

**The Best Way
To Go
About Your
Business**

TAYLOR-DUNN[®]



Taylor Truck



ET 3000

Models Included:

B0-T48-48 Taylor Truck (T48)

ET-030-48 (ET 3000)

MANUAL MB-T48-01

Operation, Troubleshooting and Replacement Parts Manual

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

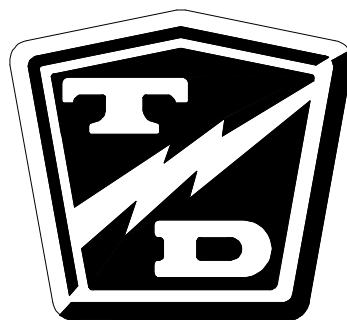


- Please note: If there is no response to CLICKING the link, please download this PDF first and then click on it.

CLICK HERE TO **DOWNLOAD** THE COMPLETE MANUAL

INTRODUCTION

Operator and Maintenance Manual



Check the operation of each of the following controls:

- Accelerator
- Brake
- Parking Brake



- Key-Switch
- Forward/Reverse Switch with Reverse Beeper
- Front Headlight Switch



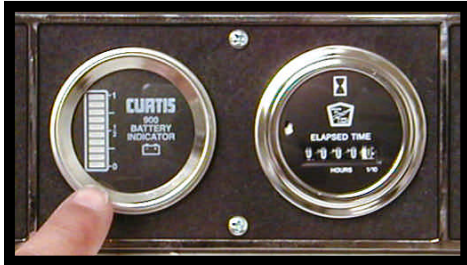
- Steering Wheel



- Horn

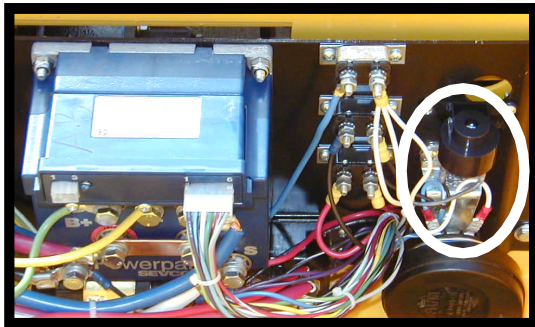


Battery Status Indicator



The battery status indicator is located to the left of the hour meter. The battery status indicator has a LED bar graph that indicates the relative state of charge of the battery. The top LED will light only when connected to a fully charged battery or after completing a charging cycle. Successive lower LED's will light as the battery charge diminishes. When the second from the bottom LED flashes the battery energy status is in energy reserve and should be placed on charge as soon as possible. When the two bottom LED's are alternately flashing the batteries are empty and the truck should be taken out of service to avoid damaging the batteries.

Reverse and Motion Alarm



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

Electrolyte Alarm (Optional)



