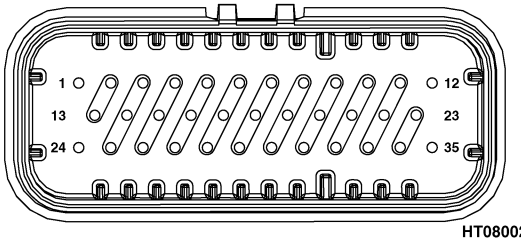
Electrical

WIRING

Traction Controller Connector



HT080028

Pin Number	Signal Function	Wire Color
CPS4-1	Key Switch Input Power	Blue
CPS4-2	Turn Signal Driver	Green
CPS4-3	Steer Contactor Driver	Gray
CPS4-4	Auto-Off Relay Driver (Optional)	
CPS4-5	Backup Light/Alarm Relay Driver	Light Green/Black
CPS4-6	Main Contactor Driver	Gray/Yellow
CPS4-7	Logic Ground	Black/White
CPS4-8	Traction Motor Temp Sensor Input	Red/Green
CPS4-9	Seat Switch Input	Black/Red
CPS4-10		
CPS4-11	Controller Identification	Blue
CPS4-12		
CPS4-13	Contactor Coil Power	Red/Black
CPS4-14	Brake Switch Input	Blue/Yellow
CPS4-15		
CPS4-16	Primary Accelerator Sensor Input	Gray
CPS4-17	Secondary Direction Sensor Input	Light Green
CPS4-18		
CPS4-19		
CPS4-20		
CPS4-21	CAN Termination H	Yellow
CPS4-22		
CPS4-23	CAN Bus High Line	Yellow
CPS4-24	Primary Direction Sensor Input	White
CPS4-25	12v Power Supply	Orange

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Table 7. DTC 114

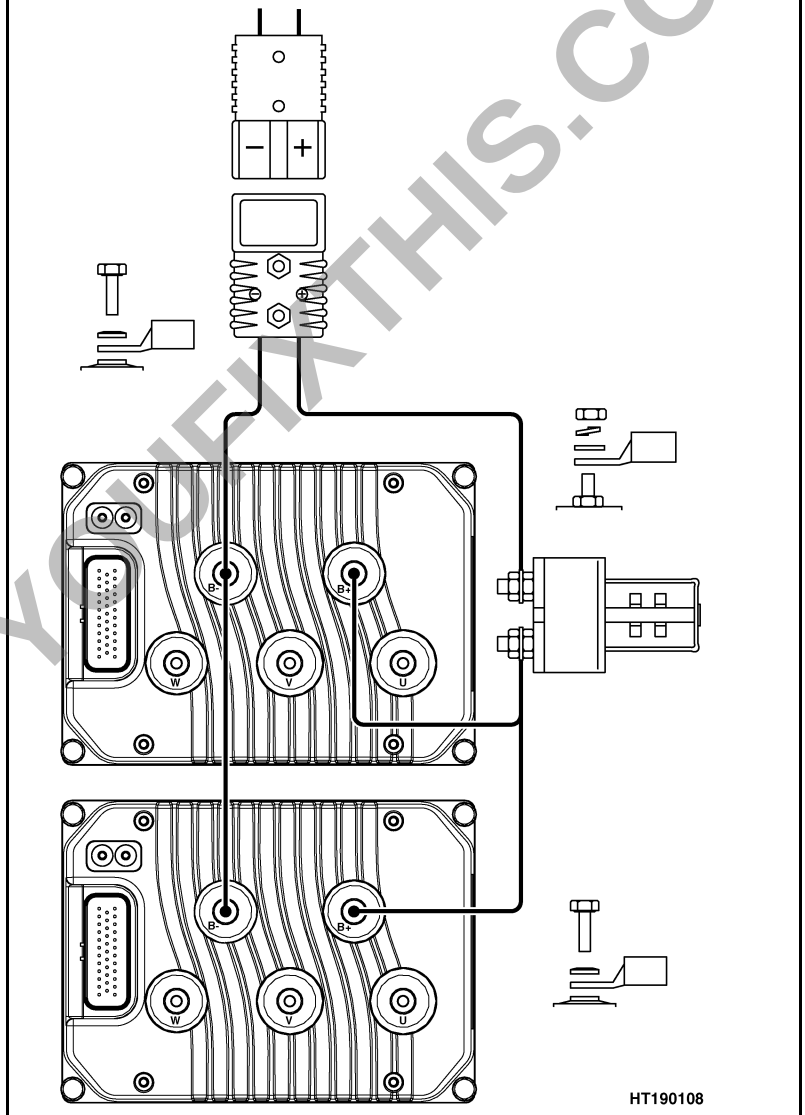
Display Error Code	Precharge Failed	Status Icon
Error 114		

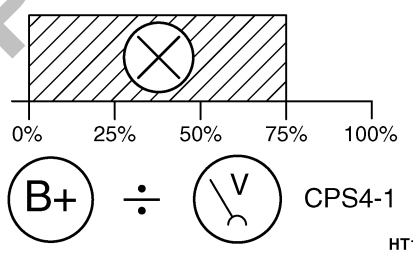
Description:
Precharge failed to charge the capacitor bank to 75% of the key switch voltage.

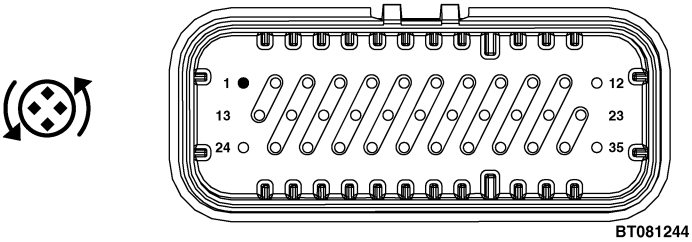
Symptom:
Main Contactor is open, all traction and hydraulic functions disabled.

