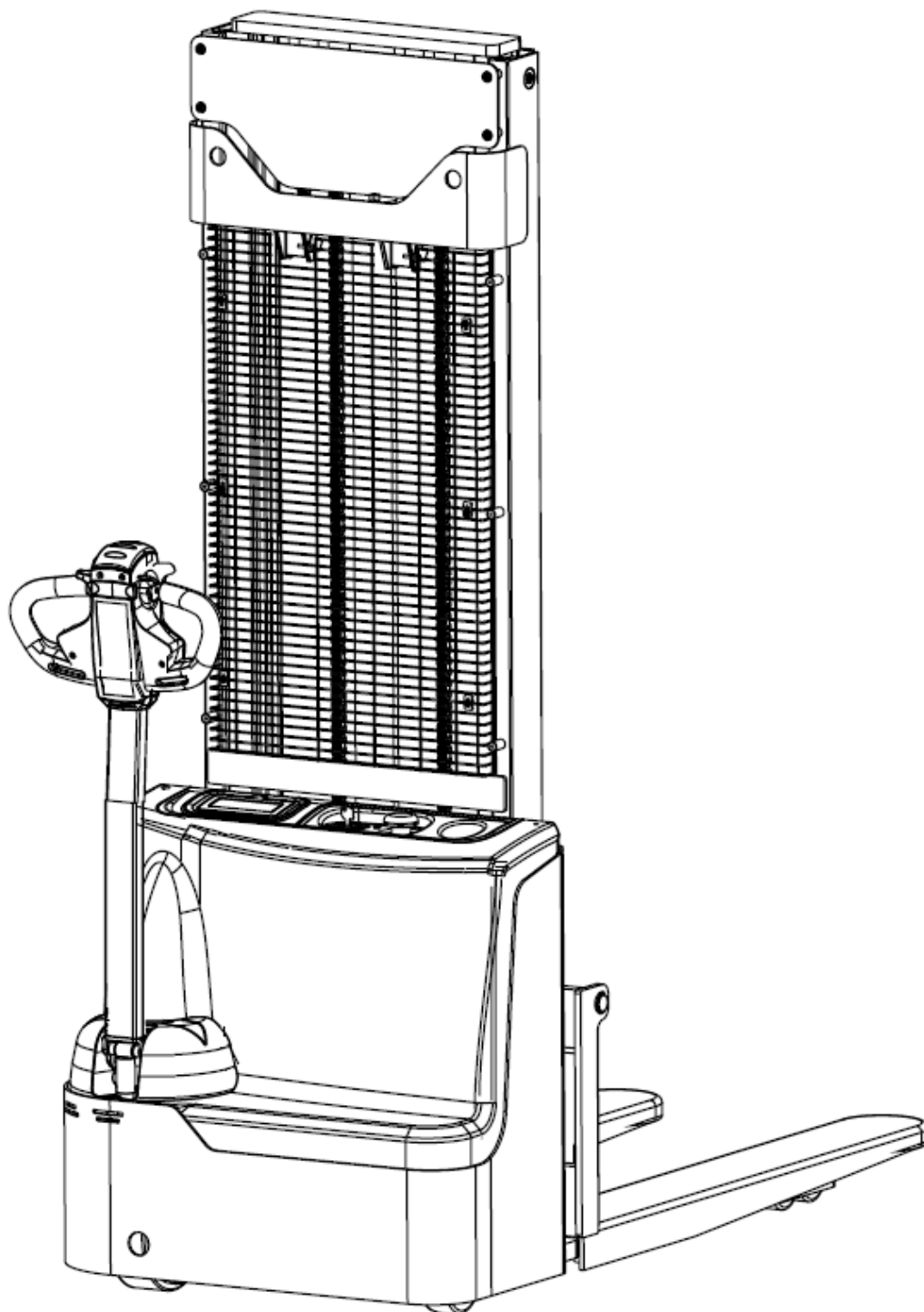




CDD15-WS

Electric stacker

Operating instructions



Original Version No.: STX/CDD15-WS/2302

Foreword

The present ORIGINAL OPERATING INSTRUCTIONS are designed to provide sufficient instruction for the safe operation of the industrial stacker. The information is provided clearly and concisely.



Please read and follow all warnings before operation. Please confirm that the safety parts are always intact.

Safety instructions and important explanations are indicated by the following graphics:



Used before safety instructions which must be observed to avoid danger to personnel.



Used before notices which must be observed to avoid material damage.



Used before notices and explanations.



Used to indicate standard equipment.



Used to indicate optional equipment.

Our stackers are subject to ongoing development. We reserves the right to alter the design, equipment and technical features of the stacker. No guarantee of particular features of the stacker should therefore be inferred from the present operating instructions.

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A Correct use and application



The “Guidelines for the Correct Use and Application of Industrial stackers” are supplied with the stacker. The guidelines are an integral part of the operating instructions and must be observed. National regulations apply in full.

The stacker described in the present operator manual is an industrial stacker designed for lifting and transporting load units. It must be used, operated and serviced in accordance with the present instructions.

Any other type of use is beyond the scope of application and can result in damage to personnel, the stacker or property. In particular, avoid overloading the stacker with loads which are too heavy or placed on one side. The data plate attached to the stacker or the load diagram are binding for the maximum load capacity. The industrial stacker must not be used in fire or explosion endangered areas, or areas threatened by corrosion or excessive dust.

Proprietor responsibilities: For the purposes of the present operator manual the “proprietor” is defined as any natural or legal person who either uses the industrial stacker himself, or on whose behalf it is used. In special cases (e.g. leasing or renting) the proprietor is considered the person who, in accordance with existing contractual agreements between the owner and user of the industrial stacker, is charged with operational duties.

The proprietor must ensure that the stacker is used only for the purpose it is intended for and that danger to life and limb of the user and third parties are excluded.

Furthermore, accident prevention regulations, safety regulations and operating, servicing and repair guidelines must be followed. The proprietor must ensure that all stacker users have read and understood this operator manual.



Failure to comply with the operator manual shall invalidate the warranty. The same applies if improper work is carried out on the stacker by the customer or third parties without the permission of the manufacturer’s customer service department.

Attaching accessories: The mounting or installation of additional equipment which affects or supplements the performance of the industrial stacker requires the written permission of the manufacturer. In some cases, local authority approval shall be required.

Approval of the local authorities however does not constitute the manufacturer’s approval.

B **Stacker Introduction**

1 **Application**

1.1 **General**

This manual only applies to electric stackers, it is designed for use on level floors to lift and transport palletized goods. Open bottom pallets or roll cages can be lifted.

The capacity can be obtained from the data plate.

The capacity with respect to lifting height and load centre of gravity is indicated on the capacity plate.

1.2 **Use according to regulations**

- Pick up and place goods with open bottom pallets.
- Transport goods with pallets.
- Prohibit carrying people.
- Prohibit overloading.
- Prohibit pushing and pulling goods.
- Prohibit multiple pallet stackers from collaborating on the same goods.



For stacker operation, the following normal climatic conditions apply:

- | | |
|--|--------|
| - Average ambient temperature for continuous duty: | +25°C |
| - Maximum ambient temperature, short term (up to 1h): | +40°C |
| - Lowest ambient temperature for stackers intended for use in normal indoor conditions: | +5°C |
| - Lowest ambient temperature for stackers intended for use in normal outdoor conditions: | -20°C |
| - Altitude: | ≤2000m |



WARNING

- Prohibit the use of this device within the explosion-proof zone.
- When using this stacker in extreme environments such as cold storage, special equipment must be installed and manufacturer's permission must be obtained.

1.3 **Precautions for the use of refrigerated stackers**

- All refrigerated stackers must not be turned off and parked inside the refrigerated warehouse, as this may result in damage to the hydraulic and electrical systems.
- All refrigerated stackers must perform hydraulic and walking actions to increase the temperature of each component before entering the cold storage.
- According to the different grades of refrigerated stackers, standard sustainable working time must be followed when operating in the cold storage. Our company's recommended working time for stackers is as follows:
 - Continuous operation in cold storage above -18°C shall not exceed 2 hours;
 - Continuous working time in cold storage between -18°C and -30°C shall not exceed 15 minutes per hour.
- If there is condensation on the surface of the stacker after leaving the cold storage, it must be dried or the condensation must be fully dried before re-entering the cold storage.
- Use refrigerated specialized oils and perform regular maintenance and replacement.

- Shorten the maintenance cycle of lubrication points to prevent early wear of lubrication points.
- After discharging the battery, do not leave it idle for a long time, charge it in time, maintain a high electrolyte specific gravity, and prevent the battery electrolyte from freezing. - Different stacker models shall be cooperatively operated to improve the effectiveness of various types of stackers in the cold storage.
- When the stacker experiences a malfunction in the cold storage, it must be removed from the cold storage and repaired in the buffer zone or maintenance area as soon as possible.

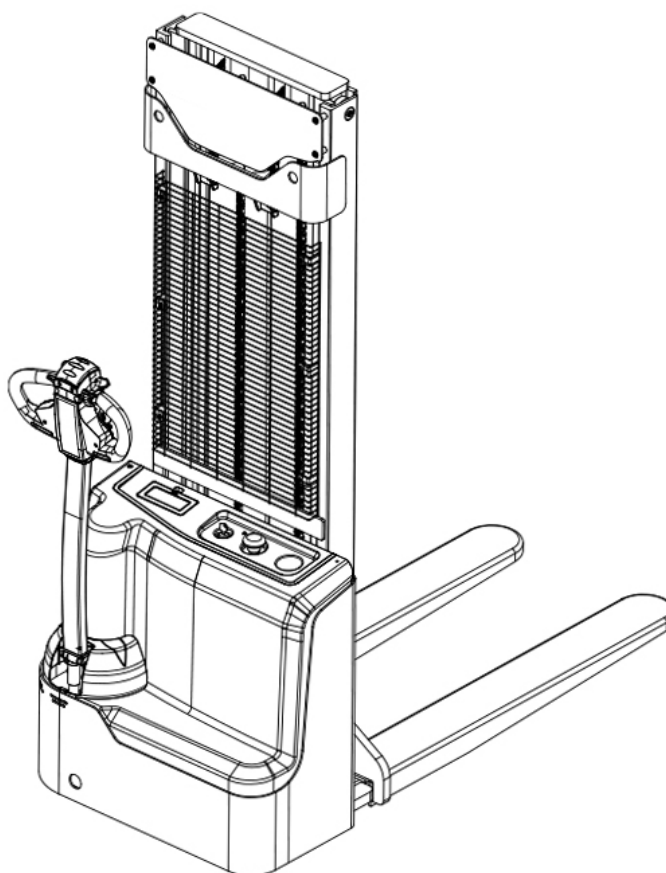
2 Assemblies

2.1 Summary

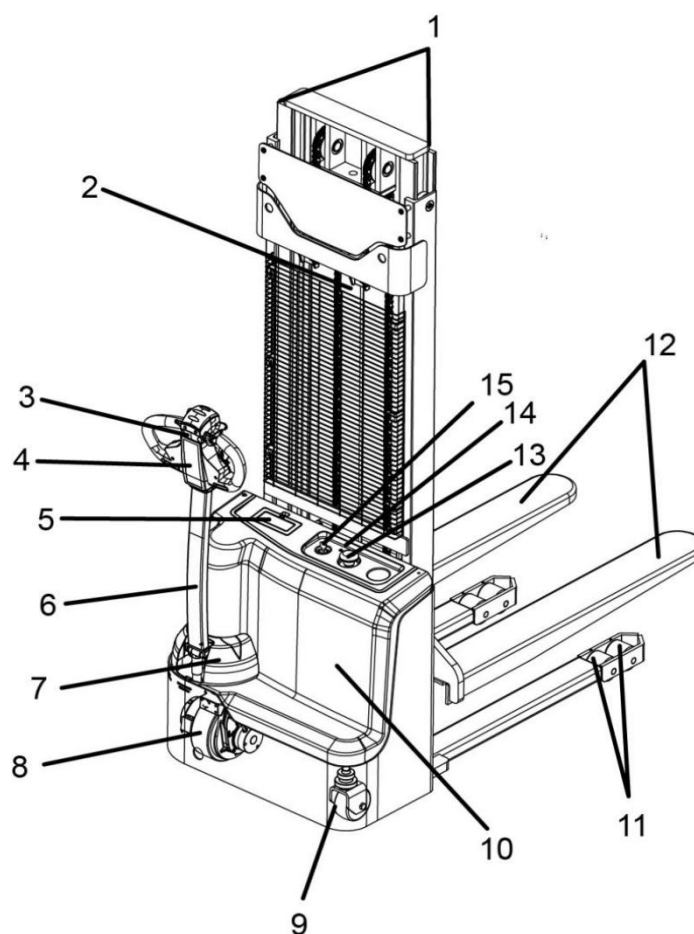
This operation manual introduces the electric stacker, which is suitable for use in places with low work intensity and continuous working time not exceeding 1 hour.

Users can obtain related information such as rated load from the product model.

| CDD15-WS | Meaning |
|-----------------|-----------------------|
| WS | Economic stacker |
| 15 | Capacity, 15=1500kg |
| H | Product series number |



2.2 Main parts introduction



| Item No. | Type | Parts name |
|----------|------|--------------------------|
| 1 | ○ | Mast |
| 2 | ● | Cylinder assy. |
| 3 | ● | Accelerator assy. |
| 4 | ● | Handle control box |
| 5 | ○ | Charging plug |
| 6 | ● | Handle tube |
| 7 | ● | Bottom cover |
| 8 | ● | Drive unit assy. |
| 9 | ● | Universal wheel assy. |
| 10 | ● | Upper cover |
| 11 | ● | Load wheel |
| 12 | ○ | Fork |
| 13 | ● | Emergency stop switch |
| 14 | ● | Charging LED |
| 15 | ● | Key switch with keys |
| | ■ | Intelligent control keys |
| 16 | ● | Hydraulic unit assy. |

| | | |
|--------------|--------------|--|
| ● = Standard | ■ = Optional | ○ = Different specifications available for selection |
|--------------|--------------|--|

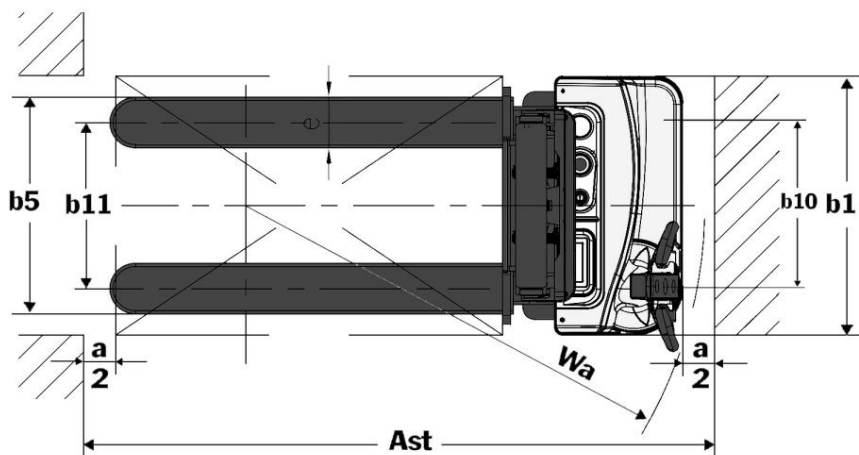
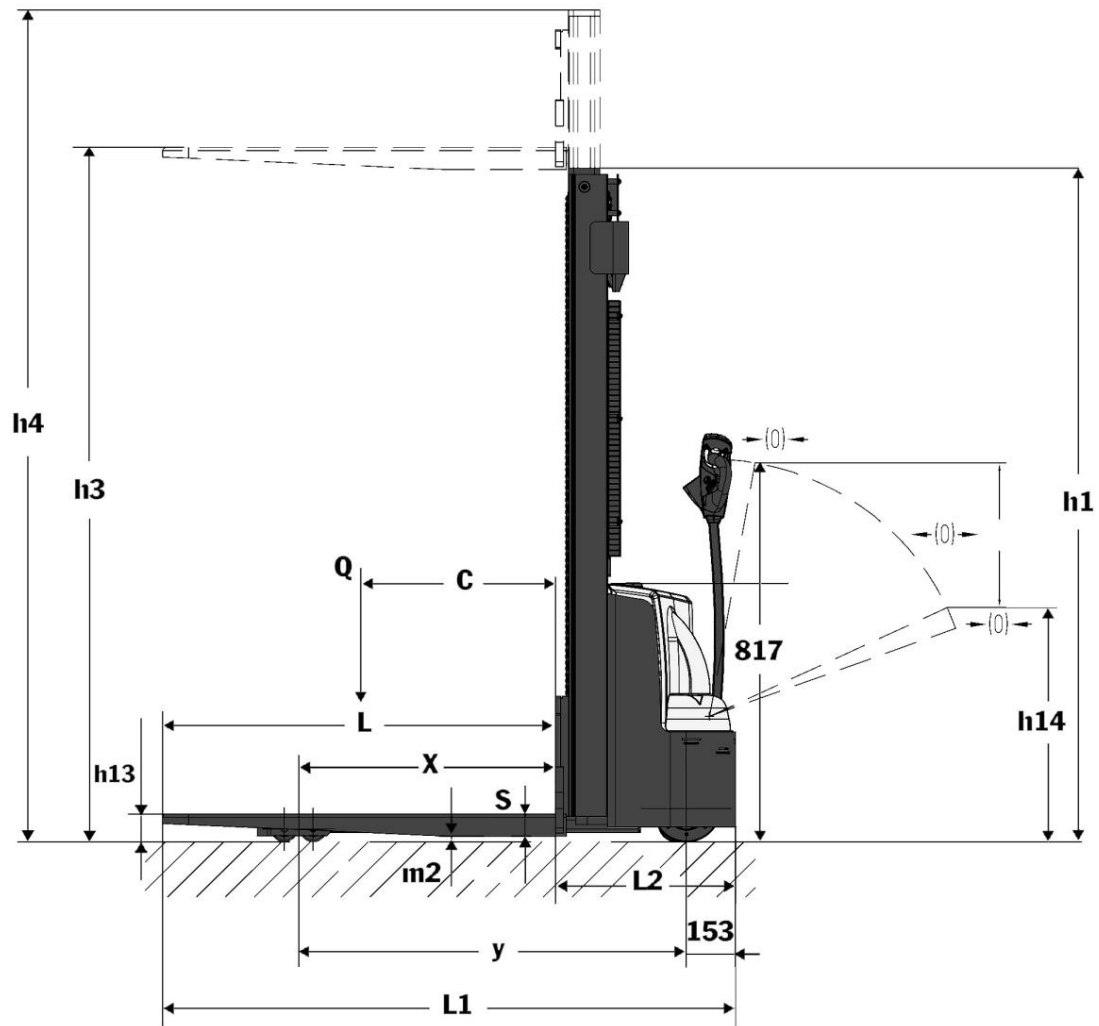
3 Standard Version Specifications



The technical data provided below are all standard data. Our company reserves the right to make technical changes and supplements.

