

Service Manual

PowerBoss®
The Power of Clean

Admiral 28C & 30D

Beginning ser.# GADMIRAL28xxxx1 OR GADMIRAL30xxxx1

Training
Troubleshooting
Adjustments



REVISED SEPT. 2015

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1. Information

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Caution:

All work on the vehicle may only be completed after disconnection of the power supply (disconnect the battery plug) with the exception of the current and voltage measurements.

When changing high current fuses, only loosen the screws. Never unscrew the screws completely, otherwise there is a risk of short circuit.
Insert the new high current fuses fully, i.e. evenly under the screws.

Following repairs, the starting current and operating current must be measured in order to discover any potential faults.

The legally binding, generally applicable safety and accident prevention regulations must be observed when performing any work on the vehicles.

2. General Information

The Admiral 28 & 30 is equipped with a service indicator in the operating hour counter display. After switching the key switch on, a four-character code appears for approx. 3 seconds in the display which indicates the software version (e.g. 1.001), possibly another four-character code which indicates the last fault which has occurred followed by the operating hour counter.

As soon as a fault occurs, the open-ended wrench lights up in the display and the machine beeps. The current diagnostic code (four-character alphanumeric code in the service indicator) appears with flashing points between the characters. Only when these criteria are fulfilled is the error currently pending!

There is no diagnostic code which contains a "ZERO".

The chargers are provided with a separate operating manual enclosed with the device and which contains descriptions of the operating and fault conditions of the charger.

2.1 Settings

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The relevant settings can be defined in the machine's Configuration menu. The diagnostics connector with order number PN 03006790 is required in order to define these settings.

The settings to be defined include:

Machine type / Cleaning unit

TSG (total discharge signal transducer) / Battery type

Options

Deletion of the display of the last error on completion of repairs

Programmable program versions (PPV)

Fixed program versions (FPV), cleaning programs

2.2 Short Description

The vehicle is controlled by means of the following electronics:

- Central electronics system (A1)
- Operating and indicator panel (A2)
- Drive control (A4)

The control electronics (A1) assumes all the control and monitoring tasks in the vehicle except for the driving functions.

No special diagnostic code appears in the display should a drive control error occur because the drive control is provided with a separate diagnostics display (blink code via the LED on the drive control) (see Chapter 9).

It is possible to switch between the buttons controlling scrubbing and vacuuming and the green Hakomatic button for combined cleaning as required so that the function selected at any moment is activated. On pressing the "Boost" button, the brush pressure is increased and the water quantity is set to its maximum level for 1 minute. The hand-operated tool can only be used when the parking brake is applied.

2.2.1 Deactivating Vacuuming / Dirty Water Tank Full

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Vacuuming is switched off manually by the operator using the corresponding button or automatically when the “Dirty water tank full” signal is received in order to protect the suction turbines.

Deactivation by the operator:

Squeegee is raised

Suction motor switches off after a delay (15 second)

Deactivation due to full tank:

The “Dirty water tank full” switch opens as soon as the tank is full

If the switch remains open longer than 3 seconds (splashing protection), the squeegee is raised and the suction motor is switched off after a delay (15 seconds).

2.2.2 Home Position

After switching the machine on, all the components are set to their "home position" when the seat contact switch is actuated (closed).

The lifting elements are raised as long as they have not been switched off by the micro switch monitoring the top end position integrated in the lifting element.

The motors are switched off and the LED indicators in the cleaning component operating panel go out.

The lifting unit for the brush head has an integrated position detector controlled via a potentiometer.

When disassembled, the spindle of the lift element must not be turned, otherwise the positioning of the lift elements is adjusted.

2.2.3 Seat Contact Switch

The seat contact switch is connected to the control electronics A1 at A1:X9.8+18. The control electronics (A1) reacts to the opening of the seat contact switch with a 2-second delay. This means: if the contact is opened for longer than 2 seconds during operation, the motors stop and the brush head and squeegee are raised. If the switch is closed again within the 2 seconds, the machine continues to operate without any interruption. If an attempt is made to switch the machine on without the seat contact switch being closed or the switch is open for longer than 2 seconds, all the machine's functions (driving and clean) are inhibited.

If the seat contact switch remains closed for longer than 6 hours without an interruption, all the machine's functions are deactivated. The service code 3.6.6.4. appears in the operating hour counter. It is only possible to drive at this point. If the key switch is switched off and on again without the seat contact switch being opened, the driving function is deactivated too.

2.2.3 Seat Contact Switch

The drive control is provided with its own diagnosis and self-test. Therefore, the function of the drive control is inhibited when the machine is switched on if the drive potentiometer is not in its neutral position or is not detected as being in neutral.

The same occurs after the seat contact switch has been opened and is closed again. Even when the seat contact switch is closed, the drive potentiometer must be in neutral, or rather: detected as being in neutral by the drive control. If the drive control detects the drive potentiometer as not being in neutral, it initiates flashing signals (LED) on the drive control.

2.2.4 Intro to Programming

The Admiral units can be configured by means of the software and adapted to various options. The software is also used to adapt the machine to the various hardware (machine type, disk brush head or cylindrical brush head, batteries - TSG).

The modification of parameters not described in this manual could lead to machine malfunction. Therefore, the utmost care must be taken with all alterations to the configuration.

Introduction to the Configuration Menu

Proceed as follows to access the Configuration menu:

First of all, plug the diagnostics connector 03006790 on connector A1.X3 of the control electronics (Fig. 2/2). This is necessary to be able to change and save parameters.

2.2.4 Intro to Programming

Press and hold Buttons 1 and 2 simultaneously (Fig. 2.3) and switch on the key switch. The following display appears in the operating hour counter after approx. 3 seconds:

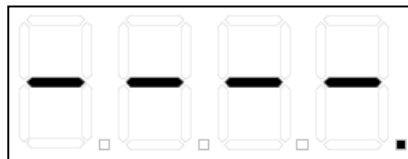


Fig. 2.1

The start screen of the Configuration menu is now open.
Press Button 2 to access Chapter 0 of the Configuration menu.

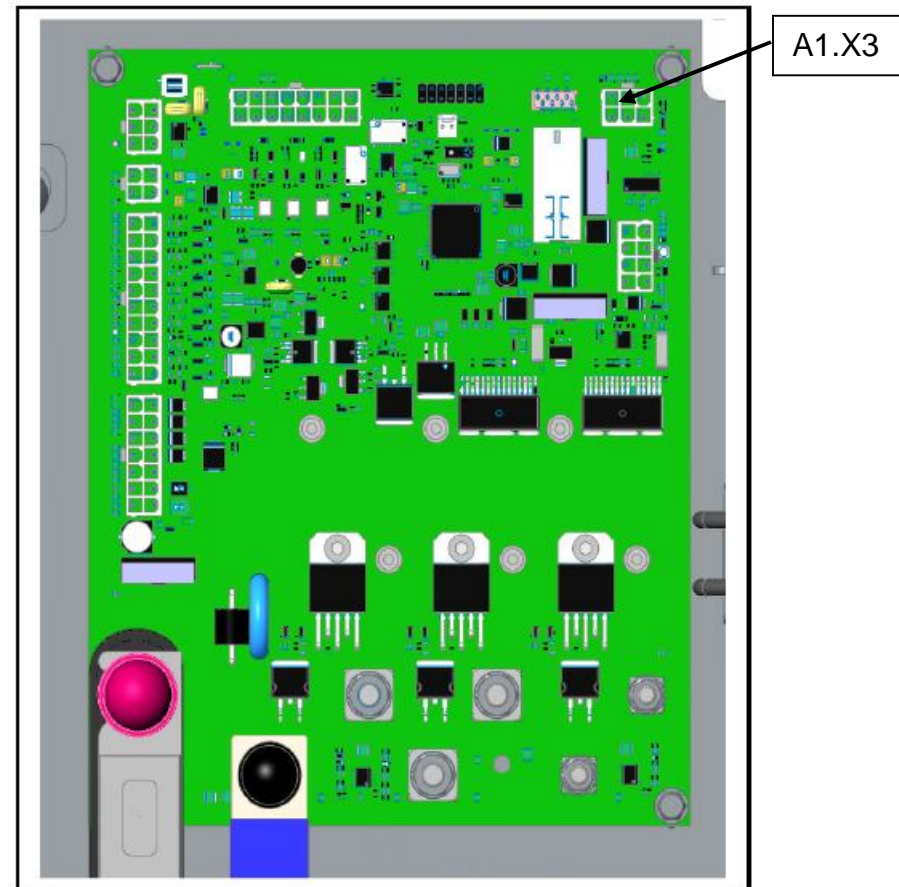


Fig. 2.2

2.2.4 Intro to Programming

You can navigate through the Configuration menu using the three 3 buttons indicated on the operating panel. Button 1 is the "Water on/off " button; Button 2 the "Water +/-" button; Button 3 the "Silent Mode" button (Fig. 2/3).

The Configuration menu is represented by 3 digits (Fig. 2/4) which describe the individual levels. The left-hand digit indicates the chapter, the middle digit the configuration and right-hand digit the content. The digit which is to the left of the flashing point is the one which is currently active (Chapter, Configuration or Content).

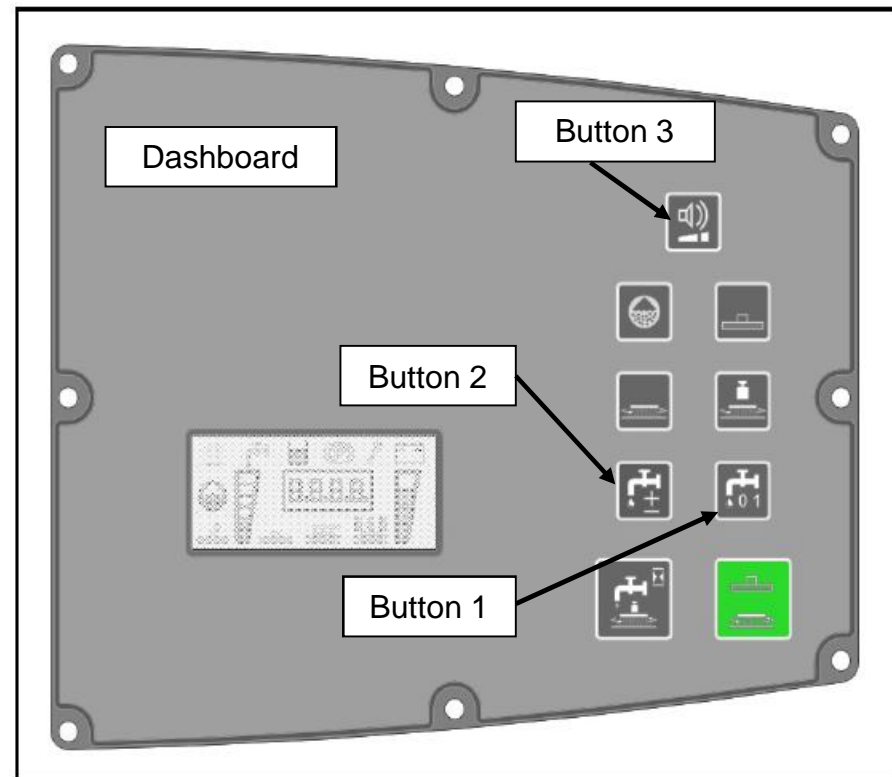


Fig. 2.3

2.2.4 Intro to Programming

Press Button 1 to change the active level:

Chapter -> Configuration -> Content -> Chapter

Press Button 2 to increase the value in the active level.

After reaching the highest value, pressing again calls in the lowest value.

Press and hold Button 3 for min. 3 seconds to save the Content setting selected, as long as the diagnostics connector is plugged into A1.X3.

In the parameter tables, "d" always signifies default setting.

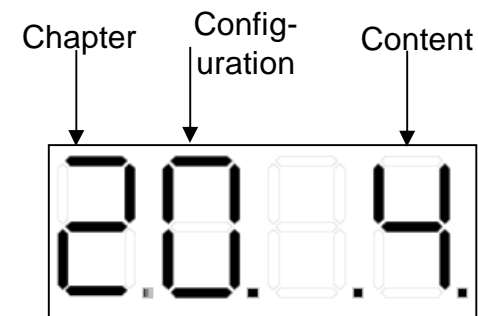
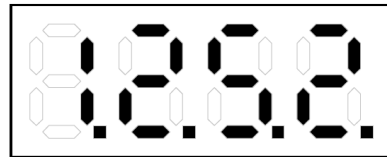


Fig. 2.4

2.2.5 Reset Last Error

Access the programming level as described in Chapter 2.2.4. Fig. 2.1 appears. The diagnostics connector must be connected to A1.X3.

Press Button 2 six times, the last error which occurred is indicated in the display. e.g.



Press and hold Button 3 for approx. 3 seconds until "0.0.0.0." appears in the display. Switch the machine off using the key switch and disconnect the diagnostics connector from A1.X3.

3 Technical Data

Technical data:	ADMIRAL	28	30
Working width	cm	70	75
Effective suction width	cm	95	95
Area performance up to approx.	m ² /h	4.500	4.800
Working speed up to	km/h	6,5	6,5
Voltage	Volt	24	24
Protection class (VDE 0700)		III	III
Air volume, vacuum	m ³ /h	118	118
Pressure, vacuum	mbar	170	170
Drive motor capacity	W	800	800
Brush motor capacity	W	2 x 870	870
Vacuum motor capacity	W	550	550
Number of brushes	Pieces	2	2
Brush diameter	cm	15	38
Brush revolutions	rpm	850	210
Brush pressure up to	kg	33	60
Clean / dirty water tank	Liter	116/116	116/116
Dirt hopper, gross	Liter	5	
Climbing ability ready for operation	%	10	10
Length with squeegee	cm	166	166
Width without/with squeegee	cm	80/95	80/95
Height	cm	144	144
Turning circle in aisle	cm	170	170
Weight, empty, without batteries	kg	340	340
Total weight ready for operation	kg	716	716
Specific wheel pressure up to	N/mm ²	0,6	0,6

3 Technical Data

	Unit	28	30
Tank volume			
Clean water tank tank	Liters	116	116
Waste water tank	Liters	116	116
Brush head			
No. of brushes	Pieces	2	2
Brush speed	rpm	850	200
Suction			
Air flow rate	m ³ /h	110	110
Vacuum	mbar	170	170
Electrical installation			
Nominal voltage	V	24	24
Nominal power (max.) (P1)	W	3100	3260
Power consumption, drive motor (P1 / S2-120 min)	W	816	816
Power consumption, aspirating engine (P1)	W	528	528
Power consumption, brush motor (P1)	W	876	960
Power consumption, water pump (P1)	W	100	100
Protection class		III	III
Type of protection		IPX3	IPX3

3 Technical Data

Noise emission value The sound power level (LwAd) measured according to EN 60335-2-72 under normal under working conditions is: The sound pressure level (LpA) measured according to DIN EN 60335-2-72 (at the driver's ear) under normal working conditions is: Measurement inaccuracy (KpA):	dB (A) dB (A) dB (A)	85 66 2
Vibration The weighted effective value of acceleration, measured in accordance with DIN EN ISO 5349, to which the upper parts of the body (hand-arm) are exposed under normal working conditions:	m/s ²	< 2.5

4. Maintenance Intervals

In a modular structure, the Maintenance determines the specific technical works to be executed and equally fixes the period between two maintenance cycles.

For each of the maintenances, the replaceable parts are determined as well.

Find further details described in the specific chapters.

Maintenance K:

To be performed by the customer in accordance with the maintenance and care instructions contained in the operating instructions (daily or weekly). The driver/operator will be instructed upon delivery of the machine.

Maintenance I: (every 250 hours of operation)

To be performed by qualified personnel of authorised Service Center in accordance with the machine-specific system maintenance including spare part kit.

Maintenance II: (every 500 hours of operation)

To be performed by qualified personnel of authorised Service Center in accordance with the machine-specific system maintenance including spare part kit.

Maintenance S: (every 1000 hours of operation, safety check)

To be performed by qualified personnel of authorised Service Center in accordance with the machine-specific system maintenance including spare part kit.

Execution of all safety-relevant inspections as prescribed by law.

4.1 Maintenance K

The daily and weekly maintenance intervals must be performed by the customer/operator.

Activity	Interval	
	Daily	Weekly
Empty and clean the waste water tank	o	
Check the lid seal of the waste water tank; clean, if necessary	o	
Check the battery charge; recharge, if necessary	o	
Check the clean water filter; clean or change as necessary	o	
Fill the clean water tank and dose the chemicals	o	
Check the sealing strips on the squeegee; turn or change as necessary	o	
Check the deflector rubber of the side deflector, change as necessary	o	
Check the scrubbing quality of the brush head; clean the brushes, pad and pad holder if necessary		o
Check the suction power of the squeegee; clean or change the sealing strips as necessary		o
Check the suction hose between the squeegee and waste water tank is fitted firmly and for signs of damage		o
Check the brushes and water retaining ring are fitted firmly and for signs of wear, change as necessary		o
Test drive and function test		o

4.2 Maintenance I

The following maintenance work must be performed by an authorised Service workshop.

Activity	Interval
	Every 250 operating hours
Check the battery acid level and acid density; top up distilled water (PzS version), if necessary	o
Check the charger (ventilation grid and air channel)	o
Grease the steering pinion and gear rim	o
Check the functionality of the brake and parking brake lock	o
Check the brush head; change worn parts as necessary	o
Check the clean water system; change worn parts as necessary	o
Check the waste water and vacuum system; change worn parts as necessary	o
Clean the brush motor ventilation grid of fluff and dirt	o
Check the squeegee connection and rollers, adjust as necessary	o
Check the front safety bar with deflection roller	o
Check the wheel mounting bolts; retighten, if necessary (42 Nm)	o
Check the electrical system; change worn parts as necessary	o
Check the visual appearance of the vehicle (color, corrosion and labels)	o
Test drive and function test	o

4.3 Maintenance II

The following maintenance work must be performed by an authorised Service workshop.

Activity	Interval
	Every 500 operating hours
All maintenance work in accordance with Hako system maintenance I	o
Read out the error memory and evaluate the error messages	o
Check the brake disk and brake blocks; change, if necessary	o
Check the electric power (hydraulic motor, brush motor and suction turbine)	o
Change the backup battery and set the real-time clock	o
Check the visual appearance of the vehicle (color, corrosion and labels)	o
Test drive and function test	o

4.4 Maintenance S (Safety Check)

The following maintenance work must be performed by an authorised Service workshop.

Activity	Interval
	Every 1000 operating hours
All maintenance work in accordance with Hako system maintenance II	o
Clean carbon dust from the drive motor and check the carbon brushes move easily and for signs of wear; change the carbon brushes, if necessary	o
Clean carbon dust from the brush motors and check the carbon brushes move easily and for signs of wear; change the carbon brushes, if necessary	o
Test drive and function test	o

5. Cleaning Programs (FPV)

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The cleaning programs define the behavior of the water supply to the brushes, the brush motors in respect of the position of the drive direction switch, the drive potentiometer (forwards, neutral, reverse) and the squeegee.

The drive direction switch S07 and drive potentiometer switch S08 provide a 24 V signal for forward drive at input A01.X10:4 and for reversing at input A01.X10:5. If no voltage signal is applied, the cleaning units are not activated.

The reaction of the cleaning functions is described in Chart 5.1.

To select a cleaning program, access the programming level as described in Chapter 2.2.4. The cleaning programs available are listed in Chart 5.2.

To save any program changes, press Button 3 for min. 3 seconds. Then disconnect the diagnostics connector from A1.

5. Cleaning Programs (FPV)



Function	Contents								
	1	2	3	4	5	6	7	8	9
Brush off when drive control is in neutral	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Brush off when drive control is in reverse	No	No	Yes	No	No	Yes	No	Yes	No
Lift brush when drive control is in neutral	No	No	No	Yes	Yes	Yes	Yes	No	No
Lift brush when drive control is in reverse	No	No	No	No	No	Yes	No	No	No
Water off when drive control is in neutral	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Water off when drive control is in reverse	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
Lift squeegee when drive control is in neutral	No	No	No	No	No	No	No	No	No
Lift squeegee when drive control is in reverse	No	Yes	No	Yes	No	No	Yes	Yes	Yes

Chart 5.1

5. Cleaning Programs (FPV)



Chapter	Configuration	Contents	Description	Admiral 28 & 30
3	0		FPV Set	
3	0	1	Refer to FPV table	x
3	0	2	Refer to FPV table	d
3	0	3	Refer to FPV table	x
3	0	4	Refer to FPV table	x
3	0	5	Refer to FPV table	x
3	0	6	Refer to FPV table	x
3	0	7	Refer to FPV table	x
3	0	8	Refer to FPV table	x
3	0	9	Refer to FPV table	x

Chart 5.2

6. Machine Settings

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6.1 Basic Settings

6.1.1 Machine Type

There are various model types, equipment installed and working widths regarding the machines in the Admiral series. These types can be set in the Configuration menu. To check and change the machine type setting, access programming level as described in Chapter 2.2.4. The parameters setting possible are stipulated in Chart 6.1.

6. Machine Settings

6.1 Basic Settings

6.1.1 Machine Type

Chapter	Configuration	Contents	Description	Admiral 28 & 30
0	1		Machine Model	
0	1	3	Hakomatic B115 / 650 (99.7090.51)	
0	1	5	Admiral 28 & 30 (99.7090.11/.21/.35/.41)	d
0	1	7	Hakomatic B115 / 900 / 850 (99.7090.81/.91)	

Chart 6.1

6. Machine Settings

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6.1.2 Cleaning Units

Different brush units can be used with the Admiral.

To check and change the machine type setting, access programming level as described in Chapter 2.2.4. The parameters setting possible are stipulated in Chart 6.2.

6. Machine Settings

6.1.2 Cleaning Units

Chapter	Configuration	Contents	Description	Admiral 28 & 30
0	2		Cleaning Units	
0	2	2	Disk brush 750 mm (ADM30)	d
0	2	6	Cylindrical brush 700 mm (ADM 28)	x

Chart 6.2

6. Machine Settings

6.1.3 Battery Setting (TSG - total discharge signal transducer)

In order to achieve the optimum operating time for the machine with the batteries installed and optimum service life of the batteries, it is essential to set the battery monitor, referred to as TSG, to the correct discharge curve.

Batteries of different construction are available which differ according to their discharge parameters.

To check and change the machine type setting, access programming level as described in Chapter 2.2.4. The parameters setting possible are stipulated in Chart 6.3.

6.1.3 Battery Setting (TSG - total discharge signal transducer)

- GiS and GiV are flat plate batteries,
- PzS and PzV are tube plate batteries
- GiV and PzV are sealed, absolutely
- maintenance-free gel batteries



- GiS and PzS are sealed, low-maintenance batteries with liquid electrolyte.
- AGM batteries are wrapping electrodes with fiberglass separators.

In the case of block batteries, the following designations are used:

- GiS = FF
- GiV = GF-Y; GF-V
- PzS = FT
- Trough batteries of the following type are available:
- EPzS and EPzV

6. Machine Settings

6.1.3 Battery Setting (TSG - total discharge signal transducer)

Chapter	Configuration	Contents	Description	ADM 28 & 30
0	3		Battery Setting	
0	3	0	Crown without offset	x
0	3	1	Crown with offset (Best Setting)	x
0	3	2	GIS, "foreign"	x
0	3	3	GIS	x
0	3	4	PzS, "foreign"	x
0	3	5	PzS	x
0	3	6	GiV	d
0	3	7	PzV	x
0	3	8	Hoppeke AGM with offset	x

Chart 6.3

6. Machine Settings

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6.1.4 Charger

This section for units with the On-Board charger only!

This menu option is used to define whether the machine is equipped with an integrated charger. This adjustment is necessary so that the TSG can operate correctly.

To check and change the machine type setting, access programming level as described in Chapter 2.2.4. The parameters setting possible are stipulated in Chart 6.4.

6. Machine Settings

6.1.4 Charger

Chapter	Configuration	Contents	Description	Admiral 28 & 30
0	4		Chargers	
0	4	0	Charger not available	x
0	4	1	Charger available	d

Chart 6.4

6. Machine Settings

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6.2 Settings On Customer Request

The programmable program versions can be used to complete various settings on the machines.

E.g. it is possible to program whether the last error which occurred on the machine should be displayed or not when the machine is switched on again.

To check and change the PPV setting, access programming level as described in Chapter 2.2.4. The parameters setting possible are stipulated in the following chart.

6. Machine Settings



6.2 Settings On Customer Request

Chapter	Configuration	Contents	Description	ADM 28 &30
2	0		"Last error" indicator after switching on the machine	
2	0	0	Deactivate	x
2	0	1	Activate	d
2	1		Water level when switching on scrubbing	
2	1	0	Last setting	d
2	1	1	Preset level (4)	x

Chart 6.5/1

6. Machine Settings



6.2 Settings On Customer Request

Chapter	Configuration	Contents	Description	ADM 28 & 30
2	2		Water level when switching on scrubbing and vacuuming	
2	2	0	Last setting	d
2	2	1	Preset level	x
2	3		Water level when switching on TOOL (menu option only appears when TOOL option is activated!)	
2	3	0	Last setting	d
2	3	1	Preset level (4)	x

Chart 6.5/2

6. Machine Settings

6.2 Settings On Customer Request

Chapter	Configuration	Contents	Description	ADM 28 & 30	Comment
2	6		Water Setting		Setting also possible without diagnostics connector!
2	6	0	From last level to first level (in circuit)	d	
2	6	1	Change direction on reaching max./min. level (ping-pong)	x	
2	7		Silence Mode Setting (menu option only appears when Silence Mode option is activated!)		Setting also possible without diagnostics connector!

Chart 6.5/3

6. Machine Settings

6.2 Settings On Customer Request

Chapter	Configuration	Contents	Description	ADM 28 & 30
2	8		Acoustic Alarm Tone Interval (menu option only appears when the Acoustic Alarm option is activated!)	
2	8	0	Standard	d
2	8	1	Alternative	x

Chart 6.5/4

7. Mechanical Components

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7.1 Squeegee

- 1 Squeegee
- 2 Star-shaped knob
- 3 Screw for angle adjustment
- 4 Suction hose
- 5 Fastening device
- 6 Washers for height adjustment

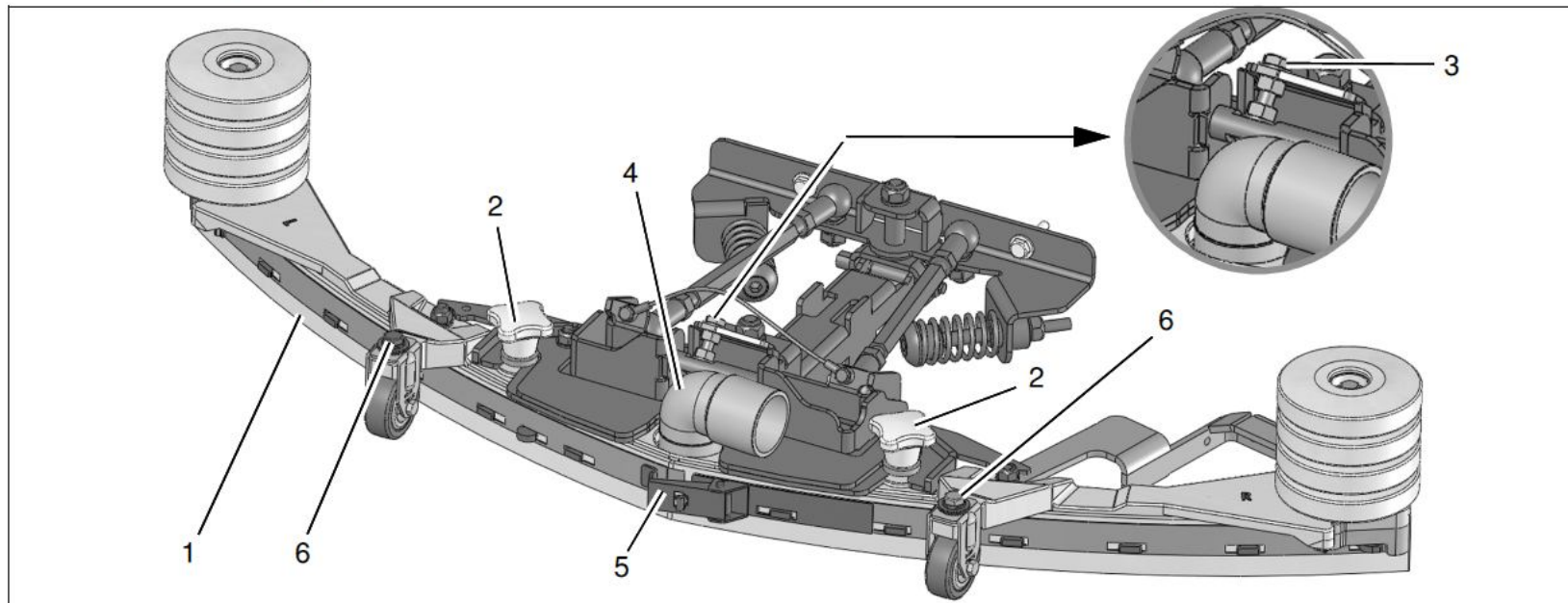


Fig. 7.1

7. Mechanical Components

7.1 Squeegee

Adjustment / Angular adjustment of the sealing strips

The angle adjustment is the decisive factor in ensuring the squeegee's sealing strips lie evenly on the floor.

