

# EFG 425 - 430

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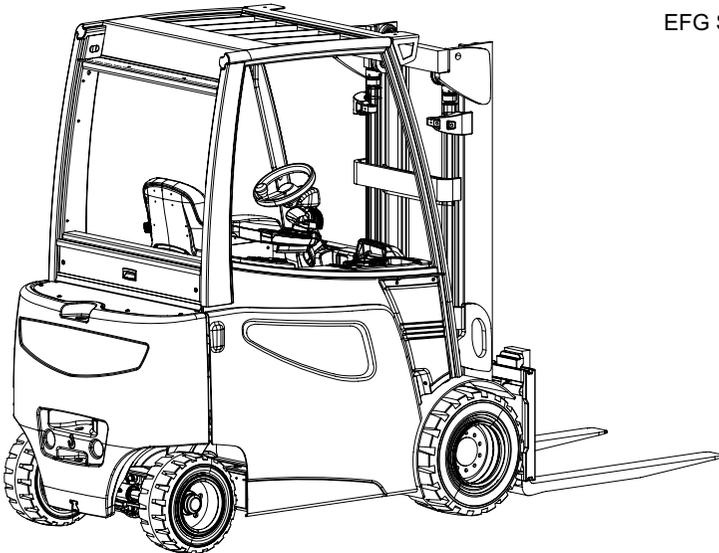
Operating instructions



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EFG 425k  
EFG 425ks  
EFG 425  
EFG 425s  
EFG 430k  
EFG 430ks  
EFG 430  
EFG 430s  
EFG S30  
EFG S30s



# Declaration of Conformity



Jungheinrich AG, Am Stadtrand 35, D-22047 Hamburg  
Manufacturer or agent acting in the European Union

Type	Option	Serial no.	Year of manufacture
EFG 425k EFG 425ks EFG 425 EFG 425s EFG 430k EFG 430ks EFG 430 EFG 430s EFG 4S30 EFG 4S30s			

**Additional information**

**On behalf of**

**Date**

## **GB** EU Conformity Declaration

The undersigned hereby declare that the powered industrial truck described below in detail complies with the European Directives 2006/42/EC (Machinery Directive) and 2004/108/EEC (Electromagnetic Compatibility - EMC) including amendments as well as the legislative decree to incorporate the directives in national law. The signatories are in each case individually authorized to compile the technical documents.



# Foreword

## Notes on the operating instructions

The present ORIGINAL OPERATING INSTRUCTIONS are designed to provide sufficient instruction for the safe operation of the industrial truck. The information is provided clearly and concisely. The chapters are arranged by letter and the pages are numbered continuously.

The operator manual details different industrial truck models. When operating and servicing the industrial truck, make sure that the particular section applies to your truck model.

Our trucks are subject to ongoing development. Jungheinrich reserves the right to alter the design, equipment and technical features of the system. No guarantee of particular features of the truck should therefore be assumed from the present operating instructions.

## Safety notices and text mark-ups

Safety instructions and important explanations are indicated by the following graphics:

### **DANGER!**

Indicates an extremely hazardous situation. Failure to comply with this instruction will result in severe irreparable injury and even death.

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### **WARNING!**

Indicates an extremely hazardous situation. Failure to comply with this instruction may result in severe irreparable injury and even death.

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### **CAUTION!**

Indicates a hazardous situation. Failure to comply with this instruction may result in slight to medium injury.

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### **NOTE**

Indicates a material hazard. Failure to comply with this instruction may result in material damage.

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Used before notices and explanations.

- Indicates standard equipment
- Indicates optional equipment

## **Copyright**

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# Contents

<b>A</b>	<b>Correct Use and Application .....</b>	<b>11</b>
1	General.....	11
2	Correct application.....	11
3	Approved application conditions.....	12
4	Proprietor responsibilities .....	13
5	Adding attachments and/or optional equipment .....	13
<b>B</b>	<b>Truck Description .....</b>	<b>15</b>
1	Application.....	15
1.1	Truck models and rated capacity.....	15
2	Assemblies and Functional Description.....	16
2.1	Travel direction definition.....	16
2.2	Assembly Overview .....	17
2.3	Functional Description .....	18
3	Technical Specifications .....	19
3.1	Performance data .....	20
3.2	Dimensions.....	22
3.3	Weights.....	25
3.4	Mast versions .....	26
3.5	Tyre type.....	28
3.6	Engine Data.....	28
3.7	EN norms.....	29
3.8	Electromagnetic compatibility (EMC).....	30
3.9	Conditions of use.....	31
3.10	Electrical requirements .....	31
4	Identification points and data plates .....	32
4.1	Indication Points .....	32
4.2	Data plate .....	34
4.3	Truck capacity plate.....	35
4.4	Attachment capacity plate .....	36
5	Stability .....	36
<b>C</b>	<b>Transport and Commissioning .....</b>	<b>37</b>
1	Transport .....	37
2	Truck laden .....	37
2.1	Centre of gravity of the truck .....	37
2.2	Lifting the truck by crane .....	38
2.3	Loading with another industrial truck .....	40
3	Securing the truck during transport .....	41
4	Using the Truck for the First Time .....	43

D	Battery - Servicing, Recharging, Replacement .....	45
1	Safety Regulations Governing the Handling of Lead-Acid Batteries .....	45
1.1	General notes on handling batteries.....	47
2	Battery types.....	48
2.1	Battery dimensions .....	48
3	Exposing the battery.....	49
4	Charging the battery .....	50
4.1	Charging the battery with a stationary charger .....	51
5	Battery removal and installation .....	52
5.1	Removal and installation using an EJE pallet truck with Snapfit battery holder (○).....	53
5.2	Removal and installation using a roller conveyor (○).....	58
5.3	Removal and installation for service using a hand pallet truck with Snapfit (○).....	59
5.4	Removal and installation for service using a (hand) pallet truck without Snapfit .....	61
E	Operation .....	63
1	Safety Regulations for the Operation of the Forklift Truck.....	63
2	Displays and Controls.....	65
2.1	Control panel with display unit (○).....	69
2.2	Armrest control panel switch (○).....	73
2.3	Side compartment control panel switch (○).....	73
2.4	Display.....	74
2.5	Display (○).....	77
3	Preparing the Truck for Operation .....	80
3.1	Checks and operations to be performed before starting daily operation .....	80
3.2	Entry and exit.....	83
3.3	Trucks with reduced headroom (○).....	83
3.4	Setting up the operator position.....	84
3.5	Seat Belt.....	88
4	Industrial Truck Operation .....	90
4.1	Safety regulations for truck operation.....	90
4.2	Preparing the truck for operation .....	93
4.3	Setting the time.....	94
4.4	Parking the truck securely .....	95
4.5	Emergency Disconnect.....	96
4.6	Travel.....	97
4.7	Steering .....	99
4.8	Brakes .....	100
4.9	Adjusting the forks .....	105
4.10	Replacing the forks .....	106
4.11	Lifting, transporting and depositing loads .....	107
4.12	Operating the lift mechanism and integrated attachments .....	109
4.13	Safety instructions for operating additional attachments .....	116
4.14	Operating additional attachments for the SOLO-PILOT .....	120
4.15	Operating additional attachments for the Multi Pilot .....	122
4.16	Fitting additional attachments.....	124
5	Towing trailers .....	126

6	Optional equipment .....	128
6.1	CanCode keypad .....	128
6.2	Assistance systems .....	132
6.3	Steel cab .....	134
6.4	Sliding windows .....	135
6.5	Automatic / mechanical folding gate .....	136
6.6	Panel door .....	137
6.7	Operator position extension .....	137
6.8	Adjusting the driver's seat .....	138
6.9	Heating .....	139
6.10	Removable load backrest .....	140
6.11	Lift cutout override .....	141
6.12	Fire extinguisher .....	142
6.13	Tilt angle display .....	142
6.14	Rockinger coupling with hand lever or remote control .....	143
6.15	Camera system .....	144
6.16	Control layout "N" .....	145
7	Troubleshooting .....	146
7.1	Troubleshooting .....	146
7.2	Operating the truck without its own drive system .....	148
7.3	Emergency lowering .....	151
<b>F</b>	<b>Industrial Truck Maintenance .....</b>	<b>153</b>
1	Operational Safety and Environmental Protection .....	153
2	Maintenance Safety Regulations .....	154
2.1	Consumables and used parts .....	155
2.2	Wheels .....	155
2.3	Lift Chains .....	156
2.4	Hydraulic system .....	157
3	Lubricants and Lubrication Schedule .....	158
3.1	Handling consumables safely .....	158
3.2	Lubrication Schedule .....	160
3.3	Consumables .....	161
4	Maintenance and repairs .....	163
4.1	Preparing the truck for maintenance and repairs .....	163
4.2	Lifting and jacking up the truck safely .....	164
4.3	Opening the rear panel .....	165
4.4	Checking the wheel attachments .....	166
4.5	Replacing wheels .....	167
4.6	Hydraulic system .....	169
4.7	Replacing the hydraulic oil filter .....	171
4.8	Replacing the ventilation/discharge filter .....	171
4.9	Check the gear oil level .....	172
4.10	Heating .....	173
4.11	Adding window washer system fluid .....	173
4.12	Checking electrical fuses .....	174
4.13	Cleaning .....	177
4.14	Working on the electrical system .....	180
4.15	Restoring the truck to service after maintenance and repairs .....	181
5	Decommissioning the industrial truck .....	182
5.1	Prior to decommissioning .....	183

5.2	During decommissioning .....	183
5.3	Restoring the truck to service after decommissioning .....	184
6	Safety tests to be performed at intervals and after unusual incidents .....	185
7	Final de-commissioning, disposal.....	186
8	Human vibration measurement .....	186
9	Servicing and Inspection .....	187
10	Maintenance checklist .....	188
10.1	Operating company .....	188
10.2	Customer service.....	190

# Appendix

## JH Traction Battery Operating Instructions



These operating instructions apply only to Jungheinrich battery models. If using another brand, refer to the manufacturer's operating instructions.



# A Correct Use and Application

## 1 General

The truck must be used, operated and serviced in accordance with the present instructions. All other types of use are beyond its scope of application and may result in damage to personnel, the industrial truck or property.

## 2 Correct application

### **NOTE**

The maximum load and load distance are indicated on the capacity plate and must not be exceeded.

The load must rest on the load handler or be lifted by an attachment approved by the manufacturer.

The load must be fully raised, see "Lifting, transporting and depositing loads" on page 107.

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- Lifting and lowering loads.
- Transporting lowered loads over short distances.
- Do not travel with a raised load (>30 cm).
- Do not carry or lift passengers.
- Do push or pull load units.
- Occasional towing of trailer loads.
- When towing trailer loads the load must be secured on the trailer.
- The permissible trailer load must not be exceeded.

### 3 Approved application conditions

- Operation in industrial and commercial environments.
- Permissible temperature range -20°C to +40°C.
- Operation only on secure, level surfaces with sufficient capacity.
- Do not exceed the permissible surface and spot load limits on the travel routes.
- Operation only on routes that are visible and approved by the operating company.
- Negotiating inclines up to a maximum of 15 %.
- Do not travel across or at an angle on inclines. Travel with the load facing uphill.
- Operation in partially public traffic.

#### **WARNING!**

##### **Use under extreme conditions**

Using the truck under extreme conditions can result in malfunctions and accidents.

- ▶ Special equipment and authorisation are required if the truck is to be constantly used in extreme conditions, especially in dusty or corrosive atmospheres.
  - ▶ The truck cannot be used in areas at risk of explosion.
  - ▶ In adverse weather conditions (thunder, lightning) the industrial truck must not be operated outside or in endangered areas.
-

## 4 Proprietor responsibilities

For the purposes of the present operating instructions the “operating company” is defined as any natural or legal person who either uses the industrial truck himself, or on whose behalf it is used. In special cases (e.g. leasing or renting) the proprietor is considered the person who, in accordance with existing contractual agreements between the owner and user of the industrial truck, is charged with operational duties. The proprietor must ensure that the industrial truck is used only for the purpose it is intended for and that danger to life and limb of the user and third parties are excluded. Furthermore, accident prevention regulations, safety regulations and operating, servicing and repair guidelines must be followed. The operating company must ensure that all users have read and understood these operating instructions.

### **NOTE**

Failure to comply with the operating instructions invalidates the warranty. The same applies if improper work is carried out on the truck by the customer or third parties without the permission of the manufacturer.

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## 5 Adding attachments and/or optional equipment

The mounting or installation of additional equipment which affects or enhances the performance of the industrial truck requires the written permission of the manufacturer. Local authority approval may also need to be obtained. Local authority approval however does not constitute the manufacturer’s approval.



# B Truck Description

## 1 Application

The EFG 425 - 430 is a four-wheel electric sit-down forklift truck. It is a cantilever counterbalanced truck which can lift, transport and deposit loads using the load handler attached in front.

Closed bottom pallets can also be lifted.

### 1.1 Truck models and rated capacity

The rated capacity depends on the model. The rated capacity can be derived from the model name.

EFG425

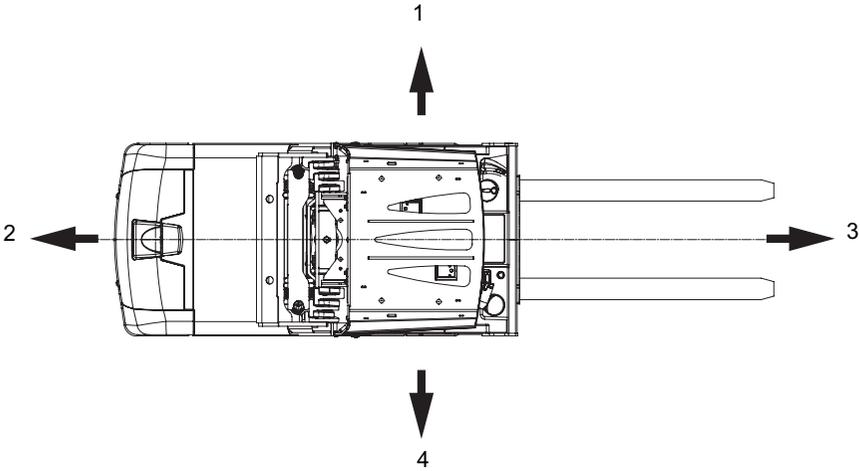
EFG	Model name
4	Series
25	Rated capacity x 100 kg

The rated capacity is not generally the same as the permissible capacity. The capacity can be found on the capacity plate attached to the truck.

## 2 Assemblies and Functional Description

### 2.1 Travel direction definition

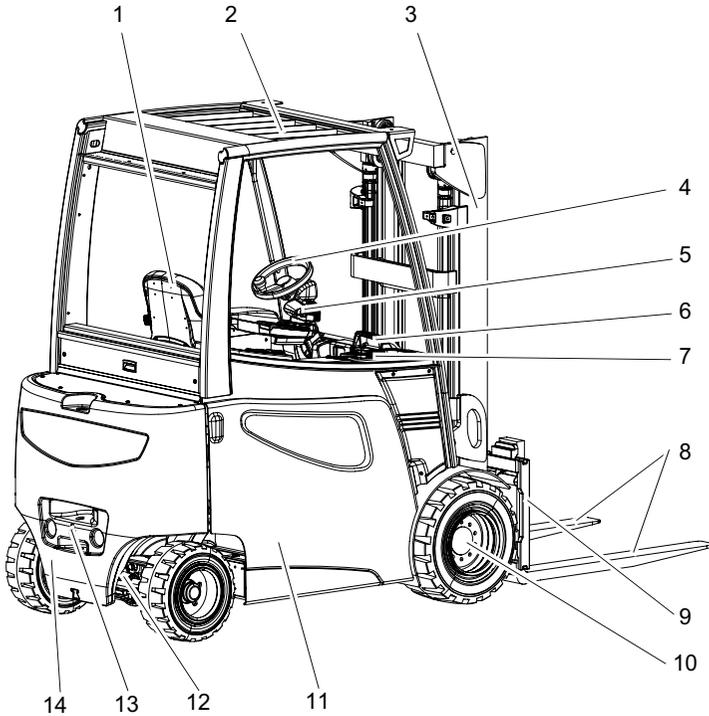
The following determinations have been made for travel direction specification:



The following conventions have been agreed for travel direction specification:

Item	Travel direction
1	Left
2	Reverse
3	Forward
4	Right

## 2.2 Assembly Overview



Item		Component	Item		Component
1	●	Driver's seat	8	●	Fork tines
2	●	Overhead guard	9	●	Fork carriage
3	●	Mast	10	●	Drive system
4	●	Steering wheel	11	●	Battery door
5	●	Lifting mechanism control	12	●	Steer axle
6	●	Control and display unit	13	●	Trailer coupling
7	●	Emergency Disconnect switch	14	●	Counterweight
	●	Standard equipment			

## 2.3 Functional Description

### Chassis

The chassis, in conjunction with the counterweight, forms the supporting base structure of the truck. It is used to support the main components.

### Operator position and overhead guard

The overhead guard comes in a range of models and protects the operator from falling objects and other external influences. All the controls are ergonomically arranged. The steering column and driver's seat can be adjusted individually.

The controls and warnings on the control and display unit enable the system to be monitored during operation, thereby ensuring a very high level of safety.

### Steering

The steer cylinder of the hydrostatic steering is integrated in the steer axle (12) and is controlled by the power steering. The steer axle is fully floating in the chassis to ensure excellent grip even on non-level surfaces.

### Wheels

There is a choice of super elastic or fully rubber tyres as well as optional pneumatic tyres.

### Drive and brake system

The front drive provides maximum traction to the drive wheels at all times. The hydraulic oil bath multi-plate brakes form the operating brake and are practically maintenance-free. The transmission encapsulation allows the truck to be used even in hostile environments. The drive motor also decelerates to a halt. This minimizes energy consumption.

The automatic parking brake (○) applies approx. 15 seconds after the truck has come to a halt or 1 to 15 seconds (adjustable) after the driver's seat has been vacated.

The parking brake is automatically released again when the accelerator pedal is pressed.

## **Emergency stop safety feature on trucks with electric steering (○)**

If the system recognises a fault in the steering, an emergency stop is automatically activated. The truck brakes to a halt, the travel direction does not change. An event message is shown in the control and display unit. When the truck is switched on it performs a self-test. Travel is only enabled when the truck is operational and the parking brake (= emergency stop) released.

### **Hydraulic system**

A multi-pilot valve allows for sensitive operation of the functions via the controls. A speed-controlled hydraulic pump ensures a proportionate and efficient supply to the hydraulic functions.

### **Mast**

Two or three-stage masts, optionally with free lift function; narrow mast sections ensure excellent visibility of the forks and attachments. Fork carriage and mast run on permanently lubricated and hence maintenance-free support rollers.

### **Attachments**

The trucks can be optionally fitted with mechanical and hydraulic attachments.

## **3 Technical Specifications**

All technical details refer to standard trucks.

Values indicated with \*) may vary, depending on the types of equipment used (e.g. mast, cabin, tyres etc.).



The technical specifications comply with the German "Industrial Truck Data Sheet" Guidelines.

Technical modifications and additions reserved.

### 3.1 Performance data

	Component	EFG		
		425k	425	
		425ks	425s	
Q	Rated capacity (where C = 500 mm) <sup>1)</sup>	2500	2500	kg
C	Load centre of gravity	500	500	mm
	Travel speed w / w.o. load *)	16 / 17	16 / 17	km/h
		19 / 20	19 / 20	
	Lift speed w / w.o. load	0,43 / 0,55	0,43 / 0,55	m/s
		0,48 / 0,6	0,48 / 0,6	
	Lowering speed w / w.o. load	0,58	0,58	m/s
	Gradeability (30 min) with / without load *)	8,5 / 14	7,5 / 13	%
		10 / 16	10 / 16	
	Max. gradeability <sup>2)</sup> (5 min) with / without load	17 / 25	17 / 25	%
		19 / 27	19 / 27	
	Acceleration (10 m) with / without load *)	-	-	s
		4,5 / 4,0	4,5 / 4,0	
	Max. operating pressure	200	200	bar
	Oil flow for attachments	25	25	l/min

<sup>1)</sup> for vertical mast.

<sup>2)</sup> The values shown represent the maximum gradeability to overcome short differences in height and surface unevenness (surface edges). The truck must not operate on inclines of more than 15%.

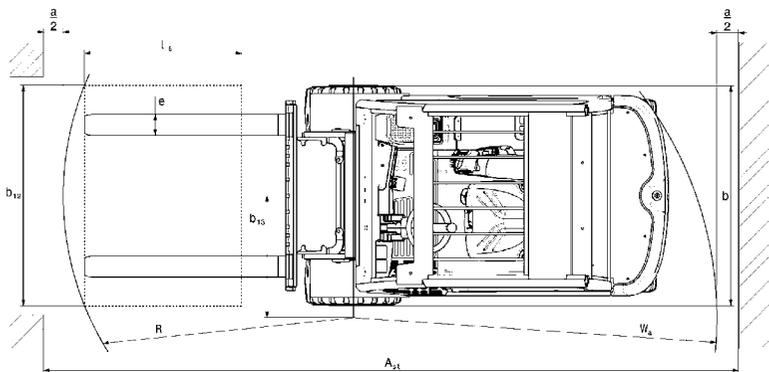
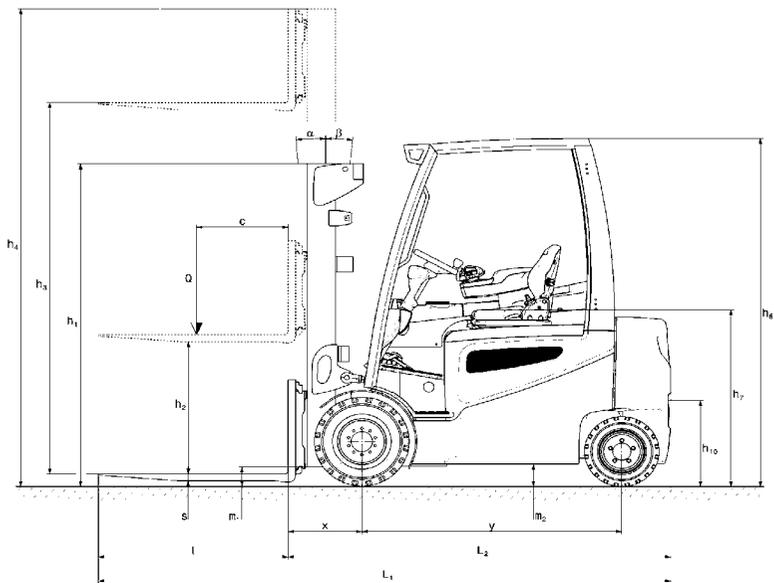
	Component	EFG			
		430k	430	S30	
		430ks	430s	S30s	
Q	Rated capacity (where C = 500 mm) <sup>1)</sup>	3000	3000	3000	kg
c	Load centre of gravity	500	500	600	mm
	Travel speed w / w.o. load *)	16 / 17	16 / 17	16 / 17	km/h
		19 / 20	19 / 20	19 / 20	
	Lift speed w / w.o. load	0,40 / 0,55	0,40 / 0,55	0,40 / 0,55	m/s
		0,43 / 0,60	0,43 / 0,60	0,43 / 0,60	
	Lowering speed w / w.o. load	0,58	0,58	0,58	m/s
	Gradeability (30 min) with / without load *)	7 / 12	7 / 13	7 / 12	%
		9 / 15	9 / 15	8 / 14	
	Max. gradeability <sup>2)</sup> (5 min) with / without load	15 / 23	15 / 23	15 / 23	%
		17 / 25	18 / 26	17 / 25	
	Acceleration (10 m) with / without load *)	-	-	-	s
		4,5 / 4,0	4,5 / 4,0	4,5 / 4,0	
	Max. operating pressure *)	200	200	200	bar
	Oil flow for attachments	25	25	25	l/min

<sup>1)</sup> for vertical mast.

<sup>2)</sup> The values shown represent the maximum gradeability to overcome short differences in height and surface unevenness (surface edges). The truck must not operate on inclines of more than 15%.

### 3.2 Dimensions

	Component	EFG		
		425k/425ks	425/425s	
a/2	Safety distance	100	100	mm
h <sub>1</sub>	Mast height retracted*	2215	2215	mm
h <sub>2</sub>	Free lift*	150	150	mm
h <sub>3</sub>	Lift*	3100	3100	mm
h <sub>4</sub>	Mast height extended*	3690	3690	mm
h <sub>6</sub>	Overhead guard height*	2240	2240	mm
h <sub>7</sub>	Seat height*	1190	1190	mm
h <sub>10</sub>	Coupling height	385/540	385/540	mm
α	Mast tilt, fwd.	6	6	°
β	Mast tilt, back	8	8	°
L <sub>1</sub>	Length including forks*	3445	3590	mm
L <sub>2</sub>	Headlength*	2295	2440	mm
b <sub>1</sub>	Overall width*	1198	1198	mm
b <sub>3</sub>	Fork carriage width*	1120	1120	mm
m <sub>1</sub>	Ground clearance with load below mast	120	120	mm
m <sub>2</sub>	Ground clearance centre wheelbase	135	135	mm
Ast	Aisle width 800 x 1200 pallets, length	3925	4125	mm
Ast	Aisle width 1000 x 1200 pallets, traverse	3725	3925	mm
Wa	Turning radius	2100	2300	mm
x	Load distance	425 *	425 *	mm
y	Wheelbase	1570	1715	mm



	Component	EFG			
		430k/ 430ks	430/430s	S30/ S30s	
a/2	Safety distance	100	100	100	mm
h <sub>1</sub>	Mast height retracted*	2215	2215	2215	mm
h <sub>2</sub>	Free lift*	150	150	150	mm
h <sub>3</sub>	Lift*	3100	3100	3100	mm
h <sub>4</sub>	Mast height extended*	3800	3800	3800	mm
h <sub>6</sub>	Overhead guard height*	2240	2240	2240	mm
h <sub>7</sub>	Seat height	1190	1190	1190	mm
h <sub>10</sub>	Coupling height	385/540	385/540	385/540	mm
α	Mast tilt, fwd.	6	6	6	°
β	Mast tilt, back	8	8	8	°
L <sub>1</sub>	Length including forks*	3450	3595	3600	mm
L <sub>2</sub>	Headlength*	2300	2445	2450	mm
b <sub>1</sub>	Overall width*	1198	1198	1300	mm
b <sub>3</sub>	Fork carriage width*	1120	1120	1160	mm
m <sub>1</sub>	Ground clearance with load below mast	120	120	120	mm
m <sub>2</sub>	Ground clearance centre wheelbase	135	135	135	mm
Ast	Aisle width 800 x 1200 pallets, length	3930	4130	4130	mm
Ast	Aisle width pallets 1000 x 1200 traverse	3730	3930	3930	mm
Wa	Turning radius	2100	2300	2300	mm
x	Load distance	430 *	430 *	430 *	mm
y	Wheelbase	1570	1715	1715	mm

### 3.3 Weights



All dimensions in kg.

EFG 425-430

Component	EFG				
	425k/ 425ks	425/425s	430k/ 430ks	430/430s	S30/ S30s
Net weight (including battery)	4810	4770	5290	5220	5480
Front axle load (without lifting load)	2500	2710	2550	2700	2710
Front axle load (with lifting load)	6490	6580	7380	7380	7550
Rear axle load (without lifting load)	2310	2060	2730	2520	2760
Rear axle load (with lifting load)	820	690	910	840	920

### 3.4 Mast versions

EFG 425

VDI 3596 Description	Lift $h_3$ (mm)	Free lift $h_2$ (mm)	Retracted height $h_1$ (mm)	Extended height $h_4$ (mm)	Max. mast weight (kg)
ZT	2900	150	2115	3510	683
	3100		2215	3710	703
	3300		2315	3910	723
	3500		2415	4110	743
	3700		2515	4310	763
	4000		2665	4610	811
	4300		2865	4910	851
	4500		2965	5110	871
	4700		3065	5310	890
	5000		3215	5610	920
	5500		3515	6110	979
5800	3665	6410	1009		
ZZ	2900	1480	2080	3500	718
	3100	1580	2180	3700	738
	3300	1680	2280	3900	758
	3500	1780	2380	4100	779
	3700	1880	2480	4300	799
	4000	2030	2630	4600	830
	4300	2230	2830	4900	888
	4500	2330	2930	5100	908
DZ	4400	1480	2080	5000	908
	4700	1580	2180	5300	938
	5000	1680	2280	5600	968
	5500	1880	2480	6100	1027
	6000	2080	2680	6600	1086
	6500	2280	2880	7100	1162
7000	2480	3080	7600	1221	

## EFG 430

<b>VDI 3596 Description</b>	<b>Lift h<sub>3</sub> (mm)</b>	<b>Free lift h<sub>2</sub> (mm)</b>	<b>Retracted height h<sub>1</sub> (mm)</b>	<b>Extended height h<sub>4</sub> (mm)</b>	<b>Max. mast weight (kg)</b>
ZT	2900	150	2115	3620	712
	3100		2215	3820	732
	3300		2315	4020	751
	3500		2415	4220	771
	3700		2515	4420	791
	4000		2665	4720	840
	4300		2865	5020	879
	4500		2965	5220	899
	4700		3065	5420	919
	5000		3215	5720	949
	5500		3515	6220	1008
5800	3665	6520	1038		
ZZ	2900	1380	2080	3600	749
	3100	1480	2180	3800	769
	3300	1580	2280	4000	790
	3500	1680	2380	4200	810
	3700	1780	2480	4400	831
	4000	1930	2630	4700	861
	4300	2130	2830	5000	919
	4500	2230	2930	5200	940
DZ	4400	1380	2080	5100	936
	4700	1480	2180	5400	966
	5000	1580	2280	5700	996
	5500	1780	2480	6200	1055
	6000	1980	2680	6700	1114
	6500	2180	2880	7200	1190
	7000	2380	3080	7700	1249

Special trucks are not included in this overview.

### 3.5 Tyre type

#### NOTE

When replacing tyres/rims fitted at the factory, always use original spare parts or tyres approved by the manufacturer. Otherwise the manufacturer's specification cannot be guaranteed.

If you have any queries please contact the manufacturer's customer service department.

---

EFG 425-430

Component		EFG 425	EFG 430	EFG S30
Front tyres	SE *)	23 x 9 - 10	23 x 10 - 12	315/45-12
	Solid rubber*)	22 x 8 x 16	22 x 9 x 16	22 x 10 - 16
	Pneumatic*)	250 / 60 -12	250 / 60 -12	not available
	Tyre pressure bar	10.0	10.0	-
	Torque Nm	320	320	320
Rear tyres	SE *)	18 x 7 - 8	18 x 7 - 8	200 / 50 -10
	Solid rubber*)	18 x 6 x 12 1/8"	18 x 7 x 12 1/8"	18 x 7 x 12 1/8"
	Pneumatic *)	180 / 70 -8	180 / 70 -8	not available
	Tyre pressure bar	10.0	10.0	-
	Torque Nm	220	220	220

\*) The models listed in the table correspond to the standard version. Other tyres can be used depending on the truck's equipment.

### 3.6 Engine Data

Component	EFG425-430
Drive motor	15 kW
Lift motor	22 kW

### 3.7 EN norms

#### Noise emission level

- EFG 425k/425: 69 dB(A)
- EFG 430/4S30: 69 dB(A)

\*+/- 3 dB(A) depending on the truck's equipment

in accordance with EN 12053 as harmonised with ISO 4871.

- The noise emission level is calculated in accordance with standard procedures and takes into account the noise level when travelling, lifting and when idle. The noise level is measured at the level of the driver's ear.

#### Vibration

- EFG 425k/425: 0,51 m/s<sup>2</sup>
- EFG 430/4S30: 0,42 m/s<sup>2</sup>

in accordance with EN 13059.

- The vibration acceleration acting on the body in the operating position is, in accordance with standard procedures, the linearly integrated, weighted acceleration in the vertical direction. It is calculated when travelling over thresholds at constant speed (standard truck version). These recordings were taken on a single occasion and must not be confused with the human vibrations of the "2002/44/EC/Vibrations" operator directive. The manufacturer offers a special service to measure these human vibrations, see "Human vibration measurement" on page 186.

### 3.8 Electromagnetic compatibility (EMC)

#### **WARNING!**

##### **Medical equipment can be damaged by non-ionised radiation**

Electrical equipment on the truck emitting non-ionised radiation (e.g. wireless data transmission) can affect operators' medical equipment (pacemakers, hearing aids etc.) and result in malfunctions. Consult with a doctor or the medical equipment manufacturer to clarify whether it can be used near the industrial truck.

The manufacturer confirms that the truck adheres to the limits for electromagnetic emissions and resistance as well as the static electricity discharge test in accordance with the following table:

##### **Resistance**

The following limits apply to trucks/systems:

	<b>Ambient features</b>	<b>Test value</b>	<b>Unit</b>
1.1	Frequency	27-1000 *	MHz
	Electromagnetic field Amplitude modulation	10	V/m (unmodulated, rms)
		80	% AM (1kHz)
1.2	Frequency	900 ± 5	MHz
	Electromagnetic field Pulse modulation	10	V/m (unmodulated, rms)
		50	% duty cycle
		200	Hz repetition frequency
1.3	Static electricity discharge	4 contact 8 air discharges	kV (discharge voltage)
*	The frequency range has been extended to include the incorporation of low level frequencies in the wiring.		

