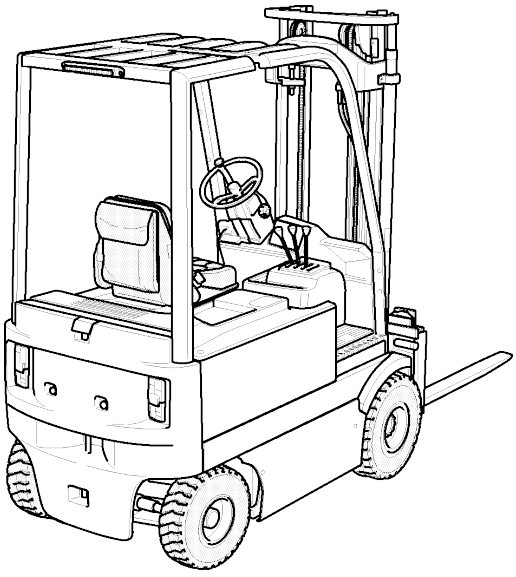
PIMESPO

SHOP MANUA

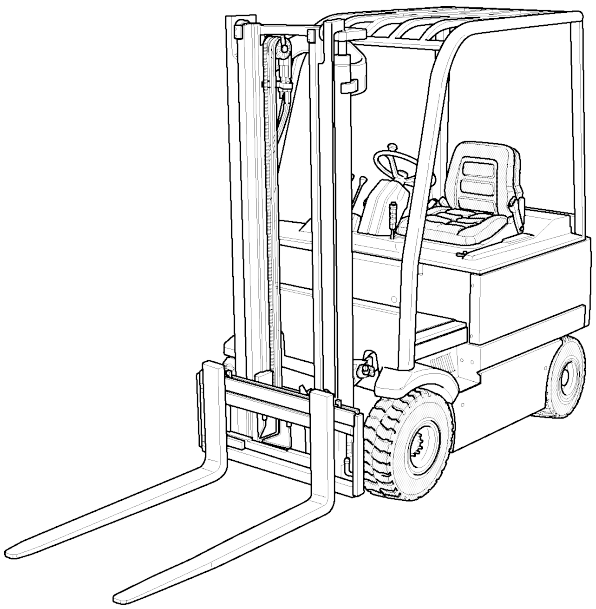
Series 402

E 2 a • E 20 ac



Series 4023

E 25ac • E 30ac



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Rev. 07/2004

MAINTENANCE OPERATIO

DANGER

Maintenance operations must be carried out by a qualified technician and possibly authorized by th manufacturer
Always operate observing the safety rules in place and safety rules concerning tools and the handlin of all working materials
Only work in dedicated areas reserved for maintenance or secure an area around the truck to indicat work in progress on a machine

Preliminary maintenance operation

Before commencing operations do the following

• Position the truck on a flat surface and ensure that it will not move accidentally

• Rest forks on the floo

• Engage the handbrake

• Switch off truck and remove key

DANGER

Before commencing any operation on the electric system, disconnect the battery plug from its socket

CAUTION

When using truck in dusty environments, in temperatures below zero and for heavy applications re duce the service interval time

There are two kinds of maintenance operations

- MAINTENANCE OUT OF NECESSIT
- PROGRAMMED MAINTENANC

For maintenance operations, refer to the PROGRAMMED MAINTENANCE TABLE in the USE AND MAINTE NANCE MANUAL

For all lubricants refer to the “LUBRICANTS and TOP UP TABLE” in the USE AND MAINTENANCE MANUA

Chapiter 1

THECNICAL OPERATING DAT

CONTENTS

MODELS WITH CAPACITY OF 2500 Kg (SUPERELASTIC TYRES

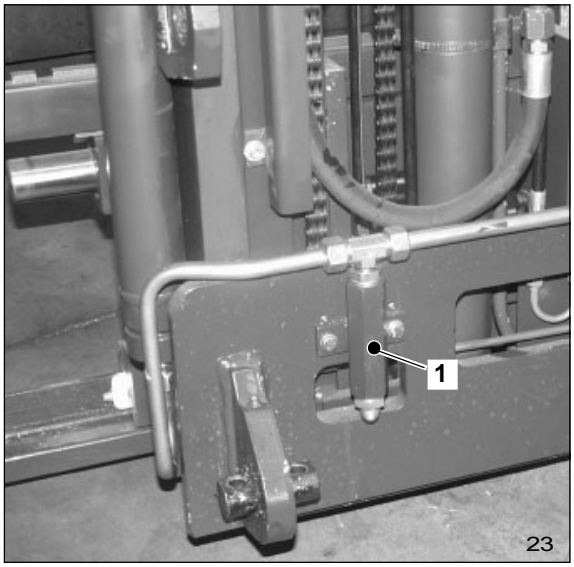
MAST (1) \ TYRE			S.E. SINGLE (23 x 9 - 10)				S.E. TWIN (6.50-10) CUSHION (533 x 203 x 381)			
TIPO	Lift (h3) (mm)	Load barycentre (mm)	WITH SLI		WITHOUT SLI		WITH SLI		WITHOUT SLI	
			Lift max	Lift 3300mm	Lift max	Lift 3300mm	Lift max	Lift 3300mm	Lift max	Lift 3300mm
SX	3280	500	2500	2500	2500	2500	2500	2500	2500	2500
		600	2250	2250	2250	2250	2250	2250	2250	2250
		1000	1600	1600	1600	1600	1600	1600	1600	1600
	3580	500	2500	2500	2500	2500	2500	2500	2500	2500
		600	2250	2250	2250	2250	2250	2250	2250	2250
		1000	1600	1600	1600	1600	1600	1600	1600	1600
	3980	500	2500	2500	2500	2500	2500	2500	2500	2500
		600	2250	2250	2250	2250	2250	2250	2250	2250
		1000	1600	1600	1600	1600	1600	1600	1600	1600
	4480	500	2400	2500	2500	2500	2500	2500	2500	2500
		600	2150	2250	2250	2250	2250	2250	2250	2250
		1000	1550	1600	1600	1600	1600	1600	1600	1600
	4980	500	2300	2500	2400	2500	2400	2500	2500	2500
		600	2050	2250	2150	2250	2150	2250	2250	2250
		1000	1500	1600	1550	1600	1550	1600	1600	1600
DX GAL	2930	500	2500	2500	2500	2500	2500	2500	2500	2500
		600	2250	2250	2250	2250	2250	2250	2250	2250
		1000	1600	1600	1600	1600	1600	1600	1600	1600
	3280	500	2500	2500	2500	2500	2500	2500	2500	2500
		600	2250	2250	2250	2250	2250	2250	2250	2250
		1000	1600	1600	1600	1600	1600	1600	1600	1600
	3580	500	2500	2500	2500	2500	2500	2500	2500	2500
		600	2250	2250	2250	2250	2250	2250	2250	2250
		1000	1600	1600	1600	1600	1600	1600	1600	1600
	3980	500	2500	2500	2500	2500	2500	2500	2500	2500
		600	2250	2250	2250	2250	2250	2250	2250	2250
		1000	1600	1600	1600	1600	1600	1600	1600	1600
TX GAL	4380	500	2350	2350	2450	2450	2350	2350	2450	2450
		600	2150	2150	2200	2200	2150	2150	2200	2200
		1000	1550	1550	1600	1600	1550	1550	1600	1600
	4810	500	2250	2350	2350	2450	2350	2350	2450	2450
		600	2050	2150	2150	2200	2150	2150	2200	2200
		1000	1500	1550	1550	1600	1550	1550	1600	1600
	5260	500	2100	2350	2200	2450	2350	2350	2450	2450
		600	1900	2150	2000	2200	2150	2150	2200	2200
		1000	1400	1550	1450	1600	1550	1550	1600	1600
	5760	500	1900	2350	2000	2450	2250	2350	2350	2450
		600	1700	2150	1800	2200	2050	2150	2150	2200
		1000	1250	1550	1350	1600	1500	1550	1550	1600
	6410	500	1600	2300	1700	2400	1950	2300	2050	2400
		600	1450	2100	1550	2150	1750	2100	1850	2150
		1000	1050	1550	1150	1600	1300	1550	1350	1600
	6960	500	1050	2250	1150	2350	1600	2250	1700	2350
		600	950	2050	1050	2150	1450	2050	1550	2150
		1000	700	1500	750	1550	1050	1500	1150	1550

NOTE: (1) MAST TILT : SX < 4465 - DX: Av. 6°, Ind. 8°
SX >= 4465 - TX: Av. 3°, Ind. 6°
Variant SX < 4465 - DX : Av. 3°, Ind. 8°
Variant truck fitted with windscreen fon SX = 3280 - DX 2930 - 3280: Av. 3°, Ind. 6°

Symbol

CCS.	**Steering cylinde**
CB.	**Tilt cylinde**
CS.	**Lift cylinde**
OPT.	**Spar**
CCSL.	**Side shift cylinde**
P	**Main hydraulic pump**
T	**Dump line**
M.	**Pressure gauge connectio**
m.	**Micro switche**
DS.	**Lift control distributor ban**
DS I	Single acting piston for lift
DS II	Double acting piston for tilt
DS III	Double acting piston for side shift
DS IV	Double acting piston for additional attachment
VS2	By-pass valve for lifting circuit
VBDC.	**Descent lock valv**
VRD.	**Descent speed limiting valv**
DCS.	**Steering control valv**
AC	Anticavitation valve
AU	Anti shock valve
VNR.	**One way valv**
VS1	Steering circuit overpressure dumping valve
LS	Load Sensing valve
L	Left
R	Right
F	**Oil filter**
VSF	Filter by-pass valve
VP.	**Priority valv**
CF.	**Controlled flo**
EF	Excess flow
VBB.	**Tilt control valv**
VS3	Backwards tilt control valve
VB	Lock valve

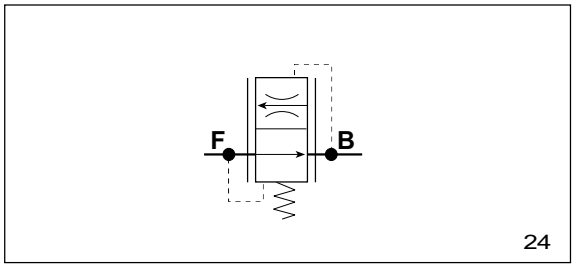
LOWERING SPEED CONTROL VALVE (VRD

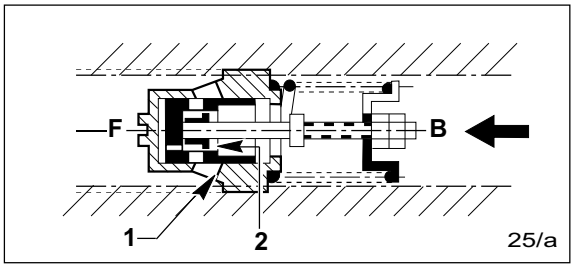


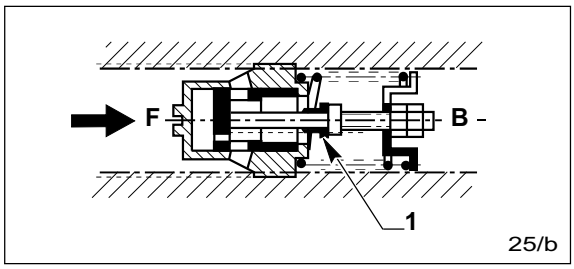
The flow speed control valve (1) is used as a braking valve, which allows the load to be lowered at a constant speed, almost independently of the weight of the load.The unit consists of the slider and spring and the diaphragm bushing.
The diaphragm bushing is moved into operating position by the fluid passing through the valve, thus forming a ring diaphragm inside the slider whose resistance to the flow, in conjunction with the preloaded spring, determines the value of the flow.

If the flow is in the opposite direction, the slider diaphragm completely abandons the control position by eliminating the ring diaphragm formed with the control slider and thus reducing resistance to the flow to a minimum, independently of the range of control.

A valve with a movable diaphragm is thus clearly more advantageous than a valve with a fixed diaphragm since resistance to the flow would inevitably result in the need for increased power for the lift maneuver, an thus cause unnecessary extra strain on the battery







Method of operation

Flow in operating direction F ⟵ B (fig. 25/a)

The flow is practically constant due to the self-established balance between the decrease in internal pressure and the preloading of the control slider spring.

