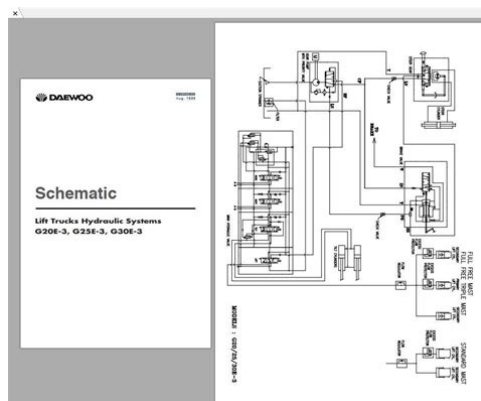


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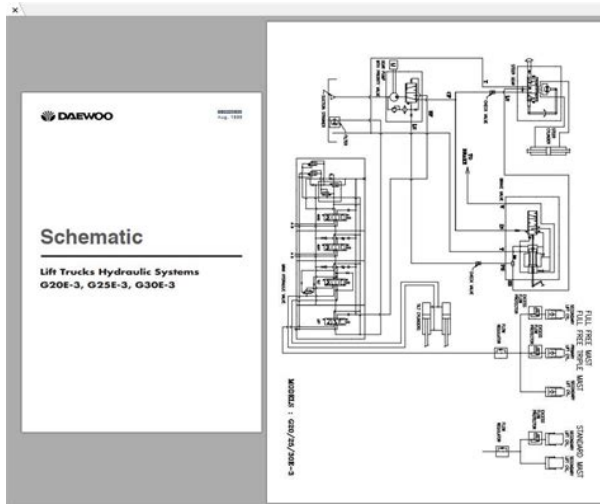
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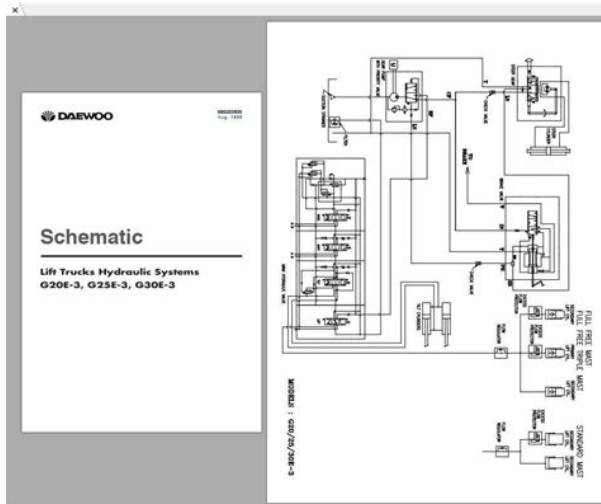
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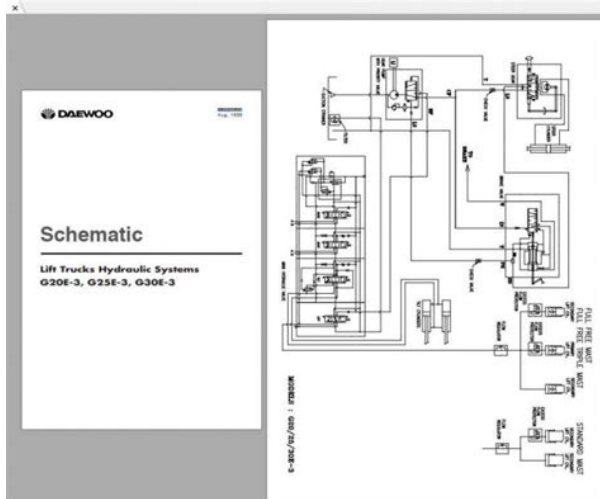
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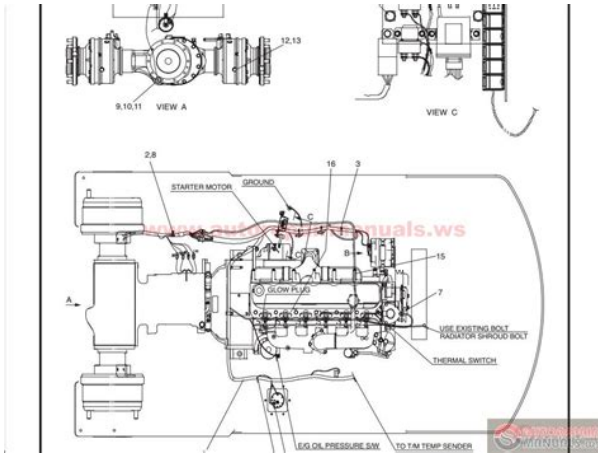
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1 3 4 **WARNING** Read this entire manual and all other publications pertaining to the work to be performed before installing, operating, or servicing this equipment. Practice all plant and safety instructions and precautions. **CAUTION** To prevent damage to a control system that uses an alternator or battery charging device, make sure the charging device is turned off before disconnecting the battery from the system. Electronic controls contain static sensitive parts. Observe the following precautions to prevent damage to these parts. Discharge body static before handling the control with power to the control turned off, contact a grounded surface and maintain contact while handling the control. Avoid all plastic, vinyl, and Styrofoam except antistatic versions around printed circuit boards. Do not touch the components or conductors on a printed circuit board with your hands or with conductive devices. **IMPORTANT DEFINITIONS** **WARNING** indicates a potentially hazardous situation, which, if not avoided, could result in death or serious injury. **CAUTION** indicates a potentially hazardous situation, which, if not avoided, could result in damage to equipment. Never check for leaks with a flame or match. Use a leak detector solution or an electronic detector. Make sure the container service valve is closed when connecting or disconnecting. If the container service valve does not operate properly, discontinue use and contact your propane supplier. Never insert any object into the pressure relief valve. **WARNING** LP gas is highly flammable. To prevent personal injury, keep fire and flammable materials away from the lift truck when work is done on the fuel system. Gas vapor may reduce oxygen available for breathing, cause headache, nausea, dizziness and unconsciousness and lead to injury or death. Always operate the forklift in a well ventilated area Liquid propane may cause freezing of tissue or frostbite.