3.1 Standard technical data

| | | | | | | | | | |
|----------------------|--------|---|-----------|---------|---------------------------------|-------|-------|-------|-------|
| Distinguishing marks | 1.2 | Model No. | | | CDD15-WS | | | | |
| | 1.3 | Drive | | | Battery Powered | | | | |
| | 1.4 | Operator type | | | Pedestrians | | | | |
| | 1.5 | Load capacity/rated load | Q | kg | 1500 | | | | |
| | 1.6 | Load centre distance | c | mm | 600 | | | | |
| | 1.8 | Load distance, centre of drive axle to fork | x | mm | 796 | | | | |
| | 1.9 | Wheelbase | y | mm | 1204 | | | | |
| Weight | 2.1 | Service weight (without battery) | | kg | 496.4 | 513.6 | 523.6 | 541.6 | 545.6 |
| | 2.2 | Service weight (with battery) | | kg | 543 | 560 | 570 | 588 | 592 |
| | | Service weight (with battery) | | kg | 548 | 565 | 575 | 593 | 597 |
| | 2.3 | Axle loading, laden front/rear | | kg | 603/1409 | | | | |
| Wheels/ chassis | 2.4 | Axle loading, unladen front/rear | | kg | 384/129 | | | | |
| | 3.1 | Wheels | | | Polyethylene | | | | |
| | 3.2 | Wheel size, front | Ø x width | mm | φ210x70 | | | | |
| | 3.3 | Wheel size, rear | Ø x width | mm | φ80X70 | | | | |
| | 3.4 | Additional wheels (dimensions) | Ø x width | mm | φ115X55 | | | | |
| | 3.5 | Wheels, number front/rear (x = driven wheels) | | | 1x + 1/4 | | | | |
| | 3.6 | Tread, front | b10 | mm | 550 | | | | |
| Dimensions | 3.7 | Tread, rear | b11 | mm | 390(560)/525(680) | | | | |
| | 4.2 | Lowered mast height | h1 | mm | 1480 | 1730 | 1980 | 2130 | 2230 |
| | 4.4 | Lift height | h3 | mm | 2000 | 2500 | 3000 | 3300 | 3500 |
| | 4.5 | Extended mast height | h4 | mm | 2435 | 2935 | 3435 | 3735 | 3935 |
| | 4.9 | Height of tiller in driving position, min./max. | h14 | mm | 692/1255 | | | | |
| | 4.15 | Height, lowered | h13 | mm | 90 | | | | |
| | 4.19 | Overall length | l1 | mm | 1710 | | | | |
| | 4.20 | Length to face of forks | l2 | mm | 561.5 | | | | |
| | 4.21 | Overall width | b1 | mm | 820 | | | | |
| | 4.22 | Fork dimensions | s/e/l | mm | 70X160X1150 | | | | |
| | 4.25 | Width over forks | b5 | b5(mm) | 560/680 | | | | |
| | 4.32 | Ground clearance, centre of wheelbase | m2 | m2(mm) | 30 | | | | |
| | 4.34.1 | Aisle width for pallets 1000 × 1200 crossways | Ast | Ast(mm) | 1997 | | | | |
| | 4.34.2 | Aisle width for pallets 800 × 1200 lengthways | Ast | Ast(mm) | 1952 | | | | |
| | 4.35 | Turning radius | Wa | Wa(mm) | 1490 | | | | |
| Performance data | 5.1 | Travel speed, with/without load | | km/h | 4/4.5 | | | | |
| | 5.2 | Lift speed, with/without load | | m/s | 0-85 / 0-130 | | | | |
| | 5.3 | Lowering speed, with/without load | | m/s | 27.8-137 / 22.5-167 | | | | |
| | 5.8 | Max. gradeability, with/without load | | % | 5/15 | | | | |
| | 5.10 | Service brake | | | Electromagnetic | | | | |
| Electric-engine | 6.1 | Drive motor rating S2 60 min | | kW | 0.75 | | | | |
| | 6.2 | Lift motor rating at S3 15% | | kW | 2.2 | | | | |
| | 6.4 | Battery voltage/nominal capacity K5 | | V/Ah | ●12/71x2 ■12/89 x 2 | | | | |
| | 6.5 | Battery weight +/- 5% | | kg | ●23.2 x 2(71Ah) ■25.8 x 2(89Ah) | | | | |
| | 6.6 | Energy consumption according to EN 16796 | | kWh | 0.45 | | | | |
| | | | | | | | | | |
| Other Data | 8.1 | Type of drive control | | | DC speed control | | | | |
| | 8.4 | Sound level at the driver's ear according to EN 12053 | | dB(A) | <75 | | | | |



3.2 EN norms



Noise emission: <75 dB(A)

in accordance with EN 12053 as harmonised with ISO4871.

The noise emission level is calculated in accordance with standard procedures and takes into account the noise level when travelling, lifting and when idle. The noise level is measured at the driver's ear.



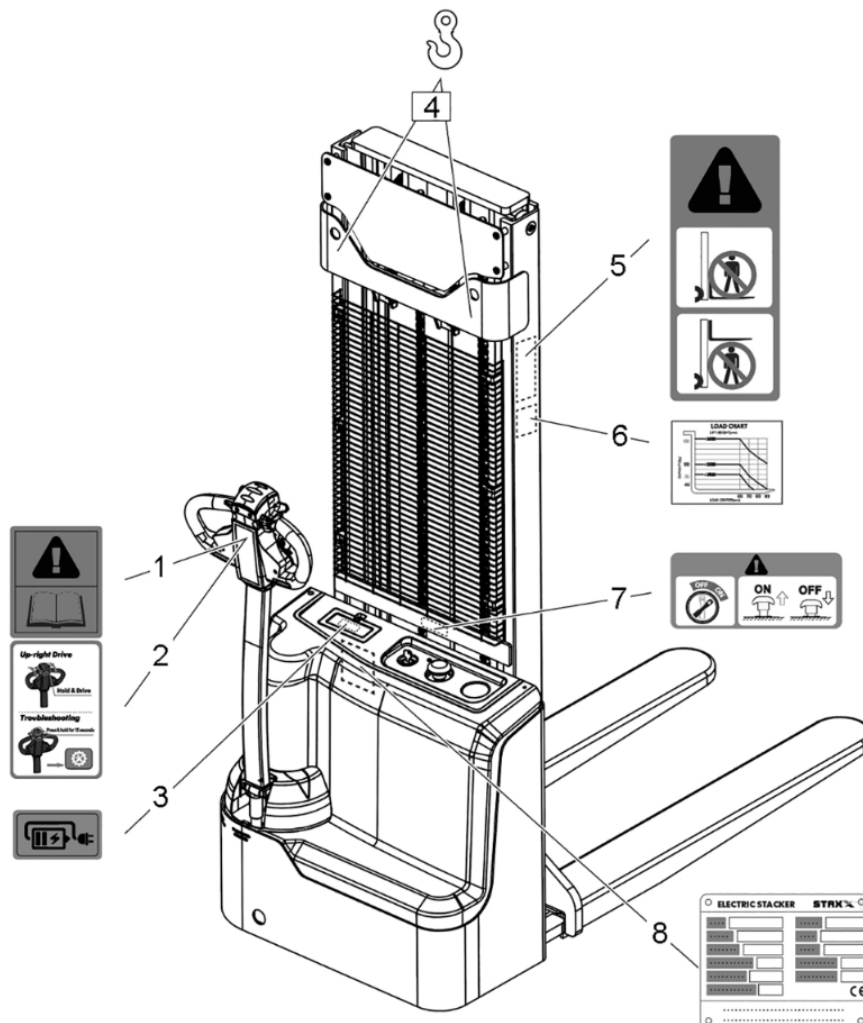
Electromagnetic compatibility (EMC)

The manufacturer confirms that equipment complies with tolerance levels for electromagnetic emissions and resistance as well as static electricity discharge testing in accordance with EN 12895 including the normative procedures contained therein.



No changes to electric or electronic components or their arrangement may be made without the written agreement of the manufacturer.

4 Identification points and data plates



C Transport and Commissioning

1 Lifting by crane

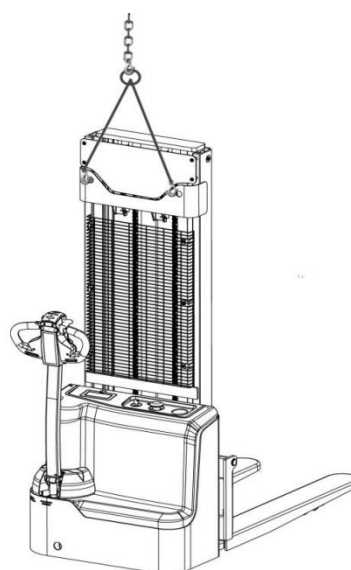


The stacker is designed for short-distance lifting, lowering and transporting load units, not suitable for long-distance travel. If needed, the stacker must be transported by using lifting device or platform to place on stacker or trailer.

- Only use lifting gear with sufficient capacity (for stacker weight see stacker nameplate).
- The attachment points are provided for lifting the stacker with crane lifting gear.
- Park the stacker securely (See Chapter E).
- When hoisting or laying down, it should be stable and slow to avoid collision or accident.



- Park the stacker securely.
- Fasten the harness to the lifting points so that it cannot slip! Crane slings should be fastened in such a way that they do not come into contact with any parts of the stacker when it is being raised.
- Secure the lifting slings to the strap point, and prevent them from slipping. Crane slings should be fastened in such a way that they do not come into contact with any attachments when lifting.
- Load the stacker and park it securely at its destination.



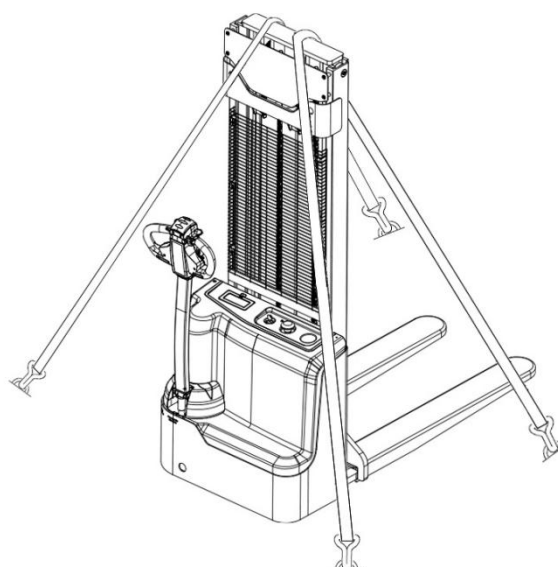
2 Securing the stacker during transport



- Correctly fix the stacker to avoid move when using stacker or trailer.
- Park the stacker securely.
 - Sling the tensioning belt around the stacker and attach it to the fastening rings of the transporting stacker.
 - Use wedges to prevent the stacker from moving.
 - Tighten the tensioning belt with the tensioner.



- The stacker or trailer must have fastening rings.
- Use wedges to prevent the stacker.
- Only use tension belt or fastening belt of good nominal strength.



3 Using the stacker for the first time



Operate the stacker only with battery current. Rectified AC current will damage the electronic components. The battery leads (tow cable) must be less than 6m in length.



It is forbidden to raise loads if the stacker is operated via a tow lead with an external battery.

To prepare the stacker after delivery or after transport, proceed as follows:

- Make sure the stacker's equipment is complete and in a satisfactory condition.
- Install battery (where required). Do not damage battery cables(see Chapter D).



Set the characteristic curve (charging curve) on the charger (see Chapter D).

- Charge the battery (see Chapter D).
- If necessary, adjust the combination instrument to match the battery type (see Chapter D).
- Commission the stacker in accordance with instructions (see Chapter E).



When the stacker is parked, the surface of the wheels will flatten. The flattening will disappear after a short period of operation.

4 Running-in of new stacker



- The stacker should operate at low load during the initial stage of use, especially within 100 hours, and should meet the following requirements:
 - It is necessary to prevent over discharge of new batteries during initial use.
 - The prescribed preventive maintenance should be thorough.
 - Avoid sudden braking, driving, or turning.
 - Limit the weight of the load to 70% to 80% of the rated load.
 - During the running-in period, the fasteners of each connecting part should be checked and tightened frequently.
 - At the end of the break-in period, the hydraulic oil should be replaced.

D Battery Maintenance, Charging & Replacement



This stacker is equipped with two maintenance-free batteries. The battery has the longest lifespan when the temperature is between 25°C~30°C. Lower temperatures decrease the available capacity of the batteries, while higher temperatures shorten their lifespan.

Each battery weighs approximately 25kgs.

1 Attention for using battery

Park the stacker securely before carrying out any work on the batteries.

Maintenance personnel: Batteries may only be charged, serviced or replaced by trained personnel. The present operator manual and the manufacturer's instructions concerning batteries and charging stations must be observed when carrying out the work.

Fire protection: Smoking and naked flames must be avoided when working with batteries. Wherever a stacker is parked for charging there shall be no inflammable material or operating fluids capable of creating sparks within 2 metres around the stacker. The area must be well ventilated. Fire protection equipment must be provided.

Battery maintenance: Do not place metal objects on the battery, and the battery cell covers must be kept dry and clean. The terminals and cable shoes must be clean, secure and have a light coating of dielectric grease. Batteries with non insulated terminals must be covered with a non slip insulation mat.

Battery Disposal: After the battery is scrapped, please return it to the recycling station for unified disposal and do not discard it arbitrarily. Batteries may only be disposed of in accordance with national environmental protection regulations or disposal laws. The manufacturer's disposal instructions must be followed.



- Before closing the battery cover make sure that the battery lead cannot be damaged.
- If the battery needs to be replaced, do not mix old and new batteries.
- Try not to use it under overload, high humidity, or steep slopes.



- When charging externally, do not reverse the polarity of the battery, otherwise it may cause the battery to be scrapped.



- Only batteries with a sealed battery container may be used.

2 Battery maintenance

2.1 Maintenance frequency



Daily

Charge the battery after every discharge. Towards the end of charge the electrolyte level should be checked and if necessary topped up to the specified level with purified water. The electrolyte level must not fall below the anti-surge baffle or the top of the separator or the electrolyte "min" level mark.



Weekly

Visual inspection after recharging for signs of dirt and mechanical damage. If the battery is charged regularly with a IU characteristic curve an equalising charge must be carried out.



Monthly

At the end of the charge the voltages of all cells or bloc batteries should be measured with the charger switched on, and recorded. After charging has ended the specific gravity and the temperature of the electrolyte in all cells should be measured and recorded.

If significant changes from earlier measurements or differences between the cells or bloc batteries are found further testing and maintenance by the service department should be requested.



Annually

In accordance with 2006/42/EC, at least once per year, the insulation resistance of the truck and the battery must be checked by an electrical specialist.



Care of the battery

The battery should always be kept clean and dry to prevent tracking currents.

Any liquid in the battery tray must be extracted and disposed of in the prescribed manner. Damage to the insulation of the tray should be repaired after cleaning. If it is necessary to remove cells it is best to call in our service department for this.

2.2 Battery Storage

If batteries are taken out of service for a lengthy period they should be stored in the fully charged condition in a dry, frost-free room. To ensure the battery is always ready for use a choice of charging methods can be made:

1. A monthly equalising charge.
2. The storage time should be taken into account when considering the life of the battery.

2.3 Battery Maintenance

- There is no need to add water for maintenance during normal use of the battery.
- The battery should be regularly checked for damage and leakage, and the surface of the battery should be cleaned.
- Regular checks should be made to ensure that all parts of the battery are securely and reliably connected to avoid sparks or short circuits between the positive and negative poles.
- The battery should always be upright and not upside down. It should also be shockproof and pressure resistant, and installed firmly to avoid severe vibration, collision, and friction of the battery.
- The maximum starting current of the stacker shall not exceed 1.25 times the rated capacity of the battery. For example, the maximum current of a 70A · h battery does not exceed 87.5A. Avoid using situations that result in excessive working current, otherwise it will shorten the stacker's range and battery life.

- Charger matching: The matching of charging parameters of the battery has a significant impact on the performance and lifespan of the battery, so users should choose a high-quality charger with the same charging parameters as the original charger when replacing the charger.
- During the use of the battery, it is necessary to prevent situations such as over discharge, over charging, or under charging, otherwise the battery will be damaged. If possible, the battery should be charged in a timely manner, and it is strictly prohibited to continue driving after the instrument shows that the battery is low; The normal discharge depth should be 50%, generally not greater than 80%.
- When the stacker is not in use, the battery must be charged and stored. It is recommended to charge it once a week when not in use.
- The battery capacity is based on the ambient temperature of 25 °C, and it is normal for the driving range to decrease as the temperature decreases. For every 1 °C decrease in temperature, the battery capacity decreases by approximately 1%, and it is recommended to avoid using it in environments below -10 °C as much as possible.
- The ambient temperature during charging should be controlled between 5 °C and 40 °C, and good ventilation should be maintained. Charging should be done at room temperature in winter to ensure sufficient battery charge.
- The battery is a consumable, and after a period of charging and discharging cycles, its capacity will gradually decrease, causing a gradual decrease in the range, which is a normal loss.

3 Charging the battery

3.1 Charging Cautions

- Park the truck securely (see Chapter E) and starting to charge with **the build-in charger**.
- Before starting charging, check the cable connections and plug connection components for obvious damage.
- The space for charging stackers should be maintained with sufficient ventilation.



