housing.
6. While supporting the inner race of the bearing, press the armature into the bearing.
7. Push the motor brushes into the brush holder until the brush spring snaps into place. Be certain that the spring does not rest up against the brush wire. See the illustrations below.
8. Install the brush cover.



REPLACING THE BRUSHES OR ARMATURE BEARING

NOTE: It is recommended that all four brushes be replaced as a set.

*NOTE: The motor must be disassembled to replace the brushes or the bearing. Refer to **Motor Inspection-Disassembly** section for information on taking the motor apart.*

*NOTE: The motor must be removed from the vehicle for this procedure. Refer to **Transmission Service** section for information on removing the motor.*





REPAIRING THE COMMUTATOR

1. The motor must be removed from the vehicle for this procedure. Refer to **Transmission Service** section for information on removing the motor.
2. The armature must be removed from the motor for this procedure. Refer to **Motor Inspection-Disassembly** section for information on taking the motor apart.
3. Using a lathe, cut the armature just enough to remove all grooves, depressions or ridges.



Example of freshly cut commutator

4. Measure the diameter of the commutator. If the commutator is less than the minimum diameter specified in **Service Limits**, then the motor must be replaced.



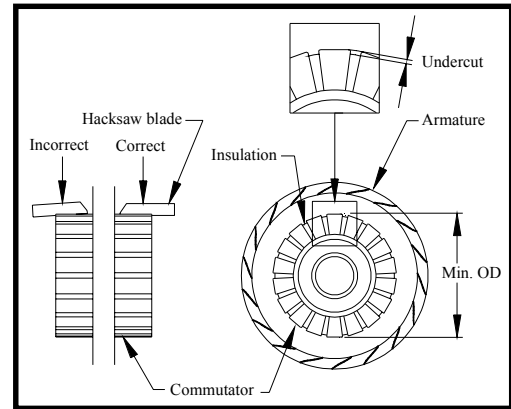
5. Thoroughly clean all copper debris from between the commutator segments.
6. Measure the commutator undercut depth in 5-places around the commutator. If any one of the measurements is less than the minimum undercut depth specified in **Service Limits**, then the commutator must be undercut.
7. While still in the lathe, smooth the commutator with fine emery cloth.



Properly undercut and cleaned commutator segments

Undercutting the commutator

1. Using a small straight cut saw blade, cut the commutator insulation to the proper depth. Refer to undercut depth in **Service Limits**.
2. Once all segments have been properly undercut, mount the armature in a lathe and smooth the commutator with fine emery cloth.



3. Inspect the armature for shorts. Refer to **Motor Inspection** section for information on testing the armature.

NOTE: Copper debris in the undercut area can give a reading of a shorted armature.



Example of freshly cut commutator



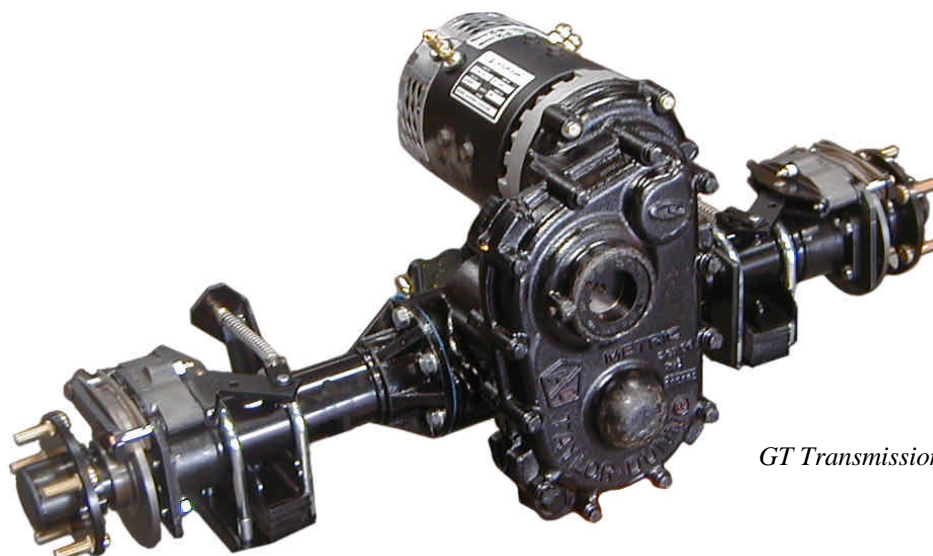
SERVICE LIMITS

Motor Specification Number	Undercut Depth		Commutator Diameter (min)		Brush Length (min)		Resistance (Ohms@75° F)	
	mm	inches	mm	inches	mm	inches	Armature	Field
70-054-40 (XP-1672)	0.635	0.025	69.85	2.75	15.87	0.625	.0116	1.20
70-054-41 (XP-1789)	0.635	0.025	69.85	2.75	15.87	0.625	0.011	0.43
70-057-40 (DV1-4003)	0.635	0.025	69.85	2.75	15.87	0.625	0.008	0.58

Transmission

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GT Transmission Assembly



CHECK OIL LEVEL

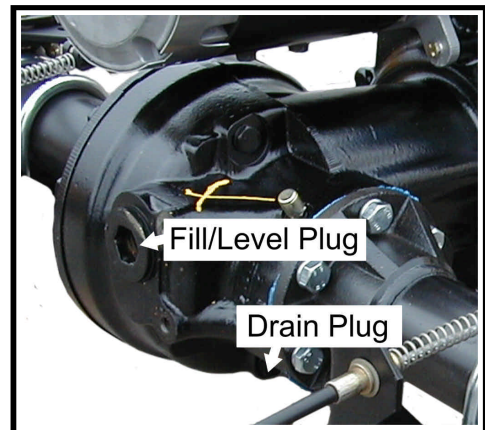
The oil flows freely between the main gear case (3rd member) and the primary reduction gear case. It is only necessary to check the oil level of the 3rd member.

Park the vehicle on a level surface.

⚠ WARNING

- 1. Make sure the key-switch is in the "OFF" position, then remove the key.**
- 2. Place the forward-reverse switch in the center "OFF" position.**
- 3. Set the park brake.**
- 4. Place blocks under the front wheels to prevent vehicle movement.**
- 5. Disconnect the main positive and negative cables at the batteries.**

6. Place an oil drain pan underneath the 3rd member.
7. Remove the fill/level plug.
8. The oil level should be very close to the bottom of the level plug opening.
 - a. If the oil level is below the bottom of the opening, add oil as required until level with the bottom of the opening. Refer to the **Lube Chart** section for information regarding type of oil.
 - b. If oil comes out of the opening, allow to drain until level with the bottom of the opening.
9. Replace the fill/level plug.
10. Reconnect the main positive and negative cables at the batteries.
11. Remove the blocks from the wheels.
12. Release the park brake and test drive the vehicle.



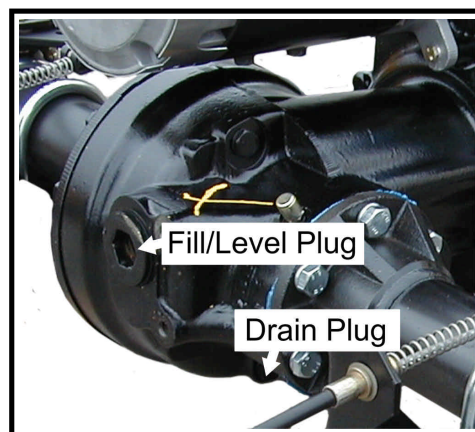


CHANGE OIL

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the rear of the vehicle and support with jack stands.
7. Place a four quart drain pan under the drive assembly.
8. Remove the drain plugs from the differential case and gear case.
9. Once the oil has drained, replace the drain plugs and lower the vehicle to the ground.
10. Remove the fill/level plug and fill the differential up to the bottom of the level plug opening. Refer to the **Lube Chart** section for information regarding type of oil.
11. Replace the fill plug.
12. Reconnect the main positive and negative cables at the batteries.
13. Remove the blocks from the wheels.
14. Release the park brake and test drive the vehicle.





MOTOR REMOVAL AND INSTALLATION

*NOTE: Some applications will require removing the drive assembly from the vehicle to remove the motor. Refer to **Removing and Installing the Drive Assembly** for information on removing the drive assembly.*

Some vehicles are equipped with an automatic electric brake. The automatic electric brake is sandwiched between the drive motor and the gear case. The electric brake is retained by the drive motor mounting screws. Once the motor is removed the electric brake will no longer be retained by any hardware.

⚠ WARNING

- 1. Make sure the key-switch is in the "OFF" position, then remove the key.**
- 2. Place the forward-reverse switch in the center "OFF" position.**
- 3. Set the park brake.**
- 4. Place blocks under the front wheels to prevent vehicle movement.**
- 5. Disconnect the main positive and negative cables at the batteries.**

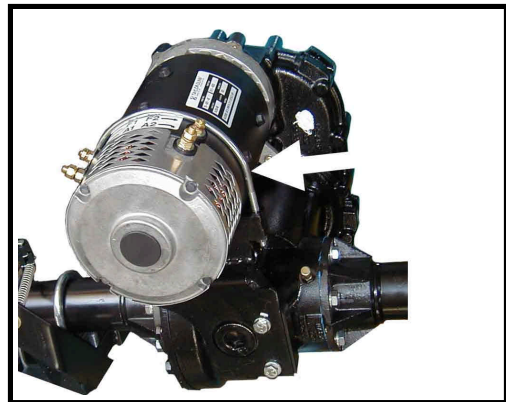
6. Remove the wires from the motor.

NOTE: Label the motor wires with the number of the motor terminal before they are removed from the motor.

7. If equipped, remove the motor support bracket u-bolt (only used on larger motors).
8. Remove the motor mounting bolts and slide the motor off of the input shaft.
9. Install the motor in reverse order.

NOTE: Apply a light coating of grease to the splines on the transmission input shaft only.

10. Reconnect the main positive and negative cables at the batteries.
11. Remove the blocks from behind the wheels.
12. Release the park brake and test drive the vehicle.



Support bracket u-bolt





REAR HUB OR ROTOR

NOTE: The torque specification for the axle hub bolt is 275 ft-lbs. An impact wrench will be required to remove the bolt.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the wheel off of the ground.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. Remove the tire/wheel assembly, Refer to **Tires and Wheels** section for information regarding removing the tire/wheel assembly.
8. Remove the axle hub bolt and washer and remove the hub from the axle.
9. Remove the outer brake pad. Refer to section **Brake Service** for information regarding removing the brake pads.
10. Remove the rotor.
11. Install in reverse order.
 - a. Lightly grease the axle splines.
 - b. Refer to section **Brake Service** for information regarding installing the brake pads.
 - c. Torque the axle hub bolt to 275 ft-lbs.
 - d. Refer to **Tires and Wheels** section for information regarding installing the tire/wheel assembly.
12. Lower the wheel to the ground.
10. Reconnect the main positive and negative cables at the batteries.
11. Remove the blocks from behind the wheels.
12. Release the park brake and test drive the vehicle.

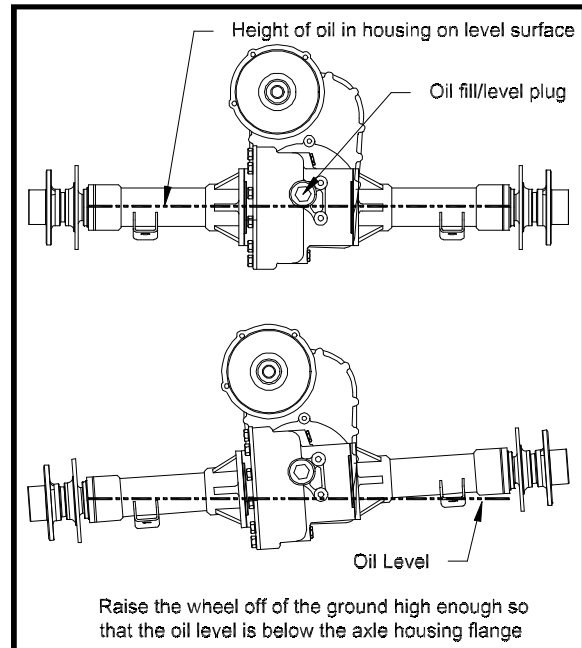




REMOVING AND INSTALLING THE REAR AXLES

The oil level in the housing is above the bottom of the axle flange. To minimize oil spills, raise the side of the vehicle high enough so that the oil level is below the bottom of the axle flange. If both axles are to be removed, you must drain all of the oil from the housing.

NOTE: This procedure does not require that the rear end or drive assembly be removed from the vehicle.



⚠ WARNING

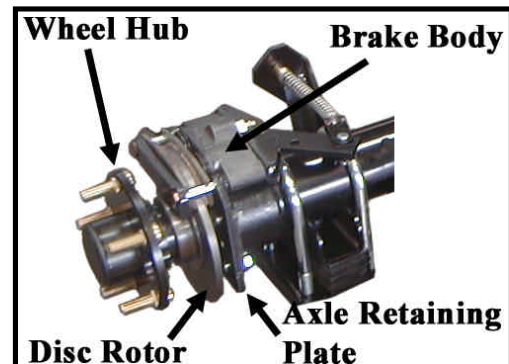
1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. If required, drain the oil from the 3rd member.
7. Raise the rear of the vehicle and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

8. Release the park brake.
9. Remove the tire and wheel assembly. Refer to section **Tires and Wheels** for information regarding removing the tire and wheel assembly.
 - a. If the axle shaft, hub or bearing is to be replaced then remove the hub bolt, wheel hub and disc rotor at this time.
10. Remove the four bolts attached to the axle retaining plate.





11. Remove the axle retaining plate and brake body assembly as one unit.
12. Secure the brake body assembly, do not let it hang by the brake hose.
13. Pull the axle out of the housing.
14. Inspect all bearings for roughness or play, replace as needed.
15. Install in reverse order, lubricate the o-ring.

NOTE: Be sure not to damage the o-ring.

16. Use new bolts for the axle retaining plate.

WARNING

The axle retaining plate bolts have a pre-applied thread locking compound. They are intended for one time use only. If removed they must be replaced. Reusing the original bolts could cause loss of brakes resulting in severe bodily injury and/or property damage.

Refer to section Rear Brakes in Illustrated Parts for the part number of the bolt.

17. If the wheel hub was removed, install the hub and rotor. Torque the hub bolt to 275 ft-lbs.
17. Fill with oil to the level of the fill plug threads. Refer to ***Changing the Differential Oil.***
18. Lower the vehicle.
19. Set the park brake.
20. Reconnect the main positive and negative cables at the batteries.
21. Remove the blocks from behind the wheels.
22. Release the park brake and test drive the vehicle.





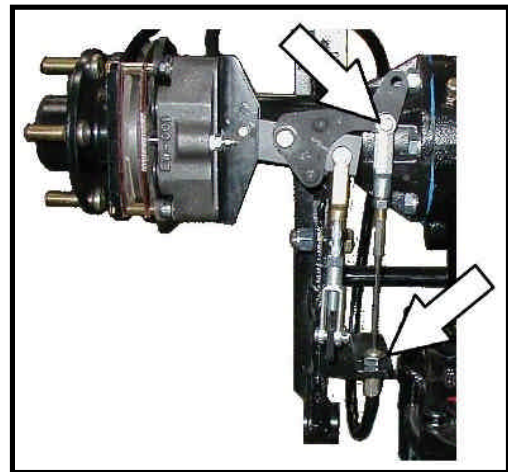
TRANSMISSION ASSEMBLY

Remove and Install

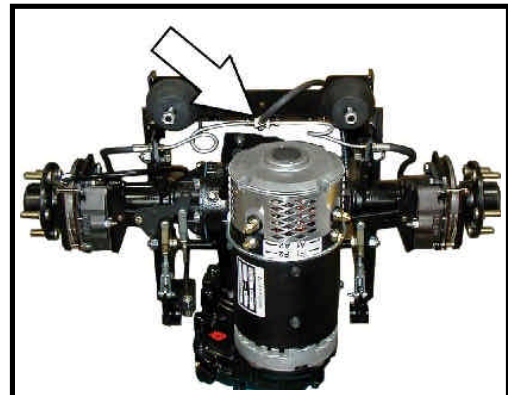
⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

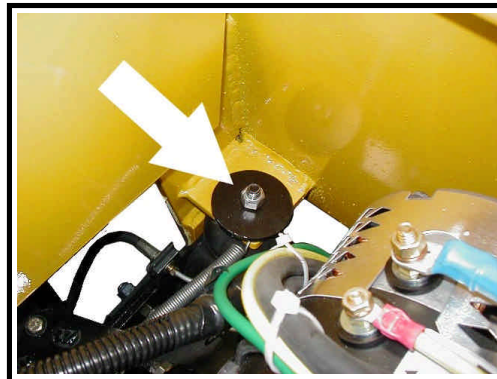
6. Disconnect the motor cables.
7. Disconnect the park brake cable from the brake arm and the swing arm mount.



8. Disconnect the brake hose from the t-fitting on the swing arm.



9. Remove the nuts from the rear suspension bushing bolts.



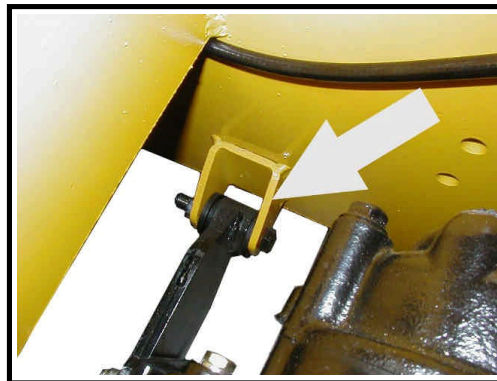
10. Raise the rear of the vehicle and support with jack stands.

NOTE: Do not raise the vehicle so high to where the rear wheels come off of the ground.

WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

11. Remove the swing arm pivot bolts and roll the transmission assembly out from under the vehicle.



12. Install the transmission assembly in reverse order of removal.
 - a. Bleed the brake system. Refer to section **Brake Service** for information regarding bleeding the brakes.
 - b. Adjust the park brake. Refer to section **Brake Service** for information regarding adjusting the park brake.
13. Lower the vehicle.
14. Set the park brake.
15. Reconnect the main positive and negative cables at the batteries.
16. Remove the blocks from behind the wheels.
17. Release the park brake and test drive the vehicle.



DISASSEMBLY AND REASSEMBLY OF THE PRIMARY REDUCTION GEAR CASE

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the rear of the vehicle and support with jack stands.

⚠ WARNING

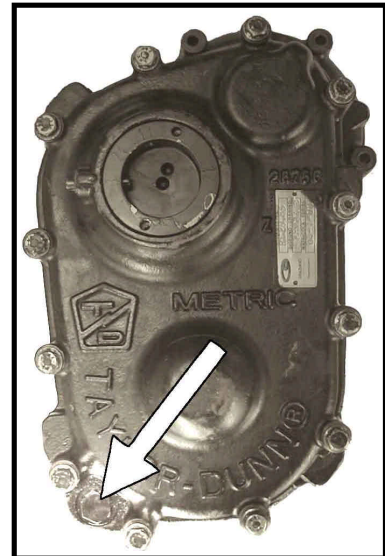
Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

7. Place a drain pan under the gear case that is capable of holding four quarts of oil and drain the oil from the front gear case.
8. If required, remove the drive assembly from the vehicle

*NOTE: Refer to **Removing and Installing the Drive Assembly** for information on removing the drive from the vehicle.*

9. Remove the motor only if the entire drive is to be disassembled.

*NOTE: Refer to **Motor Removal and Installation** for information on removing the motor.*

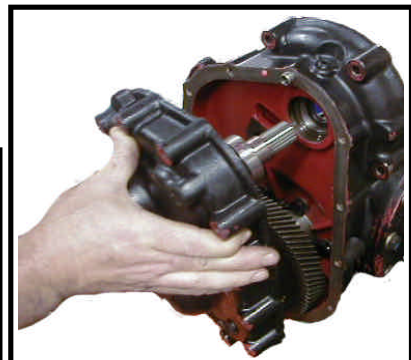


Oil Drain Plug

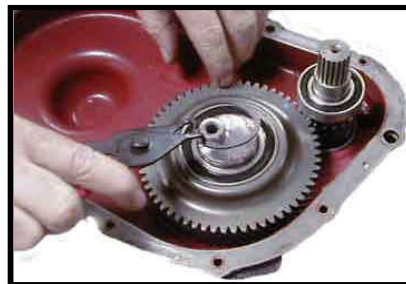
10. Remove the cover retaining bolts.
11. Remove the cover plate from the differential and let the remaining oil drain from the housing.

⚠ CAUTION

Be careful not to damage the sealing surfaces on the housings. Damage to the sealing surface may lead to an oil leak resulting in damage to the internal parts of the drive.



12. Remove the circlip from the idler gear.



13. Remove the input shaft/bearing assembly and idler gear/bearing assembly from the gear case cover at the same time.



14. Remove the pinion nut from the output gear and remove the output gear from the pinion shaft.

NOTE: If necessary, remove the seal from the input shaft bore at this time.



15. Mark the gear case position in relation to the 3rd member housing so that it will be reassembled in the same position.
16. Remove the six retaining bolts holding the gear case to the 3rd member housing.

NOTE: Make note of the angle of the gear case.

17. Remove the gear case housing from the 3rd member housing.
18. Inspect all parts for signs of wear or damage.





⚠ CAUTION

Lubricate all parts with gear oil before installation. Failure to pre-lube the parts may result in premature failure.

19. Assemble the gear case in reverse order.

NOTE: Torque the drain plug to 21-25 foot-pounds.

NOTE: Torque the gear case to 3rd member retaining bolts to 18-20 foot-pounds.

NOTE: Torque the pinion nut to 154-169 foot-pounds.

NOTE: Apply gasket sealer (#94-430-05) to the front flange on the 3rd member and gear case cover.

NOTE: Pack the motor seal with non-acetic based grease.

20. Fill the differential with oil.

*NOTE: Refer to **Changing the Differential Oil** for information on filling the drive with oil.*

21. Lower the vehicle.

22. Reconnect the main positive and negative cables at the batteries.

23. Remove the blocks from behind the wheels.

24. Test drive the vehicle.





DISASSEMBLING THE 3RD MEMBER

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the rear of the vehicle and support with jack stands.

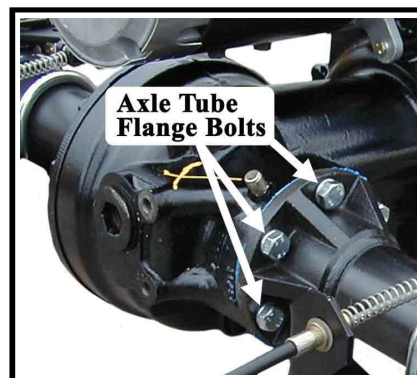
⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

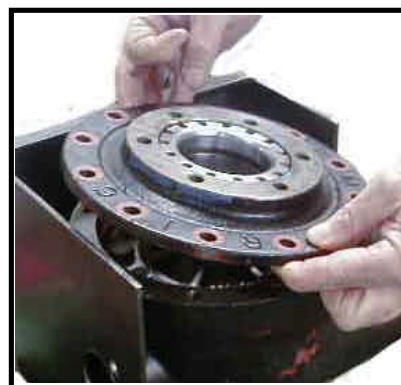
7. Remove the complete drive from the vehicle.

*NOTE: Refer to **Removing and Installing the Drive Assembly** for information on removing the drive from the vehicle.*

8. Place a drain pan under the gear case that is capable of holding four quarts of oil and drain the oil from the front gear case and 3rd member.
9. Place the 3rd member on an appropriate stand.
10. Remove the axle shafts and tubes as an assembly from the 3rd member by removing the six axle tube flange bolts on each axle tube.
11. Remove the primary reduction gear case. Refer to **Disassembly and reassembly of the Primary Reduction Gear Case** for information on removing the gear case.



12. Remove the 12 side plate bolts, then remove the side plate.





Maintenance, Service, and Repair

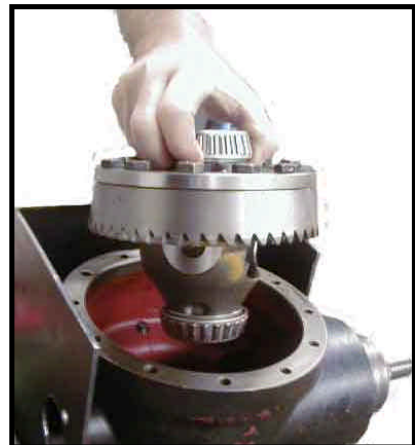
13. Remove the carrier bearing adjusting nut roll pin and adjusting nut from the side plate.



14. Turn the side plate over and remove the carrier bearing race from the side plate.



15. Remove the differential assembly from the 3rd member housing.



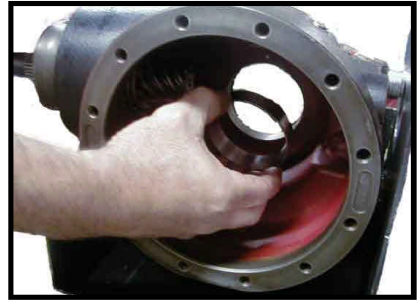
16. Remove the carrier bearing adjusting nut roll pin from the 3rd member housing, then remove the carrier adjusting nut.



Roll Pin



17. Remove the carrier bearing race from the 3rd member housing.



18. Remove the front bearing from the input shaft.

NOTE: The input shaft may have to be driven out to perform this procedure.



19. Remove the input shaft's shims and spacer.



20. Remove the pinion shaft from the 3rd member.
21. Remove the front and rear pinion bearing races.
22. Inspect all parts for signs of wear or damage.
23. Thoroughly clean all parts.





ASSEMBLING THE 3RD MEMBER

1. Temporarily install the pinion gear (hand tighten only).
2. Install the carrier bearing race ring nuts into the housing and cover.



Cover

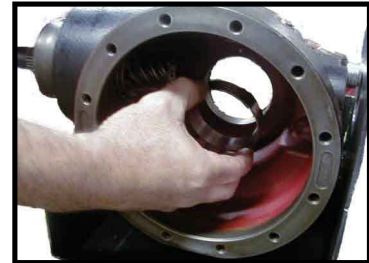


Housing

3. Install the carrier bearing races into the housing and cover.



Cover



Housing

4. Place the differential assembly into the housing.
5. Tighten the housing carrier bearing race ring nut so that the ring gear is not in binding against the pinion gear.
6. Remove the differential assembly.
NOTE: Do not allow the ring nut to rotate.
7. Remove the pinion gear and then reinstall the differential assembly.



8. Install the cover onto the housing using 4-bolts in a cross pattern and torque to 45-50 ft-lbs.
9. Pre set the carrier bearing preload by tightening the housing carrier bearing race ring nut until it requires 1.5 to 3.3 ft-lbs to rotate the differential assembly.

NOTE: Rotate the carrier assembly whenever adjusting the ring nuts.





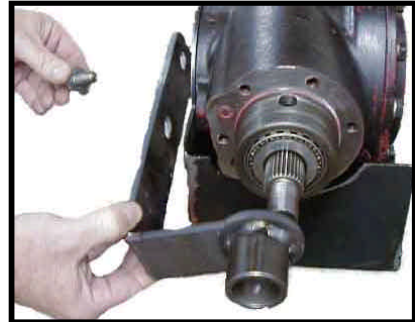
10. Mark the position of each carrier bearing ring nut in relation to the drive housing and cover and then remove the differential assembly, do not allow the ring nuts to rotate.
11. Install the pinion gear. Re-shim if required.

⚠ CAUTION

If the ring and pinion gears or bearings are replaced then the pinion gear must be re-shimmed. Improper pinion gear shims will result in drive noise and premature failure. Refer to Pinion Gear Shimming Instructions.



12. Install the pinion gear holding tool (96-500-42) and tighten the pinion nut enough to keep the pinion gear from rotating.
13. Install the differential assembly.
14. Install the cover and all of the cover bolts. Torque to 45-50 ft-lbs.



15. Check the gear lash between the ring and pinion gears. The gear lash should be .005 to .007 inches.
16. Adjust the gear lash if needed by tightening or loosening the carrier bearing race ring nuts. The two ring nuts must be turned equally in opposite directions.



NOTE: To move the ring gear closer to the pinion: Loosen the housing carrier bearing race ring nuts and tighten the cover carrier bearing race ring nut equally.

NOTE: To move the ring gear away from the pinion: Loosen the cover carrier bearing race ring nut and tighten the housing carrier race ring nut equally.

⚠ CAUTION

The two ring nuts must be turned the same amount in opposite directions. This allows the carrier assembly to be positioned with the proper gear lash without upsetting the bearing preload. If the ring nuts are not turned the same amount, then the bearing preload will no longer be correct and will result in drive noise and premature failure.