Possible Causes:

- External load on B+ terminal
- Short between B+ connection terminal and B- connection terminal
- Faulty controller







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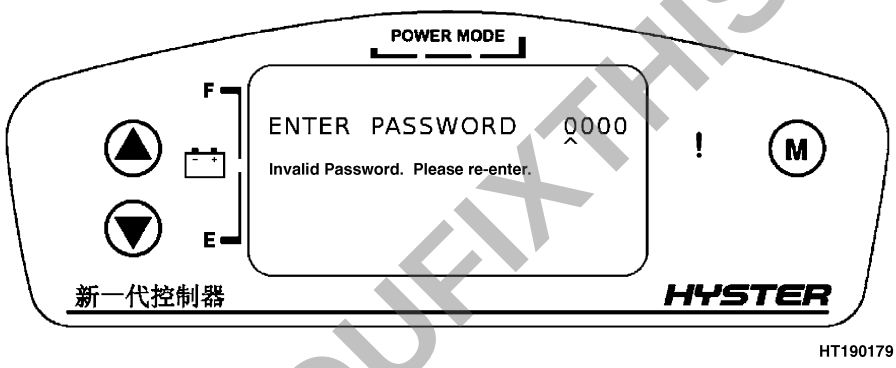
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CONTROL FUNCTIONS

Passwords

Ten Operator passwords and one Maintenance/Staff password are available, each four characters in length, where characters between 0 – F (16 characters in total) are valid. If all four characters are zeros, the password is considered disabled. Operator passwords are enabled or disabled via the Password Entry Enable (PW ENTRY ENABLE) setting in the Operator and Maintenance/Staff menus. If at least one operator password is non-zero and passwords are enabled, then the password entry prompt will be displayed each time the key switch is turned on. The entered password is active only while the key switch remains on. Upon key switch off or power off, the current password is cleared and must be re-entered at key switch on.

If an incorrect password is entered the display indicates “Invalid Password. Please re-enter.” in the message center and requires the operator to enter a new password.



HT190179

If passwords are disabled, there is no password entry prompt at start-up and the display enters the stationary screen immediately after the Splash screen. However, this condition does not allow access to the Maintenance/Staff menu, which is only accessible through the Maintenance/Staff password.

Default Password Setting

By default, the password function is disabled. Also by default, the Operator 1 (PW1) and Maintenance/Staff (PW SERVICE) passwords are set to 1000 and 5555, respectively. Operator 2 - 10 (PW2-PW10) passwords are set to 0000 by default. Once passwords are enabled, it is recommended that the service menu be entered and the default Operator and service passwords be altered.

Changing Passwords

Operator and Maintenance/Staff passwords can only be modified via the Maintenance/Staff menu. Any Operator passwords set to all zeros will be ignored, if all Operator passwords are set to zero, then the password entry 1 will default to 0001. The Maintenance/Staff password cannot be set to all zeros, if set to 0000 the Maintenance/Staff password will default to 5555.

Operator and Maintenance/Staff passwords can be set to the same value if desired; however, the Maintenance/Staff password has priority. It is recommended to set the service password to a different value than the Operator password to avoid unnecessary operator access.

Enabling Passwords

If the operator passwords feature is not enabled then setting the Password Entry Enable (PW ENTRY) adjustment in the Operator Menu to ‘ON’ will activate the password feature. Once activated the Operator accessible Password Entry Enable adjustment will no longer be adjustable to ‘OFF’.

To deactivate operator passwords the Password Entry Enable (PW ENTRY) adjustment in the Maintenance/Staff menu must be set to ‘OFF’.

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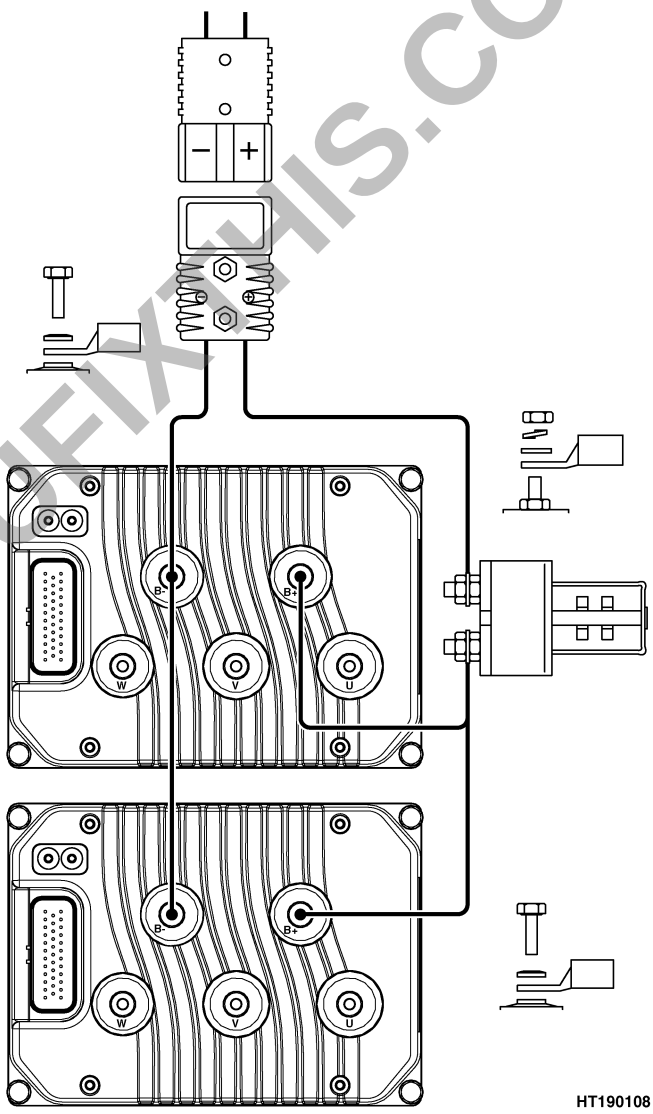
Table 14. DTC 124