1. Park the machine on a level surface and lower the squeegee.
2. Loosen the conternut on the screw (Fig. 7.1/3) and use the conternut to adjust the squeegee so that the ends of the sealing strips just make contact with the floor.

Fig. A (Fig. 7.2)

Turn the conternut counterclockwise: Distance from sealing strip to floor is reduced in the middle.

Fig. B (Fig. 7.2)

Turn the conternut clockwise: Distance from sealing strip to floor is increased in the middle.

3. Switch the vehicle on and check the suction pattern. While driving, the sealing strips must make a full, even contact with the floor (in the center and at both ends).
4. Tighten the conternut of the adjusting bolt at 7 Nm.

7. Mechanical Components

7.1 Squeegee

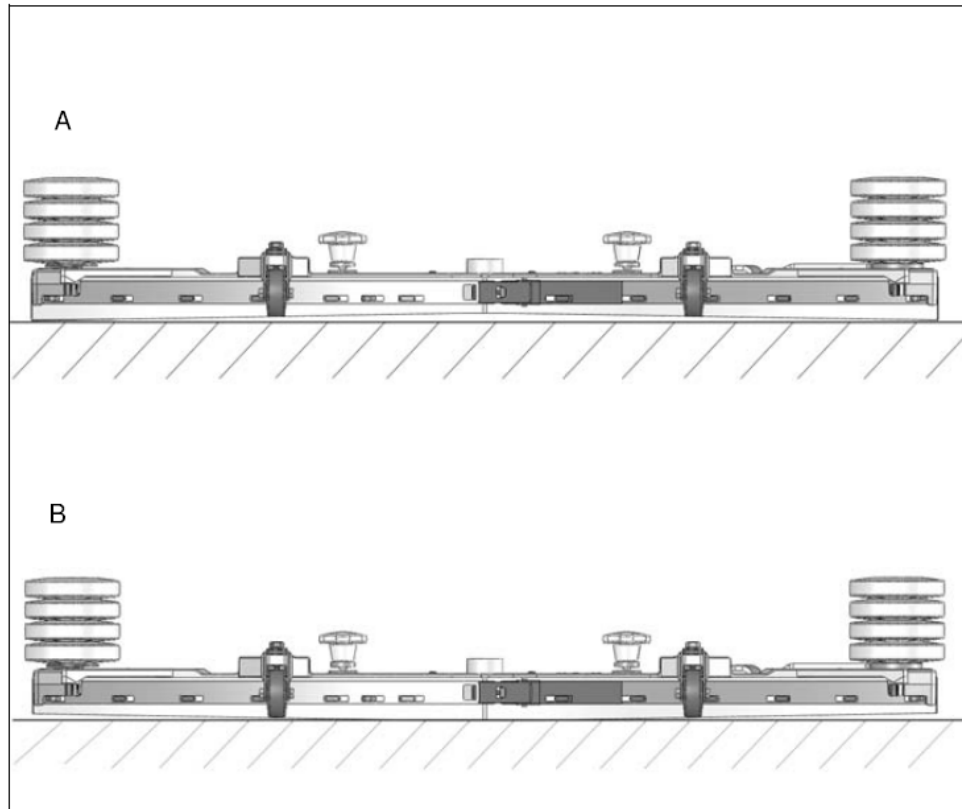


Fig. 7.2

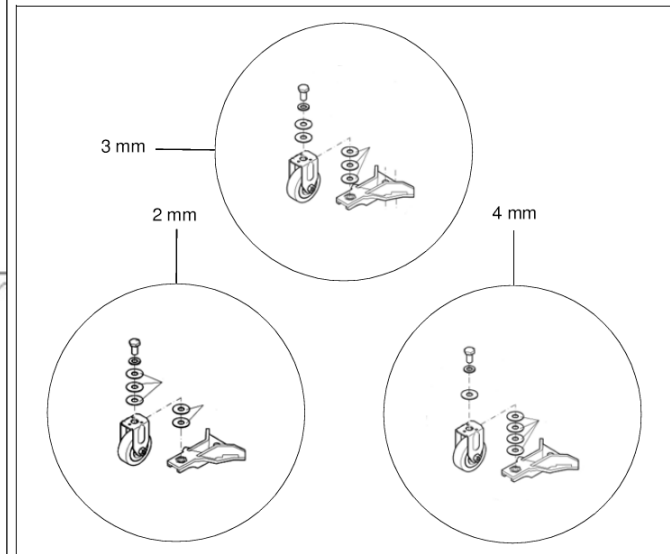


Fig. 7.3

7. Mechanical Components

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7.1 Squeegee

Height adjustment

The height adjustment is set to 3 mm at the factory. If, despite an optimum angle adjustment, streaks are produced, the distance between the rollers and floor must be adjusted by altering the number of washers (Fig. 7.1/6 / Fig. 7.3) on the holder.

In the case of very smooth floors, e.g. coated screed, PVC, linoleum etc., the number of washers = 2.

This corresponds to a distance of approx. 2 mm to the floor.

In the case of very uneven floors, e.g. badly laid tiles (puddles form), the number of washers = 4.

This corresponds to a distance of approx. 4 mm to the floor.

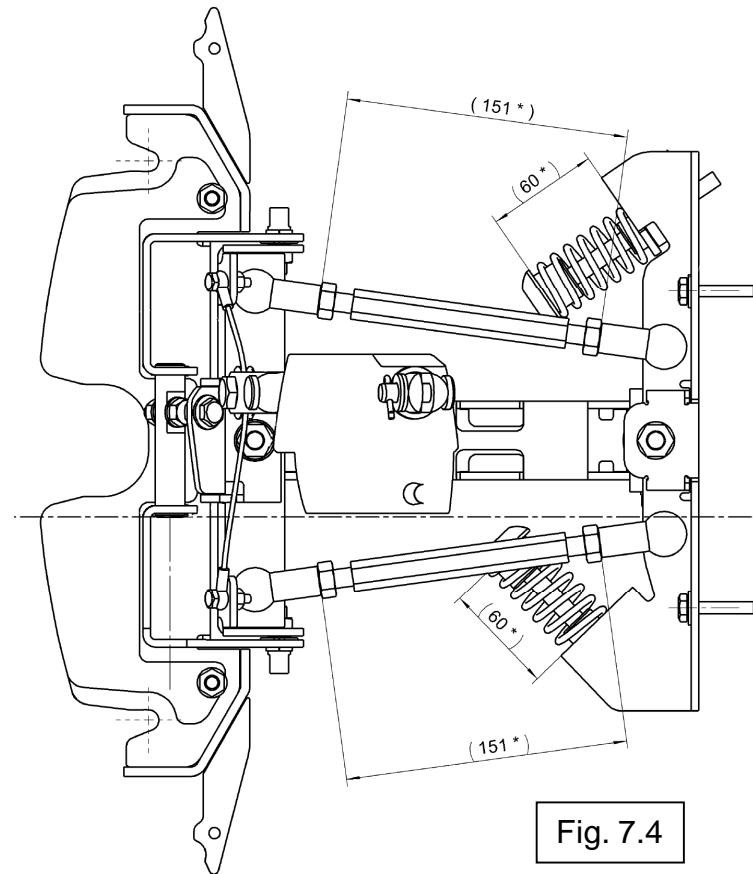
7. Mechanical Components

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7.1 Squeegee

Squeegee connection

The drawing (Fig 7.4) specifies the dimensions for adjusting of the suspension springs (60 mm) and the threaded rods for adjusting the parallel alignment (151 mm) of the squeegee connection.



7. Mechanical Components



7.2 Brushes

The two brushes are each driven by a separate motors.

Brush types:

Admiral 28C CYLINDRICAL

Part #	Description	Application	Color
7096	Polypropylene .019	Light Duty equal to Nylon general purpose	White
7099	Polyamide 380 Grit .019	Medium Duty Sealed concrete (Standard)	Gray
7094	180 Grit .039	Heavy Duty - for structured floors (uneven)	Gray

Admiral 30D Disk

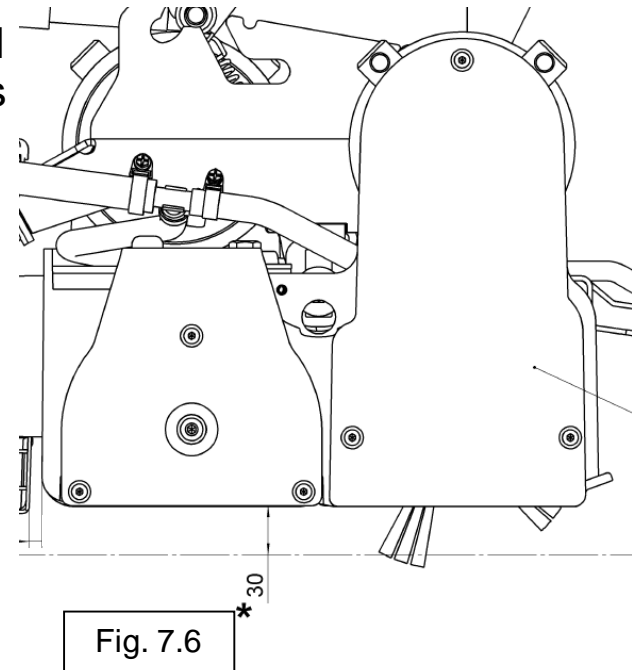
Part #	Description	Application	Color
7514	Polypropylene .019	Light Duty = For General Purpose	White
7518	K901 PET .039	Light Medium Duty for structured floors, ceramic tiles	Black
7308	Polyamide 380 Grit .019	Medium Duty Sealed concrete	Gray
7516	Polypropylene .031	Medium Heavy Duty	White
7520	180 Grit .039	Heavy Duty - for structured floors (uneven)	Gray
7522	120 Grit .040	Heavy Extreme Duty for stripping, heavy scrubbing or unfinished concrete floors	Green
7524	Pad Driver	Pad Driver	Red

7. Mechanical Components

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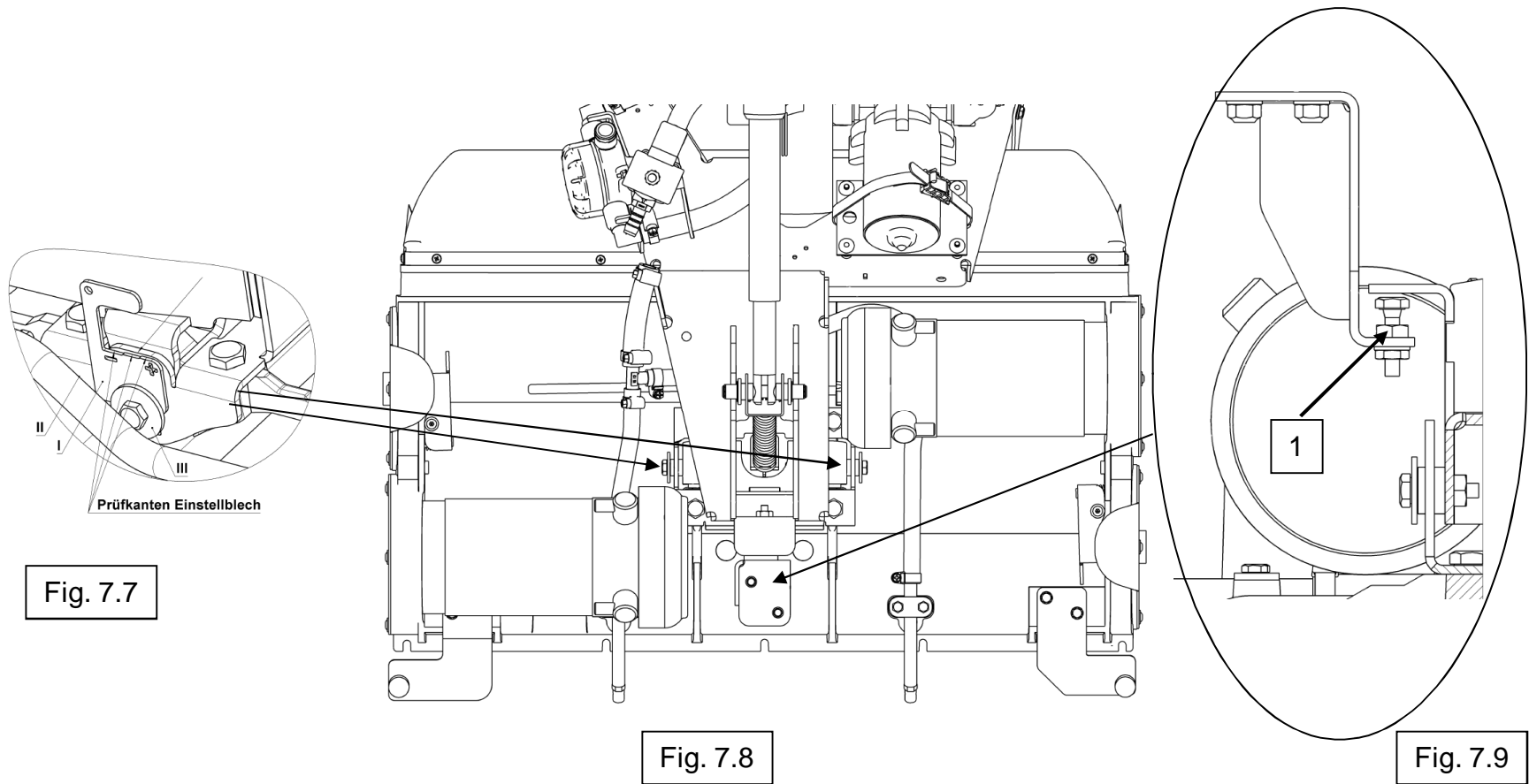
7.3 Cylindrical Brush Head

- Adjusting the cylindrical brush head
- Produce a distance of 30 mm between the cylindrical brush head and ground by inserting the spacer blocks from the adjustment kit PN 01078870 at the left and right on the brush head (Fig. 7.6).
- Adjust the distance by turning the adjusting bolt (Fig. 7.9/1) and check guide II (Fig. 7.7) with adjusting plate I on both sides.
- Set adjusting plate I between guide II and washer III flat on the slide stone. The adjustment is ideal when the middle edge of the adjusting plate is flush to the top edge of the guide.
- If necessary, correct the adjustment so that the top edge of the guide is not higher than the + and not lower than the - edge of the adjusting plate on both sides.



7. Mechanical Components

7.3 Cylindrical Brush Head



7. Mechanical Components

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7.4 Brush Head Lifting Unit

1 EM Lifting Attachment

When delivered, the lifting unit (Fig. 1/1) is extended 350 mm. The cable ties (Fig. 1/2) serve as anti-twist devices for the piston rods!



Important assembly information!
The piston rod must not turn throughout the entire assembly.
The lifting unit may only be moved when installed.

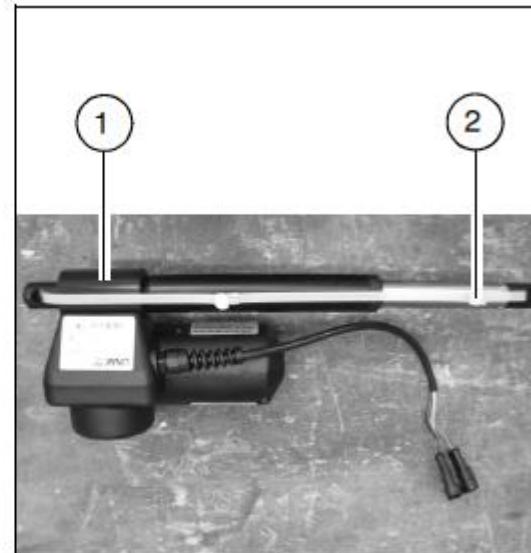


Fig.1

7. Mechanical Components

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7.4 Brush Head Lifting Unit

1.1 Assembling the disk brush lifting unit

1. Lower the brush head by actuating the Cleaning button (operator must be seated on the seat in this case).
2. Switch the vehicle off using the key switch and disconnect the battery plug.
3. Disassemble the right-hand side deflector (viewing to the front).
4. Disconnect the cable contacts to the lifting unit.
5. Disassemble the cotter bolt (Fig. 2/1) from the brush head.
6. Disassemble the mounting support from the chassis and remove the lifting unit.
7. Release the anti-twist device from the new lifting unit.
8. Mount the lifting unit on the chassis and fix it in place.
9. Mount the brush head and fix it in place.
10. Connect the electrical connections.
11. Fix the cable to the rocker arm with the cable ties (the cable must not be crushed or be under strain when the brush head moves).

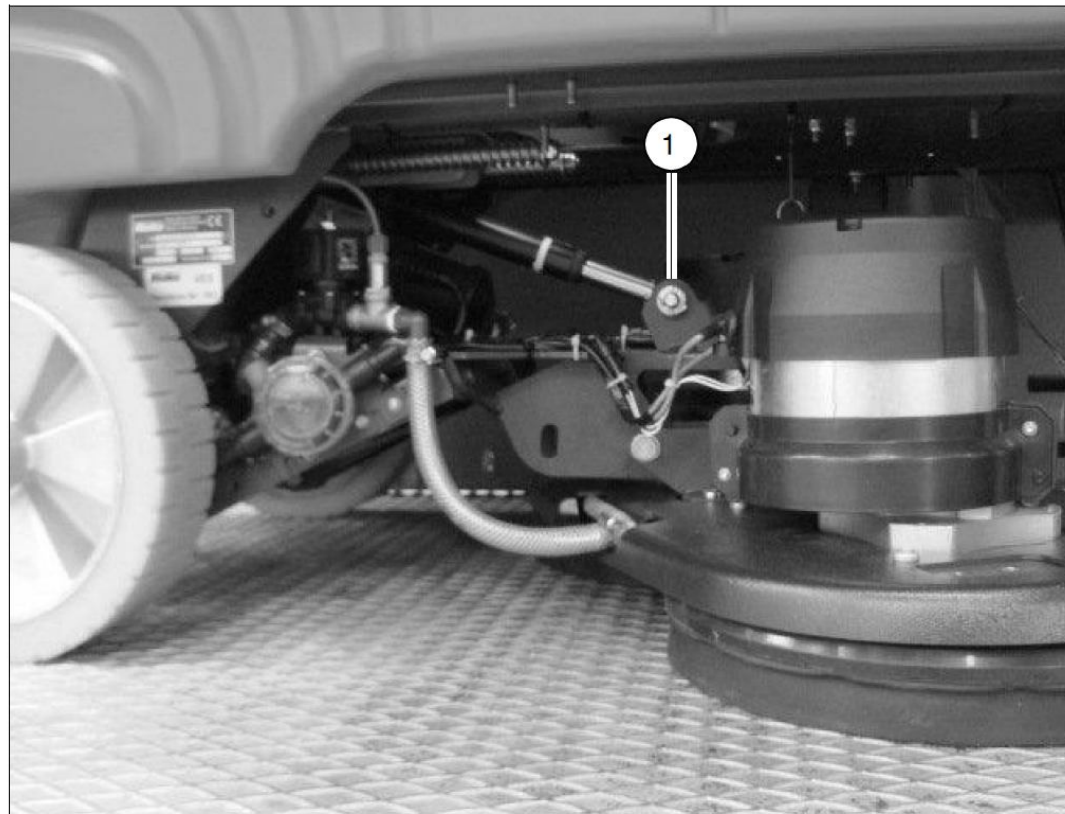


Fig.2

7. Mechanical Components

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7.4 Brush Head Lifting Unit

1.2 Assembling the cylindrical brush lifting unit

1. Lower the brush head by actuating the Cleaning button (operator must be seated on the seat in this case).
2. Switch the vehicle off using the key switch and disconnect the battery plug.
3. Disconnect the cable contacts to the lifting unit.
4. Disassemble the front cotter bolt (Fig. 3/1) and insert the buckle with tension spring in the transport safety device.
5. Disassemble the mounting support from the chassis and remove the lifting unit.
6. Release the anti-twist device from the new lifting unit.
7. Mount the lifting unit on the chassis and fix it in place.
8. Assemble the buckle with tension spring and fix in place.
9. Connect the electrical connections.
10. Fix the cable to the rocker arm with the cable ties (the cable must not be crushed or be under strain when the brush head moves).

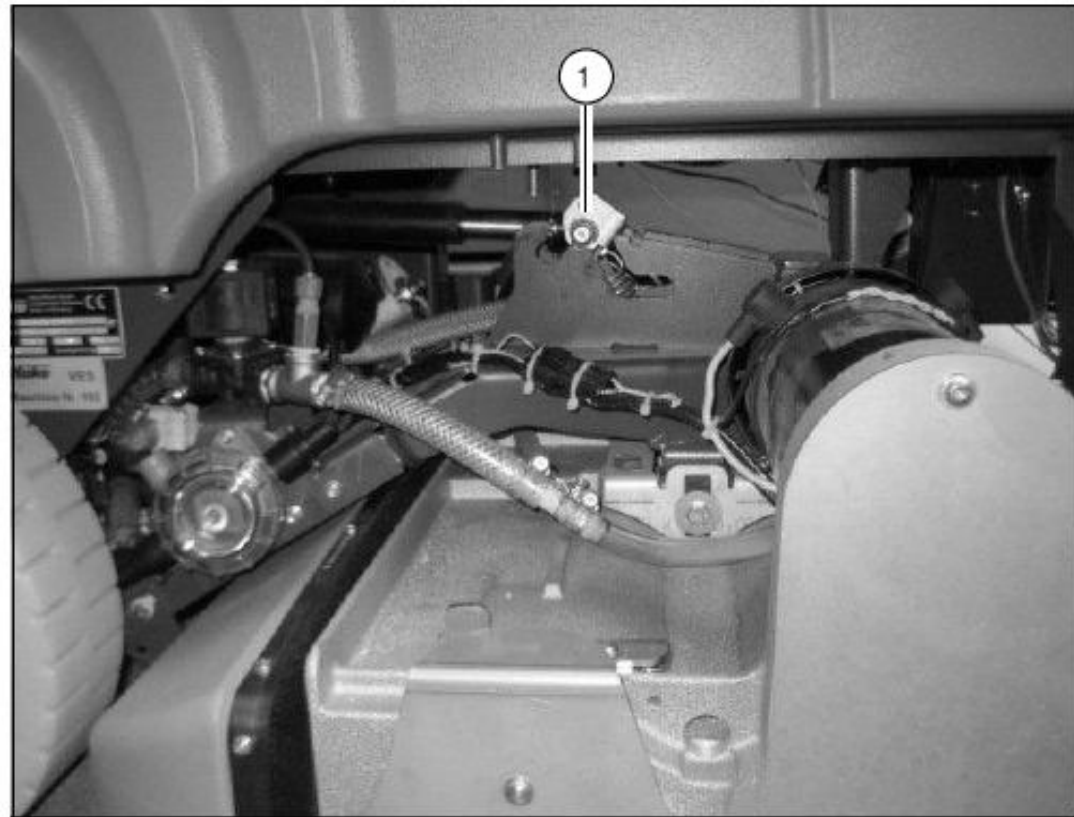


Fig.3

7. Mechanical Components

7.4 Brush Head Lifting Unit

7.4.1 Potentiometer in the Brush Head Lifting Unit

The potentiometer of the lifting element is powered by a 2.5 V reference voltage at A1.X19:1. Reference point for this voltage is A1.X19:3. Depending on the position of the potentiometer, the voltage at A1.X19:2 is between 0 and 2.5V.

Measuring point :

A1.X19:1 – A1.X19:3	2.5V Reference Voltage
A1.X19:2 – A1.X19:3	0..2.5V 0...2.5V depending on the position of the lifting element

Possible faults :

A1.X19:1- A1.X19:3 less than 2.5V or 0V

Short circuit in the wiring or in the potentiometer. 0V indicates a a short circuit to ground. Voltage less than 2.5V indicates an overload of output A1.X19:1.

A1.X19:2 – A1.X19:3: permanent 0V

Interruption in the wire to A1.X19:1 or A1.X19:2, faulty lifting element

A1X19:2 – A1.X19:3: permanent 2.5V

Interruption in the wire to A1.X19:3, faulty lifting element

8. Water Pump

To control the function of the water pump, the voltage for the individual levels can be disconnected at the central electronics unit (A1.X11:4+11). The following results are achieved when measuring with a True RMS measuring instrument and water in the tank but with the suction turbines switched off:

	<u>Disk brush</u>	<u>Cylindrical brush</u>
Level 1:	Approx. 3.5 V	Approx. 4.7 V
Level 2:	Approx. 4.2 V	Approx. 5.2 V
Level 3:	Approx. 5.1 V	Approx. 5.8 V
Level 4:	Approx. 7.6 V	Approx. 7.1 V
Level 5:	Approx. 9.8 V	Approx. 9.2 V
Level 6:	Approx. 15.2 V	Approx. 10.2 V

However, the measured values determined in the machines could deviate from the values achieved in practice. A more reliable method for controlling the water pump is to measure the water quantities actually fed.

8.1 Water Quantities

Measuring the water quantities provides a good, reliable method with which to check the function of the water pump. Let the pump run and measure the volume of water fed per minute (l/min.). The data regarding the water quantities is specified as follows in the operating manual:

Step	1	2	3	4	5	6
Disk	1,0	1,6	2,0	2,4	3,6	5,2
Cylindrical	1,5	1,6	1,8	2,3	2,9	3,1

Mearsurement in l/min

If power is applied to the pump but the water quantity does not correspond to the information, check whether the hoses are clogged or kinked, that the solenoid valve is open fully and the membranes of the valve plate in the pump are in order. The solenoid valve is connected to -A1.X11:3 + 10.

8.2 Standstill Recognition

If the pump does not supply water to the brushes due to clogging of the hoses, the so-called standstill recognition is activated.

Automatic standstill recognition for water pump:

The electronic module allows protection of the water pump if the pump does not deliver correctly. This means if the pump takes in water from the tank and cannot deliver it to the brushes, a pressure builds at the pump. Without being protected by the electronic module the pump would deliver against this pressure and could be damaged.

The electronic module detects the blocked delivery and automatically switches the pump off for 2 seconds.