Maintenance, Service, and Repair

17. Install the locking roll pins into the housing and cover to lock the ring nuts in place.
18. Remove the pinion gear holding tool.
19. Install the primary reduction gear case, axles and housings, motor, and install the complete drive onto the vehicle.
20. Fill the drive with oil. Refer to the **Lube Chart** section for information regarding type of oil. Refer to **Change Oil** section for information regarding the proper oil level..
21. Lower the vehicle.
22. Reconnect the main positive and negative cables at the batteries.
23. Remove the blocks from behind the wheels.
24. Test drive the vehicle.



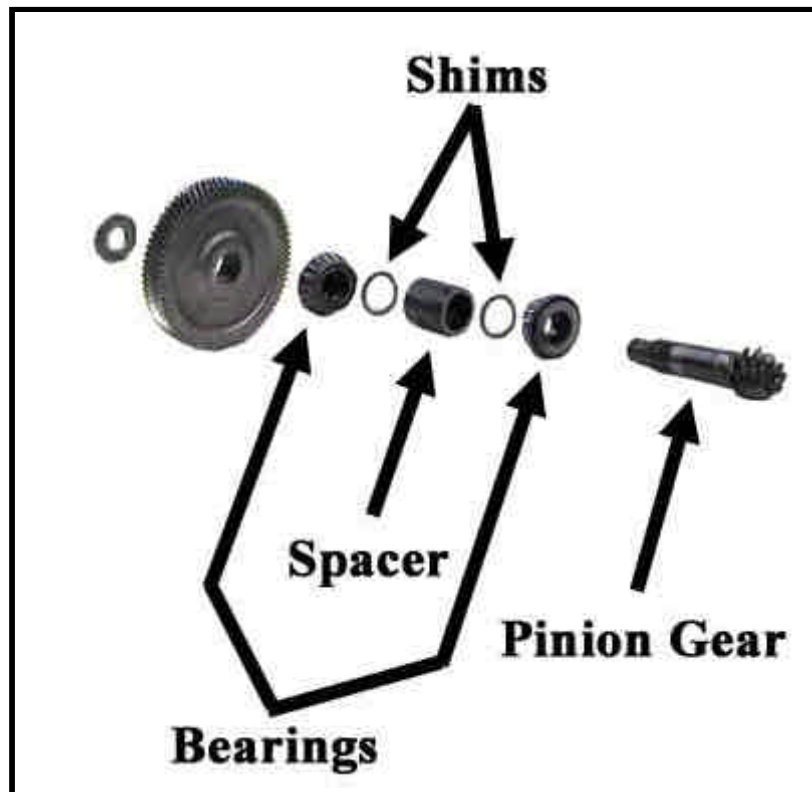


Pinion Bearing Preload

*NOTE: The pinion gear depth must be set before the preload. Refer to **Setting the Pinion Gear Depth.***

1. Install the pinion gear, spacer, and shims into the housing.
2. Install the outer pinion bearing.
3. Install the main gear onto the pinion shaft and torque the pinion nut to 154-169 ft lbs.
4. Measure the torque required to rotate the pinion shaft in the housing.
5. The torque required to rotate the pinion shaft should be between 1.1 and 2.9 ft-lbs. If the torque is not within specifications then add or subtract from the total shim thickness and repeat this procedure until the proper preload is obtained.

NOTE: Add shims to decrease torque.





PINION GEAR SHIMMING INSTRUCTIONS

NOTE: This procedure is required only when replacing the front or rear pinion bearings and races or the ring and pinion gears.

NOTE: To perform this procedure, all parts must be clean and the bearings lightly lubricated.

Setting the Pinion Gear Depth

This formula is used to calculate the amount of shims that are required:

C - B - A + (DV) = Pinion Shim (mm) where,

DV = The number on the face of the pinion gear.

A = The distance in millimeters from the face of the pinion gear to the top of the inner pinion bearing race (see below)

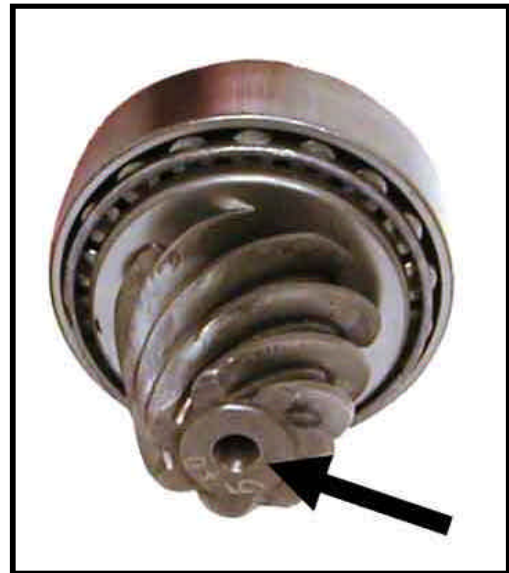
B = 54.

C = The number on the edge of the differential side plate closest to the input shaft (see next page).

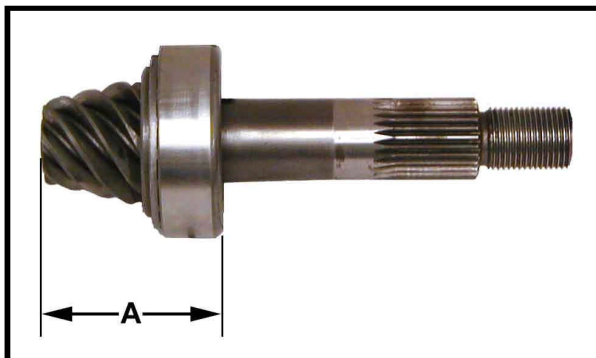
D = The number on the edge of the differential side plate farthest from the input shaft (see next page).

E = The distance in millimeters from the rear of the drive housing to the face of the pinion gear (see next page).

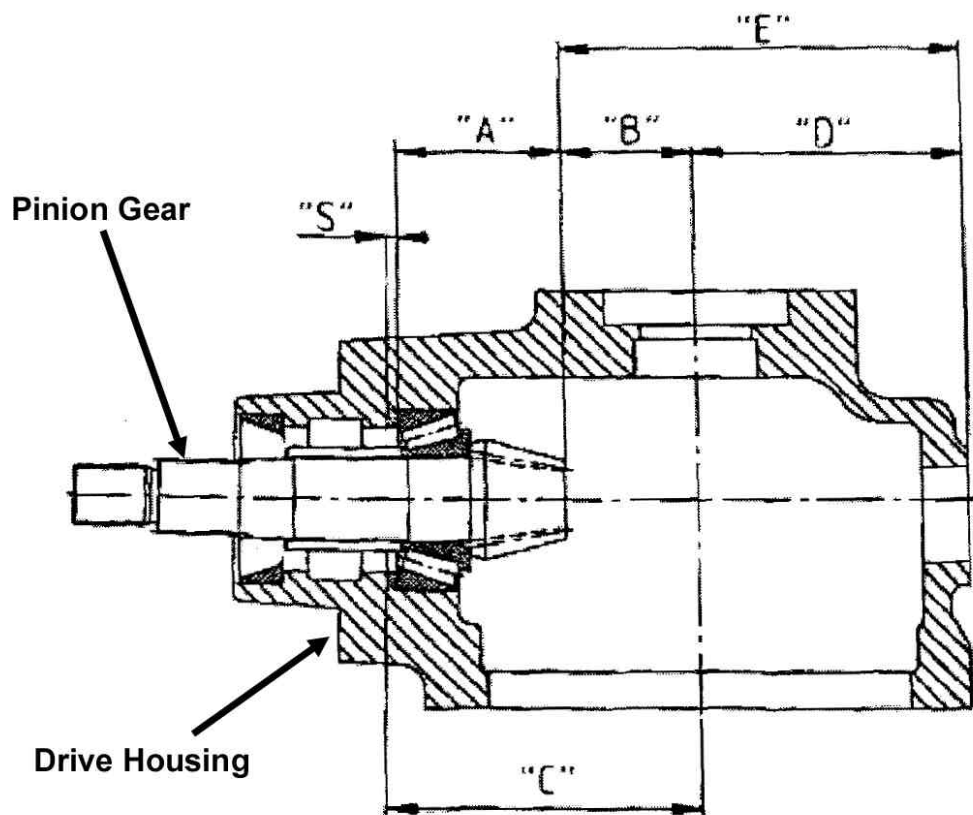
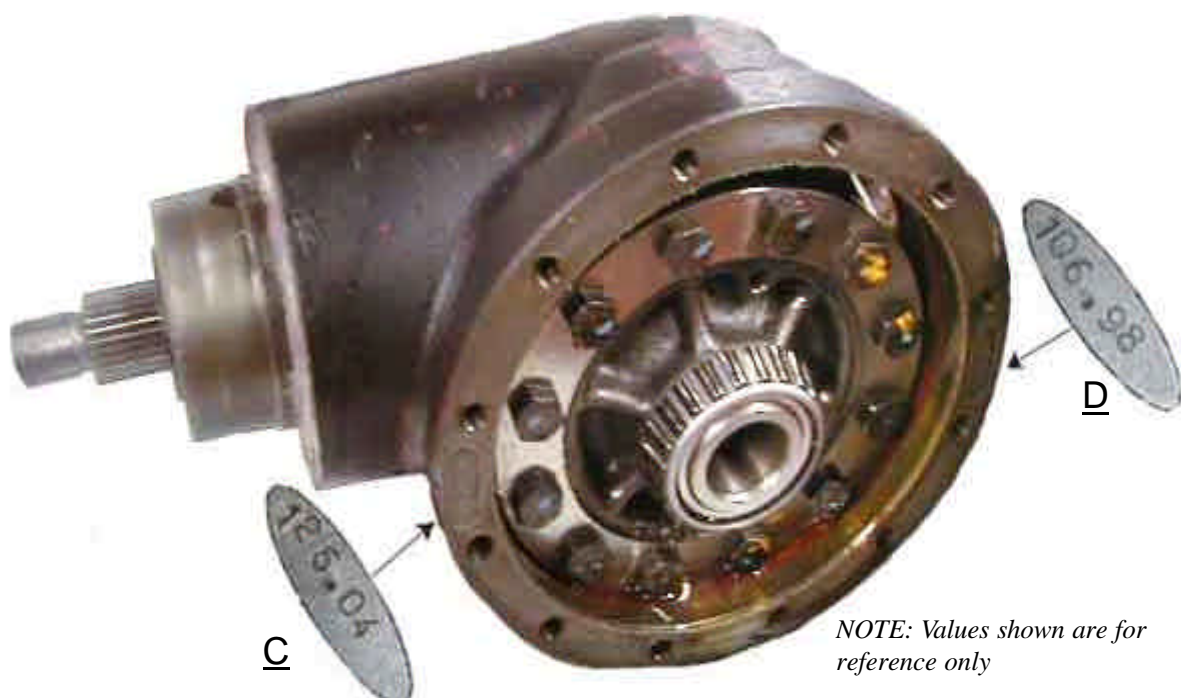
Once a shim has been selected and the pinion gear is installed, confirm that: **E - D = B + (DV)**



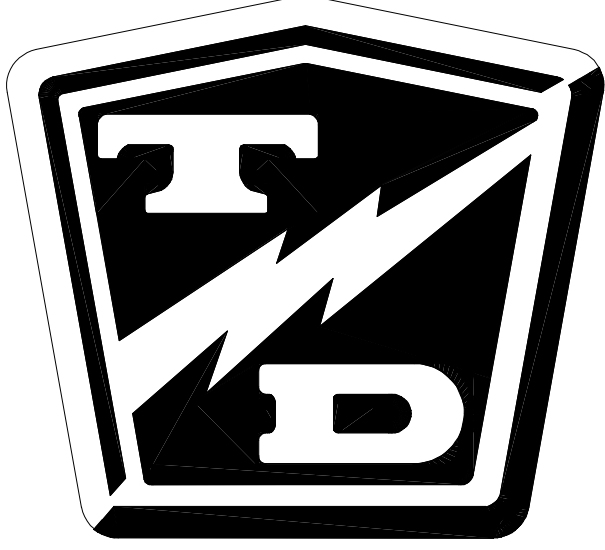
Face of pinion gear



Number on face of pinion gear



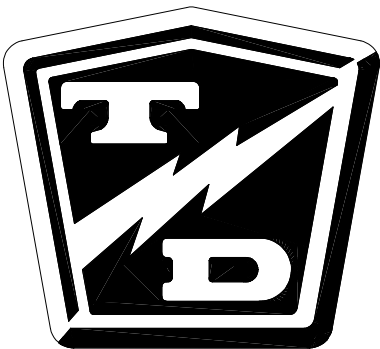
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Suspension

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REPLACE THE REAR SPRINGS

If a spring has failed or is fatigued, then it is recommended that both springs are replaced as a set.

⚠ WARNING

- 1. Make sure the key-switch is in the "OFF" position, then remove the key.**
- 2. Place the forward-reverse switch in the center "OFF" position.**
- 3. Set the park brake.**
- 4. Place blocks under the front wheels to prevent vehicle movement.**
- 5. Unplug the main battery connector.**

6. Remove the upper shock mounting bolt from the rear shocks.
7. Raise the rear wheels off of the ground just enough so that the springs can be removed and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

8. Remove the springs.
9. Install new springs in reverse order.
10. Reconnect the main battery connector.
11. Remove the blocks from behind the wheels.
12. Release the parking brake and test drive the vehicle.





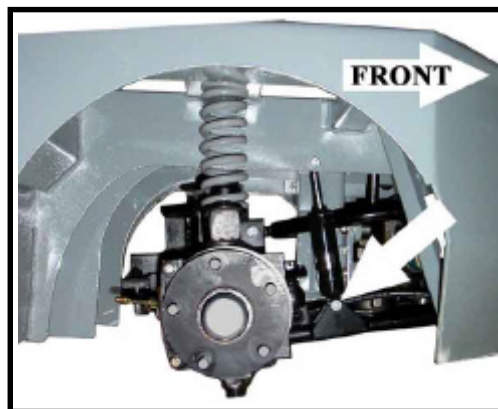
REPLACE THE FRONT SPRINGS

If a spring has failed or is fatigued, then it is recommended that both springs are replaced as a set.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Unplug the battery connector.

6. Remove the lower shock mounting bolt from the front shocks.



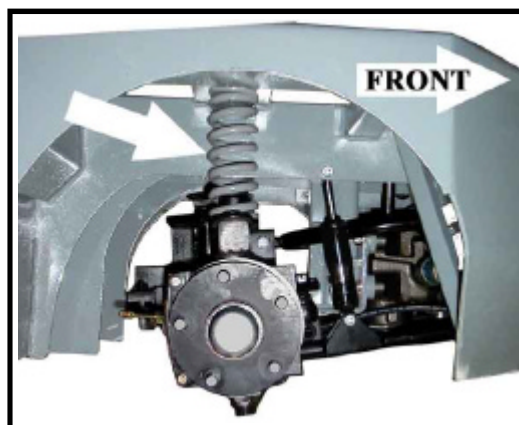
Lower shock bolt. Wheel removed for illustration only.

7. Raise the front wheels off of the ground just enough so that the springs can be removed and support with jack stands.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily injury.

8. Remove the springs.
9. Install new springs in reverse order.
10. Reconnect the main battery connector.
11. Remove the blocks from behind the wheels.
12. Release the parking brake and test drive the vehicle



Front spring





REPLACE THE SHOCKS

Front or Rear

It is recommended to replace all four front shock as a set.

*NOTE: On some vehicles it may be required to remove the wheel to gain access to the shock mounting bolts. Refer to **Tires and Wheels** section for information regarding removing the wheels.*

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the rear wheels to prevent vehicle movement.
5. Unplug the main battery connector.

6. Some vehicles may require that the wheels be lifted off of the ground and supported with jack stands to replace the shocks.

⚠ WARNING

Always use a lifting strap, hoist, and jack stands, of adequate capacity to lift and support the vehicle. Failure to use lifting and support devices of rated load capacity may result in severe bodily

7. Remove the upper and lower shock bolts.
8. Remove the shock from the vehicle.

NOTE: If the shock that was removed is to be reinstalled:

- A. Inspect the shaft where it enters the shock body for any signs of leakage. If any sign of leakage is seen, then the shock must be replaced.
- B. Inspect the upper and lower shock bushings. If any signs of damage or wear are seen, then the shock must be replaced.

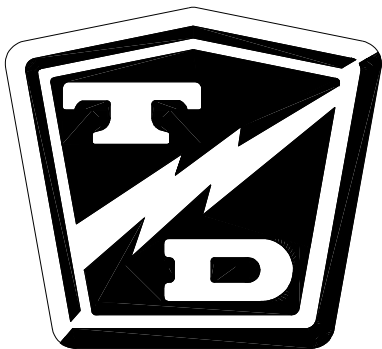
9. Install the shock in reverse order.
10. Lower the vehicle.
11. Reconnect the main battery connector.
12. Remove the blocks from behind the wheels.
13. Release the parking brake and test drive the vehicle.



Tires and Wheels

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Replace the Rear Tire/Wheel	3
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Replace the Tire (pneumatic)	5





TIRE INFLATION

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

There are many tire options available with varying tire pressures. Refer to the side wall of your tire for information regarding the tire pressure for your tires.

The illustration to the right is an example of the side wall information on a tire.

Tire pressures must be checked when the tire is cold.



TIRE INSPECTION

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Check the tire pressure. Refer to **Tire Inflation** section for information on checking the tire pressure.
7. Inspect the tire tread depth. Minimum recommended tread depth is 1/16-inch. There are a series of tread depth wear indicators around the circumference of the tire. They will appear as 1/2-inch bands across the tread as the tire approaches its wear limit (see illustration to the right). Replace the tire if any tread depth indicator can be seen or any part of the tread depth is 1/16-inch or less. Refer to **Replace the Tire** section for information regarding replacing the tire.



8. Inspect for uneven tire wear on the front tires. Uneven tire wear could be a result of an improperly inflated tire or a misaligned or damaged front end.

*NOTE: Refer to **Tire Inflation** section or **Steering Component Service** section for information on proper tire inflation or front end wheel alignment.*

9. Inspect the inner and outer side walls for cracks. If any cracks are seen, then the tire should be replaced. Refer to **Replace the Tire** section for information regarding replacing the tire.
10. Inspect the valve stem for cracks. If any cracks are seen, then the valve stem should be replaced. It is also recommended that the valve stem be replaced whenever the tire is replaced.

*NOTE: Refer to **Replace the Tire** section for information regarding replacing the valve stem.*

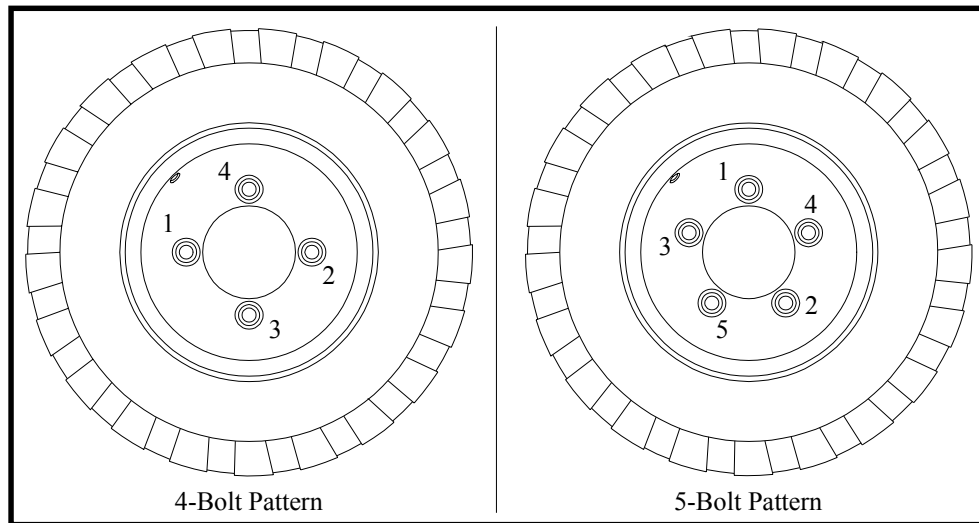
11. Inspect the tread and side walls for debris in the rubber that could lead to a puncture. If any debris is found it should be removed and the tire inspected for a leak.

REPLACE THE REAR TIRE/WHEEL

WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Raise the wheel to be replaced off of the ground and support with jack stands.
7. Remove the 4 or 5 wheel nuts and remove the wheel.
8. Install in reverse order.
9. Following the pattern shown on the following page, cross tighten the wheel nuts in two stages as follows:
 - 1st stage to approximately 20 ft-lbs.
 - 2nd stage to 80-90 ft-lbs.
10. Reconnect the main positive and negative cables at the batteries.
11. Lower the wheel to the ground.
12. Remove the blocks from behind the wheels.
13. Release the parking brake and test drive the vehicle.



Pattern for tightening the wheel nuts

⚠ WARNING

Re-torque all wheel nuts to their final value after 1-week (20-hours) of operation. Failure to re-torque the wheel nuts may result in the wheel coming off of the vehicle causing severe bodily injury and/or property damage.

REPAIR THE TIRE (PNEUMATIC)

⚠ WARNING

Do not attempt to repair a tire with a damaged side wall or a slice in the tread. This type of repair could fail prematurely resulting in severe bodily injury and/or property damage.

*NOTE: To properly repair a puncture, the tire must be removed from the wheel. Refer to **Replace the Tire** section for information on removing the tire from the wheel.*

It is recommended to repair a tire with a combination vulcanized plug and internal patch.

Tire repairs should only be performed by personnel trained in tire repair.

The tire repair procedure will be unique to the type of repair equipment or repair components used. Refer to the instructions provided with your equipment or repair components.



REPLACE THE TIRE (PNEUMATIC)

*NOTE: To replace the tire, the tire/wheel assembly must be removed from the vehicle. Refer to **Replace the Tire/Wheel** section for information on removing the tire/wheel assembly.*

⚠ WARNING

Explosion Hazard. Fully deflate the tire before attempting to remove the tire from the wheel. Do not over inflate the tire when seating the bead. Failure to deflate the tire or over inflating the tire to seat the bead may cause explosive failure of the tire resulting in severe bodily injury or death.

Tire replacement should only be performed by personnel trained in tire replacement.

The tire replacement procedure will be unique to the type of replacement equipment being used. Refer to the instructions provided with your equipment.

Always use a new valve stem when replacing a tire.

1. Remove the tire from the wheel.
2. Cut the old valve stem off of the wheel.
3. Remove the valve stem cap from the new valve stem.
4. Lubricate the valve stem with liquid soap.
5. Install a new valve stem using a valve stem tool.

NOTE: The valve stem tool is available at most auto repair shops.

6. Install the tire onto the wheel following the instructions provided with your tire replacement equipment.
7. Inflate the tire to the proper pressure and check for leaks.
8. Install the valve stem cap.

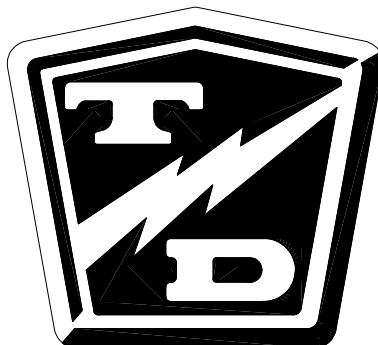
TAYLOR - DUNN



Battery Service

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Storage	10
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CLEANING

⚠ WARNING

Explosive mixtures of Hydrogen gas are present within battery cells at all times. Do not work with or charge battery in an area where open flames (including gas furnace or water heater pilots), sparks, cigarettes, or any other sources of combustion are present. Always provide ample ventilation in rooms where batteries are being charged. Failure to do so may result in severe bodily injury and/or property damage.

⚠ WARNING

Battery electrolyte is poisonous and dangerous. It contains sulfuric acid. Avoid contact with skin eyes or clothing. Wear rubber gloves and safety glasses while servicing batteries. **DO NOT INGEST!** This may result in severe bodily injury.

⚠ WARNING

A battery is a live electrical source. It cannot be disconnected or neutralized. Do not drop any tool or conductive object onto the battery. A conductive object that comes in contact with the battery terminals will initiate a short circuit of the battery. This could cause the battery to explode resulting in severe bodily injury and/or property damage.

⚠ CAUTION

Battery electrolyte will stain and corrode most surfaces. Immediately and thoroughly clean any surface outside of the battery that the battery electrolyte comes in contact with. Failure to clean may result in property damage.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Dry dirt can be readily blown off with low-pressure air or brushed off.
7. Wetness or wet dirt on the batteries indicates battery acid. Using a nonmetallic brush with flexible bristles, wash the batteries off with a strong solution of baking soda and hot water (1 lb. of soda to a gallon of water). Continue until all fizzing stops, which indicates that the acid has been neutralized. Then rinse thoroughly with clear water. **DO NOT** get any of the solution into the battery cells.
8. Reconnect the batteries, remove the blocks from the wheels and test drive.



TESTING

NOTE: A combination of the Load Test and Specific Gravity Test should be used to accurately determine the condition of the batteries.

⚠ WARNING

Explosive mixtures of Hydrogen gas are present within battery cells at all times. Do not work with or charge battery in an area where open flames (including gas furnace or water heater pilots), sparks, cigarettes, or any other sources of combustion are present. Always provide ample ventilation in rooms where batteries are being charged. Failure to do so may result in severe bodily injury and/or property damage.

⚠ WARNING

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⚠ WARNING

A battery is a live electrical source. It cannot be disconnected or neutralized. Do not drop any tool or conductive object onto the battery. A conductive object that comes in contact with the battery terminals will initiate a short circuit of the battery. This could cause the battery to explode resulting in severe bodily injury and/or property damage.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

Load Test (6-volt batteries only)

NOTE: The batteries must be fully charged before performing this test.

1. Clean the batteries. Refer to ***Cleaning the Batteries*** section for information on cleaning the batteries.
2. Load test each battery using a battery load test meter (available at most auto parts distributors). Follow the instructions provided with the test meter.
 - If any battery fails the load test, then it should be replaced.

NOTE: If the batteries are over one year old, it is recommended to replace them as a set.

- If all batteries fail the test you should check the charging system before replacing the batteries. Refer to ***Charger Troubleshooting*** section for information on checking the charging system.





Specific Gravity Test

NOTE: The batteries must be fully charged before performing this test.

The specific gravity of a cell is an indication of the actual state of charge of the cell. A fully charged cell should have a reading of 1275 to 1300 (see the illustration to the right). A discharged battery will read 1100. Ideally, all cells in a battery pack will have the same reading. Any cells in a battery pack that vary by more than 30-points may be an indication of a bad cell.

Clean the batteries. Refer to ***Cleaning the Batteries*** section for information on cleaning the batteries.

Using part number **77-200-00** hydrometer, check and record the specific gravity of each cell in the battery pack.

If, after charging, none of the cells exceed a hydrometer reading of 1250 then there may be a fault in the charging system. If the charging system checks OK then the batteries are no longer accepting a charge and should be replaced.

*NOTE: Refer to **Charger Troubleshooting** for information on checking the charging system.*

The highest reading will be the cell that is accepting the most charge. This reading will be used to gauge all other cells.

Compare the specific gravity readings to the highest reading, if the difference between any of the cells is more than 30-points, then that battery should be replaced.

NOTE: If the batteries are over one year old, it is recommended to replace them as a set.

Reconnect the batteries, remove the blocks from the wheels and test drive.



Typical Hydrometer Float



WATERING

NOTE: The electrolyte level in a battery rises while charging and will be close to its highest level after the end of a charging cycle. It is recommended to fill the batteries at the end of a charging cycle. If the electrolyte is below the top of the battery plates then fill just enough to cover the plates and then top off when the charging cycle is complete.

⚠ WARNING

Explosive mixtures of Hydrogen gas are present within battery cells at all times. Do not work with or charge battery in an area where open flames (including gas furnace or water heater pilots), sparks, cigarettes, or any other sources of combustion are present. Always provide ample ventilation in rooms where batteries are being charged. Failure to do so may result in severe bodily injury and/or property damage.

⚠ WARNING

Battery electrolyte is poisonous and dangerous. It contains sulfuric acid. Avoid contact with skin eyes or clothing. Wear rubber gloves and safety glasses while servicing batteries. **DO NOT INGEST!** This may result in severe bodily injury.

⚠ WARNING

A battery is a live electrical source. It cannot be disconnected or neutralized. Do not drop any tool or conductive object onto the battery. A conductive object that comes in contact with the battery terminals will initiate a short circuit of the battery. This could cause the battery to explode resulting in severe bodily injury and/or property damage.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

⚠ WARNING

Do not overfill the batteries. Over filling the batteries may cause the batteries to boil over and result in severe bodily injury or property damage.

