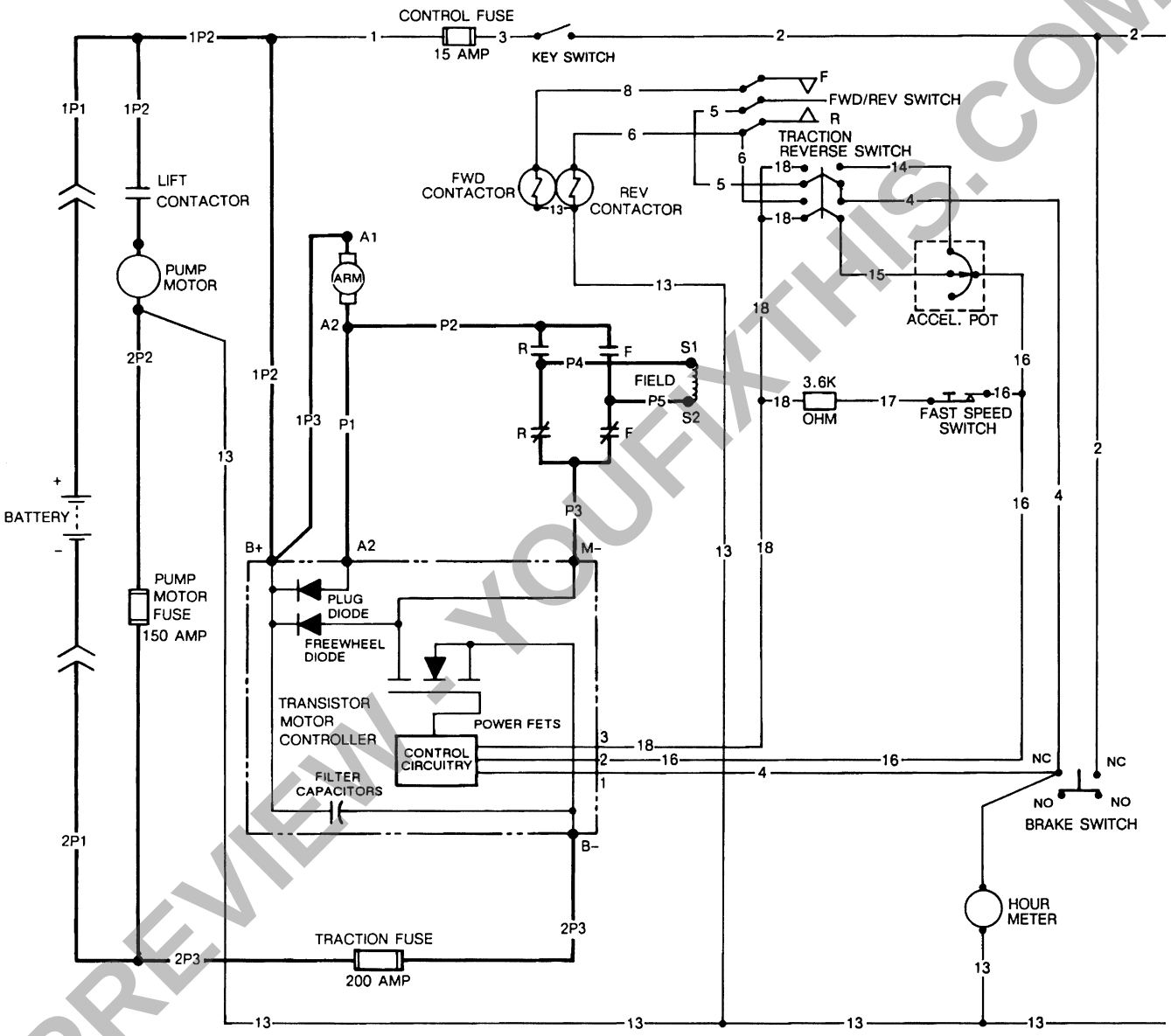
W/B40-60XL ONLY



ALL DEVICES ARE SHOWN IN THE NORMAL POSITION
WHEN THE UNIT IS STOPPED WITH NO OPERATOR.
"REVERSE" IS TRAVEL IN THE DIRECTION OF THE FORKS.

HM211137

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Hydraulic System

Unit	Battery Compartment mm (in.)	Volts	Operating Pressure[1] MPa (psi)		Ampere Draw[2]		Relief Setting		Lift Time (sec)		Lower Time (sec)	
			No Load	Rated Load	No Load	Rated Load	Press. MPa (psi)[3]	Amp Draw	No Load	Rated Load	No Load	Rated Load
W60XT	229 mm (9.0 in.)	12	3.10 MPa (450 psi)	15.17 MPa (2200 psi)	105	155	19.65 MPa (2850 psi)	240	3.3	4.6	3.6	2.7
	340 mm (13.4 in.)	12	3.10 MPa (450 psi)	15.17 MPa (2200 psi)	105	155	19.65 MPa (2850 psi)	240	3.3	4.6	3.6	2.7
	229 mm (9.0 in.)	24	3.10 MPa (450 psi)	15.17 MPa (2200 psi)	75	110	19.65 MPa (2850 psi)	150	3.3	3.9	3.6	2.7
	340 mm (13.4 in.)	24	3.10 MPa (450 psi)	15.17 MPa (2200 psi)	75	110	19.65 MPa (2850 psi)	150	3.3	3.9	3.6	2.7
B60XT	229 mm (9.0 in.)	24	3.10 MPa (450 psi)	15.17 MPa (2200 psi)	75	110	19.65 MPa (2850 psi)	150	3.3	3.9	3.6	2.7
	340 mm (13.4 in.)	24	3.10 MPa (450 psi)	15.17 MPa (2200 psi)	75	110	19.65 MPa (2850 psi)	150	3.3	3.9	3.6	2.7
C60XT	340 mm (13.4 in.)	24	3.10 MPa (450 psi)	15.17 MPa (2200 psi)	75	110	19.65 MPa (2850 psi)	150	3.3	3.9	3.6	2.7
W80XT	340 mm (13.4 in.)	24	3.45 MPa (500 psi)	20.00 MPa (2900 psi)	75	125	24.13 MPa (3500 psi)	175	3.3	4.5	2.9	2.4
B80XT	340 mm (13.4 in.)	24	3.45 MPa (500 psi)	20.00 MPa (2900 psi)	75	125	24.13 MPa (3500 psi)	175	3.3	4.5	2.9	2.4
C80XT	340 mm (13.4 in.)	24	3.45 MPa (500 psi)	20.00 MPa (2900 psi)	75	125	24.13 MPa (3500 psi)	175	3.3	4.5	2.9	2.4

Standard Specifications
Hydraulic Tank Capacity - 1.4 liter (1.5 qt)
Pump Displacement (12 Volts) - 2.11 cm^3/rev (0.129 $in.^3$/rev)
Pump Displacement (24 Volts) - 1.59 cm^3/rev (0.097 $in.^3$/rev)
Creep Rate - 6.4 mm (0.25 in.) Maximum in 10 Minutes @ 21°C (70°F) Oil Temperature

Footnotes
[1] ±0.35 MPa (±51 psi) @ 21°C (70°F) Oil Temperature
[2] ±10 Amps @ 1.270 Battery Specific Gravity
[3] +0.6 to 0.0 MPa (+87 to 0 psi) @ 21°C (70°F) Oil Temperature Full Flow

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3. Remove the drive unit compartment hood to access the brakes.