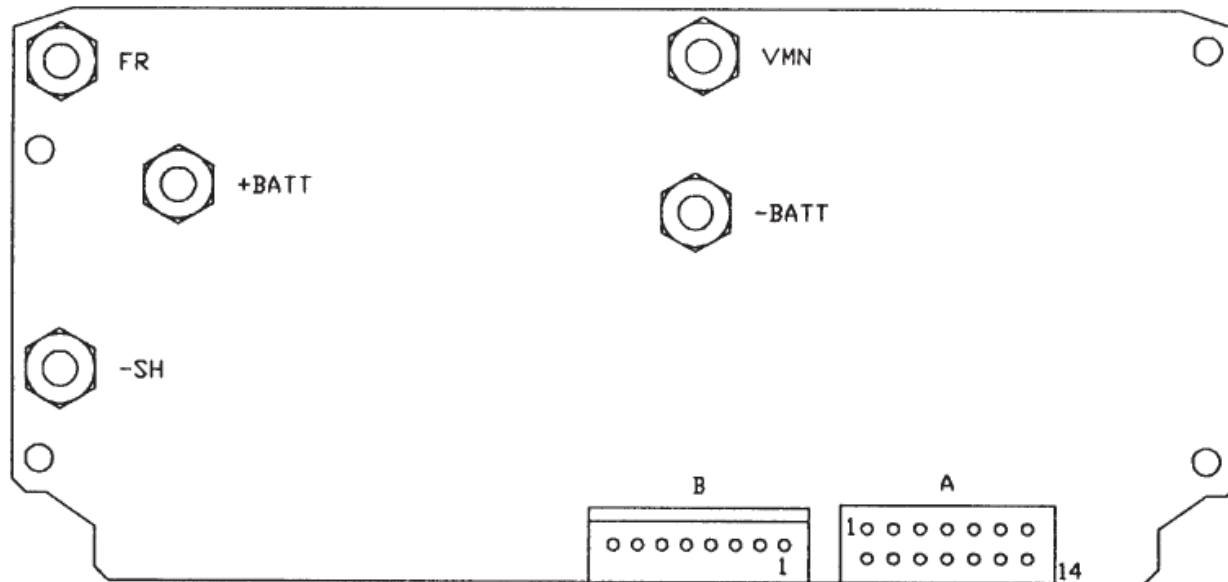
After this delay, the pump is briefly switched on again and it is simultaneously measured whether delivery of water to the brushes is free or blocked.

If delivery is as required, the pump remains ON in the selected stage. If the pressure still exists, the pump is switched off again for 2 seconds. This procedure is repeated until the error is remedied.

9. Drive Control Unit ATECH / ZAPI

The ZAPI drive control unit is equipped with a diagnosis connector. **Any changes of the factory presetting values and parameters is forbidden.**

Position of connectors



- A = Connector for relay control and control inputs ;
- B = Connector for diagnosis device and alarm LED

9. Drive Control Unit ATECH / ZAPI

Connectors, Description of ZAPI Drive Control

A1	<i>RV1</i>	Speed reduction no 1 input; normally close contact toward battery positive: active when pin is free.
A2	<i>IRE</i>	Europe quick inversion input; normally open contact; active when pin is connected to battery positive.
A3	<i>MT</i>	Tiller or seat micro switches; normally open contact; running is permissible when the pin is connected to battery positive.
A4	<i>NT2</i>	Output for control toward forward contactor coil negative on autostop configuration. Or output for electro-brake, by-pass, main contactor on standard configuration.
A5	<i>CH</i>	Key contact input, for chopper feeding.
A6	<i>IRZ</i>	Zapi quick inversion input, normally close contact toward battery positive: active function when pin is free.
A7	<i>RV2</i>	Speed reduction no 2 input; normally close contact toward battery positive: reduction is active when pin is free.
A8	<i>PT</i>	Positive contactors output; it provides positive for chopper's controls; decoupled from A5 input through a diode.
A9	<i>MA</i>	Forward running request input; normally open contact: request is active when contact is closed to battery positive.
A10	<i>MI</i>	Backward running request input; normally open contact: request is active when contact is closed to battery positive.
A11	<i>NT1</i>	Output for command to backward contactor coil negative on auto-stop configuration; or running contactors common return on standard configuration.
A12	<i>NPOT</i>	Potentiometer negative:
A13	<i>CPOT</i>	Potentiometer central: range varies either from 0.6V to 10V
A14	<i>PPOT</i>	Potentiometer positive;; output potential is 13V while output impedance is 82ohm.

9.1 Drive Control Unit ATECH / ZAPI

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9.1 Automatic Monitoring of Components

The micro-processor executes evaluation of basic controller functions.

This evaluation concerns the following 4 states:

Check upon switching on by key switch:

Watchdog, current sensor, power MOS FETs, contactor drive (contactor driver), direction switch, potentiometer connections, EEPROM

Check during standstill:

Watchdog, current, power MOS FETs, contactor drive (contactor driver), potentiometer connections

Check during ride:

Watchdog, current, power MOS FETs, contactor drive (contactor driver), potentiometer connections, closing and opening of contactors

Permanent monitoring:

Temperature, battery voltage

Eventual error messages are displayed via flashing LED at connector B (paragraph 2). Error type can be differentiated by number of flashes.

9.2 Drive Control Unit ATECH / ZAPI

9.2 Diagnosis LED for Drive Module (ZAPI)

Nr.	Flash-Code	Message	Status*	Remark
1)	1	WATCH-DOG	A	Faulty electronic
2/3/4/5)	1	EEPROM	A	Faulty electronic (EEprom)
6)	2	INCORRECT START	B	Direction selected when switching on (or incorrect IR connection)
7)	3	VMN LOW	B	MOSFET short-circuited
8)	3	VMN HIGH	B	Diodes short-circuited or direction contactor stuck
9)	4	VACC NOT OK	B	Potentiometer defective
10)	5	I=0 EVER	A	No current detected during riding
11)	5	HIGH CURRENT	A	Current flow in rest state
12)	6	PEDAL WIRE KO	B	Potentiometer wiring defective
13)	7	TEMPERATURE	C	Temperature > 76°C
15)	8	DRIVER 1 KO	A	NT1 driver short-circuited
16)	8	DRIVER 1 SIC KO	A	Contacto coil short-circ. at NT1
17)	8	DRIVER 2 KO	A	NT2 driver short-circuited
18)	8	DRIVER 2 SIC KO	A	Contacto coil short-circ. at NT2
19)	8	DRIVER SHORTED	B	Driver short-circuited (NT1)
20)	8	CONTACTOR OPEN	B	Contacto does not close
21)	9	POSITION HANDLE	B	Handle micro-switch not actuated
22)	9	INVERSION	B	Deadman key (IR) actuated or incorrectly wired
23)	9	FORW.+BACKW.	B	Both directions simultaneously actuated
24)	permanent flash	BATTERY	C	Battery low
	*	A = switch off system, remedy and switch on again		
		B = remedy and actuate direction again		
		C = status display and eventually required measures controlled by software		

9.3 Drive Control Unit ATECH / ZAPI

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9.3 Explanations of Error Messages

1) WATCH-DOG

Test in rest position as well as during riding; internal auto-test function of hard- and software; replace controller in case of error alarm!

2) EEPROM PAR. KO

Error in the memory area containing the adjustment parameters. System switches off. Replace logic if error persists after switching key switch off and on! If alarm disappears mind the fact that the saved parameter values are deleted. (—> basic setting)

3) EEPROM CONF. KO

Error in the memory area containing the configuration data of the controller. Replace logic if error persists after switching key switch off and on! If alarm disappears mind the fact that the saved configuration is deleted. (—> basic setting)

9.3 Drive Control Unit ATECH / ZAPI

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4) EEPROM DATA KO

Data in the memory area which controls the hour meter are faulty.

If alarm disappears, after switching key switch off and on, mind the fact that the hour meter is reset to zero.

5) EEPROM OFF LINE

Error in the non-volatile memory containing hour meter values, programmable parameters and saved alarms.

Replace controller if error persists after switching key switch off and on!

9.3 Drive Control Unit ATECH / ZAPI

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6) INCORRECT START

Incorrect sequence of start conditions. Depending on SAFETY SWITCH programming, system starts if the following sequence is respected:

- key switch – handle micro-switch – direction switch (HANDLE)
- key switch - direction switch(FREE)
- key switch + seat contact switch - direction switch (SEAT)

Possible causes:

- a) Direction or handle micro-switch stuck.
- b) Operator did not respect sequence.
- c) Incorrect wiring.

If no external fault can be detected, replace controller!

9.3 Drive Control Unit ATECH / ZAPI

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7) VMN LOW

Test in rest state and during ride until VMN is pulsed out to up to 80%;

If contactors are open, voltage at VMN connection normally amounts to 50% VBatt. If this voltage value is insufficient (< 30% VBatt) an alarm is output. Possible causes:

- a) Master contactor (if fitted) does not close or is not connected at all
- b) Short-circuit between connection VMN and -Batt (metal particles or other.) (disconnect cable at connection VMN, switch on, error disappears)
- c) Power MOSFET short-circuited or permanently triggered by logic; (disconnect cable at connection VMN, switch on, error persists, replace controller)
- d) Bypass contactor (if fitted) stuck or opens too slowly

9.3 Drive Control Unit ATECH / ZAPI

8) VMN HIGH

Test in rest state;

If contactors are open, voltage at VMN connection normally amounts to 50% VBatt. If this voltage value is exceeded (> 70% VBatt), an alarm is output. Possible causes:

- a)** A direction contactor is permanently closed since mechanically blocked or permanently driven (incorrect wiring of contactor coil)
- b)** Short-circuit between field and armature winding of motor
(disconnect cable at connection VMN, switch on, error disappears, repair motor)
- c)** Incorrect connection of motor cable (check field and armature winding)
- d)** Power circuit of controller defective (free wheeling or braking diodes short-circuited) (disconnect cable at connection VMN, switch on, error persists, replace controller)

9.3 Drive Control Unit ATECH / ZAPI

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9) VACC NOT OK

Test in rest state;

Alarm is displayed if, referred to the saved minimum value, potentiometer voltage is higher than 1V.

Possible causes:

- a) Wire broken at potentiometer or inductive sensor.
- b) Potentiometer or the inductive sensor is defective.

10) I=0 EVER

Test during ride;

If current does not exceed a determined minimum value during ride, an error message appears and the system switches off.

Possible causes:

- a) Resistance of motor is excessive since motor is defective or contact of carbon brushes is not okay
- b) The current sensor is defective (replace controller)

9.3 Drive Control Unit ATECH / ZAPI

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11) HIGH CURRENT

Test in rest state – contactor open;

If measured current is >50A, alarm is output and the system switches off. The current sensor is defective (replace controller!)

12) PEDAL WIRE KO

If no voltage is measured at pin NPOT (A12), to which the negative wire of the potentiometers is connected, an alarm is output.

Possible causes:

- a) Wire rupture at pin PPOT (A14)
- b) Wire rupture at pin NPOT (A12)
- c) Potentiometer is defective (infinite resistance)
- d) Potentiometer resistance >47k Ohm

9.3 Drive Control Unit ATECH / ZAPI

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13) TEMPERATURE

This message signals that controller temperature has exceeded 76°C.

Maximum current is reduced step by step to zero at a temperature of 86°C. Possible causes:

- a) If the alarm is output immediately after system ON with cold controller, temperature monitoring is faulty (replace controller!)
- b) If the alarm is output after relatively short period of operation, heat is insufficiently dissipated (check installation and fixing screws)

14) NO FULL COND.

Test during full ride;

If during full ride, the voltage at connection VMN is $> 1/3 V_{Batt}$, the diagnosis circuitry is faulty and the system switches off.

If error persists, replace controller (logic unit).

9.3 Drive Control Unit ATECH / ZAPI

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15) DRIVER 1 KO

If voltage at connection NT1 (A11) does not correspond to determined value, an alarm is output and the system switches off.

Possible causes:

- a) Wire broken at connection NT1 (A11) or coil of reverse direction contactor is defective.
- b) The internal MOSFET driver is short-circuited (replace controller!)

16) DRIVER 1 SIC KO

If current load at contactor driver controlling the output NT1 (A11) is excessive, an alarm is output and the system switches off.

Possible causes:

- a) Short-circuit of the wire at connection NT1 (A11) to +Batt
- b) Coil of connected contactor short-circuited or current consumption > 5A

9.3 Drive Control Unit ATECH / ZAPI

17) DRIVER 2 KO

If voltage at connection NT2 (A4) does not correspond to determined value, an alarm is output and the system switches off.

Possible causes:

- a) Wire broken at connection NT2 (A4) or coil of forward direction contactor is defective.
- B) The internal MOSFET driver is short-circuited (replace controller!)

18) DRIVER 2 SIC KO

If current load at contactor driver controlling the output NT2 (A4) is excessive, an alarm is output and the system switches off.

Possible causes:

- a) Short-circuit of the wire at connection NT2 (A4) to +Batt
- b) Coil of connected contactor short-circuited or current consumption > 5A

9.3 Drive Control Unit ATECH / ZAPI

19) DRIVER SHORTED (only H0 STANDARD TRACT.)

If voltage at connection NT1 (A11) does not correspond to determined value, an alarm is output and the system switches off.

Possible causes:

- a) Wire broken at connection NT1 (A11) or coil of forward or reverse direction contactor is defective.
- b) The internal MOSFET driver is short-circuited (replace controller!)

20) CONTACTOR OPEN

Test upon actuation of driving direction;

It is checked whether the selected direction contactor closes by measuring the VMN value. If value is incorrect, an alarm is output.

Proceed as follows to remedy:

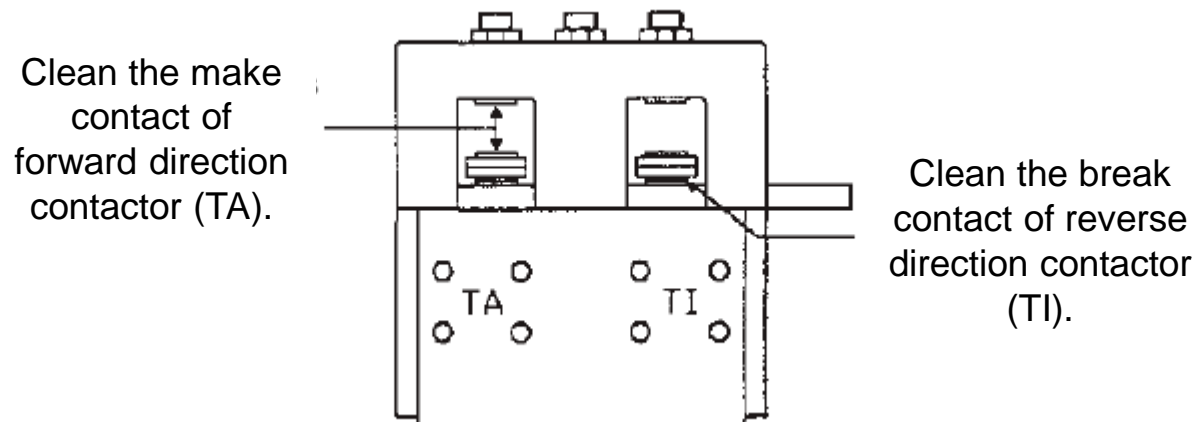
9.3 Drive Control Unit ATECH / ZAPI

When does error occur?	First test	Result	Second test	Result	Error
In forward direction only	Forward direction contactor closes for 0.3 sec. before opening	yes	-->	-->	A1
		no	At the forward direction contactor, a voltage applies to the coil for 0.3 sec.	yes	B1
				no	C1
In reverse direction only	Reverse direction contactor closes for 0.3 sec. before opening	yes	-->	-->	A2
		no	At the reverse direction contactor, a voltage applies to the coil for 0.3 sec.	yes	B2
				no	C2
In both directions	Forward or reverse direction contactor (depending on selected direction) closes for 0.3 sec. before opening	yes	-->	-->	A3
		no	At the forward or reverse direction contactor (depending on selected direction), a voltage applies to the coil for 0.3 sec	yes	B3
				no	C3

9.3 Drive Control Unit ATECH / ZAPI

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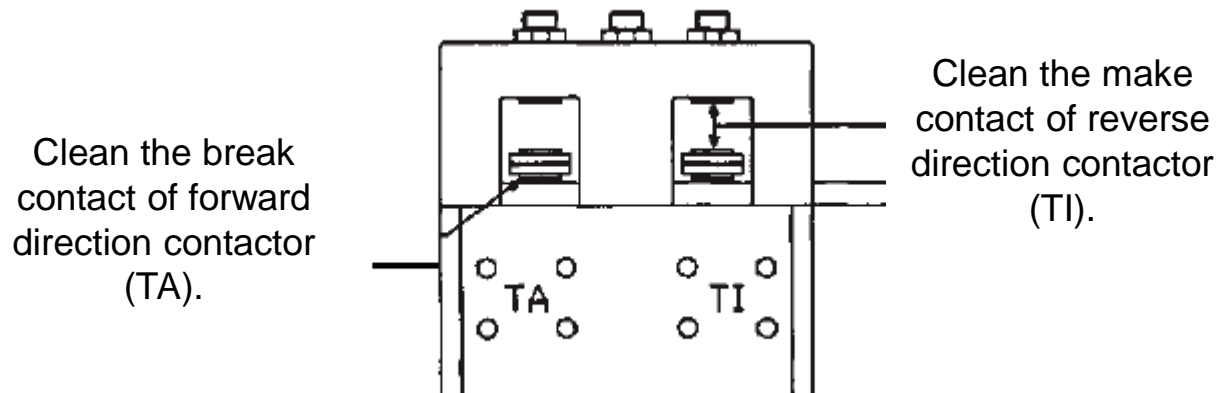
- A1** The make contact of the forward direction contactor (TA) or the break contact of the reverse direction contactor (TI) is soiled or blocked. Clean contacts or, if required, replace contactor group.



9.3 Drive Control Unit ATECH / ZAPI

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- A2** The break contact of the forward direction contactor (TA) or the make contact of the reverse direction contactor (TI) is soiled or blocked.
Clean contacts or, if required, replace contactor group.



9.3 Drive Control Unit ATECH / ZAPI

A3

No connection to motor:

- Carbon brushes without contact to collector (Fig. 1)
- Connection cable of carbon brushes interrupted (Fig. 2)
- Motor winding defective or motor cable interrupted
- Incorrect connection of motor

Fig. 1

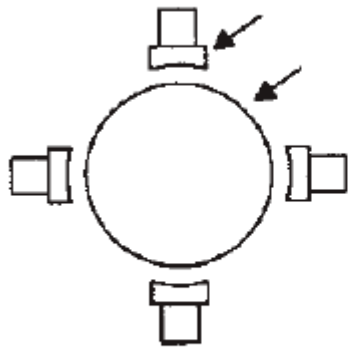
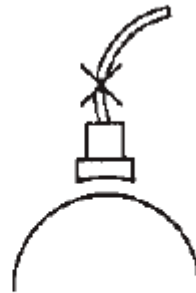


Fig. 2



9.3 Drive Control Unit ATECH / ZAPI

- B1** The forward direction contactor is correctly driven but does not close.
 - Contactor coil is defective; use ohmmeter to measure resistance
 - Contact is mechanically blocked
 - Nominal voltage of contactor coil higher than battery voltage
- B2** The reverse direction contactor is correctly driven but does not close.
 - Contactor coil is defective; use ohmmeter to measure resistance
 - Contact is mechanically blocked
 - Nominal voltage of contactor coil higher than battery voltage
- B3** The forward or reverse direction contactor is correctly driven but does not close.
 - Contactor coils are defective; use ohmmeter to measure resistance
 - Contacts are mechanically blocked
 - Nominal voltage of contactor coils higher than battery voltage
- C1** No voltage supply to coil of the forward direction contactor. Check connector and cable from contactor coil to positive supply and to pin A4 (NT2).
- C2** No voltage supply to coil of the reverse direction contactor. Check connector and cable from contactor coil to positive supply and to pin A11 (NT1).
- C3** No voltage supply to coils of the forward and reverse direction contactor. Check connector and cable from contactor coils to positive supply and to pins A4 (NT2) and A11 (NT1).

If no faults are detected for the items C1, C2, C3, replace logic.

9.3 Drive Control Unit ATECH / ZAPI

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21) POSITION HANDLE

If upon switching on, the handle micro-switch has already been actuated, error is signalled (only if SAFETY SWITCH is programmed to HANDLE). Possible causes:

- a) Handle micro-switch stuck
- b) Incorrect operation

22) INVERSION

If upon switching on, the emergency reverse (deadman) button is depressed, an alarm is output. Possible causes:

- a) Micro-switch for emergency reverse stuck
- b) Incorrect operation
- c) Incorrect wiring or programming

23) FORW - BACK

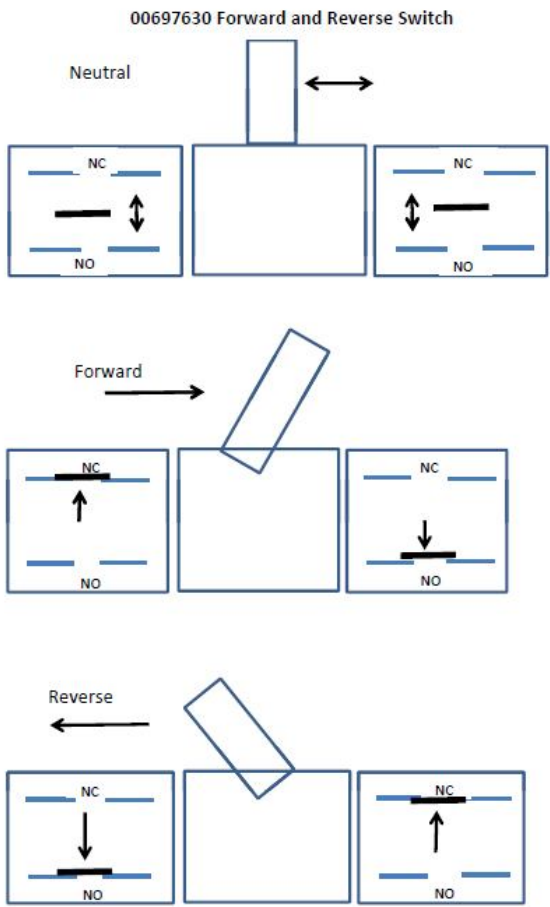
An error is displayed if two directions are simultaneously active. Possible causes:

- a) Wiring defective.
- b) Direction micro-switch stuck. If none of the causes applies, replace logic!

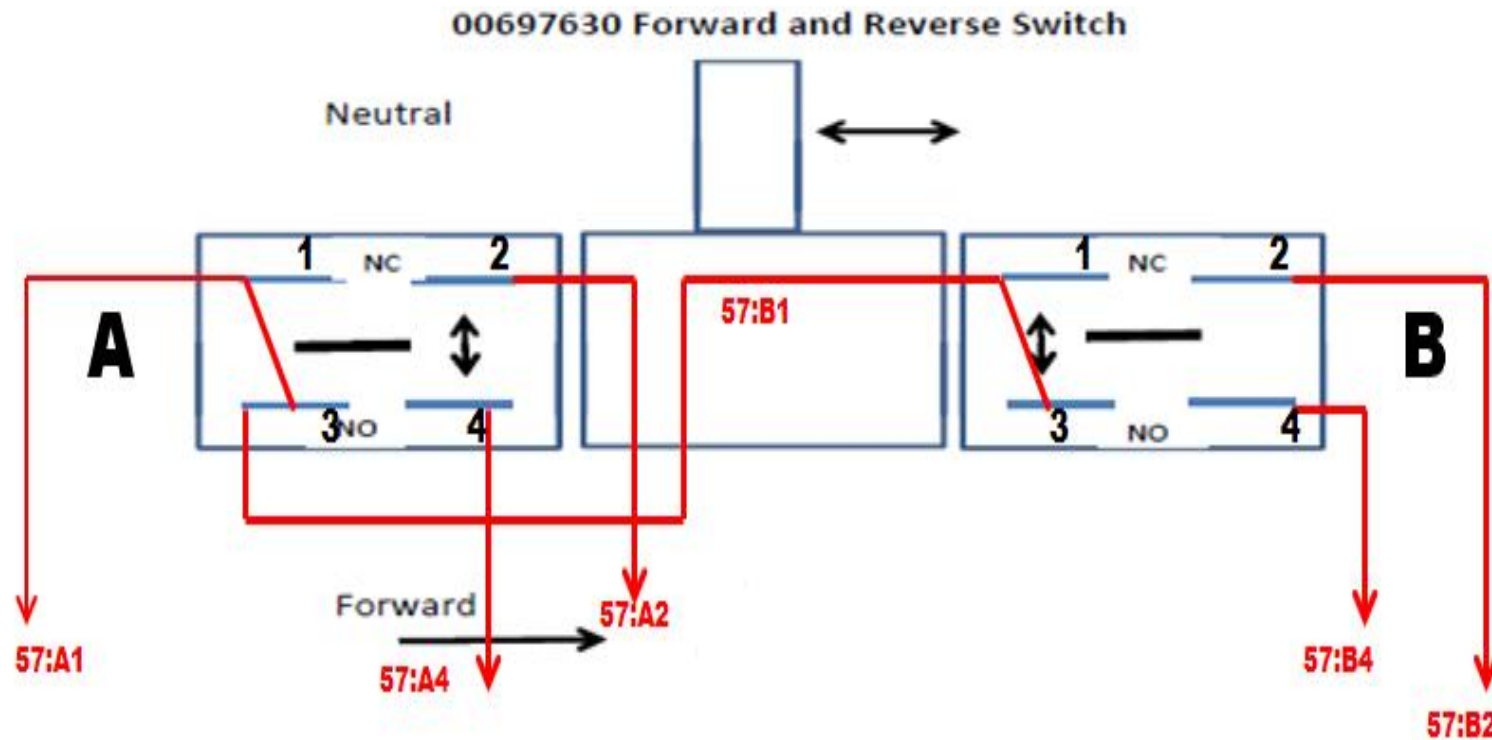
24) BATTERY

Battery discharged i.e. battery voltage has fallen below 60% of nominal voltage. An alarm is output. The system switches off but can be re-started. Maximum current then will be reduced to 50% of programmed maximum current value.

