

**STILL**  
**ELECTRONIC**  
**DOCUMENTATION**  
**SYSTEM**

## Electric reach truck

FM-SE-14  
FM-SE-16  
FM-SE-20





## **Edition 12/2007**

- First Edition

- Amendments to operator's display
- Amendments to hydraulic circuit
- Various editorial changes

## **Edition 04/2008**

- Added special tools

## **Edition 07/2009**

- Added bump stops
- Added curve control



## Introduction

This is a guide to those responsible for the repair and maintenance of the 115-03 reach truck. A full inspection and maintenance procedure for up to 10000 hours, together with all necessary checks and adjustments can be found in the User Manual.

Due to the ever increasing higher standard of production methods, materials used, and the company policy of continuous improvement, some servicing procedures detailed in this manual may have changed. We are therefore unable to consider any claims based on the specification, illustrations and descriptions contained in this manual.

### ⚠ CAUTION

Working on the electrical control system without first discharging the steering capacitor can lead to damage of the CAN interface drivers.

It is imperative, that before working on the control system, that the battery is disconnected, and the steering capacitor voltage is discharged. The steering capacitor voltage can be safely discharged by operating the horn with the battery plug **DISCONNECTED**.

Check that the voltage between 3F1 and the main negative is less than 5V before working on the truck.

## Symbols used

The precautions **Danger**, **Warning**, **Caution**, **Note** und **Environment Note** in this manual are provided to indicate special hazards or unusual information requiring special identification:

### ⚠ DANGER

indicates hazards that may result in personal injury or death and/or substantial damage to the product.

### ⚠ WARNING

indicates hazards that may result in personal injury and/or substantial damage to the product.

### ⚠ CAUTION

Connecting or disconnecting the battery with the truck switched on could cause damage to electrical components.

Before connecting or disconnecting the battery, ensure the truck is switched off, and the emergency isolator is depressed.

**DO NOT FIT PARTS OTHER THAN THOSE AVAILABLE FROM THE MANUFACTURER, OR ALTER EXISTING EQUIPMENT. INCORPORATION OF PARTS OTHER THAN THOSE SUPPLIED BY THE MANUFACTURER OR ALTERATION OF EXISTING EQUIPMENT WITHOUT THE MANUFACTURER'S PERMISSION MAY MAKE THE TRUCK UNSAFE AND WILL RENDER INVALID THE MANUFACTURER'S VEHICLE GUARANTEE.**

When overhauling any unit, all seals, tab washers or split pins must be renewed. The unit must then be greased or filled with correct grade lubricant. See Recommended Lubricants.

Reference is made throughout the text to the front, rear, left hand side and right hand side of the truck. To avoid any confusion when ordering spare parts, it should be noted that the elevating forks are always considered to be on the rear of the truck. The left hand or right hand side is determined from the driving position facing towards the mast.

### ⚠ CAUTION

indicates hazards that may result in damage to or destruction of the product.



### NOTE

*Identifies technical information requiring special attention because the connection may not even be obvious to skilled personnel.*



### ENVIRONMENT NOTE

*The information contained herein must be observed, otherwise environmental damage may occur.*

For your safety other symbols are also used. Please note the different symbols.



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