4. Discharge the traction motor controller capacitor. Refer to **WARNINGS** in Repairs - General.

5. Remove the grease fittings from the brake shoe pivot pins.

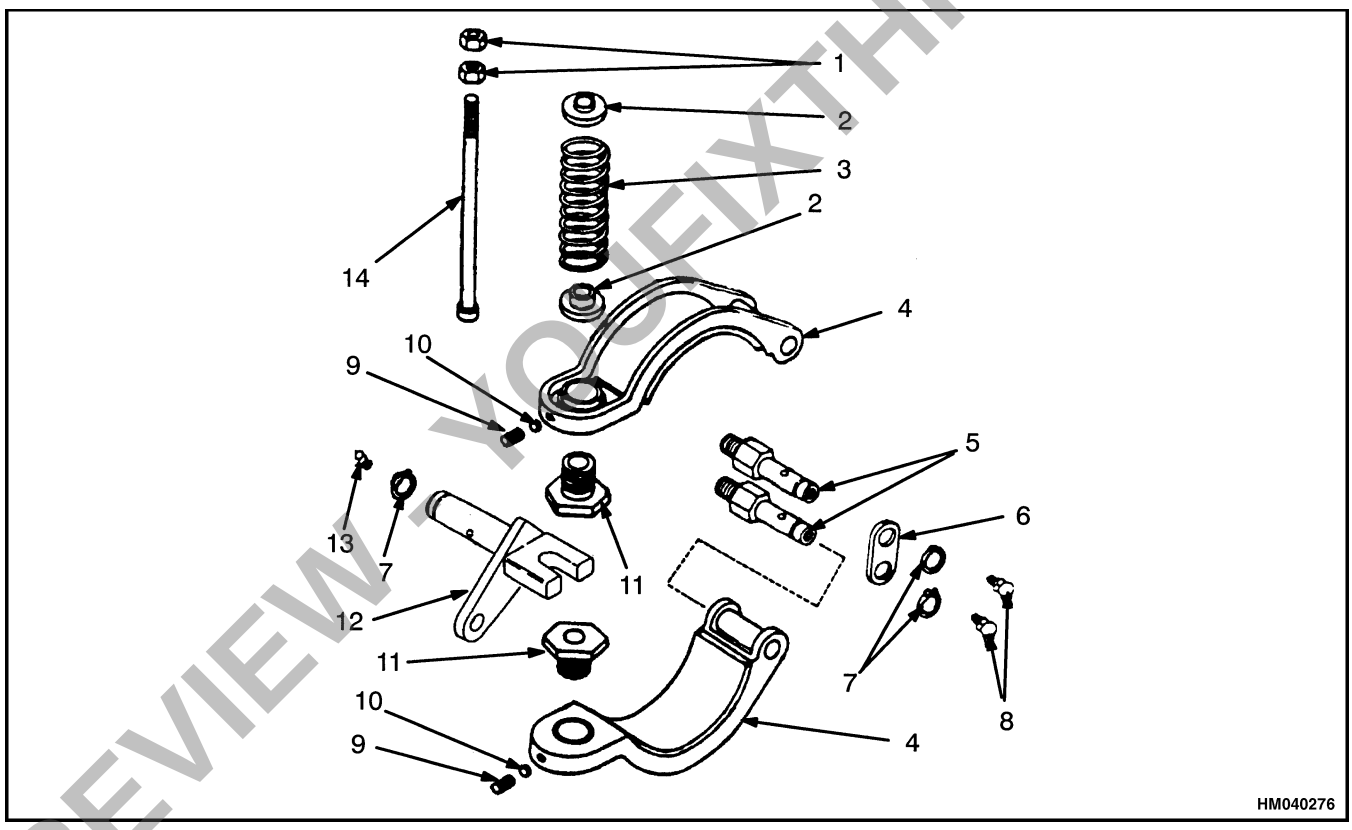
6. Disassemble the snap rings and pivot pin link from the brake pivot pins. Refer to **WARNINGS** in Repairs - General.

7. Loosen the nuts that apply tension to the spring to release the brake shoes from the drum.

8. The brake shoe and lining assembly can now be removed by sliding the assembly off the brake drum and pivot pins and out of the slot in the brake release arm.

9. If the brake shoe and lining assembly require further disassembly, remove the two nuts from the spring retainer bolt. Disassemble the spring seats, spring, and spring retainer bolt. Note that the spring retainer bolt head has a slotted head to keep the bolt from turning.

10. Loosen the setscrews and remove the adjusting screws from the brake shoe and lining assembly. Disassemble the setscrews from the brake shoes and remove the setscrew seats.



1. NUT
2. SPRING SEAT
3. SPRING
4. BRAKE SHOE W/LINING
5. PIVOT PIN
6. LINK
7. SNAP RING
8. LUBE FITTING
9. SETSCREW
10. SETSCREW SEAT
11. ADJUSTING SCREW
12. BRAKE RELEASE ARM
13. LUBE FITTING
14. THREADED ROD

Figure 2. Brake Shoe Assembly (B60-80XT)

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13. Lower the lift truck so the drive wheel is on the floor. Connect the battery and test the operation of the lift truck prior to returning the lift truck to service. The brakes on a C60-80XT and CA60-80XT lift truck should be capable of holding on a 10% slope with a maximum rated load. The T5XT tractor units should be capable of meeting the 317.8 kg (700 lb) drawbar drag requirement. All units should also be able to operate without any brake drag when the hand brake levers are not applied and the parking brake is OFF.

Troubleshooting

PROBLEM	POSSIBLE CAUSE	PROCEDURE OR ACTION
Brake makes noise.	Brake needs adjusting.	Adjust.
	Brake shoes worn.	Replace.
	Brake shoes have oil or grease on them.	Clean or replace shoes.
Brake will not stop unit correctly.	Brake linkage or shoes not properly adjusted.	Adjust.
	Brake shoes worn.	Replace.
	Brake spring broken.	Replace.
	Brake shoes have oil or grease on them.	Clean or replace shoes.
	Brake switch not working properly.	Adjust or replace.
Brake will not release.	Brake not properly adjusted.	Adjust.
	Brake linkage worn.	Replace.
	Brake spring broken.	Replace (C60-80XT, CA60-80XT, T5XT).
	Brake switch not working properly.	Adjust or replace.

