ATLET

WAREHOUSE EQUIPMENT

PLP

SERVICE MANUAL

Manual number 119002

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SERVICE MANUAL

Machine: PLP

Manual No 119002

Edition 2008B

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Dimensions and weights

Dimensions PLP

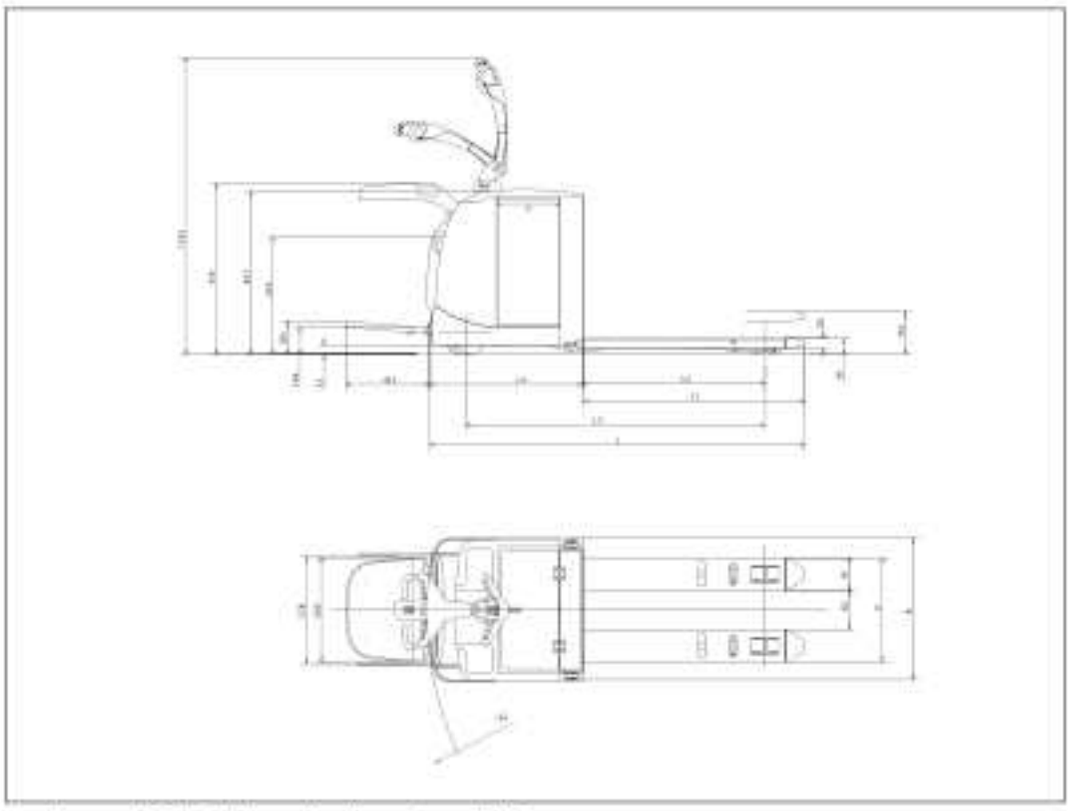
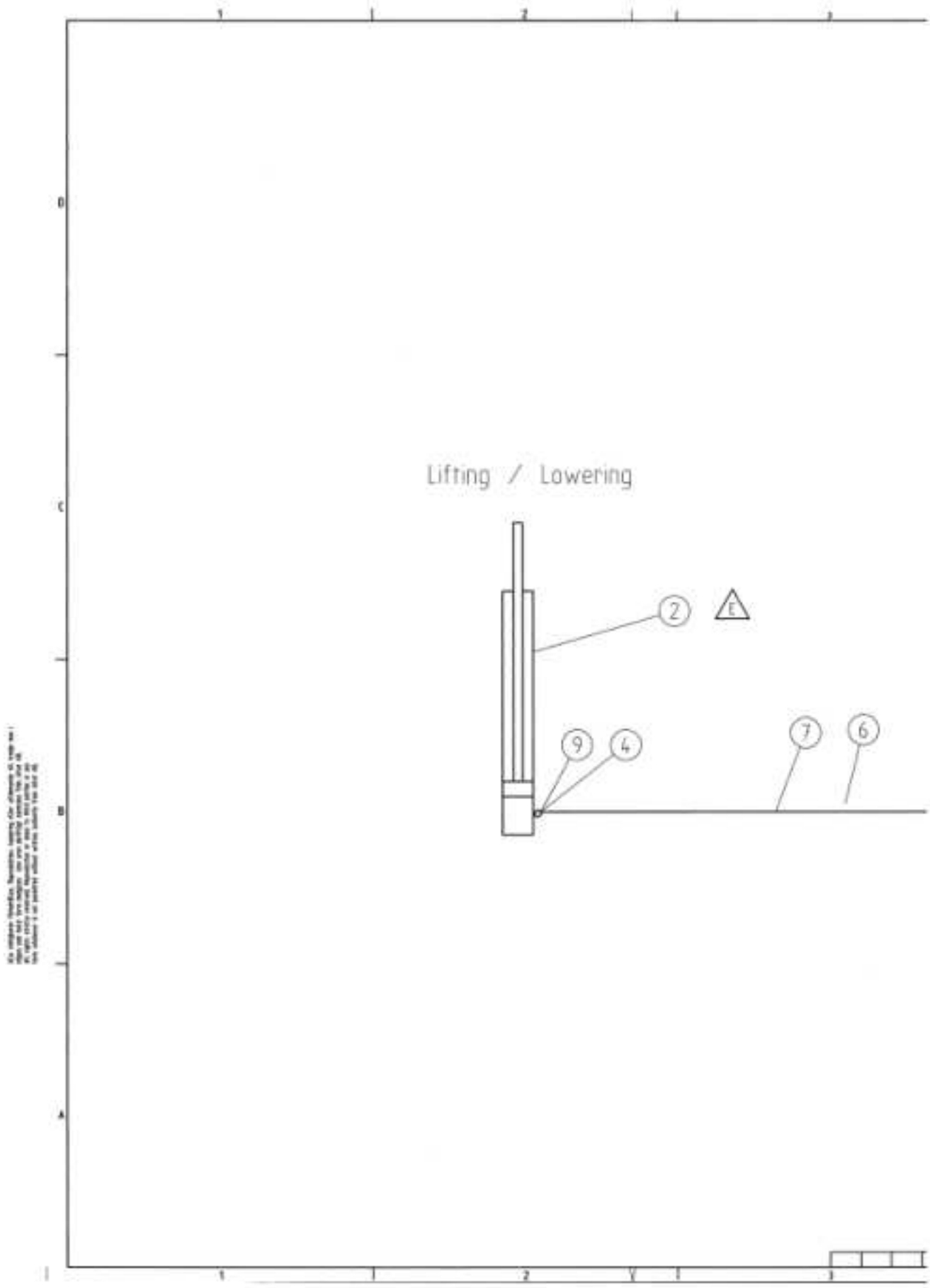


