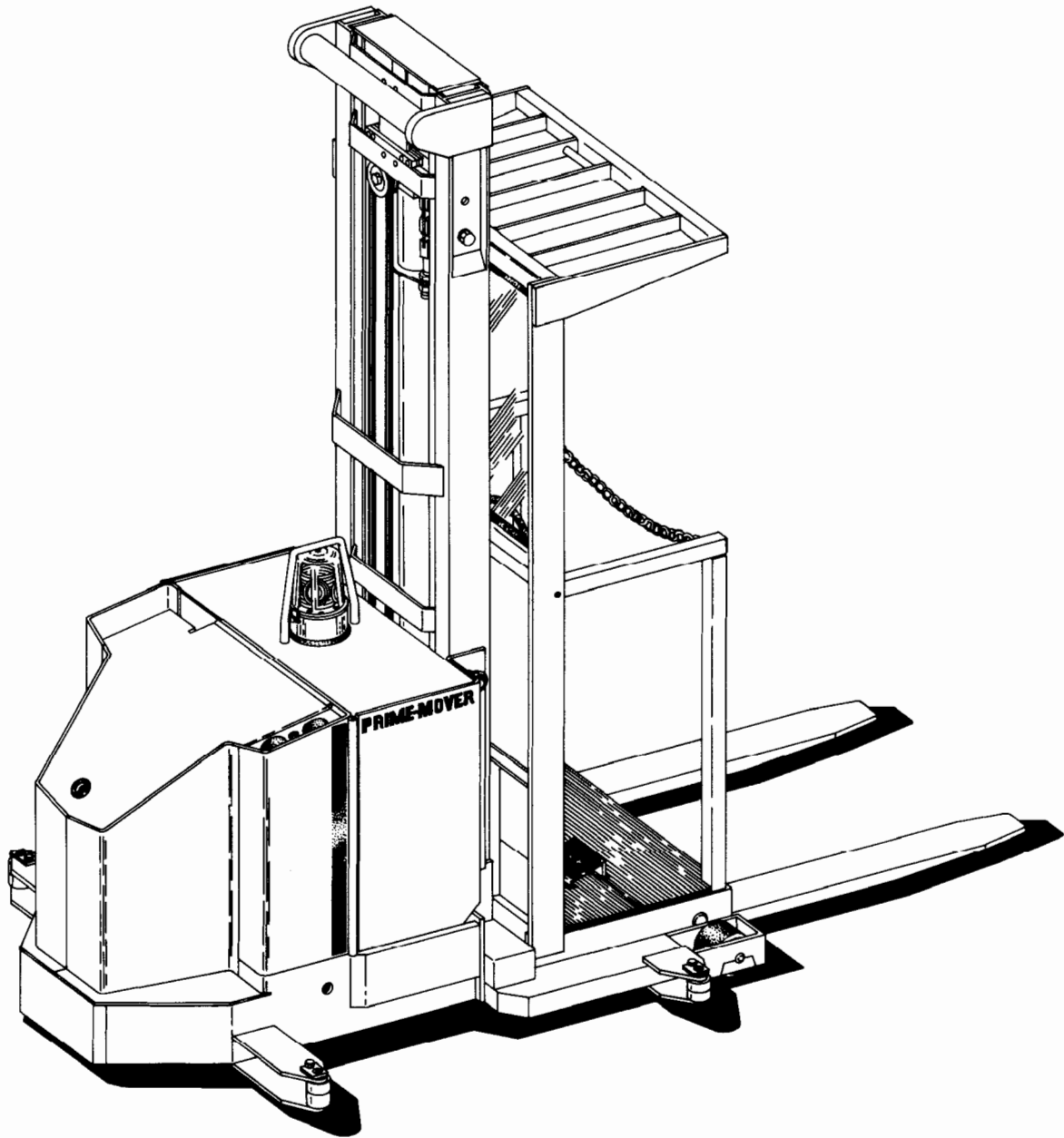


Operating/Maintenance/Parts Manual

OE TRUCK

OE-15C



Issued January 1983

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POWER WIRING

The power circuits are wired per diagrams included in this manual. All connections must be clean at time of assembly and securely fastened. Connections showing heat discoloration should be thoroughly checked.