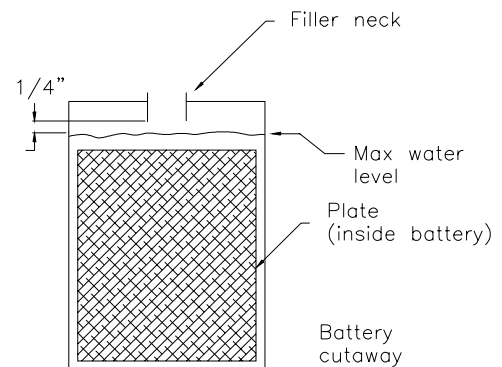




⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

6. Clean the batteries. Refer to ***Cleaning the Batteries*** section for information on cleaning the batteries.
7. Check the electrolyte level in all battery cells. If low, fill to the correct level with distilled water using part number **77-201-00** battery filler, never add additional battery electrolyte to the batteries.
8. Reconnect the batteries, remove the blocks from the wheels and test drive.



CHARGING

Refer to ***Charging Your Vehicle*** in section ***Safety Rules and Operating Instructions***.

REPLACING (6-VOLT BATTERIES ONLY)

WARNING

Explosive mixtures of Hydrogen gas are present within battery cells at all times. Do not work with or charge battery in an area where open flames (including gas furnace or water heater pilots), sparks, cigarettes, or any other sources of combustion are present. Always provide ample ventilation in rooms where batteries are being charged. Failure to do so may result in severe property damage and or serious

WARNING

Battery electrolyte is poisonous and dangerous. It contains sulfuric acid. Avoid contact with skin eyes or clothing. Wear rubber gloves and safety glasses while servicing batteries. **DO NOT INGEST!** This may result in serious bodily injury.

WARNING

A battery is a live electrical source. It cannot be disconnected or neutralized. Do not drop any tool or conductive object onto the battery. A conductive object that comes in contact with the battery terminals will initiate a short circuit of the battery. This could cause the battery to explode resulting in property damage and/or bodily injury.

WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

NOTE: If the batteries are over one year old, it is recommended to replace them as a set.

6. Thoroughly clean the batteries and battery compartment. Refer to **Cleaning** in this section for information regarding cleaning the batteries.

CAUTION

Battery electrolyte will stain and corrode most surfaces. Immediately and thoroughly clean any surface outside of the battery that the battery electrolyte comes in contact with. Failure to clean may result in property damage.



Maintenance, Service, and Repair

7. Remove the battery hold downs.
8. Inspect the battery hold downs for corrosion. If any signs of corrosion are seen then the battery hold downs should be replaced.
9. Remove all battery jumpers from both posts of the battery or batteries being replaced.

NOTE: It is recommended to replace the battery jumpers when replacing the batteries.

10. Remove the batteries from the vehicle.

WARNING

Do not leave cables on batteries that have been removed from the vehicle. Cables left on batteries could cause a short circuit resulting in battery explosion, severe bodily injury and/or property damage.

11. Inspect the battery compartment for signs of corrosion.
12. If minimal signs of corrosion are seen, then the damaged paint should be stripped off and the entire battery compartment prepped and repainted.
13. If there are excessive signs of corrosion, then it may be necessary to replace some of the frame members or completely rebuild the battery compartment.
14. Inspect the main positive and negative cables and terminals, charger cables and terminals and 12-volt tap wiring. If any of the terminals or wires show signs of corrosion, then they must be repaired or replaced.
15. Install the batteries in reverse order. Refer to the **Illustrated Parts List** for battery cable routing.
16. It is recommended to replace the battery terminal hardware when replacing the batteries.
17. Torque the terminal hardware to 7-8 ft.-lbs.
18. Tighten the hold downs so that the batteries are secure but not so tight as to deform the batteries.

CAUTION

When torquing battery hardware, use a backup wrench on the battery bolt and tighten the nut. Failure to use a backup wrench may damage the battery post.

19. Remove the blocks from the wheels and test drive.

Moist Charge Batteries

⚠ WARNING

Explosive mixtures of Hydrogen gas are present within battery cells at all times. Do not work with or charge battery in an area where open flames (including gas furnace or water heater pilots), sparks, cigarettes, or any other sources of combustion are present. Always provide ample ventilation in rooms where batteries are being charged. Failure to do so may result in severe property damage and or serious

⚠ WARNING

Battery electrolyte is poisonous and dangerous. It contains sulfuric acid. Avoid contact with skin eyes or clothing. Wear rubber gloves and safety glasses while servicing batteries. **DO NOT INGEST!** This may result in serious bodily injury.

⚠ WARNING

A battery is a live electrical source. It cannot be disconnected or neutralized. Do not drop any tool or conductive object onto the battery. A conductive object that comes in contact with the battery terminals will initiate a short circuit of the battery. This could cause the battery to explode resulting in property damage and/or bodily injury.

Moist charged batteries are shipped without battery electrolyte. This allows for a much greater shelf life of the battery. Moist charged batteries must be filled with electrolyte and charged before putting into service. Battery electrolyte is a solution of acid and water that is formulated to be used in wet lead acid batteries and is available at most automotive parts distributors that carry batteries.

⚠ CAUTION

Do not operate or charge a vehicle equipped with moist charged batteries until the batteries have been filled with electrolyte and charged. Operating or charging moist charged batteries before filling and charging will damage the batteries resulting in premature failure of the batteries.

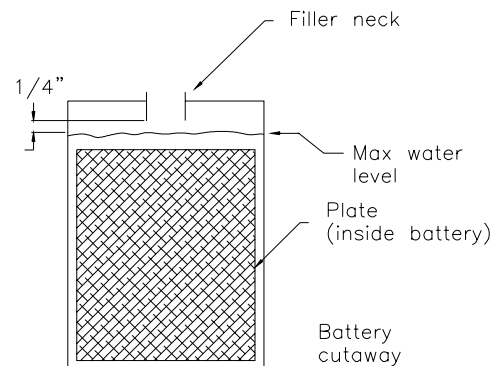
⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.



Maintenance, Service, and Repair

6. Fill all battery cells with electrolyte to the proper level.
7. Thoroughly clean any spilled electrolyte from the batteries or the ground. Refer to ***Cleaning the Batteries*** for information on cleaning the batteries.
8. Reconnect the battery cables, connect the batteries to the charger and allow the charger to complete one charging cycle.
9. Remove the blocks from the wheels and test drive. The batteries are now ready to be put into service.



⚠ CAUTION

Battery electrolyte will stain and corrode most surfaces. Immediately and thoroughly clean any surface outside of the battery that the battery electrolyte comes in contact with. Failure to clean may result in property damage.

STORAGE AND RETURNING TO SERVICE

Storage

⚠ CAUTION

If the batteries are removed from the vehicle, do not place them directly on the ground, concrete or solid metal surface. It is recommended to store them on a wooden pallet or equivalent. Storing on the ground, concrete or solid metal surface will cause the batteries to discharge and may result in premature failure of the batteries.

Thoroughly clean the batteries and battery compartment. Refer to ***Cleaning*** in this section for information regarding cleaning the batteries.

Check the electrolyte level and charge the batteries. Refer to ***Watering*** in this section for information regarding checking the electrolyte level.

Store the vehicle or batteries in a cool, dry, well ventilated area.

If storing for more than one month, the batteries should be charged as follows:

Storage Temperature (F)	Charging Interval (months)
Over 60	1
Between 40 and 60	2
Below 40	6

Returning to Service

⚠ WARNING

Explosive mixtures of Hydrogen gas are present within battery cells at all times. Do not work with or charge battery in an area where open flames (including gas furnace or water heater pilots), sparks, cigarettes, or any other sources of combustion are present. Always provide ample ventilation in rooms where batteries are being charged. Failure to do so may result in severe property damage and or serious

⚠ WARNING

Battery electrolyte is poisonous and dangerous. It contains sulfuric acid. Avoid contact with skin eyes or clothing. Wear rubber gloves and safety glasses while servicing batteries. **DO NOT INGEST!** This may result in serious bodily injury.

⚠ WARNING

A battery is a live electrical source. It cannot be disconnected or neutralized. Do not drop any tool or conductive object onto the battery. A conductive object that comes in contact with the battery terminals will initiate a short circuit of the battery. This could cause the battery to explode resulting in property damage and/or bodily injury.

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.
5. Disconnect the main positive and negative cables at the batteries.

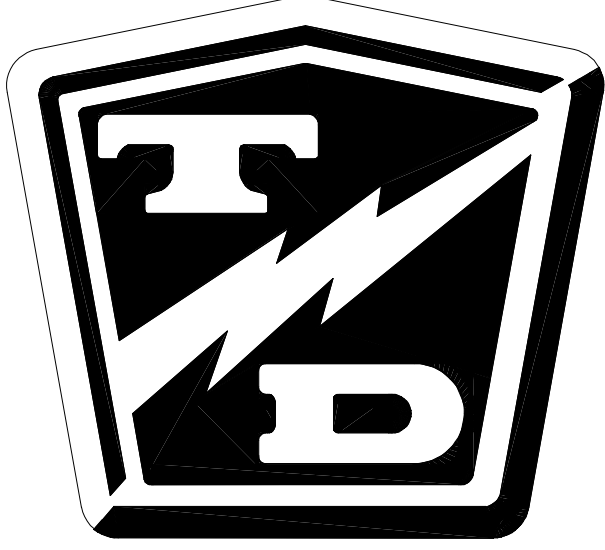
6. Thoroughly clean the batteries and battery compartment. Refer to **Cleaning** in this section for information regarding cleaning the batteries.

⚠ CAUTION

Battery electrolyte will stain and corrode most surfaces. Immediately and thoroughly clean any surface outside of the battery that the battery electrolyte comes in contact with. Failure to clean may result in property damage.

7. Check the electrolyte level and charge the batteries. Refer to **Watering** in this section for information regarding checking the electrolyte level.
8. Test the batteries. Refer to **Testing** section for information on testing the batteries.
9. The batteries are now ready to be put back into service.

TAYLOR - DUNN



Sevcon Control System Troubleshooting

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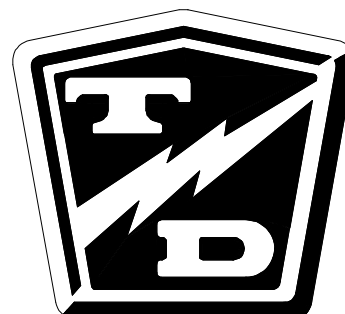
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⚠ CAUTION

Turn the Key switch OFF **BEFORE** disconnecting the batteries. Disconnecting the batteries with the key switch ON may corrupt the controller programming resulting in a fault code 1 (refer to fault table).

⚠ CAUTION

This troubleshooting guide is written in sequential order. All tests must be performed in the order that they are written. Starting in the middle or skipping sections when not instructed to do so may lead to invalid test results.





Test Equipment Required:

- Digital multimeter (DMM) with diode test function, FLUKE 79 model shown.
- Test harness, Taylor-Dunn #75-089-00

Important Notes and Instructions

- This troubleshooting guide assumes a familiarity with the use of a digital multimeter including, voltage tests, continuity tests, and diode testing. If you are not familiar with these types of tests then refer testing to a qualified technician.
- These tests are not intended to locate a problem on an incorrectly wired vehicle.
- Make sure the batteries are in good condition and fully charged before performing any tests.
- If the vehicle exhibits intermittent problems, it must be in the failed mode for troubleshooting. If it is running normally when the testing is done then the problem will not be identified.
- Some tests refer to a High/Low switch. The High/Low switch is optional and the vehicle may not be equipped with this option. If the vehicle is without this option, there is a jumper bypass installed in place of the switch in the dash.
- All voltage tests are done referenced to battery negative, unless otherwise specified.
- At the start of each test sequence you will be instructed on how to place the control switches. While testing, do not change the position of any switches unless instructed to do so.

Definitions:

- Battery volts = full voltage available at the batteries at the time of test.
- High: Greater than +4.5 volts
- Low: Less than +1.8 volts

Terminology used:

- The "HOT" side of a switch is the terminal that the power is connected to.
- The "COLD" side of a switch is the terminal that the power is switched to.
- FS-1 = Micro-switch in the accelerator module.

DURING ALL TESTS

- After any repairs are made, completely retest vehicle before lowering the drive wheels to the ground.

⚠ CAUTION

Turn the Key switch OFF BEFORE disconnecting the batteries. Disconnecting the batteries with the key switch ON may corrupt the controller programming resulting in a fault code 1 (refer to fault table).

⚠ WARNING

Turn the Key switch OFF then disconnect both of the battery leads during any maintenance or before disconnecting any electrical component or wire. Failure to do so may cause severe bodily injury and/or property damage.

⚠ WARNING

The rear drive wheels may rotate during some of the following tests. Block the front wheels, raise the rear drive wheels off the ground, and support the vehicle with jack stands. Failure to do so may cause the vehicle to move and cause property damage and/or serious bodily injury.



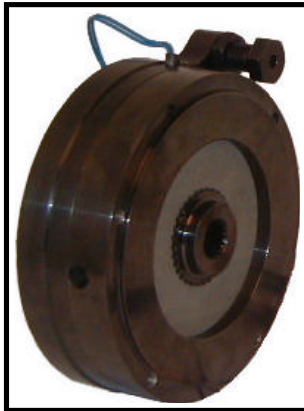
START TROUBLESHOOTING HERE

⚠ CAUTION

This troubleshooting guide is written in sequential order. All tests must be performed in the order that they are written. Starting in the middle or skipping sections when not instructed to do so may lead to invalid test results.

⚠ CAUTION

If your vehicle is equipped with an electric motor brake, the motor brake system must be checked to be sure it is working properly before continuing with this troubleshooting. Operating the speed control when the motor brake has not disengaged may result in damage to the motor or speed control system. Refer to Test 9: Electric Motor Brake for information regarding testing the motor brake system.



Electric motor brake

The electric motor brake is mounted between the drive motor and the primary reduction gear case. An illustration of the motor brake is shown to the left.

If the Battery Status Indicator does not show a charged battery, check the following:

- The batteries
- The wiring from the battery status indicator to the batteries for open circuits
- The battery status indicator
- The positive and negative circuit breaker
- The main circuit breaker for open circuits

Do not continue unless the indicator shows a charged battery.

If the vehicle runs in one direction only, then skip ahead to test #3.

If the vehicle runs slow in forward, but otherwise runs normal, then skip ahead to test #1.3.





Test 1. CHECKING THE CONTROL LOGIC INPUTS

Close the seat switch. Place the high/low switch in the HIGH position.

Connect a voltmeter across the ISO solenoid coil terminals and carefully monitor the voltage as the key switch is turned on.

Turn the key switch ON and wait 1-second until the Isolator contactor closes.

Perform the following tests:

TEST 1.1

The coil voltage should start at approximately 24 volts when the key is turned ON, then drop to approximately 15 volts after about 0.5 seconds.

If the test is good, then skip ahead to test # 1.2.

If the voltage starts high, drops to 15 volts, and then drops to 0 volts, then it indicates an open circuit to the main battery positive. Check the continuity of the ISO solenoid contacts, the main circuit breaker, and the wiring to the main battery positive post.

If the voltage is starts at 24 volts but the solenoid does not pick up, then skip ahead to section #5.

If the voltage does not start at 24 volts, then go to section #4.

TEST 1.2:

Test the voltage from B+ to B- on the Controller.

If the voltage equals battery volts, then go to test #1.3.

If the voltage does not equal battery volts, then:

- Check the main positive wire to the circuit breaker for open circuits.
- Check the wire from the circuit breaker to battery positive.
- Check the wire from the contactor to B+ on the controller for open circuits.
- Check the wire from B- to battery negative on the controller for open circuits.

Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



⚠ CAUTION

This troubleshooting guide is written in sequential order. All tests must be performed in the order that they are written. Starting in the middle or skipping sections when not instructed to do so may lead to invalid test results.

⚠ WARNING

After any repairs are made, completely retest the vehicle before lowering the drive wheels to the ground. Failure to retest the vehicle could result in unexpected movement of the vehicle resulting in injury or property damage.



TEST 1.3:

Test the voltage at pin #6 on the 12-pin logic card connector.

If the voltage is low, then skip ahead to test #1.4.
If the voltage is high, then check the wire to the High/Low switch and the High/Low switch for open circuits.

NOTE: The High/Low switch is optional and the vehicle may not have this option. If the vehicle is not equipped with option then there is a jumper bypass installed in place of the switch in the dash. Check the jumper to be sure it is still connected.

Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



TEST 1.4:

Test the voltage at pin #5 on the 12-pin logic card connector.

If the voltage is low, then skip ahead to test #1.5.
If the voltage is high, then:

- Check the seat switch for open contacts.
- Check that the seat switch is engaging the seat correctly.
- Check the wire from the pin 5 to the seat switch for open circuits.
- Check the wire from the seat switch to B- for open circuits.

If all of the above is in working order, then the logic card may have failed.

Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



STOP

Stop, do not continue. Reaching this point indicates a failure in the Sevcon power unit or an error was made during testing. Confirm all previous tests were performed correctly before replacing the Sevcon power unit.

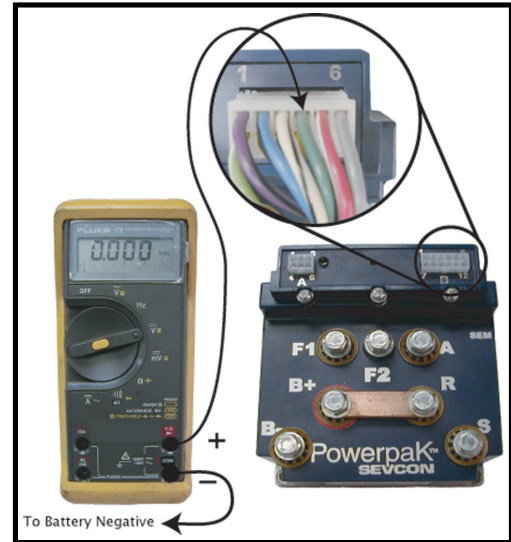




TEST 1.5:

Test the voltage at pin #4 on the 12-pin logic card connector.

If the voltage is high, then skip ahead to test #1.6.
If the voltage is low, then skip ahead to Test #6.



TEST 1.6:

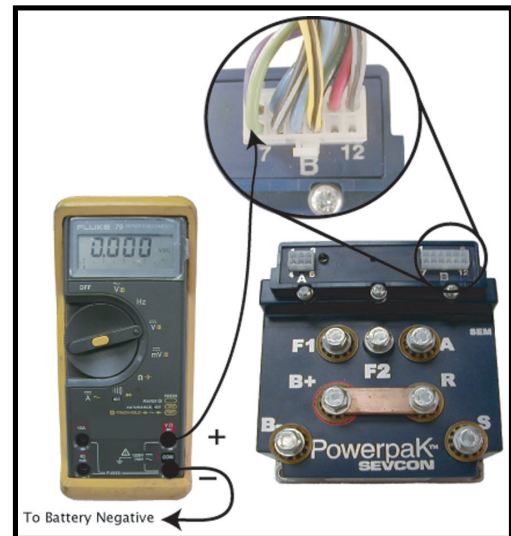
Test the voltage at pin #7 on the 12-pin logic card connector.

NOTE: Pin #7 is for a parking brake interlock switch. This switch is not available for all vehicles and may not be used.

If the voltage is high, then skip ahead to test #1.7.
If the voltage is low, then:

- Check the park brake switch for shorted contacts.
- Check the wire to the park brake switch for short circuits to B-.

Stop trouble shooting here and repair the problem.
 When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



⚠ CAUTION

This troubleshooting guide is written in sequential order. All tests must be performed in the order that they are written. Starting in the middle or skipping sections when not instructed to do so may lead to invalid test results.

⚠ WARNING

After any repairs are made, completely retest the vehicle before lowering the drive wheels to the ground. Failure to retest the vehicle could result in unexpected movement of the vehicle resulting in injury or property damage.

TEST 1.7:

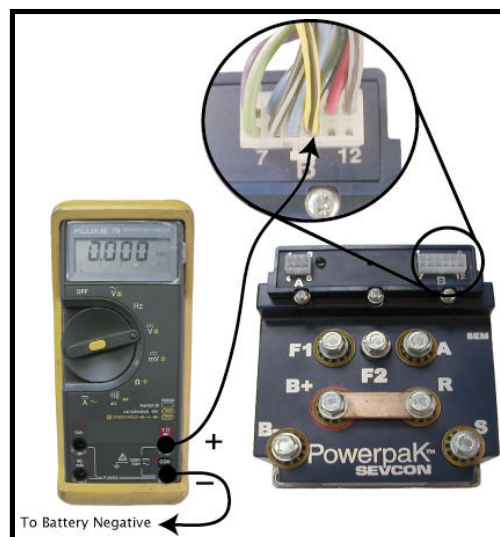
Depress the accelerator pedal to engage FS-1 only (creep speed).

Perform the following tests:

Test the voltage at pin #10 on the 12-pin logic card connector.

If the voltage is below 0.3 volts, then skip ahead to test #1.8.

If the voltage is above 0.3 volts, then skip ahead to Test #6.



TEST 1.8:

Test the voltage at pin #4 on the 12-pin logic card connector.

If the voltage is low, then skip ahead to test #1.9.

If the voltage is high, then skip ahead to Test #6.



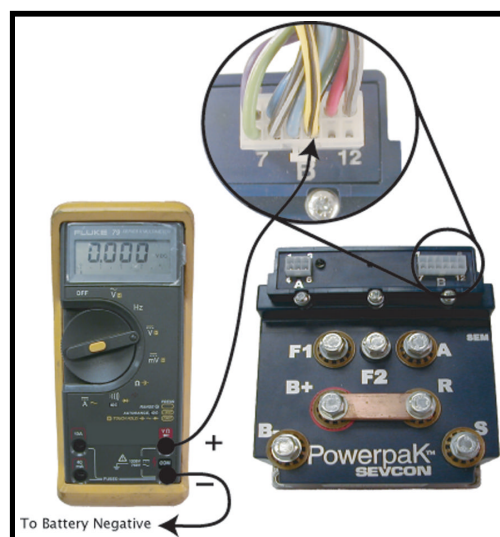
TEST 1.9:

Depress the accelerator pedal fully.

Test the voltage at pin #10 on the 12-pin logic card connector.

If the voltage is between 4.8 and 5.1 volts, then skip ahead to Test #2.

If the voltage is not between 4.8 and 5.1 volts, then skip ahead to Test #6.





Test 2. TESTING THE MOTOR

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.

⚠ WARNING

Disconnect both of the battery leads during any maintenance or before disconnecting any electrical component or wire. Failure to do so may cause property damage and/or serious bodily injury.

TEST 2.1:

Check the motor field resistance from the motor F1 to the motor F2 terminals.

If the resistance is within the values given in the motor specification table, then skip ahead to test #2.2. (The motor specification can be found in Section 3 under "Motor Repair").

If the resistance is not within specification, then repair or replace the motor.

Test continuity from F1 to the frame of the motor.

Any reading other than an open circuit indicates a short in the motor.

Stop trouble shooting here and repair the problem.

When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



TEST 2.2:

Check the resistance from the motor A1 to the A2 terminals.

If the resistance is less than 1 Ohm, then go to test #2.3.

If the resistance is greater than 1 Ohm, then the armature circuit is out of specification.

Stop trouble shooting here and repair the problem.

When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.





TEST 2.3:

Test the continuity from the motor A1 terminal to the frame on the motor and from F1 to A1 for open circuits.

Any reading other than an open circuit indicate a short in the motor. If there is a short in the motor, stop here and repair or replace the motor.



TEST 2.4:

Reaching this point indicates an open circuit in the motor wiring. Check the continuity of all wires from the controller to the motor.

Repair any open wires then test drive the vehicle.

Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.

⚠ WARNING

After any repairs are made, completely retest the vehicle before lowering the drive wheels to the ground. Failure to retest the vehicle could result in unexpected movement of the vehicle resulting in injury or property damage.

⚠ CAUTION

This troubleshooting guide is written in sequential order. All tests must be performed in the order that they are written. Starting in the middle or skipping sections when not instructed to do so may lead to invalid test results.





Test 3. THE VEHICLE RUNS IN ONE DIRECTION ONLY

Test 3.1:

Close the seat switch, turn the key switch ON and wait 1-second until the Isolator contactor closes.

If the vehicle runs in reverse only then skip ahead to test #3.3.

Place the forward and reverse switch in the FORWARD direction.

Test the voltage at pin #2 on the 12 pin logic card connector.

If the voltage is low, then skip ahead to test #3.2.

If the voltage is high, then skip ahead to Test #7.

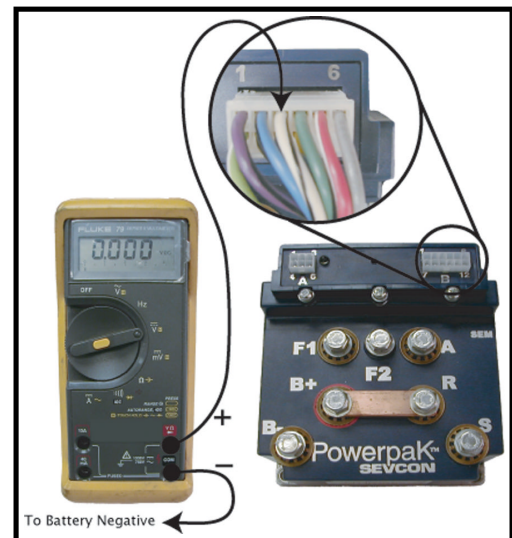


TEST 3.2:

Test the voltage at pin #3 on the 12 pin logic card connector.

If the voltage is high, then skip ahead to test #3.3.

If the voltage is low, then skip ahead to Test #7.



⚠ CAUTION

This troubleshooting guide is written in sequential order. All tests must be performed in the order that they are written. Starting in the middle or skipping sections when not instructed to do so may lead to invalid test results.



TEST 3.3:

Place the forward and reverse switch in the REVERSE direction.

Test the voltage at pin #3 on the 12 pin logic card connector.

If the voltage is low, then skip ahead to test #3.4.

If the voltage is high, then skip ahead to Test #7.

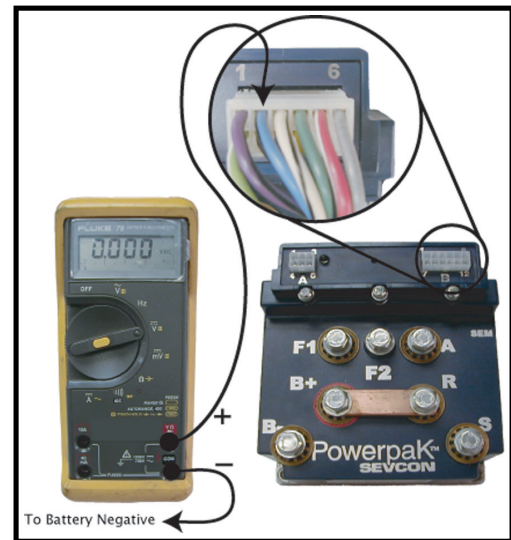


TEST 3.4:

Test the voltage at pin #2 on the 12 pin logic card connector.

If the voltage is high, then refer to note at bottom of page.

If the voltage is low, then skip ahead to Test #7.





TEST 3.5

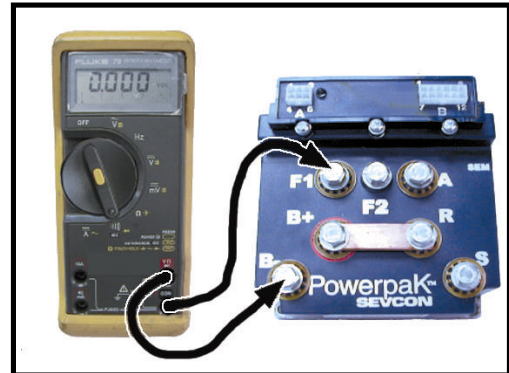
Disconnect the batteries and remove wires from the B-, F1, and F2 terminals on the controller.

Using the diode test function on your meter, connect the positive lead to the B- terminal on the controller. Connect the negative lead to the F1 terminal on the controller.

The test should show the presence of a diode (approx 0.5v).

If the test is good, then skip ahead to test #3.6.

If the test is open or shorted then one or both directional FET's are shorted and the controller must be replaced.



TEST 3.6

Disconnect the batteries and remove wires from the B-, F1, and F2 terminals on the controller.

Using the diode test function on your meter, connect the positive lead to the B- terminal on the controller.

Connect the negative lead to the F2 terminal on the controller.

The test should show the presence of a diode (approx 0.5v). If the test is open or shorted then one or both directional FET's are shorted and the controller must be replaced.

⚠ CAUTION

This troubleshooting guide is written in sequential order. All tests must be performed in the order that they are written. Starting in the middle or skipping sections when not instructed to do so may lead to invalid test results.

STOP

Stop, do not continue. Reaching this point indicates an unanticipated failure or an error was made during testing. Confirm all previous tests were performed correctly and contact your Taylor-Dunn® representative for assistance.

⚠ WARNING

After any repairs are made, completely retest the vehicle before lowering the drive wheels to the ground. Failure to retest the vehicle could result in unexpected movement of the vehicle resulting in injury or property damage.