1. Control edge
2. Diaphragm in control position

Flow in opposite direction F ⟶ B (fig. 25/b)

Unobstructed free flow with low resistance because the slider diaphragm abandons its control position (eliminating the diaphragm effect).

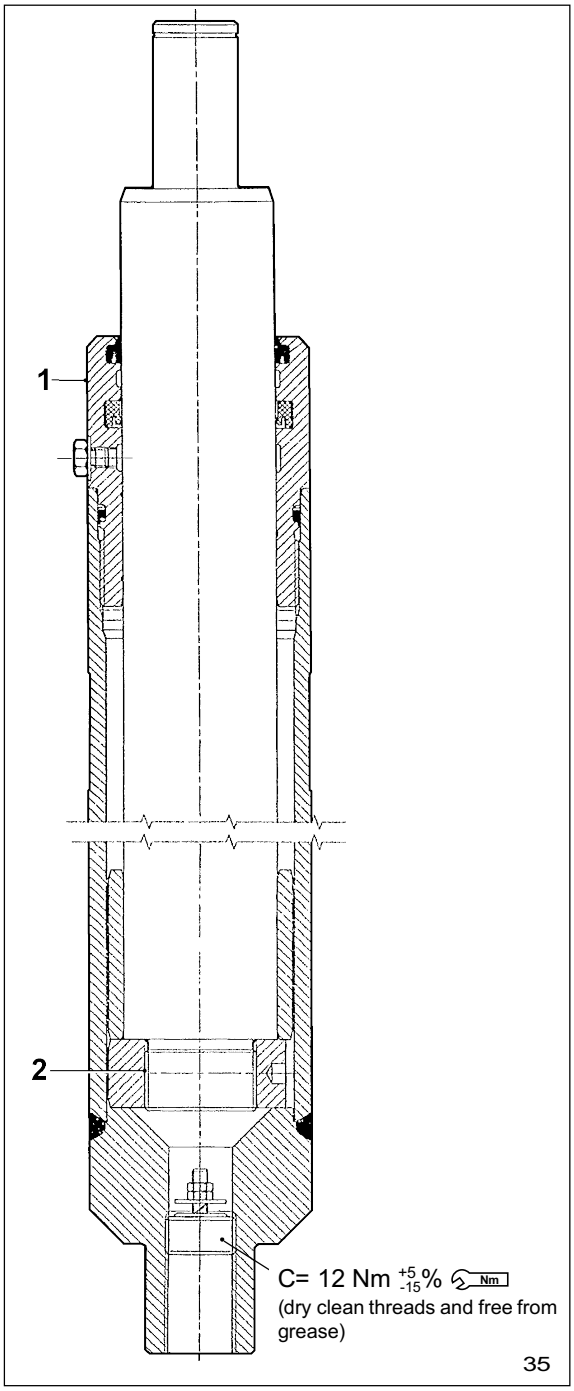
1. Position of the plug diaphragm in the free flow direction.

SIMPLEX LIFT CYLINDER

Side cylinder (capacity 2000 Kg

1. T ghtening torque: **~ 500 Nm +5% –15%** Nm
(with dry clean threads and free from grease)

2. Clean threads from grease accurately, apply Loctit type 638 and tighten to
~ 30 N +5% –15% Nm
(total curing time 3 hours minimum



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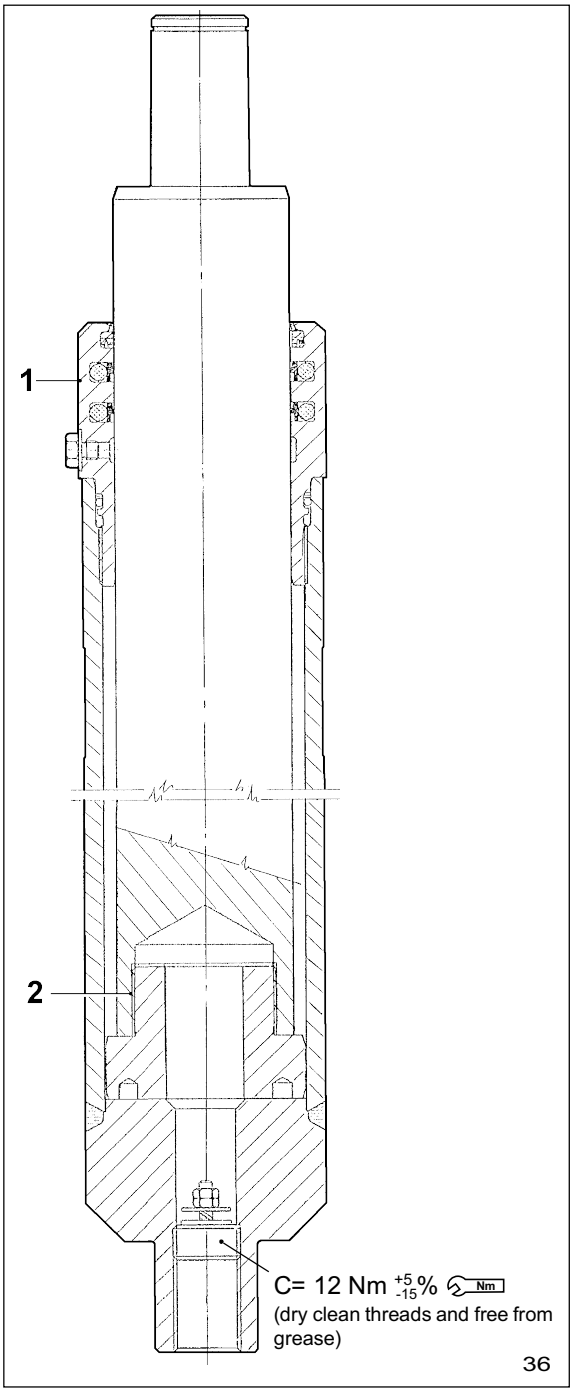
Side cylinder (capacities 2500 - 3000Kg)

1. Tightening torque: **~ 500 Nm +5% –15%** Nm
(with dry clean threads and free from grease).

2. Clean threads from grease accurately, apply Loctite type 638 and tighten to:
~ 400 Nm +5% –15% Nm
(total curing time 3 hours minimum)



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T ghtening torqu Nm

E 2 ac - E 3 ac

1.	Transmission shaft flange screw	**30 Nm** (*)
2.	Reduction gears housing screws	**45 Nm** (*)
3.	Bearing cap to hub mounting screws (apply Loctite 242)	**120 Nm** (*)
4.	Brake plate to axle mounting screws (apply Loctite 242)	**200 Nm** (*)
5.	Pinion lock nut (punch nut lock washer)	**380 - 420 Nm**
6.	Input shaft flange nut. (punch nut lock washer)	**240 - 260 Nm**
7.	Differential half casing screws	**5 - 83 Nm**
8.	Crown wheel mounting screws	**132 - 146 Nm**
9.	Pinion shaft cap screws (apply Loctite 242)	**17 - 19 Nm**
10.	Differential bearing flanges lock plates screws	**33 - 37 Nm**
11.	Input shaft cap screws (apply Loctite 242)	**33 - 37 Nm**

-	Axle to chassis mounting bolts	**686 Nm** (*)
-	Axle support bracket to chassis	**210 - 230 Nm**
-	Reduction gear housing cover	**22 - 24 Nm**

orque values refer to dry gears

(*) T lerances 5% -15

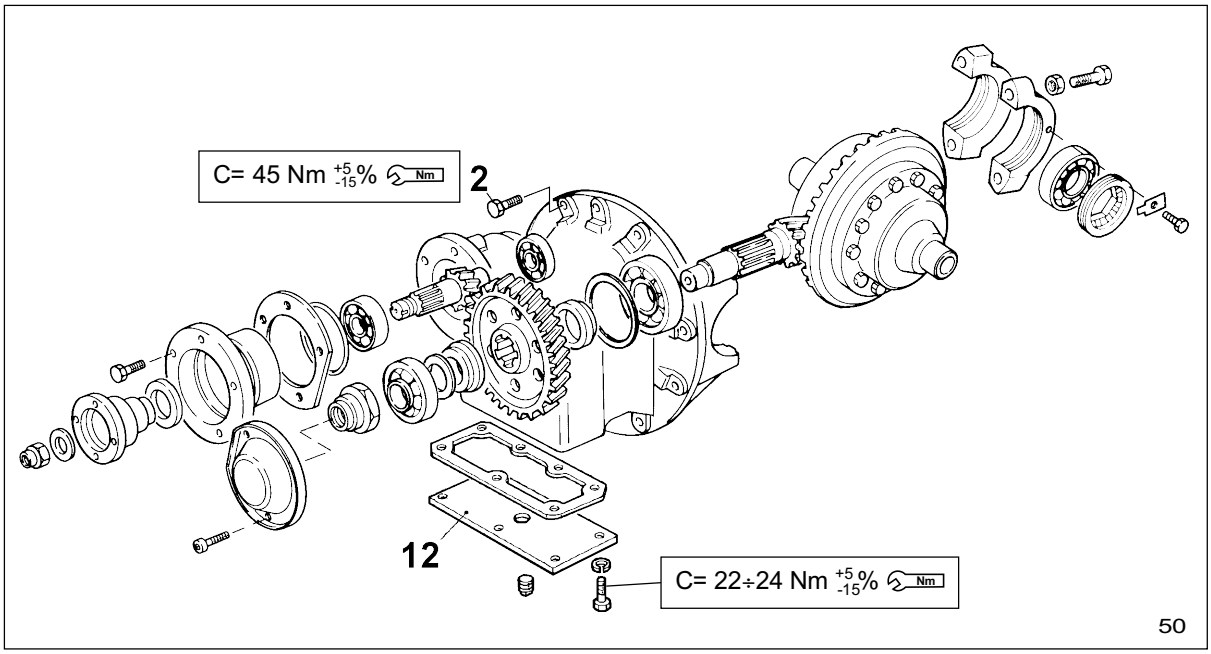
12. Smear surfaced with sealer LOCTITE 57

13. Pump in grease FIAT TUTELA MR

14. T avoid damaging the seal during assembly of hub, it is important to fit it with the brake drum an screws **15** so that the drum fits over the brake shoes centring itself, acting as a guide for the seal.

N.B.: T set bearings and flange, see instructions on chapter **30.12.**

Reduction gear for models E 2 ac - E 30ac



20.1 - HYDRAULIC OIL REPLACEMEN

IMPORTANT:

For all maintenance operations, switch off truck and carry out preliminary operations (see paragrap

00.1)

For lubricants quantities and type please see the USE and MAINTENANCE MANUAL

For used oil disposal, please respect the current regulations

T replace hydraulic oil in the circuit proceed as follows

1 Place truck over a pit

2 Activate parking brake and disconnect battery (or push emergency button if fitted)

3 Place fork on the floor

4 Place a vessel under the hydraulic tank

5 Slacken and remove drain plug from tank

6 Push the lift lever to “lowering” position to allow oil to drain into tank from cylinders
On DUPLEX and TRIPLEX masts drain central cylinders by placing a tray under them and disconnectin
supply hose

7 Disconnect supply hose from the cylinder bottom

8. Push the lift lever to “lowering” position and blow compressed air into the hose

9 Disconnect all oil supply pipes from cylinders, drain them and connect them again

10 Disconnect the hose from tilt cylinder ends (disconnect also from distributor valve end)

11. Bring tilt lever forwards and then backwards blowing compresses air into the hoses you have disconnected

12 Empty any residual oil from the cylinders using a syringe

13 Reconnect all hoses

14 Repeat the same operation for the side shift or any attachment fitted

15 Disconnect from the pump side the hose coming from the pump (disconnect also from priority valve

16 Blow with compressed air

17 Disconnect always at pump end the intake hose coming from oil tank

18 Blow compressed air in it

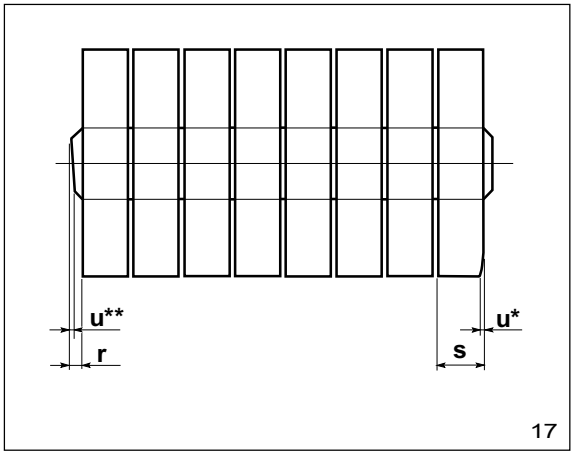
19 Blow compressed air in the pump, intake side

20 Disconnect from both ends connecting hoses power steering-tank, power steering - priority valve, powe
steering- steering cylinder and tank

3. Checking wear on chain sid

This type of wear is caused by an improper contact between the chain and the pulleys or other guiding ele ments. Side friction may be induced by offset loads or pulleys or guide badly aligned

The wear of pin ends must not compromise their hold on the plates and risk their exit off the plates



Wear on the sides of plates causes their weakness.

