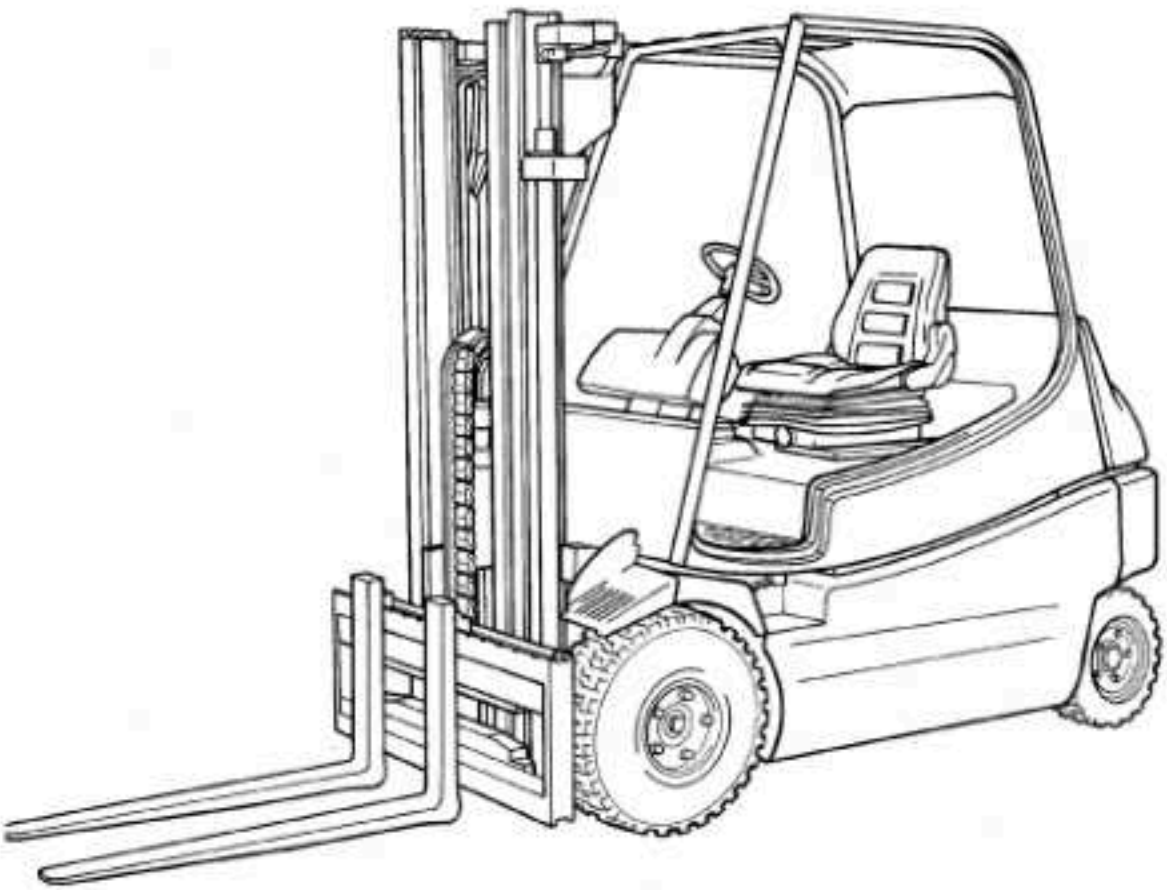
Service Training

Linde Electric Fork Truck
E 20 / 25 / 30
Series 336



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2.3 CHASSIS

The series 336 fork trucks are available for various load capacities.

Type	Standard Version	Higher Seat Version	Load Capacity
E 20	400 Ah	480 Ah	2.0 t
E 25	500 Ah	600 Ah	2.5 t
E 30	500 Ah	600 Ah	3.0 t

The standard versions of the trucks can be used with containers. With the option "higher driver's seat", batteries with a higher capacity rating can be used.

2.3.1 SEAT SWITCH

Method of operation to series 6/95:

A seat switch is installed in the driver's seat, which activates timer 1A3 when actuated. In order to prevent a faulty operation of the switch on uneven roadways, the timer cuts off the enable signal for the traction and lift control after a delay of approx. 2 seconds when the seat switch is no longer actuated.
Timer 1A3 is mounted opposite the voltage converter on the contactor board. The timer is connected to the main cable harness via a 8-pin connector.