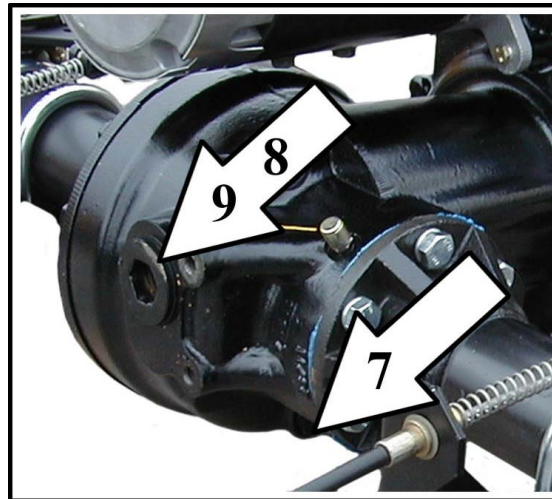
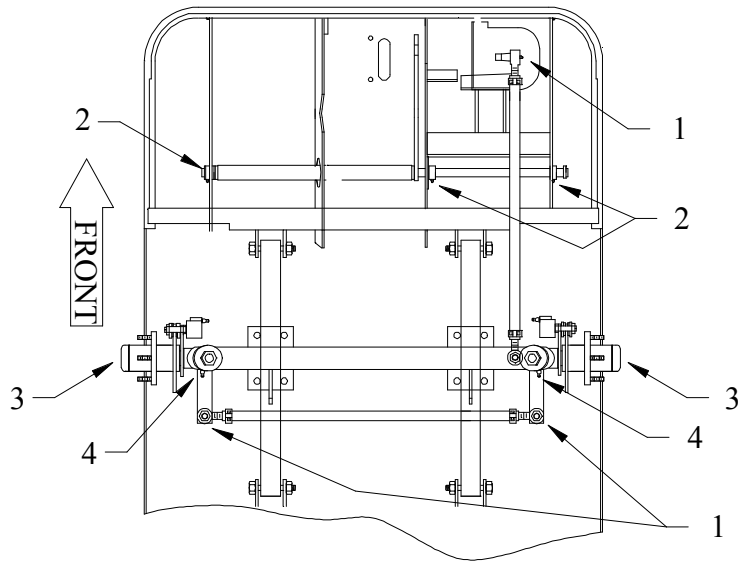
The Electrolyte Alarm is located in the battery area, in the 4th battery cell from the main battery positive cable. The Electrolyte alarm is activated when the battery cell fluid level falls below the level of the probe. The alarm is an audible continuous sound along with a bi-color indicator lamp. Inspect the batteries when the alarm sounds or the bi-color lamp turns from its green color to red. The vehicle batteries should then be filled and/or charged. With the fluid level at a normal operating level and/or the batteries charged the alarm and light will reset.

Windshield Washer Fluid Tank (ET 3000)



The windshield washer fluid tank is located under the passenger seat. The fluid level should be maintained with windshield washing fluid above the lowest mark on the tank. Allowing the tank to be used when empty, may result in washer pump failure.

Lubrication



#	Description	Locations	Lubricant Type
1	Steering ball joints	4	General Purpose Grease
2	Brake pedal linkage	3	General Purpose Grease
3	Front wheel bearings	2	General Purpose Grease
4	King pin	2	General Purpose Grease
7	Drive drain plug	-	-
8/9	Drive fill/level plug	1	SAE 80w90 Gear Oil

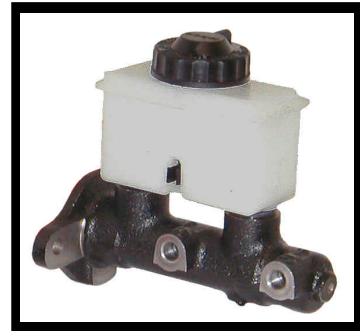
NOTE: The drive fluid level should be filled to the bottom edge of the fill level plug threads. The vehicle should be secured and on level ground before initiating any service procedures.