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Torque Specifications

CASTER ASSEMBLY (NOT APPLICABLE ON T5XT)

Mounting Capscrews (4 each)
115 N•m (85 lbf ft)

MASTER DRIVE UNIT

Motor to Housing Capscrews (4 each)
49 N•m (36 lbf ft)

Upper Housing to Lower Housing 1/2-13 Capscrews (3 each)
102 to 115 N•m (75 to 85 lbf ft)

Upper Housing to Lower Housing 3/8-16 Capscrews (1 each)
54 to 61 N•m (40 to 45 lbf ft)

Drive Axle Shaft Nut
95 to 122 N•m (70 to 90 lbf ft)

Drive Wheel Capscrews (5 each)
190 to 217 N•m (140 to 160 lbf ft)

Drain Plug
27 N•m (20 lbf ft)

Fill-Level Plug
27 N•m (20 lbf ft)

Bearing Retaining Plate Capscrews (4 each)
49 N•m (36 lbf ft)

Cover Capscrews (4 each)
49 N•m (36 lbf ft)

STEERING

Steer Arms to Shaft - Button Head Screws (2 each)
31 N•m (23 lbf ft)

Control Assembly to Eyebolt Nut (2 each)
16 N•m (12 lbf ft)

Steer Arms to Steer Tube Capscrews (2 each)
27 N•m (20 lbf ft)

Steer Disc to Tower Weldment Capscrews (3 each)
49 N•m (36 lbf ft)

Tower Weldment to Motor Capscrews (4 each)
49 N•m (36 lbf ft)

Tower Weldment to MDU Housing (2 each)
149 to 163 N•m (110 to 120 lbf ft)

Bearing Clamp Capscrews (2 each)
149 to 163 N•m (110 to 120 lbf ft)

Steering Bearing Mounting Capscrews (6 each) W-XT
76 N•m (56 lbf ft)

Steering Bearing Mounting Capscrews (4 each Hex Hd) B,C&T5XT
76 N•m (56 lbf ft)

Steering Bearing Mounting Capscrews (2 each Flat Hd) B,C&T5XT
76 N•m (56 lbf ft)

Handle Tower Capscrews (4 each) C&T5XT
49 N•m (36 lbf ft)

BRAKE

Adjusting Spring Lock Nuts
49 N•m (36 lbf ft)

Drum Retaining Nut
136 N•m (100 lbf ft)

ELECTRICAL

Traction Motor Power Wire Nuts (4 each)
9 N•m (7 lbf ft)

Traction Motor Pinion Gear Nut
53 N•m (39 lbf ft)

LIFT MECHANISM (NOT APPLICABLE ON T5XT)

Motor and Solenoid Terminal Nuts (4 each)
9 N•m (7 lbf ft)

Pull Rod Jam Nuts (4 each Rod)
176 N•m (130 lbf ft)