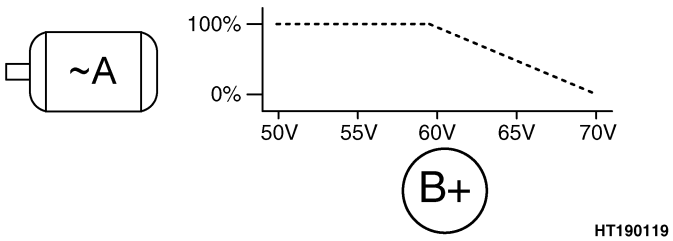
Display Error Code	Over Voltage Cutback	Status Icon
Error 124	☀ ☀ ☀ ☼ ☼ ☼ ☼ ☼ ☼	

Description:
Capacitor bank voltage reached 60V with the bridge enabled during operation.
Symptom:
Regen Current Limit Reduced (Voltage is PI controlled to 60V).

Possible Causes:

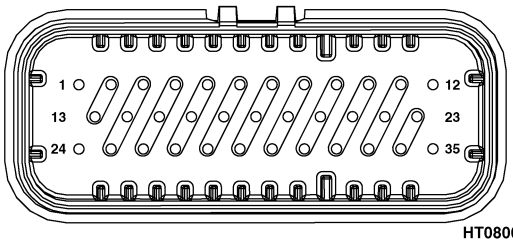
- Battery resistance too high
- Battery disconnected while driving
- Faulty battery connector
- Faulty wiring connection
- Faulty wiring
- Faulty contactor
- Faulty controller





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Pin Number	Signal Function	Wire Color
CPS4-26	5v Power Supply	Blue/Red
CPS4-27		
CPS4-28	1311 Programmer Serial TX For Service Tool	White
CPS4-29	1311 Programmer Serial RX For Service Tool	White
CPS4-30		
CPS4-31	Traction Motor Phase A w/ Adapter Harness	Blue/White
	Traction Motor Phase B w/o Adapter Harness	Blue/White
CPS4-32	Traction Motor Phase B w/Adapter Harness	White/Black
	Traction Motor Phase A w/o Adapter Harness	White/Black
CPS4-33		
CPS4-34	CAN Termination L	Yellow
CPS4-35	CAN Bus Low Line	Green

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Table 24. DTC 138

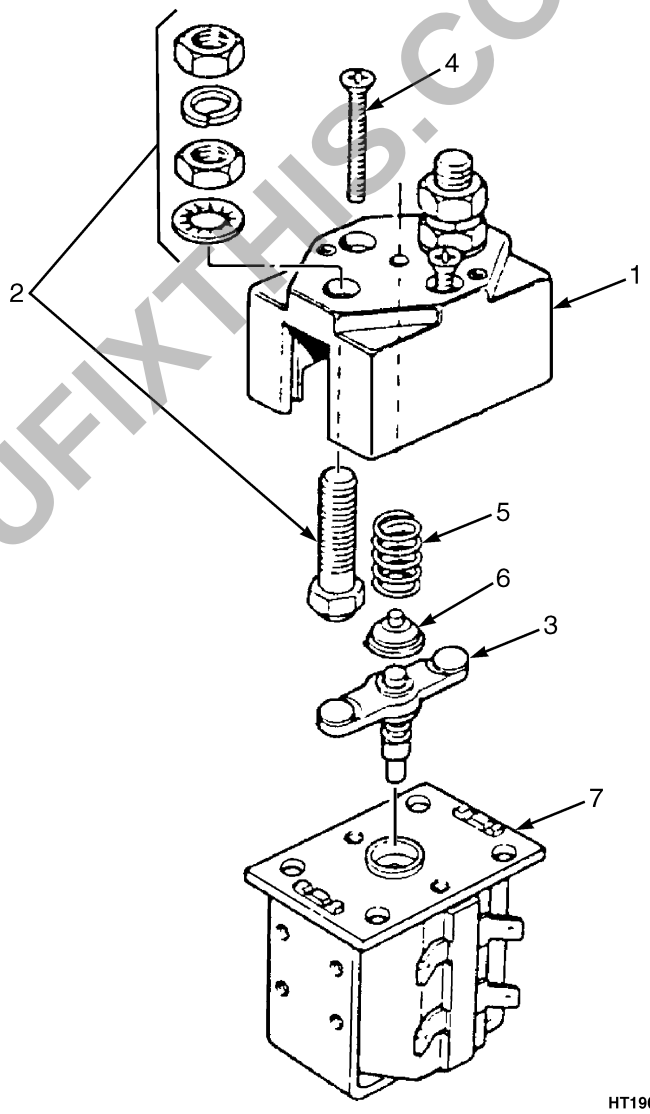
Display Error Code	Main Contactor Welded	Status Icon
Error 138	☀ ☀ ☀ ☼ ☼ ☼ ☼ ☼ ☼ ☼ ☼ ☼ ☼ ☼ ☼	立即报修

Description:
The main contactor appears to be welded closed.

Symptom:
Main Contactor is open, all traction and hydraulic functions disabled.

Possible Causes:

- Main contactor tips are welded closed
- Motor Phase U or V is disconnected or Open
- Additional equipment connected across contactor



1. Top Cover
2. Fixed Contact Sets
3. Movable Contacts
4. Screw
5. Return Spring
6. Insulator
7. Coil Assembly

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Traction Interlocks

Contactor Control

The Main and Steer Contactors will not close and the truck traction and hydraulic functions will be disabled until the following conditions are met:

1. The keys switch on.
2. The seat switch is closed. (If seat switch is installed)
3. The accelerator pedal is fully released.
4. The direction select is in neutral.
5. A valid password has been entered. (If passwords are enabled)
6. The traction and hydraulic controllers have completed their pre-operational check.
7. There are no inhibiting fault conditions.
8. The Auto-Off timer had not expired.