Test 4. KEY FAULT

TEST 4.1:

Turn the key switch ON and place the forward and reverse switch in the center OFF position

Perform the following tests:

Test the voltage at pin #1 on the 12 pin logic card connector.

If the voltage equals battery volts, then skip ahead to Test #5.

Test the voltage on both terminals of the battery voltage positive circuit breaker.

If the voltage on both terminals equals battery volts, then skip ahead to test #4.2.

If the voltage on both terminals does not equal battery volts, then check the circuit breaker and wiring to the main circuit breaker and to the batteries for open circuits.

Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



Circuit Breaker

TEST 4.2:

Test the voltage at the hot terminal (red wire) on the key switch.

If the voltage equals battery volts, then skip ahead to test #4.3.

If the voltage does not equal battery volts, then check the wiring from the key switch to the battery voltage positive circuit breaker.

Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.

⚠ WARNING

After any repairs are made, completely retest the vehicle before lowering the drive wheels to the ground. Failure to retest the vehicle could result in unexpected movement of the vehicle resulting in injury or property damage.



TEST 4.3:

Test the voltage at the cold side (violet/black wire) of the key switch.

If the voltage equals battery volts, then skip ahead to test #4.4.

If the voltage does not equal battery volts, then replace the key switch.

Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.

TEST 4.4:

Check the wire from the cold side of the key switch to pin #1 on the 12 pin logic card connector for open circuits.

NOTE: Your vehicle may be equipped with a charger interlock relay. The charger interlock relay disables the control system when the charger is connected to its power source. The interlock relay contacts are in series with the wire from the cold side of the key switch to pin #1 on the 12 pin logic card connector. The relay is located in the charger cabinet.

Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.

STOP

Stop, do not continue. Reaching this point indicates a failure in the Sevcon power unit or an error was made during testing. Confirm all previous tests were performed correctly before replacing the Sevcon power unit.

⚠ WARNING

After any repairs are made, completely retest the vehicle before lowering the drive wheels to the ground. Failure to retest the vehicle could result in unexpected movement of the vehicle resulting in injury or property damage.

⚠ CAUTION

This troubleshooting guide is written in sequential order. All tests must be performed in the order that they are written. Starting in the middle or skipping sections when not instructed to do so may lead to invalid test results.



Test 5. CONTACTOR COIL FAULT

Disconnect the 12-pin logic card connector from the Sevcon power unit.

Turn the key switch ON and perform the following tests:

TEST 5.1:

Check the voltage on the positive coil terminal of the ISO solenoid (violet wire).

If the voltage is within approximately 1-volt of the battery voltage, then skip ahead to test #5.2.

If the voltage is not within approximately 1-volt of the battery voltage, then check the diode in the positive wire to the ISO solenoid.

Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



TEST 5.2:

Check the voltage on the negative coil terminal of the contactor coil.

If the voltage is not within 1-volt of battery voltage, then the contactor is bad and must be replaced.

NOTE: An open contactor coil should be accompanied by a 4-flash code from the logic LED.

If the voltage is within 1-volt, then one of the four following faults may have occurred:

Broken Wire: Check the wire from pin #8 in the 12-pin logic card connector to the contactor coil negative terminal for open circuits.

Welded Solenoid Contacts: Test the solenoid for welded contact tips. There are two methods for checking the contacts:

1. Disconnect the batteries and test the continuity across the contacts. If there is continuity then the contact tips are welded.
2. With the key switch OFF, check the voltage at the B+ terminal on the Sevcon control (see illustration on following page). If the voltage at the B+ terminal is at full battery voltage then the contact tips are welded.

NOTE: Welded tips should be accompanied by a 4-flash code from the logic LED.





B+ Terminal on the Sevcon controller

Shorted Solenoid Coil: Disconnect the logic card connector and measure the resistance across the solenoid coil. Depending on the solenoid or contactor your vehicle is equipped with, the resistance should be 25 ohms or higher (nominal). A reading less than 25 ohms may indicate a shorted coil.

The control logic may have failed.

STOP

Stop, do not continue. Reaching this point indicates a failure in the Sevcon power unit or an error was made during testing. Confirm all previous tests were performed correctly before replacing the Sevcon power unit.

⚠ WARNING

After any repairs are made, completely retest the vehicle before lowering the drive wheels to the ground. Failure to retest the vehicle could result in unexpected movement of the vehicle resulting in injury or property damage.

⚠ CAUTION

This troubleshooting guide is written in sequential order. All tests must be performed in the order that they are written. Starting in the middle or skipping sections when not instructed to do so may lead to invalid test results.

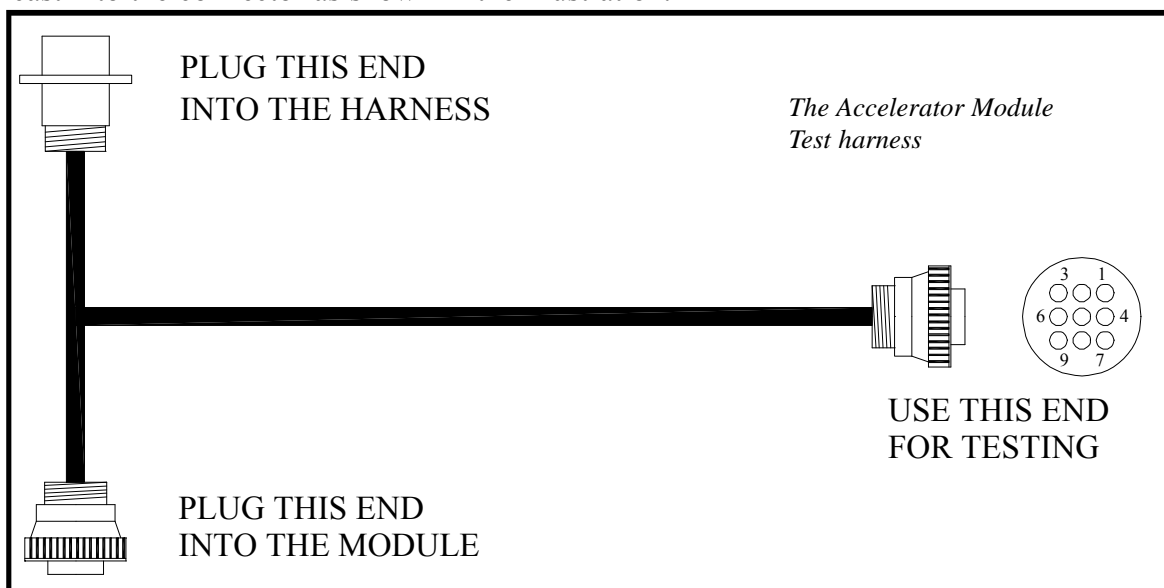


Test 6. ACCELERATOR MODULE FAULT

Disconnect the truck harness from the accelerator module. Connect the plug on the short end of the 75-089-00 test harness to the accelerator module. Connect the receptacle on the short end of the test harness to the vehicles control harness. The long end of the harness will be used for testing. Refer to the illustration below.

This testing cannot be completed without the 75-089-00 test harness.

Unless specified otherwise, all references to a pin # is referring the connector on the long end of the test harness. Refer to the illustration for the pin locations in the connector. The pin numbers are cast into the connector as shown in the illustration.



All tests in this section (6) with the Key switch in the ON position.

Accelerator pedal depressed means to depress the accelerator pedal fully (full speed).

Accelerator pedal released means to completely release the accelerator pedal (off).

TEST 6.1:

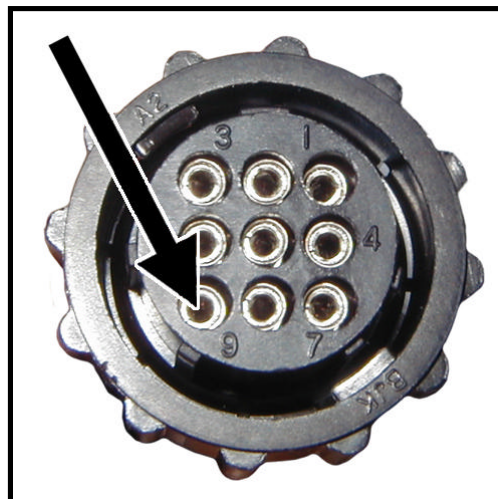
Accelerator pedal released.

Test the voltage from pin #9 to battery positive.

If the voltage equals battery volts ,then skip ahead to test #6.2.

If the voltage does not equal battery volts, then check the wire from pin #9 to the battery voltage negative circuit breaker.

Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.





TEST 6.2:

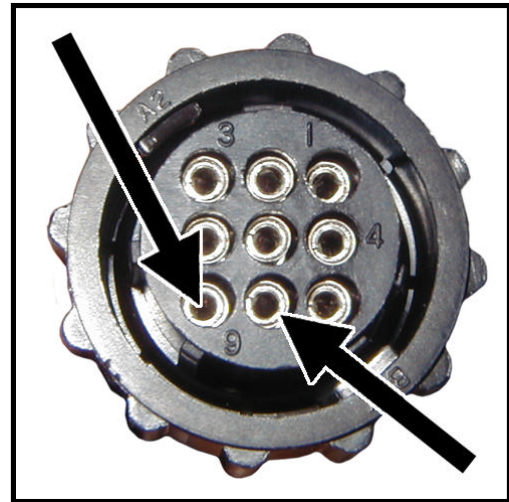
Accelerator pedal released.

Test the voltage from pin #9 to pin #8.

If the voltage equals battery volts, then skip ahead to test #6.3.

If the voltage does not equal battery volts, then check the wire from pin #8 to the key switch.

Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



TEST 6.3:

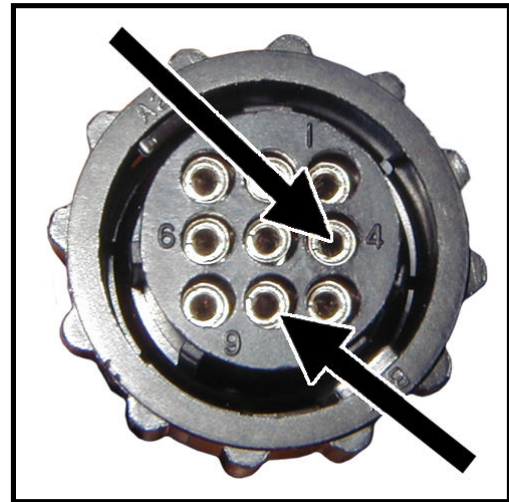
Accelerator pedal released.

Test the voltage from pin #8 to pin #4.

If the voltage equals battery volts, then skip ahead to test #6.4.

If the voltage does not equal battery volts, then check the wire from pin #4 to the battery voltage negative circuit breaker.

Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



TEST 6.4:

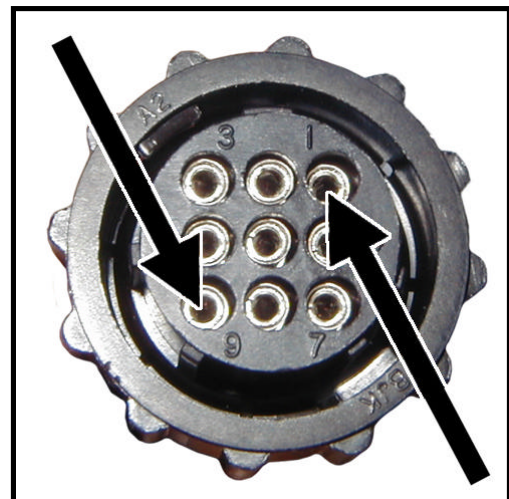
Accelerator pedal released.

Test the voltage from pin #9 to pin #1.

If the voltage is below 0.3 volts, then skip ahead to test #6.5.

If the voltage is above 0.3 volts, then the module has failed and must be replaced.

Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.





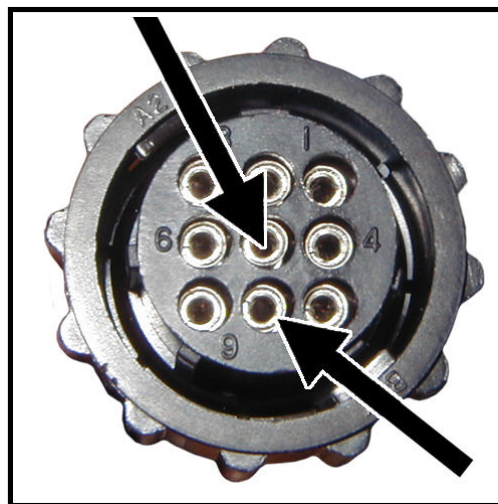
TEST 6.5a:

Test the voltage from pin #5 to pin #8.

Accelerator pedal released.

**If the voltage is low then skip ahead to test 6.5b.
If the voltage is high then the module has failed.**

Stop trouble shooting here and repair the problem.
When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



TEST 6.5b:

Accelerator pedal depressed.

**If the voltage equals battery volts, then skip ahead to test #6.6.
If the voltage does not equal battery volts, then the module has failed or the accelerator pedal return spring on the module is broken.**

Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.

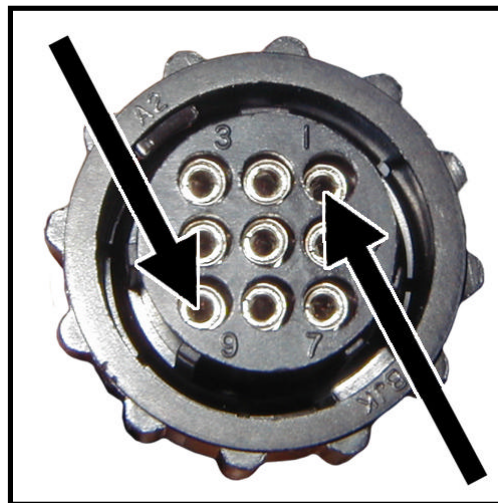
TEST 6.6:

Accelerator pedal depressed.

Test the voltage from pin #9 to pin #1.

**If the voltage is between 4.8 and 5.1 volts, then skip ahead to test #6.7.
If the voltage is not between 4.8 and 5.1 volts, then the module has failed and must be replaced.**

Stop trouble shooting here and repair the problem.
When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



TEST 6.7:

If the test at pin #4 on the 12-pin logic card connector failed, but the test at pin #5 at the accelerator module was good (#6.5), then check the wire from pin #5 (module) to pin #4 (logic card).

If the test at pin #10 on the 12-pin logic card connector failed, but the test at pin #1 at the accelerator module was good (#6.6), then check the wire from pin #1 (module) to pin #10 (logic card).

Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.





Test 7. FORWARD AND REVERSE SWITCH FAULT

Turn the key switch ON, place the forward and reverse switch in the center OFF position and perform the following tests:

TEST 7.1:

Referencing battery positive, test the voltage on the center terminal of the F&R switch (Black wire).

If the voltage equals battery volts, then skip ahead to test #7.2.

If the voltage does not equal battery volts, then check the wire from the F&R switch to the battery voltage circuit breaker.

Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



TEST 7.2:

If the vehicle does not travel in reverse, skip ahead to test #7.3.

Place the forward and reverse switch in the FORWARD position.

Referencing battery positive, test the voltage at the Blue/Black wire on the F&R switch.

If the voltage equals battery volts, skip ahead to test #7.4.

If the voltage does not equal battery volts, then the F&R switch has failed.

Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.





TEST 7.3:

If the vehicle does not travel in forward, skip ahead to test #7.4.

Place the forward and reverse switch in the REVERSE position.

Referencing battery positive, test the voltage at the White/Black wire on the F&R switch.

If the voltage equals battery volts, skip ahead to test #7.4.

If the voltage does not equal battery volts, then the F&R switch has failed.

Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



TEST 7.4:

Check the wires from the F&R switch to the logic card connector for continuity.

STOP

Stop, do not continue. Reaching this point indicates a failure in the Sevcon power unit or an error was made during testing. Confirm all previous tests were performed correctly before replacing the Sevcon power unit.

⚠ CAUTION

This troubleshooting guide is written in sequential order. All tests must be performed in the order that they are written. Starting in the middle or skipping sections when not instructed to do so may lead to invalid test results.





Test 8. ANTI-ROLLOFF FAULT

The Sevcon Controller is equipped with a feature called Anti-Rolloff. Anti-Rolloff will automatically slow the vehicle if it starts to roll. Anti-Rolloff is active when the key switch has been left in the “ON” position and the accelerator pedal is not depressed. Anti-Rolloff is deactivated when the key switch is in the “OFF” position. When the key switch is in the “ON” position and the truck is stationary, the controller supplies a small current to the field. This current is used to sense if the armature is rotating. As the armature begins to rotate, the controller senses a fault condition and then supplies current to the field opposing the armature rotation, slowing the vehicle.

Refer to Motor Specifications Table for information on the maximum allowable field current when the Anti-Rolloff feature is active.

To test the Anti-rolloff feature:

Park the vehicle on a flat level surface, turn the key switch OFF and apply the parking brake.

Connect an analog Ammeter in series with the motor field windings or a clamp on Ammeter on one of the field wires that is capable of reading up to 25-Amps.

Place the forward and reverse switch in the center OFF position and turn the key switch ON

TEST #8.1

Read the motor field current on the Ammeter.

If the field current is greater than specified in the Motor Specification table (see Drive Motor section for specifications), then the Anti-Rolloff feature has failed. Check the status of the Anti-Rolloff feature using the hand held calibrator (62-027-61).

TEST #8.2

While monitoring the motor field current, release the park brake, and push the vehicle.

⚠ WARNING

The surface must be level for this test. Do not attempt to test the Anti-Rolloff by pushing up or down an incline. Testing by pushing up or down an incline could result in injury or property damage.

Within approximately 10-feet, the field current should rise dramatically and the vehicle should become difficult to push. Now stop pushing the vehicle and allow it to come to a complete stop.

The field current should drop down below the value specified in the Motor Specification table. This indicates that the Anti-Rolloff feature is operating normally.

If the current does not rise, then the Anti-Rolloff feature has failed or has been turned off.

The status of the Anti-Rolloff feature can be checked with the hand held calibrator.

If the Anti-Rolloff feature is on and the field current did not rise, then the controller has failed and must be replaced.

If the Anti-Rolloff feature is off then the controller logic must be reprogrammed. Contact your dealer.

Test 9. ELECTRIC MOTOR BRAKE

Description:

The electric motor brake is a 24-volt electromagnetic disc brake mounted between the drive motor and the primary reduction gear case. The brake is controlled by the speed controller logic. At what times the brake is applied or released is dependent on the controller programming and will vary depending on the model vehicle.

Operation:

B+ is supplied to the brake when the key switch is turned on. When the control logic determines that it is time to start, it provides B- at 24-volts through pin #9 on the logic card connector.

Testing:

Place the forward and reverse switch in the OFF position, turn the key switch OFF.

Rotate the drive wheels to confirm the brake is engaged.

If the brake is engaged then skip ahead to 9.1.

If the brake is not engaged then:

Disconnect the electric brake harness connector and repeat the test.

If the brake is still not engaged then:

- Remove the brake and repair or replace the brake as required. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.

If the brake engaged after the harness was disconnected then:

Inspect the harness for shorts.

Stop troubleshooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.

Test 9.1

Close the seat switch, turn the key switch ON, place the forward and reverse switch in the FORWARD position, depress the accelerator pedal to engage FS-1 only (creep speed).

Rotate the drive wheels to confirm the brake has released.

If the brake released, then the brake system is working and no further testing of the brake is required.

If the brake did not release, then perform the following tests:



Connect a volt meter from battery negative to the Violet/Black wire at the electric brake harness plug.

If the voltage is less than battery volts then:

- Check wiring to the key switch and continue troubleshooting at test #4.2.

If the voltage equals battery volts then:

Connect a volt meter across the Violet/Black wire and the Blue wire at the electric brake harness plug. The voltage should start at approximately 24 volts, then drop to approximately 15 volts after about 0.5 seconds.

If the test is good then:

- The pigtail harness to the electric brake is broken or the electric brake has failed. Remove the brake and repair or replace as required.

If the test is bad then:

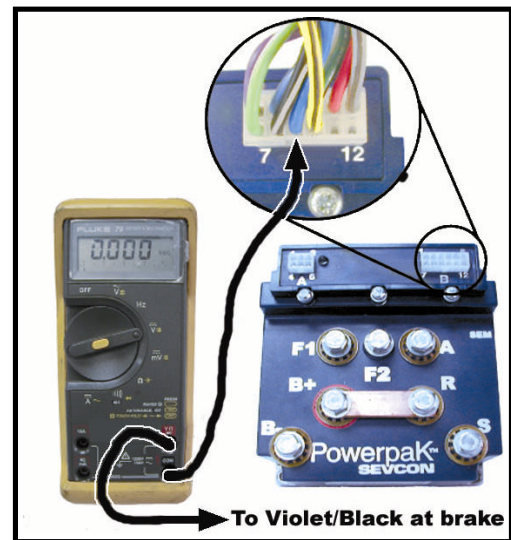
Connect a volt meter across the Violet/Black wire at the electric brake harness plug and Pin #9 at the logic card connector. The voltage should start at approximately 24 volts, then drop to approximately 15 volts after about 0.5 seconds.

If the test is good then:

- The blue wire from the electric brake harness plug to pin #9 on the logic card connector is broken. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.

If the test is bad then:

- The logic card is not releasing the brake. This could be a result of:
 - Improper operation of the vehicle.
 - fault in the vehicles wiring or switches.
 - A fault in the speed controller.
 - Incorrect programming.
 - A failed speed controller.



Disconnect the electric brake harness connector and connect the electric brake to a 24-volt source. This should release the brake and allow you to troubleshoot the vehicles control system. Return to the beginning of the troubleshooting section and continue.

If the brake does not release then:

- The electric brake has failed. Remove the brake and repair or replace the brake as required. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.

⚠ WARNING

The electric brake is part of the vehicle braking system. Do not operate a vehicle with the electric brake bypassed or disabled unless the system is being tested for faults. Operating a vehicle with the brake bypassed or disabled may result in severe personal injury or property damage.

Sevcon Logic Voltage Reference Table

Pin#	Condition	Volts*
1	Key switch off	0.0 volts
	Key switch on	Battery volts
2	F&R in forward	Low
	F&R in neutral	High
	F&R in reverse	
3	F&R in reverse	Low
	F&R in neutral	High
	F&R in forward	
4	Accelerator pedal up	High
	Accelerator pedal down	Low
5	Seat switch closed (depressed)	Low
	Seat switch open	High
6	High/low switch in high	Low
	High/low Switch in low	High
7	Hand brake switch closed	Low
	Hand brake switch open	High
8	Key switch on (ref battery positive)	**
	Key switch off (ref battery positive)	Battery volts
9	System off (ref battery positive)	0 volts
	System on (ref battery positive)	**
10	Accelerator pedal up	0.0–0.3 volts
	Accelerator pedal down	4.8–5.0 volts
11	Not used	–
12	Not used	–

* - All voltages made referencing main negative unless specified otherwise

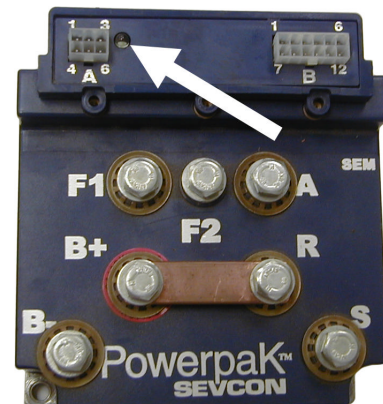
** - The voltage should start at approximately 24 volts, then drop to approximately 15 volts after about 0.5 seconds.



Status LED Code Table

The status LED on the Sevcon power unit logic card can be used to give you an idea of where the problem may be. It is recommended that you complete the troubleshooting procedure to confirm failure of any component.

Number of Flashes	Fault Description	Possible Cause	Actions
1	Personality fault	See dealer	–
2	Sequence fault	Startup switches not operated in the correct order	Reset the switches and start over (See Section 2)
3	MOSFET or motor short	Burned Motor	Repair as required
4	Contactor fault or open motor	Contactor Failure Open Circuit	Check contactor and motor
5	Not used	–	–
6	Accelerator module fault	FS-1 Micro Switch Failure Faulty Wiring Accelerator Failure	Check accelerator module inputs
7	Discharged battery	Discharged battery or loose connections	Check battery and connections to controller
8	Controller overheated	Overloaded truck	Wait for controller to cool
9	ISO coil shorted	ISO Coil Short Circuit	Check coil continuity and replace as required
12	Can Buss Fault	Fault in the Wiring to the dash display or a faulty Dash Display NOTE: The Dash Display is Optional	Check wiring. If vehicle is not equipped with a dash display, check for debris in the 6-pin connector on the logic card



LED Status Light

Charger Troubleshooting

The charger supplied with this vehicle is either specified or provided by the end user.

Refer to the documentation supplied with the charger or contact the charger manufacturer for more information.

CAUTION

Turn the Key switch OFF BEFORE disconnecting the batteries. Disconnecting the batteries with the key switch ON may corrupt the controller programming resulting in a fault code 1 (refer to fault table).