Should you notice a wear that is greater than 25% of head protrusion or wear on the external side of the plates above 20% of their thickness, you must re- place the chain but have to establish the cause of wear first.

% wear of pin head: **100 x u**/r**

% wear of plate side: **100 x u*/s**

Should a replacement be needed, both chains must be changed at the same time together with th anchors, anchor pins, split pins, washers and mounting nuts

Checks frequenc

Every 3 months o according to local legislation
All checks must be carried out concerning wear and if any wear is found close to the allowed values, you mus increase the checks frequency, as in heavy applications on aggressive environment

Greasing and lubricatio

Lubrication must always be maintained for the proper operating condition of the chains and associated ele ments
Lubricants shall be applied with a brush on the plates surface having slackened the chains to allow prope lubricant penetration inside all articulations
It has to enter between one plate and another and get to the moving point between the plates and the pins
If the chain is contaminated by abrasive particles (e.g. sand) it will have to be cleaned first immersing it in petro or like solvent

In normal operating conditions normal mineral oil may be applied with an indicative viscosity ISO VG46-460 (fo instance IDRAULICAR AP46)

If the truck is required to work in a particularly aggressive environment it is better that a water repellent an adhesive grease be used

For cold applications we recommend our chain spray HYGH QUALITY SYSTEM, part n. 9844510

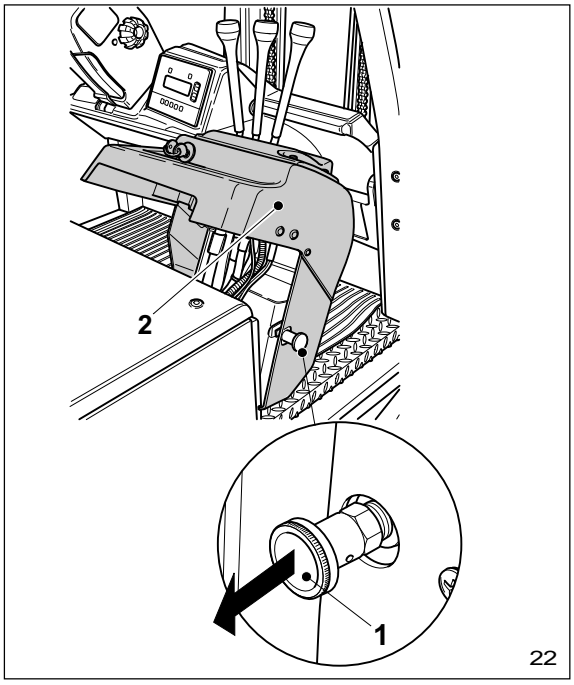
INDEX

30.3 - BATTER

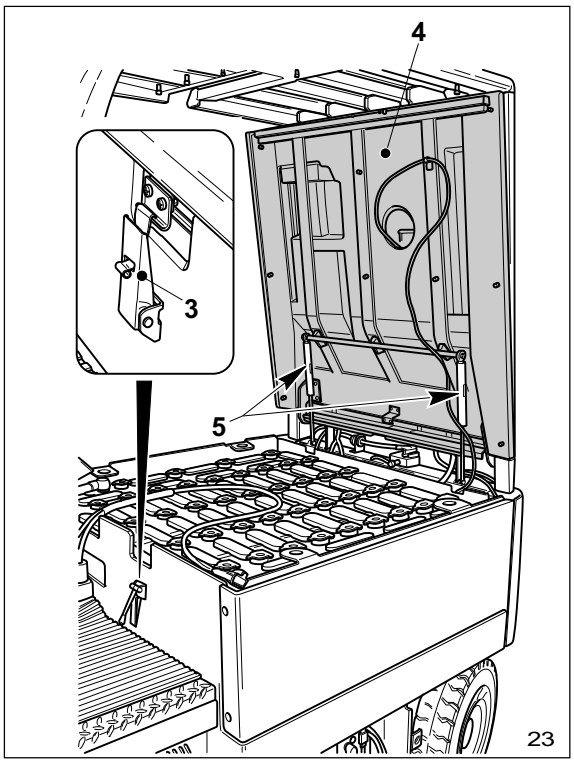
BATTERY REMOVA

NOTE:

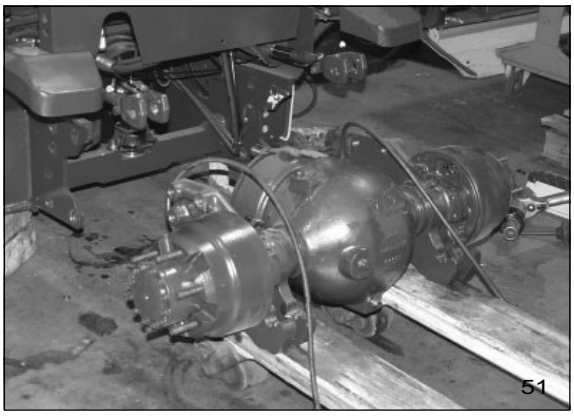
The operation below, carried out on an E 2 ^{ac} - E 20L^{ac} model are applicable also to models E 2 ^{ac} - E 3 ^{ac}, even if battery lid is in two parts.



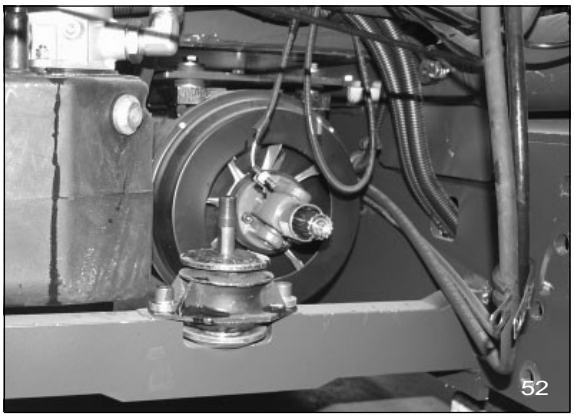
- Secure truck with parking brake.
- Disconnect battery plug or push down emergency button if fitted and turn key switch off.
- Pull out knob **1** on distributor valve bank **2**, push distributor forward **2**.



- Open toggle **3** and lift battery lid **4** which shall be held open by two gas struts **5**.



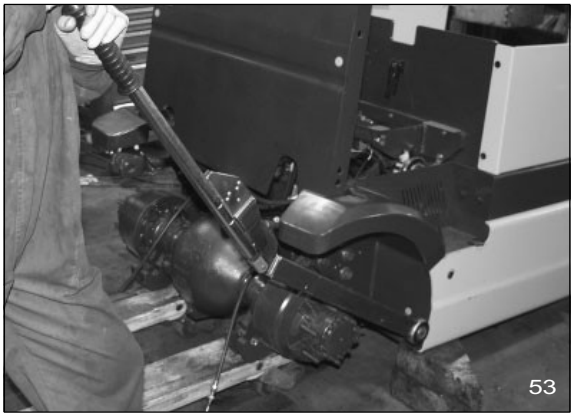
- Disconnect hand brake cables.
- Move back with the pallet truck until axle is completely clear of chassis.
  Take care not to damage any other part with the axle whilst doing this operation.



- Dismantle one of the two parts of the drive shaft by unscrewing the flange bolts.

FRONT AXLE INSTALLATIO

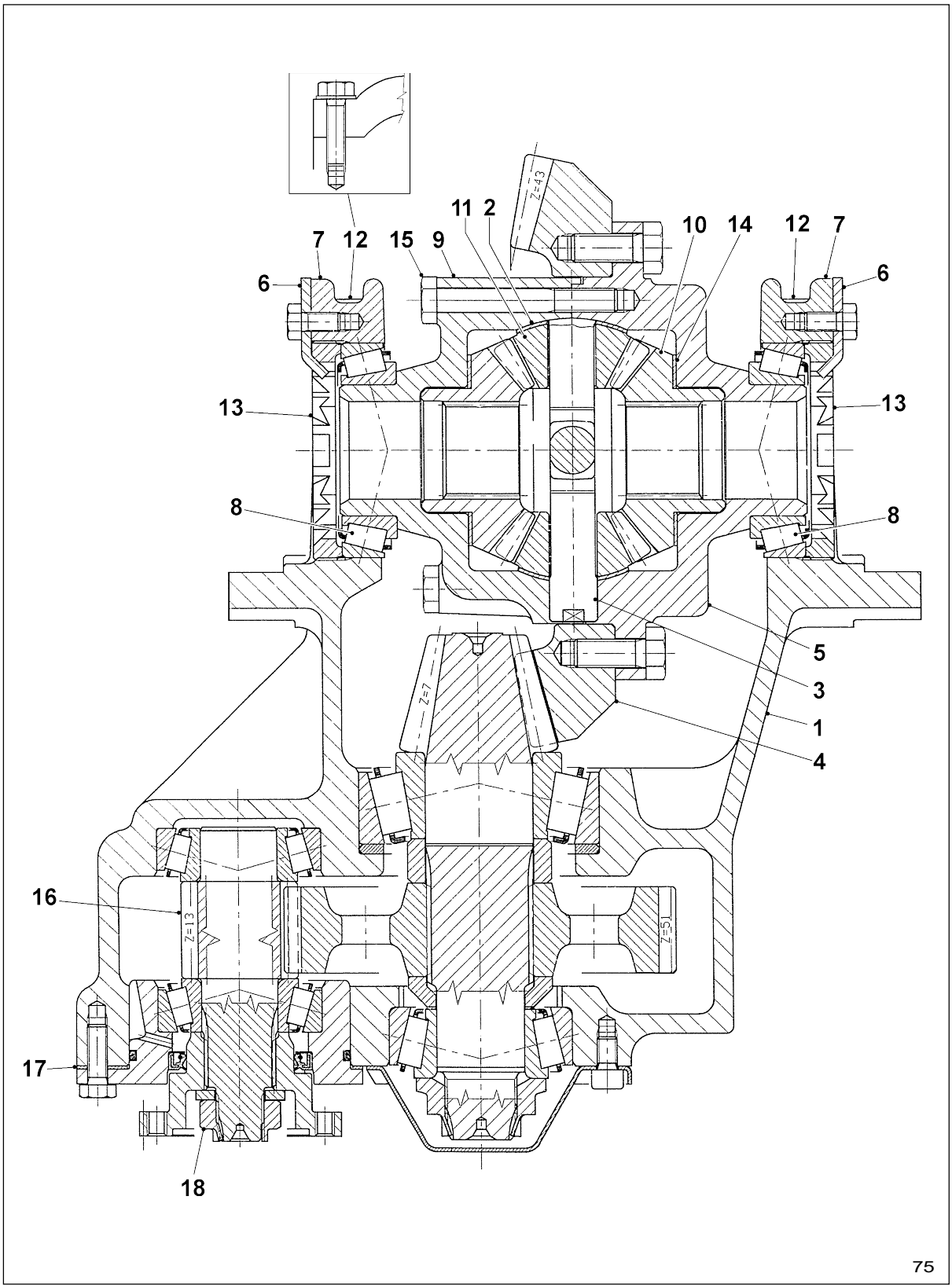
- nvert removal operations to reinstall axle



ONLY FOR MODEL E 20^{ac} - E 20L^{ac}

- With great care, reposition complete front axle with the gear box rear support in line.