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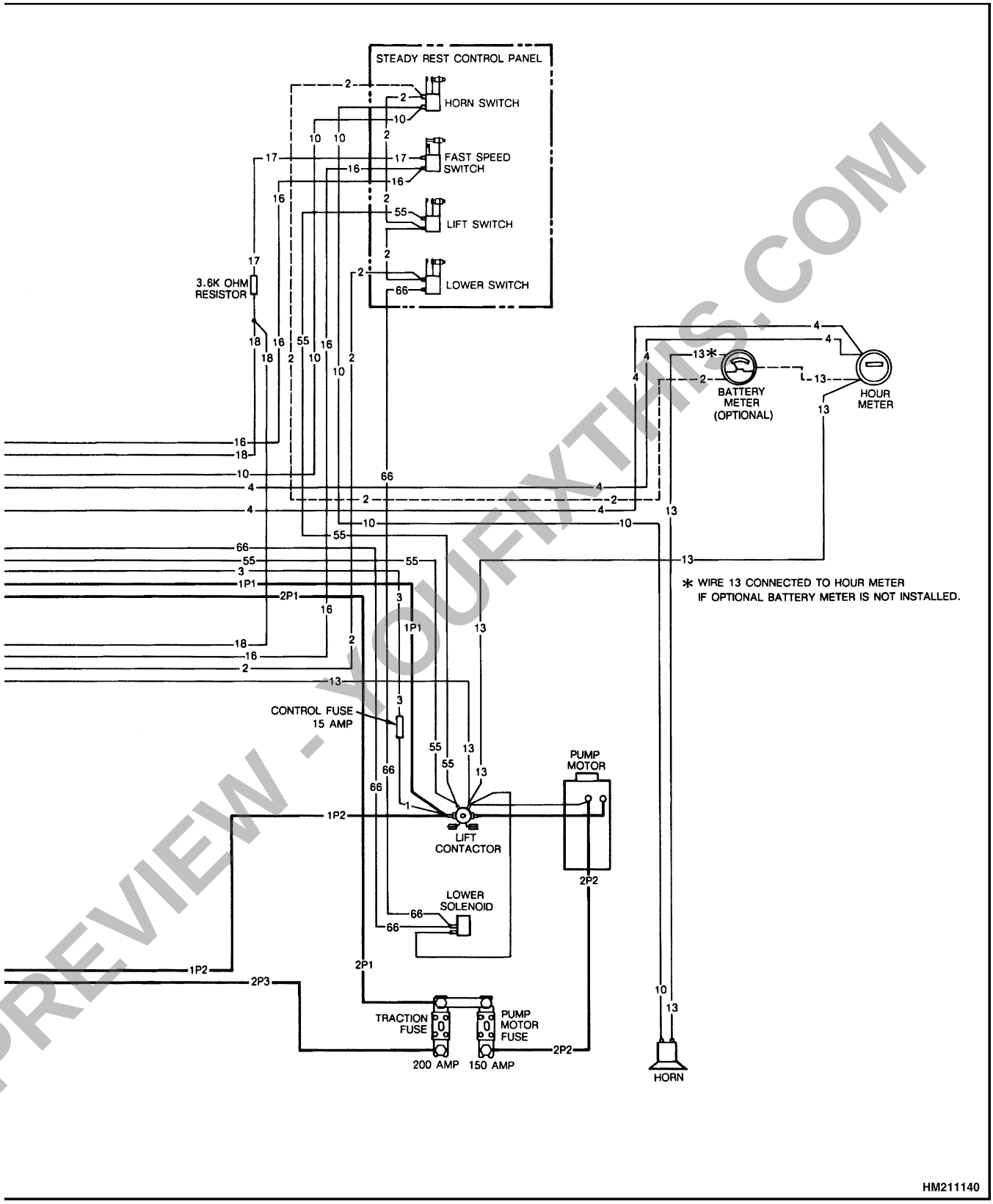
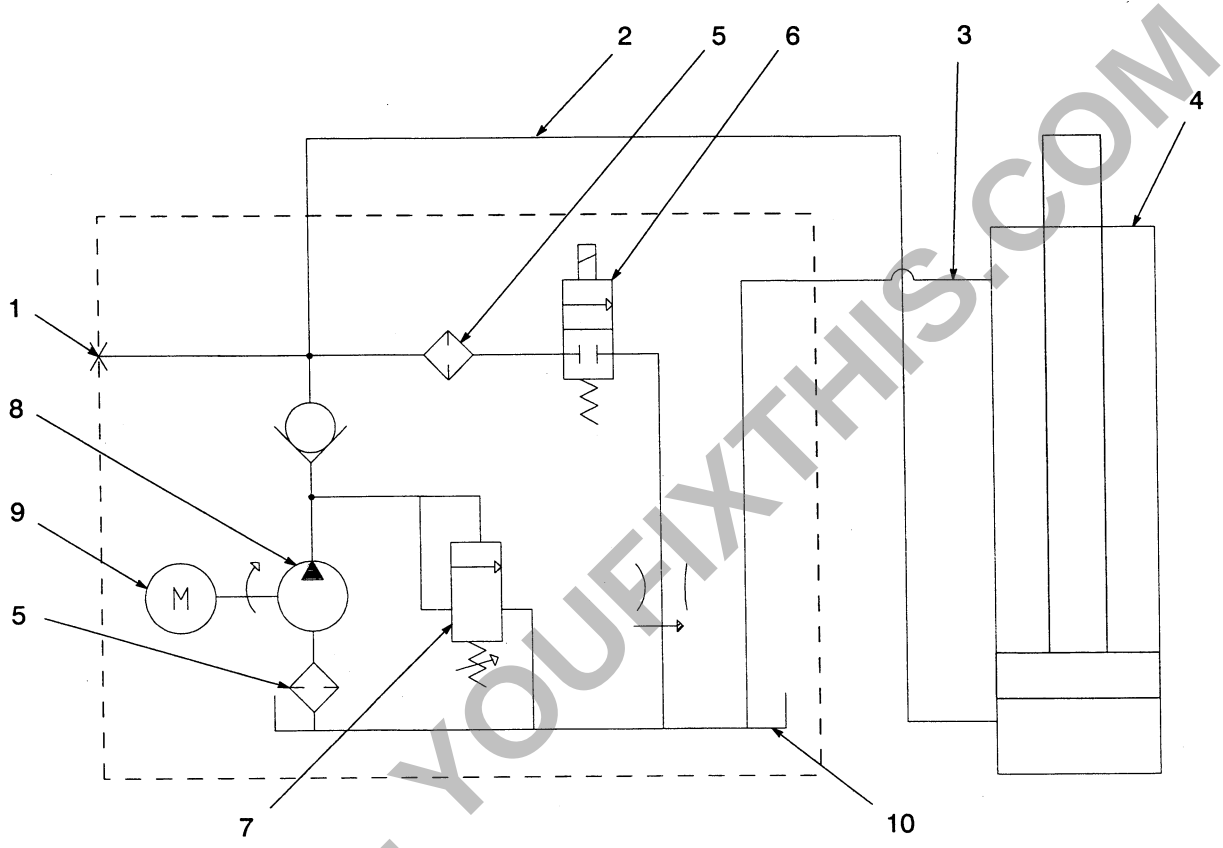


Figure 2. W/B40-60XL Wiring Diagram

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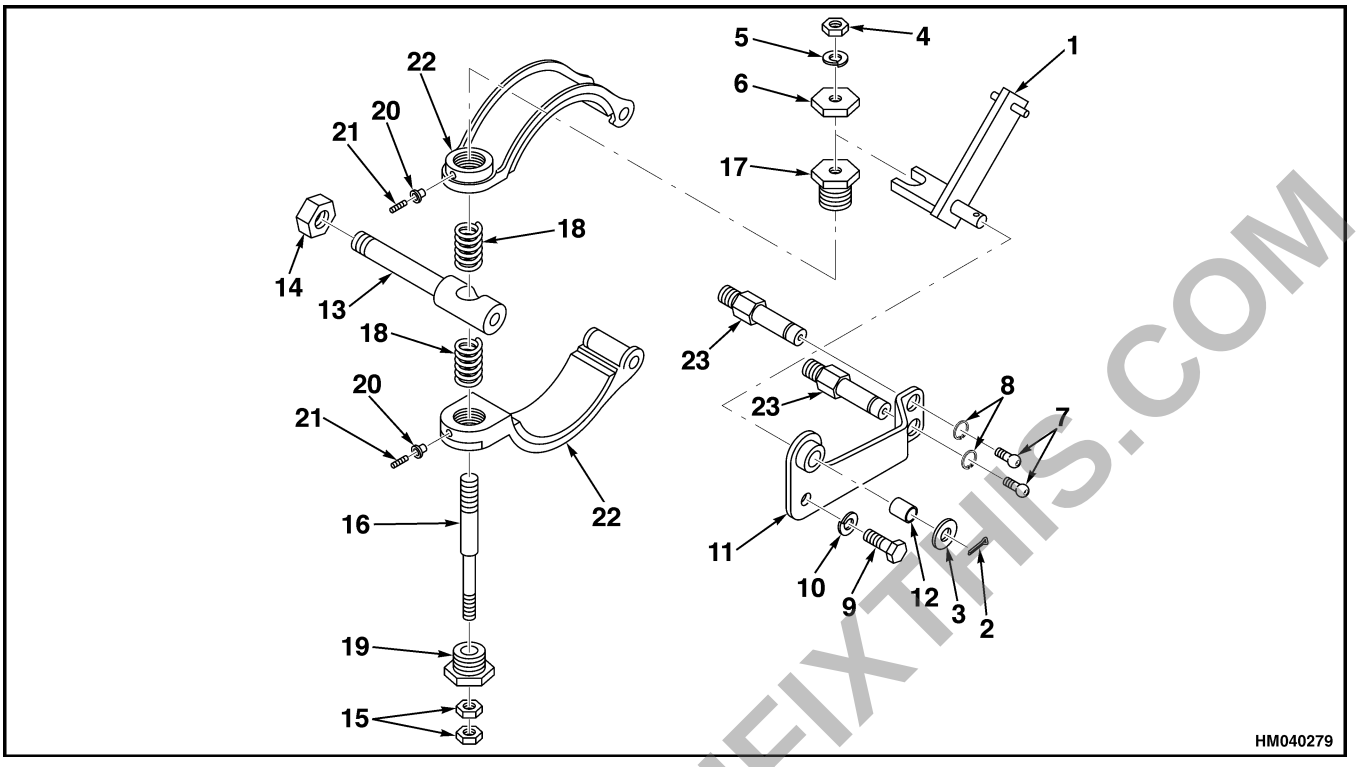


