

MODEL OE-30 ORDER SELECTOR

Maintenance Service During Initial Break In Period

Your Prime-Mover Model OE-30 Order Selector was carefully checked prior to shipment and should be checked again by a qualified mechanic before being placed into service.

In addition, after the machine has been placed into service, several items should be checked to see if minor adjustments may be needed. We are listing these items below.

Careful attention to these items during the first few days of use will assure you of receiving the dependable performance for which your Prime-Mover Model OE-30 was designed.

Every day for first two weeks (50 hours) of service do the following in addition to normal maintenance activities:

1. LIFT CHAINS

A. Two stage masts

1. Fully lower the mast.
2. The lift chains are properly adjusted if you can force the chain $\frac{1}{2}$ " to 1" sideways. If they are looser than this, loosen the locking nuts on the chain anchors and adjust until tension is correct and the same on each chain.

B. Three stage masts

1. Fully lower the mast.
2. Measure the distance from the floor to the bottom of the forks. It should be approximately $\frac{1}{2}$ ". If the forks are lower than this loosen the locking nuts on the lift chain turnbuckle and tighten the lift chains evenly until the $\frac{1}{2}$ " dimension is reached.

NOTE: DO NOT ATTEMPT TO ADJUST ANY CABLES UNTIL LIFT CHAIN ADJUSTMENT IS PROPER.

2. BRAKE INTERLOCK SWITCH

The brake interlock actuator rod on the transmission should move approximately $\frac{1}{8}$ " to $\frac{3}{16}$ " when stepping on the brake pedal in the operator compartment.

If the movement is less than this, adjustment of the interlock is too sensitive to assure proper operation. If this is the case, refer to Page OE-9 in the Operator, Maintenance, and Parts Manual to make proper cable and master cylinder adjustments.

NOTE: Remember the master cylinder must return fully to the neutral position to assure all the oil returning to the master cylinder reservoir. If this does not occur, the brakes and brake interlock switch will not function properly.

3. EMERGENCY DISCONNECT CABLE

This cable should be somewhat slack so the emergency disconnect will not partially open, causing arcing and burning of the contact tips during normal operation.

If the cable requires loosening, check the spring adjustment on the release handle in the operator compartment. The spring should not be collapsed more than $1\frac{3}{4}$ " when the release handle is depressed and locked in operation position.

If additional adjustment is needed, use the next lower hole in the disconnect plate attached to the contact tip release bracket.

4. STEERING CABLES

Tighten cables just adequate enough to remove slack.

OPERATING TIPS

Hanging the forks up on a rack, etc. while lowering the mast will cause all cables to become loose. The unit cannot be steered, raised, or lowered, from the operator platform. If this occurs - **DO NOT ATTEMPT TO STEER THE UNIT.**

The unit can be raised from the ground by manually actuating the 1P contactor on the SCR Panel. Do this carefully to prevent cable damage. As soon as the unit can be raised from the operator platform, it can also be driven.

CLICK HERE TO **DOWNLOAD** THE COMPLETE MANUAL

- Thank you very much for reading the preview of the manual.
- You can download the complete manual from: www.heydownloads.com by clicking the link below



- Please note: If there is no response to CLICKING the link, please download this PDF first and then click on it.

CLICK HERE TO **DOWNLOAD** THE COMPLETE MANUAL

MAINTENANCE INSTRUCTIONS

Maintenance described in this section represents minimum requirements for continuous satisfactory operation of the machine. Because improperly maintained machines are hazardous, it is extremely important that only qualified mechanics perform maintenance work. It is also imperative that only genuine Prime-Mover parts are used if replacement is needed.

It is recommended that a regular maintenance schedule be followed for electrical and mechanical adjustments as well as for lubrication. A preventative maintenance program of this type can catch and correct many serious problems before they occur. Because regular maintenance cannot be controlled by the manufacturer or by the distributor, it must ultimately be the responsibility of the owner.

Your Prime-Mover distributor stands ready to assist in the event of operational difficulties. However, most adjustments and/or repair can be readily performed by the user. The instructions provided in this section will facilitate maintenance of the Prime-Mover OE series order selector truck to operate at peak efficiency.

BATTERY

Proper care and servicing of the battery is vital to assure satisfactory operation and life of your Prime-Mover electric truck. Battery acid is, of course, extremely corrosive and should be kept off or washed off the machine as any spillage occurs. The battery should always be kept in a charged stage. An overly discharged battery will cause a number of operational difficulties in any electric truck and the battery charge should be checked first if any electrical difficulties occur.

