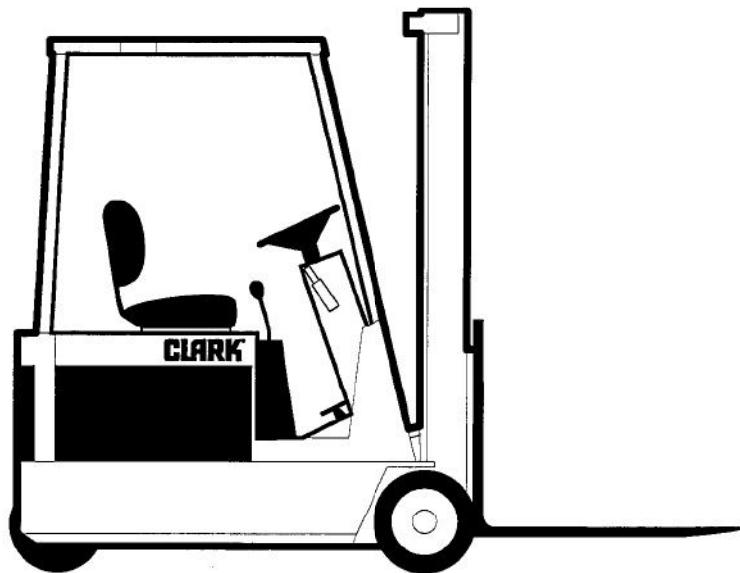


**PMA 501  
TM 10, 12, 15S  
with G.E. Control**



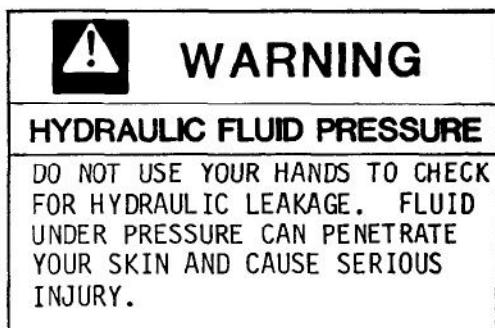
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VISUAL CHECKS:

Move the truck after it has set for a time, and check for oil leaks.



Inspect all sheet metal, the frame, battery cover, overhead guard and supports. Check all wheels for wear and remove all foreign particles. Check these items with last P.M. sheet, making a note of any new damage.

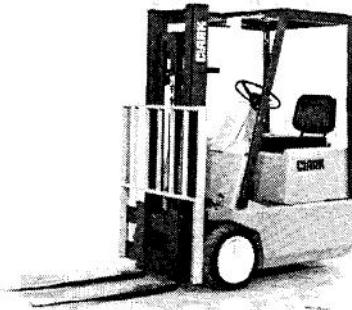


Fig. 19436

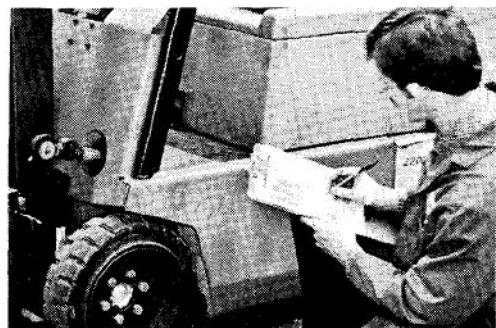


Fig. 19942

IMPORTANT

BATTERY MUST BE FULLY CHARGED BEFORE YOU DO THE OPERATIONAL CHECKS.

OPERATIONAL CHECKS:

Sit in the operator's seat and check the adjustment. If adjustment is needed, use left hand and pull lever back towards seat.

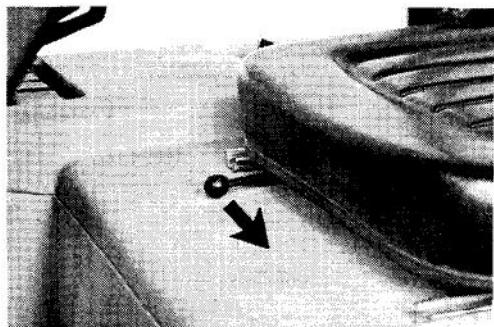


Fig. 20278

Turn key switch to the "on" position and listen for the steering pump to operate. During the riding test make a note of any problem on the P.M. check sheet.