3 Assembly and set up of bevel gears

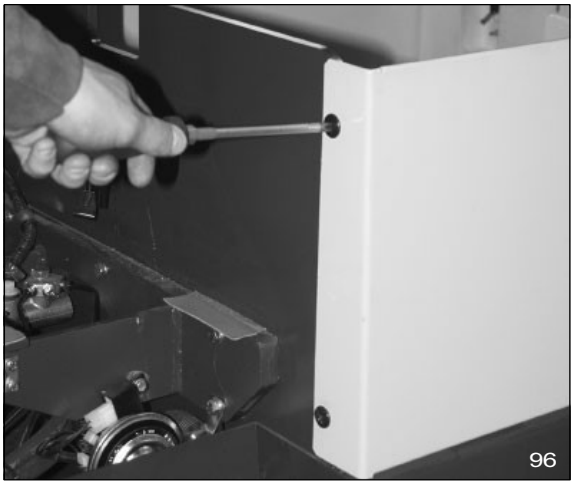


30.8 - TRACTION MOTO

TRACTION MOTOR REMOVA

NOTE:

The operation below, carried out on an E 2 ac - E 30ac model are applicable also to models E 2 ac - E 3 ac but for some minor differences.

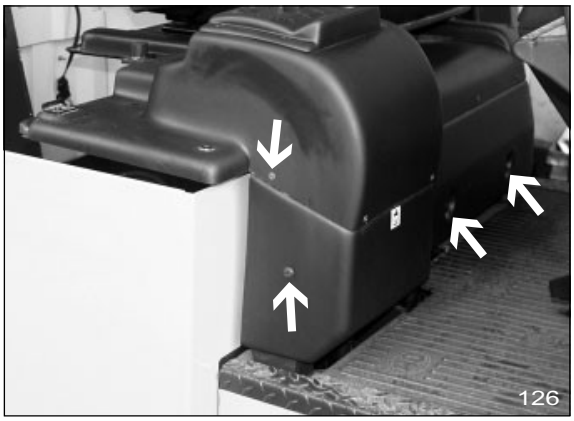


Front sid

Rear sid

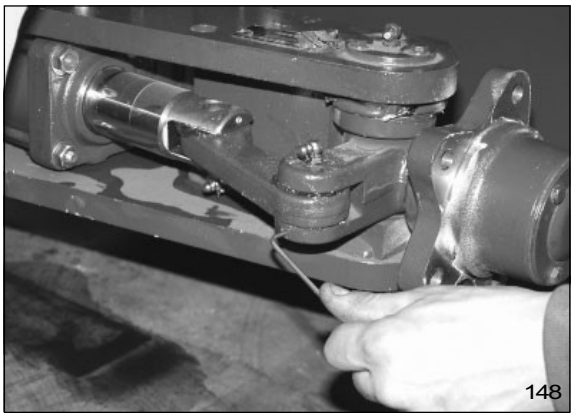
Lower sid

- Secure truck with parking brake
- Disconnect battery plug or push down emergency button if fitted.
- Remove battery, as described in chapter **30.3**.
- Remove fixing screw of left side plate and remove it.

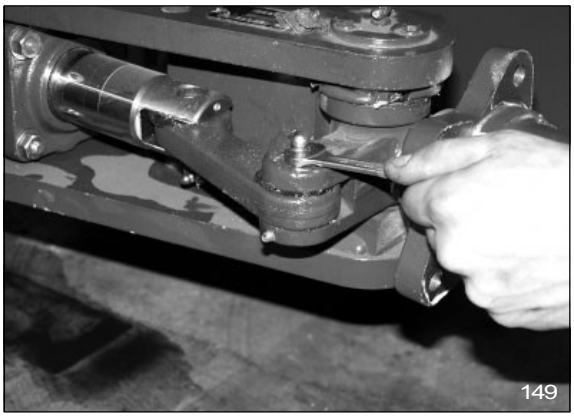


- Remove cover fixing screws and lift it off.

- Remove distributor cables.

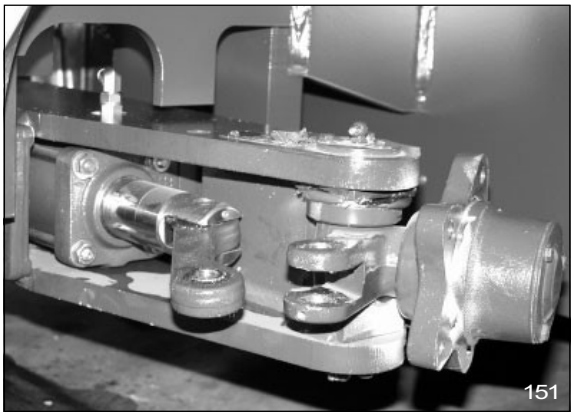


- Slacken the holding grub screws in the stub axle con rod.

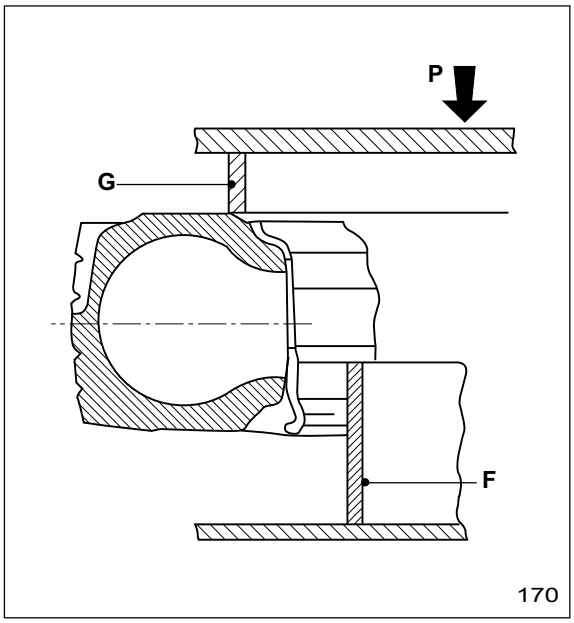


- Remove nipple from stub axle con rod.

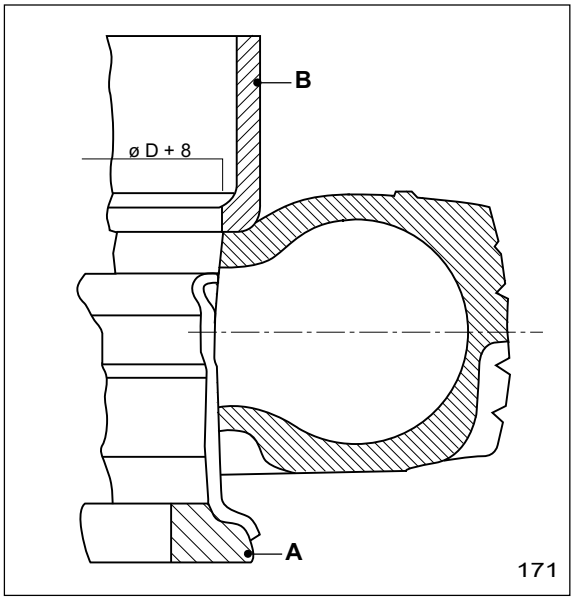
- With a soft drift push pin out.



- Repeat same operations on other side of axle.



- Place the rim on a support ring **F** and using a pressure ring **G** and the mounting press, remove the tire from the rim.



Reinstalling the tires

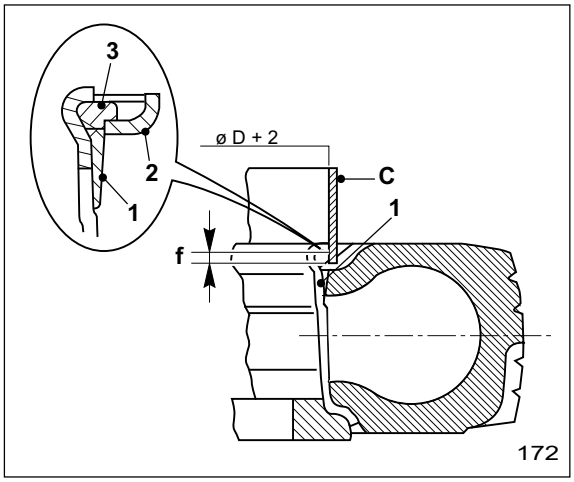
IMPORTANT:

Make sure that the removable rings are mounted onto the same ring from which they were removed.

- Wipe the groove of the rim and the bottom of the tire with a solution of soap and water (1:20) or special tire grease.

  Never use lubricants for this operation.

- Fit the tire together with the inner tube onto the rim, positioning the air valve in the opening on the rim;
- Press the tire bead down.



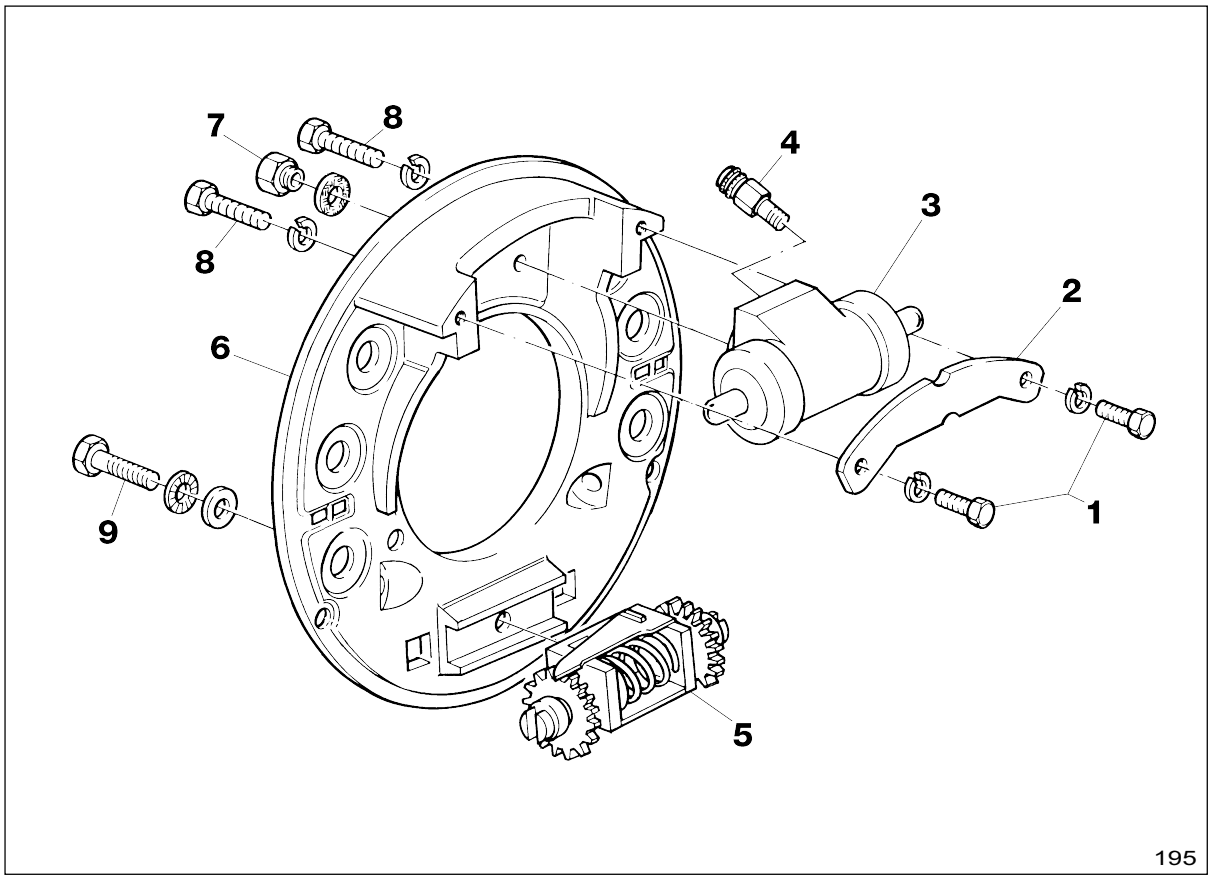
Do not turn the ring (1) upside down.

- Place the shoulder ring **1** around the bead of the rim and press it with the molded ring **C** to create the space **f** that will accommodate the outer ring and the retaining ring.

