



## Workshop literature

### Tractor

LTX20/LTX-T04



first in intralogistics

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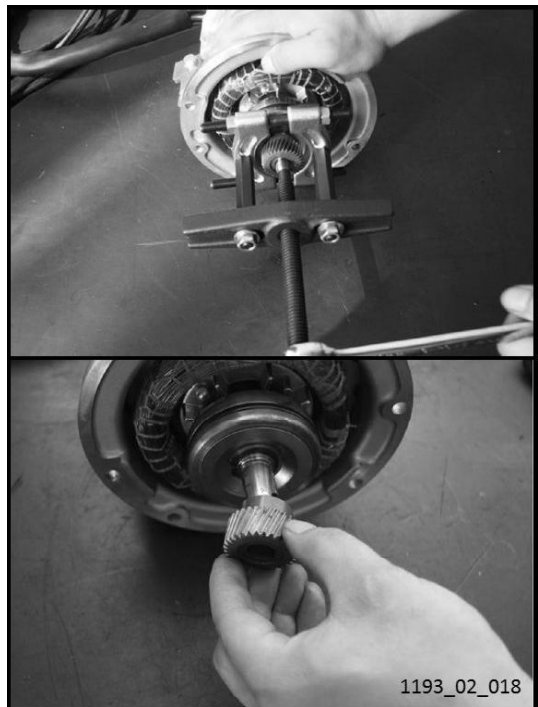
## Diagnostic

272	Configuration error: speed reduction is enabled, but this input is not available. Depending on the truck type configuration, the following pins may be concerned: X1:06, X1:07, X1:20, X1:23, X1:28
273	Configuration error: cover monitoring is active, but there is no monitoring (X1:7 and/or X1:23)
274	Configuration error: wrong selection in guided diagnosis. Instead of switch (X1:36, X1:38), potentiometer (X1:37, X1:40) was selected or vice versa.
275	Configuration error: speed reduction switch (X1:23) is enabled, but this truck has no speed reduction switch
281	With activated brake, the coil current is > 0.4A
282	With deactivated brake, the coil current is > 0.4A
283	There is no brake coil current though voltage is applied (voltage > 3V; current < 0.4A)
284	There is brake coil current though voltage is applied (voltage > 3V; current < 0.4A)
285	Error during release of brake
286	Error during release of brake
290	Internal error: digital input signals are different in main and safety controller
291	Internal error: analog input battery voltage is different in main and safety controller
292	Internal error: analog input signals for belly (service brake) -switch (X1:10) and/or butterfly switch (X1:24) and/or tiller base potentiometer (X1:37) are different in main and safety controller
293	Internal error: analog input signal for brake (X1:31) and/or main contactor is different in main and safety controller
294	Internal error: analog input signal for capacitor voltage (UCAP) is different in main and safety controller
295	Internal error: identified motor speed is different in main and safety controller
296	Internal error: main and safety controller identifies different signals for wheel change mode
297	Internal error: analog input signals are different in main and safety controller
302	Current sensor error, phase U (current is too high)
303	Current sensor error, phase U (current is too low)
304	Current sensor error, phase W (current is too high)
305	Current sensor error, phase W (current is too low)
330	Driver circuits of power transistors show permanent error
340	The capacitor voltage is too high
351	Phase U is interrupted
352	Phase V is interrupted
353	Phase W is interrupted
355	Signals of mast sensors (200 mm, 800 mm and 1500 mm) do not match
356	Mast sensor 1500 mm recognizes the forks. The sensors 200 mm and 800 mm do not.
357	Mast sensor 800 mm recognizes the forks. The sensor 200 mm does not.
358	Mast sensor 800 mm and 1500 mm recognize the forks. The sensor 200 mm does not.
359	Mast sensor 1500 mm recognizes the forks. The sensor 800 mm does not.
360	At same time forks up detected (X1:14 = open) and forks down / below 200 mm detected (X1:07 = GND and X1:23 = open)

- Remove the castellated nut.