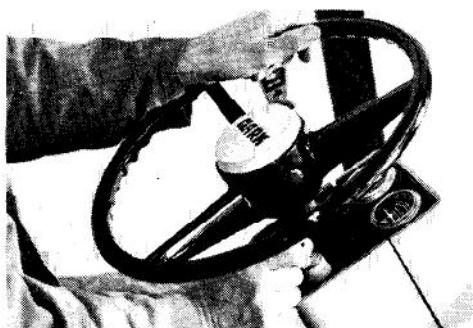


Fig. 19541

Look at the instrument gauges. The hour meter must be working.

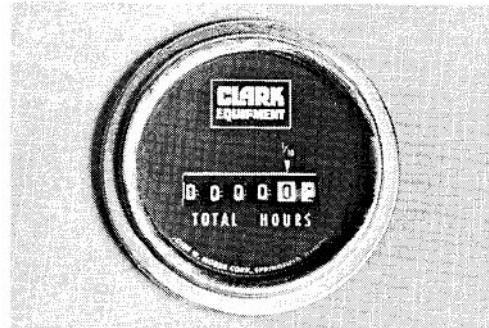


Fig. 14015

Push the horn button to check the horn operation.

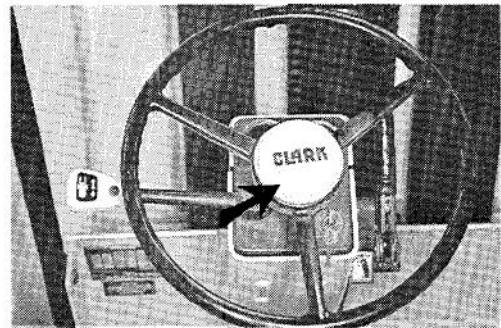


Fig. 23689

Move the tilt control lever a small amount forward and backward, from the neutral position. The pump motor must run. If not, the micro switch needs adjustment. See GROUP 13, Section 1.

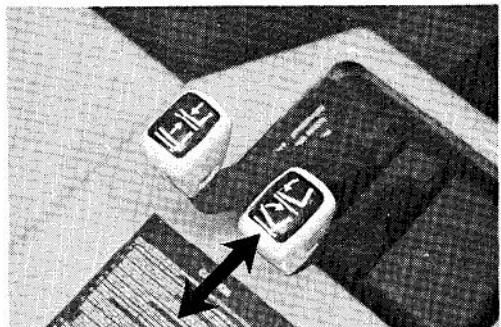


Fig. 23690

Check the battery condition by holding the tilt lever in back position so fluid bypasses for a few seconds. If the needle falls into the red area of the gauge the battery is low and must be charged before completing the electrical part of P.M.



Fig. 14013

Pull the lift lever to the lift position. The pump motor must run. Push lever forward until upright starts to lower. See GROUP 13, Section 1 for adjustment procedure.

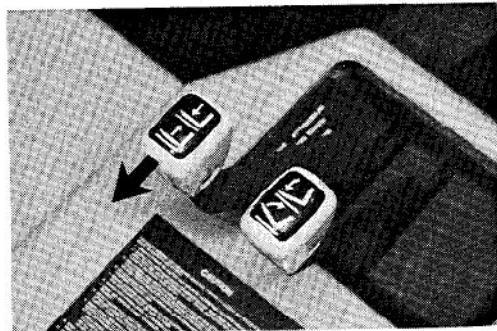


Fig. 23690

With the parking brake applied, move directional lever forward. The drive motors should not operate. If they do, the micro switch on the parking brake linkage is not adjusted correctly. See GROUP 13, Section 4 for adjustment procedure.

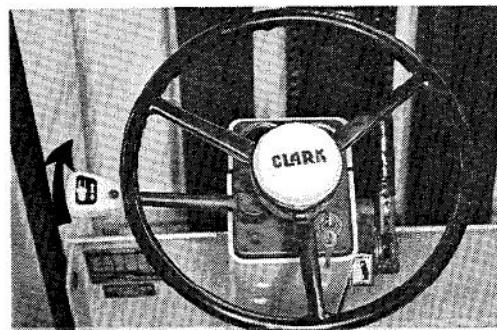


Fig. 23689

Release the parking brake, make sure your path is clear and check creep acceleration and maximum speeds while driving truck in a straight line in both directions. Listen for any noises that could be an indication of component wear or possible failure in the future.

