MAINTENANCE MANUAL



WD2300S SERIES

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Introduction

General

The present manual is designed for Customer Service engineers who wish to familiarise themselves with the maintenance work required for the various truck components.

It also contains troubleshooting sections which can be used to identify and remedy truck faults.

Information

This book is not an operator manual. It is designed solely for specialist personnel who have been trained and authorised by Crown to carry out the work described in the manual.

This manual therefore contains fewer and less detailed warnings than the operator's manual, as the latter is aimed at persons who have very little or no prior experience at all.

Operator manual

This manual contains no operating instructions. An operator manual is supplied with the vehicle. Additional copies can be ordered as required.

With the help of this manual you and your personnel will be able to ensure the long service life, operational safety and error free functioning of your Crown truck.

Service Training

Crown offers the appropriate truck related training for service personnel. Details of this training can be obtained from Crown on request.

Ordering Spare Parts

The maintenance manual does not cover spare parts. These are listed in a separate manual.

Spare parts can be ordered by quoting:

- The truck specification number
- The truck model number
- The truck serial number

This information can be found on the truck data plate. It is essential to provide this information to ensure accurate, fast and efficient order processing.

Please refer to the specification sheets for the utilisable loads, technical data and dimensions for this series. Brochures can be obtained from your Crown dealer or from the following address:

CROWN Gabelstapler GmbH & Co.KG

Moosacher Str.

80809 Munich

Germany

Tel.: +49 (0)89 / 93 002 -0

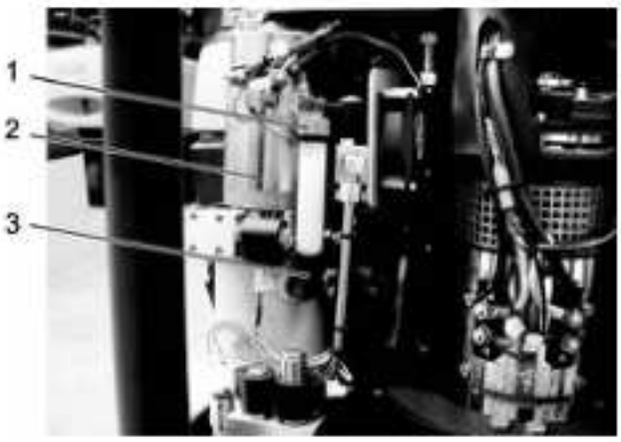
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Hydraulic Reservoir Capacity

Fill the hydraulic oil up to the bottom mark of the filler neck. The cylinders are lowered.

The maximum reservoir capacity is 2.0 litres.



MS-3400-020

1 *Reservoir cap*
2 *Motor*
3 *Filling level*

Only start the truck once the reservoir has been filled with the approved hydraulic oil up to the maximum level. For the correct grade, refer to the lubricant table in Chapter 1.

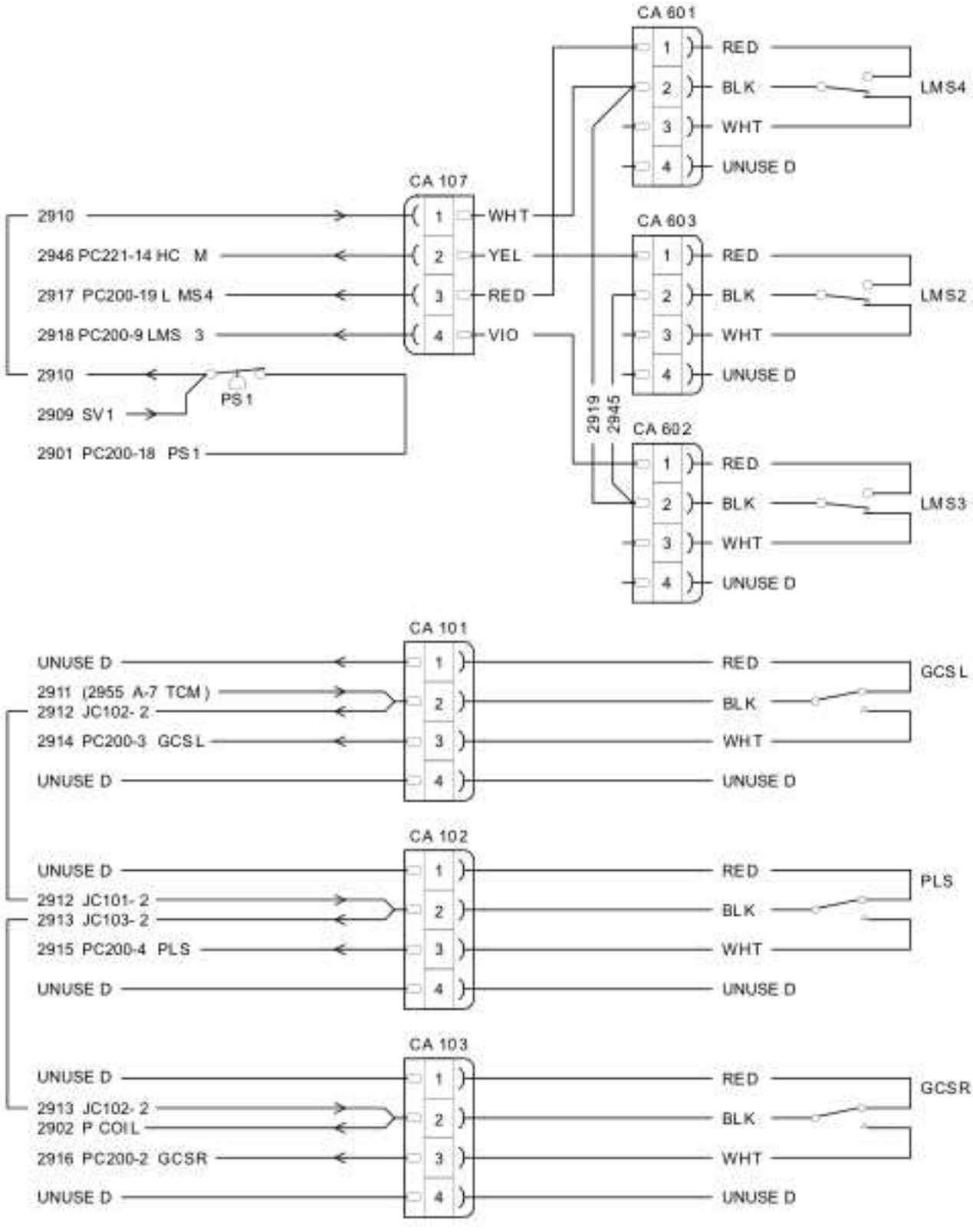
The oil level should not deviate by more than +/- 5 mm from this level.