The process of stacker operation is the discharge process of the battery, and excessive discharge of the battery is strictly prohibited. After the stacker is running, the battery should be charged in a timely manner.



- This stacker has its own on-board charger. The charging power supply of the on-board charger must be single-phase power frequency AC power supply. It is prohibited to use DC, AC two-phase/three-phase and other non single-phase AC power supplies.
- Please power off when charging!

3.2 Power interface

- Input voltage: 85Vac~265Vac
- Input frequency: 47Hz~63Hz
- Input current: 1.5A/220Vac, 3.5A/110Vac

3.3 Battery charging



Charging steps:

- Drive the stacker to appointed charging place, park the stacker and render it safe.
- Open the cover(2) of holder and pull out the charging plug (1), then insert it into a suitable power socket.
- Charge the battery until the charging indicator (3) continues to illuminate green.
- Remove the charging plug (1) from the power socket and insert it back into the holder and close the cover(2). After charging, the stacker can now be operated.



- When the battery level is below 40%, charging is necessary.
- When charging, the walking function of the stacker is prohibited.
- Before the battery is fully charged, try not to interrupt the charging process.

The flashing LED indicates the charge status or a fault (for flashing codes see “LED Display” table).



If the mains connector (1) is connected to the mains, all the stacker's electrical functions will be interrupted (electrical start block). The stacker cannot be operated.

- Remove the connector (1) from the socket and store it in the the cover(2) of holder



Charging continues automatically after a mains failure.

Charging can be interrupted by removing the mains connector and continued as partial charging.



The main connector and cable must not be damage.





Before starting the stacker, the battery panel must be firmly closed.

Charging times

The duration of charge depends on the battery capacity.

LED display

| | | |
|------------------------------------|---|---|
| Indicator label |  |  |
| Battery Indicator | Red light flashes every one seconds.Battery level<80%: Yellow light flashes every one seconds.Battery level>80%: Green light flashes every one seconds.Battery level 100% | Charging:Red light flicker: Full:Green light is glowing: |
| Empty load | Green and red light will be alternately flashes | |
| Fault indication ("-":pause 1s) | Over voltage,Over current: Red Green Red - - - | |
| | Ambient temperature is too high or too low* : Red Green Red Green - - | |
| | Charger overheating: Green Red - - - - | |
| | Output Under- Voltage: Red Green - - - - | |
| | Input AC anomaly: Red Green Red Green Red - | |
| | Integrated fault : Green Red Green - - - | |
| Full | Green light was glowing | |

Notes:1."* ":The fault of the charger with communication is "communication failure".

2.The status of the indicator in the upper table is the default status of our factory.If the customer specifies the indicator status, the declaration that the indicator status is pasted on the shell of the charger body shall prevail.

Common fault and solution

| Indicator State “-”show pause | Fault indication | Solution |
|----------------------------------|---|--|
| Red Green | Without load | Check if these happen:the connection of battery and charger is loose, the battery reversed, or the battery voltage is too low. |
| Red-Green-Red - - - | Over voltage or over current | If the error opens again after restart ,return it to factory repair. |
| Red Green Red Green - - | The ambient temperature is too high or too low* | Please check if the ambient temperature is too high and if ventilation is good and the position of battery temperature sensor. |
| Green Red - - - - | Charger overheating | Please check whether ambient temperature is too high and if ventilation is good. |
| Red Green - - - - | Output Under- Voltage | Please return it to the factory. |
| Red Green Red Green Red - | Input AC abnormality | Please check the input voltage and the plug poor contact. |
| Green Red Green- - - - | Anyone of the above-mentioned faults repeats five times, then it appears. | Re-up electricity, match the indicator state to the above-mentioned faults then get the corresponding solution. |

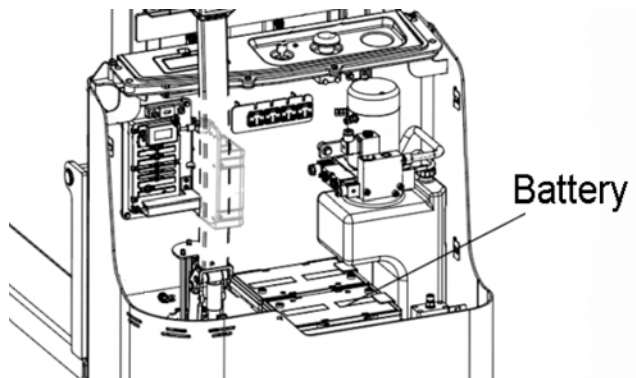
Notes: “*”:The charger product with communication needs to check the communication connection line.

4 Battery changed and installation

– Remove the battery panel and find 2 batteries.



The stacker must be parked on level ground. To prevent short circuits, batteries with exposed terminals or connectors must be covered with a rubber mat. Place the battery connector or the battery cable in such a way that they will not get caught on the stacker when the battery is removed.





When replacing a battery always use the same battery type. Extra weights must not be removed and must remain in the same position.



– Installation is in the reverse order of operations. When reinstalling the battery, heed the required installation position and make sure the battery is connected correctly.

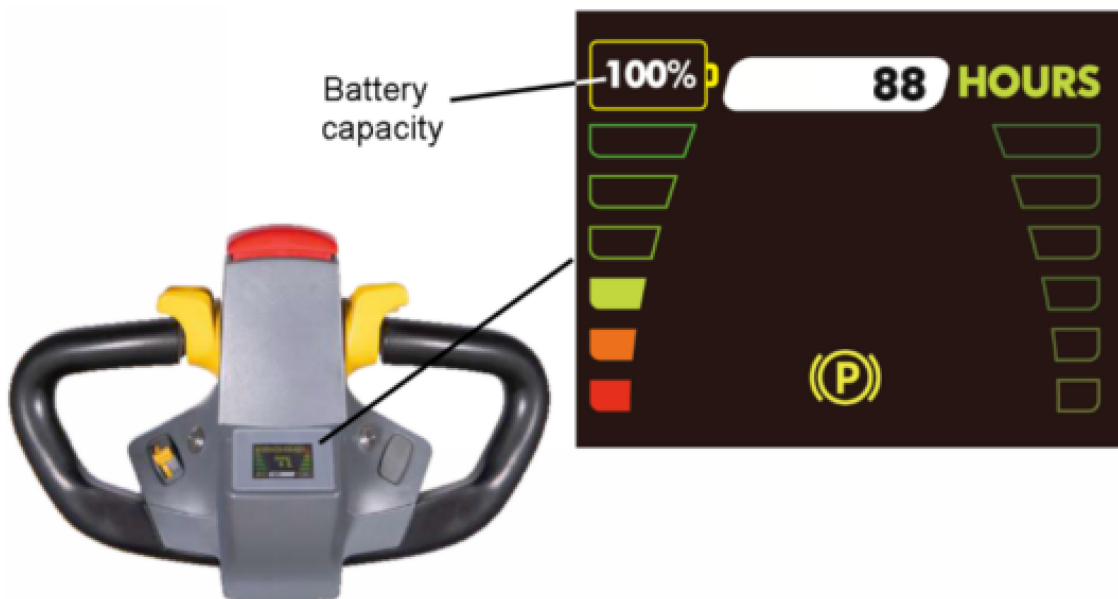
After installing the battery again, check all cables and plug connections for visible signs of damage.

5 Battery charge / discharge indicator



It is easy to find the battery capacity on the display of the handle control box.

When battery capacity <20%, the battery should be charged.



There is not separate battery indicator for this model.

E Operation

1 Safety Regulations for the Operation of Stackers

Driver authorisation: The stacker may only be used by suitably trained personnel, who have demonstrated to the proprietor or his representative that they can drive and handle loads and have been authorised to operate the stacker by the proprietor or his representative.

Driver's rights, obligations and responsibilities: The driver must be informed of his duties and responsibilities and be instructed in the operation of the stacker and shall be familiar with the operator manual. The driver shall be afforded all due rights. Safety shoes must be worn with pedestrian operated stackers. Travel with a raised load is prohibited (max. height above ground = 500 mm).

Unauthorised Use of stacker: The driver is responsible for the stacker during the time it is in use. He shall prevent unauthorised persons from driving or operating the stacker. It is forbidden to carry passengers or lift personnel.

Damage and Faults: The supervisor must be immediately informed of any damage or faults to the stacker. Stackers not safe for operation (e.g. wheel or brake problems) must not be used until they have been rectified.

Repairs: The driver must not carry out any repairs or alterations to the stacker without the necessary training and authorisation to do so. On no account may the driver disable or adjust safety mechanisms or switches.

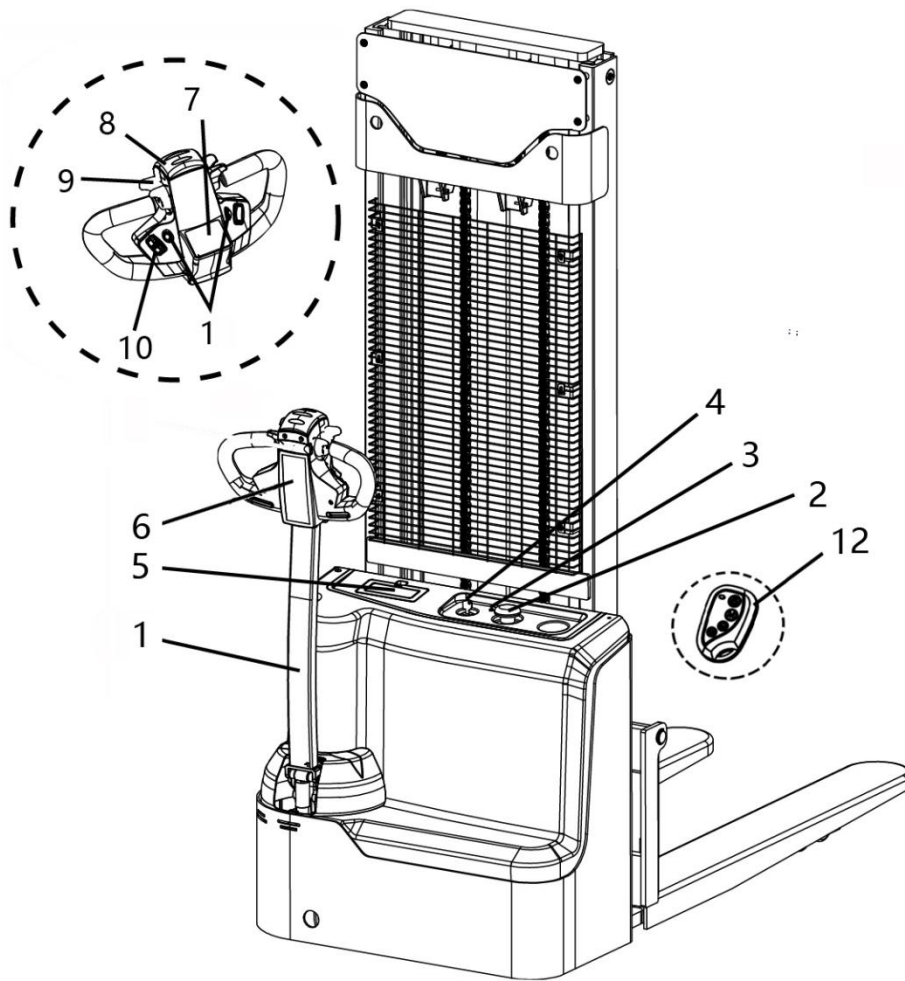
Hazardous area: A hazardous area is defined as the area in which a person is at risk due to stacker movement, lifting operations, the load handler (e.g. forks or attachments) or the load itself. This also includes areas which can be reached by falling loads or lowering operating equipment.



Unauthorised persons must be kept away from the hazardous area. Where there is danger to personnel, a warning must be sounded in good time. If unauthorised personnel are still within the hazardous area the stacker shall be brought to a halt immediately.

Safety Devices and Warning Signs: Safety devices, warning signs and warning instructions shall be strictly observed.

2 Display and control



| No. | Parts name | Type | Function |
|-----|--------------------------------------|------|---|
| 1 | Handle tube | ● | Control steering and braking of the stacker. |
| 2 | Emergency stop switch | ● | Interrupt circuit, stop all electrical functions. The stacker is forced to brake. |
| 3 | Charging LED | ● | Display the operating status of the built-in charger. |
| | | ● | Flashing red light: charging in progress. Green light always on: charging completed or waiting for battery. Yellow light always on light: battery malfunction. Flashing yellow light: charger malfunction. |
| 4 | Key switch assy. (with keys) | ● | Activate and deactivate the control current. Removing the switch key lock ensures that the stacker will not start accidentally. |
| 5 | Charging plug (Build-in-charger) | ● | Charge the battery. |
| 6 | Upright walking button (slow switch) | ● | Press the low-speed driving button, the low-speed indicator light will remain on, and the stacker will switch to low-speed mode, with reduced driving speed and acceleration; press the low-speed driving button again, the low-speed indicator light will turn off, and the stacker will return to normal speed mode. (This function can be operated when the handle is in the upright direction.) |
| 7 | Display screen | ● | 1, Display the battery level status; 2, Display the error code; 3, Display the stacker operating status. |

| | | | |
|----|--------------------------|---|--|
| 8 | Emergency reverse button | ● | When the safety protection function is triggered by pressing this button, the stacker immediately travels in the direction of the fork for about 3 seconds, and the parking brake is activated. The stacker can only be started again when the driving switch is restored to its initial position. |
| 9 | Travel switch | ● | Control the direction and speed of stacker travel. |
| 10 | Lifting/lowering button | ● | Lifting load items. |
| 11 | Horn button | ● | When horn button is pressed, the horn will ring, as a warning. |
| 12 | Remote Control Key | ○ | With Remote control device for lifting and lowering, maximum driving speed setting, and horn function. |

| | | |
|--------------|--------------|--|
| ● = Standard | ○ = Optional | ○ = Different specifications available for selection |
|--------------|--------------|--|

2.1 Display

→ Charging status indicator[4]

Display the operating status of the built-in charger:

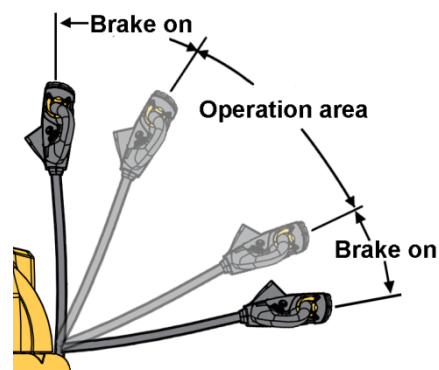
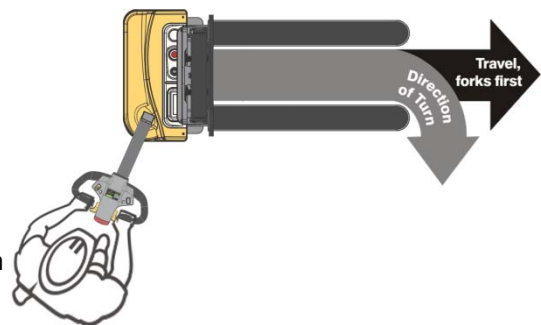
- Flashing red light: charging in progress.
- Green light always on: charging completed or waiting for battery.
- Yellow light always on light: battery malfunction.
- Flashing yellow light: charger malfunction.



2.2 Control

→ Handle control

- The handle control box is used for steering and braking control.
- When the handle control box is turned left or right, the stacker can be steered in the corresponding direction. The maximum rotation angle of the handle control box is about 175°.
- When the handle control box is pushed down to a horizontal position or pulled up to a vertical position, the stacker can be braked. These two positions are set by the brake micro switch. The default state is open circuit, and the working state is closed circuit. The brake micro switch is normally at the horizontal or vertical position of the handle control box.



→ Handle control box

We patented multifunctional intelligent tiller handle is unique design for quick fault diagnosis, enabling an easier service, shorter service time and lowered labor costs.



Multifunctional intelligent tiller handle



Easy Maintenance

Serial communication technology

Single wiring harness communication from tiller handle to controller system. Simple, Durable and Stable.

RS232

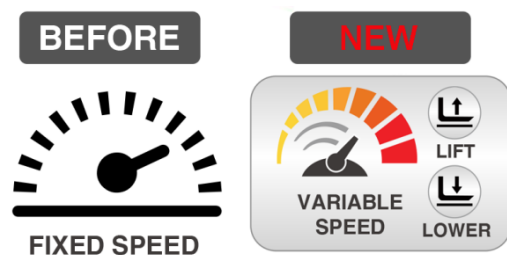
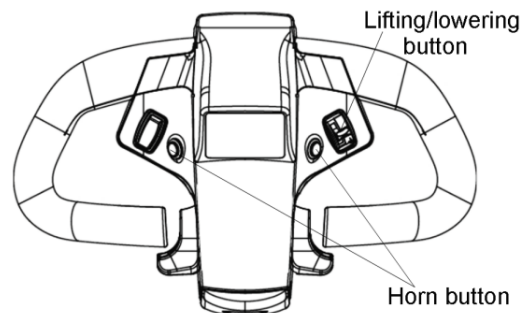
- ✓ Low after-sales service cost
- ✓ Quick & easy fault diagnosis
- ✓ Everyone can be an expert

Operation status & fault diagnosis are integrated onto the tiller handle display for easy troubleshooting.



Variable Speed Control on Lifting/Lowering

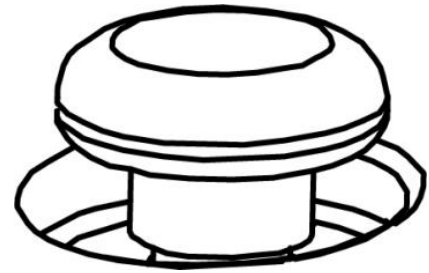
- We patented intelligent handle and control system
- This handle control box is equipped with an advanced feature known as "infinite speed control" for both lifting and lowering operations.
- This innovative function allows for continuous and seamless adjustments to the lifting and lowering speeds, without being limited to predefined speed settings.
- The "infinite speed control" is managed through a valve button, which allows operators to precisely and smoothly regulate the speed during these operations.
- By using the valve button, operators can easily increase or decrease the speed as needed, ensuring precise and safe handling of the load at all times.
- This feature contributes to enhanced efficiency and operator control, making the lifting and lowering processes more accurate and user-friendly.