- After fitting drum, ensure that it turns freely.
- Slacken mounting screw **9** and pump brake pedal until shoes have settled on drum (it should not be possible to turn drum by hand)
- Tap bolt **V** (see fig. 196) to enable device to settle in the best position.
- Tighten fully to a torq ue of **V**
  70 ÷ 80 Nm Nm

When assembly is complete ensure that the drum turns freely and use the brake in both directions to ensur the correct and effective brake action

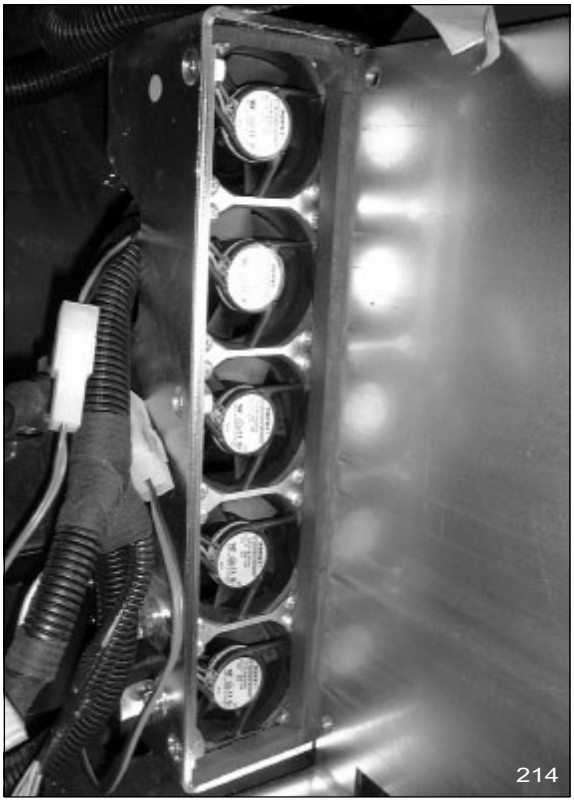
Compete by checking all tightening torques



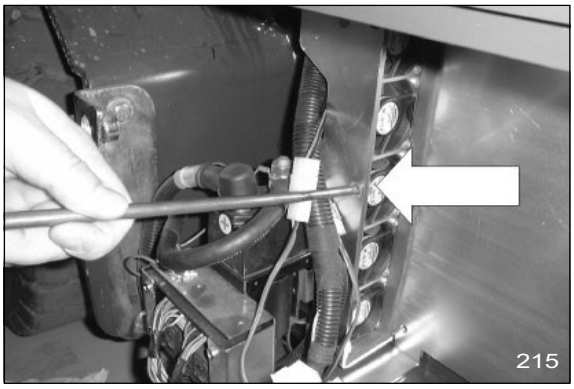
1. Plate mounting bol
2. Plat
3. Brake cylinder
4. Bleeding scre
5. Brake adjuste
6. Brake carrier plate
7. Union.
8. Cylinder mounting screws
9. Automatic adjuster mounting screws

30.21 - FAN HOLDER ASSEMBL

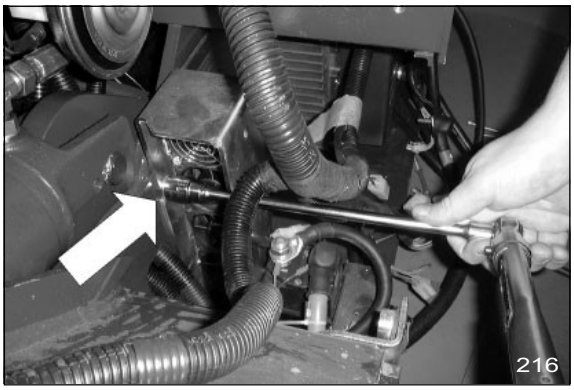
Removal of the fan holder assembl



- The fan assembly consists of five 24VDC fans as well as a holder frame. The fans are not supplied directly through the battery intermediate socket 24VDC. but through a voltage stabiliser.



- Loosen and remove the three front screws securing the fan assembly to the chassis.



- Loosen and remove the rear screw securing the fan assembly to the chassis.

CHECKING AND SETTING CLEARANCES ON SIMPLEX MAST

Lower mast, carriage and forks and rest them without any load on ground

- isconnect battery plug or push down emergency button if fitted

Move hydraulic levers to and fro to relieve any residual pressure in the circuit

- ith the use of a feeler gauge check that the values i **A-A** and **B-B** are within the tolerances indicated.

Should an adjustment be needed to reset the correct values, proceed as indicated in points **a)** and **b)** after having removed the forks and disconnected hoses from the side shift cylinder

NOTE:

In the description you observe rollers and slide pads on the left hand side of the mast. Those on th right are symmetrical

a) MAST
- Top rollers 1 / top skid pads 7 (Sec. A-A
- Bottom rollers 3 (Sec. B-B

1. Remove circlip **9** and remove shims **10** at from top ends of lifting cylinders **(part. C)**.

NOTE:

Place an oil tray under the lift cylinder to collect any spillage during operations

2 Disconnect hoses **13** from the bottom end of side lifting cylinders. (**part. D**).

3 Hold mobile mast frame with a crane and rope attached to the top cross member

4 Remove split pins and withdraw chain retaining pins **20** from adjuster at chain ends on carriage plates. **part.**)

5 Lift moving mast frame by **100 mm** to clear top end of side lift cylinders.

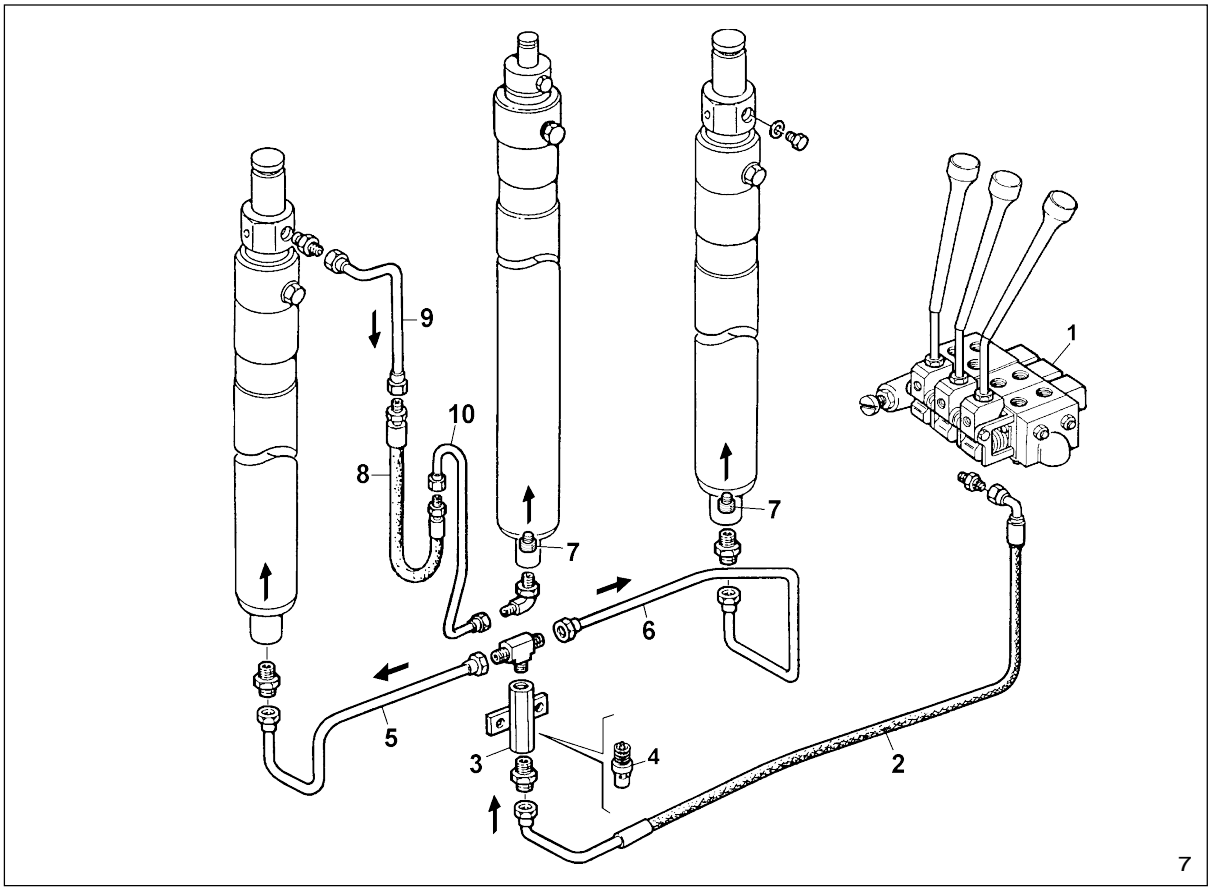
6 Remove brackets **11** holding cylinders to frame by removing screws **12** (**C**). Lift cylinders pulling them out of their cradle **16** on standing mast (**G**)and lay them down.

7 Lower mast mobile frame down to clear top rollers **1**, bottom rollers **3** and slide pads **7.**

Rollers settin
Move shims as requires from inside to outside and vice versa **S1** (**Sec. A-A** and **B-B**).

Slide pads Settin
Add or remove shims **S2** (Sec. **A-A**).

HYDRAULIC CIRCUIT OF A TRIPLEX MAST (2000 Kg

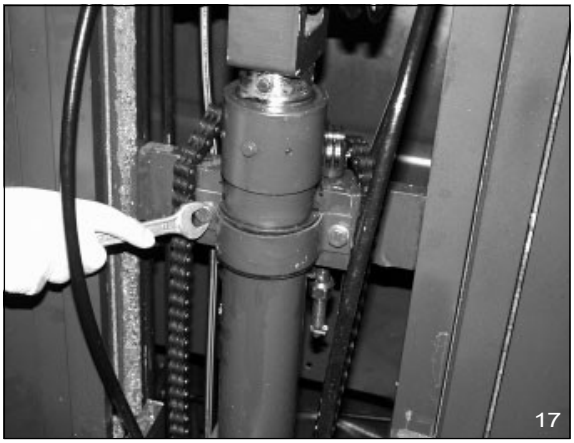


1. Hydraulic distributo
2. Cylinder supply hos
3. Union bloc
4. Limiting valv
5. Left hand side supply pip
6. Right side feed pipe.
7. Safety valve
8. Central cylinder supply hose
9. Central cylinder supply pipe
10. Central cylinder supply pipe.

When moving the distributor lift lever, the two cylinders are supplied with oil through hose **2** and from it to pipes (left) and **6** (right).
The connection between these pipes is made trough block **3** that carries also the descent limiting valve **4** that regulates the load descent velocity
At the bottom of each cylinder there is a safety valv **7** that, should the pipes be damaged, prevent the load from coming down rapidly and out of control
Central cylinder is supplied by the left cylinder but due to the difference in piston area, the central one move first

IMPORTANT:

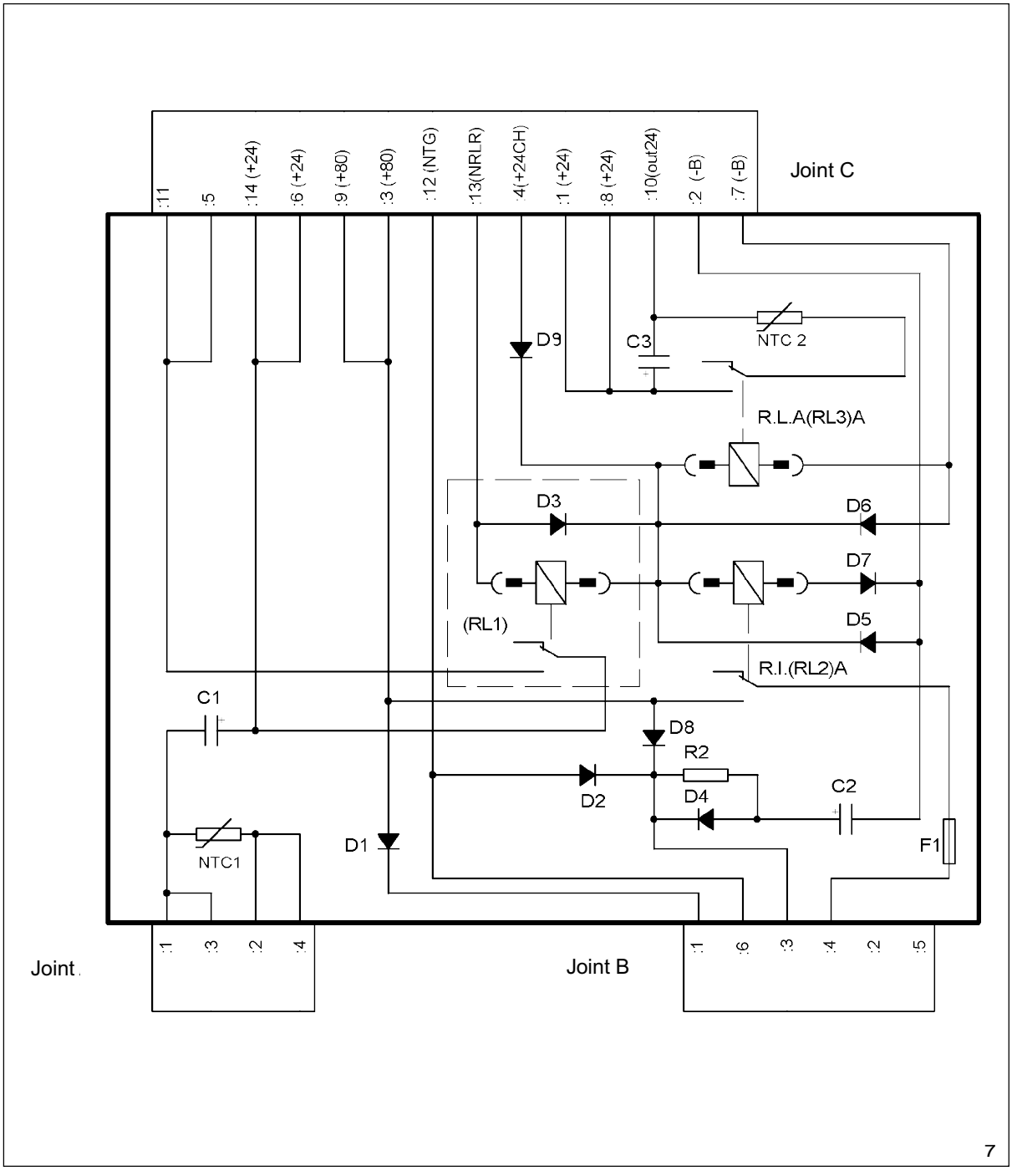
V lves are not to be adjusted or tampered with. Should there be a malfunction, replace them with ne ones
T order a valve check the PARTS MANUAL



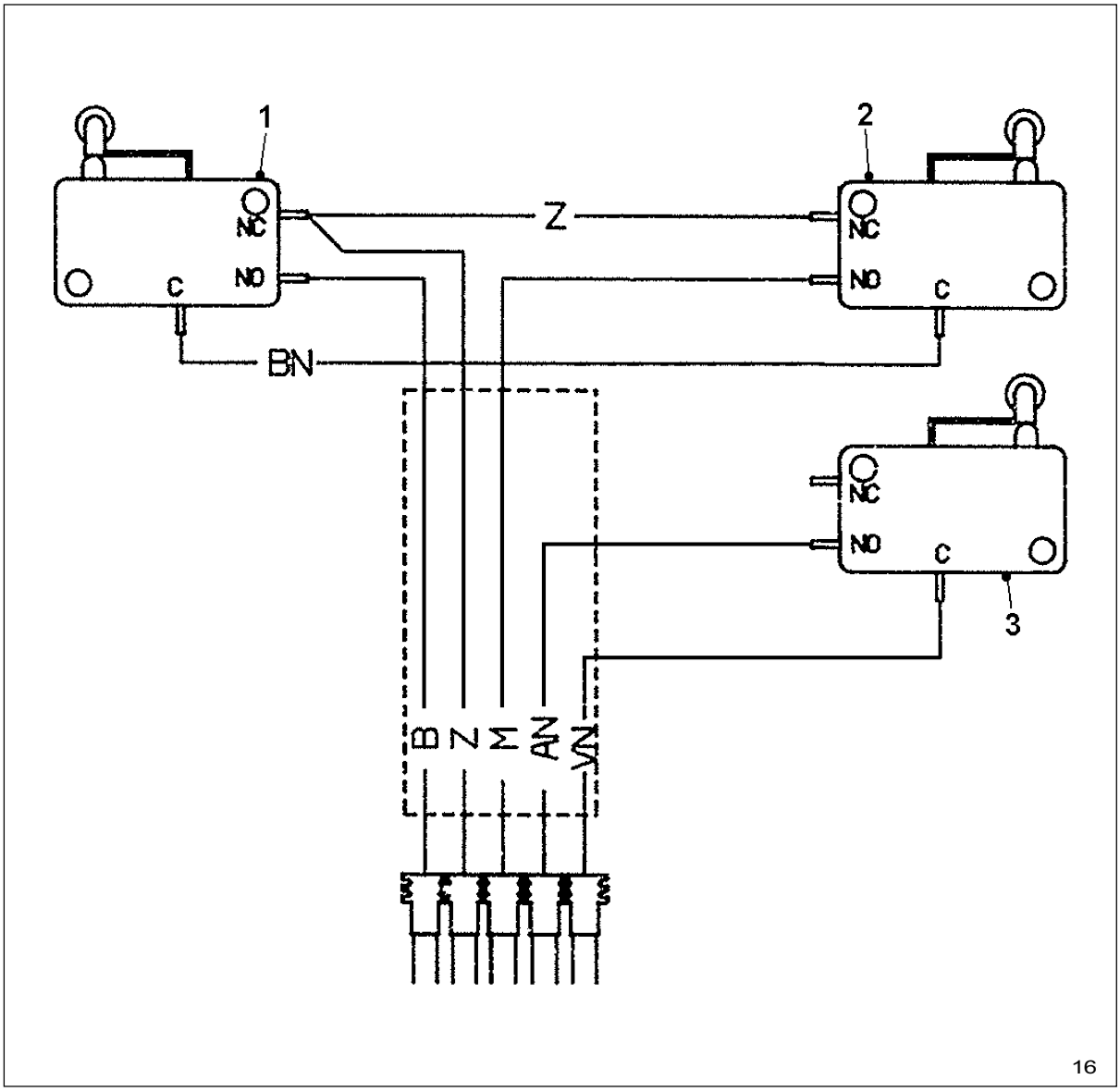
- Remove screws from cylinder holding bracket. Remove bracket and lift cylinder off its base at bottom of mast frame.
- **To reinstall** cylinder, invert removal operations.
- When complete, bleed air from lift cylinders At the end of this operation, bleed the air from lift cylinder (see paragraph **20.2**).

50.3 - RELAY CAR

RELAY CARD DIAGRA



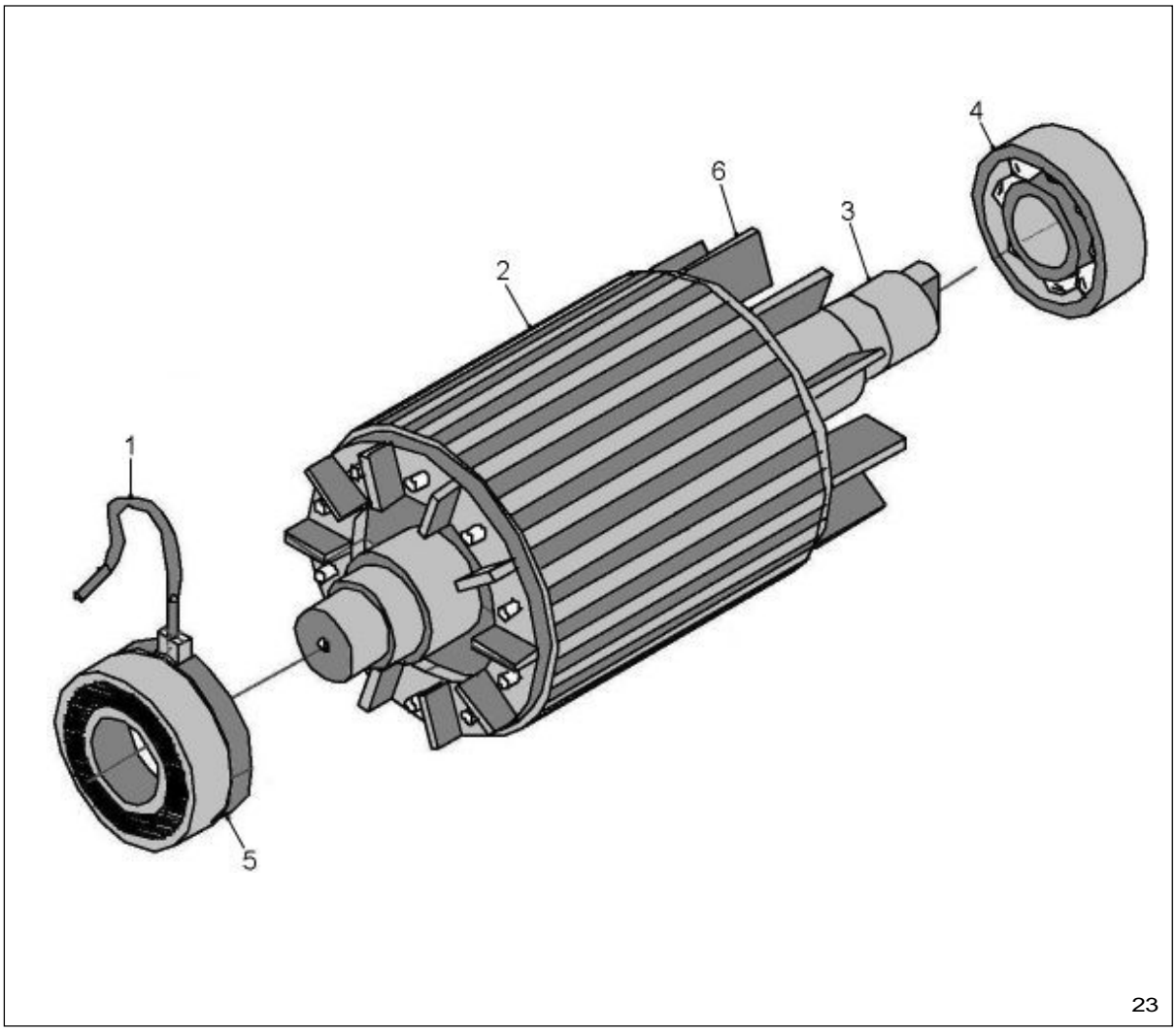
PEDAL-BOARD WIRING SCHEM



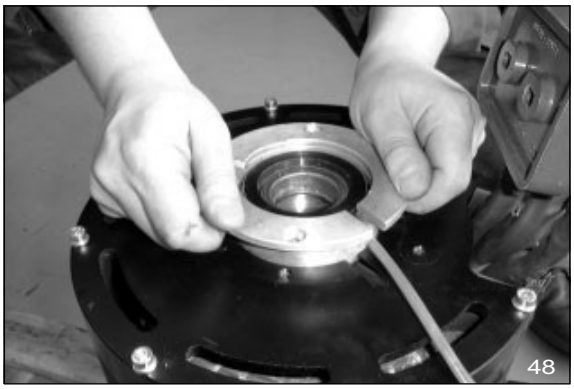
1 Forward drive micro-switc
2 Reverse drive micro-switc
3 Reverse drive lights micro-switc

The rotating part, called rotor, is placed inside the stator; it consists of a cylindrical structure, made of a Fe-S metal plates assembly, passed through by a rotating shaft. On the rotor outer part a certain amount of groove are located, where the conductors building the rotor winding are lodged

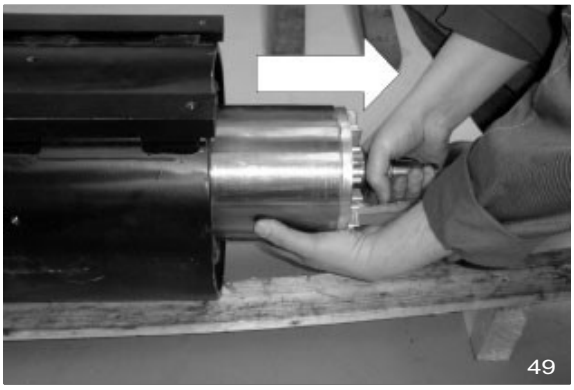
The rotor shaft lays on bearings enabling it to rotate and maintaining it coaxial to the stator



1 Encoder cabl
2 Roto
3 Rotating shaf
4 Bearin
5 Bearing with sensors (encoder
6 Rotating blade



- Use your hands to raise the flange supporting the bearing with sensors.