#### **NOTE**

Strong electro-magnetic fields can affect the performance of the truck. Similarly, systems which are highly sensitive to electromagnetic fields can also be affected by the truck. Make sure that the truck's emissions do not affect the operation of systems in its vicinity.



No changes to electric or electronic components or their arrangement may be made without the written agreement of the manufacturer.

### **3.9 Conditions of use**

#### **Ambient temperature**

– operating at -20°C to +40°C



Special equipment and authorisation are required if the truck is to be used continually in conditions of extreme temperature or condensing air humidity fluctuations.

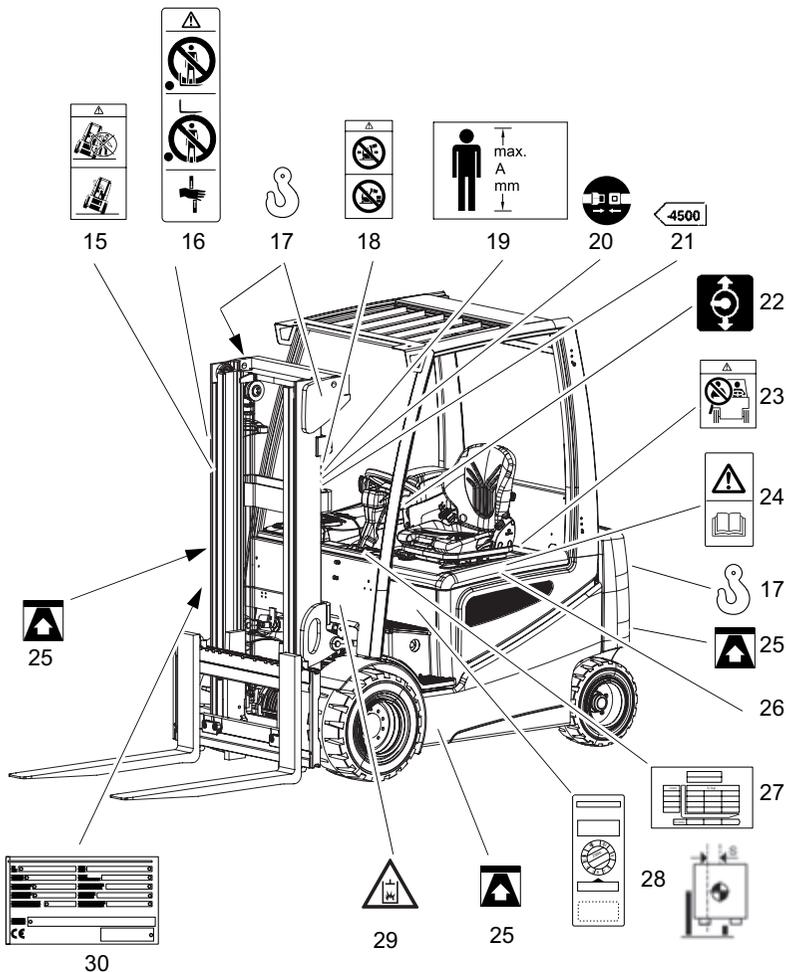
### **3.10 Electrical requirements**

The manufacturer certifies compliance with the requirements for the design and manufacture of electrical equipment, according to EN 1175 "Industrial Truck Safety - Electrical Requirements", provided the truck is used according to its purpose.

## 4 Identification points and data plates

### 4.1 Indication Points

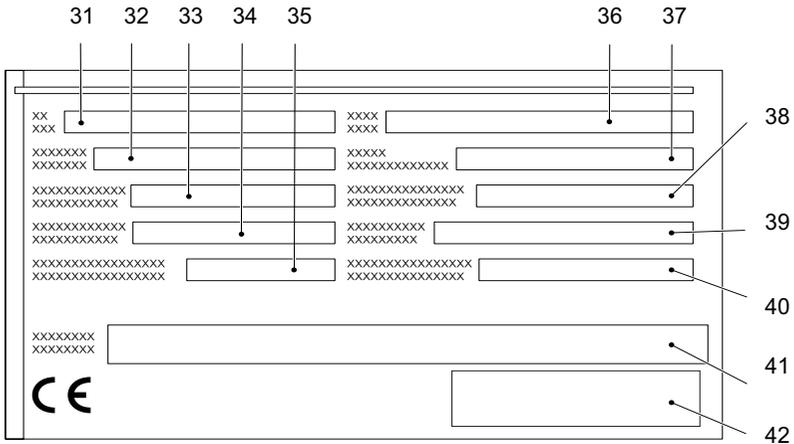
- Warnings and notices such as capacity charts, strap points and data plates must be legible at all times. Replace if necessary.



<b>Item</b>	<b>Component</b>
15	Procedure when truck in danger of tipover notice
16	Do not stand on load handler / Do not stand under load handler / Risk of trapping when mast extended
17	Strap points for crane lifting
18	Do not travel with raised load or mast forward tilt with raised load
19	Max. body size
20	Wear seat belt
21	Lift limit
22	Steering column adjustment
23	Do not carry passengers warning
24	Read operating instructions
25	Jack contact points (in travel direction behind battery door)
26	Serial number (on chassis behind the battery door)
27	Capacity (or reduced capacity)
28	Test plaque (○)
29	Cylinder internal pressure
30	Data plate (behind the battery door)

## 4.2 Data plate

- The illustration shows the standard version for EU member states. The data plate may differ in other countries.



Item	Description	Item	Description
31	Type	37	Year of manufacture
32	Serial number	38	Load centre (mm)
33	Rated capacity (kg)	39	Output
34	Battery voltage (V)	40	Min./max. battery weight (kg)
35	Net weight w.o. battery (kg)	41	Manufacturer
36	Option	42	Manufacturer's logo

- For queries regarding the truck or ordering spare parts always quote the truck serial number (32).

### 4.3 Truck capacity plate

#### CAUTION!

##### Accident risk from fork replacement

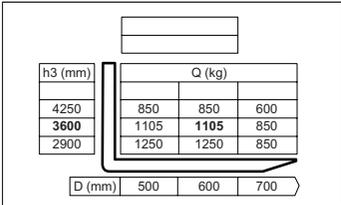
If you replace the forks with ones that differ from the originals, the capacity will change.

- ▶ When replacing the forks you must attach an additional capacity plate to the truck.
- ▶ Trucks supplied without forks are given a capacity plate for standard forks (length: 1150 mm).

The capacity plate (27) gives the capacity (Q in kg) of the truck for a vertical mast. The maximum capacity is shown as a table with a given load centre of gravity D (in mm) and the required lift height H (in mm).

The capacity plate (27) of the truck indicates the truck's capacity with the forks as originally supplied.

##### Example of how to calculate the maximum capacity:



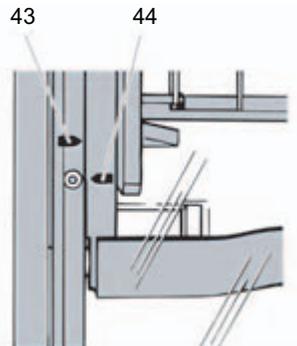
h <sub>3</sub> (mm)	Q (kg)		
	500	600	700
4250	850	850	600
<b>3600</b>	<b>1105</b>	<b>1105</b>	850
2900	1250	1250	850

D (mm) 500 600 700

For a load centre of gravity D of 600 mm and a max. lift height  $h_3$  of 3600 mm the maximum capacity Q is 1105 kg.

##### Lift height restriction

The arrow shaped markings (43 and 44) on the inner and outer masts show the operator when the prescribed lift limits have been reached.



#### 4.4 Attachment capacity plate

The attachment capacity plate is next to the truck's capacity plate and gives the truck's capacity Q (in kg) in conjunction with the respective attachment. The serial number for the attachment indicated on the capacity plate must match the data plate of the attachment.

## 5 Stability

The truck's stability has been tested according to latest technological standards. These take into account the dynamic and static tipover forces that can occur if used correctly.

Stability can also be affected by the following factors:

- Tyre type
- Mast
- Attachment
- Transported load (size, weight and centre of gravity)



### **Loss of stability can cause accidents**

Changing the components can alter the stability.

---

# C Transport and Commissioning

## 1 Transport

Transport can be carried out in two different ways, depending on the height of the mast and the local conditions.

- Vertically, with the mast assembled (for low heights)
- Vertically, with the mast dismantled (for large heights), all mechanical connections and hydraulic lines between the basic truck and the mast separated.

## 2 Truck laden

### 2.1 Centre of gravity of the truck

#### **WARNING!**

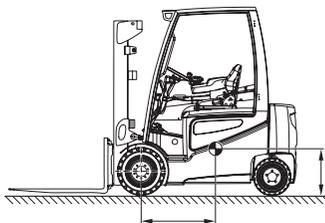
**An altered centre of gravity can result in tipovers when cornering.**

The overall centre of gravity can vary depending on the truck's equipment (especially the mast version).

For trucks without a mast the centre of gravity will move significantly in the direction of the counterweight.

- ▶ Drive carefully and with modified speed to avoid tipping over.

The picture shows the approximate centre of gravity location.



## 2.2 Lifting the truck by crane

### **WARNING!**

#### **All persons involved in loading by crane must be trained**

Incorrect crane loading procedures due to untrained personnel can cause the truck to fall. There is a risk of injury to personnel and a risk of material damage to the truck.

- ▶ Loading must only be performed by specialist personnel trained for this purpose. The specialist personnel must be instructed in securing loads on road vehicles and handling load securing devices. In each case correct measurements must be taken and appropriate safety measures applied.
- 

### **DANGER!**

#### **Crane slings can tear, resulting in accidents**

- ▶ Only use crane lifting gear with sufficient capacity.
  - ▶ Loading weight = Net weight of truck (+ battery weight for electric trucks).
  - ▶ The mast must be tilted back fully.
  - ▶ The crane lifting gear on the mast must have a minimum clear length of 2 m.
  - ▶ Crane slings should be fastened in such a way that they do not come into contact with any attachments or the overhead guard when lifting.
  - ▶ Do not stand under a swaying load.
  - ▶ The truck should only be handled by people who are trained in using lifting slings and tools.
  - ▶ Wear safety shoes when lifting the truck by crane.
  - ▶ Do not walk into or stand in a hazardous area.
  - ▶ Always attach the crane lifting gear to the prescribed strap points and prevent them from slipping.
- 

 Truck net weight: see "Data plate" on page 34.

### ***Lifting the truck by crane***

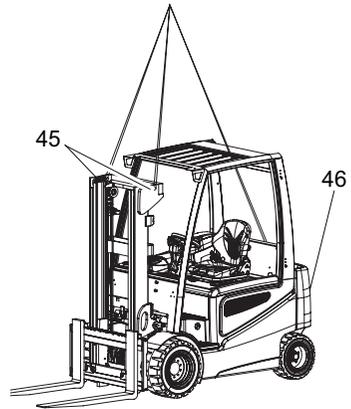
#### *Requirements*

- Park the truck securely, see "Parking the truck securely" on page 95.

#### *Procedure*

- Secure the crane slings to the attachment points (46) and (45).
- Raise and load the truck.
- Lower and deposit the truck carefully (see "Parking the truck securely" on page 95).
- Secure the truck with wedges to prevent it from rolling away.

*This concludes the loading by crane.*



## 2.3 Loading with another industrial truck

### **WARNING!**

#### **The truck can be damaged**

The truck to be loaded can be damaged when loading with another industrial truck.

- ▶ Only trained specialist personnel should load the truck.
  - ▶ Use only trucks with sufficient capacity for loading.
  - ▶ Only for loading and unloading.
  - ▶ The forks of the second industrial truck must be sufficiently long
  - ▶ Transporting over long distances prohibited.
- 

#### ***Loading the truck with a second industrial truck***

##### *Requirements*

- Park the truck securely, see "Parking the truck securely" on page 95.

##### *Procedure*

- Raise the truck with the forks at the side between the axles.
- Raise the truck slightly and make sure it is securely positioned on the forks. If necessary adjust or secure the forks with stops.
- Carefully load/unload the truck, see "Lifting, transporting and depositing loads" on page 107.
- Lower the truck slowly onto the ground and prevent it from rolling away.

*The truck is now loaded.*

### 3 Securing the truck during transport

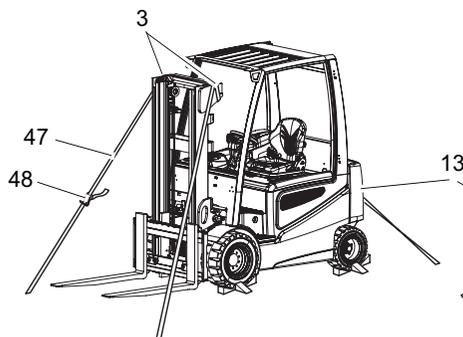
#### **WARNING!**

##### **Accidental movement during transport**

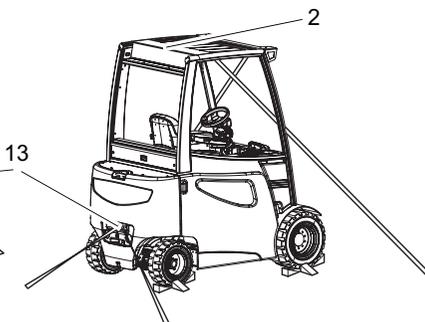
Improper fastening of the truck and mast during transport can result in serious accidents.

- ▶ Loading must only be performed by specialist personnel trained for this purpose. The specialist personnel must be instructed in securing loads on road vehicles and handling load securing devices. In each case correct measurements must be taken and appropriate safety measures applied.
  - ▶ The truck must be securely fastened when transported on a lorry or a trailer.
  - ▶ The lorry or trailer must have fastening rings.
  - ▶ Use wedges to prevent the truck from moving.
  - ▶ Use only fastening belts with sufficient strength.
  - ▶ Use non-slip materials to securing the load aids (pallet, wedges, ...) e. g. non-slip mats.
-

### Securing with a mast



### Securing without a mast



### **Securing the industrial truck for transport**

#### *Requirements*

- Position the industrial truck securely on a lorry or trailer, see "Parking the truck securely" on page 95.

#### *Tools and Material Required*

- 2 fastening belts with a tensioner
- Retaining wedges.

#### *Procedure*

- Secure the truck with the fastening belt (47) at the top cross member of the mast (3) and the trailer coupling (13) or on the overhead guard (2) and the trailer coupling (13).
- Tighten the fastening belt (47) with the tensioner (48).

*The truck is now secured for transport.*

## 4 Using the Truck for the First Time

### Safety instructions for assembly and commissioning

#### **WARNING!**

##### **Incorrect assembly can result in accidents**

The assembly of the truck at the application site, commissioning and operator training must only be performed by the manufacturer's customer service representatives who have been specially trained for these tasks.

- ▶ The hydraulic lines may only be connected to the basic truck / mast interface when the mast has been properly assembled.
  - ▶ Only then can the truck be started.
  - ▶ If several trucks have been delivered, make sure that the serial numbers of the load handlers, masts and basic trucks always match.
- 

#### **WARNING!**

##### **The use of unsuitable energy sources can be hazardous**

Rectified AC current will damage the assemblies (controllers, sensors, motors etc.) of the electronic system.

Unsuitable cable connections (too long, insufficient wire cross-section) to the battery (tow cables) can overheat, setting the truck and battery on fire.

- ▶ The truck must only be operated with battery current.
  - ▶ Cable connections to the battery (tow leads) must be less than 6 m long and have a minimum cross-section of 50 mm<sup>2</sup>.
- 

### ***Preparing the truck for operation after delivery or transport***

#### *Procedure*

- Check the equipment is complete.
- Check the hydraulic oil level, see "Checking the hydraulic oil level" on page 170.
- Check the transmission oil level, see "Check the gear oil level" on page 172.
- Install the battery if necessary, see "Battery removal and installation" on page 52.
- Charge the battery, see "Preparing the Truck for Operation" on page 80.

*The truck can now be started, see "Preparing the Truck for Operation" on page 80.*



To operate the truck without its own drive system, see "Operating the truck without its own drive system" on page 148.



# D Battery - Servicing, Recharging, Replacement

## 1 Safety Regulations Governing the Handling of Lead-Acid Batteries

### Maintenance personnel

Batteries may only be charged, serviced or replaced by trained personnel. This operator manual and the manufacturer's instructions concerning batteries and charging stations must be observed when carrying out the work.

### Fire Protection

Do not smoke and avoid naked flames when handling batteries. Wherever an industrial truck is parked for charging there must be no inflammable material or consumables capable of creating sparks within a minimum distance of 2 m from the truck. The room must be ventilated. Fire protection equipment must be available.

#### CAUTION!

#### **The use of unsuitable fire protection equipment can result in scalding**

Extinguishing fires with water can cause a reaction with the battery acid. This can result in scalding from the acid.

- ▶ Use powder extinguishers.
  - ▶ Never extinguish a burning battery with water.
- 

### Battery maintenance

The battery cell covers must be kept dry and clean. Terminals and cable shoes must be clean, lightly greased with terminal grease and must be securely tightened. Batteries with non insulated terminals must be covered with a non slip insulating mat.

#### CAUTION!

Before closing the battery panel make sure that the battery cable cannot be damaged. There is a risk of short circuits with damaged cables.

---

### Battery disposal

Batteries may only be disposed of in accordance with national environmental protection regulations or disposal laws. The manufacturer's disposal instructions must be followed.



## 1.1 General notes on handling batteries

### **WARNING!**

#### **Batteries can be hazardous**

Batteries contain an acid solution which is poisonous and corrosive. Avoid contact with battery acid at all times.

- ▶ Dispose of used battery acid in accordance with regulations.
  - ▶ Always wear protective clothing and goggles when working with batteries.
  - ▶ Do not let battery acid come into contact with skin, clothing or eyes. If necessary, rinse with plenty of clean water.
  - ▶ In the event of physical damage (e.g. skin or eye contact with battery acid) call for a doctor immediately.
  - ▶ Spilled battery acid should be neutralised immediately with plenty of water.
  - ▶ Only batteries with a sealed battery container may be used.
  - ▶ Follow national guidelines and legislation.
- 

### **WARNING!**

#### **Unsuitable batteries that have not been approved for the truck by the manufacturer can be hazardous**

The design, weight and dimensions of the battery have a considerable effect on the operational safety of the truck, in particular its stability and capacity. The use of unsuitable batteries that have not been approved for the truck by the manufacturer can lead to a deterioration of the braking system during energy recovery operations and also cause considerable damage to the electrical control system. The use of batteries that have not been approved by the manufacturer can therefore affect the health and safety of personnel.

- ▶ Only manufacturer-approved batteries may be used on the truck.
  - ▶ Battery equipment may only be replaced with the agreement of the manufacturer.
  - ▶ When replacing/installing the battery make sure the battery is securely located in the battery compartment of the truck.
  - ▶ Do not use batteries that have not been approved by the manufacturer.
- 

Park the truck securely before carrying out any work on the batteries (see "Parking the truck securely" on page 95).

## 2 Battery types

### CAUTION!

Always use batteries with insulated covers or live components.

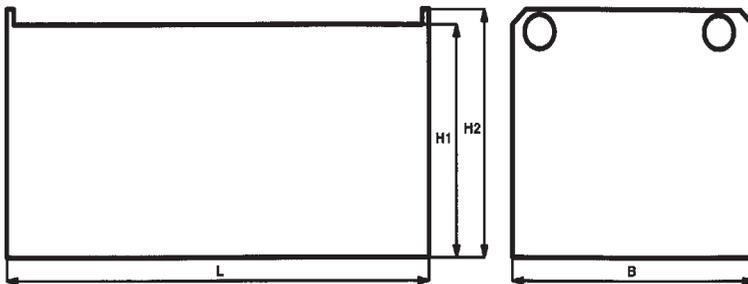
The battery weights are indicated on the battery data plate.

The truck will be equipped with different battery models, depending on the application. The following table shows which combinations are included as standard:

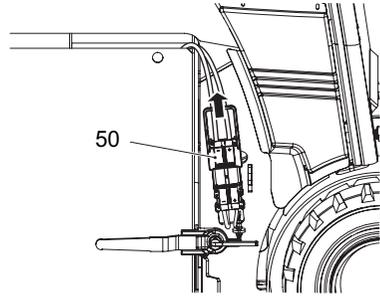
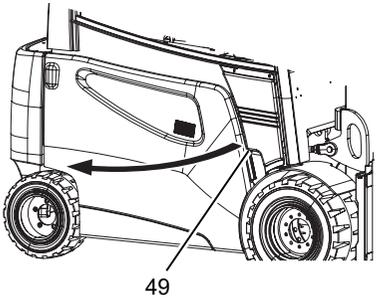
Truck model	Component	Capacity
EFG 425k / 425ks / 430k / 430ks	80V - 4PzS 80V - 4PzS	560 - 620 Ah
EFG 425 / 425s / 430 / 430s / S30 / S30s	80V - 5PzS 80V - 5PzS	700 - 775 Ah

### 2.1 Battery dimensions

Drive battery 80 volts						similar to DIN 43535
Truck	Dimension (mm)				Rated weight (-5/+8%) in kg	
	L max.	B max.	H1 +/- 2 mm	H2 +/- 2 mm		
EFG 425k/ 425ks/430k/ 430ks	1028	711	769	784	1540	560 - 620 Ah
EFG 425/ 425s/430/ 430s/S30/ S30s	1028	855	769	784	1863	700 - 775 Ah



### 3 Exposing the battery



#### *Requirements*

- Park the truck securely, see "Parking the truck securely" on page 95.
- Load handler lowered.
- Key switch set to OFF.
- Key removed.
- Set the Emergency Disconnect OFF.

#### *Procedure*

- Open the battery door (49) as far as the stop.
- Pull the battery connector (50) and let it drop down from the battery.

*The battery is now exposed.*

## 4 Charging the battery

### **WARNING!**

#### **The gases produced during charging can cause explosions**

The battery produces a mixture of nitrogen and hydrogen (electrolytic gas) during charging. Gassing is a chemical process. This gas mixture is highly explosive and must not be ignited.

- ▶ Switch the charging station and truck off first before connecting/disconnecting the charging cable of the battery charging station to/from the battery connector.
  - ▶ The charger must be adapted to the battery in terms of voltage and charge capacity.
  - ▶ Before charging, check all cables and plug connections for visible signs of damage.
  - ▶ Ventilate the room in which the truck is being charged.
  - ▶ The battery cell surfaces must be exposed during charging to ensure adequate ventilation.
  - ▶ Do not smoke and avoid naked flames when handling batteries.
  - ▶ Wherever an industrial truck is parked for charging there shall be no inflammable material or lubricants capable of creating sparks within 2 m around the truck.
  - ▶ Fire protection equipment must be on hand.
  - ▶ Do not lay any metallic objects on battery.
  - ▶ It is essential to follow the safety regulations of the battery and charger station manufacturers.
-

## 4.1 Charging the battery with a stationary charger



When charging, the battery door must be exposed by at least 200 mm to provide sufficient ventilation.

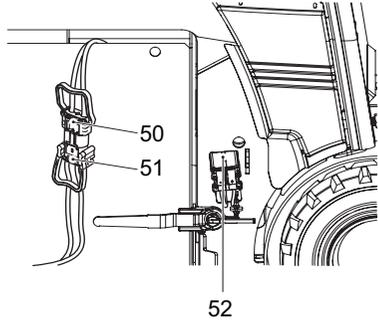
### Requirements

- Park the truck securely, see "Parking the truck securely" on page 95.
- Battery exposed.
- Charger switched off.
- Disconnect the battery connector (50) from the truck connector (52).

### Procedure

- Connect the battery connector (50) to the charging lead (51) of the stationary charger and turn on the charger.

*The battery is now charged.*



## 5 Battery removal and installation

### **WARNING!**

#### **Accident risk during battery removal and installation**

Due to the battery weight and acid there is a risk of trapping or scalding when the battery is removed and installed.

- ▶ Note the "Safety regulations for handling acid batteries" section in this chapter.
  - ▶ Wear safety shoes when removing and installing the battery.
  - ▶ Use only batteries with insulated cells and terminal connectors.
  - ▶ Park the truck on a level surface to prevent the battery from sliding out.
  - ▶ Make sure the crane slings have sufficient capacity to replace the battery.
  - ▶ Use only approved battery replacement devices (battery roller stand, replacement trolley etc.).
  - ▶ Make sure the battery is securely located in the truck's battery compartment.
-

## 5.1 Removal and installation using an EJE pallet truck with Snapfit battery holder (○)

### CAUTION!

#### Trapping hazard

Trapping hazard when replacing the battery.

- ▶ When replacing the battery do not reach between the battery and the chassis.
- ▶ Wear safety shoes.

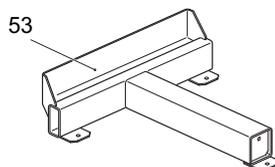
#### Removing the battery

##### Requirements

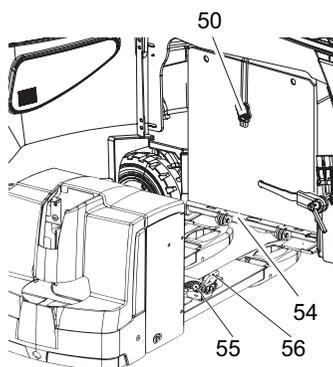
- Truck parked securely, see "Parking the truck securely" on page 95.
- Battery exposed, see "Exposing the battery" on page 49.

##### Tools and Material Required

- Battery trolley with six rollers
- EJE pallet truck with Snapfit battery holder
- Charging station intended for the battery type (53) (○)

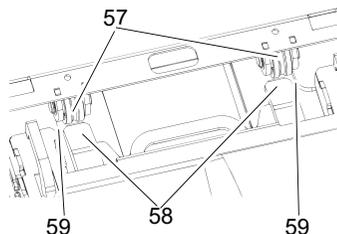


##### Procedure

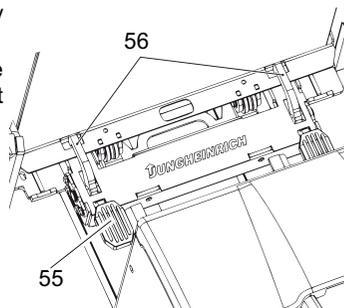


- Close the safety catch (56).
- To do this press the pedals (55).
- Bring the EJE pallet truck approx. 7,9 in (200 mm) underneath the truck so that it is central with the battery.
- Raise the forks of the EJE pallet truck until they are just under the base of the truck.
- Insert the battery connector (50) in the bracket (54).

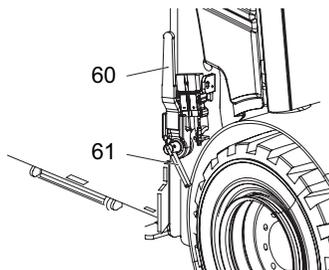
- Push the ramps (58) underneath the rollers (57) of the battery trolley and align them with the chassis (59).
- Bring the pallet truck up to the battery at slow speed.



- Engage the safety catch (56) on the battery trolley.
  - Make sure both safety catches (56) are securely engaged in the battery replacement trolley.
- Do not raise the forks.



- Undo the catch (61).
- Undo the battery lock (60).



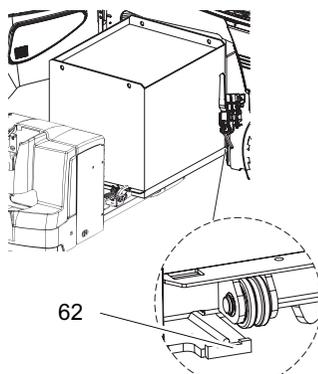
- Remove the battery with the EJE pallet truck travelling slowly as far as the stop (62).
- Raise the forks until the battery can be freely pulled out of the battery compartment.

**NOTE**

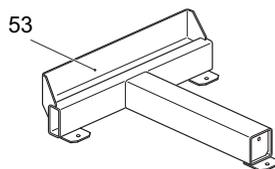
**Risk of material damage**

Removing the battery can cause material damage to the truck chassis.

- ▶ Raise the forks and avoid striking the top or bottom parts of the chassis when removing the battery.



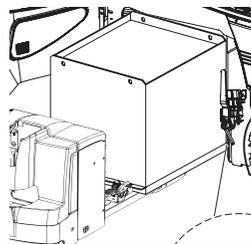
- Bring the battery to the charging station for charging.
- Place the battery carefully onto the charging station (53)
- Undo the safety catch (56) and pull out the EJE pallet truck.



*The battery is now removed and positioned securely for charging.*

## Battery installation

### Procedure



- Drive the EJE pallet truck and battery to the truck.
- Deposit the battery trolley with the rollers (57) on the base of the truck.
- Lower the forks of the EJE pallet truck until the battery is horizontal.
- Align the heights and push the forks of the EJE pallet truck underneath the truck base.

57

**NOT**

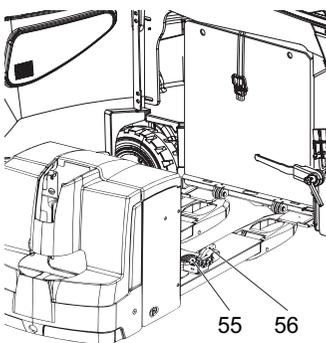
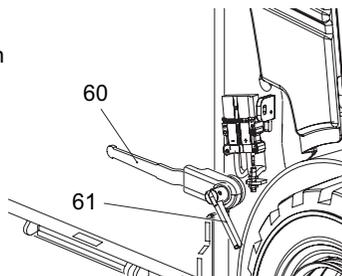
**Risk of material damage**

### damage

Inserting the battery can cause material damage to the truck chassis.

- ▶ Lower the forks and avoid striking the top or bottom parts of the chassis when inserting the battery.

- Close the battery lock (60).
- Close the catch (61) and position it in the green area.



- Undo the safety catch (56).
- To do this press the pedals (55).
- Move the pallet truck away from the forklift truck.
- Attach the battery connector to the truck connector.
- Close the battery door.

*The battery is now assembled.*

## 5.1.1 Battery holder assembly

### CAUTION!

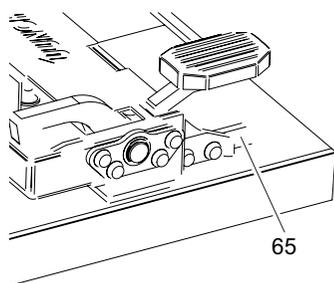
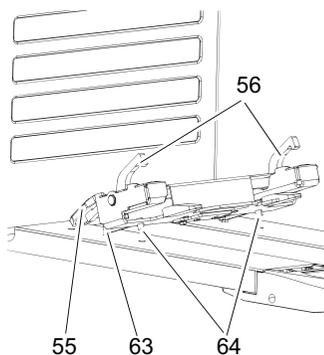
The battery holder can only be fitted to Jungheinrich AG pallet trucks (EJE) or hand pallet trucks with notice signs.

#### *Requirements*

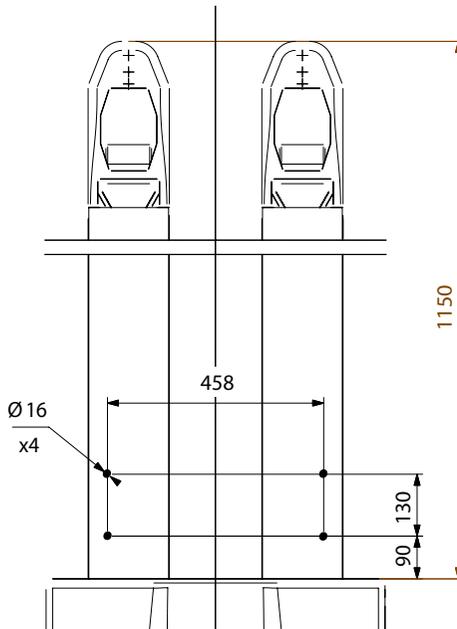
- EJE or hand pallet truck available with holes in accordance with assembly instructions, see "Assembly instructions" on page 57.

#### *Procedure*

- Open the safety catch (56).
  - To do this press the pedals (55).
- Insert bent pins (63) into the forks of the EJE or hand pallet truck.
- Push the battery holder down and fit the bolts (64) in the holes.
- Close the safety catch (56).
  - To do this press the pedals (55).
- Secure the locking plate (65) against theft with 4 screws (○).



## 5.1.2 Assembly instructions

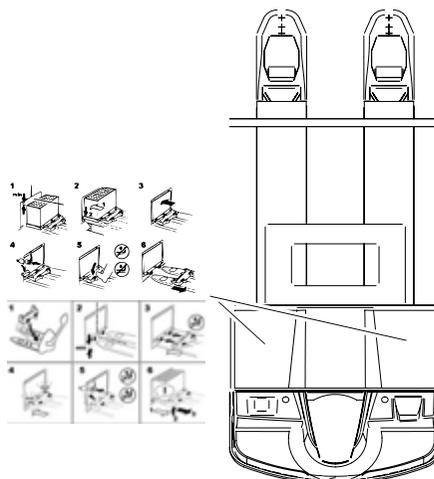


### Procedure

- Drill 4 holes with a 16 mm diameter into the EJE or hand pallet truck according to the drill patterns.
- Make sure there is sufficient distance between the connecting rod and the bottom of the forks.



Attach safety notices to the EJE.



## 5.2 Removal and installation using a roller conveyor (○)

### CAUTION!

#### Trapping hazard

Trapping hazard when replacing the battery.