Method of operation from series 7/95:

The timer 1A3 has been omitted on trucks built since 7/95. The travel control time delay is integrated into the electronic travel unit 1A2. Starting with this series, the working hydraulics can be operated without the seat switch having to be activated.

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2.6 ELECTRICAL SYSTEM

The series 336 trucks are equipped with a compact LTM control for the travel drive and the working hydraulic system. The steering system is controlled via the lift LTM control.
The compact LTM control has the following advantages over the previous LTM control:

- less space required
- easier installation
- available as replacement part
- integrated freewheel diode
- integrated brake diode
- integrated regenerative braking diode
- easier troubleshooting
- improved dissipation of heat

Features of the power unit:

- N-type channel enhancement type MOSFET
- Zener diode for active overvoltage protection
- gate-source Zener diode and resistor against static overvoltage at the gate
- integrated gate resistors against internal oscillations
- insulated aluminium base plate
- longer air gaps

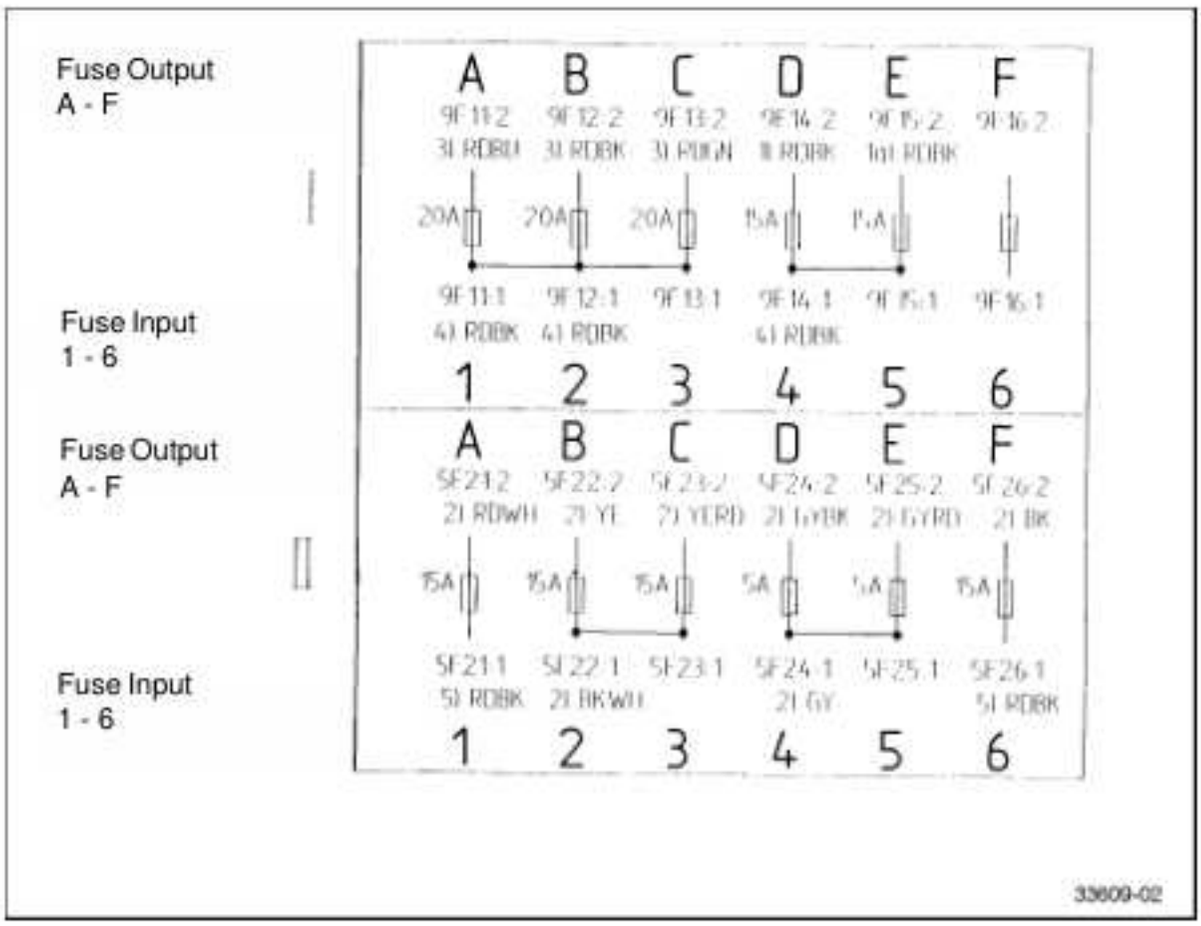
Regenerative braking is standard equipment for this series, which returns part of the energy generated during braking back to the battery. The control unit and the fan are supplied with 24 V direct current via a separate voltage converter.