9.4 Forward/Reverse switch (00697630)



9.4 Forward/Reverse switch (00697630) Continued



Note: There are jumpers from A1 to A3

B1 to B3

And A3 to B1

10. DMC A/C Drive Controller **PowerBoss**[®] The Power of Clean



Sigmadrive Quick Reference Manual



10. DMC Error Reference Chart



Led	Calibrator Message	Description	Action
Error Messages – LED Blinking Code			
Warning Faults			
ON	None (lowest Priority)	Controller operational and OK	No action required
1	Handbrake on	Handbrake switch closed	Release handbrake
2	Voltage getting low	Battery voltage getting low (normally during driving)	Charge Battery
3	not used		
4	Voltage getting high	Battery voltage getting too high (normally during braking)	Reduce braking levels or vehicle Speed
5	Motor hot	Thermal cutback, allow the motor to cool down	Use vehicle within it's specifications
6	Controller hot	Thermal cutback, allow the controller to cool down	Check heat sinking and specifications
7	Adjustments out of range	One or more adjustments are out of range	Parameters are preadjusted ex factory. Parameter change is not allowed. Replace the controller

10. DMC Error Reference Chart

8	Default settings restored	Default settings restored	Check adjustments for correct values
9	E-eprom cannot be accessed	E-eprom not accessible	Internal supply voltage below 12 volt. Call DMC if this problem occurs
		M a i n F a u l t s (Recycle to neutral)	
10	2 Direction fault	Both forward and reverse selected. Recycle both directions and FS1.	Check direction switch and wiring.
11	decontrol is missing	Signal from -A1.X10.1 is missing	Check wiring and voltage potential (Batt.: B-)
12	Sequence fault	Forward / reverse or FS1 closed at key on.	First key on, then close switches.
13	Accelerator high at first power up	Accelerator voltage > 50% at key on.	Check controller settings and accelerator mechanics.
14	Inching or belly fault	Forbidden input selected with inching (FS1/Seat/Handbrake) or belly switch timeout	Open switches / check wiring

10. DMC Error Reference Chart

Led	Calibrator Message	Description	Action
15	Voltage too low	Internal 12V supply low.	Check battery capacity / charge level / controller voltage rating / settings
16	not used		
17	Voltage too low	Battery voltage too low	Check battery capacity / charge level / controller voltage rating / settings
18	High sided Mosfet short circuit	High sided Mosfet short circuit	Check motor insulation and line contactor, if OK replace controller
19	Low sided Mosfet short circuit (drive)	Low sided Mosfet short circuit (drive)	Check motor insulation, if OK replace controller

10. DMC Error Reference Chart

		Hard Faults (Recycle key-switch)	
20	Hardware over current (AC)	Hardware over current circuit active	Check adjustments and motor setup
21	Contactors coil short circuit	Contactors coil S/C or driver or wiring open circuit	Check contactors coils and wiring
22	Voltage too high	Battery voltage too high (normally during braking)	Reduce braking levels or vehicle Speed, defective battery
23	Low sided Mosfet short circuit (neutral)	Low sided Mosfet short circuit in neutral	Check motor insulation and line or regen contactor, if OK replace controller
24	HWFS not working	Hardware failsafe cannot disable hardware	Check wiring / replace controller
25	Contactors fault	Contactors open- or short circuit	Check all contactors for open- and shortcircuit
26	Current measurement fault	Current measurement system faulty.	Replace controller
27	Low side Mosfet short circuit	Low sided Mosfet short circuit before line contactor closed	Check motor insulation and line contactor, if OK replace controller

10. DMC Error Reference Chart

28	Wire off detected	Sub 0	No wire off detected	Check the related circuits
		Sub 1	motor connection	
		Sub 2	short circuit magnetic brake	
		Sub 3	wire off magnetic brake	
		Sub 4	wire off motor sensor	
		Sub 5	wire off drive pedal	
29	not used			
30	Over speed	Over speed or wrong encoder teeth setting		Check parameter setting and encoder

11. Error Reference Chart with Service Display

Error number / Message number	Error source	Comment
1.2.5.2.	Thermostatic switch, brush 1/2	Check temperature of brush motors; check power consumption of brush motors; check cabling of thermostatic switch (connector X3 and X4) of brush motors (series circuit). Inputs -A1.X9:1 and 11 power consumption per brush motor max. PB 650 - 30A; PB 750, PB 900, CB 700, CB 850 - 40A
1.2.6.1.	Blocking protection, brush 1/2	Do brush motors run smoothly? Check power consumption? (See 1.2.5.2.)
1.2.6.3.	Blocking protection, brush lifting element 1/2	Stiff? Brush head jammed?
1.4.6.1.	Blocking protection, squeegee lifting element	Stiff? Squeegee jammed?
1.4.6.3	Blocking protection, suction turbine	Short circuit at suction motor output -X14.1 / - X15.1

11. Error Reference Chart with Service Display



Error number / Message number	Error source	Comment
3.1.6.E.	Power fuses (group signal)	Group signal, fuses -F02; -A01.F2
3.2.6.5.	Backup battery "weak"	Message appears after the "Last error" display and before the operating hour counter; remains 5 s or when working unit is ON
3.2.6.6.	Backup battery "empty"	Message appears after the "Last error" display and before the operating hour counter, remains until working unit is ON
3.3.1.1.	Service interval has expired	Message appears after the "Last error" display and before the operating hour counter; remains 5 s or when working unit is ON (If a service interval was enabled - via PC based diagnosis)

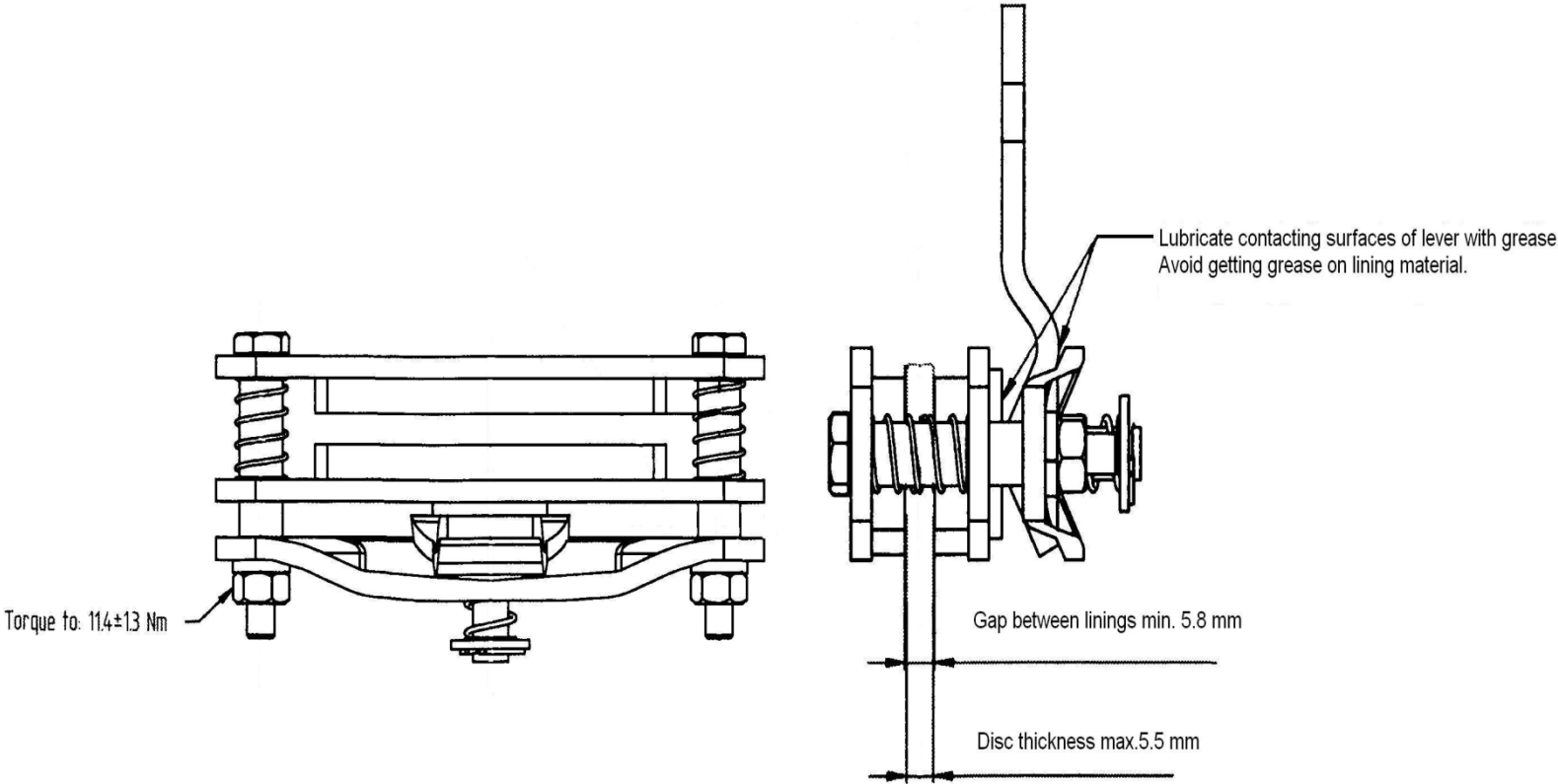
11. Error Reference Chart with Service Display

Error number / Message number	Error source	Comment
3.3.6.2.	Group signal, low power outputs	Overload of small consumers (solenoid valve, buzzer)
3.4.1.1.	Drive rheostat	Check drive direction switch and cabling
3.4.5.1.	Drive motor overheated	Check thermostatic switch and cabling of drive motor, connector X10 input A1.X9:2 and 12
3.6.6.4.	Seat switch manipulation	The seat contact switch was closed longer than 6 hours. The working units are switched off; after the key switch has been set to "OFF" and "ON" again, also the drive control unit is blocked. To reset the message, a change of signal must occur at input -A01.X9:8 / 18.

11. Error Reference Chart with Service Display

Error number / Message number	Error source	Comment
4.5.2.5.	Operating panel not detected	Check connection cable for control unit (-A01) - operating panel (-A02). This error only occurs when switching the machine on
4.5.3.5.	Operating panel response missing (timeout)	Check connection cable for control unit (-A01) - operating panel (-A02). This error only occurs during operation of the machine on
4.6.1.2.	Internal error control system	If error occurs repeatedly, even after switching the machine off and on again, replace the control unit (-A01)

12. Adjustment of Disk Brake



13. Options

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- The following options are available for Admiral 28 & 30 series:
- Silence kit (99773010)
- Acoustic warning signal (99709100)
- Chemical dosage (99767845)
- Scrubbing-vacuum tool (99737602)

13.1 Option, Silence Kit

To activate the Silence Kit option, access the programming level as described in Chapter 2.2.4. Then define the parameter settings as indicated in the table below and save the settings.

Chapter	Configuration	Contents	Description	ADM 28 & 30
1	0		Silence Kit	
1	0	0	Not available	d
1	0	1	Available	x

13.1 Option, Silence Kit

Silent Kit

Conversion kit

The conversion kit is comprised of the following parts:

- Insulation pad
- Assembly manual

Assembling the insulation pad



Switch the vehicle off and disconnect the battery plug before beginning assembly work!

1. Disassemble the cover (Fig. 12.1/1) and pull off the pipe clip (Fig. 12.1/2) for the hose of the fill level indicator.
2. Unscrew the holder (Fig. 12.1/3).
3. Pull out the clean water hose (Fig. 12.1/4) and waste water hose (Fig. 12.1/5).

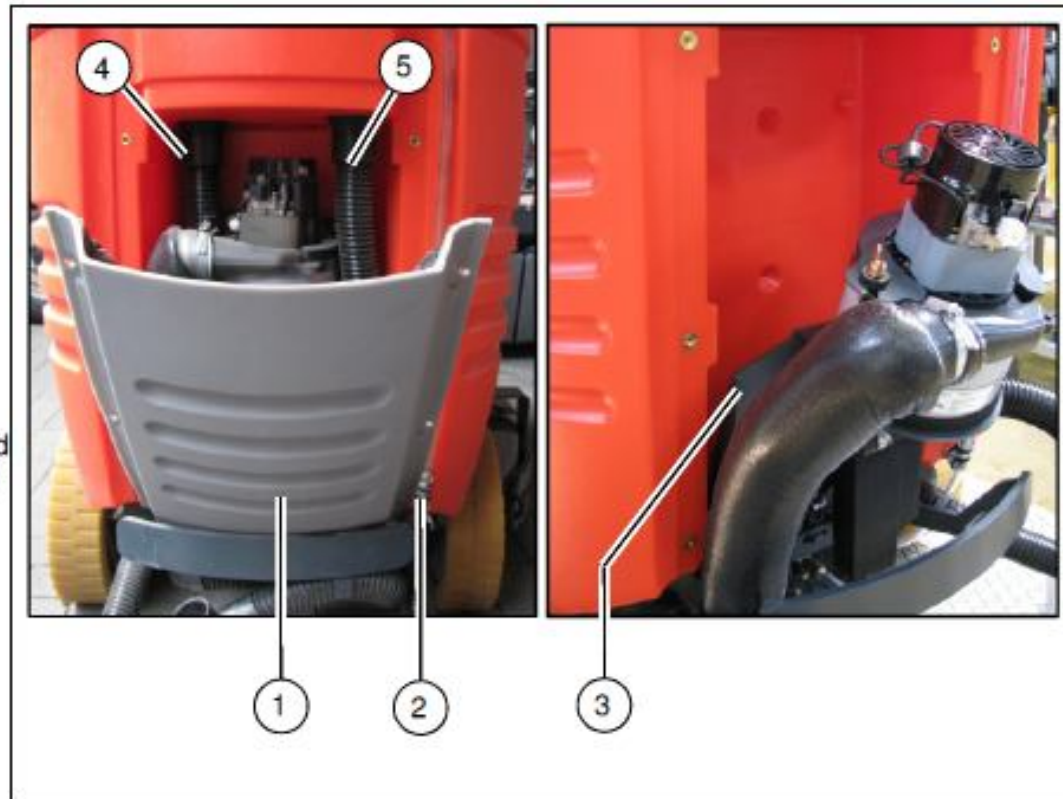


Fig. 12.1

13.1 Option, Silence Kit

- 4. Adhere the insulation pad (Fig. 12.2/1) in place.
- 5. Replace the clean water hose and waste water hose.
- 6. Reassemble the holder (Fig. 12.2/2), cover (Fig. 12.2/3) and fill level indicator (Fig. 12.2/4).

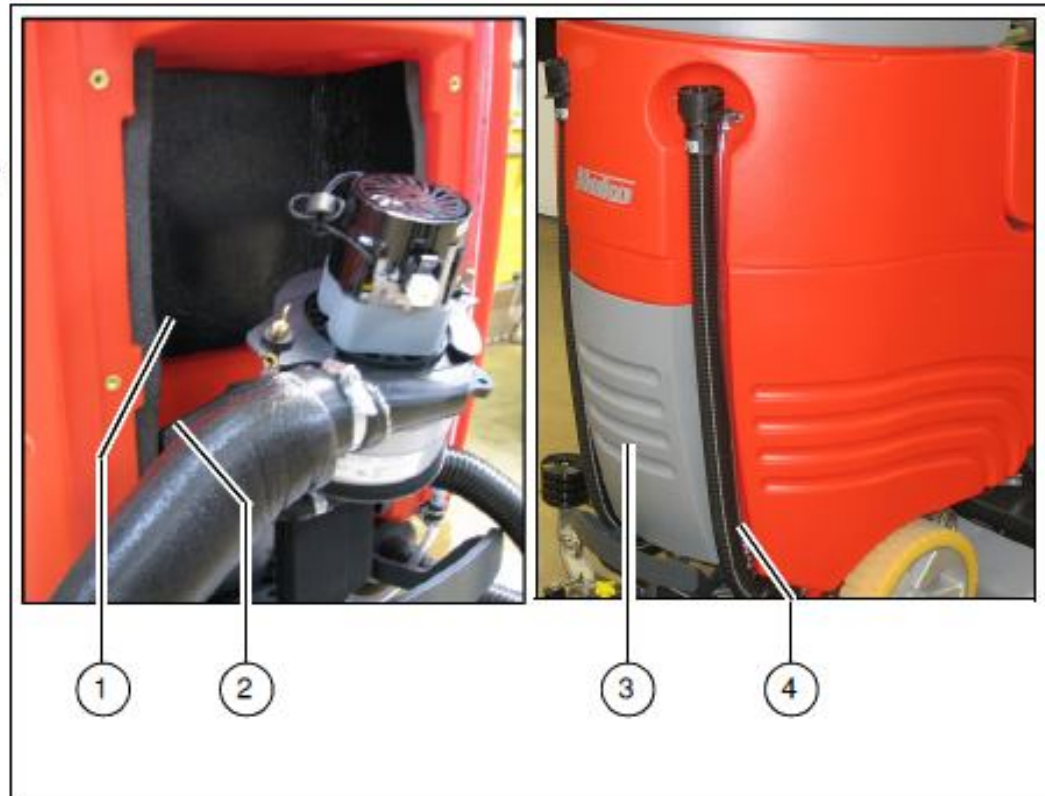


Fig.12. 2

13.2 Option, Acoustic Warning Signal

To activate the Acoustic Warning Signal option, access the programming level as described in Chapter 2.2.4. Then define the parameter settings as indicated in the table below and save the settings. The switching contact of the cable harness is connected to connector -X10 on cable harness W3. This is input -A01:X9.9 + 19 on control unit -A01.

Chapter	Configuration	Contents	Description	ADM 28 & 30
1	1		Acoustic Warning Signal	
1	1	0	Not available	d
1	1	1	Available	x

13.3 Option, Chemical Dosage

To activate the Chemical Dosage option, access the programming level as described in Chapter 2.2.4. Then define the parameter settings as indicated in the table below and save the settings.

Chapter	Configuration	Contents	Description	ADM 28 & 30
1	2		Chemical Dosing System	
1	2	0	Not available	d
1	2	1	Available	x

1 On-board Chemical Dosage

1.1 Conversion kit

The conversion kit is comprised of the following parts:

- Hose pump
- Canister
- Holder for canister
- Flow meter
- Dosing hose
- Non-return valve
- T-piece
- Fuse
- Relays
- Cable harnesses, standard parts, labels
- Assembly manual
- Hoses

13.3 Option, Chemical Dosage **PowerBoss®** The Power of Clean

1.2 Assembling the canister holder



Switch the machine off and disconnect the battery plug!

1. Assemble the holder (Fig. 1/1) of the canister (Fig. 1/2) to the electrical box cover (Fig. 1/4) using hexagon bolts, nuts and washers.
2. Mount the cable clip (Fig. 1/3) on the holder (Fig. 1/1).
3. Insert the canister (Fig. 1/2).



To prevent damage to the electronics, the screws must be inserted on the inside!

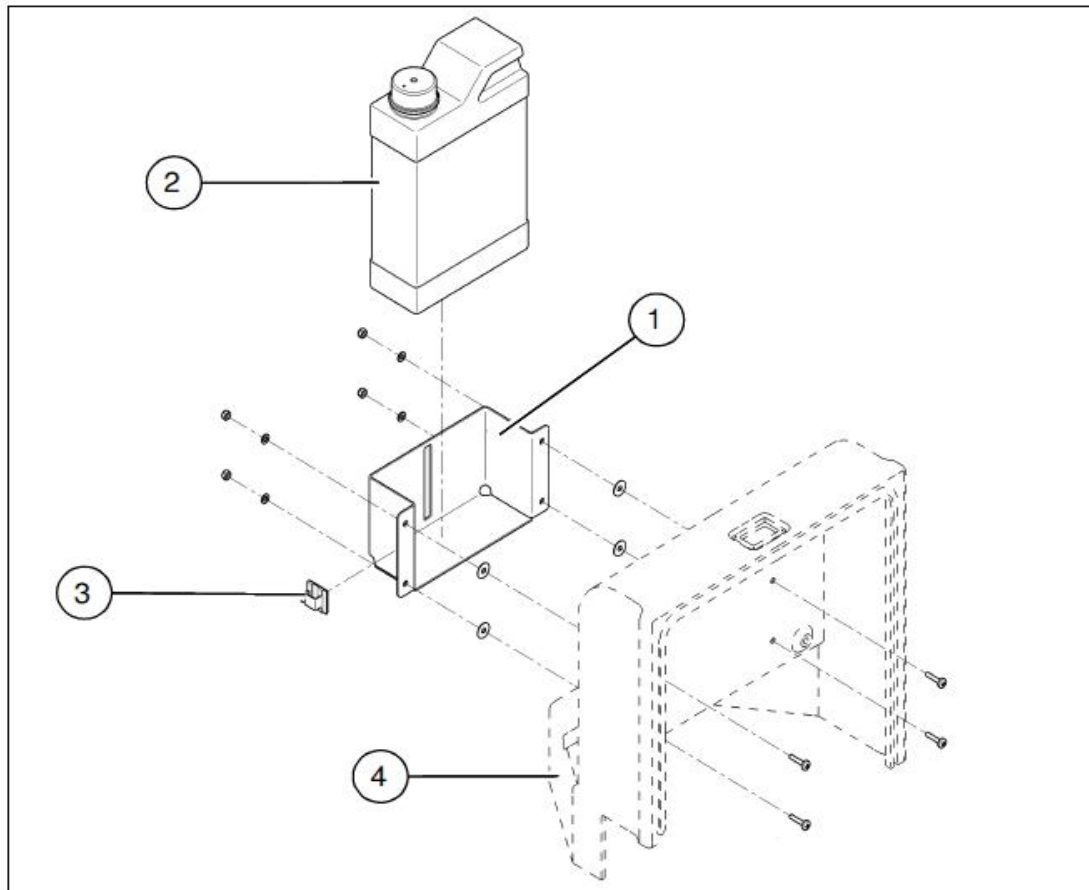


Fig. 1

13.3 Option, Chemical Dosage

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1.3 Assembling the dosing pump

1. Assemble the dosing pump (Fig. 2/1) on the left-hand holder (Fig. 2/2) of the deflector.
2. Clean the surface and attach the fast emptying label (Fig. 2/3).
3. Fix the cable harness with cable ties. Refer to the circuit diagram for the electrical connection.

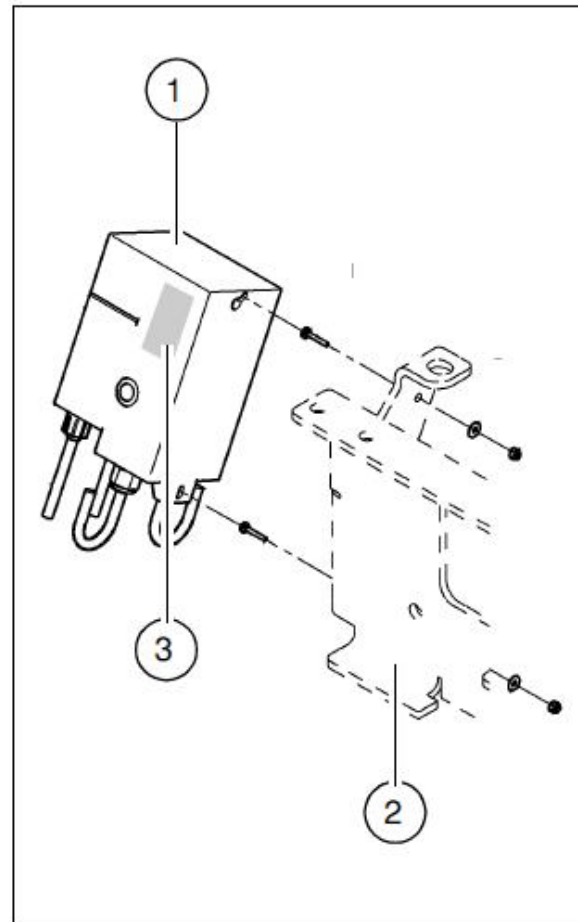


Fig. 2

13.3 Option, Chemical Dosage

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1.4 Assembling the flow meter

1. Shorten the water hose installed between the relief valve and water pump to 110 mm and the remainder to 70 mm.
2. Install the 110 mm water hose (Fig. 3/1) between the flow meter (Fig. 3/2) and relief valve (Fig. 3/4) using hose clamps.
3. Install the 70 mm water hose (Fig. 3/3) between the flow meter (Fig. 3/2) and water pump using hose clamps.



Observe the flow direction on the flow meter!

4. Fix the protective cap and connector on the flow meter using cable ties.
5. Fix the cable harness with cable ties. Refer to the circuit diagram for the electrical connection.

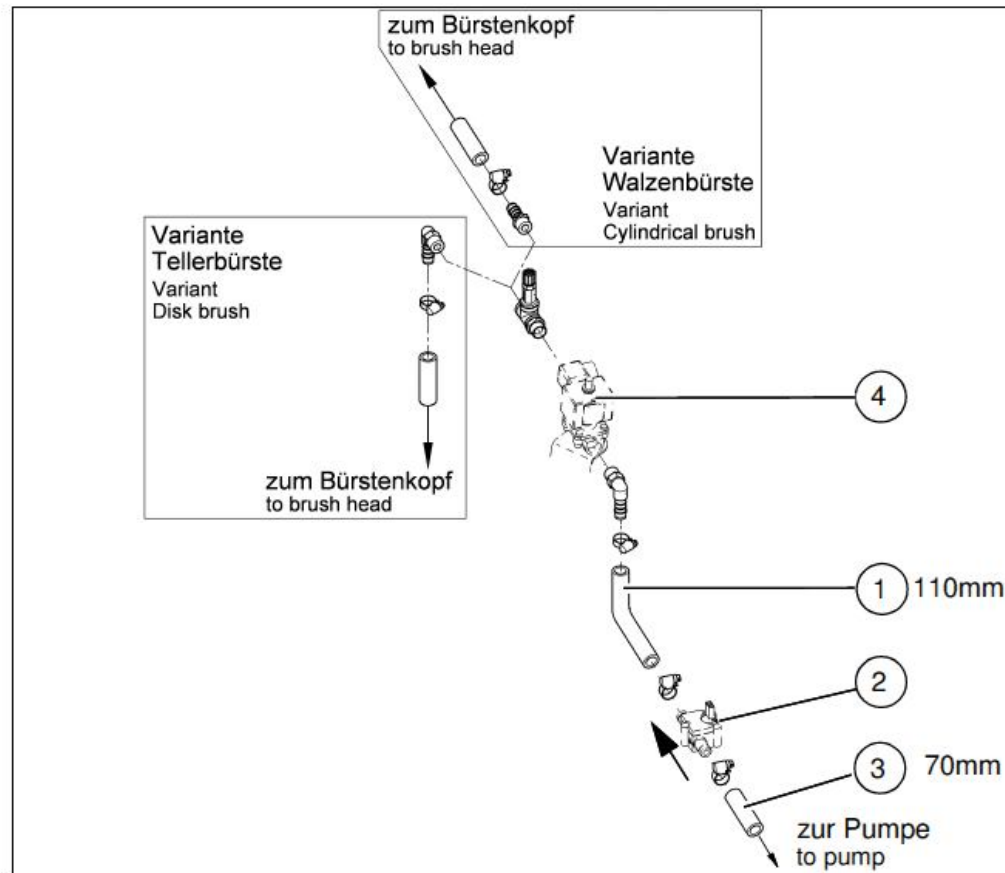


Fig. 3

13.3 Option, Chemical Dosage **PowerBoss®** The Power of Clean

1.5 Assembling the non-return valve

1. Preassemble the non-return valve (Fig. 4/1) with screw-in sockets (Fig. 4/2) and double nipple.
2. Assemble the non-return valve on the relief valve (Fig. 4/3). Max. tightening torque is 1 Nm!
3. Shorten the water hose (Fig. 4/A) between the brush head and non-return valve according to the length specification in the table and install it using hose clamps.

Brush head	Length
Disk brush head 650	260
Cylindrical brush head 700	140
Disk brush head 750	230
Cylindrical brush head 850	140
Disk brush head 900	220



Seal all the connections with three layers of teflon.

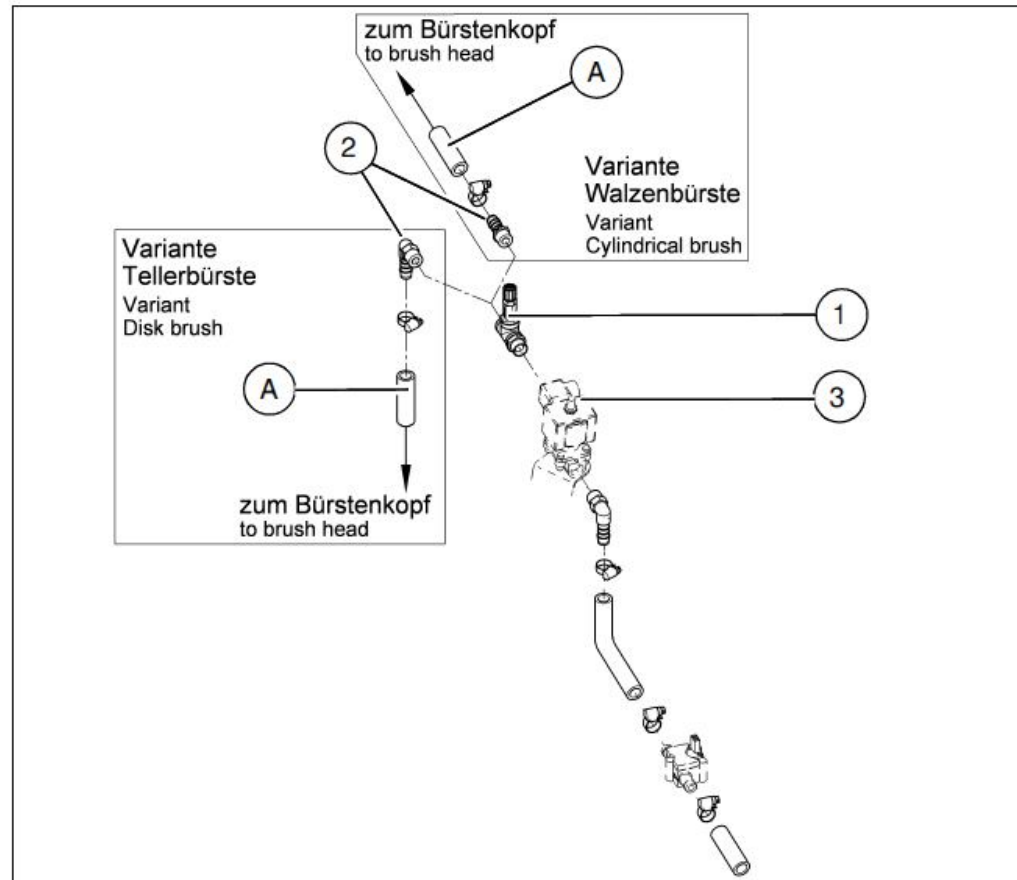


Fig. 4

13.3 Option, Chemical Dosage **PowerBoss®** The Power of Clean

1.6 Assembling the dosing hose

1. Drill a 6 mm diameter hole in the canister cap (Fig. 5/1) for the dosing hose.
2. Drill a 2 mm diameter hole in the cap for pressure compensation.
3. Fix the dosing hose, 1280 mm long, from the canister (Fig. 5/1) to the dosing pump (Fig. 5/2) (input=A) to the canister holder with cable clips and cable ties.
4. Fix the dosing hose, 1700 mm long, from the dosing pump (Fig. 5/2) (output=B) to the non-return valve (Fig. 5/3) together with the cabling using cable ties.