- ▶ When replacing the battery do not reach between the battery and the chassis.
- ▶ Wear safety shoes.

### **Battery removal and installation**

#### Requirements

- Park the truck securely, see "Parking the truck securely" on page 95.
- Battery exposed, see "Exposing the battery" on page 49.
- Battery disconnected.
- Battery lock released.

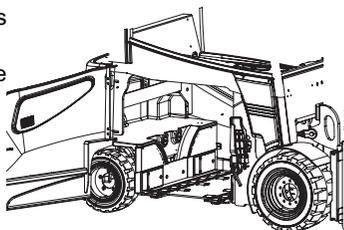
#### Tools and Material Required

- External roller guided replacement device

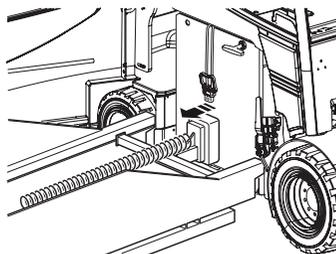
#### Procedure

- Note the replacement device manufacturer's instructions.

- Bring the external replacement device up to the truck.



- Pull the battery out with the external replacement device and transport it to the charging station for charging.
- Deposit the battery securely.



*The battery is now removed.*

- Battery assembly is the reverse order.

### WARNING!

After inserting the battery close the battery lock.

## 5.3 Removal and installation for service using a hand pallet truck with Snapfit (O)

### CAUTION!

#### Trapping hazard

Trapping hazard when replacing the battery.

- ▶ When replacing the battery do not reach between the battery and the chassis.
- ▶ Wear safety shoes.

### **Battery removal and installation**

#### *Requirements*

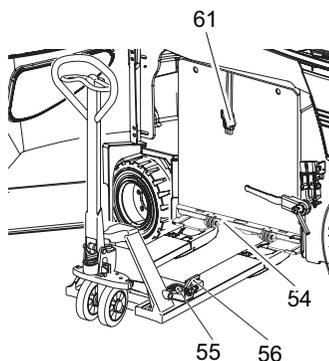
- Truck parked securely, see "Parking the truck securely" on page 95.
- Battery exposed, see "Exposing the battery" on page 49.

#### *Tools and Material Required*

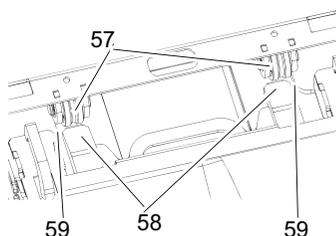
- Battery trolley with six rollers
- Hand pallet truck with battery holder inserted

#### *Procedure*

- Close the safety catch (56).
  - To do this press the pedals (55).
- Bring the hand pallet truck approx. 7,9 in (200 mm) underneath the truck so that it is central with the battery.
- Raise the forks of the hand pallet truck until they are just under the floor plate.
- Insert the battery connector (50) in the bracket (54).



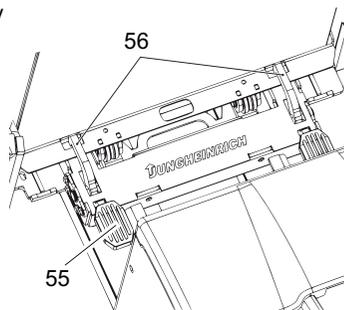
- Push the ramps (58) underneath the rollers (57) of the battery trolley and align them with the chassis (59).
- Bring the hand pallet truck slowly right up to the battery.



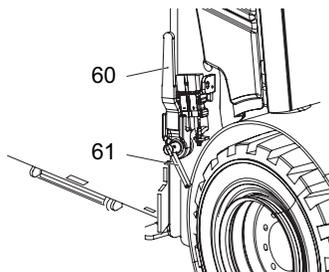
- Engage the safety catch (56) on the battery trolley.
- To do this press the pedals (55).



Do not raise the forks.

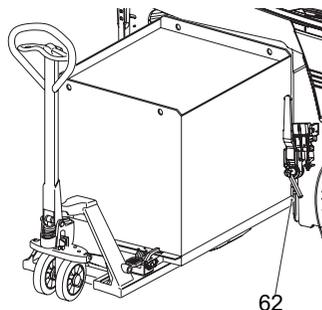


- Undo the catch (61).
- Undo the battery lock (60).



- Using the hand pallet truck, slowly remove the battery as far as the stop (62).

*The battery is now removed for service and can be checked.*



Battery assembly is the reverse order.

**⚠ WARNING!**

After inserting the battery close the battery lock and then lower the pallet truck.

## 5.4 Removal and installation for service using a (hand) pallet truck without Snapfit

### CAUTION!

#### Trapping hazard

Trapping hazard when replacing the battery.

- ▶ When replacing the battery do not reach between the battery and the chassis.
- ▶ Wear safety shoes.

---

### **Battery removal and installation**

#### *Requirements*

- Park the truck securely, see "Parking the truck securely" on page 95.
- Battery exposed, see "Exposing the battery" on page 49.
- Battery disconnected.

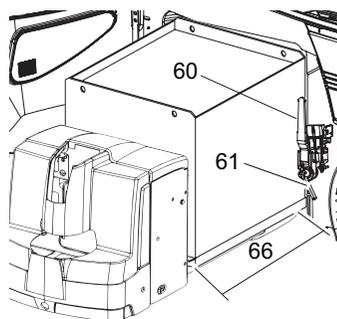
#### *Tools and Material Required*

- Battery trolley with four wheels
- (Hand) pallet truck with a fork length of 1150 mm

#### *Procedure*

- Measure dimension (66) 1050 mm from the fork tips of the (hand) pallet truck and mark it on the forks,
- Push the (hand) pallet truck from dimension (66) up to the chassis underneath the battery.
- Raise the battery with the (hand) pallet truck until the battery is resting on the forks and is not touching the chassis.
- Undo the catch (61).
- Undo the battery lock (60).
- Remove the battery for maintenance.

*The battery is now removed for service and can be checked.*



 Battery assembly is the reverse order.

### WARNING!

After inserting the battery close the battery lock and then lower the pallet truck.

---



# E Operation

## 1 Safety Regulations for the Operation of the Forklift Truck

### **Driver authorisation**

The truck may only be used by suitably trained personnel, who have demonstrated to the proprietor or his representative that they can drive and handle loads and have been authorised to operate the truck by the proprietor or his representative.

### **Operator's rights, obligations and responsibilities**

The operator must be informed of his duties and responsibilities and be instructed in the operation of the truck and shall be familiar with the operating instructions.

### **Unauthorised use of truck**

The operator is responsible for the truck during the time it is in use. The operator must prevent unauthorised persons from driving or operating the truck. Do not carry passengers or lift other people.

### **Damage and faults**

The supervisor must be informed immediately of any damage or faults to the truck or attachment. Trucks which are unsafe for operation (e.g. wheel or brake problems) must not be used until they have been rectified.

### **Repairs**

The operator must not carry out any repairs or alterations to the truck without authorisation and the necessary training to do so. The operator must never disable or adjust safety mechanisms or switches.

## Hazardous area

### **WARNING!**

#### **Risk of accidents/injury in the hazardous area of the truck**

A hazardous area is defined as the area in which people are at risk due to travel or lifting operations of the truck, its load handler or the load. This also includes the area within reach of falling loads or lowering/falling operating equipment.

- ▶ Instruct unauthorised persons to leave the hazardous area.
  - ▶ In case of danger to third parties, give a warning signal in good time.
  - ▶ If unauthorised persons are still within the hazardous area, stop the truck immediately.
- 

### **WARNING!**

#### **Falling objects can cause accidents**

Falling objects can injure the operator while the truck is being operated.

- ▶ The operator must remain within the protected area of the overhead guard while the truck is being operated.
- 

#### **Safety devices, warning signs and warning instructions**

Safety devices, warning signs (see "Indication Points" on page 32) and warning instructions in the present operating instructions must be strictly observed.

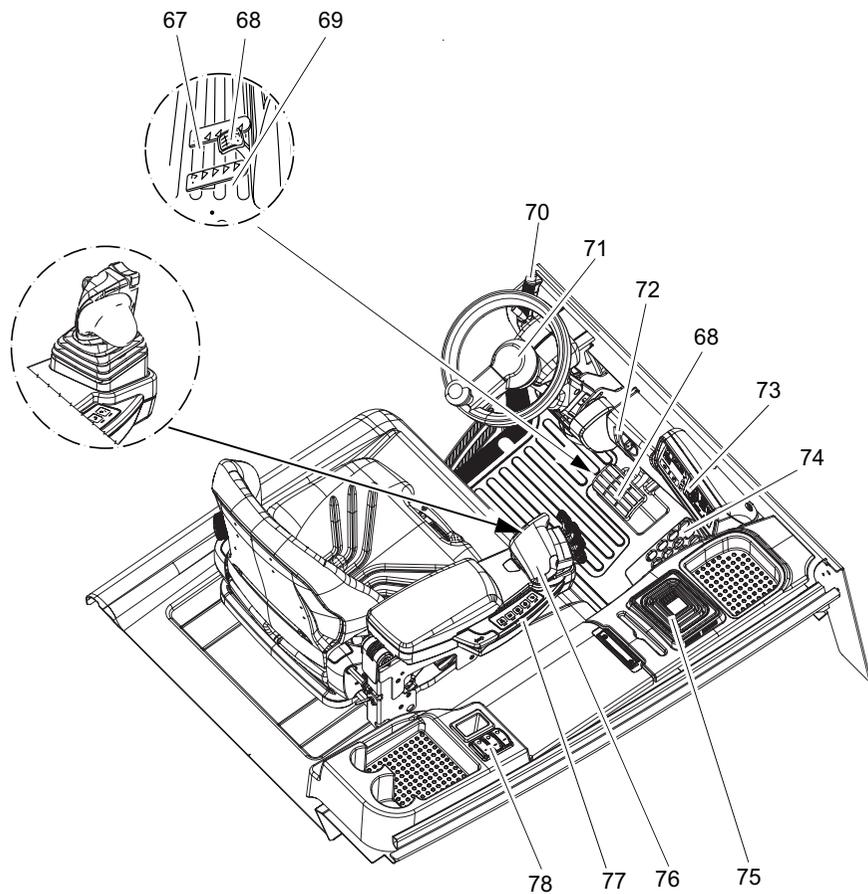
### **CAUTION!**

#### **Reduced headroom can cause injuries**

Trucks with reduced headroom are equipped with a warning label within the operator's line of sight.

- ▶ The max. recommended body size indicated on this warning sign must be observed.
  - ▶ The headroom is also reduced when you wear a protective helmet.
-

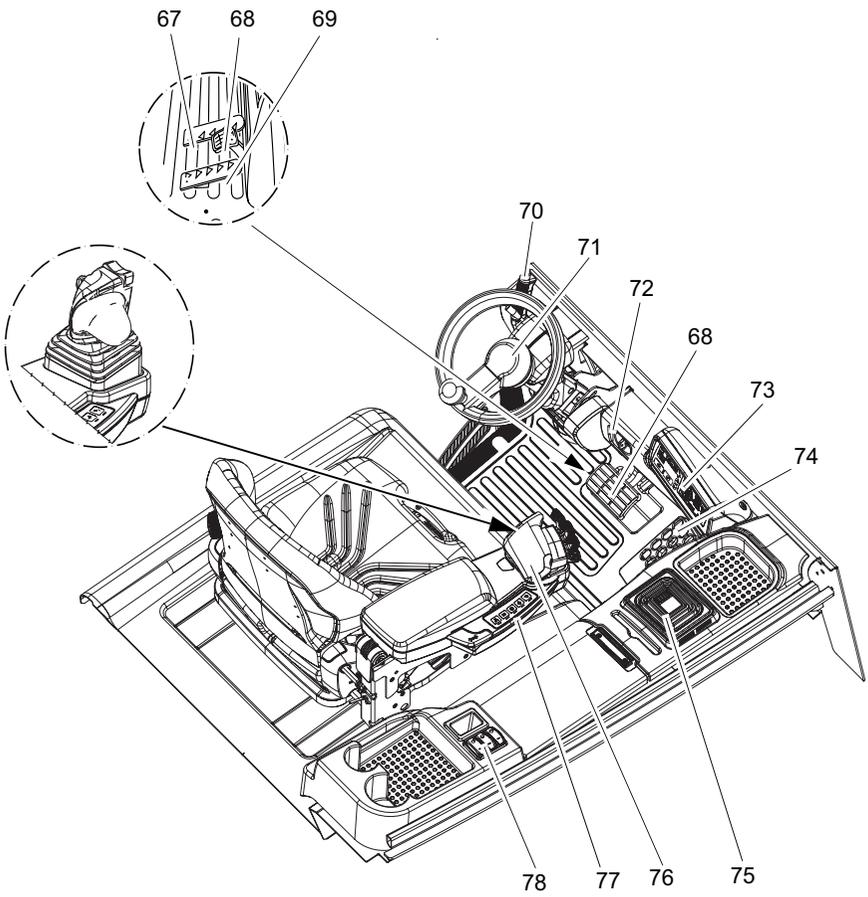
## 2 Displays and Controls



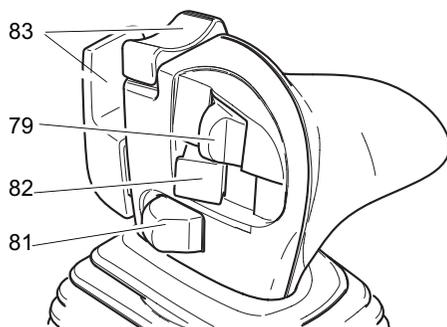
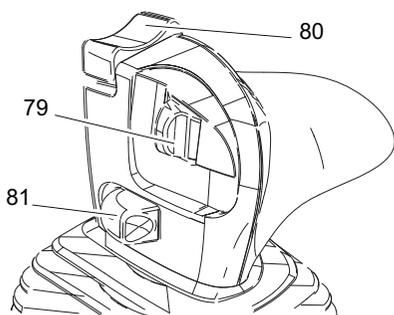
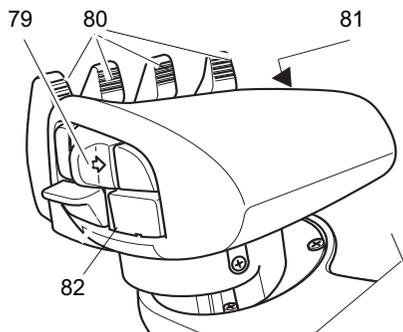
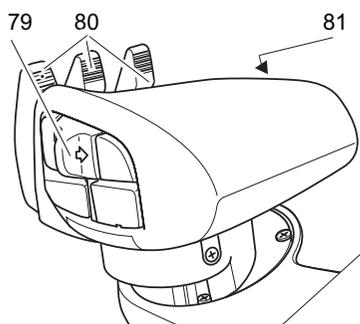
Item	Control / display		Function
67	Twin pedal control "Reverse" accelerator pedal	○	The truck reverses when the accelerator pedal is applied. Provides infinitely variable travel speed.
68	Brake pedal	●	Provides infinitely variable braking control.
69	Twin pedal control "Forward" accelerator pedal	○	The truck travels forward when the accelerator pedal is applied. Provides infinitely variable travel speed.
70	Parking brake lever	●	Applies / releases parking brake.
71	Steering wheel	●	Steering the industrial truck.
72	Key switch	●	Switches the truck on and off. Removing the key prevents the truck from being switched on by unauthorized personnel.
	ISM access module* Code lock*	○	Switches the truck on.
73	Display	●	Displays the battery capacity, service hours, errors, key warning indicators, see "Display" on page 74.
	Control panel with display unit	○	Displays the battery capacity, service hours, errors, key warning indicators, wheel position and travel direction. see "Control panel with display unit (○)" on page 69.
74	Accelerator pedal	●	Infinite travel speed control.
75	Emergency Disconnect switch		Disconnects the main power supply, all truck operations are disabled.
76	Solo-Pilot	●	Controls the following functions:  – Fwd/rev. travel direction – Load handler lift / lower – Mast forward / reverse tilt – "Horn" button – Sideshifter left / right (○) – Auxiliary hydraulics (○)
	Multi-Pilot	○	
77	Armrest control panel	●	Switches electric options on and off.
78	Side compartment control panel	●	Switches electric options on and off.



\*If the truck is equipped with an ISM access module refer to the "ISM Access Module" operator manual.

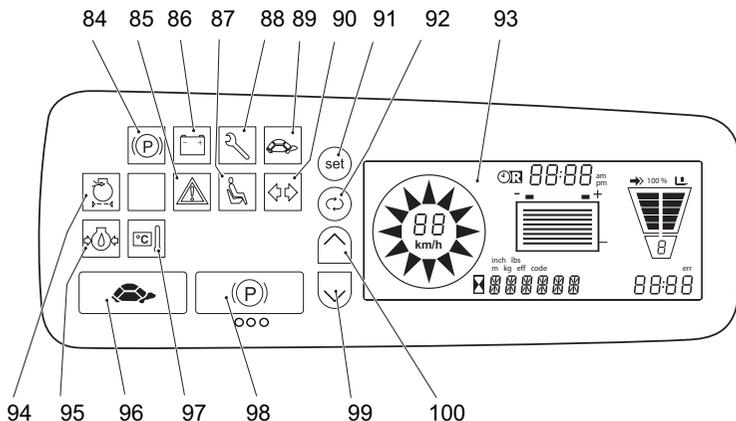


Item	Control / display		Function
79	Travel direction switch (not available with dual pedal control)	●	Selects travel direction / neutral position.
80	Lever	●	Lever for operating the hydraulic functions.
81	"Horn" button	●	Activates an audible warning.
82	Additional hydraulic function release button	○	Activates the additional hydraulic functions or hydraulics that require acknowledgement.
83	Button	○	Hydraulic auxiliary function control button.



## 2.1 Control panel with display unit (O)

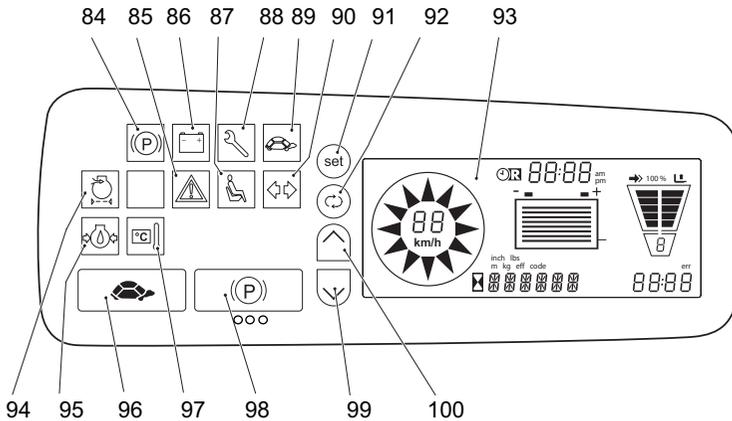
The control panel display unit shows the operating data, the battery charge, the service hours and error details and information. Pictograms in the left top section of the control panel act as warning indicators.



Item		Control / display	Function
84		Parking brake display	<ul style="list-style-type: none"> <li>● Comfort feature, displayed when the parking brake indicator (84) lights up.</li> <li>Truck prevented from rolling away but not parked securely.</li> <li>Parking brake is automatically activated after a set time (1 - 60 sec) when the truck stops.</li> <li>The parking brake is automatically released when the accelerator pedal is applied.</li> </ul>
85		WARNING	<ul style="list-style-type: none"> <li>● WARNING</li> <li>– Flashes for faults, an audible warning sounds.</li> <li>– Flashes when battery capacity is less than 10 %</li> </ul>
86		Battery warning indicator	<ul style="list-style-type: none"> <li>● Not used</li> </ul>

Item		Control / display		Function
87		Seat switch warning indicator	●	Seat switch not closed – Truck operational, but driver's seat not occupied  Time monitoring expired – Restart the truck
		Seat belt lock warning indicator (flashing symbol)	○	– Truck operational, seat belt lock not closed
88		Service display	●	Service interval exceeded (1000 operating hours) or annual FEM test due (flashing indicator).
89		Slow travel speed indicator lamp	●	Slow travel speed activated (max. travel speed 6 km/h)
90		Travel direction display indicator lamp	○	Right / left indicator lamps activated
91		Set key	●	Confirms the entries
92		Toggle button	●	Changes the display between "Time / Residual Run Time"
93		Display	●	Displays the operating data (see "Display (○)" on page 77 )
94				Not used
95				Not used
96		Slow travel button	●	Switches slow travel on and off
97		Warning indicator Controller and motor overtemperature	●	Not used

Item		Control / display	Function
98		Yellow LEDs under the parking brake button and	<ul style="list-style-type: none"> <li>Secure parking of truck.</li> </ul> <p>The parking brake is activated when the truck is switched on or when the parking brake button (98) is pressed. Yellow LEDs under the parking brake button (98) and the parking brake indicator (84) light up simultaneously.</p> <p>Travel is not enabled when the accelerator pedal is pressed. Travel is enabled by pressing the parking brake button (98).</p>
84		Parking brake indicator light up simultaneously	
99		Program selector	<ul style="list-style-type: none"> <li>Selects the operating program (moves down a level in the operating program list.)</li> </ul>
100		Program selector	<ul style="list-style-type: none"> <li>Selects the operating program (moves up a level in the operating program list.)</li> </ul>





\*Five operating programs with different performance levels are available to adapt the travel and operating functions to the application at hand. Starting from operating program 1 (limited acceleration and speed together with sensitive application of the operating functions), the performance levels increase to program 5 (maximum performance for high throughput levels). If necessary the operating programs can also be adapted or restricted to suit the customer. Contact the manufacturer's customer service department.

## 2.2 Armrest control panel switch (○)

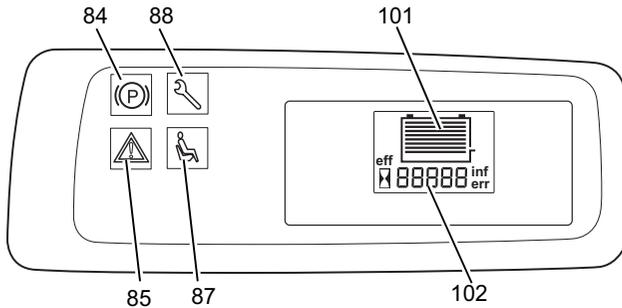
	Function	
	Work lights	
	Front windscreen wipers <ul style="list-style-type: none"> <li>- Press 1x &gt; intermittent,</li> <li>- 2x &gt; fast,</li> <li>- 3x &gt; off</li> <li>- Hold down on the button &gt; Switch on the windscreen washing system</li> </ul>	
	Rear window wiper <ul style="list-style-type: none"> <li>- Press 1x &gt; intermittent,</li> <li>- 2x &gt; fast,</li> <li>- 3x &gt; off</li> <li>- Hold down on the button &gt; Switch on the windscreen washing system</li> </ul>	
	Rear window heating	
	Beacon	

## 2.3 Side compartment control panel switch (○)

	Function	
	Truck Lighting	
	Parking light	
	Warning indicator	
	Lift cutout override	

## 2.4 Display

The control panel display unit shows the operating data, the battery charge, the service hours and error details and information. Pictograms in the left top section of the control panel act as warning indicators.



Item	Display	Function
84	Parking brake warning indicator	Comfort feature, displayed when the parking brake indicator (84) lights up.  Truck prevented from rolling away but not parked securely.  Parking brake is automatically activated after a set time (1 - 60 sec) when the truck stops. The parking brake is automatically released when the accelerator pedal is applied.
85	WARNING	WARNING <ul style="list-style-type: none"> <li>- Flashes for faults, an audible warning sounds.</li> <li>- Flashes when battery capacity is less than 10 %</li> <li>- Steady light for overtemperature</li> </ul>
87	Seat switch warning indicator	Seat switch not closed <ul style="list-style-type: none"> <li>- Truck operational, but driver's seat not occupied</li> </ul> Time monitoring expired <ul style="list-style-type: none"> <li>- Restart the truck</li> </ul>
	Seat belt lock control indicator (flashing symbol)	<ul style="list-style-type: none"><li>- Truck operational, seat belt lock not closed</li></ul>
88	Service display	Service interval exceeded (1000 operating hours) or annual FEM test due (flashing indicator).
101	Battery capacity display	Battery capacity display <ul style="list-style-type: none"> <li>- Battery charge status</li> </ul>

Item	Display	Function
102	Error display	Error display: <ul style="list-style-type: none"> <li data-bbox="508 153 978 201">– If an error (Err) or a warning (Inf) occurs, the error or info code is displayed.</li> <li data-bbox="508 209 941 284">– If several errors occur they are displayed alternately at intervals of 1.5 seconds displayed. A warning sounds.</li> </ul>

## 2.4.1 Battery discharge indicator

### NOTE

#### Full discharge can damage the battery

The standard setting for the battery discharge indicator is based on standard batteries. When using maintenance-free batteries (gel batteries), the display must be reset.

- ▶ This adjustment should only be made by the manufacturer's customer service department.
- ▶ The battery discharge indicator shows the battery's residual capacity.
- ▶ Charge the battery, see "Charging the battery" on page 50.

---

The battery charge status is shown on the truck display via a battery symbol (101). When a battery is discharged to the permissible discharge level, the battery symbol (101) is displayed empty.

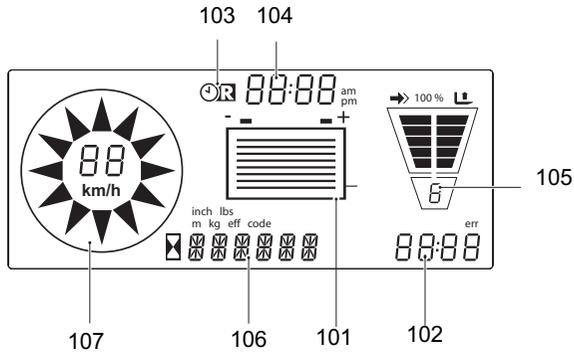
## 2.4.2 Battery discharge monitor

If the residual capacity falls below the required level, lifting is inhibited and the travel speed is reduced. An message appears in the display. Lifting is only released when the battery connected is at least 40% charged.



In order to complete the lift cycle, the key switch must be turned off and on again. Lifting is then enabled for 30 to 40 seconds.

## 2.5 Display (○)



Item	Function
103	<ul style="list-style-type: none"> <li>– Remaining time in the format hours : minutes)</li> <li>– Remaining charge time (○)</li> </ul>
104	Time display (hours : minutes)
105	Operating program display – Displays the travel program in use
102	Error display: – If an error (Err) or a warning (Inf) occurs, the error or info code is displayed. – If several errors occur they are displayed alternately at 1.5 second intervals. A warning sounds.
101	Battery capacity display – Battery charge status
106	Hourmeter display
107	Travel direction, speed and wheel position display – Indicates the pre-selected travel direction (forward or reverse) or the position of the steered wheels. – Flashing direction arrow = no travel direction selected

## 2.5.1 Battery discharge indicator

### NOTE

#### Full discharge can damage the battery

The standard setting for the battery discharge indicator is based on standard batteries. When using maintenance-free batteries (gel batteries), the display must be reset.

- ▶ This adjustment should only be made by the manufacturer's customer service department.
  - ▶ The battery discharge indicator shows the battery's residual capacity.
  - ▶ Charge the battery, see "Charging the battery" on page 50.
- 

The battery charge status is shown on the truck display via a battery symbol (101). When a battery is discharged to the permissible discharge level, the battery symbol (101) is displayed empty.

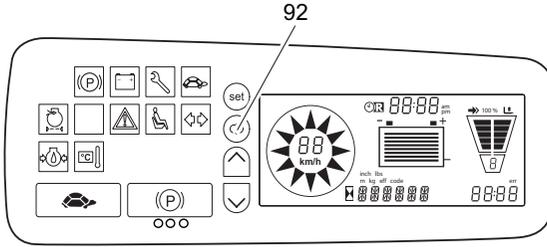
## 2.5.2 Battery discharge monitor

If the residual capacity falls below the required level, lifting is inhibited and the travel speed is reduced. An message appears in the display. Lifting is only released when the battery connected is at least 40% charged.



In order to complete the lift cycle, the key switch must be turned off and on again. Lifting is then enabled for 30 to 40 seconds.

### 2.5.3 Residual run time display (○)



#### **Setting the residual time display**

##### *Procedure*

- Press the toggle switch (92) for 3 seconds. This toggles the display between the time and the residual time or the remaining charge time for an on-board charger (○).
- Press the Shift key (92) for 8 seconds until the residual time display menu is shown.
- Press the set key (92) to return to normal operating mode.

*The time remaining to reach the residual capacity is displayed.*

### 2.5.4 Hourmeter

The service hours are counted when the truck is switched on and the seat switch is closed.

### 3 Preparing the Truck for Operation

#### 3.1 Checks and operations to be performed before starting daily operation

 **WARNING!**

**Damage and other truck or attachment (optional equipment) defects can result in accidents.**

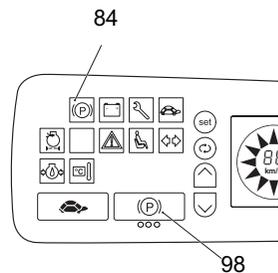
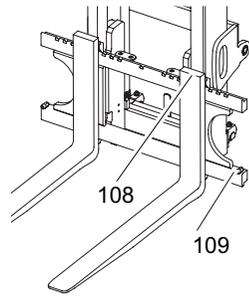
If damage or other truck or attachment (optional equipment) defects are discovered during the following checks, the truck must be taken out of service until it has been repaired.

- ▶ Report any defects immediately to your supervisor.
  - ▶ Mark defective truck and take out of service.
  - ▶ Do not return the industrial truck to service until you have identified and rectified the fault.
-

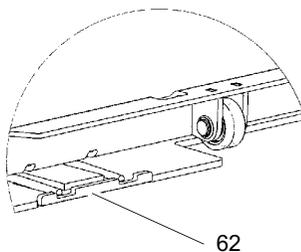
## Checks before daily operation

### Procedure

- Visually inspect the entire truck (in particular wheels, wheel bolts and load handler) for damage.
- Check the fork stop (108) and fork retainer (109).
- Visually inspect the hydraulic system in the visible area for damage and leaks.
- Make sure the driver's seat is locked in position.
- Test the horn and reversing buzzer (○) where applicable.
- Check that the capacity plate and warning labels are legible.
- Test the controls and displays.
- Test the steering.
- Check the steer angle display (○), turn the steering wheel in both directions as far as the stop and check that the wheel position is displayed on the control panel.
- Make sure the load chains are evenly tensioned.
- Test the seat belt. (The belt should jam when extracted suddenly.)
- Test the seat switch: when the driver's seat is vacated it should not be possible to activate the hydraulic functions.
- Test the restraint system (○).
- Test the Drive Control (○).
  - Raise the fork carriage without load beyond the reference point on the mast. The slow travel symbol lights up on the display.
  - Slowly apply the accelerator pedal on a clear route with good visibility. The maximum speed should be reduced to walking pace (3 km/h).
- Test the lift/lower, tilt and if applicable the attachment hydraulic control functions.
- Check the accelerator pedal can move freely while the parking brake is applied (98 and 84 lit simultaneously) and the truck is idling, by pressing it several times.
- Visually inspect the battery attachment and cable connections.
- Check the battery lock is present and working.



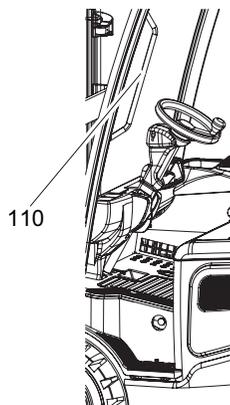
- On trucks with lateral battery removal, check the left and right stops (62) in the battery compartment for damage.
- Check the fluid level of the window washer system, see "Preparing the truck for operation" on page 93.



## 3.2 Entry and exit

### Procedure

- Open the cab door (○).
- To enter and exit the cab, hold onto the handle (110). Always face the truck when entering and exiting.



→ An additional step is provided for the driver position extension (○).

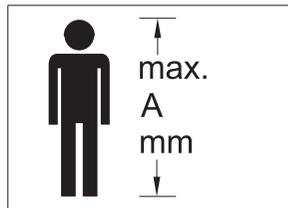
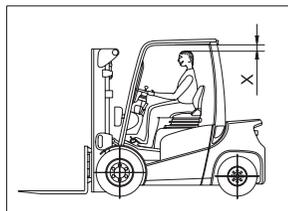
## 3.3 Trucks with reduced headroom (○)

### WARNING!

#### An unsuitable workplace can damage your health

Failure to observe the recommended body size can cause stress and endanger the operator and may lead to lasting ill health due to an unhealthy posture and excessive strain on the operator.

- ▶ The operating company must ensure that truck operators do not exceed the maximum body size indicated.
- ▶ The operating company must check that the operators can sit in a normal and upright position without having to strain.



## 3.4 Setting up the operator position

### **WARNING!**

#### **Accidents can occur if the driver's seat, steering column and armrest are not engaged**

The driver's seat, steering column and armrest can accidentally adjust during travel and therefore cannot be operated safely.

- ▶ Do not adjust the driver's seat, steering column or armrest while travelling.
- 

#### *Procedure*

- Before starting to travel, adjust the driver's seat, steering column and armrest (if necessary) so that all the controls are within reach and can be applied without having to strain.
- Adjust the visibility aid equipment (mirrors, camera systems etc.) so that the working environment can be clearly seen.