Emergency stop switch[2]

Press this switch, power is off. Press it when emergency or no use. If re-start needed, pull upward.



Key switch assy.(with keys) [4]

Turn on the key switch, and the power is on.

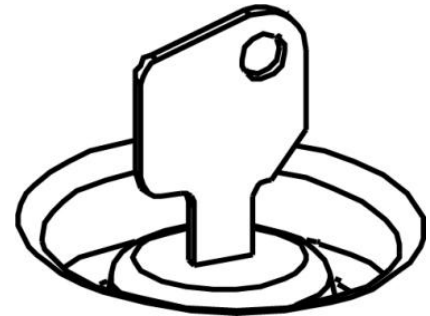
Turn off the switch, and the power is off.

Turn off the key switch before charging.

The switch lock has two positions, "OFF" and "ON".

When the switch lock is in the "OFF" position, the stacker function is disabled. When the switch lock is turned clockwise to the "ON" position, the power is turned on.

When the driver leaves the stacker, removing the switch lock key ensures that the stacker will not start unexpectedly.



Optional Configuration-Intelligent control [12]

► Unique in the market and very suitable for sorting operations on stackers.

► With a dedicated remote control device, the operator can control the forks to lift to the appropriate working height and carry out sorting operations, thus avoiding the need to use the handle buttons and bend over to pick up goods, improving operational efficiency and comfort.

► With the remote control device, you can easily set the speed suitable for the work, from level 1 speed to level 5 speed.

► Such speed transitions allow you to move the stacker with controlled operation at ease.



● **Lifting button**

● **Lowering button**

● **Max speed setting button**

● **Horn button**

Speed Level 1 Set



Speed Level 5 Set



Emergency reverse button[8]

- This switch is at the head of control lever, once touch this button, the stacker moves forward. It is used to protect people from being clamped by the control handle.
- This switch is also called belly switch.

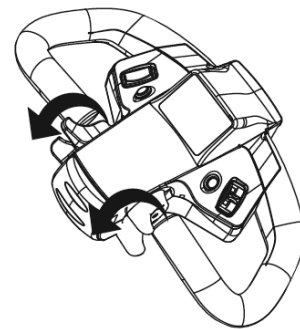
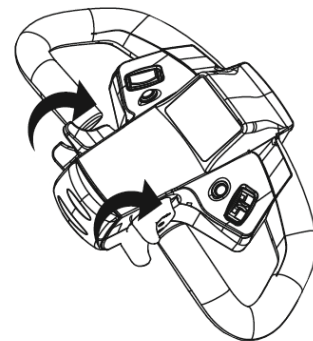
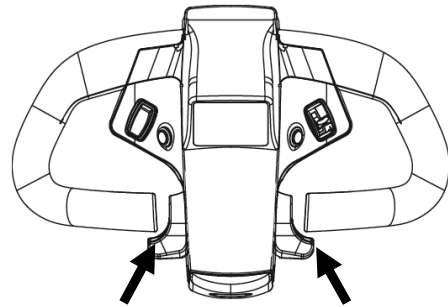
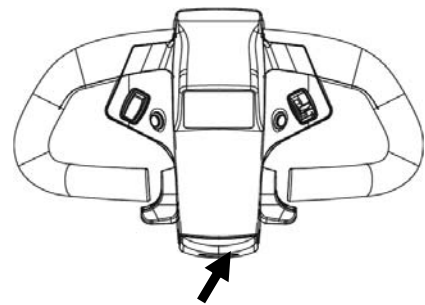


Travel switch[9]

- This button is located on both sides of the control box head, with one linkage on the left and one linkage on the right. It is used to control the direction and speed of operation.
 - The stacker is running towards the fork side
 - Press the control box down with your hand.
 - Thumb the direction and speed control button from one side of the body to the other
 - Gradually rotate outwards.
 - The stacker runs towards the fork side.
 - The stacker is running towards the side of the handle (or pedal)
 - Press down the control box. Thumb to control direction and speed.
- The button gradually rotates towards the side of the body.
- The stacker runs towards the side of the handle (or pedal).



The direction and speed control button will automatically return to its original position when the finger is released, and the stacker will brake. Therefore, the stacker needs to continue running while the finger is not released.



3 Operating

3.1 Check before operation



In order for the safety stacker operation and keep the stacker in good condition, before starting the stacker, you must check it carefully.

1) Oil leak and liquid leak checking

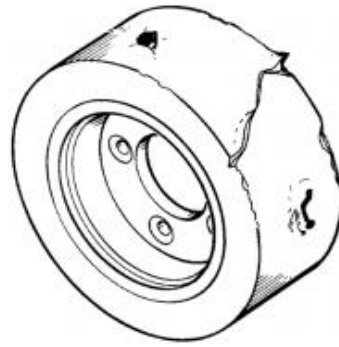
Park the stacker, and check the stacker for hydraulic oil, gear oil or electrolyte leak.

2) Fork check

Check the fork and see whether bending or crazed.

3) Front/rear wheel and balance wheel check

Check the wheel and see whether there is any crazed, damaged, or abnormal wearing. Check the wheel fasteners for looseness. And inspect whether there is rope on the wheel.

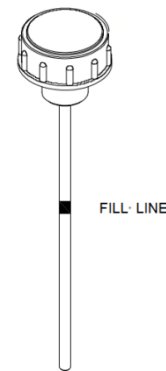


4) Check front fork and linkage mechanism

Check the fork and linkage mechanism, see whether bending or crazed. Whether appear interfere when move, movement point wear whether severe.

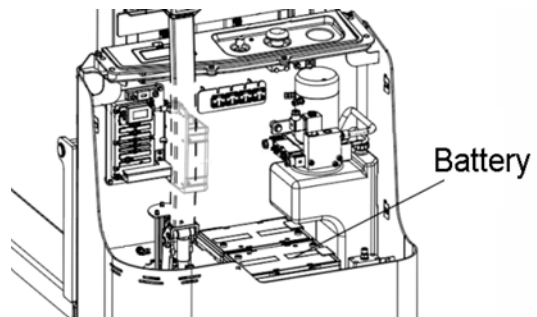
5) Hydraulic oil check

Loosen the hydraulic oil filler cap, pull out dipstick, and check if the oil level within the scales. Add oil when insufficient.



6) Battery check

- Check the battery cover board.
- See whether the battery fixed reliably.
- Check the terminal for loose or damage. Otherwise adjust or replace



7) Instrument display check

Refer to description of handle control box.

8) Lifting and lowering button

Press the lifting button and check the fork lifting condition. Press the lowering button, check the fork lowering condition. Check if the lifting system has abnormal sound.

9) Forward and reverse running condition

Tilt the handle to some degree, gradually press the accelerator button to the outside of the body with thumb, and inspect the forward running condition; gradually press the accelerator button to the inside of the body with thumb, and inspect the reverse running condition.

10) Brake system

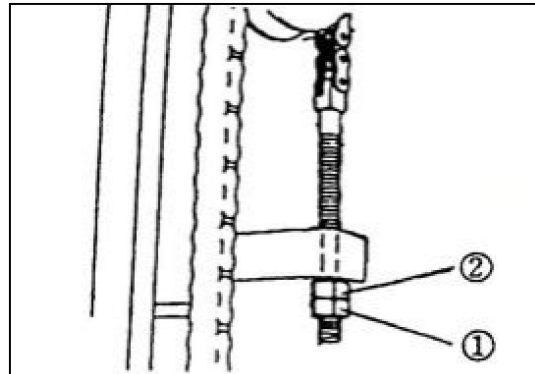
When the stacker run forward or backward, push the handle to vertical position or press to level position to check the brake condition.

11) Steering system

Left or right turn the handle to make the stacker run around 3 turns, and then check if the steering system is normal.

12) Check chain tensi

- Lift forks up 10~15cm.
- Press the middle of the chain and see if the left & right tensi is the same.
- Tensity adjustment: screw off the nut①, adjust nut ② to keep the same tensi of the two chains, and then tighten the nut ①.



13) Horn

Press the horn button to check sound.

14) Appearance

Check the stacker appearance for clean, rust or paint spalling.

15) Others

Check whether there is any abnormal noise, whether wiring is regular or fastener loosens etc.

3.2 Starting up the stacker



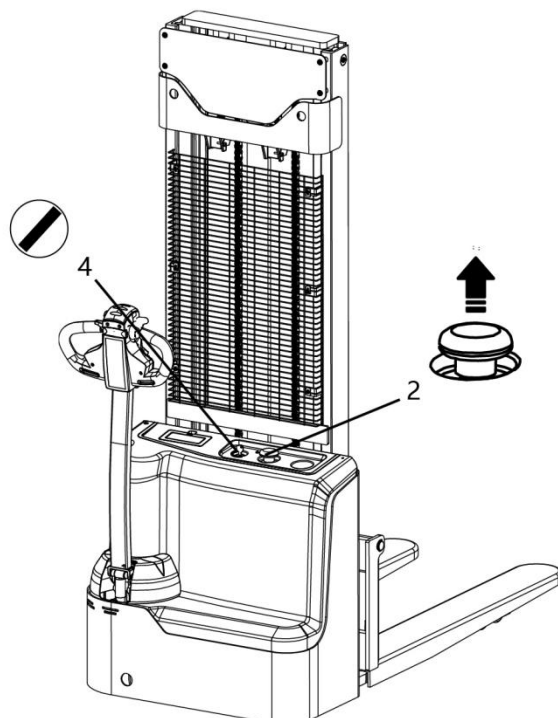
Before the stacker can be commissioned, operated or a load unit lifted, the driver must ensure that there is nobody within the hazardous area.

Checks and operations to be performed before starting daily work

- Perform a pre-operation inspection to ensure that all functions and conditions are normal.

Switching on the stacker

- Pull up the emergency disconnect switch(2).
 - Turn on the key switch(4). The handle monitor displays the battery level status.
- Then, the stacker is in a ready operation state.



3.3 Using the stacker

3.3.1 Safety regulations for stacker operation

Travel routes and work areas: Only use lanes and routes specifically designated for stacker traffic. Unauthorised persons must stay away from work areas. Loads must only be stored in places specially designated for this purpose.

Driving conduct: The driver must adapt the travel speed to local conditions. The stacker must be driven at slow speed when negotiating bends or narrow passageways, when passing through swing doors and at blind spots. The driver must always observe an adequate braking distance between the stacker and the vehicle in front and must be in control of the stacker at all times. Abrupt stopping (except in emergencies), rapid U turns and overtaking at dangerous or blind spots are not permitted. It is forbidden to lean out of or reach beyond the working and operating area.

Visibility when travelling: The driver must look in the direction of travel and must always have a clear view of the route ahead. When carrying loads which affect visibility, these must be stored at the rear of the stacker. If this is not possible, a second person must walk in front of the stacker as a lookout.

Negotiating slopes and inclines: Slopes or inclines may only be negotiated if they are designated traffic routes, are clean and have a non-slip surface and providing they can be safely negotiated in accordance with the technical specifications of the stacker. The stacker must always be driven with the load unit facing uphill. The industrial stacker must not be turned, operated at an angle or parked on inclines or slopes.

Inclines must only be negotiated at slow speed, with the driver ready to brake at any moment.

Negotiating lifts and docks: Lifts and docks must only be used if they have sufficient capacity, are suitable for driving on and authorised for stacker traffic by the owner. The driver must satisfy himself of the above before entering these areas. The stacker must enter lifts with the load in front and must take up a position which does not allow it to come into contact with the walls of the lift shaft.

Persons riding in the lift with the stacker must only enter the lift after the stacker has come to a halt and must leave the lift before the stacker.

Type of loads to be carried: Only transport properly secured loads. Never transport loads stacked higher than the top of the fork carriage or the load guard.

3.3.2 Travelling, Steering, Braking



Never carry passengers.

Emergency Stop

– Pull down the emergency disconnect switch(2), all electrical functions are deactivated.

Automatic braking

Automatic braking occurs when the tiller is released – the tiller automatically sets itself to the upper brake zone (B1 & B2).



If the tiller moves slowly to the brake zone(F), the cause of this fault must be rectified.

Travelling



Travel with raised forks / raised load beyond 500 mm above the ground is prohibited.



Do not drive the stacker unless the panels are closed and properly locked.

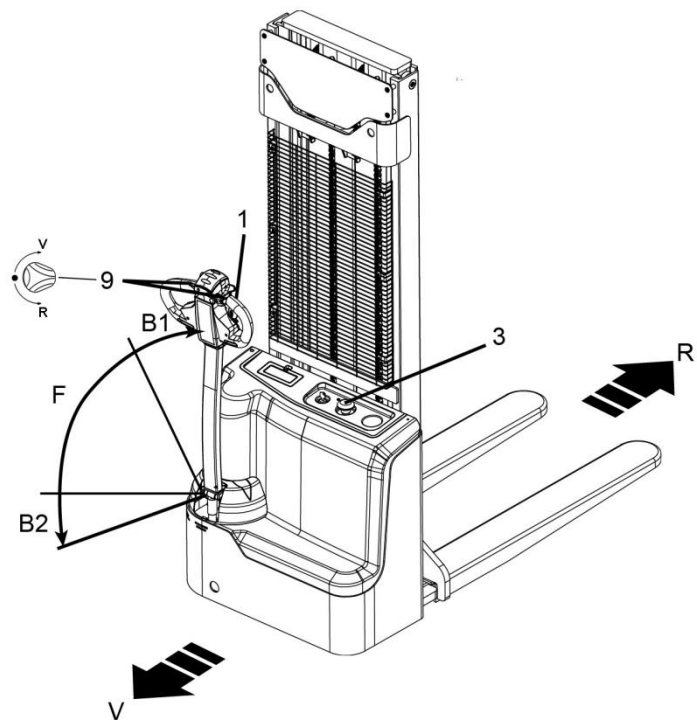
– Start up the stacker (refer to section 3).

The travel speed is governed by the travel switch (9).

– Set the tiller (1) to the travel range (F) and press the travel switch (9) in the desired direction (fwd. or rev.).

Steering

– Apply the tiller (1) to the left or right.



Braking



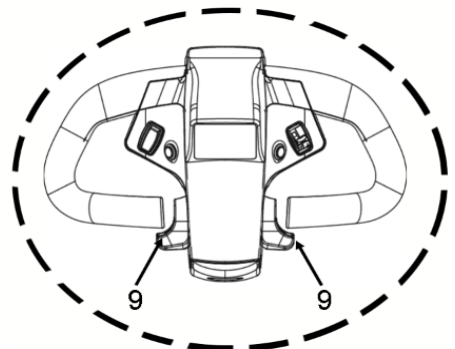
The braking pattern of the stacker depends largely on the track conditions. The driver must take this into account when operating the stacker.

Braking with the Service Brake:

– Set the tiller (1) up or down to one of the brake zones (B1&B2).



The service brake is the generator brake. Only when this brake fails to achieve the necessary brake force is the mechanical brake applied.



Plugging:

- You can set the travel switch (9) to the opposite direction when traveling.
- The stacker braked regeneratively until it starts to move in the opposite direction.

Braking with the Coasting Brake:



If the travel switch is set to 0, the stacker automatically brakes regeneratively. In hazardous situations set the tiller to the brake position.

Driving on inclines



Loads must always be carried on the end of the stacker facing uphill.

Preventing the stacker from “rolling downhill”:

- With the travel switch set to zero, the brake is automatically applied after a short jerk (the controller detects the stacker is rolling back on the slope). The service brake is released again via the travel switch, which is also used to select the speed and the travel direction.

3.3.3 Collecting and depositing loads



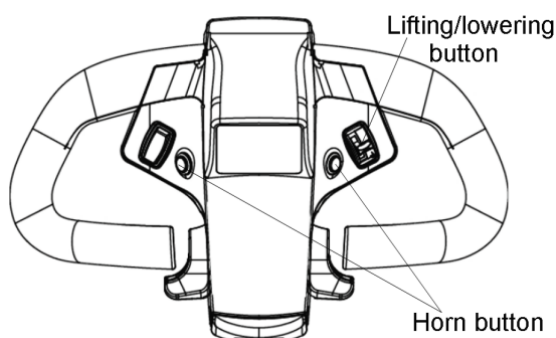
Before lifting a load, the driver must ensure that it is correctly palletised and that the capacity of the stacker is not exceeded.

- Drive the stacker with forks as far as possible underneath the load.

Lifting/lowering



- Both lifting and lowering adopt stepless speed regulation function, the lifting/lowering speed can be infinitely controlled
- Push backward or forward the lifting/lowering button switch until the required lifting height has been reached.



3.4 Parking the stacker securely

When you leave the stacker it must be securely parked even if you only intend to leave it for a short time.

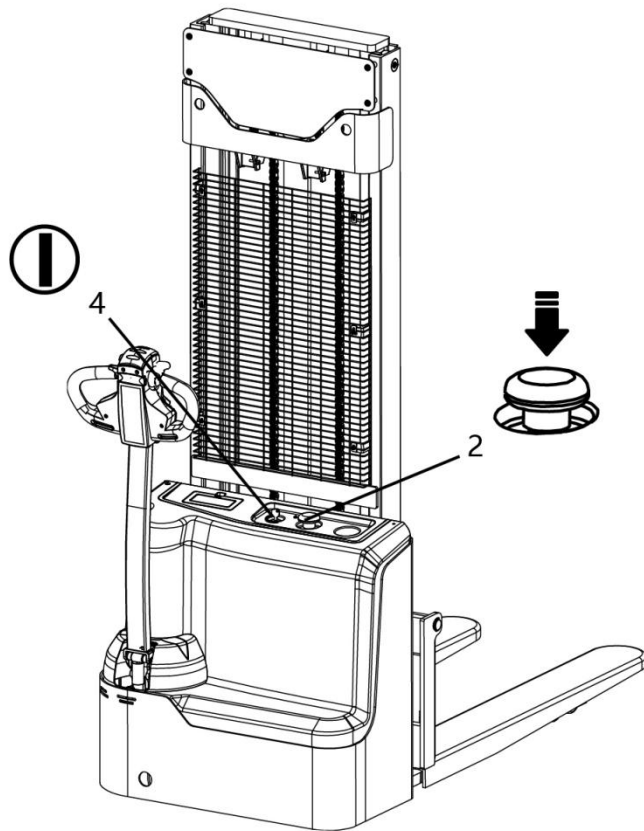
Drive the stacker to safe area or appointed area.