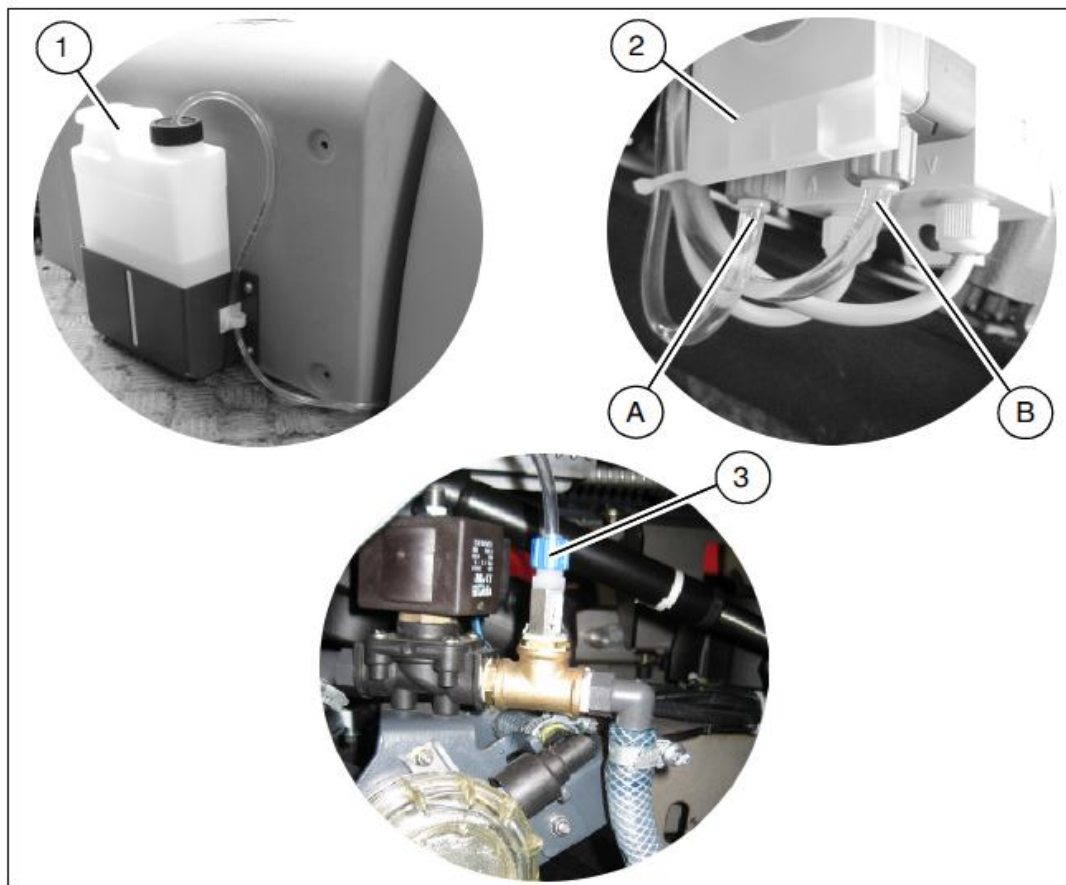


Fig. 5

13.3 Option, Chemical Dosage

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1.7 Assembling the relay

1. Open the electrical box cover (Fig. 1/4).
2. Assemble the holder (Fig. 6/1) for the relay socket to the plate (Fig. 6/2). Plug the relay (Fig. 6/3) in the relay socket.

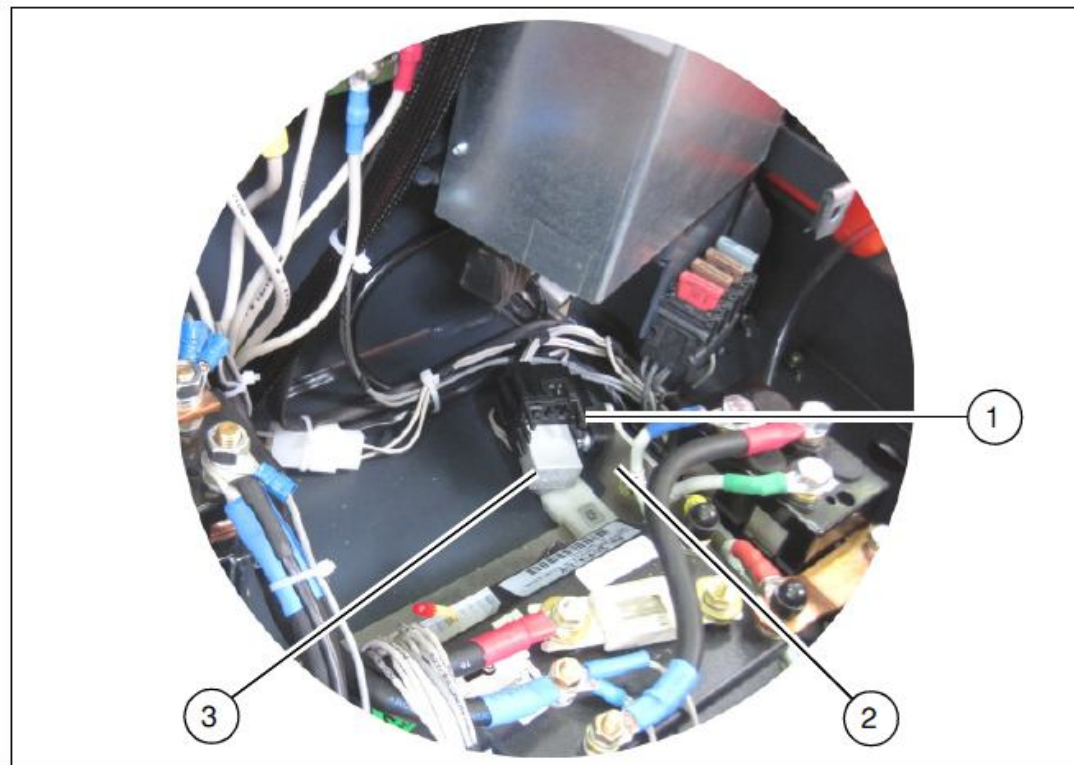


Fig. 6

13.3 Option, Chemical Dosage

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1.8 Laying the cable harness

1. Plug contact F07 of cable harness W101 in the free slot in the right-hand, pre-assembled fuse holder.
2. Plug fuse link F07 in the free slot.
3. Connect cable harness W101 to relay K101, A04/NBatt (drive control), X37 in the electrical box and fix in place with cable ties. Fix X37 with cable ties.

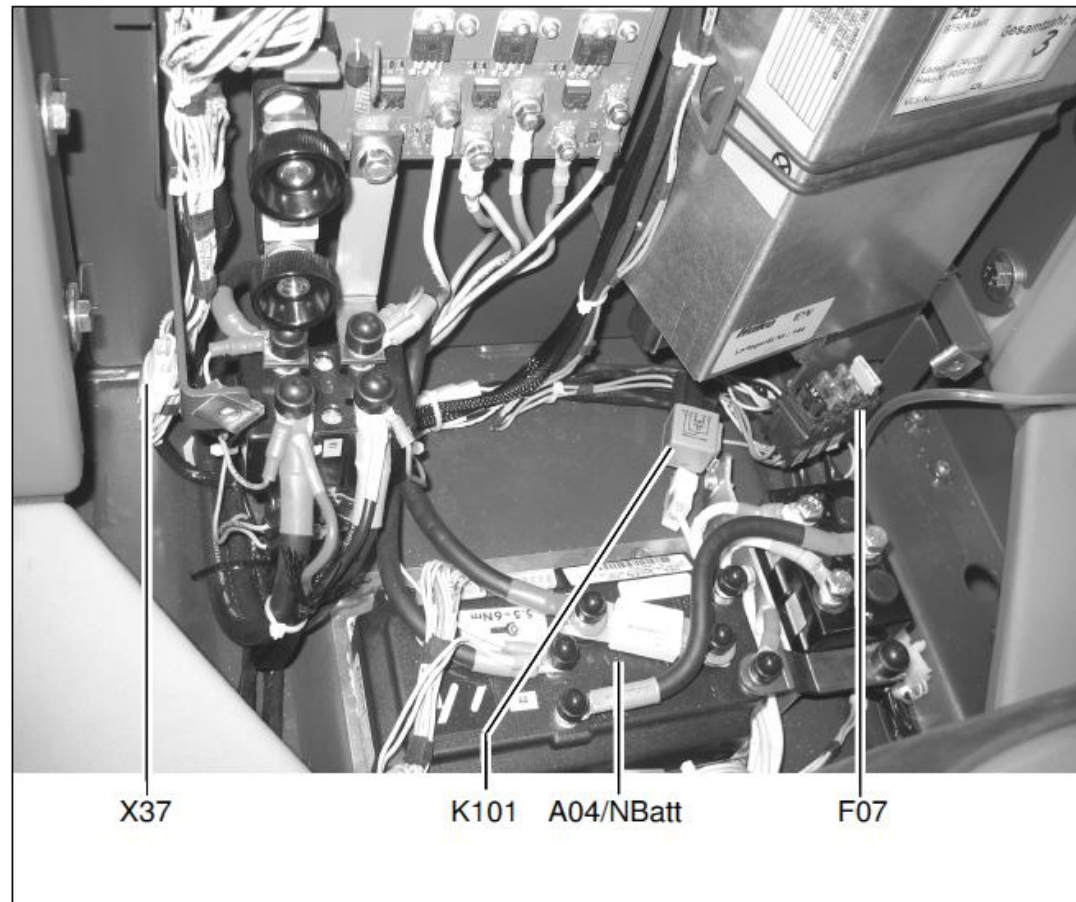


Fig. 7

13.3 Option, Chemical Dosage

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4. Feed the dosing pump connection cable and hose through the hole in the chassis (Fig. 8/1) to the electrical box.
5. Connect the dosing pump connection cable with cable harnesses W101 (X103) and W102 (X104) in the electrical box and fix in place with cable ties.
6. Lay cable harness W102 and the silicone hose in the cable duct (Fig. 8/2) illustrated and fix in place with cable ties.
The cable harnesses and silicone hose must not be jammed when the battery is inserted!
7. Connect cable harness W102 to the flow meter and fix the grommet with cable ties.
8. Fix cable harness W102 to the existing cable harness (Fig. 8/3) using cable ties.

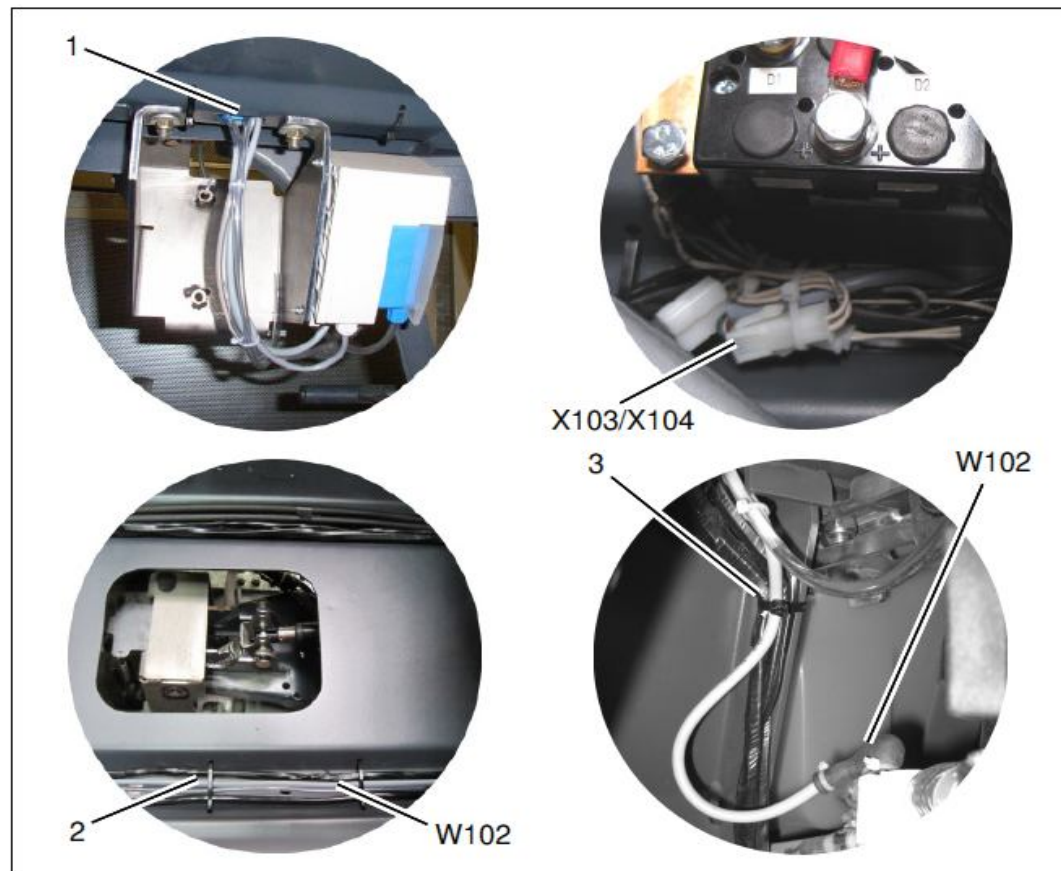
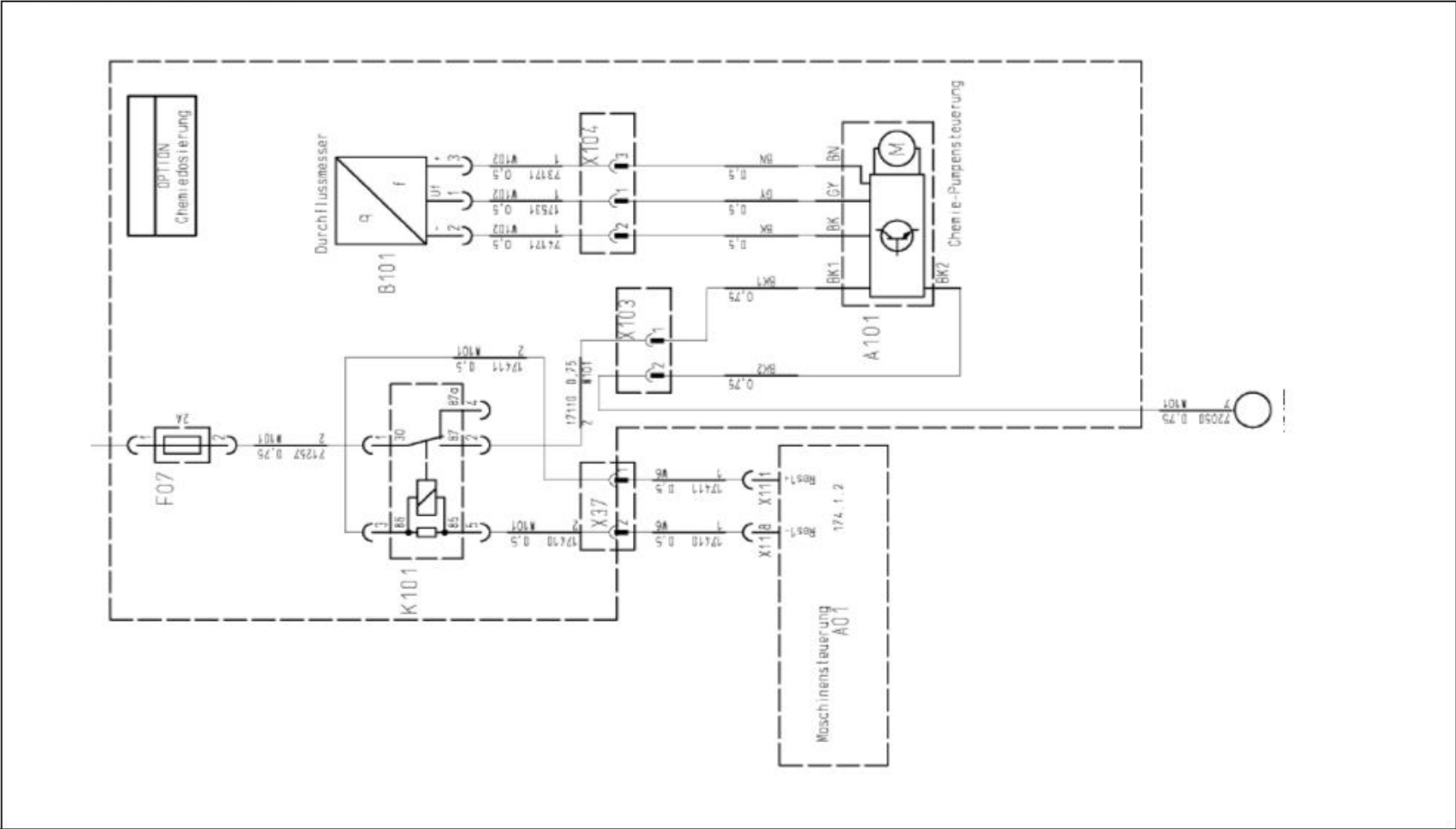


Fig. 8

13.3 Option, Chemical Dosage

1.10 Circuit diagram



13.3 Option, Chemical Dosage

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1.11 Operation

Starting up

1. Fill the chemical canister with cleaning agent.
2. Switch on the key switch.
3. Switch on the dosing pump switch.
4. Press the quick fill switch (Fig. 10/1) on the dosing pump until the chemical is at the non-return valve.

Adjusting the mixture ratio

1. Remove the gray cover (Fig. 10/2) from the dosing pump.
2. Adjust the mixture ratio according to the cleaning agents used.
3. Basic setting = 1:700
Set rotary knob (Fig. 10/3) between positions 1 and 2, refer to table.

Maintenance

Check the hose section (Fig. 10/4) in the hose pump (length approx. 23mm) and replace, if necessary.

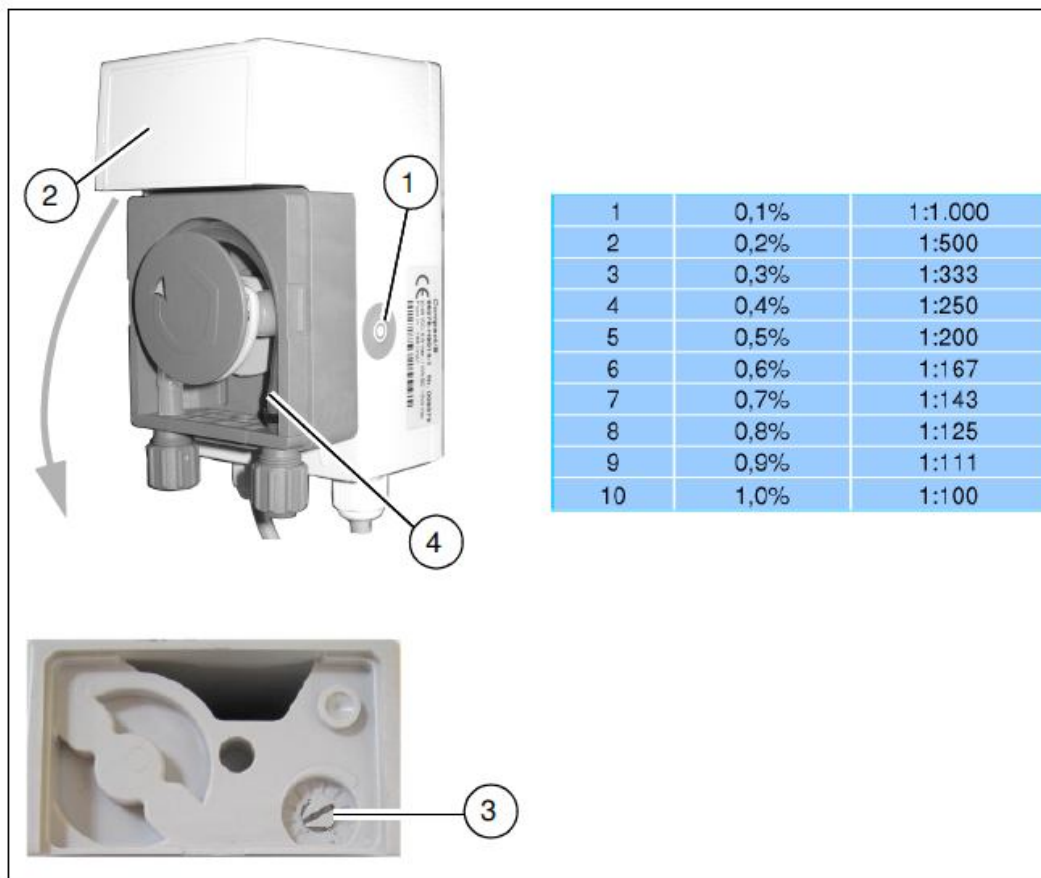


Fig. 10

13.4 Option, Scrub-Vac Tool

To activate the Scrubbing-Vacuum Tool option, access the programming level as described in Chapter 2.2.4. Then define the parameter settings as indicated in the table below and save the settings.

Chapter	Configuration	Contents	Description	ADM 28 & 30
1	3		TOOL	
1	3	0	Not available	d
1	3	1	Available	x

13.4 Option, Scrub-Vac Tool

PowerBoss®
The Power of Clean

Toolkit

Mechanical assembly



Switch the vehicle off and disconnect the battery plug before beginning assembly work!

Cut the hose between the water pump and solenoid valve to the specified value and connect the T-piece (Fig. 1/1) from the scope of delivery.

Then connect the tool connection hose to the quick coupler (Fig. 1/2) and fix in place.

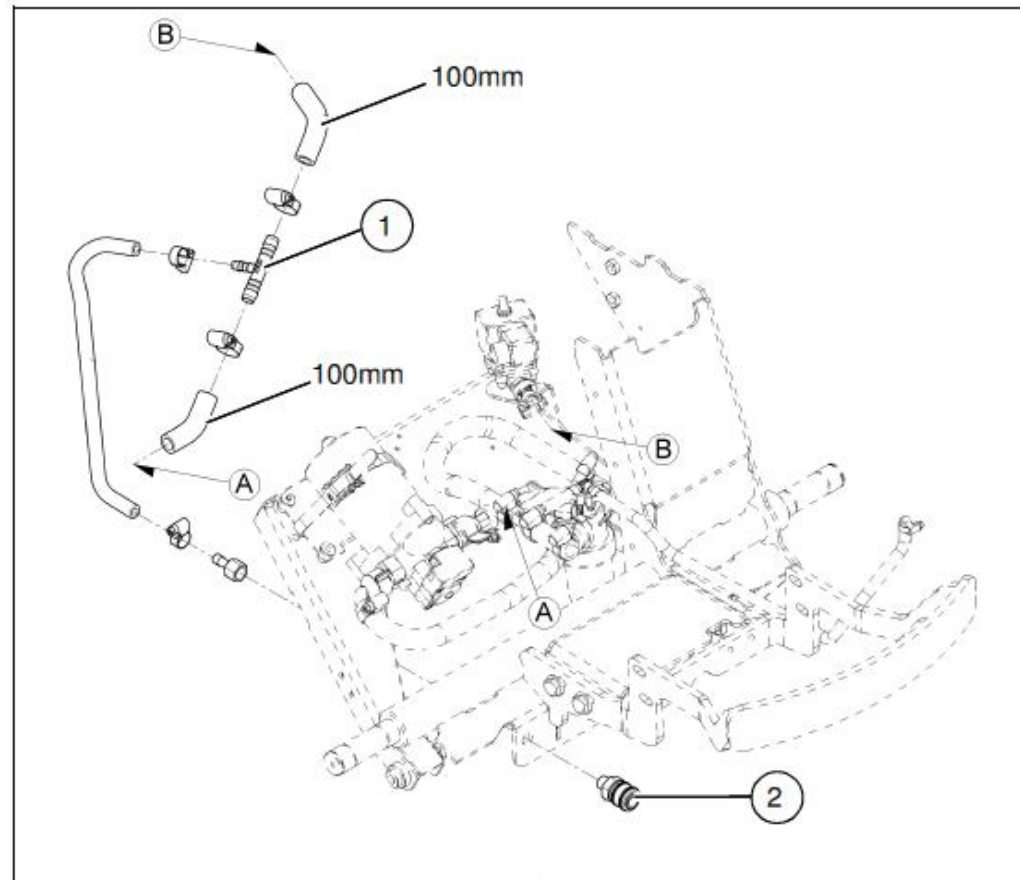


Fig.1

13.4 Option, Scrub-Vac Tool

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Electrical assembly

Assembling the button

1. Feed the button (Fig. 2/1) through the cutout in the operating panel. Screw the button in place.
2. Fix the cable from the button to the existing cable harnesses (Fig. 2/2) using cable ties (the cable from the button must not be under strain).

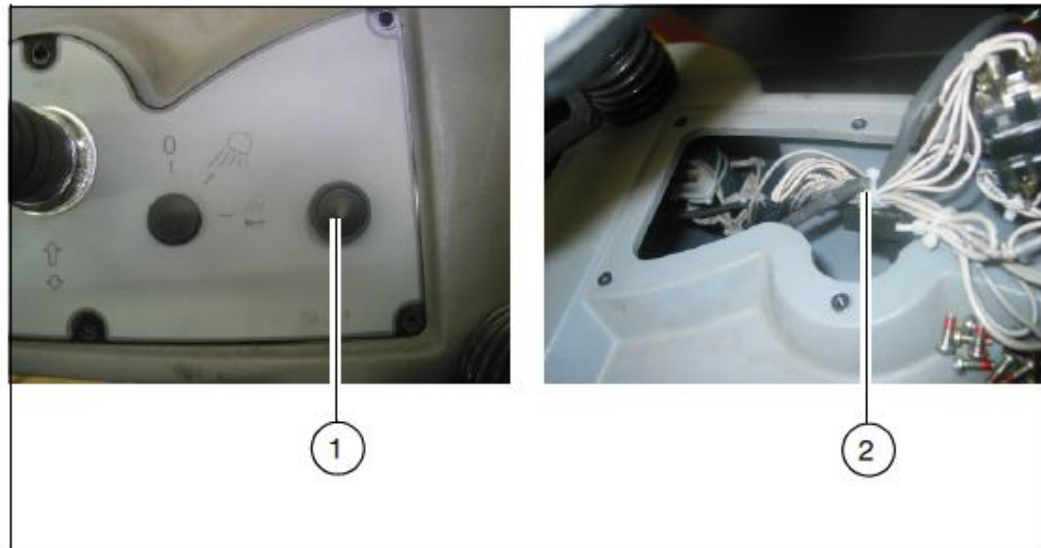


Fig.2

13.4 Option, Scrub-Vac Tool

Cable harness -W20

Cable harness -W20 is mounted in the Hakomatic B115R:

997090-11 / -21 -35/ -36/ -38/ -41/ -48/
-51 / -81 / -91

1. Connect plug connector –X26 on cable harness -W20 to the plug connector of the button.
2. Connect cable harness -W20 to the operating panel control unit -A02.X6.