### 3.4.1 Adjusting the driver's seat

#### **WARNING!**

#### **Risk of accidents and damage to health**

An incorrectly adjusted driver's seat can result in accidents and damage to health.

- ▶ Do not adjust the driver's seat while travelling.
  - ▶ The driver's seat should lock in position after adjustment.
  - ▶ Check and adjust the individual driver's seat setting before starting up the truck.
  - ▶ Hold the weight setting lever only by the recess, do not reach through underneath the lever.
-

## Adjusting the driver's weight

### NOTE

To achieve optimal seat cushioning the driver's seat must be set to the driver's weight.

Set the driver's weight when the seat is occupied.

### Procedure

- Fold out the weight adjustment lever (111) as far as it will go in the arrow direction
- Move the weight adjustment lever (111) up and down to set the seat to a higher weight.
- Move the weight adjustment lever (111) up and down to set the seat to a lower weight.



The driver's weight is correct when the arrow is in the middle of the display window (112). The minimum or maximum weight setting is reached when you can feel a return stroke on the lever.

- After setting the weight, move the lever (111) back in full.

*The driver's weight is now set.*

## Adjusting the backrest

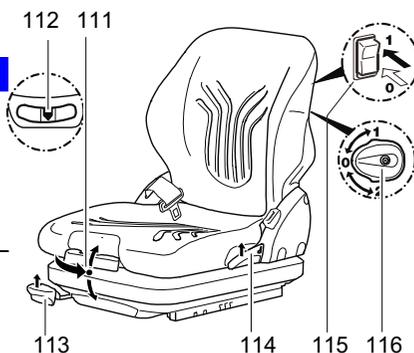
### Procedure

- Sit on the driver's seat.
- Pull the lever (114) to adjust the backrest.
- Adjust the backrest tilt.
- Release the lever (114) again. The backrest is locked.

*The backrest is now set.*



Hold the weight setting lever (111) only by the recess, never reach through underneath the lever.



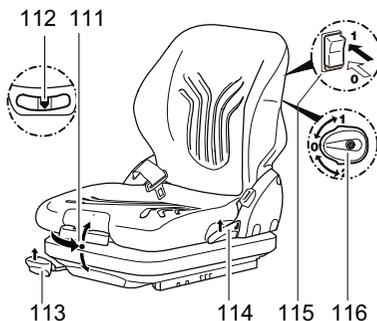
## Adjusting the seat position

### CAUTION!

#### **An unsecured driver's seat can cause injury**

An unsecured driver's seat can slide out of its guide during travel, resulting in accidents.

- ▶ The driver's seat must be locked in position.
- ▶ Do not adjust the driver's seat while travelling.



#### *Procedure*

- Sit on the driver's seat.
- Pull up the driver's seat locking lever 113 in the direction of the arrow.
- Push the driver's seat forwards or backwards to the desired position
- Engage the driver's seat locking lever (113) in position.

*The seat position is now correctly set.*

## **Switching the seat heating on and off**

#### *Procedure*

- Press the seat heating switch (115).  
Switch setting 1 = Seat heating on.  
Switch setting 0 = Seat heating off.

## **Adjusting the lumbar vertebrae support (O)**

#### *Procedure*

- Turn the hand wheel (116) to the required position.  
Position 0 = no warping in lumbar vertebrae area.  
Position 1 = increasing warping in upper lumbar vertebrae area.  
Position 2 = increasing warping in lower lumbar vertebrae area.

*The lumbar vertebrae support is now set.*

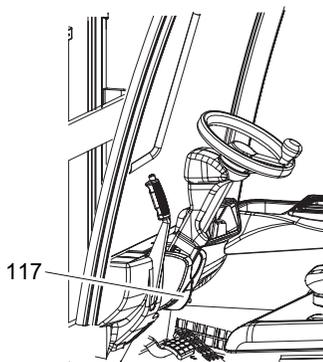
### 3.4.2 Adjusting the steering column

#### **Adjusting the steering column**

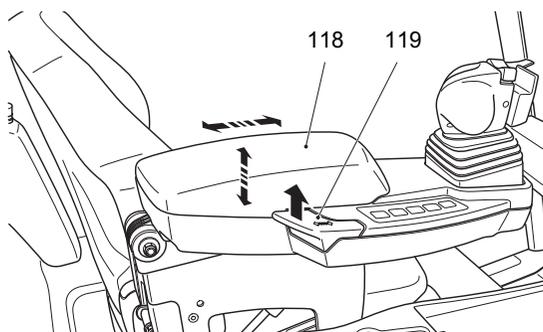
##### *Procedure*

- Release the steering column stop (117).
- Set the steering column to the required position (height and angle).
- Fix the steering column stop (117) in position.

*The steering column is now positioned.*



### 3.4.3 Adjusting the arm rest



#### **Adjusting the arm rest**

##### *Procedure*

- Pull up the lock (119) and hold it in this position.
- Move the armrest (118) vertically and horizontally.
- Release the lock (119) at the desired position.
- Push the armrest slightly forward or back until it locks in position.

*The armrest is now positioned.*

### 3.5 Seat Belt

#### **WARNING!**

##### **Travelling without a seat belt increases the risk of injury.**

Accidents or personal injury can result if the seat belt is not worn or is modified.

- ▶ Always put the seat belt on before starting the industrial truck.
  - ▶ Do not modify the seat belt.
  - ▶ Damaged or non-operational seat belts must be replaced by trained personnel.
  - ▶ Seat belts must always be replaced after an accident.
  - ▶ Only original spare parts must be used for retrofits or repairs.
  - ▶ Report any defects immediately to your supervisor.
  - ▶ Remove the truck from service until a functional seat belt has been fitted.
- 

- ☞ Protect the seat belt from contamination (e.g. cover it when the truck is idle) and clean it regularly. Frozen belt locks or pulleys must be thawed out and dried to prevent them from freezing up again.  
The temperature of the warm air should not exceed +60 °C!

##### **Starting the industrial truck on steep slopes**

The automatic blocking system locks the belt in the retractor when the truck is positioned on a steep slope. This prevents the belt from being pulled out of the retractor.

- ☞ Carefully drive the truck off the slope and then put on the belt.

 **DANGER!**

**A faulty seat belt can cause injury**

Using a faulty seat belt can result in injury.

- ▶ Only operate the truck with the seat belt intact. A faulty seat belt should be replaced immediately.
  - ▶ The truck must remain decommissioned until a functional seat belt has been fitted.
- 

***Checking the seat belt***

*Procedure*

- Check the attachment points for wear and damage.
- Check the cover for damage.
- Pull the belt out fully from the retractor and check for damage (loose seams, fraying and nicks).
- Test the belt buckle and make sure the belt returns correctly into the retractor.

***Check the automatic locking system***

*Procedure*

- Park the truck on a level surface.
- Jerk the seat belt out suddenly.

 The locking system should prevent the belt from coming out.

*The seat belt has now been checked.*

## 4 Industrial Truck Operation

### 4.1 Safety regulations for truck operation

#### WARNING!

##### **Electromagnetic influence can result in accidents**

Strong magnets can cause electronic components such as Hall sensors to become damaged, resulting in accidents.

- ▶ Do not use magnets in the operating area of the truck. Exceptions to this rule are commercial, weak clamping magnets for attaching notices.

---

##### **Travel routes and work areas**

Only use lanes and routes specifically designated for truck traffic. Unauthorised third parties must stay away from work areas. Loads must only be stored in places specially designated for this purpose.

The truck must only be operated in work areas with sufficient lighting to avoid danger to personnel and materials. Additional equipment is necessary to operate the truck in areas of insufficient lighting.

#### DANGER!

Do not exceed the permissible surface and point loading on the travel lanes.

At blind spots get a second person to assist.

The driver must ensure that the loading dock /dock leveller cannot be removed or come loose during loading/unloading.

---

#### NOTE

Loads must not be deposited on travel or escape routes, in front of safety mechanisms or operating equipment that must be accessible at all times.

---

##### **Travel conduct**

The operator must adapt the travel speed to local conditions. The truck must be driven at slow speed when negotiating bends or narrow passageways, when passing through swing doors and at blind spots. The operator must always observe an adequate braking distance between the forklift truck and the vehicle in front and must be in control of the truck at all times. Abrupt stopping (except in emergencies), rapid U turns and overtaking at dangerous or blind spots are not permitted. Do not lean out or reach beyond the working and operating area.

Do not use a mobile phone or walkie-talkie without a handsfree device while operating the truck.

##### **Hazardous situations**

If the truck is about to tip over, do not loosen the seat belt. The operator must not jump off the truck. The operator must lean his upper body over the steering wheel and hold on with both hands. Tilt your body in the opposite direction of fall.

## **Travel visibility**

The operator must look in the direction of travel and must always have a clear view of the route ahead. If the truck is carrying loads that affect visibility, the truck must travel against the load direction. If this is not possible, a second person must walk alongside the truck as a lookout to observe the travel route while maintaining eye contact with the operator. Proceed only at walking pace and with particular care. Stop the truck as soon as you lose eye contact.

## **Negotiating slopes and inclines**

Negotiating slopes and inclines up to 15% is only permitted if they are specifically designed as travel routes, are clean and have a non-slip surface and providing they can be safely travelled along in accordance with the truck's technical specifications. The truck must always be driven with the load facing uphill. The industrial truck must not be turned, operated at an angle or parked on inclines and slopes. Inclines must only be negotiated at slow speed, with the driver ready to brake at any moment. Particular care is required when travelling near slopes and quay walls.

## **Negotiating lifts, loading ramps and docks**

Lifts may only be negotiated if they have sufficient capacity, are suitable for driving on and authorised for truck traffic by the owner. The driver must satisfy himself of the above before entering these areas. The truck must enter lifts with the load in front and must take up a position which does not allow it to come into contact with the walls of the lift shaft. Persons riding in the lift with the forklift truck must only enter the lift after the truck has come to a rest and must leave the lift before the truck. The driver must ensure that the loading ramp / dock cannot move or come loose during loading / unloading.

## **Type of loads to be carried**

The operator must make sure that the load is in a satisfactory condition. Loads must always be positioned safely and carefully. Use suitable precautions to prevent parts of the load from tipping or falling down. Prevent liquid loads from sloshing out.

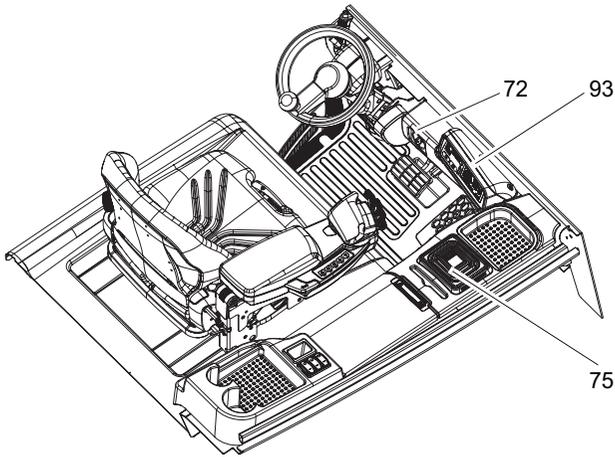
Inflammable liquids (e.g. fused metal etc.) may only be transported with suitable auxiliary equipment. Contact the manufacturer's customer service department.

- ➔ For safety instructions on the nature of loads to be carried with attachments, see "Lifting, transporting and depositing loads" on page 107.

## **Towing trailers**

The truck may only be used occasionally to tow trailers, see "Towing trailers" on page 126

## 4.2 Preparing the truck for operation



### Switching on the truck

#### Requirements

- For checks and operations to be performed before starting daily operation, see "Checks and operations to be performed before starting daily operation" on page 80.

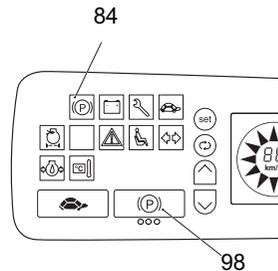
#### Procedure

- Unlock the Emergency Disconnect switch (75) to do this
  - Press the rocker in (↓) and pull it up until you feel the Emergency Disconnect switch engaging.
- Insert the key in the key switch (72) and turn it clockwise as far as it will go to the "I" position.
- Test the brake pedal and parking brake (98 and 84 lit simultaneously).

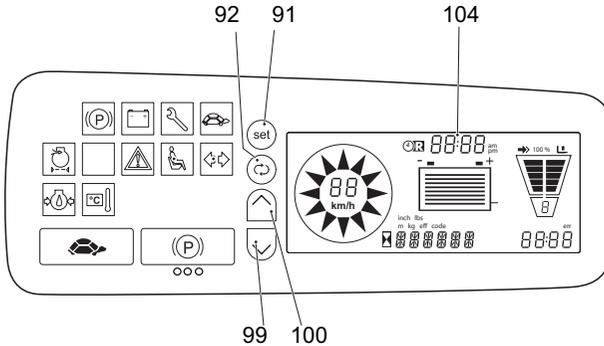
*Truck is operational. The display (93) shows the remaining battery capacity.*



When you have pulled the EMERGENCY DISCONNECT and turned the key switch to the right, the truck carries out a self test for approx. 3-4 seconds (tests the controllers and motors). During this time the truck cannot move or lift. If the accelerator or a lift mechanism lever is applied during this time, an information message will be displayed.



## 4.3 Setting the time



### Setting the time

#### Procedure

- Press the toggle switch (92) for 3 seconds. This toggles the display between the time and the residual time or the remaining charge time for an on-board charger (○).
- Press the toggle key (92) for 8 seconds until the set clock time menu is displayed.
- Set the time with the Up (100) and Down (99) keys.
- Confirm with the SET key (91).
- Set the minutes with the Up (100) and Down (99) keys.
- Press the set key (92) to return to normal operating mode.

*The time is now set.*



Keep pressing the Up and Down keys to set the time and to change between 24 hour and 12 display (SET HOUR 24 H <-> SET HOUR 12 H).

## 4.4 Parking the truck securely

### WARNING!

#### **An unsecured truck can cause accidents**

Parking the truck on an incline, without the brakes applied or with a raised load / load handler is dangerous and is strictly prohibited.

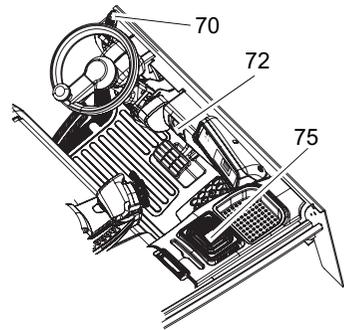
- ▶ Always park the truck on a level surface. In special cases the truck may need to be secured with wedges.
- ▶ Always fully lower the mast and load handler.
- ▶ Tilt the mast forward.
- ▶ Always apply the parking brake button before parking the truck.
- ▶ Choose a place to park where no other people are at risk of injury from lowering forks.
- ▶ Do not park and abandon a truck on an incline.

#### ***Parking the truck securely***

##### *Procedure*

- Pull the parking brake lever (70) back.
- Turn the key in the key switch (72) to the "0" position.
- Remove the key from the key switch (72).
- Press the Emergency Disconnect switch (75) down.

*The truck is now parked securely.*

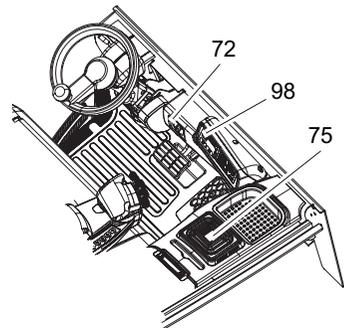


#### ***Park the truck securely***

##### *Procedure*

- Apply the parking brake button (98) .
- Turn the key in the key switch (72) to the "0" position.
- Remove the key from the key switch (72).
- Press the Emergency Disconnect switch (75) down.

*The truck is now parked securely.*



## 4.5 Emergency Disconnect

### CAUTION!

#### **Applying maximum braking can result in accidents**

Applying the Emergency Disconnect switch during travel will cause the truck to decelerate to a halt at maximum force. This may cause the load to slide off the load handler. There is a higher risk of accidents and injury.

- ▶ Do not use the Emergency Disconnect switch as a service brake.
- ▶ Use the Emergency Disconnect switch during travel only in emergencies.

### CAUTION!

#### **Faulty or non-accessible Emergency Disconnect switches can cause accidents**

A faulty or non-accessible Emergency Disconnect switch can cause accidents. In dangerous situations the operator cannot bring the truck to a halt in time by applying the Emergency Disconnect switch.

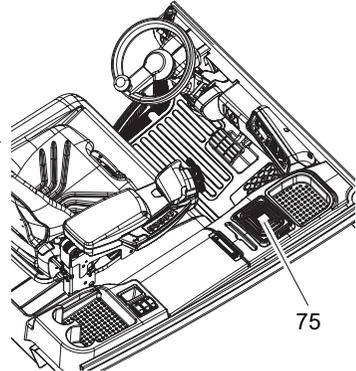
- ▶ The operation of the Emergency Disconnect switch must not be affected by any objects placed in its way.
- ▶ Report any defects on the Emergency Disconnect switch immediately to your supervisor.
- ▶ Mark defective truck and take out of service.
- ▶ Do not return the industrial truck to service until you have identified and rectified the fault.

#### **Applying the Emergency Disconnect**

##### *Procedure*

- Press the Emergency Disconnect (75).

*All electrical functions are deactivated. The truck brakes to a halt.*



#### **Releasing the Emergency Disconnect**

##### *Procedure*

- Press the rocker in (↓) and pull the Emergency Disconnect switch (75) up until you feel the Emergency Disconnect (75) switch engaging.

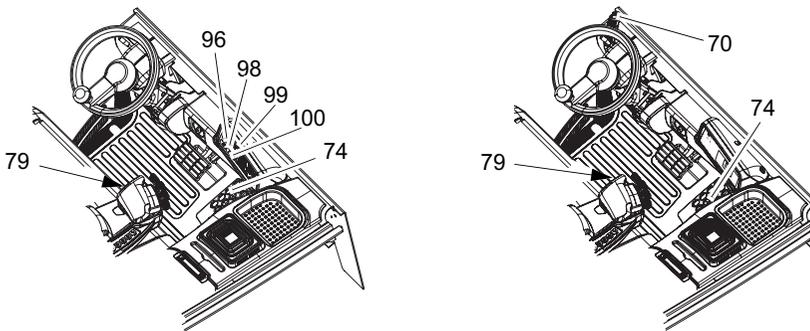
*All electrical functions are enabled and the truck is operational again (assuming the truck was operational before the Emergency Disconnect was pressed).*

## 4.6 Travel

### **WARNING!**

#### **Improper travel can result in accidents**

- ▶ Do not get up from the driver's seat during travel.
- ▶ Do not drive the truck unless you are wearing a seat belt and the panels and doors are properly locked.
- ▶ Do not lean out of the truck while travelling.
- ▶ Make sure that the travel area is clear.
- ▶ Adapt your travel speed to the route conditions in the work area and the load.
- ▶ Tilt the mast back and raise the fork carriage approx. 200 mm.
- ▶ Make sure you have sufficient visibility when reversing.



### **Travel**

#### *Requirements*

- Truck prepared for operation, see "Preparing the truck for operation" on page 93.

#### *Procedure*

- Release the parking brake, to do this press the parking brake lever (70) or press the parking brake button (98) (○).
- Select the travel direction with the travel direction switch (79).
- Select the travel speed if necessary, to do this press the slow travel button (96) or the program select button (99/100) (○).
- Raise the load handler approx. 200 mm
- Tilt the mast back.
- Apply the accelerator pedal (74). The travel speed is governed by the accelerator (74).

*The truck travels in the direction selected.*

## Dual pedal (optional equipment)

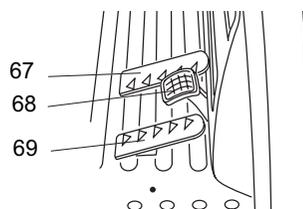
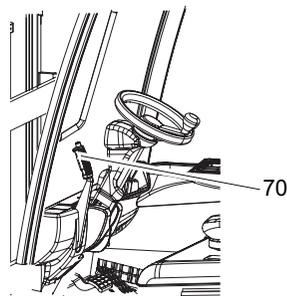
### Requirements

- Truck prepared for operation, see "Preparing the truck for operation" on page 93.

### Procedure

- For trucks with a dual pedal the travel direction is selected via the accelerator pedals (69;67). When the driver leaves the truck, the truck is automatically set to "Neutral".
- Release the parking brake (70).
  - Raise the load handler approx. 200 mm.
  - Tilt the mast back.
  - Apply the accelerator pedal (69) to travel forward. The travel speed is governed by the accelerator (69).
  - Apply the accelerator pedal (67) to reverse. The travel speed is governed by the accelerator (67).

*The truck travels in the direction selected.*



## Changing direction during travel

### Procedure

- Set the travel direction switch (79) to the opposite direction while travelling.

*The truck decelerates until it starts to travel in the opposite direction.*

- When the truck changes direction it can start travelling at high speed in the opposite direction unless the accelerator pedal is released in time. Changing direction results in braking deceleration

## 4.7 Steering

### *Requirements*

- Truck ready for operation, see "Preparing the truck for operation" on page 93

### *Procedure*

- To negotiate a right-hand bend:
  - Turn the steering wheel clockwise to match the desired steering radius.
- To negotiate a left-hand bend:
  - Turn the steering wheel anti-clockwise to match the desired steering radius.

## 4.8 Brakes

The truck can brake in three different ways:

- Service brake
- Coasting brake

and for secure parking:

- Parking brake

### **WARNING!**

#### **Accident risk**

The brake pattern of the truck depends largely on the ground conditions.

- ▶ The operator must take into account the travel route conditions when braking.
- ▶ Brake with care to prevent the load from slipping.
- ▶ Allow for increased braking distance when travelling with an attached load.
- ▶ Use the service brake in emergencies.

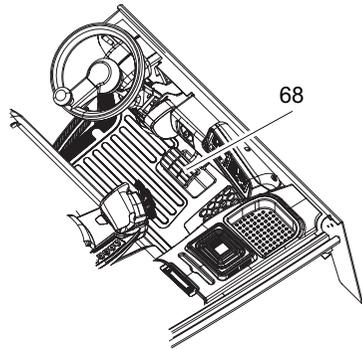
### 4.8.1 Service brake

#### ***Braking with the service brake***

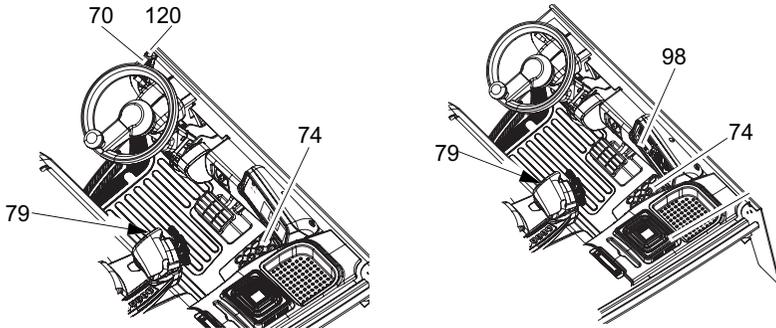
##### *Procedure*

- Depress the brake pedal (68) until you feel the brake pressure.

*The truck decelerates depending on the brake pedal position.*



## 4.8.2 Coasting brake



### **Braking with the coasting brake**

#### *Procedure*

- Take your foot off the accelerator pedal (74).

*The truck decelerates.*

#### **⚠ WARNING!**

Immediately after the battery has been charged the brake power of the coasting brake may reduce of their own accord after long periods of application, e.g. ramp operation.

- ▶ The operator must instruct people to leave the hazardous area.
  - ▶ The operator must perform test braking.
-

### 4.8.3 Parking brake

#### DANGER!

##### Accident risk

- ▶ The parking brake will hold the truck with maximum load on a clean ground surface, on inclines of up to 15%.
  - ▶ Do not park and abandon the truck on an incline.
  - ▶ Applying the parking brake during travel will cause the truck to brake to a halt at maximum force. This may cause the load to slide off the forks. There is a greater risk of accidents and injury.
- 

##### The parking brake has two functions:

- **Truck prevented from rolling away (parking brake automatically activated)**  
When the truck stops the parking brake is automatically activated after a set time (1 - 60 sec), prevents the truck from rolling away and the parking brake indicator (84) lights up. When the accelerator pedal is applied the parking brake is automatically released and the parking brake indicator (84) goes out.  
**This function of the parking brake prevents the truck from rolling away on inclines up to a maximum of 15%. The truck accelerates when the accelerator pedal is applied.**
- **Park the truck securely (parking brake activated by parking brake button (98))**  
Pressing the parking brake button (98) disables travel. The truck is parked securely and the yellow LEDs under the parking brake button (98) light up. When the parking brake button (98) is pressed again the parking brake is released, travel is enabled and the yellow LEDs under the parking brake button (98) go out.  
**This function of the parking brake ensures that the truck is parked securely. The truck will not accelerate when the accelerator pedal is applied.**



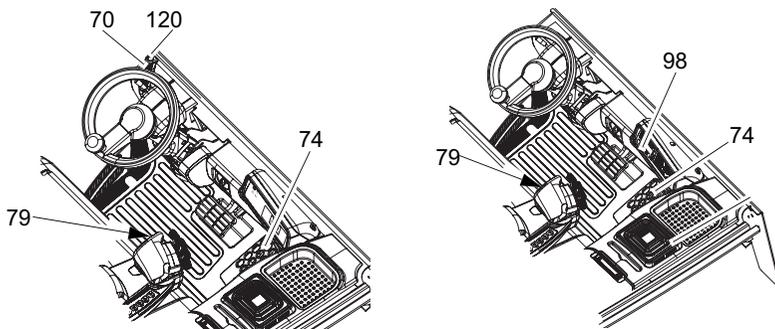
When the truck is switched on the parking brake is activated, travel is enabled and the yellow LEDs under the parking brake button (98) light up. When the parking brake button (98) is pressed the parking brake is released and the yellow LEDs under the parking brake button (98) go out.

## **Parking brake with parking brake lever**

### *Procedure*

- Press the (120) button and push the parking brake lever (70) forward. The parking brake is now released.
- Pull the parking brake lever (70) back fully as far as the stop. The parking brake is now applied.

*The truck is now secure.*



## **Parking brake with parking brake button (O)**

### *Procedure*

- Apply the parking brake button (120) .
- The parking brake button (120) lights up yellow and the parking brake warning indicator (84) is displayed.
- When the parking brake button (120) is lit yellow, travel is disabled.

*The truck is positioned securely when the parking brake button (120) is lit yellow and the parking brake warning indicator (84) is displayed.*

Item		Control / display		Function
84		Parking brake indicator	●	<p>Comfort feature, displayed when the parking brake indicator (84) lights up.</p> <p>Truck prevented from rolling away but not parked securely.</p> <p>Parking brake is automatically activated after a set time (1 - 60 sec) when the truck stops. The parking brake is automatically released when the accelerator pedal is applied.</p>
98		Yellow LEDs under the parking brake button and	●	<p>Secure parking of truck.</p> <p>The parking brake is activated when the truck is switched on or when the parking brake button (98) is pressed. Yellow LEDs under the parking brake button (98) and the parking brake indicator (84) light up simultaneously.</p> <p>Travel is not enabled when the accelerator pedal is pressed. Travel is enabled by pressing the parking brake button (98).</p>
84		Parking brake indicator light up simultaneously	●	

The parking brake comfort feature is automatically activated after a set time (1 - 60 sec) after the truck stops. The factory setting is 5 sec. The time setting can only be adjusted by the manufacturer's customer service department.

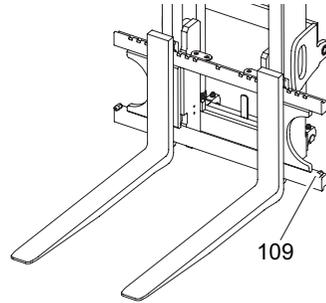
## 4.9 Adjusting the forks

### **WARNING!**

#### **Unsecured and incorrectly adjusted forks can cause accidents**

Before adjusting the forks make sure the retaining bolts (109) are fitted.

- ▶ Adjust the forks so that both forks are equidistant from the outside edge of the fork carriage.
- ▶ Engage the locking pin in a groove to prevent the forks from moving accidentally.
- ▶ The load centre of gravity must be located centrally between the forks.



#### **Adjusting the forks**

##### *Requirements*

- Park the truck securely, see "Parking the truck securely" on page 95.

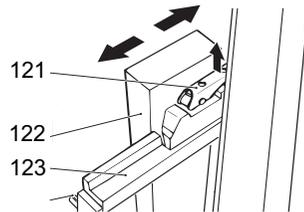
##### *Procedure*

- Lift up the locking lever (121).
- Push the forks (122) into the correct position on the fork carriage (123).



To lift the load securely, the forks (122) must be spread as far apart as possible and positioned centrally with respect to the fork carriage. The load centre of gravity must be centrally aligned between the forks (122).

- Lift the locking lever down (121) and move the forks until the locking pin engages in a slot.



*The forks are now adjusted.*

## 4.10 Replacing the forks

### **WARNING!**

#### **Unsecured forks can cause injury**

You can injure your legs when replacing the forks.

- ▶ Never pull the forks towards your body.
  - ▶ Always push the forks away from your body.
  - ▶ Secure heavy forks with lifting slings and a crane before pushing them down from the fork carriage.
  - ▶ After replacing the forks fit the retaining bolts (109) and make sure the bolts are seated correctly. Retaining bolt torque: 85 Nm.
- 

#### **Replacing the forks**

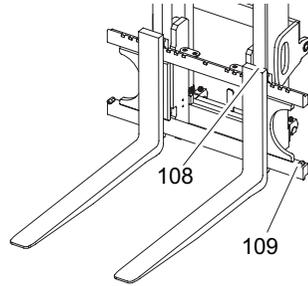
##### *Requirements*

- Load handler lowered and forks not touching the ground.

##### *Procedure*

- Disassemble the retaining bolts (109).
- Loosen the fork stop (108).
- Carefully push the forks off the fork carriage.

*The forks are now dismantled from the fork carriage and can be replaced.*



## 4.11 Lifting, transporting and depositing loads

### **WARNING!**

#### **Unsecured and incorrectly positioned loads can cause accidents.**

Before lifting a load the operator must make sure that it has been correctly palletised and does not exceed the truck's capacity.

- ▶ Instruct other people to move out of the hazardous area of the truck. Stop working with the truck if people do not leave the hazardous area.
  - ▶ Only carry loads that have been correctly secured and positioned. Use suitable precautions to prevent parts of the load from tipping or falling down.
  - ▶ Do not transport loads other than on the authorised load handler.
  - ▶ Damaged loads must not be transported.
  - ▶ If the stacked load obscures forward visibility, then you must reverse the truck.
  - ▶ Do not exceed the maximum loads specified on the capacity plate.
  - ▶ Check the fork spread before lifting the load and adjust if necessary.
  - ▶ Insert the forks as far as possible underneath the load.
- 

#### ***Lifting loads***

##### *Requirements*

- Load correctly palletised.
- Fork spread for the pallet checked and adjusted if necessary.
- Load weight matches the truck's capacity.
- Forks evenly loaded for heavy loads.

##### *Procedure*

- Drive the truck carefully up to the pallet.
- Set the mast vertical.
- Slowly insert the forks into the pallet until the fork shank touches the pallet.
- Raise the load handler.
- Reverse carefully and slowly until the load is outside the storage area. Make sure you have enough clear space to reverse into.

## NOTE

Loads must not be deposited on travel or escape routes, in front of safety mechanisms or operating equipment that must be accessible at all times.

---

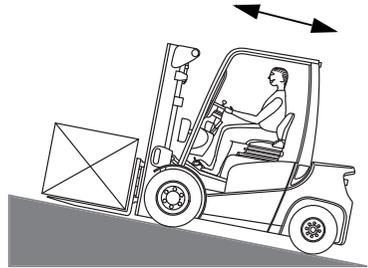
### **Transporting loads**

#### *Requirements*

- Load raised correctly.
- Load handler lowered for transport (approx. 150 - 200 mm above the ground).
- Mast tilted back fully.

#### *Procedure*

- On slopes and inclines always carry the load facing uphill, never approach at an angle or turn.
- Accelerate and decelerate with care.
- Adapt your travel speed to the conditions of the route and the load you are transporting.
- Watch out for other traffic at crossings and passageways.
- Always travel with a lookout at blind spots.



### **Depositing loads**

#### *Requirements*

- Storage location suitable for storing the load.

#### *Procedure*

- Set the mast vertical.
- Drive the truck carefully up to the storage location.
- Carefully lower the load handler so that the forks are clear of the load.
- Avoid depositing the load to prevent damage to the load and the load handler.
- Lowers the load handler.
- Carefully remove the forks from the pallet.

*The load is deposited.*

## 4.12 Operating the lift mechanism and integrated attachments

### **WARNING!**

#### **Operating the lifting device and integrated attachments can be hazardous**

Other people can be injured in the truck's hazardous area.

The hazardous area is defined as the area in which people are at risk from the truck movement, the load handler, attachments etc. This also includes areas which can be reached by falling loads or lowering operating equipment.

Apart from the operator (in the normal operating position) there should be no other people in the truck's hazardous area.