1. PRESSURE GAUGE PORT
2. PRESSURE LINE (TO LIFT CYLINDER)
3. BLEED BACK LINE (FROM LIFT CYLINDER)
4. LIFT CYLINDER
5. STRAINER
6. LOWERING VALVE
7. RELIEF VALVE
8. PUMP
9. PUMP MOTOR
10. TANK

FIGURE 21 - HYDRAULIC SCHEMATIC
B/C60-80XT, W60-80XT, C60-80XT2, CA60-80XT

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1. ARM CAM WELDMENT
2. COTTER PIN
3. FLAT WASHER
4. NUT
5. LOCKWASHER
6. ADJUSTING NUT
7. LUBE FITTING
8. SNAP RING
9. CAPSCREW
10. LOCKWASHER
11. SUPPORT WELDMENT
12. BUSHING
13. CENTERING SHAFT
14. NUT
15. NUT
16. BRAKE SHAFT
17. UPPER ADJUSTING SCREW
18. SPRING
19. LOWER ADJUSTING SCREW
20. SETSCREW SEAT
21. SETSCREW
22. BRAKE SHOE W/LINING
23. PIVOT PIN

Figure 5. Brake Shoe Assembly (CA60-80XT/XT2, T5XT)

Brake Shoe Installation

W/B60-80XT, W20-40XTA, W20-40XTC, W20-30XTR

See Figure 2 for the B60-80XT and Figure 3 for the W20-40XTA, W20-40XTC, W20-30XTR, and W60-80XT.

1. Assemble the setscrew seat and setscrew in the brake shoe and lining assembly. Do not tighten the setscrew completely. Install the adjusting screws into the brake shoe. Refer to Brake Adjustment, W/B60-80XT before tightening the setscrews.

2. Insert the spring retainer bolt through the brake shoes and adjusting screws. Install the spring seats, spring, and nuts on the retainer bolt.

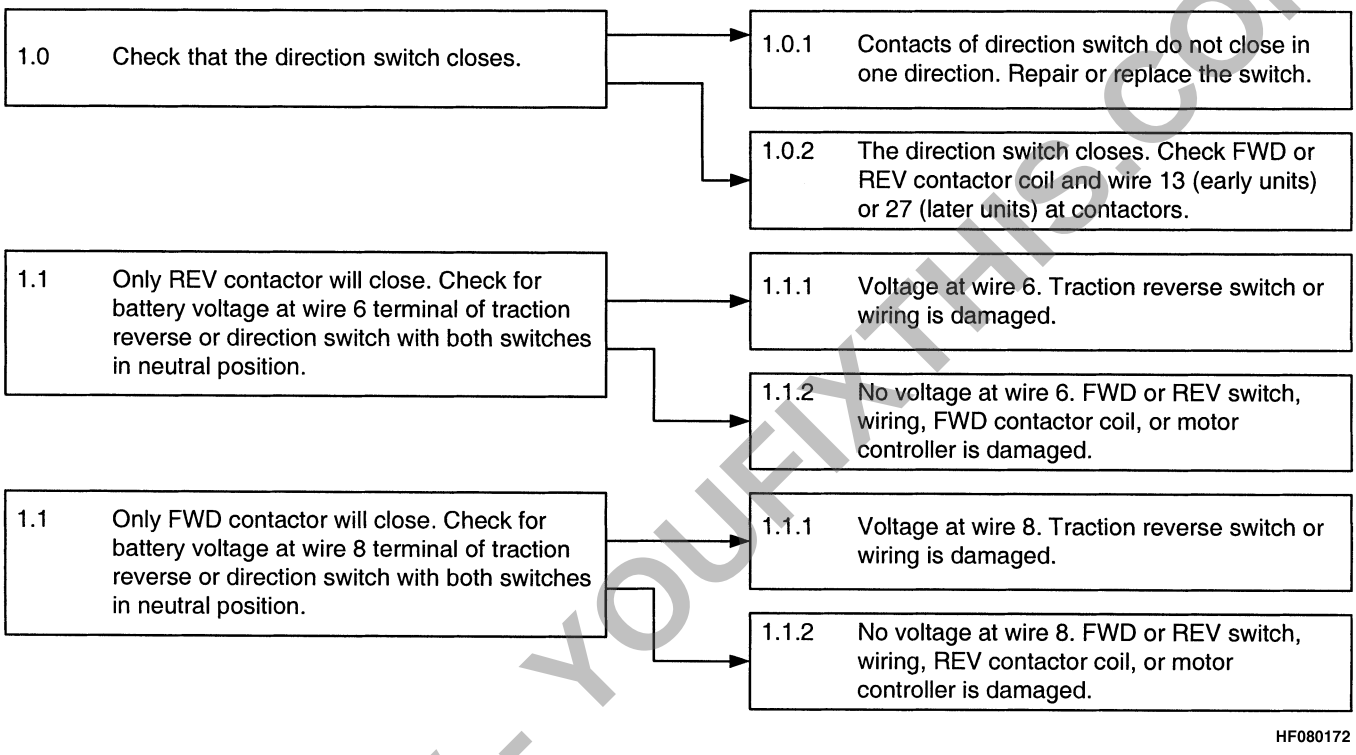
3. Position the brake shoe and lining assemblies on the pivot pins and between the brake release arm.

4. Install the pivot pin link on the pivot pins and install the snap rings. Refer to **WARNINGS** in Repairs - General. Assemble the grease fittings into the pivot pins. Grease the pivot pins.

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FAULT NUMBER 1. ONE DIRECTIONAL CONTACTOR WILL NOT CLOSE.

Possible Causes:
- Damaged (open) wire(s) in control circuit.
- Direction switch is damaged.
- Traction rev. sw. is damaged (W/B40-60XL, W40XT, W45XT, and W/B60-80XT only).
- Contactor coil is damaged.
- Transistor Controller is damage at FWD or REV term.