Do not park the stacker on a slope. The load forks must always be lowered to the ground. Lower the load forks.

Turn off the key switch(4), and remove the key.

If park for long time, press the emergency disconnect witch(2).



3.5 Deposit the stacker

3.5.1 Deposit the stacker for long time

- Fully check the stacker, especially check the wheel damage.
- Check fluid oil and electrolyte for leakage.
- Apply lubrication grease.
- Check the joint face of cylinder piston rod for looseness, and if scratch on the piston rod surface. Apply anti-rust oil to piston rod or easily rusty axle.
- Cover the whole stacker.
- Check specific gravity of electrolyte and liquid level once a month.
- Do equalizing charge to the battery once a month.

3.5.2 Start running after deposit for a long time

- Remove rust preventive oil on exposed parts.
- Clean impurity and water of the hydraulic oil tank.
- Recharge battery, fit on stacker and connect.
- Carefully check before start. Inspect starting, travelling, slowing down, steering, braking and parking etc. function.

F Maintenance

1 Operational safety and environmental protection

The servicing and inspection operations contained in this chapter must be performed in accordance with the intervals indicated in the servicing checklists.



Any modification to the forklift truck assemblies, in particular the safety mechanisms, is prohibited. The operational speeds of the truck must not be changed under any circumstances.



Only original spare parts have been certified by our quality assurance department. To ensure safe and reliable operation of the forklift truck, use only the manufacturer's spare parts. Used parts, oils and fuels must be disposed of in accordance with the relevant environmental protection regulations. For oil changes, contact the manufacturer's specialist department.

Upon completion of inspection and servicing, the tasks contained in the "Recommissioning" section must be performed (see chapter F).

2 Maintenance Safety Regulations

Maintenance personnel: Industrial trucks must only be serviced and maintained by the manufacturer's trained personnel. The manufacturer's service department has field technicians specially trained for these tasks. We therefore recommend a maintenance contract with the manufacturer's local service centre.

Lifting and jacking up: When an industrial truck is to be lifted, the lifting gear must only be secured to the points specially provided for this purpose. When jacking up the truck, take appropriate measures to prevent the truck from slipping or tipping over (e.g. wedges, wooden blocks). You may only work underneath a raised load handler if it is supported by a sufficiently strong chain.

Cleaning: Do not use flammable liquids to clean the industrial truck. Prior to cleaning, all safety measures required to prevent sparking (e.g. through short circuits) must be taken. For battery-operated trucks, the battery connector must be removed. Only weak suction or compressed air and non-conductive antistatic brushes may be used for cleaning electric or electronic assemblies.



If the truck is to be cleaned with a water jet or a high-pressure cleaner, all electrical and electronic components must be carefully covered beforehand as moisture can cause malfunctions.



Do not clean with pressurised water.

After cleaning the truck, carry out the activities detailed in the "Recommissioning" section.

Electrical System: Only suitably trained personnel may operate on the truck's electrical system. Before working on the electrical system, take all precautionary measures to avoid electric shocks. For battery-operated trucks, also de-energise the truck by removing the battery connector.

Welding: To avoid damaging electric or electronic components, remove these from the truck before performing welding operations.

Settings: When repairing or replacing hydraulic, electric or electronic components or assemblies, always note the truck-specific settings.

Wheels: The quality of wheels affects the stability and performance of the truck. When replacing factory fitted wheels only used original manufacturer's spare parts, as otherwise the data plate specifications will not be kept. When changing wheels and wheels, ensure that the truck does not slew (e.g. when replacing wheels always left and right simultaneously).

Lift chains: Lift chains wear rapidly if not lubricated. The intervals stated in the service checklist apply to normal duty use. More demanding conditions (dust, temperature) require more regular lubrication. The prescribed chain spray must be used in accordance with the instructions. Applying grease externally will not provide sufficient lubrication.

Hydraulic hoses: The hoses must be replaced every six years. When replacing hydraulic components, also replace the hoses in the hydraulic system.

3 Servicing and inspection

Thorough and expert servicing is one of the most important requirements for the safe operation of the industrial truck. Failure to perform regular servicing can lead to truck failure and poses a potential hazard to personnel and equipment.



The service intervals stated are based on single shift operation under normal operating conditions. They must be reduced accordingly if the truck is to be used in conditions of extreme dust, temperature fluctuations or multiple shifts.

The following maintenance checklist states the tasks and intervals after which they should be carried out. Maintenance intervals are defined as:

D = Every 8 service hours, or per day

W.= Every 40 service hours, at least weekly

M.= Every 166 service hours, or monthly

T.= Every 500 operating hours, or 3 months

S.= Every 1000 operating hours, or 6 months



W service intervals are to be performed by the customer.

In the run-in period - after approx. 100 service hours - or after repair work, the owner must check the wheel nuts/bolts and re-tighten if necessary.

4 Maintenance Checklist

○—Check, revise, adjust

× —Replace

Battery

| Service item | Service required | Tools | D | W | M | T | S |
|-----------------|---|-------|---|---|---|---|---|
| Storage battery | Battery level | | ○ | ○ | ○ | ○ | ○ |
| | Terminal looseness | | ○ | ○ | ○ | ○ | ○ |
| | Looseness of connecting wire | | ○ | ○ | ○ | ○ | ○ |
| | Cleanness of the battery surface | | | ○ | ○ | ○ | ○ |
| | If there are tools on the battery | | ○ | ○ | ○ | ○ | ○ |
| | The tightness and smoothness of air cap | | | ○ | ○ | ○ | ○ |
| | Far away from firing | | ○ | ○ | ○ | ○ | ○ |

Controller

| Service item | Service required | Tools | D | W | M | T | S |
|--------------|--|-------|---|---|---|---|---|
| Controller | Check wear condition of connector | | | | | ○ | ○ |
| | Check the running condition of contactor | | | | | ○ | ○ |
| | Check interlock inching switch for running | | | ○ | ○ | ○ | ○ |
| | Check the connection among motor, battery and power unit | | | | | ○ | ○ |

Motor

| Service item | Service required | Tools | D | W | M | T | S |
|--------------|--|-------|---|---|---|------|------|
| Motor | Clean the foreign body on the motor | | | ○ | ○ | ○ | ○ |
| | Clean or replace the bearing | | | | | | ○ |
| | Check the carbon brush and commutator for worn, whether spring is normal | | | | ○ | ○or× | ○or× |
| | Whether the connection is correct and firm. | | | | ○ | ○ | ○ |
| | Brush carbon powder on shift plate and shift device. | | | | | ○ | ○ |

Wheel (Drive wheel, auxiliary wheel, load wheel)

| Service item | Service required | Tools | D | W | M | T | S |
|--------------|---|------------|---|---|---|---|---|
| Wheel | Check for abrasion or cracks | Eyeballing | ○ | ○ | ○ | ○ | ○ |
| | Check for bolt fastening and re-tighten. | | | ○ | ○ | ○ | ○ |
| | Check if there is foreign body like rope on the wheel | | ○ | ○ | ○ | ○ | ○ |

Driving system

| Service item | Service required | Tools | D | W | M | T | S |
|--------------------|--------------------------------|-------|---|---|---|---|--------|
| Gearbox | Check for noise | | ○ | ○ | ○ | ○ | ○ |
| | Check for leakage | | ○ | ○ | ○ | ○ | ○ |
| | Add lubricating grease | | | | | | 2years |
| Steering mechanism | Bearing lubrication | | | ○ | ○ | ○ | ○ |
| | Check if the steering flexible | | ○ | ○ | ○ | ○ | ○ |
| | Check for noise | | ○ | ○ | ○ | ○ | ○ |
| | Control handle swivel angle | | ○ | ○ | ○ | ○ | ○ |

Brake system

| Service item | Service required | Tools | D | W | M | T | S |
|-----------------------|---|-------|---|---|---|---|---|
| Brake inching switch | Check for brake condition when the control handle on horizontal position and vertical position. | | ○ | ○ | ○ | ○ | ○ |
| | Check the inching switch for looseness or damage. | | | | ○ | ○ | ○ |
| Electromagnetic brake | Check the installation for fastening. | | | | ○ | ○ | ○ |
| | Check the surface abrasion for equality. | | | | | ○ | ○ |
| | Check if the clearance is proper and adjust, if necessary. | | | | | ○ | ○ |
| | Check the brake for flexibility and effective. | | ○ | ○ | ○ | ○ | ○ |

Hydraulic system

| Service item | Service required | Tools | D | W | M | T | S |
|------------------------|---|--------------------|---|---|---|---|-----------|
| Hydraulic reservoir | Check for oil level, change oil | | ○ | ○ | ○ | ○ | × |
| | Clean suction strainer | | | | | | ○ |
| | Clean foreign matter | | | | | | ○ |
| solenoid valve | Check for block, return spring stuck or damage | | | | ○ | ○ | ○ |
| | Check for wiring looseness. | | | | ○ | ○ | ○ |
| Safety valve | Check for oil leakage | | ○ | ○ | ○ | ○ | ○ |
| | Check for safety valve operation condition. | | | | ○ | ○ | ○ |
| | Measure safety valve pressure | Oil pressure gauge | | | | | ○ |
| Piping, joint | Check for oil leak, looseness, collapse, deformation and damage | | | | ○ | ○ | ○ |
| | Replace hoses. | | | | | | ×1-2years |
| Hydraulic pump | Check hydraulic pump for oil leakage or noise | | ○ | ○ | ○ | ○ | ○ |
| | Check pump drive gear for wear | | | | | | ○ |
| Lifting inching switch | Check for inching switch work condition. | | | | ○ | ○ | ○ |
| | Check inching switch for looseness or damage. | | | | ○ | ○ | ○ |

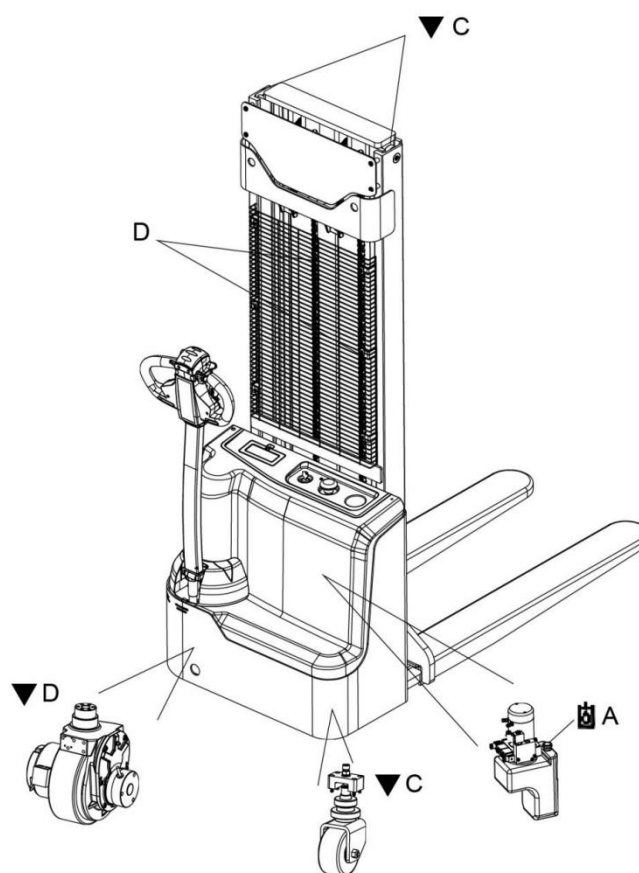
Lifting assembly


| Service item | Service required | Tools | D | W | M | T | S |
|----------------------|--|-------------|---|---|---|---|---|
| Chain & chain wheel | Check chain for tension, damage or rust | | ○ | ○ | ○ | ○ | ○ |
| | Add lubrication for chains | | | | ○ | ○ | ○ |
| | Check chain wheel for deformation or damage | | | | ○ | ○ | ○ |
| | Check chain wheel bearing for looseness | | | | ○ | ○ | ○ |
| | Pin shaft lubrication | | | | ○ | ○ | ○ |
| Lifting cylinder | Check piston rod, rod screw and connection for looseness, deformation or damage | Test hammer | ○ | ○ | ○ | ○ | ○ |
| | Check for operation | | ○ | ○ | ○ | ○ | ○ |
| | Check for oil leak | | ○ | ○ | ○ | ○ | ○ |
| | Check lifting cylinder fixed bolt for looseness. | | | | | ○ | ○ |
| Mast & fork carriage | Check welded parts of beam and outer and inner masts for defective, cracks or damage | | | | ○ | ○ | ○ |
| | Check outer and inner masts for defective weld, cracks or damage | | | | ○ | ○ | ○ |
| | Check for defective weld, cracks or damage of fork carriage | | | | ○ | ○ | ○ |
| | Check roller bearings for looseness | | | | ○ | ○ | ○ |
| | Check rollers, roller pins and welded parts for cracks or damage | | | | ○ | ○ | ○ |
| Fork | Check forks for damage, deformation or wear | | | | ○ | ○ | ○ |
| | Check fork base and hook welding for defective cracks or wear | | | | ○ | ○ | ○ |
| Appurtenance | Check if the status is normal. | | | | ○ | ○ | ○ |


Others


| Service item | Service required | Tools | D | W | M | T | S |
|------------------------------------|---|-------|---|---|---|---|---|
| Wire | Wire damage or looseness | | | ○ | ○ | ○ | ○ |
| | Looseness of circuit joint | | | | ○ | ○ | ○ |
| Emergency stop switch | Check for work condition | | ○ | ○ | ○ | ○ | ○ |
| Direction and speed control button | Check for work condition | | ○ | ○ | ○ | ○ | ○ |
| Lifting, lowering switch | Check for work condition | | ○ | ○ | ○ | ○ | ○ |
| Horn | Check for work and installation condition | | ○ | ○ | ○ | ○ | ○ |
| Meters | Check meters for proper operation | | ○ | ○ | ○ | ○ | ○ |

5 Oil and lubrication



 Filler plug for hydraulic oil

 Lubrication part

 Hydraulic oil drain plug

| Code | Designation | Mark, code | Remark |
|------|---------------|---|------------------------|
| A | Hydraulic oil | Normally: L- HM32 | Hydraulic system |
| | | High and cold environment:L- HV32 | |
| C | Grease | Automobile general 3 # lithium base lubricant | Nozzle and lubrication |
| D | Grease | Shell Alvania R3 lubricating grease | Gearbox |
| E | Chain spray | | Mast chain |

5.1 Replace hydraulic oil

Handling consumables: Consumables must always be handled correctly. Follow the manufacturer's instructions.



Improper handling is hazardous to health, life and the environment. Consumables must only be stored in appropriate containers. They may be flammable and must therefore not come into contact with hot components or naked flames.

Only use clean containers when filling up with consumables. Do not mix consumables of different grades. The only exception to this is when mixing is expressly stipulated in the operating Manual.

Avoid spillage. Spilled liquids must be removed immediately with suitable bonding agents and the bonding agent / consumable mixture must be disposed of in accordance with regulations.

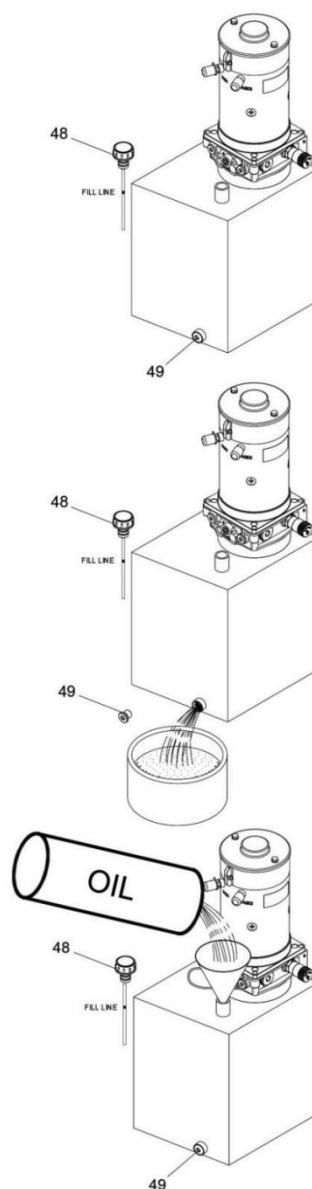


Procedure:

- Unscrew oil add plug(48).
- Place an appropriate container under oil drain plug (49).
- Unscrew the oil drain plug (49) and drain the hydraulic oil.
- After oil in the reduction box drains, re-tighten the drain plug (49) .
- Add appointed gear oil (L-HM32) to allowable scale range. In order to add oil easily, add with help of funnel and tube.
- Re-tighten oil add plug(48), and clean the residual oil on the reduction box surface.



Handle the exhaust oil according to relevant rules of the state and never dump at will.