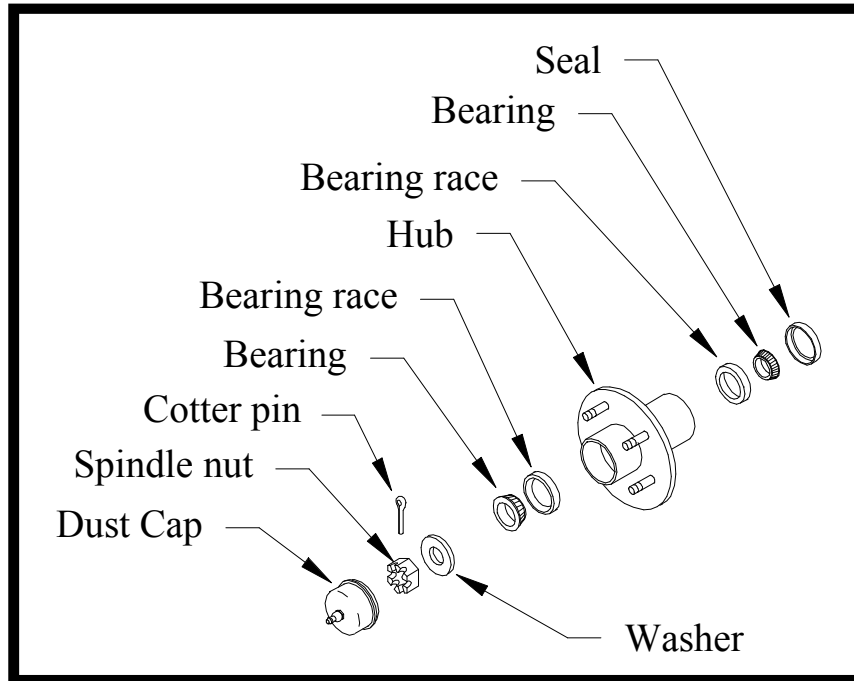
Filling and Checking the Fluid Level

⚠ WARNING

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

6. Clean the cover and exterior of the master cylinder and the surrounding area.
7. Remove the cap from the top of the master cylinder and visually check the level of fluid.
8. Add DOT 3 brake fluid as needed, fill level 1/4" from the top of the master cylinder.
9. Replace the cap on the master cylinder.
10. Reconnect the main positive and negative cables at the batteries.
11. Remove the blocks from behind the wheels.
12. Release the park brake and test drive the vehicle.





Wheel Hub Assembly

Front Wheel Bearings

⚠ WARNING

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

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

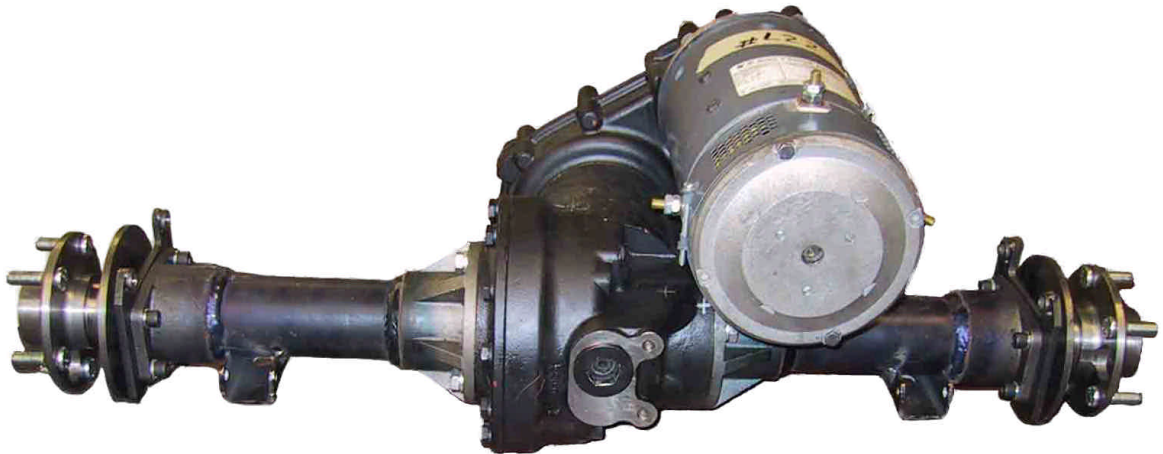
⚠ WARNING

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

7. Remove the tire/wheel assembly.

8. Remove the dust cap, cotter pin, and spindle nut.

DRIVE SERVICE



Assembling the 3rd Member

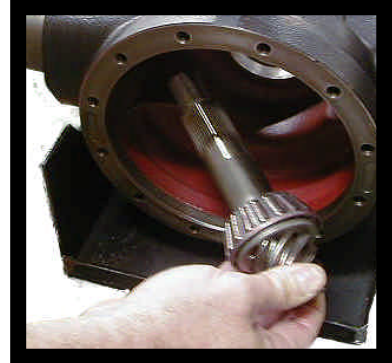
⚠ CAUTION

Be sure to pre-lube all of the bearings. Failure to do so will cause early wear, damage and void any and all warranties.

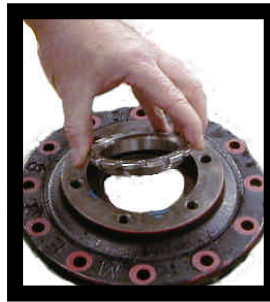
⚠ CAUTION

If the pinion gear, bearings, races or the ring and pinion were replaced, the pinion gear must be re-shimmed. (Refer to the re-shimming instructions).