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TIRES AND WHEELS

SPECIFICATIONS	W40XT	W45XT
Drive Tire Size	9 ×5×6.5	9 ×5×6.5
Drive Tire Composition	Rubber (Standard) Poly (Optional)	Rubber (Standard) Poly (Optional)
Load Wheel Size	3.25×4.50	3.25×4.50
Load Wheel Composition	Poly	Poly

TORQUE SPECIFICATIONS

MASTER DRIVE UNIT	TORQUE VALUES
King Pin Bearing, Locknut	24-27 N•m (18-20 lbf. ft.)
Motor Mount Screws, Capscrew (2) Hex Socket (1)	19 N•m (14 lbf. ft.) 19 N•m (14 lbf. ft.)
Motor Mount Screws, Socket Head (3)	13.6 N•m (10 lbf. ft.)
Drive Gear Locknut	1.13-2.26 N•m (10-20 lbf. in.) Axle Shaft turning torque
Cover Capscrews (8 each)	27 N•m (20 lbf. ft.)
Wheel Capscrews (5 each)	95-108 N•m (70-80 lbf. ft.)
STEERING – (TOP MOUNTED HANDLE)	
Tower to Drive Unit Housing (6 each)	49 N•m (36 lbf. ft.)
BRAKE	
Adjusting Screw Locknut	27 N•m (20 lbf. ft.)
ELECTRICAL	
Motor Pinion Gear Locknut	20.3 N•m (15 lbf. ft.)
LIFT MECHANISM	
Front Bellcrank Shaft, Setscrews (2 each)	27 N•m (20 lbf. ft.)
Locknuts (2 each)	27 N•m (20 lbf. ft.)

TRUCK WEIGHT

FORK LENGTH	W40XT Less Battery With Battery	W45XT Less Battery With Battery
914 mm (36 in)	249 kg (550 lbs) 390 kg (860 lbs)	321 kg (706 lbs) 543 kg (1194 lbs)
1067 mm (42 in)	256 kg (565 lbs) 397 kg (875 lbs)	325 kg (715 lbs) 547 kg (1203 lbs)
1219 mm (48 in)	263 kg (580 lbs) 404 kg (890 lbs)	330 kg (725 lbs) 551 kg (1213 lbs)

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This section is for the following models:

W60-80XT [E135];
B/C60-80XT [B199];
C60-80XT2 [A499];
CA60-80XT [A498];
T5XT [E142];
W20-40XTA [A453];
W20-40XTC [A454];
W20-30XTR [A455]

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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 condition that can cause immediate death or injury!

CAUTION

Indicates a condition that can cause property damage!

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General

This section has the description and repair procedures for the brakes. Checks and adjustments for the brake assembly are described at the end of this section. A troubleshooting chart is also at the end of this section.

Description

A mechanically-operated shoe brake with a brake drum fastened to the bevel gear shaft of the MDU is used on all units. An electrical cutout switch operated by the linkage interrupts the power to the drive motor when the brake is applied. The brake and cutout switch, when properly adjusted, operate simultaneously.

W/B60-80XT

A spring applies the brake when the steering handle is in the vertical position or parallel to the floor. See Figure 1. The steering handle has a cam that moves a cam follower attached to a bellcrank. The bellcrank is attached through linkage to a brake release arm that will apply or release the brake when the steering handle is moved. Movement of the brake release arm compresses the spring to release the brake.

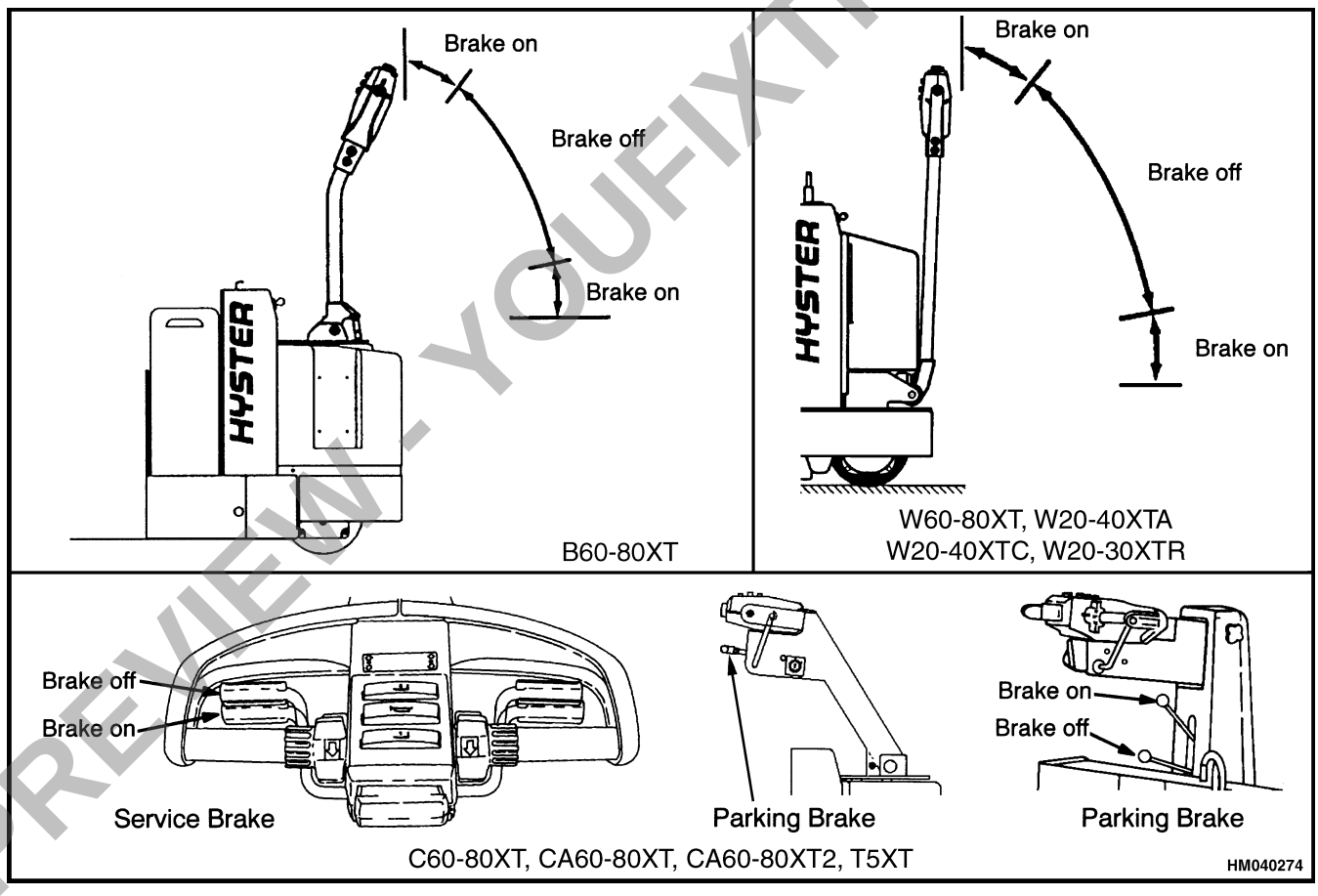


Figure 1. Brake Operation

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Table 2. Fault Codes and Display Messages for R30XMS2 Only (Continued)

