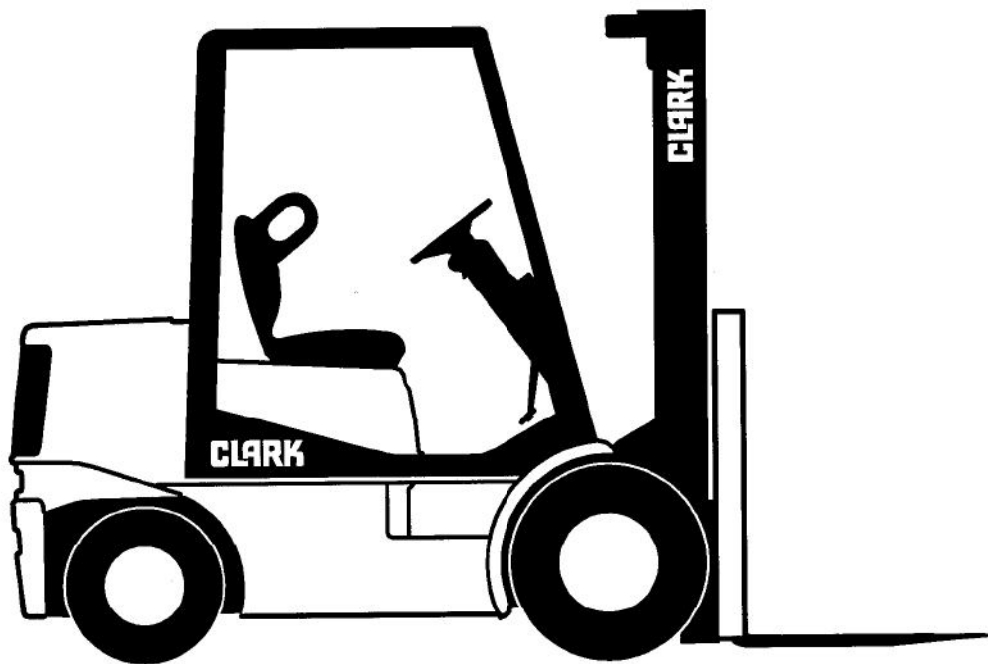


**PMA-534  
Y1015 (brazil)  
Perkins Diesel**



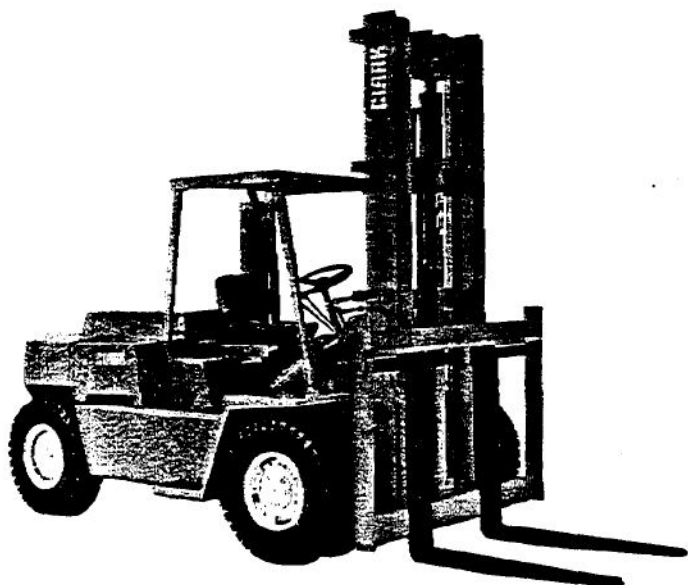
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# CLARK