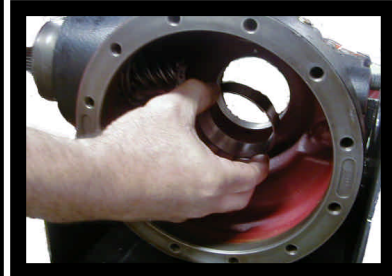
1. Temporarily install the pinion gear (hand tighten only).



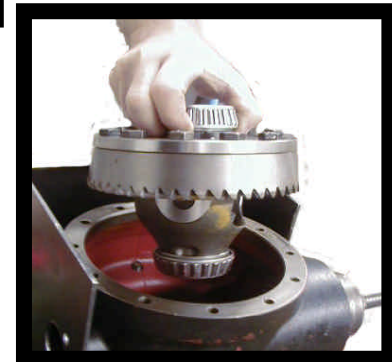
2. Install the carrier bearing race ring nuts into the housing and cover.



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



4. Place the differential assembly into the housing.
5. Tighten the housing carrier bearing race ring nut so that the ring gear is not in contact with the pinion gear.
6. Remove the differential assembly.



NOTE: Do not allow the ring nut to rotate.

Automatic Electric Brake Removal and Installation

In the event, a vehicle equipped with, an automatic electric brake unit becomes immobile. Tow the vehicle with the rear axle hoisted and secured in the air to the maintenance facility were an authorized technician can begin any necessary repairs.

It is not necessary to remove the drive assembly to perform the removal and installation of the electric brake in most cases. However, if the vehicle is equipped with an optional cargo box, it may be necessary to lower the drive assembly in order to access the motor.

⚠ WARNING

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

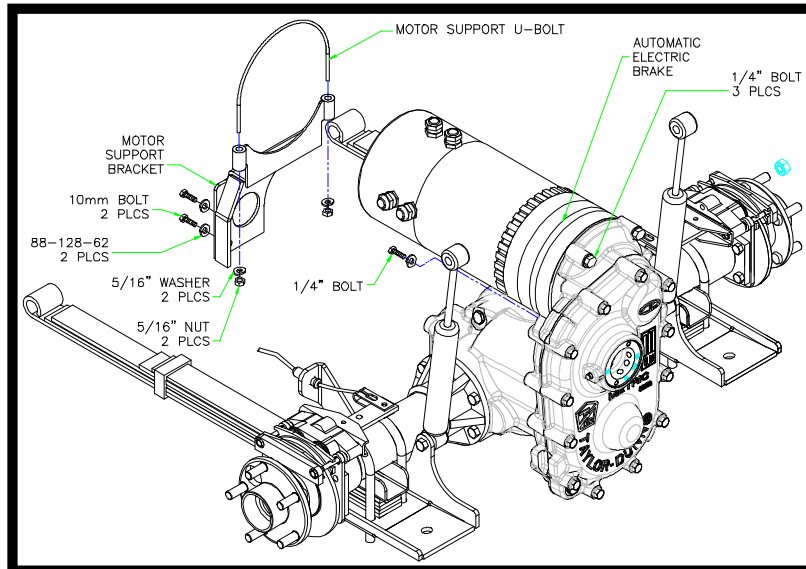
6. Remove the wires from the motor and disconnect the automatic electric brake wires.

NOTE: Label the wires connected to the motor to insure that they are returned to their proper location on the motor during reassembly.

7. Remove the motor mounting bolts and the motor support bracket u-bolt from the drive and slide the motor off of the input shaft of the automatic electric brake.

⚠ CAUTION

Do not remove the motor and brake as an assembly. Remove the motor from the brake leaving the brake on the input shaft to the drive then remove the brake from the drive. If you remove the motor and brake as an assembly, the brake may slide off of the motor shaft and may fall to the ground damaging the brake.



Motor and Automatic Electric Brake Assembly

Charging

⚠ WARNING

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

⚠ WARNING

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

6. Check the electrolyte level. If low, fill with distilled water up to the correct level. Use 77-201-00 battery filler.
7. If equipped, with a Electrolyte alarm take the unit out of the battery cell, wipe the electrode clean, and put the unit back in the battery.
8. Plug the charger into the appropriate voltage outlet.
9. Allow the charger to cycle completely before unplugging.
10. Remove the blocks from behind the wheels.
11. Release the park brake and test drive the vehicle.