Changing the Hydraulic oil and Hydraulic Filter

- Fully lower the forks. Retract the mast fully.
- Fully lower the initial lift.
- Turn the key switch OFF. Remove the key. Disconnect the battery.
- Attach a warning tag to the control handle to advise others that the truck is being serviced.
- Chock the drive wheel and load wheels.
- Remove the front cover from the power unit to access the hydraulic reservoir.
- Separate the hydraulic lines from the hydraulic pump. Seal the hydraulic ports immediately to minimize oil loss and prevent hydraulic system contamination.
- Disconnect all electrical wiring from the hydraulic unit. Tag out the wire ends and motor terminals to avoid any confusion when you later connect the wires.
- Remove the retaining screws from the hydraulic unit.
- The reservoir and motor/pump assembly can now be moved. Carefully raise the reservoir and pull it forward as far as possible. Remove the reservoir and the motor/pump assembly from the power unit frame.
- Remove the screws securing the motor/pump assembly to the reservoir flange.

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Platform & Mast Traffic circle



EDS WD2230S_7

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Setting the pressure switch points

The output signal of the load-sensing pressure switch PS1 lies on an input of the platform module. As soon as the raised load exceeds 500 kg, the signal is used to control speed reduction.

The output signal of the load-sensing pressure switch PS2 lies on an input of the hydraulic control module. When the initial lift is raised, this is transmitted to the hydraulic control module via the switch.

The output signal of the load-sensing pressure switch PS3 lies on an input of the platform module. Only when the raised load exceeds 500 kg does the controller release the 2nd brake level and is used to contribute to braking.

The signal is also used to control speed reduction.

The correct operation of the pressure switch is therefore essential for braking with load and for the other truck functions. It also affects the maximum travel speed (see chapter 4, Speed Reduction).



DPS1

Pressure switch PS1

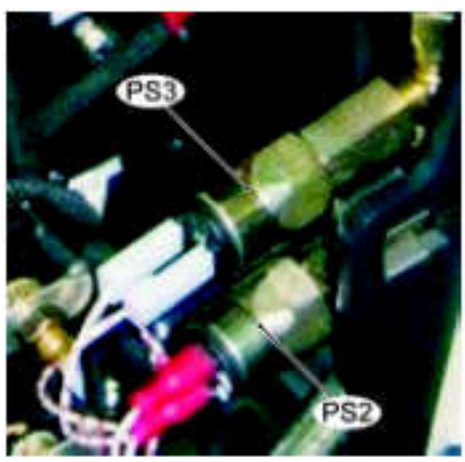
- Place a load (500 kg) on the forks.
- Set the switch so that it is activated with load.
- Test the switch position by raising and lowering the load.

Pressure switch PS2

- Raise the initial lift without load
- Set the switch so that it is activated (closes) with initial lift raised.
- Set the switch so that it is not activated (open) with the initial lift lowered.
- Test the switch position by raising and lowering the load.

Pressure switch PS3

- Place a load (500 kg) on the initial lift.
- Set the switch so that it is activated with load (opens).
- Test the switch position by raising and lowering the load.



DPS2-3

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