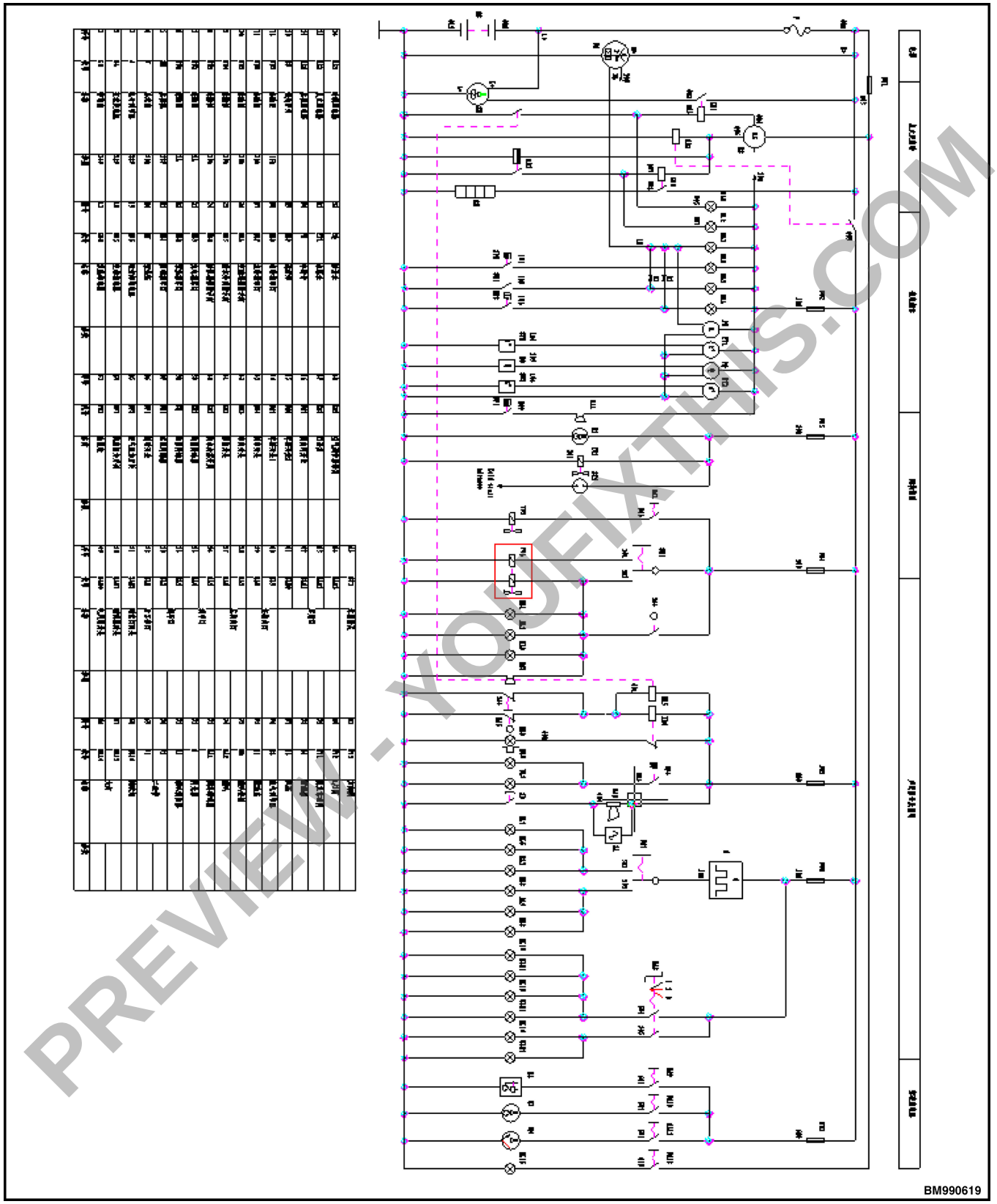


Figure 36. Electric Box

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the circulation for the oil circuit of torque converter is the same as it is at the neutral gear.