## Industrial Truck Division

# PLANNED MAINTENANCE AND ADJUSTMENT PROCEDURES

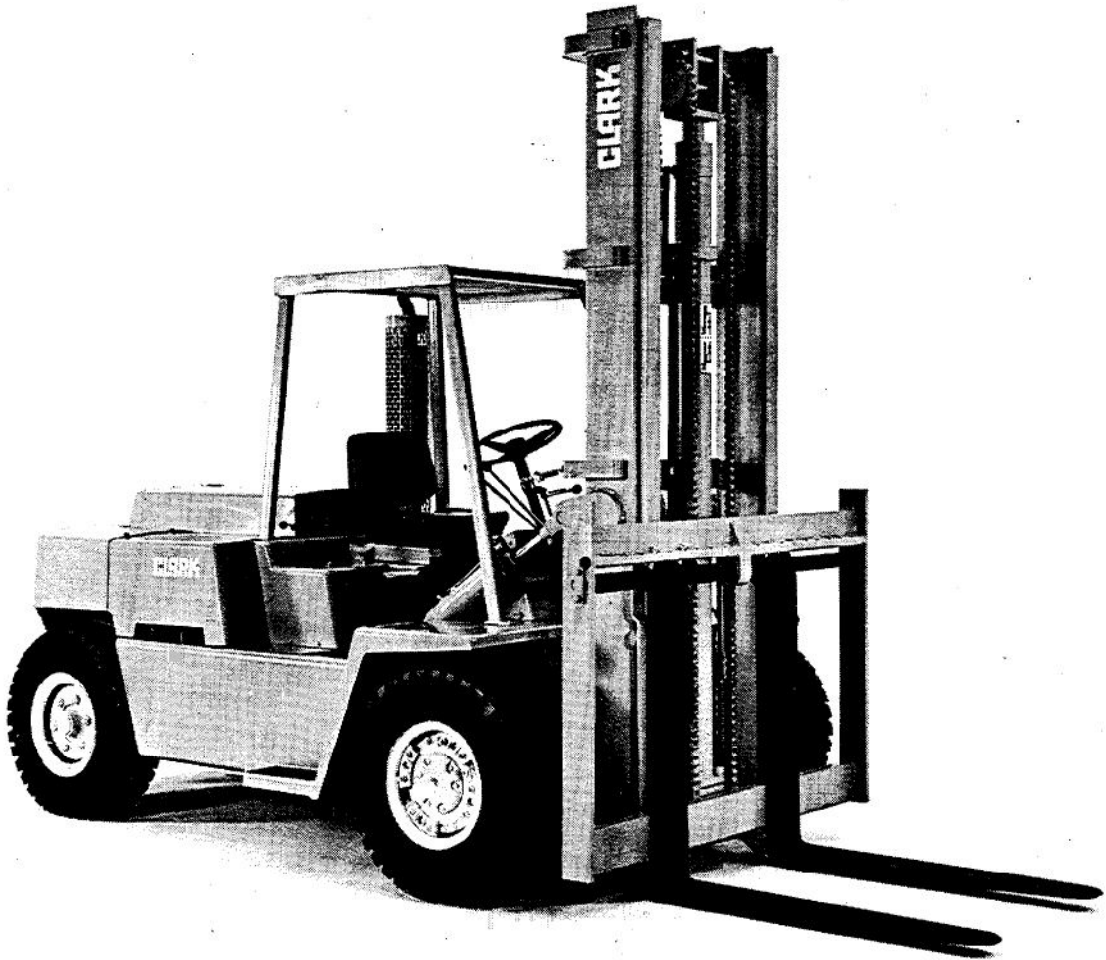


## CLARKLIFT C500

PERKINS DIESEL POWERED  
10,000 LB. THRU 15,000 LB.  
RATED CAPACITY

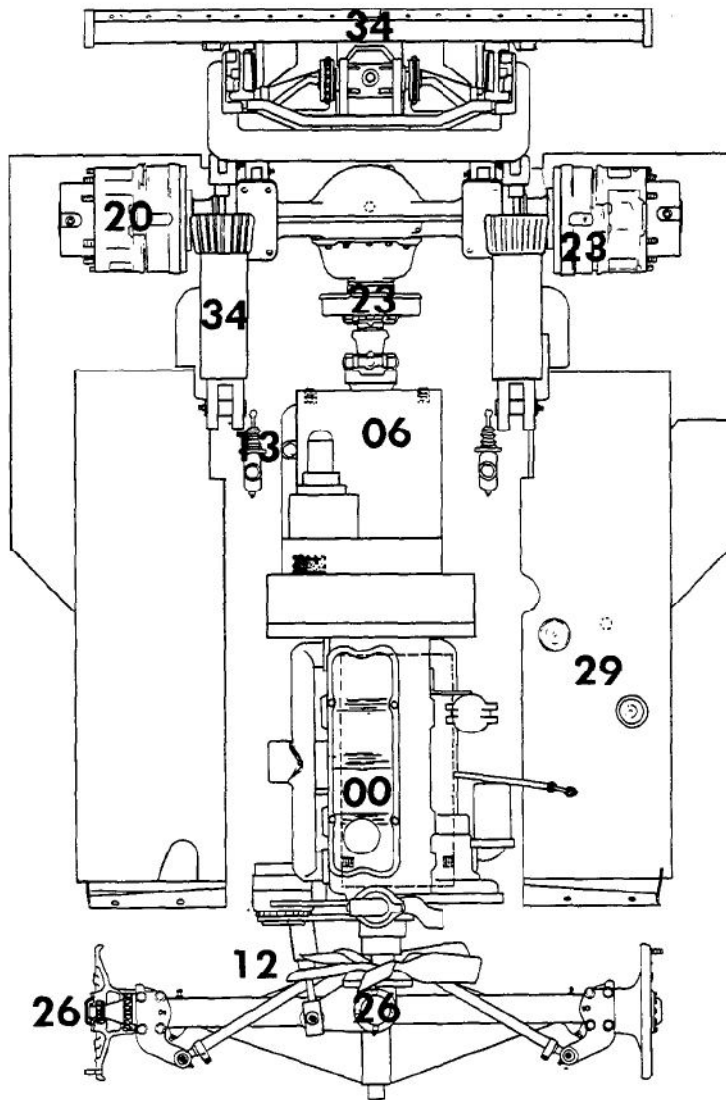
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C500Y 110-135-155  
PERKINS DIESEL

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F O R E W O R D

PLANNED MAINTENANCE SECTION

The Planned Maintenance Procedures are in the front of this book. They are a specific guide which should be followed when working on the truck. Adjustment Procedures, specifications and other information, including lubrication, are found in the rear of this book and are listed under GROUP and Section Numbers. See the Index or the Product Identification Card.

About Planned Maintenance

Planned Maintenance is a procedure in which inspections, adjustments, lubrication and the replacing of filters are done using a regular system. A good PM procedure should include a method of record keeping which enables you to find better PM systems and enables you to follow the costs per truck.

A good PM system should include two basic parts:

1. An inspection done by the driver at the beginning of each shift. This is a quick visual check for damage, leaks, levels of water fluids, lights, instruments and devices that are worn.
2. The Planned Maintenance procedure is set up on 50 to 250 hours of operation. The interval is determined by operating conditions.