5.2 Replace the key safe parts periodically



Users should replace the parts periodically according to the following table. If the part is abnormal before the replacing time, it should be replaced immediately.

| Key safe part's description | Term of using (year) |
|--|----------------------|
| Hydraulic hose for lifting system | 1-2 |
| High-pressure hose, hose for hydraulic system | 2 |
| Inner sealing element, rubber matter of the hydraulic system | 2 |

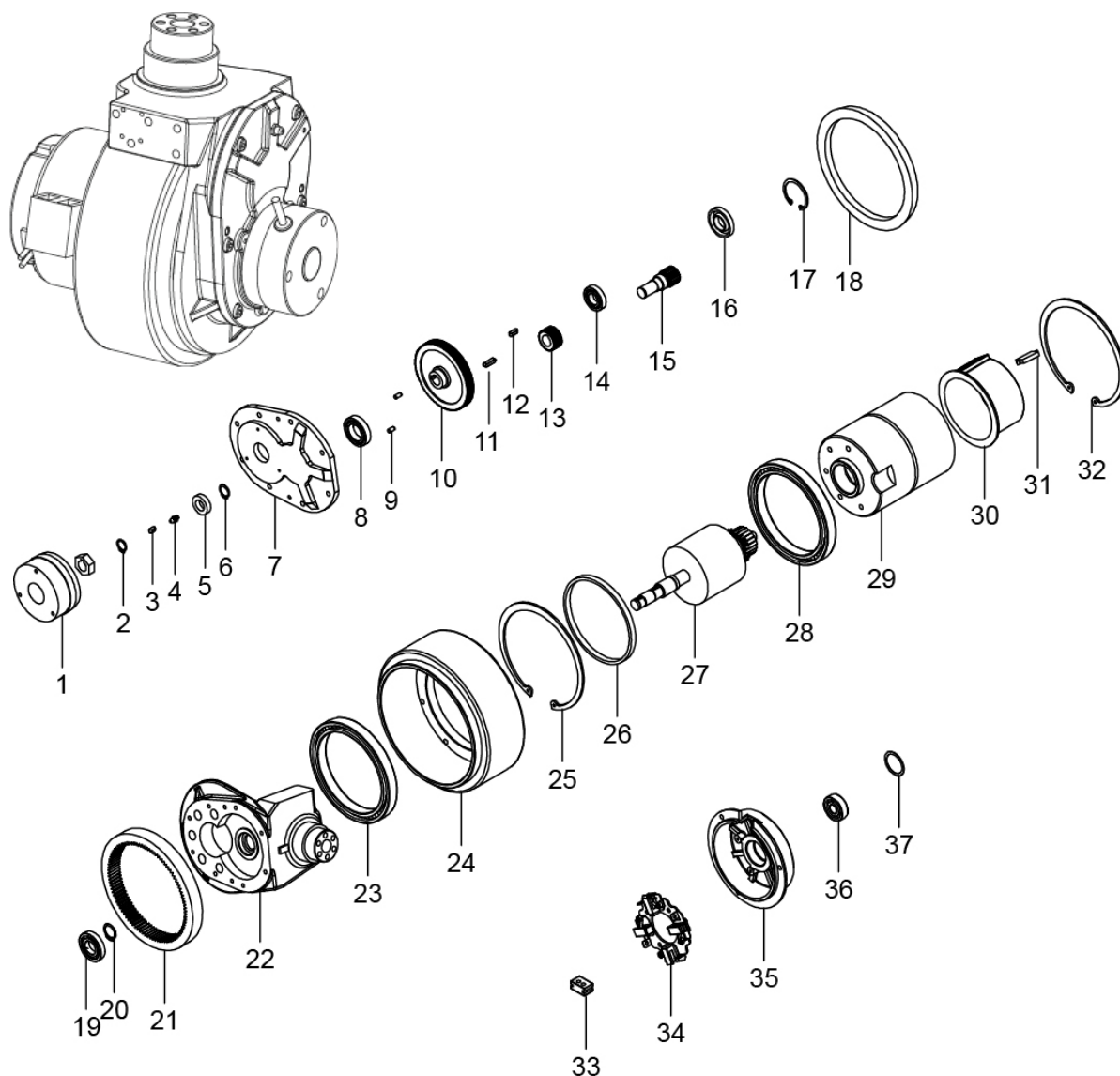
F Structure, Principle and Maintenance

1 Driving system

1.1 Drive unit structure



This stacker adopts a hub type drive unit (see Figure 2-1). The drive unit has the characteristics of high efficiency, large transmission ratio range, compact structure, and small volume.



1.2 Working principle

The transmission line of the driving unit is: the driving unit drives the driving gear directly through the motor. The transmission sequence is part 15 (drive motor) → part 13 (driving gear) → part 4 (driven gear) → part 3 (gear shaft) → part 22 (inner gear ring) to drive the drive wheel output. During operation, the driving unit directly relies on the forward and reverse rotation of the motor to achieve forward or backward operation.

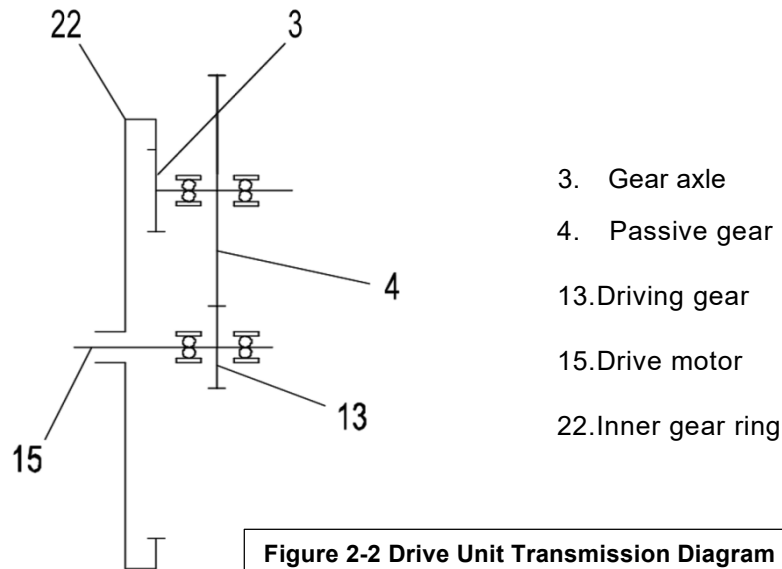


Figure 2-2 Drive Unit Transmission Diagram

Data:

| | | | |
|-------------------------------|----------------------------------|-------|----------------------------|
| Reduction gearbox speed ratio | | | 24.685 |
| Maximum torque at wheel edge | | N·m | 300 |
| Maximum wheel load | | kg | 1000 |
| Grease | | | Shell Alvania R3 Lubricant |
| Weight | | kg | 37 |
| Drive motor | Rated voltage | V | 24 |
| | Rated power | kW | 0.75 |
| | Rated current | A | 41 |
| | Steering speed | r/min | 2650 |
| | Working principle | | S2-45min |
| | Insulation level | | F |
| | Protection grade | | IP44 |
| | Operating ambient temperature | ℃ | - 10~+40 |
| | Service life of electric brushes | h | >1200 |
| | Rated braking torque | N·m | 8 |
| Electromagnetic | Insulation level | | F |

1.3 Notice to installment and use

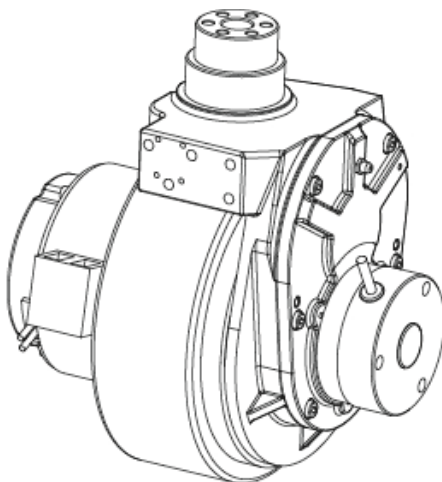
- Before installing, you should wipe the oil on the surface of the shell.
- Prevent the assembling surface and exposed flange from being knocked or damaged, otherwise it may influence the installment and use precision.

- The normal operating oil temperature $\leq 70^{\circ}\text{C}$.
- The drive unit is a maintenance free drive device. If lubricating grease needs to be added, the drive unit must be removed and added from the top.
- The injection amount of lubricating grease (Shell Alvania R3 Lubricant) is 2/5-2/3 of the inner cavity.

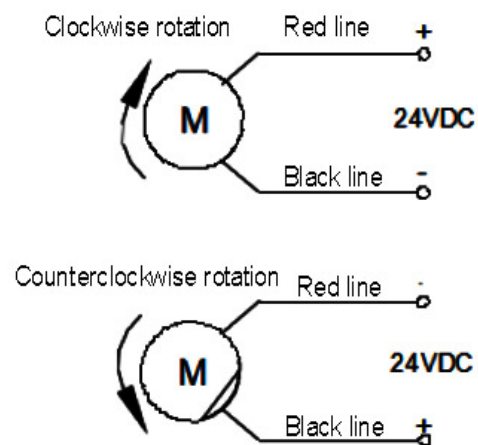
1.4 Fault and troubleshooting

| Fault | Probably cause | Method of Fault eliminating |
|------------------------------------|--|------------------------------|
| Abnormal gear noise during driving | Excessive gear clearance | Adjustment |
| | Lack of lubricating grease | Supplement |
| | Excessive gear wear | Replace |
| Abnormal noise during steering | The rolling bearing of the turntable is damaged | Replace |
| | Insufficient lubrication of the rotary table rolling bearing | Replenish lubricating grease |
| Poor or ineffective braking | Loose or damaged micro-switch | Tighten or replace |
| | Excessive brake clearance | Adjustment |
| | Excessive brake disc wear | Replace |
| | Brake loose | Fastening |
| | Line damage | Repair |
| Excessive vehicle | Damaged shock absorber assembly | Replace |

1.5 Drive motor



Motor wiring diagram



Precautions for motor use

- The surrounding area of the motor should be kept clean and dry, and no other objects should be placed inside or outside.

- Overloading is strictly prohibited.
- It is strictly prohibited to coexist with strong magnetic objects.
- The input voltage level needs to be ensured to be correct.
- If any abnormal odor is found during use, the motor should be immediately stopped for inspection.
- The wiring between the motor and controller should be as short as possible.
- If the motor experiences leakage, sudden decrease in speed, severe vibration, abnormal noise, overheating, smoke, or electrical appliances during operation
- If the contact ignites and emits smoke, it should be immediately powered off and shut down for inspection.



Use and maintenance

Before leaving the factory, all components of the stator have been adjusted, and the neutral position of the carbon brush has been adjusted on the factory test bench. Users are not allowed to disassemble or adjust it arbitrarily

- Check if the armature rotates flexibly and if there is any virtual friction.
- Check if the connection of the motor outlet (or terminal) is correct and secure.
- The electric carbon brush should slide freely inside the carbon brush holder box.
- Check if the commutator space is clean, and if necessary, clean the small grooves between the commutator space and the carbon powder on the commutator surface, which can be soft and free.

A clean white cloth with fluffy threads. If there is grease on the surface, the white cloth can be soaked in alcohol when wiping (parking).

- Check all fasteners for tightness.
- The carbon brush holder must be securely fastened and not loose. If it is necessary to rotate or disassemble the carbon brush holder, markings must be made in order to loosen the end cover screws and carbon brush holder when resetting, align the marked line and tighten the screws to keep the carbon brush in its original neutral position.
- The insulation resistance of the coil should be regularly checked, and when it is close to the working temperature, it should not be lower than the data specified, otherwise it should be dried.

Regularly open the motor end cover and check if the internal parts are deformed and if the commutation part is normal.

- Frequently carbon brush off the sediment and other adhesive substances on the casing to avoid affecting its heat dissipation.
- Check the motor at least once every six months according to the following methods:
 - a. External inspection and removal of dust from the motor;
 - b. Clean or replace the bearings, and carefully listen for any abnormal noises from the bearings during operation;
 - c. Check the wear of the electric carbon brush and replace it if necessary.

Motor fault diagnosis

| Fault diagnosis | Probably cause |
|---|--|
| All copper sheets turn black | Incorrect brush pressure |
| The reversing pads are grouped in a certain order and blackened | Short circuit between reversing plates |
| | Armature coil short circuit |
| | Poor welding or open circuit between the commutation plate and the armature coil |
| The reversing pad turns black, but there are no certain rules | Displacement of commutator centerline |
| | The surface of the commutator is uneven and not round |
| Brushes worn, discolored, and cracked | Motor vibration |
| | Excessive gap between brush and brush box |
| | Excessive distance between brush box and commutator working surface |
| | Mica protrusion between the commutator plates |
| | Poor brush material |
| | The brush brand is incorrect |
| Spark large | Motor overload |
| | The commutator is not clean |
| | The commutator is not smooth or circular |
| | Mica plate or part of the reversing plate protrudes |
| | Poor grinding of the electric brush |
| | Insufficient brush pressure |
| | Wrong brush model |
| | The brush is stuck in the brush box |
| | Loose or vibrating brush holder |
| | The polarity and arrangement of the magnetic poles are incorrect |
| Heating of brushes and brush braids | Brushes with high sparks |
| | Poor contact between the brush and the flexible wire |
| | The area of the soft conductor coil is too small |
| Brushes have noise | The surface of the commutator is not smooth |

1.6 Electromagnetic brake

The brake used in this vehicle is a spring loaded electromagnetic brake. This brake is a single disc brake with dual friction surfaces. By using pressure springs, a strong braking torque can be generated in a power off state, and electromagnetic effects can release the brake.

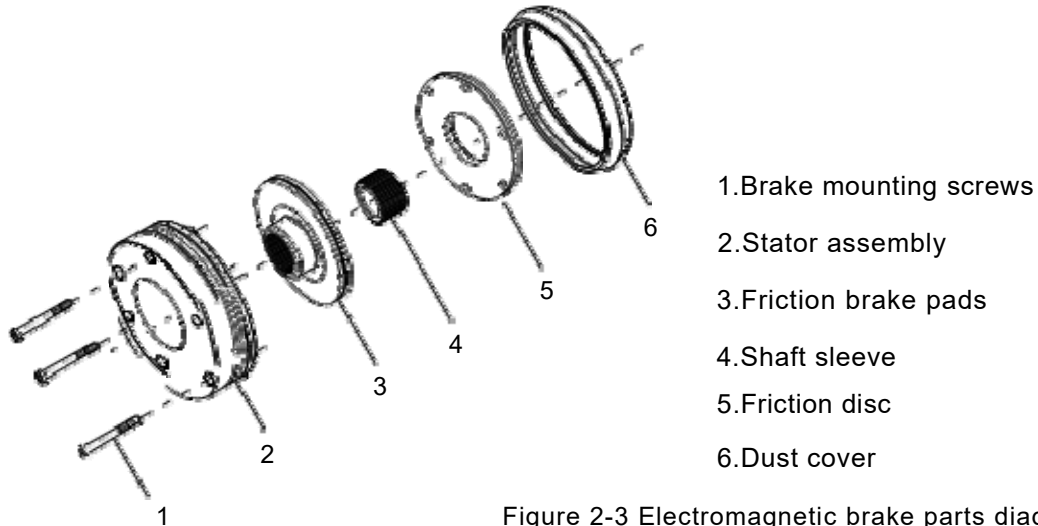
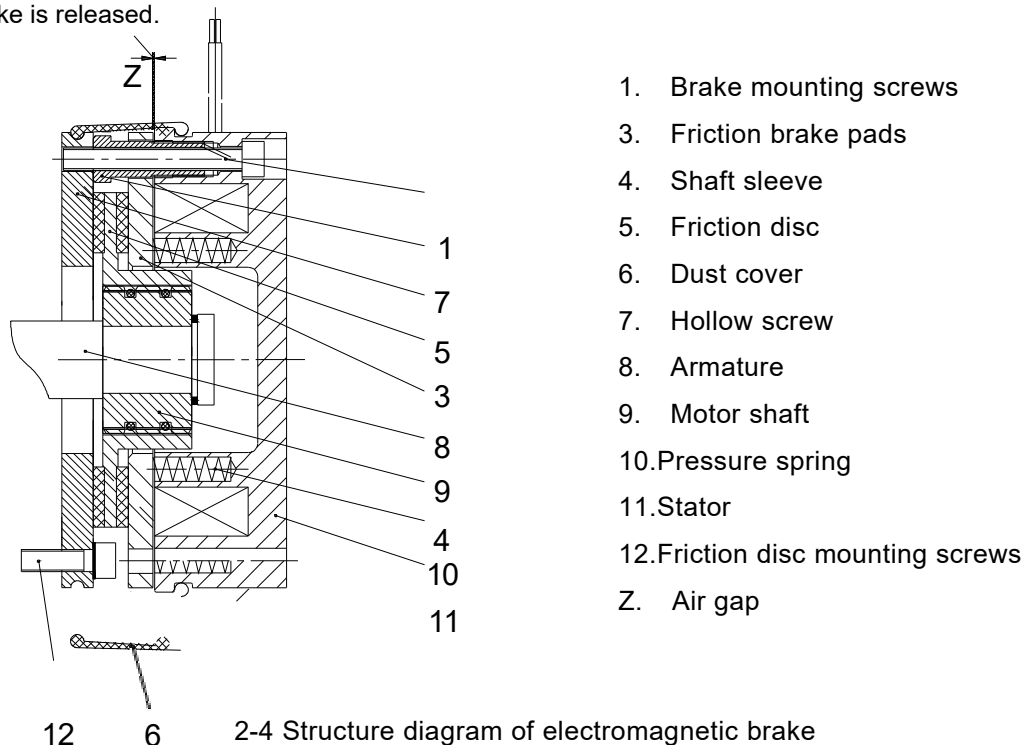


Figure 2-3 Electromagnetic brake parts diagram

1.6.1 Working principle



The motor shaft (9) is connected to the shaft sleeve (4) through a flat key; The shaft sleeve (4) is connected to the friction brake pad (3) through splines. When the stator (11) loses power, the force generated by the pressure spring (10) acts on the armature (8), tightly clamping the friction brake pad (3) driven by the motor shaft to rotate between the armature (8) and the friction disc (5), thereby generating a braking torque. At this point, an air gap "Z" will be generated between the armature and the stator. When it is necessary to release the brake, the stator is connected to direct current, and the generated magnetic field attracts the armature (8) to move towards the stator. When the armature moves, it compresses the pressure spring (10). At this time, the friction brake pad (3) is released and the brake is released.



1.6.2 Brake installment

- Place the flat key (13) into the keyway on the motor shaft (9), press the shaft sleeve (4) onto the shaft (9), and secure it with an internal circlip (14).
- Install the friction disc (5) onto the motor end face using three friction disc mounting screws (12).
- Place the friction brake pad (3) on the shaft sleeve.
- Install the stator assembly (2) onto the friction disc (5) using three brake mounting screws (1).



Before installation, remove the three transport fixing rubber pads from the stator assembly.