Once closed the contactors shall remain closed until one of the following occur:

1. The key switch has been turned off.
2. The seat switch has been open for longer than 1.5 seconds and the traction motor speed has been less than 12 RPM for 2 seconds. (If seat switch is installed)
3. A fault has occurred which requires the contactor to open.
4. The Auto-Off timer has expired.

Throttle Interlocks

The Throttle will be considered in neutral (command speed will be 0 RPM) until startup sequencing has been satisfied. Sequencing is considered satisfied when the following conditions are met:

1. The key switch is on.
2. The seat switch is closed. (If seat switch is installed)
3. The accelerator pedal is fully released.
4. The direction select is in neutral.
5. The contactor is closed.

Once satisfied, sequencing will remain satisfied until the contactor has opened or the seat switch has been open for longer than 1.5 seconds. (If seat switch is installed)

NOTE: If the operator leaves the seat while the vehicle is in motion after 1.5 seconds, the controller will begin to brake at a 2 second rate until it achieves a traction motor speed of less than 30 RPM. (If seat switch is installed)

Traction Speed Control

The vehicle speed is controlled by the position of the accelerator pedal. With a direction selected, as the operator presses the accelerator pedal the truck will increase in speed in the selected direction. When the accelerator pedal is considered fully depressed, the truck will attempt to travel at the maximum allowable traction speed.

Traction speed is also controlled by speed limiting. When the truck is operating in speed limit mode (Turtle icon displayed) the maximum allowable traction speed is set by the Speed Limit Mode (SPEED LMT MODE) setting for the current password (If passwords are enabled). When the truck is not operating in speed limit mode (Rabbit icon displayed) the maximum allowable traction speed is set by the Truck Speed Limit (TRUCK SPD LMT) setting, which can only be accessed through the Maintenance/Staff menu. The operator will be unable to adjust the speed limit if Operator Speed Adjustment (OP SPEED ADJ) is set to 'OFF.' Instead, the speed limit set via the Maintenance/Staff menu will be used.

NOTE: If the Speed Limit Mode (SPEED LMT MODE) adjustment is set above the Truck Speed Limit (TRUCK SPD LMT) setting then the Truck Speed Limit setting shall be used.

Traction speed limiting can also be affected by the following items:

1. If a steer contactor fault has occurred, then the maximum allowable traction speed will be 1 km/h until the fault has been cleared.
2. If a fault has occurred causing the truck to enter limited operating strategy mode, then the maximum allowable traction speed will be 2 km/h until the fault has cleared.
3. The maximum allowable traction speed is also reduced by the thermal management system. For further details see Thermal Management.

See Menus section of this manual for adjustment information.

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Table 15. DTC 125

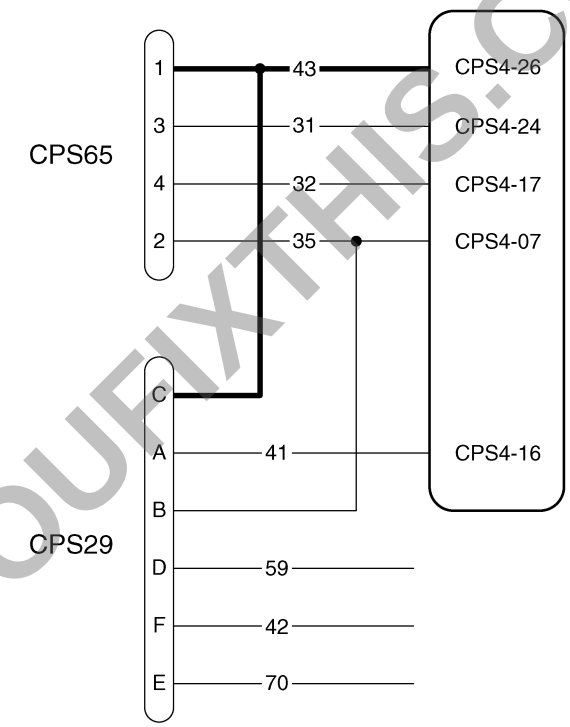
Display Error Code	+5v Supply Failure	Status Icon
Error 125	☀ ☀ ☀ ☼ ☼ ☼ ☼ ☼ ☼ ☼	立即报修

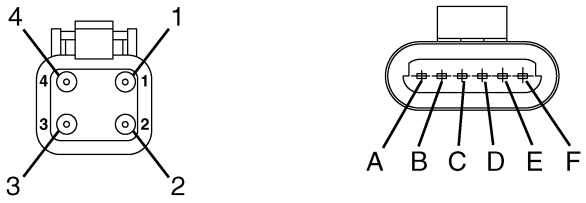
Description:
External +5V supply is no longer at +5V ±10%.

Symptom:
Main Contactor is open, all traction and hydraulic functions disabled.