Battery Storage

The following pointers will help extend the life of the battery when storing the vehicle for the winter season:

- Clean and check the electrolyte level and charge level of the battery.
- Do not store a battery low in electrolyte or in a low state of charge.
- If possible, store the vehicle in a cool dry place, or cover the vehicle.

If the batteries are removed from the vehicle, do not place them directly on the ground, concrete or solid metal surface. It is recommended to store them on a wooden pallet or equivalent.

TEST 2.3:

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

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



TEST 2.4:

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

Repair any open wires then test drive the vehicle.

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

WARNING

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

CAUTION

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

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

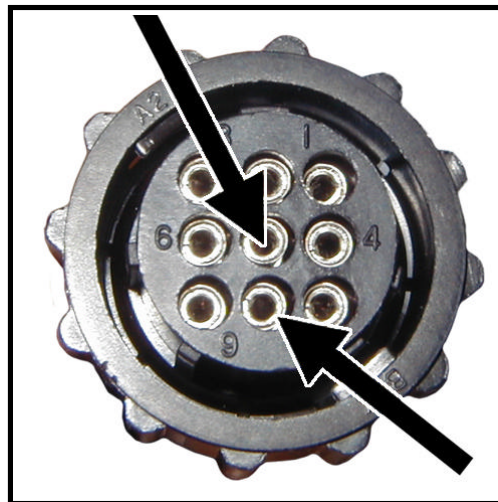
TEST 6.5a:

Test the voltage from pin #5 to pin #8.

Accelerator pedal released.

**If the voltage is low then skip ahead to test 6.5b.
If the voltage is high then the module has failed.**

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



TEST 6.5b:

Accelerator pedal depressed.

**If the voltage equals battery volts, then skip ahead to test #6.6.
If the voltage does not equal battery volts, then the module has failed or the accelerator pedal return spring on the module is broken.**

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

TEST 6.6:

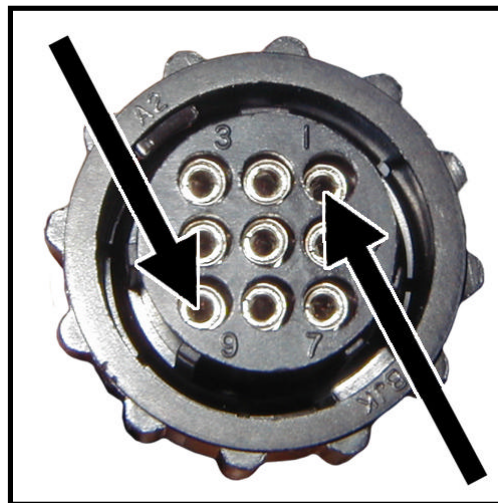
Accelerator pedal depressed.

Test the voltage from pin #9 to pin #1.

If the voltage is between 4.8 and 5.1 volts, then skip ahead to test #6.7.

If the voltage is not between 4.8 and 5.1 volts, then the module has failed and must be replaced.

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



TEST 6.7:

If the test at pin #4 on the 12-pin logic card connector failed, but the test at pin #5 at the accelerator module was good (#6.5), then check the wire from pin #5 (module) to pin #4 (logic card).

If the test at pin #10 on the 12-pin logic card connector failed, but the test at pin #1 at the accelerator module was good (#6.6), then check the wire from pin #1 (module) to pin #10 (logic card).

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

TESTING THE CHARGING CYCLE

In typical installations, the charger will remain on for up to 12 hours depending on the state of charge of the battery when the charge cycle was started.

A charger could remain on for longer than 12 hours if:

- The charging cycle is interrupted at any time during the charging cycle.
- Defective batteries causing a fluctuating DC voltage that confuses the charger.
- A brownout (drop in AC line voltage) during the charging cycle.
- An electrically noisy charging environment.