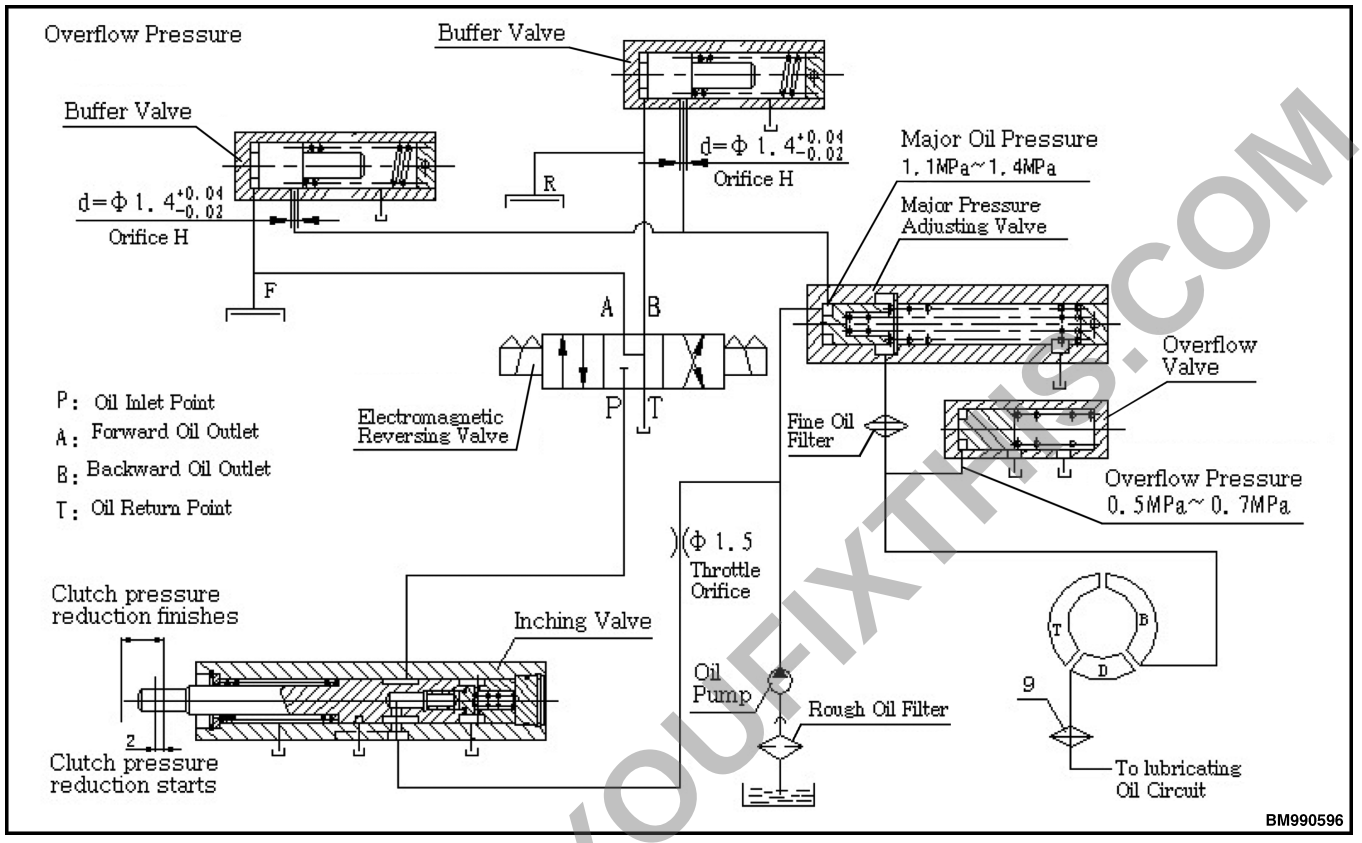


Figure 13. Hydraulic Oil Circuit

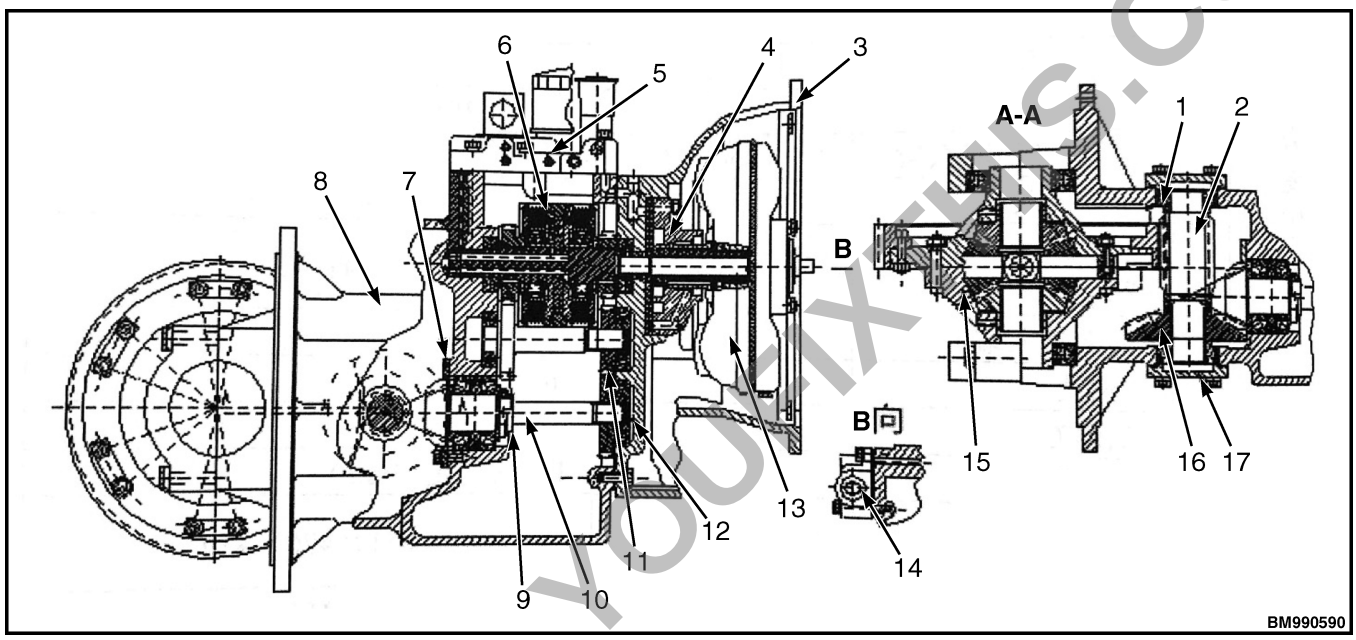
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Transmission Overview

The hydraulic transmission forklift truck is mounted with the driving device composed of torque converter and power gear-shift transmission case (refer to Figure 6). Its typical advantages are stated as follows:

1. The inching valve enables the forklift truck to perform inching operations at both high speed and low speed of the engine.
2. The hydraulic clutch is equipped with four pairs of paper brake shoes and steel plates that have been specially processed, thus abrasion resistance is improved.