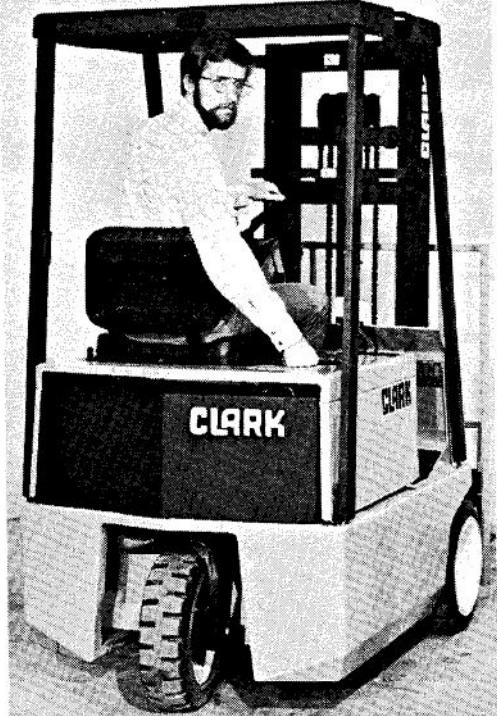


Fig. 19437

While checking speed ranges, also check the accelerator movement. There must be no restriction to movement either on acceleration or deceleration.

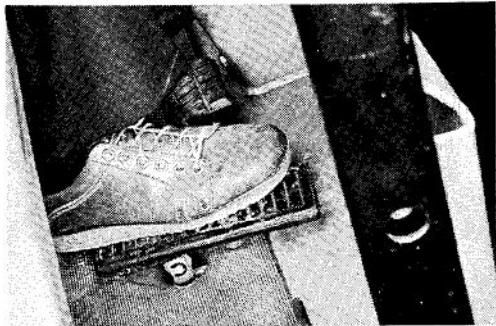


Fig. 19939

Also during speed range checks, apply brakes with different amounts of pressure. Listen for noises and changes in pedal pressures.

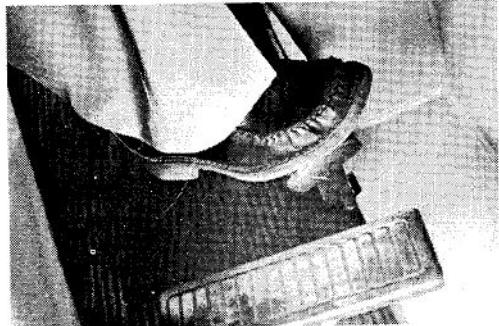


Fig. 19502

Now, turn hand wheel fully right and left while truck is in creep speed. Listen for any noises. As the steer wheel is turned from  $58^\circ$  to  $62^\circ$ , the inner drive motor must turn off. The truck is driven by the outer motor only. If inner motor does not turn off, see GROUP 13, Section 6.

#### N O T E

Do the next two steps with no load first and then with a capacity load.

Raise a capacity load just off the floor and tilt the load backward and forward. Feel and listen for restrictions while tilting load. Tilt load fully back and watch upright rails at cylinder mounts to make sure both the cylinders stop at the same time. If one pulls in farther than the other, the upright will be twisted and adjustment is needed at tilt cylinder. See GROUP 32, Section 1.



Fig. 19537

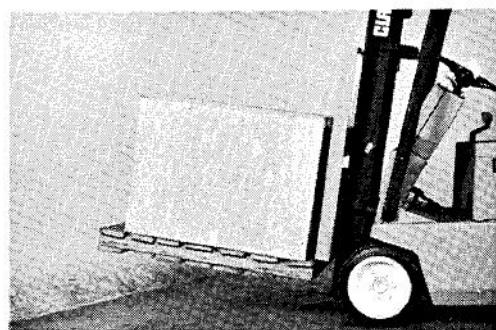


Fig. 19438

With upright tilted back, raise a capacity load to maximum fork height (if overhead clearance permits) and then lower it. Watch for looseness, restrictions, and correct staging as upright goes up and down. If so, the upright rollers must be adjusted. See OH-500, GROUP 34, Section 1.

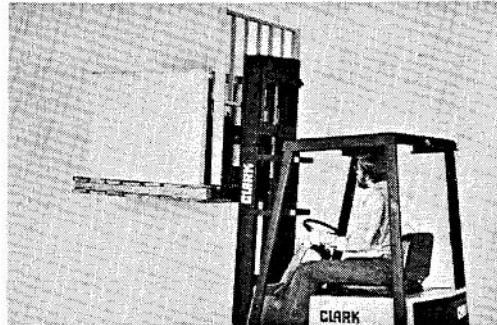


Fig. 19439

Remove the capacity load and test the emergency battery disconnect. Pulling up on the handle will disconnect the battery cable, disconnecting power from the truck. Release the handle and turn key off.

