Installation and Wiring

General

1. A metallic container encloses control board (Fig. 1). (Refer to APPENDIX A for technical data and other details about control board)

2. There are three power modules (see fig 2 for single module) assembled to main board as shown in Fig. 3 and Fig. 4. (Refer to APPENDIX A for technical data and other details about power inverters)

3. A 68 ways AMP connector (named K1), permits to interface control board to lift truck electrical/electronic sub-devices. See Fig. 4 for a view of K1- 68 ways connector. (Refer to APPENDIX B for technical data and other details about K1 connector and to APPENDIX D for a generic interconnection schemata)

4. Three 26 ways connectors (named C1 C2 C4) permit to wire and control 3 power inverters. No details are given about the pin-out of these connectors t, because they are not user accessible for maintenance or diagnostic operations. Power modules shall be connected also to battery supply (wire named +B and -B) and to corresponding motor phases.

⚠ WARNING

Working on electrical systems is potentially dangerous; you should protect yourself against :
Uncontrolled operation: some conditions could cause the motor to run out of control: disconnect the motor or jack up the vehicle and get the drive wheels off the ground before attempting any work on motor control circuitry.
High current arcs: batteries can supply very high power, and arcs can occur if they are short circuited. Always open the battery circuit ground before working on motor control circuit. Wear safety glasses and use properly insulated tools to prevent shorts.
Lead acid batteries: charging or discharging generates hydrogen gas, which can build up and go around the batteries. Follow the battery manufacturer's safety

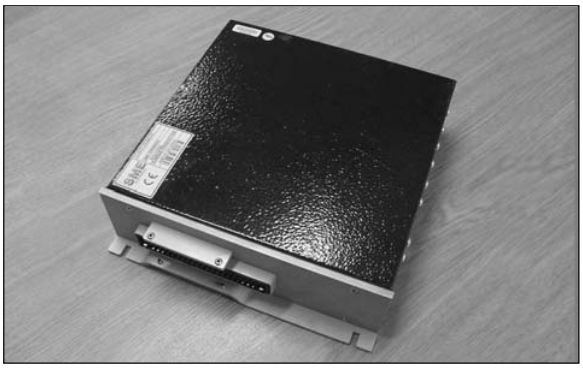

Fig. 1: Logic control board

Fig. 2: Single power module

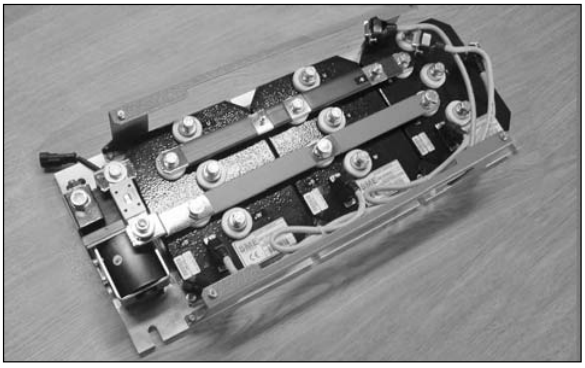

Fig. 3: Power modules assembly with main contactor and fuses

Fig. 4: Power modules assembly with control board mounted

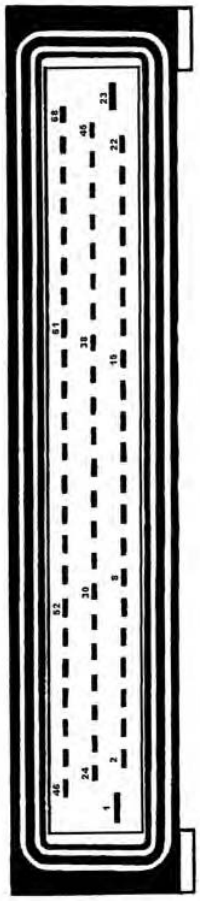

Fig. 4: View of accessible terminals on 68 ways connector