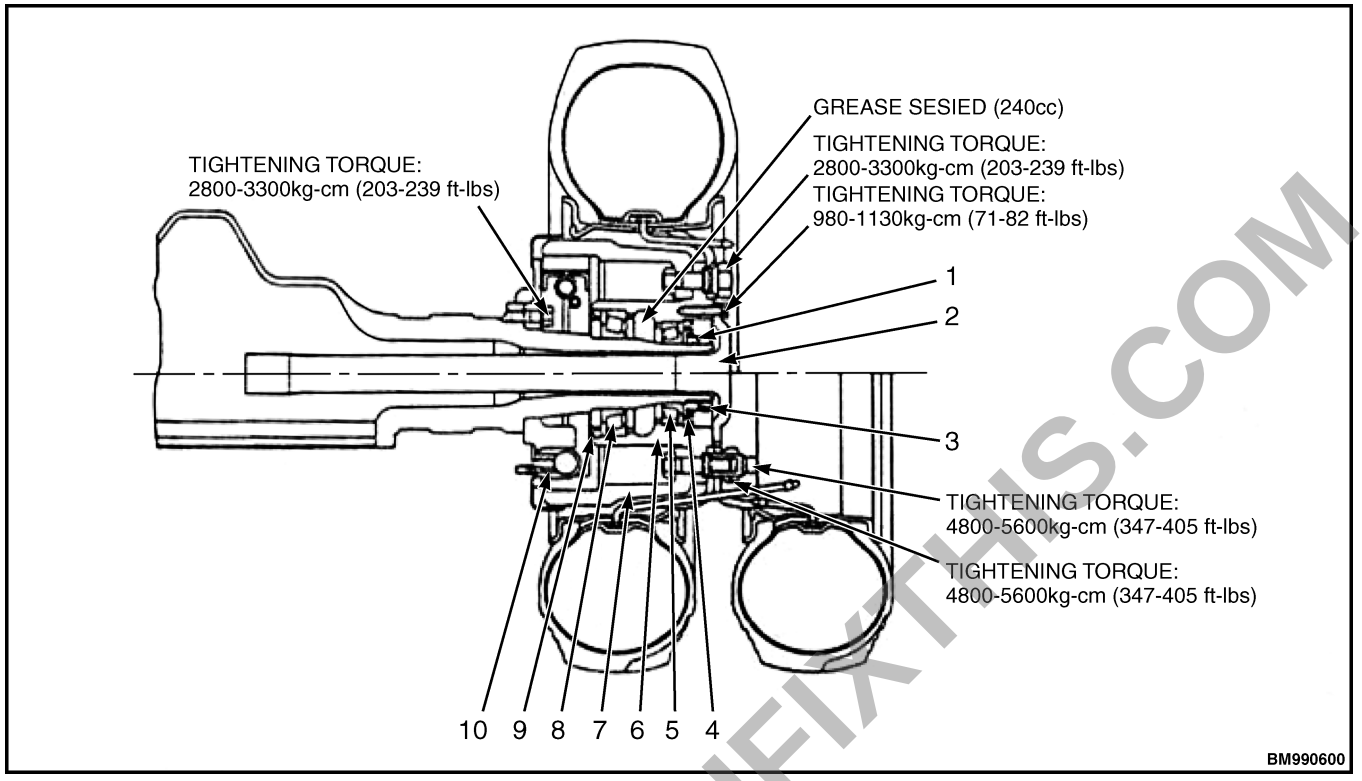


1. GEAR SHAFT
2. TAPERED ROLLER BEARING
3. TOR-CON HOUSING ASSEMBLY
4. OIL PUMP ASSEMBLY
5. COVER AND CONTROL VALVE ASSEMBLIES
6. CLUTCH ASSEMBLY
7. BEARING PLATE
8. HOUSING
9. IDLER SHAFT
10. OUTPUT SHAFT
11. IDLER GEAR
12. OUTPUT GEAR
13. HYDRAULIC TOR-CON CONVERTER
14. INCH VALVE ASSEMBLY
15. DIFFERENTIAL ASSEMBLY
16. SPIRAL BEVEL GEAR
17. BEARING CAP

Figure 6. Transmission

3. The one-way overrunning clutch mounted in torque converter has changed the power transmission efficiency.
4. Relatively satisfactory filter is available in the oil circuit of torque converter, which has enhanced the service life of the torque converter.

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1. ADJUSTING NUT
2. HALF SHAFT
3. LOCK NUT
4. OIL SEAL
5. BEARING
6. WHEEL HUB
7. BRAKE DRUM
8. BEARING
9. OIL SEAL
10. BRAKE WHEEL CYLINDER

Figure 15. Drive Axle

AXLE HOUSING

The axle housing is an integrated cast structure fixed on a truck frame with differential and half shaft through sector plate.

FRONT WHEEL HUB

Power is passed through the differential for half shaft to transmit to the front wheel hub and the wheel hub drives the tire to run. The brake drum and the wheel hub are fixed on the front wheel hub using bolts and nuts for wheel hub. The wheel hub is connected with the axle housing through two tapered roller bearings, while the brake is fixed on the axle housing and embedded inside the brake drum.

The wheel hub and the axle housing bear the weight of the front axle for the forklift truck, thus the half shaft only bears torque while not subject to torque conversion, called full-floating type.

Inner and outer oil seals are available inside the wheel hub to prevent oil leak.

MAINTENANCE

Adjustment of Pre-Tightening Force

1. Tighten the bearing nuts, then turn backwards by 1/8 circle.
2. Measure the preload while gradually tightening the bearing nuts.
3. When preload is reached, lock up the bearing nuts using lock nuts and lock washers.

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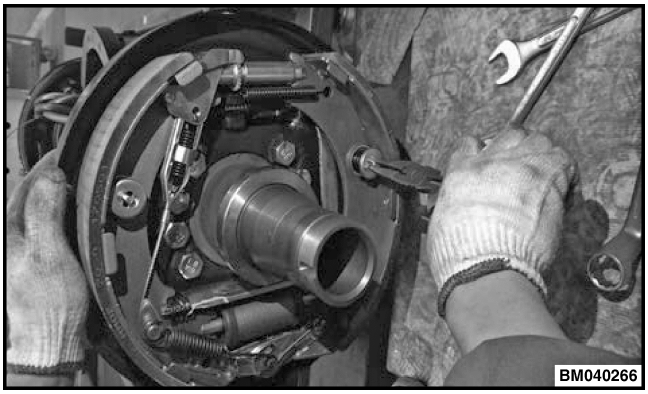
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MAINTENANCE

