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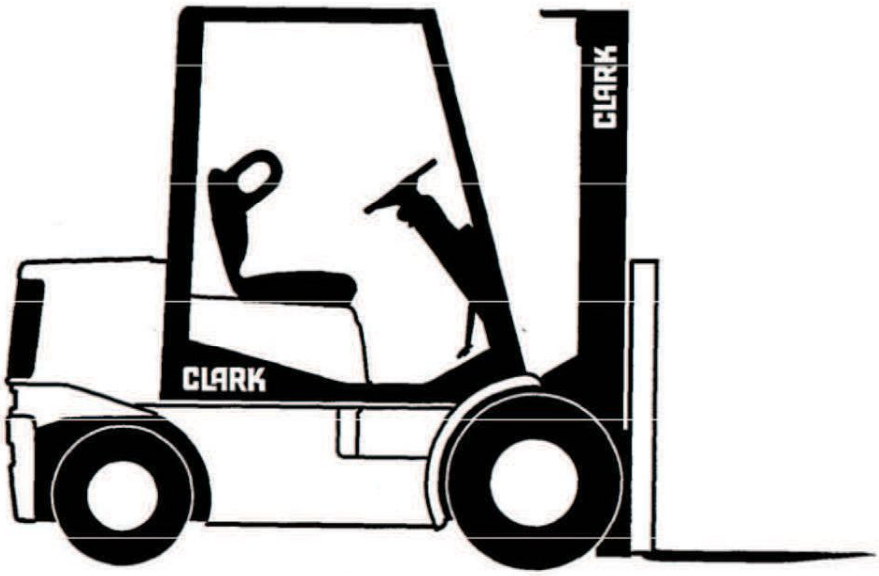

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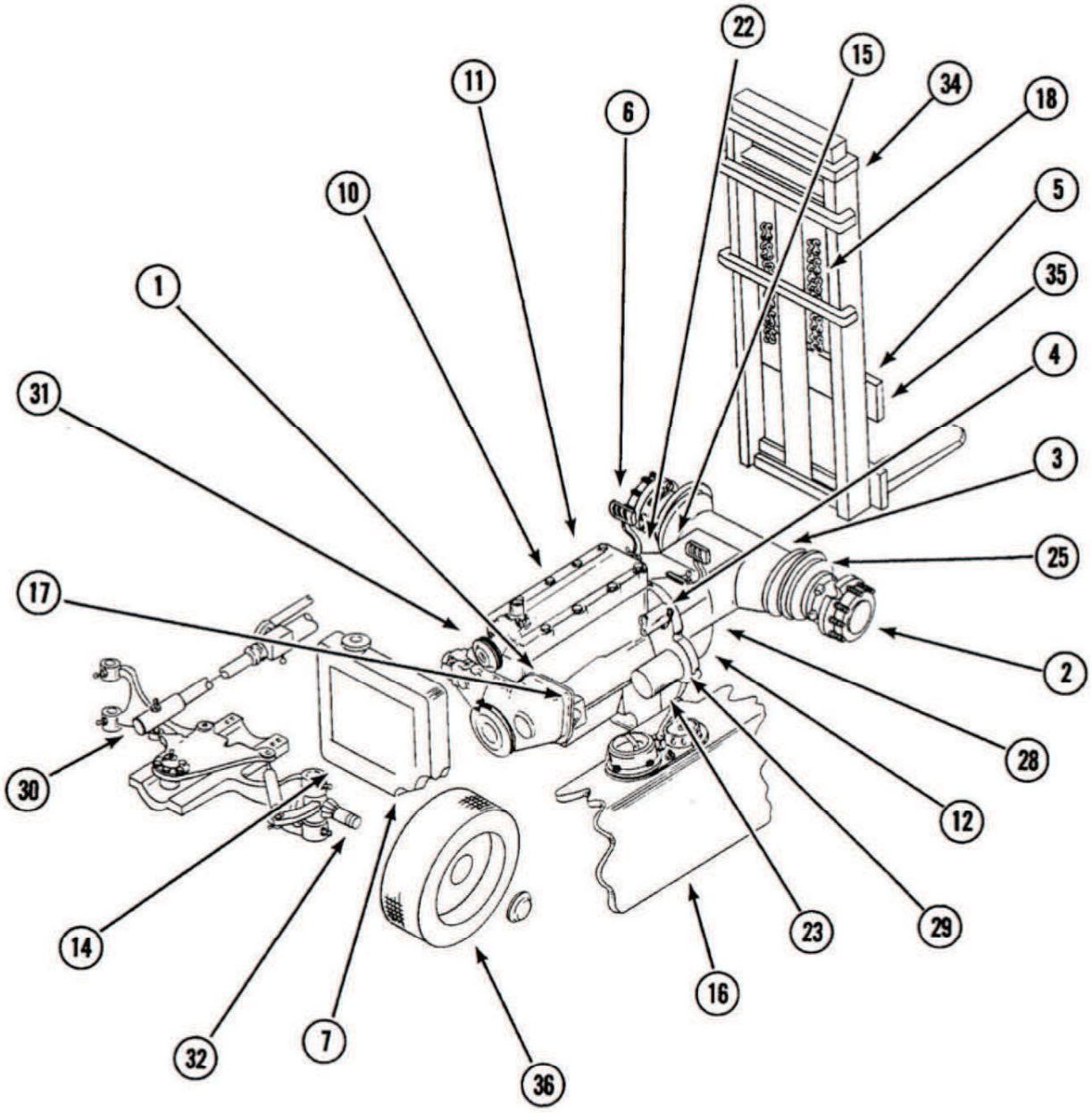
HYDRATORK