#### N O T E

This should ONLY be used in an EMERGENCY and not to disconnect the battery under normal conditions.

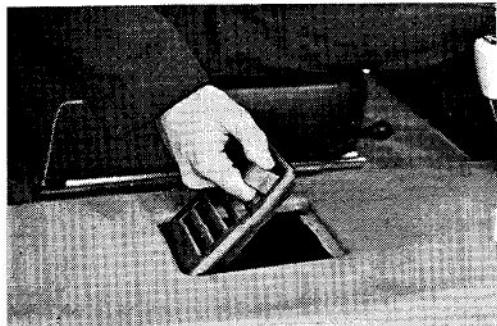


Fig. 20292

#### UPRIGHT AND CARRIAGE:

Check the forks for cracks, and wear. The height of the fork tips should not differ more than [6,5 mm] 1/4".

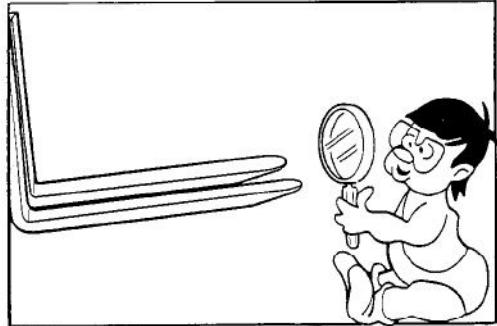


Fig. 17796

The fork latches must move freely but lock the forks in position on the carriage. The forks must move in either direction without restriction.

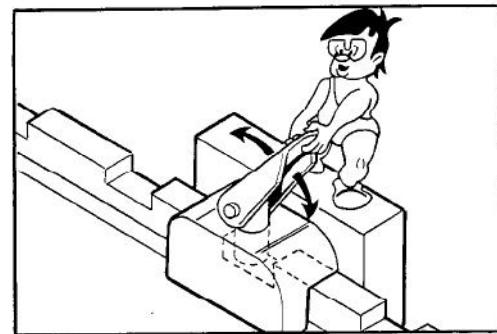


Fig. 17795

Inspect load backrest and carriage for cracks, wear, and stress areas. Also check tightness of mounting bolts of backrest to fork bars.

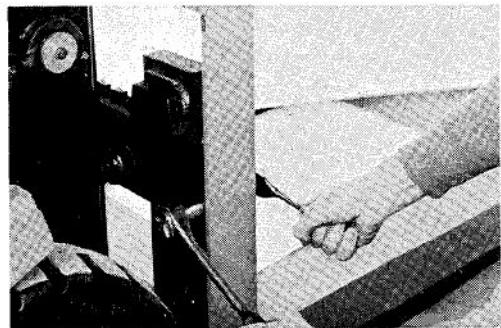


Fig. 20282

Check the mounting of the fork stop pins, both top and bottom.

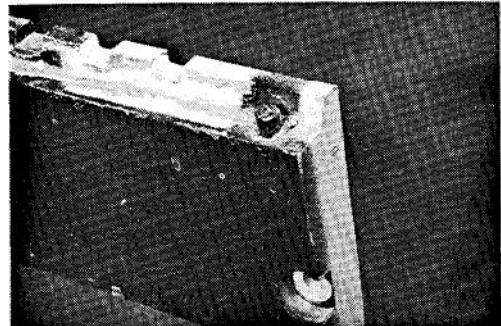


Fig. 19507

Check lift cylinder piston rods for scratches or any other wear. Also check cylinder packings for leaks.

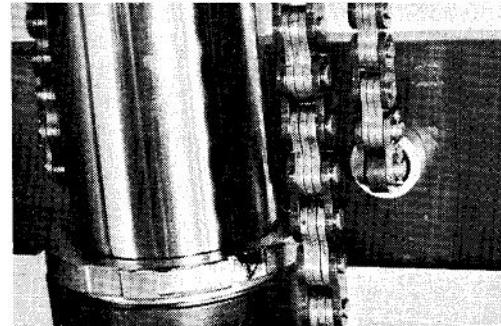


Fig. 19493

Check that both lift chains have the same tension. Do so by pulling on chains with the same tension. Also check condition of chains, if pins and links seem to be loose the lift chains must be replaced.