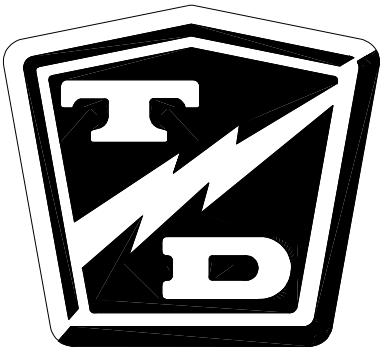
TAYLOR - DUNN



Wire Diagrams

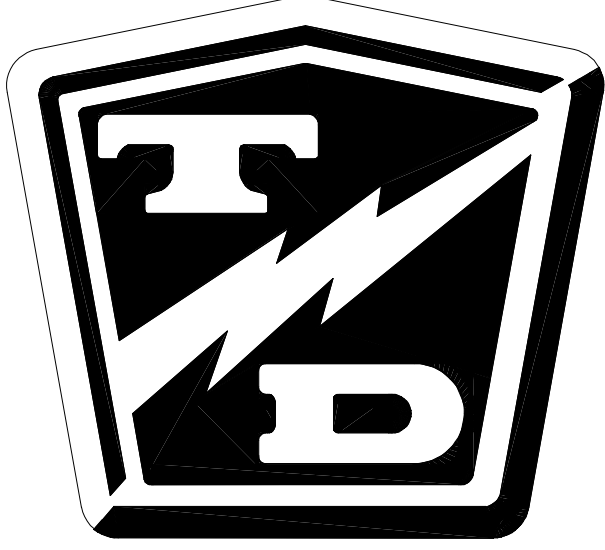
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Control Panel	3





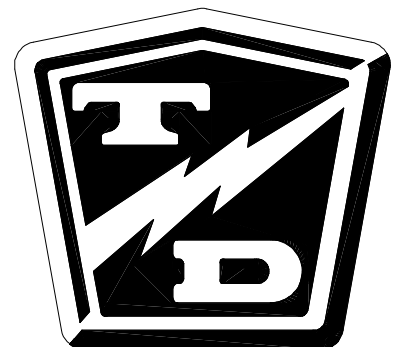
TAYLOR - DUNN



Illustrated Parts

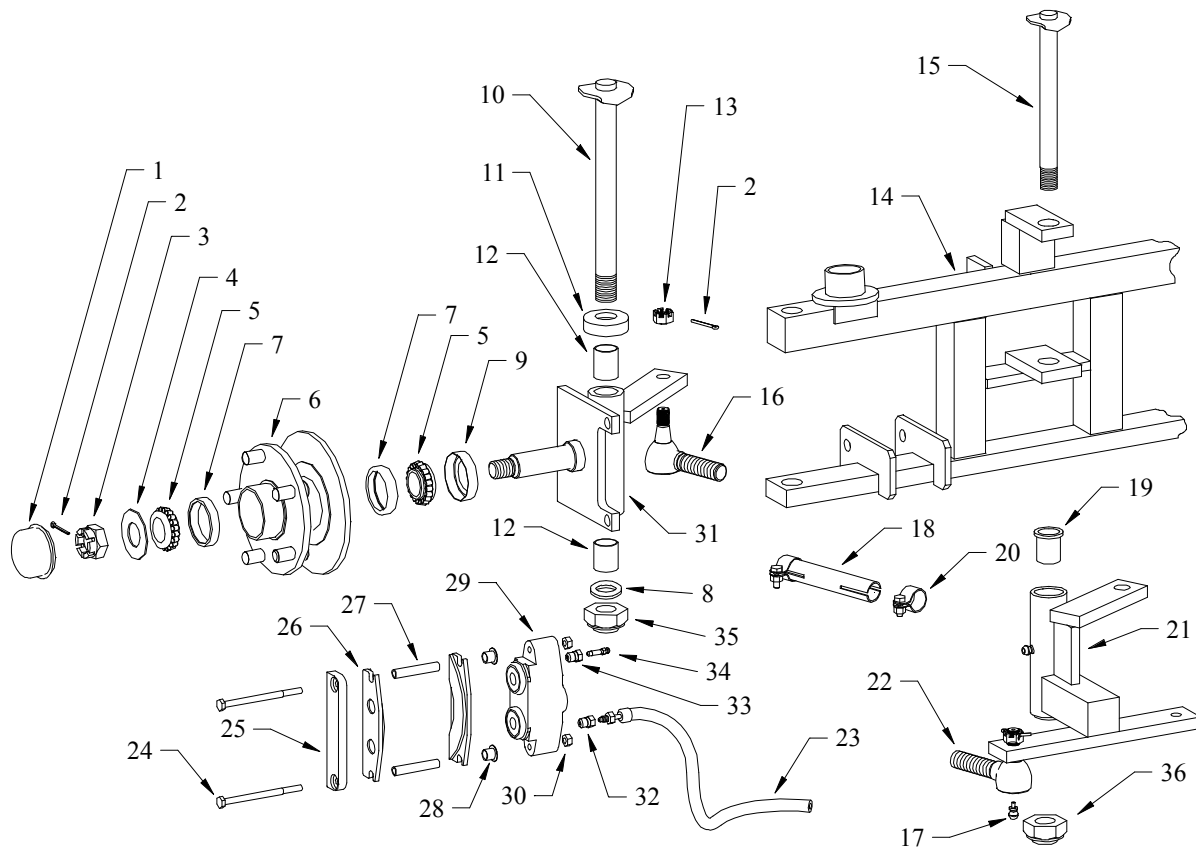
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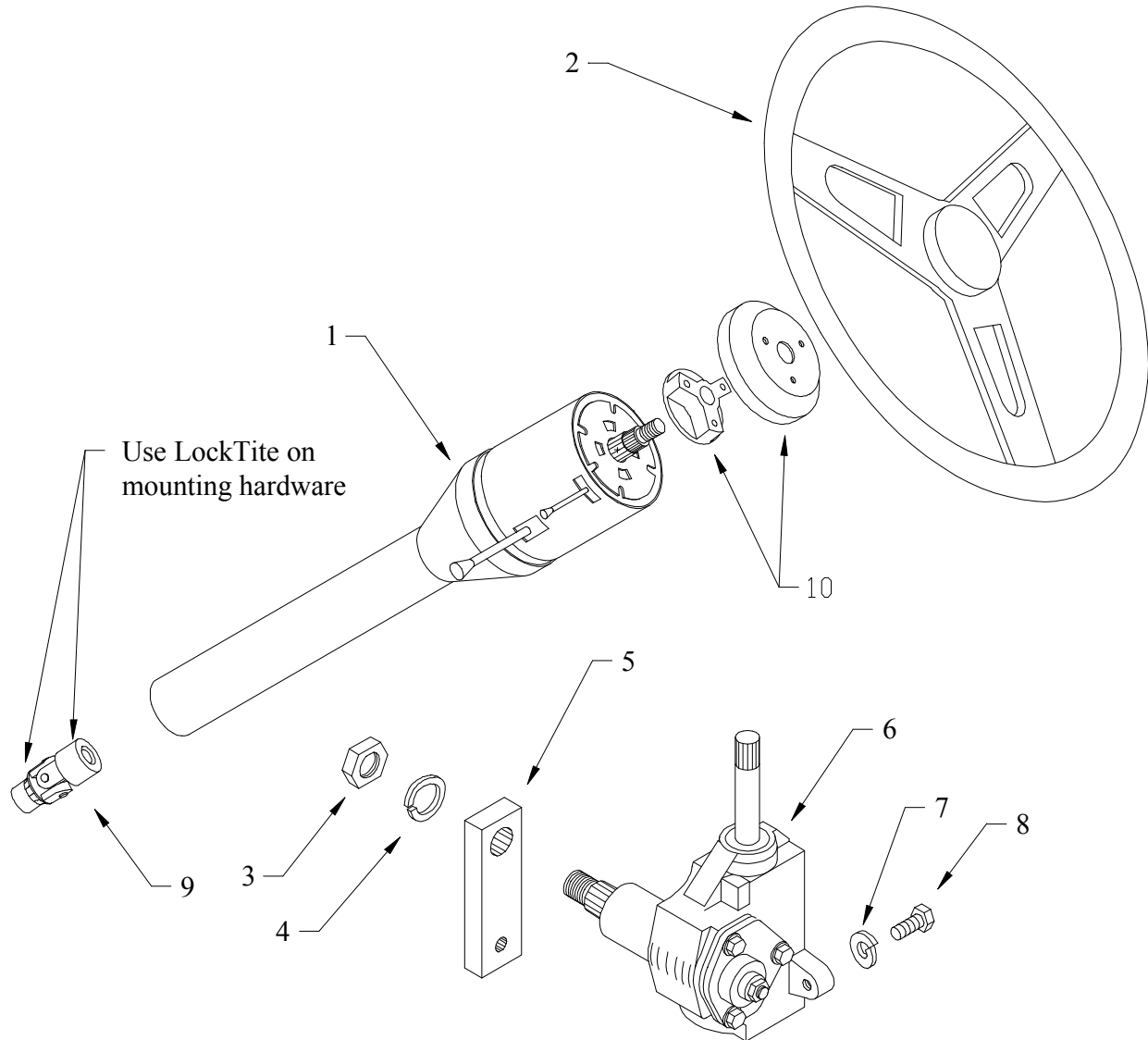
Front Axle, Steering and Brakes



Front Axle, Steering and Brakes			
ITEM #	PART #	DESCRIPTION	QTY
1	92-104-014	Bearing cap	2
2	88-527-14	Cotter pin	8
3	88-239-85	3/4 NF Hex slotted nut	2
4	88-228-61	3/4 SAE Flat washer	2
5	80-017-00	Bearing	4
6	12-158-10	Wheel hub	2
7	80-103-00	Race	4
8	88-268-61	7/8 Flat washer	2
9	45-338-00	Grease seal	2
10	21-015-15	King pin	2
11	80-309-00	Thrust bearing	2
12	32-204-10	Bushing	4
13	88-159-85	1/2 NF Hex slotted nut	4
14	15-425-10	Axle beam	1
15	21-015-20	Pivot pin	1
16	86-501-98	Ball joint, left hand thread	3
17	87-074-00	Grease fitting	6
18	18-020-30	Steering link	2
19	32-200-00	Bushing	2
20	86-510-00	Ball joint clamp	6
21	14-425-07	Steering pivot	1
22	86-501-99	Ball joint, right hand thread	3
23	99-580-10	Brake hose	2
24	88-067-21	1/4 x 3-3/4 Hex bolt, grade 8	4
25	41-350-51	Secondary plate	2
26	41-348-70	Brake pad	4
27	41-348-57	Spacer	4
28	32-240-41	Bushing	4
29	41-350-30	Brake body assembly	2
30	88-069-82	1/4 NC Hex lock nut, grade 8	4
31	14-425-05	Steering knuckle, left	1
	14-425-06	Steering knuckle, right	1
32	99-575-10	1/8 pipe - 3/16 tube adaptor	2
33	99-588-01	Bleeder adaptor	2
34	99-588-00	Bleeder	2
35, 36	88-289-81	7/8 NF Thin pattern lock nut	2
Not Shown	41-886-00	1/8 pipe plug used on #29	2
Not Shown	18-035-00	Drag link	1



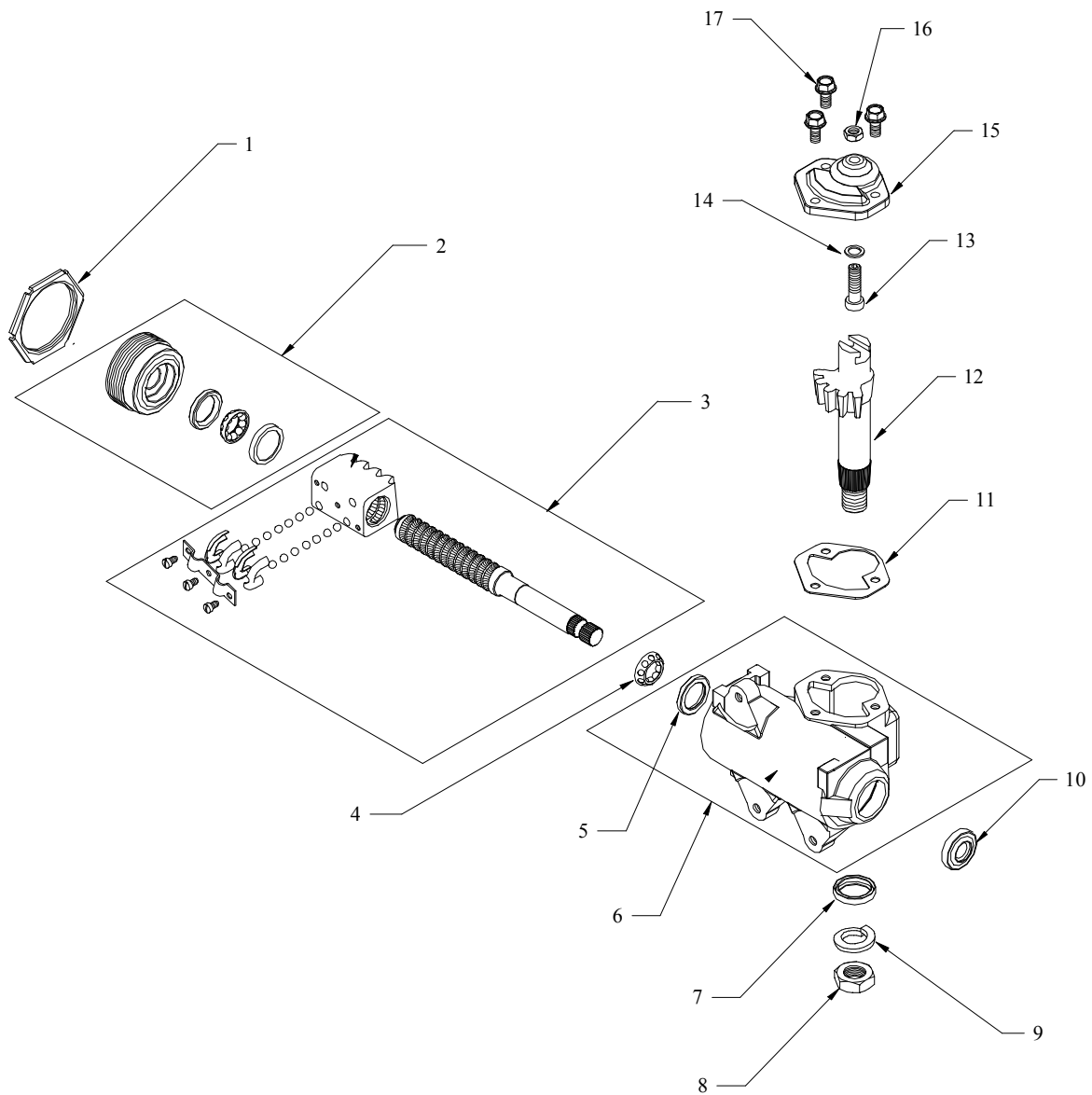
Steering Column



Steering Column			
ITEM #	PART #	DESCRIPTION	QTY
1	18-414-32	Tilt steering column assembly	1
2	19-005-17	Stereing wheel	1
3	88-279-82	7/8 NF Thin pattern hex nut	1
4	88-262-62	7/8 Split lock washer	1
5	18-108-00	Pitman arm	1
6	18-308-21	Steering gear	1
7	88-128-62	7/16 Split lock washer	3
8	88-120-15	7/16 NC x 1-1/2 Hex bolt	3
9	18-308-04	Universal joint	1
10	19-005-00	Steering wheel adaptor	1
Not Shown	88-179-80	Steering wheel nut	1
Not Shown	18-414-60	Lever kit (tilt, signal, flasher)	1
Not Shown	96-123-45	U-bolt holding column to frame	1



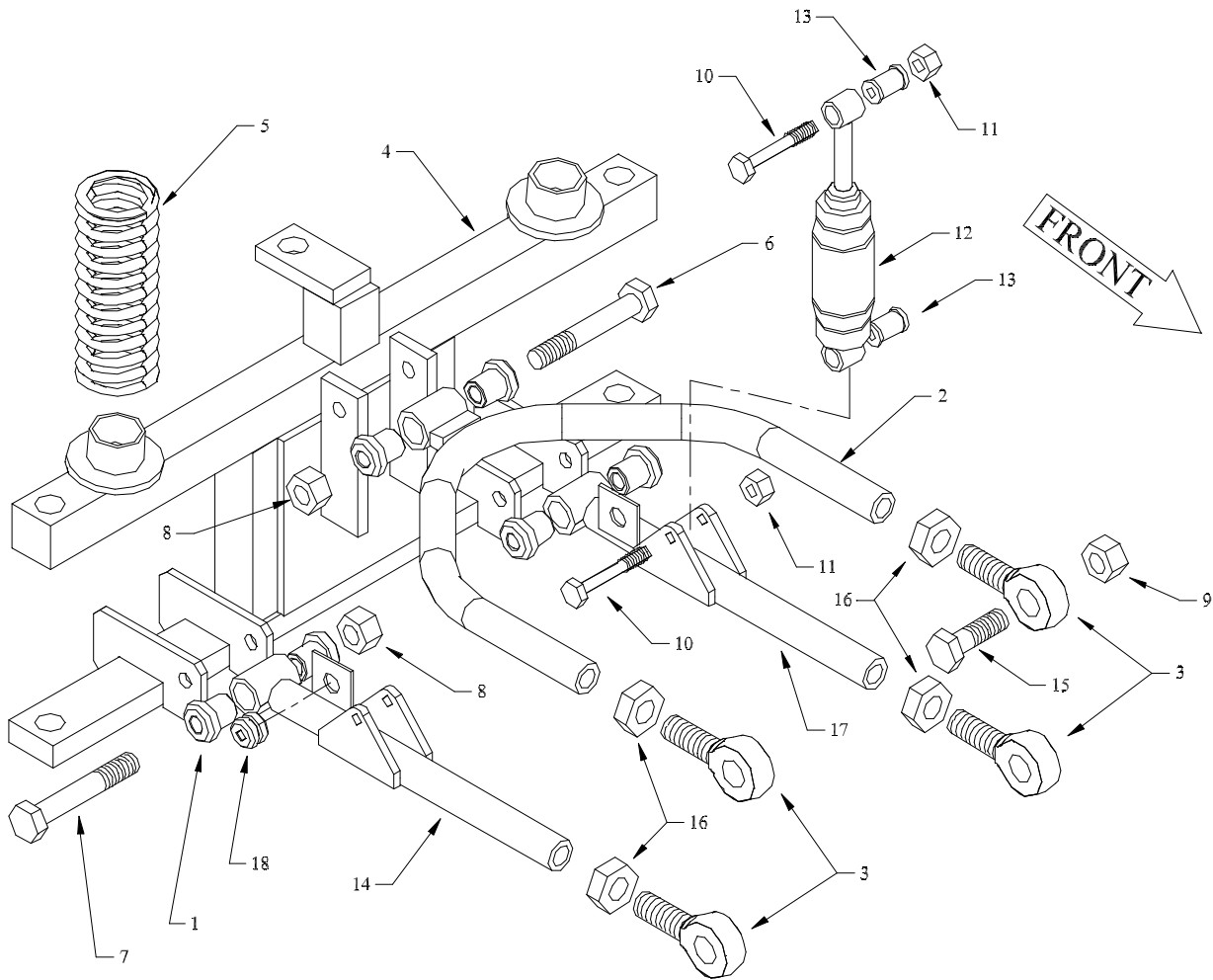
Steering Gear



Steering Gear			
ITEM #	PART #	DESCRIPTION	QTY
1	18-308-70	Locknut	1
2	18-308-71	Adjuster assembly	1
3	18-308-72	Worm assenbly	1
4	18-308-23	Upper worm bearing	1
5	18-308-22	Upper worm bearing race	1
6	18-308-77	Housing	1
7	18-308-78	Seal, pitman shaft	1
8	18-308-80	Nut, pitman shaft	1
9	18-308-81	Lock washer	1
10	18-308-79	Seal, input shaft	1
11	18-308-82	Gasket	1
12	18-308-76	Pitman shaft	1
13	18-308-75	Gear lash adjuster	1
14	18-308-85	Shim kit	1
15	18-308-84	Side cover	1
16	18-308-86	Jam nut	1
17	18-308-83	Bolt, side cover	3



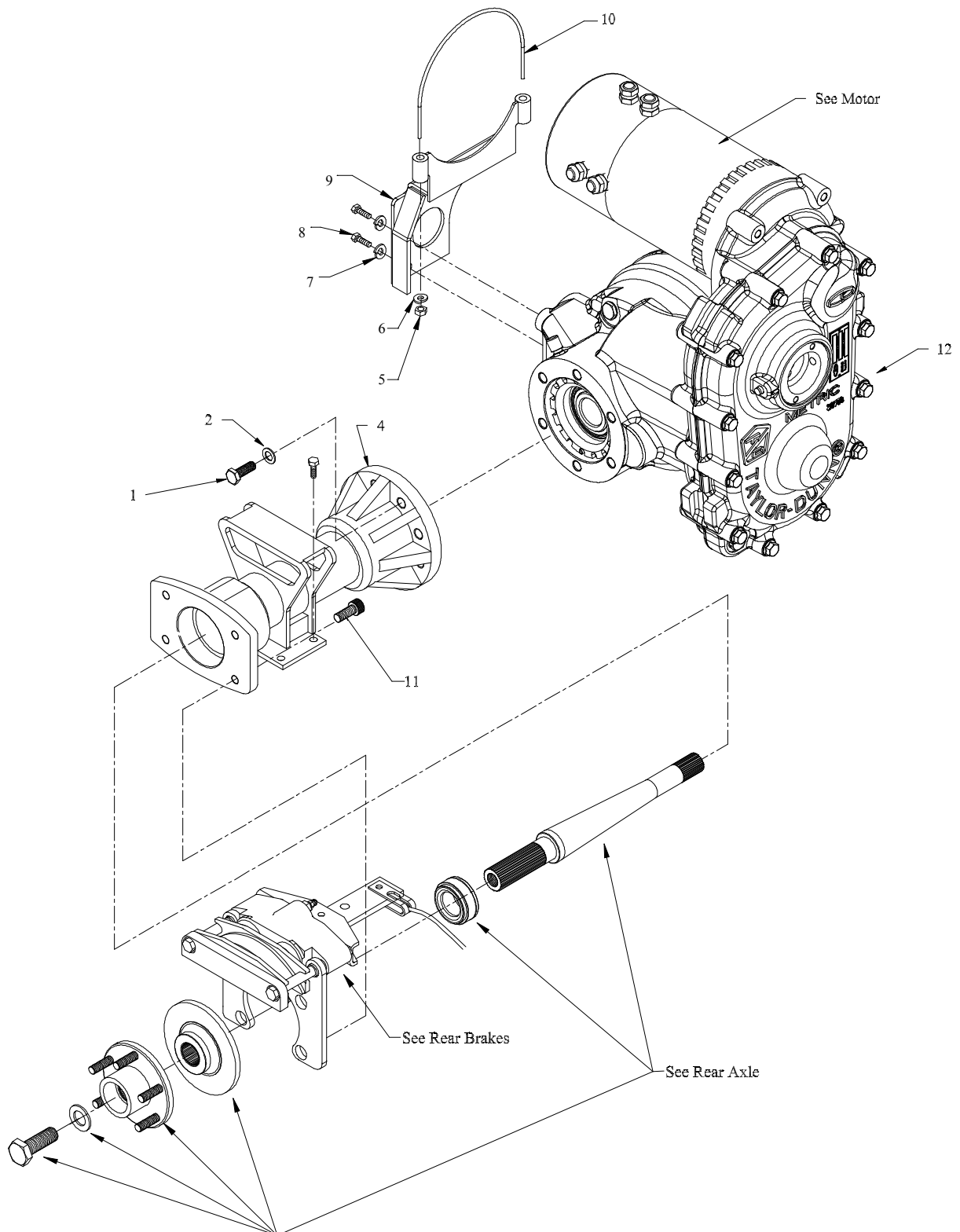
Front Suspension



Front Suspension			
ITEM #	PART #	DESCRIPTION	QTY
1	32-214-50	Bushing	6
2	00-425-00	Wishbone link	1
3	86-521-99	Rod end	4
4	See Front Axle	Axle beam	1
5	85-142-00	Spring	2
6	96-240-00	1/2 NC x 4 Hex bolt	1
7	88-140-22	1/2 NC x 3-1/2 Hex bolt	2
8	88-149-81	1/2 NC Lock nut	3
9	88-189-82	5/8 NC Thin pattern lock nut	4
10	88-101-16	3/8 NC x 2 Hex bolt, grade 5	4
11	88-109-81	3/8 NC Hex lock nut	4
12	86-007-00	Shock	2
13	32-207-10	Bushing	4
14	00-425-15	Right side lower link	1
15	88-180-18	5/8 x 2-1/2 NC Hex bolt	4
16	88-199-82	5/8 NF Thin pattern hex nut	4
17	00-425-01	Left side lower link	1
18	98-607-10	Grommet	2
Not Shown	98-753-15	Rubber bump stop	2

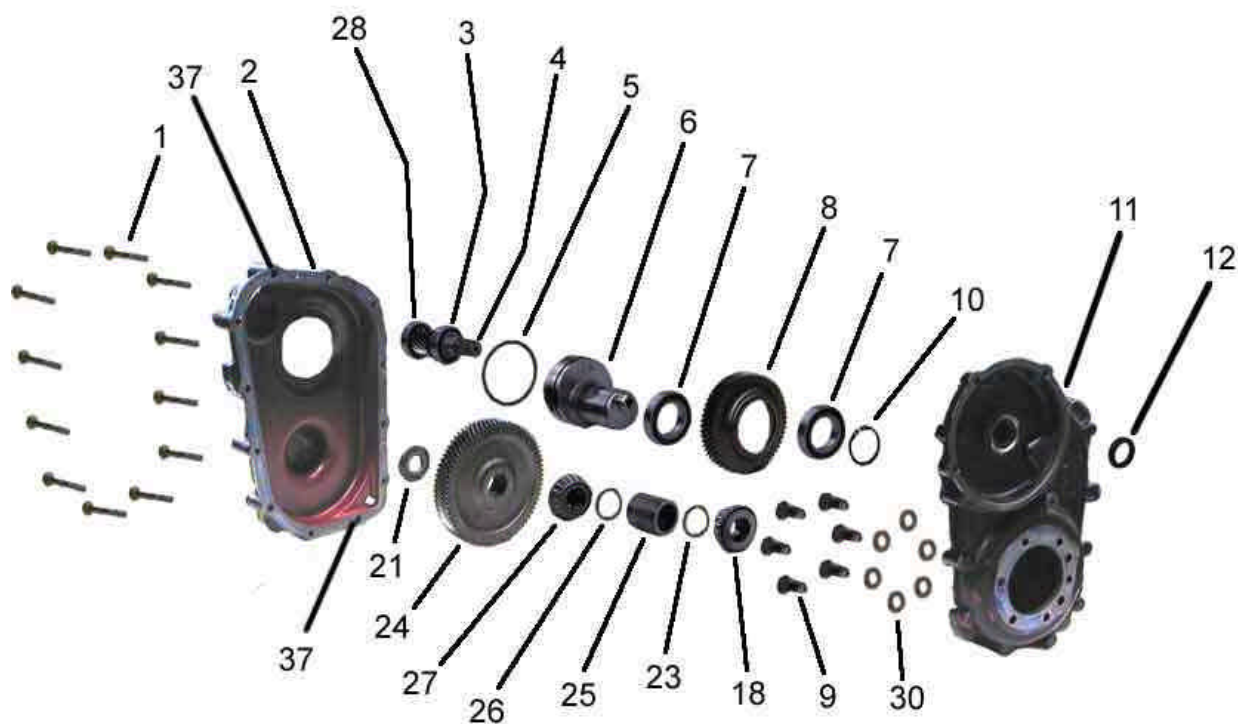


Transmission Assembly



Transmission Assembly			
ITEM #	PART #	DESCRIPTION	QTY
1	89-113-30	12 x 1.75 x 30mm Hex bolt, class 8.8	12
2	89-113-60	12mm Split lock washer	12
3	-	-	-
4	41-290-60	Axle tube	2
5	88-099-80	5/16 NF Hex nut	2
6	88-088-62	5/16 Split lock washer	2
7	88-128-62	7/16 Split lock washer	2
8	89-111-27	10 x 1.5 x 30mm Hex bolt	2
9	70-456-10	Rear motor support bracket	1
10	96-114-10	U-bolt	1
11	96-327-10	Hex socket bolt	8
12	44-440-83	Transmission center section assembly with 24:1 gears (no motor)	1

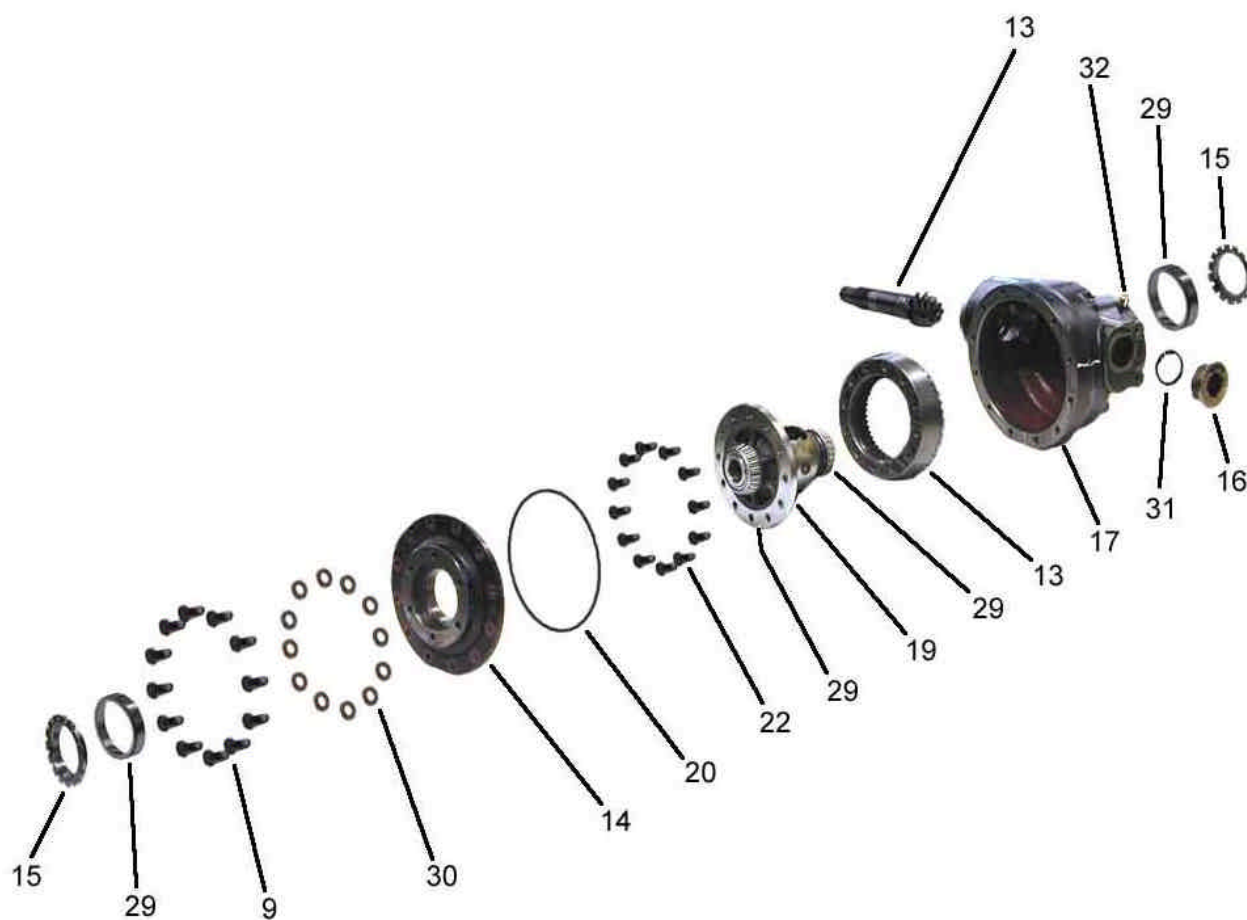
Transmission Gear Case



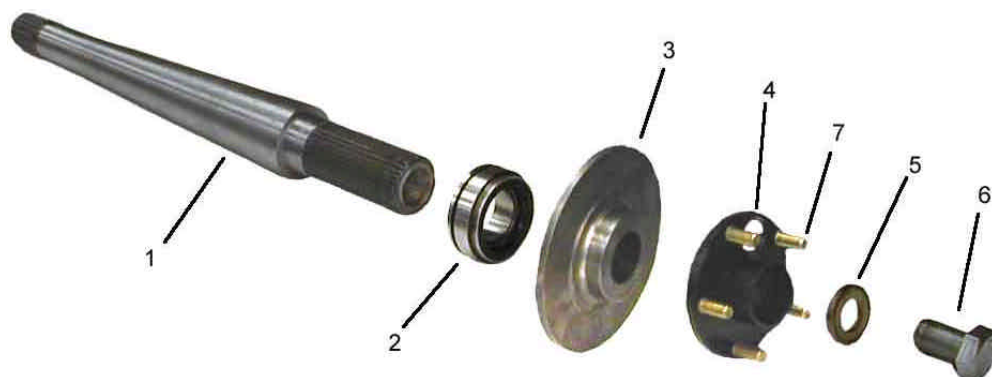
Transmission Gear Case			
ITEM #	PART #	DESCRIPTION	QTY
1	GT-71682	M8 x 60 bolt	12
2	GT-3287563	Gear case cover	1
3	GT-71259	Bearing	1
4	GT-3287513	Input shaft, 30:1	0 or 1
	GT-3287523	Input shaft, 24:1	0 or 1
	GT-3287533	Input shaft, 18:1	0 or 1
	GT-3287543	Input shaft, 12:1	0 or 1
5	GT-71982	O-ring	1
6	GT-3287503	Eccentric shaft	1
7	GT-72005	Bearing	2
8	GT-3287493	Idler gear	1
9	GT-70302	M10 x 30 Bolt	6
10	GT-71715	Snap ring	1
11	GT-3287553	Gear case housing	1
12	GT-72019	Seal	1
18	GT-71979	Bearing	1
21	GT-3273633	Pinion nut	1
23	See Note 1, previous page	Spacer	1
24	GT-3287453	Output gear, 30:1	0 or 1
	GT-3287463	Output gear, 24:1	0 or 1
	GT-3287473	Output gear, 18:1	0 or 1
	GT-3287483	Output gear, 12:1	0 or 1
25	GT-328	Spacer, 46.100mm	1
	GT-328	Spacer, 46.100mm	0 or 1
	GT-328	Spacer, 46.125mm	0 or 1
	GT-328	Spacer, 46.150mm	0 or 1
	GT-328	Spacer, 46.175mm	0 or 1
26	GT-3287903	Shim, 0.100mm	0 or 1
	GT-3287883	Shim, 0.400mm	0 or 1
	GT-3287893	Shim, 0.500mm	0 or 1
	GT-3287853	Shim, 0.600mm	0 or 1
	GT-3287863	Shim, 0.700mm	0 or 1
	GT-3287873	Shim, 0.800mm	0 or 1
27	GT-71068	Bearing	1
28	GT-72022	Bearing	1
30	GT-70299	10mm Washer	6
37	GT-3252633	Dowel pin	2