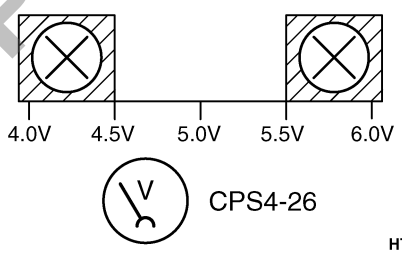
Possible Causes:

- Faulty wiring
- Faulty accelerator pedal sensor
- Faulty directional sensor
- Faulty controller

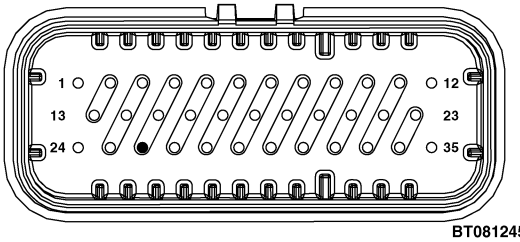




HT190120



HT190121

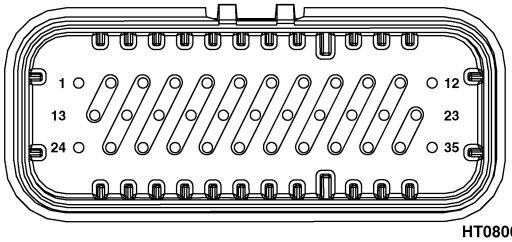


BT081245

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Hydraulic Controller Connector



HT080028

Pin Number	Signal Function	Wire Color
CPS5-1	Key Switch Input Power	Blue
CPS5-2	Warning Speed 1 Relay Driver (Optional)	
CPS5-3	Steer Encoder Index	Gray
CPS5-4	Warning Speed 2 Relay Driver (Optional)	
CPS5-5	Forward Activated Relay Driver (Optional)	
CPS5-6		
CPS5-7	Logic Ground	Black/Red
CPS5-8	Lift Motor Temperature Sensor Input	Red/Blue
CPS5-9		
CPS5-10	Tilt Switch Input	Blue/Black
CPS5-11		
CPS5-12	Attachment 1 Switch Input	Yellow/Black
CPS5-13		
CPS5-14	Lift Limit Switch Input (Optional)	
CPS5-15	Lift Sensor High Input	Black
CPS5-16	Lift Sensor Wiper Input	White
CPS5-17		
CPS5-18	Lift Sensor Low or Ground	Black/White
CPS5-19	Steer Encoder Phase A Input	Blue
CPS5-20	Steer Encoder Phase B Input	Green
CPS5-21		
CPS5-22	Attachment 2 Switch Input	Green/White
CPS5-23	CAN Bus High Line	Yellow
CPS5-24	Secondary Accelerator Sensor Input	Black/White
CPS5-25	12v Power Supply	Red/Yellow
CPS5-26	5v Power Supply	Yellow/White
CPS5-27		
CPS5-28	1311 Programmer Serial TX For Service Tool	White

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Table 25. DTC 139

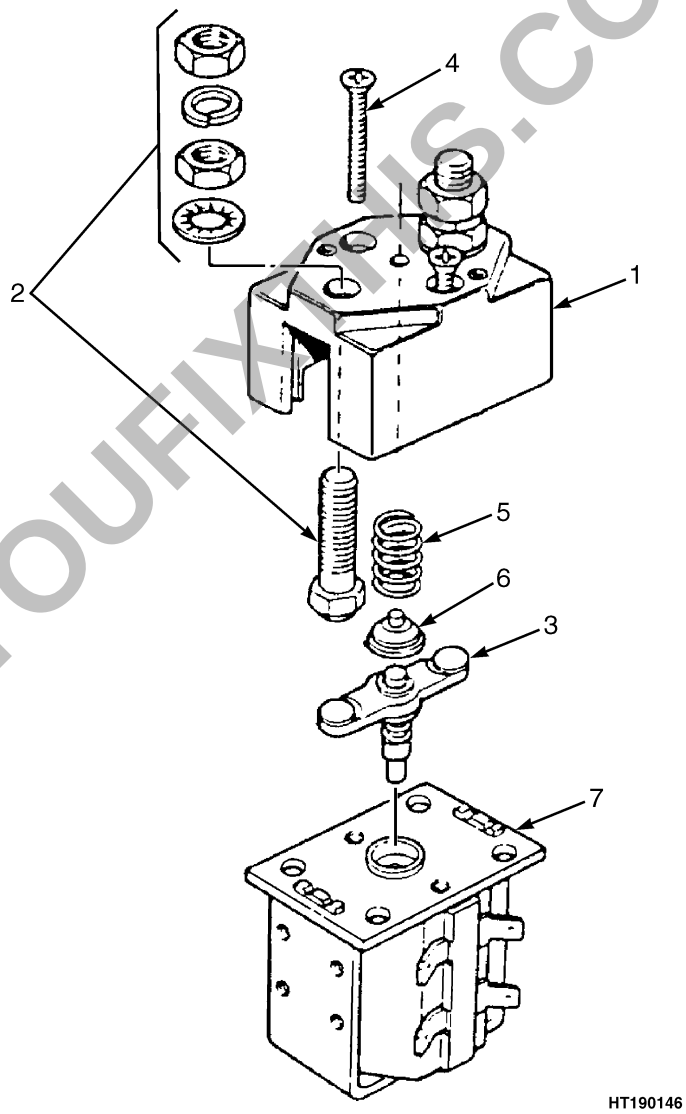
Display Error Code	Main Contactor Did Not Close	Status Icon
Error 139	✸ ✸ ✸ ☼ ☼ ☼ ☼ ☼ ☼ ☼ ☼ ☼ ☼ ☼ ☼	立即报修

Description:
The main contactor did not close.

Symptom:
Main Contactor is open, all traction and hydraulic functions disabled.

Possible Causes:

- Main contactor did not close
- Main contactor tips are oxidized, burned, or not making good contact
- Additional equipment installed on lift truck



1. Top Cover
2. Fixed Contact Sets
3. Movable Contacts
4. Screw
5. Return Spring
6. Insulator
7. Coil Assembly

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Traction Acceleration

In addition to controlling speed, the position of the accelerator pedal also controls the acceleration rate of the traction system. The current acceleration rate for the vehicle will be multiplied by the current throttle percentage.