Cable harness –W13 is not used!

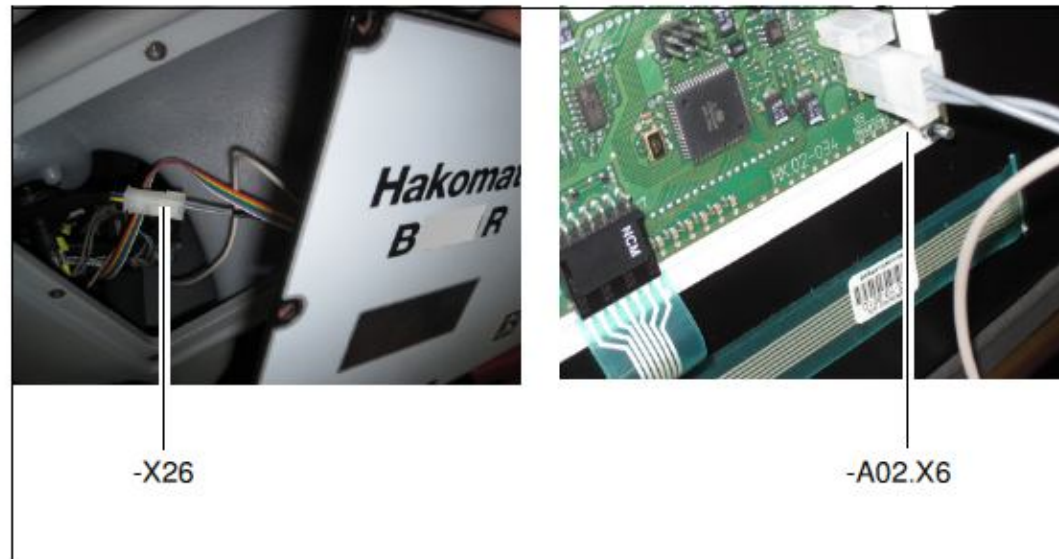


Fig.4

13.4 Option, Scrub-Vac Tool

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Operation Toolkit button

A floor scrubbing and vacuuming tool (option) can be deployed in conjunction with the scrubbing-vacuum tool to apply and vacuum up cleaning solutions in areas difficult to access.

Hakomatic B115R:

The (Fig. 6/2) icon appears when the (Fig. 6/1) button for the toolkit is switched on.

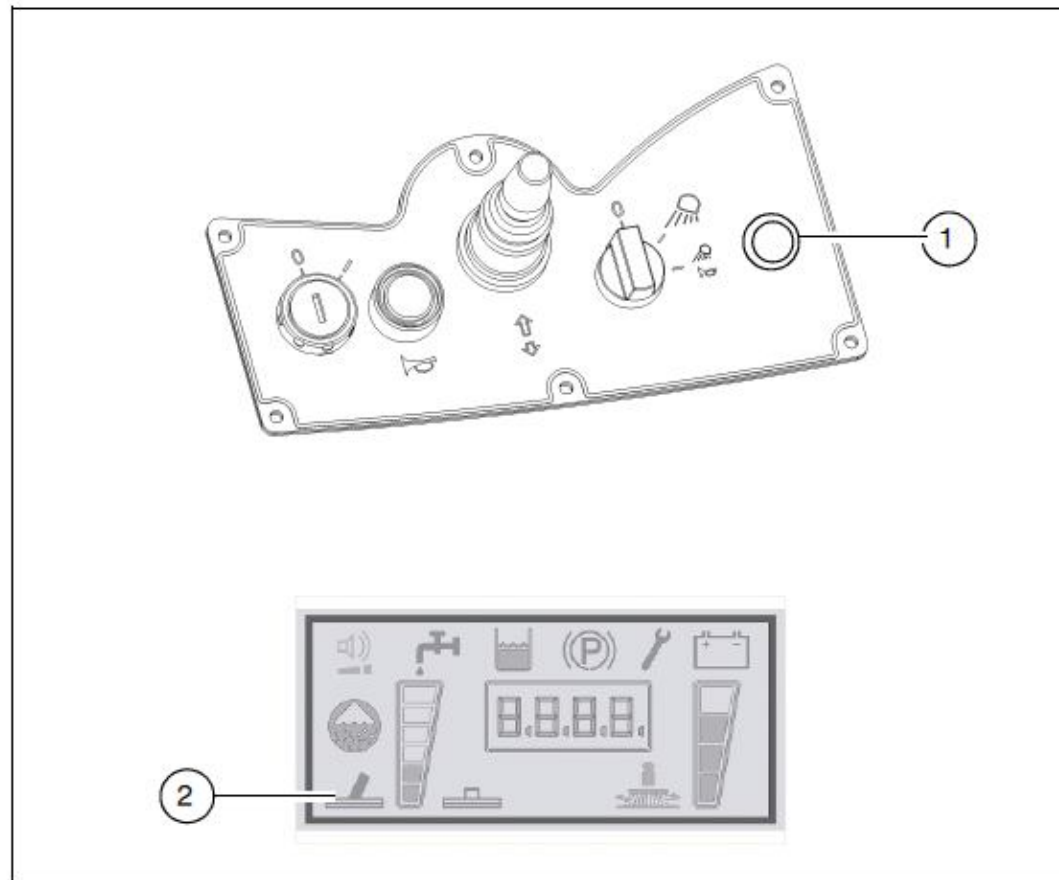


Fig.6

14. Real-Time Clock (RTC)

The Admiral 28 & 30 is equipped with a real-time clock which is integrated in the vehicle's control system. When the vehicle is switched off, the clock is supplied with power from a backup battery on the control electronics. Proceed as follows to set the clock, e.g. after changing the battery:

Plug diagnostics connector PN 03006790 on connector -A1.X3 (Fig. 2.2). Without the diagnostics connector, the date and time can only be viewed, not changed.

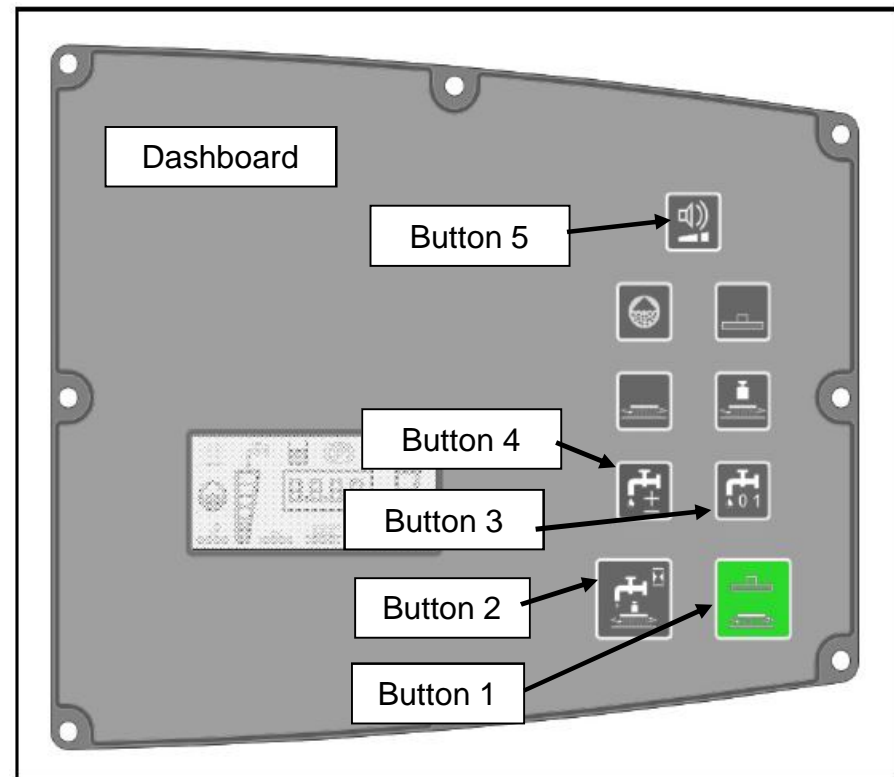


Fig. 13.1

14. Real-Time Clock (RTC)

- In order to access the Setup menu, press and hold Button 1 and Button 2 simultaneously while the key switch is switched on.
- After approx. 3 seconds, the year setting appears in the operating hour counter. (In the example, 11 for 2011). Release the buttons.
- Then press Button 1 to access the settings for month, day, hour, minute and second and finally back to year.
- The example shows 9 May 2011 at 11:05:25

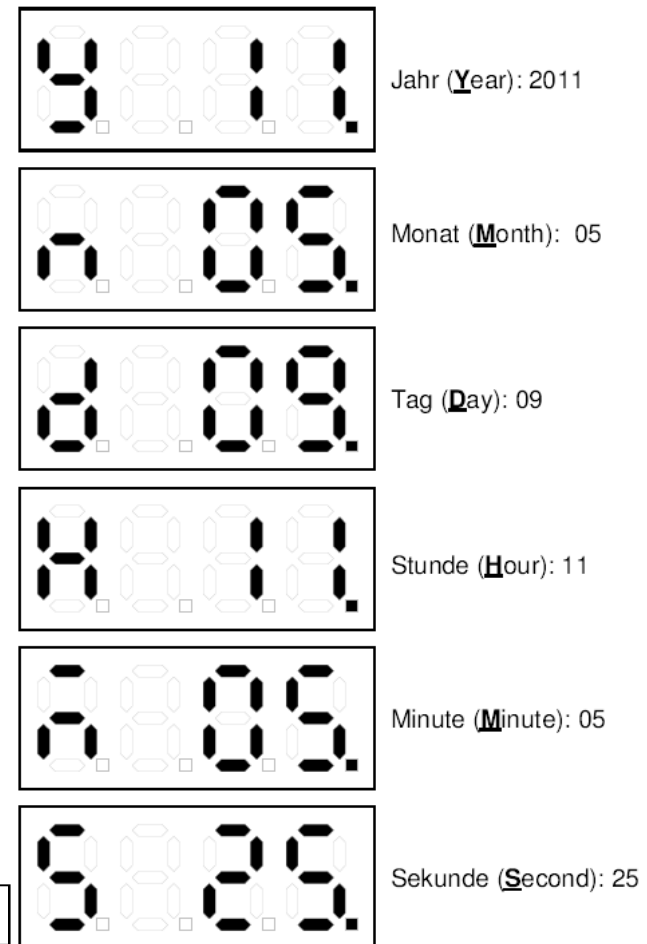


Fig. 13.2

14. Real-Time Clock (RTC)

- The value in the respective display can be increased by pressing Button 3 once or reduced by pressing Button 4 once. If the respective button is pressed and held for longer than one second, the value changes automatically at a constant speed.
- If a value is modified, the point at the bottom right behind the number disappears.
- After pressing Button 5 for three seconds, the adjusted value is saved and the point at the bottom right behind the number reappears.
- Exit from the menu by switching the engine off.
- The settings can also be set using the HAKO diagnostics system.

15. Notes

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16. BRUSHES AND SQUEEGEE BLADES

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ADMIRAL 28

BRUSHES

7096 Cylindrical Brush Light
7099 Cylindrical Brush Medium (Standard)
7094 Cylindrical Brush Heavy

SQUEEGEE

90493560 Front Poly Blade (Standard)
90494139 Rear Poly Blade (Standard)
01179170 Front Linatex Blade
01179180 Rear Linatex Blade
01073890 Side Squeegee

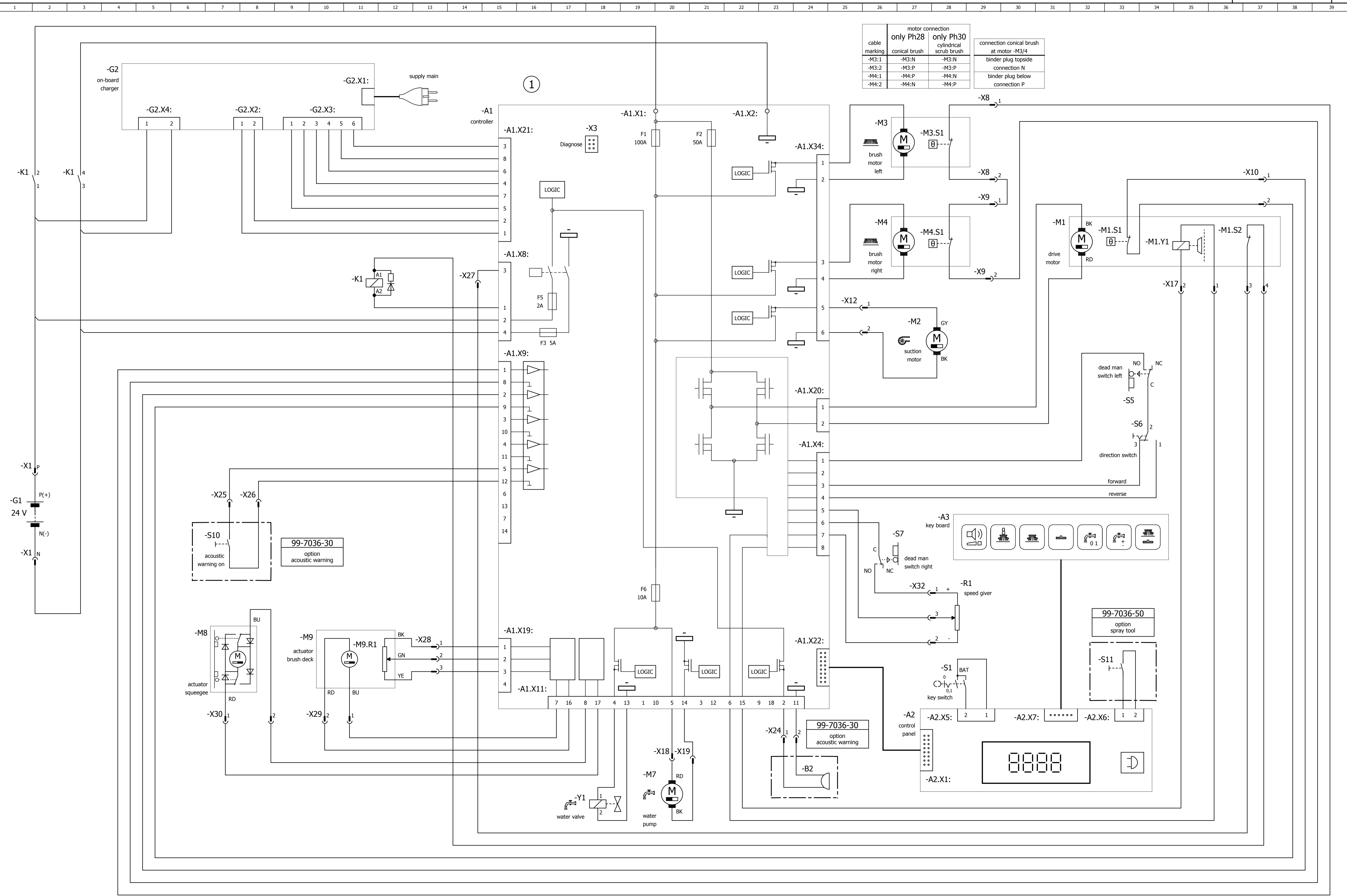
ADMIRAL 30

BRUSHES


7514 Disc Brush Light (2 Required)
7518 Disc Brush Light Medium (2 Required)
7516 Disc Brush Medium (2 Required)
7308 Disc Brush Medium Heavy (2 Required)
7520 Disc Brush Heavy (2 Required)
7522 Disc Brush Heavy Extreme (2 Required)
7524 Pad Driver

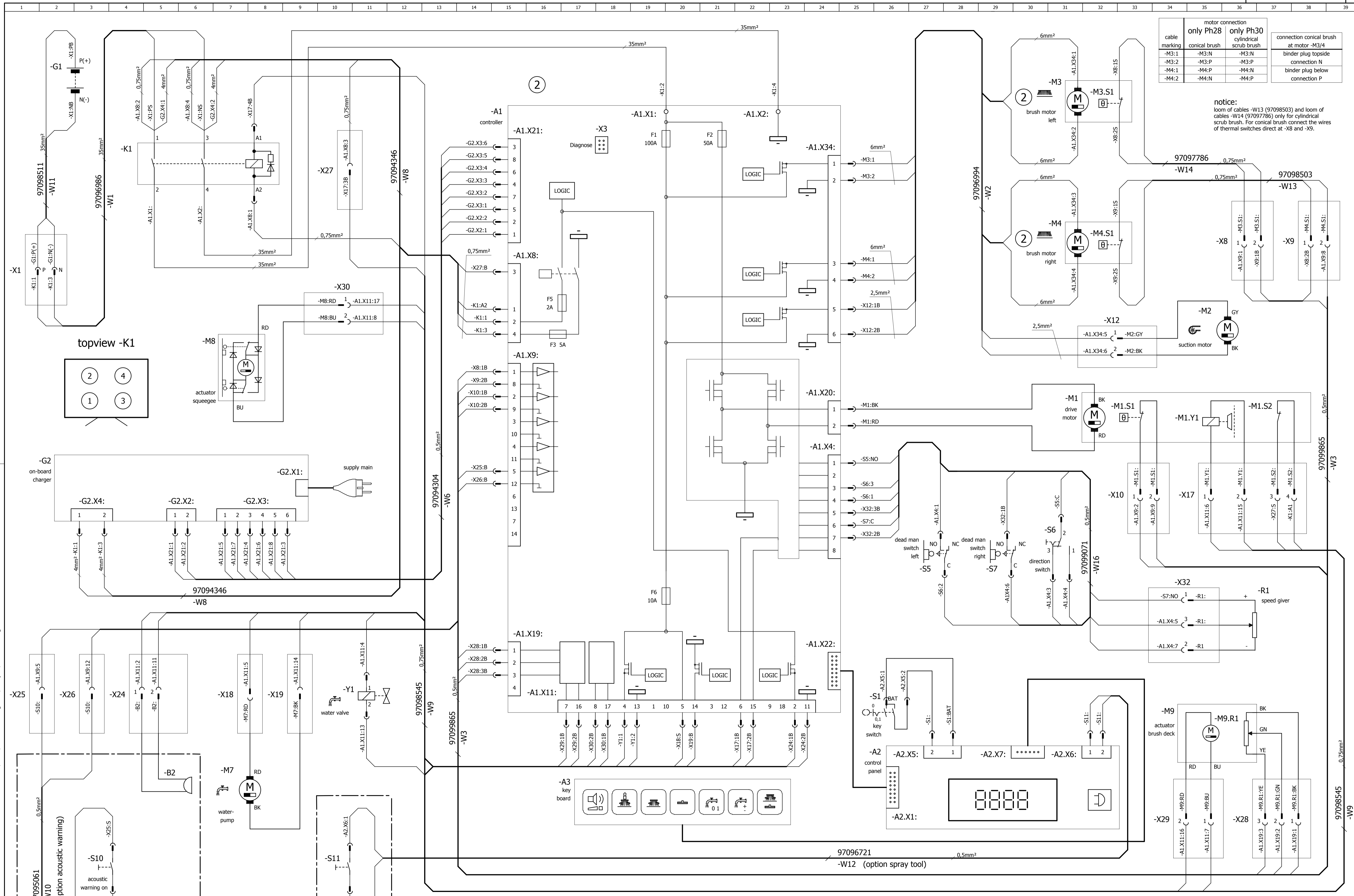
SQUEEGEE

107-389 Side Squeegee
67-160 Front Gum Rubber Blade (standard)
67-075 Rear Gum Rubber Blade (standard)
90493560 Front Polyurethane Blade
90494139 Rear Polyurethane Blade
01179170 Front Linatex Blade
01179180 Rear Linatex Blade



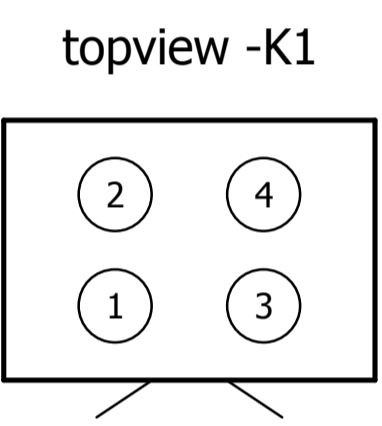
PLOT DATUM : 22.01.2008 B-Stand : 002 / Ri. / 19.12.07 [002 / kupe / 15.01.08]

=	1	1x	1174-00	19.12.07	Ri.	2007	Datum	Name	VES-Nr. :	Benennung	 Zeichnungs-Nr. 91026310
	+	Nr.	Zahl kommt vor	Änd.-Nr.	Datum	Name	Normgepr.		Änd. Nr. :	0905-06	



cable marking	motor connection		connection conical brush at motor -M3/4
	only Ph28	only Ph30	
-M3:1	-M3:N	-M3:N	binder plug topside
-M3:2	-M3:P	-M3:P	connection N
-M4:1	-M4:P	-M4:N	binder plug below
-M4:2	-M4:N	-M4:P	connection P

notice:
loom of cables -W13 (97098503) and loom of cables -W14 (97097786) only for cylindrical scrub brush. For conical brush connect the wires of thermal switches direct at -X8 and -X9.



99-7036-30	option acoustic warning
99-7036-50	option spray tool

-X102	virtual ground at direction switch
-X101	virtual ground at chassis

=	2	3x	1174-00	19.12.07	Ri.	2007	Datum	Name	VES-Nr. :	Benennung	91026302
+	Nr.	Zahl kommt vor	Änd.-Nr.	Datum	Name	Gezeichnet	16.05.	kupe	Ersatz für :	GI.Nr.	91026302
					Normgepr.	Geprüft			Änd. Nr. :	0924-03	Blattzahl: 3

Benennung		Ph 28/30		Zeichnungs-Nr.	
wiring diagram		Hako		91026302	
Für diese Zeichnung behalten wir uns alle Rechte vor. (Gemäß DIN 34)		Hako-Werke GmbH D-23840 Bad Oldesloe		Blatt: 1	

PLOTDATUM : 22.01.2008 B-Stand : 003 / Ri. / 19.12.07 [003 / kupe / 15.01.08]

ref.	designation	part no	path	ref.	designation	part no	path
-A1	controller	90535014	/1.20	-X27	connector 1 poles		/1.10
-A2	control panel	90487216	/1.26	-X28	connector 3 poles		/1.36
-A3	key board	90487224	/1.17	-X29	connector 2 poles		/1.34
-B2	signal transmitter (option acoustic warning)	97094312	/1.6	-X30	connector 2 poles		/1.10
-G1	battery		/1.3	-X32	connector 3 poles		/1.35
-G2	on-board-charger	97097679	/1.3	-X101	connection virtual ground at chassis		/1.18
-K1	main contactor	90529942	/1.6	-X102	connection virtual ground at direction switch		/1.14
-M1	drive motor	90526039	/1.32	-Y1	water valve	90435595	/1.11
-M1.S1	thermal switch drive motor	to -M1	/1.33				
-M1.S2	brake switch drive motor	to -M1	/1.37				
-M1.Y1	brake drive motor	to -M1	/1.35				
-M2	suction motor	97096200	/1.36				
-M3	conical brush motor left (only Ph 28)	90507476	/1.31				
or	cylindrical brush motor left (only Ph 30)	90417056					
-M3.S1	thermal switch brush motor left	to -M3	/1.33				
-M4	conical brush motor right (only Ph 28)	90507476	/1.31				
or	cylindrical brush motor right (only Ph 30)	90417056					
-M4.S1	thermal switch brush motor right	to -M4	/1.33				
-M7	water pump	97047310	/1.8				
-M8	actuator squeegee	97047161	/1.8				
-M9	actuator brush deck	90528803	/1.34				
-R1	speed giver	97100416	/1.36				
-S1	key switch	90323437	/1.26				
-S5	dead man switch left	90520446	/1.28				
-S6	direction switch	90516147	/1.31				
-S7	dead man switch right	90520446	/1.29				
-S10	acoustic warning on (option acoustic warning)	90224650	/1.4				
-S11	spray tool on (OPTION spray tool)	90224650	/1.10				
-X1	battery connector 160A		/1.1				
-X8	connector 2 poles		/1.36				
-X9	connector 2 poles		/1.38				
-X10	connector 2 poles		/1.33				
-X12	connector 2 poles		/1.33				
-X17	connector 4 poles		/1.35				
-X18	connector 1 poles		/1.7				
-X19	connector 1 poles		/1.9				
-X24	connector 3 poles		/1.4				
-X25	connector 1 poles		/1.1				
-X26	connector 1 poles		/1.3				