- ▶ Instruct other people to move out of the hazardous area of the truck. Stop working with the truck if people do not leave the hazardous area.
  - ▶ If people do not leave the hazardous area despite the warning, prevent the truck from being used by unauthorised people.
  - ▶ Only carry loads that have been correctly secured and positioned. Use suitable precautions to prevent parts of the load from tipping or falling down.
  - ▶ Do not exceed the maximum loads specified on the capacity plate.
  - ▶ Do not stand underneath a raised load handler.
  - ▶ Do not stand on the load handler.
  - ▶ Do not lift other people on the load handler.
  - ▶ Do not reach through the mast.
  - ▶ The controls should only be operated from the driver's seat, and never suddenly.
  - ▶ The operator must be trained to handle the lift mechanism and the attachments.
-

## 4.12.1 Operating the lift mechanism with the SOLO PILOT

### **Lifting and lowering**

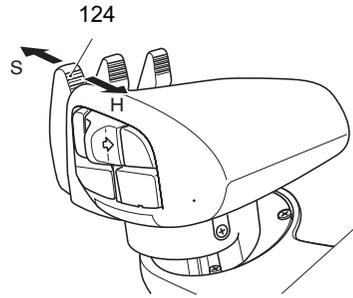
#### **Requirements**

- To prepare the truck for operation, see "Preparing the truck for operation" on page 93

#### **Procedure**

- Pull the Solo-Pilot lever (124) in direction H to raise the load.
- Push the Solo-Pilot lever (124) in direction S to lower the load.

*The load is now raised / lowered.*



When the limit position for the operation has been reached (there will be a noise from the pressure relief valve) release the lever. The lever will revert automatically to neutral.

### **Tilting the mast forward / backward**

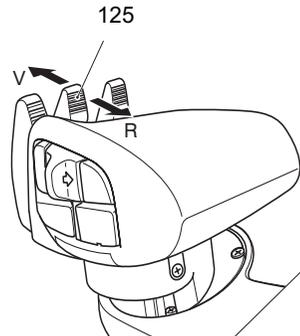
#### **Requirements**

- To prepare the truck for operation, see "Preparing the truck for operation" on page 93

#### **Procedure**

- Pull the Solo-Pilot lever (125) in direction R to tilt the mast back.
- Push the Solo-Pilot lever (125) in direction V to tilt the mast forward.

*The mast is now tilted back / forward.*



When the limit position for the operation has been reached (there will be a noise from the pressure relief valve) release the lever. The lever will revert automatically to neutral.

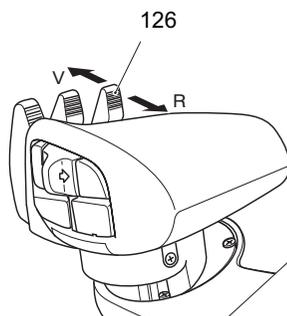
### **Positioning the integrated sideshift (option)**

#### *Requirements*

- Truck prepared for operation, see "Preparing the truck for operation" on page 93.

#### *Procedure*

- Pull the SOLO-PILOT lever (126) in direction R to move the load handler to the right (from the driver's viewpoint).
- Push the SOLO-PILOT lever (126) in direction V to move the load handler to the left (from the driver's viewpoint).



*The sideshifter is now positioned.*



When the limit position for the operation has been reached (there will be a noise from the pressure relief valve) release the lever. The lever will revert automatically to neutral.

### **Positioning the forks with an integrated fork positioner (option)**

#### **⚠ CAUTION!**

Do not use the fork positioner to clamp loads.

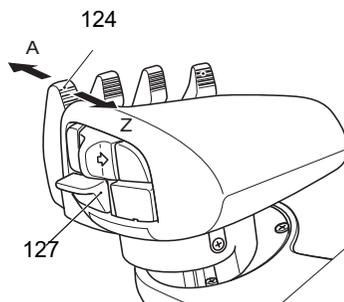
#### *Requirements*

- Truck prepared for operation, see "Preparing the truck for operation" on page 93.

#### *Procedure*

- Press the toggle switch (127) and at the same time pull the SOLO-PILOT (124) in direction Z: the forks will move towards each other.
- Press the toggle switch (127) and at the same time push the SOLO-PILOT (124) in direction A: the forks will spread apart.

*The forks are now positioned.*



### **Synchronising the alignment of the fork tines with an integrated fork positioner (optional equipment)**

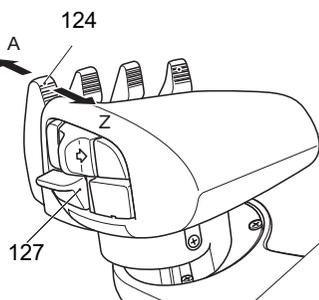
#### *Requirements*

- Truck prepared for operation, see "Preparing the truck for operation" on page 93.
- The fork tines are no longer aligned.

#### *Procedure*

- Press the toggle switch (127) and at the same time push the SOLO-PILOT (124) in direction A and spread the fork tines apart as far as they will go.
- Press the toggle switch (127) and at the same time pull the SOLO-PILOT (124) in direction Z and bring the fork tines as close to each other as they will go.

*The fork tines are now synchronised.*



When the limit position for the operation has been reached (there will be a noise from the pressure relief valve) release the lever. The lever will revert automatically to neutral.

## 4.12.2 Operating the lift mechanism with the Multi Pilot

### **Lifting and lowering**

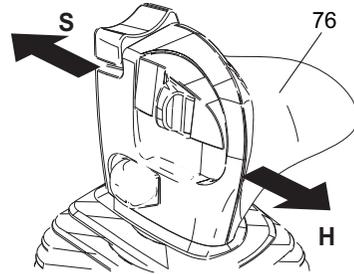
#### *Requirements*

- To prepare the truck for operation, see "Preparing the truck for operation" on page 93

#### *Procedure*

- Pull the Multi-Pilot (76) in direction H to raise the load.
- Push the Multi-Pilot (76) in direction S to lower the load.

*The load is now raised / lowered.*



When the limit position for the operation has been reached (there will be a noise from the pressure relief valve) release the lever. The lever will revert automatically to neutral.

### **Tilting the mast forward / backward**

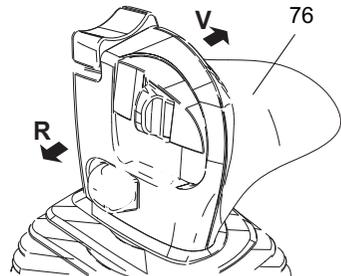
#### *Requirements*

- Truck prepared for operation, see "Preparing the truck for operation" on page 93.

#### *Procedure*

- Push the Multi-Pilot lever (76) in direction V to tilt the mast forward.
- Push the Multi-Pilot lever (76) in direction R to tilt the mast back.

*The mast is now tilted back / forward.*



When the limit position for the operation has been reached (there will be a noise from the pressure relief valve) release the lever. The lever will revert automatically to neutral.

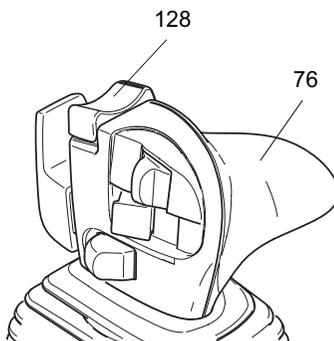
### **Positioning the integrated sideshift (option)**

#### *Requirements*

- Truck prepared for operation, see "Preparing the truck for operation" on page 93.

#### *Procedure*

- Press the button (128) to the left to move the load handler to the left (from the driver's viewpoint).
- Press the button (128) to the right to move the load handler to the right (from the driver's viewpoint).



*The sideshifter is now positioned.*



When the limit position for the operation has been reached (there will be a noise from the pressure relief valve) release the lever. The lever will revert automatically to neutral.

### **Positioning the forks with an integrated fork positioner (option)**

#### **⚠ CAUTION!**

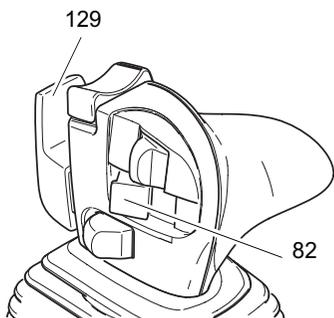
Do not use the fork positioner to clamp loads.

#### *Requirements*

- Truck prepared for operation, see "Preparing the truck for operation" on page 93.

#### *Procedure*

- Press the (129) button while at the same time pressing the (82) button, the forks will spread apart.
- Pull the (129) button while at the same time pressing the (82) button, the forks will move together.



*The forks are now positioned.*

***Synchronising the alignment of the fork tines with an integrated fork positioner (optional equipment)***

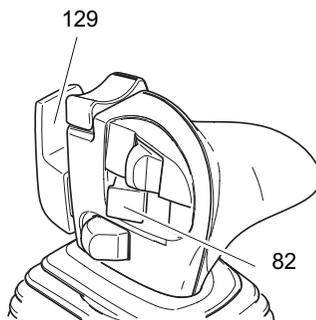
*Requirements*

- Truck prepared for operation, see "Preparing the truck for operation" on page 93.
- The fork tines are no longer aligned.

*Procedure*

- Press the (129) button whiel at the same time pressing the (82) button, the forks will spread apart.
- Pull the (129) button while at the same time pressing the (82) button, the forks will move together.

*The fork tines are now synchronised.*



- When the limit position for the operation has been reached (there will be a noise from the pressure relief valve) release the lever. The lever will revert automatically to neutral.

## 4.13 Safety instructions for operating additional attachments



Optionally, trucks can be fitted with one or more auxiliary hydraulic functions to operate attachments. The auxiliary hydraulics are indicated with ZH1, ZH2 and ZH3.

Auxiliary hydraulic functions for exchangeable equipment are fitted with replacement couplings on the fork carriage. To fit exchangeable equipment see "Fitting additional attachments" on page 124.



**DANGER!**

### **Attaching exchangeable equipment can result in accidents.**

Other people can be damaged by attaching exchangeable equipment. Use only exchangeable equipment which has been deemed safe after a risk analysis carried out by the owner.

- ▶ Only use attachments with a CE mark.
- ▶ Only use attachments that have been designed by the attachment manufacturer for use with the respective industrial truck.
- ▶ Only use attachments that have been fitted for the purpose by the owner.
- ▶ Make sure the operator has been instructed in the use of the attachment and that he uses it for its correct purpose.
- ▶ Re-assess the residual capacity of the truck and if it has been altered, attach an additional capacity plate to the truck.
- ▶ Note the attachment manufacturer's operating instructions.
- ▶ Only use attachments that do not restrict visibility in the travel direction.



If visibility in the travel direction is impaired, the operating company must determine and apply suitable measures to ensure the safe operation of the truck. A lookout may have to be used or certain hazardous areas may have to be cordoned off. The truck can also be equipped with optional visual aids such as a camera system or mirrors. Travelling with visual aids requires plenty of practice at slow speed.

## Safety instructions for sideshifter and fork positioner attachments

### **WARNING!**

#### **Restricted visibility and reduced tilt resistance can cause accidents**

When using sideshifters and fork positioners, the change in centre of gravity can result in reduced lateral tilt resistance and accidents. Note that this affects visibility as well.

- ▶ Adapt the travel speeds to the visibility and load.
  - ▶ Make sure you have sufficient visibility when reversing.
- 

## Safety instructions for clamping attachments (e.g. baling clamps, barrel clamps, grabs etc.)

### **WARNING!**

#### **Falling loads can cause accidents**

This can result in malfunctions and the load can fall accidentally.

- ▶ Clamping attachments may only be added to trucks which have a button to enable additional hydraulic functions.
  - ▶ Clamping attachments must only be operated on trucks with auxiliary hydraulics ZH1, ZH2 or ZH3.
  - ▶ When connecting the attachment make sure that the hydraulic lines of the attachment are connected to the right ports, see "Fitting additional attachments" on page 124.
- 

## Safety instructions for rotary attachments

### **WARNING!**

#### **A non-centred load centre of gravity can result in accidents**

When using rotary devices and non-centred loads, the centre of gravity can be displaced from the centre with a high risk of accidents.

- ▶ Adapt the travel speed to the load.
  - ▶ Lift the load from the centre.
-

## Safety instructions for telescopic attachments

### **WARNING!**

#### **Accident risk from increased tipover hazard and reduced residual capacity**

There is a greater risk of tipover with extended telescopic attachments.

- ▶ Do not exceed the maximum loads specified on the capacity plate.
  - ▶ Only use the telescopic function for stacking and retrieving.
  - ▶ Retract the telescopic attachment fully during transport.
  - ▶ Adapt the travel speed to changed load centre of gravity.
- 

## Safety instructions for attachments when transporting suspended loads

### **WARNING!**

#### **Swinging loads and a reduced residual capacity can result in accidents.**

Transporting hanging loads can reduce the stability of the truck.

- ▶ Adapt the travel speed to the load, less than walking pace.
  - ▶ Secure swinging loads for example with lifting slings.
  - ▶ Reduce the residual capacity and have it certified by a expert.
  - ▶ If the truck is to be operated with hanging loads, proof of sufficient safety distance under local operating conditions must be obtained from a specialist assessor.
- 

## Safety instructions for using loading buckets as attachments

### **WARNING!**

#### **Increased mast loading can cause accidents.**

- ▶ When carrying out the daily checks and operations before starting, see "Checks and operations to be performed before starting daily operation" on page 80, check in particular check the fork carriage, mast rails and mast rollers for damage.
-

## Fork extension safety instructions

### **WARNING!**

#### **Unsecured and oversized fork extensions can cause accidents.**

- ▶ For fork extensions with an open cross sectional area, carry only loads that are resting along the entire length of the fork extension.
  - ▶ Use only fork extensions with the same fork cross section and minimum fork length of the truck and which comply with the details on the fork extension data plate.
  - ▶ The basic fork length must be at least 60% of the length of the fork extension.
  - ▶ Lock the fork extensions onto the basic forks.
  - ▶ When carrying out the daily checks and operations before starting, see "Checks and operations to be performed before starting daily operation" on page 80, check also the fork extension lock.
  - ▶ Mark any fork extensions with an incomplete or faulty lock and take them out of service.
  - ▶ Do not use trucks with an incomplete or faulty fork extension lock. Replace the fork extension.
  - ▶ Only restore the fork extension to service when the fault has been rectified.
  - ▶ Use only fork extensions which are free of dirt and foreign bodies near the entry opening point. Clean the fork extensions as required.
-

## 4.14 Operating additional attachments for the SOLO-PILOT

### **WARNING!**

#### **Incorrect symbols can cause accidents**

Symbols on controls that do not depict the function of the attachments can cause accidents.

- ▶ Mark the controls with symbols that indicate their function.
  - ▶ Specify the attachments' direction of movement in accordance with ISO 3691-1 so that they match the controls' direction of movement.
- 

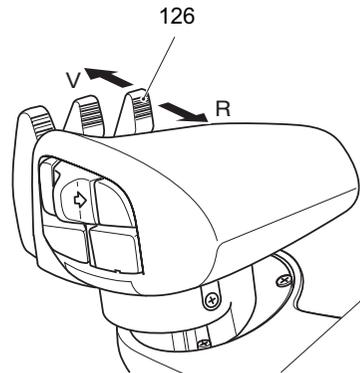
### 4.14.1 Solo Pilot with control of ZH1 hydraulic port

-  Depending on the attachments used the lever (126) is assigned the function of the attachment. Levers that are not required are void. For connections see "Fitting additional attachments" on page 124.

#### *Procedure*

- Operating the hydraulic port ZH1:  
Move the lever (126) in direction V or R.

*The attachment's function is performed.*



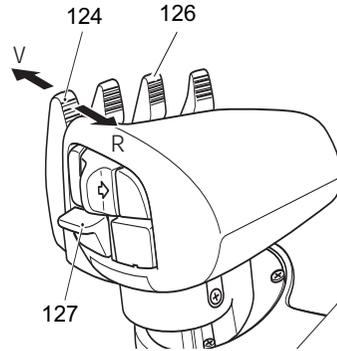
#### 4.14.2 Solo Pilot with control of ZH1 and ZH2 hydraulic ports

- Depending on the attachments used the lever / button (124, 126, 127) is assigned the function of the attachment. Unused levers have no function. For connections see "Fitting additional attachments" on page 124.

##### *Procedure*

- Operating the hydraulic port ZH1:  
Move the lever (126) in direction V or R.
- Operating the hydraulic port ZH2:  
Press the toggle switch (127) and at the same time move the lever (124) in the V or R direction.

*The attachment's function is performed.*



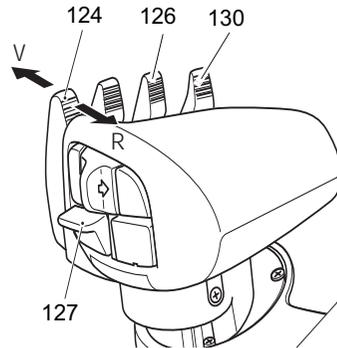
#### 4.14.3 Solo Pilot with control of ZH1, ZH2 and ZH3 hydraulic ports

- Depending on the attachments used the levers / buttons (124, 126, 127, 130) are assigned the respective functions. Unused levers have no function. For connections see "Fitting additional attachments" on page 124.

##### *Procedure*

- Operating the hydraulic port ZH1:  
Move the lever (126) in direction V or R.
- Operating the hydraulic port ZH2:  
Move the lever (130) in direction V or R.
- Operating the hydraulic port ZH3:  
Press the toggle switch (127) and at the same time move the lever (124) in the V or R direction.

*The attachment's function is performed.*



## 4.15 Operating additional attachments for the Multi Pilot

### **WARNING!**

#### **Incorrect symbols can cause accidents**

Symbols on controls that do not depict the function of the attachments can cause accidents.

- ▶ Mark the controls with symbols that indicate their function.
  - ▶ Specify the attachments' direction of movement in accordance with ISO 3691-1 so that they match the controls' direction of movement.
- 

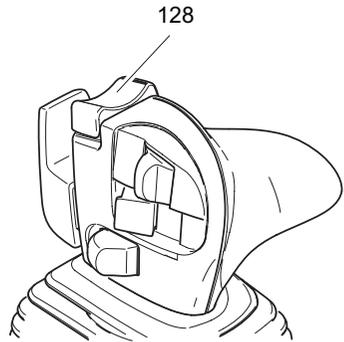
### 4.15.1 Multi Pilot with control of ZH1 hydraulic port

-  Depending on the attachments used the (128) button is assigned the function of the attachment. Unused levers have no function. For connections see "Fitting additional attachments" on page 124.

#### *Procedure*

- Operating hydraulic port ZH1:  
Press the (128) button to the left or right.

*The attachment performs its operation.*



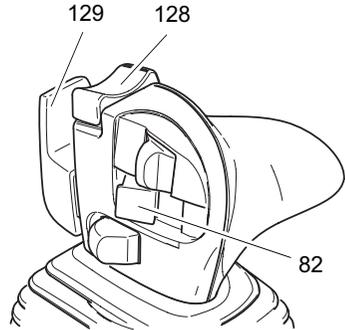
#### 4.15.2 Multi Pilot with control of ZH1 and ZH2 hydraulic ports

- ➔ Depending on the attachments used the lever / button (128,129,82) is assigned the function of the attachment. Unused levers have no function. For connections see "Fitting additional attachments" on page 124.

##### *Procedure*

- Operating hydraulic port ZH1:  
Press the (128) button to the left or right.
- Operating hydraulic port ZH2:  
Push or pull the (129) lever while at the same time pressing the (82) button.

*The attachment performs its operation.*



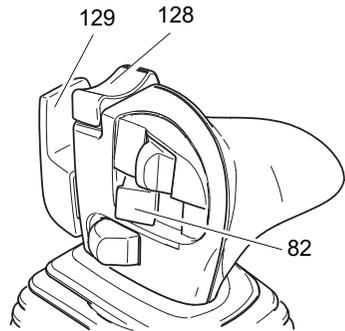
#### 4.15.3 Multi Pilot with control of ZH1, ZH2 and ZH3 hydraulic ports

- ➔ Depending on the attachments used the levers / buttons (128, 129, 82) are assigned the respective functions. Unused levers have no function. For connections see "Fitting additional attachments" on page 124.

##### *Procedure*

- Operating hydraulic port ZH1:  
Press the (128) button to the left or right.
- Operating hydraulic port ZH2:  
Push or pull the lever (129).
- Operating hydraulic port ZH3:  
Push or pull the (129) lever while at the same time pressing the (82) button.

*The attachment performs its operation.*



## 4.16 Fitting additional attachments

### **WARNING!**

#### **Incorrectly connected attachments can cause accidents.**

Attachments with incorrectly connected hydraulic attachments can result in accidents.

- ▶ Attachments must only be assembled and commissioned by trained, specialist personnel.
  - ▶ Observe the manufacturer's operating instructions.
  - ▶ Before starting, check the fasteners are positioned correctly and securely and make sure they are complete.
  - ▶ Before starting, make sure the attachment is working correctly.
- 

#### ***Connecting attachments hydraulically***

##### *Requirements*

- Non-pressurised hydraulic hoses.
- The exchange ports on the truck are marked ZH1, ZH2 and ZH3.
- Attachment directions of movement defined to match the controls' direction of movement.

##### *Procedure*

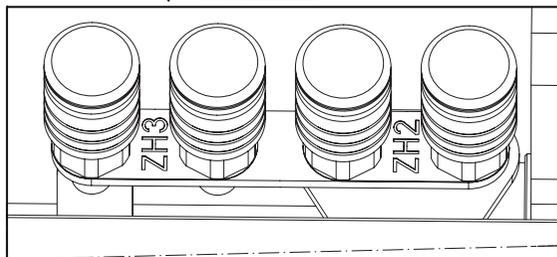
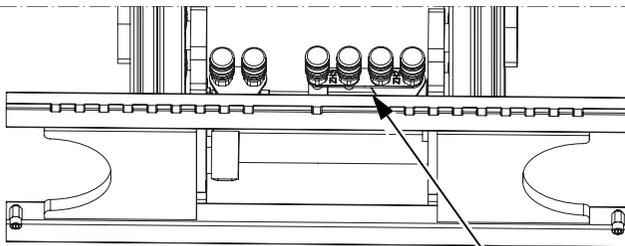
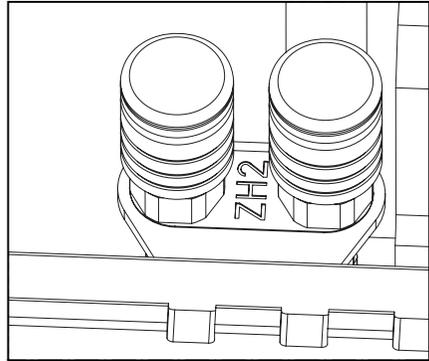
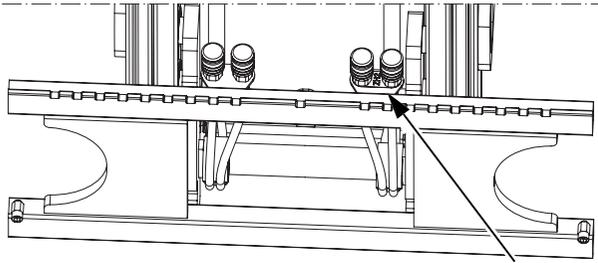
- Non-pressurised hydraulic hoses
  - Switch off the truck and wait a few minutes.
- Attach the plug connector and engage it in position.
- Mark the controls with symbols that indicate their function.

*The attachment is now hydraulically connected.*

### **WARNING!**

#### **Hydraulic ports for clamping attachments**

- ▶ Clamping attachments may only be added to trucks which have a button to enable additional hydraulic functions.
  - ▶ On trucks with auxiliary hydraulics ZH2 the clamping function should only be attached to the coupling pair marked ZH2.
  - ▶ On trucks with auxiliary hydraulics ZH3 the clamping function should only be attached to the coupling pair marked ZH3.
-



Spilled hydraulic oil must be set using a suitable agent and disposed of in accordance with environmental regulations.

If hydraulic oil comes into contact with the skin, wash it off immediately with soap and water. If it comes into contact with the eyes rinse them immediately with flowing water and call for a doctor.

## 5 Towing trailers

### DANGER!

#### **Inappropriate speeds and excessive trailer loads can be dangerous**

If you do not adapt your speed and / or use an excessive trailer load, the truck can pull apart when cornering and braking.

- ▶ The truck should only be used occasionally to tow trailers.
  - ▶ The overall weight of the trailer should not exceed the capacity indicated on the capacity plate, see "Identification points and data plates" on page 32. If a load is also transported on the load handler, the trailer load must be reduced by the same amount.
  - ▶ Do not exceed the maximum speed of 5 km/h km/h.
  - ▶ A truck must not be continually operated with trailers.
  - ▶ Do not use supporting loads.
  - ▶ Towing must only be performed on level, secure travel routes.
  - ▶ The owner must test trailer operation with the permissible tow load by means of a trial run under the applicable operating conditions on site.
-

## Attaching the trailer

### CAUTION!

#### Trapping hazard

There is a trapping risk when you attach a trailer.

- ▶ Follow the instructions of the coupling manufacturer if using special trailer couplings.
  - ▶ Secure the trailer to prevent it from rolling away before coupling it.
  - ▶ Do not get caught between the truck and the tiller when coupling the trailer.
  - ▶ The tiller must be horizontal, tilted down by no more than 10° and never facing up.
- 

#### ***Attaching the trailer***

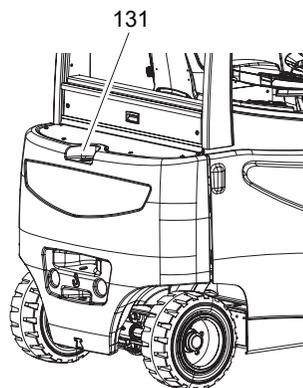
##### *Requirements*

- Truck and trailer are on a level surface.
- Trailer prevented from rolling away.

##### *Procedure*

- Push the tow pin (131) down and turn it 90°.
- Pull the tow pin up and insert the tiller of the trailer into the opening.
- Insert the tow pin, push it down, turn it 90 degrees and engage it.

*The trailer is now attached to the truck.*



## 6 Optional equipment

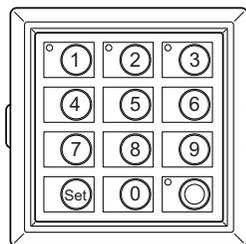
### 6.1 CanCode keypad

#### CanCode keypad

The keypad consists of 10 digit keys, a Set key and a  key.

The  key indicates the follow operating statuses via a red / green LED:

- Code lock function (starting up the truck).
- Setting and changing parameters.



#### 6.1.1 Code lock

When the correct code is entered, the truck is ready for use. You can allocate an individual code to each truck, operator or group of operators. When originally supplied from the factory, the code is indicated on a sticker. Change the master and operator codes when using the truck for the first time.

- When the truck is originally supplied, the operator code for the driver's display and CANCODE () is 2-5-8-0.

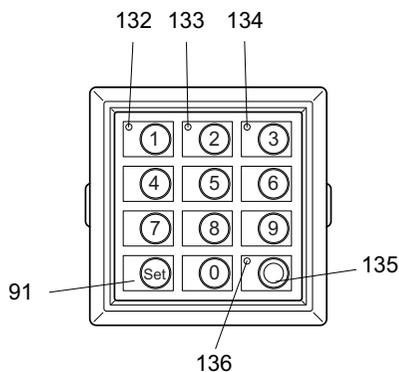
#### Commissioning

##### Procedure

- Enter the code.

*When you enter the correct operator code the LED (136) turns green. If the LED (136) flashes red this means the wrong code has been entered. Try again.*

*The truck is switched on*



- The Set key (91) has no function in operating mode.

## **Switching the truck off**

### *Procedure*

- Press the O key.

*Truck is switched off.*

- The truck can switch off automatically after a set time. To do this the relevant code lock parameters must be entered, see "Parameter Settings" on page 129. This additional safety mechanism in no way discharges the owner from his obligation to prevent the truck from being used by unauthorized parties before leaving the truck. The owner must therefore apply the power-down key each time the truck is left.

## **6.1.2 Parameter Settings**

To change the access code you must enter the master code.

- The master code factory setting is 7-2-9-5. Change the master code the first time you use the truck.

### **Changing the truck settings**

#### *Procedure*

- Press the O key (135).
- Enter the master code.
- Enter the three-digit parameter number.
- Confirm with the SET key (91).
- Enter the setting as per parameter list.

- If the entry is incorrect, the LED (136) of the O key (135) turns red.
  - Enter the parameter number again.
  - Enter the setting again or change it.
- Confirm with the SET key (91).
- Repeat the procedure for other parameters.
- Then press the O key (135).

*The settings are now saved.*

## Parameter list

No.	Function	Setting range	Standard setting	Procedure
000	Change master code: The length (4-6 digits) of the master code also determines the length of the operator code (4-6 digits). Provided the operator codes are programmed, only new codes of the same length can be entered. If you wish to change the code length, you must first delete all the operator codes.	0000 - 9999 or 00000 - 99999 or 000000 - 999999	7295	<ul style="list-style-type: none"> <li>– (LED 132 flashes) Enter current code</li> <li>– confirm (Set 91)</li> <li>– (LED 133 flashes) Enter new code</li> <li>– confirm (Set 91)</li> <li>– (LED 134 flashes) Repeat new code</li> <li>– confirm (Set 91)</li> </ul>
001	Add code (max. 250)	0000 - 9999 or 00000 - 99999 or 000000 - 999999	2580	<ul style="list-style-type: none"> <li>– (LED 133 flashes) Code entry</li> <li>– confirm (Set 91)</li> <li>– (LED 134 flashes) repeat code entry</li> <li>– confirm (Set 91)</li> </ul>
002	Change code	0000 - 9999 or 00000 - 99999 or 000000 - 999999		<ul style="list-style-type: none"> <li>– (LED 132 flashes) Enter current code</li> <li>– confirm (Set 91)</li> <li>– (LED 133 flashes) Enter new code</li> <li>– confirm (Set 91)</li> <li>– (LED 134 flashes) repeat code entry</li> <li>– confirm (Set 91)</li> </ul>
003	Delete code	0000 - 9999 or 00000 - 99999 or 000000 - 999999		<ul style="list-style-type: none"> <li>– (LED 133 flashes) Enter a new code</li> <li>– confirm (Set 91)</li> <li>– (LED 134 flashes) repeat code entry</li> <li>– confirm (Set 91)</li> </ul>
<b>LEDs 132-134 are located in keypads 1-3.</b>				

No.	Function	Setting range	Standard setting	Procedure
004	Delete code log (deletes all codes)	3265		<ul style="list-style-type: none"> <li>– 3265 = delete</li> <li>– other entries = do not delete</li> </ul>
010	Automatic timeout	00-31	00	<ul style="list-style-type: none"> <li>– 00 = No timeout</li> <li>– 01 - 30 = Timeout in minutes</li> <li>– 31 = Timeout after 10 seconds</li> </ul>
<b>LEDs 132-134 are located in keypads 1-3.</b>				

### **Keypad event messages**

The LED (136) flashes red to indicate the following events:

- New master code is already in use.
- New code is already the master code
- Code to be changed does not exist
- Attempt to change the code to one that already exists.
- Attempt to delete a code that does not exist
- Code memory full.

## 6.2 Assistance systems

The Access, Drive and Lift Control systems help the driver operate the truck with regard to safety regulations, see "Safety regulations for truck operation" on page 90 of the present operating instructions.

### Travel conduct

The operator must adapt the travel speed to local conditions. The truck must be driven at slow speed when negotiating bends or narrow passageways, when passing through swing doors and at blind spots. The operator must always observe an adequate braking distance between the forklift truck and the vehicle in front and must be in control of the truck at all times. Abrupt stopping (except in emergencies), rapid U turns and overtaking at dangerous or blind spots are not permitted. Do not lean out or reach beyond the working and operating area.

### 6.2.1 Access Control

The truck is only released for operation if:

- 1) The operator is seated.
- 2) The truck is switched on via the key switch (ISM ○ / CanCode ○).
- 3) He is wearing the seat belt.

→ If the driver vacates the seat for a short while, the truck can be operated again when he returns (seat occupied) and puts the seat belt back on again, without having to apply the key switch again.

→ If travel is not enabled, an information message is issued. Items 1 to 3 must be carried out again.

## 6.2.2 Drive Control

This option restricts the travel speed of the truck irrespective of the steer angle. From a factory-set lift height the maximum travel speed is reduced to walking pace (approx. 3 km/h) and the slow travel indicator is activated. When the forks fall below this height, the truck accelerates at reduced levels to the speed prescribed by the accelerator pedal to prevent sudden acceleration when changing from slow travel to normal travel. Normal acceleration is only activated again when the speed prescribed by the accelerator pedal has been reached.



In addition to the daily checks before starting, see "Checks and operations to be performed before starting daily operation" on page 80 the driver must carry out the following checks:

- Lift the empty load handler beyond the reference lift height and check if the slow travel display lights up.
- Steering when the truck is stationary: check if the steering wheel display is working.

## 6.2.3 Lift Control

This option includes Drive Control and also monitors and controls the mast functions:

Tilt speed reduction as a function of the lift height (from approx. 1.5 m lift height).

- When the load handler is lowered below the limit height, the tilt speed increases again.

Optional:

- Tilt angle display, see "Tilt angle display" on page 142.