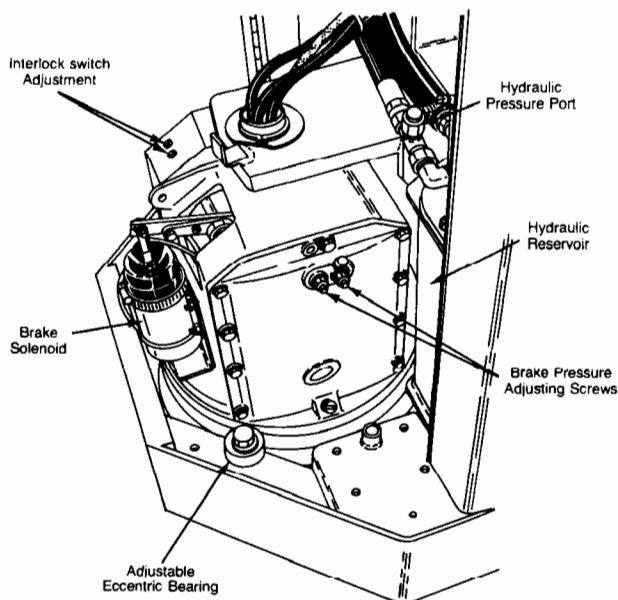
Circuit breakers protect both the lift motor and the traction motor. **These circuit breakers reset automatically after a short cooling period.** Opening of a circuit breaker may indicate a short circuit but is normally an indication of excessive current draw. Operating conditions should be checked if circuit breakers continually open.

Dead Man Brake Theory of Operation

The dead man brake in your OE-15C truck is an electrical release and mechanically applied design. The brake has multidiscs on the drive motor pinion within the transmission. This design gives excellent braking and long life since the discs are protected from dirt and abrasive material.

Brake loading is accomplished with two springs which force a lever arm onto the disc assembly. This action clamps the brake discs and separators and provides braking any time the pedal is in the static (up) position.

When the foot pedal is depressed, a microswitch is closed and electrical current flows to the solenoid which moves the brake arm by a rod. The movement of the rod forces the brake arm away from the brake discs. This, of course, releases the brake and allows the discs to turn freely.



DEADMAN BRAKE

DEADMAN BRAKE ADJUSTMENTS Service Reference 10700-03

In order to maintain good operation of your machine, it is important that the brake be properly adjusted. In general, adjustments are made either to correct too little brake or too much brake.

If the problem is too little brake, the corrective action is to increase brake spring tension. This is done by turning the two (2) brake adjusting screws clockwise.

Important: The brake pedal should be depressed when making this adjustment to avoid overadjustment.

If increased brake tension does not remedy the problem, the brake pads and/or separators should be inspected and replaced if necessary. Check also that the brakes are not overadjusted.

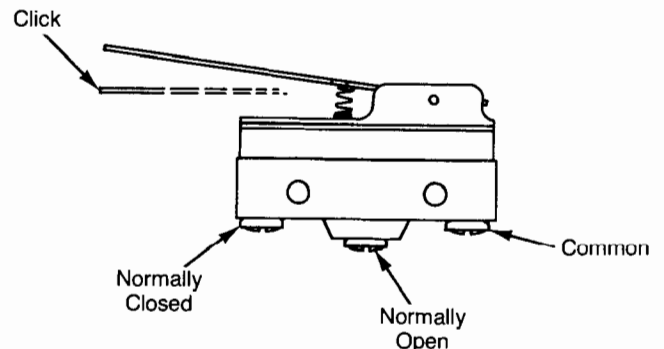
The brake which works properly, but is too aggressive can be toned down by turning the brake adjusting screws counterclockwise. This decreases brake tension and therefore make brake less severe.

After adjusting the brake, be sure to check the operation of the brakes and brake interlock switch.

INTERLOCK SWITCH Service Reference 15310-00

The brake interlock switch is located inside the motor shield above the drive motor. It is activated by a shaft connected to the brake plunger. Its purpose is to shut off electrical power to the master control switch when the brake is applied (foot pedal up) by opening the control circuits. To adjust the interlock switch:

1. Make any required adjustment to the brake (see instructions in this section).
2. Leave the brake on (pedal up).
3. Loosen the four (4) screws holding the interlock switch in the motor shield.
4. Slide switch left away from the brake as far as possible.
5. Slide switch assembly to the right until switch clicks (snaps).
6. Move an additional 1/32 inch and tighten screws.
7. Check that the actuating rod make solid contact with the switch lever.
8. Check that the switch clicks (snaps) near the middle of the actuating rod movement.