Figure 1.6 Positions for dimensions PLP

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Hydraulic diagram PLP



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There may be other reasons why the main contactor does not close. For this reason, start trouble shooting by rectifying the last logged primary error code.

Have any related error codes been logged?	Yes →	See trouble shooting for respective error codes.
No ↓		
Is there 24V from TMC connection X6.2?	No →	Change TMC.
Yes ↓		
Is there 24V to the main contactor plus connection K1.1?	No →	Check connection X6.2 - K1.1.
Yes ↓		
Measure directly over the main contactor coil. Is there 24V?	No →	Check if cable connection K1.2 - X6.2 is OK and has low resistance by measuring the resistance to the front edge of X6, when the connector is pulled from TMC, to the front edge of the flat pin. If there is no connection, change or repair the cabling. Otherwise, change TMC.
Yes ↓		
Replace contactor.		

*The normal cold contactor resistance is approx. 47 ohm.

The truck and ATC have total function loss – the display does not go on

Is there 24V between F1 (between the large fuses) and the B- insulation point?	No →	Check the battery, battery plug, electrical panel plug and their connections.
Yes ↓		
Is there 24V between insulation bolt X16 and the B- insulation point?	No →	Check 7.5A fuse F3, and that there is 24V to one side of the fuse holder. Only measured with the fuse pulled out of the holder.
Yes ↓		
Is there 24V between X1.1 (the contact that connects to the steering arm) and theB- insulation point?	No →	Check that there is 24V on all the red/white cable connections in connector X21. Either there is a break or poor contact between X16 and X21.1, in toggle X21.1 - X21.2, or in the connection X21.2 - X1.1.
Yes ↓		
Is there 24V between X1.1 and X1.5?	No →	Indicates break or poor connection in the blue minus cable between B- inslation bolt and X1.5.
Yes ↓		

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