A3

2	1174-00	./.	19.12.07	Ri.	2007	date	name
					drawn by	16.05.	kupe
					checked		
no	modified no.	no. available	date	name			

indemnity for: Gl. Nr.
modified no.: 0924-03

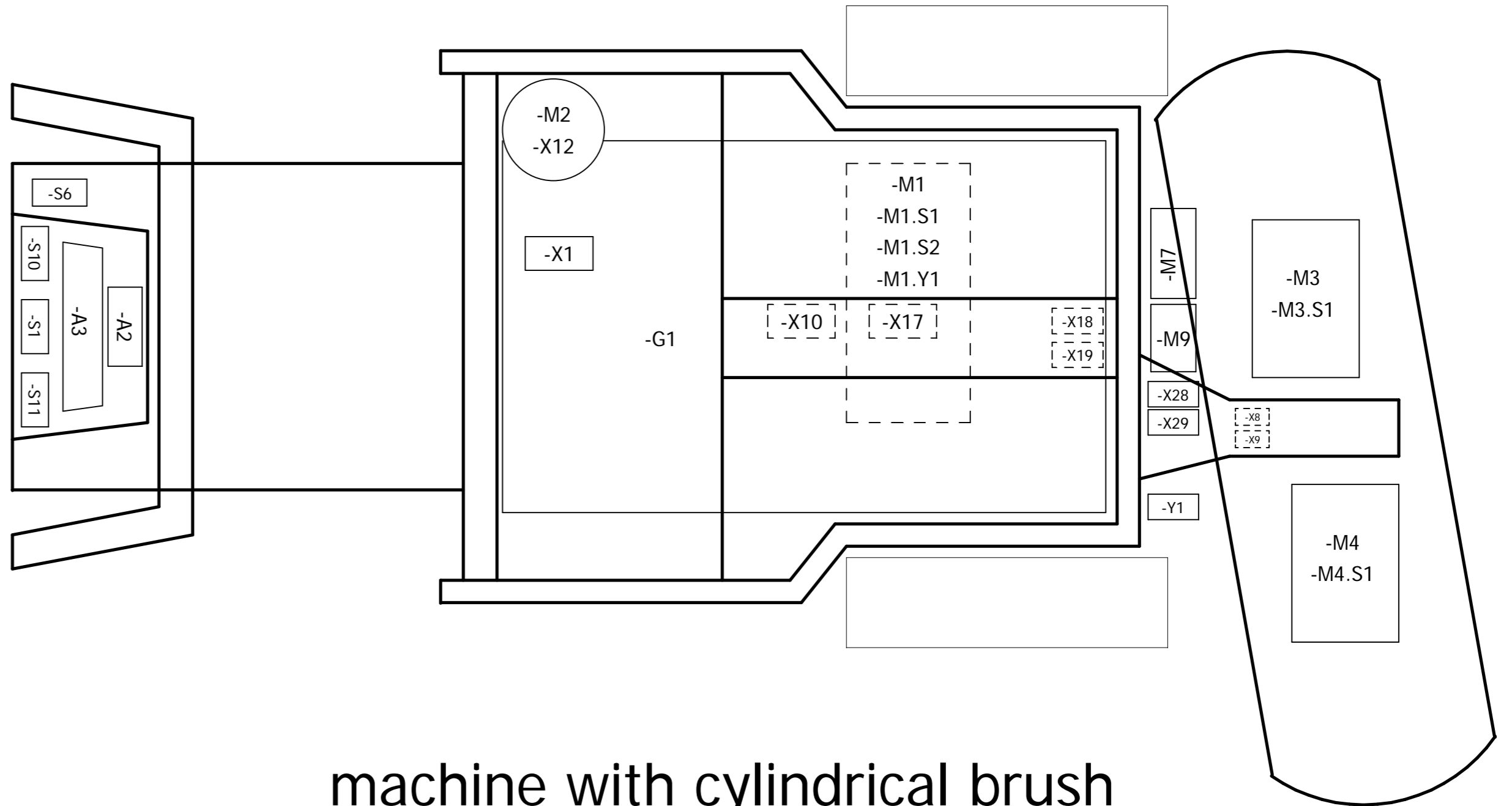


wiring diagram

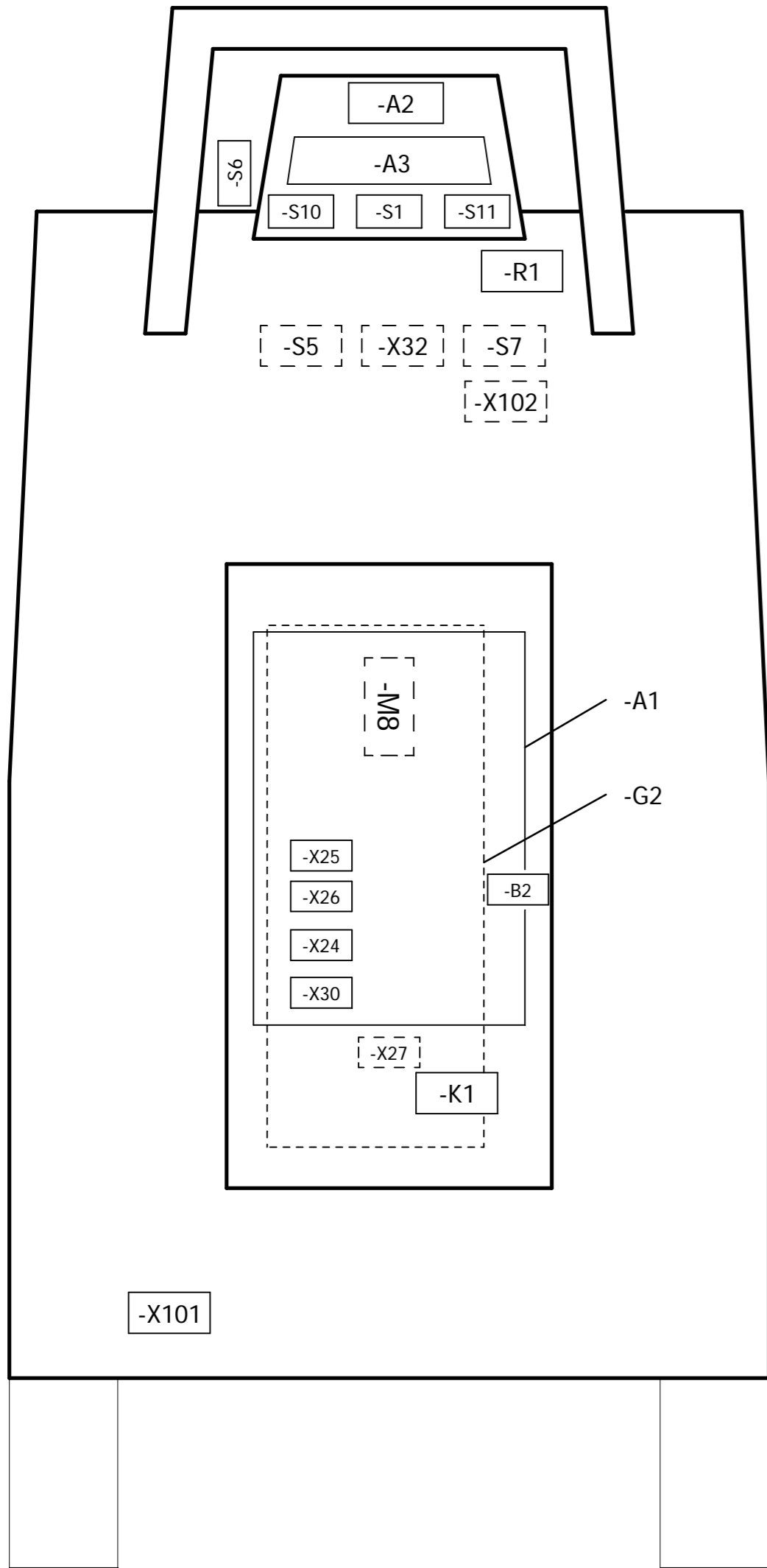
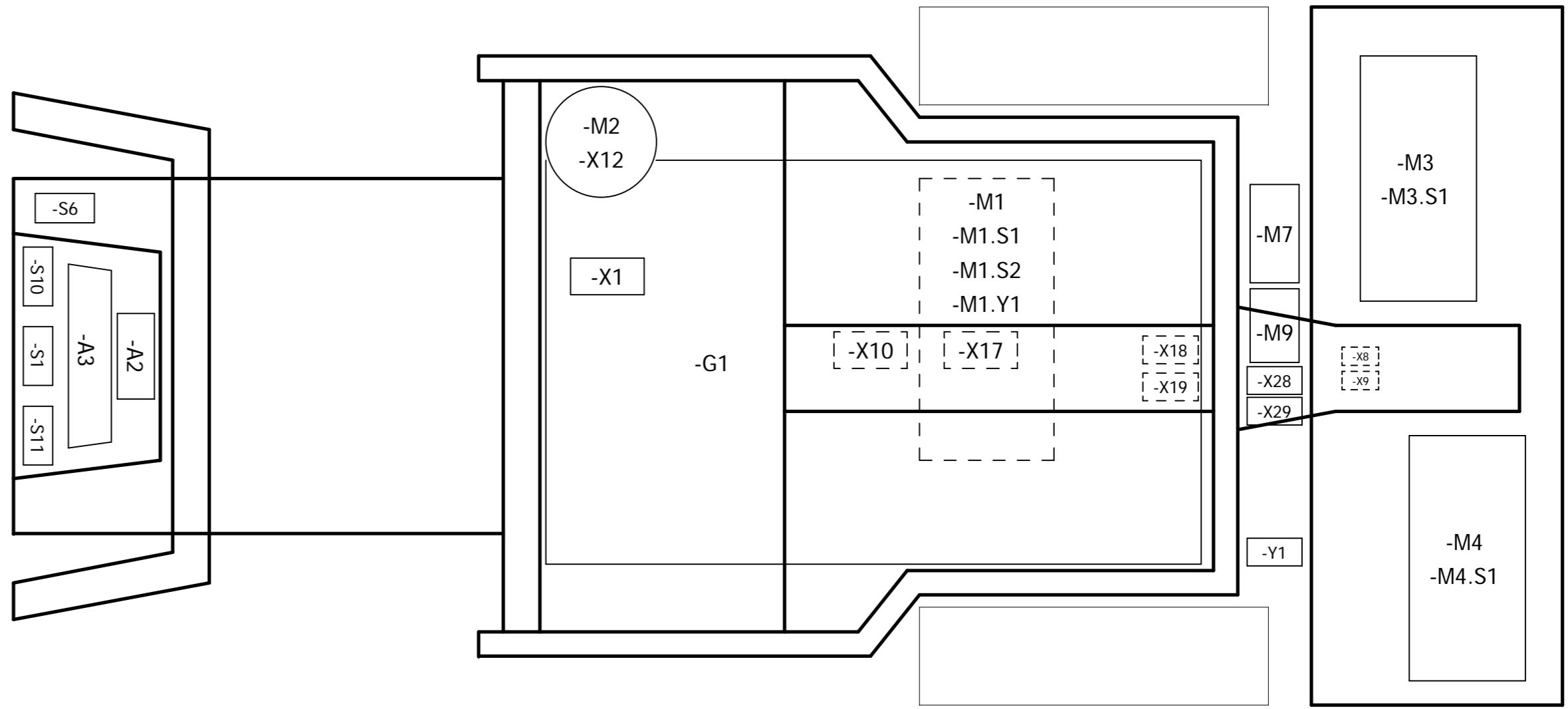
Ph 28/30

91026302

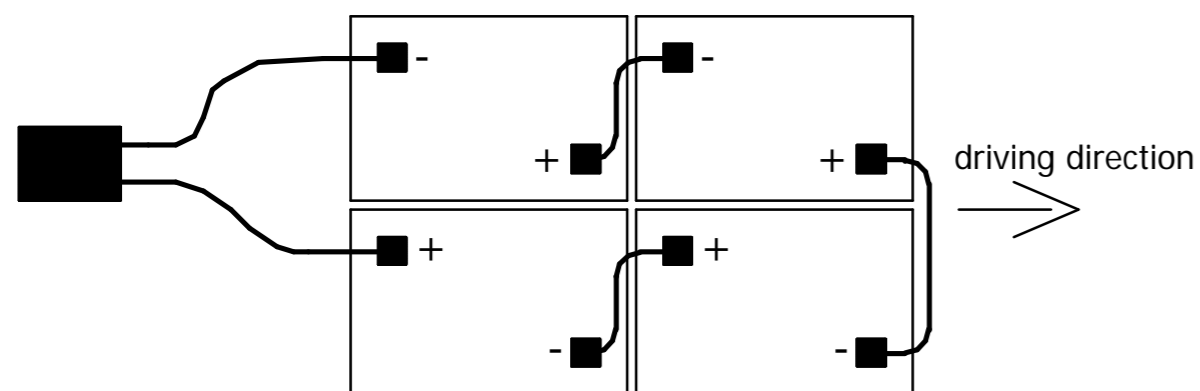
machine with conical brush




machine with cylindrical brush



top view of battery block



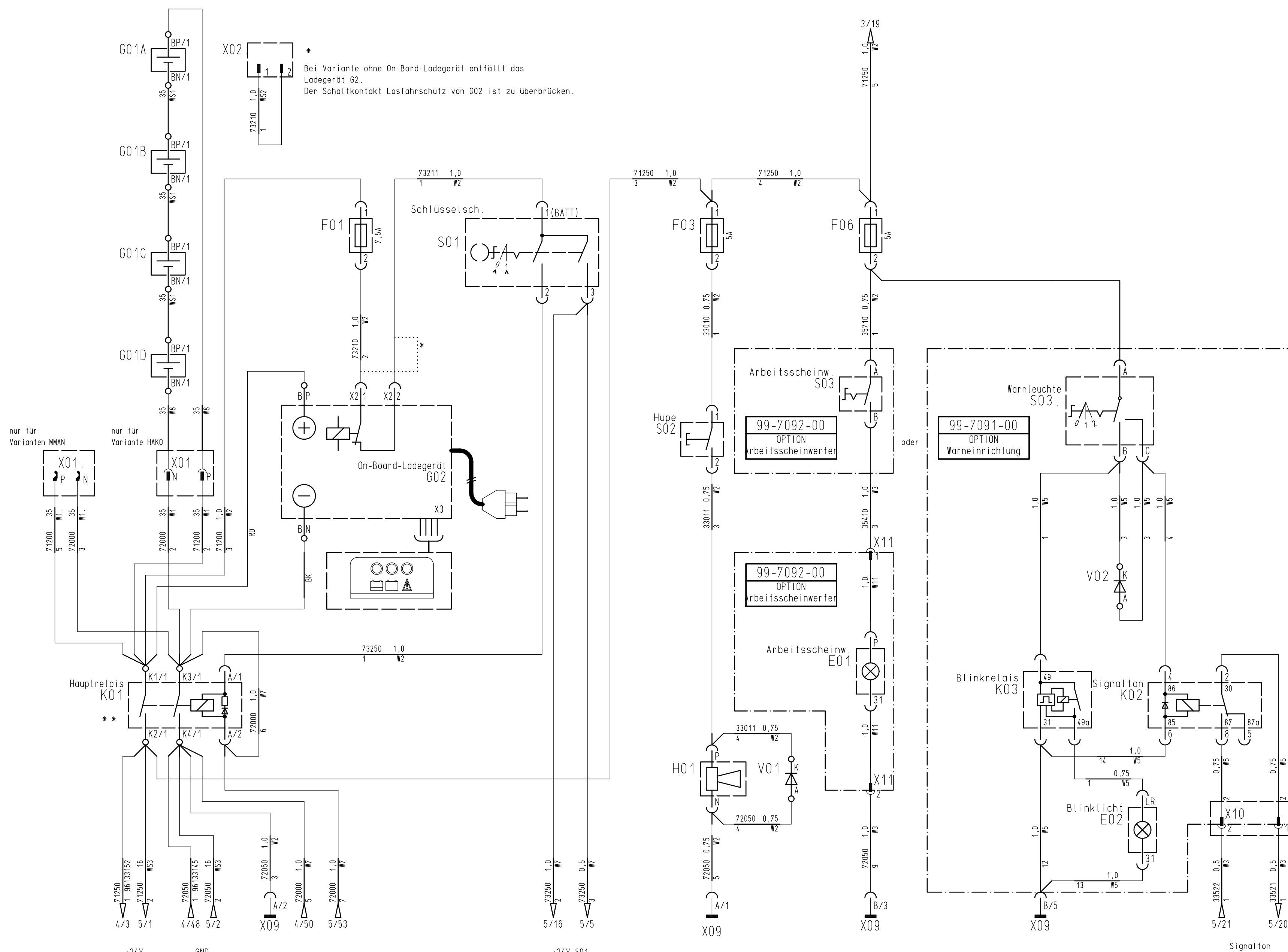
=	2	./.	1174-00	19.12.07	Ri.	2007	Datum	Name	VES-Nr. :	Benennung		 Hako-Werke GmbH D-23840 Bad Oldesloe	Zeichnungs-Nr.			
	+	Nr.	Zahl kommt vor	Änd.-Nr.	Datum	Name	Normgepr.	Gezeichnet	16.05.	kupe	Ersatz für:		GI.Nr.	91026302		
										Änd. Nr. :	0924-03	Für diese Zeichnung behalten wir uns alle Rechte vor. (Gemaß DIN 34)		Typ: 7062-33/34	Blattzahl: 3	Blatt: 3

Teil Part	Beschreibung Description	Sachnummer Code no.	Position Sheet Pos.	Ort Loc.
A01	Maschinensteuerung machine controller	90594300	3/17	4/12 5/16
A01:G01	Batterie Steuerung battery of controller	90601907	5/50	
A02	Bedienfeld mit Elektronik touch panel	97113823	3/4	
A04	Fahrsteuerung drive controller	90638008	5/11	
A04.F1	Sicherung Fahrsteuerung 100A fuse drive controller 100A		5/1	
A101	Chemie-Pumpensteuerung Chemie-Pumpensteuerung	90596511	3/24	
B01	Summer buzzer	90333105	4/38	
B101	Durchflussmesser flow meter	(90582164)	3/25	
E01	Arbeitsscheinw. head light	90434457	2/38	
E02	Blinklicht flash light	90415019	2/50	
F01	Sicherung Steuerspannung 7,5A fuse controller 7,5A	19789106	2/15	
F02	Hauptsicherung 125A main fuse 125A	19731140	4/3	
F03	Sicherung Hupe 5A fuse horn 5A	19789106	2/31	
F06	Sicherung Arbeitsscheinwerfer 5A fuse working headlight 5A	19789106	2/38	
F07	Sicherung Chemiedosierung 2A fuse chemical dosing 2A	19789106	3/19	
G01	Batterie battery	90539941	2/7	
G02	On-Board-Ladegerät on-board-charger	90591579	2/13	
H01	Hupe horn	90136383	2/31	
K01	Hauptrelais main relay	90597535	2/6	
K02	Signalton buzzer	90267485	2/51	
K03	Blinkrelais flashing relay	90552530	2/45	
K05	Hauptrelais Fahrsteuerung main relay drive controller	90225657	5/1	
K101	Chemiedosierung chemical dosing	90567777	3/17	
M01	Fahrmotor drive motor	90619628	5/39	
M02	Saugmotor suction motor	90240714	4/3	
M05	Motor Tellerbürste rechts motor disc brush right	90529371	4/11	
	oder or			
M05	Motor Walzenbürste rechts motor cylindrical brush right	90529371	4/11	
M06	Motor Tellerbürste links motor disc brush left	90586645	4/21	
	oder or			
M06	Motor Walzenbürste links motor cylindrical brush left	90586645	4/21	
M07	Hubelement Saugfuß actuator squeegee	90344987	4/42	
M08	Wasserpumpe water pump	90329095	4/48	
M09	Hubelement Bürstenkopf actuator brush deck	90528803	4/32	
R01	Fahrpoti drive pot.	-	5/16	
S01	Schlüsselsch. key switch	90323437	2/23	
S02	Hupe horn	90125782	2/31	
S03	Arbeitsscheinw. head light	90260282	2/38	
S03.	Schalter Warneinrichtung Vorwärtsfahrt switch warning beacon		2/49	
S04	Schmutzwassersensor sensor recovery tank	90273160	4/12	
S05	Sitzschalter seat switch	90425034	4/6	
S07	Richtungsschalter direction switch	90270208	5/24	
S08	Fahrpotischalter switch drive potentiometer	90306002	5/11	
S09	Taster TOOL switch TOOL	90541764	3/6	

Teil Part	Beschreibung Description	Sachnummer Code no.	Position Sheet Pos.	Ort Loc.
S10	Fußbremsschalter switch foot brake	90472176	5/15	
S11	Schalter Bremse lösen switch brake release	90285768	5/53	
V01	Freilaufdiode Hupe recovery diode horn	90194879	2/34	
V02	Diode Warneinrichtung diode warning beacon	90194879	2/49	
VGND	VGND Bedienfeld Blech A02 VGND sheet A02		3/45	
X01	Batteriesteckverbinder DIN 2 pole battery connector DIN 2 pole		2/7	
X01.	Batteriesteckverbinder Anderson 2 pole battery connector Anderson 2 pole	-	2/2	
X02.	Stecker 2-polig connector 2-pole		2/11	
X03	Stecker 2-polig connector 2-pole		4/28	
X04	Stecker 2-polig connector 2-pole		4/23	
X05	Stecker 2-polig connector 2-pole		4/12	
X07	Stecker 2-polig connector 2-pole		4/38	
X09	Verteiler 6-polig junction 6-polig	19727098	2/11	
X10	Stecker 2-polig connector 2-pole		2/53	
X100	VGND Blech Lenkturm VGND chassis		3/45	
X103	Stecker 2-polig connector 2-pole		3/21	
X104	Stecker 4-polig connector 4-pole		3/25	
X11	Stecker 2-polig connector 2-pole		2/38	
X12	Stecker 2-polig connector 2-pole		4/48	
X14	Stecker 3-polig connector 3-pole		4/26	
X15	Stecker 3-polig connector 3-pole		5/16	
X16	Stecker 2-polig connector 2-pole		4/43	
X17	Stecker 2-polig connector 2-pole		4/35	
X20	Stecker 2-polig connector 2-pole		4/3	
X21A	Stecker 1-polig connector 1-pole		4/8	
X21B	Stecker 1-polig connector 1-pole		4/6	
X26	Stecker 4-polig connector 4-pole		3/4	
X30	Klemmbolzen M8 stud terminal M8	90268657	2/14	
X31	Klemmbolzen M8 stud terminal M8	90268657	2/17	
X35	Stecker 2-polig connector 2-pole		4/38	
X37	Stecker 2-polig connector 2-pole		3/17	
X38	Stecker 2-polig connector 2-pole		5/53	
X39	Stecker 1-polig connector 1-pole		5/20	
X40	Stecker 1-polig connector 1-pole		5/45	
XS1	Stoßverbinder (W7) butt joint (W7)	-	5/46	
XS2	Stoßverbinder (W7) butt joint (W7)	-	5/40	
Y01	Wasserventil water valve	90530635	4/45	

Teil Part	Beschreibung Description	Sachnummer Code no.	Position Sheet Pos.	Ort Loc.
	Stromschiene (+)	96133152	2/5	4/2
	Stromschiene (-)	96133145	2/7	4/47
	Stromschiene Fahrsteuerung	90638701	5/1	
	Flachbandkabel	90594672	3/9	
W1	Kabelbaum Variante HAKO	97116016		
W1.	Kabelbaum Variante MMAN	97116701		
W2	Kabelbaum	97124804		
W3	Kabelbaum	97124606		
W4	Kabelbaum	97116040		
W5	Kabelbaum Option 99-7091-00	97078976		
W6	Kabelbaum	97116057		
W7	Kabelbaum	97124614		
W8	Kabelbaum Variante HAKO	97041446		
W11	Kabelbaum Option 99-7092-00	97080337		
W13	Kabelbaum Option 99-7376-00	97100960		
W20	Kabelbaum Option 99-7376-00	97117261		
W101	Kabelbaum Option 99-7678-45	97124887		
W102	Kabelbaum Option 99-7678-45	97117485		
WS1	Kabelsatz Variante HAKO	97041438		
WS2	Kabelsatz Variante ohne Ladegerät	97116461		
WS3	Kabelsatz	97124622		
WS4	Kabelsatz	97116487		
WS	Kabelsatz Variante Walzenbürste	97115729		

0	Eingeführt lt.	2824-01	07.03.13	Bah.	2012 Gezeichnet	Datum 04.12.	Name Gratz01	B115 R AC	Benennung	Schaltplan B115 R AC	 Hako GmbH D-23840 Bad Oldesloe	Zeichnungs-Nr. 91034363	
A2	Nr. Zahl kommt vor	Änd.-Nr.	Datum	Name	Normgepr.			Ersatz für 91031054	Für diese Zeichnung behalten wir uns alle Rechte vor (Gemäß DIN 34) KABI 472			Typ 7090	Abt. ELK



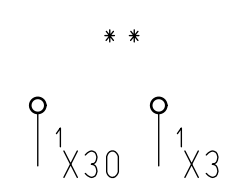
- ### Legende
- E01 Arbeitsscheinw. head light
 - E02 Blinklicht flash light
 - F01 Sicherung Steuerspannung 7,5A fuse controller 7,5A
 - F03 Sicherung Hupe 5A fuse horn 5A
 - F06 Sicherung Arbeitsscheinwerfer 5A fuse working headlight 5A
 - G01A Batterie battery
 - G01B Batterie battery
 - G01C Batterie battery
 - G01D Batterie battery
 - G02 On-Board-Ladegerät on-board-charger
 - H01 Hupe horn
 - K01 Hauptrelais main relay
 - K02 Signalton buzzer
 - K03 Blinkrelais flashing relay
 - S01 Schlüsselsch. key switch
 - S02 Hupe horn
 - S03 Arbeitsscheinw. head light
 - S03. Schalter Warneinrichtung Vorwärtsfahrt switch warning beacon
 - V01 Freilaufdiode Hupe recovery diode horn
 - V02 Diode Warneinrichtung diode warning beacon
 - X01 Batteriesteckverbinder DIN 2 pole battery connector DIN 2 pole
 - X01. Batteriesteckverbinder Anderson 2 pole battery connector Anderson 2 pole
 - X02. Stecker 2-polig connector 2-pole
 - X09 Verteiler 6-polig junction 6-pole
 - X10 Stecker 2-polig connector 2-pole
 - X11 Stecker 2-polig connector 2-pole
 - X30 Klemmbolzen M8 stud terminal M8
 - X31 Klemmbolzen M8 stud terminal M8

nur für Varianten MMAN

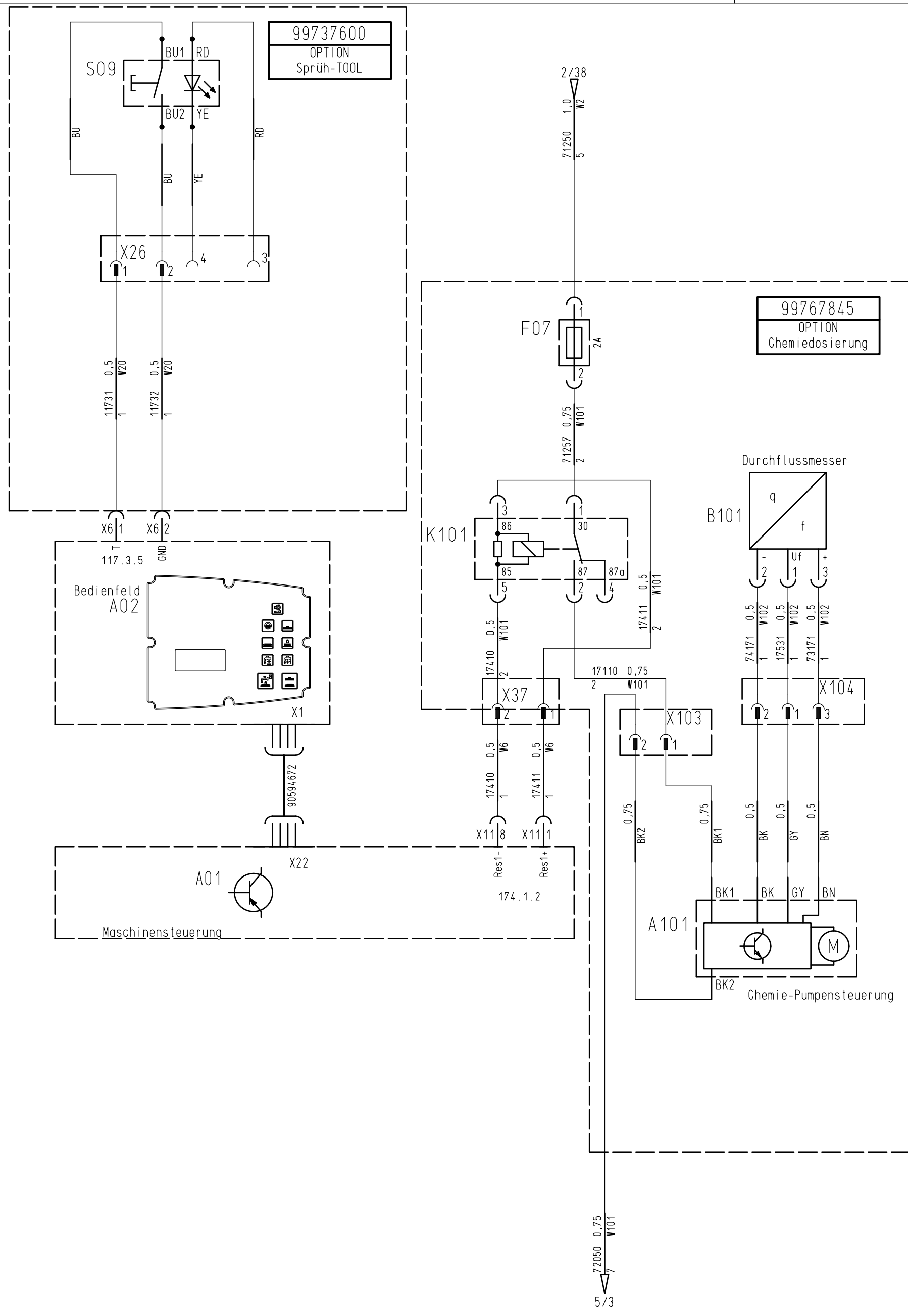
nur für Variante HAKO

* Bei Variante ohne On-Bord-Ladegerät entfällt das Ladegerät G2. Der Schaltkontakt Losfahrerschutz von G02 ist zu überbrücken.

Bei Variante ohne On-Bord-Ladegerät entfällt das Hauptrelais K01. Die Leitungen K01/K1/1 und K01/K2/1 werden an die Klemme X30 angeschlossen. Die Leitungen K01/K3/1 und K01/K4/1 werden an die Klemme X31 angeschlossen. Die Leitung K01/A/1 wird mit Kabelbindern an den Kabelbaum W2 fixiert. Die Leitung K01/A/2 wird mit Kabelbindern an den Kabelbaum W7 fixiert.