Records will tell you how often PM should be done. If an operation is clean and not hard, the interval can be extended. If an operation is dirty and hard, the interval may have to be cut down. The interval can be selected to fit your operation.

If the PM is followed, needs for repairs, adjustments and replacements will be found and such work will be done only as needed.

For example, brake checks which are part of the PM will show the need for adjustments and/or repairs which may be required. 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 do away with the 500, 1000 and 2000 hour inspections. The things normally covered in these inspections will be done only when the FM uncovers the need for repairs.

The purposes of PM are:

1. To lower the cost of down time.
2. Lower maintenance costs.
3. Increase truck efficiency.
4. Above all, to increase the safety of drivers and other personnel.

Forms For Inspections

To make sure that each inspection and each PM is correctly done, use the forms in GROUP 40. These forms provide a guide for the inspections and procedures and give a record of maintenance needed for each truck. They will also help you to know when a truck needs repairs which can be done without the effect of down time.

Your local CLARK Dealer has a supply of forms for inspections.

## THE PROCEDURE FOR PLANNED MAINTENANCE:

First check the oil level and add oil if necessary.



Fig. A0872

Check the level of the transmission fluid.

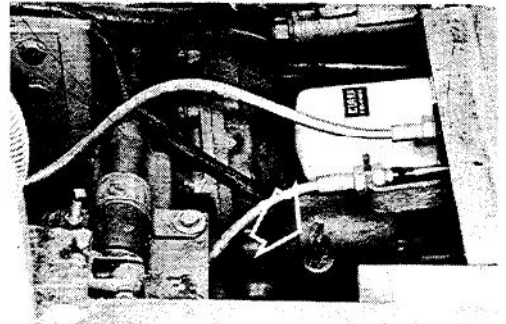


Fig. A0859

Check the level of the main hydraulic system sump. Make sure the carriage is down.