***In addition to the daily checks before starting, the driver must carry out the following checks:***

*Procedure*

- Lift the empty load handler beyond the reference lift height and check if the slow travel display lights up and the tilt speed is clearly reduced.
- Steering when the truck is stationary: check if the steering wheel display is working.
- Check the tilt angle display by tilting forward and back.

## 6.3 Steel cab

For trucks fitted with a steel cabin, both doors can be closed.

### CAUTION!

#### **An open door can cause accidents (137)**

- ▶ Do not travel with an open door (137). When opening the door make sure there is nobody in the door's swing range.
- ▶ Always close the door tightly and make sure it is locked.
- ▶ Closing the door does not release the driver from his responsibility to wear a seat belt, see "Seat Belt" on page 88.

### CAUTION!

#### **Cabin doors can pose a trapping hazard**

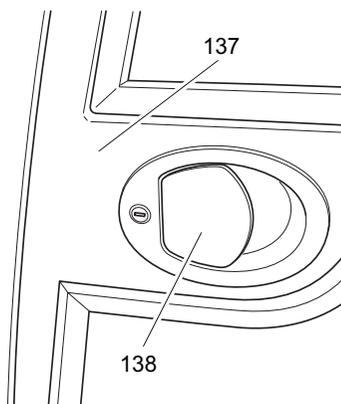
You can trap hands or feet when the cab doors are opened and closed.

- ▶ Make sure there is nothing between the cab chassis / leg well and the cab doors when the doors are opened and closed.

#### ***Opening and closing the door***

##### *Procedure*

- To unlock the cabin door turn the key anti-clockwise.
- To lock the cabin door turn the key clockwise.
- To open the cabin door, unlock the door and pull out the handle (138).



## 6.4 Sliding windows

### CAUTION!

**An unlocked sliding window can cause accidents**

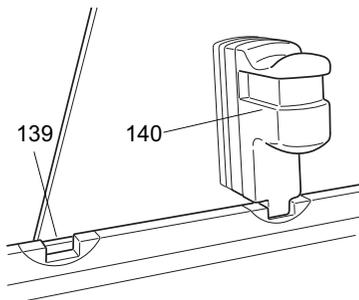
► The sliding windows must be locked at all times.

---

#### ***Opening and closing the windows***

##### *Procedure*

- Push the lock (140) up.
- Move the window forward or back.
- Insert the lock in the stop (139).

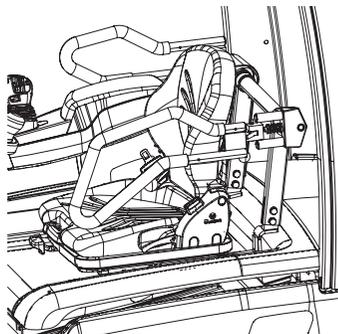


## 6.5 Automatic / mechanical folding gate

### CAUTION!

**A faulty folding gate can cause accidents**

- ▶ Never use the truck with a non-functional folding gate. Have the folding gate checked by authorised specialist personnel after an accident. Do not modify the folding gate.
- ▶ Closing the folding gate does not release the driver from his responsibility to wear a seat belt, see "Seat Belt" on page 88.



### **Hazardous situations**

If the truck is about to tip over, do not loosen the seat belt. The operator must not jump off the truck. The operator must lean his upper body over the steering wheel and hold on with both hands. Tilt your body in the opposite direction of fall.

### ***Mechanical folding gate operation***

#### *Procedure*

- To open, push the left gate in and at the same time lift it up.
- When the gate is released, it automatically moves forward and locks in position.

### ***Automatic folding gate operation***

#### *Procedure*

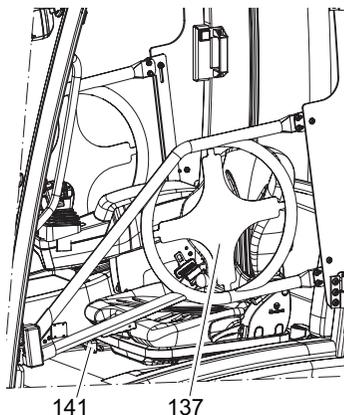
- To open, push the left gate in and at the same time lift it up. This prevents the truck from travelling.
- Travel is activated again when the system has been closed.

## 6.6 Panel door

### CAUTION!

#### **An open door can cause accidents (137)**

- ▶ Do not travel with an open door (137).  
When opening the door make sure there is nobody in the door's swing range.
- ▶ Always close the door tightly and make sure it is locked.
- ▶ Closing the door does not release the driver from his responsibility to wear a seat belt, see "Seat Belt" on page 88.



#### *Requirements*

- On trucks with a door monitoring sensor, travel is only enabled when the panel door is closed (○).

#### *Procedure*

- Pull the handle (141) towards the operator position, the door swings open.
- Pull the door (137) towards the operator; the door closes.

## 6.7 Operator position extension

### DANGER!

#### **Altering the tilt resistance can be dangerous**

The lateral tilt resistance reduces with a higher truck centre of gravity.

The height above the overhead guard ( $h_6$ ) increases by 300 mm, see "Dimensions" on page 22.

- ▶ Adapt the travel speed of the truck, in particular when cornering.



For entry and exit see "Entry and exit" on page 83.

## 6.8 Adjusting the driver's seat

### *Adjusting the backrest extension*



#### **Accident risk when adjusting the backrest during travel**

- ▶ Do not adjust the backrest extension while travelling.

#### *Procedure*

- The backrest extension height can be adjusted by changing the detent.
- Pull the backrest up and lock it in place to extend the backrest.
- Push the backrest down and lock it in place to shorten the backrest.

### **Adjusting the swivel seat**

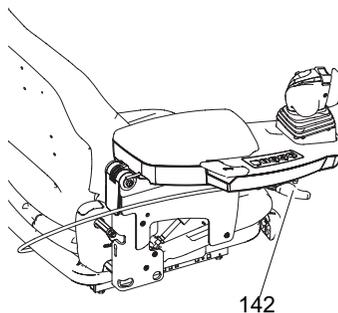
#### *Procedure*

- Pull the locking lever (142) back while simultaneously turning the seat to the required position.
- Engage the lock.

*The swivel seat is not adjusted and locked in position.*

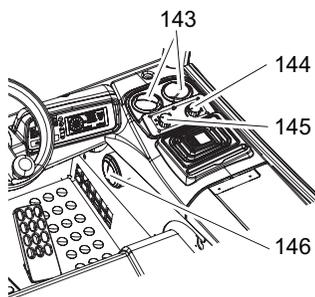


*Operate the truck only when the swivel seat is locked in position.*



## 6.9 Heating

Item	Description
143	Body / window nozzles
144	Temperature controller
145	Fan settings
146	Foot compartment jet



### Heating operation

#### Procedure

- Press the switch (145) to switch on the fan.
- Set the nozzles (143,146) to the required position.
- Turn the temperature controller (144) to the right to increase the cab temperature.
- Turn the temperature controller (144) to the left to decrease the cab temperature.



Regular servicing is required to ensure the heating can work at a consistently high level, see "Servicing and Inspection" on page 187 or see "Maintenance checklist" on page 188.

### Replacing the air conditioning filter

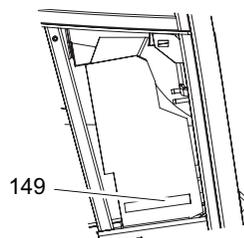
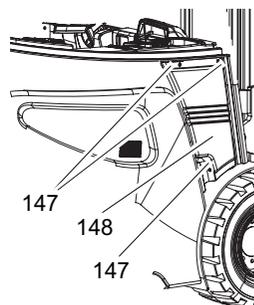
#### Requirements

- Filter contaminated

#### Procedure

- Loosen the screws (147).
- Remove the panel (148).
- Replace the filter (149).
- Attach the panel (148).
- Tighten the screws (147).

*The filter cassette is now replaced.*



## 6.10 Removable load backrest

### CAUTION!

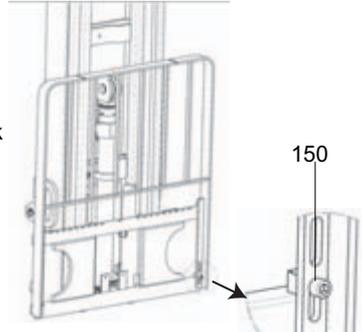
#### Trapping hazard and heavy load backrest weight

- ▶ Wear safety gloves and safety shoes when carrying out this operation.
- ▶ Two people are required to remove and attach the load backrest.

#### ***Load backrest disassembly***

##### *Procedure*

- Loosen the screws (150).
- Remove the load backrest from the fork carriage and put it down securely.
- Fit the fork retaining screws.



#### ***Load backrest assembly***

##### *Procedure*

- Attach the load backrest to the top rail of the fork carriage.
- Fit the bolts and tighten them with a torque wrench.



Torque = 85 Nm

## 6.11 Lift cutout override

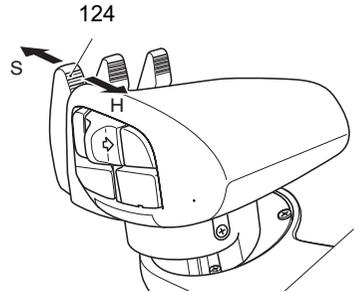
- A lift cutout device can be factory fitted when working in areas of restricted height. This interrupts lifting.

### **To continue lifting:**

#### *Procedure*

- Press the lift cutout override button (see "Side compartment control panel switch (○)" on page 73) .
- Pull the control lever (124).

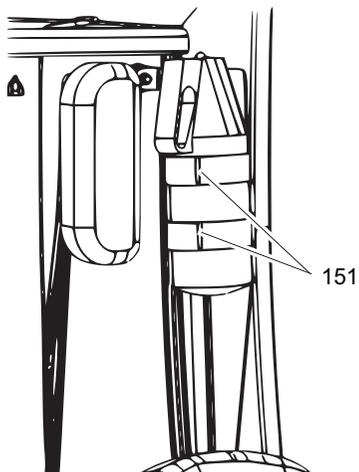
*Lift cutout is deactivated until the button is pressed again or the fork carriage is lowered below the height limit setting.*



## 6.12 Fire extinguisher

### Procedure

- Open the fasteners (151)
  - Pull the fire extinguisher out of its bracket
- To operate, refer to the illustrations on the fire extinguisher

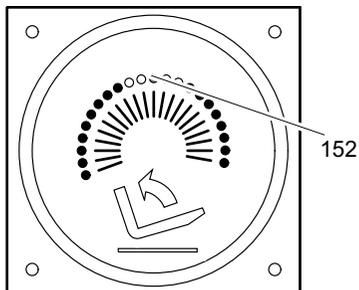


## 6.13 Tilt angle display

### NOTE

The current tilt angle is shown in an additional display that is attached on the right of the dashboard.

- The green LED (152) indicates the vertical position to the ground.



## 6.14 Rockinger coupling with hand lever or remote control

➔ Refer to the instructions for towing trailers, see "Towing trailers" on page 126.

### **⚠ CAUTION!**

**Incorrectly coupled trailers can cause accidents**

- ▶ Make sure the coupling is engaged securely before starting the truck.
- ▶ The control pin (155) must be flush with the control sleeve (156).

### **Rockinger coupling operation (attaching trailers)**

#### *Procedure*

- Prevent the trailer from rolling away.
- Adjusting the trailer pull rod to the height of the coupling.
- Pull the hand lever (154) / remote control (153) (○) up.

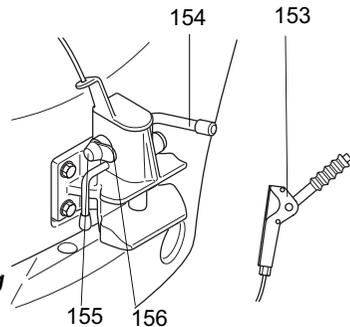
➔ The remote control (153) (○) is located in the overhead guard, depending on the truck model.

- Slowly reverse the truck until the coupling engages.
- Push the hand lever (154) / remote control (153) (○) down.

### **Rockinger coupling operation (disconnecting trailers)**

#### *Procedure*

- Prevent the trailer from rolling away.
- Pull the hand lever (154) / remote control (153) (○) up.
- Drive the truck forward.
- Push the hand lever (154) / remote control (153) (○) down.



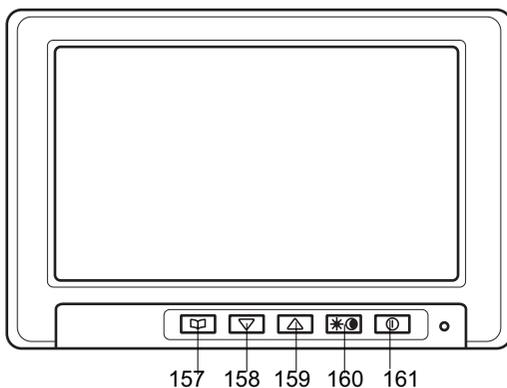
## 6.15 Camera system

### CAUTION!

#### Accident risk from hidden work areas

- ▶ The camera system acts as an aid to assist safe operation.
- ▶ Practice travelling and working with the camera system.
- ▶ Align the camera so that the hidden work area can be seen.

- When using the camera to reverse, the monitor automatically switches on when you engage reverse gear.



#### Using the camera system

- Press the button (161) on the monitor to switch the camera system on or off.
  - Press the button (160) to lighten or darken the screen (day / night settings).
  - Press the button (157) to open the menu.
- Pressing the button several times changes the menu item (contrast, brightness, colour saturation, language, video, light reflection) or quits the menu.

#### Adjusting the menu items

- Press the button (159) to go one step forward.
  - Press the button (158) to go one step back.
- Clean a dirty screen or vent slots with a soft cloth or brush.

## 6.16 Control layout “N”

### **WARNING!**

#### **Persons standing under or on a raised load handler are at risk of accidents**

Do not allow anyone to stand under or on a raised load.

- ▶ Do not stand on the load handler.
- ▶ Do not lift any persons on the load handler.
- ▶ Instruct other people to move out of the hazardous area of the truck.
- ▶ Do not stand underneath a raised and unsecured load handler.

- With control layout “N”, the lift and tilt functions are swapped compared with the standard operation. The Multipilot must only be operated from the driver’s seat. The operator must be trained to handle the lift mechanism and the attachments.

### **NOTE**

- ▶ The lift/lower and tilt speeds are determined by the inclination of the Multipilot. Do not deposit the load handler suddenly to avoid damaging the load and the racking.

### **Lifting**

#### *Procedure*

- Push the Multipilot to the right (direction H) to raise the load.
- Push the Multipilot to the left (direction S) to lower the load.

### **Tilting**

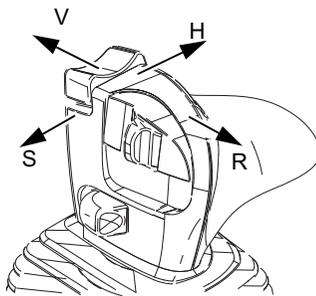
### **CAUTION!**

#### **Trapping hazard from inclined mast**

- ▶ When tilting the mast back, keep all parts of your body from between the mast and the front wall.

#### *Procedure*

- Push the Multipilot forward (direction V) to tilt the load forward.
- Pull the Multipilot back (direction R) to tilt the load back.



- When the limit position for the operation has been reached (there will be a noise from the pressure relief valve) release the lever. The lever will revert automatically to neutral.

## 7 Troubleshooting

### 7.1 Troubleshooting

This chapter enables the operator to localize and rectify basic faults or the results of incorrect operation himself. When trying to locate a fault, proceed in the order shown in the remedy table.



If, after carrying out the following remedial action, the truck cannot be restored to operation or if a fault in the electronics system is displayed with a corresponding error code, contact the manufacturer's service department.

Troubleshooting must only be performed by the manufacturer's customer service department. The manufacturer has a service department specially trained for these tasks.

In order for customer services to react quickly and specifically to the fault, the following information is essential:

- Truck serial number
- Error number on the display unit (if applicable)
- Error description
- Current location of truck.

#### Info messages

Display	Meaning
0915	Battery door not closed for more than 0.5 secs.
0921	"Test emergency stop" service function activated.
1901	Accelerator pedal applied during power up.
1904	No travel direction selected when accelerator pedal applied.
1908	Seat switch not closed. Truck operational, but driver's seat not occupied.
1909	Accelerator pressed while parking brake applied.
1916	Travel cutout applied for more than 0.5 secs.
1917	Accelerator pedal and brake pedal pressed simultaneously.
1918	Accelerator pedal pressed and truck travels but cabin door detected as being open.
1922	"Test mechanical service brake" service function activated.
1929	"Test spring-loaded brake of automatic parking brake" service function activated.
1952	Travel direction switch applied when truck switched on (or when seat switch closed).
2908	Seat switch (or belt lock or cabin door) not closed.
2951	Hydraulic function applied during power-up.
2953	Multi-/Solopilot applied or button pressed, but conditions for function not met.

<b>Fault</b>	<b>Possible Cause</b>	<b>Action</b>
Truck does not start	<ul style="list-style-type: none"> <li>- Battery connector not plugged in.</li> <li>- Emergency Disconnect switch pressed.</li> <li>- Key switch set to O.</li> <li>- Battery charge too low.</li> <li>- Battery door open / on-board charger active.</li> <li>- Faulty fuse.</li> </ul>	<ul style="list-style-type: none"> <li>- Check battery connector and plug in if necessary.</li> <li>- Unlock the Emergency Disconnect button.</li> <li>- Set the key switch to "I".</li> <li>- Check battery charge, charge battery if necessary.</li> <li>- Finish charge / close battery door.</li> <li>- Check the fuses.</li> </ul>
Load cannot be lifted	<ul style="list-style-type: none"> <li>- Truck not operational.</li> <li>- Hydraulic oil level too low.</li> <li>- Battery discharge monitor has switched off.</li> <li>- Faulty fuse.</li> <li>- Load is too heavy.</li> </ul>	<ul style="list-style-type: none"> <li>- Carry out all measures listed under "Truck does not start".</li> <li>- Check hydraulic oil level.</li> <li>- Charge the battery</li> <li>- Check the fuses (○).</li> <li>- Note the maximum capacity, see "Truck capacity plate" on page 35.</li> </ul>
Fault displays	<ul style="list-style-type: none"> <li>- Truck not operational.</li> </ul>	<ul style="list-style-type: none"> <li>- Press the EMERGENCY DISCONNECT isolator or turn key switch to 0, after approx. 3 seconds try to perform the desired operation again</li> </ul>

## 7.2 Operating the truck without its own drive system

### 7.2.1 Towing the truck

#### **WARNING!**

##### **Accident risk**

Other people can be injured if the truck is towed incorrectly.

- ▶ Only use vehicles to tow the truck which have sufficient tow and brake forces for the trailer load without its own braking system.
- ▶ Always use a pull rod to tow.
- ▶ Always tow the truck at walking pace.
- ▶ Do not park the truck with the parking brake released.
- ▶ One person must be seated in the recovery truck to steer it and one person must be seated on the towed truck.

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#### **Towing the truck**

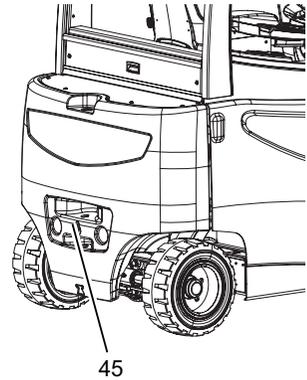
##### *Requirements*

- Park the truck securely.
- Disconnect the battery.

##### *Procedure*

- Connect the pull rod to the trailer coupling (45) of the towing truck and attach it to the truck to be towed.
- Release the parking brake.
- Tow the truck to its destination.
- Apply the parking brake.
- Undo the tow connection.

*The truck has now reached its destination.*



## 7.2.2 Operating the truck without its own drive system

### **WARNING!**

#### **Uncontrolled truck movement**

The truck can roll away if the spring pressure brake is released and if there is insufficient protection.

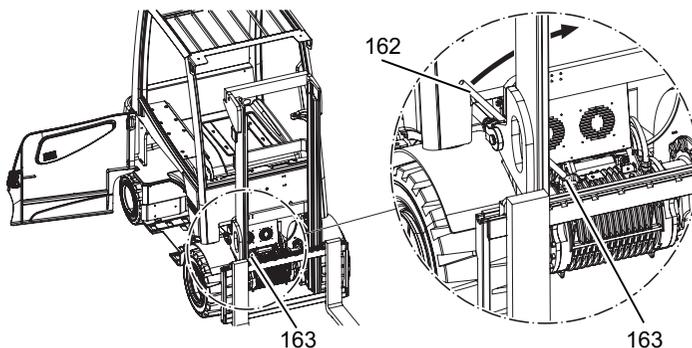
- ▶ Release the spring pressure brake to move the truck without power.
  - ▶ Suitable measures must first be taken to prevent the truck from rolling away.
- 

### **CAUTION!**

#### **A released spring-loaded brake can cause injury**

Do not operate the truck when the spring-loaded brake is released.

---



### **Releasing the parking brake**

#### *Requirements*

- Turn the Emergency Disconnect switch and key switch off.
- Disconnect the battery.
- Prevent the truck from rolling away.

#### *Tools and Material Required*

- Auxiliary tool, located in the document pocket on the seat.

#### *Procedure*

- Place the auxiliary tool (162) on the lever (163).
- Move the lever (163) using the auxiliary tool (162) to the far right to the "release brake" position (in arrow direction).

*The brakes are no longer applied to the drive wheels and the truck can be towed to its destination using the tow bar.*

### **Applying the parking brake**

#### *Procedure*

- Move the lever (163) using the auxiliary tool (162) to the left to the "travel position".

*The brakes are applied to the drive wheels and the truck is now parked securely.*

## 7.3 Emergency lowering



The mast can be lowered manually if a fault occurs in the hydraulic system.

### **WARNING!**

#### **Lowering the mast can result in injuries**

- ▶ Instruct other people to move out of the hazardous area of the truck during emergency lowering.
- ▶ Never stand underneath a raised load handler.
- ▶ Only operate the emergency lowering valve when standing next to the truck.
- ▶ Emergency lowering of the mast cannot be applied when the load handler is in the rack.
- ▶ Report any defects immediately to your supervisor.
- ▶ Tag out and decommission a faulty lift truck.
- ▶ Only return the truck to service when you have identified and rectified the fault.

#### ***Mast emergency lowering***

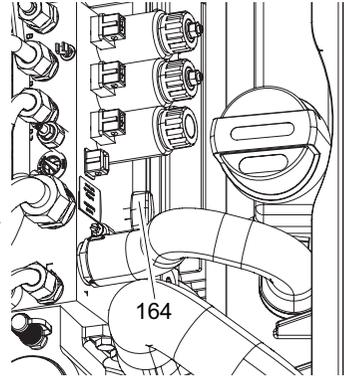
##### *Requirements*

- Load handler is not in the rack.
- Turn the Emergency Disconnect switch and key switch off.
- Disconnect the battery.
- Remove the floor plate by undoing the floor plate mounting screws.

##### *Procedure*

- Slowly turn the emergency lowering valve (164); the mast and load handler will lower.
- Turn the emergency lowering valve (164) in the opposite direction as far as the stop; the lowering process stops.

*The mast is now lowered.*



### **WARNING!**

Only return the truck to service when you have identified and rectified the fault.



# F Industrial Truck Maintenance

## 1 Operational Safety and Environmental Protection

The checks and servicing operations contained in this chapter must be performed in accordance with the maintenance checklist service intervals.

### **WARNING!**

#### **Risk of accidents and component damage**

Any modification to the truck, in particular the safety mechanisms, is prohibited.

---

**Exception:** Owners should only make changes or have changes made to powered industrial trucks if the truck manufacturer is no longer operating in the field and there is no successor to the business; owners must however:

- Ensure that the changes to be made are planned, tested and performed by a specialist engineer in industrial trucks taking safety into account.
- keep permanent graphic records of the plans, tests and completion of the changes
- carry out and have authorised the respective changes to the capacity data plates, decals and stickers as well as the operator and service manuals.
- attach permanent and clearly visible marking to the truck indicating the types of changes made, the date of the changes and the name and address of the organisation responsible for the work.

### **NOTE**

Only original spare parts are subject to the manufacturer's quality control. To ensure safe and reliable operation, use only the manufacturer's spare parts.

---



On completion of inspection and service work, carry out the operations listed in the "Recommissioning the truck after cleaning or maintenance work" section (see "Restoring the truck to service after maintenance and repairs" on page 181).

## 2 Maintenance Safety Regulations

### Maintenance and repair personnel



The manufacturer has a service department specially trained for these tasks. A maintenance contract with the manufacturer will ensure trouble-free operation.

Truck maintenance and repair work must only be carried out by specially trained personnel. The following operations are assigned to the following target groups.

#### Customer Services

Customer Services are specially trained in the use of the truck and are able to carry out maintenance and repairs independently. Customer Services are aware of the relevant standards, guidelines and safety regulations as well as potential risks.

#### Operating company

The maintenance personnel of the operating company has the technical expertise and experience to perform the activities in the maintenance check list for the operating company. The maintenance and repair work to be performed by the operating company are also written down, see "Industrial Truck Maintenance" on page 153.

## 2.1 Consumables and used parts

### CAUTION!

#### **Consumables and used parts are an environmental hazard**

Used parts and consumables must be disposed of in accordance with the applicable environmental protection regulations. To change the oil contact the manufacturer's customer service department, who have been specially trained for this task.

▶ Note the safety regulations when handling these materials.

---

## 2.2 Wheels

### WARNING!

#### **The use of tyres that do not match the manufacturer's specifications can result in accidents.**

The quality of tyres affects the stability and performance of the truck.

Uneven wear affects the truck's stability and increases the stopping distance.

▶ When replacing tyres make sure the truck is not skewed.

▶ Always replace tyres in pairs, i.e. left and right at the same time.

---



When replacing rims and tyres fitted at the factory, only use the manufacturer's original spare parts. Otherwise the manufacturer's specifications cannot be ensured.

## 2.3 Lift Chains

### **WARNING!**

#### **Non-lubricated and incorrectly cleaned lift chains can cause accidents**

Lift chains are safety-critical parts. They must not contain any serious contamination. Lift chains and pivot pins must always be clean and well lubricated.

- ▶ Lift chains should only be cleaned with paraffin derivatives e.g. petroleum or diesel fuels.
  - ▶ Do not clean lift chains with high pressure jets or chemical cleaning agents.
  - ▶ Immediately after cleaning, dry the lift chain with compressed air and apply a chain spray.
  - ▶ Always lubricate a chain when it is discharged.
  - ▶ Lubricate a lift chain with particular care around the pulleys.
- 

### **WARNING!**

#### **Diesel fuel can be hazardous**

- ▶ Diesel fuel can cause irritation if it comes into contact with the skin. Rinse any affected areas thoroughly.
  - ▶ If it comes into contact with the eyes rinse them immediately with flowing water and call for a doctor.
  - ▶ Wear safety gloves when handling diesel fuels.
-

## 2.4 Hydraulic system

### **WARNING!**

#### **Brittle hydraulic hose lines can cause accidents**

The hoses must be replaced every six years. The manufacturer's customer service department is specially trained to carry out these operations.

- ▶ Observe the date of manufacturer on the hydraulic hoses.
- 

### **WARNING!**

#### **Leaky hydraulic systems can result in accidents**

Hydraulic oil can escape from leaky and faulty hydraulic systems.

- ▶ Report any defects immediately to your supervisor.
  - ▶ Mark defective truck and take out of service.
  - ▶ Do not return the industrial truck to service until you have identified and rectified the fault.
  - ▶ Remove any spilled hydraulic immediately with an appropriate bonding agent.
  - ▶ The bonding agent / consumable mixture must be disposed of in accordance with regulations.
- 

### **WARNING!**

#### **Holes or hairline cracks in the hydraulic hoses can cause injury and infection**

Pressurised hydraulic oil permeating through fine holes or hairline cracks in the hydraulic hoses can penetrate the skin, causing severe injury.

- ▶ Call for a doctor immediately if you are injured.
  - ▶ Do not touch pressurised hydraulic hoses.
  - ▶ Report any defects immediately to your supervisor.
  - ▶ Mark defective truck and take out of service.
  - ▶ Do not return the industrial truck to service until you have identified and rectified the fault.
  - ▶ Remove any spilled hydraulic immediately with an appropriate bonding agent.
  - ▶ The bonding agent / consumable mixture must be disposed of in accordance with regulations.
-

## 3 Lubricants and Lubrication Schedule

### 3.1 Handling consumables safely

#### Handling consumables

Consumables must always be handled correctly. Follow the manufacturer's instructions.

#### **WARNING!**

##### **Improper handling is hazardous to health, life and the environment**

Consumables can be flammable.

- ▶ Keep consumables away from hot components and naked flames.
  - ▶ Always keep consumables in prescribed containers.
  - ▶ Always fill consumables in clean containers.
  - ▶ Do not mix up different grades of consumable. The only exception to this is when mixing is expressly stipulated in the operating instructions.
- 

#### **CAUTION!**

##### **Spilled consumables can cause slipping and endanger the environment**

Risk of slipping from spilled consumables. The risk is greater when combined with water.

- ▶ Do not spill consumables.
  - ▶ Spilled consumables must be removed immediately with an appropriate bonding agent.
  - ▶ The bonding agent / consumable mixture must be disposed of in accordance with regulations.
-



## WARNING!

### **Improper handling of oils can be hazardous**

Oils (chain spray / hydraulic oil) are flammable and poisonous.

- ▶ Dispose of used oils in accordance with regulations. Store used oil safely until it can be disposed of in accordance with regulations.
  - ▶ Do not spill oil.
  - ▶ Spilled oils must be removed immediately with an appropriate bonding agent.
  - ▶ The mixture consisting of the bonding agent and oil must be disposed of in accordance with regulations.
  - ▶ Observe national regulations when handling oils.
  - ▶ Wear safety gloves when handling oils.
  - ▶ Prevent oil from coming into contact with hot motor parts.
  - ▶ Do not smoke when handling oil.
  - ▶ Avoid contact and digestion. If you swallow oil do not induce vomiting but seek medical assistance immediately.
  - ▶ Seek fresh air after breathing in oil fumes or vapours.
  - ▶ If oil has come into contact with your skin, rinse your skin with water.
  - ▶ If oil has come into contact with your eyes, rinse them with water and seek medical assistance immediately.
  - ▶ Replace oil-soaked clothing and shoes immediately.
- 



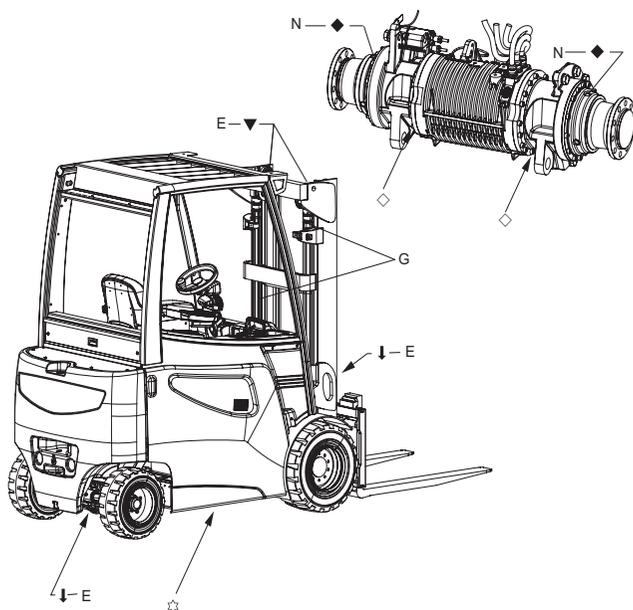
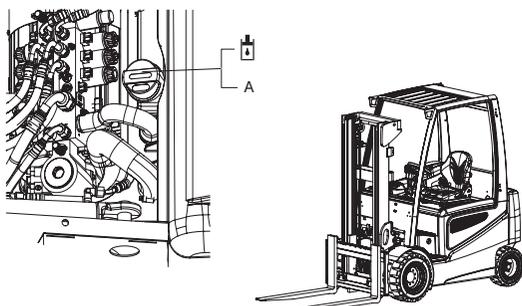
## CAUTION!

### **Consumables and used parts are an environmental hazard**

Used parts and consumables must be disposed of in accordance with the applicable environmental protection regulations. To change the oil contact the manufacturer's customer service department, who have been specially trained for this task.

- ▶ Note the safety regulations when handling these materials.
-

### 3.2 Lubrication Schedule



▼	Contact surfaces	☆	Hydraulic oil drain plug
↓	Grease nipple	◆	Transmission oil filler neck
⏴	Hydraulic oil filler neck	◇	Transmission oil drain plug

### 3.3 Consumables

Code	Order no.	Packa ge quantit y	Capacity	Component	Used for
A	51 132 827	5l	30 l	Jungheinrich Hydraulic oil <sup>1)</sup>	Hydraulic system
	50 429 647	20l		Renolin 22 <sup>2)</sup> HLPD	
	51 037 497	5l		Renolin 22 <sup>2)</sup> HLPD	
	51 082 888	5l		Plantosyn 46 HVI (BIO hydraulic oil)	
	51 048 560	5l		Shell Tellus T68 <sup>3)</sup>	
E	14038650	400g		Lubrication grease KP 2 K	Rear wheel bearings / Steer axle
	29201430	1 kg			
G	29 201 280	400 ml		Chain spray	Chains
N	51289983	1 l	1.2 l left travel / 1.7 l left travel direction	Fuchs Titan UTTO TO-4 / SAE 50	Transmission
	51295261	5 l		Fuchs Titan UTTO TO-4 / SAE 50	
	51221702	50 l		Fuchs Titan UTTO TO-4 / SAE 50	

1) Applicable for temperature range -5/+40 °C

2) Applicable for temperature range -20/-5 °C

3) Applicable for temperature range +30/+50 °C



\*The trucks are factory-equipped with a special manufacturer's hydraulic oil (the Jungheinrich hydraulic oil with a blue colouration) or the Plantosyn 46 HVI bio hydraulic oil. This special hydraulic oil can only be obtained from the manufacturer's customer service department. The use of named alternative hydraulic oils is not prohibited but may lead to a decline in functionality. This hydraulic oil may be mixed with one of the named alternative hydraulic oils.