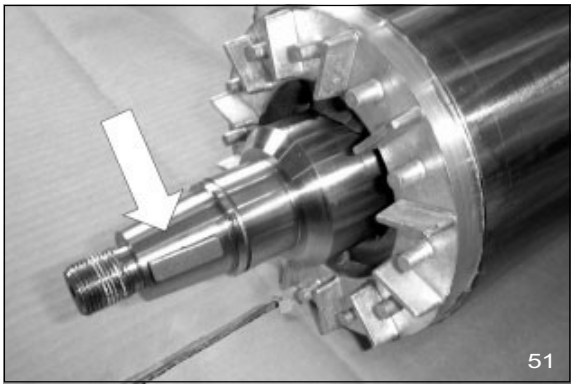
- Turn the motor in horizontal position.

ATTENTION:

Be careful not to pull the rotor off when turning.

Pull the rotor off when the motor is in horizontal position, while supporting the rotor with your hands. Make sure not to drop the shaft on the stator coils.

- Use an extractor tool to pull the second rotor bearing off.
  Check the bearing for its condition. Replace it if faulty.



- Check the safety spline for its condition. Replace it if worn or damaged.

TRACTION MOTOR ENCODE

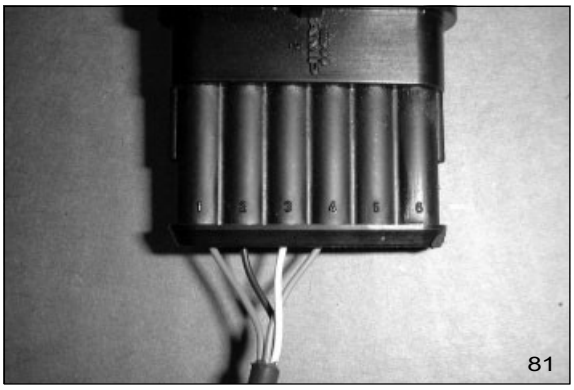

80

- The bearing with sensors is a double device, consisting of a bearing and an encoder for the detection of the revolution speed and the rotation direction.

- rpm-max = 5600

Number of impulses pro revolution = 80

- A cable comes out from the bearing with sensors ending up with an AMPSuperseal 6-pole plug.


81

Pin designation:

1. +12VDC (red)

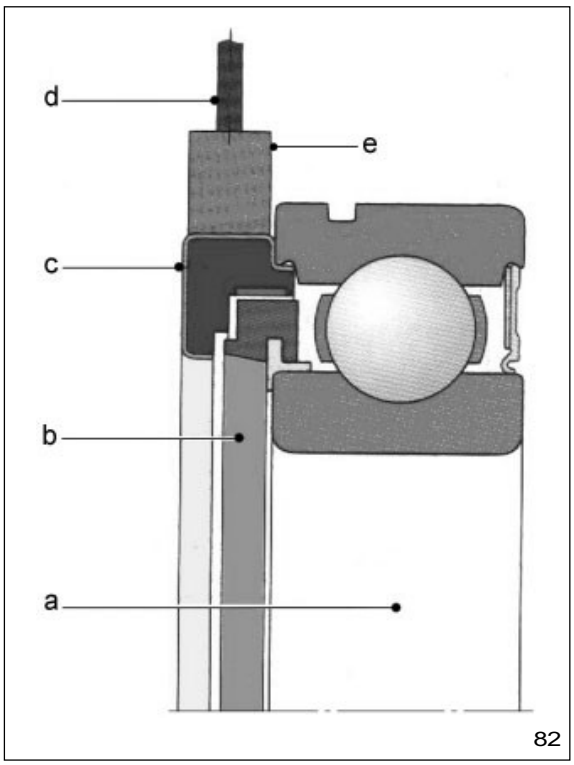
2. GND (black)

3. FASE B (white)

4. FASE A (light blue)

5. not connected.

6. not connected.



82

Description:

a = Standard bearing with only one rubber balls protection, placed on the side opposite to the encoder.

b = Magnetic ring for impulse generation.

c = Hall double sensor.

d = Connection cable.

e = Sheath.

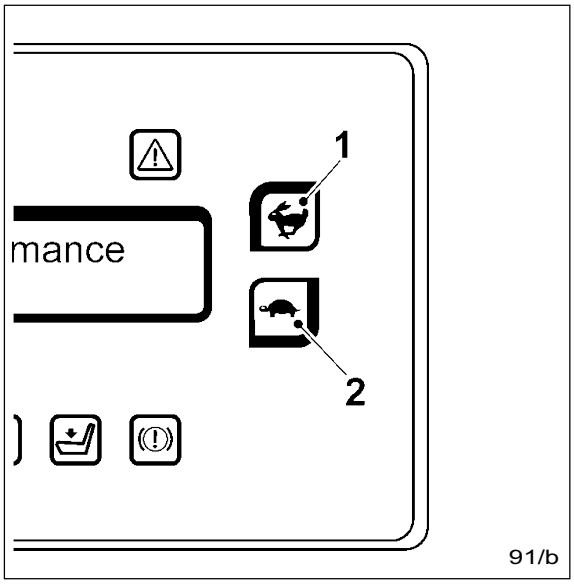
Normal performanc

Normal performance mode leads to an average level of energy consumption when starting and operating th truck

Hard performanc

Select the type of performance as follows

Press key 1 to increase the type of performance or key 2 to decrease the type of performance



Programming hydraulic functions

Enter into programming mode by turning the ignition key and pressing pushbutton **2**.

The following screen appears:

Pump Performance
X

Three different levels of pump performance are available:

0= Customizable performance.

The truck will operate with the default parameters entered by the manufacturer but these can be changed by the service technician in accordance with the operator's requirements.

Hard performanc

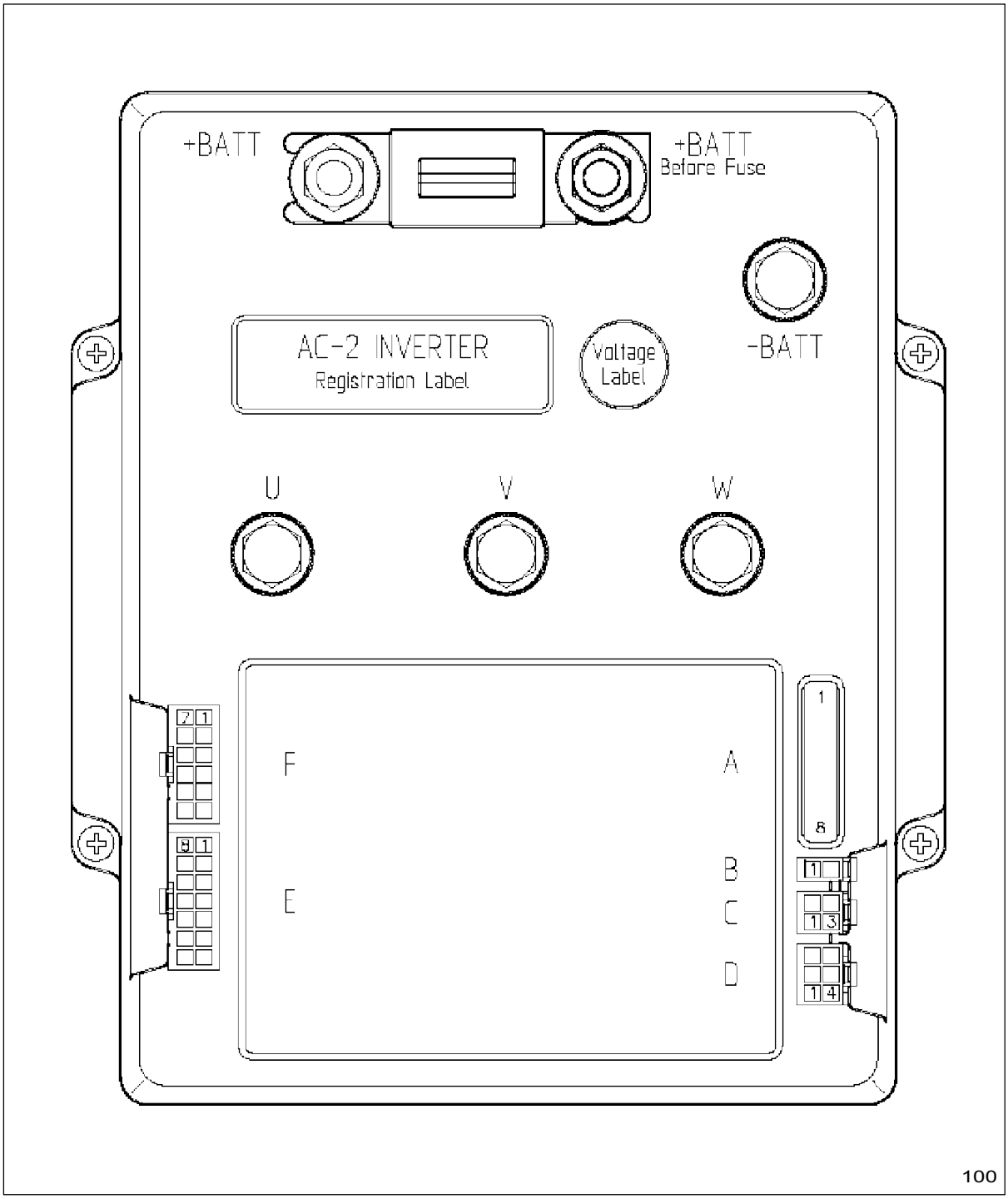
Hard performance mode for the hydraulic functions of the truck leads to a higher level of energy consumption

Normal performanc

Normal performance mode for the hydraulic functions of the truck leads to an average level of energy consumption

Select the type of performance as follows: press key 1 to increase the type of performance or key 2 t decrease the type of performance

AC2 INVERTER PLUG



PUMP TRACTION PARAMETER

Explanatio

Level → Console for Service Dept. and Service Organisation

n → Not available

→ Available without restriction. (In principle 10 notches are available from 0 to 9)

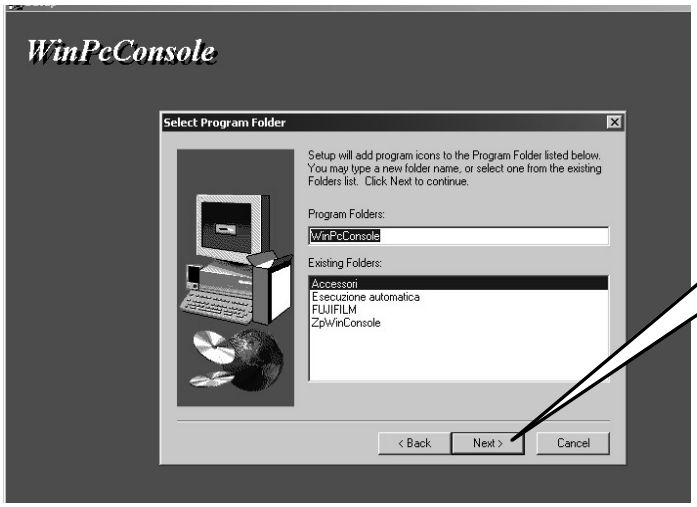
- In the profiles Free, Standard and Economical the values of the Hard profile are indicated, if no specified otherwise

- The 3 pre-set profiles may not be changed with the console al LEVEL 1, but only at LEVEL 2