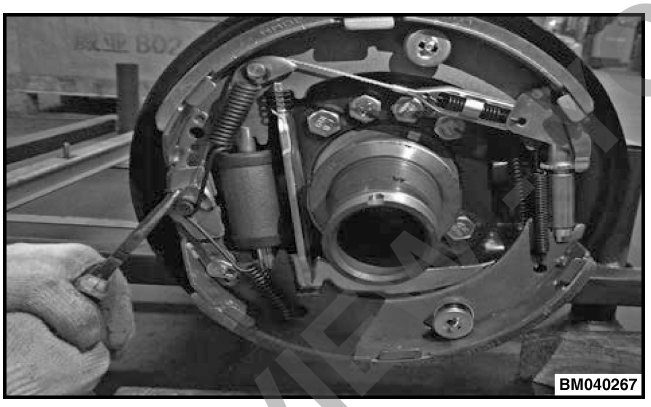
This section covers brake disassembly, reassembly, and adjustment.

Disassemble, Wheel Brake

1. Remove the spring of the secondary brake shoes, and the adjusting lever, top lever, and the top lever return spring.



2. Remove the return springs for the two brake shoes.



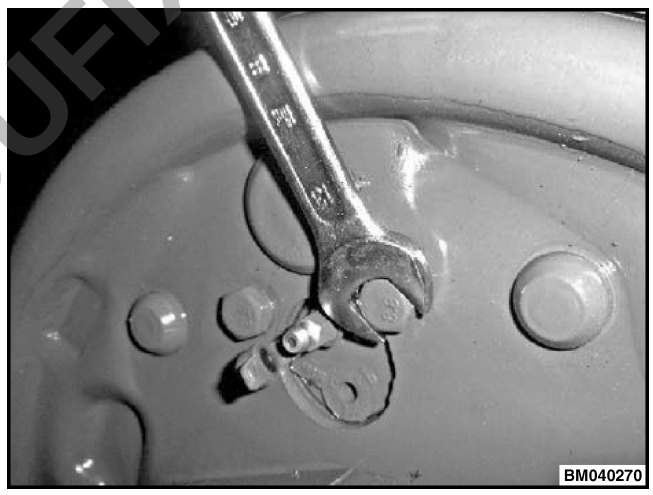
3. Remove the other three fixed springs.



4. Detach the primary brake shoes and the secondary brake shoes, and remove the spring for adjuster.



5. Remove the brake fluid line from the wheel cylinder. Remove the mounting bolts for the wheel cylinder, and separate the wheel cylinder from the bottom plate.



6. Remove the E-shaped retainer ring that fastens the brake cable onto the bottom plate, then remove the mounting bolts on bottom plate, and detach the bottom plate from the axle.

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CAUSE OF FAILURE AND TROUBLESHOOTING

Table 4. Cause of Failure and Troubleshooting

Fault Item	Cause of Failure and Troubleshooting
Lower Efficiency and Higher Oil Temperature	1. Friction plate stuck or worn, check the friction plate is glued, uneven contact, or warped. 2. Torque converter insufficient oil, check if the pump is worn and the oil level is in normal position. 3. Bearing damaged, replace the bearing. 4. Check if the oil path is clogged. 5. One-way torque converter stuck.
Oil Spill	1. Gasket damaged, replace gasket. 2. Rubber parts are aged or damaged. Replace parts. 3. Parts damaged or cracked, replace parts.
Low Clutch Pressure and Excessive Swing	1. Low oil level. Check the oil level and add oil to the normal oil level. 2. Input shaft assembly and piston seal ring wear or buckle assembly wedged. Replace the seal ring and assembly. 3. Oil pump wear. Change the pump. 4. Whether the micro-valve stem. Reset.