INTERLOCK MICRO SWITCH

Fig. #	Item #	Part #	Name	# for Assy.
1	1	B-49990	Decal, Warning	1
1	2	A-26272	Decal, DOHG	1
1	3	B-49975	Decal, Warning	1
1	4	P-13872-7	Decal, Capacity (1500 lbs.)	1
1	5	A-49878	Plate, Logo	1
1	6	A-26269	Decal, slower Raise/Lower	1
1	7	B-49865	Decal, Instructions	1
1	8	B-49903-2	Decal, Prime-Mover	2
1	9	NA	Nameplate (chassis)	1
1	10	52-210	Paint, Gold	As Req.
1	10	52-214	Can, Spray Gold	As Req.
1	10	52-211	Paint, Burnt Orange	As Req.
1	10	52-213	Can, Spray Burnt Orange	As Req.
1	11	52-212-2	Stripe, Burnt Orange	4 feet
1	12	NA	Nameplate (Mast)	1

NA — Not Available

FIGURE 10 MAST WIRING ASSEMBLY

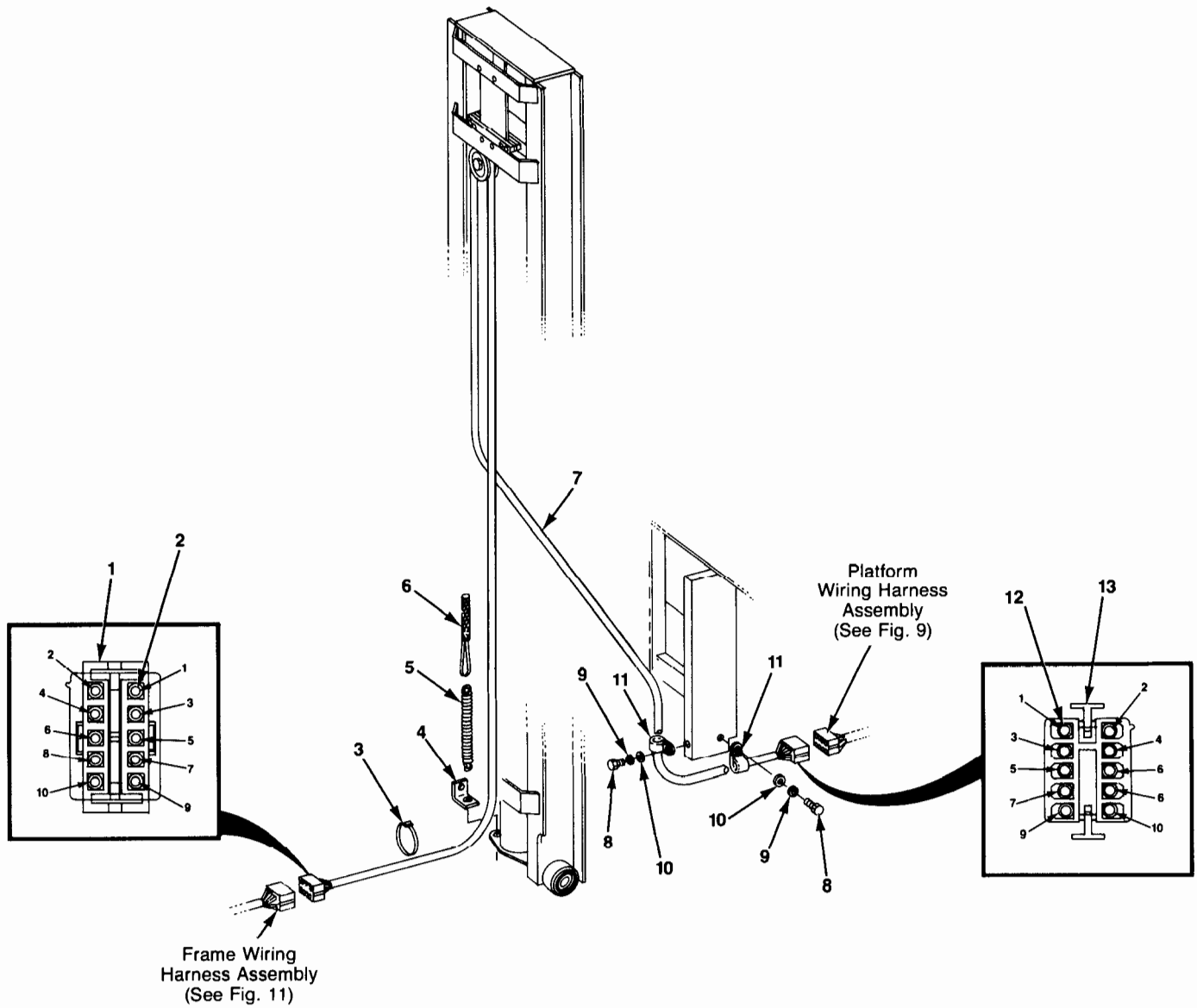


Fig. #	Item #	Part #	Name	# for Assy.
10	1	P-20148-1	Disconnect	1
10	2	P-20188	Terminal, Male	10
10	3	P-25332-01	Tie, Wire	10
10	4	A-21797	Clip	1
10	5	A-49934	Spring	1
10	6	VK-073-04-1279	Rap, Cable	1
10	7	B-26654-11	Cable Assembly	1
10	7	B-26654-12	Cable Assembly	1
10	7	B-26654-13	Cable Assembly	1
10	7	B-26654-15	Cable Assembly	1
10	8	P-11143-04	Screw, Cap	2
10	9	P-11009-06	Lockwasher	2
10	10	P-11016-03	Washer, Flat	2
10	11	P-15677-08	Clamp	2
10	12	P-20189	Terminal, Female	10
10	13	P-20148-02	Disconnect	1