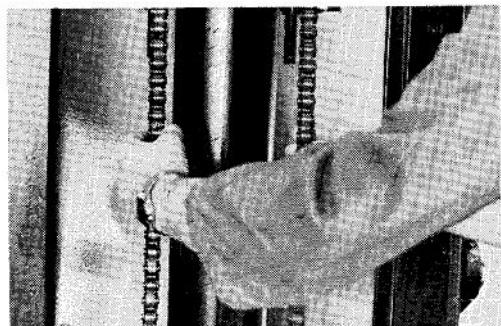


Fig. 19484

Inspect the lift cylinder chain anchors. Each anchor must be retained by two nuts and there must be a split pin on the ends.



Fig. 19482

Check the anchor bolts on carriage. Make sure all split pins are in position and not damaged.

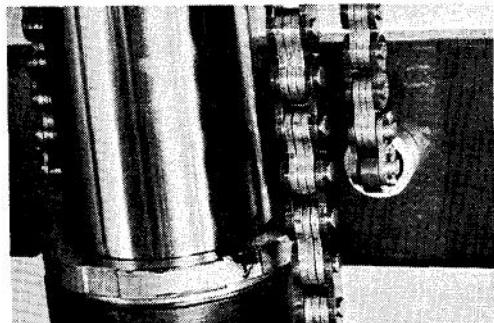


Fig. 19493

On the Hi-Lo and Triple Stage uprights, check that both rear chains have the same tension.

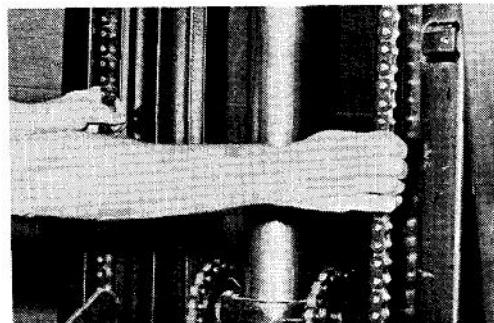


Fig. 19486

Adjustment of upright chains is correct if the inner rail is higher than the outer rail when upright is in the fully lowered position.

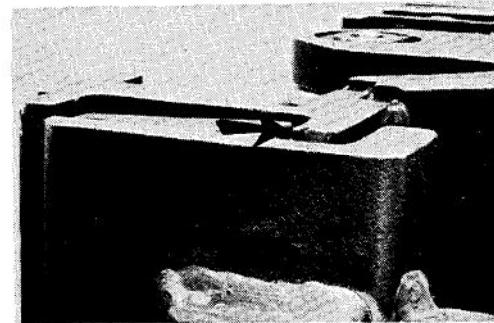


Fig. 19487

With upright fully lowered, check upright latch for freedom of movement (Hi-Lo, triple and quad uprights only).

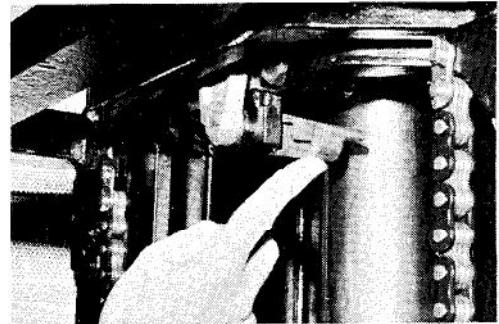


Fig. 19488

On trucks with standard uprights, check the fabreeka stop pads for damage and wear. With upright fully lowered, both pads must be contacting top tie bar.

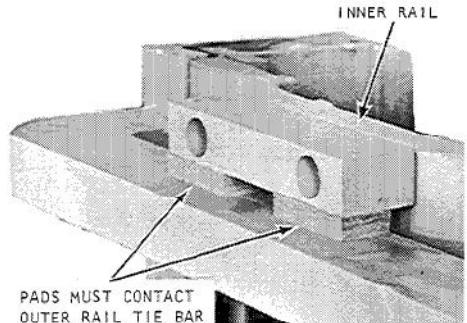


Fig. 10910

Lift upright above its free lift to actuate the latch. Use a wooden stick to test the lever, it must still be free to move.