Code	ND	Display	Description	Items to Check if Code is Displayed
7394	1	HtEncErr	Startup error on Height proximity switch state (Mast lifted while truck off)	*Mast proximity switch and wiring *No handset connected *No manual hoisting *Height encoder and wiring
739A	1	HtEncErr	Height Encoder error (hoist function called for, but encoder not incrementing)	*Mast proximity switch and wiring *No handset connected *Height encoder and wiring
739B	1	HtEncErr	Height Encoder error (startup check)	*Mast proximity switch and wiring *No handset connected *Height encoder and wiring
739C	1	HtEncErr	Height Encoder error: Encoder indicated height <22" or >26" when 24" proximity switch passed	*Mast proximity switch and wiring *No handset connected *Height encoder and wiring
739D	1	Throt Lo	Throttle voltage too low	*Throttle mechanism out of adjustment (check neutral position, calibrate throttle) *Throttle Hall sensor and wiring
739E	1	Throt Hi	Throttle voltage too high	*Throttle mechanism out of adjustment (check neutral position, calibrate throttle) *Throttle Hall sensor and wiring
8012	5	TrctComm	Traction-CAN Communication fault	*CAN wiring to traction controller
8031	5	Cnt Crnt	Contactor over current	*Wiring shorted to traction contactor *Contactor coil or suppressor shorted

CAUTION

The electrical system on this truck utilizes many control-level circuits (low voltage and current), which may be disturbed by contamination, wear or damage at the electrical connections. When investigating problems or fault codes, it may be beneficial to first check and clean/repair all connections in the affected circuit. The use of dielectric grease is recommended for all AMP and Molex electrical connectors when operating in adverse environments (freezers or dirty areas).

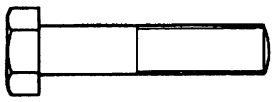
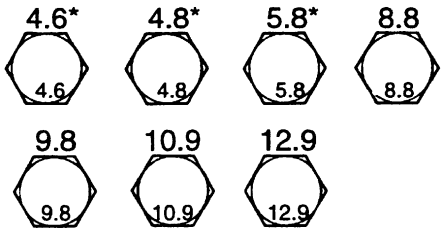
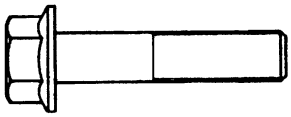
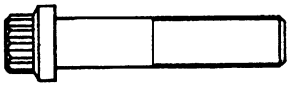
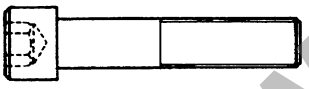
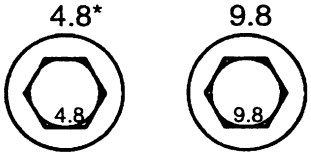
CAUTION

The fault detection software and circuits of the traction controller (Curtis 1243) are sensitive to abrupt changes in currents and voltages. Controller fault codes may not necessarily indicate a defective truck component or controller. Fault codes may be generated in response to extreme operating conditions such as potholes or very low battery levels.

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Table 1. Bolts and Screws

TYPE OF FASTENER	METRIC FASTENERS STRENGTH LEVELS: PROPERTY CLASS * MARKINGS NOT REQUIRED	INCH FASTENERS STRENGTH LEVELS: SAE GRADES * MARKINGS NOT REQUIRED
 HEX HEAD BOLTS AND CAPSCREWS	 MARKINGS FOR SIZE M5 AND LARGER	
 HEX HEAD FLANGE SCREWS	SAME AS ABOVE	
 12–POINT FLANGE SCREWS		
 HEX SOCKET HEAD CAPSCREWS		MARKINGS NOT REQUIRED
 SEMS		 HM210066

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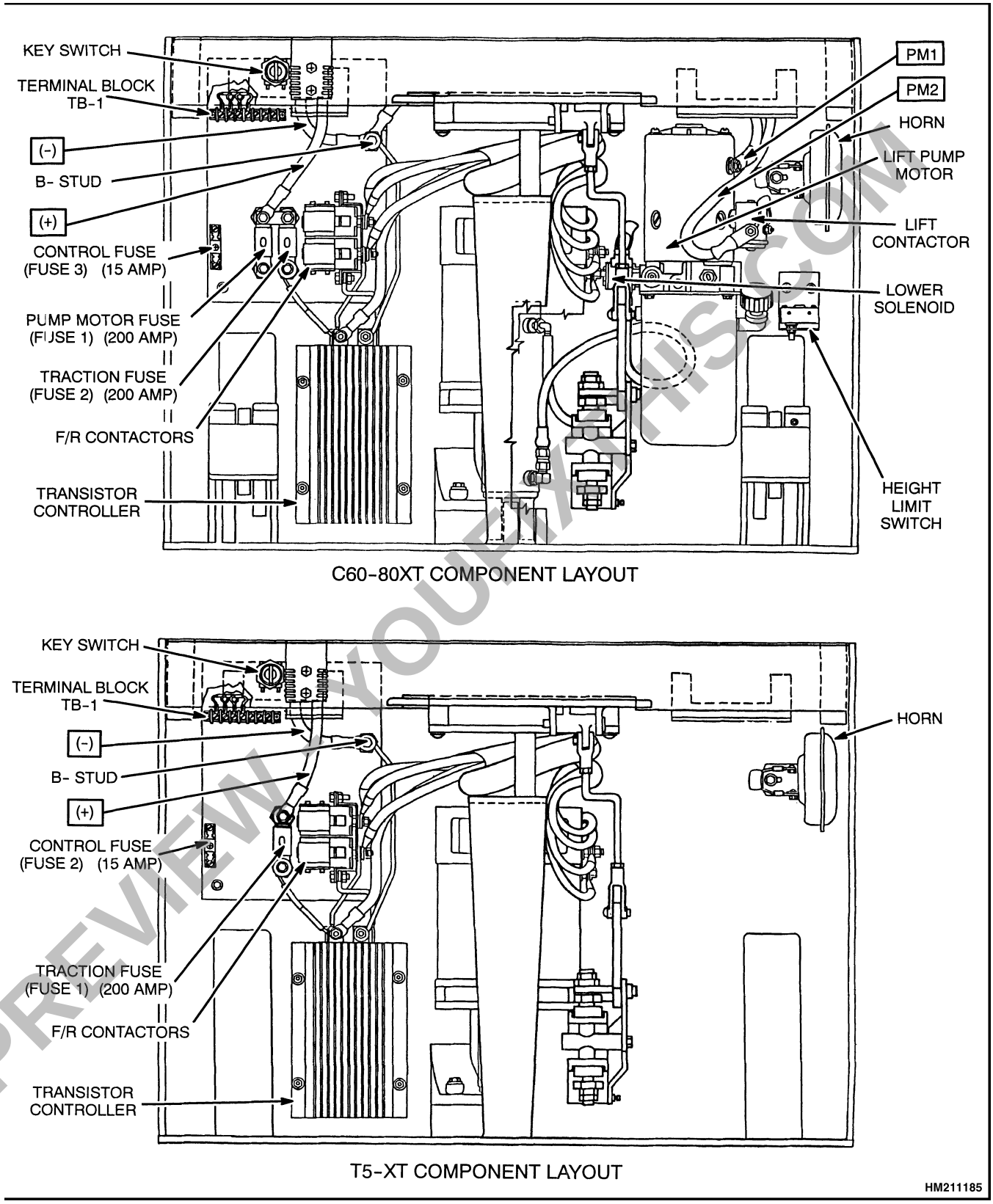