A charger could turn off in less than 12 hours, but still show symptoms of overcharging if:

- The batteries were not discharged to 50% before connecting the charger.
- The electrolyte in the batteries is too high (boil over).
- The electrolyte in the batteries is too low (excessive gassing or sulfur smell).

To test the charger to see if it is turning off correctly, monitor the battery voltage and the electrolyte specific gravity during the charging cycle as indicated below.

Specific Gravity

Using a hydrometer take the specific gravity reading of several cells, at 1 hour intervals while charging. If the specific gravity of the electrolyte does not rise for three consecutive readings and the charger does not shut off, then the charger is running too long.

Battery Voltage

Using an accurate 5-1/2 digit digital voltmeter, monitor the battery voltage during the charging cycle. Take readings every 30 minutes. If the battery voltage does not increase 0.012 volts in two consecutive readings, then the charger is running too long.

TESTING THE CHARGING CYCLE

In typical installations, the charger will remain on for up to 14 hours depending on the state of charge of the battery when the charge cycle was started.

A charger could remain on for longer than 14 hours if:

- The vehicle is equipped with batteries larger than 220 Amp hour capacity.
- The charging cycle is interrupted at any time during the charging cycle.
- Defective batteries causing a fluctuating DC voltage that confuses the charger.
- One or more defective cells in the battery pack.
- A brownout (drop in AC line voltage) during the charging cycle.
- An electrically noisy charging environment.

A charger could turn off in less than 12 hours, but still show symptoms of overcharging if:

- The electrolyte in the batteries is too high (boil over).
- The electrolyte in the batteries is too low (excessive gassing or sulfur smell).

To test the charger to see if it is turning off correctly, monitor the battery voltage and charging current during the charging cycle as indicated below.

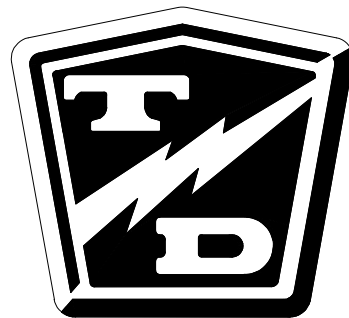
Using a digit digital voltmeter and clamp on DC ammeter, monitor the battery voltage and current during the charging cycle. The charging current should remain within 10% of the DC output current (see previous page) until the battery voltage reaches 2.55 volts per cell. When the voltage reaches 2.55 volts per cell, the charging current will drop significantly and slowly taper off (voltage will remain constant). The charger should turn off 2-4 hours after entering the second stage.



SECTION 5

Illustrated Parts List Common

Front axle assembly	5-2
Steering Sleeve Assembly	5-4
Front Suspension	5-6
Drag Link	5-8
Steering Gear	5-10
Steering Column Assembly	5-12
Master Cylinder, brake line hardware and front brake Assembly	5-14
Master Cylinder	5-16
Hydraulic Disc Brakes	5-18
Park Brake Linkage	5-20
Motor	5-22
Automatic Electric brake	5-24
Instrument Panel and Components	5-26
Resetting the Smart View Display	5-27
Control Panel	5-28
Electrical Components (typical)	5-30
Chargers	5-32
Signet Charger	5-34
Accelerator Module	5-36
Drive	5-38
Drive Assembly	5-42
Rear Axle	5-44
Decals	5-46
Hitch Options	5-48



STEERING GEAR 18-308-21			
<i>ITEM #</i>	<i>PART #</i>	<i>DESCRIPTION</i>	<i>QTY</i>
1	18-308-70	Locknut, Worm Bearing Adjuster	1
2	18-308-71	Adjuster Assembly	1
3	18-308-72	Worm Assembly	1
4	18-308-23	Upper Worm Bearing	1
5	18-308-22	Upper Worm Bearing Race	1
6	18-308-77	Housing, Steering Gear	1
7	18-308-78	Seal, Pitman Shaft	1
8	18-308-80	Nut, Pitman Shaft	1
9	18-308-81	Lock Washer, Pitman Shaft	1
10	18-308-79	Seal, Worm Shaft	1
11	18-308-82	Gasket, Side Cover	1
12	18-308-76	Pitman Shaft	1
13	18-308-75	Lash Adjuster	1
14	18-308-85	Shim Kit	1
15	18-308-84	Side Cover	1
16	18-308-86	Nut, Lash Adjuster	1
17	18-308-83	Bolt, Side Cover	3