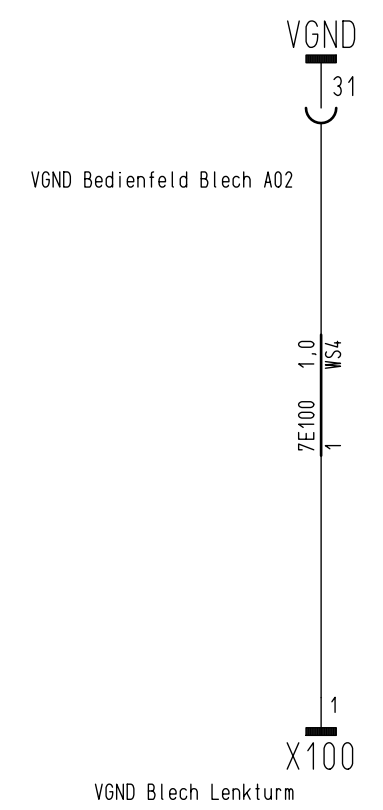


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A2	Nr. Zahl kommt vor	Änd.-Nr.	Datum	Name	Gezeichnet	04.12.	Gratz01	Ersatz für	91031054	Für diese Zeichnung behalten wir uns alle Rechte vor (Gemäß DIN 34) KABL 472			Typ	7090	Abt. ELK	Blattzahl	6	Blatt	2



Legende

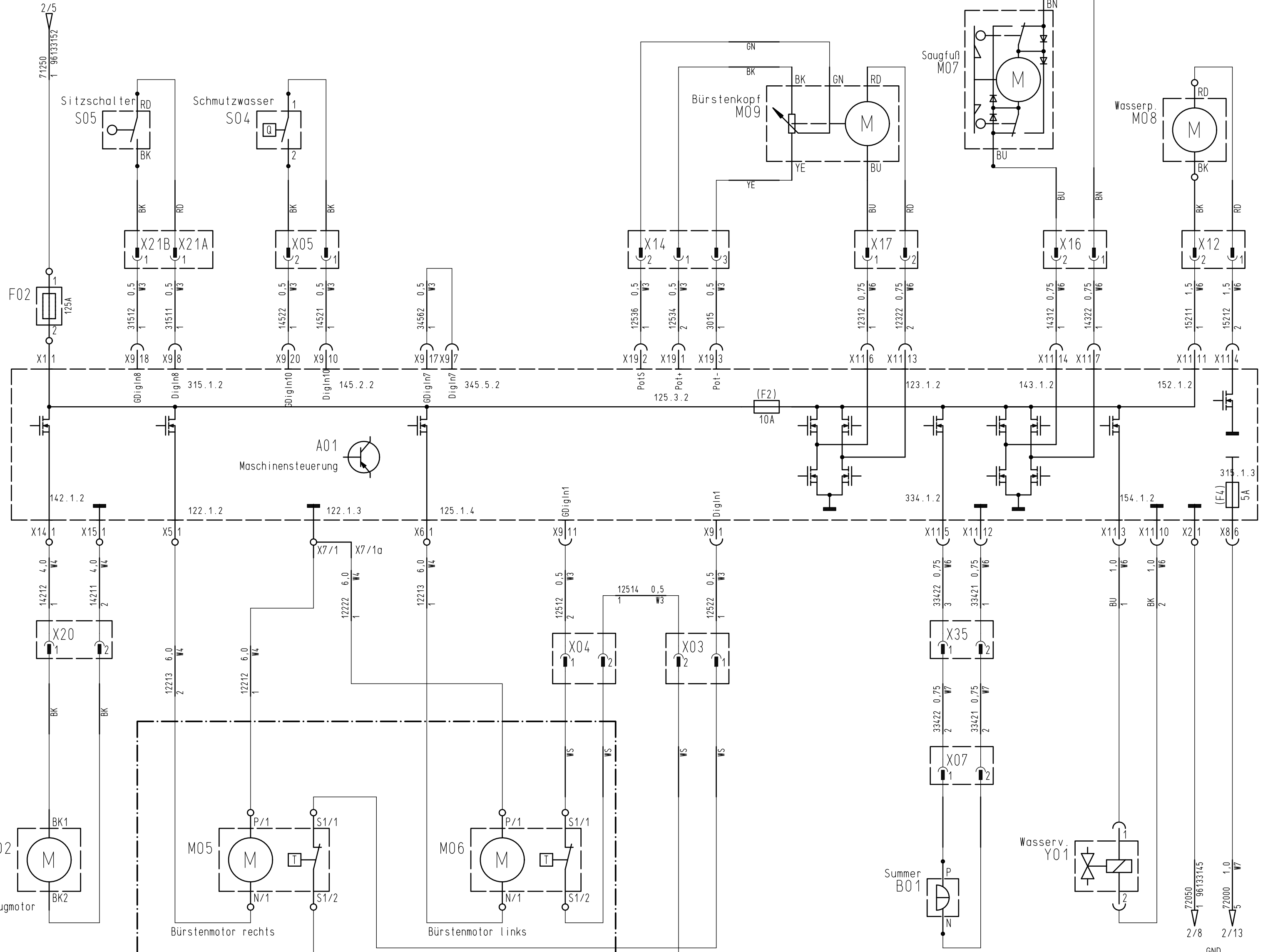
- A01 Maschinensteuerung
machine controller
- A02 Bedienfeld mit Elektronik
touch panel
- A101 Chemie-Pumpensteuerung
Chemie-Pumpensteuerung
- B101 Durchflussmesser
flow meter
- F07 Sicherung Chemiedosierung 2A
fuse chemical dosing 2A
- K101 Chemiedosierung
chemical dosing
- S09 Taster TOOL
switch TOOL
- VGND VGND Bedienfeld Blech A02
VGND sheet A02
- X26 Stecker 4-polig
connector 4-pole
- X37 Stecker 2-polig
connector 2-pole
- X100 VGND Blech Lenkturm
VGND chassis
- X103 Stecker 2-polig
connector 2-pole
- X104 Stecker 4-polig
connector 4-pole



0	5	10	15	20	25	30	35	40	45	50	55	60	65	70			
							2012	Datum	Name	B115 R AC				Benennung			
							Gezeichnet	04.12.	Gratz01	Ersatz für 91031054				Schaltplan B115 R AC			
							Geprüft			Änd.-Nr.				Für diese Zeichnung behalten wir uns alle Rechte vor (Gemäß DIN 34) KABI 472 Typ 7090 Abt. ELK			
							Normgepr.			Blattzahl 6				Blatt 3			



Zeichnungs-Nr.
91034363



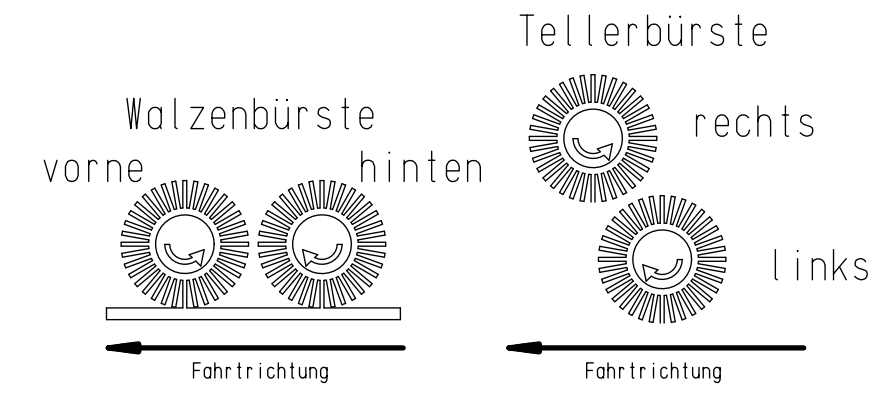
Verdrahtung der Lastleitungen
 M05 P/1 und N/1 sowie
 M06 P/1 und N/1 siehe Anschlusschema **

Legende

- A01 Maschinensteuerung
machine controller
- B01 Summer
buzzer
- F02 Hauptsicherung 125A
main fuse 125A
- M02 Saugmotor
suction motor
- M05 Bürstenmotor rechts
brush motor right
- M06 Bürstenmotor links
brush motor left
- M07 Hubelement Saugfuß
actuator squeegee
- M08 Wasserpumpe
water pump
- M09 Hubelement Bürstenkopf
actuator brush deck
- S04 Schmutzwassersensor
sensor recovery tank
- S05 Sitzschalter
seat switch
- X03 Stecker 2-polig
connector 2-pole
- X04 Stecker 2-polig
connector 2-pole
- X05 Stecker 2-polig
connector 2-pole
- X07 Stecker 2-polig
connector 2-pole
- X12 Stecker 2-polig
connector 2-pole
- X14 Stecker 3-polig
connector 3-pole
- X16 Stecker 2-polig
connector 2-pole
- X17 Stecker 2-polig
connector 2-pole
- X20 Stecker 2-polig
connector 2-pole
- X21A Stecker 1-polig
connector 1-pole
- X21B Stecker 1-polig
connector 1-pole
- X35 Stecker 2-polig
connector 2-pole
- Y01 Wasserventil
water valve

** Anschlusschema

Kabelbezeichnung	Bürstenmotor	99-7090-XX	
		VARIANTE Walzenbürste	oder VARIANTE Tellerbürste
A01.X5/1 an (M05:N/1)	Bürstenmotor rechts (M05)	Bolzen N(-)	Bolzen Kabel rot (+)
A01.X7/1 an (M05:P/1)	Bürstenmotor rechts (M05)	Bolzen P(+)	Bolzen Kabel schwarz (-)
A01.X6/1 an (M06:N/1)	Bürstenmotor links (M06)	Bolzen N(-)	Bolzen Kabel schwarz (-)
A01.X7/1a an (M06:P/1)	Bürstenmotor links (M06)	Bolzen P(+)	Bolzen Kabel rot (+)

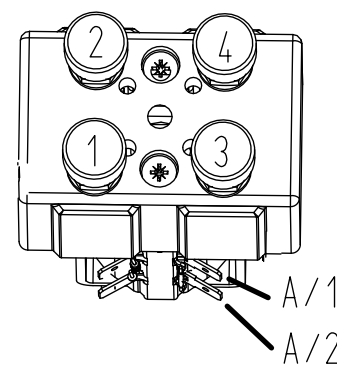


0	Eingeführt lt.	2824-01	07.03.13	Bah.	2012	Datum	Name	B115 R AC	Benennung				Zeichnungs-Nr.		
					Gezeichnet	04.12.	Gratz01	Ersatz für	Schaltplan B115 R AC				91034363		
A2	Nr. Zahl kommt vor	Änd.-Nr.	Datum	Name	Normgepr.			Änd.-Nr.	Für diese Zeichnung behalten wir uns alle Rechte vor	(Gemäß DIN 34)	KAB1 472	Typ 7090	Abt. ELK	Blattzahl 6	Blatt 4

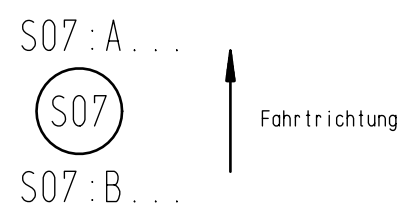
X30 X31 X02

Bei Variante ohne On-Board-Ladegerät sind anstelle des Relais K01 die Klemmbolzen X30 und X31 installiert. Der Kabelsatz mit X02 ist installiert.

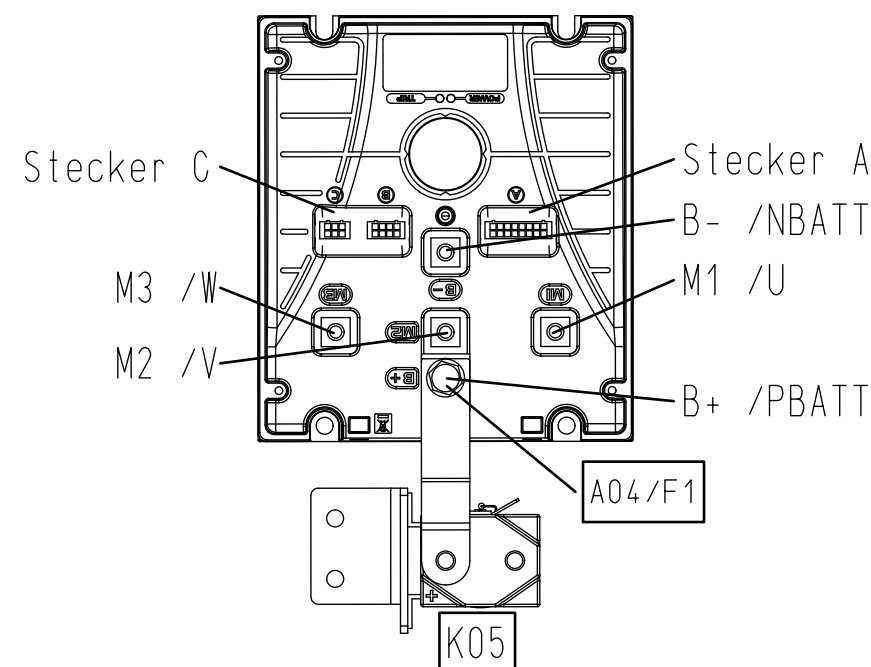
Lage der Anschlüsse K01



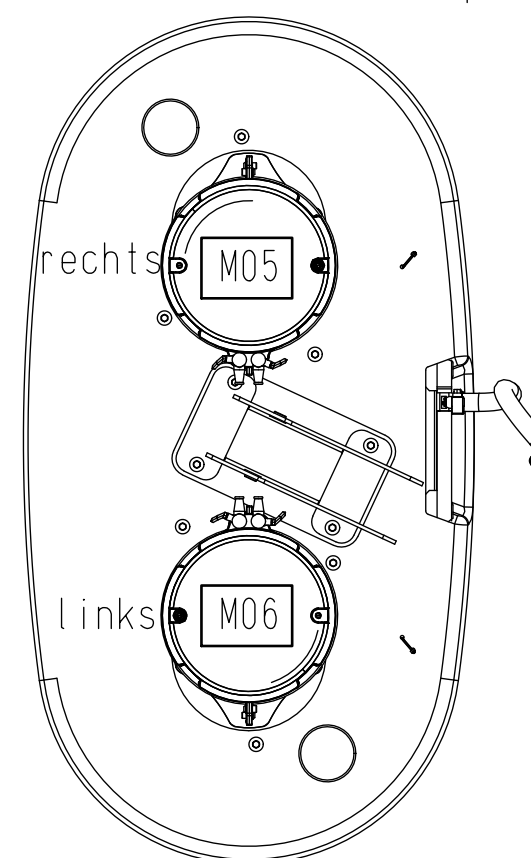
Lage der Anschlüsseebene S07



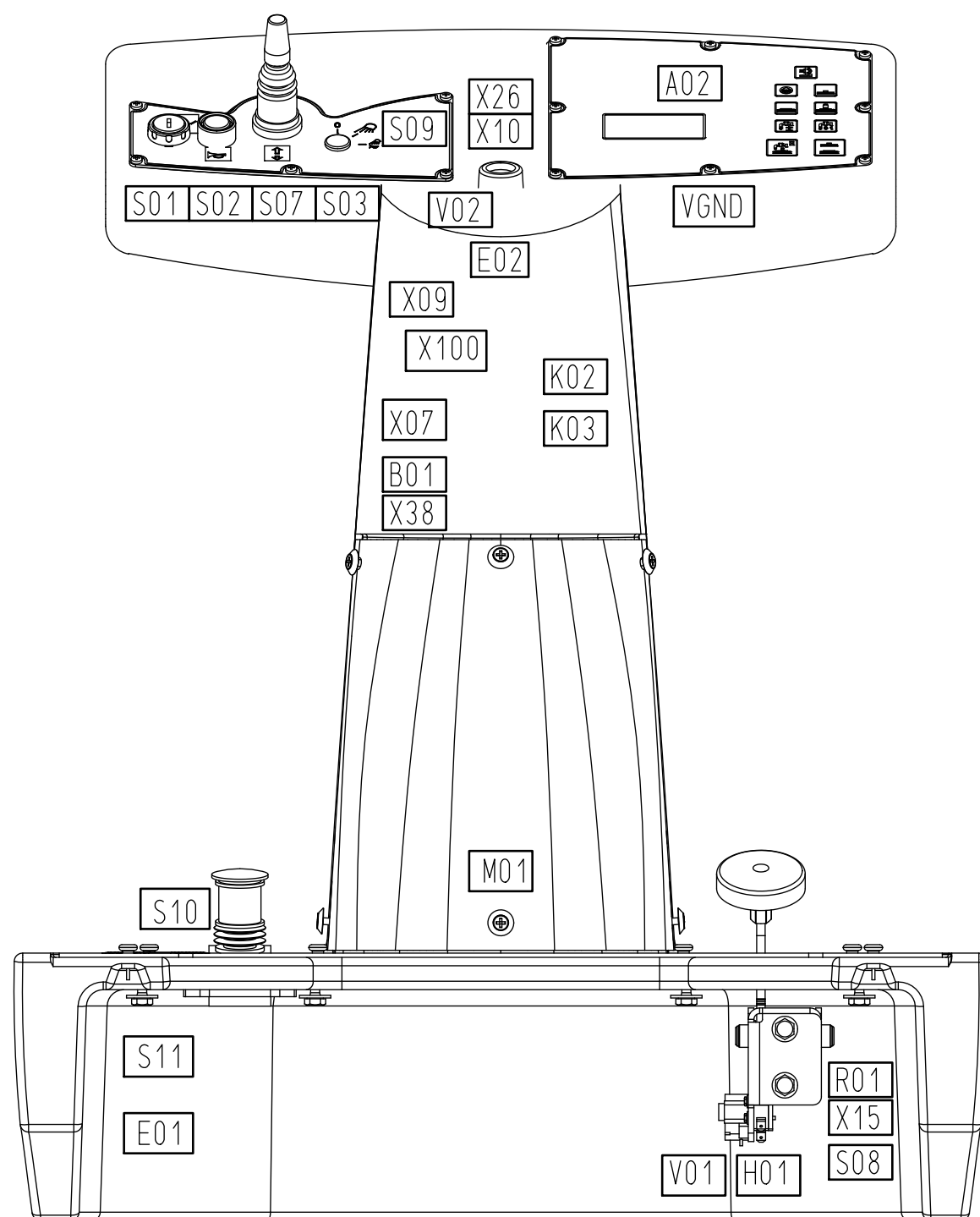
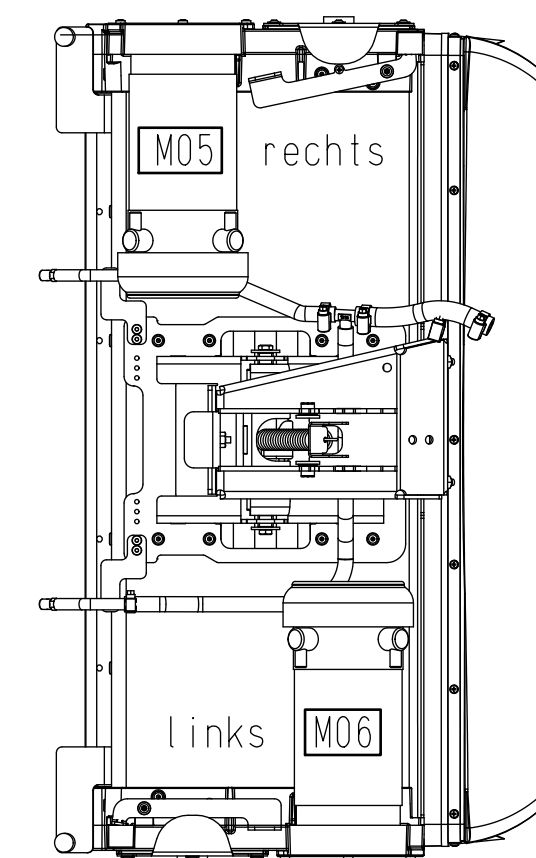
Ansicht Fahrsteuerung A04



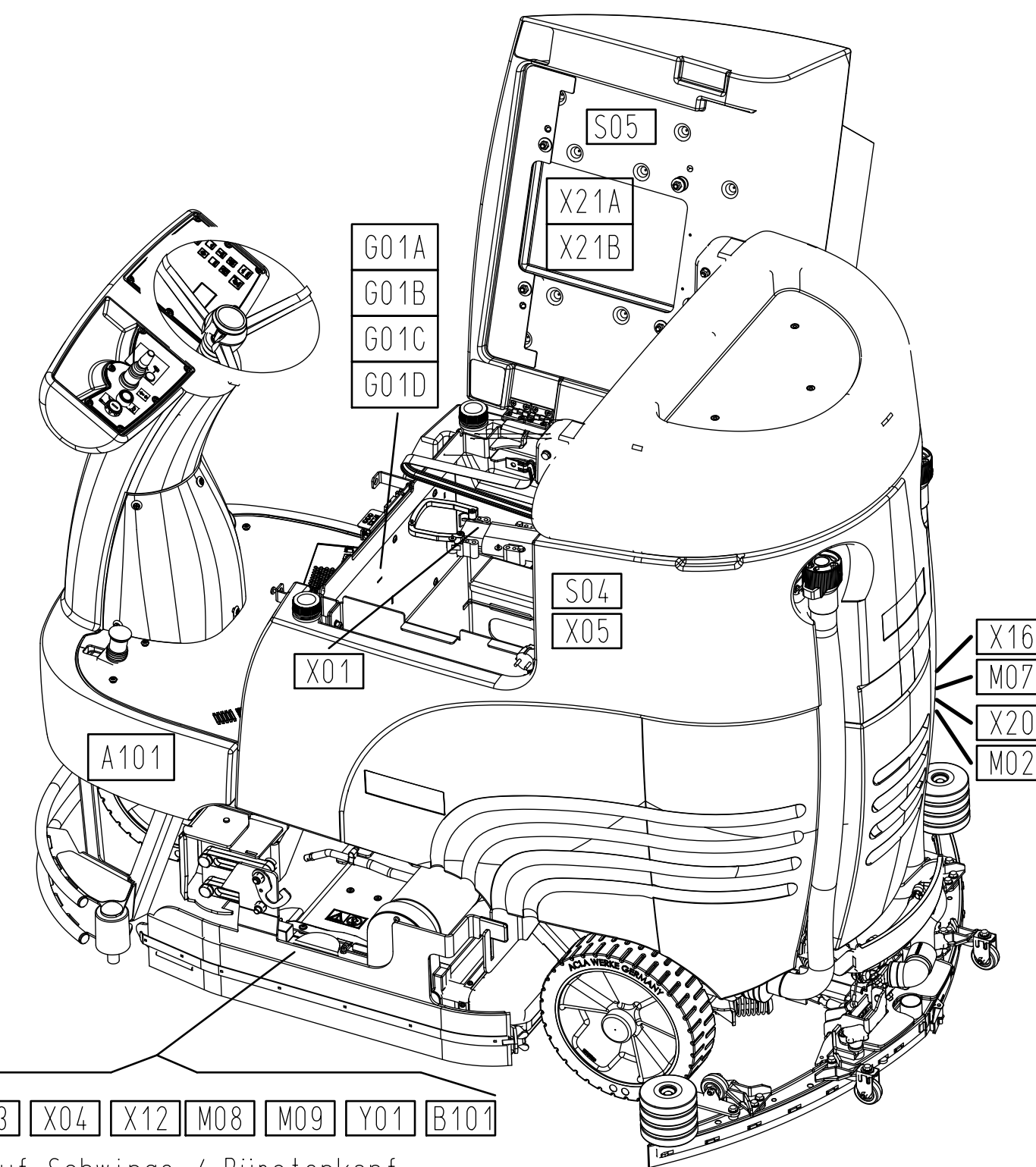
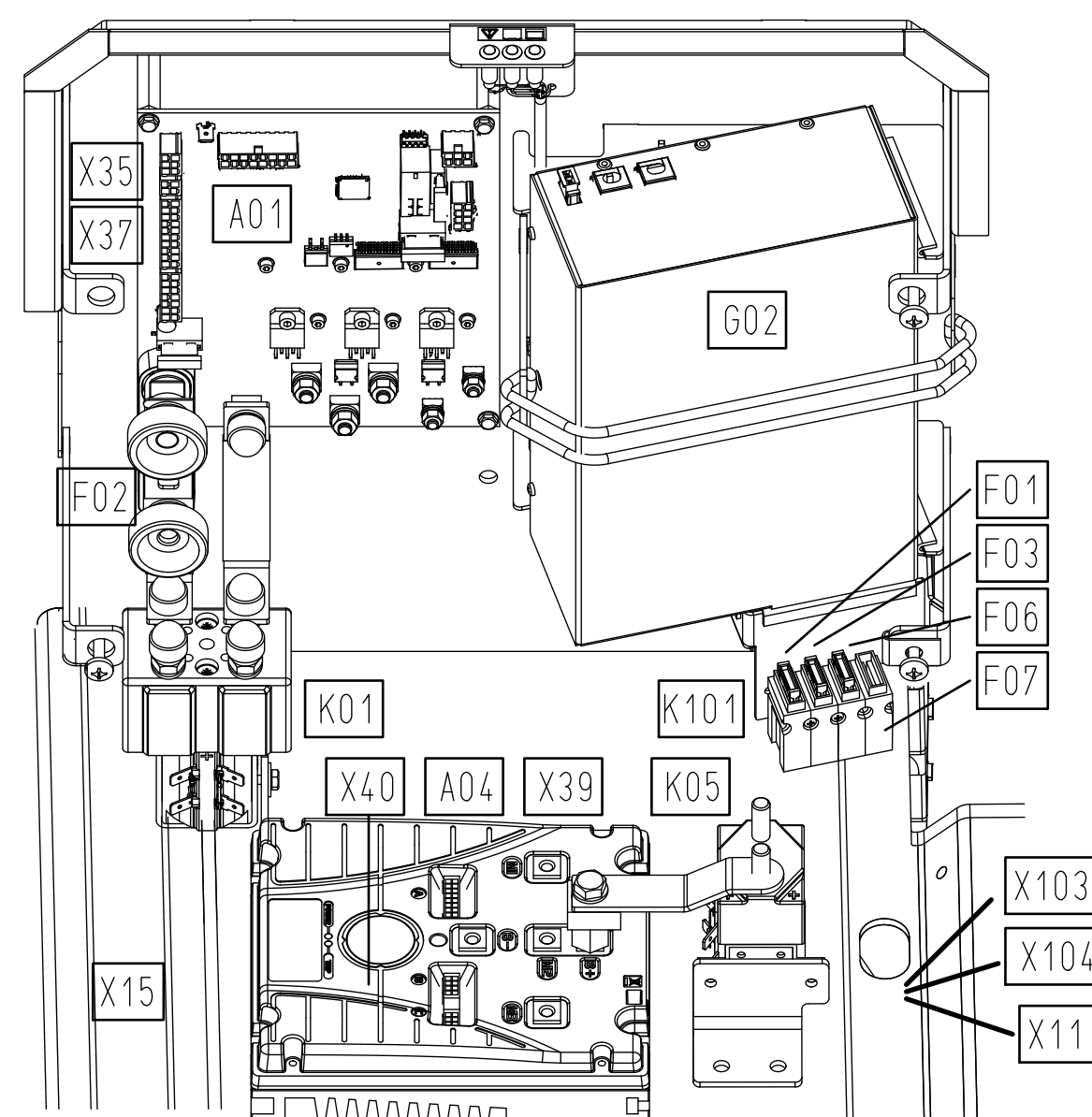
Motoren Tellerbürstenkopf



Motoren Walzenbürstenkopf



Lenkturm



Komponenten auf Schwinge / Bürstenkopf

0	Eingeführt lt.	2824-01	07.03.13	Bah.	2012	Datum	Name	B115 R AC	Benennung	 Hako GmbH D-23840 Bad Oldesloe	Zeichnungs-Nr.				
					Gezeichnet	04.12.	Gratz01	Ersatz für	Schaltplan B115 R AC		91034363				
A2	Nr. Zahl kommt vor	Änd.-Nr.	Datum	Name	Normgepr.			Änd.-Nr.	Für diese Zeichnung behalten wir uns alle Rechte vor	(Gemäß DIN 34)	KAB1 472	Typ 7090	Abt. ELK	Blattzahl 6	Blatt 6

5 Wiring Guidance