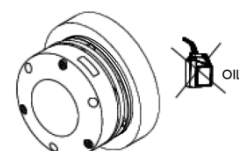
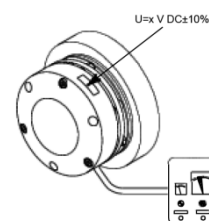
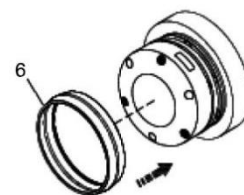
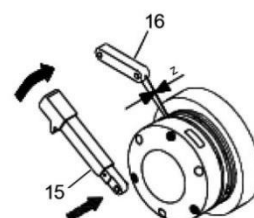
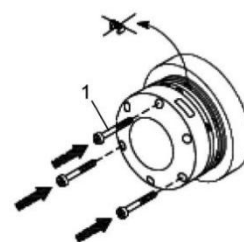
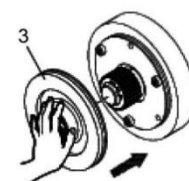
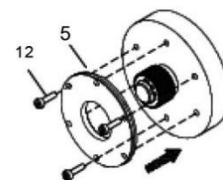
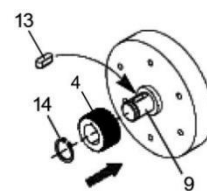
- Tighten the three brake mounting screws (1) with a torque wrench (15) and check the brake air gap "Z" with a feeler gauge (16).

- Put on the dust cover (6).

- Connect brake wiring.



- No damage on the outer of wire to avoid circuit damage.
- Never process the locating face and hold of the product to avoid magnetic return path.
- Mount on the motor shaft lightly, no damage the friction surface, get rid of burr from mounting hold and face, install shaft sleeve on the shaft, and fix with snap spring.
- Measure brake connected DC voltage and compare it with the voltage given on the nameplate. Deviation within 10% is allowable.
- During brake install and use, do not stain oil.



1.6.3 Maintenance

- If work in high temperature environment for long time, please prevent rust, it may influence use if there is rust on the suction surface.
- Do not touch the friction surface with hand, no oil stain, otherwise it cannot reach the maximum torque.
- General use environment temperature is $-10^{\circ}\text{C}\sim+40^{\circ}\text{C}$.
- Please check periodically, and the check item : if the switch motion is normal; if there is noise; if there is abnormal heating; if any impurity, oil stain mixed into friction part or rotating part; if clearance of friction part is proper, exciting voltage normal.

1.6.4 Brake air gap adjustment

- Rated air gap "Z" will be large for wear. Make sure the brake get enough brake torque, readjust air gap before the air gap reach the largest air gap value. Air gap can be adjusted repeatedly, when the thickness of friction braking plate reaches the allowable minimum thickness (refer to specification table), replace the friction disk assembly.
- When the air gap exceeds maximum air gap value, it may cause the brake unable to release, friction braking plate burn out, braking force or retentivity decreases, noises increase, or even cause severe accident. So it needs periodic check and re-adjust the air gap, and it must cut off the truck general power.
- In the case of power outage of the brake, adjust the air gap between the stator (1) and the armature (2) to the rated value "Z" by adjusting three hollow screws (8) and the stator mounting screws (9), and use a feeler gauge to ensure that the air gap is the same in all directions.



Specifications sheet

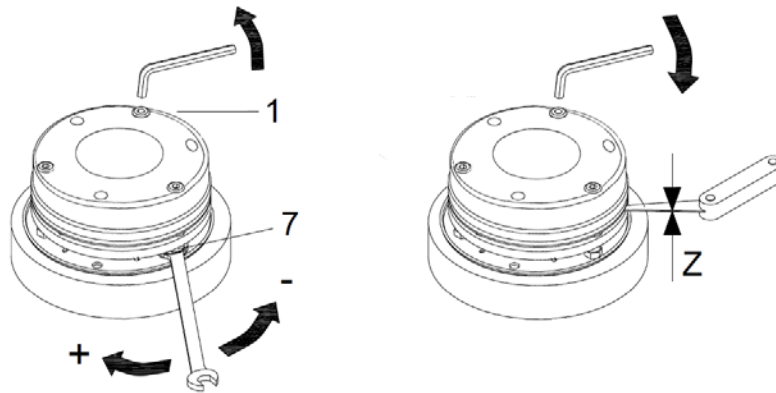
| Rated torque | Rated power | Rated air gap | Max. air gap | Rotor min. thickness | Tightening torque of mounting screw |
|--------------|-------------|---------------|--------------|----------------------|-------------------------------------|
| 8 N·m | 25W | 0.2mm | 0.5mm | 6.4mm | 5.5N·m |

In the event of power failure in the brake, adjust the three brake mounting screws (1) and hollow screws (7), and use a feeler gauge to adjust the air gap between the stator (11) and the armature (8) to the rated value "Z", ensuring that the air gap is the same in all directions.

The adjustment steps are as follows:

- Use an Allen wrench to loosen the brake mounting screw (1).
- Use a wrench to adjust the hollow screw (7).
- Tighten the three brake mounting screws (1).

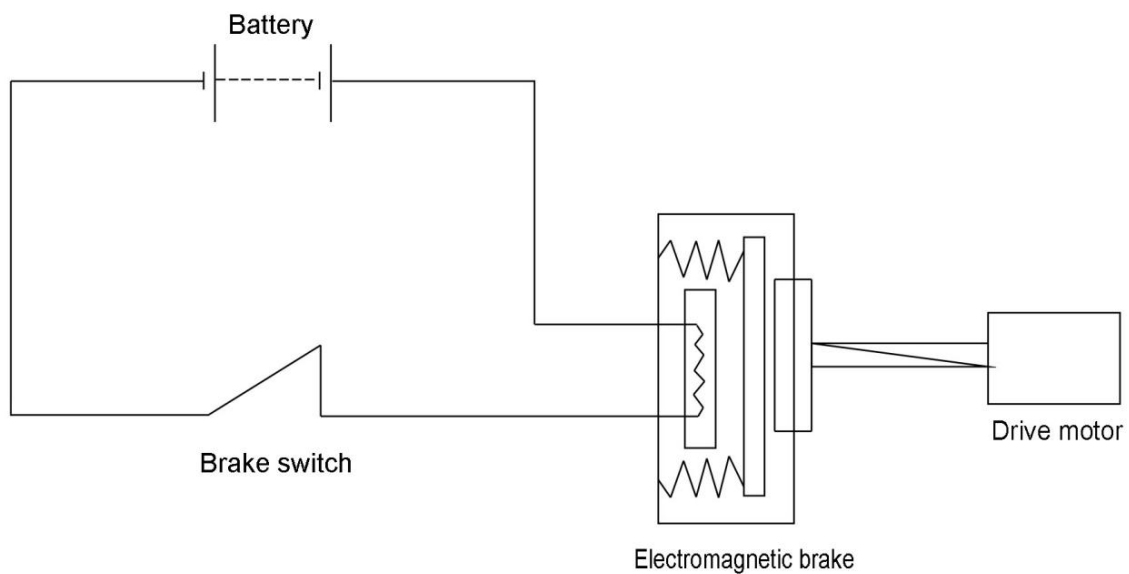
- Use a feeler gauge to check if the brake air gap "Z" meets the requirements.
- Adjust the three installation screws and hollow screws according to the diagram, adjust the air gap "Z", and then tighten the brake installation screws.



In general working condition, the first air gap adjustment should proceed after brake working for 1500~2000hours, frequency of air gap adjustment is every 6 months. In severe working condition, like frequently brake, repeatedly sudden brake, the first adjustment can be shortened and adjust the interval.

1.6.5 Braking principle diagram

The forklift traveling motor is equipped with an electromagnetic brake. When the forklift stops, the electromagnetic brake is released, and the brake pads firmly lock the motor shaft, leaving the vehicle in a mechanical braking state.



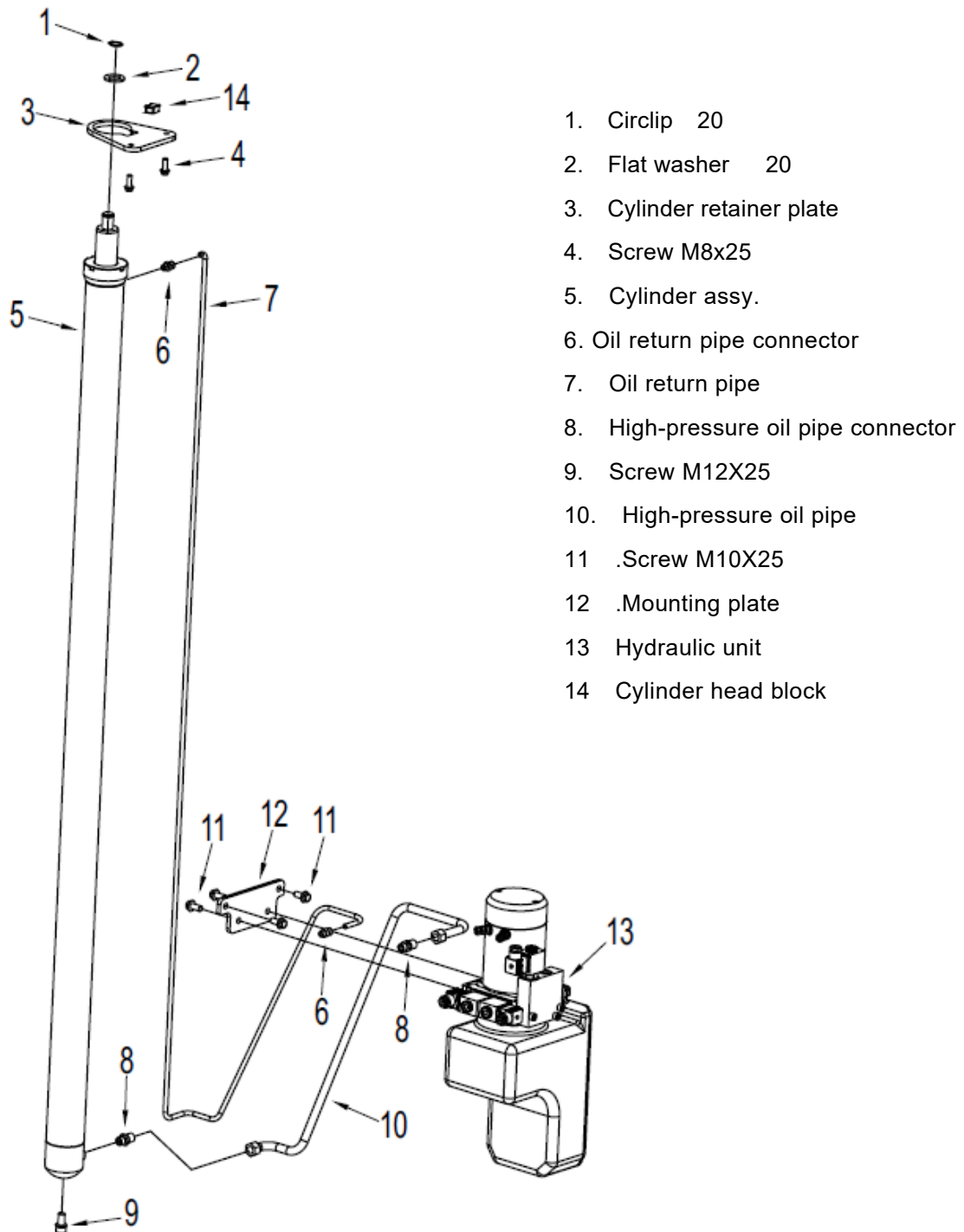
1.6.6 Common fault and troubleshooting

| Fault | Probable cause | Corrective action |
|---------------------|---|---|
| Brake does not work | Power is obstructed | Connect |
| | Too low exciting voltage | Check voltage and adjust. |
| | Improper air gap | Adjust air gap |
| | Stator coil breaks | Replace stator |
| | Oil dirt mixed in | Clean oil dirt |
| Long brake time | Switch installed to AC circuit | Install the switch to the DC circuit after rectifying |
| | Improper air gap | Adjust air gap |
| | Oil dirt mixed in | Clean oil dirt |
| Slipping | Unstable operation in previous use | Running-in for a while |
| | Oil dirt mixed in | Clean oil dirt |
| | Large load | Reduce load or replace large specification |
| | Large load change | Adjust load peak or large the specification |
| High temperature | Too high exciting voltage | Check voltage and adjust. |
| | Clutch or motor interfere to the brake | Check control circuit, eliminate interference |
| | High environment temperature | Set ventilation |
| | High operating frequency | Adjust to proper frequency |
| | Over large load | Reduce load |
| Large noise | Product service environment needs silence | Silence design |
| | Impurity mixed in | Clear away the impurity |
| | Bad mounting | Replace mounting surface or shaft |
| | Large rotational inertia or dynamic unbalance value | Reduce rotational inertia or dynamic unbalance value |

2 Hydraulic system



Hydraulic system is mainly composed of hydraulic unit, lifting cylinder and rubber tube etc.



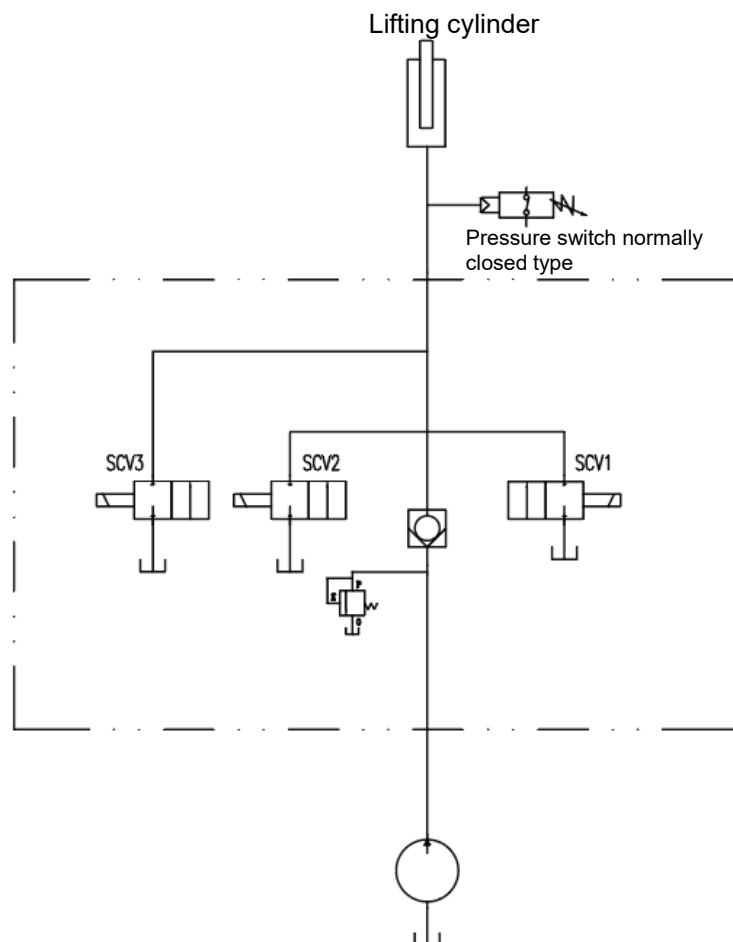
2.1 Hydraulic system working principle

Lifting load

- Press the lifting button on the control box to start the oil pump motor and transmit torque from the motor to the gear pump through the transmission shaft. The gear pump sucks hydraulic oil out of the oil tank and enters the lifting cylinder through a one-way valve. High pressure oil drives the piston rod to move, thereby driving the fork and load up.
- Press the lowering button, the oil pump motor stops running, the gear pump stops suction, and the one-way valve closed, thus keeping the lifting cylinder and load in the lifting position unchanged.
- When the lifting cylinder piston reaches the end position or the vehicle is overloaded, the pressure will exceed the safety pressure set by the relief valve. At this time, the relief valve opens and hydraulic oil flows back to the tank.

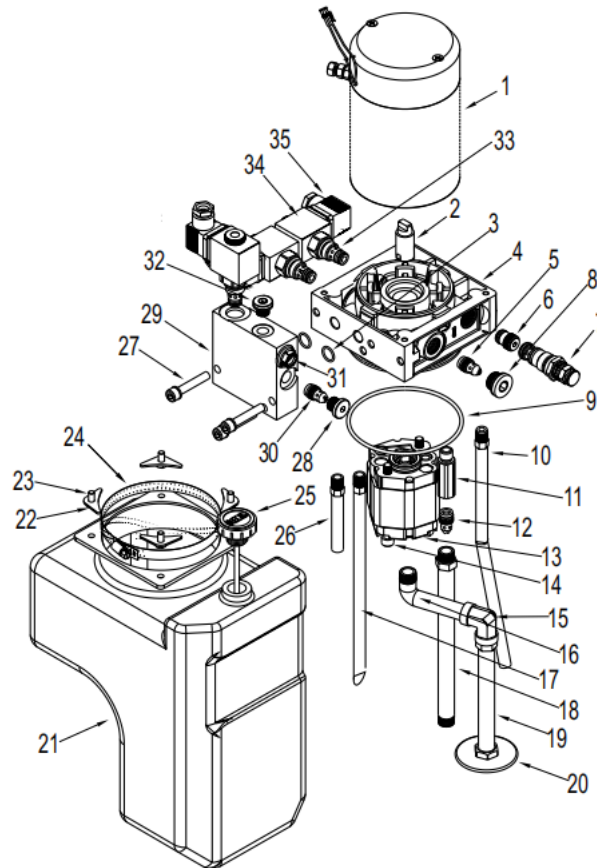
Lowering load

- When the lowering button on the control box is pressed, the normally closed electromagnetic directional valve is energized and the return oil channel is opened. The hydraulic oil in the lifting cylinder flows back to the oil tank through the electromagnetic directional valve and speed limit valve under gravity, causing the cylinder to lower and the load to decrease.
- The speed limit valve is designed to prevent the load from dropping too quickly, causing danger such as damage to the vehicle or load.



2.2 Hydraulic unit

The stacker adopts combined hydraulic unit(Fig.2-7), and is composed of DC motor, coupling, valve board and valves, oil pump and fuel tank etc.