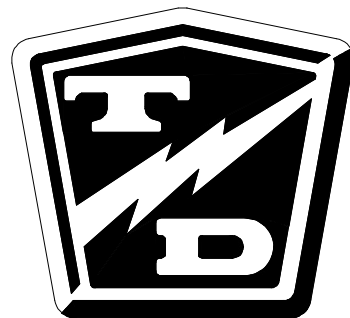
PARK BRAKE LINKAGE			
<i>ITEM #</i>	<i>PART #</i>	<i>DESCRIPTION</i>	<i>QTY</i>
1	88-080-11	5/16 x 1 Hex Head Screw	2
2	88-088-61	5/16 Washer	4
3	51-344-80	Park Brake	1
4	88-089-81	5/16 Locknut	2
5	96-813-00	Adjusting Brake Cable Assembly	1
6	96-771-00	3/8 x 3/4 Clevis Pin	1
7	01-204-32	Brake Equalizer	1
8	96-760-00	Brake Cable Clevis	1
9	88-099-80	5/16 Hex Head Nut	2
10	96-773-00	5/16 x 1 Clevis Pin	1
11	88-527-11	1/8 X 1 Steel Cotter Pin	2

WIRING			
<i>ITEM #</i>	<i>PART #</i>	<i>DESCRIPTION</i>	<i>QTY</i>
1	75-152-03	Main Wiring Harness	1
2	75-152-11	Power/Motor Leads	1
3	75-152-12	Controller Link Wires	1
4	62-016-40	Control Panel Assembly (Refer to page 25)	1
5	79-309-10	Charger 48V STD (Refer to page 30)	1
6	75-152-00	Controller Harness	1
	96-000-01	Controller Cover (Not Shown)	1
BATTERIES			
7	77-047-50	250 AMP Hour STD. 48V	8
7	77-042-50	217 AMP Hour (Not Shown)	8
7	77-047-00	244 AMP Hour (Not Shown)	8
7	77-047-80	244 AMP Hour Export (Not Shown)	8
BATTERY HARDWARE			
8	50-243-10	Battery Hold Down Rod	3
8	50-250-00	Battery Bat-Lok Clamp	3
8	88-069-81	Locknut, 1/4"	3
8	88-088-66	Washer, 5/16 X 1.5" O. D. Tin Lead	3
9	88-081-12	Bolt, 5/16 X 1" NC Square Head Stainless Steel	16
9	88-089-70	Lock Washer. 5/16, Stainless Steel	16
9	88-089-80	Nut, 5/16 Hex Head, Stainless Steel	16
9	75-237-00	Battery Jumper Cables 48V	7
CHARGER INTERLOCK AND REPLACEMENT PARTS			
10	79-306-12	Interlock, Charger 115V	1
10	79-306-61	Kit, Charger Interlock (Not Shown)	1
10	79-809-00	Charger Interlock Relay 115V (Not Shown)	1
10	79-306-23	Interlock, Charger 230V (Not Shown)	1
10	79-809-10	Charger Interlock Relay 230V (Not Shown)	1
MISCELLANEOUS			
11	77-055-01	Electro-Lite	1
11	77-055-60	Kit, Electro-Lite	1