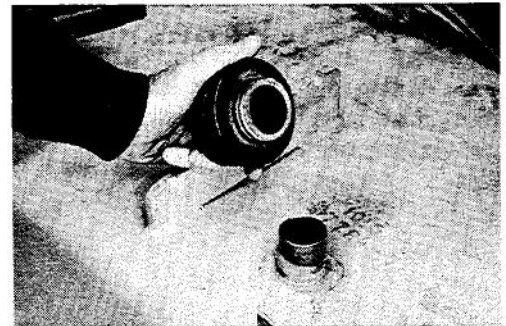


Fig. A0840

Check the fuel level.

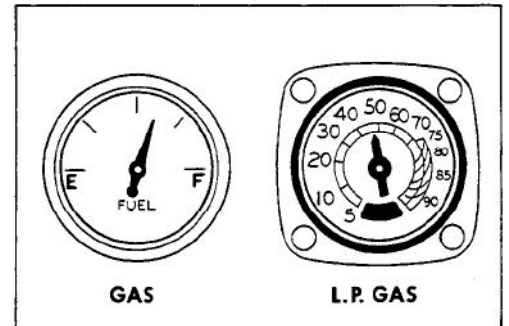


Fig. 16628

Check the level of the coolant and add the correct coolant mixture (GROUP 01, Section 2).

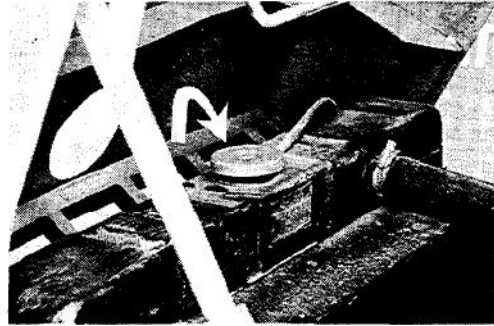


Fig. A0839

Push down on the brake pedal. If the pedal moves slowly down, check for leaks in the system. If the pedal is soft, the system needs the air removed (see GROUP 23, Section 1).

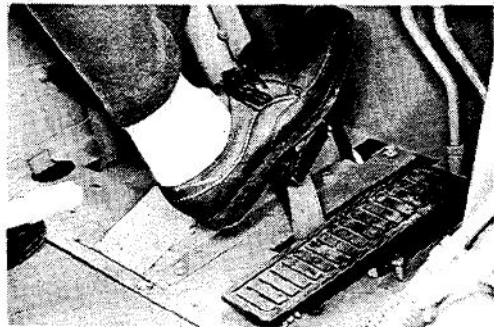


Fig. A0817

Engage the parking brake, start the engine, move the lever into low gear and slowly increase engine speed. The truck must not move. If the truck does move, then see GROUP 23, Section 4 for adjustment procedures.

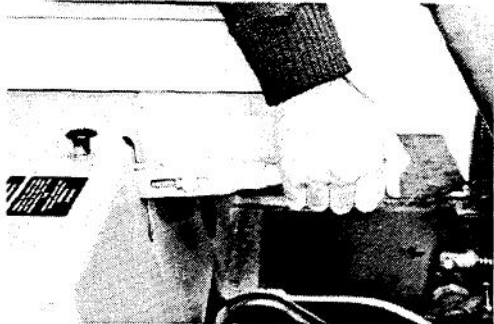


Fig. A0863

Make sure that the seat is installed correctly and the seat adjuster moves forward and back.

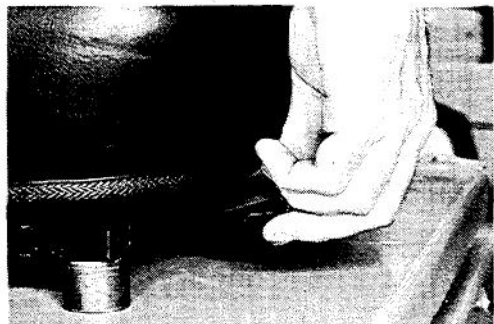


Fig. A0556

Sit in the seat and put on the brake. Make sure that the neutral start switch operates by trying to start the engine while the transmission is in gear. If the ignition does work while the transmission is in any gear, see GROUP 13, Section 1 for adjustment procedures.