Figure 28. B60-80XT/W60-80XT/C60-80XT/T5XT Cabling Diagram

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"THE QUALITY KEEPERS"

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5. Disassemble the brake linkage (top mounted handle only). See the section **Brakes** 1800 SRM 535 for the proper procedures.

6. If necessary, remove the drive motor. Remove the four capscrews and lockwashers retaining the motor to the MDU. Remove the drive motor.

7. Attach a sling and an overhead hoist to the MDU. Loosen and remove the two capscrews and lockwashers retaining the rear bearing clamp. (The front clamping device is usually removed with the control handle.)

8. Lower the MDU to the floor, remove the sling, and carefully roll the unit out from under the truck. Move the unit to a clean work area.

9. Remove the six capscrews and nuts. Disassemble the bearing shield, the bearing spacers, and the bearing.

10. Disassemble the upper housing from the lower housing. Refer to Upper Housing, Remove and Disassemble. Remove the dowel pins that retain the idler shaft from the lower housing.

11. Install a 1/2" - 20 capscrew or a slide hammer into the idler shaft to remove the shaft. Remove the idler shaft assembly.

12. Disassemble the idler shaft by removing the spacer, snap rings, idler gear, bearing, and O-ring. Discard the O-ring.

13. Remove the four capscrews and lockwashers retaining the cover to the lower housing. Remove the cover.

14. Loosen and remove the five wheel bolts, washers, and clamp plate securing the drive wheel to the axle shaft. Remove the drive wheel.

15. Remove the cotter pin and nut from the axle shaft. Use a brass bar to drive the shaft out of the second reduction drive gear and bearings. Remove the gear and woodruff key.

16. Remove the snap ring and inner bearing.

17. Remove the oil seal and outer bearing.

Upper Housing

Remove and Disassemble

WARNING
Put blocks under each side of the truck under the MDU frame. Position blocks on both sides of the load wheels. The blocks must prevent the lift truck from falling and causing personal injury or property damage.

WARNING
Always disconnect the battery connector so that the connector is completely free before repairing the brake system. If the connector is not completely free, it can reconnect the battery. Tag the connector - DO NOT CONNECT.

WARNING
The capacitor in the transistor controller can hold an electrical charge after the battery is disconnected. To prevent electrical shock and personal injury, discharge the capacitor before inspecting or repairing any component in the MDU compartment. Wear safety glasses. Make certain the battery has been disconnected. DO NOT use a screwdriver to make a short circuit across the B+ and B− terminals of the transistor controller.

1. Raise the drive wheel off the floor. Block the lift truck. See the section **Periodic Maintenance** 8000 SRM 281, **Periodic Maintenance** 8000 SRM 627, or **Periodic Maintenance** 8000 SRM 919. Disconnect the battery connector.

2. Remove the MDU compartment hood to access the MDU.

3. Remove the control handle. See the section **Steering Mechanism** 1600 SRM 534 for the correct removal procedures.

4. Tag and disconnect the motor wires and the harness clamps on the motor.

5. Disassemble the brake linkage (top mounted handle only). See the section **Brakes** 1800 SRM 535 for the proper procedures.

6. Remove the four capscrews and lockwashers retaining the motor to the MDU. Remove the drive motor.

7. Remove the four capscrews retaining the MDU upper housing to the MDU lower housing.

8. Straighten and remove the cotter pin retaining the castle nut on the brake drum. Remove the castle nut, brake drum, and woodruff key.

9. Remove the four capscrews and lockwashers securing the bearing retainer. Remove the bearing retainer and shims.

10. Use a drift pin to drive the shaft out of the bearings. The expansion plug should come out of the housing. After the shaft is loose, maneuver the bevel gear off the shaft and out of the housing. Remove bearings, shims, O-ring, woodruff key, and shaft.

11. Inspect components for damage and replace as necessary. Replace all O-rings, gaskets, and cotter pins.

12. If either the bevel gear or pinion are damaged, they must be replaced as a matched set. Refer to Bevel Pinion and Gear Adjustment.

Lower Housing

Disassemble

WARNING
Always disconnect the battery connector so that the connector is completely free before repairing the brake system. If the connector is not completely free, it can reconnect the battery. Tag the connector - DO NOT CONNECT.

WARNING
Put blocks under each side of the truck under the MDU frame. Position blocks on both sides of the load wheels. The blocks must prevent the lift truck from falling and causing personal injury or property damage.

WARNING
The capacitor in the transistor controller can hold an electrical charge after the battery is disconnected. To prevent electrical shock and personal injury, discharge the capacitor before inspecting or repairing any component in the MDU compartment. Wear safety glasses. Make certain the battery has been disconnected. DO NOT use a screwdriver to make a short circuit across the B+ and B− terminals of the transistor controller.

WARNING
Be careful when removing or installing snap rings. The snap rings can come loose during removal or installation with enough force to cause a personal injury. Always use the correct snap ring pliers and wear eye and face protection during removal and installation.

The drive shaft, oil seal, bearings, and second reduction gear can be serviced without removing the MDU from the lift truck.

1. Drain the gear oil from the MDU into a suitable container. Raise the drive wheel off the floor. Block the lift truck. See the section **Periodic Maintenance** 8000 SRM 281, **Periodic Maintenance** 8000 SRM 627, or **Periodic Maintenance** 8000 SRM 919. Disconnect the battery connector.

2. Remove the MDU compartment hood to access the MDU.

3. Remove the four capscrews and washers retaining the cover to the lower housing. Remove the cover.

4. Loosen and remove the five wheel bolts, washers, and clamp plate securing the drive wheel to the axle shaft. Remove the drive wheel.

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