GASOLINE AND L.P.G.

ILLUSTRATED INDEX



INDEX

F O R E W O R D

PLANNED MAINTENANCE SECTION

The Planned Maintenance Procedures located in the front of this book provide a basic step by step guide which should be followed in servicing the vehicle. Adjustment Procedures, specifications and other data including lubrication guides, are found in the rear of this book and are listed under GROUP and Section Numbers. Refer to the Index or the Product Identification Card.

About Planned Maintenance

Planned Maintenance is a program in which inspections, minor adjustments, lubrication, oil changes and replacement of filters are performed on a scheduled and systematic basis. A solid PM program should incorporate a method of record keeping which enables you to better determine PM schedules and enables you to track the maintenance costs per machine.

An effective PM program should incorporate two basic phases:

1. An inspection performed by the driver or maintenance man at the beginning of each shift. This is a quick visual check for obvious damage and leaks ... a check of engine oil and water levels, lights, instruments and warning devices.

2. THE PLANNED MAINTENANCE ROUTINE IS BASED ON 50 TO 250 OPERATING HOURS ... WITH THE INTERVAL BEING DETERMINED BY OPERATING CONDITIONS.

Records will tell you how often PM should be done. If an operation is clean and not punishing, a PM interval can be extended. If an operation is extremely dirty and punishing, the PM interval may have to be reduced. Thus ... the PM interval can be tailored to answer the needs of your operation.

If the PM is religiously followed, needs for repair, major adjustment and component replacement will be discovered automatically and such work will be done only as needed. For instance, brake checks which are part of the PM will uncover the need for adjustments and/or repairs which may be required periodically. Who can say? The point is that this will be done only when needed and that's true for all systems and components. Thus, in this program we are able to eliminate 500, 1000 and 2000 hour inspections and the things normally covered in these inspections will be done only when the PM uncovers the need for repairs.

The objectives of PM are:

1. To reduce costly unscheduled downtime.
2. Reduce maintenance costs.
3. Increase vehicle productivity.
4. Above all, to increase personal safety of drivers and other personnel.

Inspection Forms

To insure that the daily inspection and PM are properly performed, we recommend the use of the inspection forms in GROUP 40. Such forms not only provide a guide for the inspections and procedures, but serve as a record in tracking maintenance requirements for each vehicle. Moreover, they will assist you in determining when to schedule a vehicle for major repairs which can be done without the disruptive effect of unscheduled downtime.

Inspection Forms may be purchased from your local CLARK Dealer.

SPECIAL NOTICE TO ALL USERS OF THIS MANUAL.

IF ... in the process of using this manual for PM procedures, adjustments, references, etc ... you find that this manual can be improved in any way, put your ideas in writing and send them to:

CUSTOMER SERVICES ENGINEERING
CLARK EQUIPMENT COMPANY
BATTLE CREEK, MICHIGAN (49016)

We can't promise that your idea will be used, but it will be seriously considered. If you do submit any such ideas, please understand that Clark Equipment Company can use it without obligation.

PERFORMING A PM:

First check the oil level and add oil if the level is below the add mark.

Fig. A0074

Cushion Only

Check the transmission fluid level. The dipstick is located here on cushion machines.

Fig. A0103

Yardlift Only

The transmission dipstick is located here on the yardlift machines.