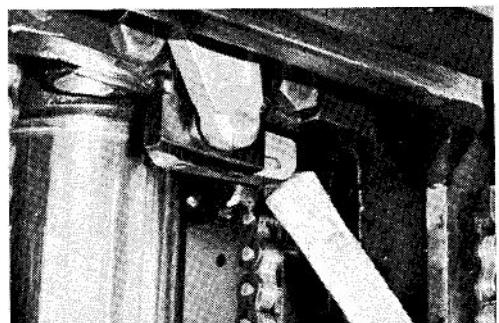


Fig. 19489

Check the free play adjustment of the upright rollers with upright off floor [152,4-202,2 mm] 6-8 inches. Put a block of wood under the forks to prevent them from lowering.

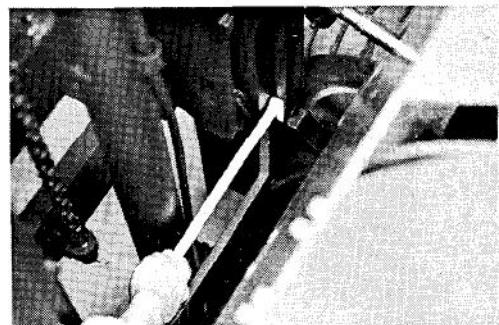


Fig. 19440

Using a pry bar, pry bottom of inner rail to one side to check the free play. Do the same on the other side and also at the top of the upright. This free play must not exceed [3,2 mm] 1/8 of an inch.

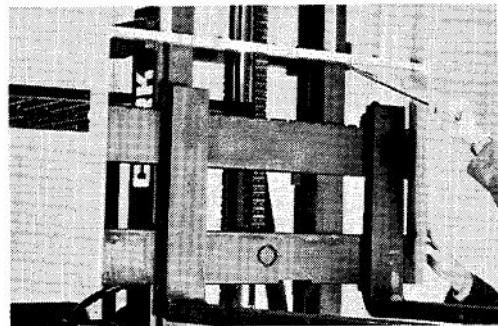


Fig. 19558

Raise inner rail to 1/2 of its full lift position. Hold the upright by putting a chain around the inner rail tie bar and the outer rail tie bar. Do the steps as described above. Keep a record of the shims needed.

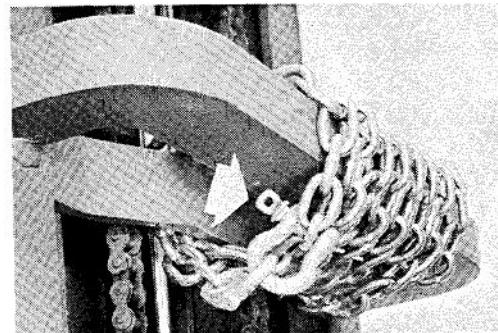


Fig. 17686

Remove chain holding the rails and raise inner rail to its full lift position. Hold the inner rail around the tie bars as before. Make the free play checks again as described earlier. Keep a record of the number of shims needed. This procedure also checks the upright rails for straightness. If adjustment is needed, see GROUP 34, Section 2.

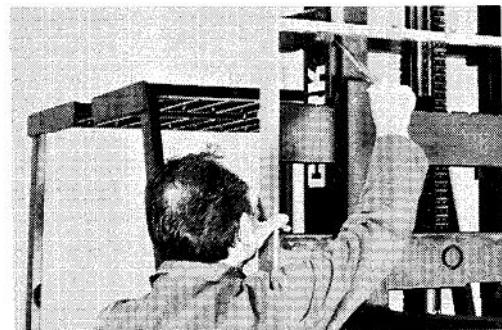


Fig. 19560

Check the roller pattern at the inner rail, which runs down the back flange. The roller should not drop any lower than [12,7 mm] 1/2 inch from end of rail. If it does, the lift chains need adjustment. See GROUP 34, Section 1.

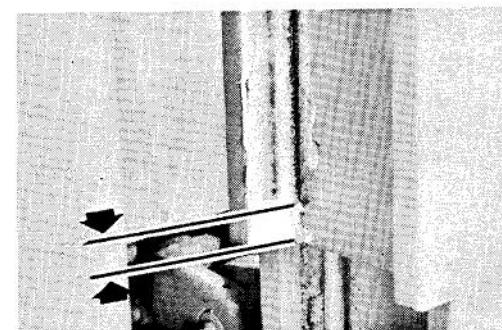


Fig. 17643