Transmission Differential Case



Rear Axle

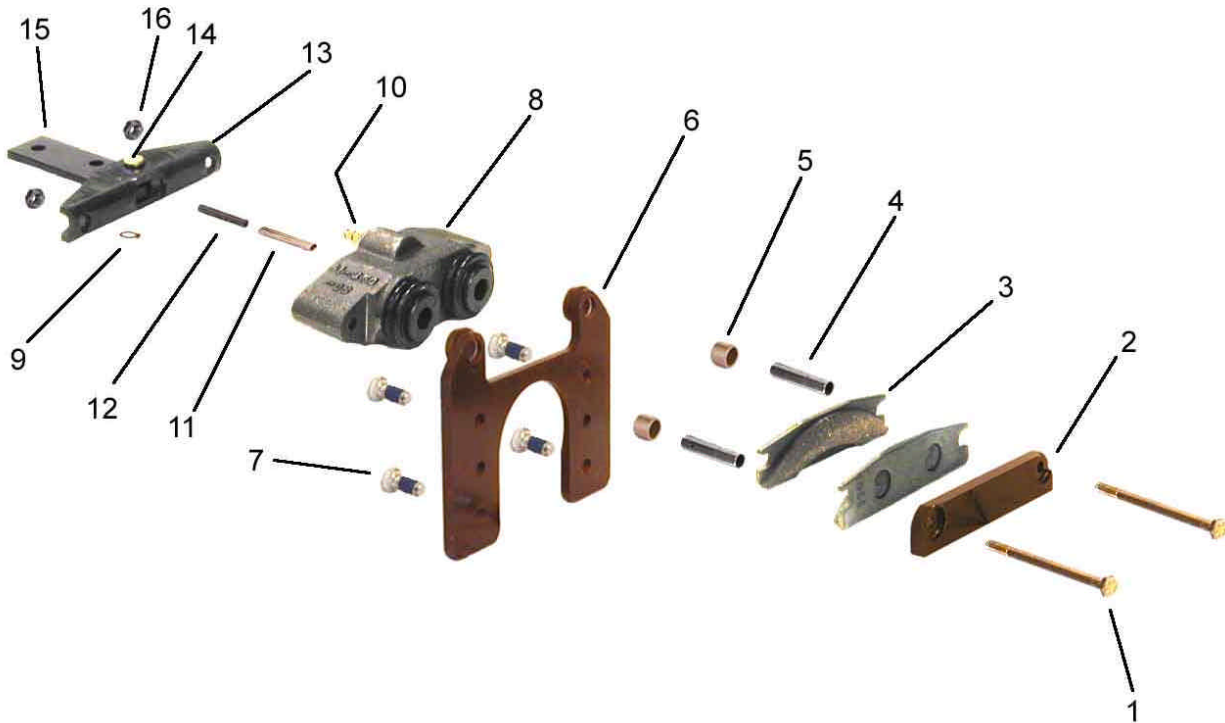


Transmission Differential Case			
ITEM #	PART #	DESCRIPTION	QTY
9	GT-70302	M10 x 30 Bolt	12
13	GT-3287183	Ring and pinion gear set	1
14	GT-3297193	Differential case cover	1
15	GT-3287133	Adjusting ring	2
16	GT-70417	Fill/Level plug	1
17	GT-3287113	Differential housing	1
19	GT-3287143	Differential case	1
20	GT-72013	O-ring	1
22	GT-71896	M10 x 25 Bolt	12
29	GT-71978	Bearing and race	2
30	GT-70299	10mm Washer	12
31	GT-71881	Seal	1
32	GT-70052	Vent	1

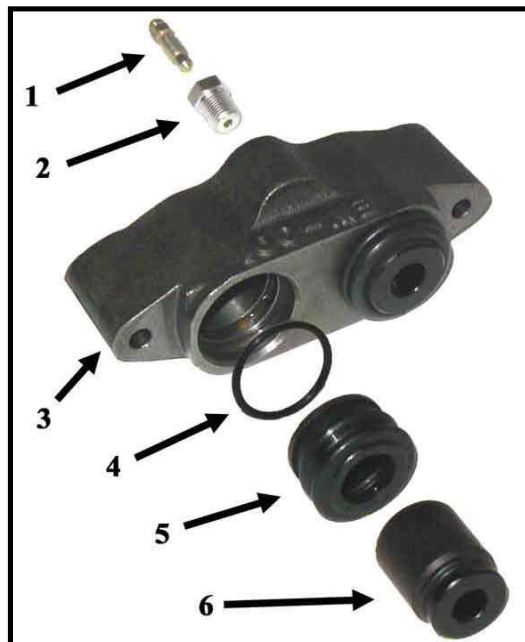
Rear Axle			
ITEM #	PART #	DESCRIPTION	QTY
1	41-154-30	Axle shaft	2
2	80-505-20	Bearing	2
3	41-490-11	Disc brake rotor	2
4	41-172-21	Hub	2
5	88-268-63	Flat washer	2
6	88-268-30	7/8-14 x 1.5 Bolt, grade 5	2
7	96-329-10	Wheel stud	10
Not shown	92-104-10	Hub cover	2



Rear Brakes



Brake Body Assembly

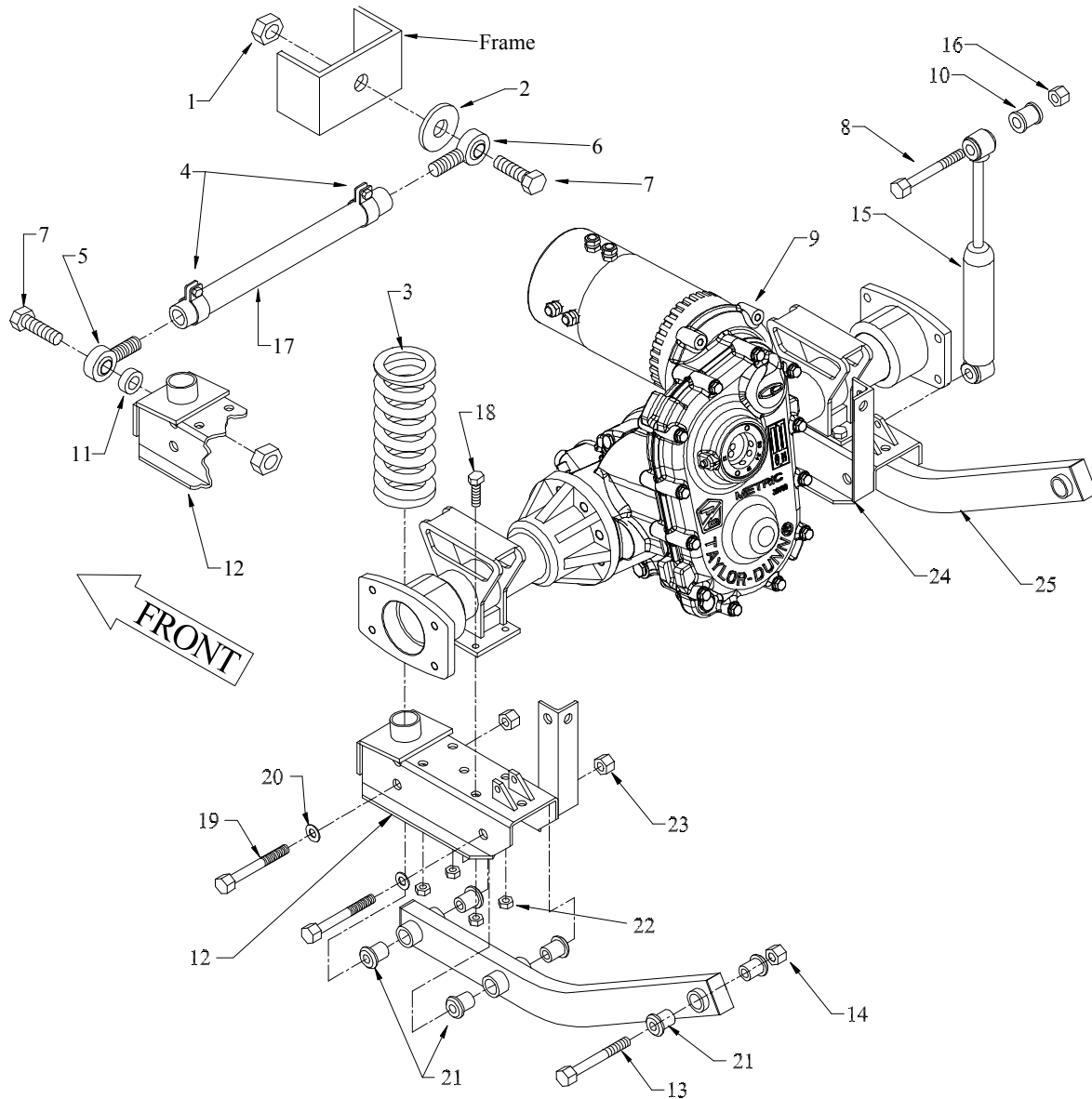


Rear Brakes			
ITEM #	PART #	DESCRIPTION	QTY
1	88-067-21	1/4 NC x 3-3/4 Hex bolt, grade 8	4
2	41-350-51	Secondary plate	2
3	41-348-70	Brake pad	4
4	41-348-57	Spacer	4
5	32-240-41	Bushing	4
6	41-350-28	Mounting bracket	2
7	96-327-10	3/8 x 3/4 NF Hex bolt, grade 5 with thread locking compound	8
8	41-350-68	Brake body assembly	2
9	88-840-11	Retaining ring	2
10	See Brake Body Assembly	Bleeder	2
11	32-220-03	Bushing	2
12	41-350-52	Park brake pin	2
13	41-350-12	Park brake lever mounting bracket	2
14	41-350-52	Clevis pin	2
15	41-350-53	Park brake arm	2
16	88-069-82	1/4 NC Hex nut, grade 8	4
Not Shown	99-575-10	Brake hose adaptor, 3/16 tube to 1/8 pipe	2

Brake Body			
ITEM #	PART #	DESCRIPTION	QTY
1	99-588-00	Bleeder screw	2
2	99-588-01	Bleeder adapter	2
3	41-350-43	Brake body, left	1
	41-350-44	Brake body, right	1
4	80-713-00	O-ring	4
5	41-350-09	Boot	4
6	41-350-10	Piston	4



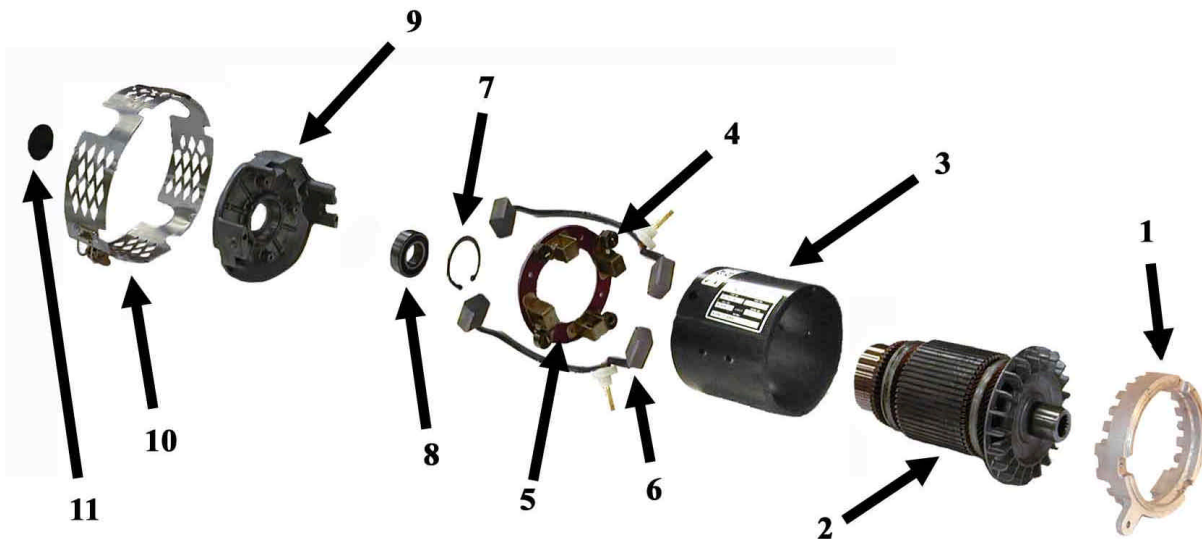
Rear Suspension



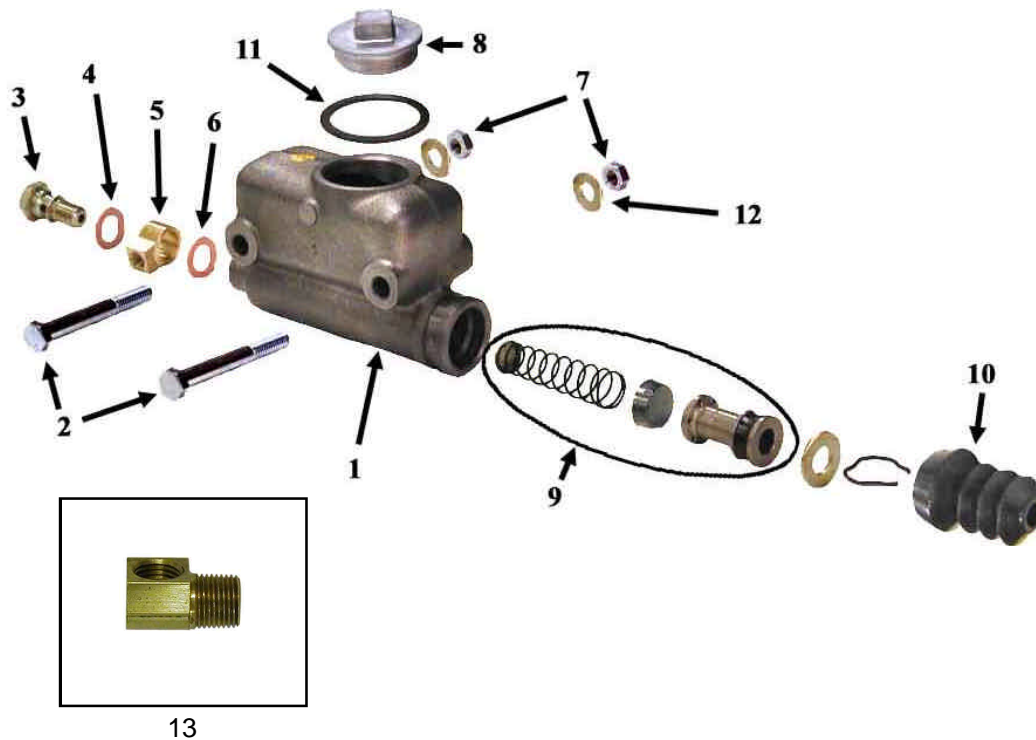
Rear Suspension			
ITEM #	PART #	DESCRIPTION	QTY
1	88-189-82	5/8NC Thin pattern lock nut	2
2	88-188-61	5/8 SAE Flat washer	1
3	85-142-00	Spring	2
4	86-510-00	Ball joint clamp	2
5	86-521-98	Rod end (left)	1
6	86-521-99	Rod end (right)	1
7	88-180-15	5/8NC x 1-3/4 Hex bolt	2
8	88-100-15	3/8NC x 1-3/4 Hex bolt	4
9	4GT-0261-1211	Complete drive assembly (includes #	1
10	32-207-10	Busjng	4
11	17-108-00	Spacer	1
12	16-857-10	Spring mount (left)	1
13	96-240-00	1/2NC x 4 Hex bolt	2
14	88-149-81	1/2NC Lock nut	2
15	86-007-00	Shock	2
16	88-109-81	3/8NC Lock nut	8
17	41-402-10	Panard bar	1
18	88-101-13	3/8NC x 1-1/4 Hex bolt, grade 5	8
19	88-140-25	1/2NC x 4-1/2 Hex bolt	4
20	88-148-61	1/2 SAE flat washer	8
21	32-214-50	Bushing	12
22	88-109-81	3/8NC Lock nut	8
23	88-149-81	1/2NC Lock nut	4
24	16-857-20	Spring mount (right)	1
25	16-857-50	Suspension link	2
Not Shown	98-753-15	Rubber bump stop	2



Motor



Master Cylinder

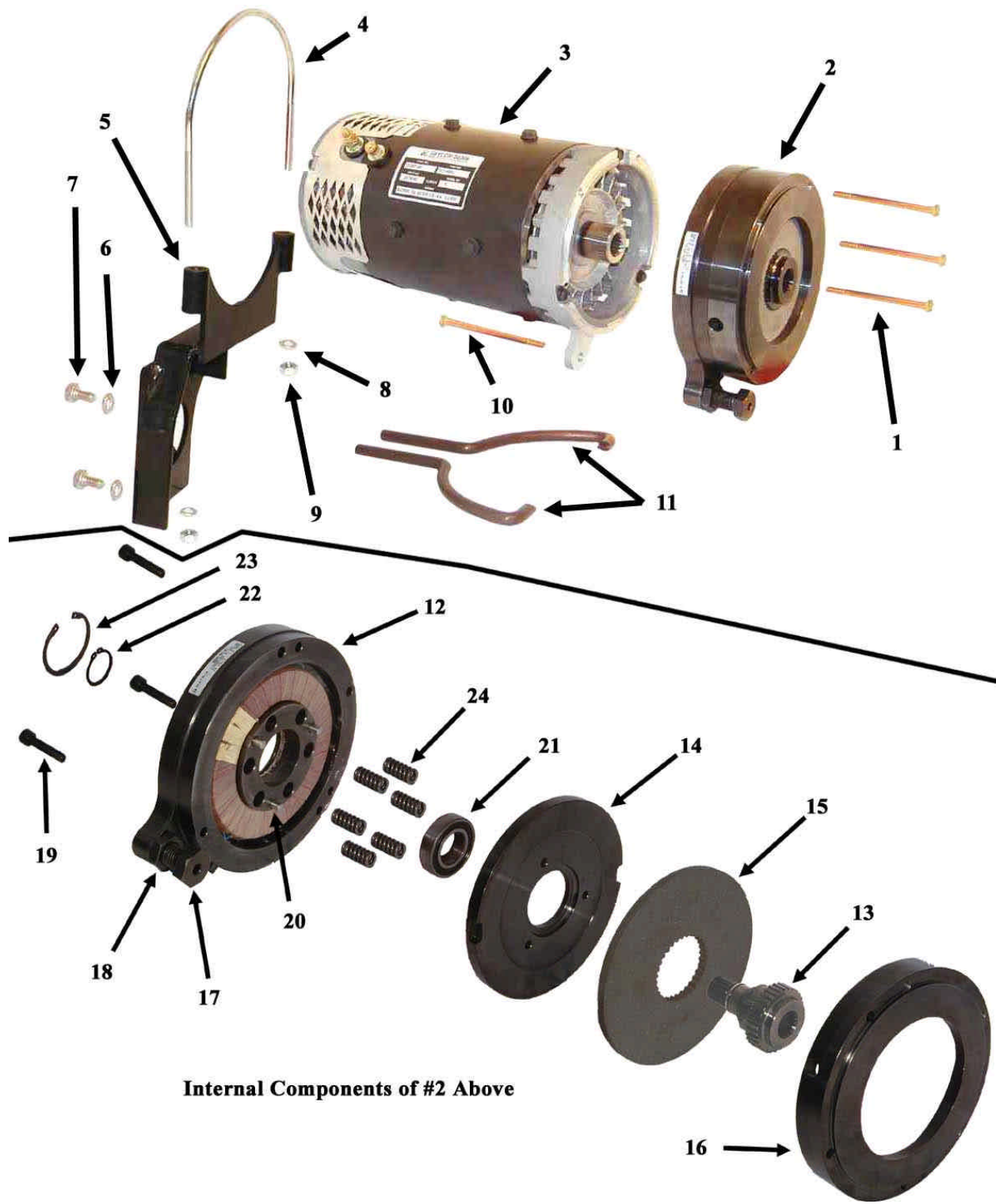


70-057-40 Motor Spec # DV1-4003			
ITEM #	PART #	DESCRIPTION	QTY
1	70-421-10	Front housing	1
2	70-400-10	Armature	1
3	70-209-40	Field assembly	1
4	85-403-00	Brush spring	4
5	70-173-00	Brush holder	1
6	70-170-10	Brush pair	2
7	70-417-00	Bearing retainer	1
8	80-212-00	Bearing	1
9	70-421-30	Rear housing	1
10	70-421-40	Brush cover	1
11	95-930-00	Dust cap	1

Master Cylinder			
ITEM #	PART #	DESCRIPTION	QTY
1	99-510-02	Master cylinder assembly (incl. 8, 9, 10, 11)	1
2	See Brake Linkage	Bolt	2
3	99-578-00	Hydraulic fitting	1
4	99-572-00	Copper gasket	1
5	99-566-00	Hydraulic fitting	1
6	99-571-00	Copper gasket	1
7	See Brake Linkage	Hex lock nut	2
8	99-510-02	Cap	1
9	99-510-61	Rebuild kit	1
10	99-510-51	Rubber boot	1
11	99-510-53	Gasket	1
12	See Brake Linkage	Flat washer	2
13	99-597-00	Hydraulic fitting, 90°, installed in end of #3	1



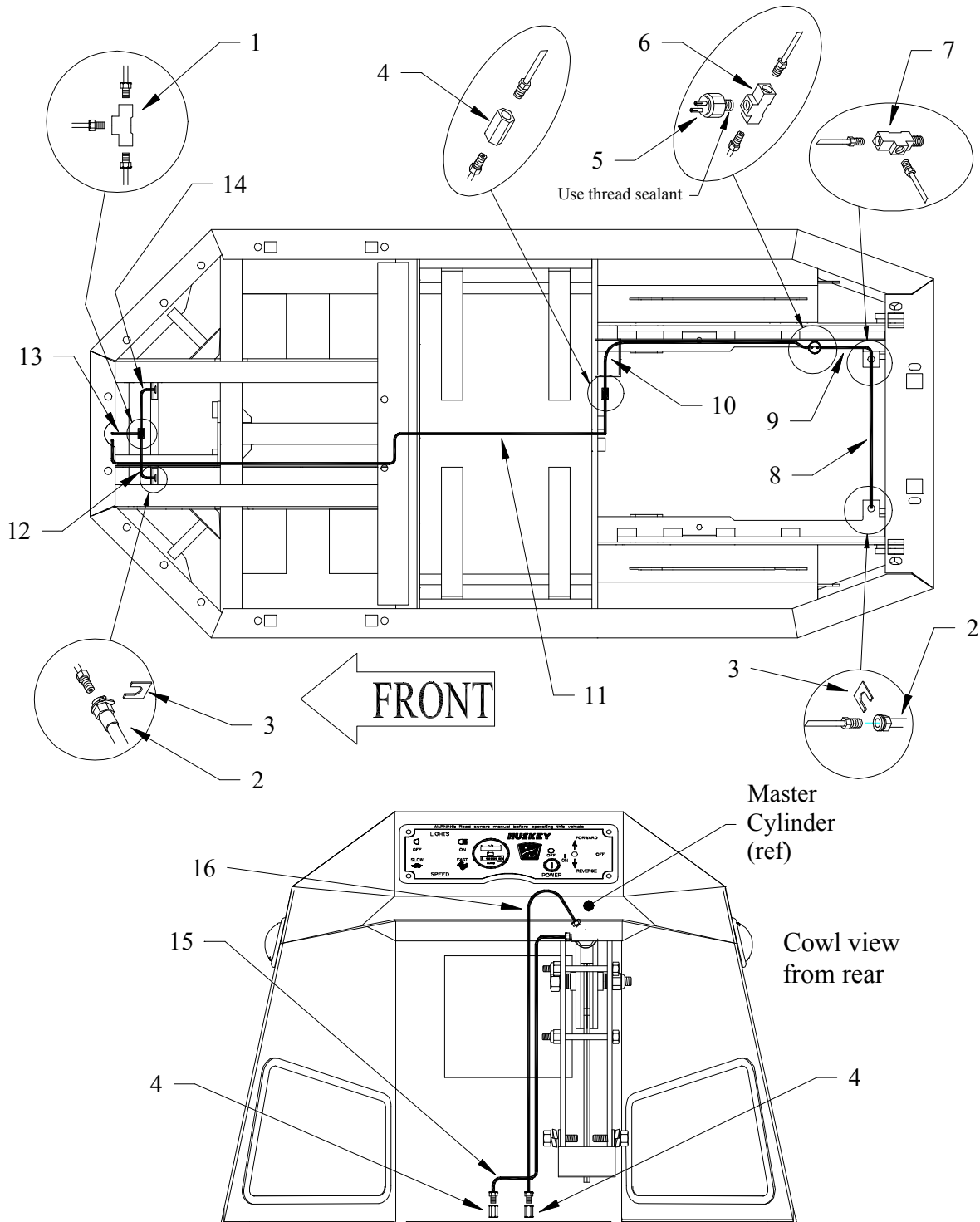
Automatic Electric Brake



<i>AUTOMATIC ELECTRIC BRAKE</i>			
<i>ITEM #</i>	<i>PART #</i>	<i>DESCRIPTION</i>	<i>QTY</i>
1	88-067-22	Bolt, 1/4 X 2" NC, Grade (no brake option)	3
	88-067-29	Bolt, 1/4 X 4-1/4" NC, Grade 8 (brake option only)	3
2	41-355-00	Automatic Electric Brake Unit	1
3	See Motor	Motor (Typical)	1
4	96-114-10	U-Bolt, 5/16" NF, Motor Support	1
5	70-456-10	Motor, Support Bracket	1
	K66-600-03	Motor, Support Bracket (45°)	1
6	88-128-62	Lockwasher, 7/16"	2
7	89-111-27	Bolt, 10m X 1.5 X 20 Hex Head	2
8	88-088-62	Lockwasher, 5/16"	2
9	88-099-80	Nut, 5/16" NF	2
10	88-067-17	Bolt, 1/4 X 1-1/8" NC, Grade 8 (no brake option)	
	88-067-29	Bolt, 1/4 X 4-1/4" NC, Grade 8 (brake option only)	1
11	96-500-04	Tool, Electric Brake, Manual Release	2
12	*	Magnet and Coil Sub Assembly	1
13	*	Hub	1
14	*	Armature	1
15	*	Friction Plate	1
16	*	Mounting Plate	1
17	*	Hex Head Bolt Spacer	1
18	*	Locknut	1
19	*	Screw, Socket Head Cap	3
20	*	Dowel Pin	3
21	*	Ball Bearing, Deep Groove	1
22	*	External Circlip	1
23	*	Internal Circlip	1
24	*	Coil Compression Spring	6
Not Shown	*	Wiring Harness	1
* - Part number not available at time of printing			