Avoid direct contact with skin or tissue; always wear appropriate safety protection including gloves and safety glasses when working with liquid propane. **NOTE** NFPA National Fire Protection Agency 58 covers the procedures for storage and garaging for repair purposes, on propane powered equipment. **CAUTION** Safety is an important consideration for any repair facility, and repairing LPG fueled machinery is no exception. Refer to the NFPA National Fire Protection Agency for the appropriate fire extinguisher specifications and fluorescent lighting requirements. Propane has a heavier than air vapor density and will fall if a leak occurs, while natural gas, by comparison, will rise in the event of a leak Figure 1. This is an important property that technicians need to be aware of when performing maintenance. When repairing propane machinery, the work should be performed in the lowest point of the facility where possible. The tank supply should be shut off, except when required for running equipment. Figure 1 LPG **CAUTION** LPG fueled machinery may be garaged anywhere gasoline powered vehicles are garaged. When machines are stored for a long period, it is advisable to shut off the tank supply valve and run the machine until the fuel trapped down stream of the valve is depleted. LPG is produced as a byproduct of natural gas processing or it can be obtained from crude oil as part of the oil refining process. LPG, like gasoline, is a compound of hydrogen and carbon, commonly called hydrocarbons. In its natural state, propane is colorless and odorless; an odorant ethyl mercaptan is added to the fuel so its presence can be detected. There are currently three grades of propane available in the United States. **APPROXIMATE COMPOSITION OF HD5 PROPANE BY VOLUME** Propane C₃H₈ 90.0% min. Propylene Butane C₄H₁₀ Iso Butane Methane CH₄ TOTAL 5% max. 2.0% 1.5% 1.5% 100% An advantage of LPG is the ability to safely

store and transport the product in the liquid state.