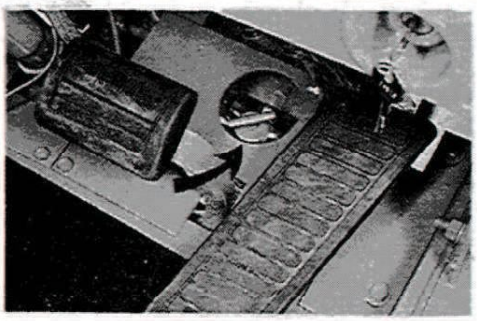


Fig. A0003

Check the main hydraulic system sump level with the carriage lowered.

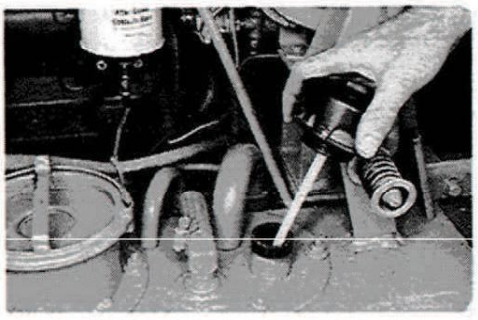


Fig. A0035

LPG Only

Check all LPG fittings and connections for security.

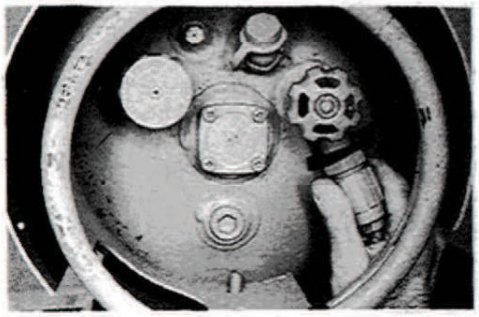


Fig. A0088

LPG Only

Check the safety relief valve for damage.

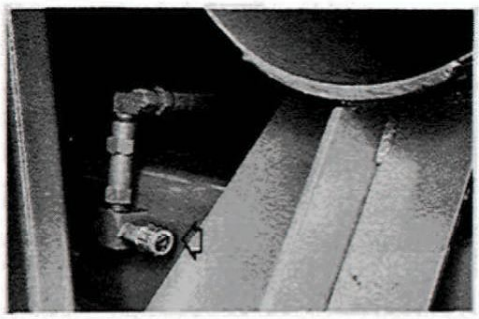


Fig. A0044

LPG Only

Open the LPG fuel valve.

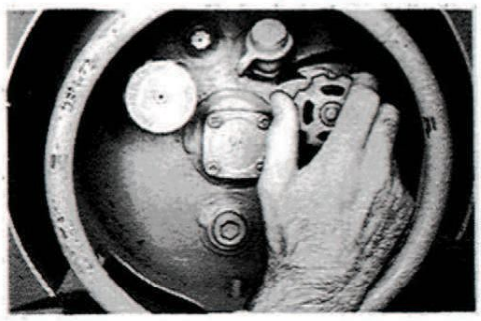


Fig. A0087

LPG Only

Using a soapy solution, check all fittings and connections for leaks and tighten or repair all found.

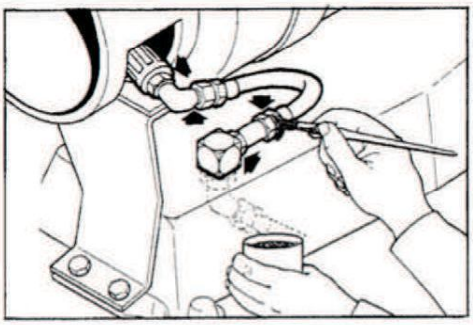


Fig. 14707

LPG Only

Check the wire from the oil pressure switch to the solenoid to make sure it is not loose.

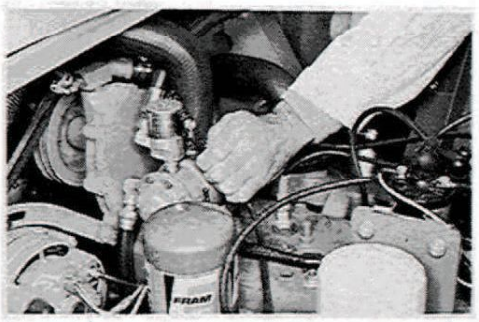


Fig. A0011

LPG Only

Check the wires connected to the oil pressure switch for security.

Fig. A0079

Gas Only

Check the main fuel valve for operating position.