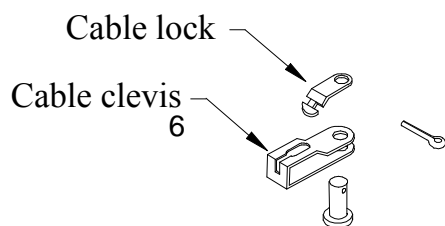
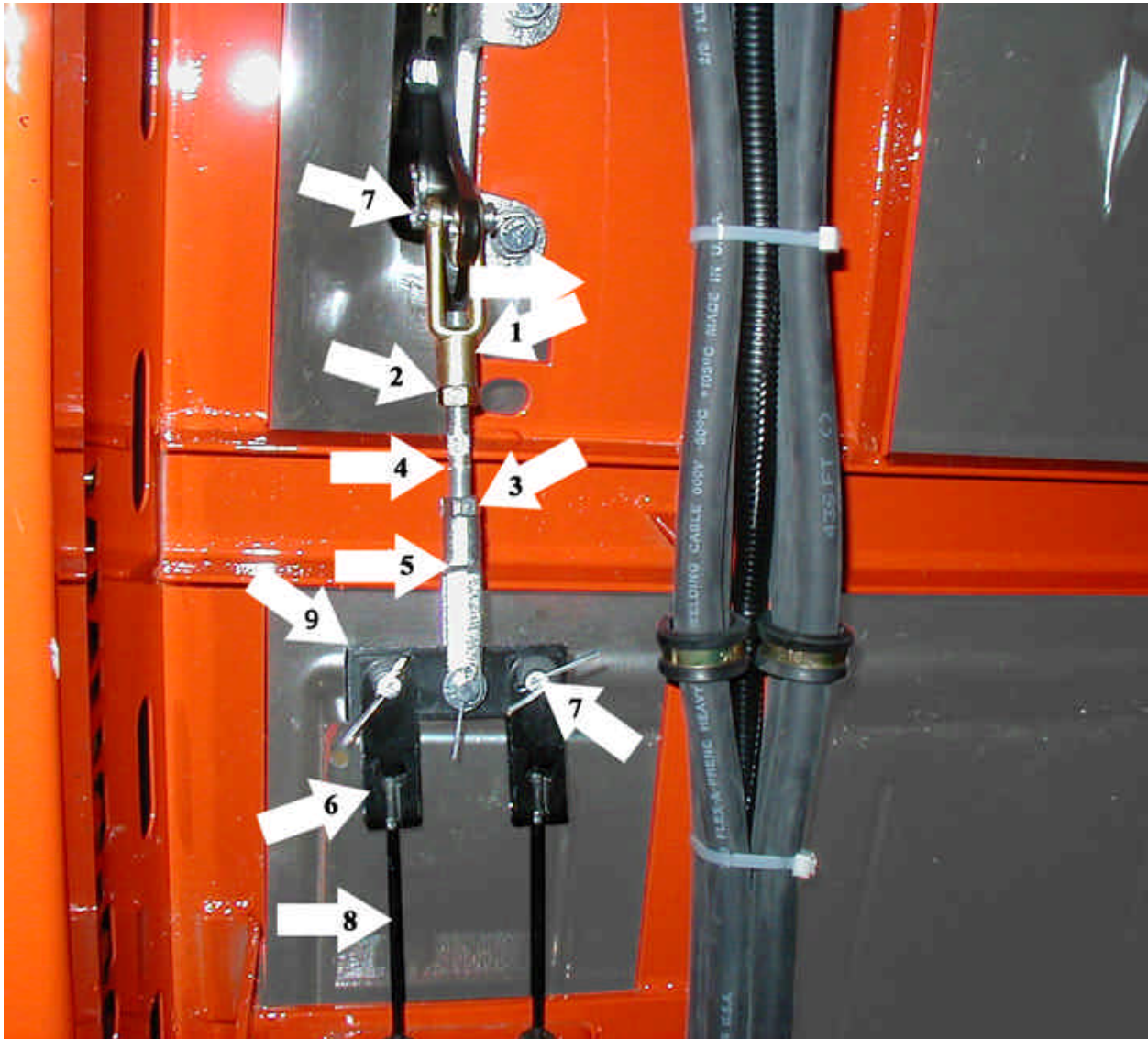
Brake Lines



Brake Lines			
ITEM #	PART #	DESCRIPTION	QTY
1	99-564-00	T-fitting	1
2	See front axle	Front brake hose	2
3	99-576-00	Brake hose clip	4
4	99-575-00	Coupler	3
5	71-110-00	Brake light switch	1
6	99-591-00	Brake light switch adaptor	1
7	99-559-00	T-fitting	1
8	99-604-66	Brake line	1
9	99-600-58	Brake line	1
10	99-605-74	Brake line	1
11	99-609-57	Brake line	1
12	99-600-57	Brake line	1
13	99-604-65	Brake line	1
14	99-600-56	Brake line	1
15	99-605-73	Brake line	1
16	99-605-75	Brake line	1
Not shown	99-580-10	Rear brake hose	2



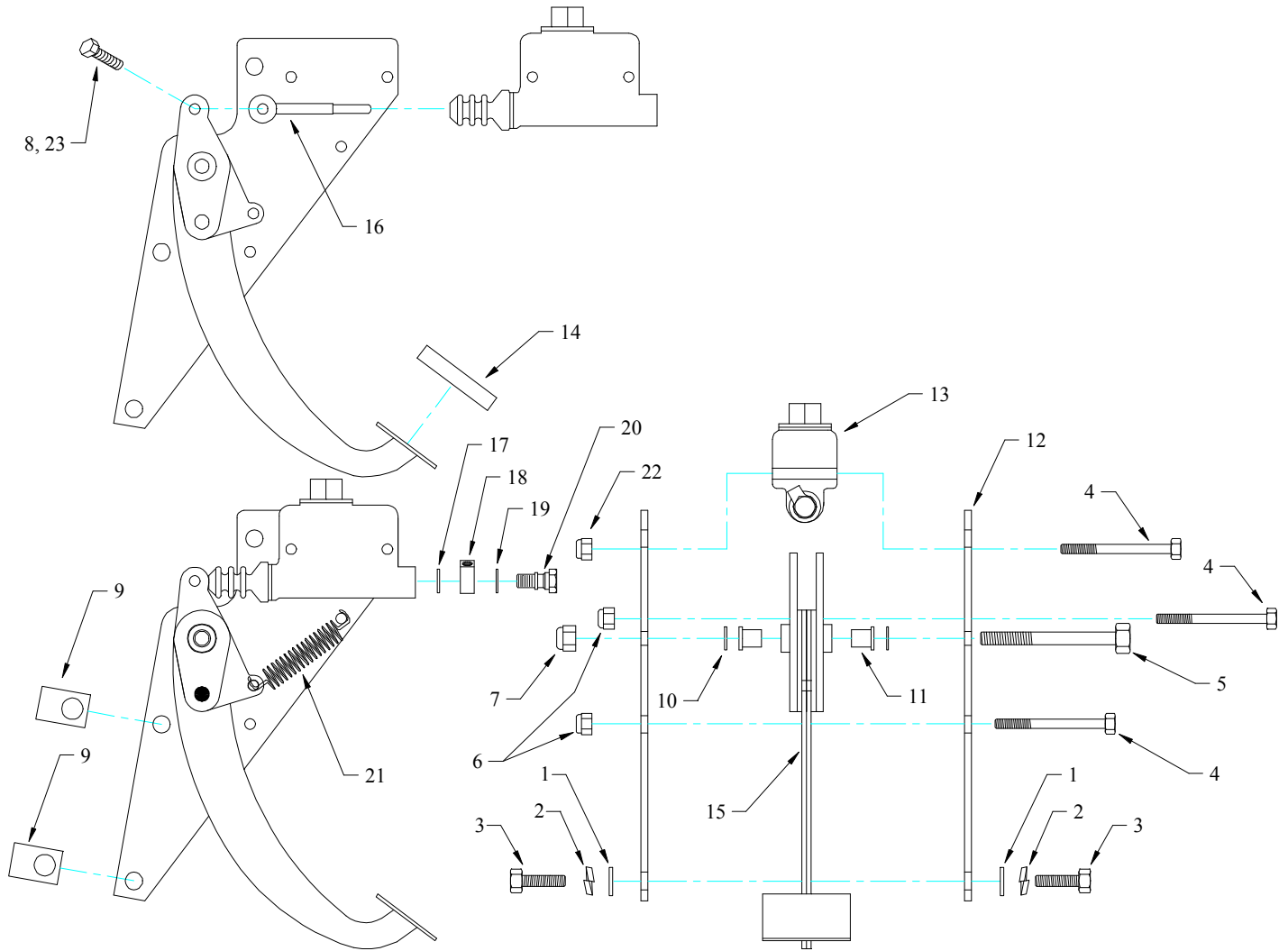
Brake linkage (parking brake)



Brake Linkage			
ITEM #	PART #	DESCRIPTION	QTY
1	96-765-00	Clevis, left hand thread	1
2	88-099-81	5/16NF Hex nut, left hand thread	1
3	88-099-80	5-16NF Hex nut	1
4	96-343-00	Link	1
5	96-763-00	Clevis, right hand thread	1
6	96-754-00	Clevis	2
7	96-773-00	Clevis pin	4
8	96-827-17	Brake cable	2
9	04-380-08	Equalizer	1
-	88-517-11	3/32 x 1 Cotter pin for #7	4
-	96-826-09	Cable lock	4



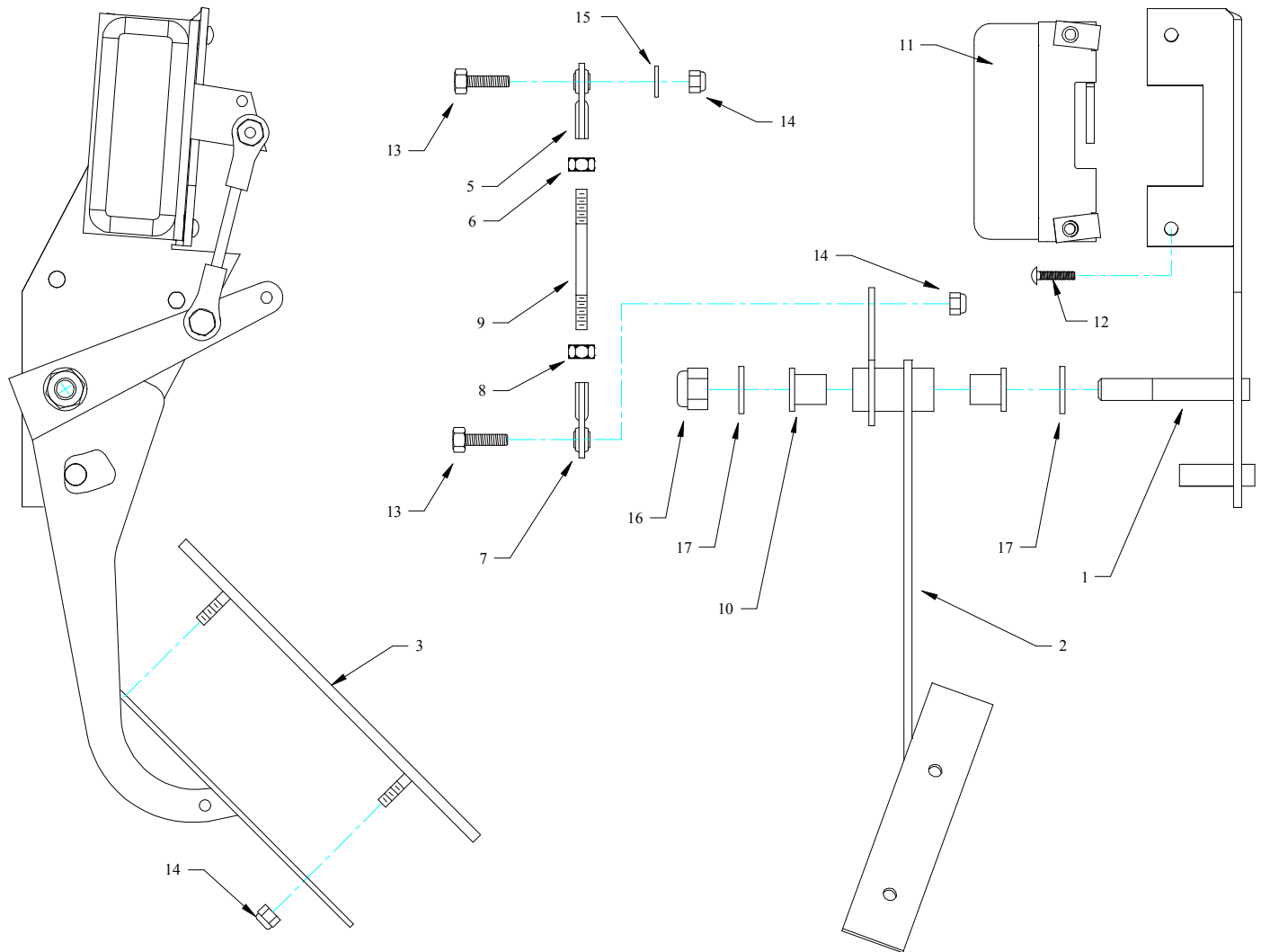
Brake linkage (foot brake)



Brake Linkage			
ITEM #	PART #	DESCRIPTION	QTY
1	88-108-61	3/8 SAE Flat washer	6
2	88-108-62	3/8 Split lock washer	6
3	88-101-13	3/8NC x 1-1/4 Hex bolt, Grade 5	6
4	88-101-21	3/8NC x 3 Hex bolt	4
5	88-140-22	1/2NC x 3 Hex bolt	1
6	88-109-81	3/8NC Hex lock nut	2
7	88-149-81	1/2NC Hex lock nut	1
8	88-100-15	3/8NC x 1-3/4 Hex bolt	1
9	97-211-30	Blind nut	6
10	88-148-61	1/2 SAE Flat washer	2
11	32-215-00	Bushing	2
12	00-425-06	Mounting plate	2
13	See Master Cylinder	Master cylinder	1
14	98-200-00	Brake pedal pad	1
15	00-425-08	Brake pedal	1
16	50-009-20	Push rod	1
17	See Master Cylinder	Copper washer	1
18	See Master Cylinder	Hydraulic fitting	1
19	See Master Cylinder	Copper washer	1
20	See Master Cylinder	Hydraulic fitting	1
21	85-250-00	Spring	1
22	88-109-87	3/8 NC Hex nut with lockwasher	2
23	88-109-81	nut	1



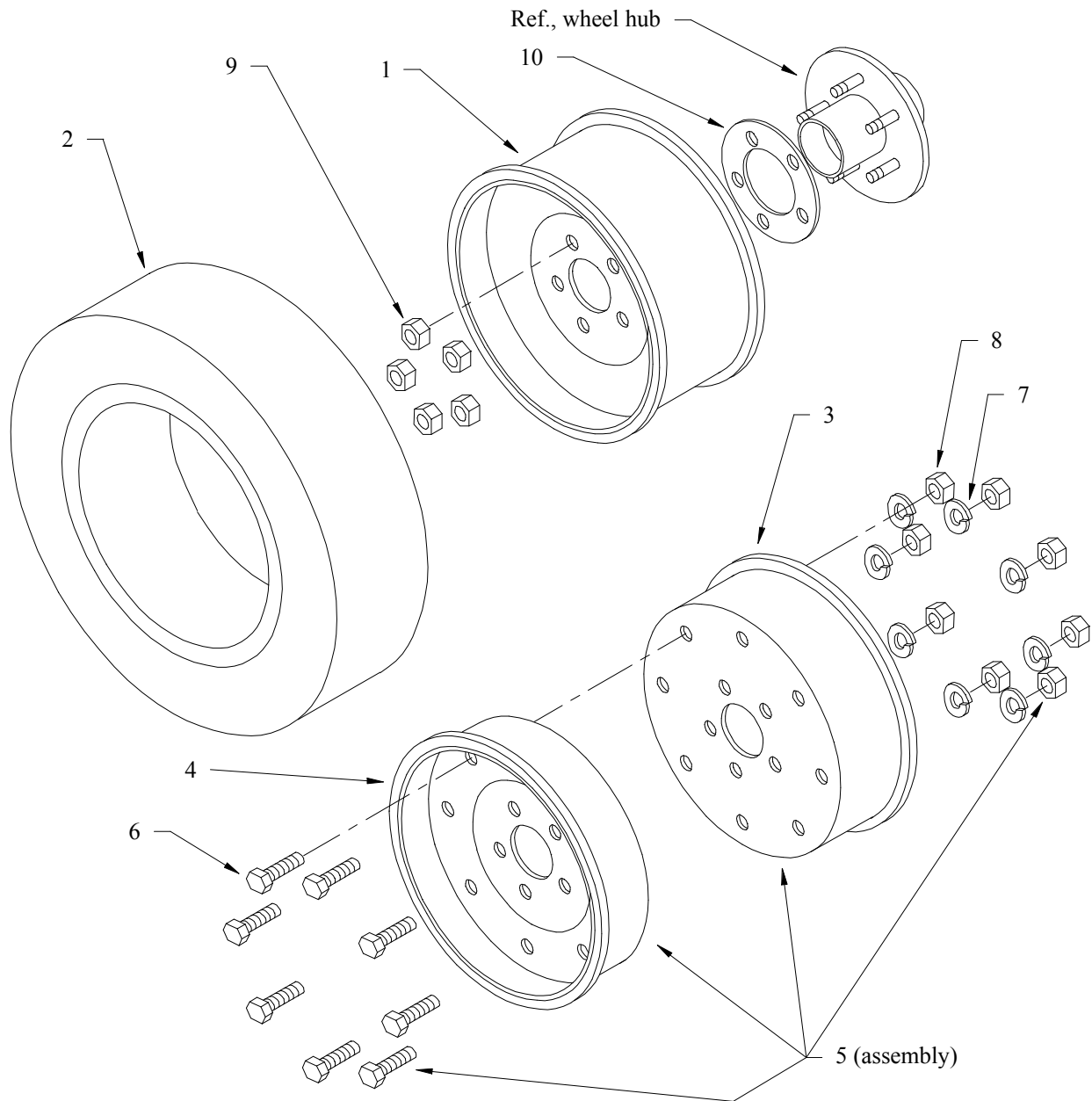
Throttle linkage



Throttle Linkage			
ITEM #	PART #	DESCRIPTION	QTY
1	00-425-21	Mounting bracket	1
2	00-425-09	Accelerator pedal	1
3	01-110-20	Accelerator pedal pad	1
4	-	-	-
5	86-503-98	Rod end, left hand thread	1
6	97-211-00	1/4NF Hex nut, left hand thread	1
7	86-503-99	Rod end, right hand thread	1
8	88-079-80	1/4NF Hex nut	1
9	50-002-13	Link	1
10	32-215-00	Bushing	2
11	62-033-48	Accelerator module	1
12	88-065-11	1/4NC x 1 Phillips truss head screw	2
13	88-060-11	1/4NC x 1 Hex bolt	2
14	88-069-81	1/4NC Nylon locknut	2
15	88-068-61	1/4 SAE Flat washer	2
16	88-159-84	1/2NF Nylon lock nut	1
17	88-148-61	1/2 SAE Flat washer	1

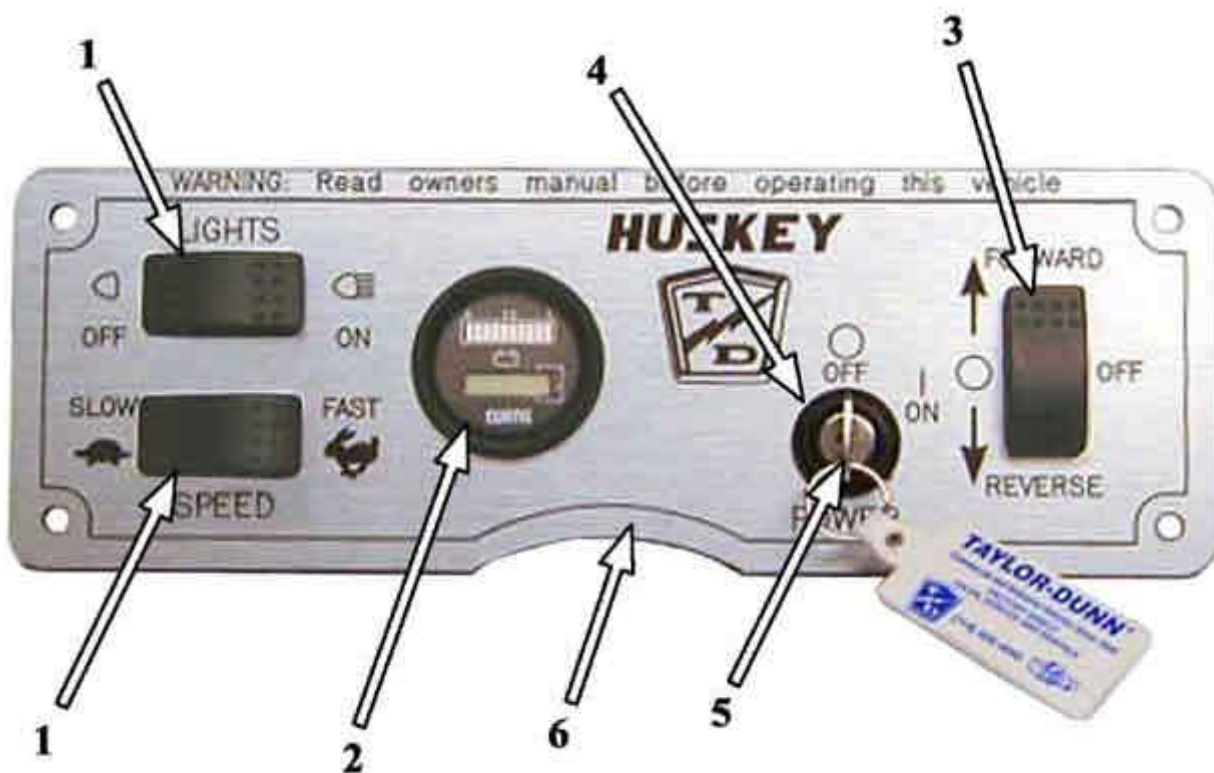


Wheels and Tires



Wheels and Tires		
ITEM #	PART #	DESCRIPTION
1	Wheels	
	12-012-00	5 x 8" Tubeless
	12-020-00	8.5 x 8 Tubeless
	12-050-00	12-1/8 Diameter Cast Iron
2	Tires	
	10-076-00	4.80 x 8 LR C Pneumatic
	10-250-00	16 x 4 x 12 Solid rubber
	Split Rim Wheels	
3	12-042-12	Inner Wheel (12-bolt)
4	12-042-13	Outer Wheel (12-bolt)
5	12-042-00	Wheel Assembly, 3.75 bead width (includes #3a, #4a, #6, #7, #8
6	88-110-09	3/8 x 3/4-NF Hex Bolt, grade 5
7	88-109-62	3/8 Split Lock Washer
8	88-119-80	3/8-NF Hex Nut
9	97-236-00	Wheel Nut
	11-030-00	4.80 x 8 Tube
	Tire and Wheel Assemblies	
	13-739-10	4.80 x 8 LR C Split Rim Pneumatic
	13-952-10	16 x 4 x 12 Solid Rubber, Cast Iron Wheel

Instrument Panel (dash)



#2 Smart View Display

Instrument Panel			
ITEM #	PART #	DESCRIPTION	QTY
1	71-039-11	Light switch	1
2	74-009-49	Hour meter/Battery status meter	1
	74-010-00*	Smart view display*	1
3	71-039-02	Forward and Reverse switch	1
4	71-120-10	Key switch	1
5	71-120-90	Key	1
6	94-304-23	Dash panel	1
Not shown	97-211-20	1/4NC Blind nut (dash mounting)	4
Not shown	88-065-09	1/4NC x 3/4 Truss head machine screw (dash mounting)	4

* - If your vehicle was not originally equipped with the Smart View display, then the Sevcon speed control must be reprogrammed before the display will function.

If you have the Smart View display and wish to have the maintenance feature turned on, then the Sevcon speed control must be reprogrammed.

To reprogram the Sevcon speed control, the speed control must be returned to the factory. Contact your local Taylor-Dunn® distributor for more information.

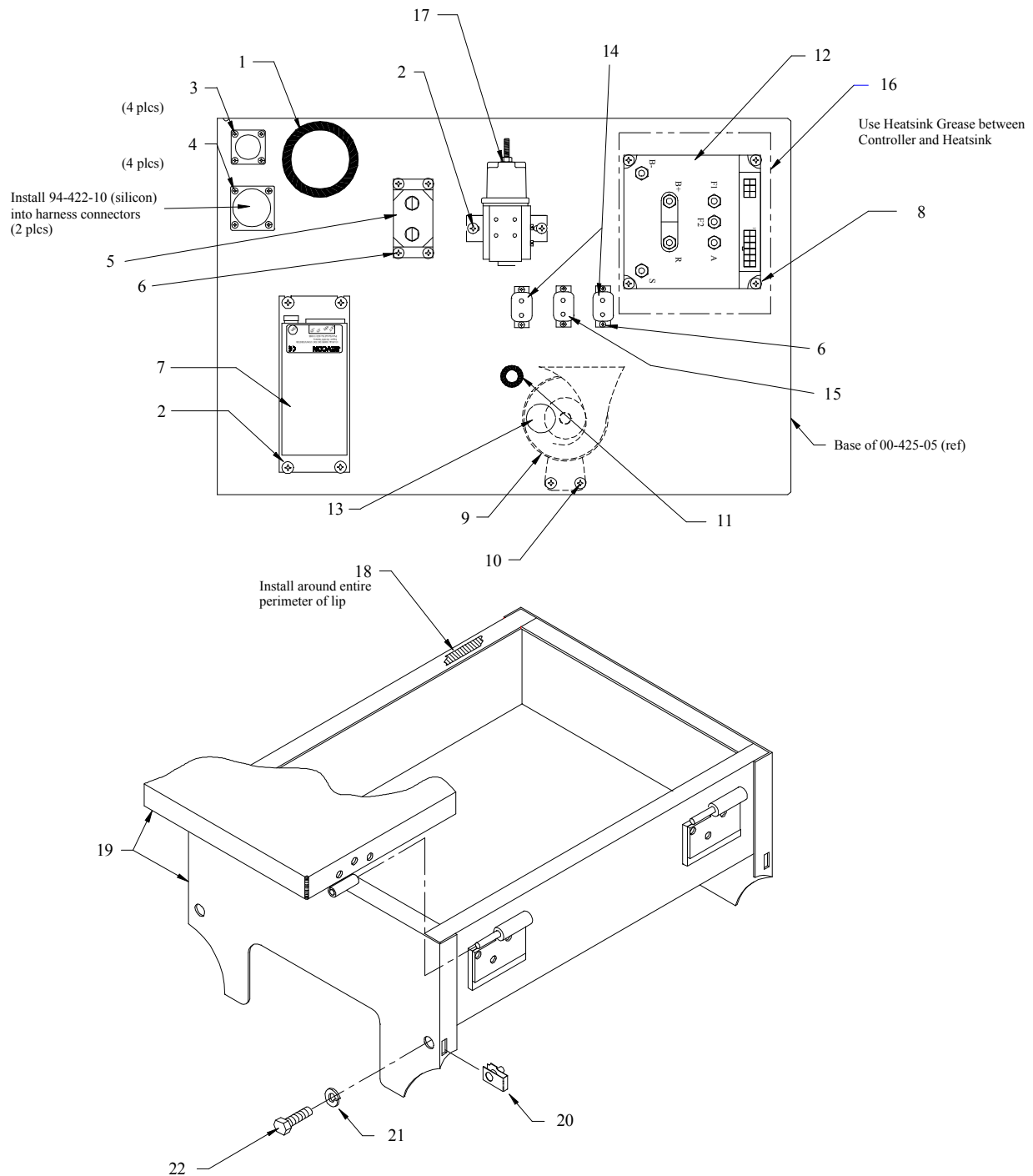
The Smart View Display will only work with the Sevcon control system.

Resetting the Smart View Display

The meter should only be reset after the preventative maintenance has been performed. Taylor-Dunn® part number 62-027-40 Hand set (available with instructions as part number 62-027-61) must be used to reset the meter. Refer to the handset instructions (D0-100-08) for information on the procedure to reset the display.