In the liquid state propane is approximately 270 times as dense as it is in a gaseous form. By pressurizing a container of LPG we can effectively raise the boiling point above 44 deg. The point at which the liquid becomes a gas boiling point depends on the amount of pressure applied to the container. This process operates similarly to an engine coolant system where water is kept from boiling by pressurizing the system and adding a mixture of glycol. For example water at normal atmospheric pressure will boil at 212 deg. If we install a 10 PSIG cap on the radiator, pressurizing the cooling system to 10 PSIG, the boiling point of the water increases to 242 deg. The same principle is applied to LPG in a container, commonly referred to as an LPG tank or cylinder. Typically an LPG tank is not filled over 80% capacity allowing for a 20% vapor expansion space. Outside air temperature effects an LPG tank and must be considered when using an LPG system. Figure 2 shows the relationship between pressure and temperature in a LPG tank at a steady state condition. LPG's relative ease of vaporization makes it an excellent fuel for lowrpm engines on startandstop operations. The more readily a fuel vaporizes the more complete combustion will be. Because propane has a low boiling point 44F, and is a low carbon fuel, engine life can be extended due to less cylinder wall wash down and little, if any, carbon build up. Portable universal cylinders are used primarily for offhighway vehicles and are constructed in accordance with the DOTTC United States Department of Transport Transport Canada. The cylinders are referred to as universal because they can be mounted in either a vertical or horizontal position Figure 4. Figure 4 Installing LPG Fuel Tanks When installing a tank on a lift truck, the tank must be within the outline of the vehicle to prevent damage to the valves when maneuvering in tight spaces.

Horizontal tanks must be installed on the saddle that contains an alignment pin, which matches the hole in the collar of the tank. When the pin is in the hole, the liquid withdrawal tube is positioned to the bottom of the tank. A common problem is that often these guidepins are broken off, allowing the tank to be mounted in any position. This creates two problems. 1. When the liquid withdrawal tube is exposed to the vapor space, it may give a false indication that the tank is empty, when it actually is not. 2. The safety relief valve may be immersed in liquid fuel. If for any reason the valve has to vent, venting liquid can cause a serious safety problem, CAUTION When empty, the tank is exchanged with a prefilled replacement tank. When exchanging a tank, safety glasses and gloves should be worn. NOTE A 375psig, relief valve is used on a DOT forklift tank. The relief valve must be replaced with a new valve after the first 12 years and every 10 years thereafter. The tank must be discarded if the collar is damaged to the point that it can no longer protect the valves. It must also be replaced if the foot ring is bent to the point where the tank will not stand or is easily knocked over. The service valve installs directly into the tank and has two main categories, liquid and vapor service valves. The excess flow valve shuts off the flow of liquid propane if the flow rate of the liquid propane exceeds the maximum flow rate specified by the manufacturer. Fuel Gauge In figure 5 a visual fuel gauge is used to show the fuel level in the tank. A mechanical float mechanism detects the liquid propane level. A magnet on the end of the float shaft moves a magnetic pointer in the fuel gauge. Some units have an electronic sending unit using a variable resistor, installed in place of a gauge for remote monitoring of the fuel level. The gauge may be changed with fuel in the tank. In some applications a fixed tube fuel indicator is used in place of a float mechanism.

A fixed tube indicator does not use a gauge and only indicates when the LPG tank is 80% full. The fixed tube indicator is simply a normally closed valve that is opened during refueling by the fueling attendant. When opened during refueling and the tanks LPG level is below 80%, a small amount of vapor will exit the valve. When the LPG tank level reaches 80% liquid propane will begin exiting the valve in the form of a white mist Always wear the appropriate protective apparel when refueling LPG cylinders. In order for this type of gauge to be accurate, the tank must be positioned properly. When full 80% LPG the valve is closed by turning the knurled knob clockwise. Typically a warning label