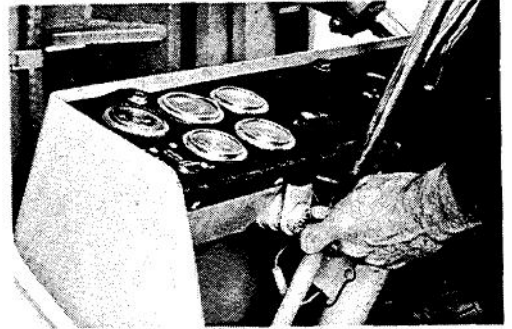


Fig. A0849

Make sure that the instruments, horn, head and tail lights, indicator lights and warning lights are working correctly.

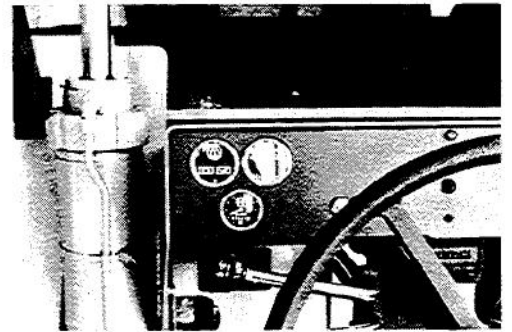


Fig. A0605

Make sure that the hour meter starts.

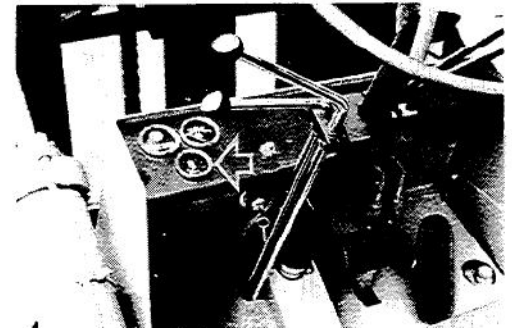


Fig. A0605

Run the engine. Check for any wrong engine noise.



Fig. A0849

Look for smoke at the tail pipe which will show engine problems.

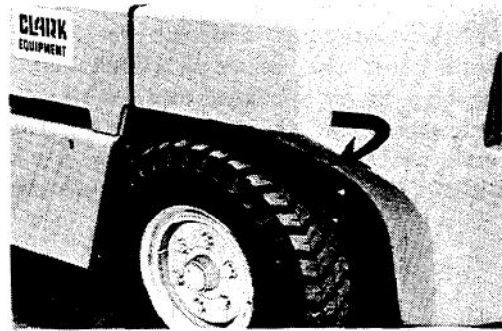


Fig. A0823

Make sure that the control levers are installed correctly and move freely.

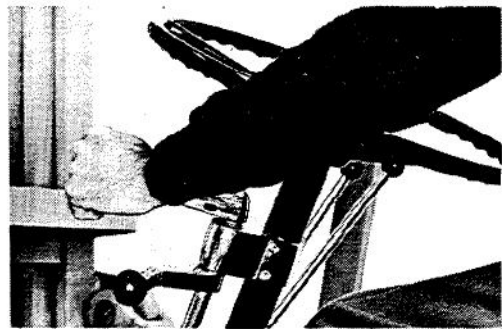


Fig. A0844

Raise the upright, then tilt the upright forward and back to check upright for twisting and loose roller adjustment.

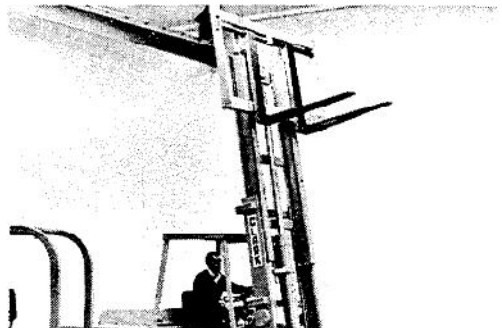


Fig. A0831

To check the steering, turn the steering wheel. See if the steer tires turn as soon as you turn the steering wheel. Check for loose steering. See GROUP 26, Section 2 for adjustment procedures.

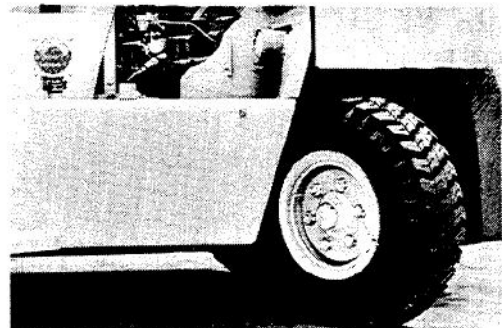


Fig. A0829