Traction acceleration is also controlled by the power mode settings. Power mode settings from slowest acceleration rate to fastest acceleration rate are Mode 1-3, and Hyper. There is also a MY MODE acceleration rate adjustment (MY MODE ACCEL) that allows the operator to change the truck acceleration rate. The operator will be unable to adjust the MY MODE acceleration rate if Operator Accelerator Adjustment (OP ACCEL ADJ) is set to 'OFF.' Instead the MY MODE acceleration rate set via the Maintenance/Staff menu will be used. The Operator will also be unable to adjust the performance mode if the Operator Mode Adjustment (OP MODE ADJ) is set to 'OFF.' Instead, the performance mode currently set in the Maintenance/Staff menu will be used.

See Menus section of this manual for adjustment information.

The traction acceleration rate is also reduced by the thermal management system. For further details see Thermal Management.

Traction Current Limit

The maximum available traction current is adjustable to effectively limit the maximum drawbar pull of the vehicle. The traction current limit can be set by the Traction Current Limit (TRAC CURRENT) setting in the Maintenance/Staff menu. See Menus section of this manual for adjustment information.

Neutral Deceleration

Neutral deceleration is used when the current desired speed is less than the current vehicle speed or if the direction select is set to neutral and the vehicle is in motion. The aggressiveness of this feature can be set by the Neutral Braking (NEUTRAL BRK) setting in the Maintenance/Staff menu. See Menus section of this manual for adjustment information.

Reversal Deceleration

Reversal deceleration is used when the accelerator is depressed and the direction select is shifted to the opposite direction as the current travel direction. The aggressiveness of this feature can be set by the Throttle Reversal Braking (THRTL BRK) setting in the Maintenance/Staff menu. See Menus section of this manual for adjustment information.

Service Brake Deceleration

Service brake deceleration is used when the service brake pedal is depressed causing the pedal switch to close. The aggressiveness of this feature can be set by the Brake Pedal Braking (BRK PED BRK) setting in the Maintenance/Staff menu. See Menus section of this manual for adjustment information.

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TABLE OF CONTENTS

Description 1
AC Motors 1
Motor Controllers 1
Traction Controller 1
Hydraulic Controller 1
Dash Display 1
Controller Area Network Bus (CAN Bus) 2
Steering Motor 2
Other Control Components 3
MONOTROL Pedal 3
Service Brake Switch 4
Seat Switch (Optional) 4
Hydraulic Inputs 4
Steering Wheel Speed 4
Contactors 4
Control Functions 5
Passwords 5
Default Password Setting 5
Changing Passwords 5
Enabling Passwords 5
Traction Interlocks 6
Contactor Control 6
Throttle Interlocks 6
Traction Speed Control 6
Traction Acceleration 7
Traction Current Limit 7
Neutral Deceleration 7
Reversal Deceleration 7
Service Brake Deceleration 7
Thermal Management 8
Hydraulic Interlocks 8
Hydraulic Speed Control 8
Hydraulic Acceleration 9
Hydraulic Current Limit 9
Lift Lockout 9
Lift Limit (Optional) 9
On-Demand Steering 9
Warning Speed Relay 1 and 2 (Optional) 9
Work Lights 10
Turn Signals 10
Reverse Lights 10
Flashing Lights 10
Horn 10
Buzzer 10
Auto-Off 10
Display 11
Display Layout 11
Display Screens 12
Status Icons 15
Character Messages 16
Advisory Windows 16

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SAFETY PRECAUTIONS
MAINTENANCE AND REPAIR

- When lifting parts or assemblies, make sure all slings, chains, or cables are correctly fastened, and that the load being lifted is balanced. Make sure the crane, cables, and chains have the capacity to support the weight of the load.
- Do not lift heavy parts by hand, use a lifting mechanism.
- Wear safety glasses.
- DISCONNECT THE BATTERY CONNECTOR before doing any maintenance or repair on electric lift trucks. Disconnect the battery ground cable on internal combustion lift trucks.
- Always use correct blocks to prevent the unit from rolling or falling. See HOW TO PUT THE LIFT TRUCK ON BLOCKS in the **Operating Manual** or the **Periodic Maintenance** section.
- Keep the unit clean and the working area clean and orderly.
- Use the correct tools for the job.
- Keep the tools clean and in good condition.
- Always use **HYSTER APPROVED** parts when making repairs. Replacement parts must meet or exceed the specifications of the original equipment manufacturer.
- Make sure all nuts, bolts, snap rings, and other fastening devices are removed before using force to remove parts.
- Always fasten a DO NOT OPERATE tag to the controls of the unit when making repairs, or if the unit needs repairs.
- Be sure to follow the **WARNING** and **CAUTION** notes in the instructions.
- Gasoline, Liquid Petroleum Gas (LPG), Compressed Natural Gas (CNG), and Diesel fuel are flammable. Be sure to follow the necessary safety precautions when handling these fuels and when working on these fuel systems.
- Batteries generate flammable gas when they are being charged. Keep fire and sparks away from the area. Make sure the area is well ventilated.

NOTE: The following symbols and words indicate safety information in this manual:



WARNING

Indicates a hazardous situation which, if not avoided, could result in death or serious injury.



CAUTION

Indicates a hazardous situation which, if not avoided, could result in minor or moderate injury and property damage.

On the lift truck, the WARNING symbol and word are on orange background. The CAUTION symbol and word are on yellow background.