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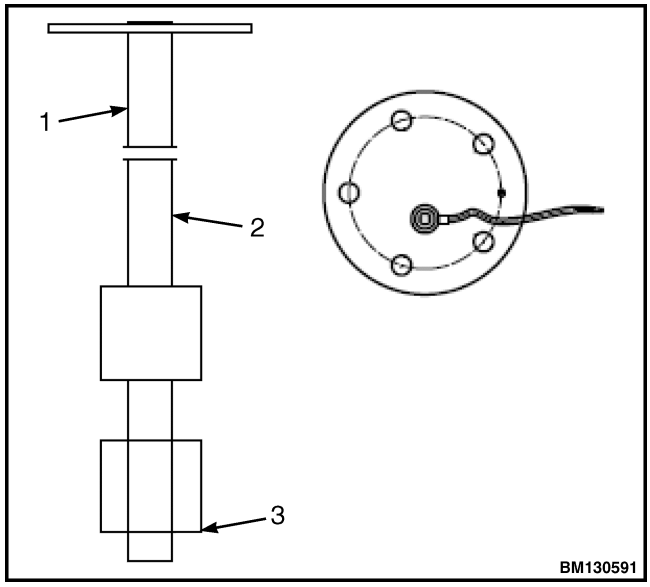
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Table 1. 5T Hydraulic Two-Wheel Drive Rough-Terrain Forklift Truck

Model		5T 2WD	
Power Type		Diesel	
Rated Capacity		5000 kg (13396 lb)	
Load Center Distance		600 mm (23.6 in.)	
Lift Height		3000 mm (118.1 in.)	
Free Lift Height		145 mm (5.7 in.)	
Fork Size	L xWxT	1220x150x55 mm (48x5.9x2.2 in.)	
Fork Regulating Range	Minimum/Maximum	300/1654 mm (11.8/65.18 in.)	
Mast Tilt Angle	Front/Rear	15°/15°	
Front Overhang Distance		732 mm (28.8 in.)	
Rear Overhang Distance		764 mm (30.1 in.)	
Minimum Ground Clearance (At Mast)		320 mm (12.6 in.)	
Overall Dimensions	Length (Without Fork)	3622 mm (142.6 in.)	
	Width	2067 mm (81.4 in.)	
	Mast Lower Height	2565 mm (100.9 in.)	
	Mast Extended Height (With Backrest)	4170 mm (164.2 in.)	
	Overhead Guard Height	2545 mm (100.2 in.)	
Turning Radius		3550 mm (140 in.)	
Minimum Right Angle Aisle Width		5700 mm (224.4 in.)	
Speed	Travel (Laden/Unladen)	20/22 kph (12.4/13.7 mph)	19/20 kph (11.8/12.4 mph)
	Lifting (Laden)	500 mm/sec (19.7 in/sec)	380 mm/sec (15 in/sec)
	Lowering (Laden)	500 mm/sec (19.7 in/sec)	370 mm/sec (14.6 in/sec)
Maximum Drawbar Pull (Laden)		50 KN	
Maximum Gradeability (Laden)		30%	20%
Tire	Front	445-65-22.5PR	
	Rear	8.25-20-14PR	
Wheel Track	Front	1620 mm (63.8 in.)	
	Rear	1720 mm (67.7 in.)	
Wheelbase		2125 mm (83.7 in.)	
Self Weight		8450 kg (22639.3 lb)	

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1. FUEL LEVEL
2. FLOAT RISE
3. FLOAT DROP

Figure 3. Fuel Quantity Sensor

Fuel Position	Resistance (Ω)
FULL	180±5
½	95±5
EMPTY	10 (+3; -2)

Maintenance of Fuel System

The fuel system is to be maintained and serviced every 100 hours. The fuel tank shall be cleaned once for every 600 hours.

Fuel Filter

The fuel filter is used to remove dust and impurities in fuel. The fuel filter is located between the fuel tank and the oil injection pump.

Fuel Filter Service

1. For every 100 hours, remove the filter housing using special tools, and take out the filter core.
2. For every 600 hours, the entire filter must be replaced.
3. Re-install fuel filter.
4. Check for fuel leak.
5. Inspect the overflow valve to confirm it is functioning properly.

Fuel-Water Separator (Sediment Bowl)

As fuel enters the UE type fuel injection pump, water content in fuel must be separated. If the indicator light on the fuel-water separator turns on, water is being drained into the sediment bowl.

1. Loosen the drain plug and allow water to drain.
2. Re-install the drain plug and tighten lightly. Start the pump.
   - Confirm no fuel leak.
   - Confirm engine is restarted.
   - Confirm warning light remains off.
3. Loosen and remove the air exhaust plug (overflow valve) oil injection pump.
4. Press the main pump until no air emits.
5. Check for fuel leaks.

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