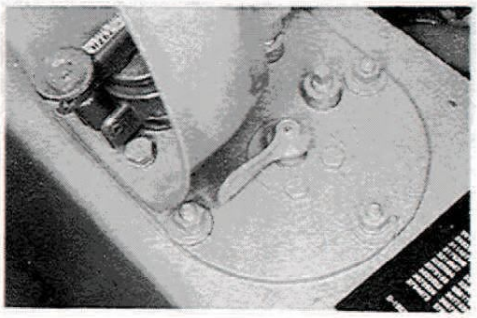


Fig. A0102

Set the heat riser valve for proper operating position. It should be closed on LPG machines and open on gas machines.

Fig. A0045

Check the fuel level.

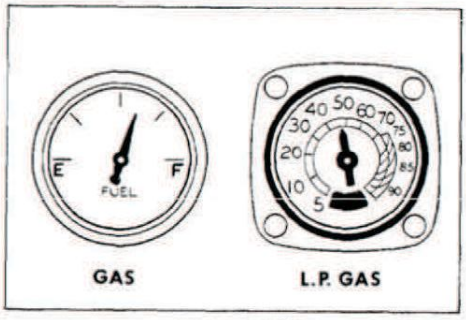


Fig. 16628

Check the water level and add the right coolant mixture.

Fig. A0036

Push down on the brake pedal. If the pedal drifts down, check for leaks in the system. If the pedal is spongy, the system needs bleeding. (See GROUP 23, Section 1.)

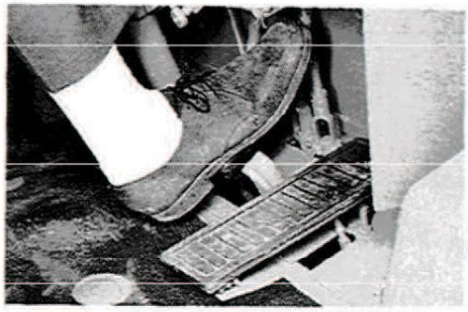


Fig. A0101

Now, set the parking brake, start the engine, shift into low gear and slowly accelerate. The truck should not move. If it does then see GROUP 23, Section 4 for adjustment procedures.

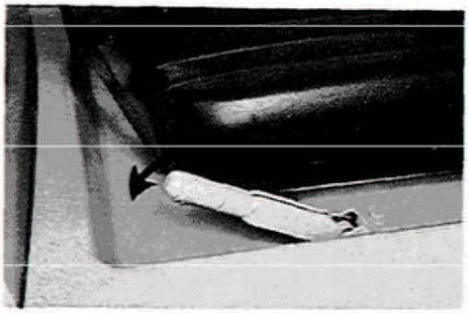


Fig. A0049

Check the security and condition of the load back rest.

Fig. A0098

Check for excessive leakage at the lift cylinder. Check for nicks and scoring.

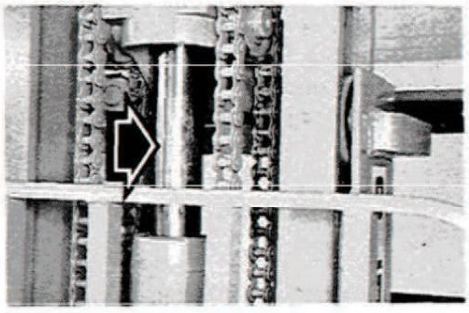


Fig. A0022

Check for damaged chains. Check chain adjustment by making sure the chains are under equal tension.

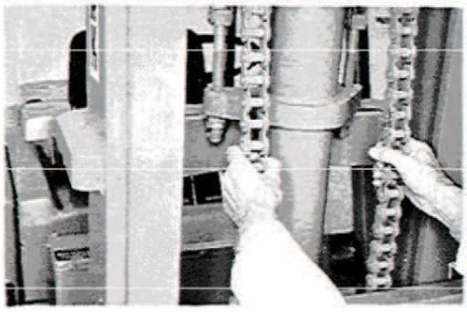


Fig. A0021

Check the wear patterns in the rails. A wear pattern like this indicates that adjustment is about right.

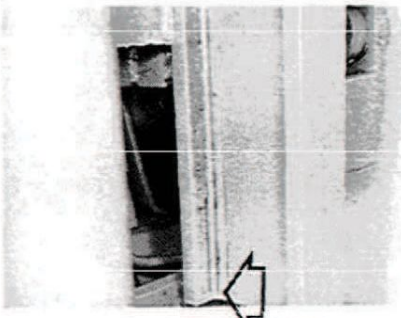


Fig. A0027