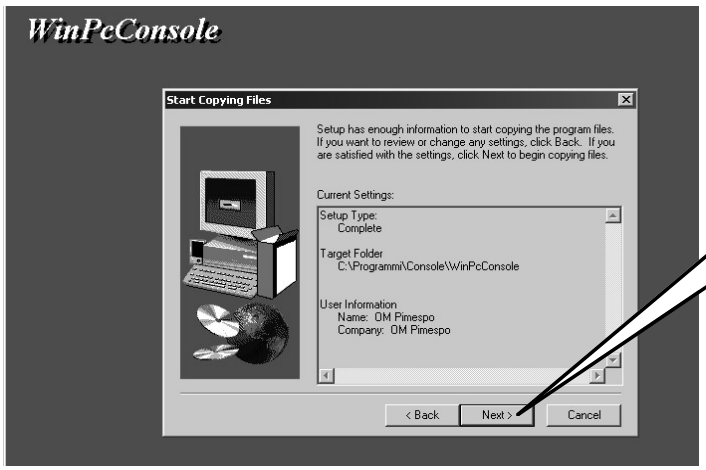
- The truck speed can be changes by means of the keys HARE and TORTOISE independently of th profile selected among the four profiles available

T action parameter

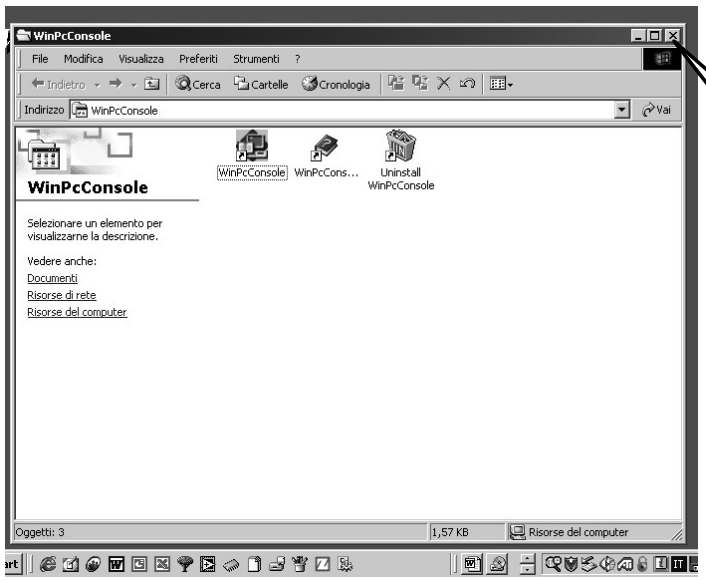
TRACTION PARAMETERS		DEFAULT VALUES				LEVEL
Level	**Parameter**	**Free**	**Hard**	**St**	**Eco**	**SAT**
	Menu SET OPTIONS					
1-2	Hour counte					
	(running/key on)		Running			d
	Battery check (on/off)		On			nd
2	top on ramp (on/off)		Off			nd
1-2	Aux output #					
	(option#1/option#2)		Option #1			d
	Pedal braking					
	(analog/digital)		Digital			nd
	Set temperature					
	(analog/digital/none)		Digital			nd
	Menu ADJUSTMENT					
	Set pot brk min (V)		0,4			nd
	Set pot brk max (V)		4,5			nd
1-2	Set battery type (V)		80V			n
1-2	Adjust battery (V)		to be set			
	Throttle 0 zone (%)		5%			d
	Throttle X point (%)		45%			d
	Throttle Y point (%)		25%			d
1-2	Clear hourmeter (on/off)		off			
1-2	Adjustment #1 (÷9)		6 **(20 q)**			d
1-2	Adjustment #1 (÷9)		5 **(25-30 q)**			d
1-2	Adjustment #2 (÷9)		4			d



Fifth page:
Click on Next

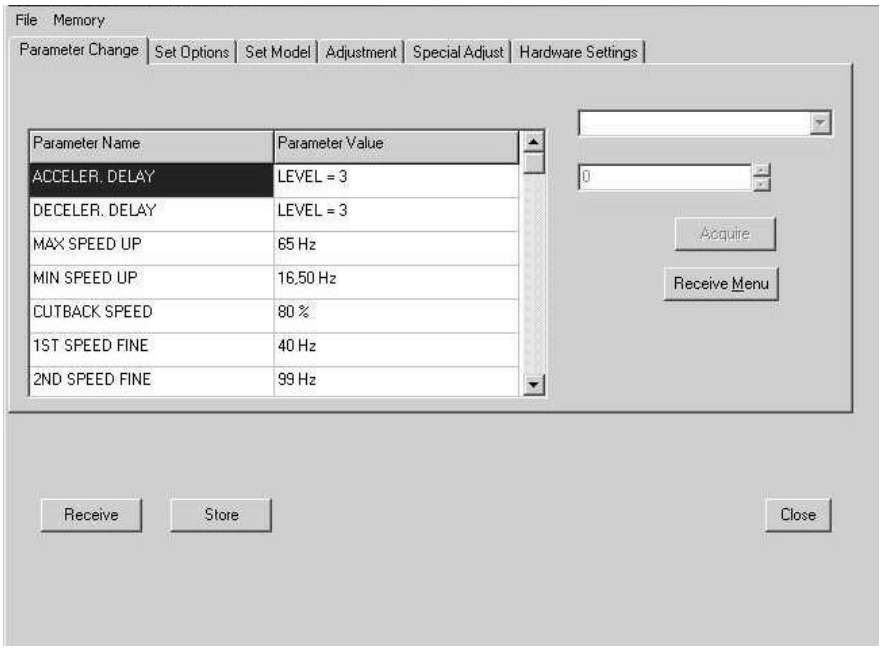


Sixth page:
Click on Next

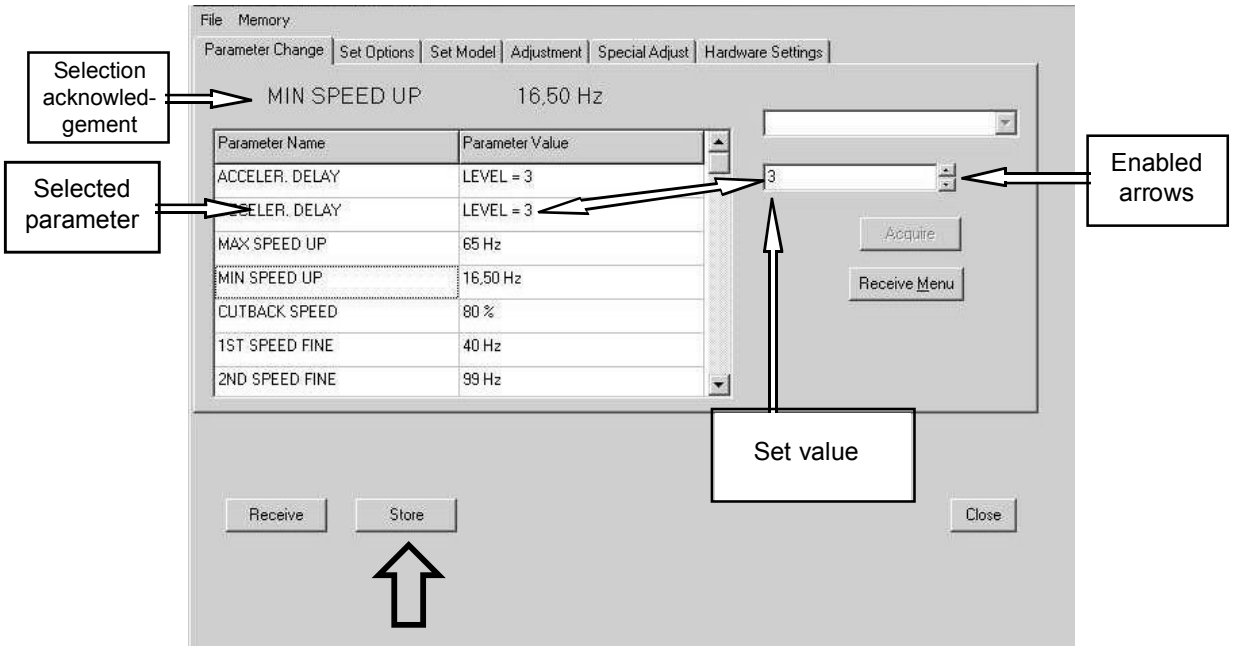


Seventh page:
The program icons have been generated.
Click on (X)

The following page will be displayed: **(the module you are currently connected to will be displayed)**.



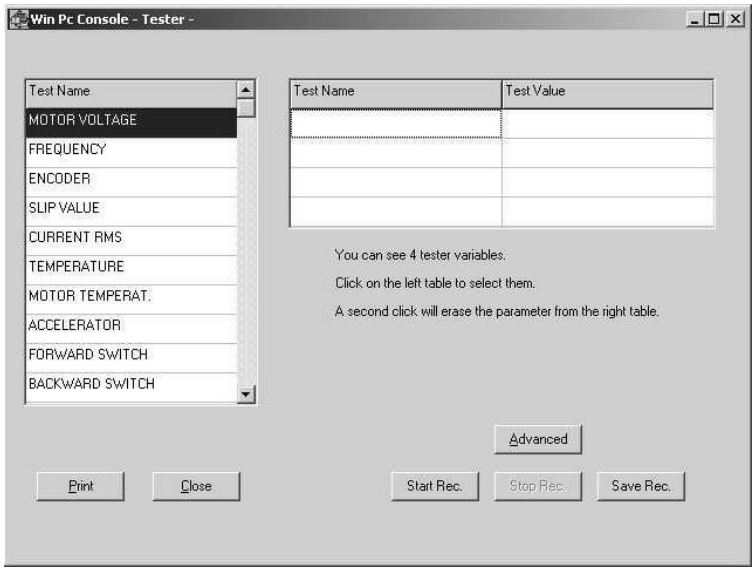
Now you can change the set value with selecting the relevant item.
Select the item you intend to change with clicking it once with the mouse left key. The **set value** will be displayed on the right, whereas **both arrows** for increasing or reducing respectively the **value will be enabled**.



After setting each new value, to acknowledge them you just have to click one with the mouse left key on the command **"Store"**. The operation enables storing the changes made.

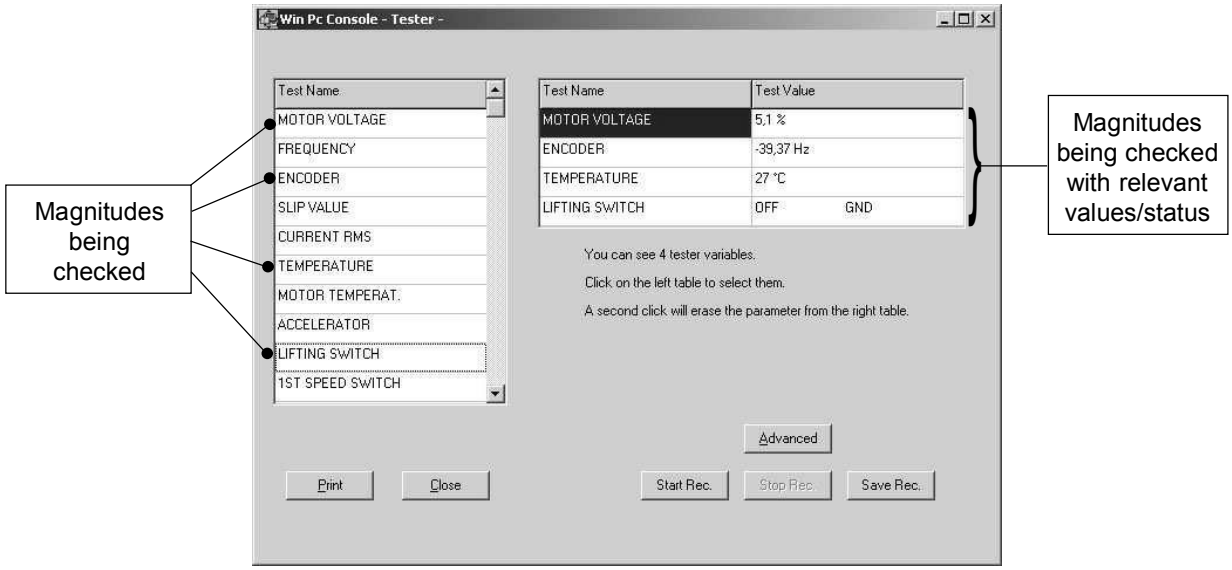
If you miss the latter operation, the new parameters will not be saved.

The page will refer to the Module currently connected.



On the left side of the page the magnitudes to be checked are listed, you just have to click on the item you intend to check with the mouse left key.

Click once again on the same item for disenabling its visualisation.



Reading occurs immediately.