TOYOTA
INDUSTRIAL EQUIPMENT

Service Manual

Model(s):

6BRU18
6BRU23
6BDRU15
6BSU20
6BSU25

Serial No. *20,001* to *29,999* - *24* volt models
Serial No. *30,001* to *39,999* - *36* volt models

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Lubricants

Cold Storage Conditioning

If the lift truck is to be used in a cold storage application, it will be equipped with Class I, Class II or Class III cold storage option components when delivered from the factory, EXCEPT **FOR** the oil in the hydraulic reservoir and the drive unit.

A CAUTION

At such time as the customer is ready to start using the truck in a cold storage environment, the oil in the hydraulic system and the drive unit must be changed in accordance with the following items.

Classes Of Cold Storage

There are three classes of cold storage application. Those classes are:

1. Class I: Applies to lift trucks operating in an:
   - Environment where temperatures fluctuate from +20° F (-7° C) to +70° F (21° C) in a continuous duty cycle.
   - Application where the truck goes in and out of the freezer for short periods of time.
2. Class II: Applies to lift trucks operating:
   - In and out of an environment where temperatures fluctuate from +40° F (4° C) to -40° F (-40° C).
   - Continuously at -20° F (-29° C).
3. Class III: Applies to lift trucks operating:
   - Directly in and out of an environment where temperatures fluctuate between -40° F (-40° C) and a warm humid area such as a dock rather than a cooler.

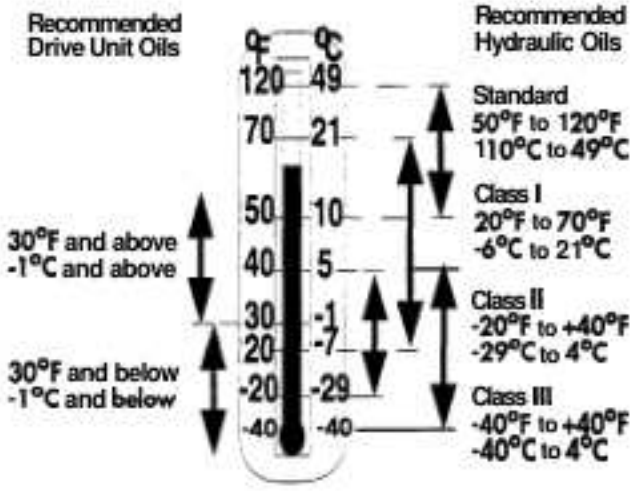
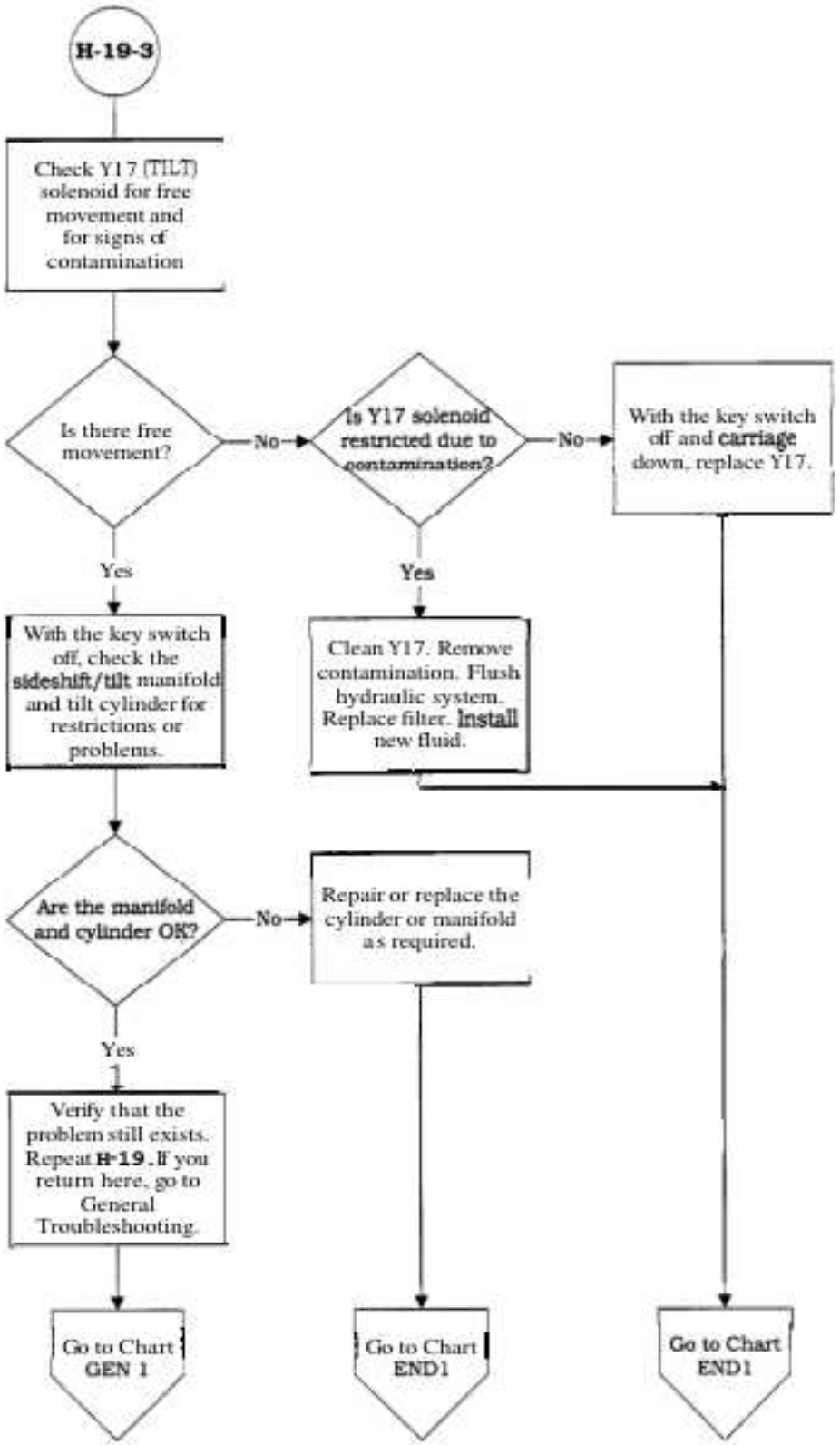


Figure 4-1: Recommended Oils by Temperature

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Inspection

Whenever working on the lift truck, use care around wiring harnesses.

- Do not pull on wires.
- Carefully mate and unmate all connectors.
- Do not pry apart connectors with unspecified tools.
- Examine and maintain any added materials used to dress or protect the wire. This includes spiral wrap, brackets, cable ties, fasteners, flexible conduit, etc.
- Check harness wires for abrasions, scrapes, nicks in the wire, damage from overheating or bums, or other general insulation damage.
- Replace terminations with exposed wire visible at the connectors. Damaged terminations, exposed wires, or damaged connectors can cause operational failure of the lift truck.

During troubleshooting and repairs, it is sometimes necessary to unmate a connector, move a harness, cut a cable tie, or remove the wire from a bracket. Note carefully the location of the wire and all protective or securing attachments before moving the harness.

After repair, return or replace all protective and/or securing hardware to its original condition. Protective materials are necessary to provide reliable performance of the interconnect system.

There should be a wire marker at each termination. If the marker is missing or unreadable, remark the wire to allow easier identification.

NOTE: It is normal to find unused connectors for uninstalled options that have had heat shrink applied over them and have been strapped to the harness.

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