In cases of a battery not taking a charge, make sure that the charger is being attached to the battery connector and not to the connector on the machine. A battery which does not take a proper charge should be referred to the battery manufacturer's representative for service.

ELECTRICAL WIRING Service Ref.: 20650-00

Your Prime-Mover Model OE-30 order selector is equipped with a General Electric Model EV-1 SCR control system as standard equipment. SCR control provides for superb speed control, reliable operation and high operating efficiency.

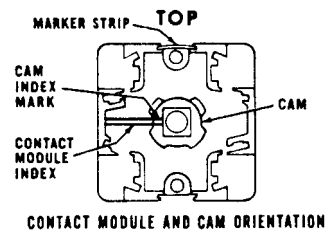
Specific information as to theory of operation, troubleshooting instructions, service and adjustments can be found in General Electric SCR manual which is provided with the truck. This information can also be found in the Prime-Mover Service Reference material. **Do not use the Electric Schematic in the General Electric manual.** These are general schematics only. Use the specific schematic for your truck provided by The Prime-Mover Co.

We recommend that you have an analyzer box for troubleshooting the model EV-1 General Electric SCR. This convenient device can be ordered through our Parts Department.

CONTROL SWITCHES Service Ref.: 20700-00

The main control switches are located in the handle shown in the parts section of this book. These switches provide for direction control of the machine and for high speed switching. The switches are not adjustable and if defective, they must be replaced. (See parts breakdown.)

When a contact module is replaced, it must be oriented as shown below.



POTENTIOMETER Service Ref.: 20700-00

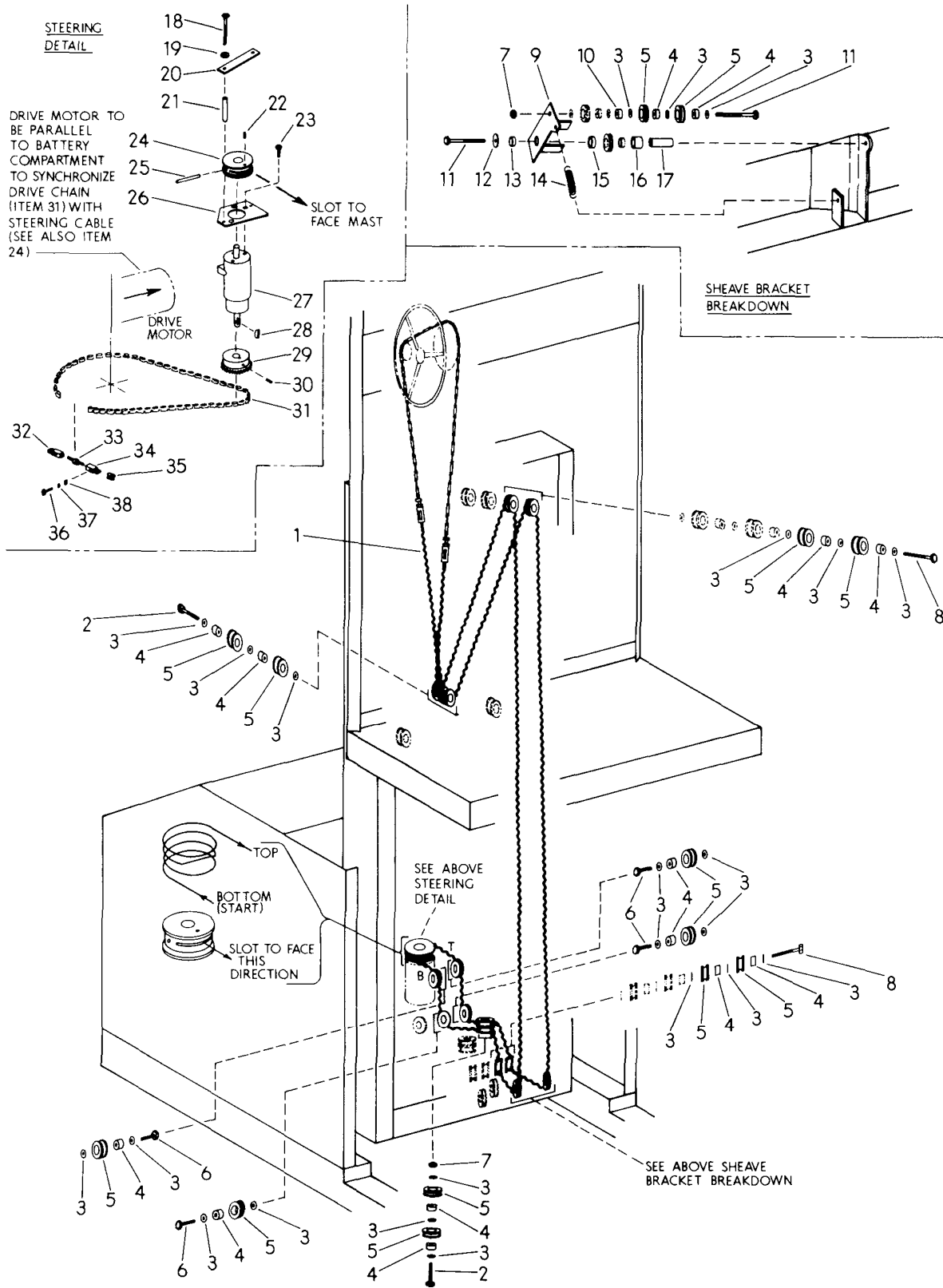
To check operation of the potentiometer, disconnect battery and disconnect wires at card terminal R4 and R5. Connect a VOM to wire removed with scale set to R x 100. With accelerator in creep speed position, the ohms reading should be 4800 to 6000 ohms. With accelerator in top speed position, reading should be 200 ohms or less. With wire disconnected as above, check for resistance of 1 megohm or higher from pot wires to truck frame.