 **WARNING!**

Industrial trucks are factory-equipped with "HLP D22" hydraulic oil or "+ 2% Plantohyd 22 S" BIO hydraulic oil.

You cannot change from "Plantohyd 22 S" BIO hydraulic oil to the manufacturer's hydraulic oil. The same applies to changing from the manufacturer's hydraulic oil to "Plantohyd 22 S" bio hydraulic oil.

Do not mix the Plantohyd 22 S bio hydraulic oil with the manufacturer's hydraulic oil or one of the named alternative hydraulic oils.

---

### Grease guidelines

Code	Saponification	Dew point °C	Worked penetration at 25 °C	NLG1 class	Application temperature °C
E	Lithium	185	265 - 295	2	-35/+120

## **4 Maintenance and repairs**

### **4.1 Preparing the truck for maintenance and repairs**

All necessary safety measures must be taken to avoid accidents when carrying out maintenance and repairs. The following preparations must be made:

*Procedure*

- Park the truck securely, see "Parking the truck securely" on page 95.
- Fully lower the load handler.
- Disconnect the battery to prevent the truck from being switched on accidentally.

## 4.2 Lifting and jacking up the truck safely

### **WARNING!**

#### **A truck tipover can cause accidents**

In order to raise the truck, use only suitable lifting gear at the points specially provided for this purpose.

- ▶ Note the weight of the truck on the data plate.
  - ▶ Always use a jack with a minimum capacity of 3000 kg kg.
  - ▶ Raise the unladen truck on a level surface.
  - ▶ When raising the truck, take appropriate measures to prevent it from slipping or tipping over (e.g. wedges, wooden blocks).
- 

#### ***Raising and jacking up the truck securely***

##### *Requirements*

- Prepare the truck for maintenance and repairs (see "Preparing the truck for maintenance and repairs" on page 163).

##### *Tools and Material Required*

- Jack
- Hard wooden blocks

##### *Procedure*

- Place the jack against the contact point.
-  Jack contact point, see "Identification points and data plates" on page 32.
- Raise the truck.
  - Support the truck with hard wooden blocks.
  - Remove the jack.

*The truck is now securely raised and jacked up.*

## 4.3 Opening the rear panel

### ***Opening the panel***

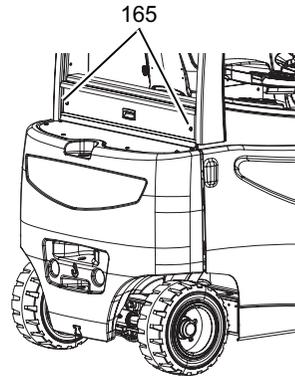
#### *Requirements*

- Prepare the truck for maintenance and repairs (see "Preparing the truck for maintenance and repairs" on page 163).

#### *Procedure*

- Undo the two quick release fasteners (165).
  - Pull the rear panel back and remove it.

*The rear panel is now open. The fuses and other electrical components can now be reached.*



### ***Closing the panel***

#### *Procedure*

- Place the rear panel in position.
  - Secure two quick release fasteners (165).

*The rear panel is now closed.*

## 4.4 Checking the wheel attachments.

### **WARNING!**

#### **Using different tyres can cause accidents**

The quality of tyres affects the stability and performance of the truck.

- ▶ The diameter of the wheels must differ by no more than 15 mm.
- ▶ Always replace tyres in pairs. After replacing the tyres check the wheel nuts are secure after 10 service hours.
- ▶ Always use tyres of the same make, model and profile.

#### **Checking the wheel attachment**

##### *Requirements*

- Prepare the truck for maintenance and repairs (see "Preparing the truck for maintenance and repairs" on page 163).

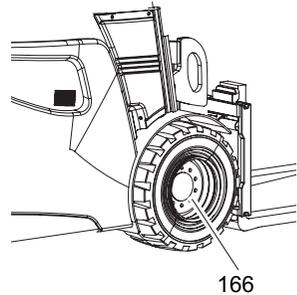
##### *Tools and Material Required*

- Torque wrench

##### *Procedure*

- Torque the wheel nuts (166) crosswise with a torque wrench, for torques see "Tyre type" on page 28.

*The wheel attachment is now checked.*



When using pneumatic tyres check the air pressure, for the air pressure see "Tyre type" on page 28

## 4.5 Replacing wheels

### **WARNING!**

#### **A truck tipover can cause accidents**

In order to raise the truck, use only suitable lifting gear at the points specially provided for this purpose.

- ▶ Note the weight of the truck on the data plate.
- ▶ Always use a jack with a minimum capacity of 3000 kg kg.
- ▶ Raise the unladen truck on a level surface.
- ▶ When raising the truck, take appropriate measures to prevent it from slipping or tipping over (e.g. wedges, wooden blocks).

### **WARNING!**

#### **Falling wheels can cause injury**

- ▶ The wheels of the truck are very heavy. A single wheel can weigh up to 150 kg.
- ▶ Always replace wheels with a suitable tool and protective equipment.

#### ***Dismantle the wheels***

##### *Requirements*

- Prepare the truck for maintenance and repairs (see "Preparing the truck for maintenance and repairs" on page 163).

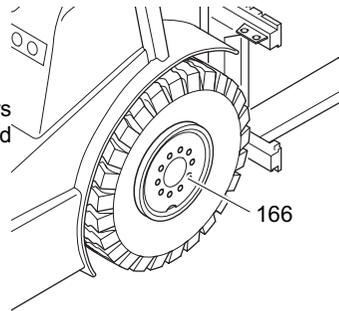
##### *Tools and Material Required*

- Jack
- Hard wooden blocks
- Mounting lever
- Torque wrench

##### *Procedure*

- Place the jack against the contact point.
-  Jack contact point, see "Identification points and data plates" on page 32.
- Raise the truck.
  - Support the truck with hard wooden blocks.
  - Undo the wheel attachment (166).
  - Disassemble the wheel, using a suitable mounting lever if necessary.

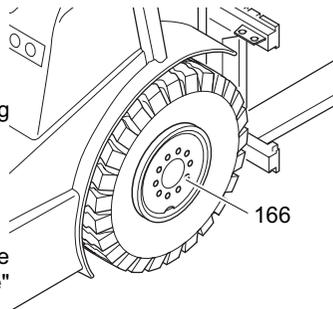
*The wheel is now disassembled.*



## ***Fitting the wheels***

### *Procedure*

- Assemble the wheel, using a suitable mounting lever if necessary.
- Fit the wheel attachment.
- Remove the hard wooden blocks.
- Lower the truck.
- Torque the wheel attachment (166) crosswise with a torque wrench, for torques see "Tyre type" on page 28.



*The wheel is now assembled.*



When using pneumatic tyres check the air pressure, for the air pressure see "Tyre type" on page 28

## 4.6 Hydraulic system

### CAUTION!

The hydraulic oil is pressurised during operation and is a hazard to health and to the environment.

- ▶ Do not touch pressurised hydraulic lines.
  - ▶ Dispose of used oil in accordance with regulations. Store used oil safely until it can be disposed of in accordance with regulations.
  - ▶ Do not spill hydraulic oil.
  - ▶ Remove any spilled hydraulic immediately with an appropriate bonding agent.
  - ▶ The bonding agent / consumable mixture must be disposed of in accordance with regulations.
  - ▶ Observe national regulations when handling hydraulic oil.
  - ▶ Wear safety gloves when handling hydraulic oil.
  - ▶ Prevent hydraulic oil from coming into contact with hot motor parts.
  - ▶ Do not smoke when handling hydraulic oil.
  - ▶ Avoid contact and digestion. If you swallow oil do not induce vomiting but seek medical assistance immediately.
  - ▶ Seek fresh air after breathing in oil fumes or vapours.
  - ▶ If oil has come into contact with your skin, rinse your skin with water.
  - ▶ If oil has come into contact with your eyes, rinse them with water and seek medical assistance immediately.
  - ▶ Replace oil-soaked clothing and shoes immediately.
- 

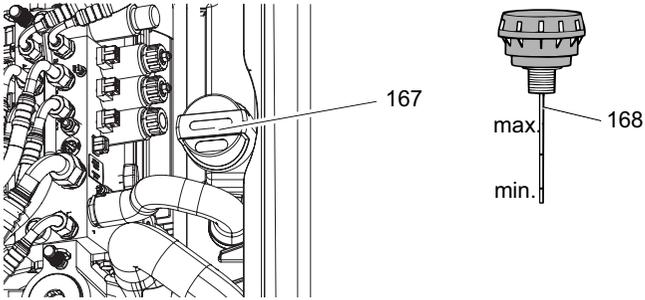
### CAUTION!

#### **Consumables and used parts are an environmental hazard**

Used parts and consumables must be disposed of in accordance with the applicable environmental protection regulations. To change the oil contact the manufacturer's customer service department, who have been specially trained for this task.

- ▶ Note the safety regulations when handling these materials.
-

#### 4.6.1 Checking the hydraulic oil level



#### **Checking the hydraulic oil level and adding hydraulic oil**

##### *Requirements*

- Park the truck on a level surface.
- Prepare the truck for maintenance and repairs (see "Preparing the truck for maintenance and repairs" on page 163).

##### *Procedure*

- Unscrew the breather (167) and dipstick (168).
- Visually inspect the hydraulic oil level on the dipstick (168).



If the reservoir is sufficiently full, the hydraulic oil level will be at the top mark (max.). If necessary add hydraulic oil up to the level indicated (20 mm on the dipstick corresponds to approx. 1,5l hydraulic oil).

*The hydraulic oil level is now checked.*

#### **CAUTION!**

#### **The use of unsuitable hydraulic oils can cause damage**

Trucks with bio hydraulic oil have a warning notice on the hydraulic reservoir: "Add hydraulic oil only".

- ▶ Use only BIO hydraulic oil.



## 4.7 Replacing the hydraulic oil filter

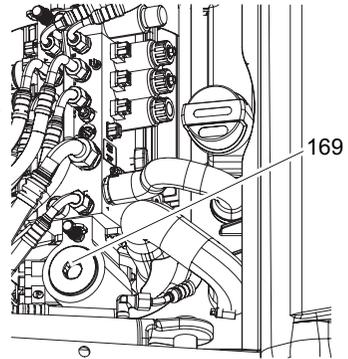
### Replace oil filter

#### Requirements

- Park the truck securely, see "Parking the truck securely" on page 95

#### Procedure

- Unscrew the hydraulic oil filter cap (169). The filter element is located on the cap.
- Replace the filter insert; if the O ring is damaged it will also need to be replaced. Apply a thin layer of oil to the O ring on assembly.
- Refit the cap with the new filter element in place.



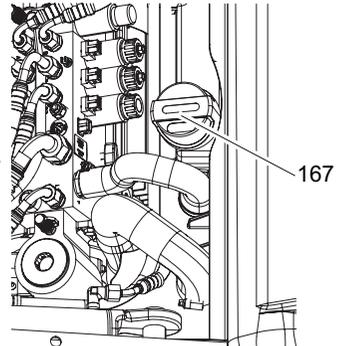
## 4.8 Replacing the ventilation/discharge filter

### Requirements

- Park the truck on a level surface.
- Prepare the truck for maintenance and repairs (see "Preparing the truck for maintenance and repairs" on page 163).
- Remove the floor plate by undoing the floor plate mounting screws.

### Procedure

- Remove the hydraulic reservoir cover.
- Attach the breather filter (167).
- Replace the breather filter.



Collect any spilled hydraulic oil. Dispose of the hydraulic oil and hydraulic oil filter and fuel in accordance with environmental regulations.

## 4.9 Check the gear oil level

### CAUTION!

#### **Consumables and used parts are an environmental hazard**

Used parts and consumables must be disposed of in accordance with the applicable environmental protection regulations. To change the oil contact the manufacturer's customer service department, who have been specially trained for this task.

► Note the safety regulations when handling these materials.

#### ***Check the gear oil level***

##### *Requirements*

– Park the truck securely, see "Parking the truck securely" on page 95

##### *Tools and Material Required*

– Oil sump

##### *Procedure*

- Place the oil sump underneath the transmission
- Unscrew the oil dipstick (171).
- Check gear oil level, top up if necessary through the filler hole (170).

→ The oil level should reach the bottom mark of the oil check hole (171).

*The transmission oil level is now checked.*

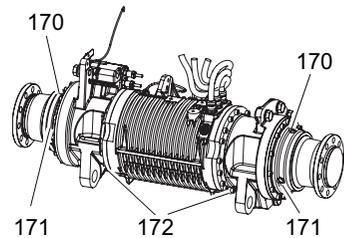
#### ***Draining the oil***

##### *Procedure*

- Drain oil at operating temperature.
- Place the oil sump underneath the transmission
- Unscrew the oil drain plug (172) and drain the transmission oil.

→ To ensure swift and complete draining of the transmission oil, unscrew the oil dipstick (171).

*The oil is now drained.*



#### ***Adding oil***

##### *Procedure*

- Insert the oil drain plug (172).
- Unscrew the oil control screw (171) and add new gear oil in the filler hole (170).

*The oil has now been added.*

## 4.10 Heating

### **Replacing the air conditioning filter**

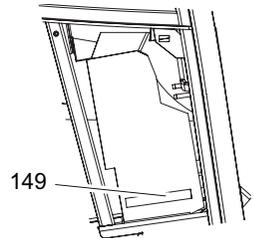
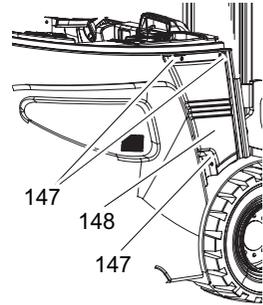
#### *Requirements*

- Filter contaminated

#### *Procedure*

- Loosen the screws (147).
- Remove the panel (148).
- Replace the filter (149).
- Attach the panel (148).
- Tighten the screws (147).

*The filter cassette is now replaced.*

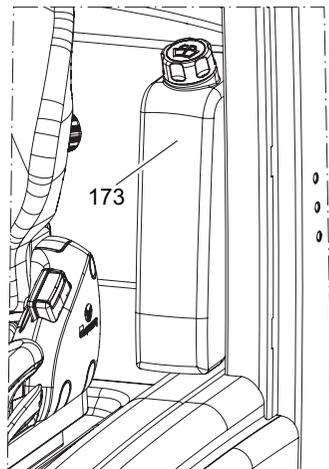


Regular servicing is required to ensure the heating can work at a consistently high level, see "Servicing and Inspection" on page 187 or see "Maintenance checklist" on page 188.

## 4.11 Adding window washer system fluid

#### *Procedure*

- Make sure there is sufficient window fluid in the container (173).
- If necessary top up with anti-freeze.



## 4.12 Checking electrical fuses

### **WARNING!**

#### **Electric currents can cause accidents**

Make sure the electrical system is voltage-free before starting work on it. Before starting maintenance on the electrical system:

- ▶ Park the truck securely (see "Parking the truck securely" on page 95).
  - ▶ Press the Emergency Disconnect.
  - ▶ Disconnect the battery.
  - ▶ Remove any rings or metal bracelets etc. before working on electrical components.
- 

### **CAUTION!**

#### **The use of incorrect fuses can cause fire and damage components**

The use of incorrect fuses can damage the electrical system and result in fire. The safety and functionality of the truck cannot be ensured.

- ▶ Use only fuses with the prescribed rated current, see "Fuse ratings" on page 175.
- 

### **Checking electrical fuses**

#### *Requirements*

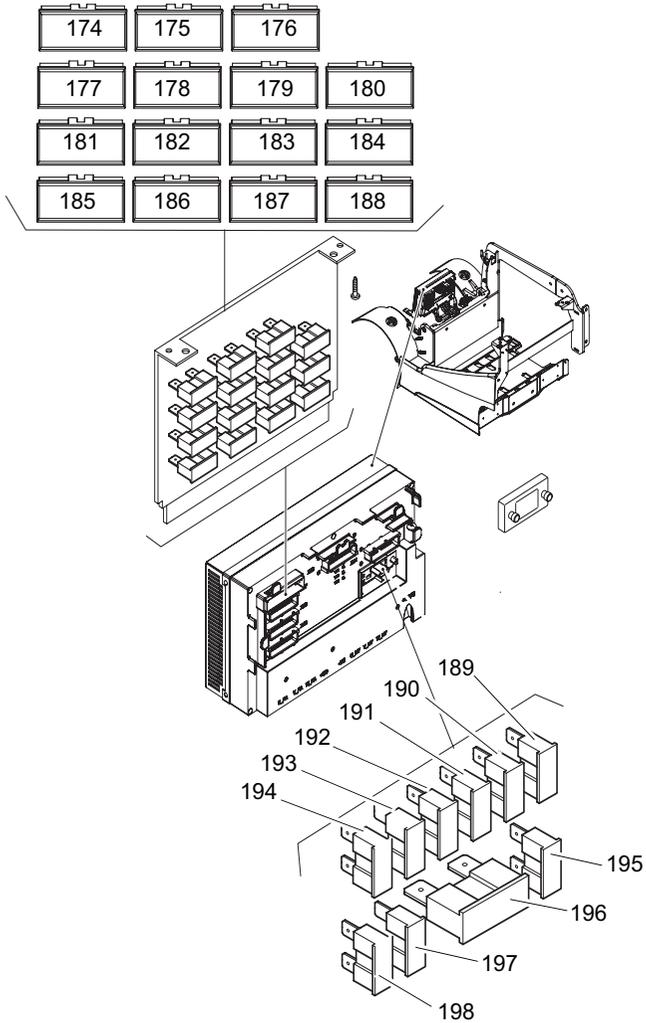
- Prepare the truck for maintenance and repairs (see "Preparing the truck for maintenance and repairs" on page 163).

#### *Procedure*

- Remove the floor plate by undoing the floor plate mounting screws.
- Unscrew the electrical system cap.
- Check condition and rating of the fuses in accordance with the table.
- Replace any damaged fuses in accordance with the table.
- Close the electrical system cap.
- Fit the floor plate.

*The electrical fuses are now checked.*

## 4.12.1 Fuse ratings



## Electrical system fuses

Item	Component	Electric circuit	Rating / type
174	F29	24V standby	FK1 MINI 32V / 2A / UL
175	9F33	Windscreen washer pump	FK1 MINI 32V / 2A / UL
176	F30	Internal controller	FK1 MINI 32V / 2A / UL
177	9F14	Rear window wiper	FK1 MINI 32V / 2A / UL
178	4F4	Beacon, reading lamp, additional fan, control signals (reversing, brake light)	FK1 MINI 32V / 4A / UL
179	5F11	Front LH work lights	FK1 MINI 32V / 4A / UL
180	5F11.3	Rear RH work lights	FK1 MINI 32V / 4A / UL
181	F4	Main contactor, changeover valve	FK1 MINI 32V / 4A / UL
182	5F11.2	Rear LH work lights	FK1 MINI 32V / 4A / UL
183	F31	Sensor system	FK1 MINI 32V / 2A / UL
184	5F11.1	Front RH work lights	FK1 MINI 32V / 4A / UL
185	2F14	Valve control	FK1 MINI 32V / 5A / UL
186	9F1	Front window wipers	FK1 MINI 32V / 4A / UL
187	4F8	Display, control pilot / armrest, lift cutout control LED, control signals (restraint system, travel signal, indicators)	FK1 MINI 32V / 2A / UL
188	4F1	Horn, rear window heater	FK1 MINI 32V / 4A / UL
189	F2.2	Reserved (CUST 2)	10
190	F2.1	Reserved (CUST 1)	10
191	7F4	DC/DC converter (80V/12V 150W)	10
192	7F3	DC/DC converter (80V/24V 150W)	10
193	7F11	DC/DC converter (ICE-POC)	10
194	5F2	DC/DC converter (ICE-PIO)	10
195	8F4	DC/DC converter, controller-internal	10
196	F14	Heating	30
197	1F9	Controller-internal, travel/hydraulics logic	3
198	8F5	Charge circuit internal, battery discharge monitoring	3

## 4.13 Cleaning

### 4.13.1 Cleaning the truck

#### CAUTION!

##### **Fire hazard**

Do not use flammable liquids to clean the industrial truck.

- ▶ Disconnect the battery before starting cleaning work.
  - ▶ Carry out all necessary safety measures to prevent sparking before cleaning (e.g. by short-circuiting).
- 

#### CAUTION!

##### **Risk of component damage when cleaning the truck**

Cleaning with a pressure washer can result in malfunctions due to humidity.

- ▶ Cover all electronic system assemblies (controllers, sensors, motors etc.) before cleaning the truck with a pressure washer.
  - ▶ Do not hold the jet of the pressure washer by the marked points to avoid damaging them (see "Identification points and data plates" on page 32).
  - ▶ Do not clean the truck with pressurised water.
-

## ***Cleaning the truck***

### *Requirements*

- Prepare the truck for maintenance and repairs (see "Preparing the truck for maintenance and repairs" on page 163).

### *Tools and Material Required*

- Water-based solvents
- Sponge or cloth

### *Procedure*

- Clean the surface of the truck with water-based solvents and water. Use a sponge or cloth to clean.
- In particular, clean the following areas:
  - Windows
  - All walk-on areas
  - Oil filler ports and their surroundings
  - Grease nipples (before lubrication)
- Dry the truck after cleaning, e.g. with compressed air or a dry cloth.
- Carry out all the tasks in the section "Recommissioning the truck after cleaning or maintenance work" (see "Restoring the truck to service after decommissioning" on page 184).

*The truck is now clean.*

## 4.13.2 Cleaning the electrical system assemblies

### CAUTION!

#### **Risk of electrical system damage**

Cleaning the assemblies (controllers, sensors, motors etc.) of the electronic system with water can damage the electrical system.

- ▶ Do not clean the electrical system with water.
  - ▶ Clean the electrical system with weak suction or compressed air (use a compressor with a water trap) and not a conductive, anti-static brush.
- 

#### ***Cleaning the electrical system assemblies***

##### *Requirements*

- Prepare the truck for maintenance and repairs (see "Preparing the truck for maintenance and repairs" on page 163).

##### *Tools and Material Required*

- Compressor with water separator
- Non-conductive, antistatic brush

##### *Procedure*

- Expose the electrical system, see "Opening the rear panel" on page 165.
- Clean the electrical system assemblies with weak suction or compressed air (use a compressor with a water trap) and not a conductive, anti-static brush.
- Fit the electrical system panel, see "Opening the rear panel" on page 165.
- Carry out all the tasks in the section "Recommissioning the truck after cleaning or maintenance work" (see "Restoring the truck to service after decommissioning" on page 184).

*The electrical system assemblies are now clean.*

## 4.14 Working on the electrical system

### **WARNING!**

#### **Electrical current can cause accidents**

Make sure the electrical system is voltage-free before starting work on it. The capacitors in the controller must be completely discharged. The capacitors are completely discharged after approximately 10 minutes. Before starting maintenance on the electrical system:

- ▶ Only suitably trained electricians may operate on the truck's electrical system.
  - ▶ Before working on the electrical system, take all precautionary measures to avoid electric shocks.
  - ▶ Park the truck securely (see "Parking the truck securely" on page 95).
  - ▶ Disconnect the battery.
  - ▶ Remove any rings, metal wrist bands etc.
-

## 4.15 Restoring the truck to service after maintenance and repairs

### *Procedure*

- Thoroughly clean the truck, see "Cleaning" on page 177.
  - Lubricate the truck according to the lubrication schedule, see "Lubrication Schedule" on page 160.
  - Clean the battery, grease the terminals and connect the battery.
  - Charge the battery, see "Charging the battery" on page 50.
  - Replace transmission oil. Condensation water could have formed.
  - Replace hydraulic oil. Condensation water could have formed.
-  The manufacturer's customer service department is specially trained to carry out these operations.
- Start up the truck, see "Preparing the Truck for Operation" on page 80.

## 5 Decommissioning the industrial truck

If the truck is to be out of service for more than a month, it must be stored in a frost-free and dry room. All necessary measures must be taken before, during and after decommissioning as described hereafter.

When the truck is out of service it must be jacked up so that all the wheels are clear of the ground. This is the only way of ensuring that the wheels and wheel bearings are not damaged.

 Jack up the truck, see "Lifting and jacking up the truck safely" on page 164.

If the truck is to be out of service for more than 6 months, agree further measures with the manufacturer's customer service department.

## 5.1 Prior to decommissioning

### *Procedure*

- Thoroughly clean the truck, see "Cleaning the truck" on page 177.
- Prevent the truck from rolling away accidentally.
- Check the hydraulic oil level and replenish if necessary, see "Checking the hydraulic oil level" on page 170.
- Apply a thin layer of oil or grease to any non-painted mechanical components.
- Lubricate the truck according to the lubrication schedule, see "Lubrication Schedule" on page 160.
- Charge the battery, see "Charging the battery" on page 50.
- Disconnect the battery, clean it and grease the terminals.



In addition, follow the battery manufacturer's instructions.

## 5.2 During decommissioning

### **NOTE**

#### **Full discharge can damage the battery**

Self-discharge can cause the battery to fully discharge. Full discharge shortens the useful life of the battery.

- ▶ Charge the battery at least every 2 months.



Charge the battery, see "Charging the battery" on page 50.

### 5.3 Restoring the truck to service after decommissioning

#### *Procedure*

- Thoroughly clean the truck, see "Cleaning the truck" on page 177.
  - Lubricate the truck according to the lubrication schedule, see "Lubrication Schedule" on page 160.
  - Clean the battery, grease the terminals and connect the battery.
  - Charge the battery, see "Charging the battery" on page 50.
  - Replace transmission oil. Condensation water could have formed.
  - Replace hydraulic oil. Condensation water could have formed.
-  The manufacturer's customer service department is specially trained to carry out these operations.
- Start up the truck, see "Preparing the Truck for Operation" on page 80.

## 6 Safety tests to be performed at intervals and after unusual incidents

- Perform a safety check in accordance with national regulations. The manufacturer recommends the truck be checked to FEM guideline 4.004. The manufacturer has a service department specially trained for these tasks.

The truck must be inspected at least annually (refer to national regulations) or after any unusual event by a qualified inspector. The inspector shall assess the condition of the system from purely a safety viewpoint, without regard to operational or economic circumstances. The inspector must be sufficiently instructed and experienced to be able to assess the condition of the truck and the effectiveness of the safety mechanisms based on the technical regulations and principles governing the inspection of forklift trucks.

A thorough test of the truck must be undertaken with regard to its technical condition from a safety aspect. The truck must also be examined for damage caused by possible improper use. A test report shall be produced. The test results must be kept for at least the next 2 inspections.

The proprietor is responsible for ensuring that faults are immediately rectified.

- A test plaque is attached to the truck as proof that it has passed the safety inspection. This plaque indicates the due date for the next inspection.

## 7 Final de-commissioning, disposal

- Final de-commissioning or disposal of the truck in must be performed in accordance with the regulations of the country of use. In particular, regulations governing the disposal of batteries, consumables and electronic and electrical systems must be observed.

The truck must only be disassembled by trained personnel in accordance with the procedures as specified by the manufacturer.

## 8 Human vibration measurement

- Vibrations that affect the operator over the course of the day are known as human vibrations. Excessive human vibrations will cause the operator long term health problems. The European "2002/44/EC/Vibration" operator directive has therefore been established to protect operators. To help operators to assess the application situation, the manufacturer offers a service of measuring these human vibrations.

## 9 Servicing and Inspection

### **WARNING!**

#### **Risk of accident due to neglected maintenance**

Failure to perform regular servicing can lead to truck failure and poses a potential hazard to personnel and equipment.

▶ Thorough and expert servicing is one of the most important requirements for the safe operation of the industrial truck.

---

The application conditions of an industrial truck have a considerable impact on component wear. The following service intervals are based on single-shift operation under normal operating conditions. They must be reduced accordingly if the equipment is to be used in conditions of extreme dust, temperature fluctuations or multiple shifts.

### **NOTE**

To prevent damage due to wear, the manufacturer recommends an on-site application analysis to agree on appropriate service intervals.

---

The following maintenance checklist lists the activities to be performed and the respective intervals to be observed. Maintenance intervals are defined as:

- W = Every 50 service hours, at least weekly
- A = Every 500 service hours
- B = Every 1000 service hours, or at least annually
- C = Every 2000 service hours, or at least annually
- = Standard maintenance interval
- \* = Cold store maintenance interval (in addition to standard maintenance interval)

 "W" maintenance-interval activities should be performed by the operating company.

During the run-in period, after approx. 100 service hours, the owner must check the wheel nuts/bolts and re-tighten if necessary.