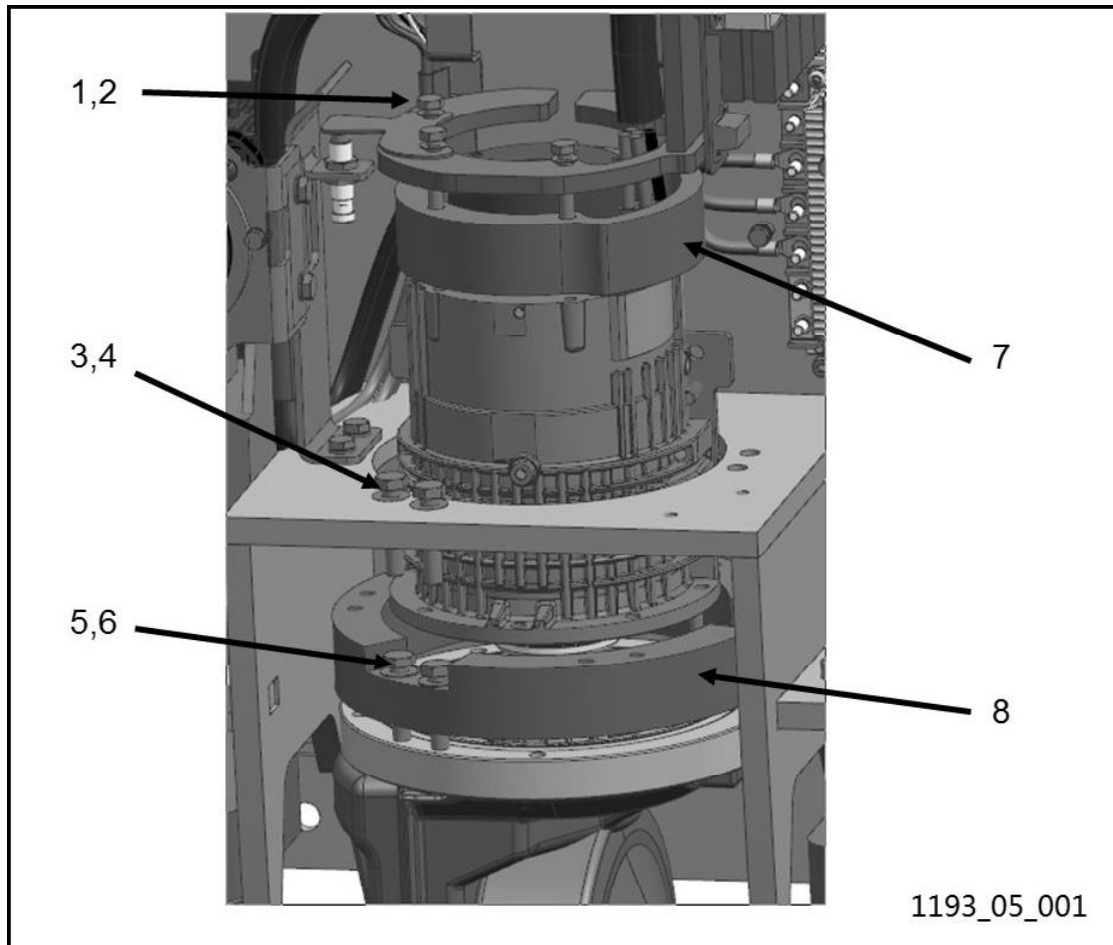


- Remove the pinion gear.



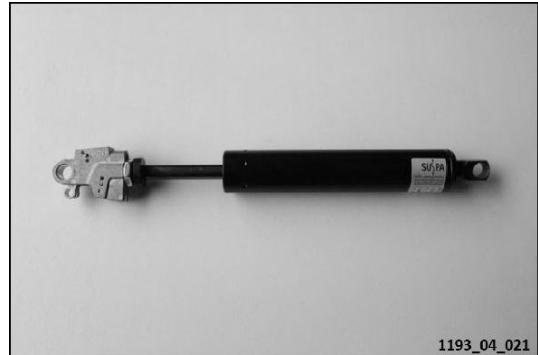
## Driver Platform

## Adjust gearbox and motor assy.



- Prepare the spare-parts for adjusting the ground clearance.
- Remove the screws and washers which shown on the figure.
- Install the spacers to add the height of the support bracket.
- Install the new long screws and washers.

- Prepare a new spare-part.
- Install the new gas spring by the reverse order.



- Adjust the bowden cable.



## Disassemble and assemble the tiller

### Prepare

- Position the truck.
- Disconnect the battery male connector.
- Remove the battery hood.

### Disassemble the tiller

- Remove the signal button.



## Electrical Parts

## Light fuses



1F2 Brake lights/back-up lights/turn signal  
lights/sidelights fuse, 32 V, 10 A

1F3 Controller fuse, 32 V, 10 A  
1F4 Headlights fuse, 32 V, 10 A

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