<i>DRIVE</i>			
<i>ITEM #</i>	<i>PART #</i>	<i>DESCRIPTION</i>	<i>QTY</i>
24	GT-3287473	Output Gear - 18 Ratio	1
	GT-3287483	Output Gear - 12 Ratio	1
25	GT-3287813	Spacer - S=46.100mm	1
	GT-3289403	Spacer - S=46.125mm	1
	GT-3289413	Spacer - S=46.150mm	1
	GT-3289423	Spacer - S=46.175mm	1
26	GT-3287853	Shim - S=0.600mm	1
	GT-3287863	Shim - S=0.700mm	1
	GT-3287873	Shim - S=0.800mm	1
	GT-3287883	Shim - S=0.400mm	1
	GT-3287893	Shim - S=0.500mm	1
	GT-3287903	Shim - S=0.1000mm	1
27	GT-71068	Tapered Roller Bearing	1
28	GT-72022	Ball Bearing	1
29	GT-71978	Tapered Roller Bearing (Includes Bearing Race)	2
30	GT-70299	Washer 10mm ID	18
31	GT-71881	Seal 40-50 X 2 (Not Shown) (Location Indicated)	1
32	GT-70052	Vent 10 X 1mm	1
33	GT-70063	Seal 12-18 X 1 mm (Not Shown) (Location Indicated)	1
34	GT-70062	Plug M12 X 1.5 (Not Shown) (Location Indicated)	1
35	GT-71755	Seal 14-20 X 1.5mm (Not Shown) (Location Indicated)	1
36	GT-71804	Plug, Magnetic M14 X 1.5 (Not Shown) (Location Indicated)	1
37	GT-3252633	Dowel (Not Shown) (Location Indicated)	2
38	GT-71860	Pin 8 X 40mm (Not Shown) (Location Indicated)	1
39	GT-71422	Pin 5 X 24 (Not Shown) (Location Indicated)	1

SECTION 5A

*Illustrated Parts List
Taylor Truck*

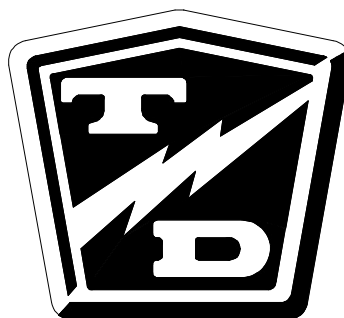


TOP COVER OPTION PARTS TABLE

OPTIONAL PARTS TABLE			
ITEM #	PART #	DESCRIPTION	QTY.
SURREY TOP COVER			
1	00-248-36	Tubular Top Frame	1
2	00-248-35	Post, Top Frame	4
3	88-102-11	Bolt, 3/8 NC X 1" Carriage	32
4	88-109-81	Locknut, 3/8 NC	32
6	91-101-00	Surrey Top, White	1
FIBERGLASS TOP COVER			
1	00-248-36	Tubular Top Frame	1
2	00-248-35	Post, Top Frame	4
3	88-102-11	Bolt, 3/8 NC X 1" Carriage	32
4	88-109-81	Locknut, 3/8 NC	32
5	91-151-00	Fiberglass Top, White	1
7	91-028-25	Z-Bracket	6
8	96-124-00	U-Bolt, 1/4 X 1-3/4"	6
9	88-069-81	Locknut, 1/4" NC	24
10	88-065-09	Screw, 1/4 NC X 3/4" Phillips Truss Head	12
11	97-176-00	Washer, Neoprene	12
12	88-068-60	Washer, 1/4 Cut	12

SECTION 5B

Illustrated Parts List
ET 3000



BOX WITH DOORS OPTION PARTS TABLE

BOX, DOUBLE DOORS, SIDE & REAR WINDOWS			
ITEM #	PART #	DESCRIPTION	QTY.
1	90-336-10	Box, Doors Left & Rear, Glass Front & Rear (unpainted)	1
2	90-444-80	Deckboard, Front, 43-3/4 X 55-1/2"	1
3	90-444-78	Deck, Plate, Diamond, 43-3/4 X 55-1/2"	1
4	90-472-00	Deckboard, Rear, 43-3/4 X 19"	1
5	90-444-79	Deck, Plate, Diamond, 43-3/4 X 19"	1
6	88-607-09	Rivet, 1/4 X 1/2, Starpin (Not Shown)	24
7	90-850-10	Window, 13-7/8 X 31-7/8"	1
8	98-310-00	Window Channel Rubber	19
9	90-851-00	Window, Rear, 12 X 18	2
1	94-320-10	Decal, Load Line Cargo Box (Not Shown)	1
Hardware holding the cargo box to the frame			
Not Shown	88-100-09	Bolt, 3/8 NC X 3/4" Hex Head	6
Not Shown	88-108-62	Washer, 3/8"	6
Not Shown	88-109-81	Nut, 3/8NC	6

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