Speed Control Panel



Speed Control Panel			
ITEM #	PART #	DESCRIPTION	QTY
1	98-599-20	Grommet	1
2	88-838-06	#14 x 1/2 Pan head sheet metal screw	4
3	88-818-02	#8 x 1/4 Pan head sheet metal screw	4
4	88-818-02	#8 x 1/4 Pan head sheet metal screw	4
5	79-844-20	200A Circuit breaker	1
6	88-818-06	#8 x 1/2 Pan head sheet metal screw	10
7	73-012-80	DC-DC converter, used up to serial #151290	1
	73-012-30	DC-DC converter, used after serial #151469	1
8	88-060-13	1/4NC x 1-1/4 Hex bolt	4
	88-068-61	1/4 SAE flat washer	4
	88-069-81	1/4NC Nylon lock nut	4
9	73-004-20	Horn	1
10	88-838-06	#14 x 1/2 Pan head sheet metal screw	2
11	98-603-00	Grommet	1
12	62-400-10	Sevon controller	1
13	73-005-04	Reverse beeper	1
14	79-840-20	20A Circuit breaker	1
15	79-840-00	10A Circuit breaker	1
16	62-400-11	Heat sink, used up to serial #152898	1
	62-400-13	Heat sink, used after serial #153532	1
	94-422-21	Heat sink paste 13.5 oz. tube	
17	71-210-12	Line contactor	1
	71-210-11	Mounting bracket	1
	69-068-60	680 Ohm resistor (across contacts)	1
18	98-451-20	Gasket	
19	00-425-05	Control box with lid	1
	95-919-00	Plasic plug for hole	1
20	97-211-30	3/8NC Blind nut	4
21	88-108-62	3/8 Split lock washer	4
22	88-101-13	3/8 x 1-1/4 Hex bolt, grade 5	4



Miscellaneous Electrical



Miscellaneous Wire Harness Clamps



9 - Seat switch

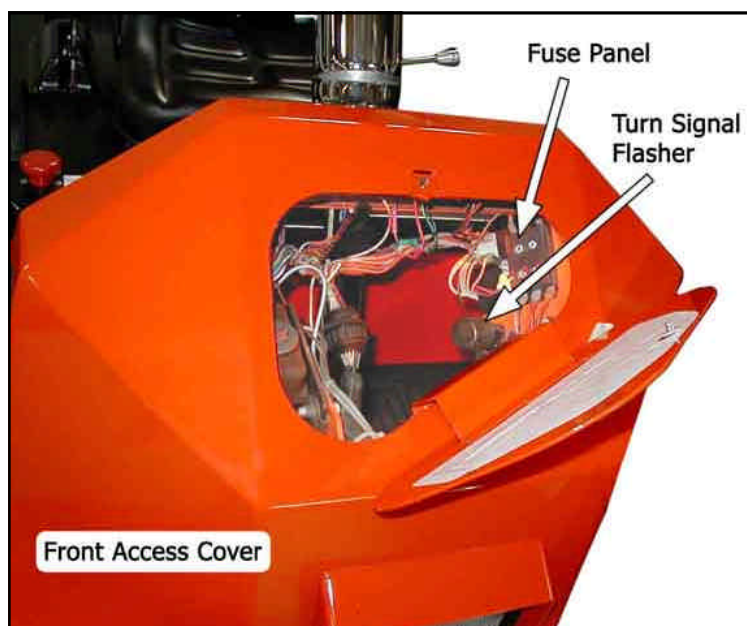


Horn switch mounted on the dash

Miscellaneous Electrical			
ITEM #	PART #	DESCRIPTION	QTY
Not Shown	75-152-42	Chassie Control Harness	1
	75-152-41	Dash Harness	1
	75-152-43	Tail light harness	1
	75-152-40	Control Panel Harness	1
	94-422-10	Dielectric grease for harness connectors	
	75-152-91	Smart view display cable	1
	75-152-44	Power harness	1
	98-599-15	Plastic grommet for 1.75 hole	
	98-599-20	Plastic Grommet for 2.5 hole	
	71-303-01	Horn relay (mounted behind dash)	1
	71-501-00	Dash mounted horn switch	Optional
		PMT/C Maintenance Hour Meter	
1	73-005-05	Reverse Warning alarm	1
2	96-650-01	Wire Harness Clip, stick on	
3	96-642-00	Wire ahrness Clip, push mount	
4	96-629-80 (not shown)	Clamp, Rubber Lined 3/16 ID	
	96-630-00 (not shown)	Clamp, Rubber Lined 5/8 ID	
	96-630-50 (not shown)	Clamp, Rubber Lined 5/8 ID (.265 mounting hole)	
	96-631-00 (not shown)	Clamp, Rubber Lined 3/4 ID	
	96-631-10 (shown)	Clamp, Rubber Lined 1.0 ID	
	96-631-15 (not shown)	Clamp, Rubber Lined 1-1/2 ID	
5		Horn Switch	1
6	96-640-00	Clamp, 3/16 Push Mount	
7	96-624-00	Clamp, 1/4 Jiffy Clip	
	96-625-00 (not shown)	Clamp, 5/16 Jiffy Clip	
8	96-626-00	Clamp, 7/8 Jiffy Clip	
9	71-102-20	Seat switch	1
	88-025-12	8-32 x 1-1/4 Machine screw for #9	2
	98-602-10	Grommet for swtich wire	1



Lighting System



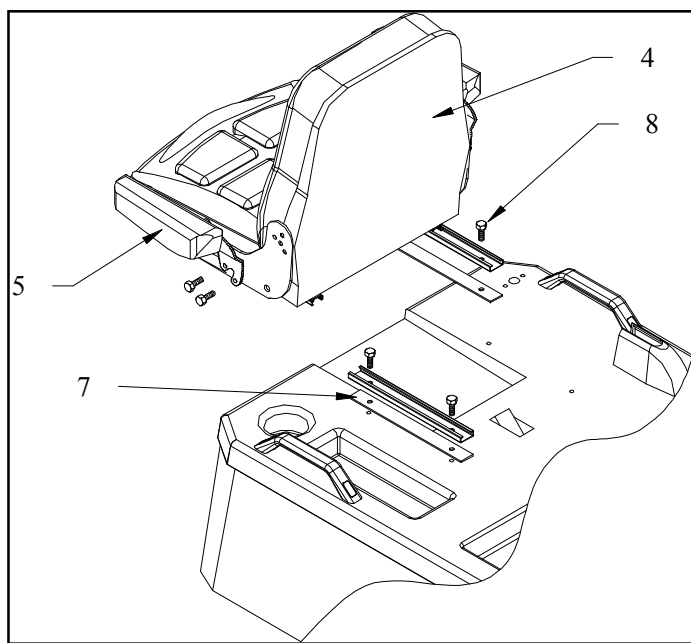
Lighting System			
ITEM #	PART #	DESCRIPTION	QTY
-	72-025-03	Headlight	1
-	72-082-01	Head light bulb	1
-	72-025-20	Taillight	1
-	97-211-15	Taillight mounting screw	4
-	88-034-13	Taillight mounting nut	4
-		Taillight/Brake light bulb (1157)	2
-	72-082-00	Back up/Turn signal bulb	4
-	72-028-30	Front turn signal	2
-	72-028-32	Wiring pigtail for turn signal light	2
-	72-028-31	Grommet for turn signal light	2
-	71-900-05	Turn signal flasher	1
-	79-820-02	Fuse, 5A	
-	79-820-04	Fuse, 10A	
-	79-820-05	Fuse, 15A	
	78-010-30	Fuse panel	1



Seat Cushions and Deck

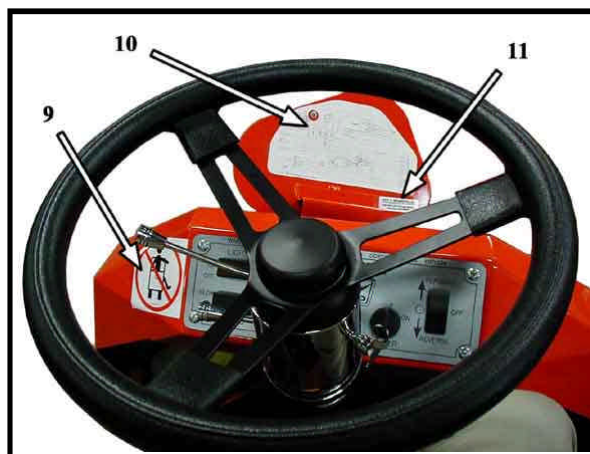


Seat Cushions and Deck			
ITEM #	PART #	DESCRIPTION	QTY
1	71-124-00	Battery disconnect switch	1
2	51-344-80	Park brake handle	1
3	95-512-00	Deck handle	2
4	90-160-70	Seat assembly	1
5	90-160-60	Arm rest kit	1
6	00-425-13	Deck cover	1
7	90-160-71	Seat spacer	2
8	88-080-13	5/16NC x 1-1/4 Hex bolt	4
	88-089-81	5/16NC Lock nut	4
	88-088-60	5/16 Cut flat washer	4



Seat Mounting

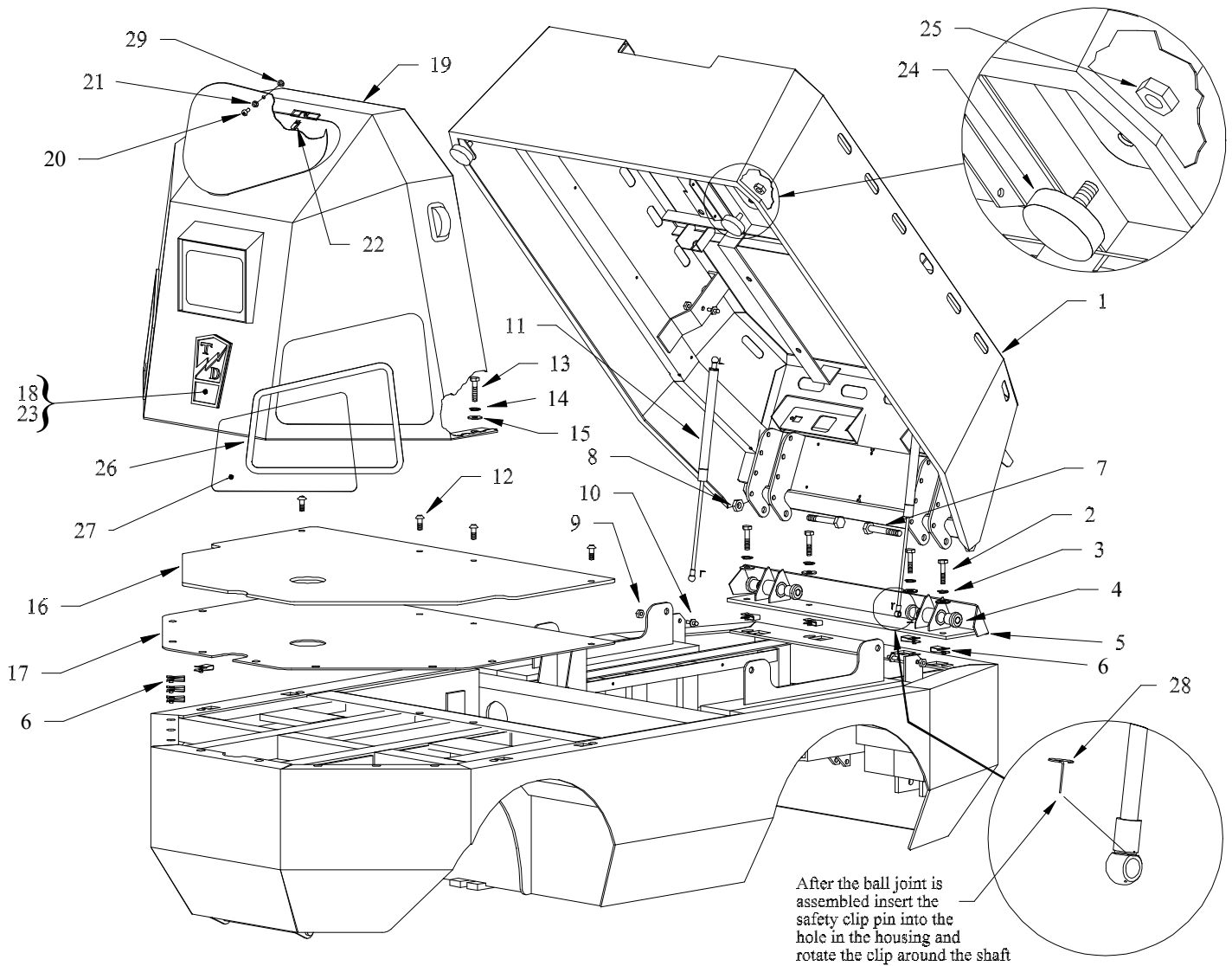
Decals



Decals			
ITEM #	PART #	DESCRIPTION	QTY
1	94-319-00	Disconnect the battery	1
2	94-376-00	Battery disconnect switch	1
3	94-373-12	Data plate (decal)	1
	94-373-09	Data plate (metal)	1
4	94-313-20	Safety waring	1
5	94-313-00	Explosive gases	1
6	94-309-00	Park brake warning	1
7	94-384-01	Not a motor vehicle	1
8	94-384-14	When leaving vehicle	1
9	94-301-44	Keep arms and legs inside	1
10	94-301-15	Wire diagram, front	1
11	94-301-41	Wire diagram, rear	1
Not Shown	91-301-14	Wiring decal, inside control box	1



Frame Components



Side Battery Extract Option

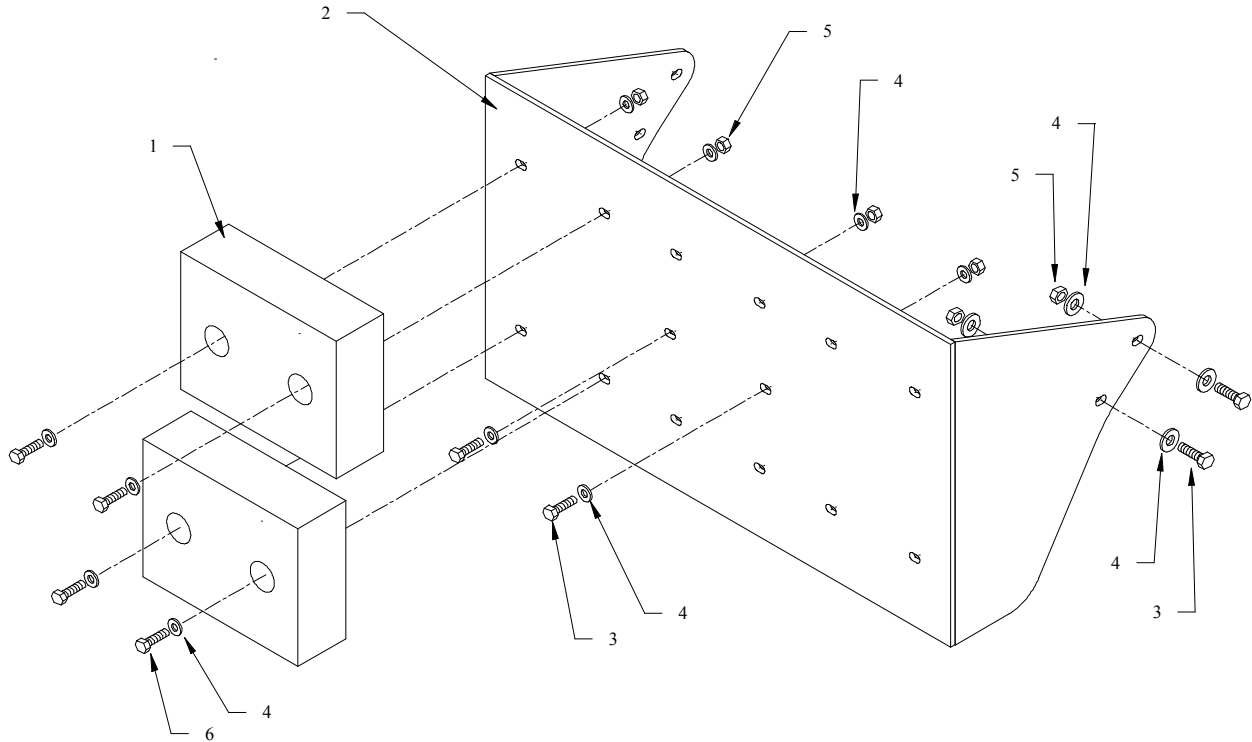
Illustration not available.

Frame Components			
ITEM #	PART #	DESCRIPTION	QTY
1	00-425-30	Battery cover (not painted)	1
2	88-100-14	3/8 x 1-1/2 Hex bolt	4
3	88-108-62	3/8 Split lock washer	4
4	32-214-50	Bushing	4
5	00-425-16	Mounting bracket (not painted)	1
6	97-211-30	3/8 blind nut	18
7	96-240-00	1/2NC x 4 Hex bolt	2
8	88-149-81	1/2NC lock nut	2
9	88-089-81	5/16NC lock nut	4
10	85-195-01	Gas spring mount	4
11	85-195-00	Gas spring	2
12	96-245-05	3/8NC Button head socked screw	4
13	88-100-14	3/8NC x 1-1/2 Hex bolt	10
14	88-106-62	3/8 Split lock washer	10
15	88-108-61	3/8 SAE Flat washer	10
16	98-017-95	Floor mat	1
17	00-425-18	Floorboard	1
	98-451-20	Foam tape	13'
18	94-201-00	T/D emblem	1
19	00-425-02	Front cowl	1
20	88-065-12	1/4NC x 1 Truss head machine screw	1
21	97-169-10	Nylon washer	1
22	97-211-20	1/4NC Blind nut	1
23	88-567-91	Push clip	3
24	98-753-12	Bumper	2
25	88-109-81	3/8NC lock nut	2
26	98-310-50	Window gasket	2
27	90-825-30	Window	2
28	85-195-02	Retaining clip	4
29	96-245-20	Retaining washer	1

Side Battery Extract Option			
ITEM #	PART #	DESCRIPTION	QTY
-	02-425-37	Door (not painted)	1
-	02-425-29	Sliding pad	2
-	98-753-05	Rubber bump stop	2



Front Push Plate Option



Hitches



Auto Coupling Hitch



Pintle Hitch

Front Push Plate Option			
ITEM #	PART #	DESCRIPTION	QTY
1	98-757-02	Bumper	6
2	00-425-22	Push plate	1
3	88-140-16	1/2NC x 2 Hex bolt	6
4	88-148-61	1/2 SAE Flat washer	36
5	88-149-81	1/2NC Hex lock nut	18
6	88-140-22	1/2NC x 3-1/2 Hax bolt	12

Hitches			
ITEM #	PART #	DESCRIPTION	QTY
-	97-804-01	Pintle hitch	1
-	97-808-00	Automatic coupling hitch	1
-	88-151-16	1/2NF x 2 Hex bolt, grade 5	4
-	88-159-84	1/2NF nylock nut	4



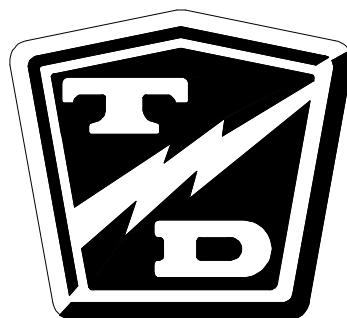
Charger

The charger supplied with this vehicle is either specified or provided by the end user. Refer to the documentation supplied with the charger or contact the charger manufacturer for more information.

Batteries

The battery supplied with this vehicle is either specified or provided by the end user. Refer to the documentation supplied with the battery or contact the battery manufacturer for more information.

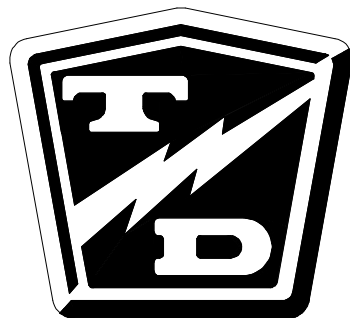
APPENDIX A-Special Tools



Special Tools

DESCRIPTION	PURPOSE	PART NUMBER
Pinion Seal Installation Tool	Used to install the pinion seal on all chain drive trucks with the band style brake or the speed sensor on the chain case cover.	43-201-50
Chain Case Centering Tool	Used to center the chain case on the pinion shaft on all chain drive trucks with the band style brake or the speed sensor on the chain case cover. Includes instructions.	41-532-50
Test Light	Used for testing electrical circuits. Powered by the truck batteries, switchable for 12, 24, 36, and 48 volts.	62-027-00
Accelerator Test Harness	Used to test the solid state accelerator module part number series 62-033-XX.	62-027-31
PMC Test Kit	Includes 62-027-00, 62-027-31, and supplementary troubleshooting manual M3-001-06. For controllers equipped with pins labeled KSI and #2 only.	62-027-60
Curtis PMC Handheld Programmer	Used to test and program the 62-215-00 PMC speed control used on early model C4-25 Huskey.	62-027-10
GE EV1 Analyzer	Used to test the GE EV1 speed control.	62-027-20
Disc Brake Boot Installation Tool	Used to install the rubber boot on all disc brake bodies.	41-350-13
Pin Removing Tool	Used to remove pins and sockets from AMP connectors.	75-440-55
Pin Removing Tool	Used to remove pins and sockets from MOLEX connectors.	75-442-55
Hydrometer	Used to check the specific gravity of battery electrolyte.	77-200-00
Battery Filler	Used to safely add water to batteries.	77-201-00
Retaining Plate Depressor	Used to hold down the retaining plate when disassembling the steering gear on trucks equipped with the tilt steering.	96-500-39
Fork Collar Weld Jig	Used when replacing the fork collar on models MX-600 and SS5-36.	96-500-40
Secondary Sheave Holder	Used to hold the secondary sheave (pulley) from turning on models R6-80 and B6-10 with the Yamaha drive.	96-500-14
Solder Kit For Field Stud	Used to solder the aluminum field wire to the field stud. For use on motors with soldered connections only.	70-210-63
Pinion Gear Holding Tool	Used to align the Pinion Gear and Case during assembly and disassembly.	96-500-42

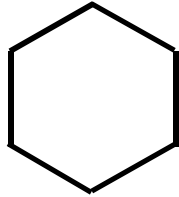
APPENDIX B-Torque Values



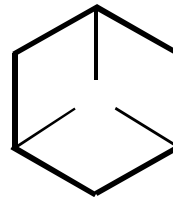
Recommended Torque Values Chart

Diameter and TPI	Grade 2 Tightening Torque (ft-lb)	Grade 5 Tightening Torque (ft-lb)	Grade 8 Tightening Torque (ft-lb)	L'9 Tightening Torque (ft-lb)
1/4-20	4-7	7-10	10-14	11
1/4-28	5-8	8-12	11-16	12
5/16-18	9-14	14-21	20-29	22
3/8-16	16-24	25-37	35-52	25
3/8-24	18-27	28-42	40-59	45
7/16-14	26-38	40-59	56-84	65
7/16-20	29-43	44-66	62-93	70
1/2-13	39-59	60-90	85-128	95
1/2-20	44-66	68-102	96-144	110
9/16-12	56-84	87-131	123-184	140
9/16-18	63-94	97-146	137-206	160
5/8-11	78-117	120-180	170-254	195
5/8-18	88-132	136-204	192-288	225
3/4-10	138-207	213-319	301-451	350
3/4-16	154-231	238-357	336-504	390
7/8-9	222-334	344-515	485-728	565
7/8-14	245-367	379-568	534-802	625
1-8	333-500	515-773	727-1091	850
1-14	373-560	577-866	815-1222	930
1.125-7	472-708	635-953	1030-1545	1700
1.125-12	530-794	713-1069	1156-1733	1850
1.25-7	666-999	896-1344	1454-2180	2950
1.25-12	738-1107	993-1489	1610-2414	3330

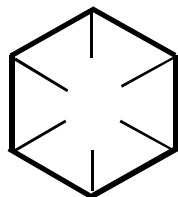
Head Markings



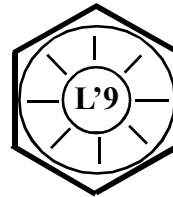
S.A.E. Grade 2



S.A.E. Grade 5

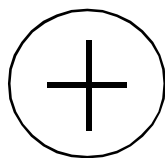


S.A.E. Grade 8

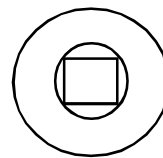


L'9

The following bolts are in accordance with Grade 2 torque values

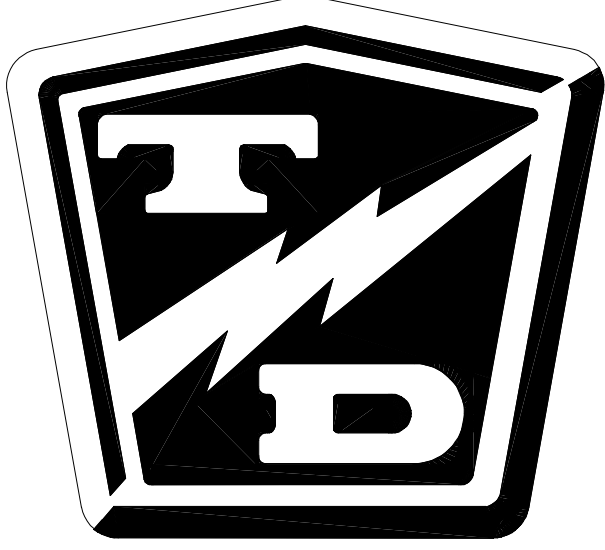


**Truss Head
1/4-20**

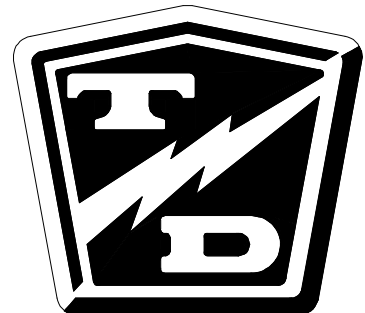


**Carriage Bolt
5/16-18 & 3/8-16**

TAYLOR - DUNN



Appendix C





BRAKE LINING HANDLING PRECAUTIONS

⚠ WARNING

Taylor-Dunn does not currently supply asbestos fiber-brake pads/shoes with any vehicle. However, there is the possibility that the original brake pads/shoes were replaced with aftermarket pads/shoes containing asbestos. Since this possibility does exist, the brake pads/shoes should be handled as if they do contain asbestos.

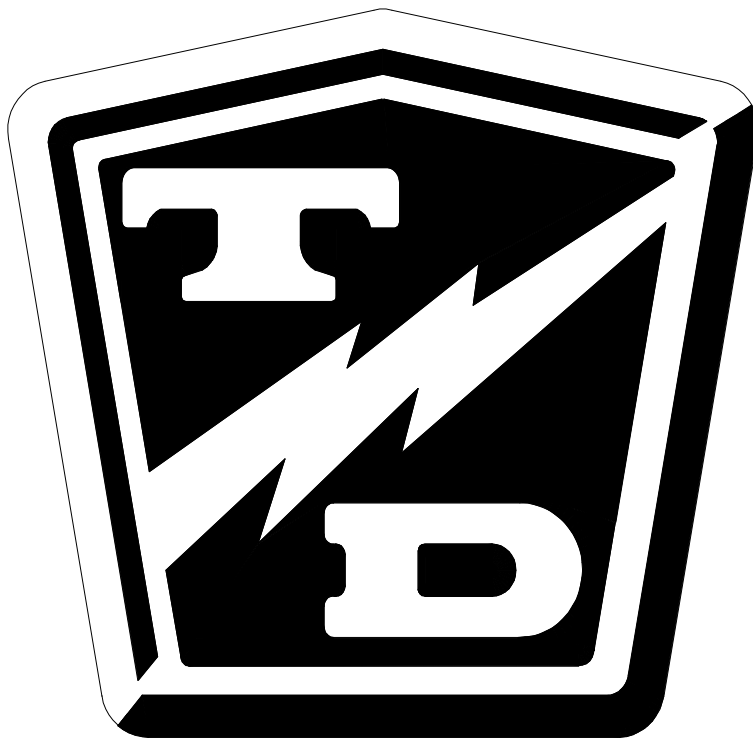
Never use compressed air or dry brush to clean the brake assemblies. Use an OSHA approved vacuum cleaner or any alternate method approved by OSHA to minimize the hazard caused by airborne asbestos fibers and brake dust.

Do not grind, sand, break, or chisel the brake pads/shoes, as this will cause unnecessary dust, possibly releasing asbestos fibers in the air.

Always wear protective clothing and a respirator when working on the brake pads/shoes or their associated components.

Inhaled asbestos fibers have been found to cause cancer and respiratory diseases.

Do not drive the vehicle if any worn or broken part is detected in any part of the brake system. The cause of the damage must be repaired immediately.



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