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TABLE OF CONTENTS (Continued)

Warning Indicator 17
Speed Limit 17
Battery Discharge Indicator 17
Power Mode Level Indicator 18
Menus 19
Menu Layout 19
Operator Set Mode 20
Maintenance/Staff Menu 22
Monitor Menu 30
Troubleshooting Guidelines and Procedures 36
Troubleshooting Guidelines 36
Diagnostic Trouble Codes 38
Controller Error Codes 38
Message Center 38
Fault Log 38
LED Controller Fault Indicator 39
Handheld (Sold Separately) 39
Controllers 40
1.5 - 1.75 Ton 40
2.0 - 2.5 Ton 41
Status Icons 42
Diagnostic Trouble Codes 45
Hydraulic Controller Fault Codes 94
Electrical 122
Wiring 122
Traction Controller Connector 122
Hydraulic Controller Connector 124
Display Main Connector 126
Display Communication Connector 127
Accelerator Sensor 128
Directional Sensor 128
Traction Motor Speed Sensor 129
Traction Motor Thermal Sensor 129
Hydraulic Motor Speed Sensor 130
Hydraulic Motor Thermal Sensor 130
Electrical Schematic 131
Diagrams and Schematics 134
Work Lights 134
Turn Signals 135
Brake Lights 136
Tail Lights 137
Reverse Lights and Alarms 138
Directional Sensor 139
Accelerator Sensor 140
Directional Lever (Optional) 141
Seat Switch 142
Steering Wheel Speed 143
Steering Pump Motor 144

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Table 41. DTC 165

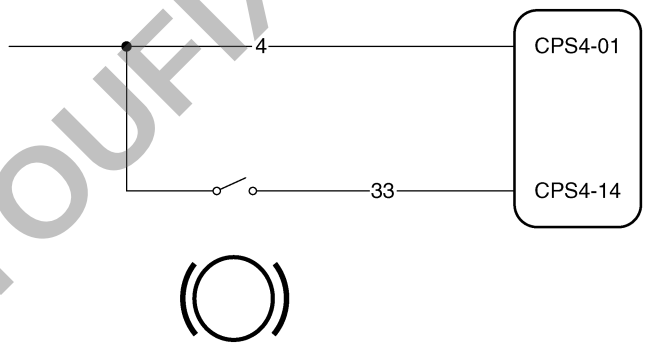
Display Error Code	Brake and Accel Fault	Status Icon
Error 165	✹ ✹ ✹ ☼☼☼☼☼☼ ☼☼☼☼☼	释放踏板

Description:
Brake and Accelerator Fault.

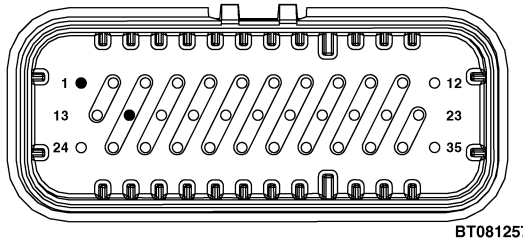
Symptom:
Shut down traction.

Possible Causes:

- Brake and Accelerator depressed simultaneously
- Misadjusted brake switch
- Faulty wiring connection
- Faulty wiring
- Faulty brake switch
- Faulty controller



HT190155

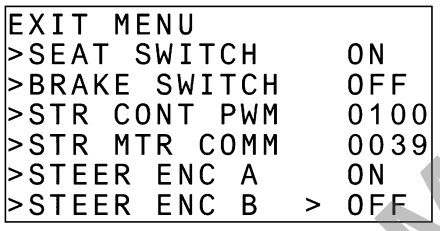


BT081257

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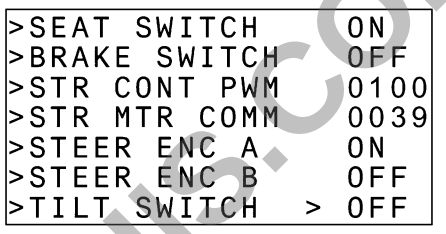
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G STEER ENC B
Indicates the current status of the Encoder B signal **'ON'** or **'OFF'** if that phase is on or off – should see toggling.



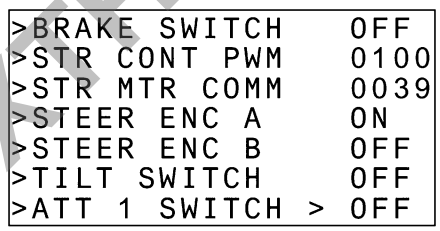
HT190050

H TILT SWITCH
Indicates the current status of the Tilt Switch input.
'ON' indicates the lever is pulled/pushed and switch is closed.
'OFF' indicates the lever is setting neutral and the switch is open.



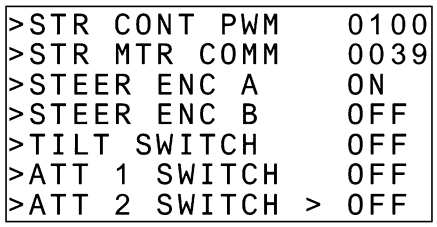
HT190051

I ATT 1 SWITCH
Indicates the current status of the Attachment 1 Switch input.
'ON' indicates the lever is pulled/pushed and switch is closed.
'OFF' indicates the lever is setting neutral and the switch is open.



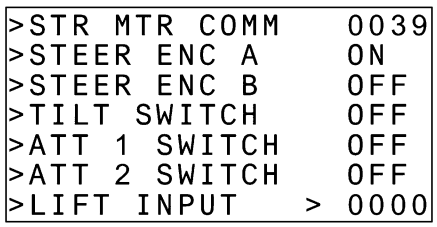
HT190052

J ATT 2 SWITCH
Indicates the current status of the Attachment 2 Switch input.
'ON' indicates the lever is pulled/pushed and switch is closed.
'OFF' indicates the lever is setting neutral and the switch is open.



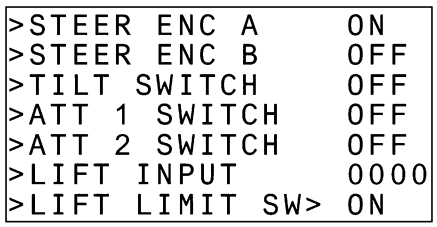
HT190053

K LIFT INPUT
Indicates the current Lift Input voltage signal.
Normal operating values will be between 000 and 100, which represent the current lift lever throttle percentage.