DEADMAN BRAKE – Theory of Operation

The deadman brake in OE-30 order selector is a hydraulically released and mechanically applied design. The brake has multiple discs 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.

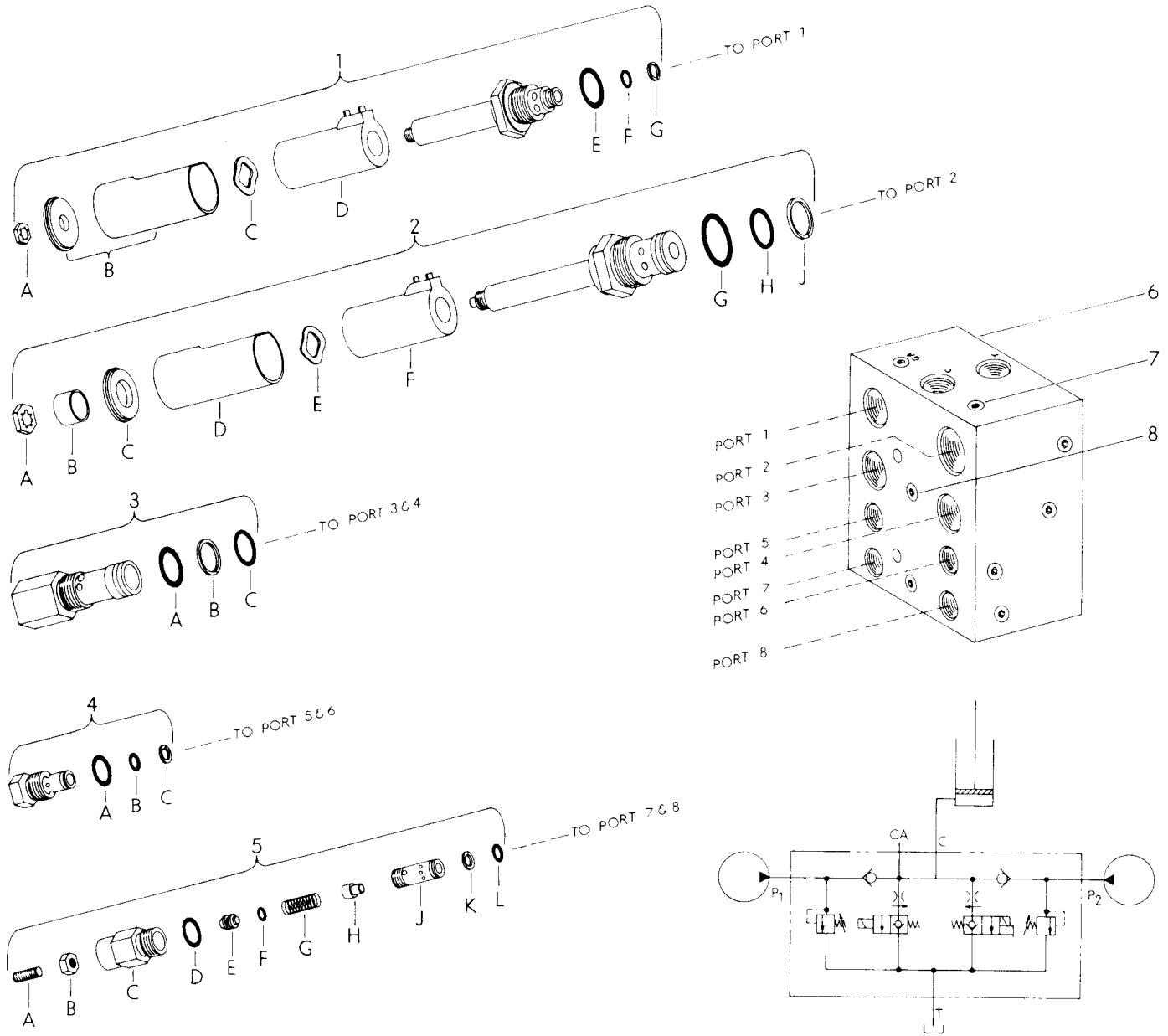
Ref. No.	Part No.	Description	No. Req'd	
			2LFL	3 FFL
1	D-26108-2	Lift Platform	1	
	D-26108-1	Lift Platform		1
2	A-26180	Windshield	1	1
3	P-13872-8	Decal, Capacity	1	1
4	P-21537	Weather Strip (11.1 Ft.)	1	1
5	A-26179	Side Arm	2	2
6	P-11073-12	Roll Pin	2	2
7	B-26192	Cable Bracket	1	1
	*B-26196	Cable Bracket (Opp. side)	1	1
8	P-11016-3	Washer, 3/8	8	8
9	P-11009-5	Lockwasher, 5/16	8	8
10	P-11055-2	Screw, Hex Hd. 5/16 - 18 x ¾	8	8
11	P-11857-5	Washer, Mach. Bushing 2-1/8 x 1-3/8 x 18 Ga.	As Req'd	2
12	P-21089-2	Bearing, Mast Guide	4	6
13	**QN35A12657	Washer, Thrust (.062 Thick)		4
14	**QN35A12629	Roller, Thrust		2
15	P-14989-2	Cap Screw, 12 Pt. 3/8-24 x 1 ¼		4
16	P-11072-6	Lockwasher, Ext. 3/8		4
17	**QN35A12667	Shaft, Roller		2
18	A-26193	Shim, Roller		As Req'd
19	P-11852-14	Screw, Fl. Hd. Soc. 3/8-16 x ¾		6
20	**QN35A12655	Washer, 1 ¼ O.D.		6
21	**QN35A12658	Cap, Plunger, Hex Hd. 5/8		1
22	**QN20-3003277	Plunger, Carriage		1
23	**QN20-3003278	Spring, Plunger		1
24	A-26176	Eccentric, Bearing		2