Specification

| | | |
|---|--------------------|--------------------------------------|
| Hydraulic motor | Rated power | 2.2 kW |
| | Rated voltage | 24 VDC |
| | Working system | S2=1.5min |
| | Working system | S3=4%ED |
| | Rotation direction | Rotate in counterclockwise |
| Oil pump | Rated current | 3.4 ml/r |
| Solenoid valve | | 24V DC normally-closed valve element |
| Drop throttle valve | | 2.8.12 L/min |
| Thread | | G3/8" |
| Safety valve (overflow valve) | | 18.0 MPa |
| Oil suction filter filtration accuracy | | 250 μm |
| Hydraulic oil | | - 10℃~+70℃ |

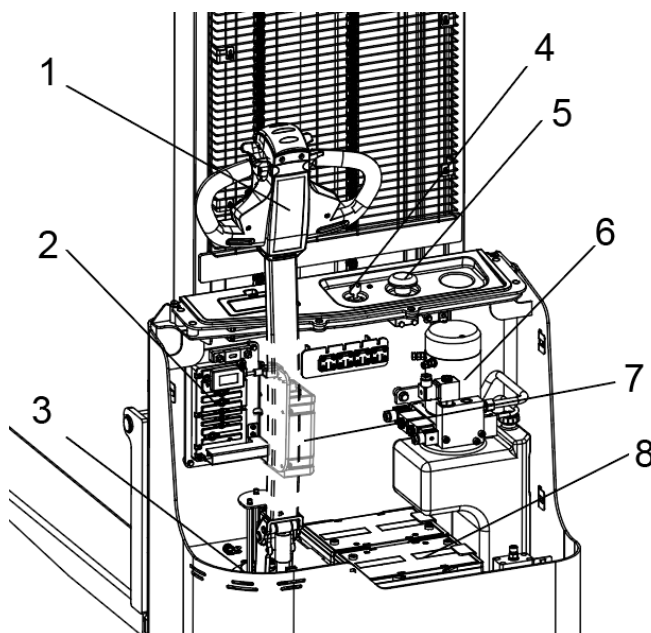
2.3 Hydraulic System Fault Diagnosis and Correction

| Fault | | Possible reasons | Corrective action |
|--|----------------------|---|---|
| No oil output from the oil pump | | Low oil level in the fuel tank | Fill to the specified oil level |
| | | Filter clogged | Clean the oil circuit and fuel tank. If the hydraulic oil is dirty, replace it |
| Low oil pump output pressure | | Bearing wear; Damaged retainer and O-ring | Replace faulty parts |
| | | Safety valve adjustment error | Use a pressure gauge to increase the pressure |
| | | Air in the oil pump | Add hydraulic oil to the fuel tank and wait for the bubbles to disappear before using the oil pump |
| Oil pump emits noise | | Cavitation due to filter screen blockage | Adjusting or replacing hoses and cleaning filters |
| | | Cavitation caused by high viscosity of hydraulic oil | Replace with new hydraulic oil with viscosity suitable for the operating speed of the oil pump, and only operate when the oil temperature is normal |
| | | Bubbles in hydraulic oil | Check the cause of bubbles first, and then take measures |
| Fork cannot rise | Gear pump has action | Blocked or damaged oil circuit | Repair or replace |
| | Gear pump no action | Loose or damaged lifting micro-switch | Resecure or replace |
| | | Motor or circuit failure | Overhaul |
| Fork does not lower | | The solenoid valve is blocked or damaged | Repair or replace |
| The pressure of the safety valve is unstable or cannot be adjusted | | Loose pressure regulating screw | Adjust the pressure again and lock it tightly |
| | | The pressure regulating spring is deformed or damaged | Replace |
| | | Worn or stuck safety valve core | Replace or disassemble and reassemble |
| | | Pump failure | Maintenance pump |

3 Electrical system

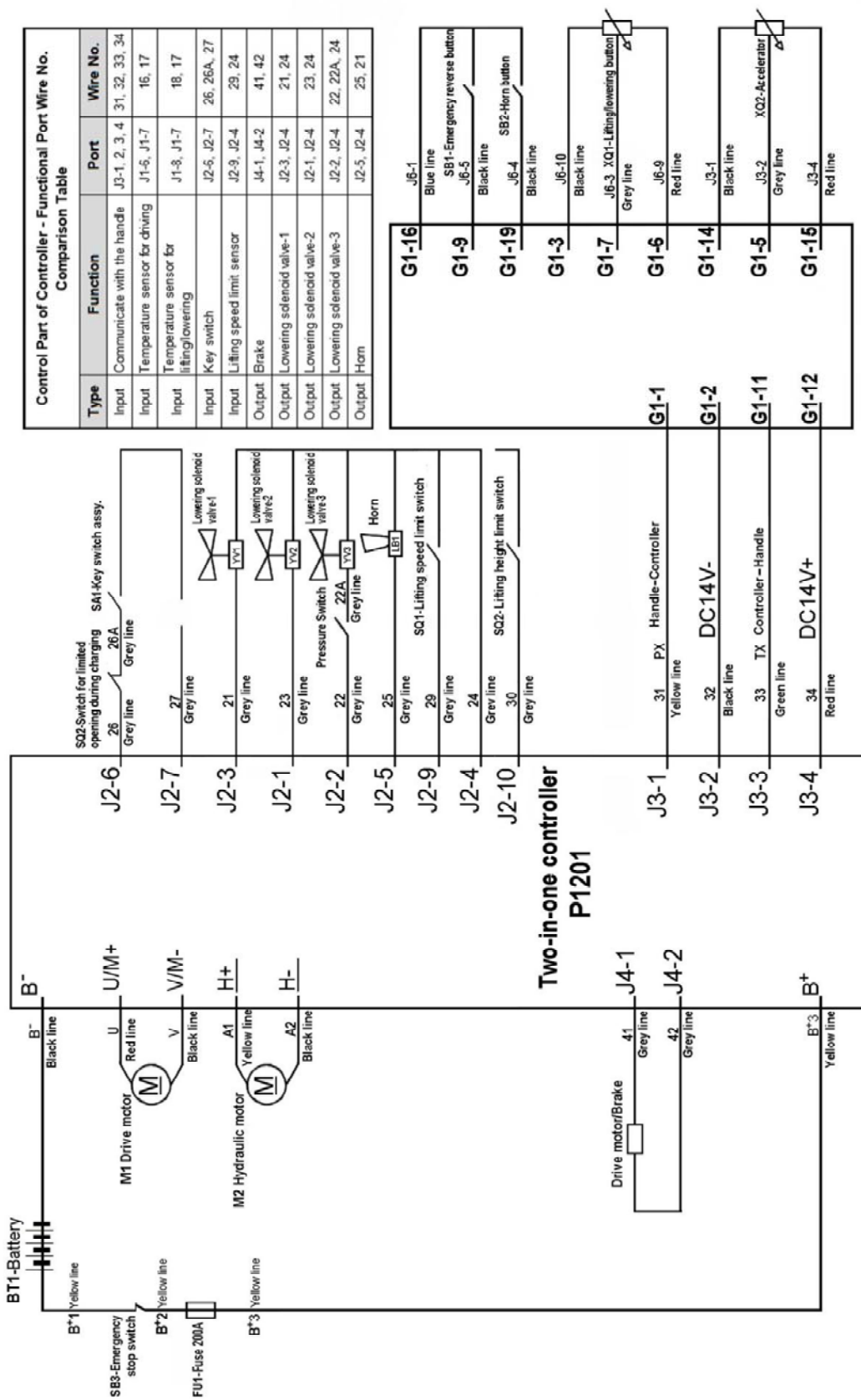


The electrical system of this car is a dual wire system, and all circuits are not grounded. The working voltage of the entire vehicle circuit is DC24V.



1. Handle assy.
2. Controller
3. Drive unit assy.
4. Key switch assy.
5. Emergency stop switch
6. Hydraulic unit assy.
7. Charger
8. Batteries

3.1 Electrical Schematic diagram



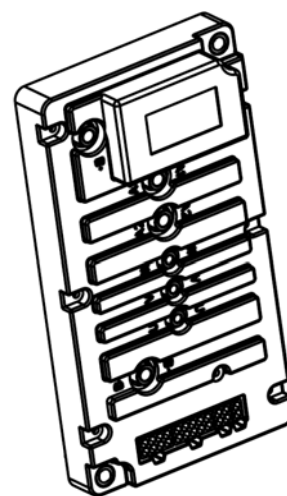
| Detailed description of the controller port definition (from the perspective of the direction of the plug in line and the outline) | | | | | | | | | | |
|---|----------------------|-------------------------------------|---------------------------|---------------------------|---------------------------|----------------------------|-------------|----|------|--------|
| J1 | | | J2 | | | | | J3 | | J4 |
| | | | Lowering solenoid valve-3 | Lowering solenoid valve-2 | Lowering solenoid valve-1 | Logic power supply 24V+ | Horn output | RX | 14V- | Brake+ |
| Drive motor temperature sensor+ | Temperature sensor + | Hydraulic motor temperature sensor+ | Key switch input | Key switch output | | Lifting speed limit switch | | TX | 14V+ | Brake- |

| Controller Control Part - Functional Port Wire Number Comparison Table | | | |
|--|--|------------|-------------|
| Category | Communicate with the handle | J3-1,2,3,4 | 31,32,33,34 |
| Input | Communication with the handle, temperature sensor travel | J1-6,J1-7 | 16,17 |
| Input | Temperature sensor lifting/lowering | J1-8,J1-7 | 18,17 |
| Input | Key switch | J2-6,J2-7 | 26,26A,27 |
| Input | Speed limited switch | J2-9,J2-4 | 29,24 |
| Output | Brake | J4-1,J4-2 | 41,42 |
| Output | Lowering solenoid valve-1 | J2-3,J2-4 | 23,24 |
| Output | Lowering solenoid valve-2 | J2-2,J2-4 | 22,24 |
| Output | Lowering solenoid valve-3 | J2-1,J2-4 | 21,21A,24 |
| Output | Horn | J2-5,J2-4 | 25,24 |

3.2 Drive controller

3.2.1 Maintenance

- The controller has no user repair accessories. Do not attempt to open, repair, or otherwise change the controller. This will damage the control and invalidate the warranty.
- It is recommended to regularly keep the controller clean and dry, and regularly check and clear diagnostic history files.
- Regular cleaning of the outside of the controller can help prevent corrosion or other electrical control failures caused by dirt, dust, and chemicals, which are part of the environment and often occur in battery powered systems.
- Before operating a battery powered vehicle, pay attention to safety. These include but are not limited to: proper training, wearing protective goggles, and avoiding loose clothing and jewelry.
- Follow the cleaning steps below to carry out the maintenance process. Never use a high-pressure flushing machine to clean the controller.
 - Remove the battery to power off.
 - By connecting a load (such as a contactor coil or horn) between controller B+and B -, discharge the capacitor inside the controller.
 - Remove dirt or corrosion at the power and signal terminals. Wipe the controller with a damp cloth and dry it before connecting the battery. control
 - The controller cannot be subjected to the impact of pressurized water flow.
 - Make sure the wiring is correct and tightened.





- Do not allow water to enter the product!
- Do not operate with power on!
- Do not reverse polarity!
- Do not short circuit the motor!

3.2.2 Handheld programmer

- ▶ The programmer is for easy maintenance and service of the truck.
- ▶ Shall not adjust controller parameter without the agreement of manufacturer, in case of truck or human accident.
- ▶ The programmer will automatically keep into memory after adjusting parameter, only need to key off and re-start it.
- ▶ Please refer to the user manual of the handheld programmer for specific operations.

3.2.3 Fault Code Table



Diagnosis and Fault Guide - Fault Menu for Handheld Units:

This fault code table provides the following information:

- Fault codes(Please check the reference photo on the right)
- Fault name displayed on the programmer
- Performance caused by malfunction
- Possible causes of the malfunction



When a malfunction occurs, if it is confirmed that it is not a wiring error or a mechanical fault in the vehicle, it can be attempted to restart through the vehicle key switch. If the fault persists, please turn off the key switch, check if the connector is properly connected or dirty, repair and clean it, reconnect it, and then try again.

| Code | Fault | Description | Possible cause | Solution |
|--------|--------------------|---|---|---|
| Err 11 | EE_VALIDATE_FAIL | Parameter error | Parameter adjustment error or Controller failure | Copy other vehicle parameters to this controller or replace the controller. |
| Err 12 | U_I_ERROR | Overcurrent | Controller failure | Replace the controller. |
| Err 13 | GATE_DRIVE_ERROR | Overcurrent | Controller failure | Replace the controller. |
| Err 14 | U_NULL_ERROR | U-phase current sensor error | Controller failure | Replace the controller. |
| Err 15 | V_NULL_ERROR | V-phase current sensor error | Controller failure | Replace the controller. |
| Err 16 | BAD_EREV_ERROR | Emergency reverse switch error | When starting the machine, there is a signal from the emergency reverse switch, such as a stuck switch. | Repair the emergency reverse switch |
| Err 17 | PRECHARGE_FAILED | Pre charging error | Controller failure | Replace the controller. |
| Err 18 | SPEED_SENSOR_FAULT | Motor Hall error - reserved | No such item | No such item |
| Err 19 | BAD_NTC | The temperature sensor of the walking machine is faulty | The temperature sensor of driving motor disconnected or faulty | Repair the wiring or replace the drive motor assembly |
| Err 21 | THROTTLE_FAULT | Accelerator damaged | Wiring failure or accelerator failure | Replace the wiring or replace the accelerator |
| Err 22 | HEAT_LIMIT_FAULT | Controller overheat current limiting | Controller temperature is too high and used too frequently. | After a certain period of rest, use it again. |

| | | | | |
|--------|---------------------|--|---|---|
| Err 23 | TEMP0_HI_ERROR | Controller overheating protection | Controller temperature is too high and used too frequently. | After a certain period of rest, use it again. |
| Err 24 | MHEAT_LIMIT_FAULT | Motor overheat current limiting | The temperature of drive motor is too high and used too frequently. | After a certain period of rest, use it again. |
| Err 25 | MTEMP_HI_ERROR | Motor overheat protection | The temperature of drive motor is too high and used too frequently. | After a certain period of rest, use it again. |
| Err 26 | MOTOR_STALLED | Motor stall | Abnormal drive unit assembly (gearbox) or abnormal braking or working conditions (wheels stuck in small pits causing inability to start). | Repair or replace corresponding parts |
| Err 27 | COIL_FAULT_ERROR | Short circuit at the output port (brake, horn, up, down) | Short circuit or parts failure in brake, horn, descent circuit. | Repair wiring or replace components |
| | BRAKE_CONNECT_ERROR | Brake coil faulty | Brake circuit disconnected or brake malfunction. | Repair wiring or replace the brake |
| Err 28 | | Reserve | No such item | No such item |
| Err 29 | MOTOR_OPEN_ERROR | Motor open circuit | Drive motor open circuit, motor wire breakage or motor malfunction. | Repair wiring or replace the drive motor |
| | | | | |
| Err 31 | LOW_BAT_LIMIT | Battery voltage low limit power | Low battery | Please charge |
| Err 32 | LOW_BATTERY | Low battery current protection | Low battery | Please charge |
| Err 33 | HIGH_BATTERY | High battery voltage | System voltage too high, circuit failure or controller failure. | Repair wiring or replace the controller. |
| Err 34 | SRO_ERROR | Operation sequence error | Incorrect operation sequence (turn on the emergency stop switch, key switch, and press the handle down to the driving range before the vehicle can be operated for walking and lifting) | Follow the correct operating sequence. |
| Err 35 | SOLENOID_DROP_OUT | Relay faulty | Controller failure | Replace the controller. |
| Err 36 | | Reserve | No such item | No such item |
| Err 38 | UART_ERROR | Communication error | Communication error between handle and controller. | Check the circuit or replace the handle display circuit board. |
| Err 39 | RESERVED_ERROR3 | Verification error | The controller is not an original factory controller. | Replace the original factory controller |
| | | | | |
| Err 41 | PUMP_STALL_ERROR | Pump motor blocked rotation | Cargo overweight or hydraulic motor malfunction. | Reduce the quality of the goods to below the standard load or replace the hydraulic motor |
| Err 42 | PUMP_TIMEOUT_ERROR | Pump motor started too long (90s) | Lifting time exceeds 90 seconds. | Normal operation is sufficient. |
| Err 43 | PUMP_WIPER_ERROR | Pump motor accelerator failure | Handle lifting knob circuit malfunction or knob malfunction. | Repair the knob circuit or replace the knob. |
| Err 44 | PUMP_OPEN_ERROR | Pump motor open circuit | Hydraulic motor open circuit. | Check the circuit or replace the hydraulic motor. |
| Err 45 | PUMP_HOT_ERROR | Pump motor overheated 120 | Hydraulic motor temperature too high. | After resting for a certain period of time, use it again. |
| Err 46 | PUMP_NTC_ERROR | The pump motor thermistor is faulty | Hydraulic motor temperature sensor circuit malfunction or temperature sensor malfunction. | Repair the circuit or replace the hydraulic motor. |

Attachment: List of Bolt Tightening Torques

Unit: N·m

| Bolt diameter | Class | | | |
|---------------|-----------|-----------|-----------|------------|
| | 4.6 | 5.6 | 6.6 | 8.8 |
| 6 | 4 ~ 5 | 5 ~ 7 | 6 ~ 8 | 9 ~ 12 |
| 8 | 10 ~ 12 | 12 ~ 15 | 14 ~ 18 | 22 ~ 29 |
| 10 | 20 ~ 25 | 25 ~ 31 | 29 ~ 39 | 44 ~ 58 |
| 12 | 35 ~ 44 | 44 ~ 54 | 49 ~ 64 | 76 ~ 107 |
| 14 | 54 ~ 69 | 69 ~ 88 | 83 ~ 98 | 121 ~ 162 |
| 16 | 88 ~ 108 | 108 ~ 137 | 127 ~ 157 | 189 ~ 252 |
| 18 | 118 ~ 147 | 147 ~ 186 | 176 ~ 216 | 260 ~ 347 |
| 20 | 167 ~ 206 | 206 ~ 265 | 245 ~ 314 | 369 ~ 492 |
| 22 | 225 ~ 284 | 284 ~ 343 | 343 ~ 431 | 502 ~ 669 |
| 24 | 294 ~ 370 | 370 ~ 441 | 441 ~ 539 | 638 ~ 850 |
| 27 | 441 ~ 519 | 539 ~ 686 | 637 ~ 784 | 933 ~ 1244 |

Note: All important connections are made with grade 8.8 bolts.
The bolt grade can be found at the head, if not, it is 8.8 grade.

Maintenance records

| Date | Repair and maintenance content | Maintenance personnel |
|------|--------------------------------|-----------------------|
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