HT190054

L LIFT LIMIT SW
Indicates the current status of the Lift Switch input.
'ON' indicates the switch is closed and lift is allowed.
'OFF' indicates the switch is open and lift is disabled.

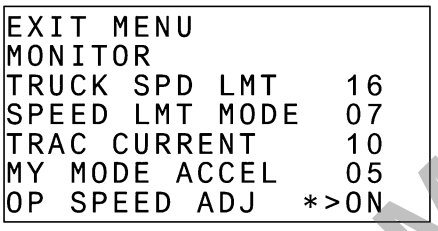


HT190055

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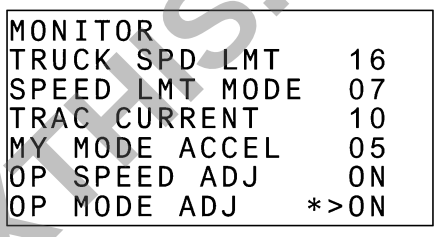
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G OP SPEED ADJ
This setting enables/disables the Operator Menu Speed Limit adjustment.
When set to **'OFF'**, the operator is not able to adjust the Speed Limit via the Operator Menu and the Speed Limit set via the Maintenance/Staff password is used.
When set to **'ON'** the operator has the ability to adjust the Speed Limit.
The Operator Menu adjustment will display '- -' in place of the numeric value if the OP SPEED ADJ is set to **'OFF'**. Otherwise it will display a value between '04' and '20'.
Default = **'ON'**



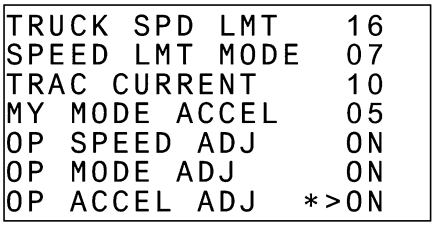
HT190015

H OP MODE ADJ
This setting enables/disables the ability to change the performance mode.
When set to **'OFF'**, the performance mode currently set in the Maintenance/Staff password will become the only performance mode available to the operator.
When set to **'ON'**, all 5 performance modes are available to the operator.
Default = **'ON'**



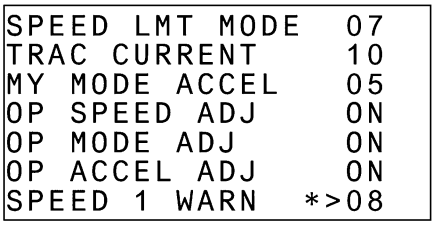
HT190016

I OP ACCEL ADJ
This setting enables/disables the MY MODE ACCEL adjustment in the Operator Menu.
When set to **'OFF'**, the operator is not able to adjust the MY MODE ACCEL setting via the Operator Menu, and will display '- -' in place of the numeric value.
When the operator sets the performance mode to MY MODE and the OP ACCEL ADJ is set to **'OFF'**, the vehicle will use the traction acceleration rate set via the Maintenance/Staff MY MODE ACCEL setting.
When set to **'ON'**, the operator has the ability to adjust the MY MODE ACCEL setting between '01' and '10' via the Operator Menu.
Default = **'ON'**



HT190017

J SPEED 1 WARN
This setting is used to set the speed limit which activates the optional Warning Speed 1 relay. Once the set speed is exceeded, the output stays activated until the speed drops below the set speed.
Speed is set in 1 KPH increments.
Minimum Setting = 01 KPH
Maximum Setting = 20 KPH
Default = 08 KPH



HT190018

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Table 40. DTC 164

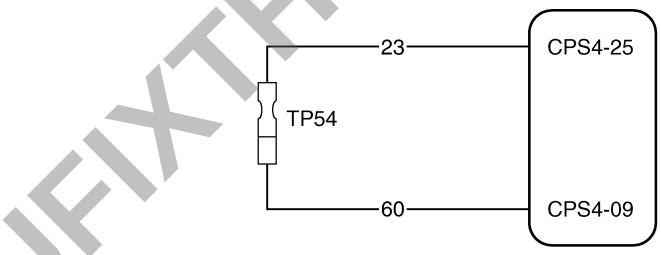
Display Error Code	Return to Seat Fault	Status Icon
Error 164	✸ ✸ ✸ ☼ ☼ ☼ ☼ ☼ ☼ ☼ ☼ ☼ ☼ ☼	

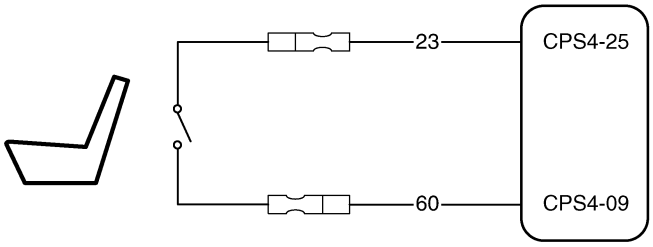
Description:
Seat Switch Open.

Symptom:
Main Contactor is open, all traction and hydraulic functions disabled.

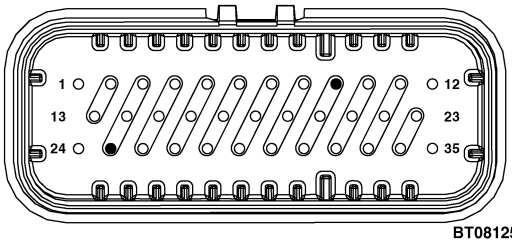
Possible Causes:

- Operator out of seat
- Faulty wiring
- Faulty wiring connection
- Faulty seat switch
- Faulty controller





HT190154



BT081256

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