25	P-21089-1	Bearing, Mast Guide		2
26	P-11857-3	Washer, Mach. Bushing 1 ½ x 1 x 18 Ga.		As Req'd
27	A-26177	Shaft, Anchor		2
28	P-11170-10	Nut, S.L. 5/8-11		2
29	A-26303	Block, Mounting (Above 150")		1
30	A-26281	Block, Mounting (150" & Below)	1	
30A	A-26281	Block, Mounting (Above 150" only)	1	
31	P-11852-17	Cap Screw, Fl. Hd. 5/16-18 x 1 ¼ (3FFL), (2LFL, 150" & Below)	2	2
	P-11852-17	Cap Screw, Fl. Hd. 5/16-18 x 1 ¼ (2LFL Above 150")	4	
32	A-25246-3	Shaft, Lever Pivot	1	1
33	P-11020-5	Bearing, Plain	2	2
34	A-26250	Cover, Pedal	1	1
35	P-11073-3	Roll Pin	1	1
36	B-26207	Brake Pedal	1	1
37	A-26138	Shaft, Fork	2	2
38	B-26137-1	Fork (36")	2	2
	B-26137-2	Fork (42")	2	2

STEERING - 2 STAGE



NOTES:

WATERMAN VALVE PACKAGE



Service Reference 30650-00

Ref. No.	Part No.	Description	No. Req'd
	A-26199-1	Control Valve Assembly (2LFL)	
	A-26199-2	Control Valve Assembly (3FFL)	
1	QK700397-07	Cartridge Solenoid Valve (410-24)	1
1A	QK115152-00	Locknut	1
1B	QK700470-00	Shell Sub-Assembly	1
1C	QK100231-00	Spring Washer	1
1D	QK31110-24	Coil	1
1E	QK115163-00	"O" Ring (Ga-12-A)	1
1F	QK114855-00	"O" Ring (A-012)	1
1G	QK114830-00	Back-up Ring	1

Please refer to the following pages in this manual that will be of further assistance in tracing circuits.