FIGURE 19 HYDRAULIC SCHEMATIC

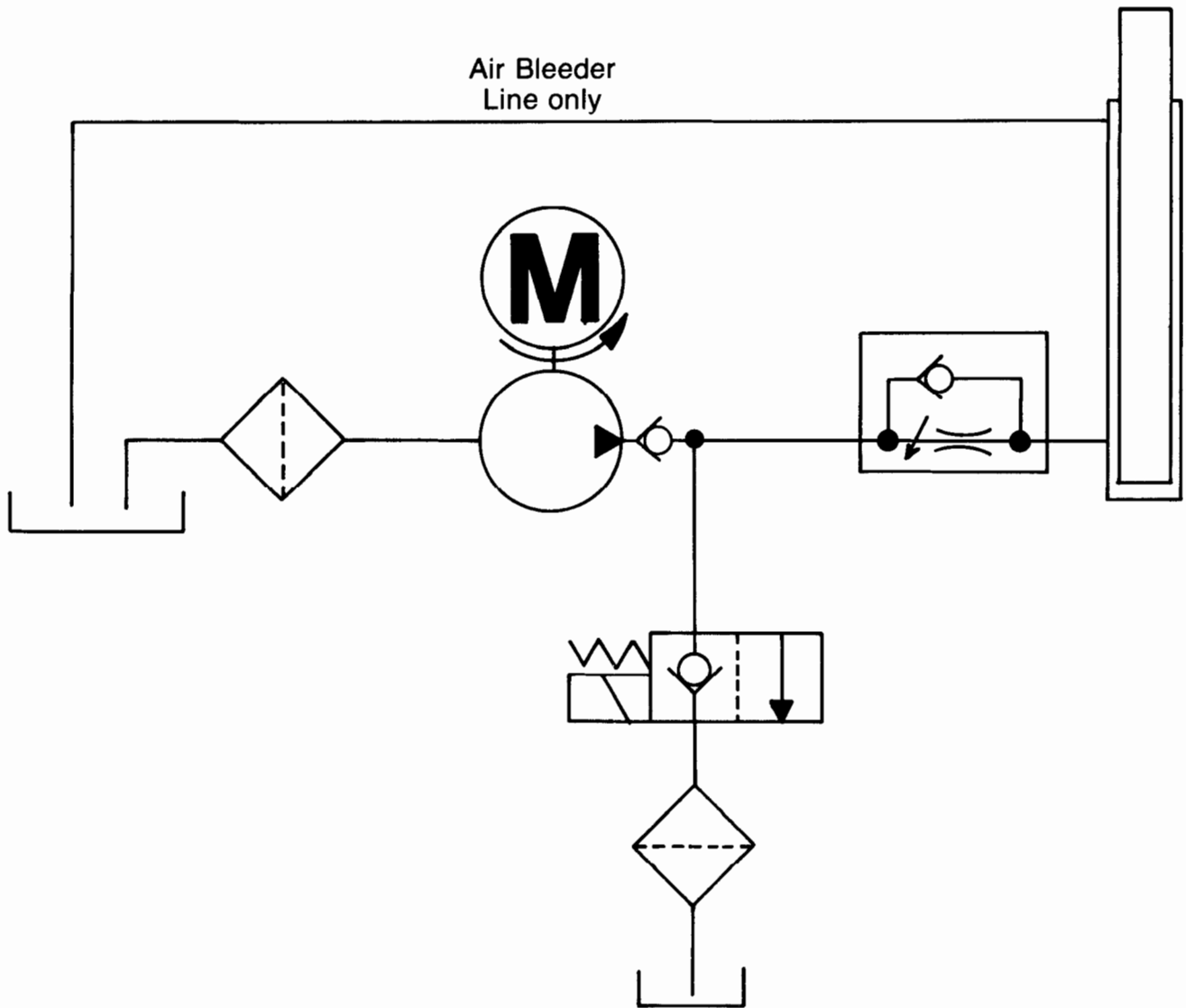


FIGURE 28 LIFT CYLINDER AND RELATED PARTS

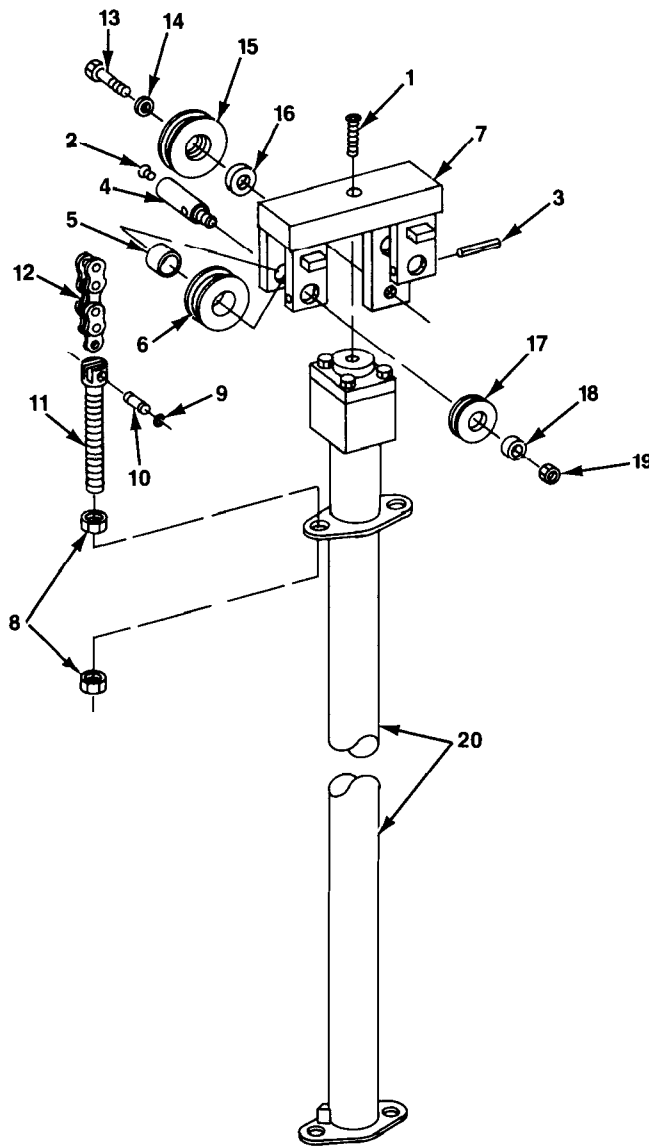


Fig. #	Item #	Part #	Name	# for Assy.	Unit	Fig. #	Item #	Part #	Name	# for Assy.	Unit
28	1	P-11047-9	Screw, Cap S.L.	1		28	13	P-14994-5	Screw, Cap	1	
28	2	P-11160-9	Fitting, Grease	2		28	14	P-14993-18	Washer, Flat	1	
28	3	P-11073-21	Pin, Roll	2		28	15	B-21746	Sheave	1	
28	4	A-21777	Shaft	2		28	16	A-26493-1	Bearing	1	
28	5	P-11523-4	Bearing	2		28	17	A-21533-3	Sheave	2	
28	6	A-21056	Sheave, Chain	2		28	18	A-26593-1	Bearing	2	
28	7	B-21775	Head, Sheave	1		28	19	P-11170-8	Nut	2	
28	8	P-11261-12	Nut	4		28	20	C-21066-6	Cylinder, Lift	1	83/124
28	9	P-13281-1	Ring, Retaining	4		28	20	C-21066-8	Cylinder, Lift	1	90/138
28	10	P-13280	Pin, Clevis	2		28	20	C-21066-10	Cylinder, Lift	1	96/150
28	11	A-21055	Anchor, Chain	2		28	20	C-21066-11	Cylinder, Lift	1	105/168
28	12	52-7962	Chain, Lift	As Req					(See Fig. #25)	1	

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