Trucks equipped with optional lighting require a separate voltage converter.

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2.9.1.3 FUSE BOXES

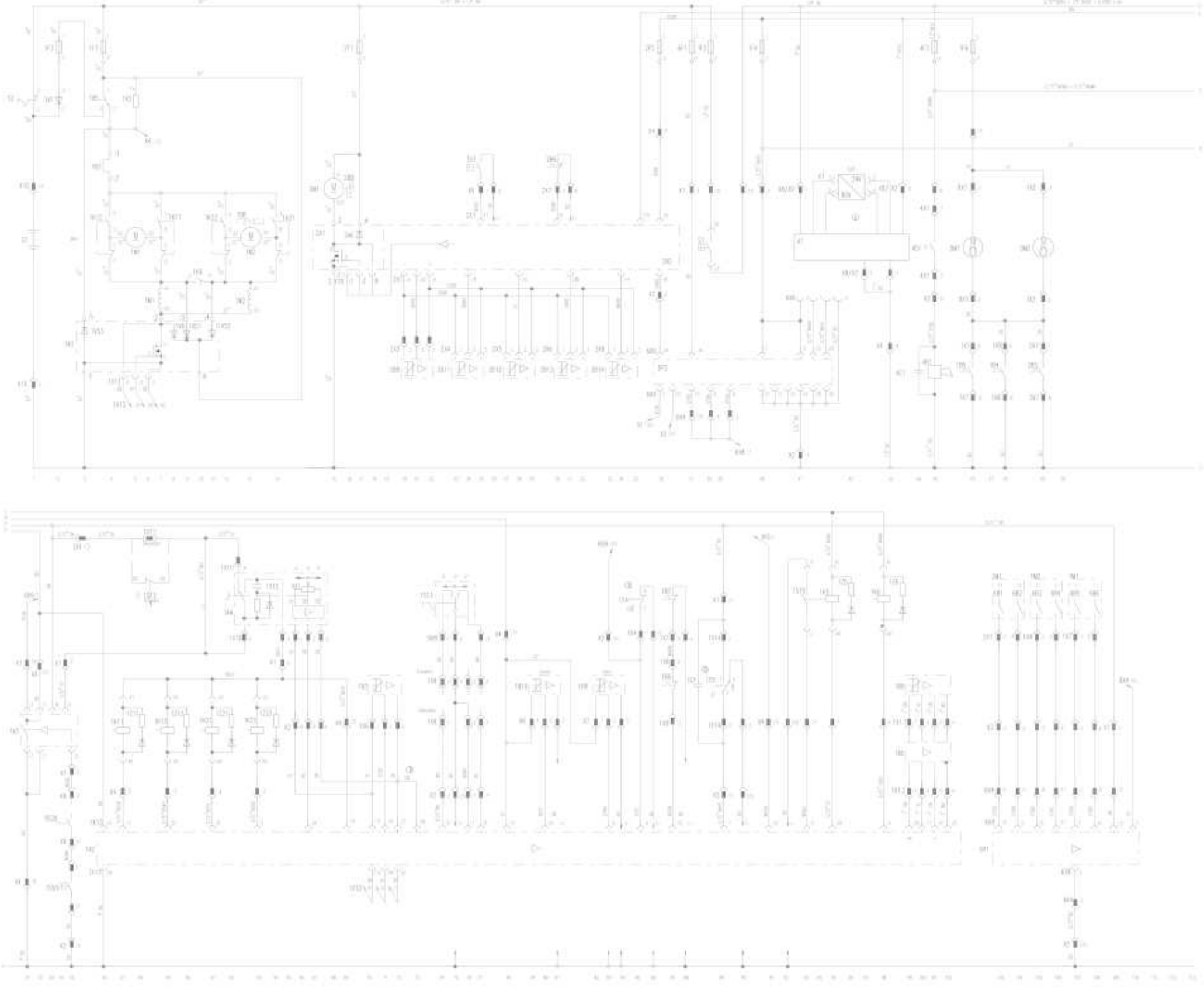
Top view of fuse boxes I and II



Wire harnesses:

1	Front wiper
1a	Rear wiper
2	Lighting
3	Working lights
4	Voltage converter
5	Voltage converter

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