Page 64 — Shows a diagram of all power wiring.

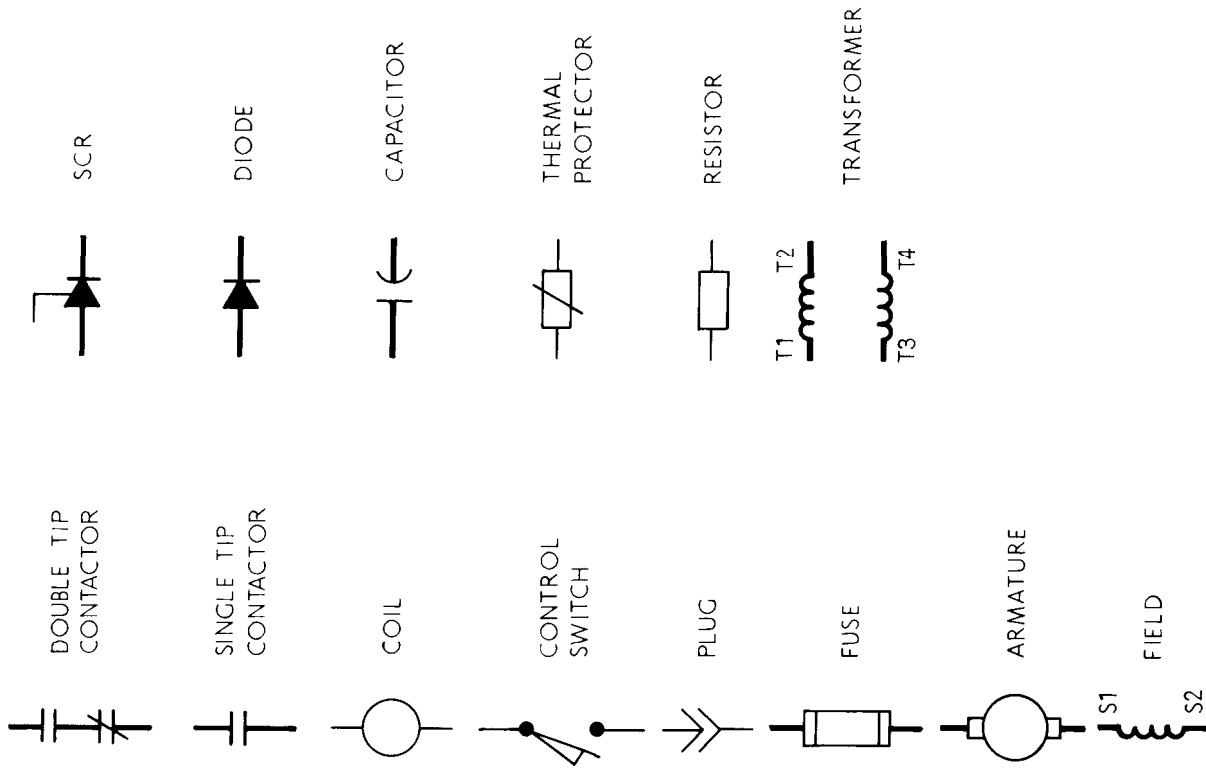
Page 66 — Shows a diagram of the control wiring on the main chassis.

Page 68 — Shows a diagram of the control wiring on the operators platform.

Page 70 — Shows the location of the SCR panel components.

Page 71 — Shows the location of the SCR driver modules and contactors.

TERMS AND SYMBOLS



CLICK HERE TO **DOWNLOAD** THE COMPLETE MANUAL

- Thank you very much for reading the preview of the manual.
- You can download the complete manual from: www.heydownloads.com by clicking the link below



- Please note: If there is no response to CLICKING the link, please download this PDF first and then click on it.

CLICK HERE TO **DOWNLOAD** THE COMPLETE MANUAL