surrounds the fixed tube gauge which reads STOP FILLING WHEN LIQUID APPEARS. Figure 6 Outlet Excess Flow Valve CAUTION When the tank is in use the service valve should be completely open. If the valve is partly open, the vehicle may not be getting enough fuel to operate efficiently. In addition to possibly starving the engine for fuel, a partly open valve may restrict the flow enough to prevent the excess flow valve from closing in the event of a ruptured fuel line. Most liquid service valves have an internal hydrostatic relief valve and are usually labeled LIQUID WITH INTERNAL RELIEF. The hydrostatic relief valve protects the fuel service line between the tank and the lock off from over pressurization. The internal hydrostatic relief valve has a minimum opening pressure of 375 PSIG and a maximum pressure of 500 PSIG. These type of relief valves have an advantage over external relief valves because the propane is returned to the tank in the event of an over pressurization instead of venting the propane to atmosphere. The female portion is adapted to the liquid hose going to the fuel system. Both halves are equipped with 100% shutoffs, which open when coupled together to allow fuel flow. The coupler has two seals. One is an oring and the other is a flat washer.

The oring prevents leakage from the shaft on the other coupling and the flat washer seals when the coupler is fully connected. The extra washer or o ring must be removed from the shaft and the coupling reconnected. Filler Valve The liquid filler valve Figure 9 has a male thread to receive a fuel nozzle and typically has a plastic or brass screw on cap that is retained with a small chain or plastic band to keep debris out of the filler valve. The filler valve is a oneway flow device that uses two check valves to allow fuel to enter the tank but prevent it from exiting. Both check valves are backpressure type check valves, designed so that backpressure from the tank assists the check valves own spring pressure to close the valve. The first valve uses a neoprene on metal seal and the second valve uses a metal on metal seal. A weakness ring is machined into the filler valve just above the check valves and will allow the filler valve to shear off in case of an accident. The valve will break or shear off above the check valves so that the tank will be sealed and no liquid propane can escape. Sensor PEDAL ANGLE SENSOR TwoOutput Signals Installed on Accelerator Pedal OXYGEN SENSOR Heated Exhaust Gas Oxygen Sensor HEGO 12 V operation volt ECTECM Engine Coolant Temperature Sensor for ECM ECTGAUGE Engine Coolant Temp. In order to obtain maximum effect from the catalyst, an accurate control of the air fuel ratio is required. A small engine control module SECM uses a heated exhaust gas oxygen sensor HEGO in the exhaust system to monitor exhaust gas content. To calculate any necessary corrections to the air fuel ratio, the SECM uses a number of different sensors to gain information about the engines performance. Engine speed is monitored by the SECM through a variable reluctance VR sensor. Intake manifold air temperature and absolute pressure is monitored with a TMAP sensor.

The MI04 is a drive by wire DBW system connecting the accelerator pedal to the electronic throttle through the electrical harness, mechanical cables are not used. A throttle position sensor TPS monitors throttle position in relation to the accelerator pedal position sensor APP feedback. Even engine coolant temperature is monitored by the SECM. The SECM controller has full adaptive learning capabilities, allowing it to adapt control function as operating conditions change. Factors such as ambient temperature, fuel variations, ignition component wear, clogged air filter, and other operating variables are compensated. The primary function of the fuel filter is to remove particles and sediments that have found their way into the tank. The LP fuel filter will not remove heavy end solids and paraffin s that build up in LPG fuel systems as a result of vaporization. This is the first of three safety locks in the MI04 system. Figure 12 shows the electric fuel lock assembly. In the MI04 design, power is supplied to the fuel lockoff with the SECM controlling the lockoff ground earth connection. The lockoff remains in a normally closed NC position until the key switch is activated, this supplies power to the lockoff and the SECM but will not open the lockoff until the SECM provides the lockoff ground connection. This design gives the SECM full control of the lockoff while providing additional safety by closing the fuel lockoff in the unlikely event of a power failure, wiring

failure or module failure. When the liquid service valve in the fuel container is opened liquid propane flows through the LP filter and through the service line to the fuel lockoff. When the engine is cranked over the main power relay applies power to the lockoff and the SECM provides the lockoff ground causing current to flow through the windings of the solenoid creating a magnetic field. The strength of this magnetic field is sufficient to lift the lockoff valve off of its seat against spring pressure.

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