## 10 Maintenance checklist

### 10.1 Operating company

#### 10.1.1 Standard equipment

<b>Brakes</b>		<b>W</b>	<b>A</b>	<b>B</b>	<b>C</b>
1	Test brakes.	●			

<b>Electrical System</b>		<b>W</b>	<b>A</b>	<b>B</b>	<b>C</b>
1	Test warning and safety devices in accordance with operating instructions.	●			
2	Test Emergency Disconnect switch.	●			

<b>Power Supply</b>		<b>W</b>	<b>A</b>	<b>B</b>	<b>C</b>
1	Check battery cable connections are secure, grease terminals if necessary.	●			
2	Check battery and battery components.	●			
3	Check acid level and add demineralised water if necessary.	●			
4	Check battery connector for damage, test it and make sure it is secure.	●			

<b>Travel</b>		<b>W</b>	<b>A</b>	<b>B</b>	<b>C</b>
1	Check the wheels for wear and damage. Make sure they are tight and check the compressed air if necessary.	●			

<b>Chassis and Superstructure</b>		<b>W</b>	<b>A</b>	<b>B</b>	<b>C</b>
1	Check doors and/or covers.	●			
2	Check labels are legible and complete.	●			
3	Check overhead guard and / or cab are secure and check for damage.	●			
4	Test driver's seat restraint system and check for damage.	●			

<b>Hydraulic operations</b>		<b>W</b>	<b>A</b>	<b>B</b>	<b>C</b>
1	Check load chain lubrication and lubricate if necessary.	●			
2	Check running surfaces of the mast for wear and damage, and lubricate if necessary.	●			
3	Test hydraulic system.	●			
4	Check cylinders, hydraulic ports, lines and hoses for leaks and damage.	●			
5	Check hydraulic oil level and top up if necessary.	●			
6	Check forks or load handler for wear and damage.	●			

## 10.1.2 Optional equipment

### Work lights

Electrical System		W	A	B	C
1	Test lighting.	●			

### Strobe light/beacon

Electrical System		W	A	B	C
1	Test strobe light / beacon and check for damage.	●			

### Heating

Chassis and Superstructure		W	A	B	C
1	Test the heating.	●			
2	Check heating vent filter for contamination and clean if necessary.	●			

### Road traffic approval (StVZO)

Electrical System		W	A	B	C
1	Test lighting.	●			

### Weather-proof system

Chassis and Superstructure		W	A	B	C
1	Test the doors and check for damage.	●			

### Wiper/washer system

Chassis and Superstructure		W	A	B	C
1	Check wiper water container for leaks and check volume, top up if necessary.	●			

### Optional equipment

Chassis and Superstructure		W	A	B	C
1	Check that optional equipment such as mirrors, storage compartments, grips, windscreen wipers and washing systems etc. are working correctly and check for damage.	●			

## 10.2 Customer service

### 10.2.1 Standard equipment

Brakes		W	A	B	C
1	Test brakes.			●	
2	Check brake mechanism, adjust and lubricate if necessary.			●	
3	Test the emergency release mechanism of the spring brake cylinder.			●	

Electrical System		W	A	B	C
1	Test warning and safety devices in accordance with operating instructions.			●	
2	Test displays and controls.			●	
3	Test Emergency Disconnect switch.			●	
4	Test fan and check for dirt and damage.			●	
5	Check fuse ratings.			●	
6	Carry out a frame leakage test.			●	
7	Check electric wiring for damage (insulation damage, connections). Make sure wire connections are secure.			●	

Power Supply		W	A	B	C
1	Check battery cable connections are secure, grease terminals if necessary.			●	
2	Check battery and battery components.			●	
3	Check acid density and battery voltage.			●	
4	Check battery connector for damage, test it and make sure it is secure.			●	
5	Check safety labelling is present			●	

Travel		W	A	B	C
1	Check transmission oil level or grease filling of the transmission and top up if necessary.			●	
2	Check transmission for noise and leakage.			●	
3	Replace transmission oil.				●
4	Note: The first transmission oil change should be made after 1000 service hours.				
5	Check the wheels for wear and damage. Make sure they are tight and check the compressed air if necessary.			●	
6	Check wheel suspension and attachment.			●	

<b>Chassis and Superstructure</b>		<b>W</b>	<b>A</b>	<b>B</b>	<b>C</b>
1	Check chassis and screw connections for damage.			●	
2	Check doors and/or covers.			●	
3	Check labels are legible and complete.			●	
4	Check attachment and setting function of the driver's seat.			●	
5	Check condition of driver's seat.			●	
6	Check attachment of the counterweight.			●	
7	Check mast attachment / mounting.			●	
8	Check trailer coupling or tow mechanism stop.			●	
9	Check overhead guard and / or cab are secure and check for damage.			●	
10	Check operator mat and steps are non-slip and damage-free.			●	
11	Test driver's seat restraint system and check for damage.			●	

<b>Hydraulic operations</b>		<b>W</b>	<b>A</b>	<b>B</b>	<b>C</b>
1	Test "hydraulic" controls and make sure the labels are present, legible and complete.			●	
2	Test hydraulic controls and check they are assigned to the correct functions.			●	
3	Check cylinders and piston rods for damage and leaks, and make sure they are secure.			●	
4	Test hose guide and check for damage.			●	
5	Check settings and wear levels of slide pieces and stops and adjust the slide pieces if necessary.			●	
6	Check load chain setting and tension if necessary.			●	
7	Check load chain lubrication and lubricate if necessary.			●	
8	Check lateral clearance of the mast connections and the fork carriage.			●	
9	Visually inspect the mast rollers and check contact surface wear level.			●	
10	Check running surfaces of the mast for wear and damage, and lubricate if necessary.			●	
11	Test hydraulic system.			●	
12	Replace hydraulic oil filter, ventilation/discharge filter.				●
13	Check cylinders, hydraulic ports, lines and hoses for leaks and damage.			●	
14	Check that hydraulic ports, hose and pipe lines are secure, check for leaks and damage.			●	
15	Test emergency lowering system.			●	
16	Check hydraulic oil level and top up if necessary.			●	
17	Test relief valve and adjust if necessary.			●	
18	Replace hydraulic oil.				●
19	Check forks or load handler for wear and damage.			●	
20	Check tilt cylinders and mounting.			●	

Agreed performance levels		W	A	B	C
1	Carry out a test run with rated load, if necessary with a customer-specific load.			●	
2	Lubricate truck according to the lubrication schedule.			●	
3	Demonstration after servicing.			●	

Steering		W	A	B	C
1	Test the hydraulic steering for leaks.			●	
2	Check steering hoses and lines.			●	
3	Check steering axle and steering knuckle for wear and damage.			●	
4	Check stub axle and adjust if necessary.			●	
5	Test electric / hydraulic steering and its components.			●	
6	Check mechanical parts of steering column.			●	

### 10.2.2 Optional equipment

#### Discharge strap

Electrical System		W	A	B	C
1	Check anti-static discharge strap is present and not damaged.			●	

#### Audible warning devices

Electrical System		W	A	B	C
1	Test the buzzer / warning alarm, check for damage and make sure it is secure.			●	

#### Aquamatik

Power Supply		W	A	B	C
1	Test Aquamatik plug, hose connections and float and check for leaks.			●	
2	Test flow indicator and check for leaks.			●	

#### Work Platform

Hydraulic operations		W	A	B	C
1	Check attachment is properly secured to the truck and the supporting elements.			●	

#### Work lights

Electrical System		W	A	B	C
1	Test lighting.			●	

## Strobe light/beacon

Electrical System		W	A	B	C
1	Test strobe light / beacon and check for damage.			●	

## Data recorder

Electrical System		W	A	B	C
1	Check data recorder is secure and check for damage.			●	

## Radio data

System Components		W	A	B	C
1	Test scanner and terminal, check for damage and make sure they are secure and clean.			●	
2	Check fuse ratings.			●	
3	Check wiring is secure and check for damage.			●	

## Electrical optional equipment

Electrical System		W	A	B	C
1	Test the electrical optional equipment and check for damage.			●	

## Electrolyte recirculation

Power Supply		W	A	B	C
1	Replace air filter wadding.			●	
2	Check hose connections and test the pump.			●	

## Overhead guard cover

Chassis and Superstructure		W	A	B	C
1	Check overhead guard cover is present, check for damage and make sure it is secure.			●	

## Fire extinguisher

Agreed performance levels		W	A	B	C
1	Check fire extinguisher is present, secure and Check test interval.				●

## Belt lock control

Chassis and Superstructure		W	A	B	C
1	Test the belt lock control and check for damage.			●	

## Heating

Chassis and Superstructure		W	A	B	C
1	Test the heating.			●	
2	Check heating vent filter for contamination and clean if necessary.			●	

## Clamping device

Hydraulic operations		W	A	B	C
1	Test the acknowledgement key.			●	
2	Check axial play of the front and rear rollers and adjust if necessary.			●	
3	Check attachment is properly secured to the truck and the supporting elements.			●	
4	Test attachment, check settings and check for damage.			●	
5	Check sliding blocks are complete.			●	
6	Check attachment bearing points, guides and stops for wear and damage, grease and clean these components.			●	
7	Check hydraulic ports and tighten if necessary.			●	
8	Check cylinder seals.			●	
9	Check cylinder piston rods and bushings.			●	

## Crane hook

Hydraulic operations		W	A	B	C
1	Check attachment is properly secured to the truck and the supporting elements.			●	

## Restraint system / SUN protector

Electrical System		W	A	B	C
1	Check electric wiring for damage (insulation damage, connections). Make sure wire connections are secure.			●	

Chassis and Superstructure		W	A	B	C
1	Check electrical connections are secure and not damaged.			●	
2	Make sure restraint system is complete, test operation and check for damage.			●	
3	Test restraint system sensor system and check for damage.			●	

## Safety restraint system / SUN protector

Chassis and Superstructure		W	A	B	C
1	Make sure restraint system is complete, test operation and check for damage.			●	

## Impact sensor

Electrical System		W	A	B	C
1	Check impact sensor is secure and check for damage.			●	

## Sideshifter

Hydraulic operations		W	A	B	C
1	Check axial play of the front and rear rollers and adjust if necessary.			●	
2	Check attachment is properly secured to the truck and the supporting elements.			●	
3	Test attachment, check settings and check for damage.			●	
4	Check sliding blocks are complete.			●	
5	Check attachment bearing points, guides and stops for wear and damage, grease and clean these components.			●	
6	Check hydraulic ports and tighten if necessary.			●	
7	Test the sideshifter, check settings and check for damage.			●	
8	Check cylinder seals.			●	
9	Check cylinder piston rods and bushings.			●	

## Seat heating

Electrical System		W	A	B	C
1	Check electric wiring for damage (insulation damage, connections). Make sure wire connections are secure.			●	

## Road traffic approval (StVZO)

Electrical System		W	A	B	C
1	Test lighting.			●	

## Telescopic forks

Hydraulic operations		W	A	B	C
1	Check attachment is properly secured to the truck and the supporting elements.			●	
2	Test attachment, check settings and check for damage.			●	
3	Check attachment bearing points, guides and stops for wear and damage, grease and clean these components.			●	
4	Check hydraulic ports and tighten if necessary.			●	
5	Check cylinder seals.			●	
6	Check that hydraulic ports, hose and pipe lines are secure, check for leaks and damage.			●	
7	Check piston and piston rod for damage, check setting and adjust if necessary.			●	

## Boom

Hydraulic operations		W	A	B	C
1	Check attachment is properly secured to the truck and the supporting elements.			●	

## Video system

System Components		W	A	B	C
1	Check wiring is secure and check for damage.			●	
2	Test the camera, make sure it is secured and clean.			●	
3	Test the monitor, make sure it is secured and clean.			●	

## Weigher sensors / switches

Electrical System		W	A	B	C
1	Test weigher system and check for damage.			●	

## Weather-proof system

Electrical System		W	A	B	C
1	Check fuse ratings.			●	

Chassis and Superstructure		W	A	B	C
1	Test the window heating and check for damage			●	
2	Test the doors and check for damage.			●	

## Wiper/washer system

Chassis and Superstructure		W	A	B	C
1	Check wiper water container for leaks and check volume, top up if necessary.			●	
2	Test windscreen wipers and check for damage, replace if necessary.			●	

## Fork adjuster

Hydraulic operations		W	A	B	C
1	Check axial play of the front and rear rollers and adjust if necessary.			●	
2	Check attachment is properly secured to the truck and the supporting elements.			●	
3	Test attachment, check settings and check for damage.			●	
4	Check sliding blocks are complete.			●	

<b>Hydraulic operations</b>		<b>W</b>	<b>A</b>	<b>B</b>	<b>C</b>
5	Check attachment bearing points, guides and stops for wear and damage, grease and clean these components.			●	
6	Check hydraulic ports and tighten if necessary.			●	
7	Test the fork positioner and check for damage.			●	
8	Check cylinder seals.			●	
9	Check cylinder piston rods and bushings.			●	

### **Access module**

<b>Electrical System</b>		<b>W</b>	<b>A</b>	<b>B</b>	<b>C</b>
1	Test access module, check for damage and make sure it is secure.			●	

### **Optional equipment**

<b>Chassis and Superstructure</b>		<b>W</b>	<b>A</b>	<b>B</b>	<b>C</b>
1	Check that optional equipment such as mirrors, storage compartments, grips, windscreen wipers and washing systems etc. are working correctly and check for damage.			●	

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# A Traction Battery Appendix

## Contents

A	Traction Battery Appendix.....	1
1	Correct Use and Application.....	2
2	Data plate .....	2
3	Safety Instructions, Warning Indications and other Notes.....	3
4	Lead acid batteries with armour plated cells and liquid electrolyte.....	4
4.1	Description.....	4
4.2	Operation.....	5
4.3	Servicing lead-acid batteries with armour plated cells.....	8
5	PzV and PzV-BS lead-acid batteries with sealed armour plated cells.....	9
5.1	Description.....	9
5.2	Operation.....	10
5.3	Servicing PzV and PzV-BS lead-acid batteries with sealed armour plated cells .....	13
6	Aquamatik water replenishment system.....	14
6.1	Water replenishment system design .....	14
6.2	Functional Description .....	15
6.3	Adding water.....	15
6.4	Water pressure .....	15
6.5	Filling time .....	16
6.6	Water quality.....	16
6.7	Battery tubing .....	16
6.8	Operating temperature .....	16
6.9	Cleaning measures.....	17
6.10	Service mobile vehicle.....	17
7	Electrolyte circulation.....	18
7.1	Functional Description .....	18
8	Cleaning batteries.....	20
9	Storing the battery .....	22
10	Troubleshooting.....	22
11	Disposal.....	22

# 1 Correct Use and Application

Failure to observe the operating instructions, carrying out repairs with non-original spare parts, tampering with the battery or using electrolyte additives will invalidate the warranty.

Observe the instructions for maintaining the safety rating during operation for batteries in accordance with Ex I and Ex II (see relevant certification).

# 2 Data plate



1	Battery name
2	Battery type
3	Production week/year manf.
4	Serial number
5	Supplier number
6	Rated voltage
7	Rated capacity
9	Battery weight in kg
8	Number of cells
15	Electrolyte volume in litres
10	Battery number
11	Manufacturer
13	Manufacturer's logo
12	CE mark only for batteries beyond 75 volts
14	Safety instructions and warning information

### 3 Safety Instructions, Warning Indications and other Notes

	<p>Used batteries must be treated as hazardous waste.</p> <p>These batteries are marked with the recycling symbol and the sign showing a crossed-out rubbish bin, and should not be disposed of with ordinary household waste.</p> <p>Buy-back terms and type of recycling are to be agreed with the manufacturer as described in § 8 of the battery legislation.</p>
	<p>Do not smoke!</p> <p>No naked flames, glowing embers or sparks near the battery - fire and explosion hazard!</p>
	<p>Avoid fire and explosion hazards and short circuits due to overheating!</p> <p>Keep away from naked flames and strong heat sources.</p>
	<p>Always wear protective clothing (e.g. safety goggles and safety gloves) when working on cells and batteries.</p> <p>Always wash your hands after completing the work. Use insulated tools only. Do not physically alter the battery, strike, crush, compress, notch, dent or modify it in any way.</p>
	<p>Hazardous electric voltage! The metal parts of the battery cells are permanently live. Therefore do not place any foreign objects or tools on the battery.</p> <p>Observe national health and safety regulations.</p>
	<p>If the materials leak, do not inhale the fumes. Wear safety gloves.</p>
	<p>Follow the user instructions and keep them in a visible position in the charging area.</p> <p>Work on the batteries should be performed only as instructed by specialist personnel.</p>

## 4 Lead acid batteries with armour plated cells and liquid electrolyte

### 4.1 Description

Jungheinrich traction batteries are lead acid batteries with armour plated cells and liquid electrolyte. The names of the traction batteries are PzS, PzB, PzS Lib and PzM.

#### Electrolyte

The rated density of the electrolyte assumes a temperature of 30°C and the rated electrolyte level is fully charged. Higher temperatures will reduce, lower temperatures will increase the electrolyte density. The adjustment factor is  $\pm 0.0007$  kg/l per K, e.g. electrolyte density 1.28 kg/l at 45°C corresponds to a density of 1.29 kg/l at 30°C.

The electrolyte must conform to DIN 43530 Part 2 purity regulations.

#### 4.1.1 Battery nominal data

1.	Product	Traction battery
2.	Nominal voltage	2.0 V x no. of cells
3.	Rated capacity C5	See data plate
4.	Discharge current	C5/5h
5.	Nominal electrolyte density <sup>1</sup>	1.29 kg/l
6.	Nominal temperature <sup>2</sup>	30 °C
7.	System rated electrolyte level	up to "Max" electrolyte level marking
	Limit temperature <sup>3</sup>	55°C

1. Reached within the first 10 cycles.
2. Higher temperatures shorten the useful life, lower temperatures reduce the available capacity.
3. Not permissible as operating temperature.

## 4.2 Operation

### 4.2.1 Commissioning unfilled batteries

- The operations required must be carried out by the manufacturer's customer service department or a customer service organisation authorised by the manufacturer.

### 4.2.2 Commissioning filled and charged batteries

#### ***Checks and operations to be performed before starting daily work***

##### *Procedure*

- Make sure the battery is in physically good condition.
- Make sure the terminals are correct (positive to positive and negative to negative) and check that contacts on the battery terminal conducting system are secure.
- Check the terminal screw torques ( $M_{10} = 23 \pm 1 \text{ Nm}$ ) of the terminal conductors and connectors.
- Charge up the battery.
- Check the electrolyte level.
- The electrolyte level must be above the cell baffle or the top of the separator.
- Add electrolyte with distilled water up to the nominal level.

*Checks completed.*

### 4.2.3 Discharging the battery

- To achieve an optimum useful life avoid operational discharge of more than 80% of nominal capacity (full discharge). This corresponds to a minimum electrolyte density of 1.13 kg/l at the end of the discharge. Recharge a discharged battery immediately.

## 4.2.4 Charging the battery

### **WARNING!**

#### **The gases produced during charging can cause explosions**

The battery gives off a mixture of oxygen and hydrogen (electrolytic gas) during charging. Gassing is a chemical process. This gas mixture is highly explosive and must not be ignited.

- ▶ Always disconnect the charger and truck before connecting or disconnecting the charger and battery.
- ▶ The charger must be adapted to the battery in terms of voltage, charge capacity and battery technology.
- ▶ Before charging, check all cables and plug connections for visible signs of damage.
- ▶ Ventilate the room in which the truck is being charged.
- ▶ Battery cell surfaces must remain exposed during charging in order to ensure sufficient ventilation, see truck operating instructions, chapter D, Charging the Battery.
- ▶ Do not smoke and avoid naked flames when handling batteries.
- ▶ Wherever an industrial truck is parked for charging there must be no inflammable material or consumables capable of creating sparks within a minimum distance of 2 m from the truck.
- ▶ Fire protection equipment must be available.
- ▶ Do not place any metallic objects on the battery.
- ▶ Always follow the safety regulations of the battery and charger station manufacturers.

### **NOTE**

**The battery must only be charged with DC current. All charging processes in accordance with DIN 41773 and DIN 41774 are permissible.**

- The electrolyte temperature rises by approx. 10 K during charging. Charging should therefore only begin when the electrolyte temperature is below 45°C. The electrolyte temperature of batteries must be at least +10°C before charging. Otherwise the battery will not charge correctly. Below 10°C the battery is insufficiently charged with standard charging systems.

### **Charging the battery**

#### *Requirements*

- Electrolyte temperature min. 10°C to max. 45°C

#### *Procedure*

- Open or take off the tray lid or covers from the battery compartment.
- Deviations are outlined in the truck's operating instructions. The plugs remain on the cells or remain closed.
- Connect the battery to the switched off charger, ensuring the terminals are connect (positive to positive and negative to negative).
- Switch on the charger.

#### *Battery charged*

- *Charging is considered to be complete when the electrolyte density and battery voltage remain constant for more than 2 hours.*

### **Compensation charging**

Compensation charging is used to ensure the useful life and maintain capacity after full discharge and repeated insufficient charging. The maximum compensation charge current is 5 A/100 Ah rated capacity.

- Compensation charging should be carried out weekly.

### **Trickle charging**

Battery trickle charging is partial charging that extends the daily application time. Higher average temperatures occur during trickle charging which reduce the useful life of the batteries.

- Trickle charges should only be performed when the charge level is below 60 %. Use replacement batteries instead of regular trickle charging.

### 4.3 Servicing lead-acid batteries with armour plated cells

#### Water quality

- The quality of the water used to fill up electrolyte must correspond to purified or distilled water. Purified water can be produced through distillation or ion exchangers and is then suitable for the production of electrolyte.

#### 4.3.1 Daily

- Charge the battery after each discharge.
- After charging, check the electrolyte level.
- If necessary, add purified water up to the rated level after charging.

- The height of the electrolyte level should not be below the cell baffle or above the top of the separator, or the "Min" and "Max" electrolyte markings respectively.

#### 4.3.2 Weekly

- After re-charging, carry out a visual inspection for dirt and physical damage.
- If the battery is charged regularly according to the IU characteristic, carry out a compensation charge.

#### 4.3.3 Monthly

- Towards the end of the charging process measure and record the voltages of all the cells with the charger switched on.
- After charging measure and record the electrolyte density and the electrolyte temperature in all the cells.
- Compare the results with the previous ones.

- If you find significant differences compared with the previous measurements or differences between the cells, contact the manufacturer's customer service department.

#### 4.3.4 Annually

- Measure the truck insulation resistance in accordance with EN 1175-1.
- Measure the battery insulation resistance in accordance with EN 1987-1.

- In accordance with DIN EN 50272-3 the battery insulation resistance should not be less than 50  $\Omega$  per volt of rated voltage.

## 5 PzV and PzV-BS lead-acid batteries with sealed armour plated cells

### 5.1 Description

PzV batteries are sealed batteries with fixed electrolytes, to which no water can be added over the entire lifespan of the battery. Relief valves are used as plugs which are destroyed when opened. During operation the same safety requirements apply to the sealed batteries as for batteries with liquid electrolyte. This is to avoid electric shock, explosion of the electrolyte charging gases or hazardous electrolyte burns if the cell vessels are destroyed.

→ PzV batteries are low gassing, but not gassing-free.

#### Electrolyte

The electrolyte is sulphuric acid which is fixed in gel. The density of the electrolyte cannot be measured.

#### 5.1.1 Battery nominal data

1.	Product	Traction battery
2.	Nominal voltage	2.0 V x no. of cells
3.	Rated capacity C5	See data plate
4.	Discharge current	C5/5h
5.	Rated temperature	30 °C
	Limit temperature <sup>1</sup>	45°C, not permissible as operating temperature.
6.	Rated density of the electrolyte	Cannot be measured
7.	System rated electrolyte level	Cannot be measured

1. Higher temperatures shorten the useful life, lower temperatures reduce the available capacity.

## 5.2 Operation

### 5.2.1 Commissioning

#### **Checks and operations to be performed before starting daily work**

##### *Procedure*

- Make sure the battery is in physically good condition.
- Make sure the terminals are correct (positive to positive and negative to negative) and check that contacts on the battery terminal conducting system are secure.
- Check the terminal screw torques ( $M_{10} = 23 \pm 1 \text{ Nm}$ ) of the terminal conductors and connectors.
- Re-charge the battery.
- Charge the battery.

*Check completed.*

### 5.2.2 Discharging the battery

- ➔ To achieve an optimum useful life avoid operational discharges of more than 60% of nominal capacity.
- ➔ If the battery is discharged during operation by more than 80% of rated capacity the useful life of the battery will reduce significantly. Fully or partially discharged batteries must be re-charged immediately and not left unattended.

### 5.2.3 Charging the battery

#### **WARNING!**

##### **The gases produced during charging can cause explosions**

The battery gives off a mixture of oxygen and hydrogen (electrolytic gas) during charging. Gassing is a chemical process. This gas mixture is highly explosive and must not be ignited.

- ▶ Always disconnect the charger and truck before connecting or disconnecting the charger and battery.
- ▶ The charger must be adapted to the battery in terms of voltage, charge capacity and battery technology.
- ▶ Before charging, check all cables and plug connections for visible signs of damage.
- ▶ Ventilate the room in which the truck is being charged.
- ▶ Battery cell surfaces must remain exposed during charging in order to ensure sufficient ventilation, see truck operating instructions, chapter D, Charging the Battery.
- ▶ Do not smoke and avoid naked flames when handling batteries.
- ▶ Wherever an industrial truck is parked for charging there must be no inflammable material or consumables capable of creating sparks within a minimum distance of 2 m from the truck.
- ▶ Fire protection equipment must be available.
- ▶ Do not place any metallic objects on the battery.
- ▶ Always follow the safety regulations of the battery and charger station manufacturers.

## NOTE

### **Charging the battery incorrectly can result in material damage.**

Incorrect battery charging can result in overloading of the electric wires and contacts, hazardous gas formation and electrolyte leakage from the cells.

- ▶ Always charge the battery with DC current.
  - ▶ All DIN 41773 charging procedures are permitted in the format approved by the manufacturer.
  - ▶ Always connect the battery to a charger that is appropriate to the size and type of the battery.
  - ▶ If necessary have the charger checked by the manufacturer's customer service department for suitability.
  - ▶ Do not exceed limit currents in the gassing area in accordance with DIN EN 50272-3.
-

## **Charging the battery**

### *Requirements*

- Electrolyte temperature between +15°C and 35°C

### *Procedure*

- Open or take off the tray lid or covers from the battery compartment.
  - Connect the battery to the switched off charger, ensuring the terminals are connect (positive to positive and negative to negative).
  - Switch on the charger.
- The electrolyte temperature rises by approx. 10 K during charging. If the temperatures are permanently higher than 40°C or lower than 15°C, a temperature-dependent constant voltage control of the charger is required. The adjustment factor must be applied with  $-0.004 \text{ V/C per K}$ .

### *Battery charged*

- *Charging is considered to be complete when the electrolyte density and battery voltage remain constant for more than 2 hours.*

## **Compensation charging**

Compensation charging is used to ensure the useful life and maintain capacity after full discharge and repeated insufficient charging.

- Compensation charging should be carried out weekly.

## **Trickle charging**

Battery trickle charging is partial charging that extends the daily application time. Higher average temperatures occur during trickle charging which can reduce the useful life of the batteries.

- Trickle charges should only be performed when the charge level is below 50%. Use replacement batteries instead of regular trickle charging.
- Avoid trickle charging with PzV batteries.

### 5.3 Servicing PzV and PzV-BS lead-acid batteries with sealed armour plated cells

→ Do not add water!

#### 5.3.1 Daily

– Charge the battery after each discharge.

#### 5.3.2 Weekly

– Visually inspect for dirt and physical damage.

#### 5.3.3 Every three months

- Measure and record the overall voltage.
- Measure and record the individual voltages.
- Compare the results with the previous ones.

→ Carry out the measurements after full charging and subsequent resting for at least 5 hours.

→ If you find significant differences compared with the previous measurements or differences between the cells, contact the manufacturer's customer service department.

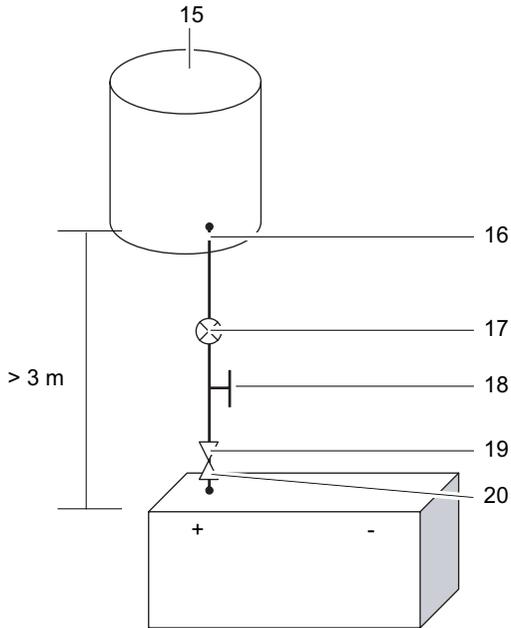
#### 5.3.4 Annually

- Measure the truck insulation resistance in accordance with EN 1175-1.
- Measure the battery insulation resistance in accordance with EN 1987-1.

→ In accordance with DIN EN 50272-3 the battery insulation resistance should not be less than 50  $\Omega$  per volt of rated voltage.

## 6 Aquamatik water replenishment system

### 6.1 Water replenishment system design



15	Water container
16	Tap connection with ball cock
17	Flow indicator
18	Shut-off cock
19	Locking coupling
20	Battery lock connector

## 6.2 Functional Description

The Aquamatik water replenishment system is used to adjust the rated electrolyte level automatically on traction batteries for industrial trucks.

The battery cells are interconnected through hoses and are attached to the water supply (e.g. water container) through a plug connection. When the shut-off cock is opened all the cells are filled with water. The Aquamatik plug controls the amount of water required and, at the relevant water pressures, ensures the water supply is shut off and the valve is closed securely.

The plug systems have an optical level indicator, a diagnostic port to measure the temperature and electrolyte density and a degassing port.

## 6.3 Adding water

Water should be added to the batteries just before the battery is fully charged. This ensures that the amount of water added is mixed with the electrolyte.

## 6.4 Water pressure

The water replenishment system must be operated with a water pressure in the water line of 0.3 bar - 1.8 bar. Any deviations from the permissible pressure ranges will affect the operation of the systems.

### Water drop

Assembly height above battery surface is between 3 - 18 m. 1 m corresponds to 0.1 bar

### Pressure water

The pressure regulating valve is adjusted to suit the system and must lie between 0.3 - 1.8 bar.

## 6.5 Filling time

The filling time for a battery depends on the electrolyte level, the ambient temperature and the filling pressure. Filling ends automatically. The water supply line must be disconnected from the battery when the water has been filled.

## 6.6 Water quality



The quality of the water used to fill up electrolyte must correspond to purified or distilled water. Purified water can be produced through distillation or ion exchangers and is then suitable for the production of electrolyte.

## 6.7 Battery tubing

The tubing of the individual plugs is in accordance with the existing electric circuit. No changes should be made.

## 6.8 Operating temperature

Batteries with automatic water replenishment systems should only be stored in rooms with temperatures  $> 0^{\circ}\text{C}$ , as otherwise the systems could freeze.

## **6.9 Cleaning measures**

The plug systems must only be cleaned with purified water in accordance with DIN 43530-4. No parts of the plugs must come into contact with solvent-based materials or soap.

## **6.10 Service mobile vehicle**

Mobile water filling vehicle with pump and filling gun to fill individual cells. The immersion pump in the container generates the necessary filling pressure. The service mobile must be at exactly the same height as the battery base.

## **7 Electrolyte circulation**

### **7.1 Functional Description**

Electrolyte circulation ensures the supply of air during charging to mix the electrolyte, thereby preventing any acid layer, shortening the charge time (charge factor approx. 1.07) and reducing the formation of gas during charging. The charger must be suitable for the battery and electrolyte circulation.

A pump in the charger produces the necessary compressed air which is introduced to the battery cells via a hose system. The electrolyte is circulated via the inlet air and the electrolyte density level is constant over the entire length of the electrode.

#### **Pump**

In the event of a fault, e.g. if the pressure control system responds for an unknown reason, the filters must be checked and replaced if necessary.

#### **Battery connection**

A hose is attached to the pump module which together with the charge leads is routed from the charger to the charging connector. The air is passed on to the battery via the electrolyte circulation coupling ducts in the connector. When routing make sure the hose is not bent.

#### **Pressure monitoring module**

The electrolyte circulation pump is activated when charging begins. The pressure monitoring module monitors the build up of pressure during charging. This ensures that the required air pressure is provided for electrolyte circulation charging.

In the event of malfunctions such as:

- Battery air coupling not connected to circulation module (if coupling is separate) or faulty.
- Leaky or faulty hose connections on battery or
- Intake filter contaminated

a visual error message appears on the charger.

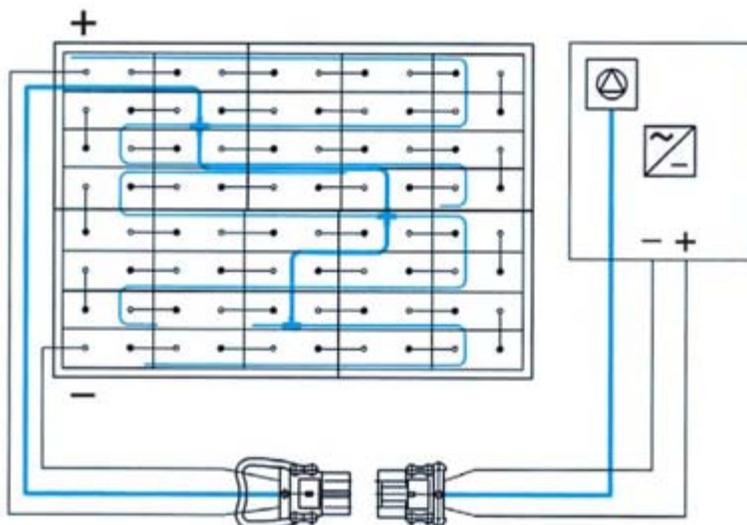
## NOTE

If an installed electrolyte circulation system is seldom used or not used at all, or if the battery is subjected to severe temperature fluctuations, the electrolyte may flow back into the hose system.

- ▶ Attach a separate coupling system to the air inlet line, such as: locking coupling on the battery side and through-coupling on the air supply side.

### Schematic illustration

Electrolyte circulation on the battery and air supply via the charger.



## 8 Cleaning batteries

Batteries and trays must be cleaned in order to

- maintain cell insulation and protect cells from ground or external conductive parts.
- Avoid damage from corrosion and stray currents.
- Avoid excessive and varying automatic discharge of the individual cells or block batteries due to stray currents.
- Avoid electric sparking due to stray currents.

When cleaning the batteries make sure that:

- The assembly site chosen for cleaning is close to a drainage system for processing the electrolytic rinsing water.
- All health and safety as well as water and waste disposal regulations are observed when disposing of used electrolyte or rinsing water.
- Protective goggles and clothing are worn.
- Cell plugs are not removed or opened.
- Clean the plastic components of the battery, in particular the cell containers, only with water or water-based cloths without any additives.
- After cleaning, the top of the battery is dried with suitable equipment, e.g. compressed air or cloths.
- Any fluid that has entered the battery box must be suctioned off and disposed of in accordance with the above-mentioned regulations.

## ***Cleaning the battery with a high pressure cleaner***

### *Requirements*

- Cell connectors tight, plugged in securely
- Cell plugs closed

### *Procedure*

- Follow the high pressure cleaner's user instructions.
- Do not use any cleaning additives.
- Observe the permissible cleaning device temperature setting of 140°C.
- This generally ensures that the temperature does not exceed 60°C at a distance of 30cm behind the outlet nozzle.
- Observe the maximum operating pressure of 50 bar.
- Observe a minimum distance of 30 cm from the top of the battery.
- The battery should be sprayed over its entire surface to avoid localised overheating.
- Do not clean one spot for more than 3 seconds with the jet to avoid exceeding the maximum battery surface temperature of 60°C.
- After cleaning dry the battery surface with suitable materials e.g. compressed air or cleaning cloths.

*Battery cleaned.*

## 9 Storing the battery

### NOTE

The battery should not be stored for longer than 3 months without charging as otherwise it will no longer be functional.

If the battery is to be taken out of service for a long period, it should be stored fully charged in a dry room protected from frost. To ensure the availability of the battery the following charges can be selected:

- Monthly compensation charge for PzS and PzB batteries or 3-monthly full charge for PzV batteries.
- Trickle charge for a charge voltage of 2.23 volts x no. of cells for PzS, PzM and PzB batteries or 2.25 volts x no. of cells for PzV batteries.

If the battery is to be taken out of service for a long period ( > 3 months), it should, as far as possible, be charged to 50% of its charge level and stored in a dry room protected from frost.

## 10 Troubleshooting

If any faults are found on the battery or charger, contact the manufacturer's customer service department immediately.



The operations required must be carried out by the manufacturer's customer service department or a customer service organisation authorised by the manufacturer.

## 11 Disposal

Batteries marked with the recycling symbol and the sign showing a crossed-out rubbish bin should not be disposed of with ordinary household waste.

Buy-back terms and type of recycling are to be agreed with the manufacturer as described in § 8 of the battery legislation.

